7182 MAIN STREET, LLC

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SPECIAL EXCEPTION PERMIT APPLICATION

TOWN OF MONROE
PLANNING & ZONING DEPARTMENT
7 Fan Hill Road, Monroe, CT 06468
Tel. (203) 452-2812

FOR OFFICE USE:
SEP – _____
File Number – _____

Project Name: GATEWAY COMMONS

Street Address: 4 MAIN STREET & 7180 MAIN STREET

Zoning District(s): B-1

Assessor Map #: 4 **Lot #:** 37-2/38 **Acreage:** 4.0 (IN MONROE) 6.68 TOTAL **Deed: Volume #** 1889 **Page #** 9

Brief Description: CONSTRUCT MIXED USE BUILDING AND ASSOCIATED IMPROVEMENTS

(Also attach Project Narrative as required in the Zoning Regulations)

❖ ***TAKE NOTE: It is the applicant's responsibility to provide all the information the Commission will need in order to process the application and make a fair determination of the issues. If an applicant fails to supply timely or sufficient information, it may result in delay, denial of the application, or both. Applicants are highly recommended to be represented by qualified representatives and to consult the Town of Monroe Plan of Conservation and Development, as well as the detailed application requirements and standards set forth in the Town of Monroe Subdivision, Zoning and Inland Wetlands Regulations.***

- **Pre-Submission Conference** – Contact the Planning and Zoning Administrator (203-452-2812) to schedule one or more preliminary pre-submission conferences with staff (***this is highly recommended***).

- **Formal Application Submission** – Provide **eleven (11) paper application sets** (***plans folded and materials collated into individual sets***) **and one (1) pdf CD** including the following materials: (a) signed application form; (b) supporting application narrative; (c) supporting investigative and impact analyses reports; (d) 100-foot abutters list; and (e) complete set of Site Plans. The application submission will be reviewed by the **Commission** and the Town's **Application Review Team (ART)** consisting of Department Staff from Planning and Zoning, Engineering, Wetlands, Fire Marshal, Police (traffic authority), Health and Building.

- **Sealed and Certified Plans** – All required A-2 and T-2 Surveys, Site Plans, Architectural Plans and supporting analyses Reports as prepared by consultant engineers, surveyors, landscape architects, architects, etc. must be current and include an original seal and live signature certification.

- **Project Timeline** – Following official receipt of an application, a **Project Timeline** listing milestone dates and actions to be followed during the review will be emailed to the applicant's Primary Project Contact.

- **ARB** – For new or modified commercial, industrial and multifamily residential buildings and structures, a separate application to the Monroe Architecture Review Board (ARB) may also be required. **Application to ARB includes completion of an ARB specific separate application form and plan copies.**

Application No. _____ **File No.** _____

APPLICATION FEE

Special Exception Permit Base Fee..... $ 675.00
Connecticut State Surcharge..... $ 60.00
Payable to the Town of Monroe **TOTAL APPLICATION FEE:** **$ 735.00***
**Include driver's license number and telephone number on fees paid with a personal check.*

APPLICATION INFORMATION

1. **What is the origin of the subject property (i.e., when and how was the current lot created?):**

List recorded survey or maps of lot origin (survey, subdivision, resubdivision, lot line adjustments)

LOT LINE REVISION MAP - RECORD MAP 3278

2. **Supporting Maps and Project Narrative:** Refer to Zoning Regulations Article 8

Attach all required Maps, Reports and Project Narratives as required by the Zoning Regulations.

APPLICANT PRIMARY PROJECT CONTACT

3. **Primary Contact Name:** HANS SCHUURMANS - HJS PROJECTS, LLC
Business Address: 62 SPRING HILL ROAD. TRUMBULL CT 06611
Phone: 203.980.1141 Email: hschuurmans@hjsprojects.com

The applicant's Primary Project Contact will be sent all correspondence (primarily via email) during the course of the project review and is responsible for distributing to the other applicant representatives.

PROJECT TEAM INFORMATION

4. **Owner's Name:** 7192 MAIN ST LLC, C/O MITCHELL DeESSO MBR.
Address: 62 SPRING HILL ROAD. TRUMBULL CT 06611
Phone: 914.403.8969 Email: MITCH@DSOMECHANICAL

5. **Applicant's name:** SAME AS OWNER
Address:
Phone: Email:
Property interest: ☐ Owner ☐ Contract Vendee ☐ Tenant ☐ Other

6. **Application Professionals** ***Name*** ***Phone/Cell*** ***Email***

Attorney: RUSSO & RIZIO, LLC - CHRISOPHER B. RUSSO 203.528.0590 Chris@russorizio.com
Surveyor: J. EDWARDS & ASSOCIATES LLC - JASON EDWARDS - 203.268.4205 jason@jedwardsassoc.com
Engineer: J. EDWARDS & ASSOCIATES LLC - LARRY EDWARDS - 203.268.4205 jason@jedwardsassoc.com
Landscape Architect: ENVIRONMENTAL LAND SOLUTIONS, LLC - MATTHEW POPP 203.855. 7879 matt@elsllc.net
Architect: AMARA ASSOCIATES, LLC - PETER AMARA 203.721.6919 pamara@amaraassociates.com
Other: TRAFFIC - HARDESTY & HANOVER - STEVEN CIPOLLA - 203.255.3100 scipolla@hardestyhanover.com

Application No. _____ **File No.** _____

7. **Is the property located within a floodplain?** ☐ No ☐ Yes ☑ 100-year ☑ 500-Year

Proposed structures or grading in floodplain? ☑ No ☐ Yes **Contact Flood Plain Administrator 203-452-2812.**

8. **Is the property located within 500 feet of a town boundary?**

   ☐ No ☑ Yes **Abutting town(s):** TRUMBULL

9. **Is the property subject to an existing conservation or preservation deed restriction?**

   ☑ No

   ☐ Yes **Provide a notarized statement pursuant to CGS §47-42d:**

   - **The proposed application involves only interior building alterations; OR**
   - **Written notice of such application has been sent by certified mail, return receipt requested, not later than sixty (60) days prior to the filing of the application to the party holding the conservation or preservation restriction; OR**
   - **In lieu of notice, provide a letter from the holder or holder's authorized agent, verifying that the application is in compliance with the terms of the restriction.**

10. **Is the property located within a public water supply watershed?**

    ☑ No

    ☐ Yes Name of watershed: _____

    NOTE: **Per CGS §8-3i, within seven (7) days of an application submission, the applicant is required to NOTIFY the Aquarion Water Company of Connecticut, 714 Black Rock Road, Easton, CT 06612, and the Connecticut Commissioner of Public Health, 410 Capitol Avenue, Hartford, CT 06106; and provide evidence documenting same to the Planning and Zoning Department. For sample notification letters see link below:**

    http://www.monroect.org/filestorage/467/469/976/1027/Notification_to_Aquarion_%26_DPH_PZC.pdf

11. **Are there inland wetlands, watercourses, lakes or ponds or other water related resources on or within 100 feet of the property; and/or is there a named watercourse within 150 feet of the property?**

    Attach Soil Scientist inspection report/verification and delineation report and survey map.

    ☐ No ☑ Yes Area of property regulated 3.0 (ac) 45% (% of property)

    Contact the Inland Wetlands Department 203-452-2809 prior to proceeding with this application.

12. **Previous or Current Wetland Permits or Violations for Property (list Wetland File #s and dates):**

    IWC-2022-17 (PENDING) IWC-2019-12-R APPROVED

13. **Is or will the property/project be a major traffic generator (>100,000 SF of building or > 200 vehicles)?**

    ☑ No ☐ Yes **Provide a copy of STC Certificate (if existing) or new Certificate of Determination.**

14. **Does the application involve a "change of use" of an existing building or facility?**

    ☑ No ☐ Yes From _____ to _____

15. **Are new or expanded septic disposal systems proposed?** ☑ No ☐ Yes **Attach plans and flow confirmation.**

    ☐ Subject to Monroe Health Department Approval ☐ Subject to State Health Department Approval

    Application No. _____ **File No.** _____

16. **Is public water service available at this property?**

☐ No ☐ Will use existing private well ☐ Will use new private well ☐ Will extend water main
☐ Yes ☐ Will use existing connection ☑ Will upgrade connection ☐ Not planning connection

Nearest Public Water Main: Street Location IN FRONT OF PROPERTY Distance: _____ (ft)

17. Describe topographic conditions and assess to what extent slopes 15% and greater may limit development potential or which otherwise require specialized engineering to support future development?

0.9 ac (25% and greater) 0.7 ac (15-15%) 0.5 ac (10-15%) 3.2 ac (0-10%)

Attach a separate narrative with a Slopes Map showing the location and acreage of sloped areas:

18. Will Storm Water Detention and/or Retention be needed for this proposal?

☐ No **Provide reasons - attach additional sheets as necessary:**

☑ Yes **Provide list of provisions - attach stormwater report or additional sheets as necessary:**
STORM WATER RETETION WAS CONSTRUCTED AS PART OF EX/FILL APPLICATION.
ADDITIONAL RETENTION IS PROPOSED USING UNDERGROUND CHAMBERS IN THE PARKING LOT

19. Have Storm Water Quality Control measures been included in this proposal?

☐ No **Provide reasons - attach additional sheets as necessary:**

☑ Yes **Provide list of measures - attach stormwater report or additional sheets as necessary:**
SEE ENGINEERING REPORT

20. Have Low Impact Development (LID) measures been considered as additional features for this proposal?

☐ No **Provide reasons – attach stormwater report or additional sheets as necessary:**

☐ Yes **Provide list of LID measures - attach stormwater report or additional sheets as necessary:**
SEE ENGINEERING REPORT

21. Have any Zoning Board of Appeals variances been granted related to the property?

☐ No ☐ Yes **List variances obtained with respective ZBA File # and date of approval:**

22. Are any waivers of the Zoning Regulations application requirements requested?

☐ No ☐ Yes **Attach a separate written request and rational in support thereto.**

Application No. _____ **File No.** _____

I(we) hereby certify that I(we) make this application as or on behalf of and with the full authority of the owner(s)

of the property or premises and am aware of and understand the Zoning, Subdivision and Inland Wetlands Regulations pertinent to the application and affirm that the statements and information provided are accurate and true. Further, all the undersigned hereby authorizes the Town of Monroe and its agents, to access the premises for the purpose of application investigation, site review, inspection of improvements or construction, and enforcement of the Town's Regulations and Ordinances, and the General Statutes of the State of Connecticut, as may be applicable.

All the undersigned warrant the truth of all statements contained herein and in all supporting documents according to the best of their knowledge and belief. Further, all the undersigned understand and agree that the Planning and Zoning Commission and/or its Staff/Consultants may request additional information and it is the applicant's/owner's responsibility to provide this information in a timely fashion and to the Commission's satisfaction. If the information provided is incomplete or inaccurate, the Commission may deny the application or request an extension to be granted by the applicant/owner in order to act within applicable legal time limits.

This agreement shall be binding on all heirs, executors, administrators, successors and assigns of all undersigned.

APPLICANT(S) – (Both Applicant and Owner Notarized Signatures are Required)

MITCHELL DEESSO MEMBER	Member	01.04.2023
Applicant Name Printed	**Authorized Signature**	**Date**
Additional Applicant	**Authorized Signature**	**Date**

(Provide additional sheets as needed)

Subscribed and sworn to by _____ *on this day of* _____, *20*_____, *before me*:

_____

Notary Public, Justice of the Peace, Commissioner of the Superior Court

---

Please note the following: This application must include the owner's signature and notarization or a written, notarized consent to submit this application, signed and dated by the owner.

OWNER(S) – (Both Applicant and Owner Notarized Signatures are Required)

7182 MAIN STREET, LLC

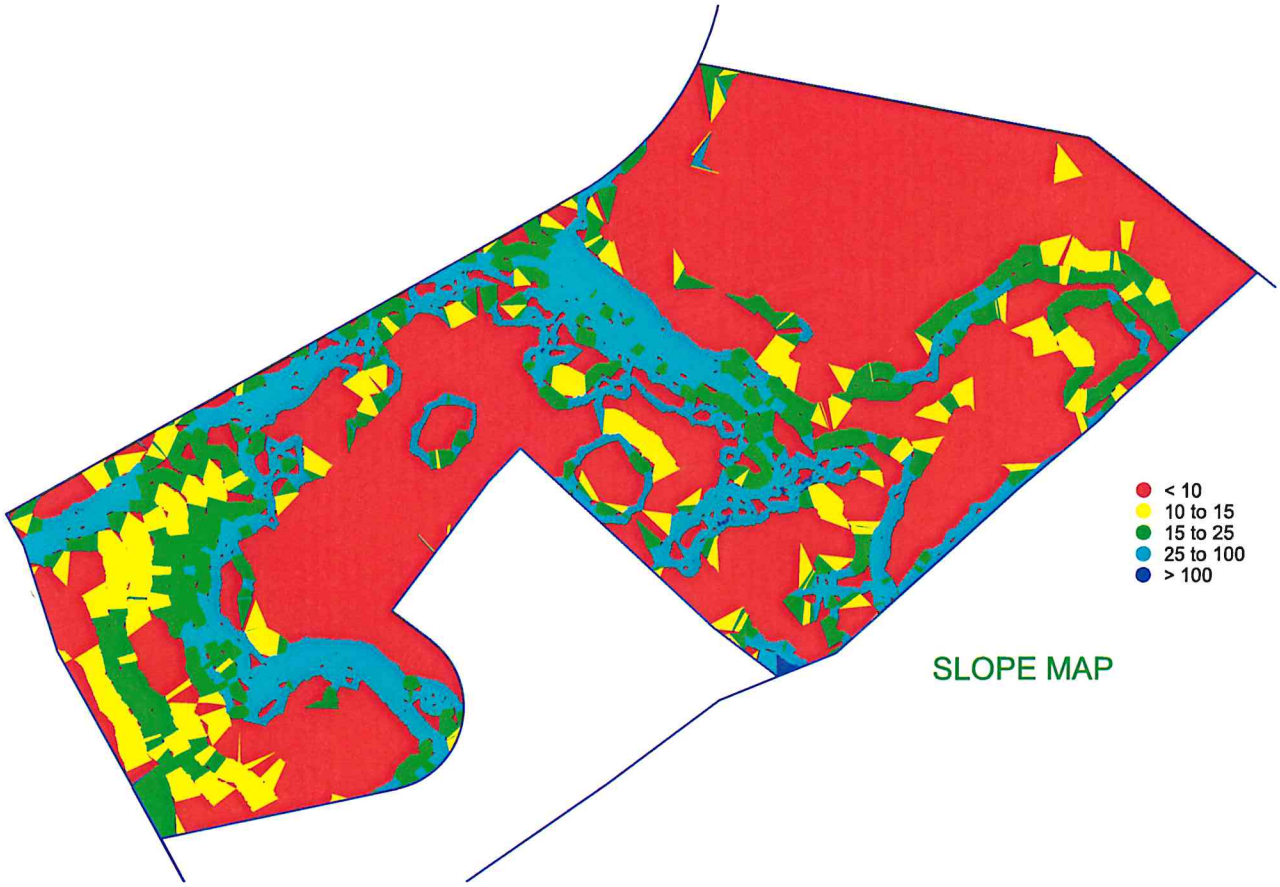
Owner Business Name

MITCHELL DEESSO	Member	01.04.23
Authorized Member Name Printed	**Authorized Signature**	**Date**

Subscribed and sworn to by _____ *on this day of* _____, *20*_____, *before me*:

_____

Notary Public, Justice of the Peace, Commissioner of the Superior Court



SLOPE MAP

RURAL PROPERTIES
11 FERRY LANE
WESTPORT, CT 06880

LILLEY AMY
7145 OLD TURNPIKE ROAD
TRUMBULL, CT 06611

STEWART ALAN R & SKINN SUZANNE D
7125 OLD TURNPIKE RD
TRUMBULL, CT 06611

JOBBINS HOWELL STEVENS JR & JOBBINS SUSAN B
7185 OLD TURNPIKE ROAD
TRUMBULL, CT 06611

REED JAMAL M & REED CHANA K
7193 OLD TURNPIKE ROAD
TRUMBULL, CT 06611

MUNSON BUILDERS INC
55 CHAMBERS ST
FAIRFIELD, CT 06825

7192 MAIN STREET LLC
7192 MAIN STREET
TRUMBULL, CT 06611

7182 MAIN STREET LLC
7182 MAIN STREET
TRUMBULL, CT 06611

7192 MAIN STREET LLC
7182 MAIN STREET
TRUMBULL, CT 06611

TRUMBULL TOWN OF
5866 MAIN STREET
TRUMBULL, CT 06611

REED JAMAL M + CHANA K
7193 OLD TURNPIKE RD
MONROE, CT 06468

ONE-FIFTEEN MAIN ST MONROE LLC
7182 MAIN ST
TRUMBULL, CT 06611

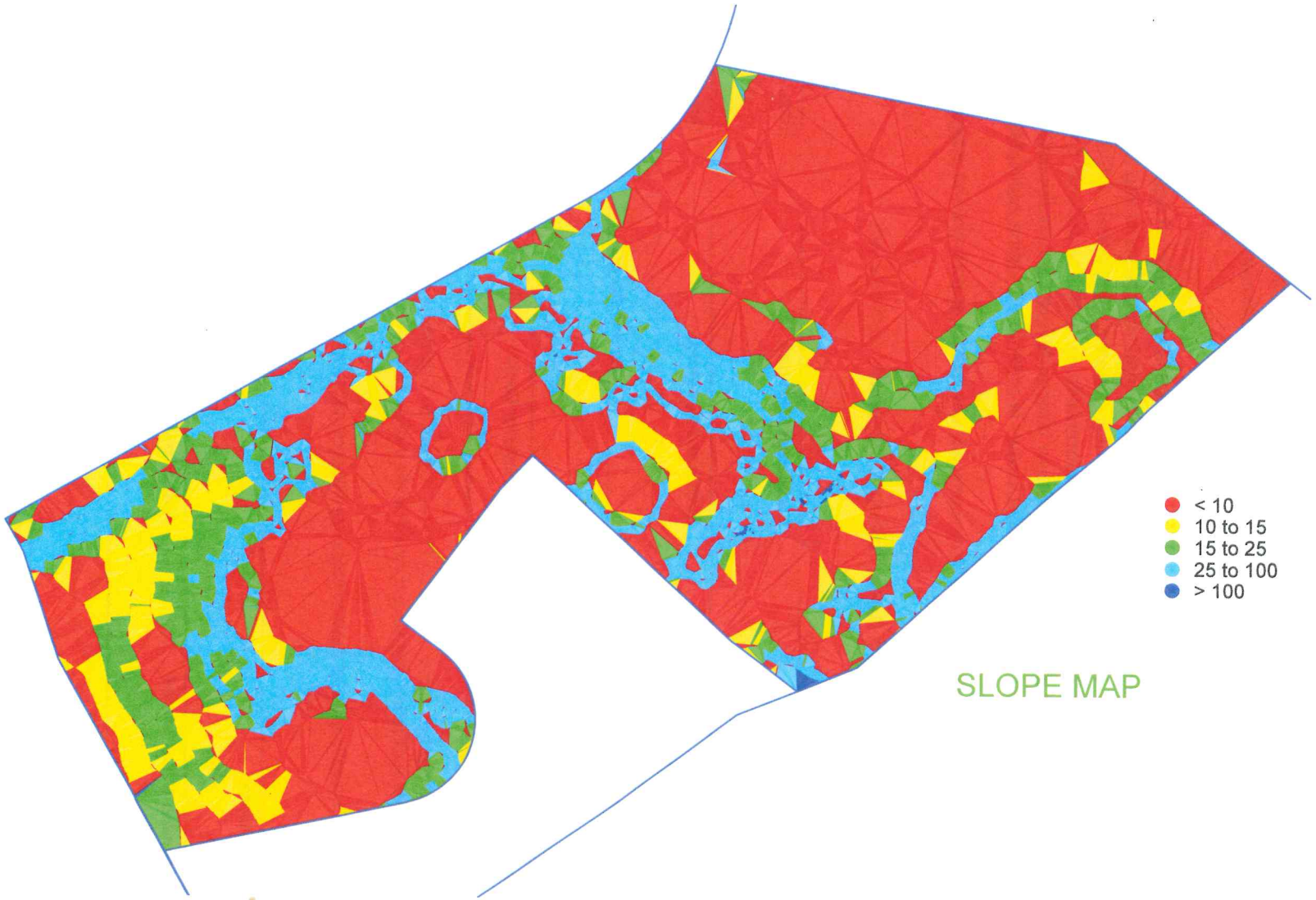
SWISS ARMY LAND INC
PO BOX 1212
MONROE, CT 06468

7182 MAIN ST LLC
7182 MAIN ST
TRUMBULL, CT 06611

7192 MAIN ST LLC
7182 MAIN ST
TRUMBULL, CT 06611

VICTORIA DRIVE ASSOCIATES LLC
26 ARROWHEAD DR
MONROE, CT 06468

1036 MAIN ST LLC
16 CROSS ST
NEW CANAAN, CT 06840



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	Postmaster, per *(name of receiving employee)* Yvette Rivera-Wilson		

USPS® Tracking Number / Firm-specific Identifier	Address (Name, Street, City, State, and ZIP Code™)	Postage	Fee	Special Handling	Parcel Airlift
1.	SWISS ARMY LAND INC PO BOX 1212 MONROE, CT 06468				
2.	7182 MAIN ST LLC 7182 MAIN ST TRUMBULL, CT 06611				
3.	7192 MAIN ST LLC 7182 MAIN ST TRUMBULL, CT 06611				
4.	VICTORIA DRIVE ASSOCIATES LLC 26 ARROWHEAD DR MONROE, CT 06468				
5.	1036 MAIN ST LLC 16 CROSS ST NEW CANAAN, CT 06840				
6.					

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4.	TRUMBULL TOWN OF 5866 MAIN STREET TRUMBULL, CT 06611				
5.	REED JAMAL M + CHANA K 7193 OLD TURNPIKE RD MONROE, CT 06468				
6.	ONE-FIFTEEN MAIN ST MONROE LLC 7182 MAIN ST TRUMBULL, CT 06611				

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1.	RURAL PROPERTIES 11 FERRY LANE WESTPORT, CT 06880	UNITED STATES POSTAL SERVICE® 0000		U.S. POSTAGE PAID BOTSFORD, CT 06404 JAN 03, 23 AMOUNT **$8.50** R2305K132421-02	
2.	LILLEY AMY 7145 OLD TURNPIKE ROAD TRUMBULL, CT 06611				
3.	STEWART ALAN R & SKINN SUZANNE D 7125 OLD TURNPIKE RD TRUMBULL, CT 06611				
4.	JOBBINS HOWELL STEVENS JR & JOBBINS SUSAN B 7185 OLD TURNPIKE ROAD TRUMBULL, CT 06611				
5.	REED JAMAL M & REED CHANA K 7193 OLD TURNPIKE ROAD TRUMBULL, CT 06611				
6.	MUNSON BUILDERS INC 55 CHAMBERS ST FAIRFIELD, CT 06825				

7182 MAIN STREET, LLC

January 4, 2023

Mr. Rick Schultz, AICP
Town Planner
Town Hall Annex
7 Fan Hill Road
Monroe, CT 06468

Re: Special Permit and Site Plan Review application for properties located at 7180 and 4 Main Street Map 004 Lot 37/02 and 38/00.

Dear Mr. Schultz:

Please accept the following narrative as part of an application for a Special Permit and Site Plan Review to the Monroe Planning and Zoning Commission for the property located at 7180 and 4 Main Street Map 004 Parcels 37/02 and 38/00 in the Commercial Zone B-1 to support the proposed mixed use development of residential, retail, office and storage uses within a single building.

Proposed Development

As shown on the site plans submitted herewith, the Site contains just under Seven acres (7 Ac.) and it is located within the Commercial B-1 Zone. The Site is also bisected by the border of Trumbull and Monroe, which roughly splits the Site in half. The Site's only frontage and access is along Main Street (Route 25). The Site is currently vacant land. The Applicant proposes to construct a single mixed-use L-shaped building. The proposed parking area will mainly be located at the front of the building with additional parking along the southern side and rear of the building. The Applicant proposes One hundred and ninety-eight (198) off-street parking spaces at the Site, which satisfies the zoning regulations of both the Town of Trumbull and Town of Monroe. The proposed use will easily be accommodated by the interior traffic layout. The proposed uses are very compatible. Parking demand for the residential use will be at its peak in the late evening and early morning. The parking demand for the commercial and office uses will be at its peak during the day. The Site contains wetlands which will not be impacted. The Applicant is obtaining the necessary approvals from the Monroe Inland Wetlands Commission for the proposed development.

The proposed development consists of One (1) Two and one-half story building with a small basement area. The development will consist of Fifty-seven (57) residential dwelling units, Twenty thousand square feet (20,000 SF) of retail space and Eight thousand square feet (8,000 SF) of office and storage area. The basement floor will consist of the office and storage area. This area will be accessed from the rear of the building and sits at a lower

grade than the front of the building. The ground floor will contain the retail floor area as well as the access lobby and amenity area for the residential use. The former will be accessed from the front parking area and the latter will be accessed from the front and rear of the building. The submitted plans currently show Ten (10) separate commercial units ranging in size from 1,442 to 3,331 SF, which could be adjusted based on the demand from a tenant. The ground floor access to the residential use will contain some amenity area located towards the rear of the building for an exercise room and co-working area.

The residential use will be accessed via Three (3) stairwells and an elevator. The upper Two (2) floors will consist of the residential use. Each dwelling unit will have its own kitchen, living area, bedroom and full bath, and washer/dryer. The part of the development located in Trumbull will consist of Four (4) studio, Eight (8) loft, Twenty (20) one-bedroom and Four (4) two-bedroom dwelling units. The part of the development located in Monroe will consist of Two (2) studio, Seventeen (17) one-bedroom and Two (2) two-bedroom dwelling units. Between both towns, it will be a total of Fifty-seven dwelling units. Some of the proposed dwelling units will also contain balconies.

The proposed development will be a tremendous improvement to the Site and an exciting amenity to the residents of Monroe. The Site will be thoroughly landscaped as indicated on the submitted plans. The grade of the Site will also be raised, so the Site will have a much better presentation along Main Street. This underutilized Site at a main thoroughfare will become completely transformed. The submitted traffic study indicates that the development will have little impact on the existing levels of service and that there is sufficient storage on the roadways to accommodate the development.

The proposed architecture of the building is in keeping with the character of the Town's commercial areas. The facades will feature a mix of red brick and a cypress green clapboard. White trim/fascia boards will accentuate windows and horizontal division lines. Black metal awnings will maintain the commercial character of the ground floor. The shingle roof will be in keeping with the area. The proposed building was designed to break up the length of the single building and create an inviting appearance to traveling vehicles.

<u>The Application Satisfies All Criteria for Decision on a Special Permit and Site Plan Review</u>

The Applicant has submitted an application that satisfies all criteria for a decision to approve a Special Permit. The Applicant has submitted a complete application, which is in conformity with the existing Regulations. As stated above, the Site still contains more than sufficient parking for the requirements of both the Town of Monroe and the Town of Trumbull. In addition, the proposed uses are an ideal mix for shared parking. The proposed uses are permitted in the B-1 Zone. The Application will have no discernible impact on traffic with little to no changes in levels of service. The submitted traffic study states the existing roadways contain sufficient storage to accommodate the development. The proposed development will maintain emergency access around the entire proposed building. The proposed development will be a tremendous improvement to the frontage of the Site with new pavement, landscaping, sidewalks, and drainage throughout. All sanitary waste disposal, water supply, sediment and erosion control standards will meet current requirements. The architectural design of the building is in character with the surrounding neighborhood and Town. The development will not have a negative impact on the surrounding neighborhood, but it will instead be a tremendous benefit to nearby commercial uses as well as an additional amenity to Monroe residents.

The Application also satisfies the 2021-2031 Plan of Conservation and Economic Development (the "POCD"). One of the prime goals of the POCD is to "allow for a wide selection of housing choice that enables residents to live in Monroe through various stages of life and attract new residents to the community." The POCD notes the need for mixed-use, multi-family housing which is currently lacking in the community. This opportunity should spur development in its proximity, satisfy the need for housing, and boost the retail and restaurant market. Monroe can seize this opportunity to promote mixed-use development in this area. Mixed-use development is minimal in the Town and this Application presents a perfect opportunity to capitalize on such development in the right location.

Regarding Site Plan Review, the Application meets all standards to accommodate its design. The variance allowed for a design in keeping with the character of other commercial corridors in the Town of Monroe. Therefore, the Application is fully compliant with the Regulations.

For all these reasons, the Applicant respectfully requests approval of the Application for Special Permit and Site Plan Review for the proposed mixed-use development.

Sincerely,

Mitchell DeEsso
Managing Member
7182 Main Street, LLC

Site Photos looking East

Site Photos looking North

STEVEN DANZER, PHD & ASSOCIATES LLC
Wetlands & Environmental Consulting
WWW.CTWETLANDSCONSULTING.COM
203 451-8319

WETLAND BOUNDARIES • POND & LAKE MANAGEMENT • CONSTRUCTION FEASIBILITY CONSULTATIONS • ENVIRONMENTAL STUDIES

Environmental Report

7182 & 7192 Main St, Monroe / Trumbull

Date: November 11, 2022

By: Steven Danzer Ph.D.

- Soil Scientist – Certified Nationally by the Soil Science Society of America (#353463).
  – Registered with the Society of Soil Scientists of Southern New England.
- Senior Professional Wetland Scientist - PWS #1321, Society of Wetland Scientists.
- Arborist - CT DEEP License S-5639; ISA Certified NE-7409A.

- Ph.D. - Renewable Natural Resource Studies.

INTRODUCTION

Regulated activities are proposed adjacent to the wetlands located at 7182 and 7192 Main Street (Route 25), Monroe and Trumbull, Connecticut. The site was previously approved in 2019 by Monroe and Trumbull for the removal of a commercial building and the subsequent excavation and filling of the site in preparation for a future development, and to resolve several inland wetland violations. Since the 2019 approvals, the site preparation processes are nearing completion and the wetland remediation plan has been implemented.

The proposed activities include the construction of a multi-story mixed use building, parking, grading, and installation of utilities including a subsurface stormwater retention system, as indicated on the plans prepared by J. Edwards & Associates LLC.

The property is 6.67 acres, of which 4.01 acres are in Monroe and 2.66 acres are in Trumbull. The proposed activities will occur entirely within upland areas that have been

previously cleared and/or disturbed as per the earlier approvals. Only a small portion of the activities will occur within the upland review areas. The proposed development will utilize the recently constructed water quality basin. There will be no significant impacts or direct impacts to the wetlands.

Landscape Context

The site is located adjacent to Route 25, a major commercial and light industrial corridor. Adjacent land-use south to the site is currently maintained as industrial/commercial. The land being prepared for a similar commercial/industrial use to the north. West (across the street) from the site there are several residences located along Old Turnpike Road as well as a residential neighborhood located on top of the hill. East of the site, across the wetlands and waterbodies, are several commercial/industrial parcels accessed by Victoria Drive. The property itself located within the watershed to the Pequonnock River, of which the river is located to the east of the site.

Wetland Resources

The wetlands were delineated by JMM Wetland Consulting Services LLC during the prior 2019 permit review process and then documented in their soil report dated 9/9/19. Three wetland areas were located. Wetland soils within these areas were characterized as Saco silt loam (108) and Aquents (308W). Saco soils are poorly drained soils formed in alluvial sediments. Aquents are disturbed wetland soils subject to cutting, filling, and moving.

The wetland resources within the property were described in full detail in a previous environmental report dated 10/11/19 by JMM Wetland Consulting Services LLC. The characterizations included the wetland types, vegetative cover, and functions and values. Three wetland areas where located.

The three wetland areas within the site include 1) a small isolated, man-made depressional wetland located at the southern property boundary which is vegetated by scrub-shrub species, 2) a larger wetland system located within the eastern and northeastern section of the site that is contiguous with off-site wetland and watercourse habitat, and which contains forested, shrub-scrub, and marsh habitats, and 3) a smaller wetland area located within the northeastern portion of the site contiguous with the wetland system 2 and with the offsite ponded section of the Pequonnock River, containing scrub-shrub and marsh habitats.

The site was visited again by Steven Danzer PhD & Associates LLC in 2022 to observe any changes to the wetlands that may have occurred since the 2019 JMM evaluation. The

baseline data within the JMM report was found to be still accurate. During these 2022 site visits, the quantity and health of the 2019 approved remediation plantings (including the native seed mix) in the wetland remediation area was also assessed. Vegetative cover within the remediation area was observed to be more than adequate. The health of the plants appeared to be sufficient to likely ensure future survivability. Invasive vegetative cover appears to be relatively minimal, with the exception of ragweed (a weedy species but not necessarily an invasive species). Overall, the site appeared to be on a positive trajectory.

PROPOSED ACTIVITIES

The regulated activities include the construction of a 25,000 SF multi-story, mixed use building, associated parking, grading, and installation of utilities including a subsurface stormwater retention system. The vast majority of the development will outside of regulated areas, only portions of the rear slope, the northeast corner and portions of the rear parking area, and the maintenance driveway for the basin will be within the upland review area.

The developmental footprint has largely already been cleared, excavated and/or filled as per previous 2019 approvals, and as such, there will be no natural or contiguous vegetative habitats disturbed. The activities will be largely within the 2019 approved limit of fill: only the corner of a 10 feet wide maintenance driveway, and the northeastern corner of the parking area and associated grading will exceed what was approved in 2019.

A storm drainage network is proposed to collect and pipe all runoff from impervious surfaces. The runoff will be directed to a hydrodynamic separator and ultimately be discharged to the existing stormwater quality basin located in the southeastern region of the site. A subsurface retention system will also be located west of the building to provide additional retention from a portion of the parking lot.

A landscape plan prepared by Environmental Land Solutions is proposed to revegetate the site. All plantings around the periphery of the site including those along the eastern slope directly above the wetlands will all be native.

Discussion/Analysis

The project was reviewed to determine if there were any significant impacts to the wetland resources, pursuant to the definition of "Significant Impact Activities" contained within Section 2.1 of the Inland Wetlands and Watercourses Regulations of the Town of Monroe.

According to Section 2.1, "Significant Activity" include activities that involve (to summarize) a) deposition or removal of material; b) substantially changes the natural channel or may inhibit watercourse dynamics; c) substantially diminish the natural capacity of the wetland resources or provide other functions; d) cause or potentially cause substantial turbidity, siltation or sedimentation; e) cause substantial diminution of flow or groundwater levels to the wetland resources; f) cause or potentially cause pollution; and g) damage or destroys unique, scientifically or educationally valuable wetland areas.

The project was also reviewed to determine if there were any significant impacts to the wetland resources, pursuant to the definition of "Significant Impact Activities" contained within Section 2 of the Town of Trumbull Inland Wetland and Watercourses Regulations. According to Section 2, "Significant Impact Activities" include activities that involve 1) deposition or removal of material; 2) substantially change the natural channel or inhibit watercourse dynamics; 3) substantially diminish the natural capacity of the wetland resources; 4) cause or potentially cause substantial turbidity, siltation or sedimentation; 5) cause substantial diminution of flow or groundwater levels to the wetland resources; 6) cause or potentially cause pollution; and 7) damage or destroys unique, scientifically or educationally valuable wetland areas.

As per the above definitions, the project will not cause significant impacts to the wetlands for the following reasons:

- There is no work being proposed in the wetlands. The wetlands are located significantly lower in the landscape from the proposed activities, and will be physically buffered post-development by vegetated slopes.

- The concept for this development has already been reviewed and approved by both towns in 2019. The developmental footprint has already largely been cleared, excavated and/or filled as per previous 2019 approvals. As such, there are no natural vegetative habitats that will be disturbed.

- The vast majority of the development will occur outside of the regulated upland review areas. Only portions of the northeastern rear slope, the northeast corner region of the rear parking area, and the maintenance driveway for the basin will be located within the upland review area. These encroachments into the upland review area represent a relatively small proportion of all of the proposed activities.

- Stormwater generated from the site will be mitigated by a storm water system which is proposed to collect and treat runoff generated by the roof of the proposed building and parking areas, and which will eventually discharge the runoff into an existing water quality basin.

- Native buffer plantings are proposed along the upland slope to enhance the western edge of the wetland.

- Wetland restoration work, as per the prior 2019 approval, has been successfully implemented in advance of the work which is now proposed.

- Erosion controls are proposed to prevent erosion and sedimentation towards the wetland/watercourse.

With the above considerations in mind, it is my opinion that there will be no significant impacts to the wetland resources on the site, nor will be there any significant alteration to the existing wetland functions or values.

SUMMARY CONCLUSIONS

The proposed activities include the construction of a 25,000 SF multi-story, mixed use building, associated parking, grading, and installation of utilities including a subsurface stormwater retention system. No work is proposed in the wetlands/watercourses.

It is my professional opinion that the proposed activities will not significantly impact, or change, diminish, or otherwise detrimentally alter the ecological communities or the functions or values of the wetland/watercourse areas located on or adjacent to the property. Impacts by the proposed activities are anticipated to be minimal or nonexistent.

Thank you for the opportunity to comment.

Respectfully submitted,
Signed,

Steven Danzer Ph.D.
Professional Wetland Scientist, Soil Scientist, Arborist,
Ph.D. in Renewable Natural Resource Studies

CPSS
Certified Professional
Soil Scientist

AFFORDABILITY PLAN
November 2022

Gateway Commons/7182 Main Street LLC submits this Housing Affordability Plan in conjunction with its application to the City of Monroe and City of Trumbull Zoning Commissions for approval for the development of 4 Main Street, Monroe and 7182 Main Street in Trumbull, Connecticut (the "Property"), in accordance with the Building Zone Regulations of the Cities of Monroe and Trumbull ("Zoning Regulations").

This plan describes how affordability will be determined, administered and maintained.

Definitions.

"Commission." The Monroe or Trumbull Planning and Zoning Commission, and its successors and assigns.

"Area Median Income ("AMI")." The annual income for Fairfield County as determined using the statistics published and periodically revised by the U.S. Department of Housing and Urban Development ("HUD").

"Affordable Household." A household with an annual income which does not exceed eighty percent (80%) of the AMI, as adjusted for family size, as published by the United States Census Bureau and periodically updated by the U.S. Department of Housing and Urban Development (HUD). Household eligibility determinations shall be made in accordance with the income criteria in §8-30g-8 of the regulations of Connecticut State Agencies.

"Affordable Housing Unit." A dwelling unit occupied by an affordable household where the maximum sales price or rent shall be restricted in accordance with the maximum housing payment calculations as described in §8-30g-8 of the regulations of Connecticut State Agencies.

Project Description.

7182 Main Street LLC proposes to construct a new building on the Property containing 21 new residential units in Monroe and 36 new residential units in Trumbull. There will be a total of 6 studio units, 45 one-bedroom units, and 6 two-bedroom units. Other associated site improvements are proposed including access to a recreational walking trail, parking, lighting, landscaping and other improvements. 7182 MAIN STREET, LLC proposes to designate at least six (6) units as Affordable Housing Units according to regulations, which meet the criteria under the Zoning Regulations for households whose annual income does not exceed eighty (80%) percent of the AMI. There will be (4) one-bedroom, one (1) two-bedroom and one (1) studio affordable housing units. The remainder of the units will be market rate. 7182 MAIN STREET, LLC has designated the specific units that will be Affordable Housing Units on Appendix A. Designation of particular

units may change over time, and updated schedules will be provided to the Commission, should that occur. Those units so designated shall be subject to the terms set out in this Plan and the Monroe and Trumbull Zoning Regulations.

Unit Standards.

The Affordable Housing Units shall be comparable in size, fit and finish to market-rate units and will be consistent with construction standards for new housing. The bedroom mix will be provided in comparable percentages to those in the market rate units.

Duration of Restrictions.

The Affordable Housing Units shall be so designated in accordance with regulations described in Connecticut statutes, beginning with the issuance of a certificate of occupancy for the rental units for the Property and continuing in accordance with the maximum housing payment calculations set out in Section 8-30g-8 of the regulations of the Connecticut State Agencies. A deed restriction in substantially the form set forth in Appendix D attached or in such other form acceptable to the Commission, shall be recorded on the Monroe and Trumbull Land Records, contemporaneously with the issuance of the certificate of occupancy or at the same time of the unit's designation as set forth above, whichever is earlier, to ensure affordability. The deed restriction will outline the rental restrictions, including the maximum rental price unit, the affirmative marketing procedures, residency requirements, reporting requirements, as well as remedies for breach.

Pro Rata Construction.

The Affordable Housing Units shall be completed on a *pro rata basis* as construction proceeds. It is the intent of this Plan that at least one (1) Affordable Housing Unit will be completed and offered for rental within the time that ten (10) market rate units are completed and offered for rental.

Affirmative Fair Marketing.

7182 MAIN STREET, LLC will market the Affordable Housing Units itself, or through the Housing Development Fund, Mutual Housing or another similar agency ("7182 MAIN STREET, LLC or other"), which maintains such a list of income/credit-qualified persons in accordance with regulations. 7182 MAIN STREET, LLC or other agency will be retained to undertake all of the activities related to verifying the income/credit eligibility of applicants, in accordance with regulations. 7182 MAIN STREET, LLC or other will perform income/credit verifications and coordinate the applicant pool.

Affordability Calculation.

The rental price of the Affordable Housing Units will be calculated based upon 80% of the AMI in accordance with the State of Connecticut's Affordable Housing Appeals Procedures as defined in Section 8-30g of the Connecticut General Statutes. The maximum rental amounts will be adjusted annually in accordance with changes in the AMI and in accordance with the Connecticut Department of Economic and Community Development's Affordable Housing Appeals Procedure.

Administration and Compliance.

This Plan will be administered by 7182 MAIN STREET, LLC or other, or its successors and assigns ("Administrator"), who will be responsible for:

- Ensuring that households applying for Affordable Housing Units qualify within applicable maximum income limits;
- Assuring the accuracy of rental prices, and providing documentation where necessary to buyers, sellers and financing institutions;
- Reporting compliance to the municipality; and
- Executing the affirmative fair housing marketing plan.

The Administrator shall submit a written status report to the Commission regarding compliance with this Plan and the above-referenced factors annually on or before January 31. The role of the Administrator may be transferred or assigned to another entity. In the event of any such transfer or assignment, 7182 MAIN STREET, LLC will provide forty-five (45) days prior written notice to the Commission. The Commission shall be given a reasonable opportunity to object but will not do so unreasonably.

Affirmative Fair Housing Marketing Plan and Notice of Initial Sale of Affordable Housing Units.

The availability of Affordable Housing Units shall be publicized, using the provisions of Regulations of Connecticut State Agencies §8-37-ee-1 et seq. (particularly Sections 8-37-ee-301 and 302) for affirmative fair housing marketing programs as guidelines. The Administrator shall have the responsibility for compliance with this section. Notices of initial availability of the Affordable Housing Units shall be provided, at a minimum, by advertising at least two times in a newspaper of general circulation in the Cities of Monroe and Trumbull. The Administrator shall also provide such notices to the Commission, the Monroe and Trumbull Town Clerk, and Cities of Monroe and Trumbull. Such notices shall include a description of the available Affordable Housing Units, the eligibility criteria for potential tenants and owners, the Maximum Rental Price (as hereinafter defined), and the availability of application forms and additional information.

Using the above-referenced State regulations as guidelines, dissemination of information about available Affordable Housing Units shall include, at a minimum:

- Analyzing census and other data to identify racial and ethnic groups least represented in the population;

- Announcements/advertisements in publications and other media that will reach minority populations;

- Announcements to social service agencies and other community contacts serving low-income minority families in the region (including churches, civil rights organizations, housing authorities, and legal services organization);

- Assistance to minority applicants in processing applications;

- Marketing efforts in geographic areas of high minority concentrations within the housing market area;

- Beginning marketing efforts prior to general marketing of units, and repeating during initial marketing, at 50% completion, and thereafter at reasonable intervals; and

- Collection of basic racial and ethnic information for all residents and persons on the wait list for the development.

All notices shall comply with the federal Fair Housing Act, 42 U.S.C. §§3601 et seq. and Connecticut General Statutes §§46a-64b and 64c.

Tenant Eligibility.

Eligibility of families or households to rent Affordable Housing Units shall be determined by the Administrator in accordance with this Plan and the Regulations, as amended.

Application Process.

A family or household seeking to rent an Affordable Housing Unit ("Applicant") must complete an application to determine eligibility. The application form and process shall comply with the Fair Housing Act.

A. Application Form.

The application form shall be provided by the Administrator and shall include an income certification form. In general, income for purposes of determining an Applicant's qualification shall include the Applicant family's total anticipated income from all sources for the twelve (12) month period following the date the application is submitted ("Application Date"). If the Applicant's financial disclosures indicate that the Applicant may experience a significant change

in the Applicant's future income during the twelve (12) month period, the Administrator shall not consider this change unless there is a reasonable assurance that the change will in fact occur. In determining what is and is not to be included in the definition of family annual income, the Administrator shall use the criteria set forth by HUD and listed in Appendix B, attached hereto. 1

B. Applicant Interview.

The Administrator shall interview an Applicant upon submission of the completed application. Specifically, the Administrator shall, during the interview, undertake the following:

1. Review with the Applicant all the information provided on the application.

2. Explain to the Applicant the requirements for eligibility, verification procedures, and the penalties for supplying false information.

3. Verify that all sources of family income and family assets have been listed in the application. Make clear that the term "family" includes all individuals who are to occupy the home, and that no relationship by blood or marriage is required.

4. Request the Applicant to sign the necessary release forms to be used in verifying income. Inform the Applicant of what verification and documentation must be provided before the application is deemed complete.

5. Inform the Applicant that a decision as to eligibility cannot be made until all items on the application have been verified.

C. Verification of Applicant's Income.

Where it is evident from the income certification form provided by the Applicant that the Applicant is not eligible, additional verification procedures shall not be necessary. However, if the Applicant appears to be eligible, the Administrator shall require verification of the Applicant's reported income. In accordance with § 118-1050.C(4), the annual income of affordable households shall be reviewed and certified by the Commission or its designee, in accordance with the procedure established in advance and approved by the Commission.

If applicable, the Applicant shall provide to the Administrator the documentation listed in Appendix C attached hereto. This list is not exclusive, and the Administrator may require any other verification or documentation as the Administrator deems necessary.

[1] See 24 C.F.R. § 5.609. Federal regulations are subject to change, and it is the intent of this Plan to use as guidelines HUD regulations with respect to income certification, as such regulations may be amended from time to time.

Prioritization of Applicants for Initial Rental.

If, after publication of the Notice of Initial Rental, the number of qualified Applicants exceeds the number of Affordable Housing Units, the Administrator shall establish categories of applicants, subject to the applicant's income pre-certification eligibility and the preferences as established below.

A separate priority list shall be maintained for the rental units. Each priority list shall be divided based upon the following priority categories: (1) Existing tenants displaced by the proposed new development or the immediate past tenants that previously occupied any of the properties where existing housing units are to be removed; (2) Employees of the City of Monroe and Trumbull and the Monroe and Trumbull Board of Education; (3) Residents of the Cities of Monroe and Trumbull who have resided in the Cities of Monroe and Trumbull a minimum of one (1) year prior to the issuance of a certificate of occupancy; (4) Persons employed in the Cities of Monroe and Trumbull; and (5) all others. In the event that there are insufficient units available to satisfy the number of applicants in a particular priority category, the units shall be assigned by a lottery system approved in advance by the Commission. As specified in § 118-1050.C(6), all qualified applicants in a given category of priority shall be exhausted prior to proceeding to a lower category of priority.

These preference categories are set forth in the Zoning Regulations but are subject to revision as may be required by the federal Office of Fair Housing and Equal Opportunity. These preference categories shall apply to the initial rental, but not to subsequent rental, of the Affordable Housing Units.

Maximum Monthly Rental Payment.

Calculation of the Maximum Monthly Rental Payment shall be based upon the AMI. The Maximum Monthly Rental Payment shall be calculated using the following methodology, consistent with Zoning Regulations and Connecticut Agencies Regulations §8- 30g-8.

Calculation steps for rental of units at maximum of 80 percent of AMI.

1. Determine the AMI.

2. Adjust median income identified in Step 1 by family size by assuming that 1.5 persons will occupy each bedroom of an Affordable Housing Unit, except in the case of a studio or zero-bedroom unit, in which case 1.0 person shall be assumed. Family size adjustment shall be made with reference to the following percentages:

- 1 Person in family: 70%
- 2 Persons in family: 80%
- 3 Persons in family: 90%
- 4 Persons in family: 100% (BASE)
- 5 Persons in family: 108%

- 6 Persons in family: 116%
- 7 Persons in family: 124%
- 8 Persons in family: 132%

The family size adjustment that involves a half person (such as 4.5 persons) shall be calculated by taking the midpoint between the relevant figures above and below the half. For example, the adjustment for a 4.5-person household is 104 percent.

3. Calculate eighty percent (80%) of Step 2.

4. Calculate thirty percent (30%) of Step 3, representing that portion of household income deemed to be used for housing costs.

5. Divide Step 4 by twelve (12) months to determine the maximum monthly housing payment.

6. Determine the fair market rent for a unit with the same number of bedrooms in the subject municipality as published by the U.S. Department of Housing and Urban Development.

7. The maximum monthly housing payment for occupants of the subject rental unit shall be the lesser of the calculations on Steps 5 and 6.

8. Determine by reasonable estimate monthly expenses for heat and utility costs for which the tenant is directly responsible, excluding television, telecommunications, and information technology services, but including any other periodic fees for which the tenant is directly responsible, such as common charges in the case of a common interest ownership community.

9. Deduct the estimate of tenant-paid utilities and fees determined in Step 8 from the maximum monthly housing payment in Step 7, which will result in the maximum amount that the developer/owner may charge for this rental unit as the monthly contract rent.

Principal Residence.

Affordable Housing Units shall be occupied only by the selected Affordable Household. Subleasing shall be prohibited.

Requirement To Maintain Condition.

All owners and tenants of the Affordable Housing Units are required to maintain their unit. The owners and tenants shall not destroy damage or impair the unit, allow the unit to deteriorate, or commit waste on the unit. When the Affordable Housing Unit is offered again for rental, the Administrator shall cause the unit to be inspected.

Standard Lease Provision.

Each lease for an Affordable Housing Unit will contain substantially the following provision:

"This apartment is being rented as an "affordable housing unit" as defined by Monroe and Trumbull Affordable Housing Plan. This development has been approved by the Zoning Commission of the City of Monroe and Trumbull based in part on the condition that a defined percentage of units will be rented as affordable housing units. The Property Manager is required by law to strictly enforce the Monroe and Trumbull Zoning Regulations."

Change in Income or Qualifying Status.

In the event that an Affordable Household's income changes so as to exceed the qualifying maximum, or if the Affordable Household otherwise becomes disqualified, such tenant must provide notice to the Administrator within seven (7) days of the disqualification. Upon being disqualified, such tenant, following the procedures set forth below, shall have the option to vacate the unit within ninety (90) days, or to remain in the unit paying a market rate rent. Within fifteen (15) days of receiving notice of a Affordable Household's disqualification, the Administrator shall provide written notice to the tenant of the market rate rent for the unit. The tenant shall notify the Administrator within fifteen (15) days of receipt of such notice whether the tenant will accept the market rate rent or vacate. If the tenant elects to remain in the unit at the market rate, the Administrator shall offer the next available unit of the equivalent number of bedrooms as a Affordable Housing Unit, if necessary, in order for the development to comply with the minimum set aside for Affordable Housing Units. These procedures must be followed in order to ensure that the Project shall not be out of compliance with the ten percent (10%) minimum designated units.

Enforcement.

A violation of this Affordability Plan shall not result in a forfeiture of title, but the Monroe or Trumbull Zoning Commission, or its designated agent, shall otherwise retain all enforcement powers granted by the General Statutes, including Section 8-12, which powers include, but are not limited to, the authority, at any reasonable time, to inspect the property and to examine the books and records of the Administrator to determine compliance of Affordable Housing Units with the Regulations.

Binding Effect.

This Plan shall be binding on 7182 MAIN STREET, LLC's successors, heirs and assigns.

APPENDIX A

(Unit list to be provided prior to commencement of marketing)

[TO BE PROVIDED]

APPENDIX B
DEFINITIONS AND ELEMENTS OF ANNUAL FAMILY INCOME

1. Annual income shall be calculated with reference to 24 C.F.R. § 5.609, and includes, but is not limited to, the following:

a. The full amount, before any payroll deductions, of wages and salaries, overtime pay, commissions, fees, tips, bonuses and other compensation for personal services;

b. The net income from operations of a business or profession, before any capital expenditures but including any allowance for depreciation expense;

c. Interest, dividends, and other net income of any kind from real or personal property;

d. The full amount of periodic payments received from social security, annuities, insurance policies, retirement funds, pensions, disability or death benefits, or other similar types of periodic payments;

e. Payments in lieu of earnings, such as unemployment and disability compensation, worker's compensation, and severance pay;

f. Welfare assistance. If the welfare assistance payments include an amount specifically designated for shelter and utilities that is subject to adjustment by the welfare assistance agency in accordance with the actual cost of shelter and utilities, the amount of welfare assistance to be included as income consists of the following:

(1) The amount of the allowance exclusive of the amounts designated for shelter or utilities, plus

(2) The maximum amount that the welfare assistance agency could in fact allow the family for shelter and utilities;

g. Periodic and determinable allowances, such as alimony and child support payments, and regular contributions or gifts received from persons not residing with the Applicant (e.g. periodic gifts from family members, churches, or other sponsored group, even if the gifts are designated as rental or other assistance);

h. All regular pay, special pay and allowances of a member of the armed forces;

i. Any assets not earning a verifiable income shall have an imputed interest income using a current average annual savings interest rate.

2. Excluded from the definition of family annual income are the following:

a. Income from employment of children under the age of 18;

b. Payments received for the care of foster children;

c. Lump-sum additions to family assets, such as inheritances, insurance payments, capital gains and settlement for personal or property losses;

d. Amounts received that are specifically for, or in reimbursement of, the cost of medical expense for any family member;

e. Amounts of educational scholarships paid directly to the student or to the educational institution, and amounts paid by the government to a veteran in connection with education costs;

f. Amounts received under training programs funded by HUD;

g. Food stamps; and

h. Temporary, nonrecurring or sporadic income (including gifts that are not regular or periodic).

3. Net family assets for purposes of imputing annual income include the following:

a. Cash held in savings and checking accounts, safety deposit boxes, etc.;

b. The current market value of a trust for which any household member has an interest;

c. The current market value, less any outstanding loan balances of any rental property or other capital investment;

d. The current market value of all stocks, bonds, treasury bills, certificates of deposit and money market funds;

e. The current value of any individual retirement, 401K or Keogh account;

f. The cash value of a retirement or pension fund which the family member can withdraw without terminating employment or retiring;

g. Any lump-sum receipts not otherwise included in income (i.e., inheritances, capital gains, one-time lottery winnings, and settlement on insurance claims);

h. The current market value of any personal property held for investment (i.e., gems, jewelry, coin collections); and

i. Assets disposed of within two (2) years before the Application Date, but only to the extent consideration received was less than the fair market value of the asset at the time it was sold.

4. Net family assets do not include the following:

a. Necessary personal property (clothing, furniture, cars, etc.);

b. Vehicles equipped for handicapped individuals;

c. Life insurance policies;

d. Assets which are part of an active business, not including rental properties; and

e. Assets that are not accessible to the Applicant and provide no income to the Applicant.

APPENDIX C
REQUIRED DOCUMENTATION OF INCOME

The following documents shall be provided, where applicable, to the Administrator to determine income eligibility:

1. Employment Income. Verification forms must request the employer to specify the frequency of pay, the effective date of the last pay increase, and the probability and effective date of any increase during the next twelve (12) months. Acceptable forms of verification (of which at least one must be included in the Applicant file) include:

a. An employment verification form completed by the employer.

b. Check stubs or earnings statement showing Applicant's gross pay per pay period and frequency of pay.

c. W-2 forms if the Applicant has had the same job for at least two years and pay increases can be accurately projected.

d. Notarized statements, affidavits or income tax returns signed by the Applicant describing self-employment and amount of income, or income from tips and other gratuities.

2. Social Security, Pensions, Supplementary Security Income, Disability Income.

a. Benefit verification form completed by agency providing the benefits.

b. Award or benefit notification letters prepared and signed by the authorizing agency. (Since checks or bank deposit slips show only net amounts remaining after deducting SSI or Medicare, they may be used only when award letter cannot be obtained.)

c. If a local Social Security Administration ("SSA") office refuses to provide written verification, the Administrator should meet with the SSA office supervisor. If the supervisor refuses to complete the verification forms in a timely manner, the Administrator may accept a check or automatic deposit slip as interim verification of Social Security or SSI benefits as long as any Medicare or state health insurance withholdings are included in the annual income.

3. Unemployment Compensation.

a. Verification form completed by the unemployment compensation agency.

b. Records from unemployment office stating payment dates and amounts.

4. Government Assistance.

a. All Government Assistance Programs. Agency's written statements as to type and amount of assistance Applicant is now receiving, and any changes in assistance expected during the next twelve (12) months.

b. Additional Information for "As-paid" Programs: Agency's written schedule or statement that describes how the "as-paid" system works, the maximum amount the Applicant may receive for shelter and utilities and, if applicable, any factors used to ratably reduce the Applicant's grant.

5. Alimony or Child Support Payments.

a. Copy of a separation or settlement agreement or a divorce decree stating amount and type of support and payment schedules.

b. A letter from the person paying the support.

c. Copy of latest check. The date, amount, and number of the check must be documented.

d. Applicant's notarized statement or affidavit of amount received or that support payments are not being received and the likelihood of support payments being received in the future.

6. Net Income from a Business. The following documents show income for the prior years. The Administrator must consult with Applicant and use this data to estimate income for the next twelve (12) months.

a. IRS Tax Return, Form 1040, including any:

(1) Schedule C (Small Business)

(2) Schedule E (Rental Property Income)

(3) Schedule F (Farm Income)

b. An accountant's calculation of depreciation expense, computed using straight-line depreciation rules. (Required when accelerated depreciation was used on the tax return or financial statement.)

c. Audited or unaudited financial statement(s) of the business.

d. A copy of a recent loan application listing income derived from the business during the previous twelve (12) months.

e. Applicant's notarized statement or affidavit as to net income realized from the business during previous years.

7. Recurring Gifts.

a. Notarized statement or affidavit signed by the person providing the assistance. Must give the purpose, dates and value of gifts.

b. Applicant's notarized statement or affidavit that provides the information above.

8. Scholarships, Grants, and Veterans Administration Benefits for Education.

a. Benefactor's written confirmation of amount of assistance, and educational institution's written confirmation of expected cost of the student's tuition, fees, books and equipment for the next twelve (12) months. To the extent the amount of assistance received is less than or equal to actual educational costs, the assistance payments will be excluded from the Applicant's gross income. Any excess will be included in income.

b. Copies of latest benefit checks, if benefits are paid directly to student. Copies of canceled checks or receipts for tuition, fees, books, and equipment, if such income and expenses are not expected to change for the next twelve (12) months.

c. Lease and receipts or bills for rent and utility costs paid by students living away from home.

9. Family Assets Currently Held. For non-liquid assets, collect enough information to determine the current cash value (i.e., the net amount the Applicant would receive if the asset were converted to cash).

a. Verification forms, letters, or documents from a financial institution, broker, etc.

b. Passbooks, checking account statements, certificates of deposit, bonds, or financial statements completed by a financial institution or broker.

c. Quotes from a stockbroker or realty agent as to net amount Applicant would receive if Applicant liquidated securities or real estate.

d. Real estate tax statements if tax authority uses approximate market value.

e. Copies of closing documents showing the selling price, the distribution of the sales proceeds and the net amount to the borrower.

f. Appraisals of personal property held as an investment.

g. Applicant's notarized statements or signed affidavits describing assets or verifying the amount of cash held at the Applicant's home or in safe deposit boxes.

10. Assets Disposed of for Less Than Fair Market Value ("FMV") During Two Years Preceding Application Date.

a. Applicant's certification as to whether it has disposed of assets for less than FMV during the two (2) years preceding the Application Date.

b. If the Applicant states that it did dispose of assets for less than FMV, then a written statement by the Applicant must include the following:

(1) A list of all assets disposed of for less than FMV;

(2) The date Applicant disposed of the assets;

(3) The amount the Applicant received; and

(4) The market value to the asset(s) at the time of disposition.

11. Savings Account Interest Income and Dividends.

a. Account statements, passbooks, certificates of deposit, etc., if they show enough information and are signed by the financial institution.

b. Broker's quarterly statements showing value of stocks or bonds and the earnings credited the Applicant.

c. If an IRS Form 1099 is accepted from the financial institution for prior year earnings, the Affordable Housing Manager must adjust the information to project earnings expected for the next twelve (12) months.

12. Rental Income from Property Owned by Applicant. The following, adjusted for changes expected during the next twelve (12) months, may be used:

a. IRS Form 1040 with Schedule E (Rental Income).

b. Copies of latest rent checks, leases, or utility bills.

c. Documentation of Applicant's income and expenses in renting the property (tax statements, insurance premiums, receipts for reasonable maintenance and utilities, bank statements or amortization schedule showing monthly interest expense).

d. Lessee's written statement identifying monthly payments due the Applicant and Applicant's affidavit as to net income realized.

13. Full-Time Student Status.

a. Written verification from the registrar's office or appropriate school official.

b. School records indicating enrollment for sufficient number of credits to be considered a full-time student by the school.

APPENDIX D
DEED RESTRICTION

The following document shall be executed and recorded in the office of the Town Clerk of the City of Monroe or Trumbull in accordance with Conn. Agencies Regs. §8-30g-9 (a)(1) and the Monroe or Trumbull Code §118-1050E(3)(b):

DECLARATION OF RESTRICTIONS

DECLARATION MADE this_____day of_____, 202_ by 7182 Main Street, LLC , with an office located at _____ _____ (the "**Declarant**").

RECITALS:

A. Declarant is the owner of a certain property known as 4 Main Street, Monroe / 7182 Main Street, Trumbull and more particularly described in Schedule A attached hereto (the "**Property**").

B. Declarant obtained approval from the Monroe and Trumbull Zoning Commissions (the "**Commission**" and the "**Approval**"), which Approval permits, *inter alia*, construction and occupancy of 57 residential units on the Property.

C. Pursuant to the Approvals and to Monroe and Trumbull Codes, six (6) of the residential units are to be designated as "affordable housing units" as defined by State Regulations in effect on_____, 202__. There will be four (4) one-bedroom, one (1) two-bedroom and one (1) studio affordable units, all located on site and dispersed throughout the building on the Property.

D. Declarant executes this Declaration of Restrictions and Affordable Housing Affordability Plan with the intent to satisfy Condition of the Approval of Monroe and Trumbull Zoning Regulations.

NOW, THEREFORE, in consideration of $1.00, the aforementioned Approval and other valuable consideration, the receipt and sufficiency of which are hereby acknowledged by Declarant, Declarant hereby declares as follows:

1. This development contains "affordable housing units" as that term is defined in Cities of Monroe and Trumbull regulations in effect and is therefore subject to limitations on the maximum annual income of the household that may rent the designated affordable housing units, and on the maximum rental that may be charged for such affordable housing units. These limitations shall be strictly enforced and may be enforced by the zoning enforcement authority of the Cities of Monroe and Trumbull against the record owner of the development or the person identified in the affordability plan as responsible for the administration of these limitations.

For the duration of this covenant or restriction, no less than ten (10%) percent of the dwelling units in this development, and no less than one (1) two- bedroom and four (4) one-bedroom, and one (1) studio units shall be rented to persons and families whose annual income is less than or equal to eighty (80%) percent of the median income as defined in subsection 8-30g-1(10) of the Regulations of Connecticut State Agencies, and such units may be rented only at a rental equal to or less than the rental determined using the formula for maximum monthly rental amounted stated in §8-30g-8(d) of the Regulations of Connecticut State Agencies.

2. A violation of this Declaration of Restrictions or of the Affordable Housing Affordability Plan shall not result in a forfeiture of title, but the Commission or its designated agent shall otherwise retain all enforcement powers granted by the Connecticut General Statutes, including §8-12, which powers include, but are not limited to, the authority, at any reasonable time, to inspect the affordable housing units and to examine the books and records of the Administrator to determine compliance of the affordable housing unit with the applicable affordable housing statutes and regulations.

3. A copy of the Affordable Housing Affordability Plan of this development is on file and available for inspection in the office of the Planning and Zoning Department of the City of Monroe or Trumbull.

4. This Declaration of Restrictions exists according to regulations and shall run with the land and be binding upon Declarant and its successors and assigns.

5. This Declaration of Restrictions shall not be modified or terminated without the express written permission of the Monroe and Trumbull Zoning Commissions, which shall be set out in an amendment to this Declaration, signed by authorized representatives of the parties hereto and filed on the Land Records, all in the same manner as is this document.

[SIGNATURES ON FOLLOWING PAGE]

IN WITNESS WHEREOF, Declarant has set its hand and seal as of the date first above written.

7182 Main Street, LLC

By: _____

Its_____, duly authorized

STATE OF CONNECTICUT:
: ss: Monroe or Trumbull
_____, 2020 COUNTY OF FAIRFIELD :

Personally appeared, The Housing Authority of the City of Monroe or Trumbull, acting herein by _____, its_____, duly authorized, signer and sealer of the foregoing instrument, who acknowledged the same to be his and its free act and deed and the free act and deed of The Housing Authority of the City of Monroe or Trumbull, before me.

_____
Notary Public
Commissioner of the Superior Court

View from Rt 25/Main Street

Gateway Commons

Project Summary

Executive Summary

Gateway Commons, 7180 and 4 Main Street, is a proposed mixed-use residential and commercial development with 57 new rental apartments, 20,000 square feet of retail space and 8,000 square feet of office and storage area.

Located in Fairfield County, Connecticut, the property is 7-acres bisected by the borders of Monroe and Trumbull - two towns with high median incomes, significant residential populations, and stable property values.

The parcel is on a heavily travelled state road at the end of an expressway leading from Interstate 95 and Merritt Parkway. Due to its central location and high accessibility, Amazon recently opened a regional distribution facility on a nearby site.

DEVELOPMENT SUMMARY

PROPERTY

MONROE PARCELS

• 4 Main Street	3.92 acres
• 7180 Main Street	.10 acre

TRUMBULL PARCELS

• 7180 Main Street	1.37 acres
• 7192 Main Street	.95 acre
• Spring Hill Road	.36 acre
COMBINED	**6.70 acres**

APARTMENT QUANTITIES

MONROE

• Studio	2
• 1 Bedroom (w/balcony)	6
• 1 Bedroom	11
• 2 Bedroom	2
TOTAL	21

TRUMBULL

• Studio	4
• Loft	8
• 1 Bedroom (w/balcony)	8
• 1 Bedroom	12
• 2 Bedroom	4
TOTAL	36
COMBINED	**57 Units**

PARKING QUANTITY

MONROE

• Apartments	40
• Office (4000 SF)	17
• Storage (4000 SF)	4
• Retail (9768 SF)	44
Credits	(19)
TOTAL:	89

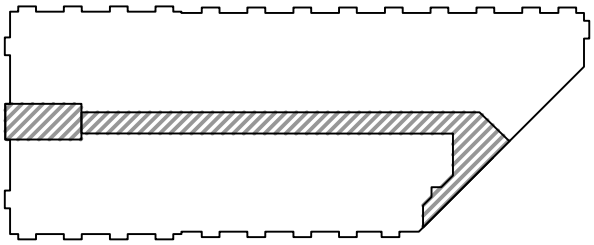
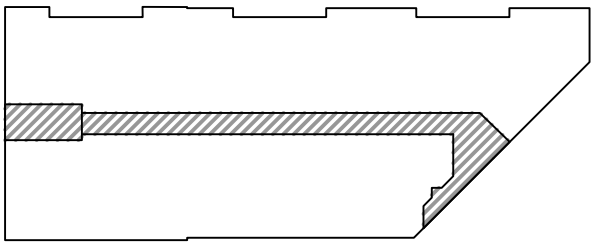
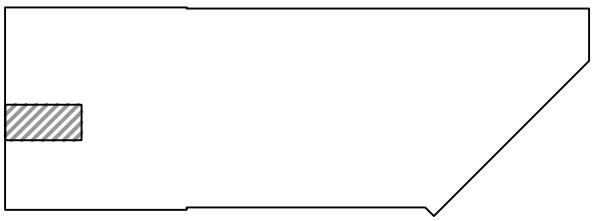
TRUMBULL

• Apartments	58
• Retail (11317 SF)	64
Credits	(16)
TOTAL:	106
COMBINED	**195 Spaces**

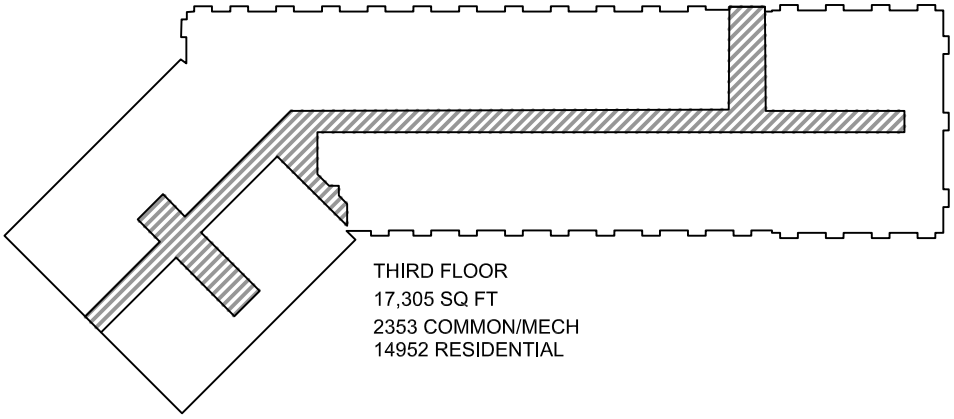
7182 SQUARE FOOT CALCULATIONS **9/7/2022**

LOCATION	MONROE	TRUMBULL	TOTAL
LOWER LEVEL			
- Commercial	7,985	0	7,985
- Mech/Common	215	4,243	4,458
- Tenant Amenity	0	0	0
TOTAL	**8,200**	**4,243**	**12,443**
FIRST FLOOR			
- Commercial	8,190	12,316	20,506
- Mech/Common	215	1,022	1,237
- Tenant Amenity	0	1,115	1,115
TOTAL	**8,405**	**14,453**	**22,858**
SECOND FLOOR			
- Residential	8,130	15,209	23,339
- Mech/Common	1,120	2,353	3,473
TOTAL	**9,250**	**17,562**	**26,812**
THIRD FLOOR			
- Residential	8,000	14,952	22,952
- Mech/Common	1,120	2,353	3,473
TOTAL	**9,120**	**17,305**	**26,425**
TOTAL RESIDENTIAL	16,130	30,161	46,291
TOTAL COMMERCIAL	16,175	12,316	28,491
TOTAL MECH/COMMON	2,670	9,971	12,641
TOTAL AMENITY	0	1,115	1,115
TOTAL BUILDING	**34,975**	**53,563**	**88,538**

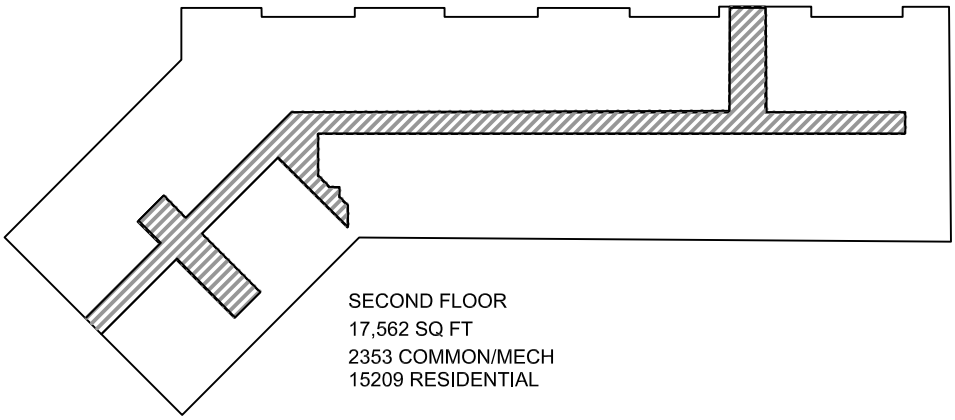
MONROE

	RESIDENTIAL	COMMERCIAL
		
THIRD FLOOR 9120 SQ FT [1120 COMMON/MECH]	8,000 SQ FT	
		
SECOND FLOOR 9250 SQ FT [1120 COMMON/MECH]	8,130 SQ FT	
		
FIRST FLOOR 8405 SQ FT [215 COMMON/MECH]		8,190 SQ FT
LOWER LEVEL 8200 SQ FT [215 COMMON/MECH]		7,985 SQ FT
TOTAL:	16,130 SQ FT	16,175 SQ FT

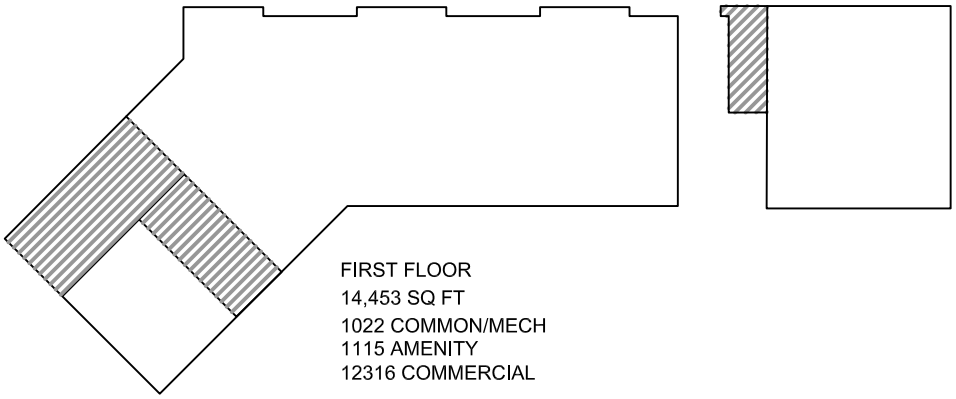
TRUMBULL



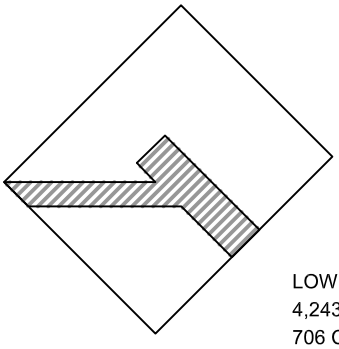
THIRD FLOOR
17,305 SQ FT
2353 COMMON/MECH
14952 RESIDENTIAL



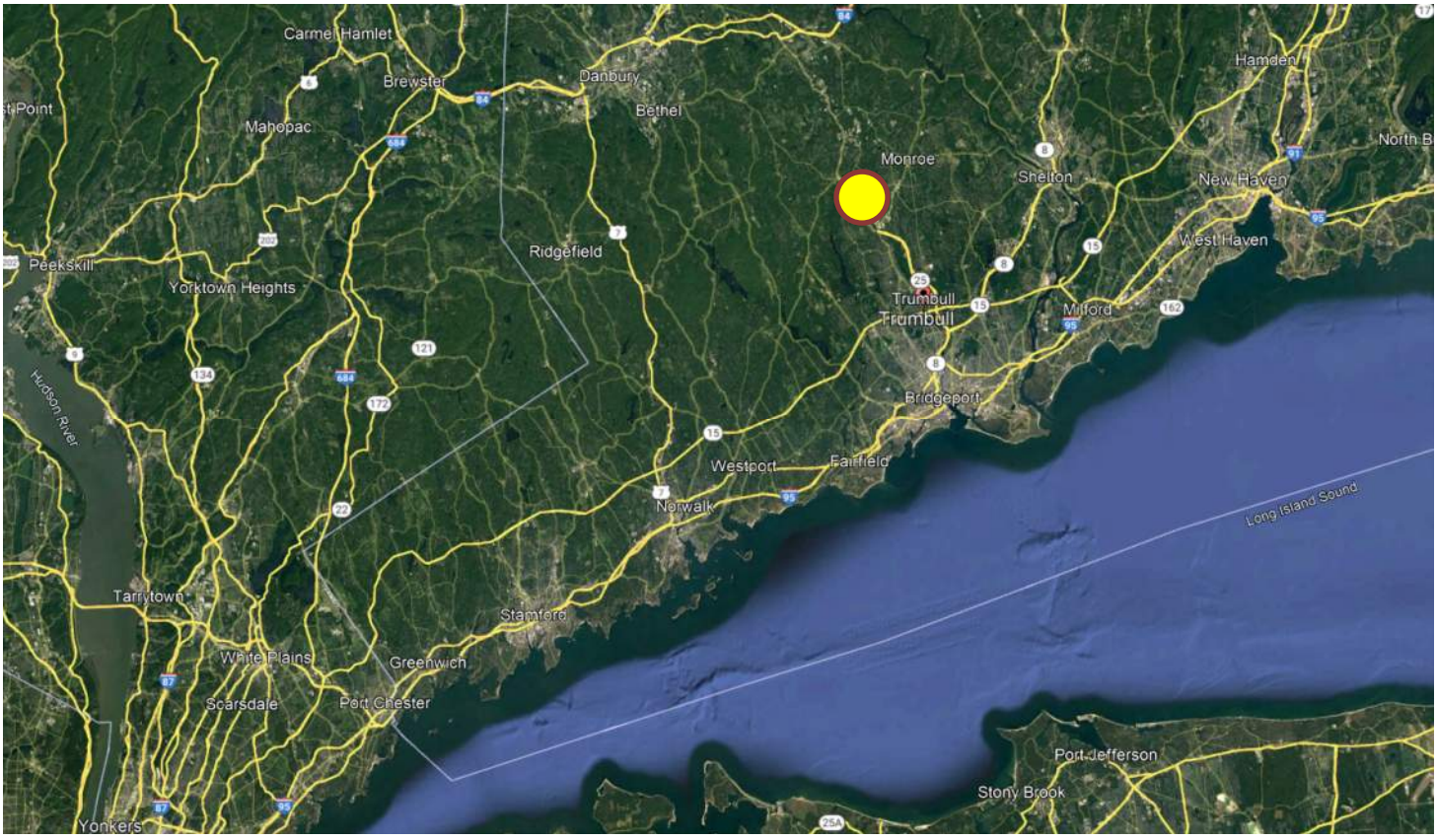
SECOND FLOOR
17,562 SQ FT
2353 COMMON/MECH
15209 RESIDENTIAL



FIRST FLOOR
14,453 SQ FT
1022 COMMON/MECH
1115 AMENITY
12316 COMMERCIAL



LOWER LEVEL
4,243 SQ FT
706 COMMON
3537 MECHANICAL



Regional Map

Stepney
Shell
Duchess
DUNKIN' DONUTS
enterprise
VICTORINOX
ROMANA
Housatonic Valley Rail Trail
Housatonic Valley Rail Trail
7182 MAIN STREET
amazon
Route 25/Main Street
petvalu
THE EDGE FITNESS CLUBS
THE HOME DEPOT
Route 111
Tashua Knolls Country Club
Expressway to I-95

LOCAL MAP

View from Rt 25/Main Street

REAR VIEW

Opportunity

- Because the property is bisected by the towns of Monroe and Trumbull, it has been approved for sewers. This provides for increased housing and commercial density.

- The property is located on a highly active state road and expressway connecting the site with Interstate 95 and the Merritt Parkway, two of the largest transit pathways in the State. Car passes at the property exceed 26,000 per day.

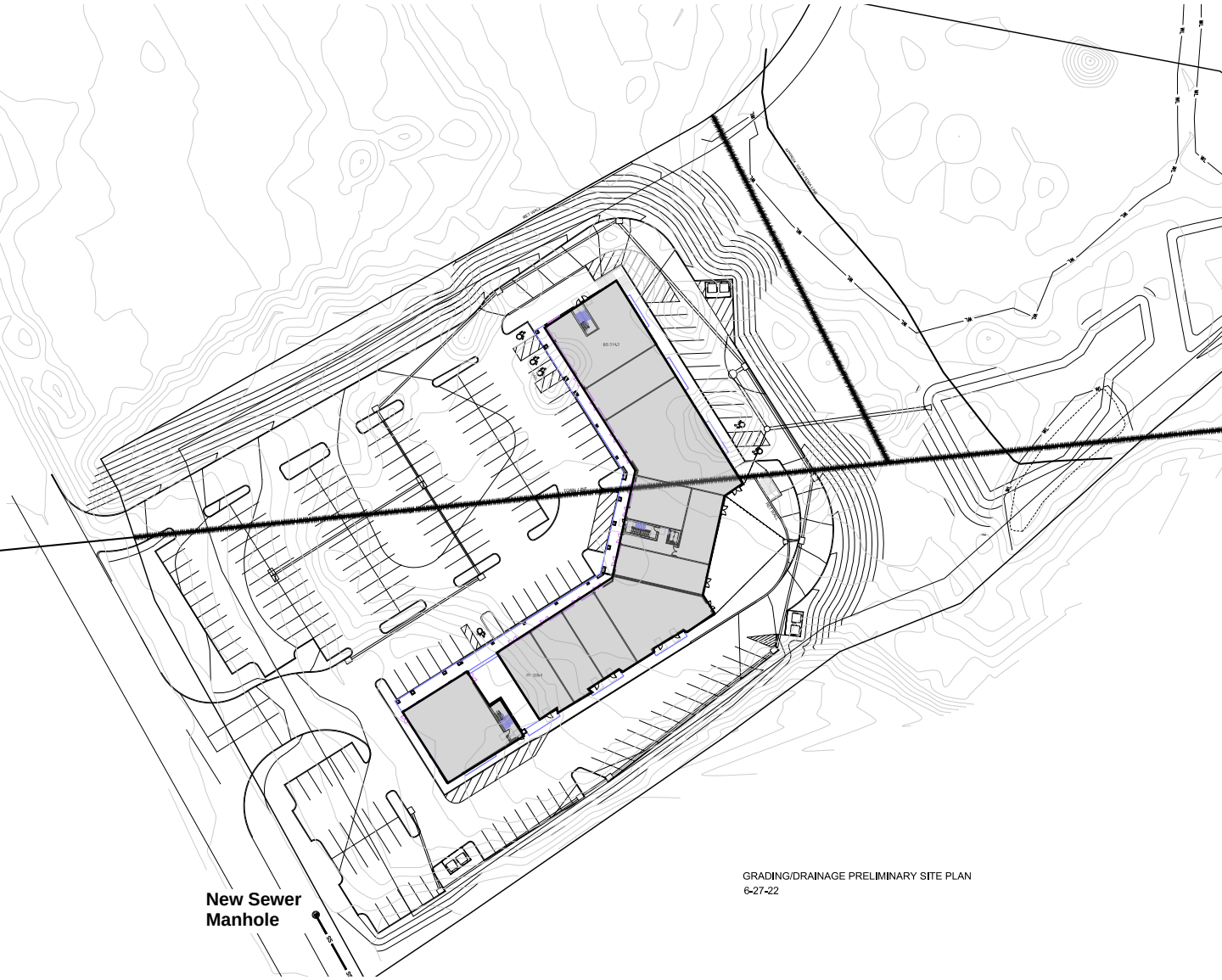
- The property is situated in two desirable towns within Fairfield County, Connecticut, among the nation's leading net-worth regions.

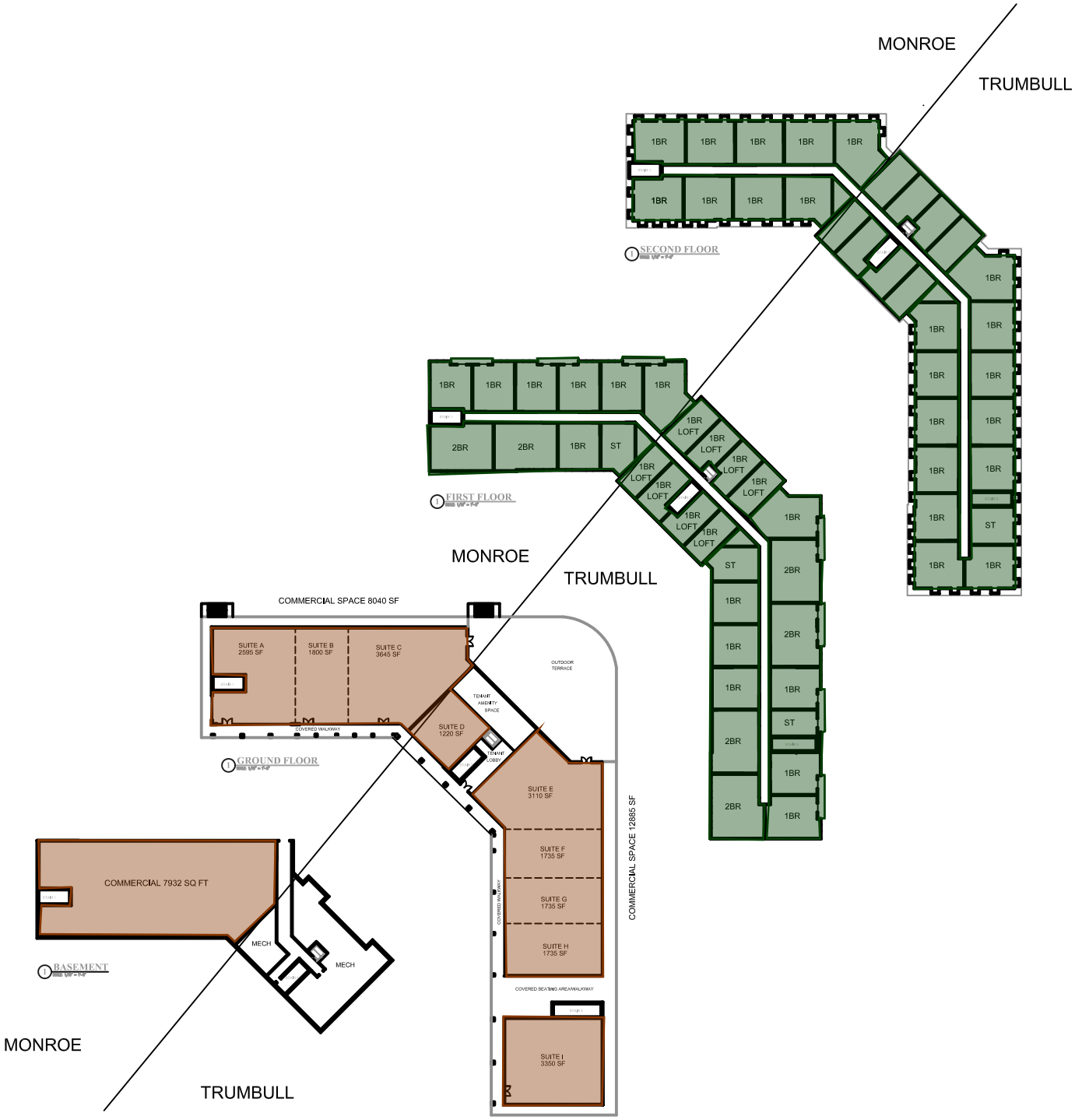
- There is a strong need for rental housing and currently, both towns have very limited mixed-use developments in operation.

- There is strong favorable support for this development from Monroe and Trumbull town leadership.

- The property is currently unoccupied and under-utilized.

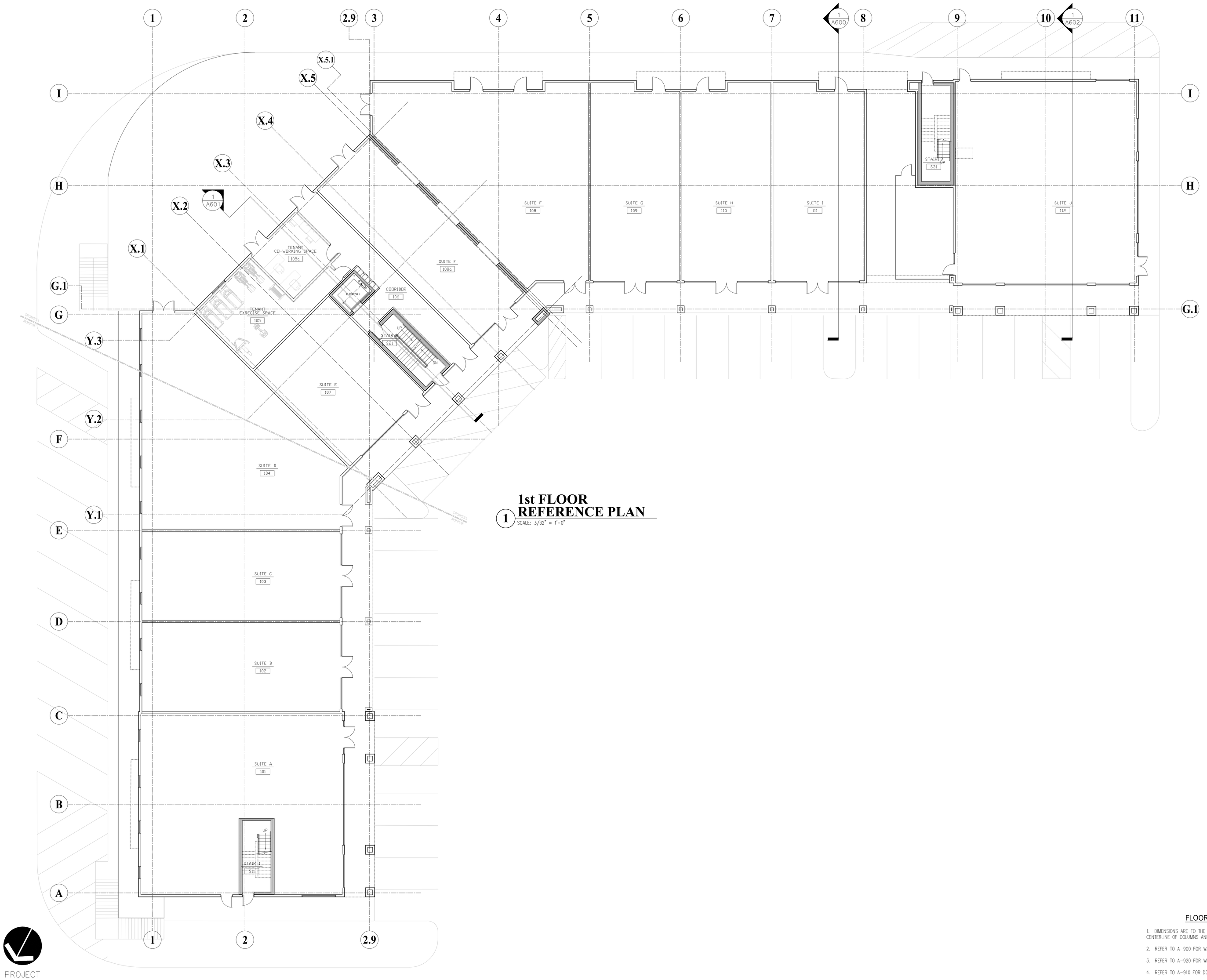
Site Plan - Drainage/Grading
(198 spaces)




MONROE
TRUMBULL
1BR
SECOND FLOOR
2BR
ST
1BR LOFT
FIRST FLOOR
MONROE
TRUMBULL
COMMERCIAL SPACE 8040 SF
SUITE A 2595 SF
SUITE B 1800 SF
SUITE C 3645 SF
SUITE D 1220 SF
COVERED WALKWAY
OUTDOOR TERRACE
TENANT AMENITY SPACE
TENANT LOBBY
GROUND FLOOR
SUITE E 3110 SF
SUITE F 1735 SF
SUITE G 1735 SF
SUITE H 1735 SF
COVERED SEATING AREA/WALKWAY
SUITE I 3350 SF
COMMERCIAL SPACE 12885 SF
COMMERCIAL 7932 SQ FT
MECH
BASEMENT
MONROE
TRUMBULL

Apartment Plan (Typical One Bedroom with Balcony Layout)

Loft Apartment



1st FLOOR REFERENCE PLAN

1 SCALE: 3/32" = 1'-0"

FLOOR PLAN NOTES

1. DIMENSIONS ARE TO THE FACE OF FINISHED SURFACE OR TO CENTERLINE OF COLUMNS AND OPENINGS U.N.O.
2. REFER TO A-900 FOR WALL TYPES.
3. REFER TO A-920 FOR WINDOW SCHEDULE.
4. REFER TO A-910 FOR DOOR SCHEDULE.
5. PROVIDE BLOCKING FOR ALL WALL MOUNTED ACCESSORIES, FURNISHINGS, & EQUIP. VERIFY WEIGHTS AND LOCATIONS.
7. SEE SHEET A-900 FOR GYPSUM BOARD SCHEDULE.
8. REFER TO G-001 FOR TYPICAL ACCESSIBILITY NOTES.

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NO.	DATE	REVISION
1	6/13/22	SCHEMATIC DESIGN

PROGRESS DRAWING ONLY
NOT FOR CONSTRUCTION

GATEWAY COMMONS
MIXED-USE DEVELOPMENT

7182 MAIN STREET
TRUMBULL, CT

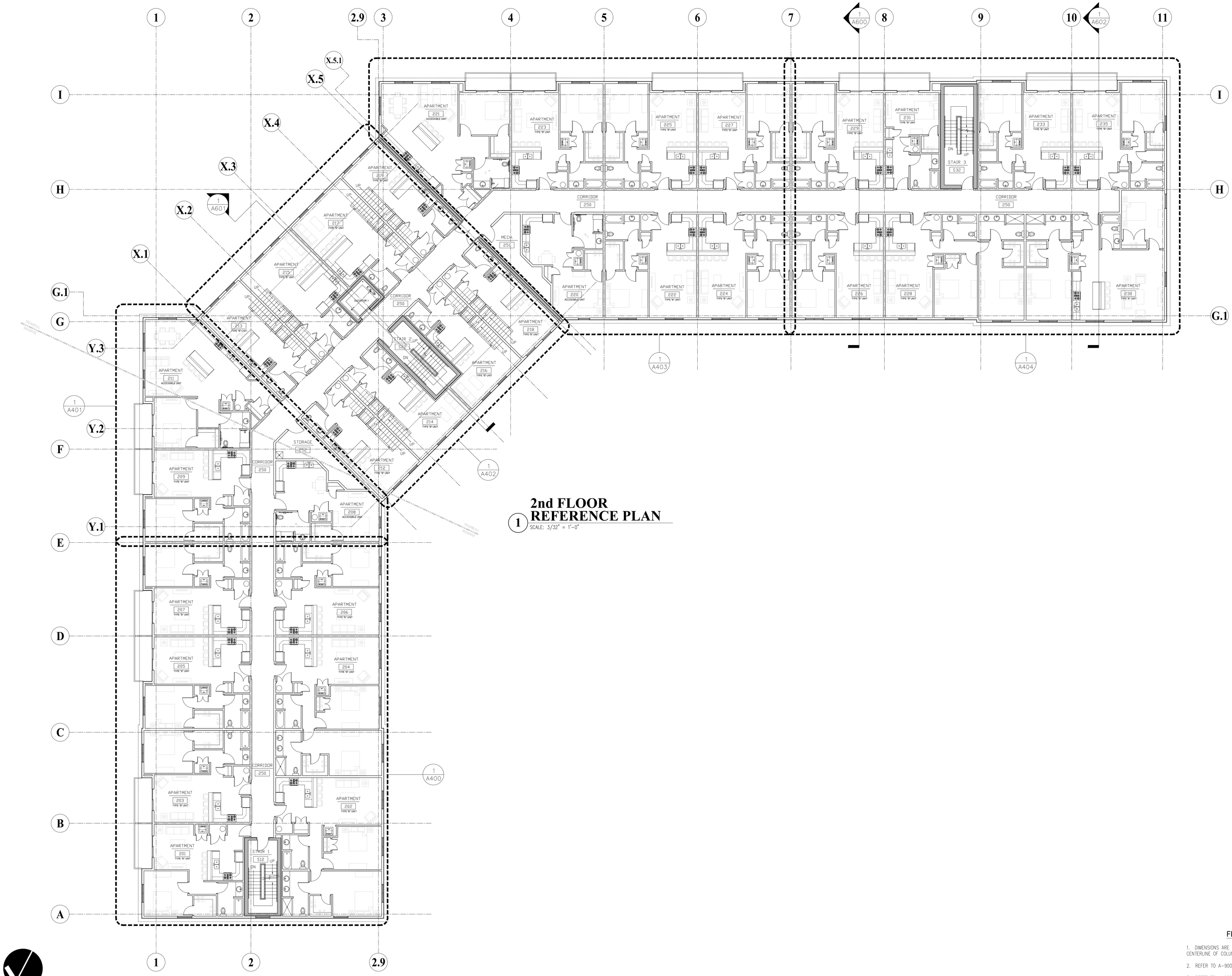
ARCHITECT:
AMARA ASSOCIATES, LLC
199 PARK ROAD EXTENSION, SUITE 105
MIDDLEBURY, CT 06762
P: 877.833.7881
www.amaraassociates.com

CONTRACTOR:

Project No. AA22037
Date 12 APRIL 2022

Drawing Content
1st FLOOR REFERENCE PLAN

Drawn JCP
Checked PLA
Scale AS NOTED
Sheet No. A-121



2nd FLOOR REFERENCE PLAN

1 SCALE: 3/32" = 1'-0"

PROJECT NORTH

FLOOR PLAN NOTES

1. DIMENSIONS ARE TO THE FACE OF FINISHED SURFACE OR TO CENTERLINE OF COLUMNS AND OPENINGS U.N.O.
2. REFER TO A-900 FOR WALL TYPES.
3. REFER TO A-920 FOR WINDOW SCHEDULE.
4. REFER TO A-910 FOR DOOR SCHEDULE.
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NO.	DATE	REVISION
1	6/13/22	SCHEMATIC DESIGN

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GATEWAY COMMONS
MIXED-USE DEVELOPMENT

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TRUMBULL, CT

ARCHITECT:
AMARA ASSOCIATES, LLC
109 PARK ROAD EXTENSION, SUITE 105
MIDDLEBURY, CT 06762
P: 877.833.7861
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Drawing Content
2nd FLOOR REFERENCE PLAN

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Scale AS NOTED
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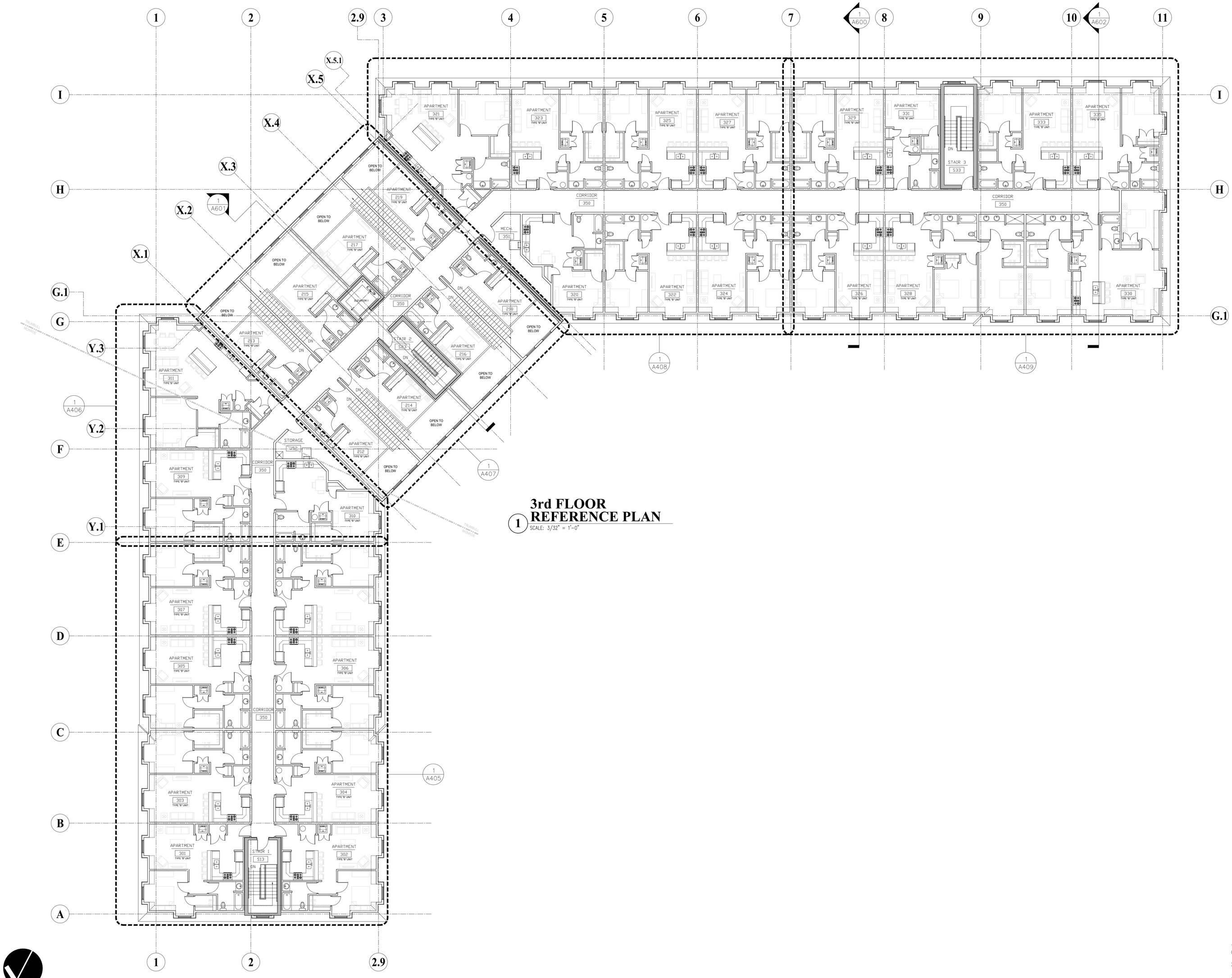

3rd FLOOR REFERENCE PLAN

1 SCALE: 3/32" = 1'-0"

PROJECT NORTH

FLOOR PLAN NOTES

1. DIMENSIONS ARE TO THE FACE OF FINISHED SURFACE OR TO CENTERLINE OF COLUMNS AND OPENINGS U.N.O.
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3. REFER TO A-920 FOR WINDOW SCHEDULE.
4. REFER TO A-910 FOR DOOR SCHEDULE.
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NO.	DATE	REVISION
1	6/13/22	SCHEMATIC DESIGN

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GATEWAY COMMONS
MIXED-USE DEVELOPMENT

7182 MAIN STREET
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199 PARK ROAD EXTENSION, SUITE 105
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P: 877.833.7881
www.amaraassociates.com

CONTRACTOR:

Project No. AA22037
Date 12 APRIL 2022

Drawing Content
3rd FLOOR REFERENCE PLAN

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Checked PLA
Scale AS NOTED

Sheet No.
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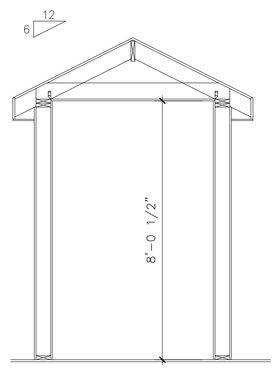

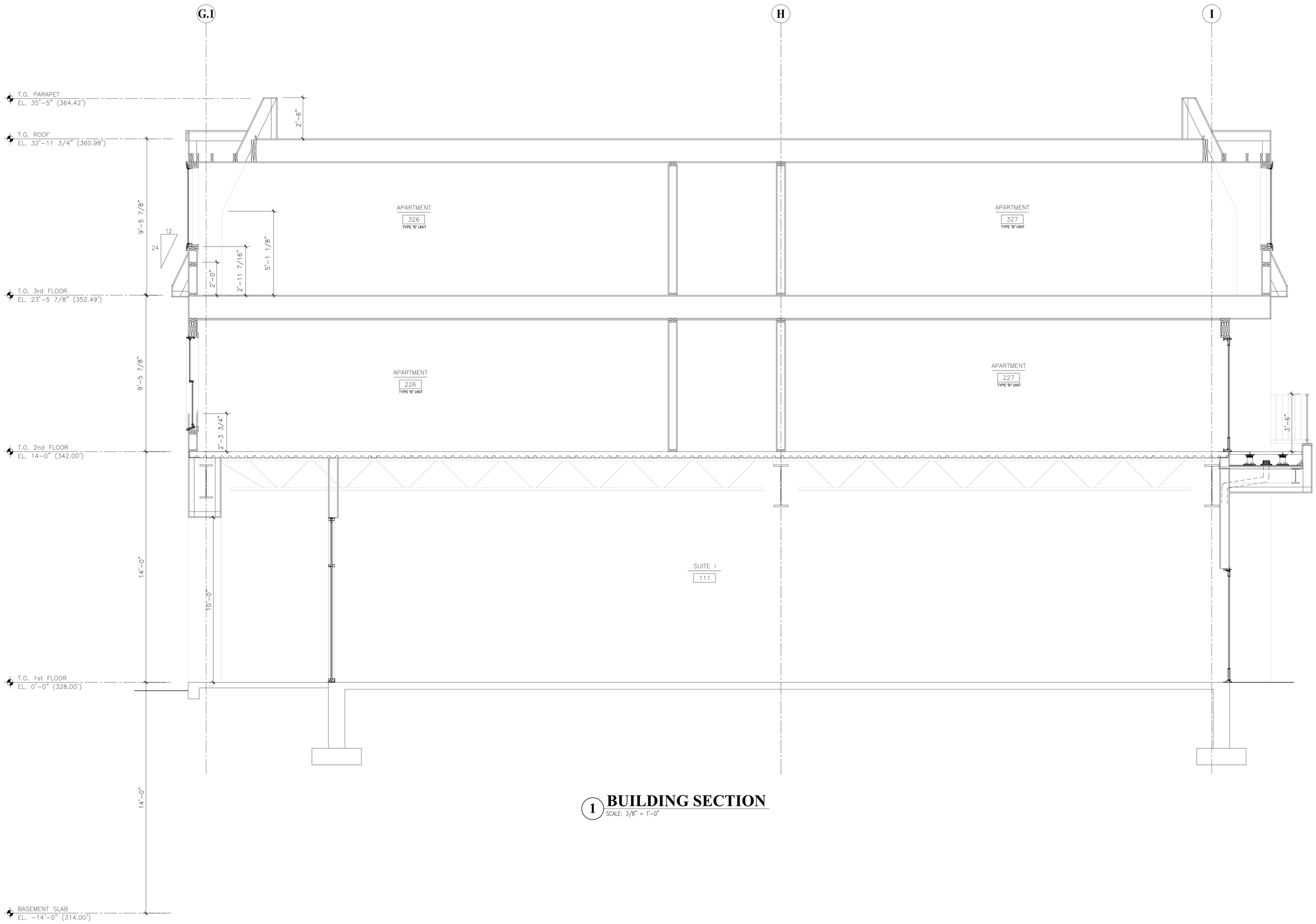

1 BUILDING SECTION
SCALE: 3/8" = 1'-0"

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NO.	DATE	REVISION
1	5/12/22	ZONING SUBMISSION

PROGRESS DRAWING ONLY
NOT FOR CONSTRUCTION

GATEWAY COMMONS
MIXED-USE DEVELOPMENT

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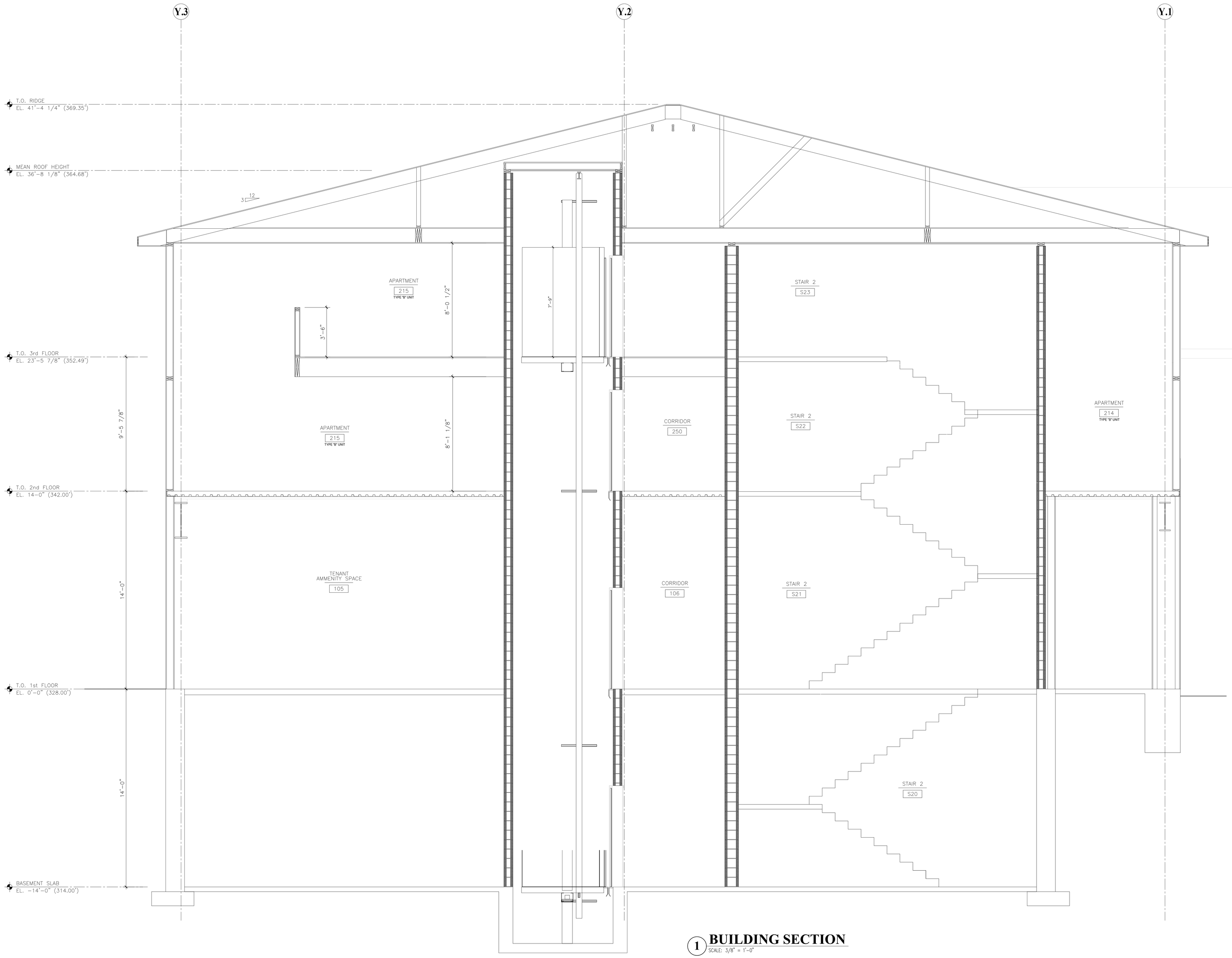
CONTRACTOR:

Project No. AA22037
Date 12 APRIL 2022

Drawing Content
BUILDING SECTIONS

Drawn JCP
Checked PLA
Scale AS NOTED
Sheet No.
A-600



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SCALE: 3/8" = 1'-0"

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NO.	DATE	REVISION
1	5/12/22	ZONING SUBMISSION

PROGRESS DRAWING ONLY
NOT FOR CONSTRUCTION

GATEWAY COMMONS
MIXED-USE DEVELOPMENT

7182 MAIN STREET
TRUMBULL, CT

ARCHITECT:
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MIDDLEBURY, CT 06762
P: 877.835.7881
www.amaraassociates.com

CONTRACTOR:

Project No. AA22037
Date 12 APRIL 2022

Drawing Content
BUILDING SECTIONS

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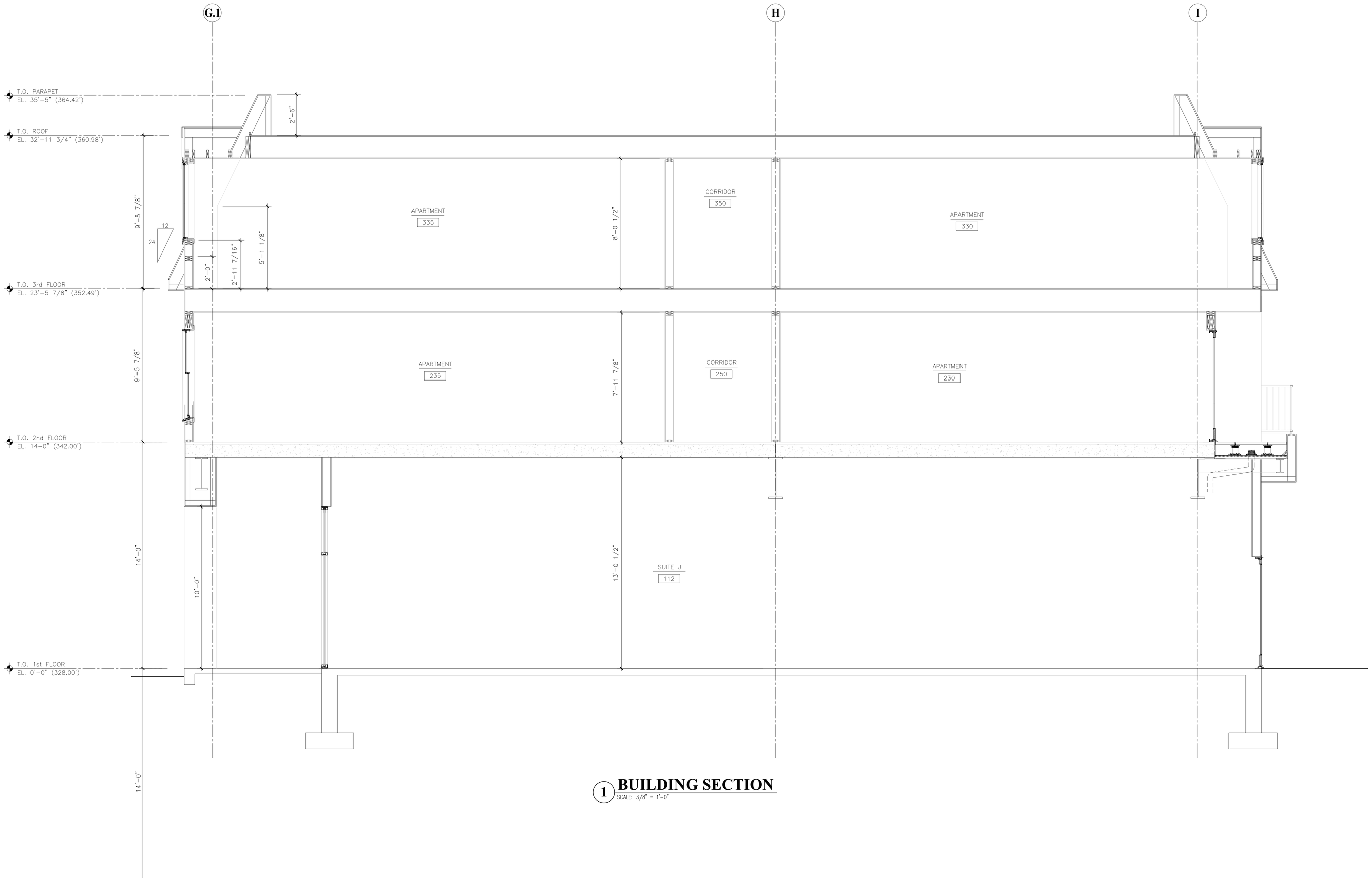
Checked PLA
Scale AS NOTED
Sheet No. A-600



1 BUILDING SECTION

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NO.	DATE	REVISION
1	5/12/22	ZONING SUBMISSION

PROGRESS DRAWING ONLY
NOT FOR CONSTRUCTION

GATEWAY COMMONS
MIXED-USE DEVELOPMENT

7182 MAIN STREET
TRUMBULL, CT

ARCHITECT:
AMARA ASSOCIATES, LLC
199 PARK ROAD EXTENSION, SUITE 105
MIDDLEBURY, CT 06762
P: 877.833.7881
www.amaraassociates.com

CONTRACTOR:

Project No. AA22037
Date 12 APRIL 2022

Drawing Content
BUILDING SECTIONS

Drawn JCP
Checked PLA
Scale AS NOTED
Sheet No.
A-602

Synopsis

- Gateway Commons satisfies an increasing demand for suburban rental apartments.

- The Development offers apartments targeting millennials, empty-nesters, and corporate users in a highly desirable and accessible area.

- The project is being developed by an experienced, motivated team.

- The Development will be owner-occupied and managed.

Construction Management

Mitchell DeEsso, DSO Mechanical

Founded by Mr. DeEsso in 1996, DSO Mechanical has become one of the largest commercial plumbing contractors in Connecticut. Specializing in mixed-use and multi-family projects, Mr. DeEsso's expertise in large and medium-sized residential developments remains unmatched. During the last four years Mitchell has completed plumbing systems in more than 2,500 apartment units and over 20 buildings. Some of these projects are among the most recognizable in the area:

- The Curb, Norwalk - 415 apartments
- Harborpoint, Stamford Complexes A, B, C, D totaling 1200 apartments and 30,000 sq ft retail
- Fairfield Metro - 315 apartments and 15,000 sq ft retail

In addition to the above, Mr. DeEsso has managed the construction of a development in Shelton, Connecticut and a number of single-family homes in the area. His contacts within the industry and ability to manage a large, bustling commercial construction business are indispensable characteristics in the operational success of any commercial construction management venture.

Project Management

Hans Schuurmans, HJS Projects

For more than 35 years, Mr. Schuurmans has planned, designed, and managed complex commercial, retail, and residential projects throughout the region. His most recent project, completed in 2019, was a large, 11 building, $20million design-build corporate campus development in Norwalk that included manufacturing, warehousing, and headquarter office facilities. Well versed in the intricacies of major undertakings, Mr. Schuurmans key attributes include contractor management, administrative control, financial oversight and schedule discipline.

Construction Supervision

Gerald Roche

Mr. Roche was integral to the success of Building and Land Development's mixed-use apartment complexes at Stamford's South End. As construction superintendent for these projects, Mr. Roche controlled more than 200 men and 40 contractors at any given time. This experience, along with his own construction business, makes Mr. Roche an ideal candidate to oversee construction at Gateway Commons.

Civil Engineering - Site

J Edwards & Associates

J Edwards Engineering is the regional leader in civil engineering and land use consulting. Headquartered in Easton, having a company like J Edwards on board is essential in obtaining approvals and site plans critical to commencing the project.

Civil Engineering - Sewer

Spaeth Bjorklund Engineering

The Town of Trumbull has used Spaeth Bjorklund for the engineering of its sewer system for more than 25 years. Spaeth Bjorklund is the engineer of choice for any type of town sewer or water connection.

Geotechnical Engineering

Milone & MacBroom

Part of internationally renowned SLR, Milone & MacBroom's 185 employees and engineers have practical knowledge in almost any situation and site condition.

Architecture/Structural Engineering

Amara Associates

Having an architecture firm experienced in mixed-use development with in-house structural engineering capabilities was fundamental in our selection of Amara Associates.

Mechanical, Electrical, Plumbing, Fire Protection Engineering

KEA Engineers

A team player with a proven record in the design of mixed-use developments, KEA has had a close working relationship with Amara Associates for more than ten years. Decisive and knowledgeable, KEA is our selection for crucial engineering disciplines and systems.

Sewer

Summary - Sewer

On October 27, 2021, the Trumbull WPCA (Water Pollution Control Authority) approved a sewer connection to 7182-7192 Main Street to service a proposed mixed-use building partially in Trumbull and partially in Monroe. The average flow is estimated to be 17,000 gallons per day average.

A new sewer line is to be installed that will run from the property south within the Route 25 (Main Street) Right-of-way , down and across Spring Hill Road to an existing manhole at 62 Spring Hill Road. The owner of 62 Spring Hill Road has granted an easement for sewer line access which the 7182 Main Street attorney (Ray Rizio of Russo and Rizio) has in his possession.

Attached is a copy of the approved meeting minutes authorizing the sewer connection, sewer line construction documents, and recent comments from the town and town consultant pertaining to the plans.

J. Edwards & Associates, the engineer of record, is currently updating the construction drawings to satisfy town comments and review.

WATER POLLUTION CONTROL AUTHORITY

Town of Trumbull

CONNECTICUT

TOWN HALL
(203) 452-5048

5866 MAIN STREET
TRUMBULL, CT 06611

OCTOBER 27, 2021
MINUTES

Call to Order:	The Chair called the meeting to order at 7:03 p.m.
Roll Call:	The clerk called the roll and recorded it as follows:
Present:	Chairman Richard Boggs, Vice-Chairman Jon Greene, Frank Regnery, Andrew Palo
Absent:	Tom Kelly
Also Present:	William C. Maurer, Town Engineer/WPCA Administrator, Town Attorney James Nugent and Christine Kurtz of Wright Pierce

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Approval of Minutes: Moved by Palo, seconded by Greene to approve the September 22, 2021 meeting minutes as presented.

Moved by Greene, seconded by Regnery to amend the minutes to read as at the top of page 2, "The Chair noted there are no capacity concerns, this seems fairly straight forward." (This adds the word no to the sentence). VOTE: Motion CARRIED by unanimous consent.

Moved by Palo, seconded by Regnery to approve the minutes as amended.
VOTE: Motion CARRIED by unanimous consent

Year-to-Date Budget Update – Mr. Maurer reviewed the report with the commission, it was found to be the wrong report. To be discussed later in the meeting.

7182-7192 Main Street Sewer Connection (Continued from September 22, 2021) – Attorney Chris Russo representing the applicant was present. Mr. Dave Bjorklund of Spath Bjorklund Associates, engineer for the applicant was present. This is a proposal to service a building partially in Trumbull and partially in Monroe. The average flow will be 17,000 gallons per day. They have gone to the Bridgeport WPCA and did receive approval. He believes they have answered the Wright Pierce questions satisfactorily. They were expecting to get an easement from the Spring Hill Nursery owners, but they have backed out and are now proposing to go straight down Spring Hill Road and enter the Jacques's family trust property. They will tie into the manhole behind the condominium development. Plans have been submitted and will be tying into the same manhole as previously proposed, it will be longer than going across the nursery.

Mr. Maurer noted the letter from Bridgeport references the applicant paying Bridgeport. That would be a problem. Attorney Russo noted that would be a problem for them because they would be double paying, he believes it is an error and has been trying to contact Bridgeport WPCA to revise the letter. Attorney Nugent had previously pointed this out to him. Attorney Russo has been diligent on contacting Bridgeport them via phone and email, but Bridgeport has not responded to date.

There will be one meter that Trumbull will use to bill for usage. Attorney Nugent confirmed the lien issue has been addressed and Ms. Kurtz confirmed the technical issues have been adequately addressed, there is one area of existing pipe they would like looked at but agrees it can be looked at after P&Z approval.

Attorney Russo noted any further connection takes the joint agreement of both Trumbull and Bridgeport. Trumbull alone can't let Monroe in without Bridgeport's approval.

It was confirmed Bridgeport's Upgrade Study anticipates Monroe connecting eventually, although it was not a significant value. The line will be Trumbull's to maintain. At this time the developer could approach others to connect and help pay for the pipe, but afterwards Trumbull and Bridgeport would approve future connections.

The developer will be charged a developer installed fee based on $2500 per apartment ($2500 x 28 units) and the commercial is based on square footage.

Attorney Nugent confirmed the multi-family moratorium is still in place and is until January. The P&Z Commission will look at that in January, whether they continue it or end it will be determined by P&Z. The Chair indicated this connection is a separate issue. Commissioner Regnery disagreed and noted an approval by the board would appear as an approval by the town. Commissioner Greene indicated the moratorium is a P&Z issue and doesn't think someone would terminate the moratorium because this was approved by the WPCA. Attorney Russo explained there is a pending text amendment that had been submitted for this project, the Trumbull P&Z is awaiting the WPCA's decision before considering the amendment. The commission agreed the sewer connection would have to be approved in order for the project to be considered feasible if the connection were not approved it would not be feasible to have the development on septic. Attorney Nugent noted that is the other wrinkle, it is a mixed-use project and the zone has to be changed. Attorney Russo stated it mirrors the Long Hill project with mixed use.

It was confirmed Wright Pierce looked at this to see if the connection was feasible and there would be a full technical review once they go to construction plans.

The commission discussed possible conditions of approval clarifying this is feasible if the moratorium was lifted. Attorney Nugent confirmed that could be a condition. Commissioner Greene supported the condition but noted it was redundant. Attorney Russo clarified that P&Z could keep the moratorium but make an exception for this project or for a certain area of town. The commission discussed having a condition that the Trumbull WPCA usage fees would be paid.

Moved by Regnery, seconded by Greene to approve the 7182-7192 Main Street sewer connection subject to the following conditions:

1. The WPCA recognizes there is a moratorium on multifamily housing and this approval is subject to the Planning & Zoning commission lifting the moratorium for this development.
2. The developer shall pay the Town of Trumbull sewer usage fees.

VOTE: Motion CARRIED by unanimous consent.

Year-to-Date Budget Update Continued – Mr. Maurer shared his screen with the commission showing the FY2022 report. The extraordinary account is used for emergency unforeseen repairs. It was reduced this year.

Old Town and Reservoir Avenue Pump Stations Update:
Mr. Maurer reported they are still waiting for the encroachment permit from the state, because the pipe is under their bridge. The state has all the information and had some questions which have been answered. We expect the encroachment permit sometime this week and should be able to start relatively soon.

The supply chain is affecting everything and are having difficulty getting the pipe. The problem is they can't start without having all the supplies/piping. Because it requires going on bypass, you don't want to be bypassing for an extra five months, because you don't have a valve. They are working on that. The contractual completion date is June 2023.

Beardsley Force Main Update:
Mr. Maurer reported they met with DEEP and are working through the easement problem through DEEP which could be six months to a year. There is no easement in place and DEEP wants the easement for the new portion. They have searched everything. It's actually getting more cumbersome. He confirmed the state bought the property from Bridgeport without the easement. They would have to grant the easement, it is called prescriptive easement. There is no written easement. It has been mentioned it was a critical infrastructure and we're doing this not because we wanted to do this but because we need to do it because of the condition of the pipe. They said well, six months maybe. We're pushing as hard as we can.

The state is reviewing the location of the proposed pipe, the pipe was moved away from the river and away from all the trees, in order not to destroy the trees. They are looking at the route of the pipe. It's pretty straightforward.

Attorney Nugent agreed it's definitely straightforward and noted they may have to get the state legislators involved. The legislators don't have control over the DEEP but maybe they can talk to the commissioner to tell them how urgent it is based on our prior problem with this pipe and be allowed to get in there as rapidly as possible.

The commission discussed putting them on notice since it's in dire need of replacement and they know the commission is willing to fix it. Mr. Maurer agreed and noted a letter should be sent so that it's on record. The commission noted if it leaks, they will fine us but we would have the notice on record. Attorney Nugent asked Mr. Maurer to forward correspondence sent to DEEP. Attorney Nugent will get it to the right channels so it gets into the hands of our state senators. Maybe they can get this on the fast track instead of the slow track.

Alternate Flow: Moved by Palo, seconded by Regnery to Enter into Executive Session based on CGS 1-210b-7 to present engineering or feasibility estimates relative to the public supply construction costs. VOTE: Motion CARRIED by unanimous consent.

The WPCA ENTERED into Executive Session at 7:47 p.m. with the following people present: Chairman Richard Boggs, Vice-Chairman Jon Greene, Frank Regnery, Andrew Palo, William C. Maurer, Town Engineer/WPCA Administrator, Town Attorney James Nugent and Christine Kurtz of Wright Pierce.

Moved by Regnery, seconded by Greene to END Executive Session at 9:03 p.m.
VOTE: Motion CARRIED by unanimous consent.

Adjournment There being no further business to discuss and upon motion made by Regnery, seconded by Greene the WPCA adjourned by unanimous consent at 9:05 p.m.

Respectfully Submitted,

_____

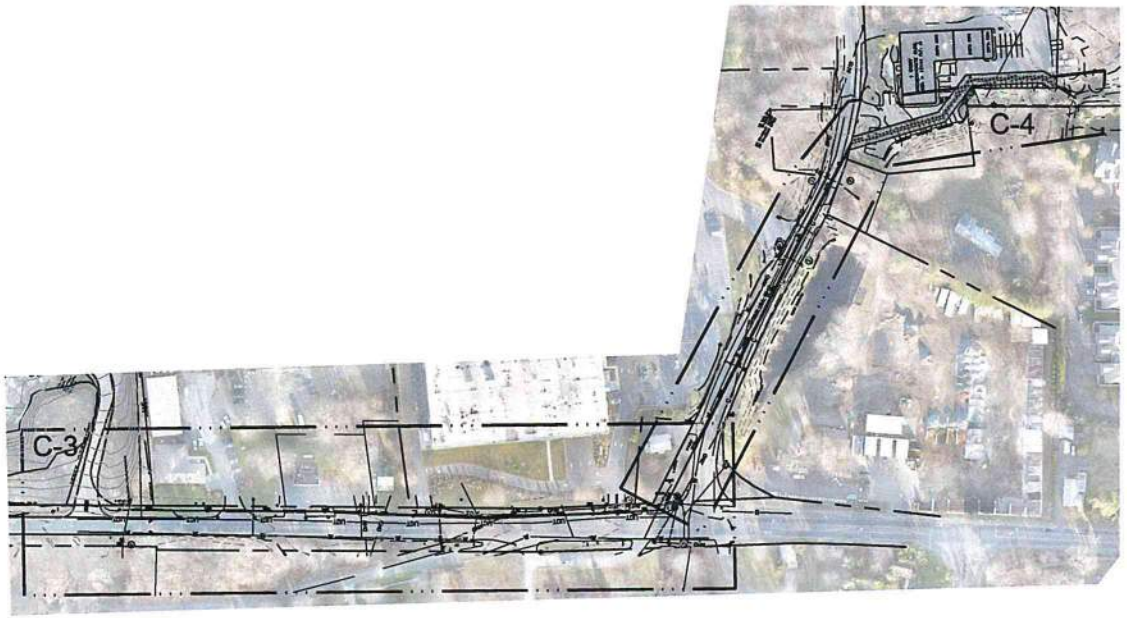
Margaret D. Mastroni
WPCA Clerk

TOWN OF

TRUMBULL, CONNECTICUT

PROPOSED SANITARY SEWER LINE

MAIN STREET (RTE 25) AND SPRING HILL ROAD



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J. EDWARDS & ASSOCIATES LLC
ENGINEERING • SURVEYING • SITE PLANNING
337 Stepney Road Easton, CT 06612
Phone:203.268.4241 Fax 203.268.5404
www.jedwardsassoc.com

NOT FOR CONSTRUCTION

SANITARY SEWER PLAN
MAIN STREET (RTE 25)
AND SPRING HILL ROAD
TRUMBULL, CONNECTICUT

REVISIONS

#	DATE	DESCRIPTION

DATE: JANUARY 15, 2022
PROJECT #: 2880
DRAWING FILE: 2880 PP
DRAWN BY: IE/LE
SCALE: 1"=40'

TITLE

TITLE SHEET

SHEET NUMBER

C-1

GENERAL NOTES

1. THE OWNER WILL BE RESPONSIBLE FOR OBTAINING THE PERMITS FOR THE PROJECT. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO BE FAMILIAR WITH THE APPLICABLE PROVISIONS OF EACH PERMIT AS THEY APPLY TO THE WORK PRIOR TO BIDDING AND ABIDE BY THOSE PROVISIONS DURING CONSTRUCTION. COPIES OF ALL OBTAINED PERMITS ARE AVAILABLE FOR REVIEW FROM THE OWNER. ALL OTHER PERMITS ARE THE RESPONSIBILITY OF THE CONTRACTOR.
2. THE OWNER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY RIGHTS-OF-WAY AND EASEMENTS. THE CONTRACTOR SHALL VERIFY THAT THE NECESSARY EASEMENTS HAVE BEEN SECURED BY THE OWNER. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO BE FAMILIAR WITH THE APPLICABLE PROVISIONS OF EACH EASEMENT AS THEY APPLY TO THE WORK PRIOR TO BIDDING AND ABIDE BY THOSE PROVISIONS DURING CONSTRUCTION. COPIES OF ALL RIGHTS-OF-WAY AND EASEMENTS ARE AVAILABLE FOR REVIEW FROM THE OWNER.
3. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING TRAFFIC FLOW AT ALL TIMES. CONTRACTOR SHALL INSTALL AND MAINTAIN TRAFFIC CONTROL SIGNS IN ACCORDANCE WITH THE MUTCD AND ALL STATE AND LOCAL REGULATIONS. THE CONTRACTOR IS REQUIRED TO SUBMIT A TRAFFIC CONTROL PLAN TO THE OWNER PRIOR TO COMMENCING CONSTRUCTION. THE POLICE DEPARTMENT AND FIRE DEPARTMENT ARE TO BE NOTIFIED AT LEAST 24-HOURS IN ADVANCE OF ANY STREET CLOSING OR DETOUR. REFER TO SPECIFICATION SECTION 01570.
4. CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE REGULATIONS OF THE OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA).
5. CONTRACTOR SHALL COMPLY WITH THE COORDINATION REQUIREMENTS AND RELATED COSTS, IF ANY, AS SPECIFIED IN SPECIFICATION SECTION 01050.
6. CONTRACTOR SHALL NOTE THAT, IN GENERAL, ALL EXISTING CONDITION INFORMATION ON THE DRAWINGS ARE SHOWN WITH A LIGHTER LINE WEIGHT AND WITH A SLANTED TYPE TEXT.

EXISTING SITE CONDITIONS

1. THE LOCATIONS OF UNDERGROUND UTILITIES AND STRUCTURES, AS SHOWN ON THE DRAWINGS, ARE APPROXIMATE AND MAY NOT BE COMPLETE. THE LOCATION OF EXISTING UNDERGROUND UTILITIES ARE BASED ON PREVIOUS CONSTRUCTION DESIGN PLANS, WHICH ARE AVAILABLE FOR INSPECTION AT THE ENGINEER'S OFFICE. NO GUARANTEE IS MADE THAT UTILITIES OR STRUCTURES WILL BE ENCOUNTERED WHERE SHOWN, OR THAT ALL UNDERGROUND UTILITIES AND STRUCTURES ARE SHOWN. ALL LOCATIONS AND SIZES OF EXISTING UTILITIES AND STRUCTURES SHALL BE VERIFIED IN THE FIELD WITH TEST PITS AS REQUIRED PRIOR TO BEGINNING CONSTRUCTION OF NEW FACILITIES OR PIPING THAT MAY BE AFFECTED. THE CONTRACTOR WILL REALIGN NEW PIPE LOCATIONS AS REQUIRED TO CONFORM TO EXISTING LINES AND AS APPROVED BY THE ENGINEER.
2. BELOW GRADE UTILITY INFORMATION IS BASED ON INFORMATION PROVIDED BY EACH UTILITY. LOCATION OF PUBLIC UTILITIES SHOWN IS ONLY APPROXIMATE AND MAY NOT BE COMPLETE. PRIVATE UNDERGROUND UTILITIES SUCH AS, BUT NOT LIMITED TO, SEWER LINES, WATER LINES AND BURIED ELECTRICAL SERVICE ENTRANCES ARE NOT SHOWN. THE CONTRACTOR SHALL ASCERTAIN THE LOCATION AND SIZE OF EXISTING UTILITIES IN THE FIELD WITH THE RESPECTIVE UTILITY COMPANY REPRESENTATIVE PRIOR TO COMMENCING WORK. REFER TO SPECIFICATION SECTION 01050. ADDITIONAL TEST PITS, BEYOND THOSE SHOWN, MAY BE REQUIRED. UTILITY CONTACTS ARE AS FOLLOWS:

ELECTRIC:	TRUMBULL WPCA:	GAS:
UI COMPANY	203-452-5049	SOUTHERN CONNECTICUT GAS
203-926-6466		203-795-7753
		800-513-8838(EMERGENCY)
WATER	CABLE:	TELEPHONE:
AQUARION WATER	CHARTER	FRONTIER
800-732-9678	866.612.3069	800-778-9140

SITE DEMOLITION

1. REFER TO THE EXISTING SITE PLAN, FOR ADDITIONAL INFORMATION REGARDING EXISTING FACILITIES. REFER TO THE LAYOUT DRAWINGS FOR LIMITS OF WORK.
2. REFER TO CIVIL DRAWINGS FOR SPECIFIC INFORMATION REGARDING DEMOLITION AND REMOVAL.
3. DEMOLISH/REMOVE EXISTING PIPING AS REQUIRED FOR CONSTRUCTION OF NEW FACILITIES. ALL PIPING, EQUIPMENT AND MATERIALS TO BE DEMOLISHED AND/OR REMOVED FROM SERVICE SHALL BE COORDINATED WITH THE OWNER AND ENGINEER BEFORE COMMENCING THAT WORK. EXISTING PIPING THAT NEEDS TO BE REMOVED TO CONSTRUCT THE NEW FACILITIES, BUT IS TO REMAIN, SHALL BE REINSTALLED/REPLACED AS NEEDED. EXISTING PIPES AND CONDUIT DESIGNATED AS "ABANDONED" MAY BE REMOVED IF THE CONTRACTOR SO CHOOSES. IF ABANDONED PIPE CONFLICTS WITH NEW SITE PIPING OR FACILITIES, THEN A PORTION OF THE ABANDONED PIPE SHALL BE REMOVED, AND THE NEW ENDS OF ABANDONED PIPE CAPPED OR PLUGGED WITH CONCRETE.
4. ALL EXISTING PIPING AND UTILITIES WHICH ARE BENEATH PROPOSED STRUCTURES, AND ARE TO BE ABANDONED, SHALL BE REMOVED TO A MINIMUM OF 5-FEET OUTSIDE OF THE STRUCTURE. PIPE AND UTILITIES BENEATH PROPOSED STRUCTURES THAT ARE TO REMAIN SHALL BE CONCRETE ENCASED, UNLESS OTHERWISE INDICATED. REFER TO THE STRUCTURAL DRAWINGS FOR DETAILS.
5. SEVERING OF EXISTING UTILITIES FOR ABANDONMENT, OR REMOVAL OF A SEGMENT FROM SERVICE, SHALL BE PERFORMED IN SUCH A MANNER AS TO ALLOW THE REMAINING ACTIVE SEGMENT TO CONTINUE IN ITS INTENDED SERVICE. CAP ACTIVE SEGMENTS WITH APPROPRIATE FITTINGS, JOINT RESTRAINT, ETC. TO ENSURE THEIR INTEGRITY. PLUG ENDS OF ABANDONED PIPE SEGMENTS WITH CONCRETE UNLESS SPECIAL CIRCUMSTANCES DICTATE PLUGGING ABANDONED PIPES WITH BUND FLANGES, RESTRAINED MECHANICAL JOINT PLUGS, ETC. AS APPROPRIATE.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING AND DISPOSING OF ALL DEMOLISHED PIPING, EQUIPMENT AND MATERIALS. DISPOSAL SHALL BE IN ACCORDANCE WITH ALL STATE AND LOCAL REGULATIONS. THE OWNER RESERVES THE RIGHT TO RETAIN ANY SUCH PIPING, EQUIPMENT AND MATERIALS DESIGNATED FOR DEMOLITION. SUCH MATERIALS TO BE RETAINED SHALL BE PROPERLY STORED IN AN ON-SITE LOCATION. COORDINATE LOCATION AND MATERIALS TO BE SALVAGED WITH THE OWNER/ENGINEER/CONTRACT OPERATOR. REFER TO SPECIFICATION SECTION 02050A.
7. THE CONTRACTOR SHALL KEEP A RECORD OF DEMOLITION AS PART OF THE PROJECT RECORD DOCUMENTS.
8. THE CONTRACTOR SHALL TAKE ALL NECESSARY STEPS TO ENSURE THAT ALL FLOWS ARE MAINTAINED DURING CONSTRUCTION. GRAVITY OR PUMPED BYPASSES AND OTHER MEANS OF MAINTAINING FLOW SHALL BE SUBJECT TO THE REVIEW AND ACCEPTANCE OF THE ENGINEER. THE CONTRACTOR SHALL COORDINATE ANY TEMPORARY STOPPAGES OR BYPASSES WITH THE OWNER AND ENGINEER. REFER TO SPECIFICATION SECTIONS 01010A AND 01010B.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE APPROPRIATE DISPOSAL OF FLOWS RESULTING FROM PRECIPITATION AND GROUNDWATER DEWATERING OPERATIONS.

SITE CLEARING, GRUBBING AND GRADING

1. CONTRACTOR SHALL MINIMIZE CLEARING OPERATIONS. CLEARING LIMITS SHALL BE AS INDICATED ON THE DRAWINGS, BUT AT ALL TIMES WITHIN EXISTING ROAD RIGHTS-OF-WAY AND PROPERTY LINES ON STATE OR COUNTY-OWNED PROPERTY OR EASEMENTS. ALL CLEARING AND GRUBBING MATERIAL SHALL BE THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF AT A SITE PROVIDED BY THE CONTRACTOR IN COMPLIANCE WITH ALL STATE AND LOCAL LAWS.

   CONTRACTOR SHALL PROVIDE PROPER EROSION CONTROL AND DRAINAGE MEASURES IN ALL AREAS OF WORK, AND CONFINE SOIL SEDIMENT TO WITHIN THE LIMITS OF EXCAVATION AND GRADING. PRIOR TO BEGINNING EXCAVATION WORK, EROSION CONTROL FENCE SHALL BE INSTALLED AT THE DOWN GRADIENT PERIMETER OF THE ACTUAL LIMITS OF GRUBBING AND/OR GRADING, AND AS SHOWN ON THE DRAWINGS. EROSION CONTROL MEASURES SHOWN ON THE DRAWINGS ARE A MINIMUM, CONTRACTOR SHALL TAKE ALL OTHER NECESSARY MEASURES. EROSION CONTROL FENCE SHALL ALSO BE INSTALLED AT THE DOWN GRADIENT PERIMETER OF THE TOPSOIL STOCKPILES. ALL DISTURBED EARTH SURFACES SHALL BE STABILIZED IN THE SHORTEST PRACTICAL TIME AND TEMPORARY EROSION CONTROL DEVICES SHALL BE EMPLOYED UNTIL SUCH TIME AS ADEQUATE SOIL STABILIZATION HAS BEEN ACHIEVED. TEMPORARY STORAGE OF EXCAVATED MATERIAL SHALL BE STABILIZED IN A MANNER THAT WILL MINIMIZE EROSION. ALL INSTALLED EROSION CONTROL FACILITIES SHALL BE REMOVED AT THE END OF THE PROJECT.
2. ALL STORM DRAINAGE CATCH BASINS SHALL BE PROTECTED BY SILT SACKS TO PREVENT ENTRY OF SEDIMENT FROM RUNOFF WATERS DURING CONSTRUCTION. CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL AND DISPOSAL OF ALL COLLECTED SEDIMENT, AND THAT WHICH COLLECTS IN THE STORM DRAIN SYSTEM. REFER TO THE CIVIL DETAIL DRAWINGS.
3. CONTRACTOR SHALL CONTROL DUST ON THE CONSTRUCTION SITE TO A REASONABLE LIMIT, AS DETERMINED BY THE ENGINEER, AND AS OUTLINED BY SPECIFICATION SECTION 01562.
4. CONTRACTOR SHALL NOT TRACK OR SPILL EARTH, DEBRIS OR OTHER CONSTRUCTION MATERIAL ON PUBLIC OR PRIVATE STREETS AND PLANT DRIVES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE IMMEDIATE ASSOCIATED CLEAN UP.
5. ALL EXISTING OR NEW CATCH BASINS, MANHOLES, VALVE PITS, VALVE BOXES AND OTHER BURIED FACILITIES WITHIN THE LIMIT OF WORK AREAS WITH SURFACE ACCESS SHALL BE ADJUSTED TO MATCH FINAL GRADES, UNLESS OTHERWISE INDICATED.
6. THE CONTRACTOR SHALL NOT HAVE ANY RIGHT OF PROPERTY IN ANY MATERIALS TAKEN FROM ANY EXCAVATION. SUITABLE EXCAVATED MATERIAL MAY BE INCORPORATED IN THE PROJECT, WITH EXCESS MATERIAL DISPOSED OF AT A LOCATION PROVIDED BY THE CONTRACTOR. THESE PROVISIONS SHALL IN NO WAY RELIEVE THE CONTRACTOR OF OBLIGATIONS TO PROPERLY DISPOSE OF AND REPLACE ANY MATERIAL DETERMINED BY THE ENGINEER TO BE UNSUITABLE FOR BACKFILLING. THE CONTRACTOR SHALL DISPOSE OF UNSUITABLE AND EXCESS MATERIAL IN ACCORDANCE WITH THE APPLICABLE SECTIONS OF THE CONTRACT DOCUMENTS.
7. CONTRACTOR SHALL REMOVE AND REPLACE, OR REPAIR, ALL CURBS, SIDEWALKS, PAVEMENT AND OTHER ITEMS DAMAGED BY CONSTRUCTION ACTIVITIES TO AT LEAST THEIR ORIGINAL CONDITION, TO THE SATISFACTION OF THE OWNER AND ENGINEER.
8. WHERE EXISTING PAVEMENT IS REMOVED AND REPLACED, MATCH EXISTING GRADES TO THE EXTENT POSSIBLE, COORDINATE FINE GRADING WITH THE ENGINEER.
9. ALL ROAD AND DRIVE CROSS SLOPES SHALL PITCH 1/4-INCH PER FOOT MINIMUM. ALL PAVED SURFACES SHALL PITCH 1% UNLESS OTHERWISE NOTED, REFER TO THE CIVIL DETAIL DRAWINGS.
10. ALL NON-ROADWAY AREAS THAT ARE EXCAVATED, FILLED, OR OTHERWISE DISTURBED BY THE CONTRACTOR SHALL BE LOAMED, GRADED, LIMED, FERTILIZED, SEEDED AND MULCHED, UNLESS OTHERWISE NOTED. THE TOP 4-INCHES OF SOIL SHALL BE LOAM.

CIVIL SITE LAYOUT

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THIS PROVIDED LAYOUT INFORMATION THROUGHOUT THE COURSE OF CONSTRUCTION. REPORT ANY LAYOUT DISCREPANCIES IMMEDIATELY TO THE ENGINEER. REFER TO THE CIVIL DRAWINGS FOR ADDITIONAL LAYOUT INFORMATION.
2. CONTRACTOR SHALL EXCAVATE TEST PITS, WHERE NECESSARY, PRIOR TO CONSTRUCTION LAYOUT AND RESULTS REPORTED TO THE ENGINEER FOR REVIEW FOR CONFORMANCE TO THE PLANS. TEST PITS ARE REQUIRED WHERE SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER.
3. IN GENERAL, THE GIVEN STRUCTURE LOCATIONS ARE TO THE OUTSIDE FACE OF THE STRUCTURE FOUNDATION WALL, NOT FOOTINGS. REFER TO THE ARCHITECTURAL AND STRUCTURAL DRAWINGS FOR BUILDING AND STRUCTURE DIMENSIONS. RADII SHOWN FOR ROADS ARE TO EDGE OF PAVEMENT.
4. PLACE CRUSHED STONE MOWING STRIP AROUND THOSE STRUCTURES AS INDICATED ON THE DRAWINGS. REFER TO THE CIVIL DETAIL DRAWINGS.
5. THE LOCATIONS AND LIMITS OF ALL ON-SITE WORK AND STORAGE AREAS SHALL BE REVIEWED/COORDINATED WITH, AND ACCEPTABLE TO, THE OWNER AND ENGINEER. THE CONTRACTOR SHALL LIMIT ACTIVITIES TO THESE AREAS.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR RE-ESTABLISHING AND RESETTING ALL EXISTING PROPERTY MONUMENTATION DISTURBED BY CONSTRUCTION. THIS WORK SHALL BE DONE BY A LAND SURVEYOR REGISTERED IN THE STATE OF CONNECTICUT, AT NO ADDITIONAL COST TO THE OWNER.
7. WRITTEN DIMENSIONS SHALL PREVAIL. DO NOT SCALE DISTANCES FROM THE DRAWINGS. REPORT ANY DISCREPANCIES IMMEDIATELY TO THE ENGINEER.
8. PROJECT BENCH MARKS ARE SHOWN ON THE DRAWINGS. CONTRACTOR SHALL VERIFY BENCHMARK ELEVATIONS PRIOR TO USING IN CONSTRUCTION.

CIVIL SITE PIPING

1. ALL PIPE LINES SHALL SLOPE UNIFORMLY BETWEEN ELEVATIONS INDICATED ON THE DRAWINGS. NO CRESTS IN PIPING WILL BE PERMITTED. CONCRETE THRUST BLOCKS OR OTHER ACCEPTABLE RESTRAINT SYSTEM IS REQUIRED ON ALL FITTINGS ON PRESSURE PIPE. WHERE A RESTRAINED JOINT SYSTEM IS USED, THE NUMBER OF PIPES WITH RESTRAINED JOINTS ON EITHER SIDE OF THE FITTING SHALL BE DESIGNED TO REFLECT THE PROJECT SOIL CONDITIONS AND PEAK SURGE PRESSURE IN THE PIPING SYSTEM. SEE THE CIVIL DETAIL DRAWINGS FOR THRUST BLOCK DETAILS. PROVIDE ALL BENDS (HORIZONTAL AND VERTICAL) AS REQUIRED TO MEET THE GRADES AND ALIGNMENT INDICATED ON THE DRAWINGS.
2. THE CONTRACTOR SHALL ASCERTAIN THE LOCATION AND SIZE OF EXISTING PIPING AND UTILITIES IN THE FIELD BY TEST PIT EXCAVATION PRIOR TO COMMENCING INSTALLATION OF ANY OF THE NEW PIPING AFFECTED. WHERE NEW PIPE CONNECTS TO EXISTING PIPING OR STRUCTURAL PENETRATION, CONTRACTOR SHALL VERIFY ELEVATION BY TEST PIT, AS REQUIRED, PRIOR TO INSTALLATION OF ANY OF THE ASSOCIATED/AFFECTED NEW PIPING. IDENTIFIED CONFLICTS WITH EXISTING PIPING AND UTILITIES WILL BE REVIEWED WITH THE ENGINEER PRIOR TO COMMENCING INSTALLATION. THE HORIZONTAL ALIGNMENT OF NEW PIPING MAY BE ADJUSTED IN THE FIELD SUBJECT TO PRIOR REVIEW AND ACCEPTANCE OF THE ENGINEER. CONTRACTOR SHALL BE RESPONSIBLE FOR LAYOUT OF ALL PROPOSED WORK AS SHOWN ON THE DRAWINGS AND REPORT ANY LAYOUT DISCREPANCIES IMMEDIATELY TO THE ENGINEER.
3. TRENCH INSULATION SHALL BE USED OVER SEWER AND WATER LINES WHERE DEPTH OF COVER IS LESS THAN 3.5-FEET. REFER TO THE CIVIL DETAIL DRAWINGS FOR THE TRENCH INSULATION DETAIL.
4. TRENCH INSULATION SHALL BE USED WHEN THERE IS LESS THAN 2-FEET BETWEEN THE SEWER OR FORCE MAIN AND A CULVERT. REFER TO THE CIVIL DETAIL DRAWINGS FOR THE TRENCH INSULATION DETAIL.
5. THE TOP OF MANHOLE FRAMES SHALL BE SET FLUSH WITH FINISH GRADE, UNLESS OTHERWISE NOTED ON DRAWINGS. SEWER MANHOLE INVERTS SHOWN ON THE DRAWINGS ARE TO THE INSIDE FACE OF THE MANHOLE.
6. CONTRACTOR SHALL RE-SHAPE INVERTS AS REQUIRED WHEN CONNECTING INTO EXISTING MANHOLES.
7. COMPACTION TESTS WILL BE PERFORMED IN ACCORDANCE WITH CT DOT REQUIREMENTS. ANY SETTLEMENT OCCURRING WITHIN ONE-YEAR OF FINAL COMPLETION OF THE WORK SHALL BE CORRECTED BY THE CONTRACTOR AT NO ADDITIONAL COST.
8. OPEN TRENCHES IN THE ROADWAY MUST BE BACKFILLED AT THE END OF THE WORKDAY. OPEN TRENCHES OUTSIDE OF THE WAY MAY BE LEFT OPEN IF THE CONTRACTOR PROVIDES ADEQUATELY SAFE BARRICADING AND LIGHTS.
9. IN THOSE INSTANCES WHERE POWER OR TELEPHONE POLE SUPPORT IS REQUIRED, THE CONTRACTOR SHALL PROVIDE A MINIMUM 48-HOUR NOTICE TO THE RESPECTIVE UTILITY POLE OWNER. NO ADDITIONAL PAYMENT WILL BE PROVIDED FOR TEMPORARY BRACING OF UTILITIES.
10. WHERE NEW PIPING IS TO BE CONNECTED TO EXISTING PIPING, THE CONTRACTOR SHALL FURNISH AND INSTALL ALL ADAPTERS, FITTINGS, AND ADDITIONAL PIPE AS REQUIRED TO COMPLETE THE CONNECTION. CONTRACTOR SHALL VERIFY LOCATION, ELEVATION, ORIENTATION AND MATERIAL OF CONSTRUCTION. TEST PITS SHALL BE USED AS REQUIRED.
11. ALL EXISTING UTILITIES ENCOUNTERED DURING CONSTRUCTION ARE TO REMAIN IN SERVICE UNLESS OTHERWISE NOTED ON THE CIVIL EXISTING CONDITIONS AND DEMOLITION PLAN. ANY EXISTING UTILITIES DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.

    CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVAL AND DISPOSAL OF ALL DEMOLITION MATERIALS IN ACCORDANCE WITH LOCAL REGULATIONS.
12. WHERE POSSIBLE, WATER LINES SHOULD BE INSTALLED OVER WASTEWATER OR SLUDGE LINES. A MINIMUM SEPARATION OF 18-INCHES BETWEEN THE BOTTOM OF THE WATER LINE AND THE TOP OF THE WASTEWATER OR SLUDGE LINE SHALL BE MAINTAINED, IF POSSIBLE. WHERE A WATER LINE CROSSES UNDER A WASTEWATER OR SLUDGE LINE, A FULL LENGTH OF PIPE SHALL BE CENTERED ABOVE THE WATER LINE SO THAT BOTH JOINTS WILL BE AS FAR FROM THE WATER LINE AS POSSIBLE.
13. ALL STRUCTURES AND PIPELINES LOCATED ADJACENT TO ANY TRENCH EXCAVATION SHALL BE PROTECTED AND FIRMLY SUPPORTED BY THE CONTRACTOR UNTIL THE TRENCH IS BACKFILLED. DAMAGE TO ANY SUCH STRUCTURES CAUSED BY OR RESULTING FROM THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE. ALL UTILITIES REQUIRING REPAIR, RELOCATION OR ADJUSTMENT AS A RESULT OF THE PROJECT SHALL BE COORDINATED THROUGH THE OWNER.
14. WHENEVER PROPOSED STRUCTURES ARE LOCATED PARTLY WITHIN A PAVED AREA AND PARTLY IN A NON-PAVED AREA, A BITUMINOUS CONCRETE PAVED APRON 2-FEET WIDE SHALL BE SUPPLIED AROUND THE PROPOSED COVER. PAVEMENT SHALL SLOPE AWAY FROM THE COVER.

CIVIL ABBREVIATIONS

&	AND
Ø, DIA	DIAMETER
#, NO	NUMBER
APP'D	APPROVED
BLDG	BUILDING
CB	CATCH BASIN
CEN	CENTER
CFS	CUBIC FEET PER SECOND
CI	CAST IRON
CL	CENTERLINE
CMP	CORRUGATED METAL PIPE
CO	CLEANOUT
CONC	CONCRETE
COR	CORNER
CW	CITY WATER
CY	CUBIC YARD
DEMO	DEMOLITION
DMH	DRAIN MANHOLE
DI	DUCTILE IRON
DR	DRAIN
DWG	DRAWING
EFW	EFFLUENT FLUSHING WATER
EL	ELEVATION
EMH	ELECTRIC MANHOLE
FM	FORCE MAIN
FT	FEET
G	GAS
HDP	HIGH DENSITY PLASTIC PIPE
HYD	HYDRANT
IN	INCH
INF	INFLUENT
INV	INVERT
LBS	POUNDS
MAX	MAXIMUM
MH	MANHOLE
MIN	MINIMUM
MW	MONITORING WELL
N	NORTH
N/A	NOT AVAILABLE/APPLICABLE
NTS	NOT TO SCALE
OD	OUTSIDE DIAMETER
PC	PERFORATED CLAY
PSF	POUNDS PER SQUARE FOOT
PSI	POUNDS PER SQUARE INCH
PS	PRIMARY SLUDGE
PT	POINT OF TANGENCY
PVC	POLYVINYL CHLORIDE
RCP	REINFORCED CONCRETE PIPE
RD	ROOF DRAIN
REQ'D	REQUIRED
S	SLOPE, SEWER
SD	STORM DRAIN
SF	SQUARE FEET
SMH	SANITARY SEWER MANHOLE
SQ	SQUARE
STA	STATION
T, XFMR	TRANSFORMER
TBM	TEMPORARY BENCH MARK
THK	THICKNESS
TOS	TOP OF STRUCTURE
TYP	TYPICAL
UD	UNDERDRAIN
UG	UNDERGROUND
UGE	UNDERGROUND ELECTRIC
VC	VITRIFIED CLAY
W/	WITH
W	POTABLE WATER

LEGEND

EXISTING		PROPOSED
	PROPERTY/ROW LINE	
	SETBACK LINE	
	EASEMENT LINE	
	CENTERLINE	
	EDGE OF PAVEMENT	
	CURBING	
	EDGE OF GRAVEL	
	EDGE OF CONCRETE	
-122-	CONTOUR	
	BUILDING	
	STONEWALL	
	TREELINE	
	CHAIN LINK FENCE	
	STOCKADE FENCE	
	BARB WIRE FENCE	
	RETAINING WALL	
	GUARDRAIL	
8"S	SEWER	8"S
4"FM	SEWER FORCE MAIN	
4"G	GAS	
8"W	WATER	8"W
15"SD	STORM DRAIN	15"SD
6"UD	UNDERDRAIN	6"UD
12"CMP	CULVERT	12"CMP
UGE	UNDERGROUND ELECTRIC	UGE
OHE	OVERHEAD ELECTRIC	
UGT	UNDERGROUND TELEPHONE	
UGTV	UNDERGROUND CABLE TV	
	IRON PIPE/REBAR	
	DRILLHOLE	
	MONUMENT	
	SURVEY CONTROL POINT	
	SPOT ELEVATION	
	SEWER MANHOLE	
	DRAINAGE MANHOLE	
	CATCH BASIN	
	ELECTRIC MANHOLE	
	TELEPHONE MANHOLE	
	SHUTOFF VALVE	
	WATER SERVICE SHUTOFF	
	YARD HYDRANT	
	HYDRANT	
	GAS SERVICE SHUTOFF	
	GAS GATE VALVE	
	UTILITY POLE	
	UTILITY POLE W/ GUY	
	UTILITY POLE W/ LIGHT	
	LIGHT POLE	
	BOLLARD	
	FLAGPOLE	
	CONIFEROUS TREE	
	DECIDUOUS TREE	
	SHRUB	
	WETLAND FLAG	
	EDGE OF WATER	
	STREAM	
	EDGE OF WETLANDS	
	FLOODPLAIN	
	WETLANDS	
	DRAINAGE FLOW	
	DRAINAGE SWALE	
	PAVEMENT MARKINGS	
	SIGN	
MB	MAILBOX	
	TEMPORARY BENCH MARK	
TP	TEST PIT	
B	TEST BORING	
P	TEST PROBE	
MW	MONITORING WELL	
	LIMIT OF WORK	
	SILT FENCE	
	RIPRAP	
	RAILROAD	
	MATCHLINE	
	ROCK OUTCROP	

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NOT FOR CONSTRUCTION

SANITARY SEWER PLAN
MAIN STREET (RTE 25)
AND SPRING HILL ROAD
TRUMBULL, CONNECTICUT

REVISIONS

#	DATE	DESCRIPTION

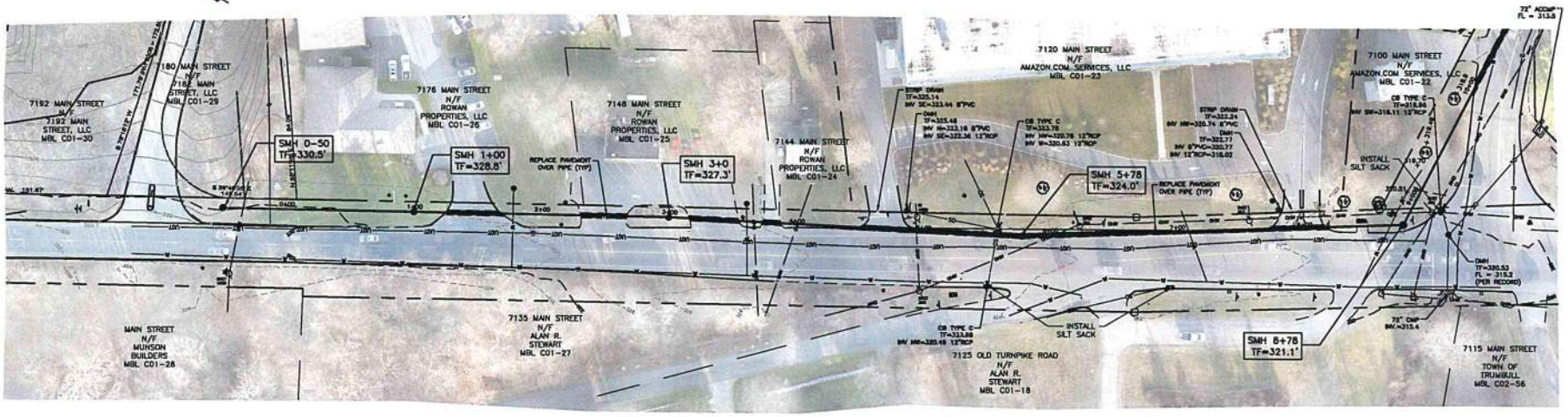
DATE: JANUARY 15, 2022
PROJECT #: 2880
DRAWING FILE: 2880 PP
DRAWN BY: IE/LE
SCALE: 1"=40'

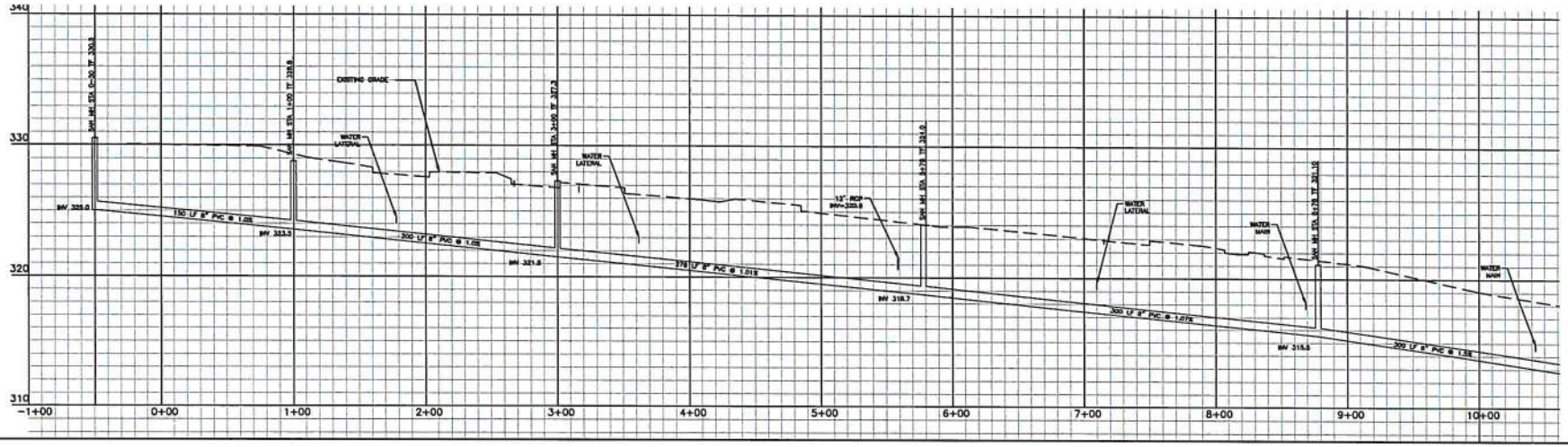
TITLE

GENERAL NOTES

SHEET NUMBER

C-1





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NOT FOR CONSTRUCTION

SANITARY SEWER PLAN
MAIN STREET (RTE 25)
AND SPRING HILL ROAD
TRUMBULL, CONNECTICUT

REVISIONS

#	DATE	DESCRIPTION

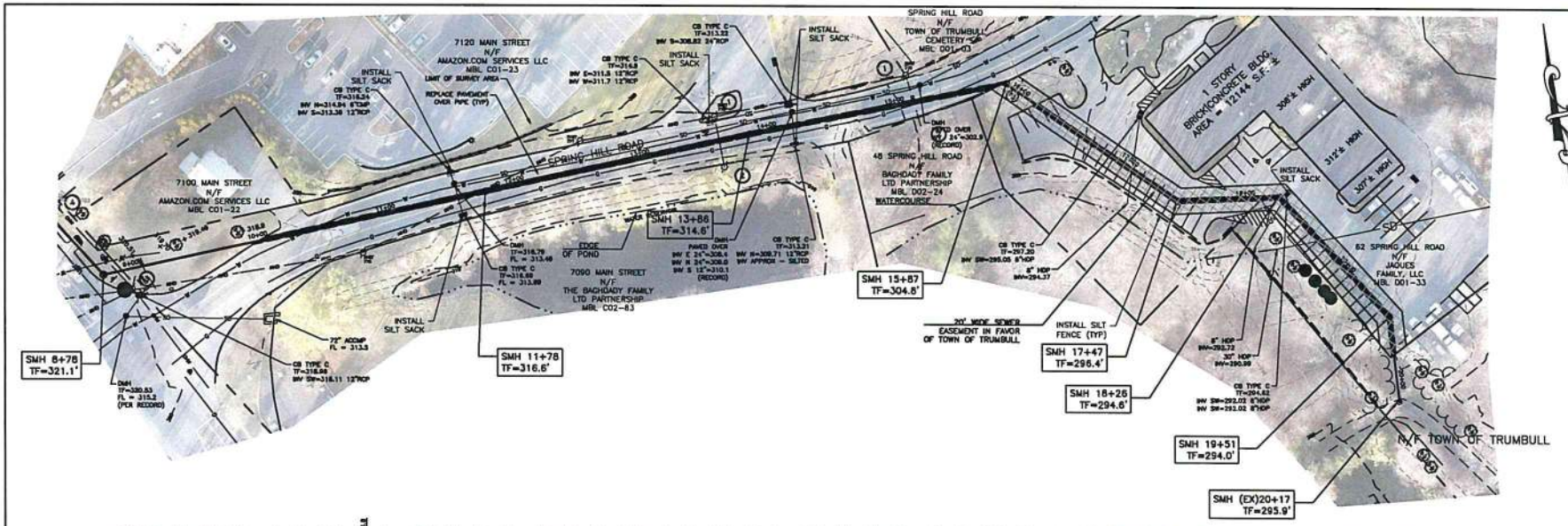
DATE: JANUARY 15, 2022
PROJECT #: 2580
DRAWING FILE: 2580 PP
DRAWN BY: IE/LE
SCALE: 1"=40'

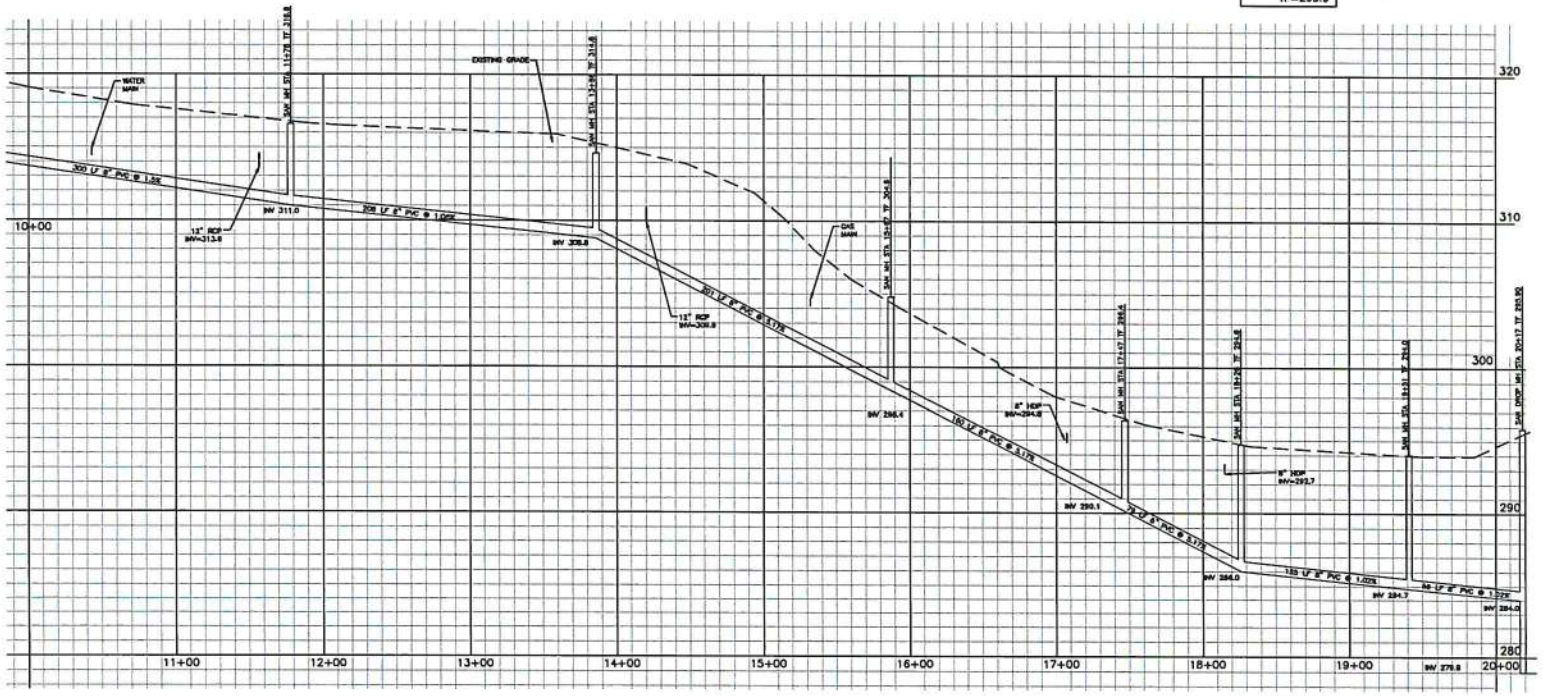
TITLE

PLAN AND PROFILE

SHEET NUMBER

C-2





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127 Shepaug Road Easton, CT 06612
Phone: 203.268.4295 Fax: 203.268.5604
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SANITARY SEWER PLAN
MAIN STREET (RTE 25) AND SPRING HILL ROAD
TRUMBULL, CONNECTICUT

REVISIONS

#	DATE	DESCRIPTION
1	2/28/22	SEWER LOCATION

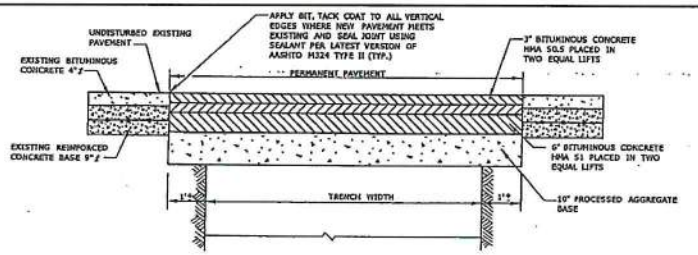
DATE: JANUARY 15, 2022
PROJECT #: 2880
DRAWING FILE: 2880 PP
DRAWN BY: IE/LE
SCALE: 1"=40'

TITLE

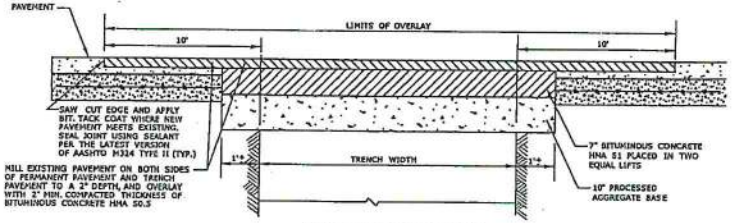
PLAN AND PROFILE

SHEET NUMBER

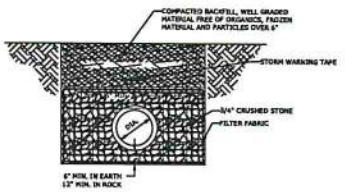
C-4



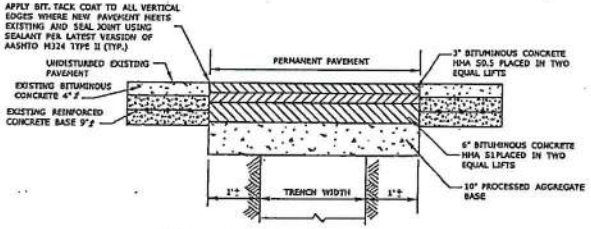
PERMANENT PAVEMENT TRENCH DETAIL
TRENCHES PERPENDICULAR TO EDGE OF PAVEMENT
NTS



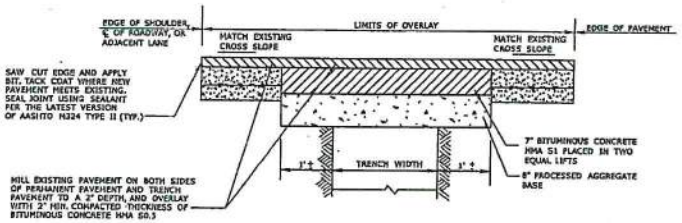
MILL AND OVERLAY DETAIL
TRENCHES PERPENDICULAR TO EDGE OF PAVEMENT
NTS



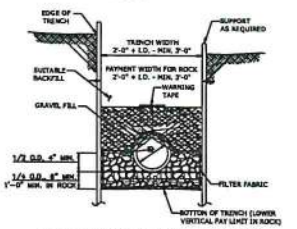
SDR-35 TRENCH BEDDING DETAIL
NO SCALE



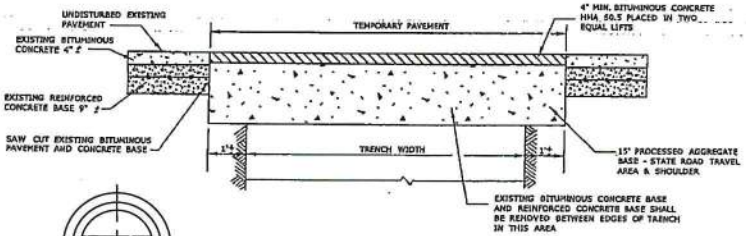
PERMANENT PAVEMENT TRENCH DETAIL
TRENCHES PARALLEL TO EDGE OF PAVEMENT
NTS



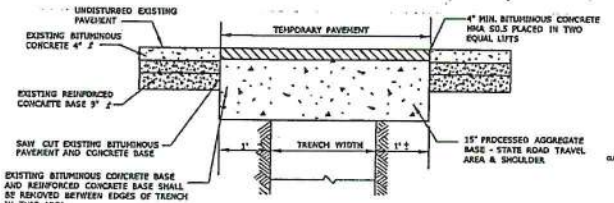
MILL AND OVERLAY DETAIL
TRENCHES PARALLEL TO EDGE OF PAVEMENT
NTS



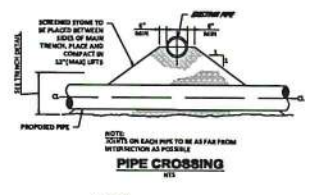
TYPICAL SANITARY SEWER TRENCH SECTION
NO SCALE



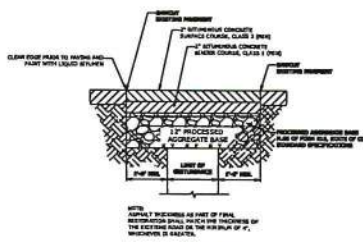
TEMPORARY PAVEMENT DETAIL
TRENCHES PERPENDICULAR TO EDGE OF PAVEMENT
NTS



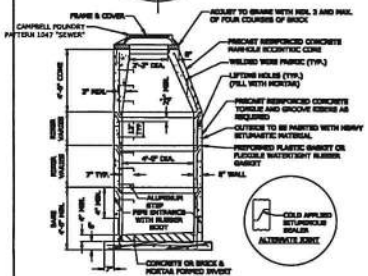
TEMPORARY PAVEMENT DETAIL
TRENCHES PARALLEL TO EDGE OF PAVEMENT
NTS



PIPE CROSSING
NTS

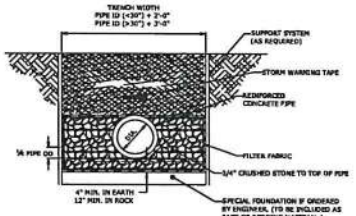


PERMANENT PAVEMENT REPAIR
NO SCALE

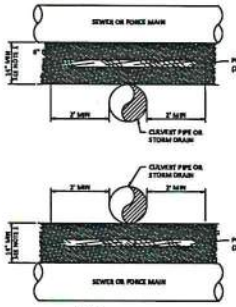


5' OR 6' DIA. PRECAST BASES MAY BE USED WHEN REQUIRED DUE TO SIZE OR NUMBER OF PIPES AT THE MANHOLE. PRECAST REDUCERS WILL BE PLACED ABOVE THE 5' & 6' BASES AS DIRECTED BY THE ENGINEER. WALL THICKNESS TO INCREASE 1" FOR EACH 1' OF INSIDE DIAMETER INCREASE.

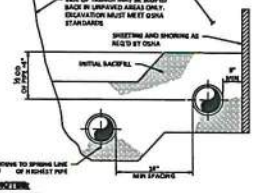
PRECAST SANITARY MANHOLE
NO SCALE



CIRCULAR R.C.P. TRENCH BEDDING
NO SCALE

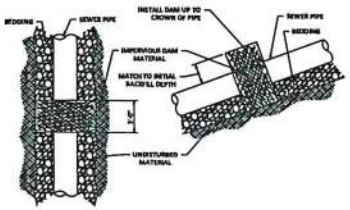


CULVERT/STORM DRAIN PIPE CROSSING
SCALE: NTS



NOTES:
1. THIS SECTION IS SHOWN FOR TWO PIPES. IT IS TO BE USED FOR ANY NUMBER OF PIPES.
2. SEE SPECIFICATIONS FOR BEDDING AND BACKFILL MATERIALS AND COMPACTED BACKFILL REQUIREMENTS.
3. PIPE SPACING SHOWN IS TYPICAL UNLESS OTHERWISE NOTED.
4. SEE SPECIFICATIONS SECTION 01150 - MEASUREMENT AND PAYMENT FOR PAY WIDTH REQUIREMENTS.

MULTIPLE PIPE TRENCH
SCALE: NTS



NOTE: INSTALL IMPERVIOUS DAMS EVERY 100 FT AND WHERE REQUIRED BY ENGINEER.

IMPERVIOUS DAM DETAIL
NTS

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NOT FOR CONSTRUCTION

SANITARY SEWER PLAN
MAIN STREET (RTE 25)
AND SPRING HILL ROAD
TRUMBULL, CONNECTICUT

REVISIONS

#	DATE	DESCRIPTION

DATE: JANUARY 15, 2022
PROJECT #: 2880
DRAWING FILE: 2880 PP
DRAWN BY: IE/JE
SCALE: 1"=40'

TITLE
DETAIL SHEET

SHEET NUMBER
C-5

William C. Maurer, PE, LS
Town Engineer

TOWN OF TRUMBULL
CONNECTICUT

366 Church Hill Road
Public Works Admin Building
Trumbull, Connecticut 06611
Phone: 203.452.5050
Fax: 203.452.5061

Applicant: J. Edwards Associates, LLC **Project:** Sanitary sewer @ Main St (RTE 25) & Spring Hill Rd.	**TOWN OF TRUMBULL** **ENGINEERING DEPARTMENT** **REVIEW COMMENTS**	**Designer: J. Edwards Associates, LLC**	
		Review #1	**Date: 6/28/22**

Based on the review of the proposed Site Plans and Drainage Report, submitted on **5/5/22**, the Engineering Department offers the following comments (**please provide written responses in the space below**):

PROJECT COMMENTS

Comment Number	Page or Sheet #	Review Comments – General Comments	Designer Response
1		Upon approval, submit signed & sealed set of plans to the Town.	
2		IWWC permit is required prior to disturbance within IWWC regulated area.	
3		Provide a copy of the easement for 62 Spring Hill Rd	
4		State Encroachment permit will be required prior to any work within State ROW.	
5		Street opening permit and a Hold Harmless agreement are required prior to any work within Town Right-of-Way.	
6		Provide an MPT plan.	
7		Depict laterals for adjoining properties.	

Comment Number	Page or Sheet #	Review Comments – General Comments	Designer Response
8		Show existing sewer connection at 62 Spring Hill Rd and plan of modifying that to accommodate proposed work.	
9		No debris & stumps to be buried on site.	
10		During construction a fulltime independent engineer has to be on site, providing daily reports with photographs. A video inspection, pressure check and as-built, signed and sealed by the independent PE, have to be submitted to WPCA for approval.	
11		A certification letter and as-built on Mylar will be required upon project completion.	

The Engineering Department may issue further comments based on the responses to the above mentioned items and/or design modifications. If you have any questions or concerns please contact us.

Sincerely,

William C. Maurer, PE, LS
Town Engineer

Tatiana Solovey, PE
Assistant Town Engineer

WRIGHT-PIERCE
Engineering a Better Environment

Memorandum

Date: **6/23/2022**

Project No.: **20718B**

To: **William Maurer**

From: **Christine Kurtz and Joe Hausmann**

Subject: **Plan Review Comments – Main Street and Spring Hill Road Sewer Extension**

We have reviewed the 5-sheet Plan set entitled "Town of Trumbull, CT – Proposed Sanitary Sewer Line – Main Street (RTE 25) and Spring Hill Road" designed by J. Edwards & Associates LLC., dated January 15, 2022. The plans are marked "Not for Construction" and there were no specification's provided or reviewed – so this is not considered a comprehensive review of the design.

We provide the following comments on the project, as presented:

Administrative

- Has this sewer extension been reviewed with Trumbull's OPM mapping for consistency with the Plan of Conservation and Management?
- Has a full build-out flow rate been provided to size the 12-inch sewer (this may have been part of the previous submittal)?

Drawing Comments

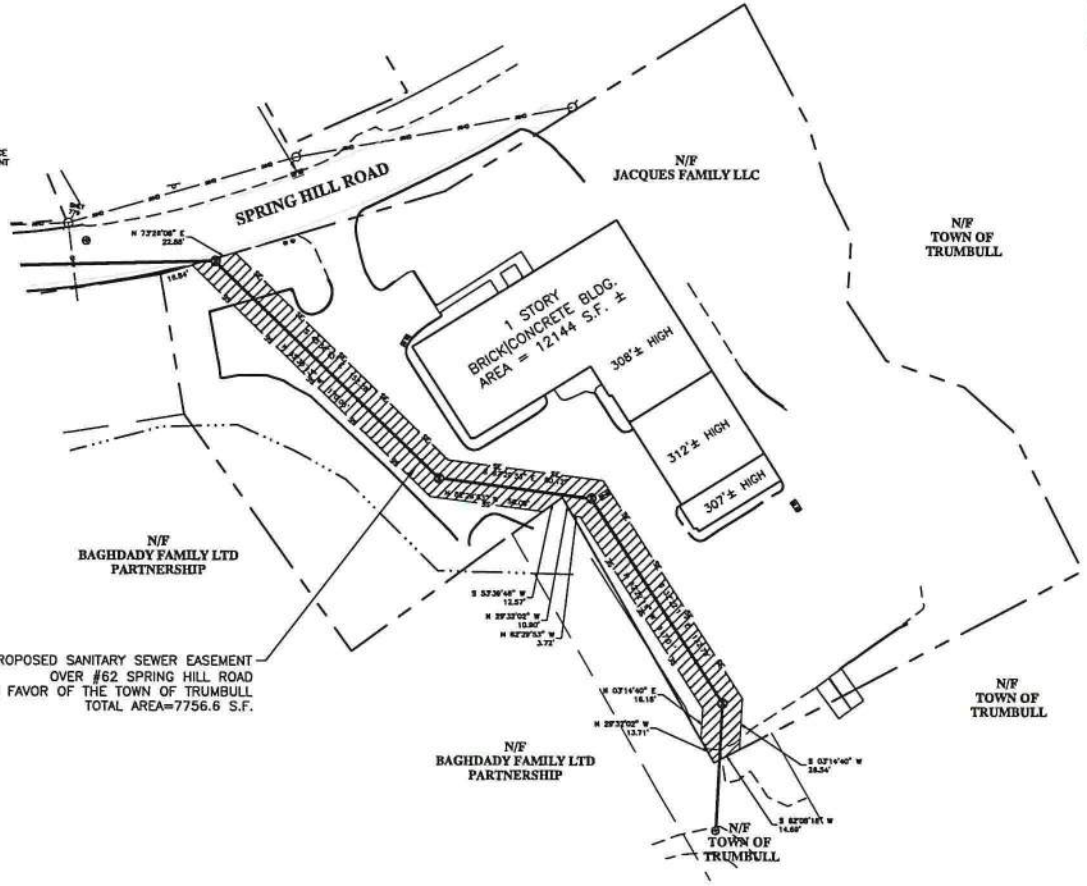
- The Image on the cover page needs a north arrow.
- Civil Site Piping note 12 – where this minimum separation is not met, concrete encase.
- The cover at MH STA 0-50 appears to only have 4.5 of cover; this will be shallow especially in regard to other potential utilities constructed in this area.
- Is the water lateral shown at approximate STA 1+80 a known depth?
- Has it been confirmed that the existing manhole that is being tied into is a drop manhole? The record plans I have access to are unclear.
- Should sewer service stubs be installed for the parcels along this sewer extension, to help with future connections?
- The trench width shown on the plan for pavement restoration is too narrow (scales to approx. 4' wide). With manholes, and the trench depth as shown, the actual pavement disturbance will be much wider. The wider disturbance also impacts some clearances from the existing storm drain structures and telephone poles that should be reviewed and perhaps the alignment changed to provide more separation / clearance such as:
  - Is the light pole near the driveway at 3+50 active? It will be undermined by the trench.
  - The catch basin at 5+50 will be impacted by the trench.
  - The pole at 6+25 may be impacted due to the depth of excavation.
  - Will there be any trees, shrubs or other landscape features that need to be removed between stations 8+50 and 10+00 where the route cuts across the grass near the intersection?
  - What is the full limit of tree removal and impacts near station 16+00 onto the other private property?
- There appears to be a shading error for the paving restoration limits for the unused driveway apron near 8+40.
- The crossing of the water main around station 10+50 is not ideal, as the shallow angle (in plan) creates a wider crossing, increasing the potential for undermining a water main joint and the pipe. Consider a re-alignment of

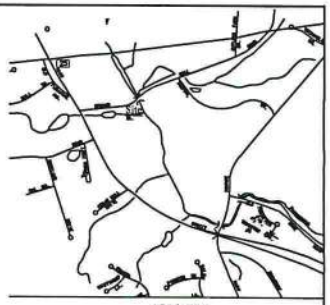
the route to minimize the crossing length and increase separation from sewer to water to meet the state code. This may be best accomplished with an additional manhole.

- Traffic management along Spring Hill Road will be difficult as designed with the sewer installed along the double yellow lines, impacting all lanes of traffic. What is the plan for traffic during construction?
- Who is obtaining the easement on the private property for the connection?
- The paving, trench and bedding details are a bit confusing as to where or when they apply. Please clarify the titles of these details to provide direction about when each is relevant. For example:
  - For a SDR 35 PVC sewer, does the "typical sewer trench section" or the "SDR-35 trench bedding detail" apply?
  - When should the "permanent pavement trench details" on the top left of sheet 5 be used versus the "permanent pavement repair" detail on the lower right?

NOTES:

1. THIS SURVEY AND MAP HAS BEEN PREPARED IN ACCORDANCE WITH THE SECTIONS 20-300B-1 THROUGH 20-300B-20 OF THE REGULATIONS OF CONNECTICUT STATE AGENCIES – "MINIMUM STANDARDS FOR SURVEY AND MAPS IN THE STATE OF CONNECTICUT" AS ENDORSED BY THE CONNECTICUT ASSOCIATION OF LAND SURVEYORS, INC. IT IS AN EASEMENT MAP BASED UPON A DEPENDENT RESURVEY AND CONFORMS TO HORIZONTAL ACCURACY CLASS A-2.
2. REFERENCE IS MADE TO THE FOLLOWING MAPS ON FILE IN THE NEWTOWN TOWN CLERK'S OFFICE:
   A.)RM 2228–"MAP OF PROPERTY IN TRUMBULL, CONN; TO BE CONVEYED TO WARREN R. JACQUES" DEC. 28, 1982; SCALE 1"=40" PREPARED BY STEPHEN BOMBERGS
   B.)"LAND LEASED TO TOWN OF TRUMBULL BY THE STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION FOR A MULTI USE TRAIL AND BY-PASS TRAIL" 11/07/03 PREPARED BY THE TOWN OF TRUMBULL.
   C.)RM 3422 – "COMPILATION PLAN TOWN OF TRUMBULL MAP SHOWING LAND RELEASED TO TOWN OF TRUMBULL BY STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION; RELOCATION OF CT ROUTE 25" 05/23/2017; PREPARED BY CT DOT.
3. THE LOCATION OF UNDERGROUND UTILITIES, IF ANY, IS UNKNOWN
4. PLAN PREPARED FOR JACQUES FAMILY LLC.
5. LOT CORNER MARKERS DEPICTED HEREON WERE FOUND AND/OR SET DURING COMPLETION OF THIS SURVEY.
6. NORTH BEARING BASED ON NAD 83.
7. CERTIFICATION OF THIS MAP APPLIES TO CONDITIONS AS OF THE ORIGINAL DATE OR REVISED DATE DEPICTED HEREON. EXISTING CONDITIONS ON THIS PROPERTY MAY HAVE CHANGED SINCE THAT DATE AND AN UPDATED SURVEY IS RECOMMENDED TO ACCURATELY DEPICT THE CURRENT CONDITIONS.





Vicinity Map
Scale: 1"=1000

EASEMENT MAP

PREPARED FOR
JACQUES FAMILY LLOC

#62 SPRING HILL ROAD
TRUMBULL, CONNECTICUT

0 30 60 90

SCALE 1"=30' AUGUST 22, 2022

TO MY KNOWLEDGE AND BELIEF, THIS MAP IS SUBSTANTIALLY CORRECT AS NOTED HEREON.

THIS MAP IS NOT VALID UNLESS EMBOSSED WITH THE SEAL OR AFFIXED WITH THE LIVE STAMP OF THE SIGNATORY.

J. EDWARDS & ASSOCIATES, LLC
Engineering and Surveying
227 Stepney Road
Easton, CT. 06612
(203)-268-4205
www.jedwardsassoc.com

JASON EDWARDS, L.S. No. 70308

FILE NO. 2880 ESMT

ENGINEERING REPORT

FOR THE PROPOSED DEVELOPMENT OF

GATEWAY COMMONS

LOCATED AT

7182 MAIN STREET
TRUMBULL, CT
&

4 MAIN STREET
MONROE, CT

PREPARED ON: OCTOBER 14, 2022

PREPARED BY:

J. EDWARDS & ASSOCIATES, LLC
227 STEPNEY ROAD, EASTON CT, 06612

227 Stepney Road • Easton, CT • 06612 • Phone:203.268.4205 • Fax: 203.268.5604
www.jedwardsassoc.com • www.leassoc.com
Engineering • Surveying • Site Planning

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1. PROJECT NARRATIVE AND DRAINAGE REPORT

2. NRCS MAP AND NOAA RAINFALL TABLES

3. HYDROLOGICAL ANALYSIS

4. HYDRAULIC ANALYSIS

INTRODUCTION:

J. Edwards & Associates has prepared this report to demonstrate compliance with local and state engineering guidelines. These guidelines include drainage design, sediment and erosion control and site grading.

PROJECT OVERVIEW:

This site is located on the Monroe and Trumbull town line. In 2019 permits were granted by Monroe and Trumbull for filling and excavation to create a development site. At that time, there were several inland wetland violations, these violations were also remediated as part of the fill project. The final stages of the excavation process are nearing completion. This report is accompanied by plans that include the design of a new mixed-use development and its associated improvements.

WETLAND IMPACT:

The site topography slopes down from main street easterly to a wetland corridor and eventually to an existing pond. The approved fill and excavation plan included construction of a sediment basin and water quality basin. These basins have now been constructed and will be utilized for stormwater retention. Doing this creates a large buffer from the proposed construction area to the wetlands. The current proposal includes no direct wetland impact. The upland review area impact in Trumbull is .02 Acres and the upland review impact in Monroe is 0.34 Acres.

DRAINAGE ANALYSIS:

A Hydrologic analysis was completed using HydroCAD software which implements SCS-T20 methodology to compute runoff volumes. A Hydraulic analysis of the proposed piping was completed using Hydraflow Storm Sewer software. Rainfall intensities and depths were generated from the NOAA web site.

NOAA RAINFALL DEPTHS

EVENT	24 HR. DEPTH
2 YEAR	3.56
5 YEAR	4.62
10 YEAR	5.50
25 YEAR	6.71
50 YEAR	7.61
100 YEAR	8.58

The NRCS soil survey indicates class A, B & C soils on the property. All existing impervious site improvements will be demolished; therefore the existing site hydrology was analyzed as undeveloped land. The area of the parcel is approximately 6.5 acres., roughly 5.9 acres of the site is tributary to this

analysis. This 5.9 acre drainage area is identified as DAEX in our analysis. This area flows easterly across the entire site from main street to the wetlands.

The proposed development consists of a new 25,000 square foot mixed use building and associated parking. The total increase in impervious area is approximately 3.16 acres. A storm drainage network is proposed to collect and pipe all runoff from impervious surfaces. The out flow will be directed to a hydrodynamic separator and then discharged to the existing stormwater basin. A subsurface retention system is also proposed in front of the building to provide additional stormwater retention. The table below includes calculated peak flows at 2, 5, 10, 25, 50 & 100-year storm events. Peak flow from the site is decreased in all events.

Pre and Post Development Summary Table

Design Point	Design Storm	Existing Peak Flow (cfs)	Proposed Peak Flow (cfs)	Change in Peak Flow (cfs)
DP 1 (East of Project Area)	2	4.10	1.16	-2.94
	5	8.01	2.97	-5.04
	10	11.56	7.63	-3.93
	25	16.73	15.15	-1.58
	50	20.79	19.52	-1.27
	100	25.17	23.78	-1.39

A hydraulic analysis of the proposed pipe network was completed. All pipes and structures have been designed to accommodate a 25-year storm event. A summary of the results is provided in the table below. The detailed results are included as appendix C of this report.

HYDRAULIC ANALYSIS SUMMARY

Line No.	Line ID	Flow Rate	Line Size (Rise x Span)	Line Type	Line Length	Invert Elev. Down	Invert Elev. Up	Line Slope	HGL Down	HGL Up
		(cfs)	(in)		(ft)	(ft)	(ft)	(%)	(ft)	(ft)
1	P M2-FE	6.64	24	Cir	120.141	294.00	296.70	2.25	294.80	297.61
2	P M1-M2	6.64	24	Cir	44.347	306.20	306.64	1.00	306.91	307.56
3	P CB1-MH1	6.64	24	Cir	9.909	307.00	307.50	5.05	307.56	308.41
4	P 9-1	3.62	18	Cir	90.003	307.50	308.40	1.00	308.41	309.13
5	P 10-9	3.30	15	Cir	44.239	311.50	314.00	5.65	311.88	314.73
6	P 11-10	3.30	15	Cir	77.570	314.00	319.60	7.22	314.73	320.33
7	P 12-11	3.13	15	Cir	142.969	319.60	321.03	1.00	320.33	321.74
8	P 13-12	2.48	15	Cir	24.122	321.03	321.27	0.99	321.74	321.90
9	P 14-13	1.75	15	Cir	115.559	321.27	322.42	1.00	321.90	322.95
10	P 15-14	0.81	15	Cir	58.532	322.42	323.00	0.99	322.95	323.35
11	P 2-1	1.87	18	Cir	137.619	307.50	311.00	2.54	308.41	311.51
12	P 3-2	1.54	15	Cir	106.399	311.00	319.00	7.52	311.51	319.49
13	P 4-3	6.42	18	Cir	48.871	319.00	320.00	2.05	318.24	320.98
14	P 6-5	1.44	15	Cir	77.175	320.50	321.50	1.30	320.98	321.97

15	P7-6	0.66	15	Cir	107.624	321.25	322.33	1.00	321.97	322.64
16	P 8-5	1.48	15	Cir	120.000	320.50	323.50	2.50	320.98	323.98
17	Pipe - 4-5	0.21	15	Cir	59.228	320.50	321.10	1.01	320.98	321.28

WATER QUALITY:

The state of Connecticut DEEP stormwater guidelines require that the first 1" of runoff be retained on site to provide an improvement in water quality. Below are calculations using the DEEP calculation worksheet. The required volume is 11,503 CF and the design provides 38,642 CF of storage.

TOTAL SITE AREA (A) = **6.5** acres

DRAINAGE AREAS

Drainage Area	Impervious Area	
Subcatchment-1	3.16	
Subcatchment-2		
Subcatchment-3		
Total Impervious	3.16	48.6%

WATER QUALITY VOLUME (WQV) CALCULATION

Design Precipitation (P) =	1	inch
% Impervious Cover (I) =	49	
Volumetric Runoff Coefficient (R) =	0.488	
WQV =	**0.264**	**ac-ft**
	11503	**cu-ft**

4. CONCLUSION

The proposed development will increase the amount of impervious area on the site, resulting in higher peak runoff rates. However, with the installation of the proposed stormwater retention systems, the original flow patterns will be maintained and there will be no increase in peak runoff for the 2, 5, 10, 25, 50 & 100-year storm events. In addition to controlling stormwater peak runoff, the proposed design incorporates stormwater treatment to control pollution and provide groundwater recharge capacity. The implementation of these techniques and the overall site design layout will result in a finished project that will minimize sediment and erosion impacts during construction and will have no adverse impacts to adjoining properties upon completion.

SECTION 2 - SUPPORTING DOCUMENTATION

NOAA Atlas 14, Volume 10, Version 3
Location name: Monroe, Connecticut, USA*
Latitude: 41.2969°, Longitude: -73.2474°
Elevation: 371.18 ft**
* source: ESRI Maps
** source: USGS

POINT PRECIPITATION FREQUENCY ESTIMATES

Sanja Perica, Sandra Pavlovic, Michael St. Laurent, Carl Trypaluk, Dale Unruh, Orlan Wilhite

NOAA, National Weather Service, Silver Spring, Maryland

PF_tabular | PF_graphical | Maps_&_aerials

PF tabular

PDS-based point precipitation frequency estimates with 90% confidence intervals (in inches)[1]

Duration	Average recurrence interval (years)									
	1	2	5	10	25	50	100	200	500	1000
5-min	**0.363** (0.277-0.464)	**0.425** (0.324-0.544)	**0.526** (0.400-0.676)	**0.610** (0.462-0.787)	**0.726** (0.534-0.968)	**0.813** (0.587-1.10)	**0.904** (0.635-1.26)	**1.00** (0.673-1.43)	**1.15** (0.742-1.67)	**1.26** (0.799-1.87)
10-min	**0.514** (0.392-0.658)	**0.602** (0.459-0.771)	**0.745** (0.567-0.959)	**0.864** (0.654-1.12)	**1.03** (0.756-1.37)	**1.15** (0.831-1.56)	**1.28** (0.900-1.79)	**1.42** (0.954-2.02)	**1.63** (1.05-2.37)	**1.79** (1.13-2.65)
15-min	**0.604** (0.462-0.774)	**0.708** (0.540-0.907)	**0.877** (0.667-1.13)	**1.02** (0.770-1.31)	**1.21** (0.889-1.61)	**1.36** (0.978-1.84)	**1.51** (1.06-2.10)	**1.68** (1.12-2.38)	**1.91** (1.24-2.79)	**2.10** (1.33-3.12)
30-min	**0.840** (0.642-1.08)	**0.984** (0.751-1.26)	**1.22** (0.927-1.57)	**1.41** (1.07-1.83)	**1.68** (1.24-2.24)	**1.89** (1.36-2.55)	**2.10** (1.47-2.91)	**2.32** (1.55-3.29)	**2.62** (1.70-3.82)	**2.86** (1.81-4.23)
60-min	**1.08** (0.822-1.38)	**1.26** (0.961-1.62)	**1.56** (1.19-2.01)	**1.81** (1.37-2.34)	**2.15** (1.58-2.86)	**2.42** (1.74-3.26)	**2.68** (1.87-3.71)	**2.96** (1.98-4.19)	**3.33** (2.15-4.85)	**3.61** (2.29-5.35)
2-hr	**1.39** (1.07-1.77)	**1.64** (1.26-2.09)	**2.05** (1.57-2.61)	**2.38** (1.81-3.05)	**2.84** (2.10-3.77)	**3.19** (2.31-4.30)	**3.56** (2.51-4.92)	**3.95** (2.66-5.57)	**4.52** (2.93-6.54)	**4.97** (3.16-7.31)
3-hr	**1.61** (1.24-2.04)	**1.90** (1.46-2.41)	**2.38** (1.83-3.03)	**2.78** (2.12-3.55)	**3.33** (2.47-4.40)	**3.74** (2.72-5.02)	**4.17** (2.96-5.78)	**4.66** (3.14-6.55)	**5.37** (3.49-7.74)	**5.95** (3.78-8.72)
6-hr	**2.02** (1.57-2.54)	**2.41** (1.87-3.04)	**3.05** (2.36-3.85)	**3.58** (2.75-4.54)	**4.31** (3.22-5.67)	**4.86** (3.56-6.50)	**5.44** (3.89-7.51)	**6.11** (4.13-8.52)	**7.10** (4.63-10.2)	**7.93** (5.06-11.5)
12-hr	**2.48** (1.94-3.10)	**2.99** (2.34-3.75)	**3.83** (2.98-4.81)	**4.53** (3.50-5.70)	**5.48** (4.12-7.17)	**6.20** (4.57-8.25)	**6.96** (5.01-9.57)	**7.85** (5.33-10.9)	**9.18** (6.01-13.1)	**10.3** (6.59-14.9)
24-hr	**2.91** (2.29-3.62)	**3.56** (2.80-4.43)	**4.63** (3.62-5.77)	**5.51** (4.29-6.90)	**6.72** (5.09-8.76)	**7.62** (5.67-10.1)	**8.60** (6.24-11.8)	**9.77** (6.66-13.5)	**11.6** (7.59-16.4)	**13.1** (8.40-18.8)
2-day	**3.28** (2.59-4.05)	**4.07** (3.22-5.03)	**5.37** (4.23-6.65)	**6.45** (5.05-8.02)	**7.94** (6.05-10.3)	**9.02** (6.76-11.9)	**10.2** (7.50-14.0)	**11.7** (8.01-16.1)	**14.1** (9.27-19.8)	**16.2** (10.4-23.0)
3-day	**3.57** (2.83-4.39)	**4.44** (3.52-5.46)	**5.86** (4.63-7.23)	**7.04** (5.53-8.72)	**8.66** (6.63-11.2)	**9.85** (7.41-13.0)	**11.2** (8.23-15.3)	**12.8** (8.78-17.5)	**15.5** (10.2-21.6)	**17.7** (11.4-25.2)
4-day	**3.84** (3.06-4.70)	**4.76** (3.78-5.83)	**6.26** (4.96-7.69)	**7.50** (5.91-9.26)	**9.22** (7.07-11.9)	**10.5** (7.89-13.8)	**11.9** (8.75-16.2)	**13.6** (9.33-18.5)	**16.4** (10.8-22.8)	**18.8** (12.1-26.6)
7-day	**4.61** (3.69-5.61)	**5.61** (4.48-6.84)	**7.25** (5.77-8.86)	**8.61** (6.82-10.6)	**10.5** (8.06-13.4)	**11.9** (8.96-15.5)	**13.4** (9.85-18.0)	**15.2** (10.5-20.6)	**18.0** (12.0-25.0)	**20.5** (13.3-28.9)
10-day	**5.35** (4.30-6.50)	**6.41** (5.14-7.79)	**8.13** (6.50-9.91)	**9.56** (7.60-11.7)	**11.5** (8.89-14.7)	**13.0** (9.82-16.8)	**14.6** (10.7-19.5)	**16.4** (11.4-22.1)	**19.2** (12.8-26.6)	**21.6** (14.0-30.3)
20-day	**7.62** (6.16-9.19)	**8.78** (7.08-10.6)	**10.7** (8.58-12.9)	**12.2** (9.79-14.9)	**14.4** (11.1-18.1)	**16.0** (12.1-20.4)	**17.7** (13.0-23.3)	**19.6** (13.6-26.2)	**22.2** (14.8-30.5)	**24.4** (15.8-33.9)
30-day	**9.48** (7.69-11.4)	**10.7** (8.68-12.9)	**12.7** (10.3-15.3)	**14.4** (11.5-17.4)	**16.7** (12.9-20.8)	**18.4** (13.9-23.3)	**20.2** (14.8-26.2)	**22.1** (15.4-29.3)	**24.6** (16.4-33.5)	**26.5** (17.3-36.8)
45-day	**11.8** (9.58-14.1)	**13.1** (10.6-15.7)	**15.2** (12.3-18.3)	**17.0** (13.7-20.5)	**19.4** (15.1-24.0)	**21.3** (16.1-26.7)	**23.2** (16.9-29.8)	**25.0** (17.5-33.1)	**27.4** (18.4-37.2)	**29.2** (19.0-40.3)
60-day	**13.7** (11.2-16.3)	**15.0** (12.3-17.9)	**17.3** (14.0-20.7)	**19.1** (15.4-23.0)	**21.7** (16.9-26.7)	**23.7** (18.0-29.6)	**25.6** (18.7-32.7)	**27.5** (19.3-36.2)	**29.8** (20.1-40.4)	**31.5** (20.6-43.4)

[1] Precipitation frequency (PF) estimates in this table are based on frequency analysis of partial duration series (PDS).

Numbers in parenthesis are PF estimates at lower and upper bounds of the 90% confidence interval. The probability that precipitation frequency estimates (for a given duration and average recurrence interval) will be greater than the upper bound (or less than the lower bound) is 5%. Estimates at upper bounds are not checked against probable maximum precipitation (PMP) estimates and may be higher than currently valid PMP values.

Please refer to NOAA Atlas 14 document for more information.

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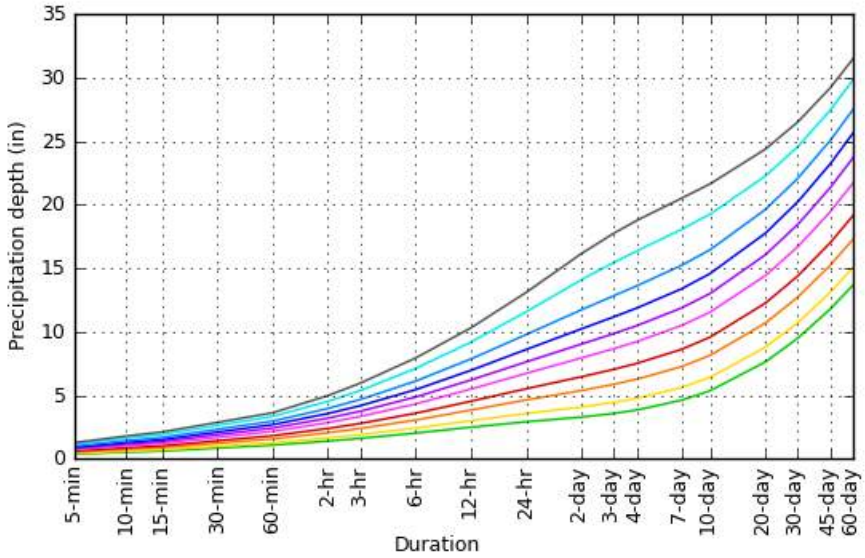
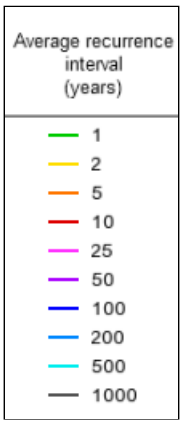
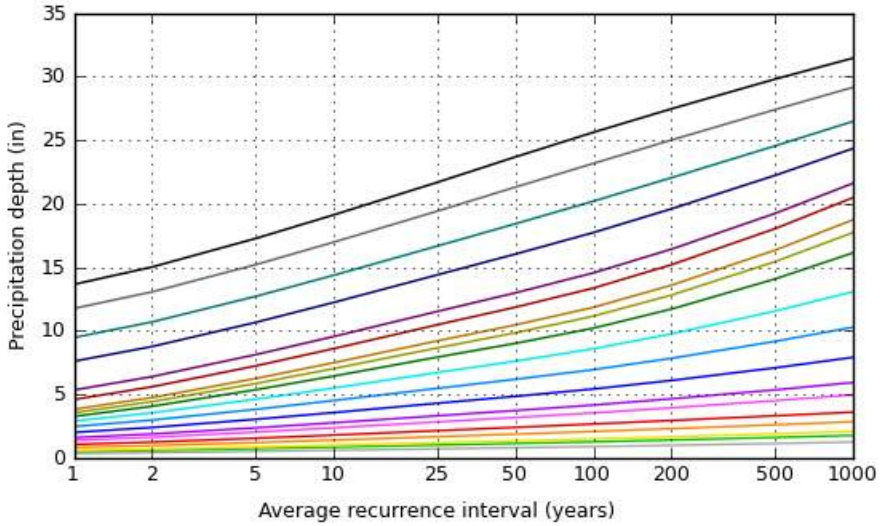
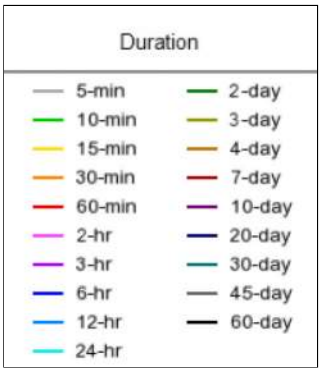
PF graphical

PDS-based depth-duration-frequency (DDF) curves
Latitude: 41.2969°, Longitude: -73.2474°









NOAA Atlas 14, Volume 10, Version 3

Created (GMT): Mon Oct 17 01:20:54 2022

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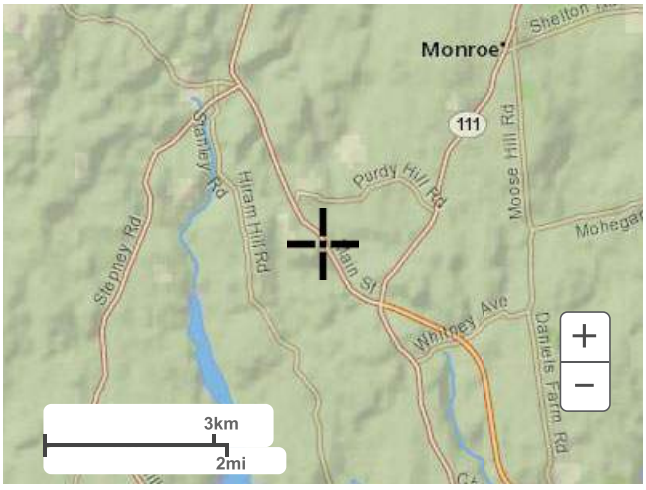
Maps & aerials

Small scale terrain



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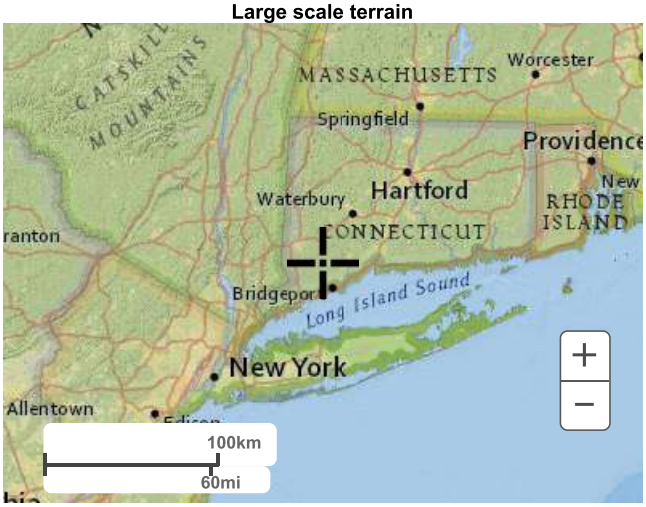
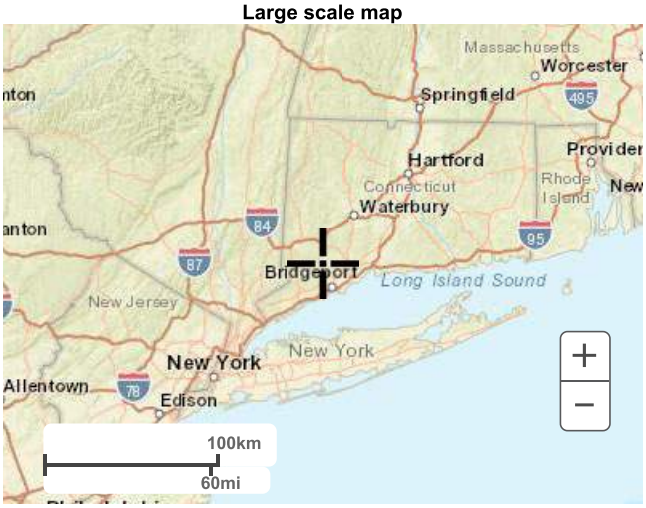
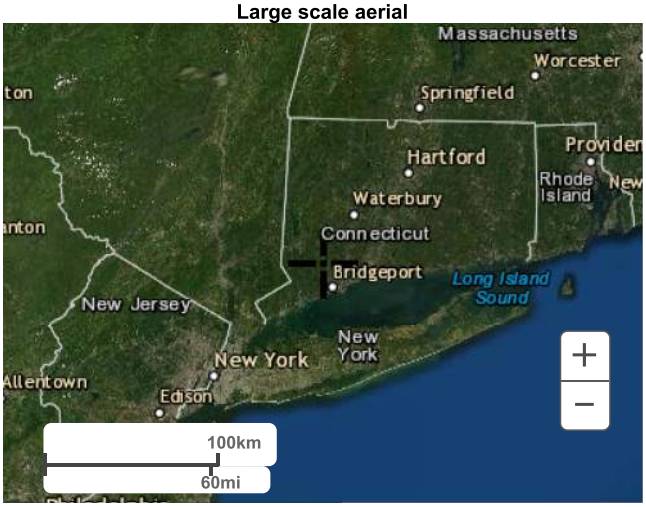


Large scale map



Large scale aerial



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US Department of Commerce
National Oceanic and Atmospheric Administration
National Weather Service
National Water Center
1325 East West Highway
Silver Spring, MD 20910
Questions?: HDSC.Questions@noaa.gov

Disclaimer

Soil Map—State of Connecticut
(7182 MAIN STREET)

Map Scale: 1:5,500 if printed on A landscape (11" x 8.5") sheet.

N

Meters
0 50 100 200 300

Feet
0 250 500 1000 1500

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 18N WGS84

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils
- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:12,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: State of Connecticut
Survey Area Data: Version 22, Sep 12, 2022

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

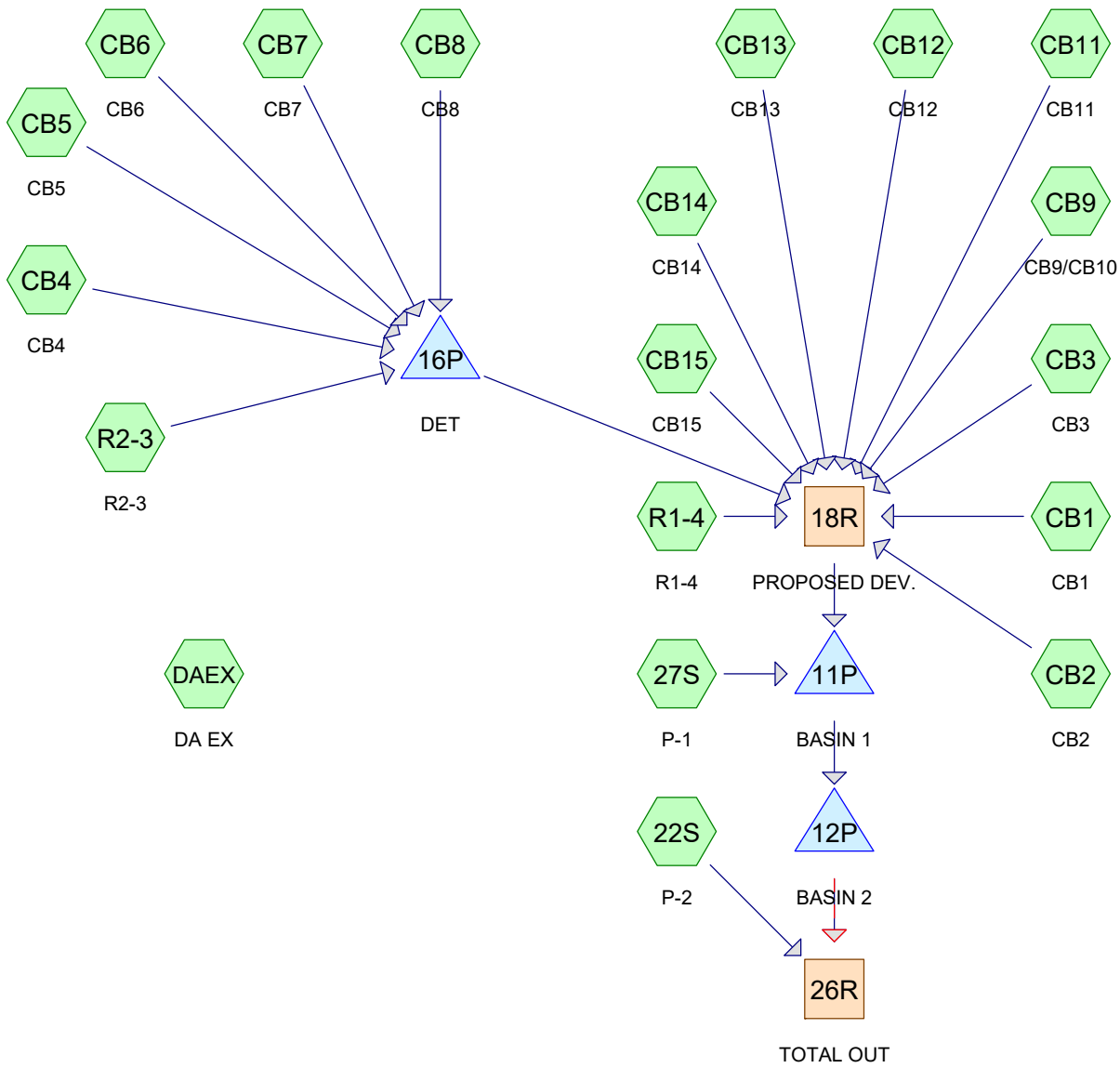
Date(s) aerial images were photographed: Oct 8, 2020—Oct 14, 2020

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
29A	Agawam fine sandy loam, 0 to 3 percent slopes	0.0	0.0%
38C	Hinckley loamy sand, 3 to 15 percent slopes	13.0	20.2%
60B	Canton and Charlton fine sandy loams, 3 to 8 percent slopes	2.1	3.3%
60D	Canton and Charlton soils, 15 to 25 percent slopes	2.5	3.9%
61B	Canton and Charlton fine sandy loams, 0 to 8 percent slopes, very stony	0.2	0.4%
61C	Canton and Charlton fine sandy loams, 8 to 15 percent slopes, very stony	2.0	3.1%
62D	Canton and Charlton fine sandy loams, 15 to 35 percent slopes, extremely stony	2.1	3.3%
73E	Charlton-Chatfield complex, 15 to 45 percent slopes, very rocky	0.0	0.0%
108	Saco silt loam	4.3	6.7%
302	Dumps	5.3	8.2%
305	Udorthents-Pits complex, gravelly	6.0	9.3%
306	Udorthents-Urban land complex	20.2	31.4%
308	Udorthents, smoothed	2.7	4.3%
W	Water	3.8	5.9%
Totals for Area of Interest		**64.2**	**100.0%**

SECTION 3 - HYDROLOGIC ANALYSIS



Subcat Reach Pond Link

Routing Diagram for 716-IWCC-101822
Prepared by J. Edwards & Associates, LLC, Printed 10/18/2022
HydroCAD® 10.10-7c s/n 04982 © 2022 HydroCAD Software Solutions LLC

Area Listing (all nodes)

Area (sq-ft)	CN	Description (subcatchment-numbers)
20,212	69	50-75% Grass cover, Fair, HSG B (22S)
15,815	61	>75% Grass cover, Good, HSG B (CB12, CB13, CB14, CB15, CB8)
84,071	67	Brush, Poor, HSG B (27S)
109,606	98	Paved parking, HSG A (CB1, CB11, CB12, CB13, CB14, CB15, CB2, CB3, CB4, CB5, CB6, CB7, CB8, CB9)
28,314	98	Unconnected roofs, HSG B (R1-4, R2-3)
257,875	65	Woods/grass comb., Fair, HSG B (DAEX)

Soil Listing (all nodes)

Area (sq-ft)	Soil Group	Subcatchment Numbers
109,606	HSG A	CB1, CB11, CB12, CB13, CB14, CB15, CB2, CB3, CB4, CB5, CB6, CB7, CB8, CB9
406,287	HSG B	22S, 27S, CB12, CB13, CB14, CB15, CB8, DAEX, R1-4, R2-3
0	HSG C	
0	HSG D	
0	Other	

Summary for Subcatchment 22S: P-2

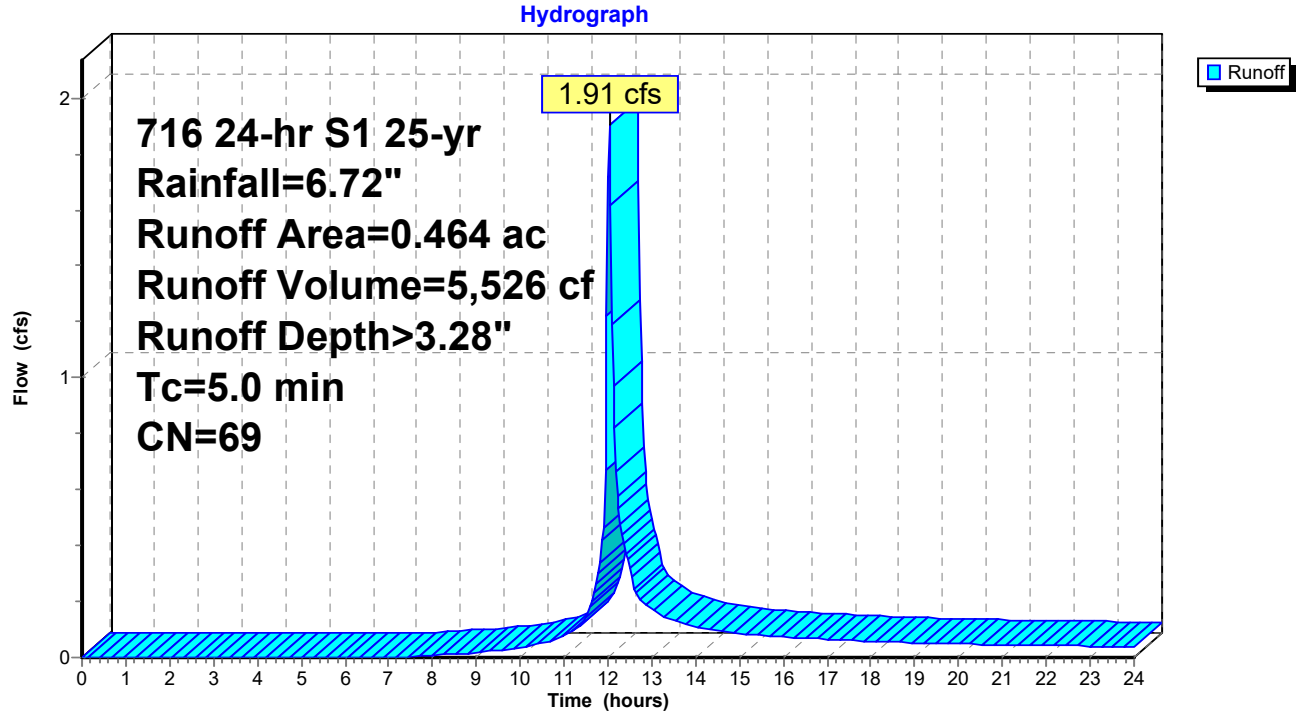
Runoff = 1.91 cfs @ 12.03 hrs, Volume= 5,526 cf, Depth> 3.28"
Routed to Reach 26R : TOTAL OUT

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-24.00 hrs, dt= 0.03 hrs
716 24-hr S1 25-yr Rainfall=6.72"

Area (ac)	CN	Description
0.464	69	50-75% Grass cover, Fair, HSG B
0.464		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Subcatchment 22S: P-2



Summary for Subcatchment 27S: P-1

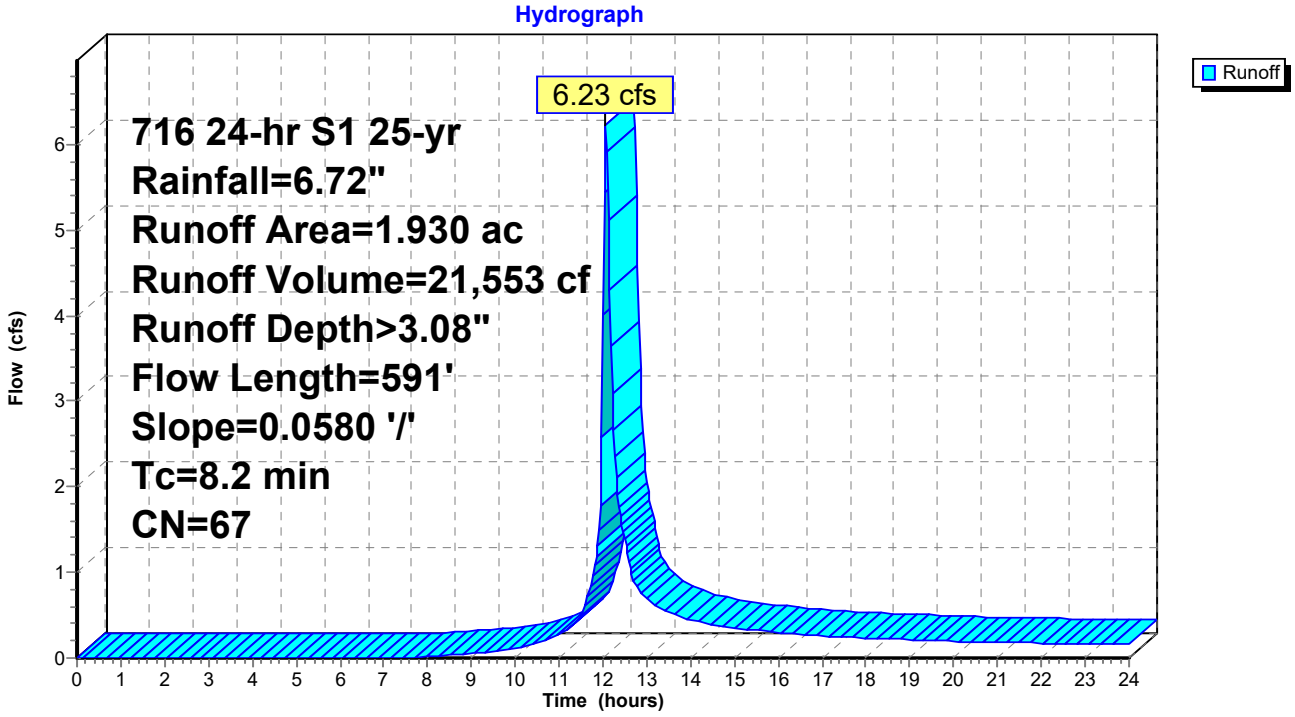
Runoff = 6.23 cfs @ 12.07 hrs, Volume= 21,553 cf, Depth> 3.08"
Routed to Pond 11P : BASIN 1

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-24.00 hrs, dt= 0.03 hrs
716 24-hr S1 25-yr Rainfall=6.72"

Area (ac)	CN	Description
1.930	67	Brush, Poor, HSG B
1.930		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
8.2	591	0.0580	1.20		**Shallow Concentrated Flow,** Woodland Kv= 5.0 fps

Subcatchment 27S: P-1



Summary for Subcatchment CB1: CB1

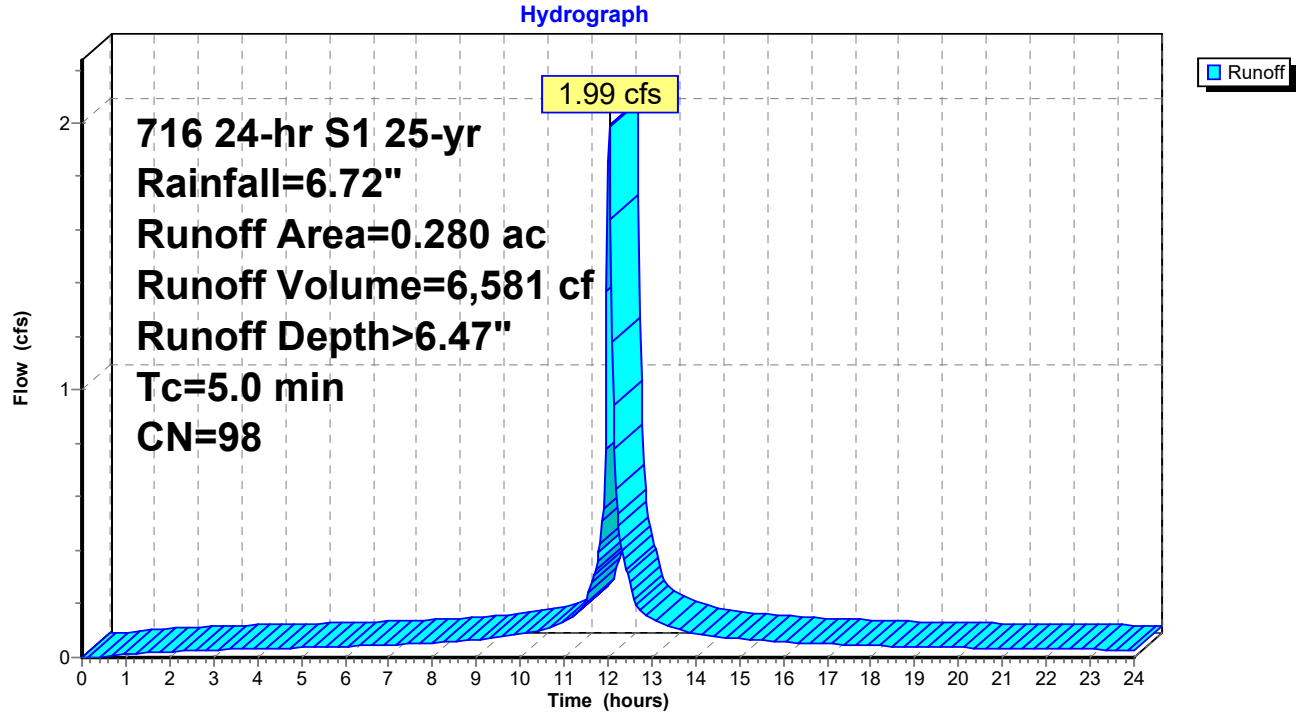
Runoff = 1.99 cfs @ 12.02 hrs, Volume= 6,581 cf, Depth> 6.47"
Routed to Reach 18R : PROPOSED DEV.

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-24.00 hrs, dt= 0.03 hrs
716 24-hr S1 25-yr Rainfall=6.72"

Area (ac)	CN	Description
0.280	98	Paved parking, HSG A
0.280		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Subcatchment CB1: CB1



Summary for Subcatchment CB11: CB11

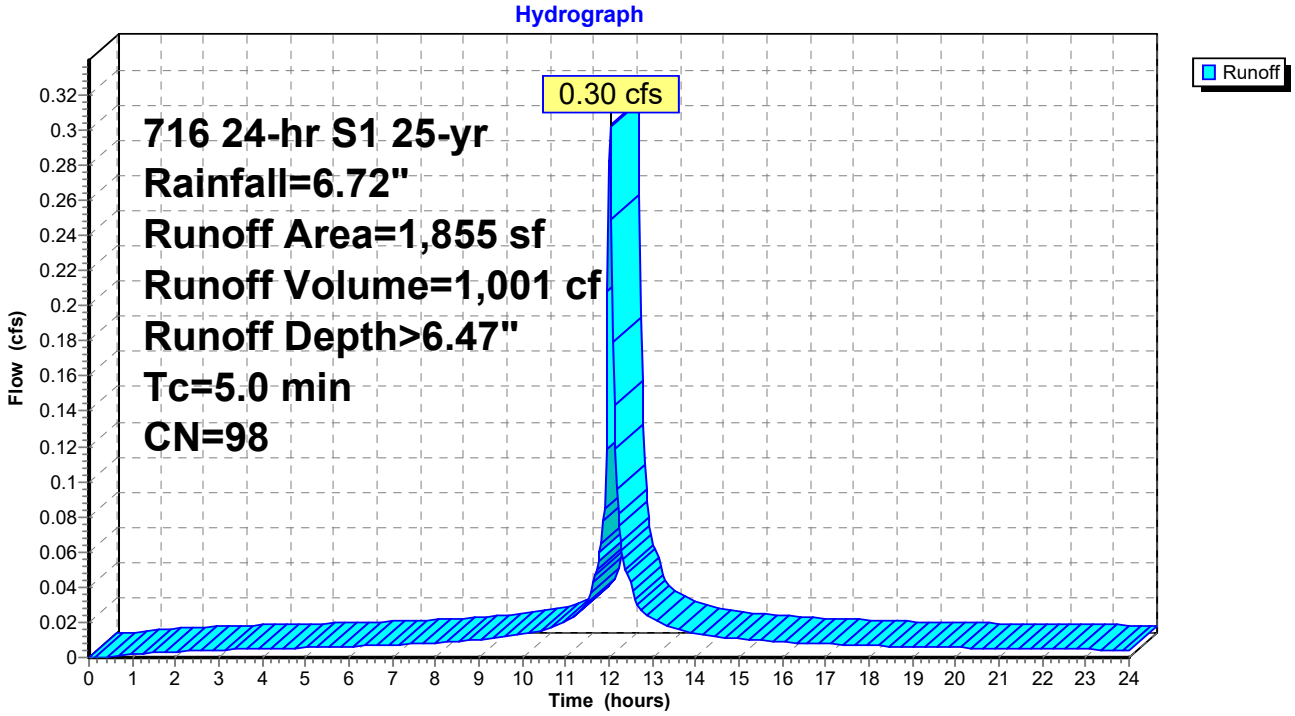
Runoff = 0.30 cfs @ 12.02 hrs, Volume= 1,001 cf, Depth> 6.47"
Routed to Reach 18R : PROPOSED DEV.

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-24.00 hrs, dt= 0.03 hrs
716 24-hr S1 25-yr Rainfall=6.72"

Area (sf)	CN	Description
1,855	98	Paved parking, HSG A
1,855		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Subcatchment CB11: CB11



Summary for Subcatchment CB12: CB12

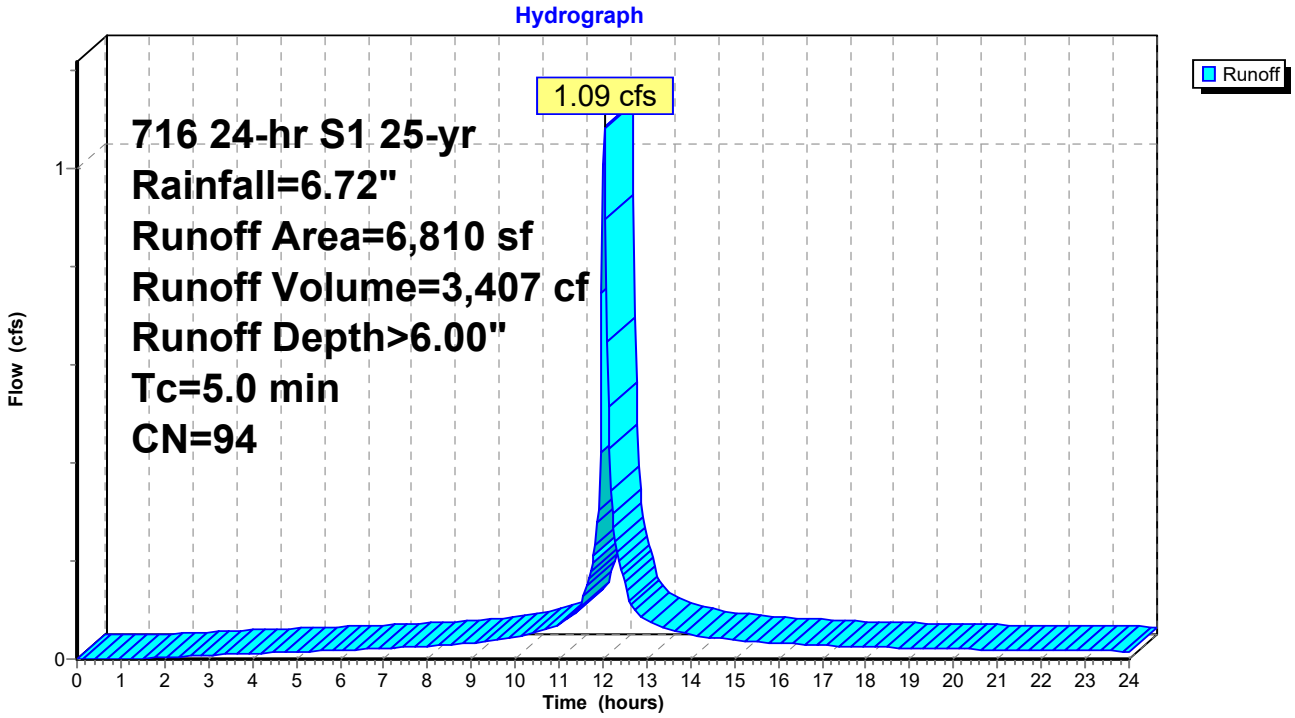
Runoff = 1.09 cfs @ 12.02 hrs, Volume= 3,407 cf, Depth> 6.00"
Routed to Reach 18R : PROPOSED DEV.

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-24.00 hrs, dt= 0.03 hrs
716 24-hr S1 25-yr Rainfall=6.72"

Area (sf)	CN	Description
6,159	98	Paved parking, HSG A
651	61	>75% Grass cover, Good, HSG B
6,810	94	Weighted Average
651		9.56% Pervious Area
6,159		90.44% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Subcatchment CB12: CB12



Summary for Subcatchment CB13: CB13

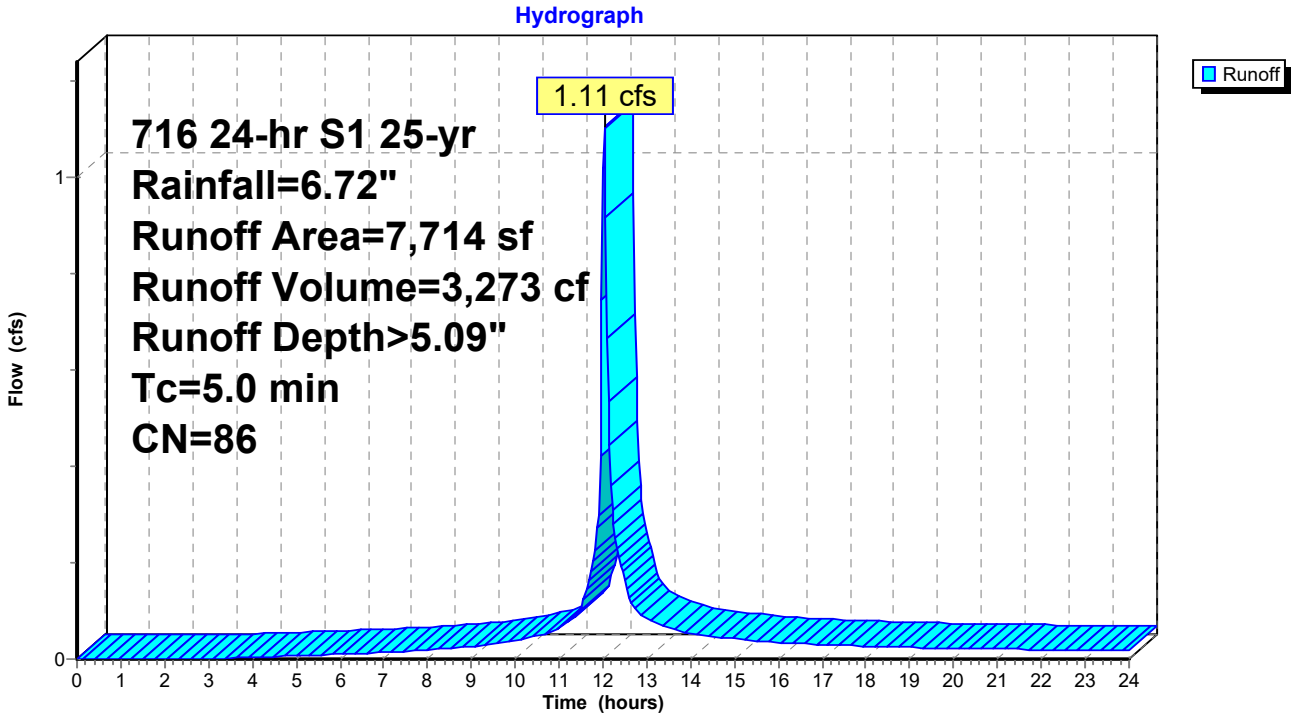
Runoff = 1.11 cfs @ 12.02 hrs, Volume= 3,273 cf, Depth> 5.09"
Routed to Reach 18R : PROPOSED DEV.

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-24.00 hrs, dt= 0.03 hrs
716 24-hr S1 25-yr Rainfall=6.72"

Area (sf)	CN	Description
5,262	98	Paved parking, HSG A
2,452	61	>75% Grass cover, Good, HSG B
7,714	86	Weighted Average
2,452		31.79% Pervious Area
5,262		68.21% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Subcatchment CB13: CB13



Summary for Subcatchment CB14: CB14

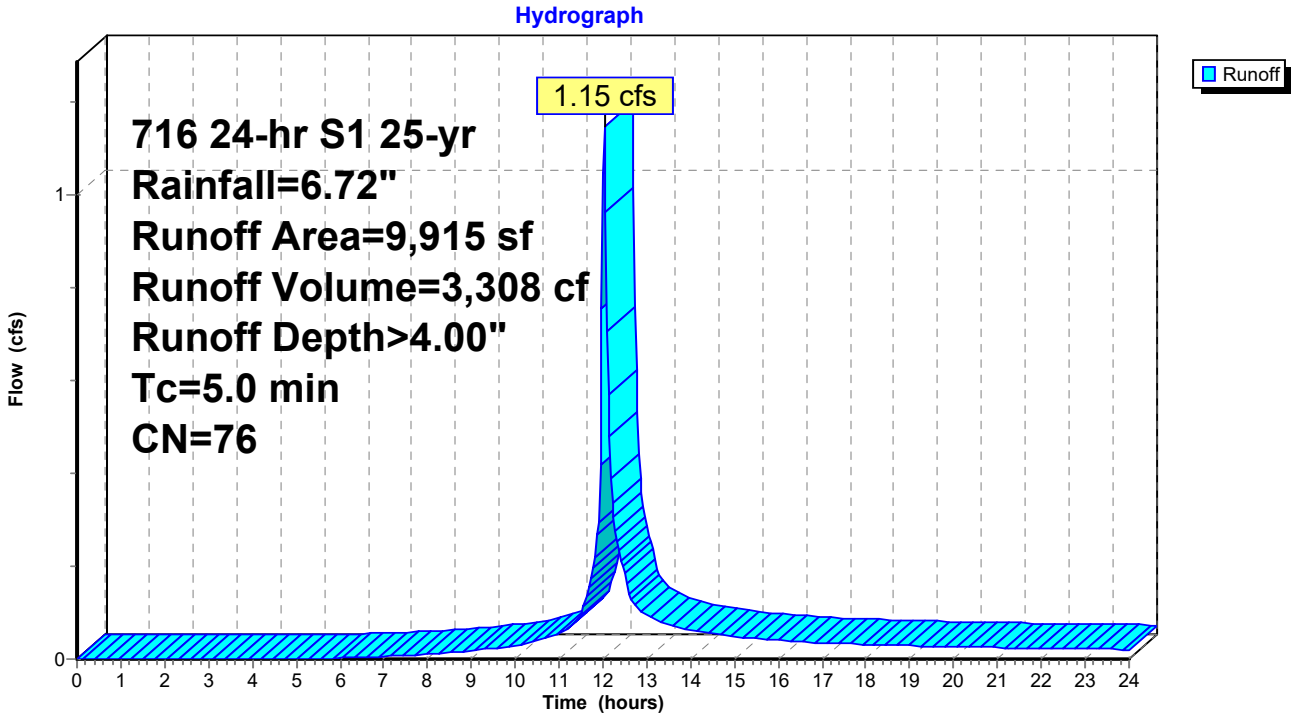
Runoff = 1.15 cfs @ 12.03 hrs, Volume= 3,308 cf, Depth> 4.00"
Routed to Reach 18R : PROPOSED DEV.

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-24.00 hrs, dt= 0.03 hrs
716 24-hr S1 25-yr Rainfall=6.72"

Area (sf)	CN	Description
4,112	98	Paved parking, HSG A
5,803	61	>75% Grass cover, Good, HSG B
9,915	76	Weighted Average
5,803		58.53% Pervious Area
4,112		41.47% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Subcatchment CB14: CB14



Summary for Subcatchment CB15: CB15

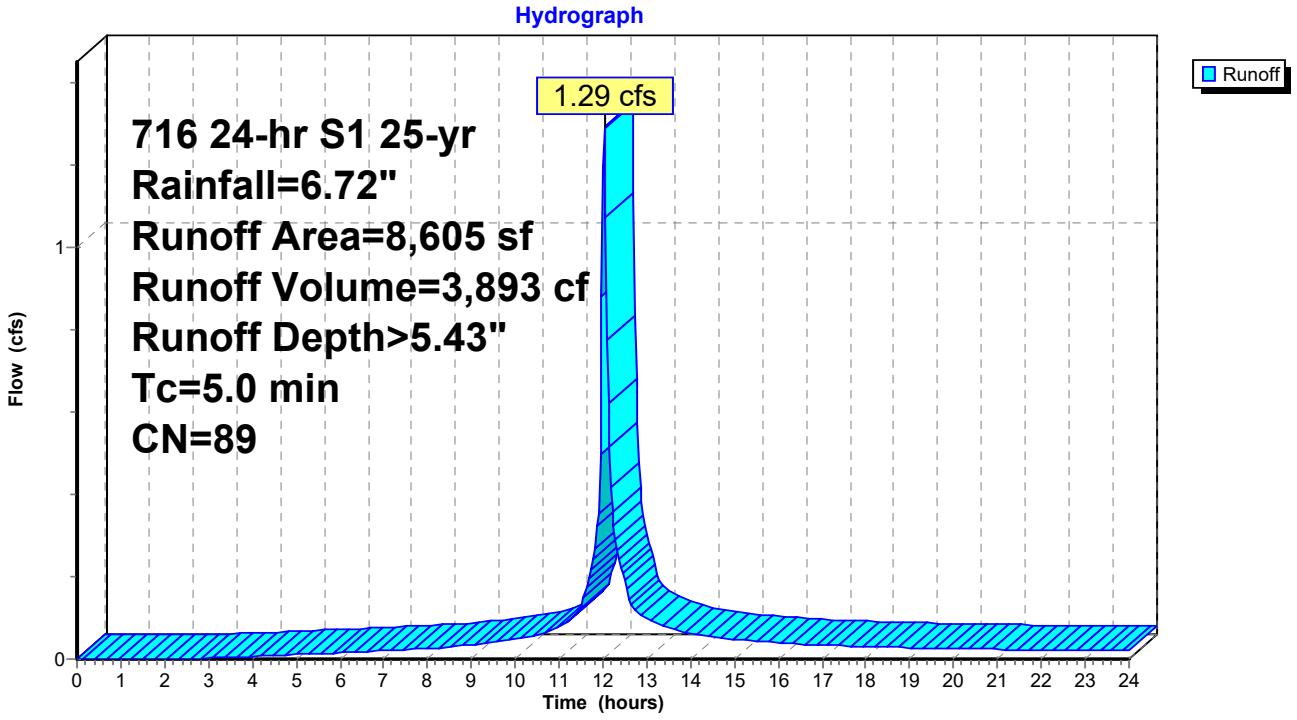
Runoff = 1.29 cfs @ 12.02 hrs, Volume= 3,893 cf, Depth> 5.43"
Routed to Reach 18R : PROPOSED DEV.

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-24.00 hrs, dt= 0.03 hrs
716 24-hr S1 25-yr Rainfall=6.72"

Area (sf)	CN	Description
6,415	98	Paved parking, HSG A
2,190	61	>75% Grass cover, Good, HSG B
8,605	89	Weighted Average
2,190		25.45% Pervious Area
6,415		74.55% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Subcatchment CB15: CB15



Summary for Subcatchment CB2: CB2

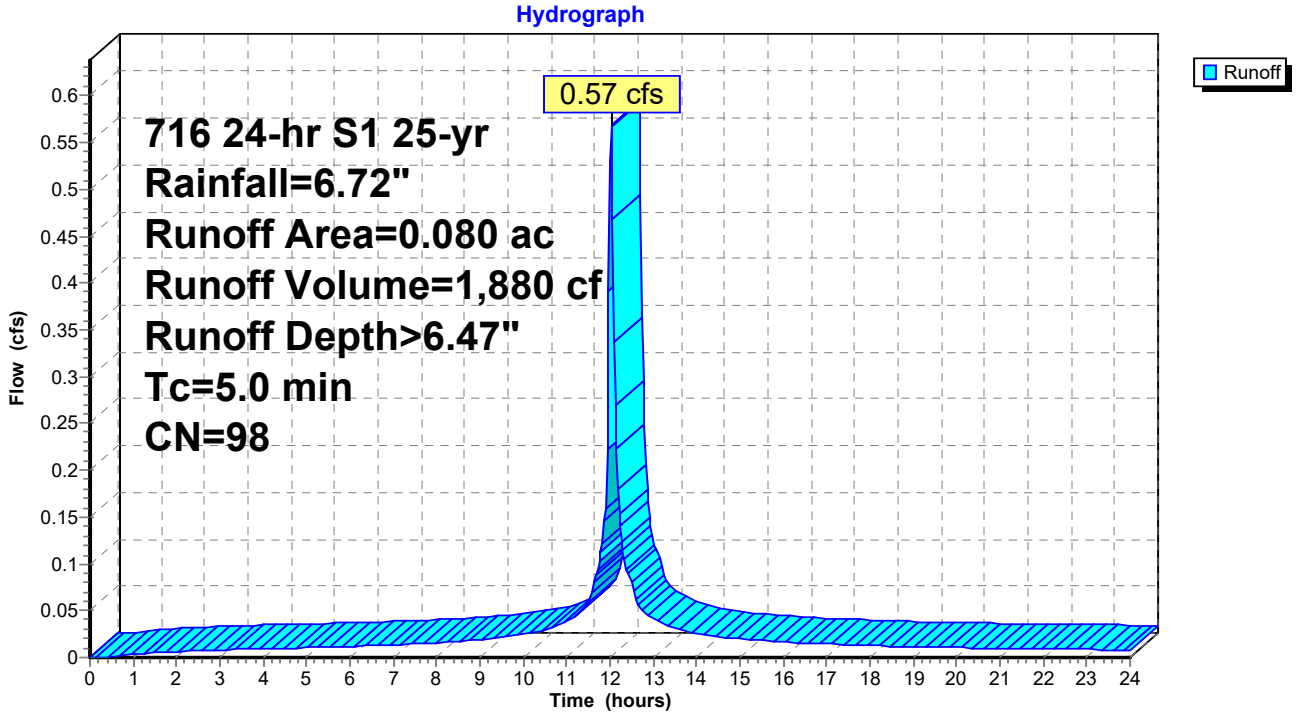
Runoff = 0.57 cfs @ 12.02 hrs, Volume= 1,880 cf, Depth> 6.47"
Routed to Reach 18R : PROPOSED DEV.

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-24.00 hrs, dt= 0.03 hrs
716 24-hr S1 25-yr Rainfall=6.72"

Area (ac)	CN	Description
0.080	98	Paved parking, HSG A
0.080		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Subcatchment CB2: CB2



Summary for Subcatchment CB3: CB3

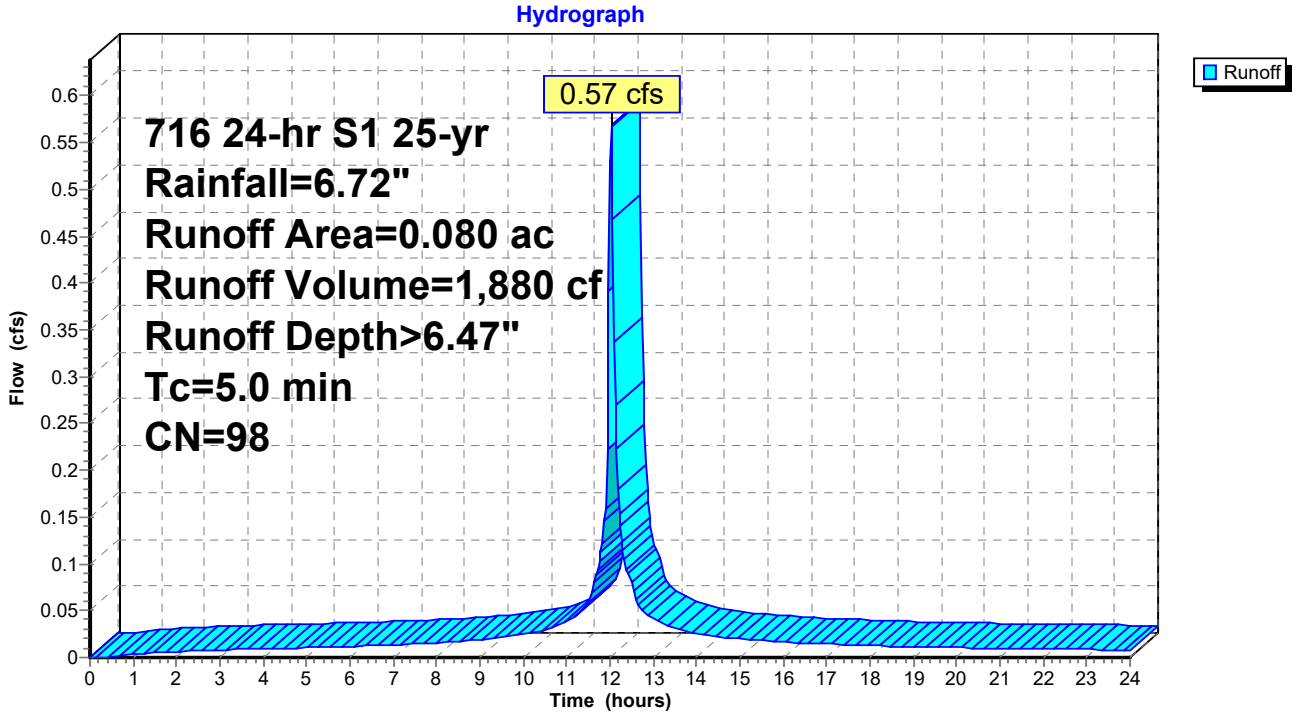
Runoff = 0.57 cfs @ 12.02 hrs, Volume= 1,880 cf, Depth> 6.47"
Routed to Reach 18R : PROPOSED DEV.

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-24.00 hrs, dt= 0.03 hrs
716 24-hr S1 25-yr Rainfall=6.72"

Area (ac)	CN	Description
0.080	98	Paved parking, HSG A
0.080		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Subcatchment CB3: CB3



Summary for Subcatchment CB4: CB4

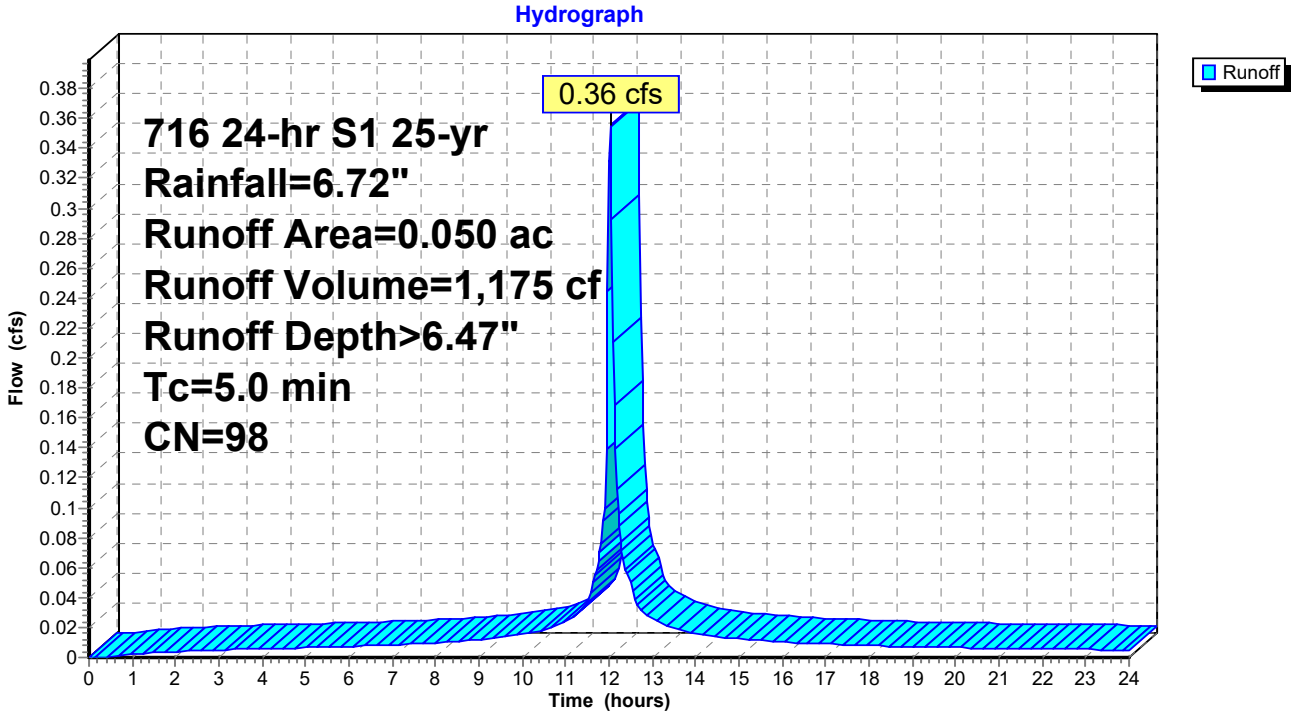
Runoff = 0.36 cfs @ 12.02 hrs, Volume= 1,175 cf, Depth> 6.47"
Routed to Pond 16P : DET

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-24.00 hrs, dt= 0.03 hrs
716 24-hr S1 25-yr Rainfall=6.72"

Area (ac)	CN	Description
0.050	98	Paved parking, HSG A
0.050		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Subcatchment CB4: CB4



Summary for Subcatchment CB5: CB5

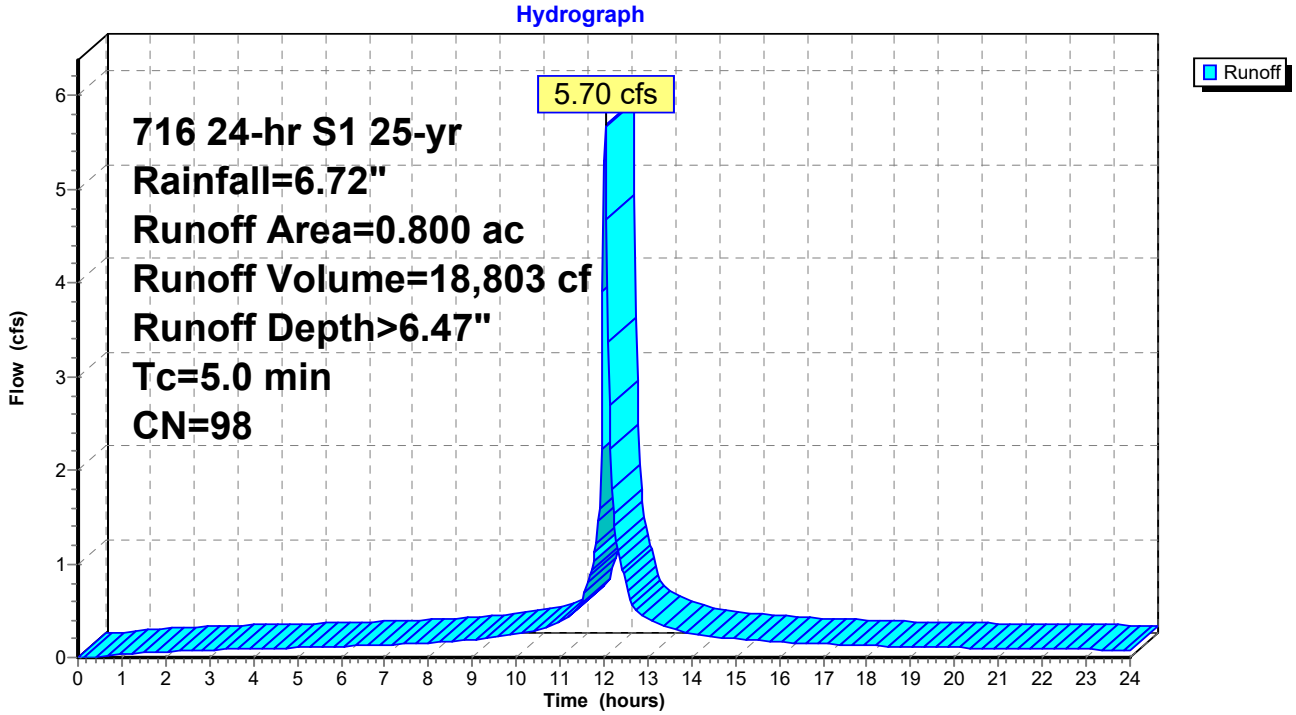
Runoff = 5.70 cfs @ 12.02 hrs, Volume= 18,803 cf, Depth> 6.47"
Routed to Pond 16P : DET

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-24.00 hrs, dt= 0.03 hrs
716 24-hr S1 25-yr Rainfall=6.72"

Area (ac)	CN	Description
0.800	98	Paved parking, HSG A
0.800		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Subcatchment CB5: CB5



Summary for Subcatchment CB6: CB6

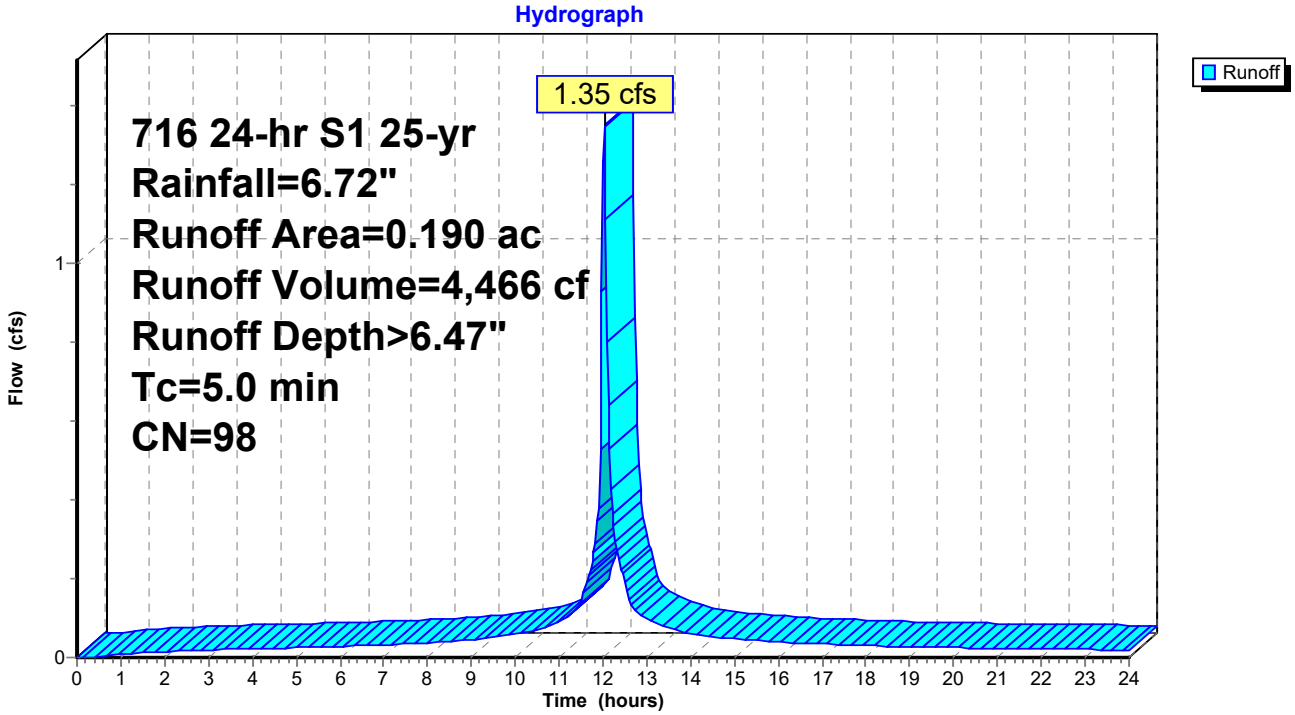
Runoff = 1.35 cfs @ 12.02 hrs, Volume= 4,466 cf, Depth> 6.47"
Routed to Pond 16P : DET

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-24.00 hrs, dt= 0.03 hrs
716 24-hr S1 25-yr Rainfall=6.72"

Area (ac)	CN	Description
0.190	98	Paved parking, HSG A
0.190		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Subcatchment CB6: CB6



Summary for Subcatchment CB7: CB7

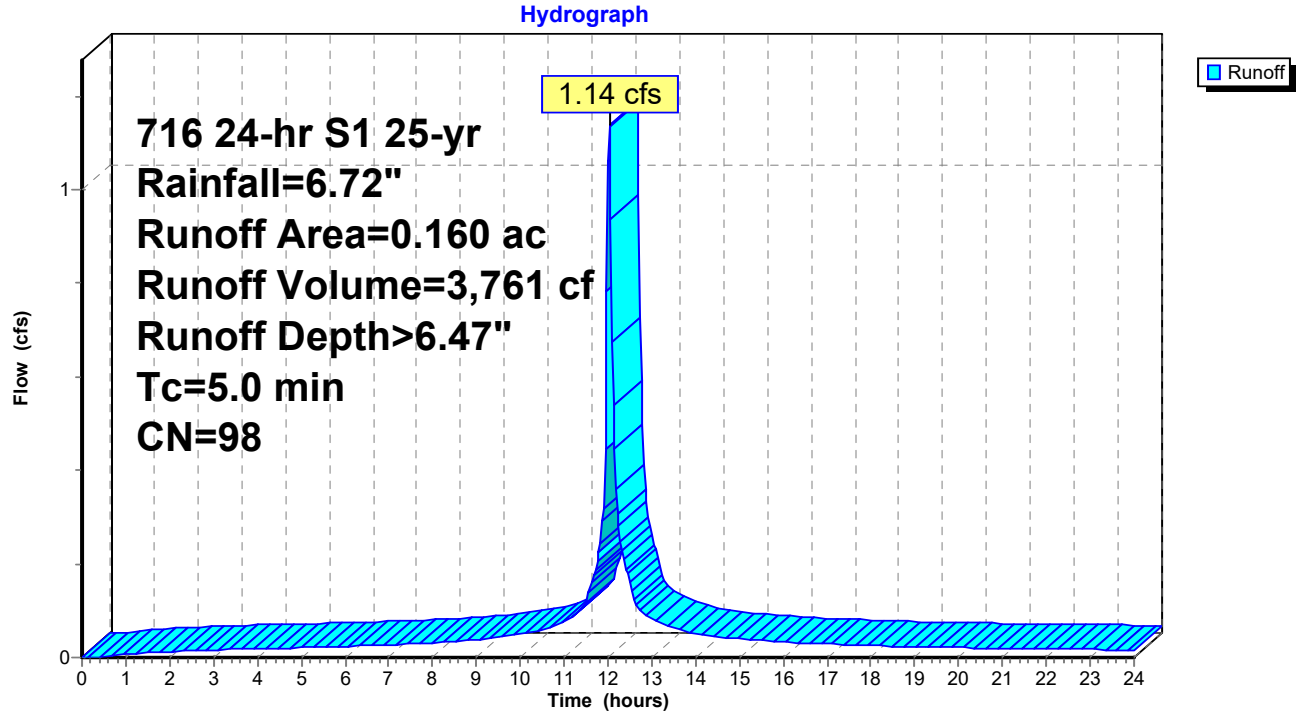
Runoff = 1.14 cfs @ 12.02 hrs, Volume= 3,761 cf, Depth> 6.47"
Routed to Pond 16P : DET

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-24.00 hrs, dt= 0.03 hrs
716 24-hr S1 25-yr Rainfall=6.72"

Area (ac)	CN	Description
0.160	98	Paved parking, HSG A
0.160		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Subcatchment CB7: CB7



Summary for Subcatchment CB8: CB8

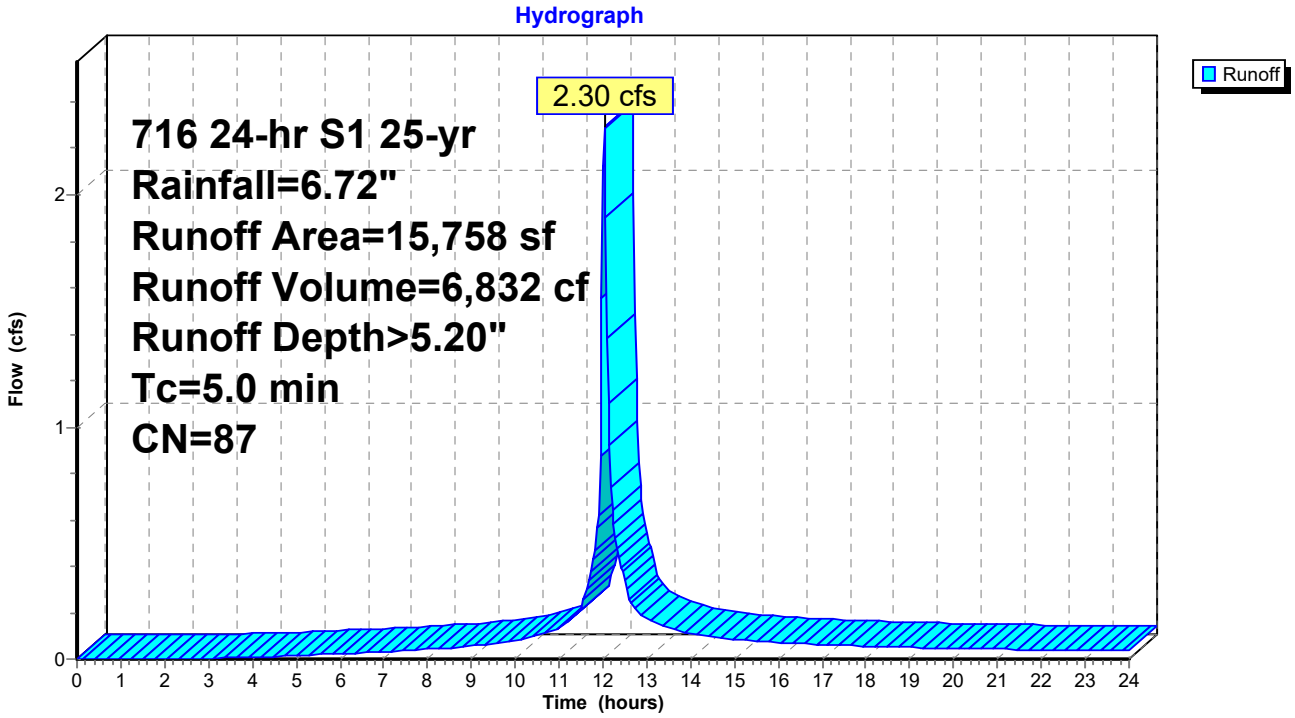
Runoff = 2.30 cfs @ 12.02 hrs, Volume= 6,832 cf, Depth> 5.20"
Routed to Pond 16P : DET

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-24.00 hrs, dt= 0.03 hrs
716 24-hr S1 25-yr Rainfall=6.72"

Area (sf)	CN	Description
11,039	98	Paved parking, HSG A
4,719	61	>75% Grass cover, Good, HSG B
15,758	87	Weighted Average
4,719		29.95% Pervious Area
11,039		70.05% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Subcatchment CB8: CB8



Summary for Subcatchment CB9: CB9/CB10

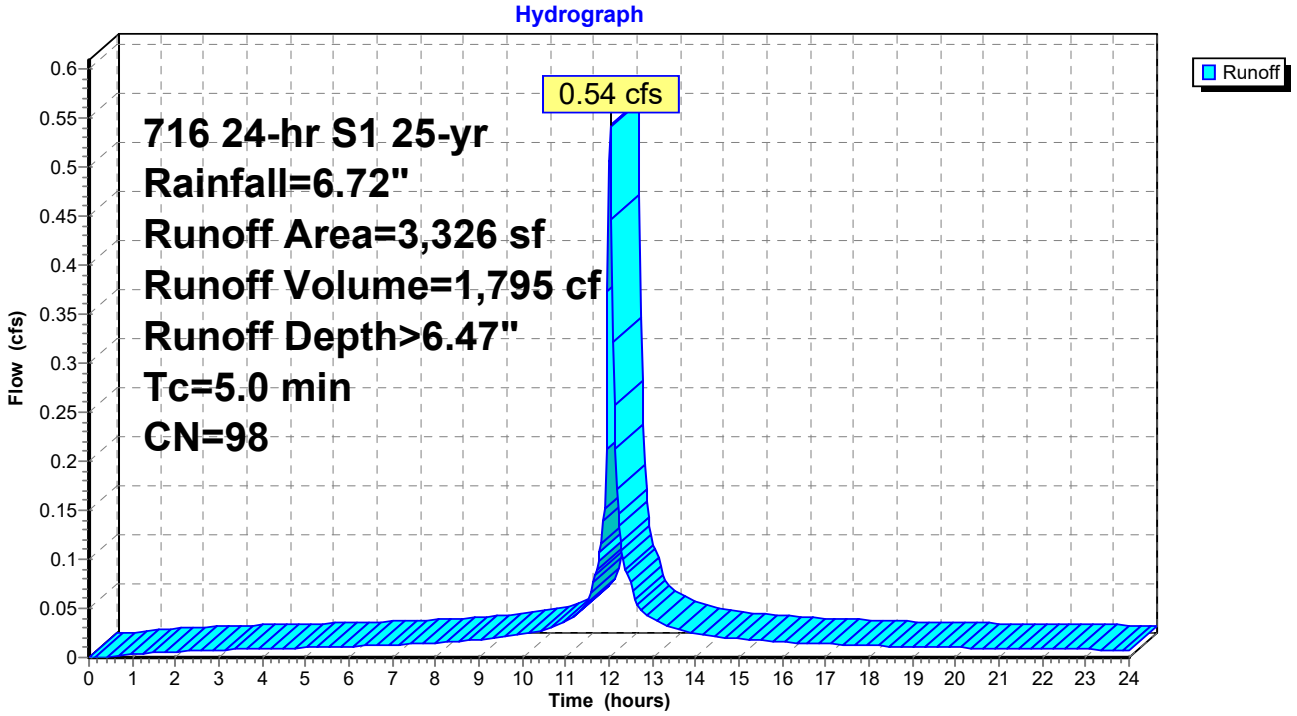
Runoff = 0.54 cfs @ 12.02 hrs, Volume= 1,795 cf, Depth> 6.47"
Routed to Reach 18R : PROPOSED DEV.

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-24.00 hrs, dt= 0.03 hrs
716 24-hr S1 25-yr Rainfall=6.72"

Area (sf)	CN	Description
3,326	98	Paved parking, HSG A
3,326		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry, 1**

Subcatchment CB9: CB9/CB10



Summary for Subcatchment DAEX: DA EX

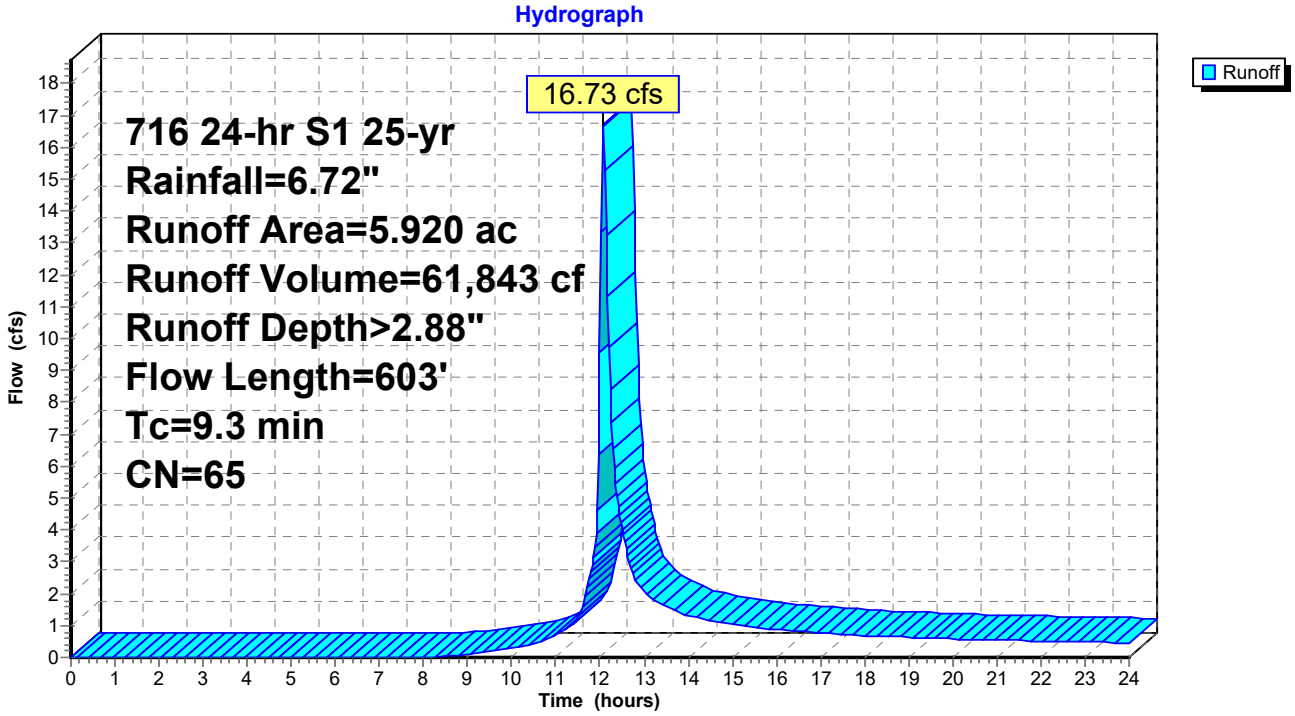
Runoff = 16.73 cfs @ 12.08 hrs, Volume= 61,843 cf, Depth> 2.88"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-24.00 hrs, dt= 0.03 hrs
716 24-hr S1 25-yr Rainfall=6.72"

Area (ac)	CN	Description
5.920	65	Woods/grass comb., Fair, HSG B
5.920		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
3.2	52	0.0760	0.27		**Sheet Flow, AB** Grass: Short n= 0.150 P2= 3.59"
1.0	236	0.0650	4.10		**Shallow Concentrated Flow, BC** Unpaved Kv= 16.1 fps
2.2	257	0.0150	1.97		**Shallow Concentrated Flow, CD** Unpaved Kv= 16.1 fps
2.9	58	0.1200	0.33		**Sheet Flow, DE** Grass: Short n= 0.150 P2= 3.59"
9.3	603	Total			

Subcatchment DAEX: DA EX



Summary for Subcatchment R1-4: R1-4

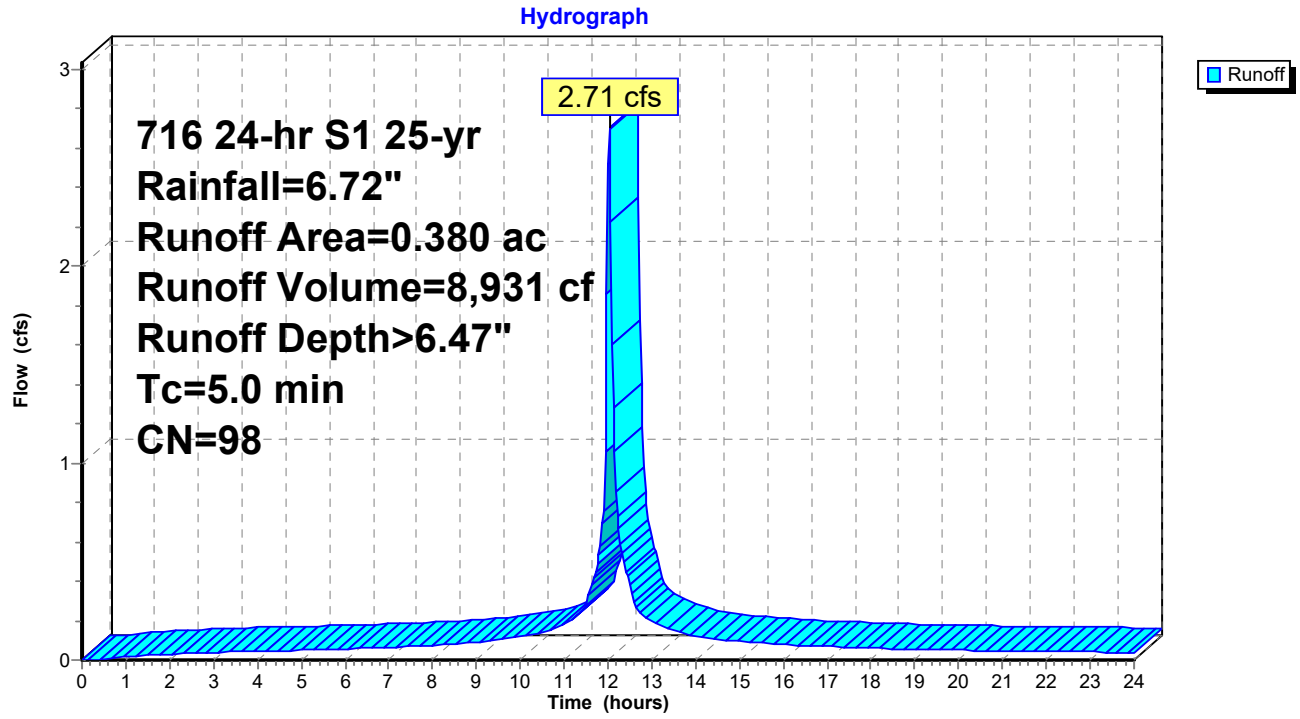
Runoff = 2.71 cfs @ 12.02 hrs, Volume= 8,931 cf, Depth> 6.47"
Routed to Reach 18R : PROPOSED DEV.

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-24.00 hrs, dt= 0.03 hrs
716 24-hr S1 25-yr Rainfall=6.72"

Area (ac)	CN	Description
0.380	98	Unconnected roofs, HSG B
0.380		100.00% Impervious Area
0.380		100.00% Unconnected

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Subcatchment R1-4: R1-4



Summary for Subcatchment R2-3: R2-3

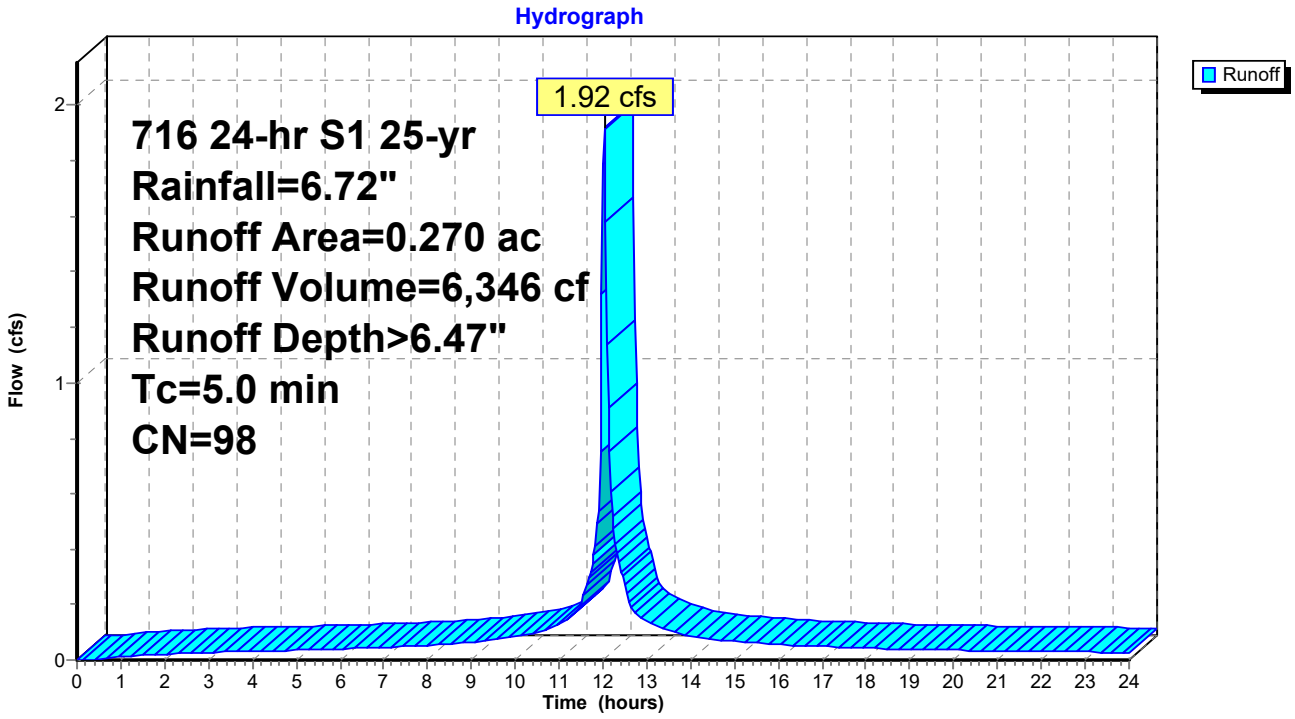
Runoff = 1.92 cfs @ 12.02 hrs, Volume= 6,346 cf, Depth> 6.47"
Routed to Pond 16P : DET

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-24.00 hrs, dt= 0.03 hrs
716 24-hr S1 25-yr Rainfall=6.72"

Area (ac)	CN	Description
0.270	98	Unconnected roofs, HSG B
0.270		100.00% Impervious Area
0.270		100.00% Unconnected

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Subcatchment R2-3: R2-3

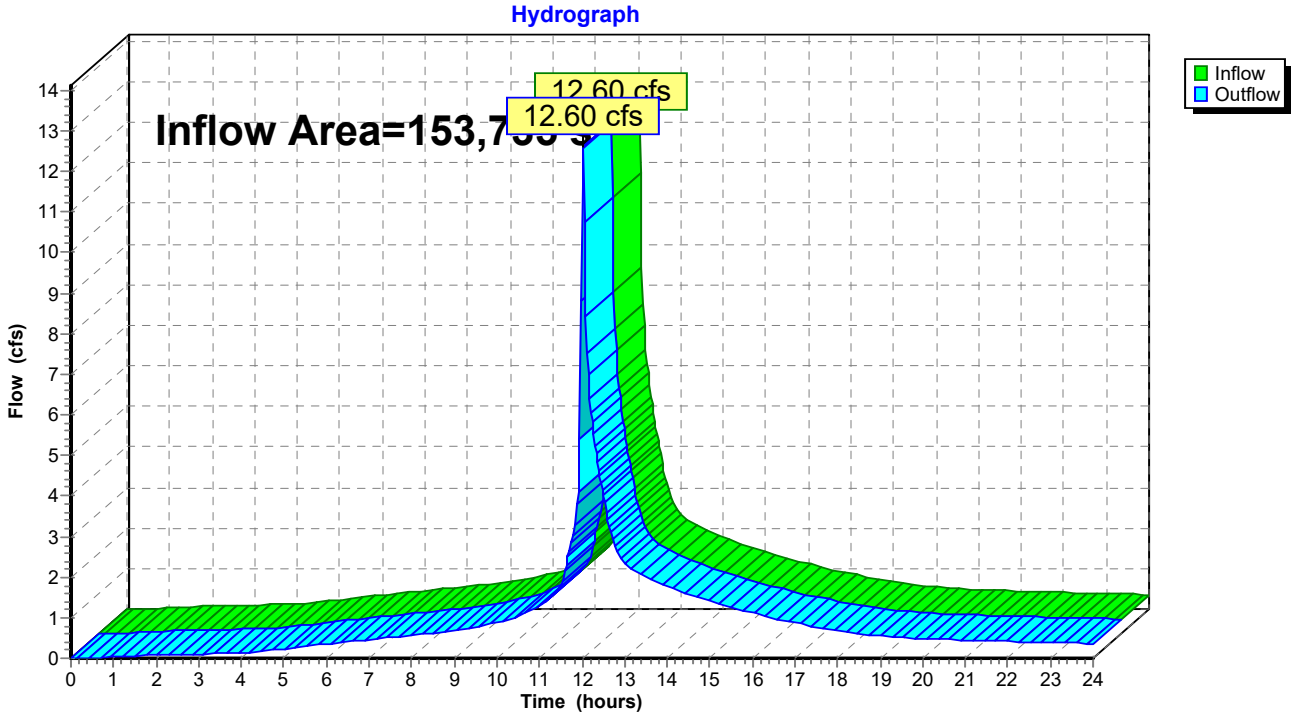


Summary for Reach 18R: PROPOSED DEV.

Inflow Area = 153,735 sf, 89.71% Impervious, Inflow Depth > 5.84" for 25-yr event
Inflow = 12.60 cfs @ 12.02 hrs, Volume= 74,850 cf
Outflow = 12.60 cfs @ 12.02 hrs, Volume= 74,850 cf, Atten= 0%, Lag= 0.0 min
Routed to Pond 11P : BASIN 1

Routing by Dyn-Stor-Ind method, Time Span= 0.00-24.00 hrs, dt= 0.03 hrs

Reach 18R: PROPOSED DEV.

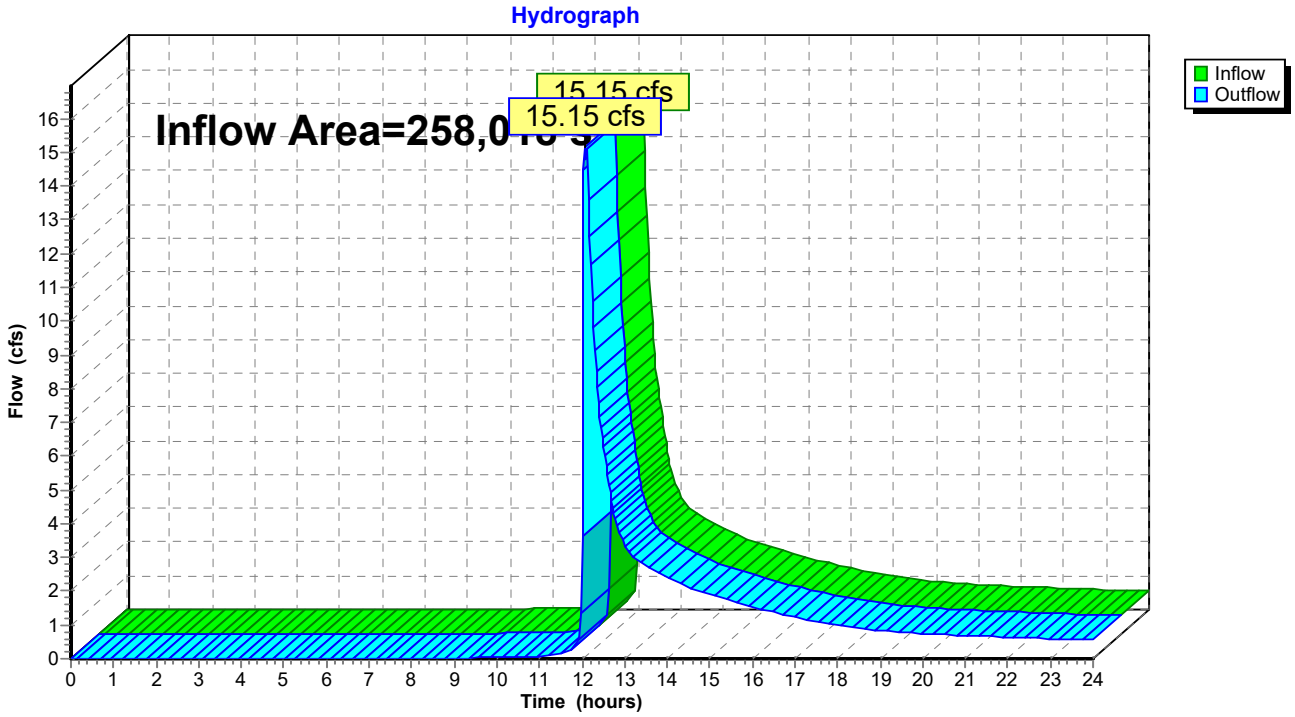


Summary for Reach 26R: TOTAL OUT

Inflow Area = 258,018 sf, 53.45% Impervious, Inflow Depth > 3.55" for 25-yr event
Inflow = 15.15 cfs @ 12.06 hrs, Volume= 76,342 cf
Outflow = 15.15 cfs @ 12.06 hrs, Volume= 76,342 cf, Atten= 0%, Lag= 0.0 min

Routing by Dyn-Stor-Ind method, Time Span= 0.00-24.00 hrs, dt= 0.03 hrs

Reach 26R: TOTAL OUT



Summary for Pond 11P: BASIN 1

Inflow Area = 237,806 sf, 58.00% Impervious, Inflow Depth > 4.86" for 25-yr event
Inflow = 18.08 cfs @ 12.04 hrs, Volume= 96,403 cf
Outflow = 14.49 cfs @ 12.10 hrs, Volume= 77,233 cf, Atten= 20%, Lag= 3.6 min
Primary = 14.49 cfs @ 12.10 hrs, Volume= 77,233 cf
Routed to Pond 12P : BASIN 2

Routing by Dyn-Stor-Ind method, Time Span= 0.00-24.00 hrs, dt= 0.03 hrs
Peak Elev= 294.79' @ 12.10 hrs Surf.Area= 11,374 sf Storage= 22,032 cf

Plug-Flow detention time= 167.2 min calculated for 77,136 cf (80% of inflow)
Center-of-Mass det. time= 76.1 min (895.8 - 819.7)

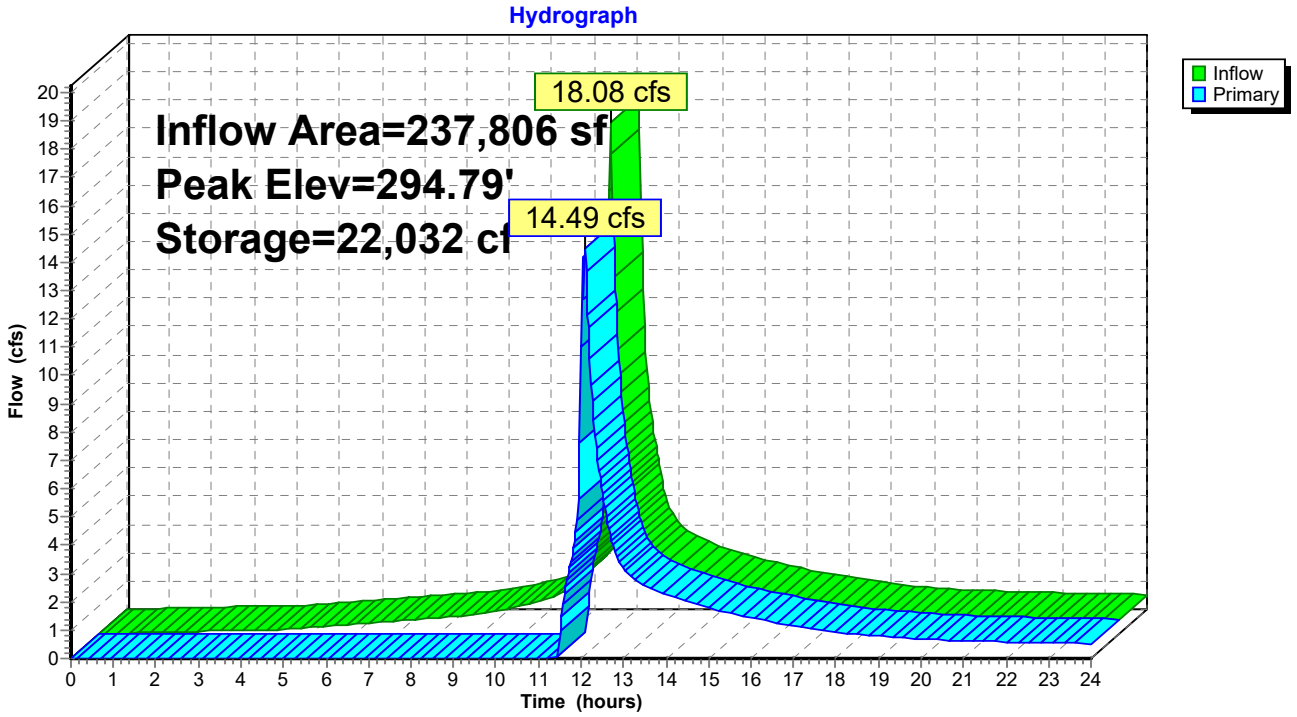
Volume	Invert	Avail.Storage	Storage Description
#1	292.00'	30,590 cf	**Custom Stage Data (Prismatic)**Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
292.00	3,583	0	0
294.00	10,037	13,620	13,620
295.50	12,589	16,970	30,590

Device	Routing	Invert	Outlet Devices
#1	Primary	294.50'	**45.0' long (Profile 26) Broad-Crested Rectangular Weir** Head (feet) 0.49 0.98 1.48 Coef. (English) 3.06 3.13 3.13

Primary OutFlow Max=14.19 cfs @ 12.10 hrs HW=294.78' TW=294.71' (Dynamic Tailwater)
↑—**1=Broad-Crested Rectangular Weir** (Weir Controls 14.19 cfs @ 1.11 fps)

Pond 11P: BASIN 1



Stage-Area-Storage for Pond 11P: BASIN 1

Elevation (feet)	Surface (sq-ft)	Storage (cubic-feet)
292.00	3,583	0
292.05	3,744	183
292.10	3,906	374
292.15	4,067	574
292.20	4,228	781
292.25	4,390	997
292.30	4,551	1,220
292.35	4,712	1,452
292.40	4,874	1,691
292.45	5,035	1,939
292.50	5,197	2,195
292.55	5,358	2,459
292.60	5,519	2,731
292.65	5,681	3,011
292.70	5,842	3,299
292.75	6,003	3,595
292.80	6,165	3,899
292.85	6,326	4,211
292.90	6,487	4,532
292.95	6,649	4,860
293.00	6,810	5,197
293.05	6,971	5,541
293.10	7,133	5,894
293.15	7,294	6,254
293.20	7,455	6,623
293.25	7,617	7,000
293.30	7,778	7,385
293.35	7,939	7,778
293.40	8,101	8,179
293.45	8,262	8,588
293.50	8,424	9,005
293.55	8,585	9,430
293.60	8,746	9,863
293.65	8,908	10,305
293.70	9,069	10,754
293.75	9,230	11,212
293.80	9,392	11,677
293.85	9,553	12,151
293.90	9,714	12,632
293.95	9,876	13,122
294.00	10,037	13,620
294.05	10,122	14,124
294.10	10,207	14,632
294.15	10,292	15,145
294.20	10,377	15,661
294.25	10,462	16,182
294.30	10,547	16,708
294.35	10,632	17,237
294.40	10,718	17,771
294.45	10,803	18,309
294.50	10,888	18,851
294.55	10,973	19,398
294.60	11,058	19,948
294.65	11,143	20,503
294.70	11,228	21,063
294.75	11,313	21,626
294.80	11,398	22,194
294.85	11,483	22,766
294.90	11,568	23,342
294.95	11,653	23,923
295.00	11,738	24,508
295.05	11,823	25,097
295.10	11,908	25,690
295.15	11,994	26,288
295.20	12,079	26,889
295.25	12,164	27,495
295.30	12,249	28,106
295.35	12,334	28,720
295.40	12,419	29,339
295.45	12,504	29,962
295.50	**12,589**	**30,590**

Summary for Pond 12P: BASIN 2

Inflow Area = 237,806 sf, 58.00% Impervious, Inflow Depth > 3.90" for 25-yr event
Inflow = 14.49 cfs @ 12.10 hrs, Volume= 77,233 cf
Outflow = 14.17 cfs @ 12.11 hrs, Volume= 70,817 cf, Atten= 2%, Lag= 1.1 min
Primary = 0.18 cfs @ 12.11 hrs, Volume= 6,989 cf
Routed to Reach 26R : TOTAL OUT
Secondary = 13.99 cfs @ 12.11 hrs, Volume= 63,828 cf
Routed to Reach 26R : TOTAL OUT

Routing by Dyn-Stor-Ind method, Time Span= 0.00-24.00 hrs, dt= 0.03 hrs
Peak Elev= 294.71' @ 12.11 hrs Surf.Area= 4,163 sf Storage= 7,199 cf

Plug-Flow detention time= 58.5 min calculated for 70,817 cf (92% of inflow)
Center-of-Mass det. time= 17.9 min (913.7 - 895.8)

Volume	Invert	Avail.Storage	Storage Description
#1	292.00'	8,452 cf	**Custom Stage Data (Prismatic)**Listed below (Recalc)

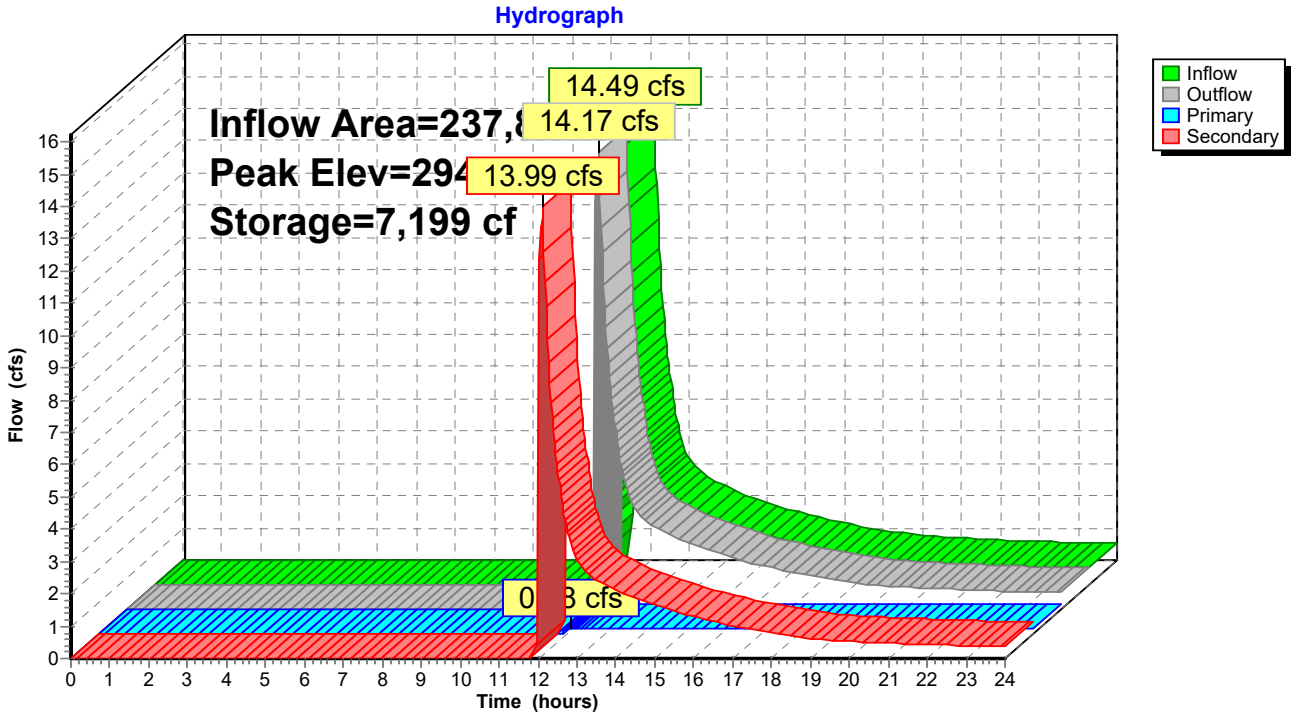
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
292.00	1,268	0	0
293.00	2,401	1,835	1,835
294.00	3,127	2,764	4,599
295.00	4,580	3,854	8,452

Device	Routing	Invert	Outlet Devices
#1	Device 2	293.90'	**2.0" x 3.0" Horiz. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#2	Primary	292.00'	**8.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#3	Secondary	294.50'	**40.0' long (Profile 9) Broad-Crested Rectangular Weir** Head (feet) 1.97 2.46 2.95 3.94 4.92 Coef. (English) 3.55 3.55 3.57 3.60 3.66

Primary OutFlow Max=0.18 cfs @ 12.11 hrs HW=294.71' TW=0.00' (Dynamic Tailwater)
↑—**2=Orifice/Grate** (Passes 0.18 cfs of 2.59 cfs potential flow)
↑—**1=Orifice/Grate** (Orifice Controls 0.18 cfs @ 4.34 fps)

Secondary OutFlow Max=13.83 cfs @ 12.11 hrs HW=294.71' TW=0.00' (Dynamic Tailwater)
↑—**3=Broad-Crested Rectangular Weir** (Weir Controls 13.83 cfs @ 1.63 fps)

Pond 12P: BASIN 2



Stage-Area-Storage for Pond 12P: BASIN 2

Elevation (feet)	Surface (sq-ft)	Storage (cubic-feet)
292.00	1,268	0
292.05	1,325	65
292.10	1,381	132
292.15	1,438	203
292.20	1,495	276
292.25	1,551	352
292.30	1,608	431
292.35	1,665	513
292.40	1,721	598
292.45	1,778	685
292.50	1,835	776
292.55	1,891	869
292.60	1,948	965
292.65	2,004	1,064
292.70	2,061	1,165
292.75	2,118	1,270
292.80	2,174	1,377
292.85	2,231	1,487
292.90	2,288	1,600
292.95	2,344	1,716
293.00	2,401	1,835
293.05	2,437	1,955
293.10	2,474	2,078
293.15	2,510	2,203
293.20	2,546	2,329
293.25	2,583	2,457
293.30	2,619	2,587
293.35	2,655	2,719
293.40	2,691	2,853
293.45	2,728	2,988
293.50	2,764	3,126
293.55	2,800	3,265
293.60	2,837	3,406
293.65	2,873	3,549
293.70	2,909	3,693
293.75	2,946	3,839
293.80	2,982	3,988
293.85	3,018	4,138
293.90	3,054	4,289
293.95	3,091	4,443
294.00	3,127	4,599
294.05	3,200	4,757
294.10	3,272	4,918
294.15	3,345	5,084
294.20	3,418	5,253
294.25	3,490	5,426
294.30	3,563	5,602
294.35	3,636	5,782
294.40	3,708	5,966
294.45	3,781	6,153
294.50	3,854	6,344
294.55	3,926	6,538
294.60	3,999	6,736
294.65	4,071	6,938
294.70	4,144	7,143
294.75	4,217	7,352
294.80	4,289	7,565
294.85	4,362	7,781
294.90	4,435	8,001
294.95	4,507	8,225
295.00	**4,580**	**8,452**

Summary for Pond 16P: DET

Inflow Area = 79,791 sf, 94.09% Impervious, Inflow Depth > 6.22" for 25-yr event
Inflow = 12.77 cfs @ 12.02 hrs, Volume= 41,383 cf
Outflow = 3.00 cfs @ 12.25 hrs, Volume= 38,900 cf, Atten= 76%, Lag= 13.8 min
Primary = 3.00 cfs @ 12.25 hrs, Volume= 38,900 cf
Routed to Reach 18R : PROPOSED DEV.

Routing by Dyn-Stor-Ind method, Time Span= 0.00-24.00 hrs, dt= 0.03 hrs
Peak Elev= 320.54' @ 12.25 hrs Surf.Area= 4,659 sf Storage= 12,827 cf

Plug-Flow detention time= 125.1 min calculated for 38,900 cf (94% of inflow)
Center-of-Mass det. time= 88.0 min (840.7 - 752.7)

Volume	Invert	Avail.Storage	Storage Description
#1A	316.75'	7,588 cf	**64.83'W x 71.87'L x 6.75'H Field A** 31,451 cf Overall - 12,480 cf Embedded = 18,971 cf x 40.0% Voids
#2A	317.50'	12,480 cf	**ADS_StormTech MC-4500 b +Cap** x 112 Inside #1 Effective Size= 90.4"W x 60.0"H => 26.46 sf x 4.02'L = 106.5 cf Overall Size= 100.0"W x 60.0"H x 4.33'L with 0.31' Overlap 112 Chambers in 7 Rows Cap Storage= 39.5 cf x 2 x 7 rows = 553.0 cf
		20,068 cf	Total Available Storage

Storage Group A created with Chamber Wizard

Device	Routing	Invert	Outlet Devices
#1	Primary	317.50'	**6.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#2	Primary	320.00'	**18.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=2.99 cfs @ 12.25 hrs HW=320.54' TW=0.00' (Dynamic Tailwater)
↑—**1=Orifice/Grate** (Orifice Controls 1.58 cfs @ 8.04 fps)
└—**2=Orifice/Grate** (Orifice Controls 1.42 cfs @ 2.49 fps)

Pond 16P: DET - Chamber Wizard Field A

Chamber Model = ADS_StormTech MC-4500 b +Cap (ADS StormTech® MC-4500 with cap volume)
Effective Size= 90.4"W x 60.0"H => 26.46 sf x 4.02'L = 106.5 cf
Overall Size= 100.0"W x 60.0"H x 4.33'L with 0.31' Overlap
Cap Storage= 39.5 cf x 2 x 7 rows = 553.0 cf

100.0" Wide + 9.0" Spacing = 109.0" C-C Row Spacing

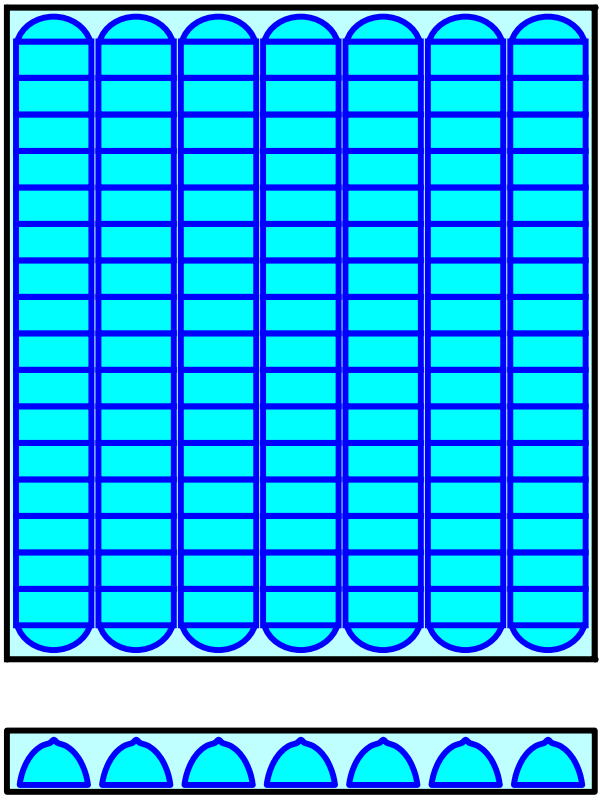
16 Chambers/Row x 4.02' Long +2.73' Cap Length x 2 = 69.87' Row Length +12.0" End Stone x 2 = 71.87' Base Length
7 Rows x 100.0" Wide + 9.0" Spacing x 6 + 12.0" Side Stone x 2 = 64.83' Base Width
9.0" Stone Base + 60.0" Chamber Height + 12.0" Stone Cover = 6.75' Field Height

112 Chambers x 106.5 cf + 39.5 cf Cap Volume x 2 x 7 Rows = 12,479.9 cf Chamber Storage

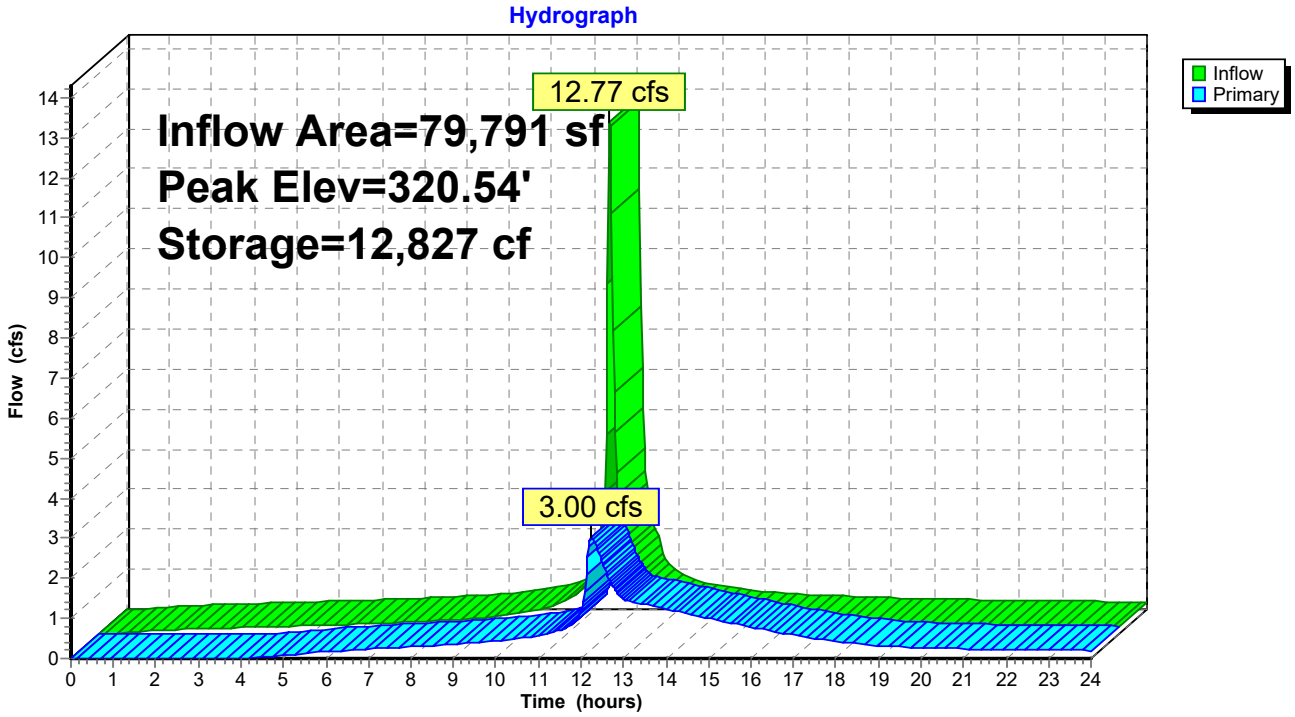
31,450.6 cf Field - 12,479.9 cf Chambers = 18,970.7 cf Stone x 40.0% Voids = 7,588.3 cf Stone Storage

Chamber Storage + Stone Storage = 20,068.2 cf = 0.461 af
Overall Storage Efficiency = 63.8%
Overall System Size = 71.87' x 64.83' x 6.75'

112 Chambers
1,164.8 cy Field
702.6 cy Stone



Pond 16P: DET


Hydrograph
Inflow
Primary
12.77 cfs
3.00 cfs
Inflow Area=79,791 sf
Peak Elev=320.54'
Storage=12,827 cf
Flow (cfs)
Time (hours)
0 1 2 3 4 5 6 7 8 9 10 11 12 13 14
0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24

Stage-Area-Storage for Pond 16P: DET

Elevation (feet)	Storage (cubic-feet)	Elevation (feet)	Storage (cubic-feet)	Elevation (feet)	Storage (cubic-feet)
316.75	0	319.40	8,774	322.05	17,296
316.80	93	319.45	8,959	322.10	17,406
316.85	186	319.50	9,144	322.15	17,512
316.90	280	319.55	9,329	322.20	17,615
316.95	373	319.60	9,513	322.25	17,716
317.00	466	319.65	9,696	322.30	17,817
317.05	559	319.70	9,878	322.35	17,916
317.10	652	319.75	10,060	322.40	18,014
317.15	745	319.80	10,241	322.45	18,110
317.20	839	319.85	10,422	322.50	18,204
317.25	932	319.90	10,602	322.55	18,298
317.30	1,025	319.95	10,781	322.60	18,391
317.35	1,118	320.00	10,959	322.65	18,484
317.40	1,211	320.05	11,137	322.70	18,577
317.45	1,305	320.10	11,314	322.75	18,670
317.50	1,398	320.15	11,490	322.80	18,764
317.55	1,598	320.20	11,665	322.85	18,857
317.60	1,797	320.25	11,839	322.90	18,950
317.65	1,997	320.30	12,013	322.95	19,043
317.70	2,196	320.35	12,186	323.00	19,136
317.75	2,395	320.40	12,357	323.05	19,230
317.80	2,593	320.45	12,528	323.10	19,323
317.85	2,792	320.50	12,698	323.15	19,416
317.90	2,990	320.55	12,867	323.20	19,509
317.95	3,188	320.60	13,035	323.25	19,602
318.00	3,385	320.65	13,202	323.30	19,695
318.05	3,583	320.70	13,369	323.35	19,789
318.10	3,780	320.75	13,533	323.40	19,882
318.15	3,977	320.80	13,697	323.45	19,975
318.20	4,173	320.85	13,860	323.50	**20,068**
318.25	4,369	320.90	14,022		
318.30	4,565	320.95	14,182		
318.35	4,761	321.00	14,341		
318.40	4,956	321.05	14,499		
318.45	5,151	321.10	14,656		
318.50	5,345	321.15	14,811		
318.55	5,540	321.20	14,965		
318.60	5,733	321.25	15,118		
318.65	5,927	321.30	15,269		
318.70	6,120	321.35	15,418		
318.75	6,312	321.40	15,566		
318.80	6,504	321.45	15,712		
318.85	6,696	321.50	15,857		
318.90	6,888	321.55	16,000		
318.95	7,078	321.60	16,141		
319.00	7,269	321.65	16,280		
319.05	7,459	321.70	16,417		
319.10	7,648	321.75	16,551		
319.15	7,837	321.80	16,684		
319.20	8,026	321.85	16,813		
319.25	8,213	321.90	16,940		
319.30	8,401	321.95	17,063		
319.35	8,587	322.00	17,182		

Rainfall Events Listing (selected events)

Event#	Event Name	Storm Type	Curve	Mode	Duration (hours)	B/B	Depth (inches)	AMC
1	1-yr	716 24-hr S1	1-yr	Default	24.00	1	2.91	2
2	2-yr	716 24-hr S1	2-yr	Default	24.00	1	3.56	2
3	5-yr	716 24-hr S1	5-yr	Default	24.00	1	4.63	2
4	10-yr	716 24-hr S1	10-yr	Default	24.00	1	5.51	2
5	25-yr	716 24-hr S1	25-yr	Default	24.00	1	6.72	2
6	50-yr	716 24-hr S1	50-yr	Default	24.00	1	7.62	2
7	100-yr	716 24-hr S1	100-yr	Default	24.00	1	8.60	2

Time span=0.00-24.00 hrs, dt=0.03 hrs, 801 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment 22S: P-2 Runoff Area=0.464 ac 0.00% Impervious Runoff Depth>0.62"
Tc=5.0 min CN=69 Runoff=0.33 cfs 1,046 cf

Subcatchment 27S: P-1 Runoff Area=1.930 ac 0.00% Impervious Runoff Depth>0.54"
Flow Length=591' Slope=0.0580 '/' Tc=8.2 min CN=67 Runoff=0.91 cfs 3,775 cf

Subcatchment CB1: CB1 Runoff Area=0.280 ac 100.00% Impervious Runoff Depth>2.68"
Tc=5.0 min CN=98 Runoff=0.98 cfs 2,720 cf

Subcatchment CB11: CB11 Runoff Area=1,855 sf 100.00% Impervious Runoff Depth>2.68"
Tc=5.0 min CN=98 Runoff=0.15 cfs 414 cf

Subcatchment CB12: CB12 Runoff Area=6,810 sf 90.44% Impervious Runoff Depth>2.26"
Tc=5.0 min CN=94 Runoff=0.50 cfs 1,283 cf

Subcatchment CB13: CB13 Runoff Area=7,714 sf 68.21% Impervious Runoff Depth>1.58"
Tc=5.0 min CN=86 Runoff=0.41 cfs 1,018 cf

Subcatchment CB14: CB14 Runoff Area=9,915 sf 41.47% Impervious Runoff Depth>0.95"
Tc=5.0 min CN=76 Runoff=0.29 cfs 788 cf

Subcatchment CB15: CB15 Runoff Area=8,605 sf 74.55% Impervious Runoff Depth>1.82"
Tc=5.0 min CN=89 Runoff=0.52 cfs 1,303 cf

Subcatchment CB2: CB2 Runoff Area=0.080 ac 100.00% Impervious Runoff Depth>2.68"
Tc=5.0 min CN=98 Runoff=0.28 cfs 777 cf

Subcatchment CB3: CB3 Runoff Area=0.080 ac 100.00% Impervious Runoff Depth>2.68"
Tc=5.0 min CN=98 Runoff=0.28 cfs 777 cf

Subcatchment CB4: CB4 Runoff Area=0.050 ac 100.00% Impervious Runoff Depth>2.68"
Tc=5.0 min CN=98 Runoff=0.18 cfs 486 cf

Subcatchment CB5: CB5 Runoff Area=0.800 ac 100.00% Impervious Runoff Depth>2.68"
Tc=5.0 min CN=98 Runoff=2.81 cfs 7,772 cf

Subcatchment CB6: CB6 Runoff Area=0.190 ac 100.00% Impervious Runoff Depth>2.68"
Tc=5.0 min CN=98 Runoff=0.67 cfs 1,846 cf

Subcatchment CB7: CB7 Runoff Area=0.160 ac 100.00% Impervious Runoff Depth>2.68"
Tc=5.0 min CN=98 Runoff=0.56 cfs 1,554 cf

Subcatchment CB8: CB8 Runoff Area=15,758 sf 70.05% Impervious Runoff Depth>1.66"
Tc=5.0 min CN=87 Runoff=0.87 cfs 2,178 cf

Subcatchment CB9: CB9/CB10 Runoff Area=3,326 sf 100.00% Impervious Runoff Depth>2.68"
Tc=5.0 min CN=98 Runoff=0.27 cfs 742 cf

Subcatchment DAEX: DA EX Runoff Area=5.920 ac 0.00% Impervious Runoff Depth>0.46"
Flow Length=603' Tc=9.3 min CN=65 Runoff=2.01 cfs 9,958 cf

Subcatchment R1-4: R1-4 Runoff Area=0.380 ac 100.00% Impervious Runoff Depth>2.68"
Tc=5.0 min CN=98 Runoff=1.34 cfs 3,692 cf

Subcatchment R2-3: R2-3 Runoff Area=0.270 ac 100.00% Impervious Runoff Depth>2.68"
Tc=5.0 min CN=98 Runoff=0.95 cfs 2,623 cf

Reach 18R: PROPOSED DEV. Inflow=5.79 cfs 27,936 cf
Outflow=5.79 cfs 27,936 cf

Reach 26R: TOTAL OUT Inflow=0.33 cfs 7,423 cf
Outflow=0.33 cfs 7,423 cf

Pond 11P: BASIN 1 Peak Elev=294.54' Storage=19,246 cf Inflow=6.47 cfs 31,711 cf
Outflow=0.95 cfs 12,731 cf

Pond 12P: BASIN 2 Peak Elev=294.51' Storage=6,383 cf Inflow=0.95 cfs 12,731 cf
Primary=0.16 cfs 4,652 cf Secondary=0.14 cfs 1,726 cf Outflow=0.30 cfs 6,378 cf

Pond 16P: DET Peak Elev=318.88' Storage=6,810 cf Inflow=6.04 cfs 16,459 cf
Outflow=1.00 cfs 14,423 cf

Total Runoff Area = 515,893 sf Runoff Volume = 44,751 cf Average Runoff Depth = 1.04"
73.27% Pervious = 377,973 sf 26.73% Impervious = 137,920 sf

Time span=0.00-24.00 hrs, dt=0.03 hrs, 801 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment 22S: P-2 Runoff Area=0.464 ac 0.00% Impervious Runoff Depth>0.99"
Tc=5.0 min CN=69 Runoff=0.57 cfs 1,665 cf

Subcatchment 27S: P-1 Runoff Area=1.930 ac 0.00% Impervious Runoff Depth>0.88"
Flow Length=591' Slope=0.0580 '/' Tc=8.2 min CN=67 Runoff=1.69 cfs 6,172 cf

Subcatchment CB1: CB1 Runoff Area=0.280 ac 100.00% Impervious Runoff Depth>3.32"
Tc=5.0 min CN=98 Runoff=1.16 cfs 3,378 cf

Subcatchment CB11: CB11 Runoff Area=1,855 sf 100.00% Impervious Runoff Depth>3.32"
Tc=5.0 min CN=98 Runoff=0.18 cfs 514 cf

Subcatchment CB12: CB12 Runoff Area=6,810 sf 90.44% Impervious Runoff Depth>2.89"
Tc=5.0 min CN=94 Runoff=0.60 cfs 1,641 cf

Subcatchment CB13: CB13 Runoff Area=7,714 sf 68.21% Impervious Runoff Depth>2.15"
Tc=5.0 min CN=86 Runoff=0.53 cfs 1,381 cf

Subcatchment CB14: CB14 Runoff Area=9,915 sf 41.47% Impervious Runoff Depth>1.41"
Tc=5.0 min CN=76 Runoff=0.43 cfs 1,162 cf

Subcatchment CB15: CB15 Runoff Area=8,605 sf 74.55% Impervious Runoff Depth>2.41"
Tc=5.0 min CN=89 Runoff=0.66 cfs 1,728 cf

Subcatchment CB2: CB2 Runoff Area=0.080 ac 100.00% Impervious Runoff Depth>3.32"
Tc=5.0 min CN=98 Runoff=0.33 cfs 965 cf

Subcatchment CB3: CB3 Runoff Area=0.080 ac 100.00% Impervious Runoff Depth>3.32"
Tc=5.0 min CN=98 Runoff=0.33 cfs 965 cf

Subcatchment CB4: CB4 Runoff Area=0.050 ac 100.00% Impervious Runoff Depth>3.32"
Tc=5.0 min CN=98 Runoff=0.21 cfs 603 cf

Subcatchment CB5: CB5 Runoff Area=0.800 ac 100.00% Impervious Runoff Depth>3.32"
Tc=5.0 min CN=98 Runoff=3.31 cfs 9,651 cf

Subcatchment CB6: CB6 Runoff Area=0.190 ac 100.00% Impervious Runoff Depth>3.32"
Tc=5.0 min CN=98 Runoff=0.79 cfs 2,292 cf

Subcatchment CB7: CB7 Runoff Area=0.160 ac 100.00% Impervious Runoff Depth>3.32"
Tc=5.0 min CN=98 Runoff=0.66 cfs 1,930 cf

Subcatchment CB8: CB8 Runoff Area=15,758 sf 70.05% Impervious Runoff Depth>2.23"
Tc=5.0 min CN=87 Runoff=1.12 cfs 2,933 cf

Subcatchment CB9: CB9/CB10 Runoff Area=3,326 sf 100.00% Impervious Runoff Depth>3.32"
Tc=5.0 min CN=98 Runoff=0.32 cfs 921 cf

Subcatchment DAEX: DA EX Runoff Area=5.920 ac 0.00% Impervious Runoff Depth>0.78"
Flow Length=603' Tc=9.3 min CN=65 Runoff=4.10 cfs 16,769 cf

Subcatchment R1-4: R1-4 Runoff Area=0.380 ac 100.00% Impervious Runoff Depth>3.32"
Tc=5.0 min CN=98 Runoff=1.57 cfs 4,584 cf

Subcatchment R2-3: R2-3 Runoff Area=0.270 ac 100.00% Impervious Runoff Depth>3.32"
Tc=5.0 min CN=98 Runoff=1.12 cfs 3,257 cf

Reach 18R: PROPOSED DEV. Inflow=6.97 cfs 35,780 cf
Outflow=6.97 cfs 35,780 cf

Reach 26R: TOTAL OUT Inflow=1.16 cfs 18,230 cf
Outflow=1.16 cfs 18,230 cf

Pond 11P: BASIN 1 Peak Elev=294.55' Storage=19,447 cf Inflow=8.34 cfs 41,951 cf
Outflow=1.75 cfs 22,934 cf

Pond 12P: BASIN 2 Peak Elev=294.54' Storage=6,483 cf Inflow=1.75 cfs 22,934 cf
Primary=0.16 cfs 5,908 cf Secondary=0.97 cfs 10,658 cf Outflow=1.13 cfs 16,566 cf

Pond 16P: DET Peak Elev=319.18' Storage=7,959 cf Inflow=7.20 cfs 20,667 cf
Outflow=1.13 cfs 18,540 cf

Total Runoff Area = 515,893 sf Runoff Volume = 62,511 cf Average Runoff Depth = 1.45"
73.27% Pervious = 377,973 sf 26.73% Impervious = 137,920 sf

Time span=0.00-24.00 hrs, dt=0.03 hrs, 801 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment 22S: P-2 Runoff Area=0.464 ac 0.00% Impervious Runoff Depth>1.69"
Tc=5.0 min CN=69 Runoff=0.99 cfs 2,847 cf

Subcatchment 27S: P-1 Runoff Area=1.930 ac 0.00% Impervious Runoff Depth>1.55"
Flow Length=591' Slope=0.0580 '/' Tc=8.2 min CN=67 Runoff=3.11 cfs 10,826 cf

Subcatchment CB1: CB1 Runoff Area=0.280 ac 100.00% Impervious Runoff Depth>4.39"
Tc=5.0 min CN=98 Runoff=1.44 cfs 4,462 cf

Subcatchment CB11: CB11 Runoff Area=1,855 sf 100.00% Impervious Runoff Depth>4.39"
Tc=5.0 min CN=98 Runoff=0.22 cfs 679 cf

Subcatchment CB12: CB12 Runoff Area=6,810 sf 90.44% Impervious Runoff Depth>3.94"
Tc=5.0 min CN=94 Runoff=0.77 cfs 2,236 cf

Subcatchment CB13: CB13 Runoff Area=7,714 sf 68.21% Impervious Runoff Depth>3.12"
Tc=5.0 min CN=86 Runoff=0.73 cfs 2,005 cf

Subcatchment CB14: CB14 Runoff Area=9,915 sf 41.47% Impervious Runoff Depth>2.23"
Tc=5.0 min CN=76 Runoff=0.67 cfs 1,843 cf

Subcatchment CB15: CB15 Runoff Area=8,605 sf 74.55% Impervious Runoff Depth>3.41"
Tc=5.0 min CN=89 Runoff=0.88 cfs 2,449 cf

Subcatchment CB2: CB2 Runoff Area=0.080 ac 100.00% Impervious Runoff Depth>4.39"
Tc=5.0 min CN=98 Runoff=0.41 cfs 1,275 cf

Subcatchment CB3: CB3 Runoff Area=0.080 ac 100.00% Impervious Runoff Depth>4.39"
Tc=5.0 min CN=98 Runoff=0.41 cfs 1,275 cf

Subcatchment CB4: CB4 Runoff Area=0.050 ac 100.00% Impervious Runoff Depth>4.39"
Tc=5.0 min CN=98 Runoff=0.26 cfs 797 cf

Subcatchment CB5: CB5 Runoff Area=0.800 ac 100.00% Impervious Runoff Depth>4.39"
Tc=5.0 min CN=98 Runoff=4.11 cfs 12,748 cf

Subcatchment CB6: CB6 Runoff Area=0.190 ac 100.00% Impervious Runoff Depth>4.39"
Tc=5.0 min CN=98 Runoff=0.98 cfs 3,028 cf

Subcatchment CB7: CB7 Runoff Area=0.160 ac 100.00% Impervious Runoff Depth>4.39"
Tc=5.0 min CN=98 Runoff=0.82 cfs 2,550 cf

Subcatchment CB8: CB8 Runoff Area=15,758 sf 70.05% Impervious Runoff Depth>3.22"
Tc=5.0 min CN=87 Runoff=1.52 cfs 4,224 cf

Subcatchment CB9: CB9/CB10 Runoff Area=3,326 sf 100.00% Impervious Runoff Depth>4.39"
Tc=5.0 min CN=98 Runoff=0.39 cfs 1,217 cf

Subcatchment DAEX: DA EX Runoff Area=5.920 ac 0.00% Impervious Runoff Depth>1.41"
Flow Length=603' Tc=9.3 min CN=65 Runoff=8.01 cfs 30,237 cf

Subcatchment R1-4: R1-4 Runoff Area=0.380 ac 100.00% Impervious Runoff Depth>4.39"
Tc=5.0 min CN=98 Runoff=1.95 cfs 6,055 cf

Subcatchment R2-3: R2-3 Runoff Area=0.270 ac 100.00% Impervious Runoff Depth>4.39"
Tc=5.0 min CN=98 Runoff=1.39 cfs 4,302 cf

Reach 18R: PROPOSED DEV. Inflow=8.88 cfs 48,883 cf
Outflow=8.88 cfs 48,883 cf

Reach 26R: TOTAL OUT Inflow=2.97 cfs 37,095 cf
Outflow=2.97 cfs 37,095 cf

Pond 11P: BASIN 1 Peak Elev=294.62' Storage=20,151 cf Inflow=11.53 cfs 59,709 cf
Outflow=5.60 cfs 40,636 cf

Pond 12P: BASIN 2 Peak Elev=294.57' Storage=6,620 cf Inflow=5.60 cfs 40,636 cf
Primary=0.16 cfs 6,630 cf Secondary=2.66 cfs 27,619 cf Outflow=2.83 cfs 34,249 cf

Pond 16P: DET Peak Elev=319.71' Storage=9,914 cf Inflow=9.08 cfs 27,647 cf
Outflow=1.32 cfs 25,389 cf

Total Runoff Area = 515,893 sf Runoff Volume = 95,051 cf Average Runoff Depth = 2.21"
73.27% Pervious = 377,973 sf 26.73% Impervious = 137,920 sf

Time span=0.00-24.00 hrs, dt=0.03 hrs, 801 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment 22S: P-2 Runoff Area=0.464 ac 0.00% Impervious Runoff Depth>2.33"
Tc=5.0 min CN=69 Runoff=1.37 cfs 3,928 cf

Subcatchment 27S: P-1 Runoff Area=1.930 ac 0.00% Impervious Runoff Depth>2.16"
Flow Length=591' Slope=0.0580 '/' Tc=8.2 min CN=67 Runoff=4.39 cfs 15,133 cf

Subcatchment CB1: CB1 Runoff Area=0.280 ac 100.00% Impervious Runoff Depth>5.27"
Tc=5.0 min CN=98 Runoff=1.67 cfs 5,354 cf

Subcatchment CB11: CB11 Runoff Area=1,855 sf 100.00% Impervious Runoff Depth>5.27"
Tc=5.0 min CN=98 Runoff=0.25 cfs 814 cf

Subcatchment CB12: CB12 Runoff Area=6,810 sf 90.44% Impervious Runoff Depth>4.81"
Tc=5.0 min CN=94 Runoff=0.90 cfs 2,728 cf

Subcatchment CB13: CB13 Runoff Area=7,714 sf 68.21% Impervious Runoff Depth>3.94"
Tc=5.0 min CN=86 Runoff=0.89 cfs 2,533 cf

Subcatchment CB14: CB14 Runoff Area=9,915 sf 41.47% Impervious Runoff Depth>2.96"
Tc=5.0 min CN=76 Runoff=0.87 cfs 2,443 cf

Subcatchment CB15: CB15 Runoff Area=8,605 sf 74.55% Impervious Runoff Depth>4.26"
Tc=5.0 min CN=89 Runoff=1.05 cfs 3,053 cf

Subcatchment CB2: CB2 Runoff Area=0.080 ac 100.00% Impervious Runoff Depth>5.27"
Tc=5.0 min CN=98 Runoff=0.48 cfs 1,530 cf

Subcatchment CB3: CB3 Runoff Area=0.080 ac 100.00% Impervious Runoff Depth>5.27"
Tc=5.0 min CN=98 Runoff=0.48 cfs 1,530 cf

Subcatchment CB4: CB4 Runoff Area=0.050 ac 100.00% Impervious Runoff Depth>5.27"
Tc=5.0 min CN=98 Runoff=0.30 cfs 956 cf

Subcatchment CB5: CB5 Runoff Area=0.800 ac 100.00% Impervious Runoff Depth>5.27"
Tc=5.0 min CN=98 Runoff=4.78 cfs 15,297 cf

Subcatchment CB6: CB6 Runoff Area=0.190 ac 100.00% Impervious Runoff Depth>5.27"
Tc=5.0 min CN=98 Runoff=1.14 cfs 3,633 cf

Subcatchment CB7: CB7 Runoff Area=0.160 ac 100.00% Impervious Runoff Depth>5.27"
Tc=5.0 min CN=98 Runoff=0.96 cfs 3,059 cf

Subcatchment CB8: CB8 Runoff Area=15,758 sf 70.05% Impervious Runoff Depth>4.05"
Tc=5.0 min CN=87 Runoff=1.85 cfs 5,312 cf

Subcatchment CB9: CB9/CB10 Runoff Area=3,326 sf 100.00% Impervious Runoff Depth>5.27"
Tc=5.0 min CN=98 Runoff=0.46 cfs 1,460 cf

Subcatchment DAEX: DA EX Runoff Area=5.920 ac 0.00% Impervious Runoff Depth>1.99"
Flow Length=603' Tc=9.3 min CN=65 Runoff=11.56 cfs 42,860 cf

Subcatchment R1-4: R1-4 Runoff Area=0.380 ac 100.00% Impervious Runoff Depth>5.27"
Tc=5.0 min CN=98 Runoff=2.27 cfs 7,266 cf

Subcatchment R2-3: R2-3 Runoff Area=0.270 ac 100.00% Impervious Runoff Depth>5.27"
Tc=5.0 min CN=98 Runoff=1.61 cfs 5,163 cf

Reach 18R: PROPOSED DEV. Inflow=10.45 cfs 59,773 cf
Outflow=10.45 cfs 59,773 cf

Reach 26R: TOTAL OUT Inflow=7.63 cfs 53,319 cf
Outflow=7.63 cfs 53,319 cf

Pond 11P: BASIN 1 Peak Elev=294.70' Storage=21,058 cf Inflow=14.25 cfs 74,906 cf
Outflow=12.27 cfs 55,791 cf

Pond 12P: BASIN 2 Peak Elev=294.63' Storage=6,877 cf Inflow=12.27 cfs 55,791 cf
Primary=0.17 cfs 6,837 cf Secondary=7.03 cfs 42,554 cf Outflow=7.21 cfs 49,391 cf

Pond 16P: DET Peak Elev=320.16' Storage=11,513 cf Inflow=10.64 cfs 33,419 cf
Outflow=1.60 cfs 31,063 cf

Total Runoff Area = 515,893 sf Runoff Volume = 124,051 cf Average Runoff Depth = 2.89"
73.27% Pervious = 377,973 sf 26.73% Impervious = 137,920 sf

Time span=0.00-24.00 hrs, dt=0.03 hrs, 801 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment 22S: P-2 Runoff Area=0.464 ac 0.00% Impervious Runoff Depth>3.28"
Tc=5.0 min CN=69 Runoff=1.91 cfs 5,526 cf

Subcatchment 27S: P-1 Runoff Area=1.930 ac 0.00% Impervious Runoff Depth>3.08"
Flow Length=591' Slope=0.0580 '/' Tc=8.2 min CN=67 Runoff=6.23 cfs 21,553 cf

Subcatchment CB1: CB1 Runoff Area=0.280 ac 100.00% Impervious Runoff Depth>6.47"
Tc=5.0 min CN=98 Runoff=1.99 cfs 6,581 cf

Subcatchment CB11: CB11 Runoff Area=1,855 sf 100.00% Impervious Runoff Depth>6.47"
Tc=5.0 min CN=98 Runoff=0.30 cfs 1,001 cf

Subcatchment CB12: CB12 Runoff Area=6,810 sf 90.44% Impervious Runoff Depth>6.00"
Tc=5.0 min CN=94 Runoff=1.09 cfs 3,407 cf

Subcatchment CB13: CB13 Runoff Area=7,714 sf 68.21% Impervious Runoff Depth>5.09"
Tc=5.0 min CN=86 Runoff=1.11 cfs 3,273 cf

Subcatchment CB14: CB14 Runoff Area=9,915 sf 41.47% Impervious Runoff Depth>4.00"
Tc=5.0 min CN=76 Runoff=1.15 cfs 3,308 cf

Subcatchment CB15: CB15 Runoff Area=8,605 sf 74.55% Impervious Runoff Depth>5.43"
Tc=5.0 min CN=89 Runoff=1.29 cfs 3,893 cf

Subcatchment CB2: CB2 Runoff Area=0.080 ac 100.00% Impervious Runoff Depth>6.47"
Tc=5.0 min CN=98 Runoff=0.57 cfs 1,880 cf

Subcatchment CB3: CB3 Runoff Area=0.080 ac 100.00% Impervious Runoff Depth>6.47"
Tc=5.0 min CN=98 Runoff=0.57 cfs 1,880 cf

Subcatchment CB4: CB4 Runoff Area=0.050 ac 100.00% Impervious Runoff Depth>6.47"
Tc=5.0 min CN=98 Runoff=0.36 cfs 1,175 cf

Subcatchment CB5: CB5 Runoff Area=0.800 ac 100.00% Impervious Runoff Depth>6.47"
Tc=5.0 min CN=98 Runoff=5.70 cfs 18,803 cf

Subcatchment CB6: CB6 Runoff Area=0.190 ac 100.00% Impervious Runoff Depth>6.47"
Tc=5.0 min CN=98 Runoff=1.35 cfs 4,466 cf

Subcatchment CB7: CB7 Runoff Area=0.160 ac 100.00% Impervious Runoff Depth>6.47"
Tc=5.0 min CN=98 Runoff=1.14 cfs 3,761 cf

Subcatchment CB8: CB8 Runoff Area=15,758 sf 70.05% Impervious Runoff Depth>5.20"
Tc=5.0 min CN=87 Runoff=2.30 cfs 6,832 cf

Subcatchment CB9: CB9/CB10 Runoff Area=3,326 sf 100.00% Impervious Runoff Depth>6.47"
Tc=5.0 min CN=98 Runoff=0.54 cfs 1,795 cf

Subcatchment DAEX: DA EX Runoff Area=5.920 ac 0.00% Impervious Runoff Depth>2.88"
Flow Length=603' Tc=9.3 min CN=65 Runoff=16.73 cfs 61,843 cf

Subcatchment R1-4: R1-4 Runoff Area=0.380 ac 100.00% Impervious Runoff Depth>6.47"
Tc=5.0 min CN=98 Runoff=2.71 cfs 8,931 cf

Subcatchment R2-3: R2-3 Runoff Area=0.270 ac 100.00% Impervious Runoff Depth>6.47"
Tc=5.0 min CN=98 Runoff=1.92 cfs 6,346 cf

Reach 18R: PROPOSED DEV. Inflow=12.60 cfs 74,850 cf
Outflow=12.60 cfs 74,850 cf

Reach 26R: TOTAL OUT Inflow=15.15 cfs 76,342 cf
Outflow=15.15 cfs 76,342 cf

Pond 11P: BASIN 1 Peak Elev=294.79' Storage=22,032 cf Inflow=18.08 cfs 96,403 cf
Outflow=14.49 cfs 77,233 cf

Pond 12P: BASIN 2 Peak Elev=294.71' Storage=7,199 cf Inflow=14.49 cfs 77,233 cf
Primary=0.18 cfs 6,989 cf Secondary=13.99 cfs 63,828 cf Outflow=14.17 cfs 70,817 cf

Pond 16P: DET Peak Elev=320.54' Storage=12,827 cf Inflow=12.77 cfs 41,383 cf
Outflow=3.00 cfs 38,900 cf

Total Runoff Area = 515,893 sf Runoff Volume = 166,254 cf Average Runoff Depth = 3.87"
73.27% Pervious = 377,973 sf 26.73% Impervious = 137,920 sf

Time span=0.00-24.00 hrs, dt=0.03 hrs, 801 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment 22S: P-2 Runoff Area=0.464 ac 0.00% Impervious Runoff Depth>4.02"
Tc=5.0 min CN=69 Runoff=2.32 cfs 6,775 cf

Subcatchment 27S: P-1 Runoff Area=1.930 ac 0.00% Impervious Runoff Depth>3.80"
Flow Length=591' Slope=0.0580 '/' Tc=8.2 min CN=67 Runoff=7.67 cfs 26,605 cf

Subcatchment CB1: CB1 Runoff Area=0.280 ac 100.00% Impervious Runoff Depth>7.37"
Tc=5.0 min CN=98 Runoff=2.24 cfs 7,494 cf

Subcatchment CB11: CB11 Runoff Area=1,855 sf 100.00% Impervious Runoff Depth>7.37"
Tc=5.0 min CN=98 Runoff=0.34 cfs 1,140 cf

Subcatchment CB12: CB12 Runoff Area=6,810 sf 90.44% Impervious Runoff Depth>6.90"
Tc=5.0 min CN=94 Runoff=1.22 cfs 3,914 cf

Subcatchment CB13: CB13 Runoff Area=7,714 sf 68.21% Impervious Runoff Depth>5.96"
Tc=5.0 min CN=86 Runoff=1.27 cfs 3,829 cf

Subcatchment CB14: CB14 Runoff Area=9,915 sf 41.47% Impervious Runoff Depth>4.81"
Tc=5.0 min CN=76 Runoff=1.36 cfs 3,972 cf

Subcatchment CB15: CB15 Runoff Area=8,605 sf 74.55% Impervious Runoff Depth>6.31"
Tc=5.0 min CN=89 Runoff=1.47 cfs 4,523 cf

Subcatchment CB2: CB2 Runoff Area=0.080 ac 100.00% Impervious Runoff Depth>7.37"
Tc=5.0 min CN=98 Runoff=0.64 cfs 2,141 cf

Subcatchment CB3: CB3 Runoff Area=0.080 ac 100.00% Impervious Runoff Depth>7.37"
Tc=5.0 min CN=98 Runoff=0.64 cfs 2,141 cf

Subcatchment CB4: CB4 Runoff Area=0.050 ac 100.00% Impervious Runoff Depth>7.37"
Tc=5.0 min CN=98 Runoff=0.40 cfs 1,338 cf

Subcatchment CB5: CB5 Runoff Area=0.800 ac 100.00% Impervious Runoff Depth>7.37"
Tc=5.0 min CN=98 Runoff=6.39 cfs 21,412 cf

Subcatchment CB6: CB6 Runoff Area=0.190 ac 100.00% Impervious Runoff Depth>7.37"
Tc=5.0 min CN=98 Runoff=1.52 cfs 5,085 cf

Subcatchment CB7: CB7 Runoff Area=0.160 ac 100.00% Impervious Runoff Depth>7.37"
Tc=5.0 min CN=98 Runoff=1.28 cfs 4,282 cf

Subcatchment CB8: CB8 Runoff Area=15,758 sf 70.05% Impervious Runoff Depth>6.07"
Tc=5.0 min CN=87 Runoff=2.63 cfs 7,975 cf

Subcatchment CB9: CB9/CB10 Runoff Area=3,326 sf 100.00% Impervious Runoff Depth>7.37"
Tc=5.0 min CN=98 Runoff=0.61 cfs 2,044 cf

Subcatchment DAEX: DA EX Runoff Area=5.920 ac 0.00% Impervious Runoff Depth>3.58"
Flow Length=603' Tc=9.3 min CN=65 Runoff=20.79 cfs 76,879 cf

Subcatchment R1-4: R1-4 Runoff Area=0.380 ac 100.00% Impervious Runoff Depth>7.37"
Tc=5.0 min CN=98 Runoff=3.04 cfs 10,171 cf

Subcatchment R2-3: R2-3 Runoff Area=0.270 ac 100.00% Impervious Runoff Depth>7.37"
Tc=5.0 min CN=98 Runoff=2.16 cfs 7,227 cf

Reach 18R: PROPOSED DEV. Inflow=14.18 cfs 86,119 cf
Outflow=14.18 cfs 86,119 cf

Reach 26R: TOTAL OUT Inflow=19.52 cfs 93,867 cf
Outflow=19.52 cfs 93,867 cf

Pond 11P: BASIN 1 Peak Elev=294.83' Storage=22,567 cf Inflow=21.09 cfs 112,724 cf
Outflow=18.15 cfs 93,518 cf

Pond 12P: BASIN 2 Peak Elev=294.75' Storage=7,355 cf Inflow=18.15 cfs 93,518 cf
Primary=0.19 cfs 7,197 cf Secondary=17.80 cfs 79,895 cf Outflow=17.99 cfs 87,091 cf

Pond 16P: DET Peak Elev=320.80' Storage=13,689 cf Inflow=14.37 cfs 47,320 cf
Outflow=4.55 cfs 44,750 cf

Total Runoff Area = 515,893 sf Runoff Volume = 198,948 cf Average Runoff Depth = 4.63"
73.27% Pervious = 377,973 sf 26.73% Impervious = 137,920 sf

Time span=0.00-24.00 hrs, dt=0.03 hrs, 801 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment 22S: P-2 Runoff Area=0.464 ac 0.00% Impervious Runoff Depth>4.86"
Tc=5.0 min CN=69 Runoff=2.76 cfs 8,181 cf

Subcatchment 27S: P-1 Runoff Area=1.930 ac 0.00% Impervious Runoff Depth>4.61"
Flow Length=591' Slope=0.0580 '/' Tc=8.2 min CN=67 Runoff=9.21 cfs 32,308 cf

Subcatchment CB1: CB1 Runoff Area=0.280 ac 100.00% Impervious Runoff Depth>8.35"
Tc=5.0 min CN=98 Runoff=2.49 cfs 8,489 cf

Subcatchment CB11: CB11 Runoff Area=1,855 sf 100.00% Impervious Runoff Depth>8.35"
Tc=5.0 min CN=98 Runoff=0.38 cfs 1,291 cf

Subcatchment CB12: CB12 Runoff Area=6,810 sf 90.44% Impervious Runoff Depth>7.87"
Tc=5.0 min CN=94 Runoff=1.37 cfs 4,467 cf

Subcatchment CB13: CB13 Runoff Area=7,714 sf 68.21% Impervious Runoff Depth>6.91"
Tc=5.0 min CN=86 Runoff=1.44 cfs 4,440 cf

Subcatchment CB14: CB14 Runoff Area=9,915 sf 41.47% Impervious Runoff Depth>5.70"
Tc=5.0 min CN=76 Runoff=1.58 cfs 4,709 cf

Subcatchment CB15: CB15 Runoff Area=8,605 sf 74.55% Impervious Runoff Depth>7.27"
Tc=5.0 min CN=89 Runoff=1.66 cfs 5,212 cf

Subcatchment CB2: CB2 Runoff Area=0.080 ac 100.00% Impervious Runoff Depth>8.35"
Tc=5.0 min CN=98 Runoff=0.71 cfs 2,425 cf

Subcatchment CB3: CB3 Runoff Area=0.080 ac 100.00% Impervious Runoff Depth>8.35"
Tc=5.0 min CN=98 Runoff=0.71 cfs 2,425 cf

Subcatchment CB4: CB4 Runoff Area=0.050 ac 100.00% Impervious Runoff Depth>8.35"
Tc=5.0 min CN=98 Runoff=0.44 cfs 1,516 cf

Subcatchment CB5: CB5 Runoff Area=0.800 ac 100.00% Impervious Runoff Depth>8.35"
Tc=5.0 min CN=98 Runoff=7.11 cfs 24,253 cf

Subcatchment CB6: CB6 Runoff Area=0.190 ac 100.00% Impervious Runoff Depth>8.35"
Tc=5.0 min CN=98 Runoff=1.69 cfs 5,760 cf

Subcatchment CB7: CB7 Runoff Area=0.160 ac 100.00% Impervious Runoff Depth>8.35"
Tc=5.0 min CN=98 Runoff=1.42 cfs 4,851 cf

Subcatchment CB8: CB8 Runoff Area=15,758 sf 70.05% Impervious Runoff Depth>7.03"
Tc=5.0 min CN=87 Runoff=2.97 cfs 9,227 cf

Subcatchment CB9: CB9/CB10 Runoff Area=3,326 sf 100.00% Impervious Runoff Depth>8.35"
Tc=5.0 min CN=98 Runoff=0.68 cfs 2,315 cf

Subcatchment DAEX: DA EX Runoff Area=5.920 ac 0.00% Impervious Runoff Depth>4.37"
Flow Length=603' Tc=9.3 min CN=65 Runoff=25.17 cfs 93,925 cf

Subcatchment R1-4: R1-4 Runoff Area=0.380 ac 100.00% Impervious Runoff Depth>8.35"
Tc=5.0 min CN=98 Runoff=3.38 cfs 11,520 cf

Subcatchment R2-3: R2-3 Runoff Area=0.270 ac 100.00% Impervious Runoff Depth>8.35"
Tc=5.0 min CN=98 Runoff=2.40 cfs 8,185 cf

Reach 18R: PROPOSED DEV. Inflow=16.53 cfs 98,416 cf
Outflow=16.53 cfs 98,416 cf

Reach 26R: TOTAL OUT Inflow=23.78 cfs 113,220 cf
Outflow=23.78 cfs 113,220 cf

Pond 11P: BASIN 1 Peak Elev=294.88' Storage=23,127 cf Inflow=25.21 cfs 130,724 cf
Outflow=22.10 cfs 111,477 cf

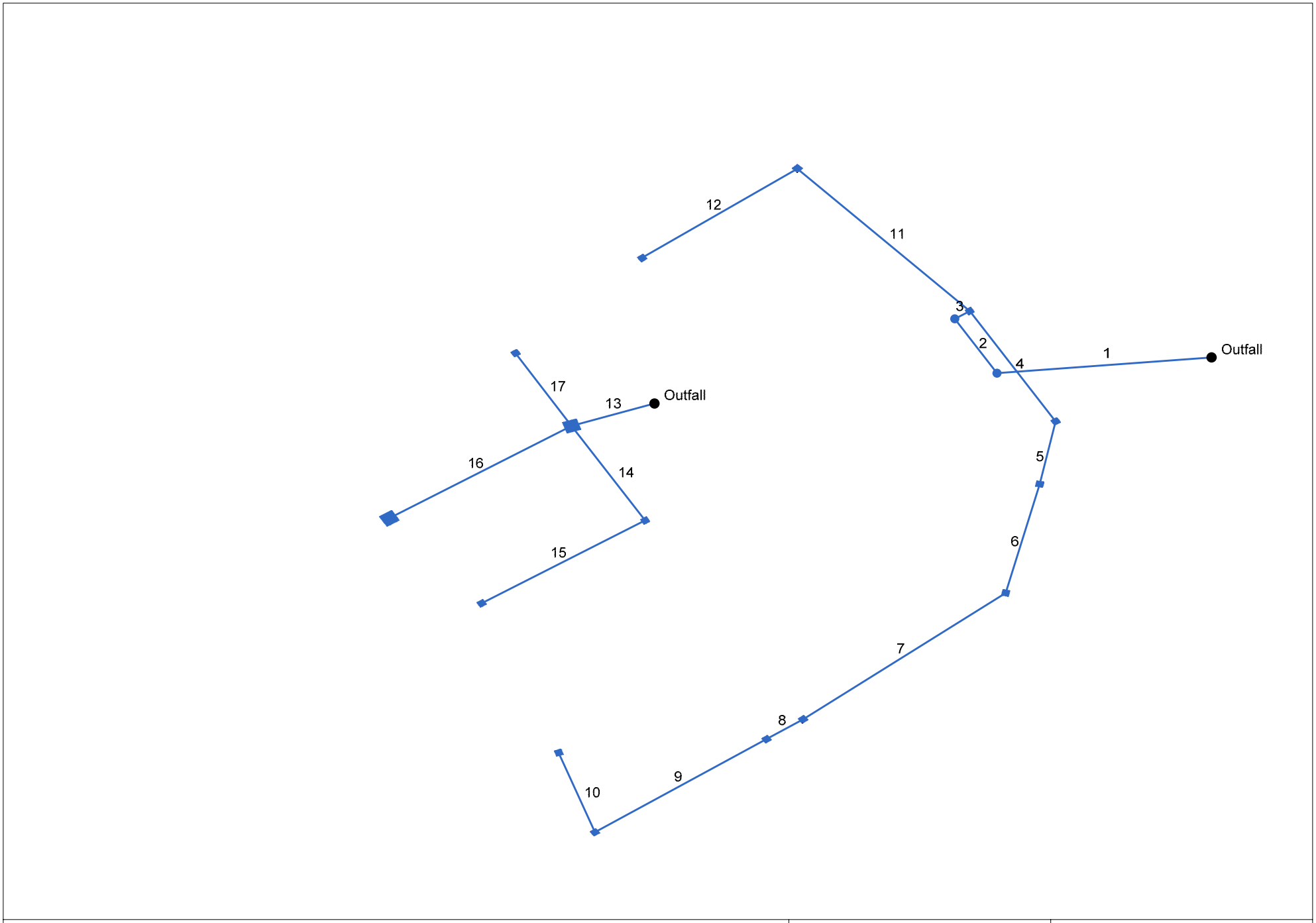
Pond 12P: BASIN 2 Peak Elev=294.79' Storage=7,513 cf Inflow=22.10 cfs 111,477 cf
Primary=0.19 cfs 7,515 cf Secondary=21.92 cfs 97,525 cf Outflow=22.11 cfs 105,039 cf

Pond 16P: DET Peak Elev=321.05' Storage=14,500 cf Inflow=16.03 cfs 53,793 cf
Outflow=6.33 cfs 51,124 cf

Total Runoff Area = 515,893 sf Runoff Volume = 235,499 cf Average Runoff Depth = 5.48"
73.27% Pervious = 377,973 sf 26.73% Impervious = 137,920 sf

SECTION 4 - HYDRAULIC ANALYSIS

Hydraflow Storm Sewers Extension for Autodesk® Civil 3D® Plan



Project File: kf-101822.stm	Number of lines: 17	Date: 10/18/2022

Storm Sewer Inventory Report

Line No.	Alignment				Flow Data				Physical Data								Line ID
	Dnstr Line No.	Line Length (ft)	Defl angle (deg)	Junc Type	Known Q (cfs)	Drng Area (ac)	Runoff Coeff (C)	Inlet Time (min)	Invert El Dn (ft)	Line Slope (%)	Invert El Up (ft)	Line Size (in)	Line Shape	N Value (n)	J-Loss Coeff (K)	Inlet/ Rim El (ft)	
1	End	120.141	174.810	MH	0.00	0.00	0.00	0.0	294.00	2.25	296.70	24	Cir	0.012	0.91	312.70	P M2-FE
2	1	44.347	63.068	MH	0.00	0.00	0.00	0.0	306.20	1.00	306.64	24	Cir	0.012	1.00	312.99	P M1-M2
3	2	9.909	90.000	Grate	0.00	0.28	0.50	0.9	307.00	5.05	307.50	24	Cir	0.012	2.25	311.43	P CB1-MH1
4	3	90.003	90.000	Grate	0.00	0.08	0.50	0.4	307.50	1.00	308.40	18	Cir	0.012	1.10	315.41	P 9-1
5	4	44.239	43.698	Grate	0.00	0.00	0.00	0.0	311.50	5.65	314.00	15	Cir	0.012	0.50	319.50	P 10-9
6	5	77.570	2.606	Grate	0.00	0.04	0.50	0.2	314.00	7.22	319.60	15	Cir	0.012	1.00	324.66	P 11-10
7	6	142.969	38.139	Grate	0.00	0.16	0.50	0.5	319.60	1.00	321.03	15	Cir	0.012	0.50	325.69	P 12-11
8	7	24.122	3.964	Grate	0.00	0.18	0.50	0.7	321.03	0.99	321.27	15	Cir	0.012	0.50	325.80	P 13-12
9	8	115.559	-0.203	Grate	0.00	0.23	0.50	0.5	321.27	1.00	322.42	15	Cir	0.012	1.50	327.36	P 14-13
10	9	58.532	103.674	Grate	0.00	0.20	0.50	0.9	322.42	0.99	323.00	15	Cir	0.012	1.00	326.50	P 15-14
11	3	137.619	-102.235	Grate	0.00	0.08	0.50	0.3	307.50	2.54	311.00	18	Cir	0.012	1.49	317.64	P 2-1
12	11	106.399	-81.022	Grate	1.54	0.00	0.00	1.0	311.00	7.52	319.00	15	Cir	0.012	1.00	326.03	P 3-2
13	End	48.871	161.519	Grate	0.00	0.80	0.50	1.0	319.00	2.05	320.00	18	Cir	0.012	1.50	324.00	P 4-3
14	13	77.175	-103.679	Grate	0.00	0.19	0.50	0.4	320.50	1.30	321.50	15	Cir	0.012	1.50	326.07	P 6-5
15	14	107.624	90.037	Grate	0.00	0.16	0.50	0.3	321.25	1.00	322.33	15	Cir	0.012	1.00	326.57	P7-6
16	13	120.000	-13.641	Grate	0.00	0.36	0.50	0.9	320.50	2.50	323.50	15	Cir	0.012	1.00	327.00	P 8-5
17	13	59.228	76.638	Grate	0.00	0.05	0.50	0.1	320.50	1.01	321.10	15	Cir	0.012	1.00	325.25	Pipe - 4-5

Structure Report

Struct No.	Structure ID	Junction Type	Rim Elev (ft)	Structure			Line Out			Line In		
				Shape	Length (ft)	Width (ft)	Size (in)	Shape	Invert (ft)	Size (in)	Shape	Invert (ft)
1	MH 2	Manhole	312.70	Cir	4.00	4.00	24	Cir	296.70	24	Cir	306.20
2	MH1	Manhole	312.99	Cir	4.00	4.00	24	Cir	306.64	24	Cir	307.00
3	CB 1	Grate	311.43	Rect	4.00	4.00	24	Cir	307.50	18 18	Cir Cir	307.50 307.50
4	CB 9	Grate	315.41	Rect	4.00	4.00	18	Cir	308.40	15	Cir	311.50
5	CB 10	Grate	319.50	Rect	4.00	4.00	15	Cir	314.00	15	Cir	314.00
6	CB 11	Grate	324.66	Rect	4.00	4.00	15	Cir	319.60	15	Cir	319.60
7	CB 12	Grate	325.69	Rect	4.00	4.00	15	Cir	321.03	15	Cir	321.03
8	CB 13	Grate	325.80	Rect	4.00	4.00	15	Cir	321.27	15	Cir	321.27
9	CB 14	Grate	327.36	Rect	4.00	4.00	15	Cir	322.42	15	Cir	322.42
10	CB 15	Grate	326.50	Rect	4.00	4.00	15	Cir	323.00			
11	CB 2	Grate	317.64	Rect	4.00	4.00	18	Cir	311.00	15	Cir	311.00
12	CB 3	Grate	326.03	Rect	4.00	4.00	15	Cir	319.00			
13	CB 5	Grate	324.00	Rect	8.00	8.00	18	Cir	320.00	15 15 15	Cir Cir Cir	320.50 320.50 320.50
14	CB 6	Grate	326.07	Rect	4.00	4.00	15	Cir	321.50	15	Cir	321.25
15	CB 7	Grate	326.57	Rect	4.00	4.00	15	Cir	322.33			
16	CB 8	Grate	327.00	Rect	8.00	8.00	15	Cir	323.50			
17	CB 4	Grate	325.25	Rect	4.00	4.00	15	Cir	321.10			

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Storm Sewer Summary Report

Line No.	Line ID	Flow rate (cfs)	Line Size (in)	Line shape	Line length (ft)	Invert EL Dn (ft)	Invert EL Up (ft)	Line Slope (%)	HGL Down (ft)	HGL Up (ft)	Minor loss (ft)	HGL Junct (ft)	Dns Line No.	Junction Type
1	P M2-FE	6.94	24	Cir	120.141	294.00	296.70	2.247	294.80	297.63	0.33	297.63	End	Manhole
2	P M1-M2	6.94	24	Cir	44.347	306.20	306.64	1.000	306.93	307.58	0.36	307.58	1	Manhole
3	P CB1-MH1	6.94	24	Cir	9.909	307.00	307.50	5.046	307.58	308.43	0.81	308.43	2	Grate
4	P 9-1	3.83	18	Cir	90.003	307.50	308.40	1.000	308.43	309.15	n/a	309.15 j	3	Grate
5	P 10-9	3.50	15	Cir	44.239	311.50	314.00	5.651	311.89	314.75	n/a	314.75	4	Grate
6	P 11-10	3.50	15	Cir	77.570	314.00	319.60	7.219	314.75	320.35	n/a	320.35	5	Grate
7	P 12-11	3.31	15	Cir	142.969	319.60	321.03	1.000	320.35	321.76	n/a	321.76 j	6	Grate
8	P 13-12	2.63	15	Cir	24.122	321.03	321.27	0.995	321.76	321.92	n/a	321.92 j	7	Grate
9	P 14-13	1.86	15	Cir	115.559	321.27	322.42	0.995	321.92	322.96	n/a	322.96 j	8	Grate
10	P 15-14	0.86	15	Cir	58.532	322.42	323.00	0.991	322.96	323.36	n/a	323.36 j	9	Grate
11	P 2-1	1.89	18	Cir	137.619	307.50	311.00	2.543	308.43	311.52	n/a	311.52 j	3	Grate
12	P 3-2	1.54	15	Cir	106.399	311.00	319.00	7.519	311.52	319.49	n/a	319.49 j	11	Grate
13	P 4-3	6.80	18	Cir	48.871	319.00	320.00	2.046	319.68	321.01	n/a	321.01	End	Grate
14	P 6-5	1.52	15	Cir	77.175	320.50	321.50	1.296	321.01	321.99	n/a	321.99 j	13	Grate
15	P7-6	0.70	15	Cir	107.624	321.25	322.33	1.003	321.99	322.66	n/a	322.66 j	14	Grate
16	P 8-5	1.57	15	Cir	120.000	320.50	323.50	2.500	321.01	324.00	n/a	324.00 j	13	Grate
17	Pipe - 4-5	0.22	15	Cir	59.228	320.50	321.10	1.013	321.01	321.28	n/a	321.28 j	13	Grate

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NOTES: Return period = 25 Yrs. ; j - Line contains hyd. jump.

Inlet Report

Line No	Inlet ID	Q = CIA (cfs)	Q carry (cfs)	Q capt (cfs)	Q Byp (cfs)	Junc Type	Curb Inlet		Grate Inlet			Gutter							Inlet			Byp Line No
							Ht (in)	L (ft)	Area (sqft)	L (ft)	W (ft)	So (ft/ft)	W (ft)	Sw (ft/ft)	Sx (ft/ft)	n	Depth (ft)	Spread (ft)	Depth (ft)	Spread (ft)	Depr (in)	
1	MH 2	0.00	0.00	0.00	0.00	MH	0.0	0.00	0.00	0.00	0.00	Sag	0.00	0.000	0.000	0.000	0.00	0.00	0.00	0.00	0.0	Off
2	MH1	0.00	0.00	0.00	0.00	MH	0.0	0.00	0.00	0.00	0.00	Sag	0.00	0.000	0.000	0.000	0.00	0.00	0.00	0.00	0.0	Off
3	CB 1	1.22	0.00	1.00	0.22	Grate	0.0	0.00	0.00	3.00	2.00	0.010	2.00	0.050	0.020	0.010	0.17	5.71	0.10	1.94	0.0	Off
4	CB 9	0.33	0.00	0.33	0.00	Grate	0.0	0.00	0.00	3.00	2.00	0.010	2.00	0.050	0.020	0.010	0.11	2.64	0.02	0.31	0.0	Off
5	CB 10	0.00	0.00	-nan(ind)	nan(ind)	Grate	0.0	0.00	0.00	3.00	2.00	0.010	2.00	0.050	0.020	0.010	0.00	0.00	5.00	247.00	0.0	Off
6	CB 11	0.19	0.00	0.19	0.00	Grate	0.0	0.00	0.00	3.00	2.00	0.010	2.00	0.050	0.020	0.010	0.09	1.81	0.00	0.00	0.0	Off
7	CB 12	0.68	0.00	0.63	0.05	Grate	0.0	0.00	0.00	3.00	2.00	0.010	2.00	0.050	0.020	0.010	0.14	4.22	0.06	1.15	0.0	Off
8	CB 13	0.77	0.00	0.70	0.08	Grate	0.0	0.00	0.00	3.00	2.00	0.010	2.00	0.050	0.020	0.010	0.15	4.52	0.07	1.31	0.0	Off
9	CB 14	0.99	0.00	0.85	0.14	Grate	0.0	0.00	0.00	3.00	2.00	0.010	2.00	0.050	0.020	0.010	0.16	5.15	0.08	1.65	0.0	Off
10	CB 15	0.86	0.00	0.76	0.10	Grate	0.0	0.00	0.00	3.00	2.00	0.010	2.00	0.050	0.020	0.010	0.16	4.79	0.07	1.45	0.0	Off
11	CB 2	0.35	0.00	0.35	0.00	Grate	0.0	0.00	0.00	3.00	2.00	0.010	2.00	0.050	0.020	0.010	0.11	2.74	0.02	0.35	0.0	Off
12	CB 3	1.54*	0.00	1.14	0.40	Grate	0.0	0.00	0.00	3.00	2.00	0.010	2.00	0.050	0.020	0.013	0.20	7.18	0.13	3.57	0.0	Off
13	CB 5	3.49	0.00	2.14	1.36	Grate	0.0	0.00	0.00	3.00	2.00	0.010	2.00	0.050	0.020	0.010	0.24	9.13	0.18	6.00	0.0	Off
14	CB 6	0.82	0.00	0.73	0.09	Grate	0.0	0.00	0.00	3.00	2.00	0.010	2.00	0.050	0.020	0.010	0.15	4.67	0.07	1.38	0.0	Off
15	CB 7	0.70	0.00	0.64	0.06	Grate	0.0	0.00	0.00	3.00	2.00	0.010	2.00	0.050	0.020	0.010	0.15	4.27	0.06	1.17	0.0	Off
16	CB 8	1.57	0.00	1.21	0.36	Grate	0.0	0.00	0.00	3.00	2.00	0.010	2.00	0.050	0.020	0.010	0.19	6.43	0.12	2.83	0.0	Off
17	CB 4	0.22	0.00	0.22	0.00	Grate	0.0	0.00	0.00	3.00	2.00	0.010	2.00	0.050	0.020	0.010	0.10	1.93	0.00	0.00	0.0	Off

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NOTES: Inlet N-Values = 0.016; Intensity = 40.41 / (Inlet time + 3.80) ^ 0.70; Return period = 25 Yrs. ; * Indicates Known Q added. All curb inlets are throat.

Hydraulic Grade Line Computations

Line	Size	Q	Downstream								Len	Upstream								Check		JL coeff	Minor loss
			Invert elev (ft)	HGL elev (ft)	Depth (ft)	Area (sqft)	Vel (ft/s)	Vel head (ft)	EGL elev (ft)	Sf (%)		Invert elev (ft)	HGL elev (ft)	Depth (ft)	Area (sqft)	Vel (ft/s)	Vel head (ft)	EGL elev (ft)	Sf (%)	Ave Sf (%)	Enrgy loss (ft)		
(1)	(in) (2)	(cfs) (3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(ft) (12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(K) (23)	(ft) (24)
1	24	6.94	294.00	294.80	0.80	1.17	5.92	0.36	295.16	0.000	120.141	296.70	297.63	0.93**	1.44	4.83	0.36	298.00	0.000	0.000	n/a	0.91	0.33
2	24	6.94	306.20	306.93	0.73*	1.03	6.71	0.36	307.29	0.000	44.347	306.64	307.58	0.93**	1.44	4.83	0.36	307.94	0.000	0.000	n/a	1.00	0.36
3	24	6.94	307.00	307.58	0.58	0.75	9.24	0.36	307.94	0.000	9.909	307.50	308.43	0.93**	1.44	4.83	0.36	308.80	0.000	0.000	n/a	2.25	0.81
4	18	3.83	307.50	308.43	0.93	0.88	3.31	0.29	308.73	0.000	90.003	308.40	309.15 j	0.75**	0.88	4.35	0.29	309.44	0.000	0.000	n/a	1.10	n/a
5	15	3.50	311.50	311.89	0.39*	0.33	10.72	0.32	312.21	0.000	44.239	314.00	314.75	0.75**	0.77	4.52	0.32	315.07	0.000	0.000	n/a	0.50	n/a
6	15	3.50	314.00	314.75	0.75*	0.77	4.52	0.32	315.07	0.000	77.570	319.60	320.35	0.75**	0.77	4.52	0.32	320.67	0.000	0.000	n/a	1.00	n/a
7	15	3.31	319.60	320.35	0.75	0.75	4.28	0.30	320.66	0.000	142.969	321.03	321.76 j	0.73**	0.75	4.43	0.30	322.07	0.000	0.000	n/a	0.50	0.15
8	15	2.63	321.03	321.76	0.73	0.64	3.52	0.26	322.02	0.000	24.122	321.27	321.92 j	0.65**	0.64	4.08	0.26	322.18	0.000	0.000	n/a	0.50	n/a
9	15	1.86	321.27	321.92	0.65	0.51	2.88	0.21	322.13	0.000	115.559	322.42	322.96 j	0.54**	0.51	3.64	0.21	323.17	0.000	0.000	n/a	1.50	0.31
10	15	0.86	322.42	322.96	0.54	0.30	1.69	0.13	323.09	0.000	58.532	323.00	323.36 j	0.36**	0.30	2.91	0.13	323.50	0.000	0.000	n/a	1.00	0.13
11	18	1.89	307.50	308.43	0.93	0.54	1.63	0.19	308.62	0.000	137.619	311.00	311.52 j	0.52**	0.54	3.50	0.19	311.71	0.000	0.000	n/a	1.49	n/a
12	15	1.54	311.00	311.52	0.52	0.45	3.21	0.18	311.70	0.000	106.399	319.00	319.49 j	0.49**	0.45	3.44	0.18	319.68	0.000	0.000	n/a	1.00	0.18
13	18	6.80	319.00	319.68	0.68*	0.77	8.79	0.45	320.13	0.000	48.871	320.00	321.01	1.01**	1.26	5.38	0.45	321.46	0.000	0.000	n/a	1.50	n/a
14	15	1.52	320.50	321.01	0.51	0.44	3.24	0.18	321.19	0.000	77.175	321.50	321.99 j	0.49**	0.44	3.42	0.18	322.17	0.000	0.000	n/a	1.50	0.27
15	15	0.70	321.25	321.99	0.74	0.25	0.93	0.12	322.10	0.000	107.624	322.33	322.66 j	0.33**	0.25	2.74	0.12	322.77	0.000	0.000	n/a	1.00	n/a
16	15	1.57	320.50	321.01	0.51	0.45	3.35	0.19	321.19	0.000	120.000	323.50	324.00 j	0.50**	0.45	3.46	0.19	324.18	0.000	0.000	n/a	1.00	0.19
17	15	0.22	320.50	321.01	0.51	0.11	0.47	0.06	321.07	0.000	59.228	321.10	321.28 j	0.18**	0.11	2.00	0.06	321.34	0.000	0.000	n/a	1.00	n/a

Project File: kf-101822.stm | Number of lines: 17 | Run Date: 10/18/2022

Notes: * depth assumed; ** Critical depth.; j-Line contains hyd. jump ; c = cir e = ellip b = box

Hydraflow HGL Computation Procedure

General Procedure:

Hydraflow computes the HGL using the Bernoulli energy equation. Manning's equation is used to determine energy losses due to pipe friction. In a standard step, iterative procedure, Hydraflow assumes upstream HGLs until the energy equation balances. If the energy equation cannot balance, supercritical flow exists and critical depth is temporarily assumed at the upstream end. A supercritical flow Profile is then computed using the same procedure in a downstream direction using momentum principles.

Col. 1 The line number being computed. Calculations begin at Line 1 and proceed upstream.

Col. 2 The line size. In the case of non-circular pipes, the line rise is printed above the span.

Col. 3 Total flow rate in the line.

Col. 4 The elevation of the downstream invert.

Col. 5 Elevation of the hydraulic grade line at the downstream end. This is computed as the upstream HGL + Minor loss of this line's downstream line.

Col. 6 The downstream depth of flow inside the pipe (HGL - Invert elevation) but not greater than the line size.

Col. 7 Cross-sectional area of the flow at the downstream end.

Col. 8 The velocity of the flow at the downstream end, (Col. 3 / Col. 7).

Col. 9 Velocity head (Velocity squared / 2g).

Col. 10 The elevation of the energy grade line at the downstream end, HGL + Velocity head, (Col. 5 + Col. 9).

Col. 11 The friction slope at the downstream end (the S or Slope term in Manning's equation).

Col. 12 The line length.

Col. 13 The elevation of the upstream invert.

Col. 14 Elevation of the hydraulic grade line at the upstream end.

Col. 15 The upstream depth of flow inside the pipe (HGL - Invert elevation) but not greater than the line size.

Col. 16 Cross-sectional area of the flow at the upstream end.

Col. 17 The velocity of the flow at the upstream end, (Col. 3 / Col. 16).

Col. 18 Velocity head (Velocity squared / 2g).

Col. 19 The elevation of the energy grade line at the upstream end, HGL + Velocity head, (Col. 14 + Col. 18) .

Col. 20 The friction slope at the upstream end (the S or Slope term in Manning's equation).

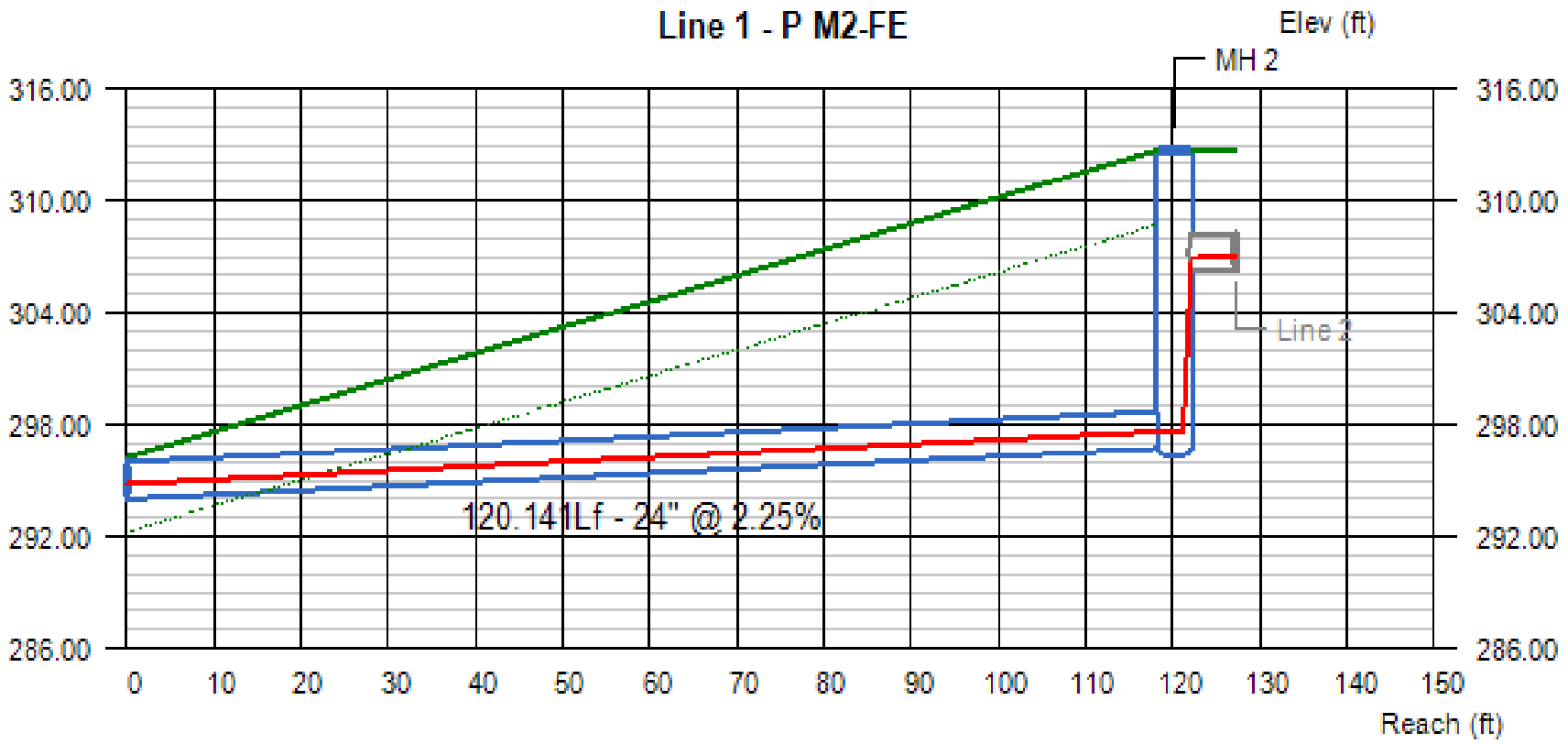
Col. 21 The average of the downstream and upstream friction slopes.

Col. 22 Energy loss. Average Sf/100 x Line Length (Col. 21/100 x Col. 12). Equals (EGL upstream - EGL downstream) +/- tolerance.

Col. 23 The junction loss coefficient (K).

Col. 24 Minor loss. (Col. 23 x Col. 18). Is added to upstream HGL and used as the starting HGL for the next upstream line(s).

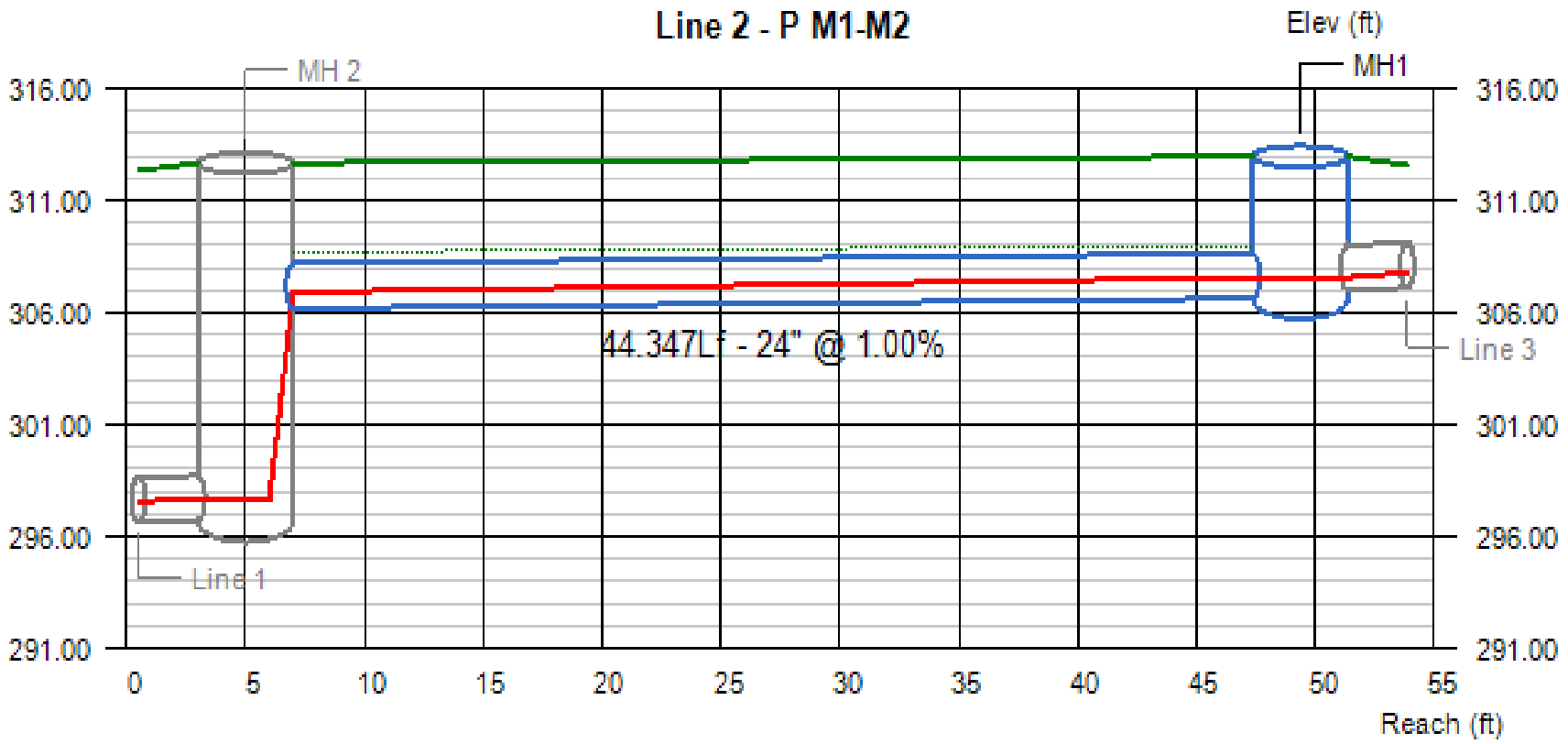
Line Profile (Line 1) - P M2-FE



Line #	Q	Invert Elevation		Depth of Flow			Hydraulic Grade Line			Velocity		Cover	
	(cfs)	Dn (ft)	Up (ft)	Dn (ft)	Up (ft)	Hw (ft)	Dn (ft)	Up (ft)	Jnct (ft)	Dn (ft/s)	Up (ft/s)	Dn (ft)	Up (ft)
1	6.94	294.00	296.70	0.80	0.93	0.93	294.80	297.63	297.63	5.92	4.83	0.24	14.00

Project File: | No. Lines: 17 | Run Date: 10/18/2022

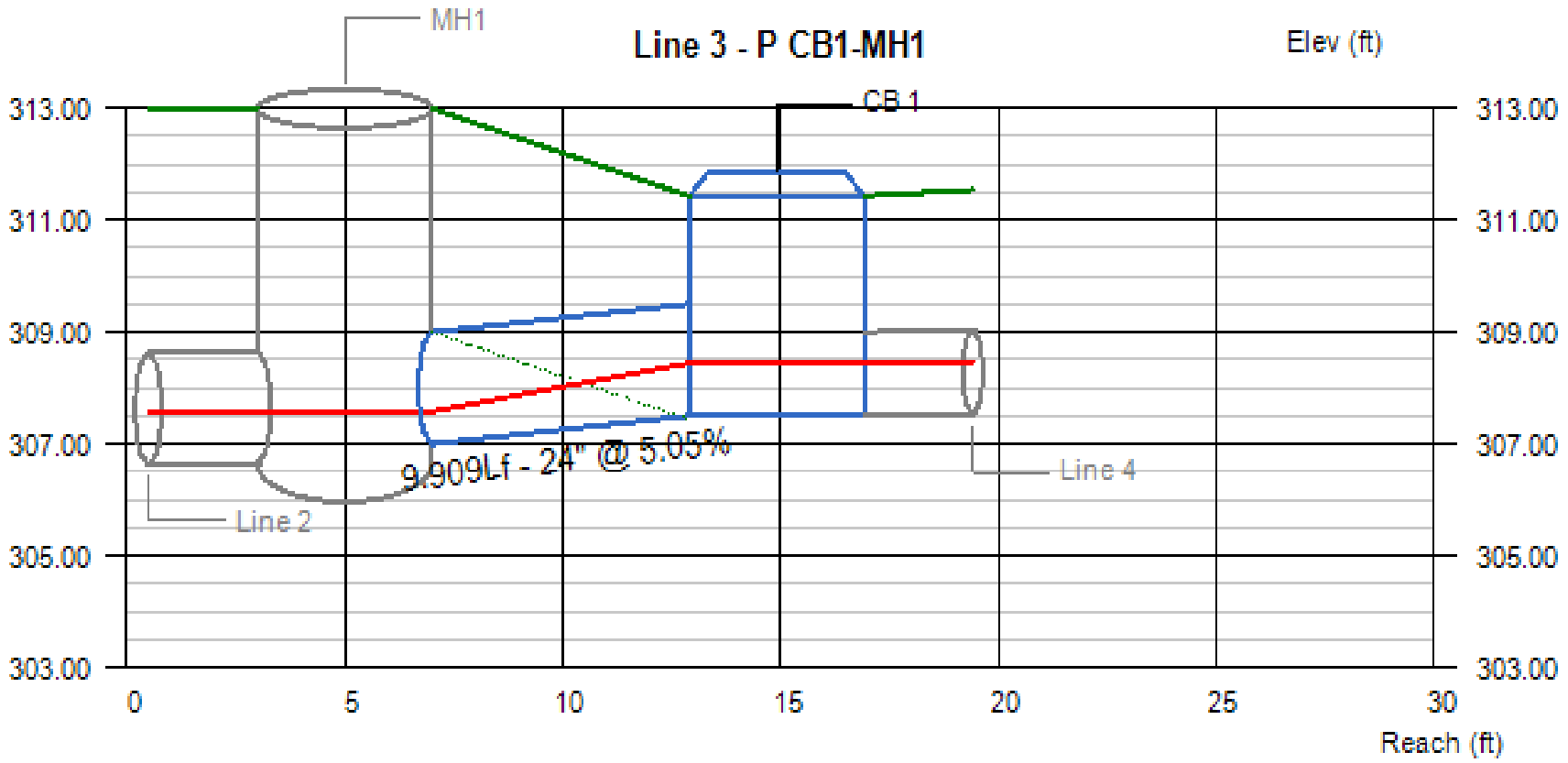
Line Profile (Line 2) - P M1-M2



Line #	Q	Invert Elevation		Depth of Flow			Hydraulic Grade Line			Velocity		Cover	
	(cfs)	Dn (ft)	Up (ft)	Dn (ft)	Up (ft)	Hw (ft)	Dn (ft)	Up (ft)	Jnct (ft)	Dn (ft/s)	Up (ft/s)	Dn (ft)	Up (ft)
2	6.94	306.20	306.64	0.73	0.93	0.93	306.93	307.58	307.58	6.71	4.83	4.50	4.34

Project File:	No. Lines: 17	Run Date: 10/18/2022

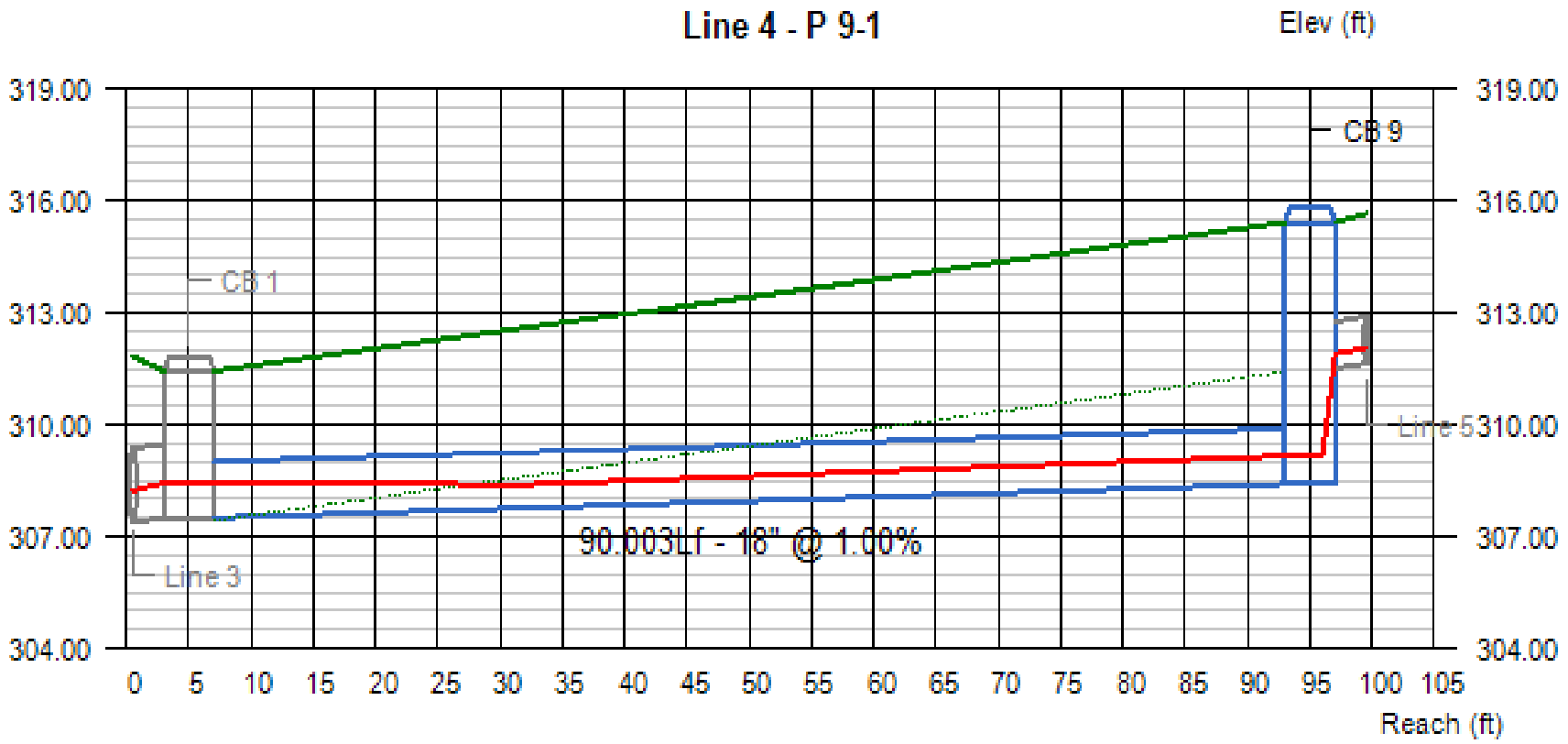
Line Profile (Line 3) - P CB1-MH1



Line #	Q	Invert Elevation		Depth of Flow			Hydraulic Grade Line			Velocity		Cover	
	(cfs)	Dn (ft)	Up (ft)	Dn (ft)	Up (ft)	Hw (ft)	Dn (ft)	Up (ft)	Jnct (ft)	Dn (ft/s)	Up (ft/s)	Dn (ft)	Up (ft)
3	6.94	307.00	307.50	0.58	0.93	0.93	307.58	308.43	308.43	9.24	4.83	3.99	1.93

Project File: | No. Lines: 17 | Run Date: 10/18/2022

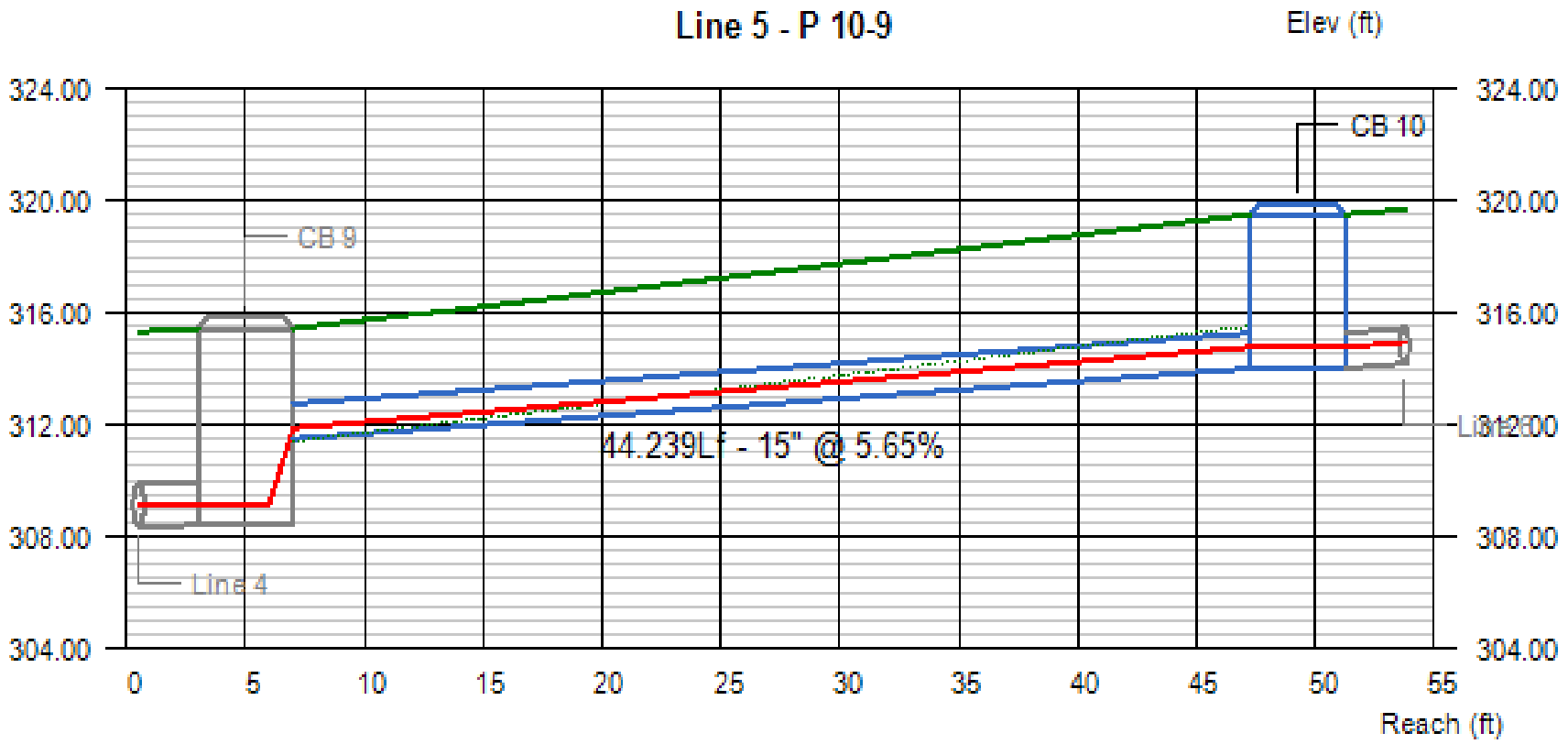
Line Profile (Line 4) - P 9-1



Line #	Q	Invert Elevation		Depth of Flow			Hydraulic Grade Line			Velocity		Cover	
	(cfs)	Dn (ft)	Up (ft)	Dn (ft)	Up (ft)	Hw (ft)	Dn (ft)	Up (ft)	Jnct (ft)	Dn (ft/s)	Up (ft/s)	Dn (ft)	Up (ft)
4	3.83	307.50	308.40	0.93	0.75	0.75	308.43	309.15 j	309.15	3.31	4.35	2.43	5.51

Project File: | No. Lines: 17 | Run Date: 10/18/2022

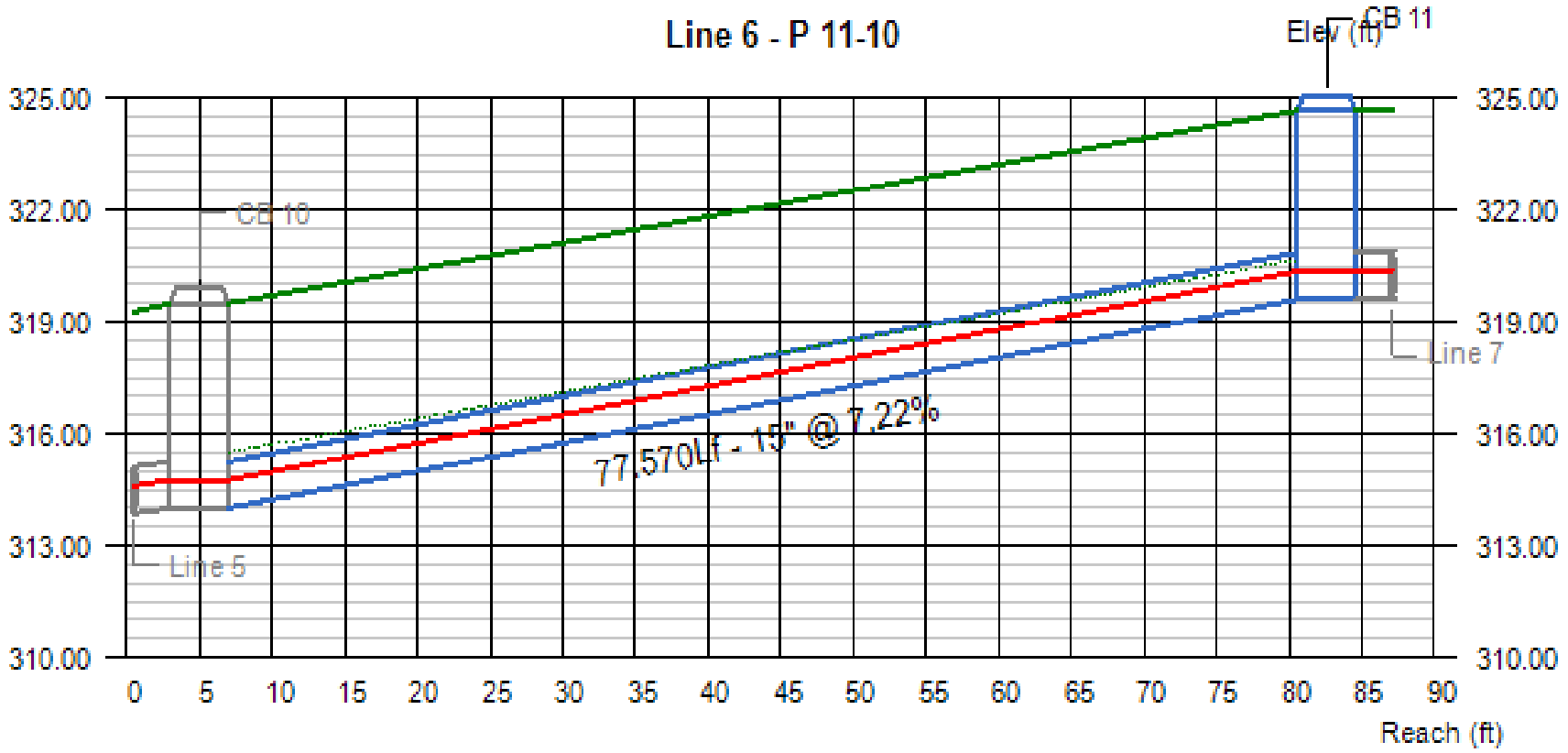
Line Profile (Line 5) - P 10-9



Line #	Q	Invert Elevation		Depth of Flow			Hydraulic Grade Line			Velocity		Cover	
	(cfs)	Dn (ft)	Up (ft)	Dn (ft)	Up (ft)	Hw (ft)	Dn (ft)	Up (ft)	Jnct (ft)	Dn (ft/s)	Up (ft/s)	Dn (ft)	Up (ft)
5	3.50	311.50	314.00	0.39	0.75	0.75	311.89	314.75	314.75	10.72	4.52	2.66	4.25

Project File: | No. Lines: 17 | Run Date: 10/18/2022

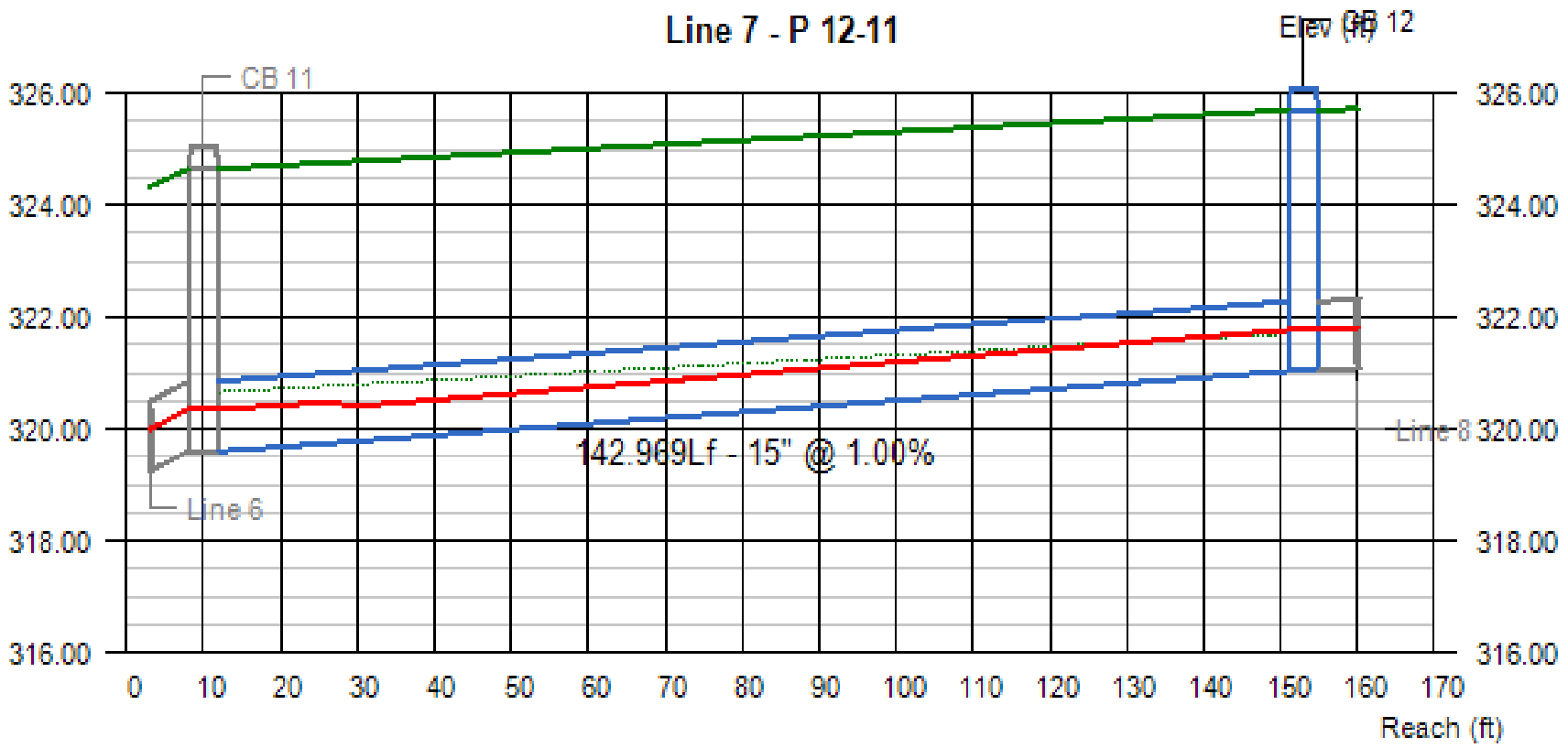
Line Profile (Line 6) - P 11-10



Line #	Q	Invert Elevation		Depth of Flow			Hydraulic Grade Line			Velocity		Cover	
	(cfs)	Dn (ft)	Up (ft)	Dn (ft)	Up (ft)	Hw (ft)	Dn (ft)	Up (ft)	Jnct (ft)	Dn (ft/s)	Up (ft/s)	Dn (ft)	Up (ft)
6	3.50	314.00	319.60	0.75	0.75	0.75	314.75	320.35	320.35	4.52	4.52	4.25	3.81

Project File: | No. Lines: 17 | Run Date: 10/18/2022

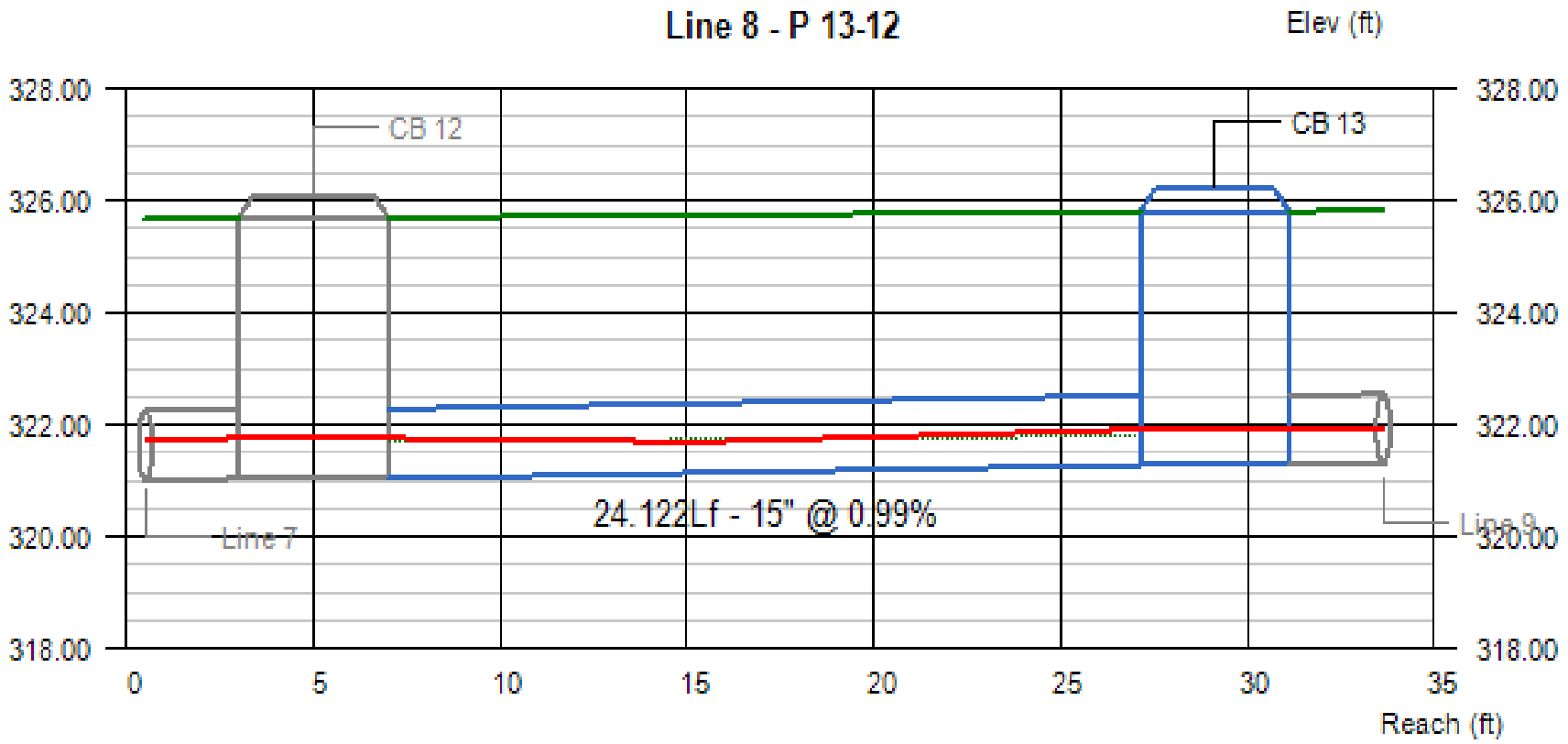
Line Profile (Line 7) - P 12-11



Line #	Q	Invert Elevation		Depth of Flow			Hydraulic Grade Line			Velocity		Cover	
	(cfs)	Dn (ft)	Up (ft)	Dn (ft)	Up (ft)	Hw (ft)	Dn (ft)	Up (ft)	Jnct (ft)	Dn (ft/s)	Up (ft/s)	Dn (ft)	Up (ft)
7	3.31	319.60	321.03	0.75	0.73	0.73	320.35	321.76 j	321.76	4.28	4.43	3.81	3.41

Project File: | No. Lines: 17 | Run Date: 10/18/2022

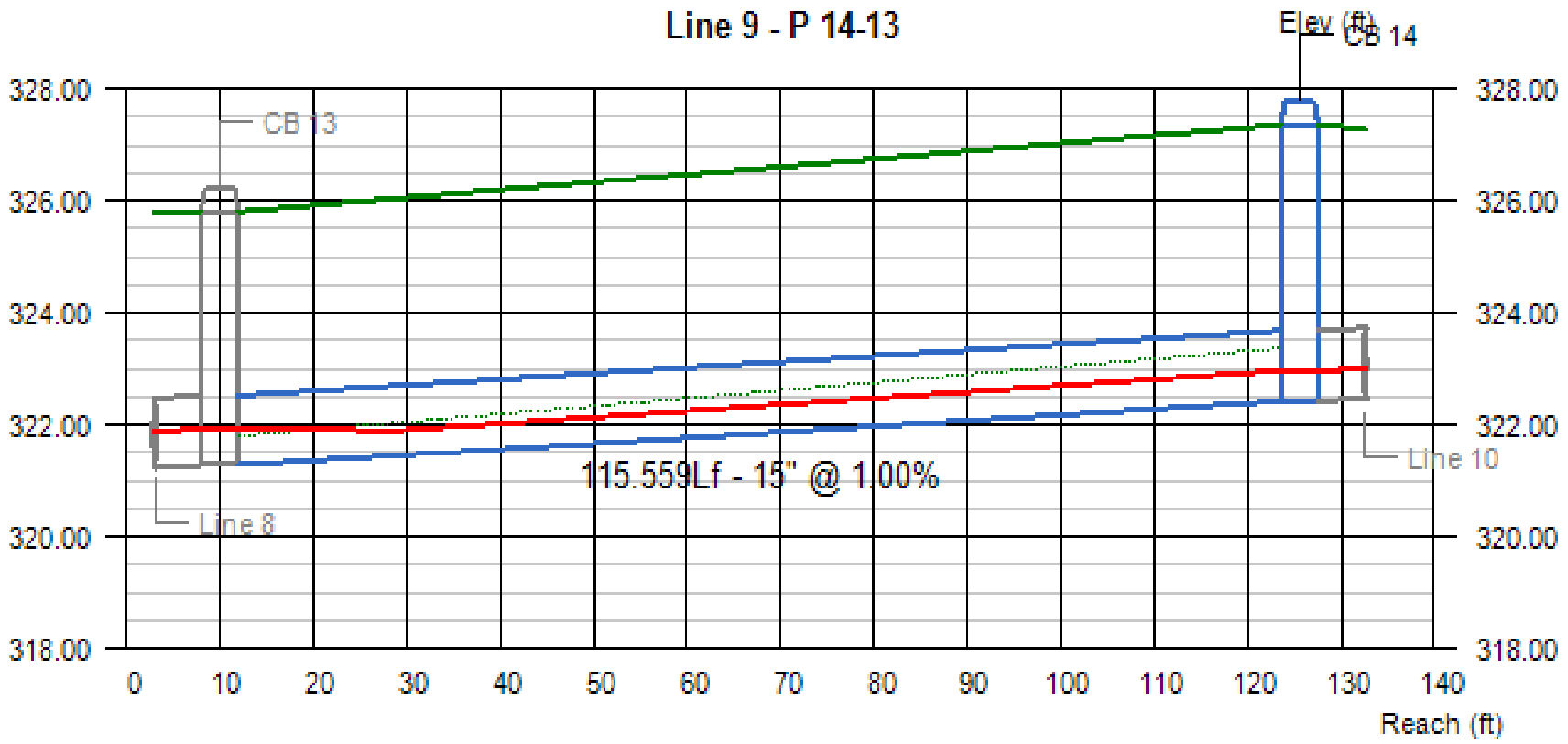
Line Profile (Line 8) - P 13-12



Line #	Q	Invert Elevation		Depth of Flow			Hydraulic Grade Line			Velocity		Cover	
	(cfs)	Dn (ft)	Up (ft)	Dn (ft)	Up (ft)	Hw (ft)	Dn (ft)	Up (ft)	Jnct (ft)	Dn (ft/s)	Up (ft/s)	Dn (ft)	Up (ft)
8	2.63	321.03	321.27	0.73	0.65	0.65	321.76	321.92 j	321.92	3.52	4.08	3.41	3.28

Project File: | No. Lines: 17 | Run Date: 10/18/2022

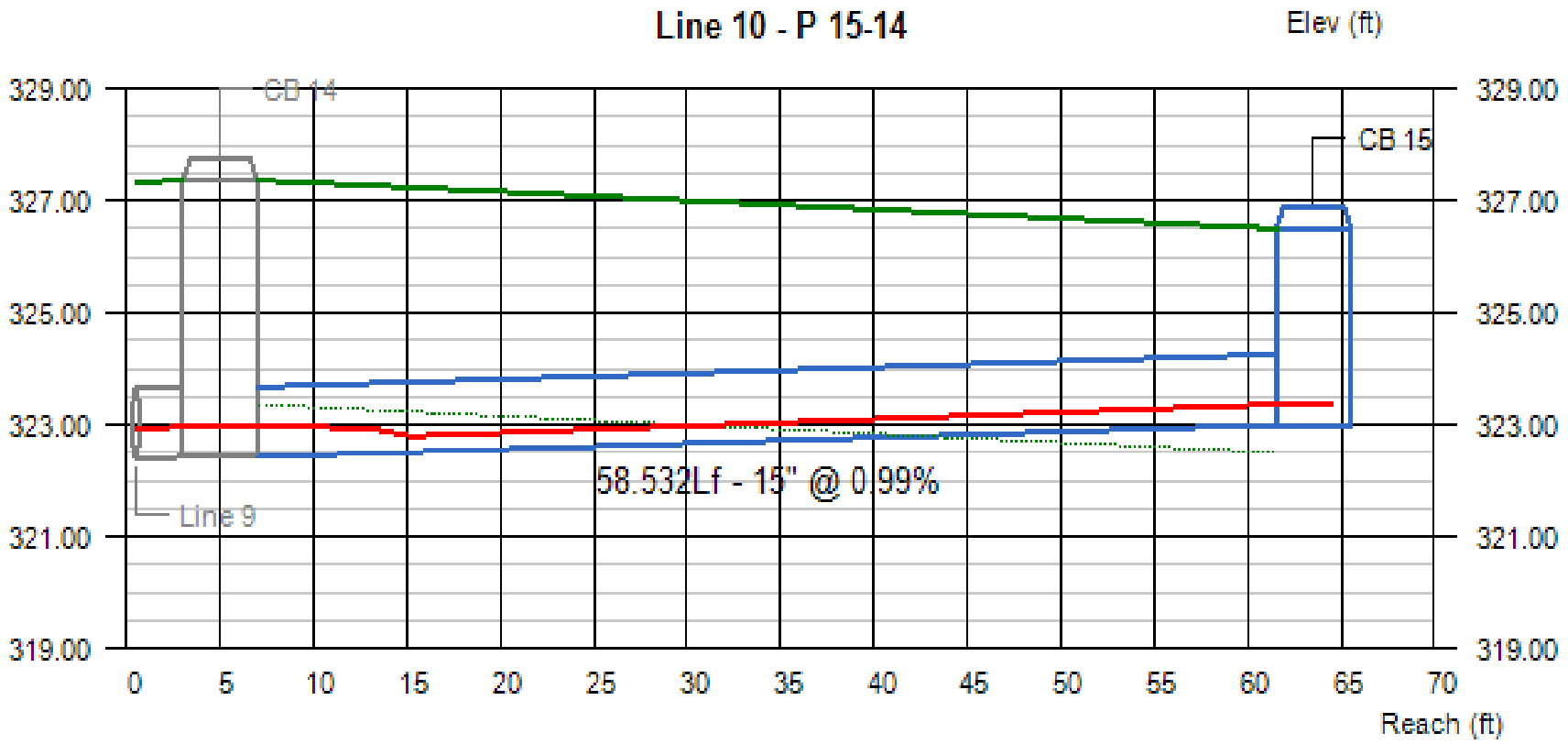
Line Profile (Line 9) - P 14-13



Line #	Q	Invert Elevation		Depth of Flow			Hydraulic Grade Line			Velocity		Cover	
	(cfs)	Dn (ft)	Up (ft)	Dn (ft)	Up (ft)	Hw (ft)	Dn (ft)	Up (ft)	Jnct (ft)	Dn (ft/s)	Up (ft/s)	Dn (ft)	Up (ft)
9	1.86	321.27	322.42	0.65	0.54	0.54	321.92	322.96 j	322.96	2.88	3.64	3.28	3.69

Project File: | No. Lines: 17 | Run Date: 10/18/2022

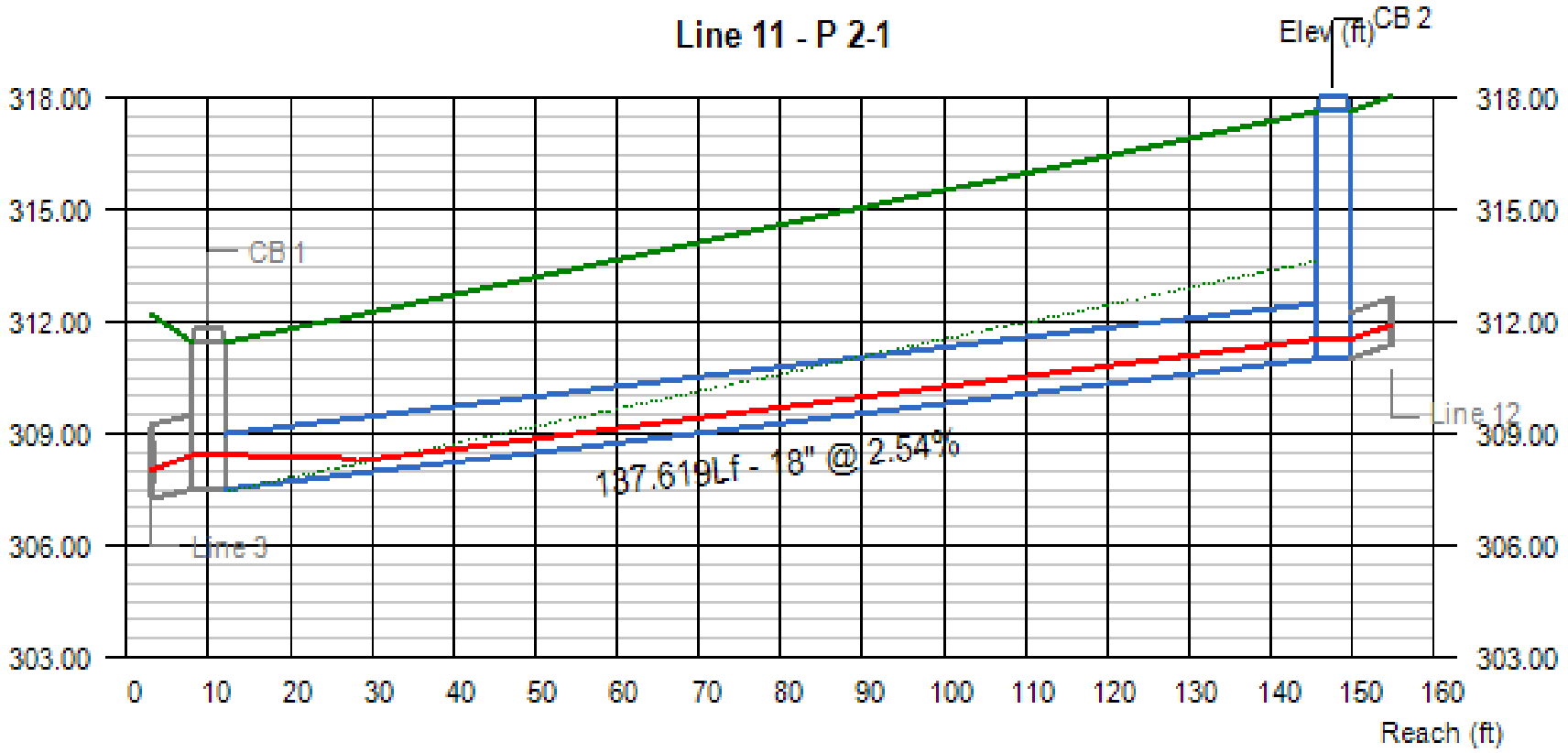
Line Profile (Line 10) - P 15-14



Line #	Q	Invert Elevation		Depth of Flow			Hydraulic Grade Line			Velocity		Cover	
	(cfs)	Dn (ft)	Up (ft)	Dn (ft)	Up (ft)	Hw (ft)	Dn (ft)	Up (ft)	Jnct (ft)	Dn (ft/s)	Up (ft/s)	Dn (ft)	Up (ft)
10	0.86	322.42	323.00	0.54	0.36	0.36	322.96	323.36 j	323.36	1.69	2.91	3.69	2.25

Project File: | No. Lines: 17 | Run Date: 10/18/2022

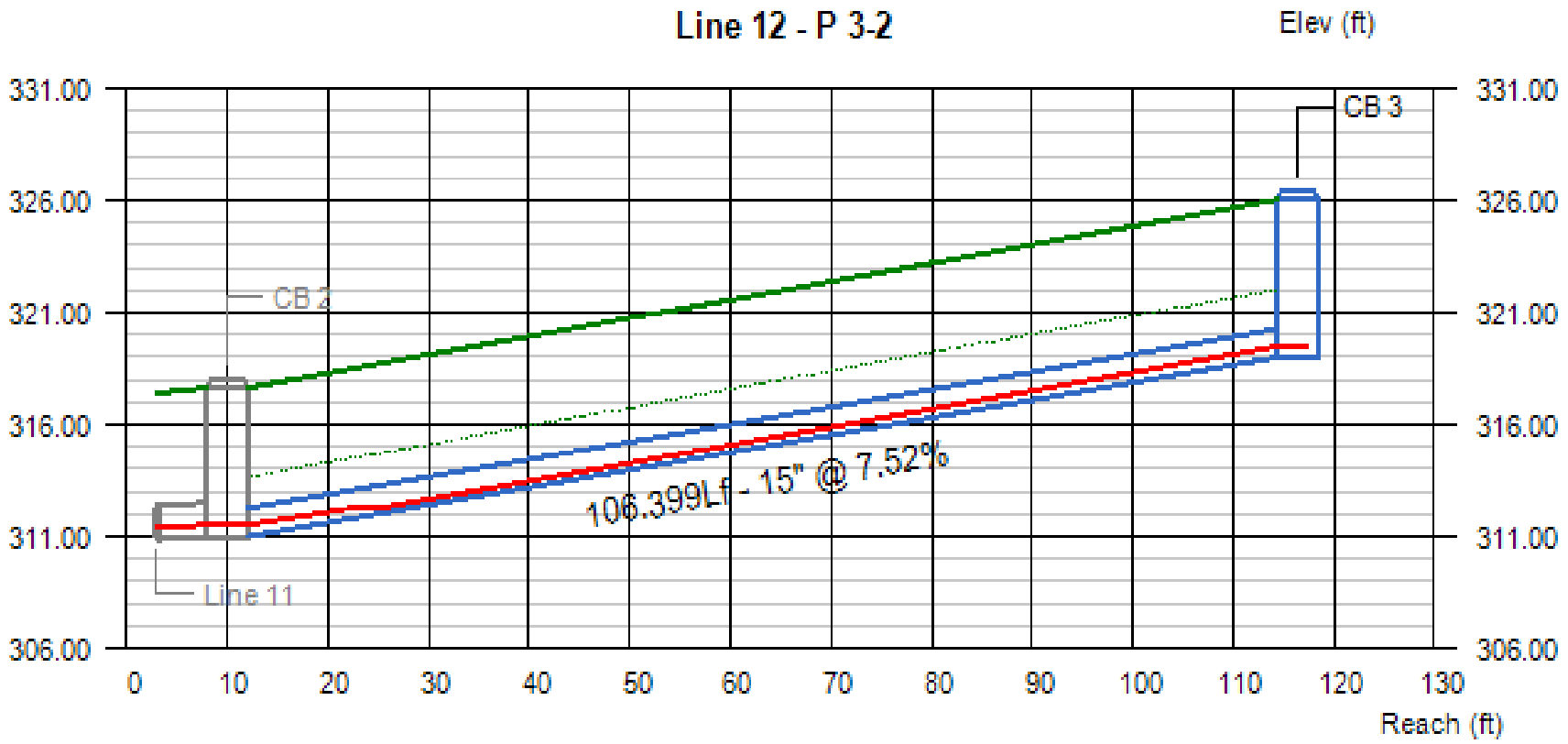
Line Profile (Line 11) - P 2-1



Line #	Q	Invert Elevation		Depth of Flow			Hydraulic Grade Line			Velocity		Cover	
	(cfs)	Dn (ft)	Up (ft)	Dn (ft)	Up (ft)	Hw (ft)	Dn (ft)	Up (ft)	Jnct (ft)	Dn (ft/s)	Up (ft/s)	Dn (ft)	Up (ft)
11	1.89	307.50	311.00	0.93	0.52	0.52	308.43	311.52 j	311.52	1.63	3.50	2.43	5.14

Project File: | No. Lines: 17 | Run Date: 10/18/2022

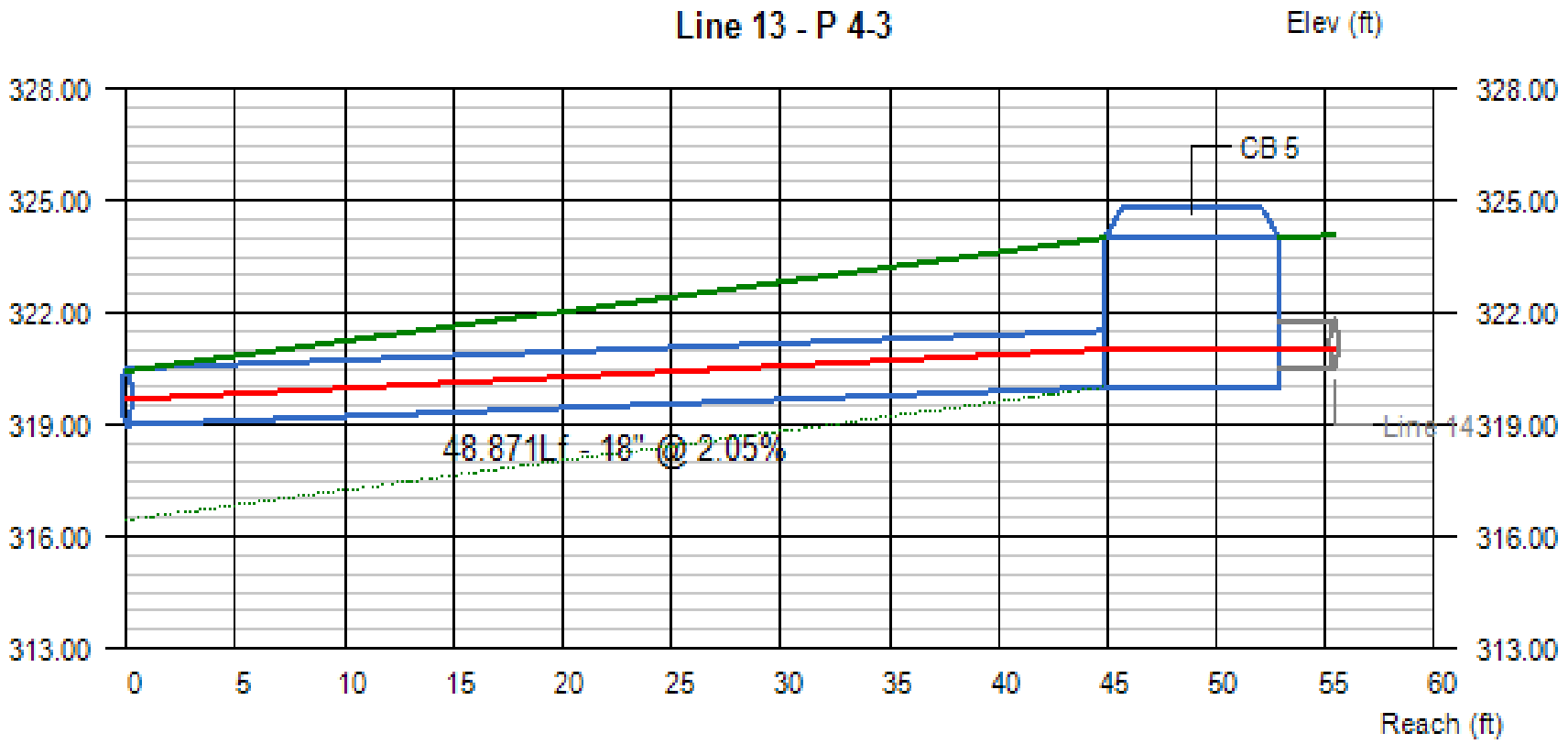
Line Profile (Line 12) - P 3-2



Line #	Q	Invert Elevation		Depth of Flow			Hydraulic Grade Line			Velocity		Cover	
	(cfs)	Dn (ft)	Up (ft)	Dn (ft)	Up (ft)	Hw (ft)	Dn (ft)	Up (ft)	Jnct (ft)	Dn (ft/s)	Up (ft/s)	Dn (ft)	Up (ft)
12	1.54	311.00	319.00	0.52	0.49	0.49	311.52	319.49 j	319.49	3.21	3.44	5.39	5.78

Project File: | No. Lines: 17 | Run Date: 10/18/2022

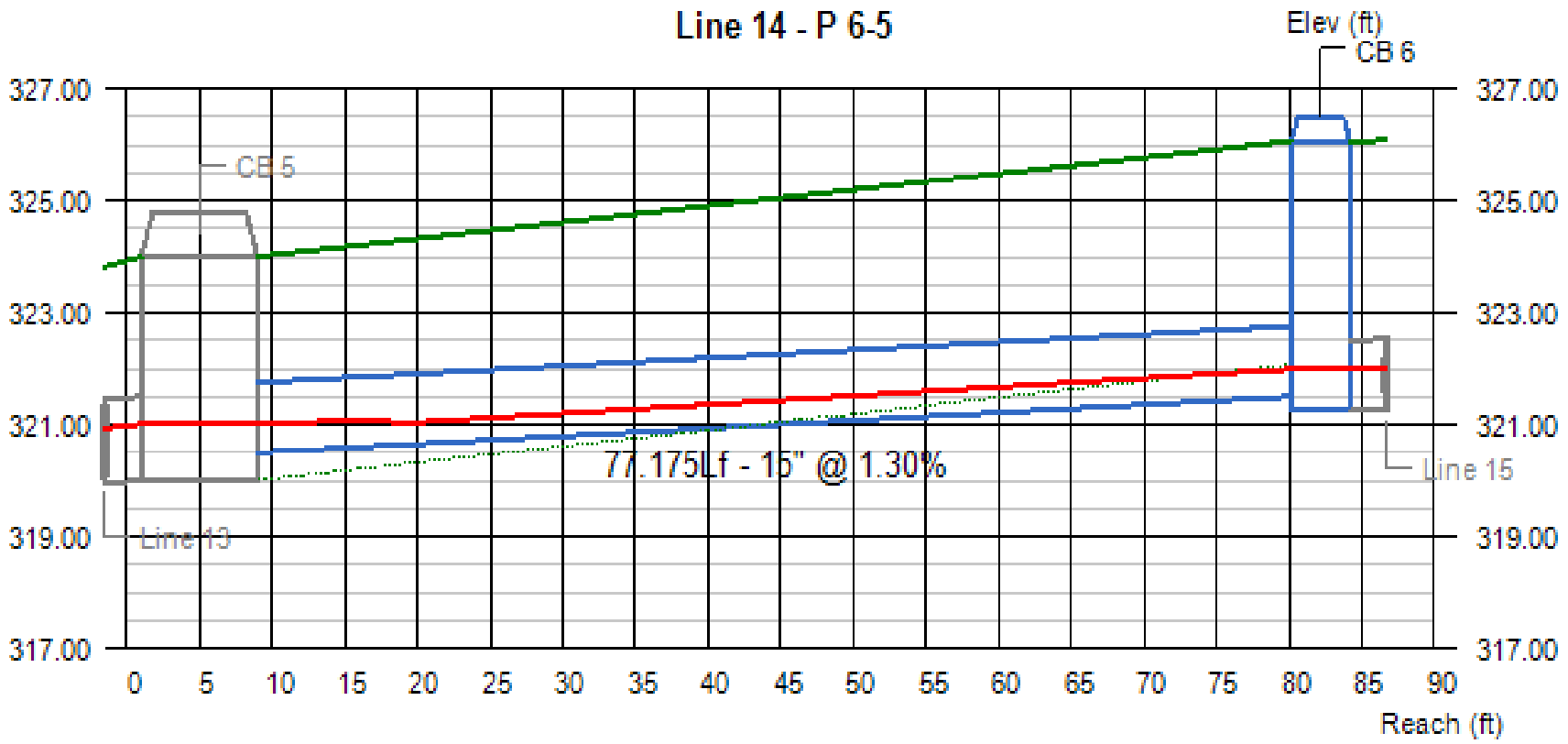
Line Profile (Line 13) - P 4-3



Line #	Q	Invert Elevation		Depth of Flow			Hydraulic Grade Line			Velocity		Cover	
	(cfs)	Dn (ft)	Up (ft)	Dn (ft)	Up (ft)	Hw (ft)	Dn (ft)	Up (ft)	Jnct (ft)	Dn (ft/s)	Up (ft/s)	Dn (ft)	Up (ft)
13	6.80	319.00	320.00	0.68	1.01	1.01	319.68	321.01	321.01	8.79	5.38	-0.06	2.50

Project File: | No. Lines: 17 | Run Date: 10/18/2022

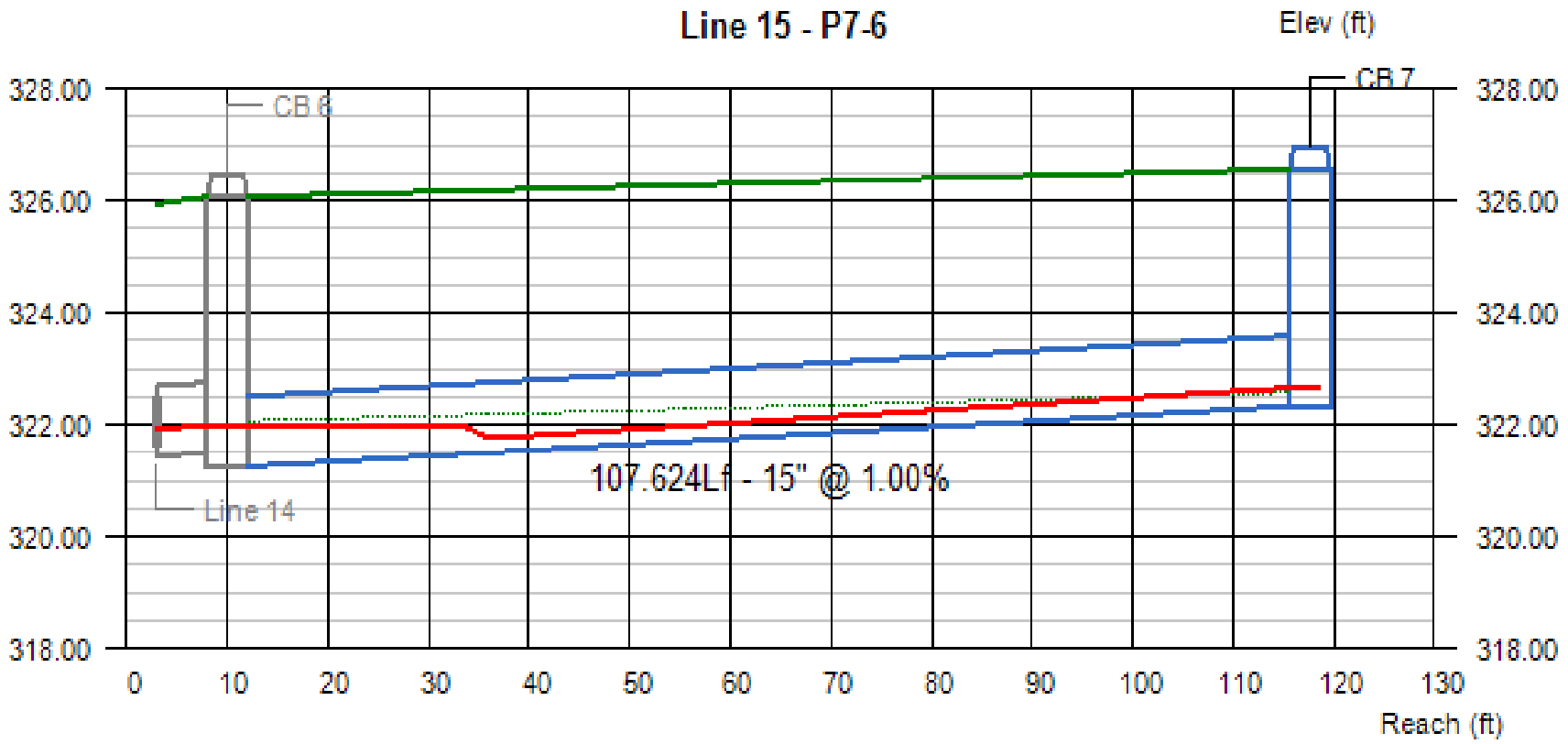
Line Profile (Line 14) - P 6-5



Line #	Q	Invert Elevation		Depth of Flow			Hydraulic Grade Line			Velocity		Cover	
	(cfs)	Dn (ft)	Up (ft)	Dn (ft)	Up (ft)	Hw (ft)	Dn (ft)	Up (ft)	Jnct (ft)	Dn (ft/s)	Up (ft/s)	Dn (ft)	Up (ft)
14	1.52	320.50	321.50	0.51	0.49	0.49	321.01	321.99 j	321.99	3.24	3.42	2.25	3.32

Project File:	No. Lines: 17	Run Date: 10/18/2022

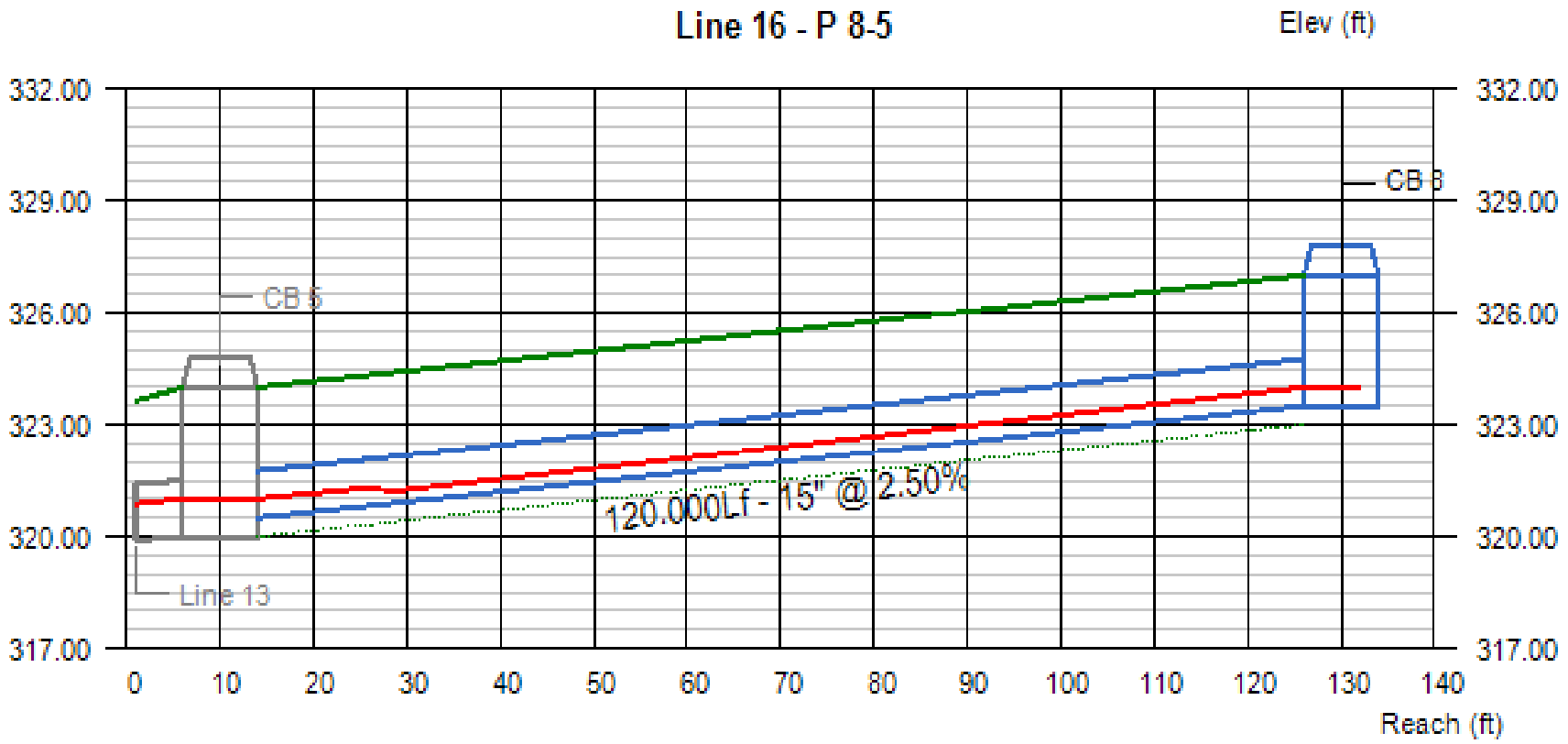
Line Profile (Line 15) - P7-6



Line #	Q	Invert Elevation		Depth of Flow			Hydraulic Grade Line			Velocity		Cover	
	(cfs)	Dn (ft)	Up (ft)	Dn (ft)	Up (ft)	Hw (ft)	Dn (ft)	Up (ft)	Jnct (ft)	Dn (ft/s)	Up (ft/s)	Dn (ft)	Up (ft)
15	0.70	321.25	322.33	0.74	0.33	0.33	321.99	322.66 j	322.66	0.93	2.74	3.57	2.99

Project File: | No. Lines: 17 | Run Date: 10/18/2022

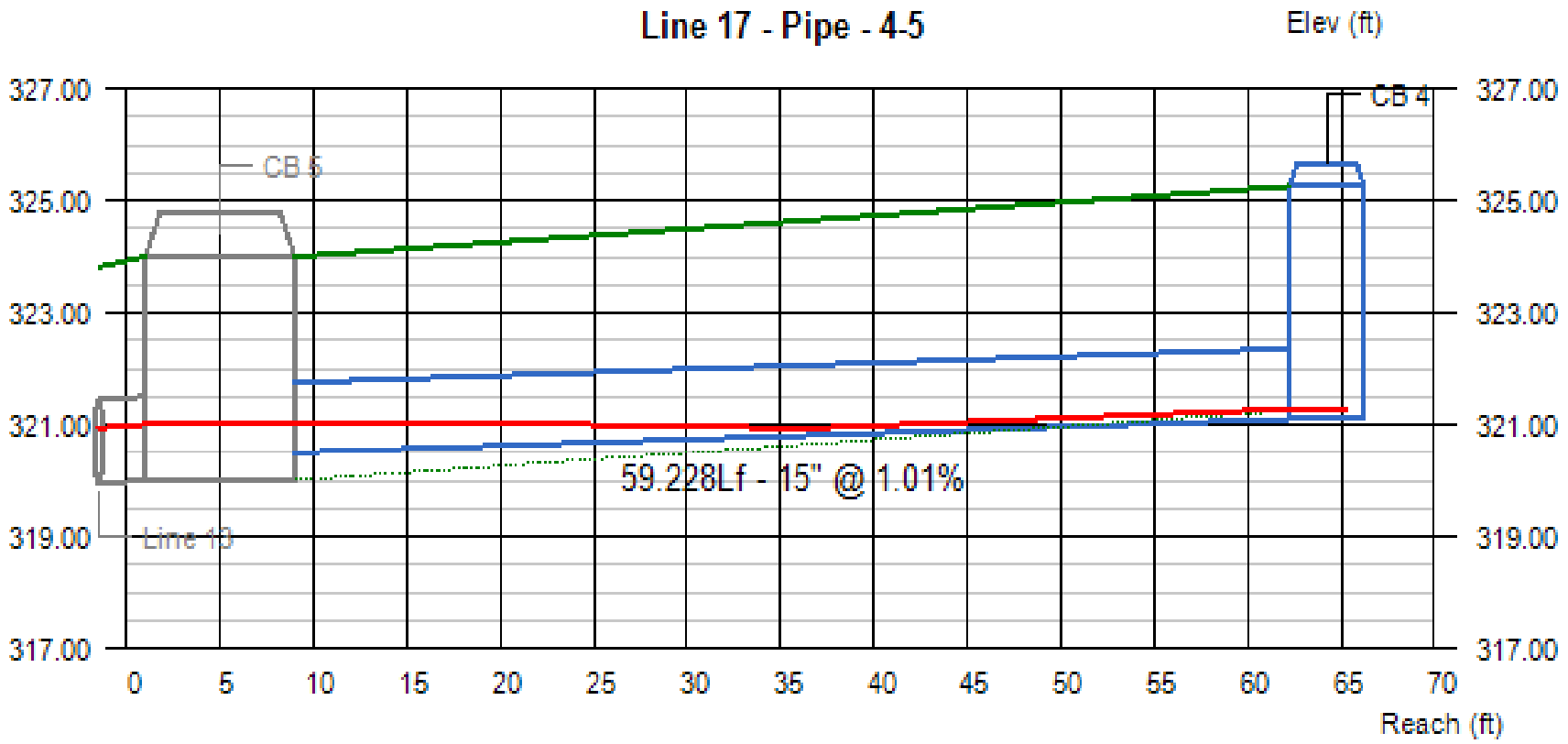
Line Profile (Line 16) - P 8-5



Line #	Q	Invert Elevation		Depth of Flow			Hydraulic Grade Line			Velocity		Cover	
	(cfs)	Dn (ft)	Up (ft)	Dn (ft)	Up (ft)	Hw (ft)	Dn (ft)	Up (ft)	Jnct (ft)	Dn (ft/s)	Up (ft/s)	Dn (ft)	Up (ft)
16	1.57	320.50	323.50	0.51	0.50	0.50	321.01	324.00 j	324.00	3.35	3.46	2.25	2.25

Project File: | No. Lines: 17 | Run Date: 10/18/2022

Line Profile (Line 17) - Pipe - 4-5



Line #	Q	Invert Elevation		Depth of Flow			Hydraulic Grade Line			Velocity		Cover	
	(cfs)	Dn (ft)	Up (ft)	Dn (ft)	Up (ft)	Hw (ft)	Dn (ft)	Up (ft)	Jnct (ft)	Dn (ft/s)	Up (ft/s)	Dn (ft)	Up (ft)
17	0.22	320.50	321.10	0.51	0.18	0.18	321.01	321.28 j	321.28	0.47	2.00	2.25	2.90

Project File: | No. Lines: 17 | Run Date: 10/18/2022

Hardesty & Hanover
20 N. Main St., Suite 218, Norwalk, CT 06854
T: 203.255.3100
www.hardestyhanover.com

TRAFFIC ACCESS AND IMPACT STUDY

Gateway Commons
4 Main Street, Monroe, CT and
7182 & 7192 Main Street, Trumbull, CT

Prepared for:
7182 Main Street, LLC

December 2022

Hardesty & Hanover

20 N. Main St., Suite 218, Norwalk, CT 06854
T: 203.255.3100
www.hardestyhanover.com

December 22, 2022

7182 Main Street, LLC
7182 Main Street
Trumbull, Connecticut 06468

Attn: Mitch DeEsso, Member

Dear Mr. Desso:

As requested, we are pleased to submit this Traffic Study for submission to the Town of Monroe, Town of Trumbull and the Connecticut Department of Transportation (CTDOT) for the proposed mixed-use development located at 4 Main Street in Monroe and 7182 & 7192 Main Street in Trumbull. The proposal is to build 4,000 square feet of warehousing, 4,129 square feet of general office space, 21,216 square feet of retail space and 57 residential units. Site access is proposed via a southerly full-movement driveway to Main Street and a northerly right turn exit only driveway to Main Street.

The Traffic Study is based on existing 2022 traffic volumes from actual traffic counts conducted at several nearby intersections during the appropriate weekday morning, weekday afternoon and Saturday midday peak periods. The proposed development is estimated to generate a total of 98, 192 and 164 vehicle trip ends, of which 5, 9 and 8 are internal capture trips, 93, 183, and 156 are external vehicle trip ends, 9, 26, and 26 are pass-by trips and 84, 157 and 130 are primary (new) vehicle trip ends during the weekday morning, weekday afternoon and Saturday midday peak hours, respectively.

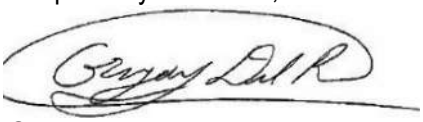
Results of the analyses of the intersections in the Study Area indicate that the Main Street signalized intersection with Judd Road/Purdy Hill Road will continue to operate at the same or with acceptable changes in Levels of Service during all three peak hours, with the exception of the southbound left turn lane group, which will have a change in Level of Service from "D" to "E" during the weekday morning peak hour. However, this lane group will have a volume to capacity ratio of 0.34 and there is sufficient storage provided for the 95th percentile queue during the build condition.

The Main Street signalized intersections of Spring Hill Road and Tashua Road will continue to operate at the same or with acceptable changes in Levels of Service during all three peak hours, with the exception of certain lane groups and approaches during the weekday afternoon peak hour. The site access drive south will operate at a Level of Service "F" or better during all three peak hours. A southbound left turn by-pass lane is proposed and will most likely required by CTDOT. The only mitigation for the long delays exiting the site would be the installation of a traffic signal; however, the eight-hour warrant most likely would not be met for installation. Long delays for left turn exiting movements are typical for most unsignalized commercial driveways along this section of the State Route 25 corridor due to the high through volumes and limited gaps. The Site Egress North will operate at a Level of Service "C" during all three peak hours.

A minor fine tuning of the traffic signal timing plan splits and increase in cycle length by 2.2 seconds is recommended to mitigate the impacts at the signalized intersections of State Route 25 at Spring Hill Road and at Tashua Road during the weekday afternoon peak hour. These intersections work on one controller.

Results of the analyses with these recommended improvements indicate that these minor changes will mitigate any impacts from the proposed site.

Respectfully submitted,



Greg Del Rio
Principal Transportation Engineer
Hardesty & Hanover, LLC

Enclosure
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SUMMARY

This Traffic Access and Impact Study was prepared to provide the Town of Monroe, Town of Trumbull and the Connecticut Department of Transportation (CTDOT) with a detailed analysis to determine potential traffic impacts from the proposed mixed-use development. The site is located at 4 Main Street in Monroe and 7182 & 7192 Main Street in Trumbull, Connecticut. The proposal is to build 4,000 square feet of warehousing, 4,129 square feet of general office space, 21,216 square feet of retail space and 57 residential units. Site access is proposed via a southerly full-movement driveway to Main Street and a northerly right turn exit only driveway to Main Street.

The Traffic Study addresses traffic conditions for the 2022 existing, 2024 future no-build and build conditions during the weekday morning, weekday afternoon and Saturday midday peak hours. Traffic counts were conducted by Hardesty & Hanover, LLC in October 2022.

The 2024 no-build traffic volumes, without the proposed development, employed a 1.0 percent annual growth rate, as per discussions with CTDOT Planning Division. Based on discussions with CTDOT Planning Division and the Towns of Monroe and Trumbull Planning Departments, no other developments were identified.

Based on discussions with CTDOT, they are proposing traffic signal improvements at the Main Street intersections with Victoria Drive, Spring Hill Road and Tashua Road. The improvements include installation of video detection at all intersections, as well as minor timing changes at the Victoria Drive intersection. These improvements are expected to be completed by Fall 2023.

The proposal is to build 4,000 square feet of warehousing, 4,129 square feet of general office space, 21,216 square feet of retail space and 57 residential units. Based on trip rates from "Trip Generation," 11th Edition, published by the Institute of Transportation Engineers (ITE), 2021, it is estimated that the warehouse will generate a total of 1, 1 and 0 vehicle trip ends during the weekday morning, weekday afternoon and Saturday midday peak hours, respectively. The general office space is estimated to generate a total of 6, 6 and 2 vehicle trip ends during the weekday morning, weekday afternoon and Saturday midday peak hours, respectively.

For the retail space, it is estimated that it would generate a total of 50, 140 and 139 vehicle trip ends, of which 3, 7 and 7 are internal capture trips, 47, 133, and 132 are external vehicle trip ends, 9, 26, and 26 are pass-by trips and 38, 107 and 106 are primary (new) vehicle trip ends during the weekday morning, weekday afternoon and Saturday midday peak hours, respectively. The residential is estimated to generate a total of 41, 45 and 23 vehicle trip ends, of which 2, 2 and 1 are internal capture trips and 39, 43 and 22 are primary (new) vehicle trip ends during the weekday morning, weekday afternoon and Saturday midday peak hours, respectively.

The total site is estimated to generate a total of 98, 192 and 164 vehicle trip ends, of which 5, 9 and 8 are internal capture trips, 93, 183, and 156 are external vehicle trip ends, 9, 26, and 26 are pass-by trips and 84, 157 and 130 are primary (new) vehicle trip ends during the weekday morning, weekday afternoon and Saturday midday peak hours, respectively. Internal trips are trips made internal to the proposed property. Pass-by trips are attracted from traffic passing the proposed property on an adjacent street that offers direct access to the proposed property. Primary trips are trips made for the specific purpose of visiting the proposed property.

A review of current traffic patterns at the Study Area intersections and in the vicinity of the project influence area were reviewed to determine trip distribution for the proposed development. It was found that 40 percent of the site traffic will arrive and depart from/to the north on State Route 25, 35 percent of the site traffic will arrive and depart from/to the south on State Route 25, 10 percent of the site traffic will arrive and depart from/to the east on Spring Hill Road and 5 percent of the site traffic will arrive and depart from/to the east on Purdy Hill Road, from/to the west on Judd Road and from/to the west on Tashua Road. The 2024 build traffic volumes were developed based on adding the site traffic generation to the 2024 no-build traffic volumes.

SYNCHRO 11 capacity analyses were conducted for 2022 existing, 2024 no-build with anticipated improvements and 2024 build with anticipated improvements conditions to identify incremental impacts and needs that the proposed development will generate. Results of the analyses indicated that with the proposed site traffic added to the intersection of State Route 25 at Judd Road/Purdy Hill Road, it will continue to operate at the same or with acceptable changes in Levels of Service during all three peak hours, with the exception of the southbound left turn lane group, which will have a change in Level of Service from “D” to “E” during the weekday morning peak hour. However, this lane group will have a

volume to capacity ratio of 0.34 and there is sufficient storage provided for the 95th percentile queue during the build condition.

At the intersection of State Route 25 and Victoria Drive, with the proposed site traffic it will continue to operate at the same or with acceptable changes in Levels of Service during all three peak hours. At the intersection of State Route 25 and Spring Hill Road, with the proposed site traffic it will continue to operate at the same or with acceptable changes in Levels of Service during all three peak hours, with the exception of the northbound through lane group and approach, which will have a change in Level of Service from "D" to "E" during the weekday afternoon peak hour.

For the intersection of State Route 25 at Tashua Road, with the proposed site traffic it will continue to operate at the same or with acceptable changes in Levels of Service during all three peak hours; however, there will be an increase of 13.4 seconds on the southbound through/right lane group and approach, which is a Level of Service "F," during the weekday afternoon peak hour.

The exiting movement from the proposed site access drive south will operate at a Level of Service "F" during all three peak hours. The left turn movement into the proposed site access drive south will operate at a Level of Service "B" during all three peak hours. A southbound left turn by-pass lane is proposed and will most likely required by CTDOT. The only mitigation for the long delays exiting the site would be the installation of a traffic signal; however, the eight-hour warrant most likely would not be met for installation. Long delays for left turn exiting movements are typical for most unsignalized commercial driveways along this section of the State Route 25 corridor due to the high through volumes and limited gaps. The proposed site egress drive north will operate at a Level of Service "C" during all three peak hours.

A minor fine tuning of the traffic signal timing plans splits and increase in cycle length by 2.2 seconds is recommended to mitigate the impacts at the signalized intersections of State Route 25 at Spring Hill Road and at Tashua Road during the weekday afternoon peak hour. These intersections work on one controller. The results of the recommended improvements indicated that both intersections will continue to operate at the same or with acceptable changes in Levels of Service during the weekday afternoon peak hour when compared to the no-build condition.

A Speed Study was conducted between Wednesday, November 16 to Tuesday, November 22, 2022, by Automatic Traffic Recorder (ATR) on Main Street Road along the site frontage. The results of this study indicate that the 85th percentile operating speed is 47 and 44 miles per hour in the northbound and southbound directions, respectively. The required Intersection Sight Distance (ISD) at the 85th percentile operating speed for the site access drive south is 519 feet to the left and 486 feet to the right. The available ISD to the left and right are 1,100 and 1,125 feet, respectively**.** The required Intersection Sight Distance (ISD) at the 85th percentile operating speed for the site egress north is 519 feet to the left. The available ISD to the left is 1,170 feet**.**

INTRODUCTION

This report has been prepared to address the potential impacts related to the proposed mixed-use development. In the report an analysis was completed for area roadways and key nearby intersections for the typical weekday morning, weekday afternoon and Saturday midday peak hours for existing and future conditions. An assessment of the results of these analyses indicate impact and any need for mitigation. In this report there is a discussion of area roadways, site access considerations, current and future traffic volumes, site traffic generation and assignment, capacity analysis procedures and the results of these analyses. Based on the results of the analysis any mitigation necessary is described.

Project Understanding

The proposal is to build 4,000 square feet of warehousing, 4,129 square feet of general office space, 21,216 square feet of retail space and 57 residential units. Site access is proposed via a southerly full-movement driveway to Main Street and a northerly right turn exit only driveway to Main Street. For purposes of completing this traffic analysis it is assumed this development will be approved, built and fully occupied by the end of 2024.

EXISTING CONDITIONS

In this section of the report there is a description of the existing traffic volumes obtained on area roadways near the site for the weekday morning, weekday afternoon and Saturday midday peak hours. It also includes a description of area roads, current traffic control and accident experience.

Roadways

The following is a description of area roads in the immediate vicinity of the Subject Property.

1. *Main Street* – This is a north-south, generally two-lane, two-way, State-maintained roadway, also designated State Route 25. It begins to the south as State Route 111 and continues through the Town of Trumbull to the end of the State Route 25 Expressway, where it continues as State Route 25 north though the Towns of Trumbull and Monroe. At the Newtown Town line it continues as South Main Street, also designated State Route 25. In the Study Area this roadway provides a double yellow centerline, shoulder lines and intermittent curbing along both sides of the road. There is a sidewalk provided for a short distance along the easterly side of the road to the north of the Victoria Drive intersection. Lane widths are generally 11 to 12 feet wide. The posted speed limit is 40 miles per hour and land use along this road in the vicinity of the site is commercial.

2. *Judd Road* – This is an east-west, two-way, two-lane, Town-maintain roadway in the Study Area. It begins to the east at the signalized intersection of Main Street, also designated State Route 25 and continues west and then north before terminating at Hattertown Road. In the Study Area this roadway provides a double yellow centerline, shoulder lines and intermittent curbing along both sides of the road. Lane widths are generally 11 to 12 feet wide. The posted speed limit is 25 miles per hour and land use along this road is commercial near Main Street and residential further to the west.

3. *Purdy Hill Road* – This is an east-west, two-way, two-lane, Town-maintain roadway in the Study Area. It begins to the west at the signalized intersection of Main Street, also designated State Route 25 and continues east terminating at Elm Street. In the Study Area this roadway provides a double yellow centerline, shoulder lines and intermittent curbing along both sides of the road. Lane

widths are 11 feet wide. Land use along this road is commercial near Main Street and residential further to the east.

4. *Spring Hill Road* – This is an east-west, two-way, two-lane, Town-maintain roadway in the Study Area. It begins to the west at the signalized intersection of Main Street, also designated State Route 25 and continues east terminating the signalized intersection of Monroe Turnpike, also designated State Route 111. In the Study Area this roadway provides a double yellow centerline, shoulder lines and intermittent curbing along both sides of the road. Lane widths are 11 feet wide. The posted speed limit is 30 miles per hour and land use along this road is generally commercial.

5. *Tashua Road* – This is an east-west, two-way, two-lane, Town-maintain roadway in the Study Area. It begins to the east at the signalized intersection of Main Street, also designated State Route 25 and continues west terminating at a dead end. In the Study Area this roadway provides a double yellow centerline, shoulder lines and intermittent curbing along both sides of the road. A sidewalk is provided along the southerly side of the roadway. Lane widths are 11 feet wide. The posted speed limit is 25 miles per hour and land use along this road is residential.

Figure 1 provides a summary of current street system characteristics. Photographs of the Study Area intersections are included in the Appendix of this report.

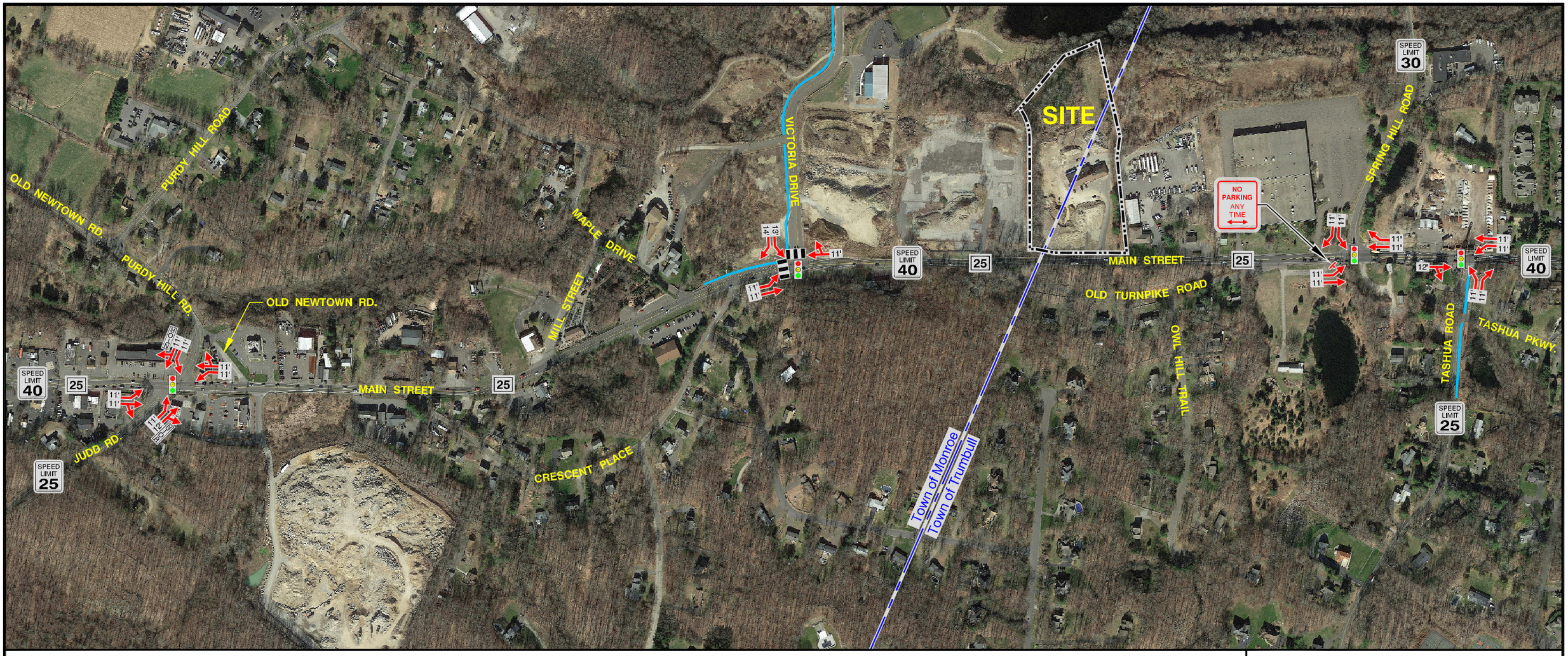
Traffic Volumes

To develop baseline traffic volumes for the Study Area intersections and roadways, turning movement counts were conducted at the following intersections:

- State Route 25 at Judd Road/Purdy Hill Road;
- State Route 25 at Victoria Drive;
- State Route 25 at Spring Hill Road; and,
- State Route 25 at Tashua Road.

The turning movement counts were conducted on the following dates and times:

- Wednesday, October 19, 2022 – 7:00 to 9:00 A.M. and 4:00 to 6:00 P.M.; and,



LEGEND:

- Traffic Lane
- Traffic Signal
- Stop Sign
- Sidewalk
- Pedestrian Crosswalk

CURRENT
STREET SYSTEM CHARACTERISTICS

GATEWAY COMMONS
4 Main St., Monroe, CT
7182 & 7192 Main St., Trumbull, CT

N

Hardesty & Hanover

Scale in Feet
400 300 200 100 0 400

1

10/24/22

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- Saturday, October 22, 2022 – 10:00 A.M. to 2:00 P.M.

Based on the results of the traffic counting program the following peak hours were identified at the Study Area intersections:

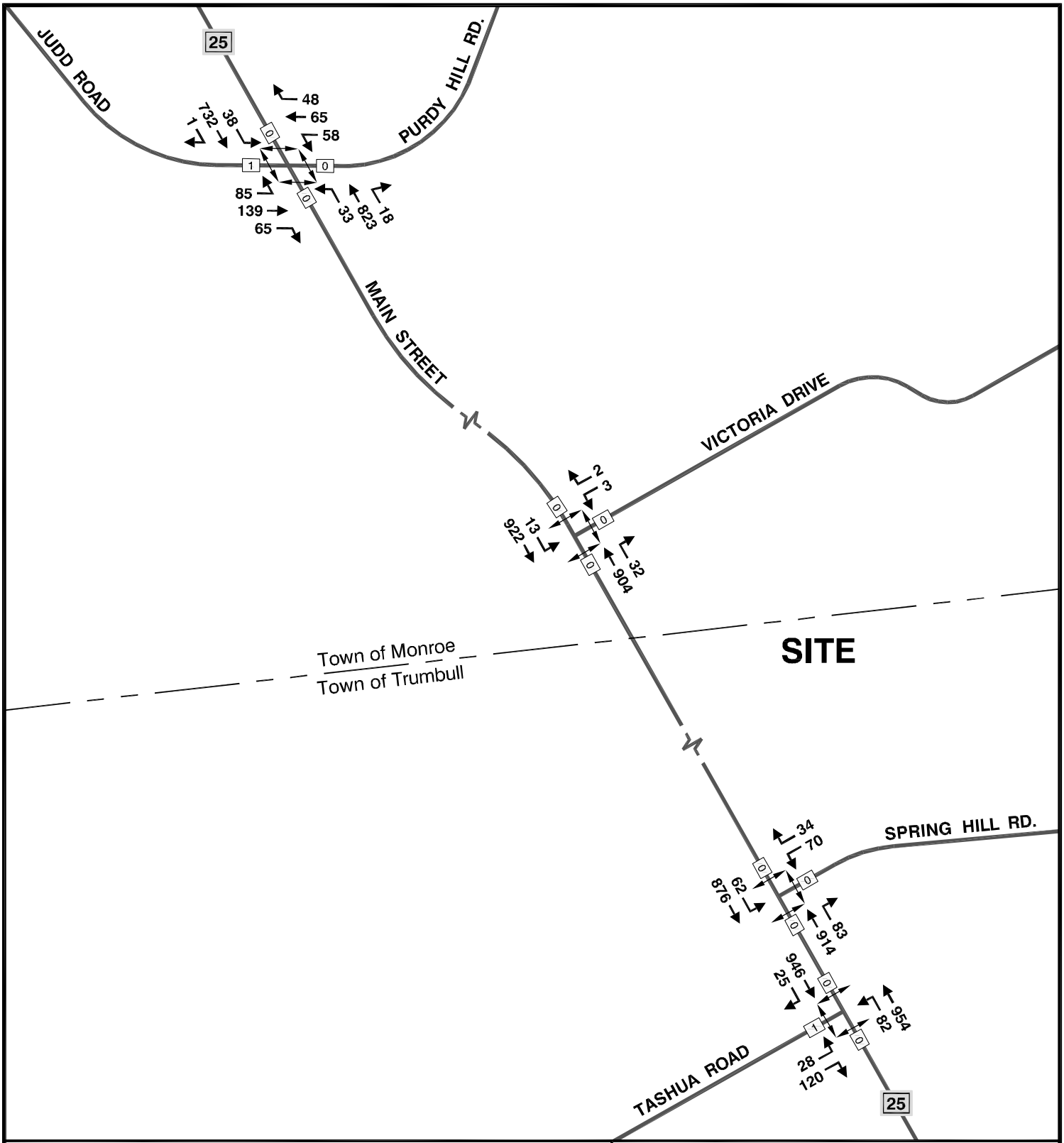
- Weekday morning– 7:30 to 8:30 A.M.;
- Weekday afternoon – 4:00 to 5:00 P.M.; and,
- Saturday midday– 10:15 to 11:15 A.M.

Figures 2 through 4 graphically illustrates the 2022 existing traffic volumes for the weekday morning, weekday afternoon and Saturday midday peak hours, respectively. Raw and summarized turning movement count data collected by Hardesty & Hanover, LLC for all Study peak periods can be found in the Appendix of this report.

Based on the results of the traffic counting program the traffic volumes were identified for area roadways and include State Route 25, north of Judd Road/Purdy Hill Road, which had a two-way volume of 1,727, 1,763 and 1,618 vehicles during the weekday morning, weekday afternoon and Saturday midday peak hours, respectively. State Route 25, south of Judd Road/Purdy Hill Road, had a two-way volume of 1,729, 1,804 and 1,677 vehicles during the same three peak hours noted above, respectively. Purdy Hill Road, east of State Route 25, had a two-way volume of 366, 405 and 326 vehicles during the three peak hours noted above, respectively. Judd Road, west of State Route 25, had a two-way volume of 388, 426 and 337 vehicles during the three peak hours noted above, respectively.

State Route 25, north of Victoria Drive, had a two-way volume of 1,841, 1,955 and 1,524 vehicles during the weekday morning, weekday afternoon and Saturday midday peak hours, respectively. State Route 25, south of Victoria Drive, had a two-way volume of 1,861, 1,966 and 1,575 vehicles during the same three peak hours noted above, respectively. Victoria Drive, east of State Route 25, had a two-way volume of 50, 63 and 125 vehicles during the three peak hours noted above, respectively.

State Route 25, north of Spring Hill Road, had a two-way volume of 1,886, 1,956 and 1,882 vehicles during the weekday morning, weekday afternoon and Saturday midday peak hours, respectively. State Route 25, south of Spring Hill Road, had a two-way volume of 1,943, 2,098 and 1,923 vehicles during



NOTE:
Turning movement counts conducted by Hardesty & Hanover, LLC on Wednesday, October 19, 2022 from 7:00 to 9:00 A.M.

2022 EXISTING TRAFFIC VOLUMES
WEEKDAY MORNING PEAK HOUR
(7:30 to 8:30 A.M.)

GATEWAY COMMONS
4 Main St., Monroe, CT
7182 & 7192 Main St., Trumbull, CT

N

Hardesty & Hanover

2

Not to Scale

12/12/22

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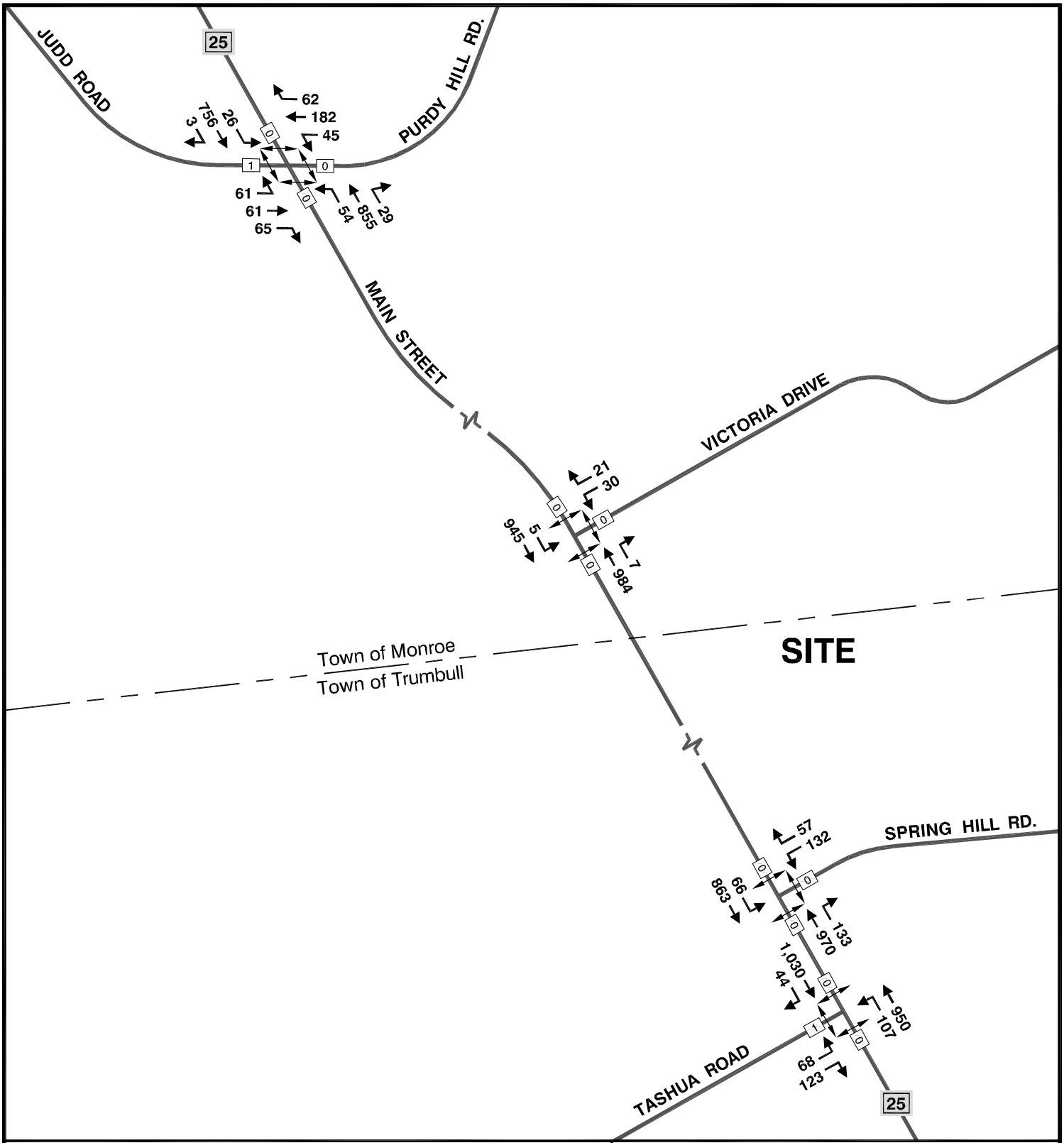

NOTE:
Turning movement counts conducted by Hardesty & Hanover, LLC on Wednesday, October 19, 2022 from 4:00 to 6:00 P.M.

2022 EXISTING TRAFFIC VOLUMES
WEEKDAY AFTERNOON PEAK HOUR
(4:00 to 5:00 P.M.)

GATEWAY COMMONS
4 Main St., Monroe, CT
7182 & 7192 Main St., Trumbull, CT

N

Hardesty & Hanover

3

Not to Scale

12/12/22

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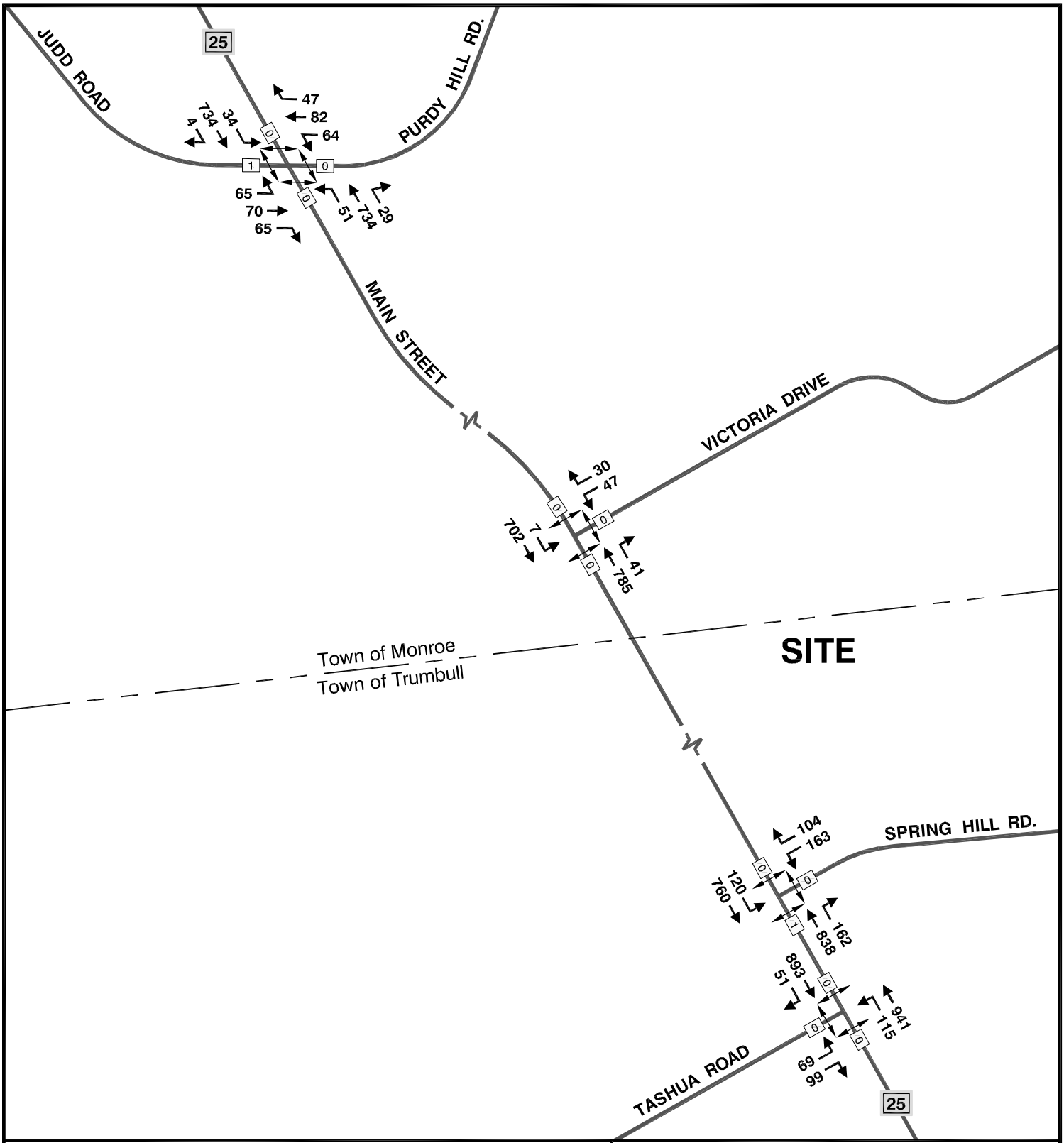

NOTE:
Turning movement counts conducted by
Hardesty & Hanover, LLC on Saturday,
October 22, 2022 from 10:00 A.M. to 2:00 P.M.

2022 EXISTING TRAFFIC VOLUMES
SATURDAY MIDDAY PEAK HOUR
(10:15 to 11:15 A.M.)

GATEWAY COMMONS
4 Main St., Monroe, CT
7182 & 7192 Main St., Trumbull, CT

N

Hardesty & Hanover

Not to Scale

4

12/12/22

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the same three peak hours noted above, respectively. Spring Hill Road, east of State Route 25, had a two-way volume of 249, 388 and 549 vehicles during the three peak hours noted above, respectively.

State Route 25, north of Tashua Road, had a two-way volume of 1,953, 2,092 and 1,954 vehicles during the weekday morning, weekday afternoon and Saturday midday peak hours, respectively. State Route 25, south of Tashua Road, had a two-way volume of 2,102, 2,210 and 2,048 vehicles during the same three peak hours noted above, respectively. Tashua Road, west of State Route 25, had a two-way volume of 255, 342 and 334 vehicles during the three peak hours noted above, respectively. Table 1 provides a summary of the recorded traffic volumes.

Accident Experience

The latest available accident data was obtained from the Connecticut Crash Data Repository (CCDR) for a period beginning January 1, 2019 through December 31, 2021 for State Route 25. At the intersection of State Route 25 and Tashua Road, there were a total of 19 accidents recorded during this three-year period. Data indicates that 74 percent of the accidents involved property damage and 26 percent involved injuries. The collision types were 80 percent involving a rear end collision and 5 percent involving an angle collision, a head-on collision, a collision with fixed object and an other collision. The contributing factors were 79 percent for following too closely, 11 percent for improper turning and 5 percent for not applicable and unknown. It was found that 85 percent of the accidents occurred during daylight hours and 89 percent of the accidents occurred on dry road conditions.

For the section of State Route 25, between Tashua Road and Spring Hill Road, there were a total of five accidents recorded during this three-year period. Data indicates that 80 percent of the accidents involved property damage and 20 percent involved injuries. The collision types were rear end collision with the contributing factors of following too closely. It was found that all of the accidents occurred during daylight hours and on dry road conditions.

At the intersection of State Route 25 and Spring Hill Road, there were a total of 17 accidents recorded during this three-year period. Data indicates that 59 percent of the accidents involved property damage and 41 percent involved injuries. The collision types were 82 percent involving a rear end collision and 18 percent involving an angle collision. The contributing factors were 82 percent for following too

Table 1
2022 TWO-WAY TRAFFIC VOLUMES – PEAK HOURS
Gateway Commons
4 Main Street, Monroe, Connecticut
7182 & 7192 Main Street, Trumbull, Connecticut

LOCATION	VEHICLES		
	Weekday Morning	Weekday Afternoon	Saturday Midday
State Route 25, North of Judd Road/Purdy Hill Road	1,727	1,763	1,618
State Route 25, South of Judd Road/Purdy Hill Road	1,729	1,804	1,677
Purdy Hill Road, East of State Route 25	366	405	326
Judd Road, West of State Route 25	388	426	337
State Route 25, North of Victoria Drive	1,841	1,955	1,524
State Route 25, South of Victoria Drive	1,861	1,966	1,575
Victoria Drive, East of State Route 25	50	63	125
State Route 25, North of Spring Hill Road	1,886	1,956	1,882
State Route 25, South of Spring Hill Road	1,943	2,098	1,923
Spring Hill Road, East of State Route 25	249	388	549
State Route 25, North of Tashua Road	1,953	2,092	1,954
State Route 25, South of Tashua Road	2,102	2,210	2,048
Tashua Road, West of State Route 25	255	342	334

Source: Turning Movement counts conducted by Hardesty & Hanover, LLC on Wednesday, October 19 and Saturday, October 22, 2022.

Hardesty & Hanover, LLC
Y:\Shared\Projects\05602-Mixed-Use Development Main St\500-Technical\50X-Template\Word\22-001.stc.docx
11/18/2022

closely, 12 percent for failure to yield right-of-way and 6 percent for improper turning. It was found that 94 percent of the accidents occurred during daylight hours and on dry road conditions.

For the section of State Route 25, between Spring Hill Road and Old Turnpike Road South, there were a total of 9 accidents recorded during this three-year period. Data indicates that 56 percent of the accidents involved property damage and 44 percent involved injuries. The collision types were 78 percent involving a rear end collision and 11 percent involving an angle collision and collision with fixed object. The contributing factors were 56 percent for following too closely, 22 percent for other contributing action and 11 percent for failure to keep proper lane and no contributing action. It was found that 67 percent of the accidents occurred during daylight hours and 89 percent of the accidents occurred on dry road conditions.

At the intersection of State Route 25 and Old Turnpike Road South, there was one accident recorded during this three-year period. Data indicates that the accident involved injuries. The collision type was a rear end collision with a contributing factor of following too closely. It was found that the accident occurred during daylight hours and on dry road conditions.

For the section of State Route 25, between Old Turnpike Road South and North, there were a total of 8 accidents recorded during this three-year period. Data indicates that 75 percent of the accidents involved property damage and 25 percent involved injuries. The collision types were 75 percent involving a rear end collision, 13 percent involving an angle collision and 12 percent involving a collision with fixed object. The contributing factors were 64 percent for following too closely and 12 percent for failure to yield right-of-way, no contributing action and ran off road. It was found that all of the accidents occurred during daylight hours and 63 percent of the accidents occurred on dry road conditions.

At the intersection of State Route 25 and Old Turnpike Road North, there was one accident recorded during this three-year period. Data indicates that the accident involved property damage. The collision type was a rear end collision with a contributing factor of following too closely. It was found that the accident occurred during daylight hours and on dry road conditions.

For the section of State Route 25, between Old Turnpike Road North and Victoria Drive, there were a total of five accidents recorded during this three-year period. Data indicates that all of the accidents involved property damage. The collision types were 40 percent involving a rear end collision and 20

percent involving a sideswipe in the same direction, a collision with fixed object and an other collision. The contributing factors were 40 percent for following too closely and 20 percent for failure to keep proper lane, no contributing action and improper passing. It was found that 60 percent of the accidents occurred during daylight hours and all of the accidents occurred on dry road conditions. There were no recorded accidents at the intersection of State Route 25 and Victoria Drive during this three-year period. Table 2 provides a more detailed summary of the accident data.

There were no recorded accidents for the section of State Route 25, between Victoria Drive and Crescent Place South during this three-year period. At the intersection of State Route 25 and Crescent Place South, there were a total of four accidents recorded during this three-year period. Data indicates that 25 percent of the accidents involved property damage and 75 percent involved injuries. The collision types were 50 percent involving a rear end collision and an angle collision. The contributing factors were 50 percent for following too closely and failure to yield right-of-way. It was found that all of the accidents occurred during daylight hours and on dry road conditions.

For the section of State Route 25, between Crescent Place South and Maple Drive, there were a total of two accidents recorded during this three-year period. Data indicates that one of the accidents involved property damage, while the other involved injuries. The collision types were 50 percent involving an angle collision and a collision with fixed object. The contributing factors were 50 percent for unknown and ran off road. It was found that 50 percent of the accidents occurred during daylight hours and on dry road conditions.

At the intersection of State Route 25 and Maple Drive, there was one accident recorded during this three-year period. Data indicates that the accident involved property damage. The collision type was a rear end collision with a contributing factor of following too closely. It was found that the accident occurred during dark not-lit conditions and on dry road conditions.

For the section of State Route 25, between Maple Drive and Mill Street, there were a total of four accidents recorded during this three-year period. Data indicates that all of the accidents involved property damage. The collision types were 75 percent involving a rear end collision and 25 percent involving a collision with fixed object. The contributing factors were 75 percent for following too closely and 25 percent

Table 2
ACCIDENT EXPERIENCE – STATE ROUTE 25
Gateway Commons
4 Main Street, Monroe, Connecticut
7182 & 7192 Main Street, Trumbull, Connecticut

ACCIDENT CHARACTERISTICS	STATE ROUTE 25																	
	At Tashua Road **(10.42)**		Between Tashua Road and Spring Hill Road **(10.43 – 10.49)**		At Spring Hill Road **(10.50)**		Between Spring Hill Road and Old Turnpike Road South **(10.51 – 10.55)**		At Old Turnpike Road South **(10.56)**		Between Old Turnpike Road South and North **(10.57 – 10.78)**		At Old Turnpike Road North **(10.79)**		Between Old Turnpike Road North and Victoria Drive **(10.80 – 10.93)**		At Victoria Drive **(10.94)**	
	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%
Year																		
• 2019	9	48	4	80	6	35	2	22	0	0	4	50	0	0	1	20	0	0
• 2020	5	26	0	0	5	30	3	33	0	0	0	0	1	100	0	0	0	0
• 2021	5	26	1	20	6	35	4	45	1	100	4	50	0	0	4	80	0	0
• Total	19	100	5	100	17	100	9	100	1	100	8	100	1	100	5	100	0	0
Accident Severity																		
• Property Damage	14	74	4	80	10	59	5	56	0	0	6	75	1	100	5	100	0	0
• Injury	5	26	1	20	7	41	4	44	1	100	2	25	0	0	0	0	0	0
Collision Type																		
• Rear-end	15	80	5	100	14	82	7	78	1	100	6	75	1	100	2	40	0	0
• Angle	1	5	0	0	3	18	1	11	0	0	1	13	0	0	0	0	0	0
• Sideswipe-Same Dir.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	20	0	0
• Head-On	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
• Fixed-Object	1	5	0	0	0	0	1	11	0	0	1	12	0	0	1	20	0	0
• Other	1	5	0	0	0	0	0	0	0	0	0	0	0	0	1	20	0	0
Contributing Factor																		
• Following Too Closely	15	79	5	100	14	82	5	56	1	100	5	64	1	100	2	40	0	0
• Failure to Yield ROW	0	0	0	0	2	12	0	0	0	0	1	12	0	0	0	0	0	0
• Improper Turn	2	11	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0
• Not Applicable	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
• Unknown	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
• Other Contributing Action	0	0	0	0	0	0	2	22	0	0	0	0	0	0	0	0	0	0
• Failed to Keep Proper Lane	0	0	0	0	0	0	1	11	0	0	0	0	0	0	1	20	0	0
• No Contributing Action	0	0	0	0	0	0	1	11	0	0	1	12	0	0	1	20	0	0
• Ran Off Road	0	0	0	0	0	0	0	0	0	0	1	12	0	0	0	0	0	0
• Improper Passing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	20	0	0
Light Condition																		
• Daylight	16	85	5	100	16	94	6	67	1	100	8	100	1	100	3	60	0	0
• Dark-Lit	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0
• Dark-Not Lit	1	5	0	0	0	0	3	33	0	0	0	0	0	0	2	40	0	0
• Dusk	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
• Other	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Surface Condition																		
• Dry	17	89	5	100	16	94	8	89	1	100	5	63	1	100	5	100	0	0
• Wet	2	11	0	0	1	6	0	0	0	0	2	25	0	0	0	0	0	0
• Slush	0	0	0	0	0	0	1	11	0	0	0	0	0	0	0	0	0	0
• Snow	0	0	0	0	0	0	0	0	0	0	1	12	0	0	0	0	0	0

Table 2 Cont'd

ACCIDENT CHARACTERISTICS	STATE ROUTE 25																	
	At Tashua Road **(10.42)**		Between Tashua Road and Spring Hill Road **(10.43 – 10.49)**		At Spring Hill Road **(10.50)**		Between Spring Hill Road and Old Turnpike Road South **(10.51 – 10.55)**		At Old Turnpike Road South **(10.56)**		Between Old Turnpike Road South and North **(10.57 – 10.78)**		At Old Turnpike Road North **(10.79)**		Between Old Turnpike Road North and Victoria Drive **(10.80 – 10.93)**		At Victoria Drive **(10.94)**	
	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%
Weather Conditions																		
• Clear	18	95	4	80	13	76	9	100	1	100	5	63	1	100	5	100	0	0
• Cloudy	0	0	1	20	3	18	0	0	0	0	1	13	0	0	0	0	0	0
• Rain	0	0	0	0	1	6	0	0	0	0	1	12	0	0	0	0	0	0
• Snow	0	0	0	0	0	0	0	0	0	0	1	12	0	0	0	0	0	0
• Fog/Smog/Smoke	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Source: Connecticut Crash Data Repository (CCDR)

Notes: Latest available accident data from January 1, 2019 to December 31, 2021

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for failed to keep proper lane. It was found that 50 percent of the accidents occurred during daylight hours and all accidents occurred on dry road conditions.

At the intersection of State Route 25 and Mill Street, there was one accident recorded during this three-year period. Data indicates that the accident involved property damage. The collision type was a sideswipe in the same direction with a contributing factor of following too closely. It was found that the accident occurred during daylight hours and on dry road conditions.

For the section of State Route 25, between Mill Street and Crescent Place North, there were a total of five accidents recorded during this three-year period. Data indicates that 80 percent of the accidents involved property damage and 20 percent involved injuries. The collision types were 60 percent involving a rear end collision and 20 percent involving an angle collision and a collision with fixed object. The contributing factors were 80 percent for following too closely and 20 percent for failed to keep proper lane. It was found that 60 percent of the accidents occurred during daylight hours and all accidents occurred on dry road conditions.

At the intersection of State Route 25 and Crescent Place North, there were a total of two accidents recorded during this three-year period. Data indicates that all of the accidents involved property damage. The collision type was rear end collisions with the contributing factors of following too closely and failure to yield right-of-way. It was found that all of the accidents occurred during daylight hours and on dry road conditions.

For the section of State Route 25, between Crescent Place North and Old Newtown Road, there were a total of 14 accidents recorded during this three-year period. Data indicates that 79 percent of the accidents involved property damage and 21 percent involved injuries. The collision types were 79 percent involving a rear end collision and 21 percent involving a collision with fixed object. The contributing factors were 79 percent for following too closely, 14 percent for failed to keep proper lane and 7 percent for ran off road. It was found that 86 percent of the accidents occurred during daylight hours and 79 percent of the accidents occurred on dry road conditions. Table 3 provides a more detailed summary of the accident data.

Table 3
ACCIDENT EXPERIENCE – STATE ROUTE 25
Gateway Commons
4 Main Street, Monroe, Connecticut
7182 & 7192 Main Street, Trumbull, Connecticut

ACCIDENT CHARACTERISTICS	STATE ROUTE 25																	
	Between Victoria Drive and Crescent Place South **(10.95 – 10.98)**		At Crescent Place South **(10.99)**		Between Crescent Place South and Maple Drive **(11.00 – 11.02)**		At Maple Drive **(11.03)**		Between Maple Drive and Mill Street **(11.04 – 11.14)**		At Mill Street **(11.15)**		Between Mill Street and Crescent Place North **(11.16 – 11.26)**		At Crescent Place North **(11.27)**		Between Crescent Place North and Old Newtown Road **(11.28 – 11.39)**	
	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%
Year																		
• 2019	0	0	1	25	2	100	1	100	3	75	0	0	0	0	1	50	5	36
• 2020	0	0	1	25	0	0	0	0	1	25	0	0	1	20	1	50	4	28
• 2021	0	0	2	50	0	0	0	0	0	0	1	100	4	80	0	0	5	36
• Total	0	0	4	100	2	100	1	100	4	100	1	100	5	100	2	100	14	100
Accident Severity																		
• Property Damage	0	0	1	25	1	50	1	100	4	100	1	100	4	80	2	100	11	79
• Injury	0	0	3	75	1	50	0	0	0	0	0	0	1	20	0	0	3	21
Collision Type																		
• Rear-end	0	0	2	50	0	0	1	100	3	75	0	0	3	60	2	100	11	79
• Angle	0	0	2	50	1	50	0	0	0	0	0	0	1	20	0	0	0	0
• Sideswipe-Same Dir.	0	0	0	0	0	0	0	0	0	0	1	100	0	0	0	0	0	0
• Fixed-Object	0	0	0	0	1	50	0	0	1	25	0	0	1	20	0	0	3	21
Contributing Factor																		
• Following Too Closely	0	0	2	50	0	0	1	100	3	75	1	100	4	80	1	50	11	79
• Failure to Yield ROW	0	0	2	50	0	0	0	0	0	0	0	0	0	0	1	50	0	0
• Unknown	0	0	0	0	1	50	0	0	0	0	0	0	0	0	0	0	0	0
• Failed to Keep Proper Lane	0	0	0	0	0	0	0	0	1	25	0	0	1	20	0	0	2	14
• Ran Off Road	0	0	0	0	1	50	0	0	0	0	0	0	0	0	0	0	1	7
Light Condition																		
• Daylight	0	0	4	100	1	50	0	0	2	50	1	100	3	60	2	100	14	100
• Dark-Lit	0	0	0	0	0	0	0	0	2	50	0	0	0	0	0	0	0	0
• Dark-Not Lit	0	0	0	0	0	0	1	100	0	0	0	0	2	40	0	0	0	0
• Dawn	0	0	0	0	1	50	0	0	0	0	0	0	0	0	0	0	0	0
Surface Condition																		
• Dry	0	0	4	100	1	50	1	100	4	100	1	100	5	100	2	100	12	86
• Wet	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	14
• Slush	0	0	0	0	1	50	0	0	0	0	0	0	0	0	0	0	0	0
Weather Conditions																		
• Clear	0	0	3	75	1	50	1	100	4	100	1	100	4	80	2	100	11	79
• Cloudy	0	0	1	25	0	0	0	0	0	0	0	0	1	20	0	0	1	7
• Rain	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	14
• Snow	0	0	0	0	1	50	0	0	0	0	0	0	0	0	0	0	0	0

Source: Connecticut Crash Data Repository (CCDR)

Notes: Latest available accident data from January 1, 2019 to December 31, 2021

At the intersection of State Route 25 and Old Newtown Road, there were a total of two accidents recorded during this three-year period. Data indicates that one of the accidents involved property damage, while the other involved injuries. The collision type was rear end collisions with the contributing factor of following too closely. It was found that all of the accidents occurred during daylight hours and 50 percent of the accidents occurred on dry road conditions.

For the section of State Route 25, between Old Newtown Road and Judd Road/Purdy Hill Road, there were a total of 11 accidents recorded during this three-year period. Data indicates that 82 percent of the accidents involved property damage and 18 percent involved injuries. The collision types were 64 percent involving a rear end collision and 9 percent involving an angle collision, a sideswipe in the opposite direction, not applicable and a collision with fixed object. The contributing factors were 64 percent for following too closely, 18 percent for failure to yield right-of-way and 9 percent for no contributing action and improper turning. It was found that 82 percent of the accidents occurred during daylight hours and 73 percent of the accidents occurred on dry road conditions.

At the intersection of State Route 25 and Judd Road/Purdy Hill Road, there were a total of 9 accidents recorded during this three-year period. Data indicates that 78 percent of the accidents involved property damage and 22 percent involved injuries. The collision types were 67 percent involving a rear end collision and 33 percent involving an angle collision. The contributing factors were 67 percent for following too closely, 22 percent for failure to yield right-of-way and 11 percent for ran red light. It was found that 89 percent of the accidents occurred during daylight hours and 78 percent of the accidents occurred on dry road conditions. Table 4 provides a more detailed summary of the accident data. Accident data from the CCDR can be found in the Appendix of this report.

Table 4
ACCIDENT EXPERIENCE – STATE ROUTE 25
Gateway Commons
4 Main Street, Monroe, Connecticut
7182 & 7192 Main Street, Trumbull, Connecticut

ACCIDENT CHARACTERISTICS	STATE ROUTE 25					
	At Old Newtown Road **(11.40)**		Between Old Newtown Road and Judd Road/Purdy Hill Road **(11.41 – 11.44)**		At Judd Road/Purdy Hill Road **(11.45 – 11.46)**	
	Total	%	Total	%	Total	%
Year						
• 2019	1	50	7	64	4	45
• 2020	0	0	1	9	2	22
• 2021	1	50	3	27	3	33
• Total	2	100	11	100	9	100
Accident Severity						
• Property Damage	1	50	9	82	7	78
• Injury	1	50	2	18	2	22
Collision Type						
• Rear-end	2	100	7	64	6	67
• Angle	0	0	1	9	3	33
• Sideswipe-Opp. Dir.	0	0	1	9	0	0
• Not Applicable	0	0	1	9	0	0
• Other	0	0	1	9	0	0
Contributing Factor						
• Following Too Closely	2	100	7	64	6	67
• Failure to Yield ROW	0	0	2	18	2	22
• Ran Red Light	0	0	0	0	1	11
• No Contributing Action	0	0	1	9	0	0
• Improper Turning	0	0	1	9	0	0
Light Condition						
• Daylight	2	100	9	82	8	89
• Dark-Lit	0	0	1	9	1	11
• Dawn	0	0	1	9	0	0
Surface Condition						
• Dry	1	50	8	73	7	78
• Wet	1	50	3	27	2	22
Weather Conditions						
• Clear	1	50	9	82	8	89
• Cloudy	0	0	2	18	0	0
• Rain	1	50	0	0	1	11

Source: Connecticut Crash Data Repository (CCDR)

Notes: Latest available accident data from January 1, 2019 to December 31, 2021

FUTURE TRAFFIC IMPACTS

This section of the report describes the future 2024 traffic conditions for the Study Area. It includes 2024 no-build traffic volumes, anticipated road improvements by CTDOT, estimates for site traffic generation, distribution and assignment of the proposed site traffic, future build traffic volumes and the results of capacity analyses. The capacity analyses are completed for a no-build and build condition, which provides a basis for determining potential impact to area roads and nearby intersections and the need for mitigation, if necessary.

No-Build Traffic Volumes

The 2022 existing traffic volumes, which were previously described, were expanded to reflect a 2024 traffic condition for each of the intersections by applying an annual growth rate of 1.0 percent, as per discussions with CTDOT Planning Division, to account for general growth in the immediate vicinity of the surrounding area.

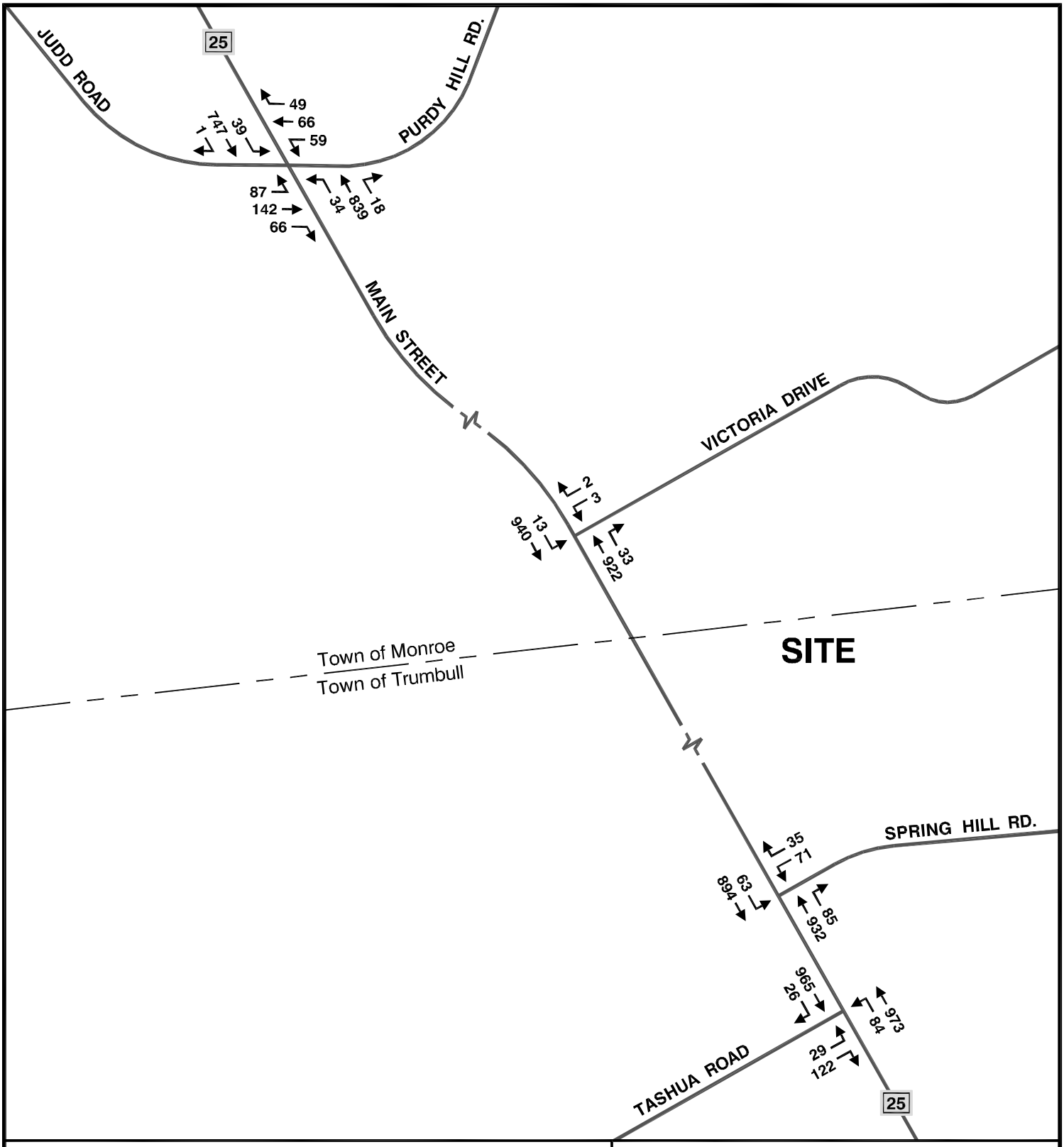
Based on discussions with CTDOT Planning Division and the Towns of Monroe and Trumbull Planning Departments, no other developments were identified. The 2024 no-build traffic volumes are graphically illustrated in Figures 5 through 7 for the weekday morning, weekday afternoon and Saturday midday peak hours, respectively.

Anticipated Improvements by CTDOT

Based on discussions with CTDOT, they are proposing traffic signal improvements at the Main Street intersections with Victoria Drive, Spring Hill Road and Tashua Road. The improvements include installation of video detection at all intersections, as well as minor timing changes at the Victoria Drive intersection. These improvements are expected to be completed by Fall 2023.

Estimation of Site Traffic Generation

The proposal is to build 4,000 square feet of warehousing, 4,129 square feet of general office space, 21,216 square feet of retail space and 57 residential units. Based on trip rates from "Trip Generation," 11th Edition, published by ITE, 2021, it is estimated that the warehouse will generate a total of 1, 1 and 0 vehicle trip ends during the weekday morning, weekday afternoon and Saturday midday peak hours,



NOTE:
An annual growth rate of 1.0 percent was employed to the horizon year 2024, as per discussions with CTDOT Planning Division.

2024 NO-BUILD TRAFFIC VOLUMES
WEEKDAY MORNING PEAK HOUR

GATEWAY COMMONS
4 Main St., Monroe, CT
7182 & 7192 Main St., Trumbull, CT

N

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5

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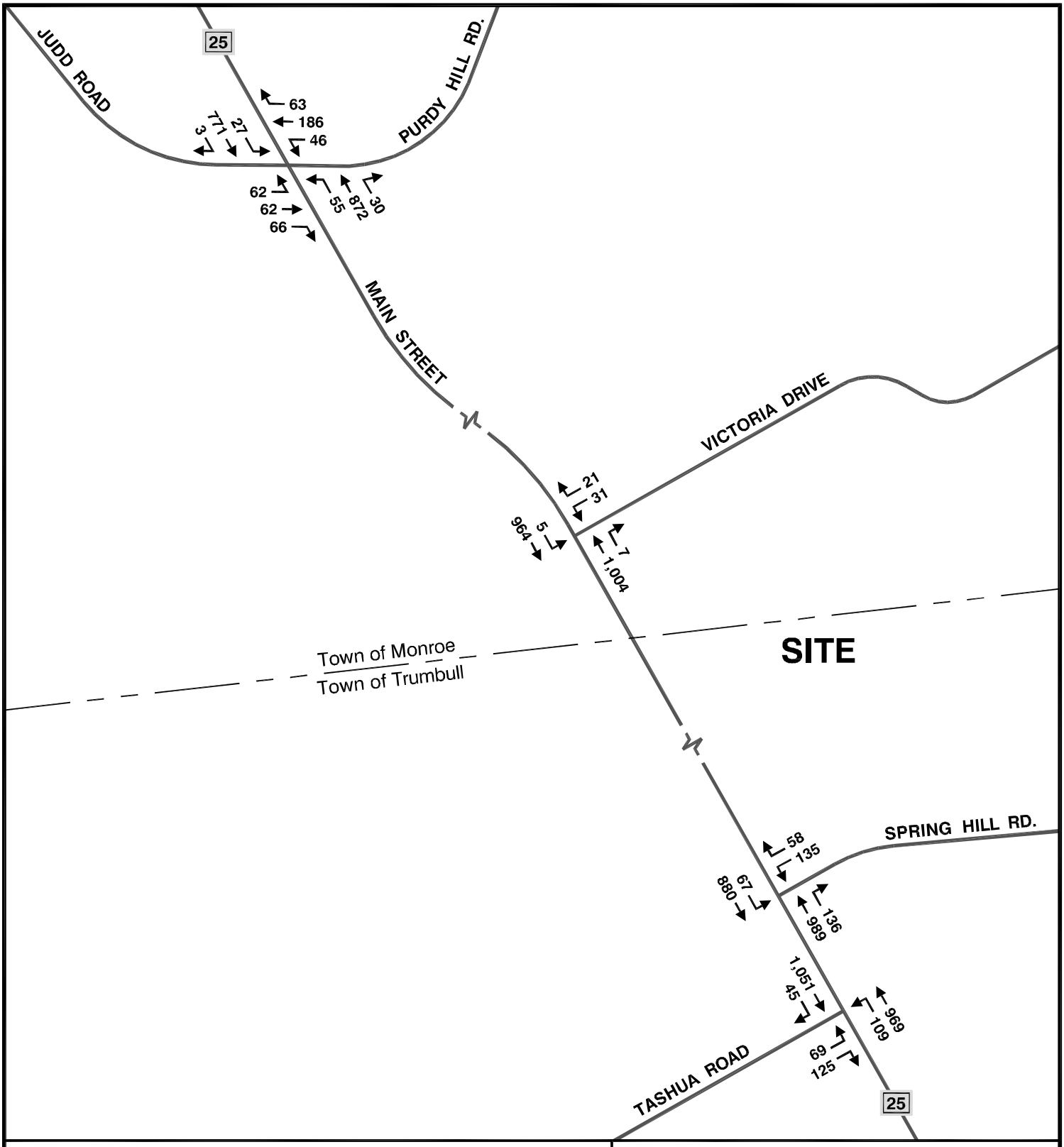

NOTE:
An annual growth rate of 1.0 percent was employed to the horizon year 2024, as per discussions with CTDOT Planning Division.

2024 NO-BUILD TRAFFIC VOLUMES
WEEKDAY AFTERNOON PEAK HOUR

GATEWAY COMMONS
4 Main St., Monroe, CT
7182 & 7192 Main St., Trumbull, CT

N

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6

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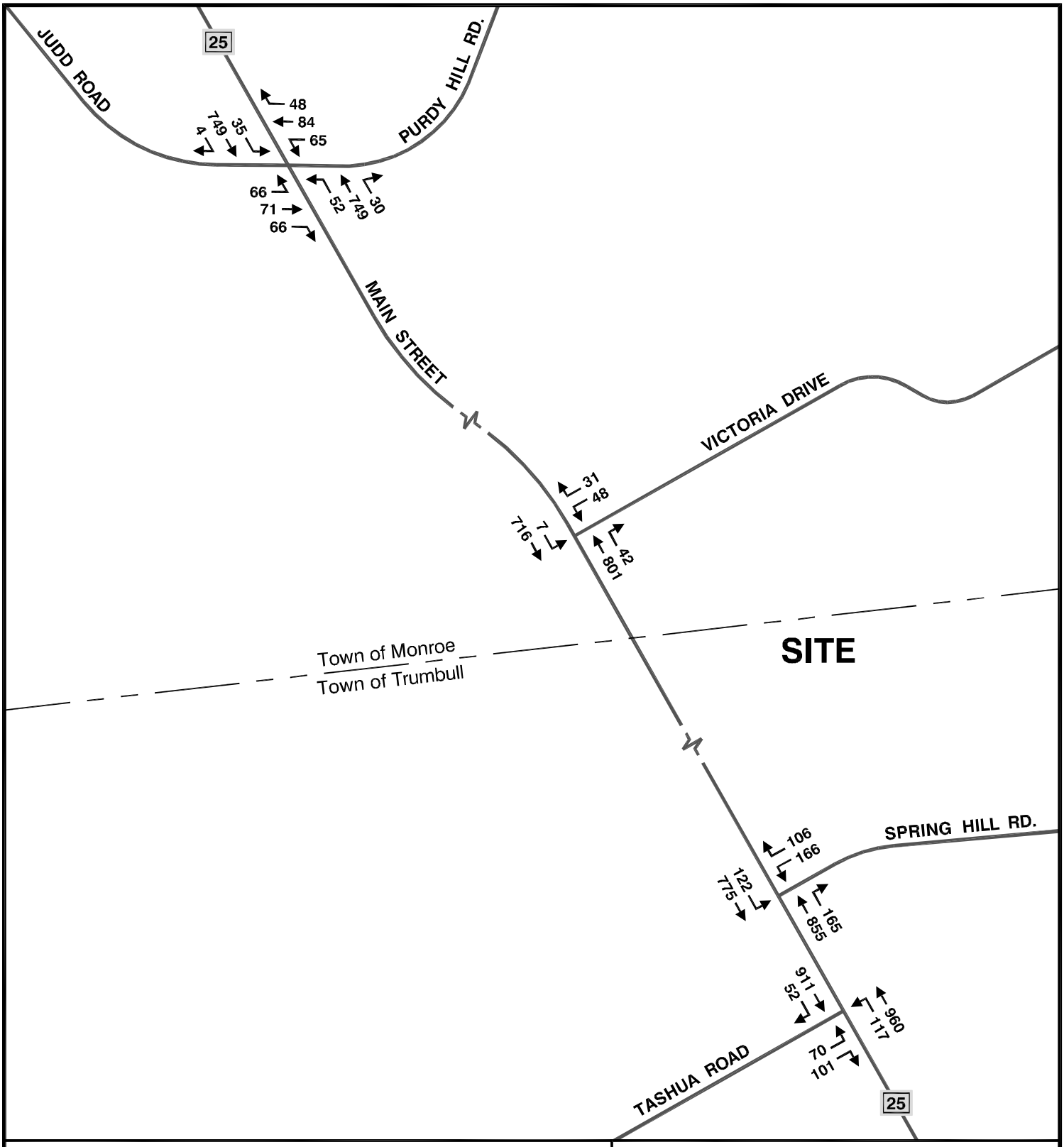

NOTE:
An annual growth rate of 1.0 percent was employed to the horizon year 2024, as per discussions with CTDOT Planning Division.

2024 NO-BUILD TRAFFIC VOLUMES
SATURDAY MIDDAY PEAK HOUR

GATEWAY COMMONS
4 Main St., Monroe, CT
7182 & 7192 Main St., Trumbull, CT

N

Hardesty & Hanover

7

Not to Scale

12/12/22

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respectively. The general office space is estimated to generate a total of 6, 6 and 2 vehicle trip ends during the weekday morning, weekday afternoon and Saturday midday peak hours, respectively.

For the retail space, it is estimated that it would generate a total of 50, 140 and 139 vehicle trip ends, of which 3, 7 and 7 are internal capture trips, 47, 133, and 132 are external vehicle trip ends, 9, 26, and 26 are pass-by trips and 38, 107 and 106 are primary (new) vehicle trip ends during the weekday morning, weekday afternoon and Saturday midday peak hours, respectively. The residential is estimated to generate a total of 41, 45 and 23 vehicle trip ends, of which 2, 2 and 1 are internal capture trips and 39, 43 and 22 are primary (new) vehicle trip ends during the weekday morning, weekday afternoon and Saturday midday peak hours, respectively.

The total site is estimated to generate a total of 98, 192 and 164 vehicle trip ends, of which 5, 9 and 8 are internal capture trips, 93, 183, and 156 are external vehicle trip ends, 9, 26, and 26 are pass-by trips and 84, 157 and 130 are primary (new) vehicle trip ends during the weekday morning, weekday afternoon and Saturday midday peak hours, respectively. Internal trips are trips made internal to the proposed property. Pass-by trips are attracted from traffic passing the proposed property on an adjacent street that offers direct access to the proposed property. Primary trips are trips made for the specific purpose of visiting the proposed property. Table 5 illustrates the details of the site traffic generation.

Distribution and Assignment of Site Traffic

A review of current traffic patterns at the Study Area intersections and in the vicinity of the project influence area were reviewed to determine trip distribution for the proposed development. It was found that 40 percent of the site traffic will arrive and depart from/to the north on State Route 25, 35 percent of the site traffic will arrive and depart from/to the south on State Route 25, 10 percent of the site traffic will arrive and depart from/to the east on Spring Hill Road and 5 percent of the site traffic will arrive and depart from/to the east on Purdy Hill Road, from/to the west on Judd Road and from/to the west on Tashua Road.

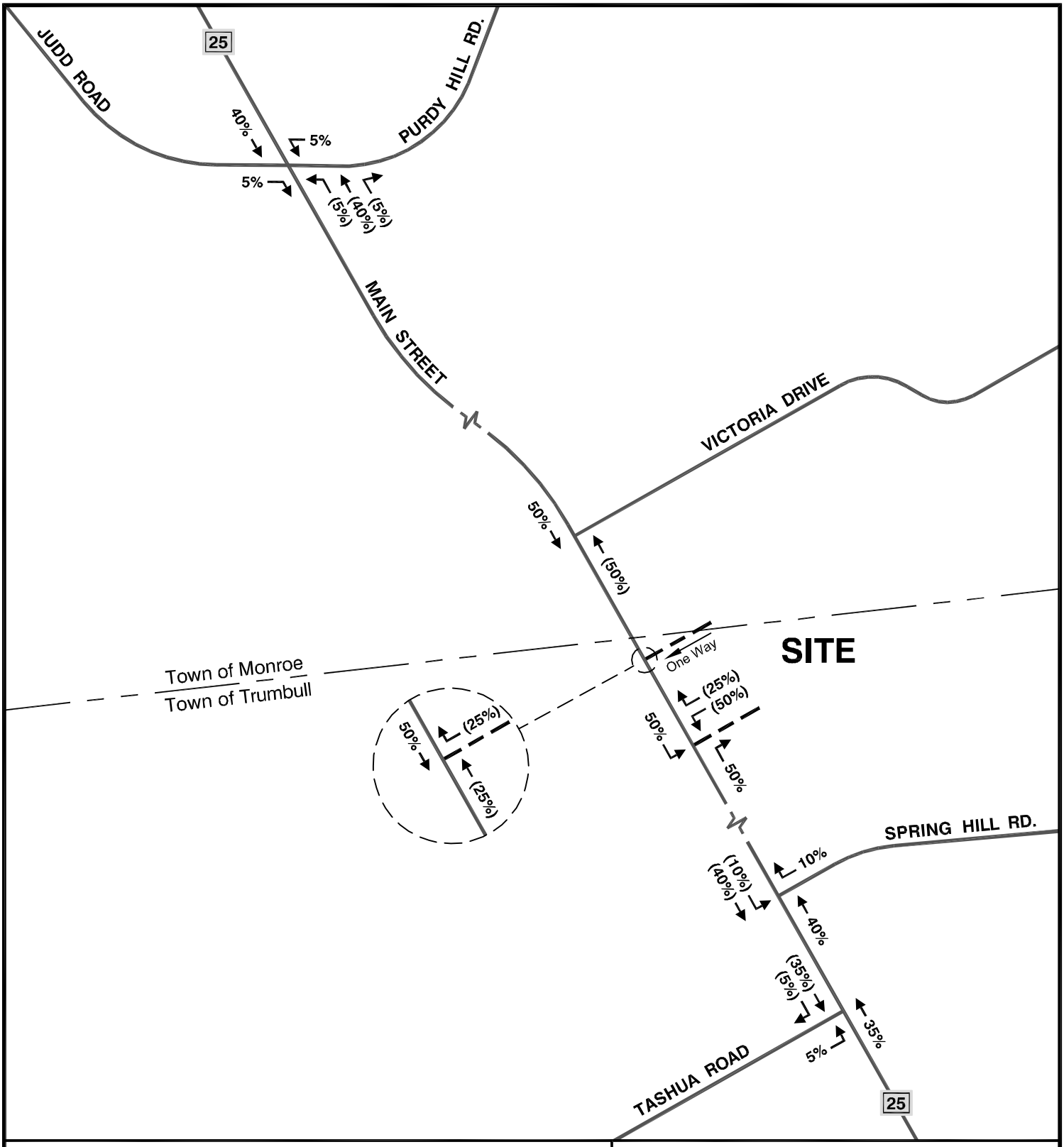
Figure 8 provides the site traffic distribution of the proposed development. Figures 9 through 11 graphically illustrate the site traffic generation and assignment for the proposed development for the weekday morning, weekday afternoon and Saturday midday peak hours, respectively.

Table 5
SITE TRAFFIC GENERATION AND ADJUSTMENTS – PEAK HOURS
Gateway Commons
4 Main Street, Monroe, Connecticut
7182 & 7192 Main Street, Trumbull, Connecticut

LAND USE	SIZE	TRAFFIC DIRECTION	SITE TRAFFIC GENERATION AND ADJUSTMENTS														
			Total Trip Ends			Internal Capture (5%)			External Vehicle Trip Ends			Pass-By Vehicle Trip Ends (20%)			Primary (New) Vehicle Trip Ends		
			Weekday Morning	Weekday Afternoon	Saturday Midday	Weekday Morning	Weekday Afternoon	Saturday Midday	Weekday Morning	Weekday Afternoon	Saturday Midday	Weekday Morning	Weekday Afternoon	Saturday Midday	Weekday Morning	Weekday Afternoon	Saturday Midday
Warehouse	4,000 S.F.	Enter	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0
		Exit	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0
		Total	1	1	0	0	0	0	1	1	0	0	0	0	1	1	0
General Office Building	4,129 S.F.	Enter	5	1	1	0	0	0	5	1	1	0	0	0	5	1	1
		Exit	1	5	1	0	0	0	1	5	1	0	0	0	1	5	1
		Total	6	6	2	0	0	0	6	6	2	0	0	0	6	6	2
Retail	21,216 S.F.	Enter	30	70	71	2	4	4	28	66	67	5	13	13	23	53	54
		Exit	20	70	68	1	3	3	19	67	65	4	13	13	15	54	52
		Total	50	140	139	3	7	7	47	133	132	9	26	26	38	107	106
Multifamily Housing (Low-Rise)	57 Units	Enter	10	28	11	1	1	0	9	27	11	0	0	0	9	27	11
		Exit	31	17	12	1	1	1	30	16	11	0	0	0	30	16	11
		Total	41	45	23	2	2	1	39	43	22	0	0	0	39	43	22
Total Proposed Site Traffic Generation		Enter	46	99	83	3	5	4	43	94	79	5	13	13	38	81	66
		Exit	52	93	81	2	4	4	50	89	77	4	13	13	46	76	64
		Total	98	192	164	5	9	8	93	183	156	9	26	26	84	157	130

Source: "Trip Generation," 11th Edition, published by the Institute of Transportation Engineers (ITE) in 2017 using Warehousing, Land Use Code #150 Average Rates, General Office Building, Land Use Code #710 Average Rates, Strip Retail Plaza, Land Use Code #822 Average Rates and Multifamily Housing (Low-Rise), Land Use Code #220 Fitted Curve Equation for the Weekday Morning and Afternoon Peak Hours and Average Rates for Saturday Midday Peak Hour.

Note:
1) **Internal Capture:** A 5 percent credit was employed to the total trip ends as per Connecticut Department of Transportation Guidelines.
2) **Pass-By:** A 20 percent credit was employed to the external vehicle trip ends as per Connecticut Department of Transportation Guidelines.



SITE TRAFFIC
Enter 00%
Exit (00%)

LEGEND:

Proposed Site Access Driveways

SITE TRAFFIC DISTRIBUTION

GATEWAY COMMONS
4 Main St., Monroe, CT
7182 & 7192 Main St., Trumbull, CT

N

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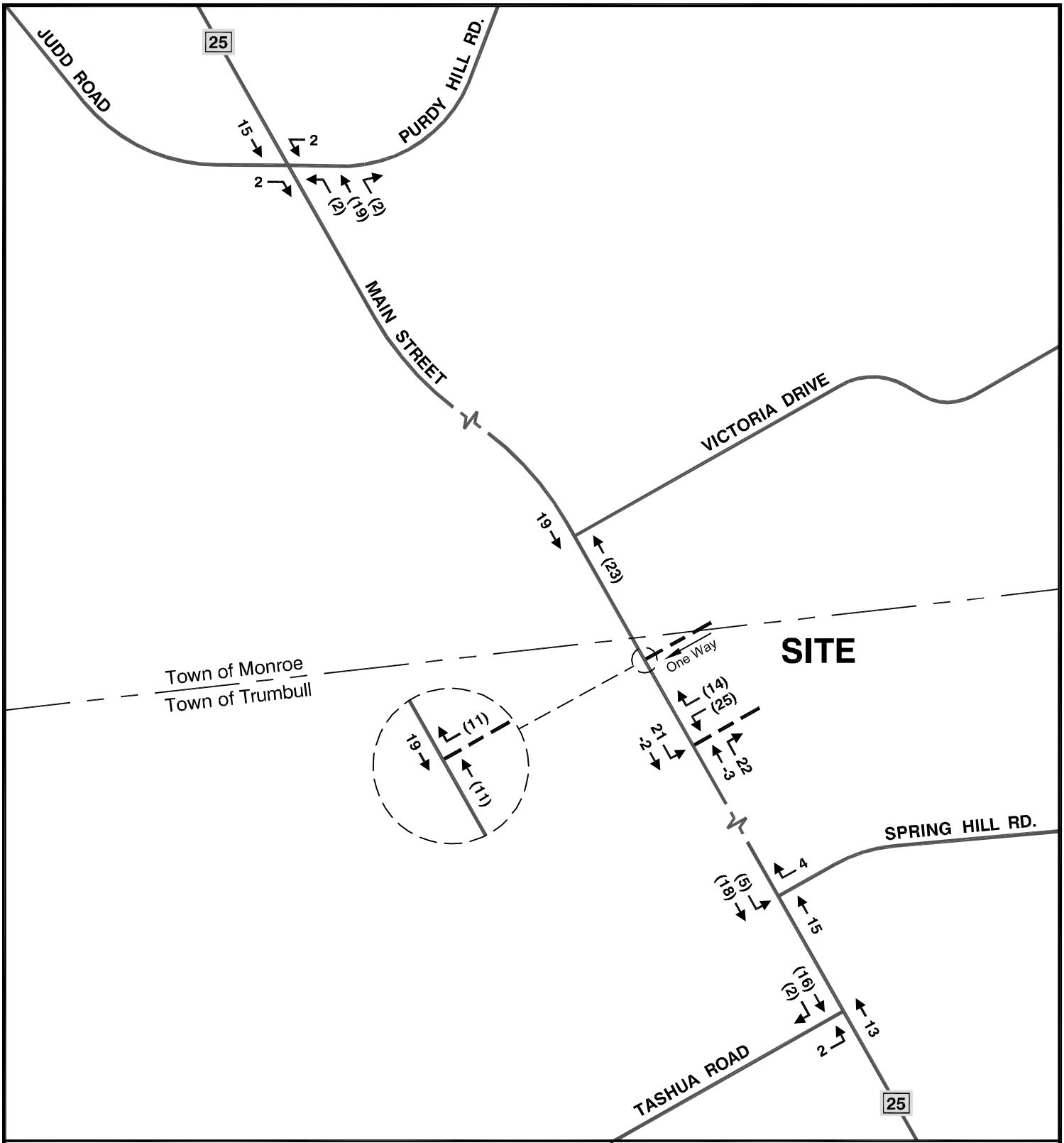

Land Use	Traffic Direction	SITE TRAFFIC GENERATION AND ADJUSTMENTS		
		External Vehicle Trip Ends	Pass-by Vehicle Trip Ends (20%)	Primary (New) Vehicle Trip Ends
Total Proposed Site Traffic Generation	Enter	43	5	38
	Exit	(50)	(4)	(46)
	Total	93	9	84

LEGEND:

Proposed Site Access Driveways

SITE TRAFFIC GENERATION & ASSIGNMENT
WEEKDAY MORNING PEAK HOUR

GATEWAY COMMONS
4 Main St., Monroe, CT
7182 & 7192 Main St., Trumbull, CT

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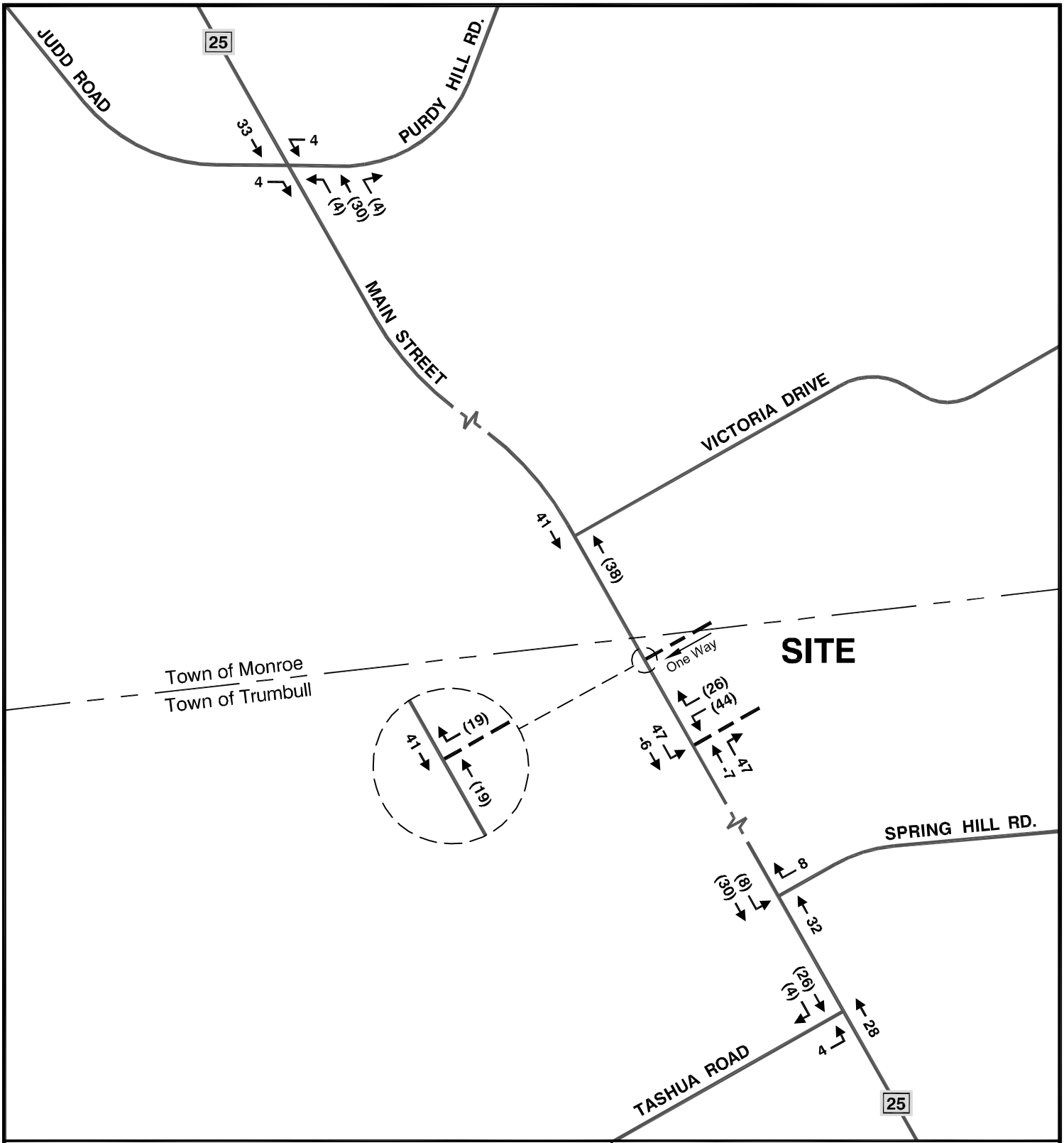

Land Use	Traffic Direction	SITE TRAFFIC GENERATION AND ADJUSTMENTS		
		External Vehicle Trip Ends	Pass-by Vehicle Trip Ends (20%)	Primary (New) Vehicle Trip Ends
Total Proposed Site Traffic Generation	Enter	94	13	81
	Exit	(89)	(13)	(76)
	Total	183	26	157

LEGEND:

Proposed Site Access Driveways

SITE TRAFFIC GENERATION & ASSIGNMENT
WEEKDAY AFTERNOON PEAK HOUR

GATEWAY COMMONS
4 Main St., Monroe, CT
7182 & 7192 Main St., Trumbull, CT

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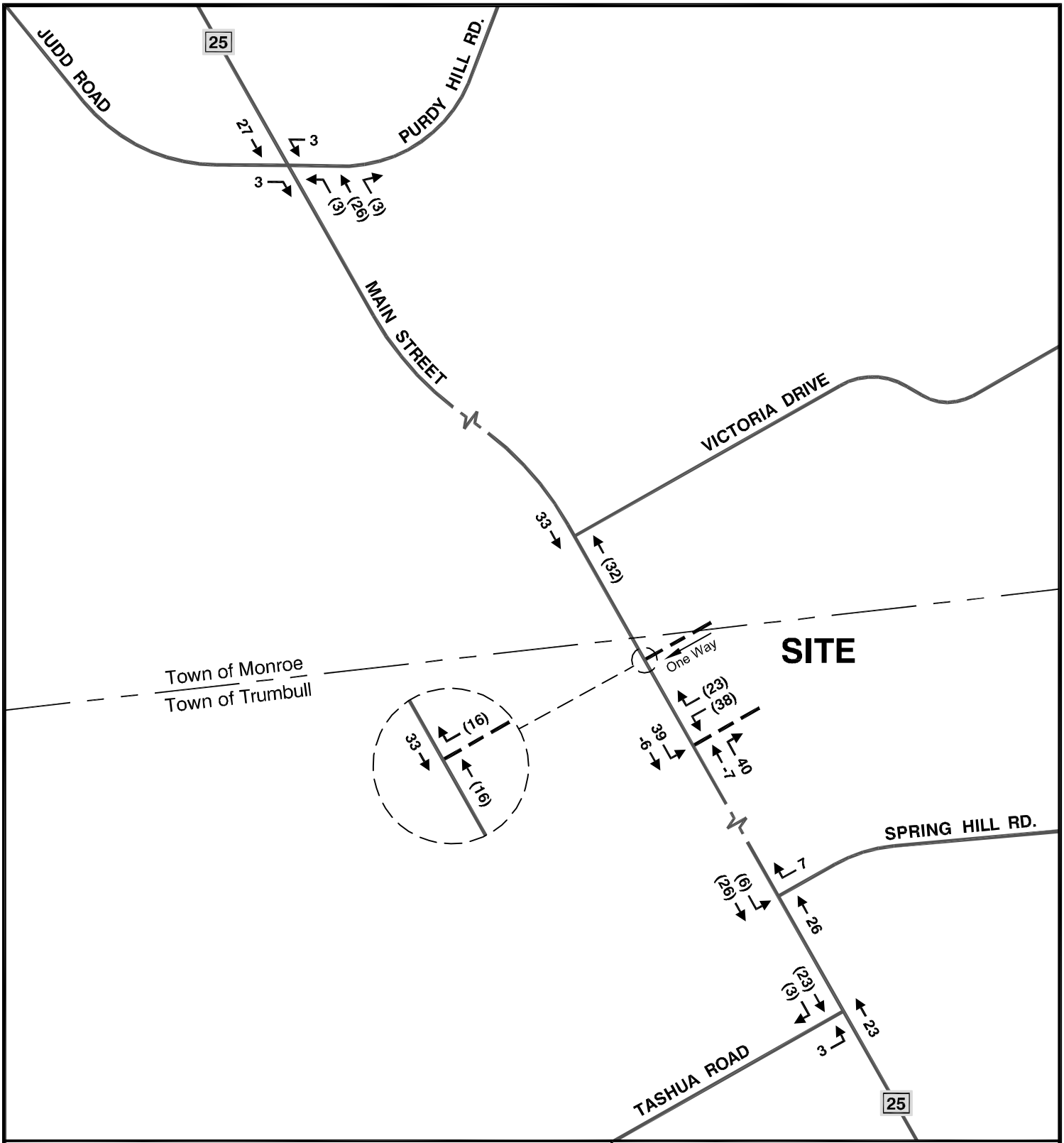

Land Use	Traffic Direction	SITE TRAFFIC GENERATION AND ADJUSTMENTS		
		External Vehicle Trip Ends	Pass-by Vehicle Trip Ends (20%)	Primary (New) Vehicle Trip Ends
Total Proposed Site Traffic Generation	Enter	79	13	66
	Exit	(77)	(13)	(64)
	Total	156	26	130

LEGEND:

Proposed Site Access Driveways

SITE TRAFFIC GENERATION & ASSIGNMENT
SATURDAY MIDDAY PEAK HOUR

GATEWAY COMMONS
4 Main St., Monroe, CT
7182 & 7192 Main St., Trumbull, CT

N

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Not to Scale

11

12/12/22

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Build Traffic Volumes

Build traffic volumes for a 2024 condition are graphically illustrated in Figures 12 through 14 for the weekday morning, weekday afternoon and Saturday midday peak hours, respectively. The 2024 build traffic volumes include the 2024 no-build traffic volumes and the site traffic generation volumes for the proposed development for each time period.

Capacity Analysis Procedures

Capacity analysis procedures are provided in the Appendix of this report. The analyses follow a SYNCHRO computer model and information provided by the Transportation Research Board (TRB) and the Highway Capacity Manual (HCM) 6th Edition.

Capacity Analysis Results – Existing, No-Build with Anticipated Improvements and Build with Anticipated Improvements Conditions

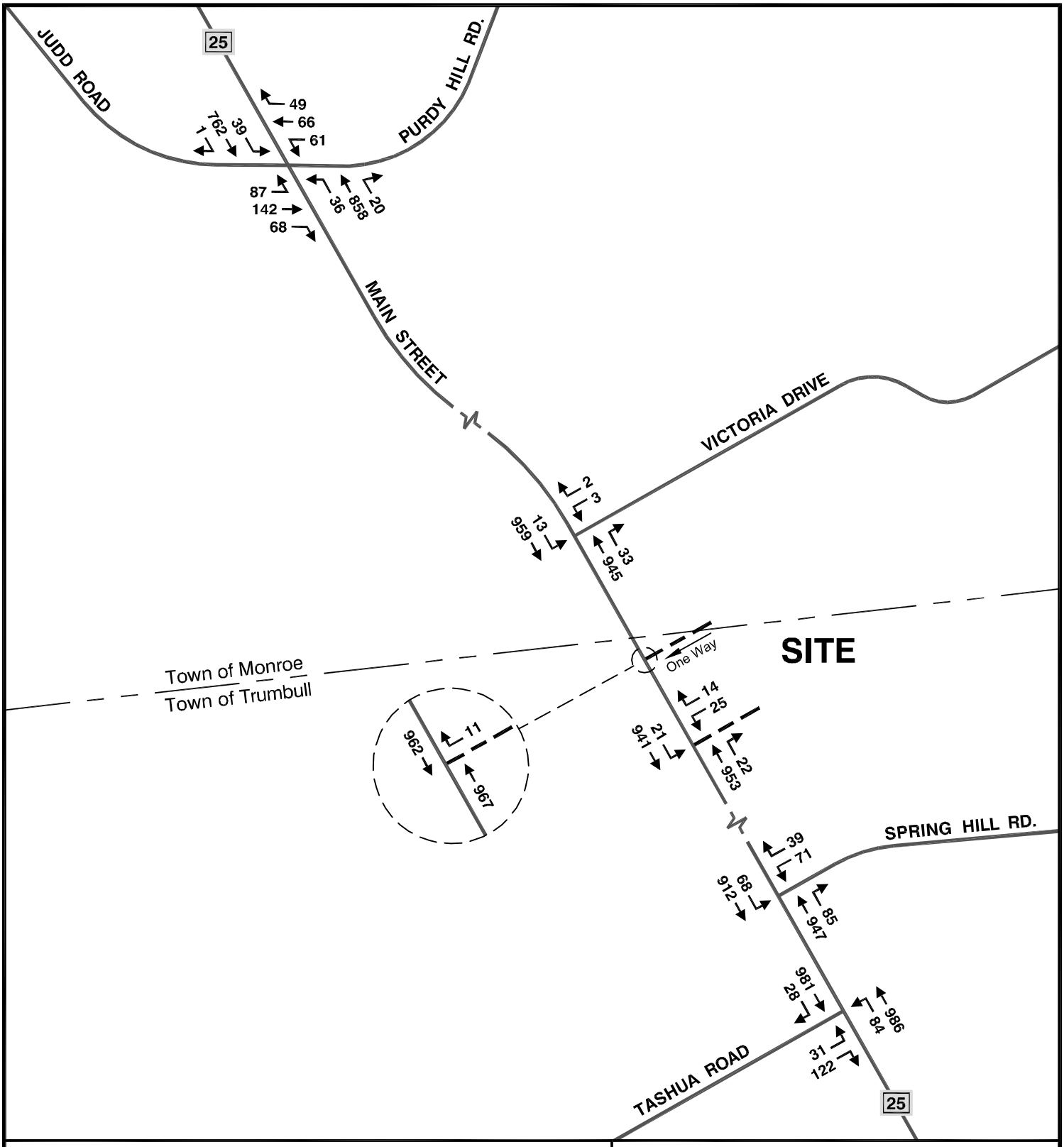
The following is a summary of the results of analyses for an existing, no-build with anticipated improvements and build with anticipated improvements conditions at the Study Area intersections and site access drives for each of the time periods included in this analysis.

1. *State Route 25 at Judd Road/Purdy Hill Road*

Existing – Results of the analysis of this signalized intersection indicate that it currently operates at an overall Level of Service "C" during the weekday morning, weekday afternoon and Saturday midday peak hours. The eastbound left turn lane group, westbound though/right lane group, northbound left turn lane group and southbound left turn lane group operate at a Level of Service "E" during the weekday afternoon peak hour.

No-Build with Anticipated Improvements – Results of the analysis of this signalized intersection indicate that it will operate at an overall Level of Service "C," "D" and "D" during the weekday morning, weekday afternoon and Saturday midday peak hours, respectively. The eastbound left turn lane group, westbound though/right lane group and approach, northbound left turn lane group and southbound left turn lane group operate at a Level of Service "E" during the weekday afternoon peak hour.

Build with Anticipated Improvements – Results of the analysis indicate that with the site-generated traffic added to this signalized intersection it will continue to operate at the same or with acceptable changes in Levels of Service during all three peak hours, with the exception of the



NOTE:
The 2024 Build Traffic Volumes include the 2024 No-Build Traffic Volumes and Site Traffic Generation.

LEGEND:
Proposed Site Access Driveways

2024 BUILD TRAFFIC VOLUMES
WEEKDAY MORNING PEAK HOUR

GATEWAY COMMONS
4 Main St., Monroe, CT
7182 & 7192 Main St., Trumbull, CT

N

Hardesty & Hanover

12

Not to Scale

12/12/22

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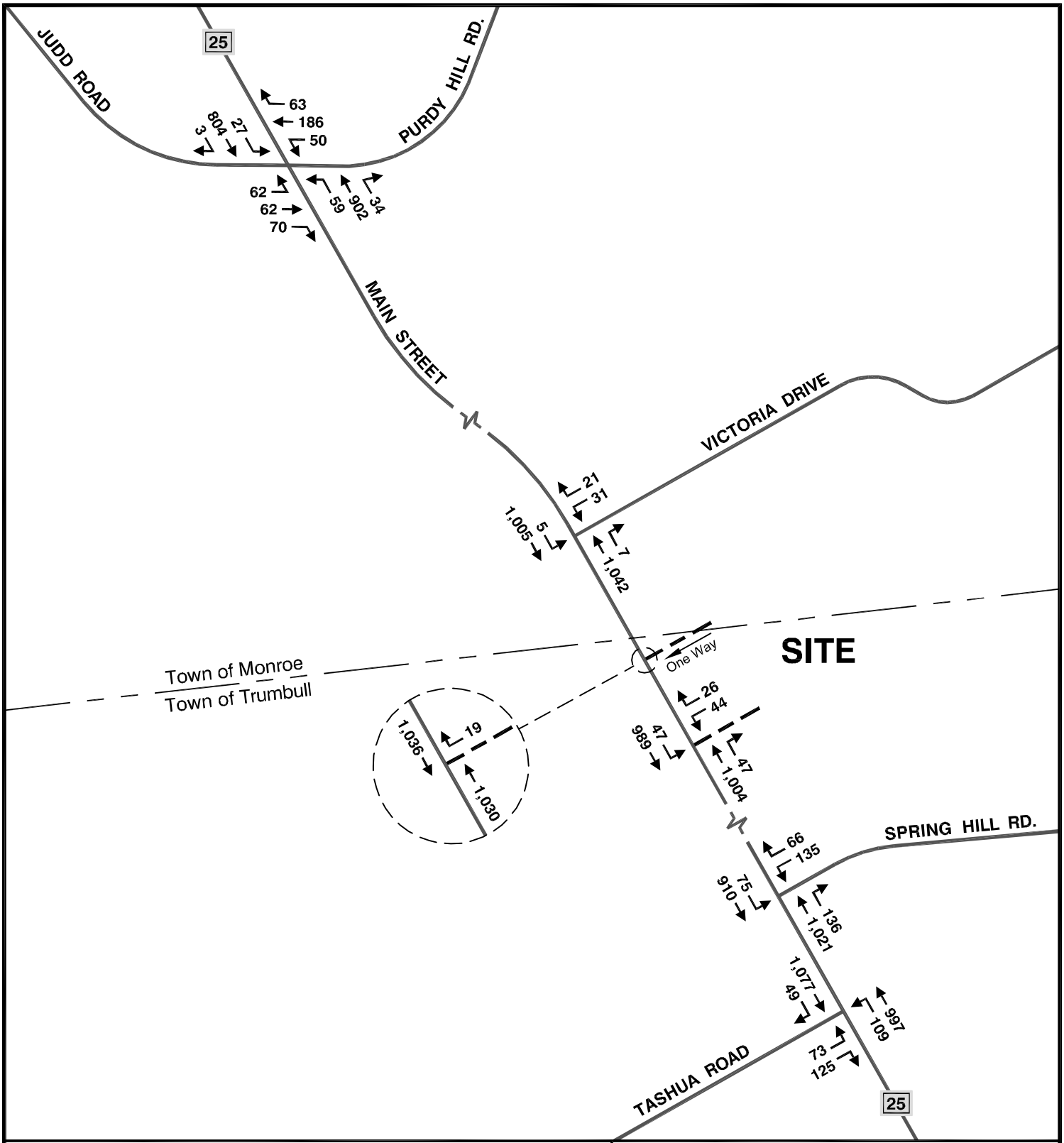

NOTE:
The 2024 Build Traffic Volumes include the 2024 No-Build Traffic Volumes and Site Traffic Generation.

LEGEND:
Proposed Site Access Driveways

2024 BUILD TRAFFIC VOLUMES
WEEKDAY AFTERNOON PEAK HOUR

GATEWAY COMMONS
4 Main St., Monroe, CT
7182 & 7192 Main St., Trumbull, CT

N

Hardesty & Hanover

13

Not to Scale

12/12/22

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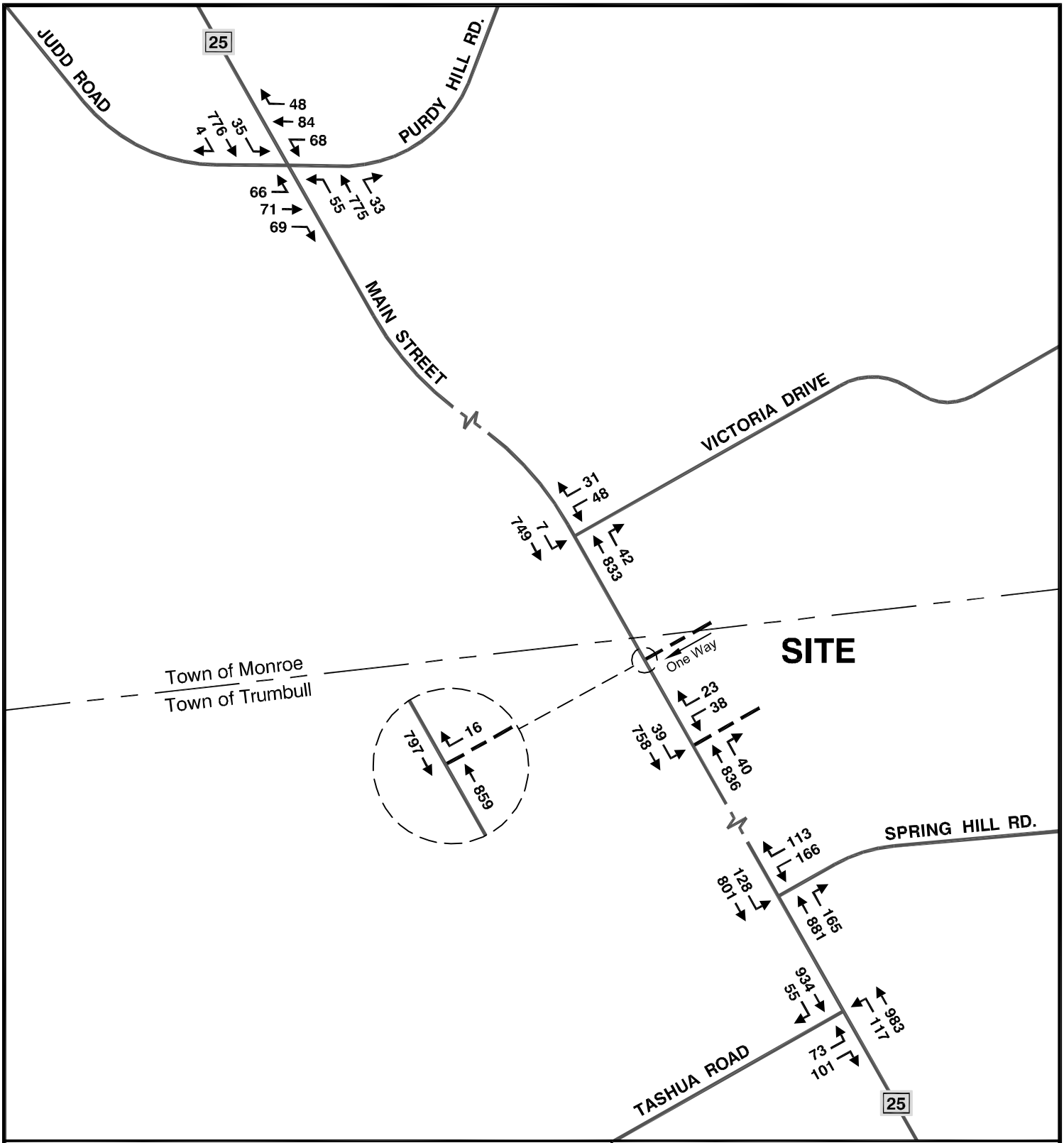

NOTE:
The 2024 Build Traffic Volumes include the 2024 No-Build Traffic Volumes and Site Traffic Generation.

LEGEND:
Proposed Site Access Driveways

2024 BUILD TRAFFIC VOLUMES
SATURDAY MIDDAY PEAK HOUR

GATEWAY COMMONS
4 Main St., Monroe, CT
7182 & 7192 Main St., Trumbull, CT

N

Hardesty & Hanover

14

Not to Scale

12/12/22

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southbound left turn lane group, which will have a change in Level of Service from "D" to "E" during the weekday morning peak hour. However, this lane group will have a volume to capacity ratio of 0.34 and there is sufficient storage provided for the 95th percentile queue during the build condition.

2. *State Route 25 at Victoria Drive*

Existing – Results of the analysis of this signalized intersection indicate that it currently operates at an overall Level of Service "B" during the weekday morning, weekday afternoon and Saturday midday peak hours.

No-Build with Anticipated Improvements – Results of the analysis of this signalized intersection indicate that it will operate at an overall Level of Service "B," "C" and "B" during the weekday morning, weekday afternoon and Saturday midday peak hours, respectively.

Build with Anticipated Improvements – Results of the analysis indicate that with the site-generated traffic added to this signalized intersection it will continue to operate at the same or with acceptable changes in Levels of Service during all three peak hours.

3. *State Route 25 at Spring Hill Road*

Existing – Results of the analysis of this signalized intersection indicate that it currently operates at an overall Level of Service "B," "C" and "B" during the weekday morning, weekday afternoon and Saturday midday peak hours, respectively. The westbound left turn lane group operates at a Level of Service "E" during the Saturday midday peak hour.

No-Build with Anticipated Improvements – Results of the analysis of this signalized intersection indicate that it will operate at an overall Level of Service "B," "C" and "B" during the weekday morning, weekday afternoon and Saturday midday peak hours, respectively. The westbound left turn lane group operates at a Level of Service "E" during the weekday afternoon and Saturday midday peak hour.

Build with Anticipated Improvements – Results of the analysis indicate that with the site-generated traffic added to this signalized intersection it will continue to operate at the same or with acceptable changes in Levels of Service during all three peak hours, with the exception of the northbound through lane group and approach, which will have a change in Level of Service from "D" to "E" during the weekday afternoon peak hour.

4. *State Route 25 at Tashua Road*

Existing – Results of the analysis of this signalized intersection indicate that it currently operates at an overall Level of Service "B," "E" and "C" during the weekday morning, weekday afternoon and Saturday midday peak hours, respectively. The southbound through/right lane group and approach operates at a Level of Service "F" during the weekday afternoon peak hour.

No-Build with Anticipated Improvements – Results of the analysis of this signalized intersection indicate that it will operate at an overall Level of Service "B," "E" and "C" during the weekday morning, weekday afternoon and Saturday midday peak hours, respectively. The southbound through/right lane group and approach operates at a Level of Service "F" during the weekday afternoon peak hour.

Build with Anticipated Improvements – Results of the analysis indicate that with the site-generated traffic added to this signalized intersection it will continue to operate at the same or with acceptable changes in Levels of Service during all three peak hours. However, while still operating at Level of Service "F", there will be an increase of 13.4 seconds average delay on the southbound through/right lane group and approach during the weekday afternoon peak hour.

5. *State Route 25 at Site Access Drive South*

Build with Anticipated Improvements – Results of the analysis of this proposed two-way STOP controlled intersection indicate that it will operate at a Level of Service "F" or better during the weekday morning, weekday afternoon and Saturday midday peak hours. A southbound left turn by-pass lane is proposed and will most likely required by CTDOT. The only mitigation for the long delays exiting the site would be the installation of a traffic signal; however, the eight-hour warrant most likely would not be met for installation. The southbound left turn will operate at a Level of Service "B" during all three peak hours.

6. *State Route 25 at Site Egress North*

Build with Anticipated Improvements – Results of the analysis of this two-way STOP controlled intersection indicate that it will operate at a Level of Service "C" during the weekday morning, weekday afternoon and Saturday midday peak hours.

Table 6 provides a more detailed summary of the results of the capacity analyses for the Study Area intersections, as described above. This table provides Level of Service, average vehicle delay and

Table 6
CAPACITY AND STORAGE/QUEUE ANALYSIS RESULTS – MEASURE OF EFFECTIVENESS (MOE) AND IMPACT ASSESSMENT – PEAK HOURS
Gateway Commons
4 Main Street, Monroe, Connecticut
7182 & 7192 Main Street, Trumbull, Connecticut

				2022 EXISTING CONDITIONS (BASELINE)									2024 NO–BUILD CONDITIONS WITH ANTICIPATED IMPROVEMENTS									2024 BUILD CONDITIONS WITH ANTICIPATED IMPROVEMENTS									PROJECT IMPACTS (NO-BUILD WITH ANTICIPATED IMPROVEMENTS TO BUILD WITH ANTICIPATED IMPROVEMENTS)					
				Weekday Morning			Weekday Afternoon			Saturday Midday			Weekday Morning			Weekday Afternoon			Saturday Midday			Weekday Morning			Weekday Afternoon			Saturday Midday			Weekday Morning		Weekday Afternoon		Saturday Midday	
INTERSECTION	CONTROL TYPE	STORAGE/ LINK LENGTH	PHYSICAL UNITS	LOS/ Delay	V/C Ratio	Queue Length (Feet)	LOS/ Delay	V/C Ratio	Queue Length (Feet)	LOS/ Delay	V/C Ratio	Queue Length (Feet)	LOS/ Delay	V/C Ratio	Queue Length (Feet)	LOS/ Delay	V/C Ratio	Queue Length (Feet)	LOS/ Delay	V/C Ratio	Queue Length (Feet)	LOS/ Delay	V/C Ratio	Queue Length (Feet)	LOS/ Delay	V/C Ratio	Queue Length (Feet)	LOS/ Delay	V/C Ratio	Queue Length (Feet)	Deterior-ation in LOS	Project Delay (Seconds)	Deterior-ation in LOS	Project Delay (Seconds)	Deterior-ation in LOS	Project Delay (Seconds)
State Route 25 at Judd Road/Purdy Hill Road	Traffic Signal	130	EB L	D/42.6	0.40	107	E/55.8	0.53	92	D/36.2	0.41	70	D/43.6	0.43	111	E/59.4	0.57	94	D/37.8	0.44	71	D/44.4	0.44	111	E/58.6	0.56	94	D/37.5	0.43	71	No	0.8	No	-0.8	No	-0.3
		3,180	TR	D/48.0	0.67	225	D/41.0	0.41	146	D/38.9	0.59	123	D/50.1	0.70	231	D/41.4	0.42	148	D/41.1	0.62	125	D/53.2	0.73	233	D/41.8	0.43	152	D/41.1	0.62	128	No	3.1	No	0.4	No	0.0
		--	APP.	D/46.4	--	--	D/45.8	--	--	D/38.0	--	--	D/48.2	--	--	D/47.3	--	--	D/40.0	--	--	D/50.6	--	--	D/47.2	--	--	D/40.0	--	--	No	2.4	No	-0.1	No	0.0
		100	WB L	D/45.3	0.39	82	D/38.8	0.21	65	D/36.2	0.41	69	D/47.6	0.43	83	D/39.0	0.22	66	D/38.2	0.44	70	D/52.3	0.50	88	D/39.6	0.24	71	D/39.1	0.46	73	No	4.7	No	0.6	No	0.9
		615	TR	D/40.3	0.39	133	E/57.3	0.79	274	D/38.6	0.58	119	D/40.8	0.41	134	E/59.3	0.81	281	D/40.6	0.60	121	D/41.7	0.42	134	E/58.7	0.80	282	D/40.1	0.59	121	No	0.9	No	-0.6	No	-0.5
		--	APP.	D/42.0	--	--	D/54.5	--	--	D/37.8	--	--	D/43.1	--	--	E/56.2	--	--	D/39.8	--	--	D/45.4	--	--	E/55.6	--	--	D/39.7	--	--	No	2.3	No	-0.6	No	-0.1
		135	NB L	D/52.8	0.28	58	E/57.6	0.43	83	D/42.0	0.39	63	D/53.7	0.30	61	E/58.7	0.45	85	D/43.7	0.42	65	D/54.9	0.33	63	E/59.5	0.47	90	D/44.5	0.43	68	No	1.2	No	0.8	No	0.8
		860	TR	C/29.1	0.87	**908**	C/29.7	0.87	**954**	C/32.8	0.91	685	C/29.0	0.86	**935**	C/30.8	0.88	**986**	C/33.1	0.91	708	C/29.0	0.86	**973**	C/34.4	0.91	**1045**	D/38.6	0.95	753	No	0.0	No	3.6	C – D	5.5
		--	APP.	C/29.9	--	--	C/31.2	--	--	C/33.4	--	--	C/30.0	--	--	C/32.4	--	--	C/33.8	--	--	C/30.0	--	--	D/35.9	--	--	D/39.0	--	--	No	0.0	C – D	3.8	C – D	5.2
		100	SB L	D/52.9	0.31	65	E/55.5	0.26	51	D/39.9	0.28	47	D/53.9	0.33	66	E/56.4	0.28	51	D/40.9	0.30	48	E/55.1	0.34	66	E/56.7	0.28	52	D/41.1	0.30	48	D – E	1.2	No	0.3	No	0.2
		4,495	TR	C/21.9	0.75	651	C/27.2	0.80	769	C/30.5	0.88	646	C/22.1	0.75	685	C/28.0	0.81	796	D/38.6	0.94	669	C/22.1	0.74	768	C/30.7	0.84	855	D/45.8	0.98	708	No	0.0	No	2.7	No	7.2
		--	APP.	C/23.4	--	--	C/28.1	--	--	C/30.9	--	--	C/23.7	--	--	C/28.9	--	--	D/38.7	--	--	C/23.7	--	--	C/31.6	--	--	D/45.6	--	--	No	0.0	No	2.7	No	6.9
		--	Overall	C/30.8	--	--	C/34.4	--	--	C/33.3	--	--	C/31.2	--	--	D/35.6	--	--	D/36.9	--	--	C/31.7	--	--	D/37.8	--	--	D/41.7	--	--	No	0.5	No	2.2	No	4.8
State Route 25 at Victoria Drive	Traffic Signal	900	WB L	D/35.3	0.02	11	D/40.0	0.17	47	D/36.4	0.18	61	D/36.7	0.03	11	D/41.2	0.20	48	D/36.8	0.21	61	D/36.7	0.03	11	D/41.4	0.20	48	D/37.5	0.22	61	No	0.0	No	0.2	No	0.7
		140	R	B/17.5	0.01	5	A/10.0	0.06	18	A/10.0	0.08	21	B/17.5	0.01	5	A/9.9	0.06	18	A/9.7	0.09	21	B/17.5	0.01	5	A/9.9	0.06	18	A/9.6	0.09	21	No	0.0	No	0.0	No	-0.1
		--	APP.	C/29.4	--	--	C/27.6	--	--	C/26.1	--	--	C/30.3	--	--	C/28.6	--	--	C/26.1	--	--	C/30.3	--	--	C/28.7	--	--	C/26.6	--	--	No	0.0	No	0.1	No	0.5
		705	NB TR	C/26.9	0.93	**847**	C/29.7	0.92	**944**	B/16.4	0.78	492	C/33.3	0.96	**842**	C/34.3	0.95	**981**	B/17.8	0.80	543	D/39.7	0.99	**877**	D/44.4	1.00	**1037**	B/18.4	0.81	627	C – D	6.4	C – D	10.1	No	0.6
		--	APP.	C/26.9	--	--	C/29.7	--	--	B/16.4	--	--	C/33.3	--	--	C/34.3	--	--	B/17.8	--	--	D/39.7	--	--	D/44.4	--	--	B/18.4	--	--	C – D	6.4	C – D	10.1	No	0.6
		200	SB L	A/0.8	0.01	4	A/1.6	0.00	2	A/1.7	0.00	3	A/0.6	0.01	3	A/1.6	0.00	2	A/1.9	0.00	3	A/0.6	0.01	3	A/1.6	0.00	2	A/1.9	0.00	3	No	0.0	No	0.0	No	0.0
		200	T	A/3.7	0.66	**278**	A/5.3	0.66	**310**	A/3.3	0.47	148	A/3.6	0.67	**241**	A/5.3	0.67	**341**	A/3.5	0.48	176	A/3.8	0.68	**256**	A/5.9	0.69	**388**	A/3.7	0.50	192	No	0.2	No	0.6	No	0.2
		--	APP.	A/3.7	--	--	A/5.3	--	--	A/3.3	--	--	A/3.5	--	--	A/5.3	--	--	A/3.5	--	--	A/3.8	--	--	A/5.9	--	--	A/3.7	--	--	No	0.3	No	0.6	No	0.2
		--	Overall	B/15.4	--	--	B/18.0	--	--	B/11.1	--	--	B/18.5	--	--	C/20.3	--	--	B/11.9	--	--	C/21.8	--	--	C/25.6	--	--	B/12.3	--	--	B – C	3.3	No	5.3	No	0.4
State Route 25 at Spring Hill Road	Traffic Signal	1,780	WB L	D/46.9	0.43	89	D/54.7	0.65	151	E/60.3	0.74	195	D/47.0	0.44	90	E/55.2	0.66	154	E/60.9	0.75	200	D/47.0	0.44	90	E/55.2	0.66	154	E/60.9	0.75	200	No	0.0	No	0.0	No	0.0
		210	R	B/14.7	0.19	28	B/12.6	0.25	37	B/11.1	0.36	48	B/14.7	0.20	29	B/12.6	0.25	37	B/11.1	0.37	48	B/14.4	0.21	30	B/12.2	0.28	39	B/11.0	0.38	50	No	0.3	No	-0.4	No	-0.1
		--	APP.	D/36.3	--	--	D/41.9	--	--	D/41.1	--	--	D/36.3	--	--	D/42.4	--	--	D/41.4	--	--	D/35.5	--	--	D/41.0	--	--	D/40.6	--	--	No	-0.8	No	-1.4	No	-0.8
		320	NB T	C/20.4	0.88	**860**	D/42.2	0.96	**942**	B/19.0	0.82	**512**	C/21.3	0.89	**888**	D/49.8	0.98	**970**	C/20.9	0.84	**600**	C/23.0	0.91	**909**	E/62.6	1.01	**979**	C/24.9	0.86	**666**	No	1.7	D – E	12.8	No	4.0
		150	R	A/1.3	0.09	3	A/1.7	0.15	5	A/1.3	0.18	5	A/1.3	0.09	3	A/1.7	0.15	5	A/1.3	0.18	5	A/1.4	0.09	3	A/2.0	0.15	5	A/1.4	0.18	5	No	0.1	No	0.3	No	0.1
		--	APP.	B/18.8	--	--	D/37.3	--	--	B/16.2	--	--	B/19.6	--	--	D/44.0	--	--	B/17.8	--	--	C/21.2	--	--	E/55.5	--	--	C/21.2	--	--	B – C	1.6	D – E	11.5	B – C	3.4
		145	SB L	A/4.4	0.23	17	A/9.2	0.29	33	A/6.5	0.38	31	A/4.8	0.25	18	A/9.3	0.29	34	A/7.0	0.40	32	A/6.2	0.28	21	B/10.8	0.33	42	A/9.6	0.45	46	No	1.4	A – B	1.5	No	2.6
		260	T	A/7.4	0.66	**380**	B/18.3	0.68	**379**	A/9.1	0.59	**276**	A/7.7	0.68	**401**	C/23.7	0.69	**399**	A/9.8	0.60	**287**	A/8.1	0.69	**420**	D/36.4	0.72	**433**	B/11.1	0.62	**308**	No	0.4	C – D	12.7	A – B	1.3
		--	APP.	A/7.2	--	--	B/17.7	--	--	A/8.8	--	--	A/7.5	--	--	C/22.7	--	--	A/9.4	--	--	A/8.0	--	--	C/34.4	--	--	B/10.9	--	--	No	0.5	No	11.7	A – B	1.5
		--	Overall	B/14.3	--	--	C/29.5	--	--	B/16.2	--	--	B/14.9	--	--	C/34.9	--	--	B/17.3	--	--	B/15.8	--	--	D/45.4	--	--	B/19.3	--	--	No	0.9	C – D	10.5	No	2.0
State Route 25 at Tashua Road	Traffic Signal	185	EB L	D/40.0	0.16	42	D/43.5	0.37	85	D/42.6	0.34	87	D/40.1	0.16	44	D/43.6	0.37	86	D/42.6	0.35	87	D/40.3	0.17	45	D/44.2	0.39	90	D/43.0	0.36	91	No	0.2	No	0.6	No	0.4
		185	R	A/6.8	0.27	41	B/16.5	0.31	76	A/7.2	0.22	38	A/7.7	0.28	45	B/17.4	0.31	80	A/8.2	0.23	42	A/8.3	0.28	48	B/18.2	0.32	83	A/9.1	0.23	45	No	0.6	No	0.8	No	0.9
		--	APP.	B/13.0	--	--	C/26.1	--	--	C/21.8	--	--	B/13.9	--	--	C/26.7	--	--	C/22.2	--	--	B/14.8	--	--	C/27.7	--	--	C/23.3	--	--	No	0.9	No	1.0	No	1.1
		385	NB L	A/4.6	0.26	21	C/21.7	0.51	73	C/23.6	0.54	82	A/5.1	0.28	22	C/22.2	0.52	75	C/24.3	0.55	85	A/6.2	0.30	25	C/22.2	0.52	75	C/24.3	0.55	85	No	1.1	No	0.0	No	0.0
		450	T	A/9.4	0.68	443	C/29.0	0.84	**531**	B/16.8	0.82	**523**	A/9.8	0.69	**467**	D/36.9	0.85	**562**	B/18.8	0.83	**552**	B/10.3	0.70	**484**	D/53.2	0.88	**613**	C/22.4	0.85	590	A – B	0.5	No	16.3	B – C	3.6
		--	APP.	A/9.0	--	--	C/28.3	--	--	B/17.5	--	--	A/9.4	--	--	D/35.4	--	--	B/19.4	--	--	A/10.0	--	--	D/50.2	--	--	C/22.6	--	--	No	0.6	No	14.8	B – C	3.2
		320	SB TR	B/18.8	0.83	**586**	F/91.0	1.14	**1094**	D/41.9	0.98	**897**	B/20.0	0.85	**727**	F/100.7	1.16	**1125**	D/46.8	1.00	**925**	C/21.0	0.87	**892**	F/114.1	1.19	**1173**	D/54.4	1.03	967	B – C	1.0	No	13.4	No	7.6
		--	APP.	B/18.8	--	--	F/91.0	--	--	D/41.9	--	--	B/20.0	--	--	F/100.7	--	--	D/46.8	--	--	C/21.0	--	--	F/114.1	--	--	D/54.4	--	--	B – C	1.0	No	13.4	No	7.6
		--	Overall	B/13.7	--	--	E/57.1	--	--	C/28.5	--	--	B/14.5	--	--	E/64.9	--	--	C/31.6	--	--	B/15.3	--	--	E/78.0	--	--	D/36.6	--	--	No	0.8	No	13.1	C – D	5.0
State Route 25 at Site Access Drive South	TWSC	100	WB Ln1																			F/100.5	0.558	60	F/352.3	1.335	**168**	F/79.5	0.608	75						
		200	SB L	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	B/10.7	0.035	3	B/11.4	0.083	8	B/10.3	0.059	5	N/A	N/A	N/A	N/A	N/A	N/A
State Route 25 at Site Egress North	TWSC	50	WB Ln1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	C/18.6	0.043	3	C/20.6	0.082	8	C/16.8	0.054	5	N/A	N/A	N/A	N/A	N/A	N/A

Notes:

- Synchro 11.0/HCM 6th Edition results are used for capacity analysis.
- Level of Service determining parameter is called the service measure.
- For Signalized Intersections: Level of Service/Average Total delay per vehicle (seconds/vehicle).
- For TWSC Intersections: Level of Service/Average Control delay per vehicle (seconds/vehicle).
- ITE publication for Traffic Access and Impact Studies for site development "A Recommended Practice" indicated that overall Level of Service ratings of A to D are normally considered acceptable for signalized intersections (Level C or better are considered desirable). Levels of Service E and F are normally undesirable.
- V/C ratio indicates the amount of congestion for each Lane Group, Movement and Lane. Any V/C ratio greater than or equal to one indicates that the Lane Group, Movement and Lane are operating at above capacity.
- The Queue Length rows show the 95th percentile maximum queue length in feet.
- The Queue Length is for each lane. The total queue length is divided by the number of lanes and the lane utilization factor.
- The 95th percentile queue is the maximum back of the queue with the 95th percentile traffic volumes.
- **Bolded** 95th percentile queue exceeds the storage available.
- TWSC = Two-Way STOP Control.
- N/A = Not Available.
- Physical Units consist of the following:
  1. Lane Group and Intersection Overall for Traffic Signal Controlled Intersections.
  2. TWSC Intersections: Critical Lane and Critical Movement.

NB = Northbound EB = Eastbound SB = Southbound WB = Westbound
L = Left Turn T = Through R = Right Turn APP. = Approach Ln = Lane

volume to capacity ratio for each lane group, approach, intersection overall, lane and movement during each of the peak hours for the existing, no-build with anticipated improvements and build with anticipated improvements conditions. It also provides a project assessment between the no-build with anticipated improvements and build with anticipated improvements conditions, which identifies the potential impact. The results of the Storage/Queue analyses for the Study Area intersections are also provided for each lane group, lane and movement during each of the peak hours for the existing, no-build with anticipated improvements and build with anticipated improvements conditions. The capacity worksheets are included in the Appendix of this report.

Recommended Improvements

A minor fine tuning of the traffic signal timing plans splits and increase in cycle length by 2.2 seconds is recommended to mitigate the impacts at the signalized intersections of State Route 25 at Spring Hill Road and at Tashua Road during the weekday afternoon peak hour. These intersections work on one controller.

Capacity Analysis Results – Build with Recommended Improvements Condition

The following is a summary of the results of analyses for a build with recommended improvements condition at the Study Area intersections during the weekday afternoon peak hour.

1. *State Route 25 at Spring Hill Road*

   Build with Recommended Improvements – Results of the analysis indicate that with the recommended improvements to this signalized intersection it will continue to operate at the same or with acceptable changes in Levels of Service during the weekday afternoon peak hour.

2. *State Route 25 at Tashua Road*

   Build with Recommended Improvements – Results of the analysis indicate that with the recommended improvements to this signalized intersection it will continue to operate at the same Levels of Service during the weekday afternoon peak hour.

Table 7 provides a more detailed summary of the results of the capacity analyses for the Study Area intersections, as described above. This table provides Level of Service, average vehicle delay and volume to capacity ratio for each lane group, approach and intersection overall during the weekday

Table 7
CAPACITY AND STORAGE/QUEUE ANALYSIS RESULTS WITH RECOMMENDED IMPROVEMENTS –
MEASURE OF EFFECTIVENESS (MOE) AND IMPACT ASSESSMENT – WEEKDAY AFTERNOON PEAK HOUR
Gateway Commons
4 Main Street, Monroe, Connecticut
7182 & 7192 Main Street, Trumbull, Connecticut

INTERSECTION	CONTROL TYPE	STORAGE/ LINK LENGTH	PHYSICAL UNITS	2024 NO–BUILD CONDITIONS WITH ANTICIPATED IMPROVEMENTS			2024 BUILD CONDITIONS WITH RECOMMENDED IMPROVEMENTS			PROJECT IMPACTS (NO-BUILD WITH ANTICIPATED IMPROVEMENTS TO BUILD WITH RECOMMENDED IMPROVEMENTS)	
				LOS/ Delay	V/C Ratio	Queue Length (Feet)	LOS/ Delay	V/C Ratio	Queue Length (Feet)	Change in LOS	Project Delay (Seconds)
State Route 25 at	Traffic	1,780	WB L	E/55.2	0.66	154	E/60.3	0.70	168	No	5.1
Spring Hill Road	Signal	210	R	B/12.6	0.25	37	B/12.9	0.29	40	No	0.3
		--	APP.	D/42.4	--	--	D/44.6	--	--	No	2.2
		320	NB T	D/49.8	0.98	**970**	D/54.0	0.99	**998**	No	4.2
		150	R	A/1.7	0.15	5	A/1.7	0.15	5	No	0.0
		--	APP.	D/44.0	--	--	D/47.8	--	--	No	3.8
		145	SB L	A/9.3	0.29	34	B/12.1	0.34	44	A – B	2.8
		260	T	C/23.7	0.69	**399**	C/27.1	0.71	**403**	No	3.4
		--	APP.	C/22.7	--	--	C/25.9	--	--	No	3.2
		--	Overall	C/34.9	--	--	D/38.3	--	--	C – D	3.4
State Route 25 at	Traffic	185	EB L	D/43.6	0.37	86	D/46.9	0.42	93	No	3.3
Tashua Road	Signal	185	R	B/17.4	0.31	80	B/18.4	0.32	84	No	1.0
		--	APP.	C/26.7	--	--	C/28.9	--	--	No	2.2
		385	NB L	C/22.2	0.52	75	C/24.6	0.54	79	No	2.4
		450	T	D/36.9	0.85	**562**	D/42.8	0.87	573	No	5.9
		--	APP.	D/35.4	--	--	D/41.0	--	--	No	5.6
		320	SB TR	F/100.7	1.16	**1125**	F/102.6	1.16	**1168**	No	1.9
		--	APP.	F/100.7	--	--	F/102.6	--	--	No	1.9
		--	Overall	E/64.9	--	--	E/68.6	--	--	No	3.7

Notes:

- Recommended Improvements include minor fine turning of traffic signal splits and an increase in cycle length 2.2 seconds.
- Synchro 11.0/HCM 6th Edition results are used for capacity analysis.
- Level of Service determining parameter is called the service measure.
- For Signalized Intersections: Level of Service/Average Total delay per vehicle (seconds/vehicle).

- ITE publication for Traffic Access and Impact Studies for site development "A Recommended Practice" indicated that overall Level of Service ratings of A to D are normally considered acceptable for signalized intersections (Level C or better are considered desirable). Levels of Service E and F are normally undesirable.
- V/C ratio indicates the amount of congestion for each Lane Group. Any V/C ratio greater than or equal to one indicates that the Lane Group are operating at above capacity.
- The Queue Length rows show the 95th percentile maximum queue length in feet.
- The Queue Length is for each lane. The total queue length is divided by the number of lanes and the lane utilization factor.
- The 95th percentile queue is the maximum back of the queue with the 95th percentile traffic volumes.
- **Bolded** 95th percentile queue exceeds the storage available.
- Physical Units consist of the following:
    1. Lane Group and Intersection Overall for Traffic Signal Controlled Intersections.

NB = Northbound	EB = Eastbound	SB = Southbound	WB = Westbound
L = Left Turn	T = Through	R = Right Turn	APP. = Approach

afternoon peak hour for the no-build with anticipated improvements and build with recommended improvements conditions. It also provides a project assessment between the no-build with anticipated improvements and build with recommended improvements conditions, which identifies the potential impact. The results of the Storage/Queue analyses for the Study Area intersections are also provided for each lane group during the weekday afternoon peak hour for the no-build with anticipated improvements and build with recommended improvements conditions. The capacity worksheets are included in the Appendix of this report.

Site Access Provision

A Speed Study was conducted between Wednesday, November 16 to Tuesday, November 22, 2022, by Automatic Traffic Recorder (ATR) on Main Street Road along the site frontage. The results of this study indicate that the 85th percentile operating speed is 47 and 44 miles per hour in the northbound and southbound directions, respectively. The required Intersection Sight Distance (ISD) at the 85th percentile operating speed for the site access drive south is 519 feet to the left and 486 feet to the right. The available ISD to the left and right are 1,100 and 1,125 feet, respectively**.** The required Intersection Sight Distance (ISD) at the 85th percentile operating speed for the site egress north is 519 feet to the left. The available ISD to the left is 1,170 feet**.** Table 8 provides a breakdown and summary of the required and available ISD at these intersections.

Findings

This Traffic Access and Impact Study was prepared to provide the Town of Monroe, Town of Trumbull and the Connecticut Department of Transportation (CTDOT) with a detailed analysis to determine potential traffic impacts from the proposed mixed-use development. The site is located at 4 Main Street in Monroe and 7182 & 7192 Main Street in Trumbull, Connecticut. The proposal is to build 4,000 square feet of warehousing, 4,129 square feet of general office space, 21,216 square feet of retail space and 57 residential units. Site access is proposed via a southerly full-movement driveway to Main Street and a northerly right turn exit only driveway to Main Street.

The Traffic Study addresses traffic conditions for the 2022 existing, 2024 future no-build and build conditions during the weekday morning, weekday afternoon and Saturday midday peak hours. Traffic counts were conducted by Hardesty & Hanover, LLC in October 2022.

Table 8
INTERSECTION SIGHT DISTANCE (ISD) ANALYSIS
Gateway Commons
4 Main Street, Monroe, Connecticut
7182 & 7192 Main Street, Trumbull, Connecticut

	ISD TO THE LEFT			ISD TO THE RIGHT		
		Distance Required (Feet)			Distance Required (Feet)	
		Posted Speed	85th Percentile Speed		Posted Speed	85th Percentile Speed
INTERSECTION	Available	40 MPH	47 MPH	Available	40 MPH	44 MPH
Main Street at Proposed Site Access Drive South	1,100	445	519	1,125	445	486
Main Street at Proposed Site Egress North	1,170	445	519	--	--	--

Source: Connecticut Department of Transportation Highway Design Manual 2003 Edition, Revised January 2011, Section 11-2.03.01 Figure 11-2C and 11-2D and Section 11-2.03.02.

Notes:

1. Main Street is a two-travel lane roadway in the vicinity of the site.
2. The posted speed limit is 40 miles per hour on Main Street in the vicinity of the site.
3. The 85th percentile speed of vehicles was measured to be 47 and 44 miles per hour in the northbound and southbound directions, respectively. A Speed Study conducted by Hardesty & Hanover, LLC from Wednesday, November 16 to Tuesday, November 22, 2022 using an Automatic Traffic Recorder (ATR).
4. The intersection sight distance requirements are for Passenger Cars.

The 2024 no-build traffic volumes, without the proposed development, employed a 1.0 percent annual growth rate, as per discussions with CTDOT Planning Division. Based on discussions with CTDOT Planning Division and the Towns of Monroe and Trumbull Planning Departments, no other developments were identified.

Based on discussions with CTDOT, they are proposing traffic signal improvements at the Main Street intersections with Victoria Drive, Spring Hill Road and Tashua Road. The improvements include installation of video detection at all intersections, as well as minor timing changes at the Victoria Drive intersection. These improvements are expected to be completed by Fall 2023.

The proposal is to build 4,000 square feet of warehousing, 4,129 square feet of general office space, 21,216 square feet of retail space and 57 residential units. Based on trip rates from "Trip Generation," 11th Edition, published by the Institute of Transportation Engineers (ITE), 2021, it is estimated that the warehouse will generate a total of 1, 1 and 0 vehicle trip ends during the weekday morning, weekday afternoon and Saturday midday peak hours, respectively. The general office space is estimated to generate a total of 6, 6 and 2 vehicle trip ends during the weekday morning, weekday afternoon and Saturday midday peak hours, respectively.

For the retail space, it is estimated that it would generate a total of 50, 140 and 139 vehicle trip ends, of which 3, 7 and 7 are internal capture trips, 47, 133, and 132 are external vehicle trip ends, 9, 26, and 26 are pass-by trips and 38, 107 and 106 are primary (new) vehicle trip ends during the weekday morning, weekday afternoon and Saturday midday peak hours, respectively. The residential is estimated to generate a total of 41, 45 and 23 vehicle trip ends, of which 2, 2 and 1 are internal capture trips and 39, 43 and 22 are primary (new) vehicle trip ends during the weekday morning, weekday afternoon and Saturday midday peak hours, respectively.

The total site is estimated to generate a total of 98, 192 and 164 vehicle trip ends, of which 5, 9 and 8 are internal capture trips, 93, 183, and 156 are external vehicle trip ends, 9, 26, and 26 are pass-by trips and 84, 157 and 130 are primary (new) vehicle trip ends during the weekday morning, weekday afternoon and Saturday midday peak hours, respectively. Internal trips are trips made internal to the proposed property. Pass-by trips are attracted from traffic passing the proposed property on an adjacent street that offers direct

access to the proposed property. Primary trips are trips made for the specific purpose of visiting the proposed property.

A review of current traffic patterns at the Study Area intersections and in the vicinity of the project influence area were reviewed to determine trip distribution for the proposed development. It was found that 40 percent of the site traffic will arrive and depart from/to the north on State Route 25, 35 percent of the site traffic will arrive and depart from/to the south on State Route 25, 10 percent of the site traffic will arrive and depart from/to the east on Spring Hill Road and 5 percent of the site traffic will arrive and depart from/to the east on Purdy Hill Road, from/to the west on Judd Road and from/to the west on Tashua Road. The 2024 build traffic volumes were developed based on adding the site traffic generation to the 2024 no-build traffic volumes.

SYNCHRO 11 capacity analyses were conducted for 2022 existing, 2024 no-build with anticipated improvements and 2024 build with anticipated improvements conditions to identify incremental impacts and needs that the proposed development will generate. Results of the analyses indicated that with the proposed site traffic added to the intersection of State Route 25 at Judd Road/Purdy Hill Road, it will continue to operate at the same or with acceptable changes in Levels of Service during all three peak hours, with the exception of the southbound left turn lane group, which will have a change in Level of Service from “D” to “E” during the weekday morning peak hour. However, this lane group will have a volume to capacity ratio of 0.34 and there is sufficient storage provided for the 95th percentile queue during the build condition.

At the intersection of State Route 25 and Victoria Drive, with the proposed site traffic it will continue to operate at the same or with acceptable changes in Levels of Service during all three peak hours. At the intersection of State Route 25 and Spring Hill Road, with the proposed site traffic it will continue to operate at the same or with acceptable changes in Levels of Service during all three peak hours, with the exception of the northbound through lane group and approach, which will have a change in Level of Service from “D” to “E” during the weekday afternoon peak hour.

For the intersection of State Route 25 at Tashua Road, with the proposed site traffic it will continue to operate at the same or with acceptable changes in Levels of Service during all three peak hours;

however, there will be an increase of 13.4 seconds on the southbound through/right lane group and approach, which is a Level of Service "F," during the weekday afternoon peak hour.

The exiting movement from the proposed site access drive south will operate at a Level of Service "F" during all three peak hours. The left turn movement into the proposed site access drive south will operate at a Level of Service "B" during all three peak hours. A southbound left turn by-pass lane is proposed and will most likely required by CTDOT. The only mitigation for the long delays exiting the site would be the installation of a traffic signal; however, the eight-hour warrant most likely would not be met for installation. Long delays for left turn exiting movements are typical for most unsignalized commercial driveways along this section of the State Route 25 corridor due to the high through volumes and limited gaps. The proposed site egress drive north will operate at a Level of Service "C" during all three peak hours.

A minor fine tuning of the traffic signal timing plans splits and increase in cycle length by 2.2 seconds is recommended to mitigate the impacts at the signalized intersections of State Route 25 at Spring Hill Road and at Tashua Road during the weekday afternoon peak hour. These intersections work on one controller. The results of the recommended improvements indicated that both intersections will continue to operate at the same or with acceptable changes in Levels of Service during the weekday afternoon peak hour when compared to the no-build condition.

A Speed Study was conducted between Wednesday, November 16 to Tuesday, November 22, 2022, by Automatic Traffic Recorder (ATR) on Main Street Road along the site frontage. The results of this study indicate that the 85th percentile operating speed is 47 and 44 miles per hour in the northbound and southbound directions, respectively. The required Intersection Sight Distance (ISD) at the 85th percentile operating speed for the site access drive south is 519 feet to the left and 486 feet to the right. The available ISD to the left and right are 1,100 and 1,125 feet, respectively**.** The required Intersection Sight Distance (ISD) at the 85th percentile operating speed for the site egress north is 519 feet to the left. The available ISD to the left is 1,170 feet**.**

APPENDIX

PHOTOGRAPHS

Site Driveway at State Route 25 Looking South

Site Driveway at State Route 25 Looking North

Victoria Drive at State Route 25 Looking East

State Route 25 at Victoria Drive Looking North

Exhibit 2

State Route 25 at Victoria Drive Looking South

Purdy Hill Road at State Route 25 Looking East

Exhibit 3

Judd Road at State Route 25 Looking West

State Route 25 at Purdy Hill Road-Judd Road Looking North

State Route 25 at Purdy Hill Road-Judd Road Looking South

Spring Hill Road at State Route 25 Looking East

State Route 25 at Spring Hill Road Looking North

State Route 25 at Spring Hill Road Looking South

Exhibit 6

Tashua Road at State Route 25 Looking West

State Route 25 at Tashua Road Looking North

State Route 25 at Tashua Road Looking South

TURNING MOVEMENT COUNTS

MIXED-USE DEVELOPMENT, 10 & 36 MAIN STREET, MONROE CONNECTICUT, 7180 &7192 MAIN STREET, TRUMBULL, CONNECTICUT (#F5602.00)

FIELD DATA SUMMARY - State Route 25 at Judd Road/Purdy Hill Road

Wednesday		Eastbound - Judd Roadad				Westbound - Purdy Hill Road				Northbound - State Route 25				Southbound - State Route 25					Last 4	Pedestrians			
19-Oct-22		Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Total	Quarters	EB	WB	NB	SB
7:00 AM	7:15 AM	19	35	13	67	12	7	6	25	3	144	6	153	4	147	0	151	396		0	0	0	0
7:15 AM	7:30 AM	13	26	8	47	13	4	7	24	5	189	14	208	7	190	0	197	476		0	0	0	0
7:30 AM	7:45 AM	24	35	17	76	15	13	10	38	8	191	6	205	7	172	0	179	498		0	0	0	0
7:45 AM	8:00 AM	19	32	13	64	15	26	9	50	7	197	3	207	10	189	1	200	521	1,891	0	0	0	0
8:00 AM	8:15 AM	13	29	15	57	17	8	14	39	10	213	4	227	8	191	0	199	522	2,017	1	0	0	0
8:15 AM	8:30 AM	29	43	20	92	11	18	15	44	8	222	5	235	13	180	0	193	564	**2,105**	0	0	0	0
8:30 AM	8:45 AM	10	11	6	27	9	8	10	27	1	149	6	156	11	134	2	147	357	1,964	0	0	0	0
8:45 AM	9:00 AM	19	28	15	62	14	27	16	57	8	174	10	192	13	186	0	199	510	1,953	0	0	0	0
AM Peak Hour Vol.		**85**	**139**	**65**	**289**	**58**	**65**	**48**	**171**	**33**	**823**	**18**	**874**	**38**	**732**	**1**	**771**	**2,105**		**1**	**0**	**0**	**0**
Peak Hour Factor					**0.79**				**0.86**				**0.93**				**0.96**	**0.93**					
4:00 PM	4:15 PM	19	21	18	58	15	48	18	81	12	210	8	230	6	206	2	214	583		0	0	0	0
4:15 PM	4:30 PM	10	10	15	35	15	50	15	80	15	229	10	254	6	209	0	215	584		1	0	0	0
4:30 PM	4:45 PM	13	18	15	46	5	39	15	59	12	177	6	195	6	146	1	153	453		0	0	0	0
4:45 PM	5:00 PM	19	12	17	48	10	45	14	69	15	239	5	259	8	195	0	203	579	**2,199**	0	0	0	0
5:00 PM	5:15 PM	33	16	14	63	13	63	19	95	11	244	6	261	8	209	3	220	639	2,255	0	0	0	0
5:15 PM	5:30 PM	25	14	5	44	16	47	20	83	9	162	10	181	4	145	2	151	459	2,130	0	0	0	0
5:30 PM	5:45 PM	14	14	15	43	12	57	20	89	15	233	11	259	10	204	5	219	610	2,287	0	0	0	0
5:45 PM	6:00 PM	7	11	8	26	11	43	19	73	3	185	7	195	3	156	1	160	454	2,162	0	0	0	0
PM Peak Hour Vol.		**61**	**61**	**65**	**187**	**45**	**182**	**62**	**289**	**54**	**855**	**29**	**938**	**26**	**756**	**3**	**785**	**2,199**		**1**	**0**	**0**	**0**
Peak Hour Factor					**0.81**				**0.89**				**0.91**				**0.91**	**0.94**					
Saturday		**Eastbound - Judd Roadad**				**Westbound - Purdy Hill Road**				**Northbound - State Route 25**				**Southbound - State Route 25**					**Last 4**	**Pedestrians**			
22-Oct-22		**Left**	**Thru**	**Right**	**Total**	**Left**	**Thru**	**Right**	**Total**	**Left**	**Thru**	**Right**	**Total**	**Left**	**Thru**	**Right**	**Total**	**Total**	**Quarters**	**EB**	**WB**	**NB**	**SB**
10:00 AM	10:15 AM	23	15	11	49	16	15	19	50	15	171	9	195	15	163	0	178	472		0	0	0	0
10:15 AM	10:30 AM	19	29	20	68	21	25	13	59	18	223	7	248	5	217	1	223	598		0	0	0	0
10:30 AM	10:45 AM	13	9	11	33	12	22	11	45	6	139	12	157	4	144	0	148	383		1	0	0	0
10:45 AM	11:00 AM	17	17	15	49	16	18	12	46	20	179	5	204	9	186	1	196	495	1,948	0	0	0	0
11:00 AM	11:15 AM	16	15	19	50	15	17	11	43	7	193	5	205	16	187	2	205	503	**1,979**	0	0	0	0
11:15 AM	11:30 AM	24	17	16	57	12	25	16	53	16	189	10	215	11	168	0	179	504	1,885	0	0	0	4
11:30 AM	11:45 AM	14	11	14	39	15	15	14	44	12	165	11	188	11	166	0	177	448	1,950	0	0	0	0
11:45 AM	12:00 PM	14	26	20	60	18	25	22	65	17	163	8	188	9	174	1	184	497	1,952	0	0	0	0
12:00 PM	12:15 PM	19	19	28	66	15	16	14	45	16	198	15	229	10	173	0	183	523	1,972	0	0	0	0
12:15 PM	12:30 PM	12	11	17	40	15	14	16	45	12	148	5	165	7	176	2	185	435	1,903	0	0	3	0
12:30 PM	12:45 PM	18	14	18	50	13	23	11	47	20	214	8	242	6	241	3	250	589	2,044	0	0	0	0
12:45 PM	1:00 PM	6	17	16	39	14	23	18	55	12	198	8	218	9	185	2	196	508	2,055	0	0	0	1
1:00 PM	1:15 PM	16	27	20	63	19	17	15	51	21	235	7	263	8	188	1	197	574	2,106	0	0	0	0
1:15 PM	1:30 PM	9	14	23	46	13	13	18	44	14	158	5	177	8	148	0	156	423	2,094	0	0	0	0
1:30 PM	1:45 PM	19	14	18	51	11	11	13	35	13	196	9	218	8	193	1	202	506	2,011	0	0	0	0
1:45 PM	2:00 PM	18	21	17	56	16	12	9	37	19	220	7	246	8	189	1	198	537	2,040	0	0	0	0
SAT Peak Hour Vol.		**65**	**70**	**65**	**200**	**64**	**82**	**47**	**193**	**51**	**734**	**29**	**814**	**34**	**734**	**4**	**772**	**1,979**		**1**	**0**	**0**	**0**
Peak Hour Factor					**0.74**				**0.82**				**0.82**				**0.87**	**0.83**					

MIXED-USE DEVELOPMENT, 10 & 36 MAIN STREET, MONROE CONNECTICUT, 7180 &7192 MAIN STREET, TRUMBULL, CONNECTICUT (#F5602.00)

FIELD DATA SUMMARY - State Route 25 at Victoria Drive

Wednesday		Eastbound				Westbound - Victoria Drive				Northbound - State Route 25				Southbound - State Route 25					Last 4	Pedestrians			
19-Oct-22		Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Total	Quarters	EB	WB	NB	SB
7:00 AM	7:15 AM	0	0	0	0	0	0	0	0	0	198	13	211	1	176	0	177	388		0	0	0	0
7:15 AM	7:30 AM	0	0	0	0	0	0	0	0	0	224	13	237	3	200	0	203	440		0	0	0	0
7:30 AM	7:45 AM	0	0	0	0	0	0	1	1	0	298	5	303	4	271	0	275	579		0	0	0	0
7:45 AM	8:00 AM	0	0	0	0	1	0	0	1	0	188	5	193	3	211	0	214	408	1,815	0	0	0	0
8:00 AM	8:15 AM	0	0	0	0	2	0	1	3	0	217	12	229	3	232	0	235	467	1,894	0	0	0	0
8:15 AM	8:30 AM	0	0	0	0	0	0	0	0	0	201	10	211	3	208	0	211	422	**1,876**	0	0	0	0
8:30 AM	8:45 AM	0	0	0	0	1	0	3	4	0	216	16	232	4	223	0	227	463	1,760	0	0	0	0
8:45 AM	9:00 AM	0	0	0	0	0	0	2	2	0	206	10	216	4	209	0	213	431	1,783	0	0	0	0
AM Peak Hour Vol.		**0**	**0**	**0**	**0**	**3**	**0**	**2**	**5**	**0**	**904**	**32**	**936**	**13**	**922**	**0**	**935**	**1,876**		**0**	**0**	**0**	**0**
Peak Hour Factor					**#DIV/0!**				**0.42**				**0.77**				**0.85**	**0.81**					
4:00 PM	4:15 PM	0	0	0	0	21	0	15	36	0	257	1	258	0	248	0	248	542		0	0	0	0
4:15 PM	4:30 PM	0	0	0	0	1	0	1	2	0	237	4	241	1	198	0	199	442		0	0	0	0
4:30 PM	4:45 PM	0	0	0	0	3	0	3	6	0	212	2	214	3	234	0	237	457		0	0	0	0
4:45 PM	5:00 PM	0	0	0	0	5	0	2	7	0	278	0	278	1	265	0	266	551	**1,992**	0	0	0	0
5:00 PM	5:15 PM	0	0	0	0	15	0	5	20	0	201	1	202	1	223	0	224	446	1,896	0	0	0	0
5:15 PM	5:30 PM	0	0	0	0	17	0	7	24	0	219	1	220	1	289	0	290	534	1,988	0	0	0	0
5:30 PM	5:45 PM	0	0	0	0	6	0	5	11	0	228	2	230	0	220	0	220	461	1,992	0	0	0	0
5:45 PM	6:00 PM	0	0	0	0	12	0	3	15	0	199	6	205	9	245	0	254	474	1,915	0	0	0	0
PM Peak Hour Vol.		**0**	**0**	**0**	**0**	**30**	**0**	**21**	**51**	**0**	**984**	**7**	**991**	**5**	**945**	**0**	**950**	**1,992**		**0**	**0**	**0**	**0**
Peak Hour Factor					**#DIV/0!**				**0.35**				**0.89**				**0.89**	**0.90**					
Saturday		**Eastbound**				**Westbound - Victoria Drive**				**Northbound - State Route 25**				**Southbound - State Route 25**					**Last 4**	**Pedestrians**			
22-Oct-22		**Left**	**Thru**	**Right**	**Total**	**Left**	**Thru**	**Right**	**Total**	**Left**	**Thru**	**Right**	**Total**	**Left**	**Thru**	**Right**	**Total**	**Total**	**Quarters**	**EB**	**WB**	**NB**	**SB**
10:00 AM	10:15 AM	0	0	0	0	15	0	22	37	0	247	12	259	1	235	0	236	532		0	1	0	0
10:15 AM	10:30 AM	0	0	0	0	17	0	9	26	0	165	7	172	2	159	0	161	359		0	0	0	0
10:30 AM	10:45 AM	0	0	0	0	10	0	11	21	0	202	18	220	4	183	0	187	428		0	0	0	0
10:45 AM	11:00 AM	0	0	0	0	9	0	6	15	0	214	8	222	1	161	0	162	399	1,718	0	0	0	0
11:00 AM	11:15 AM	0	0	0	0	11	0	4	15	0	204	8	212	0	199	0	199	426	**1,612**	0	0	0	0
11:15 AM	11:30 AM	0	0	0	0	11	0	9	20	0	252	4	256	6	290	0	296	572	1,825	0	0	0	0
11:30 AM	11:45 AM	0	0	0	0	1	0	3	4	0	160	2	162	1	134	0	135	301	1,698	0	0	0	0
11:45 AM	12:00 PM	0	0	0	0	1	0	0	1	0	186	3	189	1	199	0	200	390	1,689	0	0	0	0
12:00 PM	12:15 PM	0	0	0	0	7	0	1	8	0	249	4	253	0	218	0	218	479	1,742	0	0	0	0
12:15 PM	12:30 PM	0	0	0	0	4	0	4	8	0	273	2	275	0	219	0	219	502	1,672	0	2	0	0
12:30 PM	12:45 PM	0	0	0	0	10	0	7	17	0	186	3	189	0	179	0	179	385	1,756	0	0	0	0
12:45 PM	1:00 PM	0	0	0	0	0	0	1	1	0	205	1	206	0	225	0	225	432	1,798	0	0	0	0
1:00 PM	1:15 PM	0	0	0	0	0	0	0	0	0	146	1	147	4	168	0	172	319	1,638	0	0	0	0
1:15 PM	1:30 PM	0	0	0	0	1	0	0	1	0	209	9	218	4	221	0	225	444	1,580	0	0	0	0
1:30 PM	1:45 PM	0	0	0	0	2	0	0	2	0	254	6	260	3	190	0	193	455	1,650	0	0	0	2
1:45 PM	2:00 PM	0	0	0	0	1	0	0	1	0	178	4	182	1	193	0	194	377	1,595	0	0	0	0
SAT Peak Hour Vol.		**0**	**0**	**0**	**0**	**47**	**0**	**30**	**77**	**0**	**785**	**41**	**826**	**7**	**702**	**0**	**709**	**1,612**		**0**	**0**	**0**	**0**
Peak Hour Factor					**#DIV/0!**				**0.74**				**0.93**				**0.89**	**0.94**					

MIXED-USE DEVELOPMENT, 10 & 36 MAIN STREET, MONROE CONNECTICUT, 7180 &7192 MAIN STREET, TRUMBULL, CONNECTICUT (#F5602.00)

FIELD DATA SUMMARY - State Route 25 at Spring Hill Road

Wednesday		Eastbound				Westbound - Spring Hill Road				Northbound - State Route 25				Southbound - State Route 25					Last 4	Pedestrians			
19-Oct-22		Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Total	Quarters	EB	WB	NB	SB
7:00 AM	7:15 AM	0	0	0	0	13	0	16	29	0	231	25	256	8	173	0	181	466		0	0	0	0
7:15 AM	7:30 AM	0	0	0	0	35	0	12	47	0	222	15	237	7	176	0	183	467		0	0	0	0
7:30 AM	7:45 AM	0	0	0	0	13	0	6	19	0	216	11	227	10	196	0	206	452		0	0	0	0
7:45 AM	8:00 AM	0	0	0	0	21	0	6	27	0	230	21	251	14	208	0	222	500	1,885	0	0	0	0
8:00 AM	8:15 AM	0	0	0	0	20	0	11	31	0	226	19	245	21	207	0	228	504	1,923	0	0	0	0
8:15 AM	8:30 AM	0	0	0	0	16	0	11	27	0	242	32	274	17	263	0	280	581	**2,037**	0	0	0	0
8:30 AM	8:45 AM	0	0	0	0	14	0	10	24	0	223	37	260	16	191	0	207	491	2,076	0	0	0	0
8:45 AM	9:00 AM	0	0	0	0	38	0	11	49	0	221	44	265	13	167	0	180	494	2,070	0	0	0	0
AM Peak Hour Vol.		**0**	**0**	**0**	**0**	**70**	**0**	**34**	**104**	**0**	**914**	**83**	**997**	**62**	**874**	**0**	**936**	**2,037**		**0**	**0**	**0**	**0**
Peak Hour Factor					**#DIV/0!**				**0.84**				**0.91**				**0.84**	**0.88**					
4:00 PM	4:15 PM	0	0	0	0	18	0	15	33	0	244	45	289	14	204	0	218	540		0	0	0	0
4:15 PM	4:30 PM	0	0	0	0	49	0	18	67	0	273	25	298	19	224	0	243	608		0	0	0	0
4:30 PM	4:45 PM	0	0	0	0	30	0	9	39	0	234	28	262	20	205	0	225	526		0	0	0	0
4:45 PM	5:00 PM	0	0	0	0	35	0	15	50	0	219	35	254	13	230	0	243	547	**2,221**	0	0	0	0
5:00 PM	5:15 PM	0	0	0	0	29	0	22	51	0	238	19	257	14	254	0	268	576	2,257	0	0	0	0
5:15 PM	5:30 PM	0	0	0	0	15	0	14	29	0	214	20	234	12	233	0	245	508	2,157	0	0	0	0
5:30 PM	5:45 PM	0	0	0	0	21	0	22	43	0	254	23	277	18	225	0	243	563	2,194	0	0	0	0
5:45 PM	6:00 PM	0	0	0	0	22	0	10	32	0	219	24	243	16	211	0	227	502	2,149	0	0	0	0
PM Peak Hour Vol.		**0**	**0**	**0**	**0**	**132**	**0**	**57**	**189**	**0**	**970**	**133**	**1,103**	**66**	**863**	**0**	**929**	**2,221**		**0**	**0**	**0**	**0**
Peak Hour Factor					**#DIV/0!**				**0.71**				**0.93**				**0.96**	**0.91**					
Saturday		**Eastbound**				**Westbound - Spring Hill Road**				**Northbound - State Route 25**				**Southbound - State Route 25**					**Last 4**	**Pedestrians**			
22-Oct-22		**Left**	**Thru**	**Right**	**Total**	**Left**	**Thru**	**Right**	**Total**	**Left**	**Thru**	**Right**	**Total**	**Left**	**Thru**	**Right**	**Total**	**Total**	**Quarters**	**EB**	**WB**	**NB**	**SB**
10:00 AM	10:15 AM	0	0	0	0	29	0	27	56	0	183	38	221	29	171	0	200	477		0	0	0	0
10:15 AM	10:30 AM	0	0	0	0	42	0	14	56	0	211	50	261	40	174	0	214	531		0	0	0	0
10:30 AM	10:45 AM	0	0	0	0	49	0	29	78	0	208	40	248	26	190	0	216	542		0	0	0	0
10:45 AM	11:00 AM	0	0	0	0	21	0	27	48	0	199	38	237	31	181	0	212	497	2,047	0	0	1	0
11:00 AM	11:15 AM	0	0	0	0	51	0	34	85	0	220	34	254	23	215	0	238	577	**2,147**	0	0	0	0
11:15 AM	11:30 AM	0	0	0	0	28	0	22	50	0	150	39	189	22	149	0	171	410	2,026	0	0	0	0
11:30 AM	11:45 AM	0	0	0	0	37	0	21	58	0	198	32	230	21	164	0	185	473	1,957	0	0	0	0
11:45 AM	12:00 PM	0	0	0	0	17	0	8	25	0	201	21	222	20	162	0	182	429	1,889	0	0	0	0
12:00 PM	12:15 PM	0	0	0	0	31	0	35	66	0	243	18	261	16	176	0	192	519	1,831	0	0	0	0
12:15 PM	12:30 PM	0	0	0	0	33	0	22	55	0	231	17	248	14	174	0	188	491	1,912	0	0	0	0
12:30 PM	12:45 PM	0	0	0	0	25	0	16	41	0	184	17	201	26	168	0	194	436	1,875	0	0	0	0
12:45 PM	1:00 PM	0	0	0	0	21	0	14	35	0	204	21	225	24	162	0	186	446	1,892	0	0	0	0
1:00 PM	1:15 PM	0	0	0	0	20	0	22	42	0	193	14	207	25	216	0	241	490	1,863	0	0	0	0
1:15 PM	1:30 PM	0	0	0	0	34	0	16	50	0	277	16	293	25	200	0	225	568	1,940	0	0	0	0
1:30 PM	1:45 PM	0	0	0	0	12	0	28	40	0	200	14	214	17	154	0	171	425	1,929	0	0	0	0
1:45 PM	2:00 PM	0	0	0	0	16	0	8	24	0	182	16	198	13	198	0	211	433	1,916	0	0	0	0
SAT Peak Hour Vol.		**0**	**0**	**0**	**0**	**163**	**0**	**104**	**267**	**0**	**838**	**162**	**1,000**	**120**	**760**	**0**	**880**	**2,147**		**0**	**0**	**1**	**0**
Peak Hour Factor					**#DIV/0!**				**0.79**				**0.96**				**0.92**	**0.93**					

MIXED-USE DEVELOPMENT, 10 & 36 MAIN STREET, MONROE CONNECTICUT, 7180 &7192 MAIN STREET, TRUMBULL, CONNECTICUT (#F5602.00)
FIELD DATA SUMMARY - State Route 25 at Tashua Road

Wednesday		Eastbound - Tashua Road				Westbound				Northbound - State Route 25				Southbound - State Route 25					Last 4	Pedestrians			
19-Oct-22		Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Total	Quarters	EB	WB	NB	SB
7:00 AM	7:15 AM	6	0	21	27	0	0	0	0	11	215	0	226	0	158	3	161	414		0	0	0	0
7:15 AM	7:30 AM	6	0	27	33	0	0	0	0	13	237	0	250	0	211	5	216	499		0	0	0	0
7:30 AM	7:45 AM	1	0	27	28	0	0	0	0	22	241	0	263	0	255	5	260	551		0	0	0	0
7:45 AM	8:00 AM	10	0	33	43	0	0	0	0	26	235	0	261	0	231	5	236	540	2,004	1	0	0	0
8:00 AM	8:15 AM	11	0	36	47	0	0	0	0	17	222	0	239	0	238	8	246	532	2,122	0	0	0	0
8:15 AM	8:30 AM	6	0	24	30	0	0	0	0	17	212	0	229	0	222	7	229	488	**2,111**	0	0	0	0
8:30 AM	8:45 AM	8	0	31	39	0	0	0	0	17	263	0	280	0	249	10	259	578	2,138	0	0	0	0
8:45 AM	9:00 AM	10	0	28	38	0	0	0	0	15	209	0	224	0	204	10	214	476	2,074	0	0	0	0
AM Peak Hour Vol.		**28**	**0**	**120**	**148**	**0**	**0**	**0**	**0**	**82**	**910**	**0**	**992**	**0**	**946**	**25**	**971**	**2,111**		**1**	**0**	**0**	**0**
Peak Hour Factor					**0.79**				**#DIV/0!**				**0.94**				**0.93**	**0.96**					
4:00 PM	4:15 PM	20	0	31	51	0	0	0	0	42	312	0	354	0	283	9	292	697		0	0	0	0
4:15 PM	4:30 PM	20	0	26	46	0	0	0	0	27	272	0	299	0	303	9	312	657		0	0	0	0
4:30 PM	4:45 PM	14	0	29	43	0	0	0	0	11	139	0	150	0	169	9	178	371		1	0	0	0
4:45 PM	5:00 PM	14	0	37	51	0	0	0	0	27	227	0	254	0	275	17	292	597	**2,322**	0	0	0	0
5:00 PM	5:15 PM	18	0	34	52	0	0	0	0	25	170	0	195	0	224	14	238	485	2,110	0	0	0	0
5:15 PM	5:30 PM	13	0	32	45	0	0	0	0	30	172	0	202	0	259	7	266	513	1,966	0	0	0	0
5:30 PM	5:45 PM	13	0	47	60	0	0	0	0	29	239	0	268	0	254	15	269	597	2,192	0	0	0	0
5:45 PM	6:00 PM	13	0	35	48	0	0	0	0	31	184	0	215	0	213	15	228	491	2,086	0	0	0	0
PM Peak Hour Vol.		**68**	**0**	**123**	**191**	**0**	**0**	**0**	**0**	**107**	**950**	**0**	**1,057**	**0**	**1,030**	**44**	**1,074**	**2,322**		**1**	**0**	**0**	**0**
Peak Hour Factor					**0.94**				**#DIV/0!**				**0.75**				**0.86**	**0.83**					
Saturday		**Eastbound - Tashua Road**				**Westbound**				**Northbound - State Route 25**				**Southbound - State Route 25**					**Last 4**	**Pedestrians**			
22-Oct-22		**Left**	**Thru**	**Right**	**Total**	**Left**	**Thru**	**Right**	**Total**	**Left**	**Thru**	**Right**	**Total**	**Left**	**Thru**	**Right**	**Total**	**Total**	**Quarters**	**EB**	**WB**	**NB**	**SB**
10:00 AM	10:15 AM	14	0	22	36	0	0	0	0	25	213	0	238	0	194	11	205	479		0	0	0	0
10:15 AM	10:30 AM	14	0	21	35	0	0	0	0	30	307	0	337	0	254	13	267	639		0	0	0	0
10:30 AM	10:45 AM	18	0	20	38	0	0	0	0	20	184	0	204	0	181	9	190	432		0	0	0	0
10:45 AM	11:00 AM	14	0	30	44	0	0	0	0	39	214	0	253	0	176	10	186	483	2,033	0	0	0	0
11:00 AM	11:15 AM	23	0	28	51	0	0	0	0	26	236	0	262	0	282	19	301	614	**2,168**	0	0	0	0
11:15 AM	11:30 AM	15	0	20	35	0	0	0	0	16	173	0	189	0	194	8	202	426	1,955	0	0	0	0
11:30 AM	11:45 AM	17	0	18	35	0	0	0	0	34	237	0	271	0	240	18	258	564	2,087	0	0	0	0
11:45 AM	12:00 PM	12	0	25	37	0	0	0	0	23	199	0	222	0	170	6	176	435	2,039	0	0	0	0
12:00 PM	12:15 PM	17	0	26	43	0	0	0	0	23	216	0	239	0	224	12	236	518	1,943	0	0	0	0
12:15 PM	12:30 PM	14	0	33	47	0	0	0	0	34	228	0	262	0	215	21	236	545	2,062	0	0	0	0
12:30 PM	12:45 PM	13	0	29	42	0	0	0	0	32	204	0	236	0	222	17	239	517	2,015	0	0	0	0
12:45 PM	1:00 PM	13	0	24	37	0	0	0	0	45	225	0	270	0	208	20	228	535	2,115	0	0	0	0
1:00 PM	1:15 PM	19	0	35	54	0	0	0	0	25	217	0	242	0	230	20	250	546	2,143	0	0	0	0
1:15 PM	1:30 PM	8	0	26	34	0	0	0	0	35	236	0	271	0	212	16	228	533	2,131	0	0	0	0
1:30 PM	1:45 PM	12	0	25	37	0	0	0	0	42	276	0	318	0	221	15	236	591	2,205	0	0	1	0
1:45 PM	2:00 PM	12	0	26	38	0	0	0	0	30	221	0	251	0	219	17	236	525	2,195	0	0	0	0
SAT Peak Hour Vol.		**69**	**0**	**99**	**168**	**0**	**0**	**0**	**0**	**115**	**941**	**0**	**1,056**	**0**	**893**	**51**	**944**	**2,168**		**0**	**0**	**0**	**0**
Peak Hour Factor					**0.82**				**#DIV/0!**				**0.78**				**0.78**	**0.85**					

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 25 at Judd/Purdy Hill Rd
Monroe, Connecticut

File Name : 23572
Site Code : 23572
Start Date : 10/19/2022
Page No : 1

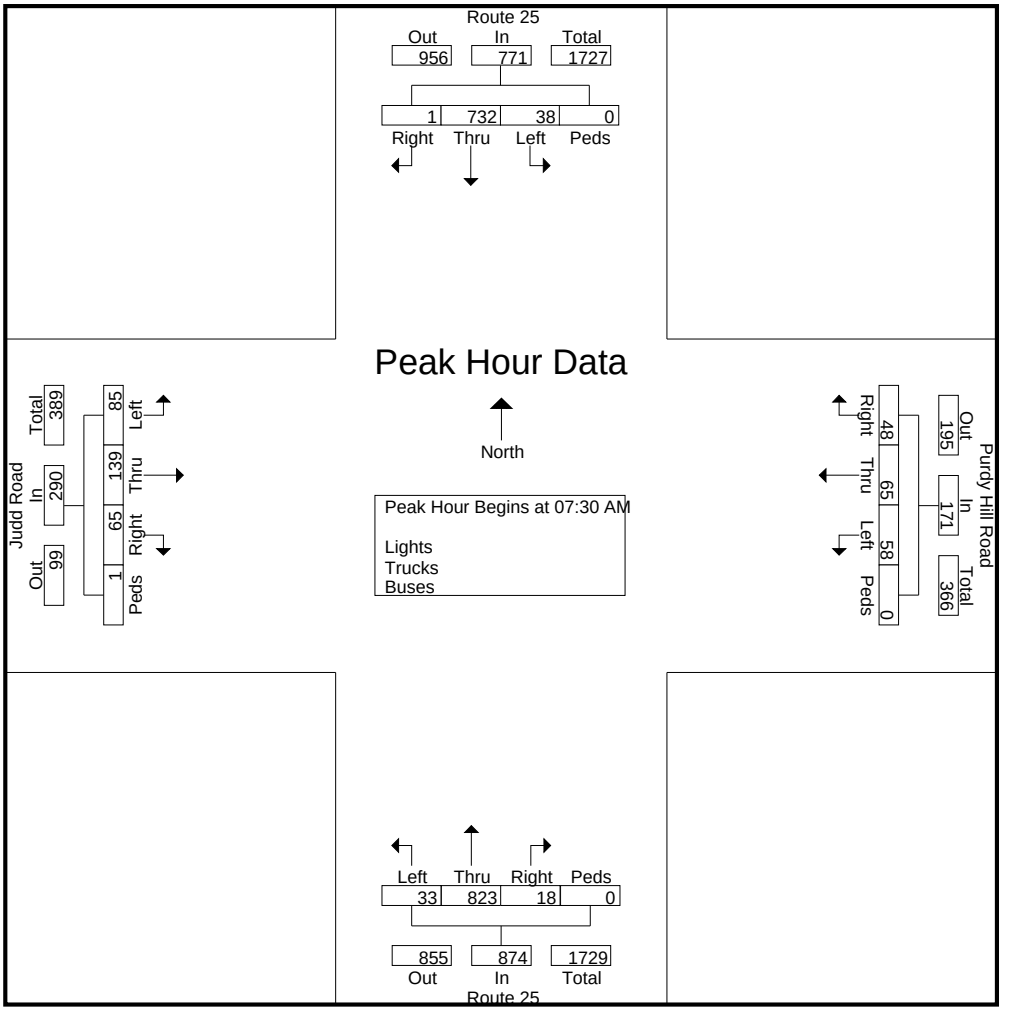
Groups Printed- Lights - Trucks - Buses

	Route 25 From North					Purdy Hill Road From East					Route 25 From South					Judd Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	147	4	0	151	6	7	12	0	25	6	144	3	0	153	13	35	19	0	67	396
07:15 AM	0	190	7	0	197	7	4	13	0	24	14	189	5	0	208	8	26	13	0	47	476
07:30 AM	0	172	7	0	179	10	13	15	0	38	6	191	8	0	205	17	35	24	0	76	498
07:45 AM	1	189	10	0	200	9	26	15	0	50	3	197	7	0	207	13	32	19	0	64	521
Total	1	698	28	0	727	32	50	55	0	137	29	721	23	0	773	51	128	75	0	254	1891
08:00 AM	0	191	8	0	199	14	8	17	0	39	4	213	10	0	227	15	29	13	1	58	523
08:15 AM	0	180	13	0	193	15	18	11	0	44	5	222	8	0	235	20	43	29	0	92	564
08:30 AM	2	134	11	0	147	10	8	9	0	27	6	149	1	0	156	6	11	10	0	27	357
08:45 AM	0	186	13	0	199	16	27	14	0	57	10	174	8	0	192	15	28	19	0	62	510
Total	2	691	45	0	738	55	61	51	0	167	25	758	27	0	810	56	111	71	1	239	1954
Grand Total	3	1389	73	0	1465	87	111	106	0	304	54	1479	50	0	1583	107	239	146	1	493	3845
Apprch %	0.2	94.8	5	0		28.6	36.5	34.9	0		3.4	93.4	3.2	0		21.7	48.5	29.6	0.2		
Total %	0.1	36.1	1.9	0	38.1	2.3	2.9	2.8	0	7.9	1.4	38.5	1.3	0	41.2	2.8	6.2	3.8	0	12.8	
Lights	3	1326										1425									
% Lights	100	95.5	95.9	0	95.5	97.7	95.5	94.3	0	95.7	88.9	96.3	96	0	96.1	96.3	99.2	95.2	100	97.4	96
Trucks	0	63	2	0	65	1	2	6	0	9	3	51	2	0	56	3	2	4	0	9	139
% Trucks	0	4.5	2.7	0	4.4	1.1	1.8	5.7	0	3	5.6	3.4	4	0	3.5	2.8	0.8	2.7	0	1.8	3.6
Buses	0	0	1	0	1	1	3	0	0	4	3	3	0	0	6	1	0	3	0	4	15
% Buses	0	0	1.4	0	0.1	1.1	2.7	0	0	1.3	5.6	0.2	0	0	0.4	0.9	0	2.1	0	0.8	0.4

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 23572
Site Code : 23572
Start Date : 10/19/2022
Page No : 2

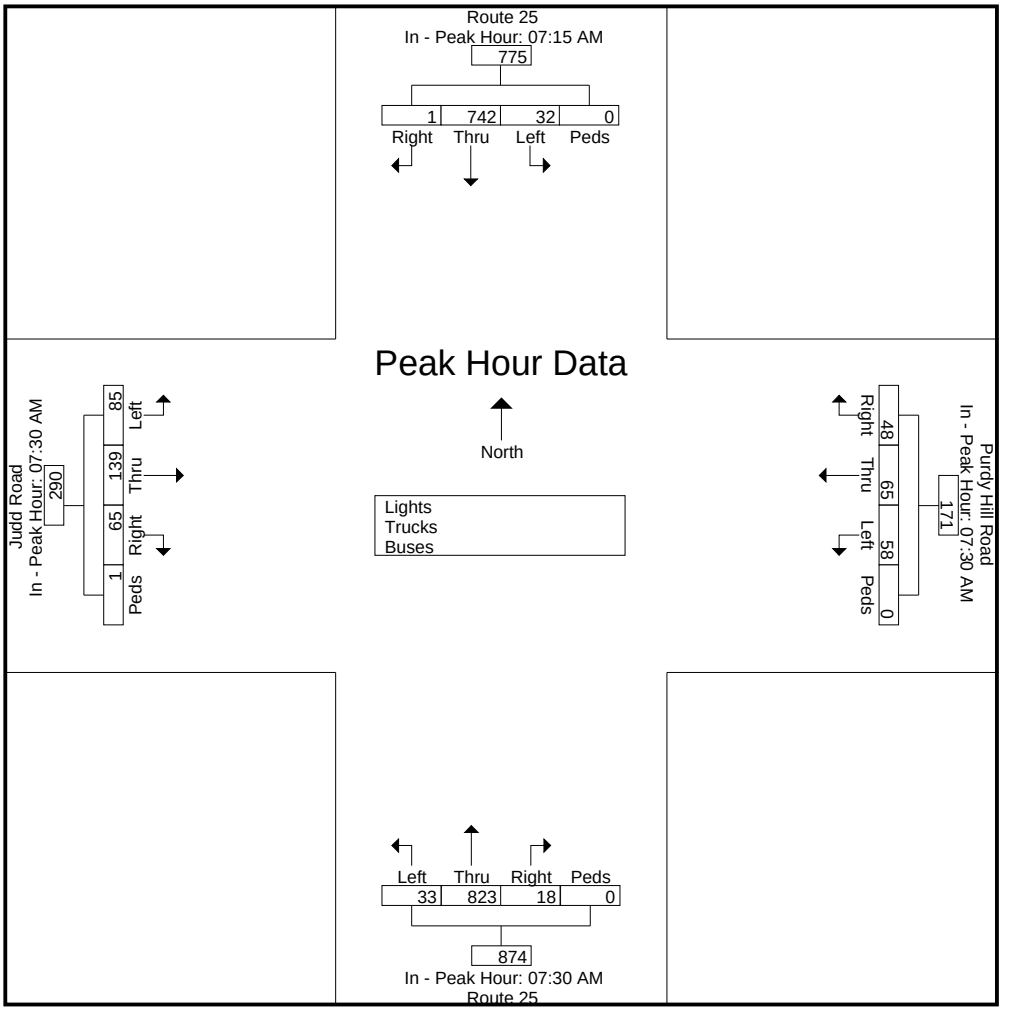
	Route 25 From North					Purdy Hill Road From East					Route 25 From South					Judd Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	172	7	0	179	10	13	15	0	38	6	191	8	0	205	17	35	24	0	76	498
07:45 AM	1	189	10	0	200	9	26	15	0	50	3	197	7	0	207	13	32	19	0	64	521
08:00 AM	0	191	8	0	199	14	8	17	0	39	4	213	10	0	227	15	29	13	1	58	523
08:15 AM	0	180	13	0	193	15	18	11	0	44	5	222	8	0	235	20	43	29	0	92	564
Total Volume	1	732	38	0	771	48	65	58	0	171	18	823	33	0	874	65	139	85	1	290	2106
% App. Total	0.1	94.9	4.9	0		28.1	38	33.9	0		2.1	94.2	3.8	0		22.4	47.9	29.3	0.3		
PHF	.250	.958	.731	.000	.964	.800	.625	.853	.000	.855	.750	.927	.825	.000	.930	.813	.808	.733	.250	.788	.934



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 23572
Site Code : 23572
Start Date : 10/19/2022
Page No : 3

	Route 25 From North					Purdy Hill Road From East					Route 25 From South					Judd Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:15 AM					07:30 AM					07:30 AM					07:30 AM					
+0 mins.	0	190	7	0	197	10	13	15	0	38	6	191	8	0	205	17	35	24	0	76	
+15 mins.	0	172	7	0	179	9	26	15	0	50	3	197	7	0	207	13	32	19	0	64	
+30 mins.	1	189	10	0	200	14	8	17	0	39	4	213	10	0	227	15	29	13	1	58	
+45 mins.	0	191	8	0	199	15	18	11	0	44	5	222	8	0	235	20	43	29	0	92	
Total Volume	1	742	32	0	775	48	65	58	0	171	18	823	33	0	874	65	139	85	1	290	
% App. Total	0.1	95.7	4.1	0		28.1	38	33.9	0		2.1	94.2	3.8	0		22.4	47.9	29.3	0.3		
PHF	.250	.971	.800	.000	.969	.800	.625	.853	.000	.855	.750	.927	.825	.000	.930	.813	.808	.733	.250	.788	



Connecticut Counts LLC
Kensington, Connecticut 06037
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Route 25 at Judd/Purdy Hill Road
Monroe, Connecticut

File Name : 23573
Site Code : 23573
Start Date : 10/19/2022
Page No : 1

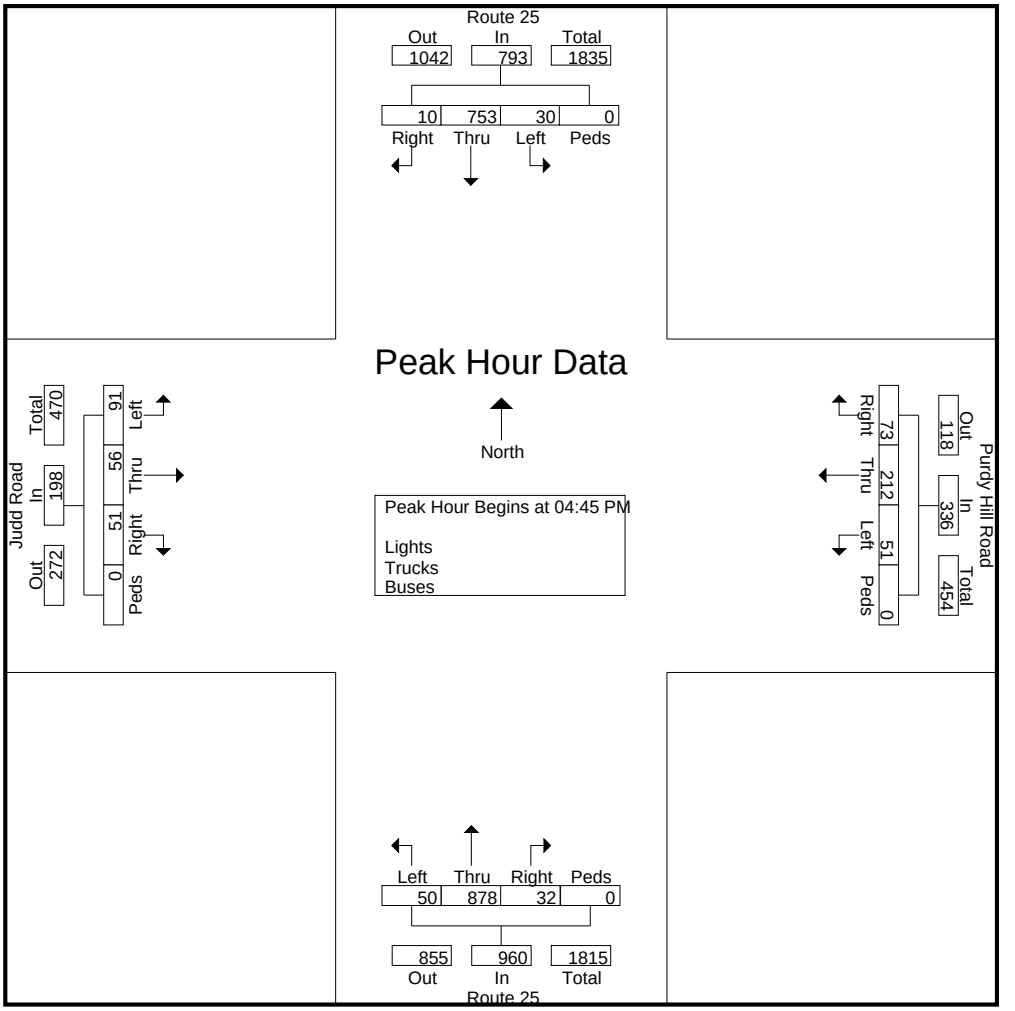
Groups Printed- Lights - Trucks - Buses

	Route 25 From North					Purdy Hill Road From East					Route 25 From South					Judd Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	2	206	6	0	214	18	48	15	0	81	8	210	12	0	230	18	21	19	0	58	583
04:15 PM	0	209	6	0	215	15	50	15	0	80	10	229	15	0	254	15	10	10	1	36	585
04:30 PM	1	146	6	0	153	15	39	5	0	59	6	177	12	0	195	15	18	13	0	46	453
04:45 PM	0	195	8	0	203	14	45	10	0	69	5	239	15	0	259	17	12	19	0	48	579
Total	3	756	26	0	785	62	182	45	0	289	29	855	54	0	938	65	61	61	1	188	2200
05:00 PM	3	209	8	0	220	19	63	13	0	95	6	244	11	0	261	14	16	33	0	63	639
05:15 PM	2	145	4	0	151	20	47	16	0	83	10	162	9	0	181	5	14	25	0	44	459
05:30 PM	5	204	10	0	219	20	57	12	0	89	11	233	15	0	259	15	14	14	0	43	610
05:45 PM	1	156	3	0	160	19	43	11	0	73	7	185	3	0	195	8	11	7	0	26	454
Total	11	714	25	0	750	78	210	52	0	340	34	824	38	0	896	42	55	79	0	176	2162
Grand Total	14	1470	51	0	1535	140	392	97	0	629	63	1679	92	0	1834	107	116	140	1	364	4362
Apprch %	0.9	95.8	3.3	0		22.3	62.3	15.4	0		3.4	91.5	5	0		29.4	31.9	38.5	0.3		
Total %	0.3	33.7	1.2	0	35.2	3.2	9	2.2	0	14.4	1.4	38.5	2.1	0	42	2.5	2.7	3.2	0	8.3	
Lights	14	1440										1618									
% Lights	100	98	96.1	0	97.9	98.6	99.2	95.9	0	98.6	98.4	96.4	100	0	96.6	98.1	98.3	100	100	98.9	97.5
Trucks	0	30	2	0	32	2	2	4	0	8	1	61	0	0	62	2	1	0	0	3	105
% Trucks	0	2	3.9	0	2.1	1.4	0.5	4.1	0	1.3	1.6	3.6	0	0	3.4	1.9	0.9	0	0	0.8	2.4
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
% Buses	0	0	0	0	0	0	0.3	0	0	0.2	0	0	0	0	0	0	0.9	0	0	0.3	0

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 23573
Site Code : 23573
Start Date : 10/19/2022
Page No : 2

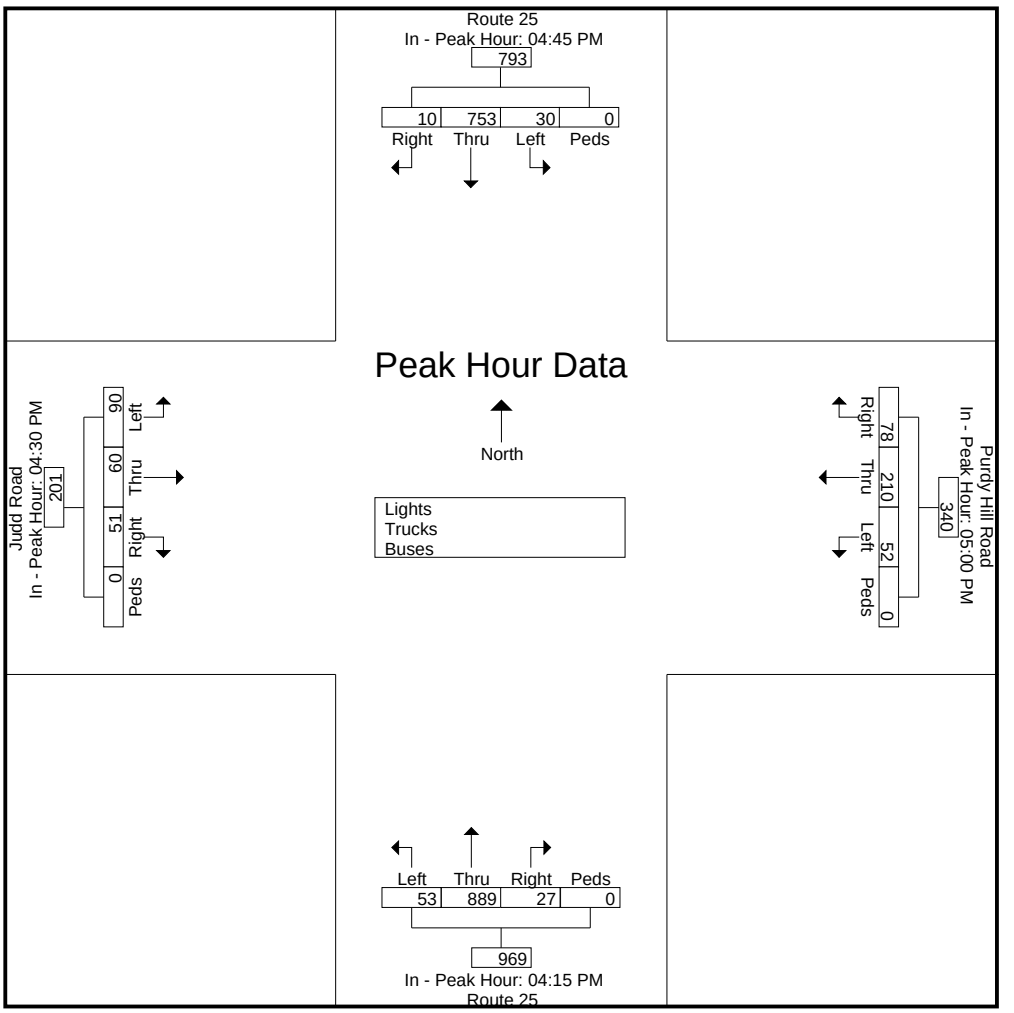
	Route 25 From North					Purdy Hill Road From East					Route 25 From South					Judd Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	195	8	0	203	14	45	10	0	69	5	239	15	0	259	17	12	19	0	48	579
05:00 PM	3	209	8	0	220	19	63	13	0	95	6	244	11	0	261	14	16	33	0	63	639
05:15 PM	2	145	4	0	151	20	47	16	0	83	10	162	9	0	181	5	14	25	0	44	459
05:30 PM	5	204	10	0	219	20	57	12	0	89	11	233	15	0	259	15	14	14	0	43	610
Total Volume	10	753	30	0	793	73	212	51	0	336	32	878	50	0	960	51	56	91	0	198	2287
% App. Total	1.3	95	3.8	0		21.7	63.1	15.2	0		3.3	91.5	5.2	0		25.8	28.3	46	0		
PHF	.500	.901	.750	.000	.901	.913	.841	.797	.000	.884	.727	.900	.833	.000	.920	.750	.875	.689	.000	.786	.895



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 23573
Site Code : 23573
Start Date : 10/19/2022
Page No : 3

	Route 25 From North					Purdy Hill Road From East					Route 25 From South					Judd Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:45 PM					05:00 PM					04:15 PM					04:30 PM					
+0 mins.	0	195	8	0	203	19	63	13	0	95	10	229	15	0	254	15	18	13	0	46	
+15 mins.	3	209	8	0	220	20	47	16	0	83	6	177	12	0	195	17	12	19	0	48	
+30 mins.	2	145	4	0	151	20	57	12	0	89	5	239	15	0	259	14	16	33	0	63	
+45 mins.	5	204	10	0	219	19	43	11	0	73	6	244	11	0	261	5	14	25	0	44	
Total Volume	10	753	30	0	793	78	210	52	0	340	27	889	53	0	969	51	60	90	0	201	
% App. Total	1.3	95	3.8	0		22.9	61.8	15.3	0		2.8	91.7	5.5	0		25.4	29.9	44.8	0		
PHF	.500	.901	.750	.000	.901	.975	.833	.813	.000	.895	.675	.911	.883	.000	.928	.750	.833	.682	.000	.798	



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 25 at Judd/Purdy Hill Rd
Monroe, Connecticut

File Name : 23574
Site Code : 23574
Start Date : 10/22/2022
Page No : 1

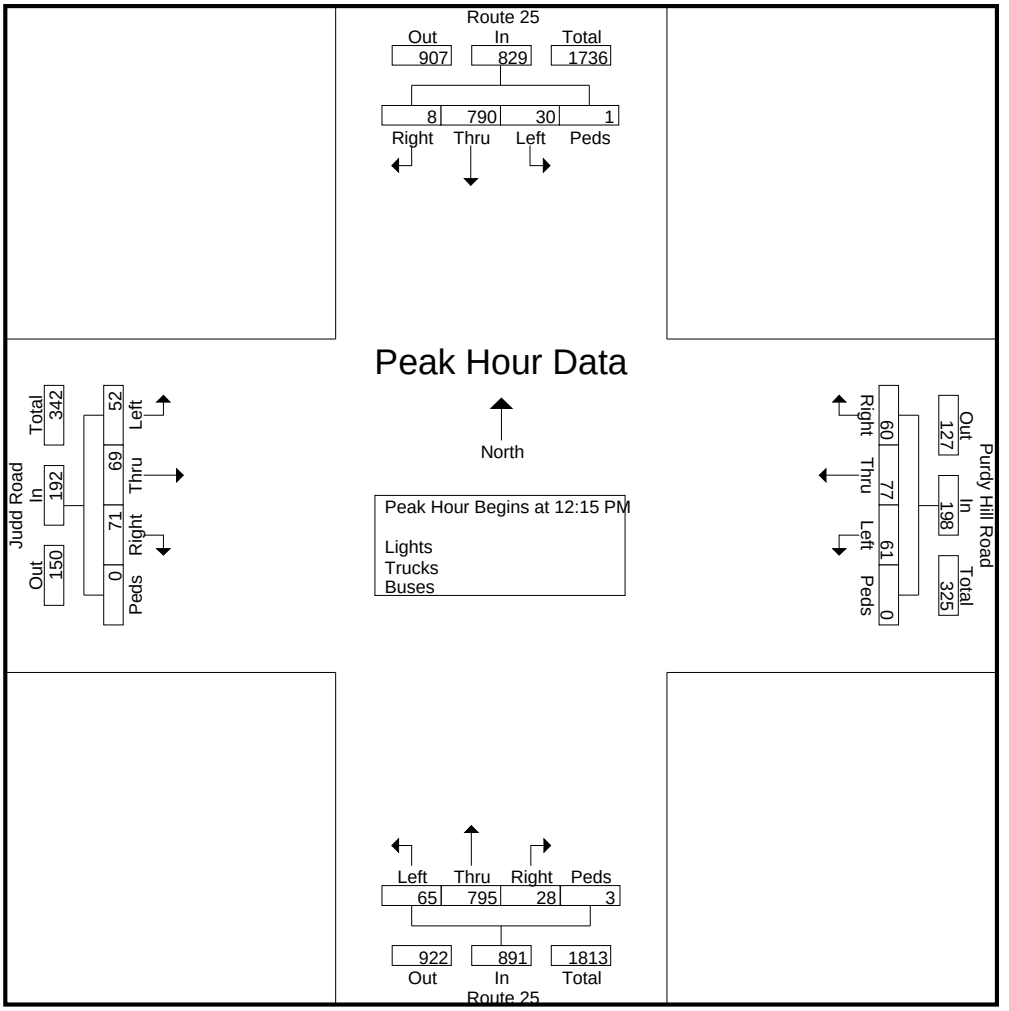
Groups Printed- Lights - Trucks - Buses

	Route 25 From North					Purdy Hill Road From East					Route 25 From South					Judd Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
10:00 AM	0	163	15	0	178	19	15	16	0	50	9	171	15	0	195	11	15	23	0	49	472
10:15 AM	1	217	5	0	223	13	25	21	0	59	7	223	18	0	248	20	29	19	0	68	598
10:30 AM	0	144	4	0	148	11	22	12	0	45	12	139	6	0	157	11	9	13	1	34	384
10:45 AM	1	186	9	0	196	12	18	16	0	46	5	179	20	0	204	15	17	17	0	49	495
Total	2	710	33	0	745	55	80	65	0	200	33	712	59	0	804	57	70	72	1	200	1949
11:00 AM	2	187	16	0	205	11	17	15	0	43	5	193	7	0	205	19	15	16	0	50	503
11:15 AM	0	168	11	4	183	16	25	12	0	53	10	189	16	0	215	16	17	24	0	57	508
11:30 AM	0	166	11	0	177	14	15	15	0	44	11	165	12	0	188	14	11	14	0	39	448
11:45 AM	1	174	9	0	184	22	25	18	0	65	8	163	17	0	188	20	26	14	0	60	497
Total	3	695	47	4	749	63	82	60	0	205	34	710	52	0	796	69	69	68	0	206	1956
12:00 PM	0	173	10	0	183	14	16	15	0	45	15	198	16	0	229	28	19	19	0	66	523
12:15 PM	2	176	7	0	185	16	14	15	0	45	5	148	12	3	168	17	11	12	0	40	438
12:30 PM	3	241	6	0	250	11	23	13	0	47	8	214	20	0	242	18	14	18	0	50	589
12:45 PM	2	185	9	1	197	18	23	14	0	55	8	198	12	0	218	16	17	6	0	39	509
Total	7	775	32	1	815	59	76	57	0	192	36	758	60	3	857	79	61	55	0	195	2059
01:00 PM	1	188	8	0	197	15	17	19	0	51	7	235	21	0	263	20	27	16	0	63	574
01:15 PM	0	148	8	0	156	18	13	13	0	44	5	158	14	0	177	23	14	9	0	46	423
01:30 PM	1	193	8	0	202	13	11	11	0	35	9	196	13	0	218	18	14	19	0	51	506
01:45 PM	1	189	8	0	198	9	12	16	0	37	7	220	19	0	246	17	21	18	0	56	537
Total	3	718	32	0	753	55	53	59	0	167	28	809	67	0	904	78	76	62	0	216	2040
Grand Total	15	2898	144	5	3062	232	291	241	0	764	131	2989	238	3	3361	283	276	257	1	817	8004
Apprch %	0.5	94.6	4.7	0.2		30.4	38.1	31.5	0		3.9	88.9	7.1	0.1		34.6	33.8	31.5	0.1		
Total %	0.2	36.2	1.8	0.1	38.3	2.9	3.6	3	0	9.5	1.6	37.3	3	0	42	3.5	3.4	3.2	0	10.2	
Lights	15	2845										2937									
% Lights	100	98.2	100	40	98.2	99.1	99	99.2	0	99.1	97.7	98.3	99.2	0	98.2	99.6	99.3	99.6	100	99.5	98.4
Trucks	0	51	0	3	54	2	3	2	0	7	3	45	2	3	53	1	2	1	0	4	118
% Trucks	0	1.8	0	60	1.8	0.9	1	0.8	0	0.9	2.3	1.5	0.8	100	1.6	0.4	0.7	0.4	0	0.5	1.5
Buses	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	9
% Buses	0	0.1	0	0	0.1	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.1

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 23574
Site Code : 23574
Start Date : 10/22/2022
Page No : 2

	Route 25 From North					Purdy Hill Road From East					Route 25 From South					Judd Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:15 PM																					
12:15 PM	2	176	7	0	185	16	14	15	0	45	5	148	12	3	168	17	11	12	0	40	438
12:30 PM	3	241	6	0	250	11	23	13	0	47	8	214	20	0	242	18	14	18	0	50	589
12:45 PM	2	185	9	1	197	18	23	14	0	55	8	198	12	0	218	16	17	6	0	39	509
01:00 PM	1	188	8	0	197	15	17	19	0	51	7	235	21	0	263	20	27	16	0	63	574
Total Volume	8	790	30	1	829	60	77	61	0	198	28	795	65	3	891	71	69	52	0	192	2110
% App. Total	1	95.3	3.6	0.1		30.3	38.9	30.8	0		3.1	89.2	7.3	0.3		37	35.9	27.1	0		
PHF	.667	.820	.833	.250	.829	.833	.837	.803	.000	.900	.875	.846	.774	.250	.847	.888	.639	.722	.000	.762	.896



Connecticut Counts LLC
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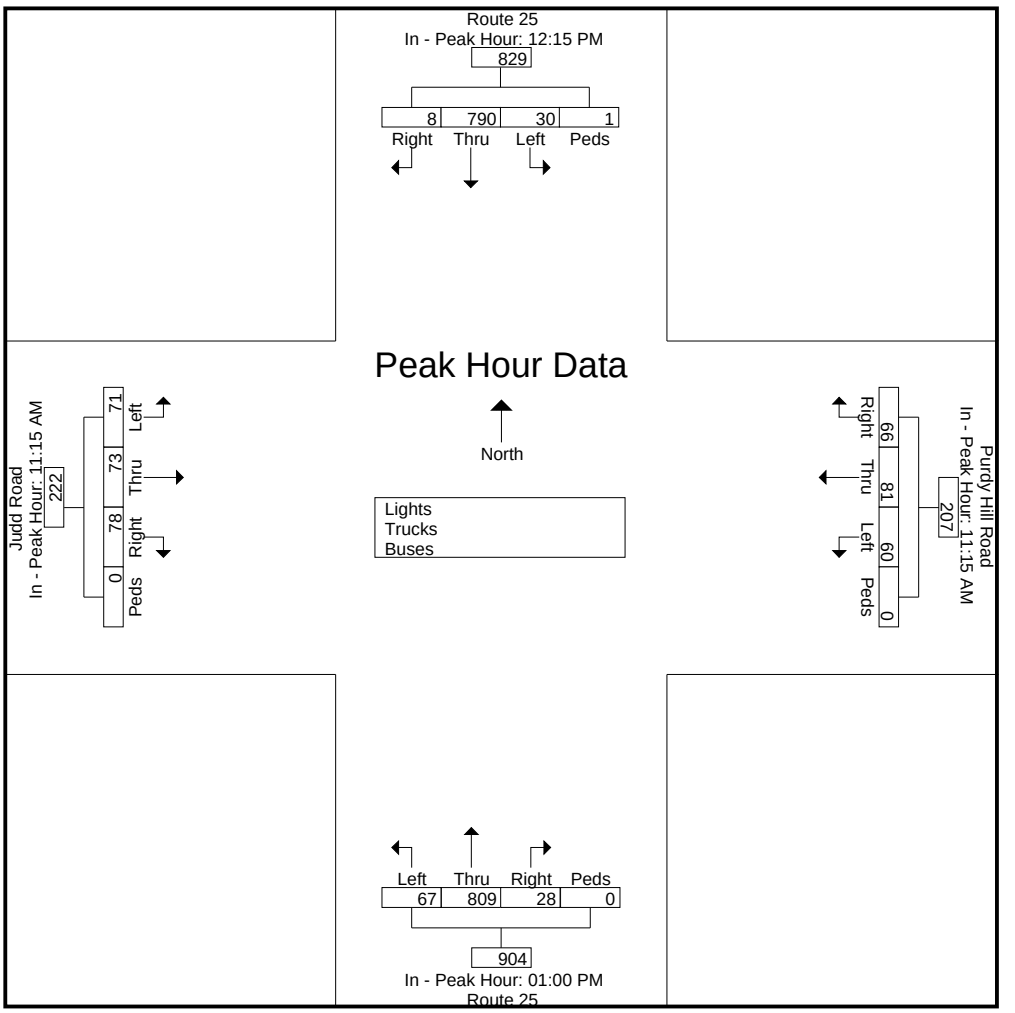
(860) 828-1693

File Name : 23574
Site Code : 23574
Start Date : 10/22/2022
Page No : 3

	Route 25 From North					Purdy Hill Road From East					Route 25 From South					Judd Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	12:15 PM					11:15 AM					01:00 PM					11:15 AM					
+0 mins.	2	176	7	0	185	16	25	12	0	53	7	235	21	0	263	16	17	24	0	57	
+15 mins.	3	241	6	0	250	14	15	15	0	44	5	158	14	0	177	14	11	14	0	39	
+30 mins.	2	185	9	1	197	22	25	18	0	65	9	196	13	0	218	20	26	14	0	60	
+45 mins.	1	188	8	0	197	14	16	15	0	45	7	220	19	0	246	28	19	19	0	66	
Total Volume	8	790	30	1	829	66	81	60	0	207	28	809	67	0	904	78	73	71	0	222	
% App. Total	1	95.3	3.6	0.1		31.9	39.1	29	0		3.1	89.5	7.4	0		35.1	32.9	32	0		
PHF	.667	.820	.833	.250	.829	.750	.810	.833	.000	.796	.778	.861	.798	.000	.859	.696	.702	.740	.000	.841	



Connecticut Counts LLC
Kensington, Connecticut 06037
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Route 25 at Victoria Drive
Monroe, Connecticut

File Name : 23575
Site Code : 23575
Start Date : 10/20/2022
Page No : 1

Groups Printed- Lights - Trucks - Buses

	Routre 25 From North					Victoria Drive From East					Routre 25 From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	176	1	0	177	0	0	0	0	0	13	198	0	0	211	0	0	0	0	0	388
07:15 AM	0	200	3	0	203	0	0	0	0	0	13	224	0	0	237	0	0	0	0	0	440
07:30 AM	0	271	4	0	275	1	0	0	0	1	5	298	0	0	303	0	0	0	0	0	579
07:45 AM	0	211	3	0	214	0	0	1	0	1	5	188	0	0	193	0	0	0	0	0	408
Total	0	858	11	0	869	1	0	1	0	2	36	908	0	0	944	0	0	0	0	0	1815
08:00 AM	0	232	3	0	235	1	0	2	0	3	12	217	0	0	229	0	0	0	0	0	467
08:15 AM	0	208	3	0	211	0	0	0	0	0	10	201	0	0	211	0	0	0	0	0	422
08:30 AM	0	223	4	0	227	3	0	1	0	4	16	216	0	0	232	0	0	0	0	0	463
08:45 AM	0	209	4	0	213	2	0	0	0	2	10	206	0	0	216	0	0	0	0	0	431
Total	0	872	14	0	886	6	0	3	0	9	48	840	0	0	888	0	0	0	0	0	1783
Grand Total	0	1730	25	0	1755	7	0	4	0	11	84	1748	0	0	1832	0	0	0	0	0	3598
Apprch %	0	98.6	1.4	0		63.6	0	36.4	0		4.6	95.4	0	0		0	0	0	0		
Total %	0	48.1	0.7	0	48.8	0.2	0	0.1	0	0.3	2.3	48.6	0	0	50.9	0	0	0	0	0	
Lights	0	1684										1672									
% Lights	0	97.3	88	0	97.2	71.4	0	50	0	63.6	97.6	95.7	0	0	95.7	0	0	0	0	0	96.4
Trucks	0	46	3	0	49	2	0	2	0	4	2	75	0	0	77	0	0	0	0	0	130
% Trucks	0	2.7	12	0	2.8	28.6	0	50	0	36.4	2.4	4.3	0	0	4.2	0	0	0	0	0	3.6
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0

Connecticut Counts LLC
Kensington, Connecticut 06037
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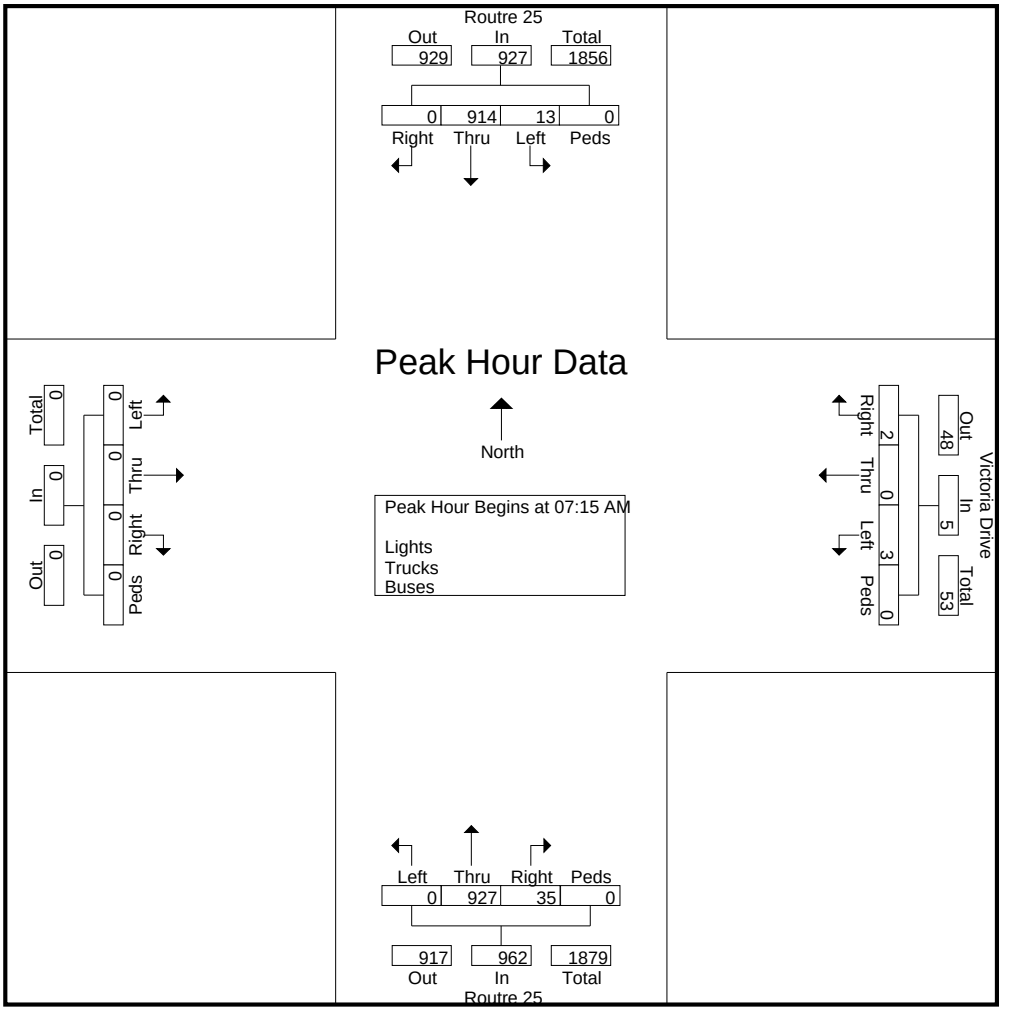
File Name : 23575
Site Code : 23575
Start Date : 10/20/2022
Page No : 2

	Routre 25 From North					Victoria Drive From East					Routre 25 From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	200	3	0	203	0	0	0	0	0	13	224	0	0	237	0	0	0	0	0	440
07:30 AM	0	271	4	0	275	1	0	0	0	1	5	298	0	0	303	0	0	0	0	0	579
07:45 AM	0	211	3	0	214	0	0	1	0	1	5	188	0	0	193	0	0	0	0	0	408
08:00 AM	0	232	3	0	235	1	0	2	0	3	12	217	0	0	229	0	0	0	0	0	467
Total Volume	0	914	13	0	927	2	0	3	0	5	35	927	0	0	962	0	0	0	0	0	1894
% App. Total	0	98.6	1.4	0		40	0	60	0		3.6	96.4	0	0		0	0	0	0		
PHF	.000	.843	.813	.000	.843	.500	.000	.375	.000	.417	.673	.778	.000	.000	.794	.000	.000	.000	.000	.000	.818



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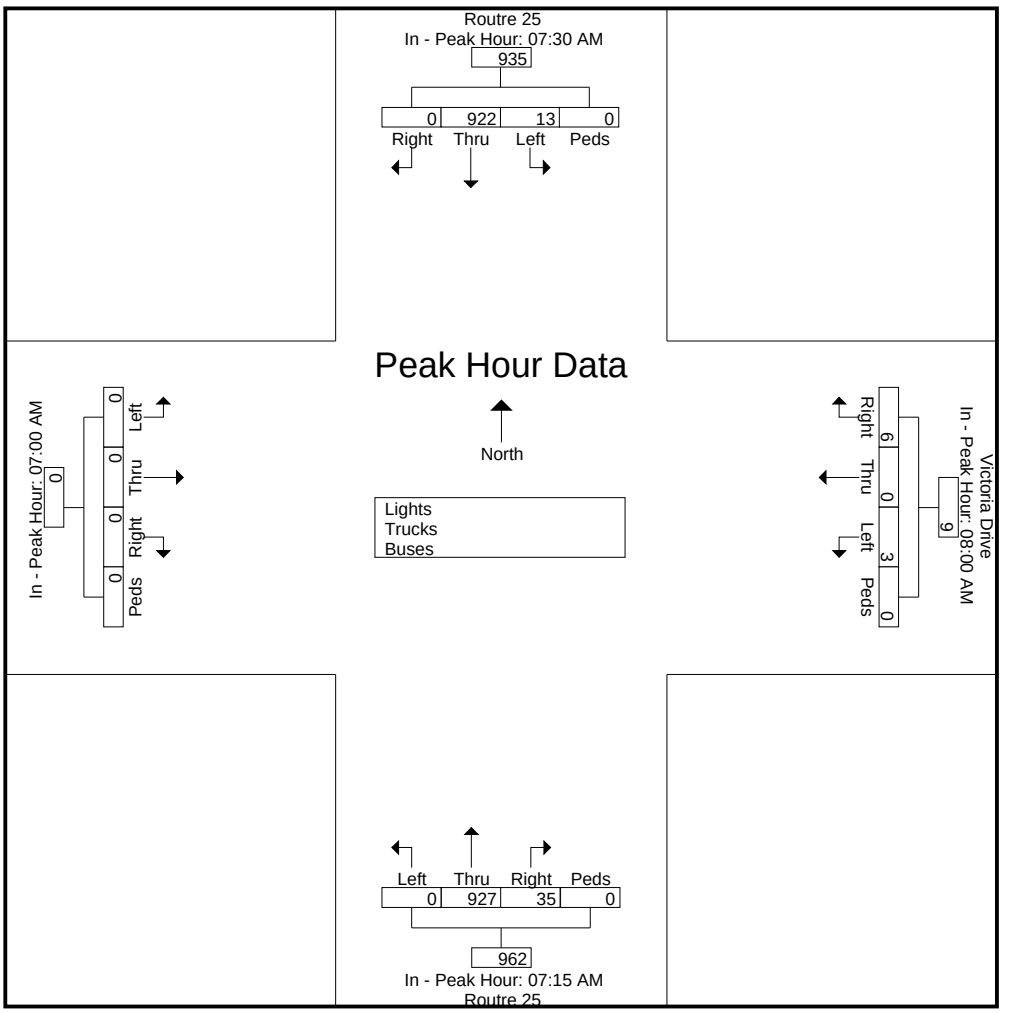
(860) 828-1693

File Name : 23575
Site Code : 23575
Start Date : 10/20/2022
Page No : 3

	Routre 25 From North					Victoria Drive From East					Routre 25 From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:30 AM					08:00 AM					07:15 AM					07:00 AM					
+0 mins.	0	271	4	0	275	1	0	2	0	3	13	224	0	0	237	0	0	0	0	0	
+15 mins.	0	211	3	0	214	0	0	0	0	0	5	298	0	0	303	0	0	0	0	0	
+30 mins.	0	232	3	0	235	3	0	1	0	4	5	188	0	0	193	0	0	0	0	0	
+45 mins.	0	208	3	0	211	2	0	0	0	2	12	217	0	0	229	0	0	0	0	0	
Total Volume	0	922	13	0	935	6	0	3	0	9	35	927	0	0	962	0	0	0	0	0	
% App. Total	0	98.6	1.4	0		66.7	0	33.3	0		3.6	96.4	0	0		0	0	0	0		
PHF	.000	.851	.813	.000	.850	.500	.000	.375	.000	.563	.673	.778	.000	.000	.794	.000	.000	.000	.000	.000	



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Route 25 at Victoria Drive
Monroe, Connecticut

File Name : 23576
Site Code : 23576
Start Date : 10/19/2022
Page No : 1

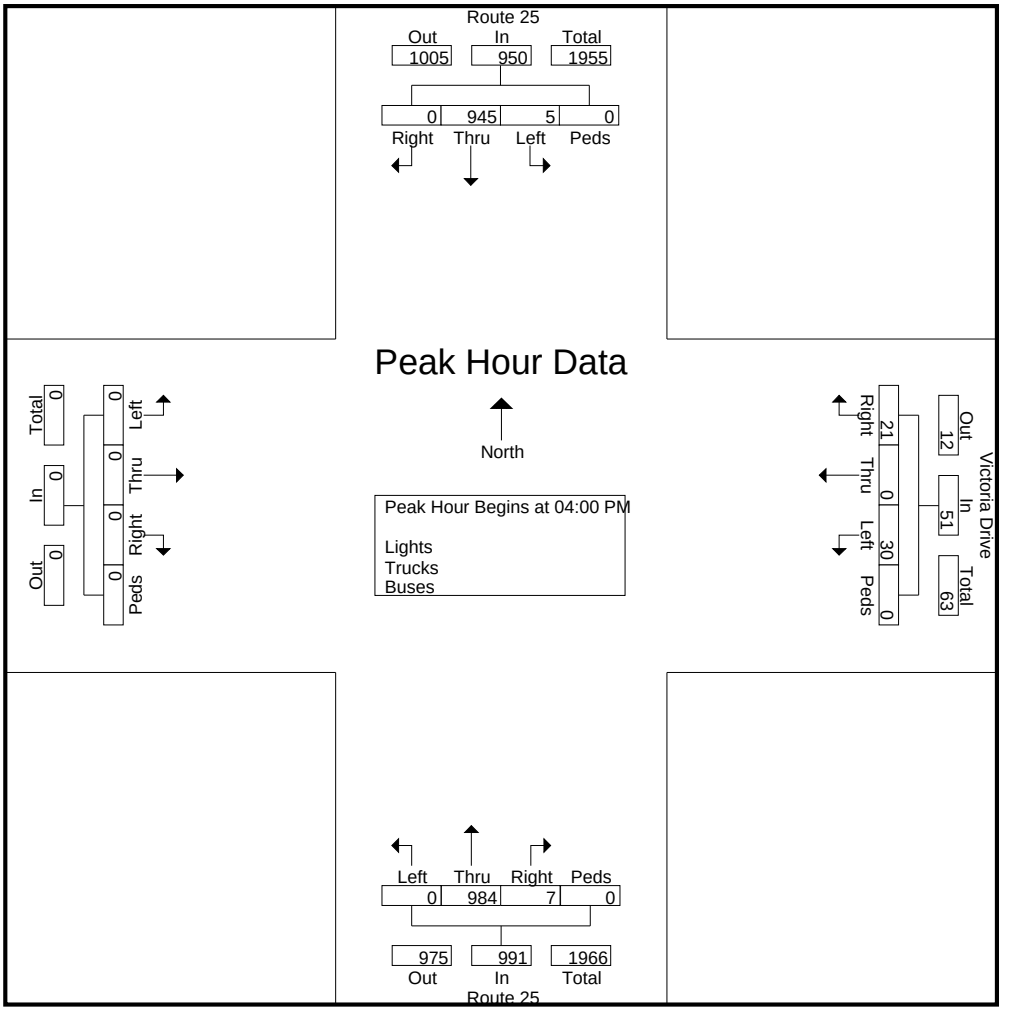
Groups Printed- Lights - Trucks - Buses

	Route 25 From North					Victoria Drive From East					Route 25 From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	248	0	0	248	15	0	21	0	36	1	257	0	0	258	0	0	0	0	0	542
04:15 PM	0	198	1	0	199	1	0	1	0	2	4	237	0	0	241	0	0	0	0	0	442
04:30 PM	0	234	3	0	237	3	0	3	0	6	2	212	0	0	214	0	0	0	0	0	457
04:45 PM	0	265	1	0	266	2	0	5	0	7	0	278	0	0	278	0	0	0	0	0	551
Total	0	945	5	0	950	21	0	30	0	51	7	984	0	0	991	0	0	0	0	0	1992
05:00 PM	0	223	1	0	224	5	0	15	0	20	1	201	0	0	202	0	0	0	0	0	446
05:15 PM	0	289	1	0	290	7	0	17	0	24	1	219	0	0	220	0	0	0	0	0	534
05:30 PM	0	220	0	0	220	5	0	6	0	11	2	228	0	0	230	0	0	0	0	0	461
05:45 PM	0	245	9	0	254	3	0	12	0	15	6	199	0	0	205	0	0	0	0	0	474
Total	0	977	11	0	988	20	0	50	0	70	10	847	0	0	857	0	0	0	0	0	1915
Grand Total	0	1922	16	0	1938	41	0	80	0	121	17	1831	0	0	1848	0	0	0	0	0	3907
Apprch %	0	99.2	0.8	0		33.9	0	66.1	0		0.9	99.1	0	0		0	0	0	0		
Total %	0	49.2	0.4	0	49.6	1	0	2	0	3.1	0.4	46.9	0	0	47.3	0	0	0	0	0	
Lights	0	1868										1804									
% Lights	0	97.2	93.8	0	97.2	95.1	0	100	0	98.3	94.1	98.5	0	0	98.5	0	0	0	0	0	97.8
Trucks	0	54	1	0	55	2	0	0	0	2	1	27	0	0	28	0	0	0	0	0	85
% Trucks	0	2.8	6.2	0	2.8	4.9	0	0	0	1.7	5.9	1.5	0	0	1.5	0	0	0	0	0	2.2
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 23576
Site Code : 23576
Start Date : 10/19/2022
Page No : 2

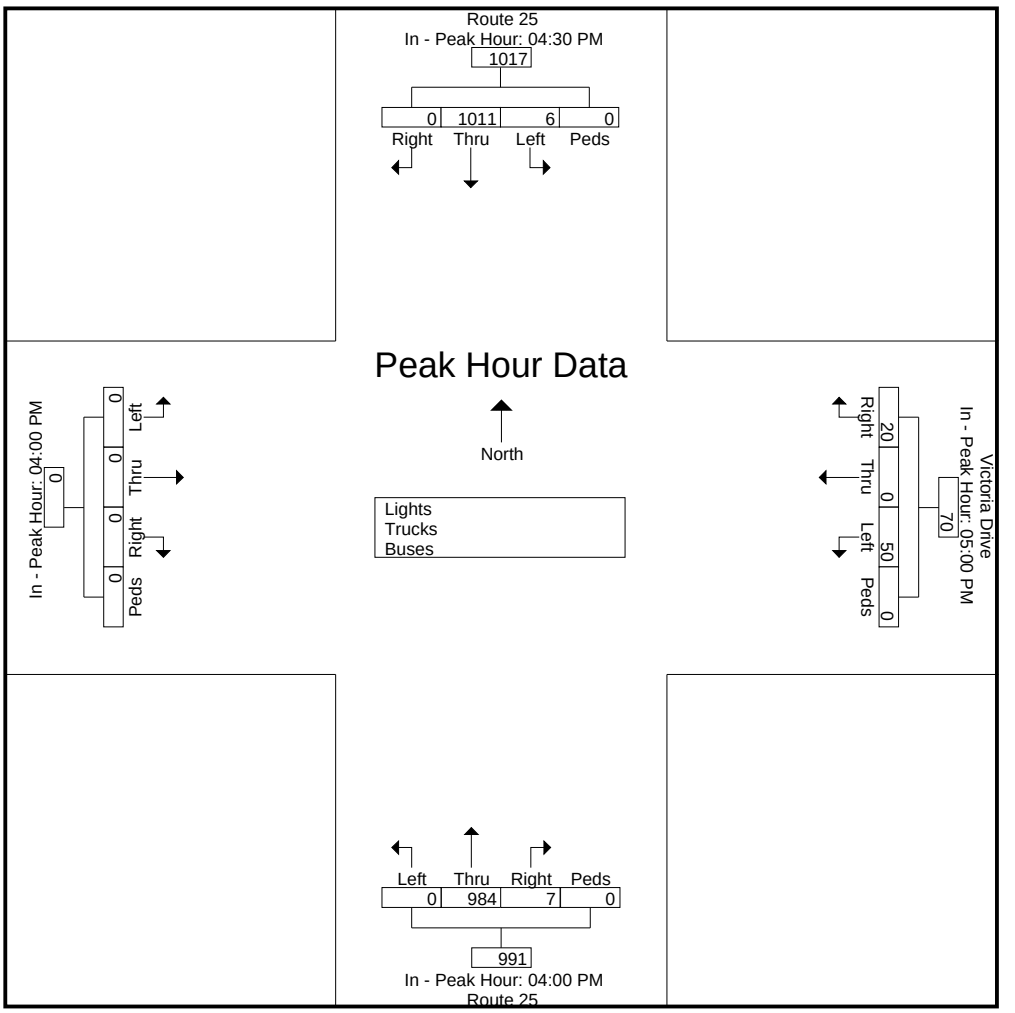
	Route 25 From North					Victoria Drive From East					Route 25 From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	248	0	0	248	15	0	21	0	36	1	257	0	0	258	0	0	0	0	0	542
04:15 PM	0	198	1	0	199	1	0	1	0	2	4	237	0	0	241	0	0	0	0	0	442
04:30 PM	0	234	3	0	237	3	0	3	0	6	2	212	0	0	214	0	0	0	0	0	457
04:45 PM	0	265	1	0	266	2	0	5	0	7	0	278	0	0	278	0	0	0	0	0	551
Total Volume	0	945	5	0	950	21	0	30	0	51	7	984	0	0	991	0	0	0	0	0	1992
% App. Total	0	99.5	0.5	0		41.2	0	58.8	0		0.7	99.3	0	0		0	0	0	0		
PHF	.000	.892	.417	.000	.893	.350	.000	.357	.000	.354	.438	.885	.000	.000	.891	.000	.000	.000	.000	.000	.904



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 23576
Site Code : 23576
Start Date : 10/19/2022
Page No : 3

	Route 25 From North					Victoria Drive From East					Route 25 From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:30 PM					05:00 PM					04:00 PM					04:00 PM					
+0 mins.	0	234	3	0	237	5	0	15	0	20	1	257	0	0	258	0	0	0	0	0	
+15 mins.	0	265	1	0	266	7	0	17	0	24	4	237	0	0	241	0	0	0	0	0	
+30 mins.	0	223	1	0	224	5	0	6	0	11	2	212	0	0	214	0	0	0	0	0	
+45 mins.	0	289	1	0	290	3	0	12	0	15	0	278	0	0	278	0	0	0	0	0	
Total Volume	0	1011	6	0	1017	20	0	50	0	70	7	984	0	0	991	0	0	0	0	0	
% App. Total	0	99.4	0.6	0		28.6	0	71.4	0		0.7	99.3	0	0		0	0	0	0		
PHF	.000	.875	.500	.000	.877	.714	.000	.735	.000	.729	.438	.885	.000	.000	.891	.000	.000	.000	.000	.000	



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 25 at Victoria Drive
Monroe, Connecticut

File Name : 23577
Site Code : 23577
Start Date : 10/22/2022
Page No : 1

Groups Printed- Lights - Trucks - Buses

	Route 25 From North					Victoria Drive From East					Route 25 From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
10:00 AM	0	235	1	0	236	22	0	15	1	38	12	247	0	0	259	0	0	0	0	0	533
10:15 AM	0	159	2	0	161	9	0	17	0	26	7	165	0	0	172	0	0	0	0	0	359
10:30 AM	0	183	4	0	187	11	0	10	0	21	18	202	0	0	220	0	0	0	0	0	428
10:45 AM	0	161	1	0	162	6	0	9	0	15	8	214	0	0	222	0	0	0	0	0	399
Total	0	738	8	0	746	48	0	51	1	100	45	828	0	0	873	0	0	0	0	0	1719
11:00 AM	0	199	0	0	199	4	0	11	0	15	8	204	0	0	212	0	0	0	0	0	426
11:15 AM	0	290	6	0	296	9	0	11	0	20	4	252	0	0	256	0	0	0	0	0	572
11:30 AM	0	134	1	0	135	3	0	1	0	4	2	160	0	0	162	0	0	0	0	0	301
11:45 AM	0	199	1	0	200	0	0	1	0	1	3	186	0	0	189	0	0	0	0	0	390
Total	0	822	8	0	830	16	0	24	0	40	17	802	0	0	819	0	0	0	0	0	1689
12:00 PM	0	218	0	0	218	1	0	7	0	8	4	249	0	0	253	0	0	0	0	0	479
12:15 PM	0	219	0	0	219	4	0	4	2	10	2	273	0	0	275	0	0	0	0	0	504
12:30 PM	0	179	0	0	179	7	0	10	0	17	3	186	0	0	189	0	0	0	0	0	385
12:45 PM	0	225	0	0	225	1	0	0	0	1	1	205	0	0	206	0	0	0	0	0	432
Total	0	841	0	0	841	13	0	21	2	36	10	913	0	0	923	0	0	0	0	0	1800
01:00 PM	0	168	4	0	172	0	0	0	0	0	1	146	0	0	147	0	0	0	0	0	319
01:15 PM	0	221	4	0	225	0	0	1	0	1	9	209	0	0	218	0	0	0	0	0	444
01:30 PM	0	190	3	2	195	0	0	2	0	2	6	254	0	0	260	0	0	0	0	0	457
01:45 PM	0	193	1	0	194	0	0	1	0	1	4	178	0	0	182	0	0	0	0	0	377
Total	0	772	12	2	786	0	0	4	0	4	20	787	0	0	807	0	0	0	0	0	1597
Grand Total	0	3173	28	2	3203	77	0	100	3	180	92	3330	0	0	3422	0	0	0	0	0	6805
Apprch %	0	99.1	0.9	0.1		42.8	0	55.6	1.7		2.7	97.3	0	0		0	0	0	0		
Total %	0	46.6	0.4	0	47.1	1.1	0	1.5	0	2.6	1.4	48.9	0	0	50.3	0	0	0	0	0	
Lights	0	3124										3294									
% Lights	0	98.5	100	100	98.5	98.7	0	99	100	98.9	100	98.9	0	0	98.9	0	0	0	0	0	98.7
Trucks	0	45	0	0	45	1	0	1	0	2	0	34	0	0	34	0	0	0	0	0	81
% Trucks	0	1.4	0	0	1.4	1.3	0	1	0	1.1	0	1	0	0	1	0	0	0	0	0	1.2
Buses	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
% Buses	0	0.1	0	0	0.1	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0.1

Connecticut Counts LLC
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File Name : 23577
Site Code : 23577
Start Date : 10/22/2022
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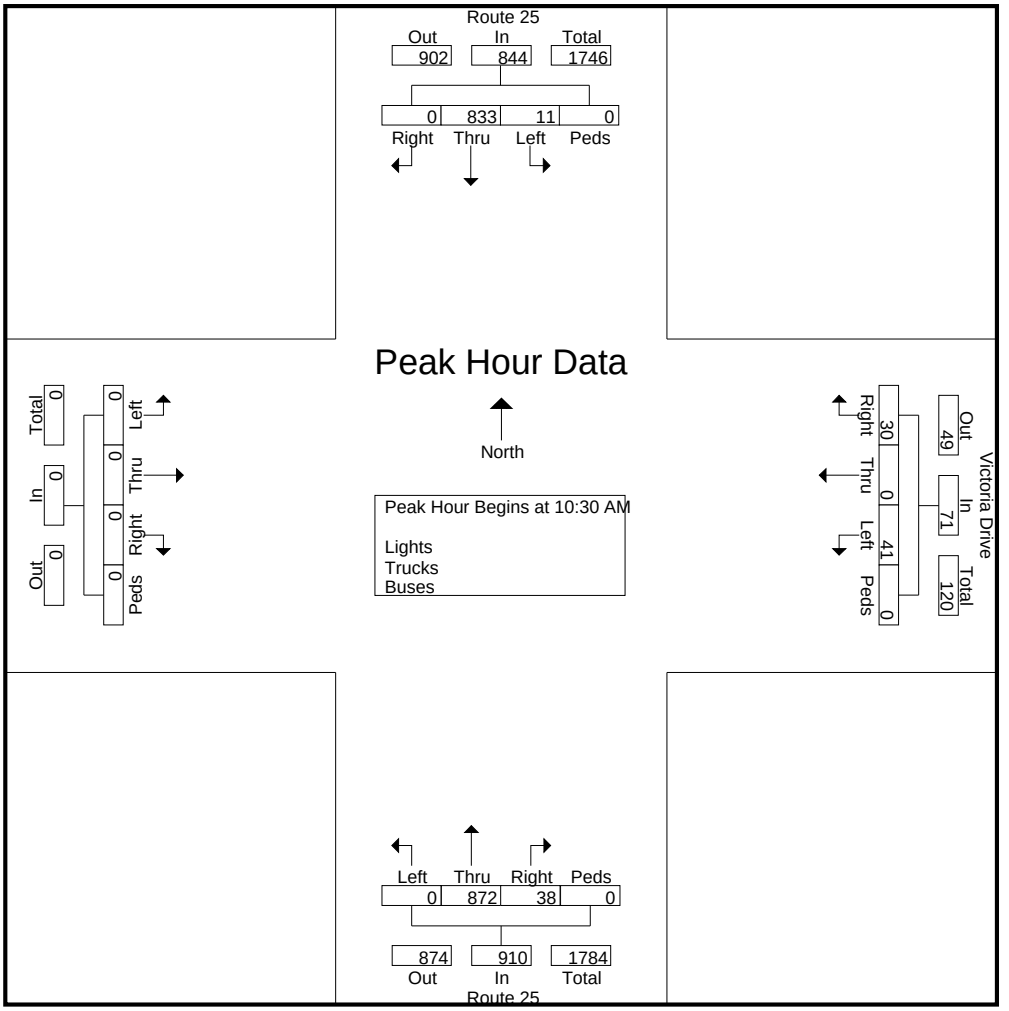
	Route 25 From North					Victoria Drive From East					Route 25 From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:30 AM																					
10:30 AM	0	183	4	0	187	11	0	10	0	21	18	202	0	0	220	0	0	0	0	0	428
10:45 AM	0	161	1	0	162	6	0	9	0	15	8	214	0	0	222	0	0	0	0	0	399
11:00 AM	0	199	0	0	199	4	0	11	0	15	8	204	0	0	212	0	0	0	0	0	426
11:15 AM	0	290	6	0	296	9	0	11	0	20	4	252	0	0	256	0	0	0	0	0	572
Total Volume	0	833	11	0	844	30	0	41	0	71	38	872	0	0	910	0	0	0	0	0	1825
% App. Total	0	98.7	1.3	0		42.3	0	57.7	0		4.2	95.8	0	0		0	0	0	0		
PHF	.000	.718	.458	.000	.713	.682	.000	.932	.000	.845	.528	.865	.000	.000	.889	.000	.000	.000	.000	.000	.798



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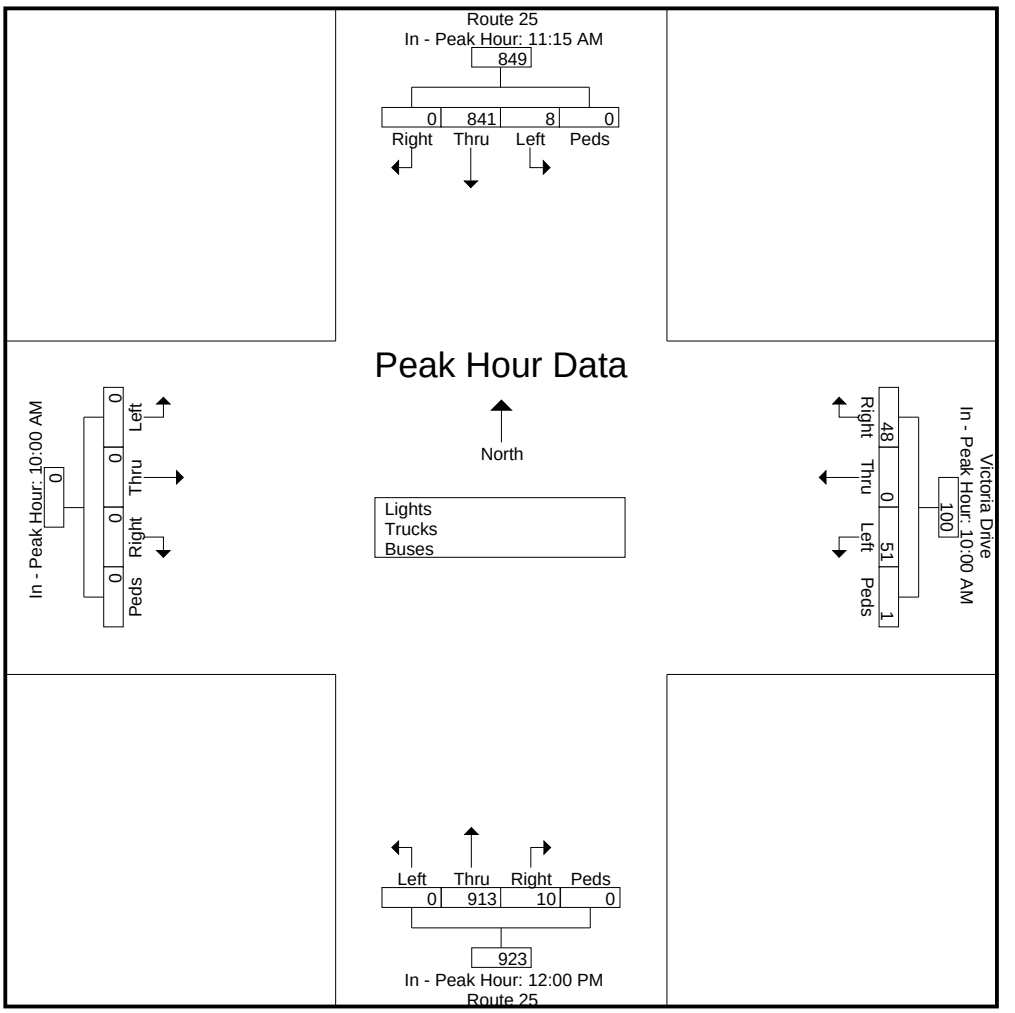
(860) 828-1693

File Name : 23577
Site Code : 23577
Start Date : 10/22/2022
Page No : 3

	Route 25 From North					Victoria Drive From East					Route 25 From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	11:15 AM					10:00 AM					12:00 PM					10:00 AM					
+0 mins.	0	290	6	0	296	22	0	15	1	38	4	249	0	0	253	0	0	0	0	0	
+15 mins.	0	134	1	0	135	9	0	17	0	26	2	273	0	0	275	0	0	0	0	0	
+30 mins.	0	199	1	0	200	11	0	10	0	21	3	186	0	0	189	0	0	0	0	0	
+45 mins.	0	218	0	0	218	6	0	9	0	15	1	205	0	0	206	0	0	0	0	0	
Total Volume	0	841	8	0	849	48	0	51	1	100	10	913	0	0	923	0	0	0	0	0	
% App. Total	0	99.1	0.9	0		48	0	51	1		1.1	98.9	0	0		0	0	0	0		
PHF	.000	.725	.333	.000	.717	.545	.000	.750	.250	.658	.625	.836	.000	.000	.839	.000	.000	.000	.000	.000	



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 25 at Spring Hill Road
Monroe, Connecticut

File Name : 23578
Site Code : 23578
Start Date : 10/19/2022
Page No : 1

Groups Printed- Lights - Trucks - Buses

	Route 25 From North					Spring Hill Road From East					Route 25 From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	173	8	0	181	16	0	13	0	29	25	231	0	0	256	0	0	0	0	0	466
07:15 AM	0	176	7	0	183	12	1	34	0	47	15	222	0	0	237	0	0	0	0	0	467
07:30 AM	0	196	10	0	206	6	0	13	0	19	11	216	0	0	227	0	0	0	0	0	452
07:45 AM	0	208	14	0	222	6	0	21	0	27	21	230	0	0	251	0	0	0	0	0	500
Total	0	753	39	0	792	40	1	81	0	122	72	899	0	0	971	0	0	0	0	0	1885
08:00 AM	0	207	21	0	228	11	0	20	0	31	19	226	0	0	245	0	0	0	0	0	504
08:15 AM	0	263	17	0	280	11	0	16	0	27	32	241	1	0	274	0	0	0	0	0	581
08:30 AM	0	191	16	0	207	10	0	14	0	24	37	223	0	0	260	0	0	0	0	0	491
08:45 AM	0	167	13	0	180	11	0	38	0	49	44	221	0	0	265	0	0	0	0	0	494
Total	0	828	67	0	895	43	0	88	0	131	132	911	1	0	1044	0	0	0	0	0	2070
Grand Total	0	1581	106	0	1687	83	1	169	0	253	204	1810	1	0	2015	0	0	0	0	0	3955
Apprch %	0	93.7	6.3	0		32.8	0.4	66.8	0		10.1	89.8	0	0		0	0	0	0		
Total %	0	40	2.7	0	42.7	2.1	0	4.3	0	6.4	5.2	45.8	0	0	50.9	0	0	0	0	0	
Lights	0	1515										1729									
% Lights	0	95.8	98.1	0	96	94	100	74	0	80.6	76	95.5	100	0	93.5	0	0	0	0	0	93.8
Trucks	0	61	2	0	63	5	0	8	0	13	5	79	0	0	84	0	0	0	0	0	160
% Trucks	0	3.9	1.9	0	3.7	6	0	4.7	0	5.1	2.5	4.4	0	0	4.2	0	0	0	0	0	4
Buses	0	5	0	0	5	0	0	36	0	36	44	2	0	0	46	0	0	0	0	0	87
% Buses	0	0.3	0	0	0.3	0	0	21.3	0	14.2	21.6	0.1	0	0	2.3	0	0	0	0	0	2.2

Connecticut Counts LLC
Kensington, Connecticut 06037
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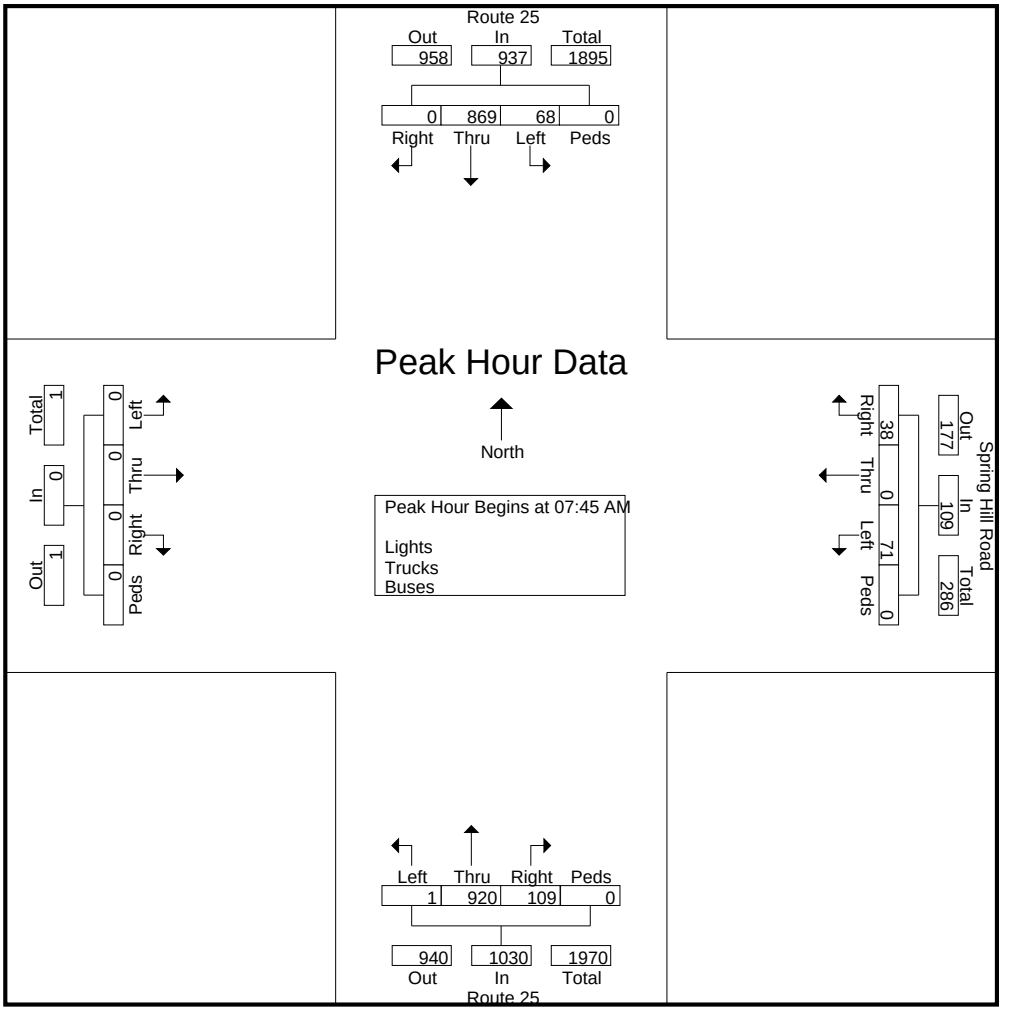
File Name : 23578
Site Code : 23578
Start Date : 10/19/2022
Page No : 2

	Route 25 From North					Spring Hill Road From East					Route 25 From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	208	14	0	222	6	0	21	0	27	21	230	0	0	251	0	0	0	0	0	500
08:00 AM	0	207	21	0	228	11	0	20	0	31	19	226	0	0	245	0	0	0	0	0	504
08:15 AM	0	263	17	0	280	11	0	16	0	27	32	241	1	0	274	0	0	0	0	0	581
08:30 AM	0	191	16	0	207	10	0	14	0	24	37	223	0	0	260	0	0	0	0	0	491
Total Volume	0	869	68	0	937	38	0	71	0	109	109	920	1	0	1030	0	0	0	0	0	2076
% App. Total	0	92.7	7.3	0		34.9	0	65.1	0		10.6	89.3	0.1	0		0	0	0	0		
PHF	.000	.826	.810	.000	.837	.864	.000	.845	.000	.879	.736	.954	.250	.000	.940	.000	.000	.000	.000	.000	.893



Connecticut Counts LLC
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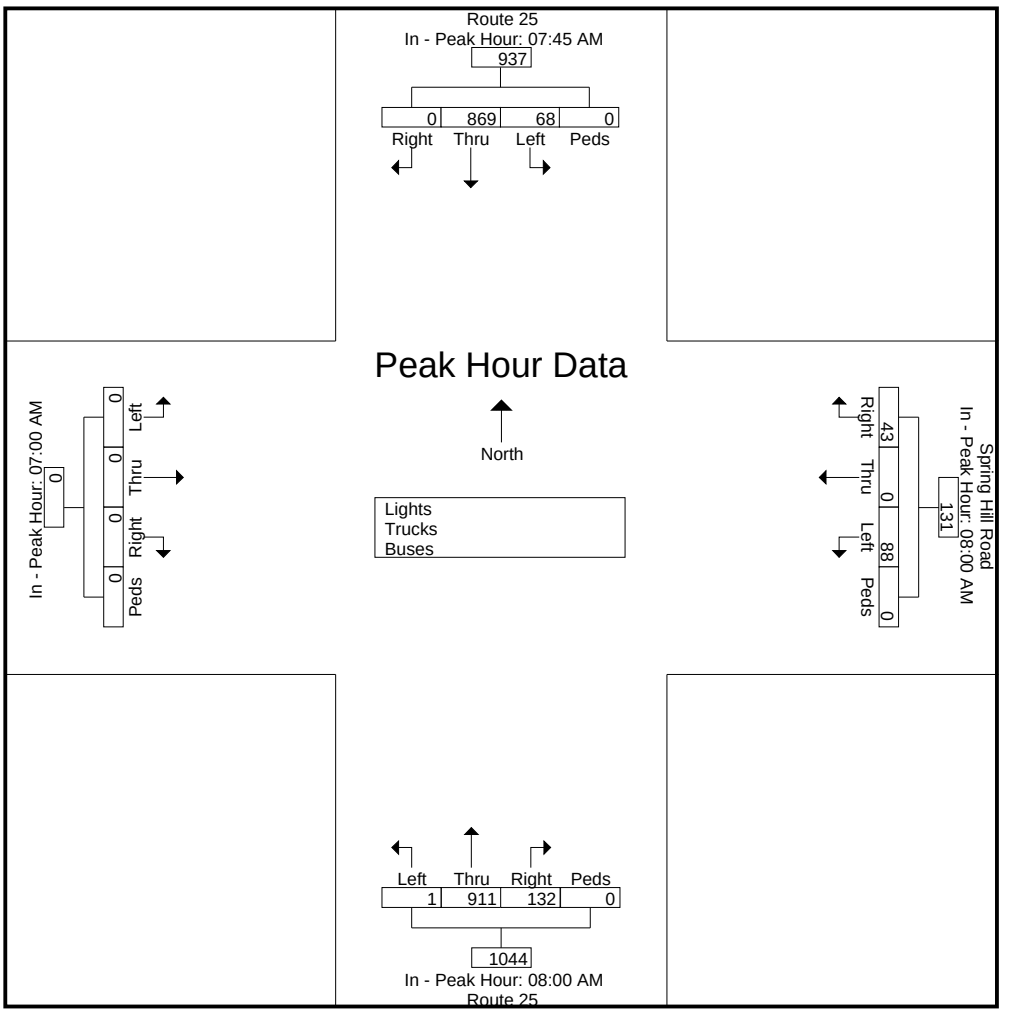
File Name : 23578
Site Code : 23578
Start Date : 10/19/2022
Page No : 3

	Route 25 From North					Spring Hill Road From East					Route 25 From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:45 AM					08:00 AM					08:00 AM					07:00 AM					
+0 mins.	0	208	14	0	222	11	0	20	0	31	19	226	0	0	245	0	0	0	0	0	
+15 mins.	0	207	21	0	228	11	0	16	0	27	32	241	1	0	274	0	0	0	0	0	
+30 mins.	0	263	17	0	280	10	0	14	0	24	37	223	0	0	260	0	0	0	0	0	
+45 mins.	0	191	16	0	207	11	0	38	0	49	44	221	0	0	265	0	0	0	0	0	
Total Volume	0	869	68	0	937	43	0	88	0	131	132	911	1	0	1044	0	0	0	0	0	
% App. Total	0	92.7	7.3	0		32.8	0	67.2	0		12.6	87.3	0.1	0		0	0	0	0		
PHF	.000	.826	.810	.000	.837	.977	.000	.579	.000	.668	.750	.945	.250	.000	.953	.000	.000	.000	.000	.000	



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Route 25 at Spring Hill Road
Monroe, Connecticut

File Name : 23579
Site Code : 23579
Start Date : 11/19/2022
Page No : 1

Groups Printed- Lights - Trucks - Buses

	Route 25 From North					Spring Hill Road From East					Route 25 From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	204	14	0	218	15	0	18	0	33	45	244	0	0	289	0	0	0	0	0	540
04:15 PM	0	224	19	0	243	18	1	48	0	67	25	273	0	0	298	0	0	0	0	0	608
04:30 PM	0	205	20	0	225	9	0	30	0	39	28	234	0	0	262	1	0	0	0	1	527
04:45 PM	0	230	13	0	243	15	0	35	0	50	35	219	0	0	254	0	0	0	0	0	547
Total	0	863	66	0	929	57	1	131	0	189	133	970	0	0	1103	1	0	0	0	1	2222
05:00 PM	0	254	14	0	268	22	0	29	0	51	19	238	0	0	257	0	0	0	0	0	576
05:15 PM	0	233	12	0	245	14	0	15	0	29	20	214	0	0	234	0	0	0	0	0	508
05:30 PM	0	225	18	0	243	22	0	21	0	43	23	254	0	0	277	0	1	0	0	1	564
05:45 PM	0	211	16	0	227	10	1	21	0	32	24	219	0	0	243	0	0	0	0	0	502
Total	0	923	60	0	983	68	1	86	0	155	86	925	0	0	1011	0	1	0	0	1	2150
Grand Total	0	1786	126	0	1912	125	2	217	0	344	219	1895	0	0	2114	1	1	0	0	2	4372
Apprch %	0	93.4	6.6	0		36.3	0.6	63.1	0		10.4	89.6	0	0		50	50	0	0		
Total %	0	40.9	2.9	0	43.7	2.9	0	5	0	7.9	5	43.3	0	0	48.4	0	0	0	0	0	
Lights	0	1736										1874									
% Lights	0	97.2	96	0	97.1	98.4	100	98.6	0	98.5	84.9	98.9	0	0	97.4	100	100	0	0	100	97.4
Trucks	0	50	5	0	55	2	0	1	0	3	1	21	0	0	22	0	0	0	0	0	80
% Trucks	0	2.8	4	0	2.9	1.6	0	0.5	0	0.9	0.5	1.1	0	0	1	0	0	0	0	0	1.8
Buses	0	0	0	0	0	0	0	2	0	2	32	0	0	0	32	0	0	0	0	0	34
% Buses	0	0	0	0	0	0	0	0.9	0	0.6	14.6	0	0	0	1.5	0	0	0	0	0	0.8

Connecticut Counts LLC
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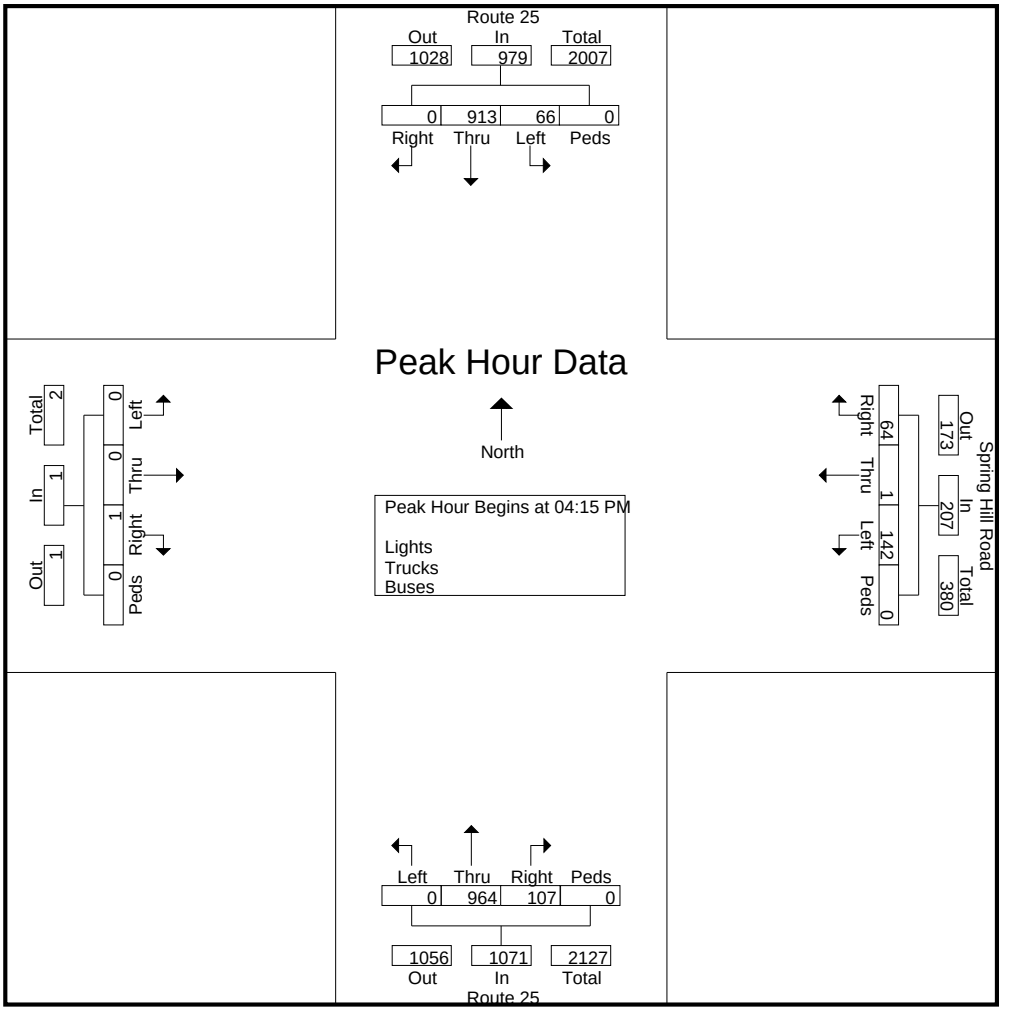
File Name : 23579
Site Code : 23579
Start Date : 11/19/2022
Page No : 2

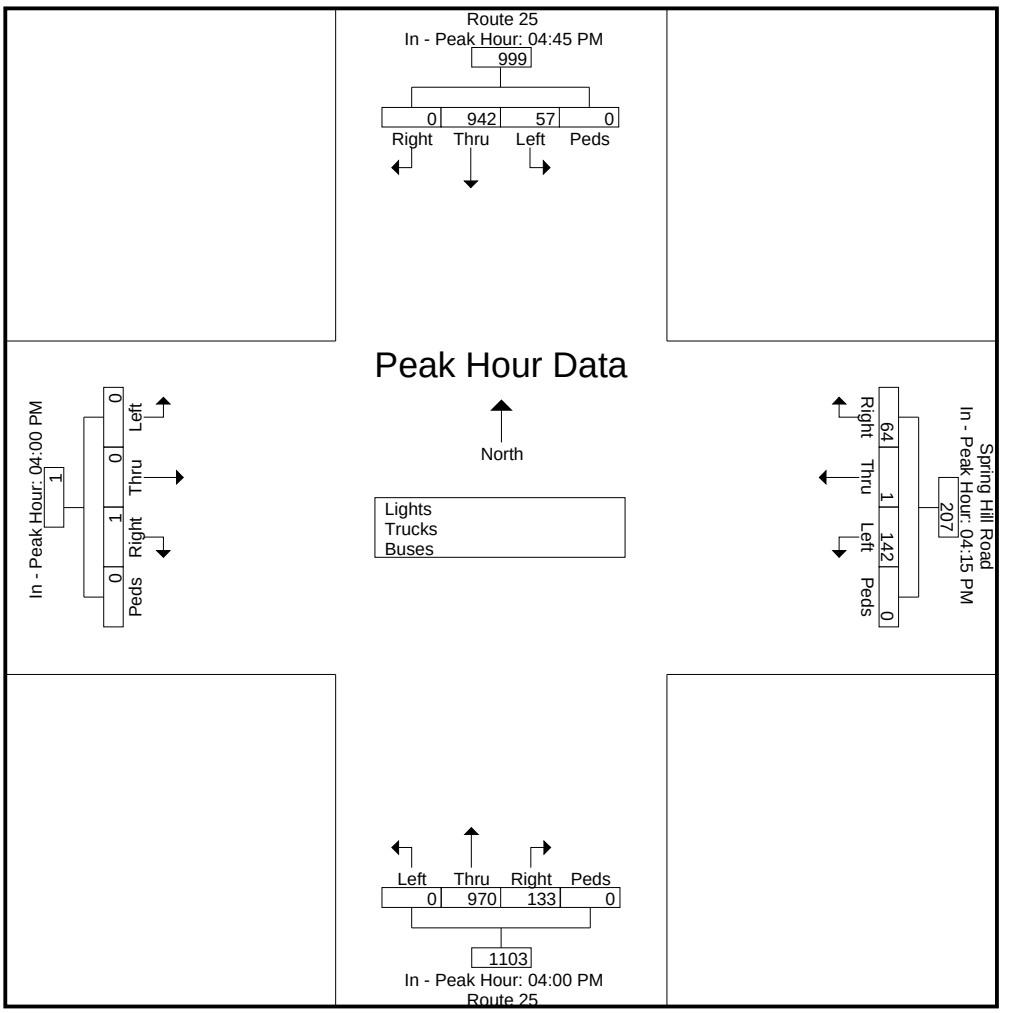
	Route 25 From North					Spring Hill Road From East					Route 25 From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	224	19	0	243	18	1	48	0	67	25	273	0	0	298	0	0	0	0	0	608
04:30 PM	0	205	20	0	225	9	0	30	0	39	28	234	0	0	262	1	0	0	0	1	527
04:45 PM	0	230	13	0	243	15	0	35	0	50	35	219	0	0	254	0	0	0	0	0	547
05:00 PM	0	254	14	0	268	22	0	29	0	51	19	238	0	0	257	0	0	0	0	0	576
Total Volume	0	913	66	0	979	64	1	142	0	207	107	964	0	0	1071	1	0	0	0	1	2258
% App. Total	0	93.3	6.7	0		30.9	0.5	68.6	0		10	90	0	0		100	0	0	0		
PHF	.000	.899	.825	.000	.913	.727	.250	.740	.000	.772	.764	.883	.000	.000	.898	.250	.000	.000	.000	.250	.928



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 23579
Site Code : 23579
Start Date : 11/19/2022
Page No : 3

	Route 25 From North					Spring Hill Road From East					Route 25 From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:45 PM					04:15 PM					04:00 PM					04:00 PM					
+0 mins.	0	230	13	0	243	18	1	48	0	67	45	244	0	0	289	0	0	0	0	0	
+15 mins.	0	254	14	0	268	9	0	30	0	39	25	273	0	0	298	0	0	0	0	0	
+30 mins.	0	233	12	0	245	15	0	35	0	50	28	234	0	0	262	1	0	0	0	1	
+45 mins.	0	225	18	0	243	22	0	29	0	51	35	219	0	0	254	0	0	0	0	0	
Total Volume	0	942	57	0	999	64	1	142	0	207	133	970	0	0	1103	1	0	0	0	1	
% App. Total	0	94.3	5.7	0		30.9	0.5	68.6	0		12.1	87.9	0	0		100	0	0	0		
PHF	.000	.927	.792	.000	.932	.727	.250	.740	.000	.772	.739	.888	.000	.000	.925	.250	.000	.000	.000	.250	



Connecticut Counts LLC
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Route 25 at Spring Hill Road
Monroe, Connecticut

File Name : 23580
Site Code : 23580
Start Date : 10/19/2022
Page No : 1

Groups Printed- Lights - Trucks - Buses

	Route 25 From North					Spring Hill Road From East					Route 25 From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
10:00 AM	0	171	29	0	200	27	0	29	0	56	38	183	0	0	221	0	0	0	0	0	477
10:15 AM	0	174	40	0	214	14	0	42	0	56	50	210	1	0	261	0	0	0	0	0	531
10:30 AM	0	190	26	0	216	29	0	49	0	78	40	208	0	0	248	0	0	0	0	0	542
10:45 AM	0	181	31	0	212	27	0	21	0	48	38	199	0	1	238	1	0	0	0	1	499
Total	0	716	126	0	842	97	0	141	0	238	166	800	1	1	968	1	0	0	0	1	2049
11:00 AM	1	214	23	0	238	34	0	51	0	85	34	220	0	0	254	0	0	1	0	1	578
11:15 AM	0	149	22	0	171	22	0	28	0	50	39	150	0	0	189	0	0	0	0	0	410
11:30 AM	0	164	21	0	185	21	0	37	0	58	32	198	0	0	230	0	0	0	0	0	473
11:45 AM	0	162	20	0	182	8	0	17	0	25	21	201	0	0	222	0	0	0	0	0	429
Total	1	689	86	0	776	85	0	133	0	218	126	769	0	0	895	0	0	1	0	1	1890
12:00 PM	0	176	16	0	192	35	0	31	0	66	18	243	0	0	261	0	0	0	0	0	519
12:15 PM	0	174	14	0	188	22	0	33	0	55	17	231	0	0	248	0	0	0	0	0	491
12:30 PM	0	168	26	0	194	16	0	25	0	41	17	184	0	0	201	0	0	0	0	0	436
12:45 PM	0	162	24	0	186	14	0	21	0	35	21	204	0	0	225	0	0	0	0	0	446
Total	0	680	80	0	760	87	0	110	0	197	73	862	0	0	935	0	0	0	0	0	1892
01:00 PM	0	216	25	0	241	22	0	20	0	42	14	193	0	0	207	0	0	0	0	0	490
01:15 PM	0	200	25	0	225	16	0	34	0	50	16	277	0	0	293	0	0	0	0	0	568
01:30 PM	0	154	17	0	171	28	0	12	0	40	14	200	0	0	214	0	0	0	0	0	425
01:45 PM	0	198	13	0	211	8	0	16	0	24	16	182	0	0	198	0	0	0	0	0	433
Total	0	768	80	0	848	74	0	82	0	156	60	852	0	0	912	0	0	0	0	0	1916
Grand Total	1	2853	372	0	3226	343	0	466	0	809	425	3283	1	1	3710	1	0	1	0	2	7747
Apprch %	0	88.4	11.5	0		42.4	0	57.6	0		11.5	88.5	0	0		50	0	50	0		
Total %	0	36.8	4.8	0	41.6	4.4	0	6	0	10.4	5.5	42.4	0	0	47.9	0	0	0	0	0	
Lights	1	2790										3244									
% Lights	100	97.8	99.7	0	98	99.1	0	99.8	0	99.5	99.5	98.8	100	100	98.9	100	0	100	0	100	98.6
Trucks	0	56	1	0	57	3	0	0	0	3	2	37	0	0	39	0	0	0	0	0	99
% Trucks	0	2	0.3	0	1.8	0.9	0	0	0	0.4	0.5	1.1	0	0	1.1	0	0	0	0	0	1.3
Buses	0	7	0	0	7	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	10
% Buses	0	0.2	0	0	0.2	0	0	0.2	0	0.1	0	0.1	0	0	0.1	0	0	0	0	0	0.1

Connecticut Counts LLC
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File Name : 23580
Site Code : 23580
Start Date : 10/19/2022
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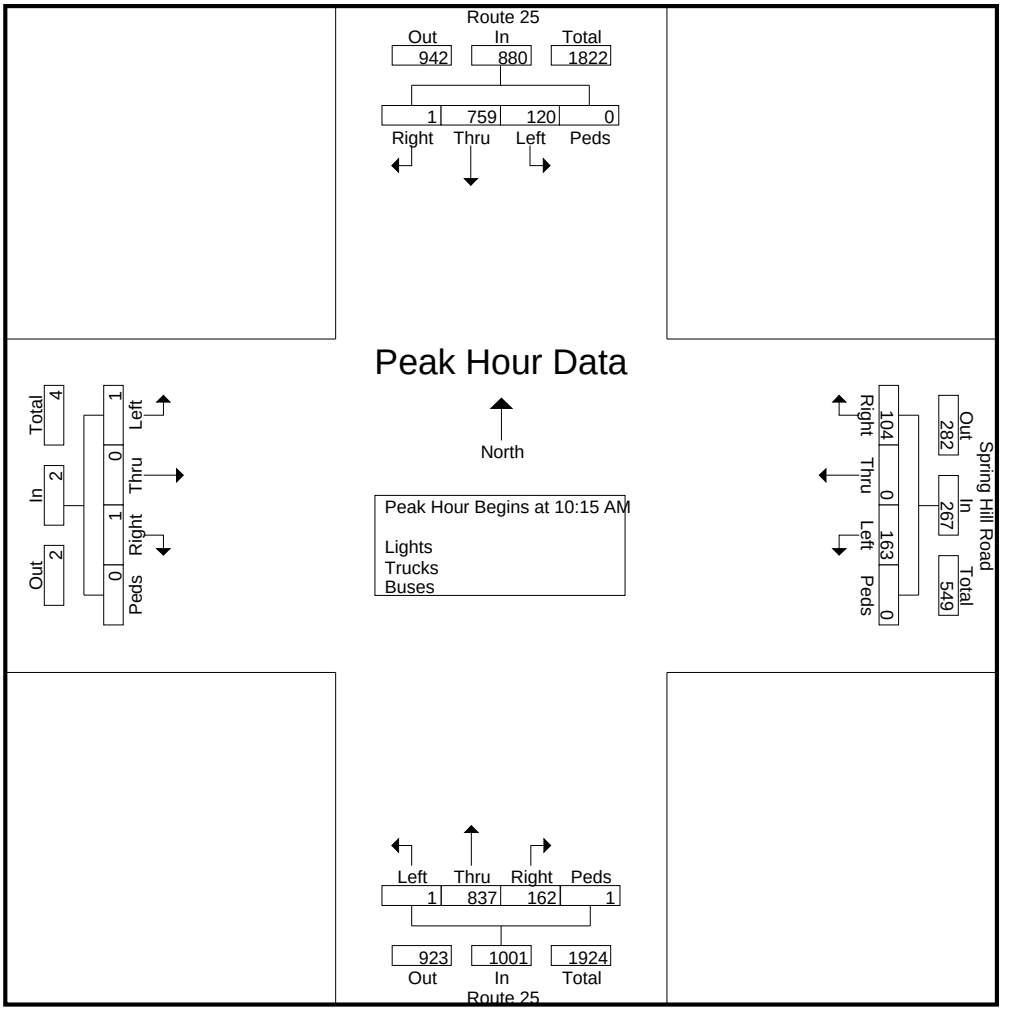
	Route 25 From North					Spring Hill Road From East					Route 25 From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:15 AM																					
10:15 AM	0	174	40	0	214	14	0	42	0	56	50	210	1	0	261	0	0	0	0	0	531
10:30 AM	0	190	26	0	216	29	0	49	0	78	40	208	0	0	248	0	0	0	0	0	542
10:45 AM	0	181	31	0	212	27	0	21	0	48	38	199	0	1	238	1	0	0	0	1	499
11:00 AM	1	214	23	0	238	34	0	51	0	85	34	220	0	0	254	0	0	1	0	1	578
Total Volume	1	759	120	0	880	104	0	163	0	267	162	837	1	1	1001	1	0	1	0	2	2150
% App. Total	0.1	86.2	13.6	0		39	0	61	0		16.2	83.6	0.1	0.1		50	0	50	0		
PHF	.250	.887	.750	.000	.924	.765	.000	.799	.000	.785	.810	.951	.250	.250	.959	.250	.000	.250	.000	.500	.930



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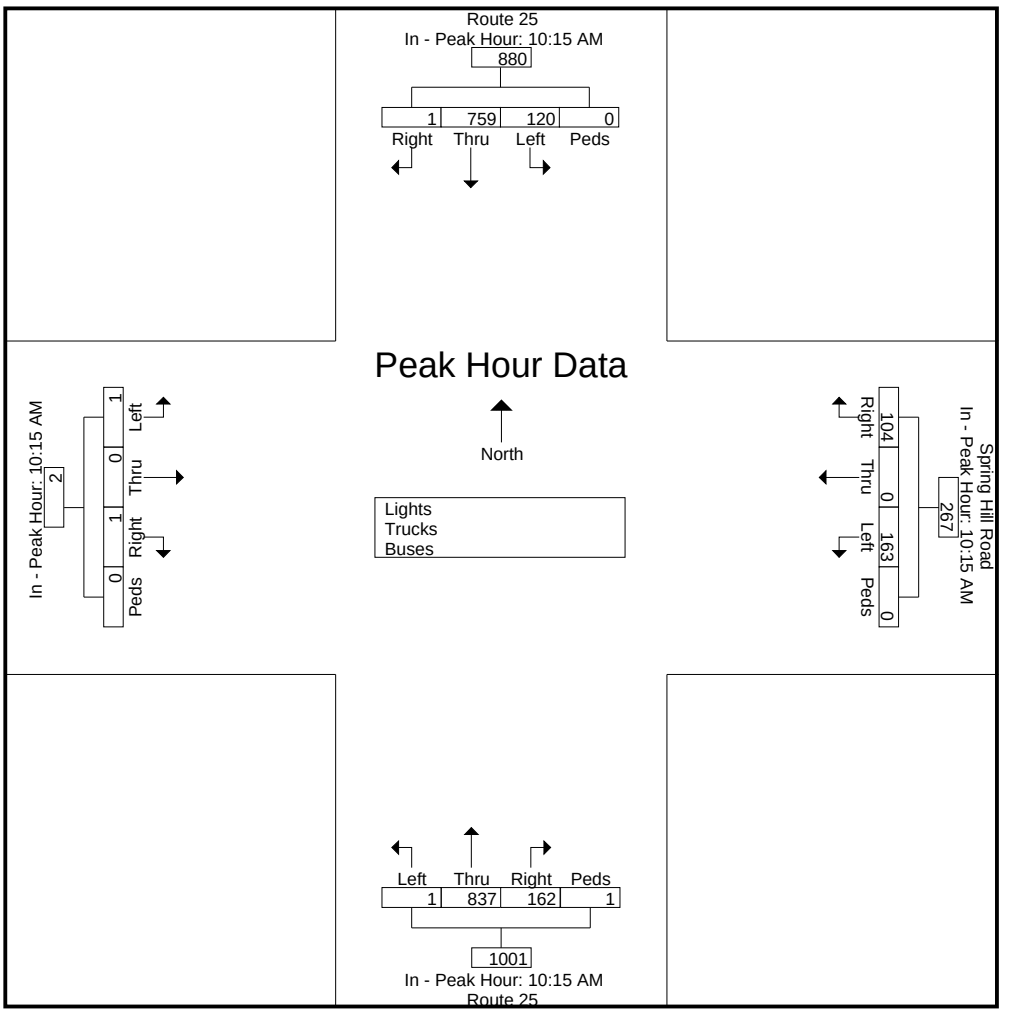
(860) 828-1693

File Name : 23580
Site Code : 23580
Start Date : 10/19/2022
Page No : 3

	Route 25 From North					Spring Hill Road From East					Route 25 From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	10:15 AM					10:15 AM					10:15 AM					10:15 AM					
+0 mins.	0	174	40	0	214	14	0	42	0	56	50	210	1	0	261	0	0	0	0	0	
+15 mins.	0	190	26	0	216	29	0	49	0	78	40	208	0	0	248	0	0	0	0	0	
+30 mins.	0	181	31	0	212	27	0	21	0	48	38	199	0	1	238	1	0	0	0	1	
+45 mins.	1	214	23	0	238	34	0	51	0	85	34	220	0	0	254	0	0	1	0	1	
Total Volume	1	759	120	0	880	104	0	163	0	267	162	837	1	1	1001	1	0	1	0	2	
% App. Total	0.1	86.2	13.6	0		39	0	61	0		16.2	83.6	0.1	0.1		50	0	50	0		
PHF	.250	.887	.750	.000	.924	.765	.000	.799	.000	.785	.810	.951	.250	.250	.959	.250	.000	.250	.000	.500	



Connecticut Counts LLC
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Route 25 at Tashua Road
Monroe, Connecticut

File Name : 23581
Site Code : 23581
Start Date : 10/19/2022
Page No : 1

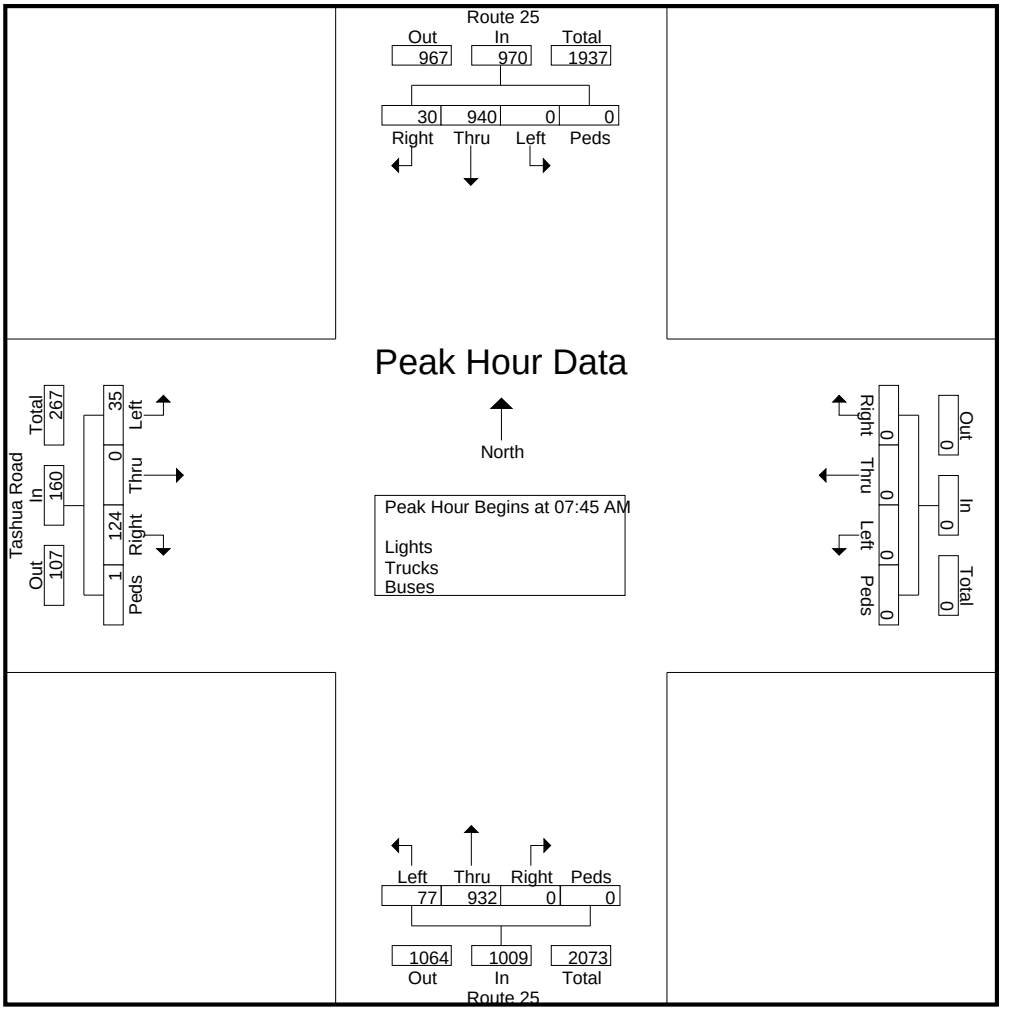
Groups Printed- Lights - Trucks - Buses

	Route 25 From North					From East					Route 25 From South					Tashua Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	3	158	0	0	161	0	0	0	0	0	0	215	11	0	226	21	0	6	0	27	414
07:15 AM	5	211	0	0	216	0	0	0	0	0	0	237	13	0	250	27	0	6	0	33	499
07:30 AM	5	255	0	0	260	0	0	0	0	0	0	241	22	0	263	27	1	0	0	28	551
07:45 AM	5	231	0	0	236	0	0	0	0	0	0	235	26	0	261	33	0	10	1	44	541
Total	18	855	0	0	873	0	0	0	0	0	0	928	72	0	1000	108	1	22	1	132	2005
08:00 AM	8	238	0	0	246	0	0	0	0	0	0	222	17	0	239	36	0	11	0	47	532
08:15 AM	7	222	0	0	229	0	0	0	0	0	0	212	17	0	229	24	0	6	0	30	488
08:30 AM	10	249	0	0	259	0	0	0	0	0	0	263	17	0	280	31	0	8	0	39	578
08:45 AM	10	204	0	0	214	0	0	0	0	0	0	209	15	0	224	28	0	10	0	38	476
Total	35	913	0	0	948	0	0	0	0	0	0	906	66	0	972	119	0	35	0	154	2074
Grand Total	53	1768	0	0	1821	0	0	0	0	0	0	1834	138	0	1972	227	1	57	1	286	4079
Apprch %	2.9	97.1	0	0		0	0	0	0		0	93	7	0		79.4	0.3	19.9	0.3		
Total %	1.3	43.3	0	0	44.6	0	0	0	0	0	0	45	3.4	0	48.3	5.6	0	1.4	0	7	
Lights	47	1672										1729									
% Lights	88.7	94.6	0	0	94.4	0	0	0	0	0	0	94.3	95.7	0	94.4	97.8	100	91.2	100	96.5	94.5
Trucks	1	58	0	0	59	0	0	0	0	0	0	72	3	0	75	3	0	1	0	4	138
% Trucks	1.9	3.3	0	0	3.2	0	0	0	0	0	0	3.9	2.2	0	3.8	1.3	0	1.8	0	1.4	3.4
Buses	5	38	0	0	43	0	0	0	0	0	0	33	3	0	36	2	0	4	0	6	85
% Buses	9.4	2.1	0	0	2.4	0	0	0	0	0	0	1.8	2.2	0	1.8	0.9	0	7	0	2.1	2.1

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 23581
Site Code : 23581
Start Date : 10/19/2022
Page No : 2

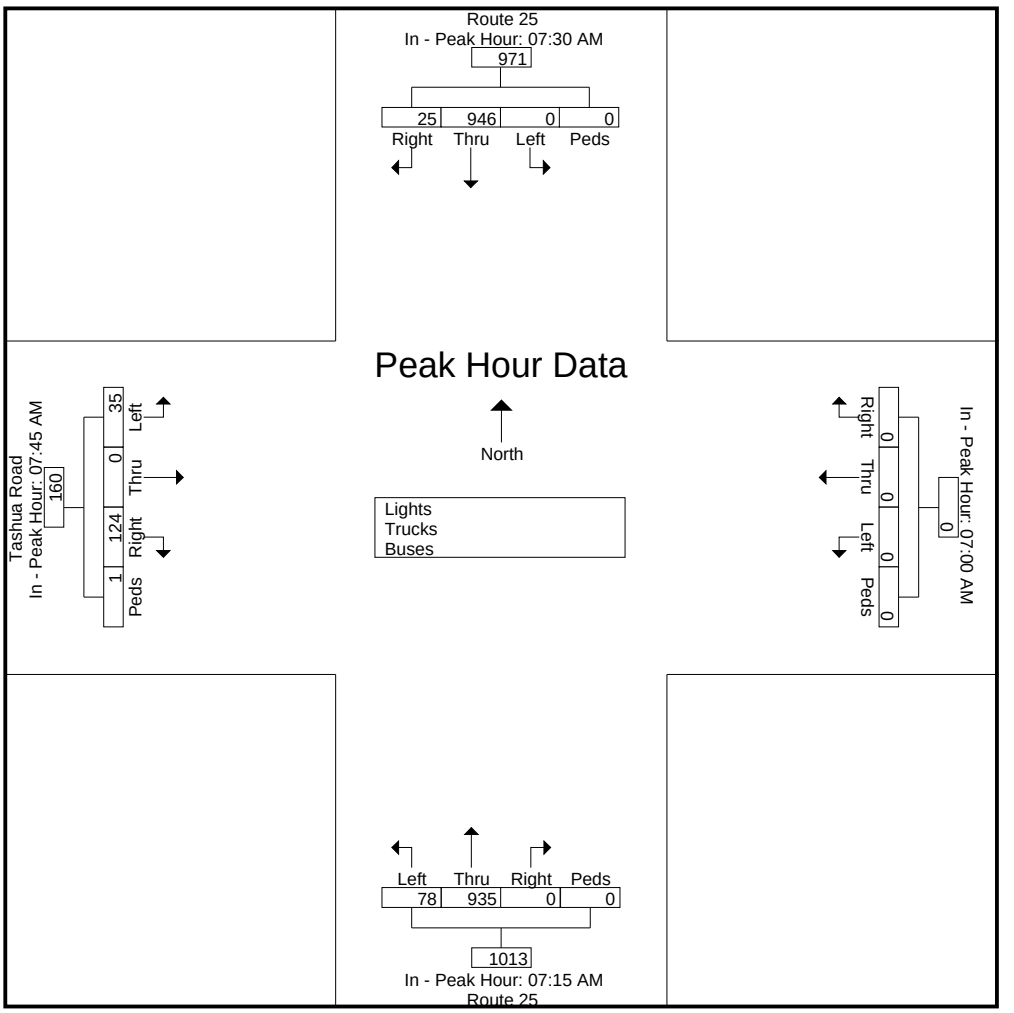
	Route 25 From North					From East					Route 25 From South					Tashua Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	5	231	0	0	236	0	0	0	0	0	0	235	26	0	261	33	0	10	1	44	541
08:00 AM	8	238	0	0	246	0	0	0	0	0	0	222	17	0	239	36	0	11	0	47	532
08:15 AM	7	222	0	0	229	0	0	0	0	0	0	212	17	0	229	24	0	6	0	30	488
08:30 AM	10	249	0	0	259	0	0	0	0	0	0	263	17	0	280	31	0	8	0	39	578
Total Volume	30	940	0	0	970	0	0	0	0	0	0	932	77	0	1009	124	0	35	1	160	2139
% App. Total	3.1	96.9	0	0		0	0	0	0		0	92.4	7.6	0		77.5	0	21.9	0.6		
PHF	.750	.944	.000	.000	.936	.000	.000	.000	.000	.000	.000	.886	.740	.000	.901	.861	.000	.795	.250	.851	.925



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 23581
Site Code : 23581
Start Date : 10/19/2022
Page No : 3

	Route 25 From North					From East					Route 25 From South					Tashua Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:30 AM					07:00 AM					07:15 AM					07:45 AM					
+0 mins.	5	255	0	0	260	0	0	0	0	0	0	237	13	0	250	33	0	10	1	44	
+15 mins.	5	231	0	0	236	0	0	0	0	0	0	241	22	0	263	36	0	11	0	47	
+30 mins.	8	238	0	0	246	0	0	0	0	0	0	235	26	0	261	24	0	6	0	30	
+45 mins.	7	222	0	0	229	0	0	0	0	0	0	222	17	0	239	31	0	8	0	39	
Total Volume	25	946	0	0	971	0	0	0	0	0	0	935	78	0	1013	124	0	35	1	160	
% App. Total	2.6	97.4	0	0		0	0	0	0		0	92.3	7.7	0		77.5	0	21.9	0.6		
PHF	.781	.927	.000	.000	.934	.000	.000	.000	.000	.000	.000	.970	.750	.000	.963	.861	.000	.795	.250	.851	



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 25 at Tashua Road
Monroe, Connecticut

File Name : 23582
Site Code : 23582
Start Date : 10/19/2022

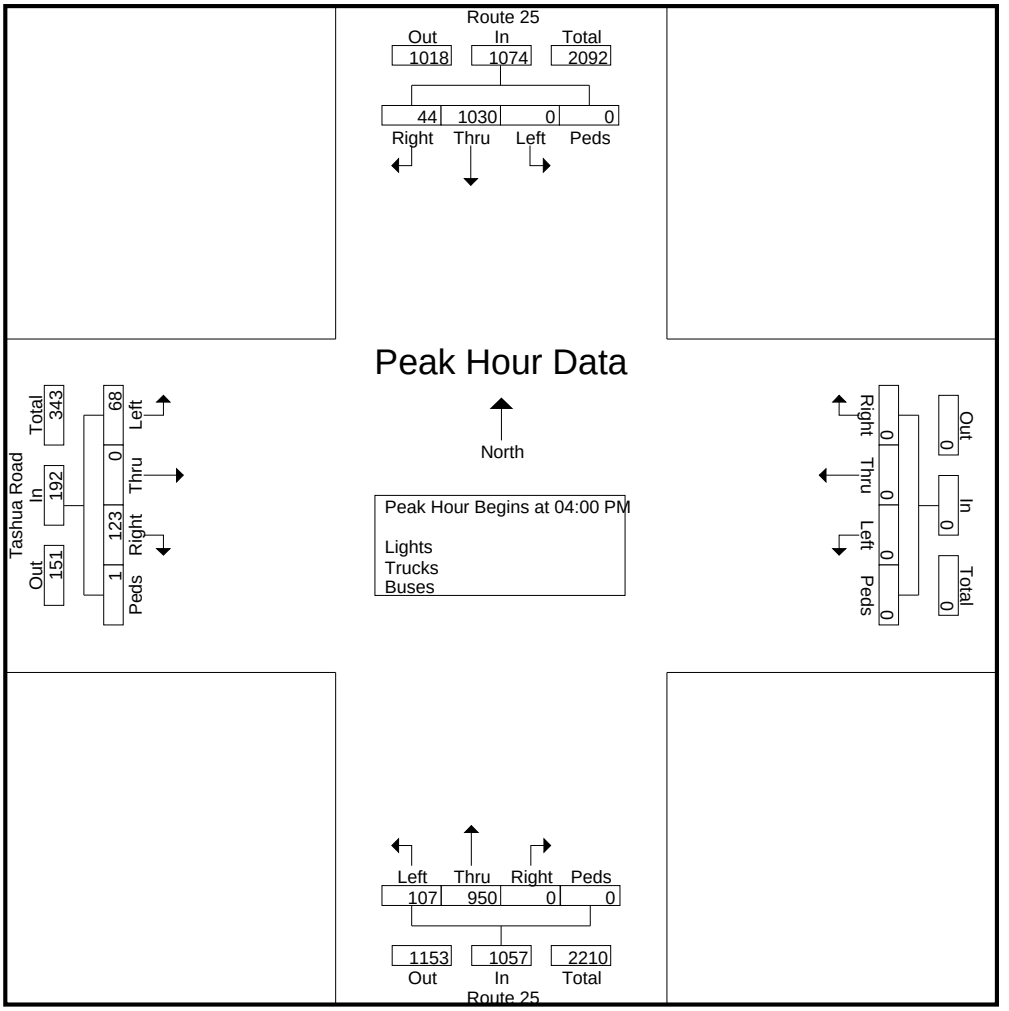
Groups Printed- Lights - Trucks - Buses

	Route 25 From North					From East					Route 25 From South					Tashua Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	9	283	0	0	292	0	0	0	0	0	0	312	42	0	354	31	0	20	0	51	697
04:15 PM	9	303	0	0	312	0	0	0	0	0	0	272	27	0	299	26	0	20	0	46	657
04:30 PM	9	169	0	0	178	0	0	0	0	0	0	139	11	0	150	29	0	14	1	44	372
04:45 PM	17	275	0	0	292	0	0	0	0	0	0	227	27	0	254	37	0	14	0	51	597
Total	44	1030	0	0	1074	0	0	0	0	0	0	950	107	0	1057	123	0	68	1	192	2323
05:00 PM	14	224	0	0	238	0	0	0	0	0	0	170	25	0	195	34	0	18	0	52	485
05:15 PM	7	259	0	0	266	0	0	0	0	0	0	172	30	0	202	32	0	13	0	45	513
05:30 PM	15	254	0	0	269	0	0	0	0	0	0	239	29	0	268	47	0	13	0	60	597
05:45 PM	15	213	0	0	228	0	0	0	0	0	0	184	31	0	215	35	0	13	0	48	491
Total	51	950	0	0	1001	0	0	0	0	0	0	765	115	0	880	148	0	57	0	205	2086
Grand Total	95	1980	0	0	2075	0	0	0	0	0	0	1715	222	0	1937	271	0	125	1	397	4409
Apprch %	4.6	95.4	0	0		0	0	0	0		0	88.5	11.5	0		68.3	0	31.5	0.3		
Total %	2.2	44.9	0	0	47.1	0	0	0	0	0	0	38.9	5	0	43.9	6.1	0	2.8	0	9	
Lights	94	1927										1673									
% Lights	98.9	97.3	0	0	97.4	0	0	0	0	0	0	97.6	100	0	97.8	99.3	0	90.4	100	96.5	97.5
Trucks	1	51	0	0	52	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	73
% Trucks	1.1	2.6	0	0	2.5	0	0	0	0	0	0	1.2	0	0	1.1	0	0	0	0	0	1.7
Buses	0	2	0	0	2	0	0	0	0	0	0	21	0	0	21	2	0	12	0	14	37
% Buses	0	0.1	0	0	0.1	0	0	0	0	0	0	1.2	0	0	1.1	0.7	0	9.6	0	3.5	0.8

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 23582
Site Code : 23582
Start Date : 10/19/2022
Page No : 2

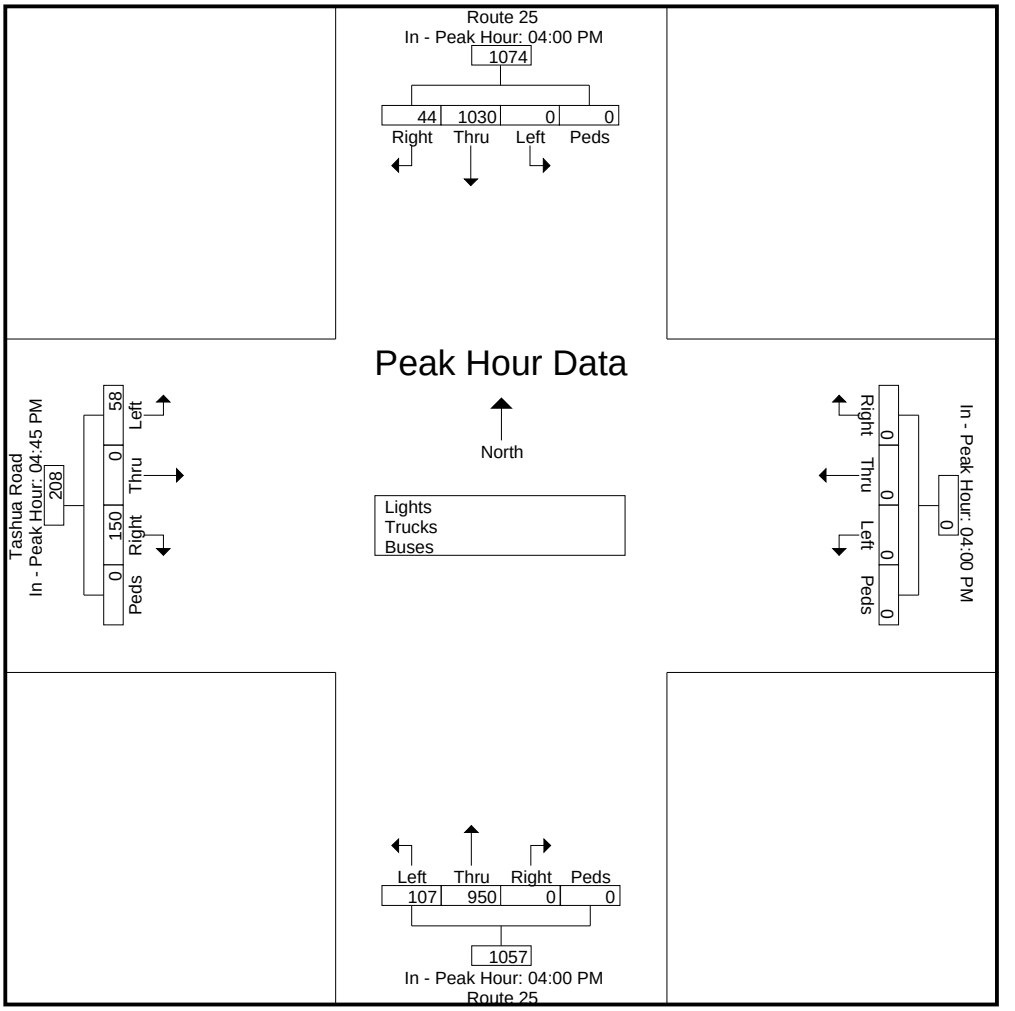
	Route 25 From North					From East					Route 25 From South					Tashua Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	9	283	0	0	292	0	0	0	0	0	0	312	42	0	354	31	0	20	0	51	697
04:15 PM	9	303	0	0	312	0	0	0	0	0	0	272	27	0	299	26	0	20	0	46	657
04:30 PM	9	169	0	0	178	0	0	0	0	0	0	139	11	0	150	29	0	14	1	44	372
04:45 PM	17	275	0	0	292	0	0	0	0	0	0	227	27	0	254	37	0	14	0	51	597
Total Volume	44	1030	0	0	1074	0	0	0	0	0	0	950	107	0	1057	123	0	68	1	192	2323
% App. Total	4.1	95.9	0	0		0	0	0	0		0	89.9	10.1	0		64.1	0	35.4	0.5		
PHF	.647	.850	.000	.000	.861	.000	.000	.000	.000	.000	.000	.761	.637	.000	.746	.831	.000	.850	.250	.941	.833



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 23582
Site Code : 23582
Start Date : 10/19/2022
Page No : 3

	Route 25 From North					From East					Route 25 From South					Tashua Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:00 PM					04:00 PM					04:00 PM					04:45 PM					
+0 mins.	9	283	0	0	292	0	0	0	0	0	0	312	42	0	354	37	0	14	0	51	
+15 mins.	9	303	0	0	312	0	0	0	0	0	0	272	27	0	299	34	0	18	0	52	
+30 mins.	9	169	0	0	178	0	0	0	0	0	0	139	11	0	150	32	0	13	0	45	
+45 mins.	17	275	0	0	292	0	0	0	0	0	0	227	27	0	254	47	0	13	0	60	
Total Volume	44	1030	0	0	1074	0	0	0	0	0	0	950	107	0	1057	150	0	58	0	208	
% App. Total	4.1	95.9	0	0		0	0	0	0		0	89.9	10.1	0		72.1	0	27.9	0		
PHF	.647	.850	.000	.000	.861	.000	.000	.000	.000	.000	.000	.761	.637	.000	.746	.798	.000	.806	.000	.867	



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 25 at Tashua Road
Monroe, Connecticut

File Name : 23583
Site Code : 23583
Start Date : 11/22/2022
Page No : 1

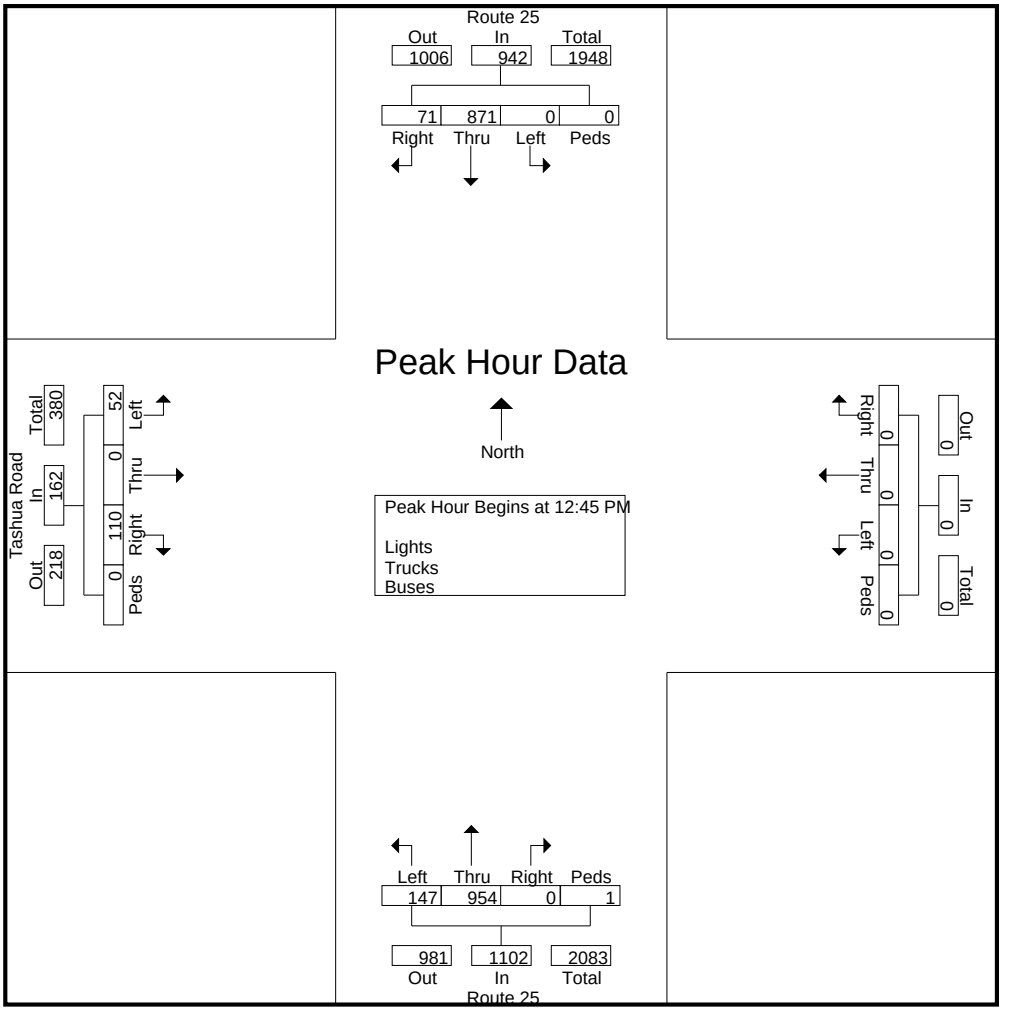
Groups Printed- Lights - Trucks - Buses

	Route 25 From North					From East					Route 25 From South					Tashua Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
10:00 AM	11	194	0	0	205	0	0	0	0	0	0	213	25	0	238	22	0	14	0	36	479
10:15 AM	13	254	0	0	267	0	0	0	0	0	0	307	30	0	337	21	0	14	0	35	639
10:30 AM	9	181	0	0	190	0	0	0	0	0	0	184	20	0	204	20	0	18	0	38	432
10:45 AM	10	176	0	0	186	0	0	0	0	0	0	214	39	0	253	30	0	14	0	44	483
Total	43	805	0	0	848	0	0	0	0	0	0	918	114	0	1032	93	0	60	0	153	2033
11:00 AM	19	282	0	0	301	0	0	0	0	0	0	236	26	0	262	28	0	23	0	51	614
11:15 AM	8	194	0	0	202	0	0	0	0	0	0	173	16	0	189	20	0	15	0	35	426
11:30 AM	18	240	0	0	258	0	0	0	0	0	0	237	34	0	271	18	0	17	0	35	564
11:45 AM	6	170	0	0	176	0	0	0	0	0	0	199	23	0	222	25	0	12	0	37	435
Total	51	886	0	0	937	0	0	0	0	0	0	845	99	0	944	91	0	67	0	158	2039
12:00 PM	12	224	0	0	236	0	0	0	0	0	0	216	23	0	239	26	0	17	0	43	518
12:15 PM	21	215	0	0	236	0	0	0	0	0	0	228	34	0	262	33	0	14	0	47	545
12:30 PM	17	222	0	0	239	0	0	0	0	0	0	204	32	0	236	29	0	13	0	42	517
12:45 PM	20	208	0	0	228	0	0	0	0	0	0	225	45	0	270	24	0	13	0	37	535
Total	70	869	0	0	939	0	0	0	0	0	0	873	134	0	1007	112	0	57	0	169	2115
01:00 PM	20	230	0	0	250	0	0	0	0	0	0	217	25	0	242	35	0	19	0	54	546
01:15 PM	16	212	0	0	228	0	0	0	0	0	0	236	35	0	271	26	0	8	0	34	533
01:30 PM	15	221	0	0	236	0	0	0	0	0	0	276	42	1	319	25	0	12	0	37	592
01:45 PM	17	219	0	0	236	1	0	0	1	2	0	221	30	0	251	26	0	12	0	38	527
Total	68	882	0	0	950	1	0	0	1	2	0	950	132	1	1083	112	0	51	0	163	2198
Grand Total	232	3442	0	0	3674	1	0	0	1	2	0	3586	479	1	4066	408	0	235	0	643	8385
Apprch %	6.3	93.7	0	0		50	0	0	50		0	88.2	11.8	0		63.5	0	36.5	0		
Total %	2.8	41	0	0	43.8	0	0	0	0	0	0	42.8	5.7	0	48.5	4.9	0	2.8	0	7.7	
Lights	231	3383										3547									
% Lights	99.6	98.3	0	0	98.4	100	0	0	100	100	0	98.9	100	100	99	99.8	0	99.6	0	99.7	98.8
Trucks	0	52	0	0	52	0	0	0	0	0	0	37	0	0	37	1	0	1	0	2	91
% Trucks	0	1.5	0	0	1.4	0	0	0	0	0	0	1	0	0	0.9	0.2	0	0.4	0	0.3	1.1
Buses	1	7	0	0	8	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	10
% Buses	0.4	0.2	0	0	0.2	0	0	0	0	0	0	0.1	0	0	0	0	0	0	0	0	0.1

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

File Name : 23583
Site Code : 23583
Start Date : 11/22/2022
Page No : 2

	Route 25 From North					From East					Route 25 From South					Tashua Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:45 PM																					
12:45 PM	20	208	0	0	228	0	0	0	0	0	0	225	45	0	270	24	0	13	0	37	535
01:00 PM	20	230	0	0	250	0	0	0	0	0	0	217	25	0	242	35	0	19	0	54	546
01:15 PM	16	212	0	0	228	0	0	0	0	0	0	236	35	0	271	26	0	8	0	34	533
01:30 PM	15	221	0	0	236	0	0	0	0	0	0	276	42	1	319	25	0	12	0	37	592
Total Volume	71	871	0	0	942	0	0	0	0	0	0	954	147	1	1102	110	0	52	0	162	2206
% App. Total	7.5	92.5	0	0		0	0	0	0		0	86.6	13.3	0.1		67.9	0	32.1	0		
PHF	.888	.947	.000	.000	.942	.000	.000	.000	.000	.000	.000	.864	.817	.250	.864	.786	.000	.684	.000	.750	.932



Connecticut Counts LLC
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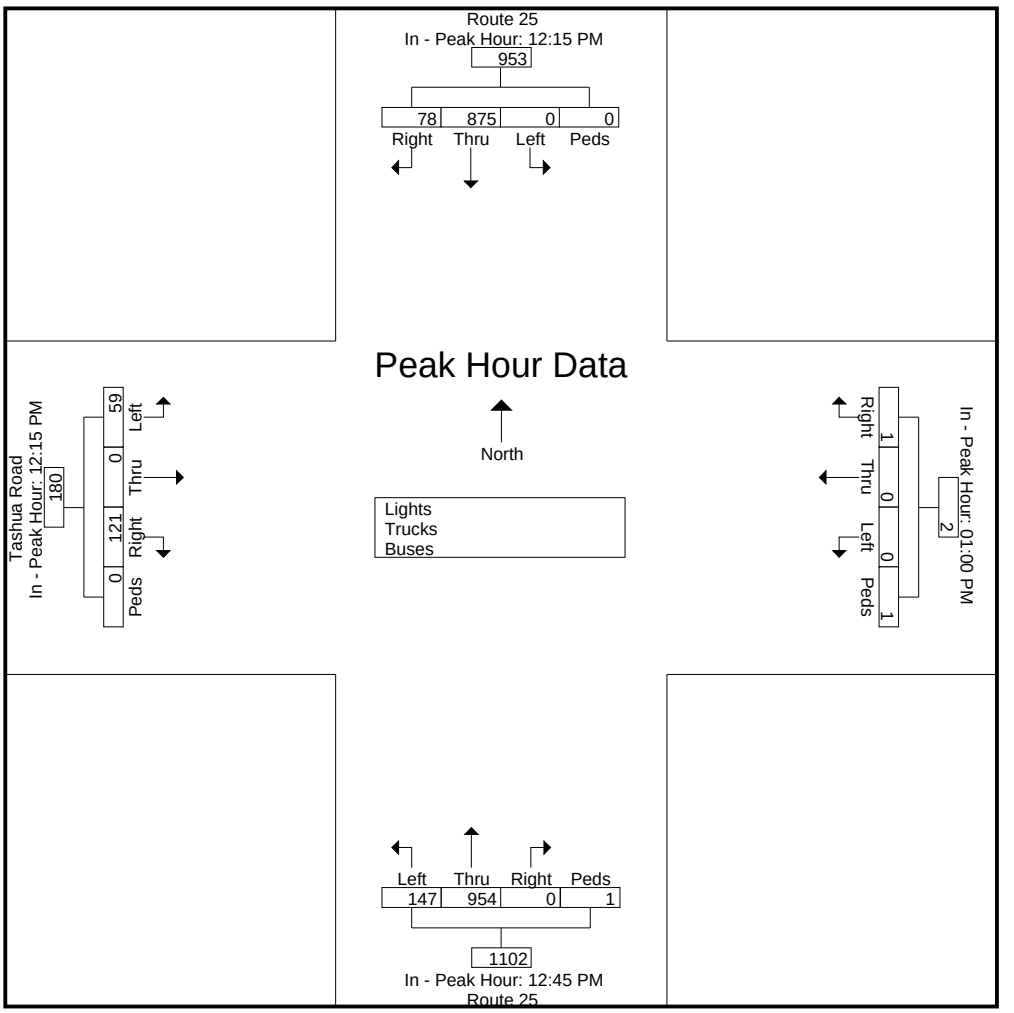
(860) 828-1693

File Name : 23583
Site Code : 23583
Start Date : 11/22/2022
Page No : 3

	Route 25 From North					From East					Route 25 From South					Tashua Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	12:15 PM					01:00 PM					12:45 PM					12:15 PM					
+0 mins.	21	215	0	0	236	0	0	0	0	0	0	225	45	0	270	33	0	14	0	47	
+15 mins.	17	222	0	0	239	0	0	0	0	0	0	217	25	0	242	29	0	13	0	42	
+30 mins.	20	208	0	0	228	0	0	0	0	0	0	236	35	0	271	24	0	13	0	37	
+45 mins.	20	230	0	0	250	1	0	0	1	2	0	276	42	1	319	35	0	19	0	54	
Total Volume	78	875	0	0	953	1	0	0	1	2	0	954	147	1	1102	121	0	59	0	180	
% App. Total	8.2	91.8	0	0		50	0	0	50		0	86.6	13.3	0.1		67.2	0	32.8	0		
PHF	.929	.951	.000	.000	.953	.250	.000	.000	.250	.250	.000	.864	.817	.250	.864	.864	.000	.776	.000	.833	



AUTOMATIC TRAFFIC RECORDER

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 25 South of Victoria Drive
Monroe, Connecticut

Site Code:
Station ID: 5754

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 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	76 999	Total	Pace Speed	Number in Pace
11/16/22	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	0	**1**	**2**	**7**	**19**	**28**	40	28	11	3	2	0	0	0	141	41-50	68
23:00	0	0	0	0	5	25	**86**	**92**	**63**	**9**	**5**	**1**	0	0	**286**	41-50	178
Total	0	1	2	7	24	53	126	120	74	12	7	1	0	0	427		
Percent	0.0%	0.2%	0.5%	1.6%	5.6%	12.4%	29.5%	28.1%	17.3%	2.8%	1.6%	0.2%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.		22:00 1	22:00 2	22:00 7	22:00 19	22:00 28	23:00 86	23:00 92	23:00 63	23:00 9	23:00 5	23:00 1			23:00 286		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 25 South of Victoria Drive
Monroe, Connecticut

Site Code:
Station ID: 5754

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 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	76 999	Total	Pace Speed	Number in Pace
11/17/22	0	0	1	1	0	1	26	58	48	16	4	**2**	0	0	157	46-55	106
01:00	0	0	0	0	0	2	13	27	21	**19**	**9**	0	**3**	0	94	46-55	48
02:00	0	0	0	0	0	3	15	24	11	6	3	2	0	0	64	41-50	39
03:00	0	0	0	0	0	1	6	10	12	2	1	1	0	0	33	46-55	22
04:00	0	0	0	0	0	2	8	7	4	6	5	0	1	0	33	41-50	15
05:00	0	0	0	0	0	5	8	18	18	5	5	2	0	0	61	46-55	36
06:00	0	0	2	4	4	14	57	57	51	17	7	1	1	0	215	41-50	114
07:00	0	0	1	5	55	181	260	**136**	**59**	14	3	0	0	0	714	36-45	441
08:00	0	2	3	18	**153**	322	260	78	39	6	3	0	0	0	**884**	36-45	582
09:00	0	1	2	10	126	**344**	**262**	90	32	2	2	0	0	0	871	36-45	606
10:00	**7**	**8**	**19**	**53**	106	270	241	71	23	4	1	0	1	0	804	36-45	511
11:00	5	6	5	23	107	199	205	86	29	3	0	0	0	0	668	36-45	404
12 PM	1	3	4	23	84	218	209	88	24	3	1	0	0	0	658	36-45	427
13:00	0	5	8	30	109	243	223	76	23	4	0	0	0	0	721	36-45	466
14:00	0	0	0	6	22	175	**279**	**134**	40	1	0	0	0	0	657	36-45	454
15:00	5	4	4	14	72	216	275	115	33	6	1	0	0	0	745	36-45	491
16:00	0	0	1	30	166	**302**	245	86	10	3	0	0	0	0	843	36-45	547
17:00	5	3	11	60	201	282	219	65	11	2	0	0	0	0	**859**	36-45	501
18:00	**7**	**20**	**70**	**104**	**206**	228	117	23	5	1	0	0	0	0	781	31-40	434
19:00	1	4	16	53	179	229	125	48	18	1	1	0	0	0	675	31-40	408
20:00	0	1	6	36	77	157	177	85	14	2	0	0	0	0	555	36-45	334
21:00	0	0	3	14	43	118	135	83	29	**13**	1	0	0	0	439	36-45	253
22:00	0	0	0	6	21	56	97	80	**52**	11	**5**	**1**	0	0	329	41-50	177
23:00	0	0	0	3	5	16	76	70	52	1	5	0	0	0	228	41-50	146
Total	31	57	156	493	1736	3584	3538	1615	658	148	57	9	6	0	12088		
Percent	0.3%	0.5%	1.3%	4.1%	14.4%	29.6%	29.3%	13.4%	5.4%	1.2%	0.5%	0.1%	0.0%	0.0%			
AM Peak	10:00	10:00	10:00	10:00	08:00	09:00	09:00	07:00	07:00	01:00	01:00	00:00	01:00		08:00		
Vol.	7	8	19	53	153	344	262	136	59	19	9	2	3		884		
PM Peak	18:00	18:00	18:00	18:00	18:00	16:00	14:00	14:00	22:00	21:00	22:00	22:00			17:00		
Vol.	7	20	70	104	206	302	279	134	52	13	5	1			859		

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Route 25 South of Victoria Drive
Monroe, Connecticut

Site Code:
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Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 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	76 999	Total	Pace Speed	Number in Pace
11/18/22	0	0	0	0	3	20	32	46	33	15	5	**3**	0	0	157	44-53	79
01:00	0	0	0	1	1	4	23	21	30	10	3	1	0	0	94	46-55	51
02:00	0	0	0	0	0	2	9	17	5	5	4	0	**2**	0	44	41-50	26
03:00	0	0	0	0	3	3	6	7	11	2	1	0	0	0	33	46-55	18
04:00	0	0	0	1	3	6	9	8	8	4	1	2	0	0	42	40-49	17
05:00	0	0	0	0	0	7	17	31	9	11	**6**	1	0	0	82	41-50	48
06:00	0	0	0	0	4	21	58	48	41	**23**	5	1	0	0	201	41-50	106
07:00	0	0	0	9	67	169	210	**138**	**58**	9	2	0	1	0	663	36-45	379
08:00	1	0	3	15	117	**342**	**273**	92	30	1	1	0	0	0	**875**	36-45	615
09:00	0	3	5	17	120	332	250	107	15	1	1	1	0	0	852	36-45	582
10:00	4	3	18	35	**121**	316	224	81	16	3	0	0	0	0	821	36-45	540
11:00	**5**	**15**	**29**	**75**	114	231	188	73	27	5	1	1	0	0	764	36-45	419
12 PM	3	10	28	79	140	221	174	68	24	2	0	0	0	0	749	36-45	395
13:00	3	13	18	23	90	254	242	80	29	**5**	0	0	0	0	757	36-45	496
14:00	2	1	18	34	95	229	**251**	92	**31**	5	1	0	0	0	759	36-45	480
15:00	4	1	19	25	106	**290**	222	81	25	5	**2**	0	0	0	780	36-45	512
16:00	**13**	**26**	34	51	138	266	200	74	8	0	0	0	0	0	**810**	36-45	466
17:00	5	10	33	55	147	258	189	49	7	3	0	0	0	0	756	36-45	447
18:00	3	26	**56**	**83**	**167**	251	135	42	7	1	0	0	0	0	771	31-40	418
19:00	2	6	13	39	139	203	170	39	13	2	0	0	**1**	0	627	36-45	373
20:00	1	1	13	12	37	152	205	**93**	21	5	1	0	0	0	541	36-45	357
21:00	1	3	2	18	45	139	143	60	21	5	0	0	0	0	437	36-45	282
22:00	0	0	4	6	65	115	96	47	13	0	1	0	0	0	347	36-45	211
23:00	0	0	0	4	16	65	118	63	16	5	1	**1**	0	0	289	36-45	183
Total	47	118	293	582	1738	3896	3444	1457	498	127	36	11	4	0	12251		
Percent	0.4%	1.0%	2.4%	4.8%	14.2%	31.8%	28.1%	11.9%	4.1%	1.0%	0.3%	0.1%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	11:00	10:00	08:00	08:00	07:00	07:00	06:00	05:00	00:00	02:00		08:00		
Vol.	5	15	29	75	121	342	273	138	58	23	6	3	2		875		
PM Peak	16:00	16:00	18:00	18:00	18:00	15:00	14:00	20:00	14:00	13:00	15:00	23:00	19:00		16:00		
Vol.	13	26	56	83	167	290	251	93	31	5	2	1	1		810		

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(860) 828-1693

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Northbound

Start Time	1 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	76 999	Total	Pace Speed	Number in Pace
11/19/22	0	2	2	6	16	48	53	46	23	5	2	0	0	0	203	36-45	101
01:00	0	0	0	1	1	9	45	33	21	11	0	0	0	0	121	41-50	78
02:00	0	0	0	0	3	7	13	26	11	6	0	0	**1**	0	67	41-50	39
03:00	0	0	0	0	2	6	22	20	11	6	1	1	0	0	69	41-50	42
04:00	0	0	0	0	2	6	16	15	11	5	1	**2**	0	0	58	41-50	31
05:00	0	0	1	0	3	7	8	7	8	3	1	1	1	0	40	46-55	15
06:00	0	0	0	0	1	10	19	35	11	11	**5**	1	1	0	94	41-50	54
07:00	0	0	0	0	9	35	88	68	27	10	4	1	0	0	242	41-50	156
08:00	0	0	0	0	18	52	159	**125**	**47**	12	3	2	0	0	418	41-50	284
09:00	0	0	2	8	25	170	201	110	40	**13**	2	1	0	0	572	36-45	371
10:00	0	0	11	35	99	**238**	**203**	63	26	0	0	0	0	0	675	36-45	441
11:00	**3**	**9**	**35**	**103**	**185**	216	147	25	6	5	1	0	0	0	**735**	31-40	401
12 PM	3	**9**	**29**	**61**	**187**	230	162	53	12	1	1	0	0	0	748	31-40	417
13:00	**4**	8	17	36	104	**247**	238	104	33	2	0	0	0	0	**793**	36-45	485
14:00	0	1	3	5	31	195	**314**	**162**	37	3	1	0	0	0	752	36-45	509
15:00	0	0	3	8	52	196	262	146	40	**16**	1	0	0	0	724	36-45	458
16:00	0	0	0	8	48	177	213	156	**50**	9	2	0	0	0	663	36-45	390
17:00	3	2	1	9	53	198	267	112	25	5	1	0	0	0	676	36-45	465
18:00	0	0	1	23	131	247	209	84	17	2	0	0	0	0	714	36-45	456
19:00	0	0	3	16	84	184	255	75	20	3	2	**1**	0	0	643	36-45	439
20:00	0	0	4	14	46	137	181	75	20	3	0	0	0	0	480	36-45	318
21:00	0	0	7	29	41	92	137	71	30	5	2	0	0	0	414	36-45	229
22:00	0	0	0	8	8	40	107	84	36	7	**5**	0	0	0	295	41-50	191
23:00	0	0	0	0	3	36	94	124	41	6	2	0	0	0	306	41-50	218
Total	13	31	119	370	1152	2783	3413	1819	603	149	37	10	3	0	10502		
Percent	0.1%	0.3%	1.1%	3.5%	11.0%	26.5%	32.5%	17.3%	5.7%	1.4%	0.4%	0.1%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	11:00	11:00	10:00	10:00	08:00	08:00	09:00	06:00	04:00	02:00		11:00		
Vol.	3	9	35	103	185	238	203	125	47	13	5	2	1		735		
PM Peak	13:00	12:00	12:00	12:00	12:00	13:00	14:00	14:00	16:00	15:00	22:00	19:00			13:00		
Vol.	4	9	29	61	187	247	314	162	50	16	5	1			793		

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Northbound

Start Time	1 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	76 999	Total	Pace Speed	Number in Pace
11/20/22	0	0	0	0	3	4	45	64	59	18	6	0	0	0	199	46-55	123
01:00	0	0	0	0	0	4	25	31	43	15	4	2	**1**	0	125	46-55	74
02:00	0	0	0	0	1	9	14	49	23	12	2	0	1	0	111	46-55	72
03:00	0	0	0	0	0	1	7	23	13	5	3	1	0	0	53	46-55	36
04:00	0	0	0	0	0	2	4	10	12	2	3	0	0	0	33	46-55	22
05:00	0	0	0	0	1	6	1	9	7	9	2	0	0	0	35	46-55	16
06:00	0	0	0	0	0	0	3	5	8	13	5	0	1	0	35	51-60	21
07:00	0	0	0	0	2	4	16	37	23	6	8	0	0	0	96	46-55	60
08:00	0	0	0	0	0	6	26	69	**70**	17	**12**	**4**	1	0	205	46-55	139
09:00	0	0	2	2	7	21	70	95	69	**30**	4	1	0	0	301	41-50	165
10:00	0	0	3	**12**	12	62	152	**139**	64	14	3	1	0	0	462	41-50	291
11:00	0	0	**5**	7	**39**	**151**	**215**	116	46	11	3	0	0	0	**593**	36-45	366
12 PM	1	0	**11**	**18**	**73**	**195**	221	112	31	5	0	1	0	0	**668**	36-45	416
13:00	**3**	5	9	14	50	166	**269**	115	20	3	1	1	0	0	656	36-45	435
14:00	1	**8**	0	4	26	105	254	179	48	**20**	2	1	0	0	648	41-50	433
15:00	0	0	0	1	23	137	256	140	**57**	5	2	0	0	0	621	41-50	396
16:00	1	0	1	1	11	102	243	**185**	56	8	1	0	0	0	609	41-50	428
17:00	0	0	0	1	36	151	243	108	39	1	0	0	0	0	579	36-45	394
18:00	0	0	2	4	41	122	222	115	28	3	1	0	0	0	538	36-45	344
19:00	0	0	0	3	38	80	157	117	24	8	0	0	0	0	427	41-50	274
20:00	0	3	7	6	15	76	134	91	32	12	0	0	0	0	376	41-50	225
21:00	0	3	6	7	41	81	117	67	26	7	3	0	0	0	358	36-45	198
22:00	0	0	0	10	17	45	61	65	37	15	**5**	0	0	0	255	41-50	126
23:00	0	0	0	1	2	8	49	49	17	19	4	**2**	0	0	151	41-50	98
Total	6	19	46	91	438	1538	2804	1990	852	258	74	14	4	0	8134		
Percent	0.1%	0.2%	0.6%	1.1%	5.4%	18.9%	34.5%	24.5%	10.5%	3.2%	0.9%	0.2%	0.0%	0.0%			
AM Peak			11:00	10:00	11:00	11:00	11:00	10:00	08:00	09:00	08:00	08:00	01:00		11:00		
Vol.			5	12	39	151	215	139	70	30	12	4	1		593		
PM Peak	13:00	14:00	12:00	12:00	12:00	12:00	13:00	16:00	15:00	14:00	22:00	23:00			12:00		
Vol.	3	8	11	18	73	195	269	185	57	20	5	2			668		

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Start Time	1 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	76 999	Total	Pace Speed	Number in Pace
11/21/22	0	0	0	0	1	4	18	27	33	12	1	**4**	0	0	100	46-55	60
01:00	0	0	0	0	0	0	13	8	10	12	5	3	0	0	51	51-60	22
02:00	0	0	0	0	1	1	9	10	9	5	2	1	**1**	0	39	41-50	19
03:00	0	0	0	0	0	1	3	5	6	1	2	1	1	0	20	46-55	11
04:00	0	0	0	0	1	0	6	2	9	3	6	2	1	0	30	49-58	12
05:00	0	0	0	0	0	1	10	16	11	5	1	1	0	0	45	44-53	27
06:00	0	0	0	0	0	10	39	58	47	18	**11**	3	0	0	186	46-55	105
07:00	0	0	2	8	35	160	208	**153**	**49**	**21**	4	2	0	0	642	36-45	368
08:00	0	0	11	19	89	322	**277**	126	22	5	0	0	0	0	**871**	36-45	599
09:00	1	2	7	40	110	**350**	276	63	9	6	0	0	1	0	865	36-45	626
10:00	**2**	6	**17**	**51**	**157**	268	222	76	16	2	1	0	0	0	818	36-45	490
11:00	2	**8**	14	27	117	224	186	81	22	4	3	0	0	0	688	36-45	410
12 PM	4	1	21	31	75	180	182	101	19	3	2	0	0	0	619	36-45	362
13:00	0	0	0	25	77	198	235	96	23	2	1	0	0	0	657	36-45	433
14:00	0	0	1	13	54	182	241	133	**49**	**12**	1	0	0	0	686	36-45	423
15:00	0	0	3	8	63	194	**285**	**138**	29	7	0	0	0	0	727	36-45	479
16:00	0	1	12	19	98	**277**	238	84	16	0	0	0	0	0	745	36-45	515
17:00	1	**40**	23	58	130	218	159	50	8	2	1	0	0	0	690	36-45	377
18:00	**7**	18	**39**	**86**	**170**	241	151	47	6	1	0	1	0	0	**767**	31-40	411
19:00	2	12	22	47	81	171	208	89	17	6	2	0	0	0	657	36-45	379
20:00	0	0	3	15	43	149	218	90	25	2	2	0	0	0	547	36-45	367
21:00	1	4	3	21	52	112	118	65	26	8	2	**2**	0	0	414	36-45	230
22:00	0	0	1	7	22	38	68	78	39	12	**3**	0	0	0	268	41-50	146
23:00	0	0	0	0	7	23	62	58	30	6	2	1	0	0	189	41-50	120
Total	20	92	179	475	1383	3324	3432	1654	530	155	52	21	4	0	11321		
Percent	0.2%	0.8%	1.6%	4.2%	12.2%	29.4%	30.3%	14.6%	4.7%	1.4%	0.5%	0.2%	0.0%	0.0%			
AM Peak	10:00	11:00	10:00	10:00	10:00	09:00	08:00	07:00	07:00	07:00	06:00	00:00	02:00		08:00		
Vol.	2	8	17	51	157	350	277	153	49	21	11	4	1		871		
PM Peak	18:00	17:00	18:00	18:00	18:00	16:00	15:00	15:00	14:00	14:00	22:00	21:00			18:00		
Vol.	7	40	39	86	170	277	285	138	49	12	3	2			767		

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 25 South of Victoria Drive
Monroe, Connecticut

Site Code:
Station ID: 5754

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	1 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	76 999	Total	Pace Speed	Number in Pace
11/22/22	0	0	0	0	0	2	25	38	33	**15**	2	1	1	0	117	46-55	71
01:00	0	0	0	0	0	1	11	28	20	11	3	1	0	0	75	46-55	48
02:00	0	0	0	0	0	0	3	10	15	2	1	0	**2**	0	33	46-55	25
03:00	0	0	0	0	0	1	4	12	4	4	3	1	0	0	29	46-55	16
04:00	0	0	0	0	1	1	6	13	9	8	2	0	0	0	40	46-55	22
05:00	0	0	0	0	0	3	13	21	14	8	**7**	0	0	0	66	44-53	35
06:00	0	0	0	0	0	13	63	72	31	13	7	**4**	0	0	203	41-50	135
07:00	0	0	2	14	52	131	235	**156**	**46**	8	4	1	0	0	649	41-50	391
08:00	0	2	3	33	122	340	**265**	78	19	5	2	0	0	0	869	36-45	605
09:00	1	0	5	44	**221**	**343**	222	72	14	2	0	0	0	0	**924**	34-43	565
10:00	**45**	**54**	**48**	**75**	129	198	139	58	18	4	0	0	0	0	768	36-45	337
11:00	4	4	7	55	118	201	198	112	23	6	1	0	0	0	729	36-45	399
12 PM	**5**	**6**	**14**	**51**	**97**	**174**	**194**	**87**	**35**	**4**	**1**	**1**	0	0	**669**	36-45	368
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	55	66	79	272	740	1408	1378	757	281	90	33	9	3	0	5171		
Percent	1.1%	1.3%	1.5%	5.3%	14.3%	27.2%	26.6%	14.6%	5.4%	1.7%	0.6%	0.2%	0.1%	0.0%			
AM Peak	10:00	10:00	10:00	10:00	09:00	09:00	08:00	07:00	07:00	00:00	05:00	06:00	02:00		09:00		
Vol.	45	54	48	75	221	343	265	156	46	15	7	4	2		924		
PM Peak	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00			12:00		
Vol.	5	6	14	51	97	174	194	87	35	4	1	1			669		
Total	172	384	874	2290	7211	16586	18135	9412	3496	939	296	75	24	0	59894		
Percent	0.3%	0.6%	1.5%	3.8%	12.0%	27.7%	30.3%	15.7%	5.8%	1.6%	0.5%	0.1%	0.0%	0.0%			

	15th Percentile :	33 MPH
	50th Percentile :	40 MPH
	85th Percentile :	47 MPH
	95th Percentile :	52 MPH
Stats	10 MPH Pace Speed :	36-45 MPH
	Number in Pace :	34721
	Percent in Pace :	58.0%
	Number of Vehicles > 40 MPH :	32377
	Percent of Vehicles > 40 MPH :	54.1%
	Mean Speed(Average) :	41 MPH

Route 25 South of Victoria Drive
Monroe, Connecticut

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 5754

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 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	76 999	Total	Pace Speed	Number in Pace
11/16/22	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	0	0	0	**6**	12	33	47	5	1	0	0	0	0	0	104	36-45	80
23:00	0	0	0	1	**17**	**40**	**79**	**49**	**11**	**2**	0	0	0	0	**199**	41-50	128
Total	0	0	0	7	29	73	126	54	12	2	0	0	0	0	303		
Percent	0.0%	0.0%	0.0%	2.3%	9.6%	24.1%	41.6%	17.8%	4.0%	0.7%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.				22:00 6	23:00 17	23:00 40	23:00 79	23:00 49	23:00 11	23:00 2					23:00 199		

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Southbound

Start Time	1 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	76 999	Total	Pace Speed	Number in Pace
11/17/22	0	0	0	0	4	29	51	35	16	**10**	**1**	0	0	0	146	41-50	86
01:00	0	0	0	0	0	5	30	30	16	4	0	0	0	0	85	41-50	60
02:00	0	0	0	0	0	7	14	9	9	3	0	0	0	0	42	41-50	23
03:00	0	0	0	0	0	0	10	9	6	1	1	0	0	0	27	41-50	19
04:00	0	0	0	1	5	4	13	13	4	0	1	0	0	0	41	41-50	26
05:00	0	0	0	0	0	6	17	12	10	7	1	0	0	0	53	41-50	29
06:00	0	0	0	0	1	11	38	68	28	4	1	**1**	0	0	152	41-50	106
07:00	0	0	0	1	9	59	169	**114**	**32**	0	1	0	0	0	385	41-50	283
08:00	0	0	0	14	66	270	256	84	17	0	0	0	0	0	707	36-45	526
09:00	0	**8**	**15**	55	106	**298**	**286**	64	17	1	0	0	0	0	**850**	36-45	584
10:00	0	0	10	30	129	219	255	66	13	2	0	0	0	0	724	36-45	474
11:00	0	2	10	**56**	**146**	209	168	45	7	0	0	0	0	0	643	36-45	377
12 PM	0	0	4	41	87	210	182	**60**	7	1	0	0	0	0	592	36-45	392
13:00	0	0	6	25	85	267	200	38	3	**2**	0	0	0	0	626	36-45	467
14:00	0	0	0	6	80	270	222	54	6	2	0	0	0	0	640	36-45	492
15:00	0	0	2	3	125	231	237	42	7	0	0	0	0	0	647	36-45	468
16:00	0	0	9	62	169	359	**247**	32	3	0	0	0	0	0	881	36-45	606
17:00	2	1	3	57	231	**411**	146	27	2	0	0	0	0	0	880	31-40	642
18:00	**53**	**60**	**108**	**185**	253	182	40	8	1	0	0	0	0	0	**890**	26-35	438
19:00	0	2	43	87	**254**	294	123	17	4	0	0	0	0	0	824	31-40	548
20:00	0	0	1	31	100	236	162	35	8	0	0	0	0	0	573	36-45	398
21:00	0	0	7	29	80	179	172	35	**10**	1	**1**	0	0	0	514	36-45	351
22:00	0	0	0	6	24	102	164	47	8	1	0	0	0	0	352	36-45	266
23:00	0	0	0	3	6	36	89	52	9	1	0	0	0	0	196	41-50	141
Total	55	73	218	692	1960	3894	3291	996	243	40	7	1	0	0	11470		
Percent	0.5%	0.6%	1.9%	6.0%	17.1%	33.9%	28.7%	8.7%	2.1%	0.3%	0.1%	0.0%	0.0%	0.0%			
AM Peak		09:00	09:00	11:00	11:00	09:00	09:00	07:00	07:00	00:00	00:00	06:00			09:00		
Vol.		8	15	56	146	298	286	114	32	10	1	1			850		
PM Peak	18:00	18:00	18:00	18:00	19:00	17:00	16:00	12:00	21:00	13:00	21:00				18:00		
Vol.	53	60	108	185	254	411	247	60	10	2	1				890		

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Southbound

Start Time	1 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	76 999	Total	Pace Speed	Number in Pace
11/18/22	0	0	0	1	13	31	49	38	17	**6**	0	0	0	0	155	41-50	87
01:00	0	0	0	0	5	20	39	32	10	3	0	0	0	0	109	41-50	71
02:00	0	0	0	1	0	6	11	8	6	1	0	0	0	0	33	40-49	19
03:00	0	0	0	1	2	9	11	7	0	0	0	0	0	0	30	36-45	20
04:00	0	0	0	1	0	4	15	2	6	2	0	0	0	0	30	36-45	19
05:00	0	0	0	0	2	3	12	14	9	6	**3**	**1**	0	0	50	41-50	26
06:00	0	0	0	0	2	16	44	52	**34**	3	1	1	0	0	153	41-50	96
07:00	0	0	0	5	9	66	156	72	17	4	0	0	0	0	329	41-50	228
08:00	0	0	0	8	50	196	**296**	**115**	12	0	1	0	**1**	0	679	36-45	492
09:00	0	0	4	27	83	**338**	270	48	10	0	0	0	0	0	**780**	36-45	608
10:00	0	1	6	39	124	288	256	48	7	0	0	0	0	0	769	36-45	544
11:00	0	**6**	**22**	**100**	**174**	158	165	59	7	2	0	0	0	0	693	31-40	332
12 PM	0	1	8	53	148	253	156	**54**	**9**	**1**	0	0	0	0	683	36-45	409
13:00	0	0	12	26	98	261	**240**	41	5	1	0	0	0	0	684	36-45	501
14:00	0	1	12	13	103	303	231	42	6	1	0	0	0	0	712	36-45	534
15:00	1	2	12	69	167	335	174	29	3	0	0	0	0	0	792	36-45	509
16:00	1	6	26	63	202	**343**	176	26	3	0	0	0	0	0	846	31-40	545
17:00	**46**	**45**	54	**153**	**251**	232	111	11	3	0	0	0	0	0	906	31-40	483
18:00	31	30	**94**	125	239	278	88	21	1	0	0	0	0	0	**907**	31-40	517
19:00	0	11	26	110	231	331	163	16	3	0	0	0	0	0	891	31-40	562
20:00	0	0	0	23	107	283	181	41	3	1	0	0	0	0	639	36-45	464
21:00	0	0	0	14	89	195	126	41	4	0	0	0	**1**	0	470	36-45	321
22:00	0	0	1	25	68	169	99	21	1	0	0	0	0	0	384	36-45	268
23:00	0	0	0	5	47	75	111	42	4	0	**2**	0	0	0	286	36-45	186
Total	79	103	277	862	2214	4193	3180	880	180	31	7	2	2	0	12010		
Percent	0.7%	0.9%	2.3%	7.2%	18.4%	34.9%	26.5%	7.3%	1.5%	0.3%	0.1%	0.0%	0.0%	0.0%			
AM Peak		11:00	11:00	11:00	11:00	09:00	08:00	08:00	06:00	00:00	05:00	05:00	08:00		09:00		
Vol.		6	22	100	174	338	296	115	34	6	3	1	1		780		
PM Peak	17:00	17:00	18:00	17:00	17:00	16:00	13:00	12:00	12:00	12:00	23:00		21:00		18:00		
Vol.	46	45	94	153	251	343	240	54	9	1	2		1		907		

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Southbound

Start Time	1 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	76 999	Total	Pace Speed	Number in Pace
11/19/22	0	1	4	20	36	62	56	7	7	0	0	0	0	0	193	36-45	118
01:00	0	1	0	0	24	46	49	6	5	0	0	0	0	0	131	36-45	95
02:00	0	0	0	3	3	20	21	14	4	0	0	0	0	0	65	36-45	41
03:00	0	0	0	0	4	11	18	19	3	0	0	0	0	0	55	41-50	37
04:00	0	0	0	0	1	7	18	9	2	0	0	0	0	0	37	40-49	27
05:00	0	0	0	0	4	2	12	12	7	1	0	0	0	0	38	41-50	24
06:00	0	0	2	0	4	10	22	24	9	**5**	0	**1**	0	0	77	41-50	46
07:00	0	0	0	0	3	49	55	52	12	0	0	0	0	0	171	41-50	107
08:00	0	0	0	1	13	61	124	73	14	3	0	0	0	0	289	41-50	197
09:00	0	0	2	8	23	124	**238**	**98**	**15**	3	0	0	0	0	511	36-45	362
10:00	0	**2**	9	31	74	192	212	76	9	0	0	0	0	0	605	36-45	404
11:00	0	0	**35**	**107**	**185**	**255**	123	26	1	0	0	0	0	0	**732**	31-40	440
12 PM	0	**7**	**17**	**65**	**203**	281	158	32	3	0	0	0	0	0	766	31-40	484
13:00	0	0	1	9	87	295	**276**	53	7	0	0	0	0	0	728	36-45	571
14:00	0	0	3	28	105	349	245	58	3	0	0	0	0	0	**791**	36-45	594
15:00	0	2	2	16	73	256	275	**70**	11	0	0	0	0	0	705	36-45	531
16:00	0	0	0	19	104	300	254	65	5	0	0	0	0	0	747	36-45	554
17:00	0	0	5	26	97	**350**	207	46	3	0	0	0	0	0	734	36-45	557
18:00	0	0	10	44	132	293	195	35	7	1	0	0	0	0	717	36-45	488
19:00	0	0	0	14	118	229	210	54	3	2	**1**	0	0	0	631	36-45	439
20:00	0	0	6	26	76	213	185	35	5	2	0	0	0	0	548	36-45	398
21:00	0	0	2	18	68	145	168	50	8	2	0	0	0	0	461	36-45	313
22:00	0	0	0	0	18	107	160	56	6	**3**	0	0	0	0	350	36-45	267
23:00	0	0	0	1	15	47	122	64	**16**	1	1	0	0	0	267	41-50	186
Total	0	13	98	436	1470	3704	3403	1034	165	23	2	1	0	0	10349		
Percent	0.0%	0.1%	0.9%	4.2%	14.2%	35.8%	32.9%	10.0%	1.6%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak		10:00	11:00	11:00	11:00	11:00	09:00	09:00	09:00	06:00		06:00			11:00		
Vol.		2	35	107	185	255	238	98	15	5		1			732		
PM Peak		12:00	12:00	12:00	12:00	17:00	13:00	15:00	23:00	22:00	19:00				14:00		
Vol.		7	17	65	203	350	276	70	16	3	1				791		

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Southbound

Start Time	1 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	76 999	Total	Pace Speed	Number in Pace
11/20/22	0	0	0	1	12	44	78	58	12	0	0	**1**	0	0	206	41-50	136
01:00	0	0	0	0	4	11	59	36	10	0	0	0	0	0	120	41-50	95
02:00	0	0	0	0	3	14	14	17	6	1	1	0	0	0	56	41-50	31
03:00	0	0	0	0	1	9	15	8	4	0	0	0	0	0	37	36-45	24
04:00	0	0	0	0	2	5	8	7	0	0	0	0	0	0	22	40-49	15
05:00	0	0	0	0	1	3	2	7	5	1	0	0	0	0	19	46-55	12
06:00	0	0	0	0	1	5	7	14	6	0	0	1	0	0	34	41-50	21
07:00	0	0	0	0	1	4	21	40	10	2	0	0	0	0	78	41-50	61
08:00	0	0	0	0	2	17	59	69	21	2	0	1	0	0	171	41-50	128
09:00	0	0	0	0	1	28	102	97	**27**	**5**	**2**	0	0	0	262	41-50	199
10:00	0	0	0	4	28	95	196	**99**	19	5	0	0	0	0	446	41-50	295
11:00	0	0	**2**	**18**	**125**	**220**	**213**	54	11	2	0	0	0	0	**645**	36-45	433
12 PM	0	0	2	**28**	**111**	**244**	184	47	10	0	0	0	0	0	626	36-45	428
13:00	0	0	**3**	9	76	206	280	69	9	0	**1**	0	0	0	653	36-45	486
14:00	0	**1**	2	0	22	173	**334**	**120**	7	0	0	0	0	0	**659**	36-45	507
15:00	0	0	2	12	49	179	256	105	10	1	0	0	0	0	614	36-45	435
16:00	0	0	0	0	37	194	290	89	11	1	0	0	0	0	622	36-45	484
17:00	0	0	3	4	63	182	218	66	13	2	0	0	0	0	551	36-45	400
18:00	0	0	0	0	20	166	268	59	6	**4**	0	0	0	0	523	36-45	434
19:00	0	0	0	3	46	157	207	54	5	1	0	0	0	0	473	36-45	364
20:00	0	0	0	6	24	74	179	61	10	1	0	0	0	0	355	36-45	253
21:00	0	0	1	1	31	102	131	54	11	0	1	0	0	0	332	36-45	233
22:00	0	0	0	3	16	56	98	55	**15**	2	1	0	0	0	246	36-45	154
23:00	0	0	0	0	5	24	65	24	11	3	1	0	0	0	133	41-50	89
Total	0	1	15	89	681	2212	3284	1309	249	33	7	3	0	0	7883		
Percent	0.0%	0.0%	0.2%	1.1%	8.6%	28.1%	41.7%	16.6%	3.2%	0.4%	0.1%	0.0%	0.0%	0.0%			
AM Peak			11:00	11:00	11:00	11:00	11:00	10:00	09:00	09:00	09:00	00:00			11:00		
Vol.			2	18	125	220	213	99	27	5	2	1			645		
PM Peak		14:00	13:00	12:00	12:00	12:00	14:00	14:00	22:00	18:00	13:00				14:00		
Vol.		1	3	28	111	244	334	120	15	4	1				659		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Route 25 South of Victoria Drive
Monroe, Connecticut

Site Code:
Station ID: 5754

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	1 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	76 999	Total	Pace Speed	Number in Pace
11/21/22	0	0	0	0	5	12	37	26	12	1	**2**	0	0	0	95	41-50	63
01:00	0	0	0	0	0	6	23	16	12	**4**	1	0	0	0	62	41-50	39
02:00	0	0	0	0	1	4	11	7	3	0	0	0	0	0	26	41-50	18
03:00	0	0	0	0	0	3	3	9	5	0	0	0	0	0	20	45-54	14
04:00	0	0	0	0	0	6	5	9	6	4	0	0	0	0	30	44-53	15
05:00	0	0	0	0	1	3	10	9	12	4	1	0	0	0	40	45-54	21
06:00	0	0	0	0	0	12	56	49	**34**	3	1	0	0	0	155	41-50	105
07:00	0	0	0	0	7	52	148	**98**	31	4	1	0	0	0	341	41-50	246
08:00	0	0	0	16	43	181	**311**	92	19	2	0	0	0	0	664	36-45	492
09:00	0	**7**	15	18	144	**310**	267	80	11	0	1	**1**	0	0	**854**	36-45	577
10:00	0	2	**19**	**72**	138	303	208	41	1	0	0	0	0	0	784	36-45	511
11:00	0	0	5	70	**178**	229	160	32	4	0	0	0	0	0	678	31-40	407
12 PM	0	0	7	28	120	256	178	32	3	1	0	0	0	0	625	36-45	434
13:00	0	0	0	3	92	252	200	55	5	1	0	0	0	0	608	36-45	452
14:00	1	1	3	3	63	245	**253**	**71**	4	**3**	0	0	0	0	647	36-45	498
15:00	1	1	1	9	84	279	243	45	3	2	0	0	0	0	668	36-45	522
16:00	0	0	11	56	186	333	210	36	3	1	0	0	0	0	836	36-45	543
17:00	**95**	**103**	74	136	177	205	89	16	4	0	0	0	0	0	899	31-40	382
18:00	26	39	**78**	**148**	**289**	242	97	6	1	0	0	0	0	0	**926**	31-40	531
19:00	0	0	13	70	217	**346**	135	22	4	1	0	0	0	0	808	31-40	563
20:00	0	0	0	1	69	201	178	51	3	1	0	0	0	0	504	36-45	379
21:00	0	0	1	5	48	165	145	33	4	1	0	0	0	0	402	36-45	310
22:00	0	0	0	6	8	73	115	40	**11**	0	**4**	0	0	0	257	36-45	188
23:00	0	0	0	3	10	58	80	37	7	0	1	0	0	0	196	36-45	138
Total	123	153	227	644	1880	3776	3162	912	202	33	12	1	0	0	11125		
Percent	1.1%	1.4%	2.0%	5.8%	16.9%	33.9%	28.4%	8.2%	1.8%	0.3%	0.1%	0.0%	0.0%	0.0%			
AM Peak		09:00	10:00	10:00	11:00	09:00	08:00	07:00	06:00	01:00	00:00	09:00			09:00		
Vol.		7	19	72	178	310	311	98	34	4	2	1			854		
PM Peak	17:00	17:00	18:00	18:00	18:00	19:00	14:00	14:00	22:00	14:00	22:00				18:00		
Vol.	95	103	78	148	289	346	253	71	11	3	4				926		

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Southbound

Start Time	1 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	76 999	Total	Pace Speed	Number in Pace
11/22/22	0	0	0	2	1	19	27	41	10	5	1	0	0	0	106	41-50	68
01:00	0	0	0	0	0	15	29	24	6	5	0	0	0	0	79	41-50	53
02:00	0	0	0	0	0	1	17	17	9	2	1	0	0	0	47	41-50	34
03:00	0	0	0	0	1	4	7	5	6	2	0	0	0	0	25	39-48	12
04:00	0	0	0	0	1	3	7	9	3	**6**	**2**	**1**	0	0	32	41-50	16
05:00	0	0	0	0	0	6	15	16	13	1	0	0	0	0	51	41-50	31
06:00	0	0	0	0	3	11	62	57	17	4	0	0	0	0	154	41-50	119
07:00	0	0	4	2	30	86	142	**71**	**21**	6	1	0	0	0	363	36-45	228
08:00	0	0	1	21	103	279	240	68	12	0	0	0	0	0	724	36-45	519
09:00	0	0	11	37	145	**359**	**259**	54	4	0	0	0	0	0	**869**	36-45	618
10:00	**2**	**18**	**28**	54	135	295	166	30	1	0	0	0	0	0	729	36-45	461
11:00	0	5	16	**63**	**173**	228	183	44	6	2	0	0	0	0	720	36-45	411
12 PM	0	0	**7**	**43**	**140**	**247**	**185**	**35**	**4**	**2**	0	0	0	0	**663**	36-45	432
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	2	23	67	222	732	1553	1339	471	112	35	5	1	0	0	4562		
Percent	0.0%	0.5%	1.5%	4.9%	16.0%	34.0%	29.4%	10.3%	2.5%	0.8%	0.1%	0.0%	0.0%	0.0%			
AM Peak	10:00	10:00	10:00	11:00	11:00	09:00	09:00	07:00	07:00	04:00	04:00	04:00			09:00		
Vol.	2	18	28	63	173	359	259	71	21	6	2	1			869		
PM Peak			12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00					12:00		
Vol.			7	43	140	247	185	35	4	2					663		
Total	259	366	902	2952	8966	19405	17785	5656	1163	197	40	9	2	0	57702		
Percent	0.4%	0.6%	1.6%	5.1%	15.5%	33.6%	30.8%	9.8%	2.0%	0.3%	0.1%	0.0%	0.0%	0.0%			

	15th Percentile :	32 MPH
	50th Percentile :	38 MPH
	85th Percentile :	44 MPH
	95th Percentile :	48 MPH
Stats	10 MPH Pace Speed :	36-45 MPH
	Number in Pace :	37190
	Percent in Pace :	64.5%
	Number of Vehicles > 40 MPH :	24852
	Percent of Vehicles > 40 MPH :	43.1%
	Mean Speed(Average) :	39 MPH

ACCIDENT HISTORY

Dataset: mmucc
Date From:01/01/2019
Date To:12/31/2021
Town & Route: Town: Route:25 Milepost:10.42-11.46

CrashId	Date Of Crash	Day of the Week	Time of Crash	Crash Severity	Milemarker	Road Number	Intersecting Roadway Name	Landmark Description	Distance From Nearest Landmark	First Harmful Event	First Harmful Event	Manner of Crash	Weather Condition	Light Condition	Road Surface Condition
507089	1/15/2019	Tuesday	16:34:00	Property Damage Only	10.42	25	TASHUA RD			14	Motor Vehicle in Operation	Front to rear	Clear	Dusk	Dry
520771	3/7/2019	Thursday	8:30:00	Property Damage Only	10.42	25	TASHUA RD			14	Motor Vehicle in Operation	Front to rear	Clear	Daylight	Dry
534121	4/10/2019	Wednesday	2:05:00	Injury of any type (Serious, Minor, Possible)	10.42	25	TASHUA RD			14	Motor Vehicle in Operation	Other	Fog, Smog, Smoke	Dark-Not Lighted	Wet
534126	4/14/2019	Sunday	10:40:00	Injury of any type (Serious, Minor, Possible)	10.42	25	TASHUA RD			14	Motor Vehicle in Operation	Front to rear	Clear	Daylight	Dry
571954	8/1/2019	Thursday	13:14:00	Property Damage Only	10.42	25		Tashua Road	25 Feet N	14	Motor Vehicle in Operation	Front to rear	Clear	Daylight	Dry
574810	8/13/2019	Tuesday	14:43:00	Injury of any type (Serious, Minor, Possible)	10.42	25	TASHUA RD			14	Motor Vehicle in Operation	Front to rear	Clear	Daylight	Wet
589346	9/29/2019	Sunday	10:45:00	Property Damage Only	10.42	25	TASHUA RD			14	Motor Vehicle in Operation	Angle	Clear	Daylight	Dry
628386	12/23/2019	Monday	16:12:00	Property Damage Only	10.42	25	TASHUA RD			14	Motor Vehicle in Operation	Front to rear	Clear	Daylight	Dry
632345	12/31/2019	Tuesday	14:37:00	Property Damage Only	10.42	25		Tashua Rd	60 Feet S	14	Motor Vehicle in Operation	Front to rear	Clear	Daylight	Dry
641836	1/23/2020	Thursday	8:18:00	Property Damage Only	10.42	25	TASHUA RD			14	Motor Vehicle in Operation	Front to rear	Clear	Daylight	Dry
706843	8/6/2020	Thursday	9:48:00	Property Damage Only	10.42	25	TASHUA RD			14	Motor Vehicle in Operation	Front to rear	Clear	Daylight	Dry
731125	10/14/2020	Wednesday	14:30:00	Property Damage Only	10.42	25	TASHUA RD			18	Other Non-Fixed Object	Front to rear	Clear	Daylight	Dry
753224	11/8/2020	Sunday	12:07:00	Injury of any type (Serious, Minor, Possible)	10.42	25	TASHUA RD			14	Motor Vehicle in Operation	Front to rear	Clear	Daylight	Dry
763795	12/3/2020	Thursday	11:23:00	Property Damage Only	10.42	25	TASHUA RD			14	Motor Vehicle in Operation	Front to rear	Clear	Daylight	Dry
806661	4/24/2021	Saturday	8:29:00	Injury of any type (Serious, Minor, Possible)	10.42	25	TASHUA RD			18	Other Non-Fixed Object	Front to rear	Clear	Daylight	Dry
808413	4/30/2021	Friday	16:02:00	Property Damage Only	10.42	25	TASHUA RD	Tashua Road	50 Feet N	14	Motor Vehicle in Operation	Front to rear	Clear	Daylight	Dry
828136	7/9/2021	Friday	17:11:00	Property Damage Only	10.42	25	TASHUA RD			14	Motor Vehicle in Operation	Front to front	Clear	Daylight	Dry
837980	8/13/2021	Friday	14:11:00	Property Damage Only	10.42	25	TASHUA RD			39	Other Fixed Object (wall, building, tunnel, etc.)	Not Applicable	Clear	Other	Dry
848071	9/19/2021	Sunday	12:05:00	Property Damage Only	10.42	25	TASHUA RD			14	Motor Vehicle in Operation	Front to rear	Clear	Daylight	Dry
583847	9/14/2019	Saturday	11:38:00	Property Damage Only	10.45	25		Tashua Rd	200 Feet N	14	Motor Vehicle in Operation	Front to rear	Cloudy	Daylight	Dry
557759	6/20/2019	Thursday	14:37:00	Property Damage Only	10.46	25		TASHUA RD	200 Feet W	18	Other Non-Fixed Object	Front to rear	Clear	Daylight	Dry
600411	10/19/2019	Saturday	10:47:00	Property Damage Only	10.46	25		Tashua Rd	225 Feet N	14	Motor Vehicle in Operation	Front to rear	Clear	Daylight	Dry
815601	5/27/2021	Thursday	17:18:00	Injury of any type (Serious, Minor, Possible)	10.46	25		Spring Hill Rd	300 Feet S	14	Motor Vehicle in Operation	Front to rear	Clear	Daylight	Dry
534123	4/12/2019	Friday	16:45:00	Property Damage Only	10.47	25		Spring Hill Rd	120 Feet S	14	Motor Vehicle in Operation	Front to rear	Clear	Daylight	Dry
571535	8/2/2019	Friday	9:40:00	Property Damage Only	10.5	25	SPRING HILL RD			14	Motor Vehicle in Operation	Front to rear	Clear	Daylight	Dry
575824	8/16/2019	Friday	15:41:00	Injury of any type (Serious, Minor, Possible)	10.5	25	SPRING HILL RD			14	Motor Vehicle in Operation	Front to rear	Cloudy	Daylight	Dry
584453	9/15/2019	Sunday	11:27:00	Property Damage Only	10.5	25	SPRING HILL RD			14	Motor Vehicle in Operation	Front to rear	Clear	Daylight	Dry
606975	10/31/2019	Thursday	7:59:00	Property Damage Only	10.5	25	SPRING HILL RD			14	Motor Vehicle in Operation	Front to rear	Rain	Daylight	Wet
612951	11/14/2019	Thursday	19:12:00	Property Damage Only	10.5	25	SPRING HILL RD			14	Motor Vehicle in Operation	Front to rear	Clear	Dark-Lighted	Dry
625768	12/16/2019	Monday	15:26:00	Injury of any type (Serious, Minor, Possible)	10.5	25	SPRING HILL RD			14	Motor Vehicle in Operation	Front to rear	Clear	Daylight	Dry
660600	2/28/2020	Friday	16:29:00	Property Damage Only	10.5	25	SPRING HILL RD			14	Motor Vehicle in Operation	Front to rear	Clear	Daylight	Dry
717591	9/4/2020	Friday	10:12:00	Injury of any type (Serious, Minor, Possible)	10.5	25	SPRING HILL RD			14	Motor Vehicle in Operation	Front to rear	Clear	Daylight	Dry
728285	10/3/2020	Saturday	10:42:00	Injury of any type (Serious, Minor, Possible)	10.5	25	SPRING HILL RD			14	Motor Vehicle in Operation	Angle	Clear	Daylight	Dry
752899	11/6/2020	Friday	9:44:00	Property Damage Only	10.5	25	SPRING HILL RD			14	Motor Vehicle in Operation	Angle	Clear	Daylight	Dry
786735	12/29/2020	Tuesday	12:42:00	Property Damage Only	10.5	25	SPRING HILL RD			14	Motor Vehicle in Operation	Front to rear	Clear	Daylight	Dry
796227	3/18/2021	Thursday	10:01:00	Property Damage Only	10.5	25	SPRING HILL RD			14	Motor Vehicle in Operation	Front to rear	Cloudy	Daylight	Dry
812929	5/19/2021	Wednesday	9:30:00	Injury of any type (Serious, Minor, Possible)	10.5	25	SPRING HILL RD			14	Motor Vehicle in Operation	Front to rear	Clear	Daylight	Dry
817486	6/4/2021	Friday	12:29:00	Property Damage Only	10.5	25	SPRING HILL RD			14	Motor Vehicle in Operation	Front to rear	Clear	Daylight	Dry
835606	8/4/2021	Wednesday	13:15:00	Injury of any type (Serious, Minor, Possible)	10.5	25	SPRING HILL RD			18	Other Non-Fixed Object	Front to rear	Clear	Daylight	Dry
836821	8/9/2021	Monday	9:27:00	Injury of any type (Serious, Minor, Possible)	10.5	25	SPRING HILL RD			14	Motor Vehicle in Operation	Front to rear	Cloudy	Daylight	Dry
877346	12/6/2021	Monday	15:56:00	Property Damage Only	10.5	25	SPRING HILL RD			14	Motor Vehicle in Operation	Angle	Clear	Daylight	Dry
849115	9/20/2021	Monday	15:34:00	Injury of any type (Serious, Minor, Possible)	10.51	25		Spring Hill Rd	10 Feet N	14	Motor Vehicle in Operation	Angle	Clear	Daylight	Dry
722250	9/16/2020	Wednesday	17:45:00	Property Damage Only	10.52	25		Spring Hill Rd	100 Feet N	14	Motor Vehicle in Operation	Front to rear	Clear	Daylight	Dry
785769	1/5/2021	Tuesday	16:19:00	Property Damage Only	10.52	25		SPRING HILL RD	105 Feet N	14	Motor Vehicle in Operation	Front to rear	Clear	Daylight	Dry
511782	2/4/2019	Monday	7:54:00	Injury of any type (Serious, Minor, Possible)	10.53	25		OLD TURNPIKE RD	105 Feet S	14	Motor Vehicle in Operation	Front to rear	Clear	Daylight	Dry
514737	2/13/2019	Wednesday	9:05:00	Injury of any type (Serious, Minor, Possible)	10.53	25		SPRING HILL RD	125 Feet N	14	Motor Vehicle in Operation	Front to rear	Clear	Daylight	Slush
723328	9/19/2020	Saturday	2:22:00	Property Damage Only	10.53	25				33	Utility Pole/Light Support	Not Applicable	Clear	Dark-Not Lighted	Dry
780602	1/16/2021	Saturday	19:22:00	Property Damage Only	10.53	25		Spring Hill Road	200 Feet N	14	Motor Vehicle in Operation	Front to rear	Clear	Dark-Not Lighted	Dry
882907	12/23/2021	Thursday	18:13:00	Property Damage Only	10.54	25		Spring Hill Road	200 Feet N	14	Motor Vehicle in Operation	Front to rear	Clear	Daylight	Dry
634286	1/6/2020	Monday	18:30:00	Injury of any type (Serious, Minor, Possible)	10.55	25		Spring Hill Rd	309 Feet N	14	Motor Vehicle in Operation	Front to rear	Clear	Dark-Not Lighted	Dry
837982	8/15/2021	Sunday	11:07:00	Injury of any type (Serious, Minor, Possible)	10.56	25	OLD TURNPIKE RD			14	Motor Vehicle in Operation	Front to rear	Clear	Daylight	Dry
532263	4/5/2019	Friday	16:17:00	Injury of any type (Serious, Minor, Possible)	10.58	25		Old Turnpike Rd	100 Feet N	14	Motor Vehicle in Operation	Front to rear	Rain	Daylight	Wet
787649	2/12/2021	Friday	7:33:00	Property Damage Only	10.59	25		Old Turnpike Rd	50 Feet N	14	Motor Vehicle in Operation	Front to rear	Clear	Daylight	Dry
560896	6/26/2019	Wednesday	16:19:00	Injury of any type (Serious, Minor, Possible)	10.6	25		Spring Hill Road	1 TenthsofMile N	14	Motor Vehicle in Operation	Front to rear	Clear	Daylight	Dry
784540	2/1/2021	Monday	14:22:00	Property Damage Only	10.61	25		Old Turnpike Rd	60 Feet N	14	Motor Vehicle in Operation	Angle	Snow	Daylight	Snow
826254	7/2/2021	Friday	14:10:00	Property Damage Only	10.66	25		Monroe Town Line	200 Feet S	14	Motor Vehicle in Operation	Front to rear	Cloudy	Daylight	Wet
592702	10/8/2019	Tuesday	17:29:00	Property Damage Only	10.67	25		Old Turnpike Road	1 TenthsofMile S	28	Guardrail Face	Not Applicable	Clear	Daylight	Dry
828138	7/11/2021	Sunday	12:16:00	Property Damage Only	10.67	25		Old Turnpike Road	1 Feet N	18	Other Non-Fixed Object	Front to rear	Clear	Daylight	Dry
582357	9/4/2019	Wednesday	9:00:00	Property Damage Only	10.78	25		Old Turnpike Road	25 Feet S	14	Motor Vehicle in Operation	Front to rear	Clear	Daylight	Dry
724489	9/24/2020	Thursday	14:15:00	Property Damage Only	10.79	25	OLD TURNPIKE RD			14	Motor Vehicle in Operation	Front to rear	Clear	Daylight	Dry
527428	3/21/2019	Thursday	17:18:00	Property Damage Only	10.8	25		Old Turnpike Road	10 Feet N	14	Motor Vehicle in Operation	Front to rear	Clear	Daylight	Dry
794461	3/11/2021	Thursday	17:20:00	Property Damage Only	10.8	25		Victoria Drive	0.1 TenthsofMile S	14	Motor Vehicle in Operation	Sideswipe, same direction	Clear	Daylight	Dry
873084	11/23/2021	Tuesday	3:34:00	Property Damage Only	10.8	25		Old Turnpike Road	30 Feet N	18	Other Non-Fixed Object	Other	Clear	Dark-Not Lighted	Dry
898793	11/23/2021	Tuesday	2:15:00	Property Damage Only	10.8	25		Old Turnpike Road	40 Feet N	33	Utility Pole/Light Support	Not Applicable	Clear	Dark-Not Lighted	Dry
814393	5/24/2021	Monday	17:29:00	Property Damage Only	10.81	25		Victoria Drive	1 TenthsofMile S	14	Motor Vehicle in Operation	Front to rear	Clear	Daylight	Dry
593581	10/10/2019	Thursday	7:24:00	Injury of any type (Serious, Minor, Possible)	10.99	25	CRESCENT PL			14	Motor Vehicle in Operation	Front to rear	Clear	Daylight	Dry
684738	6/1/2020	Monday	10:38:00	Injury of any type (Serious, Minor, Possible)	10.99	25	CRESCENT PL			14	Motor Vehicle in Operation	Front to rear	Clear	Daylight	Dry
816275	5/24/2021	Monday	14:03:00	Property Damage Only	10.99	25	CRESCENT PL			14	Motor Vehicle in Operation	Angle	Cloudy	Daylight	Dry
834344	7/28/2021	Wednesday	10:49:00	Injury of any type (Serious, Minor, Possible)	10.99	25	CRESCENT PL			14	Motor Vehicle in Operation	Angle	Clear	Daylight	Dry
565959	3/4/2019	Monday	9:53:00	Injury of any type (Serious, Minor, Possible)	11	25		Maple Dr	150 Feet E	39	Other Fixed Object (wall, building, tunnel, etc.)	Not Applicable	Snow	Dawn	Slush
593594	10/10/2019	Thursday	8:44:00	Property Damage Only	11.01	25		Crescent Place	80 Feet N	14	Motor Vehicle in Operation	Angle	Clear	Daylight	Dry
624236	12/11/2019	Wednesday	17:00:00	Property Damage Only	11.03	25	MAPLE DR			14	Motor Vehicle in Operation	Front to rear	Clear	Dark-Not Lighted	Dry
575694	8/14/2019	Wednesday	16:02:00	Property Damage Only	11.1	25		Mill Street	250 Feet S	14	Motor Vehicle in Operation	Front to rear	Clear	Daylight	Dry
506976	1/22/2019	Tuesday	18:24:00	Property Damage Only	11.12	25		MILL ST	130 Feet S	14	Motor Vehicle in Operation	Front to rear	Clear	Dark-Lighted	Dry
610128	11/9/2019	Saturday	0:57:00	Property Damage Only	11.13	25		Mill St.	109 Feet N	25	Curb	Not Applicable	Clear	Dark-Lighted	Dry
675251	4/25/2020	Saturday	8:32:00	Property Damage Only	11.14	25		Maple Drive	1 TenthsofMile N	18	Other Non-Fixed Object	Front to rear	Clear	Daylight	Dry
812935	5/18/2021	Tuesday	7:17:00	Property Damage Only	11.15	25	MILL ST			14	Motor Vehicle in Operation	Sideswipe, same direction	Clear	Daylight	Dry
822773	6/19/2021	Saturday	21:31:00	Property Damage Only	11.17	25		Mill Street	100 Feet N	14	Motor Vehicle in Operation	Angle	Clear	Dark-Not Lighted	Dry
814834	4/24/2021	Saturday	20:57:00	Injury of any type (Serious, Minor, Possible)	11.22	25		MILL ST	300 Feet N	33	Utility Pole/Light Support	Not Applicable	Cloudy	Dark-Not Lighted	Dry
813668	5/21/2021	Friday	15:00:00	Property Damage Only	11.23	25		Judd Road	1170 Feet S	14	Motor Vehicle in Operation	Front to rear	Clear	Daylight	Dry
638458	1/15/2020	Wednesday	11:00:00	Property Damage Only	11.25	25		Judd Rd	2 TenthsofMile S	14	Motor Vehicle in Operation	Front to rear	Clear	Daylight	Dry
835200	8/3/2021	Tuesday	16:30:00	Property Damage Only	11.26	25		Mill St	.1 TenthsofMile N	14	Motor Vehicle in Operation	Front to rear	Clear	Daylight	Dry
579596	8/28/2019	Wednesday	7:12:00	Property Damage Only	11.27	25		Purdy Hill Road	25 Feet S	14	Motor Vehicle in Operation	Front to rear	Clear	Daylight	Dry
692700	6/19/2020	Friday	11:47:00	Property Damage Only	11.27	25	CRESCENT PL			14	Motor Vehicle in Operation	Front to rear	Clear	Daylight	Dry
564954	7/9/2019	Tuesday	8:24:00	Property Damage Only	11.29	25		Crescent Place	70 Feet S	14	Motor Vehicle in Operation	Front to rear	Clear	Daylight	Dry
854613	9/12/2021	Sunday	11:35:00	Injury of any type (Serious, Minor, Possible)	11.29	25		Mill Street	2 TenthsofMile N	25	Curb	Not Applicable	Clear	Daylight	Dry
643430	1/28/2020	Tuesday	15:04:00	Property Damage Only	11.3	25		Crescent Place (N)	150 Feet N	14	Motor Vehicle in Operation	Front to rear	Clear	Daylight	Dry
803963	4/16/2021	Friday	8:24:00	Property Damage Only	11.31	25		old newtown rd	440 Feet S	14	Motor Vehicle in Operation	Front to rear	Cloudy	Daylight	Dry
798959	3/30/2021	Tuesday	12:37:00	Property Damage Only	11.34	25		Purdy Hill Road	1 TenthsofMile S	18	Other Non-Fixed Object	Front to rear	Clear	Daylight	Dry
614956	11/8/2019	Friday	9:53:00	Property Damage Only	11.35	25		Judd Road	1 TenthsofMile S	38	Other Post, Pole or Support	Not Applicable	Clear	Daylight	Dry

Dataset: mmucc
Date From:01/01/2019
Date To:12/31/2021
Town & Route: Town: Route:25 Milepost:10.42-11.46

CrashId	Date Of Crash	Day of the Week	Time of Crash	Crash Severity	Milemarker	Road Number	Intersecting Roadway Name	Landmark Description	Distance From Nearest Landmark	First Harmful Event	First Harmful Event	Manner of Crash	Weather Condition	Light Condition	Road Surface Condition
688624	6/13/2020	Saturday	10:37:00	Property Damage Only	11.36	25		Old Newtown Rd	200 Feet S	14	Motor Vehicle in Operation	Front to rear	Clear	Daylight	Dry
560179	6/27/2019	Thursday	14:39:00	Property Damage Only	11.37	25		PURDY HILL RD	375 Feet S	14	Motor Vehicle in Operation	Front to rear	Clear	Daylight	Dry
648644	2/10/2020	Monday	8:53:00	Property Damage Only	11.37	25		Judd Rd	400 Feet S	14	Motor Vehicle in Operation	Front to rear	Rain	Daylight	Wet
680788	5/16/2020	Saturday	7:57:00	Injury of any type (Serious, Minor, Possible)	11.37	25		Judd Rd	300 Feet S	14	Motor Vehicle in Operation	Front to rear	Clear	Daylight	Dry
826111	7/3/2021	Saturday	10:19:00	Injury of any type (Serious, Minor, Possible)	11.37	25		Old Newtown Rd	25 Feet S	14	Motor Vehicle in Operation	Front to rear	Rain	Daylight	Wet
506957	1/3/2019	Thursday	14:31:00	Property Damage Only	11.38	25		Purdy Hill Road	2 TenthsofMile S	14	Motor Vehicle in Operation	Front to rear	Clear	Daylight	Dry
608859	11/5/2019	Tuesday	16:45:00	Property Damage Only	11.38	25		Crescent Pl	1 TenthsofMile N	14	Motor Vehicle in Operation	Front to rear	Clear	Daylight	Dry
879523	12/13/2021	Monday	16:09:00	Property Damage Only	11.39	25				38	Other Post, Pole or Support	Not Applicable	Clear	Daylight	Dry
616444	11/18/2019	Monday	13:27:00	Property Damage Only	11.4	25	JUDD			14	Motor Vehicle in Operation	Front to rear	Rain	Daylight	Wet
808690	4/18/2021	Sunday	14:10:00	Injury of any type (Serious, Minor, Possible)	11.4	25		PURDY HILL RD	250 Feet S	14	Motor Vehicle in Operation	Front to rear	Clear	Daylight	Dry
689514	6/17/2020	Wednesday	6:59:00	Property Damage Only	11.41	25		Judd Road	100 Feet S	14	Motor Vehicle in Operation	Angle	Clear	Daylight	Dry
810137	5/6/2021	Thursday	14:13:00	Property Damage Only	11.41	25		Judd Road	300 Feet S	14	Motor Vehicle in Operation	Front to rear	Clear	Daylight	Dry
543416	5/11/2019	Saturday	15:20:00	Injury of any type (Serious, Minor, Possible)	11.42	25		Old Newtown Road	75 Feet N	14	Motor Vehicle in Operation	Front to rear	Clear	Daylight	Dry
801225	4/11/2021	Sunday	13:08:00	Property Damage Only	11.42	25		Judd Rd	215 Feet S	14	Motor Vehicle in Operation	Front to rear	Cloudy	Daylight	Dry
544278	5/15/2019	Wednesday	5:47:00	Property Damage Only	11.43	25		PURDY HILL RD	50 Feet S	14	Motor Vehicle in Operation	Sideswipe, opposite direction	Clear	Dawn	Wet
574637	8/7/2019	Wednesday	16:26:00	Property Damage Only	11.43	25		Purdy Hill Road	45 Feet S	14	Motor Vehicle in Operation	Front to rear	Clear	Daylight	Wet
624933	12/12/2019	Thursday	7:51:00	Property Damage Only	11.43	25		Judd Rd	100 Feet S	14	Motor Vehicle in Operation	Front to rear	Clear	Daylight	Dry
624934	12/12/2019	Thursday	11:57:00	Property Damage Only	11.43	25		Judd Rd	50 Feet S	18	Other Non-Fixed Object	Not Applicable	Clear	Daylight	Dry
512460	2/2/2019	Saturday	12:32:00	Property Damage Only	11.44	25		Purdy Hill Road	57 Feet S	18	Other Non-Fixed Object	Front to rear	Clear	Daylight	Dry
621947	11/29/2019	Friday	19:34:00	Injury of any type (Serious, Minor, Possible)	11.44	25		Purdy Hill Road	93 Feet S	14	Motor Vehicle in Operation	Other	Clear	Dark-Lighted	Dry
792598	3/1/2021	Monday	12:40:00	Property Damage Only	11.44	25		Judd Road	40 Feet S	14	Motor Vehicle in Operation	Front to rear	Cloudy	Daylight	Wet
525074	3/6/2019	Wednesday	10:52:00	Property Damage Only	11.45	25	PURDY HILL RD			14	Motor Vehicle in Operation	Angle	Clear	Daylight	Dry
610130	11/10/2019	Sunday	12:44:00	Property Damage Only	11.45	25	PURDY HILL RD			14	Motor Vehicle in Operation	Angle	Clear	Daylight	Dry
632115	12/28/2019	Saturday	9:41:00	Injury of any type (Serious, Minor, Possible)	11.45	25	PURDY HILL RD			14	Motor Vehicle in Operation	Front to rear	Clear	Daylight	Wet
797651	3/24/2021	Wednesday	12:11:00	Property Damage Only	11.45	25	PURDY HILL RD			14	Motor Vehicle in Operation	Front to rear	Clear	Daylight	Dry
806123	4/19/2021	Monday	8:17:00	Property Damage Only	11.45	25	PURDY HILL RD			18	Other Non-Fixed Object	Front to rear	Clear	Daylight	Dry
858325	10/17/2021	Sunday	0:19:00	Injury of any type (Serious, Minor, Possible)	11.45	25	PURDY HILL RD			14	Motor Vehicle in Operation	Angle	Rain	Dark-Lighted	Wet
568790	7/20/2019	Saturday	14:18:00	Property Damage Only	11.46	25		PURDY HILL RD	10 Feet N	14	Motor Vehicle in Operation	Front to rear	Clear	Daylight	Dry
644614	2/1/2020	Saturday	13:09:00	Property Damage Only	11.46	25	JUDD RD NO 2			14	Motor Vehicle in Operation	Front to rear	Clear	Daylight	Dry
707332	8/8/2020	Saturday	7:18:00	Property Damage Only	11.46	25	JUDD RD NO 2			14	Motor Vehicle in Operation	Front to rear	Clear	Daylight	Dry

Dataset: mmucc
Date From:01/01/2019
Date To:12/31/2021
Town & Route: Town: Route:25
Milepost:10.42-11.46

CrashId	Driver Actions 1
506957	Followed Too Closely
506957	Not Applicable
506957	No Contributing Action
506976	Not Applicable
506976	No Contributing Action
506976	No Contributing Action
506976	Followed Too Closely
507089	No Contributing Action
507089	Followed Too Closely
511782	No Contributing Action
511782	Not Applicable
511782	Followed Too Closely
512460	No Contributing Action
512460	Not Applicable
512460	Followed Too Closely
514737	No Contributing Action
514737	No Contributing Action
514737	No Contributing Action
514737	Followed Too Closely
520771	Followed Too Closely
520771	No Contributing Action
525074	Failed to Yield Right-of-Way
525074	No Contributing Action
527428	Followed Too Closely
527428	No Contributing Action
532263	No Contributing Action
532263	Followed Too Closely
532263	No Contributing Action
534121	No Contributing Action
534121	Not Applicable
534121	Improper Turn
534123	Followed Too Closely
534123	No Contributing Action
534126	Not Applicable
534126	No Contributing Action
534126	No Contributing Action
534126	Followed Too Closely
543416	No Contributing Action
543416	No Contributing Action
543416	Followed Too Closely
544278	Failed to Yield Right-of-Way
544278	No Contributing Action
557759	Not Applicable
557759	No Contributing Action
557759	Followed Too Closely
560179	Followed Too Closely
560179	No Contributing Action
560896	No Contributing Action
560896	No Contributing Action
564954	Followed Too Closely
564954	No Contributing Action
565959	Ran Off Roadway
568790	Followed Too Closely
568790	No Contributing Action
568790	Not Applicable
571535	No Contributing Action
571535	Not Applicable
571535	No Contributing Action
571535	Followed Too Closely
571954	No Contributing Action
571954	Followed Too Closely
571954	Not Applicable
574637	No Contributing Action
574637	Followed Too Closely
574810	No Contributing Action
574810	Not Applicable
574810	Followed Too Closely
575694	Followed Too Closely
575694	No Contributing Action
575824	No Contributing Action
575824	Followed Too Closely
575824	No Contributing Action
575824	Not Applicable
579596	No Contributing Action
579596	Failed to Yield Right-of-Way
582357	Followed Too Closely
582357	No Contributing Action
583847	No Contributing Action
583847	Followed Too Closely
583847	Not Applicable
583847	Not Applicable
583847	Not Applicable
583847	No Contributing Action
583847	No Contributing Action
584453	No Contributing Action
584453	Followed Too Closely
584453	Not Applicable
584453	No Contributing Action
584453	No Contributing Action
584453	Not Applicable
589346	
589346	Not Applicable
589346	
589346	No Contributing Action
589346	Not Applicable
589346	Ran Red Light
592702	Not Applicable
592702	Ran Off Roadway
592702	Not Applicable
593581	No Contributing Action
593581	Followed Too Closely
593594	Unknown
593594	No Contributing Action
600411	Not Applicable
600411	No Contributing Action
600411	Followed Too Closely
606975	No Contributing Action
606975	Followed Too Closely
608859	No Contributing Action
608859	Followed Too Closely
610128	Failed to Keep in Proper Lane
610130	Failed to Yield Right-of-Way

Dataset: mmucc
Date From:01/01/2019
Date To:12/31/2021
Town & Route: Town: Route:25
Milepost:10.42-11.46

CrashId	Driver Actions 1
610130	No Contributing Action
612951	Not Applicable
612951	No Contributing Action
612951	Not Applicable
612951	Followed Too Closely
614956	Ran Off Roadway
616444	Followed Too Closely
616444	No Contributing Action
616444	No Contributing Action
621947	Improper Turn
621947	Not Applicable
621947	No Contributing Action
624236	No Contributing Action
624236	Followed Too Closely
624933	No Contributing Action
624933	Followed Too Closely
624933	Not Applicable
624934	Not Applicable
624934	No Contributing Action
625768	Followed Too Closely
625768	No Contributing Action
628386	Followed Too Closely
628386	No Contributing Action
632115	Followed Too Closely
632115	No Contributing Action
632345	No Contributing Action
632345	Not Applicable
632345	Followed Too Closely
634286	No Contributing Action
634286	Followed Too Closely
638458	No Contributing Action
638458	Followed Too Closely
641836	No Contributing Action
641836	Followed Too Closely
643430	No Contributing Action
643430	Followed Too Closely
644614	Followed Too Closely
644614	No Contributing Action
644614	Not Applicable
648644	Not Applicable
648644	Followed Too Closely
648644	No Contributing Action
648644	No Contributing Action
648644	Not Applicable
660600	Followed Too Closely
660600	No Contributing Action
675251	No Contributing Action
675251	Followed Too Closely
680788	No Contributing Action
680788	Not Applicable
680788	Followed Too Closely
684738	Followed Too Closely
684738	No Contributing Action
688624	No Contributing Action
688624	Followed Too Closely
689514	Failed to Yield Right-of-Way
689514	No Contributing Action
692700	No Contributing Action
692700	Followed Too Closely
706843	No Contributing Action
706843	Followed Too Closely
707332	No Contributing Action
707332	Followed Too Closely
717591	No Contributing Action
717591	Followed Too Closely
717591	No Contributing Action
722250	Followed Too Closely
722250	No Contributing Action
723328	
723328	Failed to Keep in Proper Lane
724489	No Contributing Action
724489	Followed Too Closely
728285	No Contributing Action
728285	Failed to Yield Right-of-Way
731125	Followed Too Closely
731125	Not Applicable
731125	No Contributing Action
752899	Failed to Yield Right-of-Way
752899	No Contributing Action
753224	No Contributing Action
753224	Not Applicable
753224	Followed Too Closely
763795	No Contributing Action
763795	Followed Too Closely
763795	Not Applicable
780602	No Contributing Action
780602	No Contributing Action
780602	Not Applicable
780602	Not Applicable
784540	Failed to Yield Right-of-Way
784540	No Contributing Action
785769	No Contributing Action
785769	No Contributing Action
785769	Not Applicable
785769	Not Applicable
785769	Followed Too Closely
786735	No Contributing Action
786735	Not Applicable
786735	Followed Too Closely
787649	No Contributing Action
787649	Followed Too Closely
792598	Followed Too Closely
792598	No Contributing Action
794461	Not Applicable
794461	Improper Passing
794461	Not Applicable
794461	No Contributing Action
796227	Followed Too Closely
796227	No Contributing Action
797651	No Contributing Action
797651	Not Applicable
797651	Followed Too Closely

Dataset: mmucc
Date From:01/01/2019
Date To:12/31/2021
Town & Route: Town: Route:25
Milepost:10.42-11.46

CrashId	Driver Actions 1
797651	Not Applicable
798959	No Contributing Action
798959	Followed Too Closely
801225	No Contributing Action
801225	Followed Too Closely
803963	Followed Too Closely
803963	Not Applicable
803963	No Contributing Action
806123	No Contributing Action
806123	Followed Too Closely
806661	No Contributing Action
806661	Followed Too Closely
808413	Followed Too Closely
808413	No Contributing Action
808413	Not Applicable
808690	Followed Too Closely
808690	
808690	No Contributing Action
808690	No Contributing Action
808690	Not Applicable
808690	No Contributing Action
808690	Not Applicable
810137	Followed Too Closely
810137	No Contributing Action
812929	No Contributing Action
812929	Followed Too Closely
812935	No Contributing Action
812935	Followed Too Closely
812935	Not Applicable
813668	Followed Too Closely
813668	No Contributing Action
814393	Followed Too Closely
814393	No Contributing Action
814834	Not Applicable
814834	No Contributing Action
814834	Not Applicable
814834	Failed to Keep in Proper Lane
814834	Not Applicable
814834	Not Applicable
814834	Not Applicable
814834	Not Applicable
815601	No Contributing Action
815601	No Contributing Action
815601	Followed Too Closely
816275	Failed to Yield Right-of-Way
816275	No Contributing Action
817486	No Contributing Action
817486	Followed Too Closely
822773	No Contributing Action
822773	Followed Too Closely
826111	No Contributing Action
826111	Followed Too Closely
826254	
826254	Not Applicable
826254	No Contributing Action
826254	Followed Too Closely
828136	No Contributing Action
828136	Improper Turn
828138	No Contributing Action
828138	Not Applicable
828138	Followed Too Closely
834344	Failed to Yield Right-of-Way
834344	No Contributing Action
835200	No Contributing Action
835200	Not Applicable
835200	Followed Too Closely
835200	Not Applicable
835606	Followed Too Closely
835606	Not Applicable
835606	No Contributing Action
835606	No Contributing Action
836821	Followed Too Closely
836821	Not Applicable
836821	No Contributing Action
837980	Unknown
837982	No Contributing Action
837982	Not Applicable
837982	Followed Too Closely
848071	Followed Too Closely
848071	No Contributing Action
849115	Not Applicable
849115	No Contributing Action
849115	Other Contributing Action
854613	Failed to Keep in Proper Lane
854613	
858325	Not Applicable
858325	No Contributing Action
858325	Not Applicable
858325	
858325	Ran Red Light
858325	Not Applicable
858325	Not Applicable
873084	No Contributing Action
873084	No Contributing Action
877346	Not Applicable
877346	Improper Turn
877346	Not Applicable
877346	No Contributing Action
879523	Failed to Keep in Proper Lane
882907	Not Applicable
882907	No Contributing Action
882907	No Contributing Action
882907	Other Contributing Action
898793	Failed to Keep in Proper Lane

CAPACITY ANALYSIS PROCEDURES

CAPACITY ANALYSIS PROCEDURES

Intersections – Four methods of analysis are needed to evaluate different kinds of intersections. These methods are based on procedures found in the Sixth Edition of the Highway Capacity Manual 2016 and are described below.

Signalized Intersections

This chapter's methodology applies to three-leg and four-leg intersections of two streets or highways where the signalization operates in isolation from nearby intersections.

Performance Measure – An intersection's performance is described by the use of one or more quantitative measures that characterize some aspect of the service provided to a specific road user group. Performance measures include automobile volume-to-capacity ratio, automobile delay, queue storage ratio, pedestrian delay, pedestrian circulation area, pedestrian perception score, bicycle delay, and bicycle perception score. LOS is considered a performance measure. It is computed for the automobile, pedestrian, and bicycle travel modes.

Travel Modes – There are three methodologies that can be used to evaluate intersection performance from the perspective of motorists, pedestrians, and bicyclists. They are referred to as the automobile methodology, the pedestrian methodology, and the bicycle methodology.

Lane Groups and Movement Groups – A separate lane group is established to (a) each lane (or combination of adjacent lanes) that exclusively serves one movement and (b) each lane shared by two or more movements. The concept of movement groups is also established to facilitate data entry. A separate movement group is established for (a) each turn movement with one or more exclusive turn lanes and (b) the through movement (inclusive of any turn movements that share a lane).

LOS Criteria – LOS criteria for the automobile mode are different from those for the non-automobile modes. The automobile-mode criteria are based on performance measures that are field measurable and perceivable by travelers. The criteria for the non-automobile modes are based on scores reported by travelers indicating their perception of service quality.

Automobile Mode – LOS for Automobile Mode can be characterized for the entire intersection, each intersection approach, and each lane group. Control delay alone is used to characterize LOS for entire intersection or an approach. Control delay and volume-to-capacity ratio are used to characterize LOS for a lane group. Delay quantifies the increase in travel time due to traffic signal control. It is also a surrogate measure of driver discomfort and fuel consumption. The volume-to-capacity ratio quantifies the degree to which a phase's capacity is utilized by a lane group. The following describes each LOS.

Level of Service A – It describes operations with a control delay of 10.0 seconds per vehicle or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned

when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.

Level of Service B – It describes operations with control delay between 10 to 20 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicle stop than with LOS A.

Level of Service C – It describes operations with control delay between 20 to 35 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.

Level of Service D – It describes operations with control delay between 35 to 55 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.

Level of Service E – It describes operations with control delay between 55 to 80 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.

Level of Service F – It describes operations with control delay between 55 to 80 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.

The LOS thresholds established for automobile mode at a signalized intersection

CONTROL DELAY (SECONDS PER VEHICLE)	LOS BY VOLUME-TO-CAPACITY RATIO	
	≤ 1.0	>1.0
≤ 10	A	F
>10 to 20	B	F
>20 to 35	C	F
>35 to 55	D	F
>55 to 80	E	F
>80	F	F

Note: For approach-based and intersection-wide assessments, LOS is defined by control delay.

Two-Way STOP-Controlled Intersections (TWSC)

One typical configuration is a four-leg intersection, where the major street is uncontrolled, while the minor street is controlled by STOP signs. The other typical configuration is a three-leg intersection, where the single minor-street approach is controlled by a STOP sign.

Theoretical Basic **–** Gap-acceptance models begin with the recognition that TWSC Intersections give no positive indication or control to the driver on the minor street as to when it is appropriate to leave the stop line and enter the major street. The driver must determine when a gap on the major street is large enough to permit entry and when to enter, on the basis of the relative priority of the competing movements. This decision-making process has been formalized analytically into what is commonly known as gap-acceptance theory. Gap-acceptance theory includes three basic elements: the size and distribution (availability) of gaps on the major street, the usefulness of these gaps to the minor-street drivers, and the relative priority of the various movements at the intersection.

Critical Headway and Follow-Up Headway **–** The *critical headway* is defined as the minimum interval in the major street traffic stream that allows intersection entry for one minor-street vehicle. Thus, the driver's critical headway is the minimum headway that would be acceptable. Critical headway can be estimated on the basis of observations of the largest rejected and smallest accepted headway for a given intersection. The *follow-up headway* is defined as the time between the departure of one vehicle from the minor street and the departure of the next vehicle using the same major-street headway, under a condition of continuous queuing on the minor street.

Base Critical Headways for TWSC Intersections

VEHICLE MOVEMENT	BASE CRITICAL HEADWAY		
	Two Lanes	Four Lanes	Six Lanes
Left turn from major	4.1	4.1	5.3
U-turn from major	N/A	6.4 (wide) 6.9 (narrow)	5.6
Right turn from minor	6.2	6.9	7.1
Through traffic 0n major	1-stage:6.5 2-stage, stage I: 5.5 2-stage, Stage II: 5.5	1-stage:6.5 2-stage, stage I: 5.5 2-stage, Stage II: 5.5	1-stage:6.5* 2-stage, stage I: 5.5* 2-stage, Stage II: 5.5*
Left turn from minor	1-stage:7.1 2-stage, stage I: 6.1 2-stage, Stage II: 6.1	1-stage:7.5 2-stage, stage I: 6.5 2-stage, Stage II: 6.5	1-stage:6.4 2-stage, stage I: 7.3 2-stage, Stage II: 6.7

*Use caution; values estimated

Base Follow-up Headways for TWSC Intersections

VEHICLE MOVEMENT	BASE FOLLOW-UP HEADWAY		
	Two Lanes	Four Lanes	Six Lanes
Left turn from major	2.2	2.2	3.1
U-turn from major	N/A	2.5 (wide) 3.1 (narrow)	2.3
Right turn from minor	3.3	3.3	3.9
Through traffic on major	4.0	4.0	4.0
Left turn from minor	3.5	3.5	3.8

Level Of Service Criteria – LOS for a TWSC intersection is determined by the computed or measured control delay. For motor vehicles, LOS is determined for each minor-street movement (or shared movement) as well as major-street left turn. LOS is not defined for the intersection as a whole or for major-street approaches. LOS F is assigned to the movement if the volume-to-capacity ratio for the movement exceeds 1.0, regardless of the control delay.

Automobile Mode – The methodology applies to TWSC intersections with up to three lanes (either shared or exclusive) on the major-street approaches and up to three lanes on the minor-street

approaches (with no more than one exclusive lane for each movement on the minor-street approach). Effects from other intersections are accounted for only in situations in which a TWSC intersection is located on an urban street segment between coordinated signalized intersections. In this situation, the intersection can be analyzed by using the procedures in urban street segment.

Level-of Service Criteria for Automobile Mode

CONTROL DELAY (SECONDS PER VEHICLE)	LOS BY VOLUME-TO-CAPACITY RATIO	
	1.0	>1.0
0- 10	A	F
>10 to 15	B	F
>15 to 25	C	F
>25 to 35	D	F
>35 to 50	E	F
>50	F	F

Note: The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection as a whole.

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CAPACITY ANALYSIS WORKSHEETS

CAPACITY ANALYSIS WORKSHEETS

Existing Conditions

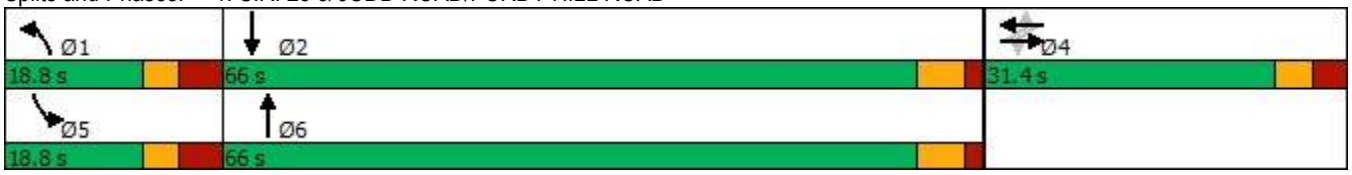
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	139	65	58	65	48	33	823	18	38	732	1
Future Volume (vph)	85	139	65	58	65	48	33	823	18	38	732	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	130		0	100		0	135		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	75			45			70			70		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor							1.00				1.00	
Frt		0.952			0.936			0.997				
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1773	0	1711	1685	0	1711	1795	0	1711	1801	0
Flt Permitted	0.679			0.470			0.950			0.950		
Satd. Flow (perm)	1223	1773	0	846	1685	0	1708	1795	0	1711	1801	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								1				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		375			268			348			458	
Travel Time (s)		8.5			6.1			7.9			10.4	
Confl. Peds. (#/hr)							1					1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	91	149	70	62	70	52	35	885	19	41	787	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	91	219	0	62	122	0	35	904	0	41	788	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			4		1	6		5	2	
Permitted Phases	4			4								
Detector Phase	4	4		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	25.0		5.0	25.0	
Minimum Split (s)	11.4	11.4		11.4	11.4		11.8	31.0		11.8	31.0	
Total Split (s)	31.4	31.4		31.4	31.4		18.8	66.0		18.8	66.0	
Total Split (%)	27.0%	27.0%		27.0%	27.0%		16.2%	56.8%		16.2%	56.8%	
Yellow Time (s)	3.3	3.3		3.3	3.3		3.0	4.2		3.0	4.2	
All-Red Time (s)	3.1	3.1		3.1	3.1		3.8	1.8		3.8	1.8	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4		6.8	6.0		6.8	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effct Green (s)	16.7	16.7		16.7	16.7		6.7	52.3		7.0	52.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.19	0.19		0.19	0.19		0.07	0.58		0.08	0.58	
v/c Ratio	0.40	0.67		0.39	0.39		0.28	0.87		0.31	0.75	
Control Delay	42.6	48.0		45.3	40.3		52.8	29.1		52.9	21.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	42.6	48.0		45.3	40.3		52.8	29.1		52.9	21.9	
LOS	D	D		D	D		D	C		D	C	
Approach Delay		46.4			42.0			29.9			23.4	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	54	139		37	73		23	466		26	355	
Queue Length 95th (ft)	107	225		82	133		58	#908		65	651	
Internal Link Dist (ft)		295			188			268			378	
Turn Bay Length (ft)	130			100			135			100		
Base Capacity (vph)	368	535		255	508		247	1268		247	1278	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.25	0.41		0.24	0.24		0.14	0.71		0.17	0.62	

Intersection Summary

Area Type: Other
Cycle Length: 116.2
Actuated Cycle Length: 89.8
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 30.8 Intersection LOS: C
Intersection Capacity Utilization 75.5% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: S.R. 25 & JUDD ROAD/PURDY HILL ROAD



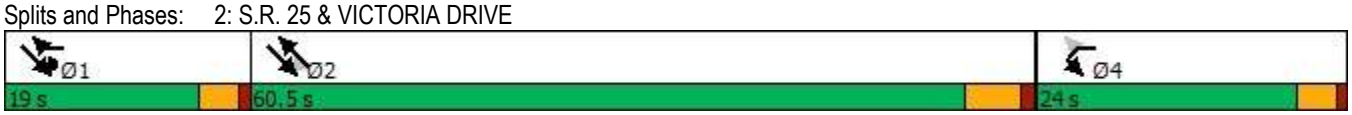
Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	3	2	13	922	904	32
Future Volume (vph)	3	2	13	922	904	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	14	11	11	11	11
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	140	250			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850			0.995	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1829	1689	1711	1801	1792	0
Flt Permitted	0.950					
Satd. Flow (perm)	1829	1689	1801	1801	1792	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		2			3	
Link Speed (mph)	30			30	30	
Link Distance (ft)	250			487	261	
Travel Time (s)	5.7			11.1	5.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	4	2	16	1138	1116	40
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	2	16	1138	1156	0
Turn Type	Prot	pm+ov	pm+pt	NA	NA	
Protected Phases	4	1	1	1 2	2	
Permitted Phases		4	1 2			
Detector Phase	4	1	1	1 2	2	
Switch Phase						
Minimum Initial (s)	9.0	5.0	5.0		15.0	
Minimum Split (s)	13.0	9.0	9.0		20.5	
Total Split (s)	24.0	19.0	19.0		60.5	
Total Split (%)	23.2%	18.4%	18.4%		58.5%	
Yellow Time (s)	3.0	3.0	3.0		4.2	
All-Red Time (s)	1.0	1.0	1.0		1.3	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	4.0	4.0	4.0		5.5	
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	None		Min	
Act Effct Green (s)	9.1	14.6	76.6	76.6	55.3	

Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Actuated g/C Ratio	0.11	0.18	0.96	0.96	0.70	
v/c Ratio	0.02	0.01	0.01	0.66	0.93	
Control Delay	35.3	17.5	0.8	3.7	26.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	35.3	17.5	0.8	3.7	26.9	
LOS	D	B	A	A	C	
Approach Delay	29.4			3.7	26.9	
Approach LOS	C			A	C	
Queue Length 50th (ft)	2	0	0	0	380	
Queue Length 95th (ft)	11	5	4	278	#847	
Internal Link Dist (ft)	170			407	181	
Turn Bay Length (ft)		140	250			
Base Capacity (vph)	463	369	1724	1724	1248	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.01	0.01	0.01	0.66	0.93	

Intersection Summary

Area Type: Other
Cycle Length: 103.5
Actuated Cycle Length: 79.5
Natural Cycle: 120
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 15.4 Intersection LOS: B
Intersection Capacity Utilization 64.9% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: S.R. 25 & VICTORIA DRIVE



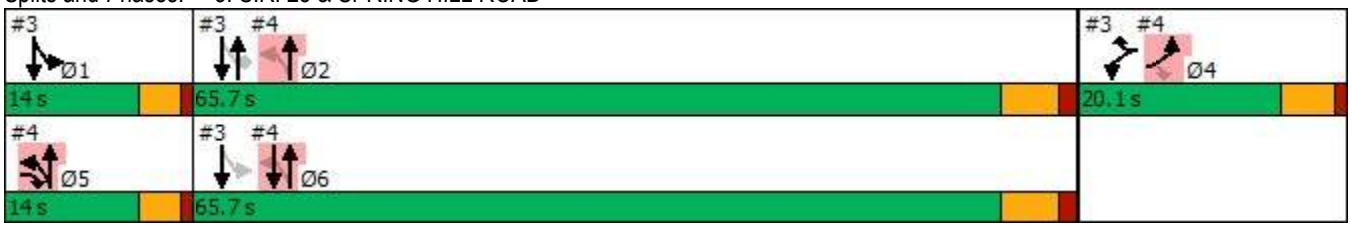
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5	Ø6
Lane Configurations								
Traffic Volume (vph)	70	34	914	83	62	876		
Future Volume (vph)	70	34	914	83	62	876		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	11	11	11	11	11	11		
Grade (%)	0%		0%			0%		
Storage Length (ft)	0	210		150	145			
Storage Lanes	1	1		1	1			
Taper Length (ft)	25				50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Ped Bike Factor								
Frt		0.850		0.850				
Flt Protected	0.950				0.950			
Satd. Flow (prot)	1711	1531	1801	1531	1711	1801		
Flt Permitted	0.950				0.103			
Satd. Flow (perm)	1711	1531	1801	1531	185	1801		
Right Turn on Red		Yes		Yes				
Satd. Flow (RTOR)		39		57				
Link Speed (mph)	30		30			30		
Link Distance (ft)	538		468			301		
Travel Time (s)	12.2		10.6			6.8		
Confl. Peds. (#/hr)								
Confl. Bikes (#/hr)								
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88		
Growth Factor	100%	100%	100%	100%	100%	100%		
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%		
Bus Blockages (#/hr)	0	0	0	0	0	0		
Parking (#/hr)								
Mid-Block Traffic (%)	0%		0%			0%		
Adj. Flow (vph)	80	39	1039	94	70	995		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	80	39	1039	94	70	995		
Turn Type	Prot	Prot	NA	Perm	pm+pt	NA		
Protected Phases	4	4	2		1	1 2 6	5	6
Permitted Phases				2	1 2 6			
Detector Phase	4	4	2	2	1	1 2 6		
Switch Phase								
Minimum Initial (s)	7.0	7.0	18.0	18.0	5.0		5.0	18.0
Minimum Split (s)	12.1	12.1	23.7	23.7	9.0		9.0	23.7
Total Split (s)	20.1	20.1	65.7	65.7	14.0		14.0	65.7
Total Split (%)	20.1%	20.1%	65.8%	65.8%	14.0%		14%	66%
Yellow Time (s)	4.1	4.1	4.3	4.3	3.0		3.0	4.3
All-Red Time (s)	1.0	1.0	1.4	1.4	1.0		1.0	1.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	5.1	5.1	5.7	5.7	4.0			
Lead/Lag			Lag	Lag	Lead		Lead	Lag
Lead-Lag Optimize?			Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None	Min	Min	None		None	Min
Act Effct Green (s)	10.1	10.1	60.6	60.6	72.0	76.9		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5	Ø6
Actuated g/C Ratio	0.11	0.11	0.66	0.66	0.78	0.83		
v/c Ratio	0.43	0.19	0.88	0.09	0.23	0.66		
Control Delay	46.9	14.7	20.1	1.3	4.4	7.2		
Queue Delay	0.0	0.0	0.3	0.0	0.0	0.2		
Total Delay	46.9	14.7	20.4	1.3	4.4	7.4		
LOS	D	B	C	A	A	A		
Approach Delay	36.3		18.8			7.2		
Approach LOS	D		B			A		
Queue Length 50th (ft)	46	0	502	1	7	201		
Queue Length 95th (ft)	89	28	#860	m3	17	380		
Internal Link Dist (ft)	458		388			221		
Turn Bay Length (ft)		210		150	145			
Base Capacity (vph)	279	282	1182	1024	311	1489		
Starvation Cap Reductn	0	0	13	0	0	0		
Spillback Cap Reductn	0	0	0	0	0	76		
Storage Cap Reductn	0	0	0	0	0	0		
Reduced v/c Ratio	0.29	0.14	0.89	0.09	0.23	0.70		

Intersection Summary

Area Type: Other
Cycle Length: 99.8
Actuated Cycle Length: 92.4
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 14.3 Intersection LOS: B
Intersection Capacity Utilization 64.9% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: S.R. 25 & SPRING HILL ROAD



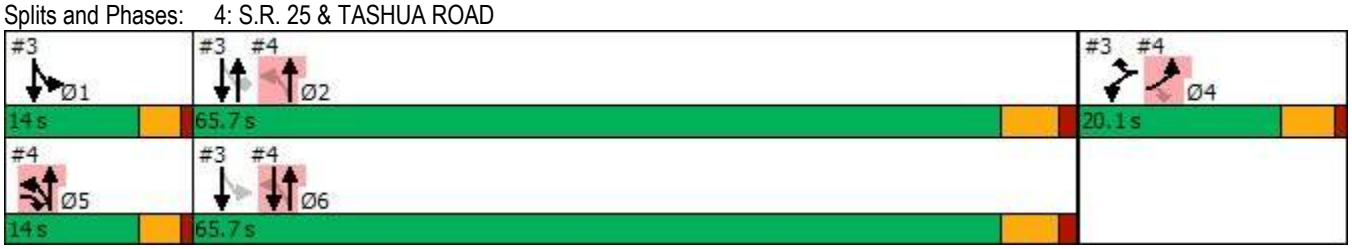
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2
Lane Configurations								
Traffic Volume (vph)	28	120	82	954	946	25		
Future Volume (vph)	28	120	82	954	946	25		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	11	11	11	11	12	12		
Grade (%)	0%			0%	0%			
Storage Length (ft)	0	0	385			0		
Storage Lanes	1	1	1			0		
Taper Length (ft)	25		75					
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Ped Bike Factor			1.00		1.00			
Frt		0.850			0.997			
Flt Protected	0.950		0.950					
Satd. Flow (prot)	1711	1531	1711	1801	1856	0		
Flt Permitted	0.950		0.116					
Satd. Flow (perm)	1711	1531	209	1801	1856	0		
Right Turn on Red		Yes				Yes		
Satd. Flow (RTOR)		124			2			
Link Speed (mph)	30			30	30			
Link Distance (ft)	244			531	468			
Travel Time (s)	5.5			12.1	10.6			
Confl. Peds. (#/hr)			1			1		
Confl. Bikes (#/hr)								
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96		
Growth Factor	100%	100%	100%	100%	100%	100%		
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%		
Bus Blockages (#/hr)	0	0	0	0	0	0		
Parking (#/hr)								
Mid-Block Traffic (%)	0%			0%	0%			
Adj. Flow (vph)	29	125	85	994	985	26		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	29	125	85	994	1011	0		
Turn Type	Prot	pm+ov	pm+pt	NA	NA			
Protected Phases	4	5	5	2 5 6	6		1	2
Permitted Phases		4	2 5 6					
Detector Phase	4	5	5	2 5 6	6			
Switch Phase								
Minimum Initial (s)	7.0	5.0	5.0		18.0		5.0	18.0
Minimum Split (s)	12.1	9.0	9.0		23.7		9.0	23.7
Total Split (s)	20.1	14.0	14.0		65.7		14.0	65.7
Total Split (%)	20.1%	14.0%	14.0%		65.8%		14%	66%
Yellow Time (s)	4.1	3.0	3.0		4.3		3.0	4.3
All-Red Time (s)	1.0	1.0	1.0		1.4		1.0	1.4
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			
Total Lost Time (s)	5.1	4.0	4.0		5.7			
Lead/Lag		Lead	Lead		Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes		Yes		Yes	Yes
Recall Mode	None	None	None		Min		None	Min
Act Effct Green (s)	10.1	22.3	72.3	74.6	60.4			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2
Actuated g/C Ratio	0.11	0.24	0.78	0.81	0.65			
v/c Ratio	0.16	0.27	0.26	0.68	0.83			
Control Delay	40.0	6.8	4.6	8.3	18.0			
Queue Delay	0.0	0.0	0.0	1.0	0.8			
Total Delay	40.0	6.8	4.6	9.4	18.8			
LOS	D	A	A	A	B			
Approach Delay	13.0			9.0	18.8			
Approach LOS	B			A	B			
Queue Length 50th (ft)	16	0	8	227	130			
Queue Length 95th (ft)	42	41	21	443	#586			
Internal Link Dist (ft)	164			451	388			
Turn Bay Length (ft)			385					
Base Capacity (vph)	279	465	327	1456	1213			
Starvation Cap Reductn	0	0	0	0	52			
Spillback Cap Reductn	0	0	0	229	0			
Storage Cap Reductn	0	0	0	0	0			
Reduced v/c Ratio	0.10	0.27	0.26	0.81	0.87			

Intersection Summary

Area Type: Other
Cycle Length: 99.8
Actuated Cycle Length: 92.4
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 13.7 Intersection LOS: B
Intersection Capacity Utilization 74.0% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: S.R. 25 & TASHUA ROAD



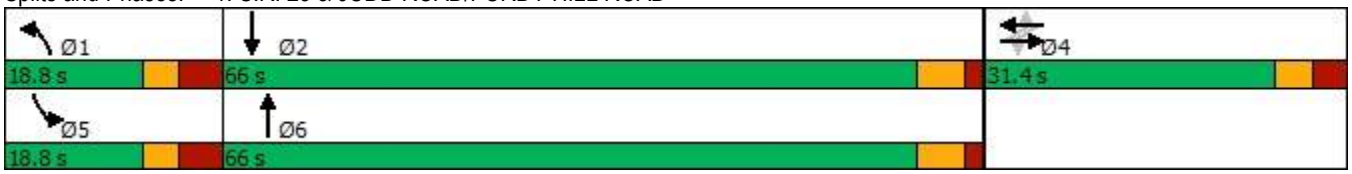
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	61	65	45	182	62	54	855	29	26	756	3
Future Volume (vph)	61	61	65	45	182	62	54	855	29	26	756	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	130		0	100		0	135		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	75			45			70			70		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor							1.00				1.00	
Frt		0.923			0.962			0.995			0.999	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1719	0	1711	1732	0	1711	1792	0	1711	1799	0
Flt Permitted	0.357			0.661			0.950			0.950		
Satd. Flow (perm)	643	1719	0	1190	1732	0	1708	1792	0	1711	1799	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								2				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		375			268			348			458	
Travel Time (s)		8.5			6.1			7.9			10.4	
Confl. Peds. (#/hr)							1					1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	65	65	69	48	194	66	57	910	31	28	804	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	65	134	0	48	260	0	57	941	0	28	807	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			4		1	6		5	2	
Permitted Phases	4			4								
Detector Phase	4	4		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	25.0		5.0	25.0	
Minimum Split (s)	11.4	11.4		11.4	11.4		11.8	31.0		11.8	31.0	
Total Split (s)	31.4	31.4		31.4	31.4		18.8	66.0		18.8	66.0	
Total Split (%)	27.0%	27.0%		27.0%	27.0%		16.2%	56.8%		16.2%	56.8%	
Yellow Time (s)	3.3	3.3		3.3	3.3		3.0	4.2		3.0	4.2	
All-Red Time (s)	3.1	3.1		3.1	3.1		3.8	1.8		3.8	1.8	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4		6.8	6.0		6.8	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effct Green (s)	18.9	18.9		18.9	18.9		7.7	60.1		6.3	55.8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.19	0.19		0.19	0.19		0.08	0.61		0.06	0.56	
v/c Ratio	0.53	0.41		0.21	0.79		0.43	0.87		0.26	0.80	
Control Delay	55.8	41.0		38.8	57.3		57.6	29.7		55.5	27.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	55.8	41.0		38.8	57.3		57.6	29.7		55.5	27.2	
LOS	E	D		D	E		E	C		E	C	
Approach Delay		45.8			54.5			31.2			28.1	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	40	80		28	168		38	540		19	417	
Queue Length 95th (ft)	92	146		65	274		83	#954		51	#769	
Internal Link Dist (ft)		295			188			268			378	
Turn Bay Length (ft)	130			100			135			100		
Base Capacity (vph)	166	444		307	448		212	1130		212	1117	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.39	0.30		0.16	0.58		0.27	0.83		0.13	0.72	

Intersection Summary

Area Type: Other
Cycle Length: 116.2
Actuated Cycle Length: 99.1
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 34.4 Intersection LOS: C
Intersection Capacity Utilization 79.9% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: S.R. 25 & JUDD ROAD/PURDY HILL ROAD



Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	30	21	5	945	984	7
Future Volume (vph)	30	21	5	945	984	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	14	11	11	11	11
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	140	250			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850			0.999	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1829	1689	1711	1801	1799	0
Flt Permitted	0.950					
Satd. Flow (perm)	1829	1689	1801	1801	1799	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		23			1	
Link Speed (mph)	30			30	30	
Link Distance (ft)	250			487	261	
Travel Time (s)	5.7			11.1	5.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	33	23	6	1050	1093	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	23	6	1050	1101	0
Turn Type	Prot	pm+ov	pm+pt	NA	NA	
Protected Phases	4	1	1	1 2	2	
Permitted Phases		4	1 2			
Detector Phase	4	1	1	1 2	2	
Switch Phase						
Minimum Initial (s)	9.0	5.0	5.0		15.0	
Minimum Split (s)	13.0	9.0	9.0		20.5	
Total Split (s)	24.0	19.0	19.0		60.5	
Total Split (%)	23.2%	18.4%	18.4%		58.5%	
Yellow Time (s)	3.0	3.0	3.0		4.2	
All-Red Time (s)	1.0	1.0	1.0		1.3	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	4.0	4.0	4.0		5.5	
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	None		Min	
Act Effct Green (s)	9.2	18.2	74.6	74.6	56.0	

Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Actuated g/C Ratio	0.11	0.22	0.89	0.89	0.67	
v/c Ratio	0.17	0.06	0.00	0.66	0.92	
Control Delay	40.0	10.0	1.6	5.3	29.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	40.0	10.0	1.6	5.3	29.7	
LOS	D	A	A	A	C	
Approach Delay	27.6			5.3	29.7	
Approach LOS	C			A	C	
Queue Length 50th (ft)	18	0	1	193	~697	
Queue Length 95th (ft)	47	18	2	310	#944	
Internal Link Dist (ft)	170			407	181	
Turn Bay Length (ft)		140	250			
Base Capacity (vph)	444	467	1602	1602	1202	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.07	0.05	0.00	0.66	0.92	

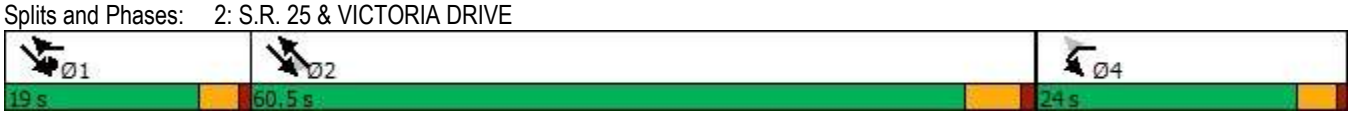
Intersection Summary

Area Type: Other
Cycle Length: 103.5
Actuated Cycle Length: 83.8
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 18.0 Intersection LOS: B
Intersection Capacity Utilization 67.6% ICU Level of Service C
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: S.R. 25 & VICTORIA DRIVE



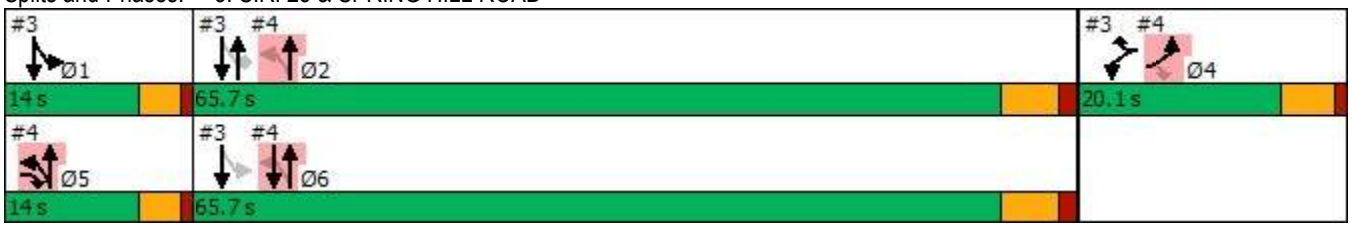
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5	Ø6
Lane Configurations								
Traffic Volume (vph)	132	57	970	133	66	863		
Future Volume (vph)	132	57	970	133	66	863		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	11	11	11	11	11	11		
Grade (%)	0%		0%			0%		
Storage Length (ft)	0	210		150	145			
Storage Lanes	1	1		1	1			
Taper Length (ft)	25				50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Ped Bike Factor								
Frt		0.850		0.850				
Flt Protected	0.950				0.950			
Satd. Flow (prot)	1711	1531	1801	1531	1711	1801		
Flt Permitted	0.950				0.067			
Satd. Flow (perm)	1711	1531	1801	1531	121	1801		
Right Turn on Red		Yes		Yes				
Satd. Flow (RTOR)		63		87				
Link Speed (mph)	30		30			30		
Link Distance (ft)	538		468			301		
Travel Time (s)	12.2		10.6			6.8		
Confl. Peds. (#/hr)								
Confl. Bikes (#/hr)								
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91		
Growth Factor	100%	100%	100%	100%	100%	100%		
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%		
Bus Blockages (#/hr)	0	0	0	0	0	0		
Parking (#/hr)								
Mid-Block Traffic (%)	0%		0%			0%		
Adj. Flow (vph)	145	63	1066	146	73	948		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	145	63	1066	146	73	948		
Turn Type	Prot	Prot	NA	Perm	pm+pt	NA		
Protected Phases	4	4	2		1	1 2 6	5	6
Permitted Phases				2	1 2 6			
Detector Phase	4	4	2	2	1	1 2 6		
Switch Phase								
Minimum Initial (s)	7.0	7.0	18.0	18.0	5.0		5.0	18.0
Minimum Split (s)	12.1	12.1	23.7	23.7	9.0		9.0	23.7
Total Split (s)	20.1	20.1	65.7	65.7	14.0		14.0	65.7
Total Split (%)	20.1%	20.1%	65.8%	65.8%	14.0%		14%	66%
Yellow Time (s)	4.1	4.1	4.3	4.3	3.0		3.0	4.3
All-Red Time (s)	1.0	1.0	1.4	1.4	1.0		1.0	1.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	5.1	5.1	5.7	5.7	4.0			
Lead/Lag			Lag	Lag	Lead		Lead	Lag
Lead-Lag Optimize?			Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None	Min	Min	None		None	Min
Act Effct Green (s)	12.7	12.7	60.0	60.0	71.7	75.7		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5	Ø6
Actuated g/C Ratio	0.13	0.13	0.62	0.62	0.74	0.78		
v/c Ratio	0.65	0.25	0.96	0.15	0.29	0.68		
Control Delay	54.7	12.6	27.7	1.7	9.2	8.6		
Queue Delay	0.0	0.0	14.4	0.0	0.0	9.7		
Total Delay	54.7	12.6	42.2	1.7	9.2	18.3		
LOS	D	B	D	A	A	B		
Approach Delay	41.9		37.3			17.7		
Approach LOS	D		D			B		
Queue Length 50th (ft)	87	0	613	2	9	234		
Queue Length 95th (ft)	151	37	#942	m5	33	379		
Internal Link Dist (ft)	458		388			221		
Turn Bay Length (ft)		210		150	145			
Base Capacity (vph)	263	288	1108	976	252	1399		
Starvation Cap Reductn	0	0	70	0	0	0		
Spillback Cap Reductn	0	0	0	0	0	424		
Storage Cap Reductn	0	0	0	0	0	0		
Reduced v/c Ratio	0.55	0.22	1.03	0.15	0.29	0.97		

Intersection Summary

Area Type: Other
Cycle Length: 99.8
Actuated Cycle Length: 97.5
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.14
Intersection Signal Delay: 29.5 Intersection LOS: C
Intersection Capacity Utilization 69.7% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: S.R. 25 & SPRING HILL ROAD



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2
Lane Configurations								
Traffic Volume (vph)	68	123	107	950	1030	44		
Future Volume (vph)	68	123	107	950	1030	44		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	11	11	11	11	12	12		
Grade (%)	0%			0%	0%			
Storage Length (ft)	0	0	385			0		
Storage Lanes	1	1	1			0		
Taper Length (ft)	25		75					
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Ped Bike Factor			1.00		1.00			
Frt		0.850			0.994			
Flt Protected	0.950		0.950					
Satd. Flow (prot)	1711	1531	1711	1801	1850	0		
Flt Permitted	0.950		0.067					
Satd. Flow (perm)	1711	1531	121	1801	1850	0		
Right Turn on Red		Yes				Yes		
Satd. Flow (RTOR)		69			4			
Link Speed (mph)	30			30	30			
Link Distance (ft)	244			531	468			
Travel Time (s)	5.5			12.1	10.6			
Confl. Peds. (#/hr)			1			1		
Confl. Bikes (#/hr)								
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83		
Growth Factor	100%	100%	100%	100%	100%	100%		
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%		
Bus Blockages (#/hr)	0	0	0	0	0	0		
Parking (#/hr)								
Mid-Block Traffic (%)	0%			0%	0%			
Adj. Flow (vph)	82	148	129	1145	1241	53		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	82	148	129	1145	1294	0		
Turn Type	Prot	pm+ov	pm+pt	NA	NA			
Protected Phases	4	5	5	2 5 6	6		1	2
Permitted Phases		4	2 5 6					
Detector Phase	4	5	5	2 5 6	6			
Switch Phase								
Minimum Initial (s)	7.0	5.0	5.0		18.0		5.0	18.0
Minimum Split (s)	12.1	9.0	9.0		23.7		9.0	23.7
Total Split (s)	20.1	14.0	14.0		65.7		14.0	65.7
Total Split (%)	20.1%	14.0%	14.0%		65.8%		14%	66%
Yellow Time (s)	4.1	3.0	3.0		4.3		3.0	4.3
All-Red Time (s)	1.0	1.0	1.0		1.4		1.0	1.4
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			
Total Lost Time (s)	5.1	4.0	4.0		5.7			
Lead/Lag		Lead	Lead		Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes		Yes		Yes	Yes
Recall Mode	None	None	None		Min		None	Min
Act Effct Green (s)	12.7	27.8	71.7	74.0	60.0			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2
Actuated g/C Ratio	0.13	0.29	0.74	0.76	0.62			
v/c Ratio	0.37	0.31	0.51	0.84	1.14			
Control Delay	43.5	16.5	21.7	15.8	91.0			
Queue Delay	0.0	0.0	0.0	13.2	0.0			
Total Delay	43.5	16.5	21.7	29.0	91.0			
LOS	D	B	C	C	F			
Approach Delay	26.1			28.3	91.0			
Approach LOS	C			C	F			
Queue Length 50th (ft)	47	37	24	405	~967			
Queue Length 95th (ft)	85	76	73	531	#1094			
Internal Link Dist (ft)	164			451	388			
Turn Bay Length (ft)			385					
Base Capacity (vph)	263	485	252	1367	1140			
Starvation Cap Reductn	0	0	0	0	0			
Spillback Cap Reductn	0	0	0	225	0			
Storage Cap Reductn	0	0	0	0	0			
Reduced v/c Ratio	0.31	0.31	0.51	1.00	1.14			

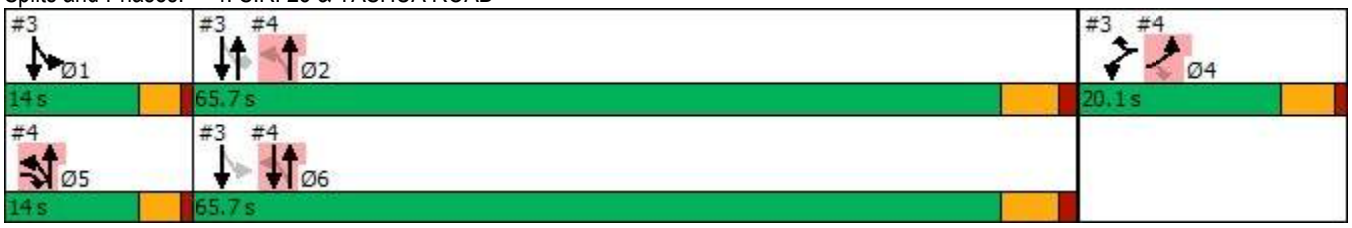
Intersection Summary

Area Type: Other
Cycle Length: 99.8
Actuated Cycle Length: 97.5
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.14
Intersection Signal Delay: 57.1 Intersection LOS: E
Intersection Capacity Utilization 81.0% ICU Level of Service D
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: S.R. 25 & TASHUA ROAD



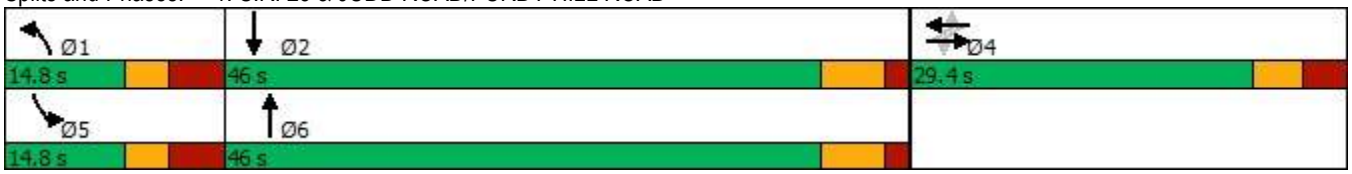
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	70	65	64	82	47	51	734	29	34	734	4
Future Volume (vph)	65	70	65	64	82	47	51	734	29	34	734	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	130		0	100		0	135		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	75			45			70			70		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor							1.00				1.00	
Frt		0.928			0.945			0.994			0.999	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1729	0	1711	1702	0	1711	1790	0	1711	1799	0
Flt Permitted	0.658			0.654			0.950			0.950		
Satd. Flow (perm)	1185	1729	0	1178	1702	0	1708	1790	0	1711	1799	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								3				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		375			268			348			458	
Travel Time (s)		8.5			6.1			7.9			10.4	
Confl. Peds. (#/hr)							1					1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	78	84	78	77	99	57	61	884	35	41	884	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	78	162	0	77	156	0	61	919	0	41	889	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			4		1	6		5	2	
Permitted Phases	4			4								
Detector Phase	4	4		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	25.0		5.0	25.0	
Minimum Split (s)	11.4	11.4		11.4	11.4		11.8	31.0		11.8	31.0	
Total Split (s)	29.4	29.4		29.4	29.4		14.8	46.0		14.8	46.0	
Total Split (%)	32.6%	32.6%		32.6%	32.6%		16.4%	51.0%		16.4%	51.0%	
Yellow Time (s)	3.3	3.3		3.3	3.3		3.0	4.2		3.0	4.2	
All-Red Time (s)	3.1	3.1		3.1	3.1		3.8	1.8		3.8	1.8	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4		6.8	6.0		6.8	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effct Green (s)	11.6	11.6		11.6	11.6		6.7	41.2		6.2	40.8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.16	0.16		0.16	0.16		0.09	0.57		0.09	0.56	
v/c Ratio	0.41	0.59		0.41	0.58		0.39	0.91		0.28	0.88	
Control Delay	36.2	38.9		36.2	38.6		42.0	32.8		39.9	30.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	36.2	38.9		36.2	38.6		42.0	32.8		39.9	30.5	
LOS	D	D		D	D		D	C		D	C	
Approach Delay		38.0			37.8			33.4			30.9	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	35	75		34	72		29	405		19	390	
Queue Length 95th (ft)	70	123		69	119		63	#685		47	#646	
Internal Link Dist (ft)		295			188			268			378	
Turn Bay Length (ft)	130			100			135			100		
Base Capacity (vph)	381	557		379	548		191	1012		191	1007	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.20	0.29		0.20	0.28		0.32	0.91		0.21	0.88	

Intersection Summary

Area Type: Other
Cycle Length: 90.2
Actuated Cycle Length: 72.9
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 33.3 Intersection LOS: C
Intersection Capacity Utilization 69.9% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: S.R. 25 & JUDD ROAD/PURDY HILL ROAD



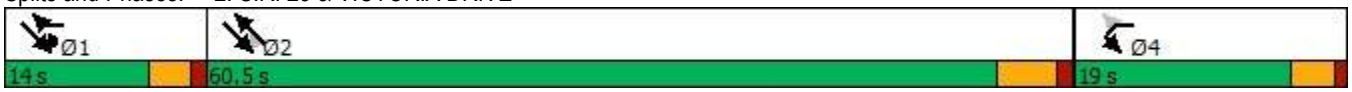
Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	47	30	7	702	785	41
Future Volume (vph)	47	30	7	702	785	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	14	11	11	11	11
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	140	250			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850			0.993	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1829	1689	1711	1801	1788	0
Flt Permitted	0.950					
Satd. Flow (perm)	1829	1689	1801	1801	1788	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		32			5	
Link Speed (mph)	30			30	30	
Link Distance (ft)	250			487	261	
Travel Time (s)	5.7			11.1	5.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	50	32	7	747	835	44
Shared Lane Traffic (%)						
Lane Group Flow (vph)	50	32	7	747	879	0
Turn Type	Prot	pm+ov	pm+pt	NA	NA	
Protected Phases	4	1	1	1 2	2	
Permitted Phases		4	1 2			
Detector Phase	4	1	1	1 2	2	
Switch Phase						
Minimum Initial (s)	9.0	5.0	5.0		15.0	
Minimum Split (s)	13.0	9.0	9.0		20.5	
Total Split (s)	19.0	14.0	14.0		60.5	
Total Split (%)	20.3%	15.0%	15.0%		64.7%	
Yellow Time (s)	3.0	3.0	3.0		4.2	
All-Red Time (s)	1.0	1.0	1.0		1.3	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	4.0	4.0	4.0		5.5	
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	None		Min	
Act Effct Green (s)	10.3	14.3	59.9	59.9	42.8	

Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Actuated g/C Ratio	0.15	0.21	0.88	0.88	0.63	
v/c Ratio	0.18	0.08	0.00	0.47	0.78	
Control Delay	36.4	10.0	1.7	3.3	16.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	36.4	10.0	1.7	3.3	16.4	
LOS	D	A	A	A	B	
Approach Delay	26.1			3.3	16.4	
Approach LOS	C			A	B	
Queue Length 50th (ft)	24	0	1	98	317	
Queue Length 95th (ft)	61	21	3	148	492	
Internal Link Dist (ft)	170			407	181	
Turn Bay Length (ft)		140	250			
Base Capacity (vph)	463	462	1587	1606	1402	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.11	0.07	0.00	0.47	0.63	

Intersection Summary

Area Type: Other
Cycle Length: 93.5
Actuated Cycle Length: 68
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 11.1 Intersection LOS: B
Intersection Capacity Utilization 59.2% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 2: S.R. 25 & VICTORIA DRIVE



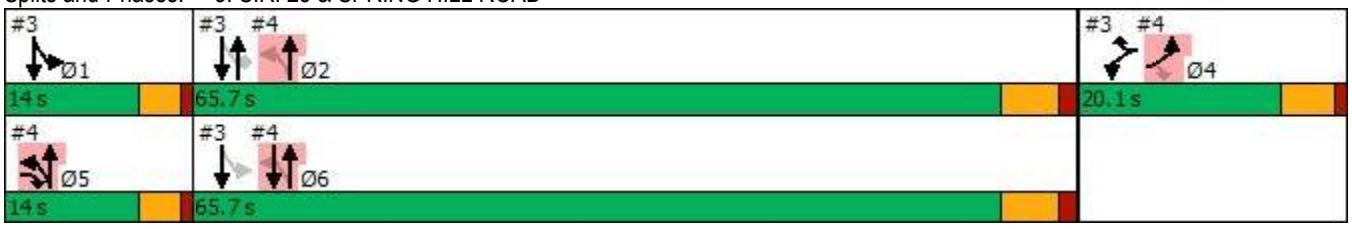
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5	Ø6
Lane Configurations								
Traffic Volume (vph)	163	104	838	162	120	760		
Future Volume (vph)	163	104	838	162	120	760		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	11	11	11	11	11	11		
Grade (%)	0%		0%			0%		
Storage Length (ft)	0	210		150	145			
Storage Lanes	1	1		1	1			
Taper Length (ft)	25				50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Ped Bike Factor	1.00							
Frt		0.850		0.850				
Flt Protected	0.950				0.950			
Satd. Flow (prot)	1711	1531	1801	1531	1711	1801		
Flt Permitted	0.950				0.150			
Satd. Flow (perm)	1705	1531	1801	1531	270	1801		
Right Turn on Red		Yes		Yes				
Satd. Flow (RTOR)		112		122				
Link Speed (mph)	30		30			30		
Link Distance (ft)	538		468			301		
Travel Time (s)	12.2		10.6			6.8		
Confl. Peds. (#/hr)	1							
Confl. Bikes (#/hr)								
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93		
Growth Factor	100%	100%	100%	100%	100%	100%		
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%		
Bus Blockages (#/hr)	0	0	0	0	0	0		
Parking (#/hr)								
Mid-Block Traffic (%)	0%		0%			0%		
Adj. Flow (vph)	175	112	901	174	129	817		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	175	112	901	174	129	817		
Turn Type	Prot	Prot	NA	Perm	pm+pt	NA		
Protected Phases	4	4	2		1	1 2 6	5	6
Permitted Phases				2	1 2 6			
Detector Phase	4	4	2	2	1	1 2 6		
Switch Phase								
Minimum Initial (s)	7.0	7.0	18.0	18.0	5.0		5.0	18.0
Minimum Split (s)	12.1	12.1	23.7	23.7	9.0		9.0	23.7
Total Split (s)	20.1	20.1	65.7	65.7	14.0		14.0	65.7
Total Split (%)	20.1%	20.1%	65.8%	65.8%	14.0%		14%	66%
Yellow Time (s)	4.1	4.1	4.3	4.3	3.0		3.0	4.3
All-Red Time (s)	1.0	1.0	1.4	1.4	1.0		1.0	1.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	5.1	5.1	5.7	5.7	4.0			
Lead/Lag			Lag	Lag	Lead		Lead	Lag
Lead-Lag Optimize?			Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None	Min	Min	None		None	Min
Act Effct Green (s)	13.6	13.6	60.0	60.0	71.7	75.7		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5	Ø6
Actuated g/C Ratio	0.14	0.14	0.61	0.61	0.73	0.77		
v/c Ratio	0.74	0.36	0.82	0.18	0.38	0.59		
Control Delay	60.3	11.1	15.1	1.3	6.5	7.1		
Queue Delay	0.0	0.0	3.9	0.0	0.0	2.0		
Total Delay	60.3	11.1	19.0	1.3	6.5	9.1		
LOS	E	B	B	A	A	A		
Approach Delay	41.1		16.2			8.8		
Approach LOS	D		B			A		
Queue Length 50th (ft)	107	0	335	1	18	189		
Queue Length 95th (ft)	#195	48	512	m5	31	276		
Internal Link Dist (ft)	458		388			221		
Turn Bay Length (ft)		210		150	145			
Base Capacity (vph)	261	328	1098	981	343	1386		
Starvation Cap Reductn	0	0	128	0	0	0		
Spillback Cap Reductn	0	0	0	0	0	400		
Storage Cap Reductn	0	0	0	0	0	0		
Reduced v/c Ratio	0.67	0.34	0.93	0.18	0.38	0.83		

Intersection Summary

Area Type: Other
Cycle Length: 99.8
Actuated Cycle Length: 98.4
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 16.2 Intersection LOS: B
Intersection Capacity Utilization 72.1% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: S.R. 25 & SPRING HILL ROAD



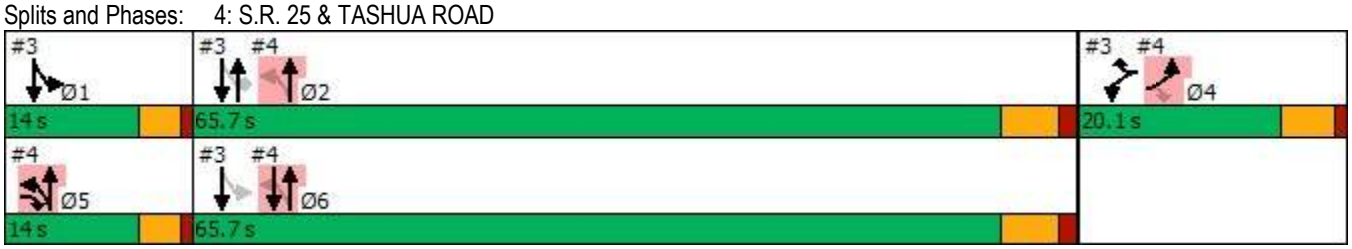
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2
Lane Configurations								
Traffic Volume (vph)	69	99	115	941	893	51		
Future Volume (vph)	69	99	115	941	893	51		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	11	11	11	11	12	12		
Grade (%)	0%			0%	0%			
Storage Length (ft)	0	0	385			0		
Storage Lanes	1	1	1			0		
Taper Length (ft)	25		75					
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Ped Bike Factor								
Frt		0.850			0.993			
Flt Protected	0.950		0.950					
Satd. Flow (prot)	1711	1531	1711	1801	1850	0		
Flt Permitted	0.950		0.067					
Satd. Flow (perm)	1711	1531	121	1801	1850	0		
Right Turn on Red		Yes				Yes		
Satd. Flow (RTOR)		108			5			
Link Speed (mph)	30			30	30			
Link Distance (ft)	244			531	468			
Travel Time (s)	5.5			12.1	10.6			
Confl. Peds. (#/hr)								
Confl. Bikes (#/hr)								
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85		
Growth Factor	100%	100%	100%	100%	100%	100%		
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%		
Bus Blockages (#/hr)	0	0	0	0	0	0		
Parking (#/hr)								
Mid-Block Traffic (%)	0%			0%	0%			
Adj. Flow (vph)	81	116	135	1107	1051	60		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	81	116	135	1107	1111	0		
Turn Type	Prot	pm+ov	pm+pt	NA	NA			
Protected Phases	4	5	5	2 5 6	6		1	2
Permitted Phases		4	2 5 6					
Detector Phase	4	5	5	2 5 6	6			
Switch Phase								
Minimum Initial (s)	7.0	5.0	5.0		18.0		5.0	18.0
Minimum Split (s)	12.1	9.0	9.0		23.7		9.0	23.7
Total Split (s)	20.1	14.0	14.0		65.7		14.0	65.7
Total Split (%)	20.1%	14.0%	14.0%		65.8%		14%	66%
Yellow Time (s)	4.1	3.0	3.0		4.3		3.0	4.3
All-Red Time (s)	1.0	1.0	1.0		1.4		1.0	1.4
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			
Total Lost Time (s)	5.1	4.0	4.0		5.7			
Lead/Lag		Lead	Lead		Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes		Yes		Yes	Yes
Recall Mode	None	None	None		Min		None	Min
Act Effct Green (s)	13.6	28.7	71.7	74.0	60.0			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2
Actuated g/C Ratio	0.14	0.29	0.73	0.75	0.61			
v/c Ratio	0.34	0.22	0.54	0.82	0.98			
Control Delay	42.6	7.2	23.6	14.8	41.9			
Queue Delay	0.0	0.0	0.0	2.0	0.0			
Total Delay	42.6	7.2	23.6	16.8	41.9			
LOS	D	A	C	B	D			
Approach Delay	21.8			17.5	41.9			
Approach LOS	C			B	D			
Queue Length 50th (ft)	47	4	29	396	689			
Queue Length 95th (ft)	87	38	82	523	#897			
Internal Link Dist (ft)	164			451	388			
Turn Bay Length (ft)			385					
Base Capacity (vph)	261	522	249	1354	1130			
Starvation Cap Reductn	0	0	0	0	0			
Spillback Cap Reductn	0	0	0	127	0			
Storage Cap Reductn	0	0	0	0	0			
Reduced v/c Ratio	0.31	0.22	0.54	0.90	0.98			

Intersection Summary

Area Type: Other
Cycle Length: 99.8
Actuated Cycle Length: 98.4
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 28.5 Intersection LOS: C
Intersection Capacity Utilization 74.6% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: S.R. 25 & TASHUA ROAD



CAPACITY ANALYSIS WORKSHEETS

No-Build Conditions
With Anticipated Improvements

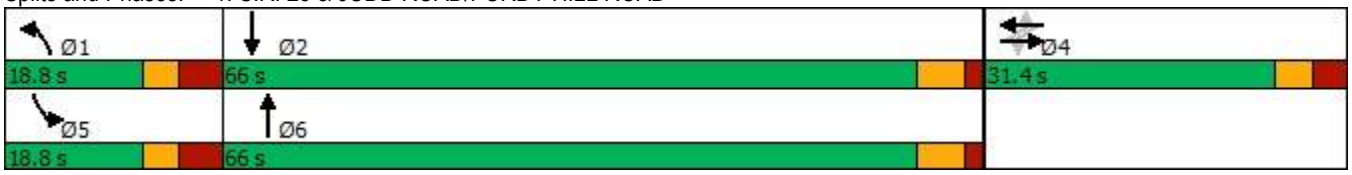
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	142	66	59	66	49	34	839	18	39	747	1
Future Volume (vph)	87	142	66	59	66	49	34	839	18	39	747	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	130		0	100		0	135		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	75			45			70			70		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor							1.00				1.00	
Frt		0.952			0.936			0.997				
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1773	0	1711	1685	0	1711	1795	0	1711	1801	0
Flt Permitted	0.677			0.444			0.950			0.950		
Satd. Flow (perm)	1219	1773	0	799	1685	0	1708	1795	0	1711	1801	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								1				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		375			268			348			458	
Travel Time (s)		8.5			6.1			7.9			10.4	
Confl. Peds. (#/hr)							1					1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	94	153	71	63	71	53	37	902	19	42	803	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	94	224	0	63	124	0	37	921	0	42	804	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			4		1	6		5	2	
Permitted Phases	4			4								
Detector Phase	4	4		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	25.0		5.0	25.0	
Minimum Split (s)	11.4	11.4		11.4	11.4		11.8	31.0		11.8	31.0	
Total Split (s)	31.4	31.4		31.4	31.4		18.8	66.0		18.8	66.0	
Total Split (%)	27.0%	27.0%		27.0%	27.0%		16.2%	56.8%		16.2%	56.8%	
Yellow Time (s)	3.3	3.3		3.3	3.3		3.0	4.2		3.0	4.2	
All-Red Time (s)	3.1	3.1		3.1	3.1		3.8	1.8		3.8	1.8	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4		6.8	6.0		6.8	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effct Green (s)	16.9	16.9		16.9	16.9		6.7	55.1		7.0	55.3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.18	0.18		0.18	0.18		0.07	0.59		0.08	0.60	
v/c Ratio	0.43	0.70		0.43	0.41		0.30	0.86		0.33	0.75	
Control Delay	43.6	50.1		47.6	40.8		53.7	29.0		53.9	22.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	43.6	50.1		47.6	40.8		53.7	29.0		53.9	22.1	
LOS	D	D		D	D		D	C		D	C	
Approach Delay		48.2			43.1			30.0			23.7	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	57	142		38	74		24	490		27	373	
Queue Length 95th (ft)	111	231		83	134		61	#935		66	#685	
Internal Link Dist (ft)		295			188			268			378	
Turn Bay Length (ft)	130			100			135			100		
Base Capacity (vph)	346	503		227	478		233	1223		233	1231	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.27	0.45		0.28	0.26		0.16	0.75		0.18	0.65	

Intersection Summary

Area Type: Other
Cycle Length: 116.2
Actuated Cycle Length: 92.7
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 31.2 Intersection LOS: C
Intersection Capacity Utilization 76.6% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: S.R. 25 & JUDD ROAD/PURDY HILL ROAD



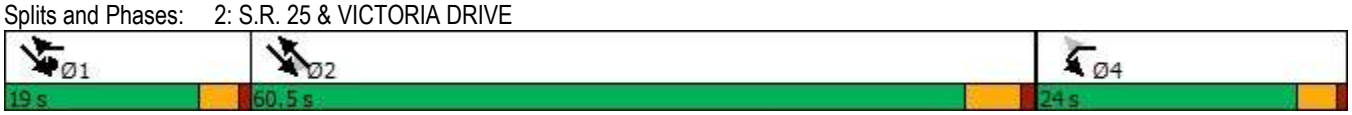
Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	3	2	13	940	922	33
Future Volume (vph)	3	2	13	940	922	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	14	11	11	11	11
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	140	250			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850			0.995	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1829	1689	1711	1801	1792	0
Flt Permitted	0.950					
Satd. Flow (perm)	1829	1689	1801	1801	1792	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		2			3	
Link Speed (mph)	30			30	30	
Link Distance (ft)	250			487	261	
Travel Time (s)	5.7			11.1	5.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	4	2	16	1160	1138	41
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	2	16	1160	1179	0
Turn Type	Prot	pm+ov	pm+pt	NA	NA	
Protected Phases	4	1	1	1 2	2	
Permitted Phases		4	1 2			
Detector Phase	4	1	1	1 2	2	
Switch Phase						
Minimum Initial (s)	7.0	5.0	5.0		18.0	
Minimum Split (s)	11.0	9.0	9.0		23.5	
Total Split (s)	24.0	19.0	19.0		60.5	
Total Split (%)	23.2%	18.4%	18.4%		58.5%	
Yellow Time (s)	3.0	3.0	3.0		4.2	
All-Red Time (s)	1.0	1.0	1.0		1.3	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	4.0	4.0	4.0		5.5	
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	None		Min	
Act Effct Green (s)	7.0	16.2	78.2	78.2	55.2	

Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Actuated g/C Ratio	0.09	0.20	0.97	0.97	0.68	
v/c Ratio	0.03	0.01	0.01	0.67	0.96	
Control Delay	36.7	17.5	0.6	3.6	33.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	36.7	17.5	0.6	3.6	33.3	
LOS	D	B	A	A	C	
Approach Delay	30.3			3.5	33.3	
Approach LOS	C			A	C	
Queue Length 50th (ft)	2	0	0	0	443	
Queue Length 95th (ft)	11	5	3	241	#842	
Internal Link Dist (ft)	170			407	181	
Turn Bay Length (ft)		140	250			
Base Capacity (vph)	453	356	1723	1723	1223	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.01	0.01	0.01	0.67	0.96	

Intersection Summary

Area Type: Other
Cycle Length: 103.5
Actuated Cycle Length: 80.9
Natural Cycle: 120
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 18.5 Intersection LOS: B
Intersection Capacity Utilization 64.3% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: S.R. 25 & VICTORIA DRIVE



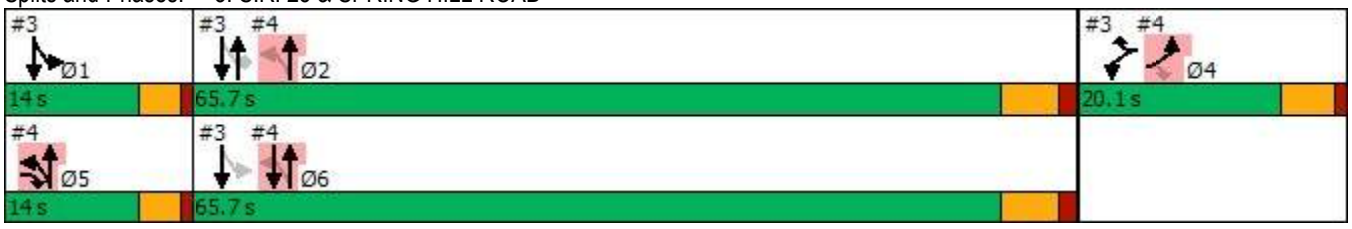
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5	Ø6
Lane Configurations								
Traffic Volume (vph)	71	35	932	85	63	894		
Future Volume (vph)	71	35	932	85	63	894		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	11	11	11	11	11	11		
Grade (%)	0%		0%			0%		
Storage Length (ft)	0	210		150	145			
Storage Lanes	1	1		1	1			
Taper Length (ft)	25				50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Ped Bike Factor								
Frt		0.850		0.850				
Flt Protected	0.950				0.950			
Satd. Flow (prot)	1711	1531	1801	1531	1711	1801		
Flt Permitted	0.950				0.095			
Satd. Flow (perm)	1711	1531	1801	1531	171	1801		
Right Turn on Red		Yes		Yes				
Satd. Flow (RTOR)		40		58				
Link Speed (mph)	30		30			30		
Link Distance (ft)	538		468			301		
Travel Time (s)	12.2		10.6			6.8		
Confl. Peds. (#/hr)								
Confl. Bikes (#/hr)								
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88		
Growth Factor	100%	100%	100%	100%	100%	100%		
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%		
Bus Blockages (#/hr)	0	0	0	0	0	0		
Parking (#/hr)								
Mid-Block Traffic (%)	0%		0%			0%		
Adj. Flow (vph)	81	40	1059	97	72	1016		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	81	40	1059	97	72	1016		
Turn Type	Prot	Prot	NA	Perm	pm+pt	NA		
Protected Phases	4	4	2		1	1 2 6	5	6
Permitted Phases				2	1 2 6			
Detector Phase	4	4	2	2	1	1 2 6		
Switch Phase								
Minimum Initial (s)	7.0	7.0	18.0	18.0	5.0		5.0	18.0
Minimum Split (s)	12.1	12.1	23.7	23.7	9.0		9.0	23.7
Total Split (s)	20.1	20.1	65.7	65.7	14.0		14.0	65.7
Total Split (%)	20.1%	20.1%	65.8%	65.8%	14.0%		14%	66%
Yellow Time (s)	4.1	4.1	4.3	4.3	3.0		3.0	4.3
All-Red Time (s)	1.0	1.0	1.4	1.4	1.0		1.0	1.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	5.1	5.1	5.7	5.7	4.0			
Lead/Lag			Lag	Lag	Lead		Lead	Lag
Lead-Lag Optimize?			Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None	Min	Min	None		None	Min
Act Effct Green (s)	10.1	10.1	61.1	61.1	72.0	77.0		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5	Ø6
Actuated g/C Ratio	0.11	0.11	0.66	0.66	0.78	0.83		
v/c Ratio	0.44	0.20	0.89	0.09	0.25	0.68		
Control Delay	47.0	14.7	20.9	1.3	4.8	7.5		
Queue Delay	0.0	0.0	0.4	0.0	0.0	0.2		
Total Delay	47.0	14.7	21.3	1.3	4.8	7.7		
LOS	D	B	C	A	A	A		
Approach Delay	36.3		19.6			7.5		
Approach LOS	D		B			A		
Queue Length 50th (ft)	47	0	527	1	7	213		
Queue Length 95th (ft)	90	29	#888	m3	18	401		
Internal Link Dist (ft)	458		388			221		
Turn Bay Length (ft)		210		150	145			
Base Capacity (vph)	279	283	1190	1031	301	1497		
Starvation Cap Reductn	0	0	13	0	0	0		
Spillback Cap Reductn	0	0	0	0	0	80		
Storage Cap Reductn	0	0	0	0	0	0		
Reduced v/c Ratio	0.29	0.14	0.90	0.09	0.24	0.72		

Intersection Summary

Area Type: Other
Cycle Length: 99.8
Actuated Cycle Length: 92.5
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 14.9 Intersection LOS: B
Intersection Capacity Utilization 65.8% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: S.R. 25 & SPRING HILL ROAD



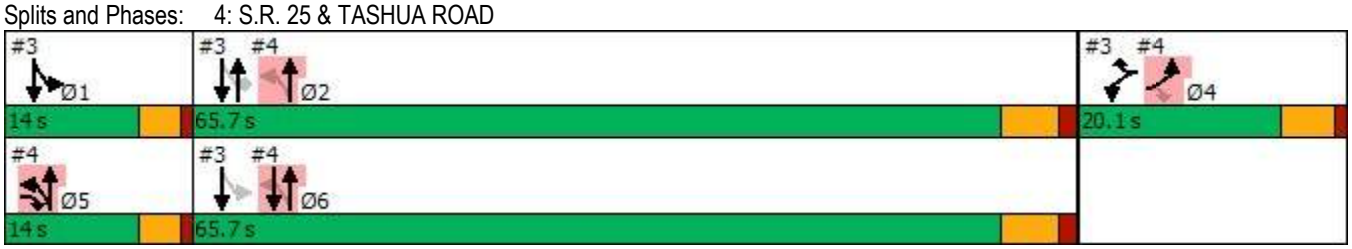
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2
Lane Configurations								
Traffic Volume (vph)	29	122	84	973	965	26		
Future Volume (vph)	29	122	84	973	965	26		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	11	11	11	11	12	12		
Grade (%)	0%			0%	0%			
Storage Length (ft)	0	0	385			0		
Storage Lanes	1	1	1			0		
Taper Length (ft)	25		75					
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Ped Bike Factor			1.00		1.00			
Frt		0.850			0.996			
Flt Protected	0.950		0.950					
Satd. Flow (prot)	1711	1531	1711	1801	1854	0		
Flt Permitted	0.950		0.102					
Satd. Flow (perm)	1711	1531	184	1801	1854	0		
Right Turn on Red		Yes				Yes		
Satd. Flow (RTOR)		119			2			
Link Speed (mph)	30			30	30			
Link Distance (ft)	244			531	468			
Travel Time (s)	5.5			12.1	10.6			
Confl. Peds. (#/hr)			1			1		
Confl. Bikes (#/hr)								
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96		
Growth Factor	100%	100%	100%	100%	100%	100%		
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%		
Bus Blockages (#/hr)	0	0	0	0	0	0		
Parking (#/hr)								
Mid-Block Traffic (%)	0%			0%	0%			
Adj. Flow (vph)	30	127	88	1014	1005	27		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	30	127	88	1014	1032	0		
Turn Type	Prot	pm+ov	pm+pt	NA	NA			
Protected Phases	4	5	5	2 5 6	6		1	2
Permitted Phases		4	2 5 6					
Detector Phase	4	5	5	2 5 6	6			
Switch Phase								
Minimum Initial (s)	7.0	5.0	5.0		18.0		5.0	18.0
Minimum Split (s)	12.1	9.0	9.0		23.7		9.0	23.7
Total Split (s)	20.1	14.0	14.0		65.7		14.0	65.7
Total Split (%)	20.1%	14.0%	14.0%		65.8%		14%	66%
Yellow Time (s)	4.1	3.0	3.0		4.3		3.0	4.3
All-Red Time (s)	1.0	1.0	1.0		1.4		1.0	1.4
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			
Total Lost Time (s)	5.1	4.0	4.0		5.7			
Lead/Lag		Lead	Lead		Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes		Yes		Yes	Yes
Recall Mode	None	None	None		Min		None	Min
Act Effct Green (s)	10.1	22.4	72.8	75.1	60.4			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2
Actuated g/C Ratio	0.11	0.24	0.79	0.81	0.65			
v/c Ratio	0.16	0.28	0.28	0.69	0.85			
Control Delay	40.1	7.7	5.1	8.6	18.9			
Queue Delay	0.0	0.0	0.0	1.2	1.1			
Total Delay	40.1	7.7	5.1	9.8	20.0			
LOS	D	A	A	A	B			
Approach Delay	13.9			9.4	20.0			
Approach LOS	B			A	B			
Queue Length 50th (ft)	17	4	9	238	132			
Queue Length 95th (ft)	44	45	22	467	#727			
Internal Link Dist (ft)	164			451	388			
Turn Bay Length (ft)			385					
Base Capacity (vph)	279	462	311	1464	1210			
Starvation Cap Reductn	0	0	0	0	52			
Spillback Cap Reductn	0	0	0	233	0			
Storage Cap Reductn	0	0	0	0	0			
Reduced v/c Ratio	0.11	0.27	0.28	0.82	0.89			

Intersection Summary

Area Type: Other
Cycle Length: 99.8
Actuated Cycle Length: 92.5
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 14.5 Intersection LOS: B
Intersection Capacity Utilization 75.2% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: S.R. 25 & TASHUA ROAD



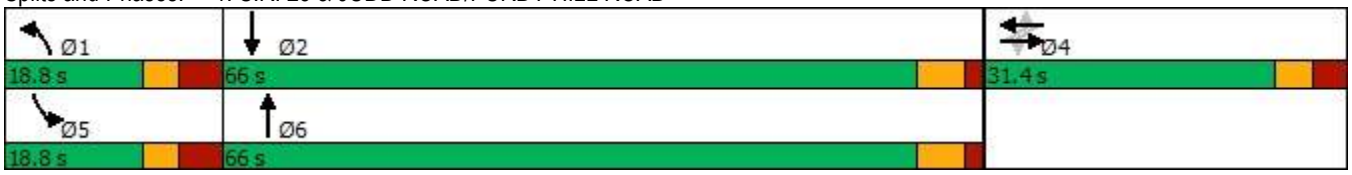
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	62	66	46	186	63	55	872	30	27	771	3
Future Volume (vph)	62	62	66	46	186	63	55	872	30	27	771	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	130		0	100		0	135		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	75			45			70			70		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor							1.00				1.00	
Frt		0.923			0.962			0.995			0.999	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1719	0	1711	1732	0	1711	1792	0	1711	1799	0
Flt Permitted	0.340			0.651			0.950			0.950		
Satd. Flow (perm)	612	1719	0	1172	1732	0	1708	1792	0	1711	1799	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								2				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		375			268			348			458	
Travel Time (s)		8.5			6.1			7.9			10.4	
Confl. Peds. (#/hr)							1					1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	66	66	70	49	198	67	59	928	32	29	820	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	66	136	0	49	265	0	59	960	0	29	823	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			4		1	6		5	2	
Permitted Phases	4			4								
Detector Phase	4	4		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	25.0		5.0	25.0	
Minimum Split (s)	11.4	11.4		11.4	11.4		11.8	31.0		11.8	31.0	
Total Split (s)	31.4	31.4		31.4	31.4		18.8	66.0		18.8	66.0	
Total Split (%)	27.0%	27.0%		27.0%	27.0%		16.2%	56.8%		16.2%	56.8%	
Yellow Time (s)	3.3	3.3		3.3	3.3		3.0	4.2		3.0	4.2	
All-Red Time (s)	3.1	3.1		3.1	3.1		3.8	1.8		3.8	1.8	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4		6.8	6.0		6.8	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effct Green (s)	19.3	19.3		19.3	19.3		7.9	62.0		6.3	57.7	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.19	0.19		0.19	0.19		0.08	0.61		0.06	0.57	
v/c Ratio	0.57	0.42		0.22	0.81		0.45	0.88		0.28	0.81	
Control Delay	59.4	41.4		39.0	59.3		58.7	30.8		56.4	28.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	59.4	41.4		39.0	59.3		58.7	30.8		56.4	28.0	
LOS	E	D		D	E		E	C		E	C	
Approach Delay		47.3			56.2			32.4			28.9	
Approach LOS		D			E			C			C	
Queue Length 50th (ft)	41	81		28	172		39	571		19	440	
Queue Length 95th (ft)	94	148		66	281		85	#986		51	#796	
Internal Link Dist (ft)		295			188			268			378	
Turn Bay Length (ft)	130			100			135			100		
Base Capacity (vph)	153	430		293	433		205	1095		205	1080	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.43	0.32		0.17	0.61		0.29	0.88		0.14	0.76	

Intersection Summary

Area Type: Other
Cycle Length: 116.2
Actuated Cycle Length: 101.6
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 35.6 Intersection LOS: D
Intersection Capacity Utilization 81.2% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: S.R. 25 & JUDD ROAD/PURDY HILL ROAD



Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	31	21	5	964	1004	7
Future Volume (vph)	31	21	5	964	1004	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	14	11	11	11	11
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	140	250			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850			0.999	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1829	1689	1711	1801	1799	0
Flt Permitted	0.950					
Satd. Flow (perm)	1829	1689	1801	1801	1799	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		23			1	
Link Speed (mph)	30			30	30	
Link Distance (ft)	250			487	261	
Travel Time (s)	5.7			11.1	5.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	34	23	6	1071	1116	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	34	23	6	1071	1124	0
Turn Type	Prot	pm+ov	pm+pt	NA	NA	
Protected Phases	4	1	1	1 2	2	
Permitted Phases		4	1 2			
Detector Phase	4	1	1	1 2	2	
Switch Phase						
Minimum Initial (s)	7.0	5.0	5.0		18.0	
Minimum Split (s)	11.0	9.0	9.0		23.5	
Total Split (s)	24.0	19.0	19.0		60.5	
Total Split (%)	23.2%	18.4%	18.4%		58.5%	
Yellow Time (s)	3.0	3.0	3.0		4.2	
All-Red Time (s)	1.0	1.0	1.0		1.3	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	4.0	4.0	4.0		5.5	
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	None		Min	
Act Effct Green (s)	7.8	19.2	75.5	75.5	55.6	

Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Actuated g/C Ratio	0.09	0.23	0.89	0.89	0.66	
v/c Ratio	0.20	0.06	0.00	0.67	0.95	
Control Delay	41.2	9.9	1.6	5.3	34.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	41.2	9.9	1.6	5.3	34.3	
LOS	D	A	A	A	C	
Approach Delay	28.6			5.3	34.3	
Approach LOS	C			A	C	
Queue Length 50th (ft)	19	0	1	172	~699	
Queue Length 95th (ft)	48	18	2	341	#981	
Internal Link Dist (ft)	170			407	181	
Turn Bay Length (ft)		140	250			
Base Capacity (vph)	437	456	1609	1609	1185	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.08	0.05	0.00	0.67	0.95	

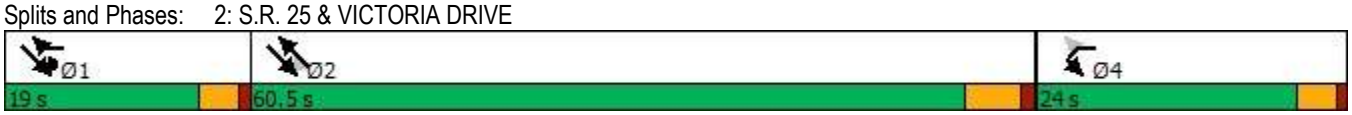
Intersection Summary

Area Type: Other
Cycle Length: 103.5
Actuated Cycle Length: 84.5
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 20.3 Intersection LOS: C
Intersection Capacity Utilization 67.0% ICU Level of Service C
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: S.R. 25 & VICTORIA DRIVE



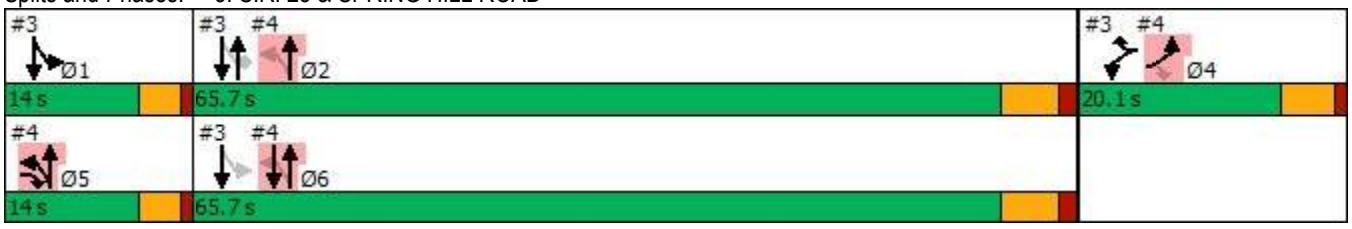
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5	Ø6
Lane Configurations								
Traffic Volume (vph)	135	58	989	136	67	880		
Future Volume (vph)	135	58	989	136	67	880		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	11	11	11	11	11	11		
Grade (%)	0%		0%			0%		
Storage Length (ft)	0	210		150	145			
Storage Lanes	1	1		1	1			
Taper Length (ft)	25				50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Ped Bike Factor								
Frt		0.850		0.850				
Flt Protected	0.950				0.950			
Satd. Flow (prot)	1711	1531	1801	1531	1711	1801		
Flt Permitted	0.950				0.067			
Satd. Flow (perm)	1711	1531	1801	1531	121	1801		
Right Turn on Red		Yes		Yes				
Satd. Flow (RTOR)		64		87				
Link Speed (mph)	30		30			30		
Link Distance (ft)	538		468			301		
Travel Time (s)	12.2		10.6			6.8		
Confl. Peds. (#/hr)								
Confl. Bikes (#/hr)								
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91		
Growth Factor	100%	100%	100%	100%	100%	100%		
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%		
Bus Blockages (#/hr)	0	0	0	0	0	0		
Parking (#/hr)								
Mid-Block Traffic (%)	0%		0%			0%		
Adj. Flow (vph)	148	64	1087	149	74	967		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	148	64	1087	149	74	967		
Turn Type	Prot	Prot	NA	Perm	pm+pt	NA		
Protected Phases	4	4	2		1	1 2 6	5	6
Permitted Phases				2	1 2 6			
Detector Phase	4	4	2	2	1	1 2 6		
Switch Phase								
Minimum Initial (s)	7.0	7.0	18.0	18.0	5.0		5.0	18.0
Minimum Split (s)	12.1	12.1	23.7	23.7	9.0		9.0	23.7
Total Split (s)	20.1	20.1	65.7	65.7	14.0		14.0	65.7
Total Split (%)	20.1%	20.1%	65.8%	65.8%	14.0%		14%	66%
Yellow Time (s)	4.1	4.1	4.3	4.3	3.0		3.0	4.3
All-Red Time (s)	1.0	1.0	1.4	1.4	1.0		1.0	1.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	5.1	5.1	5.7	5.7	4.0			
Lead/Lag			Lag	Lag	Lead		Lead	Lag
Lead-Lag Optimize?			Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None	Min	Min	None		None	Min
Act Effct Green (s)	12.7	12.7	60.0	60.0	71.7	75.8		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5	Ø6
Actuated g/C Ratio	0.13	0.13	0.61	0.61	0.73	0.78		
v/c Ratio	0.66	0.25	0.98	0.15	0.29	0.69		
Control Delay	55.2	12.6	31.1	1.7	9.3	8.9		
Queue Delay	0.0	0.0	18.7	0.0	0.0	14.7		
Total Delay	55.2	12.6	49.8	1.7	9.3	23.7		
LOS	E	B	D	A	A	C		
Approach Delay	42.4		44.0			22.7		
Approach LOS	D		D			C		
Queue Length 50th (ft)	89	0	643	2	9	247		
Queue Length 95th (ft)	154	37	#970	m5	34	399		
Internal Link Dist (ft)	458		388			221		
Turn Bay Length (ft)		210		150	145			
Base Capacity (vph)	263	289	1107	975	251	1398		
Starvation Cap Reductn	0	0	70	0	0	0		
Spillback Cap Reductn	0	0	0	0	0	430		
Storage Cap Reductn	0	0	0	0	0	0		
Reduced v/c Ratio	0.56	0.22	1.05	0.15	0.29	1.00		

Intersection Summary

Area Type: Other
Cycle Length: 99.8
Actuated Cycle Length: 97.6
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.16
Intersection Signal Delay: 34.9 Intersection LOS: C
Intersection Capacity Utilization 70.7% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: S.R. 25 & SPRING HILL ROAD



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2
Lane Configurations								
Traffic Volume (vph)	69	125	109	969	1051	45		
Future Volume (vph)	69	125	109	969	1051	45		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	11	11	11	11	12	12		
Grade (%)	0%			0%	0%			
Storage Length (ft)	0	0	385			0		
Storage Lanes	1	1	1			0		
Taper Length (ft)	25		75					
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Ped Bike Factor			1.00		1.00			
Frt		0.850			0.994			
Flt Protected	0.950		0.950					
Satd. Flow (prot)	1711	1531	1711	1801	1850	0		
Flt Permitted	0.950		0.067					
Satd. Flow (perm)	1711	1531	121	1801	1850	0		
Right Turn on Red		Yes				Yes		
Satd. Flow (RTOR)		65			4			
Link Speed (mph)	30			30	30			
Link Distance (ft)	244			531	468			
Travel Time (s)	5.5			12.1	10.6			
Confl. Peds. (#/hr)			1			1		
Confl. Bikes (#/hr)								
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83		
Growth Factor	100%	100%	100%	100%	100%	100%		
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%		
Bus Blockages (#/hr)	0	0	0	0	0	0		
Parking (#/hr)								
Mid-Block Traffic (%)	0%			0%	0%			
Adj. Flow (vph)	83	151	131	1167	1266	54		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	83	151	131	1167	1320	0		
Turn Type	Prot	pm+ov	pm+pt	NA	NA			
Protected Phases	4	5	5	2 5 6	6		1	2
Permitted Phases		4	2 5 6					
Detector Phase	4	5	5	2 5 6	6			
Switch Phase								
Minimum Initial (s)	7.0	5.0	5.0		18.0		5.0	18.0
Minimum Split (s)	12.1	9.0	9.0		23.7		9.0	23.7
Total Split (s)	20.1	14.0	14.0		65.7		14.0	65.7
Total Split (%)	20.1%	14.0%	14.0%		65.8%		14%	66%
Yellow Time (s)	4.1	3.0	3.0		4.3		3.0	4.3
All-Red Time (s)	1.0	1.0	1.0		1.4		1.0	1.4
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			
Total Lost Time (s)	5.1	4.0	4.0		5.7			
Lead/Lag		Lead	Lead		Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes		Yes		Yes	Yes
Recall Mode	None	None	None		Min		None	Min
Act Effct Green (s)	12.7	27.9	71.7	74.0	60.0			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2
Actuated g/C Ratio	0.13	0.29	0.73	0.76	0.61			
v/c Ratio	0.37	0.31	0.52	0.85	1.16			
Control Delay	43.6	17.4	22.2	16.9	100.7			
Queue Delay	0.0	0.0	0.0	19.9	0.0			
Total Delay	43.6	17.4	22.2	36.9	100.7			
LOS	D	B	C	D	F			
Approach Delay	26.7			35.4	100.7			
Approach LOS	C			D	F			
Queue Length 50th (ft)	48	40	25	432	~1006			
Queue Length 95th (ft)	86	80	75	562	#1125			
Internal Link Dist (ft)	164			451	388			
Turn Bay Length (ft)			385					
Base Capacity (vph)	263	483	251	1366	1139			
Starvation Cap Reductn	0	0	0	0	0			
Spillback Cap Reductn	0	0	0	230	0			
Storage Cap Reductn	0	0	0	0	0			
Reduced v/c Ratio	0.32	0.31	0.52	1.03	1.16			

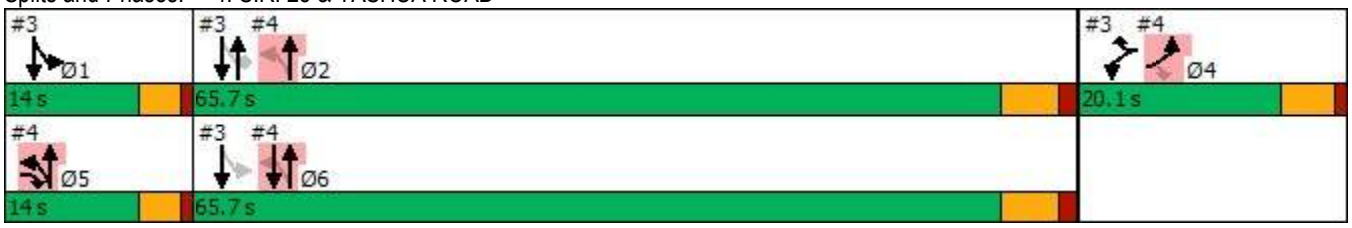
Intersection Summary

Area Type: Other
Cycle Length: 99.8
Actuated Cycle Length: 97.6
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.16
Intersection Signal Delay: 64.9 Intersection LOS: E
Intersection Capacity Utilization 82.3% ICU Level of Service E
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: S.R. 25 & TASHUA ROAD



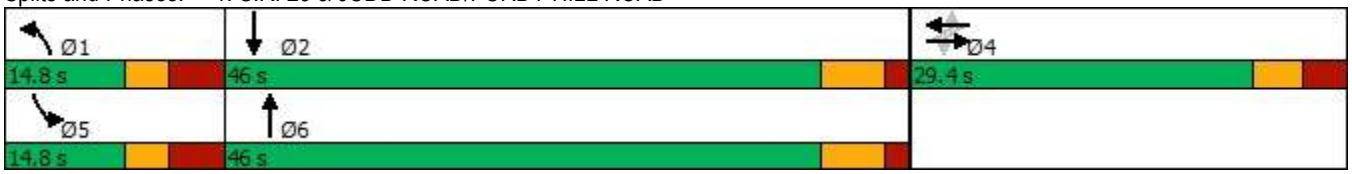
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	71	66	65	84	48	52	749	30	35	749	4
Future Volume (vph)	66	71	66	65	84	48	52	749	30	35	749	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	130		0	100		0	135		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	75			45			70			70		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor							1.00				1.00	
Frt		0.928			0.945			0.994			0.999	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1729	0	1711	1702	0	1711	1790	0	1711	1799	0
Flt Permitted	0.653			0.632			0.950			0.950		
Satd. Flow (perm)	1176	1729	0	1138	1702	0	1708	1790	0	1711	1799	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								3				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		375			268			348			458	
Travel Time (s)		8.5			6.1			7.9			10.4	
Confl. Peds. (#/hr)							1					1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	80	86	80	78	101	58	63	902	36	42	902	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	80	166	0	78	159	0	63	938	0	42	907	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			4		1	6		5	2	
Permitted Phases	4			4								
Detector Phase	4	4		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	25.0		5.0	25.0	
Minimum Split (s)	11.4	11.4		11.4	11.4		11.8	31.0		11.8	31.0	
Total Split (s)	29.4	29.4		29.4	29.4		14.8	46.0		14.8	46.0	
Total Split (%)	32.6%	32.6%		32.6%	32.6%		16.4%	51.0%		16.4%	51.0%	
Yellow Time (s)	3.3	3.3		3.3	3.3		3.0	4.2		3.0	4.2	
All-Red Time (s)	3.1	3.1		3.1	3.1		3.8	1.8		3.8	1.8	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4		6.8	6.0		6.8	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effct Green (s)	11.8	11.8		11.8	11.8		6.7	43.5		6.2	40.6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.16	0.16		0.16	0.16		0.09	0.58		0.08	0.54	
v/c Ratio	0.44	0.62		0.44	0.60		0.42	0.91		0.30	0.94	
Control Delay	37.8	41.1		38.2	40.6		43.7	33.1		40.9	38.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	37.8	41.1		38.2	40.6		43.7	33.1		40.9	38.6	
LOS	D	D		D	D		D	C		D	D	
Approach Delay		40.0			39.8			33.8			38.7	
Approach LOS		D			D			C			D	
Queue Length 50th (ft)	36	77		35	73		30	426		20	410	
Queue Length 95th (ft)	71	125		70	121		65	#708		48	#669	
Internal Link Dist (ft)		295			188			268			378	
Turn Bay Length (ft)	130			100			135			100		
Base Capacity (vph)	363	534		351	526		184	1031		184	967	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.22	0.31		0.22	0.30		0.34	0.91		0.23	0.94	

Intersection Summary

Area Type: Other
Cycle Length: 90.2
Actuated Cycle Length: 75.6
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 36.9 Intersection LOS: D
Intersection Capacity Utilization 70.8% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: S.R. 25 & JUDD ROAD/PURDY HILL ROAD



Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	48	31	7	716	801	42
Future Volume (vph)	48	31	7	716	801	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	14	11	11	11	11
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	140	250			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850			0.993	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1829	1689	1711	1801	1788	0
Flt Permitted	0.950					
Satd. Flow (perm)	1829	1689	1801	1801	1788	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		33			5	
Link Speed (mph)	30			30	30	
Link Distance (ft)	250			487	261	
Travel Time (s)	5.7			11.1	5.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	51	33	7	762	852	45
Shared Lane Traffic (%)						
Lane Group Flow (vph)	51	33	7	762	897	0
Turn Type	Prot	pm+ov	pm+pt	NA	NA	
Protected Phases	4	1	1	1 2	2	
Permitted Phases		4	1 2			
Detector Phase	4	1	1	1 2	2	
Switch Phase						
Minimum Initial (s)	7.0	5.0	5.0		18.0	
Minimum Split (s)	11.0	9.0	9.0		23.5	
Total Split (s)	19.0	14.0	14.0		60.5	
Total Split (%)	20.3%	15.0%	15.0%		64.7%	
Yellow Time (s)	3.0	3.0	3.0		4.2	
All-Red Time (s)	1.0	1.0	1.0		1.3	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	4.0	4.0	4.0		5.5	
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	None		Min	
Act Effct Green (s)	9.1	14.6	60.1	60.1	42.8	

Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Actuated g/C Ratio	0.13	0.21	0.88	0.88	0.63	
v/c Ratio	0.21	0.09	0.00	0.48	0.80	
Control Delay	36.8	9.7	1.9	3.5	17.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	36.8	9.7	1.9	3.5	17.8	
LOS	D	A	A	A	B	
Approach Delay	26.1			3.5	17.8	
Approach LOS	C			A	B	
Queue Length 50th (ft)	25	0	1	92	317	
Queue Length 95th (ft)	61	21	3	176	543	
Internal Link Dist (ft)	170			407	181	
Turn Bay Length (ft)		140	250			
Base Capacity (vph)	460	463	1585	1604	1401	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.11	0.07	0.00	0.48	0.64	

Intersection Summary

Area Type: Other
Cycle Length: 93.5
Actuated Cycle Length: 68.3
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 11.9 Intersection LOS: B
Intersection Capacity Utilization 58.5% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 2: S.R. 25 & VICTORIA DRIVE

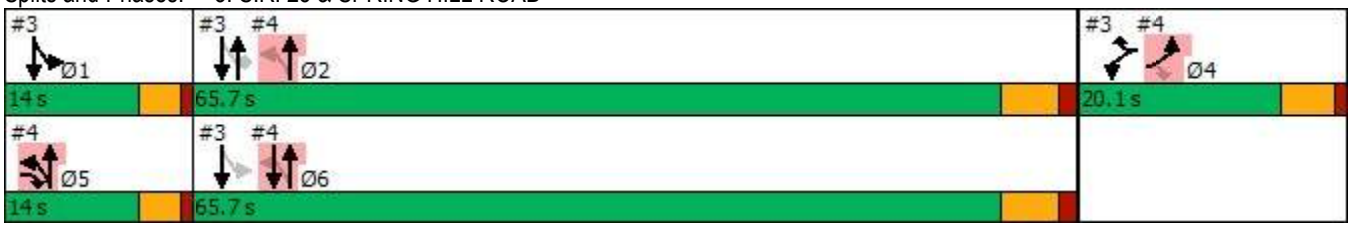
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5	Ø6
Lane Configurations								
Traffic Volume (vph)	166	106	855	165	122	775		
Future Volume (vph)	166	106	855	165	122	775		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	11	11	11	11	11	11		
Grade (%)	0%		0%			0%		
Storage Length (ft)	0	210		150	145			
Storage Lanes	1	1		1	1			
Taper Length (ft)	25				50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Ped Bike Factor	1.00							
Frt		0.850		0.850				
Flt Protected	0.950				0.950			
Satd. Flow (prot)	1711	1531	1801	1531	1711	1801		
Flt Permitted	0.950				0.138			
Satd. Flow (perm)	1705	1531	1801	1531	248	1801		
Right Turn on Red		Yes		Yes				
Satd. Flow (RTOR)		114		122				
Link Speed (mph)	30		30			30		
Link Distance (ft)	538		468			301		
Travel Time (s)	12.2		10.6			6.8		
Confl. Peds. (#/hr)	1							
Confl. Bikes (#/hr)								
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93		
Growth Factor	100%	100%	100%	100%	100%	100%		
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%		
Bus Blockages (#/hr)	0	0	0	0	0	0		
Parking (#/hr)								
Mid-Block Traffic (%)	0%		0%			0%		
Adj. Flow (vph)	178	114	919	177	131	833		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	178	114	919	177	131	833		
Turn Type	Prot	Prot	NA	Perm	pm+pt	NA		
Protected Phases	4	4	2		1	1 2 6	5	6
Permitted Phases				2	1 2 6			
Detector Phase	4	4	2	2	1	1 2 6		
Switch Phase								
Minimum Initial (s)	7.0	7.0	18.0	18.0	5.0		5.0	18.0
Minimum Split (s)	12.1	12.1	23.7	23.7	9.0		9.0	23.7
Total Split (s)	20.1	20.1	65.7	65.7	14.0		14.0	65.7
Total Split (%)	20.1%	20.1%	65.8%	65.8%	14.0%		14%	66%
Yellow Time (s)	4.1	4.1	4.3	4.3	3.0		3.0	4.3
All-Red Time (s)	1.0	1.0	1.4	1.4	1.0		1.0	1.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	5.1	5.1	5.7	5.7	4.0			
Lead/Lag			Lag	Lag	Lead		Lead	Lag
Lead-Lag Optimize?			Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None	Min	Min	None		None	Min
Act Effct Green (s)	13.7	13.7	60.0	60.0	71.7	75.7		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5	Ø6
Actuated g/C Ratio	0.14	0.14	0.61	0.61	0.73	0.77		
v/c Ratio	0.75	0.37	0.84	0.18	0.40	0.60		
Control Delay	60.9	11.1	15.7	1.3	7.0	7.3		
Queue Delay	0.0	0.0	5.2	0.0	0.0	2.4		
Total Delay	60.9	11.1	20.9	1.3	7.0	9.8		
LOS	E	B	C	A	A	A		
Approach Delay	41.4		17.8			9.4		
Approach LOS	D		B			A		
Queue Length 50th (ft)	109	0	344	1	18	195		
Queue Length 95th (ft)	#200	48	#600	m5	32	287		
Internal Link Dist (ft)	458		388			221		
Turn Bay Length (ft)		210		150	145			
Base Capacity (vph)	260	329	1097	980	328	1384		
Starvation Cap Reductn	0	0	128	0	0	0		
Spillback Cap Reductn	0	0	0	0	0	406		
Storage Cap Reductn	0	0	0	0	0	0		
Reduced v/c Ratio	0.68	0.35	0.95	0.18	0.40	0.85		

Intersection Summary

Area Type: Other
Cycle Length: 99.8
Actuated Cycle Length: 98.5
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 17.3 Intersection LOS: B
Intersection Capacity Utilization 73.3% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: S.R. 25 & SPRING HILL ROAD



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2
Lane Configurations								
Traffic Volume (vph)	70	101	117	960	911	52		
Future Volume (vph)	70	101	117	960	911	52		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	11	11	11	11	12	12		
Grade (%)	0%			0%	0%			
Storage Length (ft)	0	0	385			0		
Storage Lanes	1	1	1			0		
Taper Length (ft)	25		75					
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Ped Bike Factor								
Frt		0.850			0.993			
Flt Protected	0.950		0.950					
Satd. Flow (prot)	1711	1531	1711	1801	1850	0		
Flt Permitted	0.950		0.067					
Satd. Flow (perm)	1711	1531	121	1801	1850	0		
Right Turn on Red		Yes				Yes		
Satd. Flow (RTOR)		103			5			
Link Speed (mph)	30			30	30			
Link Distance (ft)	244			531	468			
Travel Time (s)	5.5			12.1	10.6			
Confl. Peds. (#/hr)								
Confl. Bikes (#/hr)								
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85		
Growth Factor	100%	100%	100%	100%	100%	100%		
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%		
Bus Blockages (#/hr)	0	0	0	0	0	0		
Parking (#/hr)								
Mid-Block Traffic (%)	0%			0%	0%			
Adj. Flow (vph)	82	119	138	1129	1072	61		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	82	119	138	1129	1133	0		
Turn Type	Prot	pm+ov	pm+pt	NA	NA			
Protected Phases	4	5	5	2 5 6	6		1	2
Permitted Phases		4	2 5 6					
Detector Phase	4	5	5	2 5 6	6			
Switch Phase								
Minimum Initial (s)	7.0	5.0	5.0		18.0		5.0	18.0
Minimum Split (s)	12.1	9.0	9.0		23.7		9.0	23.7
Total Split (s)	20.1	14.0	14.0		65.7		14.0	65.7
Total Split (%)	20.1%	14.0%	14.0%		65.8%		14%	66%
Yellow Time (s)	4.1	3.0	3.0		4.3		3.0	4.3
All-Red Time (s)	1.0	1.0	1.0		1.4		1.0	1.4
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			
Total Lost Time (s)	5.1	4.0	4.0		5.7			
Lead/Lag		Lead	Lead		Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes		Yes		Yes	Yes
Recall Mode	None	None	None		Min		None	Min
Act Effct Green (s)	13.7	28.8	71.7	74.0	60.0			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2
Actuated g/C Ratio	0.14	0.29	0.73	0.75	0.61			
v/c Ratio	0.35	0.23	0.55	0.83	1.00			
Control Delay	42.6	8.2	24.3	15.9	46.8			
Queue Delay	0.0	0.0	0.0	2.9	0.0			
Total Delay	42.6	8.2	24.3	18.8	46.8			
LOS	D	A	C	B	D			
Approach Delay	22.2			19.4	46.8			
Approach LOS	C			B	D			
Queue Length 50th (ft)	47	7	31	417	~772			
Queue Length 95th (ft)	87	42	85	552	#925			
Internal Link Dist (ft)	164			451	388			
Turn Bay Length (ft)			385					
Base Capacity (vph)	260	520	249	1353	1129			
Starvation Cap Reductn	0	0	0	0	0			
Spillback Cap Reductn	0	0	0	134	0			
Storage Cap Reductn	0	0	0	0	0			
Reduced v/c Ratio	0.32	0.23	0.55	0.93	1.00			

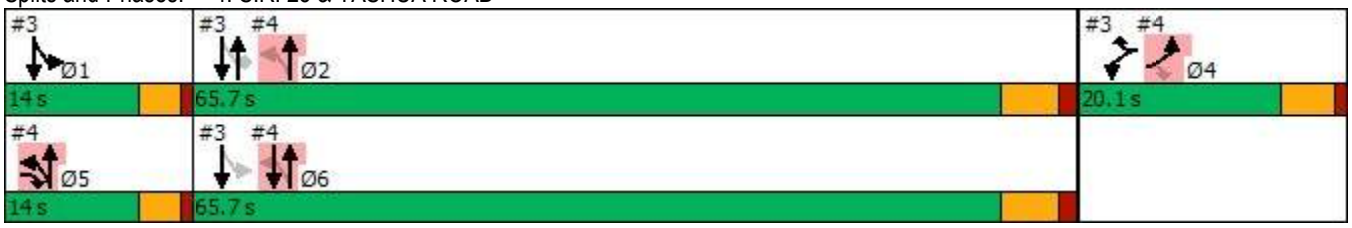
Intersection Summary

Area Type: Other
Cycle Length: 99.8
Actuated Cycle Length: 98.5
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 31.6 Intersection LOS: C
Intersection Capacity Utilization 75.7% ICU Level of Service D
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: S.R. 25 & TASHUA ROAD



CAPACITY ANALYSIS WORKSHEETS

Build Conditions
With Anticipated Improvements

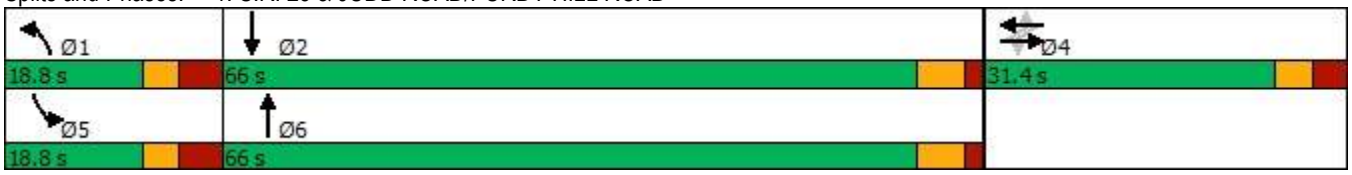
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	142	68	61	66	49	36	858	20	39	762	1
Future Volume (vph)	87	142	68	61	66	49	36	858	20	39	762	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	130		0	100		0	135		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	75			45			70			70		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor							1.00				1.00	
Frt		0.952			0.936			0.997				
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1773	0	1711	1685	0	1711	1795	0	1711	1801	0
Flt Permitted	0.677			0.418			0.950			0.950		
Satd. Flow (perm)	1219	1773	0	753	1685	0	1708	1795	0	1711	1801	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								2				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		375			268			348			458	
Travel Time (s)		8.5			6.1			7.9			10.4	
Confl. Peds. (#/hr)							1					1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	94	153	73	66	71	53	39	923	22	42	819	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	94	226	0	66	124	0	39	945	0	42	820	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			4		1	6		5	2	
Permitted Phases	4			4								
Detector Phase	4	4		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	25.0		5.0	25.0	
Minimum Split (s)	11.4	11.4		11.4	11.4		11.8	31.0		11.8	31.0	
Total Split (s)	31.4	31.4		31.4	31.4		18.8	66.0		18.8	66.0	
Total Split (%)	27.0%	27.0%		27.0%	27.0%		16.2%	56.8%		16.2%	56.8%	
Yellow Time (s)	3.3	3.3		3.3	3.3		3.0	4.2		3.0	4.2	
All-Red Time (s)	3.1	3.1		3.1	3.1		3.8	1.8		3.8	1.8	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4		6.8	6.0		6.8	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effct Green (s)	16.9	16.9		16.9	16.9		6.7	58.9		6.9	59.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.18	0.18		0.18	0.18		0.07	0.61		0.07	0.61	
v/c Ratio	0.44	0.73		0.50	0.42		0.33	0.86		0.34	0.74	
Control Delay	44.4	53.2		52.3	41.7		54.9	29.0		55.1	22.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	44.4	53.2		52.3	41.7		54.9	29.0		55.1	22.1	
LOS	D	D		D	D		D	C		E	C	
Approach Delay		50.6			45.4			30.0			23.7	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	57	144		40	74		25	519		27	390	
Queue Length 95th (ft)	111	233		88	134		63	#973		66	#768	
Internal Link Dist (ft)		295			188			268			378	
Turn Bay Length (ft)	130			100			135			100		
Base Capacity (vph)	324	471		200	448		218	1145		218	1151	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.29	0.48		0.33	0.28		0.18	0.83		0.19	0.71	

Intersection Summary

Area Type: Other
Cycle Length: 116.2
Actuated Cycle Length: 96.5
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 31.7 Intersection LOS: C
Intersection Capacity Utilization 77.8% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: S.R. 25 & JUDD ROAD/PURDY HILL ROAD



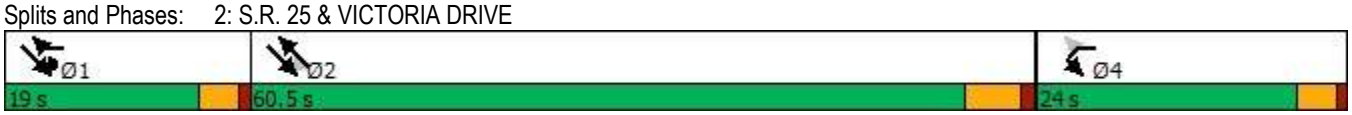
Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	3	2	13	959	945	33
Future Volume (vph)	3	2	13	959	945	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	14	11	11	11	11
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	140	250			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850			0.995	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1829	1689	1711	1801	1792	0
Flt Permitted	0.950					
Satd. Flow (perm)	1829	1689	1801	1801	1792	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		2			3	
Link Speed (mph)	30			30	30	
Link Distance (ft)	250			487	261	
Travel Time (s)	5.7			11.1	5.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	4	2	16	1184	1167	41
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	2	16	1184	1208	0
Turn Type	Prot	pm+ov	pm+pt	NA	NA	
Protected Phases	4	1	1	1 2	2	
Permitted Phases		4	1 2			
Detector Phase	4	1	1	1 2	2	
Switch Phase						
Minimum Initial (s)	7.0	5.0	5.0		18.0	
Minimum Split (s)	11.0	9.0	9.0		23.5	
Total Split (s)	24.0	19.0	19.0		60.5	
Total Split (%)	23.2%	18.4%	18.4%		58.5%	
Yellow Time (s)	3.0	3.0	3.0		4.2	
All-Red Time (s)	1.0	1.0	1.0		1.3	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	4.0	4.0	4.0		5.5	
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	None		Min	
Act Effct Green (s)	7.0	16.6	78.6	78.6	55.2	

Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Actuated g/C Ratio	0.09	0.20	0.97	0.97	0.68	
v/c Ratio	0.03	0.01	0.01	0.68	0.99	
Control Delay	36.7	17.5	0.6	3.8	39.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	36.7	17.5	0.6	3.8	39.7	
LOS	D	B	A	A	D	
Approach Delay	30.3			3.8	39.7	
Approach LOS	C			A	D	
Queue Length 50th (ft)	2	0	0	0	476	
Queue Length 95th (ft)	11	5	3	256	#877	
Internal Link Dist (ft)	170			407	181	
Turn Bay Length (ft)		140	250			
Base Capacity (vph)	451	355	1732	1732	1217	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.01	0.01	0.01	0.68	0.99	

Intersection Summary

Area Type: Other
Cycle Length: 103.5
Actuated Cycle Length: 81.3
Natural Cycle: 140
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.99
Intersection Signal Delay: 21.8 Intersection LOS: C
Intersection Capacity Utilization 65.5% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: S.R. 25 & VICTORIA DRIVE



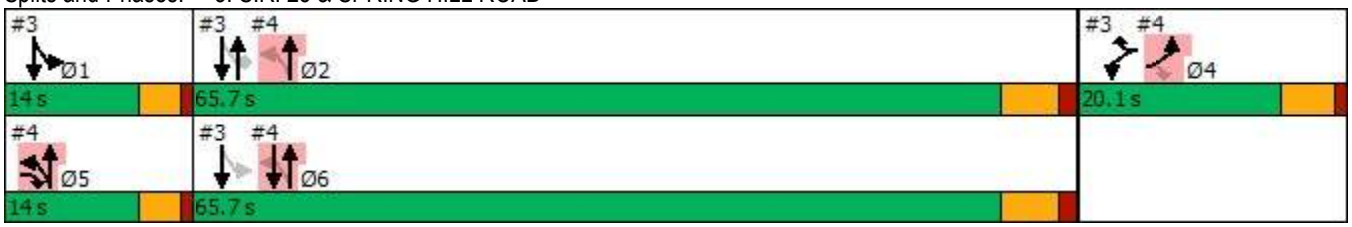
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5	Ø6
Lane Configurations								
Traffic Volume (vph)	71	39	947	85	68	912		
Future Volume (vph)	71	39	947	85	68	912		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	11	11	11	11	11	11		
Grade (%)	0%		0%			0%		
Storage Length (ft)	0	210		150	145			
Storage Lanes	1	1		1	1			
Taper Length (ft)	25				50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Ped Bike Factor								
Frt		0.850		0.850				
Flt Protected	0.950				0.950			
Satd. Flow (prot)	1711	1531	1801	1531	1711	1801		
Flt Permitted	0.950				0.082			
Satd. Flow (perm)	1711	1531	1801	1531	148	1801		
Right Turn on Red		Yes		Yes				
Satd. Flow (RTOR)		44		57				
Link Speed (mph)	30		30			30		
Link Distance (ft)	538		468			301		
Travel Time (s)	12.2		10.6			6.8		
Confl. Peds. (#/hr)								
Confl. Bikes (#/hr)								
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88		
Growth Factor	100%	100%	100%	100%	100%	100%		
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%		
Bus Blockages (#/hr)	0	0	0	0	0	0		
Parking (#/hr)								
Mid-Block Traffic (%)	0%		0%			0%		
Adj. Flow (vph)	81	44	1076	97	77	1036		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	81	44	1076	97	77	1036		
Turn Type	Prot	Prot	NA	Perm	pm+pt	NA		
Protected Phases	4	4	2		1	1 2 6	5	6
Permitted Phases				2	1 2 6			
Detector Phase	4	4	2	2	1	1 2 6		
Switch Phase								
Minimum Initial (s)	7.0	7.0	18.0	18.0	5.0		5.0	18.0
Minimum Split (s)	12.1	12.1	23.7	23.7	9.0		9.0	23.7
Total Split (s)	20.1	20.1	65.7	65.7	14.0		14.0	65.7
Total Split (%)	20.1%	20.1%	65.8%	65.8%	14.0%		14%	66%
Yellow Time (s)	4.1	4.1	4.3	4.3	3.0		3.0	4.3
All-Red Time (s)	1.0	1.0	1.4	1.4	1.0		1.0	1.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	5.1	5.1	5.7	5.7	4.0			
Lead/Lag			Lag	Lag	Lead		Lead	Lag
Lead-Lag Optimize?			Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None	Min	Min	None		None	Min
Act Effct Green (s)	10.1	10.1	60.9	60.9	72.0	77.0		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5	Ø6
Actuated g/C Ratio	0.11	0.11	0.66	0.66	0.78	0.83		
v/c Ratio	0.44	0.21	0.91	0.09	0.28	0.69		
Control Delay	47.0	14.4	22.6	1.4	6.2	7.9		
Queue Delay	0.0	0.0	0.4	0.0	0.0	0.2		
Total Delay	47.0	14.4	23.0	1.4	6.2	8.1		
LOS	D	B	C	A	A	A		
Approach Delay	35.5		21.2			8.0		
Approach LOS	D		C			A		
Queue Length 50th (ft)	47	0	549	1	7	223		
Queue Length 95th (ft)	90	30	#909	m3	21	420		
Internal Link Dist (ft)	458		388			221		
Turn Bay Length (ft)		210		150	145			
Base Capacity (vph)	279	286	1184	1026	286	1492		
Starvation Cap Reductn	0	0	11	0	0	0		
Spillback Cap Reductn	0	0	0	0	0	82		
Storage Cap Reductn	0	0	0	0	0	0		
Reduced v/c Ratio	0.29	0.15	0.92	0.09	0.27	0.73		

Intersection Summary

Area Type: Other
Cycle Length: 99.8
Actuated Cycle Length: 92.5
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 15.8 Intersection LOS: B
Intersection Capacity Utilization 69.9% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: S.R. 25 & SPRING HILL ROAD



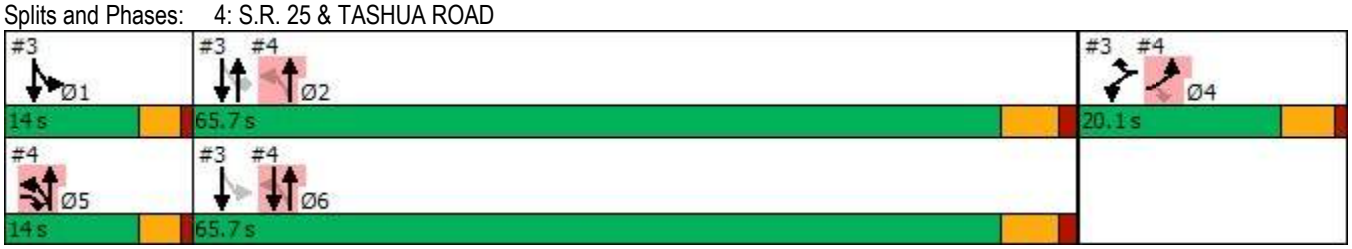
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2
Lane Configurations								
Traffic Volume (vph)	31	122	84	986	981	28		
Future Volume (vph)	31	122	84	986	981	28		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	11	11	11	11	12	12		
Grade (%)	0%			0%	0%			
Storage Length (ft)	0	0	385			0		
Storage Lanes	1	1	1			0		
Taper Length (ft)	25		75					
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Ped Bike Factor			1.00		1.00			
Frt		0.850			0.996			
Flt Protected	0.950		0.950					
Satd. Flow (prot)	1711	1531	1711	1801	1854	0		
Flt Permitted	0.950		0.091					
Satd. Flow (perm)	1711	1531	164	1801	1854	0		
Right Turn on Red		Yes				Yes		
Satd. Flow (RTOR)		114			3			
Link Speed (mph)	30			30	30			
Link Distance (ft)	244			531	468			
Travel Time (s)	5.5			12.1	10.6			
Confl. Peds. (#/hr)			1			1		
Confl. Bikes (#/hr)								
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96		
Growth Factor	100%	100%	100%	100%	100%	100%		
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%		
Bus Blockages (#/hr)	0	0	0	0	0	0		
Parking (#/hr)								
Mid-Block Traffic (%)	0%			0%	0%			
Adj. Flow (vph)	32	127	88	1027	1022	29		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	32	127	88	1027	1051	0		
Turn Type	Prot	pm+ov	pm+pt	NA	NA			
Protected Phases	4	5	5	2 5 6	6		1	2
Permitted Phases		4	2 5 6					
Detector Phase	4	5	5	2 5 6	6			
Switch Phase								
Minimum Initial (s)	7.0	5.0	5.0		18.0		5.0	18.0
Minimum Split (s)	12.1	9.0	9.0		23.7		9.0	23.7
Total Split (s)	20.1	14.0	14.0		65.7		14.0	65.7
Total Split (%)	20.1%	14.0%	14.0%		65.8%		14%	66%
Yellow Time (s)	4.1	3.0	3.0		4.3		3.0	4.3
All-Red Time (s)	1.0	1.0	1.0		1.4		1.0	1.4
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			
Total Lost Time (s)	5.1	4.0	4.0		5.7			
Lead/Lag		Lead	Lead		Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes		Yes		Yes	Yes
Recall Mode	None	None	None		Min		None	Min
Act Effct Green (s)	10.1	22.4	72.6	74.9	60.3			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2
Actuated g/C Ratio	0.11	0.24	0.78	0.81	0.65			
v/c Ratio	0.17	0.28	0.30	0.70	0.87			
Control Delay	40.3	8.3	6.2	8.9	19.7			
Queue Delay	0.0	0.0	0.0	1.4	1.3			
Total Delay	40.3	8.3	6.2	10.3	21.0			
LOS	D	A	A	B	C			
Approach Delay	14.8			10.0	21.0			
Approach LOS	B			A	C			
Queue Length 50th (ft)	18	6	9	246	133			
Queue Length 95th (ft)	45	48	25	484	#892			
Internal Link Dist (ft)	164			451	388			
Turn Bay Length (ft)			385					
Base Capacity (vph)	279	458	297	1458	1210			
Starvation Cap Reductn	0	0	0	0	51			
Spillback Cap Reductn	0	0	0	238	0			
Storage Cap Reductn	0	0	0	0	0			
Reduced v/c Ratio	0.11	0.28	0.30	0.84	0.91			

Intersection Summary

Area Type: Other
Cycle Length: 99.8
Actuated Cycle Length: 92.5
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 15.3 Intersection LOS: B
Intersection Capacity Utilization 76.2% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: S.R. 25 & TASHUA ROAD



Intersection						
Int Delay, s/veh	2.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	14	953	22	21	941
Future Vol, veh/h	25	14	953	22	21	941
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, %	2	2	2	2	2	2
Mvmt Flow	27	15	1036	24	23	1023

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2117	1048	0	0	1060	0
Stage 1	1048	-	-	-	-	-
Stage 2	1069	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	56	277	-	-	657	-
Stage 1	338	-	-	-	-	-
Stage 2	330	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	54	277	-	-	657	-
Mov Cap-2 Maneuver	54	-	-	-	-	-
Stage 1	338	-	-	-	-	-
Stage 2	318	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	100.5	0	0.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	76	657	-
HCM Lane V/C Ratio	-	-	0.558	0.035	-
HCM Control Delay (s)	-	-	100.5	10.7	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	2.4	0.1	-

Intersection						
Int Delay, s/veh	0.1					

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	11	967	0	0	962
Future Vol, veh/h	0	11	967	0	0	962
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, %	2	2	2	2	2	2
Mvmt Flow	0	12	1051	0	0	1046

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1051	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	276	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	276	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.6	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	276	-
HCM Lane V/C Ratio	-	0.043	-
HCM Control Delay (s)	-	18.6	-
HCM Lane LOS	-	C	-
HCM 95th %tile Q(veh)	-	0.1	-

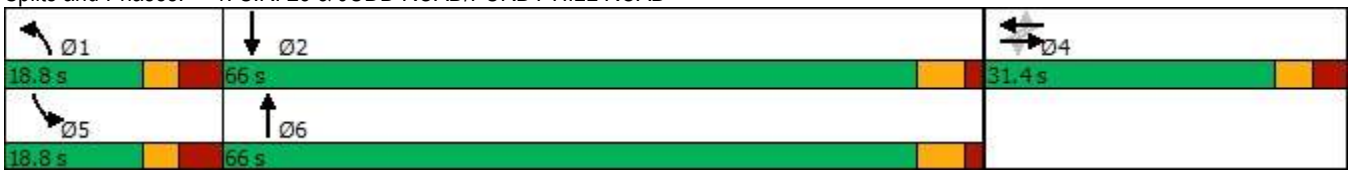
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	62	70	50	186	63	59	902	34	27	804	3
Future Volume (vph)	62	62	70	50	186	63	59	902	34	27	804	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	130		0	100		0	135		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	75			45			70			70		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor							1.00				1.00	
Frt		0.921			0.962			0.995			0.999	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1716	0	1711	1732	0	1711	1792	0	1711	1799	0
Flt Permitted	0.342			0.640			0.950			0.950		
Satd. Flow (perm)	616	1716	0	1152	1732	0	1708	1792	0	1711	1799	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								2				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		375			268			348			458	
Travel Time (s)		8.5			6.1			7.9			10.4	
Confl. Peds. (#/hr)							1					1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	66	66	74	53	198	67	63	960	36	29	855	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	66	140	0	53	265	0	63	996	0	29	858	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			4		1	6		5	2	
Permitted Phases	4			4								
Detector Phase	4	4		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	25.0		5.0	25.0	
Minimum Split (s)	11.4	11.4		11.4	11.4		11.8	31.0		11.8	31.0	
Total Split (s)	31.4	31.4		31.4	31.4		18.8	66.0		18.8	66.0	
Total Split (%)	27.0%	27.0%		27.0%	27.0%		16.2%	56.8%		16.2%	56.8%	
Yellow Time (s)	3.3	3.3		3.3	3.3		3.0	4.2		3.0	4.2	
All-Red Time (s)	3.1	3.1		3.1	3.1		3.8	1.8		3.8	1.8	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4		6.8	6.0		6.8	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effct Green (s)	19.6	19.6		19.6	19.6		8.1	62.3		6.3	57.8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.19	0.19		0.19	0.19		0.08	0.61		0.06	0.57	
v/c Ratio	0.56	0.43		0.24	0.80		0.47	0.91		0.28	0.84	
Control Delay	58.6	41.8		39.6	58.7		59.5	34.4		56.7	30.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	58.6	41.8		39.6	58.7		59.5	34.4		56.7	30.7	
LOS	E	D		D	E		E	C		E	C	
Approach Delay		47.2			55.6			35.9			31.6	
Approach LOS		D			E			D			C	
Queue Length 50th (ft)	41	85		31	174		42	627		20	484	
Queue Length 95th (ft)	94	152		71	#282		90	#1045		52	#855	
Internal Link Dist (ft)		295			188			268			378	
Turn Bay Length (ft)	130			100			135			100		
Base Capacity (vph)	153	427		286	430		204	1093		204	1074	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.43	0.33		0.19	0.62		0.31	0.91		0.14	0.80	

Intersection Summary

Area Type: Other
Cycle Length: 116.2
Actuated Cycle Length: 102.2
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 37.8 Intersection LOS: D
Intersection Capacity Utilization 83.0% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: S.R. 25 & JUDD ROAD/PURDY HILL ROAD



Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	31	21	5	1005	1042	7
Future Volume (vph)	31	21	5	1005	1042	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	14	11	11	11	11
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	140	250			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850			0.999	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1829	1689	1711	1801	1799	0
Flt Permitted	0.950					
Satd. Flow (perm)	1829	1689	1801	1801	1799	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		23			1	
Link Speed (mph)	30			30	30	
Link Distance (ft)	250			487	261	
Travel Time (s)	5.7			11.1	5.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	34	23	6	1117	1158	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	34	23	6	1117	1166	0
Turn Type	Prot	pm+ov	pm+pt	NA	NA	
Protected Phases	4	1	1	1 2	2	
Permitted Phases		4	1 2			
Detector Phase	4	1	1	1 2	2	
Switch Phase						
Minimum Initial (s)	7.0	5.0	5.0		18.0	
Minimum Split (s)	11.0	9.0	9.0		23.5	
Total Split (s)	24.0	19.0	19.0		60.5	
Total Split (%)	23.2%	18.4%	18.4%		58.5%	
Yellow Time (s)	3.0	3.0	3.0		4.2	
All-Red Time (s)	1.0	1.0	1.0		1.3	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	4.0	4.0	4.0		5.5	
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	None		Min	
Act Effct Green (s)	7.8	20.2	76.2	76.2	55.5	

Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Actuated g/C Ratio	0.09	0.24	0.89	0.89	0.65	
v/c Ratio	0.20	0.06	0.00	0.69	1.00	
Control Delay	41.4	9.9	1.6	5.9	44.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	41.4	9.9	1.6	5.9	44.4	
LOS	D	A	A	A	D	
Approach Delay	28.7			5.9	44.4	
Approach LOS	C			A	D	
Queue Length 50th (ft)	19	0	1	191	~751	
Queue Length 95th (ft)	48	18	2	388	#1037	
Internal Link Dist (ft)	170			407	181	
Turn Bay Length (ft)		140	250			
Base Capacity (vph)	432	452	1602	1602	1171	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.08	0.05	0.00	0.70	1.00	

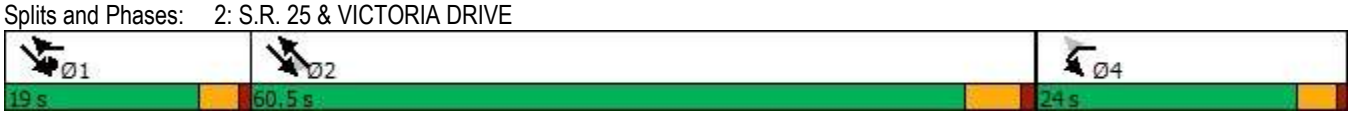
Intersection Summary

Area Type: Other
Cycle Length: 103.5
Actuated Cycle Length: 85.3
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 25.6 Intersection LOS: C
Intersection Capacity Utilization 69.0% ICU Level of Service C
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: S.R. 25 & VICTORIA DRIVE



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5	Ø6
Lane Configurations								
Traffic Volume (vph)	135	66	1021	136	75	910		
Future Volume (vph)	135	66	1021	136	75	910		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	11	11	11	11	11	11		
Grade (%)	0%		0%			0%		
Storage Length (ft)	0	210		150	145			
Storage Lanes	1	1		1	1			
Taper Length (ft)	25				50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Ped Bike Factor								
Frt		0.850		0.850				
Flt Protected	0.950				0.950			
Satd. Flow (prot)	1711	1531	1801	1531	1711	1801		
Flt Permitted	0.950				0.067			
Satd. Flow (perm)	1711	1531	1801	1531	121	1801		
Right Turn on Red		Yes		Yes				
Satd. Flow (RTOR)		73		84				
Link Speed (mph)	30		30			30		
Link Distance (ft)	538		468			301		
Travel Time (s)	12.2		10.6			6.8		
Confl. Peds. (#/hr)								
Confl. Bikes (#/hr)								
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91		
Growth Factor	100%	100%	100%	100%	100%	100%		
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%		
Bus Blockages (#/hr)	0	0	0	0	0	0		
Parking (#/hr)								
Mid-Block Traffic (%)	0%		0%			0%		
Adj. Flow (vph)	148	73	1122	149	82	1000		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	148	73	1122	149	82	1000		
Turn Type	Prot	Prot	NA	Perm	pm+pt	NA		
Protected Phases	4	4	2		1	1 2 6	5	6
Permitted Phases				2	1 2 6			
Detector Phase	4	4	2	2	1	1 2 6		
Switch Phase								
Minimum Initial (s)	7.0	7.0	18.0	18.0	5.0		5.0	18.0
Minimum Split (s)	12.1	12.1	23.7	23.7	9.0		9.0	23.7
Total Split (s)	20.1	20.1	65.7	65.7	14.0		14.0	65.7
Total Split (%)	20.1%	20.1%	65.8%	65.8%	14.0%		14%	66%
Yellow Time (s)	4.1	4.1	4.3	4.3	3.0		3.0	4.3
All-Red Time (s)	1.0	1.0	1.4	1.4	1.0		1.0	1.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	5.1	5.1	5.7	5.7	4.0			
Lead/Lag			Lag	Lag	Lead		Lead	Lag
Lead-Lag Optimize?			Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None	Min	Min	None		None	Min
Act Effct Green (s)	12.7	12.7	60.0	60.0	71.7	75.8		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5	Ø6
Actuated g/C Ratio	0.13	0.13	0.61	0.61	0.73	0.78		
v/c Ratio	0.66	0.28	1.01	0.15	0.33	0.72		
Control Delay	55.2	12.2	38.5	2.0	10.8	9.6		
Queue Delay	0.0	0.0	24.1	0.0	0.0	26.8		
Total Delay	55.2	12.2	62.6	2.0	10.8	36.4		
LOS	E	B	E	A	B	D		
Approach Delay	41.0		55.5			34.4		
Approach LOS	D		E			C		
Queue Length 50th (ft)	89	0	~760	2	10	266		
Queue Length 95th (ft)	154	39	m#979	m5	42	433		
Internal Link Dist (ft)	458		388			221		
Turn Bay Length (ft)		210		150	145			
Base Capacity (vph)	263	297	1107	973	251	1398		
Starvation Cap Reductn	0	0	69	0	0	0		
Spillback Cap Reductn	0	0	0	0	0	437		
Storage Cap Reductn	0	0	0	0	0	0		
Reduced v/c Ratio	0.56	0.25	1.08	0.15	0.33	1.04		

Intersection Summary

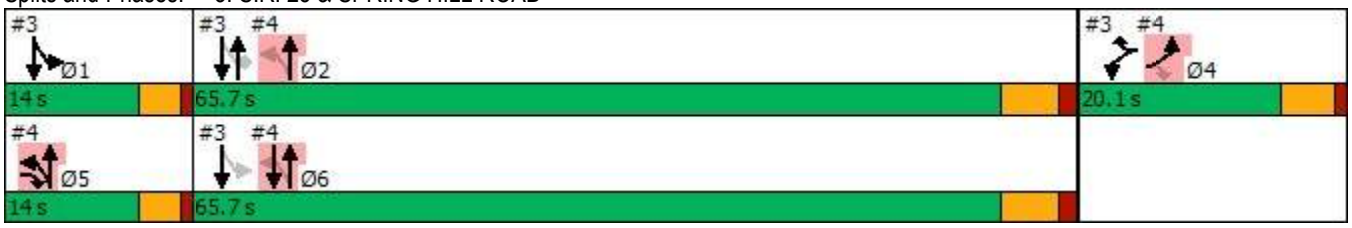
Area Type: Other
Cycle Length: 99.8
Actuated Cycle Length: 97.6
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.19
Intersection Signal Delay: 45.4 Intersection LOS: D
Intersection Capacity Utilization 77.4% ICU Level of Service D
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: S.R. 25 & SPRING HILL ROAD



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2
Lane Configurations								
Traffic Volume (vph)	73	125	109	997	1077	49		
Future Volume (vph)	73	125	109	997	1077	49		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	11	11	11	11	12	12		
Grade (%)	0%			0%	0%			
Storage Length (ft)	0	0	385			0		
Storage Lanes	1	1	1			0		
Taper Length (ft)	25		75					
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Ped Bike Factor			1.00		1.00			
Frt		0.850			0.994			
Flt Protected	0.950		0.950					
Satd. Flow (prot)	1711	1531	1711	1801	1850	0		
Flt Permitted	0.950		0.067					
Satd. Flow (perm)	1711	1531	121	1801	1850	0		
Right Turn on Red		Yes				Yes		
Satd. Flow (RTOR)		60			4			
Link Speed (mph)	30			30	30			
Link Distance (ft)	244			531	468			
Travel Time (s)	5.5			12.1	10.6			
Confl. Peds. (#/hr)			1			1		
Confl. Bikes (#/hr)								
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83		
Growth Factor	100%	100%	100%	100%	100%	100%		
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%		
Bus Blockages (#/hr)	0	0	0	0	0	0		
Parking (#/hr)								
Mid-Block Traffic (%)	0%			0%	0%			
Adj. Flow (vph)	88	151	131	1201	1298	59		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	88	151	131	1201	1357	0		
Turn Type	Prot	pm+ov	pm+pt	NA	NA			
Protected Phases	4	5	5	2 5 6	6		1	2
Permitted Phases		4	2 5 6					
Detector Phase	4	5	5	2 5 6	6			
Switch Phase								
Minimum Initial (s)	7.0	5.0	5.0		18.0		5.0	18.0
Minimum Split (s)	12.1	9.0	9.0		23.7		9.0	23.7
Total Split (s)	20.1	14.0	14.0		65.7		14.0	65.7
Total Split (%)	20.1%	14.0%	14.0%		65.8%		14%	66%
Yellow Time (s)	4.1	3.0	3.0		4.3		3.0	4.3
All-Red Time (s)	1.0	1.0	1.0		1.4		1.0	1.4
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			
Total Lost Time (s)	5.1	4.0	4.0		5.7			
Lead/Lag		Lead	Lead		Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes		Yes		Yes	Yes
Recall Mode	None	None	None		Min		None	Min
Act Effct Green (s)	12.7	27.9	71.7	74.0	60.0			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2
Actuated g/C Ratio	0.13	0.29	0.73	0.76	0.61			
v/c Ratio	0.39	0.32	0.52	0.88	1.19			
Control Delay	44.2	18.2	22.2	18.9	114.1			
Queue Delay	0.0	0.0	0.0	34.3	0.0			
Total Delay	44.2	18.2	22.2	53.2	114.1			
LOS	D	B	C	D	F			
Approach Delay	27.7			50.2	114.1			
Approach LOS	C			D	F			
Queue Length 50th (ft)	51	43	25	469	~1056			
Queue Length 95th (ft)	90	83	75	613	#1173			
Internal Link Dist (ft)	164			451	388			
Turn Bay Length (ft)			385					
Base Capacity (vph)	263	479	251	1366	1139			
Starvation Cap Reductn	0	0	0	0	0			
Spillback Cap Reductn	0	0	0	242	0			
Storage Cap Reductn	0	0	0	0	0			
Reduced v/c Ratio	0.33	0.32	0.52	1.07	1.19			

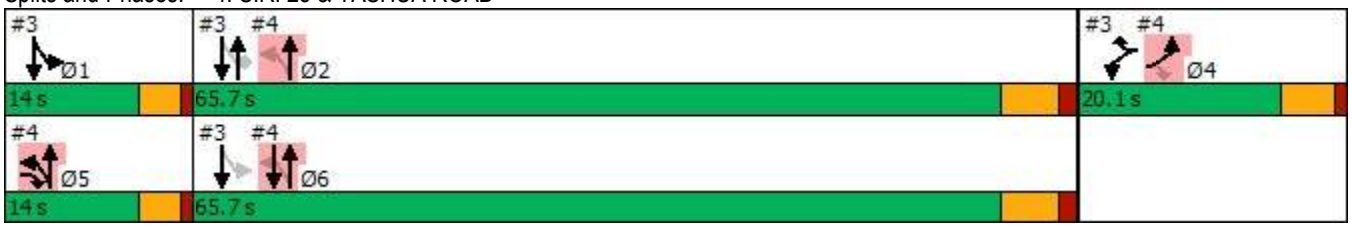
Intersection Summary

Area Type: Other
Cycle Length: 99.8
Actuated Cycle Length: 97.6
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.19
Intersection Signal Delay: 78.0 Intersection LOS: E
Intersection Capacity Utilization 83.9% ICU Level of Service E
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: S.R. 25 & TASHUA ROAD



Intersection

Int Delay, s/veh	11.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	44	26	1004	47	47	989
Future Vol, veh/h	44	26	1004	47	47	989
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, %	2	2	2	2	2	2
Mvmt Flow	48	28	1091	51	51	1075

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2294	1117	0	0	1142	0
Stage 1	1117	-	-	-	-	-
Stage 2	1177	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	~ 43	252	-	-	612	-
Stage 1	313	-	-	-	-	-
Stage 2	293	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 39	252	-	-	612	-
Mov Cap-2 Maneuver	~ 39	-	-	-	-	-
Stage 1	313	-	-	-	-	-
Stage 2	269	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 352.3	0	0.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	57	612	-
HCM Lane V/C Ratio	-	-	1.335	0.083	-
HCM Control Delay (s)	-	-	$ 352.3	11.4	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	6.7	0.3	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0.2					

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	19	1030	0	0	1036
Future Vol, veh/h	0	19	1030	0	0	1036
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, %	2	2	2	2	2	2
Mvmt Flow	0	21	1120	0	0	1126

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1120	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	251	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	251	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.6	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	251	-
HCM Lane V/C Ratio	-	0.082	-
HCM Control Delay (s)	-	20.6	-
HCM Lane LOS	-	C	-
HCM 95th %tile Q(veh)	-	0.3	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	71	69	68	84	48	55	775	33	35	776	4
Future Volume (vph)	66	71	69	68	84	48	55	775	33	35	776	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	130		0	100		0	135		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	75			45			70			70		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor							1.00				1.00	
Frt		0.926			0.945			0.994			0.999	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1725	0	1711	1702	0	1711	1790	0	1711	1799	0
Flt Permitted	0.653			0.623			0.950			0.950		
Satd. Flow (perm)	1176	1725	0	1122	1702	0	1708	1790	0	1711	1799	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								3				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		375			268			348			458	
Travel Time (s)		8.5			6.1			7.9			10.4	
Confl. Peds. (#/hr)							1					1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	80	86	83	82	101	58	66	934	40	42	935	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	80	169	0	82	159	0	66	974	0	42	940	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			4		1	6		5	2	
Permitted Phases	4			4								
Detector Phase	4	4		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	25.0		5.0	25.0	
Minimum Split (s)	11.4	11.4		11.4	11.4		11.8	31.0		11.8	31.0	
Total Split (s)	29.4	29.4		29.4	29.4		14.8	46.0		14.8	46.0	
Total Split (%)	32.6%	32.6%		32.6%	32.6%		16.4%	51.0%		16.4%	51.0%	
Yellow Time (s)	3.3	3.3		3.3	3.3		3.0	4.2		3.0	4.2	
All-Red Time (s)	3.1	3.1		3.1	3.1		3.8	1.8		3.8	1.8	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4		6.8	6.0		6.8	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effct Green (s)	12.0	12.0		12.0	12.0		6.7	43.6		6.2	40.7	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.16	0.16		0.16	0.16		0.09	0.57		0.08	0.54	
v/c Ratio	0.43	0.62		0.46	0.59		0.43	0.95		0.30	0.98	
Control Delay	37.5	41.1		39.1	40.1		44.5	38.6		41.1	45.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	37.5	41.1		39.1	40.1		44.5	38.6		41.1	45.8	
LOS	D	D		D	D		D	D		D	D	
Approach Delay		40.0			39.7			39.0			45.6	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	36	79		37	73		31	~523		20	~469	
Queue Length 95th (ft)	71	128		73	121		68	#753		48	#708	
Internal Link Dist (ft)		295			188			268			378	
Turn Bay Length (ft)	130			100			135			100		
Base Capacity (vph)	362	531		345	524		183	1029		183	963	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.22	0.32		0.24	0.30		0.36	0.95		0.23	0.98	

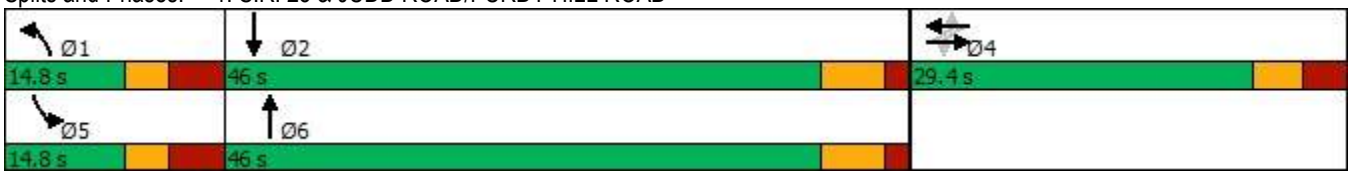
Intersection Summary

Area Type: Other
Cycle Length: 90.2
Actuated Cycle Length: 75.9
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 41.7 Intersection LOS: D
Intersection Capacity Utilization 73.5% ICU Level of Service D
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: S.R. 25 & JUDD ROAD/PURDY HILL ROAD



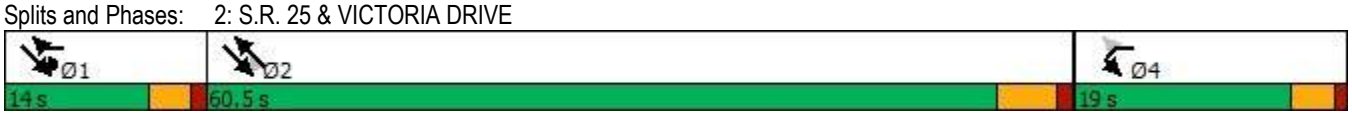
Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	48	31	7	749	833	42
Future Volume (vph)	48	31	7	749	833	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	14	11	11	11	11
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	140	250			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850			0.993	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1829	1689	1711	1801	1788	0
Flt Permitted	0.950					
Satd. Flow (perm)	1829	1689	1801	1801	1788	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		33			5	
Link Speed (mph)	30			30	30	
Link Distance (ft)	250			487	261	
Travel Time (s)	5.7			11.1	5.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	51	33	7	797	886	45
Shared Lane Traffic (%)						
Lane Group Flow (vph)	51	33	7	797	931	0
Turn Type	Prot	pm+ov	pm+pt	NA	NA	
Protected Phases	4	1	1	1 2	2	
Permitted Phases		4	1 2			
Detector Phase	4	1	1	1 2	2	
Switch Phase						
Minimum Initial (s)	7.0	5.0	5.0		18.0	
Minimum Split (s)	11.0	9.0	9.0		23.5	
Total Split (s)	19.0	14.0	14.0		60.5	
Total Split (%)	20.3%	15.0%	15.0%		64.7%	
Yellow Time (s)	3.0	3.0	3.0		4.2	
All-Red Time (s)	1.0	1.0	1.0		1.3	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	4.0	4.0	4.0		5.5	
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	None		Min	
Act Effct Green (s)	8.9	14.7	62.2	62.2	45.2	

Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Actuated g/C Ratio	0.13	0.21	0.88	0.88	0.64	
v/c Ratio	0.22	0.09	0.00	0.50	0.81	
Control Delay	37.5	9.6	1.9	3.7	18.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	37.5	9.6	1.9	3.7	18.4	
LOS	D	A	A	A	B	
Approach Delay	26.6			3.7	18.4	
Approach LOS	C			A	B	
Queue Length 50th (ft)	26	0	1	100	343	
Queue Length 95th (ft)	61	21	3	192	#627	
Internal Link Dist (ft)	170			407	181	
Turn Bay Length (ft)		140	250			
Base Capacity (vph)	437	446	1588	1588	1388	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.12	0.07	0.00	0.50	0.67	

Intersection Summary

Area Type: Other
Cycle Length: 93.5
Actuated Cycle Length: 70.5
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 12.3 Intersection LOS: B
Intersection Capacity Utilization 60.1% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: S.R. 25 & VICTORIA DRIVE



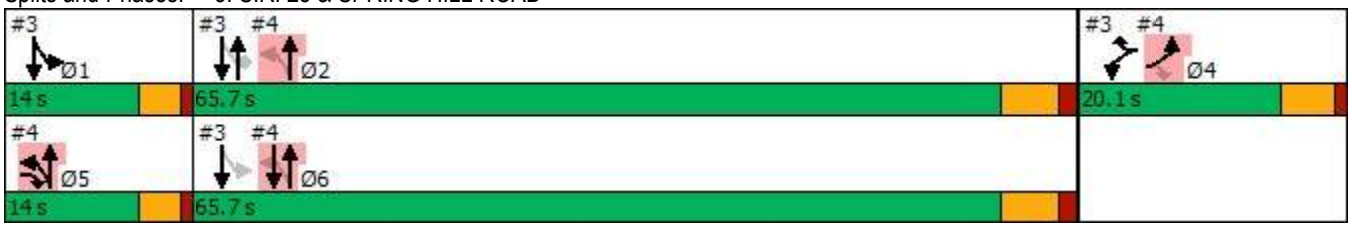
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5	Ø6
Lane Configurations								
Traffic Volume (vph)	166	113	881	165	128	801		
Future Volume (vph)	166	113	881	165	128	801		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	11	11	11	11	11	11		
Grade (%)	0%		0%			0%		
Storage Length (ft)	0	210		150	145			
Storage Lanes	1	1		1	1			
Taper Length (ft)	25				50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Ped Bike Factor	1.00							
Frt		0.850		0.850				
Flt Protected	0.950				0.950			
Satd. Flow (prot)	1711	1531	1801	1531	1711	1801		
Flt Permitted	0.950				0.121			
Satd. Flow (perm)	1705	1531	1801	1531	218	1801		
Right Turn on Red		Yes		Yes				
Satd. Flow (RTOR)		122		118				
Link Speed (mph)	30		30			30		
Link Distance (ft)	538		468			301		
Travel Time (s)	12.2		10.6			6.8		
Confl. Peds. (#/hr)	1							
Confl. Bikes (#/hr)								
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93		
Growth Factor	100%	100%	100%	100%	100%	100%		
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%		
Bus Blockages (#/hr)	0	0	0	0	0	0		
Parking (#/hr)								
Mid-Block Traffic (%)	0%		0%			0%		
Adj. Flow (vph)	178	122	947	177	138	861		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	178	122	947	177	138	861		
Turn Type	Prot	Prot	NA	Perm	pm+pt	NA		
Protected Phases	4	4	2		1	1 2 6	5	6
Permitted Phases				2	1 2 6			
Detector Phase	4	4	2	2	1	1 2 6		
Switch Phase								
Minimum Initial (s)	7.0	7.0	18.0	18.0	5.0		5.0	18.0
Minimum Split (s)	12.1	12.1	23.7	23.7	9.0		9.0	23.7
Total Split (s)	20.1	20.1	65.7	65.7	14.0		14.0	65.7
Total Split (%)	20.1%	20.1%	65.8%	65.8%	14.0%		14%	66%
Yellow Time (s)	4.1	4.1	4.3	4.3	3.0		3.0	4.3
All-Red Time (s)	1.0	1.0	1.4	1.4	1.0		1.0	1.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	5.1	5.1	5.7	5.7	4.0			
Lead/Lag			Lag	Lag	Lead		Lead	Lag
Lead-Lag Optimize?			Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None	Min	Min	None		None	Min
Act Effct Green (s)	13.7	13.7	60.0	60.0	71.7	75.7		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5	Ø6
Actuated g/C Ratio	0.14	0.14	0.61	0.61	0.73	0.77		
v/c Ratio	0.75	0.38	0.86	0.18	0.45	0.62		
Control Delay	60.9	11.0	16.8	1.4	9.6	7.7		
Queue Delay	0.0	0.0	8.1	0.0	0.0	3.4		
Total Delay	60.9	11.0	24.9	1.4	9.6	11.1		
LOS	E	B	C	A	A	B		
Approach Delay	40.6		21.2			10.9		
Approach LOS	D		C			B		
Queue Length 50th (ft)	109	0	364	2	19	208		
Queue Length 95th (ft)	#200	50	m#666	m5	46	308		
Internal Link Dist (ft)	458		388			221		
Turn Bay Length (ft)		210		150	145			
Base Capacity (vph)	260	336	1097	978	310	1384		
Starvation Cap Reductn	0	0	126	0	0	0		
Spillback Cap Reductn	0	0	0	0	0	412		
Storage Cap Reductn	0	0	0	0	0	0		
Reduced v/c Ratio	0.68	0.36	0.98	0.18	0.45	0.89		

Intersection Summary

Area Type: Other
Cycle Length: 99.8
Actuated Cycle Length: 98.5
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.03
Intersection Signal Delay: 19.3 Intersection LOS: B
Intersection Capacity Utilization 75.0% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: S.R. 25 & SPRING HILL ROAD



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2
Lane Configurations								
Traffic Volume (vph)	73	101	117	983	934	55		
Future Volume (vph)	73	101	117	983	934	55		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	11	11	11	11	12	12		
Grade (%)	0%			0%	0%			
Storage Length (ft)	0	0	385			0		
Storage Lanes	1	1	1			0		
Taper Length (ft)	25		75					
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Ped Bike Factor								
Frt		0.850			0.992			
Flt Protected	0.950		0.950					
Satd. Flow (prot)	1711	1531	1711	1801	1848	0		
Flt Permitted	0.950		0.067					
Satd. Flow (perm)	1711	1531	121	1801	1848	0		
Right Turn on Red		Yes				Yes		
Satd. Flow (RTOR)		97			5			
Link Speed (mph)	30			30	30			
Link Distance (ft)	244			531	468			
Travel Time (s)	5.5			12.1	10.6			
Confl. Peds. (#/hr)								
Confl. Bikes (#/hr)								
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85		
Growth Factor	100%	100%	100%	100%	100%	100%		
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%		
Bus Blockages (#/hr)	0	0	0	0	0	0		
Parking (#/hr)								
Mid-Block Traffic (%)	0%			0%	0%			
Adj. Flow (vph)	86	119	138	1156	1099	65		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	86	119	138	1156	1164	0		
Turn Type	Prot	pm+ov	pm+pt	NA	NA			
Protected Phases	4	5	5	2 5 6	6		1	2
Permitted Phases		4	2 5 6					
Detector Phase	4	5	5	2 5 6	6			
Switch Phase								
Minimum Initial (s)	7.0	5.0	5.0		18.0		5.0	18.0
Minimum Split (s)	12.1	9.0	9.0		23.7		9.0	23.7
Total Split (s)	20.1	14.0	14.0		65.7		14.0	65.7
Total Split (%)	20.1%	14.0%	14.0%		65.8%		14%	66%
Yellow Time (s)	4.1	3.0	3.0		4.3		3.0	4.3
All-Red Time (s)	1.0	1.0	1.0		1.4		1.0	1.4
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			
Total Lost Time (s)	5.1	4.0	4.0		5.7			
Lead/Lag		Lead	Lead		Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes		Yes		Yes	Yes
Recall Mode	None	None	None		Min		None	Min
Act Effct Green (s)	13.7	28.8	71.7	74.0	60.0			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2
Actuated g/C Ratio	0.14	0.29	0.73	0.75	0.61			
v/c Ratio	0.36	0.23	0.55	0.85	1.03			
Control Delay	43.0	9.1	24.3	17.2	54.4			
Queue Delay	0.0	0.0	0.0	5.1	0.0			
Total Delay	43.0	9.1	24.3	22.4	54.4			
LOS	D	A	C	C	D			
Approach Delay	23.3			22.6	54.4			
Approach LOS	C			C	D			
Queue Length 50th (ft)	50	10	31	444	~814			
Queue Length 95th (ft)	91	45	85	590	#967			
Internal Link Dist (ft)	164			451	388			
Turn Bay Length (ft)			385					
Base Capacity (vph)	260	516	249	1353	1128			
Starvation Cap Reductn	0	0	0	0	0			
Spillback Cap Reductn	0	0	0	147	0			
Storage Cap Reductn	0	0	0	0	0			
Reduced v/c Ratio	0.33	0.23	0.55	0.96	1.03			

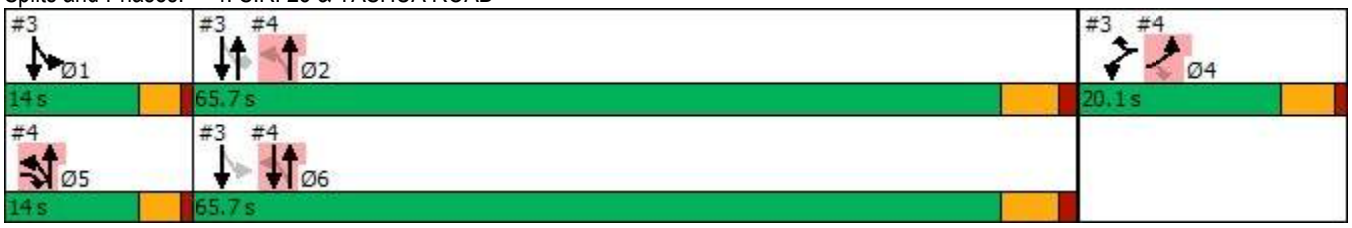
Intersection Summary

Area Type: Other
Cycle Length: 99.8
Actuated Cycle Length: 98.5
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.03
Intersection Signal Delay: 36.6 Intersection LOS: D
Intersection Capacity Utilization 77.1% ICU Level of Service D
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: S.R. 25 & TASHUA ROAD



Intersection						
Int Delay, s/veh	3					

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	38	23	836	40	39	758
Future Vol, veh/h	38	23	836	40	39	758
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, %	2	2	2	2	2	2
Mvmt Flow	41	25	909	43	42	824

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1839	931	0	0	952	0
Stage 1	931	-	-	-	-	-
Stage 2	908	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	83	324	-	-	722	-
Stage 1	384	-	-	-	-	-
Stage 2	393	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	78	324	-	-	722	-
Mov Cap-2 Maneuver	78	-	-	-	-	-
Stage 1	384	-	-	-	-	-
Stage 2	370	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	79.5	0	0.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	109	722	-
HCM Lane V/C Ratio	-	-	0.608	0.059	-
HCM Control Delay (s)	-	-	79.5	10.3	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	3	0.2	-

Intersection						
Int Delay, s/veh	0.2					

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	16	859	0	0	797
Future Vol, veh/h	0	16	859	0	0	797
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, %	2	2	2	2	2	2
Mvmt Flow	0	17	934	0	0	866

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	934	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	322	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	322	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	322	-
HCM Lane V/C Ratio	-	0.054	-
HCM Control Delay (s)	-	16.8	-
HCM Lane LOS	-	C	-
HCM 95th %tile Q(veh)	-	0.2	-

CAPACITY ANALYSIS WORKSHEETS

Build Conditions
With Recommended Improvements

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5	Ø6
Lane Configurations								
Traffic Volume (vph)	135	66	1021	136	75	910		
Future Volume (vph)	135	66	1021	136	75	910		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	11	11	11	11	11	11		
Grade (%)	0%		0%			0%		
Storage Length (ft)	0	210		150	145			
Storage Lanes	1	1		1	1			
Taper Length (ft)	25				50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Ped Bike Factor								
Frt		0.850		0.850				
Flt Protected	0.950				0.950			
Satd. Flow (prot)	1711	1531	1801	1531	1711	1801		
Flt Permitted	0.950				0.063			
Satd. Flow (perm)	1711	1531	1801	1531	113	1801		
Right Turn on Red		Yes		Yes				
Satd. Flow (RTOR)		73		86				
Link Speed (mph)	30		30			30		
Link Distance (ft)	538		468			301		
Travel Time (s)	12.2		10.6			6.8		
Confl. Peds. (#/hr)								
Confl. Bikes (#/hr)								
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91		
Growth Factor	100%	100%	100%	100%	100%	100%		
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%		
Bus Blockages (#/hr)	0	0	0	0	0	0		
Parking (#/hr)								
Mid-Block Traffic (%)	0%		0%			0%		
Adj. Flow (vph)	148	73	1122	149	82	1000		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	148	73	1122	149	82	1000		
Turn Type	Prot	Prot	NA	Perm	pm+pt	NA		
Protected Phases	4	4	2		1	1 2 6	5	6
Permitted Phases				2	1 2 6			
Detector Phase	4	4	2	2	1	1 2 6		
Switch Phase								
Minimum Initial (s)	7.0	7.0	18.0	18.0	5.0		5.0	18.0
Minimum Split (s)	12.1	12.1	23.7	23.7	9.0		9.0	23.7
Total Split (s)	19.0	19.0	69.0	69.0	14.0		14.0	69.0
Total Split (%)	18.6%	18.6%	67.6%	67.6%	13.7%		14%	68%
Yellow Time (s)	4.1	4.1	4.3	4.3	3.0		3.0	4.3
All-Red Time (s)	1.0	1.0	1.4	1.4	1.0		1.0	1.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	5.1	5.1	5.7	5.7	4.0			
Lead/Lag			Lag	Lag	Lead		Lead	Lag
Lead-Lag Optimize?			Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None	Min	Min	None		None	Min
Act Effct Green (s)	12.5	12.5	63.3	63.3	75.0	79.0		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5	Ø6
Actuated g/C Ratio	0.12	0.12	0.63	0.63	0.75	0.79		
v/c Ratio	0.70	0.29	0.99	0.15	0.34	0.71		
Control Delay	60.3	12.9	32.2	1.7	12.1	8.9		
Queue Delay	0.0	0.0	21.8	0.0	0.0	18.1		
Total Delay	60.3	12.9	54.0	1.7	12.1	27.1		
LOS	E	B	D	A	B	C		
Approach Delay	44.6		47.8			25.9		
Approach LOS	D		D			C		
Queue Length 50th (ft)	92	0	~708	2	10	266		
Queue Length 95th (ft)	#168	40	m#998	m5	44	403		
Internal Link Dist (ft)	458		388			221		
Turn Bay Length (ft)		210		150	145			
Base Capacity (vph)	236	274	1133	995	243	1414		
Starvation Cap Reductn	0	0	75	0	0	0		
Spillback Cap Reductn	0	0	0	0	0	427		
Storage Cap Reductn	0	0	0	0	0	0		
Reduced v/c Ratio	0.63	0.27	1.06	0.15	0.34	1.01		

Intersection Summary

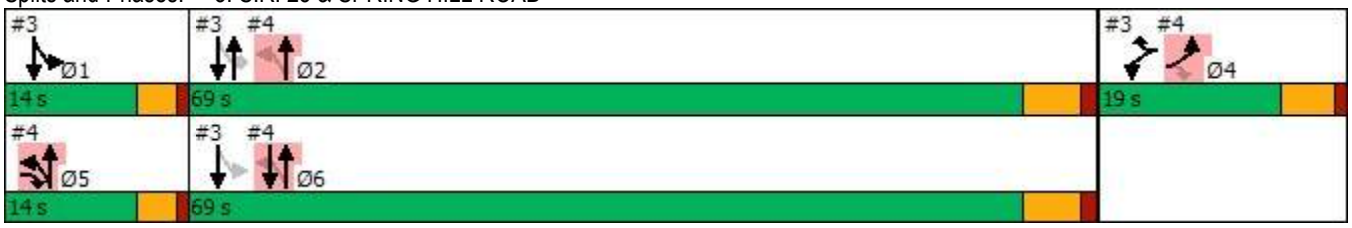
Area Type: Other
Cycle Length: 102
Actuated Cycle Length: 100.6
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.16
Intersection Signal Delay: 38.3 Intersection LOS: D
Intersection Capacity Utilization 77.4% ICU Level of Service D
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: S.R. 25 & SPRING HILL ROAD



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2
Lane Configurations								
Traffic Volume (vph)	73	125	109	997	1077	49		
Future Volume (vph)	73	125	109	997	1077	49		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	11	11	11	11	12	12		
Grade (%)	0%			0%	0%			
Storage Length (ft)	0	0	385			0		
Storage Lanes	1	1	1			0		
Taper Length (ft)	25		75					
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Ped Bike Factor			1.00		1.00			
Frt		0.850			0.994			
Flt Protected	0.950		0.950					
Satd. Flow (prot)	1711	1531	1711	1801	1850	0		
Flt Permitted	0.950		0.063					
Satd. Flow (perm)	1711	1531	113	1801	1850	0		
Right Turn on Red		Yes				Yes		
Satd. Flow (RTOR)		66			4			
Link Speed (mph)	30			30	30			
Link Distance (ft)	244			531	468			
Travel Time (s)	5.5			12.1	10.6			
Confl. Peds. (#/hr)			1			1		
Confl. Bikes (#/hr)								
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83		
Growth Factor	100%	100%	100%	100%	100%	100%		
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%		
Bus Blockages (#/hr)	0	0	0	0	0	0		
Parking (#/hr)								
Mid-Block Traffic (%)	0%			0%	0%			
Adj. Flow (vph)	88	151	131	1201	1298	59		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	88	151	131	1201	1357	0		
Turn Type	Prot	pm+ov	pm+pt	NA	NA			
Protected Phases	4	5	5	2 5 6	6		1	2
Permitted Phases		4	2 5 6					
Detector Phase	4	5	5	2 5 6	6			
Switch Phase								
Minimum Initial (s)	7.0	5.0	5.0		18.0		5.0	18.0
Minimum Split (s)	12.1	9.0	9.0		23.7		9.0	23.7
Total Split (s)	19.0	14.0	14.0		69.0		14.0	69.0
Total Split (%)	18.6%	13.7%	13.7%		67.6%		14%	68%
Yellow Time (s)	4.1	3.0	3.0		4.3		3.0	4.3
All-Red Time (s)	1.0	1.0	1.0		1.4		1.0	1.4
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			
Total Lost Time (s)	5.1	4.0	4.0		5.7			
Lead/Lag		Lead	Lead		Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes		Yes		Yes	Yes
Recall Mode	None	None	None		Min		None	Min
Act Effct Green (s)	12.5	27.6	75.0	77.3	63.3			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2
Actuated g/C Ratio	0.12	0.27	0.75	0.77	0.63			
v/c Ratio	0.42	0.32	0.54	0.87	1.16			
Control Delay	46.9	18.4	24.6	17.4	102.6			
Queue Delay	0.0	0.0	0.0	25.4	0.0			
Total Delay	46.9	18.4	24.6	42.8	102.6			
LOS	D	B	C	D	F			
Approach Delay	28.9			41.0	102.6			
Approach LOS	C			D	F			
Queue Length 50th (ft)	53	42	29	469	~1076			
Queue Length 95th (ft)	93	84	79	573	#1168			
Internal Link Dist (ft)	164			451	388			
Turn Bay Length (ft)			385					
Base Capacity (vph)	236	467	243	1384	1165			
Starvation Cap Reductn	0	0	0	0	0			
Spillback Cap Reductn	0	0	0	234	0			
Storage Cap Reductn	0	0	0	0	0			
Reduced v/c Ratio	0.37	0.32	0.54	1.04	1.16			

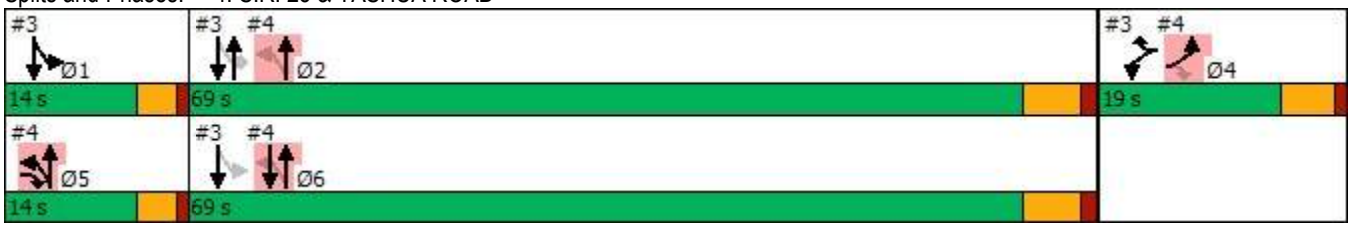
Intersection Summary

Area Type: Other
Cycle Length: 102
Actuated Cycle Length: 100.6
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.16
Intersection Signal Delay: 68.6 Intersection LOS: E
Intersection Capacity Utilization 83.9% ICU Level of Service E
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: S.R. 25 & TASHUA ROAD



IMPACT ANALYSIS
4 & 7180 MAIN STREET
MONROE, CONNECTICUT
7180 & 7192 MAIN STREET
SPRING HILL ROAD
TRUMBULL CONNECTICUT

Date of Analysis
November 21, 2022

Authorized by:
7182 Main Street LLC
Trumbull, Connecticut

Prepared by:
Stanley A. Gniazdowski, CRE, CCIM
Consultant

REALTY CONCEPTS INC
Counselors • Investment Managers • Appraisers
2514 Boston Post Road, Unit 9C, Guilford, CT 06437

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REALTY CONCEPTS INC
Counselors- Investment Managers- Appraisers
2514 Boston Post Road, Unit 9C•Guilford, CT 06437• t (203) 453-1117• f (203) 458-2689 • stang@realtyconcepts.net

December 5, 2022

Mr. Mitchell DeEsso, Managing Member
7182 Main Street LLC
62 Spring Hill Road
Trumbull, CT 06611

RE: Proposed Mixed Use Development
57 Apartment Units
53,797 Sq/Ft Commercial
4 & 7180 Main Street, Monroe, CT
7180 & 7192 Main Street
& Spring Hill Road, Trumbull, CT

Dear Mr. DeEsso:

At your request and authorization, I have prepared a development impact analysis on the proposed mixed-use development at 4 & 7180 Main Street, Monroe, CT on 4.02 acres (175,111 Sq/Ft) and 7180 & 7192 Main Street and Spring Hill Road, Trumbull, CT on 2.68+/- acres (116,740 Sq/Ft) of unimproved land totaling 6.70 Acres (291,852 Sq/Ft). The proposed development will be comprised of one three story structure totaling 57 apartment units (46,290 s/f) and 28,491 square feet of commercial space and 13,756 common and amenity space, totaling 88,538 square feet. The residential unit mix will be 6 Studio, 8 Lofts, 37 one-bedroom units and 6 two-bedroom units. The development will have 193 surface parking spaces. The focus of this analysis is to estimate apartment demand for the Towns of Monroe and Trumbull, Connecticut as well as tax revenue generation the proposed apartments would produce. In addition, to estimate the net fiscal impact the following municipal services may have on each municipal budget that are provided by the Towns of Monroe and Trumbull: Public Schools, Police, Fire, EMS and Public Works services.

This is a general consulting report and is not a consulting appraisal report or an appraisal report as defined under the Uniform Standards of Professional Appraisal Practice (USPAP). The date of this analysis is November 21, 2022.

Pertinent current Monroe and Trumbull Connecticut town records were examined including Monroe and Trumbull, CT Building Department, Zoning, and Assessors records, State of Connecticut Department of Education, Connecticut Department of Labor, CERC, University of Connecticut Center for Real Estate and Urban Economics and related publications, Federal Reserve Bank data, US Census Bureau, US Department of Labor, National Association of Home Builders, Connecticut Association of Home Builders, National and Connecticut Association of Realtors, Urban Land Institute, Institute of Real Estate Management , Multi-Family Housing News, The Warren Group, and Major Real Estate Firms research reports, Moody's Analytics, ESRI/STDB, demographic service and others sources as noted. Primary data was developed by this office which included field interviews of property owners and managers, examination of

Multiple Listing Service, Internet research and verification, interviews with the Monroe town department heads, Brokers and Appraisers. All public and subsidized housing and assisted living complexes are excluded from this analysis. Only market rate apartment data was developed. Following, is a summary of my findings followed by the supporting data:

Conclusion

After reviewing the following data developed within this report, it is clear that the State's and national economic conditions have impacted the marketability of real properties in the State of Connecticut. Post Covid-19, rising residential prices and inflation have caused delays in making the decision for seniors to change from independent single family living to residential apartments. Data indicates those who delayed their decision due to Covid are now executing their delayed plans. The impact of the Covid-19 had forced an increase in single family and apartment demand in Fairfield County and the State. Post Covid-19 has impacted urban dwellers looking for less densely populated areas to live in such as Fairfield County Connecticut, which has less densely populated areas than New York City. The primary driving indicator for real estate demand is employment; Employment within the Fairfield East apartment trade area has not fully recovered from 2018 but shows steady job growth in white-collar and in the education and medical sectors. Fortunately, prior to the COVID-19 crisis, nearby Sikorsky Aircraft's commitment to remain in Connecticut, new contracts, and anticipated increase in future employment. Two other major labor nodes East Hartford and Groton, CT, where New United Technologies and Electric Boat contracts should increase employment which is the catalyst that was needed to reverse this downward trend and improve the states' psychographics. Due to the proximity to the subject property, the Sikorsky decision to stay in Connecticut has a positive impact on the proposed subject property's demand by stemming the potential for further employment loss. There have been positive signs of increased basic employment as of the date of this analysis, the driving force behind economic growth.

The subject property is bifurcated by two municipalities, Monroe and Trumbull, Connecticut. Both towns are recognized as upper scale communities with good psychographics, which is clearly demonstrated in the lifestyles described within this report. Residents currently enjoy in Monroe and Trumbull lifestyles that the preponderance of households are in the mid to upper household income levels as well as having good rankings for home values and net worth. The preponderance of the residential lifestyle preferences for Monroe and Trumbull is single-family homes. Due to an aging population and senior lifestyle change preferences, for seniors, Millennial and Gen X lifestyles, demand is increasing for living options, like market rate apartments (Intergenerational). In addition, Monroe and Trumbull are in close proximity to major Connecticut labor nodes and New York City which serve as bedroom communities to these employment nodes.

Today, a paradigm shift in residential apartments is taking place. At first this has led to structure redesign and enhanced scope of services for residential apartments and mixed-use communities to meet the current lifestyle demands of senior, millennials and Gen X. The departure trend has shifted from the traditional apartment complex to contemporary designed communities that incorporate market rate amenities. The introduction of inflation in 2022, rental demand has focused on affordability. 247,181 population out of the trade area total population of 573,408 or 43% of the population, are Gen X and Millennials.

New apartment communities will provide Monroe & Trumbull household minimal disruption allowing current Monroe and Trumbull residents to stay in their respective communities and retain their medical, cultural, and religious linkages. Apartments in Monroe and Trumbull would allow

Conclusion - Continued

younger individuals an option that did not exist. The apartment component will enhance the quality of life in each town by providing new housing and retail opportunities that do not currently exist, a new modern rental community. 10% of the 57 units (6 units) will be affordable units addressing the need for affordable housing in Monroe and Trumbull.

The other population segments driving apartment demand are the Millennials and Gen X & Z. Their lifestyle is mobile and socially oriented, forcing redesign of apartments, high quality, and prior to inflation an increase in social amenities. Monroe and Trumbull apartment void is not addressing this growing apartment segment. Without new rental apartments in Monroe and Trumbull, it does not provide retention of younger residence who cannot afford a home due to inflation and increased interest rates, want to be close to relatives, employment and those who are seeking alternative living options.

Lifestyle changes, the impact of post COVID, and inflation has had on increased apartment demand should not be dismissed at this time for mixed use retail/apartment communities. These mixed-use developments meet current lifestyle demand. The uncertainty of economic condition will positively impact the absorption of apartment and neighborhood retail. Based on apartment absorption in adjoining towns, absorption for apartments is comparable and should continue. The approval of a new modern rental community is prudent to be in position to meet future demand.

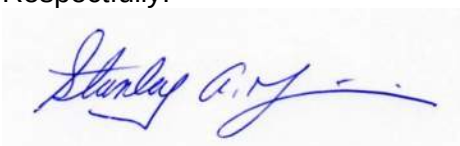
The subject site is in a good location for a mixed-use development, has good area supporting linkages to retail, medical services, recreation, education, religious, cultural and transportation networks that are important to a successful contemporary residential apartment's community.

Therefore:

1) As of the date of this analysis, demand does exist for mixed use residential apartments/ retail use due to pent-up demand, aging population and post COVID lifestyle demand. Future demand will continue to increase since target market represent about 43% of the trade area population in 2022. Fairfield East apartment trade area has the second lowest vacancy in the country and fastest rent growth in the nation for the 3rd qurter 2022.
2) The proposed mixed-use development should be an alternative to the higher rental market in Fairfield County West (Stamford and Norwalk).
3) The study area target market has an income level, current home value and net worth that should meet the threshold income level to rent the proposed mixed-use development.
4) Average market rent is approximately $1,450 for studios plus utilities, $1,800.00+/- per month plus utilities for one-bedroom units and approximately $2,170.00+/- per month plus utilities for two-bedroom units. These rents represent a lower alternative to Fairfield West rents, which is a major employment node with higher rents.
5) The 10% of affordable apartment units helps address a demand in Monroe and Trumbull currently not being met.
6) The proposed Mixed-use development, if in place as of today and under current market conditions, would produce a positive net tax revenue to the Towns of Monroe and Trumbull CT of about $113,000 for Monroe and $167,000 for the town of Trumbull.

On the following pages please find a summary of the supporting data.

Respectfully:



Stanley A. Gniazdowski, CRE, CCIM
President/Consultant

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Purpose of The Analysis

The purpose of this analysis is to determine demand for a proposed mixed-use retail and 57-unit apartment community and the fiscal impact it may have on the Towns of Monroe and Trumbull, CT municipal budgets inclusive of the school system, Police, Fire, EMS and Public Works Department.

Market Definitions

Source: *The Dictionary of Real Estate Appraisal*, Sixth Edition; published by The American Institute of Real Estate Appraisers, 2021

Market Rent

The most probable rent that a property should bring in a competitive and open market reflecting the conditions and restrictions of a specified lease agreement, including the rental adjustment and revaluation, permitted uses, use restrictions, expense obligations, term, concessions, renewal and purchase options, and tenant improvements (TI's).

1) Lessee and Lessor are typically motivated.

2) Both parties are well informed or well advised and acting in what they consider their own best interests.

3) A reasonable time is allowed for exposure in the open market.

4) The rent payment is made in terms of cash in U. S. dollars, and expressed as an amount per time period consistent with the payment schedule of the lease contract; and

5) The rental amount represents the normal consideration for the property leased unaffected by special fees of concessions granted by anyone associated with the transaction.

Apartment

A structure containing one or more rooms designed to provide complete living facilities for one or more occupants.

Condominium (Common Interest Community)

A multiunit structure or property in which persons hold fee simple title to individual units and an undivided interest in common areas.

Single Family House

A dwelling that is designed for occupancy by one family.

Mixed Use Development

An Income producing property that comprises multiple significant uses within a single site such as retail, office, residential, or lodging facilities

Demand

The desire and ability to purchase or lease goods and services; in real estate, the amounts of a type of real estate desired for purchase or rent at various prices in a given market for a given period of time.

DEFINITIONS (Continued)

Demography

The study of population and population change

Market analysis

1). The identification and study of the market for a particular economic good or service. .2) A study of market conditions for a specific property type.

Marketability

The relative desirability of a property for sale or lease in comparison with similar or competing properties in the area that is a property with poor marketability would be inferior to competing properties in terms of location, condition, access, etc. Conversely, a property with good marketability has superior features or condition in comparison with competing properties.

Mixed - Use Zoning

Zoning that allows multiple land uses to be developed within a single site.

Psychographics

Market research or statistics classifying population groups according to psychological variables (as attitudes, values, or fears); *also*: variables or trends identified through such research

Zoning

The public regulation of the character and extent of real estate use police power; accomplished by establishing districts or areas with uniform restrictions relating to improvements; structural height, area, and bulk; density of population; in other aspects of the use and development of private property.

Extraordinary Assumptions

“An assumption, directly related to a specific assignment, which, if found to be false, could alter the appraiser's opinions or conclusions.”

Comment: Extraordinary assumptions presume as fact otherwise uncertain information about a physical, legal, or economic characteristics of the subject property; or about conditions external to the property, such as market conditions or trends; or about the integrity of data used in any analysis.

Extraordinary Assumptions were utilized within this analysis.

Hypothetical Conditions

“That which is contrary to what exists but is supposed for the purpose of analysis.”

Comment: Hypothetical conditions assume conditions contrary to known facts about physical, legal, or economic characteristics of the subject property; or about conditions external to the property, such as market conditions or trends; or about the integrity of the data used in an analysis.

Hypothetical conditions were utilized within this analysis.

Scope of the Analysis

The scope of this assignment is to develop within a reasonable degree of probability, based on current market data, lifestyle and economic conditions, the demand for the proposed mixed-use development and the impact the proposed mixed-use development may have on the Monroe and Trumbull, CT municipal budget and school system. The investigations, activities and tasks completed during this analysis included, but were not limited to, the following:

1) The study area was inspected/surveyed several times during the month of November 15, 2022

2) Pertinent public records were examined and analyzed.

3) A survey and analysis of the Monroe and Trumbull, Connecticut real estate market was conducted. This investigation included discussions with real estate professionals in the area, and review of online proprietary databases and the development of Primary Data.

4) Pertinent current Monroe and Trumbull Connecticut Town records were examined including Monroe, CT Building Department, Zoning, and Assessors records, State of Connecticut Department of Housing, Connecticut Department of Labor, CERC, University of Connecticut Center for Real Estate and Urban Economics and related publications, Federal Reserve Bank data, US Census Bureau, US Department of Labor, National Association of Home Builders, Connecticut Association of Home Builders, National and Connecticut Association of Realtors, Urban Land Institute, Institute of Real Estate Management , Multi-Family Housing News, The Warren Group, Reiss Reports, Major Real Estate Firms research reports, , ESRI demographic service and others sources as noted and data providers for real estate as well as primary research conducted by this office.

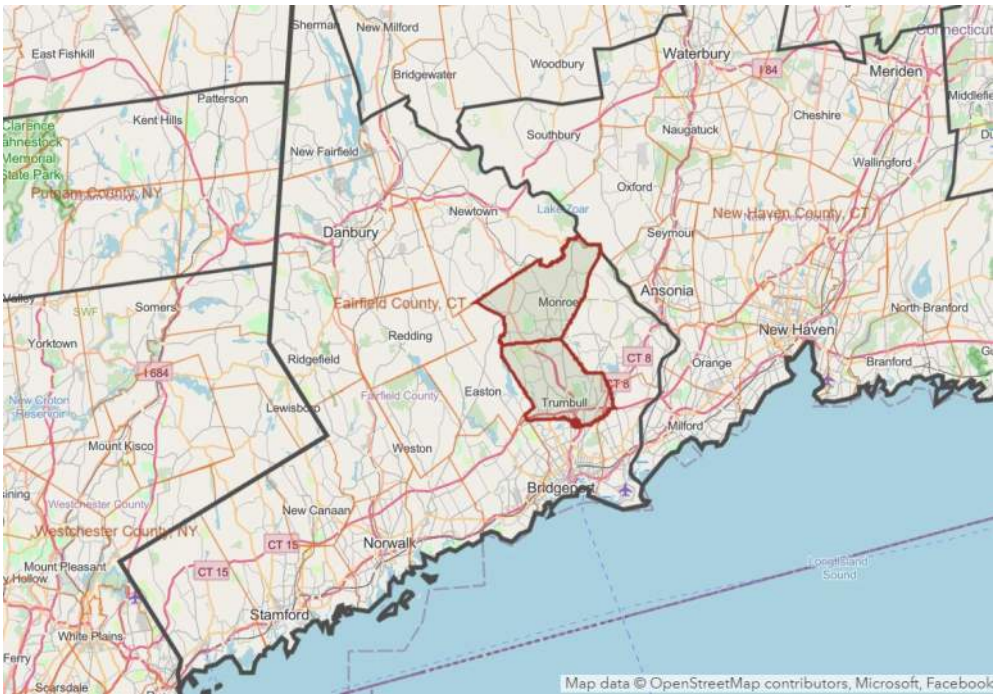
Limiting Conditions & Assumptions

This analysis is performed utilizing Extraordinary Assumptions and Hypothetical Conditions. This analysis is performed based on the assumption as of November 21, 2022.

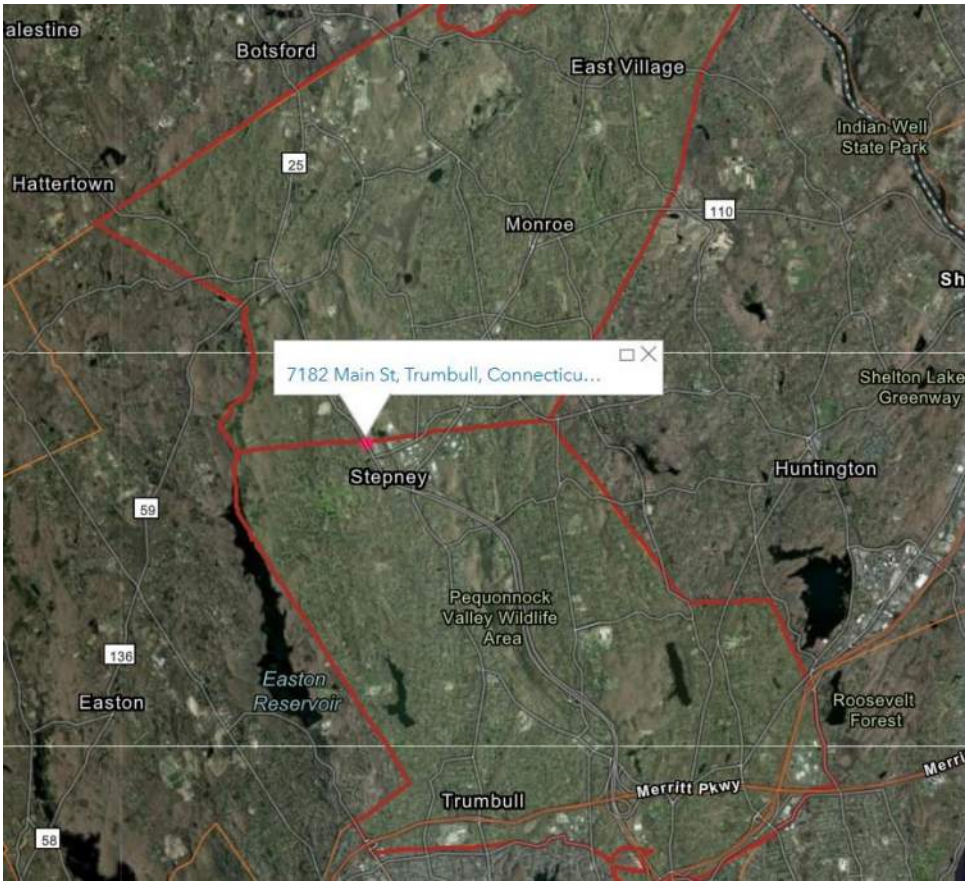
Prior Interest in Property

The consultant has no prior interest in the subject property.

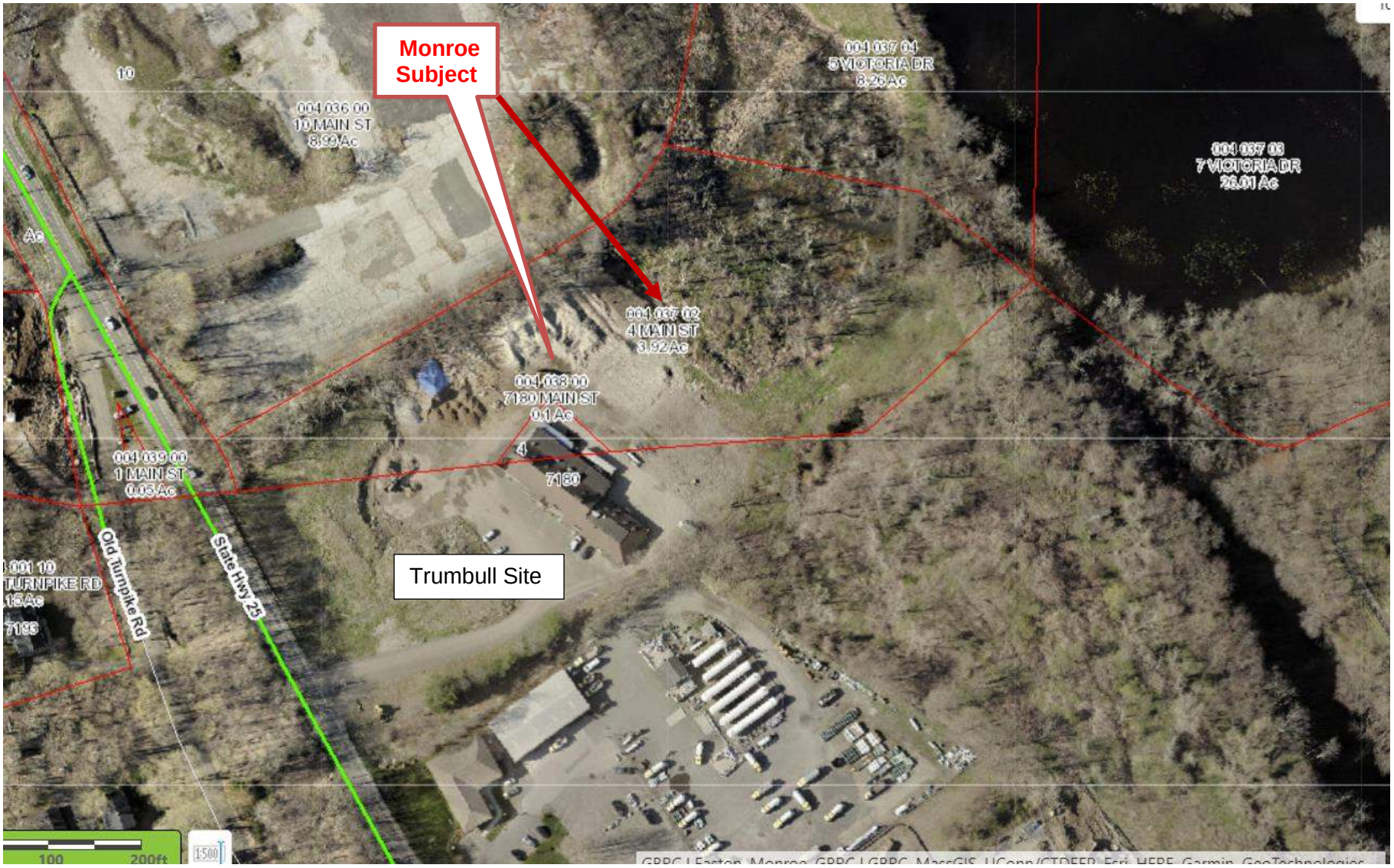
Town Location Map- Monroe CT & Trumbull CT



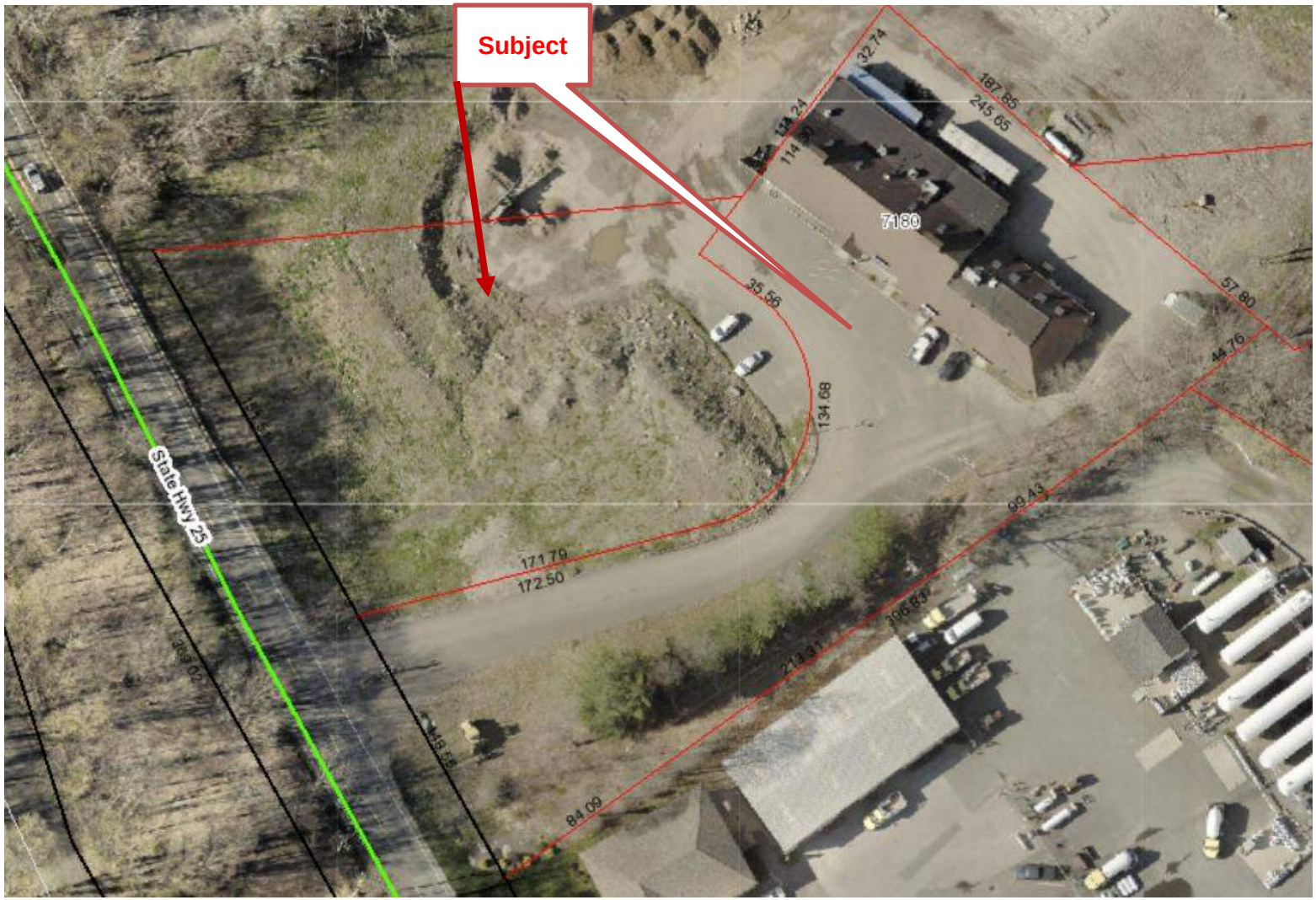
Site Location



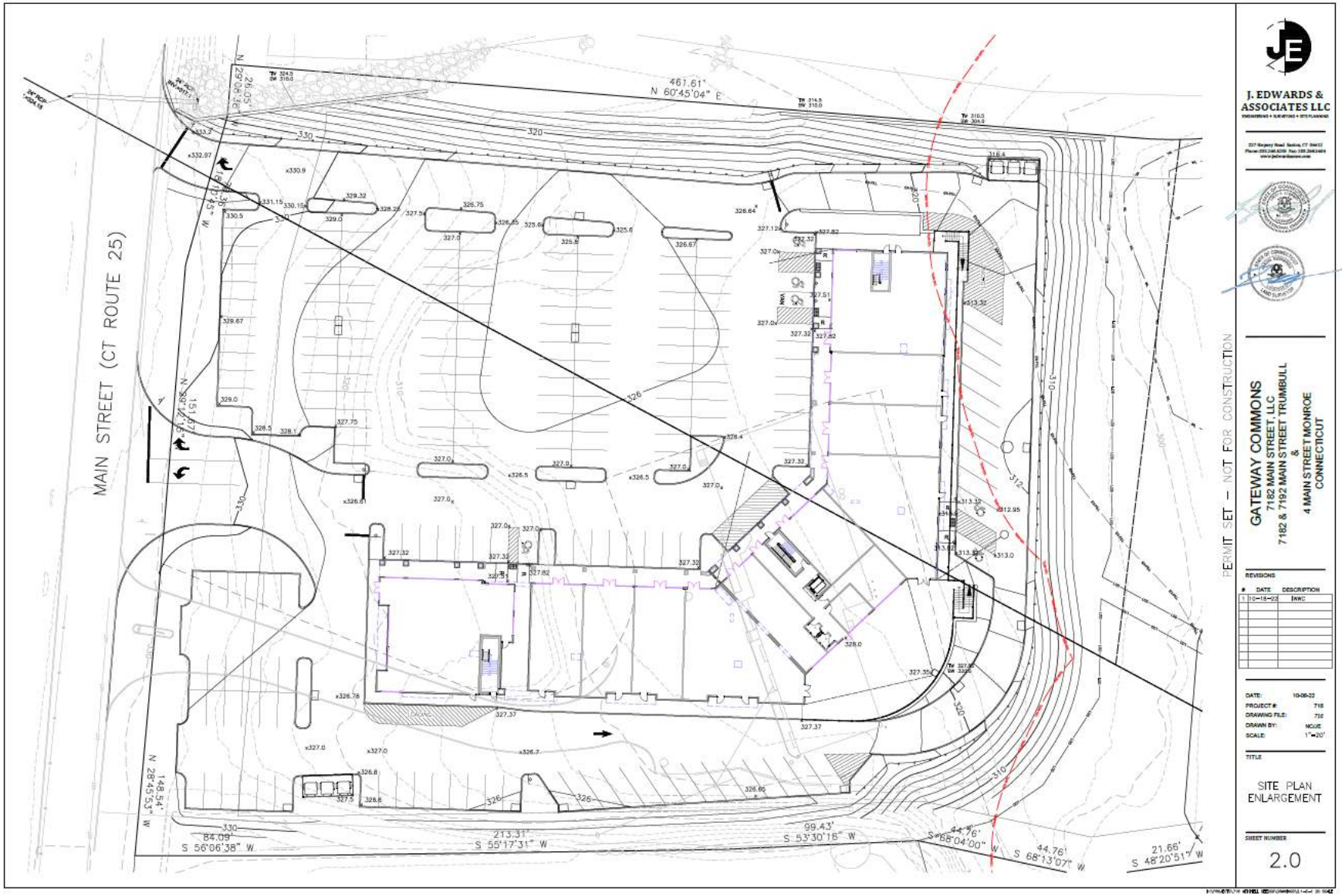
Subject Property- Monroe



Subject Property- Trumbull



Concept Site Plan



Analysis Methodology

A traditional market analysis is simply the development of supporting data to determine if a GAP (Demand - Supply = GAP/Oversupply) exists in the current market for specific property types. In order to accomplish this seemingly simple task, one must analyze four major components of the marketplace, which are:

1) Market Analysis (General market conditions)
2) Site Analysis (Site specific data)
3) Political Analysis (Political Influences)
4) Financial Analysis (Financial feasibility)

The first part of the analysis is market analysis-general market conditions. This component of the analysis includes the study of the macroeconomic conditions of the area inclusive of state, regional, and local economic conditions, and the impact on the demand for real estate based on these conditions for the specific property type.

The second step, site analysis, is the study of the specific site. This step evaluates the site conditions to meet the current real estate demand, and the factors that must be addressed to modify the site to meet those property type demand factors. This is inclusive of lifestyle, political impact, and zoning, plans of conservation and development, environmental issues, specific site conditions, availability of utilities, traffic, public transportation, property linkages and other pertinent factors.

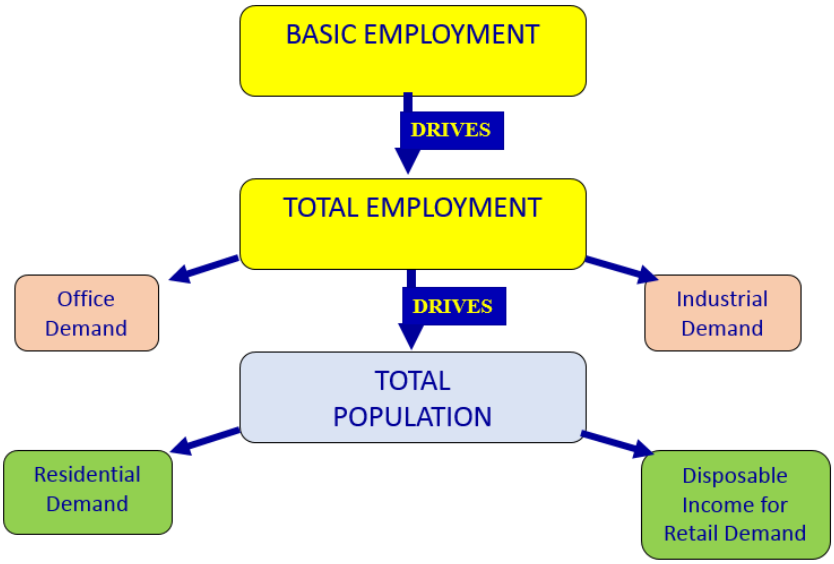
The third step is political analysis. This is concurrently being analyzed while general market conditions and site analysis are being performed. Inclusive in the political analysis is not only the local planning and zoning and comprehensive plan of conservation development, but also the impact of state and regional regulations that impact the demand for different types of development on the site being studied. Also, being analyzed is the political climate, including whether the municipality is pro- or anti-development, residentially oriented or commercially oriented, and if any incentives for specific property types exist.

Financial analysis is the last step of the GAP analysis. The results of the other three factors should add a supportable and reasonable degree of probability that results in a reliable financial analysis.

Unlike performing GAP analysis in the past, where dependence was on the primary four components described herein, a fifth and more critical component is emerging as a critical factor in determining demand for residential real estate: lifestyle. Lifestyle has dramatically impacted single-family and, in particular, multifamily development in the United States. The lifestyle impact of Millennials, Generation X, and Echo and Baby Boomers have created a shift in the physical design, preferential locations, and social preferences. The current COVID-19 pandemic has fostered a shift in residential and retail demand. Therefore, it is now critical to concurrently analyze lifestyle when performing a GAP analysis during the market and site analysis components.

In order to fully understand demand for real estate property types, one should first understand the basic real estate demand model and what fosters real estate demand.

Real Estate Demand



The above diagram is the basic real estate demand model. All demand for real estate is based on the increase or decline of employment. The key factor is a component known as basic employment. Basic Employment are jobs that are responsible for importing new dollars into an economic region. The more employment sectors that have basic employment, the stronger the economy! An example of basic employment is if you were a manufacturer of widgets, and your economic region was Hartford County Connecticut. You produce widgets. Widgets sell for $50 each. You sell a widget to someone that lives in Hartford County. The $50 to purchase that widget was $50 that already existed in the Hartford County-your economic region. It is an existing $50 recirculated to purchase the widget. If you sell another widget to someone who lives in New Jersey, the sale imported 50 new dollars into your economic region.

Why is this important? Basic employment is responsible for the growth or decline of an economic region and directly impacts real estate demand. By measuring the number of Basic employees by employment sector, then calculating total basic employment, we can forecast total employment growth/contraction and estimate population growth/decline.

The above illustration demonstrates that when basic employment increases, it positively impacts total employment growth which impacts demand for office and industrial real estate. As total employment increases it fosters population growth which impacts demand for retail and residential real estate. The focus of this report will be to estimate if there is increased population to support additional residential and retail real estate demand (single-family and multifamily) and employment growth to support office and industrial demand.

There are two important indicators. First is an Economic Base Multiplier (EBM). EBM is an indicator that represents for each Basic Job, how many additional non-basic or service jobs are created. IE: an EBM of 2.5 indicates that for each basic job created an additional 1.5 non-basic jobs are created (2.5 inclusive of 1 basic job).

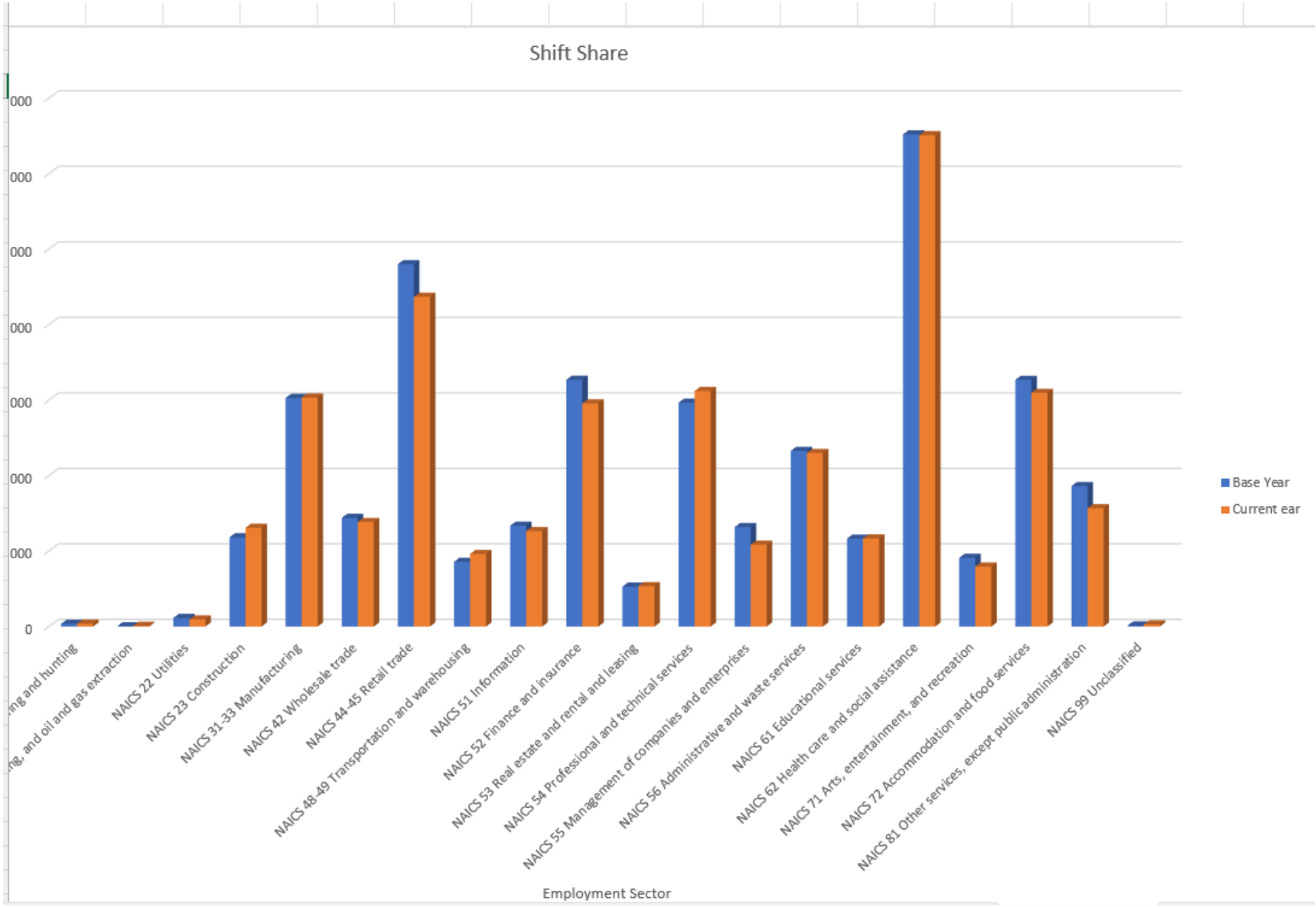
The second indicator is the Population Employment Ratio (PER). The PER is an indicator of about how much the population will increase based on each new job created. A PER of 3.5 indicates for each new job created that 2.5 persons will be added to the population in addition to the employee (3.5 PER is inclusive of 1 job as part of the population)

Shift Share Analysis Q2 2018 to Q2 2021- Fairfield County CT

The following Shift-Share analysis identifies nine employment sectors that have basic employment. As discussed above, basic employment is the underlying generator for population growth. The post Covid employment sectors that have basic employment are retail trade, information services, finance and insurance, professional and technical services, management of companies and enterprises, education services, health care and social assistance, arts, entertainment, and recreation and administration, except public administration. These employment sectors represent about 11.16% of total employment or 39,748 basic jobs. The economic base multiplier is about 8.96 representing for each basic job 7.96 non-basic jobs are created. Based on a 2022 population of 965,260 the population employment ratio is 2.61 representing about 1.61 additional population for each job created. The two employment sectors with the highest basic employment are Finance and Insurance and Health Care and Social Services with 10,323 basic employees. Fairfield County 2022 employment currently is 13,221 jobs lower than 2018.

1Q Fairfield County FL	2018 Base Year U.S. TOTAL Q1	% Total	2022 Current Year U.S. TOTAL Q1	% Total	% Change	2018 Base Year Q1	% Total	2022 Current Year Q1	% Total	%Change	NS/NG National Share/ Growth	IM Industry Mix	RS Regional Shift	AG Total Change in Employment	Calculation Verification Employment	LQ Current Year	% Basic Employees	Number Basic Employees-Current
NAICS 11 Agriculture, forestry, fishing and hunting	1,141,310	0.93%	1,149,450	0.91%	0.71%	353	0.10%	380	0.11%	7.65%	10	(8)	24	27	27	0.12	FALSE	0
extraction	654,949	0.53%	532,880	0.42%	-18.64%	39	0.01%	95	0.03%	143.59%	1	(8)	63	56	56	0.06	FALSE	0
NAICS 22 Utilities	553,245	0.45%	547,906	0.43%	-0.97%	1,134	0.31%	942	0.26%	-16.93%	33	(44)	(181)	(192)	(192)	0.61	FALSE	0
NAICS 23 Construction	6,908,912	5.64%	7,417,350	5.88%	7.36%	11,819	3.20%	13,085	3.67%	10.71%	342	528	396	1,266	1,266	0.62	FALSE	0
NAICS 31-33 Manufacturing	12,529,865	10.22%	12,632,354	10.01%	0.82%	30,283	8.20%	30,338	8.52%	0.18%	876	(628)	(193)	55	55	0.85	FALSE	0
NAICS 42 Wholesale trade	5,802,731	4.73%	5,867,130	4.65%	1.11%	14,393	3.90%	13,844	3.89%	-3.81%	416	(257)	(709)	(549)	(549)	0.84	FALSE	0
NAICS 44-45 Retail trade	15,578,613	12.71%	15,295,623	12.12%	-1.82%	48,000	12.99%	43,679	12.26%	-9.00%	1,388	(2,260)	(3449)	(4,321)	(4,321)	1.01	1.14%	496
NAICS 48-49 Transportation and warehousing	5,073,559	4.14%	6,331,936	5.02%	24.80%	8,576	2.32%	9,607	2.70%	12.02%	248	1,879	(1096)	1,031	1,031	0.54	FALSE	0
NAICS 51 Information	2,809,741	2.29%	2,981,252	2.36%	6.10%	13,351	3.61%	12,649	3.55%	-5.26%	386	429	(1517)	(702)	(702)	1.50	33.46%	4,232
NAICS 52 Finance and insurance	5,926,465	4.83%	6,215,238	4.93%	4.87%	32,681	8.85%	29,553	8.30%	-9.57%	945	647	(4720)	(3,128)	(3,128)	1.68	40.63%	12,006
NAICS 53 Real estate and rental and leasing	2,183,783	1.78%	2,270,444	1.80%	3.97%	5,286	1.43%	5,353	1.50%	1.27%	153	57	(143)	67	67	0.84	FALSE	0
NAICS 54 Professional and technical services	9,218,422	7.52%	10,334,023	8.19%	12.10%	29,651	8.03%	31,200	8.76%	5.22%	858	2,731	(2039)	1,549	1,549	1.07	6.49%	2,025
NAICS 55 Management of companies and enterprises	2,333,220	1.90%	2,461,340	1.95%	5.49%	13,171	3.57%	10,850	3.05%	-17.62%	381	342	(3044)	(2,321)	(2,321)	1.56	35.96%	3,901
NAICS 56 Administrative and waste services	8,971,680	7.32%	9,310,098	7.38%	3.77%	23,270	6.30%	22,986	6.45%	-1.22%	673	205	(1162)	(284)	(284)	0.87	FALSE	0
NAICS 61 Educational services	2,955,069	2.41%	3,020,350	2.39%	2.21%	11,648	3.15%	11,673	3.28%	0.21%	337	(80)	(232)	25	25	1.37	26.95%	3,146
NAICS 62 Health care and social assistance	19,599,660	15.99%	20,105,821	15.94%	2.58%	65,199	17.65%	65,080	18.27%	-0.18%	1,886	(202)	(1803)	(119)	(119)	1.15	12.78%	8,317
NAICS 71 Arts, entertainment, and recreation	2,193,535	1.79%	2,074,990	1.64%	-5.40%	9,114	2.47%	7,940	2.23%	-12.88%	264	(756)	(681)	(1,174)	(1,174)	1.36	26.22%	2,082
NAICS 72 Accommodation and food services	13,599,882	11.09%	12,957,687	10.27%	-4.72%	32,671	8.84%	30,955	8.69%	-5.25%	945	(2,488)	(173)	(1,716)	(1,716)	0.85	FALSE	0
administration	4,444,000	3.62%	4,296,572	3.41%	-3.32%	18,606	5.04%	15,672	4.40%	-15.77%	538	(1,155)	(2317)	(2,934)	(2,934)	1.29	22.60%	3,542
NAICS 99 Unclassified	127,324	0.10%	349,986	0.28%	174.88%	134	0.04%	273	0.08%	103.73%	4	230	(95)	139	139	0.28	FALSE	0
Base Industry: Total, all industries	122,605,965	100.00%	126,152,430	100.00%		369,379	100.00%	356,154	100.00%									
																	Total Basic	39,748 11.16%
																	EBM 8.96	
													Current Year Population	2022 Estimate	965,260		PER 2.61	

Shift Share Analysis Q1 2018 to Q12022- Continued



Market Analysis (General Market Conditions)

Following is current 2021 economic data for the State of Connecticut. The population forecasts indicate a static population growth for the next five years, a meager 0.29%. The State's apartment growth is forecasted to be about -1.88%, owner occupied housing is projected to increase approximately 1.51% and a median household income increase of 6.98%.

The State's Economy

REALTY CONCEPTS INC
Counselors • Investment Managers • Appraisers

Demographic and Income Profile

Connecticut
Connecticut (09)
Geography: State

Realty Concepts, Inc.

Summary	Census 2010	2021	2026
Population	3,574,097	3,602,523	3,612,902
Households	1,371,087	1,388,735	1,393,461
Families	908,661	909,020	909,002
Average Household Size	2.52	2.51	2.51
Owner Occupied Housing Units	925,286	908,528	922,262
Renter Occupied Housing Units	445,801	480,207	471,199
Median Age	40.0	41.9	42.5

Trends: 2021-2026 Annual Rate	Area	State	National
Population	0.06%	0.06%	0.71%
Households	0.07%	0.07%	0.71%
Families	0.00%	0.00%	0.64%
Owner HHs	0.30%	0.30%	0.91%
Median Household Income	1.36%	1.36%	2.41%

	2021		2026	
Households by Income	Number	Percent	Number	Percent
<$15,000	123,076	8.9%	113,363	8.1%
$15,000 - $24,999	100,079	7.2%	90,601	6.5%
$25,000 - $34,999	93,663	6.7%	86,315	6.2%
$35,000 - $49,999	136,714	9.8%	129,845	9.3%
$50,000 - $74,999	209,191	15.1%	204,561	14.7%
$75,000 - $99,999	169,959	12.2%	167,090	12.0%
$100,000 - $149,999	236,689	17.0%	247,614	17.8%
$150,000 - $199,999	133,744	9.6%	150,361	10.8%
$200,000+	185,614	13.4%	203,705	14.6%
Median Household Income	$78,693		$84,183	
Average Household Income	$112,995		$123,651	
Per Capita Income	$43,669		$47,801	

	Census 2010		2021		2026	
Population by Age	Number	Percent	Number	Percent	Number	Percent
0 - 4	202,106	5.7%	178,687	5.0%	180,511	5.0%
5 - 9	222,571	6.2%	195,375	5.4%	190,593	5.3%
10 - 14	240,265	6.7%	218,570	6.1%	203,668	5.6%
15 - 19	250,834	7.0%	232,809	6.5%	220,186	6.1%
20 - 24	227,898	6.4%	225,900	6.3%	211,023	5.8%
25 - 34	420,377	11.8%	446,900	12.4%	445,138	12.3%
35 - 44	484,438	13.6%	439,237	12.2%	469,755	13.0%
45 - 54	575,597	16.1%	470,263	13.1%	440,555	12.2%
55 - 64	443,452	12.4%	517,124	14.4%	486,497	13.5%
65 - 74	254,944	7.1%	384,612	10.7%	419,699	11.6%
75 - 84	166,717	4.7%	198,077	5.5%	248,116	6.9%
85+	84,898	2.4%	94,969	2.6%	97,161	2.7%

	Census 2010		2021		2026	
Race and Ethnicity	Number	Percent	Number	Percent	Number	Percent
White Alone	2,772,410	77.6%	2,617,741	72.7%	2,542,734	70.4%
Black Alone	362,296	10.1%	409,620	11.4%	428,313	11.9%
American Indian Alone	11,256	0.3%	13,920	0.4%	15,075	0.4%
Asian Alone	135,565	3.8%	179,069	5.0%	204,084	5.6%
Pacific Islander Alone	1,428	0.0%	1,528	0.0%	1,568	0.0%
Some Other Race Alone	198,466	5.6%	261,900	7.3%	291,750	8.1%
Two or More Races	92,676	2.6%	118,745	3.3%	129,378	3.6%
Hispanic Origin (Any Race)	479,087	13.4%	640,180	17.8%	722,013	20.0%

Data Note: Income is expressed in current dollars.

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2021 and 2026.

January 11, 2022

REALTY CONCEPTS INC
Counselors • Investment Managers • Appraisers

Community Profile

Connecticut
Connecticut (09)
Geography: State

Realty Concepts, Inc.

	Connecticut (09)
Population Summary	
2000 Total Population	3,405,565
2010 Total Population	3,574,097
2021 Total Population	3,602,523
2021 Group Quarters	110,406
2026 Total Population	3,612,902
2021-2026 Annual Rate	0.06%
2021 Total Daytime Population	3,585,562
Workers	1,755,232
Residents	1,830,330
Household Summary	
2000 Households	1,301,670
2000 Average Household Size	2.53
2010 Households	1,371,087
2010 Average Household Size	2.52
2021 Households	1,388,735
2021 Average Household Size	2.51
2026 Households	1,393,461
2026 Average Household Size	2.51
2021-2026 Annual Rate	0.07%
2010 Families	908,661
2010 Average Family Size	3.08
2021 Families	909,020
2021 Average Family Size	3.09
2026 Families	909,002
2026 Average Family Size	3.09
2021-2026 Annual Rate	0.00%
Housing Unit Summary	
2000 Housing Units	1,385,975
Owner Occupied Housing Units	62.8%
Renter Occupied Housing Units	31.2%
Vacant Housing Units	6.1%
2010 Housing Units	1,487,891
Owner Occupied Housing Units	62.2%
Renter Occupied Housing Units	30.0%
Vacant Housing Units	7.9%
2021 Housing Units	1,531,630
Owner Occupied Housing Units	59.3%
Renter Occupied Housing Units	31.4%
Vacant Housing Units	9.3%
2026 Housing Units	1,554,708
Owner Occupied Housing Units	59.3%
Renter Occupied Housing Units	30.3%
Vacant Housing Units	10.4%
Median Household Income	
2021	$78,693
2026	$84,183
Median Home Value	
2021	$287,101
2026	$304,990
Per Capita Income	
2021	$43,669
2026	$47,801
Median Age	
2010	40.0
2021	41.9
2026	42.5

Data Note: Household population includes persons not residing in group quarters. Average Household Size is the household population divided by total households. Persons in families include the householder and persons related to the householder by birth, marriage, or adoption. Per Capita Income represents the income received by all persons aged 15 years and over divided by the total population.
Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2021 and 2026 Esri converted Census 2000 data into 2010 geography.

January 11, 2022

REALTY CONCEPTS INC
Counselors • Investment Managers • Appraisers

Community Profile

Connecticut
Connecticut (09)
Geography: State

Realty Concepts, Inc.

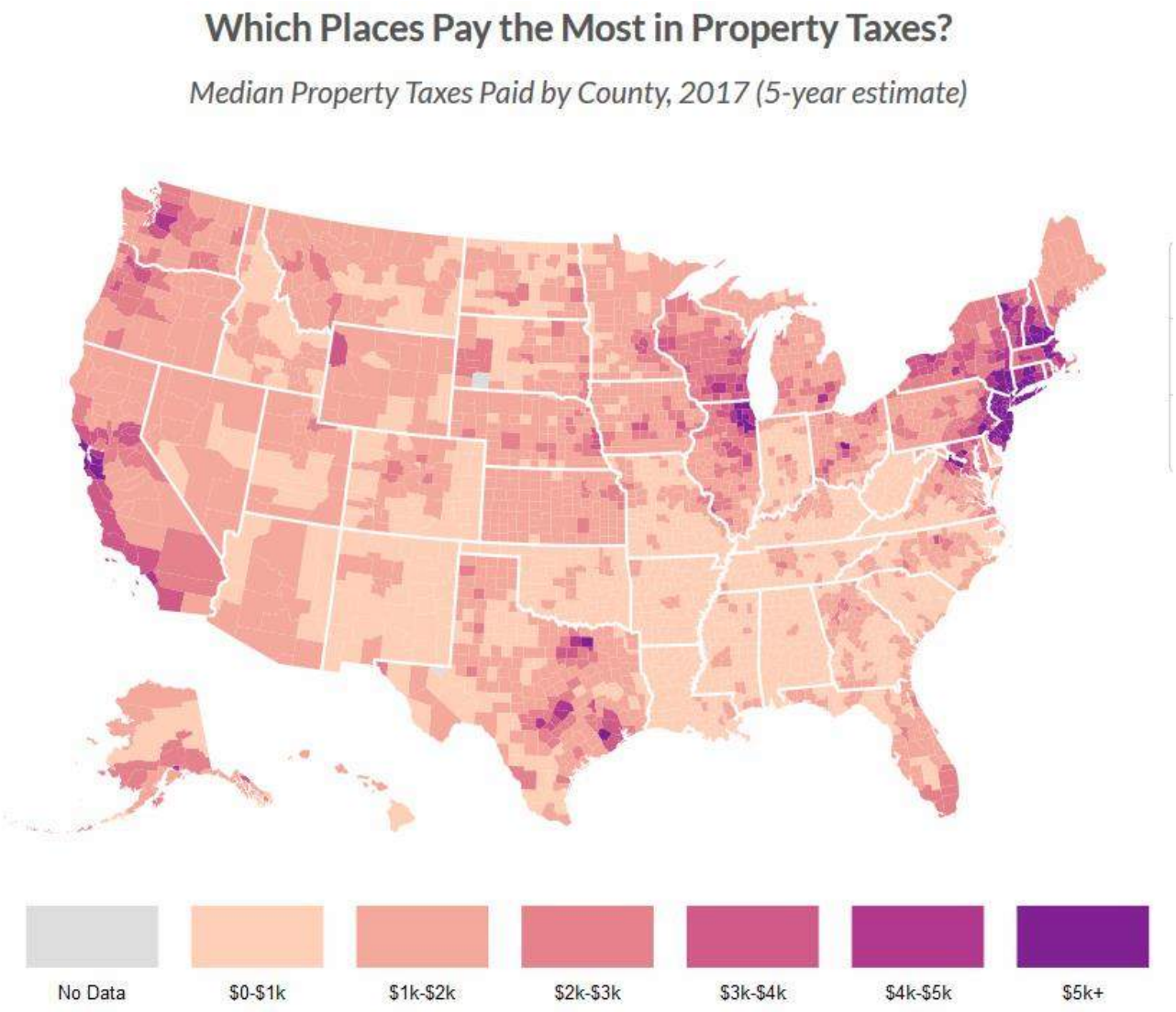
	Connecticut (09)
2021 Households by Income	
Household Income Base	1,388,729
<$15,000	8.9%
$15,000 - $24,999	7.2%
$25,000 - $34,999	6.7%
$35,000 - $49,999	9.8%
$50,000 - $74,999	15.1%
$75,000 - $99,999	12.2%
$100,000 - $149,999	17.0%
$150,000 - $199,999	9.6%
$200,000+	13.4%
Average Household Income	$112,995
2026 Households by Income	
Household Income Base	1,393,455
<$15,000	8.1%
$15,000 - $24,999	6.5%
$25,000 - $34,999	6.2%
$35,000 - $49,999	9.3%
$50,000 - $74,999	14.7%
$75,000 - $99,999	12.0%
$100,000 - $149,999	17.8%
$150,000 - $199,999	10.8%
$200,000+	14.6%
Average Household Income	$123,651
2021 Owner Occupied Housing Units by Value	
Total	908,426
<$50,000	1.9%
$50,000 - $99,999	2.6%
$100,000 - $149,999	6.7%
$150,000 - $199,999	13.8%
$200,000 - $249,999	14.8%
$250,000 - $299,999	13.8%
$300,000 - $399,999	19.3%
$400,000 - $499,999	9.7%
$500,000 - $749,999	9.1%
$750,000 - $999,999	3.2%
$1,000,000 - $1,499,999	2.4%
$1,500,000 - $1,999,999	1.0%
$2,000,000 +	1.8%
Average Home Value	$389,067
2026 Owner Occupied Housing Units by Value	
Total	922,149
<$50,000	1.8%
$50,000 - $99,999	2.3%
$100,000 - $149,999	6.1%
$150,000 - $199,999	12.6%
$200,000 - $249,999	13.6%
$250,000 - $299,999	12.6%
$300,000 - $399,999	20.5%
$400,000 - $499,999	10.3%
$500,000 - $749,999	10.6%
$750,000 - $999,999	3.7%
$1,000,000 - $1,499,999	2.8%
$1,500,000 - $1,999,999	1.1%
$2,000,000 +	2.0%
Average Home Value	$413,954

Data Note: Income represents the preceding year, expressed in current dollars. Household income includes wage and salary earnings, interest dividends, net rents, pensions, SSI and welfare payments, child support, and alimony.
Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2021 and 2026 Esri converted Census 2000 data into 2010 geography.

January 11, 2022

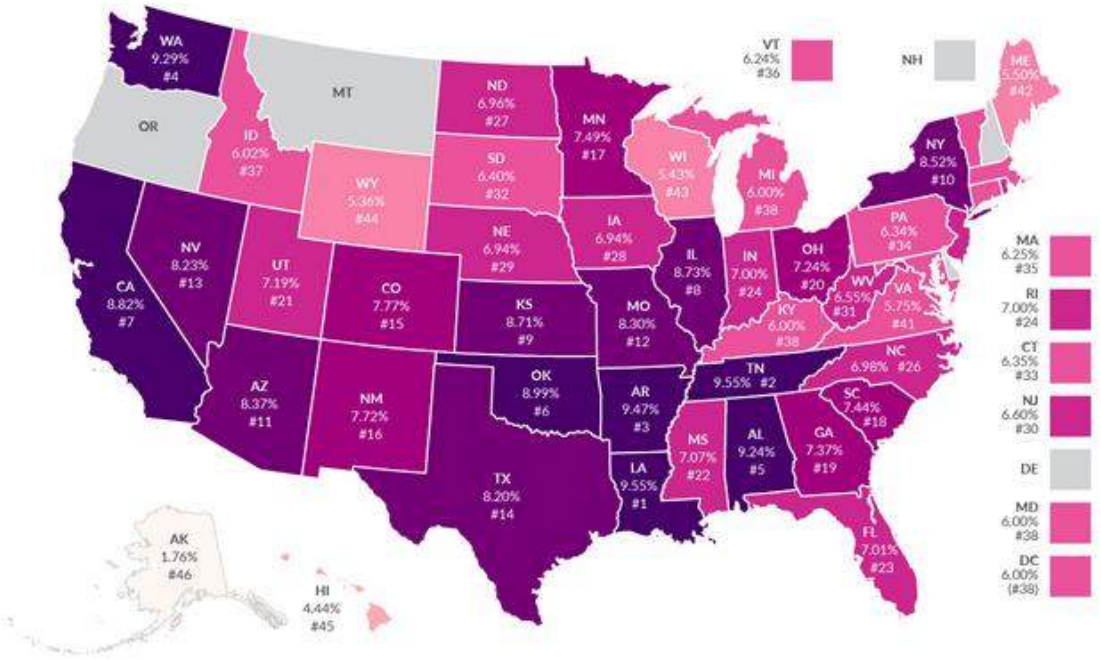
Connecticut Tax Burden

The following data from the US Census and Tax Foundation summarizes median property tax 5- year estimates. Connecticut's tax for 2017. Connecticut was $5.266 and Fairfield County's $7,229 are among the highest in the country.



How High are Sales Taxes in Your State?

Combined State & Average Local Sales Tax Rates, July 2022



Notes: City, county and municipal rates vary. These rates are weighted by population to compute an average local tax rate. The sales taxes in Hawaii, New Mexico and South Dakota have broad bases that include many business-to-business services. D.C.'s rank does not affect states' ranks, but the figure in parentheses indicates where it would rank if included.

Sources: Sales Tax Clearinghouse; Tax Foundation calculations; State Revenue Department websites

Combined State & Average Local Sales Tax Rates

Lower — Higher

TAX FOUNDATION @TaxFoundation

State & Local Sales Tax Rates as of July 1, 2022

State	State Tax Rate	Rank	Avg. Local Tax Rate (a)	Combined Rate	Rank	Max Local Tax Rate
Ala.	4.00%	40	5.24%	9.24%	5	7.50%
Alaska	0.00%	46	1.76%	1.76%	46	7.50%
Ariz.	5.60%	28	2.77%	8.37%	11	5.30%
Ark.	6.50%	9	2.97%	9.47%	3	6.125%
Calif. (b)	7.25%	1	1.57%	8.82%	7	2.50%
Colo.	2.90%	45	4.87%	7.77%	15	8.30%
Conn.	6.35%	12	0.00%	6.35%	33	0.00%
Del.	0.00%	46	0.00%	0.00%	47	0.00%
D.C.	6.00%	(17)	0.00%	6.000%	(38)	0.00%

Connecticut	Rank	Score
Overall Rank	47 (+0)	4.08
Corporate Taxes	27 (-1)	5.09
Individual Taxes	47 (+0)	3.41
Sales Taxes	23 (+0)	4.80
Property Taxes	50 (+0)	2.27
Unemp. Insur. Taxes	23 (+0)	5.07

Connecticut has one of the highest corporate tax rates of 9.0%, ranking #50 in the US. CT Taxpayers have the highest tax burden in the US of $62,500 per taxpayer vs US tax payer with $9,300.

Employment Data

Town LABOR FORCE ESTIMATES BY TOWN

(By Place of Residence - Not Seasonally Adjusted)

SEPTEMBER 2022

LMA/TOWNS	LABOR FORCE	EMPLOYED	UNEMPLOYED	%
BRIDGEPORT-STAMFORD	465,962	447,138	18,824	4.0
Ansonia	9,211	8,688	523	5.7
Bridgeport	68,095	64,522	3,573	5.2
Darien	8,663	8,362	301	3.5
Derby	6,616	6,277	339	5.1
Easton	3,852	3,699	153	4.0
Fairfield	29,740	28,634	1,106	3.7
Greenwich	29,188	28,131	1,057	3.6
Milford	30,747	29,651	1,096	3.6
Monroe	9,992	9,646	346	3.5
New Canaan	8,372	8,079	293	3.5
Norwalk	50,876	49,048	1,828	3.6
Oxford	7,364	7,095	269	3.7
Redding	4,405	4,251	154	3.5
Ridgefield	11,840	11,428	412	3.5
Seymour	8,987	8,537	450	5.0
Shelton	22,109	21,185	924	4.2
Southbury	8,745	8,387	358	4.1
Stamford	71,666	69,014	2,652	3.7
Stratford	27,155	25,894	1,261	4.6
Trumbull	17,772	17,081	691	3.9
Weston	4,339	4,195	144	3.3
Westport	12,992	12,574	418	3.2
Wilton	8,391	8,098	293	3.5
Woodbridge	4,842	4,661	181	3.7
DANBURY	106,270	102,795	3,475	3.3
Bethel	11,047	10,661	386	3.5
Bridgewater	837	809	28	3.3
Brookfield	9,266	8,954	312	3.4
Danbury	47,028	45,481	1,547	3.3
New Fairfield	7,089	6,834	255	3.6
New Milford	14,966	14,527	439	2.9
Newtown	14,176	13,720	456	3.2
Sherman	1,859	1,808	51	2.7
ENFIELD	50,700	48,908	1,792	3.5
East Windsor	6,819	6,578	241	3.5
Enfield	23,231	22,378	853	3.7
Somers	5,100	4,918	182	3.6
Suffield	7,815	7,578	237	3.0
Windsor Locks	7,734	7,456	278	3.6
HARTFORD	621,132	597,256	23,876	3.8
Andover	1,941	1,880	61	3.1
Ashford	2,576	2,493	83	3.2
Avon	9,490	9,172	318	3.4
Barkhamsted	2,256	2,206	50	2.2
Berlin	11,790	11,416	374	3.2
Bloomfield	11,878	11,314	564	4.7
Bolton	3,165	3,068	97	3.1
Bristol	32,993	31,506	1,487	4.5
Burlington	5,755	5,586	169	2.9

LMA/TOWNS	LABOR FORCE	EMPLOYED	UNEMPLOYED	%
HARTFORD cont...				
Canton	5,737	5,542	195	3.4
Chaplin	1,246	1,199	47	3.8
Colchester	9,345	9,038	307	3.3
Columbia	3,208	3,120	88	2.7
Coventry	7,848	7,599	249	3.2
Cromwell	7,891	7,639	252	3.2
East Granby	3,078	2,980	98	3.2
East Haddam	4,985	4,830	155	3.1
East Hampton	7,732	7,451	281	3.6
East Hartford	26,933	25,657	1,276	4.7
Ellington	9,780	9,454	326	3.3
Farmington	14,320	13,845	475	3.3
Glastonbury	19,109	18,542	567	3.0
Granby	6,988	6,812	176	2.5
Haddam	5,025	4,890	135	2.7
Hartford	52,110	48,966	3,144	6.0
Hartland	1,150	1,117	33	2.9
Harwinton	3,215	3,109	106	3.3
Hebron	5,552	5,389	163	2.9
Lebanon	4,021	3,894	127	3.2
Manchester	32,830	31,578	1,252	3.8
Mansfield	12,413	12,028	385	3.1
Marlborough	3,582	3,467	115	3.2
Middletown	25,984	25,015	969	3.7
New Britain	36,445	34,580	1,865	5.1
New Hartford	3,953	3,845	108	2.7
Newington	17,146	16,556	590	3.4
Plainville	10,430	10,034	396	3.8
Plymouth	6,576	6,309	267	4.1
Portland	5,443	5,254	189	3.5
Rocky Hill	11,723	11,294	429	3.7
Scotland	960	923	37	3.9
Simsbury	14,052	13,642	410	2.9
Southington	24,803	23,939	864	3.5
South Windsor	14,415	13,976	439	3.0
Stafford	6,854	6,611	243	3.5
Thomaston	4,697	4,549	148	3.2
Tolland	8,574	8,310	264	3.1
Union	468	455	13	2.8
Vernon	17,497	16,873	624	3.6
West Hartford	34,723	33,645	1,078	3.1
Wethersfield	14,012	13,491	521	3.7
Willington	3,635	3,533	102	2.8
Windham	12,253	11,701	552	4.5
Windsor	16,545	15,934	611	3.7

All Labor Market Areas (LMAs) in Connecticut except three are federally-designated areas for developing labor statistics. For the sake of simplicity, the federal Bridgeport-Stamford-Norwalk NECTA is referred to in Connecticut DOL publications as the Bridgeport-Stamford LMA, and the Hartford-West Hartford-East Hartford NECTA is the Hartford LMA. The northwest part of the state is now called Torrington-Northwest LMA. Five towns which are part of the Springfield, MA area are published as the Enfield LMA. The towns of Eastford and Hampton and other towns in the northeast are now called Danielson-Northeast LMA.

LABOR FORCE CONCEPTS

The **civilian labor force** comprises all state residents age 16 years and older classified as employed or unemployed in accordance with criteria described below. Excluded are members of the military and persons in institutions (correctional and mental health, for example).

The **employed** are all persons who did any work as paid employees or in their own business during the survey week, or who have worked 15 hours or more as unpaid workers in an enterprise operated by a family member. Persons temporarily absent from a job because of illness, bad weather, strike or for personal reasons are also counted as employed whether they were paid by their employer or were seeking other jobs. The **unemployed** are all persons who did not work, but were available for work during the survey week (except for temporary illness) and made specific efforts to find a job in the prior four weeks. Persons waiting to be recalled to a job from which they had been laid off need not be looking for work to be classified as unemployed.

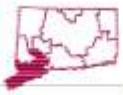
LMA LABOR FORCE ESTIMATES

(Not seasonally adjusted)	EMPLOYMENT STATUS	Sep 2022	Sep 2021	CHANGE NO.	CHANGE %	Aug 2022
CONNECTICUT	Civilian Labor Force	1,902,500	1,859,300	43,200	2.3	1,906,400
	Employed	1,828,200	1,760,100	68,100	3.9	1,824,000
	Unemployed	74,200	99,300	-25,100	-25.3	82,400
	Unemployment Rate	3.9	5.3	-1.4	---	4.3
BRIDGEPORT-STAMFORD LMA	Civilian Labor Force	466,000	452,300	13,700	3.0	470,100
	Employed	447,100	427,500	19,600	4.6	449,500
	Unemployed	18,800	24,700	-5,900	-23.9	20,600
	Unemployment Rate	4.0	5.5	-1.5	---	4.4
DANBURY LMA	Civilian Labor Force	106,300	103,400	2,900	2.8	106,700
	Employed	102,800	98,900	3,900	3.9	102,800
	Unemployed	3,500	4,500	-1,000	-22.2	3,900
	Unemployment Rate	3.3	4.4	-1.1	---	3.6
DANIELSON-NORTHEAST LMA	Civilian Labor Force	43,200	42,300	900	2.1	43,800
	Employed	41,600	40,200	1,400	3.5	42,000
	Unemployed	1,600	2,100	-500	-23.8	1,800
	Unemployment Rate	3.7	5.0	-1.3	---	4.0
ENFIELD LMA	Civilian Labor Force	50,700	48,800	1,900	3.9	50,600
	Employed	48,900	46,500	2,400	5.2	48,700
	Unemployed	1,800	2,300	-500	-21.7	1,900
	Unemployment Rate	3.5	4.7	-1.2	---	3.8
HARTFORD LMA	Civilian Labor Force	621,100	610,000	11,100	1.8	619,900
	Employed	597,300	577,500	19,800	3.4	592,800
	Unemployed	23,900	32,500	-8,600	-26.5	27,100
	Unemployment Rate	3.8	5.3	-1.5	---	4.4
NEW HAVEN LMA	Civilian Labor Force	335,900	326,500	9,400	2.9	333,700
	Employed	323,600	310,000	13,600	4.4	319,900
	Unemployed	12,300	16,600	-4,300	-25.9	13,700
	Unemployment Rate	3.7	5.1	-1.4	---	4.1
NORWICH-NEW LONDON LMA	Civilian Labor Force	137,300	136,100	1,200	0.9	138,800
	Employed	131,600	128,200	3,400	2.7	132,700
	Unemployed	5,700	7,900	-2,200	-27.8	6,200
	Unemployment Rate	4.1	5.8	-1.7	---	4.4
TORRINGTON-NORTHWEST LMA	Civilian Labor Force	47,300	46,800	500	1.1	47,400
	Employed	45,700	44,600	1,100	2.5	45,600
	Unemployed	1,700	2,100	-400	-19.0	1,800
	Unemployment Rate	3.5	4.6	-1.1	---	3.8
WATERBURY LMA	Civilian Labor Force	110,500	109,100	1,400	1.3	111,100
	Employed	105,000	101,800	3,200	3.1	105,100
	Unemployed	5,500	7,200	-1,700	-23.6	6,100
	Unemployment Rate	5.0	6.6	-1.6	---	5.5
UNITED STATES	Civilian Labor Force	164,463,000	161,392,000	3,071,000	1.9	164,971,000
	Employed	159,003,000	154,026,000	4,977,000	3.2	158,714,000
	Unemployed	5,460,000	7,366,000	-1,906,000	-25.9	6,256,000
	Unemployment Rate	3.3	4.6	-1.3	---	3.8

Current month's data are preliminary. Prior months' data have been revised. All data are benchmarked to March 2021.

NONFARM EMPLOYMENT ESTIMATES LMA

BRIDGEPORT - STAMFORD LMA



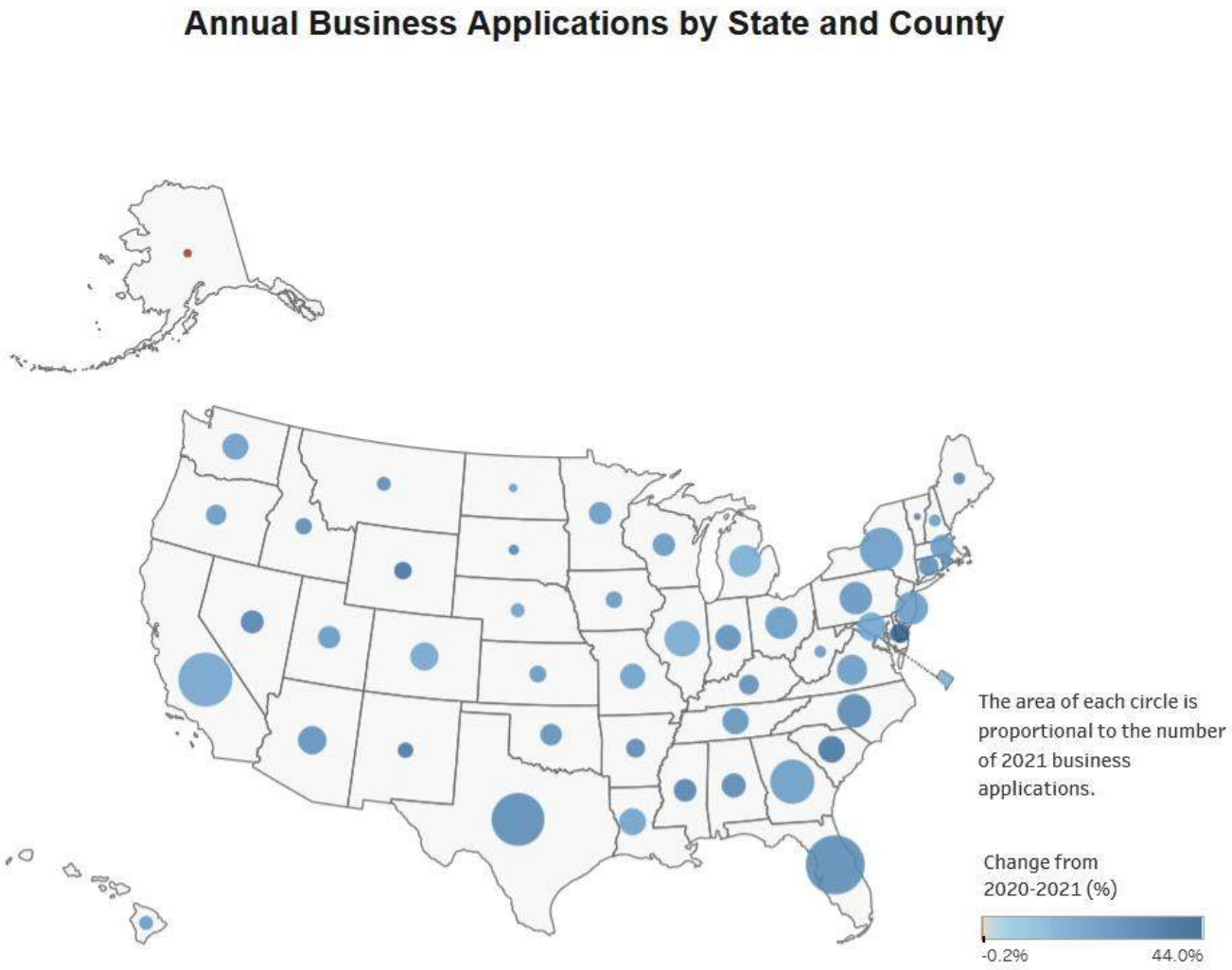
Not Seasonally Adjusted

	Sep 2022	Sep 2021	CHANGE NO.	CHANGE %	Aug 2022
TOTAL NONFARM EMPLOYMENT	**400,200**	**387,700**	**12,500**	**3.2**	**400,500**
TOTAL PRIVATE	**358,300**	**346,200**	**12,100**	**3.5**	**361,800**
GOODS PRODUCING INDUSTRIES	**43,300**	**41,600**	**1,700**	**4.1**	**43,400**
CONSTRUCTION, NAT. RES. & MINING	**13,600**	**13,500**	**100**	**0.7**	**13,400**
MANUFACTURING	**29,700**	**28,100**	**1,600**	**5.7**	**30,000**
Durable Goods	**22,900**	**22,400**	**500**	**2.2**	**23,300**
SERVICE PROVIDING INDUSTRIES	**356,900**	**346,100**	**10,800**	**3.1**	**357,100**
TRADE, TRANSPORTATION, UTILITIES	**65,900**	**64,200**	**1,700**	**2.6**	**66,100**
Wholesale Trade	12,900	12,500	400	3.2	13,100
Retail Trade	43,800	42,500	1,300	3.1	44,400
Transportation, Warehousing, & Utilities	9,200	9,200	0	0.0	8,600
INFORMATION	**11,600**	**11,800**	**-200**	**-1.7**	**11,600**
FINANCIAL ACTIVITIES	**35,100**	**34,500**	**600**	**1.7**	**35,500**
Finance and Insurance	28,900	28,800	100	0.3	29,400
Credit Intermediation and Related	6,500	6,700	-200	-3.0	6,500
Financial Investments and Related	16,300	15,600	700	4.5	16,500
PROFESSIONAL & BUSINESS SERVICES	**65,500**	**64,200**	**1,300**	**2.0**	**66,100**
Professional, Scientific	30,300	30,100	200	0.7	31,100
Administrative and Support	25,400	24,300	1,100	4.5	25,000
EDUCATION AND HEALTH SERVICES	**75,900**	**73,600**	**2,300**	**3.1**	**74,800**
Health Care and Social Assistance	63,300	62,100	1,200	1.9	63,500
LEISURE AND HOSPITALITY	**44,700**	**40,400**	**4,300**	**10.6**	**47,400**
Accommodation and Food Services	34,000	31,000	3,000	9.7	35,200
OTHER SERVICES	**16,300**	**15,900**	**400**	**2.5**	**16,900**
GOVERNMENT	**41,900**	**41,500**	**400**	**1.0**	**38,700**
Federal	2,400	2,400	0	0.0	2,400
State & Local	39,500	39,100	400	1.0	36,300

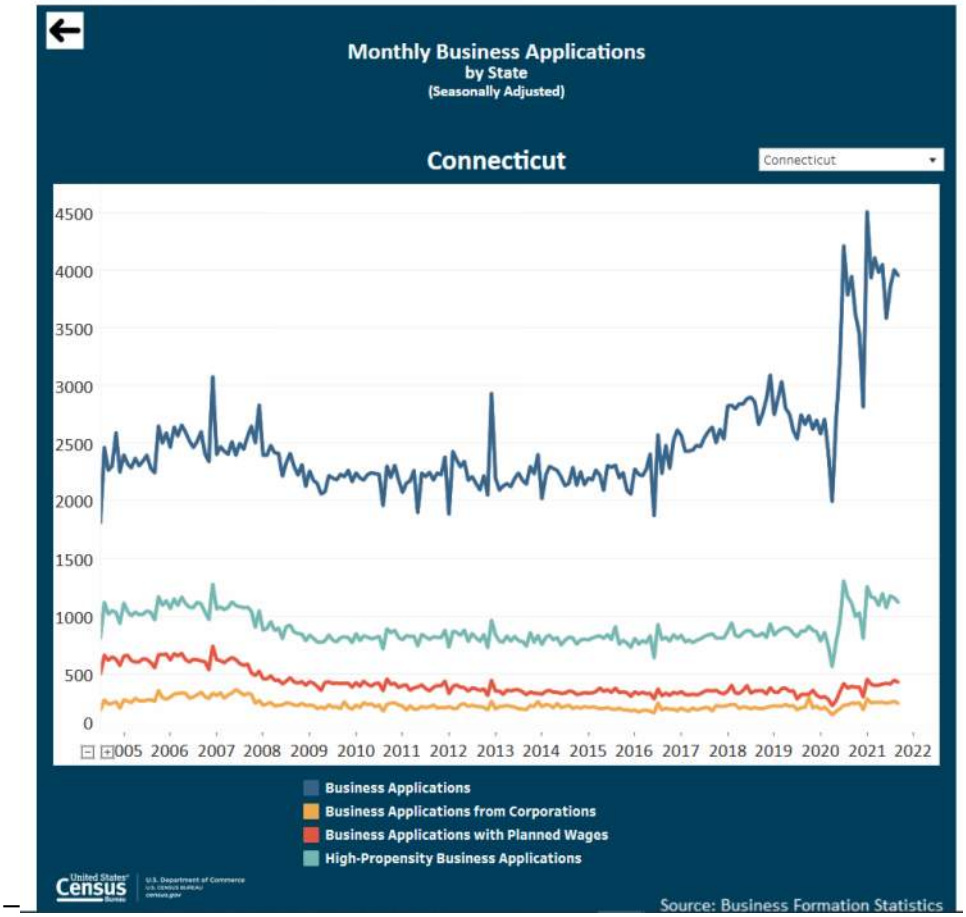
The preceding November 2022 employment data for the Bridgeport Stamford Labor Market Area (LMA) indicates an increase in civilian labor force of 12,500 persons employed. The unemployment rate for Monroe is 5.5% and Trumbull 3.9%. The Bridgeport-Stamford LMA unemployment rate is 4.0% which is higher than the U.S. unemployment rate of 3.3% for the same period and state of Connecticut is at 3.9%.

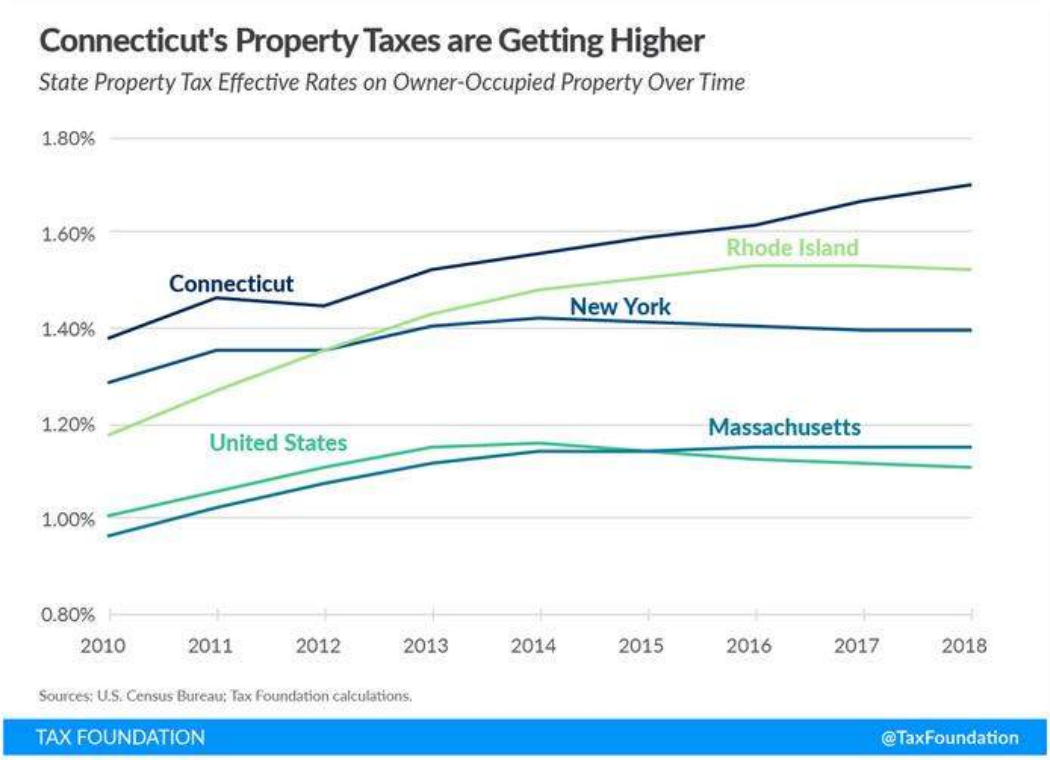
Business Formations

An indication of a rebounding economy is the number of Connecticut business formations. While COVID-19 had adversely impacted may businesses, the fact that from the end of 2020 to the end of 2021 Connecticut business formations increased to 26.5% re [resenting 47,075 with Fairfield County with 17,456 formations or 37% of the state's business formations.. The U.S. experienced a 41.8% increase for the same period.



OCTOBER 14, 2021

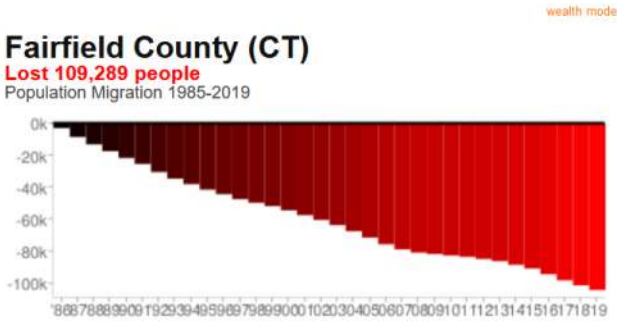




State Economic Indicators

Migration

Where CT residence moved:

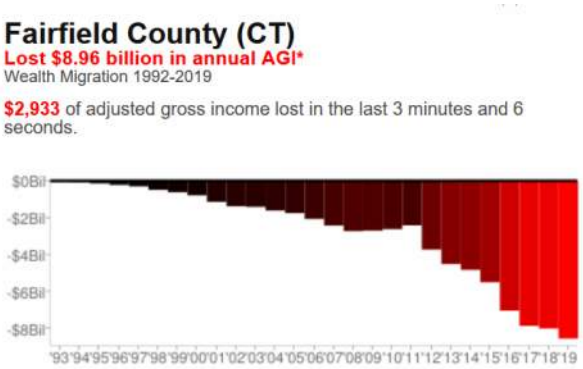


Gained Population From:

30,269	Westchester County, NY
8,204	Bronx County, NY
6,397	Queens County, NY
4,145	Nassau County, NY
3,487	Putnam County, NY

Lost Population To:

38,408	New Haven County, CT
8,710	Litchfield County, CT
5,964	Palm Beach County, FL
3,186	Suffolk County, MA
2,809	Broward County, FL



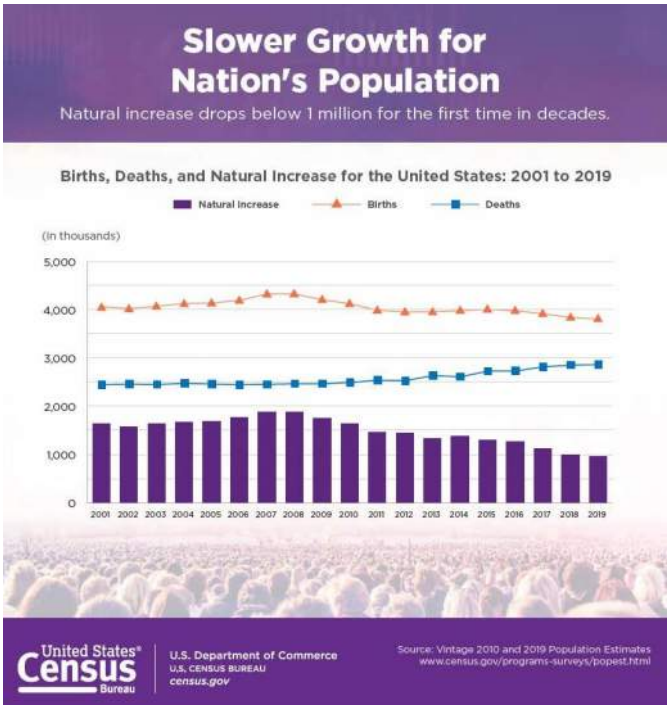
Gained Wealth From:

$3.85 billion	New York County, NY
$3.25 billion	Westchester County, NY
$523.28 million	Kings County, NY
$463.04 million	Queens County, NY
$427.88 million	Bronx County, NY

Lost Wealth To:

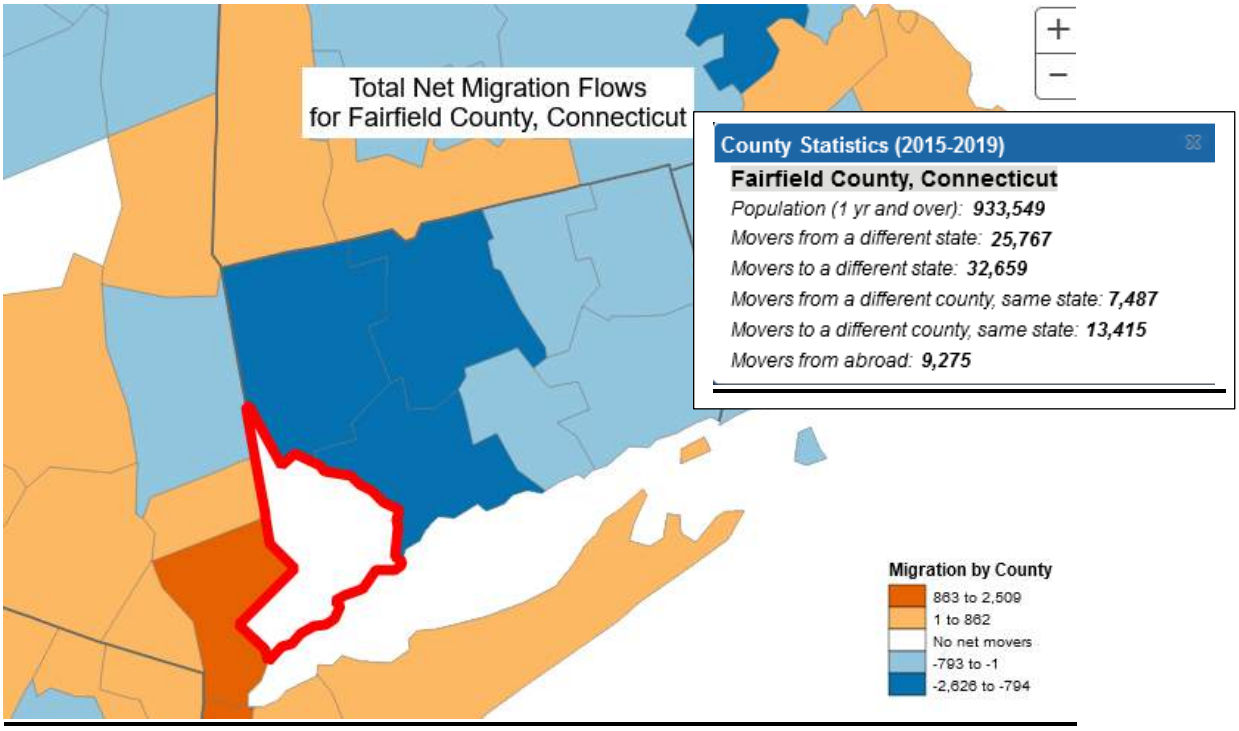
$2.27 billion	Palm Beach County, FL
$1.44 billion	New Haven County, CT
$1.21 billion	Miami-Dade County, FL
$464.93 million	Collier County, FL
$442.67 million	Litchfield County, CT

Source: How Money Walks- IRS Tax Migration Data- 1992 to 2019



2015 to 2019 Net Migration Fairfield County, CT– U.S. Census Bureau

Based on the Census Bureau Fairfield County had neutral migration in 2019 unlike the balance of the state experiencing negative population growth.



Connecticut Population Growth 2020 Census

The Hartford Business Journal reported in an August 2021 that newly released data from the U.S. Census shows Connecticut's population increased slightly over the last 10 years, with gains mostly driven by growth in the southwest section of the state, specifically Fairfield County.

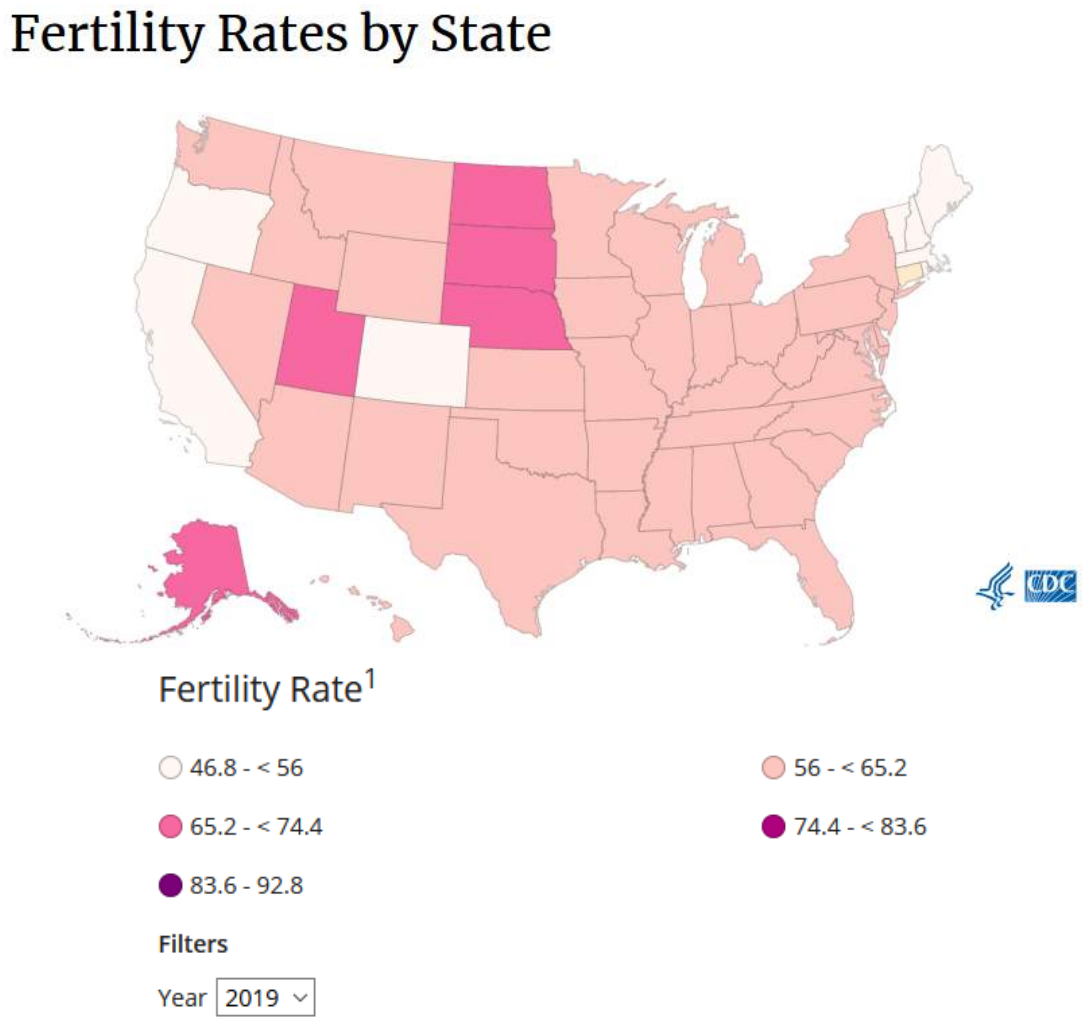
Connecticut added 31,847 residents between 2010 and 2020, bringing the state's total population from roughly 3.57 million to 3.6 million.

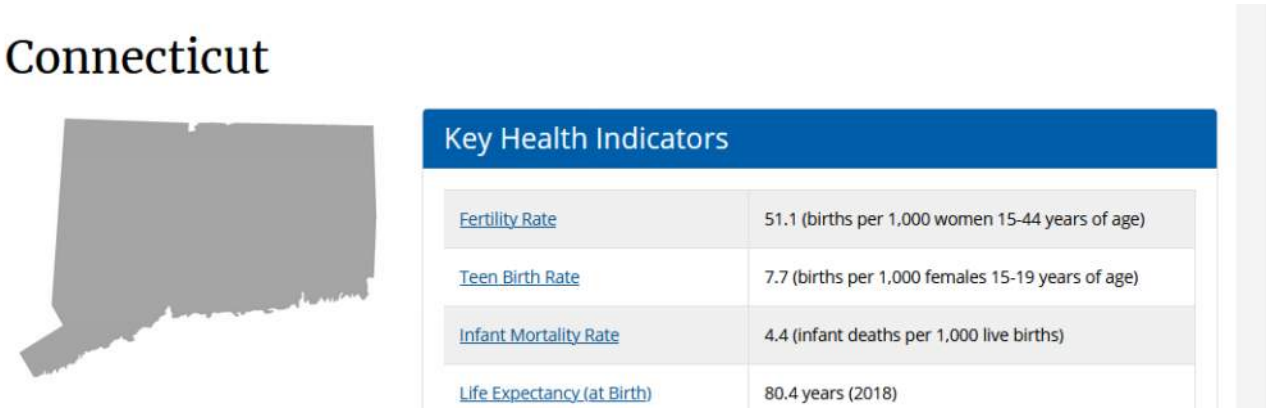
Fairfield County added 40,590 people, making up for declines in five other counties where the total population fell. The only other counties to see growth through the 2010s were Hartford County and New Haven County.

A May study from real estate services firm CBRE, which used change-of-address data from the U.S. Postal Service, calculated that about 27,200 people moved to Connecticut from the New York-Newark-Jersey City region in 2020. Around 17,300 of those transplants settled in Fairfield County.

Birth Rates

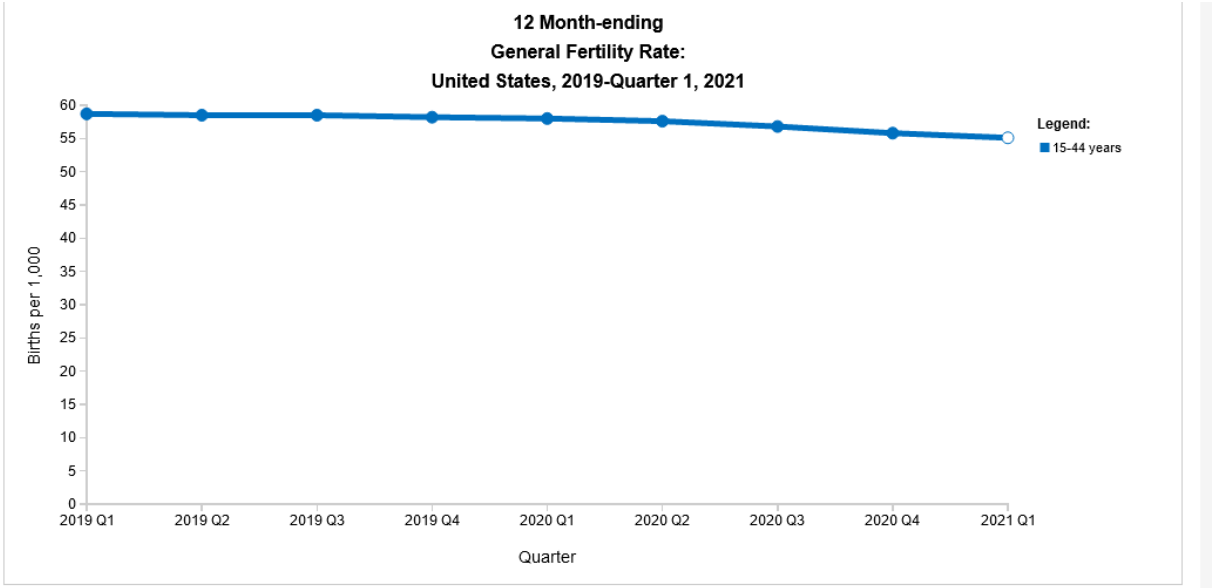
The Center for Disease Control (CDC) 2020 table below demonstrates the birth rate (Women aged 15 to 44) for Connecticut at less than 51.1 births per thousand. It is in the lowest of the ranges and below the US rate of 59.1. The Kaiser Foundation cited in a 2017 report the three reasons for a declining rate: 1) Teenage pregnancy is dropping, 2) Younger women are delaying motherhood and 3) about a third of young women do not want children at all. In addition, Connecticut has a lower rate of marriage of 5.6 vs. US rate of 6.9 per thousand.



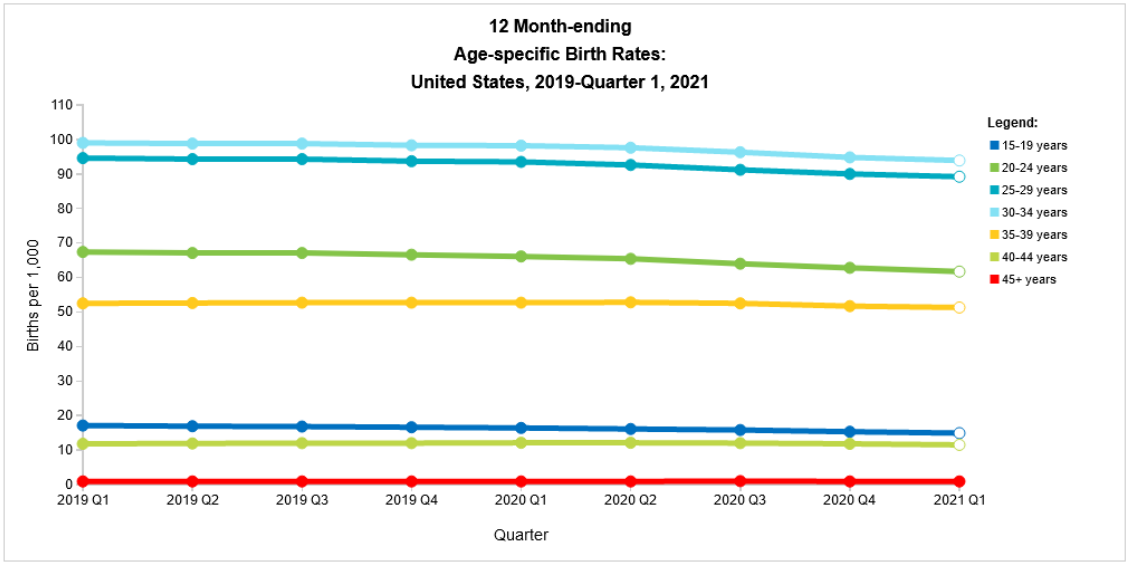


Birth Rates-Continued

As of 2018, the overall average age to have a baby in the U.S. was 26.9 years, according to data from the National Center for Health Statistics. The CDC chart below indicates that a mother's first birth age has increased from 24.9 to about age 26.9. It can be estimated that a child will enter kindergarten at about age 6. It can be inferred that the mother would be age 33 at the start of kindergarten, about the age Millennials would be seeking to purchase their first home. This is another current reason the number of school age children in public schools living in apartments is lower than the Rutgers study indicates.



Indicator	2019 Q1	2019 Q2	2019 Q3	2019 Q4	2020 Q1	2020 Q2	2020 Q3	2020 Q4	2021 Q1
	58.7	58.5	58.5	58.2	58.0	57.6	56.8	55.8	55.1*



Age Group	2019 Q1	2019 Q2	2019 Q3	2019 Q4	2020 Q1	2020 Q2	2020 Q3	2020 Q4	2021 Q1
	17.1	16.9	16.8	16.6	16.4	16.1	15.8	15.3	14.9*

Birth Rates-Continued

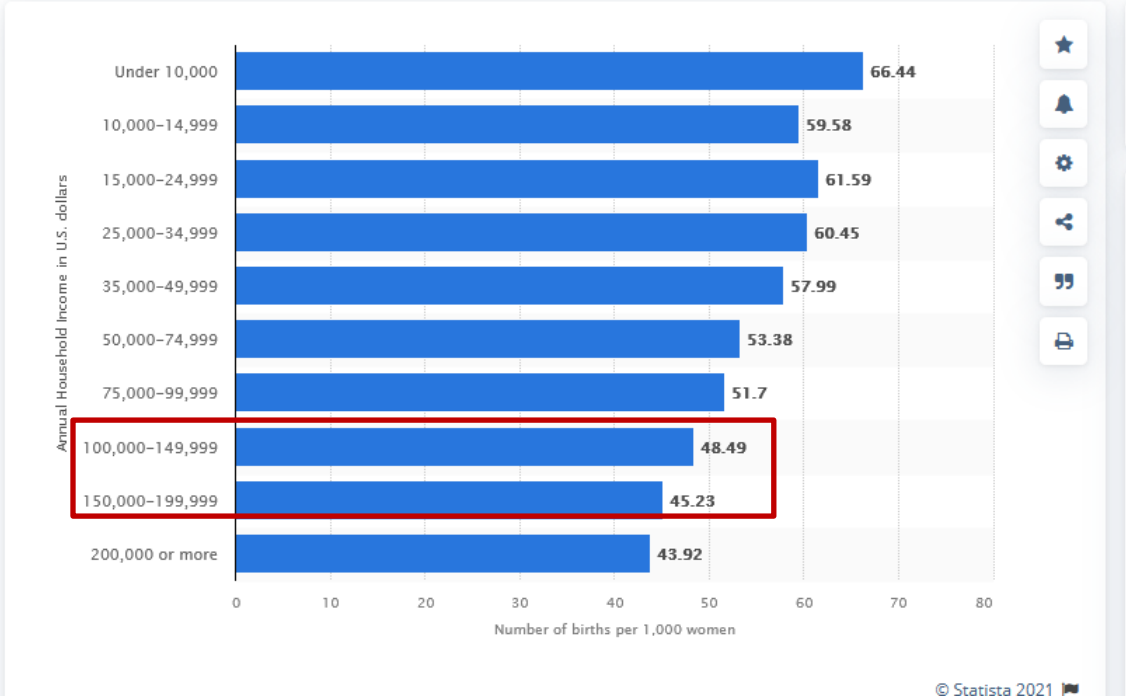
Births and Natality

Data are for the U.S.

- Number of births: 3,747,540
- Birth rate: 11.4 per 1,000 population
- Fertility rate: 58.3 births per 1,000 women aged 15-44
- Percent born low birthweight: 8.31%
- Percent born preterm: 10.23%
- Percent unmarried: 40.0%
- Mean age at first birth: 27.0

Birth Rates-Continued

Birth rate in the United States in 2017, by household income



Births, Deaths, Fetal Deaths, and Marriages Calendar Year 2020
Report Date November 2022- Monroe & Trumbull CT

Births and Birth Rates by Place of Residence and Mother's Race and Ethnicity and Births by Place of Occurrence, 2020p

	Resident Births[a]			Resident Births[a] by Mother's Race and Ethnicity[c]					Occurrent Births[b]
GEOGRAPHY	Total	2020 Estimated Population	Rate per 1,000 Population	White, non-Hispanic	Black, non-Hispanic	Other races, non-Hispanic[d]	Hispanic, any race	Unknown	Total
STATE									
Connecticut	33,476	3,603,448	9.3	17,733	4,039	2,780	8,861	63	34,995
COUNTY									
Fairfield County	9,431	957,050	9.9	4,558	1,085	734	3,028	26	11,274
Hartford County	8,695	898,682	9.7	4,067	1,335	921	2,357	15	10,541
Litchfield County	1,343	184,938	7.3	1,047	37	45	212	2	594
Middlesex County	1,249	164,063	7.6	944	65	90	144	6	983
New Haven County	8,228	864,094	9.5	3,867	1,286	642	2,422	11	8,870
New London County	2,383	268,450	8.9	1,590	165	188	439	1	2,171
Tolland County	1,154	149,767	7.7	898	51	114	90	1	82
Windham County	993	116,404	8.5	762	15	46	169	1	480
Unknown County	0	-	0.0	0	0	0	0	0	0
Monroe	144	18,808	7.7	116	3	8	17	0	0
Trumbull	281	36,742	7.6	207	12	20	41	1	1

Psychographics & Facts

The State of Connecticut is currently in the midst of a financial conundrum on how to grow the economy, retain major employers, and meet its financial obligations vs not raising taxes, stop the flight of businesses, population and skilled labor. All this has been compounded by COVID-19.

Adverse psychographics is resulting in over economic decline and from the current financial crisis, the loss of major business leaving the State of Connecticut after GE the relocation of their Fairfield corporate headquarters to Boston, MA. In addition, the 2015 sale of Sikorsky Aircraft to Marietta-Martin had only resulted in a five- year commitment to remain in the state for the 8,700 employees. But finally, some good news! Marietta-Martin/Sikorsky Aircraft, located about six miles to the north-east of the subject property, announced in 2018 that they will stay located in Stratford, CT location for the next 16 years and produce about 200 CH-53K helicopters. Full production will not start until about 2020. In addition, in 2019 Sikorsky announced a $107 Million dollar contract for 6 CH-53K helicopters and in February 2020 a contract for 6 presidential helicopters. This bodes well for Fairfield County and the area labor force it draws from.

Coverage in the news media focusing on the adverse budget impact and potential business loss has had a major negative impact on the image of the State. When actual data demonstrating flight of population, increased taxes, adverse business climate is consistently in the news, the psychographics of the state is one of “why would anyone want to work or live there when better option for employment and lower cost of living alternatives exist”. Why is this important to this analysis?

1) Psychographics- It is difficult to overcome a poor image. It will take years to rebuild if and only if there is a reversal of employment opportunities and the cost of living in Connecticut improves. This impacts real estate demand.
2) As the cost-of-living increases and wages advance moderately or remain static, it impacts disposable income. Reduced disposable income results in the decline in threshold income available for housing
3) Job retention maintains population and new jobs grow population, hence residential demand.

Threshold income for the residential segment of the market is the level of income required to rent or purchase a property. As one’s disposable income increases, it raises the household threshold income and ability to purchase or rent the ability to live in more expensive and better-quality apartments. The announcement of Sikorsky to stay and an increase of its labor force to about 8,000 employees from its approximate 7,000 level adds a level of economic stability to the region. It also insures retention of the existing labor force, subcontractors, and disposable income levels. In addition, United technologies has recently announced that it will increase its Pratt & Whitney aircraft engine division employment due to new contracts. The same holds true for Electric boat in Groton, CT who announced a major submarine contract and an increase in employment. This additional employment will positively impact their current subcontractors and related service industries.

The subject property is about 10 miles from Sikorsky Aircraft or about 20-minute drive time. A major employer such as Sikorsky has a positive impact on the proposed apartment development due to its proximity to major employers and surrounding labor nodes.

Regional Data

The focus of this analysis is Monroe and Trumbull, Connecticut (CT) which is in Fairfield County and the Bridgeport- Stamford-Norwalk MSA. Monroe and Trumbull are impacted more directly by its economic region than the entire State. Studying the MSA/County is more meaningful. The MSA and County are one in the same.

Bridgeport Stamford- Norwalk Metropolitan Statistical Area (MSA)

REALTY CONCEPTS INC

Demographic and Income Profile

Bridgeport-Stamford-Norwalk, CT Metropolitan Statistical
Bridgeport-Stamford-Norwalk, CT Metropolitan Statistical Area (14860)
Geography: CBSA

Realty Concepts, Inc.

Summary	Census 2010	Census 2020	2022	2027
Population	916,829	957,419	965,260	975,723
Households	335,545	354,084	357,316	361,689
Families	232,896	-	244,801	246,993
Average Household Size	2.68	2.65	2.65	2.65
Owner Occupied Housing Units	230,167	-	231,163	236,312
Renter Occupied Housing Units	105,378	-	126,153	125,377
Median Age	39.4	-	41.0	41.7

Trends: 2022-2027 Annual Rate	Area	State	National
Population	0.22%	0.03%	0.25%
Households	0.24%	0.11%	0.31%
Families	0.18%	0.04%	0.28%
Owner HHs	0.44%	0.36%	0.53%
Median Household Income	2.58%	2.58%	3.12%

	2022		2027	
Households by Income	Number	Percent	Number	Percent
<$15,000	25,284	7.1%	21,444	5.9%
$15,000 - $24,999	21,211	5.9%	17,590	4.9%
$25,000 - $34,999	15,154	4.2%	12,822	3.5%
$35,000 - $49,999	27,641	7.7%	24,626	6.8%
$50,000 - $74,999	44,058	12.3%	41,466	11.5%
$75,000 - $99,999	35,270	9.9%	33,418	9.2%
$100,000 - $149,999	55,804	15.6%	57,768	16.0%
$150,000 - $199,999	40,776	11.4%	47,352	13.1%
$200,000+	92,116	25.8%	105,201	29.1%
Median Household Income	$106,527		$121,005	
Average Household Income	$166,973		$187,817	
Per Capita Income	$61,887		$69,699	

	Census 2010		2022		2027	
Population by Age	Number	Percent	Number	Percent	Number	Percent
0 - 4	56,899	6.2%	51,763	5.4%	52,778	5.4%
5 - 9	62,907	6.9%	58,508	6.1%	57,158	5.9%
10 - 14	66,606	7.3%	67,316	7.0%	61,212	6.3%
15 - 19	62,192	6.8%	66,359	6.9%	62,599	6.4%
20 - 24	50,516	5.5%	56,569	5.9%	54,362	5.6%
25 - 34	106,063	11.6%	111,365	11.5%	115,009	11.8%
35 - 44	131,246	14.3%	120,201	12.5%	126,382	13.0%
45 - 54	149,286	16.3%	130,222	13.5%	124,480	12.8%
55 - 64	107,039	11.7%	132,810	13.8%	128,802	13.2%
65 - 74	62,341	6.8%	95,201	9.9%	105,219	10.8%
75 - 84	41,272	4.5%	51,765	5.4%	63,120	6.5%
85+	20,462	2.2%	23,181	2.4%	24,602	2.5%

	Census 2010		Census 2020		2022		2027	
Race and Ethnicity	Number	Percent	Number	Percent	Number	Percent	Number	Percent
White Alone	685,900	74.8%	584,184	61.0%	581,910	60.3%	566,100	58.0%
Black Alone	99,317	10.8%	106,756	11.2%	107,736	11.2%	109,499	11.2%
American Indian Alone	2,384	0.3%	4,369	0.5%	4,534	0.5%	5,166	0.5%
Asian Alone	42,284	4.6%	51,341	5.4%	52,369	5.4%	54,891	5.6%
Pacific Islander Alone	442	0.0%	347	0.0%	340	0.0%	332	0.0%
Some Other Race Alone	62,474	6.8%	107,587	11.2%	110,995	11.5%	122,847	12.6%
Two or More Races	24,028	2.6%	102,835	10.7%	107,376	11.1%	116,888	12.0%
Hispanic Origin (Any Race)	155,025	16.9%	205,351	21.4%	210,132	21.8%	222,070	22.8%

Data Note: Income is expressed in current dollars.

Source: Esri forecasts for 2022 and 2027. U.S. Census Bureau 2010 decennial Census data converted by Esri into 2020 geography.

November 22, 2022

REALTY CONCEPTS INC

Household Budget Expenditures

Fairfield County, CT 2
Fairfield County, CT (09001)
Geography: County

Realty Concepts, Inc.

Demographic Summary	2022	2027
Population	965,260	975,723
Households	357,316	361,689
Average Household Size	2.65	2.65
Families	244,801	246,993
Median Age	41.0	41.7
Median Household Income	$106,527	$121,005

	Spending Potential Index	Average Amount Spent	Total	Percent
Total Expenditures	156	$139,806.16	$49,954,979,530	100.0%
Food	154	$16,205.91	$5,790,632,663	11.6%
Food at Home	153	$9,486.32	$3,389,612,733	6.8%
Food Away from Home	156	$6,719.60	$2,401,019,931	4.8%
Alcoholic Beverages	164	$1,168.17	$417,406,113	0.8%
Housing	162	$46,158.72	$16,493,249,760	33.0%
Shelter	166	$37,940.47	$13,556,738,548	27.1%
Utilities, Fuel and Public Services	145	$8,218.25	$2,936,511,212	5.9%
Household Operations	156	$3,909.12	$1,396,789,700	2.8%
Housekeeping Supplies	147	$1,303.91	$465,907,462	0.9%
Household Furnishings and Equipment	154	$3,943.40	$1,409,041,553	2.8%
Apparel and Services	158	$3,798.54	$1,357,279,188	2.7%
Transportation	145	$15,001.68	$5,360,341,986	10.7%
Travel	162	$4,647.79	$1,660,728,406	3.3%
Health Care	144	$10,188.31	$3,640,445,718	7.3%
Entertainment and Recreation	152	$5,583.28	$1,994,994,986	4.0%
Personal Care Products & Services	156	$1,591.11	$568,528,052	1.1%
Education	187	$3,660.40	$1,307,921,128	2.6%
Smoking Products	128	$557.47	$199,192,485	0.4%
Lotteries & Pari-mutuel Losses	163	$96.84	$34,603,686	0.1%
Legal Fees	172	$314.45	$112,357,932	0.2%
Funeral Expenses	152	$142.46	$50,902,985	0.1%
Safe Deposit Box Rentals	142	$7.46	$2,666,550	0.0%
Checking Account/Banking Service Charges	136	$49.18	$17,571,295	0.0%
Cemetery Lots/Vaults/Maintenance Fees	152	$21.50	$7,681,942	0.0%
Accounting Fees	175	$220.09	$78,642,074	0.2%
Miscellaneous Personal Services/Advertising/Fines	159	$134.68	$48,121,954	0.1%
Occupational Expenses	179	$117.90	$42,128,175	0.1%
Expenses for Other Properties	122	$146.12	$52,210,922	0.1%
Credit Card Membership Fees	164	$16.15	$5,771,296	0.0%
Shopping Club Membership Fees	149	$66.19	$23,650,019	0.0%
Support Payments/Cash Contributions/Gifts in Kind	144	$3,918.42	$1,400,113,488	2.8%
Life/Other Insurance	153	$1,046.79	$374,034,474	0.7%
Pensions and Social Security	160	$15,082.87	$5,389,352,172	10.8%

Data Note: The Spending Potential Index (SPI) is household-based, and represents the amount spent for a product or service relative to a national average of 100. Detail may not sum to totals due to rounding.
Source: Esri forecasts for 2022 and 2027; Consumer Spending data are derived from the 2018 and 2019 Consumer Expenditure Surveys, Bureau of Labor Statistics.

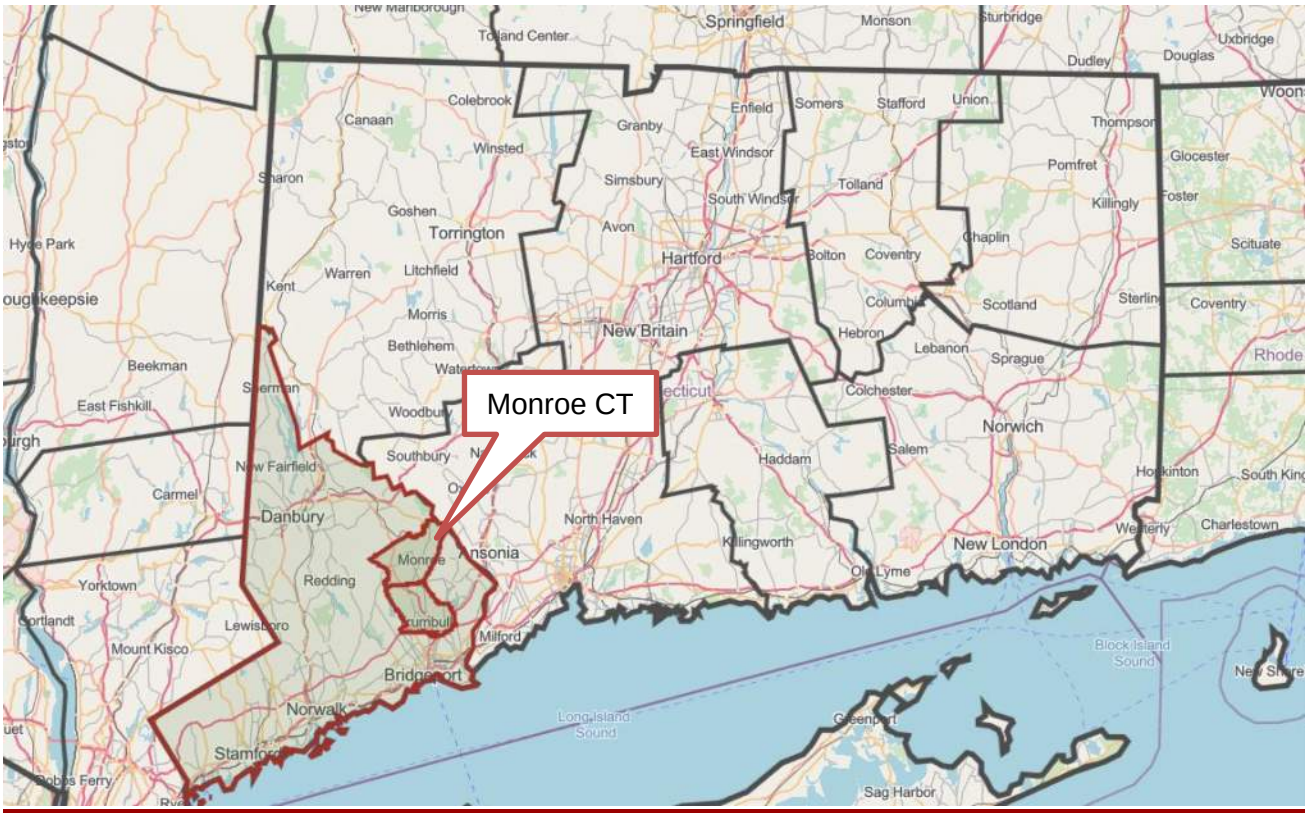
November 29, 2022

Community Data- Monroe CT

Monroe is an incorporated town in southwestern Connecticut. It is a community that is located in Fairfield County Connecticut and is a regional bedroom community to Stamford, Norwalk, Shelton and other Connecticut employment nodes including New York City. Monroe is flanked on the east by Oxford and the Housatonic River, on the southeast by Shelton, on the west by Easton, to the south by Trumbull and to the north by Newtown. Monroe enjoys the influences of an upscale and middle-class community.

Monroe's close proximity to Stamford, Shelton and Norwalk, three major employment nodes, makes Monroe one of the more desirable places to reside in the Fairfield area. Monroe enjoys access to I-95 via CT RT 25 to the south and CT routes 15, two major limited access highways roads. Limited bus service is available to Monroe.

Study Municipality- Monroe CT



MONROE TOWN PROFILE-CERC

2021 Town Profile 1 / 2

Monroe, Connecticut

Current Population
19,546

General
ACS, 2015–2019

	Monroe	State
Land Area mi²	26	4,842
Population Density people per mi²	750	738
Number of Households	6,673	1,370,746
Median Age	43.3	41.0
Median Household Income	$118,669	$78,444
Poverty Rate	3%	10%

Economy

Top Industries
CT Department of Labor, 2019

	Employment	Employers	Av. Wages
1 Retail Trade	834	66	$37,651
2 Manufacturing	778	30	$54,101
3 Local Government	737	15	$66,825
4 Accommodation & Food Services	735	57	$17,819
5 Health Care & Social Assistance	436	47	$53,387
All Industries	5,482	671	$51,388

SOTS Business Registrations
Secretary of the State, June 2021

Total Active Businesses 2,492

New Business Registrations by Year

2001	125	2006	152	2011	132	2016	149
2002	147	2007	149	2012	157	2017	177
2003	168	2008	141	2013	141	2018	188
2004	165	2009	134	2014	151	2019	157
2005	179	2010	166	2015	159	2020	174

Key Employers
Data from municipalities, 2021

1. Seymour Sheridan Inc
2. Victorinox Swiss Army Inc
3. Victorinox Swiss Army
4. Northeast Laser Engraving
5. Next Street

Demographics
ACS, 2015–2019

Age Distribution

		Monroe	State
Under 10	2,069	11%	11%
10 to 19	3,241	17%	13%
20 to 29	1,801	9%	13%
30 to 39	1,970	10%	12%
40 to 49	2,735	14%	13%
50 to 59	3,384	17%	15%
60 to 69	2,209	11%	12%
70 to 79	1,495	8%	7%
80 and over	642	3%	5%

Race and Ethnicity

	Monroe	State
Asian Non-Hispanic (NH)	4%	4%
Black NH	2%	10%
Hispanic or Latino/a Of any race	7%	16%
White NH	85%	67%
Other NH, Incl. American Indian, Alaska Native, Native Hawaiian or Pacific Islander	2%	3%

Language Spoken at Home

	Monroe	State
English	78	82%
Spanish	4	12%

Educational Attainment

	Monroe	State
High School Diploma Only	23	27%
Associate Degree	8	10%
Bachelor's Degree	22	27%
Master's Degree or Higher	17	22%

Housing
ACS, 2015–2019

	Monroe	State
Median Home Value	$370,200	$275,400
Median Rent	$1,364	$1,180
Housing Units	7,013	1,516,629

	Monroe	State
Owner-Occupied	66	91%
Detached or Semi-Detached	64	91%
Vacant	5	10%

Schools
CT Department of Education, 2020-21

School Districts

	Available Grades	Total Enrollment	Pre-K Enrollment	4-Year Grad Rate (2018-19)
Monroe School District	PK-12	3,179	36	98%
Statewide	-	513,079	15,300	88%

Smarter Balanced Assessments
Met or exceeded expectations, 2018/19

	Math	ELA
Monroe School District	73%	82%
Statewide	48%	56%

ADVANCECT CONNECTICUT Connecticut CT data collaborative

MONROE TOWN PROFILE (continued)

2021 Town Profile 2 / 2 Current Population

Monroe, Connecticut

19,546

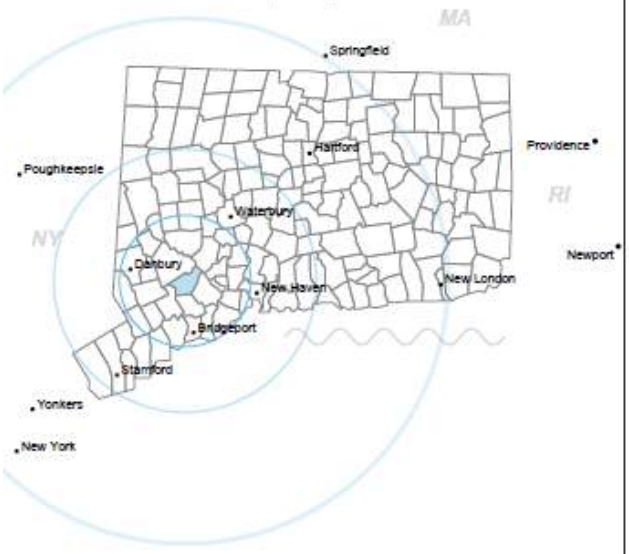
Labor Force

CT Department of Labor, 2020

	Monroe	State
Employed	9,015	1,724,621
Unemployed	673	148,010
Unemployment Rate	7 6%	
Self-Employment Rate*	10 11%	

*ACS, 2015–2019

Catchment Areas of 15mi, 30mi, and 60mi



Fiscal Indicators

CT Office of Policy and Management, SFY 2017-18

Municipal Revenue

Total Revenue	$97,355,639
Property Tax Revenue	$76,743,249
per capita	$3,944
per capita, as % of state av.	130%
Intergovernmental Revenue	$18,055,609
Revenue to Expenditure Ratio	104%

Municipal Expenditure

Total Expenditure	$93,674,089
Educational	$67,010,629
Other	$26,663,460

Grand List

Equalized Net Grand List	$3,175,730,981
per capita	$163,109
per capita, as % of state av.	106%
Comm./Indust. Share of Net Grand List	10%
Actual Mill Rate	35.76
Equalized Mill Rate	24.18

Municipal Debt

Moody's Rating	Aa2
Total Indebtness	$40,234,951
per capita	$2,067
per capita, as % of state av.	80%
as percent of expenditures	43%
Annual Debt Service	$6,106,639
as % of expenditures	7%

Access

ACS, 2015–2019

	Monroe	State
Mean Commute Time *Pre-Covid*	33 min	26 min
No Access to a Car	3 3%	
No Internet Access	7 12%	

Commute Mode

Public Transport	2 5%
Walking or Cycling	0 3%
Driving	86 91%
Working From Home *Pre-Covid*	5 7%

Public Transit

CT*transit* Service	-
Other Public Bus Operations	-
Train Service	-

Search AdvanceCT's **SiteFinder**, Connecticut's most comprehensive online database of available commercial properties.
ctdata.org/sitefinder

About Town Profiles

The Connecticut Town Profiles are two-page reports of demographic and economic information for each of Connecticut's 169 municipalities. Reports for 2016-2019 are available from profiles.ctdata.org.

Feedback is welcome, and should be directed to info@ctdata.org.

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MONROE TOWN PROFILE (continued)

The current 2022 and 2027 forecasts that Monroe households will remain static over the next five years resulting in a static increase in the number of households. Household size will remain about the same at 2.79 persons remaining static over the next five years. The preponderance of household incomes (67.5%) are $100,000 per year to over $200,000 per year and the average household income of $178,741 in 2021 is projected to increase to approximatly $195,227 in 2027.

REALTY CONCEPTS INC

Demographic and Income Profile

Monroe town, CT 3
Monroe town, CT (0900148620)
Geography: County Subdivision

Realty Concepts, Inc.

Summary	Census 2010	Census 2020	2022	2027
Population	19,479	18,825	18,686	18,621
Households	6,735	6,690	6,674	6,649
Families	5,417	-	5,353	5,329
Average Household Size	2.88	2.80	2.79	2.79
Owner Occupied Housing Units	6,218	-	6,001	6,026
Renter Occupied Housing Units	517	-	673	623
Median Age	42.5	-	45.2	45.4

Trends: 2022-2027 Annual Rate	Area	State	National
Population	-0.07%	0.03%	0.25%
Households	-0.08%	0.11%	0.31%
Families	-0.09%	0.04%	0.28%
Owner HHs	0.08%	0.36%	0.53%
Median Household Income	1.58%	2.58%	3.12%

	2022		2027	
Households by Income	Number	Percent	Number	Percent
<$15,000	318	4.8%	254	3.8%
$15,000 - $24,999	287	4.3%	207	3.1%
$25,000 - $34,999	211	3.2%	155	2.3%
$35,000 - $49,999	321	4.8%	264	4.0%
$50,000 - $74,999	485	7.3%	428	6.4%
$75,000 - $99,999	546	8.2%	518	7.8%
$100,000 - $149,999	1,326	19.9%	1,374	20.7%
$150,000 - $199,999	1,136	17.0%	1,312	19.7%
$200,000+	2,044	30.6%	2,137	32.1%
Median Household Income	$141,822		$153,351	
Average Household Income	$178,741		$195,277	
Per Capita Income	$63,846		$69,733	

	Census 2010		2022		2027	
Population by Age	Number	Percent	Number	Percent	Number	Percent
0 - 4	935	4.8%	795	4.3%	808	4.3%
5 - 9	1,394	7.2%	983	5.3%	951	5.1%
10 - 14	1,734	8.9%	1,221	6.5%	1,122	6.0%
15 - 19	1,490	7.6%	1,295	6.9%	1,026	5.5%
20 - 24	847	4.3%	956	5.1%	812	4.4%
25 - 34	1,404	7.2%	2,002	10.7%	1,963	10.5%
35 - 44	2,786	14.3%	2,037	10.9%	2,544	13.7%
45 - 54	3,778	19.4%	2,739	14.7%	2,295	12.3%
55 - 64	2,512	12.9%	3,167	16.9%	3,008	16.2%
65 - 74	1,401	7.2%	2,005	10.7%	2,329	12.5%
75 - 84	879	4.5%	1,061	5.7%	1,289	6.9%
85+	319	1.6%	425	2.3%	474	2.5%

	Census 2010		Census 2020		2022		2027	
Race and Ethnicity	Number	Percent	Number	Percent	Number	Percent	Number	Percent
White Alone	18,331	94.1%	15,894	84.4%	15,683	83.9%	15,319	82.3%
Black Alone	274	1.4%	425	2.3%	429	2.3%	456	2.4%
American Indian Alone	13	0.1%	27	0.1%	27	0.1%	27	0.1%
Asian Alone	408	2.1%	672	3.6%	676	3.6%	715	3.8%
Pacific Islander Alone	2	0.0%	1	0.0%	1	0.0%	1	0.0%
Some Other Race Alone	153	0.8%	395	2.1%	403	2.2%	465	2.5%
Two or More Races	298	1.5%	1,411	7.5%	1,467	7.9%	1,638	8.8%
Hispanic Origin (Any Race)	919	4.7%	1,470	7.8%	1,489	8.0%	1,583	8.5%

Data Note: Income is expressed in current dollars.

Source: Esri forecasts for 2022 and 2027. U.S. Census Bureau 2010 decennial Census data converted by Esri into 2020 geography.

November 22, 2022

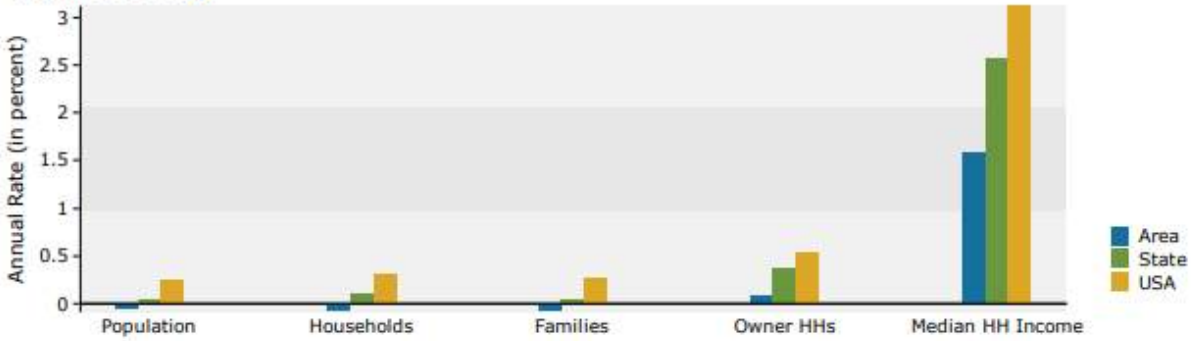
REALTY CONCEPTS INC

Demographic and Income Profile

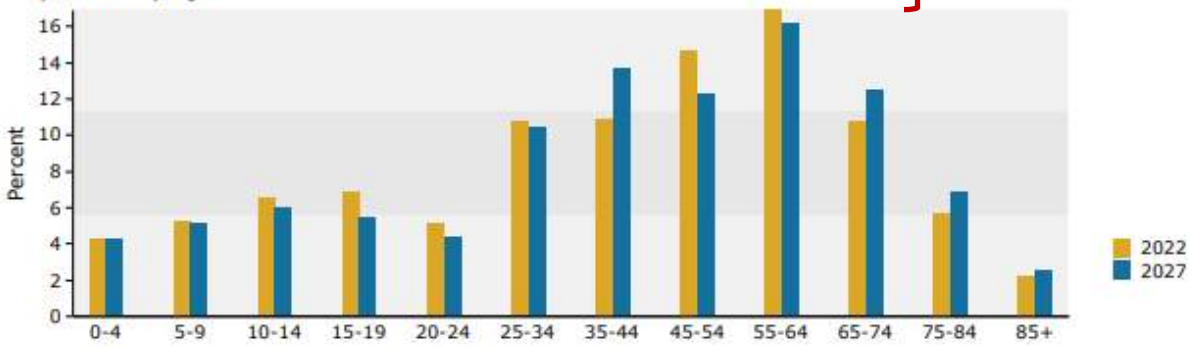
Monroe town, CT 3
Monroe town, CT (0900148620)
Geography: County Subdivision

Realty Concepts, Inc.

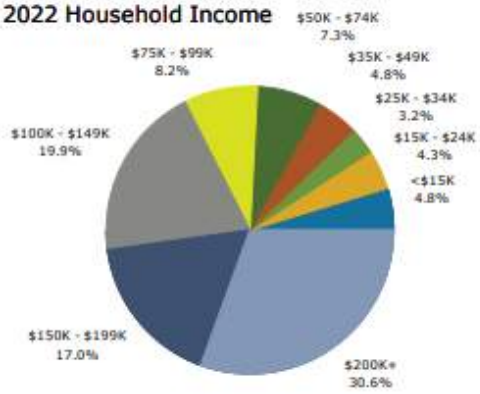
Trends 2022-2027



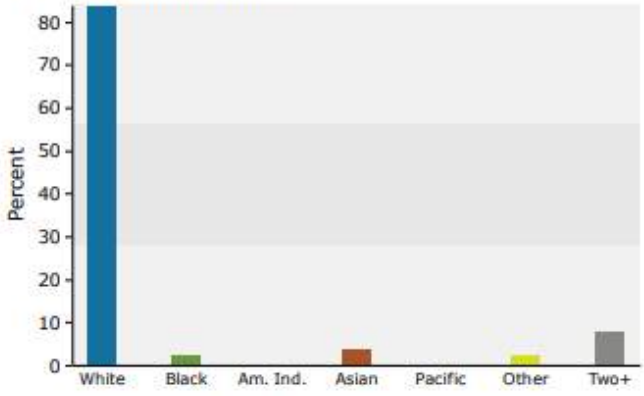
Population by Age



2022 Household Income



2022 Population by Race



2022 Percent Hispanic Origin:8.0%

Source: Esri forecasts for 2022 and 2027. U.S. Census Bureau 2010 decennial Census data converted by Esri into 2020 geography.

November 22, 2022

Housing Demographics

The following data has been developed for Monroe CT. This data indicates the predominant property value ranges for Monroe. The estimated predominant value range for 2021 is $250,000 to $999,999 which represents 72.3% of all residences in Monroe.

REALTY CONCEPTS INC

Housing Profile

Monroe town, CT 3
Monroe town, CT (0900148620)
Geography: County Subdivision

Realty Concepts, Inc.

Population		Households	
2010 Total Population	19,479	2022 Median Household Income	$141,822
2020 Total Population	18,825	2027 Median Household Income	$153,351
2022 Total Population	18,686	2022-2027 Annual Rate	1.58%
2027 Total Population	18,621		
2022-2027 Annual Rate	-0.07%		

	Census 2010		2022		2027	
Housing Units by Occupancy Status and Tenure	Number	Percent	Number	Percent	Number	Percent
Total Housing Units	6,918	100.0%	6,914	100.0%	6,914	100.0%
Occupied	6,735	97.4%	6,674	96.5%	6,649	96.2%
Owner	6,218	89.9%	6,001	86.8%	6,026	87.2%
Renter	517	7.5%	673	9.7%	623	9.0%
Vacant	183	2.6%	240	3.5%	265	3.8%

	2022		2027	
Owner Occupied Housing Units by Value	Number	Percent	Number	Percent
Total	6,001	100.0%	6,026	100.0%
<$50,000	90	1.5%	65	1.1%
$50,000-$99,999	16	0.3%	11	0.2%
$100,000-$149,999	13	0.2%	8	0.1%
$150,000-$199,999	110	1.8%	74	1.2%
$200,000-$249,999	366	6.1%	274	4.5%
$250,000-$299,999	679	11.3%	536	8.9%
$300,000-$399,999	1,525	25.4%	1,244	20.6%
$400,000-$499,999	1,533	25.5%	1,632	27.1%
$500,000-$749,999	1,286	21.4%	1,567	26.0%
$750,000-$999,999	176	2.9%	274	4.5%
$1,000,000-$1,499,999	198	3.3%	323	5.4%
$1,500,000-$1,999,999	9	0.1%	18	0.3%
$2,000,000+	0	0.0%	0	0.0%
Median Value	$413,144		$449,081	
Average Value	$456,257		$506,078	

Census 2010 Housing Units	Number	Percent
Total	6,918	100.0%
In Urbanized Areas	6,286	90.9%
In Urban Clusters	0	0.0%
Rural Housing Units	632	9.1%

Data Note: Persons of Hispanic Origin may be of any race.
Source: Esri forecasts for 2022 and 2027. U.S. Census Bureau 2010 decennial Census data converted by Esri into 2020 geography.

November 22, 2022

MONROE TOWN PROFILE (continued)

The following data indicates the majority of new single-family homes were built from 1950 to 1999. .

REALTY CONCEPTS INC

ACS Housing Summary

Monroe town, CT 3
Monroe town, CT (0900148620)
Geography: County Subdivision

Realty Concepts, Inc.

	2016-2020 ACS Estimate	Percent	MOE(±)	Reliability
TOTALS				
Total Population	19,492		31	
Total Households	6,653		305	
Total Housing Units	6,961		308	
OWNER-OCCUPIED HOUSING UNITS BY MORTGAGE STATUS				
Total	5,969	100.0%	306	
Housing units with a mortgage/contract to purchase/similar debt	4,229	70.8%	365	
No Second Mortgage and No Home Equity Loan	3,354	56.2%	351	
Multiple Mortgages	849	14.2%	216	
Second mortgage and Home Equity Loan	37	0.6%	57	
Only Home Equity Loan	709	11.9%	193	
Only Second Mortgage	103	1.7%	91	
Home Equity Loan without Primary Mortgage	26	0.4%	31	
Housing units without a mortgage	1,740	29.2%	309	
AVERAGE VALUE BY MORTGAGE STATUS				
Housing units with a mortgage	$409,974		$50,668	
Housing units without a mortgage	$345,291		$89,982	
OWNER-OCCUPIED HOUSING UNITS BY MORTGAGE STATUS & SELECTED MONTHLY OWNER COSTS				
Total	5,969	100.0%	306	
With a mortgage: Monthly owner costs as a percentage of household income in past 12 months				
Less than 10.0 percent	193	3.2%	76	
10.0 to 14.9 percent	671	11.2%	169	
15.0 to 19.9 percent	780	13.1%	196	
20.0 to 24.9 percent	703	11.8%	193	
25.0 to 29.9 percent	509	8.5%	211	
30.0 to 34.9 percent	307	5.1%	148	
35.0 to 39.9 percent	238	4.0%	90	
40.0 to 49.9 percent	269	4.5%	145	
50.0 percent or more	559	9.4%	173	
Not computed	0	0.0%	20	
Without a mortgage: Monthly owner costs as a percentage of household income in past 12 months				
Less than 10.0 percent	405	6.8%	159	
10.0 to 14.9 percent	349	5.8%	132	
15.0 to 19.9 percent	232	3.9%	128	
20.0 to 24.9 percent	204	3.4%	123	
25.0 to 29.9 percent	42	0.7%	41	
30.0 to 34.9 percent	50	0.8%	37	
35.0 to 39.9 percent	0	0.0%	20	
40.0 to 49.9 percent	213	3.6%	123	
50.0 percent or more	245	4.1%	145	
Not computed	0	0.0%	20	

Source: U.S. Census Bureau, 2016-2020 American Community Survey

Reliability: high medium low

November 22, 2022

REALTY CONCEPTS INC

ACS Housing Summary

Monroe town, CT 3
Monroe town, CT (0900148620)
Geography: County Subdivision

Realty Concepts, Inc.

	2016-2020 ACS Estimate	Percent	MOE(±)	Reliability
RENTER-OCCUPIED HOUSING UNITS BY GROSS RENT				
Total:	684	100.0%	250	
With cash rent:	614	89.8%	244	
Less than $100	0	0.0%	20	
$100 to $149	0	0.0%	20	
$150 to $199	0	0.0%	20	
$200 to $249	0	0.0%	20	
$250 to $299	0	0.0%	20	
$300 to $349	0	0.0%	20	
$350 to $399	0	0.0%	20	
$400 to $449	42	6.1%	71	
$450 to $499	0	0.0%	20	
$500 to $549	12	1.8%	21	
$550 to $599	0	0.0%	20	
$600 to $649	0	0.0%	20	
$650 to $699	0	0.0%	20	
$700 to $749	124	18.1%	173	
$750 to $799	0	0.0%	20	
$800 to $899	29	4.2%	46	
$900 to $999	0	0.0%	20	
$1,000 to $1,249	121	17.7%	93	
$1,250 to $1,499	72	10.5%	58	
$1,500 to $1,999	175	25.6%	114	
$2,000 to $2,499	17	2.5%	26	
$2,500 to $2,999	22	3.2%	35	
$3,000 to $3,499	0	0.0%	20	
$3,500 or more	0	0.0%	20	
No cash rent	70	10.2%	53	
Median Gross Rent	$1,207		$288	
Average Gross Rent	$1,304		$720	

The data indicates that about 18% of renters pay about $700 to $749 per month with the preponderance of renters in the $1,000 to $1,999 per month.

Town HOUSING PERMIT ACTIVITY BY TOWN

TOWN	SEP 2022	YR TO DATE 2022	YR TO DATE 2021
Andover	0	0	2
Ansonia	0	0	0
Ashford	0	1	0
Avon	2	14	14
Barkhamsted	0	4	0
Beacon Falls	1	14	0
Berlin	2	19	22
Bethany	1	4	0
Bethel	1	38	66
Bethlehem	1	2	0
Bloomfield	0	13	26
Bolton	0	2	4
Bozrah	0	3	0
Branford	7	29	34
Bridgeport	14	472	36
Bridgewater	0	0	0
Bristol	4	31	68
Brookfield	2	7	27
Brooklyn	2	12	8
Burlington	1	10	24
Canaan	0	1	0
Canterbury	3	11	0
Canton	2	5	4
Chaplin	0	0	0
Cheshire	3	29	32
Chester	0	0	1
Clinton	1	8	11
Colchester	2	13	16
Colebrook	0	4	0
Columbia	0	1	1
Cornwall	0	1	0
Coventry	3	11	18
Cromwell	1	8	10
Danbury	1	35	50
Darien	9	71	161
Deep River	0	4	3
Derby	0	2	0
Durham	1	5	3
East Granby	1	7	11
East Haddam	1	14	7
East Hampton	3	16	44
East Hartford	0	2	4
East Haven	1	4	0
East Lyme	1	55	33
East Windsor	1	5	11
Eastford	0	5	0
Easton	1	6	9
Ellington	14	106	105
Enfield	0	16	23
Essex	1	8	7
Fairfield	73	133	75
Farmington	3	24	36
Franklin	0	4	0
Glastonbury	5	27	33
Goshen	2	13	0
Granby	2	19	20
Greenwich	7	82	88
Griswold	7	75	17
Groton	2	16	0
Guilford	0	21	0
Haddam	0	5	13
Hamden	0	0	0
Hampton	0	0	0
Hartford	1	6	8
Hartland	0	3	0
Harwinton	2	10	0
Hebron	1	12	13
Kent	1	7	9
Killingly	18	31	0
Killingworth	1	7	4
Lebanon	0	3	6
Ledyard	3	30	0
Lisbon	2	9	0
Litchfield	2	13	0
Lyme	1	7	13
Madison	1	9	0
Manchester	1	30	19
Mansfield	0	7	7
Marlborough	1	2	0
Meriden	1	6	0
Middlebury	2	55	0
Middlefield	1	4	2
Middletown	1	16	18
Milford	13	132	136
Monroe	1	7	6
Montville	2	13	0
Morris	1	5	0
Naugatuck	1	18	0
New Britain	3	13	6
New Canaan	1	54	16
New Fairfield	1	5	5
New Hartford	1	5	0
New Haven	0	441	296
New London	6	33	35
New Milford	4	52	0
Newington	0	2	3
Newtown	1	89	45
Norfolk	0	2	0
North Branford	0	6	0
North Canaan	0	0	0
North Haven	1	10	0
North Stonington	1	9	0
Norwalk	3	46	100
Norwich	0	7	2
Old Lyme	0	8	0
Old Saybrook	2	9	10
Orange	2	10	0
Oxford	3	49	22
Plainfield	0	14	0
Plainville	1	10	11
Plymouth	1	5	0
Pomfret	0	0	0
Portland	0	2	3
Preston	2	7	10
Prospect	0	6	5
Putnam	0	9	0
Redding	1	3	7
Ridgefield	1	8	11
Rocky Hill	0	3	3
Roxbury	0	4	0
Salem	1	5	0
Salisbury	1	8	0
Scotland	0	0	0
Seymour	32	42	0
Sharon	2	8	0
Shelton	6	72	82
Sherman	1	6	9
Simsbury	1	38	29
Somers	1	16	15
South Windsor	1	9	9
Southbury	1	15	0
Southington	4	24	92
Sprague	0	2	1
Stafford	0	4	8
Stamford	2	33	42
Sterling	3	7	0
Stonington	0	24	0
Stratford	0	42	25
Suffield	0	24	31
Thomaston	1	2	0
Thompson	8	21	0
Tolland	1	15	13
Torrington	0	5	0
Trumbull	1	56	62
Union	0	1	3
Vernon	6	100	83
Voluntown	1	5	6
Wallingford	2	19	22
Warren	1	4	0
Washington	0	13	0
Waterbury	1	19	21
Waterford	2	15	0
Watertown	1	10	0
West Hartford	6	73	74
West Haven	1	7	0
Westbrook	6	12	13
Weston	1	8	8
Westport	3	59	61
Wethersfield	0	4	1
Willington	0	1	5
Wilton	1	8	4
Winchester	1	4	0
Windham	0	1	1
Windsor	0	15	17
Windsor Locks	0	3	1
Wolcott	2	22	15
Woodbridge	0	4	0
Woodbury	0	10	9
Woodstock	0	12	0

MONROE TOWN PROFILE (continued)

The age profile below indicates a current median age of 45.2 years and in about five years the median age will remain static at about 45.4. This is significant in determining the type and style residential single-family homes and apartments in the community. In addition, the current average household size of 2.79 persons per household will remain static for the next five years at 2.79. This is important in determining the number of bedrooms in demand for single-family and multifamily development.

REALTY CONCEPTS INC

Detailed Age Profile

Monroe town, CT 3
Monroe town, CT (0900148620)
Geography: County Subdivision

Realty Concepts, Inc.

Summary	Census 2010	2022	2027	2022-2027 Change	2022-2027 Annual Rate
Population	19,479	18,686	18,621	-65	-0.07%
Households	6,735	6,674	6,649	-25	-0.08%
Average Household Size	2.88	2.79	2.79	0.00	0.00%

	Census 2010		2022		2027	
Total Population by Detailed Age	Number	Percent	Number	Percent	Number	Percent
Total	19,479	100.0%	18,686	100.0%	18,621	100.0%
<1	155	0.8%	143	0.8%	142	0.8%
1	173	0.9%	152	0.8%	156	0.8%
2	191	1.0%	157	0.8%	160	0.9%
3	188	1.0%	163	0.9%	166	0.9%
4	228	1.2%	180	1.0%	184	1.0%
5	251	1.3%	173	0.9%	169	0.9%
6	296	1.5%	200	1.1%	196	1.1%
7	260	1.3%	186	1.0%	180	1.0%
8	275	1.4%	202	1.1%	196	1.1%
9	312	1.6%	222	1.2%	210	1.1%
10	320	1.6%	227	1.2%	211	1.1%
11	354	1.8%	240	1.3%	224	1.2%
12	303	1.6%	227	1.2%	211	1.1%
13	382	2.0%	264	1.4%	239	1.3%
14	375	1.9%	263	1.4%	237	1.3%
15	375	1.9%	287	1.5%	235	1.3%
16	399	2.0%	310	1.7%	246	1.3%
17	328	1.7%	290	1.6%	228	1.2%
18	235	1.2%	219	1.2%	171	0.9%
19	153	0.8%	189	1.0%	146	0.8%
20 - 24	847	4.3%	956	5.1%	812	4.4%
25 - 29	652	3.3%	954	5.1%	841	4.5%
30 - 34	752	3.9%	1,048	5.6%	1,122	6.0%
35 - 39	1,106	5.7%	1,001	5.4%	1,361	7.3%
40 - 44	1,680	8.6%	1,036	5.5%	1,183	6.4%
45 - 49	1,997	10.3%	1,190	6.4%	1,111	6.0%
50 - 54	1,781	9.1%	1,549	8.3%	1,184	6.4%
55 - 59	1,369	7.0%	1,696	9.1%	1,483	8.0%
60 - 64	1,143	5.9%	1,471	7.9%	1,525	8.2%
65 - 69	782	4.0%	1,094	5.9%	1,337	7.2%
70 - 74	619	3.2%	911	4.9%	992	5.3%
75 - 79	489	2.5%	623	3.3%	791	4.2%
80 - 84	390	2.0%	438	2.3%	498	2.7%
85+	319	1.6%	425	2.3%	474	2.5%
<18	5,165	26.5%	3,886	20.8%	3,590	19.3%
18+	14,314	73.5%	14,800	79.2%	15,031	80.7%
21+	13,780	70.7%	14,198	76.0%	14,553	78.2%
Median Age	42.5		45.2		45.4	

Source: Esri forecasts for 2022 and 2027. U.S. Census Bureau 2010 decennial Census data converted by Esri into 2020 geography.

November 22, 2022

Benchmark Demographics

Monroe town, CT 3

Generations	Monroe town, CT 3	Counties Fairfield County	States Connecticut	United States of America United States
Generation Alpha (Aged 0-2)	968	63,051	216,844	23,636,050
Generation Z (Aged 3-20)	4,101	226,089	795,977	75,777,673
Millennial (Aged 21-37)	3,590	206,121	798,552	81,945,486
Generation X (Aged 38-54)	4,397	209,188	754,486	65,640,254
Baby Boomer (Aged 55-73)	4,425	199,806	797,736	69,178,984
Silent & Greatest (Aged 73 or more)	1,205	61,005	242,320	19,529,450

Household Income	Monroe town, CT 3	Counties Fairfield County	States Connecticut	United States of America United States
<$15,000	4.8%	7.1%	8.6%	8.5%
$15,000-$24,999	4.3%	5.9%	7.1%	7.2%
$25,000-$34,999	3.2%	4.2%	6.1%	7.5%
$35,000-$49,999	4.8%	7.7%	9.1%	11.1%
$50,000-$74,999	7.3%	12.3%	14.2%	16.9%
$75,000-$99,999	8.2%	9.9%	11.9%	13.2%
$100,000-$149,999	19.9%	15.6%	17.3%	17.2%
$150,000-$199,999	17.0%	11.4%	10.4%	8.4%
$200,000+	30.6%	25.8%	15.4%	9.9%

Key Facts	Monroe town, CT 3	Counties Fairfield County	States Connecticut	United States of America United States
Population	18,686	965,260	3,605,915	335,707,897
Daytime Population	16,392	975,129	3,578,014	334,030,173
Employees	10,154	478,631	1,820,208	162,090,385
Households	6,674	357,316	1,421,687	128,657,669
Average HH Size	2.79	2.65	2.46	2.55
Median Age	45.2	41.0	41.8	38.9
Housing Facts				
Median Home Value	413,144	472,894	303,717	283,272
Owner Occupied %	89.9%	64.7%	64.9%	64.6%
Renter Occupied %	10.1%	35.3%	35.1%	35.4%
Total Housing Units	6,914	384,046	1,540,885	142,933,286
Income Facts				
Median HH Income	$141,822	$106,527	$83,781	$72,414
Per Capita Income	$63,846	$61,887	$49,829	$40,363
Median Net Worth	$749,940	$310,235	$214,961	$155,942

CCIM Institute
Commercial Real Estate's Global Standard for Professional Achievement

Based on ideas by Gary M. Ralston, CCIM, SIOR, CPM, CRE, CLS, CDP, CRX, FRICS
Coldwell Banker Commercial Saunders Ralston Dantzler Realty

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2018 and 2023

REALTY CONCEPTS INC
Counselors • Investment Managers • Appraisers

Benchmark Demographics

Monroe town, CT 3

Occupation by Industry	Monroe town, CT 3	Counties Fairfield County	States Connecticut	United States of America United States
Ag/Forestry/Fishing	0.6%	0.2%	0.3%	1.2%
Mining/Oil & Gas	0.0%	0.1%	0.1%	0.4%
Construction	5.5%	7.4%	6.4%	7.1%
Manufacturing	11.9%	7.3%	9.5%	9.6%
Wholesale Trade	2.2%	2.2%	2.3%	2.5%
Retail Trade	9.7%	9.9%	10.4%	10.8%
Transport & Warehousing	3.3%	3.9%	4.2%	5.5%
Utilities	0.9%	0.5%	0.7%	0.8%
Information	2.9%	2.3%	1.9%	1.9%
Finance & Insurance	7.4%	9.6%	7.4%	4.8%
Real Estate & Leasing	2.2%	2.6%	1.9%	2.0%
Prof & Technical Services	13.6%	11.0%	8.1%	8.0%
Management of Companies	0.1%	0.1%	0.1%	0.1%
Admin & Waste Mgmt	4.9%	4.6%	3.5%	3.9%
Educational Services	11.3%	8.9%	10.8%	9.0%
Health Care & Social Assist	10.3%	14.4%	16.5%	14.5%
Arts/Entertainment/Recreation	4.1%	2.4%	2.4%	1.8%
Accom & Food Services	2.0%	5.4%	5.4%	6.5%
Other Services	2.6%	5.0%	4.5%	4.7%
Public Administration	4.5%	2.4%	3.7%	4.9%

Occupation by Industry	Monroe town, CT 3	Counties Fairfield County	States Connecticut	United States of America United States
Ag/Forestry/Fishing	61	1,041	5,710	1,885,414
Mining/Oil & Gas	0	301	1,050	581,692
Construction	561	35,228	117,082	11,547,929
Manufacturing	1,208	35,171	172,878	15,599,649
Wholesale Trade	221	10,709	41,019	4,005,424
Retail Trade	988	47,401	189,693	17,507,961
Transportation & Warehousing	337	18,473	77,210	8,951,781
Utilities	96	2,403	12,641	1,362,753
Information	289	10,867	34,277	3,018,469
Finance & Insurance	753	45,977	134,457	7,841,079
Real Estate & Leasing	227	12,315	34,313	3,251,996
Prof & Tech Services	1,379	52,517	146,844	13,016,951
Management of Companies	8	598	1,270	97,694
Admin & Waste Mgmt	493	22,101	63,408	6,232,378
Educational Services	1,148	42,548	196,880	14,659,591
Health Care & Social Assist	1,048	68,835	300,103	23,506,215
Arts/Entertainment/Recreation	415	11,242	42,747	2,872,227
Accom & Food Services	208	25,676	99,027	10,606,059
Other Services	262	23,948	82,547	7,599,446
Public Administration	452	11,280	67,052	7,945,677

CCIM Institute
Commercial Real Estate's Global Standard for Professional Achievement

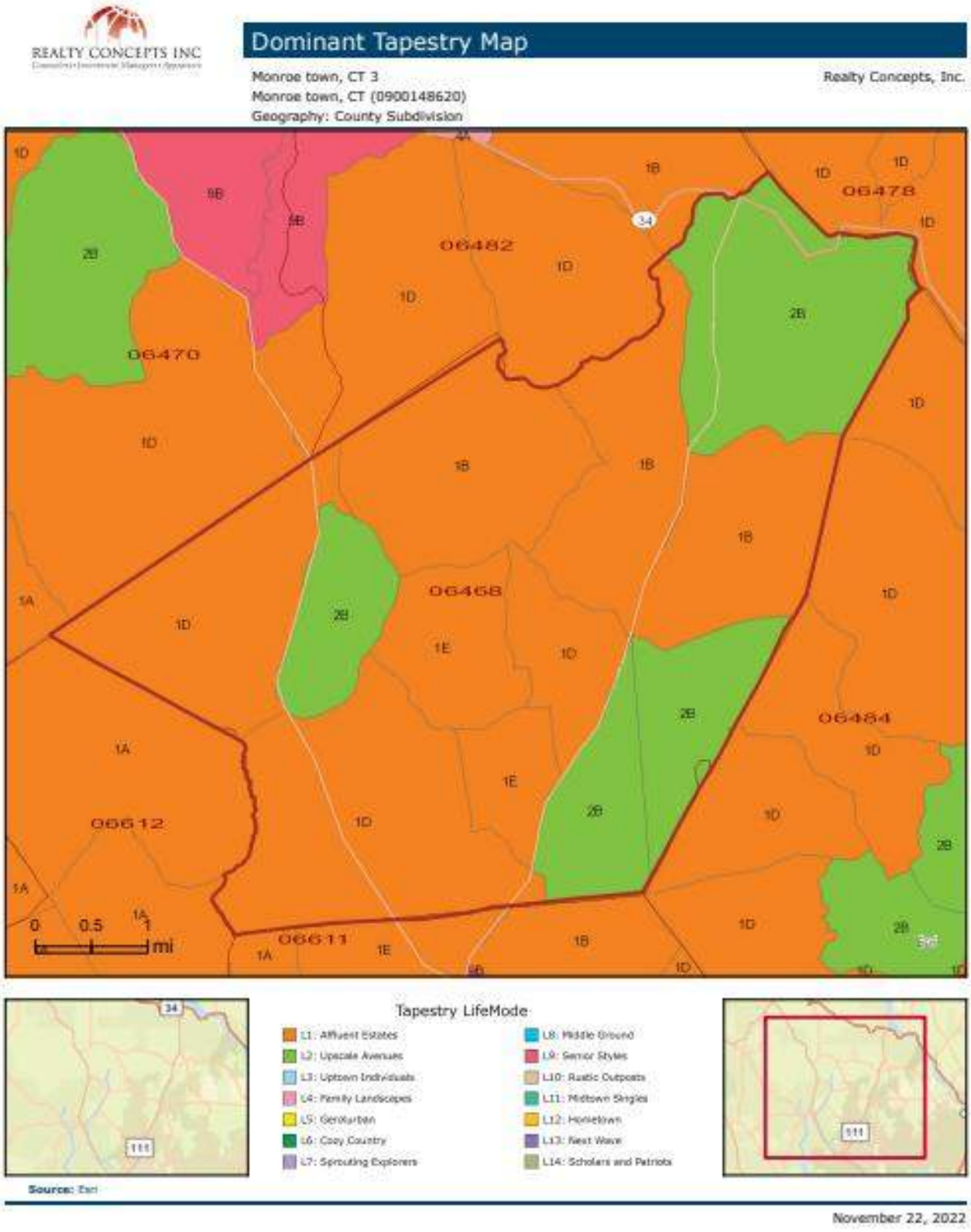
Based on ideas by Gary M. Ralston, CCIM, SIOR, CPM, CRE, CLS, CDP, CRX, FRICS
Coldwell Banker Commercial Saunders Ralston Dantzler Realty

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2018 and 2023

REALTY CONCEPTS INC
Counselors • Investment Managers • Appraisers

Tapestry Segmentation- Lifestyle Profile

Lifestyle plays an important role in determining residential demand. Following is a current lifestyle profile of Monroe. Monroe has four predominant lifestyle segments which are analyzed below.



REALTY CONCEPTS INC
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Tapestry Segmentation Area Profile

Monroe town, CT 3
Monroe town, CT (0900148620)
Geography: County Subdivision

Realty Concepts, Inc.

Top Twenty Tapestry Segments

		2022 Households		2022 U.S. Households		
			Cumulative		Cumulative	
Rank	Tapestry Segment	Percent	Percent	Percent	Percent	Index
1	Savvy Suburbanites (1D)	31.1%	31.1%	3.0%	3.0%	1048
2	Pleasantville (2B)	30.0%	61.0%	2.1%	5.1%	1,411
3	Professional Pride (1B)	25.8%	86.8%	1.6%	6.7%	1,570
4	Exurbanites (1E)	13.2%	100.0%	1.9%	8.7%	684
	Subtotal	**100.1%**		**8.6%**		

Data Note: This report identifies neighborhood segments in the area, and describes the socioeconomic quality of the immediate neighborhood. The index is a comparison of the percent of households or Total Population 18+ in the area, by Tapestry segment, to the percent of households or Total Population 18+ in the United States, by segment. An index of 100 is the US average.
Source: Esri

November 22, 2022

Monroe is comprised of four lifestyle segments. As demonstrated below, each segment far exceeds the US average. The three largest segments are Savvy Suburbanites (31.1%), Pleasantville (30.0%) and Professional Pride (25.8%) totaling 86.8% of the current residence in Monroe. Savvy Suburbanites have a net worth of $518,100 and income of $108,700 with 9.4% who rent. Pleasantville has a net worth of $339,900 and income of $92,900 with about 16.9% who rent Professional Pride has a median net worth of $551,800 and income of $138,100 and 8.4% that rent, followed by Exurbanites have a median net worth of $505,400 and income of $103,400 with 15.1% who rent. This indicates based on income levels only, that purchasing power for some high quality, upper end housing and apartments exists in Monroe. It also indicates that a GAP exists for rental housing. That market rate priced units would do well also. Monroe has an internal target rental market of about 2,300 households based on lifestyle profile.

Lifestyle	% Renters	% Monroe Population	Estimated Potential Renters	Median HH Income	Median Networth	Average HH Size	Housing Index
Pleasantville	16.90%	37.10%	1,172	$92,900	$339,300	2.88	136
Savey Suburbanites	9.40%	31.10%	546	$108,700	$518,100	2.85	159
Professional Pride	8.40%	23.50%	369	$138,100	$551,300	3.13	195
Exurbanites	15.10%	8.40%	237	$103,400	$505,400	2.50	166
Total			**2,324**				
Population 2022	18,686						
Housing Index US Average = 100 /Represnts Housing Expenditure							

The lifestyle profiles for Pleasantville, Exurbanites, Savvy Suburbanites and Professional Pride profiles we discussed in the previous Monroe section of this report. Therefore, only the additional profiles unique to Trumbull Golden Years and Top Tier are presented below.

LifeMode Group: Upscale Avenues

Pleasantville

2B

Households: 2,718,100

Average Household Size: 2.88

Median Age: 42.6

Median Household Income: $92,900

WHO ARE WE?

Prosperous domesticity best describes the settled denizens of *Pleasantville*. Situated principally in older housing in suburban areas in the Northeast (especially in New York and New Jersey) and secondarily in the West (especially in California), these slightly older couples move less than any other market. Many couples have already transitioned to empty nesters; many are still home to adult children. Families own older, single-family homes and maintain their standard of living with dual incomes. These consumers have higher incomes and home values and much higher net worth (Index 364). Older homes require upkeep; home improvement and remodeling projects are a priority—preferably done by contractors. Residents spend their spare time participating in a variety of sports or watching movies. They shop online and in a variety of stores, from upscale to discount, and use the Internet largely for financial purposes.

TAPESTRY SEGMENTATION
esri.com/tapestry

OUR NEIGHBORHOOD

- Suburban periphery of large metropolitan areas, primarily in Middle Atlantic or Pacific states.
- Most homes owned (and mortgaged) (Index 146).
- Households composed of older married-couple families, more without children under 18, but many with children over 18 years (Index 141).
- Older, single-family homes: two-thirds built before 1970, close to half from 1950 to 1969.
- One of the lowest percentages of vacant housing units at 4.5% (Index 39).
- Suburban households with 3 or more vehicles and a longer travel time to work (Index 132).

SOCIOECONOMIC TRAITS

- Education: 66% college educated, 37% with a bachelor's degree or higher.
- Low unemployment at 4.6%; higher labor force participation rate at 67% (Index 107); higher proportion of HHs with 2 or more workers (Index 118).
- Many professionals in finance, information/ technology, education, or management.
- Median household income denotes affluence, with income primarily from salaries, but also from investments (Index 130) or Social Security (Index 106) and retirement income (Index 122).
- Not cost-conscious, these consumers willing to spend more for quality and brands they like.
- Prefer fashion that is classic and timeless as opposed to trendy.
- Use all types of media equally (newspapers, magazines, radio, Internet, TV).

Note: The Index represents the ratio of the segment rate to the US rate multiplied by 100. Consumer preferences are estimated from data by GfK MRI.

2B

LifeMode Group: Upscale Avenues

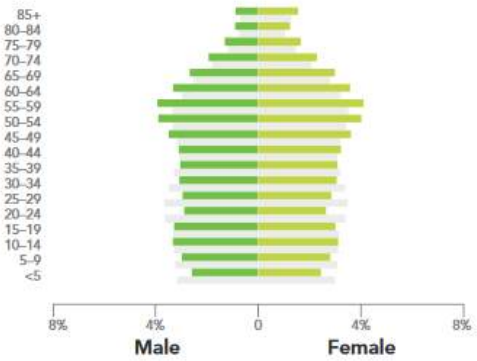
Pleasantville

TAPESTRY SEGMENTATION
esri.com/tapestry

AGE BY SEX (Esri data)

Median Age: 42.6 US: 38.2

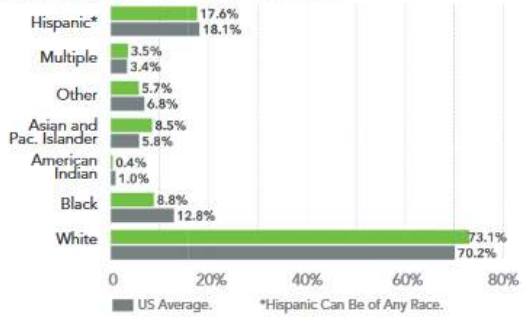
Indicates US



RACE AND ETHNICITY (Esri data)

The Diversity Index summarizes racial and ethnic diversity. The index shows the likelihood that two persons, chosen at random from the same area, belong to different race or ethnic groups. The index ranges from 0 (no diversity) to 100 (complete diversity).

Diversity Index: 61.0 US: 64.0



INCOME AND NET WORTH

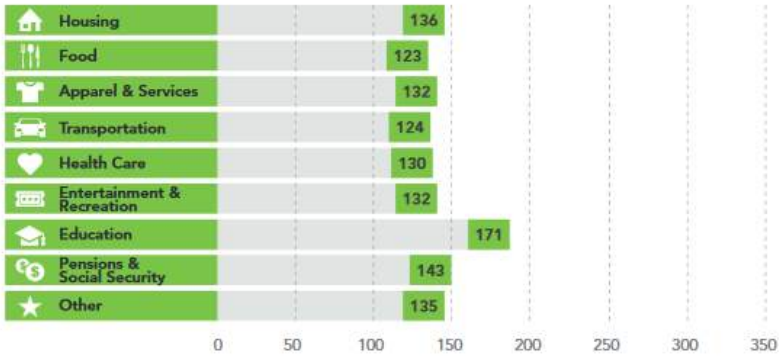
Net worth measures total household assets (homes, vehicles, investments, etc.) less any debts, secured (e.g., mortgages) or unsecured (credit cards). Household income and net worth are estimated by Esri.

Median Household Income

Median Net Worth

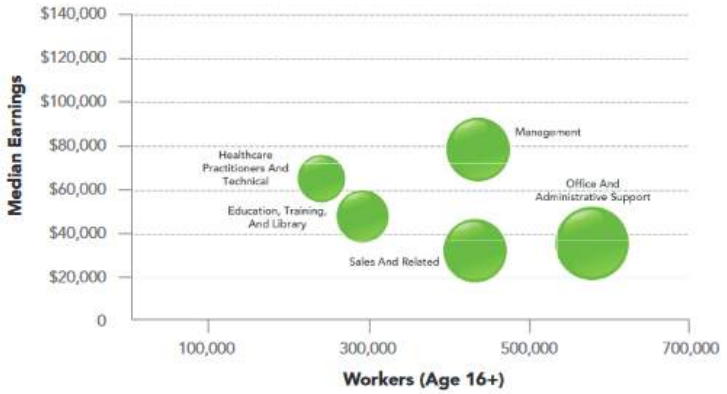
AVERAGE HOUSEHOLD BUDGET INDEX

The index compares the average amount spent in this market's household budgets for housing, food, apparel, etc., to the average amount spent by all US households. An index of 100 is average. An index of 120 shows that average spending by consumers in this market is 20 percent above the national average. Consumer expenditures are estimated by Esri.



OCCUPATION BY EARNINGS

The five occupations with the highest number of workers in the market are displayed by median earnings. Data from the Census Bureau's American Community Survey.



2B

LifeMode Group: Upscale Avenues

Pleasantville

TAPESTRY SEGMENTATION
esri.com/tapestry

MARKET PROFILE (Consumer preferences are estimated from data by GfK MRI)

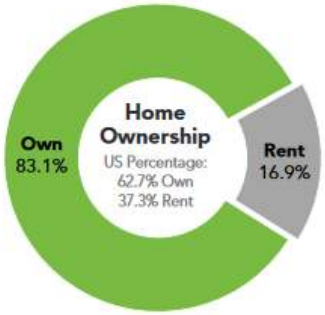
- Prefer imported SUVs, serviced by a gas station or car dealer.
- Invest in conservative securities and contribute to charities.
- Work on home improvement and remodeling projects, but also hire contractors.
- Have bundled services (TV/Internet/phone).
- Access the Internet via fiber optics or cable modem, on a newer computer, to pay bills, make purchases, and track investments.
- Subscribe to premium channels (HBO, Showtime, or Starz) and use video-on-demand to watch TV shows and movies.
- Enjoy outdoor gardening, going to the beach, visiting theme parks, frequenting museums, and attending rock concerts.

HOUSING

Median home value is displayed for markets that are primarily owner occupied; average rent is shown for renter-occupied markets. Tenure and home value are estimated by Esri. Housing type and average rent are from the Census Bureau's American Community Survey.

Typical Housing:
Single Family

Median Value:
$382,000
US Median: $207,300



POPULATION CHARACTERISTICS

Total population, average annual population change since Census 2010, and average density (population per square mile) are displayed for the market relative to the size and change among all Tapestry markets. Data estimated by Esri.

ESRI INDEXES

Esri developed three indexes to display average household wealth, socioeconomic status, and housing affordability for the market relative to US standards.

LifeMode Group: Affluent Estates

Savvy Suburbanites

1D

Households: 3,664,200

Average Household Size: 2.85

Median Age: 45.1

Median Household Income: $108,700

WHO ARE WE?

Savvy Suburbanites residents are well educated, well read, and well capitalized. Families include empty nesters and empty nester wannabes, who still have adult children at home. Located in older neighborhoods outside the urban core, their suburban lifestyle includes home remodeling and gardening plus the active pursuit of sports and exercise. They enjoy good food and wine, plus the amenities of the city's cultural events.

OUR NEIGHBORHOOD

- Established neighborhoods (most built between 1970 and 1990) found in the suburban periphery of large metropolitan markets.
- Married couples with no children or older children; average household size is 2.85.
- 91% owner occupied; 66% mortgaged (Index 160).
- Primarily single-family homes, with a median value of $362,900 (Index 161).
- Low vacancy rate at 3.8%.

SOCIOECONOMIC TRAITS

- Education: 50.6% college graduates; 77.6% with some college education.
- Low unemployment at 3.5% (Index 65); higher labor force participation rate at 67.9% (Index 109) with proportionately more 2-worker households at 62.2%, (Index 120).
- Well-connected consumers that appreciate technology and make liberal use of it for everything from shopping and banking to staying current and communicating.
- Informed shoppers that do their research prior to purchasing and focus on quality.

TAPESTRY SEGMENTATION
esri.com/tapestry

Note: The Index represents the ratio of the segment rate to the US rate multiplied by 100. Consumer preferences are estimated from data by GfK MRI.

1D

LifeMode Group: Affluent Estates

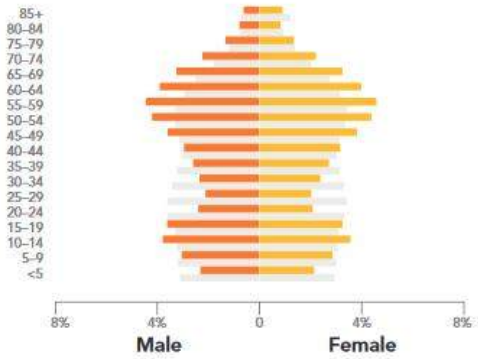
Savvy Suburbanites

TAPESTRY SEGMENTATION
esri.com/tapestry

AGE BY SEX (Esri data)

Median Age: 45.1 US: 38.2

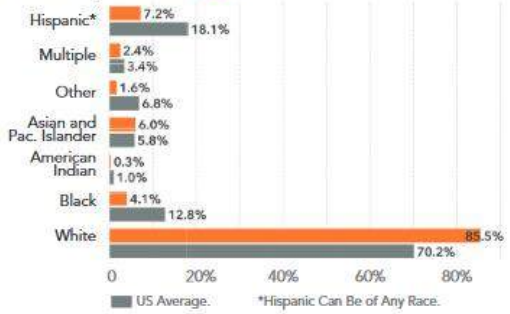
Indicates US



RACE AND ETHNICITY (Esri data)

The Diversity Index summarizes racial and ethnic diversity. The index shows the likelihood that two persons, chosen at random from the same area, belong to different race or ethnic groups. The index ranges from 0 (no diversity) to 100 (complete diversity).

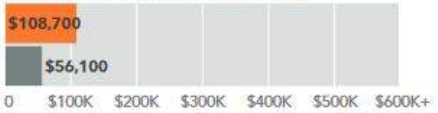
Diversity Index: 36.2 US: 64.0



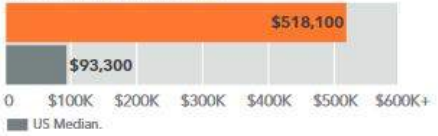
INCOME AND NET WORTH

Net worth measures total household assets (homes, vehicles, investments, etc.) less any debts, secured (e.g., mortgages) or unsecured (credit cards). Household income and net worth are estimated by Esri.

Median Household Income

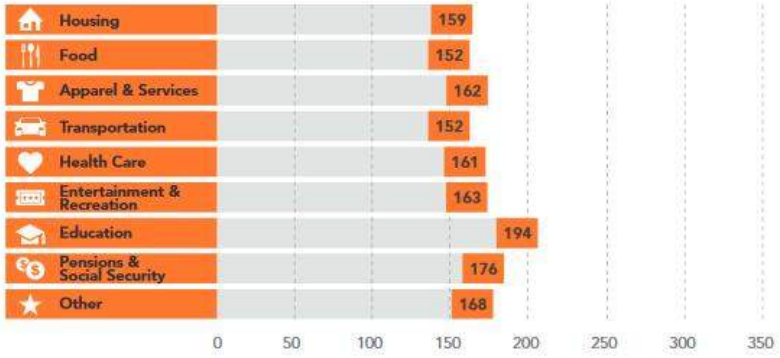


Median Net Worth



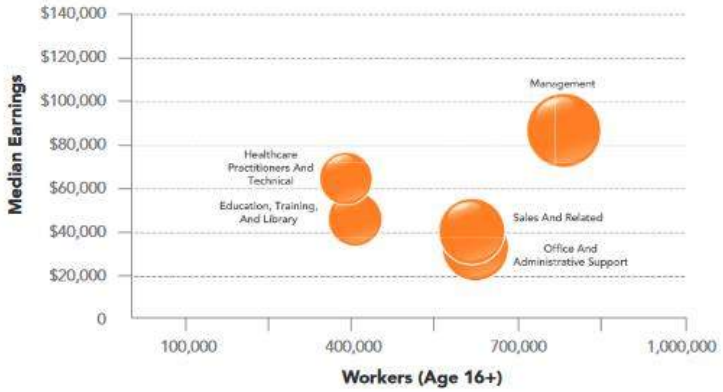
AVERAGE HOUSEHOLD BUDGET INDEX

The index compares the average amount spent in this market's household budgets for housing, food, apparel, etc., to the average amount spent by all US households. An index of 100 is average. An index of 120 shows that average spending by consumers in this market is 20 percent above the national average. Consumer expenditures are estimated by Esri.



OCCUPATION BY EARNINGS

The five occupations with the highest number of workers in the market are displayed by median earnings. Data from the Census Bureau's American Community Survey.



1D

LifeMode Group: Affluent Estates

Savvy Suburbanites

TAPESTRY SEGMENTATION
esri.com/tapestry

MARKET PROFILE (Consumer preferences are estimated from data by GfK MRI)

- Residents prefer late model, family-oriented vehicles: SUVs, minivans, and station wagons.
- Gardening and home remodeling are priorities, usually DIY. Riding mowers and power tools are popular, although they also hire contractors for the heavy lifting.
- There is extensive use of housekeeping and personal care services.
- Foodies: They like to cook and prefer natural or organic products.
- These investors are financially active, using a number of resources for informed investing. They are not afraid of debt; many households carry first and second mortgages, plus home equity credit lines.
- Physically fit, residents actively pursue a number of sports, from skiing to golf, and invest heavily in sports gear and exercise equipment.

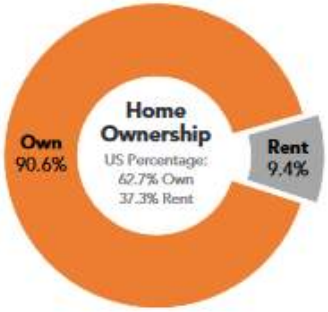
HOUSING

Median home value is displayed for markets that are primarily owner occupied; average rent is shown for renter-occupied markets. Tenure and home value are estimated by Esri. Housing type and average rent are from the Census Bureau's American Community Survey.

Typical Housing:
Single Family

Median Value:
$362,900

US Median: $207,300



POPULATION CHARACTERISTICS

Total population, average annual population change since Census 2010, and average density (population per square mile) are displayed for the market relative to the size and change among all Tapestry markets. Data estimated by Esri.

ESRI INDEXES

Esri developed three indexes to display average household wealth, socioeconomic status, and housing affordability for the market relative to US standards.

LifeMode Group: Affluent Estates

Professional Pride

1B

Households: 1,982,300

Average Household Size: 3.13

Median Age: 40.8

Median Household Income: $138,100

WHO ARE WE?

Professional Pride consumers are well-educated career professionals that have prospered through the Great Recession. To maintain their upscale suburban lifestyles, these goal oriented couples work, often commuting far and working long hours. However, their schedules are fine-tuned to meet the needs of their school age children. They are financially savvy; they invest wisely and benefit from interest and dividend income. So far, these established families have accumulated an average of 1.6 million dollars in net worth, and their annual household income runs at more than twice the US level. They take pride in their newer homes and spend valuable time and energy upgrading. Their homes are furnished with the latest in home trends, including finished basements equipped with home gyms and in-home theaters.

TAPESTRY SEGMENTATION
esri.com/tapestry

OUR NEIGHBORHOOD

- Typically owner occupied (Index 146), single-family homes are in newer neighbor hoods: 67% of units were built in the last 20 years.
- Neighborhoods are primarily located in the suburban periphery of large metropolitan areas.
- Most households own three or more vehicles; long commutes are the norm.
- Homes are valued at more than twice the US median home value, although three out of four homeowners have mortgages to pay off.
- Families are mostly married couples (almost 80% of households), and nearly half of these families have kids. Their average household size, 3.13, reflects the presence of children.

SOCIOECONOMIC TRAITS

- *Professional Pride* consumers are highly qualified in the science, technology, law, or finance fields; they've worked hard to build their professional reputation or their start-up businesses.
- These consumers are willing to risk their accumulated wealth in the stock market.
- They have a preferred financial institution, regularly read financial news, and use the Internet for banking transactions.
- These residents are goal oriented and strive for lifelong earning and learning.
- Life here is well organized; routine is a key ingredient to daily life.

Note: The Index represents the ratio of the segment rate to the US rate multiplied by 100.
Consumer preferences are estimated from data by GfK MRI.

1B

LifeMode Group: Affluent Estates

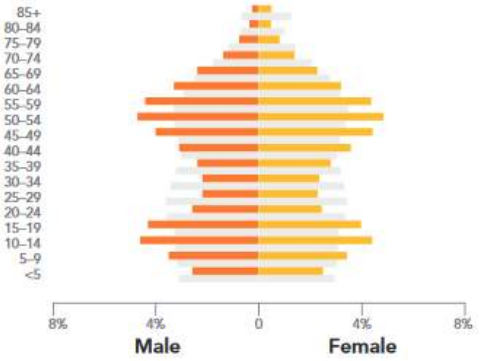
Professional Pride

TAPESTRY SEGMENTATION
esri.com/tapestry

AGE BY SEX (Esri data)

Median Age: 40.8 US: 38.2

Indicates US



RACE AND ETHNICITY (Esri data)

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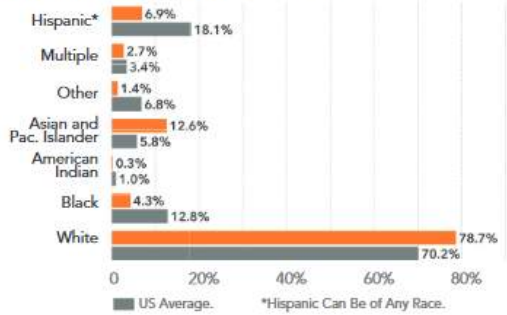
Diversity Index: 44.5 US: 64.0



INCOME AND NET WORTH

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Median Household Income

Median Net Worth

AVERAGE HOUSEHOLD BUDGET INDEX

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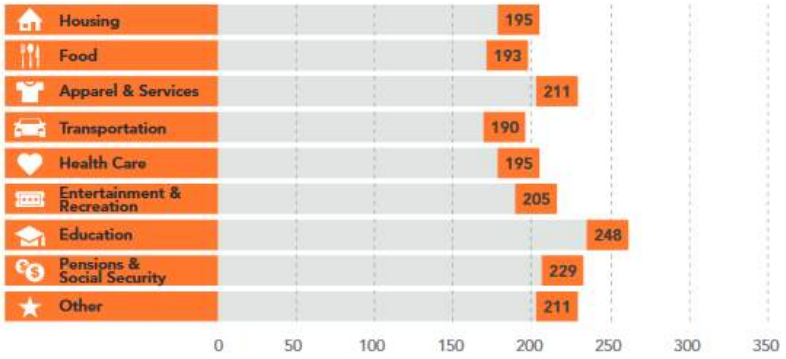

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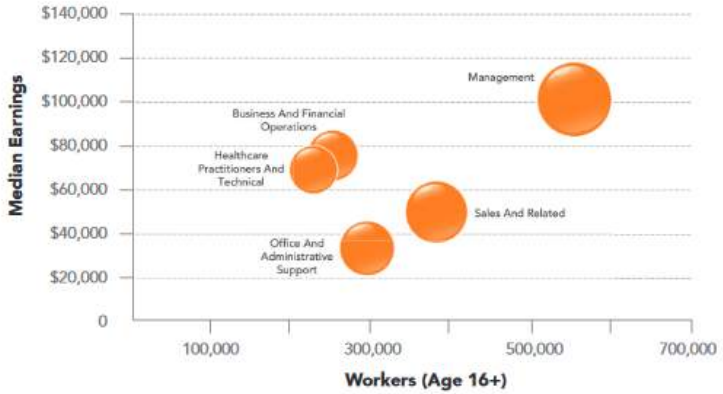


1B

LifeMode Group: Affluent Estates

Professional Pride

TAPESTRY SEGMENTATION
esri.com/tapestry

MARKET PROFILE (Consumer preferences are estimated from data by GfK MRI)

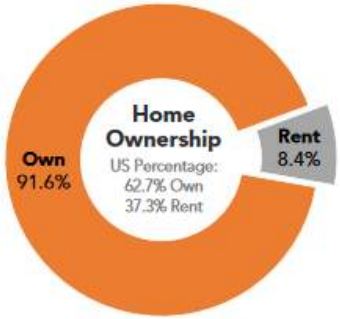
- These frequent travelers take several domestic trips a year, preferring to book their plane tickets, accommodations, and rental cars via the Internet.
- Residents take pride in their picture-perfect homes, which they continually upgrade. They shop at Home Depot and Bed Bath & Beyond to tackle the smaller home improvement and remodeling tasks but contract out the larger projects.
- To keep up with their busy households, they hire housekeepers or professional cleaners.
- Residents are prepared for the ups and downs in life; they maintain life insurance; homeowners and auto insurance; as well as medical, vision, dental, and prescription insurance through work. They are actively investing for the future; they hold 401(k) and IRA retirement plans, plus securities.
- Consumers spend on credit but have the disposable income to avoid a balance on their credit cards. They spend heavily on Internet shopping; Amazon.com is a favorite website.
- Consumers find time in their busy schedules for themselves. They work out in their home gyms, owning at least a treadmill, an elliptical, or weightlifting equipment. They also visit the salon and spa regularly.
- All family members are avid readers; they read on their smartphones, tablets, and e-readers but also read hard copies of epicurean, home service, and sports magazines.
- Residents, both young and old, are tech savvy; they not only own the latest and greatest in tablets, smartphones, and laptops but actually use the features each has to offer.

HOUSING

Median home value is displayed for markets that are primarily owner occupied; average rent is shown for renter-occupied markets. Tenure and home value are estimated by Esri. Housing type and average rent are from the Census Bureau's American Community Survey.

Typical Housing:
Single Family

Median Value:
$433,400
US Median: $207,300



POPULATION CHARACTERISTICS

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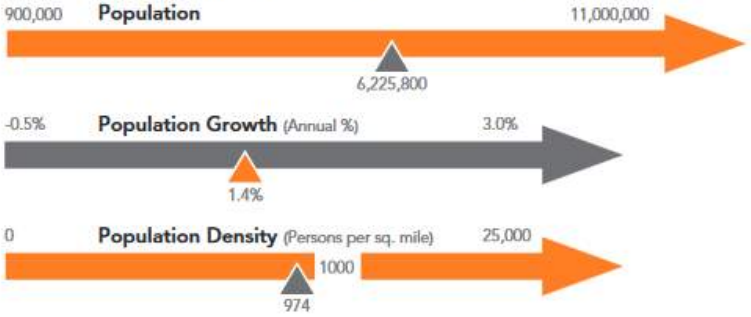


ESRI INDEXES

Esri developed three indexes to display average household wealth, socioeconomic status, and housing affordability for the market relative to US standards.

LifeMode Group: Affluent Estates

Exurbanites

1E

Households: 2,398,200

Average Household Size: 2.50

Median Age: 51.0

Median Household Income: $103,400

WHO ARE WE?

Ten years later, *Exurbanites* residents are now approaching retirement but showing few signs of slowing down. They are active in their communities, generous in their donations, and seasoned travelers. They take advantage of their proximity to large metropolitan centers to support the arts, but prefer a more expansive home style in less crowded neighborhoods. They have cultivated a lifestyle that is both affluent and urbane.

OUR NEIGHBORHOOD

- Established neighborhoods (most built between 1970 and 1990) found in the suburban periphery of large metropolitan markets.
- A larger market of empty nesters, married couples with no children; average household size is 2.50.
- Primarily single-family homes with a high median value of $423,400 (Index 204), most still carrying mortgages.
- Higher vacancy rate at 9%.

SOCIOECONOMIC TRAITS

- Residents are college educated; more than half have a bachelor's degree or higher; nearly 81% have some college education.
- This labor force is beginning to retire. 1 in 3 households currently receive Social Security or retirement income. Labor force participation has declined to less than 60% (Index 95).
- Unemployment remains low at 3.3% (Index 61); more of the residents prefer self-employment (Index 178) or working from home (Index 177).
- Consumers are more interested in quality than cost. They take pride in their homes and foster a sense of personal style.
- *Exurbanites* residents are well connected, using the Internet for everything from shopping to managing their finances.
- Sociable and hardworking, they still find time to stay physically fit.

Note: The Index represents the ratio of the segment rate to the US rate multiplied by 100. Consumer preferences are estimated from data by GfK MRI.

TAPESTRY SEGMENTATION
esri.com/tapestry

1E

LifeMode Group: Affluent Estates

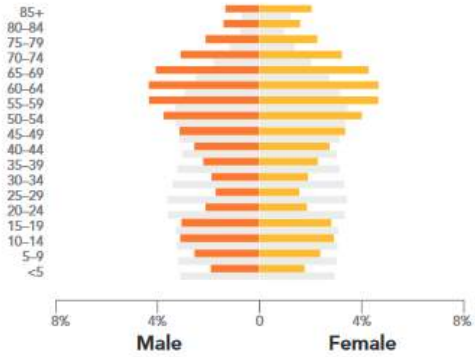
Exurbanites

TAPESTRY SEGMENTATION
esri.com/tapestry

AGE BY SEX (Esri data)

Median Age: 51.0 US: 38.2

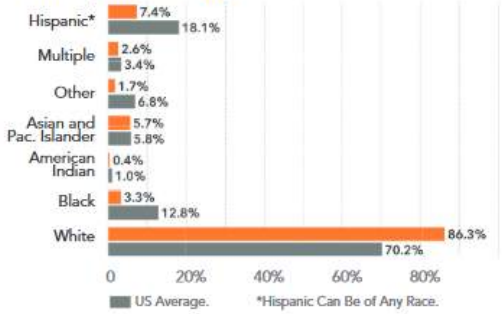
Indicates US



RACE AND ETHNICITY (Esri data)

The Diversity Index summarizes racial and ethnic diversity. The index shows the likelihood that two persons, chosen at random from the same area, belong to different race or ethnic groups. The index ranges from 0 (no diversity) to 100 (complete diversity).

Diversity Index: 35.2 US: 64.0

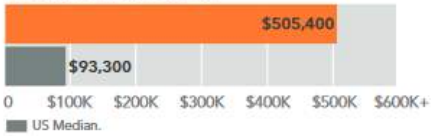


INCOME AND NET WORTH

Net worth measures total household assets (homes, vehicles, investments, etc.) less any debts, secured (e.g., mortgages) or unsecured (credit cards). Household income and net worth are estimated by Esri.

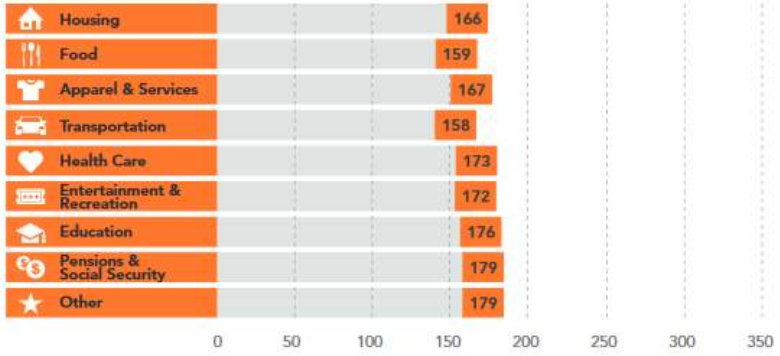
Median Household Income

Median Net Worth



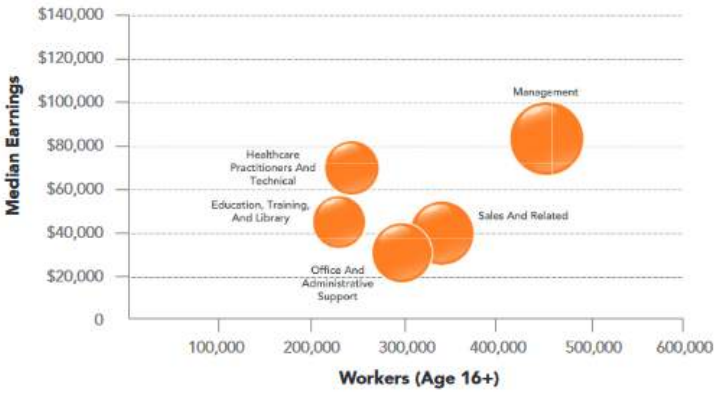
AVERAGE HOUSEHOLD BUDGET INDEX

The index compares the average amount spent in this market's household budgets for housing, food, apparel, etc., to the average amount spent by all US households. An index of 100 is average. An index of 120 shows that average spending by consumers in this market is 20 percent above the national average. Consumer expenditures are estimated by Esri.



OCCUPATION BY EARNINGS

The five occupations with the highest number of workers in the market are displayed by median earnings. Data from the Census Bureau's American Community Survey.



1E

LifeMode Group: Affluent Estates

Exurbanites

TAPESTRY SEGMENTATION
esri.com/tapestry

MARKET PROFILE (Consumer preferences are estimated from data by GfK MRI)

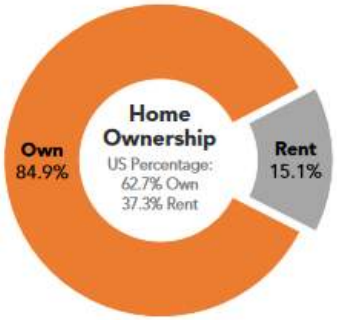
- *Exurbanites* residents' preferred vehicles are late model luxury cars or SUVs.
- They are active supporters of the arts and public television/radio.
- Attentive to ingredients, they prefer natural or organic products.
- Gardening and home improvement are priorities, but they also use a number of services, from home care and maintenance to personal care.
- Financially active with wide-ranging investments, these investors rely on financial planners, extensive reading, and the Internet to handle their money.

HOUSING

Median home value is displayed for markets that are primarily owner occupied; average rent is shown for renter-occupied markets. Tenure and home value are estimated by Esri. Housing type and average rent are from the Census Bureau's American Community Survey.

Typical Housing:
Single Family

Median Value:
$423,400
US Median: $207,300



POPULATION CHARACTERISTICS

Total population, average annual population change since Census 2010, and average density (population per square mile) are displayed for the market relative to the size and change among all Tapestry markets. Data estimated by Esri.

ESRI INDEXES

Esri developed three indexes to display average household wealth, socioeconomic status, and housing affordability for the market relative to US standards.

Lifestyle Profile- Continued

Savvy Suburbanites

Savvy Suburbanites residents are well educated, well read, and well capitalized. Families include empty nesters and empty nester wannabes, who still have adult children at home. Located in older neighborhoods outside the urban core, their suburban lifestyle includes home remodeling and gardening plus the active pursuit of sports and exercise. They enjoy good food and wine, plus the amenities of the city's cultural events.

Pleasantville

Prosperous domesticity best describes the settled denizens of Pleasantville. Situated principally in older housing in suburban areas in the Northeast (especially in New York and New Jersey) and secondarily in the West (especially in California), these slightly older couples move less than any other market. Many couples have already transitioned to empty nesters; many are still home to adult children. Families own older, single-family homes and maintain their standard of living with dual incomes. These consumers have higher incomes and home values and much higher net worth (Index 364). Older homes require upkeep; home improvement and remodeling projects are a priority—preferably done by contractors. Residents spend their spare time participating in a variety of sports or watching movies. They shop online and in a variety of stores, from upscale to discount, and use the Internet largely for financial purposes.

Professional Pride

Professional Pride consumers are well-educated career professionals that have prospered through the Great Recession. To maintain their upscale suburban lifestyles, these goal oriented couples work, often commuting far and working long hours. However, their schedules are fine-tuned to meet the needs of their school age children. They are financially savvy; they invest wisely and benefit from interest and dividend income. So far, these established families have accumulated an average of 1.6 million dollars in net worth, and their annual household income runs at more than twice the US level. They take pride in their newer homes and spend valuable time and energy upgrading. Their homes are furnished with the latest in-home trends, including finished basements equipped with home gyms and in-home theaters.

Exurbanites

Ten years later, Exurbanite's residents are now approaching retirement but showing few signs of slowing down. They are active in their communities, generous in their donations, and seasoned travelers. They take advantage of their proximity to large metropolitan centers to support the arts but prefer a more expansive home style in less crowded neighborhoods. They have cultivated a lifestyle that is both affluent and urbane.

Lifestyle Profile- Continued

Millennial's

Which is currently the age range 18 to 35, have taken a position to protect their hard to come by money and look at value over "bells and whistles" in a new home. They prefer an essential home over a luxury home." in addition about 60% believe that technology capabilities are more important than curb appeal. Some prefer a fixer-upper and feel confident they can modify the home themselves. The primary concern of millennials is security and security systems are essential in any new home they live or rent. About 30% would like to have remote computer access to control their living environment. About 45% indicated that energy-efficient homes with energy-efficient washer's dryers and essential technology are essential. In addition, they value a home office. By the end of this decade millennials will comprise one out of every three adult Americans. This will have a significant impact on housing demand going forward. It is critical based on this information that new family residential development and apartments meet the upcoming demand of this lifestyle.

GEN Y

GEN Y which represents 25 to 34-year-olds is the creator of the boomerang lifestyle. This segment of the population which represents the approximate 51 million Americans, are satisfied with moving back home with their parents or relative. The stigma of living at home has declined which reduces peer pressure on a home. As boomerang in the comes the new norm tough economic times, moving out on your own is framed less as an expected means of asserting your independence in more as a financial consideration. GEN Y's face less job stability because of more frequent job hopping in prolonged periods of low or no earnings. Both make living at home a practical choice. Given the fact that approximately 50% of new grads are either unemployed or underemployed with slim job prospects, places a moving target on the type of housing they will purchase if the opportunity presents itself. In addition, there prolonged period of deciding to purchase a home will also place downward pressure on the luxury housing market.

Gen X

Generation X includes individuals born between 1965 and 1976 (approximately 50 million people) who tend to be more educated than the previous Baby Boomers. This generation is significantly smaller than that of baby boomers who preceded them. Since they grew up with technology, they are comfortable working with computers and technological devices in the workforce.

Lifestyle Conclusion

Based on the preceding lifestyle analysis, Monroe residents are currently affluent, educated and enjoy a lifestyle which best can be described as "The American Dream". Monroe provides the linkages necessary for better than average quality-of-life. Therefore, based on lifestyle, the current demand will be for high quality single-family residences and luxury and workforce apartments.

Based on millennials and GEN Y lifestyles, any developer must take into consideration the demands of these two lifestyle segments in constructing new single-family homes or apartments in Monroe. Not only will homeowners be faced with these two generations purchasing existing homes, but any seller must take into consideration the demands they will seek to modify their homes to meet their lifestyles. This will have an impact on the cost of selling an existing residence and may adversely impact resale values in the future.

Lifestyle Conclusion-Continued

Senior citizens, retirees, older singles and empty nesters are having a major impact on apartment demand by vacating their single-family homes and leaving behind property maintenance costs, property taxes and mortgage payments for a single payment rental unit inclusive of these expenses. This population segment will have as dramatic impact on apartment demand as will millennials. Developers will be faced with meeting demand for these two population segments and developing a balance to meet local demand based on affordability/threshold income.

Linkages

Linkages are tangible and intangible components that are unique to each property type which create demand for a specific property type. For residential it is the ability of a specific site to provide a particular quality of life. Most people live near the necessary sources of retail, education, employment, entertainment, recreation, places of worship, medical support, and transportation. They will intentionally avoid proximity to manufacturing and industrial areas. What is most important is the quality and prestige of the area they select.

The critical linkages for residential are the units' proximity to where they work, schools, access to retail facilities, entertainment, recreation, access to medical services, places of worship, cultural events, and proximity to transportation. These linkages are typical for both single-family and multifamily residences.

Lifestyle choices play an important part in the demand for residential real estate. Issues such as urban or suburban living, neighborhood characteristics, type of housing, neighborhoods, schools, walkable community versus a driving community, transit-oriented community versus traditional neighborhoods, traffic and the image and prestige of the community and neighborhoods.

Multifamily residences/apartments must be conveniently located near transportation and road networks in addition to the linkages mentioned above. The subject property meets most of these criteria: Close proximity to transportation networks (Including Rail & bus), retail, medical service, recreation, places of worship and employment nodes.

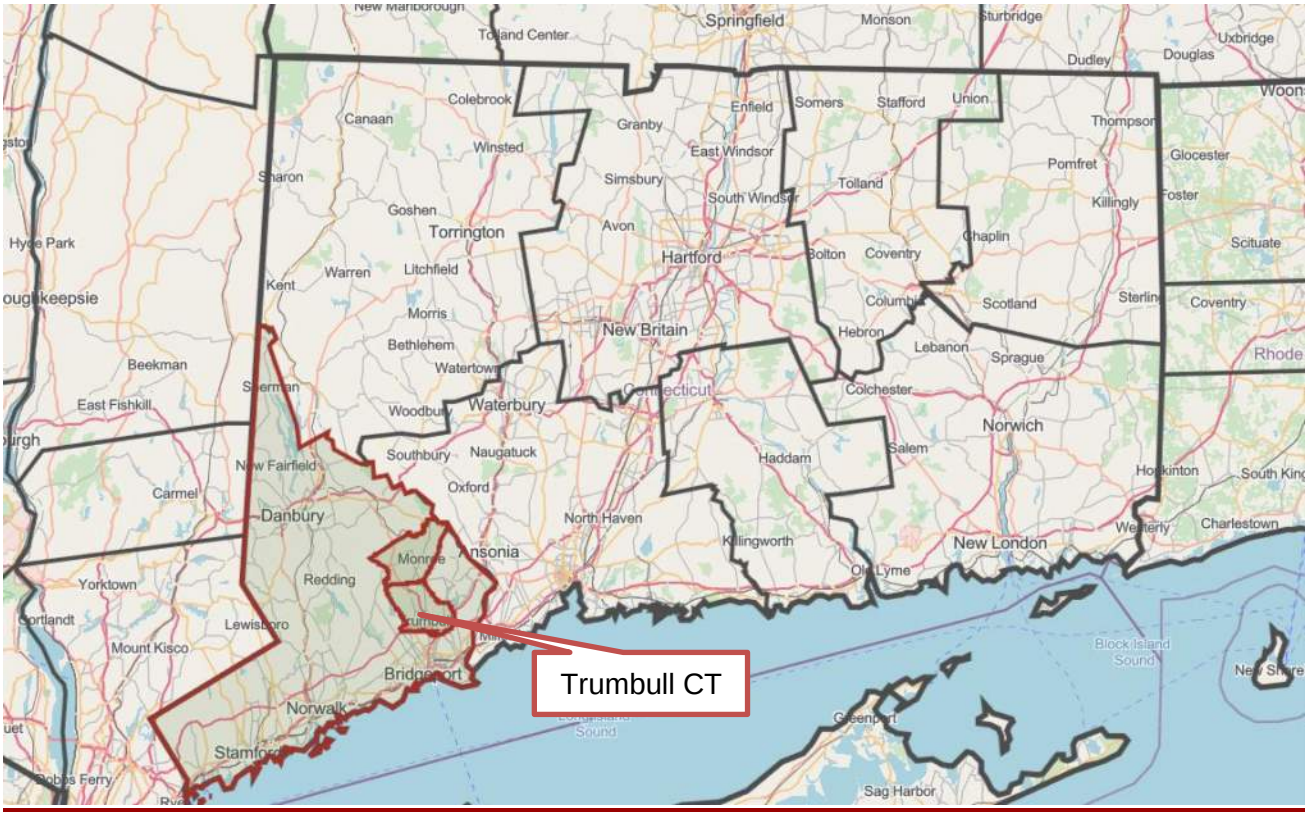
COVID-19 has fostered an out migration from densely populated New York City and its suburbs to Fairfield County in particular. The migration has also benefited other areas of Connecticut. Fairfield County is about an hour train ride from Bridgeport to Grand Central Station in New York City and 45 minutes from Stamford to Grand Central Station if the relocated employees need to go to their office.

Trumbull CT- Community Data

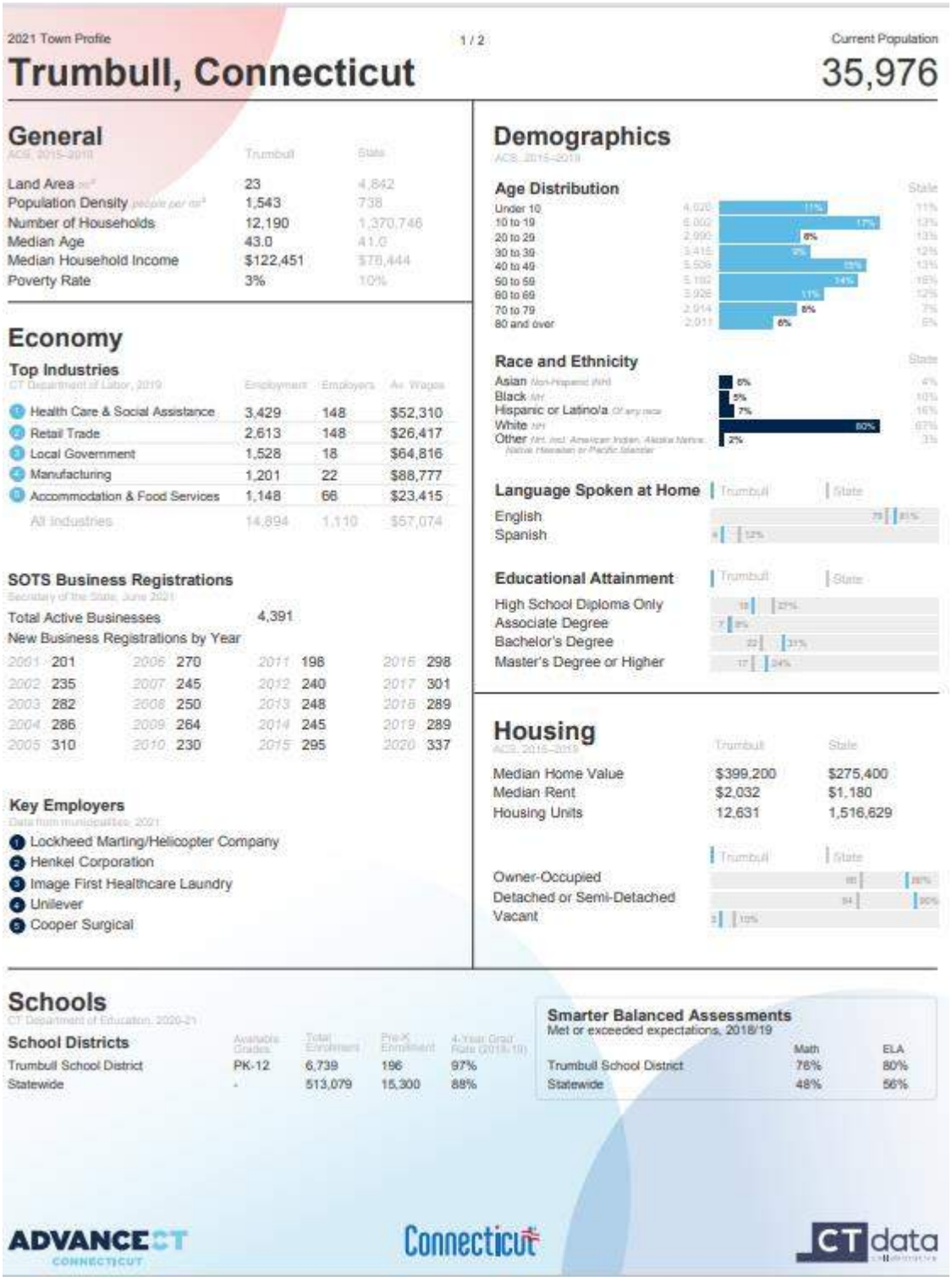
Trumbull is an incorporated town in southwestern Connecticut. It is a community that is located in Fairfield County Connecticut and is a regional bedroom community to Stamford and other Connecticut employment nodes including New York City. Trumbull is flanked on the east by Shelton and Stratford and on the west by Easton, and to the south Bridgeport. Trumbull enjoys the influences of an upscale and middle-class community.

Trumbull's close proximity to Stamford, Norwalk and Shelton, Three major employment nodes, makes Trumbull one of the more desirable places to reside in the Fairfield area. Trumbull enjoys access to I-95 via CT RT 25 to the south and CT routes 15, two major limited access highways roads. Limited bus service is available to Monroe.

Study Municipality Trumbull CT



Trumbull Town Profile



2021 Town Profile 1 / 2 Current Population

Trumbull, Connecticut

35,976

General

ACS, 2015-2019

	Trumbull	State
Land Area	23	4,842
Population Density people per mi²	1,543	738
Number of Households	12,190	1,370,746
Median Age	43.0	41.0
Median Household Income	$122,451	$78,444
Poverty Rate	3%	10%

Economy

Top Industries

CT Department of Labor, 2019

	Employment	Employers	Av. Wages
1 Health Care & Social Assistance	3,429	148	$52,310
2 Retail Trade	2,613	148	$26,417
3 Local Government	1,528	18	$64,816
4 Manufacturing	1,201	22	$88,777
5 Accommodation & Food Services	1,148	66	$23,415
All Industries	14,894	1,110	$57,074

SOTS Business Registrations

Secretary of the State, June 2021

Total Active Businesses 4,391

New Business Registrations by Year

2001	201	2006	270	2011	198	2016	298
2002	235	2007	245	2012	240	2017	301
2003	282	2008	250	2013	248	2018	289
2004	286	2009	264	2014	245	2019	289
2005	310	2010	230	2015	295	2020	337

Key Employers

Data from municipalities, 2021

1. Lockheed Martin/Helicopter Company
2. Henkel Corporation
3. Image First Healthcare Laundry
4. Unilever
5. Cooper Surgical

Demographics

ACS, 2015-2019

Age Distribution

Race and Ethnicity

Language Spoken at Home

Educational Attainment

Housing

ACS, 2015-2019

	Trumbull	State
Median Home Value	$399,200	$275,400
Median Rent	$2,032	$1,180
Housing Units	12,631	1,516,629

Schools

CT Department of Education, 2020-21

School Districts

	Available Grades	Total Enrollment	Pre-K Enrollment	4-Year Grad Rate (2018-19)
Trumbull School District	PK-12	6,739	196	97%
Statewide	-	513,079	15,300	88%

Smarter Balanced Assessments

Met or exceeded expectations, 2018/19

	Math	ELA
Trumbull School District	76%	80%
Statewide	48%	56%

ADVANCECT CONNECTICUT Connecticut CT data

2021 Town Profile

2 / 2

Current Population

Trumbull, Connecticut

35,976

Labor Force

CT Department of Labor, 2020

	Trumbull	State
Employed	15,983	1,724,621
Unemployed	1,223	148,010
Unemployment Rate	7	8%
Self-Employment Rate*	10	12%

*ACS, 2015-2019

Catchment Areas of 15mi, 30mi, and 60mi

Access

ACS, 2015-2019

	Trumbull	State
Mean Commute Time Pre-Covid	32 min	26 min
No Access to a Car	4	9%
No Internet Access	7	12%

Commute Mode

Public Transport	3 2%
Walking or Cycling	4 3%
Driving	88 83%
Working From Home Pre-Covid	9 7%

Public Transit

CT*transit* Service	-
Other Public Bus Operations	Greater Bridgeport Transit Authority
Train Service	-

Fiscal Indicators

CT Office of Policy and Management, SFY 2017-19

Municipal Revenue

Total Revenue	$190,404,397
Property Tax Revenue	$155,448,892
per capita	$4,308
per capita, as % of state av.	142%
Intergovernmental Revenue	$27,971,729
Revenue to Expenditure Ratio	100%

Municipal Expenditure

Total Expenditure	$189,664,400
Educational	$127,474,357
Other	$62,190,043

Grand List

Equalized Net Grand List	$7,035,069,970
per capita	$196,499
per capita, as % of state av.	128%
Comm./Indust. Share of Net Grand List	19%
Actual Mill Rate	33.39
Equalized Mill Rate	21.92

Municipal Debt

Moody's Rating	Aa2
Total Indebtness	$89,134,770
per capita	$2,490
per capita, as % of state av.	96%
as percent of expenditures	47%
Annual Debt Service	$12,724,677
as % of expenditures	7%

Search AdvanceCT's **SiteFinder**, Connecticut's most comprehensive online database of available commercial properties.
ctdata.org/siteFinder

About Town Profiles

The Connecticut Town Profiles are two-page reports of demographic and economic information for each of Connecticut's 169 municipalities. Reports for 2018-2019 are available from profiles.ctdata.org.

Feedback is welcome, and should be directed to info@ctdata.org.

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ADVANCECT CONNECTICUT

Connecticut

CTdata

Trumbull Town Profile- (continued)

The current 2022 and 2027 forecasts that Trumbull households will remain static over the next five years resulting in a static increase in the number of households. Household size will remain about the same at 2.89 persons remaining static over the next five years. The preponderance of household incomes (67.4%) are $100,000 per year to over $200,000 per year and the average household income of $190,356 in 2022 is projected to increase to approximatly $212,093 in 2027.

REALTY CONCEPTS INC

Demographic and Income Profile

Trumbull town, CT 3
Trumbull town, CT (0900177200)
Geography: County Subdivision

Realty Concepts, Inc.

Summary	Census 2010	Census 2020	2022	2027
Population	35,838	36,827	37,697	37,803
Households	12,654	12,622	12,897	12,920
Families	9,885	-	10,034	10,039
Average Household Size	2.79	2.89	2.89	2.89
Owner Occupied Housing Units	11,159	-	10,726	10,794
Renter Occupied Housing Units	1,490	-	2,171	2,126
Median Age	43.9	-	46.4	46.7

Trends: 2022-2027 Annual Rate	Area	State	National
Population	0.06%	0.03%	0.25%
Households	0.04%	0.11%	0.31%
Families	0.01%	0.04%	0.28%
Owner HHs	0.13%	0.36%	0.53%
Median Household Income	1.96%	2.58%	3.12%

	2022		2027	
Households by Income	Number	Percent	Number	Percent
<$15,000	273	2.1%	213	1.6%
$15,000 - $24,999	527	4.1%	390	3.0%
$25,000 - $34,999	385	3.0%	270	2.1%
$35,000 - $49,999	694	5.4%	511	4.0%
$50,000 - $74,999	1,139	8.8%	1,026	7.9%
$75,000 - $99,999	1,187	9.2%	1,154	8.9%
$100,000 - $149,999	2,574	20.0%	2,551	19.7%
$150,000 - $199,999	2,080	16.1%	2,300	17.8%
$200,000+	4,038	31.3%	4,505	34.9%
Median Household Income	$141,159		$155,543	
Average Household Income	$190,356		$212,093	
Per Capita Income	$65,147		$72,509	

	Census 2010		2022		2027	
Population by Age	Number	Percent	Number	Percent	Number	Percent
0 - 4	1,873	5.2%	1,715	4.5%	1,758	4.7%
5 - 9	2,638	7.4%	2,106	5.6%	2,075	5.5%
10 - 14	2,949	8.2%	2,536	6.7%	2,271	6.0%
15 - 19	2,319	6.5%	2,693	7.1%	2,185	5.8%
20 - 24	1,422	4.0%	1,954	5.2%	1,857	4.9%
25 - 34	2,434	6.8%	3,489	9.3%	3,865	10.2%
35 - 44	4,918	13.7%	3,656	9.7%	4,192	11.1%
45 - 54	6,362	17.8%	5,283	14.0%	4,571	12.1%
55 - 64	4,344	12.1%	5,955	15.8%	5,638	14.9%
65 - 74	2,863	8.0%	4,104	10.9%	4,749	12.6%
75 - 84	2,356	6.6%	2,675	7.1%	3,048	8.1%
85+	1,360	3.8%	1,531	4.1%	1,594	4.2%

	Census 2010		Census 2020		2022		2027	
Race and Ethnicity	Number	Percent	Number	Percent	Number	Percent	Number	Percent
White Alone	32,309	90.2%	28,394	77.1%	28,546	75.7%	27,813	73.6%
Black Alone	1,101	3.1%	1,728	4.7%	1,926	5.1%	2,043	5.4%
American Indian Alone	21	0.1%	65	0.2%	66	0.2%	72	0.2%
Asian Alone	1,544	4.3%	2,520	6.8%	2,683	7.1%	2,838	7.5%
Pacific Islander Alone	3	0.0%	5	0.0%	5	0.0%	5	0.0%
Some Other Race Alone	401	1.1%	1,288	3.5%	1,411	3.7%	1,626	4.3%
Two or More Races	459	1.3%	2,827	7.7%	3,060	8.1%	3,406	9.0%
Hispanic Origin (Any Race)	2,031	5.7%	3,505	9.5%	3,785	10.0%	4,060	10.7%

Data Note: Income is expressed in current dollars.

Source: Esri forecasts for 2022 and 2027. U.S. Census Bureau 2010 decennial Census data converted by Esri into 2020 geography.

November 22, 2022

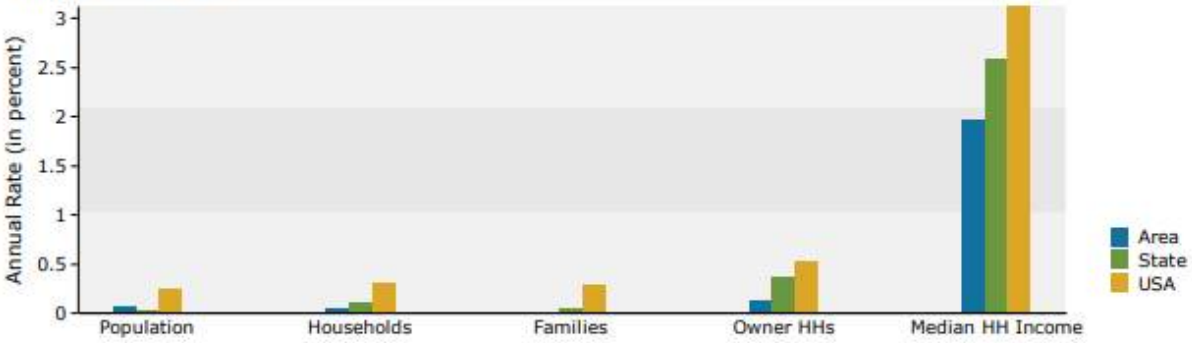
REALTY CONCEPTS INC

Demographic and Income Profile

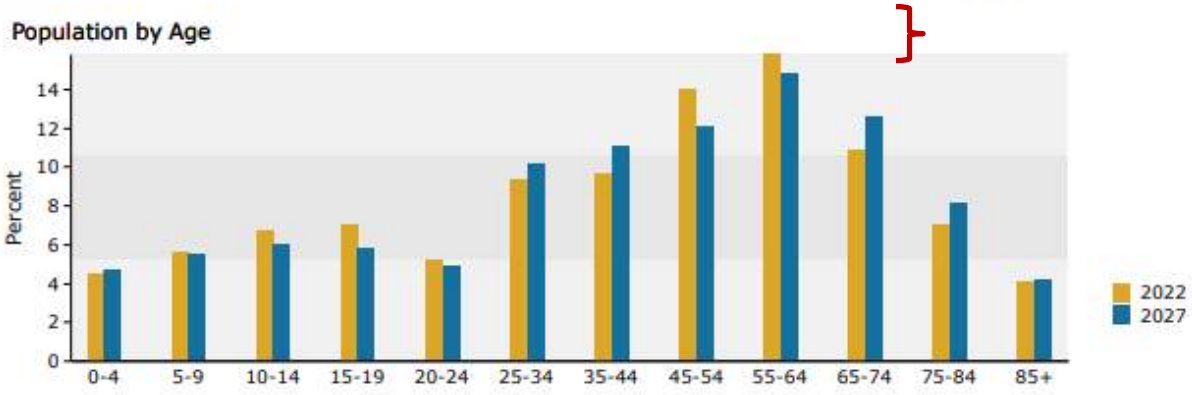
Trumbull town, CT 3
Trumbull town, CT (0900177200)
Geography: County Subdivision

Realty Concepts, Inc.

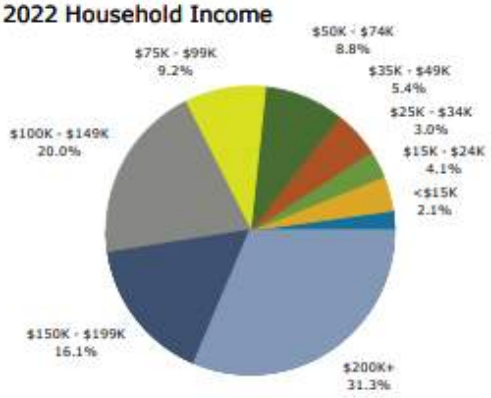
Trends 2022-2027



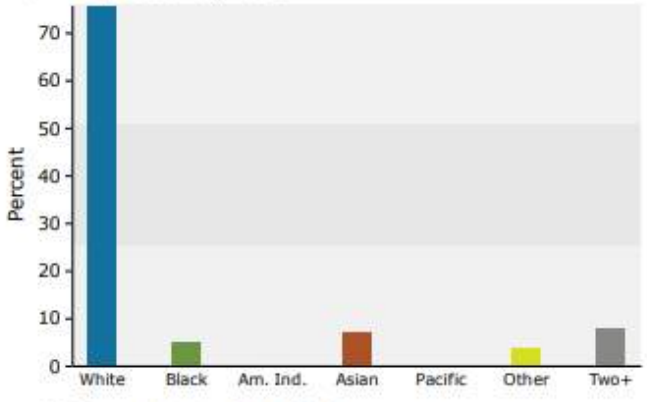
Population by Age



2022 Household Income



2022 Population by Race



2022 Percent Hispanic Origin:10.0%

Source: Esri forecasts for 2022 and 2027. U.S. Census Bureau 2010 decennial Census data converted by Esri into 2020 geography.

November 22, 2022

Housing Demographics

The following data has been developed for Trumbull CT. This data indicates the predominant property value ranges for Monroe. The estimated predominant value range for 2022 is $300,000 to $749,999 which represents 84.5% of all residences in Trumbull.

REALTY CONCEPTS INC

Housing Profile

Trumbull town, CT 3
Trumbull town, CT (0900177200)
Geography: County Subdivision

Realty Concepts, Inc.

Population		Households	
2010 Total Population	35,838	2022 Median Household Income	$141,159
2020 Total Population	36,827	2027 Median Household Income	$155,543
2022 Total Population	37,697	2022-2027 Annual Rate	1.96%
2027 Total Population	37,803		
2022-2027 Annual Rate	0.06%		

	Census 2010		2022		2027	
Housing Units by Occupancy Status and Tenure	Number	Percent	Number	Percent	Number	Percent
Total Housing Units	13,083	100.0%	13,569	100.0%	13,646	100.0%
Occupied	12,649	96.7%	12,897	95.0%	12,920	94.7%
Owner	11,159	85.3%	10,726	79.0%	10,794	79.1%
Renter	1,490	11.4%	2,171	16.0%	2,126	15.6%
Vacant	429	3.3%	672	5.0%	726	5.3%

	2022		2027	
Owner Occupied Housing Units by Value	Number	Percent	Number	Percent
Total	10,726	100.0%	10,794	100.0%
<$50,000	65	0.6%	48	0.4%
$50,000-$99,999	0	0.0%	0	0.0%
$100,000-$149,999	6	0.1%	4	0.0%
$150,000-$199,999	65	0.6%	42	0.4%
$200,000-$249,999	270	2.5%	194	1.8%
$250,000-$299,999	603	5.6%	456	4.2%
$300,000-$399,999	3,340	31.1%	2,743	25.4%
$400,000-$499,999	2,881	26.9%	2,981	27.6%
$500,000-$749,999	2,840	26.5%	3,344	31.0%
$750,000-$999,999	432	4.0%	620	5.7%
$1,000,000-$1,499,999	141	1.3%	221	2.0%
$1,500,000-$1,999,999	37	0.3%	61	0.6%
$2,000,000+	46	0.4%	80	0.7%
Median Value	$435,196		$464,072	
Average Value	$485,109		$525,764	

Census 2010 Housing Units	Number	Percent
Total	13,083	100.0%
In Urbanized Areas	13,082	100.0%
In Urban Clusters	0	0.0%
Rural Housing Units	1	0.0%

Data Note: Persons of Hispanic Origin may be of any race.
Source: Esri forecasts for 2022 and 2027. U.S. Census Bureau 2010 decennial Census data converted by Esri into 2020 geography.

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Trumbull Town Profile-(continued)

The following data indicates the majority of new single-family homes were built from 1950 to 1999. The decline in construction since 2009 reflects the impact of the financial crisis. The market has had a rebound as of this date reflecting the out migration from New York to Fairfield County Connecticut.

REALTY CONCEPTS INC

ACS Housing Summary

Trumbull town, CT 3
Trumbull town, CT (0900177200)
Geography: County Subdivision

Realty Concepts, Inc.

	2016-2020 ACS Estimate	Percent	MOE(±)	Reliability
TOTALS				
Total Population	35,808		39	
Total Households	11,914		362	
Total Housing Units	12,367		385	
OWNER-OCCUPIED HOUSING UNITS BY MORTGAGE STATUS				
Total	10,325	100.0%	378	
Housing units with a mortgage/contract to purchase/similar debt	7,110	68.9%	392	
No Second Mortgage and No Home Equity Loan	5,689	55.1%	395	
Multiple Mortgages	1,371	13.3%	252	
Second mortgage and Home Equity Loan	51	0.5%	45	
Only Home Equity Loan	1,125	10.9%	209	
Only Second Mortgage	195	1.9%	117	
Home Equity Loan without Primary Mortgage	50	0.5%	54	
Housing units without a mortgage	3,215	31.1%	322	
AVERAGE VALUE BY MORTGAGE STATUS				
Housing units with a mortgage	$440,911		$36,490	
Housing units without a mortgage	$437,663		$78,114	
OWNER-OCCUPIED HOUSING UNITS BY MORTGAGE STATUS & SELECTED MONTHLY OWNER COSTS				
Total	10,325	100.0%	378	
With a mortgage: Monthly owner costs as a percentage of household income in past 12 months				
Less than 10.0 percent	398	3.9%	141	
10.0 to 14.9 percent	761	7.4%	135	
15.0 to 19.9 percent	1,515	14.7%	363	
20.0 to 24.9 percent	1,130	10.9%	231	
25.0 to 29.9 percent	829	8.0%	183	
30.0 to 34.9 percent	645	6.2%	184	
35.0 to 39.9 percent	561	5.4%	239	
40.0 to 49.9 percent	439	4.3%	144	
50.0 percent or more	828	8.0%	194	
Not computed	4	0.0%	7	
Without a mortgage: Monthly owner costs as a percentage of household income in past 12 months				
Less than 10.0 percent	917	8.9%	173	
10.0 to 14.9 percent	663	6.4%	197	
15.0 to 19.9 percent	342	3.3%	104	
20.0 to 24.9 percent	267	2.6%	104	
25.0 to 29.9 percent	274	2.7%	129	
30.0 to 34.9 percent	119	1.2%	78	
35.0 to 39.9 percent	126	1.2%	75	
40.0 to 49.9 percent	216	2.1%	93	
50.0 percent or more	291	2.8%	118	
Not computed	0	0.0%	27	

Source: U.S. Census Bureau, 2016-2020 American Community Survey

Reliability: high medium low

November 22, 2022

REALTY CONCEPTS INC
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ACS Housing Summary

Trumbull town, CT 3
Trumbull town, CT (0900177200)
Geography: County Subdivision

Realty Concepts, Inc.

	2016-2020 ACS Estimate	Percent	MOE(±)	Reliability
RENTER-OCCUPIED HOUSING UNITS BY CONTRACT RENT				
Total	1,589	100.0%	280	
With cash rent	1,384	87.1%	238	
Less than $100	0	0.0%	27	
$100 to $149	0	0.0%	27	
$150 to $199	10	0.6%	14	
$200 to $249	28	1.8%	34	
$250 to $299	14	0.9%	15	
$300 to $349	0	0.0%	27	
$350 to $399	38	2.4%	26	
$400 to $449	7	0.4%	12	
$450 to $499	13	0.8%	19	
$500 to $549	39	2.5%	41	
$550 to $599	0	0.0%	27	
$600 to $649	7	0.4%	12	
$650 to $699	0	0.0%	27	
$700 to $749	0	0.0%	27	
$750 to $799	0	0.0%	27	
$800 to $899	30	1.9%	44	
$900 to $999	11	0.7%	18	
$1,000 to $1,249	152	9.6%	83	
$1,250 to $1,499	183	11.5%	143	
$1,500 to $1,999	328	20.6%	126	
$2,000 to $2,499	332	20.9%	152	
$2,500 to $2,999	125	7.9%	70	
$3,000 to $3,499	8	0.5%	13	
$3,500 or more	59	3.7%	54	
No cash rent	205	12.9%	120	
Median Contract Rent	$1,744		$217	
Average Contract Rent	$1,790		$480	
RENTER-OCCUPIED HOUSING UNITS BY INCLUSION OF UTILITIES IN RENT				
Total	1,589	100.0%	280	
Pay extra for one or more utilities	1,262	79.4%	262	
No extra payment for any utilities	327	20.6%	132	

About 53.0% of Trumbull renters pay between $1,250 to $2,499 in monthly rent.

Town HOUSING PERMIT ACTIVITY BY TOWN

TOWN	SEP 2022	YR TO DATE 2022	YR TO DATE 2021
Andover	0	0	2
Ansonia	0	0	0
Ashford	0	1	0
Avon	2	14	14
Barkhamsted	0	4	0
Beacon Falls	1	14	0
Berlin	2	19	22
Bethany	1	4	0
Bethel	1	38	66
Bethlehem	1	2	0
Bloomfield	0	13	26
Bolton	0	2	4
Bozrah	0	3	0
Branford	7	29	34
Bridgeport	14	472	36
Bridgewater	0	0	0
Bristol	4	31	68
Brookfield	2	7	27
Brooklyn	2	12	8
Burlington	1	10	24
Canaan	0	1	0
Canterbury	3	11	0
Canton	2	5	4
Chaplin	0	0	0
Cheshire	3	29	32
Chester	0	0	1
Clinton	1	8	11
Colchester	2	13	16
Colebrook	0	4	0
Columbia	0	1	1
Cornwall	0	1	0
Coventry	3	11	18
Cromwell	1	8	10
Danbury	1	35	50
Darien	9	71	161
Deep River	0	4	3
Derby	0	2	0
Durham	1	5	3
East Granby	1	7	11
East Haddam	1	14	7
East Hampton	3	16	44
East Hartford	0	2	4
East Haven	1	4	0
East Lyme	1	55	33
East Windsor	1	5	11
Eastford	0	5	0
Easton	1	6	9
Ellington	14	106	105
Enfield	0	16	23
Essex	1	8	7
Fairfield	73	133	75
Farmington	3	24	36
Franklin	0	4	0
Glastonbury	5	27	33
Goshen	2	13	0
Granby	2	19	20
Greenwich	7	82	88
Griswold	7	75	17
Groton	2	16	0
Guilford	0	21	0
Haddam	0	5	13
Hamden	0	0	0
Hampton	0	0	0
Hartford	1	6	8
Hartland	0	3	0
Harwinton	2	10	0
Hebron	1	12	13
Kent	1	7	9
Killingly	18	31	0
Killingworth	1	7	4
Lebanon	0	3	6
Ledyard	3	30	0
Lisbon	2	9	0
Litchfield	2	13	0
Lyme	1	7	13
Madison	1	9	0
Manchester	1	30	19
Mansfield	0	7	7
Marlborough	1	2	0
Meriden	1	6	0
Middlebury	2	55	0
Middlefield	1	4	2
Middletown	1	16	18
Milford	13	132	136
Monroe	1	7	6
Montville	2	13	0
Morris	1	5	0
Naugatuck	1	18	0
New Britain	3	13	6
New Canaan	1	54	16
New Fairfield	1	5	5
New Hartford	1	5	0
New Haven	0	441	296
New London	6	33	35
New Milford	4	52	0
Newington	0	2	3
Newtown	1	89	45
Norfolk	0	2	0
North Branford	0	6	0
North Canaan	0	0	0
North Haven	1	10	0
North Stonington	1	9	0
Norwalk	3	46	100
Norwich	0	7	2
Old Lyme	0	8	0
Old Saybrook	2	9	10
Orange	2	10	0
Oxford	3	49	22
Plainfield	0	14	0
Plainville	1	10	11
Plymouth	1	5	0
Pomfret	0	0	0
Portland	0	2	3
Preston	2	7	10
Prospect	0	6	5
Putnam	0	9	0
Redding	1	3	7
Ridgefield	1	8	11
Rocky Hill	0	3	3
Roxbury	0	4	0
Salem	1	5	0
Salisbury	1	8	0
Scotland	0	0	0
Seymour	32	42	0
Sharon	2	8	0
Shelton	6	72	82
Sherman	1	6	9
Simsbury	1	38	29
Somers	1	16	15
South Windsor	1	9	9
Southbury	1	15	0
Southington	4	24	92
Sprague	0	2	1
Stafford	0	4	8
Stamford	2	33	42
Sterling	3	7	0
Stonington	0	24	0
Stratford	0	42	25
Suffield	0	24	31
Thomaston	1	2	0
Thompson	8	21	0
Tolland	1	15	13
Torrington	0	5	0
Trumbull	1	56	62
Union	0	1	3
Vernon	6	100	83
Voluntown	1	5	6
Wallingford	2	19	22
Warren	1	4	0
Washington	0	13	0
Waterbury	1	19	21
Waterford	2	15	0
Watertown	1	10	0
West Hartford	6	73	74
West Haven	1	7	0
Westbrook	6	12	13
Weston	1	8	8
Westport	3	59	61
Wethersfield	0	4	1
Willington	0	1	5
Wilton	1	8	4
Winchester	1	4	0
Windham	0	1	1
Windsor	0	15	17
Windsor Locks	0	3	1
Wolcott	2	22	15
Woodbridge	0	4	0
Woodbury	0	10	9
Woodstock	0	12	0

Trumbull Town Profile (continued)

The age profile below indicates a current median age of 46.4 years and in about five years the median age will remain static at about 46.7 This is significant in determining the type and style residential single-family homes and apartments in the community. In addition, the current average household size of 2.89 persons per household will remain static for the next five years at 2.89. This is important in determining the number of bedrooms in demand for single-family and multifamily development.

REALTY CONCEPTS INC

Detailed Age Profile

Trumbull town, CT 3
Trumbull town, CT (0900177200)
Geography: County Subdivision

Realty Concepts, Inc.

Summary	Census 2010	2022	2027	2022-2027 Change	2022-2027 Annual Rate
Population	35,838	37,697	37,803	106	0.06%
Households	12,654	12,897	12,920	23	0.04%
Average Household Size	2.79	2.89	2.89	0.00	0.00%

	Census 2010		2022		2027	
Total Population by Detailed Age	Number	Percent	Number	Percent	Number	Percent
Total	35,836	100.0%	37,697	100.0%	37,803	100.0%
<1	271	0.8%	275	0.7%	278	0.7%
1	332	0.9%	317	0.8%	326	0.9%
2	378	1.1%	350	0.9%	361	1.0%
3	434	1.2%	383	1.0%	394	1.0%
4	456	1.3%	390	1.0%	399	1.1%
5	491	1.4%	391	1.0%	386	1.0%
6	548	1.5%	435	1.2%	433	1.1%
7	479	1.3%	386	1.0%	383	1.0%
8	542	1.5%	429	1.1%	421	1.1%
9	579	1.6%	465	1.2%	452	1.2%
10	553	1.5%	475	1.3%	434	1.1%
11	606	1.7%	509	1.4%	460	1.2%
12	558	1.6%	488	1.3%	439	1.2%
13	636	1.8%	548	1.5%	484	1.3%
14	595	1.7%	516	1.4%	454	1.2%
15	582	1.6%	626	1.7%	507	1.3%
16	561	1.6%	615	1.6%	491	1.3%
17	596	1.7%	650	1.7%	520	1.4%
18	351	1.0%	461	1.2%	379	1.0%
19	229	0.6%	341	0.9%	288	0.8%
20 - 24	1,422	4.0%	1,954	5.2%	1,857	4.9%
25 - 29	1,126	3.1%	1,749	4.6%	1,912	5.1%
30 - 34	1,308	3.6%	1,740	4.6%	1,953	5.2%
35 - 39	2,100	5.9%	1,715	4.5%	2,177	5.8%
40 - 44	2,818	7.9%	1,941	5.1%	2,015	5.3%
45 - 49	3,261	9.1%	2,460	6.5%	2,098	5.5%
50 - 54	3,101	8.7%	2,823	7.5%	2,473	6.5%
55 - 59	2,392	6.7%	3,109	8.2%	2,782	7.4%
60 - 64	1,952	5.4%	2,846	7.5%	2,856	7.6%
65 - 69	1,591	4.4%	2,263	6.0%	2,696	7.1%
70 - 74	1,272	3.5%	1,841	4.9%	2,053	5.4%
75 - 79	1,274	3.6%	1,547	4.1%	1,733	4.6%
80 - 84	1,082	3.0%	1,128	3.0%	1,315	3.5%
85+	1,360	3.8%	1,531	4.1%	1,594	4.2%
<18	9,199	25.7%	8,248	21.9%	7,622	20.2%
18+	26,641	74.3%	29,449	78.1%	30,181	79.8%
21+	25,829	72.1%	28,279	75.0%	29,173	77.2%
Median Age	43.9		46.4		46.7	

Source: Esri forecasts for 2022 and 2027. U.S. Census Bureau 2010 decennial Census data converted by Esri into 2020 geography.

November 22, 2022

Benchmark Demographics

Trumbull town, CT 3

Generations	Trumbull town, CT 3	Counties Fairfield County	States Connecticut	United States of America United States
Generation Alpha (Aged 0-2)	2,106	63,051	216,844	23,636,050
Generation Z (Aged 3-20)	8,525	226,089	795,977	75,777,673
Millennial (Aged 21-37)	6,307	206,121	798,552	81,945,486
Generation X (Aged 38-54)	8,363	209,188	754,486	65,640,254
Baby Boomer (Aged 55-73)	8,843	199,806	797,736	69,178,984
Silent & Greatest (Aged 73 or more)	3,553	61,005	242,320	19,529,450

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Based on ideas by Gary M. Ralston, CCIM, SIOR, CPM, CRE, CLS, CDP, CRX, FRICS
Coldwell Banker Commercial Saunders Ralston Dantzler Realty

Household Income	Trumbull town, CT 3	Counties Fairfield County	States Connecticut	United States of America United States
<$15,000	2.1%	7.1%	8.6%	8.5%
$15,000-$24,999	4.1%	5.9%	7.1%	7.2%
$25,000-$34,999	3.0%	4.2%	6.1%	7.5%
$35,000-$49,999	5.4%	7.7%	9.1%	11.1%
$50,000-$74,999	8.8%	12.3%	14.2%	16.9%
$75,000-$99,999	9.2%	9.9%	11.9%	13.2%
$100,000-$149,999	20.0%	15.6%	17.3%	17.2%
$150,000-$199,999	16.1%	11.4%	10.4%	8.4%
$200,000+	31.3%	25.8%	15.4%	9.9%

Key Facts	Trumbull town, CT 3	Counties Fairfield County	States Connecticut	United States of America United States
Population	37,697	965,260	3,605,915	335,707,897
Daytime Population	35,411	975,129	3,578,014	334,030,173
Employees	18,484	478,631	1,820,208	162,090,385
Households	12,897	357,316	1,421,687	128,657,669
Average HH Size	2.89	2.65	2.46	2.55
Median Age	46.4	41.0	41.8	38.9
Housing Facts				
Median Home Value	435,196	472,894	303,717	283,272
Owner Occupied %	83.2%	64.7%	64.9%	64.6%
Renter Occupied %	16.8%	35.3%	35.1%	35.4%
Total Housing Units	13,569	384,046	1,540,885	142,933,286
Income Facts				
Median HH Income	$141,159	$106,527	$83,781	$72,414
Per Capita Income	$65,147	$61,887	$49,829	$40,363
Median Net Worth	$810,610	$310,235	$214,961	$155,942

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2018 and 2023

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Benchmark Demographics

Trumbull town, CT 3

Occupation by Industry	Trumbull town, CT 3	Counties Fairfield County	States Connecticut	United States of America United States
Ag/Forestry/Fishing	0.2%	0.2%	0.3%	1.2%
Mining/Oil & Gas	0.1%	0.1%	0.1%	0.4%
Construction	6.3%	7.4%	6.4%	7.1%
Manufacturing	7.9%	7.3%	9.5%	9.6%
Wholesale Trade	2.1%	2.2%	2.3%	2.5%
Retail Trade	9.8%	9.9%	10.4%	10.8%
Transport & Warehousing	2.7%	3.9%	4.2%	5.5%
Utilities	1.3%	0.5%	0.7%	0.8%
Information	2.1%	2.3%	1.9%	1.9%
Finance & Insurance	9.8%	9.6%	7.4%	4.8%
Real Estate & Leasing	1.5%	2.6%	1.9%	2.0%
Prof & Technical Services	12.1%	11.0%	8.1%	8.0%
Management of Companies	0.1%	0.1%	0.1%	0.1%
Admin & Waste Mgmt	2.9%	4.6%	3.5%	3.9%
Educational Services	11.5%	8.9%	10.8%	9.0%
Health Care & Social Assist	15.5%	14.4%	16.5%	14.5%
Arts/Entertainment/Recreation	2.1%	2.4%	2.4%	1.8%
Accom & Food Services	3.4%	5.4%	5.4%	6.5%
Other Services	4.7%	5.0%	4.5%	4.7%
Public Administration	3.8%	2.4%	3.7%	4.9%

Occupation by Industry	Trumbull town, CT 3	Counties Fairfield County	States Connecticut	United States of America United States
Ag/Forestry/Fishing	39	1,041	5,710	1,885,414
Mining/Oil & Gas	22	301	1,050	581,692
Construction	1,158	35,228	117,082	11,547,929
Manufacturing	1,453	35,171	172,878	15,599,649
Wholesale Trade	387	10,709	41,019	4,005,424
Retail Trade	1,812	47,401	189,693	17,507,961
Transportation & Warehousing	500	18,473	77,210	8,951,781
Utilities	242	2,403	12,641	1,362,753
Information	382	10,867	34,277	3,018,469
Finance & Insurance	1,807	45,977	134,457	7,841,079
Real Estate & Leasing	284	12,315	34,313	3,251,996
Prof & Tech Services	2,244	52,517	146,844	13,016,951
Management of Companies	25	598	1,270	97,694
Admin & Waste Mgmt	528	22,101	63,408	6,232,378
Educational Services	2,131	42,548	196,880	14,659,591
Health Care & Social Assist	2,867	68,835	300,103	23,506,215
Arts/Entertainment/Recreation	394	11,242	42,747	2,872,227
Accom & Food Services	632	25,676	99,027	10,606,059
Other Services	872	23,948	82,547	7,599,446
Public Administration	705	11,280	67,052	7,945,677

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Based on ideas by Gary M. Ralston, CCIM, SIOR, CPM, CRE, CLS, CDP, CRX, FRICS
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Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2018 and 2023

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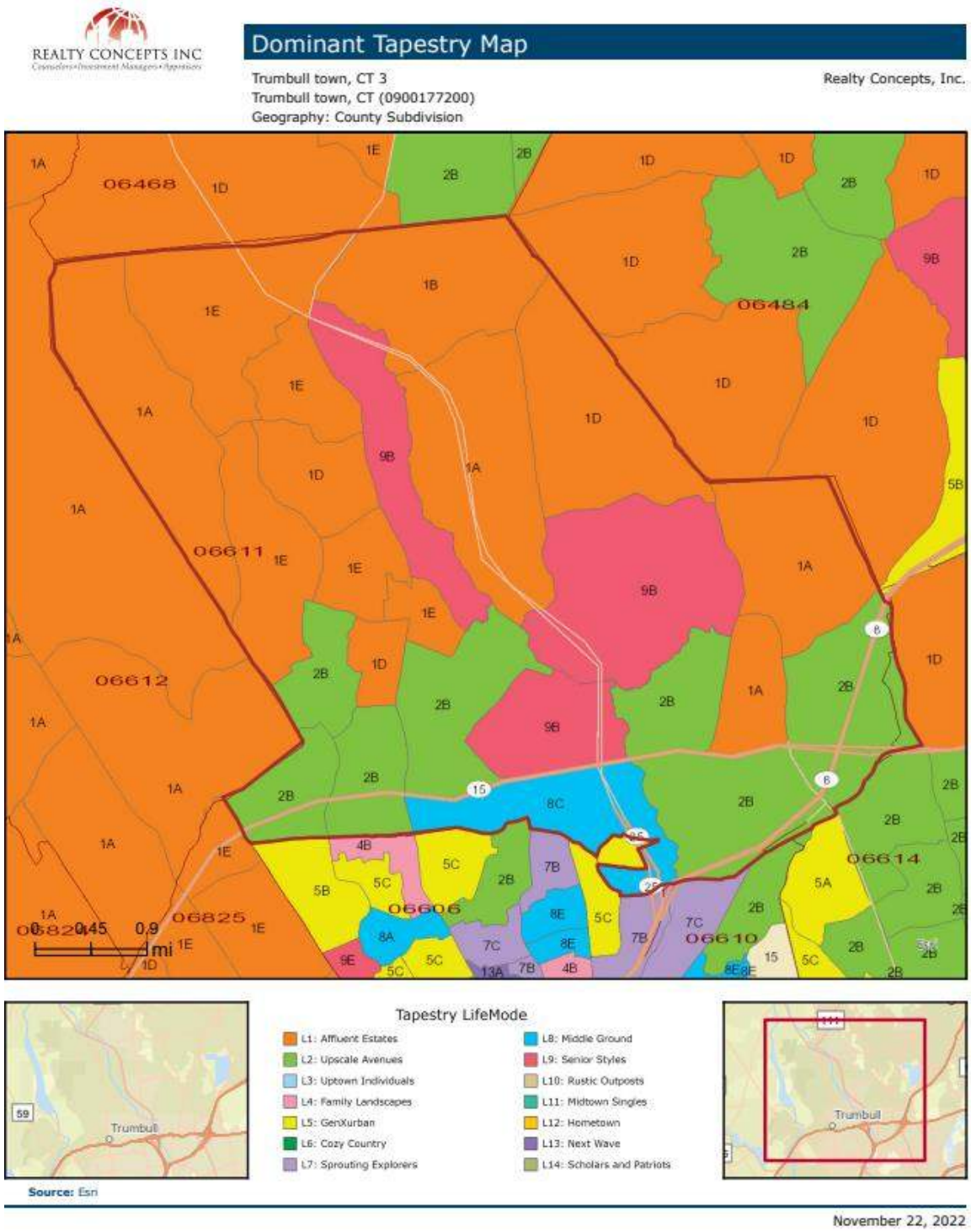
Tapestry Segmentation- Lifestyle Profile

Lifestyle plays an important role in determining residential demand. Following is the current lifestyle profile of Trumbull. Trumbull has seven lifestyle segments which are analyzed below.



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Tapestry Segmentation Area Profile

Trumbull town, CT 3
Trumbull town, CT (0900177200)
Geography: County Subdivision

Realty Concepts, Inc.

Top Twenty Tapestry Segments

		2022 Households		2022 U.S. Households		
			Cumulative		Cumulative	
Rank	Tapestry Segment	Percent	Percent	Percent	Percent	Index
1	Pleasantville (2B)	27.8%	27.8%	2.1%	2.1%	1308
2	Exurbanites (1E)	17.4%	45.1%	1.9%	4.0%	904
3	Golden Years (9B)	16.6%	61.7%	1.3%	5.4%	1,256
4	Top Tier (1A)	14.6%	76.4%	1.6%	7.0%	898
5	Savvy Suburbanites (1D)	12.6%	88.9%	3.0%	10.0%	424
	Subtotal	**89.0%**		**9.9%**		
6	Bright Young Professionals (8C)	7.2%	96.1%	2.3%	12.3%	312
7	Professional Pride (1B)	3.9%	100.0%	1.6%	13.9%	235

Data Note: This report identifies neighborhood segments in the area, and describes the socioeconomic quality of the immediate neighborhood. The index is a comparison of the percent of households or Total Population 18+ in the area, by Tapestry segment, to the percent of households or Total Population 18+ in the United States, by segment. An index of 100 is the US average.
Source: Esri

November 22, 2022

Trumbull is comprised of seven lifestyle segments. As demonstrated below, all but one segment far exceeds the US average. The segments are Pleasantville (37.2%), Exurbanites (17.4%), Golden Years (16.6%) Top Tier (14.6), Savvy Suburbanites (12.6%), Bright & Young Professionals (7.2%) and Professional Pride (3.9%). and Professional Pride (23.4%) totaling 91.8% of the current residence in Monroe., Pleasantville has a net worth of $339,900 and income of $92,900 with about 16.9% who rent. Exurbanites have a median net worth of $505,400 and income of $103,400 with 15.1% who rent. Golden Years have a net worth of $184,000 and income of $71,700 with 3737% who rent, Top Tier have a net worth of $577,500 and income of $173,200 with about 9.8% who rent, Savvy Suburbanites have a net worth of $518,100 and income of $108,700 with 9.4% who rent, Bright Young Professionals have a net worth of $34,000 with an income of $54,000 with 57.2% who rent and Professional Pride has a median net worth of $551,800 and income of $138,100 and 8.4% that rent. This indicates that a GAP exists for rental housing in Trumbull with an internal target market of about 7,700 households, based lifestyle profiles.

Lifestyle	% Renters	% Monroe Population	Estimated Potential Renters	Median HH Income	Median Networth	Average HH Size	Housing Index
Pleasantville	16.90%	27.80%	1,771	$92,900	$339,300	2.88	136
Exurbanites	15.10%	17.40%	990	$103,400	$505,400	2.50	166
Golden Years	37.30%	16.60%	2,334	$71,700	$184,000	2.06	128
Top Tier	9.80%	14.60%	539	$173,200	$577,500	2.84	195
Savey Suburbanites	9.40%	12.60%	446	$108,700	$518,100	2.85	159
Bright Young Professionals	57.20%	7.20%	1,553	$54,000	$34,200	2.41	88
Professional Pride	8.40%	3.90%	123	$138,100	$551,800	3.13	195
Total		**100.10%**	**7,758**				
Population 2022	37,697						
Housing Index US Average = 100 /Represnts Housing Expenditure							

Pleasantville, Exurbanites, Savvy Suburbanites and Professional Pride lifestyles profiles were discussed in the Monroe section of this report. Trumbull also has these same lifestyles. In addition, Trumbull has three additional lifestyle, Golden Years, Top Tier and Bright Yong Professionals. These three additional Trumbull lifestyle profiles are on the following page.

LifeMode Group: Senior Styles

Golden Years

9B

Households: 1,657,400

Average Household Size: 2.06

Median Age: 52.3

Median Household Income: $71,700

WHO ARE WE?

Independent, active seniors nearing the end of their careers or already in retirement best describes *Golden Years* residents. This market is primarily singles living alone or empty nesters. Those still active in the labor force are employed in professional occupations; however, these consumers are actively pursuing a variety of leisure interests—travel, sports, dining out, museums, and concerts. They are involved, focused on physical fitness, and enjoying their lives. This market is smaller, but growing, and financially secure.

OUR NEIGHBORHOOD

- This older market has a median age of 52 years and a disproportionate share (nearly 32%) of residents aged 65 years or older.
- Single-person households (over 40%) and married-couple families with no children (one-third) dominate these neighborhoods; average household size is low at 2.06 (Index 80).
- Most of the housing was built after 1970; approximately 43% of householders live in single-family homes and 43% in multiunit dwellings.
- These neighborhoods are found in large metropolitan areas, outside central cities, scattered across the US.

SOCIOECONOMIC TRAITS

- *Golden Years* residents—22% have graduate or professional degrees, 28% have bachelor's degrees, and 25% have some college credits.
- Labor force participation is somewhat low at 56% (Index 89), due to residents reaching retirement.
- Median household income is higher in this market, more than $71,000. Although wages still provide income to nearly two out of three households, earned income is available from investments (Index 171), Social Security benefits (Index 146), and retirement income (Index 144).
- These consumers are well connected: Internet access is used for everything from shopping or paying bills to monitoring investments and entertainment.
- They are generous supporters of the arts and charitable organizations.
- They keep their landlines and view cell phones more as a convenience.

TAPESTRY SEGMENTATION
esri.com/tapestry

Note: The Index represents the ratio of the segment rate to the US rate multiplied by 100.
Consumer preferences are estimated from data by MRI-Simmons.

9B

LifeMode Group: Senior Styles

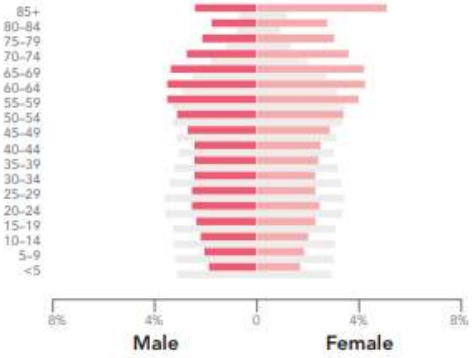
Golden Years

TAPESTRY SEGMENTATION
esri.com/tapestry

AGE BY SEX (Esri data)

Median Age: 52.3 US: 38.2

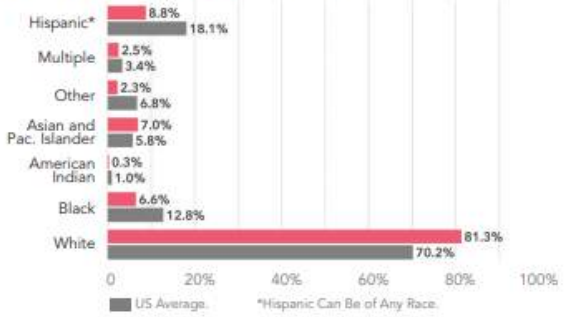
Indicates US



RACE AND ETHNICITY (Esri data)

The Diversity Index summarizes racial and ethnic diversity. The index shows the likelihood that two persons, chosen at random from the same area, belong to different race or ethnic groups. The index ranges from 0 (no diversity) to 100 (complete diversity).

Diversity Index: 43.8 US: 64.0



INCOME AND NET WORTH

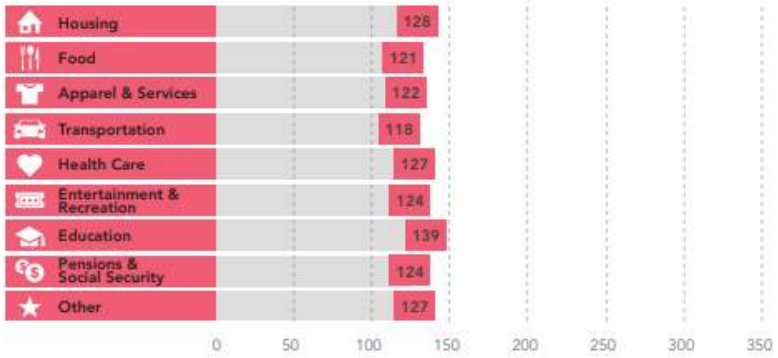
Net worth measures total household assets (homes, vehicles, investments, etc.) less any debts, secured (e.g., mortgages) or unsecured (credit cards). Household income and net worth are estimated by Esri.

Median Household Income

Median Net Worth

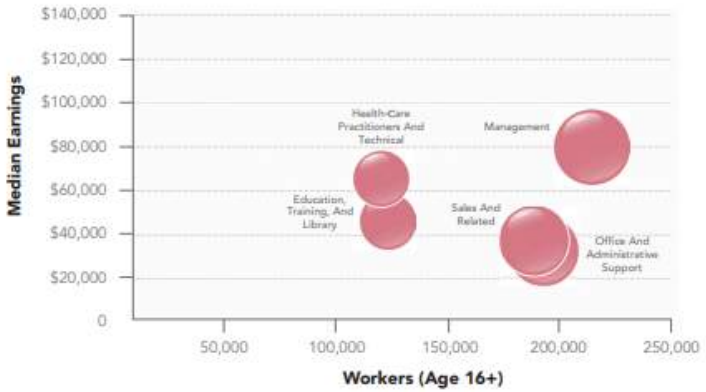
AVERAGE HOUSEHOLD BUDGET INDEX

The index compares the average amount spent in this market's household budgets for housing, food, apparel, etc., to the average amount spent by all US households. An index of 100 is average. An index of 120 shows that average spending by consumers in this market is 20 percent above the national average. Consumer expenditures are estimated by Esri.



OCCUPATION BY EARNINGS

The five occupations with the highest number of workers in the market are displayed by median earnings. Data from the Census Bureau's American Community Survey.



9B

LifeMode Group: Senior Styles

Golden Years

TAPESTRY SEGMENTATION
esri.com/tapestry

MARKET PROFILE (Consumer preferences are estimated from data by MRI-Simmons.)

- Avid readers, they regularly read daily newspapers, particularly the Sunday edition.
- They subscribe to cable TV; news and sports programs are popular as well as on-demand movies.
- They use professional services to maintain their homes inside and out and minimize their chores.
- Leisure time is spent on sports (tennis, golf, boating, and fishing) or simple exercise like walking.
- Good health is a priority; they believe in healthy eating, coupled with vitamins and dietary supplements.
- Active social lives include travel, especially abroad, plus going to concerts and museums.
- Residents maintain actively managed financial portfolios that include a range of instruments such as IRAs, common stocks, and certificates of deposit (more than six months).

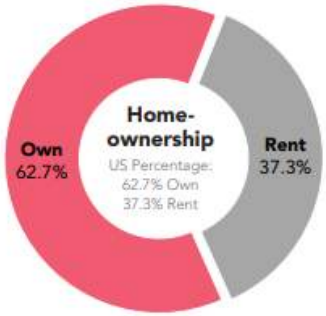
HOUSING

Median home value is displayed for markets that are primarily owner occupied; average rent is shown for renter-occupied markets. Tenure and home value are estimated by Esri. Housing type and average rent are from the Census Bureau's American Community Survey.

Typical Housing:
Single Family;
Multiunits

Median Value:
$332,100

US Median: $207,300



POPULATION CHARACTERISTICS

Total population, average annual population change since Census 2010, and average density (population per square mile) are displayed for the market relative to the size and change among all Tapestry markets. Data estimated by Esri.

ESRI INDEXES

Esri developed three indexes to display average household wealth, socioeconomic status, and housing affordability for the market relative to US standards.

LifeMode Group: Affluent Estates

Top Tier

1A

Households: 2,113,000

Average Household Size: 2.84

Median Age: 47.3

Median Household Income: $173,200

WHO ARE WE?

The residents of the wealthiest Tapestry market, *Top Tier*, earn more than three times the US household income. They have the purchasing power to indulge any choice, but what do their hearts' desire? Aside from the obvious expense for the upkeep of their lavish homes, consumers select upscale salons, spas, and fitness centers for their personal well-being and shop at high-end retailers for their personal effects. Whether short or long, domestic or foreign, their frequent vacations spare no expense. Residents fill their weekends and evenings with opera, classical music concerts, charity dinners, and shopping. These highly educated professionals have reached their corporate career goals. With an accumulated average net worth of over US$3 million dollars and income from a strong investment portfolio, many of these older residents have moved into consulting roles or operate their own businesses.

TAPESTRY SEGMENTATION
esri.com/tapestry

OUR NEIGHBORHOOD

- Married couples without children or married couples with older children dominate this market.
- Housing units are owner occupied with the highest home values—and above-average use of mortgages.
- Neighborhoods are older and located in the suburban periphery of the largest metropolitan areas, especially along the coasts.

SOCIOECONOMIC TRAITS

- *Top Tier* is a highly educated, successful consumer market: more than one in three residents has a postgraduate degree.
- Annually, they earn more than three times the US median household income, primarily from wages and salary but also self-employment income (Index 177) and investments (Index 251).
- These are the nation's wealthiest consumers. They hire financial advisers to manage their diverse investment portfolios but stay abreast of current financial trends and products.
- Socially responsible consumers who aim for a balanced lifestyle, they are goal oriented and hardworking but make time for their kids or grandkids and maintain a close-knit group of friends.
- These busy consumers seek variety in life. They take an interest in the fine arts; read to expand their knowledge; and consider the internet, radio, and newspapers as key media sources.
- They regularly cook their meals at home, attentive to good nutrition and fresh organic foods.

Note: The Index represents the ratio of the segment rate to the US rate multiplied by 100.
Consumer preferences are estimated from data by MRI-Simmons.

1A

LifeMode Group: Affluent Estates

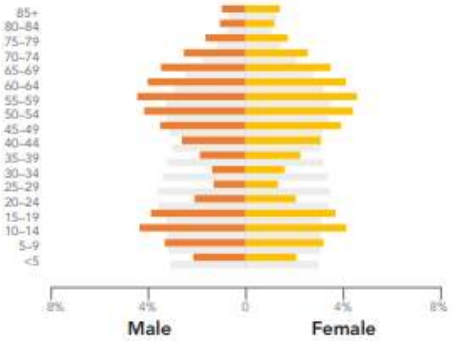
Top Tier

TAPESTRY SEGMENTATION
esri.com/tapestry

AGE BY SEX (Esri data)

Median Age: 47.3 US: 38.2

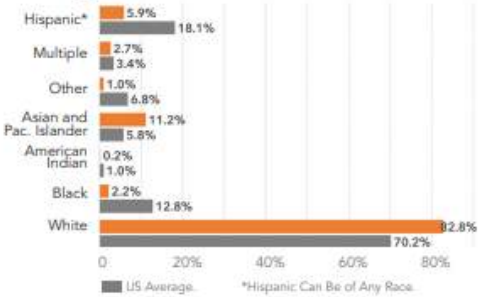
Indicates US



RACE AND ETHNICITY (Esri data)

The Diversity Index summarizes racial and ethnic diversity. The index shows the likelihood that two persons, chosen at random from the same area, belong to different race or ethnic groups. The index ranges from 0 (no diversity) to 100 (complete diversity).

Diversity Index: 37.9 US: 64.0

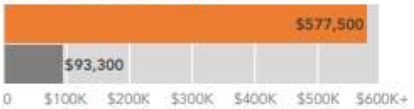


INCOME AND NET WORTH

Net worth measures total household assets (homes, vehicles, investments, etc.) less any debts, secured (e.g., mortgages) or unsecured (credit cards). Household income and net worth are estimated by Esri.

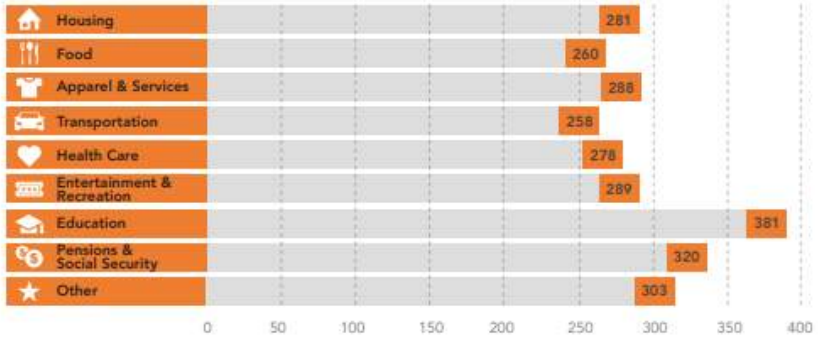
Median Household Income

Median Net Worth



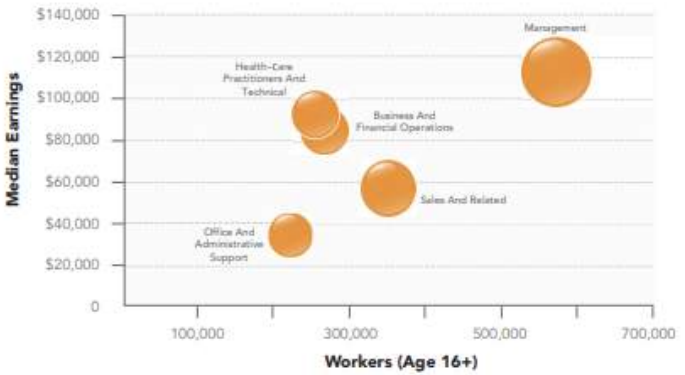
AVERAGE HOUSEHOLD BUDGET INDEX

The index compares the average amount spent in this market's household budgets for housing, food, apparel, etc., to the average amount spent by all US households. An index of 100 is average. An index of 120 shows that average spending by consumers in this market is 20 percent above the national average. Consumer expenditures are estimated by Esri.



OCCUPATION BY EARNINGS

The five occupations with the highest number of workers in the market are displayed by median earnings. Data from the Census Bureau's American Community Survey.



1A

LifeMode Group: Affluent Estates

Top Tier

TAPESTRY SEGMENTATION
esri.com/tapestry

MARKET PROFILE (Consumer preferences are estimated from data by MRI-Simmons.)

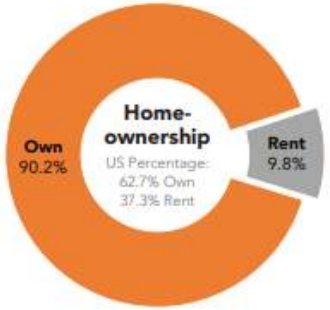
- Purchase or lease luxury cars with the latest trim, preferably imports.
- Contribute to arts/cultural organizations, educational and social groups, as well as NPR and PBS.
- Use every service from property and garden maintenance and professional housekeeping to contracting for home improvement or maintenance projects.
- Consumers spend money on themselves; they frequently visit day spas and salons, use dry cleaning services, and exercise at exclusive clubs.
- Near or far, downtown or at the beach, they regularly visit their lavish vacation homes.
- When at home, their schedules are packed with lunch dates, book club meetings, charity dinners, classical music concerts, opera shows, and visits to local art galleries.
- Mostly shop at high-end retailers such as Nordstrom (readily paying full price), as well as Target, Kohl's, Macy's, and Bed Bath & Beyond, and online at Amazon.com.
- At their level of spending, it makes sense to own an airline credit card. They make several domestic and foreign trips a year for leisure and pay for every luxury along the way—a room with a view, limousines, and rental cars are part of the package.

HOUSING

Median home value is displayed for markets that are primarily owner occupied; average rent is shown for renter-occupied markets. Tenure and home value are estimated by Esri. Housing type and average rent are from the Census Bureau's American Community Survey.

Typical Housing:
Single Family

Median Value:
$819,500
US Median: $207,300



POPULATION CHARACTERISTICS

Total population, average annual population change since Census 2010, and average density (population per square mile) are displayed for the market relative to the size and change among all Tapestry markets. Data estimated by Esri.

ESRI INDEXES

Esri developed three indexes to display average household wealth, socioeconomic status, and housing affordability for the market relative to US standards.

LifeMode Group: Middle Ground

Bright Young Professionals

8C

Households: 2,750,200

Average Household Size: 2.41

Median Age: 33.0

Median Household Income: $54,000

WHO ARE WE?

Bright Young Professionals is a large market, primarily located in urban outskirts of large metropolitan areas. These communities are home to young, educated, working professionals. More than one out of three householders are under the age of 35. Slightly more diverse couples dominate this market, with more renters than homeowners. More than two-fifths of the households live in single-family homes; over a third live in 5+ unit buildings. Labor force participation is high, generally white-collar work, with a mix of food service and part-time jobs (among the college students). Median household income, median home value, and average rent are close to the US values. Residents of this segment are physically active and up on the latest technology.

OUR NEIGHBORHOOD

- Approximately 57% of the households rent; 43% own their homes.
- Household type is primarily couples, married (or unmarried), with above-average concentrations of both single-parent (Index 125) and single-person (Index 115) households.
- Multiunit buildings or row housing make up 56% of the housing stock (row housing [Index 178], buildings with 5–19 units [Index 275]); 43% built 1980–99.
- Average rent mirrors the US (Index 100).
- Lower vacancy rate is at 8.2%.

SOCIOECONOMIC TRAITS

- Education completed: 35% with some college or an associate's degree, 33% with a bachelor's degree or higher.
- Labor force participation rate of 72% is higher than the US rate.
- These consumers are up on the latest technology.
- They get most of their information from the internet.
- Concern about the environment impacts their purchasing decisions.

TAPESTRY SEGMENTATION
esri.com/tapestry

Note: The Index represents the ratio of the segment rate to the US rate multiplied by 100.
Consumer preferences are estimated from data by MRI-Simmons.

8C

LifeMode Group: Middle Ground

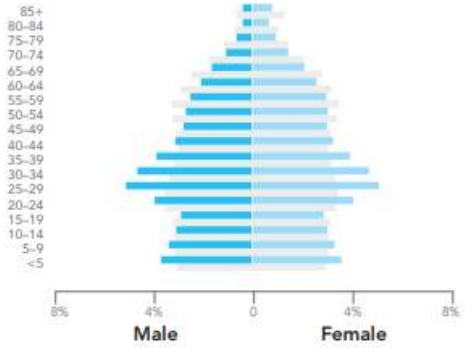
Bright Young Professionals

TAPESTRY SEGMENTATION
esri.com/tapestry

AGE BY SEX (Esri data)

Median Age: 33.0 US: 38.2

Indicates US



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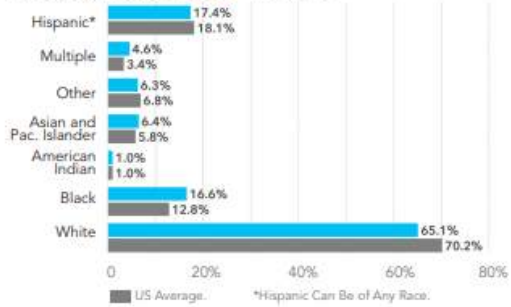

INCOME AND NET WORTH

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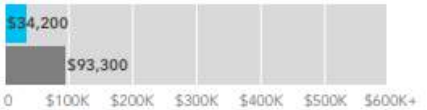
Median Household Income

Median Net Worth



AVERAGE HOUSEHOLD BUDGET INDEX

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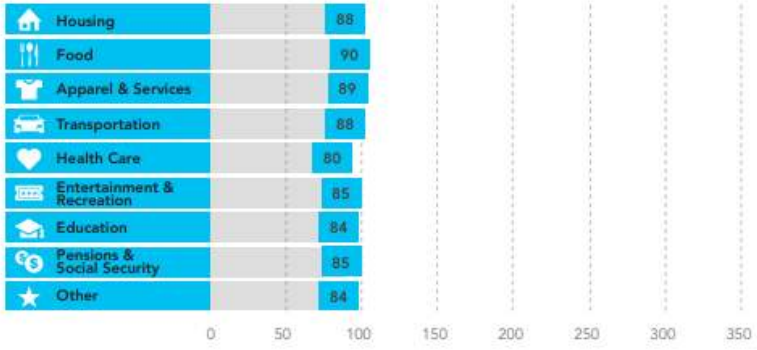

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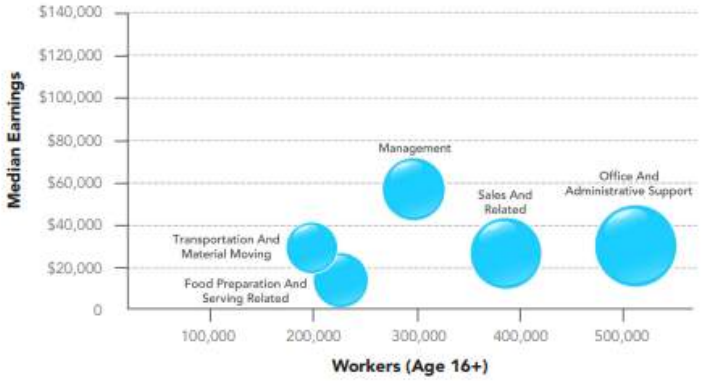


8C

LifeMode Group: Middle Ground

Bright Young Professionals

TAPESTRY SEGMENTATION
esri.com/tapestry

MARKET PROFILE (Consumer preferences are estimated from data by MRI-Simmons.)

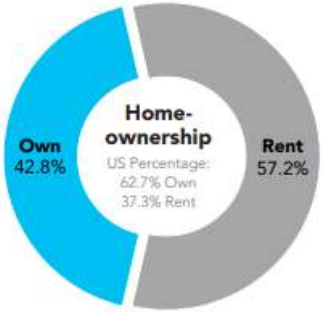
- Own retirement savings and student loans.
- Own newer computers (desktop, laptop, or both), iPods, and 2+ TVs.
- Go online and use mobile devices for banking, access YouTube or Facebook, visit blogs, download movies, and play games.
- Use cell phones to text, redeem mobile coupons, listen to music, and check for news and financial information.
- Find leisure going to bars/clubs, attending concerts, going to the beach.
- Enjoy a variety of sports, including backpacking, rock climbing, football, Pilates, running, and yoga.
- Eat out often at fast-food and family restaurants.

HOUSING

Median home value is displayed for markets that are primarily owner occupied; average rent is shown for renter-occupied markets. Tenure and home value are estimated by Esri. Housing type and average rent are from the Census Bureau's American Community Survey.

Typical Housing:
Single Family;
Multi-Units

Average Rent:
$1,042
US Average: $1,038



POPULATION CHARACTERISTICS

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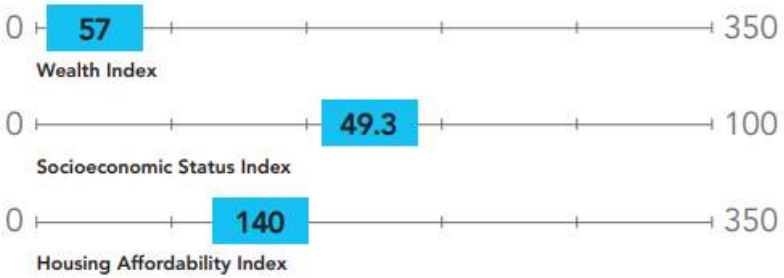

Lifestyle Profile- Continued

Pleasantville

Independent, active seniors nearing the end of their careers or already in retirement best describes Golden Years residents. This market is primarily singles living alone or empty nesters. Those still active in the labor force are employed in professional occupations; however, these consumers are actively pursuing a variety of leisure interests—travel, sports, dining out, museums, and concerts. They are involved, focused on physical fitness, and enjoying their lives. This market is smaller, but growing, and financially secure

Top Tier

The residents of the wealthiest Tapestry market, Top Tier, earn more than three times the US household income. They have the purchasing power to indulge any choice, but what do their hearts' desire? Aside from the obvious expense for the upkeep of their lavish homes, consumers select upscale salons, spas, and fitness centers for their personal well-being and shop at high-end retailers for their personal effects. Whether short or long, domestic or foreign, their frequent vacations spare no expense. Residents fill their weekends and evenings with opera, classical music concerts, charity dinners, and shopping. These highly educated professionals have reached their corporate career goals. With an accumulated average net worth of over US$3 million dollars and income from a strong investment portfolio, many of these older residents have moved into consulting roles or operate their own businesses.

Bright Young Professionals

Bright Young Professionals is a large market, primarily located in urban outskirts of large metropolitan areas. These communities are home to young, educated, working professionals. More than one out of three householders are under the age of 35. Slightly more diverse couples dominate this market, with more renters than homeowners. More than two-fifths of the households live in single-family homes; over a third live in 5+ unit buildings. Labor force participation is high, generally white-collar work, with a mix of food service and part-time jobs (among the college students). Median household income, median home value, and average rent are close to the US values. Residents of this segment are physically active and up on the latest technology

Lifestyle Conclusion

Based on the preceding lifestyle analysis, the majority of Trumbull residents are affluent, educated and enjoy a lifestyle which best can be described as "The American Dream". Trumbull provides the linkages necessary for better than average quality-of-life. Therefore, based on lifestyle, the current demand will be for higher quality single-family residences, luxury and workforce apartments.

Based on millennials and GEN Y lifestyles, any developer must take into consideration the demands of these two lifestyle segments in constructing new single-family homes or apartments in Monroe. Not only will homeowners be faced with these two generations purchasing existing homes, but any seller must take into consideration the demands they will seek to modify their homes to meet their lifestyles. This will have an impact on the cost of selling an existing residence and may adversely impact resale values in the future. Senior citizens, retirees, older singles and empty nesters are having a major impact on apartment demand by vacating their single-family homes and leaving behind property maintenance costs, property taxes and mortgage payments for a single payment rental unit inclusive of these expenses. This population segment will have as dramatic impact on apartment demand as will millennials. Developers will be faced with meeting demand for these two population segments and developing a balance to meet local demand based on affordability/threshold income.

Linkages

Linkages are tangible and intangible components that are unique to each property type which create demand for a specific property type. For residential it is the ability of a specific site to provide a particular quality of life. Most people live near the necessary sources of retail, education, employment, entertainment, recreation, places of worship, medical support, and transportation. They will intentionally avoid proximity to manufacturing and industrial areas. What is most important is the quality and prestige of the area they select.

The critical linkages for residential are the units' proximity to where they work, schools, access to retail facilities, entertainment, recreation, access to medical services, places of worship, cultural events, and proximity to transportation. These linkages are typical for both single-family and multifamily residences. For retail is the proximity to its customer base and disposable income.

Lifestyle choices play an important part in the demand for residential real estate. Issues such as urban or suburban living, neighborhood characteristics, type of housing, neighborhoods, schools, walkable community versus a driving community, transit-oriented community versus traditional neighborhoods, traffic and the image and prestige of the community and neighborhoods.

Multifamily residences/apartments must be conveniently located near transportation and road networks in addition to the linkages mentioned above. The subject property meets most of these criteria: Close proximity to transportation networks (Including Rail & bus), retail, medical service, recreation, places of worship and employment nodes.

COVID-19 has fostered an out migration from densely populated New York City and its suburbs to Fairfield County in particular. The migration has also benefited other areas of Connecticut. Fairfield County is about an hour train ride from Bridgeport to Grand Central Station in New York City and 45 minutes from Stamford to Grand Central Station if the relocated employees need to go to their office.

Zoning

The subject property has 4.02 acres in Monroe and 2.68 acres in Trumbull. The development is subject to the zoning regulations of each municipality.

The Monroe acreage is in a B-1 zone. The proposed mixed-use development is permitted under a special permit.

The Trumbull acreage is in the BC zone. Special Permit uses include many of the uses that would be prospective tenants in the commercial space. Residential use requires a text amendment to be permitted.

This report assumes that all zoning approvals are in place as of the date of this analysis. Hypothetical Conditions and Extra Ordinary Assumptions are utilized.

Plan of Conservation and Development-(POCD)

The Monroe 2021- 2031POCD states:

Housing Goal

Allow for a wide selection of housing choice that supports the retention of residents in Monroe through various stages of life and attracts new residents to the community.

Strategy 1

Continue to explore the development of housing in commercial districts through the expansion of mixed-use districts.

Supporting Actions

1. The Planning and Zoning Commission should review the effectiveness of the Town's recently approved mixed-use zoning regulations after a period of one year to assess whether the regulations as they stand are adequately supportive of the development of housing in commercial districts.
2. The Planning and Zoning Commission should incrementally expand the geographic areas within the B-1, B-2, and LOR where mixed-use development is permitted to allow for such development on any lot in those districts, meeting the requirements of the zoning regulations, with direct frontage and access via Route 25, Route 111 and/or Route 34.

Strategy 2

Maintain an open line of communication with the Housing Authority.

Strategy 3

Implement policies and programs designed to facilitate the development of affordable housing.

The Trumbull 2014 POCD states the following goals:

Goals

- Maintain and preserve Trumbull's existing single-family owner-occupied housing stock and the character of existing neighborhoods.
- Encourage new housing opportunities for the elderly and encourage housing affordable to working families and single individuals.

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Proposed Apartment Community

The proposed mixed-use development is at 4 & 7182 Main Street, Monroe, CT on 4.02 acres (175,111 Sq/Ft) and 7180 & 7192 Main Street and Spring Hill Road, Trumbull, CT on 2.68+/- acres (116,740 Sq/Ft) of unimproved land totaling 6.70 Acres (291,852 Sq/Ft). The proposed development will be comprised of one three story structure totaling 57 apartment units (22,952 s/f) and 42,247 square feet of commercial space and 13,756 common and amenity space, totaling 88,538 square feet. The residential unit mix will be 6 Studio, 8 Lofts, 37 one-bedroom units and 6 two-bedroom units. The development will have 193 surface parking spaces.

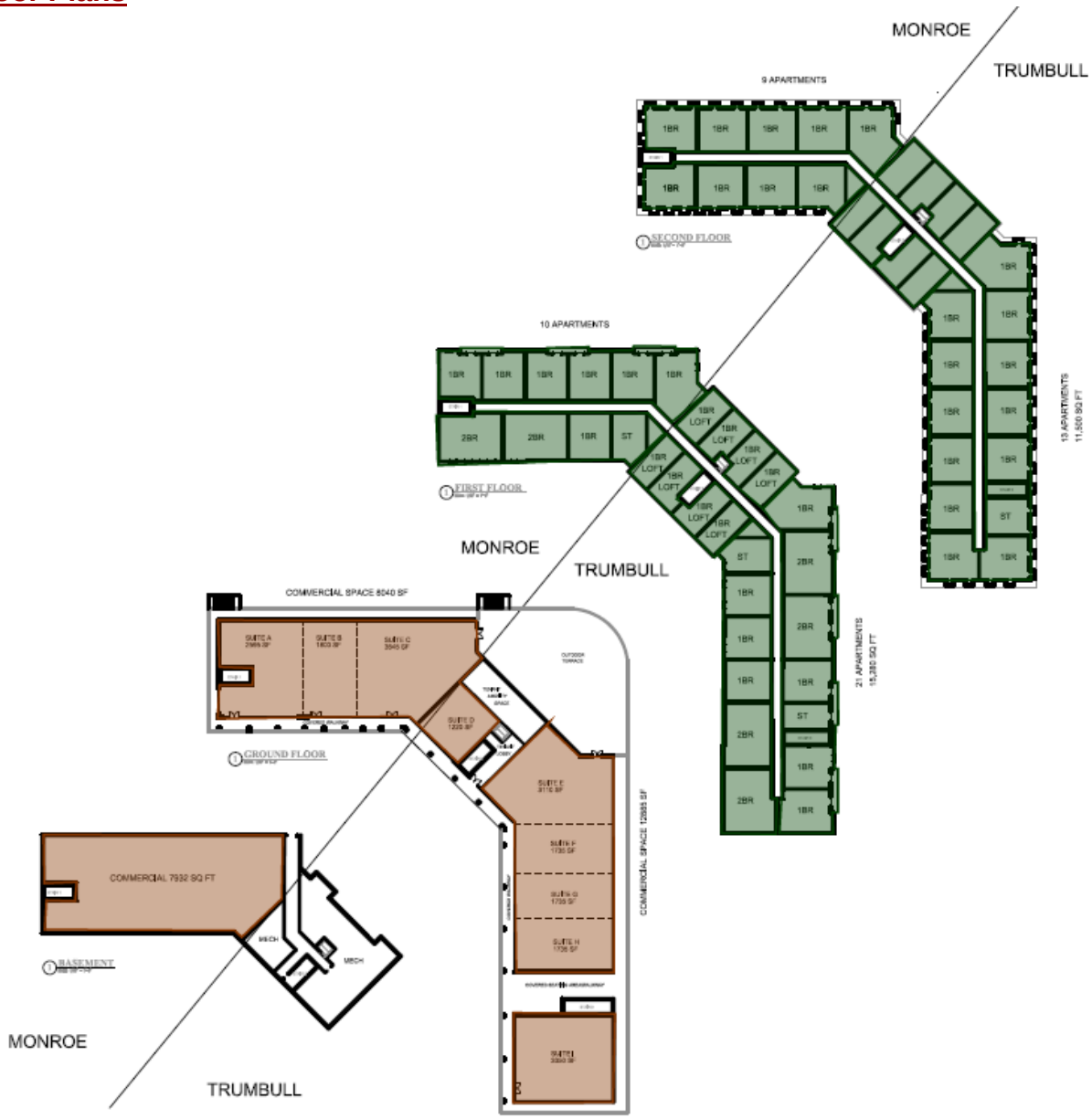
Development plans are in the preliminary stage and subject to modifications. The following impact analysis is based on the preliminary plans utilized within this report. The consultant reserves the right to modify this report if the final plans are different than what has been utilized within this report.

View from Rt 25/Main Street

Proposed Site Plan

REAR VIEW

Floor Plans


MONROE
TRUMBULL
9 APARTMENTS
SECOND FLOOR
10 APARTMENTS
FIRST FLOOR
MONROE
TRUMBULL
COMMERCIAL SPACE 8040 SF
GROUND FLOOR
COMMERCIAL 7932 SQ FT
BASEMENT
MONROE
TRUMBULL

Building/Unit Composition

DEVELOPMENT SUMMARY

PROPERTY

MONROE PARCELS	
• 4 Main Street	3.92 acres
• 7180 Main Street	.10 acre
TRUMBULL PARCELS	
• 7180 Main Street	1.37 acres
• 7192 Main Street	.95 acre
• Spring Hill Road	.36 acre
COMBINED	**6.70 acres**

APARTMENT QUANTITIES

MONROE	
• Studio	2
• 1 Bedroom (w/balcony)	6
• 1 Bedroom	11
• 2 Bedroom	2
TOTAL	21
TRUMBULL	
• Studio	4
• Loft	8
• 1 Bedroom (w/balcony)	8
• 1 Bedroom	12
• 2 Bedroom	4
TOTAL	36
COMBINED	**57 Units**

PARKING QUANTITY

MONROE	
• Apartments	43
• Office (4000 SF)	16
• Storage (4000 SF)	4
• Retail (9768 SF)	49
Credits	(20)
TOTAL:	92
TRUMBULL	
• Apartments	58
• Retail (11317 SF)	57
Credits	(14)
TOTAL:	101
COMBINED	**193 Spaces**

7182 SQUARE FOOT CALCULATIONS **9/7/2022**

LOCATION		MONROE	TRUMBULL	TOTAL
LOWER LEVEL				
- Commercial		7,985	0	7,985
- Mech/Common		215	4,243	4,458
- Tenant Amenity		0	0	0
	TOTAL	**8,200**	**4,243**	**12,443**
FIRST FLOOR				
- Commercial		8,190	12,316	20,506
- Mech/Common		215	1,022	1,237
- Tenant Amenity		0	1,115	1,115
	TOTAL	**8,405**	**14,453**	**22,858**
SECOND FLOOR				
- Residential		8,130	15,209	23,339
- Mech/Common		1,120	2,353	3,473
	TOTAL	**9,250**	**17,562**	**26,812**
THIRD FLOOR				
- Residential		8,000	14,952	22,952
- Mech/Common		1,120	2,353	3,473
	TOTAL	**9,120**	**17,305**	**26,425**
TOTAL RESIDENTIAL		16,130	30,161	46,291
TOTAL COMMERCIAL		16,175	12,316	28,491
TOTAL MECH/COMMON		2,670	9,971	12,641
TOTAL AMENITY		0	1,115	1,115
TOTAL BUILDING		**34,975**	**53,563**	**88,538**

Threshold Income

Each market has a different threshold income for different levels of residential apartments. Threshold income is the targeted level of income required to rent a specific property within a particular rental range. Following is an illustrative example of calculation of rental affordability for a two-bedroom apartment based on the 2022 ESRI median income for Monroe Connecticut of $141,822 and Trumbull Connecticut at $141,159. It illustrates the occupancy components and the conformity to affordability for a typical renter in a specific market.

Rent Analysis

	Monroe	Trumbull
Median Household Income:	$141,822	$141,159
Less Taxes 28% (22% Fed 6% State)	($ 39,710)	($ 39,525
= Disposable Income	$102,112	$101,635
X 40% Utilized for Housing	$ 40,845	$ 40,654
÷ 12 = Monthly Housing Expenses	$ 3,404	$ 3,388
Less: Utilities, Cable, Insurance	($ 600)	$ 600)
= Monthly Rental Payment	$ 2,980	$ 2,788
SAY:	$ 2,980	$ 2,790

Purchase Analysis

The following is a single-family purchase analysis to determine if the median income can support a Monroe or Trumbull CT 2022 median sale price as of October 2022. A Median income of $141,000 will be utilized. A purchase price of $500,000 will be utilized

Median Household Income	$141,000
Less Income Taxes 28%	($ 39,480)
= Disposable Income	$ 101,520
X 45% Utilized for Housing	$ 45,684
÷ 12 = Monthly Housing Expenses	$ 3,807
Less: Utilities, Cable,	($ 600)
Insurance	($ 350)
Available for Mortgage & Taxes	$ 2,857

2022 Median Sale Price		
Month	Monroe	Trumbull
Jan	$438,750	$459,900
Feb	$420,000	$448,450
Mar	$429,000	$480,000
Apr	$502,500	$480,000
May	$451,000	$588,500
Jun	$537,500	$562,450
Jul	$565,000	$525,000
Aug	$520,950	$479,000
Sep	$472,000	$517,500
Oct	$475,500	$510,000
Average	$481,220	$505,080

RE Taxes 70% Median Sale Price of $500,00 = $350,000

	Monroe	Trumbull
Monroe @ 35.48 Mills		
Annual RE Taxes- $112,418 ÷ 12 =	($ 1,035)	
Trumbull @ 33.64 Mills		
Annual RE Taxes- $11,774 ÷ 12 =		($ 981)

Loan to Value Ratio = 80% of Purchase Price $500,000 = $400,000 - Loan Interest @ 7.0%

30Yr Amortization with monthly Payments=	($2,661)	($2,661)
Monthly Net +/-	**($ 839)**	**($ 785)**

The above analysis indicates a typical home purchase at the purchase price of $500,000 at conventional mortgage rates would require an income of about $172,000 under today's market conditions, requiring an additional $31,000 annual income above the median income to meet the threshold income to own a single-family home.

Apartment Demand

The preceding demonstrates that a 2022 median household's income of about $141,000 can afford a rental unit with a monthly rent of about $2,800 to $2,950 per month. Following is the third quarter 2022, Fairfield East Market report which Monroe and Trumbull are located, with mean rent for studios $1,446, a one-bedroom unit is about $1,808 and about $2,170 for a two-bedroom unit.

As incomes decline due to inflation, so will disposable income for shelter expenses and increase as income increases. One should keep in mind that as incomes decrease real property expenses will remain the same and due to inflation increase. The scenario will result in a larger percentage of disposable income utilized for housing expense. Historically about 33% but rapidly rising due to inflation. Therefore, placing downward pressure on single family residential demand and rental property values. We are coming out of an extended period of favorably low interest rates with recent increases to about 7.0%+/-. As interest rates increase, they will impact rental affordability due increased rental demand and a raise in the threshold income to rent new construction rental property due to increased financing costs. The current wave of inflation and supply chain issues, especially for construction materials, is placing additional increases not only for new construction but also for maintenance cost and supplies for existing properties. The increased pressure on construction prices is adversely impacting the new construction single family market. The increased prices force the decision to buy or rent. It expands the pool of potential renters since single family price increases and the potential interest rate increases raises the threshold income required to purchase a home and the required down payment is placing a lifestyle change to rent vs own..

Apartment Trade Area

Apartment Demand

The Following is a Moody's Analytics/STDB report as of the third quarter of 2022 for Fairfield County East, which Monroe and Trumbull, CT are within. Following is the market rate apartment data.

Executive Briefing on Submarket Conditions

The average Asking Rent was $2,048 in the East Fairfield County submarket

- The East Fairfield County submarket had the fastest rent growth in the nation.
- East Fairfield County submarket had its fastest rent rate of increase in four quarters.
- Rent is expected to finish 2022 at $2,052 in the East Fairfield County submarket.

The average Vacancy Rate was 5.0% in the East Fairfield County submarket

- The East Fairfield County submarket had the second lowest vacancy in the nation, behind only Miami.
- Vacancy in the East Fairfield County submarket fell by 110 basis points.
- The East Fairfield County submarket had the lowest vacancy level since Q2 2007.

Submarket Overview

The East Fairfield County submarket, one of two distinct geographic concentrations within Fairfield County, contains 14,614 market rate rental units, or 34.3% of the metro's total inventory of market rate rental apartments. In the ten-year period beginning with Q4 2012, new additions to the submarket totaled 3,036 units, amounting to an annualized inventory growth rate of 2.4%; over the same period, the metro growth rate has been 2.6%.

Asking and Effective Rent

During the third quarter of 2022, asking rents advanced by 2.9% to an average of $2,048, the lower of the county's two submarkets. Mean unit prices in the submarket are as follows: studios $1,446, one-bedrooms $1,808, two-bedrooms $2,170, and three bedrooms $3,255. Over the past four quarters, asking rents have climbed a total of 6.6%, up from $1,920. The East Fairfield County submarket's current asking rent levels are lower than the county's average of $2,525, while asking rent growth in the third quarter compares favorably to the metro average of 2.3%. Effective rents, which take into account concessions offered to new lessees, increased more quickly, up by 3.6% during the third quarter. The faster pace of effective rent growth indicates that landlords are enjoying more pricing power at the negotiating table

Competitive Inventory, Household Formations, Absorption

Net new household formations in Fairfield County were 80 during the third quarter. Typically, changes in the total number of households are at least partially reflected in the average occupancy levels of market rate apartment units; therefore, it is useful to consider longer-term economic and demographic performance as a factor affecting current absorption rates. Since the beginning of Q4 2012, household formations in Fairfield County have averaged 0.3% per year, representing the average annual addition of 1,100 households. Over the same time period, the metro posted an average annual absorption rate of 881 units. During the third quarter, metropolitan absorption totaled 203 units, of which the East Fairfield County submarket captured the lion's share, 171 units. Over the last four quarters, submarket absorption totaled 373 units, 16.9% greater than the average annual absorption rate of 319 units recorded since the beginning of Q4 2012. The submarket's average vacancy rate declined by 110 basis points during the third quarter to 5.0%, which is 3.2 percentage points lower than the long-term average, and 1.6 percentage points lower than the current metro average.et Analysis

Outlook

Between now and year's end, no new competitive apartment stock will be introduced to the submarket, and Reis estimates that net total absorption will be slightly positive. In response, the vacancy rate will continue to drift downward to finish the year at 4.8%. During 2023 and 2024, developers are expected to deliver a total of 300 units of market rate rental apartments to the submarket amounting to 30.9% of the new construction introduced to Fairfield County. Net new household formations during 2023 and 2024 are projected to remain flat. The East Fairfield County submarket will claim a portion of this demand, posting absorption averaging 68 units per year, 14.2% of the projected metro total. Because this amount does not exceed the forecasted new construction, the submarket vacancy rate will increase by 100 basis points to finish 2024 at 5.8%. Between now and year-end 2022 asking rents are expected to rise 0.2% to a level of $2,052. On an annualized basis through 2023 and 2024, asking and effective rents are anticipated to increase by 1.6% and 1.7%, respectively, to finish 2024 at $2,120 and $2,013.

Powered by Moody's Analytics and offered through Site to Do Business.

Apartment Trade Area Summary

Market Name	Submarket Name	Quarter	Year	Total Buildings	Total Units	Vacancy %	Gross Asking Rent	Gross Rent Free (Months)	Total Expenses %
Fairfield County, CT	East Fairfield County	3	2022	124	14,614	5.00%	$2,047.60	0.58	46.90%
Fairfield County, CT	West Fairfield County	3	2022	165	28,049	7.40%	$2,773.89	0.59	45.70%

Apartment Trade Area New Construction – 10 Mile Radius

Completed , Planned,Proposed and Under Construction - 3Q 2022

Street Address	City	State	Zip	Distance From Subject	Property Name	Units	Completion Date	Status	Type Secondary	Groundbrake Date	Buildings	Floors
1 Benson Rd	Bethel	CT	06824	9.02	1 Benson Rd	2		Complete	Apartment		1	2
123 Parkview Ave	Bridgeport	CT	06824	8.93	123 Parkview Ave	2		Complete	Apartment		1	2
90 Stevens St	Bridgeport	CT	06824	8.82	90 Stevens St	2		Complete	Apartment		1	2
51 Indian Ave	Bridgeport	CT	06824	9.32	51 Indian Ave	2		Complete	Apartment		1	2
1308 Madison Ave	Bridgeport	CT	06824	9.42	1308 Madison Ave	2		Complete	Apartment		1	3
574 Chopsey Hill Rd	Bridgeport	CT	06824	8.88	574 Chopsey Hill Rd	2		Complete	Apartment		1	2
1318 Madison Ave	Bridgeport	CT	06824	9.41	1318 Madison Ave	2		Complete	Apartment		1	3
6 Farrell Ct	Newtown	CT	06824	6.19	Farrell Communities at Sandy Hook	74	08/2021	Complete	Apartment	5/2019	5	2
320 Howe Ave	Shelton	CT	06824	9.18	Cedar Village at Carroll's Ph 1	33	10/2020	Complete	Apartment		1	4
60 Beard Sawmill Rd	Shelton	CT	06824	8.56	The Ridge at Sawmill	89		Complete	Apartment		2	5
131 Canal St	Shelton	CT	06824	9.17	River Side Commercial	0		Complete	Apartment		1	2
320 Howe Avenue	Shelton	CT	06824	9.18	Cedar Village at Carroll's Ph 2	30	11/2021	Complete	Apartment		1	4
502 Howe Ave	Shelton	CT	06824	8.98	502 Howe Ave	56	10/2021	Complete	Apartment		1	1
100 Oakview Dr	Trumbull	CT	06824	7.39	Ten Trumbull	202	03/2020	Complete	Apartment		1	4
					Total	**498**						
80 South St	Bethel	CT	06824	8.22	80 South Street	10		Planned	Apartment	6/2022	1	2
155 Pond St	Bridgeport	CT	06824	9.13	155 Pond Street	24		Planned	Apartment	3/2022	1	3
9 Covered Bridge Rd	Newtown	CT	06824	8.08	Covered Bridge Apartments Bldgs 2-7	216		Planned	Apartment	7/2021	6	3
523 Howe Ave	Shelton	CT	06824	8.98	523 Howe Ave	11		Planned	Apartment	10/2021	1	4
475 Howe Ave	Shelton	CT	06824	9.03	475 Howe Avenue	8		Planned	Apartment	6/2022	1	2
509 Howe Ave	Shelton	CT	06824	9.02	509 Howe Avenue	27		Planned	Apartment	10/2021	1	5
1 Parrott Dr	Shelton	CT	06824	8.15	Elevate at Shelton	206		Planned	Apartment	10/2021	2	4
					Total	**502**						
2060 E Main St	Bridgeport	CT	06824	9.76	2060 East Main Street	30		Proposed	Apartment		1	4
4185 Black Rock Tpke	Fairfield	CT	06824	8.6	4185 Black Rock Turnpike	94		Proposed	Apartment		1	4
5454 Park Ave	Fairfield	CT	06824	7.09	Park Avenue Apartments	80		Proposed	Apartment		N/A	N/A
4480 Black Rock Tpke	Fairfield	CT	06824	8.5	Black Rock Turnpike Apartments	100		Proposed	Apartment		1	N/A
127 Main St	Monroe	CT	06824	1.9	Pond View Apartments	196		Proposed	Apartment		7	3
35 S Main St	Newtown	CT	06824	5.51	35 South Main Street	20		Proposed	Apartment		1	2
7 Ivy Brook Rd	Shelton	CT	06824	9.54	7 Ivy Brook Rd	63		Proposed	Apartment		1	4
434 Howe Ave	Shelton	CT	06824	9.06	Phoenix Tower	18		Proposed	Apartment		1	5
113 Canal St	Shelton	CT	06824	9.2	Riverview Park Royal	92		Proposed	Apartment		1	4
62 Center St	Shelton	CT	06824	9.05	62 Center Street	42		Proposed	Apartment		1	4
1055 Bridgeport Ave	Shelton	CT	06824	7.97	Langanke's Apartments	60		Proposed	Apartment		1	5
60 Todd Rd	Shelton	CT	06824	8.54	60 Todd Road	94		Proposed	Apartment		1	4
301 Old Bridgeport Ave	Shelton	CT	06824	8.65	301 Old Bridgeport Avenue	43		Proposed	Apartment		1	3
5065 Main St	Trumbull	CT	06824	7.07	Residences on Main	260		Proposed	Apartment		5	4
49 Daniels Farm Rd	Trumbull	CT	06824	6.62	49 Daniels Farm Road	11		Proposed	Apartment		1	3
					Total	**1203**						
356 Howe Ave	Shelton	CT	06824	9.13	Riverwalk Place	35		Under Constr.	Apartment		1	5
1039 Howe Ave	Shelton	CT	06824	7.75	Vista Apartments 2	16		Under Constr.	Apartment		1	4
					Total	**51**						
					Grand Total	2254						

REALTY CONCEPTS INC
Counselors • Investment Managers • Appraisers

Civilian Labor Force Profile

Apt: East Fairfield County Realty Concepts, Inc.

Population 573,356

2022 Labor Force

Age Group	Population	Employed	Unemployed	Unemployment Rate	Labor Force Participation Rate	Employment-Population Ratio
16+	464,269	283,210	16,212	5.4%	64.5%	61
16-	68,064	34,486	5,218	13.1%	58.3%	51
25-	215,313	170,468	7,822	4.4%	82.8%	79
55-	79,647	56,628	2,402	4.1%	74.1%	71
65+	101,243	21,627	770	3.4%	22.1%	21

Economic Dependency	
Total	101.5
Child (<16)	38.5
Working-Age (16-64)	35.0
Senior (65+)	28.0

Industry	Employed	Percent	US Percent	Location Quotient	Basic %	Basic Jobs
Total	283,210	100.0%	100.0%	-	**6.56%**	18,566
Agriculture/Forestry/Fis	678	0.2%	1.2%	0.17	FALSE	0
Mining/Quarrying/Oil &	188	0.1%	0.4%	0.25	FALSE	0
Construction	21,762	7.7%	7.1%	1.08	7.41%	1,612
Manufacturing	26,353	9.3%	9.6%	0.97	FALSE	0
Wholesale Trade	6,212	2.2%	2.5%	0.88	FALSE	0
Retail Trade	30,695	10.8%	10.8%	1.00	FALSE	0
Transportation/Wareho	11,656	4.1%	5.5%	0.75	FALSE	0
Utilities	1,582	0.6%	0.8%	0.75	FALSE	0
Information	5,331	1.9%	1.9%	1.00	FALSE	0
Finance/Insurance	18,472	6.5%	4.8%	1.35	25.93%	4,789
Real	6,432	2.3%	2.0%	1.15	13.04%	839
Professional/Scientific/T	25,868	9.1%	8.0%	1.14	12.28%	3,177
Management of	317	0.1%	0.1%	1.00	FALSE	0
Admin/Support/Waste	12,159	4.3%	3.8%	1.13	11.50%	1,399
Educational Services	27,250	9.6%	9.0%	1.07	6.54%	1,783
Health Care/Social	44,484	15.7%	14.5%	1.08	7.41%	3,295
Arts/Entertainment/Rec	5,986	2.1%	1.8%	1.17	14.53%	870
Accommodation/Food	15,715	5.5%	6.5%	0.85	FALSE	0
Other Services	14,182	5.0%	4.7%	1.06	5.66%	803
Public Administration	7,888	2.8%	4.9%	0.57	FALSE	0
						18,566
					EBM	**15.25**
					PER	**2.02**

Data Note: Location Quotients compare the industry/occupation share of a local area's employment relative to that same share nationally. A value lower/greater than 1indicates that the local area is less/more specialized in that industry or occupation category than the US as a whole.

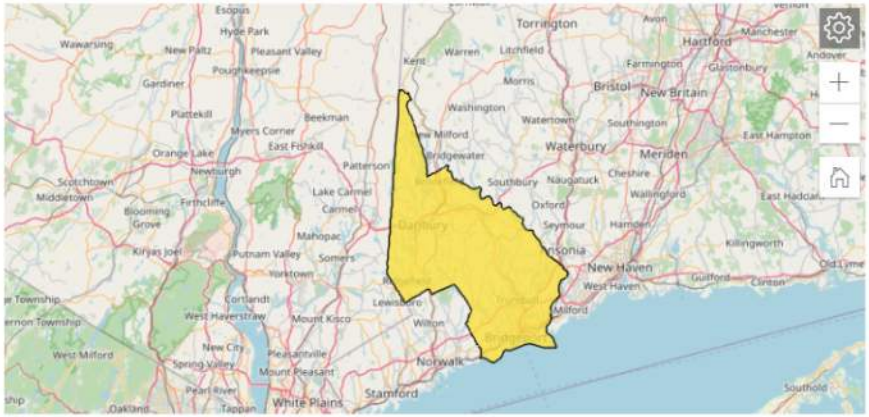
Explore the Esri Labor Force Learn Lesson for more information on how to use and interpret the estimates in this report.

Source: Esri forecasts for 2022 and 2027.

The preceding labor force profile of the Fairfield East Apartment Trade Area resulted in about 18,500 basic jobs, resulting in an economic base multiplier (EBM) of 15.25. Hence for every basic job there are about 14.25 non-basic jobs and a population employment ratio (PER) of about 2.02- for every job there is about 1.02 additional population. The preponderance of jobs are within white collar employment sector and the service sector. Finance and insurance, professional /scientific and health care/social services sectors represent the largest sectors with 11,261jobs or about 61% of all basic employment in the apartment trade area. 15% of the state's basic employment is within the subject's apartment trade area.

Benchmark Demographics

Apt: East Fairfield County



Generations	Apt: East Fairfield County	States Connecticut	United States of America United States
Generation Alpha (Aged 0-2)	36,630	216,844	23,636,050
Generation Z (Aged 3-20)	133,867	795,977	75,777,673
Millennial (Aged 21-37)	124,913	798,552	81,945,486
Generation X (Aged 38-54)	122,268	754,486	65,640,254
Baby Boomer (Aged 55-73)	119,767	797,736	69,178,984
Silent & Greatest (Aged 73 or more)	35,963	242,320	19,529,450

Household Income	Apt: East Fairfield County	States Connecticut	United States of America United States
<$15,000	8.2%	8.6%	8.5%
$15,000-$24,999	6.8%	7.1%	7.2%
$25,000-$34,999	4.7%	6.1%	7.5%
$35,000-$49,999	8.5%	9.1%	11.1%
$50,000-$74,999	13.5%	14.2%	16.9%
$75,000-$99,999	10.7%	11.9%	13.2%
$100,000-$149,999	16.5%	17.3%	17.2%
$150,000-$199,999	11.7%	10.4%	8.4%
$200,000+	19.5%	15.4%	9.9%

Key Facts	Apt: East Fairfield County	States Connecticut	United States of America United States
Population	573,408	3,605,915	335,707,897
Daytime Population	539,431	3,578,014	334,030,173
Employees	283,244	1,820,208	162,090,385
Households	209,852	1,421,687	128,657,669
Average HH Size	2.66	2.46	2.55
Median Age	40.7	41.8	38.9
Housing Facts			
Median Home Value	378,610	303,717	283,272
Owner Occupied %	67.3%	64.9%	64.6%
Renter Occupied %	32.7%	35.1%	35.4%
Total Housing Units	224,602	1,540,885	142,933,286
Income Facts			
Median HH Income	$93,396	$83,781	$72,414
Per Capita Income	$51,756	$49,829	$40,363
Median Net Worth	$275,188	$214,961	$155,942

CCIM Institute
Commercial Real Estate's Global Standard for Professional Achievement

Based on ideas by Gary M. Ralston, CCIM, SIOR, CPM, CRE, CLS, CDP, CRX, FRICS
Coldwell Banker Commercial Saunders Ralston Dantzler Realty

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2018 and 2023

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Benchmark Demographics

Apt: East Fairfield County

Occupation by Industry	Apt: East Fairfield County	States Connecticut	United States of America United States
Ag/Forestry/Fishing	0.2%	0.3%	1.2%
Mining/Oil & Gas	0.1%	0.1%	0.4%
Construction	7.7%	6.4%	7.1%
Manufacturing	9.3%	9.5%	9.6%
Wholesale Trade	2.2%	2.3%	2.5%
Retail Trade	10.8%	10.4%	10.8%
Transport & Warehousing	4.1%	4.2%	5.5%
Utilities	0.6%	0.7%	0.8%
Information	1.9%	1.9%	1.9%
Finance & Insurance	6.5%	7.4%	4.8%
Real Estate & Leasing	2.3%	1.9%	2.0%
Prof & Technical Services	9.1%	8.1%	8.0%
Management of Companies	0.1%	0.1%	0.1%
Admin & Waste Mgmt	4.3%	3.5%	3.9%
Educational Services	9.6%	10.8%	9.0%
Health Care & Social Assist	15.7%	16.5%	14.5%
Arts/Entertainment/Recreation	2.1%	2.4%	1.8%
Accom & Food Services	5.5%	5.4%	6.5%
Other Services	5.0%	4.5%	4.7%
Public Administration	2.8%	3.7%	4.9%

Occupation by Industry	Apt: East Fairfield County	States Connecticut	United States of America United States
Ag/Forestry/Fishing	677	5,710	1,885,414
Mining/Oil & Gas	188	1,050	581,692
Construction	21,767	117,082	11,547,929
Manufacturing	26,354	172,878	15,599,649
Wholesale Trade	6,216	41,019	4,005,424
Retail Trade	30,701	189,693	17,507,961
Transportation & Warehousing	11,657	77,210	8,951,781
Utilities	1,583	12,641	1,362,753
Information	5,331	34,277	3,018,469
Finance & Insurance	18,471	134,457	7,841,079
Real Estate & Leasing	6,426	34,313	3,251,996
Prof & Tech Services	25,874	146,844	13,016,951
Management of Companies	317	1,270	97,694
Admin & Waste Mgmt	12,161	63,408	6,232,378
Educational Services	27,251	196,880	14,659,591
Health Care & Social Assist	44,498	300,103	23,506,215
Arts/Entertainment/Recreation	5,987	42,747	2,872,227
Accom & Food Services	15,717	99,027	10,606,059
Other Services	14,176	82,547	7,599,446
Public Administration	7,893	67,052	7,945,677

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Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2018 and 2023

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Affordable Housing

Based on the Connecticut Department of Housing, Monroe and Trumbull, Connecticut are non-exempt Connecticut municipality with only 1.33% of its housing stock affordable in Monroe and 5.56% In Trumbull. The goal is 10% of a municipalities housing stock.

2021 Affordable Housing Appeals List - Non-Exempt Municipalities							
Town	2010 Census	2021 Gov Assisted	2021 Tenant Rental Assistance	2021 Single Family CHFA/USDA Mortgages	2021 Deed Restricted Units	2021 Total Assisted Units	2020 Percent Affordable
Marlborough	2,389	24	0	24	0	48	2.01%
Middlebury	2,892	77	5	18	20	120	4.15%
Middlefield	1,863	30	3	18	1	52	2.79%
Milford	23,074	728	244	168	74	1,214	5.26%
Monroe	6,918	35	5	44	8	92	1.33%
Montville	7,407	81	54	247	0	382	5.16%
Thomaston	3,276	104	5	97	0	206	6.29%
Thompson	4,171	151	13	42	0	206	4.94%
Tolland	5,451	127	12	95	3	237	4.35%
Trumbull	13,157	315	19	82	315	731	5.56%
Union	388	0	0	6	0	6	1.55%

Affordable Housing –§8-30g

7182 Main Street LLC proposes to construct a new building on the Property containing 21 new residential units in Monroe and 36 new residential units in Trumbull. There will be a total of 6 studio units, 45 one-bedroom units, and 6 two-bedroom units. Other associated site improvements are proposed including access to a recreational walking trail, parking, lighting, landscaping, and other improvements.

7182 MAIN STREET, LLC proposes to designate at least six (6) units as Affordable Housing Units according to regulations, which meet the criteria under the Zoning Regulations for households whose annual income does not exceed eighty (80%) percent of the AMI. There will be (4) one-bedroom, one (1) two-bedroom and one (1) studio affordable housing units. The remainder of the units will be market rate. 7182 MAIN STREET, LLC has designated the specific units that will be Affordable Housing Units on Appendix A (Under Separate Cover). Designation of particular units, may change over time, and updated schedules will be provided to the Commission, should that occur. Those units so designated shall be subject to the terms set out in this Plan and the Monroe and Trumbull Zoning Regulations.

Renter Statistics

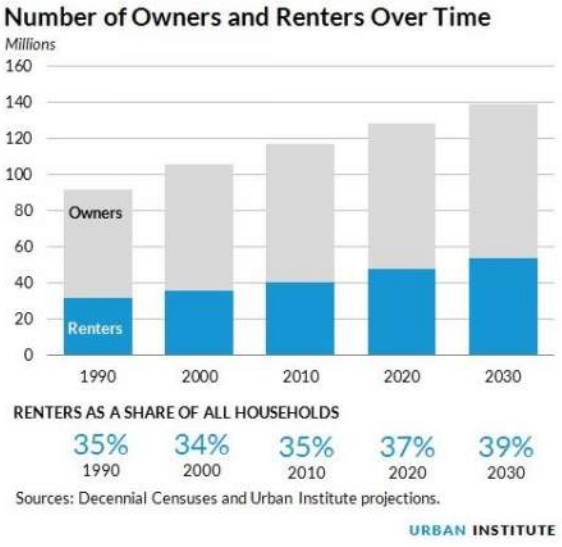
An October 17, 2021, report by i Property Management reported a decline in home ownership indicating about 36% of Americans are renters which is about 44.1 million households. Connecticut renters represent 35% of households. They also reported the following renter profile:

I Property Management reported July 14, 2022 the following updated rental statistics for Connecticut.

Connecticut Renting Statistics

Renters are more likely to be older and move less.

- 34.01% of households rent their homes.
- The median gross rent is $1,217, up 3.40% YoY.
- The rental vacancy rate is 5.4%.
- 2.1 people live in the average renting household.
- 12.61% of rent-paying households pay $2,000 or more per month in rent.
- 3.83% of occupied units are not rent-paying.
- 28.7% of renters are under 35 years old.
- 19.3% are 65 or older.
- 14.7% of renters are not high school graduates.
- 28.8% of renters have a bachelor's degree or higher.
- 6.0% of renting households have lived in their home for more than 20 years.
- The largest racial demographics among renters are White, including Caucasian, Hispanic or Latino (64.6%), Caucasian (51.8%), Hispanic or Latino (24.5%), and Black or African American (17.9%).



National Multifamily Housing Council Data

Age Distribution of Population				
Age Distribution	**People in Rental Housing**	**Share**	**People in Owner-Occupied Housing**	**Share**
Under 30 Years Old	52,423,162	49%	70,036,762	33%
30 to 44 Years Old	24,850,559	23%	38,269,871	18%
45 to 64 Years Old	20,049,341	19%	61,963,429	29%
65 Years and Older	9,881,116	9%	42,680,921	20%
Total	**107,204,178**	**100%**	**212,950,983**	**100%**

Source: NMHC tabulations of 2019 American Community Survey microdata, US Census Bureau. Updated 11/2020. Note: Does not include non-housing units.

Households (Millions) by Living Arrangement				
Living Arrangement	**Apartment Households**	**All Households**	**Apartment Households Share**	**All Households Share**
Single Male	4.5	15.6	23%	13%
Single Female	5.4	19.2	27%	16%
Couple Only	3.4	39.3	17%	32%
Couple with Children	2.1	26.5	11%	22%
Single Parent	2.0	9.5	10%	8%
Roommates	1.1	11.6	5%	9%
Other Households	1.3	8.5	6%	7%

Source: NMHC tabulations of 2019 American Community Survey microdata, US Census Bureau. Updated 11/2020.

Households (Millions) by Number of Members in Household				
Number of Members in Household	**Apartment Households**	**All Households**	**Apartment Households Share**	**All Households Share**
1	9.9	34.8	49%	28%
2	5.6	42.1	28%	34%
3	2.3	18.8	12%	15%
4+	2.2	27.1	11%	22%

Source: NMHC tabulations of 2019 American Community Survey microdata, US Census Bureau. Updated 11/2020.

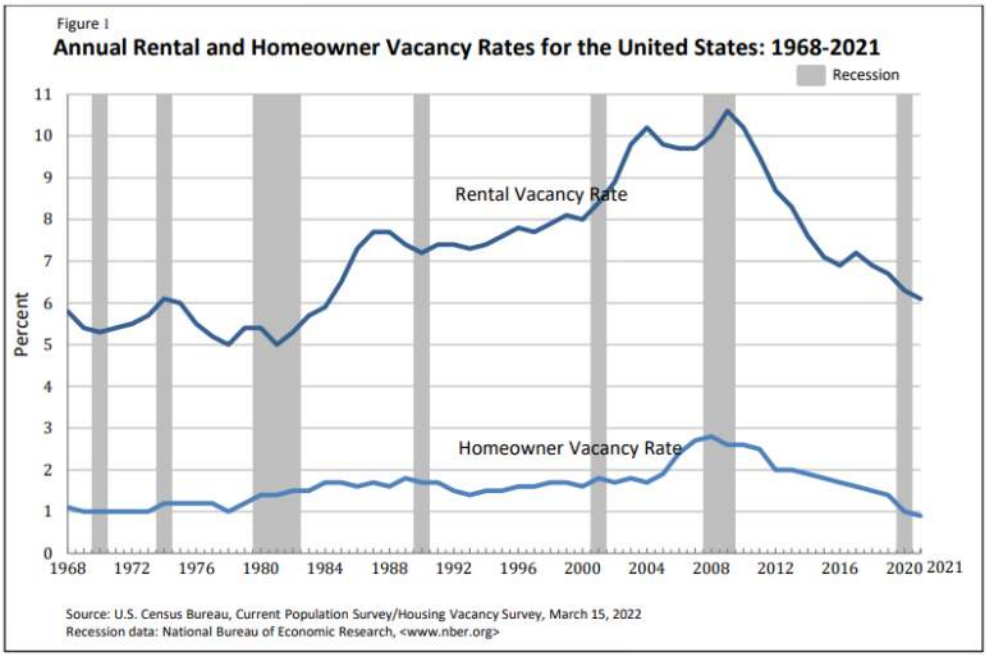
National Multifamily Housing Council Data-Continued

Households (millions) by Number of Vehicles Per Household				
Number of Vehicles per Household	Apartment Households	All Households	Apartment Households Share	All Households Share
0	5.3	10.6	26%	9%
1	9.9	39.8	50%	32%
2	4.1	45.3	20%	37%
3 or More	0.7	27.2	4%	22%
Source: NMHC tabulations of 2019 American Community Survey microdata, US Census Bureau. Updated 11/2020.				

What Type of Structure Do Renters Live In?				
Structure Type	Households	Percent	Residents	Percent
Single-Family	14,451,106	33%	43,947,793	41%
2 to 4 Units	7,630,423	17%	17,926,746	17%
5 or More Units	19,997,161	45%	40,001,331	37%
Mobile Homes	1,881,729	4%	5,236,995	5%
Other	51,160	0%	91,313	0%
Total	**44,011,579**	**100%**	**107,204,178**	**100%**
Source: 2019 American Community Survey, 1-Year Estimates, US Census Bureau. Updated 11/2020.				

Telecommuting Frequency		
Telecommuting Frequency	Apartment Resident Respondents	Share of Apartment Resident Respondents
Once a month or less	31,409	23%
A few times a month	42,336	31%
Once a week	19,234	14%
Several days a week	27,921	20%
Everyday	15,441	11%
Source: 2020 NMHC/Kingsley Associates Apartment Resident Preferences Report, a survey of 373,000 apartment residents. Updated 12/2019. Note: These responses are from survey respondents that first responded "yes" to whether they telecommute.		

Census Bureau Rental Housing Data



Housing Demographics

A 2021 report by i Property Management reported a decline in home ownership indicating about 35.0% of Americans are renters which is about 44.1 million households. Connecticut renters represent 35% of households. They also reported the following renter profile:

Homeowner vs. Renter Demographics-National

Renter households are more likely to be singles.

- 16.9 million or 38.3% of renting households are single occupant.
- 4 million renters (9.1%) and 48.2 million homeowners (61.2%) are married with both spouses present.
- Married couples include 195,000 renters (0.4%) and 499,000 homeowners (0.6%) who are same-sex married couples.
- 4 million renters and 3.6 million homeowners are unmarried couples with both partners present.
- 253,000 renters and 221,000 homeowners were same-sex unmarried couples.
- 8 million veterans are homeowners compared to 3.6 million veterans who rent their homes. • 585,000 active duty servicemembers owned their homes, compared to 533,000 active duty servicemembers who rented their homes.

- 5.4 million apartment households are single women.
- 26% of renting householders are married couples.
- 42.5% of renters are single women; 31.5% are single men.
- $36,000 is the median annual household income among renting households.
- 51% of renters are white.
- Renters 30 years old and younger live in 49% of renter-occupied units.
- 37% of renting households are single person.
- 32% of renting households include children.
- 10% of renters say there is a lot of serious crime in their neighborhood; 25% report a lot of petty crime.

Connecticut Homeowner vs. Renter Statistics

Connecticut households are 1.4% more likely to own their homes; the median monthly mortgage payment in Connecticut is 37.8% higher than the median mortgage payment nationwide.

- 1,377,166 total households in Connecticut have an average of 2.6 occupants.
- 895,158 or 65.0% of households in Connecticut own their homes.
- 482,008 or 35.0% of households rent their homes.
- The median gross rent in Connecticut is $1,777 per month.
- The median monthly mortgage payment is $2,096.
- The homeowner vacancy rate is 0.6%.
- Rental vacancy is 5.4%.

Renter Statistics-Continued

Homeowners vs. Renters (2021Q4)

	Homeowners	Renters
Number of Households	78,716,628	44,086,224
Share of Households	64.1%	35.9%
Average Monthly Payments	$1,297 mortgage*	$1,149 rent
Total Monthly Housing Costs†	$1,510	$1,301
Vacancy Rate	0.9%	6.2%
Median Household Wealth	$254,900 ($98,500 excluding home equity)	$6,270

National Multifamily Housing Council Data

Age Distribution of Population				
Age Distribution	**People in Rental Housing**	**Share**	**People in Owner-Occupied Housing**	**Share**
Under 30 Years Old	47,851,454	47%	73,831,111	33%
30 to 44 Years Old	23,730,150	24%	40,492,097	18%
45 to 64 Years Old	19,310,300	19%	62,141,256	28%
65 Years and Older	10,037,652	10%	44,086,562	20%
Total	**100,929,556**	**100%**	**220,551,026**	**100%**
Source: NMHC tabulations of 2020 American Community Survey microdata, US Census Bureau. Updated 7/2022. Note: Does not include non-housing units.				

Households (Millions) by Living Arrangement				
Living Arrangement	**Apartment Households**	**All Households**	**Apartment Households Share**	**All Households Share**
Single Male	4.7	16.2	24%	13%
Single Female	5.7	20.2	29%	16%
Couple Only	3.5	41.0	18%	33%
Couple with Children	1.9	27.8	10%	22%
Single Parent	1.5	7.9	8%	6%
Roommates	0.9	10.3	4%	8%
Other Households	1.1	7.7	6%	6%
Source: NMHC tabulations of 2020 American Community Survey microdata, US Census Bureau. Updated 7/2022.				

Households (Millions) by Number of Members in Household				
Number of Members in Household	**Apartment Households**	**All Households**	**Apartment Households Share**	**All Households Share**
1	10.3	36.4	53%	29%
2	5.3	41.8	27%	34%
3	1.9	18.3	10%	15%
4+	1.9	27.9	10%	22%
Source: NMHC tabulations of 2020 American Community Survey microdata, US Census Bureau. Updated 7/2022.				

National Multifamily Housing Council Data-Continued

Households (millions) by Number of Vehicles Per Household				
Number of Vehicles per Household	**Apartment Households**	**All Households**	**Apartment Households Share**	**All Households Share**
0	5.0	10.3	26%	8%
1	10.0	40.4	52%	33%
2	3.7	45.5	19%	37%
3 or More	0.6	28.2	3%	23%
Source: NMHC tabulations of 2020 American Community Survey microdata, US Census Bureau. Updated 7/2022.				

What Type of Structure Do Renters Live In?				
Structure Type	**Households**	**Percent**	**Residents**	**Percent**
Single-Family	14,070,503	33%	41,978,099	42%
2 to 4 Units	7,779,476	18%	17,507,151	17%
5 or More Units	19,365,630	45%	36,808,600	36%
Mobile Homes	1,690,368	4%	4,541,561	4%
Other	53,018	0%	94,145	0%
Total	**42,958,995**	**100%**	**100,929,556**	**100%**
Source: NMHC tabulations of 2020 American Community Survey microdata, US Census Bureau. Updated 7/2022.				

Telecommuting Frequency		
Telecommuting Frequency	**Apartment Resident Respondents**	**Share of Apartment Resident Respondents**
Once a month or less	31,409	23%
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Once a week	19,234	14%
Several days a week	27,921	20%
Everyday	15,441	11%
Source: 2020 NMHC/Kingsley Associates Apartment Resident Preferences Report, a survey of 373,000 apartment residents. Updated 12/2019. Note: These responses are from survey respondents that first responded "yes" to whether they telecommute.		

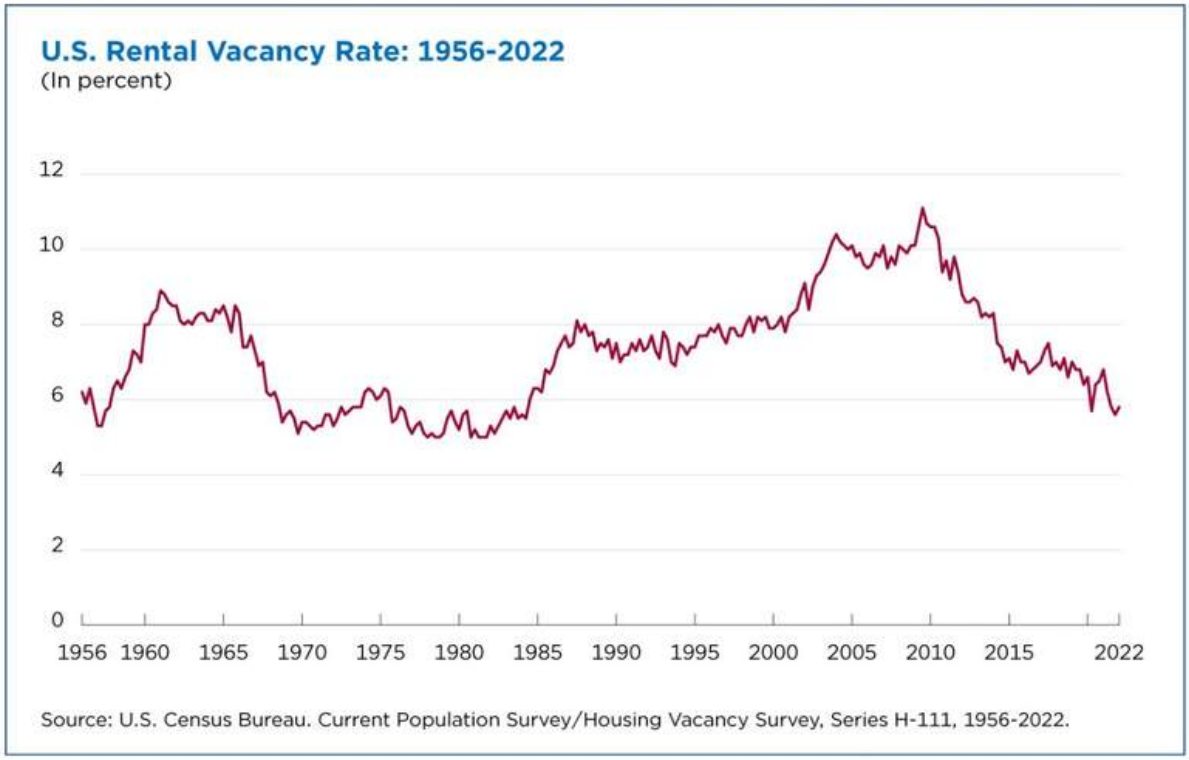
State Distribution of New Apartment Construction in 2021		
State	**Number of Apartments**	**Total Value (000s)**
Alabama	3,808	$447,170
Alaska	257	$38,763
Arizona	17,253	$2,372,793
Arkansas	2,442	$202,892
California	49,015	$9,387,024
Colorado	24,044	$3,464,896
Connecticut	1,452	$149,755
Delaware	964	$98,361
District of Columbia	4,333	$532,384
Florida	59,080	$8,204,969

Census Bureau Rental Housing Data

Low Rental Vacancy

The rental vacancy rate in the first quarter of 2022 was 5.8% — higher than the historical low of 5.0% recorded prior to 1985.

However, it was lower than the quarterly rental vacancy rate estimate at any point during the 35-year period from 1985 through 2019.



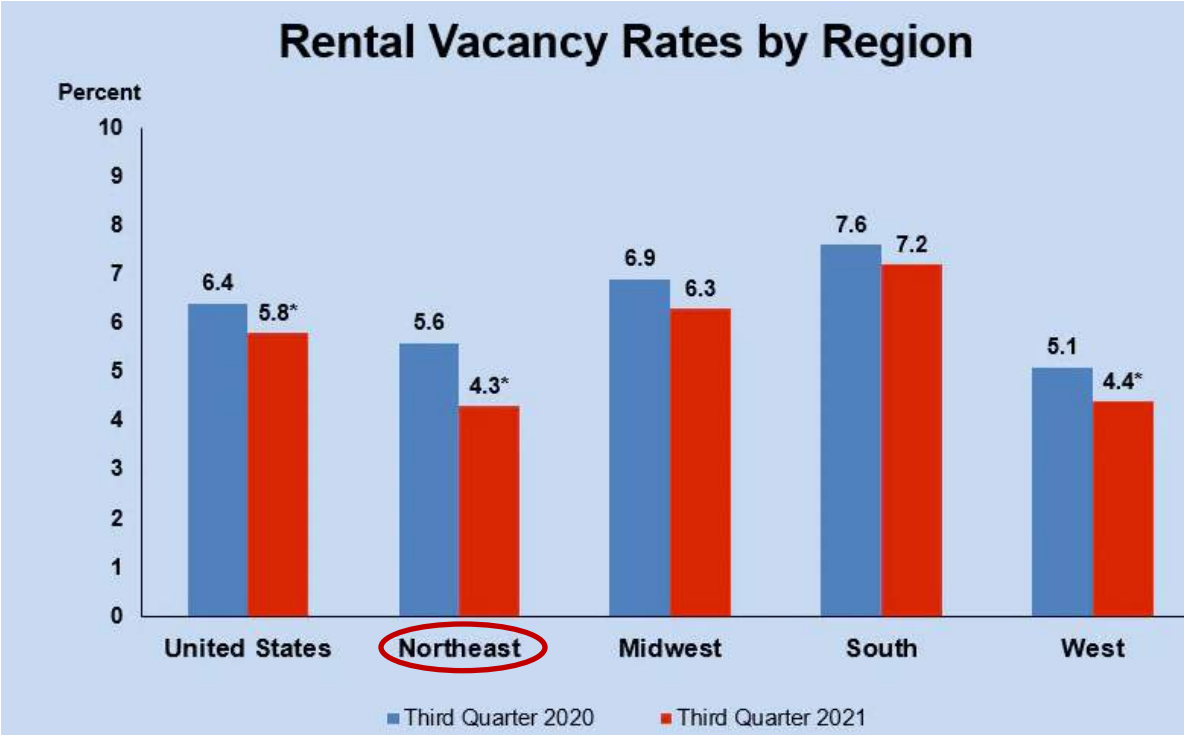
Fastest Metro-Level Rent Growth

Among 52 CBSAs with Population >1 Million

Rank	Over Past 6 Months		Over Past 12 Months		Since March 2020	
#1	San Jose	(+11%)	Miami	(+25%)	Tampa	(+42%)
#2	Rochester	(+11%)	Orlando	(+24%)	Rochester	(+41%)
#3	New York	(+10%)	Tucson	(+21%)	Tucson	(+40%)
#4	Providence	(+9%)	Tampa	(+20%)	Riverside	(+38%)
#5	Boston	(+9%)	San Diego	(+20%)	Miami	(+37%)
#6	Hartford	(+9%)	Nashville	(+19%)	Las Vegas	(+35%)
#7	San Diego	(+9%)	New York	(+19%)	Phoenix	(+34%)
#8	Orlando	(+8%)	Raleigh	(+18%)	Orlando	(+33%)
#9	Seattle	(+8%)	Charlotte	(+18%)	Jacksonville	(+33%)
#10	Louisville	(+8%)	Austin	(+17%)	Providence	(+32%)

Source: Apartment List Rent Estimates; data as of June 2022.
Data Available: *apartmentlist.com/research/category/data-rent-estimates*

Apartment List



* Denotes a statistically significant change from the rate last year

Source: U.S. Census Bureau, Current Population Survey/Housing Vacancy Survey, November 2, 2021

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Connecticut's Rental Vacancy Rate

The statewide rental vacancy rate in Connecticut is 2.1% as of the end of 2022Q2; that's 62.5% below the national average.

- Between 2022Q1 and 2022Q2, Connecticut's rental vacancy rate declined 55.3% from a rate of 4.7%.
- Rental vacancy in Connecticut increased 4.44% in 2021.
- From 2015 to 2020, Connecticut's rental vacancy rate increased 1.79%.
- Between 2005 and 2015, rental vacancy in Connecticut declined 39.1%.
- 37.0% of Connecticut households do not own a home as of 2022Q2.
- Homeowner vacancy in Connecticut is 4.0% as of 2022Q2, up 73.9% from the previous quarter.
- The Hartford metropolitan area has an average rental vacancy rate of 2.9%, down 54.7% YoY.
- New Haven-Milford has a rental vacancy rate of 1.4%, down 44.0% YoY.
- Bridgeport-Stamford-Norwalk has 1.5% rental vacancy, down 82.6% YoY.

Large Metropolitan Areas with the Lowest Rental Vacancy Rates

Metropolitan Area	Vacancy Rate 2022Q2	YoY Change
Sacramento, CA	0.9%	-69.0%
Grand Rapids, MI	1.3%	-45.8%
New Haven, CT	1.4%	-44.0%
Bridgeport, CT	1.5%	-82.6%
Rochester, NY	1.5%	-31.8%
Richmond, VA	1.9%	18.8%
Worcester, MA	2.3%	-11.5%
Fresno, CA	2.3%	35.3%
Philadelphia, PA	2.8%	-52.5%
Boston, MA	2.8%	-48.1%

Connecticut

Connecticut apartments and their residents contribute **$23.5B** to the state economy annually, supporting **91.7K** jobs.

352.0K
Apartment Residents

Spending from Connecticut's apartment residents contributes $20.8B to the local economy each year (including $2.5B in taxes), creating 85K jobs.

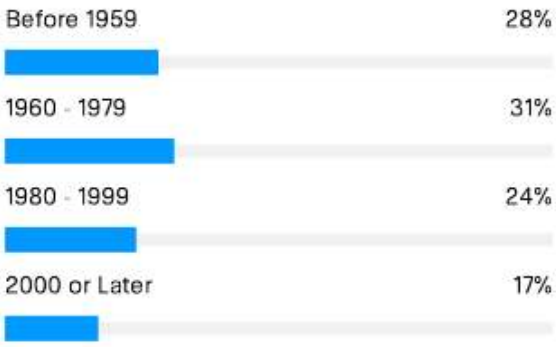
219.0K
Apartment Homes

The operation of Connecticut's apartment homes contributes $1.6B to the local economy each year (including $528.4M in property taxes), creating 2K jobs.

60%
Share of Connecticut's Apartments Built Before 1980

The renovation and repair of apartments helps preserve Connecticut's older more affordable units, contributing $391M to the local economy annually and creating 1K jobs.

Age of Stock



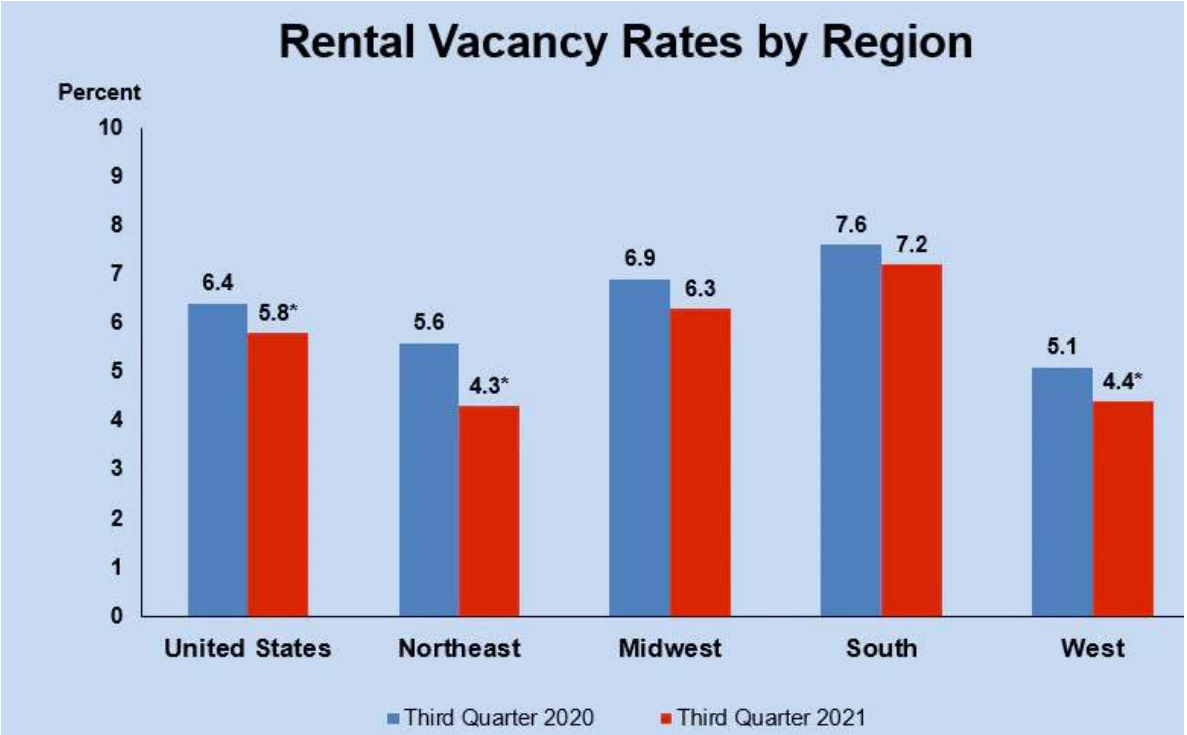
498
New Apartments Needed Annually

Apartment demand is growing and the industry needs to keep up. However, producing enough new apartments to meet demand requires new development approaches, more incentives and fewer restrictions. Connecticut needs to build 498 new apartment homes each year to meet demand. Apartment construction contributes $685.7M to Connecticut's economy annually, creating 3K jobs.

NMHC NATIONAL MULTIFAMILY HOUSING COUNCIL NAA

Source: Hoyt Advisory Services; NMHC/NAA; 2020 American Community Survey, U.S. Census Bureau

As of10 2022

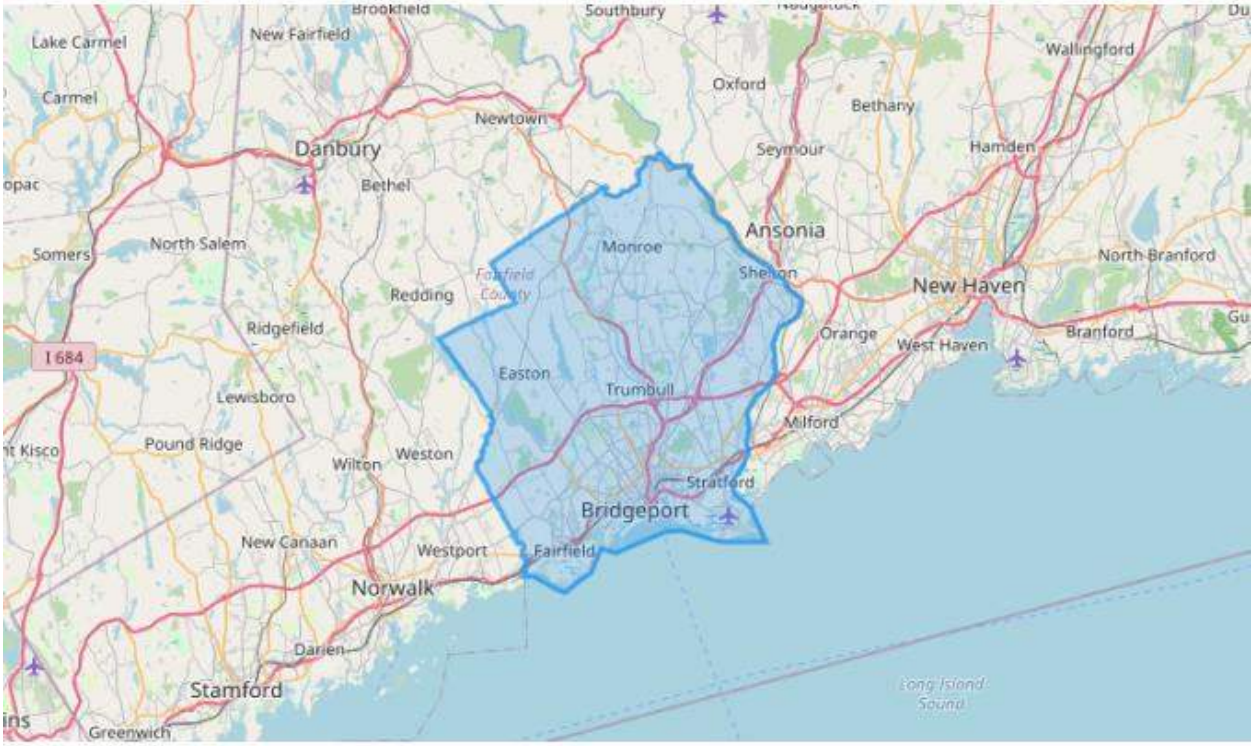


* Denotes a statistically significant change from the rate last year

Source: U.S. Census Bureau, Current Population Survey/Housing Vacancy Survey, November 2, 2021

Retail Demand

The subject site is located in the East Fairfield County retail trade are which includes Monroe and Trumbull, CT. Following is a summary of retail demand for the third quarter 2022:



Executive Briefing on Submarket Conditions

The average Asking Rent was $25.51 in the East Fairfield County submarket

- Rent in the East Fairfield County submarket was down 0.5% from Q2 2022.
- Rent is expected to finish 2022 at $25.50 in the East Fairfield County submarket.

The average Vacancy Rate was 5.0% in the East Fairfield County submarket

- The East Fairfield County submarket had the lowest vacancy in the Northeast region, third lowest in the nation.
- Vacancy in the East Fairfield County submarket drifted upward by 40 basis points.
- Vacancy is expected to finish 2022 at 5.0% in the East Fairfield County submarket.

Submarket Overview

The East Fairfield County submarket, one of three distinct geographic concentrations within Fairfield County, contains 3.3 million square feet, or 37.2% of the metro's total inventory of neighborhood and community shopping center space. In the ten-year period beginning with Q4 2012, new additions to the submarket totaled 342,000 square feet, amounting to an annualized inventory growth rate of 1.1%; over the same period, the metro growth rate has been 0.3%.

Asking and Effective Rent

Asking rents declined by 0.5% during the third quarter of 2022 to an average of $25.51, a level surpassed only by the Lower Fairfield County submarket's $37.59. Over the past four quarters, asking rents have ticked downward a total of 0.3%, down from $25.59. The East Fairfield County submarket's current asking rent levels and growth rates compare unfavorably to the county's averages of $29.48 and 0.2%. Effective rents, which exclude the value of concessions offered to prospective tenants, also fell by 0.5% during the third quarter. The identical rates of change suggest that, although rents drifted downward, landlords have avoided increasing the relative value of incentives packages used to attract and retain tenants

Competitive Inventory, Absorption

Since the beginning of Q4 2012, the metro recorded an average annual absorption rate of negative 9,800 square feet. During the third quarter, metropolitan absorption totaled negative 62,000 square feet. In the East Fairfield County submarket, however, new renters took a net total of 18,000 square feet off of the market, the highest level of absorption among Fairfield County's three submarkets. The effect of this demand was somewhat tempered by a growth in supply, as developers added a net total of 30,000 square feet to the competitive submarket stock, 100% of the inventory introduced to the entire metro during the third quarter. This is the second consecutive quarter during which this submarket recorded positive absorption, amounting to 25,000 square feet since Q2 2022. Over the last four quarters, submarket absorption totaled 25,000 square feet, 9.7% lower than the average annual absorption rate of 27,700 square feet recorded since the beginning of Q4 2012. As a result of the supply and demand dynamics during the third quarter, the submarket's average vacancy rate drifted upward by 40 basis points to 5.0%, which is 0.5 percentage points higher than the long-term average, but 2.7 percentage points lower than the current metro average.

Outlook

Reis's new construction observation team reports that no competitive retail stock will be introduced to the submarket this year, and net absorption will be flat. In response, the vacancy rate is projected to remain at 5.0%. During 2023 and 2024, 14,000 square feet; amounting to 100.0%, of the 14,000 square feet of new construction expected to be introduced to Fairfield County; will come online in the submarket. Total employment growth during 2023 and 2024 is expected to average 0.8% annually, while household formations are expected to average an increase of 0.0% per year. The East Fairfield County submarket, however, will experience negative absorption averaging 9,000 square feet per year. The submarket vacancy rate will finish 2023 at 5.4% and will rise 0.5 percentage points to 5.9% by year end 2024. Between now and year-end 2022 asking rents are expected to remain at a level of $25.50. On an annualized basis through 2023 and 2024, asking and effective rents are anticipated to increase by 0.3% and 0.5%, respectively, to finish 2024 at $25.63 and $23.43. Submarket Analysis Retail - 4th Quarter 2022 Submarket: East Fairfield Co.

Retail - Fairfield East Submarket Overview- 3Q 2022

Submarket Name	Quarter	Year	Total Buildings	Total SqFt	Vacancy %	Gross Asking Rent	Gross Rent Free (Months)
Upper Fairfield County	3	2022	15	1,330,000	14.30%	$28.57	7.8
Upper Fairfield County	3	2022	28	1,072,000	10.70%	$24.04	6.1
Lower Fairfield County	3	2022	26	1,555,000	3.50%	$38.73	5.8
Lower Fairfield County	3	2022	47	1,694,000	10.00%	$37.59	8.5
East Fairfield County	3	2022	25	1,838,000	2.90%	$23.00	6.6
East Fairfield County	3	2022	38	1,505,000	7.40%	$25.51	5.2

New Construction

Street Address	City	State	Zip	Submarket	Data As Of	Distance From Subject	Property Name	Size s/f	Months Left	Completion Date	Status	Type Secondary	Buildings	Floors
29 Stony Hill Rd	Bethel	CT	06801	Upper Fairfield County	N/A	8.93	29 Stony Hill Road	76,200	0		Proposed	Other	1	1
525 Main St	Monroe	CT	06802	East Fairfield County	N/A	0	525 Main St	10,100					1	1
8 Main St	Redding	CT	06805	Upper Fairfield County	N/A	9.65	8 Main St	7,936	0		Under Constr.	Mixed Use	1	2
899 Bridgeport Ave	Shelton	CT	06803	East Fairfield County	08/16/2021	8.19	899 Bridgeport Avenue	27,000	0	08/2020	Complete	Other	1	1
6 Bridge St	Shelton	CT	06804	East Fairfield County	08/19/2021	9.03	Riverside Commercial	16,000	0	02/2020	Complete	Apartment	1	4
745 Bridgeport Ave	Shelton	CT	06806	East Fairfield County	N/A	8.18	Fountain Square	7,950	0	04/2022	Complete	Neighborhood	1	1
745 Bridgeport Ave	Shelton	CT	06807	East Fairfield County	N/A	8.18	Fountain Square	55,376	0	08/2022	Complete	Neighborhood	6	1
801 Bridgeport Ave	Shelton	CT	06808	East Fairfield County	N/A	8.18	801 Bridgeport Ave	14,200	2	01/2023	Under Constr.	Neighborhood	1	2
							Total	214,762						

As the following chart shows, small businesses, especially in retail, support millions of jobs in the United States. According to U.S. Census data, more than 10 million people in retail worked at establishments with less than 100 employees in 2020. Almost five million worked at places with less than 20 employees, indicating that buying locally and independent doesn't just support a small business, but also the people who depend on that business for their livelihood.

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Retail Demand Outlook

Ret: East Fairfield County

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Top Tapestry Segments	Percent
Pleasantville (2B)	14.7%
Fresh Ambitions (13D)	11.5%
Top Tier (1A)	7.9%
Savvy Suburbanites (1D)	7.3%
City Lights (8A)	6.9%

Demographic Summary	2022	2027
Population	368,928	371,365
Households	134,690	135,526
Families	92,592	93,005
Median Age	39.7	40.4
Median Household Income	$83,843	$96,445

	2022 Consumer Spending	2027 Forecasted Demand	Projected Spending Growth
Apparel and Services	$406,722,192	$465,456,206	$58,734,014
Men's	$78,660,476	$90,018,495	$11,358,019
Women's	$140,123,156	$160,303,919	$20,180,763
Children's	$57,701,981	$66,058,374	$8,356,393
Footwear	$99,155,845	$113,509,710	$14,353,865
Watches & Jewelry	$23,300,758	$26,662,720	$3,361,962
Apparel Products and Services (1)	$11,109,850	$12,712,372	$1,602,522
Computer			
Computers and Hardware for Home Use	$32,384,228	$37,045,978	$4,661,750
Portable Memory	$812,767	$929,967	$117,200
Computer Software	$1,988,788	$2,276,214	$287,426
Computer Accessories	$3,204,448	$3,666,185	$461,737
Entertainment & Recreation	$593,509,510	$678,830,351	$85,320,841
Fees and Admissions	$148,740,883	$170,052,844	$21,311,961
Membership Fees for Clubs (2)	$49,623,726	$56,738,270	$7,114,544
Fees for Participant Sports, excl. Trips	$21,782,264	$24,894,928	$3,112,664
Tickets to Theatre/Operas/Concerts	$17,098,897	$19,550,562	$2,451,665
Tickets to Movies	$10,575,700	$12,102,076	$1,526,376
Tickets to Parks or Museums	$6,286,472	$7,189,545	$903,073
Admission to Sporting Events, excl. Trips	$12,404,602	$14,174,887	$1,770,285
Fees for Recreational Lessons	$30,693,478	$35,086,425	$4,392,947
Dating Services	$275,744	$316,151	$40,407
TV/Video/Audio	$211,104,581	$241,541,523	$30,436,942
Cable and Satellite Television Services	$146,218,838	$167,278,525	$21,059,687
Televisions	$19,733,775	$22,585,250	$2,851,475
Satellite Dishes	$245,646	$281,347	$35,701
VCRs, Video Cameras, and DVD Players	$855,545	$978,866	$123,321
Miscellaneous Video Equipment	$2,977,107	$3,404,448	$427,341
Video Cassettes and DVDs	$1,342,765	$1,537,353	$194,588
Video Game Hardware/Accessories	$5,005,330	$5,734,818	$729,488
Video Game Software	$2,774,175	$3,178,528	$404,353
Rental/Streaming/Downloaded Video	$11,929,575	$13,657,223	$1,727,648
Installation of Televisions	$168,277	$192,228	$23,951
Audio (3)	$19,389,481	$22,180,979	$2,791,498
Rental and Repair of TV/Radio/Sound Equipment	$464,066	$531,959	$67,893
Pets	$126,128,681	$144,240,258	$18,111,577
Toys/Games/Crafts/Hobbies (4)	$20,241,417	$23,164,803	$2,923,386
Recreational Vehicles and Fees (5)	$21,055,896	$24,054,075	$2,998,179
Sports/Recreation/Exercise Equipment (6)	$31,131,368	$35,620,071	$4,488,703
Photo Equipment and Supplies (7)	$8,410,916	$9,623,530	$1,212,614
Reading (8)	$20,180,988	$23,082,151	$2,901,163
Catered Affairs (9)	$6,583,488	$7,529,881	$946,393
Food	$1,740,954,733	$1,992,158,074	$251,203,341
Food at Home	$1,023,999,655	$1,171,743,047	$147,743,392
Bakery and Cereal Products	$132,826,376	$151,989,277	$19,162,901
Meats, Poultry, Fish, and Eggs	$223,049,048	$255,242,258	$32,193,210
Dairy Products	$104,346,382	$119,392,115	$15,045,733
Fruits and Vegetables	$204,305,601	$233,769,446	$29,463,845
Snacks and Other Food at Home (10)	$359,472,248	$411,349,951	$51,877,703
Food Away from Home	$716,955,077	$820,415,027	$103,459,950
Alcoholic Beverages	$122,307,046	$139,884,120	$17,577,074

Data Note: The Consumer Spending data is household-based and represents the amount spent for a product or service by all households in an area. Detail may not sum to totals due to rounding. This report is not a comprehensive list of all consumer spending variables therefore the variables in each section may not sum to totals.
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Retail Demand Outlook

Ret: East Fairfield County

Realty Concepts, Inc.

	2022 Consumer Spending	2027 Forecasted Demand	Projected Spending Growth
Financial			
Value of Stocks/Bonds/Mutual Funds	$5,163,961,411	$5,899,692,123	$735,730,712
Value of Retirement Plans	$19,264,131,818	$22,005,820,440	$2,741,688,622
Value of Other Financial Assets	$1,633,592,988	$1,866,137,308	$232,544,320
Vehicle Loan Amount excluding Interest	$467,921,158	$535,485,004	$67,563,846
Value of Credit Card Debt	$524,455,755	$599,873,866	$75,418,111
Health			
Nonprescription Drugs	$25,844,288	$29,566,041	$3,721,753
Prescription Drugs	$54,104,905	$61,878,073	$7,773,168
Eyeglasses and Contact Lenses	$17,448,124	$19,955,275	$2,507,151
Home			
Mortgage Payment and Basics (11)	$2,042,590,997	$2,333,273,896	$290,682,899
Maintenance and Remodeling Services	$539,427,203	$616,099,326	$76,672,123
Maintenance and Remodeling Materials (12)	$102,076,667	$116,613,924	$14,537,257
Utilities, Fuel, and Public Services	$892,849,624	$1,021,534,850	$128,685,226
Household Furnishings and Equipment			
Household Textiles (13)	$19,401,915	$22,199,668	$2,797,753
Furniture	$117,675,909	$134,623,975	$16,948,066
Rugs	$5,939,956	$6,789,842	$849,886
Major Appliances (14)	$67,032,479	$76,625,151	$9,592,672
Housewares (15)	$15,986,859	$18,290,297	$2,303,438
Small Appliances	$9,610,445	$10,997,602	$1,387,157
Luggage	$3,151,525	$3,605,786	$454,261
Telephones and Accessories	$20,498,919	$23,455,951	$2,957,032
Household Operations			
Child Care	$103,319,747	$118,173,522	$14,853,775
Lawn and Garden (16)	$87,233,765	$99,666,556	$12,432,791
Moving/Storage/Freight Express	$12,952,601	$14,826,933	$1,874,332
Housekeeping Supplies (17)	$140,948,941	$161,260,642	$20,311,701
Insurance			
Owners and Renters Insurance	$102,627,856	$117,285,625	$14,657,769
Vehicle Insurance	$331,101,418	$378,930,274	$47,828,856
Life/Other Insurance	$109,732,693	$125,423,484	$15,690,791
Health Insurance	$733,346,627	$838,689,412	$105,342,785
Personal Care Products (18)	$92,205,830	$105,510,257	$13,304,427
School Books and Supplies (19)	$24,166,715	$27,661,971	$3,495,256
Smoking Products	$63,647,993	$72,911,057	$9,263,064
Transportation			
Payments on Vehicles excluding Leases	$428,641,154	$490,388,822	$61,747,668
Gasoline and Motor Oil	$424,133,362	$485,303,296	$61,169,934
Vehicle Maintenance and Repairs	$194,760,966	$222,824,171	$28,063,205
Travel			
Airline Fares	$126,126,348	$144,213,074	$18,086,726
Lodging on Trips	$133,969,710	$153,123,696	$19,153,986
Auto/Truck Rental on Trips	$10,681,441	$12,214,383	$1,532,942
Food and Drink on Trips	$112,919,703	$129,114,876	$16,195,173

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(1) Apparel Products and Services includes shoe repair and other shoe services, apparel laundry and dry cleaning, alteration, repair and tailoring of apparel, clothing rental and storage, and watch and jewelry repair.

(2) Membership Fees for Clubs includes membership fees for social, recreational, and health clubs.

(3) Audio includes satellite radio service, radios, stereos, sound components, equipment and accessories, digital audio players, records, CDs, audio tapes, streaming/downloaded audio, musical instruments and accessories, and rental and repair of musical instruments.

(4) Toys and Games includes toys, games, arts and crafts, tricycles, playground equipment, arcade games, online entertainment and games, and stamp and coin collecting.

(5) Recreational Vehicles & Fees includes docking and landing fees for boats and planes, payments on boats, trailers, campers and RVs, rental of boats, trailers, campers and RVs, and camp fees.

(6) Sports/Recreation/Exercise Equipment includes exercise equipment and gear, game tables, bicycles, camping equipment, hunting and fishing equipment, winter sports equipment, water sports equipment, other sports equipment, and rental/repair of sports/recreation/exercise equipment.

(7) Photo Equipment and Supplies includes film, film processing, photographic equipment, rental and repair of photo equipment, and photographer fees.

(8) Reading includes digital book readers, books, magazine and newspaper subscriptions, and single copies of magazines and newspapers.

(9) Catered Affairs includes expenses associated with live entertainment and rental of party supplies.

(10) Snacks and Other Food at Home includes candy, chewing gum, sugar, artificial sweeteners, jam, jelly, preserves, margarine, fats and oils, salad dressing, nondairy cream and milk, peanut butter, frozen prepared food, potato chips and other snacks, nuts, salt, spices, seasonings, olives, pickles, relishes, sauces, gravy, other condiments, soup, prepared salad, prepared dessert, baby food, miscellaneous prepared food, and nonalcoholic beverages.

(11) Mortgage Payment and Basics includes mortgage interest, mortgage principal, property taxes, homeowners insurance, and ground rent on owned dwellings.

(12) Maintenance and Remodeling Materials includes supplies/tools/equipment for painting and wallpapering, plumbing supplies and equipment, electrical/heating/AC supplies, materials for roofing/gutters, materials for plaster/panel/siding, materials for patio/fence/brick work, landscaping materials, and insulation materials for owned homes.

(13) Household Textiles includes bathroom linens, bedroom linens, kitchen linens, dining room linens, other linens, curtains, draperies, slipcovers and decorative pillows.

(14) Major Appliances includes dishwashers, disposals, refrigerators, freezers, washers, dryers, stoves, ovens, microwaves, window air conditioners, electric floor cleaning equipment, sewing machines, and miscellaneous appliances.

(15) Housewares includes flatware, dishes, cups glasses, serving pieces, nonelectric cookware, and tableware.

(16) Lawn and Garden includes lawn and garden supplies, equipment and care service, indoor plants, fresh flowers, and repair/rental of lawn and garden equipment.

(17) Housekeeping Supplies includes soaps and laundry detergents, cleaning products, toilet tissue, paper towels, napkins, paper/plastic/foil products, stationery, giftwrap supplies, postage, and delivery services.

(18) Personal Care Products includes hair care products, nonelectric articles for hair, wigs, hairpieces, oral hygiene products, shaving needs, perfume, cosmetics, skincare, bath products, nail products, deodorant, feminine hygiene products, adult diapers, other miscellaneous care products and personal care appliances.

(19) School Books and Supplies includes school books and supplies for college, elementary school, high school, vocational/technical school, preschool and other schools.

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Retail Market Potential

Ret: East Fairfield County

Realty Concepts, Inc.

Demographic Summary	2022	2027
Population	368,928	371,365
Population 18+	288,584	294,091
Households	134,690	135,526
Median Household Income	$83,843	$96,445

Product/Consumer Behavior	Expected Number of Adults or HHs	Percent of Adults/HHs	MPI
Apparel (Adults)			
Bought any men's clothing in last 12 months	155,485	53.9%	98
Bought any women's clothing in last 12 months	140,278	48.6%	100
Bought any shoes in last 12 months	213,165	73.9%	102
Bought any fine jewelry in last 12 months	58,438	20.2%	106
Bought a watch in last 12 months	43,543	15.1%	106
Automobiles (Households)			
HH owns/leases any vehicle	117,679	87.4%	98
HH bought/leased new vehicle last 12 months	14,040	10.4%	108
Automotive Aftermarket (Adults)			
Bought gasoline in last 6 months	247,908	85.9%	97
Bought/changed motor oil in last 12 months	121,038	41.9%	88
Had tune-up in last 12 months	71,243	24.7%	101
Beverages (Adults)			
Drank non-diet (regular)in last 6 months	106,314	36.8%	94
Drank beer/ale in last 6 months	121,287	42.0%	103
Cameras (Adults)			
Own digital point & shoot camera/camcorder	30,186	10.5%	107
Own digital SLR camera/camcorder	31,925	11.1%	113
Printed digital photos in last 12 months	76,969	26.7%	105
Cell Phones (Adults/Households)			
Bought cell phone in last 12 months	92,478	32.0%	98
Have a smartphone	269,467	93.4%	102
Have a smartphone: Android phone (any brand)	104,118	36.1%	91
Have a smartphone: Apple iPhone	166,926	57.8%	110
Number of cell phones in household: 1	38,374	28.5%	93
Number of cell phones in household: 2	51,564	38.3%	100
Number of cell phones in household: 3+	42,821	31.8%	109
HH has cell phone only (no landline telephone)	84,252	62.6%	93
Computers (Households)			
HH owns a computer	111,687	82.9%	102
HH owns desktop computer	53,584	39.8%	105
HH owns laptop/notebook	89,702	66.6%	101
HH owns any Apple/Mac brand computer	36,077	26.8%	120
HH owns any PC/non-Apple brand computer	87,625	65.1%	98
HH purchased most recent computer in a store	49,660	36.9%	100
HH purchased most recent computer online	30,963	23.0%	102
HH spent $1-$499 on most recent home computer	18,077	13.4%	87
HH spent $500-$999 on most recent home computer	25,409	18.9%	99
HH spent $1,000-$1,499 on most recent home computer	17,565	13.0%	109
HH spent $1,500-$1,999 on most recent home computer	8,281	6.1%	117
HH spent $2,000+ on most recent home computer	7,136	5.3%	112

Data Note: An MPI (Market Potential Index) measures the relative likelihood of the adults or households in the specified trade area to exhibit certain consumer behavior or purchasing patterns compared to the U.S. An MPI of 100 represents the U.S. average.
Source: These data are based upon national propensities to use various products and services, applied to local demographic composition. Usage data were collected by MRI-Simmons in a nationally representative survey of U.S. households. Esri forecasts for 2022 and 2027.

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Product/Consumer Behavior	Expected Number of Adults or HHs	Percent of Adults/HHs	MPI
Convenience Stores (Adults)			
Shopped at convenience store in last 6 months	173,584	60.2%	96
Bought brewed coffee at convenience store in last 30 days	40,270	14.0%	112
Bought cigarettes at convenience store in last 30 days	17,901	6.2%	87
Bought gas at convenience store in last 30 days	89,473	31.0%	82
Spent at convenience store in last 30 days: $1-19	21,715	7.5%	99
Spent at convenience store in last 30 days: $20-$39	29,970	10.4%	101
Spent at convenience store in last 30 days: $40-$50	24,009	8.3%	97
Spent at convenience store in last 30 days: $51-$99	14,893	5.2%	85
Spent at convenience store in last 30 days: $100+	50,893	17.6%	86
Entertainment (Adults)			
Attended a movie in last 6 months	148,043	51.3%	107
Went to live theater in last 12 months	37,041	12.8%	128
Went to a bar/night club in last 12 months	49,916	17.3%	102
Dined out in last 12 months	146,973	50.9%	101
Gambled at a casino in last 12 months	36,746	12.7%	112
Visited a theme park in last 12 months	45,763	15.9%	111
Viewed movie (video-on-demand) in last 30 days	46,371	16.1%	124
Viewed TV show (video-on-demand) in last 30 days	31,217	10.8%	128
Watched any pay-per-view TV in last 12 months	22,493	7.8%	121
Downloaded a movie over the Internet in last 30 days	23,346	8.1%	106
Downloaded any individual song in last 6 months	62,502	21.7%	110
Used internet to watch a movie online in the last 30 days	103,974	36.0%	105
Used internet to watch a TV program online in last 30 days	65,438	22.7%	103
Played a video/electronic game (console) in last 12 months	35,158	12.2%	104
Played a video/electronic game (portable) in last 12 months	19,032	6.6%	110
Financial (Adults)			
Have home mortgage (1st)	104,110	36.1%	100
Used ATM/cash machine in last 12 months	182,851	63.4%	105
Own any stock	41,075	14.2%	118
Own U.S. savings bond	20,440	7.1%	115
Own shares in mutual fund (stock)	38,962	13.5%	121
Own shares in mutual fund (bonds)	24,537	8.5%	121
Have interest checking account	104,201	36.1%	102
Have non-interest checking account	104,895	36.3%	103
Have savings account	204,281	70.8%	103
Have 401K retirement savings plan	67,229	23.3%	107
Own/used any credit/debit card in last 12 months	261,517	90.6%	102
Avg monthly credit card expenditures: $1-110	33,575	11.6%	97
Avg monthly credit card expenditures: $111-$225	22,927	7.9%	101
Avg monthly credit card expenditures: $226-$450	29,239	10.1%	115
Avg monthly credit card expenditures: $451-$700	22,775	7.9%	98
Avg monthly credit card expenditures: $701-$1,000	22,696	7.9%	105
Avg monthly credit card expenditures: $1001-2000	30,780	10.7%	107
Avg monthly credit card expenditures: $2001+	30,458	10.6%	119
Did banking online in last 12 months	160,717	55.7%	105
Did banking on mobile device in last 12 months	126,463	43.8%	105

Data Note: An MPI (Market Potential Index) measures the relative likelihood of the adults or households in the specified trade area to exhibit certain consumer behavior or purchasing patterns compared to the U.S. An MPI of 100 represents the U.S. average.
Source: These data are based upon national propensities to use various products and services, applied to local demographic composition. Usage data were collected by MRI-Simmons in a nationally representative survey of U.S. households. Esri forecasts for 2022 and 2027.

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Retail Market Potential

Ret: East Fairfield County

Realty Concepts, Inc.

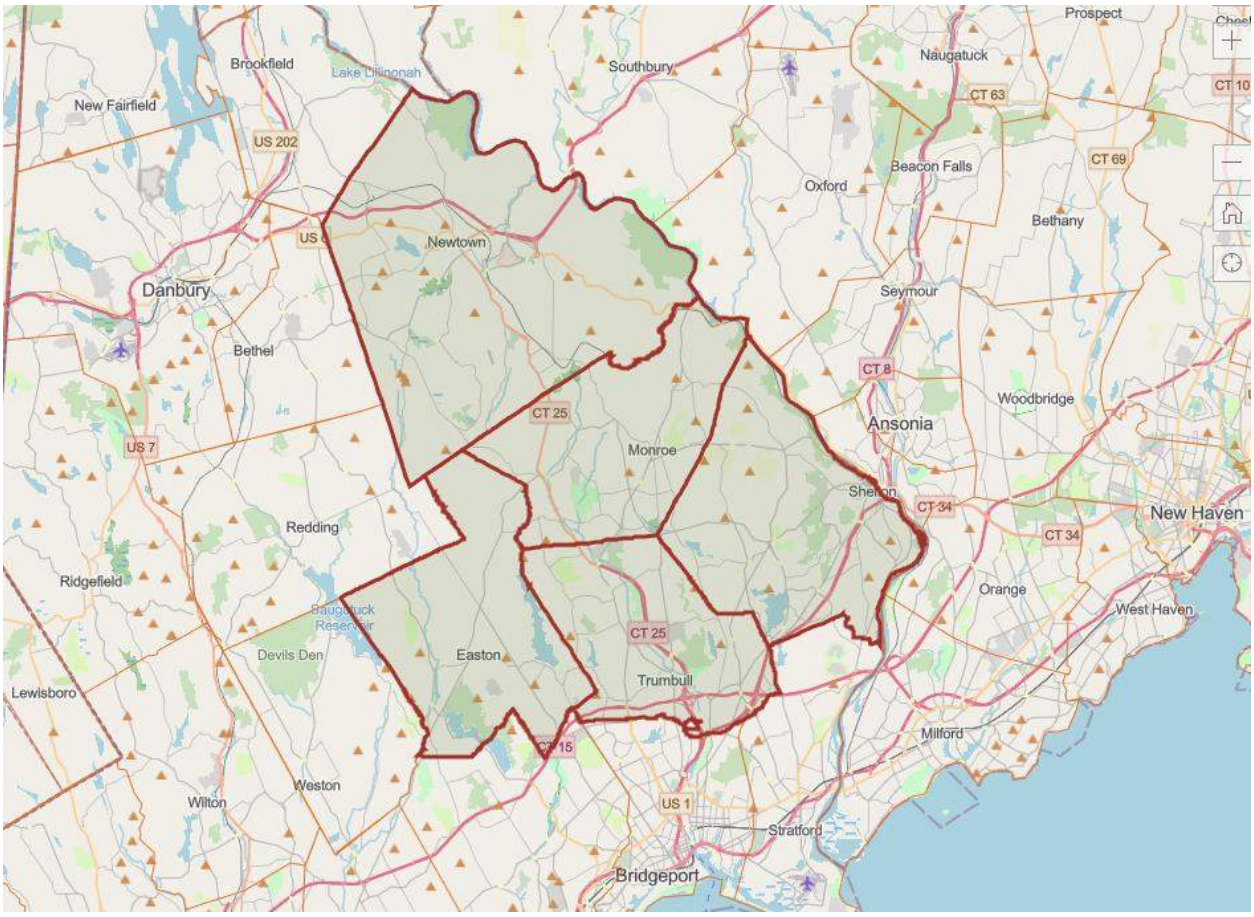
Product/Consumer Behavior	Expected Number of Adults or HHs	Percent of Adults/HHs	MPI
Restaurants (Adults)			
Went to family restaurant/steak house in last 6 months	187,763	65.1%	97
Went to family restaurant/steak house: 4+ times a month	56,414	19.5%	94
Went to fast food/drive-in restaurant in last 6 months	258,043	89.4%	99
Went to fast food/drive-in restaurant 9+ times/month	103,334	35.8%	95
Fast food restaurant last 6 months: eat in	61,342	21.3%	94
Fast food restaurant last 6 months: home delivery	40,330	14.0%	120
Fast food restaurant last 6 months: take-out/drive-thru	148,215	51.4%	92
Fast food restaurant last 6 months: take-out/walk-in	70,054	24.3%	114
Television & Electronics (Adults/Households)			
Own any tablet	167,319	58.0%	103
Own any e-reader	40,489	14.0%	115
Own e-reader/tablet: iPad	111,240	38.5%	111
HH has Internet connectable TV	56,220	41.7%	98
Own any portable MP3 player	43,453	15.1%	110
HH owns 1 TV	26,493	19.7%	100
HH owns 2 TVs	37,407	27.8%	101
HH owns 3 TVs	28,756	21.3%	97
HH owns 4+ TVs	28,394	21.1%	102
HH subscribes to cable TV	58,105	43.1%	116
HH subscribes to fiber optic	12,097	9.0%	166
HH owns portable GPS navigation device	26,453	19.6%	96
HH purchased video game system in last 12 months	14,537	10.8%	139
HH owns any Internet video device for TV	62,456	46.4%	102
Travel (Adults)			
Took domestic trip in continental US last 12 months	159,606	55.3%	104
Took 3+ domestic non-business trips in last 12 months	38,044	13.2%	105
Spent on domestic vacations in last 12 months: $1-999	37,701	13.1%	104
Spent on domestic vacations in last 12 months: $1,000-$1,499	17,896	6.2%	100
Spent on domestic vacations in last 12 months: $1,500-$1,999	11,409	4.0%	105
Spent on domestic vacations in last 12 months: $2,000-$2,999	11,169	3.9%	103
Spent on domestic vacations in last 12 months: $3,000+	21,287	7.4%	115
Domestic travel in last 12 months: used general travel website	21,323	7.4%	124
Took foreign trip (including Alaska and Hawaii) in last 3 years	115,940	40.2%	121
Took 3+ foreign trips by plane in last 3 years	30,516	10.6%	133
Spent on foreign vacations in last 12 months: $1-999	26,588	9.2%	127
Spent on foreign vacations in last 12 months: $1,000-$2,999	14,265	4.9%	128
Spent on foreign vacations in last 12 months: $3,000+	22,618	7.8%	130
Foreign travel in last 3 years: used general travel website	24,748	8.6%	131
Nights spent in hotel/motel in last 12 months: any	133,338	46.2%	102
Took cruise of more than one day in last 3 years	33,196	11.5%	107
Member of any frequent flyer program	86,212	29.9%	121
Member of any hotel rewards program	78,299	27.1%	105

Data Note: An MPI (Market Potential Index) measures the relative likelihood of the adults or households in the specified trade area to exhibit certain consumer behavior or purchasing patterns compared to the U.S. An MPI of 100 represents the U.S. average.
Source: These data are based upon national propensities to use various products and services, applied to local demographic composition. Usage data were collected by MRI-Simmons in a nationally representative survey of U.S. households. Esri forecasts for 2022 and 2027.

December 01, 2022

School Study Area – 5 Contiguous Surrounding Towns

Typically, one would analyze contiguous municipalities for the impact of school age children would have on a proposed apartment community in the subject municipality. With a limited number of newer apartments, it is necessary to find newer apartments within the Fairfield East apartment trade area or in communities similar in lifestyle, population, and school system.



Following, is a benchmark demographic analysis comparing Monroe and Trumbull to its surrounding towns of Newtown, Shelton and Easton.

Benchmark Demographics

Easton town, CT

Generations	Easton town, CT	Trumbull town, CT 4	Shelton town, CT	Monroe town, CT 4	Newtown town, CT	Counties Fairfield County	States Connecticut	of America United States
Generation Alpha (Aged 0-2)	390	2,106	2,038	968	1,449	63,051	216,844	23,636,050
Generation Z (Aged 3-20)	1,917	8,525	7,668	4,101	6,541	226,089	795,977	75,777,673
Millennial (Aged 21-37)	987	6,307	8,254	3,590	4,726	206,121	798,552	81,945,486
Generation X (Aged 38-54)	1,755	8,363	9,028	4,397	6,781	209,188	754,486	65,640,254
Baby Boomer (Aged 55-73)	2,102	8,843	10,616	4,425	6,668	199,806	797,736	69,178,984
Silent & Greatest (Aged 73 or more)	578	3,553	3,505	1,205	1,726	61,005	242,320	19,529,450

Household Income	Easton town, CT	Trumbull town, CT 4	Shelton town, CT	Monroe town, CT 4	Newtown town, CT	Counties Fairfield	States Connecticut	of America United States
<$15,000	3.4%	2.1%	5.6%	4.8%	2.8%	7.1%	8.6%	8.[illegible]
$15,000-$24,999	3.1%	4.1%	5.5%	4.3%	2.2%	5.9%	7.1%	7.2%
$25,000-$34,999	1.3%	3.0%	3.9%	3.2%	3.4%	4.2%	6.1%	7.5%
$35,000-$49,999	4.0%	5.4%	6.6%	4.8%	6.2%	7.7%	9.1%	11.1%
$50,000-$74,999	8.2%	8.8%	13.2%	7.3%	8.9%	12.3%	14.2%	16.9%
$75,000-$99,999	8.9%	9.2%	11.8%	8.2%	7.9%	9.9%	11.9%	13.2%
$100,000-$149,999	13.1%	20.0%	19.9%	19.9%	17.3%	15.6%	17.3%	17.2%
$150,000-$199,999	13.5%	16.1%	16.3%	17.0%	17.0%	11.4%	10.4%	8.4%
$200,000+	44.6%	31.3%	17.3%	30.6%	34.3%	25.8%	15.4%	9.9%

Key Facts	Easton town, CT	Trumbull town, CT 4	Shelton town, CT	Monroe town, CT 4	Newtown town, CT	Counties Fairfield	States Connecticut	of America United States
Population	7,729	37,697	41,109	18,686	27,891	965,260	3,605,915	335,707,897
Daytime Population	6,238	35,411	43,746	16,392	24,831	975,129	3,578,014	334,030,173
Employees	3,649	18,484	21,130	10,154	13,891	478,631	1,820,208	162,090,385
Households	2,631	12,897	16,441	6,674	9,947	357,316	1,421,687	128,657,669
Average HH Size	2.93	2.89	2.47	2.79	2.73	2.65	2.46	2.55
Median Age	49.0	46.4	47.3	45.2	45.9	41.0	41.8	38.9
Housing Facts								
Median Home Value	646,207	435,196	371,930	413,144	454,581	472,894	303,717	283,272
Owner Occupied %	92.5%	83.2%	78.6%	89.9%	86.5%	64.7%	64.9%	64.6%
Renter Occupied %	7.5%	16.8%	21.4%	10.1%	13.5%	35.3%	35.1%	35.4%
Total Housing Units	2,788	13,569	17,332	6,914	10,649	384,046	1,540,885	142,933,286
Income Facts								
Median HH Income	$176,636	$141,159	$106,063	$141,822	$152,801	$106,527	$83,781	$72,414
Per Capita Income	$89,603	$65,147	$55,600	$63,846	$68,452	$61,887	$49,829	$40,363
Median Net Worth	$1,386,593	$810,610	$447,585	$749,940	$855,650	$310,235	$214,961	$155,942

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Based on ideas by Gary M. Ralston, CCIM, SIOR, CPM, CRE, CLS, CDP, CRX, FRICS
Coldwell Banker Commercial Saunders Ralston Dantzler Realty

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2018 and 2023

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Benchmark Demographics

Easton town, CT

Occupation by Industry	Easton town, CT	Trumbull town, CT 4	Shelton town, CT	Monroe town, CT 4	Newtown town, CT	Counties Fairfield	States Connecticut	States of United America
Ag/Forestry/Fishing	2.5%	0.2%	0.1%	0.6%	0.8%	0.2%	0.3%	1.2%
Mining/Oil & Gas	0.5%	0.1%	0.0%	0.0%	0.4%	0.1%	0.1%	0.4%
Construction	7.8%	6.3%	8.1%	5.5%	6.2%	7.4%	6.4%	7.1%
Manufacturing	10.0%	7.9%	13.5%	11.9%	9.9%	7.3%	9.5%	9.6%
Wholesale Trade	2.9%	2.1%	2.6%	2.2%	3.9%	2.2%	2.3%	2.5%
Retail Trade	6.0%	9.8%	10.8%	9.7%	8.0%	9.9%	10.4%	10.8%
Transport & Warehousing	1.7%	2.7%	2.4%	3.3%	4.2%	3.9%	4.2%	5.5%
Utilities	1.3%	1.3%	0.9%	0.9%	0.6%	0.5%	0.7%	0.8%
Information	1.7%	2.1%	1.5%	2.9%	2.1%	2.3%	1.9%	1.9%
Finance & Insurance	7.0%	9.8%	6.0%	7.4%	7.3%	9.6%	7.4%	4.8%
Real Estate & Leasing	3.7%	1.5%	2.8%	2.2%	2.2%	2.6%	1.9%	2.0%
Prof & Technical Services	17.7%	12.1%	7.8%	13.6%	12.0%	11.0%	8.1%	8.0%
Management of Companies	0.0%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%
Admin & Waste Mgmt	2.7%	2.9%	2.7%	4.9%	2.8%	4.6%	3.5%	3.9%
Educational Services	9.6%	11.5%	10.1%	11.3%	12.0%	8.9%	10.8%	9.0%
Health Care & Social Assist	9.9%	15.5%	16.1%	10.3%	14.5%	14.4%	16.5%	14.5%
Arts/Entertainment/Recreation	2.7%	2.1%	1.4%	4.1%	3.0%	2.4%	2.4%	1.8%
Accom & Food Services	6.5%	3.4%	5.3%	2.0%	2.9%	5.4%	5.4%	6.5%
Other Services	3.8%	4.7%	5.0%	2.6%	4.4%	5.0%	4.5%	4.7%
Public Administration	2.3%	3.8%	2.9%	4.5%	2.8%	2.4%	3.7%	4.9%

Occupation by Industry	Easton town, CT	Trumbull town, CT 4	Shelton town, CT	Monroe town, CT 4	Newtown town, CT	Counties Fairfield	States Connecticut	States of United America
Ag/Forestry/Fishing	90	39	27	61	112	1,041	5,710	1,885,414
Mining/Oil & Gas	17	22	0	0	57	301	1,050	581,692
Construction	284	1,158	1,704	561	861	35,228	117,082	11,547,929
Manufacturing	364	1,453	2,846	1,208	1,374	35,171	172,878	15,599,649
Wholesale Trade	104	387	554	221	543	10,709	41,019	4,005,424
Retail Trade	218	1,812	2,280	988	1,104	47,401	189,693	17,507,961
Transportation & Warehousing	63	500	506	337	587	18,473	77,210	8,951,781
Utilities	47	242	192	96	82	2,403	12,641	1,362,753
Information	61	382	319	289	292	10,867	34,277	3,018,469
Finance & Insurance	254	1,807	1,273	753	1,020	45,977	134,457	7,841,079
Real Estate & Leasing	134	284	589	227	305	12,315	34,313	3,251,996
Prof & Tech Services	646	2,244	1,650	1,379	1,662	52,517	146,844	13,016,951
Management of Companies	0	25	29	8	8	598	1,270	97,694
Admin & Waste Mgmt	100	528	568	493	385	22,101	63,408	6,232,378
Educational Services	350	2,131	2,124	1,148	1,667	42,548	196,880	14,659,591
Health Care & Social Assist	360	2,867	3,412	1,048	2,011	68,835	300,103	23,506,215
Arts/Entertainment/Recreation	97	394	296	415	423	11,242	42,747	2,872,227
Accom & Food Services	236	632	1,110	208	403	25,676	99,027	10,606,059
Other Services	140	872	1,047	262	612	23,948	82,547	7,599,446
Public Administration	84	705	604	452	383	11,280	67,052	7,945,677

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Coldwell Banker Commercial Saunders Ralston Dantzler Realty

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2018 and 2023

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School Age Children & Target Market

The consultant has reviewed the 2021-2022 Monroe and Trumbull school data and budget to provide a breakdown of public-school aged children, number of pupils and the current cost to educate a child in Monroe. Based on public information and data provided by the Monroe Board of Education the estimated cost to educate the approximate 2020-2021 school enrollment of 3,345 students is about $17,754 per student. This per pupil cost to educate will be utilized in this analysis. All Monroe school data is as of October 1 of each year which is the benchmark utilized by the Connecticut State Department of Education.

The rental housing being proposed is market rate rental housing units with 10% of the units affordable which will attract singles living alone, childless couples and moderate sized families with income levels of approximately $100,000 and up, except for the affordable units. The demographics mirror the greater Monroe market. There are anticipated to be some school aged children living at the proposed complex.

School Age Children in Apartments

Following is data analyzing school-age children in apartments

Share of Apartment Households with School-Age Children				
All Apartment Households	Households in Apartments Built Before 1990	Households in Apartments Built 1990-1999	Households in Apartments Built 2000-2009	Households in Apartments Built 2010-2019
14.9%	15.7%	15.2%	14.3%	10.8%
Source: NMHC tabulations of 2019 American Community Survey microdata, US Census Bureau. Updated 11/2020. Note: School-age children are household members between the ages of 6-17.				

School-Age Children per 100 Apartment Households				
All Apartment Households	Households in Apartments Built Before 1990	Households in Apartments Built 1990-1999	Households in Apartments Built 2000-2009	Households in Apartments Built 2010-2019
22.6	23.9	22.9	21.5	16.3
Source: NMHC tabulations of 2019 American Community Survey microdata, US Census Bureau. Updated 11/2020. Note: School-age children are household members between the ages of 6-17.				

Variable	Monroe town, CT	Trumbull town, CT
2022 Population Age 25+: Bachelor's Degree	3,860	8,752
2022 Population Age 25+: Graduate/Professional Degr	3,177	6,806
2020 Pop 3+ Enrolled in Grade 9-12	1,426	2,813

School Age Children in Apartments- Continued

School Enrollment Projections

A 2017 book by Dr. Nathan D. Grawe titled “Demographics and The Demand for Higher Education, discusses the future demand for college education. With a projected decline in birth rates as previously demonstrated in this report, He projects a 20% decline in high school graduates in all New England states, except an increase in Massachusetts about 2025 and then a steep decline. “In sum, over the next 15 years persistent trends in migration, migration, and differential birth rates coupled with the recent acute birth dearth will markedly alter the college-aged population along dimensions of geography and race/ethnicity.” In addition, Dr. John Glasscock of the University of Connecticut has lectured of decline in college enrollment in some of his lectures. Add the cost of education and the state’s economic crisis, both add levels of uncertainty that do not present themselves currently. While demand may look good in the short term, the question is what will college demand be in five years from now and high school enrollment?

Monroe Student Enrollment as of October 1, 2021

10-1-2021 Student Enrollment

	Monroe Elementary (10/1/21)			Difference	Monroe Elementary (Last Day -8/10/21)			Difference	Monroe Elementary Budget Presentation		
	2021-22				2020-21				2021-22		
Grade Level	Enrollment	Sections	Average		Enrollment	Sections	Average		Enrollment	Sections	Average
Pre-K	58	3	19	8	50	3	17	19	39	3	13
K	53	3	18	2	51	3	17	4	49	3	16
1	53	3	18	4	49	3	16	3	50	3	17
2	52	3	17	-2	54	3	18	4	48	3	16
3	55	3	18	0	55	3	18	-2	57	3	19
4	57	3	19	12	45	2	22.5	1	56	3	19
5	48	2	24	-2	50	3	17	3	45	2	23
	376	20		22	354	20		82	344	20	
	Fawn Hollow Elementary				Fawn Hollow Elementary				Fawn Hollow Elementary Budget Presentation		
	2021-22				2020-21				2021-22		
Grade Level	Enrollment	Sections	Average		Enrollment	Sections	Average		Enrollment	Sections	Average
K	125	6	21	39	86	4	22	41	84	4	21
1	98	5	20	8	90	4	23	11	87	4	22
2	101	5	20	-8	109	5	22	7	94	5	19
3	113	5	23	5	108	5	22	4	109	5	22
4	111	5	22	14	97	5	19	3	108	5	22
5	105	4	26	-6	111	5	19	4	101	5	20
	653	30		62	601	28		70	583	28	
	Stepney Elementary				Stepney Elementary				Stepney Elementary Budget Presentation		
	2021-22				2020-21				2021-22		
Grade Level	Enrollment	Sections	Average		Enrollment	Sections	Average		Enrollment	Sections	Average
K	76	4	19	11	65	3	22	16	60	3	20
1	67	3	22	-14	81	4	20	5	62	3	21
2	84	4	21	13	71	3	24	3	81	4	20
3	75	4	19	7	68	3	23	3	72	3	24
4	70	3	23	-11	81	4	20	1	69	3	23
5	84	4	21	7	77	3	26	1	83	4	21
	456	22		13	443	20		29	427	20	
	Jockey Hollow				Jockey Hollow				Jockey Hollow		
	2021-22				2020-21				2021-22		
Grade Level	Enrollment	Sections	Average		Enrollment	Sections	Average		Enrollment	Sections	Average
6	246		0	-12	258		0	1	245		0
7	281		0	-1	282		0	-1	282		0
8	274		0	11	263		0	6	268		0
	781			-2	783			8	775		
	Masuk				Masuk				Masuk		
	2021-22				2020-21				2021-22		
Grade Level	Enrollment	Sections	Average		Enrollment	Sections	Average		Enrollment	Sections	Average
9	262		0	5	257		0	3	259		0
10	255		0	15	240		0	-3	258		0
11	249		0	-38	287		0	9	240		0
12	302		0	37	265		0	4	298		0
	1068			19	1049			13	1055		
District Total:	3384			104	3280			160	3184		

Northbrook Condominium PSAC - 10/1/2021

Grade	0	1	2	3	4	5	6	7	8	9	10	11	12	Totals	Total Elementary	Percentage
School																
Monroe Elementary			1	1										2		
Stepney Elementary	1	2	7	2	2	2								16		
Fawn Hollow Elementary						3								3	21	40.38%
Jocky Hollow Middle School							1	7	4					12		23.08%
Masuk High School										5	6	4	4	19		36.54%
Totals	1	2	8	3	2	5	1	7	4	5	6	4	4	52		100.00%

Source: Monroe Connecticut Board of Education

Monroe is devoid of any large apartment complexes to extrapolate PSAC data. The only complex in town similar in the number of units and size to the proposed 188-unit apartment complex is Northbrook Condominiums which is comprised of 319 one and two-bedroom units. The data revealed that there are 52 PSAC attending Monroe Public Schools. This represents a ratio of 0.16 students per unit or 16.3 students per 100 units. Five additional students enrolled after 10/1/21 totaling 57 students at Northbrook representing a ratio of 17.86 students per 100 units. The higher student ratio per unit is typical for condominiums with unit ownership, they tend to remain in the unit for longer periods of time and with the purpose to raise a family.

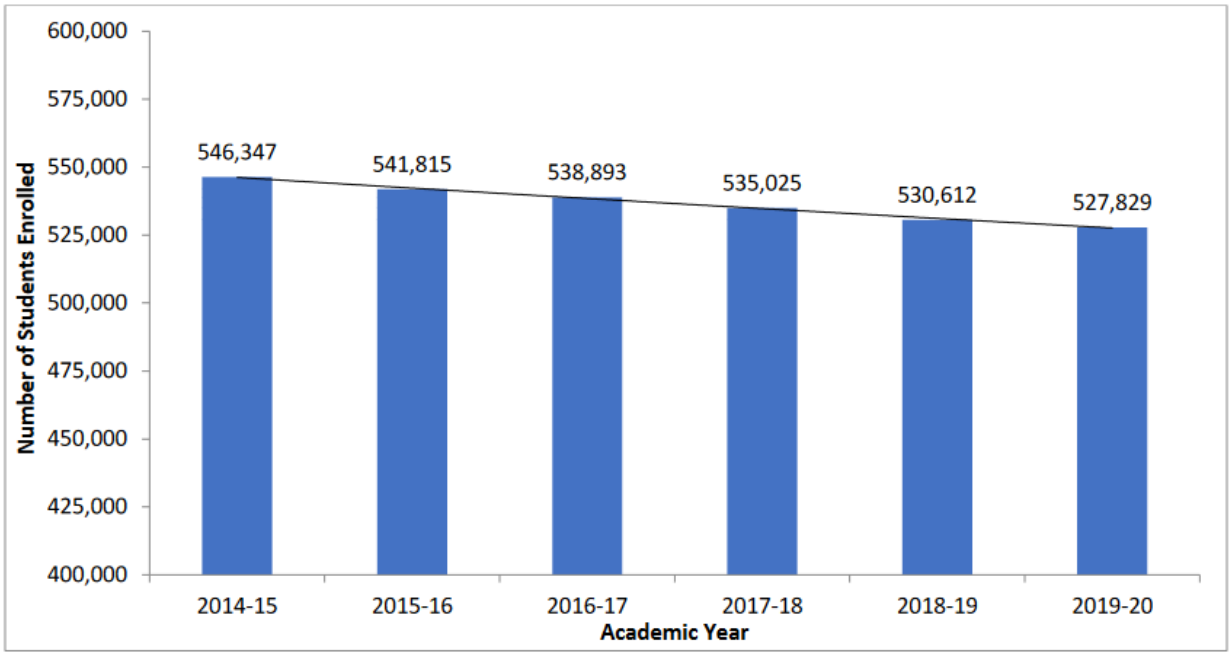
School Age Children in Apartments- Continued

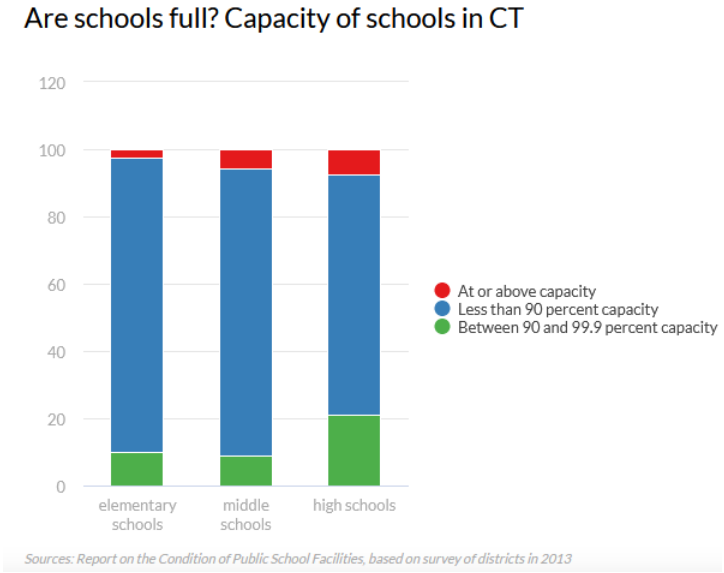
State School Enrollment Trends

Public School Enrollment

Connecticut's student enrollment in public schools continues to decline each year. The 2019-20 enrollment of 527,829 was 3.4 percent lower than the 2014-15 enrollment of 546,347.

Figure 2: Connecticut Public School Enrollment (PK-12)





School Age Children in Apartments- Continued

Monroe School District

Connecticut State Department of Education

DISTRICT PROFILE AND PERFORMANCE REPORT FOR SCHOOL YEAR 2020–21

Monroe School District

Dr. Jack Zamary, Superintendent • 203-452-2880 • www.monroeps.org

District Information

Grade Range	PK-12
Number of Schools/Programs	6
Enrollment	3,179
Per Pupil Expenditures[1]	$18,334
Total Expenditures[1]	$58,576,134

[1] *Expenditure data reflect the 2019-20 school year.*

Community Information

AdvanceCT Town Profiles provide summary demographic and economic information for Connecticut's municipalities

Contents

Students 1
Educators 2
Instruction and Resources 2
Performance and Accountability 4
Narratives 7

Notes

Unless otherwise noted, all data are for 2020-21 and include all grades offered by the district.

In most tables, data are displayed only for the three major race/ethnicity categories. For additional race/ethnicity categories, please visit https://edsight.ct.gov

State totals are not displayed as they are not comparable to district totals.

Special Education tables reflect only students for whom the district is fiscally responsible.

* When an asterisk is displayed, data have been suppressed to safeguard student confidentiality, or to ensure that statistics based on a very small sample size are not interpreted as equally representative as those based on a sufficiently larger sample size.

N/A is displayed when a category is not applicable for a district or school.

Students

October 1, 2020 Enrollment[2]

	District		State
	Count	Percent of Total (%)	Percent of Total (%)
Female	1,590	50.0	48.4
Male	*	*	51.5
American Indian or Alaska Native	*	*	0.3
Asian	172	5.4	5.2
Black or African American	71	2.2	12.7
Hispanic or Latino of any race	405	12.7	27.8
Native Hawaiian or Other Pacific Islander	*	*	0.1
Two or More Races	118	3.7	4.0
White	2,408	75.7	49.9
English Learners	35	1.1	8.3
Eligible for Free or Reduced-Price Meals	341	10.7	42.7
Students with Disabilities[3]	421	13.2	16.3

NOTE: To protect student privacy, gender counts are suppressed (*) when fewer than 6 students enrolled in the district identify as non-binary.

[2] This table represents students in grades PK-12 reported by the district in the Public School Information System (i.e., PSIS Reporting District).

[3] Students in this category are students with an individualized education program (IEP) only. This category does not include students with Section 504 plans or services plans.

Chronic Absenteeism and Suspension/Expulsion

	Chronic Absenteeism[4]		Suspension/Expulsion[5]	
	Count	Rate (%)	Count	Rate (%)
Female	44	2.8	*	*
Male	40	2.5	*	*
Black or African American	*	*	0	0.0
Hispanic or Latino of any race	10	2.4	*	*
White	61	2.5	17	0.7
English Learners	*	*	*	*
Eligible for Free or Reduced-Price Meals	35	10.0	*	*
Students with Disabilities	27	6.2	*	*
District	84	2.6	19	0.6
State		19.0		1.4

Number of students in 2019-20 qualified as truant under state statute: Fewer than 6

Number of school-based arrests: 0

NOTE: In the 2020-21 school year, students attended school in-person to varying degrees; some learned fully/mostly remotely for the entire school year. Chronic absenteeism calculations are based only on in-person school days.

[4] A student is chronically absent if they miss ten percent or greater of the total number of days enrolled in the school year for any reason. Pre-Kindergarten students are excluded from this calculation.

[5] This column displays the count and percentage of students who receive at least one in-school suspension, out-of-school suspension or expulsion.

District Profile and Performance Report for School Year 2020-21
Monroe School District

Educators

Full-Time Equivalent (FTE)[1] Staff

	FTE
General Education	
Teachers and Instructors	188.0
Paraprofessional Instructional Assistants	12.0
Special Education	
Teachers and Instructors	32.5
Paraprofessional Instructional Assistants	71.0
Administrators, Coordinators and Department Chairs	
District Central Office	6.0
School Level	17.0
Library/Media	
Specialists (Certified)	5.0
Support Staff	3.0
Instructional Specialists Who Support Teachers	10.8
Counselors, Social Workers and School Psychologists	19.0
School Nurses	6.0
Other Staff Providing Non-Instructional Services/Support	151.1

[1] In the full-time equivalent count, staff members working part-time in the school are counted as a fraction of full-time. For example, a teacher who works half-time in a school contributes 0.50 to the school's staff count.

Educators by Race/Ethnicity

	District		State
	Count	Percent of Total (%)	Percent of Total (%)
American Indian or Alaska Native	0	0.0	0.1
Asian	0	0.0	1.3
Black or African American	0	0.0	4.1
Hispanic or Latino of any race	5	1.8	4.3
Native Hawaiian or Other Pacific Islander	0	0.0	0.1
Two or More Races	0	0.0	0.1
White	277	98.2	89.9

Classroom Teacher Attendance: 2019-20

	District	State
Average Number of FTE Days Absent Due to Illness or Personal Time	7.2	7.3

Instruction and Resources

11th and 12th Graders Enrolled in College-and-Career-Readiness Courses during High School[2]

	11th		12th	
	Count	Rate (%)	Count	Rate (%)
Black or African American	*	*	*	*
Hispanic or Latino of any race	21	58.3	16	69.6
White	177	80.1	189	86.7
English Learners	*	*	*	*
Eligible for Free or Reduced-Price Meals	7	*	10	*
Students with Disabilities	26	74.3	33	75.0
District	226	78.5	228	84.8
State		75.9		85.6

[2] College-and-Career-Readiness Courses include Advanced Placement®(AP), International Baccalaureate®(IB), Career and Technical Education(CTE), workplace experience and dual enrollment courses.

Students with Disabilities Who Spend 79.1 to 100 Percent of Time with Nondisabled Peers[3]

	Count	Rate (%)
Autism	38	66.7
Emotional Disturbance	12	46.2
Intellectual Disability	*	*
Learning Disability	130	73.4
Other Health Impairment	55	78.6
Other Disabilities	*	*
Speech/Language Impairment	44	91.7
District	281	69.7
State		67.9

[3] This table represents students ages 6-21 for whom the district is fiscally responsible (i.e., Nexus District students with an IEP or services plan).

District Profile and Performance Report for School Year 2020-21
Monroe School District

Students with Disabilities by Primary Disability[1]

	District		State
	Count	Rate (%)	Rate (%)
Autism	57	1.8	2.1
Emotional Disturbance	27	0.8	1.1
Intellectual Disability	18	0.6	0.5
Learning Disability	177	5.6	5.8
Other Health Impairment	70	2.2	3.3
Other Disabilities	19	0.6	1.2
Speech/Language Impairment	51	1.6	1.9
All Disabilities	419	13.1	15.9

[1] This table represents students in grades K-12 for whom the district is fiscally responsible (i.e., Nexus District students with an IEP or services plan).

Students with Disabilities Placed Outside of the District[2]

	District		State
	Count	Rate (%)	Rate (%)
Public Schools in Other Districts	17	4.1	8.3
Private Schools or Other Settings	14	3.3	4.8

[2] This table represents students in grades K-12 for whom the district is fiscally responsible (i.e., Nexus District students with an IEP or services plan).

Overall Expenditures[3]: 2019-20

		Per Pupil	
	Total ($)	District ($)	State ($)
Instruction	$36,145,371	$11,313	$11,205
Support services - students	$3,812,430	$1,221	$1,346
Support services - instruction	$2,581,008	$826	$698
Support services - general administration	$1,194,388	$382	$464
Support services - school based administration	$3,933,672	$1,260	$1,037
Central and other support services	$2,115,670	$677	$691
Operation and maintenance of plant	$5,171,416	$1,656	$1,692
Student transportation services	$2,875,222	$920	$1,159
Food services	$42,720	$14	$21
Enterprise operations	$704,237	$226	$151
Total	$58,576,134	$18,334	$17,838

[3] Expenditures may be supported by local tax revenues, state grants, federal grants, municipal in-kind services, tuition and other sources.

Special Education Expenditures: 2019-20

	District		State
	Total ($)	Percent of Total (%)	Percent of Total (%)
Teacher Salaries	$4,726,128	35.9	29.6
Instructional Aide Salaries	$34,790	0.3	11.1
Other Salaries	$1,827,615	13.9	9.5
Employee Benefits	$1,522,320	11.6	13.5
Purchased Services Other Than Transportation	$1,402,195	10.7	5.4
Special Education Tuition	$2,563,165	19.5	22.5
Supplies	$8,048	0.1	0.5
Property Services	$101	0.0	0.3
Purchased Services For Transportation	$1,071,499	8.1	7.2
Equipment	$690	0.0	0.2
All Other Expenditures	$2,239	0.0	0.1
Total	$13,158,791	100.0	100.0
Percent of Total Expenditures Used for Special Education		22.5	25.1

Expenditures by Revenue Source[4]: 2019-20

	Percent of Total (%) Excluding School Construction
Local	87.7
State	10.6
Federal	1.5
Tuition & Other	0.2

[4] Revenue sources do not include state-funded Teachers' Retirement Board contributions, Connecticut Technical Education and Career System (CTECS) operations, CSDE budgeted costs for salaries and leadership activities and other state-funded school districts (e.g., Dept. of Children and Families and Dept. of Correction).

School Age Children in Apartments- Continued

Monroe School Enrollment 2015- 2021

As of October 1, 2021, Monroe school enrollment has varied enrollment numbers from 2015 to 2021, yet within a close range. Enrollment over the seven-year period has increased 3.59% (2015 to 2021). The following data was developed from the State of Connecticut Department of Education" InSites". The 2020-2021 data was provided by the Monroe Board of Education as of October 1,2021, the same benchmark date used by the Connecticut Board of Education.

Student to Teacher Ratio Analysis-Monroe CT Schools

As of October 1 Each Year	2020-2021	2019-2020	2018/2019	2017-2018	2016-2017	2015-2016	2014-2015	Mean	Median	Std Dev
General Ed Teachers	188.0	191.8	199.9	204.1	207.8	206.9	204.4	200.4	204.1	7.69
Assistants	12.0	17.0	25.0	24.0	24.5	29.4	29.4	23.0	24.5	6.41
Sp Ed Teachers	32.5	32.3	32.3	32.3	31.1	32.3	32.3	32.2	32.3	0.47
Instuctional Assistants	71.0	72.0	62.0	56.4	60.6	61.6	59.6	63.3	61.6	5.89
District Office	6.0	6.0	7.0	6.0	7.0	7.0	6.0	6.4	6.0	0.53
School Level/Admin	17.0	17.0	17.0	16.4	17.4	17.4	18.0	17.2	17.0	0.50
Libray/Media	8.0	8.0	6.0	5.0	7.0	7.0	7.0	6.9	7.0	1.07
Inst. Spcialists	10.8	10.4	12.4	9.4	12.0	11.5	12.7	11.3	11.5	1.18
Social Wokers/Psych	19.0	18.2	17.2	18.4	18.0	17.4	17.6	18.0	18.0	0.63
Nurses	6.0	6.0	6.0	7.0	7.0	7.0	7.0	6.6	7.0	0.53
Non Instructional Staff	151.1	153.1	153.1	159.6	158.0	166.5	163.2	157.8	158.0	5.73
Total Staff	521.4	531.8	537.9	538.6	550.4	564.0	557.2	543.0	538.6	14.92
Expenditures	$58,576,134	$58,854,955	$57,104,148	$56,581,252	$55,295,544	$54,710,013	$53,489,070	56,373,016.6	56,581,252.0	1,993,127.18
Students	3,179	3,136	3,118	3,149	3,189	3,180	3,299	3,178.6	3,179.0	59.12
Student Ratios										
Teacher & Assistant Student Ratio	10.47	10.02	9.77	9.94	9.84	9.63	10.13	9.89	9.89	0.18
Complement Student Ratio	6.10	5.90	5.80	5.85	5.79	5.64	5.92	5.82	5.82	0.10
Expenditures per Student	$18,426	$18,767.52	$18,314.35	$17,968.01	$17,339.46	$17,204.41	$16,213.72	17,634.58	17,653.73	910.80
Terachers Only per Student	14.4	13.99	13.43	13.32	13.35	13.29	13.94	13.55	13.39	0.32
Instuctional Assistants/ student	44.8	43.56	50.29	55.83	52.62	51.62	55.35	51.55	52.12	4.46
District Office	0.0	0.0019	0.0022	0.0019	0.0022	0.0022	0.0018	0.00	0.00	0.00
School Level/Admin	187.0	184.47	183.41	192.01	183.28	182.76	183.28	184.87	183.34	3.54
Libray/Media	397.4	392.00	519.67	629.80	455.57	454.29	471.29	487.10	463.43	80.98
Inst. Spcialists	294.4	301.54	251.45	335.00	265.75	276.52	259.76	281.67	271.14	31.34
Social Wokers/Psych	167.3	172.31	181.28	171.14	177.17	182.76	187.44	178.68	179.22	6.32
Nurses	529.8	522.67	519.67	449.86	455.57	454.29	471.29	478.89	463.43	33.55
Non Instructional Staff	21.0	20.48	20.37	19.73	20.18	19.10	20.21	20.01	20.20	0.52
Total Staff	6.1	5.90	5.80	5.85	5.79	5.64	5.92	5.82	5.82	0.10
Budget Year over Year Increase Dc	($278,821)	$1,750,807	$522,896	$1,285,708	$585,531	$1,220,943				
Budget Year over Year Invrease %	-0.48%	2.97%	0.92%	2.27%	1.06%	2.23%				
Student Change Year over Year #	43	18	(31)	(40)	9	(119)				
Student % Change Year over Year	1.35%	0.57%	-0.99%	-1.27%	0.28%	-3.74%				

The preceding analysis analyzes the student to teacher ratio for the past six years. Data was available from the Connecticut State Department of Education and Monroe School Board. Available data indicates general teacher and assistance to student ratio for the 2020-2021 school year is 9.50 and only teachers to student ratio of 13.68. The 2020 Connecticut average student to teacher ratio is 12.1. The cost to educate a child in Monroe as reported by the Monroe School Board is about $17,754 per child as of October 1, 2021.

District	Graduates				
	Five-Year Graduation Rate by Year				
	2015-16	2016-17	2017-18	2018-19	2019-20
Monroe School District	99.3	97.5	96.7	98.3	97.9

* The data are suppressed to ensure confidentiality.
* N/A is displayed when a category is not applicable for a district or school.

Trumbull School District

Connecticut State Department of Education

DISTRICT PROFILE AND PERFORMANCE REPORT FOR SCHOOL YEAR 2020–21

Trumbull School District

Dr. Martin Semmel, Superintendent • 203-452-4301 • www.trumbullps.org/

District Information

Grade Range	PK-12
Number of Schools/Programs	13
Enrollment	6,739
Per Pupil Expenditures[1]	$16,953
Total Expenditures[1]	$117,502,755

[1] *Expenditure data reflect the 2019-20 school year.*

Community Information

AdvanceCT Town Profiles provide summary demographic and economic information for Connecticut's municipalities

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Students 1
Educators 2
Instruction and Resources 2
Performance and Accountability 4
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Notes

Unless otherwise noted, all data are for 2020-21 and include all grades offered by the district.

In most tables, data are displayed only for the three major race/ethnicity categories. For additional race/ethnicity categories, please visit https://edsight.ct.gov

State totals are not displayed as they are not comparable to district totals.

Special Education tables reflect only students for whom the district is fiscally responsible.

* When an asterisk is displayed, data have been suppressed to safeguard student confidentiality, or to ensure that statistics based on a very small sample size are not interpreted as equally representative as those based on a sufficiently larger sample size.

N/A is displayed when a category is not applicable for a district or school.

Students

October 1, 2020 Enrollment[2]

	District		State
	Count	Percent of Total (%)	Percent of Total (%)
Female	3,247	48.2	48.4
Male	3,492	51.8	51.5
American Indian or Alaska Native	11	0.2	0.3
Asian	654	9.7	5.2
Black or African American	398	5.9	12.7
Hispanic or Latino of any race	1,072	15.9	27.8
Native Hawaiian or Other Pacific Islander	7	0.1	0.1
Two or More Races	137	2.0	4.0
White	4,460	66.2	49.9
English Learners	278	4.1	8.3
Eligible for Free or Reduced-Price Meals	1,220	18.1	42.7
Students with Disabilities[3]	880	13.1	16.3

NOTE: To protect student privacy, gender counts are suppressed (*) when fewer than 6 students enrolled in the district identify as non-binary.

[2] This table represents students in grades PK-12 reported by the district in the Public School Information System (i.e., PSIS Reporting District).

[3] Students in this category are students with an individualized education program (IEP) only. This category does not include students with Section 504 plans or services plans.

Chronic Absenteeism and Suspension/Expulsion

	Chronic Absenteeism*		Suspension/Expulsion[4]	
	Count	Rate (%)	Count	Rate (%)
Female	156	4.9	10	0.3
Male	203	6.0	34	0.9
Black or African American	28	7.1	*	*
Hispanic or Latino of any race	87	8.2	7	0.6
White	218	5.0	31	0.7
English Learners	30	10.1	*	*
Eligible for Free or Reduced-Price Meals	143	12.4	18	1.3
Students with Disabilities	113	13.2	9	0.9
District	359	5.5	44	0.6
State		19.0		1.4

Number of students in 2019-20 qualified as truant under state statute: 107

Number of school-based arrests: Fewer than 6

NOTE: In the 2020-21 school year, students attended school in-person to varying degrees; some learned fully/mostly remotely for the entire school year. Chronic absenteeism calculations are based only on in-person school days.

* A student is chronically absent if they miss ten percent or greater of the total number of days enrolled in the school year for any reason. Pre-Kindergarten students are excluded from this calculation.

[4] This column displays the count and percentage of students who receive at least one in-school suspension, out-of-school suspension or expulsion.

District Profile and Performance Report for School Year 2020-21
Trumbull School District

Educators

Full-Time Equivalent (FTE)[1] Staff

	FTE
General Education	
Teachers and Instructors	423.2
Paraprofessional Instructional Assistants	32.2
Special Education	
Teachers and Instructors	74.4
Paraprofessional Instructional Assistants	153.2
Administrators, Coordinators and Department Chairs	
District Central Office	7.6
School Level	21.8
Library/Media	
Specialists (Certified)	9.0
Support Staff	2.0
Instructional Specialists Who Support Teachers	27.3
Counselors, Social Workers and School Psychologists	51.3
School Nurses	12.9
Other Staff Providing Non-Instructional Services/Support	326.7

[1] In the full-time equivalent count, staff members working part-time in the school are counted as a fraction of full-time. For example, a teacher who works half-time in a school contributes 0.50 to the school's staff count.

Educators by Race/Ethnicity

	District		State
	Count	Percent of Total (%)	Percent of Total (%)
American Indian or Alaska Native	0	0.0	0.1
Asian	7	1.1	1.3
Black or African American	4	0.6	4.1
Hispanic or Latino of any race	20	3.2	4.3
Native Hawaiian or Other Pacific Islander	0	0.0	0.1
Two or More Races	0	0.0	0.1
White	590	95.0	89.9

Classroom Teacher Attendance: 2019-20

	District	State
Average Number of FTE Days Absent Due to Illness or Personal Time	7.2	7.3

Instruction and Resources

11th and 12th Graders Enrolled in College-and-Career-Readiness Courses during High School[2]

	11th		12th	
	Count	Rate (%)	Count	Rate (%)
Black or African American	27	90.0	29	93.5
Hispanic or Latino of any race	66	90.4	64	88.9
White	394	97.0	398	96.6
English Learners	*	*	*	*
Eligible for Free or Reduced-Price Meals	82	91.1	92	89.3
Students with Disabilities	61	82.4	70	87.5
District	540	95.2	538	95.2
State		75.9		85.6

[2] College-and-Career-Readiness Courses include Advanced Placement®(AP), International Baccalaureate®(IB), Career and Technical Education(CTE), workplace experience and dual enrollment courses.

Students with Disabilities Who Spend 79.1 to 100 Percent of Time with Nondisabled Peers[3]

	Count	Rate (%)
Autism	65	50.8
Emotional Disturbance	21	40.4
Intellectual Disability	*	*
Learning Disability	207	75.0
Other Health Impairment	162	81.8
Other Disabilities	*	*
Speech/Language Impairment	72	91.1
District	545	69.1
State		67.9

[3] This table represents students ages 6-21 for whom the district is fiscally responsible (i.e., Nexus District students with an IEP or services plan).

District Profile and Performance Report for School Year 2020-21
Trumbull School District

Students with Disabilities by Primary Disability[1]

	District		State
	Count	Rate (%)	Rate (%)
Autism	140	2.1	2.1
Emotional Disturbance	52	0.8	1.1
Intellectual Disability	21	0.3	0.5
Learning Disability	276	4.2	5.8
Other Health Impairment	201	3.1	3.3
Other Disabilities	68	1.0	1.2
Speech/Language Impairment	87	1.3	1.9
All Disabilities	845	13.0	15.9

[1] This table represents students in grades K-12 for whom the district is fiscally responsible (i.e., Nexus District students with an IEP or services plan).

Students with Disabilities Placed Outside of the District[2]

	District		State
	Count	Rate (%)	Rate (%)
Public Schools in Other Districts	36	4.3	8.3
Private Schools or Other Settings	29	3.4	4.8

[2] This table represents students in grades K-12 for whom the district is fiscally responsible (i.e., Nexus District students with an IEP or services plan).

Overall Expenditures[3]: 2019-20

		Per Pupil	
	Total ($)	District ($)	State ($)
Instruction	$67,788,546	$9,780	$11,205
Support services - students	$17,311,287	$2,551	$1,346
Support services - instruction	$7,455,643	$1,099	$698
Support services - general administration	$1,831,170	$270	$464
Support services - school based administration	$4,608,770	$679	$1,037
Central and other support services	$3,147,833	$464	$691
Operation and maintenance of plant	$9,785,417	$1,442	$1,692
Student transportation services	$5,574,088	$821	$1,159
Food services	.	.	$21
Enterprise operations	.	.	$151
Total	$117,502,755	$16,953	$17,838

[3] Expenditures may be supported by local tax revenues, state grants, federal grants, municipal in-kind services, tuition and other sources.

Special Education Expenditures: 2019-20

	District		State
	Total ($)	Percent of Total (%)	Percent of Total (%)
Teacher Salaries	$10,909,410	39.8	29.6
Instructional Aide Salaries	.	.	11.1
Other Salaries	$4,990,186	18.2	9.5
Employee Benefits	$3,669,440	13.4	13.5
Purchased Services Other Than Transportation	$1,079,203	3.9	5.4
Special Education Tuition	$4,620,474	16.8	22.5
Supplies	$90,933	0.3	0.5
Property Services	.	.	0.3
Purchased Services For Transportation	$2,061,581	7.5	7.2
Equipment	$9,337	0.0	0.2
All Other Expenditures	$730	0.0	0.1
Total	$27,431,294	100.0	100.0
Percent of Total Expenditures Used for Special Education		23.3	25.1

Expenditures by Revenue Source[4]: 2019-20

	Percent of Total (%) Excluding School Construction
Local	92.5
State	4.3
Federal	2.1
Tuition & Other	1.1

[4] Revenue sources do not include state-funded Teachers' Retirement Board contributions, Connecticut Technical Education and Career System (CTECS) operations, CSDE budgeted costs for salaries and leadership activities and other state-funded school districts (e.g., Dept. of Children and Families and Dept. of Correction).

School	Graduates				
	Five-Year Graduation Rate by Year				
	2015-16	2016-17	2017-18	2018-19	2019-20
Trumbull High School	99.4	99.4	98.9	99.6	99.6

* The data are suppressed to ensure confidentiality.
* N/A is displayed when a category is not applicable for a district or school

Trumbull School Enrollment 2015- 2021

As of October 1, 2021, Trumbull school enrollment has varied enrollment numbers from 2015 to 2021, yet within a close range. Enrollment over the seven-year period has increased 0.34% (2015 to 2021). The following data was developed from the State of Connecticut Department of Education" InSites".

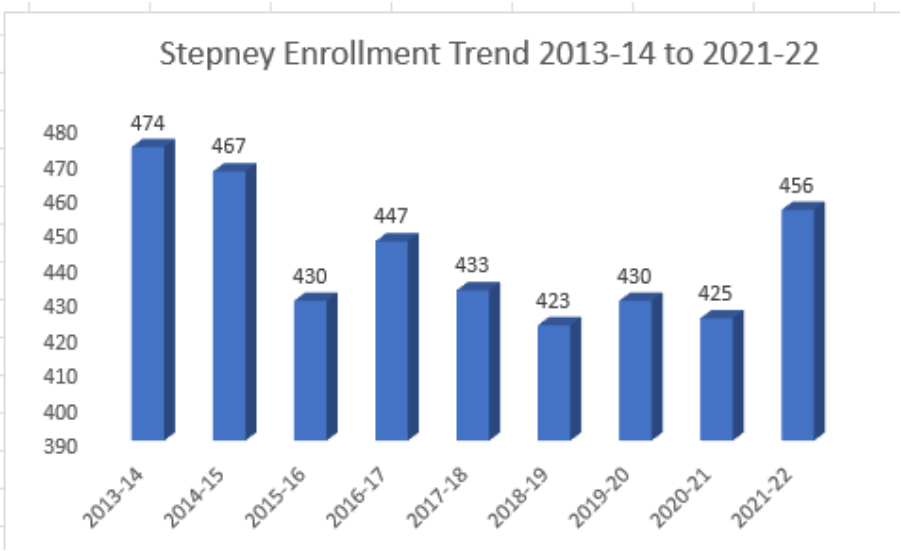
As of October 1 Each Year	2020-2021	2019-2020	2018/2019	2017-2018	2016-2017	2015-2016	2014-2015	Mean	Median	Std Dev
General Ed Teachers	423.2	423.8	423.2	410.3	417.7	406.7	406.3	415.9	417.7	7.96
Assistants	32.2	36.3	36.6	64.6	26.3	44.6	36.5	39.6	36.5	12.32
Sp Ed Teachers	74.4	74.8	72.9	70.8	66.9	69.8	69.3	71.3	70.8	2.89
Instuctional Assistants	153.2	149.5	146.3	148.3	145.4	141.4	141.3	146.5	146.3	4.31
District Office	7.6	11.0	12.0	11.2	11.0	9.0	9.0	10.1	11.0	1.59
School Level/Admin	21.8	21.4	21.6	22.9	24.1	25.1	24.7	23.1	22.9	1.55
Libray/Media	11.0	12.0	13.0	12.0	11.5	12.0	12.0	11.9	12.0	0.61
Inst. Spcialists	27.3	31.7	34.9	34.9	34.9	32.2	31.5	32.5	32.2	2.77
Social Wokers/Psych	51.3	52.8	51.6	50.6	50.6	50.7	47.7	50.8	50.7	1.56
Nurses	12.9	12.9	12.5	12.5	12.9	12.4	12.4	12.6	12.5	0.24
Non Instructional Staff	326.7	336.7	336.5	328.1	329.9	330.1	327.4	330.8	329.9	4.17
Total Staff	1,141.6	1,162.9	1,161.1	1,166.2	1,131.2	1,134.0	1,118.1	1,145.0	1,141.6	18.60
Expenditures	$117,502,755	$114,309,294	$110,100,123	$108,598,675	$105,751,492	$102,893,480	$100,859,802	$108,573,660	$108,598,675	$5,981,773
Students	6,739	6,808	6,744	6,740	6,685	6,687	6,716	6,731.3	6,739.0	41.87
Student Ratios										
Teacher & Assistant Student Ratio	9.87	9.95	9.93	9.71	10.19	10.09	10.28	10.02	10.02	0.20
Complement Student Ratio	5.90	5.85	5.81	5.78	5.91	5.90	6.01	5.88	5.88	0.08
Expenditures per Student	$17,436	$16,790	$16,326	$16,113	$15,819	$15,387	$15,018	$15,909	$15,966	$643
Terachers Only per Student	13.5	13.65	13.59	14.01	13.79	14.03	14.12	13.87	13.90	0.22
Instuctional Assistants/ student	44.0	45.54	46.10	45.45	45.98	47.29	47.53	46.31	46.04	0.89
District Office	0.0	0.0016	0.0018	0.0017	0.0016	0.0013	0.0013	0.00	0.00	0.00
School Level/Admin	309.1	318.13	312.22	294.32	277.39	266.41	271.90	290.06	285.85	21.66
Libray/Media	612.6	567.33	518.77	561.67	581.30	557.25	559.67	557.67	560.67	20.91
Inst. Spcialists	246.8	214.76	193.24	193.12	191.55	207.67	213.21	202.26	200.45	10.82
Social Wokers/Psych	131.4	128.94	130.70	133.20	132.11	131.89	140.80	132.94	132.00	4.11
Nurses	522.4	527.75	539.52	539.20	518.22	539.27	541.61	534.26	539.24	9.28
Non Instructional Staff	20.6	20.22	20.04	20.54	20.26	20.26	20.51	20.31	20.26	0.19
Total Staff	5.9	5.85	5.81	5.78	5.91	5.90	6.01	5.88	5.88	0.08
Budget Year over Year Increase Dc	$3,193,461	$4,209,171	$1,501,448	$2,847,183	$2,858,012	$2,033,678				
Budget Year over Year Invrease %	2.72%	3.68%	1.36%	2.62%	2.70%	1.98%				
Student Change Year over Year #	(69)	64	4	55	(2)	(29)				
Student % Change Year over Year	-1.02%	0.94%	0.06%	0.82%	-0.03%	-0.43%				

Source: CT Det Education

School Age Children in Apartments- Continued

Stepney Elementary School Enrollment

Based on data from The Connecticut State Department of Education and the Monroe Connecticut Board of Education, a nine-year analysis of the Stepney Elementary School as of October 1, 2021, has an enrollment of 456 students. This represents an increase of 31 students or a 7.29% increase year over year, but 3.80% lower or 18 fewer students at peak enrollment in 2013 of 474 students. The data also indicates from 2018 to 2020 enrollment remained fairly constant with a range of 425 students to 433 students. The spike in enrollment for 2021 is in representative of the increased demand due to Covid-19 and the number of New York residents relocating to Fairfield County.



Below is the results of primary research of newer apartment complexes indicating the number of PSAC in each complex. The town of Glastonbury, while not within Fairfield County, in the opinion of the consultant, is similar in lifestyle, demographics, median household income, near a major labor node, similar school system and has comparable market rental rates. Based on this analysis it is the opinion of the consultant that the PSAC ratio per unit is 0.090. When multiplied times the proposed 188 units for the subject property, it results in 16.92 students: approximately 17 potential students at the proposed apartment community.

The analysis of the Northbrook Condominium complex, shown on page 82 of this analysis, which data was provided by the Monroe Board of Education, demonstrates not all students within the complex attend only one school. It can be comfortably assumed that not all of the 17 projected students at the proposed apartment community will attend Stepney Elementary School. Therefore, Stepney Elementary School should comfortably absorb any new student(s) from the proposed apartment community.

School Age Children in Apartments- Continued

Monroe Trumbull Shelton Apartment PSAC Study

Complex	Town	Age	Total Units	Studi	1BR	2BR	3BR	Current PSAC	PSAC Ratio Per 1 & 2BR Units	School Year	Note
Merion Walk	Shelton	2013	250	0	137	113	0	26	0.104	19-20	
The Mark	Shelton	2015	228	0	96	132	0	18	0.079	20-21	
Ten Trumbull	Trumbull	2020	202	0	83	120	0	38	0.188	21-22	
Avalon/The Royce	Trumbull	1994	340	0	122	168	50	50	0.147	21-22	Estimated PSAC
Woodside	Trumbull	2021	199	0	104	95	0	24	0.121	21-22	18 1-BR with Den
Northbrook	Monroe		319					52	0.163		
	Totals		1,219	0	542	628	50	Mean	0.134		
	Percent			0.00%	44.46%	51.52%	4.10%	Median	0.134		
	Subject		57	6	45	6	0				
	Percent			10.53%	78.95%	10.53%	0.00%	Units			
						PSAC	Subject		7.6		
	By Town						Total				
	Monroe			2	17	2	21	2.81	3.00		
	Trumbull			4	28	4	36	4.82	5.00		
							Total	7.62	8.00		

The consultant has presented Public School Age Children (PSAC) before this this Commission in the past. The Commission made it clear they felt that some of the towns were not comparable to Monroe. One issue was Monroe had no large market rate apartment to use as a comparable. The consultant has developed data for Northbrook Condominiums, a 319 unit one- and two-bedroom complex. The Monroe School Board reported that as of October 1, 2021, had 52 PSAC or a ratio of 16.3 PSAC per 100. While similar in unit mix, it is not comparable in the generation of PSAC for rental apartments. The higher PSAC ratio is typical of owner-occupied condominium units with a less transient tenancy than rentals which is lower. The longer ownership of condominiums produces more PSAC for a longer period of time attending the school system.

As presented previously, it is important to analyze apartments of similar size, location and within the Fairfield East Apartment Trade Area. Ten Trumbull is in the same submarket and serves the Bridgeport submarket of the Fairfield East Trade Area due to its location south of the Merritt Parkway (CT RT 15) and its proximity to Bridgeport. The subject property is north of CT RT 15 and in a location.

It should be noted that the assumption that any new residential development generates only new school age children from outside of the community is not correct. When in fact, there is a percentage of PSAC children that maybe currently living and attending school in the municipality school district that have relocated from within the school district. Therefore, to assume that all projected PSAC are due to new moves into town is incorrect.

After reviewing the above analysis, reliance is based on six existing complexes that closely reflect the proposed apartment community within its apartment trade area.

Fiscal Impact - Monroe

Personal Property Taxes

A result of new residential development is the addition of new personal property to the Town's Grand List. The primary impact is the automobile. A conservative estimate for the subject property is 1.5 cars per one-bedroom unit and 2 cars per unit for two-bedroom unit with an average value of $22,000 per car based on current average vehicle cost for Connecticut. Personal property in the retail space, is estimated at a $1.50 per square foot will be utilized.

Additional Town Services

The consultant had reached out to the respective departments referenced above starting in Late November 2022. Two departments responded within a week: The Board of Education has provided some data, the Fire Department. EMS did not respond and the police did respond, but not fully address the question of the fiscal impact related to their respective departments. Late December 2021 police and EMS responded to a larger proposed project but could not determine if there would be a fiscal impact for their departments specifically due to the proposed apartment community.

In a previous report by this office, I had requested the 2021 salary and benefits for a new police office. I was provided the salary of $104,575 including benefits for one officer. There was no support, inference or supporting data if there would be any fiscal impact due to the proposed apartment development.

For the larger apartment development previously studied , EMS responded in an Email December 21, 2021 "that there is no way to accurately forecast potential increased call volume from this project but would estimate it may increase our call volume between 40 to 50 calls annually". He goes on to say that" with increased call volume, the town could anticipate two additional EMT's at an annual cost of $113,693.00". This is annual cost is clearly town wide and not project specific.

The consultant has reviewed the proposed mixed use development and has observed the following: The Town of Monroe will not be required to plow, maintain or service the site's roadways, lighting, sewer and storm drain system, trash removal, and water (Including Fire Hydrants) system. Therefore, there is no impact on Monroe public works department, except for recycling.

To allocate the cost that would directly impact the town due to the subject development as proposed, education, police, fire, EMS service, public works costs will be developed. The estimated census 2022 Monroe population is 18,686+/- and about 2.79 persons per household. Following are the annual expenses reported to the consultant from each respective department.

EMS: Monroe EMS did not respond. It previously was unable to determine the impact the proposed apartment community would have on their department. They were only able to estimate town wide increase call volume. Therefore, an allocation of $25,000 will be utilized for EMS- a generous estimate

Fire: I have had no response from the Fire Marshall. The Fire Marshal did not indicate any fiscal impact for a larger apartment complex studied earlier this year. Therefore, I assume no impact due to this smaller project

Fiscal Impact-Continued

Police: The Police Department did respond, below is their response The Police Department was not able to estimate or support the impact the proposed apartment community may have on their department. Therefore, an allocation of $25,000 will be utilized for Police Services- a generous estimate.

"Stan,
This project combined with the previous submitted development at 127 Main Street would have an impact on the police department. Having this many people added to one patrol sector in town, would produce an increase for various calls for service and staffing demands. The police department is the R1 medical responder for the town and an increase in medical calls would be expected. The condensed population would have an expected increase in family relations type calls. Another large scale parking facility would have the expectancy of an increase in larceny / property type crimes and would result in additional traffic in an area already high in traffic related complaints. The actual extent of the impact on police service is unknown without further analysis."

Public Works: Estimates recycling pick up and disposal cost of $3,000 for the complex

Education: The School Board reported that it's 2021 costs about $18,344. The proposed development is estimated to produce about 3 PSAC. Based on student teacher ratio of 13.4 student to one teacher, represents about 1 more teacher. The average salary for a Monroe teacher is about $79,775. Add 30% for benefits and taxes increases the cost to 103,708. $103,708 X 1 additional teachers = $103,708. The consultant's opinion is the increase in teachers' approach is more valid than the cost to educate per child method since infrastructure, and other operating cost remain constant. When students are added to the school district after October 1 each year, the school board does not request an increase in their budget.

Following are the calculation that will be utilized based on Hypothetical Conditions and Extraordinary Assumptions.

Population Estimates per Development

HH Size Studio, 1-BR- 19 units at 1.5 occupants per unit = 29+/- Occupants
HH Size 2-BR 2 units at 2.79 occupants per unit = 6+/- Occupants
Resident Population Utilized for Report: 35 +/-- 2022 Estimated Town Population: 18,686

Estimated Market Value & Estimated Taxes

A market value of about $7,800,000 has been estimated. This estimated market value will be utilized to estimate the amount of estimated real property tax that can be derived.

Tax Mill Rate

The Real Property mill rate for the Town of Monroe is 36.86 for the 2021 Grand List (July 1, 2022). The automobile mill rate is 32.46.

Analysis Methodology- Fiscal Impact

The analysis methodology is to develop the estimated market value of the proposed 188 unit residential apartment complex; determine the estimated market values of real property and personal property; apply the current assessment valuation method utilized by the Town of Monroe; apply the current mill rate and estimate the tax revenue generated by the proposed project, then develop the estimated number of school aged children and the estimated cost to educate a PSAC to the Town of Monroe per pupil and any other supportable financial cost to the Town of Monroe. Once the estimated revenue is developed, the estimated expenses to the Town of Monroe are deducted to estimate the net fiscal impact to the Town of Monroe, CT.

Following are my findings:

Proposed Mixed Use Complex- Monroe CT
ESTIMATED FISCAL IMPACT ANALYSIS CALCULATIONS – ANNUAL

The following fiscal analysis clearly indicates that the proposed mixed-use development with 57-unit residential apartments with 21 residential units and 16,175 s/f retail located in Monroe is a self-sustaining fiscal entity. The real property Mill Rate is as of July 1, 2022, = 36.86 Mills and auto mill rate 32.46 which are applied to the 2021 grand list. The estimated real property taxes and personal property taxes cover the cost of any school age children the complex would generate and other related costs. If the development was in place as of today, estimated net positive tax revenue would be about $113,000.

	Monroe	Subject Property - Mixed Use		
Real Property				
Units		S/F Monroe		
2	Studio			
17	1 BR			
2	2 BR			
21	**Total Units**			
0	Retail/Common			
Cost S/F=	$223.00	34,975	Total Est.Value	$7,799,425
70% Assessment		$5,459,598		
Times Mill Rate		0.03686		
Total Real Estate Taxes				**$201,241**
Personal Property				
Units	Cars/Unit			
1 BR/Studio(19	1.75	33.25		
2 BR	2	4		
Total Autos		37.25		
Est. Avg. Value		$22,000		
Total Value		$819,500		
70% Assessment		$573,650		
Times Mill Rate Autos		0.03246		$18,621
Commercial S/I	16,175	$0.75		$12,131.25
Total Pers Property Tax				**$30,751.93**
TOTAL ESTIMATED REVENUE				**$231,993**
Municipal Expenses				
School Children				
	Units	**Factor**	**PSAC**	
Studio	2	0.134	0.268	
1BR	17	0.134	2.278	
2BR	2	0.134	0.268	
Total	19		2.546	
Rounded Total			**3**	
Education Cost			$18,344	
Total Ed Cost			$55,032	
Fire			$0	
Police			$20,000	
EMS			$15,000	
Public Works			$3,000	
Additional Town Services/Misc.			$25,000	
Total Cost				**($118,032)**
Total Project Town Cost/Revenue +/-				**$113,961**
		Subject property can support 10 PSAC		

Fiscal Impact - Trumbull

Personal Property Taxes

A result of new residential development is the addition of new personal property to the Town's Grand List. The primary impact is the automobile. A conservative estimate for the subject property is 1.5 cars per one-bedroom unit and 2 cars per unit for two-bedroom unit with an average value of $22,000 per car based on current average vehicle cost for Connecticut. Personal property in the retail space, is estimated at a $1.50 per square foot will be utilized.

Additional Town Services

The consultant had reached out to the respective departments referenced above starting in Late November 2022. No departments responded except the planning office and some response from the school board.: Public Works, Fire Department, EMS and Police did not respond.

The consultant has reviewed the proposed mixed-use development and has observed the following: The Town of Trumbull will not be required to plow, maintain or service the site's roadways, lighting, sewer and storm drain system, trash removal, and water (Including Fire Hydrants) system. Therefore, there is no impact on Trumbull public works department

To allocate the cost that would directly impact the town due to the subject development as proposed, education, police, fire, EMS service, public works costs will be developed. The estimated census 2021 Trumbull population is 37,697+/- and about 2.89 persons per household. Following are the annual expenses reported to the consultant from each respective department.

Fiscal Impact-Continued

EMS: Trumbull EMS; No response Therefore, an allocation of $15,000 will be utilized for EMS

Fire: I have had no response from the Fire Marshall. The Fire Marshal did not indicate any fiscal impact for a larger apartment complex previously reported on by this office. Therefore, I assume no impact due to this smaller project

Police: The Police Department; Did not respond. Therefore, an allocation of $30,000 will be utilized for Police Services.

Public Works: No Impact.

Education: The School Board reported that it costs about $17,436 in 2021. The proposed mixed-use development is estimated to produce about 5 PSAC. Based on student teacher ratio of 13.5 student to one teacher, represents 1 more teacher. The average salary for a Trumbull teacher is about $78,462. Add 30% for benefits and taxes increases the cost to $102,000. The consultant's opinion is the increase in teachers' approach is more valid than the cost to educate per child method since infrastructure, and other operating cost remain constant. When students are added to the school district after October 1 each year, the school board does not request an increase in their budget.

Following are the calculation that will be utilized based on Hypothetical Conditions and Extraordinary Assumptions.

Population Estimates per Development

HH Size Studio, Lofts, 1-BR- 32 units at 1.5 occupants per unit = 48+/- Occupants
HH Size 2-BR 4 units at 2.89 occupants per unit = 12+/- Occupants
Resident Population Utilized for Report: 60 +/-- 2022 Estimated Town Population: 37,803

Estimated Market Value & Estimated Taxes

A market value of about $12,000,000 has been estimated. This estimated market value will be utilized to estimate the amount of estimated real property tax that can be derived.

Tax Mill Rate

The Real Property mill rate for the Town of Trumbull is 33.64 for the 2021 Grand List (July 1, 2022). The automobile mill rate is 32.46.

Analysis Methodology- Fiscal Impact

The analysis methodology is to develop the estimated market value of the proposed 36 unit residential apartments in a mixed-use complex; determine the estimated market values of real property and personal property; apply the current assessment valuation method utilized by the Town of Trumbull; apply the current mill rate and estimate the tax revenue generated by the proposed project, then develop the estimated number of school aged children and the estimated cost to educate a PSAC to the Town of Monroe per pupil and any other supportable financial cost to the Town of Trumbull.

Once the estimated revenue is developed, the estimated expenses to the Town of Trumbull are deducted to estimate the net fiscal impact to the Town of Trumbull, CT.

Following are my findings:

Proposed Mixed Complex- Trumbull CT
ESTIMATED FISCAL IMPACT ANALYSIS CALCULATIONS – ANNUAL

The following fiscal analysis clearly indicates that the proposed 36-unit residential apartments in the mixed-use development is a self-sustaining fiscal entity. The Mill Rate is as of July 1, 2022, = 33.64 Mills which is applied to the 2021 grand list. The estimated real property taxes and personal property taxes cover the cost of any school age children the complex would generate and other related costs. If the project was in place as of today, estimated net positive tax revenue would be about $167,000.

	Trumbull	Subject Property - Mixed Use		
Real Property				
Units		S/F Trumbull		
4	Studio			
8	Lofts			
20	1 BR			
4	2 BR			
36	**Total Units**			
0	Retail/Common			
Cost S/F=	$223.00	53,563	Total Est.Value	$11,944,549
70% Assessment		$8,361,184		
Times Mill Rate		0.03364		
Total Real Estate Taxes				**$281,270**
Personal Property				
Units	Cars/Unit			
1 BR/Studio/Lofts(32)	1.75	56		
2 BR	2	8		
Total Autos		64		
Est. Avg. Value		$22,000		
Total Value		$1,408,000		
70% Assessment		$985,600		
Times Mill Rate(2015)		0.03246		$31,993
Commercial S/F	12,316	$0.75		$9,237
Total Pers Property Tax				$41,230
TOTAL ESTIMATED REVENUE				**$322,500**
Municipal Expenses				
School Children				
	Units	**Factor**	**PSAC**	
Studio	4	0.134	0.536	
1BR/Lofts	28	0.134	3.752	
2BR	4	0.134	0.536	
Total	36		4.288	
Rounded Total			**5**	
Education Cost			$16,953	
Total Ed Cost			$84,765	
Fire			$0	
Police			$30,000	
EMS			$15,000	
Public Works			$0	
Additional Town Services/Misc.			$25,000	
Total Cost				**($154,765)**
Total Project Town Cost/Revenue +/-				**$167,735**
		Subject property can support 15 PSAC		

Conclusion

After reviewing the preceding data developed within this report, it is clear that the State's and national economic conditions have impacted the marketability of real properties in the State of Connecticut. Post Covid-19, rising residential prices and inflation have caused delays in making the decision for seniors to change from independent single family living to residential apartments. Data indicates those who delayed their decision due to Covid are now executing their delayed plans. The impact of the Covid-19 had forced an increase in single family and apartment demand in Fairfield County and the State. Post Covid-19 has impacted urban dwellers looking for less densely populated areas to live in such as Fairfield County Connecticut, which has less densely populated areas than New York City. The primary driving indicator for real estate demand is employment; Employment within the Fairfield East apartment trade area has not fully recovered from 2018 but shows steady job growth in white-collar and in the education and medical sectors. Fortunately, prior to the COVID-19 crisis, nearby Sikorsky Aircraft's commitment to remain in Connecticut, new contracts, and anticipated increase in future employment. Two other major labor nodes East Hartford and Groton, CT, where New United Technologies and Electric Boat contracts should increase employment which is the catalyst that was needed to reverse this downward trend and improve the states' psychographics. Due to the proximity to the subject property, the Sikorsky decision to stay in Connecticut has a positive impact on the proposed subject property's demand by stemming the potential for further employment loss. There have been positive signs of increased basic employment as of the date of this analysis, the driving force behind economic growth.

The subject property is bifurcated by two municipalities, Monroe and Trumbull, Connecticut. Both towns are recognized as upper scale communities with good psychographics, which is clearly demonstrated in the lifestyles described within this report. Residents currently enjoy in Monroe and Trumbull lifestyles that the preponderance of households are in the mid to upper household income levels as well as having good rankings for home values and net worth. The preponderance of the residential lifestyle preferences for Monroe and Trumbull is single-family homes. Due to an aging population and senior lifestyle change preferences, for seniors, Millennial and Gen X lifestyles, demand is increasing for living options, like market rate apartments (Intergenerational). In addition, Monroe and Trumbull are in close proximity to major Connecticut labor nodes and New York City which serve as bedroom communities to these employment nodes.

Today, a paradigm shift in residential apartments is taking place. At first this has led to structure redesign and enhanced scope of services for residential apartments and mixed-use communities to meet the current lifestyle demands of senior, millennials and Gen X. The departure trend has shifted from the traditional apartment complex to contemporary designed communities that incorporate market rate amenities. The introduction of inflation in 2022, rental demand has focused on affordability. 247,181 population out of the trade area total population of 573,408 or 43% of the population, are Gen X and Millennials.

New apartment communities will provide Monroe & Trumbull household minimal disruption allowing current Monroe and Trumbull residents to stay in their respective communities and retain their medical, cultural, and religious linkages. Apartments in Monroe and Trumbull would allow younger individuals an option that did not exist. The apartment component will enhance the quality of life in each town by providing new housing and retail opportunities that do not currently exist, a new modern rental community. 10% of the 57 units (6 units) will be affordable units addressing the need for affordable housing in Monroe and Trumbull.

Conclusion – Continued

The other population segments driving apartment demand are the Millennials and Gen X & Z. Their lifestyle is mobile and socially oriented, forcing redesign of apartments, high quality, and prior to inflation an increase in social amenities. Monroe and Trumbull apartment void is not addressing this growing apartment segment. Without new rental apartments in Monroe and Trumbull, it does not provide retention of younger residence who cannot afford a home due to inflation and increased interest rates, want to be close to relatives, employment and those who are seeking alternative living options.

Lifestyle changes, the impact of post COVID, and inflation has had on increased apartment demand should not be dismissed at this time for mixed use retail/apartment communities. These mixed-use developments meet current lifestyle demand. The uncertainty of economic condition will positively impact the absorption of apartment and neighborhood retail. Based on apartment absorption in adjoining towns, absorption for apartments is comparable and should continue. The approval of a new modern rental community is prudent to be in position to meet future demand.

The subject site is in a good location for a mixed-use development, has good area supporting linkages to retail, medical services, recreation, education, religious, cultural and transportation networks that are important to a successful contemporary residential apartment's community.

Therefore:

1) As of the date of this analysis, demand does exist for mixed use residential apartments/ retail use due to pent-up demand, aging population and post COVID lifestyle demand. Future demand will continue to increase since target market represent about 43% of the trade area population in 2022. Fairfield East apartment trade area has the second lowest vacancy in the country and fastest rent growth in the nation for the 3rd qurter 2022.
2) The proposed mixed-use development should be an alternative to the higher rental market in Fairfield County West (Stamford and Norwalk).
3) The study area target market has an income level, current home value and net worth that should meet the threshold income level to rent the proposed mixed-use development.
4) Average market rent is approximately $1,450 for studios plus utilities, $1,800.00+/- per month plus utilities for one-bedroom units and approximately $2,170.00+/- per month plus utilities for two-bedroom units. These rents represent a lower alternative to Fairfield West rents, which is a major employment node with higher rents.
5) The 10% of affordable apartment units helps address a demand in Monroe and Trumbull currently not being met.
6) The proposed Mixed-use development, if in place as of today and under current market conditions, would produce a positive net tax revenue to the Towns of Monroe and Trumbull CT of about $113,000 for Monroe and $167,000 for the town of Trumbull.

Stanley A. Gniazdowski, CRE, CCIM

2514 Boston Post Road, 9C, Guilford CT 06437 TEL: 203.453.1117

EXPERIENCE

Realty Concepts, Inc. Guilford, Connecticut
President 1984 to Present

Mr. Gniazdowski is president of Realty Concepts, Inc. a Guilford Connecticut based International Real Estate Consulting and Advisory Group, which he founded in 1984. He has been in the real estate profession since 1973 as a broker, appraiser and consultant. He was Vice President and a consultant at Cushman & Wakefield prior to forming his own firm.

Mr. Gniazdowski has provided real estate consulting, appraisal, asset management, litigation support and development consulting to national and international corporations, developers, investors, retailers, governmental agencies, lenders and law firms. He specializes in investment analysis and structuring, development market analysis and impact analysis, litigation support, specialized appraisal work and asset management. His experience includes single assets in excess of $100,000,000.

He holds the Counselor of Real Estate Designation “CRE” of which there are about 1,800 world-wide, the CCIM Institute “CCIM” designation and is a Senior Instructor for the CCIM international education courses. Stan is the recipient of the CI 102 (Market Analysis Course) Instructor of the year. In July of 2022 Stan was honored with the Robert L. Ward Instructor of The Year. He serves on committees for CCIM Institute including 2013 Education Chairman, University Alliance Committee, the Board of Directors of the CCIM Education Foundation, past CCIM Region 11 VP and CCIM Board of Directors in April 2017 Mr. Gniazdowski was honored by the CCIM Education Foundation with named endowed scholarship. In 2021 Mr. Gniazdowski became president of CCIM Tech and reelected in 2022 and for 2023. CCIM Tech is a subsidiary of CCIM Institute, which administers the CCIM real estate GIS and data system, Site To Do Business (stdb.com). In 2007 Mr. Gniazdowski was awarded the FRICS (Royal Institute of Chartered Surveyors) designation. For 25 years, he served as an Adjunct Assistant Professor of Real Estate at New York University and the recipient of the NYU "Award for Teaching Excellence". He recently has been appointed as an adjunct at the newly formed Fordham University master’s in real estate program and serves on the Real Estate Curriculum Advisory Committee. In 2019 Mr. Gniazdowski taught market analysis GIS workshops at Harvard University in its graduate urban economics and market analysis course. He has consulted internationally in Egypt, Poland, Russia, Slovakia, Taiwan, Hungary and Ukraine. He lectures and trains internationally. Mr. Gniazdowski has served as President of the Connecticut CCIM and CRE chapters and is involved in other civic and private organizations. In 2008 Mr. Gniazdowski co-authored a book for the American Bar Association titled,” Redevelopment- Planning, Law and Project Implementation” a Guide for Practitioners”. In April 2017 Mr. Gniazdowski was honored by having an annual Endowed Educational Scholarship established in his name through the CCIM Education Foundation.

Cushman & Wakefield New York, New York
Vice President 1982 to 1984

Performed consulting services to investors and corporate clients, structured transactions for in-house brokers and clients. Structured and completed sale of a single asset in excess of $100,000,000; and structured sale lease backs; development structuring and general counseling.

W.T. Beazley Company Wallingford, Connecticut
Vice President 1979 to 1982

Financial services division. Responsible for directing property management division; structuring condominium conversions; support brokerage division and general counseling and valuation.

Moniello Associates — East Haven, Connecticut
Manager — 1973 to 1979

Directed residential and commercial sales departments. Personally specialized in commercial investment sales and consulting.

EDUCATION:

- University of New Haven 1972. BS Business Administration. Deans Award Graduate.
- Commercial Investment Real Estate Institute five graduate level courses.
- Real Estate Securities and Syndication Institute.
- Society of Real Estate Appraisers: Market, feasibility and marketability studies.
- University of New Haven: Commercial Investment R E Analysis. Appraisal I & II.

PROFESSIONALDESIGNATIONS

- FRICS: Fellow Royal Institute of Chartered Surveyors 2007
- CRE: Counselor of Real Estate 1987
- CCIM: Certified Commercial Institute Member 1982
- CRS: Certified Residential Specialist 1978

TEACHING AFFILIATIONS

- Adjunct Associate Professor – New York University **1996 - Award for Teaching Excellence**
- Adjunct Associate professor- Fordham University 2017- current
- Senior instructor Commercial Investment Real Estate Institute – CCIM program
- Instructor - Industrial Development Research Council: Corporate Real Estate
- Compass Management & Leasing

PROFESSIONAL AFFILIATIONS

- Chairman – 2013 – CCIM Education Committee
  Board of Directors – CCIM Education Foundation 2007 to Present
- Chairman - 2000 CCIM CI 102 Course & Technology Task Force
- Chairman - 1995 Connecticut CRE Chapter
- Chairman - 1992 CCI M Course 101 & Course rewrite
- Chairman - 1988 Connecticut CCIM Chapter
- Chairman Connecticut Association of Realtors: Common Interest Communities and Rental Housing Law Committee.
- Landauer/CCIM National Real Estate Survey - CCIM Editorial member 1995-96
- Chairman (1989 & 1990) Commercial Investment Real Estate Journal.
- CCIM Comprehensive Exam Team and Designation Committee.
- Education Committee member, American Society of Real Estate Counselor.

PROFESSIONAL LICENSES

- Certified General Appraiser • Broker - Connecticut
- Licensed Real Estate Securities - Connecticut

OTHER:

- Author "The Role of Market Analysis in Redevelopment" in "Redevelopment: Planning, Law & Project Implementation" (American Bar Association, 2008)
- National lecturer on Real Estate Valuation, Development, Counseling, Market Analysis, and Syndication.
- Consulted &/or lectured in *Hungary, Poland*, *Russia, Slovakia, Taiwan & Ukraine* Financing and structuring transactions
- Testified before the State Joint Judiciary Committee as an expert witness on the Connecticut Condominium conversion Law and other real estate issues
- President: University of New Haven Alumni Association 1991&1992.
- Board of Governors, University of New Haven
- Shoreline Foundation

REFERENCES: Available upon request

PARTIAL LIST OF CORPORATE CLIENTS

ALLIED SIGNAL
ATLANTIC BANK & TRUST COMPANY
AVALON COMMUNITIES, INC.
BANK BOSTON
CHEMICAL BANK
CITIZENS BANK
CONNECTICUT HOUSING FINANCE AUTHORITY
COSTCO
DATTCO
EDENS & EVANT
EASTERN EUROPEAN REALTY FOUNDATION
EMERGILITE
FIRST UNION BANK
GOVERNMENTAL AGENCIES
GREATER NEW HAVEN CHAMBER OF COMMERCE
HAYNES DEVELOPMENT
H. J. RUSSELL CO.
HARLAND, O'CONNOR, TINE, & WHITE
HOMART
INTEGRATED RESOURCES
JPI
J P MAGUIRE
KNIGHTS of COLUMBUS
LAFAYETTE AMERICAN BANK
Mc DONALS'S
MARRIOTT CORPORATION
METLIFE CAPITAL CREDIT
METRO STAR CAPITAL
MOROSO
UTOPIA MENTAL HEALTH
NEW HAVEN SAVINGS BANK
NEUROGEN CORPORATION
NORTHERN TRUST BANK
RAYMOUR & FLANIGAN
RHODE ISLAND HOSPITAL TRUST
ROCKEFELLOR GROUP
ROUSE CORPORATION
SCHNEIDER NATIONAL
SHAW'S SUPERMARKET
SIGMA XI
SOUTHERN NEW ENGLAND TELEPHONE COMPANY
STOP AND SHOP COMPANIES
SWISS BANK
TARGET
TILCON, INC.
TOMASSO BROS.
TOWN OF EAST HAVEN
TOWN OF MADISON
ULBRICH STEEL
UNIVERSITY OF CONNECTICUT FOUNDATION
WALMART
UNIVERSITY OF NEW HAVEN
UPJOHN COMPANY
WESTFIELD
YALE SCHOOL OF MEDECINE
YALE UNIVERSITY

Addenda

4 MAIN ST

Location	4 MAIN ST	**Map/Lot**	004/ 037/ 02/ /
Acct#	00403702	**Owner**	7192 MAIN ST LLC
Assessment	$339,700	**Appraisal**	$485,200
PID	7904	**Building Count**	1
Survey	3278	**Affordable**	

Current Value

Appraisal			
Valuation Year	**Improvements**	**Land**	**Total**
2019	$0	$485,200	$485,200
Assessment			
Valuation Year	**Improvements**	**Land**	**Total**
2019	$0	$339,700	$339,700

Owner of Record

Owner	7192 MAIN ST LLC	**Sale Price**	$177,630
Co-Owner	C/O MITCHELL DEESSO - MBR	**Certificate**	
Address	7182 MAIN ST TRUMBULL, CT 06611	**Book & Page**	1889/0009
		Sale Date	08/13/2015
		Instrument	17

Ownership History

Ownership History					
Owner	**Sale Price**	**Certificate**	**Book & Page**	**Instrument**	**Sale Date**
7192 MAIN ST LLC	$177,630		1889/0009	17	08/13/2015
ISH LLC	$0	1	0880/0005		11/24/1999
POLATSEK STEPHEN + JUDIT	$0	2	0880/0002		11/24/1999
POLATSEK STEPHEN	$0	3	0506/0199		05/17/1991

Building Information

Building 1 : Section 1

Year Built:
Living Area: 0

Building Attributes	
Field	**Description**
Style:	Vacant Land
Model	
Grade:	
Stories:	
Occupancy	
Exterior Wall 1	
Exterior Wall 2	
Roof Structure:	
Roof Cover	
Interior Wall 1	
Interior Wall 2	
Interior Flr 1	
Interior Flr 2	
Heat Fuel	
Heat Type:	
AC Type:	
Total Bedrooms:	
Total Bthrms:	
Total Half Baths:	
Total Xtra Fixtrs:	
Total Rooms:	
Bath Style:	
Kitchen Style:	
Fireplaces	
Cndtn	
Wdstv Flues	
Basement Gar	
Num Park	
Fireplaces	
Attic	
Basement	
In Law Apt	
Fndtn Cndtn	
Basement	

Building Photo

No Image is Available

(https://images.vgsi.com/photos/MonroeCTPhotos/\00\00\00\04.JPG)

Building Layout

(https://images.vgsi.com/photos/MonroeCTPhotos/Sketches/7904_7904.j

Building Sub-Areas (sq ft)	Legend
No Data for Building Sub-Areas	

Extra Features

Extra Features	Legend
No Data for Extra Features	

Parcel Information

Use Code 338
Description Vacant
Deeded Acres 3.92

Land

Land Use

Use Code 338
Description Vacant
Zone B1
Neighborhood
Alt Land Approved No
Category

Land Line Valuation

Size (Acres) 3.92
Appraised Value $485,200

Outbuildings

Outbuildings	Legend
No Data for Outbuildings	

Valuation History

Appraisal			
Valuation Year	**Improvements**	**Land**	**Total**
2019	$0	$442,500	$442,500

Assessment			
Valuation Year	**Improvements**	**Land**	**Total**
2019	$0	$309,800	$309,800

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7180 MAIN ST

Location	7180 MAIN ST	**Map/Lot**	004/ 038/ 00/ /
Acct#	00403800	**Owner**	7182 MAIN ST LLC
Assessment	$104,100	**Appraisal**	$148,700
PID	7905	**Building Count**	1
Survey	3273	**Affordable**	

Current Value

Appraisal			
Valuation Year	**Improvements**	**Land**	**Total**
2019	$124,700	$24,000	$148,700
Assessment			
Valuation Year	**Improvements**	**Land**	**Total**
2019	$87,300	$16,800	$104,100

Owner of Record

Owner	7182 MAIN ST LLC
Co-Owner	% MITCHELL DEESSO - MEMBER
Address	7182 MAIN ST TRUMBULL, CT 06611

Sale Price	$220,330
Certificate	
Book & Page	1889/0007
Sale Date	08/13/2015
Instrument	17

Ownership History

Ownership History					
Owner	**Sale Price**	**Certificate**	**Book & Page**	**Instrument**	**Sale Date**
7182 MAIN ST LLC	$220,330		1889/0007	17	08/13/2015
ISH LLC	$0	1	0880/0005		11/24/1999
POLATSEK STEPHEN + JUDIT	$0	2	0670/0080		07/25/1995

Building Information

Building 1 : Section 1

Year Built: 1982

Building Photo

7180 MAIN ST

Location	7180 MAIN ST	**Map/Lot**	004/ 038/ 00/ /
Acct#	00403800	**Owner**	7182 MAIN ST LLC
Assessment	$104,100	**Appraisal**	$148,700
PID	7905	**Building Count**	1
Survey	3273	**Affordable**	

Current Value

Appraisal			
Valuation Year	**Improvements**	**Land**	**Total**
2019	$124,700	$24,000	$148,700
Assessment			
Valuation Year	**Improvements**	**Land**	**Total**
2019	$87,300	$16,800	$104,100

Owner of Record

Owner	7182 MAIN ST LLC	**Sale Price**	$220,330
Co-Owner	% MITCHELL DEESSO - MEMBER	**Certificate**	
Address	7182 MAIN ST TRUMBULL, CT 06611	**Book & Page**	1889/0007
		Sale Date	08/13/2015
		Instrument	17

Ownership History

Ownership History					
Owner	**Sale Price**	**Certificate**	**Book & Page**	**Instrument**	**Sale Date**
7182 MAIN ST LLC	$220,330		1889/0007	17	08/13/2015
ISH LLC	$0	1	0880/0005		11/24/1999
POLATSEK STEPHEN + JUDIT	$0	2	0670/0080		07/25/1995

Building Information

Building 1 : Section 1

Year Built: 1982

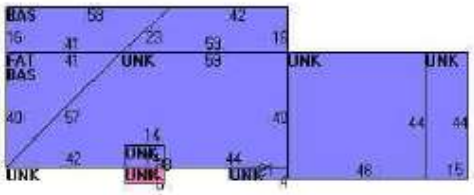
Building Photo

Living Area: 1,817

Building Attributes	
Field	**Description**
Style:	General Retail
Model	Commercial
Grade	C
Stories:	1
Occupancy	3.00
Exterior Wall 1	Vertical Wood
Exterior Wall 2	
Roof Structure	Gable/Hip
Roof Cover	Arch Shingle
Interior Wall 1	Drywall
Interior Wall 2	
Interior Floor 1	Vinyl
Interior Floor 2	
Heating Fuel	Gas
Heating Type	Hot Air
AC Type	Central
Struct Class	
Bldg Use	Gen Comm
Total Rooms	
Total Bedrms	
Total Baths	
Fireplace	
Xtra Fireplaces	
1st Floor Use:	325
Heat/AC	Heat/AC Pkgs
Frame Type	Wood
Baths/Plumbing	Normal
Ceiling/Wall	Sus Ceil and W
Rooms/Prtns	Average
Wall Height	10.00
% Comn Wall	

(https://images.vgsi.com/photos/MonroeCTPhotos//\00\01\36\58.jpg)

Building Layout



(https://images.vgsi.com/photos/MonroeCTPhotos//Sketches/7905_7905.jp

Building Sub-Areas (sq ft)			Legend
Code	**Description**	**Gross Area**	**Living Area**
BAS	First Floor	1,612	1,612
FAT	Finished Attic	820	205
UNK	Unkown	6,928	0
		9,360	1,817

Extra Features

Extra Features	Legend
No Data for Extra Features	

Parcel Information

Use Code	322
Description	Store / Shop
Deeded Acres	0.1

Land

Land Use

Use Code	322
Description	Store / Shop
Zone	B1
Neighborhood	
Alt Land Approved	No
Category	

Land Line Valuation

Size (Acres)	0.1
Appraised Value	$24,000

Outbuildings

Outbuildings	Legend
No Data for Outbuildings	

Valuation History

Appraisal			
Valuation Year	**Improvements**	**Land**	**Total**
2019	$124,700	$85,200	$209,900

Assessment			
Valuation Year	**Improvements**	**Land**	**Total**
2019	$87,300	$59,600	$146,900

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7180 MAIN STREET

Location	7180 MAIN STREET	**Mblu**	C/01 / 00029/ 000/
Acct#		**Owner**	7182 MAIN STREET LLC
Assessment	$665,280	**Appraisal**	$950,400
PID	5313	**Building Count**	1
Fire District	L	**Assessing District**	

Current Value

Appraisal	
Valuation Year	**Total**
2021	$950,400
Assessment	
Valuation Year	**Total**
2021	$665,280

Owner of Record

Owner	7182 MAIN STREET LLC	**Sale Price**	$879,670
Co-Owner		**Book & Page**	1696/0794
Address	7182 MAIN STREET TRUMBULL, CT 06611	**Sale Date**	08/13/2015
		Instrument	17

Ownership History

Ownership History				
Owner	**Sale Price**	**Book & Page**	**Instrument**	**Sale Date**
7182 MAIN STREET LLC	$879,670	1696/0794	17	08/13/2015
ISH LLC	$1	1028/0415	Q	11/24/1999

Building Information

Building 1 : Section 1

Year Built:	1984
Living Area:	9,755
Replacement Cost:	$845,331
Building Percent Good:	60

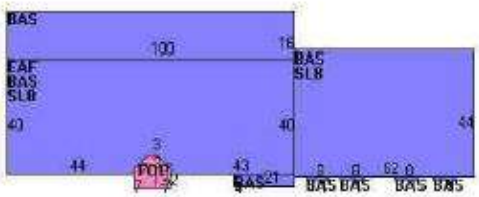
Replacement Cost
Less Depreciation: $507,200

Building Attributes	
Field	**Description**
STYLE	Store
Grade	C-2
Stories:	2 Stories
Occupancy	4
Exterior Wall 1	Wood on Sheath
Exterior Wall 2	
Roof Structure	Gable
Roof Cover	Asphalt
Interior Wall 1	Drywall
Interior Wall 2	
Interior Floor 1	Carpet
Interior Floor 2	Vinyl
Heating Fuel	Gas
Heating Type	Forced Air
AC Type	Central
Bldg Use	Retail
1st Floor Use:	
Heat/AC	Heat/AC Pkgs
Frame Type	Wood Frame
Baths/Plumbing	Average
Ceiling/Walls	Sus-Ceil & WL
Rooms/Prtns	Average
Wall Height	12
% Comn Wall	

Building Photo

C01-29 05/02/2015
(https://images.vgsi.com/photos2/TrumbullCTPhotos/\00\01\62/57.JPG)

Building Layout



(https://images.vgsi.com/photos2/TrumbullCTPhotos/Sketches/5313_5313

Building Sub-Areas (sq ft)			Legend
Code	**Description**	**Gross Area**	**Living Area**
BAS	First Floor	8,378	8,378
EAF	Expansion Attic, Finished	3,934	1,377
FOP	Open Porch	131	0
SLB	Slab	6,662	0
		19,105	9,755

Extra Features

Extra Features	Legend

Use Code	320	**Size (Acres)**	1.37
Description	Retail	**Frontage**	
Zone	IL2	**Depth**	
Neighborhood	255		
Alt Land Appr	No		
Category			

Outbuildings

Outbuildings					Legend
Code	**Description**	**Sub Code**	**Sub Description**	**Size**	**Bldg #**
PAV1	Paving Asph.			25062 S.F.	1

Valuation History

Appraisal	
Valuation Year	**Total**
2020	$879,100
2019	$879,100
2018	$879,100

Assessment	
Valuation Year	**Total**
2020	$615,370
2019	$615,370
2018	$615,370

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7192 MAIN STREET

Location	7192 MAIN STREET	**Mblu**	C/01 / 00030/ 000/
Acct#		**Owner**	7192 MAIN STREET LLC
Assessment	$203,490	**Appraisal**	$290,700
PID	5312	**Building Count**	1
Fire District	L	**Assessing District**	

Current Value

Appraisal	
Valuation Year	**Total**
2021	$290,700
Assessment	
Valuation Year	**Total**
2021	$203,490

Owner of Record

Owner	7192 MAIN STREET LLC	**Sale Price**	$122,370
Co-Owner		**Book & Page**	1696/0796
Address	7182 MAIN STREET TRUMBULL, CT 06611	**Sale Date**	08/13/2015
		Instrument	17

Ownership History

Ownership History				
Owner	**Sale Price**	**Book & Page**	**Instrument**	**Sale Date**
7192 MAIN STREET LLC	$122,370	1696/0796	17	08/13/2015
ISH LLC	$1	1028/0415	Q	11/24/1999

Building Information

Building 1 : Section 1

Year Built:	
Living Area:	0
Replacement Cost:	$0
Building Percent Good:	

Replacement Cost
Less Depreciation: $0

Building Attributes	
Field	**Description**
Style	Vacant Land
Grade:	
Stories:	
Occupancy	
Exterior Wall 1	
Exterior Wall 2	
Roof Structure:	
Roof Cover	
Interior Wall 1	
Interior Wall 2	
Floor Covering	
Alt. Floor Cover	
Heat Fuel	
Heat Type:	
AC Type:	
Total Bedrooms:	
Total Bthrms:	
Total Half Baths:	
Total Xtra Fixtrs:	
Total Rooms:	
Bath Style:	
Kitchen Style:	
Total Kitchens	
Total Elec Meters	

Building Photo

C01-30 05/02/2015
(https://images.vgsi.com/photos2/TrumbullCTPhotos/\00\01\62/59.JPG)

Building Layout

(https://images.vgsi.com/photos2/TrumbullCTPhotos/Sketches/5312_5312

Building Sub-Areas (sq ft)	Legend
No Data for Building Sub-Areas	

Extra Features

Extra Features	Legend
No Data for Extra Features	

Land

Land Use

Use Code	390
Description	Com Ld Dv
Zone	IL2
Neighborhood	255
Alt Land Appr	No

Land Line Valuation

Size (Acres)	0.95
Frontage	
Depth	

Category

Outbuildings

Outbuildings	Legend
No Data for Outbuildings	

Valuation History

Appraisal	
Valuation Year	Total
2020	$276,800
2019	$276,800
2018	$276,800

Assessment	
Valuation Year	Total
2020	$193,760
2019	$193,760
2018	$193,760

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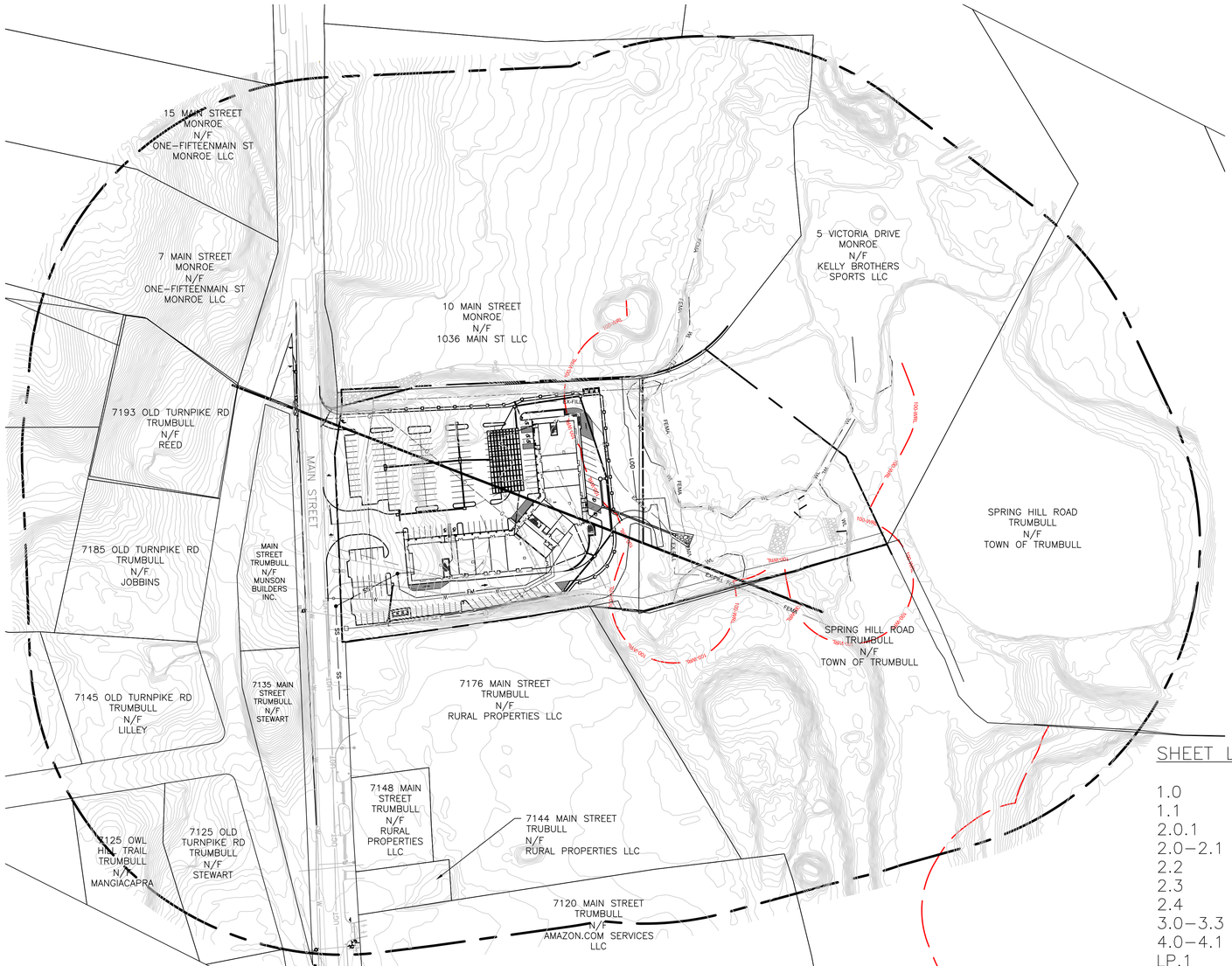
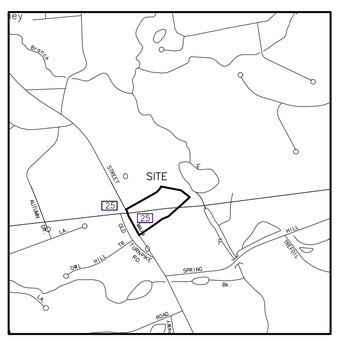
GATEWAY COMMONS
7182 MAIN STREET, LLC
SITE IMPROVEMENTS
IN
TRUMBULL & MONROE, CONNECTICUT



500' RADIUS MAP
1"=100'



VICINITY MAP
1"=1000'

SHEET LIST

1.0	TITLE SHEET
1.1	EXISTING CONDITIONS SURVEY
2.0.1	ZONING COMPLIANCE MAP
2.0-2.1	SITE PLAN & ENLARGEMENT
2.2	SCHEMATIC SITE PLAN
2.3	EROSION CONTROL PLAN
2.4	UNDERGROUND UTILITIES PLAN
3.0-3.3	CONSTRUCTION DETAILS
4.0-4.1	DRAINAGE AREA MAPS
LP.1	LANDSCAPE PLAN BY OTHERS
SL-1	SITE LIGHTING PLAN BY OTHERS

PERMIT SET - NOT FOR CONSTRUCTION

J. EDWARDS & ASSOCIATES LLC
ENGINEERING • SURVEYING • SITE PLANNING

227 Stepney Road Easton, CT 06612
Phone:203.268.4205 Fax: 203.268.5604
www.jedwardsassoc.com

STATE OF CONNECTICUT — JOHN E. EDWARDS — No. 10937 — LICENSED PROFESSIONAL ENGINEER

STATE OF CONNECTICUT — JOHN EDWARDS — LICENSED LAND SURVEYOR

GATEWAY COMMONS
7180 & 7192 MAIN STREET TRUMBULL
& 4 MAIN STREET MONROE, CONNECTICUT

DEVELOPER
7182 MAIN STREET LLC
62 SPRING HILL ROAD, TRUMBULL 06611

REVISIONS

#	DATE	DESCRIPTION
1	10-18-22	IWWC (TRUMBULL)
2	10-25-22	IWWC (MONROE)
3	11-29-22	IWWC (TRUMBULL)
4	12-23-22	P&Z (TRUMBULL)

DATE: 10-06-22
PROJECT #: 716
DRAWING FILE: 716
DRAWN BY: NC/JE
SCALE:

TITLE

TITLE SHEET

SHEET NUMBER

1.0

J:\PROJECTS\716 MITCHELL DEESSO\DRAWINGS\1.0-TITLE (TRUMBULL)

NOTES:

1. THIS SURVEY AND MAP HAS BEEN PREPARED IN ACCORDANCE WITH THE REGULATION OF CONNECTICUT STATE AGENCIES, SECTION 20-300b-1 THROUGH 20-300b-20, EFFECTIVE OCTOBER 26, 2018, AND THE "MINIMUM STANDARDS FOR SURVEYS AND MAPS IN THE STATE OF CONNECTICUT" AS ADOPTED BY THE CONNECTICUT ASSOCIATION OF LAND SURVEYORS, INC.
2. THE BOUNDARY DETERMINATION IS BASED UPON THE RESURVEY METHOD.
3. THE SURVEY CONFORMS TO HORIZONTAL CLASS A-2 ACCURACY STANDARDS. VERTICAL DATA CONFORMS TO CLASS HE SURVEY CONFORMS TO HORIZONTAL CLASS A-2 ACCURACY STANDARDS. VERTICAL DATA CONFORMS TO CLASS V-2 STANDARDS. TOPOGRAPHIC DATA CONFORMS TO CLASS T-2 STANDARDS. CONTOURS AND ELEVATIONS REFER TO NAVD 88 DATUM.
4. BEARINGS AND COORDINATES ARE DERIVED FROM THE CONNECTICUT GEODETIC SURVEY (CTGS) VIA GPS TECHNOLOGY AND CONVENTIONAL SURVEY METHODS.
5. THIS IS A DATA ACCUMULATION PLAN. THE PURPOSE OF WHICH IS TO DEPICT THE POSITION OF BOUNDARIES WITH RESPECT TO PERTINENT STRUCTURES & OTHER ITEMS.
6. PROPERTIES (4 MAIN ST., MONROE & 7192 MAIN ST. TRUMBULL) ARE ALSO KNOWN AS TOWN OF MONROE TAX LOTS 37.2 AND A PORTION OF 37.4 ON ASSESSORS MAP 4 AND TOWN OF TRUMBULL TAX LOT 30 ON ASSESSORS MAP C1.
7. PROPERTY (7182 MAIN ST., TRUMBULL) IS ALSO KNOWN AS TOWN OF TRUMBULL TAX LOT 29 ON ASSESSORS MAP C1.
8. TOTAL AREA = 290,719.44 SQ.FT. OR 6.674 ACRES IN MONROE = 174,762.72 SQ.FT. OR 4.012 ACRES. IN MONROE = 174,762.72 SQ.FT. OR 4.012 ACRES. IN TRUMBULL = 115,959.72 SQ.FT. OR 2.662 ACRES. IN TRUMBULL = 115,959.72 SQ.FT. OR 2.662 ACRES.
9. PROPERTY (4 MAIN ST., MONROE & 7192 MAIN ST. TRUMBULL) LIES IN MONROE ZONING DISTRICTS B-1 & I-1 AND TRUMBULL ZONING DISTRICT I-L2.
10. PROPERTY (7182 MAIN ST., TRUMBULL) LIES IN TRUMBULL ZONING DISTRICT I-L2.
11. A PORTION OF THE (4 MAIN ST., MONROE & 7192 MAIN ST. TRUMBULL) PARCEL LIES WITHIN FLOOD ZONE AE (NO 4 MAIN ST., MONROE & 7192 MAIN ST. TRUMBULL) PARCEL LIES WITHIN FLOOD ZONE AE (NO PARCEL LIES WITHIN FLOOD ZONE AE (NO ELEV.), FLOODWAY ZONE AE (WITH CROSS SECTION) AND 0.2% ANNUAL CHANCE FLOOD HAZARD ZONE X (NO ELEV.) AS SHOWN ON FEMA FIRM MAP 09001C0286F, EFFECTIVE DATE 6/18/2010.
12. THE (7182 MAIN ST., TRUMBULL) PROPERTY DOES NOT LIE WITHIN A FLOOD HAZARD ZONE AS DETERMINED BY FEMA.
13. THE LOCATION OF UNDERGROUND UTILITIES SHOULD BE CONSIDERED APPROXIMATE AND OTHER THAN DEPICTED THE LOCATION OF UNDERGROUND UTILITIES SHOULD BE CONSIDERED APPROXIMATE AND OTHER THAN DEPICTED HEREON, IF ANY, IS UNKNOWN.
14. WETLANDS DELINEATED BY JMM WETLAND CONSULTING SERVICES, LLC, INC. ON SEPTEMBER 6, 2019. FLAGS WERE LOCATED VIA CONVENTIONAL SURVEY METHODS. .
15. MAP REFERENCE:

A. PLAN ENTITLED: "BOUNDARY MAP OF PROPERTY LOCATED ON BRIDGEPORT - NEWTOWN TPK. (RTE. 25) MONROE/TRUMBULL, CONNECTICUT, PREPARD FOR N & S DEVELOPMENT CO., LTD." SCALE: 1"=40'. DATED: AUGUST 3, 1981. PREPARED BY J & D KASPER & ASSOCIATES. ON FILE IN THE TOWN OF MONROE CLERK'S OFFICE AS MAP 1629. 15.

B. PLAN ENTITLED: "SITE PLAN OF PROPERTY LOCATED ON THE BRIDGEPORT-NEWTOWN TURNPIKE (RTE. 25) MONROE/TRUMBULL, CONNECTICUT PREPARED FOR CHARLES POLATESEK.", SCALE: 1"=40'. DATED: FEB. 9, 1982. ON FILE IN THE TOWN OF MONROE CLERK'S OFFICE AS MAP 1739 AND IN THE TOWN OF TRUMBULL CLERK'S OFFICE AS MAP 2306. 15.

C. PLAN ENTITLED: "BOUNDARY MAP OF PROPERTY OWNED BY THE BRIDGEPORT CHILDREN'S CAMP INC. MONROE/TRUMBULL, CONNECTICUT.", SCALE: 1"=100'. DATED: MARCH 10, 1982, REVISED: 12-29-82. PREPARED BY J&D KASPER & ASSOCIATES. ON FILE IN THE TOWN OF MONROE CLERK'S OFFICE AS MAP 1630. 15.

D. PLAN ENTITLED: "BOUNDARY SURVEY PREPARED FOR AMERICAN TRADING REAL ESTATE PROPERTIES INCORPORATED. MAIN STREET (ROUTE 25), MONROE/TRUMBULL, CT." SCALE: 1"=100'. DATED: 8/30/88. REVISED THRU: 5/3/91. PREPARED BY CODESPOTI & ASSOCIATES. ON FILE IN THE TOWN OF MONROE CLERK'S OFFICE AS MAP 2189. 15.

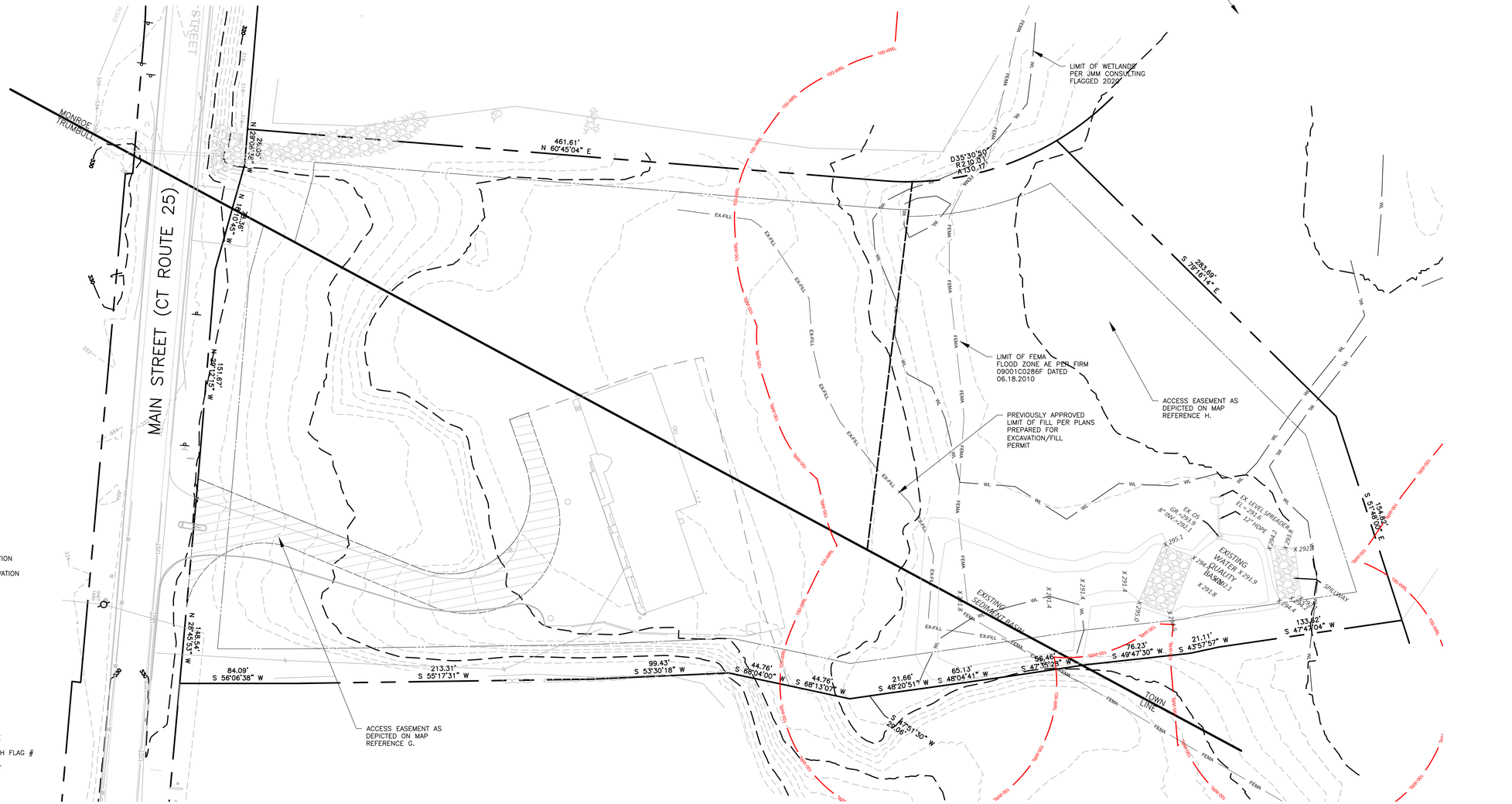
E. PLAN ENTITLED: "DATA ACCUMULATION PLAN, DEPICTING A LOT LINE REVISION FOR #38, #42, #44 MAIN STREET (CT RT. #25), MONROE/TRUMBULL, CONNECTICUT PREPARED FOR KINBALL LAND HOLDINGS, LLC.", SCALE: 1"=100'. DATED: 4/02/03, REVISED: 5/22/03. PREPARED BY SPATH-BJORKLUND ASSOCIATES, INC. ON FILE IN THE TOWN OF MONROE CLERK'S OFFICE AS MAP 2800A. 12.

F. PLAN ENTITLED "CONNECTICUT STATE HIGHWAY DEPARTMENT, RIGHT OF WAY MAP, TOWN OF MONROE, BRIDGEPORT-NEWTOWN ROAD FROM THE TRUMBULL TOWN LINE NORTHERLY ABOUT 6,800 FEET. ROUTE No. 25, No. 693-8, Sht. 1 OF 3", SCALE: 1" = 40', DATED: MARCH 9, 1939.

G. "PROPERTY SURVEY OF 4 MAINS STREET MONROE & 7180 & 7192 MAIN STREET, TRUMBULL, CONNECTICTU" REVISED TO 12/23/2020. PREPARED BY ACCURATE LAND SURVEYING.

H. RECORD MAP 3529.

16. DATE OF FIELD SURVEY 04-31-22



LEGEND

- EXISTING CONTOUR
- PROPOSED CONTOUR
- 520.2 EXISTING SPOT ELEVATION
- 520.2 PROPOSED SPOT ELEVATION
- EXISTING DRAINAGE
- PROPOSED DRAINAGE
- EXISTING SANITARY
- PROPOSED SANITARY
- SS SANITARY LATERALS
- FM FORCE MAIN
- FD FOOTING DRAIN
- RD ROOF DRAIN
- W WATER SERVICE
- G GAS LINE
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- FE FOUNDATION ENVELOPE
- BUILDING SETBACK LINE
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40 0 40 80

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& 4 MAIN STREET MONROE, CONNECTICUT

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7182 MAIN STREET LLC
62 SPRING HILL ROAD, TRUMBULL 06611

REVISIONS

#	DATE	DESCRIPTION
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2	10-25-22	IWWC (MONROE)
3	11-29-22	IWWC (TRUMBULL)
4	12-23-22	P&Z (TRUMBULL)

DATE: 10-06-22
PROJECT #: 716
DRAWING FILE: 716
DRAWN BY: NC/JE
SCALE: 1"=40'

TITLE

EXISTING CONDITIONS SURVEY

SHEET NUMBER

1.1

J:\PROJECTS\716 MITCHELL DEESSO\DRAWINGS\1.1-S-0 40 SCALE

MONROE OFF-STREET PARKING			
USE	SIZE GFA/ # UNITS	ZONING STANDARD	REQUIRED SPACES
COMMERCIAL-STORAGE	4,000 SF	1/1000 SF	4
COMMERCIAL-OFFICE	4,129 SF	4/1000 SF	17
COMMERCIAL-RETAIL	8,430 SF	5/1000 SF	42
APT-STUDIO	2	1/UNIT	2
APT-1 BEDROOM	17	1.5/UNIT	26
APT-VISITOR	21	0.5/UNIT	11
SUBTOTAL			106
		-30% PREDOMINANT USE CREDIT (COMMERCIAL)	-19
		MONROE REQUIRED SPACES	87
OFF-STREET LOADING		1 SPACE/1500-20,000 GFA	1
		LOADING SPACES PROVIDED	1

TRUMBULL OFF-STREET PARKING			
USE	SIZE GFA/ # UNITS	ZONING STANDARD	REQUIRED SPACES
COMMERCIAL-RETAIL	12,786 SF	5/1000 SF	64
APT-STUDIO*	3	1.61/UNIT	5
APT-1 BEDROOM*	29	1.61/UNIT	47
APT-2 BEDROOM*	4	1.61/UNIT	6
SUBTOTAL			106
		-25% PREDOMINANT USE CREDIT (COMMERCIAL)	-16
		TRUMBULL REQUIRED SPACES	106
OFF-STREET LOADING		1 SPACE >10,000 GFA	1
		LOADING SPACES PROVIDED	1
		TOTAL PARKING SPACES REQUIRED	193
		TOTAL PARKING SPACES PROVIDED (INCLUDING 7 HANDICAP)	198

* SATURDAY 85TH PERCENTILE PEAK PARKING RATES FROM THE "PARKING GENERATION MANUAL," 5TH EDITION,PUBLISHED BY THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE), 2019.

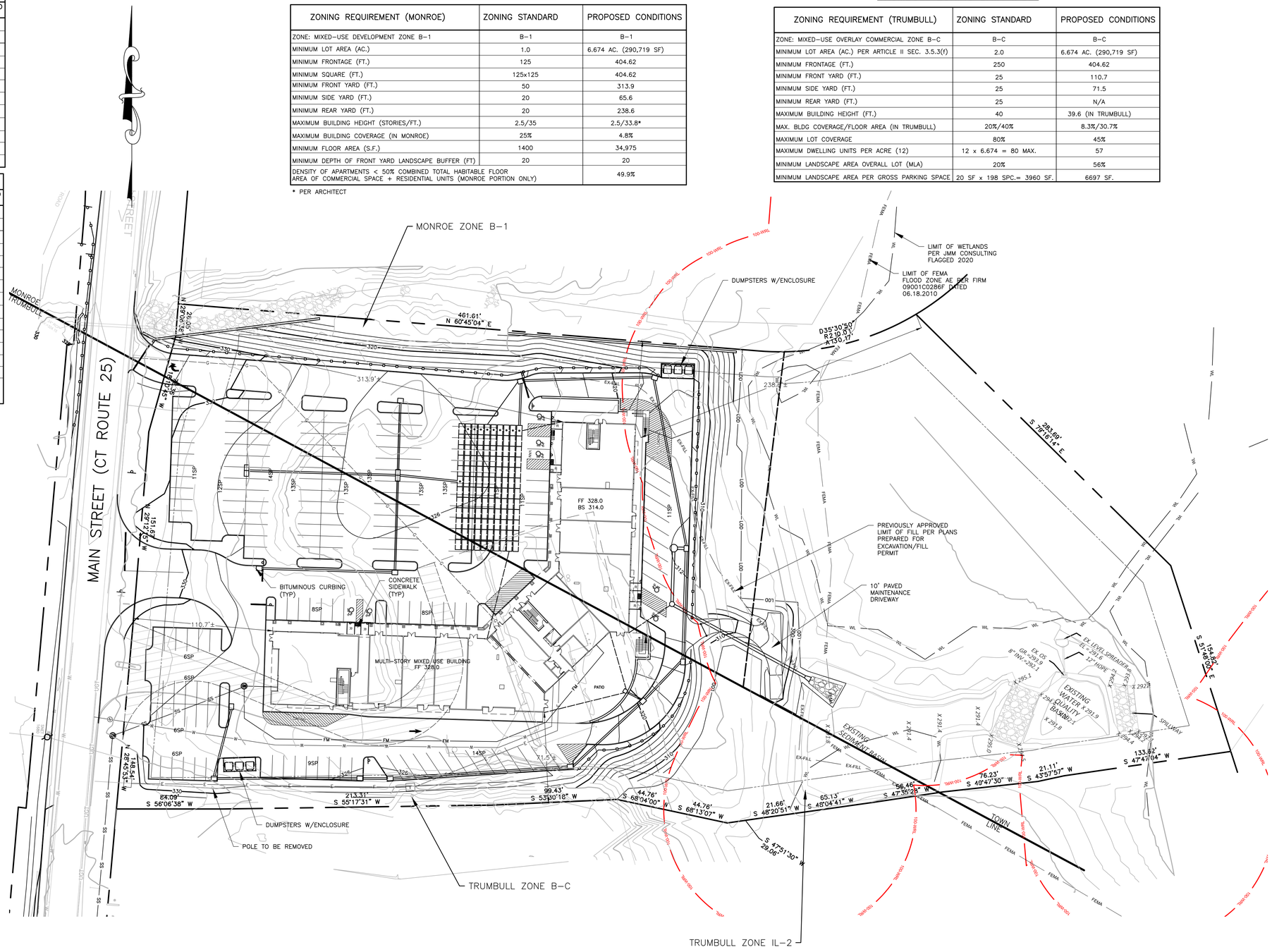
MONROE ZONING DATA TABLE

ZONING REQUIREMENT (MONROE)	ZONING STANDARD	PROPOSED CONDITIONS
ZONE: MIXED-USE DEVELOPMENT ZONE B-1	B-1	B-1
MINIMUM LOT AREA (AC.)	1.0	6.674 AC. (290,719 SF)
MINIMUM FRONTAGE (FT.)	125	404.62
MINIMUM SQUARE (FT.)	125x125	404.62
MINIMUM FRONT YARD (FT.)	50	313.9
MINIMUM SIDE YARD (FT.)	20	65.6
MINIMUM REAR YARD (FT.)	20	238.6
MAXIMUM BUILDING HEIGHT (STORIES/FT.)	2.5/35	2.5/33.8*
MAXIMUM BUILDING COVERAGE (IN MONROE)	25%	4.8%
MINIMUM FLOOR AREA (S.F.)	1400	34,975
MINIMUM DEPTH OF FRONT YARD LANDSCAPE BUFFER (FT)	20	20
DENSITY OF APARTMENTS < 50% COMBINED TOTAL HABITABLE FLOOR AREA OF COMMERCIAL SPACE + RESIDENTIAL UNITS (MONROE PORTION ONLY)		49.9%

* PER ARCHITECT

TRUMBULL ZONING DATA TABLE

ZONING REQUIREMENT (TRUMBULL)	ZONING STANDARD	PROPOSED CONDITIONS
ZONE: MIXED-USE OVERLAY COMMERCIAL ZONE B-C	B-C	B-C
MINIMUM LOT AREA (AC.) PER ARTICLE II SEC. 3.5.3(f)	2.0	6.674 AC. (290,719 SF)
MINIMUM FRONTAGE (FT.)	250	404.62
MINIMUM FRONT YARD (FT.)	25	110.7
MINIMUM SIDE YARD (FT.)	25	71.5
MINIMUM REAR YARD (FT.)	25	N/A
MAXIMUM BUILDING HEIGHT (FT.)	40	39.6 (IN TRUMBULL)
MAX. BLDG COVERAGE/FLOOR AREA (IN TRUMBULL)	20%/40%	8.3%/30.7%
MAXIMUM LOT COVERAGE	80%	45%
MAXIMUM DWELLING UNITS PER ACRE (12)	12 x 6.674 = 80 MAX.	57
MINIMUM LANDSCAPE AREA OVERALL LOT (MLA)	20%	56%
MINIMUM LANDSCAPE AREA PER GROSS PARKING SPACE	20 SF x 198 SPC.= 3960 SF.	6697 SF.



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NOTES

1. THIS ZONING COMPLIANCE PLAN IS INTENDED TO SHOW PROPOSED IMPROVEMENTS RELATIVE TO PROPERTY LINES, BUILDING SETBACKS AND OTHER MINIMUM AND MAXIMUM ZONING REQUIREMENTS.
2. THE IMPROVEMENTS ON THE PORTION OF THE PROPERTY LOCATED IN THE TOWN OF TRUMBULL ARE SUBSTANTIALLY LOCATED IN THE MIXED USE B-C ZONE.
3. THE PORTION OF THE PROPERTY LOCATED IN THE TOWN OF MONROE IS ENTIRELY IN THE B-1 ZONE.

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DATE: 10-06-22
PROJECT #: 716
DRAWING FILE: 716
DRAWN BY: NC/JE
SCALE: 1"=40'

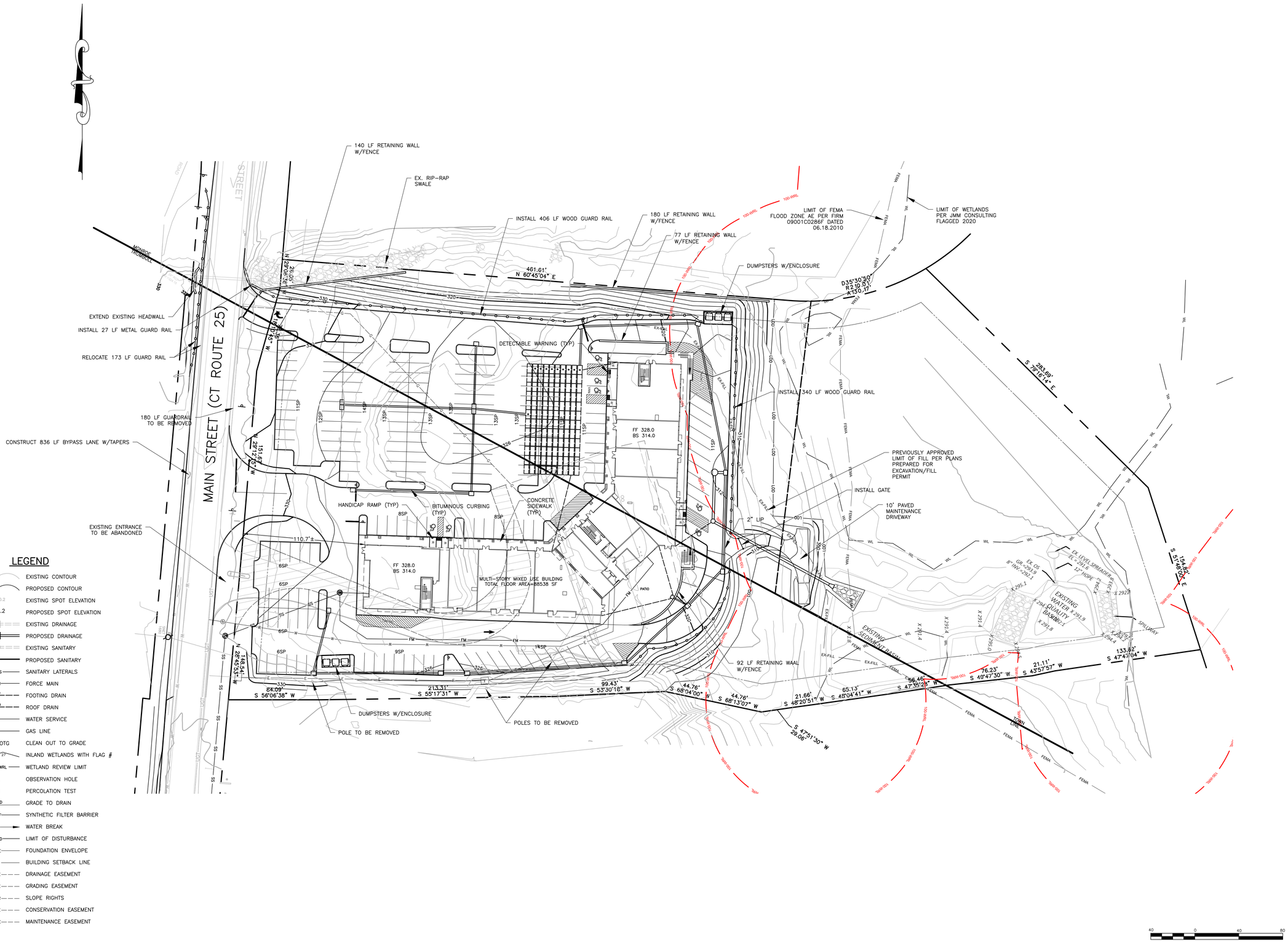
TITLE

ZONING COMPLIANCE MAP

SHEET NUMBER

2.0.1

J:\PROJECTS\716 MITCHELL DEESSO\DRAWINGS\2.0.1-ZC



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DATE: 10-06-22
PROJECT #: 716
DRAWING FILE: 716
DRAWN BY: NC/JE
SCALE: 1"=40'

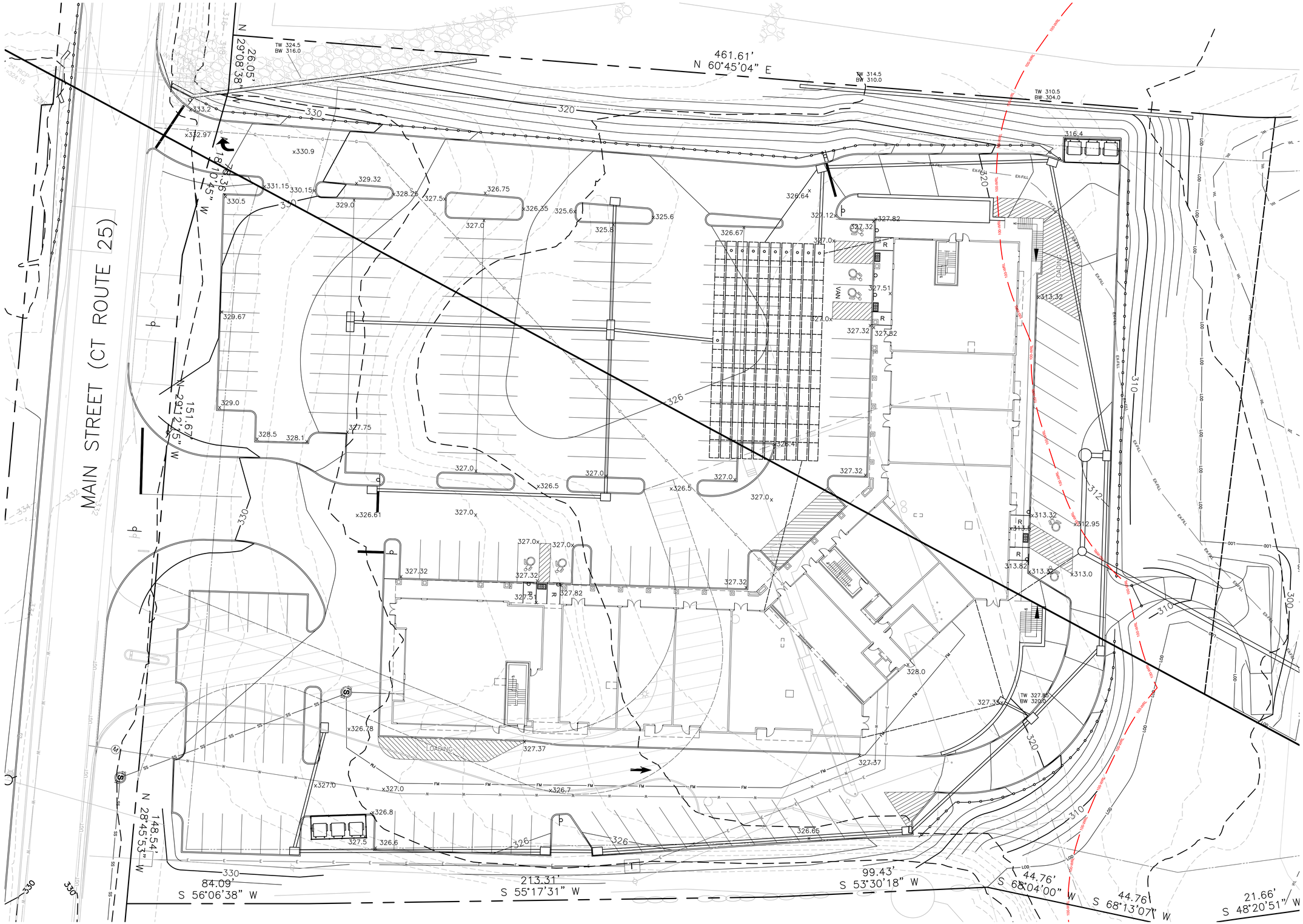
TITLE

SITE PLAN

SHEET NUMBER

2.0

J:\PROJECTS\716 MITCHELL DEESSO\DRAWINGS\2.0-S-1 40 SCALE



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DATE:	10-06-22
PROJECT #:	716
DRAWING FILE:	716
DRAWN BY:	NC/JE
SCALE:	1"=20'

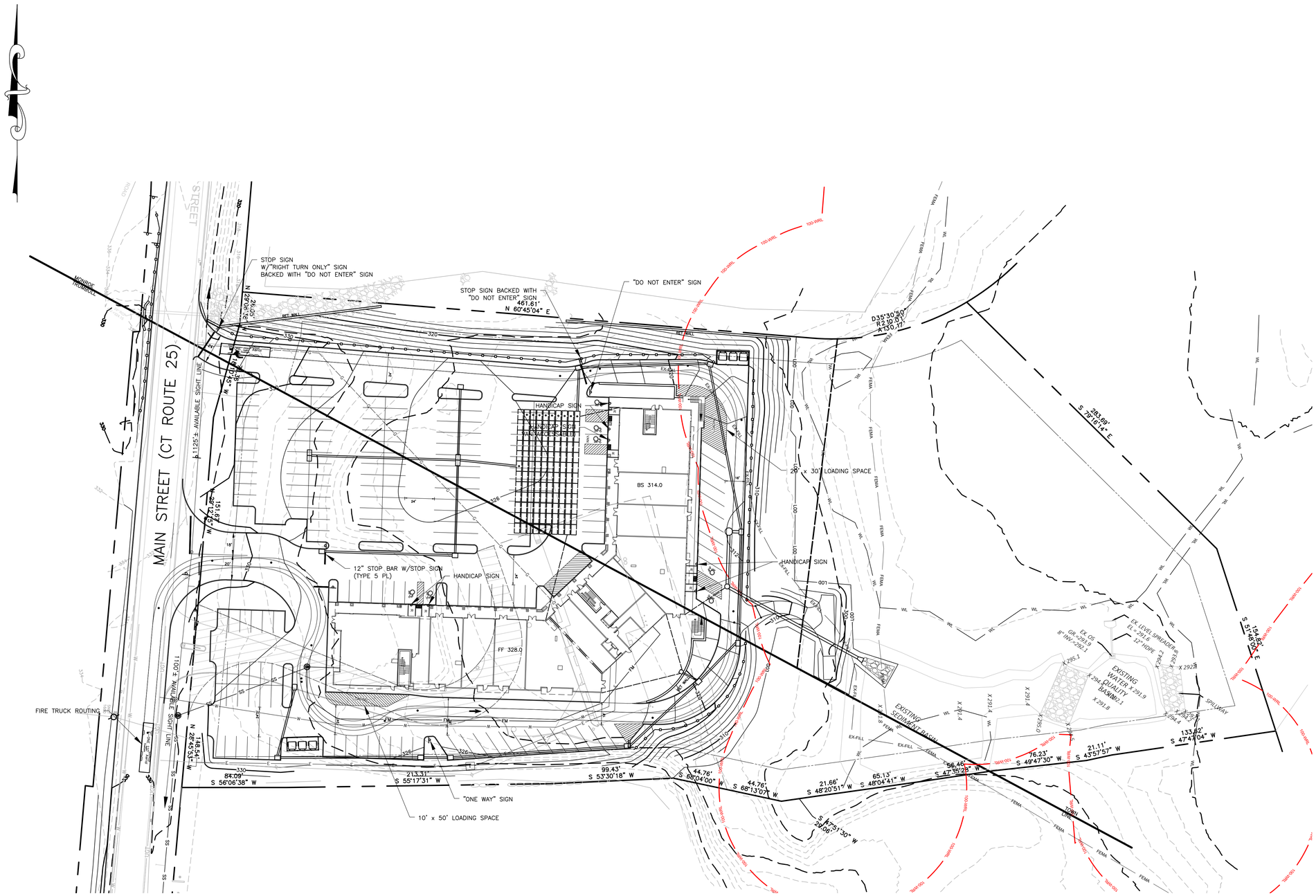
TITLE

SITE PLAN ENLARGEMENT

SHEET NUMBER

2.1

J:\PROJECTS\716 MITCHELL DEESSO\DRAWINGS\2.1-S-1 20 SCALE



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DRAWING FILE:	716
DRAWN BY:	NC/JE
SCALE:	1"=40'

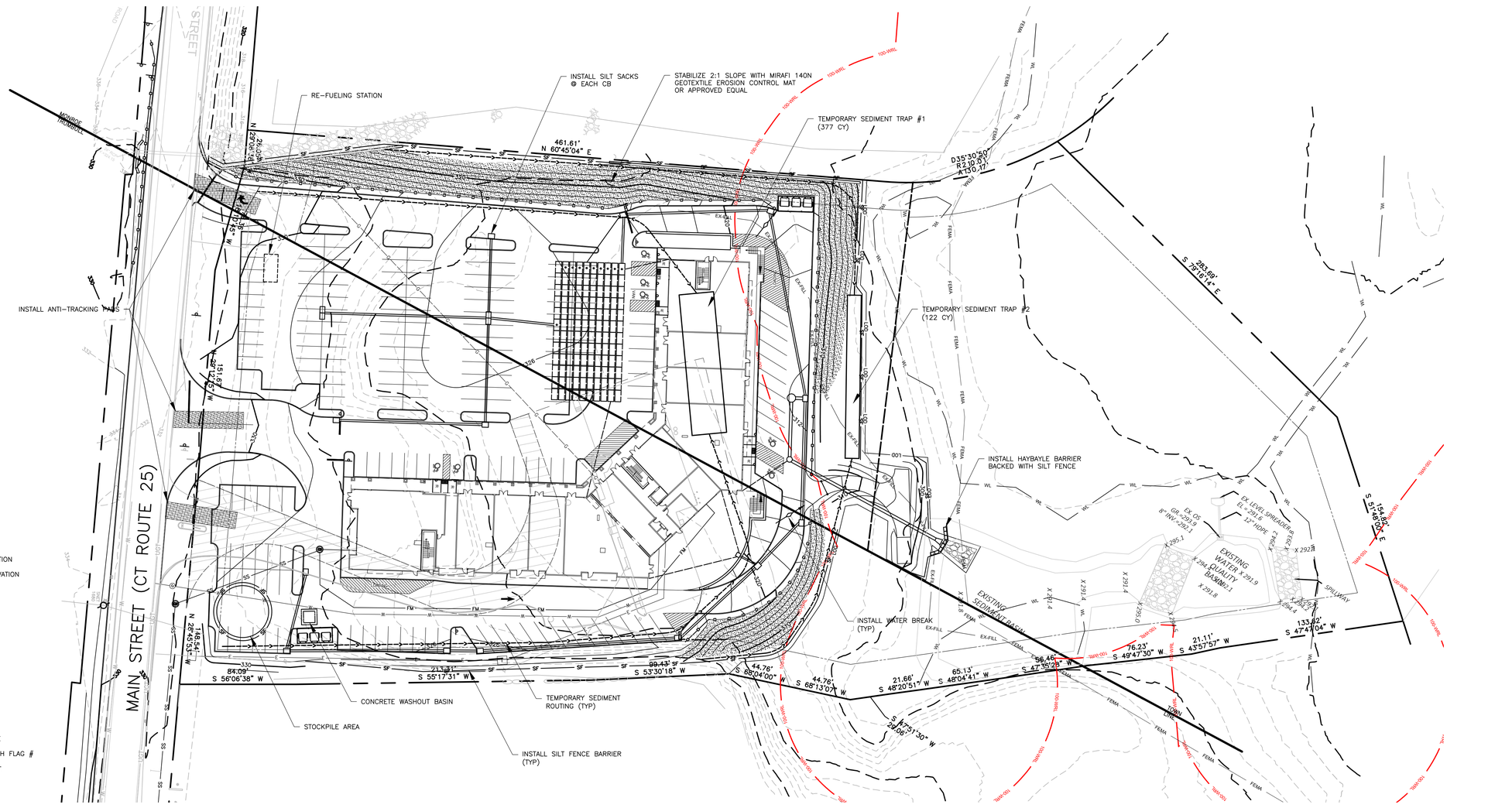
TITLE

SCHEMATIC SITE PLAN

SHEET NUMBER

2.2

J:\PROJECTS\716 MITCHELL DEESSO\DRAWINGS\2.2–5–2



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DATE:	10-06-22
PROJECT #:	716
DRAWING FILE:	716
DRAWN BY:	NC/JE
SCALE:	1"=40'

TITLE

EROSION CONTROL PLAN

SHEET NUMBER

2.3

J:\PROJECTS\716 MITCHELL DEESSO\DRAWINGS\2.3-E-1

DRAINAGE STRUCTURES

ALL CB's ARE TYPE C UNLESS NOTED OTHERWISE

CB1 TF 311.40 18" INV IN 307.5 24" INV OUT 307.0	CB2 TF 317.25 INV 311.0	CB3 TF 326.10 18" INV IN 317.0 6" INV IN 317.0 18" INV OUT 317.0	CB4 TF 325.25 INV 321.1	CB5* TF 324.0 15" INV'S IN 320.25 18" INV OUT 320.0
CB6 TF 326.0 INV 321.25	CB7 TF 326.23 INV 322.33	CB8* TF 327.0 INV 323.5	CB9** TF 315.3 15" INV IN 311.5 18" INV OUT 308.4	CB10 TF 319.5 12" INV 314.25 15" INV'S 314.0
CB11 TF 324.70 INV 319.6	CB12 TF 325.66 INV 321.03	CB13 TF 325.75 INV 321.27	CB14 TF 326.5 INV 322.42	CB15 TF 326.5 INV 323.0
AD1 TF 327.35 INV 314.39	MH1 TF 311.99 INV 306.5	MH2 TF 312.7 INV IN 306.06 INV OUT 296.7	FE INV 294.0	

* TYPE CL DOUBLE GRATE
** TYPE GL
*** STORMWATER TREATMENT UNIT

DRAINAGE PIPES

ALL PIPES ARE HDPE UNLESS NOTED OTHERWISE. PIPE LENGTHS ARE FROM CL TO CL OF STRUCTURES

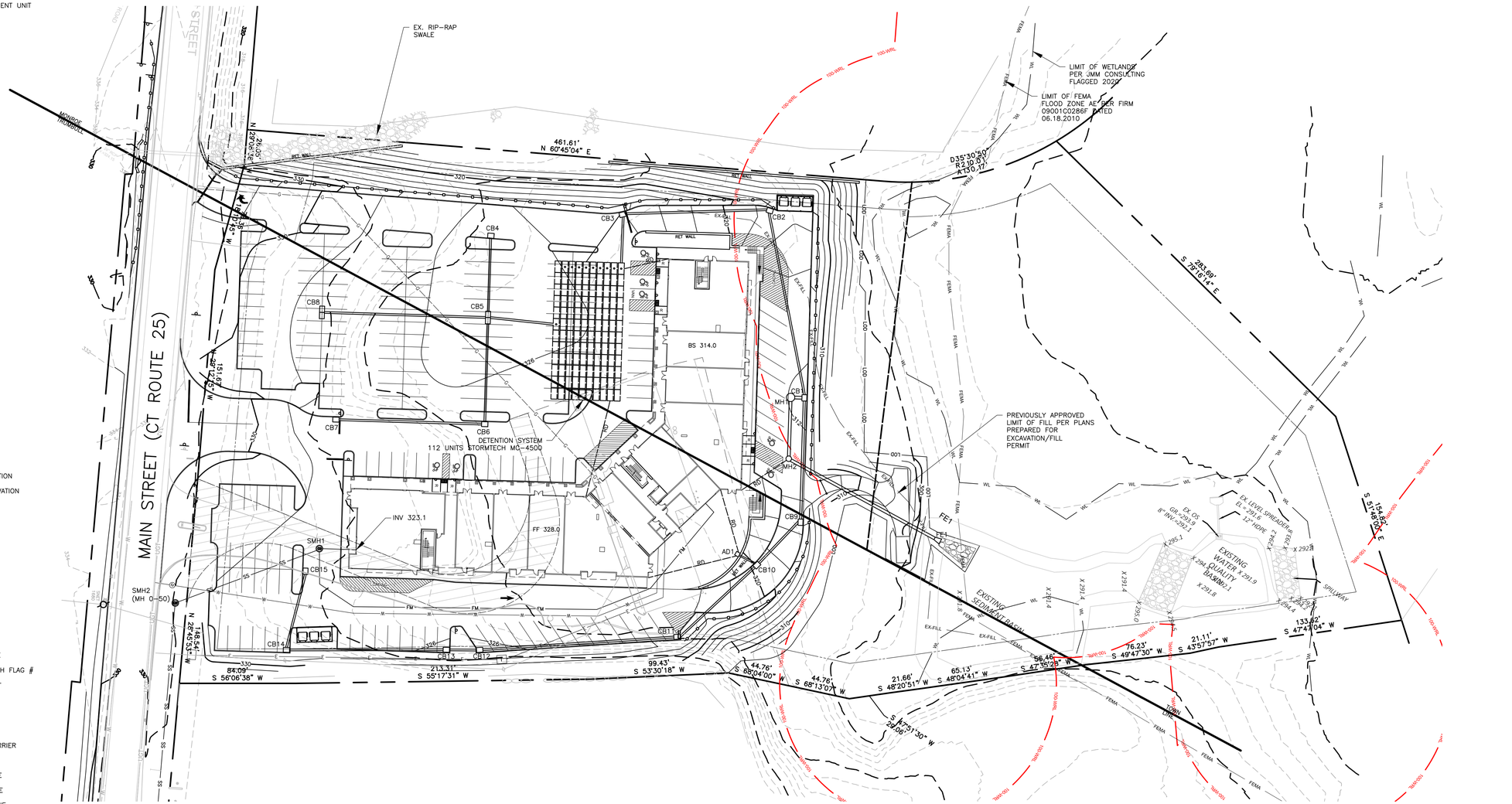
FROM FE1 TO MH2 SIZE: 24" SLOPE: 2.25% LENGTH: 120 LF	FROM MH2 TO MH1 SIZE: 24" SLOPE: 1.0% LENGTH: 44 LF	FROM MH1 TO CB1 SIZE: 24" SLOPE: 5.0% LENGTH: 10 LF	FROM CB1 TO CB2 SIZE: 18" SLOPE: 2.54% LENGTH: 138 LF	FROM CB2 TO CB3 SIZE: 18" SLOPE: 5.66% LENGTH: 106 LF
FROM CB3 TO DET SYS SIZE: 18" SLOPE: 8.57% LENGTH: 35 LF	FROM CB3 TO DET SYS SIZE: 6" SLOPE: 2.32% LENGTH: 43 LF	FROM DET SYS TO CB5 SIZE: 18" SLOPE: 2.05% LENGTH: 49 LF	FROM CB5 TO CB6 SIZE: 15" SLOPE: 1.3% LENGTH: 77 LF	FROM CB6 TO CB7 SIZE: 15" SLOPE: 1.0% LENGTH: 108 LF
FROM CB5 TO CB8 SIZE: 15" SLOPE: 2.71% LENGTH: 120 LF	FROM CB5 TO CB4 SIZE: 15" SLOPE: 1.44% LENGTH: 59 LF	FROM CB1 TO CB9 SIZE: 18" SLOPE: 1.0% LENGTH: 90 LF	FROM CB9 TO CB10 SIZE: 15" SLOPE: 5.68% LENGTH: 44 LF	FROM CB10 TO CB11 SIZE: 15" SLOPE: 7.18% LENGTH: 78 LF
FROM CB11 TO CB12 SIZE: 15" SLOPE: 1.0% LENGTH: 143 LF	FROM CB12 TO CB13 SIZE: 15" SLOPE: 1.0% LENGTH: 24 LF	FROM CB13 TO CB14 SIZE: 15" SLOPE: 1.0% LENGTH: 116 LF	FROM CB14 TO CB15 SIZE: 15" SLOPE: 0.99% LENGTH: 59 LF	FROM CB10 TO AD1 SIZE: 12" SLOPE: 1.0% LENGTH: 14 LF

SANITARY STRUCTURES

SMH1 TF 327.22 INV 322.66	SMH2 TF 330.0 INV 322.0

SANITARY PIPES

FROM SMH2 TO SMH1 SIZE: 8" PVC SLOPE: 0.6% LENGTH: 111 LF	FROM SMH2 TO BLDG SIZE: 8" PVC SLOPE: 2.0% LENGTH: 22 LF



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SCALE: 1"=40'

TITLE

UNDERGROUND UTILITIES PLAN

SHEET NUMBER

2.4

J:\PROJECTS\716 MITCHELL DEESSO\DRAWINGS\2.4-U-1

GENERAL NOTES

1. The proposed improvements indicated on these plans are shown as one of many possible layouts. Any variation from these plans is to be approved by a professional engineer.

2. Topography and existing features are based on a survey titled: Existing Conditions Survey, Gateway Commons, 7182 and 7192 Main Street, Trumbull & 4 Main Street, Monroe, Prepared for 7182 Main Street LLC by J.Edwards & Associates, LLC, Scale;1"=40', dated 10-06-22.

3. Owner:
   7182 Main Street LLC.
   7182 Main Street
   Trumbull, CT 06611

4. Total area of site is 6.674 acres

5. Total area of on-site wetlands is 1.39 acres (Trumbull).

6. Inland wetlands delineated on September 6, 2019 by JMM Wetland Consulting Services.

7. Reference is made to a document titled: Engineering Report For The Proposed Development of Gateway Commons, Located at 7182 Main Street, Trumbull, CT & 4 Main Street, Monroe, CT. Prepared on: October 14, 2022, Prepared by: J.Edwards & Associates, LLC. 227 Stepney Road, Easton, CT 06612.

8. The building will be served with public water and sewer.

9. The location of underground utilities, if any, is unknown. Call Before-You-Dig 1-800-922-4455.

10. It is the contractor's responsibility to verify all on-site and off-site field conditions and establish that no changes have occurred since the issuance of this plan. The design engineer is to be notified of any field conditions which conflict with this plan.

11. All construction methods, materials and system installations are to conform to Town of Trumbull Standards and Town of Monroe Standards and/or CT DOT Standard Specification for Roads, Bridges and Incidental Construction Form 818, 2020 as amended.

12. Proposed utilities are to be underground.

13. No debris and stumps to be buried on site.

14. Approximately 3.95 acres will be disturbed for the improvements indicated on the plans.

15. Retaining walls, if any, are to be designed by a structural engineer.

16. All roadway drainage construction shall be overseen by an independent Professional Engineer licensed in the State of Connecticut to certify that the installation is in accordance with the design documents. Video inspection of all drainage pipes must be submitted to Town prior to final sign off for Certificate of Occupancy.

17. Sanitary sewer mains, laterals and manholes must be pressure tested and videoed prior to acceptance. All final construction plans and specs shall be submitted to the Trumbull Engineering Department for review.

18. Water hydrant locations are approved by the Town Fire Marshall.

19. Proposed sewer connections are approved by Town of Trumbull WPCA.

20. A certification letter and Mylar as-built plans will be required by Town upon project completion.

24. The contractor shall submit shop drawings for all drainage, detention, and sewer structures to design engineer for his approval prior to installation.

EROSION CONTROL AND STORM WATER POLLUTION CONTROL PLAN

Erosion and sediment control measures will be constructed in accordance with the Town of Trumbull Standards and 2002 Connecticut Guidelines for Soil Erosion and Sediment Control, Dep Bulletin 34.

1. The Storm water Pollution Control Plan shall include all erosion and sedimentation control shown on the approved maps and detail sheets. These controls are assumed to be the minimum required, and the contractor may be required to install additional measures as site conditions and weather warrant.

2. All erosion and sediment control devices will be installed prior to the start of clearing and grubbing operations and excavation work. All the devices will be maintained as specified in this document until the disturbed earth has been paved or vegetated, at which time the devices will be removed.

3. All construction methods, materials and system installations are to conform to all applicable local and state regulations.

4. Grading to be according to all applicable regulations and normal standards of good practice.

5. Land disturbance will be kept to a minimum. Restabilization will be scheduled as soon as practicable.

6. Stockpiles of topsoil and common fill shall be located outside regulated areas where possible. They should be surrounded with silt fence and temporarily stabilized by seeding with a 50-50 mix of annual and perennial rye grass at the rate of one pound per 1,000 square feet of surface area shall be employed between March 15 and June 15 or August 1 and October 1. Mulch with straw or hay at the rate of 70 to 90 pounds per 1,000 square feet until stabilized.

7. All control measures will be maintained in effective condition throughout the construction period until the area is stabilized.

8. Maintenance of the erosion controls shall consist of inspection at the start of each work day with special attention afforded following storm events. Noted deficiencies shall be corrected immediately. Accumulated sediment shall be removed from the erosion control device and dispersed temporarily on the upland portion of the disturbed area. Additional seeding or mulching shall be employed as required.

9. The contractor is to inspect the site daily during construction to insure the integrity of the erosion controls.

10. A site monitor shall be required to inspect all soil erosion controls after every rain event and or at least once per week.

11. The contractor is to have available at all times extra silt fence, hay bale mulch, grass seed and riprap to implement additional erosion control measures not foreseen in this plan.

12. Prior to closing the site down for winter, if required, the contractor shall schedule a meeting with the project engineer to review site conditions and make recommendations to minimize erosion during the winter. The meeting is to be held no later than October 1,of any given year.

13. Accumulated sediment is to be disposed of in an area approved by the design engineer.

14. Catch basins shall be protected with silt sacks, haybales, and/or silt fence during construction until all disturbed areas are stabilized.

15. Water breaks, silt fence, haybales and other measures are to be maintained until drainage is complete and site is stabilized with vegetated cover.

16. Stabilization practices may include silt fences, temporary seeding, permanent seeding, mulching, geotextiles, sod stabilization, vegetative buffer strips, protection of trees, preservation of mature vegetation and other vegetative and non-structural measures as identified in the Guidelines. Where construction activities have permanently ceased or have temporarily been suspended for more than seven days or when final grades are reached in any portion of the site, stabilization practices shall be implemented within three days. Areas which remain disturbed but inactive for at least thirty days shall receive temporary seeding and/or mulching in accordance with the Guidelines. Areas that will remain disturbed beyond the planting season, shall receive long-term, non-vegetative stabilization sufficient to protect the site through the winter.

17. Structural practices include but are not limited to earth dikes (diversions), drainage swales, sediment traps, check dams, subsurface drains, pipe slope drains, level spreaders, storm drain inlet protection, outlet protection, reinforced soil retained systems, gabions and temporary or permanent sediment basins and chambers.

18. Disturbance will be limited to 1 acre at any one time. Overland drainage from uphill sources will be diverted around the disturbed portions of the site until those disturbed areas have been stabilized. If more than 1 acre is to be disturbed at one time, sediment basins must be provided. These sediment basins shall have a storage capacity of 134 cubic yards per acre of tributary area.

19. All contractors and subcontractors working on site will ensure that no litter, debris, building material or similar material is discharged to the inland wetlands.

20. Contractors will implement techniques to control the generation of dust.

21. All post construction storm water structures will be cleaned of construction sediment and any remaining silt fence shall be removed.

Mitch DeEsso phone 914-403-8969 is assigned the responsibility for implementing this Storm water Pollution Control Plan during the construction. This responsibility includes the installation and maintenance of control measures, informing all parties engaged on the construction site of the requirements and objectives of the plan. If the land is transferred, the Planning and Zoning office shall be notified and a copy of the Storm water Pollution Control Plan shall be conveyed to the new owners. It shall become the responsibility of the new owners to implement the Storm water Pollution Control Plan for the site as outlined in this Storm water Pollution Control Plan.

CONSTRUCTION SEQUENCE

1. Install erosion control fencing and anti-tracking pads for equipment to access the State road system.

2. Excavate all stumps located in the structural area and remove to a disposal site or stockpile area to be chipped. No stumps are to be buried on site. Stumps are to be disposed of in accordance with current State law.

3. Construct temporary sediment trap #1. As fill is placed to raise the site, it may become necessary to adjust the location of the sediment trap.

4. Install temporary sediment trap #2.

5. Construct perimeter retaining walls

6. Rough grade site and construct interior roadway system.

7. Construct building foundations.

8. Install drainage pipes and structures for the interior roadway beginning at the basin and proceeding upstream. Install other underground utilities.

9. Place silt sacks in new catch basins.

13. Place, grade and compact the processed aggregate in the roadway base.

14. Commence building construction.

16. Install first course of bituminous concrete.

17. Install curbing.

18. Apply stabilization measures to remaining disturbed areas in accordance with the Stormwater Quality Management Plan (topsoil, seeding, sodding, mulching, etc.)

19. Inspect and clean drainage system as needed.

20. Install the final course of bituminous concrete pavement.

21. Temporary sediment traps will have the accumulated sediment removed and the permanent basins excavated to 6" below final grade. Install basin underdrains and final berms for the permanent detention basins to be micro graded. Place topsoil and planting and seeding shall follow.

22. Install planting materials.

23. After site is stabilized in accordance with the applicable Stormwater Quality Management Plan measures, remove temporary erosion and sediment controls.

SITE MAINTENANCE PLAN

This Site Maintenance Plan and Schedule highlights the maintenance procedures for the development. However, this does not preclude the maintenance personnel's responsibility to perform maintenance procedures properly, add other procedures as necessary and conduct maintenance in accordance with current state laws and regulations.

After construction is completed, the owner will be assigned the responsibility for implementing this Site Maintenance Plan. This responsibility includes the inspection and maintenance of control measures and informing parties engaged in activities on the site of the requirements and objectives of the plan. When the land is transferred to the Homeowners Association, this Site Maintenance Plan shall be conveyed to the Association. It shall become the responsibility of the new owners to implement the Plan. The Plan, as with any land use approval, shall run with the land.

Roadway and Parking Areas

The roadway and parking areas shall be swept with a mechanical sweeper or broom at least twice a year. One cleaning will be in the fall after the leaves are off the trees. The second will be in the spring after the last snow fall. Use of high velocity blowers is not recommended as they often "defeat the basic purpose of sweeping in an environmentally sound manner."

The sweepings shall be collected and removed from the site. The disposal method shall be determined by the personnel conducting the sweeping and shall comply with all applicable laws. In no case shall the sweepings or fall cleanup materials be allowed to enter the Storm Water Detention Basins.

Pavement markings, directional arrows and stop bars shall be inspected annually. All pavement markings and directional signs shall be replaced as necessary to insure they are clear, visible and reflective to maintain safe traffic flow.

Paved surfaces shall be crack sealed on a yearly basis and inspected for "Pot Holes". Required patching shall be done on a yearly basis every spring. Paved surfaces should be replaced every 20 years, or as site conditions warrant.

Catch Basins

The catch basins shall be cleaned twice per year. The cleaning shall be in the late fall after leaves have fallen and before snowfall. The second cleaning shall be in springtime after snow melt to remove accumulated debris and sand from the catch basin sumps. In no case, shall the sediment level exceed 50% of the sump volume of the catch basins.

A vactor truck may be used to clean the catch basins. Disposal of liquids and solids contained in the vactor truck requires specific disposal protocol and discharge permits. Operators shall be aware of the regulations. Decanted water from the catch basins may not be returned to the catch basin.

Infiltration Galleries

The detention galleries shall be inspected annually. If sediment and/or debris is observed at the inlet to the gallery system, it shall be removed.

Stormwater Treatment Unit

Unit shall be maintained in same manner as catch basins noted above.

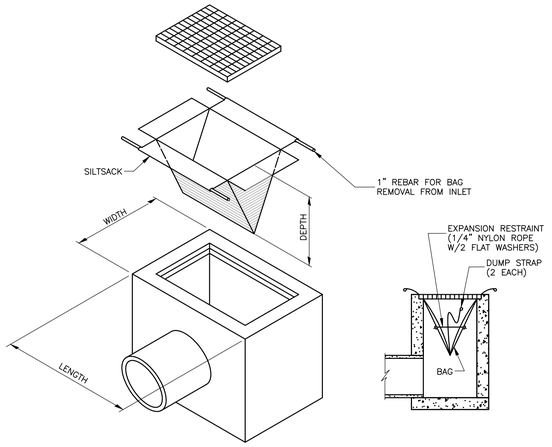
Sediment Basin

The outlet control structure shall be inspected annually in the fall to evaluate plant sustainability, water levels, slope stability and overall operation. The inlet riprap apron, spillways, and level spreader shall also be inspected and any debris removed that will inhibit their operation.

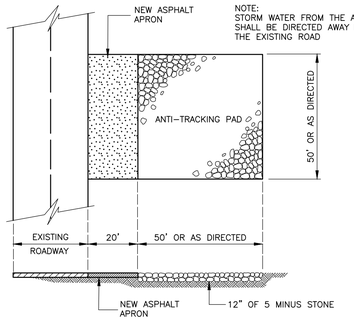
During the first two growing seasons after the initial seeding of the basin and its surrounding upland meadow, reseeding bare and thinly vegetated areas with the specified seed mixture. The dead plant material should be removed from these areas. Any maintenance of the areas should be conduced outside of vegetative growing and wildlife seasons.

No fertilizer shall be applied to the basin or the upland review area.

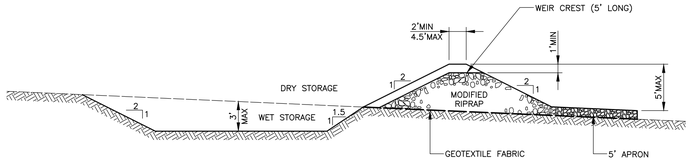
Provide deer/wildlife netting over mitigation plantings to control wildlife feeding on new plantings.



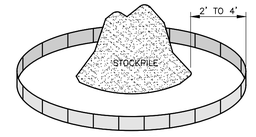
SEDIMENT CONTROL AT INLET



ANTI-TRACKING PAD

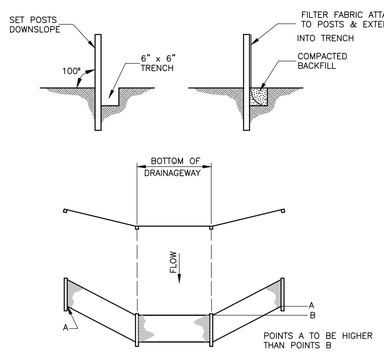


TEMPORARY SEDIMENT TRAP

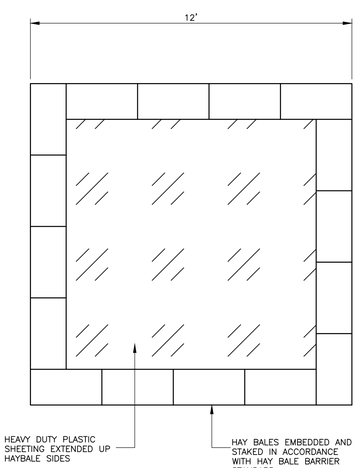


APPLY MIXTURE OF PERRENIAL RYEGRASS, ANNUAL RYEGRASS AND WINTER RYE AT A RATE OF 10 LBS PER 1000 SF

STOCKPILE STABILIZATION



SYNTHETIC FILTER BARRIER



CONCRETE WASHOUT BASIN

PERMIT SET - NOT FOR CONSTRUCTION

J. EDWARDS & ASSOCIATES LLC
ENGINEERING • SURVEYING • SITE PLANNING

227 Stepney Road Easton, CT 06612
Phone:203.268.4205 Fax: 203.268.5604
www.jedwardsassoc.com

STATE OF CONNECTICUT — JOSEPH S. EDWARDS — No. 10937 — LICENSED PROFESSIONAL ENGINEER

STATE OF CONNECTICUT — JASON EDWARDS — LICENSED LAND SURVEYOR

GATEWAY COMMONS
7180 & 7192 MAIN STREET TRUMBULL
& 4 MAIN STREET MONROE, CONNECTICUT

DEVELOPER
7182 MAIN STREET LLC
62 SPRING HILL ROAD, TRUMBULL 06611

REVISIONS

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4	12-23-22	P&Z (TRUMBULL)

DATE: 10-06-22
PROJECT #: 716
DRAWING FILE: 716
DRAWN BY: NC/JE
SCALE: N.T.S

TITLE

DETAILS

SHEET NUMBER

3.0

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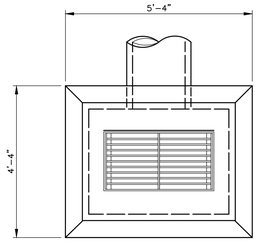
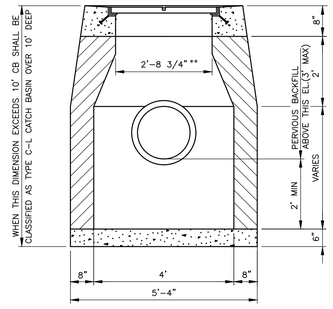


PLAN

NOTE:
WHERE PRECAST CONCRETE UNITS ARE USED FOR THE SUMP, THE TOP OF THE UNIT SHALL BE AT LEAST 6" BELOW THE BOTTOM OF THE PIPE OUTLETTING FROM THE CATCH BASIN



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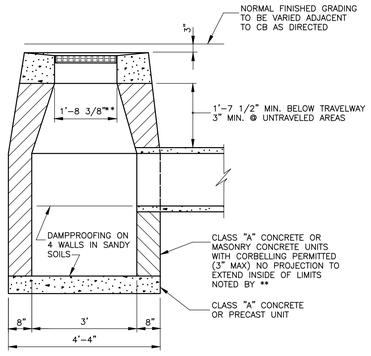
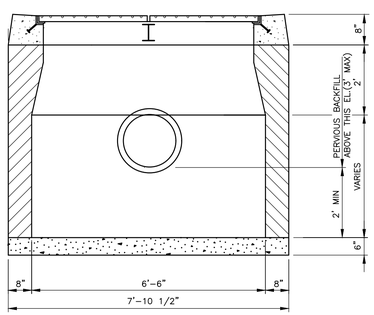


SIDE

TYPE "C-L" CATCH BASIN

PLAN

NOTE:
WHERE PRECAST CONCRETE UNITS ARE USED FOR THE SUMP, THE TOP OF THE UNIT SHALL BE AT LEAST 6" BELOW THE BOTTOM OF THE PIPE OUTLETTING FROM THE CATCH BASIN



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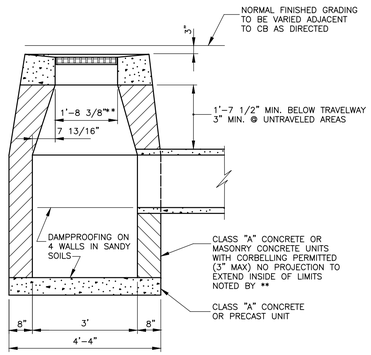
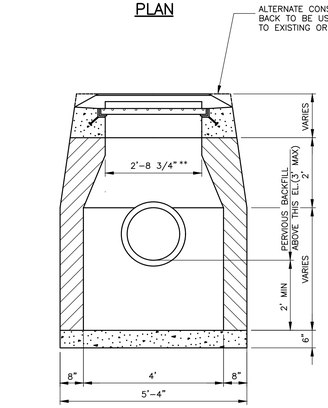


SIDE

TYPE "C-L" CATCH BASIN – DOUBLE GRATE



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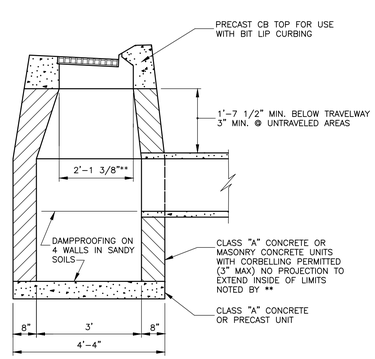

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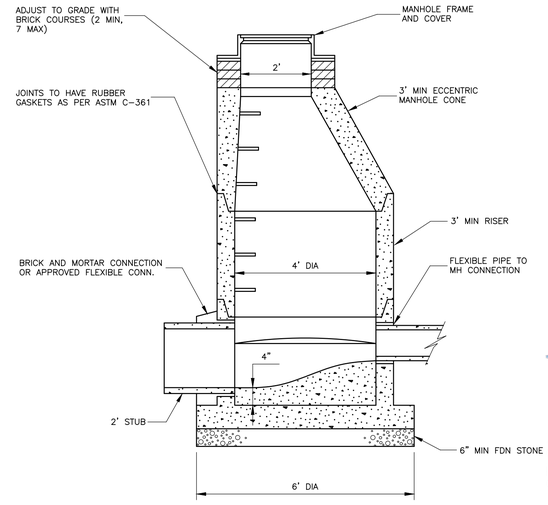
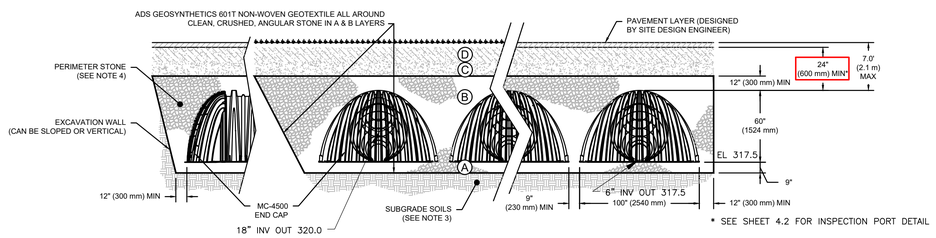
TYPE "C" CATCH BASIN



48" PRECAST CONCRETE MANHOLE

MATERIAL LOCATION		DESCRIPTION	AASHTO MATERIAL CLASSIFICATIONS	COMPACTION / DENSITY REQUIREMENT
D	**FINAL FILL:** FILL MATERIAL FOR LAYER 'D' STARTS FROM THE TOP OF THE 'C' LAYER TO THE BOTTOM OF FLEXIBLE PAVEMENT OR UNPAVED FINISHED GRADE ABOVE. NOTE THAT PAVEMENT SUBBASE MAY BE PART OF THE 'D' LAYER	ANY SOIL/ROCK MATERIALS, NATIVE SOILS, OR PER ENGINEER'S PLANS. CHECK PLANS FOR PAVEMENT SUBGRADE REQUIREMENTS.	N/A	PREPARE PER SITE DESIGN ENGINEER'S PLANS. PAVED INSTALLATIONS MAY HAVE STRINGENT MATERIAL AND PREPARATION REQUIREMENTS.
C	**INITIAL FILL:** FILL MATERIAL FOR LAYER 'C' STARTS FROM THE TOP OF THE EMBEDMENT STONE ('B' LAYER) TO 24" (600 mm) ABOVE THE TOP OF THE CHAMBER. NOTE THAT PAVEMENT SUBBASE MAY BE A PART OF THE 'C' LAYER.	GRANULAR WELL-GRADED SOIL/AGGREGATE MIXTURES, <35% FINES OR PROCESSED AGGREGATE. MOST PAVEMENT SUBBASE MATERIALS CAN BE USED IN LIEU OF THIS LAYER.	AASHTO M145[3] A-1, A-2-4, A-3 OR AASHTO M43[3] 3, 357, 4, 467, 5, 56, 57, 6, 67, 68, 7, 78, 8, 89, 9, 10	BEGIN COMPACTIONS AFTER 24" (600 mm) OF MATERIAL OVER THE CHAMBERS IS REACHED. COMPACT ADDITIONAL LAYERS IN 12" (300 mm) MAX LIFTS TO A MIN. 95% PROCTOR DENSITY FOR WELL GRADED MATERIAL AND 95% RELATIVE DENSITY FOR PROCESSED AGGREGATE MATERIALS.
B	**EMBEDMENT STONE:** FILL SURROUNDING THE CHAMBERS FROM THE FOUNDATION STONE ('A' LAYER) TO THE 'C' LAYER ABOVE.	CLEAN, CRUSHED, ANGULAR STONE	AASHTO M43[3] 3, 4	NO COMPACTION REQUIRED.
A	**FOUNDATION STONE:** FILL BELOW CHAMBERS FROM THE SUBGRADE UP TO THE FOOT (BOTTOM) OF THE CHAMBER.	CLEAN, CRUSHED, ANGULAR STONE	AASHTO M43[3] 3, 4	PLATE COMPACT OR ROLL TO ACHIEVE A FLAT SURFACE.[2,3]

PLEASE NOTE:
1. THE LISTED AASHTO DESIGNATIONS ARE FOR GRADATIONS ONLY. THE STONE MUST ALSO BE CLEAN, CRUSHED, ANGULAR. FOR EXAMPLE, A SPECIFICATION FOR #4 STONE WOULD STATE: "CLEAN, CRUSHED, ANGULAR NO. 4 (AASHTO M43) STONE".
2. STORMTECH COMPACTION REQUIREMENTS ARE MET FOR 'A' LOCATION MATERIALS WHEN PLACED AND COMPACTED IN 9" (230 mm) (MAX) LIFTS USING TWO FULL COVERAGES WITH A VIBRATORY COMPACTOR.
3. WHERE INFILTRATION SURFACES MAY BE COMPROMISED BY COMPACTION, FOR STANDARD DESIGN LOAD CONDITIONS, A FLAT SURFACE MAY BE ACHIEVED BY RAKING OR DRAGGING WITHOUT COMPACTION EQUIPMENT. FOR SPECIAL LOAD DESIGNS, CONTACT STORMTECH FOR COMPACTION REQUIREMENTS.
4. ONCE LAYER 'C' IS PLACED, ANY SOIL/MATERIAL CAN BE PLACED IN LAYER 'D' UP TO THE FINISHED GRADE. MOST PAVEMENT SUBBASE SOILS CAN BE USED TO REPLACE THE MATERIAL REQUIREMENTS OF LAYER 'C' OR 'D' AT THE SITE DESIGN ENGINEER'S DISCRETION.



* SEE SHEET 4.2 FOR INSPECTION PORT DETAIL

DETENTION GALLERIES

STORMTECH MC-4500 CHAMBER SYSTEM W/H20 LOADING

PERMIT SET – NOT FOR CONSTRUCTION

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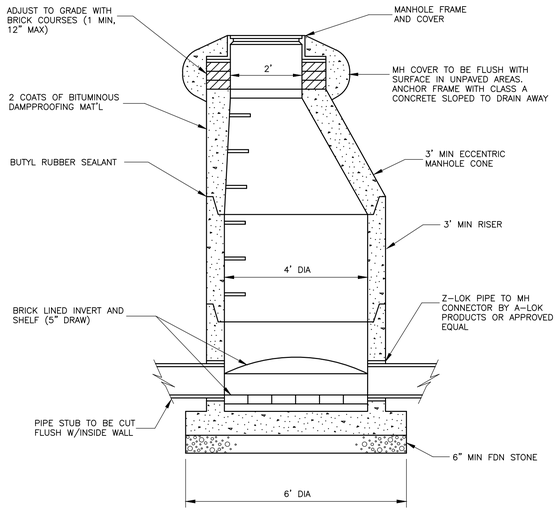
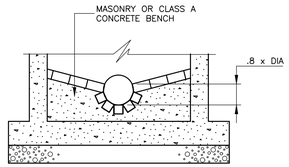
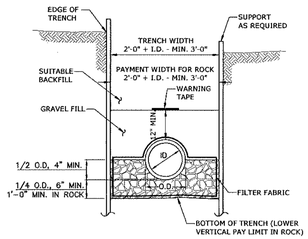
J:\PROJECTS\716 MITCHELL DEESSO\DRAWINGS\3.1-D-2



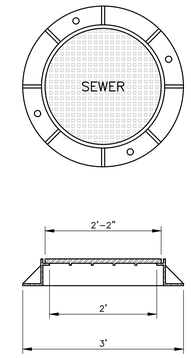
SANITARY MANHOLE



SECTION

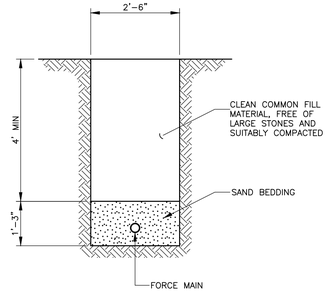


TYPICAL SANITARY SEWER TRENCH SECTION
NO SCALE

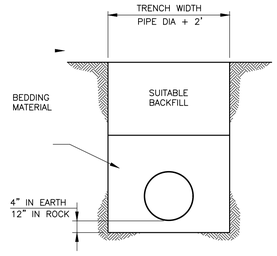


STANDARD FRAME AND COVER

FRAME AND COVER BY LEBARON FOUNDRY COMPANY
#LA268-300 OR APPROVED EQUAL

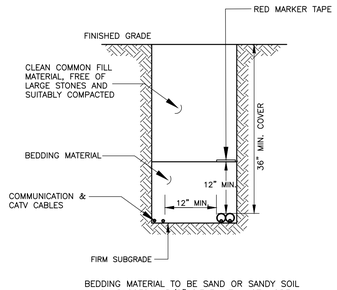


FORCE MAIN TRENCH



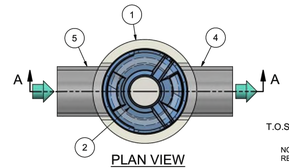
BEDDING MATERIAL TO BE SAND OR SANDY SOIL WHICH PASSES A 3/8" SIEVE WITH NOT MORE THAN 10% PASSING A #200 SIEVE. WHEN GROUND WATER IS ENCOUNTERED, THE ENGINEER MAY ALLOW 3/4" STONE CONFORMING TO CT DOT FORM 818 ARTICLE M.01.01 TO BE USED INSTEAD.

DRAINAGE PIPE TRENCH



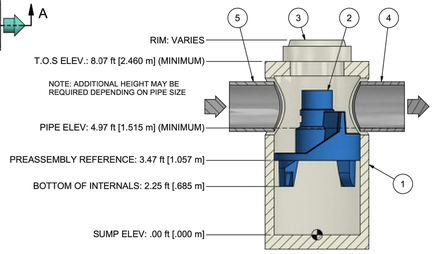
BEDDING MATERIAL TO BE SAND OR SANDY SOIL WHICH PASSES A 3/8" SIEVE WITH NOT MORE THAN 10% PASSING A #200 SIEVE. WHEN GROUND WATER IS ENCOUNTERED, THE ENGINEER MAY ALLOW 3/4" STONE CONFORMING TO CT DOT FORM 818 ARTICLE M.01.01 TO BE USED INSTEAD. WHERE ROCK OR LEDGE IS ENCOUNTERED, THE MINIMUM CONDUIT COVER MAY BE REDUCED TO 24".

ELECTRIC TRENCH



PLAN VIEW

HYDRO FRAME AND COVER (INCLUDED)
GRADE RINGS BY OTHERS AS REQUIRED



SECTION A-A

1. MANHOLE WALL AND SLAB THICKNESSES ARE NOT TO SCALE.
2. CONTACT HYDRO INTERNATIONAL FOR A BOTTOM OF STRUCTURE ELEVATION PRIOR TO SETTING FIRST DEFENSE MANHOLE.
3. CONTRACTOR TO CONFIRM RIM, PIPE INVERTS, PIPE DIA, AND PIPE ORIENTATION PRIOR TO RELEASE OF UNIT TO FABRICATION.

PROJECTION

IF IN DOUBT ASK

DATE:	SCALE:	
11/2/2021	1:30	
DRAWN BY: ER	CHECKED BY: MRJ	APPROVED BY

TITLE:
4-ft DIAMETER
FIRST DEFENSE

GENERAL ARRANGEMENT

Hydro International
hydro-int.com
HYDRO INTERNATIONAL

WEIGHT:	MATERIAL:
STOCK NUMBER:	
DRAWING NO.: FD GA-4	
SHEET SIZE: B	SHEET: 1 OF 1

Rev: -

PRODUCT SPECIFICATION:

1. Peak Hydraulic Flow: 18.0 cfs (510 l/s)
2. Min Sediment Storage Capacity: 0.7 cu. yd. (0.5 cu. m.)
3. Maximum Inlet/Outlet Pipe Diameters: 24 in. (600 mm)
4. The Treatment System Shall Use An Induced Vortex To Separate Pollutants From Stormwater Runoff.
5. For More Product Information Including Regulatory Acceptances, Please Visit https://hydro-int.com/en/products/first-defense

GENERAL NOTES:

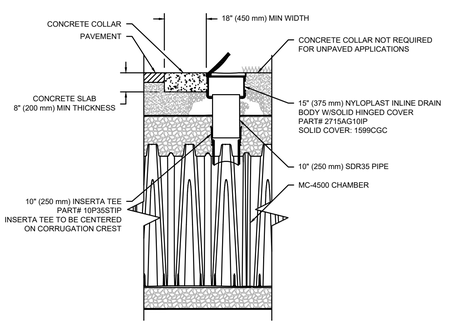
1. General Arrangement drawings only. Contact Hydro International for site specific drawings.
2. The diameter of the inlet and outlet pipes may be no more than 24".
3. Multiple inlet pipes possible (refer to project plan).
4. Inlet/outlet pipe angle can vary to align with drainage network (refer to project plans).
5. Peak flow rate and minimum height limited by available cover and pipe diameter.
6. Larger sediment storage capacity may be provided with a deeper sump depth.

PARTS LIST

ITEM	QTY	SIZE (in)	SIZE (mm)	DESCRIPTION
1	1	48	1200	I.D. PRECAST MANHOLE
2	1			INTERNAL COMPONENTS (PRE-INSTALLED)
3	1	30	750	FRAME AND COVER (ROUND)
4	1	24 (MAX)	600 (MAX)	OUTLET PIPE (BY OTHERS)
5	1	24 (MAX)	600 (MAX)	INLET PIPE (BY OTHERS)

STORMWATER TREATMENT UNIT

W/H20 LOADING



MC-4500 10" (250 mm) INSPECTION PORT DETAIL
NTS

PERMIT SET — NOT FOR CONSTRUCTION

J. EDWARDS & ASSOCIATES LLC
ENGINEERING • SURVEYING • SITE PLANNING

227 Stepney Road Easton, CT 06612
Phone:203.268.4205 Fax: 203.268.5604
www.jedwardsassoc.com

STATE OF CONNECTICUT — JAMES E. EDWARDS — No. 10937 — LICENSED PROFESSIONAL ENGINEER

STATE OF CONNECTICUT — JASON EDWARDS — LICENSED LAND SURVEYOR

GATEWAY COMMONS

7180 & 7192 MAIN STREET TRUMBULL
& 4 MAIN STREET MONROE, CONNECTICUT

DEVELOPER
7182 MAIN STREET LLC
62 SPRING HILL ROAD, TRUMBULL 06611

REVISIONS

#	DATE	DESCRIPTION
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4	12-23-22	P&Z (TRUMBULL)

DATE: 10-06-22
PROJECT #: 716
DRAWING FILE: 716
DRAWN BY: NC/JE
SCALE: N.T.S

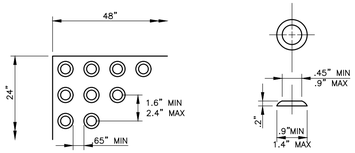
TITLE

DETAILS

SHEET NUMBER

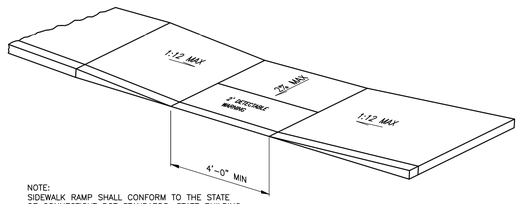
3.2

J:\PROJECTS\716 MITCHELL DEESSO\DRAWINGS\3.2-D-3



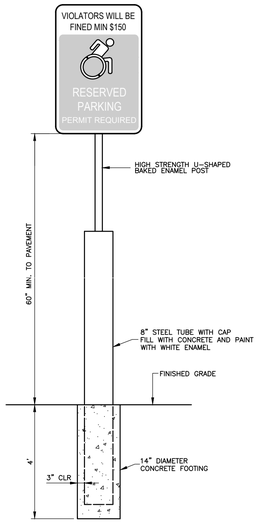
DETECTABLE WARNING

DOME DETAIL

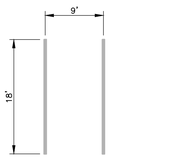


NOTE:
SIDEWALK RAMP SHALL CONFORM TO THE STATE OF CONNECTICUT DOT STANDARDS, STATE BUILDING CODE AND ADA REQUIREMENTS

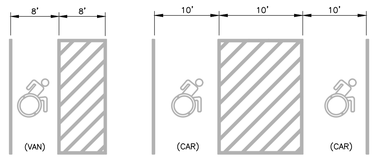
SIDEWALK RAMP



PARKING BOLLARD



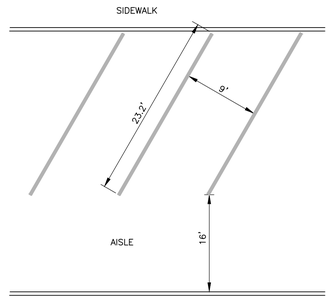
GUEST



HANDICAP

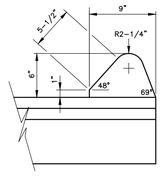
PARKING SPACES

NOTE:
HANDICAP PARKING SPACES SHALL NOT EXCEED 2% SLOPE IN ANY DIRECTION

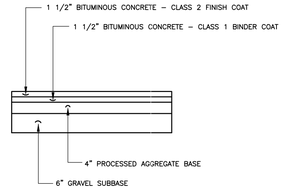


60° PARKING

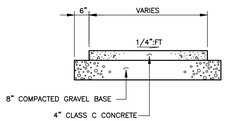
HANDICAP SIGN



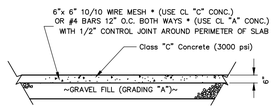
6" BITUMINOUS CONCRETE LIP CURBING
SOURCE: CONNECTICUT DEPARTMENT OF TRANSPORTATION



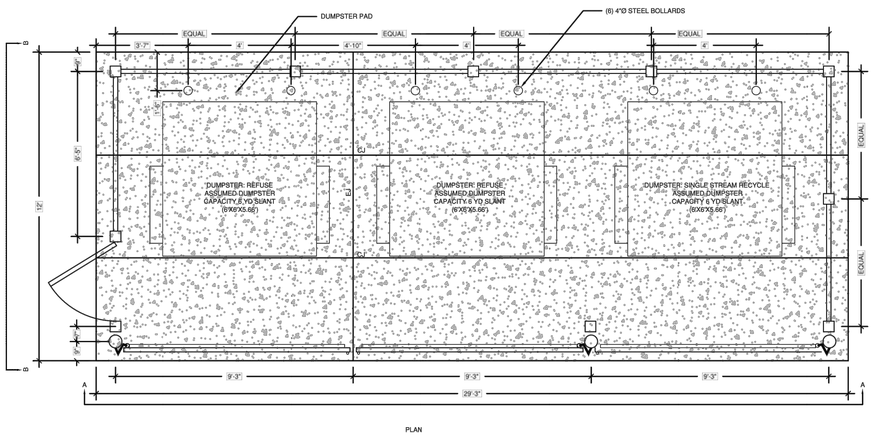
PAVEMENT SECTION–ONSITE



CONCRETE SIDEWALK

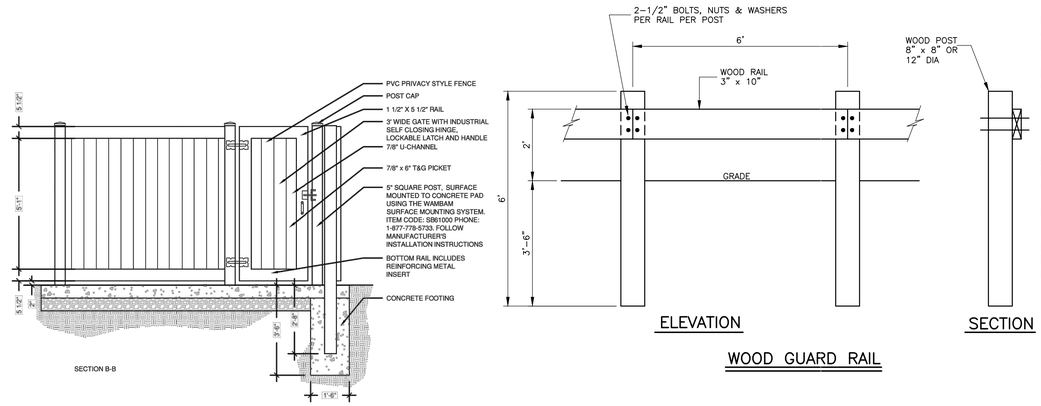


HEAVY DUTY CONCRETE PAD
(DUMPSTER)

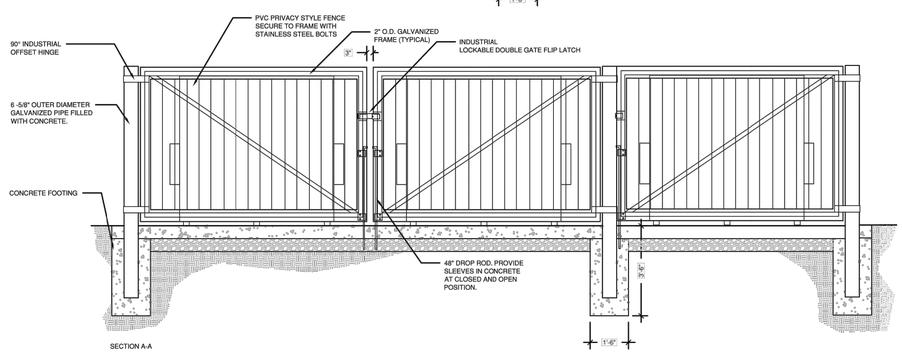


PLAN

TRIPLE WIDE
PVC DUMPSTER ENCLOSURE
NTS



WOOD GUARD RAIL



SECTION A-A

J. EDWARDS & ASSOCIATES LLC
ENGINEERING • SURVEYING • SITE PLANNING

227 Stepney Road Easton, CT 06612
Phone:203.268.4205 Fax: 203.268.5604
www.jedwardsassoc.com

STATE OF CONNECTICUT — CHRISTOPHER R. EDWARDS — No. 19937 — LICENSED PROFESSIONAL ENGINEER

STATE OF CONNECTICUT — JASON EDWARDS — LICENSED LAND SURVEYOR

PERMIT SET – NOT FOR CONSTRUCTION

GATEWAY COMMONS
7180 & 7192 MAIN STREET TRUMBULL
& 4 MAIN STREET MONROE, CONNECTICUT

DEVELOPER
7182 MAIN STREET LLC
62 SPRING HILL ROAD, TRUMBULL 06611

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DATE: 10–06–22
PROJECT #: 716
DRAWING FILE: 716
DRAWN BY: NC/JE
SCALE: N.T.S

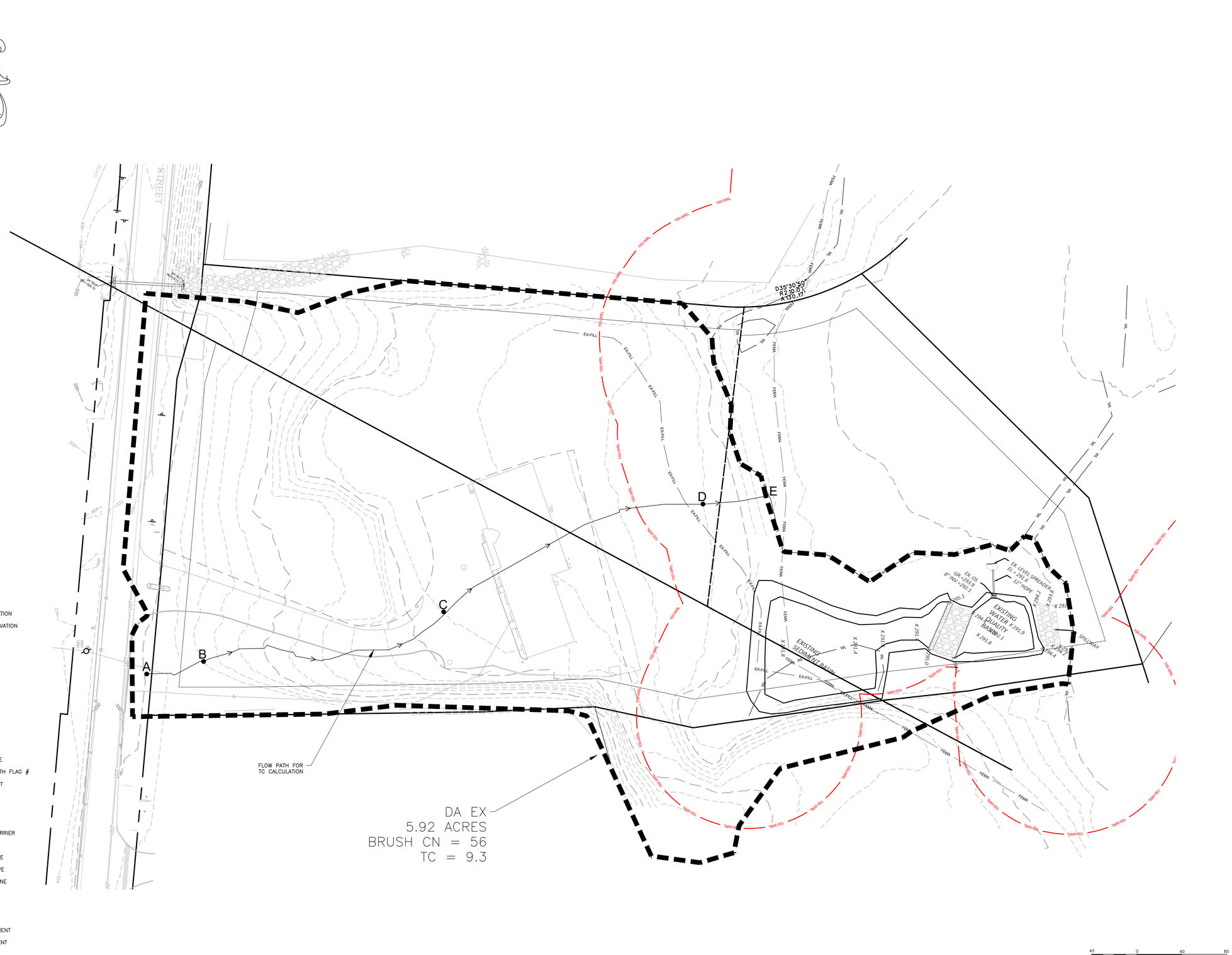
TITLE

DETAILS

SHEET NUMBER

3.3

J:\PROJECTS\716 MITCHELL DEESSO\DRAWINGS\3.3-D-4



LEGEND

- EXISTING CONTOUR
- PROPOSED CONTOUR
- EXISTING SPOT ELEVATION
- 520.2 PROPOSED SPOT ELEVATION
- EXISTING DRAINAGE
- PROPOSED DRAINAGE
- EXISTING SANITARY
- PROPOSED SANITARY
- SS SANITARY LATERALS
- FM FORCE MAIN
- FD FOOTING DRAIN
- RD ROOF DRAIN
- W WATER SERVICE
- G GAS LINE
- COTG CLEAN OUT TO GRADE
- INLAND WETLANDS WITH FLAG #
- 100-WRL WETLAND REVIEW LIMIT
- OBSERVATION HOLE
- PERCOLATION TEST
- GTD GRADE TO DRAIN
- SF SYNTHETIC FILTER BARRIER
- WATER BREAK
- LOD LIMIT OF DISTURBANCE
- FE FOUNDATION ENVELOPE
- BUILDING SETBACK LINE
- DE DRAINAGE EASEMENT
- GE GRADING EASEMENT
- SR SLOPE RIGHTS
- CE CONSERVATION EASEMENT
- ME MAINTENANCE EASEMENT

PERMIT SET – NOT FOR CONSTRUCTION

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www.jedwardsassoc.com

STATE OF CONNECTICUT — JAMES E. EDWARDS — No. 10507 — LICENSED PROFESSIONAL ENGINEER

STATE OF CONNECTICUT — JASON EDWARDS — LICENSED LAND SURVEYOR

GATEWAY COMMONS

7180 & 7192 MAIN STREET TRUMBULL
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DEVELOPER
7182 MAIN STREET LLC
62 SPRING HILL ROAD, TRUMBULL 06611

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DATE:	10–06–22
PROJECT #:	716
DRAWING FILE:	716
DRAWN BY:	NC/JE
SCALE:	1"=40'

TITLE

DRAINAGE AREA MAP (EXISTING)

SHEET NUMBER

4.0

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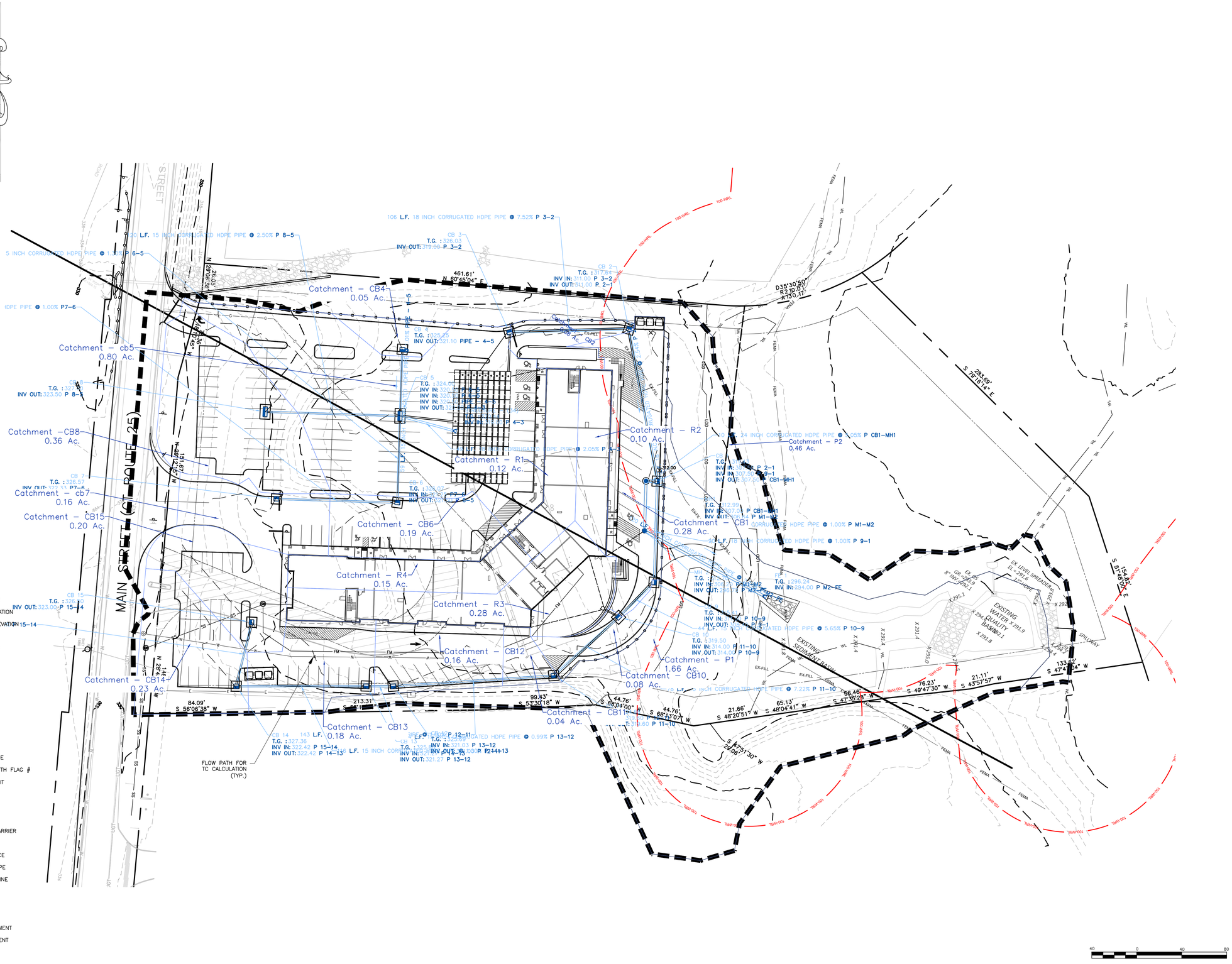

PERMIT SET – NOT FOR CONSTRUCTION

J. EDWARDS & ASSOCIATES LLC
ENGINEERING • SURVEYING • SITE PLANNING

227 Stepney Road Easton, CT 06612
Phone:203.268.4205 Fax: 203.268.5604
www.jedwardsassoc.com

STATE OF CONNECTICUT — JOHN E. EDWARDS — No. 10907 — LICENSED PROFESSIONAL ENGINEER

STATE OF CONNECTICUT — JASON EDWARDS — LICENSED LAND SURVEYOR

GATEWAY COMMONS

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DATE:	10–06–22
PROJECT #:	716
DRAWING FILE:	716
DRAWN BY:	NC/JE
SCALE:	1"=40'

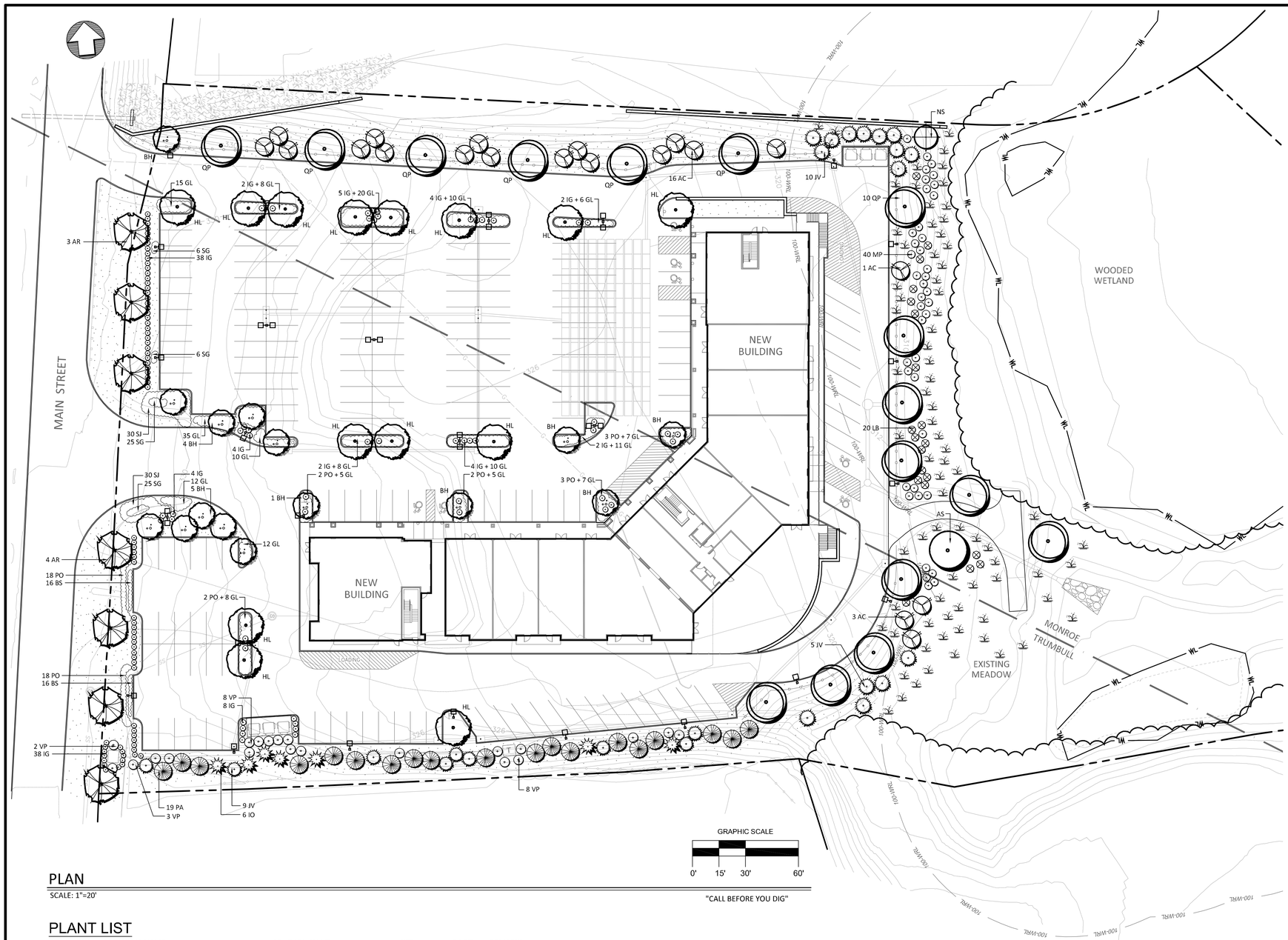
TITLE

DRAINAGE AREA MAP (PROPOSED)

SHEET NUMBER

4.1

J:\PROJECTS\716 MITCHELL DEESSO\DRAWINGS\4.1–DA–2


MAIN STREET
NEW BUILDING
NEW BUILDING
WOODED WETLAND
EXISTING MEADOW
MONROE TRUMBULL
PARKING
15 GL
2 IG + 8 GL
5 IG + 20 GL
4 IG + 10 GL
2 IG + 6 GL
16 AC
10 JV
NS
10 QP
40 MP
1 AC
20 LB
AS
3 AC
5 JV
3 AR
6 SG
38 IG
6 SG
30 SJ
25 SG
35 GL
4 BH
4 IG
10 GL
2 IG + 8 GL
2 PO + 5 GL
4 IG + 10 GL
2 PO + 5 GL
3 PO + 7 GL
2 IG + 11 GL
3 PO + 7 GL
1 BH
30 SJ
25 SG
4 IG
12 GL
5 BH
12 GL
4 AR
18 PO
16 BS
2 PO + 8 GL
18 PO
16 BS
8 VP
8 IG
2 VP
38 IG
19 PA
3 VP
9 JV
6 IO
8 VP
BH
HL
QP
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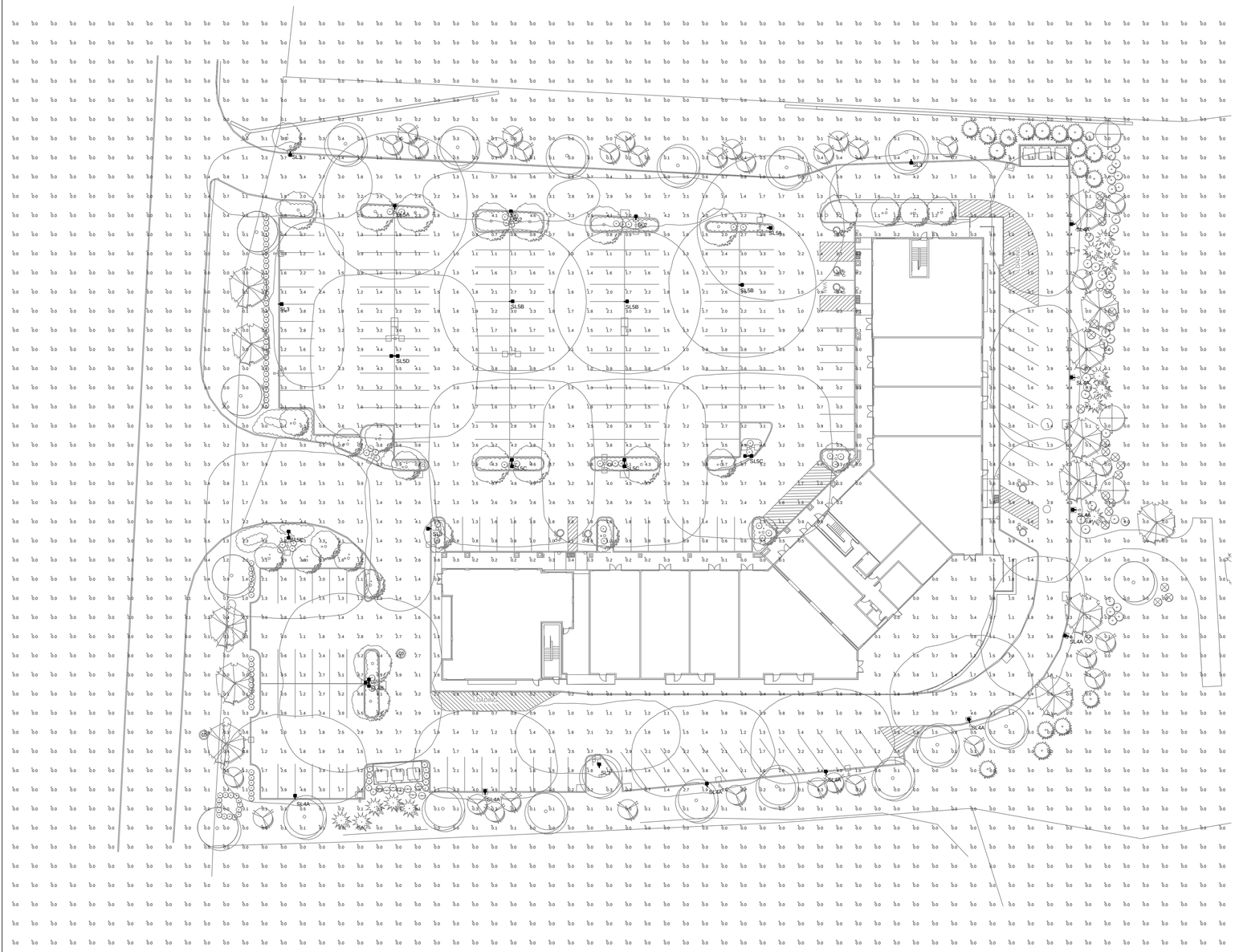
100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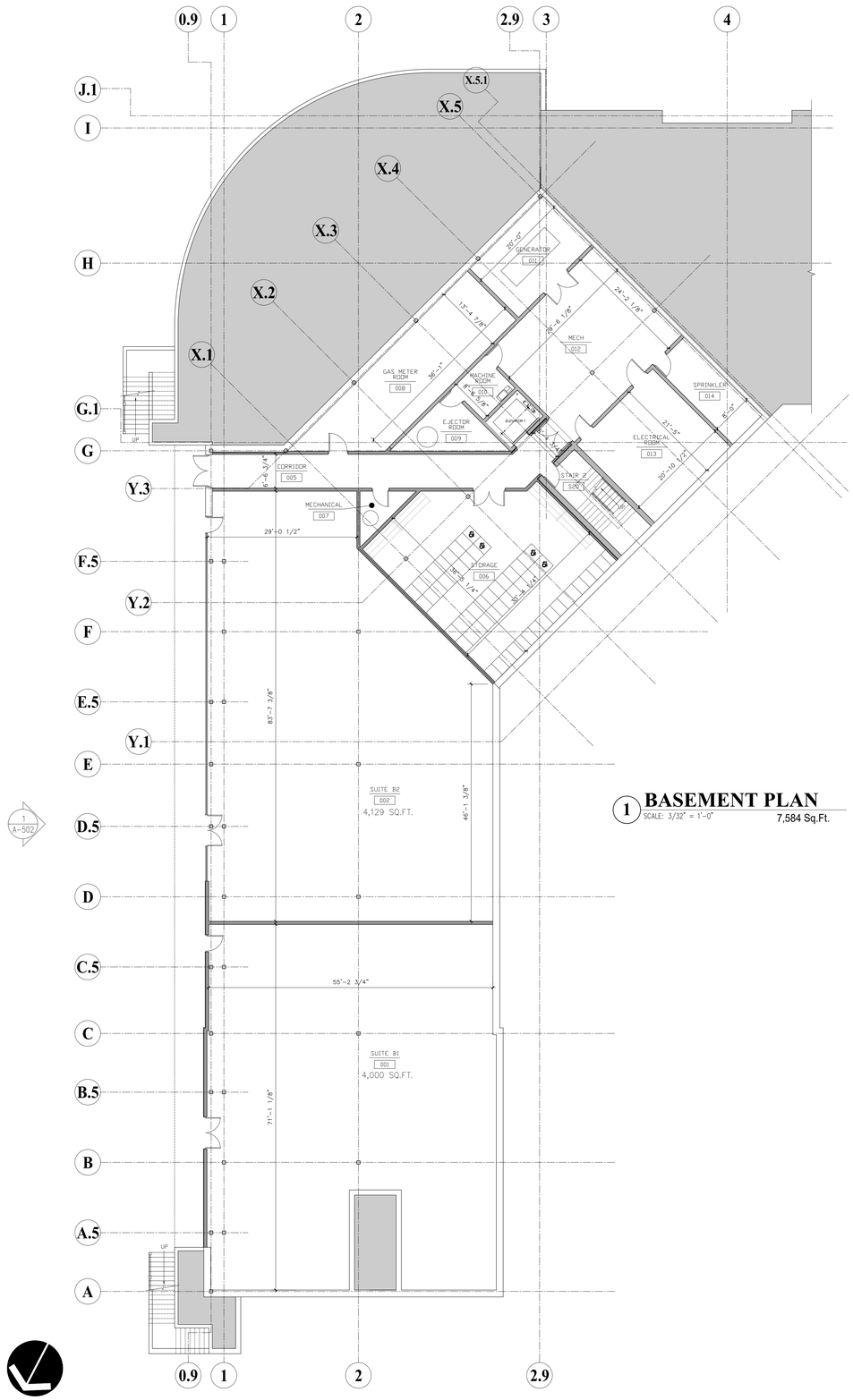
SL3
SL4A
SL4B
SL5A
SL5B
SL5C
SL5D



1 BASEMENT PLAN

SCALE: 3/32" = 1'-0"

7,584 Sq.Ft.

FLOOR PLAN NOTES

1. DIMENSIONS ARE TO THE FACE OF FINISHED SURFACE OR TO CENTERLINE OF COLUMNS AND OPENINGS U.N.O.
2. REFER TO A-900 FOR WALL TYPES.
3. REFER TO A-920 FOR WINDOW SCHEDULE.
4. REFER TO A-910 FOR DOOR SCHEDULE.
5. PROVIDE BLOCKING FOR ALL WALL MOUNTED ACCESSORIES, FURNISHINGS, & EQUIP. VERIFY WEIGHTS AND LOCATIONS.
7. SEE SHEET A-900 FOR GYPSUM BOARD SCHEDULE.
8. REFER TO G-001 FOR TYPICAL ACCESSIBILITY NOTES.

Peter L. Amara, AIA, NCARB

CONNECTICUT LICENSE NO. 9161

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NO. DATE REVISION

PROGRESS DRAWING ONLY
NOT FOR CONSTRUCTION

GATEWAY COMMONS
MIXED-USE DEVELOPMENT

7182 MAIN STREET
TRUMBULL, CT

ARCHITECT:

AMARA ASSOCIATES, LLC
199 PARK ROAD EXTENSION, SUITE 105
MIDDLEBURY, CT 06762
P: 877.833.7881
www.amaraassociates.com

CONTRACTOR:

KEA ENGINEERS
53 WOOD AVE SOUTH
ISELIN, NJ 08830

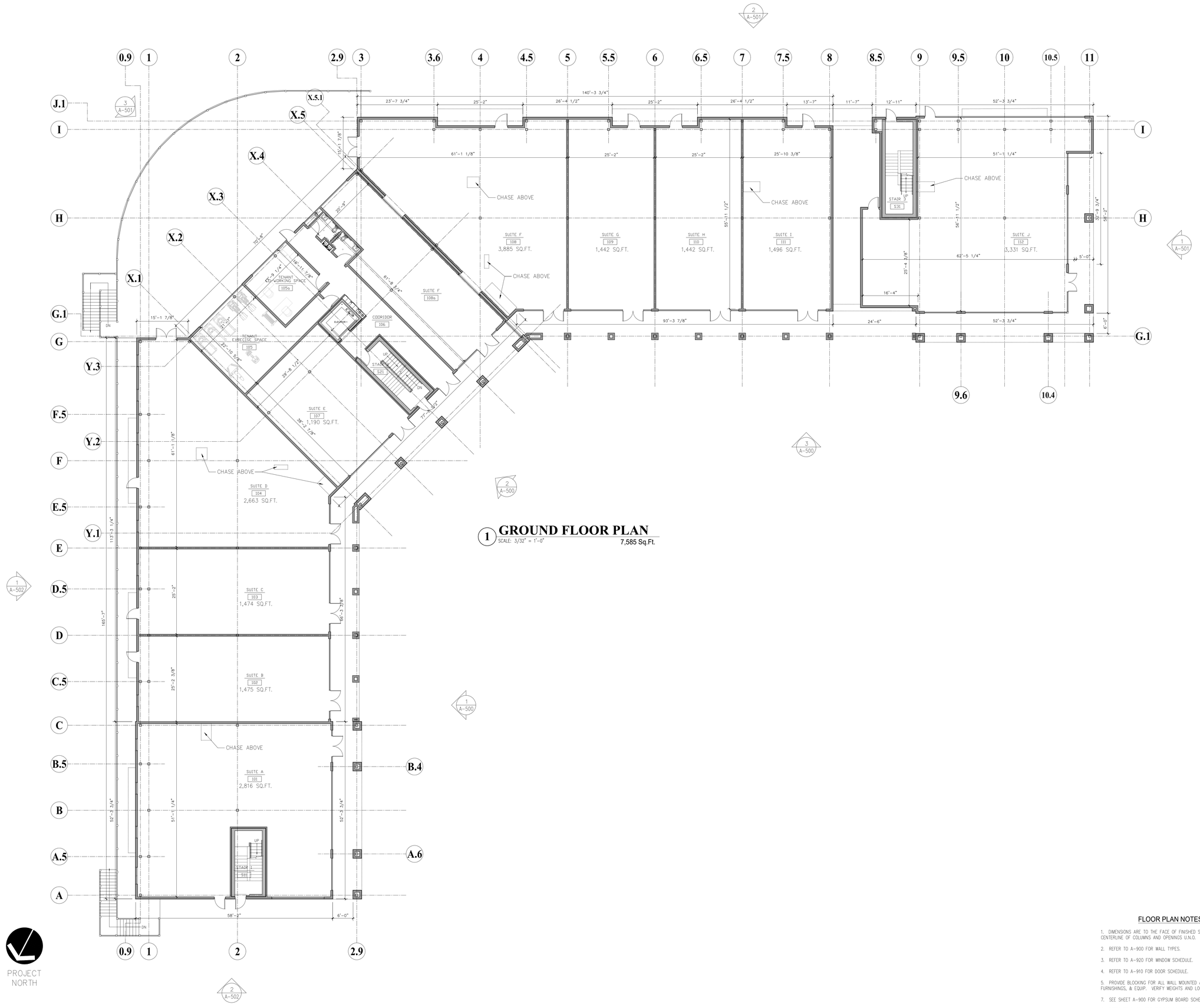
MEP ENGINEER
(732) 635-0044 (P)
(732) 635-1777 (F)

Project No. AA22037
Date 23 DECEMBER 2022

Drawing Content
BASEMENT FLOOR PLAN

Drawn JCP
Checked PLA
Scale AS NOTED

Sheet No.
A-100



PROJECT NORTH

1 GROUND FLOOR PLAN

SCALE: 3/32" = 1'-0" — 7,585 Sq.Ft.

FLOOR PLAN NOTES

1. DIMENSIONS ARE TO THE FACE OF FINISHED SURFACE OR TO CENTERLINE OF COLUMNS AND OPENINGS U.N.O.
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3. REFER TO A-920 FOR WINDOW SCHEDULE.
4. REFER TO A-910 FOR DOOR SCHEDULE.
5. PROVIDE BLOCKING FOR ALL WALL MOUNTED ACCESSORIES, FURNISHINGS, & EQUIP. VERIFY WEIGHTS AND LOCATIONS.
7. SEE SHEET A-900 FOR GYPSUM BOARD SCHEDULE.
8. REFER TO G-001 FOR TYPICAL ACCESSIBILITY NOTES.

Peter L. Amara, AIA, NCARB

STATE OF CONNECTICUT — PETER L. AMARA — NO. 9161 — LICENSED ARCHITECT

CONNECTICUT LICENSE NO. 9161

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NO. DATE REVISION

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GATEWAY COMMONS
MIXED-USE DEVELOPMENT

7182 MAIN STREET
TRUMBULL, CT

ARCHITECT:

AMARA ASSOCIATES, LLC
199 PARK ROAD EXTENSION, SUITE 105
MIDDLEBURY, CT 06762
P: 877.833.7881
www.amaraassociates.com

CONTRACTOR:

KEA ENGINEERS
33 WOOD AVE SOUTH
ISELIN, NJ 08830

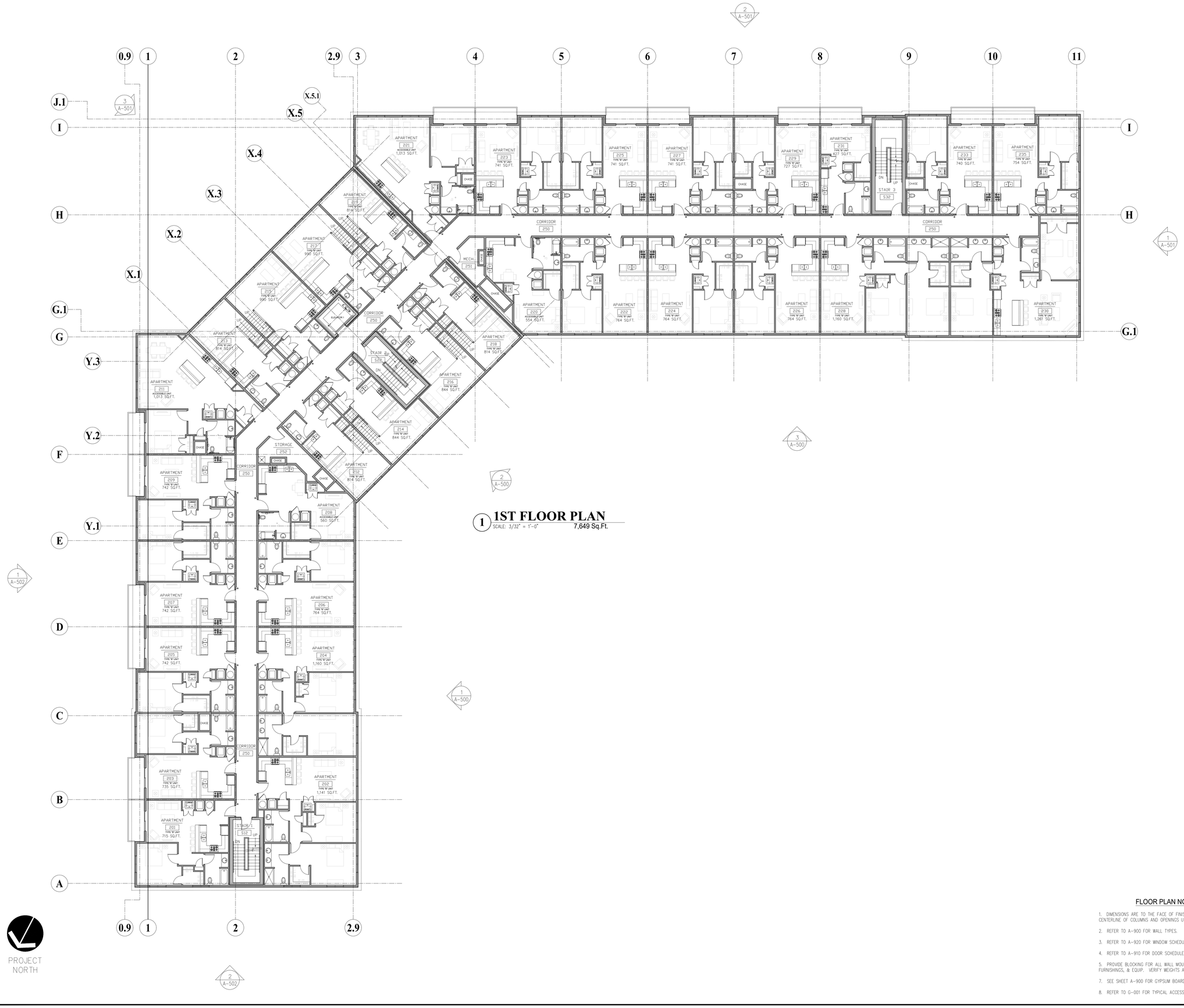
MEP ENGINEER
(732) 635-0044 (P)
(732) 635-1777 (F)

Project No. AA22037
Date 23 DECEMBER 2022

Drawing Content
GROUND FLOOR PLAN

Drawn JCP
Checked PLA
Scale AS NOTED

Sheet No.
A-101



1 1ST FLOOR PLAN

SCALE: 3/32" = 1'-0" 7,649 Sq.Ft.

FLOOR PLAN NOTES

1. DIMENSIONS ARE TO THE FACE OF FINISHED SURFACE OR TO CENTERLINE OF COLUMNS AND OPENINGS U.N.O.
2. REFER TO A-900 FOR WALL TYPES.
3. REFER TO A-920 FOR WINDOW SCHEDULE.
4. REFER TO A-910 FOR DOOR SCHEDULE.
5. PROVIDE BLOCKING FOR ALL WALL MOUNTED ACCESSORIES, FURNISHINGS, & EQUIP. VERIFY WEIGHTS AND LOCATIONS.
7. SEE SHEET A-900 FOR GYPSUM BOARD SCHEDULE.
8. REFER TO G-001 FOR TYPICAL ACCESSIBILITY NOTES.

Peter L. Amara, AIA, NCARB

STATE OF CONNECTICUT PETER L. AMARA NO. 9161 LICENSED ARCHITECT

CONNECTICUT LICENSE NO. 9161

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NO. DATE REVISION

PROGRESS DRAWING ONLY
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GATEWAY COMMONS
MIXED-USE DEVELOPMENT

7182 MAIN STREET
TRUMBULL, CT

ARCHITECT:

AMARA ASSOCIATES, LLC
199 PARK ROAD EXTENSION, SUITE 105
MIDDLEBURY, CT 06762
P: 877.833.7881
www.amaraassociates.com

CONTRACTOR:

KEA ENGINEERS
53 WOOD AVE SOUTH
ISELIN, NJ 08830

MEP ENGINEER
(732) 635-1044 (P)
(732) 635-1777 (F)

Project No. AA22037
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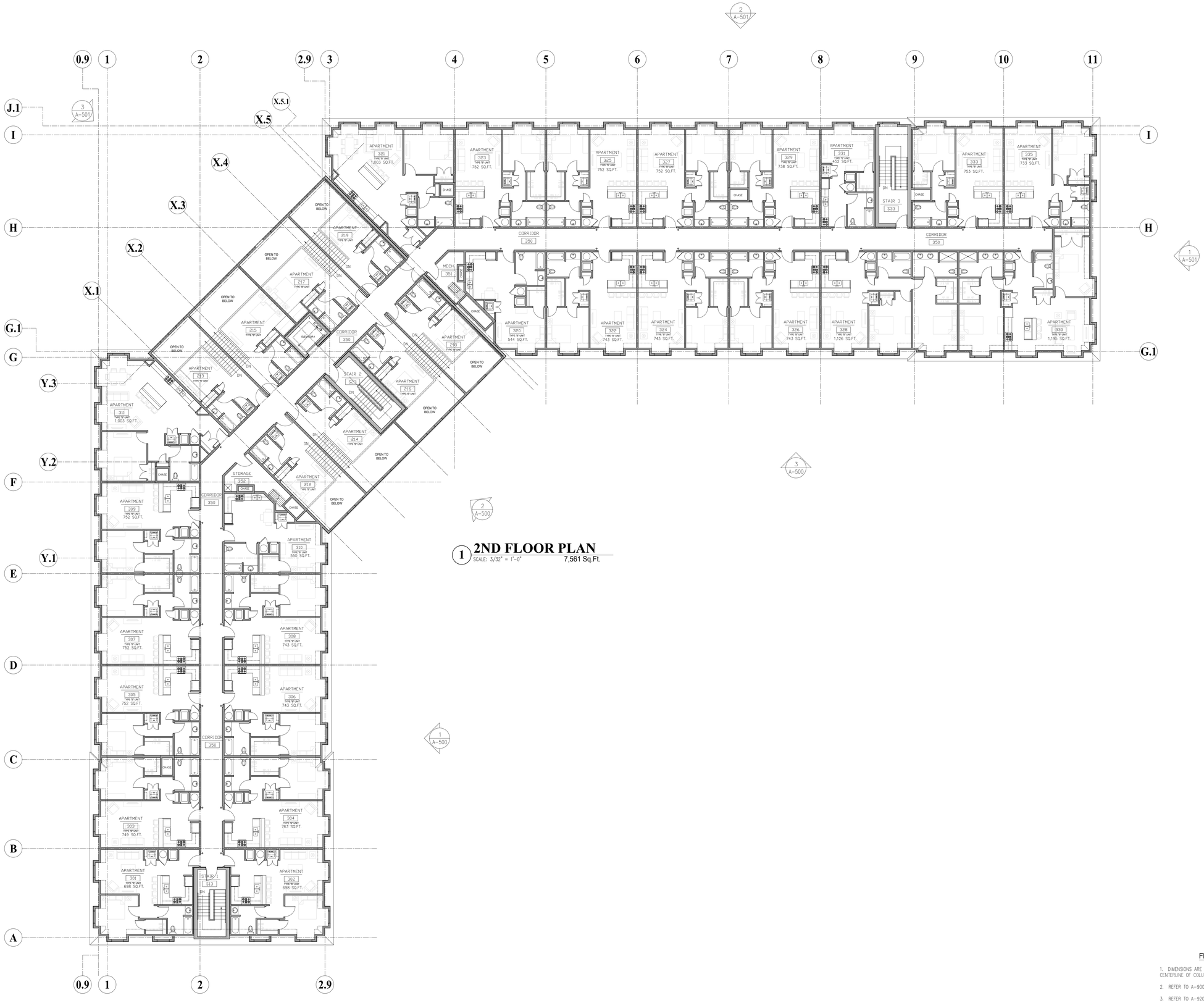
Drawing Content
1ST FLOOR PLAN

Drawn JCP
Checked PLA
Scale AS NOTED

Sheet No.
A-102



1 2ND FLOOR PLAN

SCALE: 3/32" = 1'-0" 7,561 Sq.Ft.

PROJECT NORTH

FLOOR PLAN NOTES

1. DIMENSIONS ARE TO THE FACE OF FINISHED SURFACE OR TO CENTERLINE OF COLUMNS AND OPENINGS U.N.O.
2. REFER TO A-900 FOR WALL TYPES.
3. REFER TO A-920 FOR WINDOW SCHEDULE.
4. REFER TO A-910 FOR DOOR SCHEDULE.
5. PROVIDE BLOCKING FOR ALL WALL MOUNTED ACCESSORIES, FURNISHINGS, & EQUIP. VERIFY WEIGHTS AND LOCATIONS.
7. SEE SHEET A-900 FOR GYPSUM BOARD SCHEDULE.
8. REFER TO G-001 FOR TYPICAL ACCESSIBILITY NOTES.

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7182 MAIN STREET
TRUMBULL, CT

ARCHITECT:

AMARA ASSOCIATES, LLC
199 PARK ROAD EXTENSION, SUITE 105
MIDDLEBURY, CT 06762
P: 877.855.7881
www.amaraassociates.com

CONTRACTOR:

KEA ENGINEERS
53 WOOD AVE SOUTH
ISELIN, NJ 08830

MEP ENGINEER
(732) 635-0044 (P)
(732) 635-1777 (F)

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Drawing Content
2ND FLOOR PLAN

Drawn JCP
Checked PLA
Scale AS NOTED

Sheet No.
A-103

1 FRONT ELEVATION
SCALE: 1/8" = 1'-0"

2 FRONT ELEVATION
SCALE: 1/8" = 1'-0"

3 FRONT ELEVATION
SCALE: 1/8" = 1'-0"

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STATE OF CONNECTICUT
PETER L. AMARA
No. 9161
LICENSED ARCHITECT
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7182 MAIN STREET
TRUMBULL, CT

ARCHITECT:
AMARA ASSOCIATES, LLC
109 PARK ROAD EXTENSION, SUITE 105
MIDDLEBURY, CT 06762
P: 877.653.7681
www.amaraassociates.com

CONTRACTOR:

KEA ENGINEERS
33 WOOD AVE. SOUTH
ISELIN, NJ 08830

MEP ENGINEER
(732) 635-0044 (P)
(732) 635-1777 (F)

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Date 23 DECEMBER 2022

Drawing Content
EXTERIOR ELEVATIONS

Drawn JCP
Checked PLA
Scale AS NOTED

Sheet No.
A-500

1 LEFT ELEVATION
SCALE: 1/8" = 1'-0"

2 REAR ELEVATION
SCALE: 1/8" = 1'-0"

3 REAR ELEVATION
SCALE: 1/8" = 1'-0"

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TRUMBULL, CT

ARCHITECT:

AMARA ASSOCIATES, LLC
199 PARK ROAD EXTENSION, SUITE 105
MIDDLEBURY, CT 06762
P: 877.833.7881
www.amaraassociates.com

CONTRACTOR:

KEA ENGINEERS
33 WOOD AVE. SOUTH
ISELIN, NJ 08830

MEP ENGINEER
(732) 635-5044 (P)
(732) 635-1777 (F)

Project No. AA22037
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Drawing Content
EXTERIOR ELEVATIONS

Drawn JCP
Checked PLA
Scale AS NOTED

Sheet No.
A-501

Peter L. Amara, AIA, NCARB

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ARCHITECT:

AMARA ASSOCIATES, LLC
199 PARK ROAD EXTENSION, SUITE 105
MIDDLEBURY, CT 06762
P: 877.833.7681
www.amaraassociates.com

CONTRACTOR:

KEA ENGINEERS
47 WOOD AVE SOUTH
ISELIN, NJ 08830

MEP ENGINEER
(732) 635-0044 (P)
(732) 635-1777 (F)

Project No. AA22037
Date 23 DECEMBER 2022

Drawing Content
FRONT RENDERING

Drawn
Checked
Scale AS NOTED

Sheet No.
A-503

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PETER L. AMARA
NO. 9161
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GATEWAY COMMONS
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7182 MAIN STREET
TRUMBULL, CT

ARCHITECT:

AMARA ASSOCIATES, LLC
199 PARK ROAD EXTENSION, SUITE 105
MIDDLEBURY, CT 06762
P: 877.693.7881
www.amaraassociates.com

CONTRACTOR:

KEA ENGINEERS
53 WOOD AVE SOUTH
ISELIN, NJ 08830

MEP ENGINEER
(732) 635-0044 (P)
(732) 635-1777 (F)

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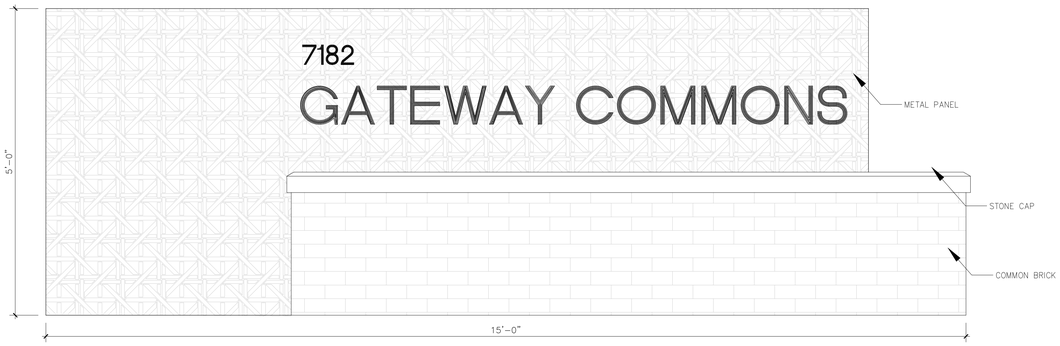
Drawing Content
REAR RENDERING

Drawn
Checked
Scale AS NOTED

Sheet No.
A-504

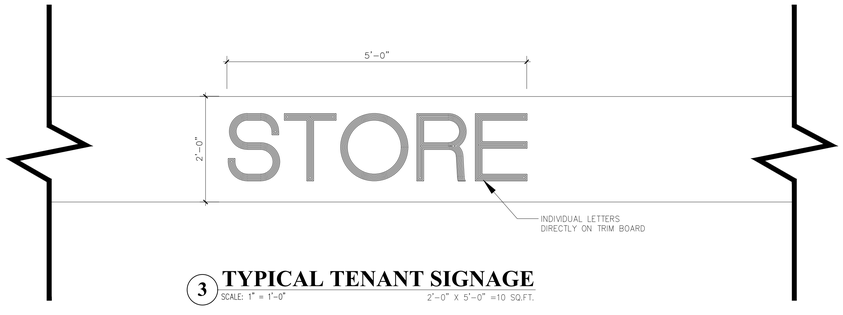


1 MONUMENT SIGNAGE

SCALE: 1" = 1'-0" 5'-0" X 15'-0" =75 SQ.FT.

2 TYPICAL END CAP TENANT SIGNAGE

SCALE: 1" = 1'-0" 2'-0" X 12'-0" =24 SQ.FT.



3 TYPICAL TENANT SIGNAGE

SCALE: 1" = 1'-0" 2'-0" X 5'-0" =10 SQ.FT.

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199 PARK ROAD EXTENSION, SUITE 105
MIDDLEBURY, CT 06762
P: 877.833.7881
www.amaraassociates.com

CONTRACTOR:

KEA ENGINEERS
33 WOOD AVE SOUTH
ISELIN, NJ 08830

MEP ENGINEER
(732) 635-1044 (P)
(732) 635-1777 (F)

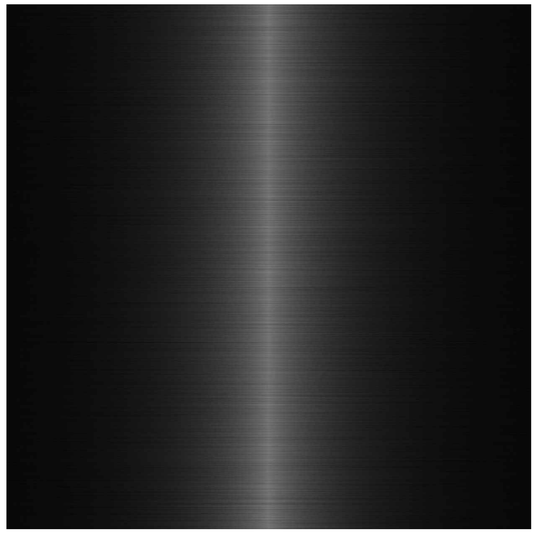
Project No. AA22037
Date 23 DECEMBER 2022

Drawing Content
SIGNAGE

Drawn
Checked
Scale AS NOTED

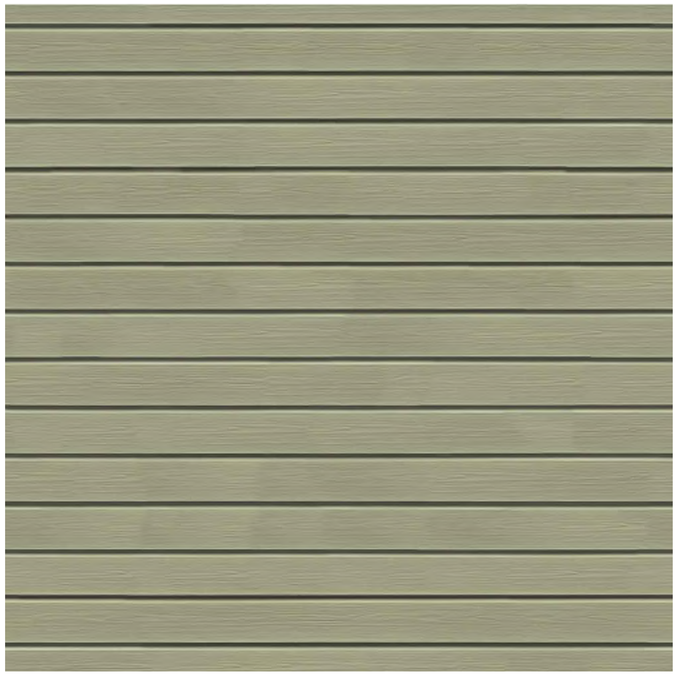
Sheet No.
A-505

1 COMMON ROOFING SHINGLES

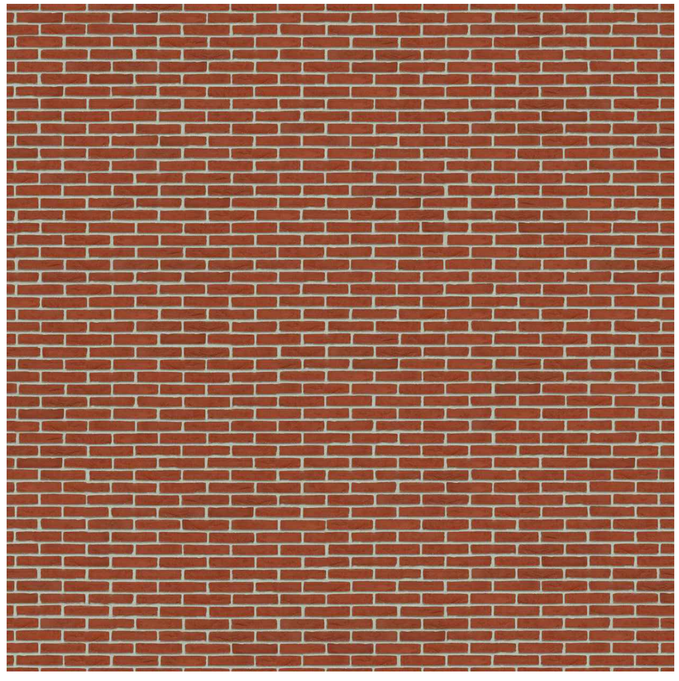


2 COMMON BLACK METAL FOR AWNING

3 TRIM/FASCIA BOARDS PVC WHITE



4 CLAPBOARD CYPRESS GREEN



5 COMMON RED BRICK

Peter L. Amara, AIA, NCARB

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AMARA ASSOCIATES, LLC
199 PARK ROAD EXTENSION, SUITE 105
MIDDLEBURY, CT 06762
P: 877.833.7881
www.amaraassociates.com

CONTRACTOR:

KEA ENGINEERS
53 WOOD AVE SOUTH
ISELIN, NJ 08830

MEP ENGINEER
(732) 635-0044 (P)
(732) 635-1777 (F)

Project No. AA22037
Date 23 DECEMBER 2022

Drawing Content
BUILDING MATERIALS

Drawn
Checked
Scale AS NOTED

Sheet No.
A-506