
December 6, 2022

Jean Bubon, AICP
Town Planner
Sturbridge Planning Board
301 Main Street
Sturbridge, MA 01566

**Re: Pare 12/4/2022 Peer Review Comment / CMG Response Letter #2
Proposed Interstate Towing Facility – Site Plan Approval & NOI Application
#698 Main Street, Sturbridge, MA
CMG ID 2022-035**

Dear Ms. Bubon,

CMG is providing the enclosed Site Layout Plan (Sheet C-1), Grading & Drainage Plan (Sheet C-2.0), and Construction Details Plan (Sheet C-5.0) associated with the revised plan set entitled “Proposed Interstate Towing Facility - #698 Main Street, Sturbridge, MA”, prepared by CMG, **revise date December 5, 2022** for your review.

CMG is in receipt of peer review comments from Pare Corporation, dated 12/4/2022. Please see the below annotated CMG responses in bold type to address each of Pare Corporation’s remaining 12/4/22 comments.

PLANS

3a. It is understood that the retaining walls are to be designed by others but a detail indicating the type of wall finish should be identified. In particular the wall in front of the Site

Pare Comment #2: CMG has provided detail for wall finish. This should be reviewed and approved by the Planning Board. Applicant should clarify if this finish will be provided for both walls.

CMG Response #2: Applicant intends to provide the same finish for both walls.

3d. Provide details on chain link fence and slide gate. Will fence include slats?

CMG Response #1: Applicant is providing a chain link fence and sliding gate detail which is now shown on the Construction Details Sheet C-5.2.

Pare Comment #2: Detail has been provided. Please provide information on Fabric being provided on fence.

CMG Response #2: Applicant intends to use black plastic privacy slats in lieu of fabric for screening associated with the chain-link fence and automatic gate.

3e. *It is understood that tow truck parking will be primarily inside the building.*

CMG Response #1: Comment Noted

Pare Comment #2: Original comment was in regards to how storage on-site may be laid out for vehicles, including electric vehicles, and tow trucks. Based on conversation with application, tow trucks will be stored inside the building. Have other areas been identified?

CMG Response #2: The proposed parking and vehicle storage layout associated with the paved storage area is now shown on the Site Layout Plan.

Three (3) bays constructed from concrete blocks will be used to store electric vehicles and are now shown on the Site Layout Plan. Tow trucks will be stored inside the building's three (3) garage bays.

The estimated quantity of stored vehicles is now shown on the Site Layout Plan. The plan depicts an estimated storage capacity of 60 passenger vehicles and 3 tractor trailers (See revised Sheet C-1.0). Please note the actual number and type of stored vehicles at any one time is variable due to the nature of the towing business. Applicant also maintains several other locations throughout Massachusetts along with several agreements with other storage yards in the event this location is full.

3h. *Could improvements be made to the boat ramp access to better define the driveways/roadways and movements in this area?*

CMG Response #1: This area is within the Rte. 20 right-of-way and subject to MassDOT jurisdiction. If necessary, Applicant is willing to provide "no parking" signs along the site's frontage in the vicinity of the gravel bus turnaround area.

Pare Comment #2: Applicant has responded that this area is within the Route 20 right-of-way and subject to MassDOT jurisdiction. They responded that they could add "No Parking" signs along the site frontage in the vicinity of the gravel bus turnaround area. Pare's original comment was based on our site visit as a vehicle was witnessed to pull off the roadway through the gravel area instead of using the Streeter Road entrance. Comment was made to see if something can be done to better identify/control turning movements in the area especially with the new development.

CMG Response #2: Comment noted. Applicant will coordinate with MassDOT to determine what type of signage or pavement markings may be allowed to better delineate the area and deter vehicles from pulling off the road into the existing gravel area. As stated above, Applicant is willing to provide "no parking" signs along the site's frontage subject to approval by MassDOT.

4e. *Callouts on the plan do not match callouts on the "Cross-Sectional Detail of Stormwater Bypass Structures" Detail. (pipe sizes, WQ numbering, DMH labelling, pipe slope between DMH-1 and Oil/Dirt Separator; Inverts)*

CMG Response #1: "Cross-Sectional Detail of Stormwater Bypass Structures" detail is revised to be consistent with site plan, see Sheet C-5.0.

Pare Comment #2: Verify the pipe lengths and slopes from the By-Pass Structure to WQ-2. If you go by plans (L=48', S=0.04, and outlet from structure invert=671.70) the inlet invert in WQ-2 should be 669.78 not 669.10. The detail indicates an outlet invert of 671.7 but a pipe length of 48 feet and a slope of 0.01. With this detail the invert elevation into WQ-2 would be 670.62 not 669.10. Also, from WQ-2, to outlet the pipe size (12" vs. 8"), pipe length (10 feet vs. 8 feet) and slope (0.10 versus 0.12) do not match. Please clarify.

CMG Response #2: The pipe lengths, slopes, and inverts associated with the By-Pass Structure are revised to be consistent with the design plans. The WQ-2 outlet is revised to include an 8" outlet pipe (L=10', S=0.10). Please see revised Sheet C-2.0 & C-5.0.

8. Sheet C-5.0- Construction Details

Pare Comment #2: 8c. Sturbridge DPW standard details should be used for manholes and catch basins. Applicant has provided response to the structures being used. Pare has no objection to structures being proposed. Confirmation of acceptance of structures from DPW should be obtained.

CMG Response #2: Heather Blakely, PE Sturbridge DPW responded to CMG on 12/6/22 via email indicating "DPW has no issue with the details provided for the onsite catch basins or the onsite manholes".

Traffic Assessment:

7. *Clearing of vegetation should be maintained for good sight lines.*

CMG Response #1: Comment Noted

Pare Comment #2: A note should be added to plans to ensure that sight lines are maintained by applicant and/or MassDOT.

CMG Response #2: A "Sight Line Note" has been added to the Layout Plan indicating Applicant and/or MassDOT shall maintain adequate sight lines associated with the proposed site curb cut. Please see revised Sheet C-1.0.

Please contact CMG if you need any additional information at (774) 241-0901.

Sincerely,

CMG



David Faist, P.E.
Principal Civil Engineer



Robert Lussier, E.I.T.
Project Engineer II