



## GREEN INTERNATIONAL AFFILIATES, INC.

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April 21, 2020

Mr. Christopher Wider, Chairman  
Norfolk Zoning Board of Appeals  
Town Hall  
One Liberty Lane  
Norfolk, MA 02056

**Subject: Proposed Abbyville 40B Development**  
**Supplemental Response to 4/16/20 Traffic**  
**Peer Review Comments**

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Dear Mr. Wider:

We are in receipt of the latest set of Beta's Peer Review comments in a letter dated April 16, 2020 and on behalf of the applicant, we are supplementing or clarifying our earlier responses to Beta Comments T3, T5 and T6. This additional information or clarifications do not change our previous conclusions and recommendations and finding that the currently proposed Abbyville project can be safely accommodated on the roadway network. The following provides the clarifications and where necessary, the supplemental information is attached to this letter.

Comment T3. Provide backup information in the Appendix for the nearby development trips.

**Response:** In our April 15, 2020 letter, we provided the trip generation calculations that had been requested as well additional descriptions related to the analysis assumptions pertaining to the two site specific developments incorporated into the latest analysis. Subsequently, additional trip assignment information for incorporating these background developments was further requested by Beta and a diagram is attached to this letter that provides this detail.

Comments T5/T6. Analysis sheets provided in the Appendix were found to have mismatched parameters between AM and PM peak hours. Analysis sheets provided in the Appendix were not found to match results presented in Table 5 and Table 6 of the TIAS. Clarify and revise accordingly.

**Response:** The tables were corrected and submitted with the April 15<sup>th</sup> letter. Only the tables needed to be corrected and the corrections were relatively minor and did not change our findings or conclusions. The original LOS calculation sheets in the full study appendix were correct based on the network volumes depicted in the study report and did not need to be reprinted and resubmitted. That said, in preparing this specific response letter and providing the supplemental information noted above in our response to T3, some minor discrepancies in the No-Build networks were discovered. In general, these related to the amount of estimated trips from the Park Place development to be added to Lawrence Street past the proposed development site. This amounted to 5 trips in the westbound direction in the AM peak hour; and 1 trip in the westbound and 4 trips in the eastbound directions in the PM peak hour. With total Lawrence Street peak hour volumes low (75 in AM, 69 in PM), the addition of these 5 vehicle trips in the peak hours would not have any measurable effect on the LOS calculations. Based on our experience, it's our opinion that the LOS results and findings would not change if these 5 peak hour trips

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were added to the calculations. For this reason, the LOS calculations for the No-Build and Build conditions have not been recomputed.

Since there have been a number of documents that have been prepared for this project including suggestions by the peer review consultant, we have summarized below, for convenience, the new transportation related actions that would be taken as part of the approved project.

- Install STOP signs and markings compliant to the MUTCD on the proposed site drive and Brett's Farm Road opposite the site drive.
- Ensure landscaping and signage for the project on the Site Drive approach to be low and set back appropriately so as not to create visibility obstructions within the sight line triangles.
- Install THICKLY SETTLED signs with 30 mph plaques compliant with the MUTCD on Lawrence Street in both directions: one in the eastbound direction near the Franklin town line and one in the westbound direction in the general area of Cranberry Village Drive.
- If the Town concurs, install INTERSECTION AHEAD warning signs on approaches to the project's site drive as it will create a new 4-way intersection with Brett's Farm Road.

Thank you for the opportunity to prepare this response. We believe all the questions and additional information has now been adequately provided. We also believe that the potential traffic impacts and access requirements for the currently proposed Abbyville development project have been sufficiently determined and it has been shown the project's added traffic can be accommodated on the area's roadway system.

Very truly yours,  
**GREEN INTERNATIONAL AFFILIATES, INC.**

*William J Scully*

William J. Scully, P.E.  
Vice President

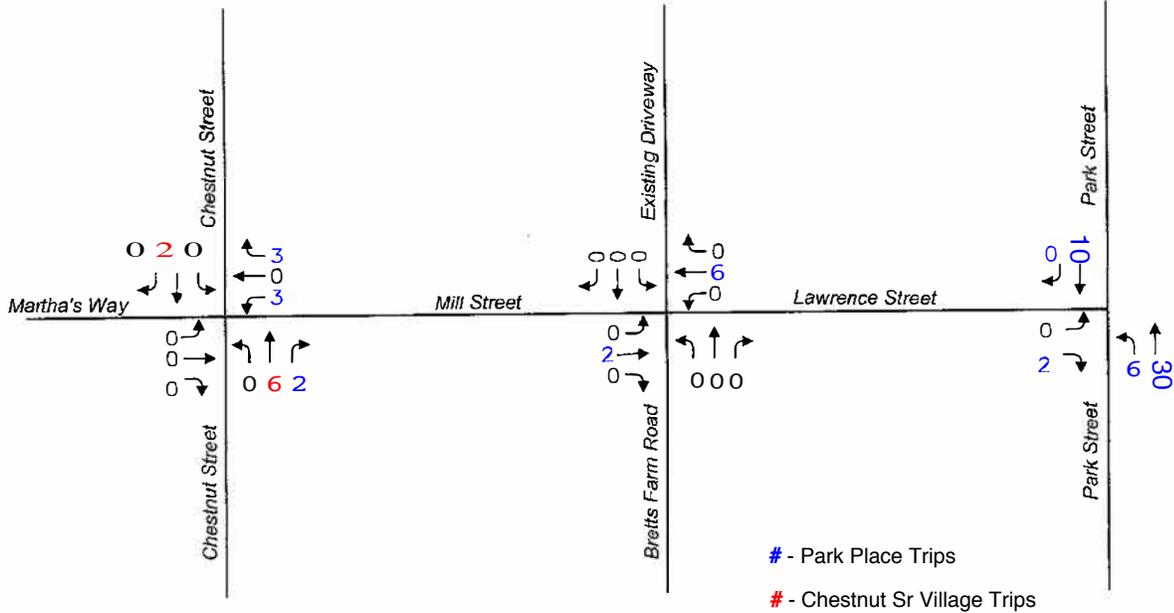
cc: T. DiPlacido  
W. McGrath

Attachment

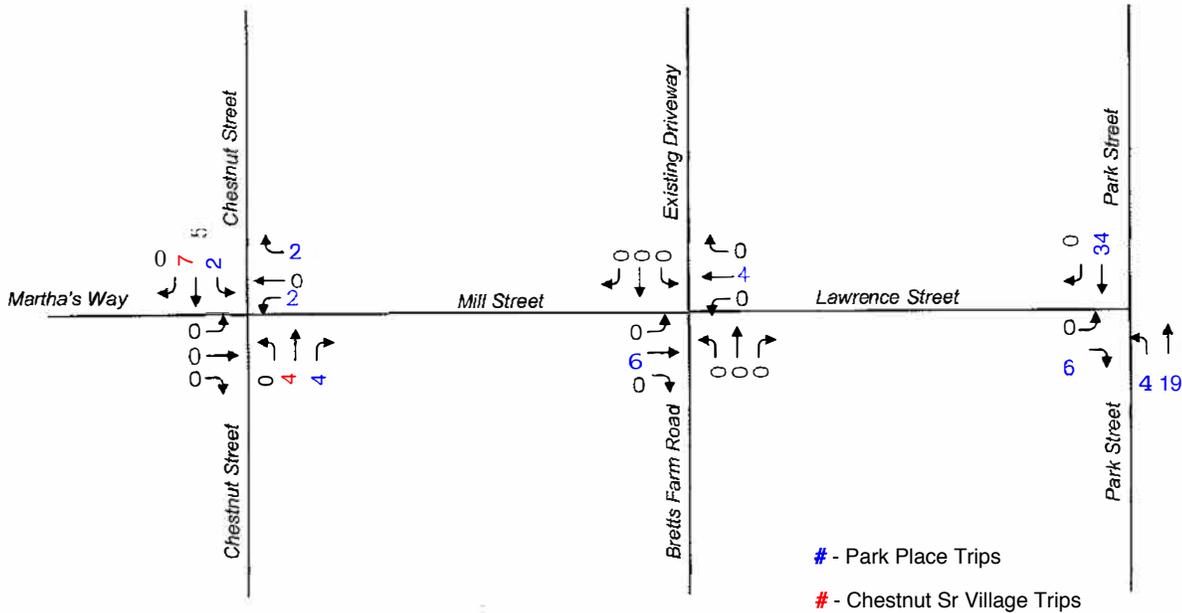
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Weekday AM Peak Hour



Weekday PM Peak Hour



GREEN INTERNATIONAL AFFILIATES, INC.  
CIVIL AND STRUCTURAL ENGINEERS

**Figure**  
**Trip Assignment**  
**Site Specific Background**  
**Abbyville Development**  
**Norfolk, MA**