



June 14, 2022

**Medway Planning & Economic Development Board
Meeting**

**Milford Regional Hospital Site Plan and
Groundwater Protection District Public
Hearing**

- Public Hearing Continuation Notice dated May 11, 2022
- Site Plan dated April 14, 2022 by Guerriere & Halnon. (Same version as previously presented at the May 10th hearing.)
- Traffic Impact Assessment report dated April 2022 by Vanasse & Associates for the Applicant
- Tetra Tech project review letter dated May 23, 2022 which includes traffic comments.
- Review memo dated May 10, 2022 from Sergeant Jeff Watson along with Road Safety Audit of Main Street at Medway Commons and Walgreens Driveways (March 2022) by Vanasse & Associates
- Email dated May 15, 2022 from resident Matt Fricker
- Email dated May 11, 2022 from resident Andrew Page

Board Members

Matthew Hayes, P.E., *Chair*
Robert Tucker, *Vice Chair*
Richard Di Iulio, *Clerk*
Jessica Chabot, *Member*
Sarah Raposa, A.I.C.P., *Member*
Thomas Gay, *Associate Member*



Medway Town Hall
155 Village Street
Medway, MA 02053
Phone (508) 533-3291
Fax (508) 321-4987
Email: planningboard@townofmedway.org
www.townofmedway.org

TOWN OF MEDWAY

COMMONWEALTH OF MASSACHUSETTS

PLANNING AND ECONOMIC DEVELOPMENT BOARD

RECEIVED TOWN CLERK
MAY 11 '22 PM 12:46

MEMORANDUM

May 11, 2022

TO: Stefany Ohannesian, Town Clerk
Town of Medway Departments, Boards and Committees

FROM: Susy Affleck-Childs, Planning and Economic Development Coordinator

RE: **Public Hearing Continuation for Milford Regional Hospital Medical Center Site Plan and Groundwater Protection Special Permit**
86 Main Street
Continuation Date – Tuesday, June 14, 2022 at 7:45 p.m.

At its May 10, 2022 meeting, the Planning and Economic Development Board voted to continue the public hearing on the application of Lobisser Companies of Hopedale, MA for approval of a major site plan and a groundwater protection special permit for the proposed 21,900 sq. ft. medical office building to be constructed on a portion of 86 Holliston Street to the Board's meeting on Tuesday, June 14, 2022 at 7:45 p.m. at Medway Town Hall, 155 Village Street.

The proposed facility is to be located on approximately 2.2 acres on the eastern end of the subject property. The building will be accessed from the existing curb cut and driveway from Main Street currently used by Walgreens. Other planned site improvements include parking, utilities, grading, lighting, landscaping, and stormwater management. The facility will consist of pediatric care, women's health, wellness, urgent care, lab & x-ray services. A total of 102 parking spaces are proposed.

The planned improvements are shown on *Site Plan, 86 Holliston Street, Medway, MA* dated April 14, 2022, prepared by Guerriere & Halnon, Inc. of Franklin, MA. The site is also under the jurisdiction of the Conservation Commission for an Order of Conditions and a Land Disturbance Permit.

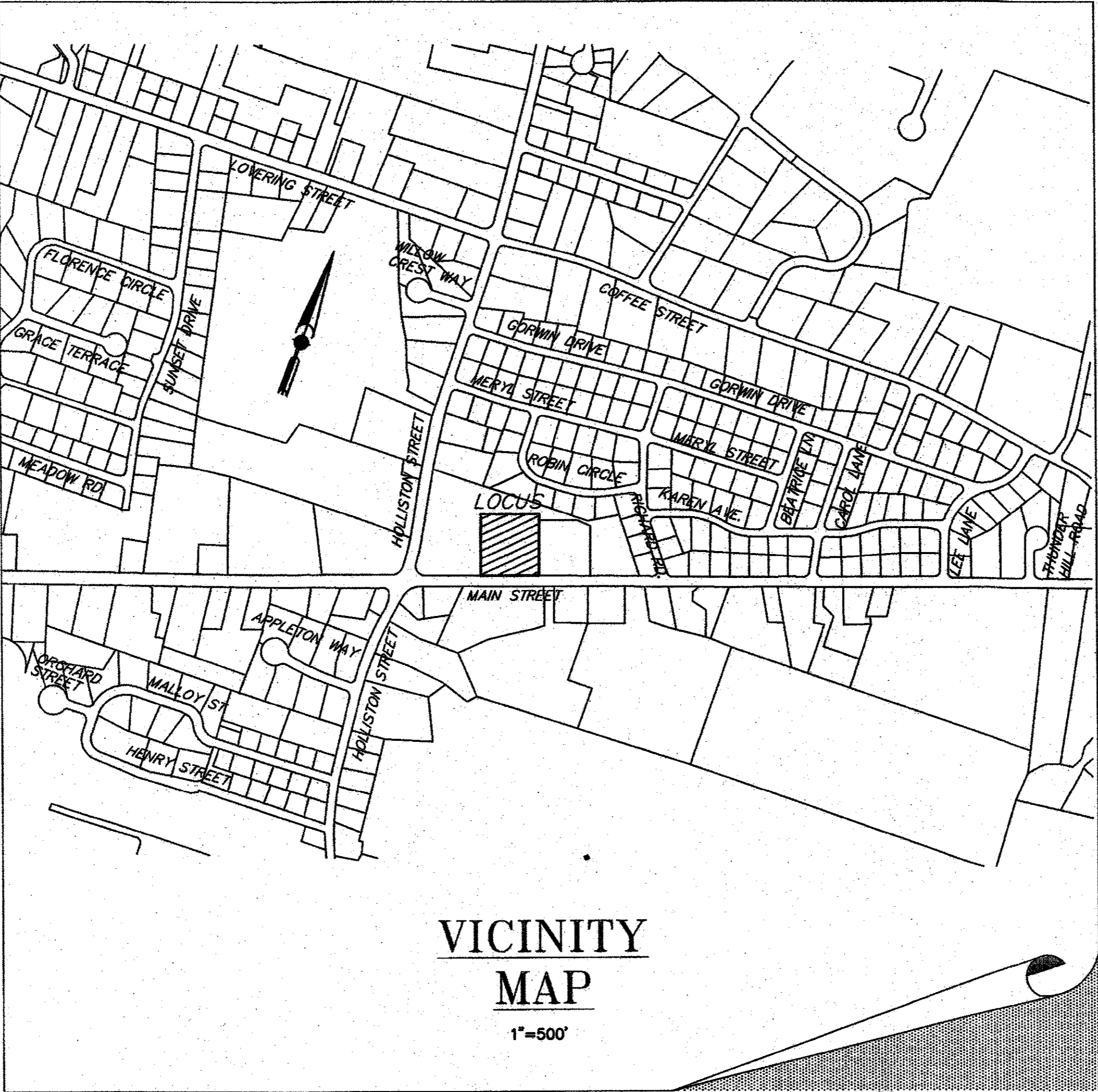
The plan and associated application documents are on file with the Medway Town Clerk and the Community and Economic Development office at Medway Town Hall. The information is also posted at Board's page at: <https://www.townofmedway.org/planning-economic-development-board/pages/milford-regional-medical-center>

Based on the feedback provided during the May 10th hearing including comments from Town staff and boards, the applicant will revise the site plan and submit it for further review at the June 14th hearing. The revised site plan will be posted to the web page upon receipt. The Board welcomes your review and comments. Please don't hesitate to contact me if you have any questions. Thanks.

SITE PLAN
86 HOLLISTON STREET
MEDWAY
MASSACHUSETTS

INDEX

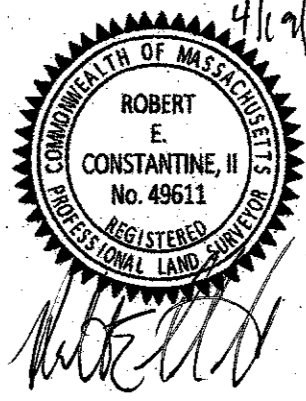
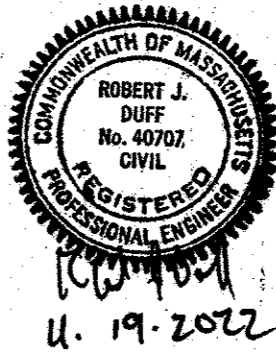
1. COVER SHEET
 2. ABUTTER SHEET
 3. EXISTING CONDITIONS
 4. EROSION CONTROL
 5. PROPOSED SITE LAYOUT
 6. GRADING PLAN
 7. UTILITY PLAN
 8. LANDSCAPING PLAN
 9. CONSTRUCTION DETAILS
 10. CONSTRUCTION DETAILS
 11. CONSTRUCTION DETAILS
 12. CONSTRUCTION DETAILS
- PHOTOMETRIC PLAN (BY OTHERS)
- ARCHITECTURAL PLANS (BY OTHERS)



WAIVERS REQUESTED

REQUEST FROM THE TOWN MEDWAY PLANNING BOARD
RULES AND REGULATIONS CHAPTER 200

1. SECTION 204-5 B SITE CONTEXT SHEET
2. SECTION 204-5 D.8 LANDSCAPE PLAN
3. SECTION 207-9 PEDESTRIAN & BICYCLE ACCESS AND SIDEWALKS. B. SIDEWALKS (1)
3. SECTION 207-19 LANDSCAPING. B. LANDSCAPE BUFFERS (2)
4. SECTION 207-19 LANDSCAPING. C. PARKING AREAS (1a)
5. SECTION 207-19 LANDSCAPING. H.6. SECTION 207-12 PARKING SPACE G. (3) LOCATION (a)



I, STEFANY OHANNESIAN, CLERK OF THE TOWN OF MEDWAY, RECEIVED AND RECORDED FROM THE PLANNING BOARD COVENANT APPROVAL OF THIS PLAN ON _____ AND NO APPEAL WAS TAKEN FOR TWENTY DAYS NEXT AFTER RECEIPT AND RECORDING OF SAME.

TOWN CLERK _____ DATE _____

APPROVED BY THE TOWN OF MEDWAY
PLANNING & ECONOMIC DEVELOPMENT BOARD

BOARD MEMBER _____ DATE _____

LEGAL NOTES

UTILITIES ARE PLOTTED AS A COMPILATION OF RECORD DOCUMENTED MARKINGS AND OTHER OBSERVED EVIDENCE TO DEVELOP A VIEW OF THE UNDERGROUND UTILITIES. AND SHOULD BE CONSIDERED APPROXIMATE. PRIOR TO ANY EXCAVATION, THE EXACT LOCATION OF UNDERGROUND FEATURES CANNOT BE ACCURATELY COMPLETELY AND RELIABLY DEPICTED. ADDITIONAL UTILITIES, NOT EVIDENCED BY RECORD DOCUMENTS OR OBSERVED PHYSICAL EVIDENCE, MAY EXIST. CONTRACTORS (IN ACCORDANCE WITH MASS.G.L. CHAPTER 82 SECTION 40 AS AMENDED) MUST CONTACT ALL UTILITY COMPANIES BEFORE EXCAVATING AND DRILLING AND CALL DIGSAFE AT 1(888)DIG-SAFE(72333).

CONSTRUCTION ON THIS LAND IS SUBJECT TO ANY EASEMENTS, RIGHTS-OF-WAY, RESTRICTIONS, RESERVATIONS, OR OTHER LIMITATIONS WHICH MAY BE REVEALED BY AN EXAMINATION OF THE TITLE.

OWNER

FREIL REALTY II, LLC
DEED BOOK 27992 PAGE 300
PLAN BK. 515, PG 721 OF 2003
A.M. 41 LOT 8

APPLICANT

LOBISSER COMPANIES
1 CHARLESVIEW ROAD
HOPEDALE, MA 01747

SITE PLAN
86 HOLLISTON STREET
MEDWAY
MASSACHUSETTS

COVER SHEET

APRIL 14, 2022

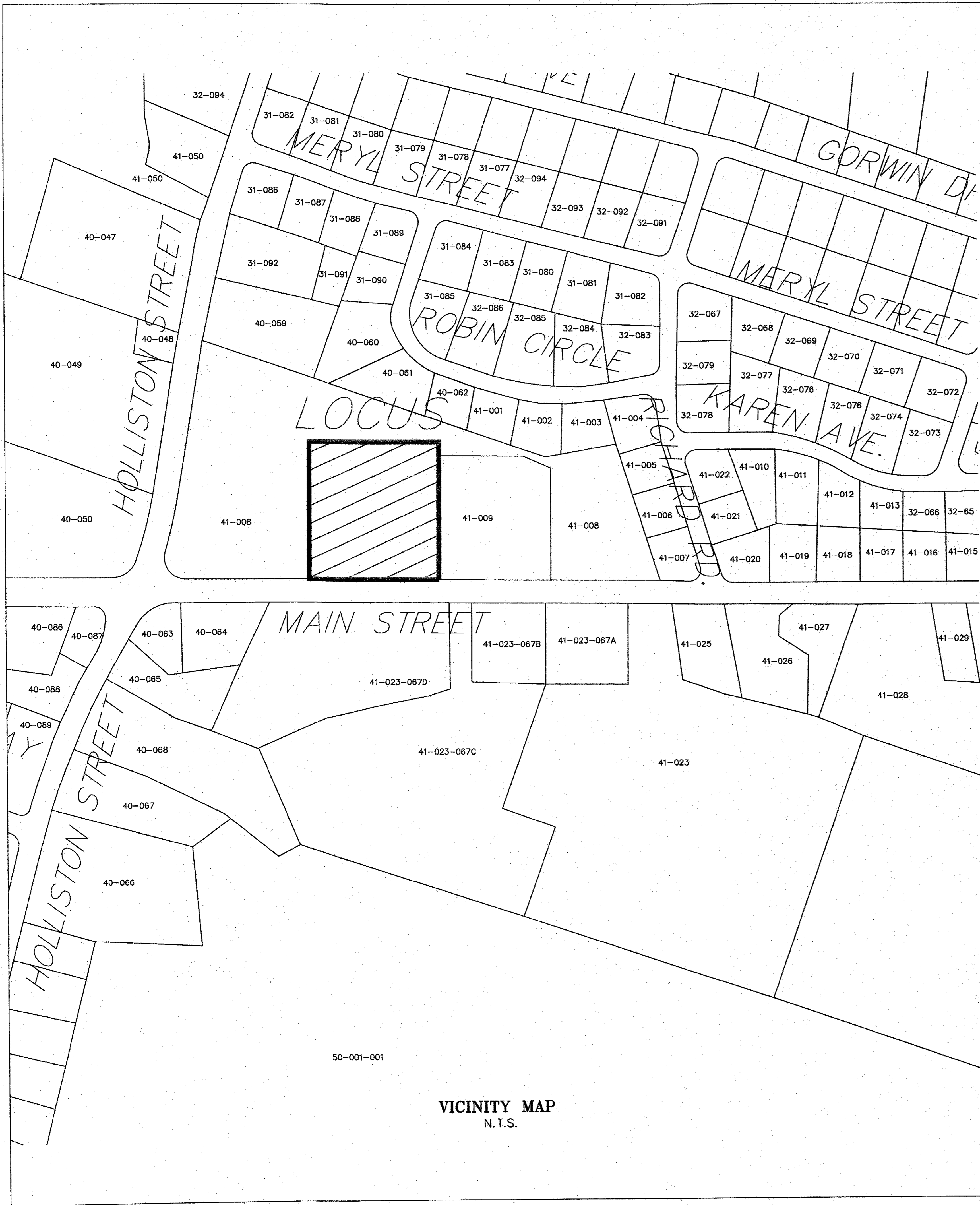
DATE	REVISION DESCRIPTION

Guerriere & Halnon, Inc.
ENGINEERING & LAND SURVEYING

55 WEST CENTRAL ST. PH. (508) 528-3221
FRANKLIN, MA 02038 FX. (508) 528-7921
www.gandhengineering.com

SHEET
1 OF 12

JOB NO.
F4516



VICINITY MAP
N.T.S.

OWNER(S)/ASSESSOR INFORMATION:

PARCEL IDS:

41-007 DEIDRE O'DONNELL
64 MAIN ST.
MEDWAY, MA.

40-049 FREIL REALTY II, LLC.
86 HOLLISTON ST.
MEDWAY, MA.

40-088 LOK CHING NOMINEE TRUST
6 HAVEN WAY
HOPEDALE, MA.

31-092 JAMES M. CASSIDY
90 HOLLISTON ST.
MEDWAY, MA.

40-063 P & A REALTY TRUST
82 HOLLISTON ST.
MEDWAY, MA.

41-027 SEAN M. CURRIVAN TRUSTEE
36 ELLIS ST.
MEDWAY, MA.

40-050 CHARLES RIVER BANK
70 MAIN ST.
MEDWAY, MA.

41-10 REBECCA L. PURCELL
4 KAREN AVE.
MEDWAY, MA.

40-061 DAVID J. MCWHINNIE
11 ROBIN CIRCLE
MEDWAY, MA.

40-047 HERISTON PINTO
91 HOLLISTON ST.
MEDWAY, MA.

31-090 CHARLES J. DUDDY JR.
15 ROBIN CIRCLE
MEDWAY, MA.

41-021 ANGELO MUCCI TRUSTEE
2 RICHARD RD.
MEDWAY, MA.

32-086 GEORGE M. FASOLINO
8 ROBIN CIRCLE
MEDWAY, MA.

32-067 MICHAELS TRAINOR
10 RICHARD RD.
MEDWAY, MA.

40-059 FREIL REALTY II, LLC
86 HOLLISTON ST.
MEDWAY, MA.

40-064 NORMAN W. GREEN REALTY TRUST
71 MAIN ST.
MEDWAY, MA.

41-023 HIDDEN ACRES REALTY I, LLC
1371 OAKLAND BLVD.
WALNUT CREEK, CA.

41-023-067 HIDDEN ACRES REALTY I, LLC.
(67 C MAIN ST.)
75 HOLLYHILL LANE
GREENWICH, CT.

32-085 CHRISTOPHER A. ANTHONY
6 ROBIN CIRCLE
MEDWAY, MA.

41-022 ERIC H. KESSLER
4 RICHARD RD.
MEDWAY, MA.

OWNER(S)/ASSESSOR INFORMATION:

PARCEL IDS:

32-079 KATHLEEN A. BUXTON
8 RICHARD RD.
MEDWAY, MA.

32-082 ALAN J. MEISTER
9 RICHARD RD.
MEDWAY, MA.

41-023-067 (67 A MAIN ST.)
HIDDEN ACRES REALTY I, LLC.
75 HOLLY HILL LANE
GREENWICH, CT.

41-023-067 (67 B MAIN ST.)
HIDDEN ACRES REALTY I, LLC.
PO BOX 902
SPENCER MA.

31-085 JOSEPH J. LATOSEK JR.
10 ROBIN CIRCLE
MEDWAY, MA.

41-023-067 (67 D MAIN ST.)
HIDDEN ACRES REALTY I, LLC.
ONE CVS DRIVE
WOONSOCKET, RI.

31-091 CHARLES J. DUDDY JR.
15 ROBIN CIRCLE
MEDWAY, MA.

41-25 FREIL REALTY I, LLC.
86 HOLLISTON ST.
MEDWAY, MA.

32-083 DIANE PRIDE
2 ROBIN CIRCLE
MEDWAY, MA.

41-004 SYDNEY LAMPKE
5 RICHARD RD.
MEDWAY, MA.

41-020 SAMUEL S. TORREY JR.
62 MAIN ST.
MEDWAY, MA.

40-086 CHEN DE XIANG TRUSTEE
6 HAVEN WAY
HOPEDALE, MA.

32-078 (1 KAREN AVE)
MARGARET A. LE COADY
7539 DANVERS CIRCLE
PORT CHARLOTTE, FL.

32-084 RYAN P. SULLIVAN
4 ROBIN CIRCLE
MEDWAY, MA.

40-048 FREIL REALTY II, LLC.
86 HOLLISTON ST.
MEDWAY, MA.

41-026 SEAN M. CURRIVAN
59 MAIN ST.
MEDWAY, MA.

40-066 (74 HOLLISTON ST.)
HIDDEN ACRES REALTY I, LLC.
75 HOLLY HILL LANE
GREENWICH, CT.

41-019 WILLIAM MCCAUL
60 MAIN ST.
MEDWAY, MA.

31-084 JOHN K. SPURLING
16 ROBIN CIRCLE
MEDWAY, MA.

OWNER(S)/ASSESSOR INFORMATION:

PARCEL IDS:

32-81 JAMES F. CASSIDY
14 MERYL ST.
MEDWAY, MA.

40-065 WHITE PEARL LLC.
76 HOLLISTON ST.
MEDWAY, MA.

40-87 AOUE GAS & REPAIRS
73 MAIN ST.
MEDWAY, MA.

40-062 ROBERT G. COLLINS
9 ROBIN CIRCLE
MEDWAY, MA.

40-060 EDGAR E. DOCHERTY
13 ROBIN CIRCLE
MEDWAY, MA.

41-003 EDITH E. CULLEN
3 ROBIN CIRCLE
MEDWAY, MA.

41-001 MARILYN E. SMITH
7 ROBIN CIRCLE
MEDWAY, MA.

41-011 ERIKA R. LEGER
6 KAREN AVE.
MEDWAY, MA.

41-009 (68 MAIN ST.)
FREIL REALTY II, LLC.
PO BOX 1159
DEERFIELD, IL.

41-002 AUTUMN RICHARD
5 ROBIN CIRCLE
MEDWAY, MA.

41-005 CLIFFORD M. LANDER
3 RICHARD ROAD
MEDWAY, MA.

32-077 ELOISE C. THIBAUT
3 KAREN AVE
MEDWAY, MA.

31-099 (9 LOVERING ST.)
TOWN OF MEDWAY
155 VILLAGE STREET
MEDWAY, MA.

41-006 KEVIN D. MULLER
1 RICHARD ROAD
MEDWAY, MA.

APPROVED BY THE TOWN OF MEDWAY
PLANNING & ECONOMIC DEVELOPMENT BOARD

BOARD MEMBER DATE

LEGAL NOTES

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SHEET 2 OF 12

JOB NO. F4516

ZONING DISTRICT CENTRAL BUSINESS

	REQUIRED
MIN. LOT AREA	10,000 SF
MIN. LOT FRONTAGE	NA ¹
MIN. YARD SETBACKS	
FRONT	10 FT
SIDE	10 FT
REAR	25 FT*
STRUCTURE COVERAGE	80%
MAXIMUM IMPERVIOUS COVERAGE	NA
MINIMUM OPEN SPACE	15%

*WHEN ABUTTING A RESIDENTIAL DISTRICT
PROPERTIES IN THE CENTRAL BUSINESS DISTRICT THAT DO NOT HAVE
FRONTAGE ON A PUBLIC STREET SHALL BE REQUIRED TO HAVE AN
EASEMENT OF AT LEAST 30 FEET IN WIDTH PROVIDING ACCESS TO
A PUBLIC STREET.

LEGEND

⊠	CATCH BASIN	☆	LIGHT POLE
⊙	DRAIN MANHOLE	⊙	UTILITY POLE
⊙	ELECTRIC MANHOLE	•	GUY WIRE
⊙	SEWER MANHOLE	—	SIGN
⊙	MANHOLE	•	WETFLAG
⊙	GAS VALVE	⊙	UTILITY POLE
⊙	GAS SHUT OFF VALVE	☆	PROP. STREET LIGHTING
⊙	WATER VALVE		
⊙	WATER SHUT OFF VALVE	⊙	SPOT ELEVATION
⊙	FIRE HYDRANT	⊙	RIPRAP
—	EXISTING CONTOUR		
—	EXISTING DRAIN LINE		
—	EXISTING WATER LINE		
—	EXISTING FENCE		
—	FLOOD ZONE X- MINIMAL RISK AREA		
—	ZONE 2 WELLSHEAD PROTECTION DISTRICT		

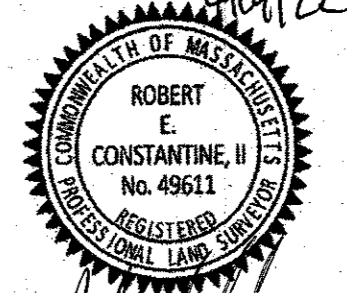
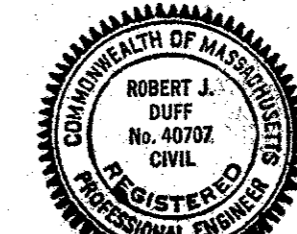
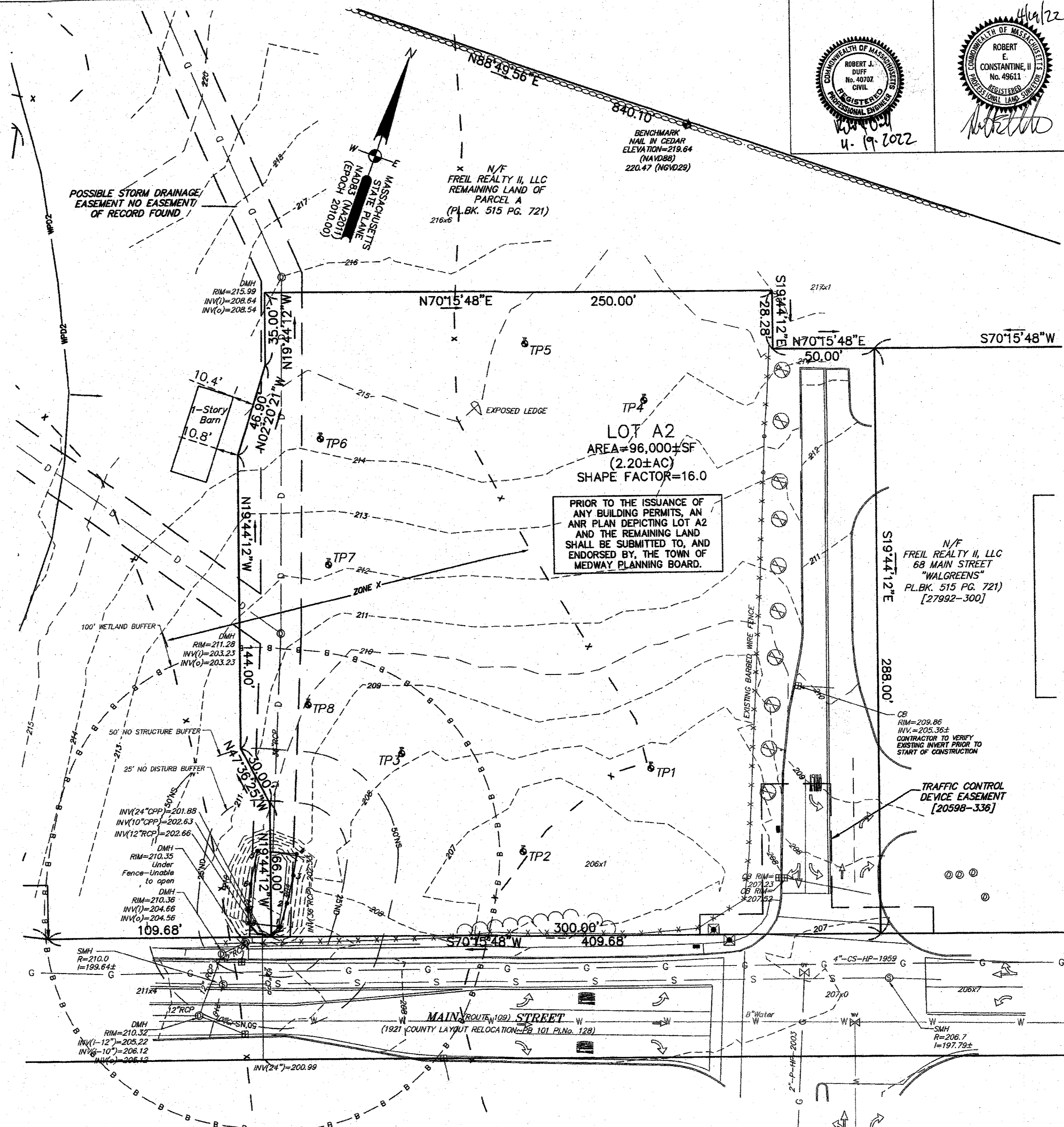
NOTES

- THIS LAND IS ZONED CENTRAL BUSINESS.
- A PORTION OF THIS SITE IS LOCATED FLOOD HAZARD ZONE X PER FEMA FLOOD MAP 25021C0143E, EFFECTIVE DATE 7/17/2012.
- THE WETLANDS WERE EVALUATED BY GODDARD CONSULTING LLC. ON DECEMBER 13, 2021 AND JANUARY 28, 2022 SEE WETLAND REPORTS FOR FURTHER INFORMATION. WETLANDS WERE FIELD LOCATED BY GUERRIERE & HALNON, INC.
- REFER TO MEDWAY ASSESSORS MAP 41 LOT 008
- THIS SITE IS LOCATED WITHIN THE GROUNDWATER PROTECTION DISTRICT.
- ALL REFERENCED DEEDS ARE ON RECORD AT THE NORFOLK REGISTRY OF DEEDS.
- THIS SITE IS NOT LOCATED WITHIN A NATURAL HERITAGE AND ENDANGERED SPECIES PROGRAM AREA.
- ELEVATIONS ARE BASED ON HORIZONTAL DATUM:NAD83; VERTICAL DATUM: NAVD88.
- EXISTING SEWER INVERTS IN MAIN STREET OBTAINED FROM PLAN TITLED "TOWN OF MEDWAY, MASSACHUSETTS BOARD OF WATER/SEWER COMMISSIONERS SANITARY SEWER PROGRAM MAIN STREET - STA. 45+00 TO STA. 55+60.71" SHEET 5 OF 16 DATED 3-20-84, REVISED THROUGH 4-7-89, AND PREPARED BY METCALF & EDDY, INC./ENGINEERS.
- EXISTING SEWER INVERTS TO BE VERIFIED PRIOR TO START OF CONSTRUCTION.

TESTING INFORMATION

TESTING DATE: JANUARY 5, 2022 SOIL EVALUATOR: MICHAEL HASSETT

207.60	TP 1	206.5	TP 2	208.1	TP 3	214.20	TP 4	214.80	TP 5	214.20	TP 6	212.20	TP 7	209.90	TP 8
206.94	SANDY LOAM A 8" 10YR 2/2	203.00	SANDY LOAM F 18" 10YR 2/2	205.10	SANDY LOAM F 36" 12" 10YR2/2		LOAM/FILL		LOAM/FILL	211.70	SAND & GRAVEL C1 10YR 5/8	209.20	SANDY LOAM F 36" 12" 10YR2/2	206.90	SANDY LOAM F 36" 12" 10YR2/2
205.36	SANDY LOAM B 7.5YR 5/8	201.50	LOAMY SAND Ab 10YR 2/2	204.10	SANDY LOAM Ab 10YR2/2		LOAM/FILL		LOAM/FILL	209.20	LOAMY SAND C2 2.5YR 5/4	208.70	SANDY LOAM B 7.5YR 5/8	205.90	SANDY LOAM B 7.5YR 5/8
203.62	COARSE SAND C1 10YR 5/8		Ab VARIES IN DEPTH	202.60	SANDY LOAM B 7.5YR 5/8					205.53	SAND & GRAVEL C3 2.5YR 6/3	200.40	SAND & GRAVEL C 10YR 5/8	204.90	SAND & GRAVEL C 10YR 5/8
202.29	SANDY LOAM C2 2.5YR 5/4			199.10	SAND & GRAVEL C 10YR 5/8										
198.49	SAND & GRAVEL C3 2.5YR 6/3	196.25	10YR 5/4			210.90	GW @ 3.3'	209.80	GW @ 5'						
	WEPPING @ 77" 205.35 NO REFUSAL		MOTTLES @ 34" 203.67 WEPPING @ 5.5'		MOTTLES @ 42" 204.60 WEPPING @ 78"						MOTTLES @ 36" WEPPING @ 98"		MOTTLES @ 54" WEPPING @ 120"		MOTTLES @ 54" B LAYERS VARY



APPROVED BY THE TOWN OF MEDWAY
PLANNING & ECONOMIC DEVELOPMENT BOARD

BOARD MEMBER DATE

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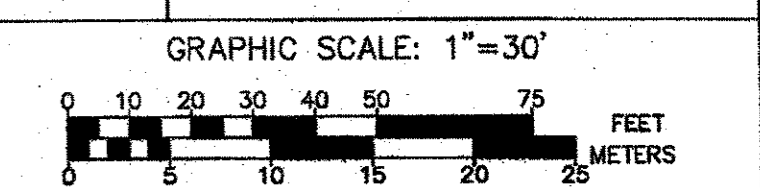
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EXISTING CONDITIONS

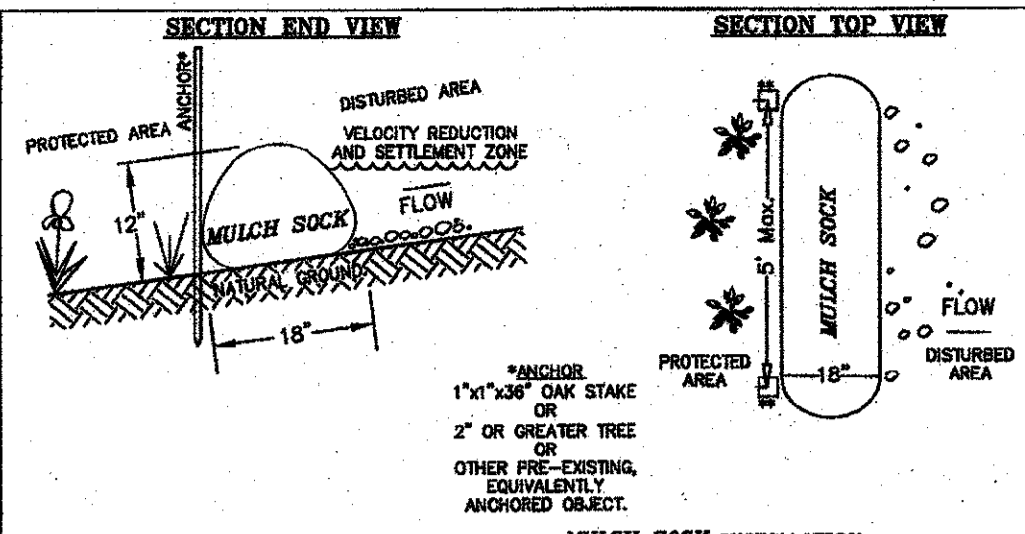
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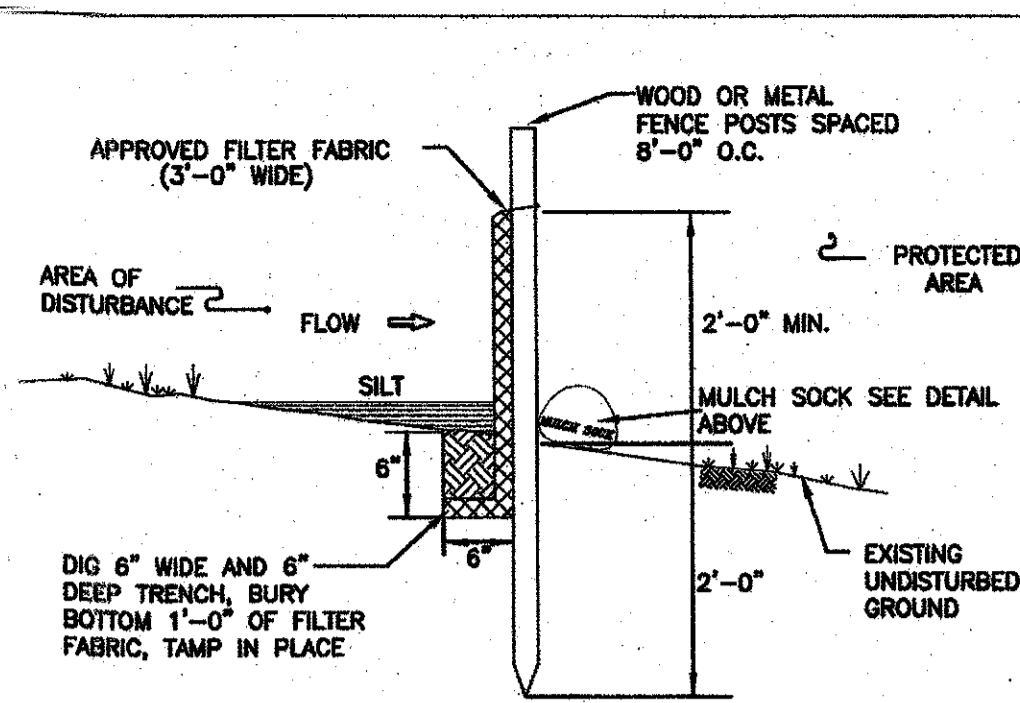
SHEET 3 OF 12 JOB NO. F4516



MULCH SOCK COMPONENTS:
OUTSIDE CASING: 100% organic heather.
FILLER INGREDIENT: FiberSed Mulch™
• A blend of coarse and fine compost and shredded wood.
• Particle sizes: 100% passing a 3" screen; 90-100% passing a 1" screen; 70-100% passing a 0.75" screen; 30-75% passing a 0.25" screen.
• Weight: Approx. 850 lbs./cu.yd. (Ave. 30 lbs./1.1')

MULCH SOCK INSTALLATION:
With the newest technology and equipment, sections can be constructed on site in lengths from 1' to 100'.
Sections can also be delivered to the site in lengths from 1' to 8'.
The flexibility of MULCH SOCK allows it to conform to any contour or terrain while holding a slightly oval shape at 12" high by 18" wide.
Where section ends meet, there shall be an overlap of 6" or greater. Both sides shall be anchored (oak stakes, trees, etc.) to stabilize the union. No additional anchors are required on slopes less than 2:1. **Additional anchors are required at 5' intervals (max.) on the downslope or protected side on slopes greater than 2:1 to prevent movement.

MULCH SOCK DETAIL
NOT TO SCALE



1. PLACE SILT FENCE AT LOCATIONS AS SHOWN ON THE GRADING AND DRAINAGE PLAN.
2. SILT FENCE SHALL BE INSTALLED SO WATER CANNOT BYPASS THE FENCE AROUND THE SIDES.
3. INSPECTION SHALL BE FREQUENT AND REPAIR OR REPLACEMENT SHALL BE MADE AS PROMPTLY AS POSSIBLE.
4. SILT FENCE SHALL REMAIN IN PLACE FOR THE DURATION OF THE PROJECT UNLESS OTHERWISE INSTRUCTED BY THE CONSERVATION COMMISSION.

SILT FENCE EROSION CONTROL
N.T.S.

LEGEND

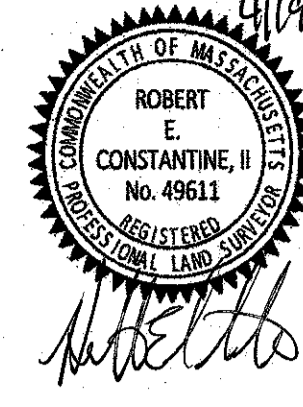
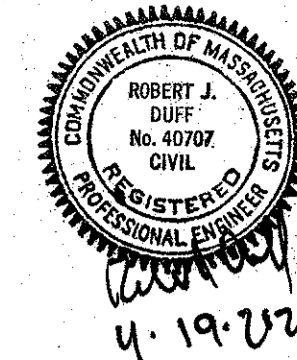
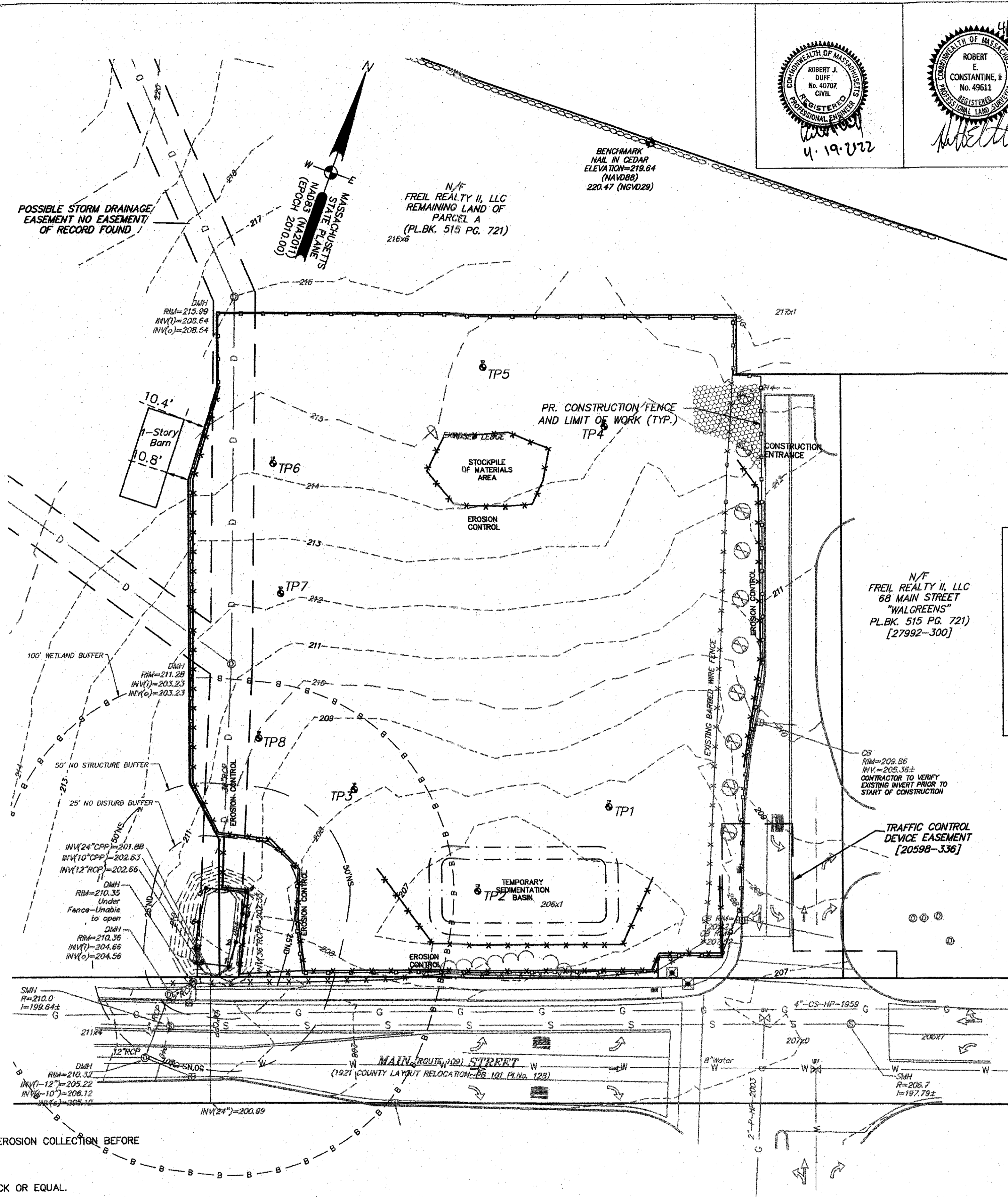
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⊕	GAS SHUT OFF VALVE	☆	PROP. STREET LIGHTING
⊕	WATER VALVE		
⊕	WATER SHUT OFF VALVE	x 000.0	SPOT ELEVATION
⊕	FIRE HYDRANT		RIPRAP
— 000 —	EXISTING CONTOUR		
— D —	EXISTING DRAIN LINE		
— W —	EXISTING WATER LINE		

EROSION CONTROL AND DRAINAGE CONSTRUCTION PHASING

1. INSTALL EROSION CONTROL DEVICES ALONG PERIMETER OF SITE WHERE SHOWN.
2. INSTALL CONSTRUCTION ENTRANCE.
3. SITE TO BE CLEARED AND GRUBBED.
4. INSTALL SLOPE MATTING TO STABILIZE SLOPES (IF APPLICABLE)
5. INSTALL DRAINAGE MANHOLES AND CATCHBASINS AND ENSURE TEMPORARY COVER IS IN PLACE.
6. INSTALL ALL DRAINAGE RISERS, GRATES AND COVERS
7. REMOVE CONSTRUCTION ENTRANCES.
8. UPON ALL CATCHMENT STRUCTURES AND MITIGATION FEATURES BECOMING OPERATIONAL, INSTALL PAVEMENT TO BINDER FINISH GRADE. PAVER TO PROVIDE TEMPORARY ASPHALT BERM ON BOTH SIDES OF PROPOSED PAVED AREAS. EROSION CONTROL MEASURES BACKED BY CRUSHED STONE TO BE PROVIDED ON DOWN GRADIENT SIDE OF CATCH BASINS TO DIRECT WATER TO TEMPORARY BASIN.
9. REMOVE TEMPORARY SEDIMENTATION BASIN AND FOREBAY AFTER SITE HAS BEEN STABILIZED AND PREPARED FOR BUILDING FOUNDATION INSTALLATION.

GENERAL NOTES:

1. SPECIAL CONSIDERATION FOR INLET CONTROLS FOR EROSION COLLECTION BEFORE ENTERING DRAINAGE SYSTEM.
2. INSTALL SILT SACKS.
3. INSTALL BARRIER AROUND CATCH BASIN, MULCH SOCK OR EQUAL.
4. INSTALL FILTER FABRIC ON ALL DRAIN MANHOLE OUTLETS DISCHARGING TO INFILTRATION SYSTEM.
5. INSPECTIONS BEFORE AND AFTER STORM EVENTS ARE REQUIRED TO INSURE ADEQUACY OF EROSION CONTROL MEASURES.
6. ALL EXISTING STRUCTURES TO BE RAZED.
7. STOCK PILE AREA TO BE CONTAINED USING EROSION CONTROL DEVICES
8. DIRT BAG SHALL BE USED TO PERIODICALLY CLEAN THE TEMPORARY SEDIMENTATION BASINS DURING CONSTRUCTION.
9. A CONSTRUCTION FENCE SHALL BE PLACED AROUND THE PERIMETER OF THE SITE.



APPROVED BY THE TOWN OF MEDWAY
PLANNING & ECONOMIC DEVELOPMENT BOARD

BOARD MEMBER DATE
LEGAL NOTES

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OWNER

FREIL REALTY II, LLC
DEED BOOK 27992 PAGE 300
PLAN BK. 515, PG 721 OF 2003
A.M. 41 LOT 8

APPLICANT

LOBISSER COMPANIES
1 CHARLESVIEW ROAD
HOPEDALE, MA 01747

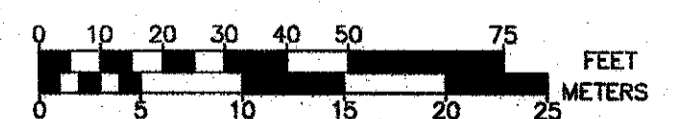
SITE PLAN
86 HOLLISTON STREET
MEDWAY
MASSACHUSETTS

EROSION CONTROL

APRIL 14, 2022

DATE REVISION DESCRIPTION

GRAPHIC SCALE: 1"=30'



Guerriere & Halnon, Inc.
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SHEET 4 OF 12 JOB NO. F4516

	<u>REQUIRED</u>	<u>PROPOSED</u>
MIN. LOT AREA	10,000 SF	96,000 SF
MIN. LOT FRONTAGE	NA ^f	300.00 FT
<u>MIN. YARD SETBACKS</u>		
FRONT	10 FT	97.2 FT
SIDE	10 FT 25 FT*	58.4 FT
REAR	25 FT	83.0 FT
STRUCTURE COVERAGE	80%	22.8%
MAXIMUM IMPERVIOUS COVERAGE**	NA	73.7%**
MINIMUM OPEN SPACE	15%	22.4%

**MAXIMUM IMPERVIOUS COVERAGE IN A GROUND WATER PROTECTION DISTRICT:
ANY USE THAT WILL RENDER IMPERVIOUS MORE THAN 15% OR 2500 SF. OF ANY LOT
WHICHEVER IS GREATER.

A SPECIAL PERMIT WILL BE REQUIRED BY THE PLANNING BOARD FOR IMPERVIOUS COVERAGE IN A GROUNDWATER PROTECTION DISTRICT

EXISTING PAVEMENT = 10,263± SF.
PROPOSED BUILDING = 21,900± SF.
PROPOSED PAVEMENT = 38,553± SF.

TOTAL IMPERVIOUS = 70,716± SF.
(73.7%)

⑧	CATCH BASIN	☆	LIGHT POLE
⑨	DRAIN MANHOLE	☪	UTILITY POLE
⑩	ELECTRIC MANHOLE	●	GUY WIRE
⑪	SEWER MANHOLE	⌵	SIGN
○	MANHOLE	•	WETFLAG
⌵	GAS VALVE	☪	UTILITY POLE
⌵	GAS SHUT OFF VALVE	☆	PROP. STREET LIGHTING
⌵	WATER VALVE	VGC	VERTICAL GRANITE CURB
⌵	WATER SHUT OFF VALVE	X 000.0	SPOT ELEVATION
⌵	FIRE HYDRANT	▨	RIPRAP
—— OOD ——		EXISTING CONTOUR	
—— D ——		EXISTING DRAIN LINE	
—— W ——		EXISTING WATER LINE	

ZONED: CENTRAL BUSINESS
PARKING REQUIREMENTS PER ZONING:
TABLE 3. SCHEDULE OF OFF STREET PARKING REQUIREMENTS

MEDICAL OFFICE OR CLINIC:
1 SPACE PER 300 SF. = 73 SPACES REQUIRED
PARKING SPACES PROVIDED = 102 SPACES
TYPICAL PARKING SPACE: 18' X 9'

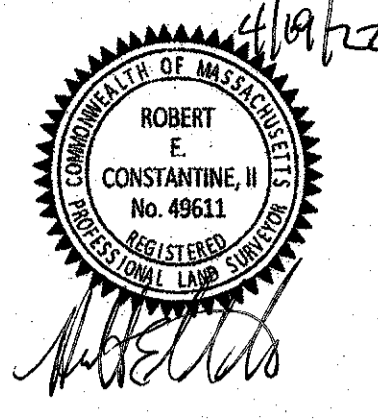
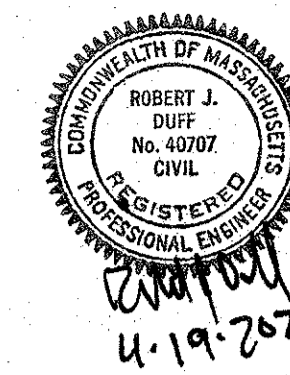
ELECTRIC VEHICLE SPACES REQ'D = 4
ELECTRIC VEHICLE SPACES PROVIDED = 6

A SPECIAL PERMIT WILL BE REQUIRED BY THE PLANNING BOARD FOR PARKING LOCATED WITHIN THE FRONT YARD SETBACK.

SECTION 7. GENERAL REGULATIONS

7.1.1. OFF STREET PARKING AND LOADING

K.(4) SPECIAL PARKING TYPES AND STANDARDS:
FRONTAGE PARKING-- BY SPECIAL PERMIT, BY THE BOARD TO ALLOW A LIMITED AMOUNT OF OFFSTREET SURFACE PARKING TO BE PLACED BETWEEN A PUBLIC STREET AND THE STREET FACING FACADE OF A PRIMARY BUILDING. WHERE THIS IS PERMITTED BY THE BOARD, THE PARKING AREA WILL BE SETBACK A MINIMUM OF TWENTY FEET FROM THE STREET LINE AND STREETSCAPE TREATMENT.



APPROVED BY THE TOWN OF MEDWAY
PLANNING & ECONOMIC DEVELOPMENT BOARD

BOARD MEMEBER	DATE
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OWNER

FREIL REALTY II, LLC
DEED BOOK 27992 PAGE 300
PLAN BK. 515, PG 721 OF 2003
A.M. 41 LOT 8

APPLICANT

LOBISSER COMPANIES
1 CHARLESVIEW ROAD
HOPEDALE, MA 01747

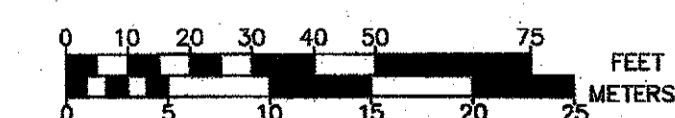
**SITE PLAN
86 HOLLISTON STREET
MEDWAY
MASSACHUSETTS**

LAYOUT PLAN

APRIL 14, 2022

DATE	REVISION DESCRIPTION

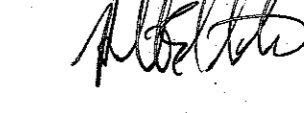
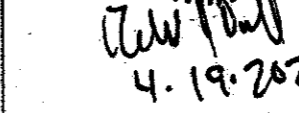
GRAPHIC SCALE: 1"=30'



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SHEET 5 OF 12

JOB NO.	F4516
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F4516

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FREIL REALTY II, LLC
DEED BOOK 27992 PAGE 300
PLAN BK. 515, PG 721 OF 2003
A.M. 41 LOT 8



















LOBISSER COMPANIES
1 CHARLESVIEW ROAD
HOPEDEALE, MA 01747

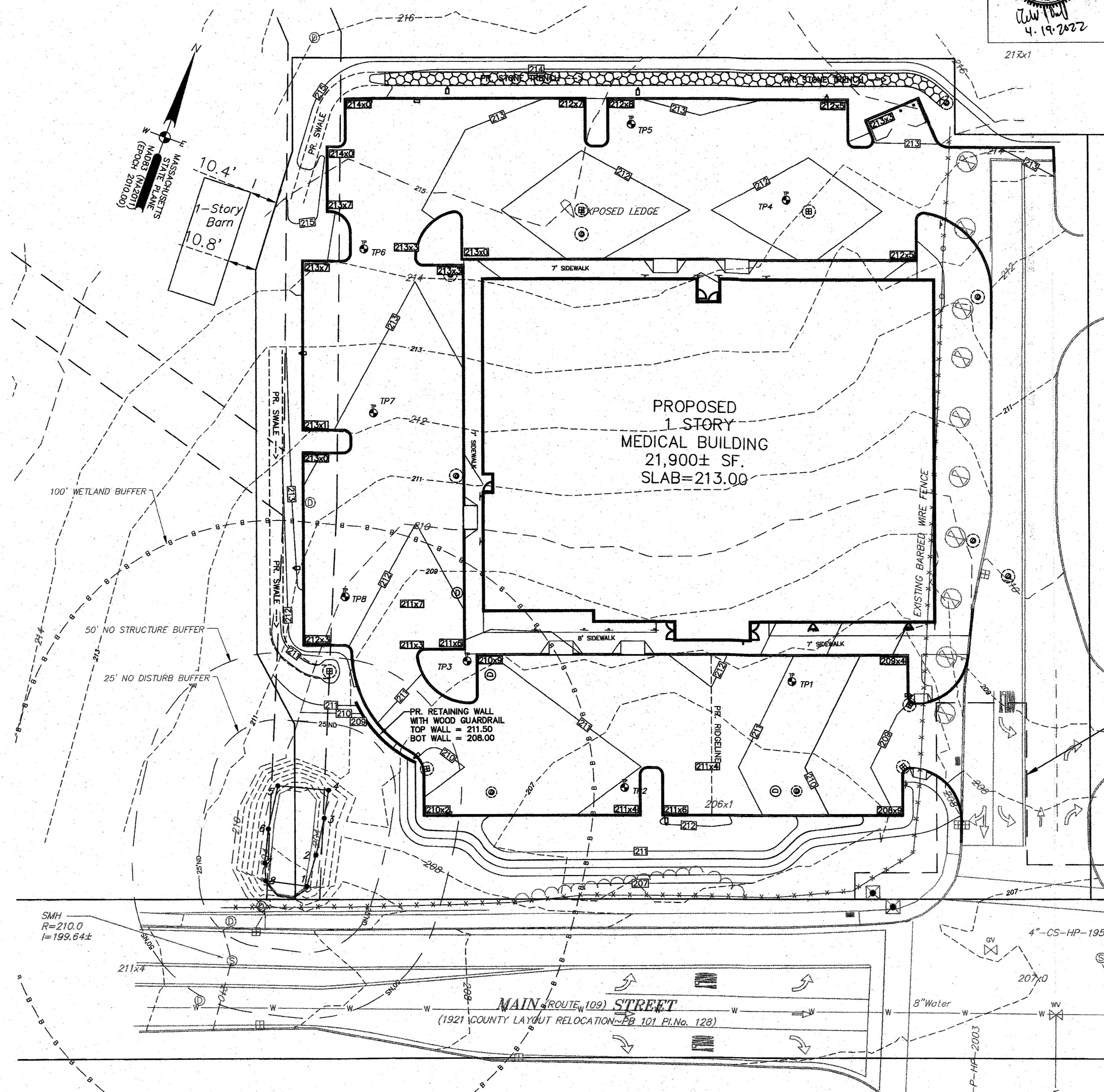
GRADING PLAN

DATE	REVISION DESCRIPTION
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FRANKLIN, MA 02038 FX. (508) 528-7922
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SHEET 6 OF 12	JOB NO. F4516
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LEGEND		
	CATCH BASIN	 LIGHT POLE
	DRAIN MANHOLE	 UTILITY POLE
	ELECTRIC MANHOLE	 GUY WIRE
	SEWER MANHOLE	 SIGN
	MANHOLE	 WETFLAG
	GAS VALVE	 UTILITY POLE
	GAS SHUT OFF VALVE	 PROP. STREET LIGHTING
	WATER VALVE	
	WATER SHUT OFF VALVE	X 000.0 SPOT ELEVATION
	FIRE HYDRANT	 RIPRAP
_____ 000 _____	EXISTING CONTOUR	
_____ D _____	EXISTING DRAIN LINE	
_____ W _____	EXISTING WATER LINE	



LEGEND

⊠	CATCH BASIN	☆	LIGHT POLE
⊙	DRAIN MANHOLE	⊙	UTILITY POLE
⊙	ELECTRIC MANHOLE	⊙	GUY WIRE
⊙	SEWER MANHOLE	⊙	SIGN
⊙	MANHOLE	⊙	WETFLAG
⊙	GAS VALVE	⊙	UTILITY POLE
⊙	GAS SHUT OFF VALVE	☆	PROP. STREET LIGHTING
⊙	WATER VALVE	⊙	SPOT ELEVATION
⊙	WATER SHUT OFF VALVE	⊙	RIPRAP
⊙	FIRE HYDRANT	⊙	
---	EXISTING CONTOUR		
---	EXISTING DRAIN LINE		
---	EXISTING WATER LINE		

STORM DRAINAGE NOTES

ALL DRAINAGE PIPES TO BE 12" RCP UNLESS OTHERWISE NOTED. WHERE LESS THAN 3.5' OF COVER IS PROVIDED, CLASS V RCP SHALL BE USED.

DMH #2, DMH #7, AND CB #4 SHALL BE CONTECH CDS15-3-C WATER QUALITY MANHOLES.

SPECIAL CONSIDERATION FOR INLET CONTROLS FOR EROSION COLLECTION BEFORE ENTERING DRAINAGE SYSTEM:

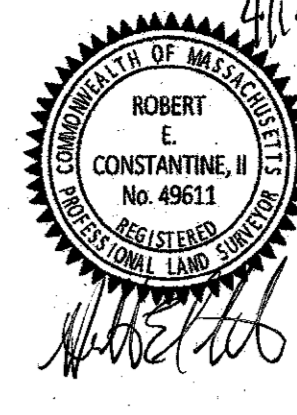
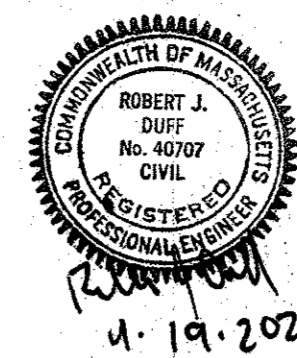
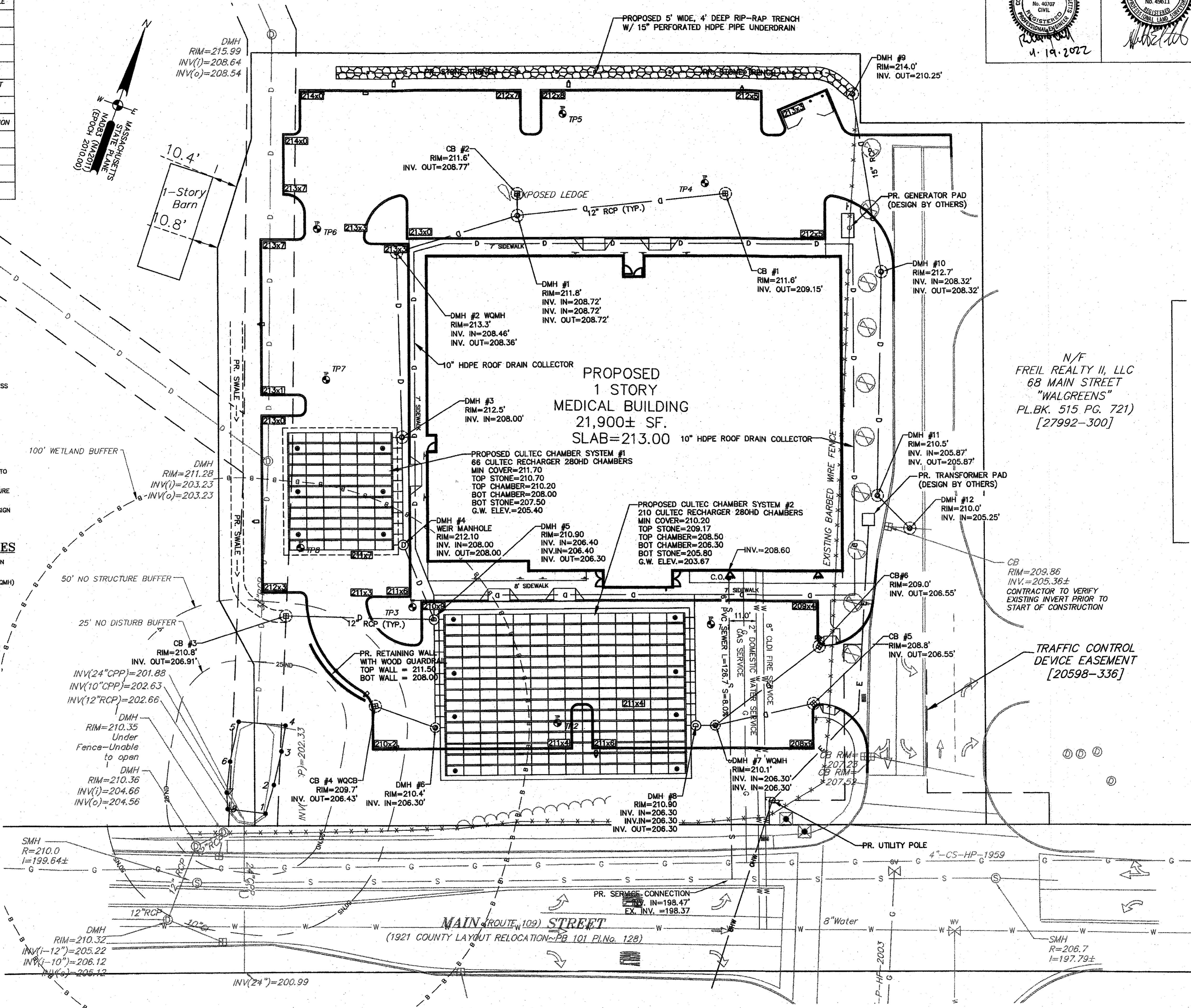
1. INSTALL SILT SACKS.
2. BARRIER AROUND CATCH BASIN, MULCH SOCK OR EQUAL.
3. INSTALL FILTER FABRIC ON ALL DRAIN MANHOLE OUTLETS DISCHARGING TO INFILTRATION SYSTEM.
4. INSPECTIONS BEFORE AND AFTER STORM EVENTS ARE REQUIRED TO INSURE ADEQUACY OF EROSION CONTROL MEASURES.
5. CONTRACTOR & ARCHITECT ARE TO VERIFY SITE UTILITIES PRIOR TO DESIGN & CONSTRUCTION.
6. ALL PIPE GASKETS SHALL BE PRE-MOLDED NEOPRENE O-RING TYPE (300-11 B.2(A)).

SITE DRAINAGE INSTALLATIONS NOTES

1. EACH SUBSURFACE CHAMBER WILL BE INSTALLED SEPARATELY TO DESIGN ELEVATION.
2. INSTALL CONNECTIONS TO CATCH BASINS, WATER QUALITY MANHOLE (WQMH) AND DRAIN MANHOLES.
3. EXCAVATE AND INSTALL SUBSURFACE UNIT, BACKFILL W/ STONE MAINTAINING 18"-24" COVER AND AS-BUILT EACH SECTION.

UTILITY NOTE

ALL UTILITIES SHALL BE CONSTRUCTED AND TESTED ACCORDING TO STATE AND LOCAL REGULATIONS.



APPROVED BY THE TOWN OF MEDWAY
PLANNING & ECONOMIC DEVELOPMENT BOARD

BOARD MEMBER DATE
LEGAL NOTES

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OWNER

FREIL REALTY II, LLC
DEED BOOK 27992 PAGE 300
PLAN BK. 515, PG. 721 OF 2003
A.M. 41 LOT 8

APPLICANT

LOBISSER COMPANIES
1 CHARLESVIEW ROAD
HOPEDALE, MA 01747

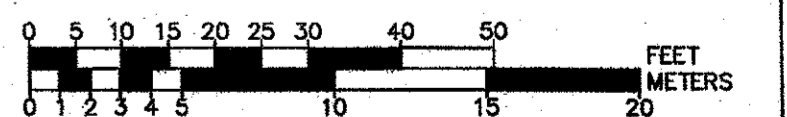
SITE PLAN
86 HOLLISTON STREET
MEDWAY
MASSACHUSETTS

UTILITY PLAN

APRIL 14, 2022

DATE REVISION DESCRIPTION

GRAPHIC SCALE: 1"=20'



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SHEET 7 OF 12 JOB NO. F4516

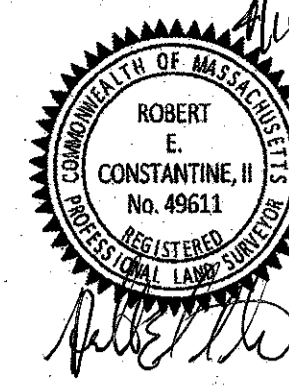
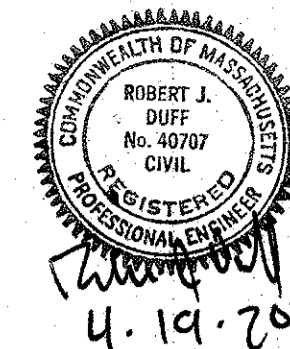


LEGEND

1. THE CONTRACTOR SHALL VERIFY ALL UTILITIES PRIOR TO CONSTRUCTION.
2. PLANT MATERIALS SHALL CONFORM TO THE GUIDELINES BY THE AMERICAN STANDARD FOR NURSERY STOCK PUBLISHED BY THE AMERICAN ASSOCIATION OF NURSERYMEN.
3. ALL PLANTING SHALL BE PLACED ACCORDING TO THE APPROVED LANDSCAPING PLAN.
4. AFTER PLANTING 4" OF MULCH SHALL BE PLACED WITHIN THE DESIGNATED AREAS.
5. ALL PLANT MATERIAL SHALL INCLUDE A 1 YEAR GUARANTEE.
6. THE CONTRACTOR/LANDSCAPER SHALL WATER NEWLY PLANTED MATERIAL FOR 90 DAYS.
7. DAMAGED VEGETATION WILL BE REMOVED AND REPLACED IF NECESSARY.
8. AREA OF INTERIOR LANDSCAPING = 6,005-SF (13.3%)

PLANTING LEGEND

REPLICATION LEGEND



APPROVED BY THE TOWN OF MEDWAY
PLANNING & ECONOMIC DEVELOPMENT BOARD

BOARD MEMEBER	DATE
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PLAN BK. 515, PG 721 OF 2003
A.M. 41 LOT 8

APPLICANT

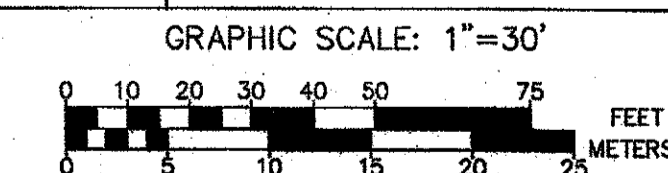
LOBISSER COMPANIES
1 CHARLESVIEW ROAD
HOPEDALE, MA 01747

**SITE PLAN
86 HOLLISTON STREET
MEDWAY
MASSACHUSETTS**

LANDSCAPING PLAN

APRIL 14, 2022

DATE	REVISION DESCRIPTION
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**Guerriere &
Halnon, Inc.**

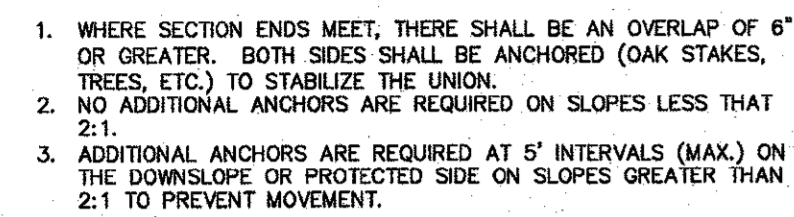
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SHEET 8 OF 12

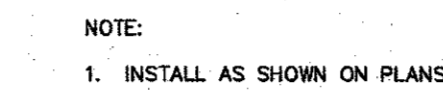
JOB NO.	F4516
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Mulch Sack COMPONENTS:

- OUTSIDE CASING: 100% organic hessian.
- FILLER INGREDIENT: ***FiberRoot Mulch***
A blend of coarse and fine compost and shredded wood.
- Particle sizes: 100% passing a 3" screen; 90-100% passing a 1" screen; 70-100% passing a 0.75" screen; 30-75% passing a 0.25" screen.

Weight: Approx. 850 lbs./cu.yd.
(Ave. 30 lbs./l.f.)



Technical drawings showing cross-sections of concrete pavement joints and an end section.

EXPANSION JOINT: Shows a cross-section of a concrete slab with a 1/8" radius (typ.) at the joint. The joint is filled with preformed joint filler and sealed. The slab is 6" thick and contains 4,000 PSI air entrained concrete (broom finish). The base is compacted gravel, and the subgrade is compacted.

CONTROL JOINT: Shows a cross-section of a concrete slab with a 1/8" radius (typ.) at the joint. The joint is filled with preformed joint filler and sealed. The slab is 6" thick and contains 4,000 PSI air entrained concrete (broom finish). The base is compacted gravel, and the subgrade is compacted.

END SECTION: Shows a cross-section of a concrete slab with a 1/8" radius (typ.) at the joint. The joint is filled with preformed joint filler and sealed. The slab is 6" thick and contains 4,000 PSI air entrained concrete (broom finish). The base is compacted gravel, and the subgrade is compacted. The end section shows a 12" wide curb and a 18" high wall.

Labels and Dimensions:

- 1/8" RADIUS (TYP.)
- SEALER
- PREFORMED JOINT FILLER
- 1/2"
- 1/2"
- 6"x6"xW2.9x2.9 WWF
- 4,000 PSI AIR ENTRAINED CONC. (BROOM FINISH)
- 5"
- 6"
- COMPACTED GRAVEL BASE
- COMPACTED SUBGRADE
- 6"x6"xW2.9x2.9 WWF
- 4,000 PSI AIR ENTRAINED CONC. (BROOM FINISH)
- 5"
- 6"
- COMPACTED GRAVEL BASE
- COMPACTED SUBGRADE
- 12"
- 18"
- FINISHED GRADES VARIES SEE PLAN

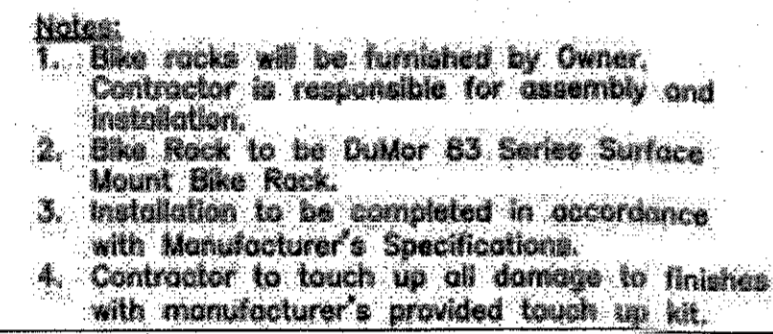
NOTE: SEE LANDSCAPING SHEET FOR LOCATION AND SPACING OF EXPANSION AND CONTROL JOINTS.

EXPANSION JOINT

CONTROL JOINT

END SECTION

NOTES:
1. SEE SITE PLAN FOR WIDTH AND GRADES
2. PROVIDE MINIMUM 1/8" / FT. CROSS-SLOPE
3. PROVIDE CONTROL JOINTS 5'- 0" O.C. MIN.
4. PROVIDE EXPANSION JOINTS 20'- 0" O.C. MIN.

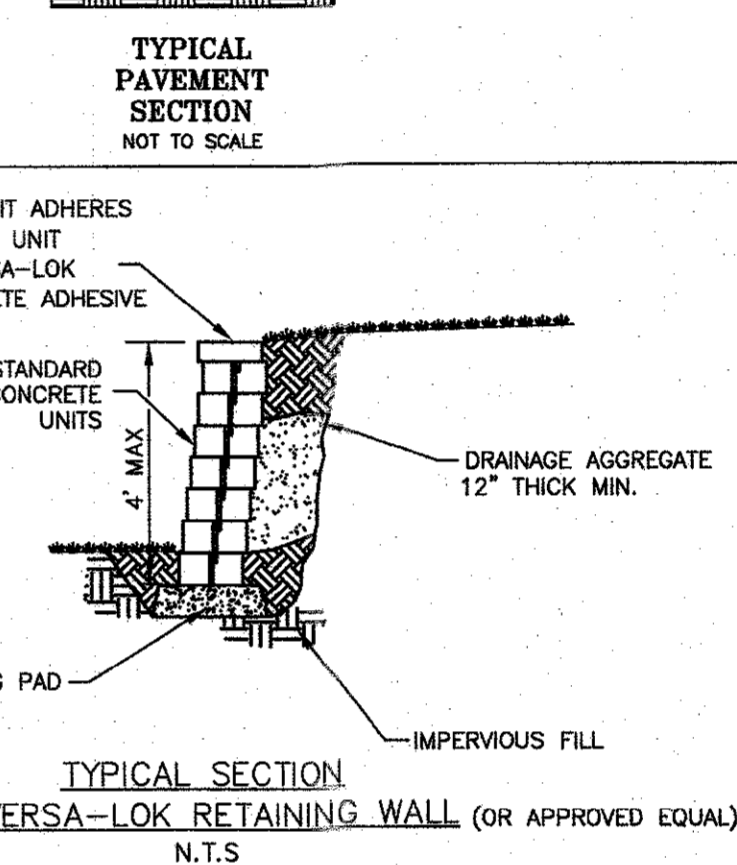
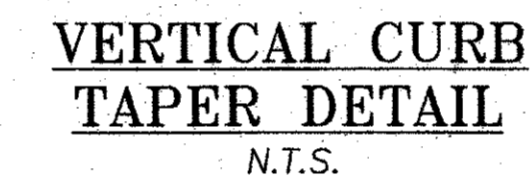


The diagram illustrates a cross-section of a sidewalk ramp. Key dimensions and features include:

- Overall Height:** 5'-6" on the left side.
- Left Slope:** A ramp with a 7.50% MAX slope transitioning from the sidewalk to the main ramp.
- Main Ramp:** A central section with a CROSS SLOPE of 1.5% and a vertical height of 4'-0". It also features a 5% -15% longitudinal slope and a 1" LIP at the bottom.
- Right Slope:** A ramp with a 7.50% MAX slope transitioning from the main ramp back to the sidewalk.
- Width:** The width of the main ramp section VARIES - SEE SITE PLAN.
- Transitions:** The left transition is labeled "VARIES HIGH SIDE TRANSITION" and the right transition is labeled "6'-6" (MIN) LOW SIDE TRANSITION".
- Labels:** "SIDEWALK RAMP" and "SIDEWALK" are labeled on the left and right respectively.

NOTE:

1. DRIVEWAYS ENTRANCES SHALL BE IN ACCORDANCE WITH MASSDOT STANDARD DRAWINGS AND SPECIFICATIONS.



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A.M. 41 LOT 8

APPLICANT

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1 CHARLESVIEW ROAD
HOPEDALE, MA 01747

**SITE PLAN
86 HOLLISTON STREET
MEDWAY
MASSACHUSETTS**

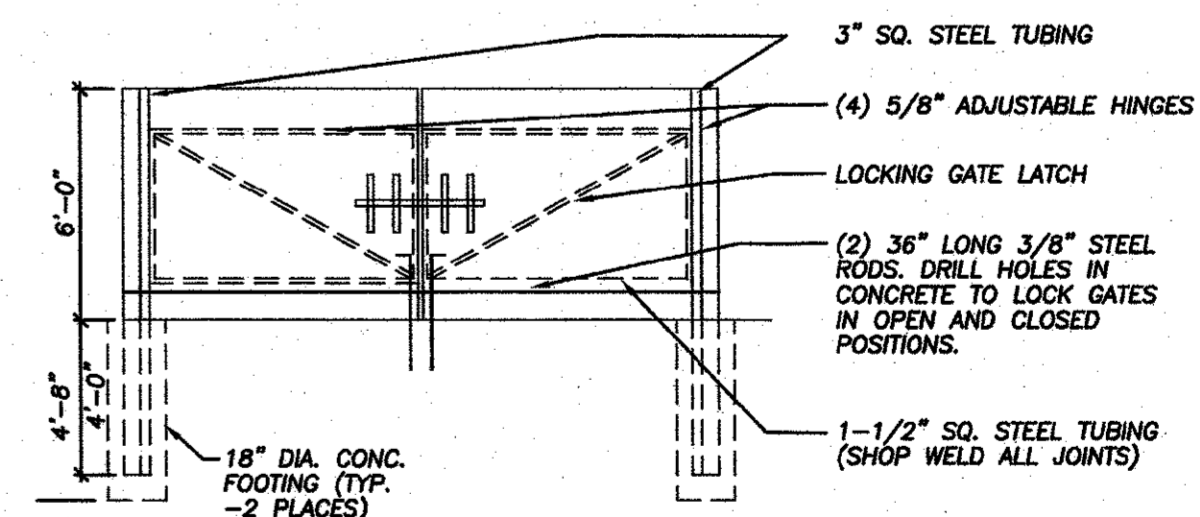
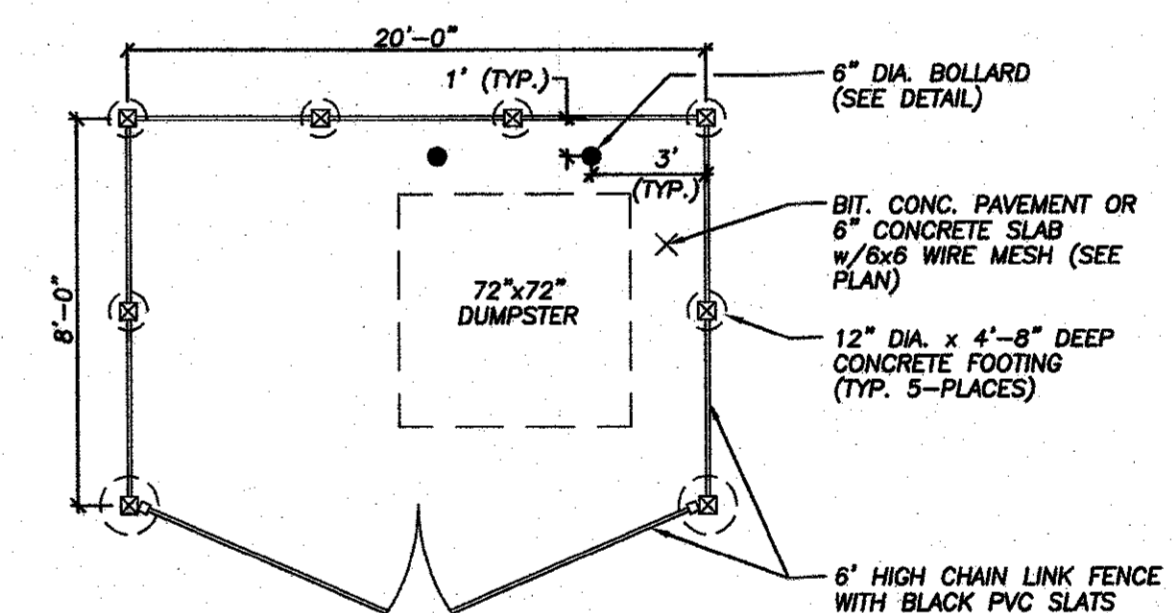
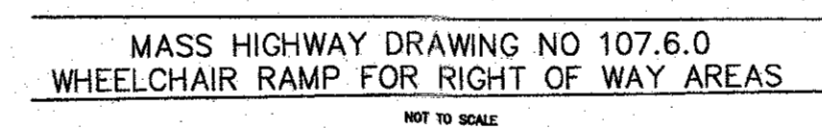
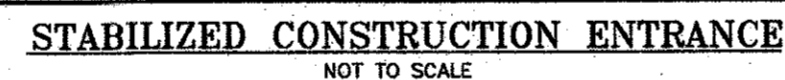
CONSTRUCTION DETAILS

MARCH 28, 2022

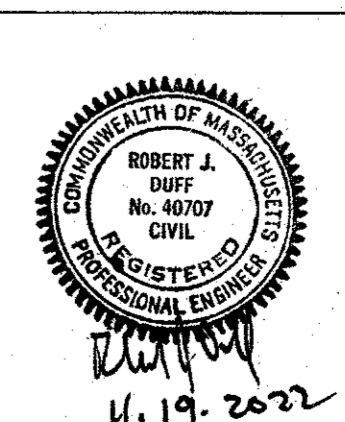
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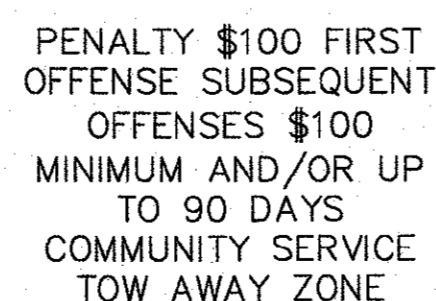
SHEET 9 OF 12	JOB NO. F4516
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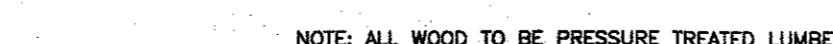
DUMPSTER ENCLOSURE



PVC FENCE DETAIL NTS



HANDICAP PARKING SIGN DETAIL

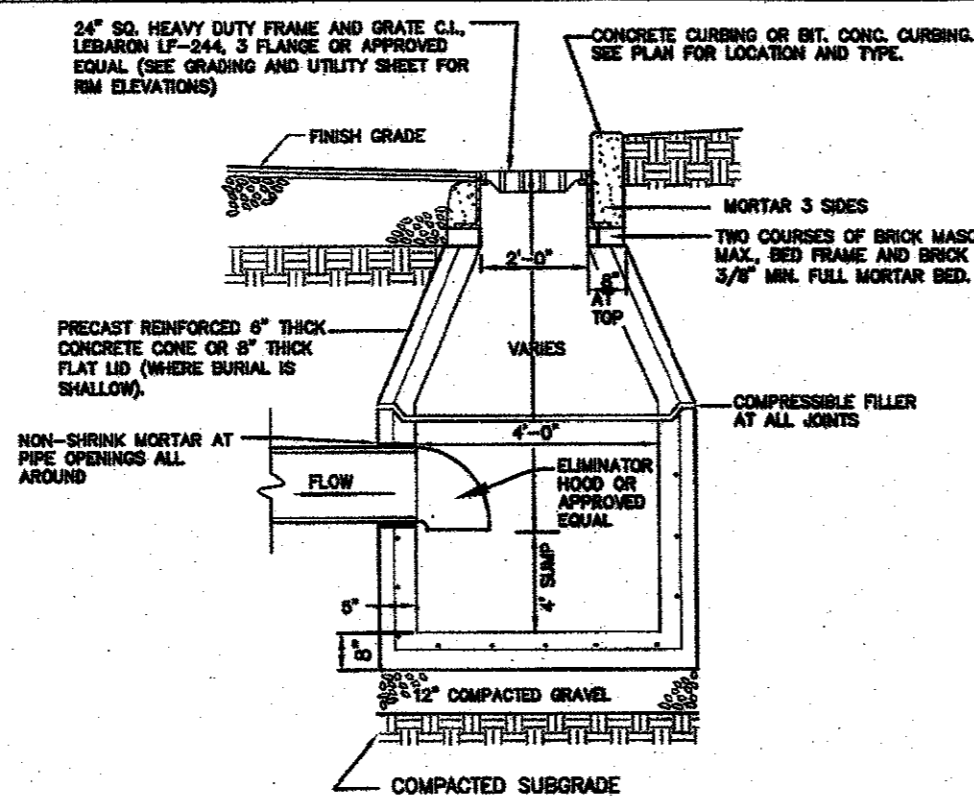


GENERAL EROSION CONTROL AND CONSTRUCTION NOTES

1. THE LIMITS OF ALL CLEARING, GRADING AND DISTURBANCE SHALL BE KEPT TO A MINIMUM WITHIN THE PROPOSED AREA OF CONSTRUCTION. ALL AREAS OUTSIDE THE LIMITS OF DISTURBANCE SHALL REMAIN TOTALLY UNDISTURBED.
2. INSPECT ALL SEDIMENT AND EROSION CONTROL MEASURES AT LEAST ONCE PER WEEK AND WITHIN 24 HOURS AFTER EVERY RAINFALL EVENT.
3. MAINTAIN ALL EROSION AND SEDIMENT CONTROL MEASURES OR REPLACE AS REQUIRED TO ASSURE PROPER FUNCTION.
4. CONTRACTOR SHALL IMMEDIATELY REPAIR ANY AND ALL EROSION AND SEDIMENT CONTROLS FOUND TO BE FAULTY.
5. ANY AND ALL DEBRIS AND LITTER WHICH ACCUMULATES IN THE BASINS SHALL BE REMOVED WEEKLY.
6. THE CONTRACTOR SHALL IMPLEMENT ALL REASONABLE EROSION AND SEDIMENT CONTROLS PRIOR TO THE ACTUAL COMMENCEMENT OF CONSTRUCTION ACTIVITIES INCLUDING THE CLEARING AND/OR GRUBBING OF ANY PORTION OF THE PROPERTY. THESE MEASURES SHALL BE MAINTAINED IN EFFECT THROUGHOUT THE ENTIRE CONSTRUCTION PHASE, OR UNTIL THE SITE HAS BECOME STABILIZED WITH AN ADEQUATE VEGETATIVE COVER.
7. SEDIMENT BUILD UP BEHIND FILTERMITS SHALL BE MONITORED AND BE REMOVED WHENEVER IT HAS ACCUMULATED TO FOUR INCHES IN DEPTH.
8. CATCH BASINS SHALL BE PROTECTED WITH SILT FILTERS (SILT SACKS). INSPECT SEDIMENT FILTERS AT LEAST ONCE PER WEEK AND WITHIN 24 HOURS AFTER RAINFALL THAT PRODUCES RUNOFF. CLEAN OR REPLACE FILTERS WITHIN 24 HOURS OF INSPECTION WHEN SEDIMENT REACHES ONE HALF OF THE FILTER SACK DEPTH. CATCH BASINS SHALL BE PROTECTED BY SEDIMENT FILTERS THROUGHOUT THE CONSTRUCTION PERIOD AND UNTIL ALL DISTURBED AREAS ARE THOROUGHLY STABILIZED. SUMPS SHALL BE CLEANED WHENEVER SEDIMENT HAS ACCUMULATED TO A DEPTH OF 24 INCHES AND IMMEDIATELY FOLLOWING INSTALLATION OF PERMANENT PAVEMENT.
10. THE CONTRACTOR SHALL MAINTAIN AN ADEQUATE STOCKPILE OF EROSION CONTROL MATERIALS ON-SITE AT ALL TIMES FOR EMERGENCY OR ROUTINE REPLACEMENT AND SHALL INCLUDE MATERIALS TO REPAIR OR REPLACE SILT FENCE, MULCH SOCK, STONE FILTER DIKES OR ANY OTHER DEVICES PLANNED FOR USE DURING CONSTRUCTION.
11. THE CONTRACTOR IS TO INSPECT ALL CONTROLS NO LESS THAN WEEKLY, AND IN ANTICIPATION OF RAINFALL EVENTS EXPECTED TO EXCEED 1/2 INCH IN DEPTH. ALL DEFICIENCIES NOTED DURING SAID INSPECTION SHALL BE REPAIRED IMMEDIATELY AND IN NO CASE SHALL A DEFICIENCY BE ALLOWED TO GO UNCORRECTED DURING A RAINFALL EVENT. THE EROSION CONTROL DEVICES SHALL BE MAINTAINED, REINFORCED, OR REPLACED IF NECESSARY. ALL ACCUMULATED SEDIMENTS AND OTHER MATERIALS COLLECTED.
12. BY THE SEDIMENTATION CONTROL SYSTEMS SHALL BE REMOVED AS NECESSARY TO INSURE PROPER FUNCTION OF SYSTEMS AND DISPOSED OF IN A MANNER THAT IS CONSISTENT WITH THE INTENT OF THIS PLAN, IN AN UPLAND AREA.
13. TEMPORARY EARTH OR STONE DIKES, DRAINAGE SWALES AND/OR TEMPORARY SLOPE DRAINS SHALL BE INSTALLED WHERE OFF-SITE OR ON-SITE RUNOFF IS SUFFICIENT ENOUGH SUCH THAT IT WILL BE NECESSARY TO DIVERT THE FLOW AROUND THE SITE OR PREVENT EROSION WITHIN THE LIMITS OF WORK.
14. STORM DRAIN INLET PROTECTION SHALL BE USED FOR ALL EXISTING AND PROPOSED CATCH BASINS IN THE PROJECT AREA. PRIOR TO COMPLETION OF THE PROJECT, ALL CATCH BASINS WITHIN THE PROJECT AREA SHALL BE CLEANED.
15. ALL DISTURBED EARTH SLOPES AREA TO BE STABILIZED WITH PERMANENT VEGETATIVE COVER, TO BE ESTABLISHED AS SOON AS POSSIBLE. DISTURBED AREAS THAT ARE NOT SUBJECT TO CONSTRUCTION TRAFFIC SHALL RECEIVE A PERMANENT OR TEMPORARY VEGETATIVE COVER AS SOON AS FINAL CONTOURS ARE ESTABLISHED. TEMPORARY VEGETATIVE COVER IS TO BE ESTABLISHED ON ALL DISTURBED AREAS WHERE CONSTRUCTION ACTIVITIES WILL NOT REQUIRE ADDITIONAL DISTURBANCE FOR PERIOD OF 30 DAYS OR MORE. IF THE SEASON PREVENTS THE ESTABLISHMENT OF VEGETATIVE COVER, DISTURBED AREAS SHALL BE MULCHED AND THEN SEEDED AS SOON AS WEATHER CONDITIONS ALLOW.
16. THERE SHALL BE NO DIRECT DISCHARGE OF DEWATERING OPERATIONS INTO ANY DRAINAGE SYSTEM UNLESS THIS DISCHARGE IS CLEAN AND FREE OF SETTLEABLE SOLIDS. ANY DEWATERING DISCHARGE CONTAINING SETTLEABLE SOLIDS (SEDIMENTS) SHALL BE PASSED THROUGH A SEDIMENTATION CONTROL DEVICE (FILTER BAG) TO REMOVE THESE SOLIDS. THE CONTRACTOR IS TO MAINTAIN SAID SEDIMENT CONTROL DEVICE THROUGHOUT THE ENTIRE DEWATERING OPERATION AND REPAIR DEFICIENCIES IMMEDIATELY.
17. SOIL STOCKPILE AREAS FOR CONSTRUCTION MATERIALS SHALL BE LOCATED OUTSIDE WETLAND AREAS AND ASSOCIATED BUFFERS.
18. ALL PLANTINGS SHALL BE ACCOMPLISHED BY THE CONTRACTOR AS EARLY AS THE POSSIBLE UPON COMPLETION OF GRADING AND CONSTRUCTION.
19. ALL PLANTINGS SHALL BE WATERED AND MAINTAINED BY THE CONTRACTOR TO ENSURE SURVIVAL.
20. EROSION CONTROL SHALL REMAIN IN PLACE UNTIL THE CERTIFICATE OF COMPLETION IS ISSUED

INTERIM EROSION CONTROL AND CONSTRUCTION SEQUENCE

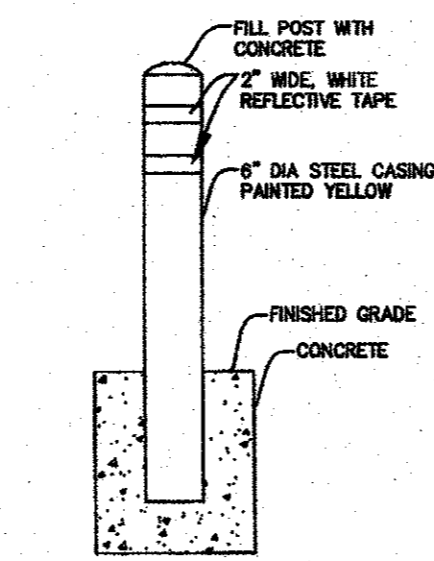
1. INSTALL EROSION CONTROL BARRIERS AND HAVE ENGINEER INSPECT AND PREPARE LETTER.
2. CLEAR SITE OF ALL TREES DESIGNATED TO BE REMOVED. CONSTRUCT A TEMPORARY BASIN TO COLLECT RUNOFF DURING CONSTRUCTION.
3. STOCKPILE LOAM, OR REMOVE LOAM.
4. INSTALL PIPES FOR DRAINAGE SYSTEMS. INSTALL DISCHARGE POINT ON EACH SYSTEM.
5. BRING SITE TO SUB-GRADE.
6. ALL SLOPES ALONG THE PROPERTY LINES SHALL BE MULCHED TEMPORARILY, IF DISTURBED.
7. TEMPORARY STONE (3/4" - 1 1/2") SHALL BE PLACED AT THE PROJECT ENTRANCE WHEN ACCESSING EXISTING PAVEMENT. SWEEPING IS REQUIRED IF FINES ARE OBSERVED IN THE PARKING LOT OR PUBLIC WAYS.
8. ALL DISTURBED AREAS NOT TREATED WITH PERMANENT LOAM AND SEED SHALL BE COVERED WITH MULCH, OR OTHER EROSION CONTROL DEVICE.
9. ALL CONSTRUCTION GRADES IN THE INTERIM SHALL BE SLOPED TO FLOW INTO THE TEMPORARY BASIN, WHERE POSSIBLE.
10. THE SITE MITIGATION OF EROSION IN THOSE AREAS TO BE LANDSCAPED OR MULCHED SHALL BE TO INSTALL AS SOON AS POSSIBLE.
11. CLEAN ALL SEDIMENT OUT OF TEMPORARY BASIN AND INSTALL CLEAN FILL PER PLAN SPECIFICATIONS PRIOR TO FINAL GRADING AND SURFACE STABILIZATION.
12. THE SUBSURFACE DRAINAGE SYSTEM SHALL BE INSTALLED PRIOR TO PAVEMENT INSTALLATION. PROPER FILTERFABRIC SHALL BE PLACED AT INLETS TO KEEP THE STORM DRAINAGE CLEAN OF DEBRIS.
13. ONCE THE CURB IS INSTALLED, THE PERMANENT MULCH AND LANDSCAPING SHALL BE INSTALLED.
14. SEDIMENT CONTROL SHALL REMAIN IN PLACE UNTIL THE SITE IS STABILIZED.
15. CLEAN ALL ON SITE CATCH BASINS, MANHOLES, PIPING, TEMPORARY BASIN, AND INFILTRATION CHAMBERS. INSTALL SILT BAGS AT EACH CATCH BASIN.
16. KEEP SITE SWEEPED AND MAINTAINED PER STORMWATER MANAGEMENT PLAN.



TYP. PRECAST CONCRETE CATCH BASIN DETAIL

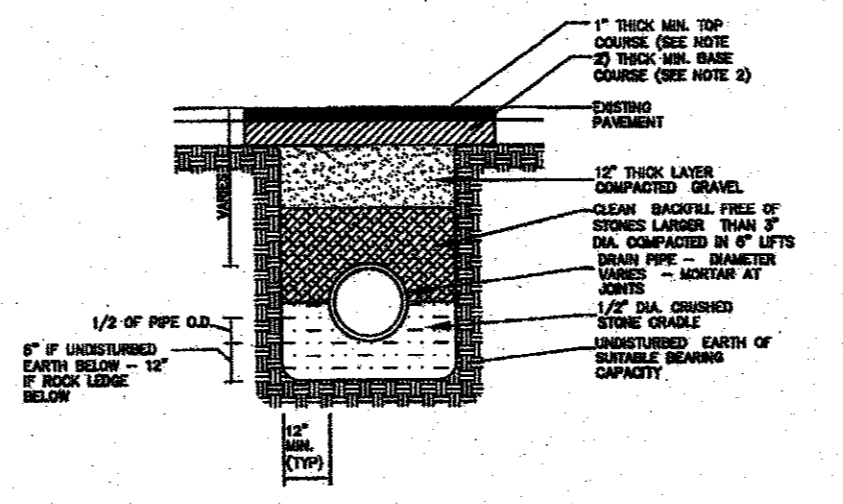
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NOTE:
ALL STRUCTURES SHALL BE SUITABLE FOR H-20 LOADING AND SHALL MEET THE REQUIREMENTS OF ASTM C478.

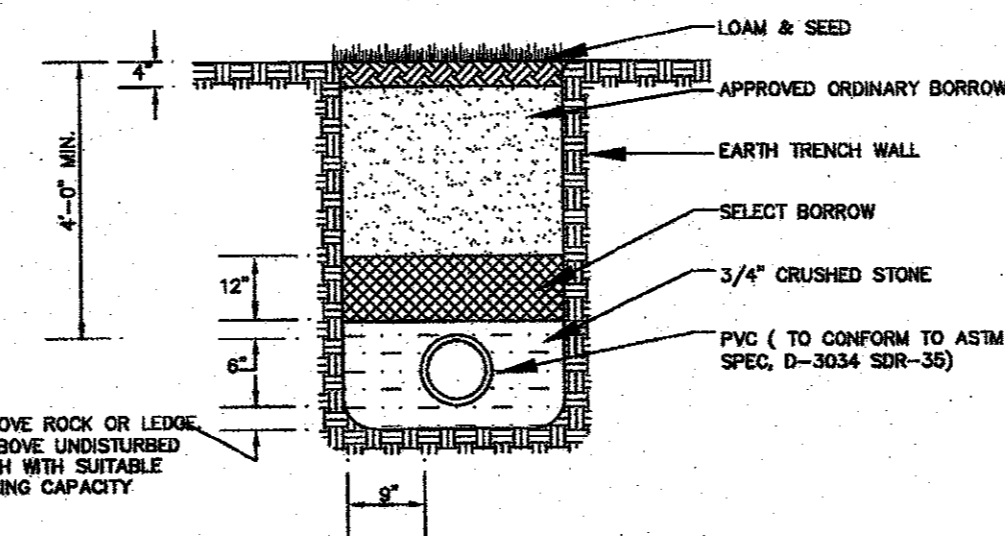


BOLLARD DETAIL

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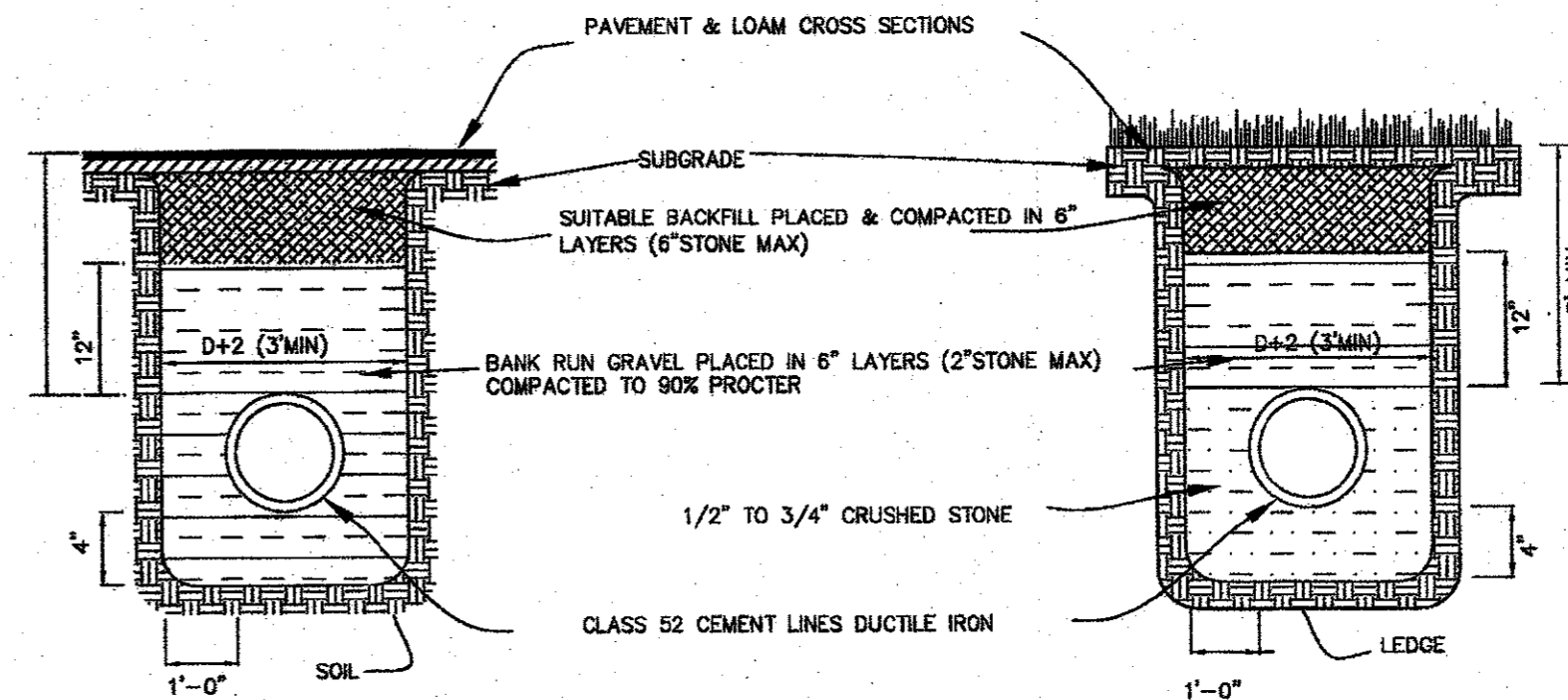


TYPICAL TRENCH SECTION FOR REINFORCED CONCRETE PIPE

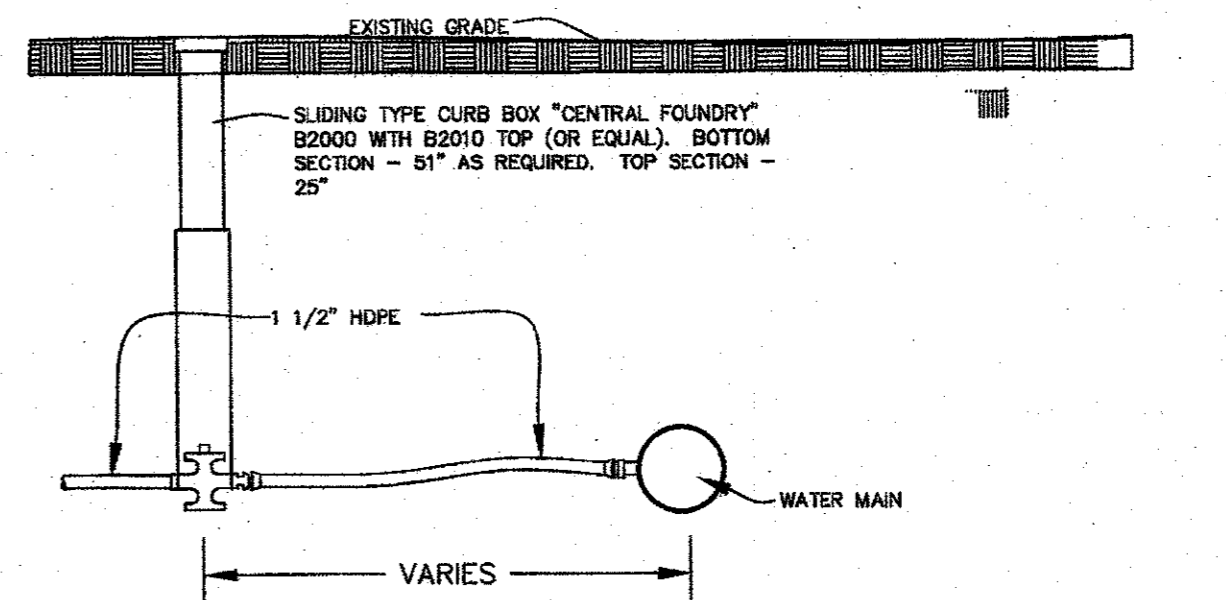


TYPICAL P.V.C. TRENCH SECTION

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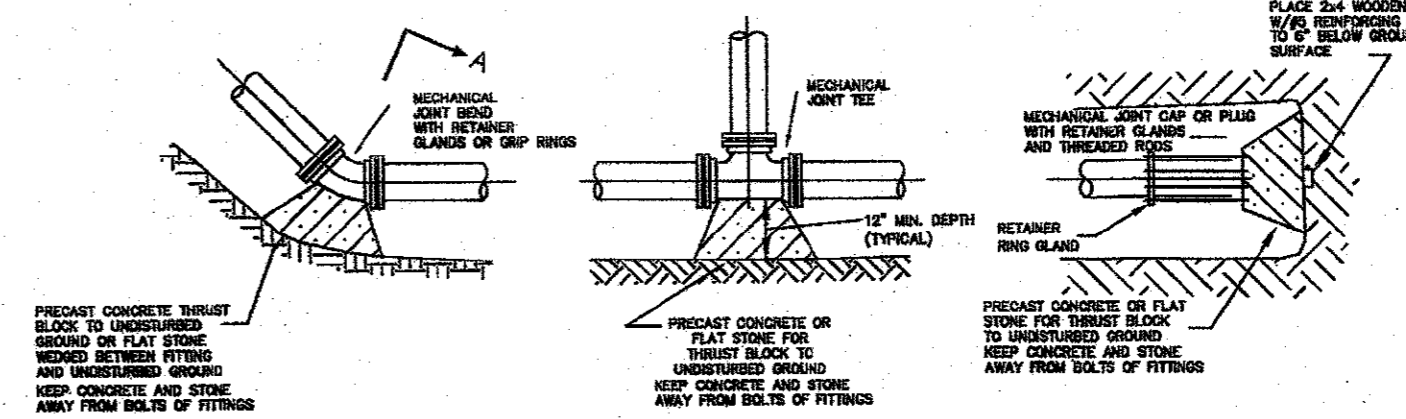


TYPICAL TRENCH SECTION FOR D.I. WATER MAIN (TYPE 5 BEDDING AWWAC-600)

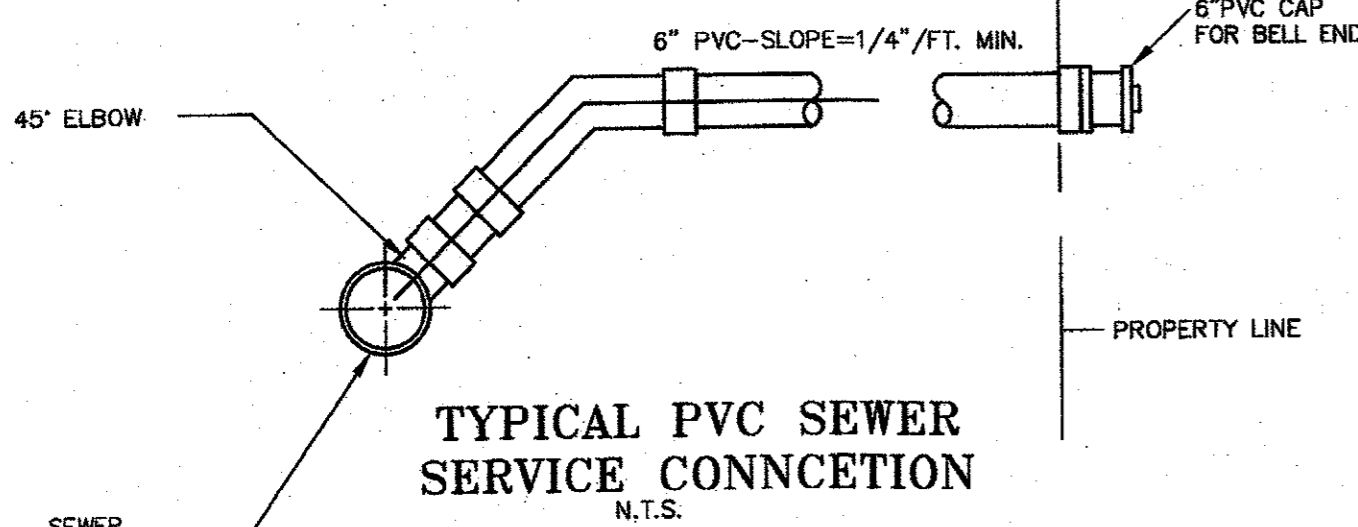


TYPICAL WATER SERVICE CONNECTION

NOT TO SCALE

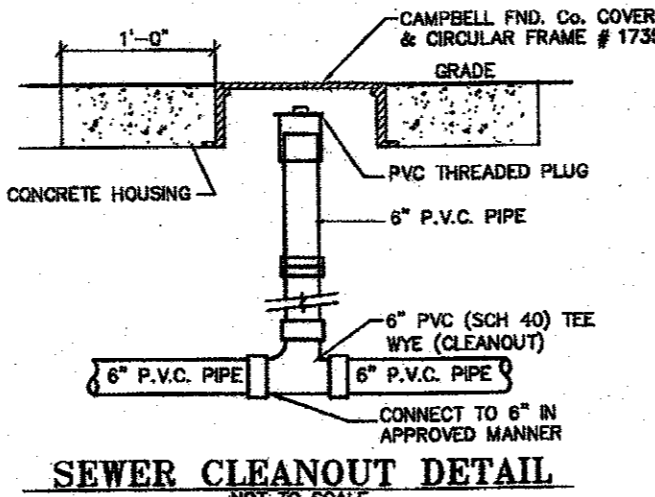


TYPICAL THRUST BLOCK DETAILS



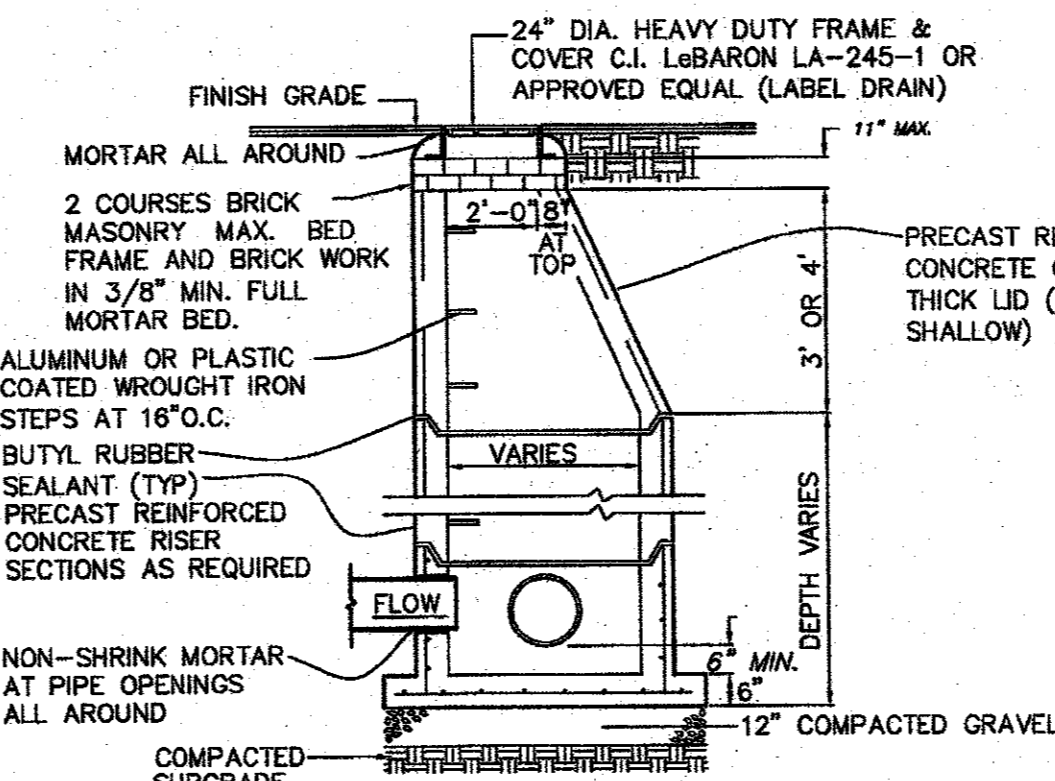
TYPICAL PVC SEWER SERVICE CONNECTION

N.T.S.



SEWER CLEANOUT DETAIL

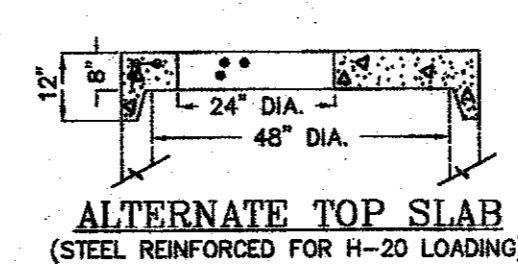
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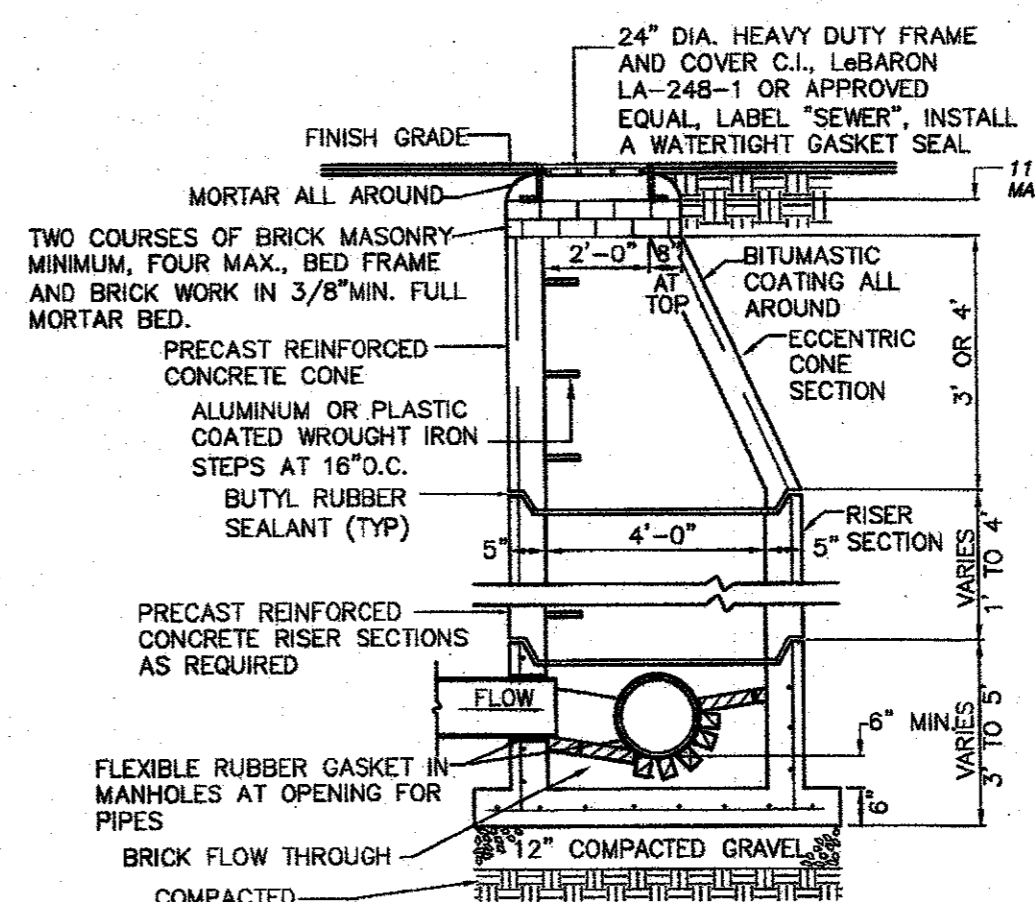
TYP. PRECAST CONCRETE MANHOLE STORM DRAIN

N.T.S.

NOTE:
ALL STRUCTURES SHALL BE SUITABLE FOR H-20 LOADING AND SHALL MEET THE REQUIREMENTS OF A.S.T.M. C478.



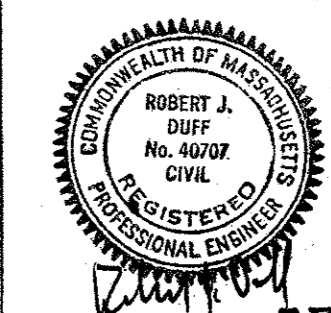
ALTERNATE TOP SLAB (STEEL REINFORCED FOR H-20 LOADING)



TYP. PRECAST CONCRETE MANHOLE SANITARY

N.T.S.

NOTE:
ALL STRUCTURES SHALL BE SUITABLE FOR H-20 LOADING AND SHALL MEET THE REQUIREMENTS OF ASTM C478.



4.14.2022

APPROVED BY THE TOWN OF MEDWAY
PLANNING & ECONOMIC DEVELOPMENT BOARD

BOARD MEMBER DATE

LEGAL NOTES

UTILITIES ARE PLOTTED AS A COMPILATION OF RECORD DOCUMENTS, MARKINGS AND OTHER OBSERVED EVIDENCE. TO THE BEST OF THE UNDERGROUND UTILITIES AND SHOULD BE CONSIDERED APPROXIMATE. PRIOR TO ANY EXCAVATION, THE EXACT LOCATION OF UNDERGROUND FEATURES CANNOT BE ACCURATELY DETERMINED. COMPLETELY AND RELIABLY DEPICTED. ADDITIONAL UTILITIES, NOT EVIDENCED BY RECORD DOCUMENTS OR OBSERVED PHYSICAL EVIDENCE, MAY EXIST. CONTRACTORS (IN ACCORDANCE WITH MASS.G.L. CHAPTER 82 SECTION 40 AS AMENDED) MUST CONTACT ALL UTILITY COMPANIES BEFORE EXCAVATING AND DRILLING AND CALL DIGSAFE AT 1(888)DIG-SAFE[7233].

CONSTRUCTION ON THIS LAND IS SUBJECT TO ANY EASEMENTS, RIGHTS-OF-WAY, RESTRICTIONS, RESERVATIONS, OR OTHER LIMITATIONS WHICH MAY BE REVEALED BY AN EXAMINATION OF THE TITLE.

OWNER

FREIL REALTY II, LLC
DEED BOOK 27992 PAGE 300
PLAN BK. 515, PG 721 OF 2003
A.M. 41 LOT 8

APPLICANT

LOBISSER COMPANIES
1 CHARLESVIEW ROAD
HOPEDALE, MA 01747

SITE PLAN
86 HOLLISTON STREET
MEDWAY
MASSACHUSETTS

CONSTRUCTION
DETAILS

MARCH 28, 2022

DATE REVISION DESCRIPTION

GENERAL. CULTREC RECHARGER 280HD CHAMBERS ARE DESIGNED FOR UNDERGROUND STORMWATER MANAGEMENT. THE CHAMBERS MAY BE USED FOR RETENTION, RECHARGING, DETENTION OR CONTROLLING THE FLOW OF ON-SITE STORMWATER RUNOFF.

2. THE CHAMBER SHALL BE VACUUM THERMOFORMED OF HIGH MOLECULAR WEIGHT HIGH DENSITY POLYETHYLENE (HMWHDPE) WITH A BLACK INTERIOR AND BLUE EXTERIOR.
3. THE CHAMBER WILL BE ARCHED IN SHAPE.
4. THE CHAMBER WILL BE OPEN-BOTTOMED.

3. THE CHAMBER WILL BE JOINED USING AN INTERLOCKING OVERLAPPING PIPE METHOD. CONNECTIONS MUST BE FULLY SHOULDERED OVERLAPPING RISERS, HAVING NO STAGNANT AIR INSIDE OF SEWER LINES.
4. THE CHAMBER CHAMBER DIMENSIONS OF THE CULTEC RECHARGER SHALL BE 26.5 INCHES (673 mm) TALL, 47 INCHES (1194 mm) WIDE AND 8 FEET (2.44 m) LONG. THE INSTALLED LENGTH OF A JOINED RECHARGER SHALL BE 37 FEET (11.3 m).
5. MAXIMUM INLET OPENING ON THE CHAMBER ENDWALL IS 21 INCHES (533 mm) HDPE.
6. THE CHAMBER WILL HAVE TWO SIDE PORTALS TO ACCEPT CULVERT ILMV-90 PC-24 FEED CONNECTORS TO CREATE AN INTEGRAL MANHOLE. NOMINAL INSIDE DIMENSIONS OF THE CHAMBER SHALL BE A WIDTH OF 11.32' (288 mm) AND HEIGHT OF 11.32' (292 mm). THE SIDE PORTAL CAN ACCEPT A MAXIMUM OUTLET DIAMETER (O.D.) PIPE SIZE OF 12.25 INCHES [311 mm].
7. THE CHAMBER CHAMBER DIMENSIONS OF THE CULTEC ILMV-90 PC-24 FEED CONNECTOR SHALL BE 12 INCHES (305 mm) TALL, 16 INCHES (408 mm) WIDE AND 24.3 INCHES (614 mm) LONG.
8. THE NOMINAL STORAGE VOLUME OF THE RECHARGER 2800D CHAMBER WILL BE 6.709 FT³ (17.068 m³ m³) - WITHOUT STONE. THE NOMINAL STORAGE VOLUME OF A JOINED RECHARGER 2800D SHALL BE 62.4263 FT³ (1.76 m³ m³ UNIT) - WITHOUT STONE.
9. THE NOMINAL STORAGE VOLUME OF THE ILMV-90 PC-24 FEED CONNECTOR WILL BE 0.915 FT³ (0.025 m³ m³) - WITHOUT STONE.
10. THE RECHARGER 2800D CHAMBER, SEVENTY-TWO DISCHARGE HOLES BORED INTO THE SIDEWALLS OF THE UNITS CORE TO PROMOTE LATENT CONVEYANCE OF WATER.
11. THE RECHARGER 2800D CHAMBER SHALL HAVE 15 CORRUGATIONS.
12. THE ENDWALL OF THE CHAMBER, WHEN PRESENT, WILL BE AN INTEGRAL PART OF THE CONTINUOUSLY FORMED UNIT. SEPARATE END PLATES CANNOT BE USED WITH THIS UNIT.
13. THE RECHARGER 2800HD STAND ALONE UNIT MUST BE FORMED AS A WHOLE CHAMBER HAVING TWO FULLY FORMED INTEGRAL ENDWALLS AND HAVING NO SEPARATE END PLATES OR SEPARATE END WALLS.
14. THE RECHARGER 2800HD STARTER UNIT MUST BE FORMED AS A WHOLE CHAMBER HAVING ONE FULLY FORMED INTEGRAL ENDWALL AND ONE PARTIALLY FORMED INTEGRAL ENDWALL WITH A LOWER TRANSFER OPENING OF 9 INCHES (229 mm) HIGH X 35 INCHES (889 mm) WIDE.
15. THE RECHARGER 2800HD INTERMEDIATE UNIT MUST BE FORMED AS A WHOLE CHAMBER HAVING ONE FULLY OPEN ENDWALL AND ONE PARTIALLY FORMED INTERMEDIATE UNIT WITH A LOWER TRANSFER OPENING OF 9 INCHES (229 mm) HIGH X 35 INCHES (889 mm) WIDE.
16. THE RECHARGER 2800HD END UNIT MUST BE FORMED AS A WHOLE CHAMBER HAVING ONE FULLY FORMED INTEGRAL ENDWALL AND ONE FULLY OPEN END WALL AND HAVING NO SEPARATE END PLATES OR SEPARATE END WALLS.
17. THE ILMV-90 PC-24 FEED CONNECTOR MUST BE FORMED AS A WHOLE CHAMBER HAVING TWO OPEN END WALLS AND HAVING NO SEPARATE END PLATES OR SEPARATE END WALLS. THE UNIT WILL FIT INTO THE SIDE PORTALS OF THE RECHARGER 2800D AND INTO THE PC-24 FEED CONNECTOR.
18. THE CHAMBERS MUST HAVE HORIZONTAL STIFFENING FLEX REDUCTION STEPS BETWEEN THE RISERS.
19. THE CHAMBER WILL HAVE A RAISED INTEGRAL CAP AT THE TOP OF THE ARCH IN THE CENTER OF EACH UNIT TO BE USED AS AN OPTIONAL INSPECTION PORT OR CLEAN-OUT.
20. THE UNITS MAY BE TRIMMED TO CUSTOM LENGTHS BY CUTTING BACK TO ANY CORRUGATION.
21. THE CHAMBER SHALL BE MANUFACTURED IN AN IN AN ISO 9001:2015 CERTIFIED FACTORY.
22. THE CHAMBER WILL BE DESIGNED TO WITHSTAND TRAFFIC LOADS WHEN INSTALLED ACCORDING TO CULTEC'S INSTALLATION INSTRUCTIONS.
23. THE CHAMBER SHALL BE DESIGNED AND MANUFACTURED TO MEET THE MATERIAL & STRUCTURAL REQUIREMENTS OF API 508 P-8.2019, INCLUDING RESISTANCE TO CORROSION AND H2S GAS PROTECTION. THE CHAMBER SHALL BE DESIGNED IN ACCORDANCE WITH CULTEC'S INSTALLATION INSTRUCTIONS.
24. MAXIMUM ALLOWED COVER OVER TOP OF UNIT SHALL BE 12 FEET (3.66 m).

GENERAL
CULTEC HMLV F0-1H FEED CONNECTORS ARE DESIGNED TO CREATE AN INTERNAL MANIFOLD FOR CULTEC RECHARGER 200HD STORMWATER CHAMBERS.

CHAMBER PARAMETERS

3. THE CHAMBER WILL BE RIGID IN SHAPE.
4. THE CHAMBER WILL BE OPEN BOTTOMED.
5. THE NOMINAL CHAMBER DIMENSIONS OF THE CULTURE HALV PC-24 FEED CONNECTOR SHALL BE 12 INCHES (305 mm) TALL, 9 INCHES (229 mm) WIDE AND 24 INCHES (610 mm) LONG.
6. THE NOMINAL STORAGE VOLUME OF THE HALV PC-24 FEED CONNECTOR WILL BE 0.913 FT³/FT (0.026 m³/m) - WITHOUT STONE.

7. THE HALF PO-24 FEED CONNECTOR CHAMBER SHALL HAVE 2 COMPARTMENTS.
8. THE HALF PO-24 FEED CONNECTOR MUST BE FORMED AS A WHOLE CHAMBER HAVING TWO OPEN END WALLS AND HAVING NO INTERNAL END PLATES OR SEPARATE END WALLS. THE UNIT WILL FIT INTO THE BOLD PORTALS OF THE CLUTCH RECOMMENDED OVERMOTOR CHAMBER AND ACT AS CROSS FEED CONNECTIONS CREATING AN INTERNAL MANIFOLD.
9. THE CHAMBER WILL BE DESIGNED TO WITHSTAND TENSILE LOADS WHEN INSTALLED ACCORDING TO CALCULUS RECOMMENDING INSTALLATION INSTRUCTIONS.
10. THE CHAMBER SHALL BE MADE MANUFACTURED IN AN ISO 9001:2015 CERTIFIED FACILITY

1. THE GEOTEXTILE SHALL BE PROVIDED BY CULTEC, INC. OF BROOKFIELD, CT. (203-775-4416 OR 1-800-433-8724).

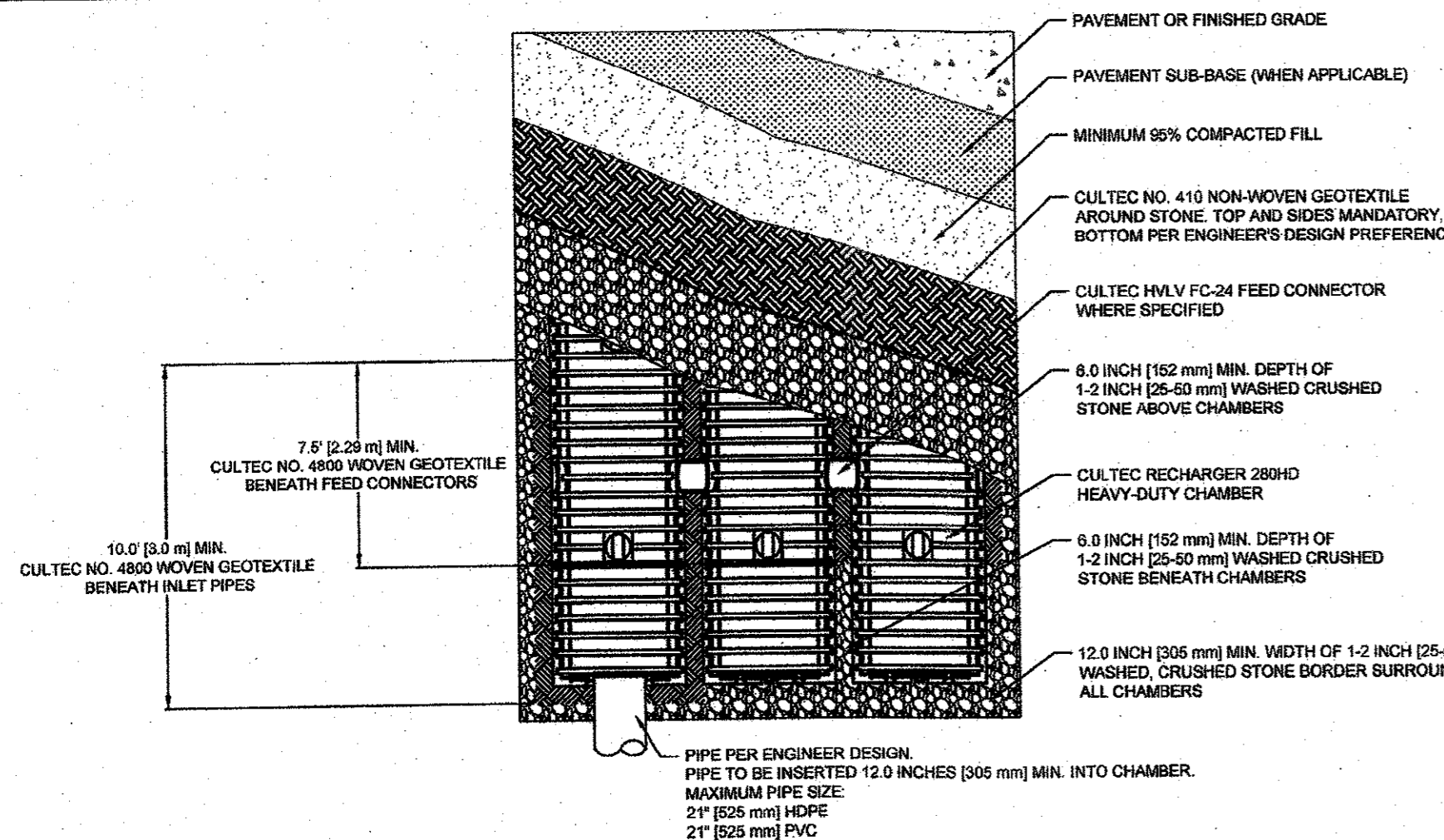
3. THE GEOTEXTILE SHALL BE BLACK IN APPEARANCE.
4. THE GEOTEXTILE SHALL HAVE A TYPICAL WEIGHT OF 4.5 OZ/SY (142 G/M²).
5. THE GEOTEXTILE SHALL HAVE A TENSILE STRENGTH VALUE OF 120 LBS (53 N) PER ASTM D4632 TESTING METHOD.
6. THE GEOTEXTILE SHALL HAVE AN ELONGATION & BREAK VALUE OF 50% PER ASTM D4632 TESTING METHOD.
7. THE GEOTEXTILE SHALL HAVE A HULLER BURST VALUE OF 225 PSF (1953 KPA) PER ASTM D3276/76 TESTING METHOD.
8. THE GEOTEXTILE SHALL HAVE A PUNCTURE STRENGTH VALUE OF 65 LBS (289 N) PER ASTM D4632 TESTING METHOD.
9. THE GEOTEXTILE SHALL HAVE A CBR PUNCTURE VALUE OF 340 LBS (1512 N) PER ASTM D6641 TEST METHOD.
10. THE GEOTEXTILE SHALL HAVE A TENSARIZED TENSILE VALUE OF 50 LBS (222 kg) PER ASTM D4632 TESTING METHOD.
11. THE GEOTEXTILE SHALL HAVE A AGS VALUE OF 70 U.S. SIEVE (0.212 MM) PER ASTM D4751 TESTING METHOD.
12. THE GEOTEXTILE SHALL HAVE A PERMITTIVITY VALUE OF 1.75 SEC/IN PER ASTM D4640 TESTING METHOD.
13. THE GEOTEXTILE SHALL HAVE A WATER FLOW RATE VALUE OF 135 GAL/MIN/50 (500 L/MIN/50) PER ASTM D4641 TESTING METHOD.
14. THE GEOTEXTILE SHALL HAVE A LEAKAGE @ 500 HOURS VALUE OF 70% PER ASTM D4635 TEST METHOD.

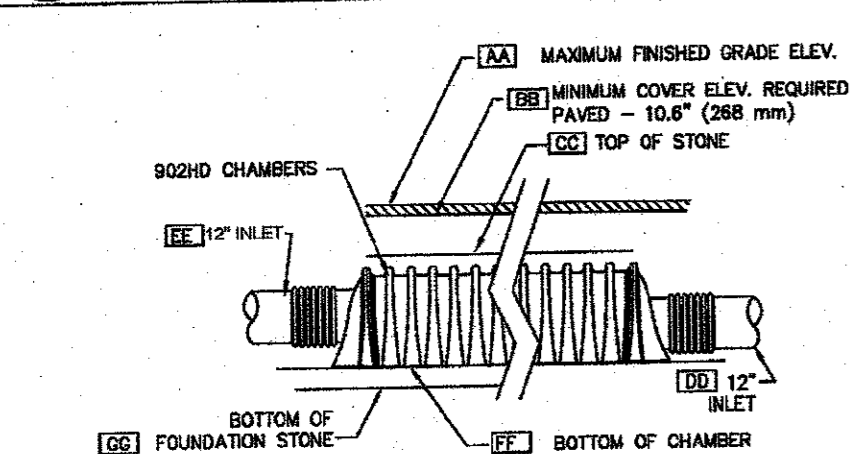
CULTEC NO. 4800 WOVEN GEOTEXTILE IS DESIGNED AS A UNDERLAYMENT TO PREVENT SCOURING CAUSED BY WATER MOVEMENT WITHIN THE CULTEC CHAMBERS AND FEED CONNECTORS UTILIZING CULTEC MANIFOLD FEATURE. IT MAY ALSO BE USED AS A COMPONENT OF THE CULTEC SEPARATOR TO ACT AS A BARRIER TO PREVENT SOIL/CONTAMINANT INTRUSION INTO THE STONE WHILE ALLOWING FOR MAINTENANCE.

2. THE GEOTEXTILE SHALL BE BLACK IN APPEARANCE.
3. THE GEOTEXTILE SHALL HAVE A TENSILE STRENGTH OF 550 X 550 LBS (2,448 X 2,448 N) PER D4632 TESTING METHOD.
4. THE GEOTEXTILE SHALL HAVE A ELONGATION @ BREAK RESISTANCE OF 20 X 20% PER ASTM TESTING METHOD.
5. THE GEOTEXTILE SHALL HAVE A WIDE WIDTH TENSILE RESISTANCE OF 5,070 X 5,070 LBS/FT

6. THE GLOVE/SUIT SHALL HAVE A WIDE WIDTH TENSILE RESISTANCE $\geq 10\%$ STRAIN OF 960 LB/FT² (44 X 10³ N/CM) PER ASTM D4555 TENSILE METHOD.
7. THE GLOVE/SUIT SHALL HAVE A WIDE WIDTH TENSILE RESISTANCE $\geq 5\%$ STRAIN OF 2,740 LB/FT² (40 X 10³ N/CM) PER ASTM D4555 TENSILE METHOD.
8. THE GLOVE/SUIT SHALL HAVE A WIDE WIDTH TENSILE RESISTANCE $\geq 100\%$ STRAIN OF 4,800 LB/FT² (70 X 10³ N/CM) PER ASTM D4555 TENSILE METHOD.
9. THE GLOVE/SUIT SHALL HAVE A CBR PUNCTURE RESISTANCE OF ≥ 1700 LBS/IN² (560 K) PER ASTM D4555 TENSILE METHOD.
10. THE GLOVE/SUIT SHALL HAVE A TRAPEZOIDAL TEAR RESISTANCE OF 180×100 LBS (80 K) PER ASTM D4553 TESTING METHOD.
11. THE GLOVE/SUIT SHALL HAVE AN APPARENT OPENING SIZE OF 40 US SIEVE (0.425 MM) PER ASTM D4553 TESTING METHOD.
12. THE GLOVE/SUIT SHALL HAVE A PERMITTIVITY RATING OF 0.15 SEC/PER. DASHED (PER D4541) TESTING METHOD.
13. THE GLOVE/SUIT SHALL HAVE A WATER FLOW RATING OF 11.5 GPM/FTQ (470 LPM/MQ) PER D4541 TESTING METHOD.
14. THE GLOVE/SUIT SHALL HAVE A UV RESISTANCE OF 80% OR 80% HRS. PER ASTM D4555 TENSILE METHOD.

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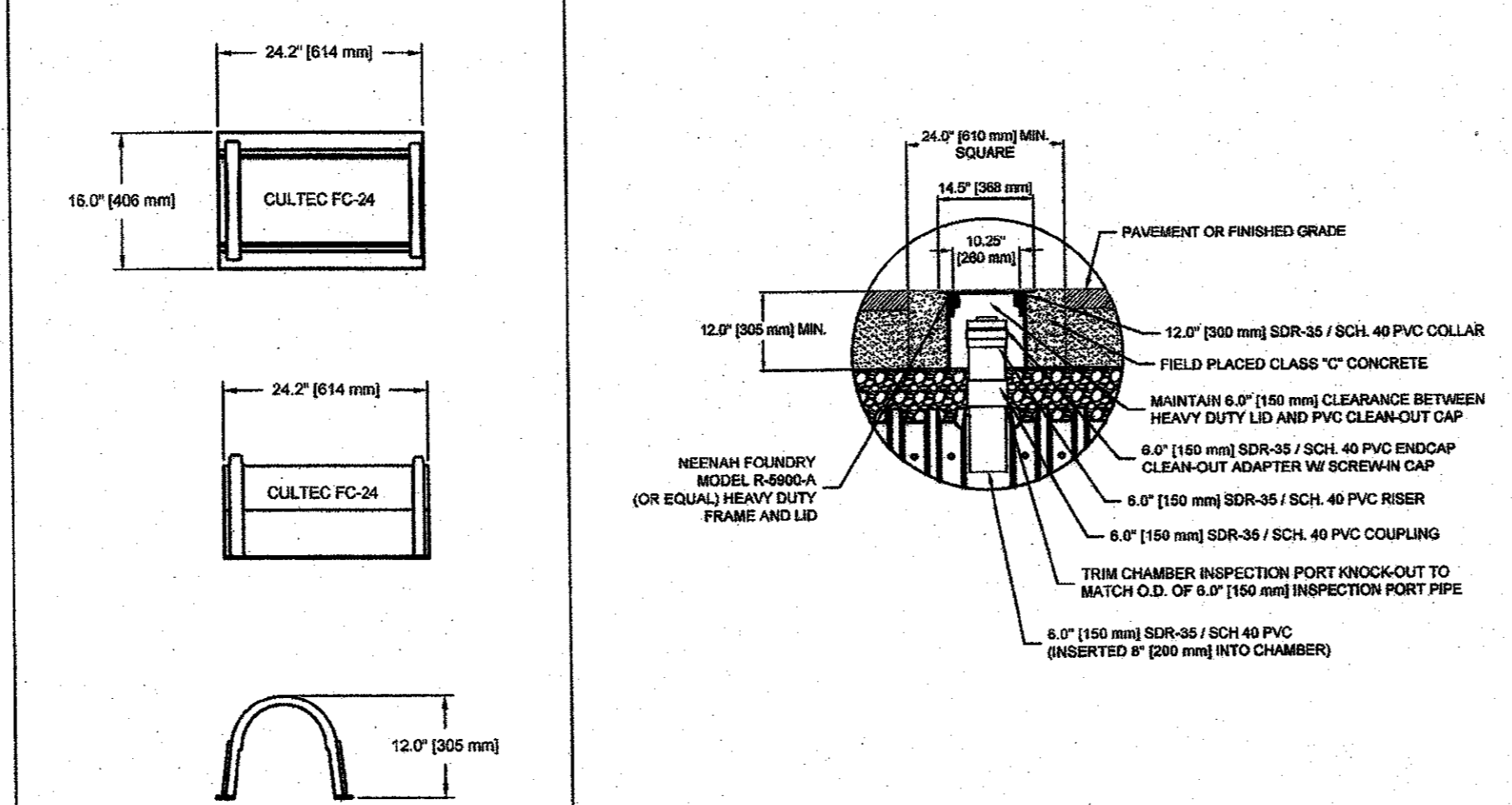


NOTES:

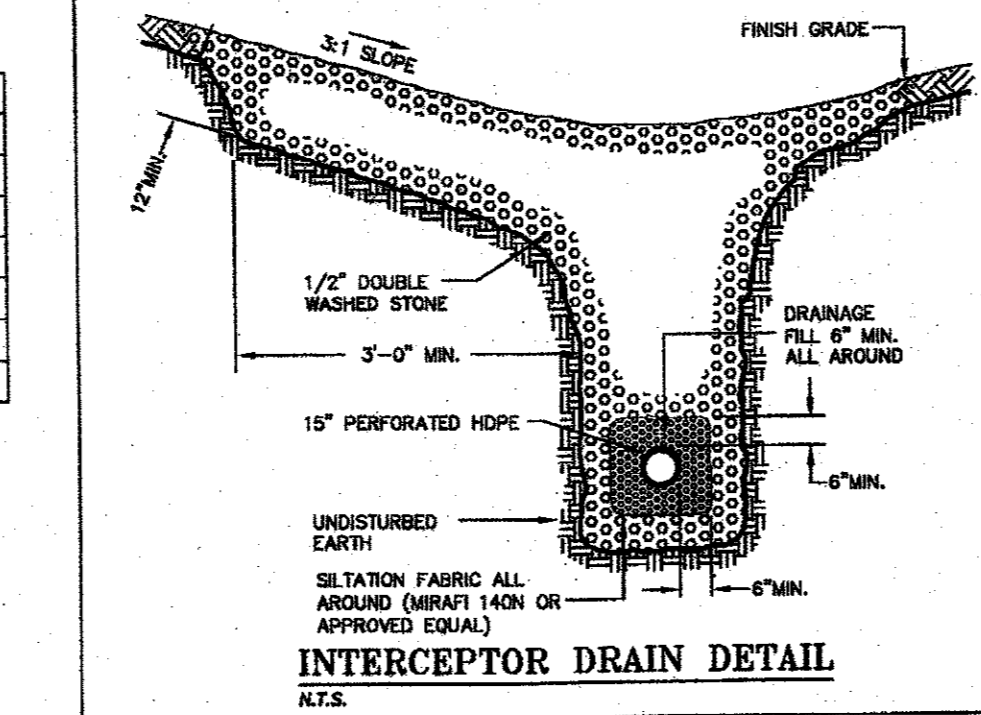
1. CHAMBERS ARE TO BE INSTALLED PER MANUFACTURER SPECIFICATIONS. SEE STORMWATER REPORT FOR INSTALLATION INSTRUCTIONS AND DETAILS.

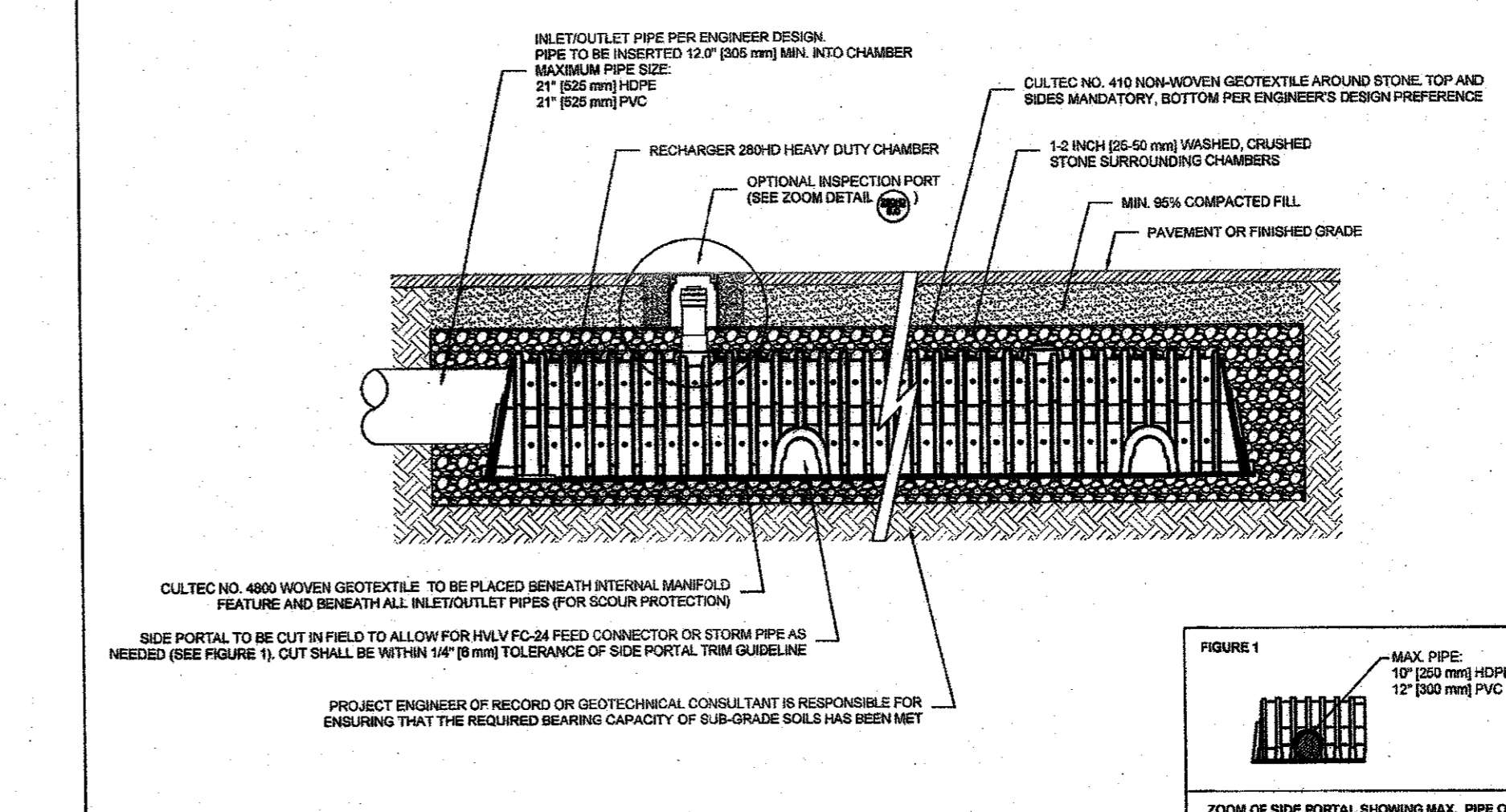
	SYSTEM #1	SYSTEM #2
AA MAXIMUM FINISHED GRADE ELEV.	213.00	211.50
BB MINIMUM COVER ELEV.	211.70	210.20
CC TOP OF STONE	210.70	209.17
DD 12" OUTLET	208.00	N/A
EE 12" INLET	208.00	206.30
FF BOTTOM OF CHAMBER	208.00	208.30
GG BOTTOM OF FOUNDATION STONE	207.50	205.80
HH ESTIMATED GROUNDWATER	206.40	203.67

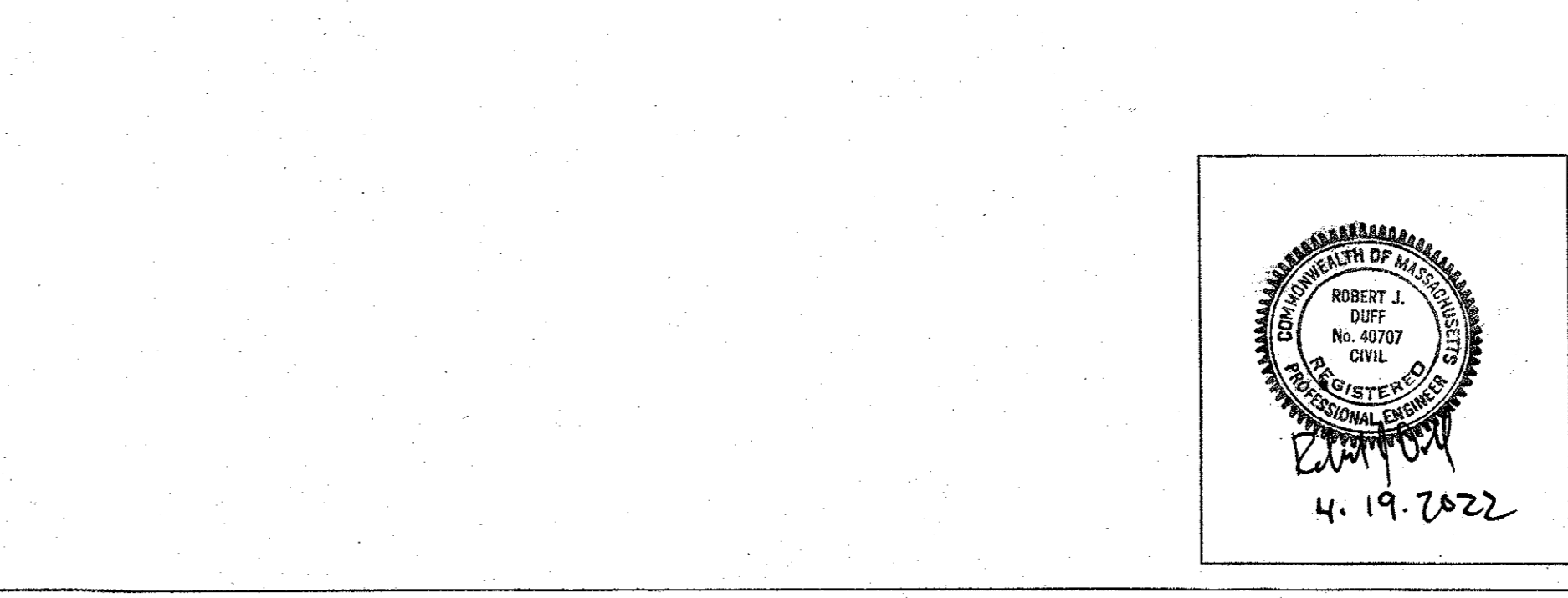
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11







BOARD MEMEBER	DATE
LEGAL NOTES	

UTILITIES ARE PLOTTED AS A COMPILATION OF RECORD DOCUMENTS, MARKINGS AND OTHER OBSERVED EVIDENCE TO DEVELOP A VIEW OF THE UNDERGROUND UTILITIES AND SHOULD BE CONSIDERED AN APPROXIMATE INDICATION OF THE EXACT LOCATION OF UNDERGROUND FEATURES. CANNOT BE A COMPLETELY COMPLETELY, AND RELIABLY DEPICTED. ADDITIONAL UTILITIES, NOT EVIDENCED BY RECORD DOCUMENTS OR OBSERVED PHYSICAL EVIDENCE, MAY EXIST. CONTRACTORS (IN ACCORDANCE WITH THE STANDARD PRACTICES (AS SO AMENDED)) MUST CONTACT ALL UTILITY COMPANIES BEFORE EXCAVATING AND DRILLING AND CALL DISCAGE AT (1888)DIG-SAFE(7233).

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OWNER

FREIL REALTY II, LLC
DEED BOOK 27992 PAGE 300
PLAN BK. 515, PG 721 OF 2003
A.M. 41 LOT 8

APPLICANT
LOBISSER COMPANIES 1 CHARLESVIEW ROAD HOPEDALE, MA 01747

**SITE PLAN
86 HOLLISTON STREET
MEDWAY
MASSACHUSETTS**

CONSTRUCTION DETAILS

MARCH 28, 2022

DATE	REVISION	DESCRIPTION



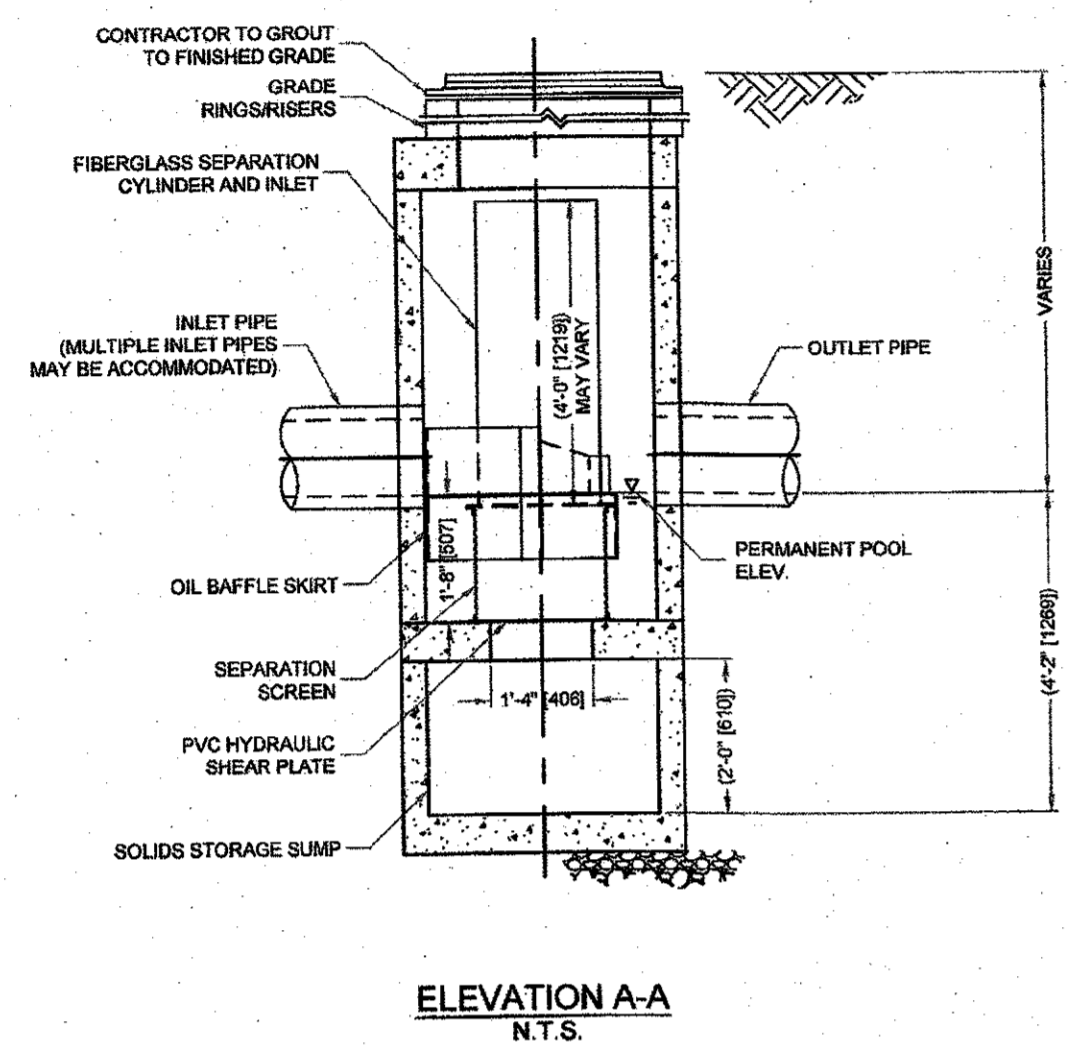
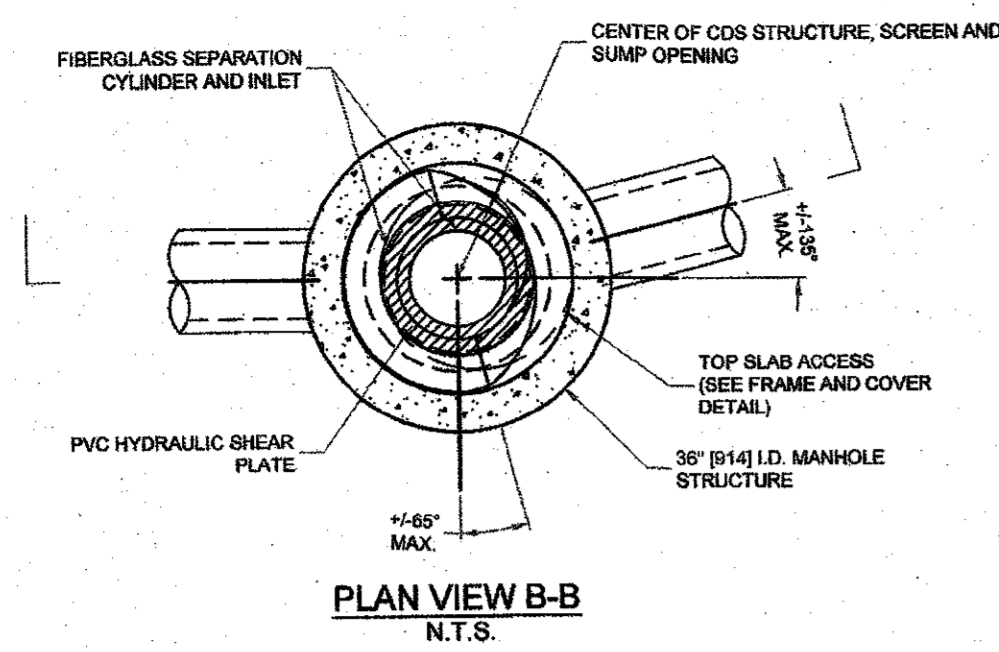
**Guerriere &
Halnon, Inc.**

ENGINEERING & LAND SURVEYING

55 WEST CENTRAL ST. PH. (508) 528-3221
FRANKLIN, MA 02038 FX. (508) 528-7921

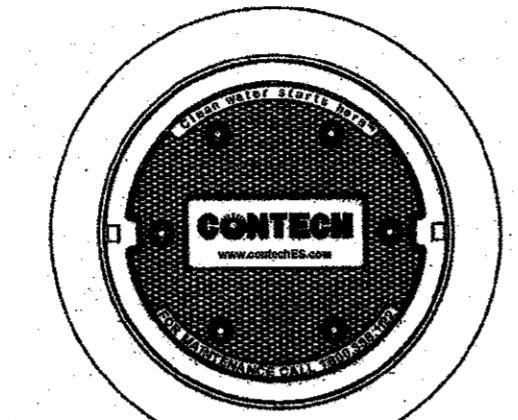
www.gandhengineering.com

SHEET 11 OF 12	JOB NO. F4516
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CDS1515-3-C DESIGN NOTES

CDS1515-3-C RATED TREATMENT CAPACITY IS 1.0 CFS, OR PER LOCAL REGULATIONS. THE STANDARD CDS1515-3-C CONFIGURATION IS SHOWN.



FRAME AND COVER
(DIAMETER VARIES)
N.T.S.

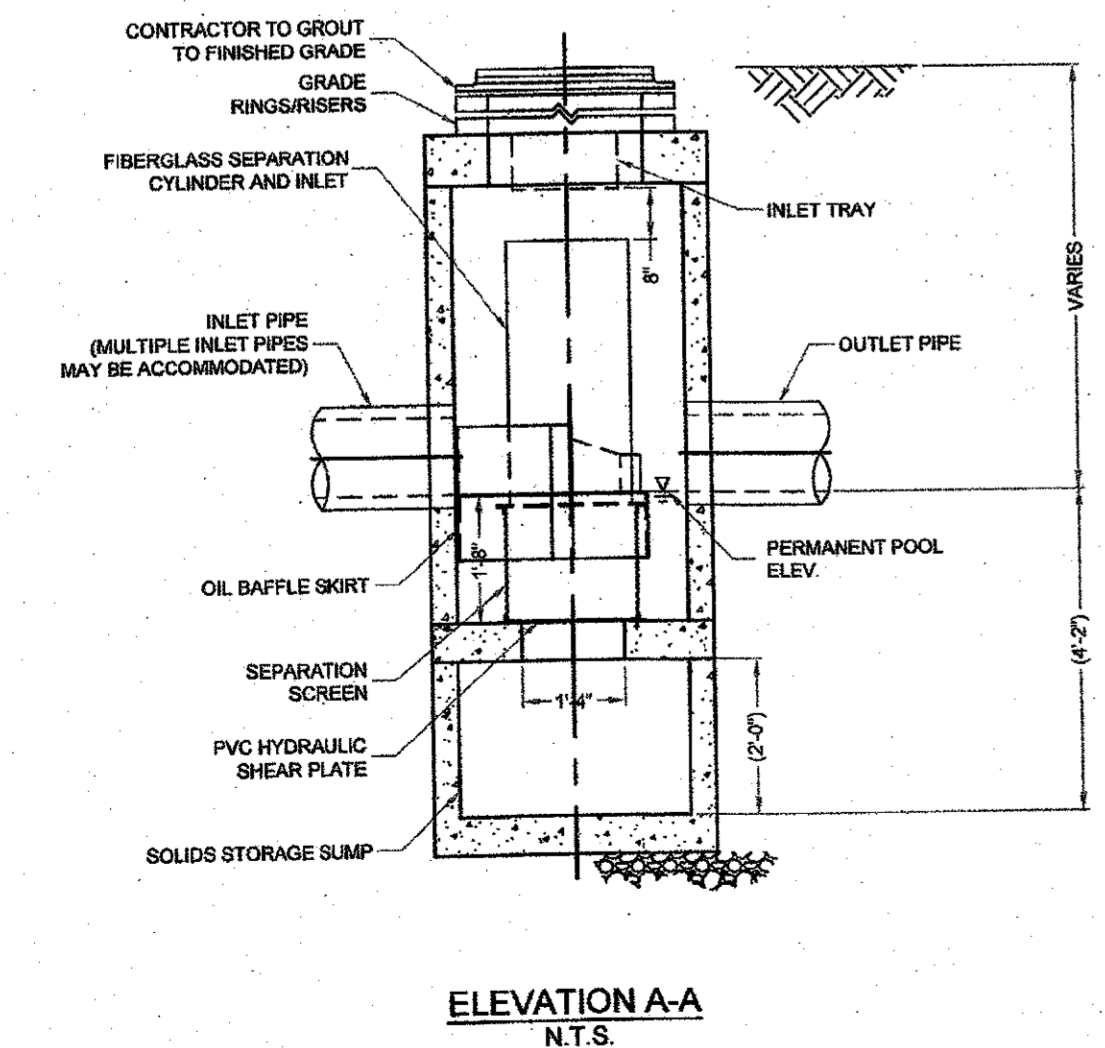
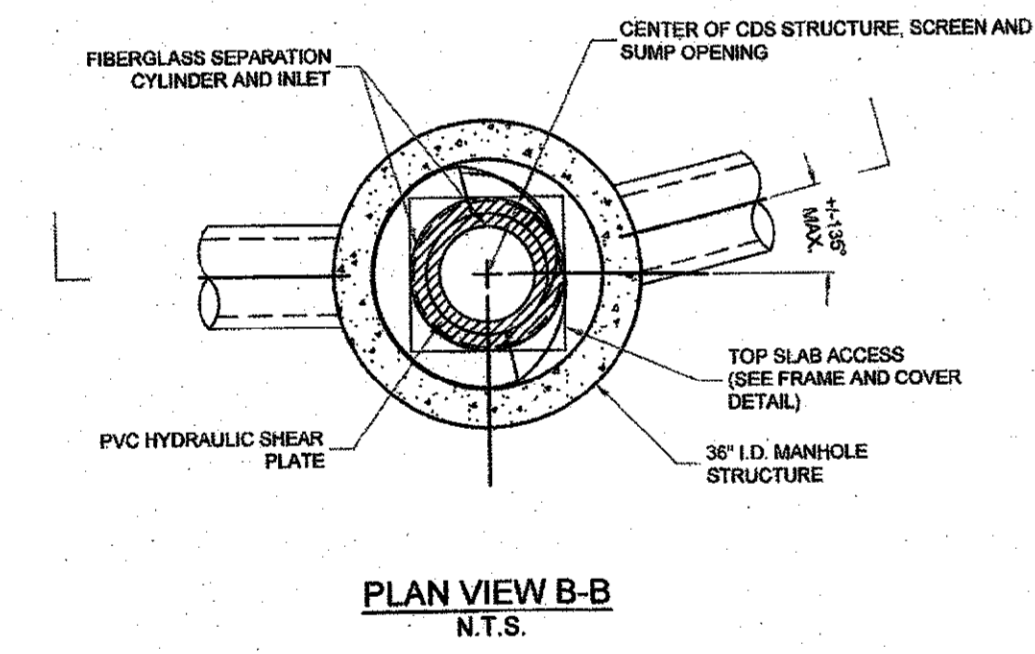
SITE SPECIFIC DATA REQUIREMENTS

STRUCTURE ID			
WATER QUALITY FLOW RATE (CFS OR L/s)			
PEAK FLOW RATE (CFS OR L/s)			
RETURN PERIOD OF PEAK FLOW (YRS)			
SCREEN APERTURE (2400 OR 4700)			
PIPE DATA:	LE	MATERIAL	DIAMETER
INLET PIPE 1			
INLET PIPE 2			
OUTLET PIPE			
RIM ELEVATION			
ANTI-FLOTATION BALLAST	WIDTH	HEIGHT	
NOTES/SPECIAL REQUIREMENTS:			
* PER ENGINEER OF RECORD			

- GENERAL NOTES**
- CONTECH TO PROVIDE ALL MATERIALS UNLESS NOTED OTHERWISE.
 - FOR SITE SPECIFIC DRAWINGS WITH DETAILED STRUCTURE DIMENSIONS AND WEIGHT, PLEASE CONTACT YOUR CONTECH ENGINEERED SOLUTIONS LLC REPRESENTATIVE. www.conteches.com
 - CDS WATER QUALITY STRUCTURE SHALL BE IN ACCORDANCE WITH ALL DESIGN DATA AND INFORMATION CONTAINED IN THIS DRAWING. CONTRACTOR TO CONFIRM STRUCTURE MEETS REQUIREMENTS OF PROJECT.
 - STRUCTURE SHALL MEET AASHTO H2020 LOAD RATING, ASSUMING EARTH COVER OF 0' - 2' AND GROUNDWATER ELEVATION AT, OR BELOW, THE OUTLET PIPE INVERT ELEVATION. ENGINEER OF RECORD TO CONFIRM ACTUAL GROUNDWATER ELEVATION. CASTINGS SHALL MEET AASHTO M250 AND BE CAST WITH THE CONTECH LOGO.
 - IF REQUIRED, PVC HYDRAULIC SHEAR PLATE IS PLACED ON SHELF AT BOTTOM OF SCREEN CYLINDER. REMOVE AND REPLACE AS NECESSARY DURING MAINTENANCE CLEANING.
 - CDS STRUCTURE SHALL BE PRECAST CONCRETE CONFORMING TO ASTM C-478 AND AASHTO LOAD FACTOR DESIGN METHOD.
- INSTALLATION NOTES**
- ANY SUB-BASE, BACKFILL DEPTH, AND/OR ANTI-FLOTATION PROVISIONS ARE SITE-SPECIFIC DESIGN CONSIDERATIONS AND SHALL BE SPECIFIED BY ENGINEER OF RECORD.
 - CONTRACTOR TO PROVIDE EQUIPMENT WITH SUFFICIENT LIFTING AND REACH CAPACITY TO LIFT AND SET THE CDS MANHOLE STRUCTURE.
 - CONTRACTOR TO INSTALL JOINT SEALANT BETWEEN ALL STRUCTURE SECTIONS AND ASSEMBLE STRUCTURE.
 - CONTRACTOR TO PROVIDE, INSTALL, AND GROUT INLET AND OUTLET PIPE(S). MATCH PIPE INVERTS WITH ELEVATIONS SHOWN. ALL PIPE CENTERLINES TO MATCH PIPE OPENING CENTERLINES.
 - CONTRACTOR TO TAKE APPROPRIATE MEASURES TO ASSURE UNIT IS WATER TIGHT, HOLDING WATER TO FLOWLINE INVERT MINIMUM. IT IS SUGGESTED THAT ALL JOINTS BELOW PIPE INVERTS ARE GROUTED.



CDS1515-3-C
ONLINE CDS
STANDARD DETAIL



CDS1515-3-C DESIGN NOTES

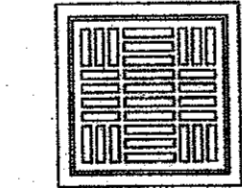
CDS1515-3-C RATED TREATMENT CAPACITY IS 1.0 CFS, OR PER LOCAL REGULATIONS. THE STANDARD CDS1515-3-C WITH GRATED INLET CONFIGURATION IS SHOWN. ALTERNATE CONFIGURATIONS ARE AVAILABLE AND ARE LISTED BELOW. SOME CONFIGURATIONS MAY BE COMBINED TO SUIT SITE REQUIREMENTS.

CONFIGURATION DESCRIPTION

GRATED INLET ONLY (NO INLET PIPE)
GRATED INLET WITH INLET PIPE OR PIPES



INLET TRAY
NOT TO SCALE



24" X 24" FRAME AND GRATE
(MAY VARY)
NOT TO SCALE

SITE SPECIFIC DATA REQUIREMENTS

STRUCTURE ID			
WATER QUALITY FLOW RATE (CFS OR L/s)			
PEAK FLOW RATE (CFS OR L/s)			
RETURN PERIOD OF PEAK FLOW (YRS)			
SCREEN APERTURE (2400 OR 4700)			
PIPE DATA:	LE	MATERIAL	DIAMETER
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NOTES/SPECIAL REQUIREMENTS:			
* PER ENGINEER OF RECORD			

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CDS1515-3-C
ONLINE CDS
STANDARD DETAIL

APPROVED BY THE TOWN OF MEDWAY
PLANNING & ECONOMIC DEVELOPMENT BOARD

BOARD MEMBER DATE

LEGAL NOTES

UTILITIES ARE PLOTTED AS A COMPILATION OF RECORD DOCUMENTS, MARKINGS AND OTHER OBSERVED EVIDENCE TO DEVELOP A VIEW OF THE UNDERGROUND UTILITIES. AND SHOULD BE CONSIDERED APPROXIMATE. PRIOR TO ANY EXCAVATION, THE EXACT LOCATION OF UNDERGROUND FEATURES CANNOT BE DETERMINED COMPLETELY AND RELIABLY DEPICTED. ADDITIONAL UTILITIES, NOT EVIDENCED BY RECORD DOCUMENTS OR OBSERVED PHYSICAL EVIDENCE, MAY EXIST. CONTRACTORS (IN ACCORDANCE WITH MASS.G.L. CHAPTER 82 SECTION 40 AS AMENDED) MUST CONTACT ALL UTILITY COMPANIES BEFORE EXCAVATING AND DRILLING AND CALL DIGSAFE AT 1(888)DIG-SAFE[7233].

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OWNER

FREIL REALTY II, LLC
DEED BOOK 27992 PAGE 300
PLAN BK. 515, PG 721 OF 2003
A.M. 41 LOT 8

APPLICANT

LOBISSER COMPANIES
1 CHARLESVIEW ROAD
HOPEDALE, MA 01747

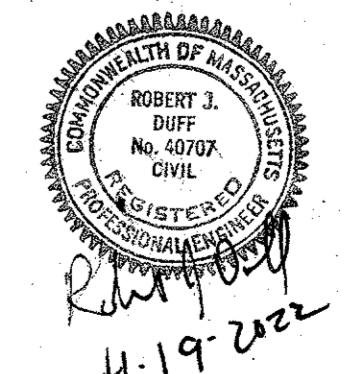
SITE PLAN
86 HOLLISTON STREET
MEDWAY
MASSACHUSETTS

CONSTRUCTION DETAILS

MARCH 28, 2022

DATE	REVISION DESCRIPTION
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Guerriere & Halnon, Inc.
ENGINEERING & LAND SURVEYING
55 WEST CENTRAL ST. PH. (508) 528-3221
FRANKLIN, MA 02038 FX. (508) 528-7921
www.gandhengineering.com



Transportation Impact Assessment

Proposed Medical Office Building
86 Holliston Street
Medway, Massachusetts

Prepared for:

Guerriere & Halnon, Inc.
Franklin, Massachusetts

April 2022

Prepared by:

 **Vanasse &
Associates inc**
Transportation Engineers & Planners

35 New England Business Center Drive
Suite 140
Andover, MA 01810

Dear Reviewer:

This letter shall certify that this *Transportation Impact Assessment* has been prepared under my direct supervision and responsible charge. I am a Registered Professional Engineer (P.E.) in the Commonwealth of Massachusetts (Massachusetts P.E. No. 38871, Civil) and hold Certification as a Professional Traffic Operations Engineer (PTOE) from the Transportation Professional Certification Board, Inc. (TPCB), an independent affiliate of the Institute of Transportation Engineers (ITE) (PTOE Certificate No. 993). I am also a Fellow of the Institute of Transportation Engineers (FITE).

Sincerely,

VANASSE & ASSOCIATES, INC.



Jeffrey S. Dirk, P.E., PTOE, FITE
Managing Partner

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2	2022 Existing Traffic Volumes
3	Vehicle Travel Speed Measurements
4	Motor Vehicle Crash Data Summary
5	Trip-Generation Summary
6	Peak-Hour Traffic-Volume Increases
7	Level-of-Service Criteria for Signalized Intersections
8	Signalized Intersection Level-of-Service and Vehicle Queue Summary
9	Sight Distance Measurements

EXECUTIVE SUMMARY

Vanasse & Associates, Inc. (VAI) has conducted a Transportation Impact Assessment (TIA) in order to determine the potential impacts on the transportation infrastructure associated with the proposed construction of a medical office building to be located at 86 Holliston Street in Medway, Massachusetts (hereafter referred to as the Project). This assessment was prepared in consultation with the Town of Medway and the Massachusetts Department of Transportation (MassDOT), and was performed in accordance with MassDOT's *Transportation Impact Assessment (TIA) Guidelines* and the standards of the Traffic Engineering and Transportation Planning professions for the preparation of such reports.

Based on this assessment, we have concluded the following with respect to the Project:

1. Using trip-generation statistics published by the Institute of Transportation Engineers (ITE),¹ the Project is expected to generate approximately 788 vehicle trips on an average weekday and 302 vehicle trips on a Saturday (both two-way volumes over the operational day of the Project), with approximately 61 vehicle trips expected during the weekday morning peak-hour, 86 vehicle trips expected during the weekday evening peak-hour and 66 vehicle trips expected during the Saturday midday peak-hour;
2. The Project will not result in a significant impact (increase) on motorist delays or vehicle queuing over anticipated future conditions without the Project (No-Build condition), with overall intersection operations maintained at a level of service (LOS) of D or better, where an LOS of "D" or better is defined as "acceptable" traffic operations;
3. All movements at the Project site driveway intersection with Main Street (Route 109) were shown to operate at a LOS D or better during the peak hours, with vehicle queue increases attributable to the Project shown to range from 0 to 6 vehicles (Route 109 eastbound approach);
4. The study area intersections were found to have a motor vehicle crash rate that is below the MassDOT Highway Division District 3 average crash rate for similar intersections, but above the MassDOT statewide average crash rate. A Road Safety Audit (RSA) has been

¹*Trip Generation*, 11th Edition; Institute of Transportation Engineers; Washington, DC; 2021.

conducted at the Route 109/Holliston Street intersection and the majority of the improvements recommended therein have been completed;² and

5. Lines of sight to and from the Project site driveway intersection were found to exceed the recommended minimum distances for safe and efficient operation based on the appropriate approach speed.

In consideration of the above, we have concluded that the Project can be accommodated within the confines of the existing transportation infrastructure in a safe and efficient manner with implementation of the recommendations that follow.

RECOMMENDATIONS

A detailed transportation improvement program has been developed that is designed to provide safe and efficient access to the Project site and address any deficiencies identified at off-site locations evaluated in conjunction with this study. The following improvements have been recommended as a part of this evaluation and, where applicable, will be completed in conjunction with the Project subject to receipt of all necessary rights, permits, and approvals.

Project Access

Access to the Project will be provided by way of the existing driveway that serves the abutting commercial property (Walgreens Pharmacy) and intersects the north side of Route 109 opposite the Medway Commons driveway. The intersection operates under traffic signal control. The following recommendations are offered with respect to the design and operation of the Project site access and internal circulation, many of which are reflected on the site plans:

- The shared (with Walgreens) access driveway should continue to provide two (2) exiting travel lanes (left-turn lane and a through/right-turn lane) and a two (2) entering travel lanes, with exiting traffic under traffic signal control. The individual driveways that will serve the Project site and internal circulating aisles should be a minimum of 24 feet in width and designed to accommodate the turning and maneuvering requirements of the largest anticipated responding emergency vehicle as defined by the Medway Fire Department.
- Where perpendicular parking is proposed, the drive aisle behind the parking should be a minimum of 23 feet in order to facilitate parking maneuvers.
- All signs and pavement markings to be installed within the Project site will conform to the applicable standards of the *Manual on Uniform Traffic Control Devices* (MUTCD).³
- A sidewalk is proposed within the Project site that will extend to the existing sidewalk along the north side of Route 109. Pedestrian crossings that are constructed in conjunction with the Project will include marked crosswalks with Americans with Disabilities Act (ADA) compliant wheelchair ramps.

²Road Safety Audit, Route 109 (Main Street) at Holliston Street, Howard/Stein-Hudson Associates; January 2014.

³Manual on Uniform Traffic Control Devices (MUTCD); Federal Highway Administration; Washington, D.C.; 2009.

- Signs and landscaping to be installed as a part of the Project within the intersection sight triangle areas of the Project site driveway should be designed and maintained so as not to restrict lines of sight.
- Snow accumulations (windrows) within the sight triangle areas of the Project site driveway should be promptly removed where such accumulations would impede sight lines.
- Electric vehicle (EV) charging stations are provided in accordance with the Town of Medway Zoning Bylaw.

Transportation Demand Management

Regularly scheduled public transportation services are not currently provided in the immediate vicinity of the Project site. To the south of the Project site, the Greater Attleboro-Taunton Regional Transit Authority (GATRA) operates fixed route bus service along Holliston Street by way of the Medway T Shuttle, with a stop at the Medway Middle School, an approximate 13 minute walking distance from the Project site. In addition, GATRA provides Dial-a-Ride paratransit services to eligible persons that cannot use fixed-route transit all or some of the time due to a physical, cognitive or mental disability in compliance with the ADA.

In an effort to encourage the use of alternative modes of transportation to single-occupant vehicles (SOVs), the following Transportation Demand Management (TDM) measures will be implemented as a part of the Project:

- A transportation coordinator will be assigned for the Project to coordinate the TDM program;
- A “welcome packet” will be provided to employees detailing available public transportation services, bicycle and walking alternatives, and commuter options, and should include the contact information for the transportation coordinator;
- Specific amenities will be provided to discourage off-site trips, including providing a break-room equipped with a microwave and refrigerator; offering direct deposit of paychecks; and other such measures to reduce overall traffic volumes and travel during peak traffic volume periods;
- Pedestrian accommodations are incorporated within the Project site; and
- Secure bicycle parking has been provided within the Project site.

With implementation of the aforementioned recommendations, safe and efficient access will be provided to the Project site and the Project can be accommodated within the confines of the existing transportation system.

INTRODUCTION

Vanasse & Associates, Inc. (VAI) has conducted a Transportation Impact Assessment (TIA) in order to determine the potential impacts on the transportation infrastructure associated with the proposed construction of a medical office building to be located at 86 Holliston Street in Medway, Massachusetts (hereafter referred to as the Project). This study evaluates the following specific areas as they relate to the Project: i) access requirements; ii) potential off-site improvements; and iii) safety considerations; and identifies and analyzes existing traffic conditions and future traffic conditions, both with and without the Project, along Main Street (Route 109) and at the intersections of Route 109 at Holliston Street and Route 109 at the Project site driveway and the Medway Commons driveway.

PROJECT DESCRIPTION

The Project will entail the construction of a 21,900± square foot (sf) medical office building to be located at 86 Holliston Street in Medway, Massachusetts. The Project will be constructed on a portion of a larger parcel of land that extends between the Walgreens Pharmacy and Holliston Street. The parcel that will contain the Project encompasses approximately 2.20± acres of land that is bounded by areas of open and wooded space to the north and west; a commercial property (Walgreens) to the east; and Route 109 to the south. Figure 1 depicts the Project site location in relation to the existing roadway network.

Access to the Project will be provided by way of the existing driveway that serves the abutting Walgreens Pharmacy and intersects the north side of Route 109 opposite the Medway Commons driveway. The intersection operates under traffic signal control.

On-site parking will be provided for 102 vehicles, or a parking ratio of approximately 1.4 parking spaces per 300 sf of floor area, which exceeds the requirements of Section 7.1.1, *Off-Street Parking and Loading*, of the Town of Medway Zoning Bylaw (one (1) space per 300 sf of floor area is required for medical offices or clinics).

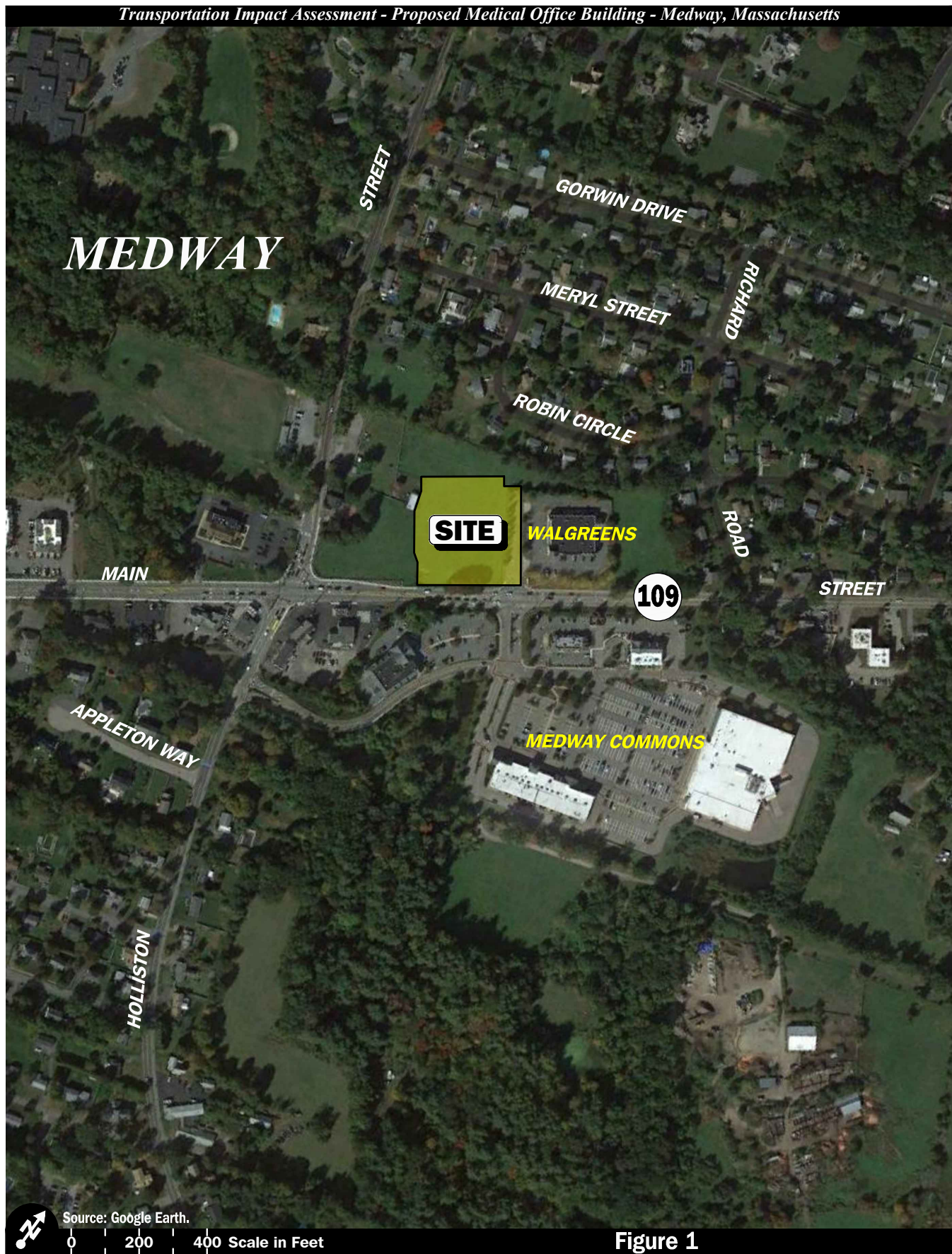


Figure 1

Site Location Map



STUDY METHODOLOGY

This study was prepared in consultation with the Town of Medway and MassDOT; was performed in accordance with MassDOT's *Transportation Impact Assessment (TIA) Guidelines* and the standards of the Traffic Engineering and Transportation Planning professions for the preparation of such reports; and was conducted in three distinct stages.

The first stage involved an assessment of existing conditions in the study area and included an inventory of roadway geometrics; pedestrian and bicycle facilities; on-street parking; public transportation services; observations of traffic flow; and collection of pedestrian, bicycle and vehicle counts.

In the second stage of the study, future traffic conditions were projected and analyzed. Specific travel demand forecasts for the Project were assessed along with future traffic demands due to expected traffic growth independent of the Project. A seven-year time horizon was selected for analyses consistent with MassDOT's *Transportation Impact Assessment (TIA) Guidelines*. The traffic analysis conducted in stage two identifies existing or projected future roadway capacity, traffic safety, and site access issues.

The third stage of the study presents and evaluates measures to address traffic and safety issues, if any, identified in stage two of the study.

EXISTING CONDITIONS

A comprehensive field inventory of existing conditions within the study area was conducted in February 2022. The field investigation consisted of an inventory of existing roadway geometrics; pedestrian and bicycle facilities; public transportation services; traffic volumes; and operating characteristics; as well as posted speed limits and land use information within the study area. The study area that was assessed for the Project consisted of Route 109 and the intersections of Route 109 at Holliston Street and Route 109 at the Project site driveway and the Medway Commons driveway.

The following describes the study area roadway and intersections.

ROADWAY

Main Street (Route 109)

- Two-lane urban principal arterial roadway under Town jurisdiction;
- Traverses the study area in a general northeast-southwest direction;
- Provides two 11 to 14-foot wide travel lanes that are separated by a double-yellow centerline with 1 to 2-foot wide marked shoulders and additional turning lanes provided at major intersections;
- The posted speed limit is 35 miles per hour (mph) within the study area;
- Sidewalks are provided along both sides of the roadway west of Holliston Street and along the north side to the east;
- Illumination is provided by way of street lights mounted on wood and steel poles;
- Land use within the study area consists of the Project site, Walgreens Pharmacy, Medway Commons, and residential and commercial properties.

INTERSECTIONS

Table 1 and Figure 2 summarize existing lane use, traffic control, and pedestrian and bicycle accommodations at the study area intersections as observed in February 2022.

Table 1
STUDY AREA INTERSECTION DESCRIPTION

Intersection	Traffic Control Type^a	No. of Travel Lanes Provided	Shoulder Provided? (Yes/No/Width)	Pedestrian Accommodations? (Yes/No/Description)	Bicycle Accommodations? (Yes/No/Description)
Rte. 109/ Holliston St.	TS	1 left-turn lane, 1 through lane, and 1 channelized right-turn lane on Rte. 109; 1 left-turn lane and 1 shared through/right-turn lane on Holliston St. northbound; 1 left-turn lane, 1 through lane, and 1 right-turn lane on Holliston St. southbound	Yes; 1 to 2 feet on Rte. 109; 1 to 4 feet on Holliston St.	Yes, both sides of Rte. 109 west of Holliston St.; north side of Rte. 109 east of Holliston St.; both sides of Holliston St. north of Rte. 109; east side of Holliston St. south of Rte. 109; crosswalks provided across all legs; pedestrian traffic signal equipment and phasing (exclusive) provided as a part of the traffic signal system	Yes; bike lanes and “sharrow” markings along Rte. 109; shared traveled-way ^b along Holliston St.
Rte. 109/ Project Site Dwy./Medway Commons Dwy.	TS	1 left-turn lane, 1 through lane, and 1 right-turn lane on Rte. 109 eastbound; 1 left-turn lane and 1 shared through/right-turn lane on Rte. 109 westbound and the Project site dwy.; 1 shared left-turn/through lane and 1 right-turn lane on Medway Commons dwy.	Yes; 2-feet on Rte. 109	Yes, north side of Rte. 109 and the west side of Medway Commons dwy.; crosswalks provided across the Rte 109 west leg and across the Project site dwy.; pedestrian traffic signal equipment and phasing (exclusive) provided as a part of the traffic signal system	Yes; shared travel-way along Rte. 109

^aTS = traffic signal control.

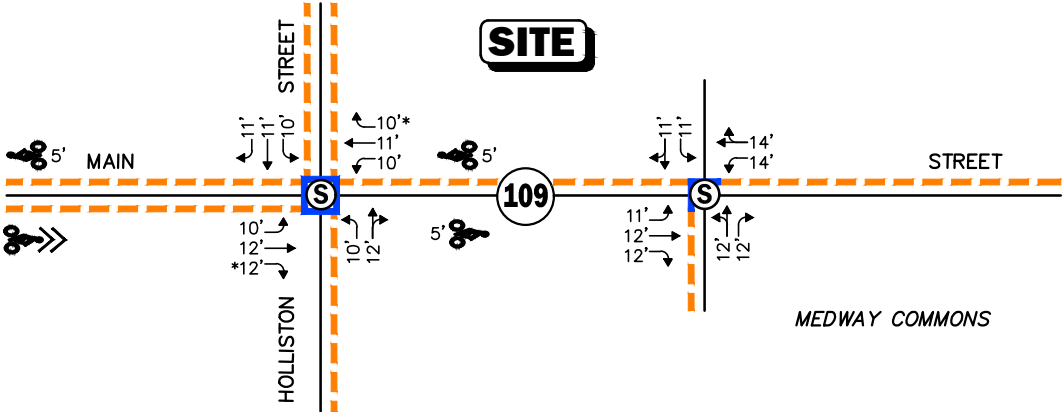
^bCombined shoulder and travel lane width equal to or exceed 14 feet.

TRAFFIC VOLUMES

In order to determine existing traffic-volume demands and flow patterns within the study area, automatic traffic recorder (ATR) counts, turning movement counts (TMCs) and vehicle classification counts were completed in February 2022. The ATR counts were conducted on Route 109 in the vicinity of the Project site on February 17th through 19th, 2022 (Thursday through Saturday, inclusive) in order to record traffic volume and flow conditions over an extended period, with peak period TMCs performed at the study intersections during the weekday morning (7:00 to

Legend:

- Ⓢ Signalized Intersection
- Sidewalk
- Crosswalk
- XX'↔ Lane Use and Travel Lane Width
- *XX'↪ Channelized Right Turn
- 🚲 Bike Lane
- 🚲 "Sharrow" Marking



 Not To Scale



Figure 2
Existing Intersection Lane Use,
Travel Lane Width, and
Pedestrian Facilities

9:00 AM) and evening (4:00 to 6:00 PM) peak periods on Thursday, February 17, 2022, and during the Saturday midday (11:00 AM to 2:00 PM) peak period on February 19, 2022. These time periods were selected for analysis purposes as they are representative of the peak-traffic-volume hours for both the Project and the adjacent roadway network.

Traffic-Volume Adjustments

In order to evaluate the potential for seasonal fluctuation of traffic volumes within the study area, traffic volume data from MassDOT Continuous Count Station No. 3180 located on Interstate 495 at the Bellingham town line in Medway were reviewed.⁴ Based on a review of this data, it was determined that traffic volumes for the month of February are approximately 12.5 percent *below* average-month conditions. As such, the February traffic volumes were adjusted upward by 12.5 percent in order to be representative of average-month conditions.

In order to account for the impact on traffic volumes and trip patterns resulting from the COVID-19 pandemic, the TMCs that were collected as part of this assessment at the Route 109/Project site driveway/Medway Commons driveway were compared to those that were collected at the same intersection in October 2018. The 2018 traffic volumes were expanded to 2022 by applying the traffic growth procedure detailed in the April 2020 “Guidance on Traffic Counting Data” published by MassDOT⁵ in order to allow for a comparison of the data. Based on this pre and post COVID-19 traffic-volume comparison, the traffic volume data that was collected as a part of this assessment was found to be representative conditions that existed prior to the onset of the COVID-19 pandemic. As such, further adjustment of the traffic-volume data was not necessary.

The 2022 Existing traffic volumes are summarized in Table 2, with the weekday morning, weekday evening and Saturday midday peak-hour traffic volumes graphically depicted on Figure 3. Note that the peak-hour traffic volumes that are presented in Table 2 were obtained from the aforementioned figures.

Table 2
2022 EXISTING TRAFFIC VOLUMES

Location/Peak Hour	AWT ^a	Saturday ^b	VPH ^c	K Factor ^d	Directional Distribution ^e
<i>Route 109, east of Holliston Street:</i>	14,365	12,520	--	--	--
Weekday Morning (8:00 – 9:00 AM)	--	--	1,101	7.7	62.2% EB
Weekday Evening (4:30 – 5:30 PM)	--	--	1,202	8.4	51.7% WB
Saturday Midday (11:30 AM – 12:30 PM)	--	--	1,261	10.1	51.5% WB

^aAverage weekday traffic in vehicles per day.

^bSaturday traffic in vehicles.

^cVehicles per hour.

^dPercent of daily traffic occurring during the peak hour.

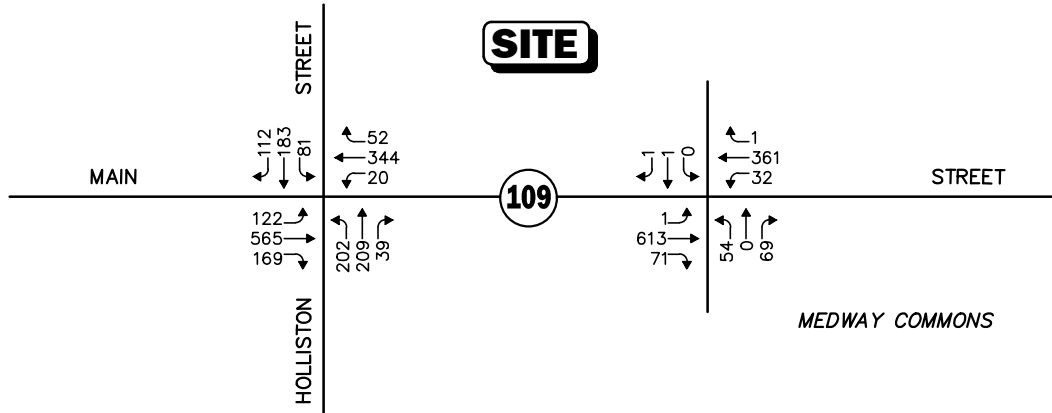
^ePercent traveling in peak direction.

EB = eastbound; WB = westbound.

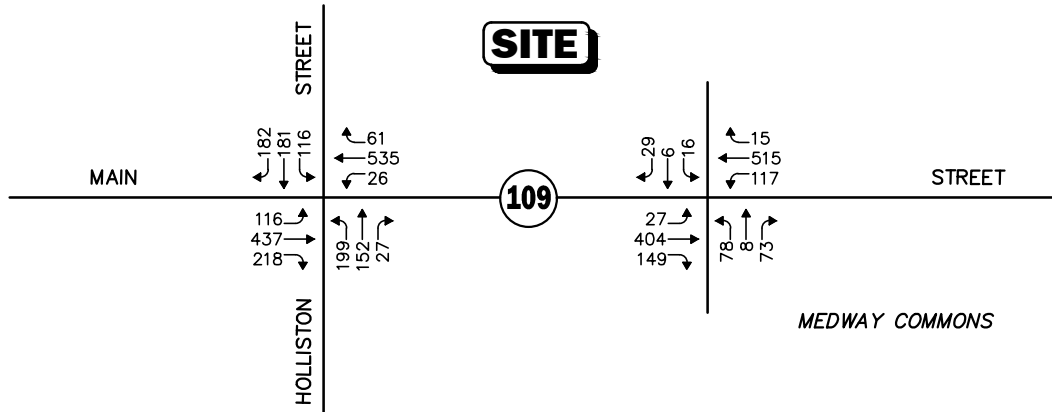
⁴MassDOT Traffic Volumes for the Commonwealth of Massachusetts; 2022.

⁵*Guidance on Traffic Count Data*; MassDOT; revised April 2020.

WEEKDAY MORNING PEAK HOUR (7:15 to 8:15 AM)



WEEKDAY EVENING PEAK HOUR (4:00 to 5:00 PM)



SATURDAY MIDDAY PEAK HOUR (11:00 AM to 12:00 PM)

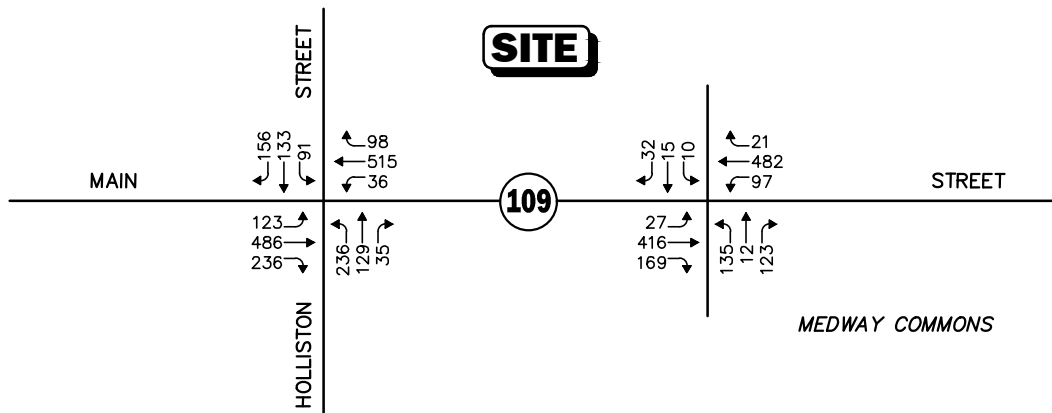


Figure 3

2022 Existing
Peak-Hour Traffic Volumes

As can be seen in Table 2, Route 109 in the vicinity of the Project site was found to accommodate approximately 14,365 vehicles on an average weekday and 12,520 vehicles on a Saturday (two-way, 24-hour volumes), with approximately 1,101 vehicles per hour (vph) during the weekday morning peak-hour, 1,202 vph during the weekday evening peak-hour and 1,261 vph during the Saturday midday peak-hour.

PEDESTRIAN AND BICYCLE FACILITIES

A comprehensive field inventory of pedestrian and bicycle facilities within the study area was undertaken in February 2022. The field inventory consisted of a review of the location of sidewalks and pedestrian crossing locations along the study roadways and at the study area intersections. As detailed on Figure 2, sidewalks are provided along one or both sides of the study area roadways, with marked crosswalks provided for crossing one or more legs of the study area intersections. Pedestrian traffic signal equipment and phasing are provided as a part of the traffic signal system at the study area intersections.

Within the study area, Holliston Street generally provides sufficient width to accommodate bicycle travel in a shared traveled-way configuration (i.e., bicyclists and motor vehicles sharing the traveled-way).⁶ A combination of on-road bicycle lanes and “sharrow” pavement markings are provided along Route 109 beginning at a point just east of Holliston Street and proceeding westerly thereafter. Bicycle detection is provided as a part of the traffic signal system at the Route 109/Holliston Street intersection.

PUBLIC TRANSPORTATION

Regularly scheduled public transportation services are not currently provided in the immediate vicinity of the Project site. To the south of the Project site, the Greater Attleboro-Taunton Regional Transit Authority (GATRA) operates fixed route bus service along Holliston Street by way of the Medway T Shuttle, with a stop located at the Medway Middle School, an approximate 13 minute walking distance from the Project site. In addition, GATRA provides Dial-a-Ride paratransit services to eligible persons that cannot use fixed-route transit all or some of the time due to a physical, cognitive or mental disability in compliance with the Americans with Disabilities Act (ADA).

⁶ A minimum combined travel lane and paved shoulder width of 14-feet is required to support bicycle travel in a shared traveled-way condition.

SPOT SPEED MEASUREMENTS

Vehicle travel speed measurements were performed on Route 109 in conjunction with the ATR counts. Table 3 summarizes the vehicle travel speed measurements.

Table 3
VEHICLE TRAVEL SPEED MEASUREMENTS

	Route 109	
	Eastbound	Westbound
Mean Travel Speed (mph)	29	21
85 th Percentile Speed (mph)	32	28
Posted Speed Limit (mph)	35	35

mph = miles per hour.

As can be seen in Table 3, the mean vehicle travel speed along Route 109 within the study area was found to be 29 mph in the eastbound direction and 21 mph westbound. The measured 85th percentile vehicle travel speed, or the speed at which 85 percent of the observed vehicles traveled at or below, was found to be 32 mph eastbound and 28 mph westbound, which is 3 to 7 mph below the posted speed limit in the vicinity of the Project site (35 mph). The 85th percentile speed is used as the basis of engineering design and in the evaluation of sight distances, and is often used in establishing posted speed limits.

MOTOR VEHICLE CRASH DATA

Motor vehicle crash information for the study area intersections was provided by the MassDOT Highway Division Safety Management/Traffic Operations Unit for the most recent five-year period available (2015 through 2019, inclusive) in order to examine motor vehicle crash trends occurring within the study area. The data is summarized by intersection, type, severity, roadway and weather conditions, and day of occurrence, and presented in Table 4.

As can be seen in Table 4, the study area intersections were found to have experienced an average of 7.2 or fewer reported motor vehicle crashes over the five-year review period and were found to have a motor vehicle crash rate that is below the MassDOT District average for similar intersections for the MassDOT Highway Division District in which the intersections are located (District 3), but above the MassDOT statewide average. The majority of the crashes were reported to have occurred on a weekday; under clear weather conditions; during daylight; and were reported as rear-end type collisions that resulted in property damage only.

Table 4
MOTOR VEHICLE CRASH DATA SUMMARY^a

	Rte. 109/ Holliston St.	Rte. 109/ Project Site Dwy./Medway Commons Dwy.
Traffic Control Type: ^b	TS	TS
<i>Year:</i>		
2015	0	8
2016	4	8
2017	10	4
2018	9	5
<u>2019</u>	<u>13</u>	<u>0</u>
Total	36	25
Average	7.2	5.0
Rate ^c	0.79	0.86
MassDOT Crash Rate: ^d	0.78/0.89	0.78/0.89
Significant? ^e	No	No
<i>Type:</i>		
Angle	5	4
Rear-End	23	16
Head-On	0	0
Sideswipe	4	2
Fixed Object	2	3
Pedestrian/Bicycle	0	0
<u>Unknown/Other</u>	<u>2</u>	<u>0</u>
Total	36	25
<i>Conditions:</i>		
Clear	28	19
Cloudy	3	4
Rain	2	0
<u>Snow/Ice</u>	<u>3</u>	<u>2</u>
Total	36	25
<i>Lighting:</i>		
Daylight	24	21
Dawn/Dusk	3	0
Dark (Road Lit)	9	4
<u>Dark (Road Unlit)</u>	<u>0</u>	<u>0</u>
Total	36	25
<i>Day of Week:</i>		
Monday through Friday	26	19
Saturday	6	4
<u>Sunday</u>	<u>4</u>	<u>2</u>
Total	36	25
<i>Severity:</i>		
Property Damage Only	23	16
Personal Injury	7	7
Fatality	0	0
<u>Unknown</u>	<u>6</u>	<u>2</u>
Total	36	25

^aSource: MassDOT Safety Management/Traffic Operations Unit records, 2015 through 2019.

^bTraffic Control Type: TS = traffic signal control.

^cCrash rate per million vehicles entering the intersection.

^dStatewide/District crash rate.

^eThe intersection crash rate is significant if it is found to exceed the MassDOT crash rate for the MassDOT Highway Division District in which the Project is located (District 3).

A Road Safety Audit (RSA) was conducted at the Route 109/Holliston Street intersection in 2014 in order to identify potential safety enhancements at the intersection.⁷ The RSA suggested a number of safety-related improvements that included access management; traffic signal improvements; sign enhancements; and pedestrian and bicyclist improvements; the majority of which appear to have been completed.

A review of the MassDOT statewide High Crash Location List indicated that there are no locations within the Town of Medway that are included on MassDOT's Highway Safety Improvement Program (HSIP) listing as a high crash location. In addition, no fatal motor vehicle crashes were reported to have occurred at the study area intersections over the five-year review period.

The detailed MassDOT Crash Rate Worksheets are provided in the Appendix.

⁷Ibid 2.

FUTURE CONDITIONS

Traffic volumes in the study area were projected to the year 2029, which reflects a seven-year planning horizon consistent with MassDOT's *Transportation Impact Assessment (TIA) Guidelines*. Independent of the Project, traffic volumes on the roadway network in the year 2029 under No-Build conditions include all existing traffic and new traffic resulting from background traffic growth. Anticipated Project-generated traffic volumes superimposed upon the 2029 No-Build traffic volumes reflect 2029 Build traffic-volume conditions with the Project.

FUTURE TRAFFIC GROWTH

Future traffic growth is a function of the expected land development in the immediate area and the surrounding region. Several methods can be used to estimate this growth. A procedure frequently employed estimates an annual percentage increase in traffic growth and applies that percentage to all traffic volumes under study. The drawback to such a procedure is that some turning volumes may actually grow at either a higher or a lower rate at particular intersections.

An alternative procedure identifies the location and type of planned development, estimates the traffic to be generated, and assigns it to the area roadway network. This procedure produces a more realistic estimate of growth for local traffic; however, potential population growth and development external to the study area would not be accounted for in the resulting traffic projections.

To provide a conservative analysis framework, both procedures were used, the salient components of which are described below.

Specific Development by Others

The Medway Planning and Economic Development Department was contacted in order to determine if there were any projects planned within the study area that would have an impact on future traffic volumes at the study intersections. Based on this consultation, the following project was identified for inclusion in this assessment:

- ***Proposed Residential Development, 39 Main Street (Route 109), Medway, Massachusetts.*** This proposed project consists of the construction of a 190-unit multifamily residential development to be located at 39 Main Street (Route 109), east of the Project site.

Traffic volumes associated with the aforementioned development project by others were obtained from the traffic study conducted for the specific development.⁸ No other developments were identified at this time that are expected to result in an increase in traffic within the study area beyond the general background traffic growth rate.

General Background Traffic Growth

Traffic-volume data compiled by MassDOT from permanent count stations located in Medway were reviewed in order to determine general traffic growth trends in the area. This data indicates that traffic volumes have fluctuated over the 10-year period between 2009 and 2019, with an average decrease of 0.86 percent per year. In order to provide a prudent planning condition for the Project, a 1.0 percent per year compounded annual background traffic growth rate was used in order to account for future traffic growth and presently unforeseen development within the study area.

Roadway Improvement Projects

The Town of Medway and MassDOT were contacted in order to determine if there were any planned future roadway improvement projects expected to be complete by 2029 within the study area. Based on these discussions, no roadway improvement projects aside from routine maintenance activities were identified to be planned within the study area at this time.

No-Build Traffic Volumes

The 2029 No-Build condition peak-hour traffic volumes were developed by applying the 1.0 percent per year compounded annual background traffic growth rate to the 2022 Existing peak-hour traffic volumes and then adding the traffic volumes associated with the identified specific development project by others. The resulting 2029 No-Build weekday morning, weekday evening and Saturday midday peak-hour traffic volumes are shown on Figure 4.

PROJECT-GENERATED TRAFFIC

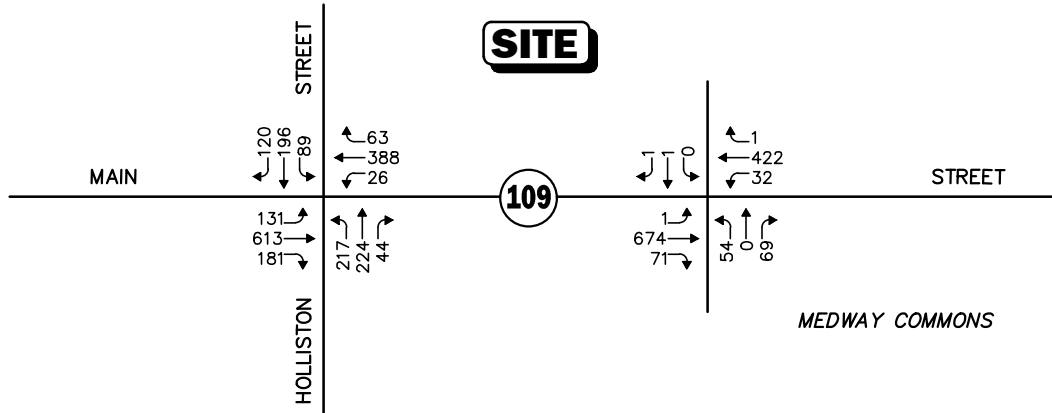
Design year (2029 Build) traffic volumes were determined by estimating Project-generated traffic volumes and assigning those volumes on the study area. The following sections describe the methodology used to develop the anticipated traffic characteristics of the Project.

As proposed, the Project will entail the construction of a 21,900± sf medical office building. In order to develop the traffic characteristics of the Project, trip-generation statistics published by the Institute of Transportation Engineers (ITE)⁹ for a similar land use as that proposed was used. ITE Land Use Code (LUC) 720, *Medical-Dental Office Building*; was used to establish the trip-generation characteristics of the Project, the results of which are summarized in Table 5, with the detailed trip calculations provided in the Appendix.

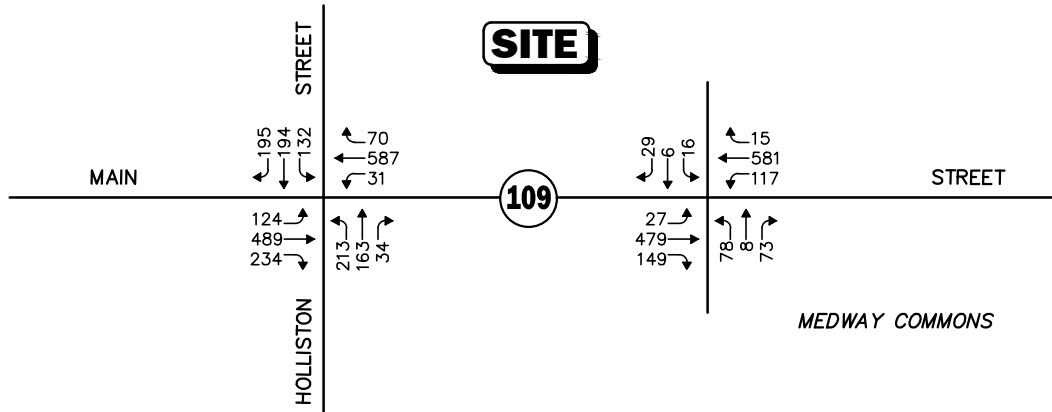
⁸*Transportation Impact Assessment*, Proposed Residential Development; 39 Main Street (Route 109); Medway, Massachusetts; VAI; November 2018.

⁹Ibid 1.

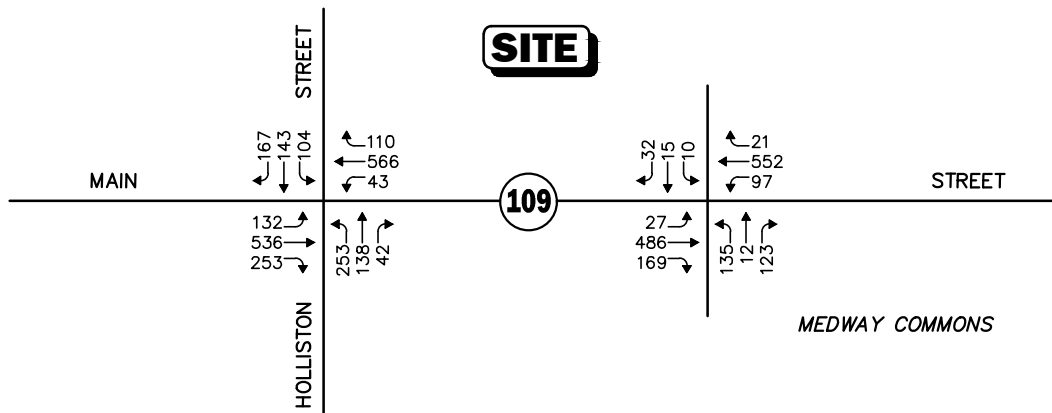
WEEKDAY MORNING PEAK HOUR (7:15 to 8:15 AM)



WEEKDAY EVENING PEAK HOUR (4:00 to 5:00 PM)



SATURDAY MIDDAY PEAK HOUR (11:00 AM to 12:00 PM)



Not To Scale **Figure 4**

Table 5
TRIP GENERATION SUMMARY

Time Period	Vehicle Trips ^a		
	Entering	Exiting	Total
<i>Average Weekday:</i>	394	394	788
<i>Weekday Morning Peak-Hour:</i>	48	13	61
<i>Weekday Evening Peak-Hour:</i>	26	60	86
<i>Average Saturday:</i>	151	151	302
<i>Saturday Midday Peak-Hour:</i>	38	28	66

^aBased on ITE LUC 720, *Medical-Dental Office Building*.

Project-Generated Traffic-Volume Summary

As can be seen in Table 5, the Project is expected to generate approximately 788 vehicle trips on an average weekday and 302 vehicle trips on a Saturday (both two way volumes over the operational day of the Project), with approximately 61 vehicle trips (48 vehicles entering and 13 exiting) expected during the weekday morning peak-hour, 86 vehicle trips (26 vehicles entering and 60 exiting) expected during the weekday evening peak-hour and 66 vehicle trips (38 vehicles entering and 28 exiting) expected during the Saturday midday peak-hour.

TRIP DISTRIBUTION AND ASSIGNMENT

The directional distribution of generated trips to and from the Project site was determined based on a review of existing traffic patterns within the study area during the commuter peak periods. The general trip distribution for the Project is graphically depicted on Figure 5. Traffic volumes expected to be generated by the Project were assigned onto the study area roadway network as shown on Figure 6 for the weekday morning, weekday evening and Saturday midday peak hours.

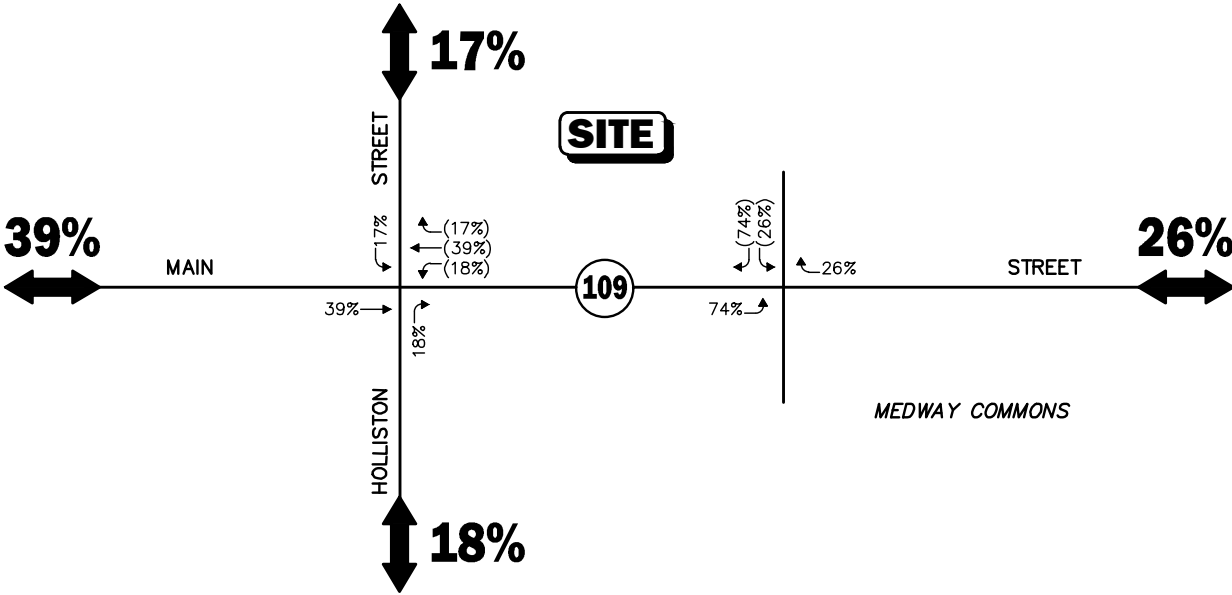
FUTURE TRAFFIC VOLUMES - BUILD CONDITION

The 2029 Build condition traffic volumes consist of the 2029 No-Build traffic volumes with the additional traffic expected to be generated by the Project added to them. The 2029 Build weekday morning, weekday evening and Saturday midday peak-hour traffic volumes are graphically depicted on Figure 7.

A summary of peak-hour projected traffic-volume changes outside of the study area that is the subject of this assessment is shown in Table 6. These changes are a result of the construction of the Project.

Legend:

XX Entering Trips
(XX) Exiting Trips



Not To Scale

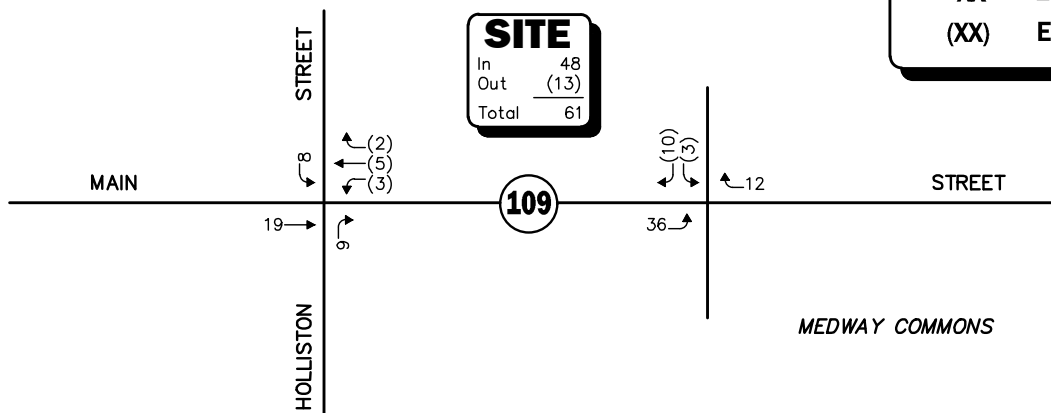
VAi Vanasse & Associates inc

Figure 5
Trip Distribution Map

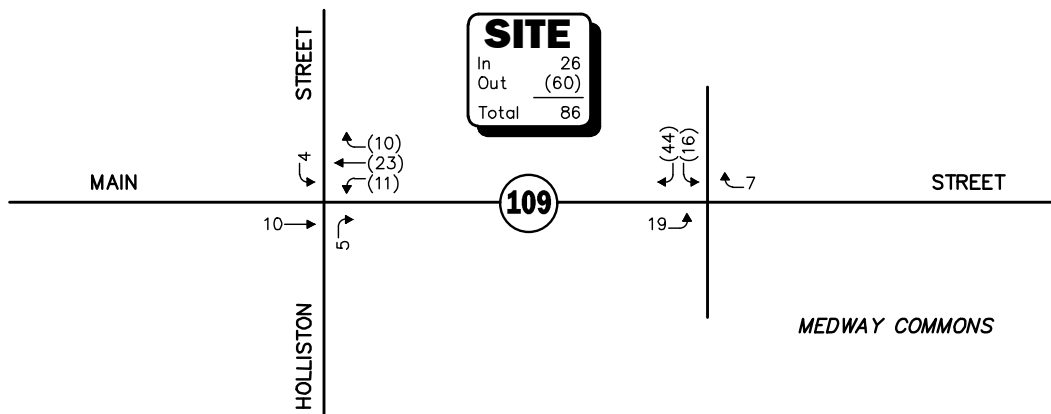
WEEKDAY MORNING PEAK HOUR (7:15 to 8:15 AM)

Legend:

XX Entering Trips
(XX) Exiting Trips



WEEKDAY EVENING PEAK HOUR (4:00 to 5:00 PM)



SATURDAY MIDDAY PEAK HOUR (11:00 AM to 12:00 PM)

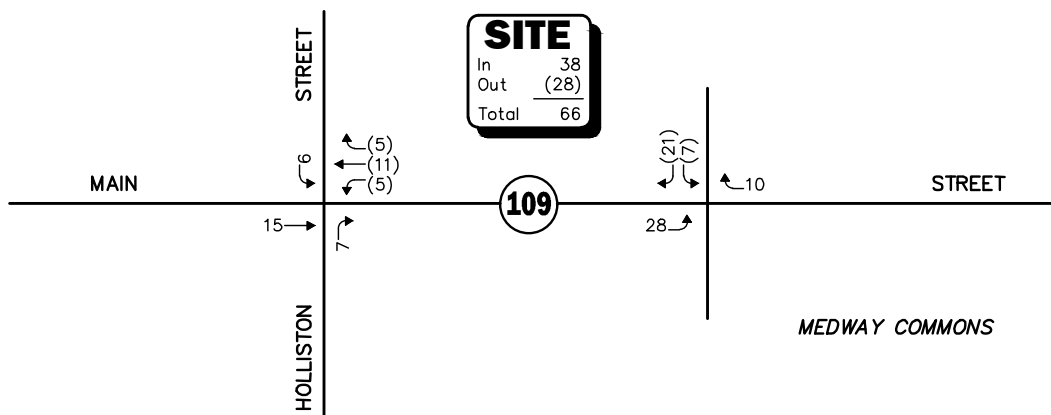
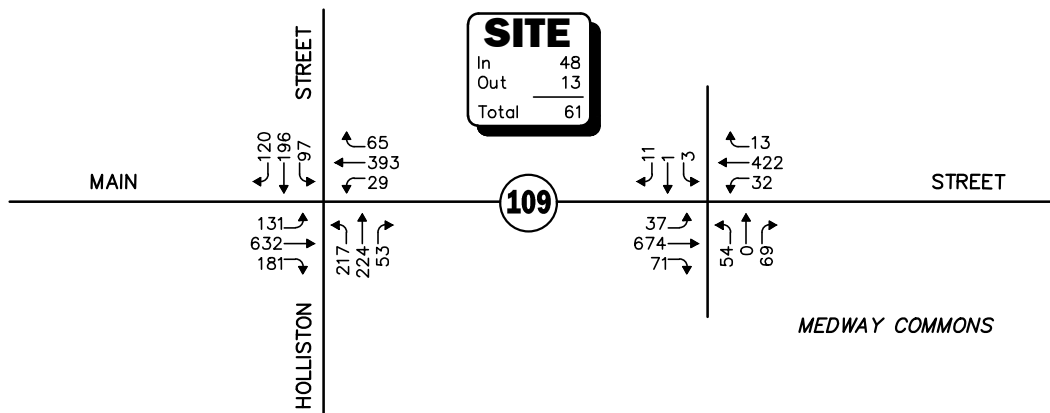
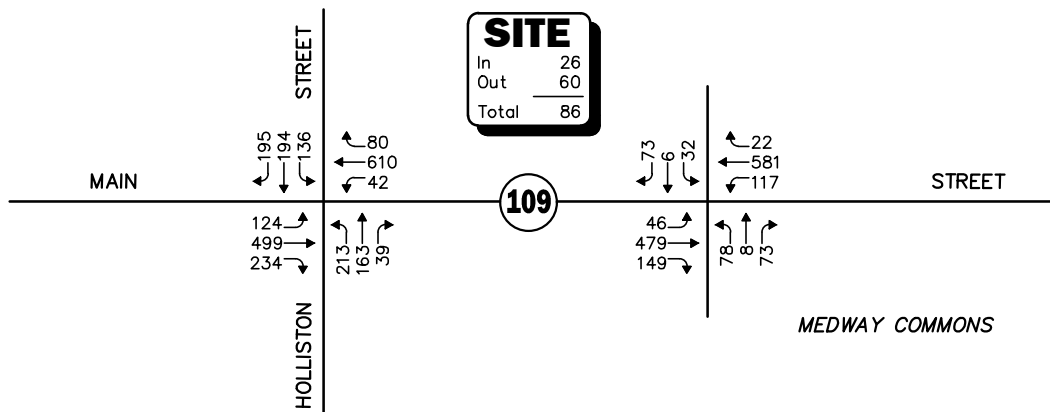


Figure 6

WEEKDAY MORNING PEAK HOUR (7:15 to 8:15 AM)



WEEKDAY EVENING PEAK HOUR (4:00 to 5:00 PM)



SATURDAY MIDDAY PEAK HOUR (11:00 AM to 12:00 PM)

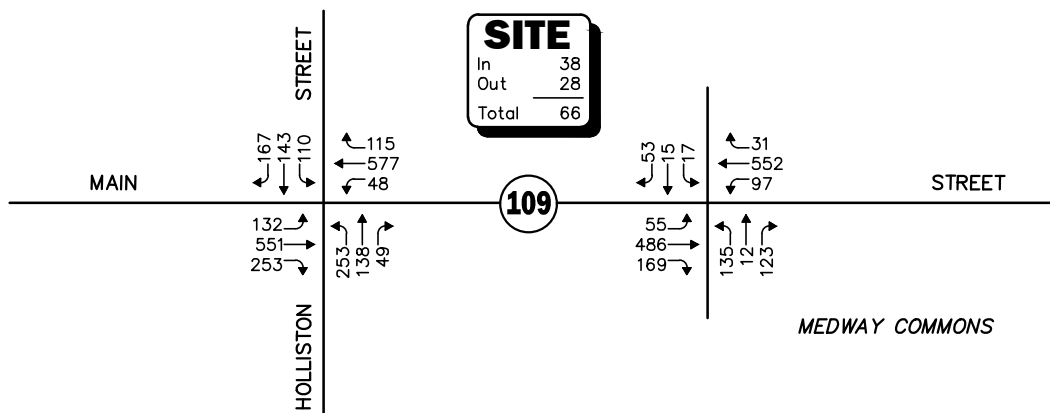


Figure 7

2029 Build
Peak-Hour Traffic Volumes

Table 6
PEAK-HOUR TRAFFIC-VOLUME INCREASES

Location/Peak Hour	2022 Existing	2029 No-Build	2029 Build	Traffic- Volume Increase Over No-Build	Percent Increase Over No-Build
<i>Route 109, east of the Project site driveway:</i>					
Weekday Morning	1,076	1,198	1,213	15	1.3
Weekday Evening	1,140	1,281	1,304	23	1.8
Saturday MIDDAY	1,149	1,289	1,306	17	1.3
<i>Route 109, west of Holliston Street:</i>					
Weekday Morning	1,514	1,650	1,674	24	1.5
Weekday Evening	1,687	1,842	1,875	33	1.8
Saturday MIDDAY	1,752	1,907	1,933	26	1.4
<i>Holliston Street, north of Route 109:</i>					
Weekday Morning	759	823	833	10	1.2
Weekday Evening	808	878	892	14	1.6
Saturday MIDDAY	730	794	805	11	1.4
<i>Holliston Street, south of Route 109:</i>					
Weekday Morning	822	888	900	12	1.4
Weekday Evening	803	869	885	16	1.8
Saturday MIDDAY	805	872	884	12	1.4

As shown in Table 6, Project-related traffic-volume increases outside of the study area relative to 2029 No-Build conditions are anticipated to range from 1.2 to 1.8 percent during the peak periods, with vehicle increases shown to range from 10 to 33 vehicles. ***When distributed over the peak hour, the predicted traffic-volume increases would not result in a significant impact (increase) on motorist delays or vehicle queuing outside of the immediate study area that is the subject of this assessment.***

TRAFFIC OPERATIONS ANALYSIS

Measuring existing and future traffic volumes quantifies traffic flow within the study area. To assess quality of flow, roadway capacity and vehicle queue analyses were conducted under Existing, No-Build, and Build traffic-volume conditions. Capacity analyses provide an indication of how well the roadway facilities serve the traffic demands placed upon them, with vehicle queue analyses providing a secondary measure of the operational characteristics of an intersection or section of roadway under study.

METHODOLOGY

Levels of Service

A primary result of capacity analyses is the assignment of level of service to traffic facilities under various traffic-flow conditions.¹⁰ The concept of level of service is defined as a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and/or passengers. A level-of-service definition provides an index to quality of traffic flow in terms of such factors as speed, travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

Six levels of service are defined for each type of facility. They are given letter designations from A to F, with level-of-service (LOS) A representing the best operating conditions and LOS F representing congested or constrained operating conditions.

Since the level of service of a traffic facility is a function of the traffic flows placed upon it, such a facility may operate at a wide range of levels of service, depending on the time of day, day of week, or period of year.

¹⁰The capacity analysis methodology is based on the concepts and procedures presented in the *Highway Capacity Manual*; Transportation Research Board; Washington, DC; 2010.

Signalized Intersections

The six levels of service for signalized intersections may be described as follows:

- *LOS A* describes operations with very low control delay; most vehicles do not stop at all.
- *LOS B* describes operations with relatively low control delay. However, more vehicles stop than *LOS A*.
- *LOS C* describes operations with higher control delays. Individual cycle failures may begin to appear. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
- *LOS D* describes operations with control delay in the range where the influence of congestion becomes more noticeable. Many vehicles stop and individual cycle failures are noticeable.
- *LOS E* describes operations with high control delay values. Individual cycle failures are frequent occurrences.
- *LOS F* describes operations with high control delay values that often occur with oversaturation. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

Levels of service for signalized intersections are calculated using the operational analysis methodology of the 2000 *Highway Capacity Manual*¹¹ and implemented as a part of the Synchro® 11 software as recommended by MassDOT. This method assesses the effects of signal type, timing, phasing, and progression; vehicle mix; and geometrics on delay. Level-of-service designations are based on the criterion of control or signal delay per vehicle. Control or signal delay is a measure of driver discomfort, frustration, and fuel consumption, and includes initial deceleration delay approaching the traffic signal, queue move-up time, stopped delay and final acceleration delay. Table 7 summarizes the relationship between level of service and control delay. The tabulated control delay criterion may be applied in assigning level-of-service designations to individual lane groups, to individual intersection approaches, or to entire intersections.

¹¹*Highway Capacity Manual*; Transportation Research Board; Washington, DC; 2000.

Table 7
LEVEL-OF-SERVICE CRITERIA
FOR SIGNALIZED INTERSECTIONS^a

Level of Service	Control (Signal) Delay Per Vehicle (Seconds)
A	≤10.0
B	10.1 to 20.0
C	20.1 to 35.0
D	35.1 to 55.0
E	55.1 to 80.0
F	>80.0

^aSource: *Highway Capacity Manual*, Transportation Research Board; Washington, DC; 2000; page 16-2.

Vehicle Queue Analysis

Vehicle queue analyses are a direct measurement of an intersection's ability to process vehicles under various traffic control and volume scenarios and lane use arrangements. The vehicle queue analysis was performed using the Synchro® intersection capacity analysis software which is based upon the methodology and procedures presented in the 2010 *Highway Capacity Manual*. The Synchro® vehicle queue analysis methodology is a simulation based model which reports the number of vehicles that experience a delay of six seconds or more at an intersection. For signalized intersections, Synchro® reports both the average (50th percentile) the 95th percentile vehicle queue. Vehicle queue lengths are a function of the capacity of the movement under study and the volume of traffic being processed by the intersection during the analysis period. The 95th percentile vehicle queue is the vehicle queue length that will be exceeded only 5 percent of the time, or approximately three minutes out of sixty minutes during the peak one hour of the day (during the remaining fifty-seven minutes, the vehicle queue length will be less than the 95th percentile queue length).

ANALYSIS RESULTS

Level-of-service and vehicle queue analyses were conducted for 2022 Existing, 2029 No-Build, and 2029 Build conditions for the intersections within the study area. The results of the intersection capacity and vehicle queue analyses are summarized in Table 8, with the detailed analysis results presented in the Appendix.

The following is a summary of the level-of-service and vehicle queue analyses for the intersections within the study area. For context, we note that an LOS of "D" or better is generally defined as "acceptable" operating conditions. Project-related impacts at the study area intersections were identified as follows:

Table 8
SIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

Signalized Intersection/Peak Hour/Movement	2022 Existing				2029 No-Build				2029 Build			
	V/C ^a	Delay ^b	LOS ^c	Queue ^d 50 th /95 th	V/C	Delay	LOS	Queue 50 th /95 th	V/C	Delay	LOS	Queue 50 th /95 th
Route 109 at Holliston Street												
<i>Weekday Morning:</i>												
Route 109 EB LT	0.33	12.6	B	2/3	0.38	13.1	B	2/3	0.39	13.3	B	2/3
Route 109 EB TH	0.84	33.5	C	11/21	0.91	39.4	D	12/24	0.97	51.1	D	19/25
Route 109 EB RT	0.13	0.2	A	0/0	0.14	0.2	A	0/0	0.14	0.2	A	0/0
Route 109 WB LT	0.11	16.3	B	1/1	0.17	16.5	B	1/1	0.17	16.8	B	1/1
Route 109 WB TH	0.55	25.9	C	5/7	0.62	25.9	C	6/8	0.63	25.9	C	6/8
Route 109 WB RT	0.04	0.0	A	0/0	0.05	0.1	A	0/0	0.05	0.1	A	0/0
Holliston Street NB LT	0.69	27.3	C	4/6	0.77	32.1	C	5/7	0.77	32.1	C	5/7
Holliston Street NB TH/RT	0.67	34.8	C	6/9	0.79	43.3	D	7/11	0.82	46.3	D	7/11
Holliston Street SB LT	0.39	26.9	C	2/3	0.46	27.2	C	2/3	0.51	27.5	C	2/3
Holliston Street SB TH	0.81	49.9	D	6/8	0.91	66.3	E	6/9	0.91	66.3	E	6/9
Holliston Street SB RT	0.10	22.1	C	0/1	0.11	22.6	C	0/1	0.11	22.6	C	0/1
Overall	--	27.9	C	--	--	32.3	C	--	--	35.5	D	--
<i>Weekday Evening:</i>												
Route 109 EB LT	0.35	12.9	B	2/2	0.43	14.8	B	2/3	0.44	15.1	B	2/3
Route 109 EB TH	0.52	18.7	B	6/12	0.60	21.3	C	9/13	0.60	21.3	C	9/14
Route 109 EB RT	0.14	0.2	A	0/0	0.15	0.2	A	0/0	0.15	0.2	A	0/0
Route 109 WB LT	0.07	10.7	B	1/1	0.09	10.9	B	1/1	0.13	11.6	B	1/1
Route 109 WB TH	0.72	24.0	C	9/12	0.79	26.5	C	8/13	0.81	27.2	C	10/13
Route 109 WB RT	0.04	0.0	A	0/0	0.05	0.1	A	0/0	0.06	0.1	A	0/0
Holliston Street NB LT	0.69	31.4	C	4/7	0.76	35.7	D	4/8	0.78	38.4	D	4/8
Holliston Street NB TH/RT	0.58	36.1	D	4/7	0.63	37.5	D	5/8	0.66	39.4	D	5/8
Holliston Street SB LT	0.42	26.8	C	2/4	0.50	27.4	C	3/5	0.53	28.0	C	3/5
Holliston Street SB TH	0.71	43.2	D	5/7	0.74	45.2	D	5/8	0.74	45.2	D	5/8
Holliston Street SB RT	0.14	24.4	C	0/2	0.23	24.9	C	1/3	0.24	25.0	C	1/3
Overall	--	22.9	C	--	--	24.8	C	--	--	25.3	C	--
<i>Saturday Midday:</i>												
Route 109 EB LT	0.39	13.5	B	2/3	0.47	15.4	B	2/4	0.48	15.9	B	2/4
Route 109 EB TH	0.66	20.9	C	9/16	0.72	23.1	C	11/21	0.74	24.0	C	12/22
Route 109 EB RT	0.16	0.2	A	0/0	0.18	0.2	A	0/0	0.18	0.2	A	0/0
Route 109 WB LT	0.12	14.0	B	1/1	0.16	14.9	B	1/1	0.18	15.2	B	1/2
Route 109 WB TH	0.79	29.2	C	10/19	0.85	33.7	C	12/22	0.86	34.8	C	13/23
Route 109 WB RT	0.07	0.1	A	0/0	0.08	0.1	A	0/0	0.08	0.1	A	0/0
Holliston Street NB LT	0.67	27.1	C	5/7	0.74	31.5	C	5/9	0.74	31.8	C	5/9
Holliston Street NB TH/RT	0.45	30.7	C	4/6	0.49	32.0	C	4/7	0.51	32.6	C	4/7
Holliston Street SB LT	0.29	25.0	C	2/3	0.34	26.0	C	2/3	0.37	26.3	C	2/4
Holliston Street SB TH	0.46	32.9	C	3/5	0.48	34.0	C	3/6	0.48	34.2	C	3/6
Holliston Street SB RT	0.11	20.4	C	0/2	0.17	21.6	C	1/3	0.18	21.8	C	1/3
Overall	--	21.3	C	--	--	23.7	C	--	--	24.3	C	--

See notes at end of table.

Table 8 (Continued)
SIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

Signalized Intersection/Peak Hour/Movement	2022 Existing				2029 No-Build				2029 Build			
	V/C ^a	Delay ^b	LOS ^c	Queue ^d 50 th /95 th	V/C	Delay	LOS	Queue 50 th /95 th	V/C	Delay	LOS	Queue 50 th /95 th
Route 109 at the Project site driveway and the Medway Commons Driveway												
<i>Weekday Morning:</i>												
Route 109 EB LT	0.00	4.9	A	0/0	0.00	4.9	A	0/0	0.06	4.9	A	0/1
Route 109 EB TH	0.52	7.4	A	5/6	0.57	7.4	A	4/5	0.57	8.0	A	4/11
Route 109 EB RT	0.05	9.0	A	0/0	0.05	9.0	A	0/0	0.05	9.0	A	0/0
Route 109 WB LT	0.07	3.7	A	0/1	0.08	4.1	A	0/1	0.08	4.2	A	0/1
Route 109 WB TH/RT	0.31	5.4	A	2/7	0.36	5.7	A	3/7	0.39	6.8	A	5/8
Medway Commons driveway NB LT/TH	0.42	38.5	D	2/3	0.44	38.9	D	2/3	0.45	39.1	D	2/3
Medway Commons driveway NB RT	0.06	35.2	D	0/1	0.06	35.5	D	0/1	0.06	35.5	D	0/1
Project site driveway SB LT	0.00	0.0	A	0/0	0.00	0.0	A	0/0	0.04	35.4	D	0/1
Project site driveway SB TH/RT	0.01	34.9	C	0/0	0.01	35.2	D	0/0	0.02	35.3	D	0/1
Overall	--	10.3	B	--	--	10.3	B	--	--	10.8	B	--
<i>Weekday Evening:</i>												
Route 109 EB LT	0.05	4.3	A	0/1	0.06	4.3	A	0/1	0.10	4.4	A	0/1
Route 109 EB TH	0.37	7.6	A	4/6	0.44	7.6	A	5/6	0.44	7.8	A	5/6
Route 109 EB RT	0.10	4.7	A	0/1	0.11	4.7	A	0/1	0.11	4.7	A	0/1
Route 109 WB LT	0.17	3.7	A	1/2	0.19	4.2	A	1/2	0.19	4.4	A	1/2
Route 109 WB TH/RT	0.42	8.1	A	4/11	0.47	8.7	A	4/13	0.49	8.7	A	8/13
Medway Commons driveway NB LT/TH	0.48	36.5	D	2/4	0.48	36.5	D	2/4	0.50	36.5	D	2/4
Medway Commons driveway NB RT	0.05	32.5	C	0/1	0.05	32.5	C	0/1	0.05	32.5	C	0/1
Project site driveway SB LT	0.10	32.9	C	1/1	0.10	32.9	C	1/1	0.18	33.3	C	1/2
Project site driveway SB TH/RT	0.05	32.5	C	0/1	0.05	32.5	C	0/1	0.08	32.5	C	0/2
Overall	--	11.3	B	--	--	11.3	B	--	--	12.5	B	--
<i>Saturday Midday:</i>												
Route 109 EB LT	0.09	9.1	A	0/1	0.10	9.4	A	0/1	0.20	9.9	A	1/1
Route 109 EB TH	0.58	14.7	B	6/11	0.64	15.6	B	7/13	0.64	15.7	B	7/13
Route 109 EB RT	0.16	11.3	B	1/2	0.17	11.3	B	1/3	0.17	11.3	B	1/3
Route 109 WB LT	0.22	6.8	A	1/2	0.24	7.4	A	1/2	0.24	7.8	A	1/2
Route 109 WB TH/RT	0.62	13.4	B	5/12	0.68	14.3	B	6/14	0.72	16.6	B	10/15
Medway Commons driveway NB LT/TH	0.56	21.9	C	3/5	0.58	24.1	C	3/5	0.60	24.5	C	3/5
Medway Commons driveway NB RT	0.10	17.4	B	0/1	0.10	18.9	B	0/1	0.10	18.9	B	0/1
Project site driveway SB LT	0.05	17.2	B	0/1	0.05	18.6	B	0/1	0.09	18.9	B	1/1
Project site driveway SB TH/RT	0.08	17.3	B	1/1	0.08	18.7	B	1/1	0.10	18.8	B	1/1
Overall	--	14.5	B	--	--	15.4	B	--	--	16.2	B	--

^aVolume-to-capacity ratio.

^bControl (signal) delay per vehicle in seconds.

^cLevel-of-Service.

^dQueue length in vehicles based on 25-feet per vehicle.

NB = northbound; SB = southbound; EB = eastbound; WB = westbound; LT = left-turning movements; TH = through movements; RT = right-turning movements.

Route 109 at Holliston Street

Overall operating conditions were shown to degrade from LOS C to a LOS D during the weekday morning peak-hour as a result of a predicted increase in overall average motorist delay of 3.2 seconds with the addition of Project-related traffic. Vehicle queues at the intersection were shown to increase by up to seven (7) vehicles with the addition of Project-related traffic. Independent of the Project, it was noted that through movements on the Holliston Street southbound approach are predicted to operate at capacity (i.e., LOS “E”) during the weekday morning peak-hour under No-Build conditions.

Route 109 at the Project site driveway and the Medway Commons Driveway

No-change in overall level of service is predicted to occur over No-Build conditions; however, the addition of Project-related traffic was shown to result in an increase in average motorist delay (35.4 seconds) that caused a degradation in level-of-service for left-turn movements from the Project site driveway during the weekday morning peak-hour from LOS A to LOS D. Vehicle queues at the intersection were shown to increase by up to six (6) vehicles with the addition of Project-related traffic.

SIGHT DISTANCE EVALUATION

Sight distance measurements were performed at the Project site driveway intersection with Route 109 in accordance with MassDOT and American Association of State Highway and Transportation Officials (AASHTO)¹² requirements. Both stopping sight distance (SSD) and intersection sight distance (ISD) measurements were performed. In brief, SSD is the distance required by a vehicle traveling at the design speed of a roadway, on wet pavement, to stop prior to striking an object in its travel path. ISD or corner sight distance (CSD) is the sight distance required by a driver entering or crossing an intersecting roadway to perceive an on-coming vehicle and safely complete a turning or crossing maneuver with on-coming traffic. In accordance with AASHTO standards, if the measured ISD is at least equal to the required SSD value for the appropriate design speed, the intersection can operate in a safe manner. Table 9 presents the measured SSD and ISD at the subject intersection.

¹²*A Policy on Geometric Design of Highway and Streets*, 7th Edition; American Association of State Highway and Transportation Officials (AASHTO); Washington D.C.; 2018.

Table 9
SIGHT DISTANCE MEASUREMENTS^a

Intersection/Sight Distance Measurement	Feet		
	Required Minimum (SSD)	Desirable (ISD) ^b	Measured
<i>Route 109 at the Project Site Driveway</i>			
<i>Stopping Sight Distance:</i>			
Route 109 approaching from the east	250	--	500+
Route 109 approaching from the west	250	--	500+
<i>Intersection Sight Distance:</i>			
Looking to the east from the Project Site Driveway	250	335	500+
Looking to the west from the Project Site Driveway	250	415	500+

^aRecommended minimum values obtained from *A Policy on Geometric Design of Highways and Streets*, 7th Edition; American Association of State Highway and Transportation Officials (AASHTO); 2018; and based on a 35 mph approach speed along Route 109.

^bValues shown are the intersection sight distance for a vehicle turning right or left exiting a roadway under STOP control such that motorists approaching the intersection on the major street should not need to adjust their travel speed to less than 70 percent of their initial approach speed. The critical gap for left-turn movements exiting the Project site driveway was increased by 0.5 seconds in order to account for the time to cross the left-turn lane along Route 109 westbound.

As can be seen in Table 9, the available lines of sight at the Project site driveway intersection with Route 109 exceed the recommended minimum sight distance to function in a safe (SSD) and efficient (ISD) manner based on a 35 mph approach speed along Route 109, which is 3 to 7 mph above the measured 85th percentile vehicle travel speed approaching the driveway (28/32 mph) and is consistent with the posted speed limit.

CONCLUSIONS AND RECOMMENDATIONS

CONCLUSIONS

VAI has conducted a TIA in order to determine the potential impacts on the transportation infrastructure associated with the proposed construction of a medical office building to be located at 86 Holliston Street in Medway, Massachusetts. The following specific areas have been evaluated as they relate to the Project: i) access requirements; ii) potential off-site improvements; and iii) safety considerations; under existing and future conditions, both with and without the Project. Based on this assessment, we have concluded the following with respect to the Project:

1. Using trip-generation statistics published by the ITE,¹³ the Project is expected to generate approximately 788 vehicle trips on an average weekday and 302 vehicle trips on a Saturday (both two-way volumes over the operational day of the Project), with approximately 61 vehicle trips expected during the weekday morning peak-hour, 86 vehicle trips expected during the weekday evening peak-hour and 66 vehicle trips expected during the Saturday midday peak-hour;
2. The Project will not result in a significant impact (increase) on motorist delays or vehicle queuing over anticipated future conditions without the Project (No-Build condition), with overall intersection operations maintained at LOS D or better, where an LOS of “D” or better is defined as “acceptable” traffic operations;
3. All movements at the Project site driveway intersection with Main Street (Route 109) were shown to operate at a LOS D or better during the peak hours, with vehicle queue increases attributable to the Project shown to range from 0 to 6 vehicles (Route 109 eastbound approach);
4. The study area intersections were found to have a motor vehicle crash rate that is below the MassDOT Highway Division District 3 average crash rate for similar intersections, but above the MassDOT statewide average crash rate. A Road Safety Audit (RSA) has been conducted at the Route 109/Holliston Street intersection and the majority of the improvements recommended therein have been completed;¹⁴ and

¹³Ibid 1.

¹⁴Ibid 2.

5. Lines of sight to and from the Project site driveway intersection were found to exceed the recommended minimum distances for safe and efficient operation based on the appropriate approach speed.

In consideration of the above, we have concluded that the Project can be accommodated within the confines of the existing transportation infrastructure in a safe and efficient manner with implementation of the recommendations that follow.

RECOMMENDATIONS

A detailed transportation improvement program has been developed that is designed to provide safe and efficient access to the Project site and address any deficiencies identified at off-site locations evaluated in conjunction with this study. The following improvements have been recommended as a part of this evaluation and, where applicable, will be completed in conjunction with the Project subject to receipt of all necessary rights, permits, and approvals.

Project Access

Access to the Project will be provided by way of the existing driveway that serves the abutting commercial property (Walgreens Pharmacy) and intersects the north side of Route 109 opposite the Medway Commons driveway. The intersection operates under traffic signal control. The following recommendations are offered with respect to the design and operation of the Project site access and internal circulation, many of which are reflected on the site plans:

- The shared (with Walgreens) access driveway should continue to provide two (2) exiting travel lanes (left-turn lane and a through/right-turn lane) and a two (2) entering travel lanes, with exiting traffic under traffic signal control. The individual driveways that will serve the Project site and internal circulating aisles should be a minimum of 24 feet in width and designed to accommodate the turning and maneuvering requirements of the largest anticipated responding emergency vehicle as defined by the Medway Fire Department.
- Where perpendicular parking is proposed, the drive aisle behind the parking should be a minimum of 23 feet in order to facilitate parking maneuvers.
- All signs and pavement markings to be installed within the Project site will conform to the applicable standards of the *Manual on Uniform Traffic Control Devices* (MUTCD).¹⁵
- A sidewalk is proposed within the Project site that will extend to the existing sidewalk along the north side of Route 109. Pedestrian crossings that are constructed in conjunction with the Project will include marked crosswalks with Americans with Disabilities Act (ADA) compliant wheelchair ramps.
- Signs and landscaping to be installed as a part of the Project within the intersection sight triangle areas of the Project site driveway should be designed and maintained so as not to restrict lines of sight.
- Snow accumulations (windrows) within the sight triangle areas of the Project site driveway should be promptly removed where such accumulations would impede sight lines.

¹⁵Ibid 3.

- Electric vehicle (EV) charging stations are provided in accordance with the Town of Medway Zoning Bylaw.

Transportation Demand Management

Regularly scheduled public transportation services are not currently provided in the immediate vicinity of the Project site. To the south of the Project site, GATRA operates fixed route bus service along Holliston Street by way of the Medway T Shuttle, with a stop at the Medway Middle School, an approximate 13 minute walking distance from the Project site. In addition, GATRA provides Dial-a-Ride paratransit services to eligible persons that cannot use fixed-route transit all or some of the time due to a physical, cognitive or mental disability in compliance with the ADA.

In an effort to encourage the use of alternative modes of transportation to single-occupant vehicles (SOVs), the following Transportation Demand Management (TDM) measures will be implemented as a part of the Project:

- A transportation coordinator will be assigned for the Project to coordinate the TDM program;
- A “welcome packet” will be provided to employees detailing available public transportation services, bicycle and walking alternatives, and commuter options, and should include the contact information for the transportation coordinator;
- Specific amenities will be provided to discourage off-site trips, including providing a break-room equipped with a microwave and refrigerator; offering direct deposit of paychecks; and other such measures to reduce overall traffic volumes and travel during peak traffic volume periods;
- Pedestrian accommodations are incorporated within the Project site; and
- Secure bicycle parking has been provided within the Project site.

With implementation of the aforementioned recommendations, safe and efficient access will be provided to the Project site and the Project can be accommodated within the confines of the existing transportation system.

APPENDIX

PROJECT SITE PLAN

AUTOMATIC TRAFFIC RECORDER COUNT DATA

MANUAL TURNING MOVEMENT COUNT DATA

SEASONAL ADJUSTMENT DATA

COVID-19 ADJUSTMENT DATA

VEHICLE TRAVEL SPEED DATA

MASSDOT CRASH RATE WORKSHEETS AND HIGH CRASH LOCATION
MAPPING

GENERAL BACKGROUND TRAFFIC GROWTH

BACKGROUND DEVELOPMENT TRAFFIC-VOLUME NETWORKS

TRIP-GENERATION CALCULATIONS

SIGHT DISTANCE CALCULATIONS

CAPACITY ANALYSIS WORKSHEETS





May 23, 2022

Ms. Susan E. Affleck-Childs
Medway Planning and Economic Development Coordinator
Medway Town Hall
155 Village Street
Medway, MA 02053

**Re: Milford Regional Medical Center
Major Site Plan Review
86 Holliston Street
Medway, Massachusetts**

Dear Ms. Affleck-Childs:

Tetra Tech (TT) has performed a review of the proposed Site Plan for the above-mentioned Project at the request of the Town of Medway Planning and Economic Development Board (PEDB). The proposed Project is located at 86 Holliston Street in Medway, Massachusetts. The Project consists of construction of a 21,900 square-foot medical building with associated driveways, parking lot containing 102 parking spaces, utilities, and drainage infrastructure.

TT is in receipt of the following materials:

- A plan (Plans) set titled "Site Plan, 86 Holliston Street, Medway, Massachusetts" dated April 14, 2022, prepared by Guerriere & Halnon, Inc. (GHI).
- A Stormwater Report (Report), containing the Project Narrative and other required submittals for Major Site Plan Review, titled "Stormwater Report for Medway Medical Building, 86 Holliston Street, Medway, MA" dated April 14, 2022, prepared by GHI.
- A Transportation Impact Assessment (TIA), dated April 2022, prepared by Vanasse & Associates, Inc. (VAI).
- Architectural Renderings, dated February 11, 2021, prepared by HPA Design, Inc. (HPA).
- A Photometric Plan, dated April 15, 2022, prepared by Holbrook-Associated, Inc. (HAI).
- An Application for Major Site Plan Approval, dated April 14, 2022, prepared by GHI.
- An Application for Approval of Special Permit, dated April 13, 2022, prepared by the Applicant.

The Plans and accompanying materials were reviewed for conformance with the following Regulations and Bylaws:

- Town of Medway Planning & Economic Development Board Rules and Regulations, Chapter 200 – Site Plans, Rules & Regulations for Submission, Review and Approval of Site Plans. (Amended October 8, 2019)

The Project was also reviewed for good engineering practice and overall site plan efficiency. The Project's TIA has been reviewed for conformance with standard professional practices in the state of Massachusetts for the preparation of traffic impact and access studies for Projects of the size and nature of the proposed development. Review of the Project for zoning and stormwater related matters is being conducted by Town personnel and is excluded from this review.

SITE PLAN REVIEW

Site Plan Rules and Regulations (Chapter 200)

1. An Environmental Impact Assessment has not been provided. (Ch. 200 §204-3.F.2)
2. A Neighborhood Impact Assessment has not been provided. (Ch. 200 §204-3.F.3)
3. A Parking Impact Assessment has not been provided. (Ch. 200 §204-3.F.4)
4. Earth removal calculations have not been provided. (Ch. 200 §204-3.I)
5. Earth fill estimates have not been provided. (Ch. 200 §204-3.J)
6. Wetlands adjacent to the site have been identified and displayed on the Plans. However, a copy of an Order of Resource Area Delineation (ORAD) from the Medway Conservation Commission depicting the approved wetland resource affecting the proposed Project has not been provided. (Ch. 200 §204-3.K)
7. A Site Context Sheet has not been provided. However, a Vicinity Map providing parcels with 2,000 feet of the site is provided on the Cover Sheet and an Abutter Sheet is also included in the Plans. A waiver has been requested from this Regulation. (Ch. 200 §204-5.B)
8. The Applicant has not included proposed setback lines on the Plans. (Ch. 200 §204-5.D.1)
9. A Landscaping Plan has been provided. However, it is not stamped by a Registered Professional Landscape Architect. A waiver has been requested from this Regulation. (Ch. 200 §204-5.D.8)
10. Floor plans with the use of all interior areas have not been provided. (Ch. 200 §204-5.D.11)
11. A Master Signage Plan has not been provided. (Ch. 200 §204-5.D.14)
12. The Applicant has requested a waiver to provide 5-foot-wide sidewalks between the parking area and the building entrance. However, it appears the sidewalks on the Plans exceed 5 feet throughout. Applicant or GHI to advise and update as needed. (Ch. 200 §207-9.B.1)
13. The Applicant has included a large portion of the proposed parking along the street frontage. We recommend the Applicant consider relocating the building closer to the frontage with all parking to the side and rear of the Project. This condition would also help alleviate potential issues with the south entrance/egress and the anticipated queue at the traffic signal. If parking is required along the frontage, we recommend removing parking facing the roadway and including one-way circulation (egress) at the south drive aisle to incentivize parking in the northerly portions of the site. (Ch. 200 §207-12.B)
14. The parking lot layout has several spaces adjacent to building entrances. Parking spaces shall not be located within 20 feet of building entrances, building exits, and emergency access points. A waiver has been requested from this Regulation. (Ch. 200 §207-12.G.3.a)
15. It appears the proposed parking may be within 15 feet to a property line at the north side of the Project. The Applicant should show dimensioning from the property lines to the closets parking space. (Ch. 200 §207-12.G.3.b)
16. The Applicant has not included curb radius throughout the site. All curbing shall have a minimum radius of three feet. (Ch. 200 §207-12.H.2)
17. Provisions for the installation of underground telephone and cable TV have not been provided on the Plans. Additionally, electric runs to proposed lighting and the proposed electric vehicle charging has not been provided. (Ch. 200 §207-16.A)
18. The Applicant should confirm if two 6-foot square dumpsters are sufficient to serve the proposed building. The dumpster area appears to be undersized for the use. The narrative shall also elaborate on medical waste disposal and how that will occur. (Ch. 200 §207-17)

19. The Applicant has provided a Landscaping Plan with evergreen landscape buffers only located at the rear property line. Perimeter landscaping with evergreens are required between the site and all adjoining properties. A waiver has been requested from this Regulation. (Ch. 200 §207-19.B.2)
20. Shade trees are required for every 6 parking spaces. It does not appear the site provides enough shade trees adjacent to parking areas in the Landscaping Plan. A waiver has been requested from this Regulation. (Ch. 200 §207-19.C.1.d)

General Site Plan Comments

21. We recommend the Applicant consider land banking the southernmost parking aisle to reduce overall impervious area on the site which is currently at approximately 74% impervious coverage. The Applicant is providing 29 additional parking spaces as compared to required spaces calculated by the use.
22. The Applicant should provide narrative on potential modification of the striping on the existing driveway to accommodate the new development. Additionally, stop bars are recommended at stop signs for consistency.
23. The waiver list on the Cover Sheet is inconsistent with the waiver requests provided in the Major Site Plan Application and should be coordinated.
24. The Applicant should provide detail on the proposed generator pad and any additional required screening.

TRAFFIC REVIEW

Project Study Area Intersections

25. The traffic impact assessment (TIA) evaluated two existing, signalized intersections including the Route 109/Holliston Street intersection and the Route 109/Walgreens/Medway Commons intersection. The Project proposes to share access to the site with the Walgreens driveway on Route 109. Town of Medway Planning & Economic Development Board Rules and Regulations require TIA's to include all intersections within one-quarter mile of a site which would include the Route 109/Richard Road intersection for the proposed medical office building Project. Although not specifically evaluated as part of the TIA, the traffic study estimates that the proposed medical office building will generate approximately 15 to 23 vehicle trips through this intersection during peak hours. This represents an additional vehicle trip every 2 to 4 minutes which would not be expected to materially impact operations at the Route 109/Richard Road intersection. Therefore, the study area presented in the TIA is appropriate for a Project of this size and land use.

Study Time Periods

26. The study includes an impact analysis of the weekday morning (7am-9am) and weekday evening (4pm-6pm) peak periods. The proposed medical office building is anticipated to also provide outpatient emergency care (in addition to women's health and wellness and pediatric care). Therefore, the study also includes an impact analysis of the Saturday midday (11am-2pm) peak periods. The time periods chosen for detailed analysis are appropriate for this type of medical office use.

Traffic Volumes

27. The turning movement counts (TMCs) and automatic traffic recorder (ATR) counts were conducted on Thursday, February 17, 2022 and Saturday, February 19, 2022 at the study intersections. The traffic volumes were increased by 12.5 percent for seasonality (February was determined to be a below-average traffic month) based on MassDOT historical traffic count data. The study also reviewed historical count data at the Route 109/Walgreens/Medway Commons intersection from October 2018. The study determined that no adjustments to the observed February 2022 traffic volumes were warranted as a result of the ongoing COVID-19 pandemic. Tetra Tech generally concurs with this methodology.

Public Transportation

28. The TIA states that the Greater Attleboro-Taunton Regional Transit Authority (GATRA) provides Dial-a-Ride paratransit services to eligible persons in the community. However, regularly scheduled public transportation is not provided in the immediate vicinity of the site, with the closest GATRA bus stop located more than 10 minutes away. Therefore, the TIA did not reduce the estimate vehicle trip generation for the proposed medical office building as a result of area public transportation services. Tetra Tech agrees with this methodology.

Sight Distance

29. The TIA evaluated available sight distances at the existing Walgreens driveway on Route 109 since this driveway is also proposed to support access to the site. The sight distance evaluation was based on procedures outlined in the American Association of State Highway and Transportation Officials' (AASHTO) A Policy on Geometric Design of Highways and Streets, 7th Edition (2018). The sight distance evaluation was based on the posted speed limit of 35 miles per hour (mph). The observed 85th percentile travel speeds on Route 109 were not included in the evaluation as they were lower than the posted speed limit. Tetra Tech generally concurs with this methodology.
30. Tetra Tech identified discrepancies between the tabular summary of the sight distance analysis presented in the TIA and the supporting calculations provided in the attachment materials. However, the discrepancies do not change the overall conclusion reported in the TIA that the available stopping sight and intersection sight distance on Route 109 at the shared access way with the site/Walgreens exceeds minimum AASHTO requirements for the posted speed limit.

Safety Analysis

31. The TIA provided a crash analysis for the existing study intersections between 2015 and 2019 (the most recent complete year of MassDOT data) based on MassDOT crash data which is generally consistent with industry standard methodology. During the five-year study period, intersection improvements were implemented by others at the Route 109/Holliston Street intersection to address safety issues identified in the 2014 Road Safety Audit (RSA) prepared for the intersection. The TIA did not provide the crash data in the appendix material. Tetra Tech recommends the MassDOT crash data be provided for completeness.
32. The TIA reported a total of 36 crashes at the Route 109/Holliston Street intersection and 25 crashes at the Route 109/Medway Commons Driveway intersection during the five-year study period, resulting in crash rates consistent with or below the MassDOT Statewide (0.78) and Districtwide (0.89) averages for signalized intersections. Tetra Tech generally concurs with the crash rate calculations provided.
33. Although not discussed in the TIA, VAI has completed an RSA for the Route 109/Medway Commons/Walgreens driveway intersection (Dated April 2022) as part of the nearby multifamily residential development Project to be located at 39 Main Street in Medway. The April 2022 RSA identified numerous potential short-term and long-term improvements to enhance safety at the Route 109/Medway Commons/Walgreens driveway intersection. Given that this intersection will serve as the de facto access to the 86 Holliston Street site, Tetra Tech recommends that the Applicant work with the Town to identify which, if any, of the safety improvements identified in the April 2022 should be implemented as part of the proposed medical office building Project.

Study Time Horizon

34. The TIA utilized a seven-year planning horizon from the year the traffic study was submitted (2029 Future Year condition) which is consistent with MassDOT traffic study guidelines.

Future No-Build Traffic Volumes

35. A one percent annual growth rate was applied for seven years from the 2022 Existing peak hour traffic volumes to estimate peak hour traffic volumes in the planning year 2029. This growth rate was based on MassDOT continuous count station data. The TIA also considered traffic associated with specific area development Projects based on consultation with the Medway Planning and Economic Development Department. Tetra Tech generally concurs with this methodology.

Trip Generation

36. Trip Generation Land Use Code (LUC) 720 – Medical-Dental Office trip rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition were applied. This methodology is reasonable for the proposed medical office building use.

Trip Distribution/Trip Assignment

37. The distribution of Project trips through the study intersections is based on existing travel patterns adjacent to the site during peak commuting periods. Tetra Tech recommends that the Applicant provide the supporting trip distribution calculations for review.

Intersection Operational Analysis

38. The TIA utilized Highway Capacity Manual (HCM) methodology for the signalized intersections using Synchro software to conduct the intersection capacity analyses. This is consistent with industry-standard methodology.
39. The TIA indicates that the study intersections operate at overall levels of service (LOS) D or better operations during the peak hours under existing conditions and future year conditions (with or without the Project). Industry standards suggest that LOS D or better operations during peak hours are generally considered acceptable for most intersections. The TIA also reports that all movements at the intersection will operate at LOS D or better operations with or without the Project. The exception is the Holliston Street southbound movement at Route 109 which is expected to operate at longer delays (LOS E) during the weekday morning peak hour. However, this LOS E condition will occur independently of the proposed medical office building use, with a Project-related delay increase to this movement of less than 2 seconds. Project-related vehicle queues at the study intersections are shown to increase by up to 7 vehicles during peak hours. Additionally, field observations conducted by Tetra Tech during the weekday evening peak hour indicate that existing vehicle queues on Route 109 westbound at Holliston Street extend back through the Route 109/Medway Commons Walgreens driveway intersection at times. Tetra Tech recommends that the Applicant consider evaluating traffic signal timing modifications at the study intersections to determine if improved vehicle queueing can be achieved.

Parking

40. Per the parking summary provided in site Layout Plan Sheet 5, the total proposed parking supply of 102 spaces exceeds the Town requirement of 73 spaces (1 space per 300 sf applied to a 21,900-sf medical office building). Therefore, preparation of a parking analysis is not warranted for the Project. However, please see prior comments regarding parking in the Site Plan Review section.

Site Access/Emergency Access

41. The TIA recommended numerous Project access improvements including a minimum internal circulation aisle width of 24 feet, compliance with Manual on Uniform Traffic Control Devices (MUTCD) standards for all proposed signage and pavement markings, compliance with American with Disabilities Act (ADA) standards for all proposed crosswalks and wheelchair ramps, maintenance of proposed signage and landscaping so as not to restrict sight lines at the site driveway and the timely removal of snow accumulations (windrows) within site driveway sight line triangles. Tetra Tech generally concurs with these recommendations.

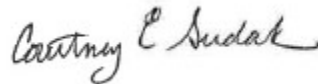
42. The Project is committed to implementing a Transportation Demand Management (TDM) program aimed at reducing single-occupancy vehicle usage at the site. Tetra Tech agrees with the implementation of a TDM program for the site and recommends that the Applicant work with the Town to finalize the specific elements of the program including the location and number of proposed bicycle parking.
43. Queues from vehicles waiting to exit the shared access way onto Route 109 could block vehicles from entering the front (south side) of the proposed medical office building site due to the close proximity of the southerly site driveway and the Route 109 signal. Tetra Tech recommends that the Applicant evaluate the feasibility of restricting the southerly driveway to exit-only movements or implementing alternative traffic guidance/control at the internal southerly intersection with Walgreens (i.e., Do Not Block pavement markings and signage, all-way Stop control, etc.) to minimize vehicle conflicts on the north leg of the Route 109/Walgreens driveway intersection.
44. The Project proposes to install Stop signs at the Project driveway approaches to the shared access way with Walgreens. Tetra Tech recommends that MUTCD-compliant Stop bar pavement markings also be installed at these locations.
45. The Project proposes to locate the medical office building's trash pick-up/drop-off area at the intersection with the proposed northerly site driveway and the shared access way with Walgreens. Although this is a low-volume intersection, the location of the proposed trash area will require a trash truck to pull in and/or back out in the intersection causing a potentially unsafe condition. Tetra Tech recommends that the Applicant explore the feasibility of relocating the proposed trash area so that a trash truck can safely maneuver in and out of the trash area with minimal impacts to vehicles traveling through this area.
46. Tetra Tech recommends that the Applicant provide information on the proposed loading/delivery operations and ensure that proposed loading activity will not impede access and circulation for patients, staff or emergency vehicles.
47. Tetra Tech recommends that the Applicant provide AutoTurn analyses to ensure that the largest emergency vehicle, delivery vehicle and trash truck can adequately access the site. The emergency circulation should be reviewed with the Medway Fire Department.
48. The proposed snow storage location in the northeast portion of the site could block the sight line of the trash area for vehicles entering the rear part of the site at this location.
49. The proposed snow storage in the southwest corner of medical office building could block the views of oncoming traffic and vehicles pulling in or backing out of parking spaces in this area of the site.

These comments are offered as guides for use during the Town's review and additional comments may be generated during the course of review. The Applicant shall be advised that any absence of comment shall not relieve him/her of the responsibility to comply with all applicable local, state and federal regulations for the Project. If you have any questions or comments, please feel free to contact us at (508) 786-2200.

Very truly yours,



Steven M. Bouley, PE (Site Review)
Project Manager



Courtney E. Sudak, PE (Traffic Review)
Project Manager

P:\21583\143-21583-22013 (PEDB 86 HOLLISTON ST)\DOCS\86 HOLLISTON ST-PEDBREV(2022-05-23).DOCX



Allen M. Tingley
Chief of Police

Medway Police Department

315 Village Street
Medway, MA 02053

Phone: 508-533-3212
FAX: 508-533-3216
Emergency: 911

May 10, 2022

To: Susan Affleck-Childs
Planning & Economic Development Coordinator

From: Jeffrey W. Watson
Sergeant/Safety Officer
Medway Police Department

Ref: 86 Holliston St. Medical Center

I have reviewed the proposed site plan for 86 Holliston St. done by Guerriere & Halnon, Inc. dated April 14, 2022.

I would request that the South Side Entrance become exit only. All traffic entering the complex would enter through the North entrance. Do not Enter signs would be installed on the outside of the Exit. I would also request Stop signs and painted stop lines at both the north and south Exits.

In March of 2022 a Road Safety Audit was done by Mass DOT on the intersection of Main St at Medway Commons and Walgreens. The audit shows many rear end accidents at this intersection on the West bound lane. The current southern exit and entrance is too close to the Main St intersection. This has the potential to have cars queuing up causing a great safety concern for even more rear end accidents.

I would also request the Town look at Table Three, page 10 and 11 of the Safety Audit. This table shows the potential safety enhancements necessary for this intersection. If we are to add this type of traffic to this area, I would ask that the Town request these recommendations.

If you have any questions, please let me know.

I will email a copy of the Road Safety Audit to you.

All signage shall meet the standards of the Medway Department of Public Works.

ROAD SAFETY AUDIT

Main Street (Route 109) at
Medway Commons and Walgreens Driveways
Town of Medway

March 2022

Prepared For:



On Behalf of:
Toll Brothers Apartment Living

Prepared By:



Transportation Engineers & Planners

35 New England Business Center Drive
Suite 140
Andover, MA 01810-1066

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Background

The Federal Highway Administration (FHWA) defines a Road Safety Audit (RSA) as the formal safety examination of an existing or future road or intersection by an independent, multidisciplinary team. The purpose of an RSA is to identify potential safety issues and possible opportunities for safety improvements considering all roadway users. The Massachusetts Department of Transportation's (MassDOT) RSA procedures are defined in Appendix D.

The intersection of Main Street (Route 109) with Medway Commons and Walgreens driveways was identified as a high crash cluster based on the Highway Safety Improvement Program (HSIP) cluster data for the period of time from 2013-2015. Currently the MassDOT HSIP map shows HSIP cluster for 2015-2017, 2016-2018, and 2017-2019. The intersection of Main Street with Medway Commons and Walgreens driveways is not listed as a high crash location on those three lists.

This RSA was proposed by the proponent for the 190-unit multifamily residential development to be located at 39 Main Street. Although the 190-unit residential development was not shown to result in a change in level of service (LOS) over No-Build conditions, in an effort to advance safety improvements at this location that are warranted as a result of existing conditions unrelated to the multifamily residential development, the proponent facilitated this RSA in order to identify improvement strategies for the intersection.

Project Data

The RSA for the subject location was conducted on March 1, 2022 at Medway Town Hall. The RSA Meeting Agenda is provided in Appendix A. Participating audit team members and their affiliation are listed in Table 1 with team member contact information provided in Appendix B. For this RSA, team members were encouraged to visit the location prior to the meeting to observe operations and evaluate potential safety issues, using MassDOT's Safety Review Prompt list for guidance. Prior to the meeting, team members were provided with the following:

1. Collision diagram,
2. Crash data summary table,
3. Bar charts analyzing motor vehicle crashes reported within the review period (2014-2018).

This material was reviewed by the audit team at the March 1, 2022 meeting in conjunction with aerial views of the subject intersection via Google Earth.

Table 1: Participating Audit Team Members

Audit Team Member	Agency/Affiliation
Shane Leary	MassDOT District 3 Traffic
Lola Campbell	MassDOT District 3 Traffic
Dakota DelSignore	MassDOT Traffic Safety Division
Michelle Deng	MassDOT Traffic Safety Division
Peter Pelletier	Town of Medway Department of Public Works
Tom Irwin	Town of Medway Fire Department
Jeff Watson	Town of Medway Police Department
Jennifer Conners	Vanasse and Associates, Inc.
Derek Roach	Vanasse and Associates, Inc.

Motor vehicle crash data was provided by the MassDOT Traffic Safety Division for the most recent five-year review period available at the time (2014-2018). All reported collisions that involved police dispatch were handled by the Town of Medway Police Department.

The data provided for the study area intersections include 19 reported crashes, with 16 crashes (84 percent) resulting in property damage only, three (3) (16 percent) resulting in personal injury or possible injury, and no reported fatalities. The majority of the crashes, 17 of the total 19 (89 percent) were rear-end crashes while two (2) (11 percent) were sideswipe crashes. The majority of the crashes, 17 out of 19 (89 percent) occurred on dry pavement, while one (1) crash (5 percent) occurred on wet pavement, and one (1) (5 percent) occurred under snowy/icy pavement conditions. The majority of the crashes, 15 out of 19 (79 percent) occurred during clear weather, while three (3) crashes (16 percent) occurred during cloudy weather, and one (1) (5 percent) occurred during snowy/icy weather conditions. The majority of the reported crashes occurred during the afternoon hours, with 26 percent occurring from 12:00 to 2:00 PM, 32 percent occurring from 2:00 to 4:00 PM, and 26 percent occurring from 4:00 to 6:00 PM. All of the crashes occurred during daylight hours.

Project Location and Description

Main Street (Route 109)

Main Street is a two-lane urban principal arterial roadway under the jurisdiction of the Town of Medway that traverses the study area in a general east-west orientation. Within the study area, Main Street provides one lane of travel in each direction, with additional turning lanes provided at signalized intersections. Directional travel along Main Street is separated by a double-yellow centerline. The posted speed limit on Main Street in the study area is 35 miles per hour (mph). Sidewalk is provided along the north side of Main Street within the study area. Illumination along the corridor is provided by way of streetlights mounted on wooden utility poles with the nearest streetlight located on a utility pole approximately 25 feet east of this intersection on the north side of the roadway. Land use along Main Street in the vicinity of the study area consists primarily of commercial properties including the Medway Commons shopping center and Walgreens.

Main Street at Medway Commons and Walgreens Driveways

Main Street is intersected by Medway Commons and Walgreens driveways from the south and north, respectively, to form a four-way intersection under traffic signal control. The Main Street eastbound approach provides an 11-foot wide exclusive left-turn lane, a 12-foot wide general-purpose travel lane, and a 12-foot wide exclusive right-turn lane. The Main Street westbound approach provides a 14-foot wide exclusive left-turn lane and a 14-foot wide through/right-turn lane. The Medway Commons northbound approach provides a 12-foot wide left-turn/through lane and a 12-foot wide exclusive right-turn lane. The Walgreens driveway southbound approach provides a 12-foot wide exclusive left-turn lane and an 11-foot wide through/right-turn lane.

The traffic signal at this location operates under a three-phase traffic signal operation, with protected left-turn phases provided for eastbound and westbound traffic on Main Street. Pedestrian signal phasing is provided via push-button activation and occurs as an exclusive phase. Painted crosswalks are provided across the Main Street eastbound and Walgreens driveway southbound approaches to this intersection. Figure 1 depicts the intersection of Main Street with Medway Commons and Walgreens driveways in relation to the surrounding area.



Figure 1: Locus Map

Audit Observations and Potential Safety Enhancements

Following the RSA site visit, audit team members returned to the meeting room at Medway Town Hall and a group discussion was held on the various safety issues that were observed in the field. The safety issues observed are summarized and described in more detail in the following section with summaries of potential safety enhancements as discussed during the RSA.

Main Street at Medway Commons And Walgreens Driveways – Observations and Safety Issues

1. Congestion on Main Street, particularly in the westbound direction, leads to long queues and motorist frustration. Specifically, the westbound queue from the intersection of Main Street at Holliston Street is spilling back to this signal and beyond. It was noted by audit team members that this signal is not currently coordinated with the intersection of Main Street with Holliston Street, which seems to be contributing to the long westbound queues. While waiting in the queue, drivers are constantly starting and stopping which leads to more chances for rear-end collisions. In addition, drivers want to clear the intersection and will queue up through the intersection to do so which may block vehicles on the northbound and southbound approaches from entering the intersection. Some drivers speed up to try and make it through the intersection on the yellow interval and have to stop suddenly due to the queue at the intersection of Main Street at Holliston Street. On the contrary, some westbound drivers may stop when they still have the green indication because the queue from Main Street at Holliston Street has already backed up through the intersection. This may cause cars further back in the queue who only see the green indication to continue driving and cause a rear-end collision. Fourteen (14) of the 19 reported collisions at this intersection were rear-end crashes involving westbound traffic on Main Street.
2. During the field visit, audit team members stated that the westbound clearance interval (yellow time) seemed to be shorter than the eastbound clearance interval. The shortened clearance interval in the westbound direction may be contributing to drivers speeding up to try and clear the intersection on the yellow interval. However, due to the westbound queue at the intersection of Main Street with Holliston Street, these drivers often have to stop suddenly after clearing the Main Street at Medway Commons and Walgreens driveways intersection.
3. During the field visit, audit team members noted the lack of retroreflective strips on the backplates to the signal heads of the intersection. This may be contributing to rear-end collisions if drivers are having difficulty seeing the signal indications and when they change. In addition, team members noted that drivers stuck in the long queue westbound may confuse the signal heads at the intersection of Main Street with Medway Commons and Walgreens driveways with the signal heads for the intersection of Main Street with Holliston Street. At a certain distance away, the two sets of signal heads align. This maybe contributing to rear-end crashes as drivers assume they have the red/green light when it is actually the Main Street at Holliston Street signal heads they are seeing change indications. In addition, trees on the north side of Main Street hang over the westbound approach and may obscure the traffic signal heads when the trees have leaves. This may further contribute to westbound rear-end crashes.
4. Pavement markings are either faded or not provided at a number of locations at this intersection. Pavement markings are lightly faded on all approaches to this intersection, potentially leading to

driver confusion and contributing to crashes at this location. Furthermore, no pavement markings are provided on the Medway Commons inbound leg to delineate the two inbound lanes. This is a contributing factor for sideswipe crashes.

5. The crash data indicated that the driver's contributing factor in five (5) of the crashes was "following too closely" and in another six (6) the factor was "inattention". These behaviors often lead to rear-end collisions.
6. Glare was noted by the audit team members as a known issue, especially for westbound traffic in the evening. There was one rear-end crash in the data where the driver indicated they caused the collision due to not being able to see the car in front of them stop because of solar glare.
7. During the field visit, audit team members acknowledged that pedestrian equipment at this location does not meet Americans with Disabilities Act (ADA) standards. Although the crash history did not indicate any pedestrian-related crashes at this location over the time period reviewed, it is anticipated that there will be more pedestrian activity at this intersection once the 190-unit multifamily residential development is constructed and occupied.

Safety Issue No. 1 – Congestion:

Prior to the site visit, audit team members noted the frequency of motor vehicle collisions in the westbound direction on Main Street, including 14 westbound rear-end collisions. In comparison, four (4) motor vehicle collisions were reported for vehicles traveling eastbound on Main Street at this location. Only one (1) crash was reported on the southbound approach and no crashes were reported on the northbound approach. During the site visit, it was noted by audit team members that this signal is not coordinated with the intersection of Main Street at Holliston Street, which is contributing to the long westbound queues. While waiting in the queue, drivers are constantly starting and stopping, which leads to more chances for rear-end collisions. In addition, frustrated drivers want to clear the intersection and will queue up through the intersection to do so which may block vehicles on the northbound and southbound approaches from entering the intersection. Also, drivers speed up to try and clear the intersection and have to stop suddenly due to the queue at the intersection of Main Street at Holliston Street. This behavior was observed by audit team members during the site visit. On the contrary, some westbound drivers may stop when they still have the green indication because the queue from Main Street at Holliston Street has already backed up through the intersection. This may cause cars further back in the queue who only see the green indication to continue driving and cause a rear-end collision. Fourteen (14) of the 19 reported collisions at this intersection were rear-end crashes involving westbound traffic on Main Street.

Potential Safety Enhancements:

1. Consider coordinating the Main Street at Medway Commons and Walgreens driveways signal with the Main Street at Holliston Street signal. Audit team members from the Town of Medway indicated that the coordination of these two signals is planned and will be implemented as soon as a part for the Main Street at Holliston Street intersection arrives.

Safety Issue No. 2 – Clearance Intervals:

During the field visit, audit team members observed that the westbound clearance interval (yellow time) was shorter than the eastbound clearance interval. One would expect that these clearance intervals would

be the same length. If in fact, the westbound clearance interval is shorter than required by MassDOT standards, it may be contributing to the high number of westbound rear-end collisions. Frustrated drivers who have been waiting in the long queue may speed up when the light turns yellow in order to try and clear the intersection before the all-red indication. However, the westbound queue from the intersection of Main Street with Holliston Street is often queued up through this intersection which causes those speeding up to clear the intersection to then stop suddenly. During the site visit, team members observed vehicles speeding up to get through the intersection on the yellow interval only to then stop suddenly due to the queue at Main Street with Holliston Street.

Potential Safety Enhancements:

1. Check the clearance intervals at this intersection and consider updating the timings if determined they do not meet MassDOT standards.

Safety Issue No. 3 – Traffic Signal Head Conspicuity:

During the field visit, audit team members noted the lack of retroreflective strips on the backplates of the signal heads of the intersection. This may be contributing to rear-end collisions if drivers are having difficulty seeing the signal indications and when they change. In addition, team members noted that drivers stuck in the long queue westbound may confuse the signal heads at the intersection of Main Street with Medway Commons and Walgreens driveways with the signal for the intersection of Main Street with Holliston Street. At the right distance away, the two sets of signal heads align exactly. This is also likely contributing to rear-end crashes as drivers assume they have the red/green light when it is actually the Main Street at Holliston Street signal head they are looking at. In addition, trees on the north side of Main Street hang over the westbound approach and may obscure the traffic signal heads when the trees have leaves. This may further contribute to westbound rear-end crashes.

Potential Safety Enhancements:

1. Install retroreflective strips to the backplates of the signal heads to improve signal head conspicuity.
2. Consider trimming trees on the north side of Main Street if it is determined they hang down and obscure the signal heads when the trees have leaves.

Safety Issue No. 4 – Pavement Markings:

Field observations revealed the pavement markings at this intersection are lightly faded with no pavement markings provided on the Medway Commons approach to delineate that there are two entering lanes. This was a contributing factor in Cash Number 5, which was a sideswipe on the entering lanes of the Medway Commons shopping center.

Potential Safety Enhancements:

1. Consider striping pavement markings on the Medway Commons entering approach to delineate between the two entering lanes. It should be noted that this approach of the intersection is privately owned and any improvement made on this approach would have to be agreed upon with the owners of the Medway Commons development.
2. Consider restriping the intersection.

Safety Issue No. 5 – Driver Distraction/Inattention:

During the pre-audit meeting, audit team members noted that the crash data showed a trend of driver distraction and inattention. The driver's contributing factor in five (5) of the crashes was "following too closely" and in another six (6) the factor was "inattention".

Potential Safety Enhancements:

1. Consider educational outreach/campaigns for residents to better inform the public of the safety issues surrounding distracted drivers and inattention. It should be noted that audit team members indicated that the Town of Medway already has crosswalk and distracted driver initiatives. It was suggested that further outreach be done with middle schoolers in the Town.
2. Increase police enforcement of cell phone use and other activities that distract drivers.

Safety Issue No. 6 – Solar Glare:

Audit team members noted that the driver that caused Crash Number 17 stated they could not see the cars in front of them stop due to glare from the sun. In addition, audit team members from the Town of Medway indicated that solar glare is a known issue on Main Street westbound, particularly in the afternoons.

Potential Safety Enhancements:

1. Consider posting warning signs that caution drivers of possible solar glare on Main Street westbound.
2. Consider educational outreach to residents to inform them of the hazard of glare, specifically westbound on Main Street in the afternoons, and methods for minimizing the effects of the glare on drivers.

Safety Issue No. 7 – Pedestrian Accommodations:

During the field visit, audit team members acknowledge that the pedestrian equipment at this location is not up to ADA standards. Although the crash history did not indicate any pedestrian-related crashes at this location over the time period reviewed, it is anticipated that there will be more pedestrian activity at this intersection once the 190-unit multifamily residential development is constructed and occupied.

Potential Safety Enhancements:

1. Update the crosswalks at the intersection from Standard crosswalks to Ladder crosswalks.
2. Update all wheelchair ramps at the intersection to ADA standards including installing standard tactile warning panels.
3. Upgrade the pedestrian signal heads to ADA standards including a pedestrian countdown signal.
4. Upgrade the pedestrian push buttons to Accessible Pedestrian Signal (APS) buttons that have auditory functions.

Summary of Road Safety Audit

The RSA team identified safety issues and potential safety enhancements for the intersection under review, based on the on-site field observations, the meeting discussion, and a review of the available crash data. Table 2 lists estimated time frames and construction costs for each category (for timeframe, short-, medium-, and long-term, and for costs, low, medium, and high).

Table 2: Estimated Time Frame and Costs Breakdown

Time Frame	Time	Cost Frame	Costs
Short-Term	<1 Year	Low	<\$10,000
Mid-Term	1-3 Years	Medium	\$10,001-\$50,000
Long-Term	>3 Years	High	>\$50,000

Safety payoffs were based on Crash Modification Factors (CMFs) found on the USDOT FHWA CMF Clearinghouse website for improvement strategies considered in the RSA.

Table 3 provides a summary of the Potential Safety Enhancements discussed during the audit, along with the potential safety payoffs, the estimated time frame for completion, the estimated construction cost, and the responsible agency involved.

**Table 3: Potential Safety Enhancement Summary –
Main Street at Medway Commons and Walgreens Driveways**

Safety Issue	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Jurisdiction
Congestion	Consider coordinating the Main Street at Medway Commons and Walgreens driveways signal with the Main Street at Holliston Street signal	Medium	Short-Term	Medium	Town of Medway
Clearance Intervals	Check clearance intervals and consider updating if they do not meet MassDOT standards	Medium	Short-Term	Low	Town of Medway
Traffic Signal Head Conspicuity	Install retroreflective strips to the backplates of the signal heads to improve signal head conspicuity	Medium	Short-Term	Low	Town of Medway
	Consider trimming trees on the north side of Main Street if it is determined they hang down and obscure the signal heads when the tree have leaves	Low	Short-Term	Low	Town of Medway
Pavement Markings	Consider striping pavement markings on Medway Commons entering approach to delineate between the two entering lanes	Low	Short-Term	Low	Owner of Medway Commons
	Consider restriping the intersection	Low	Short-Term	Low	Town of Medway

**Table 3: Potential Safety Enhancement Summary –
Main Street at Medway Commons and Walgreens Driveways (continued)**

Safety Issue	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Jurisdiction
Driver Distraction/ Inattention	Consider educational outreach/ campaigns for residents to better inform the public of the safety issue surrounding distracted drivers and inattention.	Low	Long-Term	Low	Town of Medway
	Increase police enforcement of cell phone use and other activities that distract drivers.	Medium	Long-Term	Low	Town of Medway
Solar Glare	Consider posting warning signs that caution drivers of possible solar glare on Main Street westbound.	Low	Short-Term	Low	Town of Medway
	Consider educational outreach to residents to inform them of the hazard of glare, specifically westbound on Main Street in the afternoons and methods for handling the glare.	Low	Long-Term	Low	Town of Medway

**Table 3: Potential Safety Enhancement Summary –
Main Street at Medway Commons and Walgreens Driveways (continued)**

Safety Issue	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Jurisdiction
Pedestrian Accommodations	Update the crosswalks at the intersection from Standard crosswalks to Ladder crosswalks	Low	Short-Term	Low	Town of Medway
	Update all wheelchair ramps at the intersection to ADA standards including installing standard tactile warning panels	Medium	Mid-Term	Medium	Town of Medway
	Upgrade the pedestrian signal heads to ADA standards including a pedestrian countdown signal	Medium	Mid-Term	Medium	Town of Medway
	Upgrade the pedestrian push buttons to Accessible Pedestrian Signal (APS) buttons that have auditory function	Medium	Mid-Term	Medium	Town of Medway

Susan Affleck-Childs

From: Matt Frckr <matt.s.fricker@gmail.com>
Sent: Sunday, May 15, 2022 6:35 PM
To: Planning Board
Subject: [External] Cow Farm Next to Walgreen's

Hello,

We are writing to express strong disapproval of allowing the land next to Walgreen's to be used for a medical facility. There are plenty of empty buildings around town that would not require destroying agricultural land.

We should not sacrifice all of the charm of Medway for additional tax revenue.

Thank you,
Matthew and Courtney Fricker
110 Village Street

Sent from my iPhone

Susan Affleck-Childs

From: Contact form at medwayma <cmsmailer@civicplus.com>
Sent: Wednesday, May 11, 2022 12:13 PM
To: Susan Affleck-Childs
Subject: [medwayma] Milford Regional Facility (Sent by Andrew Page, apage8@gmail.com)

Hello sachilds,

Andrew Page (apage8@gmail.com) has sent you a message via your contact form (<https://www.townofmedway.org/user/201/contact>) at medwayma.

If you don't want to receive such e-mails, you can change your settings at <https://www.townofmedway.org/user/201/edit>.

Message:

Hi Susan,

Can you pass this message along to the board?

I watched the public hearing in regards to the proposed Milford Regional medical facility. There was discussion about the building being set back from 109. I understand that they'd like the building to line up with Walgreens but there's way too much parking on this site, specifically in front of the building. We only have one chance to make this right and they should either move the building closer to 109 or remove some of the front parking and replace with more trees.

Thanks
Andrew Page