

Ms. Karen Joseph
Town Planner
Town of Scituate
600 Chief Justice Cushing Highway
Scituate, MA 02066

March 20, 2024

Re: 817 Country Way
Follow-up Traffic Engineering Peer Review

Dear Ms. Joseph and Members of the Planning Board:

On behalf of the Town of Scituate, TEC, Inc. (TEC) reviewed documents as part of a follow-up traffic engineering peer review of the planned driveway access for the proposed multi-family residential development located at 817 Country Way in Scituate, Massachusetts. Option C Properties, LLC (the "Applicant") submitted the following documents pertaining to site access:

- *Country Way Estates* Site Plans, prepared by Grady Consulting, L.L.C, revised March 7, 2024;
- *Technical Letter – New Driveway Location Sight Distance Review – Country Way Estates*, prepared by Vanasse & Associates Inc. (VAI), dated March 18, 2024.

The VAI letter details their recent in-the-field sight line measurements associated with a shift in the proposed driveway to the north. Based on VAI's updated assessment, the driveway will afford sight lines that will satisfy the AASHTO guidelines for 25 mile per hour approach speeds along the Country Way roadway approaches.

VAI and the Applicant currently propose to install dynamic speed feedback signs (DSFS) for drivers to attempt to mitigate the 85th percentile speed characteristics along Country Way from 37 miles per hour (mph) under existing conditions down to the townwide speed limit of 25 miles per hour. With the assumption that the new driver feedback sign devices fully mitigate the speed attributes, VAI's assessment documents that the driveway would comply with AASHTO's minimum sight line recommendations. However, as discussed during a recent public hearing, TEC's review of industry and vendor information suggests that the installation of DSFS devices could potentially mitigate speeds by 10% to 20%. Even the upper range of the credit for the mitigating speed effects suggests that it would be appropriate to design the driveway for an assumed 30 mph approach speed, which has a corresponding minimum safe stopping sight distance requirement of 200 feet. Therefore, the sight lines documented in VAI's memorandum continue to be insufficient for safe operation in our opinion.

The most recent site plan depicts a landscaped buffer (labeled as '744 SF Outdoor Amenity Space') along the northerly edge of the proposed driveway. It appears that the Applicant has flexibility to further enhance the sight lines by shifting the driveway another 5 to 10 feet further to the north without impacting Building #1. In the event that the Applicant cannot provide a minimum of 200-foot sight lines in both directions to satisfy the needs associated with a 30 mph approach speed, the Applicant should consider petitioning the Town for additional traffic calming mitigation along Country Way with raised speed humps and/or wall modifications at the southeasterly corner of the property as previously recommended.

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Please do not hesitate to contact me directly if you have any questions concerning our follow-up peer review at 978-794-1792. Thank you for your consideration.

Sincerely,
TEC, Inc.
“*The Engineering Corporation*”

A handwritten signature in blue ink, appearing to read "Kevin R. Dandrade". The signature is fluid and cursive, with a large loop at the end.

Kevin R. Dandrade, PE, PTOE
Director of Transportation Planning & ITS