

April 4, 2017
BAI #215028

Mark Russo, Esq.
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55 Pine Street, 4th Floor
Providence, RI 02903

REFERENCE: Traffic Impact Analysis
Proposed Casino
Tiverton, Rhode Island
Response to Planning Board/Steere Review Questions

Dear Mr. Russo:

Bryant Associates, Inc. has reviewed the questions/comments from the Planning Board and Steere Engineering, Inc. in relation to the traffic impact analysis for the proposed Casino in Tiverton, RI and we offer the following responses (*in italics*):.

With regard to the traffic study, if the traffic engineer feels that the changes to the development (since the original study in 2015, e.g., changes in parking, etc.) are so minor (i.e., levels of service, etc.) such that the changes do not require an update to the traffic study, he should so state in a letter.

The changes to the development do not require an update to the traffic study.

Truck turning movements at the roundabout.

The roundabout can accommodate a WB-67 design vehicle for William S. Canning Boulevard, Stafford Road, and the Casino driveway and a WB-40 design vehicle for Hurst Lane, with the exception of the right turns from Stafford Road southbound to William S. Canning Boulevard and from the Casino driveway to Stafford Road, which can only accommodate a WB-40 and a WB-50 design vehicle, respectively, due to the close proximity between the entrances and exits. Larger vehicles would need to circle the roundabout to make this maneuver. Bryant has coordinated with the Rhode Island Department of Transportation in regards to the truck turning movements and they have indicated that the circling of the roundabout to accommodate a WB-67 design vehicle is acceptable and have requested that signage be reviewed/developed to advise larger trucks of this requirement.

Volume of truck traffic servicing the Casino.

Based on traffic counts taken at and in the vicinity of the intersections of William S. Canning Boulevard, Stafford Road, and Hurst Lane, there is an average of approximately 30 trucks per hour entering the area. It is anticipated that there will be approximately 4 delivery trucks to the proposed Casino per day. This results in an increase in truck traffic due to the Casino of approximately 1 percent.

Roundabout capacity analysis without the Casino.

Capacity analysis for the roundabout without the Casino driveway and without the anticipated traffic from the Casino was undertaken for the weekday A.M., weekday P.M., and Saturday P.M. peak hours, and is summarized in Table Nos. 1, 2, and 3, respectively.

**Table No. 1
Weekday A.M. Peak Hour - Level of Service Summary
Roundabout**

Intersection/ Critical Movement	Level of Service (Delay-Second/Vehicle)	
	Without Gaming Facility (2018)	With Gaming Facility (2018)
William S. Canning Boulevard/Stafford Road/Hurst Lane/Proposed Driveway		
Overall Intersection	A (3.58)	A (3.91)
Stafford Road Southbound	A (7.86)	A (9.74)
Canning Boulevard Southbound	A (1.58)	A (1.01)
Hurst Lane	A (9.53)	B (11.00)
Stafford Road Northbound	A (2.76)	A (3.30)
Proposed Driveway	N/A	A (1.35)

**Table No. 2
Weekday P.M. Peak Hour - Level of Service Summary
Roundabout**

Intersection/ Critical Movement	Level of Service (Delay-Second/Vehicle)	
	Without Gaming Facility (2018)	With Gaming Facility (2018)
William S. Canning Boulevard/Stafford Road/Hurst Lane/Proposed Driveway		
Overall Intersection	A (5.22)	B (11.66)
Stafford Road Southbound	A (5.74)	B (14.88)
Canning Boulevard Southbound	A (4.68)	A (3.54)
Hurst Lane	A (8.59)	C (16.14)
Stafford Road Northbound	A (5.67)	C (21.14)
Proposed Driveway	N/A	C (20.67)

**Table No. 3
Saturday P.M. Peak Hour - Level of Service Summary
Roundabout**

Intersection/ Critical Movement	Level of Service (Delay-Second/Vehicle)	
	Without Gaming Facility (2018)	With Gaming Facility (2018)
William S. Canning Boulevard/Stafford Road/Hurst Lane/Proposed Driveway		
Overall Intersection	A (4.19)	B (11.54)
Stafford Road Southbound	A (6.52)	D (30.69)
Canning Boulevard Southbound	A (2.85)	A (2.63)
Hurst Lane	B (10.49)	C (17.04)
Stafford Road Northbound	A (3.96)	C (18.94)
Proposed Driveway	N/A	B (10.49)

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The capacity analysis indicates that without the anticipated traffic from the Casino, the roundabout would have excess capacity to handle additional traffic and would operate at acceptable levels of service. It should also be noted that the capacity analysis for the "Without Gaming Facility" scenario does not include traffic for any development of the proposed site that potentially could occur.

Should you have any questions or comments, please do not hesitate to contact me at (401) 834-1063.

Sincerely,

BRYANT ASSOCIATES, INC.

Todd E. Brayton, PE
Director of Operations – Rhode Island
Transportation Director

TEB:

