



January 24, 2023

Mr. Joe Budrow, Zoning Enforcement Officer  
Town of East Haven  
Town Hall  
250 Main Street  
East Haven, CT 06512

**Re: Response to Comments – Planning & Zoning Hearing  
The Bluffs  
161 Foxon Road (Route 80) and 31 and 100 Sperry Lane  
East Haven, Connecticut  
SLR #141.15956.00001**

Dear Mr. Budrow,

As requested, SLR International Corporation (SLR) has addressed the comments received during the Planning & Zoning hearing, dated January 4, 2023, and follow-up comments from the town's consultant Town Planner, Glenn Chalder, AICP, for the Proposed 380-unit elderly residential community development to be located at the former Girl Scouts campgrounds on Sperry Lane, north of Foxon Road (Route 80) in East Haven, Connecticut. Our responses are listed below:

**Response 1: Auxiliary left turn lane in the eastbound direction**

The guidelines for an auxiliary left turn lane were reviewed from the Connecticut Department of Transportation's (CTDOT) *Highway Design Manual*; and the existing roadway conditions were taken into consideration to arrive at the following conclusions:

- The auxiliary left turn lane near the site driveway is marginally warranted using the future build volumes on Foxon Road (Route 80).
- Currently, Route 80 has bypass lanes in both directions to allow a through vehicle to pass slowing or stopped, left, or right turning vehicles. Both bypass capabilities and dedicated left turn lanes are considered as left turn treatments by the Connecticut Department of Transportation (CTDOT). So, in essence, left turn accommodations already exist on Route 80 in both directions.
- The bypass lane in the westbound direction would have to be removed to accommodate the left turning lane in the eastbound direction. In addition, the westbound left turning vehicles into the

existing driveways on the south side of Route 80 would have to cross a left turn lane and a through lane, which increases the risk of a crash taking place.

- The other advantage of bypass, versus dedicated left turn lanes, is the vehicle shift that is required with a left turn lane regardless of the presence of a left turning vehicle. With bypass, if there are no left turning vehicles waiting to turn, the through vehicles are unimpeded by the pavement markings.

### **Response 2: Auxiliary right turn lane in the westbound direction**

The guidelines for auxiliary right turn lane are reviewed from CTDOT's *Highway Design Manual* and the auxiliary right turn lane near the site driveway is not warranted using the future build volumes on Route 80.

### **Response 3: Site Egress Lane(s)**

Currently, the site proposed driveway contains a single lane to exit the site, which as mentioned, could potentially cause queueing near the site driveway for exiting vehicles. To reduce or even avoid this taking place, the site plan will be updated to include flaring of the site driveway. This would allow the vehicles to turn right out of the site conveniently if there is a left turn vehicle waiting to find an appropriate gap in the traffic stream, and will also reduce the need for more pavement.

### **Response 4: Gap acceptance time**

The guidelines for gap acceptance times are reviewed from both CTDOT's *Highway Design Manual* and American Association of State Highway and Transportation Officials' (AASHTO) *Geometric Design of Highways and Streets* book and the summary is provided below:

- CTDOT uses a **7.5 second gap acceptance time** and **does not use** different guidelines for age restricted drivers.
- However, AASHTO guidelines state that an **8.0 second gap acceptance time** should be used for the elderly driver population. The additional one-half second would require an additional 35 feet of Intersection Sight Distance (ISD) over what the CTDOT guidelines suggest in both directions. The additional sight distance required can be easily satisfied with the current geometric design of Route 80 near the site driveway.

We look forward to addressing any future comments or clarifications required for our responses. Please let the undersigned know if you have any questions or need additional information.

Sincerely,

**SLR International Corporation**



David G. Sullivan, PE  
U.S. Manager of Traffic & Transportation Planning

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