

Comments	Comments	
	Included	Not Included
<p><u>Traffic Engineering Comments</u></p> <ol style="list-style-type: none"> 1. This is in response to the City of Stamford’s submission and application to the Office of the State Traffic Administration (OSTA) dated November 20, 2015 for the installation of a new traffic signal at the intersection of Route 137 (High Ridge Road) at Bradley Place and Donata Lane. The submission included a traffic signal warrant analysis and a traffic signal plan. These comments address only the traffic signal warrant analysis. Review of the signal plan will not be considered until after these comments have been addressed. 2. Corrections/changes are marked in red on the analysis. Any questions regarding Traffic comments are to be directed to Jay Lockaby at (860) 594-2719. 3. Please define the terms “2010 Existing Condition Volumes” and “2013 Combined Condition Volumes.” (See highlighted in yellow). What volumes are being combined? Is there a development proposed? Are there any more recent hourly counts? 4. The “Hours Examined” table does not match the hourly counts provided for either condition for the Eight-Hour Warrant sheets (2010 or 2013). 5. Please use the corrected numbers as shown on the first page as an example for filling out the remaining warrant pages. 6. The hourly counts used for the Four-Hour Warrant sheet for the “2013 Combined Condition” do not match the hourly counts shown on the Eight-Hour Warrant sheet for the “2013 Combined Condition.” 7. It is not appropriate to utilize the Peak Hour Vehicular Volume Warrant in this situation. According to the MUTCD, the Peak Hour Warrant “<u>shall</u> be applied only in unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time.” This situation does not meet this description. 		