

May 18, 2021

**To:**  
Michelle R. Buck, Town Planner  
Leicester Development and Inspectional Services  
3 Washburn Square  
Leicester, Massachusetts 01524

**A&M Project #:** 2889-01  
**Re:** Skyview Estates  
Preliminary Subdivision  
Peer Review  
651 Main Street  
Map 21/Parcel B5.1

**Copy:**

Dear Ms. Buck

Please find Allen & Major Associates, Inc. (A&M) responses to the Preliminary Plan Review dated May 6, 2021 as prepared by Quinn Engineering, Inc., in reference to their review of Skyview Estates Preliminary Subdivision to be located at along Main Street in Leicester, Massachusetts

*Subdivision Rules and Regulations*

1. *The existing driveway easement serving #747 Main Street must be labeled. (III.2.b.4)*

**Response: The existing driveway easement has been labeled on the plans.**

2. *The Applicant must identify the distance between the proposed roadway and the existing intersection of Main Street and Waite Street. Street jogs with centerline offsets of 125 feet should be avoided. (V.A.1.e)*

**Response: The distance to the existing intersection has been shown on the plans and is approximately 165'**

3. *A centerline radius would be a better design option than the proposed  $\pm 90^\circ$  turn at Lot 9 and Lot 10. (V.A.1.f)*

**Response: At this specific location, a 90° bend as allowed (V.A.1.g), providing for greater flexibility in the parcel layout. With appropriate signage (Stop), this will also provide traffic calming measures for the development.**

4. *A 50 foot leveling area has not been provided from the sideline of Main Street along Alignment 6 and has not been provided from the sideline of Alignment 6 along Alignment 8. (V.A.3.b)*

**Response: Currently, a portion of the leveling pad is included in the sag curve geometry, however can be adjusted to provide a full 50 foot level area along Main Street. A level 50 foot area has been provided along Alignment 8 to the side line of Alignment 6.**

5. *The proposed roadway configuration could be a public safety concern. The Town's subdivision regulations limit dead end roadways to 500 feet. The proposed subdivision consists of approximately 3,500 feet of internal roadways with a single access to Main Street and proposes a roadway length of approximately 730 feet between Main Street and the first internal intersection. Although not specified on plans, it appears that most lots could support multi-family dwellings, potentially resulting in approximately 70 new dwelling units in the development. The primary concern related to the length of dead end roadways is blockage of the road and the subsequent impact on emergency access and public safety.*

*The Institute of Transportation Engineers (ITE) publication Recommended Guidelines for Subdivision Streets recommends a maximum dead end length of 700 feet for medium to high density developments. The proposed configuration exceeds both the Town's subdivision regulations and ITE's guidelines.*

*It is recommended that the Applicant investigate the feasibility of providing a second access into the subdivision from Colonial Drive or from another point along the Main Street frontage in order to eliminate the dead end length issue.*

*This office defers to the Board on how the dead end length is determined, however regardless of how it is determined, the proposed roadway configuration requires a waiver to exceed the dead end length of 500 feet. This office does not recommend considering a waiver request until all options to avoid a dead end in excess of 500 feet have been explored. (V.A.4)*

**Response: Due to the unique topography of the site, a secondary access meeting town standards for maximum grade is problematic for a connection to the existing right of way at Colonial Drive without major excavation. Additionally, there is a wetland system which crosses the end of the existing right of way out the subject parcel. A waiver request could be provided for either the maximum length of dead-end or to allow an access greater than 10% grade for emergency vehicles only through Lot 9 out to Colonial Drive.**

6. *A sight distance evaluation must be provided at the definitive plan stage. The Applicant may want to consider evaluating the intersection sight distance at Main Street during this preliminary stage in order to identify potential sight distance issues. (V.A.6)*

**Response: Agreed, a sight distance evaluation will be provided during the definitive plan stage.**

7. *Catch basins must be installed near the corners of intersecting streets. This should be addressed at the definite plan stage. (V.C.4.)*

**Response: Agreed, a more complete layout of stormwater features will be provide during the definitive plan stage.**

8. *The Board may require open space. None is currently proposed. (V.E.)*

**Response: Any proposed open space required would be noted on the plans.**

9. *Lots 12, 23, 24 and 25 do not meet the minimum frontage requirement. (V.G.)*

**Response: The plans have been updated to provide the minimum frontage.**

#### *General Comments*

10. *The proposed residential uses are not specifically listed on the plan or in the application materials, however, it appears that the lots are sized to accommodate multi-family uses. A special permit is required for multi-family uses in the Business district. (Zoning Bylaw Table 3.2.02)*

**Response: A special permit will be requested and filed during the definitive plan stage to memorialize the anticipated uses.**

11. *The Applicant must clarify if the proposed roadway construction will violate the terms of the existing driveway easement granted to #747 Main Street. If there is no violation, the Applicant must clarify how the existing driveway access to #747 Main Street will be accommodated. Given the proposed impact to the access of #747 Main Street, the existing development on that property should be depicted on the plan.*

**Response: Continued access will be provided through and updated easement or alternative means agreeable to all parties.**

12. *This office has had experience with other projects where MA DOT prohibits connection to existing drain systems within the State Highway Layout. The Applicant may want to contact MA DOT to review potential connections into the existing drain system as this may affect the proposed drainage design.*

**Response: A full stormwater design will be undertaken during the definitive plan stage which will address stormwater as a whole for the project and be in accordance with state and local rules.**

13. Roadways should be designed so that low points do not occur near or within intersections as currently proposed in Alignment 7.

**Response:** Due to the unique topography and restrictive easements on the property, this particular intersection needed to be located along a low point. The proper placement of catch basins in the location of the intersection should overcome the placement of the intersection at a low point.

14. Swales are proposed along the roadways in areas of earthwork cuts. The plans do not depict a means or removing stormwater from most of the swales.

**Response:** A full stormwater design has not been completed and will be undertaken during the definitive plan stage. The concern regarding stormwater capture within the conceptual swales has been noted and will be addressed.

15. An existing well is depicted on the property. The Applicant must clarify if the existing well is in service and if so, what property does it serve.

**Response:** Further investigation will be conducted on the existing well and appropriate measures will be taken to abandon it if so warranted.

16. It is unclear if all of the delineated resource areas are jurisdictional under the Wetland Protection Act Regulations. If jurisdictional, the proposed drain pipe installation and stormwater basin construction in the wetland resource areas on Lot 24 should be avoided if possible.

**Response:** The location of the stormwater basins is conceptual in nature and will be refined during the definitive plan stage. Efforts will be taken to avoid any jurisdictional areas and if impractical, will be permitted through the local conservation commission.

17. The Applicant should be aware that the property is partially located within the Water Resources Protection Overlay District and should be aware of the requirements of that district. Reference to the district does not appear to be noted on the plan.

**Response:** The plans will be updated to include any restrictions outlined in the Water Resources Protection Overlay District

18. The submitted narrative identifies a 207 foot dead end roadway and a cul-de-sac. Neither of these appear to apply to the proposed roadway layout.

**Response:** This was a scrivener's error and has been omitted from the narrative.

19. Note 8 on Sheet C-102 should be revised to reflect the 2 foot contour interval provided on the plans.

**Response:** The note has been updated.

We thank you in advance for your anticipated cooperation regarding this project and look forward to meeting to discuss the plans.

Very Truly Yours,  
**ALLEN & MAJOR ASSOCIATES, INC.**



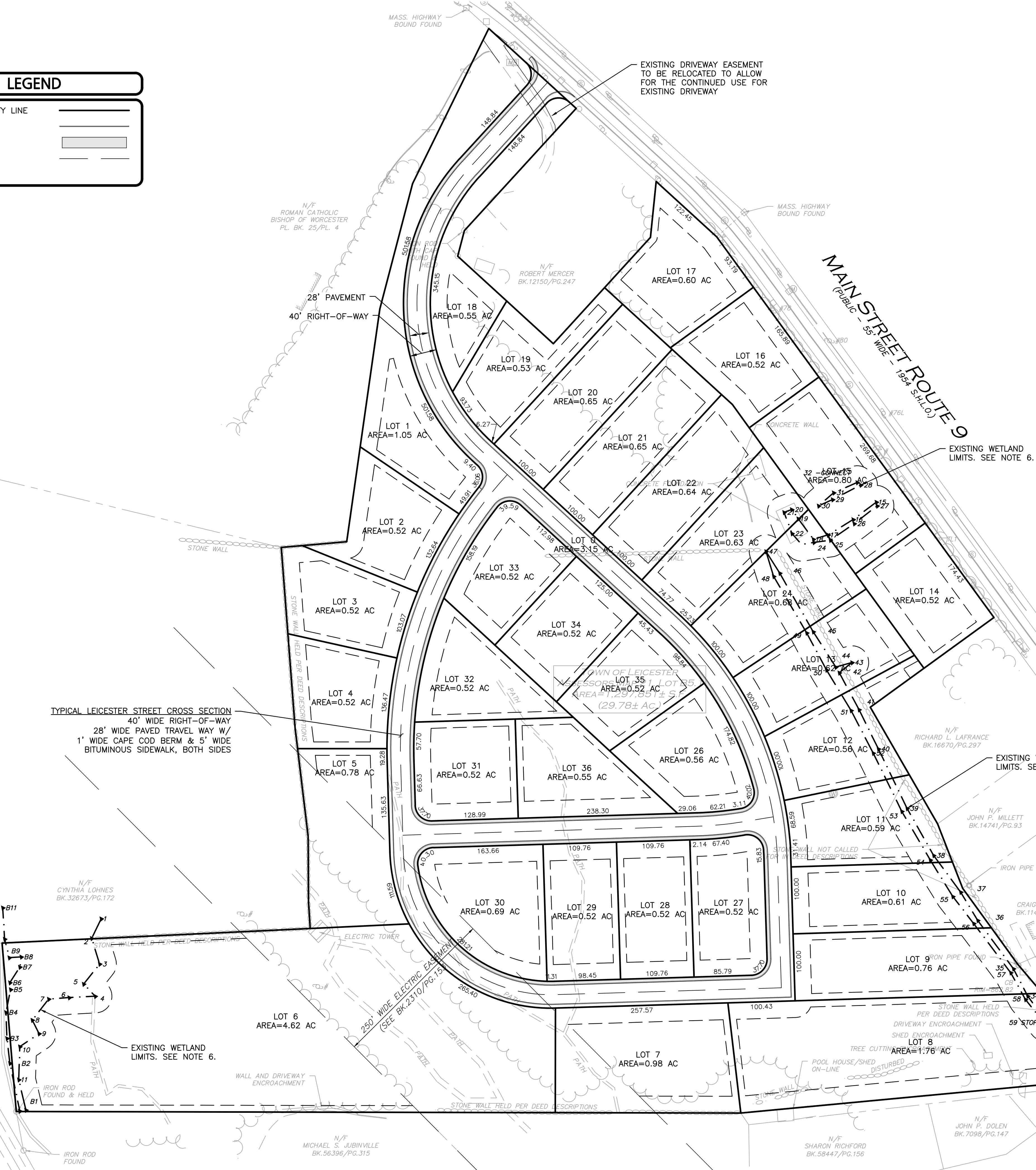
Michael Malynowski, PE  
Senior Project Manager

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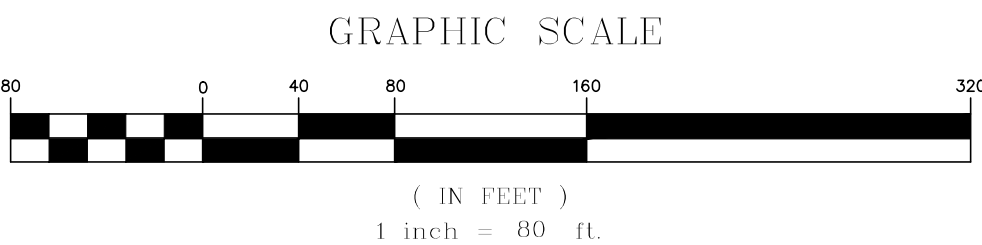
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CALL 811 OR  
1-888-DIG-SAFE  
1-888-344-7233

TYPICAL LEICESTER STREET CROSS SECTION  
40' WIDE RIGHT-OF-WAY  
28' WIDE PAVED TRAVEL WAY W/  
1' WIDE CAPE COD BERM & 5' WIDE  
BITUMINOUS SIDEWALK, BOTH SIDES



#### GENERAL NOTES

- THE OWNER OF RECORD:  
LOT 21-B5.1  
EFG REALTY TRUST  
76 MCCLELLAN STREET  
AMHERST, MA 01002  
BOOK 16761, PAGE 78
- ZONING DISTRICT: BUSINESS (B) AND SUBURBAN AGRICULTURAL (SA) DISTRICT TO THE SOUTH & WEST  
LOT SIZE: 22,500 SF  
LOT FRONTAGE: 100 FT.  
FRONT SETBACK: 25 FT.  
SIDE SETBACK: 15 FT.  
REAR SETBACK: 25 FT.
- EXISTING USE OF LOT 21-B5.1 IS VACANT LAND.
- NO PORTION OF THE PROPERTY IS WITHIN THE 100 YEAR FLOOD BOUNDARY HAZARD ZONE AS SHOWN ON THE FLOOD INSURANCE RATE MAP #25027C0782Z WITH AN EFFECTIVE DATE: JULY 14, 2011 FOR THE CITY OF LEICESTER.
- ALL CONSTRUCTION SHALL CONFORM TO THE APPLICABLE REGULATIONS AND STANDARDS INCLUDING THE TOWN OF LEICESTER, MDOT, MADEP, MUTCD, AND ASHTO.
- AREAS SUBJECT TO PROTECTION UNDER THE WETLANDS PROTECTION ACT HAVE BEEN DELINEATED BY GOVE ENVIRONMENTAL SERVICES INC IN 2021. THESE AREAS ARE DEPICTED ON THE PLANS BASED ON FIELD SURVEY LOCATION DURING THE TOPOGRAPHIC SURVEY.
- ANY DAMAGE TO PRIVATE OR PUBLIC PROPERTIES DUE TO THE CONTRACTOR'S ACTIVITIES SHALL BE REPAIRED AND RESTORED BY THE CONTRACTOR AT THEIR OWN EXPENSE.
- THE ENGINEER SHALL BE NOTIFIED IN WRITING OF ANY UTILITIES INTERFERING WITH THE PROPOSED CONSTRUCTION AND APPROPRIATE REMEDIAL ACTION TAKEN BEFORE PROCEEDING WITH THE WORK. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS
- ALL PROPERTY MARKERS AND STREET LINE MONUMENTS SHALL BE PROPERLY PROTECTED DURING CONSTRUCTION. ANY DAMAGE TO THESE ITEMS SHALL BE REPAIRED AND RESTORED BY A SURVEYOR REGISTERED IN THE STATE OF MASSACHUSETTS AT THE CONTRACTORS EXPENSE.
- IN ACCORDANCE WITH CHAPTER 82, SECTION 40, INCLUDING AMENDMENTS, ALL CONTRACTORS SHALL NOTIFY IN WRITING ALL UTILITY COMPANIES AND GOVERNMENT AGENCIES PRIOR TO ANY EXCAVATION WORK AND CALL DIG-SAFE AT 1-888-344-7233 72 HOURS BEFORE ANY EXCAVATION.
- A FIFTEEN FOOT (15') WIDE TEMPORARY SLOPE AND CONSTRUCTION EASEMENT SHALL BE PROVIDED PARALLEL AND ALONG THE ENTIRE PROPOSED RIGHT-OF-WAY ACROSS THE FRONTAGE OF EACH LOT THE TEMPORARY SLOPE AND CONSTRUCTION EASEMENT SHALL BE EXTINGUISHED UPON ACCEPTANCE OF THE ROADWAY BY THE TOWN OF LEICESTER.
- THE CONTRACTOR IS RESPONSIBLE FOR SCHEDULING A PRE-CONSTRUCTION MEETING WITH THE TOWN, THE APPROPRIATE UTILITY COMPANIES, THE OWNER AND OWNER'S REPRESENTATIVE. THE MEETING SHALL TAKE PLACE PRIOR TO THE START OF CONSTRUCTION AND THE CONTRACTOR MUST PROVIDE 48 HOURS NOTICE TO ALL ATTENDEES PRIOR TO THE START OF THE MEETING.
- APPROPRIATE WARNING SIGNS, MARKERS, BARRICADES AND/OR FLAGMEN SHALL BE PROVIDED TO REGULATE TRAFFIC. CONSTRUCTION TRAFFIC CONTROL SHALL BE IMPLEMENTED PER THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND THE LOCAL AUTHORITY.
- THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR IT'S REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.
- THE INFORMATION SHOWN ON THIS PLAN IS THE SOLE PROPERTY OF ALLEN & MAJOR ASSOCIATES, INC. ITS INTENDED USE IS TO PROVIDE INFORMATION, ANY ALTERATION, MISUSE, OR RECALCULATION OF INFORMATION OR DATA WITHOUT THE EXPRESSED, WRITTEN CONSENT OF ALLEN & MAJOR ASSOCIATES, INC. IS STRICTLY PROHIBITED.
- THE CONTRACTOR IS RESPONSIBLE FOR THE MEANS AND METHODS OF CONSTRUCTION AND FOR CONDITIONS OF THE SITE. THESE PLANS PREPARED BY ALLEN & MAJOR ASSOCIATES, INC., DO NOT EXTEND TO, NOR INCLUDE SYSTEMS PERTAINING TO THE SAFETY OF THE CONSTRUCTION CONTRACTOR OR THE EMPLOYEES, AGENTS OF REPRESENTATIVES IN PERFORMANCE OF THE WORK. THE SEAL OF THE ARCHITECT OR ENGINEER HEREON DOES NOT EXTEND TO ANY SUCH SAFETY SYSTEMS THAT MAY NOW OR HEREAFTER BE INCORPORATED INTO THESE PLANS. THE CONSTRUCTION CONTRACTOR SHALL PREPARE OF OBTAIN THE APPROPRIATE SAFETY SYSTEMS THAT MAY BE REQUIRED BY THE US OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) AND/OR LOCAL REGULATIONS.
- IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REVIEW ALL DRAWINGS AND SPECIFICATIONS ASSOCIATED WITH THE PROJECT WORK SCOPE PRIOR TO THE START OF CONSTRUCTION. SHOULD THE CONTRACTOR FIND A CONFLICT WITH THE DRAWINGS, SPECIFICATIONS, OR RELATIVE CODES, IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO NOTIFY THE ENGINEER AND/OR ARCHITECT PRIOR TO START OF CONSTRUCTION. FAILURE BY THE CONTRACTOR TO NOTIFY THE ENGINEER AND/OR ARCHITECT SHALL CONSTITUTE ACCEPTANCE OF FULL RESPONSIBILITY BY THE CONTRACTOR TO COMPLETE THE SCOPE OF WORK AND/OR DESIGN INTENT OF THE DRAWINGS AND IN FULL COMPLIANCE WITH LOCAL REGULATIONS AND CODES.
- THE DESIGN ENGINEER WAIVES ANY AND ALL RESPONSIBILITY AND LIABILITY FOR PROBLEMS WHICH ARISE FROM FAILURE TO FOLLOW THESE PLANS, SPECIFICATIONS, AND/OR THE DESIGN INTENT THEY CONVEY, OR FOR PROBLEMS WHICH ARISE FROM OTHERS' FAILURE TO OBTAIN AND/OR FOLLOW THE GUIDANCE OF THE DESIGN ENGINEER WITH RESPECT TO ANY ERRORS, OMISSIONS, INCONSISTENCIES, AMBIGUITIES, OR CONFLICTS WHICH ARE DISCOVERED OR ALLEGED.



Digitally signed by Michael Malynowski  
Date: 2021.05.18 14:23:09 -0400

PROFESSIONAL ENGINEER FOR  
ALLEN & MAJOR ASSOCIATES, INC.

REV	DATE	DESCRIPTION
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APPLICANT:  
MKEP 770 LLC  
265 SUNRISE HIGHWAY, SUITE 1368  
ROCKVILLE CENTER, NY 11570

PROJECT:  
SKYVIEW ESTATES  
RESIDENTIAL SUBDIVISION  
MAIN STREET  
LEICESTER, MA

PROJECT NO. 2889-01 DATE: 04-20-21

SCALE: 1" = 80' DWG.: C2889-01\_Layout & Materials

DESIGNED BY: SM CHECKED BY: MAM

PREPARED BY:

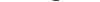
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civil engineering • land surveying  
environmental consulting • landscape architecture  
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100 COMMERCE WAY, SUITE 5  
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DRAWING TITLE: PROPOSED SUBDIVISION PLAN  
SHEET No. C-101

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DRAIN MANHOLE	
CATCH BASIN	
FLARED END SECTION	
DRAIN LINE	
10' CONTOUR	
2' CONTOUR	

ALIGNMENT - (7)

APPROXIMATE LOCATION OF  
DETENTION/INFILTRATION  
BASIN, TYPICAL

[illegible]

1. ALL CONSTRUCTION SHALL CONFORM TO THE APPLICABLE REGULATIONS AND STANDARDS INCLUDING THE TOWN OF LEICESTER, MDOT, MADEP, MUTCD, AND ASHTO.
2. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR THE MEANS AND METHODS OF CONSTRUCTION AND FOR CONDITIONS AT THE SITE. THESE PLANS, PREPARED BY ALLEN & MAJOR ASSOCIATES DO NOT EXTEND TO OR INCLUDE SYSTEMS PERTAINING TO THE SAFETY OF THE CONSTRUCTION CONTRACTOR OR THEIR EMPLOYEES, AGENTS OR REPRESENTATIVES IN THE PERFORMANCE OF THE WORK, OR THE OWNER'S EMPLOYEES, CUSTOMERS, OR THE GENERAL PUBLIC. THE SEAL OF THE ENGINEER AS INCLUDED IN THE PLAN SET DOES NOT EXTEND TO ANY SUCH SAFETY SYSTEMS THAT MAY NOW OR HEREAFTER BE INCORPORATED INTO THESE PLANS. THE CONSTRUCTION CONTRACTOR SHALL PROVIDE THE APPROPRIATE SAFETY SYSTEMS WHICH MAY BE REQUIRED BY THE.
3. ALL ELEVATIONS REFER TO NAVD 88.
4. PIPE DIMENSIONS ARE MEASURED FROM THE INSIDE FACE OF THE STRUCTURE.
5. THE INFORMATION SHOWN ON THIS PLAN IS THE SOLE PROPERTY OF ALLEN & MAJOR ASSOCIATES, INC. IT'S INTENDED USE IS TO PROVIDE INFORMATION, ANY ALTERATION, MISUSE, OR RECALCULATION OF INFORMATION OR DATA WITHOUT THE EXPRESSED, WRITTEN CONSENT OF ALLEN & MAJOR ASSOCIATES, INC. IS STRICTLY PROHIBITED.
6. CONTRACTOR IS RESPONSIBLE FOR DEMOLITION OF EXISTING STRUCTURES INCLUDING REMOVAL OF ANY EXISTING UTILITIES SERVING THE STRUCTURE. UTILITIES ARE TO BE REMOVED TO THE RIGHT-OF-WAY.
7. ALL CUT OR FILL SLOPES SHALL BE 3:1 OR FLATTER UNLESS OTHERWISE NOTED.
8. EXISTING AND PROPOSED GRADE CONTOUR INTERVALS SHOWN AT 2 FOOT
9. ROOF DRAINS SHALL CONNECT TO NEAREST DRAIN STRUCTURE. REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATIONS.
10. IF ANY EXISTING STRUCTURES TO REMAIN ARE DAMAGED DURING CONSTRUCTION IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO REPAIR AND/OR REPLACE THE EXISTING STRUCTURE AS NECESSARY TO RETURN IT TO EXISTING CONDITIONS OR BETTER.
11. ALL STORM PIPE ENTERING STRUCTURES SHALL BE GROUDED TO ASSURE CONNECTION AT STRUCTURE IS WATERTIGHT.
12. ALL STORM SEWER MANHOLES IN PAVED AREAS SHALL BE FLUSH WITH PAVEMENT AND SHALL HAVE TRAFFIC BEARING RING AND COVERS. MANHOLES IN UNPAVED AREAS SHALL BE 6" ABOVE FINISH GRADE. LIDS SHALL BE LABELED "DRAIN".
13. THE CONTRACTOR SHALL ADHERE TO ALL TERMS & CONDITIONS AS OUTLINED IN THE GENERAL N.P.D.E.S. PERMIT FOR STORMWATER DISCHARGE ASSOCIATED WITH CONSTRUCTION ACTIVITIES.
14. CONTRACTOR SHALL ADJUST AND/OR CUT EXISTING PAVEMENT AS NECESSARY TO ASSURE A SMOOTH FIT AND CONTINUOUS GRADE.
15. CONTRACTOR SHALL ASSURE POSITIVE DRAINAGE AWAY FROM BUILDINGS FOR ALL NATURAL AND PAVED AREAS.
16. ALL UNSURFACED AREAS DISTURBED BY GRADING OPERATION SHALL RECEIVE 4 INCHES OF TOPSOIL. CONTRACTOR SHALL APPLY STRATIFICATION FABRIC TO ALL SLOPES 3:1/1V OR STEEPER. CONTRACTOR SHALL GRASS DISTURBED AREAS IN ACCORDANCE WITH COUNTY SPECIFICATIONS UNTIL A HEALTHY STAND OF GRASS IS OBTAINED.
17. ALL CATCH BASINS ON-SITE SHALL BE EQUIPPED WITH HOODS AND 4 FOOT SUMPS AND SHALL CONFORM TO LOCAL DRAINAGE REQUIREMENTS.
18. A MINIMUM OF 18" VERTICAL CLEARANCE SHALL BE MAINTAINED WHERE WATER SERVICES CROSS STORM DRAIN LINES. WATER SERVICES SHALL BE ENCASED IN CONCRETE REGARDLESS OF CLEARANCE WHEN PASSING BELOW STORM DRAIN LINES. ENCASEMENT SHALL EXTEND ALONG WATER SERVICE A MINIMUM DISTANCE OF TEN FEET FROM THE CROSSING POINT OF THE OTHER PIPE AS MEASURED NORMALLY FROM ALL POINTS ALONG THE PIPE.
19. ALL DRAINAGE SHALL CONFORM TO LOCAL AND MADEP REQUIREMENTS.
20. PRIOR TO CONSTRUCTION OF IMPERVIOUS AREAS, ALL DRAINAGE STRUCTURES, PIPES AND BASINS SHALL BE INSTALLED AND INSPECTED FOR PROPER FUNCTION.
21. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REVIEW ALL DRAWINGS AND SPECIFICATIONS ASSOCIATED WITH THE PROJECT WORK SCOPE PRIOR TO THE START OF CONSTRUCTION. SHOULD THE CONTRACTOR FIND A CONFLICT WITH THE DRAWINGS, SPECIFICATIONS, OR RELATIVE CODES, IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO NOTIFY THE ENGINEER AND/OR ARCHITECT PRIOR TO START OF CONSTRUCTION. FAILURE BY THE CONTRACTOR TO NOTIFY THE ENGINEER AND/OR ARCHITECT SHALL CONSTITUTE ACCEPTANCE OF FULL RESPONSIBILITY BY THE CONTRACTOR TO COMPLETE THE SCOPE OF WORK AND/OR DESIGN INTENT OF THE DRAWINGS AND IN FULL COMPLIANCE WITH LOCAL REGULATIONS AND CODES.
22. THE DESIGN ENGINEER WAIVES ANY AND ALL RESPONSIBILITY AND LIABILITY FOR PROBLEMS WHICH ARISE FROM FAILURE TO FOLLOW THESE PLANS, SPECIFICATIONS, AND/OR THE DESIGN INTENT THEY CONVEY, OR FOR PROBLEMS WHICH ARISE FROM OTHERS' FAILURE TO OBTAIN AND/OR FOLLOW THE GUIDANCE OF THE DESIGN ENGINEER WITH RESPECT TO ANY ERRORS, OMISSIONS, INCONSISTENCIES, AMBIGUITIES, OR CONFLICTS WHICH ARE DISCOVERED OR ALLEGED.

Digitally signed by Michael  
Malynowski  
Date: 2021.05.18 14:24:42 -04'00'

PROFESSIONAL ENGINEER FOR  
ALLEN & MAJOR ASSOCIATES, INC

1	05-18-21	MISC. REVISIONS PER TOWN COMMENTS
REV	DATE	DESCRIPTION

**APPLICANT:**

MKEP 770 LLC  
265 SUNRISE HIGHWAY, SUITE 1368  
ROCKVILLE CENTER, NY 11570

PROJECT: SKYVIEW ESTATES  
RESIDENTIAL SUBDIVISION  
MAIN STREET  
LEICESTER, MA

PROJECT NO.	2889-01	DATE:	04-20-21
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SCALE: 1" = 80' DWG. : C-2889-01\_Grading & Drainage

DESIGNED BY: SM CHECKED BY: MAM

PREPARED BY:



ALLEN & MAJOR  
ASSOCIATES, INC.

civil engineering ♦ land surveying  
environmental consulting ♦ landscape architecture  
www.allenmajor.com  
100 COMMERCE WAY, SUITE 5  
WOBURN MA 01801  
TEL: (781) 935-6889  
FAX: (781) 935-2896

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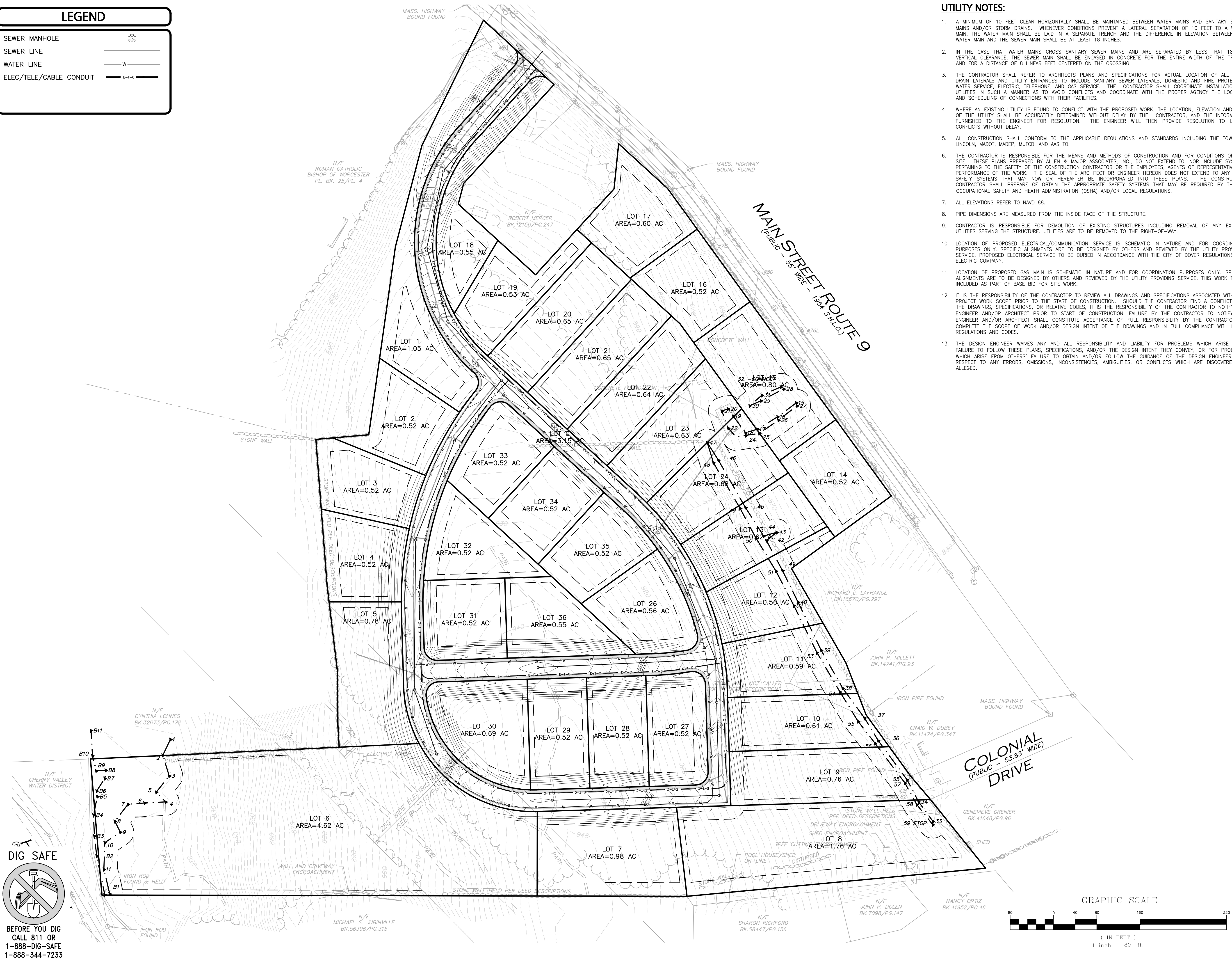
DRAWING TITLE:	SHEET No.
GRADING & DRAINAGE PLAN	C-102

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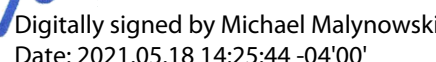


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1-888-344-7233

SEWER MANHOLE	
SEWER LINE	
WATER LINE	
ELEC/TELE/CABLE CONDUIT	



1. A MINIMUM OF 10 FEET CLEAR HORIZONTALLY SHALL BE MAINTAINED BETWEEN WATER MAINS AND SANITARY SEWER MAINS AND/OR STORM DRAINS. WHENEVER CONDITIONS PREVENT A LATERAL SEPARATION OF 10 FEET TO A WATER MAIN, THE WATER MAIN SHALL BE LAID IN A SEPARATE TRENCH AND THE DIFFERENCE IN ELEVATION BETWEEN THE WATER MAIN AND THE SEWER MAIN SHALL BE AT LEAST 18 INCHES.
2. IN THE CASE THAT WATER MAINS CROSS SANITARY SEWER MAINS AND ARE SEPARATED BY LESS THAN 18" OF VERTICAL CLEARANCE, THE SEWER MAIN SHALL BE ENCASED IN CONCRETE FOR THE ENTIRE WIDTH OF THE TRENCH AND FOR A DISTANCE OF 6 LINEAR FEET CENTERED ON THE CROSSING.
3. THE CONTRACTOR SHALL REFER TO ARCHITECTS PLANS AND SPECIFICATIONS FOR ACTUAL LOCATION OF ALL ROOF DRAIN LATERALS AND UTILITY ENTRANCES TO INCLUDE SANITARY SEWER LATERALS, DOMESTIC AND FIRE PROTECTION WATER SERVICE, ELECTRIC, TELEPHONE, AND GAS SERVICE. THE CONTRACTOR SHALL COORDINATE INSTALLATION OF UTILITIES IN SUCH A MANNER AS TO AVOID CONFLICTS AND COORDINATE WITH THE PROPER AGENCY THE LOCATION AND SCHEDULING OF CONNECTIONS WITH THEIR FACILITIES.
4. WHERE AN EXISTING UTILITY IS FOUND TO CONFLICT WITH THE PROPOSED WORK, THE LOCATION, ELEVATION AND SIZE OF THE UTILITY SHALL BE ACCURATELY DETERMINED WITHOUT DELAY BY THE CONTRACTOR, AND THE INFORMATION FURNISHED TO THE ENGINEER FOR RESOLUTION. THE ENGINEER WILL THEN PROVIDE RESOLUTION TO UTILITY CONFLICTS WITHOUT DELAY.
5. ALL CONSTRUCTION SHALL CONFORM TO THE APPLICABLE REGULATIONS AND STANDARDS INCLUDING THE TOWN OF LINCOLN, MADOT, MADEP, MUTCD, AND AASHTO.
6. THE CONTRACTOR IS RESPONSIBLE FOR THE MEANS AND METHODS OF CONSTRUCTION AND FOR CONDITIONS OF THE WORK THESE PLANS PREPARED BY ALLEN & MAJOR ASSOCIATES, INC., DO NOT EXTEND TO, NOR INCLUDE SYSTEMS PERTAINING TO THE SAFETY OF THE CONSTRUCTION CONTRACTOR OR THE EMPLOYEES, AGENTS OR REPRESENTATIVES IN PERFORMANCE OF THE WORK. THE SEAL OF THE ARCHITECT OR ENGINEER HEREON DOES NOT EXTEND TO ANY SUCH SAFETY SYSTEMS THAT MAY NOW OR HEREAFTER BE INCORPORATED INTO THESE PLANS. THE CONSTRUCTION CONTRACTOR SHALL PREPARE OR OBTAIN THE APPROPRIATE SAFETY SYSTEMS THAT MAY BE REQUIRED BY THE OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) AND/OR LOCAL REGULATIONS.
7. ALL ELEVATIONS REFER TO NAVD 88.
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9. CONTRACTOR IS RESPONSIBLE FOR DEMOLITION OF EXISTING STRUCTURES INCLUDING REMOVAL OF ANY EXISTING UTILITIES SERVING THE STRUCTURE. UTILITIES ARE TO BE REMOVED TO THE RIGHT-OF-WAY.
10. LOCATION OF PROPOSED ELECTRICAL/COMMUNICATION SERVICE IS SCHEMATIC IN NATURE AND FOR COORDINATION PURPOSES ONLY. SPECIFIC ALIGNMENTS ARE TO BE DESIGNED BY OTHERS AND REVIEWED BY THE UTILITY PROVIDING SERVICE. PROPOSED ELECTRICAL SERVICE TO BE BURIED IN ACCORDANCE WITH THE CITY OF DOVER REGULATIONS AND ELECTRIC COMPANY.
11. LOCATION OF PROPOSED GAS MAIN IS SCHEMATIC IN NATURE AND FOR COORDINATION PURPOSES ONLY. SPECIFIC ALIGNMENTS ARE TO BE DESIGNED BY OTHERS AND REVIEWED BY THE UTILITY PROVIDING SERVICE. THIS WORK TO BE INCLUDED AS PART OF BASE BID FOR SITE WORK.
12. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REVIEW ALL DRAWINGS AND SPECIFICATIONS ASSOCIATED WITH THE PROJECT WORK SCOPE PRIOR TO THE START OF CONSTRUCTION. SHOULD THE CONTRACTOR FIND A CONFLICT WITH THE DRAWINGS, SPECIFICATIONS, OR STATUTE CODES, IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO NOTIFY THE ENGINEER AND/OR ARCHITECT PRIOR TO START OF CONSTRUCTION. FAILURE BY THE CONTRACTOR TO NOTIFY THE ENGINEER AND/OR ARCHITECT SHALL CONSTITUTE ACCEPTANCE OF FULL RESPONSIBILITY BY THE CONTRACTOR TO COMPLETE THE SCOPE OF WORK AND/OR DESIGN INTENT OF THE DRAWINGS AND IN FULL COMPLIANCE WITH LOCAL REGULATIONS AND CODES.
13. THE DESIGN ENGINEER WAIVES ANY AND ALL RESPONSIBILITY AND LIABILITY FOR PROBLEMS WHICH ARISE FROM FAILURE TO FOLLOW THESE PLANS, SPECIFICATIONS, AND/OR THE DESIGN INTENT THEY CONVEY, OR FOR PROBLEMS WHICH ARISE FROM OTHERS' FAILURE TO OBTAIN AND/OR FOLLOW THE GUIDANCE OF THE DESIGN ENGINEER WITH RESPECT TO ANY ERRORS, OMISSIONS, INCONSISTENCIES, AMBIGUITIES, OR CONFLICTS WHICH ARE DISCOVERED OR ALLEGED.



PROFESSIONAL ENGINEER FOR  
ALLEN & MAJOR ASSOCIATES, INC.

	05-18-21	MISC. REVISIONS PER TOWN COMMENT
REV	DATE	DESCRIPTION

**APPLICANT:**

MKEP 770 LLC  
265 SUNRISE HIGHWAY, SUITE 1368  
ROCKVILLE CENTER, NY 11570

PROJECT: SKYVIEW ESTATES  
RESIDENTIAL SUBDIVISION  
MAIN STREET  
LEICESTER, MA

PROJECT NO.	2889-01	DATE:	04-20-2
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SCALE: 1" = 80' DWG. : C-2889-01\_Utility

DESIGNED BY: SM CHECKED BY: MAN

PREPARED BY



ALLEN & MAJOR  
ASSOCIATES, INC.

civil engineering ♦ land surveying  
environmental consulting ♦ landscape architecture  
www.allenmajor.com

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WOBURN, MA ♦ LAKEVILLE, MA ♦ MANCHESTER, NH

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DRAWING TITLE

## UTILITIES PLAN

SHEET No.

C-103

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