APPLICATION OF H374, LLC FOR SPECIAL PERMIT WITH DESIGN REVIEW, 400 HEBRON AVENUE, GLASTONBURY, CT

Applicant's Final Supplemental Materials

June 29, 2022

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TABLE OF CONTENTS
June 29, 2022

SUBMITTED SEPARATELY

Revised "Overall Parking and Road Widening Plan," prepared by Megson, Heagle & Friend C.E. & L.S., LLC (14 copies, full-sized).

Landscaping Plan for Road Widening Improvements, prepared by Thomas Graceffa Landscape Architect, LLC (14 copies, full-sized)

Dropbox link with all materials.

1

HINCKLEY ALLEN

20 Church Street
Hartford, CT 06103-1221

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hinckleyallen.com

MEMORANDUM

TO: Glastonbury Town Plan and Zoning Commission

CC: Rebecca Augur, Director of Planning & Land Use Services
Jonathan Mullen, Planner

FROM: Hinckley, Allen & Snyder LLP

DATE: June 29, 2022

Re: Applicant's Final Supplemental Materials – Application of H374, LLC For Special Permit With Design Review, 400 Hebron Avenue, Glastonbury, Connecticut

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In anticipation of the July 5, 2022 continued public hearing, this package is intended to provide the Commission with additional information pertaining to the above-captioned application, including responses to recently-issued comments from the Town Engineer and accompanying revisions to the plans.

1. Staff Comments. The applicant's responses to additional staff comments are included in this package as follows:

- Responses to June 16, 2022 Town Engineer comments regarding civil plan set – *see* Tab 2.
- Responses to June 16, 2022 Town Engineer comments regarding traffic – *see* Tab 3.

2. Civil Plan Revisions. The applicant has revised its plans in response to comments received from town staff. Those revisions include:

- Depiction of the proposed Sycamore Street widening (approximately 3.5 feet) to accommodate the lanes as depicted by Fuss & O'Neill, Inc. concept plan (*see* Tab 3).
- The sidewalk along the eastern portion of 400 Hebron Avenue building has been shifted westerly to accommodate the Sycamore Street improvements. The existing "double sidewalk" extending from the Hebron Avenue / Sycamore Street intersection will be eliminated.
- A consolidated, improved sidewalk is now proposed, which sidewalk will be 5 feet wide along the eastern portion of the 400 Hebron Avenue building, and then 4 feet wide along the existing water quality basins.
- A ramp with a rail will be installed from the bike rack area near Hartford Baking Co. to Sycamore Street to provide for a sidewalk grade of 5% or less, as required by Town standards.
- A "Merritt Parkway Guiderail" will be installed behind the 4-foot-wide sidewalk, along the existing water quality basins.
- The existing catch basin on Sycamore Street will be relocated to new curb line.

If approved, the applicant will provide the Town with an access easement, in favor of the public, for that portion of the sidewalk located on the applicant's property. The Commission may impose such an easement as a condition of its approval.

3. Landscaping Plan Revisions. To accommodate the above-noted improvements, the existing plantings along the easterly portion of the 400 Hebron Avenue building, and the plantings proposed for that area, have been redistributed on the landscaping plan submitted herewith. The applicant has not removed or otherwise reduced the number of plantings in that area. Note that, for ease of reference, Thomas Graceffa, the applicant's landscape architect, has superimposed the proposed landscaping changes on the road widening plan, and not on the standalone landscaping plan previously submitted.

A detail sheet of the lattice previously proposed for the screening of the existing utility meters on the east side of the 400 Hebron Avenue building is at Tab 4.

2

June 16, 2022 Comments from Daniel Pennington,
Town Engineer / Manager of Physical Services

1. Previous site plan comments from this office included in a memorandum dated May 31, 2022 have been satisfactorily addressed unless otherwise noted below.

   Response: Noted.

2. Additional notes should be added to the site plan indicating that private hardscape and landscaping improvements installed within the Town right- of-way are subject to a maintenance agreement with the Town of Glastonbury and shall be maintained by the property owner. A draft agreement should be provided by the applicant for review and approval by the Town Engineer.

   Response: The requested notes will be added to the final site plan. The applicant is willing to enter into a maintenance agreement with the Town, which the Commission may impose as a condition of its approval.

3. A detail for the proposed hardscape in the Linden Street right-of-way should be provided by the applicant for review and approval by the Town Engineer.

   Response: The Commission may impose the submission of the hardscape detail to the Town Engineer as a condition of its approval.

4. Proposed plantings in the snow shelf of Linden Street directly adjacent to the curb are subject to heavy snow load during winter months and are not recommended in this location.

   Response: The plantings proposed within the snow shelf on Linden Street are capable of handling snow load during the winter months. If the plants do not survive – whether due to snow load, or for any other reason – the applicant will replace the plants as soon as practicable.

3

FUSS & O'NEILL

June 29, 2022

Mr. Daniel A. Pennington P.E.
Town Engineer/Manager of Physical Services
Town of Glastonbury
2155 Main Street
Glastonbury, CT 06033

Re: Response to Additional Traffic Engineering Comments
Proposed Change In Use
400 Hebron Avenue
Glastonbury, Connecticut

Dear Mr. Pennington:

This letter will serve as a response to the comments received from your office in a memorandum dated June 16, 2022. The text of the comment is provided below in *italicized text*, along with a response to the comment following.

Trip Generation

1. *The Applicant's June 9, 2022 submittal incorporates reasonable trip generation rates for the 4600 square foot retail space and has eliminated the 10% trip generation reduction credit for internal capture and multi modal trips as requested. Town staff notes that the 20% maximum pass by credit is a CT Department of Transportation standard that is also utilized by the Town of Glastonbury. Given the large discrepancy between trip generation associated with the specialty grocer and other site uses, elimination of the 10% internal capture credit is seen as prudent. Town staff sees these traffic impact study provisions as appropriately conservative and not overly conservative as suggested in the document.*

   The applicant's parking analysis requires verification. It is suggested that the applicant incorporate real data from like specialty grocer location into said analysis.

   Response: The 10% credit noted above was intended to account for not only internal captured trips, but also multi-modal trips including pedestrians from nearby residences and transit trips. While we agree that internally captured trips may be lower given the majority of the site traffic will be related to the grocer, we disagree that the percentage of internally captured trips and non-vehicle trips to this site will be zero given the approximately 6,600 square feet of additional retail space in the same building. It is also noted that the standard **minimum** multi-modal/capture credit allowed by the CTDOT Planning Division for a mixed-use development on a bus route such as this is 5%.

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California
Connecticut
Maine
Massachusetts
New Hampshire
Rhode Island
Vermont

Regarding retail pass-by trips, industry standard ITE data indicates a wide variety in pass-by rates depending on the type of retail use. While a 20% credit may be appropriate for some retail uses, it is considerably low for others. For instance, convenience stores and coffee/donut shops generate as much as 66% of their trips from pass-by traffic and **supermarkets have been shown to generate 36% of their trips from pass-by traffic**. These rates have been calculated based on surveys at numerous other sites around the country. The 20% blanket retail pass-by credit is typically utilized by CTDOT for retail uses where no other backup data is available.

The elimination in 25% of additional trip credits (15% less pass-by and 10% less multi-modal/capture) does have a substantial impact on the site generated traffic calculations, resulting in greater than 80 trips entering the road network in the Friday afternoon peak hour and greater than 100 trips during the Saturday peak hour. **Thus, as previously noted, the applicant's revised Traffic Impact Statement is a very conservative analysis of the anticipated traffic on-site.**

Regarding the parking analysis, additional parking supply data was gathered for the prospective tenant's similar or larger specialty grocery stores throughout the Northeast. The following data was gathered:

- A 21,000 square foot specialty grocery store in Colonie, New York provides 111 parking spaces on site. It should be noted this store is approximately 65% larger than the store proposed in Glastonbury.
- A 12,000 square foot specialty grocery store in Hingham, Massachusetts (the same store utilized in the trip generation rates) provides 75 parking spaces.
- A 13,150 square foot specialty grocery store in Manchester, New Hampshire provides 111 parking spaces.

As previously noted, the Building Zone Regulations require only 106 parking spaces (8 spaces for the Hartford Baking Company, 27 spaces for the vacant retail use, and 71 spaces for the specialty grocer), but the applicant here is proposing **an additional** 25 spaces, for a total of 131 parking spaces on-site. All spaces within the site will be shared. The parking provided for the Glastonbury store is the same as the parking provided at the similar 13,150 square foot Manchester, New Hampshire store and the much larger store in Colonie, New York. The parking provided also exceeds parking provided at the slightly smaller 12,000 square foot Hingham, Massachusetts store by 36 spaces.

Thus, the proposed specialty grocery store will be providing parking supply at the Glastonbury site similar to or higher than many of their similar stores that have been operating successfully throughout the Northeast.

Trip Distribution

2. *The Applicant's June 9 submittal includes satisfactory explanations and reasoning concerning trip distribution assumptions.*

Response: Noted.

Intersection Capacity and Queue Analysis

3. *Lane utilization factors have been adjusted as requested. The resulting analysis indicates that development induced peak hour increases to eastbound queues are minimal. Police Department staff have verified that existing conditions in the peak periods do not present a concern. Thus the minor queue length and delay increases are not seen as problematic.*

Response: Noted

4. *The applicant has provided a conceptual plan depicting the proposed additional turn lane on the Sycamore St approach. The plan is schematic in nature and dimensions are uncertain, however staff continues to have concerns regarding the ability to implement as proposed. It appears as if the proposed widening will result in elimination of the landscaping along the Sycamore St. frontage and would impact the adjacent stormwater quality basins. These features were installed per original Special Permit approval. There would also likely be a significant grade drop from the back side of the sidewalk in this area. A portion of the public sidewalk would most likely be located on private property, although a sidewalk easement would be an acceptable solution. Grade issues would be created closer to Hebron Avenue with landscaping impacts and likely need for a retaining wall. Underground utility impacts are also possible and impervious surface coverage percentage will be altered. The lane configuration proposed at the Hebron Avenue intersection calls for 2 turn lanes on the northbound approach with no shoulder width. The ability of large vehicles to track within lane assignments when dual right turns occur is questioned.*

Response: The proposed conceptual roadway design layout has been revised (see enclosed plan) to provide a 14 foot southbound lane, and two 11 foot northbound lanes on Sycamore Street. The two adjacent 11 foot northbound approach lanes provide sufficient width for all types of vehicles expected to travel along Sycamore Street and turn onto Hebron Avenue. 11 foot travel lane widths are frequently used by municipalities throughout the State as well as by the Connecticut Department of Transportation (CTDOT). In addition, the CTDOT

Highway Design Manual was reviewed to confirm the appropriate lane widths that can be used on Sycamore Street, which is designated as an urban collector. The manual recommends minimum lane and shoulder widths of 10 feet and 2 feet respectively (see Figure 2-3H below from the CTDOT Highway Design Manual). The proposed roadway widening plan provides appropriate lane widths (14 feet southbound and a total of 22 feet northbound) for the type of roadway classification on Sycamore Street, especially considering this three lane road section is proposed only for 225 feet of Sycamore Street where vehicles are moving slowly on their approach to Hebron Avenue.

Figure 2-3H

URBAN COLLECTOR STREETS
(3R Projects)

	Design Element		*	Manual Section	Design Values (By Type of Area)		
					Suburban	Intermediate	Built-up
Design Controls	Design Forecast Year			2-4.02	Current – 10 years	Current – 10 years	Current – 10 years
	Design Speed		x	2-4.01	See Section 2-4.01	See Section 2-4.01	See Section 2-4.01
	Access Control			6-4.0	Control by Regulation	Control by Regulation	Control by Regulation
	Level of Service			6-3.0	C – D	C – D	C – D
	On-Street Parking			10-1.04	Sometimes	Sometimes	Sometimes
Cross Section Elements	Travel Lane Width		x	2-7.01	10′ – 12′	10′ – 12′	10′ – 12′
	Shoulder Width		x	2-7.01 10-1.02	2′ – 8′	2′ – 8′	2′ – 8′
	Cross Slope	Travel Lane (with curb)		10-1.01	1.5 – 3.0%	1.5 – 3.0%	1.5 – 3.0%
		Travel Lane (without curb)	x		1.5 – 2.0% for lands adjacent to crown; 2% for lanes away from crown		
		Shoulder (W < 4′)	x		Same as Adjacent Travel Lane		
		Shoulder (W ≥ 4′)	x		4% – 6%	4% – 6%	4% – 6%
	Turn Lanes	Lane Width	x	10-1.03	1′ Less than Travel Lane Width — Same as Travel Lane		
		Shoulder Width	x		1′ – 4′	1′ – 4′	1′ – 4′
	Parking Lane Width			10-1.04	7′ – 10′	7′ – 10′	7′ – 10′
	Sidewalk Width			10-2.01	5′ Minimum	5′ Minimum	5′ Minimum
	Bicycle Lane	Width		15-4.0	5′	5′	5′
		Cross Slope			2%	2%	2%
	Bridge Width/Cross Slope		x	2-7.02	See Figure 2-7B for Width; Meet Roadway Cross Slope		Sidewalk Width: 5′-6″
	Underpass Width			10-4.02	Meet Approach Roadway Width Plus Clear Zones		
	Right-of-Way Width			10-5.0	Project-by-Project Basis		
	Roadside Clear Zones		x	2-9.01	See Section 2-9.01		
	Fill/Cut Slopes			10-2.02	Existing — See Figure 5I		

* Controlling design criteria (see Section 6-6.0).

2-3(16) 3R NON-FREEWAY PROJECTS December 200

The roadway improvement plan also includes relocation of a portion of the sidewalk along the building frontage and elimination of the sidewalk along the immediate west side of Sycamore Street in the vicinity of the signalized intersection of Hebron Avenue at Sycamore Street. The new sidewalk location will allow for a snow shelf, the protection of the stormwater quality basins, and the relocation of disturbed landscaping to alternative locations within the site to remain in compliance with the original site conditions of approval. Further south, between the west curbline of Sycamore Street and the parking area, the 5 foot sidewalk and 3 foot snowshelf will be retained.

Additionally, to confirm that large vehicles turning on and off the widened Sycamore Street can be accommodated, an autoturn analysis was conducted (see attached Aut-01 Plan). The analysis confirms that two SU-40 box trucks on Sycamore Street can turn right simultaneously onto Hebron Avenue from either approach lane without encroachment on the centerline, adjacent lane line, or eastern curb line. A review of the right turn onto Sycamore Street from Hebron Avenue determined that SU-40s can also safely be accommodated with the proposed widened curb line on Sycamore Street.

Regarding full size semi-trailers, the attached Aut-02 plan illustrates that a WB-62 truck (a 15 foot tractor trailer with a 48 foot long trailer) can successfully turn right onto Hebron Avenue from Sycamore Street, along with an SU-40 box truck, utilizing the left most lane without encroachment on the centerline, lane lines, or curb lines. The truck is able to utilize the full width of Hebron Avenue to make its turn given that the Hebron Avenue westbound stop bar is set back far from the intersection and there is no opposing traffic flow during the Sycamore Street green phase. It should be noted that a WB-62 truck cannot navigate the right turn onto Sycamore Street from Hebron Avenue in either the existing or proposed condition. However, as noted in the traffic study, all delivery truck trips for the grocery store will be accessing the loading area, which is located at the corner of Hebron Avenue and Linden Street. No truck traffic associated with the proposed grocer will be utilizing Sycamore Street.

5. *Lastly, the traffic model results for queue length and delay for this approach in the improved scenario are not consistent with one another given the small amount of green time allocated to this phase. Additional model simulation is suggested.*

Response: The traffic signal cycle length at the Hebron/Sycamore/Route 2 EB Off Ramp intersection is 90 seconds with a total of a 15 second split provided for the northbound approach. A cycle length of 90 seconds provides a maximum number of 40 phases per hour for the Sycamore Street approach. In the background condition, modeling simulation and field observations reveal that approximately 5 vehicles can clear the signal before the phase ends. With 40 phases per hour and 5 vehicles per phase a maximum of 200 vehicles on Sycamore Street can be serviced by the signal per hour under exiting conditions. In the existing condition 150 vehicles utilize this approach in the Friday afternoon peak hour and 127 vehicles utilize it during the Saturday Midday peak hour. **The addition of the second northbound right/left turn lane allows for twice the amount of traffic to be serviced by the signal per phase.** In this improved condition with 10 vehicles per phase exiting and 40 phases per hour, a total of 400 vehicles per hour can be serviced on Sycamore Street northbound. The proposed development will add a total of 151 vehicles during the Friday

afternoon peak hour and 200 vehicles during the Saturday midday peak hour on the approach. Thus, the combined (full build) traffic volumes for the northbound approach are anticipated to reach a total of 301 vehicles during the Friday afternoon peak hour and 327 vehicles during the Saturday midday peak hour. Both of the combined peak hour volumes are well below the 400 vehicles per hour that can be serviced by this approach, therefore frequent queue spillback beyond the available turn lane storage provided is not anticipated. As shown on the concept improvement plan, 225' of turn lane storage is proposed and could accommodate a total of 18 to 22 queued vehicles at the same time.

6. *The applicant has provided area crash data as requested. Adjustments to the trip generation as previously discussed exacerbate the delays and 95th percentile queue lengths in the Saturday midday peak period. Projected delay for left turning vehicles is now projected at 271 seconds with queue lengths at 375'. Town staff continues to have concerns regarding accident rate increases at this location for reasons previously articulated. In addition, the development driven queue length and associated increase in delay projected are unlikely to be deemed acceptable by the motoring public. Probable subsequent demands for remedial actions would be directed towards the Town of Glastonbury. The applicant indicates that motorists are likely to modify departure routes in order to avoid the situation described. This circumstance however may only serve to create issues at the signalized Sycamore St./Hebron Avenue/Rt 2 off ramp intersection.*

Response: As noted above and in our June 8 response to comments, the elimination of 25% of capture/multi-modal credit and additional pass-by credit, to values below what the Connecticut Department of Transportation typically allows, adds a substantial number of trips to the road network and provides for a conservative analysis of impacts at the New London/Sycamore intersection. Additionally, the Office of the State Traffic Administration allows an internal capture of 5% for mixed-use developments. Utilizing the previously mentioned conservative rates, the proposed development will add only 41 and 56 trips respectively to the Sycamore Street approach to New London Turnpike during the Friday afternoon and Saturday midday peak hours, respectively, which are the highest volume peak hours of the week. Traffic during all other off-peak hours is substantially less – amounting to only an additional 2-3 cars or less at the intersection. Moreover, as previously noted, drivers will take the "path of least resistance", electing over time to take the easier route during peak traffic times. The significant roadway improvements being constructed on Sycamore Street at Hebron Avenue will provide added capacity and queue space as noted in #5 above and provide an efficient alternative for repeat customers exiting Sycamore Street during the highest weekend peak hours. In addition, the pedestrian-friendly nature of the proposed development, including the new sidewalk and walkway proposed by the applicant on Linden Street, will allow many patrons who live or work nearby to access the grocer on foot. Thus, the above-noted peak hour trips are, once again, conservative.

Finally, the previously submitted crash data indicated no crash patterns and no abnormal crash rates at this intersection. **There is no indication that peak hour delays on Sycamore Street are currently contributing to an unsafe condition.** With respect to the build condition, it is noted that sight lines are sufficient exiting Sycamore Street and will continue to facilitate safe turns onto New London Turnpike. Future plans by CTDOT for a roundabout at the adjacent Route 17 ramps intersection to the southeast would provide for additional gaps in traffic and slower approaching vehicles from the southeast. This would further aid traffic turning out of Sycamore Street during busy periods.

We hope this information will be sufficient for you to complete your review. However, please contact us if you have any questions or require additional information.

Sincerely,

Tyler Rudolph

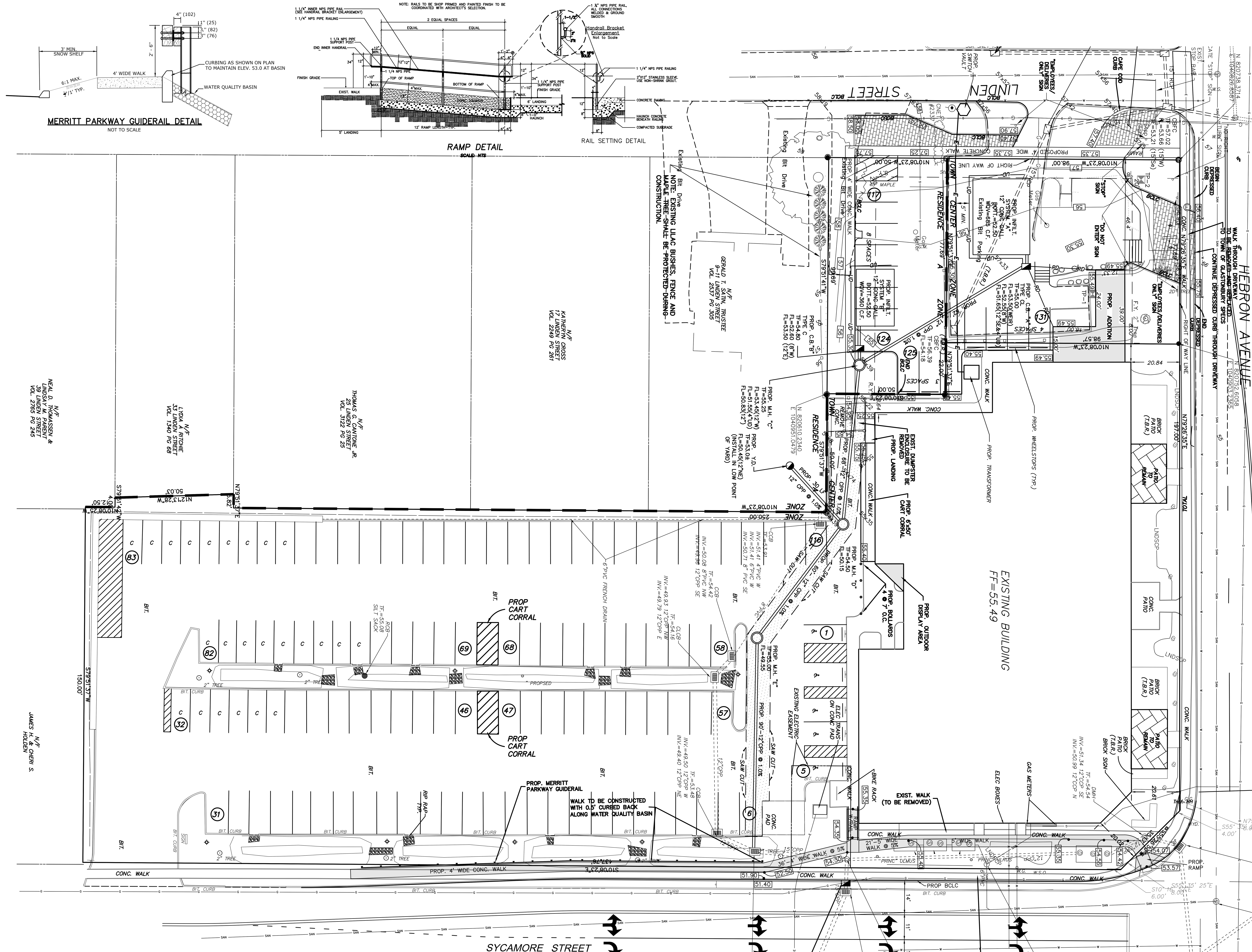
Tyler Rudolph, EIT
Transportation Engineer

Reviewed By,

Mark G. Vertucci, PE, PTOE
Vice President

Attachments: Sycamore Street Concept Improvement Plan
Autoturn Plans

cc: Mr. Evan Schwartz, Schwartz Realty Corporation, w/attachments
Mr. Allen Schwartz, Schwartz Realty Corporation, w/o attachments



PARKING CHART	
PREVIOUSLY APPROVED PARKING	
RETAIL = 4,000 S.F. x 0.85 = 3,400 S.F. x 1/150	= 23 SPACES
OFFICE = 2,900 S.F. x 0.85 = 2,465 S.F. x 1/150	= 12 SPACES
RESTAURANT = 284 SEATS x 1/3 SEATS	= 95 SPACES
	130 SPACES REQUIRED
	12 SPACES WAIVED (10% WAIVER GRANTED)
	118 SPACES CONSTRUCTED
PROPOSED PARKING REQUIREMENT	
SPECIALTY GROCER = 10,646 S.F. x 1/150	= 71 SPACES
HARTFORD BAKING CO. = 24 SEATS x 1/3 SEATS	= 8 SPACES
VACANT RETAIL SPACE = 3,956 S.F. x 1/150	= 27 SPACES
	106 SPACES REQUIRED
PROPOSED PARKING PROVIDED	
118 EXISTING SPACES – 2 CART CORRALS	= 116 SPACES
PROPOSED EMPLOYEE PARKING	= 15 SPACES
	131 SPACES PROVIDED

H374, LLC	TOWN CENTER/RESIDENCE A
PROJECT/APPLICANT	ZONE
400 HEBRON AVENUE	
PROJECT ADDRESS	
SPECIAL PERMIT SECTION	TPZ CHAIRMAN
DATE SPECIAL PERMIT APP'D	DIRECTOR OF COMMUNITY DEVELOPMENT

NOTE: ALL SHEETS OF THIS PLAN SET ARE LOCATED IN THE OFFICE OF COMMUNITY DEVELOPMENT FILE NO.

NOTE: VERIFY ALL UTILITY LOCATIONS IN THE FIELD PRIOR TO START OF ANY WORK (SEE NOTE BELOW).

WARNING: THESE PLANS NOT TO BE USED FOR LOCATION OF UNDERGROUND UTILITIES – CALL BEFORE YOU DIG 1-800-922-4455 TWO WORKING DAYS BEFORE YOU DIG.

GRAPHIC SCALE

(IN FEET)
1 inch = 20 ft.

REV. 6-28-22 SYCAMORE WIDENING SHOWN
REV. 5-27-22 PEDESTRIAN CONNECTION ADDED
REV. 5-10-22 SITE REVISIONS
REV. 4-26-22 BUILDING ADDITION

I HEREBY DECLARE TO THE BEST OF MY KNOWLEDGE AND BELIEF THAT THIS PLAN IS SUBSTANTIALLY CORRECT.

JONATHAN H. SCZUREK P.E. # 26858

MEGSON, HEAGLE & FRIEND
CIVIL ENGINEERS & LAND SURVEYORS, LLC
81 RANKIN ROAD
GLASTONBURY, CONN. 06033
PHONE (860)-659-0587

OVERALL PARKING & ROAD WIDENING PLAN

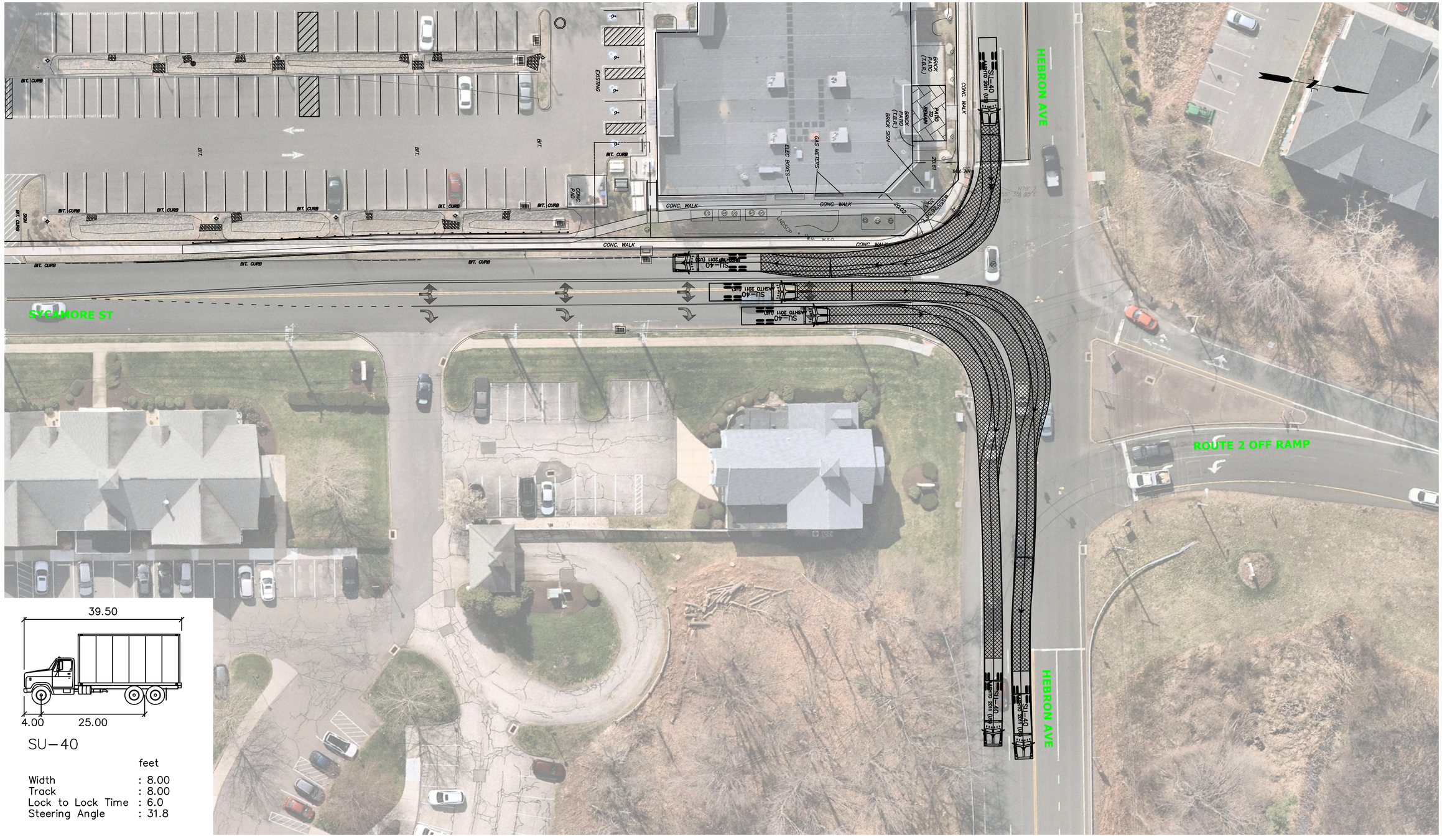
PROPOSED DELIVERY AREA – 400 HEBRON AVENUE

PREPARED FOR

H374, LLC

GLASTONBURY, CONN.

CK. BY:	MWF
DRW. BY:	JHS
DATE:	3-30-22
SCALE:	1"=20'
SHEET	5 OF 11
MAP NO. 134-21-1PA	



SU–40

	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.8

FOR INFORMATION PURPOSES ONLY.

No.	DATE	DESCRIPTION	DESIGNER	REVIEWER
1.			XX/XX	XX

SEAL

SEAL

SCALE:
HORZ.: 1" = 20'
VERT.:
DATUM:
HORZ.:
VERT.:
20 10 0 20
GRAPHIC SCALE

FUSS & O'NEILL
146 HARTFORD ROAD
MANCHESTER, CONNECTICUT 06040
860.646.2469
www.fando.com

SCHWARTZ REALTY CORPORATION

SU-40 TURNING MOVEMENT PLAN

400 HEBRON AVENUE

GLASTONBURY CONNECTICUT

PROJ. No.: 20220036.A10
DATE: JUNE 2022

AUT-01

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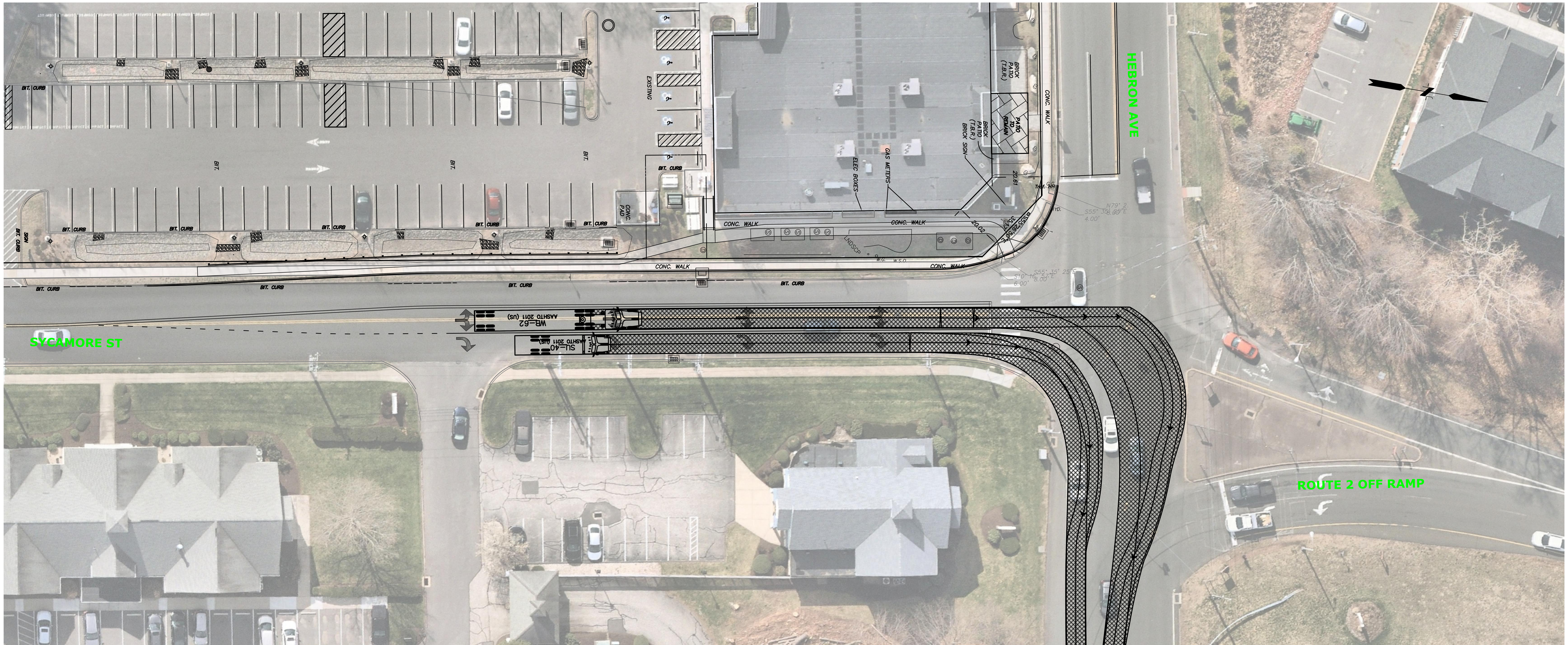
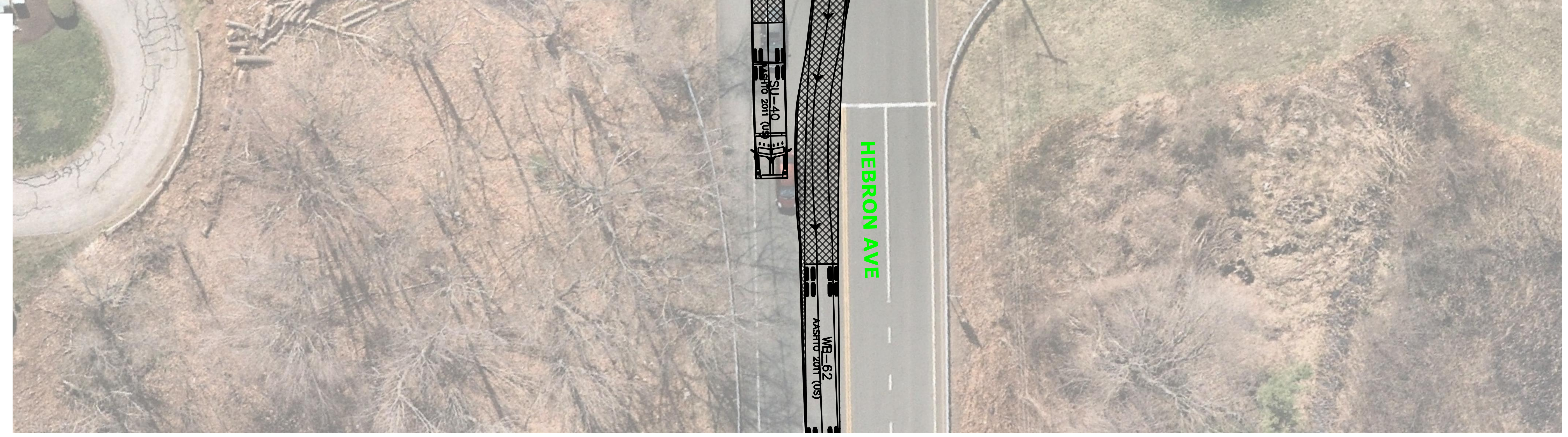
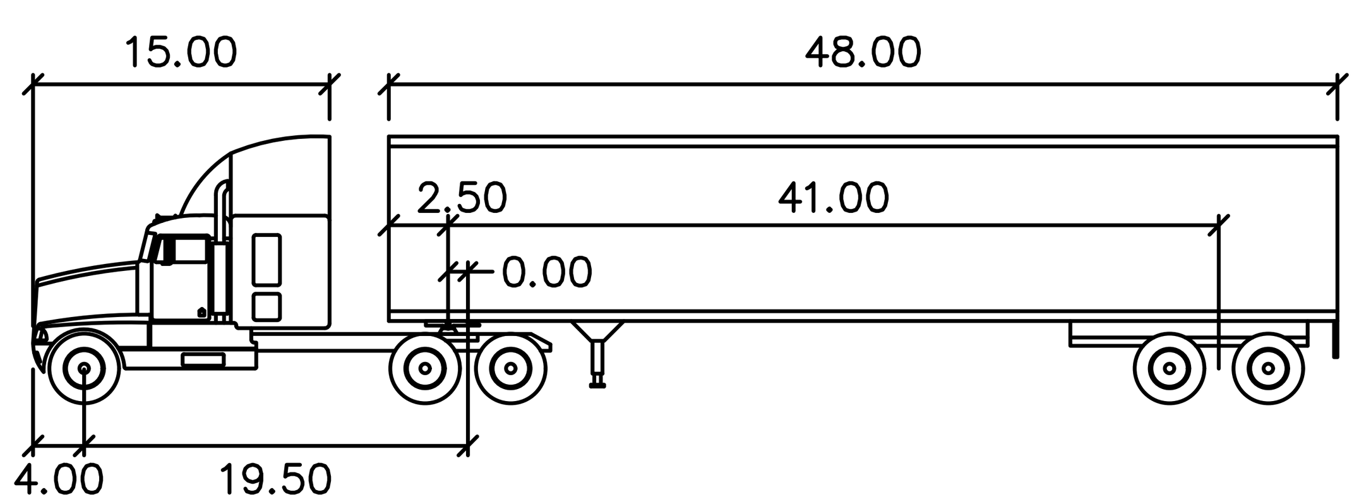
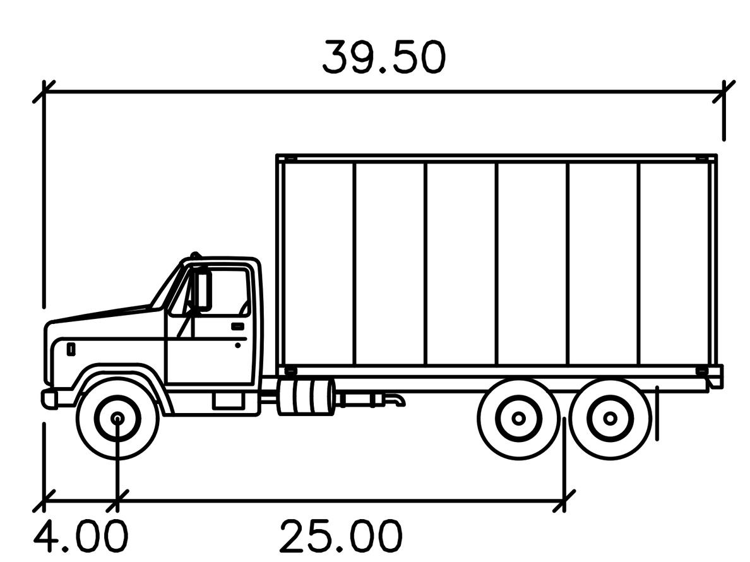






WB-62

	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.50		



SU-40

	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.8

FOR INFORMATION PURPOSES ONLY.

No.	DATE	DESCRIPTION	DESIGNER	REVIEWER
1.			XX/XX	XX

SEAL

SEAL

SCALE:
HORZ.: 1" = 20'
VERT.:
DATUM:
HORZ.:
VERT.:
20 10 0 20
GRAPHIC SCALE

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SCHWARTZ REALTY CORPORATION

WB-62 & SU-40 TURNING MOVEMENT PLAN

400 HEBRON AVENUE

GLASTONBURY CONNECTICUT

PROJ. No.: 20220036.A10
DATE: JUNE 2022

AUT-02

MS VIEW:
LAYER STATE:

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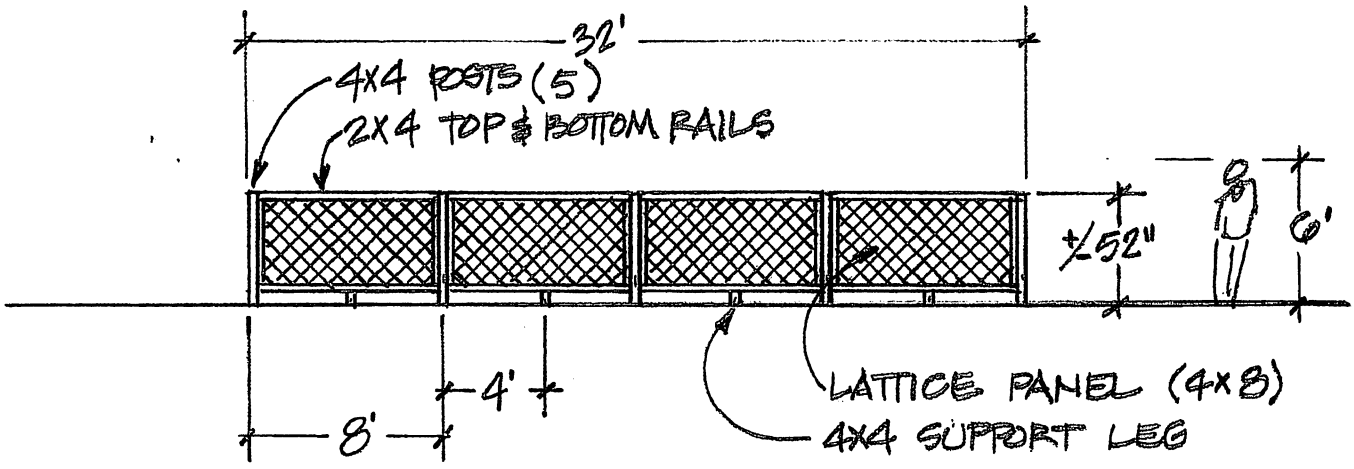
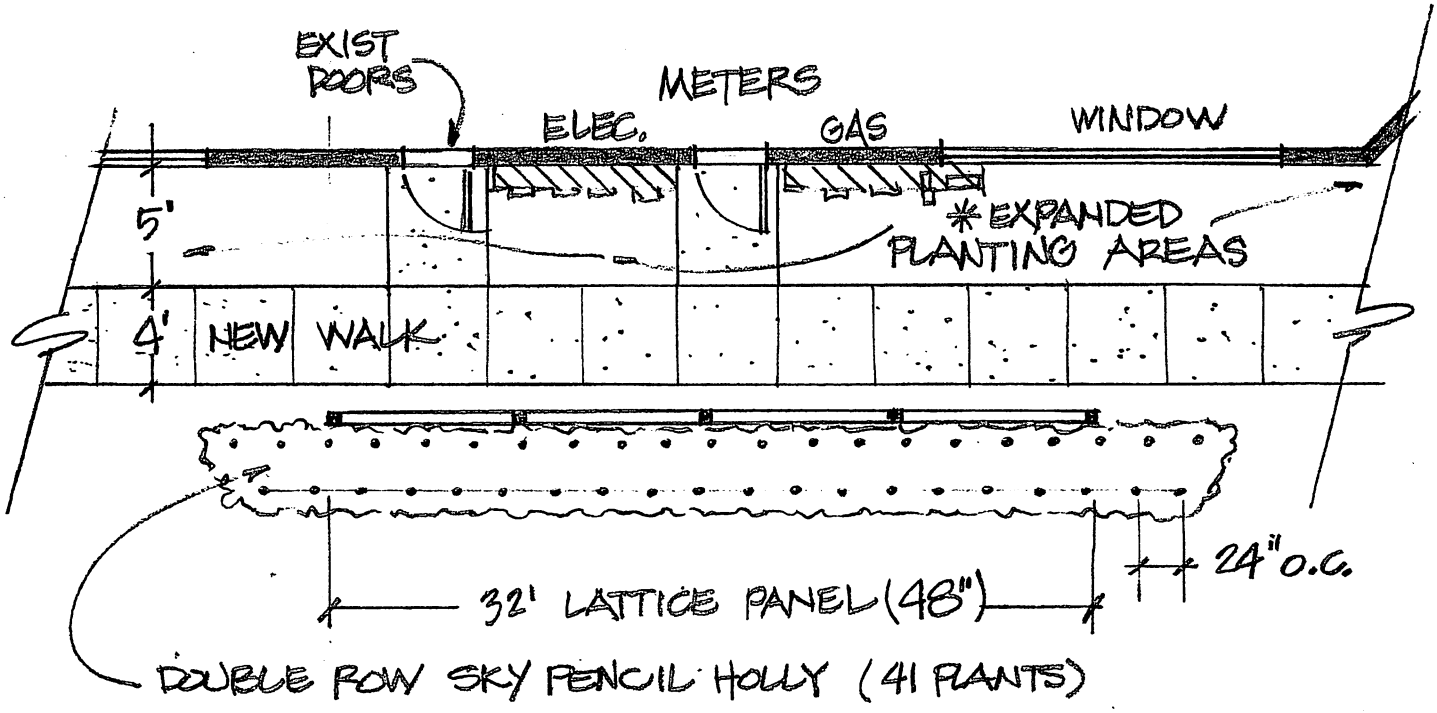
400 Hebron Ave.
29 June '22



ELEVATION Lattice Screen @ Meter Bank
1/8" = 1'-0"



PLAN Planting, Walk & Screen Panel *(See Plan)
1/8" = 1'-0"