MASSDOT - HIGHWAY DIVISION
Project Need Form

This form is intended to provide preliminary information about the proposed project. It is not expected that all information that is asked for is available or known but applicants are encouraged to complete the form as fully as possible.

Proponent: Mike Burns Title: Transportation Planner

Municipality/Organization: Town of Nantucket / NP&EDC

PNF completed by: Mike Burns Title: Transportation Planner

Phone: 508-228-7238 Email: mburns@nantucket-ma.gov

Date: May 12, 2016

Part I – Facility Location and General Information

Municipality: Town of Nantucket

Route and/or Street(s): Surfside Road at Bartlett Road

MassDOT District: District 5 MPO Region: Nantucket

Estimated project limits by mile marker, station or other distinguishing landmarks such as cross street(s). **Please include a locus map of the project.**

Start: (See attached locus map) Surfside Road at Bartlett Road – Project Area is within approximately 300 feet of the intersection.

End: Surfside Road between MacLean Lane and Bakus Lane; Bartlett Road between Surfside Road and abutting properties located at 4 and 5 Bartlett Road.

Total Mileage: approximately 0.2 centerline miles

What is the federal functional classification of the road? Identify each section.

- ❑ Interstate
- ❑ Urban Collector
- X Rural Major Collector
- ❑ Urban Principal Arterial
- ❑ Rural Principal Arterial
- ❑ Rural Minor Collector
- ❑ Urban Minor Arterial
- ❑ Rural Minor Arterial
- ❑ Other Classification _____

Is the proposed project on the National Highway System? ❑ Yes X No

Is the proposed project eligible for Transportation Alternatives? ❑ Yes X No

Who owns the roadway/facility? County of Nantucket

Project Need: Briefly describe or characterize, in general terms, the primary project need or goal (e.g. rehabilitate a roadway, improve safety at an intersection, reduce corridor congestion, improve pedestrian facilities, or provide bike accommodation).

The intersection of Surfside Road at Bartlett Road experienced a crash rate of 0.77 accidents per million entering vehicles (acc/mev) from 2007 to 2009. This was higher than the district wide (0.59 acc/mev) and statewide (0.66 acc/mev) averages for unsignalized intersections, and therefore may be indicative of a safety problem. Based on a 2010 evaluation of traffic control operation alternatives and a 2013 evaluation of a revised modern roundabout alternative, the NP&EDC has included a roundabout in the Regional Transportation Plan as the preferred long term option for this intersection. Changing to configuration of

the intersection to a roundabout will improve traffic congestion and eliminate unsafe conflicts for vehicle traffic and the bicycle and pedestrian traffic along the Bartlett and Surfside bike paths.

Identify the **Primary Asset** included in the project area (e.g. roadway, intersection, bridge, bike trail, structure).

The project area includes a T-type intersection with Bartlett Road being the minor street approach under stop control. Surfside Road is a major collection with a free movement through the intersection. Both Surfside Road and Bartlett Road are two-way single lane roadways with +/-11 foot wide travel lanes. Surfside Road and Bartlett Road also have bike paths parallel to the roadways. The Surfside Bike path is along the west side of the roadway and is approximately 8-feet wide. The Bartlett path is along the south side of the roadway and varies in width between 6-8 feet. The Surfside bike path crossing of Bartlett Road experience a lot of bike and pedestrian traffic in the summer months, but also during the school year due to the close proximity to the Nantucket Public Schools.

Part II: Project or Program Description
Provide whatever information is available to characterize the existing, general attributes of the facility.

CHARACTERISTIC	DATA	Comments
Number of Lanes	Surfside Rd – two lanes. Bartlett Rd – two lanes.	T-type intersection. Surfside Road and Bartlett Road are both two-way single lane roadways.
Lane Width	Surfside Rd – 10 foot lanes. Bartlett Rd – 9.5-10 foot lanes	
Shoulder Width	Surfside Rd – 1 foot shoulders. Bartlett Rd – no shoulders.	
Existing Right of Way	Surfside Rd – 40 foot layout Bartlett Rd – 35 foot layout	
Annual Daily Traffic (ADT)	Surfside Rd – Weekday: 9,117 Weekend: 8,254 Bartlett Rd – Weekday: 7,044 Weekend: 6,992	ADT counts were collected in September 2010. Peak hour turning movement counts were collected in August 2015.
Percent Truck Traffic	Surfside Rd (at First Way) – 3% Bartlett Rd (at Essex Rd) – 4%	Surfside Rd count: August 2013 Bartlett Rd count: September 2010
Traffic Control (signal, flash, signs, etc.)	Surfside Rd: free movement Bartlett Rd: Stop control from western approach	
Roadway Lighting	There is one overhead street lamp at the intersection, and there are four other overhead lamps in the project area	Overhead lamps on utility pole UP-304, UP-303, UP-344, UP-302, and UP-551
Posted Speed Limit	Surfside Rd: 20MPH School Zone when children are present Bartlett Rd: 30 MPH	
Transit Routes & Facilities	Two transit routes service the project area – Miacomet Loop and Midisland Loop. No stops within project area.	The Nantucket Elementary School abuts the project area and serves as a park and ride in summer months for the Midisland Loop. Other stops are approximately 500 feet from the intersection.

In what type of area is the project located? *Project limits may include more than one type of area. For a definition of areas, please refer to Chapter 3 of the Guidebook.*

❑ Rural Natural ❑ Suburban High Density

- ❑ Rural Village
- ❑ Rural Developed
- ❑ Suburban Low Density
- X Suburban Village/Town Center
- ❑ Urban Residential or CBD

How does the roadway/facility function in the community?

- ❑ High-speed, primary corridor with limited access
- ❑ Moderate speed, major corridor between towns/regions
- ❑ Low to moderate speed corridor between towns/regions
- X Moderate speed, major street connecting residential areas to a town center or major connector
- ❑ Low to moderate speed street connecting residential areas with other streets
- ❑ Primarily or exclusively a residential street
- ❑ Exclusive pedestrian/bicycle facility

Regional Considerations: Identify any regional use of the roadway (Characterize how neighboring communities use the roadway, what kind of link it provides to major arterials or highways).

Surfside Road is a major rural collector that serves as the north/south connection between the mid-island commercial area and the residential and recreational areas south of mid-island. The project area is within the densely zoned section of the corridor, which consists primarily of year-round residents, seasonal workforce, and abuts the Nantucket Public School campus. The bike path along Surfside Road is the primary route connecting visitors and residents/seasonal workers from the core area to Surfside Beach and residential areas south of the core area.

Bartlett Road is a local roadway through a densely zoned area settled primarily by year-round residents and seasonal workforce. The western end of Bartlett Road, approximately 1 mile from the intersection, has some commercial uses including a nursery, landscaping businesses, and various workshops, which contributes to the truck traffic at the intersection.

Part III: Identification of Problem, Need or Opportunity

A. Condition of Existing Facilities - Problem, Need, or Opportunity

1. Please describe the condition of the roadway, path, or other horizontal facility, such as type and extent of cracking, ride-ability, utility patching or other surface defects such as rutting, raveling, shoving, bleeding, etc. This may be based on visual inspection or automatic detection methods. Are deformations related to the pavement structure, indicating road sub-base issues? Include any PMS (Pavement Management System) ratings, PCI (Pavement Condition Index) data and/or photos, if available.

Surfside Road – the roadway is in very good condition. The Town's data show the Road Surface Rating (RSR) to be 90 to 100. The bike path is in very good condition with a PCR of 97.8.

Bartlett Road – the roadway is in good condition. The Town's data show the RSR to be 80 to 90. The approximately one mile long bike path is scheduled to be resurfaced and widened where possible prior to the 2016 summer season.

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2. Please describe the condition of facility appurtenances, such as signs, signals, lighting, median barriers, guardrail, pavement markings, curbing, landscaping, fences, ITS components, etc.

The other features and accessories of the roadway are in good to fair condition.

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3. Please describe any specific concerns related to the existing drainage system. If there is a history of flooding in the project area, describe the potential solutions under consideration, such as increased maintenance, repair/replacement of drainage infrastructure, raising the vertical profile, or culvert

replacement, etc. Are there opportunities for improving storm water management, including drainage outfalls, within the project limits?

Although DPW has maintained drainage infrastructure along Bartlett Road, there is some flooding in a small area during heavy storm events between Thirty Acres Lane and Surfside Road.

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4. Please describe the condition of any other structures, or equipment (retaining walls, buildings, noise barriers, bus shelters, bike racks, etc.)

Other structures or equipment are in good to fair condition.

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5. If the project/program includes a bridge or bridges, please describe the condition, such as bridge ratings, dates of inspection, weight restrictions, closings, structural adequacy, functional obsolescence, condition of other bridge elements, etc. Identify the bridge location and ID number (if known).

N/A

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6. Please describe the condition of any existing pedestrian facilities. Include the limits and width of any existing sidewalks and identify any obstructions. Are the existing sidewalks ADA/AAB compliant? In addition, please characterize the pedestrian need, including any indication that pedestrians use the corridor beyond existing sidewalks (rutted paths, pedestrian using the roadway shoulder, etc.). ● GreenDOT

Both Surfside and Bartlett Roads have bike paths that parallel the roadways. Since these facilities were constructed in the mid-late1980s, the widths (less than 10 feet) do not meet current multi-use path standards and do not meet current ADA/AAB standards at intersection crossings (no warning panels).

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7. Please describe the existing bike accommodation (4' minimum shoulder width, bike lane, or shared use path), including the limits and width of any existing facility. In addition, please characterize existing bike traffic. ● GreenDOT

Surfside Road currently has an 8' wide bike path along the west side of the roadway from the intersection of Vesper Lane to the end of Surfside Road at the Surfside Beach parking lot. There is a grass buffer between the path and roadway greater than 4' south of the Bartlett Road intersection, but the buffer is less than 4' on the north side of the intersection. Counts taken in August 2015 show the crossing of Bartlett Road used by 617 bicyclists and pedestrians on a weekday between 8AM to 10AM, 662 users on a weekday between 4PM to 6PM, and 1,017 users on a weekend day between 10AM to 2PM.

Bartlett Road has a very narrow 6' wide path along the south side of the roadway within the project area. The path is extends from Surfside Road approximately 1 mile to the end of the road at Raceway Drive and has a variable width (6' to 10') and grass buffer (2' to 6') outside the project area. Within the project area, the path does not have a buffer greater than 4' wide.

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8. Identify and locate any underground utilities (water, sewer, gas, other) and overhead utilities (electric phone, cable). Identify any larger utility appurtenances, above ground or underground, such as cabinets or vaults. Identify any active or inactive railroad crossings.

There are underground water and sewer lines within the project area. Water and sewer lines are located along the west side of Surfside Road within the footprint of the bike path, and located within the westbound travel lane of Bartlett Road.

There are also overhead utilities for electric, phone, and cable. Poles and overhead lines are located

along the west side of Surfside Road, and along the north side of Bartlett Road.

9. Describe any repair or preventive maintenance to the roadway or appurtenances. Include the extent of the work (resurfacing, rehabilitation, reconstruction or replacement) and when the last repair was done? ● GreenDOT

The road surface of Surfside Road is considered in very good condition and very little maintenance has been necessary since the road was resurfaced in 2005.

The road surface of Bartlett Road is considered in good condition. The section within the project area was last resurfaced in 2002.

B. Mobility - Problem, Need, or Opportunity

1. Please describe any existing or prospective highway congestion issues. Identify the nature and extent of congestion, including when it occurs and whether there is queuing. Include any traffic analysis, including LOS (Level of Service) data, if available. ● GreenDOT

Based on the original traffic study in 2010, the intersection of Bartlett Rd and Surfside Rd had a failing LOS on Bartlett Rd in both the AM and PM Peak Hours while the Saturday Midday Peak Hour had a LOS D. Both Surfside Rd approaches are a free movement and had a LOS of A. In the projected year of 2020, operations for Bartlett Rd worsen incrementally to have delays of around 500 sec/veh and v/c ratios of around 2.0 mev/hour while surfside Rd stayed at LOS A.

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2. Please describe any need or opportunity for greater connectivity or improved access along the corridor or to particular points along the facility. Identify any missing connection or constraint in access that could be improved for greater mobility. ● GreenDOT

Improved flow and reducing the queuing and delay along the Bartlett Rd approach to the intersection, while preserving the safety of bicyclists and pedestrian at the Bartlett Road crossing, is the primary goal of this improvement. The preferred long term alternative to achieving this goal is the roundabout option.

There is also some truck traffic along Bartlett Road that requires a larger turning radius that currently exists. This condition requires larger freight vehicle to swing into an opposing lane to complete a turning maneuver, which is a potential safety conflict that the roundabout option should remedy.

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3. Please identify any mobility issues for pedestrians, bicyclists and transit users. Identify if roadway is included in any local, regional or statewide bicycle routes. Include any obstacles or missing connection of existing pedestrian facilities, as well as any impediments that effect pedestrian access and mobility. Include any pedestrian or bicycle data, including bicycle LOS (Level of Service) analysis, or user count data, if available. ● GreenDOT

Both Surfside and Bartlett Roads have significant bike and pedestrian traffic that use the adjacent bike paths. The Surfside bike path crossing of Bartlett Road is a safety concern that could be addressed with the provision of improved thresholds leading into the crossing, and a sufficient refuge area in the delta island of the proposed roundabout to assist with safer crossings. The design of this crossing is critical as it is close to the Elementary School and has one crossing guard stationed at the crosswalk during the morning and afternoon commute times.

C. Safety and Security - Problem, Need, or Opportunity

1. Please describe any safety concerns on the facility. Provide any crash history within the project limits, including number and severity of crashes, type of crashes and whether there have been any fatalities. Include the calculated crash rate, if available.

The high crash rating at this intersection, along with the delays experience along the Bartlett Rd approach to the intersection, was the basis for the original 2010 traffic study. Accident data from the Nantucket Police Department for 2007 to 2009 showed a total of ten (10) accidents (3.3 per year), yielding a crash rate of 0.77 accidents per million entering vehicles. This was higher than the district and statewide averages for that period. A contributing factor may be the sight-distance restrictions looking north from Bartlett Road. Thirty percent were cross movement accidents and forty percent were rear end accidents. Thirty percent of the accidents occurred during peak hours and thirty percent occurred during wet or rainy conditions. Two of the accidents involved personal injury. One of the injuries was fatal. The fatal injury involved a moped with a broken head light turning on to Bartlett Street in front of an oncoming vehicle.

The most recent MassDOT crash data for 2011 to 2013 shows that were six (6) crashes in the project

area during that time period. One of these incidences involved a bicycle.

2. Please describe adjacent significant activity centers (schools, senior centers, places of assembly, industrial operations, or parks). Please describe any safety issues for other users such as pedestrians, bicyclists, persons with disabilities, transit riders, trucks, school children, etc. ● GreenDOT

The project area is primarily within a residential area with some commercial uses nearby. The zoning regulations allow intense development on 5,000 square foot lots, which is why the area is one of the denser areas with primarily year round residents.

The Nantucket Elementary School is located to the north of the intersection on the east side of Surfside Road, and the project area experiences a significant number of school children walking or biking through the intersection supervised by a crossing guard.

The Nantucket Regional Transit Authority has two routes through the intersection. The Miacomet Loop runs northbound on Surfside road and turns left onto Bartlett Road. The Mid Island Loop runs southbound on Surfside Road and continues straight through the intersection.

3. Please describe whether there are any known evacuation routes identified at the state, local or private level.

N/A

D. Economic Development - Problem, Need, or Opportunity

1. Please describe any current, planned, or potential economic development opportunities within the project limits, that would be supported by improvements to the facility. Do these developments reflect Smart Growth Development and Sustainable Development principles? ● GreenDOT

There are no significant economic development project anticipated in the vicinity of the project area. However, there is commercial and residential development potential along Bartlett Road and along the south portion of Surfside Road.

2. Identify any need or opportunity to improve access to services, promote industry clusters, facilitate affordable housing or job creation within the area. ● GreenDOT

There are some commercial uses at the western end of Bartlett Road, such as a nursery, that have daily deliveries from large freight vehicles. The roundabout option is preferred due to the larger turning radii that would accommodate the turning maneuvers of freight vehicles that use Bartlett Road.

E. Environmental - Problem, Need, or Opportunity

Please describe any need or opportunity associated with environmental aspects, as listed below. Links to guidance clarifying the resource areas are provided in brackets.

1. Wetland(s) [http://www.mass.gov/dep/water/waterres.htm]

There are no wetlands within the project area.

2. Water Supply Watershed(s) [http://www.mass.gov/dep/water/drinking/sourcewa.htm]

The project is within the Nantucket Wellhead Protection Area.

3. Impaired Water Body(ies) [http://www.mass.gov/dep/water/resources/10list3.pdf]

Based on MassDEP online mapping, there are no impaired water bodies within the project area.

4. Priority Habitat(s) [http://www.mass.gov/dfwele/dfw/nhesp/gis_resources.htm]

Based on NHESP maps, the project area is not within a priority habitat for endangered species.

5. Historic/Cultural/Scenic Resource(s): Are there listed or eligible properties, any archeological resources or scenic by-ways within or adjacent to the project area?

There are no scenic by-ways within the project area. Historic and cultural resources will need to be identified.

6. Air Quality and Greenhouse Gases: Is there a potential to reduce greenhouse gases, through construction methods; operational modifications; changes in connectivity, access, or travel behavior; or other methods? ● GreenDOT

The intersection is to be reconstructed to operate as a modern roundabout, which would reduce congestion and delays and cause a reduction in greenhouse gases to improve air quality. A greenhouse gas and air quality analysis needs to be completed to quantify the improvement.

7. Hazardous Materials: Are there concerns about hazardous materials within the project limits or on any adjacent properties? Could any prior use of adjacent properties be an issue?

There are currently no hazardous material concerns within the project area.

F. Community - Problem, Need, or Opportunity

Please provide some background about the area where the facility is located and describe any need or opportunity that may be may address or impact the community or neighborhood, as outlined below.

1. Please characterize the abutting land use in the area surrounding the facility. How does the facility function within the area? Please note if some or all of the area falls within an environmental justice (EJ) area.

As previously mentioned, the project area is primarily residential with some commercial uses abutting the area, and the intersection is near the Nantucket Elementary School and is supervised by crossing guards in the mornings and afternoon during the school year. There is a residential property located on the east side of Surfside Road that would require a drive way access to the roundabout, but this is not considered a safety concern. The project area is not within an Environmental Justice area.

2. Are there opportunities to promote healthy transportation modes of walking, biking or transit use by improving pedestrian, bicycle or public transit infrastructure or operations? ● GreenDOT

There is significant bike and pedestrian traffic in the area. The Surfside bike path's crossing at Bartlett Rd is an opportunity to improve function and safety, as well as improve accessibility. As previously noted, the crossing is supervised by a crossing guard in the morning and afternoon for school children who walk or bike to school. This crossing design for the roundabout will need to continue to accommodate the crossing guard to ensure a safe crossing for school children. The reduction in points of conflict with a roundabout design versus the existing 'T' intersection will provide some measure of safety improvement by reducing the opportunities for conflict at the crossing.

3. Identify any need or opportunity to improve access to services, jobs, housing, transit or recreation for residents within the area. ● GreenDOT

The project area currently provides accommodation for bike and pedestrian traffic, and is serviced by public transportation. There is opportunity for congestion and safety improvement through the implementation of a roundabout, which would enhance the overall operation of the intersection and convenience of all users. As previously mentioned, there is a residential property on the east side of Surfside Road that would require a driveway access into the roundabout, but this is not considered a significant safety concern.

G. Transportation Enhancements - Problem, Need, or Opportunity

1. Identify any need or opportunity to incorporate transportation alternatives, such as provisions and programs related to pedestrians, bicyclists or rail trail facilities or education; landscaping; scenic/historic acquisition, beautification, preservation, programs, or facilities; outdoor advertising management; archeological planning and research; environmental mitigation or wildlife mortality reduction efforts.

Along with operational and safety improvements, there are opportunities to enhance the aesthetics and appearance of the project area, and attractiveness of the neighborhood, through use of the roundabout's center circle to showcase community art and development of the corner green spaces to provide small pocket parks, shaded sitting areas, and/or ornamental landscaping. This has been accomplished at other rotary and roundabout intersections on island, and creates an environment for all users that transcends the basic utility of efficient transportation operations. Although the center circle is a great opportunity for a memorial or sculptural feature, as is done at other intersections, the green spaces on the north and south side of the Bartlett Road approach could be developed as small pocket parks or shaded sitting areas.

H. Planning and Public Outreach - Problem, Need, or Opportunity

1. Describe any Public Outreach that has occurred so far on the proposed improvements, including public informational meetings, local mailings, workshops, etc.

The initial public outreach for this intersection started as part of the 2005 traffic study of multiple intersection in the mid-island area, known as the *Traffic Study and Strategy for the Mid-Island Area,* which recommended traffic calming and safety improvements at the intersection. This study involved public meetings through the NP&EDC and Board of Selectmen, as well as an advertisement of a public review period for the draft study. The subsequent 2010 evaluation of operational alternatives was also completed following public meetings at the NP&EDC, Board of Selectmen, and noticed public review period. This also involved meetings with the School Committee and the School Superintendent since the intersection was near the Nantucket Elementary School, as well as consultation with abutting property owners to discuss their concerns and impacts. The 2013 updated conceptual study incorporated comments from the School Committee and staff, and revised the roundabout design to minimize or eliminate property impacts to abutters. The design and information provided in the 2013 conceptual study was the reference for Town officials at public meetings, such as the Capital Program Committee, Finance Committee, and Board of Selectmen meetings, to acquire the 2 Bartlett Road property. Acquisition of this property was necessary to implement the roundabout and required numerous public meetings, and was ultimately approved at the 2014 Annual Town Meeting. The roundabout design in the 2013 study was also used for the capital request for design funding for the roundabout, which was approved at the 2015 Annual Town Meeting following numerous public meetings by the Capital Program Committee, Finance Committee, and Board of Selectmen. Along with the numerous public meetings and coordination with the Schools and abutters, the project in included on the Town's website as a future project, and has received some coverage in the local press during the conceptual study and implementation stages.

2. Are there any special needs that need to be accommodated to fully engage the public with respect to public outreach?

The involvement of the Nantucket Public Schools is critical as this project progresses from conceptual design to a more refined engineering plan and ultimately to construction. Consultation with the Schools is necessary to ensure that safety concerns are addressed and crossings at Bartlett Road can continue to be supervised in the mornings and afternoons without adding crossing guards.

3. Identify any local or regional planning documents that identify the problem, need or opportunity outlined within this PNF.

The roundabout alternative is included in the NP&EDC's Regional Transportation Plan, which was informed by the 2005 *Traffic Study and Strategy for the Mid-Island Area* completed by Greenman-Pedersen, Inc. (GPI), the 2010 evaluation of operational alternatives and 2013 update of the conceptual design, which were also completed by GPI.

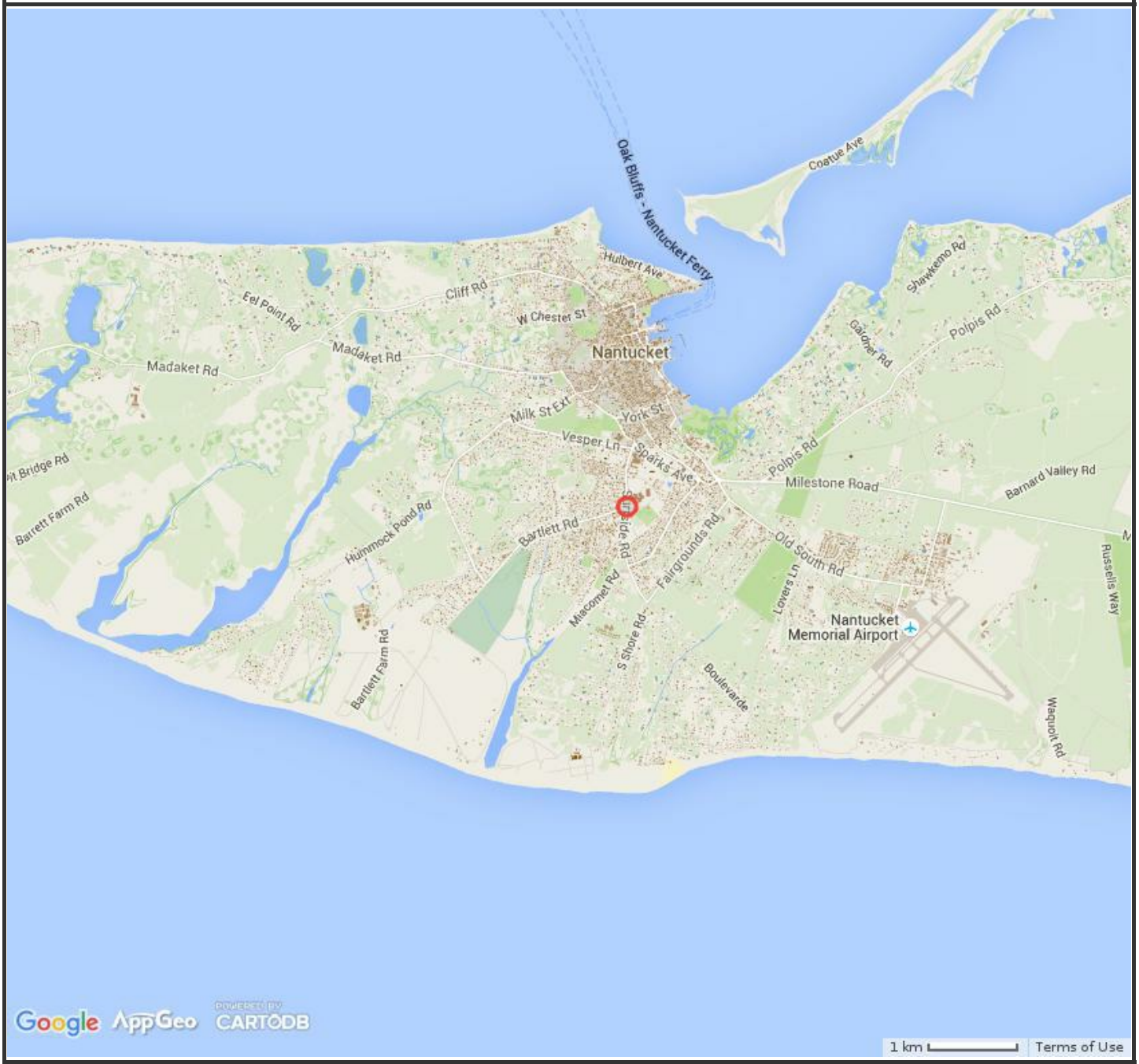
4. Identify efforts to coordinate with relevant government agencies, including RTA(s), DCR, regulatory agencies, or neighboring municipalities.

The project has had property acquisition and the design funding to reconstruct the intersection to a modern roundabout approved by Town Meeting following the completion of traffic studies and conceptual designs. These efforts were coordinated by the NP&EDC, and received approval by the Finance Committee and Board of Selectmen prior to receiving Town Meeting approval. These processes did not involve neighboring municipalities as Nantucket is an island region with one town and county government.

Thank you for completing this form. Please submit the PNF to the Regional MPO/RPA and the MassDOT Highway Division District office.

Attachment 1 –
Locus Map

Surfside Road at Bartlett Road Locus Map

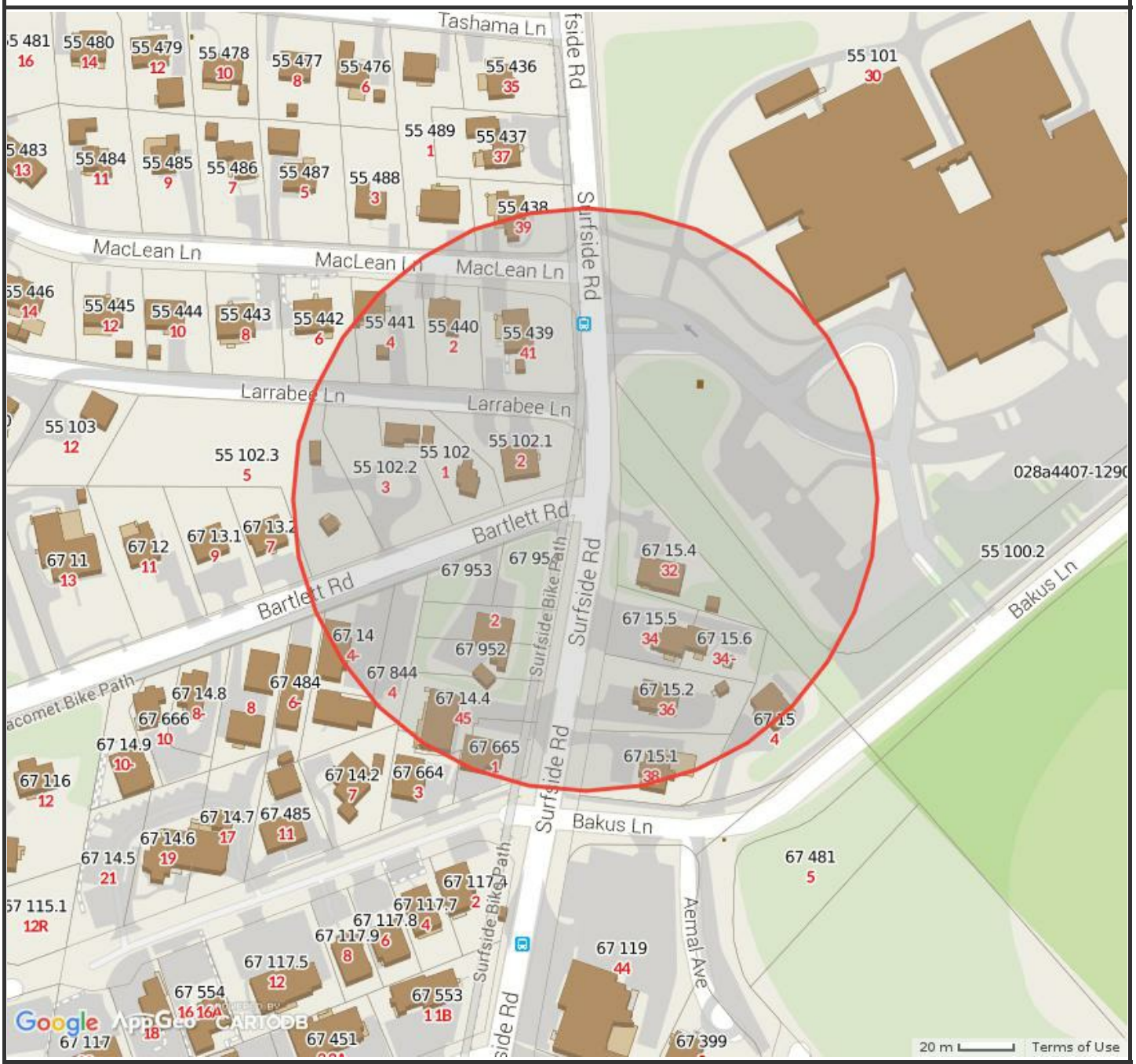


MAP FOR REFERENCE ONLY
NOT A LEGAL DOCUMENT

Town and County of Nantucket, MA makes no claims and no warranties, expressed or implied, concerning the validity or accuracy of the GIS data presented on this map.

Parcels updated December, 2014
Properties updated January, 2015

Surfside Road at Bartlett Road Locus Map



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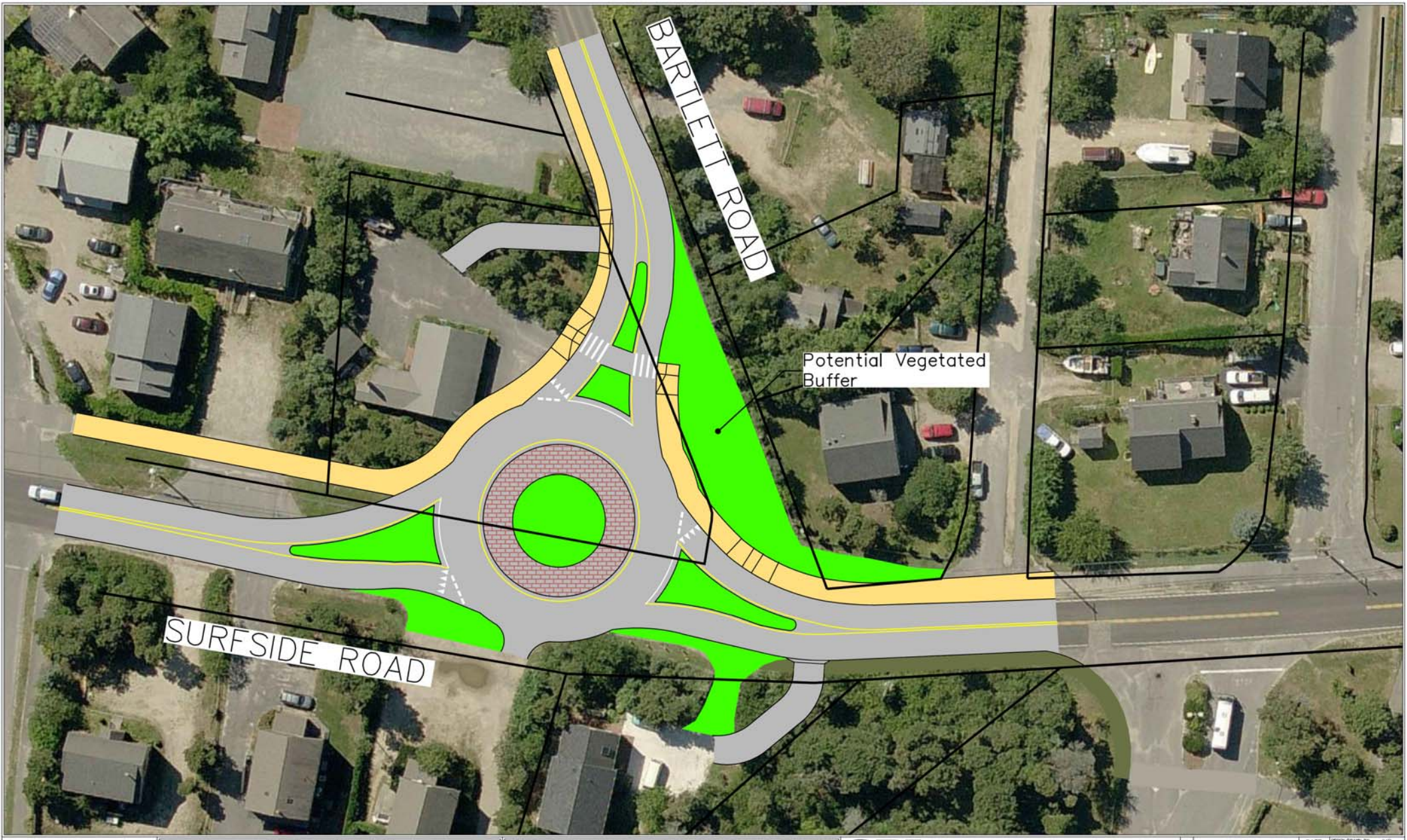
Parcels updated December, 2014
Properties updated January, 2015

Attachment 2 – Conceptual Plan for a Modern Roundabout



GRAPHIC SCALE
0 20 40 60 FEET

ROUNDABOUT
SURFSIDE RD AT BARTLETT RD

CONCEPTUAL PLAN
NANTUCKET, MA

PROJECT: DESIGN SERVICES FOR THE TRANSPORTATION IMPROVEMENT PROJECT
NANTUCKET, MASSACHUSETTS

PREPARED FOR: Town of Nantucket

GPI Greenman-Pedersen, Inc.
Engineers, Architects, Planners, Construction Engineers & Inspectors
181 Ballardvale Street, Suite 202, Wilmington MA 01887
Tel. (978) 570-2999
Other Offices In: FL, MD, MI, NJ, NY, OH, PA, VA, VT, WA http://www.gpinet.com

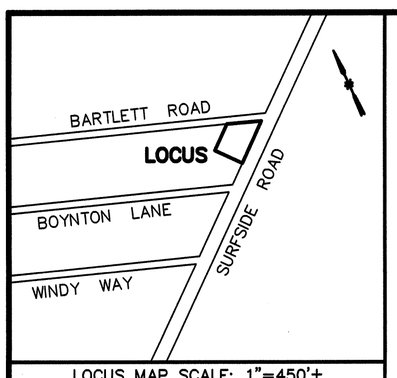
NO.	REVISION	DATE

DESIGN/DRAWN BY: JMD
CHECK BY: NFC
DATE: 4/3/2013
SCALE: 1"=40'
JOB NO.: MAX-2013008.00
FILE NAME:
DRAWING NO.:
1 OF 1

Attachment 3 –
Plan of Land for 2 Bartlett Road

2014 00000074
Bk: Pg: 0 Page: 0
Doc: PLAN 09/10/2014 11:51 AM

NANTUCKET REGISTRY OF DEEDS
Date 9/10/2014
Time 11:51 Am
Plan BK. _____ PG. _____
Plan File 2014-74
Attest: Jennifer H Ferreira Register
Sheet 1 of 1
RESERVED FOR REGISTRY USE ONLY



LOCUS MAP SCALE: 1"=450'±

MERIDIAN: PLAN BOOK 21, PAGE 71

REFERENCES:
OWNER: PETER E. & SUSAN SYLVIA
DEED REFERENCE: DEED BOOK 322, PAGE 39
PLAN REFERENCE: PLAN BOOK 21, PAGE 71

ASSESSORS REFERENCE:
MAP: 67 PARCEL: 14.3

ZONING CLASSIFICATION
DISTRICT: RC-2 (PWR)

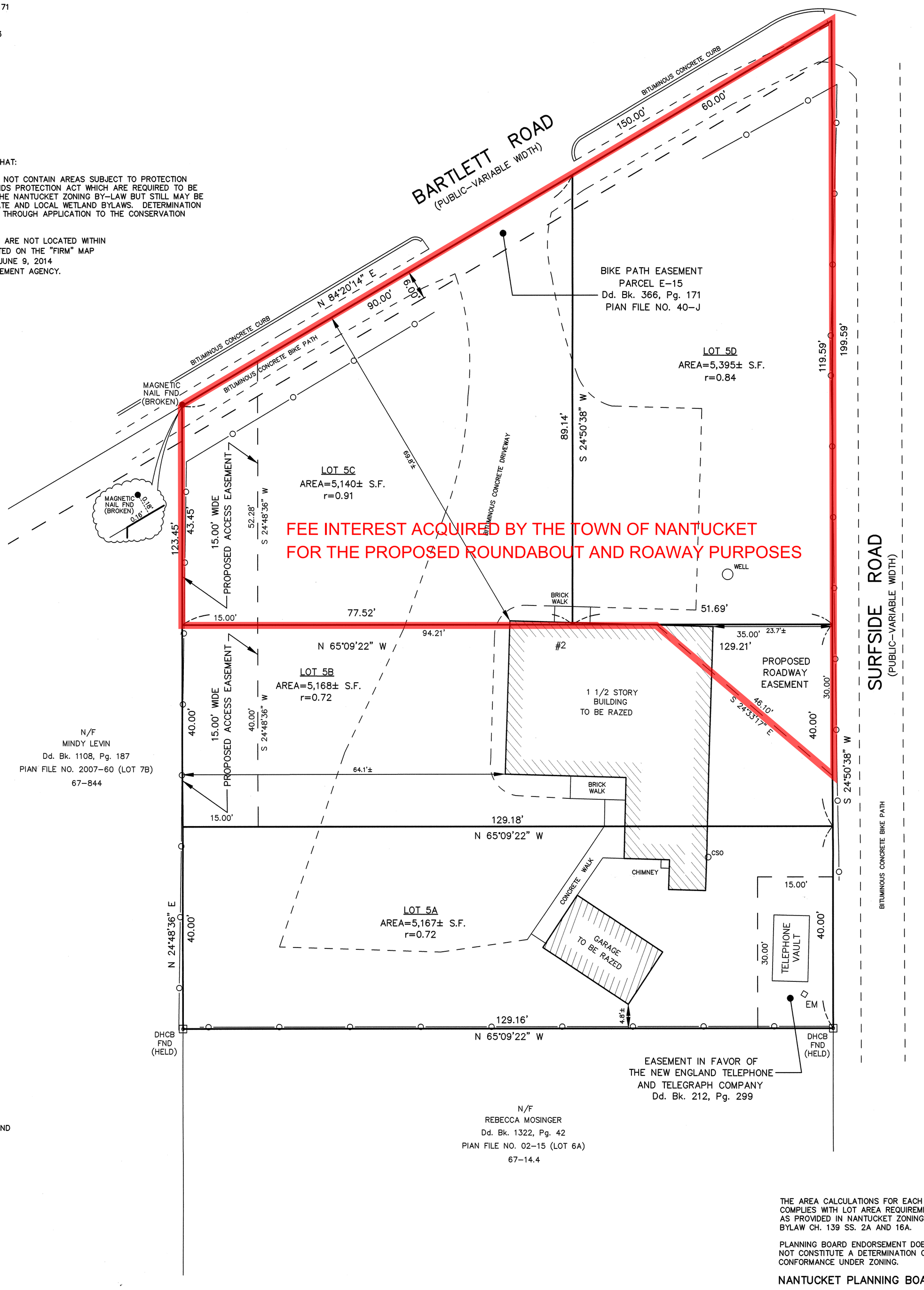
MINIMUM LOT SIZE =5,000 S.F.
MINIMUM FRONTAGE =40'
FRONT YARD SETBACK =10'
SIDE & REAR LINE SETBACK =5'
MAX. GROUND COVER RATIO =50%

NOTES:

1. THE PLANNING BOARD DETERMINES THAT:

   LOT(S) 5A–5D DO NOT CONTAIN AREAS SUBJECT TO PROTECTION UNDER THE MASSACHUSETTS WETLANDS PROTECTION ACT WHICH ARE REQUIRED TO BE EXCLUDED FROM LOT AREA UNDER THE NANTUCKET ZONING BY-LAW BUT STILL MAY BE SUBJECT TO PROTECTION UNDER STATE AND LOCAL WETLAND BYLAWS. DETERMINATION OF APPLICABILITY MAY BE OBTAINED THROUGH APPLICATION TO THE CONSERVATION COMMISSION.

2. THE PREMISES SHOWN ON THIS PLAN ARE NOT LOCATED WITHIN A FLOOD HAZARD ZONE AS DELINEATED ON THE "FIRM" MAP NO. 25019C0089G; MAP EFFECTIVE: JUNE 9, 2014 BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY.



LEGEND:

DHCB	DRILL HOLE/CONCRETE BOUND
Dd. Bk.	BOOK
FND	FOUND
GC	GROUND COVER
MEAS.	MEASURED
N/F	NOW OR FORMERLY
Pl. Bk.	PLAN BOOK
S.F.	SQUARE FEET
SSM	STEEL SURVEYORS MARKER
-o-o-	POST AND RAIL FENCE

THE AREA CALCULATIONS FOR EACH LOT COMPLIES WITH LOT AREA REQUIREMENTS AS PROVIDED IN NANTUCKET ZONING BYLAW CH. 139 SS. 2A AND 16A.

PLANNING BOARD ENDORSEMENT DOES NOT CONSTITUTE A DETERMINATION OF CONFORMANCE UNDER ZONING.

NANTUCKET PLANNING BOARD
APPROVAL UNDER THE SUBDIVISION CONTROL LAW NOT REQUIRED

BARRY HECTOR, CHAIRMAN
LINDA WILLIAMS, VICE–CHAIRMAN
NATHANIEL LOWELL
JOHN MCLAUGHLIN
SYLVIA HOWARD

DATE APPROVED 8-11-14
DATE SIGNED 8-11-14
FILE NO. 7721

PLAN OF LAND
#2 BARTLETT ROAD
IN
NANTUCKET, MASSACHUSETTS

SCALE: 1"=10' DATE: AUGUST 04, 2014

PREPARED FOR:
TOWN OF NANTUCKET

NANTUCKET SURVEYORS, LLC
5 WINDY WAY
NANTUCKET, MA 02554
(508) 228–0240

GRAPHIC SCALE
1"=10'
0 10 20 30 40

" I HEREBY CERTIFY THAT THIS PLAN HAS BEEN PREPARED IN ACCORDANCE WITH THE RULES AND REGULATIONS OF THE REGISTERS OF DEEDS OF THE COMMONWEALTH OF MASSACHUSETTS."

PROFESSIONAL LAND SURVEYOR 8/4/14 DATE

COMMONWEALTH OF MASSACHUSETTS
PAUL J. SANTOS
No. 36124
PROFESSIONAL LAND SURVEYOR

N-9941

I:\JOBS 9632-10999\9000's\9900'S\9940'S\9941\AUTOCAD\N9941 POETS CORNER ANR.dwg, Layout1