

11-0509-006  
August 22, 2018

Mr. Jeremy Ginsberg  
Planning and Zoning Director  
Town of Darien  
2 Renshaw Road  
Darien, CT 06820

Re: **Response to Comments – Traffic Engineering  
Corbin Drive Development  
Darien, Connecticut**

Dear Mr. Ginsberg,

This letter is provided in response to the traffic comments provided by Frederick P. Clark, dated August 17, 2018, concerning the proposed Corbin Drive Development. This letter will serve as a response to address the comments received to support the Town approval process. The text below briefly describes the traffic review comments in italics with our responses in bold text.

## **Traffic Review Comment Responses**

*Comment 1: Boston Post Road (U.S. Route 1) at Corbin Drive Analysis Results – For the future 2022 Combined Traffic Conditions, the signalized intersection of Boston Post Road at Corbin Drive will operate at an overall Level of Service D and an average vehicle delay per vehicle of 40.4 seconds during the Saturday midday peak hour. The analysis also indicates that the westbound left-turn movement from Corbin Drive will operate at Level of Service F with an average delay per vehicle of 158.8 seconds during the same Saturday midday peak hour. It is requested the applicant investigate options to modify the traffic signal timing plan to reduce the anticipated delay for the westbound left-turn movement during the Saturday midday peak hour.*

**Response:** Tighe & Bond included the proposed modifications to the intersection of Boston Post Road at Corbin Drive for the future 2022 Combined Conditions in the previously submitted Building K Modification Supplemental Traffic Impact Study, dated August 8, 2018. As indicated on Table 1 of Building K Modification Supplemental Traffic Impact Study, the Corbin Drive westbound left-turn approach at Boston Post Road intersection experiences a decrease to LOS E and F operation during the Friday PM peak and Saturday Midday peak, respectively, due to the addition of the site-generated traffic. Tighe & Bond proposed timing adjustments at the traffic signal, and as shown on Table 1, with minor timing adjustments, the Corbin Drive westbound left-turn approach will operate at acceptable LOS D without degrading the overall LOS of the intersection. Tighe & Bond will work with the Connecticut Department of Transportation to obtain their concurrence on the proposed signal timing adjustments at this intersection.



Additionally, Tighe & Bond agrees with Frederick P. Clark that the proposed Bank drive-thru lane should be restricted to right turn movements only onto Boston Post Road to minimize potential conflicts at this intersection.

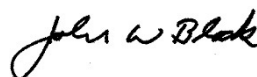
We trust that the responses provided in this letter address the concerns identified. Please feel free to contact me should you need any further information.

Sincerely,

**TIGHE & BOND, INC.**



Jianhong Wang, P.E.  
Senior Engineer



John W. Block, P.E., L.S.  
Senior Vice President

cc: David Genovese, Baywater Corbin Partners, LLC

