

MEMORANDUM

DATE: August 11, 2015

TO: Mr. Ben Stevens
Trask Development
30 Turnpike Road, Suite 8
Southborough, MA 01772

FROM: Robert J. Michaud, P.E. – Managing Principal
Daniel A. Dumais, P.E. – Senior Project Manager

RE: **Response to Peer Review Comments**
Fields 40B Residential Development
Sherborn, Massachusetts

CC: BETA Group (P. Paradis, J. Centracchio – via email)
Town of Sherborn ZBA (Jeanne Guthrie – via email)



MDM Transportation Consultants, Inc. (MDM) has prepared the following response to transportation-related peer review comments for the above-referenced project, as issued in a letter by the City's peer review consultant, BETA Group, Inc., dated June 30, 2015. To facilitate review, specific comments are paraphrased with corresponding responses.

General Comment

Comment T1: *"Back-up information for speed data, trip generation calculations, trips distribution calculations and analysis were not provided at the time of review. Provide this information to confirm report findings."*

Response: The technical attachments to the traffic impact statement have been provided to the Town for posting on the municipal website and have been transmitted to BETA as of July 1, 2015.

Sight Distance

Comment T2: *"Indicate on plan where the intersection sight distance lines were measured...verify the height of the modular wall and that it will not impede the intersection sight distance."*

Response: Sight line measurements were conducted at two driveway locations: the roadway

travel edge in the case of stopping sight distance (SSD) and at a driver's eye position at a vehicle stopped position 8 feet back of travel way for intersection sight distance (ISD). A summary of the measured sight lines from these positions is illustrated in the attached **Exhibit 1**. Measurement of the ISD from the 8-foot distance from travel way represents the likely stopped position exiting the driveway and provides sufficient visibility to oncoming vehicles without having to remove mature vegetation. The resulting sight lines are also located beyond the view line of the proposed wall at the driveway.

Comment T3: *"Sight distance issues should be considered and coordinated with final landscaping plans".*

Response: Proposed vegetation within the driveway sight lines as measured from the 8-foot position behind travel way will be designed to have a mature growth height not to exceed 3 feet from the driveway grade and will be noted accordingly on the site landscape plan (by others).

Traffic Operations/Growth

Comment T4: *"Identify the peak hours of Washington Street."*

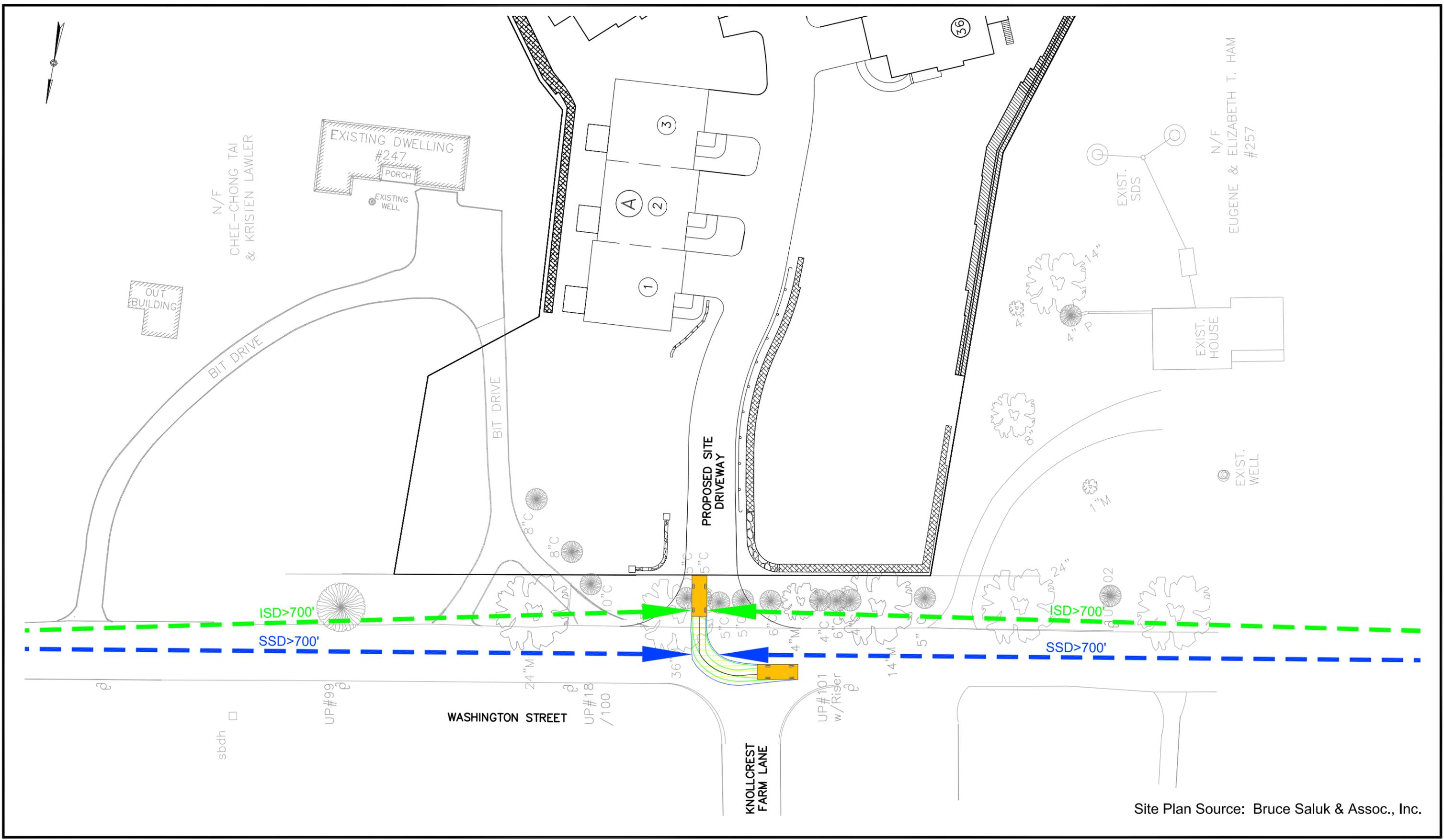
Response: Automatic Traffic Recorder (ATR) data collected over a 3-day weekday period in December 2014 indicates a morning peak hour of 6:45 to 7:45 AM and an evening peak hour of 4:45 to 5:45 PM. These peak hours are consistent with commuter travel.

Comment T5: *"It is unclear the length of time and day(s) of week of the collection of ATR data...verify the day(s) and time of data collection."*

Response: The provided technical attachments to the TIS include the ATR count sheets which include Tuesday December 16, Wednesday December 17 and Thursday December 18, 2014. The ATR was conducted along the Site frontage during this time period.

Comment T6: *"Traffic volumes were not projected to reflect a future 7-year planning horizon...this projection includes an annual growth rate as well as any proposed trips generated for planned developments in the area."*

Response: Review of historical count data for area roadways published by MassDOT indicates a flat or slightly declining growth rate for the latest available 7 year period. Likewise, review of approved projects in Sherborn indicates only one area development project (a 48-unit residential development at 59 Whitney Street, aka "Whitney Farm") which would have inconsequential impacts to Route 16 in the site vicinity. Accordingly, existing observed traffic conditions present a reasonable basis for analyzing the relative (and rather limited) traffic impact of the Fields 40B development along Washington Street.



Projection to a future year analysis period would not provide any additional useful information for purposes of evaluating project impacts and key findings of the TIS would not change as a result. Specifically, the TIS concludes that the project will generate trip increases of less than 20 vehicle trips during peak hours, representing only a 1 to 2 percent change in traffic, with ample roadway capacity to accommodate these small increases (LOS A for through travel and LOS D or better for turns onto Washington Street from the property).

Site Plan

Comment T7: *“The proposed driveway is slightly offset from Knollcrest Farm Lane. Consideration should be given to lining up the proposed driveway with Knollcrest Farm Lane for safety purposes as is standard engineering practice.”*

Response: The proposed driveway is less than 20 feet offset from Knollcrest Farm Lane and is effectively located so as to allow certain on-site design features that would otherwise be impacted by direct alignment to that private road. The proposed alignment does not present any safety concerns, as adequate sight lines are available at the intersection with Washington Street and little if any cross-traffic is expected between these small-scale residential developments.

Comment T8: *“No signage or pavement markings plan was provided for review. Provide a stop sign and stop line at the end of the driveway at Washington Street.”*

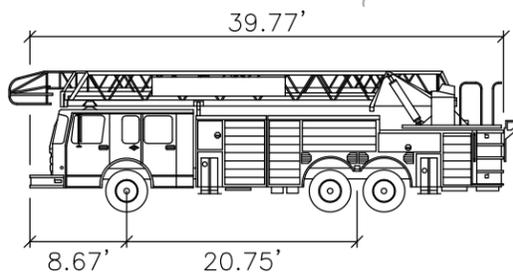
Response: The Applicant will modify the final site plans to include the requested pavement markings and signs, which shall conform to guidelines published in the latest edition of the *Manual on Uniform Traffic Control Devices*.

Comment T9: *“Provide an AutoTurn® plan to verify that there is an adequate turning radius for emergency vehicles maneuvering around the site.”*

Response: An Autoturn® vehicle turn analysis is presented in **Exhibit 2** for the Town’s largest responding vehicle (Engine 3, an aerial ladder truck), demonstrating that adequate roadway layout and curb radii are available to accommodate vehicle maneuvers.

Comment T10: *“Provide accommodations for pedestrian safety on site.”*

Response: Given the limited number of proposed residential units, relatively low traffic generation characteristics of the project and the lack of public sidewalks along Washington Street, the Applicant sees no useful purpose to provide sidewalks within the development. The site plan also provides ample maneuvering area for a school bus should the school department chose to use the property as a stop/turnaround.



Sherborn Engine 3

Width	: 8.0 FT.
Track	: 8.0 FT.
Lock to Lock Time	: 6.0 SEC.
Steering Angle	: 39.9°

Site Plan Source: Bruce Saluk & Assoc., Inc.

