mains. The Planning Board may require greater than fifteen (15) feet in width on each side of the centerline where it deems necessary.

f. If the Planning Board determines that all improvements as shown on the endorsed Definitive Plan and all required plans and legal documents have been completed satisfactorily, release all the interest of the municipality in such performance guarantee and return the bond to the person who furnished the same, or release the covenant, by appropriate instrument, duly acknowledged, which may be recorded.

g. If the Planning Board determines after inspection that said construction or installation has not been completed, or wherein said construction or installation fails to comply with these Rules and Regulations, send by registered mail to the applicant and to the municipal clerk the details wherein said construction or installation fails to comply with its rules.

h. The applicant shall have thirty (30) days after receipt of such notice to correct all problems mentioned in the above. Failure of the applicant to finish all the necessary work within said thirty (30) days shall cause the Planning Board to draw upon the bond or deposit of money as mentioned below.

i. Any such bond may be enforced and any such deposit may be applied by the Planning Board for the benefit of the municipality, as provided in M.G.L. Chapter 41, Section 81 upon failure of the performance for which any bond or deposit was given to the extend of the reasonable cost to the municipality of completing such construction and installation.

6. Release of Lots from Covenant in Exchange for Financial Performance Guarantee. The subdivider may request a Release of Lots from Covenant in exchange for a financial guarantee provided that:
   a. The lots run consecutively and are released on both sides of the road simultaneously, beginning with the lots nearest any intersection of the subdivision road and an existing municipal road.
   b. The amount of the financial guarantee and the financial guarantee process shall be determined by the Planning Board, as described above.

Section 9. Design Standards and Required Improvements

General Project Layout Standards

No plan of a subdivision shall be approved unless all of the building lots shown on the plan comply with the Zoning and the design and construction standards located herein.

Except as herein noted, the following shall be used as design standards. Where a difference between the standards as these Regulations exists, these Regulations shall be followed unless a waiver is granted by the Planning Board:

1. Streets, sidewalks, water systems, sanitary sewers, storm drain systems, public and private utilities and other infrastructure shall be constructed in accordance with these subdivision regulations and the current edition of the Massachusetts Highway

Department "Standard Specifications for Highways and Bridges," (referred hereto as the "Standard Specifications").

2. Roads shall be designed in accordance with the appropriate American Association of State Highway and Transportation Officials (AASHTO) design manual for 20 mile per hour design speeds)

Streets Location and Layout

1. **Safety:** All streets and ways shall be designed so that in the opinion of the Planning Board they will provide safe vehicular travel. Streets shall also be designed to maximize the attractiveness and design of the street layout to maximize livability and amenity of the subdivision. As far as practicable, streets should also follow natural contours.
2. **Future Development:** Provision shall be made, to the satisfaction of the Planning Board, for the proper projection of streets, or for access to adjoining property which is not yet subdivided or developed. Generally, it is preferred that new roads loop back to the existing road instead of being dead-end streets.
3. **Street offsets:** Streets entering opposite sides of another street shall be laid out either directly opposite each other or with a minimum offset of one hundred and fifty (150) feet between their centerlines. Streets entering the same side of another street shall also be laid out with a minimum offset of one hundred and fifty (150) feet between their centerlines. This minimum offset shall also be observed whenever one or more streets entering are existing, whether located within or outside the boundary of the proposed development.
4. **Dead-end streets and cul-de-sacs:** Project shall make every effort to avoid the creation of dead-end streets and must connect their subdivision to existing dead-end streets whenever reasonably possible. Dead end streets are more expensive to maintain, limit emergency access, and reduce the sense of connection and equality that comes from interconnecting streets.

    a. Dead-end streets are only appropriate when the surrounding property will never need a street connection, because of extremely sensitive and permanently protected natural resources, and the project provides a viable alternative pedestrian and bicycle connection to the surrounding property, and the street connection will not aid the transportation network that serves the subdivision, and the dead-end street will not serve more than 5 housing units.

    b. Every street in the proposed subdivision shall be laid out in such a manner that every portion of every street is less than five hundred feet (500'), as measured along the centerline of construction of the street from the nearest connected existing public street which is not itself a dead-end street. Cul-de-sacs or dead end streets shall be allowed only on local streets.

    c. All cul-de-sac streets shall use permanent teardrop-shaped cul-de-sac with a turnaround at the end of the street having a minimum island radius of forty (40) feet and a property line radius of at least eighty (80) feet (see below). The center of the cul-de-sac shall be on the centerline of construction.

    d. A permanent cul-de-sac turnaround (island) shall be constructed in the center of the cul-de-sac. The roadway shall have the same width as the roadway leading into the cul-de-

sac, said pavement width beginning at the exterior radius of the turnaround, If curbing is used, the inside radius of the cul-de-sac pavement shall be constructed with granite-edging type SA, SB or SC (S for sloped), as specified in the MassHighway Standard Specifications.

e. The road going around a cul-de-sac turn around shall be a one way road twenty (20) feet wide around a tear-drop shaped cul-de-sac island graded, seeded and/or appropriately planted with acceptable trees or shrubs, or left with natural tree growth in the center.

f. A hammerhead shall be allowed instead of a cul-de-sac. Said hammerhead shall be designed a "T" to allow fire trucks and snow plows to turn around with only one backing-up movement. The portion of the hammerhead perpendicular to the road shall be at the same width as the street they abut and shall extend at least twenty-eight (28) in each direction of the "T" beyond the sideline of the main road edge. Lots may only gain frontage from one edge of the hammerhead.

5. **Access to subdivision:** The street system within a subdivision shall connect with and have, in the opinion of the Planning Board, adequate vehicular, pedestrian, and bicycle access from a public way or private way that connects to the greater network of streets.

   a. The physical condition or width of a public way from which a subdivision has its access must be sufficient, in the sole opinion of the Planning Board to either provide for emergency services or carry the traffic which is expected to be generated by such subdivision. If such access is insufficient, the developer shall require the subdivider to dedicate a strip of land for the purpose of widening the abutting public way to a width commensurate with that required within the subdivision and to make physical improvements to and within such public way to the same standards required within the subdivision or by these Subdivision Regulations. Any such dedication of land for the purpose of the way and any such work performed within such public way shall be made only with permission of the governmental agency having jurisdiction over such way, and all costs of any such widening or construction shall be born by the subdivider.

   b. The Planning Board shall disapprove of a subdivision plan where, in the opinion of the Planning Board, the existing surrounding municipal infrastructure (e.g. street width and construction and necessary utilities) is insufficient and/or incapable of handling the additional volumes (e.g. traffic, storm water) anticipated, by the Planning Board, to be generated by the project. Planning Board may accept or require off-site improvements to mitigate any of these impacts.

6. **Intersections:** Streets and ways shall be laid out so as to intersect in accordance with Street Offsets and the following:

   a. Street and way lines at all intersections, between proposed streets or between, whenever, applicable, a proposed and/or existing street, shall be rounded with a curve at each corner which has a property line radius of not less than fifteen to twenty feet (15' to 20').

   b. The center line of all intersecting streets or ways shall be a straight line from the point of intersection of said center line for a distance of no less than twenty (20) feet.

   c. On any street where the grade exceeds two (2) percent on the approach of the intersection, a leveling area, with a maximum slope of two (2) percent shall be provided

for a distance of not less than thirty (30) feet measured from the nearest gutter line of the intersecting street.

7. **Swales, drainage, and curbs:** Curbs are generally not appropriate in Tyringham, where most roads and gravel and very few curbs exist, except in very limited circumstances where stormwater will be confined to feed into a formalized underground drainage system. Streets designed without curbs, however, shall use Low Impact Development (LID) drainage systems to closely mimic natural systems that meet the following standards:

   a. *All* of the stormwater from a 1" NRCS design storm drains into the ground and does not leave the site. A 1" NRCS design storm is a storm with 1" of rain within a 24 hour period. More than 80% of Western Massachusetts storms are at or below this level.

   b. Water leaving the road enters grassed swales graded flat enough to avoid erosion and hold and treat water.

   c. Measures to reduce runoff, improve groundwater recharge, and improve stormwater quality, such as rain barrels (barrels at the base of roof gutter leaders that store stormwater and provide water for future lawn and garden use), Rain gardens (rain is captured and retained in depressions carefully planted with native vegetation and allowed to drain into the ground.)

   d. Curbs are only appropriate in narrow defined areas without opportunity for grassed swales or in village center-type projects. In those areas curbs shall be Type 2 bituminous concrete or cement concrete curbs or granite curbs Type SB (sloped)placed on the bituminous binder, if the road is paved, or granite curbs of the road is gravel. Curbs shall utilize a 6" reveal (or 6" of curbing exposed above the street pavement). The installation of bituminous berm, granite curb, granite edging and granite curb corners shall conform to the relevant provisions of the Standard Specifications. All catch basin frames shall have granite curb inlets (Type VB) shall be built against and shall be installed true to the horizontal and vertical alignment.

8. **Bridges, retaining walls, gabion walls, guard rails, fences, pavement structures**: These structures shall be designed in accordance with the Massachusetts Highway Department's Bridge Manual and the MassHighway Highway Design Manual and Standard Specifications. When roads are paved, the following shall apply:

   a. The sub-base shall be gravel borrow in accordance with Ml.03.0 Type a specifications, except that the top four (4) inches shall be gravel borrow meeting Ml.03.1 specifications. A tolerance of one-half (1/1) inch above or below finished sub-grade will be permitted, provided this difference is not maintained over fifty (50) feet and the required cross section is maintained. The gravel borrow shall be laid to a depth of 18".

   b. The base or binder course (the first coat of asphalt) shall be asphalt concrete, in accordance with Standard Specifications, Class I Bituminous Concrete Pavement type I-l (Binder Course Mix). It shall be laid to a depth of 2".

   c. The surface course (the second and final coat of asphalt) shall be asphalt concrete, in accordance with Standard Specifications, Class I Bituminous Concrete Pavement Type I-l (Top Course Mix). It shall be laid to a depth of 2".

   d. Inspections shall be made by the project engineer and the municipality upon completion of each layer of sub-base and the binder and surface courses.

9. **Pedestrian Ways and Sidewalks;** All roads must include a parallel pedestrian walkway within the road right- of-way, or if outside of the right-of-way with if an easement for the public use. The pedestrian way shall be continuous, with no breaks at streams or elsewhere, to allow pedestrians to safely walk off the roadbed. Pedestrian ways shall include a secure bed, which may be asphalt, crushed stone, gravel, or compacted earth, provided drainage is provided to ensure the pedestrian way is passable when snow does not block access. Sidewalks are not required, but where a developer choices to use sidewalks they shall be designed and constructed in accordance with the MassHighway Standard Specification and Architectural Access Board and Americans with Disabilities Act standards.
10. **Roadway and Right-of-Way Width:** Street roadway and right of widths shall be provided in accordance with the table below. These standards provide a balance between what is necessary for safety (e.g., fire needs) and what is important to maintain Tyringham's character.

Street Category	**Proposed Street Type (Average ADT 10 trips per dwelling unit)**	**Street Width**	**Right-of-Way Width**
Minor Yield Street (One opposing car may need to yield when passing)	Up to 200 ADT with no sidewalks or 500 ADT with sidewalks	18'	50
Local and above	Above 200 ADT (500 ADT with sidewalks)	22'	50

11. **Traffic Calming:** Roads shall be designed to make every effort to reasonably calm the traffic within the subdivision and on surrounding streets to ensure pedestrian and bicycle friendly design and to prevent a decrease in traffic safety as a result of the additional traffic the project will generate. Traffic calming may utilize methods detailed in Institute of Traffic Engineer's "Traditional Neighborhood Development" or "Traffic Calming: State of the Practice," but must utilize methods that will not make snow plowing or road maintenance burdensome.
12. **Construction Methods:** The entire area within the right-of-way lines, except for trees and other vegetation intended to be preserved, shall be cleared and grubbed of all stumps, brush, roots, and like material. All rock or masonry with a maximum dimension over three inches and within six inches of the top of sub-grade shall be removed. Trees intended to be preserved shall be protected by suitable boxes, fenders, or wells as appropriate. In cut area all material shall be removed to sub-grade. All unsuitable material, such as peat, highly organic silt of clay, or any other material that is considered to be detrimental to the sub-grade, shall be removed and shall be replaced by bank-run gravel, and be brought to proper compaction with a ten-ton roller.
13. **Side Slopes:** The area in back of the required grass strip, or behind the sidewalk when one is required, shall be graded to a point where it coincides with the finished grade of abutting lots in such a manner that no portion thereof within the right-of-way lines of the street will project above a plane sloped four (4) horizontal to one (1) vertical. The top six (6) inches of side slopes shall consist of good quality loam extending to the right-of-way, screened, raked, and rolled with at least a 100-pound roller to grade. The loam shall be seeded with lawn grass seed applied in sufficient quantity to assure

adequate coverage, rolled when the loam is moist. Loam and seed shall be spread in accordance with the Standard Specifications.

14. **Street Name Signs:** Street name signs shall be purchased, constructed and installed in accordance with Tyringham standards. shall provide the posts and erect them at each intersection near the inside curb edge.
15. **Center Line:** The center line of the roadway shall coincide with the center line of the right-of-way, unless otherwise approved by the Planning Board.
16. **Road standards:** Road shall be designed in accordance with the following standards:

Design Detail	**Local Streets** Above 200 ADT	**Minor Yield Streets** Up to 200 ADT
Horizontal Alignment: Minimum center line radius	200 feet	100 feet
Vertical Alignment: Minimum stopping sight distance at 3.5 feet above pavement	200 feet	175 feet
Maximum Grade	8%	10%
Minimum Grade	0.75%	0.75%
Intersection angle	90º	75º
Minimum sight distance(stop-controlled or obstructed-view intersection)	300 feet	250 feet
Minimum radius at edge of roadway	25 feet	25 feet

Community Sanitary System (if a community system is used):

This section applies to package treatment plants and large community systems, not to simple shared septic tank-soil absorptions systems used by a few homes.

1. All systems shall be designed and stamped by a professional engineer in accordance with standard design practices.
2. The construction of the sanitary system, including methods of construction and quality of materials used, shall be in conformity with the Definitive Plan and the Standard Specifications. No pipes shall be more than 10' below grade. Only gravity sewerage systems and individual homes with their own Septic-Tank Effluent Pump (STEP) may be used unless the Planning Board gives specific approval to other pressurized or sewage lift station system based on sufficient management and financial arrangements to ensure permanent adequate monitoring and operations.
3. The minimum slope for gravity sanitary sewer pipes shall be such that a minimum design flow velocity of two and hone-half (2 1/2) feet per second is achieved.
4. The maximum slope for gravity sanitary sewer pipes shall be seven (7) percent. Drop sanitary sewer manholes (where the pipe entering the manhole drops down significantly in elevation within the manhole) must be used be used for drops of 2' or greater.
5. Manhole cover shall have three (3) inch lettering to read "SEWER" and shall be 26 inches in diameter.
6. Horizontal Separation: Sewers shall generally be constructed in the center of the street. A lateral separation of ten (10) feet between the sewer and water mains, if any, shall be maintained and the top of the sewer shall be at least eighteen (18) inches below the bottom (invert) of the water main. Laterals to the water main shall be relocated to provide this separation or reconstructed with mechanical-joint pipe for a distance of ten

(10) feet on each side of the sewer. One full length of water main should be centered over the sewer so that both joints will be as far from the sewer as possible. When it is impossible to obtain proper horizontal and vertical separation, the water main and sewer shall be constructed of mechanical-joint cast-iron pipe (a pressure-tight joint) and shall be pressure tested to assure water-tightness.

7. Leakage test For gravity and pressurized systems shall be required in accordance with standard practices and methodology. A Mandrel (Go-No-Go) Test must be performed on all sewer pipes. (A mandrel, a cylindrical metal object, is pulled through the pipe to ensure that there are no obstructions within the pipe.)

Community Water (if a community system is used):

This section applies to community water systems not to a few homes sharing a well.

1. Water mains shall have a minimum soil cover of five (5) feet and a maximum soil cover of five and one-half (5 1/2) feet.
2. All systems shall be designed and stamped by a professional engineer in accordance with standard design practices.
3. All water mains shall be looped.
4. At water main intersections, all lines will be valved and the maximum spacing between valves on any one main shall be seven hundred fifty (750) feet.
5. All valves shall open right.
6. All pipe lines shall be pressure tested at pressure of 150 pounds per square inch (p.s.i.) for a minimum of three (3) hours per under the supervision of a professional engineer and flow tests on the completed water system to insure pressure and flow requirements have been met.
7. All potable water lines shall be disinfected according to American Water Works Association designation C601-68.

Fire Water Availability. The applicant shall demonstrate that sufficient water exists to address fire needs. Any subdivision where the homes are sprinkled with the water supplied from an on-site cistern sufficient to put out most fires are assumed to meet this standard. In the alternative, a project may demonstrate that their will be adequate fire ponds or access to natural water bodies in a manor acceptable to the fire chief and meeting national standards.

Landscaping, Street Trees and Tree Belts

1. Tree belts a minimum of eight (8) feet wide shall be provided on each side of the roadway. When sidewalks are required, the tree belt shall be between the curb and the sidewalk with the trees planted along the center line of the tree belt. The finished grade of such tree belts adjacent to sidewalks shall have a slope of one-half (1/2) inch per foot toward the roadway for roadways or a plane sloped four (4) horizontal to one (1) vertical if there are no sidewalks.
2. The top six (6) inches of tree belt shall consist of good quality loam extending to the right-of-way, screened, raked, and rolled with lawn grass seen applied in sufficient quantity to assure adequate coverage, rolled when the loam is moist.

3. Street shade trees shall be on both sides of subdivision streets in the tree belt or within five (5) feet of the right-of-way. There shall be one tree planted an average of every thirty (30) feet of street frontage along each lot and not less than two trees per lot. Any mature deciduous shade trees preserved may be applied toward this average.
4. Street trees shall not be permitted within twenty-five (25) feet of the curb line of the intersection of two streets.
5. Trees shall be mature deciduous trees or newly planted trees no less than three inch (3") caliper (at a point 6" above the ground) at time of installation Clumping is permitted, using both sides of the sidewalk for tree planting, in order to frame or enhance a view. The center of the tree should be four feet from pavement or curbs.
6. Street trees shall be deciduous shade trees, including, but not limited to, those listed in the table below. No more than 35% of any one species shall be used throughout the subdivision.
7. Street trees shall have a minimum caliper of three inches (3") measured six inches (6") above soil root ball. They shall be single-stemmed with a single, straight leader. All tree species must meet American Nursery and Landscape Association (ANLA, formerly American Association of Nurserymen Standards) for the types and sizes specified.
8. The developer shall install on each lot the street trees specified on the approved plans prior to the issuance of the final Certificate of Occupancy. Trees must survive one year after planting prior to the release of warranty performance guarantees.
9. Planting operations and requirements for street trees shall be shown on the subdivision plans and be in accordance with the AALA Standards for Planting and shall have a two (2) year growth warranty.

Approved Street Tree Species		
Botanical Name	Common Name	Notes
Acer rubrum	Red Maple	Low salt areas
Acer saccharum	Sugar Maple	Low salt, wide root zone areas
Cercidiphyllum japonicum	Katsura tree	Prune to single stem, moist soils
Fraxinus pennsylvanica	Green Ash	
Ginkgo biloba	Ginkgo	Male only
Gleditsia triacanthos var. inermis	Thornless Common Honeylocust	
Nyssa sylvatica	Black Gum, Tupelo	Moist soils
Quercus coccinea	Scarlet Oak	
Quercus robur	English Oak	
Quercus rubra	Red Oak	Tolerates poor, sandy soils
Platanus x acerifolia	London Plane Tree	
Tilia cordata	Littleleaf Linden	

Ulmus americana 'Valley Forge'	Valley Forge Elm	
Ulmus americana 'Princeton'	Princeton Elm	
Ulmus parvifolia 'Allee'	'Allee' Lacebark Elm	
Zelkova serrata	Japanese Zelkova	

Protection of Natural and Historic Features:

1. All natural features, such as large trees, watercourses, scenic points, historic plots, and similar community assets shall be preserved. The Planning Board may waive this requirement if such features are not needed to add attractiveness and value to the subdivision.
2. Measures taken to preserve all archaeological sites or to mitigate any disturbance by fully cataloguing and preserving findings in accordance with Massachusetts Historical Commission recommendations.
3. Before approval of a plan, the Planning Board may also require the plan to show a park or parks suitably located for playground or recreation purposes or for providing light and air. The park or parks shall not be unreasonable in area in relation to the land being subdivided and to the prospective uses of such land. The Planning Board may, by appropriate endorsement of the plan, require that no building be erected upon such park or parks for a period of not more than three years without its approval.

Utility Installation:

1. All utility distribution systems, public or private, shall be placed underground.
2. All utility lines shall be installed with the minimum soil cover specified in these regulations.
3. Electric, telephone, cable TV, fiber optic, and all other conduits shall be installed underground beneath the grass strip with a minimum cover.
4. Width of trench at the pipe on conduit shall be equal to four thirds (4/3) diameter of the pipe of conduit, plus eighteen (18) inches.
5. Sheeting (to stop the sidewalls from collapsing) shall be used, whenever necessary, upon the direction of the Engineer and in conformance with the Standard Specifications.
6. Pipe and conduits shall be surrounded by six (6) inches of compacted screened gravel if set in earth, and twelve (12) inches if set in rock. In rock, clay, or peat excavation, trenches shall be excavated to a depth of twelve (12) inches or more below the bottom of any water pipe, storm drain, or sewer and filled with bank-run or select gravel, whichever is approved by the Engineer.
7. Back-fill shall be compacted to ninety (90) percent of the maximum dry density of the material, consistent with the Standard Specifications.
8. All lot connections shall be installed to the right-of-way line, and marked or surveyed so as to be easily located in the future.

Monuments and Markers

1. Granite or reinforced concrete monuments six (6) feet in length, dressed to six (6) inches at the top with a three-eights (3/8) inch drill hole in the center, and not less than six (6) inches square at the bottom shall be set to finish grade as shown on plans.
2. No permanent monuments shall be installed until all construction which could destroy or disturb the monuments is completed.
3. Monuments shall be installed at all street intersections and at all points of change in direction or curvature of streets. Documentation of the horizontal metric coordinates of the center point of the monument shall be provided on as built-plans (using Massachusetts State Plane Coordinates, NAD 1983). All monuments shall be installed under the direction of a Massachusetts registered land surveyor.
4. All monuments shall be installed prior to any release of the performance guarantee.

Drainage

1. The design and construction of the drainage system, including methods of construction and quality of materials used, shall be in conformance with the definitive plan and the Standard Specification.
2. The design capacity of the drainage systems and pipes, if any, shall be determined by the Rational Method. The engineer shall design the drainage system in accordance with natural drainage boundaries of the total contributing drainage area, using a minimum of a ten (10) year Natural Resource Conservation Service (NRCS) design frequency storm (a storm that has a 10% chance of happening in any given year). A one-hundred (100) year NRCS design frequency storm (a storm that has a 1% chance of happening in any given year) shall be used for all bridge openings and major culverts.
3. Drainage systems, including drainage swales, detention, retention, and infiltration, must be designed to prevent any increase in peak flows for the one (1) or two (2), ten (10), and one-hundred (100) year Natural Resource Conservation Service (NRCS) design storms. TR-55 or TR-20, with all inputs and outputs shown, shall be used for calculating drainage systems. In addition, drainage systems should include water quality/settling basins that detain the stormwater draining off the site in a 4/10 inch rain storm for an average of at least six hours. The system should be designed to mimic existing drainage patterns & flows, not release peak prior to normal peak flow, unless there is a documented problem and this will not cause a direct downstream impact.
4. Stormwater should be directed to enter an artificial wetland or stormwater treatment facility before entering an open stream channel. Stormwater shall not be permitted to cross any roadway upon the surface but must be piped underground. Stormwater runoff shall not be permitted to flow upon the road surface for a longer distance than three hundred (300) feet before it enters the underground system or, in systems without curbs, enters a designed stormwater swale.
5. All open stream channels shall be maintained except for short sections that need to be placed in a culvert to allow stream crossings. No open water body or pond or wet or swampy area shall be filled in unless it can be shown to the Planning Board that provision has been made in the lower drainage system to account for the removal of the storage area represented by the former wet or swampy area. In addition, permits and approval must be secured from the appropriate Municipal, State, and/or federal authorities.

6. All catch basins shall have four (4) foot sumps and gas traps with removable hoods. All catch basins shall connect directly to drain manholes (no catch basin to catch basin connections).
7. Lot sub-drainage and foundations drains may NOT be discharged to road drainage.
8. The maximum depth of any portion of the storm system shall be ten (10) feet.

Section 10. Project Management

Pre-Construction Conference: Prior to ANY construction, the developer, their project engineer, and their contractor must meet with the Planning Board and other appropriate town parties to review the subdivision permit and conditions. The applicant must provide evidence that all required documents have been recorded and adequate copies of all documents have been provided to the Planning Board. After the pre-construction conference, the developer shall notify in writing the Planning Board and Planning Board agents at least five (5) business days in advance of the date of commencement of construction and subsequent phases of construction.

Deviation from Approved Plan: After approval of any Definitive Plan, the location and width of ways shown thereon, or any street or way subject to the Subdivision Control Law, and related utilities, improvements, materials, and construction specifications shall not be changed unless the plan is amended in accordance with the provisions set forth in M.G.L. Chapter 41, Section 81-W, and approved by the Planning Board.

At the Planning Board's discretion, minor "field changes" may be approved with a simple vote and letter from the Board.

If the applicant proposed to amend or revise the plans, they shall:

1. Provide the Planning Board with a written request for such alteration and provide the appropriate fee (see Administration and Fees).
2. Provide the Planning Board with three (3) prints of the original Definitive Plan with the proposed changes drawn on said prints in red.
3. IF the Planning Board approves the change, the applicant shall cause such approved changes to be shown on the record plans.

Privatized Project Inspection: Inspection shall be made and the project shall be certified in writing to the Planning Board by a registered professional chosen by the applicant, who shall certify that all work was done in accordance with the approved subdivision plans, except as noted, and shall provide a detailed list and plan of changes between the approved plan and what was built. An engineer or engineer's agent shall be on site during the entire construction process to ensure compliance with the design.

Town Inspections

The Planning Board shall be notified by the subdivider prior to commencement of each of the major phases of construction, and as each phase is completed, it shall be approved by the