



June 16, 2016

Mr. Jeffrey Partington  
Chairman  
Burrillville Planning Board  
144 Harrisville Main Street  
Harrisville, RI 02830

**Re: Clear River Energy Center Traffic Impact Study Review**

Dear Mr. Wood:

At your request, CDR Maguire's Traffic Engineer, James Coogan, PE, has reviewed the Developer's report entitled "Traffic Impact Study for the Clear River Energy Center" dated May 2016 and prepared by McMahon Transportation Engineers and Planners.

In essence, it identifies two unsignalized intersections in Burrillville that will undergo increased delay during peak hours. It offers no mitigation for these increases, and in fact there's little that could be done to these intersections to improve their capability to accept the increased volumes:

#### COMMENTS

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We offer the following observations and comments:

1. Page 3: By what criteria were only the driveway and two unsignalized intersections identified for study? Were no other intersections along the Rte 100/Rte. 44 corridor affected by a 400 vph site traffic increase?
2. Page 5: Is Main Street really 62 feet wide?
3. Page 7: The statement that the weekday afternoon peak hour of adjacent streets occurred between 5PM and 6PM (3<sup>rd</sup> para) is not supported in the appendices.
4. Page 8: How was the period (3:15 – 4:15) in the heading of far right column determined? See comment 3 above.
5. Page 11: Route 100 / Route 44 roundabout: While no detours are anticipated, couldn't other traffic control strategies such as temporary lane blockage or temporary alternating traffic flow introduce traffic disruption and delays?
6. Page 25: 3<sup>rd</sup> para - Please clarify the PM Peak Hour (See comment 4 above)
7. Page 28: 2021 Construction Build, Pascoag Main / South Main - Please define the "short duration" of the degraded turning movement operation.
8. Page 28: 2021 Construction Build, Pascoag Main / South Main – How much of a decline in level of service would have been experienced had we NOT been conservative?
9. Page 29: 2021 Construction Build, Pascoag Main / Church – Please see comments 7 & 8.
10. Page 30: Table 6 – Is there sufficient Intersection sight distance in both directions? Table and text are not clear on this.

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11. Page 30: The last paragraph refers to adequate sight distance for heavy vehicle access, but the bottom of Page 29 states the design vehicle is a single unit truck. Are these the same vehicles?

## SUMMARY

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The report asserts that there will be noticeable delays during the construction phase of the project, when over 400 additional vehicles per peak hour may be experienced. Further, it asserts that the actual, final, operating traffic effects will be minimal, with less than 40 vehicles per peak hour. Both of these assertions appear to be true.

During the Construction Stage, Northbound traffic on South Main Street at Pascoag Main Street is projected to see AM Peak Hour Level-of-Service drop from "C" to "F" (see comment 7). Similarly, at the Church Street southbound approach to Pascoag Main Street, traffic is projected to experience a PM Peak Hour Level-of-Service drop from "E" to "F" (see comment 9), with an increase in delay of about 80 seconds per vehicle for that approach.

## RECOMMENDATIONS

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CDR Maguire recommends that the developer address our comments and confirm that their conclusions remain valid.

The proponent's Appendix "A" to the Traffic Impact Study notes the commitment to an appropriate level of restoration for roadway sections degraded by the construction-related traffic. The Town may wish to pursue a firmer commitment with regard to identifying degraded areas and the appropriate restoration.

We appreciate the opportunity to assist the Town of Burrillville with these issues. If you have questions please contact me at your convenience

Very truly yours,

**CDR MAGUIRE INC.**



James A Jackson, P.E.  
Project Manager

Cc: Michael Wood, Burrillville Town Manager  
Thomas Kravitz, Burrillville Town Planner