

Maryjane Kenney

From: Haartz, Eric [sandbox@haartz.com]
Sent: Tuesday, January 22, 2008 11:20 AM
To: Board of Selectmen; Engineering Department; amckinnon@hshassoc.com
Cc: Fox, John; Sieber, Doug; Dick Hatfield
Subject: The Haartz Corporation's feedback on proposals for Main and Hayward intersection redesign
Attachments: Main Hayward int design 2.doc

Greetings all,

Thanks for the opportunity to provide input in the last couple of months on the proposed redesign of the Main and Hayward roads intersection. The attached file is a formal letter expressing our thoughts on the matter as well as encouragement for moving ahead with a change. I will arrange to have hard copies of this letter go out to F. Doré Hunter, Bruce Stamski and Ann McKinnon, probably in tomorrow's mail.

Appreciatively,

Eric Haartz



Mr. F. Doré Hunter, Chairman
Board of Selectmen
Town of Acton
472 Main Street
Acton, MA 01720

January 21, 2008

Dear Mr. Hunter,

In connection with planning work on a redesign of the intersection of Main Street and Hayward Road, I want to thank the Town of Acton for assuring that we have been engaged in the redesign process. Design consulting engineers and members of town management have been good about soliciting our input and keeping us informed of developments. The communication has been good on the Town's part, and I trust that our participation has evidenced a sincere interest in this project.

The last public hearing on the intersection redesign saw presentation of five proposals. Of those, there was only one that did not look like it would improve traffic dynamics, that being the design featuring a left turn lane on the northbound side of Main Street. We do not have strong feelings about the relative merit of the other four redesign concepts although we favor the roundabout concept in the long run. Given fiscal constraints and traffic modeling questions, the two most expensive options (traffic lights or roundabout) may not be very likely for final selection, nor are those concepts ideal in all functional respects. There are a couple of simpler redesign concepts that entail less expense and effort and still look like they could improve traffic flow eastbound off of Hayward Road.

Regardless of a chosen solution, please note that Haartz does not have control over the size of trucks operated by common carrier truck lines. Ultimately, the U.S. Department of Transportation, influenced by trucking industry lobbyists and the U.S. legislature, determine maximum truck length. The last redesign of the Hayward and Main intersection did not take into account actual and anticipated maximum truck lengths for that time, so it is worth some inquiry with the Department of Transportation before finalizing this round of redesign.

We hope that one of these current design proposals can be chosen, refined and implemented to improve eastbound egress off of Hayward Road, yet keep other traffic dynamics in balance. Thank you for considering the intersection redesign and we hope that it can move forward to an actual implementation.

Sincerely,

C. Bruce Stamski
Ann McKinnon
Dick Hatfield

Eric Haartz