

February 1, 2023

Mr. Jon Lee, Chairman,
Zoning Board of Appeals
Town of Walpole
135 School Street
Walpole, MA 02081

Re: Proposed 20-Unit Single Family Home Project
Brook Lane, Walpole, Traffic Summary Review

Dear Mr. Chairman,

On behalf of the applicant, Wall Street Development Corp., Kimley–Horn and Associates, Inc. (Kimley-Horn) is submitting this traffic summary report for the proposed 20 dwelling-unit, single-family home subdivision off Brook Lane. This traffic summary report follows the guidelines of the Zoning Board of Appeals (ZBA) for traffic analyses of small residential 40B projects.

The project consists of 20 single family homes with access to the development being provided via an extension from Brook Lane. As currently proposed, the street including its extension to Brook Lane, will continue to accommodate two-way travel. The existing cul-de-sac on Brook Lane would be eliminated with this modification resulting in a reduction in paved surface area. The home at 7 Brook Lane would be removed to facilitate the proposed change. The access drive was designed with a 22-foot-wide street with a one-foot cape cod berm on each side that would have a turnaround at its end for large vehicles including fire apparatus. A sidewalk is proposed along one side of the street. The project in total would then have an access point to the area's road network via Brook Lane's intersection with Union Street.

Union Street in Project Area

Union Street is classified as an “urban collector” roadway and is owned and maintained by the Town of Walpole. Union Street, a two-way, two lane street, generally follows an east-west alignment connecting Washington Street to the west and Route 1 and the Norwood town line to the east. The alignment is straight and level. The sidewalk on the south side connects Brook Lane with Pleasant Street. The sidewalk is separated from the street by approximately 4 feet of grass. The posted speed limit is 35 mph in the vicinity of Brook Lane.

Brook Lane

Brook Lane is a public way with direct access onto Union Street. It is a local residential street that is currently 250 feet in length and ends with a cul-de-sac. The street is 22 feet in width and a sidewalk exists along the eastern side of the street with a berm and small grass strip separating it from the street. It intersects with Union Street on a level, tangent alignment and its approach operates as a STOP controlled leg of the intersection. Brook Lane is approximately 1,100 feet east of Pleasant Street and 1,500 feet west of Route 1. There are four homes directly served by Brook Lane. With the proposed modification, the home at 7 Brook Lane will be eliminated as noted above.



It is expected the future roadway extension of Brook Lane to accommodate the 20-Lot Modification will also be dedicated as a public way. The 20-Lot project calls for the extension of Brook Lane an additional 600 +/- feet. The combined length of the new Brook Lane would be 850 +/- feet. The existing cul-de-sac on Brook Lane will be eliminated as part of this project and the paved area converted to lawn area for the

existing homeowners. The extension of Brook Lane will provide a single-entrance, 40-foot right-of-way from Union Street, including a 22-foot paved travel width with cape-cod berms on each side and one sidewalk.

Project Related Trip Generation

As part of this limited traffic review, the anticipated vehicle trip generation of the development was estimated of the project. The proposed project is to construct twenty (20) single family homes. The project will remove one existing single-family home located at 7 Brook Lane to accommodate the road extension from Brook Lane. An estimate of expected trip generation related to the additional project was completed using the latest models and statistics published by the Institute of Transportation Engineers (ITE) in Trip Generation Manual¹ for similar land uses were examined. Trip forecast models are developed by ITE from actual observations and empirical data collected as part of transportation studies. Land Use Code (LUC) 210-Single-Family was selected for this project. The trip forecasts were completed for the proposed development and the results are presented in Table 1. As can be seen, this project is expected to be a relatively low generator of traffic. During the AM peak hour, it is estimated that a total of 17 vehicle trips would be generated with the majority (13) of them exiting the site. During the PM peak hour, it is estimated that 22 vehicle trips will be generated with the majority (14) of these entering trips. The calculation sheets are attached to this letter.

**Table 1 – Summary of Site Trip Generation
Proposed 20 Single Family Home Subdivision**

	ENTER	EXIT	TOTAL
Weekday 24 Hour	115	115	230
Weekday AM Peak Hour	4	13	17
Weekday PM Peak Hour	14	8	22

ITE LUC 210 Single Family Land Use, 11th Edition

The removal of the single family home at 7 Brook Lane to accommodate the road extension would result in a small reduction in the estimates shown in Table 1 including a vehicle trip during each peak hour and up to 12 vehicle trips over the day.

Sight Distances/Site Drive Visibility

As part of this review, sight distance analysis was reviewed at the intersection of Union Street with Brook Lane. The minimum criteria for establishing adequate stopping and intersection sight distances are defined by the American Association of State Highway and Transportation Officials (AASHTO).² Stopping sight distance (SSD) represents the distance required for a driver traveling at a specified speed to come to a complete stop and therefore relates specifically to safety. Intersection sight distance (ISD) relates to an exiting driver’s view of approaching traffic and represents the distance an approaching vehicle travels during a specified time gap. As indicated by AASHTO, if the available ISD meets or exceeds the minimum SSD criteria, then there is adequate safe sight distance available for motorists to avoid collisions. Minimum required sight distances are calculated based on operating speeds of approaching drivers and the grade of the roadway.

¹ Institute of Transportation Engineers, Trip Generation Manual, 11th Edition, Washington, D.C., 2021.

² American Association of State Highway Transportation Officials (AASHTO), A Policy on Geometric Design of Highways and Streets, Washington, D.C., 2018.

For 35 mph speeds, the minimum SSD and ISD required for safe movement would be 250 feet. For 40 mph, which exceeds the observed 85th percentile speed in the historical data, 305 feet would be required. Field measurements shown in Table 2 have indicated that there is at least 500 feet in both directions available for visibility. Based on this analysis, it is clear that the proposed site drive location is properly situated with respect to safe sight distances. The available sightlines will be more than adequate to ensure safe traffic operations. Visibility along the sidewalk that runs along the south side of Union Street at Brook Lane will remain clearly visible as well.



Table 2 – Summary of Sight Distance Review

UNION STREET AT BROOK LANE	SIGHT DISTANCE		
	35 MPH		40 MPH
	MEASURED (FT)	MINIMUM REQUIRED (FT)	MINIMUM REQUIRED (FT)
Union Street Eastbound Approach	500+	250	305
Union Street Westbound Approach	500+	250	305
INTERSECTION SIGHT DISTANCE			
Brook Lane, looking east (Union Street WB traffic)	500+	250	305
Brook Lane, looking west (Union Street EB traffic)	500+	250	305

Fire Apparatus/Large Vehicle Movement

With the project as proposed that incorporates a cul-de-sac turnaround, an evaluation of fire truck access was completed. The cul-de-sac has been designed to meet the local design standards. The analysis demonstrated that fire apparatus could access as well as egress the proposed development. These diagrams are attached.

Conclusion

As a result of this traffic review for the proposed development to construct 20 homes, it can be concluded that the project will result in a small increase in traffic to the area roadway system. However, to encourage safe traffic movement to and from the project, the following measures are suggested:

- Install a STOP sign and markings on the Brook Lane approach to Union Street.
- Install a NOT A THRU WAY sign on Brook Lane within 150 feet of Union Street,
- Consider installing a raised pedestrian crossing across Brook Lane at Union Street. At minimum, if any modifications are done on the corner roundings at Union Street, the curb ramps will need to be reconstructed to be ADA compliant.

All traffic control signage and markings should conform to the MUTCD³.

If you have any questions or need additional information, please do not hesitate to contact me at 508-395-3334.

Very truly yours,
KIMLEY-HORN & ASSOCIATES, INC.

William J Scully

William J. Scully, P.E.
(MA 33298)

WJS/-

Attachments

Trip Generation Calculation Sheets
Fire Truck Movement diagrams
Historical Traffic and Speed Data

³ U.S. Department of Transportation, Federal Highway Administration, Manual on Uniform Traffic Control Devices (MUTCD), Washington, D.C., 2009.



PRECISION
D A T A
INDUSTRIES LLC

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdik.com

Union Street
just west of Brook Lane
City, State: Walpole, MA
Client: Green International / J. Gauvin

165334 A Speed
Site Code: 16032

Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th %ile	Ave Speed
	14	19	24	29	34	39	44	49	54	59	64	69	9999			
10/26/16	0	0	0	2	1	5	2	0	0	0	0	0	0	10	40	36
01:00	0	0	0	0	2	4	0	0	0	0	0	0	0	6	37	35
02:00	0	0	0	0	3	2	0	0	0	0	0	0	0	5	37	34
03:00	0	0	0	2	4	3	2	1	0	0	0	0	0	12	41	35
04:00	0	0	0	5	8	7	6	3	1	0	0	0	0	30	43	36
05:00	0	0	1	6	18	27	18	2	0	0	0	0	0	72	41	36
06:00	0	0	4	13	47	46	17	3	0	0	0	0	0	130	39	35
07:00	3	1	12	24	65	53	15	4	0	0	0	0	0	177	38	33
08:00	0	1	2	19	63	91	26	1	0	0	0	0	0	203	38	35
09:00	0	1	1	27	58	64	24	3	0	0	0	0	0	178	39	34
10:00	0	1	4	10	45	66	23	7	0	0	0	0	0	156	40	36
11:00	0	1	4	19	50	58	26	4	0	0	0	0	0	162	40	35
12 PM	0	0	1	19	68	90	23	3	1	0	0	0	0	205	38	35
13:00	0	1	5	12	58	65	17	1	0	0	0	0	0	159	38	34
14:00	1	2	5	16	74	65	24	5	0	0	0	0	0	192	39	34
15:00	2	3	3	18	64	83	20	2	0	0	0	0	0	195	38	34
16:00	0	0	5	19	58	94	35	1	0	0	0	0	0	212	39	35
17:00	0	5	4	10	77	91	23	3	2	0	0	0	1	216	38	35
18:00	0	0	6	11	52	64	14	1	0	1	0	0	0	149	38	35
19:00	0	2	3	9	28	41	15	2	1	1	0	1	0	103	40	35
20:00	0	1	2	6	14	20	9	2	0	0	0	0	0	54	40	35
21:00	1	0	0	3	12	10	6	1	0	1	0	0	0	34	41	35
22:00	1	1	0	0	8	7	2	0	0	0	0	0	0	19	38	33
23:00	0	0	0	2	5	7	0	0	1	0	0	0	0	15	38	35
Total	8	20	62	252	882	1063	347	49	6	3	0	1	1	2694		
%	0.3%	0.7%	2.3%	9.4%	32.7%	39.5%	12.9%	1.8%	0.2%	0.1%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	09:00	07:00	08:00	08:00	10:00	04:00							08:00
Vol.	3	1	12	27	65	91	26	7	1					203		
PM Peak	15:00	17:00	18:00	12:00	17:00	16:00	16:00	14:00	17:00	18:00		19:00	17:00	17:00		
Vol.	2	5	6	19	77	94	35	5	2	1		1	1	216		

Stats

15th Percentile : 29 MPH
 50th Percentile : 34 MPH
 85th Percentile : 39 MPH
 95th Percentile : 42 MPH

Mean Speed(Average) : 35 MPH
 10 MPH Pace Speed : 30-39 MPH
 Number in Pace : 1945
 Percent In Pace : 72.2%
 Number of Vehicles > 35 MPH : 1257
 Percent of Vehicles > 35 MPH : 46.7%



43 Morton Street, Framingham, MA 01703
 Office: 508-873-0100 Fax: 508-873-0116
 Email: datarequest@pdillc.com

Union Street
 Just west of Brook Lane
 City, State: Walpole, MA
 Client: Green International / J. Gauvin
 EB

165334 A Speed
 Site Code: 16082

Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th %ile	Ave Speed
10/27/16	14	19	24	29	34	39	44	49	54	59	64	69	9999			
01:00	0	0	3	0	2	1	2	0	0	0	0	0	0	8	41	31
02:00	0	0	0	0	2	2	1	0	0	0	0	0	0	5	40	36
03:00	0	0	0	0	1	2	0	0	0	0	0	0	0	3	37	35
04:00	0	0	0	1	2	2	1	1	0	0	0	0	0	7	43	36
05:00	0	0	0	3	8	10	4	1	2	0	0	0	0	29	42	36
06:00	0	0	1	1	10	31	18	2	0	0	0	0	0	62	41	38
07:00	0	0	1	22	37	32	14	2	0	0	0	0	0	108	38	34
08:00	1	6	9	17	65	88	13	4	0	0	0	0	0	183	38	33
09:00	15	18	10	18	59	69	17	1	0	0	0	0	0	207	38	31
10:00	8	10	25	32	58	34	16	2	0	0	0	0	0	185	37	30
11:00	0	2	9	22	50	44	17	1	0	0	0	0	0	145	38	33
12 PM	0	1	3	24	72	69	23	1	0	0	0	0	0	193	38	34
13:00	1	0	4	21	69	68	17	5	0	0	0	0	0	185	38	34
14:00	0	1	5	18	56	65	17	0	0	0	0	0	0	162	38	34
15:00	3	1	5	13	71	89	17	1	0	0	0	0	0	200	38	34
16:00	2	1	8	23	69	68	23	3	0	0	0	0	0	197	38	34
17:00	0	2	4	12	70	72	16	1	0	0	0	0	0	177	38	34
18:00	0	1	13	24	78	71	9	2	0	0	0	0	0	198	37	33
19:00	0	0	6	28	58	46	1	1	0	0	0	0	0	140	36	32
20:00	1	1	5	11	30	35	7	2	0	0	0	0	0	92	38	33
21:00	1	0	1	10	22	13	5	0	0	0	0	0	0	52	37	33
22:00	0	0	4	5	10	16	5	2	0	0	0	0	0	42	39	34
23:00	2	0	0	2	6	9	3	1	0	0	0	0	0	23	39	33
Total	0	0	0	2	3	8	2	0	0	0	0	0	0	15	38	35
Total %	34	44	115	309	909	924	248	33	2	0	0	0	0	2618		
AM Peak	1.3%	1.7%	4.4%	11.8%	34.7%	35.3%	9.5%	1.3%	0.1%	0.0%	0.0%	0.0%	0.0%			
PM Peak	08:00	08:00	09:00	09:00	11:00	08:00	11:00	07:00	04:00					08:00		
Vol. Peak	15	18	25	32	72	69	23	4	2					207		
Vol. Peak	14:00	16:00	17:00	18:00	17:00	14:00	15:00	12:00						14:00		
Vol. Peak	3	2	13	28	78	89	23	5						200		

Stats
 15th Percentile : 27 MPH
 50th Percentile : 33 MPH
 85th Percentile : 38 MPH
 95th Percentile : 42 MPH

Mean Speed(Average) : 33 MPH
 10 MPH Pace Speed : 30-39 MPH
 Number in Pace : 1833
 Percent In Pace : 70.0%
 Number of Vehicles > 35 MPH : 1022
 Percent of Vehicles > 35 MPH : 39.0%



Union Street
 just west of Brook Lane
 City, State: Walpole, MA
 Client: Green International / J. Gauvin

46 Horton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequest@pdic.com

165334 A Speed
 Site Code: 16082

Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th %ile	Ave Speed
10/28/16	14	19	24	29	34	39	44	49	54	59	64	69	9999			
01:00	0	0	0	0	7	4	1	1	0	0	0	0	0	13	39	35
02:00	0	0	0	0	4	2	0	0	0	0	0	0	0	6	36	34
03:00	0	0	2	1	3	0	0	2	0	0	0	0	0	8	46	33
04:00	0	0	3	3	1	3	2	0	0	0	0	0	0	12	39	31
05:00	0	0	1	4	4	3	4	0	0	0	0	0	0	18	41	34
06:00	0	2	3	13	9	21	4	1	0	0	0	0	0	53	38	33
07:00	0	0	4	34	62	45	6	1	0	0	0	0	0	152	37	33
08:00	0	1	6	43	144	70	11	0	1	0	0	0	0	276	36	33
09:00	0	1	2	40	96	85	16	1	1	0	0	0	0	242	37	34
10:00	1	3	3	39	87	63	8	0	0	0	0	0	0	204	37	32
11:00	0	2	3	20	80	69	13	2	0	0	0	0	0	189	38	34
12 PM	0	0	4	20	106	72	10	2	0	0	0	0	0	214	37	34
13:00	0	1	6	31	123	83	7	0	0	0	0	0	0	251	37	33
14:00	0	0	3	61	128	79	10	0	0	0	0	0	0	281	36	33
15:00	0	1	4	32	99	82	16	0	0	0	0	0	0	234	37	34
16:00	0	2	7	44	108	76	18	4	0	1	0	0	0	261	37	33
17:00	0	0	2	25	114	108	15	5	0	0	0	0	0	269	38	34
18:00	0	0	5	36	174	116	19	1	0	0	0	0	0	351	37	34
19:00	0	2	18	27	117	80	16	1	1	0	0	0	0	262	37	33
20:00	1	2	2	15	83	71	13	1	0	0	0	0	0	189	38	34
21:00	0	1	3	13	46	39	13	4	2	0	0	0	0	121	39	35
22:00	1	0	0	5	47	25	8	1	0	0	0	0	0	87	38	34
23:00	1	1	1	5	17	23	5	0	0	0	0	0	0	53	38	34
Total	0	0	0	3	5	10	5	0	2	0	0	0	0	25	42	37
Total %	4	19	82	514	1664	1229	220	27	7	1	0	0	1	3768		
AM Peak	09:00	09:00	07:00	07:00	07:00	08:00	08:00	02:00	07:00							
PM Peak	19:00	15:00	18:00	13:00	17:00	17:00	17:00	16:00	20:00	15:00			15:00	17:00		
Vol.	1	3	8	43	144	85	16	2	1					276		
Vol.	1	2	18	61	174	116	19	5	2	1			1	351		

Stats

- 15th Percentile : 28 MPH
- 50th Percentile : 32 MPH
- 85th Percentile : 37 MPH
- 95th Percentile : 40 MPH

Mean Speed(Average) : 33 MPH

10 MPH Pace Speed : 30-39 MPH

Number in Pace : 2893

Percent in Pace : 76.8%

Number of Vehicles > 35 MPH : 1239

Percent of Vehicles > 35 MPH : 32.9%



Union Street
 just west of Brook Lane
 City, State: Walpole, MA
 Client: Green International / J. Gauvin

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WB	Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th %ile	Ave Speed
	10/27/16	14	19	24	29	34	39	44	49	54	59	64	69	9999			
	01:00	0	0	0	1	3	3	3	1	0	0	0	0	0	11	42	37
	02:00	0	0	0	0	3	3	1	0	0	0	0	0	0	7	38	36
	03:00	0	0	2	0	1	4	1	0	0	0	0	0	0	1	28	27
	04:00	0	0	1	2	7	4	0	0	0	0	0	0	0	8	36	33
	05:00	0	1	1	10	18	11	5	0	0	0	0	0	0	14	36	32
	06:00	0	0	2	29	78	54	8	2	0	0	0	0	0	46	38	33
	07:00	0	0	10	42	132	73	16	1	0	0	0	0	0	173	37	33
	08:00	4	28	31	50	95	46	9	0	0	0	0	0	0	274	37	33
	09:00	1	0	7	56	72	30	9	0	1	0	0	0	0	263	35	29
	10:00	3	8	27	38	55	49	8	0	0	0	0	0	0	176	36	31
	11:00	3	1	9	34	92	71	12	1	0	0	0	0	0	188	36	30
	12 PM	0	3	6	35	132	79	7	0	0	0	0	0	0	224	37	33
	13:00	1	1	6	36	108	71	13	0	0	0	0	0	0	262	36	33
	14:00	0	1	2	26	125	83	24	2	0	0	0	0	0	236	37	33
	15:00	1	1	4	33	90	90	22	1	0	0	0	0	0	263	38	34
	16:00	0	0	2	38	119	82	15	2	0	0	0	0	0	242	38	34
	17:00	0	1	11	58	156	73	4	1	0	0	0	0	0	258	37	33
	18:00	1	1	13	77	120	40	4	2	0	0	0	0	0	304	36	32
	19:00	3	0	3	28	79	48	11	1	0	0	0	0	0	258	34	31
	20:00	0	1	1	13	71	55	10	0	0	1	0	0	0	173	37	33
	21:00	0	0	1	14	36	31	4	1	0	0	0	0	0	152	37	34
	22:00	0	0	0	6	19	17	5	1	0	0	0	0	0	87	37	33
	23:00	0	0	0	1	5	11	5	0	1	0	0	0	0	48	38	34
	Total	17	47	139	628	1616	1026	196	16	2	2	0	0	0	23	41	37
	%	0.5%	1.3%	3.8%	17.0%	43.8%	27.9%	5.3%	0.4%	0.1%	0.1%	0.0%	0.0%	0.0%	3691		
	AM Peak	08:00	08:00	08:00	09:00	07:00	07:00	07:00	06:00	09:00	11:00						
	Vol.	4	28	31	56	132	73	16	2	1	1				274		
	PM Peak	19:00	12:00	18:00	18:00	17:00	15:00	14:00	14:00	23:00	20:00				17:00		
	Vol.	3	3	13	77	156	90	24	2	1	1				304		

State
 15th Percentile : 26 MPH
 50th Percentile : 32 MPH
 85th Percentile : 37 MPH
 95th Percentile : 39 MPH

Mean Speed(Average) : 32 MPH
 10 MPH Pace Speed : 30-39 MPH
 Number in Pace : 2644
 Percent in Pace : 71.6%
 Number of Vehicles > 35 MPH : 1038
 Percent of Vehicles > 35 MPH : 28.1%

Single-Family Detached Housing (210)

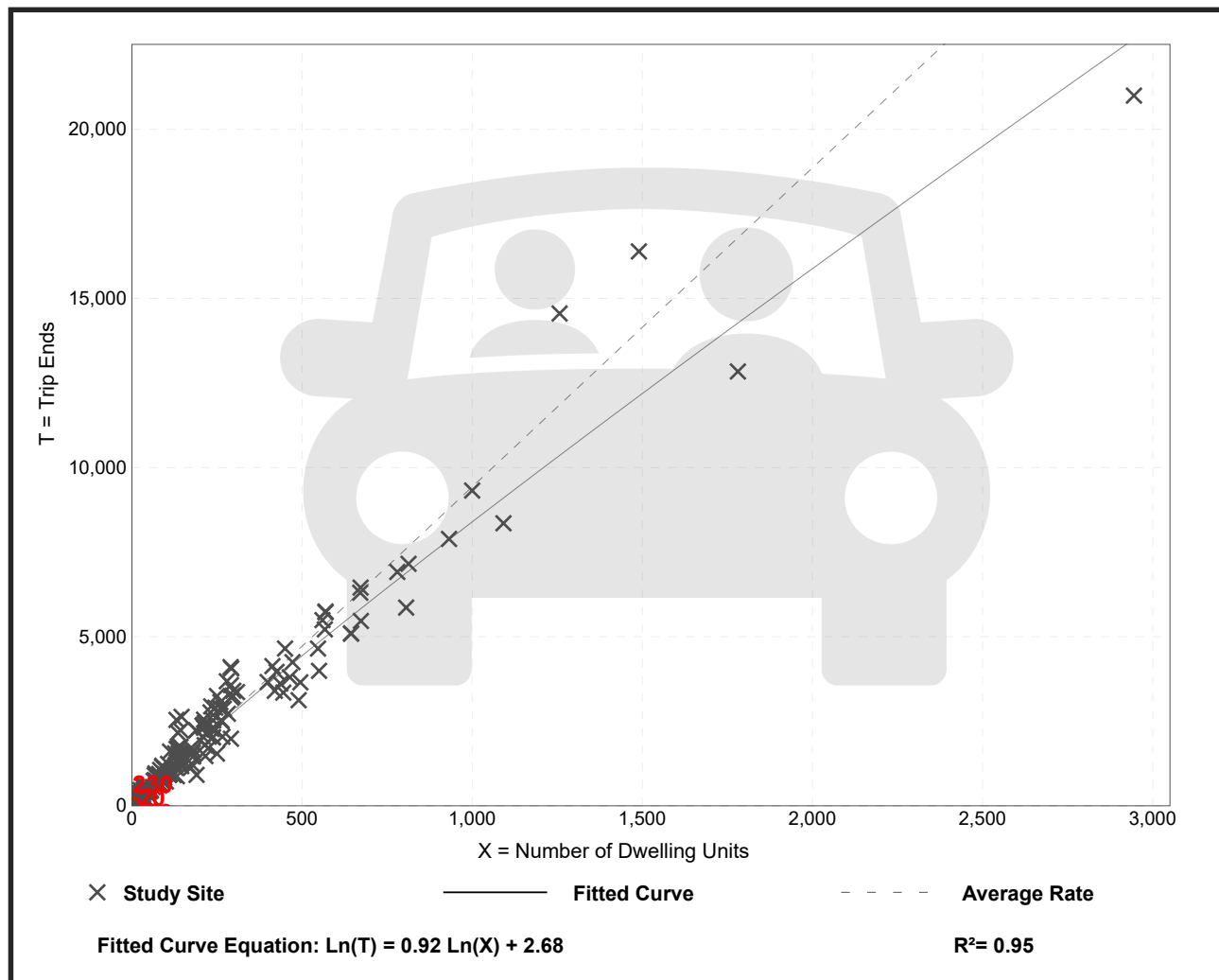
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



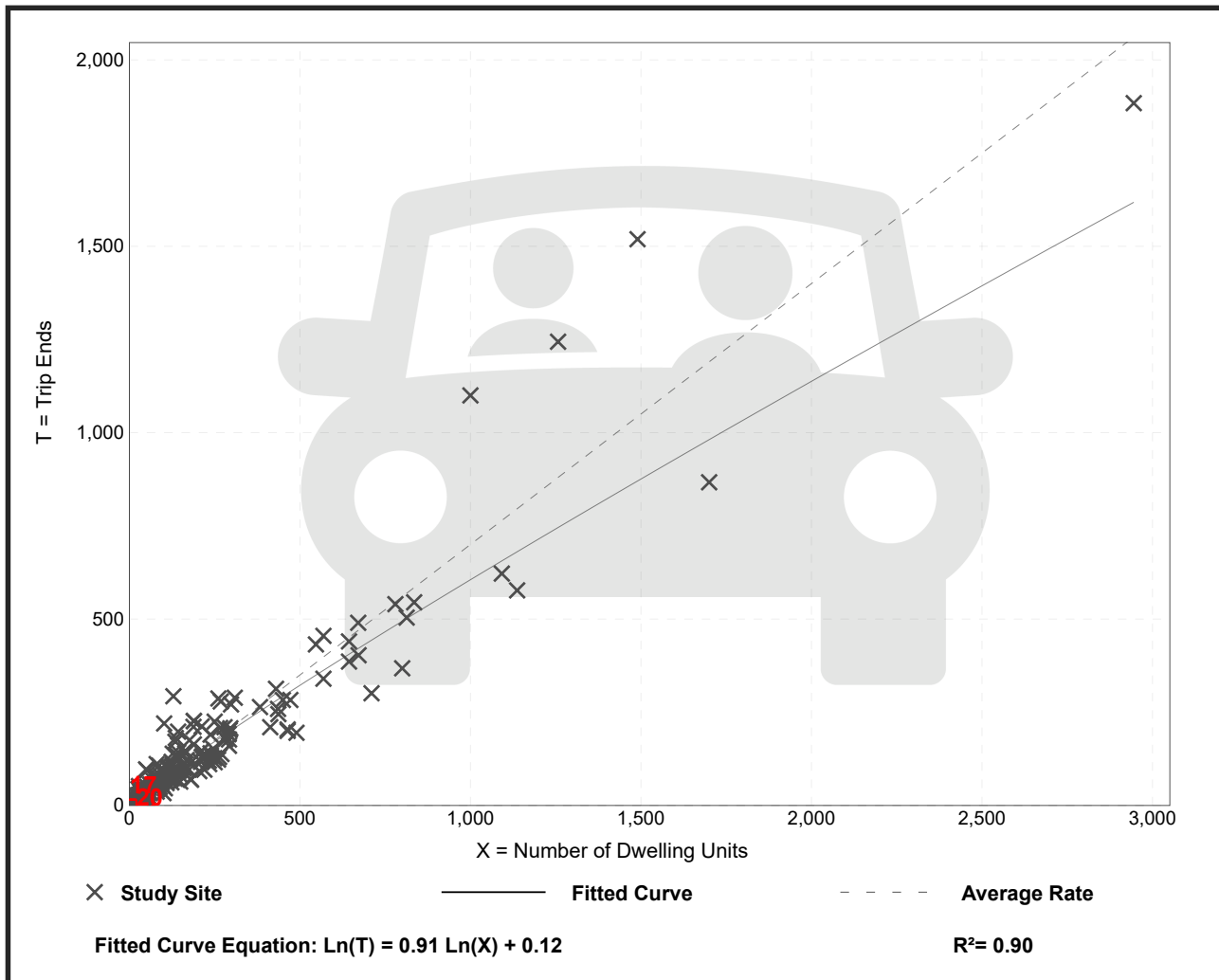
Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 192
 Avg. Num. of Dwelling Units: 226
 Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



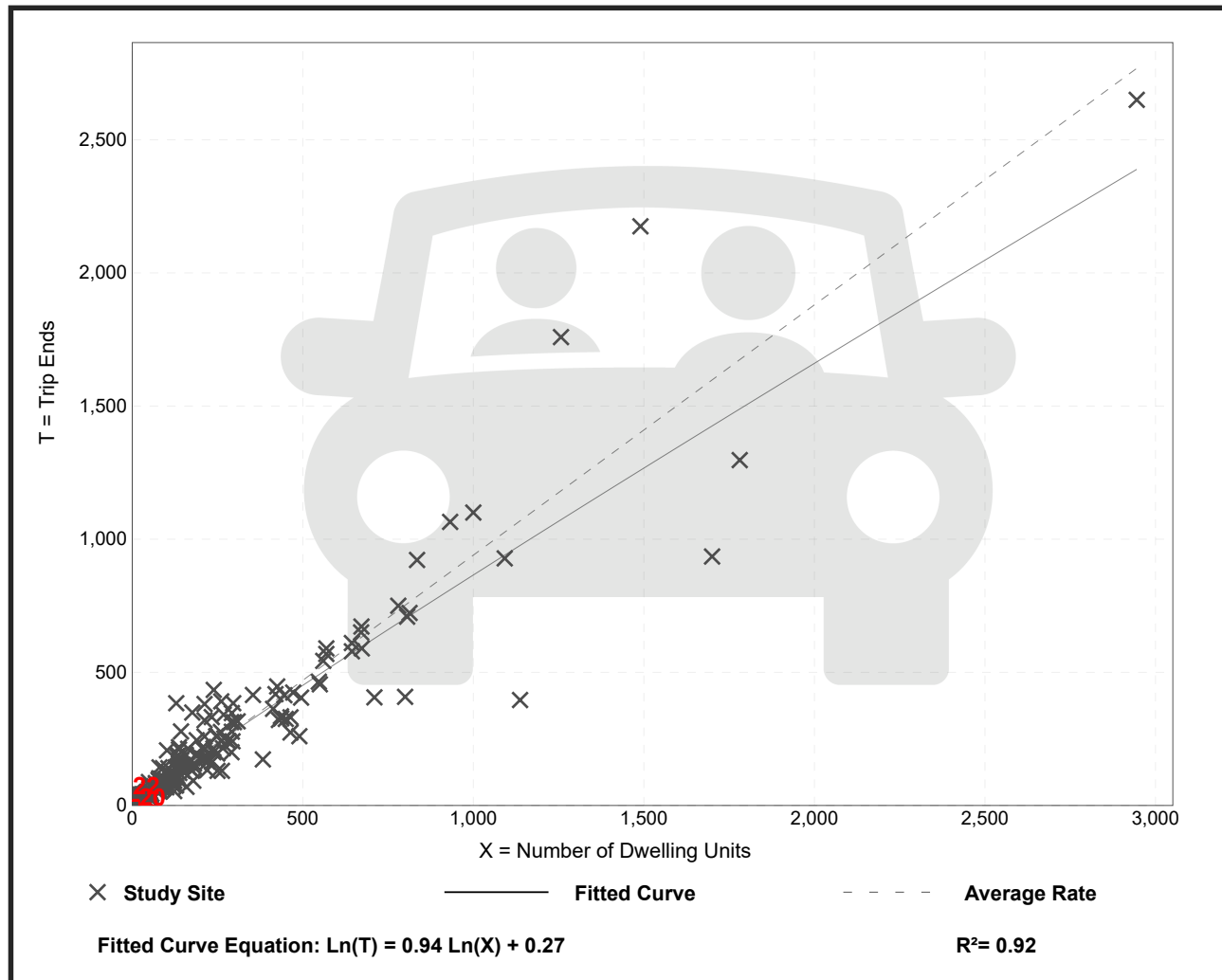
Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 208
 Avg. Num. of Dwelling Units: 248
 Directional Distribution: 63% entering, 37% exiting

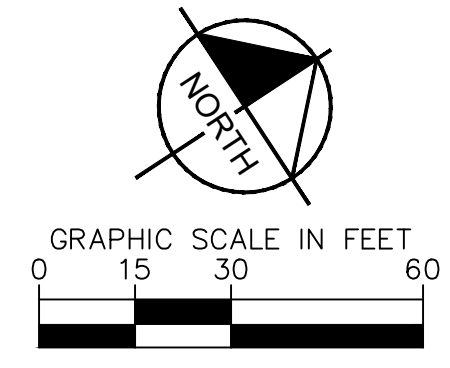
Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

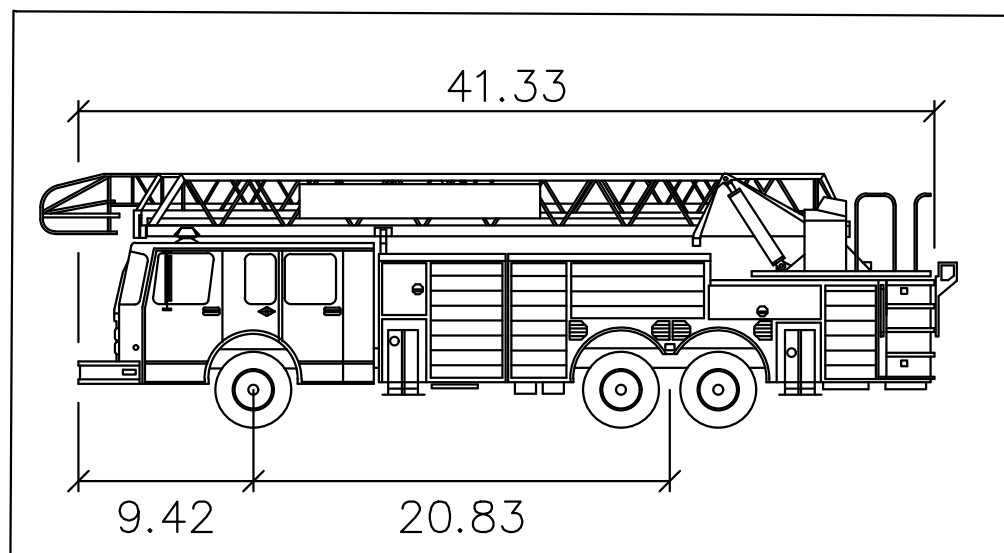
Data Plot and Equation



Plotted By: Poudel, Samiksha_Sheet: KHA_Layout/Autoturn.dwg, K:\BOS_TPT\112614000_Walpole West St Village at Burns\CAD\PlanSheets\Autoturn_East_Singles.dwg
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SCENARIO 1
ENTERING FROM EAST



Walpole Fire Truck

	feet
Width	: 8.33
Track	: 8.33
Lock to Lock Time	: 6.0
Steering Angle	: 42.0

TURNING MOMENTS LEGEND:

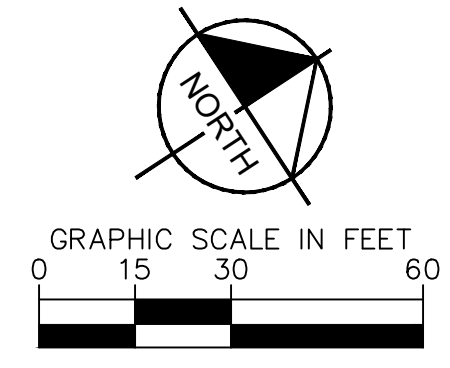
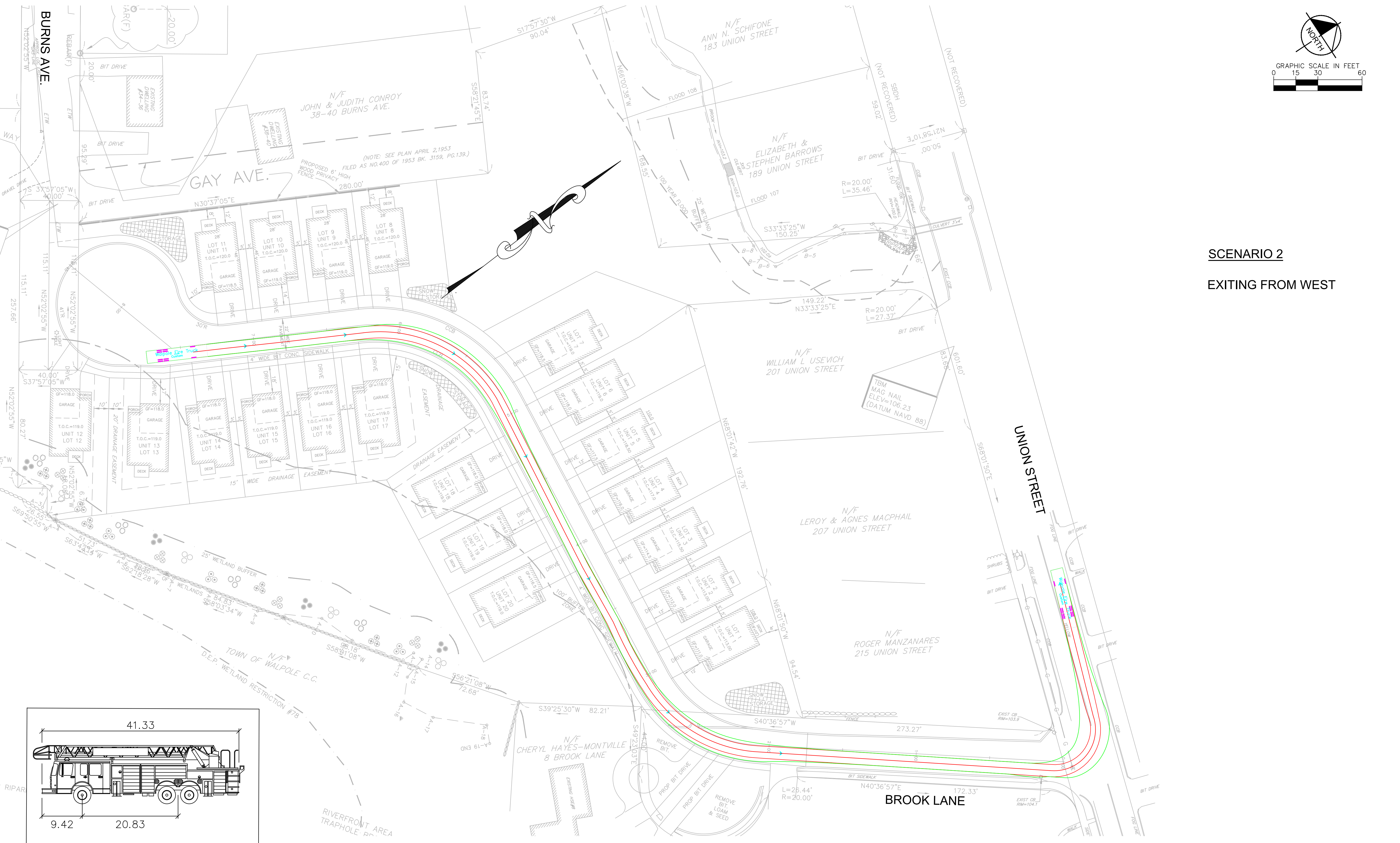
—	TIRE LINES
—	FRONT BUMPER LINES

REFERENCE:

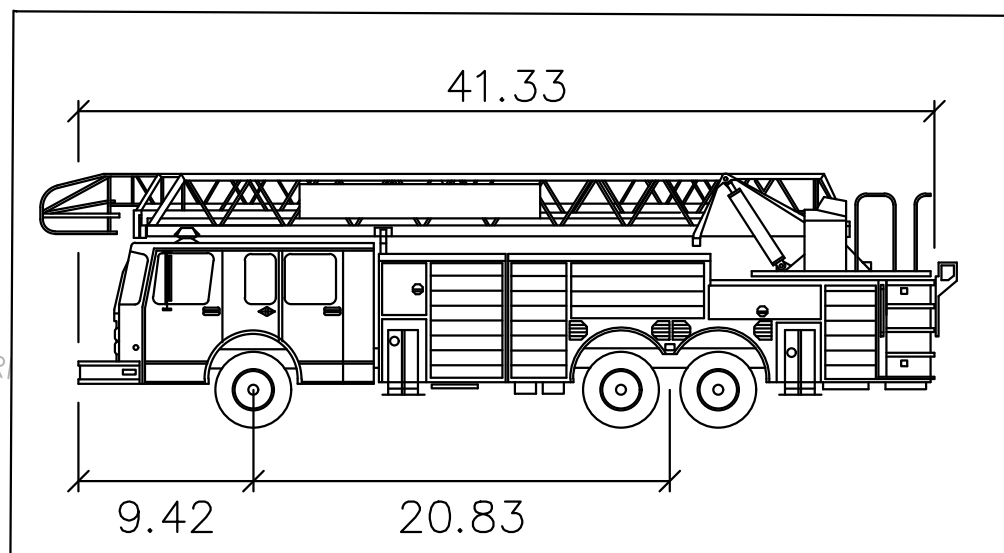
AMENDED SITE DEVELOPMENT PLAN
A COMPREHENSIVE PERMIT M.G.L.c. 40B

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KHA PROJECT: 112614000 DATE: 02/28/2022 SCALE: AS SHOWN DESIGNED BY: [] DRAWN BY: [] CHECKED BY: []	AUTOTURN FIRE TRUCK PATH UNION ST TO BROOK LANE			
THE RESIDENCES AT BURNS AVENUE PREPARED FOR WALLSTREET DEVELOPMENT CORP. P.O. BOX 272 WESTWOOD, MA 02090 MASSACHUSETTS WALPOLE	SHEET NUMBER <div style="text-align: center; font-weight: bold; font-size: 14px;">1</div>			
REVISIONS No. [] DATE []				

Plotted By: Poudel, Samiksha, Sheet: Sct-Kha, Layout: Autoturn 4, January 23, 2023 05:52:30pm, K:\BOCS_TPT\112614000_Walpole West St Village at Burns\CAD\PlanSheets\Autoturn_Singles Exit Union St.dwg
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SCENARIO 2
EXITING FROM WEST



Walpole Fire Truck

	feet
Width	: 8.33
Track	: 8.33
Lock to Lock Time	: 6.0
Steering Angle	: 42.0

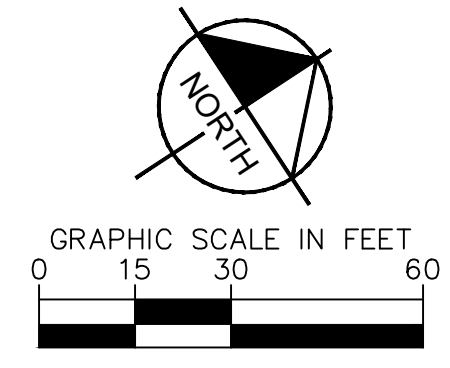
TURNING MOMENTS LEGEND:

— TIRE LINES
— FRONT BUMPER LINES

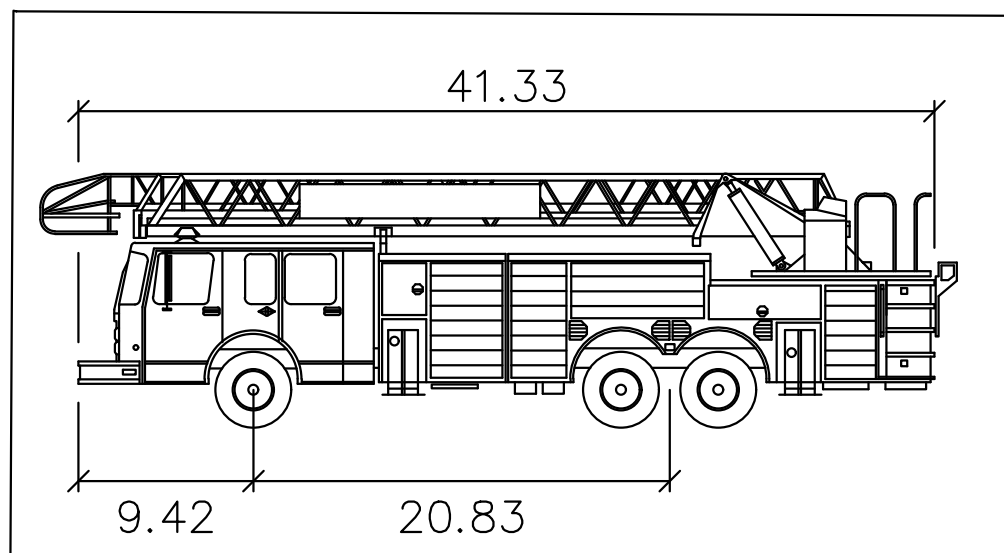
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AUTOTURN FIRE TRUCK PATH BROOK LANE TO UNION ST	KHA PROJECT 112614000	DATE 02/28/2022	SCALE AS SHOWN	DESIGNED BY SP
THE RESIDENCES AT BURNS AVENUE PREPARED FOR WALLSTREET DEVELOPMENT CORP. P.O. BOX 272 WESTWOOD, MA 02090 MASSACHUSETTS	CHECKED BY BS	DRAWN BY SP	DESIGNER SP	DATE
SHEET NUMBER 2	AMENDED SITE DEVELOPMENT PLAN A COMPREHENSIVE PERMIT M.G.L.c. 40B			

REFERENCE:
GLM Engineering
 Consultants, Inc.
 AMENDED SITE DEVELOPMENT PLAN
 A COMPREHENSIVE PERMIT M.G.L.c. 40B

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SCENARIO 3
EXITING TO EAST



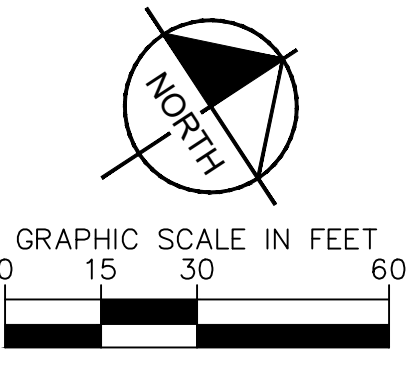
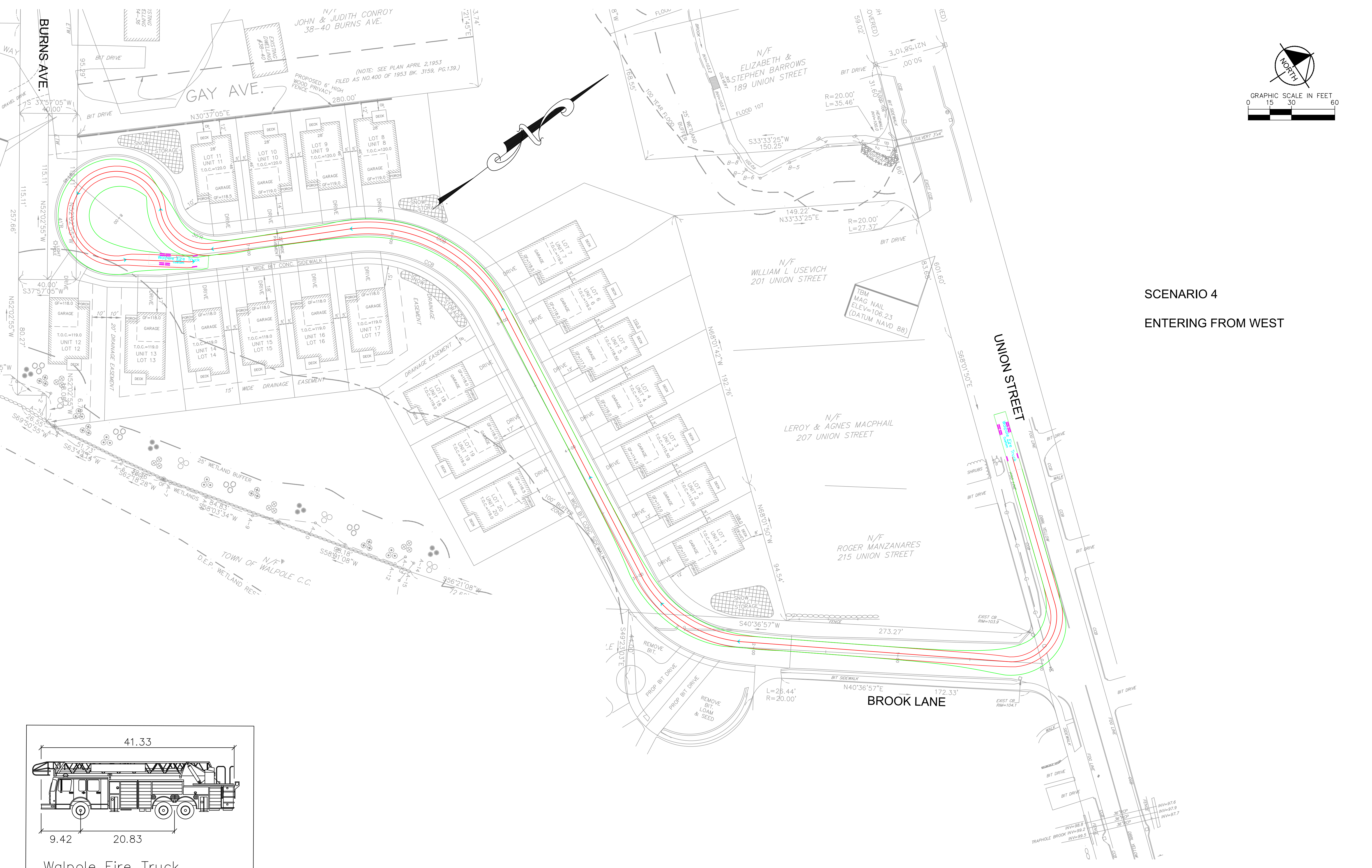
Walpole Fire Truck
 Width : 8.33
 Track : 8.33
 Lock to Lock Time : 6.0
 Steering Angle : 42.0

TURNING MOMENTS LEGEND:
 TIRE LINES
 FRONT BUMPER LINES

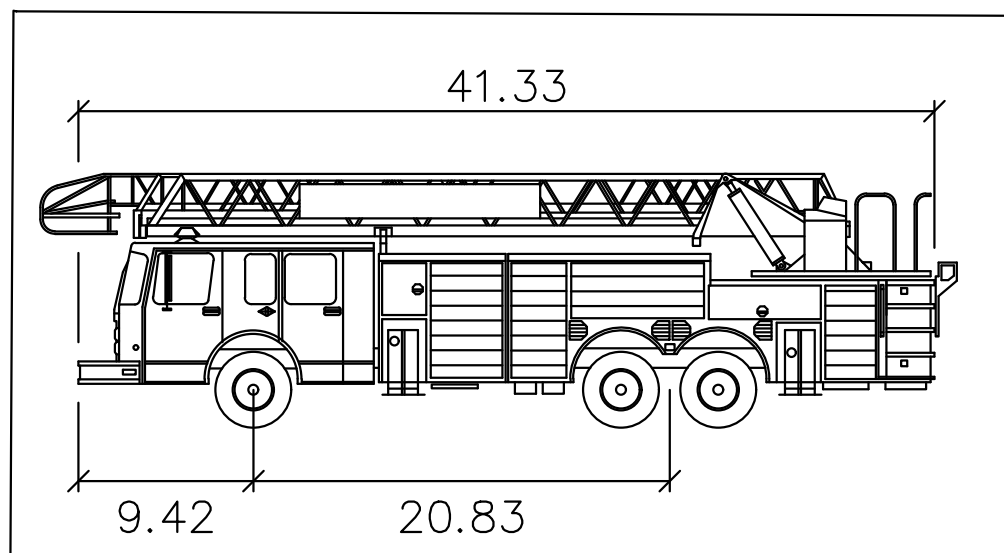
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KHA PROJECT 112614000 DATE 02/28/2022 SCALE AS SHOWN DESIGNED BY DRAWN BY CHECKED BY				
AUTOTURN FIRE TRUCK PATH BROOK LANE TO UNION ST				
THE RESIDENCES AT BURNS AVENUE PREPARED FOR WALLSTREET DEVELOPMENT CORP. P.O. BOX 272 WESTWOOD, MA 02090 MASSACHUSETTS				
SHEET NUMBER 3	REVISIONS No. DATE			

REFERENCE:
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SCENARIO 4
ENTERING FROM WEST



Walpole Fire Truck
 Width : 8.33
 Track : 8.33
 Lock to Lock Time : 6.0
 Steering Angle : 42.0

TURNING MOMENTS LEGEND:
— TIRE LINES
— FRONT BUMPER LINES

REFERENCE:
AMENDED SITE DEVELOPMENT PLAN
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KHA PROJECT 112614000 DATE 02/28/2022 SCALE AS SHOWN DESIGNED BY DRAWN BY CHECKED BY	BS SP BS	AUTOTURN FIRE TRUCK PATH UNION ST TO BROOK LANE		
THE RESIDENCES AT BURNS AVENUE PREPARED FOR WALLSTREET DEVELOPMENT CORP. P.O. BOX 272 WESTWOOD, MA 02090 MASSACHUSETTS WALPOLE	SHEET NUMBER <b style="font-size: 1.5em;">4			