

Highway remediation

-Utility tie-ins: Multiple utility cuts within road will require a temporary patch for year one. At the end of year one the requirement will be to cut back and/or mill out 5 feet beyond last utility patch and mill and pave from the curb line to the crown (centerline), of the road. If the patches cross over the crown (centerline), of the road the requirements will be same as above and adding full width of road, curb to curb. Final pavement requirements: 5 foot cutback for mill which will be at a minimum depth of 1.5 inches. The pavement specs will be the current mix that the Town is using per contract at that current year. The Town may request payment of this work in lieu of an outside contractor. The current rate is \$250.00 per ton. This is to include mill and pave. The current rate will be looked at and adjusted accordingly every year on or before April 1st. All work will need to adhere to the Town of Rockland excavation specs. Any changes or adjustments to the above will go through the Highway superintendent and/or Town Engineer.

Curb and walk remediation: To comply with adopted Completes Streets specifications. Pedestrian friendly projects.

All commercial and/or multi-residential (over 3 units), will be required to update curbing and walkways. Requirements are as follows: Said development will be required to update all curbing and walkways from property line to property line (frontage). A project could be required to move the remediation to an adjacent street if Highway Superintendent and/or Town Engineer deem so. Note* all work will need to include ADA compliance ramps if within format. Any Town structures such as drainage will need to be refurbished or updated to accommodate any of the above work. The developer is responsible for said work. Amount of refurbishment will be requested by Highway Superintendent and/or Town Engineer.

Safety improvements: All commercial and/or multi-residential (over 3 units), will be required to update street striping. Format will extend 200 feet from each property line. Examples of striping refurbishments would be centerlines, fog lines and all arrows and onlays as well as bike lanes or lane block outs. The improvements are based on heavy construction vehicles during development trafficking.

Crosswalks: New crosswalks could be required from development to across the adjacent properties. Pushbutton RRFBs could be required as well on heavy traffic roads. To be determined by Highway Superintendent and/or Town Engineer.

Street lights: Any proposed upgrading of any utility poles due to development could require street lights to be swapped out. National Grid will not swap out due to the fact that they do not own. Union contractual. The cost of any swap will be on the developer. It could also be required to add an additional light or lights due to development. To be determined by Highway Superintendent and/or Town Engineer.

Town Drainage:

Any updates to curb and walks could require drainage catchment updates or refurbishment. The developer will be responsible.

All private drainage is to adhere to The Town of Rockland MS4 Stormwater standards. No tie ins to Town drainage or pumping to Town drainage without permission .

All catchments within development or adjacent to will need to have filter containment sacks installed and regular daily and weekly monitoring by developer. There could be a requirement to vac and jet catchments if there is unwanted sedimentation or liquids. To be determined by Highway Superintendent and/or Town Engineer.

Tree work remediation: Rockland is a tree friendly Town. Any street trees affected by construction weather it be from utility poles installation, underground infrastructure or damaged during construction will need to be replaced at a 3:1 ratio. These trees will be installed at designated areas at development, and adjacent properties. Any leftover trees will be placed on waiting list.

New development policy:

Residential: 1-2 family. Update walks and curbing lot line to lot line. No drainage tie ins allowed to town drainage manholes or catch basins. Include any tree pruning to allow safe pedestrian flow. Note* Any tree plantings need a ten foot offset from Town hardscape. Road/walks.

3 plus residential: Same as above and in addition on site drainage only. Drainage needs to include BMPs for an onsite drainage management to adhere to MS4 permit compliancy.

Commercial: Update walks and or curbs from lot line to lot line. Note: If drainage is affected, catch basins and/or manholes, refurbishment is required.

Utility tie ins: Road cut and trench permit required for each utility. Sewer, water, gas , cable and electric.

If multiple cuts in road due to tie ins, the contractor/developer is required to refurbish road to state specifications. See Rockland Rules and specifications governing street excavation. If multiple patches before centerline, it is required to do a half a road patch encompassing all patches. If multiple patches over centerline it is required to do a full road patch. Curb to curb. Line striping will also need to be refurbished.

Safety improvements: Commercial and multi residential: Highway department can require to ask for additional safety improvements at their discretion. Lighted safety devices, additional signage and/or striping improvements.

All drainage must adhere to Massachusetts Stormwater MS4 compliancy.

Note* On all large scale residential or commercial projects that new curbing and walks are not applicable it is up to the discretion of the Highway department to have remediation fees equal to the curb/walk fees. These fees can only be applied to infrastructure improvements in the area of said project.