

**TOWN OF SOUTHBOROUGH
DEPARTMENT OF PUBLIC WORKS**

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**147 Cordaville Road
Southborough, MA 01772**



DATE: August 22, 2017

MEMORANDUM

TO: Southborough Board of Selectmen
CC: Mark Purple, Town Administrator
Ken Paulhus, Police Chief
Joe Mauro, Fire Chief
Karina Quinn, Town Planner
FROM: Karen Galligan, DPW Superintendent
SUBJECT: Chestnut Hill Road and Chestnut Meadows

The Planning Board is currently working with an applicant to develop an approximately 16-acre parcel on Chestnut Hill Road (Chestnut Hill). The proposed development is a 12-lot cul-de-sac subdivision located at Chestnut Hill's 90-degree corner, which is approximately 1000LF east of the Northborough Road intersection.

As you know, Chestnut Hill is an approximately 4300LF local road that connects the State section of Route 30 (Main Street) to Northborough Road. The first 1200LF of the road is two-way. However, the road turns into a one-way road, heading north, after 10 Chestnut Hill, currently the last house on the street. The next 2100LF of roadway runs from 10 Chestnut Hill to a place where it crosses the MWRA aqueduct. This section is little more than a paved farm road that winds between trees and cuts a grazing area in two. After the aqueduct, the road takes a 90 degree turn and heads 1000LF west to intersect with Northborough Road.

The Planning Board, the Public Safety Chiefs, the developer's engineer, and the DPW have concerns about how Chestnut Hill will hold up with the volume of heavy construction vehicles needing access to the site to build the development. Therefore, the developer's engineer met with the Public Safety Chiefs and me to discuss altering the final 1000LF of Chestnut Hill into a two-way road.

In order to construct this alteration, the developer will have to move the guardrail on the south side of the road approximately 2', which will require extra-long steel guardrail posts, the road will be re-paved approximately 2' wider and appropriate road paint and signage will be installed to create clear traffic controls and direction for all vehicles. If the Selectmen choose to consider this proposal, the engineer will develop a stamped traffic plan for approval.

The Public Safety Chiefs and I believe that converting the last 1000 feet of roadway into a two-way road to access the site for construction purposes is better for the current Chestnut Hill residents and the roadway. The Public Safety Chiefs also prefer to have a second way to access the new development during an emergency. The Chiefs, the engineer and I discussed making this end of the road two-way for truck traffic during/for construction only. However, the developer anticipates the project taking around 4 years to develop. We believe that restricting the use of the road as a two-way road for construction vehicles only will be difficult. We also believe that the ebb and flow of building construction, after the initial building of the roadway, will create sporadic use of the north end of the roadway as a two-way road, which could cause confusion for the motoring public. Lastly, residents living in the new homes will likely use the road as a two-way road, during construction and beyond.

The question about Chestnut Hill being a Scenic Road has also come up. The actual Scenic Road designation does not have any bearing on whether the road is one or two-way, most roads in Southborough are designated

as Scenic Roads. However, concerns over the aesthetics of changing last 1000LF of Chestnut Hill into a two-way road must be considered. Except for the addition of safety traffic controls and two extra feet of pavement width, the section of Chestnut Hill Road that will be converted to two-way traffic will not be changed. There are no trees being removed and no historic stone walls are being moved or removed to construct this conversion.

This section of Chestnut Hill acts, and looks, like a causeway. The 2100LF of Chestnut Hill leading up to the subdivision is currently very different aesthetically, and structurally, than the last 1000LF of road.

For the reasons stated in this memo the Public Safety Chiefs and I believe that it will be safer, for the current residents, for the motoring public and for residents in the proposed development, and that it would be in the best interest of the Town, if the last 1000LF of Chestnut Hill is re-constructed as a two-way street as part of the development of this subdivision.

KENNETH M.
PAULHUS
CHIEF OF POLICE



TOWN OF SOUTHBOROUGH
POLICE DEPARTMENT

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To: Board of Selectmen
From: Chief Kenneth M. Paulhus
Subject: Chestnut Meadows Road Access
Date: August 24, 2017

Dear Board of Selectmen:

Please consider my support of the recommendation outlined by DPW Director Karen Galligan to make Chestnut Hill Road open to permanent two way traffic on the section outlined near the new development at Chestnut Meadows extending to Northborough Road.

Public Safety would be positively impacted by giving Officers and residents access along the shortest possible route when responding from the north side of Town. The widening of the road in this area along with other safety upgrades to the roadway would also have a positive effect.

Please feel free to contact me with any further questions or concerns.

Kenneth M. Paulhus
Chief of Police

Protecting Our Community...Together!



Southborough Fire Department

MEMORANDUM

DATE: August 23, 2017

TO: Board of Selectmen

CC: Mark Purple, Town Administrator
Ken Paulhus, Police Chief
Karen Galligan, DPW Superintendent
Karina Quinn, Town Planner

FROM: Fire Chief Joseph C. Mauro

RE: Chestnut Hill Road access to Chestnut Meadows



As part of the review of the Chestnut Meadow residential plan, there have been discussions between the engineer for the developer, DPW Superintendent Karen Galligan, Police Chief Ken Paulhus and myself in regards to access for construction vehicles by providing two way traffic on Chestnut Hill Road from Northborough Road to the development. In reviewing the proposal, we discussed keeping this section of Chestnut Hill Road two way on a permanent basis after construction is complete.

The DPW Superintendent has sent you a memo outlining the proposal and reasons for making this section two-way. From a public safety response, I support the proposal as outlined by Ms. Galligan in her memo. I had concerns with the ability to efficiently service the residents in this development during an emergency by only having access from a one-way narrow road. By making the Chestnut Hill Road two-way

from Northborough Road will give emergency responders more options particularly if they are responding from the north end of Town. Vehicles responding from this end would have a significant delay needing to go all the way to Main Street to access the development.

The road is going to be disturb in order that a new water main be installed so this would give the developer an opportunity to make the necessary improvements along this section. For safety reasons please give consideration for making this section of Chestnut Hill Road two-way.