



GREEN INTERNATIONAL AFFILIATES, INC.

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October 6, 2017

Mr. Michael Kulesza, Chairman
Zoning Board of Appeals
Town of Norfolk
One Liberty Lane
Norfolk, MA 02056

**Subject: Abbyville Commons and the Preserve at
Abbyville – Review of Sight Distances**

Dear Chairman Kulesza:

Following our submission of the original analyses and the follow ups related to sight distance documentation, two additional questions were raised by Beta for clarification regarding sight lines along Lawrence Street at the locations of the proposed Abbyville Commons and Preserve at Abbyville driveways. The two questions refer specifically to the sight distance profile figures that were provided to the Town on September 22, 2017 and the following responses should adequately clarify.

First, it was noted that the sight triangles depicted in the figures submitted in September 2017 differ from those depicted in the Traffic Impact and Access Study submitted for each of the projects in April 2017. The figures from the April 2017 reports are sketches depicting vegetation trimming along Lawrence Street in order to achieving the required minimum safe sight distances and desirable intersection sight distances. The profile plans requested by Beta and submitted in September 2017 were based on more detailed surveyed plans and show the farthest *available* sight distances that can be provided based on topography (proposed and existing). Hence, the triangles shown in the April 2017 report figures depict clearings of areas that can be used to define the clearing to meet the required distances. As was discussed at the last hearing, all the plans show that more than sufficient sight distances will be provided meeting the 85th percentile speeds and significantly exceeding the criteria for the posted speed of 30 mph. Where appropriate, areas of clearing are also defined.

The second question was in regards to the proposed northern driveway location opposite of Cranberry Meadow Road. The question was whether vegetation along the south side of Lawrence Street, at the horizontal bend approximately 200 feet north of Cranberry Meadow Road, will restrict sight distances north of the proposed Elliot Boulevard. The September 2017 figures show sight distances assuming that if there is three feet of clearance beyond the roadway edge on the south/east side of Lawrence Street. If vegetation is assumed to extend to the edge of roadway, the projected stopping and intersection sight distances in this direction still extends to over 400 feet exceeding the minimum required for the 85th percentile speeds. Based on this, we do not believe any clearing on the south side of Lawrence Street is necessary, however, if the town wishes that some vegetative trimming within the public layout is desirable, the applicant will work with the town DPW and Conservation Commission staff to identify.

Mr. Michael Kulesza, Chairman
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We appreciate the comments related to provision of safe sight distances and hope the above adequately clarifies and answers your questions. If you should have any further questions related this particular matter, do not hesitate to contact me or Sergio Musto of my staff.

Sincerely,
Green International Affiliates, Inc.

William J Scully

William J. Scully, P.E.

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