

PROPOSED REVISIONS
TO
PLANNING BOARD'S
SUBDIVISION

RULES &
REGULATIONS

[Proposed revision is struck through.]

| Section A676-9.B. The preliminary plan shall be drawn on ~~tracing paper~~ with pencil at a suitable scale

[Proposed revision is struck through.]

Section A676-10.A(1). An original drawing of the definitive plan ~~and eight contact prints~~ thereof, dark line on white background.

[Proposed revisions are underlined.]

Section A676-10.H **Adjustment of bond surety.** The penal sum of any such bond or the amount of any deposit held under Subsection G(1) above may from time to time be reduced by the Planning Board and the obligations of the parties thereto released by said Board in whole or in part to a minimum of 10% of the total costs to complete the required improvements specified in Article V. Similarly, the penal sum of any such bond or the amount of any deposit held under Subsection G(1) above may be increased by the Planning Board. Any reduction or increase hereunder shall be authorized pursuant to a recalculation, to be done by the DPW's Engineering Division, of the amount then remaining in the applicable bond or deposit, said recalculation to be done on an annual basis for the costs of the work within a subdivision remaining to be completed. Said costs shall be the costs necessary to complete the required improvements as determined by the DPW's Engineering Division at the time of each such recalculation.

[Proposed new section.]

Section A676-10.H¼ **Deeding of developer's legal interests to City.** Immediately upon providing a bond or other security to construct an approved definitive subdivision plan, the developer shall deed to the City the subdivision road(s) as well as all municipal utility easements, if any. If any modifications to the approved definitive subdivision plan result in a re-location of any municipal utility, the developer shall, immediately upon installation of the re-located municipal utility, deed to the City the easement corresponding to the re-located municipal utility. The developer is also required to provide the City with a certificate of liability insurance, naming the City as an additional insured relative to the subdivision road(s) as well as all municipal utility easements, if any, to be deeded to the City.

[Proposed new section.]

Section A676-10.H½ **Required remedial action after lapse of time.** If more than two years has elapsed from the time that the developer has installed the base course of the subdivision road pavement to the time that the developer has installed the top course, the Planning Board may require that the developer take such remedial action as may be recommended to the Board by the DPW's Engineering Division, including but not limited to patching and crack sealing the pavement, or in more acute situations, reclaiming and reconstructing the subdivision road. The cost of any such remedial action would be added to the annual recalculation, to be done by the DPW's Engineering Division pursuant to § A676-10.H. If a developer fails to take remedial action required by the Board, the Board is authorized to rescind or modify the definitive subdivision approval.

[Proposed revisions are underlined.]

Section A676.10.I(2) **Release of performance guarantee.** The Planning Board shall request the Commissioner of Public Works, approximately 60 days before the expiration of the year, to make an inspection of said street or way or portion thereof to determine whether or not defects have developed therein, and to make his recommendation to the Board as to whether or not it should recommend same to the City Council for the laying out of said street or way or portion thereof as a public way. Such recommendation may be in the affirmative if the Commissioner has determined that:

- a) the subdivision road(s) and subdivision infrastructure were built in full compliance with the Board's Subdivision Rules and Regulations in place at the time the Board approved the definitive subdivision plan; and
- b) the condition of the subdivision road(s) and subdivision infrastructure was acceptable at the end of the one-year maintenance period.

If the recommendation is in the affirmative, the Board shall so recommend to the City Council forthwith, including in such recommendation, notification that the year for which the developer is responsible for the maintenance of said way or portion thereof will expire on a certain date and said way should be laid out as a public way and the maintenance of same to become the responsibility of the City.

Section A676-13.C. Wheelchair ramps shall be provided as shown in Appendix I of this chapter.

[Appendix I, on file at the office of the City Clerk, has been updated to reflect current ADA standards.]

[Proposed revision is underlined.]

Section A676-23.A **General.** No street or way through private property shall be accepted by the City unless the same be previously constructed and completed in accordance with the standard cross section (see Appendix F, on file in the office of the City Clerk, at Cross Section #6), street layout plan, profile and the following:

[Proposed revision is struck through.]

Section A676-23.H. [T]he developer shall have prepared and certified by a registered land surveyor a "plan of acceptance" drawn with India ink on ~~tracing cloth or single matte~~, three-mil Mylar

[Proposed new section.]

Section A676-24 Street and roadway

§ A676-24.A(4½). A layer of geotextile fabric shall be installed beneath the gravel base specified in § A676-24.A(5).

[Proposed revision is underlined.]

Section A676-24B(1) **Street and roadway.** The center line of all roadways shall coincide with the center line of the street right-of-way unless a deviation is approved by the Planning Board; provided, however, that the minimum center line radius for a paved width of less than 32 feet shall be 350 feet.

[Proposed revisions are underlined.]

Section 676-26.B - 700. Bituminous concrete sidewalks having a minimum thickness of ~~two~~ three inches after compression shall be constructed on a six-inch gravel foundation to the required lines and grades in accordance with these specifications. The sidewalk shall be constructed with a ~~sloped~~-vertical granite curbing or as approved by the Commissioner of Public Works.

[Proposed revision is underlined.]

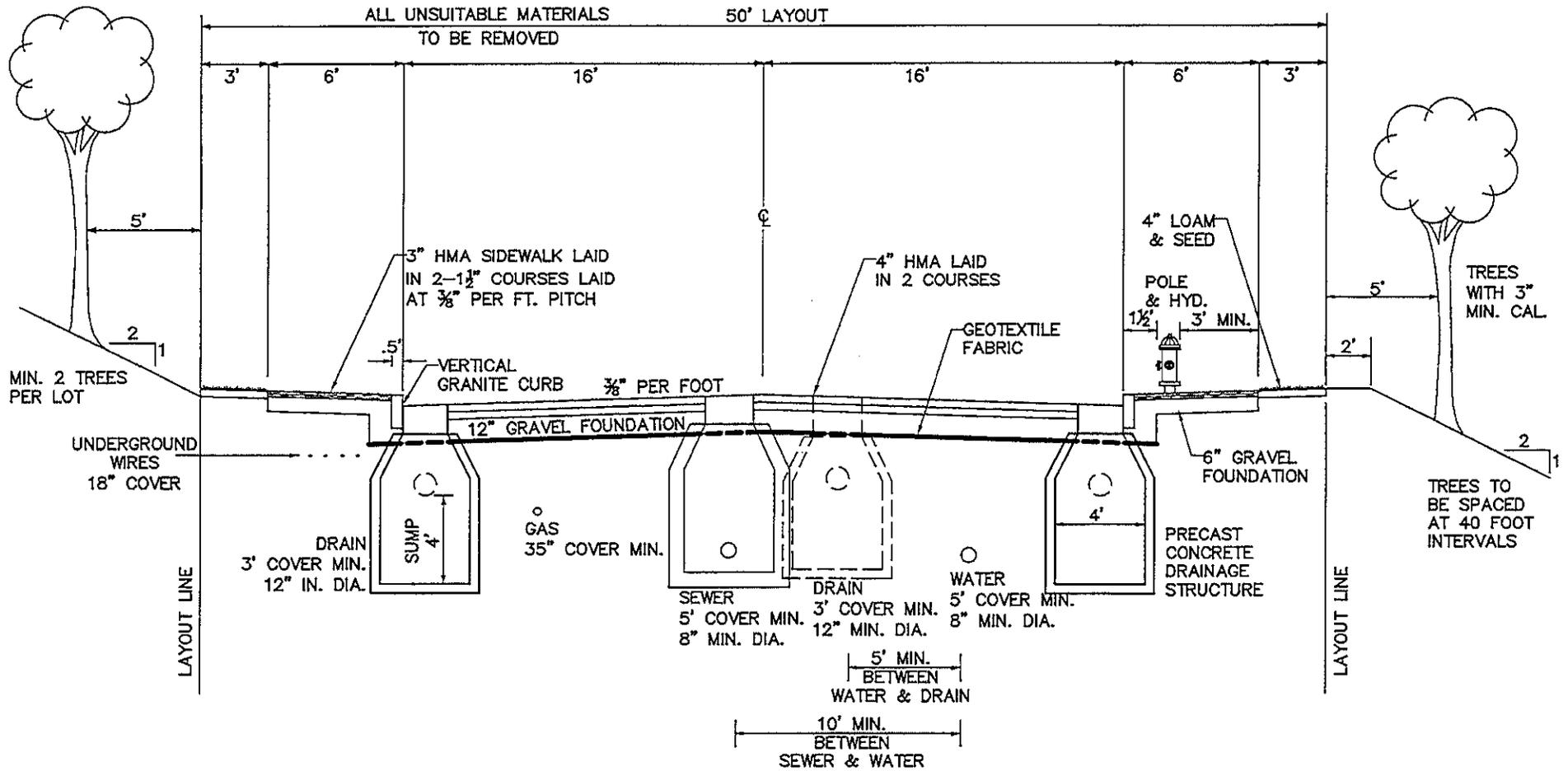
| Section A676-27.A. Grass plots on secondary road layouts ~~will~~may not be permitted.

Section A676-37. Mailboxes shall be installed in accordance with Appendix J.

[Appendix J, on file at the office of the City Clerk, has been updated to reflect a proposed Rules and Regulations revision from sloped granite to vertical granite.]

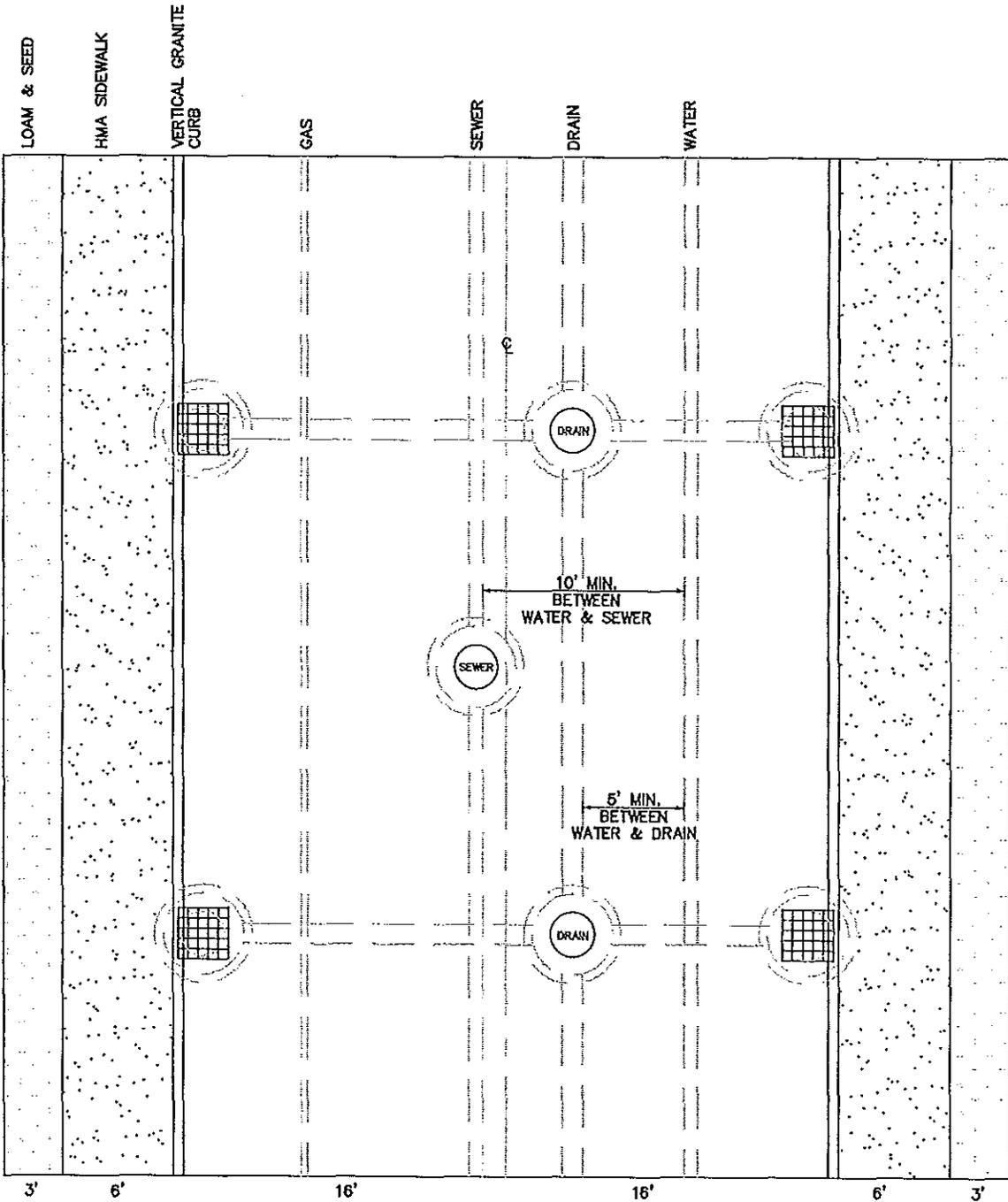
APPENDIX F
TYPICAL CROSS SECTIONS ##1-6

-TYPICAL CROSS SECTION-



#1

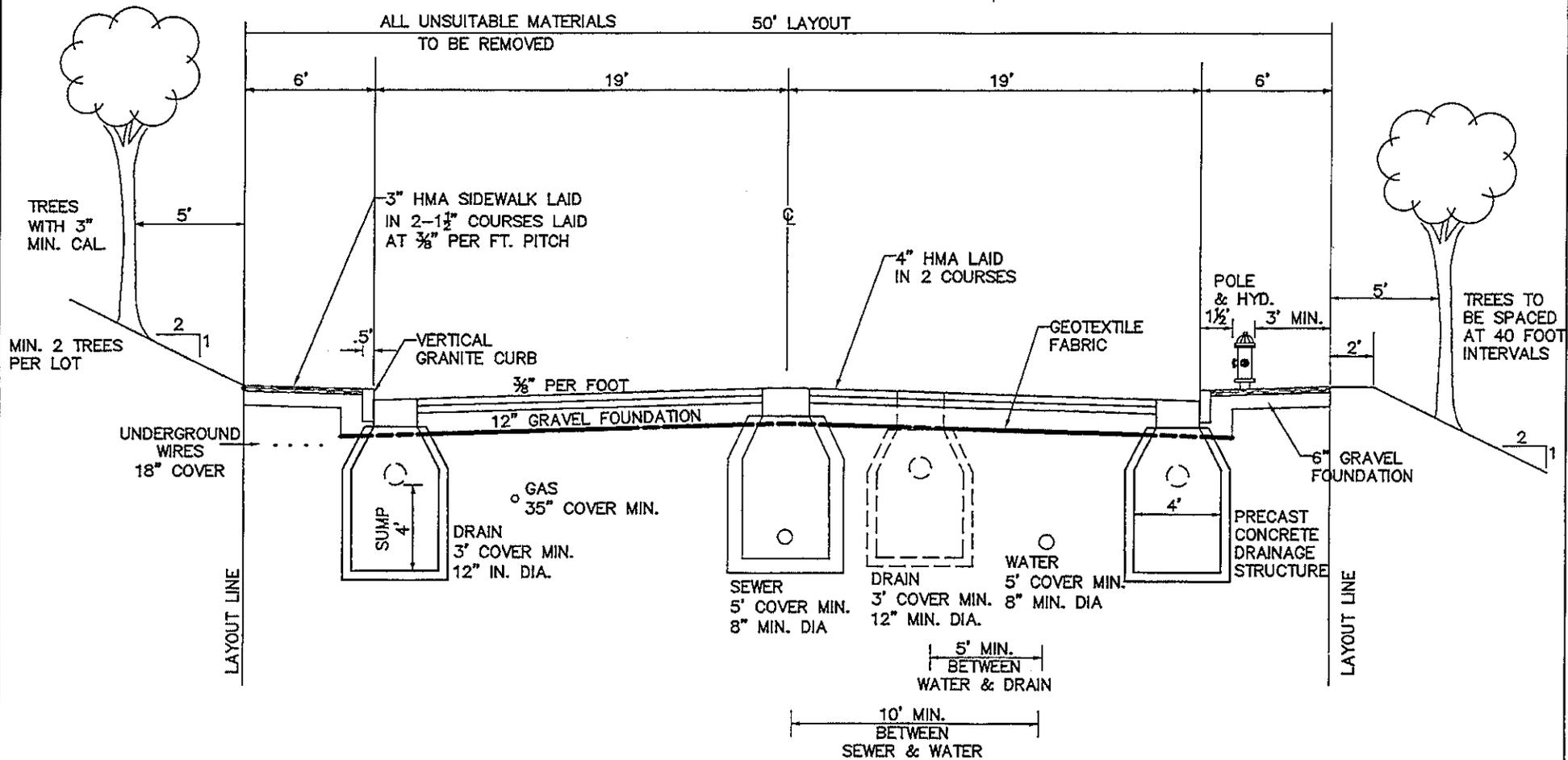
SECONDARY RESIDENTIAL STREET
N.T.S



#1

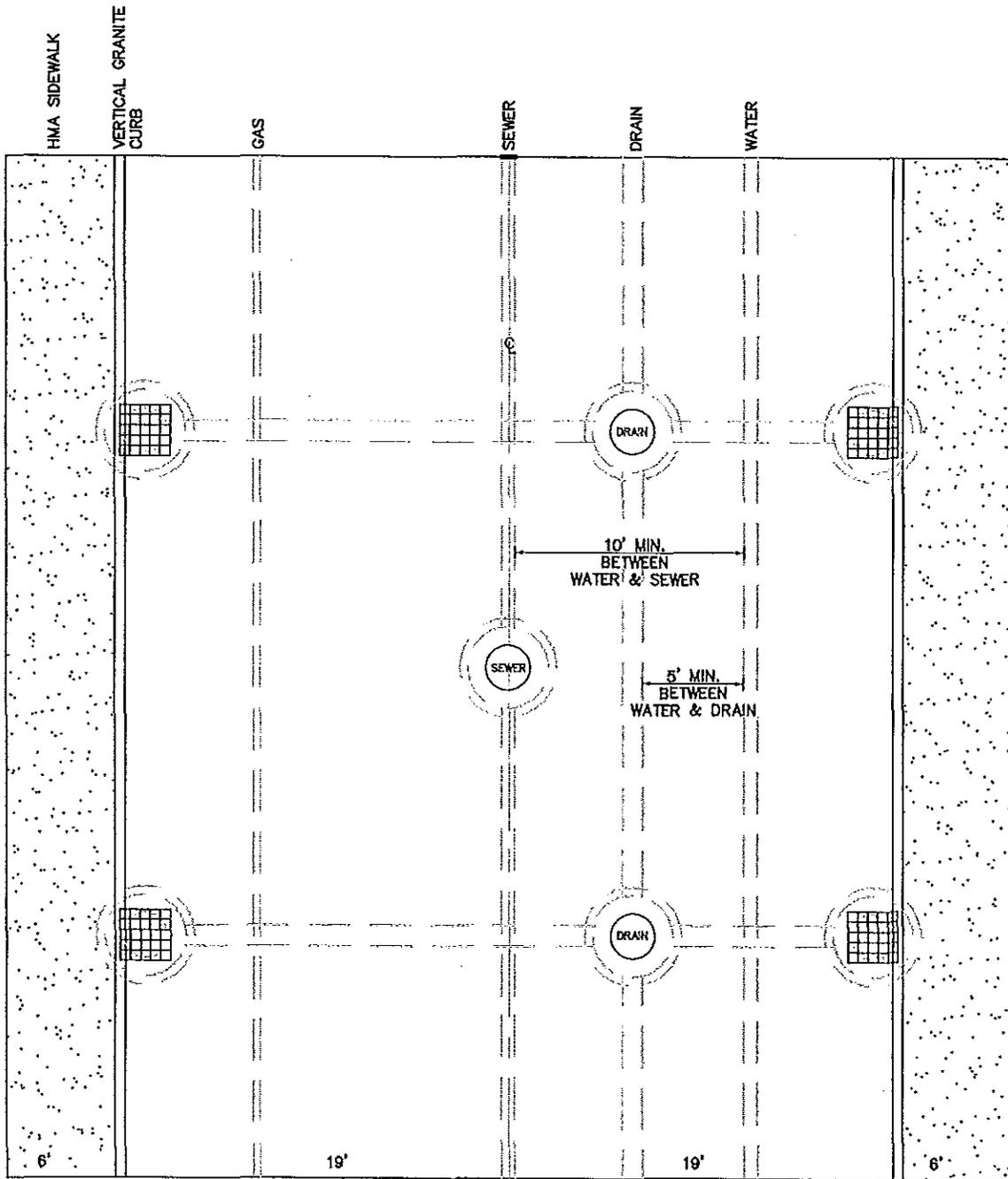
SECONDARY RESIDENTIAL STREET
 PLAN VIEW
 N.T.S

-TYPICAL CROSS SECTION-



#2

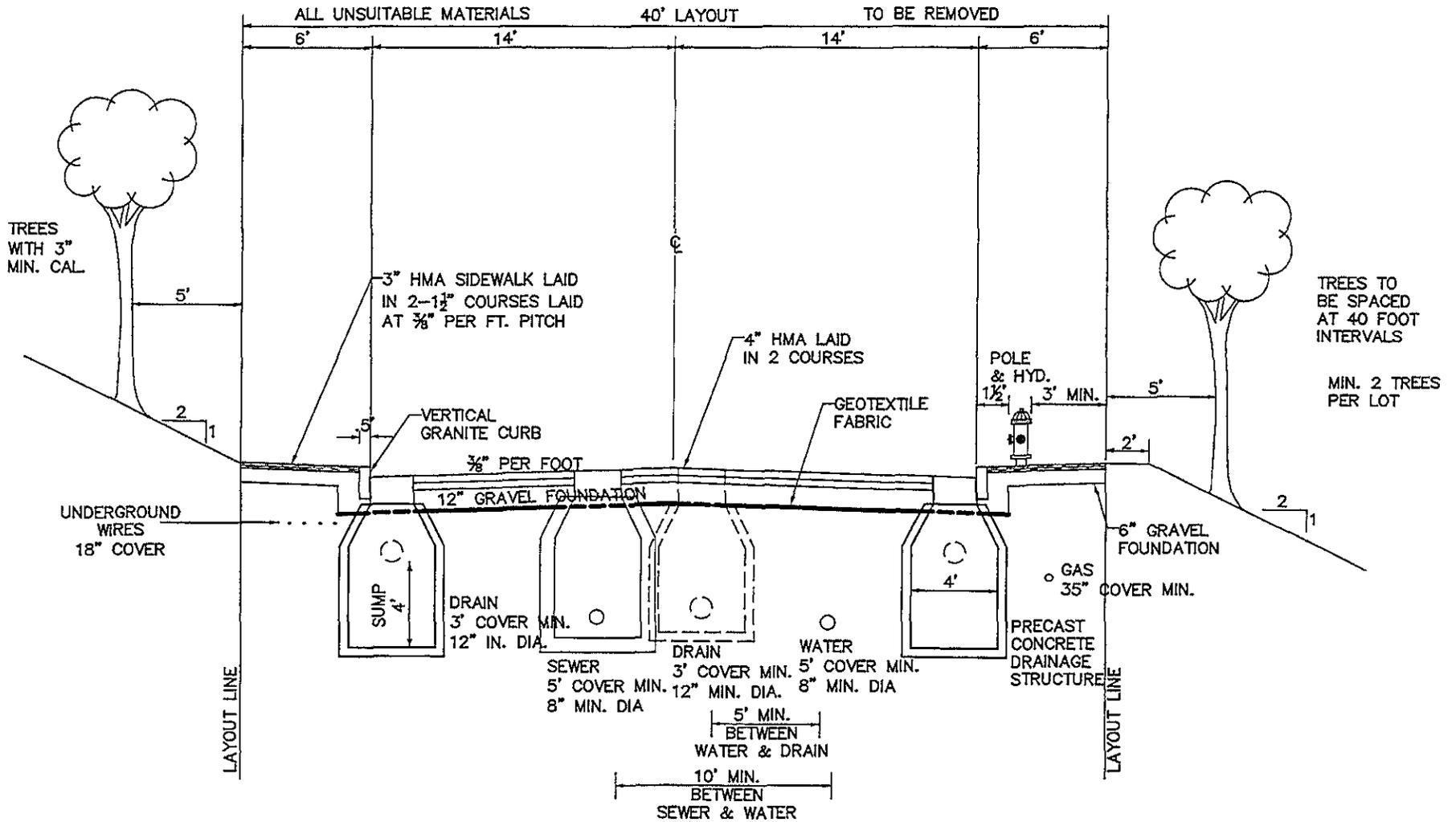
MAJOR RESIDENTIAL STREET
AS
DETERMINED BY THE PLANNING BOARD
N.T.S



#2

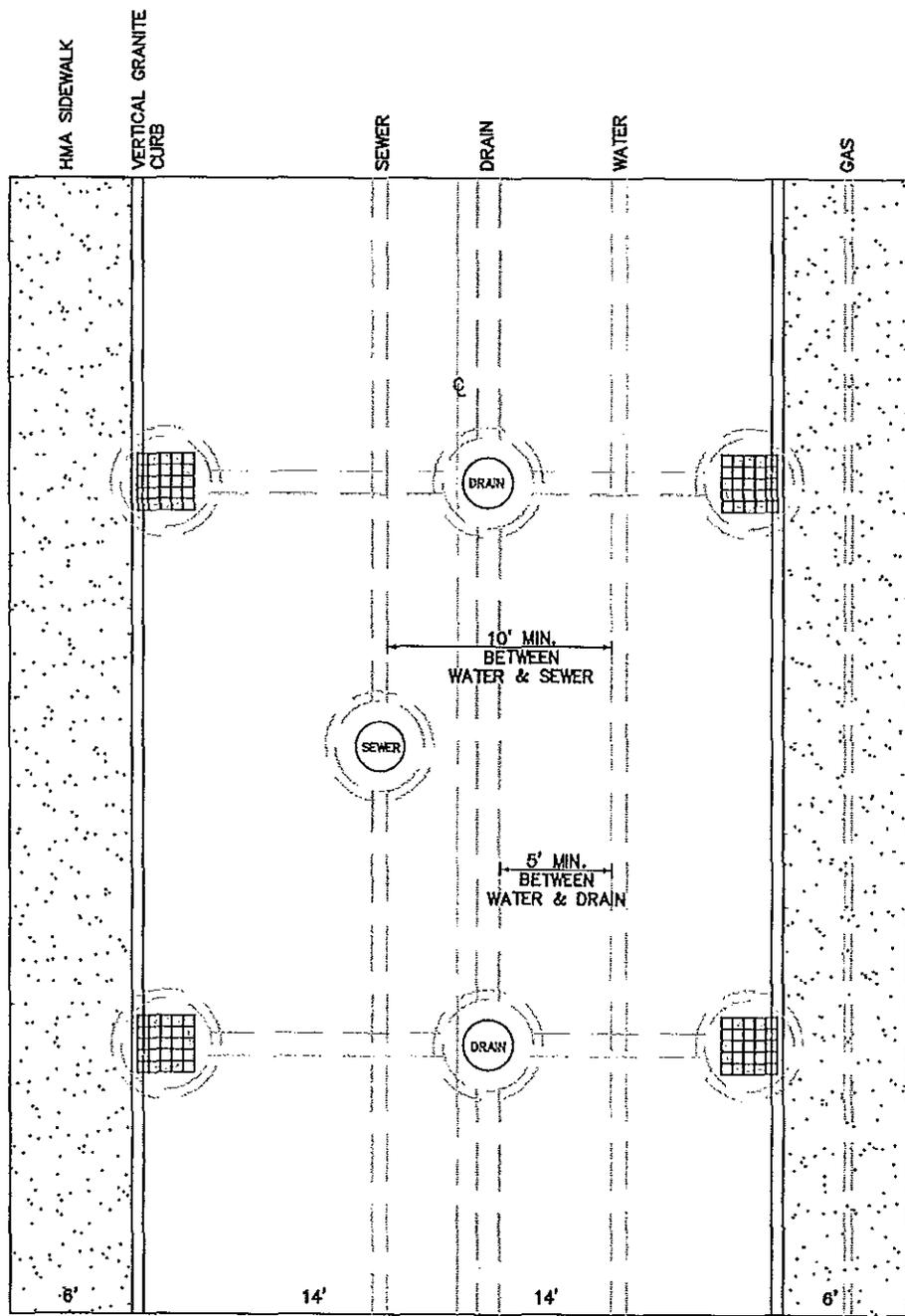
MAJOR RESIDENTIAL STREET
 AS
 DETERMINED BY THE PLANNING BOARD
 PLAN VIEW
 N.T.S

-TYPICAL CROSS SECTION-



#3

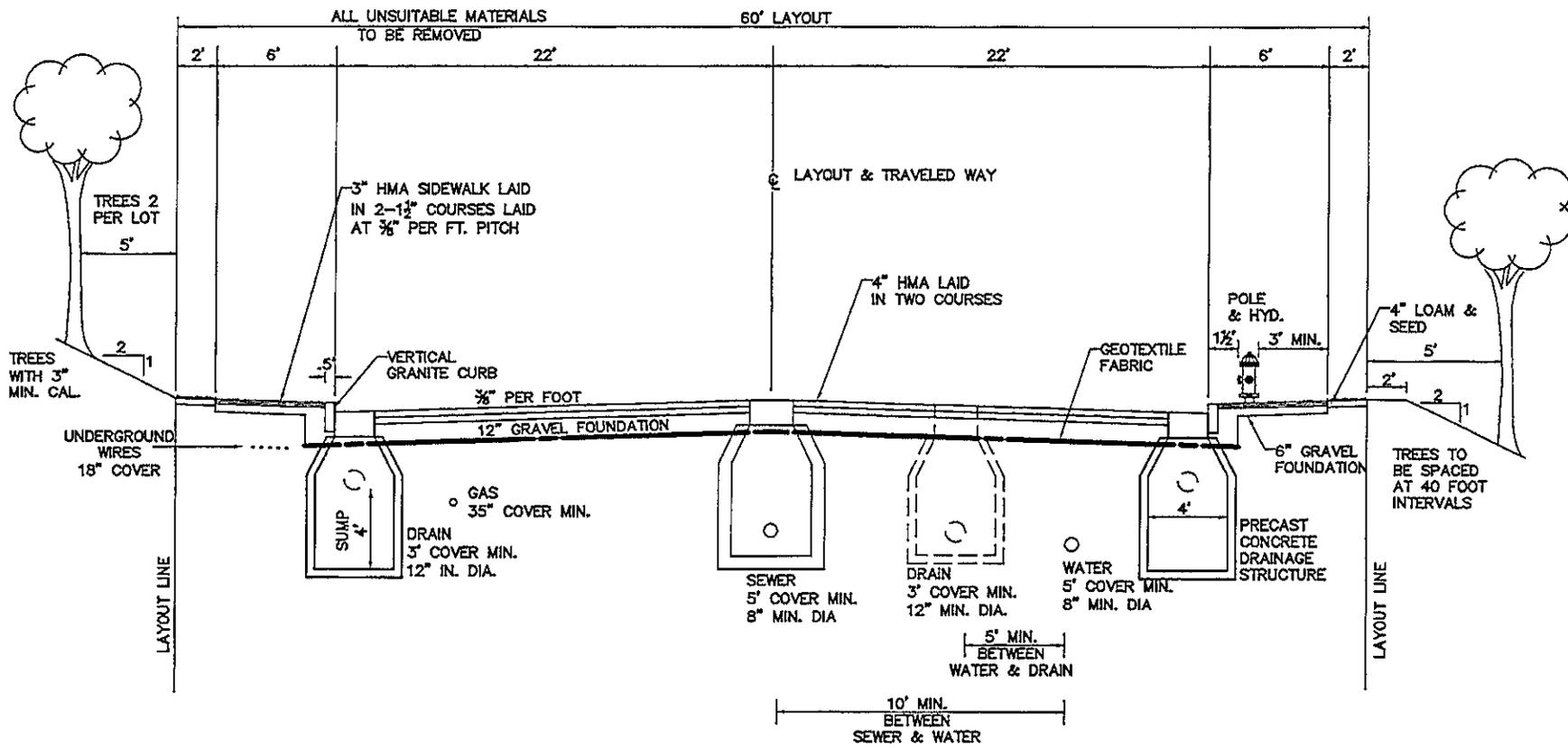
SECONDARY RESIDENTIAL STREET
REQUIRES PLANNING BOARD WAIVER
N.T.S



#3

SECONDARY RESIDENTIAL STREET
 REQUIRES PLANNING BOARD WAIVER
 PLAN VIEW
 N.T.S

-TYPICAL CROSS SECTION-



#4

MAJOR RESIDENTIAL STREET
AS
DETERMINED BY THE PLANNING BOARD
N.T.S

LOAM & SEED

HMA SIDEWALK

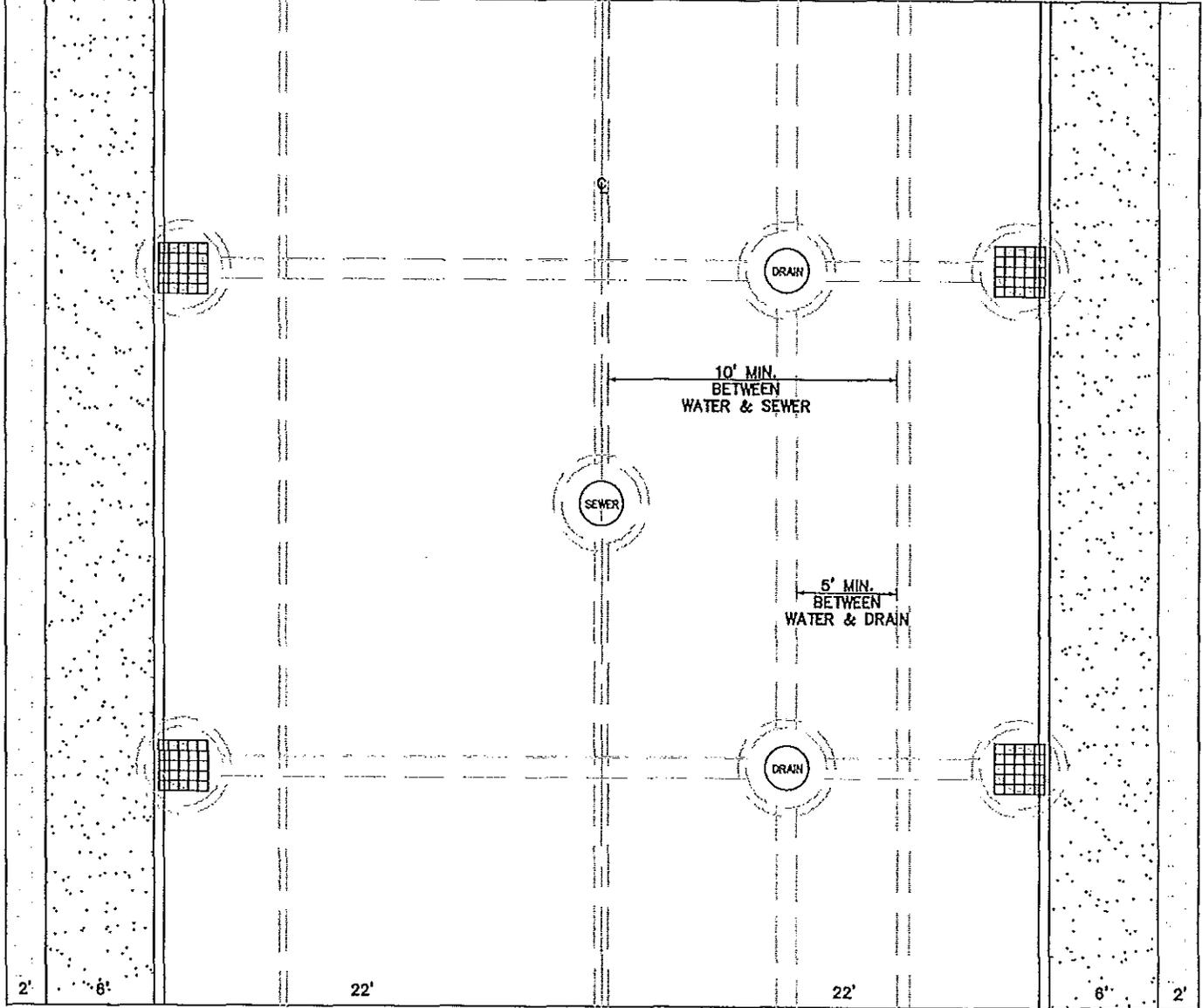
VERTICAL GRANITE CURB

GAS

SEWER

DRAIN

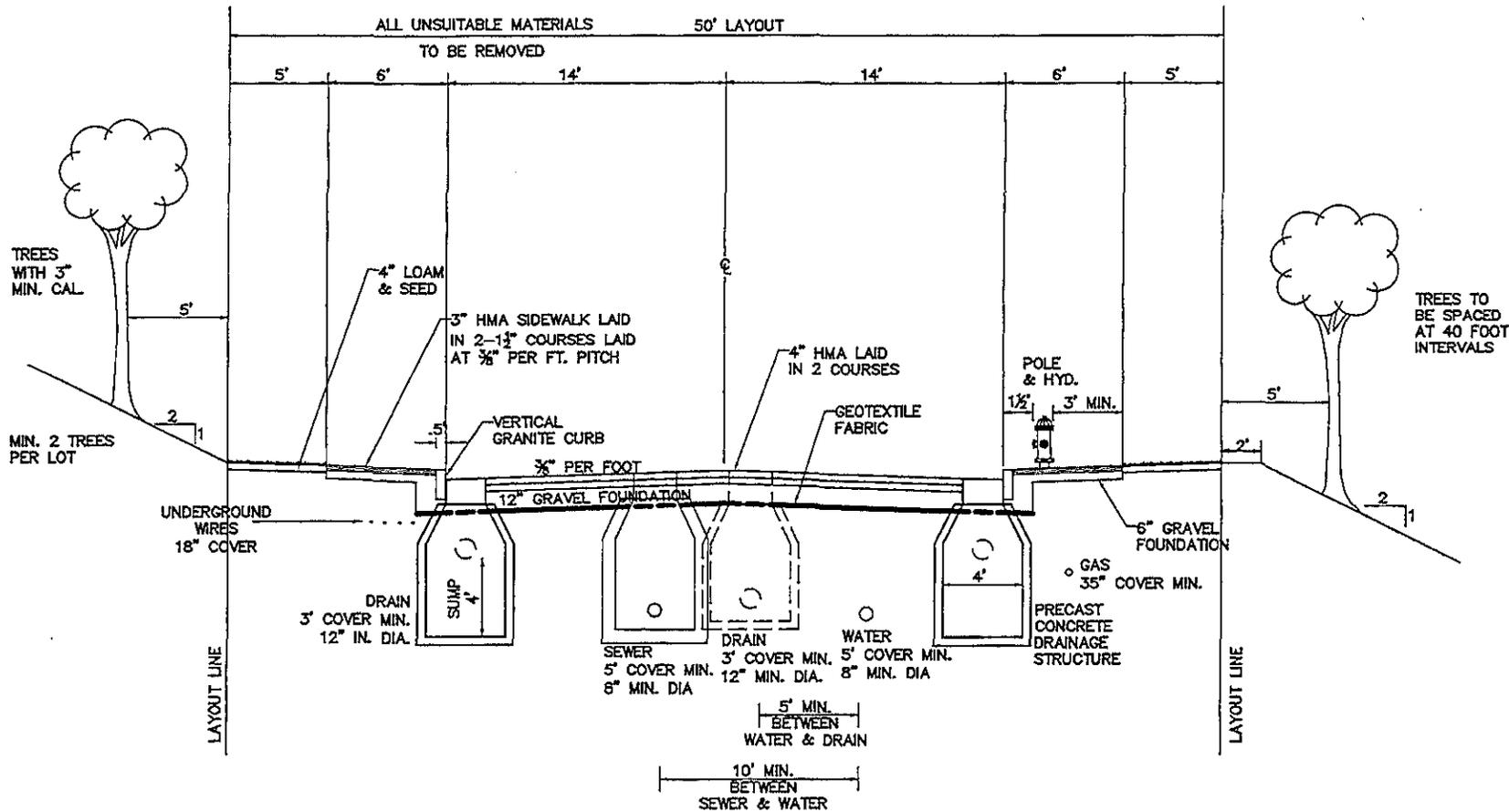
WATER



#4

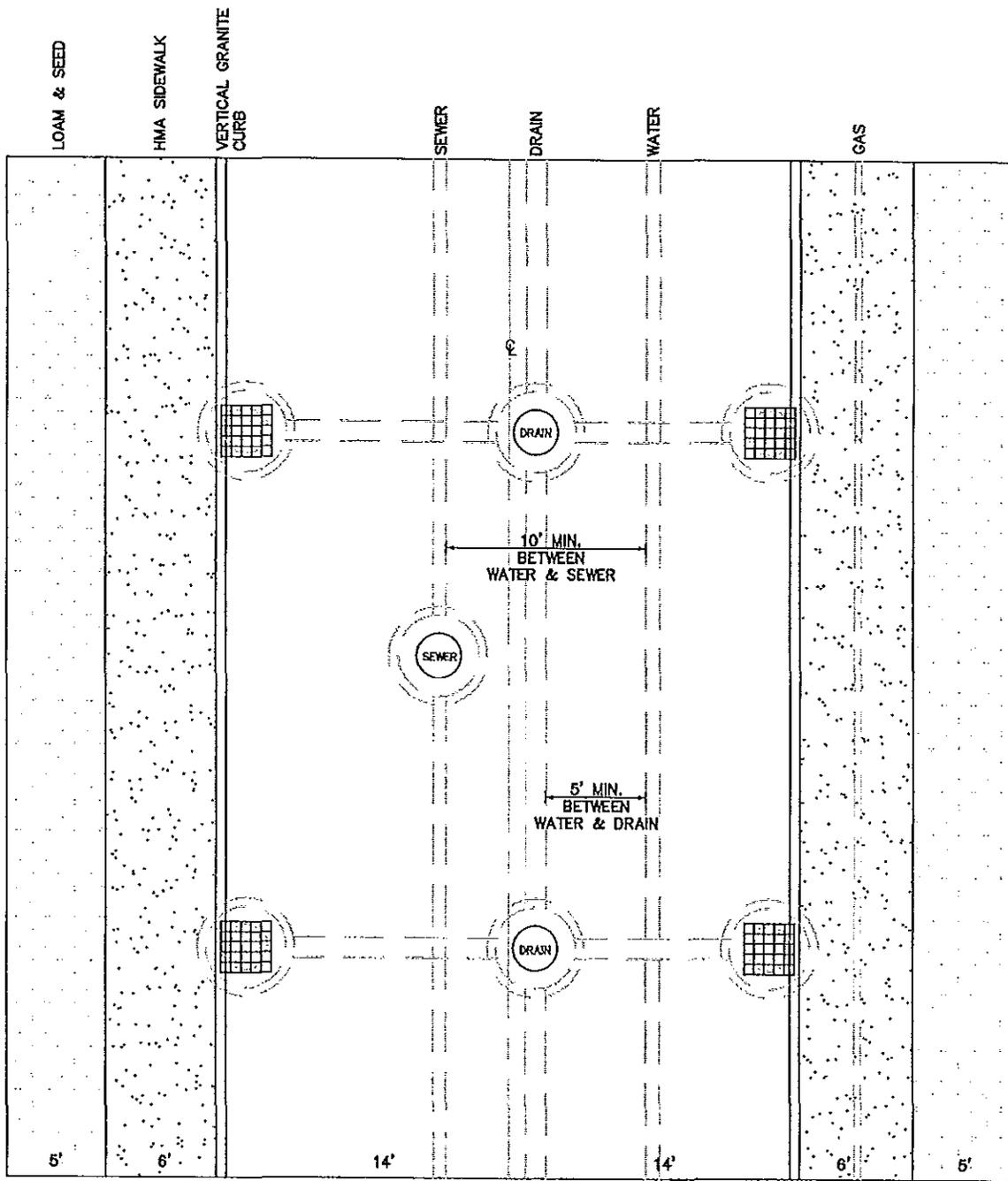
MAJOR RESIDENTIAL STREET
 AS
 DETERMINED BY THE PLANNING BOARD
 PLAN VIEW
 N.T.S

-TYPICAL CROSS SECTION-



#5

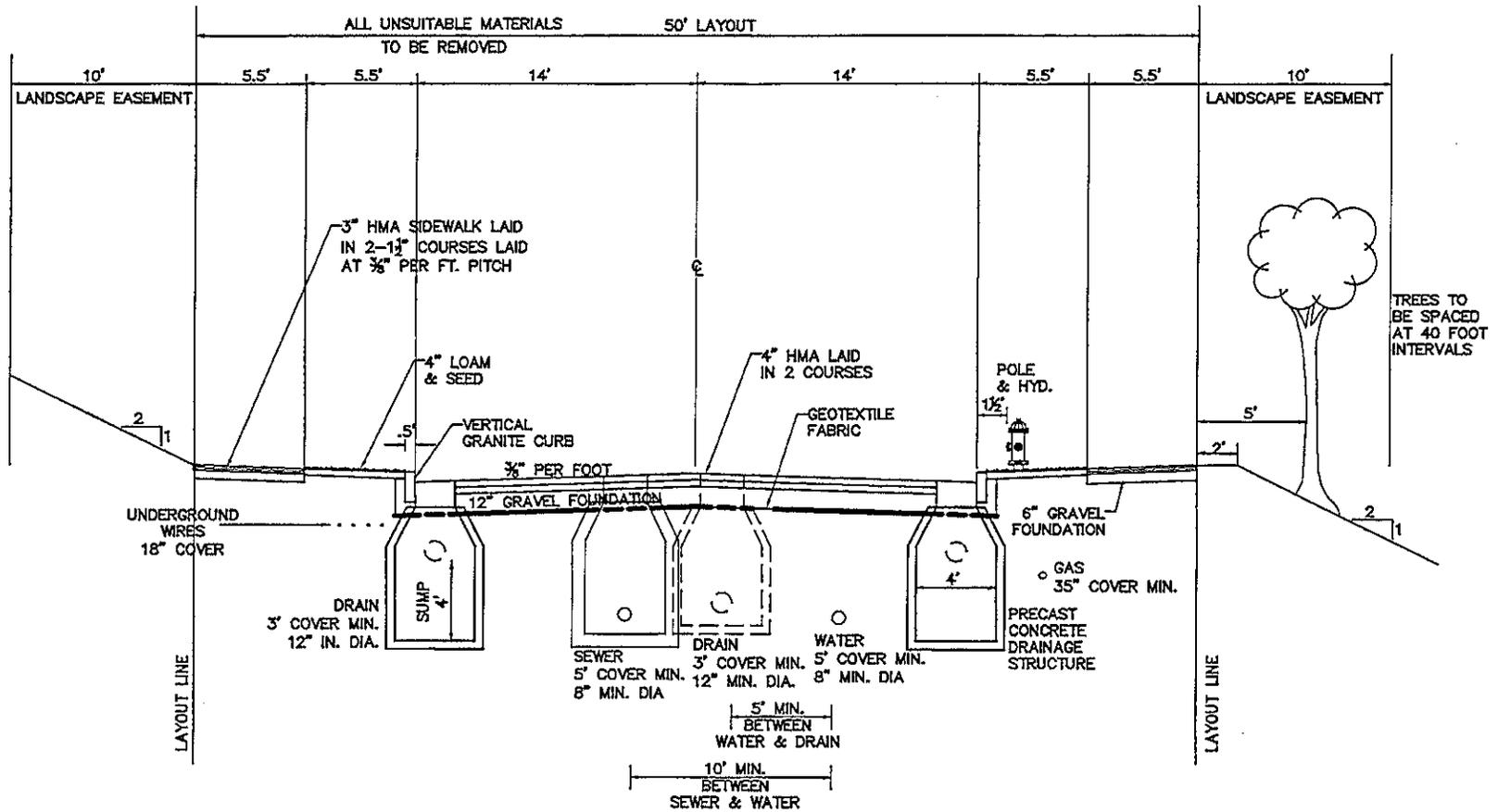
ALTERNATIVE STANDARDS
N.T.S



#5

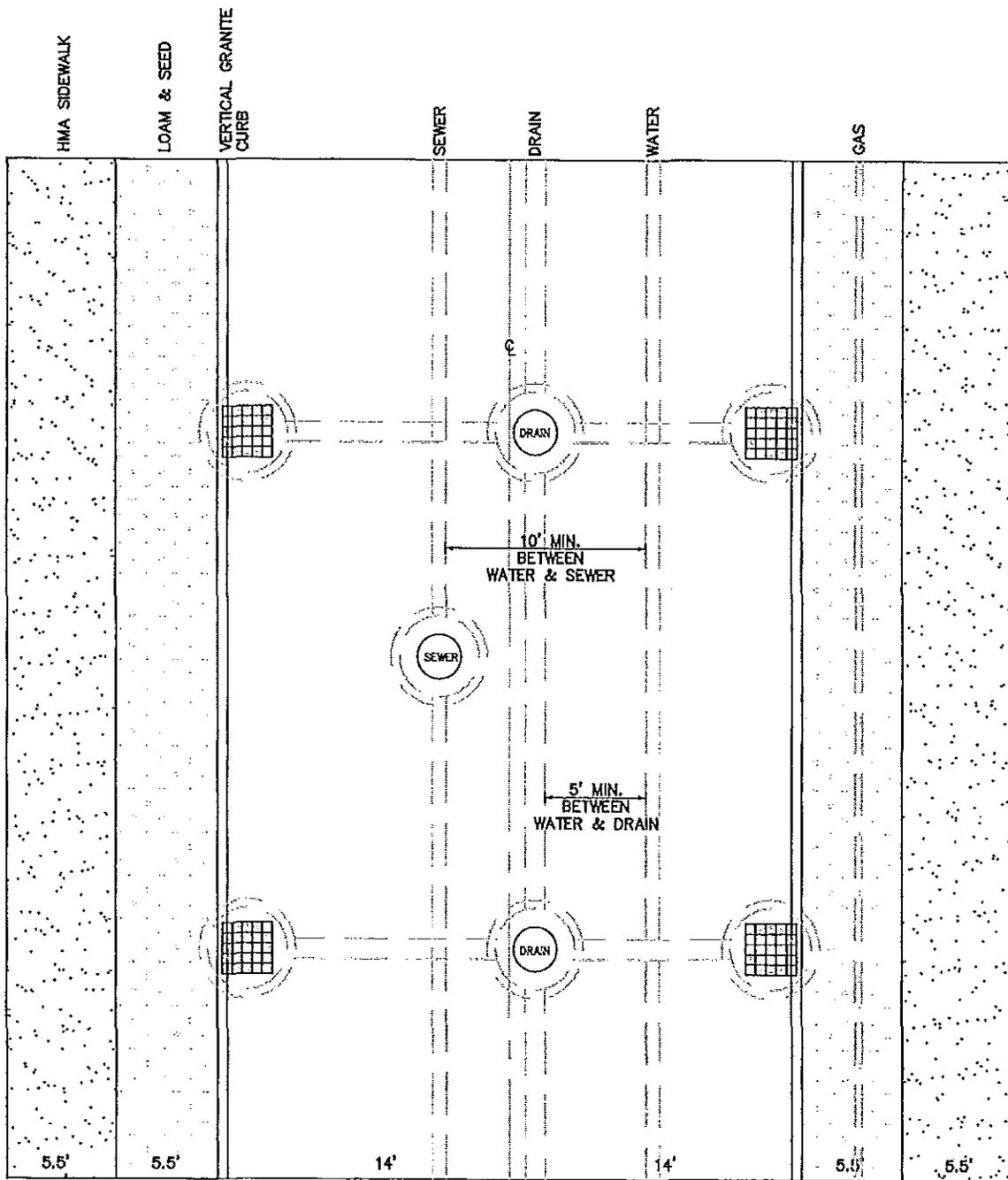
ALTERNATIVE STANDARDS
 PLAN VIEW
 N.T.S

-TYPICAL CROSS SECTION-



#6

ALTERNATIVE STANDARDS
N.T.S

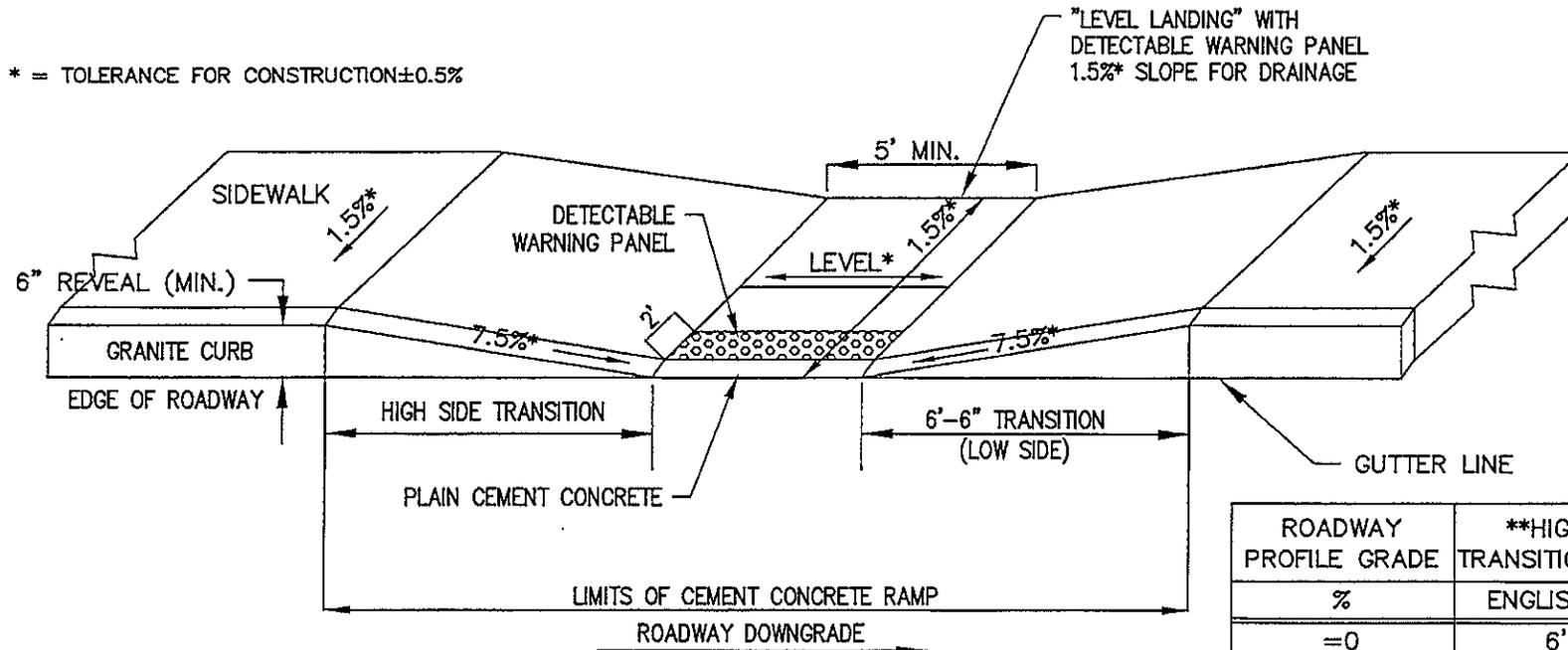


#6

ALTERNATIVE STANDARDS
PLAN VIEW
N.T.S

APPENDIX I

(PAGE 1 OF 3)



* = TOLERANCE FOR CONSTRUCTION $\pm 0.5\%$

"LEVEL LANDING" WITH
DETECTABLE WARNING PANEL
1.5%* SLOPE FOR DRAINAGE

WHEELCHAIR RAMP ON SIDEWALK WITH DETECTABLE WARNING PANEL

N.T.S.

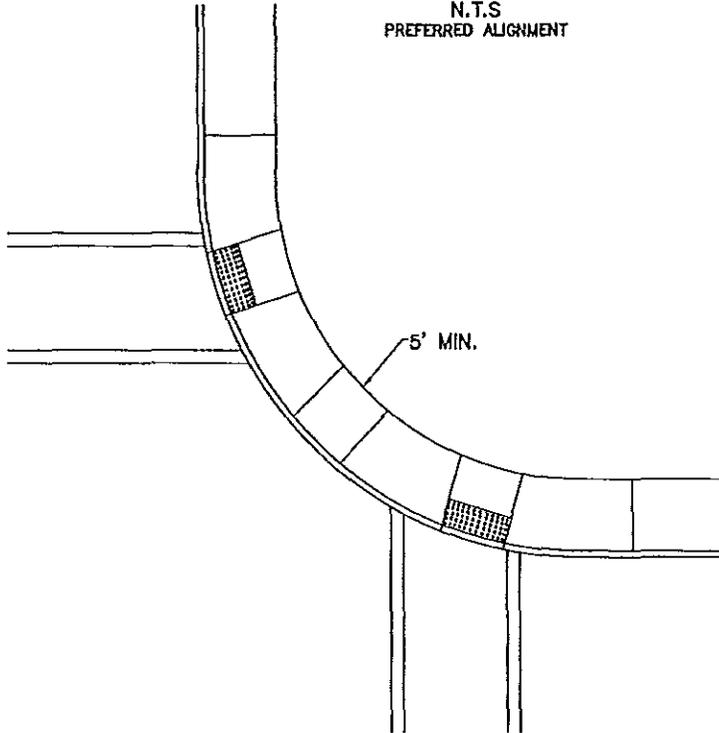
ROADWAY PROFILE GRADE	**HIGH SIDE TRANSITION LENGTH
%	ENGLISH UNITS
=0	6'-6"
>0 TO 1	7'-8"
>1 TO 2	9'-0"
>2 TO 3	11'-0"
>3 TO 4	14'-0"
>4 TO 5	15'-0" MAX

**BASED ON A DESIGN SLOPE OF
7.5% AND A REVEAL OF 6"

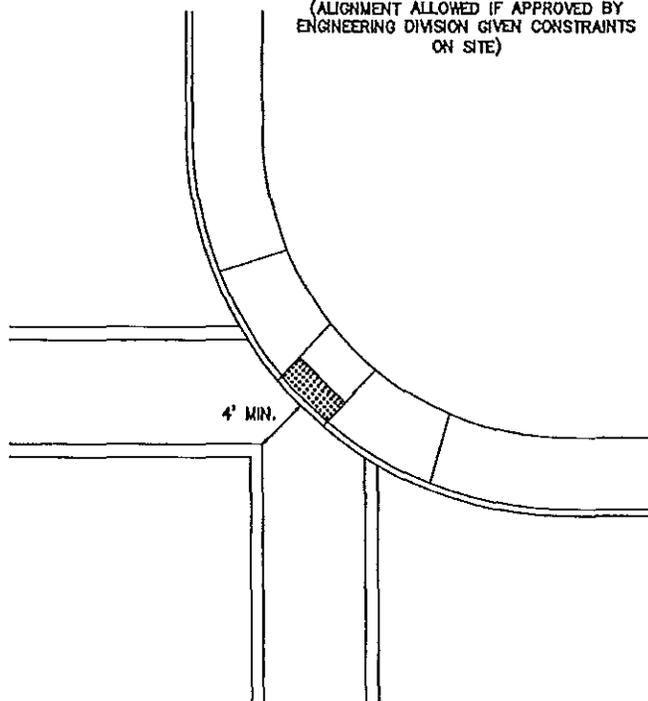
TYPICAL SECTION FOR WHEELCHAIR RAMPS AT SIDEWALKS

APPENDIX I
(PAGE 2 OF 3)

25 OR 30-FOOT RADIUS
PARALLEL CURB RAMPS
N.T.S
PREFERRED ALIGNMENT



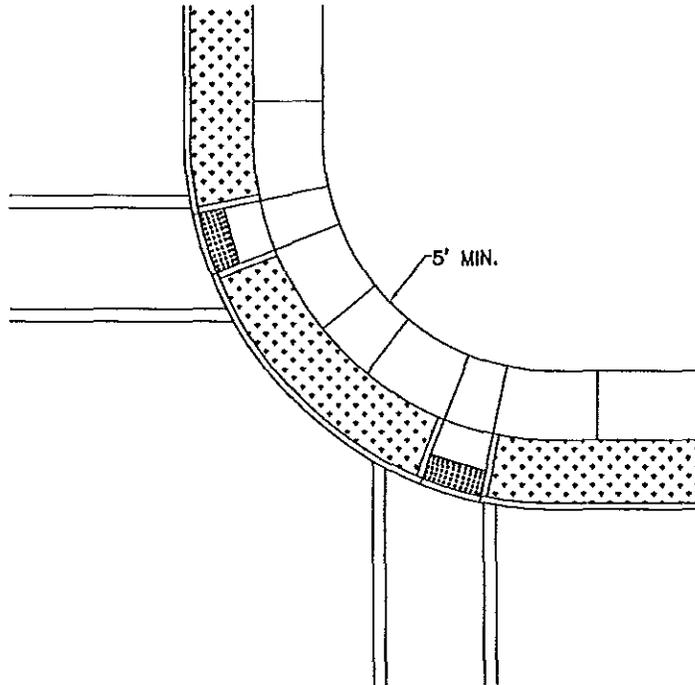
25 OR 30-FOOT RADIUS
PARALLEL RAMPS, ONE SHARED LANDING
N.T.S
(ALIGNMENT ALLOWED IF APPROVED BY
ENGINEERING DIVISION GIVEN CONSTRAINTS
ON SITE)



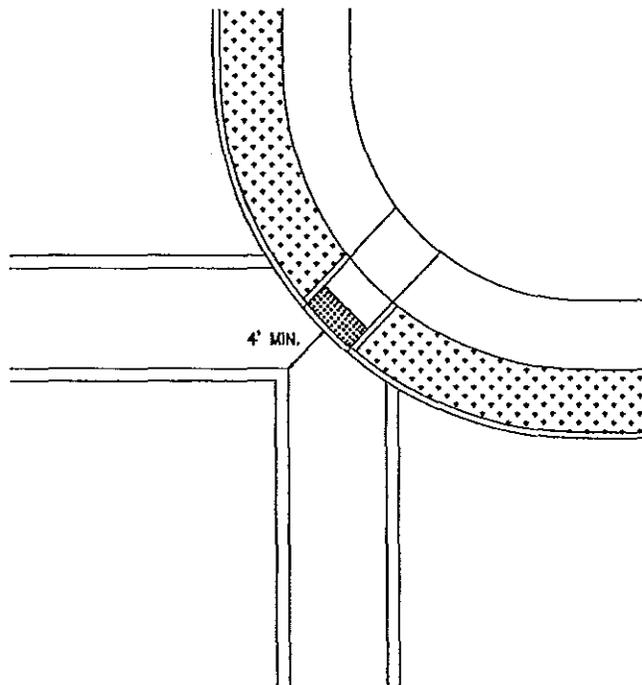
APPENDIX I

(PAGE 3 OF 3)

25 OR 30-FOOT RADIUS
COMBINATION PARALLEL & PERPENDICULAR CURB RAMPS
N.T.S
PREFERRED ALIGNMENT

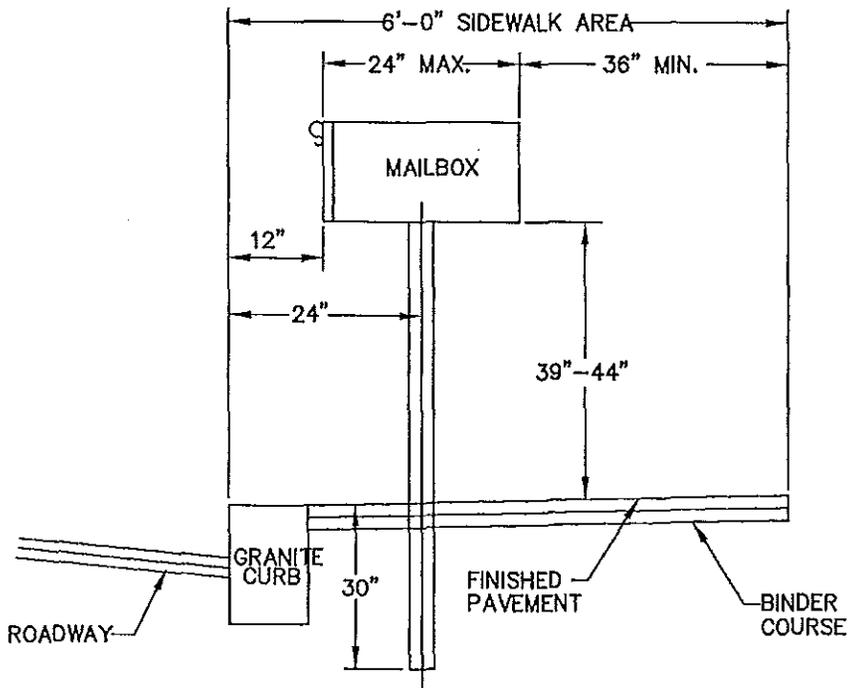


25 OR 30-FOOT RADIUS
ONE PERPENDICULAR CURB RAMP
N.T.S
(ALIGNMENT ALLOWED IF APPROVED
BY ENGINEERING DIVISION GIVEN
CONSTRAINTS ON SITE)



APPENDIX J

NOTE: MAILBOX POST TO BE SET PRIOR TO
PLACEMENT OF HMA



Note:

- 1) All details are subject to change without notice. Check with the City of Marlborough's Department of Public Works prior to using these details for the most up to date revisions.

PROPOSED MAILBOX

N.T.S.

MAILBOX INSTALLATION
TYPICAL SECTION