

Julie Boyle

From: Meredith Badalucca
Sent: Tuesday, February 10, 2026 10:46 AM
To: Julie Boyle
Subject: FW: PTA Lane Letter
Attachments: KWH Traffic Letter PTA Lane Montville 2025-12-18.pdf

From: kermit.hua kwhenterprise.com <kermit.hua@kwhenterprise.com>
Sent: Thursday, December 18, 2025 11:14 PM
To: Dennis Goderre <dgoderre@montville-ct.org>
Cc: Kyle Haubert <khaubert@claengineers.com>
Subject: RE: PTA Lane Letter

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Hi Dennis,

The revised letter is attached. Also, see the responses below. Thanks.

Kermit Hua

From: Dennis Goderre <dgoderre@montville-ct.org>
Sent: Wednesday, December 17, 2025 9:18 AM
To: kermit.hua kwhenterprise.com <kermit.hua@kwhenterprise.com>
Cc: Kyle Haubert <khaubert@claengineers.com>
Subject: RE: PTA Lane Letter

Thank you for this Kermit. Very helpful. Some thoughts/comments that I would like to see included in a draft update, minor notation likely for the summary only except as noted. I would like the summary a bit more embellished.

1. Make note your 100' turn lane does not take into account future development along the PTA Lane or Golden road areas.

I noted that the assumption is the PTA Lane development will not be connected to Golden Road and therefore will not add the traffic of that development onto Golden Road. However, traffic from the three developments was added to the through traffic on Route 32.

2. How will stacking of thru/right and the new left turn impact the McDonalds Driveway – will the que block entry? The McDonald's driveway is about 150' from the stop bar. The 95th-percentile queue is 95' long, and the left-turn storage lane is 100' long. So most of the time, the McDonald's driveway will not be affected. If in rare instances it is affected, the queues will likely dissipate quickly.

3. Note it DOES take into account the other future development you noted in the narrative.

Revised.

4. Second bullet, first sentence add '....intersection, **under current conditions.**'

Revise b

5. Your recommendations will address on site school traffic, correct? Please make note.

Yes, revised.

6. I see 5 vehicles will be accommodated. This seems tight for the number of parents that pick up. What if a bus is in the que, will it back up into the through lane and thus block thru traffic and McDonalds access? Will they all be capable of turning on the green, or may a few get caught?

In most cases, the 100' will be enough. If not, the left-turns will spill into the through lane, but the queue will dissipate quickly because most westbound arriving vehicles will be processed on average in 55 seconds or less, the definition of a LOS D at a traffic signal.

7. Any thought if the 100' will change with any new development that is using the existing PTA Lane access to RT 32 as its access drive? (loaded question I know, depends on use)

I would prohibit the new development to access Golden Road and end the southern end of the connector road in a cul-de-sac. This being an elementary school is enough reason not provide the connection. The development will certainly conduct its own traffic analysis; if they want to connect to Golden Road, they will need to evaluate the impact and addition improvements. Their traffic impact if connected is not known at this time.

8. Should a right only, thru and left only lane be provided?

The analysis shows that longest queue for left-turns will be 95' and the longest queues for through and right-turns will be 65. So there is no need. Also, three westbound lanes may need to take property from McDonalds'.

9. In the summary add a note about what you observed for school operations (morning and evening) Add a brief discussion in the narrative outlining your observations.

Revised.

10. Does the noted AM peak coincide with the school arrival? If so, please note as you did for the afternoon (top of Page 2)

No. Noted in the report.

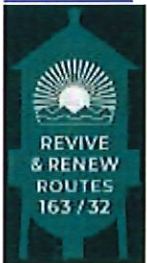
11. At end of the day, the question is, Is there room to accommodate the additional turn lane?

Appears so. You can always negotiate a sliver taking of the grass area from McDonalds', which will not affect their parking lot. The difficulty lies in the slope. So you will need a retaining wall and a guiderail.

Any thoughts on the impacts to Park Ave/Lathrop neighborhood? Even anecdotal without analysis?

Maybe. Should not be excessive under normal circumstances. If the Golden Road intersection is blocked for unusual reasons, the people will choose the roundabout way of Park Avenue.

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