

Ref: 7817

February 6, 2018

Ms. Emily Wentworth  
Senior Planner: Zoning/Special Projects  
Town of Hingham  
210 Central Street  
Hingham, MA 02043

Re: Supplemental Traffic Engineering Peer Review  
River Stone Condominiums - Ward Street (Map 124, Lots 70-75 and 26)  
Hingham, Massachusetts

Dear Emily:

Vanasse & Associates, Inc. (VAI) has completed a review of the supplemental materials submitted on behalf of River Stone, LLC (the "Applicant") in support of the proposed River Stone Condominiums to be located off Ward Street and Viking Lane on property shown on Assessors' Map 124, Lots 70-75 and 26, in Hingham, Massachusetts (hereafter referred to as the "Project"). This information was prepared in response to the comments that were raised in VAI's January 4, 2018 review letter and consisted of letters dated January 23, 2018 and February 2, 2018 prepared by McKenzie Engineering Group with accompanying revised (through February 2, 2018) *Comprehensive Permit Plan*, and a letter dated January 25, 2018 prepared by Ron Müller & Associates (RMA).

Based on our review of the supplemental information that has been submitted in support of the Project, we are satisfied that the Applicant's engineer has generally addressed our comments concerning the April 2016 Traffic Impact and Access Study (the "April 2016 TIAS"); however, there remain outstanding comments pertaining to the *Comprehensive Permit Plan* and the connection to Autumn Circle, the resolution of which is required in order to render an opinion as to the impact of the Project on public health, safety and welfare, as these criteria apply to the existing and proposed transportation system.

For reference, listed below are the comments that were raised in our January 4, 2018 review letter that required additional information or analysis followed by a summary of the response submitted on behalf of the Applicant, with additional comments indicated in **bolded** text for identification.

## **APRIL 2016 TRAFFIC IMPACT AND ACCESS STUDY**

### **General**

**Comment:** *The April 2016 TIAS was prepared in a professional manner and following the applicable standards of care, and was stamped and signed by the Professional Engineer in responsible charge for the preparation of the document as required pursuant to Massachusetts General Law. The study will need to be revised to reflect the current development plan for the Project which now includes a connection to Autumn Circle.*

**Response:** The Applicant's engineer expanded the study area that was assessed in the April 2017 TIAS to include Autumn Circle and the intersection of High Street at Autumn Circle. **No further response required.**

### **Existing Conditions**

#### **Study Area**

**Comment:** *This study area is generally sufficient to evaluate the potential impact of the Project on the transportation infrastructure based on the expected trip-distribution pattern for the Project, and encompasses the major intersections located proximate to the Project site where the Project is expected to result in an increase in peak-hour traffic volumes by: i) five (5) percent or more; or ii) by more than 100 vehicles per hour. That being said, the addition of the connection between Viking Lane and Autumn Circle that is shown on the current version of the Comprehensive Permit Plan necessitates that the study area be expanded to include Autumn Circle and the intersection of High Street at Autumn Circle, with a particular emphasis on pedestrian accommodations and safety for the residents of Autumn Circle.*

**Response:** The Applicant's engineer expanded the study area that was assessed in the April 2017 TIAS to include Autumn Circle and the intersection of High Street at Autumn Circle. An inventory of pedestrian accommodations (or lack thereof) was also provided as a part of the expanded assessment. **No further response required.**

#### **Traffic Volumes and Data Collection**

**Comment:** *Additional traffic counts and field measurements are required for Autumn Circle and the intersection of High Street at Autumn Circle.*

**Response:** Traffic counts were conducted at the High Street/Autumn Circle intersection on January 18, 2018 (Thursday) during the weekday morning (7:00 to 9:00 AM) and evening (4:00 to 6:00 PM) peak periods, and the data was adjusted upward to represent traffic volumes at the intersection under average-month conditions. The Applicant's engineer noted that there were no pedestrians observed crossing High Street or Autumn Circle at the High Street/Autumn Circle intersection; however, **we note that the pedestrian observations were conducted in January when pedestrian activity in the area is limited due to weather conditions. We expect that pedestrian activity along both High Street and Autumn Circle is more pronounced under favorable weather conditions. No further response required.**

## **Pedestrian and Bicycle Facilities**

**Comment:** *The Applicant's engineer should provide a description (narrative and/or graphic) of existing and planned future pedestrian and bicycle accommodations within the study area in order to ascertain the relationship of such accommodations to the Project site, particularly the accommodations that are available within the Autumn Circle neighborhood and how these accommodations will be impacted by the Project.*

**Response:** The Applicant's engineer provided a description of the location of existing sidewalks and pedestrian crossing locations within the study area, noting that sidewalks are not provided along Autumn Circle. In addition, the Applicant's engineer noted that formal bicycle accommodations are not currently provided along the study area roadways. Additionally, the Town Engineer confirmed that there are currently no plans for pedestrian or bicycle improvements within the study area. **No further response required.**

## **Public Transportation**

**Comment:** *The Applicant's engineer should provide a description of public transportation services within the study area and that serve the Town of Hingham and adjacent communities that may be accessed by residents of the Project.*

**Response:** The Applicant's engineer provided a description of public transportation services within the study area, including bus service operated by the Massachusetts Bay Transportation Authority (MBTA). The MBTA provides bus service along High Street to the north of the Project site by way of the Route 222 bus which includes a stop at the High Street/Ward Street/French Street intersection and provides service to Quincy Center Station where connections can be made to the Commuter Rail, subway (Red Line) and other bus routes. The Applicant's engineer identified that a sidewalk is provided along Ward Street between the Project site and the High Street/Ward Street/French Street intersection. **No further response required.**

## **Motor Vehicle Crash Summary**

**Comment 1:** *The crash analysis should be updated and expanded to include the most recent crash data that is available from MassDOT for the existing and expanded study area and should include a review of the statewide High Crash Location List.*

**Response:** Motor vehicle crash data was obtained from MassDOT for the High Street/Autumn Circle intersection for the most recent 3-year period available (2013 through 2015, inclusive) and a review of the statewide High Crash Location List was also undertaken. This information indicated that there were no reported motor vehicle crashes at the High Street/Autumn Circle intersection over the 3-year review period based on the MassDOT data and there were no locations within the study area that were included on MassDOT's High Crash Location List.

**As requested, the Applicant's engineer should review the MassDOT crash data for the remaining study intersections for the period 2013 through 2015, inclusive, in**

**order to determine if there has been any material change in the number of motor vehicle crashes occurring at the study intersections from the data that was presented in the April 2016 TIAS.**

**Comment 2:** *Motor vehicle crash data should be obtained from the Town of Hingham Police Department for the most recent 3-year period available.*

**Response:** Motor vehicle crash data was obtained from the Hingham Police Department for the High Street/Ward Street/French Street intersection for the period 2015 through 2017, inclusive. This Hingham Police Department data indicated that the High Street/Ward Street/French Street intersection experienced a total of 16 reported motor vehicle crashes over the 3-year review period, the majority of which involved angle (turning) or crossing maneuvers that resulted in property damage only, consistent with the MassDOT crash data that was presented in the April 2016 TIAS.

**As requested, the Applicant's engineer should obtain motor vehicle crash data/incident logs (crash reports are not required) for the remaining study area intersections from the Hingham Police Department for the most recent 3-year period available.**

**Comment 3:** *A motor vehicle collision diagram should be prepared for the High Street/Ward Street/French Street intersection in order to ascertain motor vehicle crash patterns at the intersection.*

**Response:** A motor vehicle collision diagram was prepared for the High Street/Ward Street/French Street intersection using the Hingham Police Department data. A review of the motor vehicle collision diagram indicated that the majority of the reported crashes involved a vehicle traveling northbound on Ward Street being struck by a vehicle travelling eastbound on High Street. The Applicant's engineer identified sight distance limitations on both the Ward Street and French Street approaches as potential contributing factors to the motor vehicle crashes that are occurring at the intersection. **No further response required.**

### **Future Conditions**

#### **No-Build Conditions**

**Comment:** *The Applicant's engineer should consult with MassDOT and the Town of Hingham Engineering Department in order to determine if there are any planned roadway improvement projects within the study area that would impact traffic volumes, trip patterns or operating conditions.*

**Response:** The Applicant's engineer consulted with the Town Engineer and no roadway or safety improvement projects were identified to be planned within the study area at this time. **No further response required.**

## **Build Conditions**

**Comment:** *The Applicant's engineer should review and revise the trip distribution pattern, trip assignment and Build condition traffic volume networks to reflect the extension of Viking Lane to intersect Autumn Circle.*

**Response:** The Applicant's engineer revised the trip distribution pattern, trip assignment and Build condition traffic volume networks to reflect: i) the current development program; ii) the proposed extension of Viking Lane to intersect Autumn Circle; and iii) the addition of the High Street/Autumn Circle intersection to the study area. Based on the revised trip assignment, it was assumed that approximately 15 percent of the traffic associated with the Project would use Autumn Circle to access High Street to/from the east, or approximately three (3) vehicles during the weekday peak hours. **No further response required.**

## **Traffic Operations Analysis**

**Comment:** *The Applicant's engineer should provide an assessment of Project-related impacts along Autumn Circle and at the Autumn Circle/High Street intersection. This assessment should include a discussion on how motorist delays at the High Street/Ward Street/French Street intersection may induce cut-through traffic through the Autumn Circle neighborhood.*

**Response:** The Applicant's engineer revised the traffic operations analysis to reflect the expansion of the study area to include the High Street/Autumn Circle intersection and the revised traffic volume projections and trip assignment for the Project. Based on the revised analysis, the Applicant's engineer noted the following conditions at the study intersections:

- *High Street/Ward Street/French Street* – Under 2023 Build conditions, all movements from Ward Street during both the weekday morning and evening peak hours and all movements from French Street during the weekday evening peak-hour are predicted to remain operating over capacity (defined as LOS "F") with vehicle queues on the Ward Street approach exceeding 200 feet. Project-related impacts were defined as an increase in average motorist delay of up to 22 seconds and in vehicle queuing of between 1 and 2 vehicles.
- *Ward Street/Ward Street Extension* – Under 2023 Build conditions, all movements are predicted to remain operating at LOS C or better during both the weekday morning and evening peak hours (no change over 2023 No-Build conditions). Project-related impacts were defined as an increase in average motorist delay of less than 1.0 seconds and in vehicle queuing of up to 1 vehicle.
- *Cushing Street/Ward Street* – Under 2023 Build conditions, all movements from the Ward Street approach are predicted to remain operating at LOS C during the weekday morning peak-hour and at LOS E during the weekday evening peak-hour (no change over 2023 No-Build conditions). Project-related impacts were defined as

an increase in average motorist delay of up to 1.2 seconds and in vehicle queuing of up to 1 vehicle.

- *High Street/Autumn Circle* – Under 2023 Build conditions, all movements from the Autumn Circle approach are predicted to remain operating at LOS B during both the weekday morning and evening peak hours (no change over 2023 No-Build conditions). Project-related impacts were defined as an increase in average motorist delay of less than 1.0 seconds and in vehicle queuing of up to 1 vehicle.
- *Ward Street/Viking Lane* – All movements are predicted to operate at LOS B or better during the peak hours with vehicle queues of between 0 and 2 vehicles.

**It is expected that the Road Safety Audit (RSA) that the Applicant has agreed to perform at the High Street/Ward Street/French Street intersection (discussion follows) will also identify measures that can improve traffic operations at the intersection. No Further response required.**

With regard to impacts along Autumn Circle, the Applicant's engineer noted that the Project is expected to add approximately three (3) vehicles during the weekday peak hours and that the proposed connection between Viking Lane and Autumn Circle is not expected to induce cut-through traffic given the inconvenient nature of the travel route vs. continuing along Ward Street or High Street. The Applicant's engineer recommended that traffic calming measures be installed along Viking Lane as an additional measure to discourage cut-through traffic. **The Applicant's engineer should discuss how the proposed connection and the resulting additional traffic would impact pedestrian safety along Autumn Circle.**

### **Sight Distance**

**Comment:** *The Applicant's engineer should provide both the measured stopping sight distance and intersection sight distance for the Ward Street/Viking Lane intersection as it is not clear which measurements are presented in Table 4 of the April 2016 TIAS. In addition, sight distance measurements should also be provided for the High Street/Autumn Circle intersection and for the High Street/Ward Street/French Street intersection given that lines of sight at the intersection may be a contributing factor to the motor vehicle crashes that are occurring at the intersection.*

**Response:** The Applicant's engineer clarified that the sight distance measurements that were provided in the April 2016 TIAS for the Ward Street/Viking Lane intersection were for a motorist exiting Viking Lane (intersection sight distance) and not the stopping sight distance along Ward Street approaching the intersection. As requested, sight distance measurements were provided for Ward Street approaching Viking Lane and for the High Street/Autumn Circle and High Street/Ward Street/French Street intersections, the results of which are summarized below.

#### Ward Street/Viking Lane

Sight lines along Ward Street approaching Viking Lane exceed 360 feet, where a minimum required sight line of between 220 and 240 feet is required based on the measured 85<sup>th</sup> percentile vehicle travel speed approaching the intersection (32 miles per hour (mph) southbound and 34 northbound, both of which exceed the regulated or “prima facie” speed along Ward Street (30 mph)).<sup>1</sup> Sight lines exiting Viking Lane exceed 400 feet, which also exceeds the aforementioned minimum sight distance requirements.

#### High Street/Autumn Circle

Sight lines exiting Autumn Circle exceed 400 feet, where a minimum required sight line of 315 feet is required based on the measured 85<sup>th</sup> percentile vehicle travel speed approaching the intersection as documented by the Hingham Police Department (41 mph). Sight lines along High Street approaching Autumn Circle were observed to exceed 500 feet, which also exceeds the aforementioned minimum sight distance requirement.

#### High Street/Ward Street/French Street

Sight lines from the Ward Street approach were found to exceed 500-feet looking to the east along High Street and 320 feet looking to the west, both of which exceed the required minimum sight distance for a 41 mph approach speed. Sight lines looking to the east from the French Street approach were found to be limited to 190 feet due to the horizontal and vertical curvature of High Street and landscaping adjacent to the intersection. **This sight distance (190-feet) is well below the minimum sight distance of 315-feet that is recommended for safe operations.** Sight lines looking to the west from the French Street approach were found to exceed 500-feet. The Applicant’s engineer noted that the majority of the crashes that are occurring at the intersection are on the Ward Street approach where the available sight line exceeds the minimum required value for safe operation based on a 41 mph approach speed.

**The Applicant has agreed to conduct a RSA at the High Street/Ward Street/French Street intersection (discussion follows) that will identify corrective measures that can be undertaken at the intersection to improve safety. No Further response required.**

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<sup>1</sup>The regulated or “prima facie” speed is defined is defined in M.G.L. Chapter 90, Section 17, as the speed which would be deemed reasonable and proper to operate a motor vehicle.

## **Recommendations**

**Comment:** *We are in agreement with the infrastructure commitments that were outlined by the Applicant's engineer; however, given the documented crash history at the High Street/Ward Street/French Street intersection, the Applicant should commit to the following measures:*

- 1. Facilitate (fund) the completion of a Road Safety Audit (RSA) to identify both short and long-term improvements to improve safety at the intersection;*
- 2. Pending completion of the RSA, design and construct the short-term improvements identified as a part of the RSA. Said improvements to be constructed prior to the issuance of any Certificate of Occupancy for the Project subject to receipt of all necessary rights, permits and approvals.*

*In addition, the Applicant's engineer should provide recommendations for traffic control, pedestrian accommodations and safety along Autumn Circle. These recommendations should include measures to reduce the potential for cut-through traffic between High Street and Ward Street, moderate travel speeds through the neighborhood and enhance pedestrian safety.*

**Response:** The Applicant has agreed to conduct the RSA for the High Street/Ward Street/French Street intersection; however, the Applicant indicated that they cannot agree to implement the improvements that may result from the RSA since they are not defined at this time.

**We recommend that the RSA be conducted by an independent consultant retained by the Applicant with experience in preparing RSAs, and that the RSA follow the MassDOT Road Safety Audit Guidelines. The RSA should be performed within 6-months of the issuance of a Comprehensive Permit for the Project, to the extent that the Zoning Board of Appeals (ZBA) is inclined to act favorably on the Application, with copies of the Draft and Final RSA to be provided to the ZBA, the Department of Public Works, the Town Engineer and the Police Department. Prior to the issuance of any Certificate of Occupancy for the Project, the Applicant shall either: i) design and construct the short-term improvements identified as a part of the RSA; or ii) provide funds (in an amount to be determined by the ZBA) to the Town to implement the short-term improvements.**

**Alternatively, the Applicant could conduct the RSA prior to the close of the public hearing process and then present a proposal to the ZBA to advance the improvements identified as a part of the RSA for consideration as a condition of the issuance of a Comprehensive Permit for the Project.**

The Applicant has agreed to install traffic calming devices along Viking Lane to include a raised crosswalk and a speed hump in an effort to reduce vehicle travel speeds and the potential for cut-through traffic to use Autumn Circle. **These accommodations should be reflected on the Comprehensive Permit Plan.**

**The Applicant's engineer should also provide recommendations for safety enhancements that can be implemented within Autumn Circle that provide a similar level of accommodation for safety to that which is proposed for the residents of the Project.**

## **COMPREHENSIVE PERMIT PLAN**

**Comment 1:** *A truck turning analysis should be provided for the Town of Hingham Fire Department design vehicle and a single-unit (SU) truck (representative of a maintenance vehicle, trash/refuse truck or similar). The turning analysis should demonstrate that the subject vehicles can access and circulate within the Project site in an unimpeded manner, and that the turn-around area at the end of "Road C" complies with the requirements of NFPA® 1.<sup>2</sup>*

**Response:** A truck turning analysis was provided for the Hingham Fire Department design vehicle and a single-unit truck circulating within the Project site. **Based on our review of the turning analysis, the following comments should be addressed by the Applicant's engineer:**

- 1a. The Applicant should consult with the Hingham Fire Department to determine if the primary response will be from High Street or Ward Street. If the response will be from High Street, a turning analysis should be performed for a vehicle entering at the High Street/Autumn Circle intersection and then proceeding to the Project site.**
- 2a. Expand the analysis to include turning maneuvers to/from Ward Street for each design vehicle. The curbline along both sides of Ward Street and the centerline pavement marking should be shown on the turning analysis.**
- 3a. The fire truck turning analysis indicates that the bumper/ladder overhang will extend beyond the edge of the pavement in a number of locations. The Applicant should confirm that this is acceptable to the Fire Department and verify that no objects will be located in these areas that would inhibit fire truck maneuverability, including snow windrows.**
- 4a. The turning analysis for the turnaround area between Buildings 16 and 17 indicates that the fire truck design vehicle cannot maneuver within the area that is provided. The Applicant's engineer should redesign the turnaround to comply with the requirements of NFPA® 1.**

**Comment 2:** *Internal to the Project site, circulating roads and drive aisles should be a minimum of 24-feet in width for two-way travel and a minimum of 20-feet in width for one-way travel, or as required to accommodate truck access and fire truck turning maneuvers. The Site Plans currently reflect a 20-foot wide roadway with 1-foot wide Cape Cod berm along*

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<sup>2</sup>National Fire Protection Association (NFPA)® 1, Fire Code, Seventh Edition; NFPA; Quincy, Massachusetts; 2015; as amended per 527 CMR.

*both sides, which does not comply with MassDOT standards for residential access to aggregations of residential units of 10 or more dwelling units.<sup>3</sup>*

**Response:** The Applicant's engineer stated that they strongly believe that a 20-foot wide roadway with 1-foot wide Cape Cod berms is adequate to accommodate the Project and further stated that the truck turning analysis that was provided supports this contention.

**We disagree with the Applicant's engineer and refer to the engineering standards cited in our original comment pertaining to roadway width and our comments noted herein with regard to the truck turning analysis. The roadways within the Project site should be widened to 24-feet. The Applicant's engineer should also indicate if changes are proposed to the cul-de-sac where the connection to Autumn Circle is proposed, and if traffic control devices are planned at the connection.**

**Comment 3:** *Where a sidewalk is proposed adjacent to the roadway, vertical curb should be provided or the sidewalk should be set back from the edge of the traveled-way by a minimum of 2-feet.*

**Response:** The *Comprehensive Permit Plan* has been revised to provide a 2-foot wide grass strip/off-set between the edge of the traveled-way and the sidewalk. **No further response required.**

**The *Comprehensive Permit Plan* indicates that sidewalks within the Project site will be 4-feet wide. The Public Rights-of-Way Accessibility Guidelines (PROWAG) requires that sidewalks that are less than 5-feet wide provide clear passing zones at intervals of 200-feet (maximum) that shall be 5-feet wide for a distance of 5-feet (R301.3.2). The *Comprehensive Permit Plan* should be revised to provide sidewalks that are a minimum of 5-feet wide or that comply with the PROWAG.**

**Comment 4:** *Vehicles exiting the Project site to Ward Street should be placed under STOP-sign control with a marked STOP-line provided. These accommodations should be shown on the Site Plans.*

**Response:** A STOP-sign and marked STOP-line have been added to the *Comprehensive Permit Plan*. **No further response required.**

**Comment 5:** *A sidewalk has been provided along one-side of Viking Lane, "Road B" and "Road C" extending to Autumn Circle. The sidewalk should also be extended to Ward Street where a marked crosswalk and Americans with Disabilities Act (ADA) compliant wheelchair ramps and detectable panels should be provided for crossing Viking Lane. In addition, a crossing of "Road B" should also be provided in conjunction with the sidewalk extension to Ward Street.*

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<sup>3</sup>The 2006 *Massachusetts Highway Department Project Development & Design Guide* recommends that a two-lane driveway (24-feet in width) be provided for aggregations of residential use of around ten dwelling units or greater.

**Response:** The proposed sidewalk has been extended to Ward Street and the requested crosswalks and ADA compliant wheelchair ramps have been added to the *Comprehensive Permit Plan*. **No further response required.**

**Comment 6:** *Where pedestrian crossings are proposed, marked crosswalks are shown. The Applicant's engineer should confirm that the crossings will include ADA compliant wheelchair ramps and detectable panels.*

**Response:** A note has been added to the *Comprehensive Permit Plan* to indicate that all crossings will be ADA compliant. **No further response required.**

**Comment 7:** *Sight triangle areas should be shown on the Site Plans along with a note to indicate: "Signs, landscaping and other features located within sight triangle areas shall be designed, installed and maintained so as not to exceed 2.5-feet in height. Snow windrows located within sight triangle areas that exceed 3.5-feet in height or that would otherwise inhibit sight lines shall be promptly removed."*

**Response:** **This comment has not been addressed.**

**Comment 8:** *A note should be added to the Site Plans stating: "All Signs and pavement markings to be installed within the Project site shall conform to the applicable specifications of the Manual on Uniform Traffic Control Devices (MUTCD)."<sup>4</sup>*

**Response:** **This comment has not been addressed.**

**Comment 9:** *Where provided, double-yellow centerline pavement markings should consist of two parallel yellow lines.*

**Response:** The *Comprehensive Permit Plan* does not include centerline pavement markings. **No further response required.**

**Comment 10:** *Driveways to individual units should be a minimum of 21-feet long measured between the garage door and the far edge of the sidewalk (edge closest to the residence) where a sidewalk is provided, and 23-feet measured between the garage door and the edge of the traveled-way in locations without a sidewalk.<sup>5</sup>*

**Response:** The Applicant's engineer stated that the driveways will meet the indicated dimensions and typical driveway dimensions have been added to the *Comprehensive Permit Plan*. **No further response required.**

**Comment 11:** *A school bus waiting area should be provided at an appropriate location defined in consultation with the Town of Hingham School Department.*

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<sup>4</sup>Manual on Uniform Traffic Control Devices (MUTCD); Federal Highway Administration; Washington, DC; 2009.

<sup>5</sup>NCHRP Report 659, *Guide for the Geometric Design of Driveways*; Transportation Research Board of the National Academies; Washington, D.C.; 2010.

**Response:** This comment has not been addressed.

### **SUMMARY**

VAI has completed a review of the supplemental materials submitted on behalf of River Stone, LLC in support of the proposed River Stone Condominiums to be located off Ward Street and Viking Lane on property shown on Assessors' Map 124, Lots 70-75 and 26, in Hingham, Massachusetts. This information was prepared in response to the comments that were raised in VAI's January 4, 2018 review letter and consisted of letters dated January 23, 2018 and February 2, 2018 prepared by McKenzie Engineering Group with accompanying revised (through February 2, 2018) *Comprehensive Permit Plan*, and a letter dated January 25, 2018 prepared by RMA.

Based on our review of the supplemental information that has been submitted in support of the Project, we are satisfied that the Applicant's engineer has generally addressed our comments concerning the April 2016 TIAS; however, there remain outstanding comments pertaining to the *Comprehensive Permit Plan* and the connection to Autumn Circle, the resolution of which is required in order to render an opinion as to the impact of the Project on public health, safety and welfare as these criteria apply to the existing and proposed transportation system. Written responses to our comments should be provided so that we may continue our review of the Project on behalf of the Town.

This concludes our review of the materials that have been submitted to date in support of the Project. If you should have any questions regarding our review, please feel free to contact me.

Sincerely,

VANASSE & ASSOCIATES, INC.



Jeffrey S. Dirk, P.E., PTOE, FITE  
Principal

*Professional Engineer in CT, MA, ME, NH, RI and VA*

JSD/jsd

cc: File