

Ref.: 23045

February 14, 2024

Mr. Michael McKnight, Chairman
Town of Wrentham Planning Board
79 South Street
Wrentham, MA 02093

Reg.: Proposed Gas Station & Convenience Store
Wrentham Business Park
10 Commerce Boulevard, Wrentham, MA

Dear Chairman McKnight:

On behalf of our client, Phillips & Angley, as counsel for the statutory abutters, 574 Washington Street, LLC and Helping Hands of America Foundation, Inc., ***Chappell Engineering Associates, LLC (CEA)*** has prepared this letter to supplement our prior October 27, 2023 and September 13, 2023 letters, relative to our review of the site plan and associated traffic impact study for the proposed expansion of the existing Wrentham Business Center (WBC), in order to accommodate a proposed gas station and convenience store. Specifically, this letter has been prepared in response to the December 13, 2023, response letter from the WBC applicant's traffic engineer, McMahon.

Route 1 at Hawes Street/Commerce Boulevard Layout Alternatives

As noted in our prior review letters submitted to the Planning Board, CEA has requested additional information relative to the potential shifting of traffic onto the Hawes Street corridor, due to the convenience that a new traffic signal and exclusive left-turn lane from Route 1 would provide to motorists traveling between Route 1 and points further west via Thurston Street. Additionally, concern was raised that the assignment of project-related traffic, which assumed no traffic associated with the gas station/convenience store would travel Hawes Street, did not reflect likely traffic patterns given the convenience the new signal would provide for customers of the store, to avoid traveling along the often-congested Route 1 corridor. It was requested that the traffic

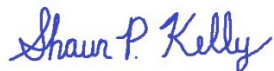
operations analyses be revised to account for these concerns in order to confirm the findings related to projected traffic operations and vehicle queueing along Route 1.

As part of the December 13th response letter, without providing any of the data and analyses that CEA has repeatedly requested, the applicant indicates an alternative signal layout, which removes the currently proposed northbound left-turn lane from Route 1 onto Hawes Street and disallows left-turns onto Hawes Street from Route 1, will be presented to MassDOT for consideration. This alternative would disallow convenient access to the rear of the 574 Washington Street, LLC and Helping Hands of America Foundation, Inc. properties by way of Hawes Street, unless arriving from the north on Route 1. Traffic arriving from the south on Route 1, including all traffic traveling from the Interstate 495 (I-495) interchange, would be required to travel further north, turn onto Thurston Street westbound, and reverse direction south onto Hawes Street. The ability to access Hawes Street directly from Route 1 will be even more critical should MassDOT install a median along this stretch of Route 1 between Hawes Street and Thurston Street, as part of its long-term corridor improvement plan that is currently in the preliminary design phase.

Based on these reasons, the elimination of the previously proposed northbound left-turn lane and associated protected signal phase for traffic traveling onto Hawes Street from Route 1 northbound does not address the prior concerns raised relative to traffic operations at this location, and instead may result in additional adverse impacts to the affected properties; which adverse impacts would be further exacerbated should MassDOT ultimately decide to install a raised median, allowing for left-turns only at signalized locations along the corridor. As such, it is requested that the supplemental analyses requested as part of our prior review letters be provided, and that the proposed layout alternative maintain the ability to directly access Hawes Street from Route 1.

Sincerely,

Chappell Engineering Associates, LLC



Shaun P. Kelly
Senior Project Manager