

Savage-Dunham, Mary

From: Berthiaume, Nicole M (DOT) <nicole.m.berthiaume@state.ma.us>
Sent: Friday, November 13, 2020 8:16 AM
To: Dion, Michael; Hixson, Kevin
Cc: Vieira, Daniel N. (DOT); Broderick, Matthew E. (DOT); McConarty, Cindy (DOT); Soares, David (DOT); Travers, Bill D. (DOT); Fitzgerald, Robert M. (DOT); Savage-Dunham, Mary; Lucien, Lionel (DOT)
Subject: Hingham - 100 Industrial Park Road - Amazon

Follow Up Flag: Flag for follow up
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Hi Michael –

MassDOT District 5 has had the opportunity to review the Traffic Study dated July 2020. While the study is consistent with a Traffic Impact Study required by MassDOT for standard projects, the study alone does not fully detail the impacts to the MassDOT owned Derby Street corridor/signal system. MassDOT was able to obtain additional documents from the Town's website including the latest civil plan set and the compiled Operations Report. Based on our review of these documents, and discussion with the Town on November 3, MassDOT offers the following comments:

- The proponent should confirm that the traffic analysis was performed using the latest traffic signal layouts and timing plans reflective of the recently completed project on Derby Street.
- The intersection capacity analysis performed may not be sufficient to anticipate or identify potential operational concerns due to delivery vehicle platoons travelling to or from the proposed facility. Additional analysis using microsimulation software may be beneficial.
- The Operations Report indicates that 48 vans will be dispatched every 20 minutes between 10:10 a.m. and 11:20 a.m. Clarify if it is the intention for all 48 vans to be released simultaneously at the beginning of the 20 minute window, or if those vans be metered within that 20 minute time period.
- Derby Street experiences increased traffic flows during the lunchtime peak. The proponent should ensure that the operations schedule is maintained to not tax the corridor during this time.
- The existing signal timings may need to be adjusted to accommodate the proposed traffic patterns.
- Given the unknown effects of the van platoons on the signal system, and a reasonable assumption that online shopping will expand over the next 5 years, MassDOT requests a traffic monitoring program and subsequent signal timing adjustments based on the data.
- Any adjustments to the signal system, including adjusting signal timings would trigger a State Highway Access Permit.

- The total trips and parking spaces appear to be above the 1,000 trips/150 parking space trigger for a State Highway Permit and MEPA ENF review. While it appears the proponent is taking credit for existing trips/parking, it is MassDOT's understanding that the proposed use is significantly greater when compared to the use over the last 15 +/- years.
- Similarly, total number of parking spaces is greater than 300 which can trigger the same ENF requirement on its own, even if the trips do not exceed 1,000.
- A MassDOT Permit is triggered when there are more than 300 new parking spaces, or more than 1000 new trips AND 150 new parking spaces. Based on discussion with the Town on how the site currently operates, it is reasonable to say that the need for an Indirect State Highway Access Permit would be triggered.
- The proponent should request an Advisory Opinion from MEPA regarding these metrics, and the allowable credits.

- No Trees, shrubs or bushes may be cut from within the State Highway Layout for the adjacent Route 3.
- The proponent must take care to not disturb an sideline fencing, bounds, or granite monuments along the edge of the State Highway Layout. Note that no fencing may be removed at any time.
- Confirm that the proposed retaining wall along the fence line at the northerly corner of the property can be constructed without any impacts to the Route 3 State Highway Layout.
- Note, any other work done at or within the State Highway Layout (Derby Street or Route 3) would trigger the need for a State Highway Access Permit.

Thank You,

Nicole Berthiaume
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