

August 18, 2025

Woodbridge Town Plan & Zoning Commission  
Town of Woodbridge  
11 Meetinghouse Lane  
Woodbridge, CT, 06525

Re: Traffic Engineering Assessment  
804 Fountain Street, Woodbridge, CT  
Solli Project No.: 25111001

Dear Commission Members:

Solli Engineering, LLC, has prepared this letter to supplement the Traffic Impact Study: 804 Fountain Street, Residential Development prepared by Benesch revised through May 30, 2025 and the Traffic Peer Review letter prepared by VN Engineers, Inc dated May 28, 2025.

## Project Overview

The project site (Site) located at 804 Fountain Street consists of approximately 5.71 acres, located in the Residential District A zoning district and is bound by Woodbridge Land Trust to the north, Fountain Street (Route 243) to the east, Wilbur Cross Parkway (Route 15) to the south, and wooded property to the west. The project proposes to construct a four-story residential building with 96 residential units with 146 parking spaces and associated paved driveways, sidewalks, utilities, drainage, landscape, and lighting improvements. The proposed development will be accessed via a singular stop-controlled full movement driveway in the north-east corner of the property.

## Traffic Engineering Assessment

Solli Engineering (Solli) has reviewed the Traffic Impact Study prepared for 804 Fountain Street, Residential Development by Benesch revised through May 30, 2025 and the Traffic Peer Review letter prepared by VN Engineers, Inc dated May 28, 2025. Upon completion of the review Solli Engineering concurs that the proposed development, will not adversely impact the operations of the adjacent street traffic. The proposed trip generation was calculated using the Institute of Transportation Engineers (ITE), 11<sup>th</sup> Edition, 2021, fitted curve equations for the Land Use 221 "Multifamily Housing (Mid-Rise)" during the peak hours of adjacent street traffic. Solli concurs with the proposed trip generation calculations enclosed in the Traffic Impact Study which indicate the proposed development will result in an additional 31 trips (7 entering, 24 exiting) during the weekday AM peak hour and an additional 38 trips (23 entering, 15 exiting) during the weekday PM peak hour. The operational analysis included in the Traffic Impact Study, analyzed the site driveway intersections as well as the intersection of Rimmon Road and Park Lane with Ansonia Road and Fountain Street. The overall scope of the Traffic Impact Study is consistent with standard traffic engineering methodology and identifies the intersections with the greatest potential to be impacted by the proposed development. The overall operational analysis indicates that the proposed development can be accommodated on the adjacent roadway network.

Solli Engineering concurs with the recommendation of grading within the Right-Of-Way to improve sight lines from the proposed site driveway. The speed data enclosed in the Traffic Impact Study was collected over a 24-hour period on Fountain Street in the vicinity of the proposed development and identified an 85<sup>th</sup> percentile speed of 44 miles per hour eastbound and 44 miles per hour westbound. Solli Engineering also reviewed available speed data collected on Fountain Street published by CTDOT at count station WDBR-077 located at the Woodbridge/New Haven town line. Data published by CTDOT was collected in January 2025 and reported 85<sup>th</sup> percentile speeds of 51.1 mph eastbound and 46.2 mph westbound, it is recommended that this data be utilized in establishing sight lines to provide a conservative analysis. Intersection sight distance (ISD) at the proposed driveway was evaluated per guidance provided in the 2025 edition of the *CTDOT Highway Design Manual*. ISD was calculated based on a stop-controlled approach with main line free-flowing traffic and speed data collected by CT DOT in January 2025. Based on an 85<sup>th</sup> percentile speed of 51.1 miles per

hour eastbound, an ISD of 565 feet is required looking left for passenger vehicles exiting the site driveway and based on an 85<sup>th</sup> percentile speed of 46.2 miles per hour westbound, an ISD of 510 feet looking right is required for passenger vehicles exiting the site driveway onto Fountain Street. Under the proposed conditions, with the recommended clearing and regrading within the right-of-way across the property frontage the intersection sight distance will exceed the required intersection sight distance, looking both left and right out of the proposed site driveway. See the Intersection Sight Distance Plan, ISD-1 and CTDOT speed data, included as a supporting document in this assessment for additional details.

## Conclusion

The project proposes to develop the site located at 804 Fountain Street in Woodbridge, Connecticut, with a multifamily residential building consisting of 96 apartment units with appurtenant parking, drainage, landscape, and utility features.

Based on the Traffic Impact Study prepared by Benesch, 31 new trips are anticipated to be generated during the weekday AM peak hour, 38 new trips are anticipated to be generated during the weekday PM peak hour. Under the build condition in the year 2026, the stop-controlled Site driveway is expected to operate at a LOS B during the weekday AM and LOS C during the weekday PM peak hour with 95th percentile queues anticipated to be less than one vehicle at the site driveway during all peak hours. The proposed development is not anticipated to result in significant impact to the adjacent intersection of Rimmon Road and Park Lane with Fountain Street and Ansonia Road with operating conditions expected to be similar when comparing the no-build and build conditions at this intersection.

Solli Engineering concurs with the Traffic Impact Study that the traffic anticipated to be generated by the proposed development can be accommodated by the surrounding roadway network. There is no indication that the proposed development will have an adverse impact on the operating conditions of the adjacent roadway network. Solli Engineering recommends regrading and clearing within the state right-of-way subject to CT DOT approval to achieve the required sight lines exiting the driveway. If you have any questions or require any additional information, please reach out at your convenience.

Sincerely,  
**Solli Engineering, LLC**



Matt Baldino P.E., PTOE  
Project Manager



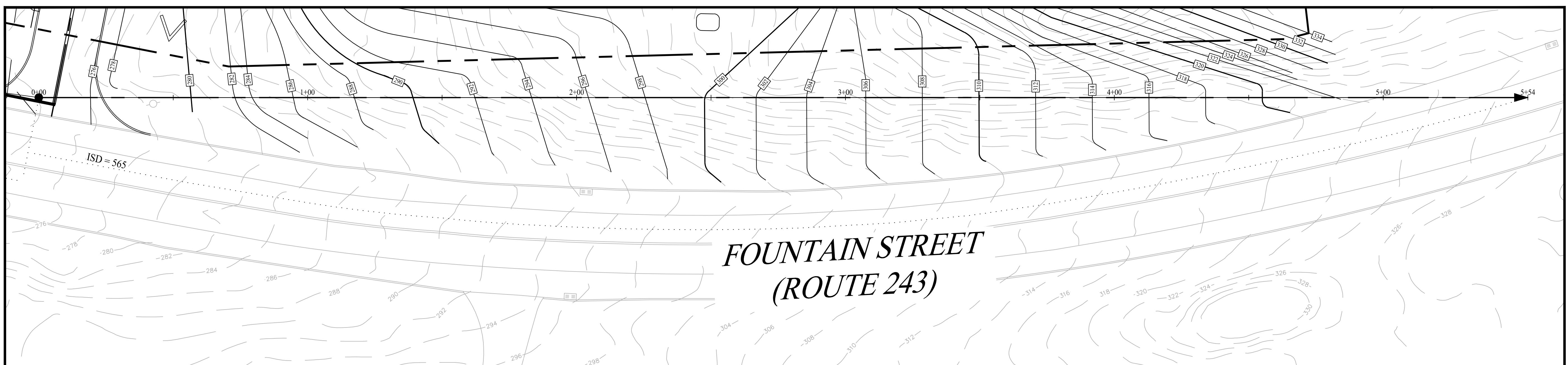
Kevin Solli, P.E., PTOE  
Principal

**Enclosures:**

Intersection Sight Distance Plan, ISD-1  
CTDOT WDBR-07 Speed Data

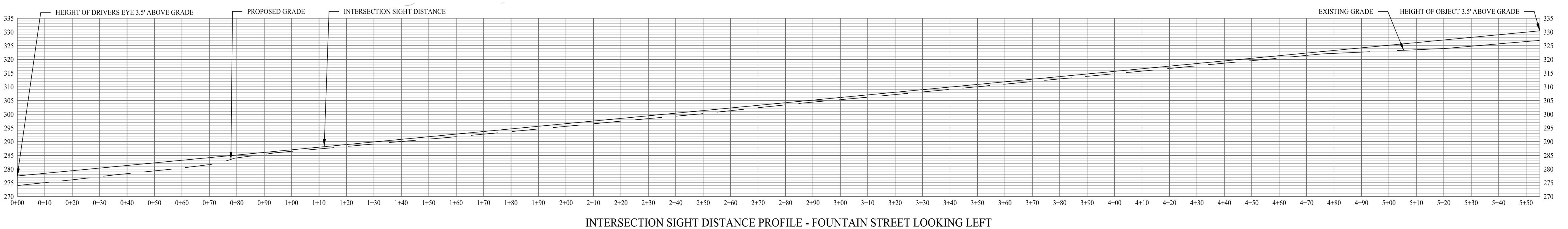
GENERAL NOTES:

1. INTERSECTION SIGHT DISTANCE IS MEASURED 15 FEET FROM THE EDGE OF TRAVEL WAY.
2. INTERSECTION SPEED DATA OBTAINED FROM CT DOT COUNTSTATION WDBR-077, BASED IN THE 85TH PERCENTILE SPEED WESTBOUND OF 46.2 MPH, THE MINIMUM REQUIRED SIGHT DISTANCE LOOKING RIGHT IS 510' BASED ON 85TH PERCENTILE SPEED EASTBOUND OF 51.1 MPH, THE MINIMUM REQUIRED INTERSECTION SIGHT DISTANCE LOOKING LEFT IS 565'.
3. INTERSECTION SIGHT DISTANCE EVALUATED PER CTDOT HIGHWAY DESIGN MANUAL.



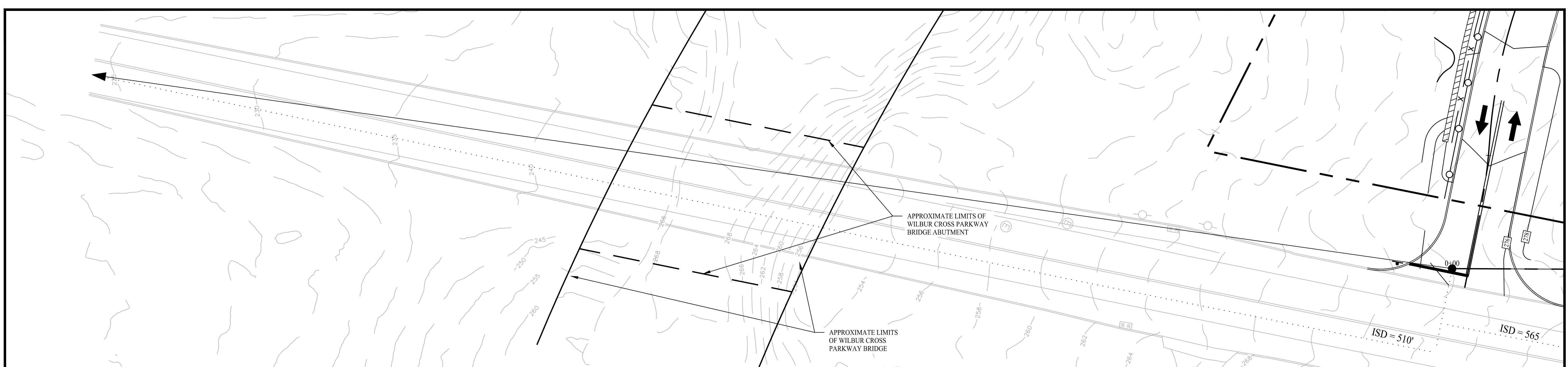
INTERSECTION SIGHT DISTANCE - FOUNTAIN STREET LOOKING LEFT

SCALE 1" = 20'



PERMIT APPROVED BY THE WOODBRIDGE TOWN PLANNING AND ZONING COMMISSION

SIGNATURE DATE



INTERSECTION SIGHT DISTANCE - FOUNTAIN STREET LOOKING RIGHT

SCALE 1" = 20'

Rev. #: Date Description  
Graphic Scale:



**SOLLI**  
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Drawn By: VER  
Checked By: JMGM  
Approved By: KMS  
Project #: 2511001  
Plan Date: 08/18/25  
Scale: 1" = 20'  
Kevin Solli, P.E.  
CT 25759

Project: PROPOSED  
RESIDENTIAL  
DEVELOPMENT  
804 FOUNTAIN STREET  
WOODBRIDGE, CONNECTICUT

Sheet Title: INTERSECTION  
SIGHT  
DISTANCE  
PLAN  
Sheet #: ISD-1

Status: OK East Combined West

## **WDBR-077 - West**

Route 243 - 5.23 mi At New Haven Town Line

## 2025 WDBR-077 - Speed

12:00am	.	.	.	.	1	12	7	2	3	2	.	1	.	.	.	28
01:00am	.	.	.	.	.	2	1	2	.	1	1	.	1	.	.	.
02:00am	.	.	.	.	.	2	1	.	1	1	.	.	.	.	.	1
03:00am	.	.	.	.	.	2	1	2	.	.	1	.	.	.	.	1
04:00am	.	.	.	.	1	1	.	4	3	1	1	.	1	.	.	1
05:00am	.	.	.	.	2	6	7	8	8	2	.	1	.	.	.	3
06:00am	.	.	.	.	14	28	21	12	6	1	.	1	.	.	.	8
07:00am	.	.	1	11	35	51	60	21	8	2	.	.	.	.	.	18
08:00am	.	.	4	13	22	71	48	34	11	3	1	.	.	.	.	20
09:00am	.	1	1	1	22	53	61	21	8	3	.	.	.	.	.	17
10:00am	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
11:00am																
12:00pm																
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10:00pm																
11:00pm																
Totals	0	1	6	28	103	227	213	103	40	14	3	3	0	0	0	74
Percent	0.00	0.13	0.81	3.78	13.90	30.63	28.74	13.90	5.40	1.89	0.40	0.40	0.00	0.00	0.00	

Status: OK East Combined West

## **WDBR-077 - East**

Route 243 - 5.23 mi At New Haven Town Line

## 2025 WDBR-077 - Speed

12:00am	.	.	.	.	1	1	5	2	5	2	.	.	.	.	.	10
01:00am	.	.	.	.	1	1	.	4	1	2	2	.	1	1	1	1
02:00am	.	.	.	.	.	1	3	.	2	.	.	.	.	.	.	1
03:00am	.	.	.	.	1	.	2	3	2	1	.	.	.	.	.	1
04:00am	.	.	.	.	.	2	8	4	6	2	2	.	.	.	.	2
05:00am	.	.	.	.	.	5	15	29	20	9	1	1	.	.	.	8
06:00am	.	.	.	.	4	12	45	78	48	14	2	.	.	.	.	20
07:00am	.	.	.	.	20	81	171	147	49	7	.	.	.	.	.	47
08:00am	1	.	1	1	11	50	171	138	43	5	2	1	.	.	.	42
09:00am	.	.	.	1	3	34	81	65	47	11	1	.	.	.	.	24
10:00am	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
11:00am																
12:00pm																
01:00pm																
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10:00pm																
11:00pm																
Totals	1	0	1	2	41	187	501	470	223	53	10	2	1	1	1	149
Percent	0.07	0.00	0.07	0.13	2.75	12.53	33.56	31.48	14.94	3.55	0.67	0.13	0.07	0.07	0.07	