

## MEMORANDUM

TO: Mr. Ted Spitzer

FROM: Milone & MacBroom, Inc. (MMI)

DATE: November 12, 2013

RE: Traffic Due Diligence  
Regional Market Master Plan  
Hartford, Connecticut  
MMI #5243-01

---

We have prepared this memorandum to summarize our due diligence work efforts and findings associated with the Hartford Regional Market proposed Master Plan. This is specifically in regard to review of existing traffic conditions in the area surrounding the site. Information that has been collected is summarized below as well as discussion of next steps.

The Hartford Regional Market is operated by the Connecticut Department of Agriculture and is located east of I-91, north of Maxim Road, and west of Reserve Road in Hartford. Figure 1 shows the site location. The site covers 32 acres, containing 230,386 square feet of warehouse space, an active railroad spur, and 144 stalls in the farmer's market. The facility operates daily and year round. We understand that market activity is busiest in the spring.

Reserve Road has two travel lanes adjacent to the site, with one lane in each direction. Maxim Road has four travel lanes adjacent to the site, with two lanes in each direction. Both have a posted speed limit of 30 miles per hour. Dedicated turn lanes are present at the signalized intersection of Reserve Road and Maxim Road. Key intersections surrounding the site include:

- Reserve Road and Maxim Road (signalized)
- Brainard Road at Airport Road (signalized)
- Brainard Road at Murphy Road/I-91 on/off ramps (signalized)
- Reserve Road at Van Dyke Avenue and Wawarme Avenue (unsignalized)

The site currently has two access driveways at Reserve Road. The northerly driveway provides primary access to the Fresh Point company. The southerly driveway serves as the main access to the Regional Market. Both site driveways operate with STOP-controlled egress for motorists exiting the site. We understand that a new driveway is being investigated onto Maxim Road that would serve as a secondary means of access to and from the Regional Market. The Department of Agriculture is investigating this possibility, which may require the purchase of property or an easement between the site and Maxim Road.

Motorist travel speed data was collected on Maxim Road west of Reserve Road between October 25, 2013 and November 4, 2013 by means of Automatic Traffic Recorder (ATR) in

order to assess sight distances that will likely be required for a future driveway at Maxim Road. The 85<sup>th</sup> percentile speed on Maxim Road was recorded to be 39 miles per hour in both directions. Motorists egressing the site at any future driveway to Maxim Road will require a sightline looking to the east/northeast of 434 feet and a sightline looking to the west/southwest of 463 feet. Additionally, motorists making a left turn into any future driveway site from Maxim Road will require a sight distance of 346 feet in order to see oncoming traffic heading westbound on Maxim Road. These sight distances are based on Connecticut Department of Transportation (CTDOT) guidelines. The location of any future site driveway at Maxim Road, in order to achieve these sight distances, should be in close proximity to the point where Maxim Road makes a nearly 45 degree bend approximately 850 feet west of Reserve Road. This location will essentially maximize visibility in both directions.

Traffic volume data in the vicinity of the site was reviewed. CTDOT regularly collects traffic volume data throughout the state and has several traffic monitoring stations near the Hartford Regional Market. Review was made of historical traffic volume data at these locations over the last decade to evaluate trends in traffic growth. Average Daily Traffic (ADT) volume data during the years of 2003, 2006, 2009, and 2012 at four locations adjacent to the site is summarized in Table 1. Additionally included is daily traffic volume data recently collected by MMI at the location of Maxim Road west of Reserve Road. As shown in the table, the daily traffic volumes near the site increased from 2003 to 2009 and then have mostly decreased since 2009. Based on the recent MMI data collected in 2013, it appears that daily traffic may continue to be decreasing.

**TABLE 1**  
**Weekday Average Daily Traffic (ADT) Volumes**  
**Hartford Regional Market Area**

<b>Location:</b>	<b>2003</b>	<b>2006</b>	<b>2009</b>	<b>2012</b>	<b>2013*</b>
Maxim Road west of Reserve Road	5,800	6,400	6,600	6,600	6,300
Maxim Road north of Airport Road	8,200	8,000	8,400	8,100	N/A
Brainard Road north of Murphy Road and I-91/Route 15 on/off ramps	27,800	27,600	28,800	26,900	N/A
Reserve Road southeast of Van Dyke Avenue	N/A	N/A	3,900	3,400	N/A

Source: Connecticut Department of Transportation  
 \* ATR data collected by MMI

Traffic volumes are comparably much lower during the weekend than during weekdays adjacent to the site. This is important to note because the Hartford Regional Market is typically busiest on

the weekend. When motorists are traveling to and from the market, they are doing so when the roadway system is not heavily burdened by other drivers. Between October 25, 2013 and November 4, 2013, the average daily volume of Saturday traffic on Maxim Road west of Reserve Road was 3,180 vehicles. The average Sunday daily traffic during this period was 1,414 vehicles. Weekend daily traffic is half of that during the week.

Moreover, hourly traffic volumes on Maxim Road adjacent to the site during the times when the Regional Market is typically busiest, Saturday mornings, are significantly lower than during the peak times during the week. We understand that the market is typically busiest during Saturday mornings from around 4:00 a.m. to 8:00 a.m. During this time frame on a Saturday, hourly traffic on Maxim Road passing the site was recently found to range from approximately 360 to 400 vehicles. By comparison, during weekdays the hourly traffic passing the site during the morning peaks at approximately 625 to 680 vehicles. Again, this illustrates that when motorists are traveling to and from the market they are not doing so during the peak hours of the roadway network.

Other information was requested and collected from the city and state. City of Hartford Engineering and CTDOT indicated that there are no roadway improvement projects that are planned or expected near the site in the foreseeable future. Information on recent traffic accidents on Reserve Road and Maxim Road has been requested but not yet received from the Hartford Police Department. The City of Hartford Economic Development office was contacted regarding new developments near the Regional Market and indicated that the following developments are planned in the Shelton-Charter Oak area to the northwest of I-91 near the site:

- Redevelopment of Dillon Stadium
- Colville Streetscape: Wawarme Avenue, Van Dyke Avenue, Huyshope Avenue, Masseek Street, Sequassen Street, and Van Block Avenue
- Upwards of 129 residential units at the Colt Armory
- A new Capital Region Education Council (CREC) school at the corner of Van Dyke Avenue and Sequassen Street
- Capewell townhouse revitalization
- Dutch-Point homes development
- Potential development of a 6.4-acre site on the south side of Wawarme Avenue between Ledyard and Locust Streets

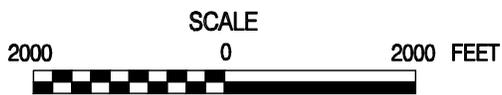
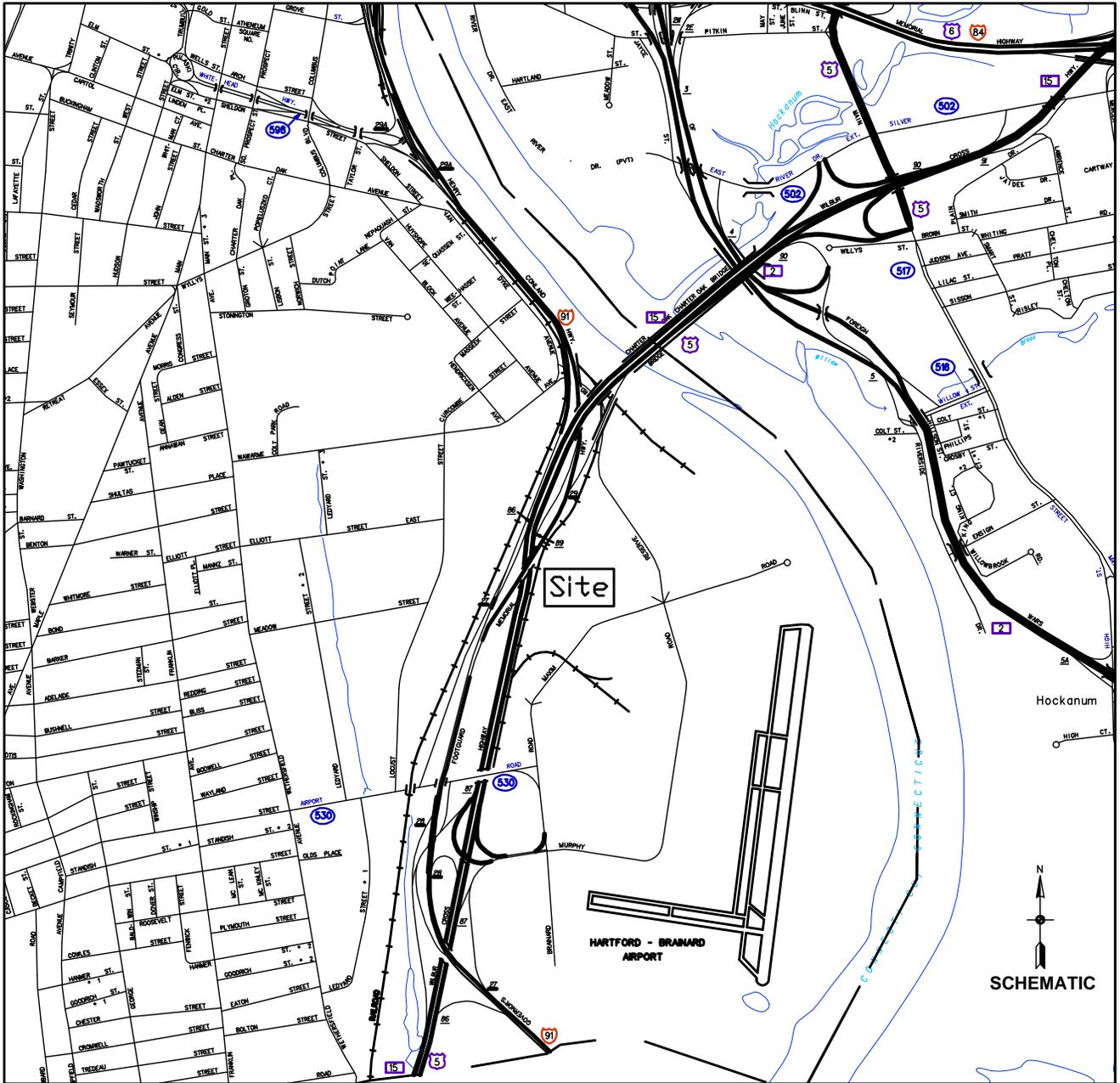
Given the location of these planned developments, on the other side of I-91 away from the site, they are not expected to generate new traffic that would impact Reserve Road or Maxim Road adjacent to the Regional Market.

In summary, this memorandum outlines our findings in terms of existing and expected future traffic conditions in the area near the Hartford Regional Market. Roadway traffic adjacent to the site is not heavy during the times when the market is busiest on Saturdays; roadway traffic adjacent to the site peaks during the week, not the weekend. There are no city or state roadway

projects that are expected adjacent to the site in the foreseeable future. New development that is planned nearby in Hartford is located away to the northwest of the site and not expected to impact the roadways adjacent to the Regional Market. At this time, we do not anticipate that any off-site traffic issues will be associated with the Regional Market Master Plan.

The key next steps for this project will be to design and engineer the on-site circulation and parking of the market site such that internal traffic operations and circulation are adequate as well as the future access to and from the site. As mentioned above, any new driveway at Maxim Road should be situated at a point approximately 850 feet west of Reserve Road in order to maximize sight distances. Existing on-site traffic conditions should be observed and studied during the peak season for the market, which we understand is in the spring. Please let us know if you have any questions.

5243-01-n1213-memo.docx



**SITE LOCATION**  
**Regional Market**  
**Hartford, Connecticut**