

# **ZBA CORRESPONDENCE LOG**

**OCTOBER 11, 2011**

**RE: TOWN AGENCIES -15 GREAT ROAD 40B PROJECT**

**ITEMS 1-3 ON CORRESPONDENCE LOG DATED 9/21/11**

**ITEMS 4-6 ON CORRESPONDENCE LOG DATED 9/27/11**

**7. LETTER FROM LITTLETON HIGHWAY DEPARTMENT DATED 10-10-11**

# Memo

**To:** Littleton Board of Appeals  
**From:** Jim Clyde Highway, Operations Manager  
**CC:**  
**Date:** October 10, 2011  
**Re:** Fifteen Great Road, LLC, comprehensive permit application comments



I offer the following comments for your consideration. First I will say that this whole comprehensive permit application and process is very confusing.

1. I am commenting on Plan Number CP-1 dated July 2011
2. The roadway is being proposed as a minor street at 24 feet in width. As proposed the street should be considered a collector street and be 28 feet in width. The extra width would allow for some on street parking accommodating extra vehicles needed during peak visitation times or holidays. I would not recommend on street parking for residents. No overnight parking during town winter parking ban times should be allowed (November 15<sup>th</sup> through April 15<sup>th</sup>).
3. If the roadway changes from a minor street to a collector street the sight distance increases from 150 feet to 300 feet. Can the applicant provide some engineering information to show the current sight distances for the proposed roadway.
4. The stop bar at the intersection of proposed road and Great Road should be moved closer to Great Road.
5. There is no drainage easement shown for the detention basin at approximately station 0+50 left.
6. If the detention basin at station 0+50 left should overflow in a large storm, where does the overflow from the proposed outlet pipe flow? It appears that it could impact private property on the east side.
7. The overflow outlet pipe from the detention at station 0+50 left should have a drainage easement area where it goes onto private property.
8. At approximately station 3+65 there is a sidewalk that switches from west side of the proposed roadway to the east side of the proposed roadway. There is no crosswalk shown. A crosswalk and appropriate signage should be provided.
9. At approximately station 3+65 where the crosswalk is proposed there is a drain manhole that is close to being in the crosswalk the drain manhole should be relocated slightly so it is not in the crosswalk.
10. The sidewalks must meet ADA requirements. We have been told it is difficult but not impossible to meet ADA requirements using bituminous asphalt materials, concrete sidewalks should be

considered. Strict compliance with ADA requirements will be required. Areas not meeting specifications will be rejected.

11. A 4 foot sidewalk is proposed. Consideration to increase to a 5 foot sidewalk should be given to allow for better pedestrian flow and better snow removal access. The current sidewalk snow equipment used by the town is approximately 50 inches wide.
12. There is a proposed drain line exiting the club house parking lot and entering into the street drainage line. These should be separate systems and not tied together. If the systems are linked who would be responsible for maintenance? Easements would need to be provided for the private drain pipe. Why would we entertain easements of this type for a proposed public road? This comment is repetitive throughout most of the plan. I will use this comment to suffice for the rest of the private parking drainage that enters the proposed public drainage system.
13. They show a private forced sewer main in the proposed public road. Easements would need to be provided for this private line should the road become public as proposed. This comment is repetitive as well and encompasses most of the other proposed buildings.
14. At approximately station 8+50 left they show a proposed drainage easement. Why do we need a drainage easement there?
15. From approximately station 8+00 to approximately station 8+80 there should be some type of easement for the bridge span and wing walls to allow for maintenance. A bridge could also require more expensive repairs in the future. A bridge span will require inspections/certifications by Mass DOT.
16. All proposed storm water basin easements that are proposed to become public, should be clearly defined. Maintenance access should be provided and detailed as well.
17. At approximately station 16+30 right to approximately station 16+90 right a parking area for the recycling center is shown. The parking area is private and is shown with the proposed public right of way. I assume that the apartment complex would be responsible for maintenance? How do you propose to deal with the proposed public sidewalk that runs parallel through the parking area?
18. The sidewalk termination at the proposed new road and Grist Mill Road appears incorrect. The original sidewalk on Grist Mill Road currently terminates on the right side of the proposed new road and then it crosses the street to west side and runs southerly towards Great Road. It is my opinion that the crosswalk and additional sidewalk and crosswalk are not needed unless there are sidewalks on both sides of the proposed roadway.
19. Appropriate pedestrian crosswalk signs should be provided.
20. At station 27+00 right, far off on the empty lot it shows a drainage easement. There appears to be no drainage going into that area, what is the drainage easement for?
21. On page CP-10 the sign description reads "designed to meet the Town of Acton regulations". This should be changed to meet Littleton regulations.