

October 11, 2024

Salisbury Planning & Zoning Commission
Town of Salisbury
27 Main Street, P.O. Box 548
Salisbury, CT 06068

Attn: Chairman Dr. Michael Klemens

**RE: Peer Review of Traffic Impact Study
Wake Robin Inn Property
Lakeville, CT
Our File: 24084**

Dear Chairman Klemens and Commission Members:

At your request, our office has undertaken a review of an application for Special Permit for a proposed redevelopment of the Wake Robin Inn property located at 104 & 106 Sharon Road and 53 Wells Hill Road in the Town of Lakeville, Connecticut. This letter presents our findings.

Our office has been provided and we have reviewed the following items:

- Traffic Impact Study, Proposed Redevelopment of the Wake Robin Inn Property 104 & 106 Sharon Road and 53 Wells Hill Road, Lakeville, Connecticut, prepared by SLR International Corporation and dated September 13, 2024.
- Site Plans entitled Wake Robin Inn Redevelopment, prepared by SLR International Corporation dated July 29, 2024 and revised thru September 6, 2024.
- Wake Robin Inn – Project Narrative – 106 Sharon Road, dated August 1, 2024.
- Sight Lines Plan & Profile – Sharon Road, prepared by SLR International Corporation and dated September 10, 2024.

Overview

As indicated in the SLR Traffic Impact Report: “The development site is located approximately 1,300 feet south of the Wells Hill Road and Sharon Road (CT-41) intersection. The existing site’s land uses include the Wake Robin Inn, a hotel, consisting of 38 rooms, an approximately

2,750-square foot (SF) fine dining style restaurant area that is only used for continental breakfast for hotel guests, a 2,600 SF banquet room and a single-family residential building.

The development plan will include a new event barn with a fast casual restaurant, a new pool house with storage (approximately 5,000 SF), a spa facility (approximately 3,760 SF), 12 to 14 new cabins, 16 existing rooms (the remainder after the demolition of 22 of the existing 38 rooms), and a new extension to the existing hotel which will add approximately 41 rooms. Upon completion there will be 69 to 71 guest spaces between hotel rooms and cabins. For analysis we assumed 70 rooms/cabins. The banquet hall will also be removed during the renovations.

Access to the development will be through two driveways on Sharon Road, an entrance only at the existing driveway, and an exit only to the north of the existing driveway. The buildings will be connected through an interior road system with additional pathways. The interior road system will also connect the interior parking network spread through the development.

An emergency-access driveway will be available at the existing driveway on the east side of the site at 53 Wells Hill Road. The driveway will have gates installed to prevent all non-emergency traffic from entering and exiting in this direction. The gates will be able to be opened to allow emergency vehicles to enter and exit the site when needed.”

Site Environs

The SLR report provides a description of area roadways. The review included Sharon Road (Route 41) from Main Street (U.S. Route 44) to Lime Rock Road and Interlaken Road (Route 112), and Wells Hill Road from Route 41 to the subject site.

Traffic Volume and Speed Data

The SLR report presented manual turning movement counts from June 2024 for the Friday afternoon and Saturday midday peak hours at three nearby intersections and automated counts covering a Friday, Saturday and Sunday on Route 41, Sharon Road, south of Well Hills Road. A review of the Hotchkiss School calendar indicates that the school was not in session at the time of the counts. Based on the relatively low volume of site generated traffic and the calculated levels of service, it does not appear that this is a significant issue.

The automated counter on Route 41 recorded an 85% speed of 45 mph for northbound traffic and 44 mph for southbound traffic.

Crash Data

The report presents accident data from the University of Connecticut Crash Data Repository for the over 5-year period of January 1, 2019, to June 11, 2024. Data was collected for Route 41 from Route 44 to Route 112 and for Wells Hill Road from Route 41 to the proposed emergency access driveway. The crash data presented is consistent with current engineering standards.

Sight Distances

Sight distances were reviewed for the proposed site driveway intersections. It was determined that the stopping sight distance could not be achieved at the Wells Hill Road driveway location. Therefore, the driveway is proposed to be an emergency access driveway only.

Customer access is proposed by way of the Sharon Road Driveway. The report, and Sight Lines Plan & Profile sheets indicate that an ISD of 445 feet can be obtained in both directions, with the installation of a retaining wall, within the existing DOT right of way, on the east side of Sharon Road (Route 41) across the front of 110 Sharon Road. These sight distances are based on the posted speed limit of 40 mph and measured at a point 10 feet from the edge of road.

The plans also indicate a 365 foot sight distance for left turns from Sharon Road into the site driveway, and 360 feet of stopping sight distance in both directions. These distances are based on the 85% speed of 45 miles per hour.

In reviewing the Sight Lines Plan, it appears that a sight line easement is required from the property owner of 90 Sharon Road to provide the intersection sight distance looking to the north. I note that the setback used for the ISD in the analysis is a setback of 10 feet and the posted speed limit of 40 mph. ConnDOT typically requires a setback of 15 feet, but often they will allow a smaller set back, when physical constraints are present. Sight lines are based on the 85% speed, which was measured at 45 mph on Sharon Road.

The ISD for the existing site driveway is limited to approximately 225 feet looking to the south. The restriction is due to the existing grade and vegetation south of the driveway. The relocation of the exiting site driveway, the proposed re-grading of the shoulder, and the installation of the retaining wall will improve the proposed sight line compared to the existing sight line.

Sharon Road (CT Route 41) is under the jurisdiction of the Connecticut Department of Transportation. The ConnDOT District IV Office will be the final arbiter of the proposed driveway entrance location and design.

Development Site Trip Generation and Distribution

Trip generation for the proposed development was based on the ITE Trip generation Report for the hotel, spa, hotel restaurant and event barn uses, and based on a vehicle occupancy rate of 2.5 and 80% for the wedding venue use. These rates were suggested by the ConnDOT bureau of Policy and Planning. Several trip generation scenarios were reviewed for each of the peak hours and the scenario with the highest generation was presented for analysis. The trip generation presented is consistent with current engineering design practices.

A directional distribution of 50 /50 along Route 41 was used for analysis. Based on the peak hour volume distribution of Route 41, the distribution used appears appropriate.

Future Conditions

A design year of 2026 was chosen for analysis. A growth rate of 0.5% was applied to the background traffic numbers with the input of the ConnDOT bureau of Planning. A 2026 design year and 0.5% per year growth rate are appropriate.

Intersection Capacity Analysis

Intersection Capacity Analyses were conducted at four locations for the background and combined traffic volume conditions. Those locations are:

- Route 44 (Main St/Millerton Rd) at Sharon Road (Route 41)
- Sharon Road (Route 41) at Site Driveway
- Sharon Road (Route 41) at Interlaken Rd and Lime Rock Rd

The analysis was completed using a computer program called SYNCHRO, Version 11. The analyses indicate that the three intersections operate at acceptable levels of service under both the background and combined traffic volume conditions. The results as outlined in the report indicate that three approaches experienced a decline in LOS. The westbound approach of Sharon Road to Main Street drops from a LOS B to C, an increase of 4 seconds of delay, during the Saturday peak hour, the northbound and southbound Sharon Road approaches at Lime Rock Road drop from a LOS A to B, an increase of 1 second of delay, during the afternoon peak hour. The intersection of Sharon Road and the site driveway operate at acceptable levels of service. The analysis was conducted in conformance with current engineering standards. The resultant levels of service under the combined traffic volume conditions are acceptable.

SLR Conclusions and Recommendations

SLR concludes that “Based on the capacity analyses, it was found that all lane movements are expected to operate at LOS C or better in the future, even with the addition of site traffic from the proposed development. Thus, this development is anticipated to have a minimal impact to area traffic flow.

Lastly, sightlines relative to the proposed driveways are also expected to be adequate, subject to significant regrading and clearing of existing vegetation along the Sharon Road (CT- 41) site frontage.”

Site Plan Review

Site access is proposed by a pair of one way driveways to Sharon Road. There is an 18 foot wide entrance driveway in the location of the existing site driveway. A proposed 18 foot wide exit driveway is located approximately 120 feet to the north of the existing driveway. The egress driveway is proposed to operate under stop sign control. A 12” white stop bar, stop sign and do not enter signs are proposed.

A main site access driveway is proposed through the site from Sharon Road to Wells Hill Road. The access to Wells Hill Road is proposed as an emergency access driveway and will be gated. Site access driveways are provided to four main parking areas. There is a circular driveway located west of the Existing hotel building, a parking area is proposed north of the proposed

event barn, and two parking areas located east of Spa and pool. These last two parking areas are dead end parking. Pedestrian walkways are proposed throughout the development.

The results of the capacity analysis indicate that the single point of access is sufficient to serve the proposed development. The provision of an emergency access driveway provides two points of access for public safety.

FAH Conclusions and Recommendations

The traffic impact report has been prepared in accordance with current engineering standards. The data presented for background traffic and site generated traffic is appropriate for the proposed development. The capacity analyses conducted at local intersections indicate acceptable levels of service will be maintained under the combined traffic volume conditions. We concur with SLR that, this development is anticipated to have a minimal impact to area traffic flow.

The design of the site access driveway is sufficient to accommodate the anticipated volume of site generated traffic and will provide acceptable levels of service. The available sight distances will need to be reviewed and approved by the ConnDOT District IV office, sine the sight distances achieved do not meet the current Highway Design Standards. The sight distances provided, do represent an improvement over the existing sight distances at the existing sight driveway.

We appreciate the opportunity to provide this information to you. If you require any additional information, please do not hesitate to contact our office.

Very truly yours,
F. A. Hesketh & Associates, Inc.



Scott F. Hesketh, P. E.
Manager of Transportation Engineering

cc: Ms. Abby Conroy, Director of Land Use
Mr. Thomas Grimaldi, R.R. Hiltbrand