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**Re: Site Traffic Evaluation Study
TicketNetwork Forest Summer Concert Series
60 South Frontage Road and 135 -137 and 140 Bolton Road
Vernon, Connecticut**

Dear Ms. Famiglietti:

Reference is made to the proposal to develop an outdoor summer concert facility on the parcel of land located on the south side of South Frontage Road, between Tunnel Road to the west and Bolton Road to the east opposite the Interstate 84 Eastbound Off Ramp, in the Town of Vernon, Connecticut. We understand that given the available parking at this time, the proposed operation will initially accommodate about 2,070 spectators and will run concerts from May through October primarily on Friday and Saturday evenings between the hours of 7:00 pm and 12:00 midnight. Please refer to Exhibit 1 of the Appendix which locates this site with respect to the surrounding roadway network.

Introduction

Please refer to Table 1 on the next page which summarizes various development parameters for the proposed facility.

The concert facilities and the main parking area will be located at 60 South Frontage Road and will be served by the Main Site Drive, which will be a new two-way site drive intersecting the south side of South Frontage Road about 830 feet east of Tunnel Road and about 500 feet west of the Interstate 84 Eastbound Exit Ramp. This main parking lot will provide about 606 parking spaces, 590 of which will have direct access/egress via the Main Site Drive, and 16 of which will be located near the parcel also owned by the subject developer at 135-137 Bolton Road which houses the TicketNetwork office building and an additional 100 parking spaces that will be used by the concert operation. The 100 parking spaces at 135-137 Bolton Road, and the aforementioned 16 parking spaces at 60 South Frontage Road near 135-137 Bolton Road, will utilize the existing TicketNetwork two-way site drive intersecting the west side of Bolton Road opposite Clark Road, which has been designated as the East Site Drive in the discussions and analyses that follow. Additionally, the existing industrial site located at 140 Bolton Road across the street from the TicketNetwork office building, from which

Table 1
Estimated Trip Generation
TicketNetwork Forest Summer Concert Series
Vernon, Connecticut

Traffic Peaks

	<u>Parking Lot</u>	<u>Location</u>	<u>Parking</u>	For <u>Access/Egress</u>	<u>Percent of Total</u>
Parking Supply:	Main Lot:	60 South Frontage Road	606 spaces	590 spaces*	71%
	Secondary Lot:	135-137 Bolton Road	100 spaces	116 spaces	14%
	<u>Off-Site Lot:</u>	<u>140 Bolton Road</u>	<u>122 spaces</u>	<u>122 spaces</u>	<u>15%</u>
		Total:	828 spaces	828 spaces	100%
Concert Occupancy:	2,070	spectators maximum @ 2.5 people per car			
Number of Vehicles:	828	@ 2.5 people per car			
Concert Period:	7:00 pm to 12:00 midnight	Friday and Saturday evenings			
Arrival Periods:	5:00 to 6:00 pm	20 percent of total, or 166 vehicles per hour			
	6:00 to 7:00 pm	80 percent of total, or 662 vehicles per hour	<----- ARRIVAL		
Departure Periods:	11:30 pm to 12:30 am	80 percent of total, or 662 vehicles per hour	<----- DEPARTURE		
	12:30 to 1:30 am	20 percent of total, or 166 vehicles per hour			

Note:

* 16 spaces within this lot are closest to 135-137 Bolton Road access/egress drive.

the subject developer leases parking for his office employees, will provide an additional 122 parking spaces for the concert operation. These off-site parking spaces will be served by the existing 140 Bolton Road two-way site drive, which intersects the east side of Bolton Road about 140 feet south of Clark Road, and has been designated as the Off-Site Site Drive in the discussions and analyses that follow.

A review of Table 1 shows that a total of 828 parking spaces will be initially provided for the subject concert operation, with 606 spaces at 60 South Frontage Road, 100 spaces at 135-137 Bolton Road, and 122 spaces at 140 Bolton Road.

Given the commercial nature of this development, the fact that it abuts a state highway (i.e., South Frontage Road, State Route (SR) 541), and that total parking exceeds 200 parking spaces, such classifies the subject development as a major traffic generator requiring that a Certificate of Operations be applied for and obtained from the State Traffic Commission pursuant to Sec. 14-311 of the Connecticut General Statutes.

Accordingly, discussions have been held with the Connecticut Department of Transportation (ConnDOT) Division of Planning during the developmental stages of the analyses included herein to assure that trip generation, trip distribution, selected study area, peak hours to be evaluated, and peak hour traffic volumes for selected study intersections, are acceptable.

A review of Table 1 shows that, given the currently maximum available parking supply of 828 parking spaces, and assuming that each entering and exiting vehicle will carry about 2.5 people per car as is generally accepted in the traffic engineering profession for the subject use, the maximum concert occupancy will initially be about 2,070 spectators (i.e., 828 spaces X 2.5 people per car).

As also summarized in Table 1, it is expected that the concerts will run from 7:00 to 11:00 pm on Friday and Saturday evenings, with 80 percent of the spectators arriving and departing in the one hour immediately preceding or following the concert. Therefore, the peak traffic periods evaluated in the analyses that follow include the Friday arrival peak between 6:00 and 7:00 pm when 662 (i.e., 80 percent of 828 maximum spaces, or vehicles) "inbound, arrival" vehicles per hour, and the Friday departure peak between 11:30 pm and 12:30 am when 662 (i.e., again, 80 percent of 828 maximum spaces, or vehicles) "outbound, departing" vehicles per hour can be expected to added to the surrounding roadway network.

Note that the Saturday arrival and departure peaks were not evaluated since, as summarized in Table 2 on the next page which compares Friday and Saturday existing traffic volumes from automatic traffic recorder measurements conducted for this study, existing Saturday traffic volumes run at levels ranging from about 73 percent to 87 percent of the existing Friday traffic volumes measured at three locations adjacent to the subject site. Therefore, the Friday scenarios selected for analysis represent the peak, or “worse case” condition in the analyses that follow for the subject study area.

Study Area and Intersections

Given the nature of this development and the manner in which it will interface with the surrounding roadway network, the selected study area for the proposed Development, which has been confirmed by ConnDOT’s Division of Planning, consists of the following 12 intersections shown in the location map included as Exhibit 1 of the Appendix:

1. Tunnel Road (SR 533) at South Frontage Road (SR 541):

This is an unsignalized three-way intersection with Tunnel Road running north-south and South Frontage Road as the east leg. There is a flashing signal at this intersection with it flashing yellow for the two Tunnel Road approaches and flashing red for the South Frontage Road approach. The Tunnel Road northbound and southbound approaches are each one lane wide. The South Frontage Road westbound approach is two lanes wide controlled by a Stop sign with a dedicated left-turn lane and a dedicated right-turn lane. Tunnel Road has an upgrade moving northbound and South Frontage Road has an upgrade moving westbound. Tunnel Road is posted at 30 miles per hour and South Frontage Road is posted at 35 miles per hour.

2. South Frontage Road (SR 541) at Proposed Main Site Drive:

This will be an unsignalized three-way intersection with South Frontage Road running east-west and the proposed main site drive as the south leg. The South Frontage Road eastbound and westbound approaches will be each one lane wide. The main site drive will be three lanes wide with two operating inbound during concert arrivals and two operating outbound during concert departures. The main site drive outbound approach will be controlled by a Stop sign. South Frontage Road is relatively flat at the site drive while the proposed site drive has an upgrade in moving toward South Frontage Road. South Frontage Road is posted at 35 miles per hour.

Table 2
Comparison of Friday and Saturday Existing Traffic Volumes
TicketNetwork Forest Summer Concert Series
Vernon, Connecticut

<u>South Frontage Road west of Interstate 84 Eastbound Off Ramp</u>									
<u>Time</u>	<u>Friday</u>			<u>Total</u>	<u>Saturday</u>			<u>Compare Friday to Saturday (2)/(1)</u>	<u>Compare Arrival and Departure Peaks (2)/(1)</u>
	<u>Eastbound</u>	<u>Westbound</u>	<u>Total</u>		<u>Eastbound</u>	<u>Westbound</u>	<u>Total</u>		
6-7 pm	49	62	111	35	48	83	0.75	0.75	
7-8 pm	45	55	100	27	63	90	0.90		
8-9 pm	30	49	79	28	35	63	0.80		
9-10 pm	28	46	74	27	31	58	0.78		
10-11 pm	27	32	59	25	37	62	1.05		
11-12 mn	17	16	33	15	27	42	1.27	1.27	
Totals:	196	260	456	157	241	398	87%		
<u>South Frontage Road east of Interstate 84 Eastbound Off Ramp</u>									
<u>Time</u>	<u>Friday</u>			<u>Total</u>	<u>Saturday</u>			<u>Compare Friday to Saturday (2)/(1)</u>	<u>Compare Arrival and Departure Peaks (2)/(1)</u>
	<u>Eastbound</u>	<u>Westbound</u>	<u>Total</u>		<u>Eastbound</u>	<u>Westbound</u>	<u>Total</u>		
6-7 pm	430	11	441	239	10	249	0.56	0.56	
7-8 pm	285	16	301	217	13	230	0.76		
8-9 pm	289	9	298	224	6	230	0.77		
9-10 pm	247	8	255	213	7	220	0.86		
10-11 pm	216	7	223	265	9	274	1.23		
11-12 mn	163	4	167	160	6	166	0.99	0.99	
Totals:	1630	55	1685	1318	51	1369	81%		
<u>Bolton Road south of South Frontage Raod</u>									
<u>Time</u>	<u>Friday</u>			<u>Total</u>	<u>Saturday</u>			<u>Compare Friday to Saturday (2)/(1)</u>	<u>Compare Arrival and Departure Peaks (2)/(1)</u>
	<u>Northbound</u>	<u>Southbound</u>	<u>Total</u>		<u>Northbound</u>	<u>Southbound</u>	<u>Total</u>		
6-7 pm	115	77	192	64	70	134	0.70	0.70	
7-8 pm	64	71	136	49	58	107	0.79		
8-9 pm	46	64	110	46	40	86	0.78		
9-10 pm	47	69	116	28	43	71	0.61		
10-11 pm	26	40	66	18	39	57	0.86		
11-12 mn	22	30	52	17	16	33	0.63	0.63	
Totals:	321	351	672	222	266	488	73%		

3. South Frontage Road (SR 541) at Interstate 84 Eastbound Off Ramp & Office Drive:

This is an unsignalized four-way intersection with South Frontage Road running east-west, the Interstate 84 Eastbound Off Ramp as the north leg, and an office site drive as the south leg. The South Frontage Road eastbound and westbound approaches are each one lane wide. The Interstate 84 Off Ramp southbound approach has one lane dedicated to left-turn and through movements controlled by a Stop sign and a dedicated right-turn lane controlled by a Yield sign. The office site drive northbound approach is one lane wide controlled by a Stop sign for left-turn and right-turn movements. South Frontage Road has an upgrade moving westbound, the I-84 Off Ramp has a downgrade approaching the intersection, and the office site drive has an upgrade approaching the intersection. South Frontage Road is posted at 35 miles per hour.

4. Bolton Road at 140 Bolton Road (Off-Site Site Drive):

This is an unsignalized three-way intersection with Bolton Road running north-south and the site drive serving 140 Bolton Road as the east leg. The Bolton Road northbound and southbound approaches are each one lane wide. The 140 Bolton Road westbound approach which serves an existing industrial development and an auxiliary parking area for concerts is to be controlled by a Stop sign and is one lane wide. Bolton Road moves at a downgrade southbound and the site drive has an upgrade approaching the intersection. Bolton Road is posted at 30 miles per hour.

5. Bolton Road at East Site Drive and Clark Road:

This is an unsignalized four-way intersection with Bolton Road running north-south, the east site drive as the west leg, and Clark Road as the east leg. The Bolton Road northbound and southbound approaches are each one lane wide. The east site drive eastbound approach which serves an existing office and the auxiliary parking area for concerts is to be controlled by a Stop sign, and the Clark Road westbound approach is controlled by a Stop sign, are each one lane wide. Bolton Road moves at a downgrade southbound, the site drive has an upgrade approaching the intersection, and Clark Road has a downgrade approaching the intersection. Bolton Road is posted at 30 miles per hour and Clark Road is posted at 25 miles per hour.

6. Bolton Road (SR 541 north of intersection) at South Frontage Road (SR 541) and Interstate 84 Eastbound On Ramp:

This is an unsignalized four-legged intersection with Bolton Road running north-south, South Frontage Road as the west leg, and the Interstate 84 Eastbound On Ramp moving away from the intersection as the east leg. The Bolton Road northbound and southbound approaches are each one lane wide. The South Frontage Road eastbound approach is two lanes wide with one dedicated left-turn/through lane and one dedicated right-turn lane. The intersection is controlled by a flashing beacon flashing red on the three approaches with a Stop sign on each. Bolton Road has a downgrade southbound, South Frontage Road has an upgrade approaching the intersection, and the I-84 On Ramp has a downgrade approaching Interstate 84. Bolton Road is posted at 35 miles per hour north of the intersection and at 30 miles per hour south of the intersection. South Frontage Road is posted at 35 miles per hour.

7. Bolton Road (SR 541) at Whitney T. Ferguson III Road (SR 542):

This is an unsignalized three-way intersection with Bolton Road running north-south and Ferguson Road as the west leg. The Bolton Road northbound and southbound approaches are each one lane wide. The Ferguson Road eastbound approach is two lanes wide with one dedicated left-turn lane and one dedicated right-run lane controlled by a Stop sign. Bolton Road has an upgrade northbound and southbound in moving away from the intersection and Ferguson has a downgrade in moving westbound. Bolton Road is posted at 35 miles per hour and Ferguson Road is posted at 25 miles per hour.

8. Ferguson Road (SR 542) at Interstate 84 Westbound On/Off Ramps:

This is an unsignalized three-way intersection with Ferguson Road running east-west and the Interstate 84 Westbound On and Off Ramps as the south leg. The Ferguson Road eastbound and westbound approaches are each one lane wide. The Interstate 84 Westbound Off Ramp (i.e., northbound approach) is one lane wide controlled by a Stop sign. Ferguson Road has an upgrade in the westbound direction, and the I-84 Westbound Off Ramp approaches the intersection at an upgrade. Ferguson Road is posted at 25 miles per hour.

9. Tunnel Road (SR 533) at Keynote Drive and Ferguson Road (SR 542):

This is an unsignalized four-way intersection with Tunnel Road running north-south, Keynote Drive serving a mix of office and residential uses as the west leg, and Ferguson Road as the east leg. The Tunnel Road northbound and southbound approaches are each one lane wide. The Keynote Drive eastbound approach is one lane wide. The Ferguson Road westbound approach is two lanes wide with one dedicated left-turn/through lane and one dedicated right-turn lane. This intersection is controlled by a flashing beacon that flashes yellow on the two Tunnel Road approaches and flashes red for the Keynote drive and Ferguson Road approaches which also have Stop signs. Tunnel Road has an upgrade in the southbound direction, Ferguson Road has an upgrade in the westbound direction and Keystone Drive has an upgrade in the eastbound direction in moving toward the intersection. Tunnel Road is posted at 35 miles per hour and Ferguson Road is posted at 25 miles per hour.

10. Hartford Turnpike (Route 30) at Tunnel Road (SR 533):

This is an unsignalized three-way intersection with Route 30 running east-west and Tunnel Road as the south leg. The Route 30 eastbound approach is one lane wide for combination through/right-turn movements. The Route 30 westbound approach is two lanes wide with one dedicated left-turn lane and one through lane. The Tunnel Road northbound approach is one lane wide for left-turn/right-turn movements controlled by a Stop sign. Route 30 has an upgrade eastbound, and a downgrade westbound, and Tunnel Road has an upgrade northbound in approaching the intersection. Route 30 and Tunnel Road are posted at 35 miles per hour.

11. Hartford Turnpike (Route 30) at Center Road and Bolton Road (SR 541):

This is a signalized four-way intersection with Route 30 running east-west, Center Road as the north leg, and Bolton Road as the south leg. The Route 30 eastbound and westbound approaches are each two lanes wide with one dedicated left-turn lane and one combination through/right-turn lane. The Bolton Road northbound and Center Road southbound approaches are each one lane wide. The traffic signal at this intersection operates to provide four vehicular phase: the first moves the Route 30 eastbound and westbound left-turn movements without the associated through movements; the second continues to move the heavier of the two left-turn movements with its associates through movement; the third moves all the Route 30 eastbound and westbound movements; and the fourth moves all the side-street Center Road southbound and Bolton Road northbound movements. Route 30 has an upgrade westbound through this intersection, and Bolton Road has an upgrade northbound in approaching this intersection. Route 30 and Bolton Road are posted at 35 miles per hour.

