

Porreca, Nanci

From: Edward Pesce <ed@pesceeng.com>
Sent: Tuesday, January 9, 2024 3:52 PM
To: Porreca, Nanci; 'Brian Murphy'
Cc: Patrick Brennan; Kirsten Braun; Darren Grady; Bob Galvin Jr.; 'Kim Eric Hazarvartian'
Subject: FW: Bridle Crossing

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Brian & Nanci,

Please see the preliminary Traffic comments from Chappell Engineering – for our discussion tonight.

Formal letter to follow.

Thank you,

ED

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From: Kirsten Braun <kbraun@chappellengineering.com>

Sent: Tuesday, January 9, 2024 3:00 PM

To: Edward Pesce <ed@pesceeng.com>

Subject: RE: Bridle Crossing

Hi Ed, see bullet points/questions from initial review below. We'll pull together a formal review letter this week.

1. Was speed and/or traffic data collected as part of the original traffic study? If so, can a copy be provided?
2. Assuming removal/maintenance of overgrown vegetation (as noted in the study), sight distances at the proposed site driveway intersection with Ferry Road appear to be adequate enough to accommodate speeds upwards of 50+ mph.
3. To ensure these sight lines are maintained, it is recommended that any potential obstructions such as landscaping, fences, walls, or signs in the vicinity of the site driveways be set back outside the sight triangles (as defined by AASHTO) so as not to impede the available sight distances.
4. The applicant should show the sight triangles on the site plan to ensure no obstructions are located within the sight triangles and to clarify the necessary locations for roadside and vegetation maintenance.
5. The applicant should include the trip generation calculations as part of the report.
6. It is recommended that the applicant coordinate with the Marshfield Fire Department regarding adequate accessibility to the site and all sides of each building.

7. AutoTurn or vehicle tracking should be used to show the critical turning movements for the largest construction vehicle expected on site to ensure such vehicles are able to safely make these movements under existing intersection conditions.
8. A STOP sign and stop line should be provided on the driveway exit to Ferry Street.
9. Although there is currently no sidewalk along Ferry Street, the applicant should evaluate the feasibility of providing a sidewalk along one side of the driveway.

Thanks and see you (virtually) tonight,
Kirsten

Kirsten Braun, PE
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