

May 16, 2011

Ronald M. Trachtenberg  
Murphy Desmond S.C.  
33 East Main Street, Suite 500  
P.O. Box 2038  
Madison, WI 53701-2038

RE: Hampton Inn & Suites

Dear Mr. Trachtenberg:

Pursuant to your request, we have reviewed the plans for the proposed Hampton Inn & Suites project located at the intersection of North Bassett Street and West Johnson Street. Please take into consideration that our analysis was performed without the use of detailed plans and on a rather short schedule. As a consequence some of our comments are our best estimate and may require further study to confirm.

We find we have concerns with the proposed interconnection between the subject project and the adjacent Aberdeen property which can be divided into two major divisions: Truck Traffic & Passenger-Vehicle Traffic.

#### Truck Traffic

There are four principal motions to examine with regard to truck traffic. We assumed the largest vehicle considered to be a WB-50 tractor/trailer combination with a trailer length of 42.5 feet and an overall length of 55 feet. This is the size of truck that Madison City streets are designed for.

1. Ingress onto the subject property from West Johnson Street (Reference Exhibit 1)
  2. Egress from the subject property onto West Johnson Street (Reference Exhibit 2)
  3. Ingress onto the Aberdeen property from West Gorham Street (Reference Exhibit 3)
  4. Egress from the Aberdeen property onto West Gorham Street. (Reference Exhibit 4)
1. In order for the design vehicle to enter the easterly driveway and continue down the cross-connection easement, the vehicle will have to swing partially into the right-most lane of traffic from the left lane on West Johnson Street before making the 90° left turn. In most cases this will be during a period when other vehicle traffic will be attempting to continue easterly on West Johnson Street. The truck will either have to stop in the left lane to wait until the other lanes have cleared or try to make the movement from the center or right lane. Either option presents obvious hazards and congestion issues.
  2. This movement demonstrates the least potential for conflicts as the exiting vehicle can wait for a break in traffic generated by the fully-controlled intersection at North Bassett Street and West Johnson Street. It should not create any extended delays even though it will have to cross to the middle or right lane in West Johnson Street before completing its turn.
  3. Much like item #1, this movement will require the truck to swing into the driveway from at least the center lane of West Gorham Street to enter the Aberdeen drive/parking lot. The same congestion/conflict issues are in affect here as well. In addition the volume of pedestrian traffic is likely to be greater on this sidewalk although we do not have data to confirm this. This means that not only is there greater potential for pedestrian/truck collisions, but the turning truck will potentially have a longer wait to complete the turn while it waits for pedestrians to clear the driveway.

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4. This movement has the greatest potential for problems for unlike the exit onto West Johnson Street in #2 above, the intersection of West Gorham Street and North Broom Street is not fully controlled (the left turn from North Broom Street to West Gorham Street has no control at all) and therefore the opportunities for West Gorham Street to have all three lanes clear of traffic will be less frequent. This can have the corollary effect for a turning driver to become impatient and attempt the maneuver with a reduced margin of safety. Also, a vehicle exiting the covered parking area on the Aberdeen property has virtually no sight distance to see pedestrians on the public sidewalk. Any additional vehicle trips generated increases the potential for pedestrian/vehicle collisions.

We believe a more prudent approach to handle truck deliveries for the hotel would be to make revisions to the site plan to allow for a truck to enter the westerly drive of the Hotel off West Johnson Street, park on the West Johnson Street frontage, and exit onto West Johnson Street via the easterly driveway. Again the truck would be entering West Johnson Street where a fully-controlled intersection will create accommodating breaks in traffic and the truck will not have to swing as far into the center or right-hand lanes of West Johnson Street to complete its movement.

#### **Passenger-Vehicle Traffic**

We believe that if this cross-connection is installed it will inevitably result in passenger-vehicle traffic from the Hotel to West Gorham Street for those wishing to head west; instead of exiting on to West Johnson Street, turning on North Broom Street, and then turning onto West Gorham Street. The intent of the easement was only for truck traffic related to the commercial operation of the two involved properties and not for the convenience of the general public. As stated above regarding the truck movements in #4, all additional trips onto West Gorham Street increase the likelihood of collisions or delays. Although the converse is also true (users of the Aberdeen may pass through the hotel property if heading east), the number of trips would be almost certainly less and the exit onto West Johnson Street is much safer.


Sincerely,

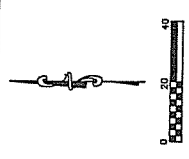


Peter D. Fortlage, P.E.



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 <p style="font-size: 8px;">Burse Engineering and Surveying, Inc. 1402 E. Wisconsin Ave., Suite 200 Madison, WI 53703 Phone: 608-263-2000 Fax: 608-263-2002 www.burseengineering.com</p>	<p><b>Aberdeen Apartments</b> 437 W. Gorham Street Madison, WI 53703</p> <p><b>Aberdeen, LLC</b> 437 W. Gorham Street Madison, WI 53703</p>	<p>PROJECT # 11000-11000</p> <p>LOT DATE: 05/10/11</p> <p>DESIGN DATE:</p> <p>DATE DATED:</p>	<p style="font-size: 10px;">Burse Engineering and Surveying, Inc. 1402 E. Wisconsin Ave., Suite 200 Madison, WI 53703 Phone: 608-263-2000 Fax: 608-263-2002 www.burseengineering.com</p> <p style="font-size: 10px;">DRAWING NUMBER</p> <p style="font-size: 14px; font-weight: bold;">EX-2</p>
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**NOTE:**  
POSITION AND LOCATION OF PROPOSED  
HAMPTON INN & SUITES HOTEL WERE DRAFTED  
FROM A SCALED 11"X17" SITE PLAN PROVIDED  
BY GARY BRINK & ASSOCIATES

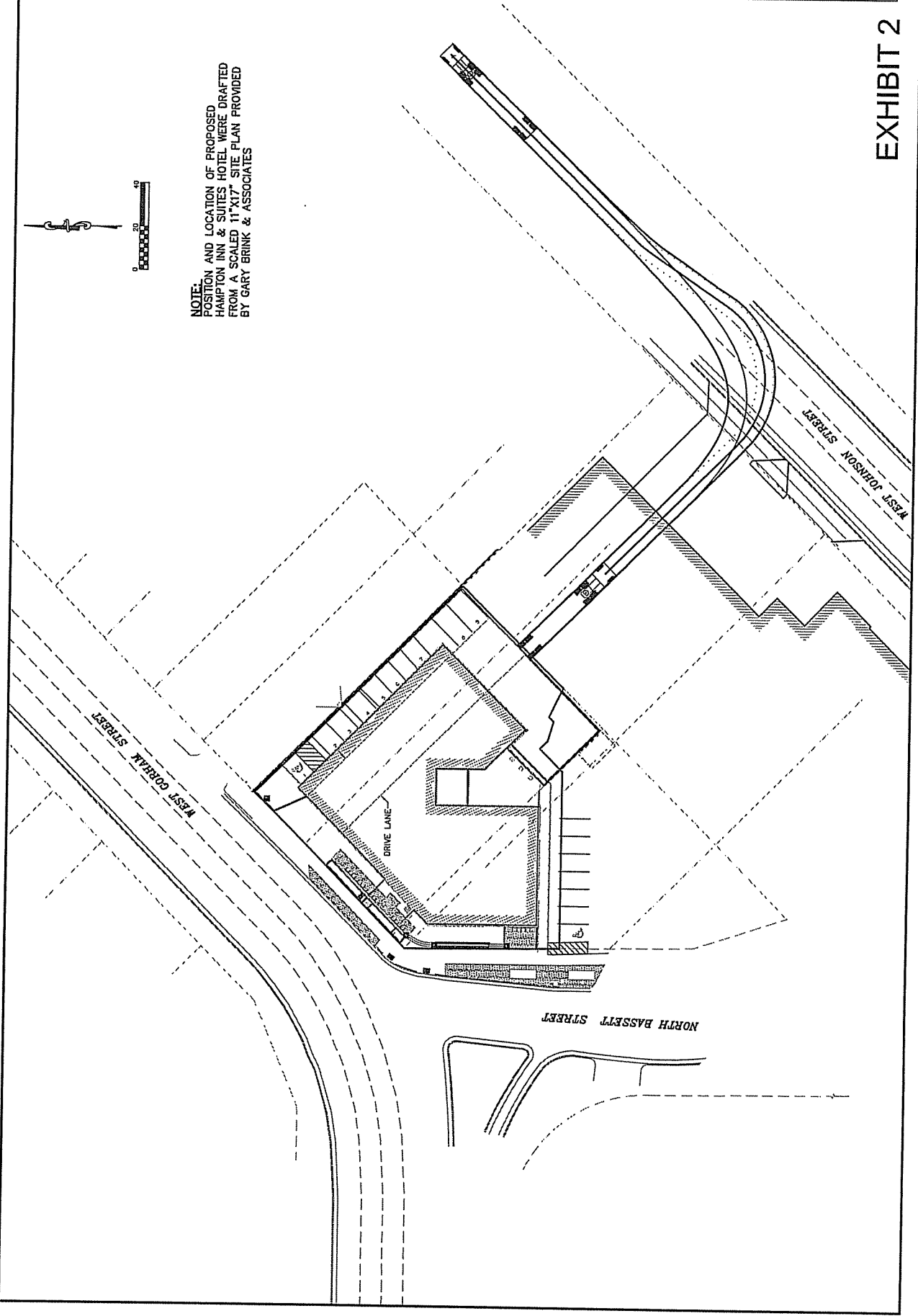




EXHIBIT 2

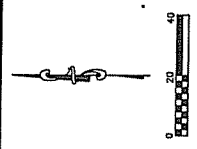
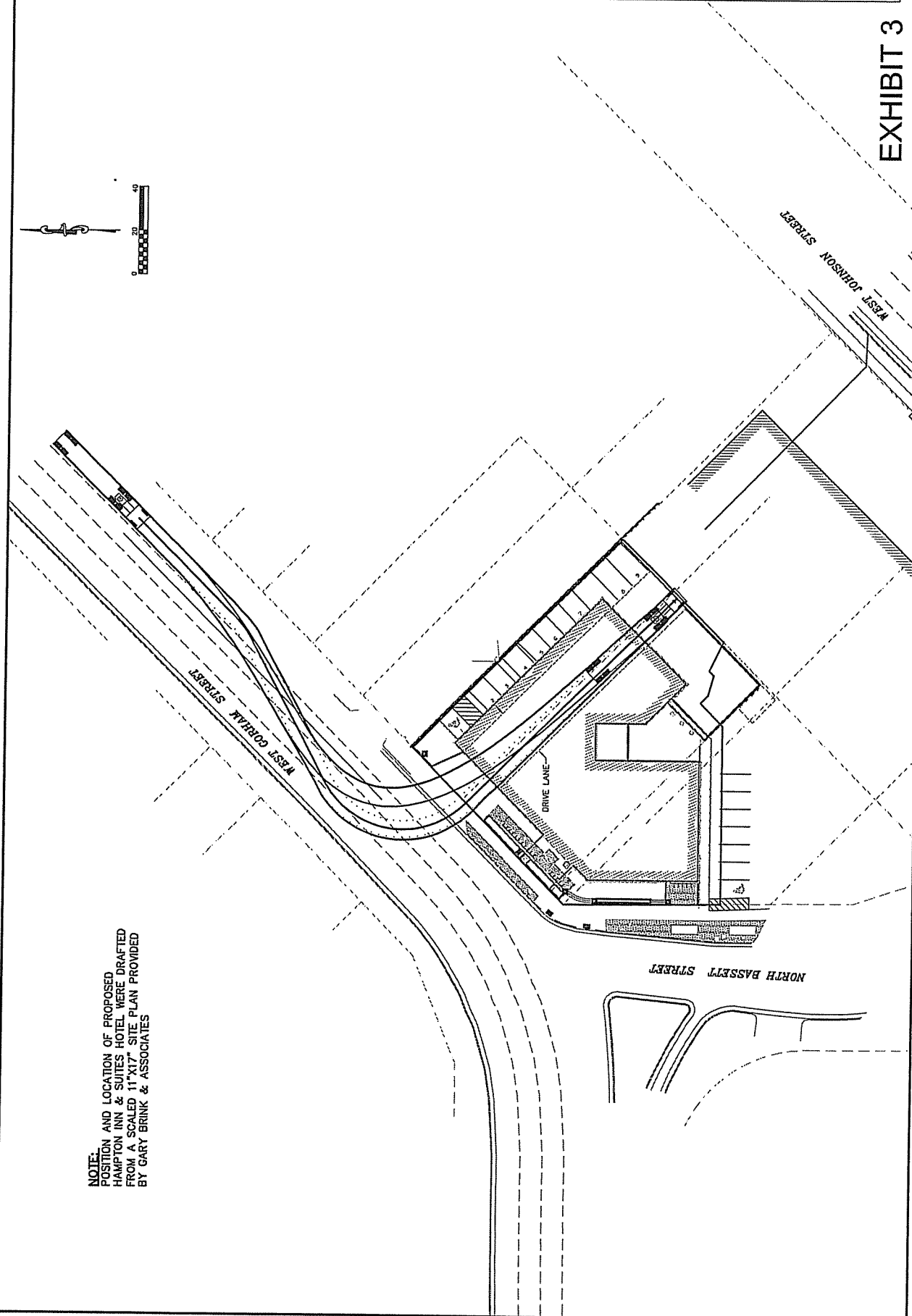
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 <p style="font-size: 8px;">1402 E. Washington Ave., Suite 100 Madison, WI 53703 Phone: 608.262.0200 Fax: 608.262.0203 www.burseengineering.com</p>	<p><b>Aberdeen Apartments</b> 437 W. Gorham Street Madison, WI 53703</p> <p><b>Aberdeen, LLC</b> 437 W. Gorham Street Madison, WI 53703</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="font-size: 8px;">PROJECT #</td> <td style="font-size: 8px;">01042011</td> </tr> <tr> <td style="font-size: 8px;">CLIENT</td> <td style="font-size: 8px;">Aberdeen, LLC</td> </tr> <tr> <td style="font-size: 8px;">DATE</td> <td style="font-size: 8px;">05/18/2011</td> </tr> <tr> <td style="font-size: 8px;">DRAWN BY</td> <td style="font-size: 8px;">[Blank]</td> </tr> <tr> <td style="font-size: 8px;">CHECKED BY</td> <td style="font-size: 8px;">[Blank]</td> </tr> <tr> <td style="font-size: 8px;">SCALE</td> <td style="font-size: 8px;">AS SHOWN</td> </tr> <tr> <td style="font-size: 8px;">SHEET NO.</td> <td style="font-size: 8px;">[Blank]</td> </tr> <tr> <td style="font-size: 8px;">SHEET TOTAL</td> <td style="font-size: 8px;">[Blank]</td> </tr> </table>	PROJECT #	01042011	CLIENT	Aberdeen, LLC	DATE	05/18/2011	DRAWN BY	[Blank]	CHECKED BY	[Blank]	SCALE	AS SHOWN	SHEET NO.	[Blank]	SHEET TOTAL	[Blank]
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**EX-3**

EXHIBIT 3



**NOTE:**  
 POSITION AND LOCATION OF PROPOSED  
 HAMPTON INN & SUITES HOTEL WERE DRAFTED  
 FROM A SCALED 11"X17" SITE PLAN PROVIDED  
 BY GARY BRINK & ASSOCIATES

