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MEMORANDUM

To: Abby Conroy – Town Planner

Date: 10/15/25

From: Scott F. Hesketh, PE

Subject: Robins Inn – Peer Review

Abby,

I have received your e-mail dated October 10, 2025 and I offer the following information for your consideration.

The Connecticut DOT conducts periodic traffic counts on all State highways and some local roadways. The counts are conducted on a 3 year rotation. The counts are available for review on the DOT website. The counts include daily totals, hourly volumes and Average Annual Daily Traffic Volumes (AADT's).

For instance, the Sharon Road count has the AADT's that you list. The count data also reports a morning peak hour volume of 400 vehicles and an afternoon peak hour volume of 418 vehicles. The data is further broken down by direction of travel, northbound and southbound. I would note that in the figure you provided, the AADT's at nearly every location have declined between 2006/2009 and 2024.

Level of service is calculated both for roadway segments and for intersections. The capacity of roadway segments is typically tied to planning and construction of new roadways, while capacity at intersections is typically related to impacts from developments. The Level of Service (LOS) is determined for the peak hours of operation, typically the morning and afternoon peak commuter hours. If one uses the peak hour factor (PHF) then the capacity analysis would be based on the peak 15 minute period, within the peak hour. The PHF is a ratio of the highest 15 minute volume to the peak hourly volume.

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The SLR Traffic report included peak hour traffic volumes at the intersections of Route 44 (Millerton Road / Main Street at Route 41 (Sharon Road) and Route 41 (Sharon Road) at Route 112 (Interlaken Road / Lime Rock Road), as well as the two site driveways. The SLR report also included a three day (24 hour) tube count on Sharon Road south of Wells Hills Road. All of the counts were conducted during June 2024. These counts were used to develop the volumes presented in the attached Figures.

The SLR report presents that the proposed redevelopment will result in a total of 40 trips, 155 trips and 197 trips during the morning, afternoon and Saturday peak hours, respectively. The SLR report projects a distribution of 50 / 50 to both the north and south along Route 41. This indicates a total of 20, 78 and 98 trips on any segment of roadway.

It is important to note that the existing site has a trip generation associated with it. The existing hotel has $\frac{1}{2}$ the number of rooms and an existing banquet facility. SLR did not include trip generation for the existing facility. If we assume that the hotel generation is $\frac{1}{2}$ the proposed hotel and that the banquet facility is the same as that proposed, then the new site generated traffic would be 24 trips, 99 trips, and 90 trips. The existing site generated traffic already exists on the local roadway network. Therefore, the increase in traffic on any roadway segment would be 12 trips, 50 trips and 45 trips, respectively.

Using the numbers in Figure 7 of the SLR report the increase in traffic on Route 41 north of the site would be 21% (78/364) during the afternoon peak hour and 25% (98/389) during the Saturday peak hour. Adjusting for the existing site generated traffic the increase would be 14% (50/364) and 12%, (45/389) respectively. SLR did not present daily traffic volumes for the proposed development. The increase in traffic on a daily basis is not a number that provides any meaningful information.

Regardless of the percentage increase in traffic on local roadways all intersections within the study area that were reviewed operate at exceptional levels of service under both the background and combined traffic volumes, with the current roadway geometry and traffic control. The intersection of Route 44 with Route 41 operates at 46% of capacity during the Saturday peak hour under the combined traffic volumes.

I would caution the commission that although we prepare traffic reports by adding site generated traffic to the observed background traffic for analysis purposes, traffic volumes are not purely additive. If one were to run the trip generation for each use in town and added the values together, the result would be significantly higher than the observed background

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traffic volumes on local roadways. People that stay at the hotel are in town for a purpose, and would likely be in town even if the hotel were not constructed. Guests of the hotel will utilize local shops and restaurants, and will attend local events. These trips will still be made if the hotel is not approved, they would just do so from another location, perhaps a residence or another hotel. Or else they will be made from a neighboring town, or they will be reduced at one location and reoriented to this location. These types of factors reduce the impacts of any particular development.



Scott Hesketh

ConnDOT Traffic Count
Route 41 NW of Wells Hill Road

Status: OK

North

Combined

South

Class

SALI-014 - Combined - n/s

Route 41 - 11.08 mi NW of Wells Hill Road

	24-Sep	25-Sep	26-Sep
	Tue	Wed	Thu
Town.....Salisbury			
Station.....14			
Location..... 41.961371,-73.438192	12:00am	6	9
Posted Speed Limit.....30 MPH	01:00am	3	2
2015-Major Collector 5.....2015-Rural	02:00am	4	3
Start Report.....24-Sep-2024 09:00AM	03:00am	3	1
End Report.....26-Sep-2024 10:00AM	04:00am	7	10
Annualized ADT.....4400	05:00am	40	28
24-Hour Count... 4528 * G2(0.95) = 4301.6	06:00am	146	127
Day 1.....+ 4729 * G2(0.95) = 8794.1	07:00am	293	260
UnRounded AADT.....8794.1 / 2 = 4397.1	08:00am	x	391
OK 2024 Tue 24-Sep -this report-...4400	09:00am	353	300
OK 2021 Tue 07-Sep4900	10:00am	326	308
OK 2020 Mon 05-Oct4800	11:00am	311	330
OK 2009 Mon 26-Oct5200	12:00pm	326	377
OK 2006 Tue 26-Sep5500	01:00pm	297	359
Dataset Details.....1	02:00pm	334	357
	03:00pm	409	418
	04:00pm	387	418
	05:00pm	315	365
	06:00pm	241	211
	07:00pm	147	166
	08:00pm	74	90
	09:00pm	67	83
	10:00pm	28	33
	11:00pm	20	21
Totals	3635	4729	1125

Turning Movement Diagrams
SLR Report

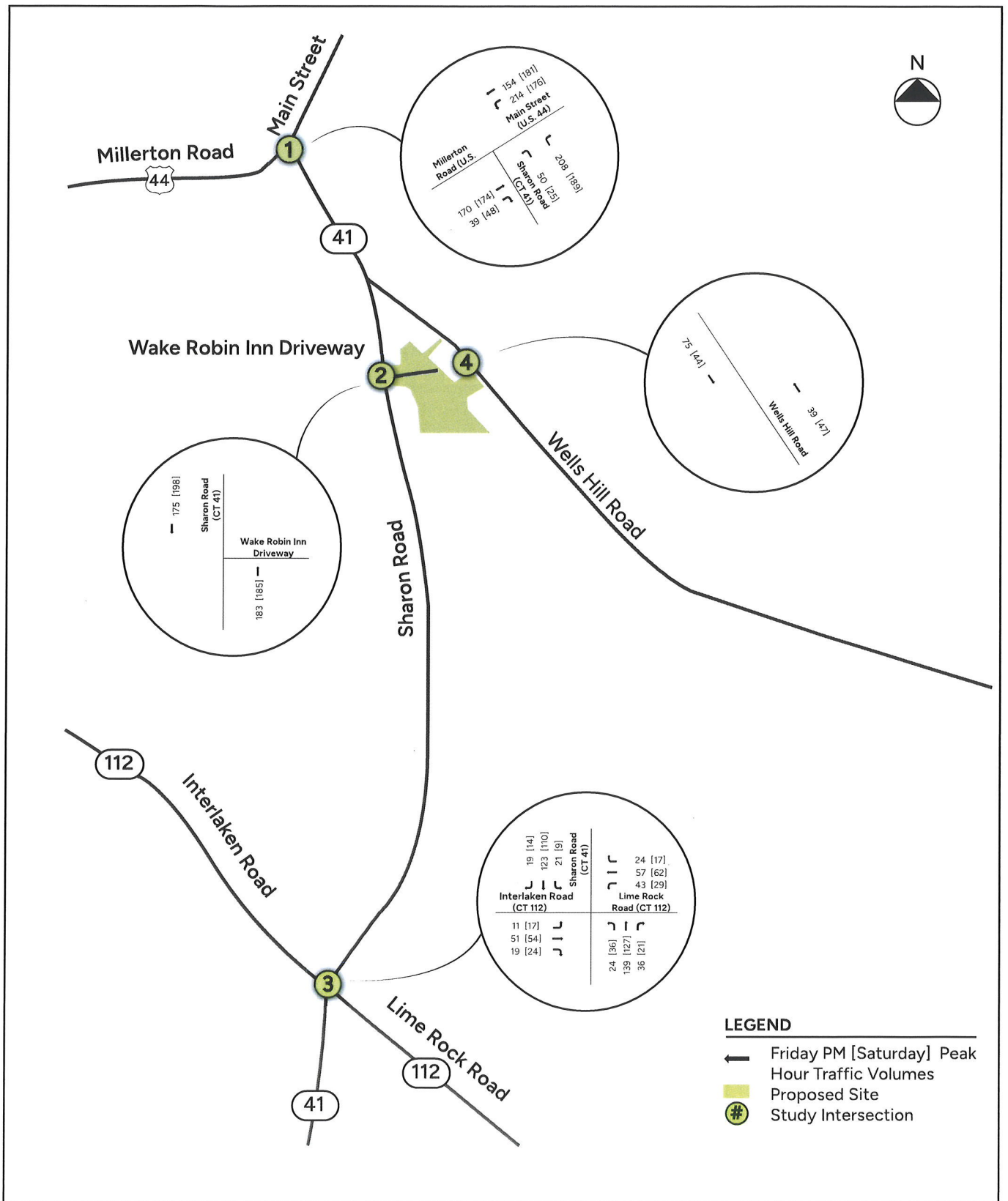


Figure 2
2024 Existing Traffic Volumes



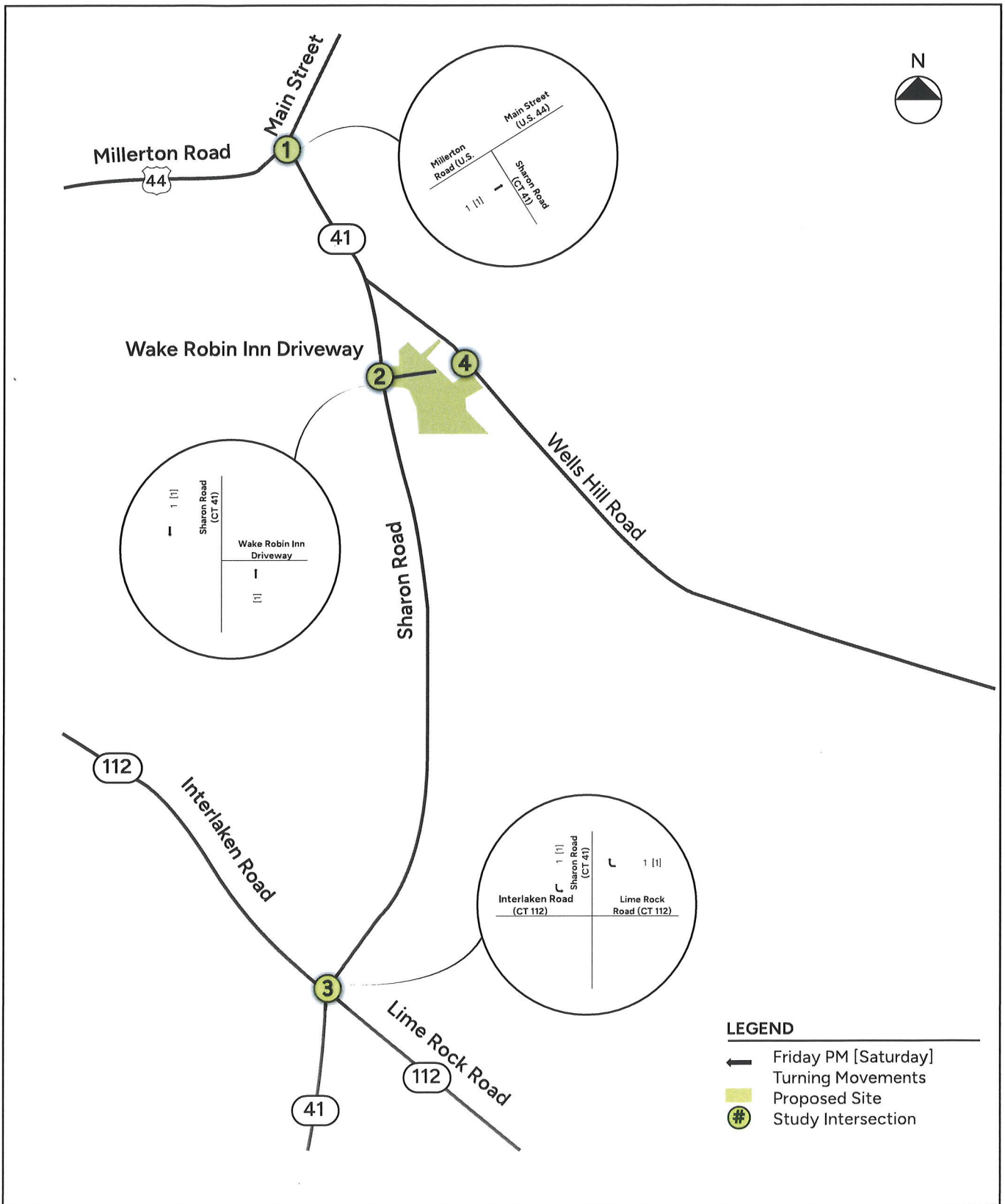


Figure 3
Background Development Affordable Housing at 11 Holley Street



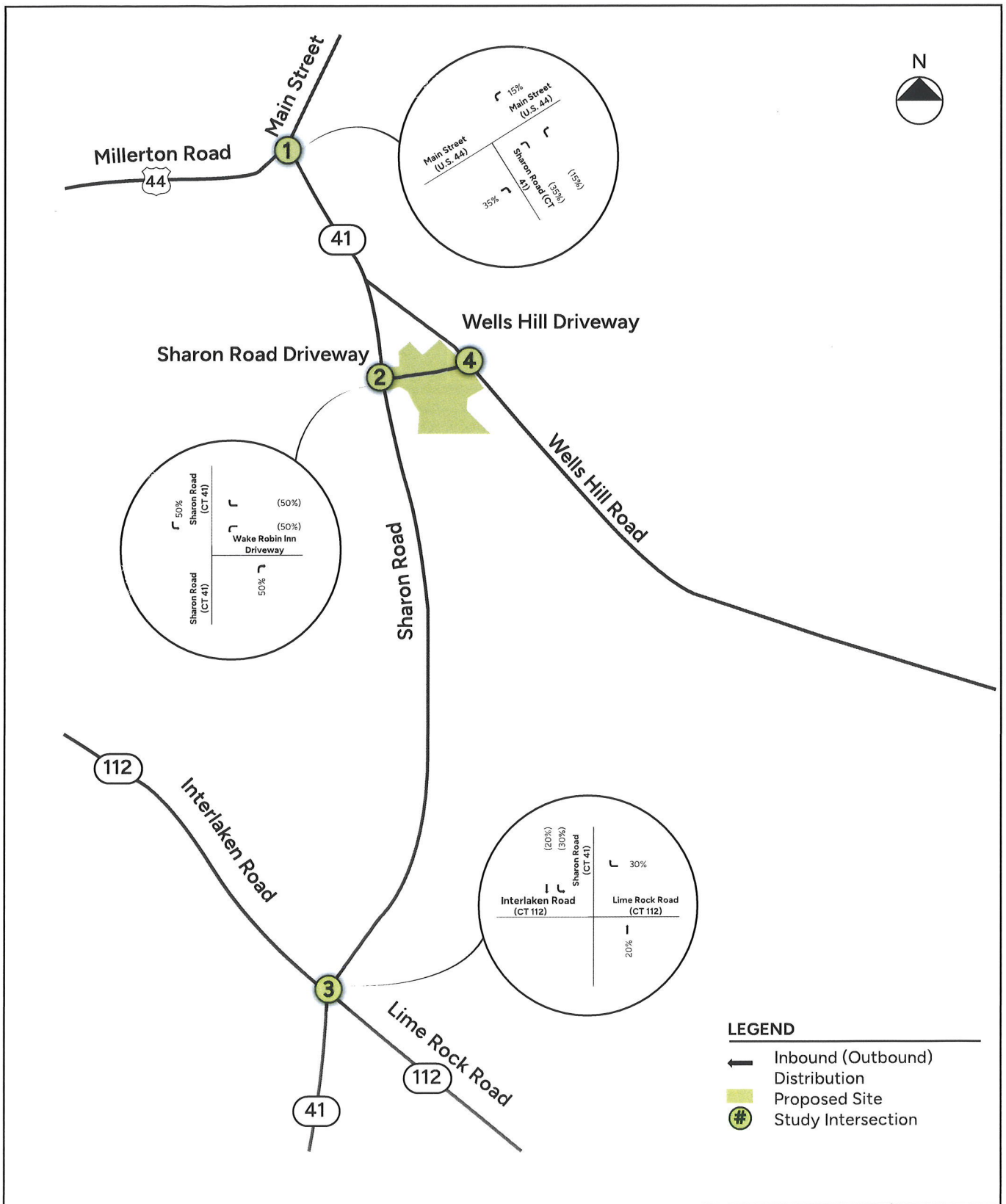


Figure 4
Site Traffic Distribution



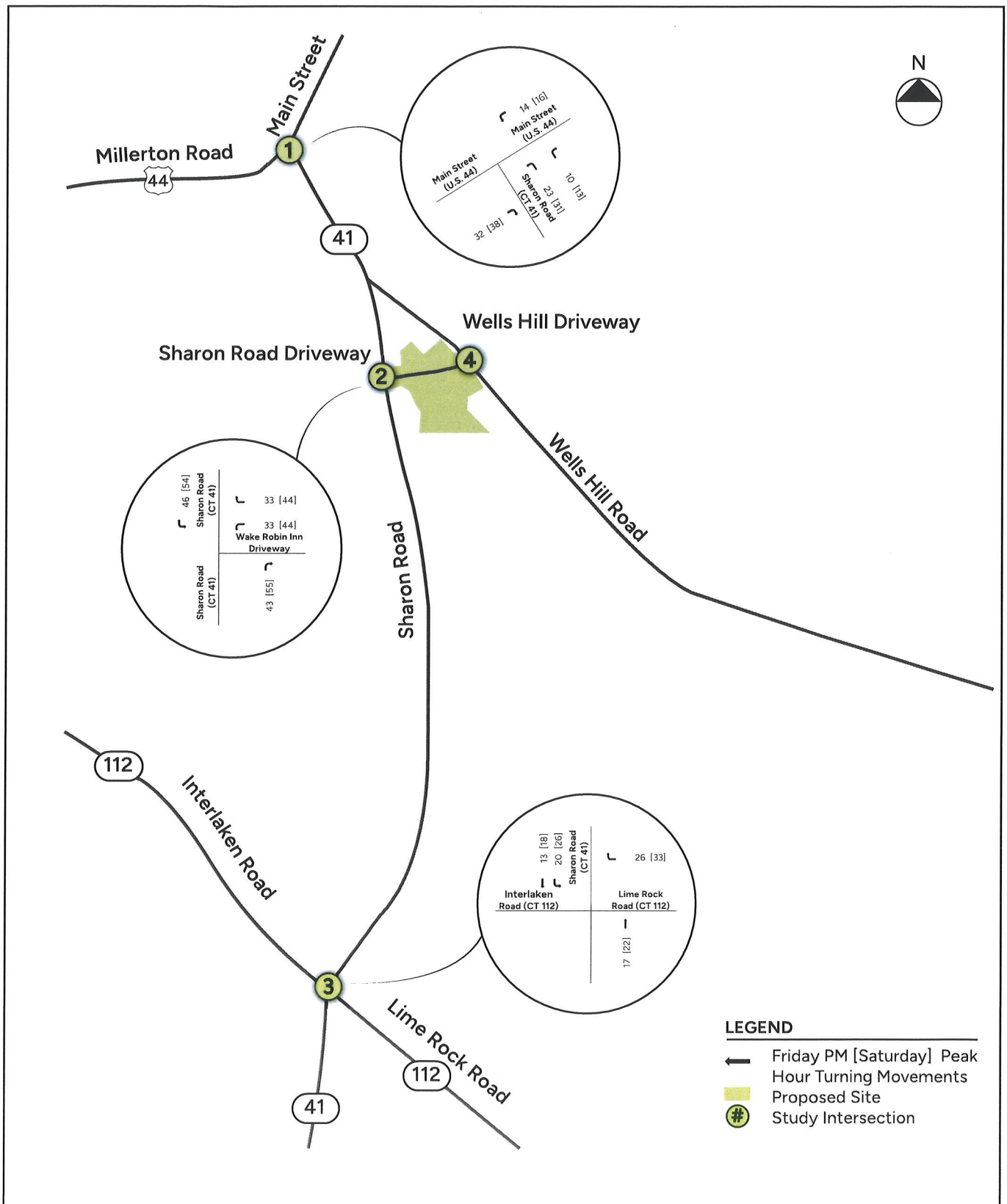


Figure 5
Site Generated Trips



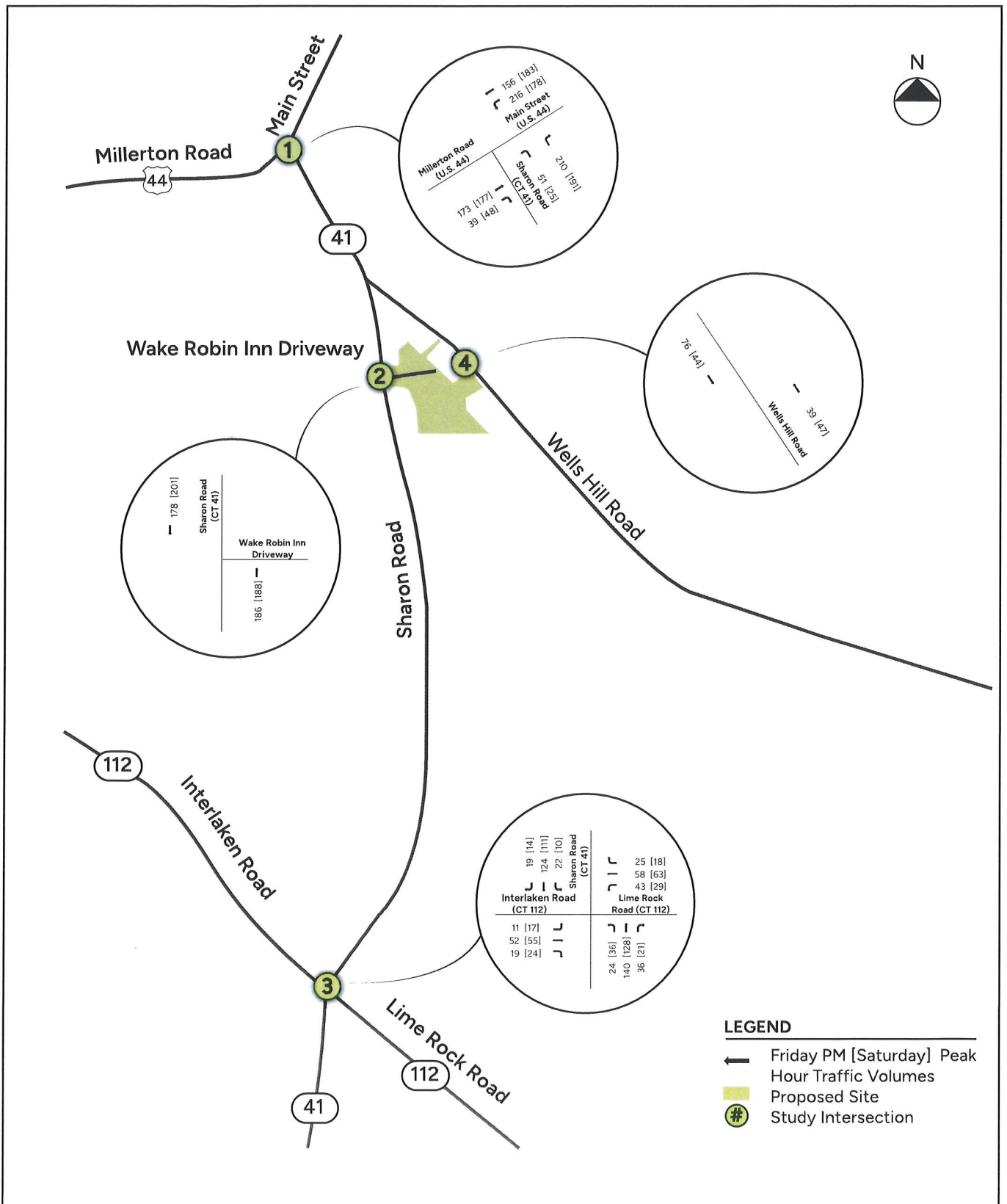


Figure 6
2026 Background Traffic



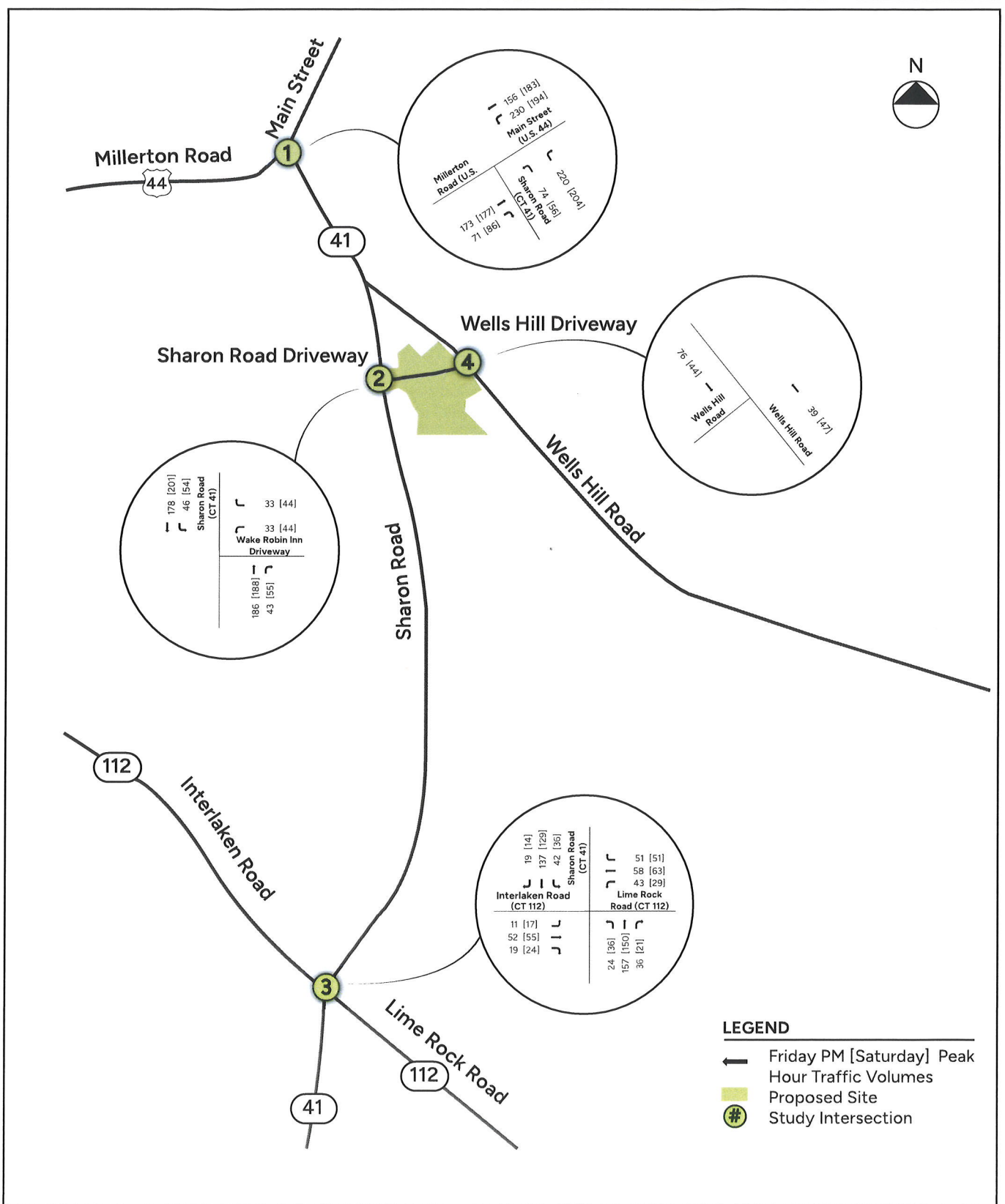


Figure 7
2026 Combined Traffic

