

September 23, 2016

Framingham Planning Board
150 Concord Street
Framingham, MA 01702

Re: 197 Winter Street, Lots A & B

Dear Members of the Board:

On behalf of Turnkey Builders, LLC., Ducharme and Dillis respectfully submits the enclosed revised plans for Lots A & B located at 197 Winter Street. The plans have been revised based on comments received during the public hearing on September 23, 2016. Below is an outline of the revisions:

1. As it was indicated that a common driveway is preferred, we have revised the site layout to utilize a common driveway in the location of the existing curb cut on Lot B. The proposed driveway has been specified at a width of 14 feet as specified in 10.6.2 of Appendix 11 of the Zoning Bylaw. The driveway will utilize the existing opening in the stone wall which will be modified to allow the driveway to be perpendicular to winter street. In accordance with 10.6.3 the amount of stone wall removed is less than the pavement width and will include the construction of a terminus. It should be noted that this section of stone wall is located entirely outside the Winter Street right of way.
2. The sight distance at the proposed driveway location has been added to the plan. Sight distance to the south is greater than 600 feet and sight distance to the north is 217 feet. The posted speed limit for this section of Winter Street is 25 miles per hour. Enclosed with this letter is Exhibit 3-8 from the Mass Highway Project Development and Design Guide. The required sight distances have been circled on Exhibit 3-8 and the proposed driveway location exceeds these requirements.

The proposed houses on Lot A and B have been located to be in full compliance with the dimensional setbacks specified in the Framingham Zoning Bylaw. While Appendix 11 section 10.6.2 allows each lot to have 1 curb cut, the revisions have resulted in the elimination of the curb cut on Lot A with access to both lots utilizing the location of the existing driveway on Lot B. As requested during the hearing, we are forwarding copies of this plan and letter to the Town Engineer as it is our understanding that the Board desires his opinion.

We look forward to discussing the project at the continued public hearing on September 29th. Please let us know if we can provide any additional information.

Regards,

DUCHARME & DILLIS

Civil Design Group, Inc.



Seth Donohoe
Project Manager

cc: Eric V. Johnson, PE Framingham Town Engineer
Turnkey Builders, LLC.

**Exhibit 3-8
Motor Vehicle Stopping Sight Distances**

Design Speed	Stopping Sight Distance (ft) by Percent Grade (%)						
	0	Downgrade			Upgrade		
		3	6	9	3	6	9
20	115	116	120	126	109	107	104
25	155	158	165	173	147	143	140
30	200	205	215	227	200	184	179
35	250	257	271	287	237	229	222
40	305	315	333	354	289	278	269
45	360	378	400	427	344	331	320
50	425	446	474	507	405	388	375
55	495	520	553	593	469	450	433
60	570	598	638	686	538	515	495
65	645	682	728	785	612	584	561
70	730	771	825	891	690	658	631
75	820	866	927	1003	772	736	704

Source: A Policy on Geometric Design of Streets and Highways, AASHTO, Washington DC, 2004. Chapter 3 Elements of Design

3.7.1.2 Bicycle Stopping Sight Distance

For on-road travel, the stopping sight distance for motor vehicles appropriately accommodates bicycles. However, bicycle stopping sight distance is an important consideration in the design of off-road facilities such as shared use paths. Detailed information on the design of these facilities, including stopping sight distance, is provided in Chapter 11.

3.7.1.3 Sight Distance for Pedestrians

There is not a parallel "stopping sight distance" consideration for pedestrians since they usually travel at lower speeds and can stop within a few feet. However, the designer must consider the importance of pedestrians' ability to view and react to potential conflicts. The designer should provide adequate sight lines at street crossings, around corners, and at other locations where pedestrians interface with other users. For example, at street crossing locations, pedestrians should be able to see a sufficient portion of the traffic stream to judge the suitability of gaps for crossing the street. More detailed information regarding the design of street crossings is presented in Chapter 6.