



# Town of Coventry

Office of the Town Engineer  
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Date: July 8, 2020

To: Eric Trott, Town Planner  
CC: Robin Pearson, Agent for Applicant  
Matt Bruton, Site Engineer

Re: Garrett Homes, LLC Retail Development @ 1600 Boston Turnpike

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The above subject application has received its wetlands approval and I am satisfied with all of the on-site improvements. This memo is strictly a review of the Traffic Overview Memorandum by Fred Greenberg, P.E. dated 6/10/2020 in support of the proposed application.

To remain consistent to the Planning and Zoning Commission (PZC) as I have with other retail developments in front of PZC; I do not consider myself an expert Traffic Engineer. I do have experience with retail site development and will offer up the following comments to the PZC in guidance to ask and/or request from the applicant and its experts to consider and/or provide:

1. A CDOT Encroachment Permit shall be required for the development and more significant Traffic Analysis maybe required.

The rest of my comments go in order of the paragraphs in the Memo.

2. Paragraph 2: Require actual sight line distances be provided and confirm they meet or exceed CDOT's requirements based on comparison table format in the memo.
3. Paragraph 3: I would request more elaboration in the memo as to how this proposed development's access management will impact and/or not impact the surrounding other developments within a 500-foot diameter on CT RT 44. In particular;
  - a. Key Bank Driveway
  - b. Walgreens Driveway
  - c. Two CVS Driveways (one in Enter only)
  - d. Residential Driveway (but is zoned commercial)
4. Paragraph 7: I would request more detail are put in the memo on the remaining 14 reported crashes not at the signalized intersection and how this development will or will not impact these crashes.
5. Paragraphs 6, 8, & 9: There seems to be a fair amount of focus of each of the legs at the signalized information and I'm not 100% why. I would suggest is that how does this development impact the signal and/or how does it assist the development in providing gaps for exiting traffic in the eastbound direction.

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6. **Paragraph 10:** The memo references the level of service from the Save N' Go development for the Boston Turnpike/Main Street/Grant Hill Road intersection. I recommend the actual trips for the peaks be added in the memo to give the Commission comparison to the trips that are listed in Table 1 of the memo. The memo should provide input on where the development with impact the Level of Services referenced.
7. **Paragraph 11:** This paragraph references CRCOG's Eastern Gateway Study from April 2019. One of the focuses in that Study attached to the Memo is access management issues due to high frequency of driveways in close proximity to each other. This memo does not provide any analysis on this issue for this proposed development. I go back to my comment number 3 for Paragraph 3 and recommend the applicant's expert provide more input on this subject.
8. **Paragraph 12:** I would recommend the memo elaborate on estimated Saturday peak at 1.5 times the PM Peak. Where does this factor come from? CDOT Traffic Manual or another ITE Guidance? Can the actual ITE Trip Generation Page for the 814 Variety Store be added to the memo for actual reference?
9. **Paragraph 12:** I would recommend the memo elaborate on the "empirical studies" for "pass-by" trips. What percentage does CDOT allow for in their permitting process?