

Groth, Brian

From: John Plante <jplante@Langan.com>
Sent: Wednesday, February 3, 2021 8:59 AM
To: Groth, Brian
Cc: Brian Kutz (brian.kutz@hillwood.com); John Smolak (JSmolak@smolakvaughan.com)
Subject: HLC Truck Movements at Lowell/Rena/GMD
Attachments: 2021-02-02 Truck Movement Plan TM101.pdf

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Brian, please find attached a graphic of the truck movements at the Lowell/Rena/Green Meadow Drive intersection that was requested by Selectman Coutu. My apologies, I intended this graphic to be a part of the presentation last week to respond to Selectman Coutu's question from the previous meeting. The graphic indicates the modifications to the intersections that help facilitate efficient and safe truck turning movements in an out of the Green Meadow Driveway. As you can see, there is no widening expected on the east side of Lowell Road adjacent to Rena Avenue.

In addition, I would like to further clarify and more appropriately articulate my response to Selectman Coutu as to why we believe it is important to have full truck movements at this intersection. This is the case for the following reasons:

- For a facility like HLC, multiple access points is appropriate for adequate site planning and efficient, safe circulation into and within the site.
- Two access locations are also appropriate for public safety and emergency vehicular access.
- The two access locations for this development were identified by the town through previous planning efforts associated with prior site plan approvals – approvals of the Sam's Club and Mercury Systems developments.
- This town's vision to accommodate future redevelopment of this site with specific access points was appropriate. The town identified two locations which are served by existing signalized intersections, and locations that relate to the commercial uses adjacent to the access locations. This vision allowed for vehicular access to the site without the need to create new connections to public roadways beyond what exists today.

The site has been designed to reflect these access locations, through the orientation of the buildings, interior roadways, parking lots, and truck courts. The Sam's Club access to this site is the extension of WalMart Boulevard and the Mercury Systems access is the reconfiguration of that driveway and is called Green Meadow Drive. If the development was a single building, the design goal would be to completely separate the truck traffic from the car traffic to reduce the interaction and potential conflicts between vehicle types. In this case there are multiple buildings, which results in interaction between the vehicle types. The orientation of the three building results in WalMart Boulevard being Building A's primary access driveway, with the separation of the trucks and cars happening immediately after the wetlands crossing. Building B and C are orientated to Green Meadow Drive. The unrestricted use of these two access locations is also driven by the tenant requirements to improve efficiencies in traffic flow.

The site has been designed to accommodate both trucks and cars which are able to use either intersection. We do not believe that restricting truck movements at Green Meadow Drive is appropriate. The trucks particularly from Building B and C are best served by the Green Meadow Drive and minimize the truck usage and related conflicts of the internal roadway parallel to Building A, which provides the main access to and from the Building A employee parking lot. This configuration serves to minimize interaction between trucks and the employees of Building A. The WalMart Boulevard/Lowell Road intersection is currently designed for truck movements. The proposed Green Meadow Drive/Lowell Road intersection is also designed to accommodate truck movements, as seen on the attachment.

Spreading the trucks between the two driveways is appropriate, not only for internal circulation and safety, but for the operations of the Lowell Road signalized intersections. Having the trucks able to access both driveways lessens the burden on any one intersection. The proposed design changes at these intersections are intended to balance the existing traffic volumes and the anticipated volume for the development to create optimum signal operations. Moving all truck movement to the WalMart Boulevard intersection would impact that optimization. Increasing the number of larger, slower vehicles to this location would impact operations greater than if it were just additional cars added to the intersection.

We believe proper site planning, signal operation considerations and safety necessitate the use of both site access driveways for unrestricted truck and cars usage.

Thanks, John

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