

MILFORD SELECT BOARD

Room 11, Town Hall, 52 Main St. (Route 16), Milford, Massachusetts 01757-2679

Phone 508-634-2303 Fax 508-634-2324



Michael K. Walsh, Chairman
Thomas J. O'Loughlin, Esq.
Paul A. Mazzuchelli

Richard A. Villani
Town Administrator

May 3, 2021

The Honorable Jake Auchincloss
1524 Longworth House Office Building
United States House of Representatives
Washington, D.C. 20515

Re: Route 109/Beaver Street Intersection Improvement Project – To allow for Beaver Street Two Way Conversion

Dear Congressman Auchincloss:

Please consider this letter as the Town of Milford's full support for the above captioned Project. The Town has both the ability to carry out the project and fund the project within the time period set forth under federal-aid highway or federal transit requirements.

By way of background, "the Intersection" of Route 109 (Medway Street) & Beaver Street is located towards the eastern town line which borders the Town of Medway and is located 350-feet west of Interstate 495 (on / off ramps). The intersection is listed by MassDOT as a High Crash Rate Intersection. The location and geometry of the intersection are the direct result of the construction of I-495, which required the relocation of Beaver Street. The existing geometry, close proximity to I-495 and the signalization all play a role in The Intersection being a High Crash Rate Intersection. I-495 is an auxiliary route of I-95, spanning 120+ miles.

The portion of Beaver Street that is south of The Intersection currently is a one-way traffic flow in the northerly direction (towards The Intersection) which starts at the intersection of Beaver Street and Birch Street (2,000' south of "The Intersection") and flows in the northerly direction. This one-way flow prevents vehicles from taking a left onto Beaver Street from Medway Street (southbound), which connects to I-495 only 350-feet away (from The Intersection). The majority of business-related vehicles from I-495 cannot take the left, which would be a direct connection to the "Bear Hill Industrial Area", a commercial / industrial Zone. This direct connection would be to both, existing and future industrial / commercial businesses. There is also a large government facility located on Maple Street which is off of Beaver Street. Present businesses include Waters Corporation, Rentschler Biopharma Inc., Amazon and the facility owned by the Commonwealth of Massachusetts that houses the National Guard and Department of Corrections. The current traffic flow sends cars around Beaver Street via westbound on Medway Street to southbound on Birch Street and eventually connecting to Beaver Street.

This project will address two major problems:

1. The project will improve the safety and traffic flow of the existing intersection which is currently on the MassDOT's list of High Crash Rate Intersections. It would also alleviate traffic flow at other intersections.
2. Allowing the one-way portion of Beaver Street to become a two-way traffic flow would provide a direct connection for traffic between I-495 and the Towns Industrial / commercial zone. In turn, this would preserve the economic vitality that exists today and would spur future economic development.

This conversion of the one-way section of Beaver Street to a two-way Beaver Street has been discussed for over 30+ years. The Bear Hill Industrial Area still has undeveloped parcels of land that have future development and economic growth potential. The direct connection from I-495 could spur development creating jobs, economic development and new opportunities for the area.

As mentioned previously, this issue has been discussed for many years, and the issue is that a left turn onto Beaver Street (southerly), heading westbound on Route 109 (Medway Street) has potential weaving and queuing challenges from vehicles heading southbound on Route 495, using the off-ramp for Exit 19. This is due to the distance from the off ramp to the intersection of Route 109 and Beaver Street.

Over the past several years it appears similar scenarios, in other locations, have been addressed via traffic lights with the proper signalization and / or infrastructure improvements.

At Exit 21B in Hopkinton, similar situation from the off ramp, traveling West Main Street (west) and taking a left on to South Street (southerly). The off ramp has been modified increasing the number of lanes and queuing capacity plus the installation of the traffic lights that allow for free-flowing traffic from the off ramp, through the intersection of West Main Street and taking a left onto South Street. This is done with the proper timing of the traffic lights. There are traffic lights at the end of the off ramp itself, in addition to other traffic lights that are all properly synchronized with each other.

Just south of Milford, traveling Route 495 south, at Exit 17, in Franklin, the off ramp connects to Route 140. Traveling a short distance on route 140 west, a left turn onto Grove Street is allowed, once again this is handled with proper traffic signalization and infrastructure.

All three situations are similar (Hopkinton, Milford, Franklin), in terms of vehicles coming off of I-495 (off ramp), short distances to the intersections and taking a left onto a roadway that leads to existing and future businesses.

It is the Towns belief that the Intersection of Route 109 and Medway Street can be designed and constructed in a manner similar to the projects / off ramps mentioned above (Hopkinton & Franklin). This is vital to the economics of the area, both to the current and future success of the Bear Hill Industrial Area.

Very truly yours,



Richard A. Villani
Town Administrator

Cc Select Board
Town Engineer
Files



The Commonwealth of Massachusetts
House of Representatives
State House, Boston 02133-1054

BRIAN W. MURRAY

STATE REPRESENTATIVE

10TH WORCESTER DISTRICT
HOPEDALE, MEDWAY(PRECINCT 1),
MENDON, MILFORD

May 15, 2019

MassDOT District 3 Headquarters
403 Belmont Street
Worcester MA 01604
Attn: Barry Lorion, District Highway Director

Re: Milford- Beaver Street Two-Way Conversion

Highway Director Lorion,

It has come to my attention that District 3 is currently evaluating the feasibility of converting Beaver Street in Milford to two-way traffic flow. This correspondence is intended to support such a conversion.

As I am sure you are aware, Beaver Street is a primary route to the Bear Hill area of town, which contains the bulk of industrial zoned land in Milford. In addition, as development has increased, the area now contains a large amount of residential subdivisions as well. Having Beaver Street as only a one direction road severely restricts the access to this thriving area and places an undue traffic strain on other roads in the town.

Prior to my present position, I served as a member of the Board of Selectmen in Milford for 16 years. Beaver Street has been an issue for years in terms of a responsible and comprehensive development plan for Bear Hill. Frankly, it is amazing that Bear Hill has developed to the extent at present given the limitations of Beaver Street access.

I realize that a major obstacle to a two-way traffic flow is the negative impact that may occur at the I-495 southbound ramps in terms of traffic build-up. And this situation would be exacerbated at the intersection of Beaver Street and Route 109 by the degree of development at the Milford Crossings Plaza and surrounding area. However, I am confident that with a thoughtfully planned design and precise traffic controls, this intersection could be re-configured to allow for the safe and free flow of traffic in all directions.

So I am fully in support of this particular project. If there is any further information that I can provide, please feel free to contact me.

Thank you for your time and attention in this matter.

Sincerely,



Brian W. Murray

BWM/nkm

COMMITTEES:

ECONOMIC DEVELOPMENT AND
EMERGING TECHNOLOGIES

MUNICIPALITIES AND
REGIONAL GOVERNMENT

REVENUE

GLOBAL WARMING AND
CLIMATE CHANGE

STATE HOUSE, ROOM 443
Boston, MA 02133
TEL: (617) 722-2460
BRIAN.MURRAY@MAHOUSE.GOV



OFFICE OF PLANNING
AND ENGINEERING

TOWN OF MILFORD

52 MAIN STREET, MILFORD, MASSACHUSETTS 01757

508-634-2317 Fax 508-473-2394

mdean@townofmilford.com

Michael Dean, P.E.
Town Engineer

January 9, 2017

Jonathan Gulliver, District Highway Director
MassDOT - District 3
403 Belmont Street
Worcester, MA 01604

Re: **Beaver Street** – “One-Way” Change to “Two-Way”

Dear Mr. Gulliver:

Following an informal Meeting with a local business and land owner, the Town of Milford would like to revisit and explore the possibilities of changing a Section of Beaver Street, from a “One-Way north” (currently) to a Two-Way traffic flow from Route 109. The files show this topic has a history dating back 25 plus years.

The towns desire to have this section of Beaver Street changed into a Two-Way traffic flow still stands. If Beaver Street were to be converted into a two-way traffic flow, the connection from Route 495 to the Bear Hill Industrial Area would be greatly improved. The Bear Hill Industrial Area currently has Corporations such as EMC, Waters Corp., Amazon and a 100 plus acre parcel with existing buildings / facilities owned by the **Commonwealth of Massachusetts**. The connection to the Bear Hill Industrial Area (due to the one-way) currently travels west on route 109, then south on Birch Street, increasing drive times to and from Route 495. Bear Hill Industrial Area still has undeveloped parcels of land that has future development and economic growth potential. The direct connection from Route 495 could spur development creating jobs, economic development and new opportunities for the area.

As mentioned previously, this issue has been discussed for many years, and the issue is that a left turn onto Beaver Street (southerly), heading West bound on Route 109 (Medway Road) has potential weaving and queuing challenges from vehicles heading southbound on Route 495, using the off-ramp for Exit 19. This is due to the distance from the off ramp to the intersection of Route 109 and Beaver Street. There has been some improvements associated with Route 109 such as traffic lights, left and right turn only lanes associated with the on / off ramps of Route 495 and the intersection of Route 109 and Beaver Street.

Over the past several years it appears similar scenarios, in other locations, have been addressed via traffic lights with the proper signalization and / or infrastructure improvements.

At Exit 21B in Hopkinton, similar situation from the off ramp, traveling West Main Street (west) and taking a left on to South Street (southerly). The off ramp has been modified increasing the number of lanes and queuing capacity plus the installation of the traffic lights that allow for free flowing traffic from the off ramp, through the intersection of West Main Street and taking a left onto South Street. This is done with the proper timing of the traffic lights. There are traffic lights at the end of the off ramp itself, in addition to other traffic lights that are all properly synchronized with each other.

Just south of Milford, traveling Route 495 south, at Exit 17, in Franklin, the off ramp connects to Route 140. Traveling a short distance on route 140 west, a left turn onto Grove Street is allowed, once again this is handled with proper traffic signalization and infrastructure.

All three situations are similar (Hopkinton, Milford, Franklin), in terms of vehicles coming off of Route 495 (off ramp), short distances to the intersections and taking a left onto a roadway that leads to existing and future businesses.

These direct connections are vital to sustaining and keeping current businesses and jobs as well as future economic growth for these towns.

It would be appreciated if this project could be evaluated to see how it compares to the other similar projects / off ramps mentioned above (Hopkinton & Franklin). This is vital to the economics of the area, both to the current and future success of the Bear Hill Industrial Area. Please see the attached exhibits.

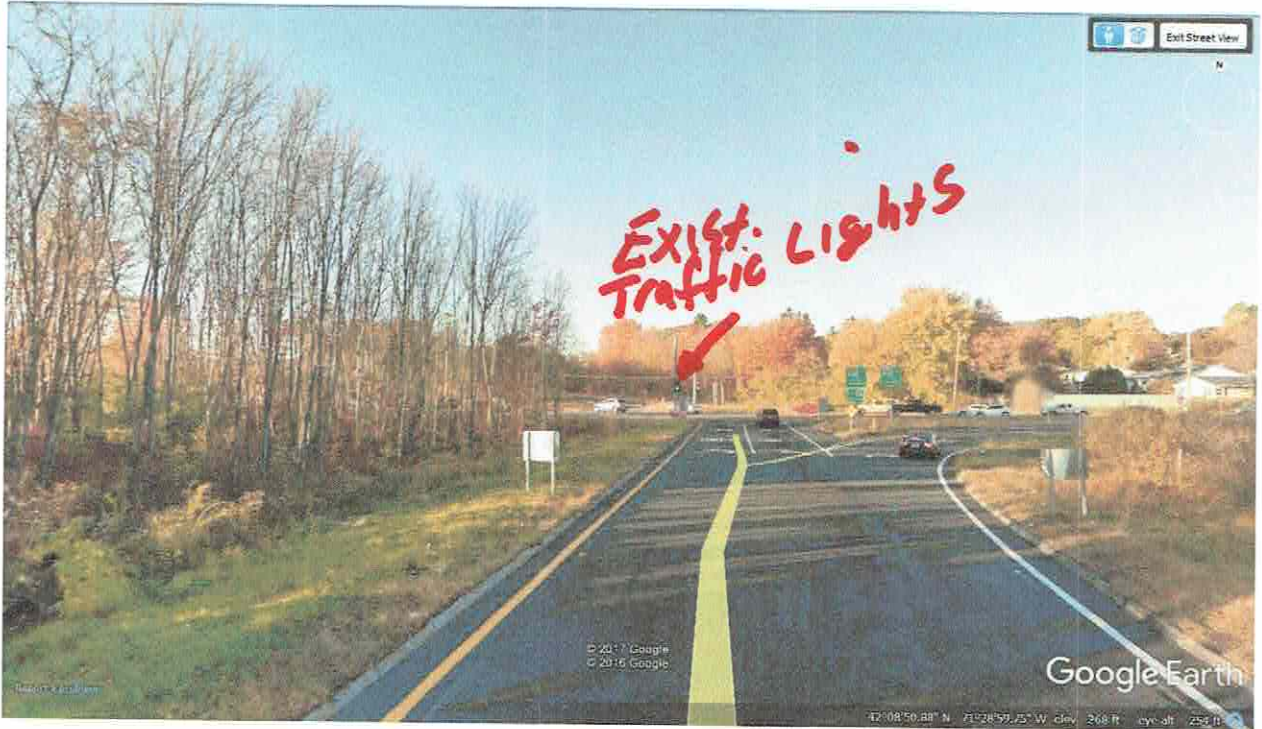
If there is any other information that is needed please contact me at our convenience.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Michael Dean', with a stylized flourish extending to the right.

Michael Dean, P.E.
Town Engineer

Milford (Exit 19)
Route 495- Route 109 & Beaver Street

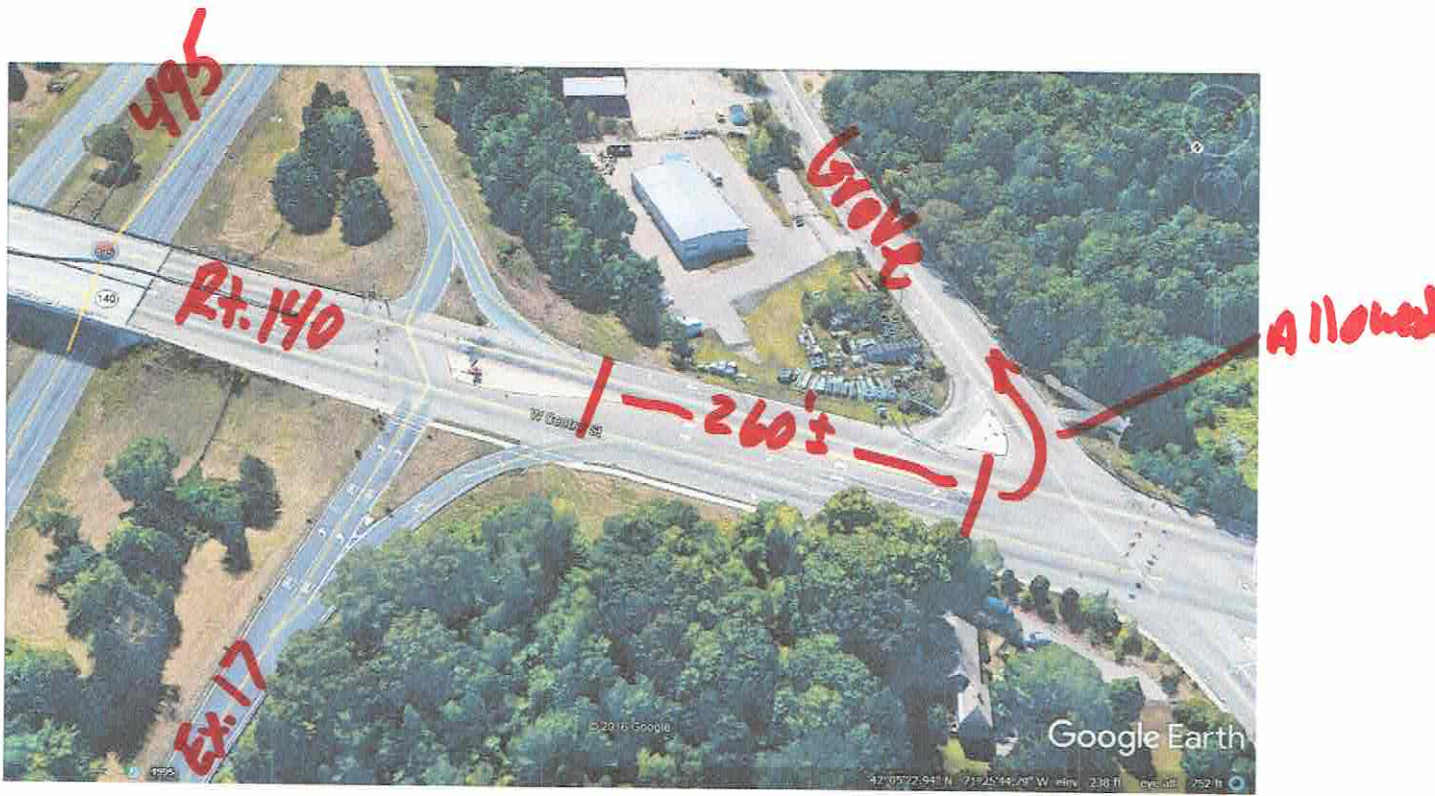


Hopkinton (Exit 21B)
Route 495- West Main Street & South Street



End of Exit 21-B

Franklin (Exit 17)
Route 495- Route 140 & Grove Street



Route 495- Exit 17- Route 140 to Grove Street





TOWN OF MILFORD

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508-634-2317 Fax 508-473-2394

ldunkin@townofmilford.com

OFFICE OF PLANNING
AND ENGINEERING

Larry L. Dunkin, AICP
Town Planner

January 9, 2017

Jonathan Gulliver, District Highway Director
MassDOT Highway Division - District 3
403 Belmont Street
Worcester, MA 01604

Dear Director Gulliver,

This letter is to reaffirm Milford's long-standing position regarding achieving a two-way Beaver Street at its intersection with Route 109 here in Milford (see attached 3-6-1987 letter). As you know, our concern is that the portion of Beaver Street between Route 109 and Birch Street to the south has been restricted to a "one-way north" traffic pattern since the construction of I-495 and the subsequent relocation of Beaver Street to its current location west of Route 109.

The Bear Hill Industrial area located south of Route 109 relies heavily on access to I-495. It is home to some 29 industries, including Waters Corp., EMC Corp., Baxalta/Baxter (formerly BioMeasure), Amazon Distribution Center, among others. All south-bound traffic must travel through a residential area for well over a mile to access the area. Over 100 acres remain undeveloped in the Bear Hill Industrial area, due in large part to the lack of a two-way Beaver Street.

While chairman of the Industrial Development Commission (IDC) I had noted that both the IDC and the Milford Planning Board have long standing concerns with the one-way restriction on Beaver Street (see attached 10-30-2015 letter). The Comprehensive Plan has identified the one-way restriction as a critical transportation constraint to be addressed. Given the signal improvements that have occurred over the years, combined with further signal timing adjustments, it would appear that a two-way Beaver Street could be accommodated by relocating the I-495 south-bound exit ramp by at least 50' to the east.

The continued build-out of the Bear Hill Industrial area is being hampered by the one-way restriction. In contrast, a two-way Beaver Street would increase emergency access, reduce response times, provide critical access to the area for industrial traffic and heavy trucks, and improve access for employees.

I urge further investigation into the modification suggested above. Your continued assistance in this matter is greatly appreciated.

Respectfully,

Larry L. Dunkin, AICP
Milford Town Planner

cc: Board of Selectmen
Town Administrator
Town Engineer
Planning Board



TOWN OF MILFORD

52 MAIN STREET, MILFORD, MASSACHUSETTS 01757 - 473-3728

OFFICE OF PLANNING
AND ENGINEERING

Michael Santora, P.E.
Town Engineer

March 26, 1987

Mr. Henry Holmes, P.E.
District 3 Highway Engineer
Massachusetts Department of Public Works
403 Belmont Street
Worcester, MA 01604

Dear Mr. Holmes:

The Board of Selectmen have expressed an interest in converting the newly constructed section of Beaver Street, currently a one-way egress road from our industrial area into a two-way road. This is the section of Beaver Street from the intersection of Birch Street to Medway Road (Route 109), which was constructed under a Public Works Economic Development Grant from the Commonwealth.

Please advise me as to what steps the Town must take in order to gain approval for this proposal.

Very truly yours,

Michael Santora, P.E.
Town Engineer

MS/df

cc: Board of Selectmen



MILFORD INDUSTRIAL DEVELOPMENT COMMISSION
52 Main Street, Milford, MA 01757 508-634-2317

October 30, 2015

Jonathan Gulliver, District Highway Director
MassDOT Highway Division - District 3
403 Belmont Street
Worcester, MA 01604

Dear Director Gulliver,

I am writing with regards to the intersection of Route 109 (Medway St.) and Beaver Street here in Milford. I am prompted to do so in light of several recent development inquiries in that immediate vicinity.

Specifically, the Industrial Development Commission (IDC) has long had a concern that the portion of Beaver Street between the above mentioned intersection and Birch Street to the south has been restricted to a one-way north traffic pattern. This restriction is the result of the construction of I-495 and the subsequent relocation of Beaver Street and its intersection with Route 109.

In 1987 the District 3 office had determined that the distance on Route 109 between the Beaver Street intersection and the signals for the south-bound ramps at Exit 19 was insufficient to convert Beaver Street to two-way traffic. This was apparently due to the previous design standards in place at the time for the necessary west-bound weaving and storage lanes. After a cursory review, I would recommend the physical relocation of the south-bound exit ramp by at least 50' to the east, which would appear to be sufficient to accommodate today's updated highway design criteria.

The 700 acre Bear Hill Industrial area located south of Route 109 relies heavily on easy access to I-495, so having a two-way Beaver Street is critical. Currently, all south-bound traffic into the industrial area from I-495 must "detour" over a mile; first traveling 2,450' west on Route 109 to the Birch Street intersection, and then travel over 3,400' southeast on Birch Street to get back to the two-way portion of Beaver Street.

In addition to ease of access for employees, a two-way Beaver Street would provide critical access to the area for industrial traffic and heavy trucks. It would also increase emergency access and reduce response times. From an economic development perspective, the continued build-out of the Bear Hill Industrial area is being hampered with the one-way restriction. In 2009 the IDC investigated the possibility of replacing the Route 109/Beaver Street intersection with a round-a-bout. This design concept appeared promising, however due to the multiple private property interests involved, that proposal has not progressed.

Of further note, as Milford's Town Planner I can also attest to the Milford Planning Board's long standing concern with the one-way restriction on Beaver Street. Their 2003 Comprehensive Plan for the Town specifically identified the one-way Beaver Street as an important transportation constraint to be scrutinized.

Further design studies into the modification suggested above appear to be warranted. If I can provide any additional information please feel free to contact me at any time. Your assistance in this matter is greatly appreciated.

Respectfully,


Larry L. Dunkin, AICP
Chairman

cc: Board of Selectmen
Town Administrator
Town Engineer
Planning Board

CONCEPTUAL ROADWAY IMPROVEMENT PLAN
MEDWAY STREET (ROUTE 109) AND
BEAVER STREET
MILFORD, MA

0 40 100 160
SCALE: 1" = 40'



100 Nickerson Road
Marlborough, MA 01752
508.786.2200
www.tetratech.com

