

Proposed Residential Development
34 Brush Hill Road
Sherborn, Massachusetts

Transportation Impact Assessment Summary

Prepared by:

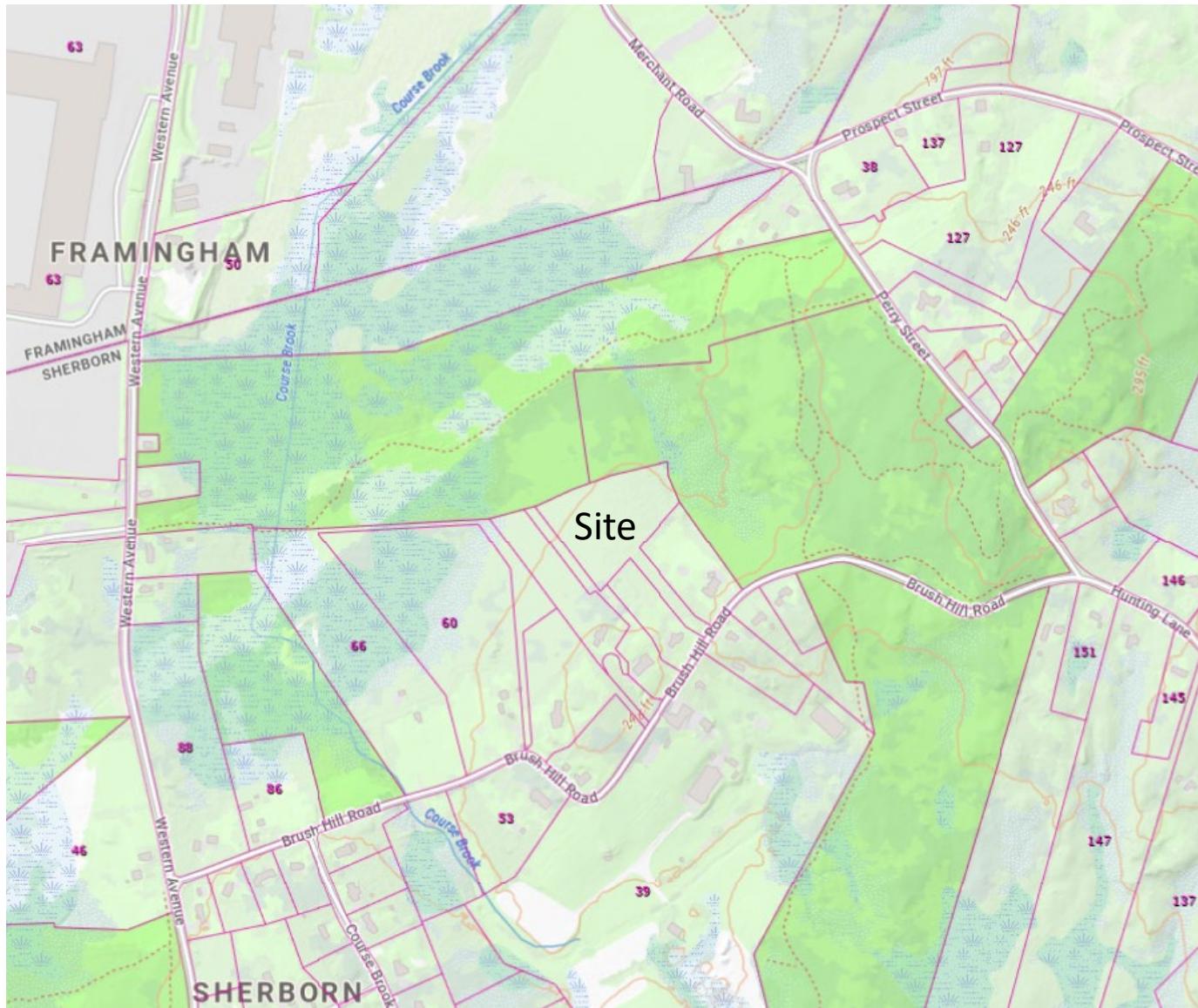


September 19, 2024

Transportation Impact Assessment Summary

- ▶ Prepared in accordance with MassDOT Guidelines and reviews the existing conditions context of the Project, potential traffic volume increases and safety;
- ▶ The Project will not result in a material impact (increase) on motorist delays or vehicle queuing over anticipated future conditions without the Project (No-Build condition), with peak-hour traffic volumes expected to be less than one (1) added vehicle every 7 to 10-minutes;
- ▶ A review of motor vehicle crash data available from MassDOT for Brush Hill Road indicates that five (5) motor vehicle crashes were reported to have occurred between Hunting Lane/Perry Street and Western Avenue over the 10-year review period August 2014 through August 2024, inclusive, or fewer than one (1) crash per year. Speeding and “improper driving” were identified as the primary contributing factors ; and
- ▶ Lines of sight to and from the Project site driveway can be made to exceed the recommended minimum sight distance to function in a safe manner with the selected trimming or removal of trees and vegetation located within the Project site or the public right-of-way.

Site Location Map



Existing Conditions Context



Existing Conditions Context



Brush Hill Road Looking Northeast

Existing Conditions Context



Brush Hill Road Looking Southwest

Trip Generation

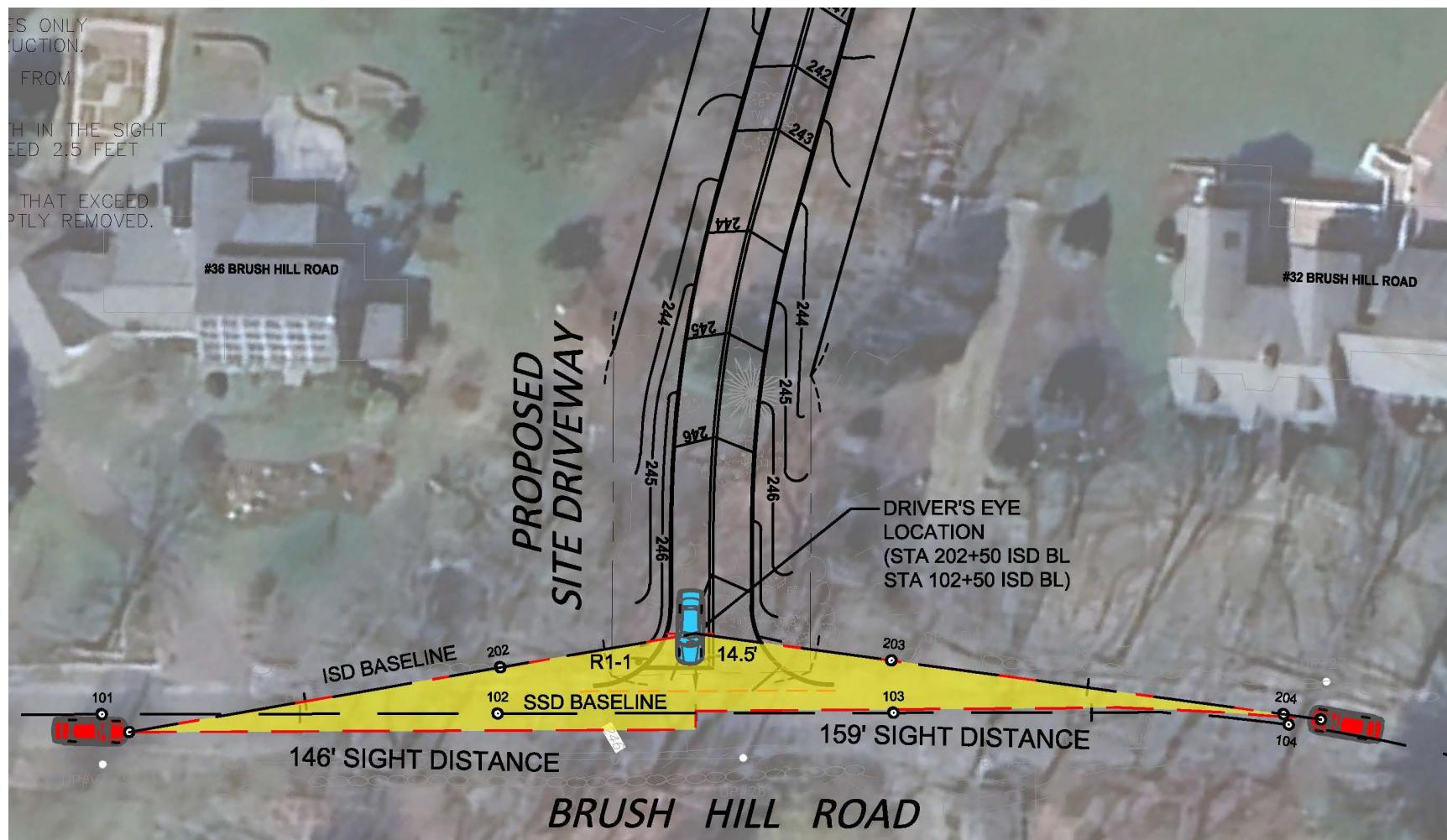
Time Period	Vehicle Trips ^a		
	Entering	Exiting	Total
Average Weekday:	38	38	76
Weekday Morning Peak-Hour:	1	5	6
Weekday Evening Peak-Hour:	5	3	8

^aBased on ITE LUC 210, Single-Family Detached Housing; 8 dwelling units.

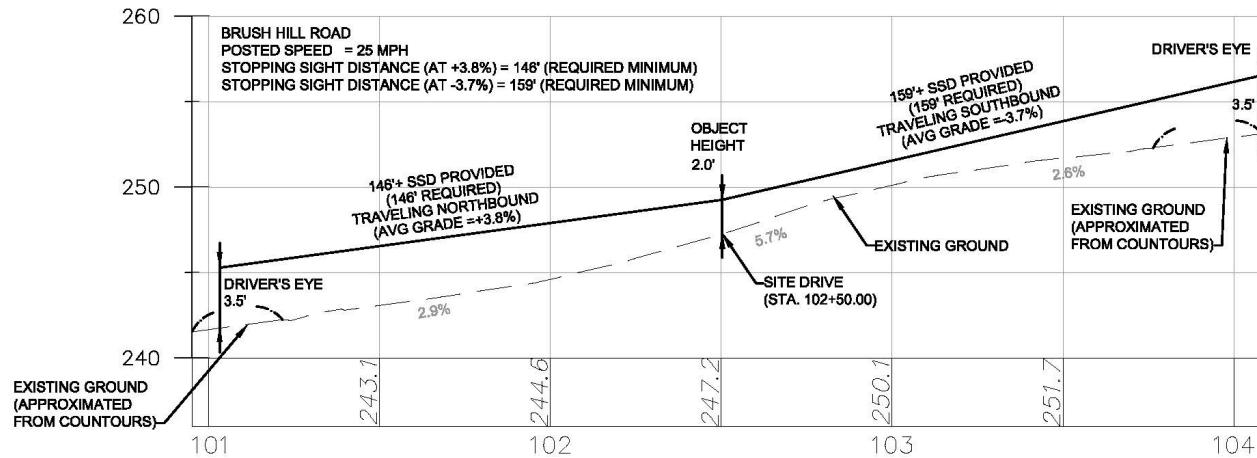
Recommendations – Site Access and Circulation

- The Project site driveway will be a minimum of 20 feet in width and designed to accommodate the turning and maneuvering requirements of emergency vehicles.
- On-street parking should be prohibited along the driveway and within the Project site.
- Vehicles exiting the Project site should be placed under Stop-sign control.
- All signs and pavement markings to be installed within the Project site should conform to the applicable standards of the Manual on Uniform Traffic Control Devices (MUTCD).
- Existing trees and vegetation located within the sight triangle areas of the Project site driveway should be selectively trimmed or removed and maintained in order to provide the required sight distance (155 feet minimum based on a 25 mph approach speed) and signs and landscaping to be installed as a part of the Project within the sight triangle areas should be designed and maintained so as not to restrict lines of sight.
- Snow accumulations (windrows) within sight triangle areas shall be promptly removed where such accumulations would impede sight lines.

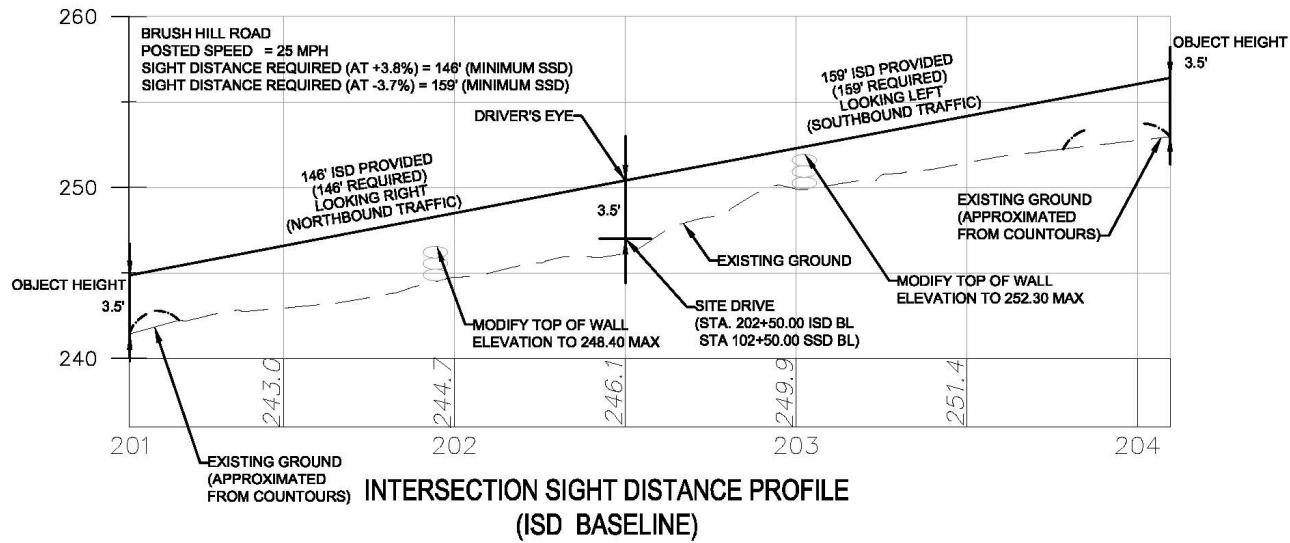
Sight Line Improvements



Sight Line Improvements



STOPPING SIGHT DISTANCE PROFILE
(SSD BASELINE)



INTERSECTION SIGHT DISTANCE PROFILE
(ISD BASELINE)