

January 25, 2021

Richard Harris, AICP
Director of Planning & Conservation
Town of South Hadley

RE: **North Pole Estates**
Y19660.11

Dear Richard,

McMahon Associates has prepared responses to the comments on the Traffic Study raised in the Workshop on North Pole Estates from January 20, 2021 for the proposed North Pole Estates residential development located on Hadley Street (Route 47) in South Hadley, MA.

Comment 9: Pages 4 and 5 of the October 19, 2020 memorandum from Weston & Sampson.

As of November 23, 2020, it appears the traffic consultant responded to the tree/ROW issue while the others remain outstanding. Confirm.

A member of the public highlighted a discrepancy regarding the number of trucks entering/leaving site presently vs. during future development. In a PH, the applicant stated that the amount of traffic will be roughly the same w/approx. 1 truck every 25 minutes. However, when looking at the amount of cubic yards proposed to be removed and divided by the 3-year time frame which is planned for excavation, it appears there will be a truck leaving/entering roughly every 3 minutes during business hours.
o Do you feel this analysis is accurate, and if so, should the traffic study be revised to reflect this information? Are there other impacts/consequences that might this have on the traffic study?

Response 9: McMahon responded to additional comments in the October 19, 2020 memorandum.

Regarding the number of trucks entering/exiting the site, McMahon consulted with the project team and confirmed a roughly 3-year construction schedule. Based on the quantity of material to remove, truck capacity, and number of assumed work days per year, accounting for weekends and holidays, the quantity of material to remove would result in approximately eight trips per hour, including four vehicles entering and four vehicles exiting. Our assumption are as follows:

- Removal of approximately 474,000 Cubic Yards (CY)
- Truck capacity is approximately 22 CY
- Using above removal and capacity, would require 21,545 trucks
- Assumes 255 days per year
- Assumes 8 hours of operation per day
- Calculated for one year to remove all: 84 loads per day
- Calculated for two years to remove all: 42 loads per day

- **Calculated for three years to remove all: 28 loads per day**

Assuming the project will take at least three years to remove 474,000 CY, the addition of 8 trucks (4 entering and 4 exiting) during each hour of operation is anticipated to have negligible impacts to traffic operations.

Comment 10: Sight line measurements for northern driveways as per AASHTO

The issue regarding this aspect is that it is unclear if the traffic consultant was evaluating Frosty Lane or a different access point. The applicant is to provide an updated response from their traffic consultant.

Response 10: Table 1 in the July 15, 2020 response to comments letter to Richard Harris, AICP included sight line measurements at Frosty Lane.

Comment 11: Sight line measurements from the existing driveway to the gravel operation – part of background traffic

There was a question as to whether the continuation of the existing gravel operations using their existing driveway was taken into consideration. The existing driveway is a “given” existing condition which is not part of the Subdivision Definitive Plan.

Response 11: The existing driveway that has been historically used for existing gravel operations was included in the traffic study submitted to the Town of South Hadley.

Comment 12: Provide calculations to support truck traffic analysis

This issue relates to the truck traffic associated with the earth removal as part of the Subdivision. The applicant is to provide an updated response from their traffic consultant.

Response 12: See Response 9 in this letter.

Comment 21: Northern Site Driveway and Southern Site Driveway references

For the traffic study, the study diagrams and diagrams reference a “Northern Site Driveway” and “Southern Site Driveway”. If I’m not mistaken, Rob was going to get the engineer that prepared the report to confirm which, if either, of the access drives studied by the analysis correspond to Frosty Way. The issue regarding this aspect it is unclear if the traffic consultant was evaluating Frosty Lane or a different access point. The applicant is to provide an updated response from their traffic consultant.

Response 21: The initial traffic study, which was based on a much bigger development size that included the Northern and Southern driveways, was projected to have minor traffic volume impacts; therefore, no revision to the traffic study was performed since the current development plans are much smaller in size.

Please feel free to contact me if you have any additional questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Paul Furgal". The signature is fluid and cursive, with a prominent initial "P" and a long, sweeping underline.

Paul Furgal, P.E., PTOE
Senior Project Manager/Office Lead