



# BOHLER ENGINEERING

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November 17, 2011

Town of Seekonk  
Planning Board  
100 Peck Street  
Seekonk, MA 02771

Re: Proposed Walmart  
1300 Fall River Avenue  
Peer Review Responses to Traffic Comments

Dear Members of the Board:

Below please find our responses to the Site Development Plans section of a comment letter from Carl J. Adamo, P.E., of PARE Corporation, dated November 4, 2011. A supplemental letter has been prepared by Vanasse & Associates, Inc. addressing the Traffic Impact and Access Study section of the comment letter and will be provided under separate cover.

For clarity, the original comments are in italics while our responses are directly below in normal font.

## Site Development Plans

### *Site Plan C-1*

- 1. This plan refers to plans prepared by Vanasse & Associates, Inc. for work within the MassDOT right-of-way. Those plans were not provided for review. Although they will be submitted to MassDOT for review and permitting, a review of the plans on behalf of the Town should be considered.*

The minor roadway improvements in Fall River Ave are conceptually shown on Sheet C-1. The Vanasse & Associates construction plans are not yet complete but will be provided to the Town when they are available and at a 25% design level ready for MassDOT discussions.

- 2. The advance intersection lane control sign proposed for the northbound entering approach from Fall River Avenue should be moved south closer to the beginning of the designated lanes.*

The advance intersection lane control sign has been moved as recommended.

- 3. A stop bar and stop sign are needed at the termination of the northbound left turn lane heading towards the marked truck route.*

The recommended stop sign and stop bar have been added in the specified location.

- 4. The solid yellow centerline proposed on the internal roadway between travel lanes north of Outlot 1 and south of the Walmart should be a double yellow line.*

The centerline has been made a double yellow line as recommended.

#### OTHER OFFICE LOCATIONS:

◦ Albany, NY 518.438.9900	◦ Ronkonkoma, NY 631.738.1200	◦ Warren, NJ 908.668.8300	◦ Center Valley, PA 610.709.9971	◦ Chalfont, PA 215.996.9100	◦ Philadelphia, PA 267.402.3400
◦ Towson, MD 410.821.7900	◦ Bowie, MD 301.809.4500	◦ Sterling, VA 703.709.9500	◦ Warrenton, VA 540.349.4500	◦ Fort Lauderdale, FL 954.202.7000	◦ Tampa, FL 813.379.4100

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5. *Given the location of the marked crosswalk near the eastern property line of Outlot 1 and the horizontal curve of the internal roadway approaching it, an advance crosswalk warning sign should be installed an appropriate distance in advance of the crossing to warn approaching motorists of the potential for pedestrians within the roadway.*

An advance crosswalk warning sign has been added to the internal site driveway near the crosswalk adjacent to Outlot 1, as denoted by Site Legend keynote "D".

6. *The yellow centerline shown on the interior roadway in front of the Walmart building is called out as a single broken yellow line. This should instead be a single solid yellow line, continuing from the stop bar near the southern edge of the building to the terminus of the line near the northern edge of the building.*

The single broken yellow line is Walmart's preferred and standard lane marking in front of the building and the applicant would prefer to utilize same.

7. *"STOP" pavement markings and signs are proposed at the eastern end of all aisles in front of the building but not at the western end of the aisles. The appropriate markings should be added to the western aisle ends.*

We have not added the stop signs at the west end of the aisle because they are not typically provided at the fronts of retail buildings and additional signs in this area could lead to driver distraction or obstruction of views of pedestrians.

8. *There is a sign adjacent to the right-in/right out driveway that does not have a callout.*

The sign adjacent to the right-in/right out driveway is now specified as a "Right Turn Only" sign.

9. *Along the marked truck route, the centerline that is adjacent to the stop line and stop pavement markings as the approach intersects the main circulatory roadway should be called out as a solid double yellow line.*

The centerline has been called out as a double yellow solid line.

#### *Details Sheet D-1*

1. *The stop sign size requirements specified on the "Stop Signage and Marking Detail" should be moved to the "STOP Sign Detail." The "STOP Sign Detail" refers to the site plan for the appropriate size rather than to the "Stop Signage and Marking Detail."*

The stop sign detail has been modified to indicate that the correct size of the sign is 30" unless noted otherwise. Thirty-six inch stop sign are proposed at the site driveway intersections with Fall River Avenue.



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We believe that the above issues have been adequately addressed in our preceding responses. We look forward to discussing the above further with the Planning Board. Should you have any questions or require additional information, please do not hesitate to contact either of us at (508) 480-9900.

Sincerely,

BOHLER ENGINEERING

John A. Kucich, P.E.

Matthew D. Smith, P.E.

Cc: Ashley Tucker, Walmart Stores, Inc  
Tom Killoran, Esq., Killoran & Killoran  
Robert Fitzpatrick, Esq., WilmerHale  
Jeff Stearns, Woodard & Curran  
Carl J. Adamo, P.E., PARE Corporation

Enclosures

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Peer Review Response Ltr Traffic Comments 11-17-11.doc