the old Texas doughnut with parking decks and such, but we are really focusing on this as being part of a really strong sense of community for the residence. So it is going to be open space. It is going to be an Olympic size pool. And again, I’ll let Rich get more into that.

This is designed with a two spaces per apartment layout at this time. I think Dominick spent a lot of time discusses as to why that Commission may want to consider revising that requirement. But it does have two spaces per unit. And of course these spaces out here would be something that we would want to defer. We wouldn’t want to take those spaces and that building just quite yet.

The open space, as you can see, is in dark green surrounding the site. It is adjacent to the two existing Shelton open space parcels; kind of you know a fairly obvious thing to do. It keeps our environmental issues on the site safe. It comes down and surrounds and covers the entire hillside along Mill Street.

I will point out that this open space of about 24 acres does comply. If this development was just a subdivision and we were just subdividing the site and creating parcels here, this opened space does conform in all respects to the subdivision opened space requirements. It is more than 10 percent of the land
area. More than 75 percent of the land area is outside of the steep slopes and the wetland area, so it complies in that respect.

We do have one request from the existing land owner, and there is an existing house in this corner, that the landowner would like to maintain that. So we are going to cut that out of the PDD and that will remain an existing family house.

So that covers the basic layout. Now we get into a little bit more technical issues.

One of the things that we are always concerned about is the water for sites like this; it is a large site. These are the watersheds. These are where the waters flow. And again, you can see the outline of the site here, Bridgeport Avenue here, Buddington Road, and following in that direction. This is our largest watershed that exists to a watercourse right here that flows behind the houses on Old Kings Highway. We have very -- pretty -- very little water from our proposed development going in that direction, and I'll explain in a bit how we are going to deal with that.

We have four separate watersheds that do drain down to Mill Street. We recognize that Mill Street is a sensitive Street; it's a scenic road. We don't want to be bothering Mill Street anymore than -- well, we don't want to bother it at all, point of fact. And
what you are going to see in some of the future plans
is I am taking some of the runoff from the sites that
are developed in this area. And rather than trying
to chop our way down to the Far Mill River for every
watershed, what we are going to do is we are going to
bring it down to one point of crossing, and I will
explain that in more detail in a little bit.

And then of course we have multiple watersheds
that drain to Wells Hollow Brook across the street.
These are going to fall into the purview of the State
Department of Transportation. They are very strict.
They have a very rigorous process for making sure
that the way we handle the drainage in that area is
going to meet their requirements.

So we do have grading plans for each site. What
I am going to do before I start talking about the
grading plan, is I am going to talk about what this
plan shows, which is what all of our developments in
the site must conform to.

As I said, we have been working very hard with
our environmental professionals, Matt Pop, for
keeping things on the straight and narrow.

The water quality of the Far Mill River is the
absolute most important thing to happen here that
we've got to make sure that we protect. So what
we're going to do is we're going to do some special
rules for this site.
Water discharge is protected and requires special design in a few ways. The Inlands/Wetlands Commission and this Commission look at it. The Town of Shelton does have a storm water ordinance for water quality that has to be followed. And last but not least, we are going to be filing with the State and the DEEP for an erosion control and discharge of construction storm water. So there are a lot of people that are going to look at the storm water discharge from here.

But I am also going to tell you what we’re doing that is above and beyond those rules and that each of the developments in this project has to follow.

As I said, the Far Mill River is our number one concern. So what we are going to do is we’re going to provide a lot of protection for pollution to the Far Mill River, and that comes in several ways.

First of all, all sites are going to be required to provide vortex and oil separator chambers before they get into any other treatment systems; that’s first.

Second is all of these sites are going to have these underground systems that have a large water storage capacity. And one of the features of that, and it’s enumerated down here in the opening detail, is that the first inch of runoff from the site from the paved areas must be retained. It is not
discharged. Everybody recognizes the DEEP. The first inch of runoff from any site, particular pavements, contains 80 percent of the pollutants, and that includes temperature pollution which is a factor. When we have this much development in this area that close to Far Mill River, temperature is a consideration. That is a way to pollute the Far Mill River. So that first inch is going to take care of that. It is going to take -- get it back into the ground water system, so that is above and beyond.

Secondly is the usual; the post-development runoff rates cannot be greater and they are probably going to be less than the predevelopment runoff rates, and things of that nature.

So that is the rulebook, if you will, for the development of all of these sites. And now I will start talking a little bit about the site.

This is Parcel A. It is the more conventional retail. It is pretty much a balanced site. It slopes from this back area to the front area. We think we can even balance the earth work on that fairly well. You’ll see we do have a decent fill slope there. In areas where the fill would extend out into an area that is sloping way too far, we’ll put in retaining walls, and that is what we’re doing here so that we’re not sloping into that wooded area off Mill Street.
Our utilities are coming down. Most of them are discharging down into Bridgeport Avenue. And this is where I mentioned where we’re going to take all of those watersheds that were up here. We are going to bring them down here into this area and discharge them at one point into the Far Mill River right there. When we have that one discharge point, we can be a lot more -- we can put a lot more thought and detail into how we discharge. Discharge it onto ledge so that there are no erosion problems; discharge at a low slope so that there is no velocity problems. But we are going to concentrate it all in this area so that the rest of Mill Street can be left alone.

We do cross the gas line and the power line here, and again this being sort of a rule book if we’re successful and we get approval. We will be coming in with more detailed plans. There are a lot of things that go along with crossing the gas line and the power line. They have their very specific rules. There is limited blasting anywhere near that gas line. We never excavate in a gas line area; we always go over it. So things of that nature. So we are paying attention to those sorts of things.

This is, of course, Parcel B, the site that is adjacent on Bridgeport Avenue. It is probably our most challenging site. Again, you’re trying to
balance the earthworks on this as much as we can. 
There will be some removal of earthworks from the site.

This site also is one of the few that requires a filling of a wetland area; it's a very minor wetland area. It's a State wetland, not federal or vernal pool. It is under the purview of the Inland/Wetlands Commission, so you will need their permission and blessing to do that so we'll be obliged to apply to them.

All of these discharges, of course the sewer and the storm water, all of those things come down into Bridgeport Avenue.

Let me go back on that just a bit. And you can see we are catching a lower corner of Parcel C. This is a standalone building here, probably some form of a restaurant. It is going to have a terrific view. It is up on an overlook overlooking the valley, so we are hoping for a nicer restaurant user there.

Coming into this this is Parcel E; this is the residential parcel. Again, I think I explained pretty much what I needed to explain about it for the layout. The -- again, the storm drainage comes down in this direction to get to the Far Mill River so that we don't have to fool about in the wooded land upland of Mill Street. The sanitary sewers are coming down in this section, so we have thought out
those issues.

In areas we do have -- we do have some fill coming out here, but where the fill gets -- starts falling on areas that are too steep, we are proposing a retaining wall which would be up in this area, again, to try and maintain as much of the wooded area as we can.

To get to this parcel we are crossing what is a Federal wetland at this location right here and that would be a bridge. We are going to access from this side and we are going to access from this side. We are going to drop the bridge over it. No disturbance of that Federal wetland area.

And you can also see -- it is not quite clear on this projection; it doesn't show quite enough detail. But you can see that there are specific guidelines for what we can and can't do and how close we can get to these vernal pool issues. And again, we have been working with Matt on that to try and put together a good plan that we feel that the regulatory agencies, environmental regulatory agencies, will be satisfied with. So we have the bridge; we have setbacks from the vernal pools, and things of that sort.

And again, you can see that these discharges coming here and here come down to this area. They are treated taking velocity off, things like that,
that the Town Engineer and the Wetlands Commission
will be very interested in.

And lastly, we come up to the remainder of -- I
call it the campus site. It is heavily mixed use.
It’s got a lot of grade changes through buildings;
grade change through building; grade change through
building. Again, I likened it to Split Rock. It is
that sort of a feel where things are not overpowering
in one massive flattened area.

And again, you’ll notice on this plan that the
road does go through; I want to assure everybody. The
only reason for that is we did not revise all of the
plans. Our current testimony here tonight is that
there will be a cul-de-sac here and you will not be
accessing out on Buddington Road, if at all possible.
I think Dominick alluded to -- and Kevin Solely will
get into more information about that as well.

Soil erosion control, obviously a huge concern
on a site like this where we do have quite a bit of
grain; it is not a flat site. We again have laid out
the guidelines for that. We have made reference to
all of the regulatory agencies that will have final
review of how erosion control is handled on these
sites. It will be a combination of temporary
sedimentation basins, things of that nature.

The soil erosion control for designs like this
must conform to the soil erosion control handbook
published by the State. It is going to be reviewed by the Inland/Wetlands and the Planning and Zoning. Both of those Commissions pay attention to erosion control.

And last but not least, as it is a site more than five acres, this will be submitted to the DEEP for storm water discharge from construction sites of more than five acres, so they will also be reviewing it.

So once we get into the detail of design of each of these individuals lots and the road construction, all of those agencies will be analyzing our designing of that with a fine-tooth comb.

Landscaping is another issue that at this level of design, which is preliminary, what we are trying to do here is we are trying to lay some basic minimum ground rules. It is not particularly necessary because should we be fortunate and get approval to proceed, the Commissions Planning and Zoning, and such, will make sure that we are very diligent in our design of landscaping.

But I will just point out a few of the things that we took the trouble to put on this conceptual plan, which of course is planting the Boulevard area on the public streets as they come up, showing you know basic requirements for shade trees in all of the parking lot areas. There are some things that are
just -- should be taken for granted, which is heavy buffer planting anywhere where they are even remotely near residential areas, and also of course over on Mill Street. So those areas -- this plan designates as areas of special concern. In detailed design they will be heavily reviewed.

There is one more area to note. I did make something of a deal of making sure that we are coming down in this one area, the Far Mill River. And we took the trouble to note on the landscaped plan that that area also needs special consideration for landscaping, not only for stabilizing the hillside as it comes down, but make sure when we discharge to the Far Mill River we restore that area with native plants and things that you would find in the repairing areas near the Far Mill River.

Last this is the plan that Dominick alluded to. Since we are proposing the Planned Development District, we thought it would be logical to take a look and see what the site would support if it was developed as a light industrial park. As Dominick said you know within reasonable parameters this is sort of what -- this is what the property is zoned for and could be built.

So what we did is -- what I did is I took the areas of disturbance that we're proposing for the Planned Development District, so just to make sure
that we are comparing apples to apples. We need to
look at this area up here for the Planned Development
District for the apartments. I made sure that I
stayed within those limits in doing the Light
Industrial Plan and didn't falsely inflate it to some
larger number, even though we could have perhaps
could have. But this is the way that I plan you can
take this plan, the Light Industrial Plan, and
compare it somewhat to the Planned Development
District for certain purposes.

So again, we have the same street area. I would
leave it to the powers at be as to whether the -- I
don't know if it was an LIP or not. I assume that
the same pressures would be brought to there for a
cul-de-sac, but that is not for me to say at this
particular time.

So we have a variety of different buildings,
different sizes. But the parcels are the same, except
in some cases they are further subdivided. You can
only have one building per lot. So in Parcel B here
what we did is we just subdivide is one more time.
Now we have two buildings and they both comply.

And again, for the record, this plan does comply
in all respects to the Light Industrial Park Zoning
regulations. So there are no variances here. There
is nothing special. We comply in all of those ways.

I will also mention that the parking ratio for
this Light Industrial Park layout is four spaces per 1,000, which is pretty generous. But we have been doing a lot of buildings. We have done a few on Water View Avenue and we did the same here. These are three-story buildings, which is fairly common. We have done some on Water View Drive. They like lower stories for industrial uses, upper stories for office and things of that sort. So these are all three-story buildings that are typically built in these zones, again four spaces per 1,000. They have the correct service areas.

The buildings range -- the one building here is fairly small, $30,000 square feet. But other than that the buildings range somewhere in the 100,000 square foot range to the 200,000 square foot range.

The total floor area of this Light Industrial Park would be 1,110,000 square feet of floor area. That is eminently doable under the disturbed area of the PDD.

And the parking count, just for information, is 4,445 spaces at the 4 per 1,000, which is actually about 1,000 parking spaces more than is proposed in the PDD.

So with that, I'll turn it over to --

ATTY. THOMAS: I just want to clarify. I just would like to clarify a couple of points. Because as you know we are changing as we are going through.
Number one, again, we did leave the assisted living and the medical office on the plans, but it is our intention, as I stated in my presentation, that that is now designated as a future development area. We are not pursuing an approval for the assisted living and the medical office building, number one.

Number two, as I said in my presentation, our initial presentation was that as a public road. The Boulevard is a public road. Right now we are in discussions as to whether or not it would be public or private. But clearly our proposal is going to be the cul-de-sac.

And with that, I’ll turn it over to Kevin Solely.

MR. SOLEY: Thank you.

Good evening, members of the Commission. For the record, my name is Kevin Solely and I’m a License Professional Engineer in the State of Connecticut with Solely Engineering. My office is located at 501 Main Street in Monroe. I am here to talk about everyone’s favorite subject in the room, I’m sure, traffic.

So when we look at a project of this nature, traffic is obviously one of the most critical and important components of what we have to analyze. We have a multiple step process, but first we have to look at the area in the network and really understand
what we are evaluating, what the traffic operations are in that network.

We have to determine what our potential traffic impact is on that roadway network, understand how many new trips are going to be generated by our project, put those trips on the network. And then we have to determine the operating conditions of the intersections; if there is any degradation; if we are impacting the intersections at all. And then we have to actually propose and provide recommendations to improve the operations of those intersections.

So a project of this size, as you can imagine, will generate a lot of traffic. Our job and our approach was trying to make sure that we could develop a plan that mitigates our impact and actually improves traffic operating conditions along the area roadway network.

So as has been summarized in the presentation, sites located right on Bridgeport Avenue. Obviously, Bridgeport Avenue is a -- DOT classifies it as a minor arterial. It is heavily developed with retail, office, and it provides connections to residential areas throughout the surrounding area. It is a prime location for a development like this because of the regional access that is provided from Route 8. The site is essentially in between two off ramps, Exit 12 located on Old Stratford Road, and then Exit 13
further to the north. And I am going to talk about all of the intersections that we analyzed. But from a regional standpoint and from a development opportunity standpoint, this actually is kind of located in a good location that has the adequate infrastructure to support it both locally and regionally.

So as has been summarized, the site is a large development. The overall project is 1.2 million square feet. It includes 450 apartments. Again, as Dominick clarified, our analysis and the plans that are currently submitted do show 200 assisted living units and a medical office. This will change, which we have agreed to do. But for the purposes of our study and the plans that have been submitted and are before you, it does include that as part of our analysis.

There is approximately 380,000 square feet of retail, both between the conventional shopping center retail, also this possible lifestyle center or possibly outlet-type of retail facility. And then there is a considerable amount of professional office also showed in this Parcel C, which Jim has discussed, which is again still influx. But from an analysis standpoint we had to include all of those different land uses as we prepare our study.

So when we look at a project like this, as
traffic engineers we have a rule of thumb. If your project is going to generate 100 trips at an intersection, you have to study that intersection because you need to understand what the impact is going to be.

So for this we looked at seventeen intersections throughout the area roadway network and through the core. Starting to the south we looked at Bridgeport Avenue and Shoprite and Shelton Square Driveway; Bridgeport Avenue and Trap Falls Road; Armstrong Road, Bridgeport Avenue and Sears and the Split Rock Driveway; Bridgeport Avenue and Commerce Drive; Old Stratford Road located here; Old Stratford Road at the Route 8 southbound ramps at Exit 12, southbound and northbound; we analyzed Commerce Drive and Huntington Street all of the way up to the west of the site. We looked at Bridgeport Avenue and Mill Street located right here. We analyzed Bridgeport Avenue and the proposed southerly site driveway and the existing Long Hill Cross Road. Here we analyzed the proposed northerly site driveway. We looked at the Bridgeport Avenue and (inaudible) Park and the shopping center driveway here. We looked at the Bridgeport Avenue and the Wal-Mart driveway; Bridgeport Avenue and the access road and Todd Road, which is currently un-signalized but we did include that; the Bridgeport Avenue and Nell's Rock Road;
Platt Road here; and Bridgeport Avenue and the southbound ramps Exit 13, which is located in this location here; and then Bridgeport Avenue at Constitution Boulevard South and the Constitution Boulevard South intersection with the Route 8 northbound ramps, which is Exit 13 as well.

So when we analyzed these intersections, we actually did new counts in December for the peak periods that are going to be impacted by this development. So we looked at the am peak period, the weekday pm peak period, and the Saturday midday peak period. So what we do is we conduct traffic counts over a three-hour duration and we look at the busiest hour. We use those volumes and those are the volumes that we use to analyze how those intersections operate. So we conducted new counts at all seventeen intersections during those peak periods in December, so we had a recent snapshot of exactly how much traffic is on the network right now.

In addition to the current traffic out there, this Commission -- this Commission and also the Department of Transportation has also approved some other projects in the area, which we also have to consider. So those are projects that have been approved and may be under construction, but the traffic associated with those projects are not on the network yet, so we have to include those in our
study. Those are what we call background generators. So for this project we actually had four background generators we had to look at and include those approved trips, put them on the network, and understand how the roadway is going to operate at that point.

The first is obviously it’s a proposed shopping center. This is Big Y. It is approximately 130,000 square feet of retail. This is currently under construction. And they do have some improvements that they are proposing, which I’ll touch on a little bit in the presentation.

We also had the Hawks Ridge residential development. This is actually accessed off of Long Hill Cross Road and Beard Sawmill Road, which is -- so there are a couple of driveways on Long Hill Cross Road and Beard and that actually shares where our southerly driveway was proposed. So we analyzed that. That project includes 54 single family residence, 57 condo townhomes, and 186 assisted living -- or 196, excuse me, assisted living units.

The fourth generator we had to look at was 20 Commerce Drive. This is a 58,000 square foot office facility. It is accessed through Commerce, so we included these trips in our study.

And lastly, we used the Valley Glen residential project which is located here off of Bridgeport
Avenue and that is 228 apartments.

So we looked at our existing operating conditions through the network. We then actually looked at what is going to happen on the roadway network without our project; that is what we call our background scenario. We added all of these background trips.

And we also applied for just ambient traffic growth because through the corridors traffic growth can grow or decline year over year. Historically we actually used a 2 percent growth rate along the corridor to represent a conservative analysis. And we projected our traffic volumes out to the year 2020, because as this is such a large project the schedule for it to be fully complete we have to understand how those operating conditions are going to be at that time when it is fully done. So we actually built our background numbers all of the way out to 2020 and included all of the traffic associated with these projects in our analysis.

So then we have to look out how many trips our project is going to generate. Now I am going to scoot back quick. So obviously a project like this with all of these different uses we have to be very careful and specific on how we look at our trip generation. So we have tools - - the Institute of Transportation Engineers has a book that is essentially our Bible
and it is the Trip Generation Manual. And what that does is that looks at various uses, retail residential apartments, office, professional office, medical office, and it establishes trip generation rates for those specific uses based on hundreds of studies, both nationally and locally. So we have a very good understanding of a shopping center of this size how many trips that is going to generate during the morning peak hour, the afternoon peak how, and the Saturday peak hour.

So we looked at this overall development, we broke it into individual parcels, and we did our trip generations for the retail, the restaurant, the financial services, any of the food services that are showing drive-thrus we have to look at those specific rates, general office, professional office, the apartments, the high-rise apartments, and also the medical office and the assisted living.

So we then have our trip generation for our am, weekday pm, and Saturday peak period. And as you can imagine a project of this size it is going to generate a lot of traffic. During the am peak period, it generates -- during the am peak period this will generate 1,057, so that is 500 trips coming in and 512 trips going out. During the pm peak period, that is 1,765 new trips, so 896 coming in and 870 leaving. And during the Saturday and midday peak
periods, 2,189 trips, approximately 1,100 new trips coming in and about 1,100 trips going out.

Now that's a lot of trips. We have to then understand exactly from each one of these parcels where those trips are coming from. So we actually did specific trip distribution percentages for the retail, for the office, for the residential, for the medical office, and for the assisted living because we need to know and we need to accurately project where those trips are going, how many trips are going to be at each intersection, and then analyze those intersections so we can understand what our impact is, how those intersections operate, and what we have to do to make sure that those intersections aren't worse after our project is completed.

Now with that many trips and that many intersections, we had to be very careful and specific on how we had to propose recommended improvements. And a project of this size, as you can imagine, it does warrant improvements, and I am going to go through those in detail. I am going to get back to where we were.

So as I said, we analyze these intersections for all of the peak periods. And when we look at each operation, each movement, we need to understand what the impacts are. So our first recommended improvement is actually at the intersection of
Bridgeport Avenue and the Route 8 southbound ramps; this is Exit 13. Currently this site -- or currently this intersection provides a left turn onto the ramps, a through lane northbound and a right turn lane onto the ramps going northbound. Due to the traffic increase of our project, we are proposing to actually widen this to provide two through lanes northbound which will continue all of the way up to the intersection of Bridgeport Avenue and Constitution and maintain that right turn lane onto the ramps. This improvement -- the initial capacity for those through movement will mitigate our impact and it will improve the operating conditions at this intersection for all of the peak periods analyzed.

MS. PARKINS: Excuse me, Kevin.

MR. SOLELY: Yes.

MS. PARKINS: It may help the audience to understand that this is down by the Whiffle Ball.

MR. SOLELY: Yes. Excuse me. Yes. It is across the street from Whiffle Ball. I apologize for not clarifying that. And that was discussed, actually, and I am sure Attorney Thomas is going to say that I should have said Whiffle Ball.

Continuing south this is at the intersection of Mills Rock Road and Platt Road. This project is actually right at the corner of the Big Y shopping center/retail center that was developed here or that
was approved here currently under construction. They are proposing improvements as part of their project. They also had to do a similar analysis, understand their impacts, and mitigate their impacts. So right now this intersection for Platt Road just provides a single lane. From Mills Rock Road, again, it’s just a single lane. Coming southbound on Bridgeport Avenue it has a left turn lane and a shared, through and right turn lane. Going northbound it has a left turn lane onto Nell’s Rock and a shared through and right lane.

As part of Big Y they are proposing to widen both Nell’s Rock and Platt. Nell’s Rock they are widening to provide a left turn lane north, a single through lane, and a right turn lane southbound. On Platt they are proposing to put a left turn lane southbound and a shared through and right turn lane. So we included that in our background analysis. But even with those improvements, as everyone may know as they drive through this corridor, there is still backup; there is still congestion; there is still delay.

So we are proposing to mitigate our impact is actually to do some further widening on Bridgeport Avenue. We want to maintain the left turn lane traveling on to Nell’s Rock. It would actually widen this to provide two through lanes in both directions.
Two through lanes northbound and then southbound we want to -- right now it is an exclusive left turn lane and a shared through and right lane. We want to break out those right turn movements to provide a single -- or a single through lane southbound through the corridor. These two through lanes northbound we will provide appropriate lane for that transition, but it will eventually transition down and merge back down to one lane northbound. But through the intersection and proving the capacity through this intersection for the vehicles traveling northbound will be a considerable improvement to the overall operation of that intersection.

Continuing further south this is the proposed driveway for that Big Y retail center, which is currently under construction. As part of their project they are proposing to provide a left and a right turn lane leaving their facility and then a right turn lane in, a single through lane southbound, and a left turn lane into the site and a single through lane northbound.

Understanding our traffic impact, we are proposing to widen and add a second through lane through this intersection traveling southbound. This will considerably improve the operations and considerably improve the capacity for the vehicles traveling southbound through here. Again, similar to
the situation of the north, this will also provide
two through lanes through the intersection and then
taper down to one lane.

Continuing further south we now get to our site
driveways. So this Bridgeport Avenue is where our
northerly site drive is. You can’t really see it
much because of the trees. But just to orient you,
traveling south on Bridgeport Avenue our northerly
site driveway, this is our primary entrance to the
balance of the site. It has a large Boulevard
entrance. And this is really the primary access for
our Parcels A, C, D and E. There is also a shared
driveway off of this Boulevard that will -- or there
is an entrance off of this Boulevard that will
provide access to Parcel B. But when we looked at our
traffic and distribution generation, we put them both
on both intersections. Parcel B is the one
intersection that benefits from both side driveways
for one parcel.

So back to what we are proposing for our
driveway. We are proposing to widen Bridgeport
Avenue to provide two lanes southbound and two lanes
northbound. In addition to provide turning
movements, both a right turn lane entering the site
and a left turn lane entering the site. So we are
actually proposing to provide these two through lanes
northbound and southbound all of the way from our
northerly site driveway all of the way down to commerce. So I am going to do through that in more
detail. We are actually proposing to widen
Bridgeport Avenue through this corridor to provide
those two through lanes both northbound and
southbound.

Next to our southerly driveway this is the
existing intersection with Long Hill Cross Road.
Currently it provides a right turn lane onto Long
Hill Cross Road, a single through lane, and then a
single lane coming southbound, which is both for left
turns and traveling south on Bridgeport Avenue.

Just to orient you again, this is southerly
driveway for our project which only accesses Parcel
B. What we are proposing for a lane arrangement is
we're proposing again maintaining a left turn lane
into the site, two through lanes northbound, and a
right turn lane onto Long Hill Cross Road.

Coming south we are proposing a shared through
and right lane into the site and then a through and
left lane coming down through Bridgeport Avenue. So
and then leaving our site a right turn lane and a
shared through and left lane for vehicles traveling
north. We are proposing to maintain the current
single lane approach on Long Hill Cross Road. But
again from a capacity standpoint, providing the
additional through lane through this corridor is a
considerable improvement from even the existing conditions.

Continuing south the intersection with Bridgeport Avenue and Mill Street. Everyone -- I am sure people who drive through here they get stuck at this light. There are long queues. It's an extended delay and it is very frustrating. As we look at our proposed project and the vehicles that we are proposing to put through this intersection, we are proposing to provide two through lanes in both directions, both northbound and southbound, through this intersection, which is going to considerably improve the traffic operating conditions on the area roadway on this intersection from what it currently stands today.

Continuing further south, the intersection of Bridgeport Avenue, Commerce and Old Stratford, this is the busiest intersection on the corridor. There are a lot of vehicles coming through here. And when we looked at possible improvements, there is a lot of capacity. You know we look at capacity issues and trying to improve that when we are putting all of the trips on. So you know coming from Old Stratford you have two through lanes, you have two left turn lanes, you have a right turn lane. There isn't really much we can do from a capacity standpoint.

Northbound we have a left turn lane, we have two
through lanes, and we have a right turn lane. Coming 
from Commerce a left turn lane, two through lanes, 
and a right turn lane. So a lot of these 
intersections and a lot of these movements are maxes 
out.

The one place that we did find something was 
coming south on Bridgeport Avenue right now provides 
a left turn lane, a through lane, and a shared 
through and right lane. Based on the number of trips 
that are coming south and turning left onto Old 
Stratford to go towards Route 8, we are proposing to 
add a second left turn lane at this approach, which 
is going to considerably improve the operating 
conditions of this intersection. Because this 
approach and the extensive queues and delays and as 
they continue to go back to Mill Street, this is 
going to significantly improve an operating -- 
current operating conditions that are out there.

So throughout the rest of the corridor we have 
proposed some minor single timing modifications to 
really just update the traffic operations based on 
the actual traffic that is coming from each approach 
and some minor signal timing optimization at certain 
locations based on, again, the operating movements 
and the volumes coming through the intersections. All 
of that is detailed in our report.

And just as -- just as another -- you can take
it as some solace or not. But this project, because
of the size, meets the qualifications of what the DOT
considers a major traffic generator. Now a major
traffic generator is reviewed and regulated by the
Office of the State Traffic Administration at the
DOT. Now their major traffic generator their typical
rule of thumb is any project that is over 100,000
square feet or has more than 200 parking spaces.
Obviously this project is considerably larger than
what their normal major traffic generator is, so
there is going to be a considerable review and
approval over this project as well. So not only is -
it is not just in this Commission's hands,
obviously, but it is also in the State's review and
purview and approval over what this project is going
to need to do in order to satisfy those requirements.

We also looked at the intersection, as I stated,
of Commerce and Huntington. Now that is an un-
signalized intersection. And actually what we
determined and what we had covered is during the just
existing conditions, the number of vehicles that are
going through that intersection it actually warrants
a traffic signal now. So that is actually a problem
that the municipality may want to look at, but it
currently warrants a traffic signal during the peak
hour at that location.

So I guess in summary, we have done an