

**Whitcomb Avenue and Bruce Street Improvement Projects**  
**Town of Littleton, Massachusetts**  
**Preliminary Hearing / Local Concerns Follow up Meeting**  
**Meeting Minutes**

**Date:** December 08, 2010  
**Time:** 7:00 pm  
**Location:** Littleton Electric Light Department (LELD) Conference Room, Littleton, MA  
**Attendees:** Jim Clyde (JC) Operation Manager, Littleton  
Abutters from Whitcomb Avenue and Bruce Street (see attached sign-in sheet)  
Ko Ishikura, P.E. (KI) Green  
Erik Atkins, P.E. (EA) Green  
Wing Wong, E.I.T. (WW) Green

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A preliminary hearing / local concerns follow up meeting was held at the LELD conference room in Littleton, MA for the Whitcomb Avenue and Bruce Street Improvement Projects.

Green opened the meeting by providing a summary of the previous meeting and explained the purpose of this meeting, which was to discuss the issues/concerns identified during the last meeting with a focus on Bruce Street; the potential means to address those issues/concerns; and to establish a consensus on a design that balances the issues/concerns and trade-offs.

Green listed the major design related concerns that the abutters discussed during the last meeting:

- Motorist safety
- Bicyclist/pedestrian safety
- Speeding
- Truck traffic
- Increased cut through traffic
- Preserving trees/walls
- Maintain scenic character
- Avoid/minimize impacts to your property

Green asked the abutters to choose what they would consider as the top 3 concerns from the list above. However, the abutters were unable to rank the concerns because they felt that they are all important issues and that they are interrelated and need to be addressed.

Green also listed the additional abutter concerns that don't pose major impacts to the design:

- Extend water main
- Drainage onto private property
- Type of safety barrier
- Lighting
- Rideability

Green mentioned that additional evaluation of the existing Bruce Street roadway width was performed and explained to the abutters that the existing roadway varies often throughout the project length and that more than half of the project length (2800 feet) has a roadway width of at least 19 feet. Green also explained that

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the AASHTO and MassDOT design guidelines require a roadway width of 28 feet for a collector road with bicycle and pedestrian accommodations.

Green presented to the abutters the potential methods to address each of the issues/concerns listed above and then four design alternatives. Neither of the alternatives are able to meet all criteria of minimizing impacts while providing the necessary roadway width of 28 feet for pedestrian and bicycle accommodations. The presented design alternatives were:

- Current preliminary design (20-foot wide road),
- 22-foot wide road,
- 18-foot wide road,
- One of the above while providing a sidewalk

After discussing the pros and cons of each alternative with the abutters, it was agreed that the project should proceed with the current preliminary design, which provides a 20-foot pavement width. This preliminary design for this alternative results in no permanent impacts to properties and walls, while requiring only minor temporary impacts to properties and the removal of two mature trees. As a result, the project will now proceed to the 25% design stage with the current preliminary design alternative.

The following is a brief summary of the questions, concerns and suggestions received from by the abutters during and after Green's presentation.

- There was a concern regarding the condition of the existing gas line along Bruce Street and whether there are plans for replacement in the future by the gas company. The resident strongly recommended that the Town require that the gas company be onsite while construction is ongoing near the gas line. There were also concerns regarding possible corrosion to the gas pipe as a result of construction. The resident also indicated that there was a section of the gas line which is exposed to the air near the existing 48" diameter culvert. He expressed concerns over the repeated expansion and contraction of the pipe. *Green indicated that the Town had contacted the gas company and they have no plans to replace the gas main. They did request to be notified before construction begins in areas near their gas line so that they have the option to observe the work. Green will provide the 25% Design Plans to the gas company for their review.*
- There was a question of whether blasting will occur during construction because there is a concern that blasting may damage the gas line. *Green stated that at this time, blasting is not anticipated on Bruce Street.*
- It was questioned whether the proposed roadway width can be varied throughout the project limits. *Green stated that it is not recommended because the driver does not expect to have a varying roadway width.*
- A question was raised regarding whether there would be more drainage structures in the proposed condition. *Green indicated that it is too early to say how many structures will be required.*
- A resident from Whitcomb Avenue questioned how much ledge will be removed for that portion of the project and the method of removing the ledge. *Green stated that at this time it is estimated that approximately 100 cubic yards will be removed. The method of removal is typically up to the Contractor however the project will contain language outlining certain base requirements.*

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- There were questions regarding the construction work zone limits and how much work/space is needed behind the proposed berm. *Green indicated that the work zone limits vary along the project depending on the surrounding area.*
- There were questions regarding whether the finished roadway will be striped and the type of markings (i.e. double or single yellow centerline, will fog lines be provided?). There was mixed feelings amongst the residents over whether striping was desired as it may take away from the scenic character however, it also helps to keep drivers on the correct side of the road. *Green indicated that given the roadway width and presumed low traffic volumes, striping is not necessarily required. Single yellow center lines is not permissible under the MUTCD. Final determination of striping to be discussed with the Town during the design.*
- A resident indicated that there are a few locations along Bruce Street where water is known to bleed from the hillside and pond on the road. During the winter, this creates a hazardous condition. *Green indicated that they will investigate these locations. The proposed improvements which include improved roadway drainage and subsurface drainage may also prevent this from happening.*
- There was a question of whether the existing ledge near the intersection of Harvard Road and Bruce Street can be cut back to improve sight distance. *Green indicated that they would investigate this for the 25% Design. If it is in private property, the ledge cannot be removed without easements.*
- There were questions regarding construction duration and the sequence of construction (i.e. Bruce St. first or Whitcomb Ave. first). *Green indicated that both roadways are currently planned to be advertised under one project in the Spring. Assuming both are advertised as one project, it will be up to the Contractor to decide.*
- There was a question of whether the new drainage can be connected to the Fox Lane drainage system. *Green indicated that it would not be appropriate to tie the drainage into the Fox Lane drainage as that system was not likely designed for that amount of drainage.*
- There was a question as to the type of guardrail to be provided. *Green indicated that the current rail on Bruce Street is not crash tested and will need to be replaced with a crash tested barrier system such as weathering steel guardrail or steel backed wood beam rail.*
- There was a question regarding how much the Bruce Street opening at Harvard Road will be reduced in width. Green indicated that the current opening is significantly wider than needed even for truck access. Under proposed conditions the width will be reduced at both sides while still providing adequate turning room for larger trucks which frequent the Pickard Farm property.

We believe this is an accurate summary of the items discussed at the meeting. Please notify Green if there are any comments, corrections, or additions within one week from the date of this meeting minute.

