

October 30, 2020

Mr. Jason Pazzaglia
Pazz Construction, LLC
P.O. Box 817
East Lyme, CT 06333

**Re: Updated Site Traffic Assessment
Proposed Multifamily Residential Development
90 North Bride Brook Road
East Lyme, Connecticut**

Dear Mr. Pazzaglia:

Reference is made to our last iteration of a site traffic assessment dated December 22, 2018 which evaluated a proposal to construct a 250-unit, low rise, multifamily residential development on the parcel of land located on the west side of North Bride Brook Road, in the Town of East Lyme, Connecticut. This parcel abuts I-95 on its west (rear) side, but without direct access/egress to and from I-95. North Bride Brook Road is a two-way town road running north-south in the vicinity of the proposed site drive. Its northern terminus ends at Route 1 (Boston Post Road). Its southern terminus ends at CT Route 156 (West Main Street).

Our understanding is that the current proposal is to construct instead an 80-unit multi-family development consisting of townhouses. As such, the current proposal consists of less than a third of the number of units that was previously proposed.

Please refer to Exhibit A attached hereto which depicts a copy of the latest site plan proposal.

Please refer to Exhibit B attached hereto which includes the updated trip generation calculations that have been conducted for the latest development proposal consisting of 80 townhouse units.

A review of Exhibit B indicates that this latest proposal can be estimated to generate about 37 trips per hour during the two weekday am commuter peaks, and about 45 trips per hour during the two weekday pm commuter peaks, which are about a third of what had been previously estimated for the 250-unit proposal.

Assuming that these site-generated trips will be distributed 50 percent to and from each direction of the proposed site drive, such would add only add about 19 to 23 trips per hour in each direction on North Bride Brook Road in the vicinity of the site drive during the weekday commuter peak periods, which is an insignificant amount of additional traffic of only about one new trip every three minutes.

Accordingly, estimated levels of service of the traffic operations at the proposed site drive would be excellent levels A showing minimal impact on the surrounding roadway system.

Previous automatic traffic recorder measurements on North Bride Brook Road in the vicinity of the proposed site drive indicated that North Bride Brook Road carries from about 700 to 1,300 two-way vehicles per day, and about 1,000 two-way vehicles per day on a Saturday and Sunday, which are considered relatively low traffic volumes. The two-way count shows about a 50-50 split for the two directions of travel.

Additionally, these automatic traffic recorder measurements showed that North Bride Brook Road in the vicinity of the proposed site drive location carries traffic with average and 85th-percentile speeds of about 32 and 36 miles per hour, respectively, which are considered reasonable given the good condition of North Bride Brook Road in this area. The posted speed limit for the entire length of North Bride Brook Road is 25 miles per hour in both directions.

Please refer to Exhibit C attached hereto shows a demonstration of the available sight line distances from the proposed site drive location on North Bride Brook Road.

A review of Exhibit C shows that sight lines of 400 feet to 500 feet are available to and from the south and north, respectively, which are satisfactory sight lines for the prevailing speeds on North Bride Brook Road.

Conclusions

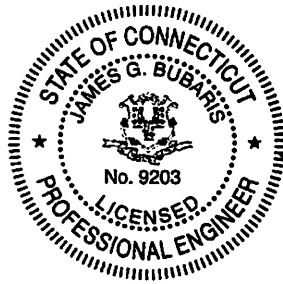
It is the professional opinion of Bubaris Traffic Associates that the proposed residential development at 90 North Bride Brook Road, consisting of 80 low rise multifamily residential units, should not adversely impact traffic operations on the surrounding roadway network when it is completed and occupied.

The proposed residential development is expected to generate from 37 to 45 trips per hour during the weekday am and pm commuter peak periods.

Operational analyses indicate that the proposed development will experience excellent levels of service at the proposed site drive intersection given the relatively low background traffic volumes on North Bride Brook Road.

A review of available sight line distances from the proposed site drive intersection indicates that the site plan design as prepared and presented provides satisfactory sight line distances given the prevailing speed of through traffic on North Bridge Brook Road.

Finally, a review of available traffic crash experience for the entire length of North Bride Brook Road as made available through the UConn Traffic Crash Depository System, showed only eight total crashes over the most recent five-year period, mostly one-car off-road crashes, with only one that occurred in the vicinity of the proposed site drive intersection. The traffic crash experience for the immediate study area is excellent with no reason to expect that the subject development will exacerbate this excellent condition.



Very truly yours,
Bubaris Traffic Associates, Inc.

A handwritten signature in black ink that reads "James G. Bubaris".

James G. Bubaris, P.E.
Conn. Reg. No. 9203
Principal

Cc:

Brandon Handfield, P.E.
Yantic River Consultants

**Exhibit A
Site Plan
Proposed Multi-Family Development
90 North Bride Brook Road
East Lyme, Connecticut**

Exhibit B
Trip Generation Calculations
Low Rise Multi-Family Development
ITE Land Use Code #220

Trip Generation Summary

Alternative: Alternative 1

Phase:

Project: North Bride Brook, East Lyme, CT

Open Date: 10/30/2020

Analysis Date: 10/30/2020

ITE	Land Use	Weekday Average Daily Trips			Weekday AM Peak Hour of Adjacent Street Traffic			Weekday PM Peak Hour of Adjacent Street Traffic			Saturday		
		* Enter	Exit	Total	* Enter	Exit	Total	* Enter	Exit	Total	* Enter	Exit	Total
220	LOW-RISE 1 80 Dwelling Units	293	293	586	9	28	37	28	17	45	326	325	651
Unadjusted Volume		293	293	586	9	28	37	28	17	45	326	325	651
Internal Capture Trips		0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips		0	0	0	0	0	0	0	0	0	0	0	0
Volume Added to Adjacent Streets		293	293	586	9	28	37	28	17	45	326	325	651

Total Weekday Average Daily Trips Internal Capture = 0 Percent

Total Weekday AM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

Total Weekday PM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

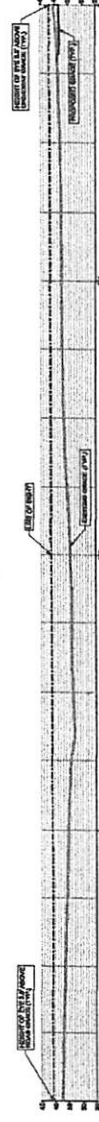
Total Saturday Internal Capture = 0 Percent

* - Custom rate used for selected time period.

Exhibit C
Sight Line Demonstration
Proposed Multi-Family Development
90 North Bride Brook Road
East Lyme, Connecticut



MAIN ACCESS DRIVE SIGHTLINE PLAN
SCALE 1"=40'



SIGHTLINE PROFILE LOOKING SOUTH
SCALE 1"=40'



SIGHTLINE PROFILE LOOKING NORTH
SCALE 1"=40'

GENERAL NOTES

1. INTERFERENCES SHOWN TO THE FOLLOWING SHALL BE MAINTAINED:
2. THE PROPOSED ACCESS DRIVE SHALL BE MAINTAINED AS SHOWN UNLESS OTHERWISE NOTED.
3. THE PROPOSED DRIVEWAY SHALL BE MAINTAINED AS SHOWN UNLESS OTHERWISE NOTED.
4. THE PROPOSED DRIVEWAY SHALL BE MAINTAINED AS SHOWN UNLESS OTHERWISE NOTED.
5. THE PROPOSED DRIVEWAY SHALL BE MAINTAINED AS SHOWN UNLESS OTHERWISE NOTED.

SCALE: AS SHOWN PROJECT NUMBER: 00007 - 00011		CONTACT INFORMATION: YRC ENGINEERING & SURVEYING, LLC 1000 WEST 10TH AVENUE DENVER, CO 80202 TEL: 303.733.8888 WWW.YRCENGINEERING.COM	NORTH WADE BROOK MULTI-FAMILY DEVELOPMENT PREPARED BY: YRC ENGINEERING & SURVEYING, LLC DRIVEWAY INTERSECTION SIGHT DISTANCE 10.000' DRIVEWAY SIGHT DISTANCE 100' x 100' x 100'	REVISION SUMMARY NO. 1 - 00000000 DATE: 01/15/2025 BY: JRS/MS	SHEET 001 OF 1
		LOCATION: NORTH WADE BROOK, WASHINGTON COUNTY, VERMONT		DATE: 01/15/2025 BY: JRS/MS	