

TRAFFIC IMPACT ASSESSMENT

PROPOSED WAREHOUSES
69 FITCH HILL ROAD
UNCASVILLE, CT

JULY 2023



GREEN SITE DESIGN

**69 FITCH HILL ROAD
MONTVILLE, CT**

The site was previously developed as a gravel excavation site, with areas of previous excavation, stockpiles, and cleared land. The site is proposed to be developed with three new warehouse buildings. Building 1 will be for A&B Excavation. Buildings 2 and 3 will be rental space. There will also be an office building at the entrance to the site.

Based on data published in ITE Use Code LUC 150 – Warehouse, and LUC 710 – General Office Space, the trip generation characteristics of the project are as follows:

Office Building:	6,300 SF	68 daily trips	20 morning rush hour trips
Warehouse buildings:	45,840 SF	25 daily trips	7 morning rush hour trips

There will be 27 new vehicles on Fitch Hill Road over a 2 hour period during the morning rush hour, 6:30 to 8:30. It is estimated that one third of the trips for the warehouses will be truck and two thirds will be passenger vehicles.

The majority of the traffic entering and leaving the site will be coming from or heading easterly on Fitch Hill Road and will travel approximately 2,000 feet to the intersection with New London Turnpike and then onto Route 82.

RECOMMENDATIONS

In order to ensure that safe and efficient access and egress are provided to and from the project site it is recommend that the proposed driveways onto Fitch Hill Road provide a minimum of 24 feet of total width to accommodate a minimum 12 foot entering lane and a 12 foot exiting lane. The proposed driveway approach to Fitch Hill Road should be placed under STOP sign control with a painted STOP bar provided on the driveway approach to Fitch Hill Road.

It is also recommended that all existing and proposed vegetation be regularly maintained to ensure adequate sight distance is provided from the proposed driveway. Specifically, all existing vegetation should be three or less feet in height to ensure that adequate sight lines are provided to and from the driveway location. All proposed signage is to be located outside of the sight lines. With these measures in place, safe and efficient access and egress will be provided to and from the project site with minimal impact to area traffic operations.

As documented in this report, project-related traffic increases are not projected to result in a notable impact to area traffic operations during the peak hours of roadway activity. With implementation of the above recommendations, safe and efficient site access will be provided and the proposed project can be built with minimal impact on the roadway system.