



TOWN OF BOURNE *ENGINEERING DEPARTMENT*



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MEMORANDUM

To: Planning Board, Fire Dept., Police Dept., DPW
From: Timothy Lydon, SIT, CFM
Date: January 22, 2024
Re: Access Determination for 79 Mayflower Road, Map 4.4 Parcel 11

FACTS:

The applicant is requesting an access determination from the Planning Board to access a lot on Mayflower Road, an unimproved road. The applicant proposes to build a single family home using the existing gravel way that is maintained by the current abutters (84, 89 Mayflower Rd and 2 Phillips Rd) for drive access off of Standish Road.



The applicant is proposing to enter the lot through the wooded area that has been mowed to show access. The topography in this area is about a 10 foot drop-off from 89 Mayflower Rd to 75 Mayflower Rd on either side of the wooded, unimproved way. The road surface is a gravel reinforced way on top of a degraded asphalt portion of driveway that appears to be several years old.

CONCLUSION:

According to the subdivision regulations this right of way is classified as a lane, because it serves less than 10 dwelling units, and no abutting property can be used or is zoned for commercial use. Subdivision regulations require a “lane” to have of a 40’ right of way; 20’-0” wide and a 3” deep bituminous paved surface, with a 4’-0” shoulder including a berm.

The existing right of way is 40’ in width with a gravel width of approximately 20 feet. The right of way does not have a wide enough portion for Fire personnel to turn around. If an area was to be cleared to turn around, stormwater impacts are already an issue and this issue would be exacerbated by further clear cutting. Access from the southern access point would be more practical than is sought by the applicant. But again, stormwater would be an issue as the terrain flows westerly from Holland Road.



Because the impacts of stormwater are already apparent, once the applicant were to clear grassed area the impacts would be exacerbated. It is the recommendation of the Engineering Department that the Planning Board make their decision based on public safety personnel and stormwater issues.

The nature of the topography and increased runoff of post-construction stormwater will create further flooding issues during rain events that cannot be understood without further engineering of the roadway and lot. An inlet to receive stormwater should be at the top of the hill by 89 Mayflower Rd as well as berm areas that catch any increased runoff from the driveway area to 79 Mayflower Rd or else 75 Mayflower Rd will see that increased runoff.