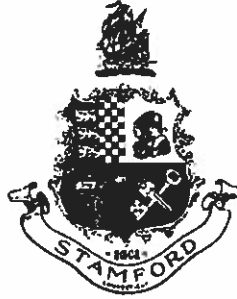


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OFFICE OF OPERATIONS ENGINEERING BUREAU *INTEROFFICE MEMORANDUM*

June 15, 2004

TO: Antonio Iadarola, P.E.
Engineering Bureau Chief and City Engineer

FROM: Mani S. Poola
Traffic Engineer

RE: MAIN STREET BRIDGE CLOSURE – TRAFFIC ANALYSES

I completed a thorough review of the traffic analyses on Main Street Bridge transmitted to you along with a memo of March 22, 2004 from Mr. Thomas Bruccoleri, Transportation Planner. Main Street Bridge closure will not have adverse impacts to traffic operation on the street network in the vicinity of the bridge.

The Main Street Bridge has been closed to traffic since December 2002. There were no adverse traffic impacts, public safety and/or emergency management related issues reported and/or documented due to the bridge closure.

Traffic analyses for the Main Street Bridge closure used the traffic data from a Traffic Study of Mill River Corridor Area completed by URS Greiner Woodward Clyde, Inc. in September of 1999. The traffic analyses included traffic generated by the potential developments in evaluating the traffic impacts to the street network for existing conditions and for the year 2020.

The following is a complete list of developments included in the traffic analyses within the Mill River Corridor Area depicted in Figure 1:

- Block A: Reduction of 20 Residential Dwelling Units
- Blocs B & C: Dreyfus - 500,000 S.F. of Commercial Office Space (access and egress from Richmond Hill Avenue)
- Block D: No change
- Block E: Addition of 67 Residential Dwelling Units
- Block F: Addition of 250 Residential Dwelling Units
- Block G: Addition of 160 Residential Dwelling Units

"THE CITY THAT WORKS"

Interoffice Memorandum

Antonio Iadarola, P.E.

June 15, 2004

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- Block H: Addition of 66 Residential Dwelling Units
- Block I: Addition of 100 Residential Dwelling Units and 32,000 S.F. of Office/Retail Space
- Block J: No change
- Block K: Addition of 60 Residential Dwelling Units
- Block L(e): Addition of 165 Residential Dwelling Units and 29,000 S.F. of Commercial Office/Retail Space
- Block L(w): Addition of 175 Residential Dwelling Units
- Block M: To become park area - reduction of 215 Residential Dwelling Units and 134,000 S.F. of Commercial Office Space. No change if park area concept does not become a reality.
- Block N: Addition of Hotel with 300-325 rooms and 15,000 S.F. ballroom facility, or Commercial Office Space at 250,000-300,000 S.F., or combination of both at lesser square footage each.
- Block O: Addition of 200 Residential Dwelling Units
- Block Q: Addition of 115 Residential Dwelling Units

Other developments included in the traffic analyses and not shown in the Figure 1 are:

- Swiss Bank Site: 300,000 and 400,000 S.F.
- Broad Street/Washington Boulevard (SE Quadrant): 300,000 S.F. Retail Space
- West Park Street/Washington Boulevard (NE Quadrant): 485 Residential Dwelling Units and 75,000 S.F. Retail Space
- North Street/Washington Boulevard (NE Quadrant): Avalon 193 Residential Dwelling Units
- East of Stamford Town Center: 500,000 S.F. of Office Space
- Forest Street/Greyrock Place: 300 Residential Dwelling Units
- Atlantic Street/Tresser Boulevard (SW Quadrant): Heinz 450,000 S.F. Office Building

Task undertaken was to limit the evaluation of the traffic operation of the street network in the immediate vicinity of the Main Street Bridge. The analyses include the traffic operation for Main Street Bridge open and closed conditions and for the existing and year 2020 conditions. For this purpose the intersection level of service analyses were conducted utilizing SYNCHRO traffic analyses and simulation model at the following intersections:

Washington Boulevard @ Tresser Boulevard
Washington Boulevard @ Main Street
Washington Boulevard @ Broad Street
Tresser Boulevard @ Greenwich Avenue
Tresser Boulevard @ Clinton Avenue
Broad Street @ Mill River Street

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Mill River Street @ Smith Street/ Main Street

There are no significant changes in the levels of service at the above referenced intersections for both existing and 2020 traffic conditions, except for failure of operation at the intersection of Washington Boulevard @ Broad Street during PM peak hour in 2020 for bridge closed condition. The operation at this intersection for 2020 condition can be improved with the implementation of technological advancements in signal operations, using advanced video monitoring & vehicle detection technologies, and signal system upgrades.

In conclusion, there will be no significant adverse traffic impacts due to the Main Street Bridge closure on the street network in the vicinity of the bridge.

Cc: Paul Ginotti, Staff Engineer
Robin Stein, Planning Bureau Chief
Thomas Bruccoleri, Transportation Planner

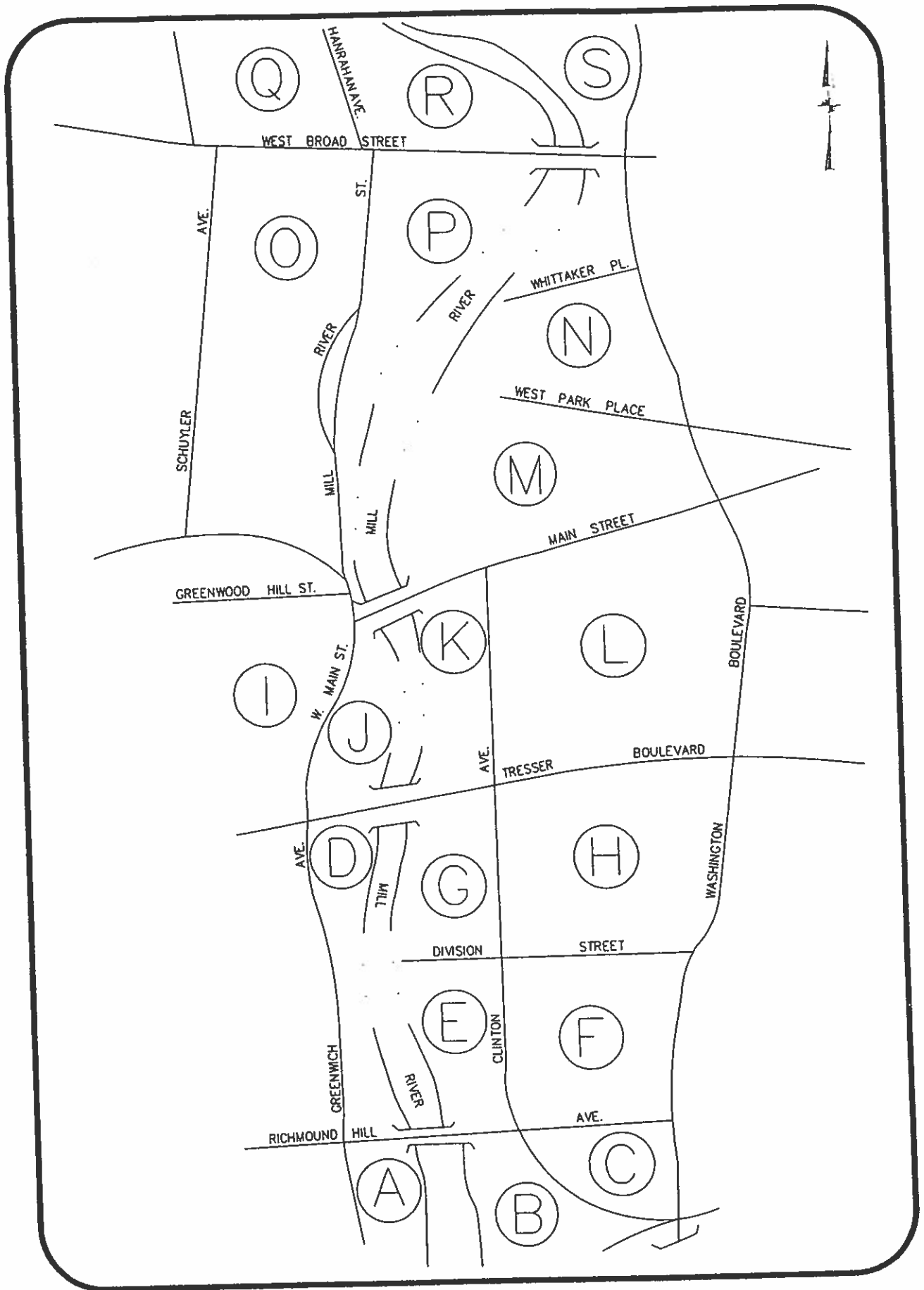


FIGURE 1: BLOCK LOCATIONS MILL RIVER CORRIDOR AREA