



Commonwealth of Massachusetts  
Executive Office of Energy & Environmental Affairs

## Department of Environmental Protection

Southeast Regional Office • 20 Riverside Drive, Lakeville MA 02347 • 508-946-2700

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Matthew A. Beaton  
Secretary

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Commissioner

November 10, 2015

Mr. Vincent Barletta  
TLA-Holbrook LLC  
40 Shawmut Road  
Canton, Massachusetts 02021

RE: Request for Additional Information on  
Motions for Consideration and to Reopen Record  
Application No. BWPSW01  
Site Suitability Report for a New Site Assignment  
Transmittal Number: #X254488  
Site Suitability Report No. 133-003-A

AT: TLA-Holbrook LLC Municipal Solid Waste Transfer Station  
3 Phillips Road and 6 Phillips Road  
Holbrook, Massachusetts 02343  
Facility No. 558259

Dear Mr. Barletta:

The Massachusetts Department of Environmental Protection's ("MassDEP"), is in the process of reviewing the documents submitted by Beverage & Diamond on September 24, 2015, regarding the Motions for Consideration and to Reopen Record, for the proposed TLA Holbrook LLC Municipal Waste Transfer Station. MassDEP will provide you with public comments received during the public comment period and any additional MassDEP comments at a later date. At this time, MassDEP is requesting that you provide additional information to clarify the traffic related documents submitted as attachments 28 and 29. For ease of reference, MassDEP has attached several tables submitted by TLA Holbrook and one table prepared by MassDEP, designated as follows:

TLA-1: Table 1 "Level of Service Analysis Summary - Sensitivity Analysis", submitted on September 24, 2015, based on September 18, 2015, traffic analysis.

This information is available in alternate format. Call Michelle Waters-Ekanem, Diversity Director, at 617-292-5751. TTY# MassRelay Service 1-800-439-2370  
MassDEP Website: [www.mass.gov/dep](http://www.mass.gov/dep)

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TLA-2: Table 2 “Level of Service Analysis Summary - Sensitivity Analysis”, submitted on September 24, 2015, based on September 18, 2015, traffic analysis.

TLA-3: “Level of Service Analysis Summary - With Old English Square Project” table, submitted on August 19, 2015, based on July 29, 2013, traffic analysis.

TLA-4: “Lanes, Volumes, Timings 2017 No-Build PM, 3: Water Street/Center Street & Route 139, submitted on August 19, 2015, based on July 29, 2013, traffic analysis.

TLA-5: “Lanes, Volumes, Timings 2017 No-Build PM, 3: Water Street/Center Street & Route 139, submitted on September 24, 2015, based on September 18, 2015, traffic analysis.

DEP-1 : “TLA Holbrook 9-24-2015 submittal analysis”

1) MassDEP has noted a difference in the format of the traffic model outputs submitted prior to September 24, 2015, (see TLA-4) and those submitted on September 24, 2015 (see TLA-5). Please explain the change in format. Indicate if the traffic model has been recently updated to cause the format change.

2) Confirm that the traffic study analyses submitted on September 24, 2015, used the 2012 field traffic count data and included the traffic from Old English Square and a 1% per year increase for 5 years at all 5 study intersections. (i.e. confirm that the September 24, 2015 submittal (September 18, 2015 traffic analyses, TLA-1 and TLA-2) were based on the same existing and no-build traffic data as the August 19, 2015, submittal (July 29, 2013 traffic analysis, TLA-3).

3) MassDEP has noted that for the two September 18, 2015 traffic model outputs, the 2017 No-Build Level of Service Analysis, Table 1 and Table 2 (TLA-1 and TLA-2) indicate the same v/c, delay, LOS and queue data in both tables. MassDEP noted that this data does not match the 2017 No-Build LOS data for the July 29, 2013 traffic model run (TLA-3), submitted on August 19, 2015. Assuming the response to question 2 is that the same input data was utilized (with the exception of the addition of a pedestrian phase at some times at some locations) please explain the differences in this No-Build data.

5) When comparing the AM No-Build delay times with and without the inclusion of the pedestrian phase, MassDEP noted that the estimated delay times decreased with the addition of the pedestrian phase for some approaches. For example, at the Route 139, Center St./Water St. intersection, the July 29, 2013, delay of 13.7 seconds for the eastbound left turning movement (TLA-3) was reduced to 6.0 seconds in the September 18, 2015, traffic analysis (TLA-1 and TLA-2). Please explain the basis for the traffic signal splits and phases used in the analysis with and without the pedestrian phase and explain how inclusion of the pedestrian phase could lead to decreased delay times for some approaches.

6) When comparing the PM No-Build delay times, MassDEP noted that the No-Build traffic volumes and the signal splits and phases are the same for both the July 29, 2013, traffic analysis (TLA-4) and the September 18, 2015, traffic analysis (TLA-5) and that that the pedestrian phase

delay was included in both. MassDEP further noted that No-Build delay times decreased in the September 18, 2015 traffic analysis for some approaches compared with the prior estimate. For example, at the Route 139, Water St./Center St. intersection, the July 29, 2013, delay of 6.4 seconds for the eastbound left turning movement (TLA-3) was reduced to 1.9 seconds in the September 24, 2015, traffic analysis (TLA-1 and TLA-2). Please explain the change in estimated delay times.

7) MassDEP noted that the July 29, 2013, traffic analysis utilized an AM facility outbound traffic count of 17 vehicles and a higher inbound traffic count of 20 vehicles to account for 3 incoming employees. The September 24, 2015, submittal narrative stated that 103 vehicle trips were used for the AM Peak hour. Review of the associated September 18, 2015, Water Street/Center Street at Route 139 traffic analysis indicates an AM outbound traffic count of 53 and an AM inbound traffic count of 50. Please explain the larger AM outbound traffic value. (see DEP-1)

8) Similar to comment 7 above, the September 18, 2015, Water Street/Center Street at Route 139 traffic analysis study used a PM inbound traffic count of 23 and an PM outbound traffic count of 36. Please explain the larger outbound PM traffic value. (See DEP-1)

9) Table 2 of the September 24, 2015, submittal (TLA-2), provides the delay times for the 2017 No-Build condition and the 2017 Build Condition based on increasing facility traffic counts based on the Allied Peabody, MA transfer station traffic data and the original traffic distribution pattern. For some intersection movements the estimated delay times decrease with the additional facility traffic. For example at the Route 139 at Center St/Water St intersection, the PM SB through traffic, No Build delay was estimated as 48.8 seconds and the Build delay was estimated as 41.9 seconds, approximately a 7 second decrease. Please explain this aspect.

10) As shown on Table 2 of the September 24, 2015, submittal (TLA-2), the delay increase at the Route 139 at Center St/Water St., AM NB all movements increases 11.6 seconds and the LOS changes from D to E. Discuss this increase. Discuss the criteria used to determine whether an adverse impact occurs.

11) As shown on Table 2 of the September 24, 2015, submittal (TLA-2), the EB left turn at the Route 37 at South Street intersection will operate at level F under both the No-Build and Build conditions, with a 24 second delay increase under the Build condition. Page 14 of the September 24, 2015 submittal cover letter stated the traffic from the proposed facility has no adverse impacts. Discuss the criteria used to determine whether an adverse impact occurs.

12) Table 1 of the September 24, 2015, submittal (TLA-1), provides the delay times for the 2017 No-Build condition and the 2017 Build Condition based on increasing facility traffic counts based on the Allied Peabody, MA transfer station traffic data and routing all facility traffic into Randolph. Similar to the comments above, discuss the increased delay times, including Route 139 at Center and Water St, NB all turns (30 second AM increase), and the Route 139 at Center St. and Mill St. SB left/through movement (20 second AM increase).

Should there be any questions, please contact MassDEP at the letterhead address or telephone me at (508) 946-2847 or Dan Connick at (508) 946-2884. Any correspondence regarding this matter should reference Transmittal Number #X254488 and Site Suitability No. 133-003-A.

Very truly yours,

This final document copy is being provided to you electronically by the Department of Environmental Protection. A signed copy of this document is on file at the DEP office listed on the letterhead.

Mark Dakers, Chief  
Solid Waste Management Section

D/DC

enclosures

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cc:	Massachusetts Department of Public Health Bureau of Environmental Health Services 250 Washington Street, 7 <sup>th</sup> Floor Boston, MA 02108	Town of Randolph Board of Health 41 South Main Street Randolph, MA 02368
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DEP-Lakeville  
ATTN: M. Pinaud  
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