Memorandum

To: Mr. Doug McLean
Director of Planning and Development
Town of Coventry
1670 Flat River Road
Coventry, RI 02816

Date: 10/02/2026

Project #: 203208.000

From: Robert Clinton, PE
Senior Project Manager - Transportation

Re: The Dunes
Centre of New England Boulevard
Coventry, RI
Traffic Assessment

Traffic Memorandum

VHB has prepared this memorandum to discuss the traffic impacts of the development of AP 14, Lot 65, Parcel 3 which includes the construction of 196 residential units. The proposed access road is proposed to be located on the north side of Centre of New England Boulevard approximately 270 feet east of Dante Boulevard. Centre of New England Boulevard is currently under construction for the section that will complete the connection from Hopkins Hill Road to New London Boulevard.

Existing Conditions

The project is located on the north side of Centre of New England Boulevard approximately 270 feet east of Dante Boulevard on Parcel 3, totaling approximately 30.5 acres of land in Coventry, RI. The current condition of the site is an undeveloped lot including some wetland areas.

Evaluation of the transportation impacts associated with the proposed development of site requires a thorough understanding of the existing transportation system in the project study area and the trip generation of the proposed modifications to the site. The existing conditions analysis consisted of an inventory of roadways in the study area and the peak hour traffic volumes generated by the proposed buildout of the site. Each of these elements is described in detail below.

Roadways

Centre of New England Boulevard

Centre of New England Boulevard is a four-lane (two lanes in each direction) roadway with a raised center median running in a generally east-west direction. Centre of New England Boulevard is a private roadway providing access to residential, commercial/retail, office, and light industrial developments, as well as a future connection between Hopkins Hill Road and New London Turnpike. The section of Centre of New England Boulevard in front of the site access road is currently under construction and there is no way to travel directly from Hopkins Hill Road to New London Turnpike. Traffic patterns will change significantly when this connection is completed.

The speed limit on Centre of New England Boulevard is not posted adjacent to the site; therefore, it is assumed that the speed limit is 25 miles per hour (mph) within the project limits. Land use along Centre of New England Boulevard is mixture of commercial/retail properties and residential properties with some office and light industrial uses.

Future Conditions

The proposed development plan is to construct up to 196 new residential units. Access to the proposed residential units will be provided from a new access roadway on the north side of Centre of New England Boulevard located approximately 270 feet east of Dante Boulevard. The new roadway will be one lane in each direction and widen at the intersection with Centre of New England Boulevard to provide two lanes on the southbound approach (one left turn lane and one right turn lane and one entrance lane.

Future Site Generated Traffic

Under future conditions with the proposed construction of 196 new multifamily residential units the site is projected to generate 80 trips (19 entering and 61 exiting) during the weekday morning peak hour; 102 trips (63 entering and 39 exiting) during the weekday afternoon peak hour and 96 trips (36 entering and 60 exiting) during the Saturday peak hour based on LUC 220 – Multifamily Housing (Low-Rise), as shown in **Table 1**.

Table 1 Future Trip Generation

Time Period/ Movement	Future Multi-Family Housing (Low-Rise)[1]
Weekday Morning Peak	
Enter	19
Exit	61
Total	80
Weekday Afternoon Peak	
Enter	63
Exit	39
Total	102
Saturday Peak	
Enter	36
Exit	60
Total	96

Source: Trip Generation, 12th Edition; Institute of Transportation Engineers (ITE); Washington, D.C.
1. Based on ITE LUC 220 – Multifamily Housing (Low-Rise) for 196 units.

It should be noted that the site is located in an area that provides regional access to I-95 from Centre of New England Boulevard by two major routes including Hopkins Hill Road and New London Turnpike. A new signal is proposed at the Centre of New England Boulevard intersection with Hopkins Hill Road; therefore, each of these routes will provide signalized intersections at each end of Centre of New England Boulevard to accommodate turning movements traveling to and from the development. This distribution of traffic will be beneficial because no one route will carry all of the new traffic generated by the proposed development and traffic entering and exiting the site driveway will be distributed between right-turns and left-turns into/out of the site driveway.

It should be noted that there will be an emergency-only access driveway between Angelina Drive/Dante Boulevard and the proposed development. Since there is no direct connection to Dante Boulevard (through Angelina Drive) and all traffic is required to enter/exit the development at Centre of New England Boulevard, there is projected to be minimal cut through traffic from the proposed development along Dante Boulevard.

Sight Distance Evaluation

A sight distance evaluation was conducted for the proposed site access roadway located on the north side of Centre of New England Boulevard. Measurements were taken for Stopping Sight Distance (SSD) in accordance with guidelines provided by the American Association of State Highway and Transportation Officials (AASHTO). In this respect, SSD can be considered as the minimum visibility criterion for the safe operation of an unsignalized intersection. The speed limit is not posted adjacent to the site; therefore, the speed limit is assumed to be 25 miles per hour (mph). In order to be conservative (assuming higher than posted travel speeds), a design speed of 35 mph was assumed. The available sight distance at the proposed access roadway intersection with Centre of New England Boulevard has been designed to be greater than 250 feet looking right (to the west) and left (to the east). It is recommended that selective trimming of vegetation be performed as regular scheduled maintenance of the property to ensure adequate sight distance is maintained.

Summary

Access to and from the proposed development will be provided via one full access roadway on the north side of Centre of New England Boulevard. There will also be an emergency-only access driveway between Angelina Drive/Dante Boulevard and the proposed development. As discussed in this memo, the proposed development plan is projected to result in some increase in traffic during the weekday morning and afternoon and Saturday peak periods. This increase in traffic will turn left or right out of the site access road onto Centre of New England Boulevard as there is good regional access to the site from Hopkins Hill Road and New London Turnpike located to the west and east, respectively, which will help distribute traffic onto the adjacent roadway network. A new signal is proposed at the Centre of New England Boulevard intersection with Hopkins Hill Road; therefore, each of these routes will provide signalized intersections at each end of Centre of New England Boulevard to accommodate turning movements traveling to and from the development. The projected increase in traffic is not projected to have any significant impact on traffic operations.

It should be noted that there will be an emergency-only access driveway between Dante Boulevard and the proposed development. Since there is no direct connection to Dante Boulevard and all traffic is required to enter/exit the development at Centre of New England Boulevard, there is projected to be minimal cut through traffic from the proposed development along Dante Boulevard.

The proposed access roadway intersection with Centre of New England Boulevard has been designed to provide adequate sight distance. It is recommended that selective trimming of vegetation be performed as regular scheduled maintenance of the property to ensure adequate sight distance is maintained.