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Via Email

December 15, 2023

Mr, Michael McKnight, Chair
c/o Rachel Benson, Town Planner
Town of Wrentham Planning Board
79 South Street
Wrentham, MA 02093

Re: **Wrentham Business Park, 10 Commerce Boulevard
Response to Abutter Comments**

Dear Mr. McKnight & Members of the Planning Board:

I am writing to provide a response to the comments received from the abutters and their respective representatives with respect to our applications.

Site Access/Fuel Deliveries

Attached to this correspondence is a letter and response from Erin Fredette of Bowman, the project traffic engineer, along with a revised truck turning plan ("McMahon Response") addressing the comments contained in the October 27, 2023 letter from Chappell Engineering Associates, LLC regarding "Site Access/Fuel Deliveries." The response explains and articulates our position with respect to the efficiency and adequacy of the internal traffic flow on the site.

Aquifer Protection District

Also attached to this correspondence is a letter and attached published plan from Bill Buckley of Bay Colony Group, Inc., the project civil engineer, responding to the October 27, 2023, correspondence from Attorney Nicholas Shapiro ("Shapiro Letter") regarding the Aquifer Protection District. As outlined in that letter, Attorney Shapiro is mistaken in his assertion that the project lies within the Aquifer Protection District.

Signal Design

With the exception of the issues outlined above, and the misinterpretation of your zoning bylaw contained in the Shapiro Letter, which I will discuss below, the bulk of the complaints are directly related to the proposed design of the Commerce Boulevard and Washington Street signalized intersection. While we acknowledge the importance of signalization, both as it relates to the current safety concerns on Route

1 and as it relates to the proposed development, the signal and its design are not a subject of our permit requests. This is so because the Wrentham Planning Board has no jurisdiction with regard to the approval or design of the signal.

We have acquiesced to the likelihood that an approval of our applications will be contingent upon the intersection being signalized; a process properly within MassDOT authority. We would also like to note that a new MEPA submittal is in process and that additional meetings have been held with MassDOT and the intersection design options have been expanded and adjusted taking the comments and analysis contained in the abutters' correspondence into consideration (the attached McMahon Response contains an overview of the substance of those changes). For these reasons, we will not expend additional time and resources with regard to those details in this response.

Purpose of Project

Attorney Shapiro contends that our development should be limited to a 3,000 square foot retail component of a service station. The analysis purportedly supporting the contention rests entirely on the errant assumption that the service station is the "primary purpose of the Project." The assumption is incorrect. As supported by the entire body of our permitting submittals our application is for a service station and for a convenience store. Both. Neither the retail component nor the service station are the primary purpose of the Project. They are independent and interdependent. Our application is consistent with every other gas station/convenience store project approved by this Board.

Waivers

Attorney Shapiro and others also resist the granting of the waivers requested. As a reminder, the waivers relate to the setbacks and were granted to the other two projects on Commerce Boulevard. The waivers serve to improve the safety of the site, enhancing traffic flow, pedestrian access and circulation on the site. Because the reduction in setback is along Commerce Boulevard and heavily trafficked Washington Street, there is no detriment to any abutter or member of the public in their granting. We have developed and will provide a "proof" plan showing that this project could be pursued without the waivers – that plan, however, while fully compliant, provides diminished safety and design, would need to eliminate the 30-foot easement area (see *infra*), and would be inconsistent with the other approved developments on Commerce Boulevard.

Shared Access

Lastly, in addition to the issues already discussed above, in his letter on behalf of Turnpike Truck Parts of Wrentham, Inc. ("Turnpike Truck"), Attorney Hill persists in the position that this Board should intervene and include a provision in its approval to "include . . . shared access over Lot 1." It is important to note that we have offered to provide, and indeed have preserved a 30-foot-wide area on the east side of Lot 1 for shared access (assuming the waivers are granted). This access would be more than sufficient for the level of usage needed for the car- and truck-part salvage operation. Turnpike Truck also controls **over 1,400 feet** of frontage on Washington Street southward from the intersection of Commerce

Mr. Michael McKnight, Chair
December 15, 2023
Page 3

Boulevard on which they could petition MassDOT for additional or improved curb cuts. It is also significant that the Turnpike Truck parcel also enjoys **108 feet** of frontage on Madison Street and could develop that frontage to enjoy the benefits of access to a Route 1 intersection that is already signalized. Perhaps Turnpike Truck should be sharing access over its parcel for Commerce Boulevard users to the Madison Street light in order to alleviate the concerns it raises about the new signalized intersection.

Thank you. We look forward to discussing the project at the upcoming hearing.

Very truly yours,

A handwritten signature in black ink, appearing to read "Stephen E. Meltzer", with a stylized flourish at the end.

Stephen E. Meltzer, Esq.
Vice President of Project Development

SEM:fhs
Encls.



December 13, 2023

Rachel Benson, Director of Planning & Economic Development
Planning & Community Development
Town of Wrentham
79 South Street
Wrentham, MA 02093

**RE: Response to Comments
10 Commerce Boulevard, Wrentham, MA**

McMahon, a Bowman company (Bowman) is in receipt of traffic and transportation related comments presented as part of the Planning Board process for the proposed Gas Station and Convenience Store at 10 Commerce Boulevard. Comments have been provided by nearby stakeholders including the following entities:

- Chappell Engineering Associates, LLC (CEA) dated October 27, 2023
- Vanasse & Associates Inc. (VAI) dated October 25, 2023
- Turnpike Truck Parts (TTP) dated October 26, 2023
- John Lamparelli – Interstate Travel Plaza (ITP) dated October 25, 2023
- Hill Law dated October 18, 2023
- Phillips & Angley dated October 27, 2023

Bowman has provided responses to each of the comments provided by the CEA and VAI traffic engineering letters in a comment response format below. In addition to the specific response to comments, this letter also provides a brief summary of the current status of the Wrentham Business Center project since the last Planning Board hearing along with a reference to elements raised in the remaining comment letters that are not covered in the responses to CEA and VAI.

Since the last planning board hearing, the review process through the Massachusetts Environmental Policy Act (MEPA) has been temporarily held as the project team works to review various transportation elements discussed in the letters and comments provided by nearby stakeholders. The previously submitted Supplemental Final Environmental Impact Report (SFEIR) was withdrawn and the project team is working to file an updated SFEIR. Since the withdrawal, the Wrentham Business Center project team has continued to conduct analysis and coordinate with MassDOT to better understand how to address concerns raised regarding the signalization of Route 1 and Commerce Boulevard/ Hawes Street. Items for further discussion include the future MassDOT Route 1 corridor project, access to Hawes Street, access to nearby properties, easements across properties connecting to Commerce Boulevard, and managing queues and vehicle delay on Route 1.

In response to comments received and at the request of MassDOT, the project team is presenting multiple signalized layout alternatives for the intersection of Route 1 and Commerce Boulevard/Hawes to MassDOT for consideration. Each of the alternatives provide different levels of access for Hawes Street, Interstate Travel Plaza, and Turnpike Truck Parts. Each concept presents different layouts and resulting operations for consideration by MassDOT leading to the upcoming SFEIR filing. Each alternative would be reviewed by MassDOT with an ultimate determination for what should be included in the Section 61

Findings for the project within MEPA. Elements identified within the Section 61 findings would be pursued as part of the access permit process with MassDOT. During the access permit process final details of the signalization of Route 1 with Commerce Boulevard/Hawes Street would be determined.

Chappel Engineering Associates Comments

Comment 1: It is recommended that revised truck turning plans be provided to demonstrate that exiting trucks are able to reverse direction back to Route 1, without creating potential conflicts with opposing traffic flow on Commerce Boulevard. Lastly, it is recommended that the turning template plans clearly identify where the fuel truck will be parked when unloading fuel, and whether multi-point maneuvers on site are required for the truck to navigate into this unloading area.

Response 1: A revised truck turning plan has been completed demonstrating the exiting truck towards Route 1. The turning plan also depicts the location of the stopped fuel tanker adjacent to the underground storage tanks and outside of the fueling positions for the gas station customers. Multi-point maneuvers are not expected to be necessary for trucks to navigate the project site. The truck turning plan is attached to this response to comments.

Vanasse & Associates Inc. Comments

Comment A: Access provisions to the TTP properties were a clear recommendation by MassDOT on the FEIR (See the attached excerpts for reference). There does not appear to be any mention of this access accommodation in the SFEIR. Additionally, the proponent for Lot 1 recently filed site plans with the Wrentham Planning Board which do not include accommodations for access to Commerce Boulevard to TTP properties.

Response A: As part of the ongoing MEPA and local process, continued coordination is underway with the TTP property owners in order to present the Town and MassDOT with the agreement for access proposed for the TTP properties. Pending MassDOT input regarding the signal alternatives, access to and from the TTP properties would be incorporated accordingly.

Comment B: We recommend that the Project provide a 30-foot-wide paved driveway, with 30-foot corner radii, within a 50-foot right of way from the TTP property to Commerce Boulevard, recorded at the registry of deeds, prior to constructing the signalization of the intersection. The right of way should accommodate the appropriate retaining walls, lighting, snow, and maintenance areas needed for the paved surface. We also request that the Project work with TTP to facilitate an on-site connection from TTP's operations to the new right of way.

Response B: See Response A.

Comment C: The proposed signal improvements should include driveway modifications to the TTP driveways at Route 1 for right-in/right-out operations.

Response C: The existing on-site operations of the TTP property including vehicle, equipment, and fuel storage occur very close to the existing state highway layout of Route 1. Creating a driveway configuration for right-in/right-out operations, with an accompanying MassDOT Access Permit for the driveway, would be expected to alter the existing operations of TTP. The project team is in coordination with MassDOT to understand what changes would be required at the driveways of the TTP property to address the access concerns raised by TTP.

Comment D: The existing northbound outside travel lane and shoulder in front of the driveways owned by TTP is a consistent 22 feet wide, although the lane and shoulder widths vary, and accommodates vehicles decelerating to access the driveways without impacts to through traffic. In the proposed Signalization Conceptual Plan included in the SFEIR the outside travel lane and shoulder would be 17-feet in width. This is narrower than most other driveway locations along Route 1 in this area, which all have 8 to 10-foot shoulders or a wide combination of shoulder and through lane.

Response D: The volume of traffic entering the existing TTP properties is low enough that a dedicated deceleration area is not expected to be necessary to eliminate interference with Route 1 traffic. With the signalization in place, and as noted in other areas of the comment letter, vehicle speeds approaching the signal in the northbound direction may be decreased during certain times of day limiting the need for deceleration area. Other locations on Route 1, including the northbound and southbound approaches to Thurston Street currently provide outside lane and shoulder widths of approximately 17 feet or less. Should MassDOT require a different dimension for the outside lane and shoulder in the northbound direction, the signal layout and design would be updated accordingly.

Comment E: The installation of a left-turn lane on Route 1 northbound along the TTP properties creates an unsafe left-turning condition for these properties. Queued vehicles on the northbound approach to the Commerce Boulevard intersection would require that left-turning vehicles entering and departing the TTP properties have to negotiate through one to three rows of stopped vehicles to turn left, restricting sight lines in either direction and introducing opportunities for "courtesy" crashes.

Response E: An additional signalization layout is being presented to MassDOT that eliminates the northbound left-turn lane on Route 1. The volume of vehicles turning left out of the TTP properties is very low during the peak hours. In order to address safety concerns regarding lefts out of the driveways for the TTP properties, vehicles that are destined to travel south on Route 1 would be able to turn right out of the driveways, turn right onto Commerce Boulevard, turn around in the cul-de-sac and then turn left onto Route 1 southbound under signal control with the proposed signalization in place. While additional travel time may be associated with this route, vehicles would not need to wait for a gap in both northbound and southbound traffic and would be able to complete a left turn at a signalized location.

Comment F: The installation of the signal immediately north of the TTP properties, regardless of the left-turn lane installation, creates a situation where southbound vehicles destined for the TTP properties stop just after the signal, an unexpected condition that could present a higher potential for rear end collisions.

Response F: Southbound left-turns entering the TTP properties currently occur from the inside Route 1 through lane. The presence of the signal at Commerce Boulevard/Hawes Street would not be expected to introduce any additional expectation that no vehicles be stopped in the southbound lane. Vehicle speeds in the southbound direction for vehicles who were stopped at the signal would also be expected to be lower than those of the free flowing vehicles at the same location on Route 1 today. The project team would incorporate MassDOT's consideration of the different signal layout alternatives into the final design for the signal including consideration of this southbound left-turn movement into the TTP properties.

Comment G: We expect these access challenges will be introduced to several of the existing driveways that abut the proposed signal improvements. MassDOT may also see the need to formally restrict left-turn movements at the existing driveways due to the introduced safety challenges. The Project should consider constructing access to the traffic signal via Commerce Boulevard and Hawes Street for properties with impacted driveways on the east and west side of Route 1, respectively, including 687, 689, 691, 693, 705 & 805 Washington Street.

Response G: The project does not control any property beyond the Wrentham Business Center, and as such, changes to the access of neighboring properties may not be feasible. The project team will continue to coordinate with MassDOT on the preferred configuration for the Route 1 intersection with Commerce Boulevard/Hawes Street.

Comment H: Consideration for the introduction of u-turn accommodations at Madison Street and Thurston Street may help to alleviate left-turn restrictions to driveways at properties that do not directly abut the Project and are impacted by the signal improvements.

Response H: The volume of potentially displaced left-turns may not necessitate the required improvements to accommodate a formalized southbound u-turn at Madison Street. Continued coordination with MassDOT and better understanding the future MassDOT Route 1 corridor project will determine if any additional modifications to the Madison Street signal are warranted.

Comment I: Has the proposed cross section been confirmed with MassDOT? It is beneficial for TTP and other project abutters to understand the potential private property impacts needed to construct the traffic signal. The Signalization Conceptual Plan included in the SFEIR depicts 4-foot shoulders and no bike or pedestrian accommodations. Route 1 has 8-foot shoulders and MassDOT requires bike and pedestrian accommodations on all projects; otherwise, a Design Exception is required. We also understand that this section of Route 1 accommodates temporary traffic control setups essential for Gillette Stadium events that utilize the shoulder as an additional travel lane. It does not appear that this factor was considered in the intersection design.

Response I: The cross-section of Route 1 under the proposed signalization of Commerce Boulevard and Hawes Street is under review and consideration by MassDOT. The proposed cross-section is reflective of other locations along the Route 1 corridor including at Thurston Street. Any required design exceptions

will be sought during the design process once a concept has been established in coordination with MassDOT. Operations associated with traffic control setups for Gillette Stadium are expected to reflect the same traffic control at locations with similar shoulder widths and turn lane configurations.

Comment J: The northbound left-turn lane appears to accommodate a short queue length. After accounting for lane change and deceleration length for a 55-mph design speed, there is only room for one stored car. Has there been any adjustment in the anticipated left turns to Hawes Street when a signal is installed since the signal will accommodate a convenient short cut for west-bound vehicles to Thurston Street? This opportunity for taking lefts at Hawes Street will be more desirable when the northbound traffic is experiencing delays during peak hours. Anticipated through-queues approaching Thurston Street block access to the 225-foot-long northbound left turn lane to Thurston Street during all 2030 peak periods. We recommend that the anticipated left turn volume to Hawes Street be confirmed and that the left turn lane length be adjusted so that driveway impact, property impacts, and traffic impacts on Hawes Street can be properly understood during the MEPA review.

Response J: No additional adjustment to the northbound left-turn volumes has been made with the implementation of the signal at Commerce Boulevard/Hawes Street. The overall demand for travel between Thurston Street to the west and Route 1 to the south is relatively low and would not be expected to significantly increase with the signalization of Commerce Boulevard/Hawes Street. An additional signal layout is being presented to MassDOT that does not allow for northbound left-turns or include a northbound left-turn lane which would eliminate the potential for any additional traffic to travel along Hawes Street in the northbound direction.

Comment K: There is an existing truck climbing lane on Route 1 northbound between Madison Street and Commerce Blvd. This lane is not shown on the Signalization Conceptual Plan included in the SFEIR. It appears that the pavement width is being reallocated for the left turn lane to Hawes Street. We recommend that the need for the left turn lane and its contribution of trips on Hawes Street be compared to the need for the climbing lane, and that this comparison be confirmed with MassDOT and the Town.

Response K: The need for the climbing lane has been included as part of the coordination with MassDOT. The final signal design would accommodate the geometric needs as determined by MassDOT.

We hope this response to comments provides some of the requested information for review as the project continues to navigate each of the necessary reviewing processes. Should you require any additional information, please do not hesitate to reach out at 617-556-0020.

Sincerely,



Erin Fredette, P.E.
Senior Project Manager

Bay Colony Group, Inc.

Professional Civil Engineers & Land Surveyors

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Foxborough, Massachusetts 02035
Telephone (508) 543-3939 • Fax (508) 543-8866
E-mail: mailbox@baycolonygroup.com

November 3, 2023

Mr. Stephen Meltzer, Vice President of Project Development
320 South Street, Suite 202
Plainville, MA 02762

RE: 10 Commerce Boulevard

Dear Mr. Meltzer:

I have reviewed the letter from Phillips & Angley regarding the storm water drainage system. They opine that the storm water basin on 40 Commerce Boulevard lies within the Town of Wrentham's Aquifer Protection District. According to the zoning bylaws in effect at the time that the preliminary subdivision plan was filed in August, 2017, and the current zoning bylaws, the limits of the Aquifer Protection District are delineated on a map entitled "Town of Wrentham Aquifer Protection Districts" dated November 2006 by Earth Tech, Inc.. I am enclosing a copy of that plan annotated with the location of the Wrentham Business Center, which includes 10 Commerce Boulevard. The northern most property line of the park is approximately 1,740 feet from the Aquifer Protection Overlay District. Because the site is not within the Aquifer Protection District, I won't be addressing any of the other comments regarding compliance with Article 15 of the November 14, 2016 Wrentham Zoning Bylaws since that article does not apply to the project.

Very truly yours,

BAY COLONY GROUP, INC.

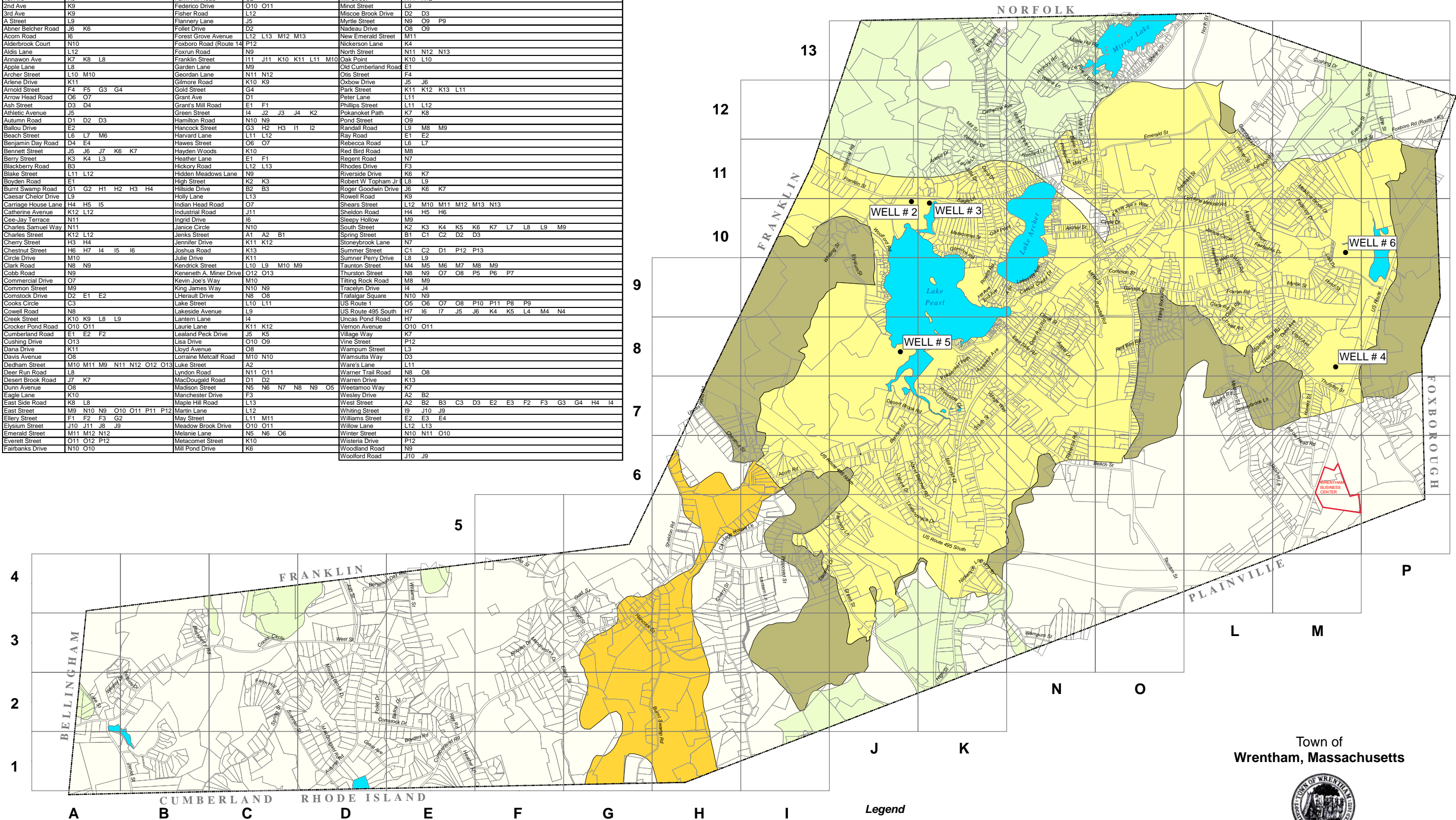


William R. Buckley, Jr., P.E.
Project Manager

Encl.

Street Index

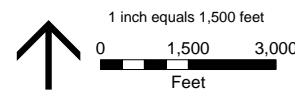
1st Ave	K9	Farm Hill Road	C2	Mill Street	K11 K12
2nd Ave	K9	Federico Drive	O10 O11	Minot Street	L9
3rd Ave	K9	Fisher Road	L12	Miscow Brook Drive	D3
A Street	L9	Flannery Lane	J5	Myrtle Street	N9 O9 P9
Abner Belcher Road	J6 K6	Follet Drive	D2	Nadeau Drive	O8 O9
Acorn Road	I6	Forest Grove Avenue	L12 L13 M12 M13	New Emerald Street	M11
Alderbrook Court	N10	Foxboro Road (Route 14)	P12	Nickerson Lane	K4
Aldis Lane	L12	Foxrun Road	N9	North Street	N11 N12 N13
Annawon Ave	K7 K8 L8	Franklin Street	I11 J11 K10 K11 L11 M10	Oak Point	K10 L10
Apple Lane	L8	Garden Lane	M9	Old Cumberland Road	E1
Archer Street	L10 M10	Geordan Lane	N11 N12	Olis Street	F4
Arlene Drive	K11	Gilmore Road	K10 K9	Oxbow Drive	J5 J6
Arnold Street	F4 F5 G3 G4	Gold Street	G4	Park Street	K11 K12 K13 L11
Arrow Head Road	O6 O7	Grant Ave	D1	Peter Lane	L11
Ash Street	D3 D4	Grant's Mill Road	E1 F1	Phillips Street	L11 L12
Athletic Avenue	J5	Green Street	I4 J2 J3 J4 K2	Pokanoket Path	K7 K8
Autumn Road	D1 D2 D3	Hamilton Road	N10 N9	Pond Street	O9
Bailou Drive	E2	Hancock Street	G3 H2 H3 I1 I2	Randall Road	L9 M8 M9
Beach Street	L6 L7 M6	Harvard Lane	L11 L12	Ray Road	E1 E2
Benjamin Day Road	D4 E4	Hawes Street	O6 O7	Rebecca Road	L6 L7
Bennett Street	J5 J6 J7 K6 K7	Hayden Woods	K10	Red Bird Road	M8
Berry Street	K3 K4 L3	Heather Lane	E1 F1	Regent Road	N7
Blackberry Road	B3	Hickory Road	L12 L13	Rhodes Drive	F3
Blake Street	E1 L12	Hidden Meadows Lane	K2 K3	Riverside Drive	K9 K7
Boydton Road	E1	High Street	K2 K3	Robert W Topham Jr	L8 L9
Burnt Swamp Road	G1 G2 H1 H2 H3 H4	Hillside Drive	B2 B3	Roger Goodwin Drive	J6 K6 K7
Caesar Chelot Drive	L9	Holly Lane	L13	Rowell Road	K9
Carriage House Lane	H4 H5 I5	Indian Head Road	O7	Shears Street	L12 M10 M11 M12 M13 N13
Catherine Avenue	K12 L12	Industrial Road	J11	Sheldon Road	H4 H5 H6
Cee-Jay Terrace	N11	Ingrid Drive	I6	Sleepy Hollow	M9
Charles Samuel Way	N11	Janice Circle	N10	South Street	K2 K3 K4 K5 K6 K7 L7 L8 L9 M9
Charles Street	K12 L12	Jenks Street	A1 A2 B1	Spring Street	B1 C1 C2 D2 D3
Cherry Street	H3 H4	Jennifer Drive	K11 K12	Stoneybrook Lane	N7
Chestnut Street	H6 H7 I4 I5 I6	Joshua Road	K13	Summer Street	C1 C2 D1 P12 P13
Circle Drive	M10	Julie Drive	K11	Summer Perry Drive	L8 L9
Clark Road	N8 N9	Kendrick Street	L10 L9 M10 M9	Taunton Street	M4 M5 M6 M7 M8 M9
Cobb Road	N9	Keneneth A. Miner Drive	O12 O13	Thurston Street	N8 N9 O7 O8 P5 P6 P7
Commercial Drive	O7	Kevin Joe's Way	M10	Tilting Rock Road	M8 M9
Common Street	M9	King James Way	N10 N9	Tracylyn Drive	I4 J4
Comstock Drive	D2 E1 E2	L'Herault Drive	N8 O8	Tralfalgar Square	N10 N9
Cooks Circle	C3	Lake Street	L10 L11	US Route 1	O5 O6 O7 O8 P10 P11 P8 P9
Cowell Road	N8	Lakeside Avenue	L9	US Route 495 South	H7 I6 I7 J5 J6 K4 K5 L4 M4 N4
Creek Street	K10 K9 L8 L9	Lantern Lane	I4	Uncas Pond Road	H7
Crocker Pond Road	O10 O11	Laurie Lane	K11 K12	Vernon Avenue	O10 O11
Cumberland Road	E1 E2 F2	Lealand Peck Drive	J5 K5	Vernons Way	K7
Cushing Drive	O13	Lisa Drive	O10 O9	Vine Street	P12
Dana Drive	K11	Lloyd Avenue	O8	Wampum Street	L3
Davis Avenue	O8	Lorraine Metcalf Road	M10 N10	Wamsutta Way	D3
Dedham Street	M10 M11 M9 N11 N12 O12 O13	Luke Street	A2	Ware's Lane	L11
Deer Run Road	L8	Lyndon Road	N11 O11	Warner Trail Road	N8 O8
Desert Brook Road	J7 K7	MacDougald Road	D1 D2	Warren Drive	K13
Dunn Avenue	O8	Madison Street	N5 N6 N7 N8 N9 O5	Weetamoo Way	K7
Eagle Lane	K10	Manchester Drive	F3	Wesley Drive	A2 B2
East Side Road	K8 L8	Maple Hill Road	L13	West Street	A2 B2 B3 C3 D3 E2 E3 F2 F3 G3 G4 H4 I4
East Street	M9 N10 N9 O10 O11 P11 P12	Marin Lane	L12	Whiting Street	I9 J10 J9
Ellery Street	F1 F2 F3 G2	May Street	L11 M11	Williams Street	E2 E3 E4
Elysium Street	J10 J11 J8 J9	Meadow Brook Drive	O10 O11	Willow Lane	L12 L13
Emerald Street	M11 M12 N12	Melanie Lane	N5 N6 O6	Winter Street	N10 N11 O10
Everett Street	O11 O12 P12	Metacommet Street	K10	Wisteria Drive	P12
Fairbanks Drive	N10 O10	Mill Pond Drive	K6	Woodland Road	N9
				Woolford Road	J10 J9



Legend

- Zone II
- Zone II (Adjacent Town)
- Zone III
- Potential Medium/High Yield

Map prepared by Earth Tech, Concord, Mass.
Source: Aquifer Protection Districts, Wrentham, Massachusetts, February 2002.
DEP Wellhead Protection Areas (Zone II, IWPA) Datalayers, June 2006, MassGIS.



Town of
Wrentham, Massachusetts

Aquifer Protection Districts

November 2006