

# Town of Southington

## Engineering Department

ANTHONY J. TRANQUILLO, P.E.  
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October 9, 2008

John Weichsel, Town Manager  
Town Hall  
75 Main Street  
Southington, CT 06489

**Re: Responses from WS Development, from Frederick P. Clark  
Letter Dated September 12, 2008 and From  
Milone & MacBroom, Letter Dated September 15, 2008**

Dear Mr. Weichsel:

Attached are copies of two reports which responded to my concerns regarding the WS Development in Cheshire. The responses are appropriate and acceptable to me except for the Clark report, page 2, the end of Item 1 which states:

“It is important to note that the original analysis of the intersection under existing conditions, with background growth, new trips generated by The Shoppes at Cheshire project, and minor modifications to the existing signals (timing, interconnection, etc.), indicated that this intersection and the existing overpass would continue to operate at acceptable Levels of Service and appropriate operational conditions, without any other modifications needed.”

This statement is unacceptable. The Town of Southington will object if the development is approved without the elimination of the overpass at Route 10/Route 322. Our objection can be made when the State Traffic Commission permit is applied for and reviewed.

If you have any questions regarding these reports, please advise.

Very truly yours,

ENGINEERING DEPARTMENT

A handwritten signature in black ink, appearing to read "Anthony J. Tranquillo", is written over a horizontal line.

Anthony J. Tranquillo, P.E.  
Director of Public Works/Town Engineer

AJT:smm

Attachment

cc: James A. Grappone, Annette S. Turnquist, Mark Sciota

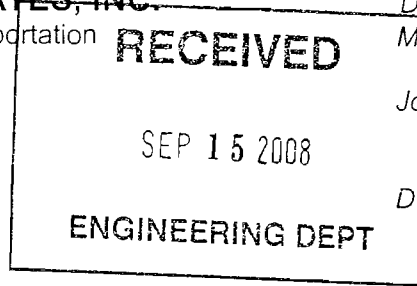
**FREDERICK P. CLARK ASSOCIATES, INC.**

Planning/Development/Environment/Transportation  
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Fairfield, Connecticut 06824

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September 12, 2008



David H. Stolman, AICP, PP

Michael A. Galante

Joanne P. Meder, AICP

David J. Portman, FAICP

Mr. Anthony J. Tranquillo, P.E.  
Director of Public Works/Town Engineer  
Town of Southington  
75 Main Street  
Southington, Connecticut 06489

Subject: **Response to Memo Entitled "Traffic Comments and Concerns", by  
Town of Southington – The Shoppes at Cheshire, Cheshire, Connecticut**

Dear Mr. Tranquillo:

In reference to your memorandum dated May 22, 2008, entitled, "Traffic Comments and Concerns, The Shoppes at Cheshire, Retail and Residential Development as Proposed by WS Partners," we offer the following information.

For reference, we have included the full text of the comments provided, followed by our response.

1. *"Page 13 of the traffic report: States that the overpass of Route 10 over Route 322 will be modified and eliminated in 2009. A written commitment to this effect must be provided from Connecticut DOT. A call has been made to Phil Cohen of DOT and he indicates the project is scheduled for advertising on 3/10/10 with construction starting in 2010. Reliable completion date is not available. If this improvement is significantly delayed and is not built prior to opening, there will be tremendous problems at the intersection of Route 322, Route 10, and Old Turnpike Road. The road system in this area has a very unusual alignment, with very poor turning movements, poor pavement widths and the Ten Mile River running through the middle of the area. There is no expectation that the existing road system in this area will function adequately or that it can be modified in its present form to be acceptable. The solution posed by DOT is the preferred solution but will it happen in a timely fashion? Southington requests that no Certificate of Occupancy be issue*

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*for any portion of the WS project until completion of the road improvements at the Route 10/Route 322/Old Turnpike Road intersection.*

**Response:** We are in receipt of a copy of the written correspondence from the ConnDOT to the Town of Southington confirming that construction of the improvements planned for the Route 10/Route 322/Old Turnpike Road intersection is scheduled to begin in the Fall of 2010. The Traffic Impact and Access Analysis prepared by Frederick P. Clark Associates and dated September 2007 incorporated the planned improvements for the Route 10/Route 322/Old Turnpike Road intersection, as directed by the Connecticut Department of Transportation (ConnDOT). Our initial draft analysis, which was reviewed by ConnDOT, was based on the existing intersection configuration, including the overpass for State Route 10. Based on preliminary discussions with ConnDOT staff, we incorporated the State's planned improvements for this location, including the elimination of the State Route 10 overpass, into our analysis prior to submission to the Cheshire Planning & Zoning Commission.

It is important to note that the original analysis of the intersection under existing conditions, with background growth, new trips generated by The Shoppes at Cheshire project, and minor modifications to the existing signals (timing, interconnection, etc.), indicated that this intersection and the existing overpass would continue to operate at acceptable Levels of Service and appropriate operational conditions, without any other modifications needed.

2. *"Page" 13 of the traffic report: The consultant did not include the following recent projects in Southington and Cheshire. In Southington; Home Depot on Route 322; the Comfort Inn Suites Hotel on Knotter Drive; "Royal Acres", a 35 unit condominium at 2118 Meriden Waterbury Road; "Hillcrest Orchards", a proposed 212 unit affordable housing complex at 544 Meriden Waterbury Road. And in Cheshire; the condominium project at the end of Poplar Drive."*

**Response:** The existing conditions traffic survey counts included in our Traffic Impact and Access Analysis were completed in November of 2006. Following the counts and prior to commencing preparation of our analysis, Frederick P. Clark Associates contacted the Town Planners in both Cheshire and Southington to

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identify other developments that should be considered for inclusion in the analysis. At that time, all developments identified were included in the analysis.

With respect to The Home Depot store noted in the memorandum, it had opened the week prior to the field counts conducted by Frederick P. Clark Associates. It is therefore likely that the trip volumes recorded along Route 322 were actually higher due to the recent opening of The Home Depot store.

As we discussed in our meeting of 7/18/2008, an update of our analysis for submission to the State Traffic Commission (STC) will include a re-evaluation of developments surrounding the subject property.

3. *"Page 17: The Town of Southington agrees with DOT that the ITE generation rates must be used."*

**Response:** As stated in the Traffic Impact and Access Analysis, ITE trip generation rates were used to provide a conservative analysis, as standard engineering practice requires. However, actual trip counts conducted at a very similar development were provided for comparison purposes.

4. *"Page 18: There will be significant increased traffic to Southington roadways based on the distribution called out in the report. 18% will flow from the site along Route 10 to the north, 26% will flow to the west onto Dickerman Road and Route 322. The report indicates significant impact to Route 322 (Southington does not object to increased traffic since there will be some benefit from this additional traffic) so the following intersections must be looked at carefully to assure that no major problems are created:*
- A. *As discussed above, the intersection of Old Turnpike Road, Route 322, and Route 10 is a major concern.*
  - B. *There is also concern that if the mall is very successful and/or during extremely heavy use periods some of the traffic flowing to Southington will not only use Clark Street and Route 10 but also use Canal Street and Knotter Drive. In addition to Route 10 /Route 322 area, three additional intersections*

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*must be looked at very carefully; the Route 322 intersections with Clark, Canal and Knotter. There are several deficiencies at all three intersections and they must all be checked for capacity, alignment, turning radii, drainage, sight lines, and signal operation/modifications.*

*Increases will also occur at other roads such as Marion Ave, South End Road and Pratt Street but these roads are enough removed so that the traffic will be dispersed and have minimal effects."*

**Response:** The Traffic Impact and Access Analysis submitted to the Town of Cheshire for their recent approval, was also reviewed by ConnDOT, with regard to its scope of study. During follow-up discussions, ConnDOT indicated that the intersections and time periods included in the analysis were appropriate to evaluate potential impact to the area roadway network.

As referenced in an earlier response, the Route 10/Route 322/Old Turnpike Road intersection was included in the Traffic Impact and Access Analysis. We also included the Route 322/Clark Road intersection mentioned in the memorandum. Two additional intersections listed in the memorandum; Route 322/Canal Street and Route 322/Knotter Drive, are located further west along Route 322 and were not included in our analysis, nor were they requested to be added by ConnDOT, or the Town of Cheshire's traffic review consultant, The BETA Group.

5. *"Dickerman Road in Cheshire is in very poor condition. It is narrow with sight distance restrictions, horizontal and vertical alignment problems. This is not a direct concern of the Town of Southington. However, this road will be avoided by motorists if the conditions are not up to modern standards. This may lead to more traffic using the other roads and intersections in Southington. As part of the approval process, Southington requests that Dickerman Road be reconstructed by the developer to modern standards."*

**Response:** Preliminary plan information describing the proposed improvements for Dickerman Road was included with the information submitted to, and approved by, the Cheshire Planning & Zoning Commission and is part of the approval record. We

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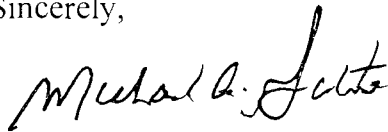
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are planning to submit detailed engineering plans for these improvements to the Cheshire Planning & Zoning Commission as part of our Final Site Plan Application.

We trust this information is helpful. Should you have any additional questions or require any additional information, please do not hesitate to call.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael A. Galante". The signature is written in a cursive style with a large initial "M".

Michael A. Galante

Executive Vice President