



Planning Department

TOWN OF ACTON
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MEMORANDUM

To: Planning Board

Date: June 21, 2006

Comments on Revised Plan: August 4, 2006

From: Roland Bartl, AICP, Town Planner *R.B.*

Subject: Request for Street Determination – 45 Main Street (Renwick S. Tweedy)

8/4/2006: We have received a revised plan with cover memo on August 1, 2006. See revised or additional comments below.

Regulatory/Legal Background:

The State Subdivision Control Law (MGL ch. 41, s. 81-L) defines what division of land does not constitute a subdivision and therefore would be a division of land by the simpler "Approval Not Required" (ANR) method. Anything that does not fit into a category eligible for ANR approval is then a subdivision and must go through the subdivision approval process.

The Acton Zoning Bylaw borrows and slightly modifies the s. 81-L definition in its definition of what a street is (section 1.3.16):

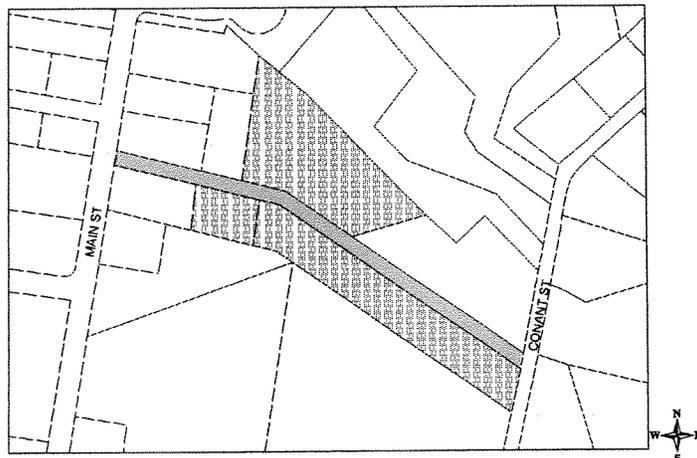
"A STREET shall be 1) an improved public way laid out by the Town of Acton, or the Middlesex County Commissioners, or the Commonwealth of Massachusetts; or 2) a way which the Acton Town Clerk certifies is maintained by public authority and used as a public way; or 3) a public or private way, improved in accordance with a plan approved and endorsed by the Planning Board under the Acton subdivision rules and regulations and the subdivision control law; or 4) a way in existence as of March 9, 1953 having in the opinion of the Planning Board sufficient width, suitable grades and adequate construction to accommodate the vehicular traffic anticipated by reason of the proposed USE of the land abutting thereon or served thereby and for the installation of municipal services to serve such land and the BUILDINGS erected or to be erected thereon. A public or private way shall not be deemed to be a STREET as to any LOT of land that does not have rights of ACCESS to and passage over said way."

For a parcel of land to be or become a buildable lot a certain minimum area and length of frontage along a street is required. In the zoning district where the subject property is located (R-2) the minimum frontage on a street is 150 feet and the minimum lot area is 20,000 square feet, 100 feet and 40,000 sq. ft. for so-called frontage exception lots, or 50 feet and 80,000 sq. ft. for so-called hammerhead lots.

The applicant seeks a determination under sub-section 4) above (underlined). The sentence following the underlined sentence will also be relevant.

Locus:

Following is an excerpt of the Town's parcel map which shows the Tweedy property (light gray) and the private way (dark gray), for which the street determination is sought, between Main and Conant Streets in South Acton. Not shown are extensive wetlands towards the Conant Street side. Tweedy has a house on the north side of the private way.



Recent History and Process:

In the middle of 2005 or so, the Planning Department received an application from Mr. Tweedy for a 3-lot ANR plan endorsement on his property with proposed frontage on the private way. We immediately advised the applicant that the land is not eligible for ANR endorsement with an affirmative determination by the Planning Board under section 1.3.16.4) of the zoning bylaw that the private way is a street for purposes of the proposed use(s), i.e. providing access and frontage to the proposed lots. The ANR application was then put on hold and the filing fee recently returned.

There is no law that prescribes the method or process by which the Planning Board is to make such a determination. Based on prior established practice, we advised the applicant that the process to follow would be that of an application for subdivision approval, including time frames, abutters' notifications, public hearing, and filing fees. The applicant filed the request for a determination in late April. The application material is enclosed.

Should the Planning Board determine that the private way is a street for the proposed use(s), the ANR plan could then be re-filed and would be eligible for endorsement subject to the usual criteria for such plans. The Planning Board could also attach appropriate conditions to its affirmative determination and the ANR endorsement.

Other Departmental Comments:

Other departmental comments are attached; please review them. The following may alter, clarify, or expand upon some of these comments.

Planning Department Comments (after review of application and consult with Town Counsel):

The private way is eligible for consideration under section 1.3.16. In other words, the applicant has provided sufficient documentation that shows the way's existence as of March 9, 1953. The first plan of record apparently dates to 1927. That leaves two areas for deliberation: (a) Whether the way has "sufficient width, suitable grades and adequate construction to accommodate the vehicular traffic anticipated by reason of the proposed USE of the land abutting thereon or served thereby and for the installation of municipal services to serve such land and the BUILDINGS erected or to be erected thereon"; and whether Tweedy and others have the right to access or use the way. I also

have some comments on the ANR division shown on the plans, although that would be a subsequent step.

1. The existing condition of the way is marginal to poor. The applicant proposes certain improvements shown on the plan. This is appropriate in light of the proposed use(s). The Planning Board's determination of adequacy should be based on the way as proposed, not as in existence at this time. Please see the Engineering Department's memo on the subject for detailed review comments on the proposed improvements, and the Tree Wardens remark on sight distance at Main Street. I think there is a need to modify and clarify these comments a bit:

a. I don't see any suggestion in the record that the applicant seeks acceptance of the way as a public way. This would be inappropriate in any case as the proper vehicle for that end result would be the subdivision route. So, any comments related to compliance with the rules for public way subdivision streets should be read with that in mind.

b. I might suggest that the proposed improvements are overdone. The Town's common driveway standards (zoning bylaw section 3.8.1.5) would seem rather adequate for this application: +/-12' pavement width, grade standards more forgiving (5% within intersection), etc. This would reduce cost, environmental disturbances, runoff, detention/retention volumes, etc.

8/4/2006: changes made – Engineering has comments on revised plan

c. Whatever drainage facilities, as proposed or as modified for reduced pavement area, they should perhaps be included within one or more easements to delineate legally the areas for joint maintenance.

8/4/2006: drainage facilities removed – see Engineering comments

d. Since, if determined a street, it is going to remain a private, the applicant should submit for approval by the Board a maintenance agreement and covenant, as is customary for common driveways and residential compounds approved by the Planning Board. This should define and assign the maintenance responsibilities for the way and drainage facilities among the lots, and covenant to the Town that the lot owners will not petition for public way acceptance or maintenance or snow plowing by the Town.

8/4/2006: No draft submitted. The private way maintenance agreement and covenant should incorporate Varno and Phillips, or provide them with an option to join that the then-owners of the way cannot unreasonably deny.

e. The sight distance on Main Street appears to be a considerable traffic safety problem - 450 feet should be the minimum target on an arterial street such as Main Street (as per common driveway standards, section 3.8.1.5). The applicant's engineer should identify what action is necessary to achieve it.

8/4/2006: Plan changes were made to effect 450' sight distance. In note 16 on plan sheet DS-1 "will" needs to be changed to "shall".

f. As is required and customary for subdivisions and common driveways, the Board may wish to consider a sidewalk requirement in this case. Rather than requiring a sidewalk along the proposed improved way (or offering an alternative along Main Street, where a continuous sidewalk already exists on the opposite side) the Board might consider offering as an alternative a contribution to the nearby planned Assabet River Rail Trail for acquisition, design, construction, and amenities. The standard contribution rate would \$15/foot of proposed road, totaling in this case \$6,525 for the 435-foot long proposed road shown on the plan.

8/4/2006: I would be curious what the Applicant's thinking is on this proposal.

2. The old deeds presented in the application refer to the "private way used in common with others". Therefore, we must assume that Tweedy is not the only party entitled to use the private

way. Customarily, all direct abutters to a private way such as this one do have rights to use it. If it were the Tweedy's sole and exclusive property one might ask whether the way is in fact not simply a part of the Tweedy's lot, rather than a way that might qualify for street determination. Other abutters to the way are Varno, Phillips, and Fiske/Grosaw. While it may not be practical to use the rest of the way to Conant Street due to extensive wetlands, Tweedy may not have the right to abandon the way without consent of these abutters and anyone else on record who may have rights to use it. While the Planning Board is not the deciding authority to allow the abandonment or enforce the other parties' consent, it is an issue that Mr. Tweedy should address rather sooner than later.

8/4/2006: The revised plan suggests that the right of way will no longer be abandoned, but rather maintained as a separate parcel. This resolves the issue and should be carried forward to the ANR plan that is to follow if the petition is granted.

3. Among the other parties, Ms. Varno (owning two parcels on the private way) has visited this office on several occasions with interest to also develop her property and with questions on how the Tweedy's activity might affect her. My advice has been that she should perhaps coordinate her thoughts and efforts with the Tweedy's. But it appears from the application that, whatever the reason, this has not occurred. In any case, when considering the adequacy of the way to serve as a street, the Board may wish to consider an allowance for the Varno property, and perhaps also Phillips should they decide to access their land via the improved way.

8/4/2006: The applicant has not addressed this. See Ms. Varno's letter in the packet. In the event that the Board rules in the affirmative on the petition for a street determination I suggest that the limitation should be 6 dwelling units: Tweedy – 3; Varno 2; Phillips 1. Three of them already exist, but the Phillips currently do not use it for access.

4. The two abutting lots on Main Street (#43 Phillips and #47 Varno) have houses on the lots which may not meet the 30-foot setback requirement to a street on the side of the private way. Town Counsel advises that due to the long existence in the record of the way as private way the setbacks, if insufficient would be considered pre-existing nonconforming regardless of the outcome of this petition before the Board.
5. Although the plan approval (ANR) is not presently part of the request before the Board, the lots have been shown for informational purposes as staff had requested. We note that proposed lot 1 would have insufficient frontage for its area. Also, it appears that lot 2 would have insufficient frontage if the private right of way cannot be abandoned.
8/4/2006: The revised plan better addresses these issues. Lot lines are subject to finalization in the subsequent ANR plan. The applicant should indicate to which station they would request a determination for street status to ensure sufficient frontage length along the right of way for all lots.
6. I want to draw attention to the Health Department comment, which suggests that the recent creation of public wells in Maynard has an impact on land in Acton. It is unclear however, if the septic disposal limits apply to each lot individually or can be averaged out over the entire development area.
7. Finally, the easterly Varno parcel appears to be shown incorrectly. Our records indicate that its northerly portion is a separate parcel owned by Patton of 51 Main Street.
8/4/2006: This has been corrected.

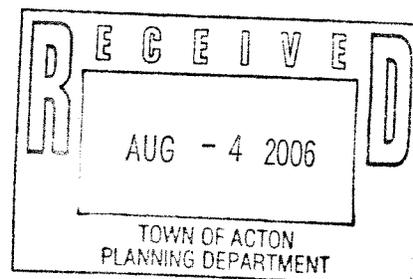
8/4/2006 - Additional comments:

- **The Operation and Maintenance Note 2 on Sheet SWPPP should also refer to the private way maintenance agreement and covenant. And the private way maintenance agreement and covenant should have the Operation and Maintenance Plan attached to it.**
- **The Fire Chief had no comments or objections to the previous plan. He has not seen the revised plan, which was submitted only recently. The applicant should attempt get a read from the Fire Chief before the hearing continuation.**

cc: Applicant
Mark Scheier, Esq., Scheier & Katin P.C.
Jeramie Vaine, Landtech Consultants, Inc.
Engineering Department
Building Department
Town Manager

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Engineering Department

INTERDEPARTMENTAL COMMUNICATION

To: Planning Department

Date: June 6, 2006

From: Engineering Department *of*

Revised: August 4, 2006

Subject: Review of Renwick Way – 45 Main Street
Determination pursuant to Zoning Bylaw Section 1.3.16(4)

We have reviewed the above referenced Road Improvement Plan revised on July 31, 2006 and we have the following revised comments written in **bold and underlined**:

1. According to recorded lot plans for these properties, we noticed the existing 30-foot wide private way is shown on a separate parcel of land. The applicant will need to conduct a title search to ensure ownership of this private way and that there are no other people who have retained rights to this road that could raise a problem. Our concern is that if the applicant does not own the underlying land shown as the private way that he might not be able to subdivide the property as shown. The land area for Lot #2 is compromised of a portion of the private way and land located on either side of this roadway.
Has not been Addressed
2. The project engineer identifies Main Street in the Development Impact Report as a collector road. The Town Master Plan identifies Main Street an arterial road.
No Comment
3. The title of the Details & Sections sheets (DS-1, DS-2 & SWPP) should be changed from **Dunham Park Acton, MA to 45 Main Street Acton, MA.**
The title block has been corrected
4. The engineer needs to show the 100-year flood zone that is located on this property.
The approximate location was scaled on the plans from the FEMA maps
5. We noticed that Lot #1 does not conform to the minimum standards for a legal building lot in Residence 2 zoning district as stated by the Zoning Bylaw. Lot #1 is shown to have 135.75 feet of frontage and only 33,097 square feet of land.
Not Resolved – the area of Lot 1 has increased but the frontage is not labeled on the plan
6. The existing property line monumentation such as the drill holes in the stone wall should be clearly labeled on all the subdivision plans. We are concerned that some of these points will be disturbed and/or destroyed during construction. There should be a note on the plans to

mark these points in the field prior to construction. The note should also state that if these property markers are damaged or destroyed during construction that the applicant will hire a registered land surveyor to reset the monuments and certify the new locations.

A note has been added to the Details and Sections sheet – note #20

7. The engineer should rename the proposed easement on Lot #1 & #2 from an “access easement” to a “drainage and utility easement” to clearly identify the intent of this easement on the subdivision plan. The engineer should also encompass the detention basin outlet pipe on Lots #2 & #3 in an easement in order to allow future owners of these lots the legal right to enter upon this property in order to inspect, maintain and repair this drain pipe as necessary.

Not Applicable - The previously proposed drainage system on Lots 1, 2 & 3 has been eliminated

8. The engineer should show an access gate in the chain link fence surrounding the detention basin that is of adequate size and situated in an appropriate location for maintenance equipment to enter the area to maintain and/or repair problems in the basin or at the outlet control structure.

Not applicable – the proposed drainage system has been eliminated

9. The applicant will have to propose street addresses for the subdivision. We want to be sure there is no potential confusion with the building addresses, especially during a 911 emergency. The applicant will need to obtain final approval for the street addresses from the Engineering, Police and Fire Departments. I do not foresee a conflict with the proposed street name “Renwick Way”.

Has not been addressed

10. The Town requires the elevations shown on the plans to be referenced to the National Geodetic Vertical Datum of 1929. The engineer should also needs to note the location and elevation of the starting reference benchmark with at least one temporary benchmark set on the site and labeled on the subdivision plans. The temporary benchmark should be located on a fixed object that will not be disturbed during construction.

Has not been addressed

11. The engineer needs to submit a copy of the water balance calculations to demonstrate that the annual amount of precipitation being captured and recharged to groundwater has not been reduced as a result of the subdivision.

Has not been addressed

12. The Operation and Maintenance Notes for the proposed drainage system should describe, in more detail, how to inspect the catch basins and determine when they might need to be cleaned. The procedure should be written, in layman’s terms, so the future homeowners that are responsible for the maintenance and upkeep can easily understand the inspection process.

Operation & Maintenance Note #3 should also explain how to inspect the catch basin sump to determine when the catch basin needs to be cleaned.

13. Operation and Maintenance Note #2 incorrectly references to the Town of Tyngsborough. If the intention is to have Renwick way accepted as a town way then the engineer will need to redesign the roadway to fully comply with the Subdivision Rules and Regulations. We would not recommend granting waivers allowing the right of way to be less than 40 feet in width or

allowing the T-shaped turnaround and the driveways as it is shown on the plans. If Renwick Way is to remain a private road, the engineer will need to revise this note to state the private homeowners will be jointly responsible for all the future maintenance and upkeep of the drainage system.

This note has been changed

14. Operation and Maintenance Note #4 refers to the maintenance responsibilities for the sediment forebay, the detention basin, the infiltration system and the stone trenches. This note needs to be revised so that it relates only to the drainage system that is proposed in this subdivision. If there are separate infiltration systems or stone trenches on the private lots, the engineer will need to show these drainage facilities on the subdivision plans.

This note refers to a infiltration basin and a treatment swale that are not shown on the plans

15. The Operation and Maintenance notes for the drainage system should clearly state who will be responsible for the proposed drainage system. We recommend that the operation and maintenance plan for the proposed drainage system be incorporated into the future private way maintenance agreements for the road.

This note has been revised to state that the homeowners will be responsible for the maintenance. This will need to be included in the future legal documents and the maintenance agreements.

After reviewing these plans, it appears that the existing homeowners at 47 Main Street (Varno) will also become jointly responsible for the future maintenance of Renwick Way. The plans show that their driveway also connects to Renwick Way.

16. Based on their drainage calculations, the engineer was able to reduce the overall peak runoff rates from the site for a design ten-year storm event.

The engineer has removed the previously proposed drainage system at the end of the common driveway by the proposed dwellings. There were no drainage calculations submitted with the revised set of plans to demonstrate the design of the new catch basin at Main Street. The engineer will need to analyze the existing drainage system on Main Street to ensure there is sufficient capacity in the public drain system to handle the runoff based on a 10-year design storm event.

17. The opening statement for the drainage calculations in the Supplemental Data Report should have referred to the Acton Planning Board instead of the Westford Planning Board.

No Comment

18. We would recommend relocating the detention basin outlet pipe so that it drains toward wetland flag #6A. This adjustment would place the outlet pipe at about the midpoint between the existing house and the new home on Lot #3. It would also reduce the amount of pipe required to be installed while still maintaining a 50-foot separation from the wetlands as it is currently shown on the plans.

The engineer has removed the previously proposed drainage system at the end of the common driveway by the proposed dwellings.

19. The engineer should add a label for the detention basin outlet pipe on the plans to state the pipe diameter, slope, type of pipe, length, etc...

The engineer needs to label the proposed pipe diameters for the proposed drainage

system at Main Street

20. The engineer should conduct a deep test hole and percolation test in the same locations as the proposed detention/infiltration basin to field verify the type of existing soils, the actual infiltration rate and the depth to groundwater. The engineer should identify the elevation of estimated high groundwater in the proposed drainage basin to confirm the storage capacity of these detention basins will not be diminished due to a groundwater table that is higher than the bottom of the proposed detention basin. We also want to confirm the bottom of the detention/infiltration basin is at least 2 feet above the groundwater table as required by the MA Stormwater Policy.

The engineer has removed the previously proposed drainage system at the end of the common driveway by the proposed dwellings.

21. We recommend that the engineer show some drain inlets such as catch basins at the intersection with Main Street to intercept pavement runoff prior to discharging overland onto Main Street. We want to try and prevent any potential icing problems on Main Street during the winter months. These catch basins could probably be connected directly into the existing drainage system on Main Street.

There were no drainage calculations submitted with the revised set of plans to demonstrate the design of the new catch basin at Main Street. The engineer will need to analyze the existing drainage system on Main Street to ensure there is sufficient capacity in the public drain system to handle the runoff based on a 10-year design storm event. We would like a copy of the drainage calculations to show that there is a sufficient inlet capacity of the catch basin grates to handle the runoff from the proposed common driveway.

22. The engineer needs to add a typical cross section of a trench for the installation of the proposed drainage pipe on the plans.

The typical trench detail requires a minimum cover over the corrugated plastic pipe to be 4 feet. According to the proposed inverts for the drain manhole in Main Street, the drain pipe will only have about 3-3.5 feet of cover. If the corrugated plastic pipe requires the cover to be 4 feet for structural stability, the engineer will need to change the type of drain pipe under Main Street.

23. The contractor will be required to apply for Permits to Construct within a Public Way for any work in the layout of Main Street such as the underground utility connections (water and gas).

A note has been added to the Details & Sections sheet

24. There are no fire alarm call boxes shown on the subdivision plans. The engineer will need to meet with the Acton Fire Chief to discuss the requirements for a fire alarm call box.

No comment

25. The Fire Chief will have to review the plan to ensure that it is adequate for emergency SU-30 vehicles (fire truck). Based on our turning templates, it appears that a fire truck can safely maneuver within the turnaround for Renwick Way as shown on the plans without driving over the curb.

Based on our turning templates, a fire truck can maneuver within the turnaround for Renwick Way as shown on the plans. However, the turnaround appears to be very tight and I would defer the final approval to the Fire Chief.

26. The engineer need to correct the proposed edge of pavement for the intersection of Renwick Way so that it does not encroach into the Main Street road pavement as it is currently shown on the plans. The engineer might need to relocate the existing utility pole at this location in order to provide an adequate pavement radius for this intersection. The pavement radius needs to be large enough to accommodate an emergency SU-30 vehicle (fire truck) to enter the site without the need to obstruct oncoming traffic on Main Street. **Based on our turning templates, a fire truck can maneuver within the intersection at Main Street. However, I would defer to the Fire Chief for final approval. The engineer has shown the existing utility pole to be relocated on the plans.**
27. The applicant still needs to address the requirement for sidewalks. **Has not been addressed**
28. The engineer should sketch the approximate location of the existing septic system for the existing home on lot #2. **A label has been added to the plans**
29. Due to the close proximity of the homes at 43 & 47 Main Street, we recommend that the dwellings on these properties be shown on the plans to clearly show how this subdivision relates to these homes. **These dwellings have been shown on the plans**
30. The engineer should show the existing utility pole on Main Street that is adjacent to this driveway on the plans. We want to be sure that the location of this utility pole will not interfere with the new location of the proposed road. **The engineer has labeled the existing utility pole to be relocated**
31. We noted the following inconsistencies with the information provided for the proposed detention basin:
- The invert of the 4-inch orifice on the outlet structure in the detention basin is labeled at elevation 87.00 on the Details & Sections sheet.
 - In the drainage calculations, the invert of the 4" orifice is stated at elevation 86.00.
 - The cross-section of the detention basin on the Details & Section Sheet shows a pipe buried in stone or some sort of material.
 - The proposed contours labeled on the subdivision plans show the bottom of the sediment forebay to be at elevation 86.00.
 - The cross section of the detention basin shows the sediment forebay to be at an unknown elevation below elevation 86.00.

This information needs to be corrected so that the information is consistently shown on the plans, details and the drainage calculations.

The engineer has removed the previously proposed drainage system at the end of the common driveway by the proposed dwellings.

32. If a perforated pipe is proposed to be buried in stone in the detention basin, the engineer will need to label the size of the stone, the pipe diameter, length of pipe, inverts, etc... **The engineer has removed the previously proposed drainage system at the end of the common driveway by the proposed dwellings.**

33. The engineer needs to add a typical detail of the emergency spillway for the detention basin on the plans.
The engineer has removed the previously proposed drainage system at the end of the common driveway by the proposed dwellings.
34. Note #5 on the Details & Sections sheet (sheet DS-1) should be changed to require the stone bounds shall be a six (6) inch square by four (4) feet long piece of granite set flush with the finished grade as required by the Subdivision Rules and Regulations.
This note has been removed from the plans. However, we still recommend some monumentation to be set at the property corners to ensure there are no future encroachment issues.
35. Note #20 on the Details & Sections sheet (sheet Ds-1) states that Renwick Way will eventually be accepted as a public way. If the intention is to have Renwick way accepted as a town way then the engineer will need to redesign the roadway and the T-shaped turnaround to fully comply with the Subdivision Rules and Regulations. We would not recommend granting waivers to allow the right of way to be less than 40 feet in width. We would also not recommend waivers from Section 8.1.18.2 of the Subdivision Rules and Regulations relating the design of the T-shaped turnaround.
This note has been removed from the plans
36. If Renwick Way is to remain a private road, the engineer will need to remove the portion of Note #20 on the Details & Sections sheet relating to Renwick Way becoming a public way from the plans. We also recommend that the applicant incorporate some language for the private way into their legal documents and maintenance agreements so that future residents clearly understand the Town will not be responsible for snow plowing or any other related maintenance and that the roads will not become public ways.
We still recommend the applicant incorporate some language for the private way into their legal documents and maintenance agreements so that future residents clearly understand the Town will not be responsible for snow plowing or any other related maintenance and that the common driveway will not become public ways.
37. The proposed centerline grade of Renwick Way at Main Street (3.75%) exceeds the maximum allowable grade of 2% for the transitional area as shown on the table for vertical design standards in the Subdivision Rules and Regulations.
According to the engineer, the road has been designed to meet common driveway standards. A common driveway can have a maximum grade of 5% within 50 feet of an intersection. The proposed centerline grade of Renwick Way at Main Street is shown at 3.7%+/-.
38. The proposed K-value for the crest vertical curve of Renwick Way (11.43) is below the minimum allowable K-value (15) for a low intensity local street.
Not applicable to common driveway standards
39. The engineer should add a note to the plans requiring all loam and yielding material shall be removed from the roadway area and replaced with suitable material. The note should also state that provisions will be made for dust control.
Has not been addressed
40. All of the radiuses for the face of curb in the roundings should be labeled on the Plan and Profile sheets.

Has not been addressed

41. The Sign Detail should state that all traffic related signs will comply with the latest edition of the Manual on Uniform Traffic Control Devices.

A note has been added to the detail

42. The detail for the cape cod berm should clearly show the minimum reveal of the curb above the wearing course to be 6 inches.

The proposed curbing has been removed from the plans. We recommend that the engineer show a curbing along Renwick Way to ensure that the pavement runoff will be diverted into the proposed catch basins at Main Street. Otherwise, the runoff could drain onto the grass shoulder and bypass the drainage structures. Our concern is that runoff from the access driveway will not be intercepted by this catch basin and this runoff will discharge directly onto Main Street causing potential icing problems.

43. The applicant might need to request waivers from certain sections of the Subdivision Rules and Regulations in order to allow such changes as an asphalt curb in the T-shape turnaround versus sloped granite curbing, reduced road shoulder widths, etc...

Not applicable to common driveways

44. The engineer should add the following notes about paving the roads:

- Prior to the installation of the wearing surface on the road, the binder surface shall be swept clean, dried if necessary, patched and treated with an asphalt emulsion or tack coat to ensure a satisfactory bond between the pavement courses. It should also require that the wearing course would not be applied until all construction on lots served by Renwick Way is in the opinion of the Board completed or substantially completed.
- No paving shall take place after November 15th of any given year.

We still recommend that these notes be added to the plans and apply to the driveway construction

45. The engineer should show the proposed stone bound locations along Renwick Way on the subdivision plans.

The proposed stone bounds have been removed from the plans. We recommend some monumentation be set at the property corners to ensure there are no future encroachment issues.

46. We recommend that an as-built plan showing the road, drainage and utilities be required at the conclusion of construction along with a letter from a professional engineer certifying that the project was constructed according to the approved plans.

Has not been addressed

47. After the survey monumentation is set, the applicant should be required to submit a certificate (Form CB) by a registered land surveyor at the subdivider's expense, indicating that these permanent monuments are in place and are accurately located, including evidence that the bound traverse had a ratio "error of closure" of 1:15,000 or better.

If survey monumentation is set, we recommend requiring this certification for the new

survey markers.

48. The typical road cross section should be redrafted to show the proposed grading to stay within the 30-foot right of way as it is shown on the subdivision plans so that the work does not encroach onto abutting private property. The engineer should also change the width of the road shoulder from a 5 foot level area to a 2-3 foot level area as shown on the subdivision plans.

The typical road cross section has been revised. The label for the 3 foot wide road shoulders on the detail should state that it will be free from obstructions such as trees or utility poles. The label for the road shoulders on the plans should be revised from being a gravel shoulder to a grass shoulder.

49. General Construction Requirement Note #10 on the Details & Sections sheet should be corrected to restrict hauling material to and from the site between 9AM and 4PM on weekdays.

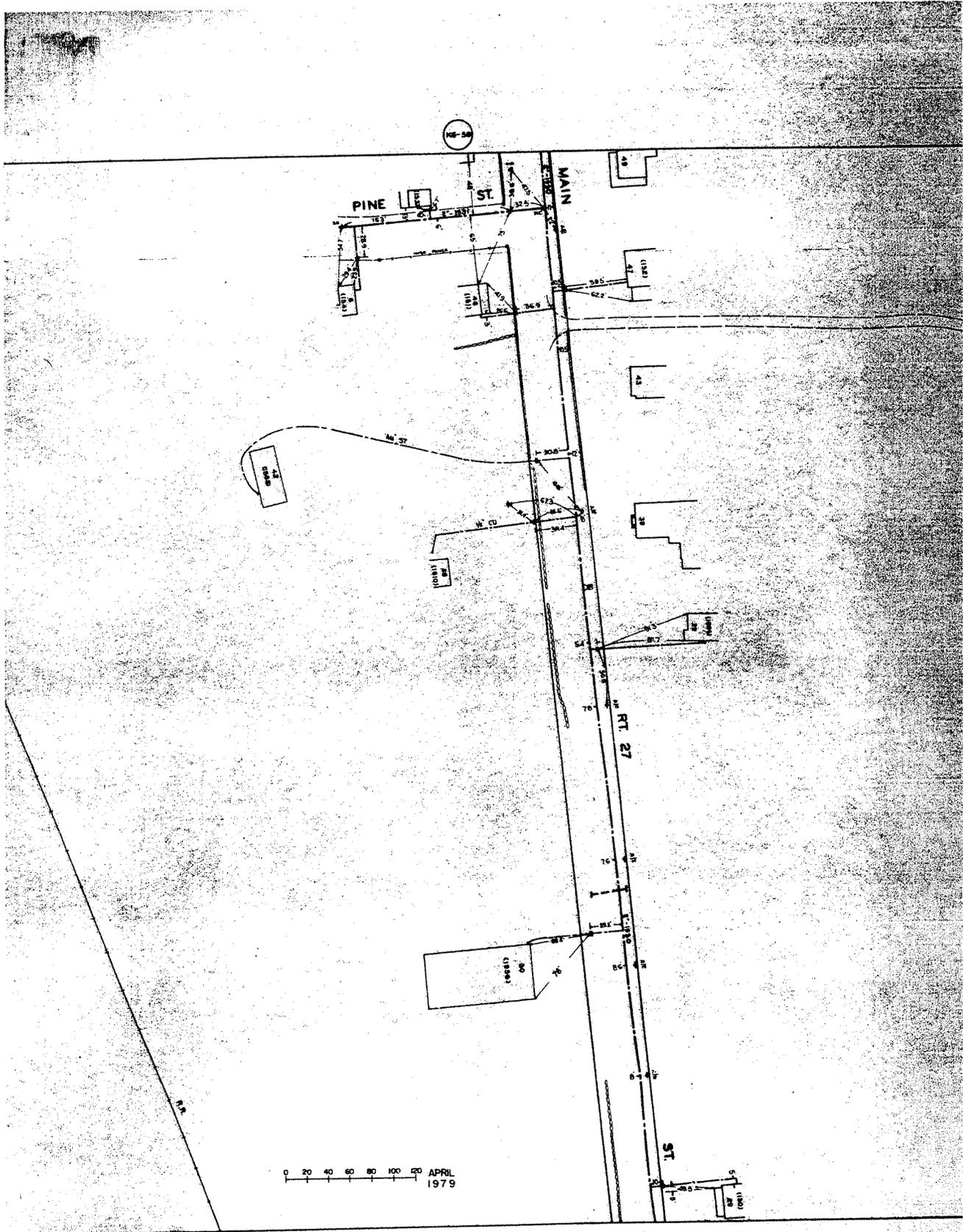
Has been addressed

50. The engineer should show the approximate location of the existing gas main in Main Street on the plans.

Has not been addressed – a copy of an old gas map from Keyspan showing the gas main location on Main Street is included with this memo.

51. **Erosion Control Note #13 should be corrected to reference Main Street instead of High Street.**

52. **The engineer could combine the street name sign and the stop sign onto 1 sign post to minimize the amount of sign posts at the intersection with Main Street.**



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