

CITY OF NEWTON

IN BOARD OF ALDERMEN

PUBLIC FACILITIES COMMITTEE AGENDA

SPECIAL MEETING

MONDAY, AUGUST 11, 2014

6:45 PM
Room 209

Chairman's Note: Transportation Director William Paille will present plans for the reconfiguration of the intersection of Grant and Beacon Streets.

ITEMS SCHEDULED FOR DISCUSSION:

Public hearing assigned for August 11, 2014

- ##259-14(2) CITY ENGINEER petitioning for the extension of four common sewers in:
- (1) STUDIO ROAD from an existing sewer stub in Woodland Road at Studio Road southerly for 950' ± to a proposed manhole in Studio Road
 - (2) ASPEN AVENUE from an existing sewer stub located in Lasell Village easterly for 240' ± within an easement thence turning southerly on Aspen Avenue for 1,160' ± to a proposed manhole in Aspen Avenue.
 - (3) HAWTHORNE AVENUE from a proposed manhole at 96 Hawthorne Avenue southerly for 160' ± thence turning westerly for 120' ± within an existing easement in Hawthorne Avenue thence turning northerly within an existing easement in Hawthorne Avenue 240' ± to a proposed manhole at the intersection of Hawthorne Avenue and Aspen Avenue.
 - (4) HAWTHORNE AVENUE from an existing manhole in Hawthorne Avenue southwesterly for 320' ± to a proposed manhole at 63 Hawthorne Avenue.
(Ward 4) [07/07/14 @ 9:50 AM]

ITEMS NOT SCHEDULED FOR DISCUSSION:

- #270-14 BRIAN LASH, 46 Woodman Road, requesting, in accordance with Massachusetts General Law Ch. 40, Sec. 15., abandonment of a portion of a 20' wide City sewer, water, and drain easement in the southeast corner of Section 63, Block 19, Lot 5 (46 Woodman Road) and acceptance of a 20' wide sewer, water, and drain easement located northeasterly of the existing easement.
[07/02/14 @ 2:51 PM]

The location of this meeting is handicap accessible and reasonable accommodations will be provided to persons requiring assistance. If you need a special accommodation, please contact John Lojek, at least two days in advance of the meeting: jlojek@newtonma.gov, or 617-796-1064. For Telecommunications Relay Service dial 711.

Appointment by the President of the Board of Aldermen

#269-14 D. SCOTT ROSS, 20 Dale Street, Newtonville, appointed to the Design Review Committee as the Community Representative for the Cabot Elementary School Project. {07/02/14 @ 1:09 PM}

Public hearing assigned for September 3, 2014

#268-14 NATIONAL GRID petitioning for a grant of location to install and maintain 200' ± of 6" gas main in EDWARD ROAD from an existing 6" gas main in Derby Street northerly to 15 Derby Street. (Ward 3) [06/23/14 @ 2:49 PM]

Public hearing assigned for September 3, 2014

#267-14 NATIONAL GRID petitioning for a grant of location to install and maintain 115' ± of 4" gas main in OSSIPPEE ROAD from an existing 4" gas main at Linden Street easterly to 89 Ossippee Road. (Ward 5) [06/25/14 @ 12:58 PM]

#189-14 PUBLIC FACILITIES COMMITTEE requesting periodic updates on the Zervas Elementary School Project. [04/17/14 @ 10:48 PM]

#188-14 PUBLIC FACILITIES COMMITTEE requesting periodic updates on the Cabot Elementary School Project. [04/17/14 @ 10:48 PM]

REFERRED TO PROGRAMS & SERVICES AND PUBLIC FACILITIES COMMITTEES

#119-14 ALD. ALBRIGHT AND CROSSLEY requesting discussion with the Inspectional Services Department to explain the development of short and long term plans to identify and correct buildings, sidewalks, playgrounds, etc...that do not conform to American Disability Act (ADA) standards. The discussion should include information on how improvements will be incorporated into the Capital Improvement Plan or if less than \$75,000 into a comprehensive budget plan to correct ADA deficiencies. [03/12/14 @ 4:18 PM]

#62-14 ALD. CROSSLEY, HESS-MAHAN, ALBRIGHT AND SALVUCCI requesting a report from the administration on the status of the City strategy to meet its obligations as a Department of Energy Resources Green Community, to reduce municipal energy consumption by 20% over five years, particularly regarding advancing the implementation of the building energy audits program recommending energy efficiency measures in existing buildings, and how that strategy is incorporated into the capital improvement plan. [02/24/14 @ 6:35 PM]

#14-14 ALD. ALBRIGHT, JOHNSON & NORTON requesting a discussion of the snow removal operations during the last storm including information on the use of brine and how it worked, the effectiveness of the new snow melter, snow dumping, and what can be done to make city sidewalks safe in the event of an ice storm. 12/20/13 @ 4:21 PM]

#417-13 PUBLIC FACILITIES COMMITTEE requesting that the Administration provide updates on the progress of the Angier Elementary School project. [11/21/13 @ 9:16 AM]

REFERRED TO PUBLIC FACILITIES AND FINANCE COMMITTEES

#288-13 PUBLIC FACILITIES & FINANCE COMMITTEES requesting that the Administration update the Board of Aldermen when a funding source is determined for the Zervas Elementary School Feasibility Study. [07-11-13 @ 10:10 AM]

#200-13(2) ALD. JOHNSON proposing amendment(s) to Chapter 27 of the city ordinances relative to signs on sidewalks, traffic islands, and other city property to establish an application process for placing signs (sandwich boards, placards, and showboards), which includes requirements, timelines for posting and removal of signs. [02/26/14 @ 9:07 AM]

#153-13 PUBLIC FACILITIES COMMITTEE requesting periodic updates on the progress of the citywide storm water system assessment needed to define the scope of repairs to the system, as well as methods of financing the assessment and an accounting of the storm water enterprise fund. [04/02/13 @ 11:02 AM]

#131-13 ALD. CROSSLEY, FULLER, SALVUCCI, JOHNSON, CICCONE requesting periodic updates and discussion, at the discretion of the members of the Public Facilities Committee or the Commissioner of Public Works, on the condition functioning, operations and management of all elements of the City sewer, water and storm water systems including the following:

- Water meters
- Implementation of the ten project area strategic plan to remove infiltration in the City sewer system
- Implementation of the long range strategic plan to repair and replace City water mains, especially to correct for fire flow
- Status of the City's Private Inflow Removal Program to resolve and disconnect illegal storm water connections to the City sewer system
- Current billing practices
- Rates analyses needed to facilitate an informed comparison of billing options to include the following options either alone or in combination: seasonal rates, second meters, tiered rates, frequency of billing, low income credits. [03/23/13 @ 11:13 AM]

REFERRED TO PUBLIC FACILITIES AND FINANCE COMMITTEES

#41-13 ALD. CROSSLEY, FULLER AND SALVUCCI requesting a discussion with the administration to review how the city inventories, plans for, budgets and accounts for needed smaller capital expenditures (currently set at under \$75,000), which are excluded from the Capital Improvement Plan (CIP); how to make these non-

CIP capital maintenance items visible, and how to integrate them with the overall planning, CIP, and budgeting processes. [01/14/13 @ 5:02 PM]

- #301-12(2) PUBLIC FACILITIES COMMITTEE requesting updates on the progress of the Carr School Renovation Project.

REFERRED TO PROG & SERV, PUB. FAC., ZAP, AND FINANCE COMMITTEES

- #256-12 ALD. HESS-MAHAN, SANGIOLO & SWISTON proposing and ordinance promoting economic development and the mobile food truck industry in the City of Newton. [08/06/12 @4:46 PM]

- #246-12 RECODIFICATION COMMITTEE recommending Sec. 25-1, which requires a permit to create a trench, be reviewed to determine if a new section relative to excavation should be established to regulate unsafe excavation beyond the regulation of trenches, as the City Engineer has advised that all trenches are excavations, but not all excavations are trenches, which amendment would replace **Sec. 20-53. Excavations; protection; erection of barriers.**, which was deleted as part of recodification because it conflicted with Sec. 25-1.

- #245-12 RECODIFICATION COMMITTEE recommending that Chapter 11, RECYCLING AND TRASH as most recently amended by Ordinance Z-68 and Z-87, dated 6/21/10 and 5/16/11, respectively, be reviewed and be amended as necessary.

REFERRED TO PROG. & SERV AND PUBLIC FACILITIES COMMITTEES

- #36-12 ALD. CROSSLEY & FULLER requesting Home Rule legislation or an ordinance to require inspections of private sewer lines and storm water drainage connections prior to settling a change in property ownership, to assure that private sewer lines are functioning properly and that there are no illegal storm water connections to the city sewer mains.

- A) Sewer lines found to be compromised or of inferior construction would have to be repaired or replaced as a condition of sale;
 - B) Illegal connections would have to be removed, corrected, and re-inspected in accordance with current city ordinances and codes, as a condition of sale.
- [01/24/12 @ 8:07 AM]

REFERRED TO PS&T AND PUBLIC FACILITIES COMMITTEES

- #413-11 ALD. CICCONE, SALVUCCI, GENTILE & LENNON updating the Public Facilities and Public Safety & Transportation Committees on the progress of renovations to the city's fire stations. [11-17-11 @ 11:07 AM]

- #367-09 PUBLIC FACILITIES COMMITTEE requesting discussion with the Law Department on how to resolve the dispute with NStar regarding whose responsibility it is to repair the streetlight connection between the manhole and the base of the streetlight. [10/21/09 @ 9:00 PM]

#253-07

ALD. LINSKY ALBRIGHT, JOHNSON, HARNEY, SANGIOLO, SALVUCCI, MANSFIELD, BURG, SCHNIPPER requesting (1) a review as to how provisions of applicable ordinances, specifically 5-58, were implemented during the course of the Newton North project, and (2) consider proposed revisions of 5-58 including, but not limited to:

- (a) timely provision of documentation by the public building department to the Board of Aldermen and Design Review Committee;
- (b) establishment of liaison committees to facilitate communications and input from neighborhoods affected by projects subject to this ordinance;
- (c) approval of final design plans by the Board of Aldermen of projects subject to this ordinance;
- (d) oversight during the construction phase of projects subject to this ordinance by appropriate Board committee(s) both in respect to approval of change orders as well as design changes; and
- (e) generation of a required record detailing the entire construction process by the public building department to guide present and future oversight of projects subject to this ordinance.
- (f) establishment of a committee to provide oversight for public building construction and renovation during all phases of planning, design and construction. [08/07/07 @ 3:12 PM]

Respectfully submitted,

Deborah Crossley, Chairman



DEPARTMENT OF PUBLIC WORKS

TRANSPORTATION DIVISION

110 Crafts Street
Newton, MA 02460

Setti D. Warren
Mayor

DATE: July 28, 2014
TO: Dave Turocy, Commissioner of Public Works
FROM: William G. Paille, P.E., Director of Transportation
RE: **Beacon & Grant – Signal Warrant Analysis**

Introduction

The purpose of this memo is to provide information and analysis related to the intersection of Grant Avenue with Beacon Street and the need to install fully-actuated traffic signals at this location. The intersection currently operates as a “T” intersection with Grant Avenue under stop control and Beacon Street free flowing. There is a flashing beacon suspended directly over the center of the intersection with “red” facing Grant Avenue and “yellow” facing Beacon Street in either direction. Grant Avenue a two-lane, bi-directional roadway that travels in a North/South direction. Beacon Street is a two-lane, bi-directional roadway that travels in an East/West direction with a left turn lane in the easterly direction.

Manual Turning Movement (TMC) counts were performed by Precision Data Industries, LLC at this intersection on Tuesday, November 9, 2010. Accident history dating back twelve (12) years (November 2002 to April 2014) for this intersection was obtained from the Newton Police Department. The Newton Engineering Department performed a topographic survey of the intersection in the fall of 2013.

Existing Conditions

Based on the turning movement data obtained in 2010, the morning peak hour was determined to be from 7:30am to 8:30am and the evening peak hour from 4:45pm to 5:45pm. The existing peak hour turning volumes are summarized as follows:

Existing Peak Hour Turning Volumes

Location	Direction	AM	PM
Grant Avenue (SB)	Left	82	171
	Right	121	94
Beacon Street (EB)	Left	274	197
	Thru	827	605
Beacon Street (WB)	Right	299	338
	Thru	600	581

A total of forty-seven (47) accidents have occurred at this intersection over a twelve year period, summarized as follows:

2002: 2 resulting in both with property damage and injuries
2003: 6 resulting in 5 with property damage only (1 not reported)
2004: 3 resulting in 3 with property damage only
2005: 5 resulting in 4 with property damage only (1 not reported)
2006: 4 resulting in 1 with property damage and 2 with injuries (1 not reported)
2007: 6 resulting in 4 with property damage and 2 with injuries
2008: 5 resulting in 2 with property damage (2 not reported and 1 unknown)
2009: 6 resulting in 4 with property damage and 2 with injuries
2010: 4 resulting in 2 with property damage and 2 with injuries
2011: 1 resulting in 1 with property damage
2012: 3 resulting in 3 with property damage and injuries (2 with bicyclists)
2013: 1 resulting in property damage and injuries (with bicyclist)
2014: 1 resulting in property damage only

Traffic Signal Warrant Analysis

Part IV of the 2009 Manual on Uniform Traffic Control Devices (MUTCD) was utilized to perform the traffic signal warrant analysis. The MUTCD defines nine (9) criteria for which a signal may be warranted based upon vehicular or pedestrian volumes, roadway geometry, traffic accidents and/or vehicular delays.

Warrant 1, Eight-Hour Vehicular Volume

Support:

- (1) The Minimum Vehicular Volume, Condition A, is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal.
- (2) The interruption of Continuous Traffic, Condition B, is intended for applications where the traffic volume on a major street is so heavy that traffic on a minor road suffers excessive delay or conflict in entering or crossing the major street.
- (3) It is intended that Warrant 1 be treated as a single warrant. If Condition A is satisfied, then Warrant 1 is satisfied and analysis of Condition B and the combination of Conditions A and B are not needed. Similarly, if Condition B is satisfied, then Warrant 1 is satisfied and an analysis of the combination of Conditions A and B is not needed.

Standard:

The need for a traffic control signal shall be considered if an engineering study finds that one of the following conditions exist for each of any 8 hours of an average day:

- A. The vehicles per hour given in both of the 100 percent columns of Condition A in Table 4C-1 exist on the major-street and the higher-volume minor street approaches, respectively, to the intersection;
or
- B. The vehicles per hour given in both of the 100 percent columns of Condition B in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection.
In applying each condition the major-street and minor-street volumes shall be for the same 8 hours. On the minor street, the higher volume shall be required to be on the same approach during each of these 8 hours.

The following tables are a re-creation of Table 4C-1 found on page 438 of the 2009 MUTCD.

Table 4C-1, Warrant 1, Eight-Hour Vehicular Volume

<i>Condition A- Minimum Vehicular Volume</i>									
Number of lanes for moving traffic on each approach		Vehicles per hour on major street (Total on both approaches)				Vehicles per hour on higher-volume minor-street approach (One direction only)			
<u>Major Street</u>	<u>Minor Street</u>	<u>100%^a</u>	<u>80%^b</u>	<u>70%^c</u>	<u>56%^d</u>	<u>100%^a</u>	<u>80%^b</u>	<u>70%^c</u>	<u>56%^d</u>
1.....	1.....	500	400	350	280	150	120	105	84
2 or more.....	1.....	600	480	420	336	150	120	105	84
2 or more.....	2 or more...	600	480	420	336	200	160	140	112
1.....	2 or more...	500	400	350	280	200	160	140	112

^aBasic minimum hourly volume.

^bUsed for combination of Conditions A and B after adequate trial of other remedial measures.

^cMay be used when the major-street speed exceeds 70 km/h (40 mph) or in an isolated community with a population of less than 10,000.

^dMay be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 70 km/h (40 mph) or in an isolated community with a population of less than 10,000.

Warrant 1, Eight-Hour Vehicular Volume (Condition B)

<i>Condition B- Interruption of Continuous Traffic</i>									
Number of lanes for moving traffic on each approach		Vehicles per hour on major street (Total on both approach)				Vehicles per hour on higher-volume minor-street approach (One direction only)			
<u>Major Street</u>	<u>Minor Street</u>	<u>100%^a</u>	<u>80%^b</u>	<u>70%^c</u>	<u>56%^d</u>	<u>100%^a</u>	<u>80%^b</u>	<u>70%^c</u>	<u>56%^d</u>
1.....	1.....	750	600	525	420	75	60	53	42
2 or more.....	1.....	900	720	630	504	75	60	53	42
2 or more.....	2 or more...	900	720	630	504	100	80	70	56
1.....	2 or more...	750	600	525	420	100	80	70	56

^aBasic minimum hourly volume.

^bUsed for combination of Conditions A and B after adequate trial of other remedial measures.

^cMay be used when the major-street speed exceeds 70 km/h (40 mph) or in an isolated community with a population of less than 10,000.

^dMay be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 70 km/h (40 mph) or in an isolated community with a population of less than 10,000.

Result: Only turning movement count data for the peak morning and afternoon peak hour are available and not for each hour over an eight hour period. Therefore, we are unable to determine if this intersection satisfies Warrant 1

Warrant 2, Four-Hour Vehicular Volume

The four hour vehicular volume signal warrant conditions are intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic control signal. Refer to Figure 4C-1 and 4C-2, page 440 of the 2009 MUTCD.

The volumes were generated by including the total volume for both approaches for the Beacon Street and the higher volume for one approach for Grant Avenue for any 4-hour weekday period.

The volume for each of the 4 hours for Beacon (both approaches) was 1855, 1872, 1525 and 1623 respectively. 100% of each volume is greater than 600; 80% greater than 480; 70% greater than 420; and 56% greater than 336. Similarly, the volume for each of the 4 hours for Grant (higher single approach) is 192, 218, 221 and 260 respectively. 100% of each volume is greater than 150; 80% greater than 120; 70% greater than 105; and 56% greater than 84.

Result: This intersection SATISFIES Warrant 2 (See Summary)

Warrant 3, Peak Hour

The Peak Hour Signal Warrant is intended for use at a location where traffic conditions are such that for a minimum of an average day, the minor street traffic suffers undue delay when entering or crossing the major street. In addition, this warrant typically applies to unusual cases such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time.

Result: Warrant 3 does NOT apply to this intersection

Warrant 4, Pedestrian Volume

The Pedestrian Volume Signal Warrant is intended for application where the traffic volume on a major street is so heavy that pedestrians experience excessive delay in crossing the major street.

This warrant is met when for each of any 4 hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings) all fall above the curve in Figure 4C-5, page 443 of the 2009 MUTCD or for 1 hour (any four consecutive 15-minute periods) of any average day, the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings) falls above the curve in Figure 4C-7, page 444 of the 2009 MUTCD.

Pedestrian counts revealed a total of 4 pedestrians crossing Grant and 10 pedestrians crossing Beacon over a 4 hour period, well below the threshold required to satisfy this warrant.

Result: Warrant 4 does NOT apply to this intersection

Warrant 5, School Crossing

The School Crossing Signal Warrant is intended for application where the fact that school children cross the major street is the principal reason to consider installing a traffic control signal.

There are no public schools within the vicinity of the intersection. Therefore, this warrant does not apply to this intersection.

Result: Warrant 5 does NOT apply to this intersection

Warrant 6, Coordinated Signal System

Progressive movement in a coordinated signal system sometimes necessitates installing traffic control signal at intersections where they would not otherwise be needed in order to maintain proper platooning of vehicles. The coordinated traffic signal system signal warrant should not be applied where the resultant spacing of traffic control signals would be less than 1,000 ft. The closest signalized intersection to this intersection is Beacon/Langley/Sumner which is approximately 1,115 feet away and therefore it may be necessary to coordinate the timing of this intersection.

Result: This Intersection SATISFIES Warrant 6

Warrant 7, Crash Experience

The Crash Experience Signal Warrant conditions are intended for application where the severity and frequency of crashes are the principal reasons to consider installing a traffic control signal.

Standard:

The need for a traffic control signal shall be considered if an engineering study finds that all of the following criteria are met:

- A. Adequate trial of alternatives with satisfactory observations and enforcement has failed to reduce the crash frequency; and
- B. Five or more reported crashes, of types susceptible to correction by a traffic control signal, have occurred within a 12-month period, each crash involving personal injury or property damage apparently exceeding the applicable requirements for a reportable crash; and
- C. For each of any 8 hours of an average day, the vehicles per hour (vph) given in both of the 80 percent columns of Condition A in Table 4C-1, or the vph in both of the 80 percent columns of Condition B in Table 4C-1 exists on the major-street and the higher-volume minor-street approach, respectively, to the intersection, or the volume of pedestrian traffic is not less than 80 percent of the requirements specified in the Pedestrian Volume warrant. These major-street and minor-street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.

Several modifications have been implemented to this intersection over the years including the installation of a curbed island, better quality pavement markings to improve visibility, installation of a stop sign, stop bar and pedestrian crosswalk on Grant Avenue, installation of bicycle lane markings and signage along Beacon Street, and the installation of a flashing beacon system (red for Grant Avenue and yellow for Beacon Street) that was installed prior to the year 2002.

As previously stated herein, there have been approximately forty-seven (47) accidents at this intersection over the last twelve years resulting in personal injury or property damage. Although approximately 26 of these accidents resulted in property damage only, approximately 14 resulted in personal injuries (3 to

cyclists). A majority of the accidents were a result of collisions between vehicles turning left onto Beacon Street from Grant Avenue SB and vehicles turning left onto Grant Avenue from Beacon Street EB. The three accidents involving a vehicle and cyclist (Yr. 2012 and 2013) resulted in the driver not being able to see the cyclist crossing Grant Avenue via the bicycle lane. There were at least 5 crashes over a 12-month period during five (5) of the 12 years that data was collected (Year 2003, 2005, 2007, 2008 and 2009). Although there have been a total of five (5) crashes over the last three years, three involved a vehicle turning left onto Grant with a cyclist traveling along Beacon Street crossing Grant Avenue.

Result: This intersection SATISFIES Warrant 7

Warrant 8, Roadway Network

Support:

Installing a traffic control signal at some intersections might be justified to encourage concentration and organization of traffic flow on a roadway network.

Standard

The need for a traffic control signal shall be considered if an engineering study finds that the common intersection of two or major routes meets one or both of the following criteria:

- A. The intersection has a total existing, or immediately projected, entering volume of at least 1,000 vehicles per hour during the peak hour of a typical weekday and has 5-year projected traffic volumes, based on an engineering study, that meet one or more of Warrants 1, 2, and 3 during an average weekday; or
- B. The intersection has a total existing or immediately projected entering volume of at least 1,000 vehicles per hour for each of any 5 hours of a non-normal business day (Saturday or Sunday).
A major route as used in this signal warrant shall have at least one of the following characteristics:
 - A. It is part of the street or highway system that serves as the principal roadway network for through traffic flow.
 - B. It includes rural or suburban highways outside, entering, or traversing a city.
 - C. It appears as a major route on an official plan, such as a major street plan in an urban area traffic and transportation study.

This intersection does have a total existing or projected entering volume of at least 1,000 vph and meets Warrant 2.

Result: This intersection SATISFIES Warrant 8

Warrant 9, Intersection Near a Grade Crossing

The Intersection near a grade crossing signal warrant is intended for use at a location where none of the conditions described in the other eight traffic signal warrants are met, but the proximity to the intersection of a grade crossing on an intersection approach controlled by a STOP or YIELD sign is the principal reason to consider a traffic control signal. This signal warrant should be applied only after adequate consideration has been given to other alternatives of after a trial of an alternative has failed to alleviate the safety concerns associate with the grade crossing. There are no existing grade crossings located within the vicinity of the study intersections and therefore the warrant does not apply.

Result: Warrant 9 does NOT apply to this intersection

Warrant Summary

			Warrant #1				Warrant #2		Warrant #3		Warrant #7	Warrant #8
Time	Beacon Street (Total both Approaches)	Grant Avenue (One Dir. Only)	Eight-Hour Vehicular Vol.				Four-Hour Vehicular Vol.		Peak Hour		Crash Experience	Roadway Network
			Condition A				Fig. 4C-1	Fig. 4C-2	Fig. 4C-3	Fig. 4C-3		
			100%	80%	70%	56%						
			Condition B				100%	70%	100%	70%		
6-7 AM	-	-	-	-	-	-	-	N/A	N/A	-	-	
7-8 AM	1855	192	Y	Y	Y	Y	Y	Y	N/A	N/A	-	Y
8-9 AM	1872	218	Y	Y	Y	Y	Y	Y	N/A	N/A	-	Y
9-10 AM	-	-	-	-	-	-	-	-	N/A	N/A	-	-
10-11 AM	-	-	-	-	-	-	-	-	N/A	N/A	-	-
11 AM -12 PM	-	-	-	-	-	-	-	-	N/A	N/A	-	-
12-1 PM	-	-	-	-	-	-	-	-	N/A	N/A	-	-
1-2 PM	-	-	-	-	-	-	-	-	N/A	N/A	-	-
2-3 PM	-	-	-	-	-	-	-	-	N/A	N/A	-	-
3-4 PM	-	-	-	-	-	-	-	-	N/A	N/A	-	-
4-5 PM	1525	221	Y	Y	Y	Y	Y	Y	N/A	N/A	-	Y
5-6 PM	1623	260	Y	Y	N	N	Y	Y	N/A	N/A	-	Y
6-7 PM	-	-	-	-	-	-	-	-	N/A	N/A	-	-
Warrant Requirements			Condition B 750/75-100% 600/60-80% 525/53-70% 420/42-56%				Any 4 hours of an average day		1 Hour (any four 15 minutes)		5 or more in 12 mo.	Warrants 1,2 or 3 met
Hours Warrant Met			4 Hours Condition B - 70%				3 Hours – 70%		2 Hours – 70%		N/A	Y
Warrant Satisfied			Unable to Determine at this time				Yes		N/A		Yes	Y
Warrant #4, Pedestrian Volume: N/A						Warrant #5, School Crossing: N/A						
Warrant #6, Coordinated Signal System: Yes						Warrant #9, Intersection Near a Grade Crossing: N/A						

Conclusions

Traffic data collected at this intersection in 2010 confirms the volume of traffic exiting Grant Avenue SB onto Beacon Street is experiencing severe delays as a result of the volume of traffic traveling along Beacon Street. Although there is insufficient data to confirm the intersection satisfies Warrant #1, the data clearly confirms the intersection satisfies Warrant #2. Warrants #3, #4 and #5 do not apply to this intersection. Due

to the fact the intersection is approximately 1000 feet from the intersection of Beacon/Langley/Sumner, this intersection may need to be coordinated and does satisfy Warrant #6. The severity and frequency of crashes that have occurred at this intersection over the last twelve years suggests placing this intersection under signal control would result in a dramatic improvement in the overall operation and safety of vehicles, cyclists and pedestrians, thus satisfying Warrant #7. Traffic volumes at this intersection being greater than 1000 vehicle per hour, also suggest this location would benefit from a phased traffic signal to facilitate turning traffic and thus satisfies Warrant #8. Due to the fact this intersection is not near an at-grade crossing controlled by a yield or stop sign, Warrant #9 does not apply.

This intersection satisfies four of the nine warrants as defined by the MUTCD, in particular with respect to the 4-hour traffic volumes and severity/frequency of vehicle crashes. As a result, it is the recommendation of the Transportation Division that this intersection be placed under full-actuated signal control.

City of Newton



DEPARTMENT OF PUBLIC WORKS
OFFICE OF THE COMMISSIONER
1000 Commonwealth Avenue
Newton Centre, MA 02459-1449

Setti D. Warren
Mayor

To: Honorable Mayor Setti D. Warren
Via: Maureen Lemieux, Chief of Staff
From: David F. Turocy, Commissioner of Public Works

Subject: Request to Extend the Public Sewer Main and Assess Sewer Bettements on Aspen Avenue, Hawthorne Avenue, and Studio Road

July 3, 2014
RECEIVED
Newton City Clerk
2014 JUL -7 AM 9:50
David A. Olson, CMC
Newton, MA 02459

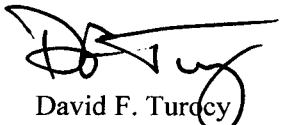
The Department Public Works has received petitions from some of the owners on Aspen Avenue, Hawthorne Avenue, and Studio Road to connect to the City's sewer main. There are currently no City sewers on Aspen Avenue (west of #83), Hawthorne Avenue, or Studio Road. The houses on these roads currently have septic systems, located in the rear yards. Most of the owners recognize that, should they ever wish to sell their houses, most of the septic systems would probably not pass a Title 5 inspection, and they would be forced to reconstruct the septic system, or connect to the City's sewer system.

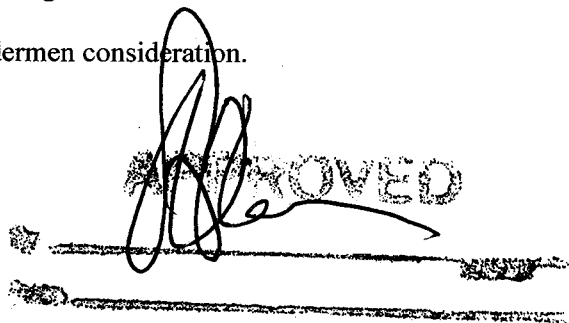
Engineering Division's design engineers, Weston & Sampson, Inc., has completed the design of the sewer extensions. The proposed sewer extension on Studio Road will connect to an existing sewer main on Woodland Road, extended to Studio Road in 2011. The proposed sewer extension on Aspen Avenue and Hawthorne Avenue will connect to an existing sewer stub at Lasell Village, behind Unit #80C. A 40 foot wide temporary sewer construction easement and a 20 foot wide permanent sewer easement have been taken by the City from Lasell College for this connection. A 40 foot wide temporary sewer construction easement has been granted from the owners of #27 Aspen Avenue, and #97, #101, #107, #111 Hawthorne Avenue, for the proposed sewer construction in the rear yards.

Sewer assessments shall be made as part of this sewer extension project, per ordinance section 29-71 and 29-72, as of the date of receipt of petitions. See the table of proposed sewer assessments attached. The funding source for construction is an existing sewer bond. Estimated construction cost is \$730,000. Plans of the proposed sewer extensions are filed in the engineering division office.

Please docket this matter with the City Clerk for Board of Aldermen consideration.

Respectfully,


David F. Turocy
DPW Commissioner



#259-14(2)

102



City of Newton

PETITION FOR DRAIN AND SEWER

October 2 2010

To THE BOARD OF ALDERMEN:-

The undersigned believing that the public convenience and the public health require it, respectfully petition that a main drain and common sewer be constructed in

Hawthorne Ave, aspen ave

Street

Insert street or way, or private lands, give names of owners.

from Hawthorne Ave 51 aspen 86

81 Vista

to Hawthorne Ave 111 aspen 24

in that part of Newton called Auburndale

11 APR 13 A 8:50
CITY CLERK
NEWTON, MA 02459

Do not write here. Bind off margin!

Signatures of petitioners here:	ADDRESSES
J. Robert Keller & Nancy Rolfe	63 Hawthorne Ave
Mahmud Khatib	6 Aspen Ave
Josann Rosen	27 Aspen Ave.
Jim Miller	101 HAWTHORNE AVE
Barry Robinson	103 HAWTHORNE AVE
Laura Lyman	111 Hawthorne Ave
Cheryl Springfield	110 HAWTHORNE AVE
[Signature]	98 Hawthorne Ave.
Andrea [Signature]	79 Hawthorne Ave
Sally Rothman	33 Aspen Ave
[Signature]	81 VISTA AVE
Monty [Signature]	85 Hawthorne Ave
Carl Selder	24 ASPEN AVE.
Ronald A. [Signature]	14 Aspen Ave.

In Board of Aldermen,
Referred to Committee on Public Works

Clerk.

Norene Mahoney Rolle

From: Norene Mahoney Rolle [nrolle@comcast.net]
Sent: Sunday, August 22, 2010 10:09 AM
To: 'tdaley@newtonma.gov'
Subject: Request for help

63 Hawthorne Ave,
Auburndale, MA 02466-2818
Email: nrolle@comcast.net
August 20, 2010

Mr Thomas Daley
Director, Public Works Dept
Room 105
Newton City Hall
Newton Center, MA 02459

11 APR 13 A 8 49
CITY CLERK
NEWTON, MA. 02159

Dear Mr. Daley:

This is being sent by e mail as well as hard copy.

We have owned our home in Newton for 15 years and during that time we have been waiting for the city of Newton to extend the sewer line to the end of our street so that we may connect with it. We are three houses away from the nearest manhole.

As you are aware sewer connections for houses eliminate any environmental issues and are modern; and we are hoping a sewer connection is an eventuality.

We are requesting that the Public Works Department include in the near future the installation of a sewer connection to un-served houses on Hawthorne Avenue and Aspen Ave. The sewer line ends three homes down our street on the cross street Unity. Currently our section of the street utilizes septic systems and cesspools for sewage abatement.

Finally, adding sewer connections would pay a return to Newton in the form of regular sewer fees on water use which would offset the one time expense of extending the sewer line.

Please respond to our need for information and feedback to the issue of if and when the sewer line can be extended for equity and the environment.

Very Truly Yours,

F. Robert Rolle *L Norene Rolle*
Robert and Norene Rolle

CC: Mr Ron Marini

8/22/2010

63 Hawthorne Ave,
Auburndale, MA 02466-2818
Email: nrolle@comcast.net
October 13, 2010

Mr. Jay Harney
42 Central Street
Auburndale, MA 02466

Dear Alderman Harney:

We are your neighbors and constituents who live in Auburndale on Hawthorne Avenue near Aspen Avenue where the two streets intersect and terminate shortly thereafter into two dead ends.

During the 15 years we have owned our home in Newton we have been waiting for the city of Newton to extend the sewer line to the end of our street so that we may connect. We are three houses away from the nearest manhole.

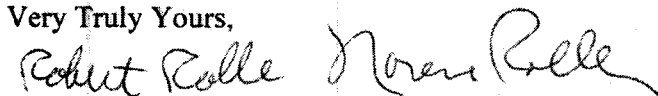
Currently our section of the street utilizes septic systems and cesspools for sewage abatement. As you are aware modern sewer connections for homes eliminate any environmental negatives, and we are hoping a sewer connection is a near-future eventuality.

Enclosed is a copy of a "sewer and drain" petition requesting that the Newton Public Works Department move forward to extend the sewer line past un-served houses on Hawthorne and Aspen Avenues. We residents on Aspen and Hawthorne in the affected houses affirmatively signed the petition almost unanimously. Extending the sewer to include all houses on these streets is understood to be an issue of equity (only 5% of Newton remains unconnected) and environmentally responsible.

We are urging you to support our efforts in any way possible through your powerful position as our alderman. Please give us feedback as to any next steps we might need to take. Thank you.

The attached petition was submitted yesterday October 12 to Mr. John Daghlian, Associate city Engineer at Newton City Hall.

Very Truly Yours,



Robert and Norene Rolle

CC: Neighbors

2062



City of Newton

PETITION FOR DRAIN AND SEWER

October 2 2010

To THE BOARD OF ALDERMEN:

The undersigned believing that the public convenience and the public health require it, respectfully petition that a main drain and common sewer be constructed in

Hawthorne Ave, Aspen Ave

Street

Insert street or way, or private lands, give names of owners.

from Hawthorne Ave 51

Aspen 4

, 81 Vista

to Hawthorne Ave 111

Aspen 84

in that part of Newton called

Auburndale

NEWTON, MA. 02459

11 APR 13 A 9 50

Do not write here. Binding margin.

Signatures of petitioners here:

ADDRESSES

[Signature]

96 Hawthorne Avenue

[Signature]

50 Aspen Avenue,

[Signature]

63 Aspen Avenue

[Signature]

41 Aspen Avenue

[Signature]

57 HAWTHORNE AVE.

[Signature]

51 Hawthorne Ave.

97 Hawthorne Ave. 02466

In Board of Aldermen,
Referred to Committee on Public Works

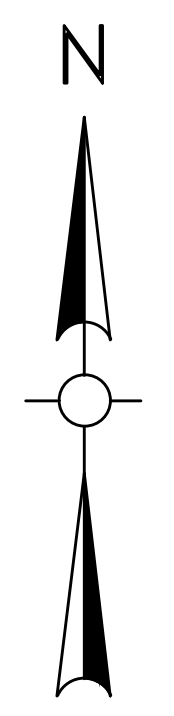
City

Final Label Report

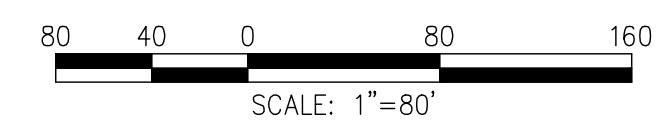
#259-14(2)

SBL	Owner	Number	Street	Unit
43035 0009	KETABI MAHMOUD & AFARIN	6	ASPEN AVE	
43035 0008	MARINI RONALD A	14	ASPEN AVE	
43035 0007	SALTER CAROL	24	ASPEN AVE	
43046 0036	ROSEN SUSAN L	27	ASPEN AVE	
43046 0028	STUART-VAIL ROBERT ANDERSON	33	ASPEN AVE	
43046 0027	ROSEN MARIA BIANCHI	41	ASPEN AVE	
43036 0002	SISTERS OF CHARITY SUPPORTING CORP	50	ASPEN AVE	
43046 0026	MOORE TIMOTHY P & DEBORAH W	55	ASPEN AVE	
43046 0025	LITWIN FRANK E	63	ASPEN AVE	
43046 0024	BAKER ANNETTE L	75	ASPEN AVE	
43046 0023	SEWALL RICHARD D	83	ASPEN AVE	
43037 0016	HIGGINBOTHAM A LEON JR & EVELYN	84	ASPEN AVE	
43046 0022A	MORNINGSTAR BETTY I	91	ASPEN AVE	
43046 0022	GENTILE LEONARD J & SUSAN M	99	ASPEN AVE	
43046 0021	ODOWD JEFFREY G & ANGELA M	115	ASPEN AVE	
43046 0020	COPPOLA JACQUELINE E	125	ASPEN AVE	
43046 0019	LESLIE NANCY B TR	141	ASPEN AVE	
43039 0001	WILSON ARNOLD B & SUZANNE W	142	ASPEN AVE	
43046 0018	COPPOLA JACQUELINE E	147	ASPEN AVE	
43039 0002	FULCHINO THOMAS P	150	ASPEN AVE	
43046 0017	COPPOLA JACQUELINE M EARLE TR	153-155	ASPEN AVE	
43039 0003	FREUDBERG RICHARD L & RITA L	160	ASPEN AVE	
43046 0016	LIU PINGHUA	165	ASPEN AVE	
43036 0011	GAASCH RITA K TR	6	HAWTHORNE AVE	
43034 0008	GERDON AREN	15	HAWTHORNE AVE	1
43034 0008A	CHEN QIUSHI	15	HAWTHORNE AVE	2
43036 0012	DOLAN CHRISTOPHER & SHARON	16	HAWTHORNE AVE	
43034 0009	FAZLI JONATHAN B & PAULA H	19	HAWTHORNE AVE	
43036 0013	HOLSTEIN EDWIN C	24	HAWTHORNE AVE	
43034 0010	DALEY KEVIN & KATIE	25	HAWTHORNE AVE	
43034 0011	COE GARY F & SUSAN B	29	HAWTHORNE AVE	
43036 0014	KANE MICHAEL & NANCY M TRS	30	HAWTHORNE AVE	
43034 0012	SLOSS LAURENCE & KATHERINE	39	HAWTHORNE AVE	
43035 0001	WALLSTROM HELEN R	51	HAWTHORNE AVE	
43035 0002	FREITAS JOHN H & ANNE W	57	HAWTHORNE AVE	
43035 0003	KELLEY ROBERT M	63	HAWTHORNE AVE	
43035 0004	MIXER JEAN K & CHARLES R JR	73	HAWTHORNE AVE	
43036 0001	HANLON ROBERT	78	HAWTHORNE AVE	
43035 0005	MAHONEY MARK A & ANDREA L	79	HAWTHORNE AVE	
43035 0006	KURONEN MATTHEW J	85	HAWTHORNE AVE	
43046 0029	HEIMLICH MARC & DONNA	96	HAWTHORNE AVE	
43046 0035	CRONIN JOHN J JR & STELITA M	97	HAWTHORNE AVE	
43046 0030	FOO HELEN K	98	HAWTHORNE AVE	
43046 0034	ABER JOHN J & TRACY J	101	HAWTHORNE AVE	
43046 0033	ROBINSON BARRY	107	HAWTHORNE AVE	

SBL	Owner	Number	Street	Unit
43046 0031	SEWALL RICHARD D TR	110	HAWTHORNE AVE	
43046 0032	YAN QINGYUN	111	HAWTHORNE AVE	
43036 0005A	MENDELSON ALBERT D TR	78	HAWTHORNE AVE OFF	
43034 0001	SLOSS LAURENCE & KATHERINE		LAKE AVE AUB	
43034 0002	FAUBERT JOHN P	30	LAKE AVE AUB	
43046 0001	OLIVEIRA STEVEN & GAIL M	10	MYRTLE AVE	
43046 0002	FRANTZIS JOHN G	18	MYRTLE AVE	
43046 0004	LASELL COLLEGE		OAK RIDGE/SEMINARY	
43046 0003	KADAR MARK H	46	SEMINARY AVE	
43046 0039	WOODLAND GOLF CLUB OF AUBURNDALE	0	SEMINARY AVE OFF	
43038 0002	LASELL COLLEGE	10-12	STUDIO RD	
43037 0010	MATLOFF DANIEL	21	STUDIO RD	
43037 0011	MULLER JAMES E & KATHLEEN W	29	STUDIO RD	
43037 0012	MENDELSON OMER A	35	STUDIO RD	
43037 0013	SHEA KEVIN	47	STUDIO RD	
43037 0014	SANSBY SUSAN	67	STUDIO RD	
43038 0001	LASELL COLLEGE	70	STUDIO RD	
43037 0015	SACHS KRISTINA TR	71	STUDIO RD	
43036 0009	LASELL COLLEGE	5	VISTA AVE	
43036 0008	LASELL COLLEGE	15	VISTA AVE	
43037 0006	WATSON ROM P	20	VISTA AVE	
43036 0007	ZELLER GEORGE & ELLEN JAFFEE	21	VISTA AVE	
43037 0005	GOLDRING STEVEN R & MARY B	30	VISTA AVE	
43036 0006	LAROSSA JOHN T & GRETCHEN LEE	31	VISTA AVE	
43037 0004	HARDEN AUBRY K & MARIA D	38	VISTA AVE	
43037 0003	BUTTERWORTH JOHN & ERIN C	46	VISTA AVE	
43036 0005	BERKOWITZ RICHARD	53	VISTA AVE	A
43036 0005AA	BERKOWITZ RICHARD M	53	VISTA AVE	B
43036 0005BB	GORDON HARRIS S	53	VISTA AVE	C
43036 0005CC	FOX ALFRED & MARY A	53	VISTA AVE	E
43037 0002	ROBB-NICHOLSON L CELESTE	62	VISTA AVE	
43036 0004	MENDELSON ALBERT D TR	71	VISTA AVE	
43037 0001	KNUDSEN RONALD T	74	VISTA AVE	
43036 0003	CAPASSO JERROD C & LISA A	81	VISTA AVE	
43039 0004	PAUL HOK YEE & DIANE	1801	WASHINGTON ST	
43037 0008	LASELL COLLEGE		WOODLAND RD	
43034 0007	LASELL COLLEGE		WOODLAND RD	
43034 0006	LASELL COLLEGE	173	WOODLAND RD	
43036 0010	ANISIMOV NICHOLAS	195	WOODLAND RD	
43010 0009	LASELL COLLEGE	204-220	WOODLAND RD	
43037 0007	LASELL COLLEGE	221	WOODLAND RD	
43010 0015	CHRISTIENSEN EDWARD J & E TATUM	230	WOODLAND RD	
43037 0009	LASELL COLLEGE	239	WOODLAND RD	
43009 0011	KOSA PETER & JESSICA	244	WOODLAND RD	
43009 0010	WOODLAND PINES LLC	256	WOODLAND RD	



KEY:
 —s— PROPOSED SEWER EXTENSION
 T—s— PROPOSED SEWER STUB



NOT FOR CONSTRUCTION

No.	Date	Dr. By	Ch. By	App. By	Description
		A	P	R	O
		V	E	D	

CITY OF NEWTON, MASSACHUSETTS
 DEPARTMENT OF PUBLIC WORKS
 ASPEN AVENUE - HAWTHORNE AVENUE - STUDIO ROAD SEWER EXTENSION, JULY 2014

KEY SHEET

CADD NO. _____ JOB NO. _____ CONTRACT: _____ NOTED _____
 SCALE: _____ DR. BY _____ DSN. BY _____ PAT _____ DME _____ DGG _____
 ASPEN KEY PLAN _____

© Newton MA 2110498 - Aspen Sewer Extension/CADD/Design/Aspen Key Plan.dwg

CITY OF NEWTON

IN BOARD OF ALDERMEN

2014

**ORDER FOR EXTENSION OF COMMON SEWERS
STUDIO ROAD, ASPEN AVENUE, and HAWTHORNE AVENUE**

WHEREAS, a petition for extension of four common sewers in Studio Road, Aspen Avenue, And Hawthorne Avenue has been presented to the Board of Aldermen, and

WHEREAS, said Board has appointed a time for a public hearing and has caused a notice thereof and of its intention in the matter to be given, and

WHEREAS, said public hearing has been held before the Board of Aldermen and it is the opinion of the Board of Aldermen of the City of Newton that it is necessary for the public convenience and the public health that such common sewers be extended; it is hereby

ORDERED: that four common sewers, severally shall be laid, made, repaired and maintained in the following locations: **STUDIO ROAD** from an existing sewer stub in Woodland Road at Studio Road southerly for 950' ± to a proposed manhole in Studio Road; **ASPEN AVENUE** from an existing sewer stub located in Lasell Village easterly for 240' ± within an easement thence turning southerly on Aspen Avenue for 1,160' ± to a proposed manhole in Aspen Avenue; **HAWTHORNE AVENUE** from a proposed manhole at 96 Hawthorne Avenue southerly for 160' ± thence turning westerly for 120' ± within an existing easement in Hawthorne Avenue thence turning northerly within an existing easement in Hawthorne Avenue 240' ± to a proposed manhole at the intersection of Hawthorne Avenue and Aspen Avenue continuing northeasterly 190' ± to 73 Hawthorne Avenue; and **HAWTHORNE AVENUE** from an existing manhole in Hawthorne Avenue southwesterly for 320' ± to a proposed manhole at 63 Hawthorne Avenue.

And the Board of Aldermen hereby certifies that it is expected that the estates abutting on the affected portions of said **STUDIO ROAD, ASPEN AVENUE** and **HAWTHORNE AVENUE** will receive benefit or advantage other than the general advantage to the community from such improvement, and it is hereby estimated that the lots will be assessed as sewer betterment assessments the amounts set out against the parcel numbers as follows:

<u>SBL</u>	<u>Names & Address of Owner</u>	<u>BK/PG</u>	<u>Amount</u>
43-37-09	Lasell College 239 Woodland Road	9135/268	\$5,529.50
43-36-03	Jerrod C. and Lisa A. Capasso 81 Vista Avenue	61174/280	\$6,127.50

43-37-10	Daniel and Shirley Yen Matloff 21 Studio Road	54242/250	\$3,063.75
43-37-11	James E. and Kathleen W. Muller 29 Studio Road	30379/29	\$3,063.75
43-37-12	Omer A. Mendolson and Woo Chul Jung 35 Studio Road	60956/66	\$3,063.75
43-37-13	Kevin R. Shea and Judith Richland 47 Studio Road	22400/129	\$4,990.00
43-37-14	Susan Sansby 67 Studio Road	32299/352	\$5,321.25
43-35-09	Mahmoud and Afarin Kebati 6 Aspen Avenue	24770/205 & 22215/69	\$3,870.00
43-35-08	Ronald A. and Angela M. Marini 14 Aspen Avenue	42729/58	\$2,180.75
43-35-07	Carol Salter 24 Aspen Avenue	49541/392	\$1,912.75
43-46-36	Susan Rosen Shishko 27 Aspen Avenue	1333/68 Cert. No. 238769	\$1,815.00
43-46-28	Robert Anderson Stuart-Vail 33 Aspen Avenue	34673/496	\$2,583.25
43-46-27	Maria Bianchi Rosen 41 Aspen Avenue	50933/5	\$3,741.00
43-36-02	Sisters of Charity Supporting Corporation 50 Aspen Avenue	275551/117	\$4,192.50
43-46-26	Timothy P. Moore and Deborah W. Moore 55 Aspen Avenue	1128/82 Cert. No. 199632	\$4,998.75
43-46-25	Frank E. Litwin and Barbara A. Weiler 63 Aspen Avenue	24498/359	\$4,773.00
43-46-24	Annette L. Baker 75 Aspen Avenue	25222/538	\$3,483.00
43-35-01	Helen R. Wallstrom 51 Hawthorne Avenue	7042/290	\$5,224.50
43-35-02	John H. and Anne W. Freitas 57 Hawthorne Avenue	22758/87 & 12298/90	\$2,483.25
43-35-03	Robert M. Kelley and Kristen D. Kelley 63 Hawthorne Avenue	57313/157	\$3,708.75
43-35-04	Jean K. and Charles R. Jr., Mixer 73 Hawthorne Avenue	33129/492	\$2,322.00
43-36-01	Robert and Kimly Lynn Hanlon 78 Hawthorne Avenue	46406/45	\$5,579.25
43-35-05	Mark A. and Andrea L. Mahoney 79 Hawthorne Avenue	53536/360	\$2,418.75
43-35-06	Matthew J. and Deborah B. Kuronen 85 Hawthorne Avenue	63628/39	\$2,354.25
43-46-29	Marc and Donna Heimlich	1327/16	\$1,804.25

43-46-35	96 Hawthorne Avenue John J. Cronin, Jr. and Stelita M. Cronin	Cert. No. 237819 810/9	\$1,560.00
43-46-30	97 Hawthorne Avenue Helen K. Foo	Cert. No. 135959 62392/463	\$2,232.75
43-46-34	98 Hawthorne Avenue John J. Aber and Tracy J. Aber	1262/46	\$1,378.00
43-46-33	101 Hawthorne Avenue Barry Robinson and Kelly Park	Cert. No. 226396 1325/139	\$1,508.00
43-46-31	107 Hawthorne Avenue Richard D. Sewall, Trustee	Cert. No. 237642 61514/337	\$2,786.50
43-46-32	110 Hawthorne Avenue Qingyun Yan and Yimin Zhu	1448/141	\$1,971.25
	111 Hawthorne Avenue	Cert. No. 256015	

Under Suspension of Rules
Readings Waived and Approved

(SGD) DAVID A. OLSON
City Clerk

(SGD) SETTI D. WARREN
Mayor

Date: _____