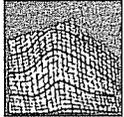


Marchionda

& Associates, L.P.



Engineering and
Planning Consultants

June 6, 2011

Town of Reading
Community Planning & Development Commission
Town Hall
Reading, MA 01867

Site Plan Modification – Reading Woods

Dear Commission Members:

Enclosed are 10 copies of the latest Site Plans for the above referenced project. These plans have been revised to reflect the latest layout of South Street/ Jacob Way intersection, the new sewer design for the project and to address changes stipulated in the Order of Conditions recently issued by the Conservation Commission.

Over the last few months, we have been working with the Engineering Department to adequately address the intersection and sewer issues. The South Street/Jacob Way intersection has been revised consistent with the latest vote of the selectmen and in compliance with the May 13th, 2011 FST review letter and the Town Engineer's 6/02/11 email. The sewers in the project have been redesigned to avoid the Sturges Sewer Pumping Station.

In an effort to consolidate the plans sets prepared for the CPDC and the Conservation Commission during the approval process, the latest plans contain additional information required by the approval issued by the Conservation Commission.

Pulte desires to formally modify their current Site Plan Approval as depicted on these plans. Should you require additional information, please do not hesitate to call.

Sincerely,
Marchionda & Associates, L.P.



Michael J. Rosati
Project Manager

TOWN OF READING

JUN 06 2011

BUILDING DEPARTMENT

Specific drawing changes to CPDC March 28, 2011 approval:

Per FST 05/13/11 Review:

1 - Comment No. 1

- It is our understanding that the Board of Selectmen required improvements on the both the eastern and western legs of the intersection. The improvements shown at the intersection of Main Street/ South Street only provide for widening on the western leg of South Street. The improvement plan should be updated to reflect the requested level of improvement on the eastern leg.

Plan Change: The shows minor widening along the eastern leg and the centerlines are offset by 2&1/2 to 3 feet from each other. To mitigate the centerline offsets, a Dotted Yellow through Intersection Lines has been added to the intersection.

Comment No. 2

- The 12 foot wide departure lane on the western leg is too narrow to accommodate larger turning vehicles such as buses and garbage trucks at the intersection. We recommend widening this departure to a more typical 14 feet wide departure lane at the intersection before tapering to 12 feet.

Plan Change: The departure lane has been widened to 14 feet.

Comment No. 3

- The opening taper on the "extra 1/2 lane" is too short and gives the appearance that this is a parking area. This taper should be lengthened to provide a smoother/gradual transition.

Plan Change: The taper has been lengthened.

Comment No. 4

- The goal of the modifications on the South Street approach to Main Street is to provide the ability for right turning vehicles to bypass left and through vehicles. Since vehicles are discouraged from crossing solid white edge lines (SWEL), the line on the south side of South Street should be relocated closer to the curb. We recommend modifying from a 12-foot lane and an 8-foot shoulder to an 18-foot lane and a 2-4 foot shoulder.

Plan Change: The plan has been revised to show an 18'2' configuration.

Comment No. 5

- The relocated South Street portion does not appear to line up well with the driveway on the opposite side of Jacob Way. The relocated South Street section should be moved a few feet to the south for improved alignment.

Plan Change: South Street has been adjusted to line up with the driveway.

Comment No. 6

- We recommend extending the double yellow center line (DYCL) on the relocated South Street portion to the limit of work. This is especially important due to the curvature in the roadway.

Plan Change: The DYCL has been lengthened.

Comment No. 7

- The width of the new crosswalk across the relocated South Street portion appears to be only 6 feet wide. We recommend an 8-10 foot wide crosswalk.

Plan Change: The new crosswalk has been widened.

Comment No. 8

- The DYCL on Jacob Way should provide a wider opening than currently shown at the relocated South Street location.

Plan Change: A wider opening has been provided.

Comment No. 9

- Since the 95% vehicle queues are projected to extend to the newly created intersection, a R10-7 "Do Not Block Intersection" sign should be considered at the new intersection.

Plan Change: An additional R10-7, "Do Not Block Intersection" sign has been provided

Comment No. 10

- The plan does not show what is proposed for the existing sidewalk on the north side of South Street. Will this sidewalk be maintained or relocated along the new curb line?

Plan Change: The sidewalk has been extended along the north side of the relocated South Street to the driveway of #362.

Comment No. 11

- The proposed 5-foot sidewalk will have to tie into an existing 8-foot sidewalk on Main Street. This transition is not properly shown.

Plan Change: A 5' to 8' sidewalk transition has been provided.

Comment No. 12

- The proposed wheelchair ramps on the northwest corner of the intersection show a very long section of sidewalk that would be level with the roadway. This is undesirable. The corner should be modified to provide ramps up to an elevated sidewalk. This may require a wider sidewalk than the currently proposed 5-foot sidewalk.

Plan Change: The sidewalk and curb have been modified and a single ramp provided for each direction.

Per Town Engineer Comments of 06/02/11:

Comment No.1

- The sidewalk on the northerly side of the realigned South Street should extend down to the driveway of #370 South Street

Plan Change: The sidewalk has been extended to the driveway of #362 (beyond #370).

Comment No. 2

- A wheelchair ramp should be installed along the southwesterly side of South Street.

Plan Change: A wheelchair ramp has been provided.

Comment No. 3

- Landscaping should be incorporated into the intersection design.

Plan Change: Landscaping has been provided.

Per Order of Conditions #270-579 – Reading Conservation Commission:

Special Condition #5 – More detailed sequencing added to Sequence 1 & 2 (shts. 28 & 29).

Special Condition #7a - Final sewer system design reflected in the plans.

Special Condition #7b - Final street design reflected in the plans.

Special Condition #7d - Additional information was added to the rain garden. Capacity of rain gardens increased to ½ inch min.

Special Condition #7f – Curb lines were placed around the future parking.

Special Condition #7g - Restoration area behind building 7 was expanded as requested.