

February 9, 2018

Mr. David R. Consigli  
Zoning Board of Appeals  
Town of Milford  
Town Hall  
52 Main Street  
Milford, MA 01757

RE: Response to Comments on VHB's Response to BSC's Transportation Peer Review

Dear Mr. Consigli:

BSC Group has completed a peer review of documents and responses dated January 16, 2018, submitted by VHB on behalf of the project applicant relative to the proposed "Robsham Village" at 462-466 East Main Street (Route 16) in Milford, Massachusetts.

BSC Group reviewed of the following:

- Letter from VHB: Response to Comments, BSC Group, Inc. Transportation Engineering Peer Review, Robsham Village, 462-466 East Main Street, Milford, Massachusetts.

BSC offers the Zoning Board of Appeals the following comments based on our review of VHB's response letter and attached documents. We have omitted those comments and recommendations from our letter of January 2, 2018 where we believe the proponent and their team has adequately responded to the issues and/or questions raised in their response letter of January 26, 2018. For those items where BSC still has new or additional comments and recommendations, for consistency, we have used the numbering system from our January 2, 2018 letter. We have also provided some new comments based upon items raised at the January 17, 2018, ZBA hearing for this project.

#### Study Area

- #1. Concerns were raised at the ZBA hearing relative to intersections west of East Main Street at Fortune Boulevard and Beaver Street. The Applicant indicated that they would expand the study area to accommodate the Board's request. BSC will review these additional locations when the new information is submitted to the Town.

#### Crash History

- #4. BSC's original comment requested intersection crash data in addition to the segment crash analysis that was presented in the TIAS. BSC has reviewed the intersection crash data and agrees that none of the three intersections' crash rates exceeded

Engineers

Environmental  
Scientists

Custom Software  
Developers

Landscape  
Architects

Planners

Surveyors



MassDOT district or statewide averages.

#### Site Access

- #11.** BSC's original comment requested the Applicant to consider moving the site driveway further west of the current proposed location across from Whispering Pine Drive. VHB's response noted impacts to wetland resources, sight lines, and that the fire chief and other Town officials were comfortable with the placement of the driveway in the current location.

BSC is still concerned with the proposed location, given potential impacts on Whispering Pine Drive access and egress, and available sight distance due to the presence of both vertical and horizontal curves to the east of the driveway location. BSC notes that two properly spaced three-way intersections have less conflict points than a single four-way intersection (18 versus 32 conflict points, respectively). Additionally, relocating the driveway further west would improve the intersection sight distance.

#### Sight Distance Analysis

- #s14-17.** BSC's original comment noted the need to use the higher speed measured in the field for sight distance analysis and limitations imposed by existing horizontal and vertical curve on the Intersection Sight Distance (ISD) of the driveway looking to the left. VHB has now used the higher speed recorded, and stated that the Applicant had met with the owner of the adjacent property, who would grant a sight line easement for the proposed site driveway.

BSC further comments that any sight line easement over the adjacent property should take into account the fact that the proposed left turn lane on East Main Street (Route 16) would push the stop line on the site driveway back by at least 10 feet from where it is shown today. BSC recommends that the Applicant show the sight line over the neighbor's property with the proposed exclusive left turn lane on East Main Street in place.

#### Signal Warrant Analysis

- #18.** BSC has reviewed the signal warrant analysis and concurs with the conclusions that traffic signals are not warranted at this location based on the 8-hour volume requirement. As was noted during the public hearing, MassDOT will not approve the installation of traffic signals that do not meet the warrants. The Applicant should consider warning beacons to emphasize the proposed crosswalk and driveway.

#### Pedestrian Safety

- #26.** In response to BSC's comments on using a flashing beacon to enhance the proposed crosswalk, the Applicant noted that they will be meeting with MassDOT to refine the design of the crosswalk. As was discussed at the public hearing, the Applicant should consider an appropriate flashing beacon that would alert drivers to the presence of the pedestrian crosswalk.



**#27.** The Applicant indicated that all pedestrian ramp design and layout will meet ADA/AAB requirements. BSC has no further comments at this time and will review the plans when they are submitted to the Town.

Please do not hesitate to contact our office with any inquiries you may have.

Sincerely,

BSC Group, Inc.

Sam Offei-Addo, P.E., PTOE  
Senior Project Manager/Senior Associate

cc: Thomas J. Loughlin, P.E.