

From: Ch. 40A S 9 "Each application for a special permit shall be filed by the petitioner with the city or town clerk and a copy of said application, including the date and time of filing certified by the city or town clerk shall be filed forthwith by the petitioner with the special permit granting authority.

COMMON DRIVEWAY
Application for Special Permit *

Modification of

Bolton, Mass

2/17

2020

(Date of Filing)

Name of Applicant Built Best Construction, LLC

Address 92 Middlesex Rd., Unit 3, Tyngsboro MA 01879

Name of Engineer or Surveyor Ducharme & Dillis

Address 1092 Main St., PO Box 428, Bolton MA

Deed or property Recorded in: Book No. 56769 Page 78 of the Worcester
Registry of Deeds. 55706 199
55925 101

Location and Description of Property: 56241 302

147, 149, 151, 153 & 155 Long Hill Rd.

Number and description of lots to be served: Applicant is seeking a modification
to an existing special permit for a common Driveway serving
five existing lots. See attached letter for additional details.

I certify that I have filed a copy of the application and plan with:

1. Conservation Commission
2. Fire Department
3. Board of Selectmen

Signature of Owner or Agent



Address Attorney for Built Best Construction, LLC

4 Elm Drive

Westford MA 01886

Phone Number 978 850-4029

Date Received _____

By _____

Fee Paid _____

* And any additional relief deemed necessary and appropriate
to the Planning Board.

BUILT BEST CONSTRUCTION, LLC

February 5, 2020

Chairman Erik Neyland
Town of Bolton Planning Board (the "Board")
663 Main Street
Bolton, MA 01740

Re: Request for Amendment or Modification to the Common Driveway Special Permit dated April 8, 2015 (the "Special Permit") affecting that certain common driveway located at 147 Long Hill Road, Bolton, MA ("Property")

Dear Mr. Chairman and Members of the Board:

Reference is hereby made to that certain Special Permit dated April 8, 2015 approving that certain common driveway located at the Property (the "Common Driveway") and servicing 147, 149, 151, 153 and 155 Long Hill Road, Bolton, Massachusetts. A copy of the Special Permit is recorded at the Worcester Registry of Deeds at Book 53759, Page 212.

Built Best Construction LLC ("Applicant") hereby submits the follow requests for amendment or modification to the Special Permit to approve certain deviations from the terms and conditions of the Special Permit, and associated site plan approved thereunder and more particularly referenced on Appendix A of the Special Permit (the "Site Plans"), from the final as-built conditions for the Common Driveway as more particularly described on that certain as-built plan entitled "Grading & Drainage Plan, 147 Long Hill Road – Common Drive, Bolton, Massachusetts" prepared by Ducharme & Dillis Civil Design Group, Inc. dated April 7, 2015 with revisions through January 23, 2020 (the "As-Built"). A copy of the As-Built is attached hereto as Exhibit A along with a copy of a January 27, 2020 letter from Ducharme & Dillis Civil Design Group Inc. to the Town of Bolton Planning Board in support of the proposed Special Permit Modification and acceptance of the final as-built which is attached hereto as Exhibit B (hereinafter the "January 27 D&D Letter"). Included among these deviations are the following:

- 1) Driveway Slope – The Driveway slope for the first forty feet (40') of the Common Driveway is in excess of the 4% requirement of the Special Permit;
- 2) Driveway Turnouts – The as-built conditions deviate from the requirements of the Special Permit as follows:
 - a) Turn out at Station 6+00 – as constructed, this turn out is approximately 24' 8.4" x 17' 3.6" where 25' x 18' is required by the Special Permit;
 - b) Turn out at Station 9 – as constructed, this turn out is approximately 25' x 16' 7.2" where 25' x 18' is required by the Special Permit;
 - c) Turn out at Station 12+00 – as constructed, this turn out is approximately 25' x 17' 8.4" where 25' x 18' is required by the Special Permit; and

- d) The first turn out begins approximately 6' further onto the Common Driveway than is required in the Special Permit; and
- 3) Driveway Crown – The Common Driveway was constructed without a crown between stations 0+00 and 5+10 which deviates from the Approved Site Plan.

Some additional deviations between the Approved Site Plan and the As-Built Plan which generally do not involve either bylaw or local regulatory requirements have previously been noted by the Board and the Board's consultant engineer, HEI Inc. ("HEI"). These include deviations pertaining to the size specifications of certain plantings from the Approved Site Plan and the as-built conditions as well as size deviations of the swale along stations 3+00 to 4+00 as well as the swale along stations 11+00 to 12+00. Therefore, the Applicant further requests that the Board modify or amend the Special Permit to reference the As-Built as the final approved plan of record.

In further support of the requested modification/amendment to the Special Permit the undersigned offers the following analysis and opinion:

Procedural History

On or around May 8, 2019, the Applicant, in accordance with the requirements of the Special Permit, submitted the initial progress As-Built to the Board and HEI for review and approval. The Applicant also submitted, through its engineer Ducharme & Dillis Civil Design Group, Inc. ("D&D"), a letter entitled "Common Driveway Progress As-Built, Common Driveway – 147 Long Hill Road Bolton, MA" dated May 8, 2019 (the "May 8, 2019 D&D Letter"). Subsequent to this submittal, the Applicant met with the Planning Board at their regularly scheduled meeting on May 8, 2019 (the "May 8th Public Meeting") to discuss the progress As-Built as well as proposed action by the Applicant relating to the same. At the May 8th Public Meeting, the Board heard testimony from the Applicant, Board staff, residents of the Common Driveway and HEI.

Based upon the discussion at the May 8th Public Meeting, the Applicant prepared a final proposed action item list dated May 16, 2019 (the "Final Action Item List") and submitted the same to the Board for review prior to the Board's May 22, 2019 meeting (the "May 22nd Public Meeting"). At the May 22nd Public Meeting, the Board and the Applicant discussed the Final Action Item List and again heard testimony from the Applicant, Board staff, residents of the Common Driveway and HEI. The Board and the Applicant agreed upon a modified version of the Final Action Item List for completion. Subsequent to the May 22nd Public Meeting, the Applicant also met with the Board at their regularly scheduled meetings on June 12, 2019 (the "June 12th Public Meeting"), June 26, 2019 (the "June 26, Public Meeting"), August 14, 2019 (the "August 14th Public Meeting"), October 9th, 2019 (the "October 9th Public Meeting") and November 13th 2019 (the "November 13th Public Meeting") (collectively the above referenced Public Meetings shall be referred to as the "Public Meeting Process"). During the entirety of the Public Meeting Process, the Board heard testimony from HEI, Board's staff, the Applicant and residents of the Common Driveway. The Applicant completed all items on the Final Action Item List and numerous additional items requested by the Board during the Public Meeting Process including, but not limited to:

- 1) The application of loam and hydroseed on the majority of the shoulders of the Common Driveway as requested by the Board;

- 2) The reseeded of the entirety of the shoulders of the Common Driveway subsequent to the application of the hydroseed;
- 3) A third reseeding of portions of the Common Driveway where seed did not take on the previous two attempts;
- 4) The planting of additional trees and shrubs such that the total count of trees and shrubs exceeds the requirements of the Site Plan;
- 5) The installation of a new swale to address water overflow along the left side of the Common Driveway at approximately station 3+50 – 3+75;
- 6) The raising of DMH-1 (including the installation of a concrete collar around the structure and the repaving around the same);
- 7) The installation and repair of certain areas of rip-rap and flared end sections in SM1;
- 8) The cleaning of the Common Driveway;
- 9) The maintenance and mowing of the Common Driveway and its associated infrastructure (multiple occasions);
- 10) The cleaning of all drainage structure and pipes;
- 11) The installation of EAD signage;
- 12) The regrading of numerous swales and the driveway side slope between Lots 2 & 3;
- 13) The cleaning of swales; and
- 14) The expansion of the turn out located at station 3+25.

The action items requested by the Board during the Public Meeting Process have been fully completed as of the date of this filing and confirmed as such by HEI and where appropriate, D&D.

Subsequent to the October 9th Public Meeting, the Board sought the opinion of Town Counsel as it pertained to the appropriate process for accepting the final As-Built and the Common Driveway in its current state. Town Counsel provided its opinion prior to the November 13th Public Meeting wherein Town Counsel recommended that the Board open a Public Hearing at the Applicant's request that this Board approve an amendment/modification to the Special Permit and its associated approved Site Plan for the approval of all remaining deviations. The Applicant informed the Board that the Applicant would comply with the recommendations of Town Counsel and has filed the attached request.

Remaining Deviations

I. Driveway Slope:

The slope for the first forty feet (40') of the Common Driveway ("First Forty Slope") is in excess of the 4% requirement of the Special Permit.¹ Notwithstanding this deviation, the Applicant states that this deviation is de minimis, does not pose a safety concern and that the Common Driveway functions as intended. The original progress As-Built noted the deviation in the First Forty Slope from the requirements of the Special Permit and the as-built conditions of the Common Driveway. At all times during the Public Meeting Process, this deviation was known to the Applicant, the Board, HEI, the Board's staff and the various residents of the Common Driveway. In the May 8, 2019 D&D Letter, D&D notes that the "Driveway slope at the entrance exceeds the required 4% max. grade within 40-

¹ The original progress As-Built noted the average slope for this portion of the common driveway at approximately 8%. The Applicant subsequently had spot grades shot and submitted that information to the Board on the revised As-Built plan. Based on the information from these spot grades, it appears as if the actual average slope is closer to 7%+/. Regardless, the Applicant suggests the deviation is functionally de minimis as stated herein.

feet of Long Hill Road. In spite of this, we note that this portion of the driveway appears to be functioning adequately." D&D have since reiterated their position in the January 27 D&D Letter.

This notion was further emphasized at the May 8th Public Meeting. During this Public Meeting, HEI concurred that, from an engineering and safety standpoint, the deviation did not pose a concern. At the May 8th Public Meeting, the Board seemingly concurred that further remedial action with regard to this slope deviation was not warranted given the opinions of the respective engineers as well as the extent of the disturbance and work that would be required to cause the Common Driveway to conform. On numerous additional occasions during the Public Meeting Process, this topic was further discussed and the conclusion was always the same.

In addition, in further support of the Applicant's position that the deviation is insubstantial, the Applicant notes that: 1) the first 20' of the Common Driveway (where a car would likely wait to enter onto Long Hill Road) has an average slope of approximately 6% based upon the spot grades provided by D&D of the As-Built, more consistent with the underlying requirement of the Special Permit; and 2) even at approximately 8%, that slope is in line with what is typically regarded as safe and appropriate. As noted by the Applicant at past meetings with the Board, by way of example, the maximum slope for a handicap ramp based upon ADA requirements is approximately 8.3% (or 1:12).

Based on the above, the Applicant believes that a modification to the Special Permit allowing the slope for the first 40' of the Common Driveway as shown on the As-Built (approximately 7-8%) is appropriate under the circumstances and consistent with the intent of the Zoning Bylaws.

II. Driveway Turnouts:

As with the First Forty Slope, the deviations pertaining to several of the turn outs along the Common Driveway have been known for much of the Public Meeting Process. These deviations were discussed at length at numerous meetings and, at the Board's request, the Applicant did complete work to expand the turn out at station 3+25 to fully conform with the requirements of the Special Permit. Nonetheless, some very minor deviations remain as follows:

- a. Turn out at Station 6+00 – as constructed, this turn out is approximately 24' 8.4" x 17' 3.6" where 25' x 18' is required by the Special Permit;*

This turnout substantially conforms to the requirements of the Special Permit. It is short in length by only 3.6" and short in width by only 8.4". Given the minor nature of this deviation, and based on the numerous discussions on this topic during the Public Meeting Process, the Applicant believes that the turn out at station 6+00 functions as intended and that a modification to the Special Permit approving this turn out in its as-built condition is appropriate. This position is shared by D&D who have noted in the January 27 D&D Letter that "the existing turnout size is substantially consistent with the requirements of the Special Permit and achieves the intent of the regulation allowing for vehicles to pass each other."

- b. Turn out at Station 9+00 – as constructed, this turn out is approximately 25' x 16' 7.2" where 25' x 18' is required by the Special Permit;*

This turnout substantially conforms to the requirements of the Special Permit. It fully conforms in length and is short in width by only 16.8". Given the minor nature of this deviation, and

based on the numerous discussions on this topic during the Public Meeting Process, the Applicant believes that the turnout at station 9+00 functions as intended and that a modification to the Special Permit approving this turn out in its as-built condition is appropriate. This position is shared by D&D who have noted in the January 27 D&D Letter that "the turnout size is substantially consistent with the requirements of the Special Permit and... achieves the intent of the regulation allowing for vehicles to pass each other."

- c. Turn out at Station 12+00 – as constructed, this turn out is approximately 25' x 17' 8.4" where 25' x 18' is required by the Special Permit; and,*

This turnout substantially conforms to the requirements of the Special Permit. It fully conforms in length and is short in width by only 3.6". Given the minor nature of this deviation, and based on the numerous discussions on this topic during the Public Meeting Process, the Applicant believes that the turnout at station 12+00 functions as intended and that a modification to the Special Permit approving this turn out in its as-built condition is appropriate. This position is shared by D&D who have noted in the January 27 D&D Letter that "the turnout size is substantially consistent with the requirements of the Special Permit and... achieves the intent of the regulation allowing for vehicles to pass each other."

- d. The first turn out begins approximately 6' further onto the Common Driveway than is required in the Special Permit.*

This turnout substantially conforms to the requirements of the Special Permit. As noted by D&D in the May 8, 2019 D&D Letter, "the location of [this] turn out achieves the intent of the regulation allowing for vehicles to pass each other at regular intervals along the common driveway." D&D have reiterated this position in the January 27 D&D Letter by stating that "as previously noted in our letter dated May 8, 2019, we note that the turnout location achieves the intent of the regulation allowing for vehicles to pass each other at regular intervals along the common driveway." Given the insubstantial nature of this deviation, and the review of the same by D&D, the Applicant believes that the location of this first turn out functions as intended and that a modification to the Special Permit approving this turn out in its as-built condition is appropriate.

III. Driveway Crown – The Common Driveway was constructed without a crown between stations 0+00 and 5+10 which deviates from the Approved Site Plan:

As discussed on numerous occasions during the Public Meeting Process, the initial concern from HEI and the residents as it pertained to the lack of a driveway crown between stations 0+00 and 5+10 was that water appeared to be flowing over the asphalt berm at station 3+50-3+75 and flowing across the driveway. It was recommended by D&D that a swale be constructed to pick up any of the water that might be flowing over the asphalt berm in this location and to prevent it from crossing the driveway. This remediation approach was reviewed by HEI and approved by the Board during the Public Meeting Process. The swale as designed was constructed and acknowledged completed per design by D&D and HEI prior to the conclusion of the Public Meeting Process. In addition, based on numerous observations by the Applicant post completion, after several significant rain events, the swale appears to be functioning as intended.

In their January 27 D&D Letter, D&D expressly concludes that, despite the installation of the super-elevated driveway design between stations 0+00 and 5+10 in lieu of a crown per the original approved plans, the:

“driveway functions according to the original intent of the approved plans and that the existing, super-elevated design does not pose a safety or engineering concern. It is notable that super-elevated common driveway designs are permitted in the Town of Bolton and in fact, the majority of the common driveway in question was designed as a super-elevated driveway as is noted on the approved plans. In addition, in order to alleviate any excess water flow over the asphalt berm at station 3+50-3+75, at our recommendation and in conjunction with the Applicant’s public meeting process subsequent to May 8, 2019, the Applicant installed a swale per our design, which swale has been noted on the final as-built. The swale, as constructed, is in conformance with our design and it is our belief that this swale will adequately mitigate any previously noted excess water flow.”

The Applicant notes that the absence of a crown represents a deviation from the approved Site Plan only and not a deviation from any requirement existing in the Bylaws or the applicable common driveway regulations. This portion of the roadway was built to be super-elevated consistent with the remainder of the Common Driveway. In fact, the original approved Site Plans contained approximately 850’ of super-elevated driveway which was approved by the Board in 2015 and incorporated into the final Special Permit and associated plan documents. Given that the super elevated design is a design accepted in the Town of Bolton for Common Driveways, and further given the addition of the new swale area which has been reviewed and acknowledged to be constructed as designed by HEI and D&D, as well as D&D’s confirmation that the super-elevated design does not pose either a safety or engineering concern, the Applicant believes that a modification to the Special Permit approving the super-elevated driveway as constructed between stations 0+00 and 5+10 is appropriate.

IV. Additional Plan Deviations:

As noted above, during the course of review of the Final As-Built, several other minor plan deviations were noted. These included, but were not necessarily limited to, minor deviations in the size specifications of the plantings as well as minor size deviations of the swales along stations 3+00 to 4+00 and 11+00 to 12+00.

As noted during the Public Meeting Process, in regards to the landscaping deviations, there is neither a Bylaw nor a regulatory standard for plantings in the Town of Bolton for a Common Driveway. Nonetheless, certain of the size specifications noted on the plan deviate slightly from the actual, as-built conditions. The Applicant notes the following with regard to the same: 1) the vast majority of the undersized plantings have survived for multiple years since planting and continue to thrive; 2) the Applicant overplanted in both trees and shrubs onsite and therefore exceeds the requirements of the approved Site Plan in regards to count; and 3) the Applicant has previously demonstrated that many of the so-called “undersized shrubs” are lowbush blueberry plants and are actually existing at maximum height for the species type and that the variation is owing to a notation error on the plan. As further noted in the January 27 D&D Letter, the minor landscaping deviations are “de minimis”, “not-regulatory” in nature and “do not impact the safety or functionality of the common driveway” and are therefore, in the opinion of D&D “insubstantial and permissible.” In light of the above, and given the extensive discussion of these minor planting deviations during the Public Meeting Process, the Applicant believes that a modification to the Special Permit approving the landscaping as installed is appropriate.

In regards to the minor size deviations of the swales previously referenced, it has been determined by D&D that the swales appeared to be functioning as intended. The Applicant notes that this is further evidenced by the fact that these swales, as installed, have been functioning for approximately three years without issue. Moreover, as with the landscaping deviations, D&D noted in the January 27 D&D Letter that these deviations are non-regulatory and "do not impact the safety or functionality of the common driveway" and are therefore, in the opinion of D&D "insubstantial and permissible." Based on the above, the Applicant believes that a modification to the Special Permit approving the swales as installed is appropriate.

Finally, as is typical in the majority of construction projects, minor deviations do occur between final approved site plans and as-built conditions. Given the extensive review already undertaken by the Board, HEI, the Board's staff and D&D during the Public Meeting Process, the extensive work completed by the Applicant as a result of items agreed upon during the Public Meeting Process, and consistent with the Board's typical review process for as-built plans and insubstantial deviations, the Applicant believes that a modification to the Special Permit approving the final As-Built Plan as the plan of record for the Special Permit is appropriate. This is an opinion shared by the engineers of record, D&D. As stated in the January 27 D&D Letter, based upon their review of the final as-built plan "our belief [is] that the common driveway has been constructed in substantial conformance with the Special Permit and the approved plans and that it would be appropriate at this stage for the Planning Board to accept the final as-built plan in full compliance with the Special Permit."

Based on the above, the Applicant respectfully requests that the Board: 1) approve the requested modifications and/or amendments to the Special Permit consistent with this application, the As-Built plan and the as-built conditions; 2) accept the final As-Built Plan and modify or amend the Special Permit to provide that the As-Built Plan is the approved plan of record for the Common Driveway; and 3) grant any further relief, amendments, modifications, approvals or permits that this Board deems necessary and appropriate.

Respectfully,
Built Best Construction, LLC
By its counsel,



Kevin S. Eriksen, Esq.

EXHIBIT A

See plans attached

EXHIBIT B

January 27, 2020

3354-A

Bolton Planning Board
663 Main Street
Bolton, MA 01740

**RE: Long Hill Road Common Driveway
Bolton, MA**

Dear Members of the Board,

In connection with Built Best Construction LLC's application for a modification to the Common Driveway Special Permit dated April 8, 2015, this office has completed a final as-built plan. The information on the final as-built plan has been compared to the approved plans dated April 21, 2015. Based on our review, it is our opinion that the as-built conditions are in substantial conformance with the approved plans and that the as-built plan is appropriate for acceptance by this Board. Specifically, this office notes the following minor deviations:

1. **Driveway slope at the entrance exceeds the required 4% max. grade within 40-feet of Long Hill Road.** The driveway slope at the entrance slightly exceeds the 4% max grade set forth in the original permit. In spite of this, as previously noted in our letter dated May 8, 2019, we note that this portion of the driveway appears to be functioning adequately and that the intent of the regulation is met.
2. **Driveway was not constructed with a crown as designed between stations 0+00 and 5+10.** This deviation was noted in our letter on May 8, 2019. Despite this deviation, it is our position that the driveway functions according to the original intent of the approved plans and that the existing, super-elevated design does not pose a safety or engineering concern. It is notable that super-elevated common driveway designs are permitted in the Town of Bolton and in fact, the majority of the common driveway in question was designed as a super-elevated driveway as is noted on the approved plans. In addition, in order to alleviate any excess water flow over the asphalt berm at station 3+50-3+75, at our recommendation and in conjunction with the Applicant's public meeting process subsequent to May 8, 2019, the Applicant installed a swale per our design, which swale has been noted on the final as-built. The swale, as constructed, is in conformance with our design and it is our belief that this swale will adequately mitigate any previously noted excess water flow.
3. **The first turnout begins at station 3+06 which exceeds the maximum 300-foot design spacing.** Despite the variation, as previously noted in our letter dated May 8, 2019, we note that the turnout location achieves the intent of the regulation allowing for vehicles to pass each other at regular intervals along the common driveway. In addition, as is noted on the final as-

built, this turn out has been extended to fully conform with the size requirements of the regulations.

4. **Turn out at Station 6+00 is approximately 24.7' x 17.3' where 25' x 18' is required by the Special Permit.** The existing turnout size is substantially consistent with the requirements of the Special Permit and achieves the intent of the regulation allowing for vehicles to pass each other.
5. **Turn out at Station 9 is approximately 25.1' x 16.6' where 25' x 18' is required by the Special Permit.** In spite of this, we note that the turnout size is substantially consistent with the requirements of the Special Permit and that it achieves the intent of the regulation allowing for vehicles to pass each other.
6. **Turn out at Station 12+00 – as constructed, this turn out is approximately 25' x 17.7' where 25' x 18' is required by the Special Permit.** In spite of this, we note that the turnout size is substantially consistent with the requirements of the Special Permit and that it achieves the intent of the regulation allowing for vehicles to pass each other.

We note that various other de minimis deviations have been noted from the approved plans to the final as-built, including but not limited to the height and caliper of certain plantings, as well as the swale size at stations 3+00 to 4+00. We note that these are not regulatory deviations and that they do not impact the safety or functionality of the common driveway. Accordingly, it is our opinion that these deviations are insubstantial and permissible.

We also note that all other items identified by this office in its May 8, 2019 letter based upon our initial review of the project as-built have been satisfactorily addressed by the Applicant as of the date of this letter. It is our belief that the common driveway has been constructed in substantial conformance with the Special Permit and the approved plans and that it would be appropriate at this stage for the Planning Board to accept the final as-built plan in full compliance with the Special Permit.

Regards,

DUCHARME & DILLIS

Civil Design Group, Inc.



Gregory S. Roy, P.E.
Principal

Emailed to Kevin/Walter
9:28am 1-15-20



TOWN OF BOLTON
ASSESSORS OFFICE
TOWN HALL
663 MAIN STREET
BOLTON, MASSACHUSETTS 01740
PHONE (978) 779-5556 FAX (978) 779-5461

Date of Application 1/15/19

REQUEST FOR LIST OF ABUTTERS

Effective August 24, 2004, anyone requesting a list of abutters must give at least three (3) working days notice. This notice will allow the Assessors Office sufficient time necessary to prepare the list of Abutters.

Effective July 1, 2004, the fee schedule is \$15 per certified abutters list.

**Please note that these fees apply to preparation of new list or verification or reverification of an existing list.*

Please indicate with a check

- ☐ Immediate Abutters (Board of Selectmen)
- ☒ Board of Appeals, Planning Board, Site Plan review - within 300 feet
- ☐ Conservation Commission within 100 feet or distance = _____ feet
- ☐ Planning Board for sub division - 500 feet
- ☐ Abutter to Abutter within distance of _____ feet

Map 3D

Parcel(s) 4D-52, 3D-46
3D-47, 3D-48 3D-49

BOLT BEST CONSTRUCTION LLC

Applicant (please print)

LONG HILL RD COMMAL DRIVEWAY

Location of Property

Walter Manager

Signature of Applicant

67 MIDDLESEX RD TYNGS MA

Mailing Address of Applicant

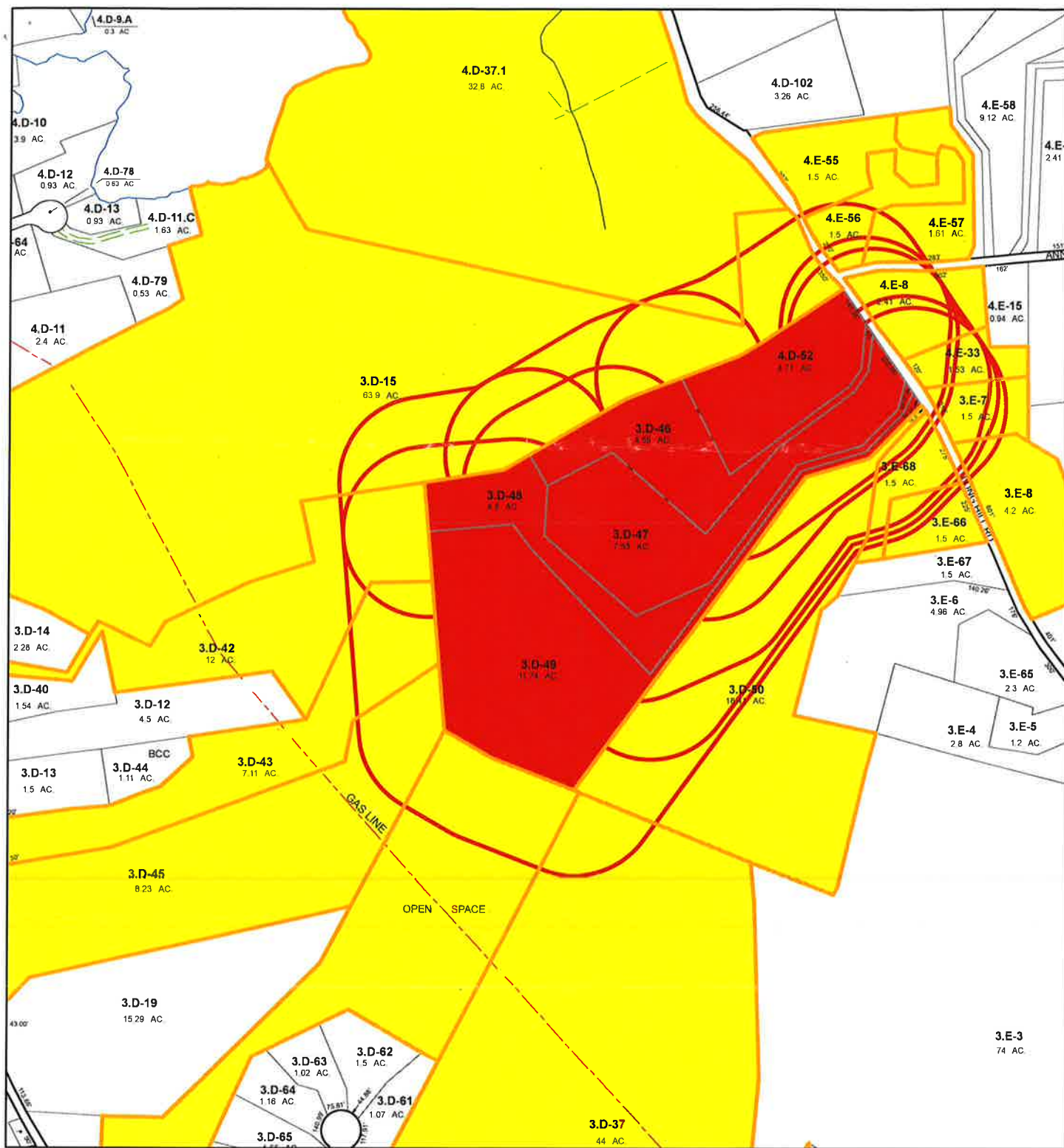
01879

(508) 509 5770

Telephone Number

FAX Number

PLEASE NOTE: THIS ABUTTERS LIST IS VALID FOR SIX MONTHS

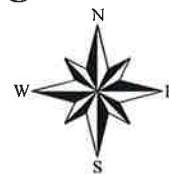


Abutters List - 300 Ft /Map 3D-46,47,48,49 & 4D-52 /Long Hill Rd Bolton



0 500 1,000
Feet

12/12/2019



Certified: Cynthia Bradley

300' Abutters List Report

BOLTON, MA

December 12, 2019

Subject Parcel:

Parcel Number: 003.D-0047.0
CAMA Number: 003.D-0000-0047.0
Property Address: 151 LONG HILL RD 3

Mailing Address: SILEN KEVIN & MELISSA
151 LONG HILL RD
BOLTON, MA 01740

Subject Parcel:

Parcel Number: 004.D-0052.0
CAMA Number: 004.D-0000-0052.0
Property Address: 147 LONG HILL RD

Mailing Address: CILLEY MATTHEW ROBERT & LAUREN
ANNE MCNAMARA CILLEY
147 LONG HILL RD
BOLTON, MA 01740

Subject Parcel:

Parcel Number: 003.D-0046.0
CAMA Number: 003.D-0000-0046.0
Property Address: 149 LONG HILL RD 2

Mailing Address: SHARMA SANJAY & SUSAN M
149 LONG HILL RD
BOLTON, MA 01740

Subject Parcel:

Parcel Number: 003.D-0048.0
CAMA Number: 003.D-0000-0048.0
Property Address: 153 LONG HILL RD 4

Mailing Address: CIONEK SCOTT P & MEGHAN FOLEY
153 LONG HILL RD
BOLTON, MA 01740

Subject Parcel:

Parcel Number: 003.D-0049.0
CAMA Number: 003.D-0000-0049.0
Property Address: 155 LONG HILL RD 5

Mailing Address: SULLIVAN MICHAEL & ERIN
155 LONG HILL RD
BOLTON, MA 01740

Abutters:

Parcel Number: 003.D-0015.0
CAMA Number: 003.D-0000-0015.0
Property Address: 96 HUDSON RD

Mailing Address: BOLTON EQUINE CENTER LLC
84 SAMPSON RD
BOLTON, MA 01740

Parcel Number: 003.D-0015.0
CAMA Number: 003.D-0000-0015.0
Property Address: 96 HUDSON RD

Mailing Address: BOLTON EQUINE CENTER LLC
84 SAMPSON RD
BOLTON, MA 01740

Parcel Number: 003.D-0037.0
CAMA Number: 003.D-0000-0037.0
Property Address: 0 LONG HILL RD REAR

Mailing Address: ETTINGER CRAIG L S CAHIL ETAL
223 LONG HILL RD
BOLTON, MA 01740

Parcel Number: 003.D-0042.0
CAMA Number: 003.D-0000-0042.0
Property Address: 188 HUDSON RD 1

Mailing Address: KLEIN HANNES P & SHARON S
P O BOX 333
BOLTON, MA 01740

www.cai-tech.com

Data shown on this report is provided for planning and informational purposes only. The municipality and CAI Technologies are not responsible for any use for other purposes or misuse or misrepresentation of this report.

300' Abutters List Report

BOLTON, MA
December 12, 2019

Parcel Number: 003.D-0043.0
CAMA Number: 003.D-0000-0043.0
Property Address: 192 HUDSON RD 2

Mailing Address: JURNAK JOHN J & MARLENE NEITL
P O BOX 414
BOLTON, MA 01740

Parcel Number: 003.D-0045.0
CAMA Number: 003.D-0000-0045.0
Property Address: 184 HUDSON RD 3

Mailing Address: DUBOIS JEREMY H & LAURA B, TR DBF 2
-15 REA; TU TR
~~184 HUDSON RD~~ 22 KANE INDUSTRIAL DR
~~BOLTON, MA 01740~~ STE 3
HUDSON MA 01749

Parcel Number: 003.D-0050.0
CAMA Number: 003.D-0000-0050.0
Property Address: 0 LONG HILL RD PAR A

Mailing Address: ETTINGER KURT
223 LONG HILL RD
BOLTON, MA 01740

Parcel Number: 003.D-0073.0
CAMA Number: 003.D-0000-0073.0
Property Address: 0 HUDSON RD OS 1

Mailing Address: TOWN OF BOLTON, ACTING -OPEN S
BOLTON CONSERVATION COMMISS
663 MAIN ST
BOLTON, MA 01740

Parcel Number: 003.E-0007.0
CAMA Number: 003.E-0000-0007.0
Property Address: 170 LONG HILL RD 1

Mailing Address: SPRAGUE MARK A & LAURIE M
170 LONG HILL RD
BOLTON, MA 01740

Parcel Number: 003.E-0008.0
CAMA Number: 003.E-0000-0008.0
Property Address: 186 LONG HILL RD

Mailing Address: FITZGERALD DAVID L MARTHA M
FITZGERALD
186 LONG HILL RD
BOLTON, MA 01740

Parcel Number: 003.E-0066.0
CAMA Number: 003.E-0000-0066.0
Property Address: 177 LONG HILL RD 4

Mailing Address: MCCORMACK JOHN B & LISA J
177 LONG HILL RD
BOLTON, MA 01740

Parcel Number: 003.E-0068.0
CAMA Number: 003.E-0000-0068.0
Property Address: 167 LONG HILL RD 5

Mailing Address: OWEN ANDREW P
167 LONG HILL RD
BOLTON, MA 01740-1421

Parcel Number: 004.D-0037.1
CAMA Number: 004.D-0000-0037.1
Property Address: 101 LONG HILL RD

Mailing Address: WILSON DAVID WHITING & SHERRI
425 SUMMER ST
LANESBOROUGH, MA 01237

Parcel Number: 004.E-0008.0
CAMA Number: 004.E-0000-0008.0
Property Address: 154 LONG HILL RD 1

Mailing Address: ENGELMANN EDWARD M LINDA M S
ENGELMANN
154 LONG HILL RD
BOLTON, MA 01740

Parcel Number: 004.E-0033.0
CAMA Number: 004.E-0000-0033.0
Property Address: 164 LONG HILL RD 2

Mailing Address: ERIKSEN KEVIN S & ERIN E
164 LONG HILL RD
BOLTON, MA 01740

Parcel Number: 004.E-0055.0
CAMA Number: 004.E-0000-0055.0
Property Address: 134 LONG HILL RD 16

Mailing Address: WADE JIM & KATHY
134 LONG HILL RD
BOLTON, MA 01740

www.cai-tech.com

Data shown on this report is provided for planning and informational purposes only. The municipality and CAI Technologies are not responsible for any use for other purposes or misuse or misrepresentation of this report.

300' Abutters List Report

BOLTON, MA

December 12, 2019

Parcel Number: 004.E-0056.0
CAMA Number: 004.E-0000-0056.0
Property Address: 4 ANNIE MOORE RD 18A

Mailing Address: NICCOLI ERIC & NICOLE
4 ANNIE MOORE RD
BOLTON, MA 01740

Parcel Number: 004.E-0057.0
CAMA Number: 004.E-0000-0057.0
Property Address: 12 ANNIE MOORE RD 17A

Mailing Address: SCHIFF DAVID L & JEAN M
12 ANNIE MOORE RD
BOLTON, MA 01740

www.cai-tech.com

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BOLTON EQUINE CENTER LLC
84 SAMPSON RD
BOLTON, MA 01740

MCCORMACK JOHN B & LISA J
177 LONG HILL RD
BOLTON, MA 01740

BOLTON EQUINE CENTER LLC
84 SAMPSON RD
BOLTON, MA 01740

OWEN ANDREW P
167 LONG HILL RD
BOLTON, MA 01740-1421

ETTINGER CRAIG L
S CAHIL ETAL
223 LONG HILL RD
BOLTON, MA 01740

WILSON DAVID WHITING &SHE
425 SUMMER ST
LANESBOROUGH, MA 01237

KLEIN HANNES P & SHARON S
P O BOX 333
BOLTON, MA 01740

ENGELMANN EDWARD M
LINDA M S ENGELMANN
154 LONG HILL RD
BOLTON, MA 01740

JURNAK JOHN J & MARLENE N
P O BOX 414
BOLTON, MA 01740

ERIKSEN KEVIN S & ERIN E
164 LONG HILL RD
BOLTON, MA 01740

DUBOIS JEREMY H & LAURA B
DBF 2-15 REA;TU TR
~~184 HUDSON RD~~ 22 KANE INDUSTRIAL
~~BOLTON, MA 01740~~ DR .. STE 3
HUDSON MA 01749

WADE JIM & KATHY
134 LONG HILL RD
BOLTON, MA 01740

ETTINGER KURT
223 LONG HILL RD
BOLTON, MA 01740

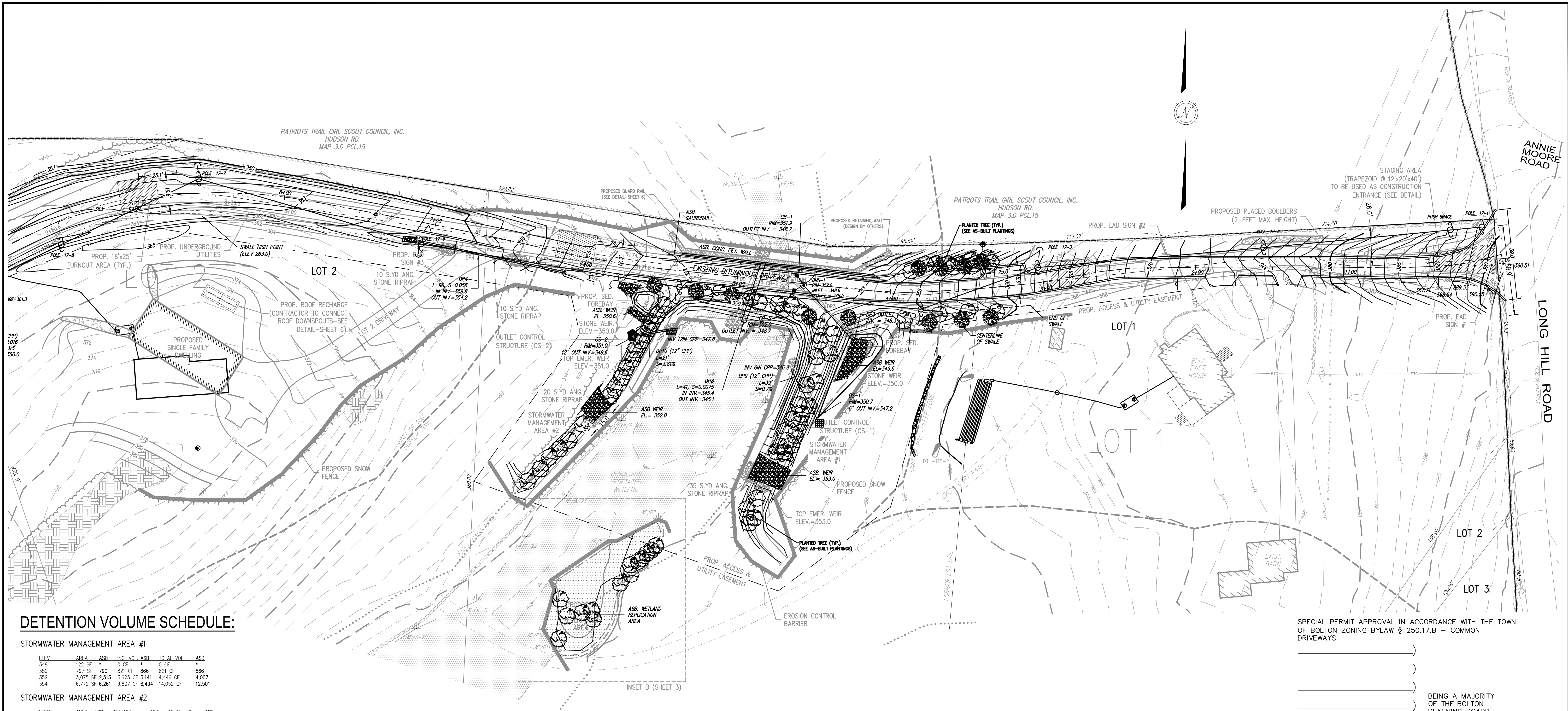
NICCOLI ERIC & NICOLE
4 ANNIE MOORE RD
BOLTON, MA 01740

TOWN OF BOLTON, ACTING -O
BOLTON CONSERVATION COMMI
663 MAIN ST
BOLTON, MA 01740

SCHIFF DAVID L & JEAN M
12 ANNIE MOORE RD
BOLTON, MA 01740

SPRAGUE MARK A & LAURIE M
170 LONG HILL RD
BOLTON, MA 01740

FITZGERALD DAVID L
MARTHA M FITZGERALD
186 LONG HILL RD
BOLTON, MA 01740



DETENTION VOLUME SCHEDULE:

STORMWATER MANAGEMENT AREA #1

ELEV.	AREA	ASB	INC. VOL.	ASB	TOTAL VOL.	ASB
348	122 SF	0	0 CF	0	0 CF	0
350	797 SF	790	821 CF	866	821 CF	866
352	3,075 SF	2,513	3,625 CF	3,141	4,446 CF	4,007
354	6,772 SF	6,261	9,607 CF	8,494	14,052 CF	12,501

STORMWATER MANAGEMENT AREA #2

ELEV.	AREA	ASB	INC. VOL.	ASB	TOTAL VOL.	ASB
349	113 SF	20	0 CF	0	0 CF	0
350	564 SF	132	310 CF	68	310 CF	68
352	3,193 SF	3,476	3,399 CF	2,857	3,709 CF (OR 138 C.YD)	2,925

*HYDROLOGIC CALCULATIONS INDICATE THAT THE AS-BUILT STORMWATER MANAGEMENT AREAS ARE ADEQUATE TO ACCOMMODATE FLOWS FROM THE 100-YEAR STORM

RESERVED FOR REGISTRY USE

DRAINAGE STRUCTURE SCHEDULE:

CB-1 PRECAST RC RIM = 351.15 12" RCP INV. OUT=348.40	4"ø	DP-1 RCP, C76-111 SLOPE = 1.0% LENGTH = 5' INLET INV.=348.40 OUTLET INV.=348.35	12"ø	DP-3 RCP, C76-111 SLOPE = 0.5% LENGTH = 30' INLET INV.=348.25 OUTLET INV.=348.00	12"ø	DP-8 RCP, C76-111 SLOPE = 2.1% LENGTH = 45' INLET INV.=344.40 (BURY TO EL=345.2) OUTLET INV.=343.20 (BURY TO EL=344.20)	36"ø
CB-2 PRECAST RC RIM = 351.15 12" RCP INV. OUT=348.40	4"ø	DP-2 RCP, C76-111 SLOPE = 1.0% LENGTH = 5' INLET INV.=348.40 OUTLET INV.=348.35	12"ø	DP-4 RCP, C76-111 SLOPE = 3.75% LENGTH = 40' (SEE PROFILE FOR INVERTS)	12"ø	DP-9 ADS, N-12 SLOPE = 1.4% LENGTH = 37' INLET INV.=347.50 OUTLET INV.=347.00	12"ø
DMH-1 PRECAST RC RIM = 351.60 12" RCP INV. IN 348.35 12" RCP INV. IN 348.35 12" RCP INV. OUT 348.25	4"ø	DP-2 RCP, C76-111 SLOPE = 1.0% LENGTH = 5' INLET INV.=348.40 OUTLET INV.=348.35	12"ø	DP-10 ADS, N-12 SLOPE = 1.9% LENGTH = 26' INLET INV.=348.50 OUTLET INV.=348.00	12"ø		

SPECIAL PERMIT APPROVAL IN ACCORDANCE WITH THE TOWN OF BOLTON ZONING BYLAW § 250.17.B – COMMON DRIVEWAYS

BEING A MAJORITY OF THE BOLTON PLANNING BOARD

DATE ENDORSED:

SPECIAL PERMIT ISSUED BY BOLTON PLANNING BOARD FILED WITH THE TOWN CLERK ON

I, _____, CLERK OF THE TOWN OF BOLTON HEREBY CERTIFY THAT THE NOTICE OF THE APPROVAL OF THIS PLAN BY THE PLANNING BOARD HAS BEEN RECEIVED AND RECORDED BY THIS OFFICE AND NO APPEAL WAS RECEIVED DURING THE TWENTY (20) DAYS NEXT AFTER RECEIPT AND RECORDING OF SAID NOTICE.

BOLTON TOWN CLERK DATE

PREPARED BY:

DUCHARME & DILLIS

Civil Design Group, Inc.

CIVIL ENGINEERS • LAND SURVEYORS • WETLAND CONSULTANTS

1092 MAIN STREET, P.O. BOX 428 BOLTON, MASSACHUSETTS 01740

PHONE: (978) 779-6091 FAX: (978) 779-0260

www.DucharmeandDillis.com

OWNER:

DUANE HENRY
147 LONG HILL ROAD
BOLTON, MASSACHUSETTS

APPLICANT:

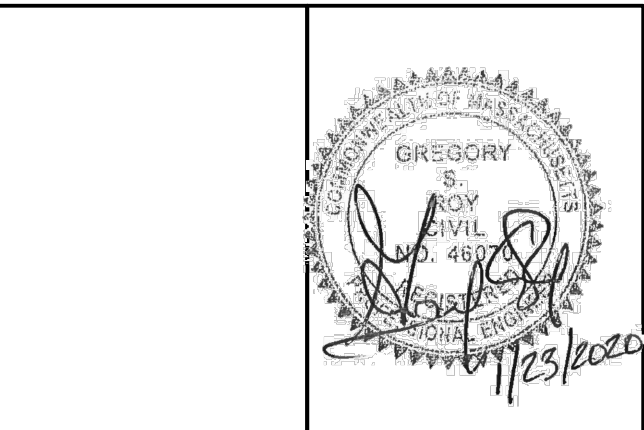
APPLEWOOD CONSTRUCTION
92 MIDDLESEX ROAD
TYNGSBORO, MASSACHUSETTS

SCALE:

30 0 15 30 60 120

1 in. = 30 ft.

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DATE:	12/24/14
DESIGN BY:	GSR
DRAWN BY:	GSR
CHECKED BY:	GSR

GRADING & DRAINAGE PLAN 147 LONG HILL ROAD – COMMON DRIVE BOLTON, MASSACHUSETTS			
NO.	DATE	DESCRIPTION	BY
3.	4/21/15	REVISIONS PER CONSERVATION COMMISSION COMMENTS	BJD
4.	7/31/19	REVISED PER HAMMEY ENGINEERING COMMENTS	GSR
5.	9/24/19	REVISED SWALE, ADD REPLICATION AREA	GSR
6.	1/23/2020	UPDATED TURNAROUND AREA AT STA. 3+10	RWP

JOB NO.	3354-A
DRAWING NO.	3354A-DRV
SHEET NO.	1
OF 3	



(4) 1" OAK
(2) 1" MAPLE
(6) 2" MAPLE

(79) SHRUBS

SCALE: 1" = 20'

NOTE: THE ENTIRE REPLICATION AREA WILL BE SEEDDED WITH "NEW ENGLAND WET MIX" (WETLAND SEED MIX) AT AN APPLICATION RATE OF 1 LB/2500 S.F.

SEEDING:

THE MIX MAY BE APPLIED BY MECHANICAL SPREADER, OR BY HAND. WHEN APPLYING ON BARE SOIL, RAKE THE SOIL TO CREATE GROOVES, APPLY SEED, THEN LIGHTLY RAKE OVER. IN NEW ENGLAND, THE BEST RESULTS ARE OBTAINED WITH AN EARLY SPRING SEEDING. SUMMER SEEDING CAN BE SUCCESSFUL WITH A LIGHT MULCHING OF WEED FREE STRAW TO CONSERVE MOISTURE. LATE FALL AND WINTER DORMANT SEEDING REQUIRE A SLIGHT INCREASE IN THE SEEDING RATE. FERTILIZATION IS NOT REQUIRED UNLESS THE SOIL IS PARTICULARLY INFERTILE.

SCALE: 1" = 20'

3 OF 3