



May 25, 2016

Mr. Matthew Sarcione
Assistant Town Planner
Town of Shrewsbury
100 Maple Avenue
Shrewsbury, MA 01545

**Re: The Pointe at Hills Farm
Access Summary**

Dear Mr. Sarcione:

As requested this letter provides a summary of the access plans considered for Phase I of the Pointe at Hills Farm 40 B project located at the southeast quadrant of the Route 20/Stoney Hill Road (west) intersection. In total, five concepts have been considered and vetted with Town officials. In summary, Concept 1 is the original option which would allow a driveway on Stoney Hill Road. Concepts 2 and 3 limit access to Route 20 and were developed after the April 11, 2016 hearing. Concepts 4 and 5 consider traffic signal control at both Stoney Hill Road intersections.

Concept 1 – Access on Stoney Hill Road and Route 20 (Figure 1)

Concept 1 was developed early last year in consultation with both MassDOT and Town of Shrewsbury officials. The key components of this plan include:

- A driveway on Route 20 which provides a right turn inbound and a right turn outbound for future Phase I residents.
- A driveway on Stoney Hill Road approximately 300 feet south of Route 20.
- A 430 foot left turn lane on the Route 20 westbound to Stoney Hill Road which provides a safety benefit to both existing and future Stoney Hill Road residents
- A 235 foot long deceleration lane on the Route 20 eastbound approach to the site driveway.
- New sidewalk from Stoney Hill Road to the Stoney Hill Plaza.
- Additional right-of-way required to construct this concept is limited to the proponent's property at 440 Hartford Turnpike and at the Stoney Hill Plaza property.

MassDOT's standard position is that access should be provided on the local roadway system when possible, and the town's position of course was that access should be limited to Route 20. This concept provides a compromise solution.

Utilizing the public roadway system, including Stoney Hill Road, this option provides the residents of The Pointe at Hills Farm full access to Route 20 and reduces the potential for additional traffic on Gold Street and U-turns along Route 20.

Concept 2 – Access on Route 20 (Left In/Right In and Right Out) (Figure 2)

This concept was developed to provide an alternative which would not have a full access driveway on Stoney Hill Road. The driveway on Route 20 would accommodate right and left turns into the site and a right turn out of the site.

The key components of this plan include:

- A gated driveway on Stoney Hill Road (west) which would be available only to emergency vehicles and pedestrians.
- A driveway on Route 20 which provides a right turn inbound, a left turn inbound and a right turn outbound.
- A 730 foot long exclusive left turn lane on Route 20 westbound which extends the turn lane over the Route 20 vertical curve providing motorists the opportunity to see the beginning of the left turn lane prior to driving over the curve. At 730 feet, the lane also accommodates a deceleration from 55 mph to 0 mph.
- A 235 foot long deceleration lane on the Route 20 eastbound approach to the site driveway.
- New sidewalk along the south side of Route 20 from Stoney Hill Road to a point approximately 1,700 feet to the east.
- New sidewalk along the south side of Route 20 from Stoney Hill Road to the Stoney Hill Plaza.

It is noted that without a means to turn left out of the site, project generated trips with destinations to the west (AM Peak Hour: 25, PM Peak Hour: 12) may make U-turns utilizing driveways located along Route 20 or use alternative routes to proceed west including Cherry Street and Gold Street.

As shown on Figure 2, additional right-of-way would be required from #440 Hartford Turnpike (the site), #464 Hartford Turnpike (YRC Freight) and #470 Hartford Turnpike (Spring Rebuilders) to implement this concept. The proponent meet with the owners of YRC Freight and Spring Rebuilders and unfortunately, neither owner was willing to sell land to provide the needed right-of-way for the project. The owner of #464 (YRC Freight) indicated no interest in selling a portion of their frontage or granting any utility easements and the owner of #470 (Spring Rebuilders) has no interest in selling land as their parcel is small and any reduction in size would result in the parcel not conforming to zoning regulations. Both land owners provided documentation which stipulated that they are not interested in selling land. Copies of these documents were provide to the town on May 9, 2016.

Therefore, as the right-of-way needed to construct this concept is not available to the proponent, the concept is not viable. This concept was submitted to MassDOT for review and comment, but withdrawn upon realizing adequate right-of-way would be not be available.

Concept 3 – Access on Route 20 (Right In and Right Out) (Figure 3)

Concept 3 was developed to provide an alternative which would not have a driveway on Stoney Hill Road and would not require right-of-way from private land owners. The concept is similar to Concept 2, but only accommodates a right turns to/from the site and Route 20.

The key components of this plan include:

- A gated driveway on Stoney Hill Road (west) which would be available only to emergency vehicles and pedestrians.
- A driveway on Route 20 which provides a right turn inbound and a right turn outbound.
- A 235 foot long deceleration lane on the Route 20 eastbound approach to the site driveway.
- New sidewalk along the south side of Route 20 from Stoney Hill Road to the driveway.

Similar to Concept 2, without provisions to turn left out of the site, project generated trips with destinations to the west (AM Peak Hour: 25, PM Peak Hour: 12) may make U-turns utilizing driveways located along Route 20 or use alternative routes to proceed west including Cherry Street and Gold Street.

Additionally, without means to turn left into the site, project generated trips arriving from points to the east of the site (AM Peak Hour: 3, PM Peak Hour: 29) may make a U-turn at the Route 20/Stoney Hill Road (West) intersection to access the site driveway on Route 20.

Although this plan has not been shown to MassDOT, MassDOT has indicated that it would likely allow the Route 20 driveway to be designed to allow only a right turn in and a right turn out.

Concept 4 – Access on Stoney Hill Road and Route 20 with Traffic Signal Control at Stoney Hill Road (West)

This is option is similar to Concept 1 as it would accommodate a full access driveway on Stoney Hill Road and a right-in/right-out driveway on Route 20. However, the traffic control of the Route 20/Stoney Hill Road (west) intersection would be modified from Stop control to traffic signal control.

As documented in the *Traffic Impact and Access Study* (Tetra Tech, November 2015) prepared for the project, the intersection does not carry sufficient traffic volumes to warrant a traffic signal. Furthermore, there are safety concerns related to the geometry of the intersection, including the auxiliary climbing lane and Route 20 grades, which make installation of a traffic signal undesirable at this location.

MassDOT has indicated that it would not support a traffic signal at the Route 20/Stoney Hill Road (West) intersection.

Concept 5 – Access on Stoney Hill Road and Route 20 with Traffic Signal Control at Stoney Hill Road (East) (Figures 4A and 4B)

Concept 5 included a full access driveway at Stoney Hill Road with a driveway on Route 20 limited to a right turn from the site onto Route 20. The key components of this concept include:

- Installation of a traffic signal at the Route 20/Stoney Hill Road (East) intersection (Figure 4A).
- A 100 foot long exclusive left turn lane and shared through/right turn lane on the Route 20 westbound approach to Stoney Hill Road (east)
- A through lane and 250 foot long auxiliary through lane on the Route 20 eastbound approach to Stoney Hill Road (east).
- Modification of the Route 20/Stoney Hill Road (West) intersection to prohibit left turns to/from Stoney Hill Road (west) (Figure 4B).

MassDOT indicated support for this concept. However, this concept was rejected by the Board of Appeals and local residents due to concerns related to the additional traffic generated along Stoney Hill Road by both existing and future residents.

Please do not hesitate to contact us should you need any further clarification or if you have any questions on the information presented in this letter.

Very truly yours,



Nancy B. Doherty, PE
Senior Project Engineer

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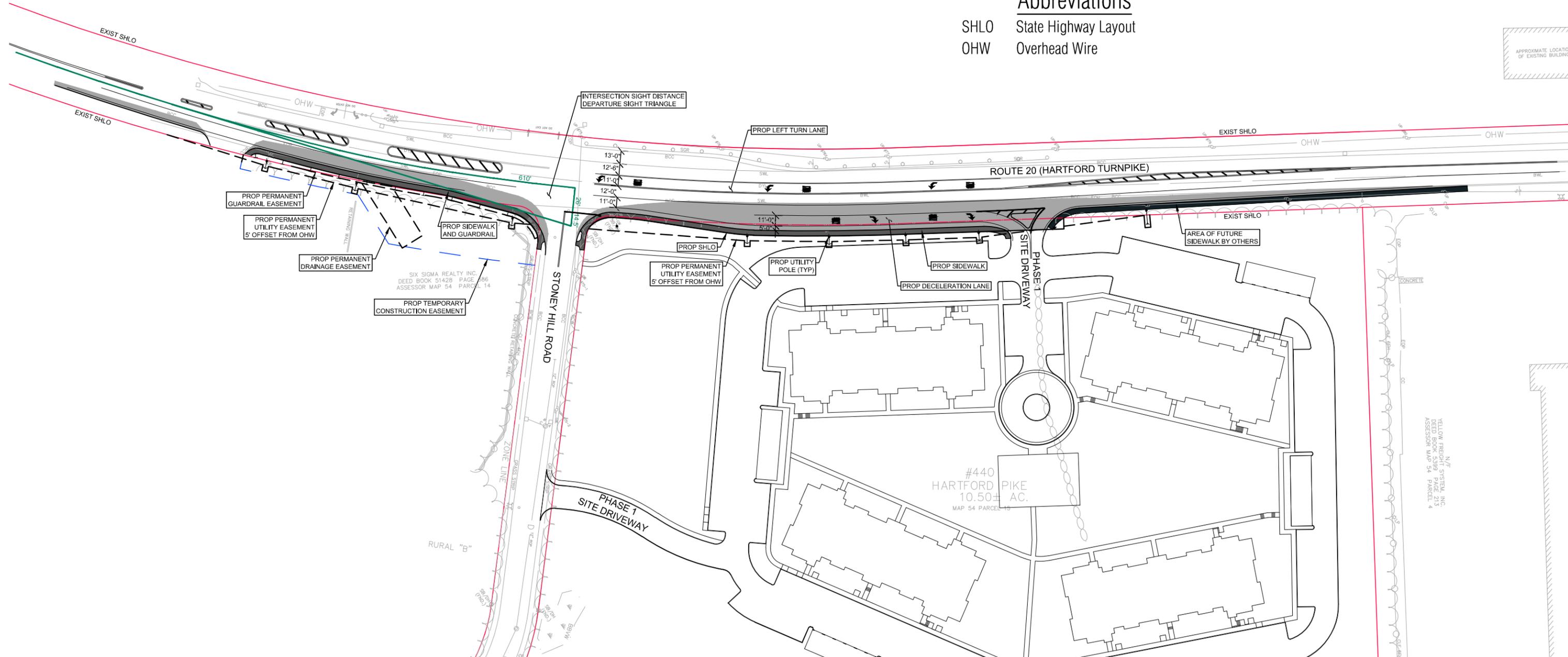


Legend

- Proposed Widening
- Proposed Sidewalk
- Proposed Future Sidewalk By Others
- Existing Layout / Property Line
- Proposed Temporary Construction Easement

Abbreviations

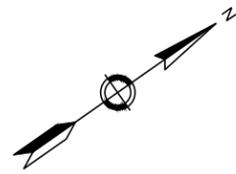
- SHLO State Highway Layout
- OHW Overhead Wire



100 Nickerson Road
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Shrewsbury, Massachusetts

Concept 1 -
 Access on Stoney Hill Road
 and Route 20

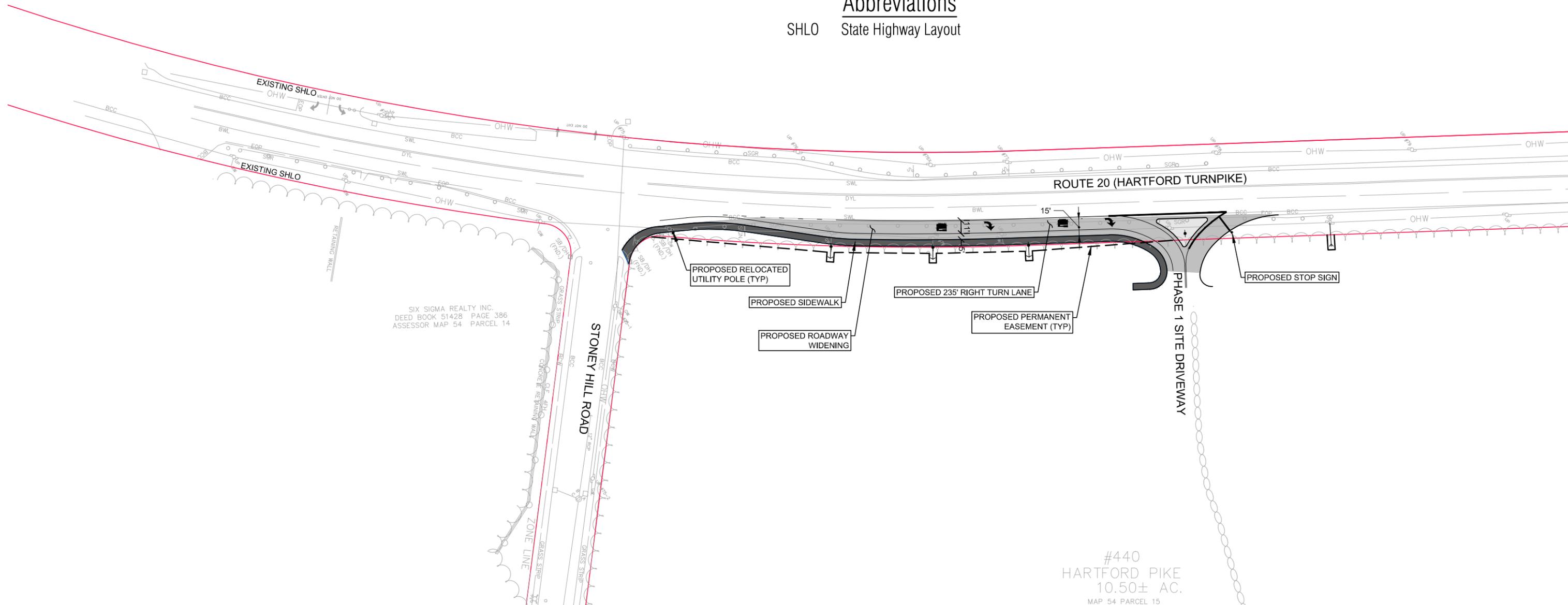


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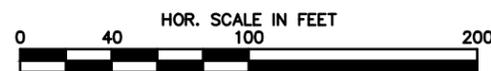
-  Proposed Widening
-  Proposed Sidewalk
-  Proposed Cement Concrete Island
-  Existing Layout / Property Line
-  Permanent Easement
-  Temporary Construction Easement

Abbreviations

SHLO State Highway Layout

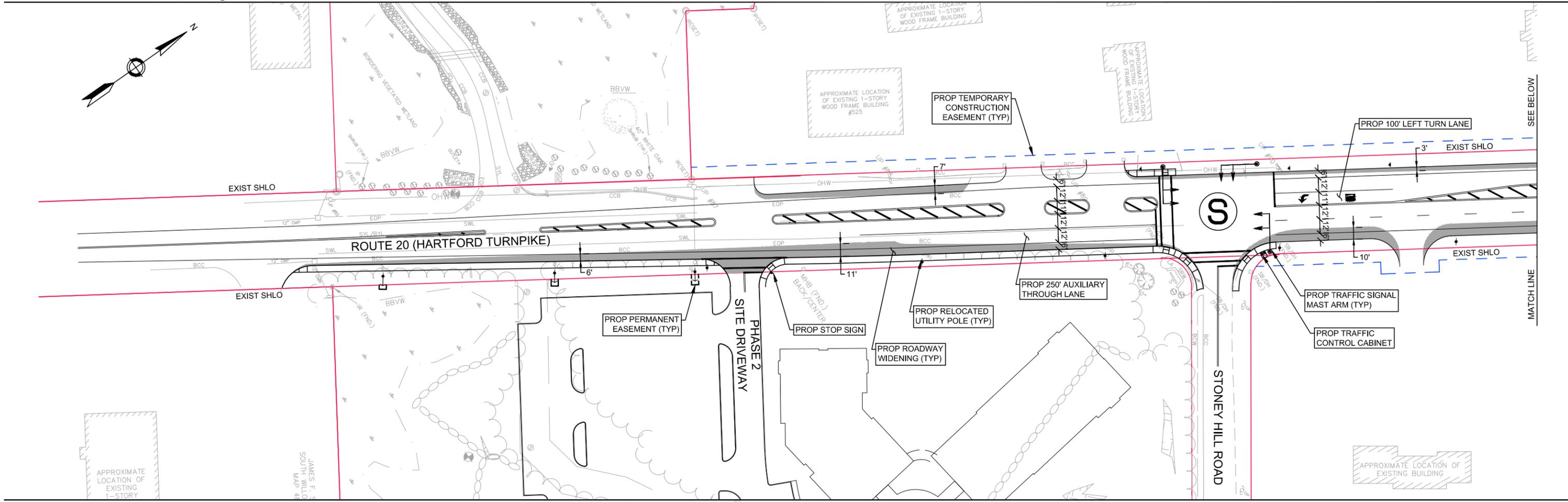


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Concept 3 -
Access on Route 20
(Right In and Right Out)

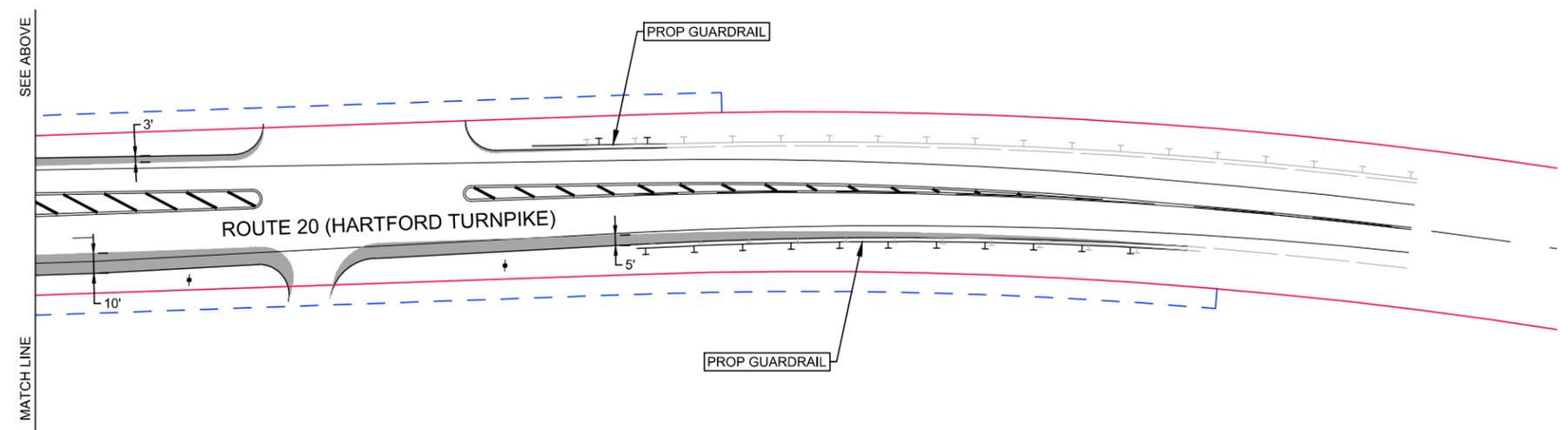


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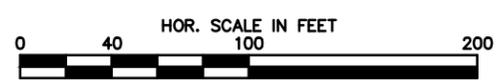
- Proposed Widening
- Existing Layout / Property Line
- Proposed Temporary Construction Easement

Abbreviations

- SHLO State Highway Layout



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Shrewsbury, Massachusetts
 Concept 5 - Access on Stoney Hill Road
 and Route 20 with Traffic Signal Control
 at Stoney Hill Road (East) and
 Modification to Stoney Hill Road (West)

Figure 4A

