

SITE PLAN OF LAND
AT 1172 STAFFORD STREET
IN
OXFORD, MASSACHUSETTS

OWNER & APPLICANT:
PYPE - WRENCH CORP.
319 SOUTHBRIDGE STREET
AUBURN, MASSACHUSETTS 01501

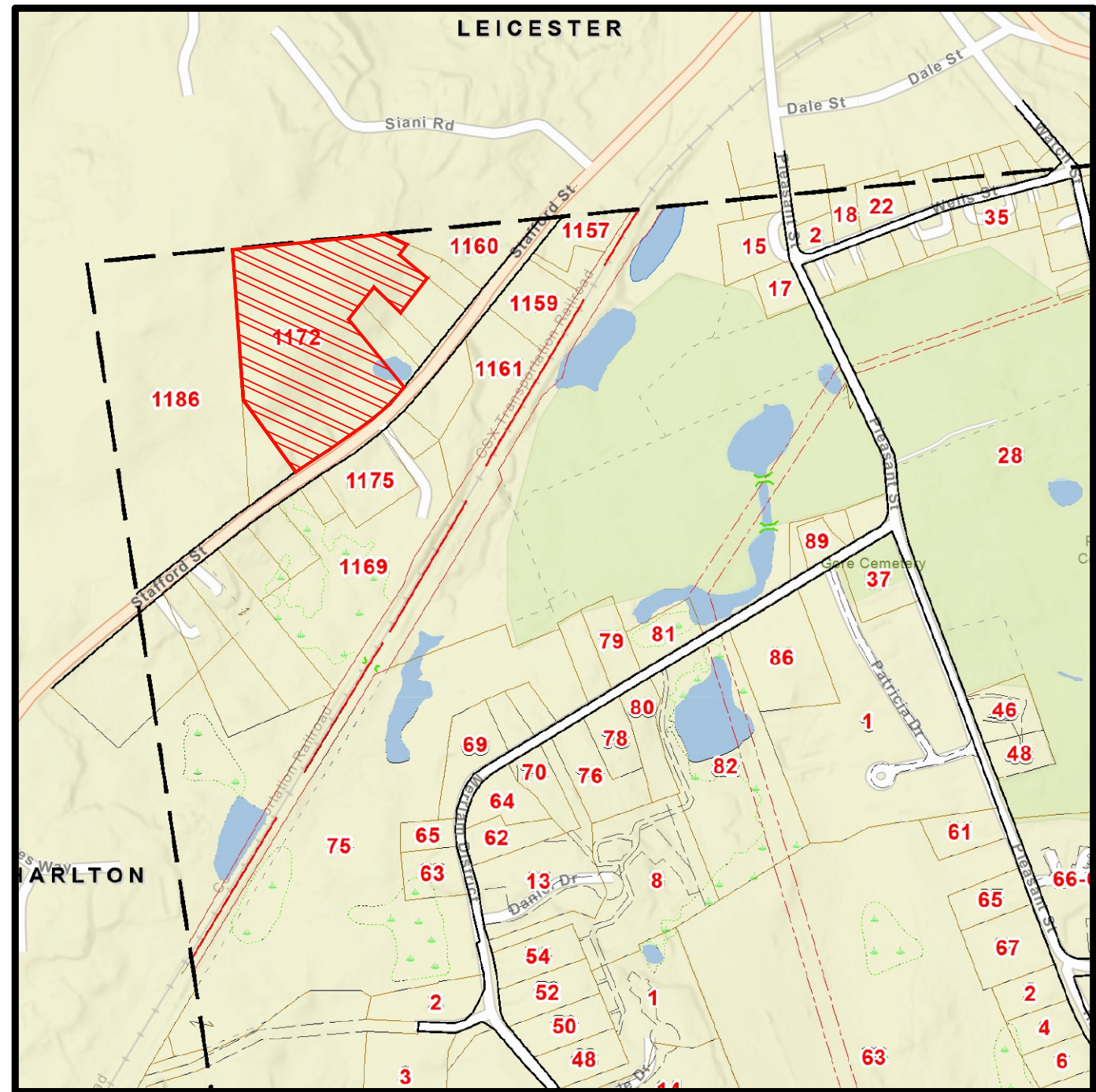
CLIENT NUMBER: 521
JOB NUMBER: 255-521
DRAWING : 1172STAFFORDCURRENT.dwg

PREPARED BY
EXPEDITED ENGINEERING, LLC
118 TURNPIKE ROAD, SUITE 300
SOUTHBOROUGH, MASSACHUSETTS 01772
TELEPHONE (508) 399 - 9993
EMAIL: james@expeditedengineers.com

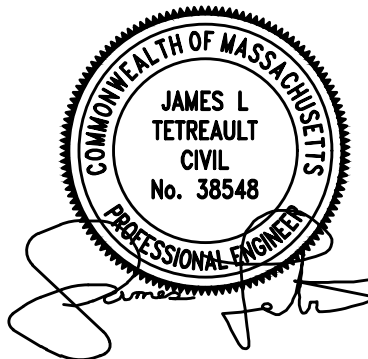
DATE:
APRIL 11, 2025

SHEET DIRECTORY

TITLE SHEET	(THIS SHEET)
KEY SHEET	
EXISTING CONDITIONS PLANS	E1 - E2
SITE LAYOUT PLANS	S1 - S2
GRADING PLANS	G1 - G2
EROSION & SEDIMENT CONTROL PLANS	ESC1 - ESC2
DETAIL PLANS	D1 - D4



LOCUS MAP
1" = 600'





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KEY SHEET



KEY

- EXISTING EDGE OF PAVEMENT
- STONE WALL
- EXISTING GRADE CONTOUR
- PROPOSED CURB
- PROPOSED DRAIN MANHOLE
- PROPOSED CATCH BASIN
- PROPOSED SEWER MANHOLE
- PROPOSED WATER LINE
- PROPOSED HYDRANT

NOTES:

- ALL EXISTING FEATURES AND TOPOGRAPHY ARE THE WORK PRODUCT OF A SURVEY BY HS&T GROUP.
- THIS DEVELOPMENT PROPOSES 10 CONTRACTOR'S YARD BUILDINGS MEASURING 124 FEET BY 60 FEET.

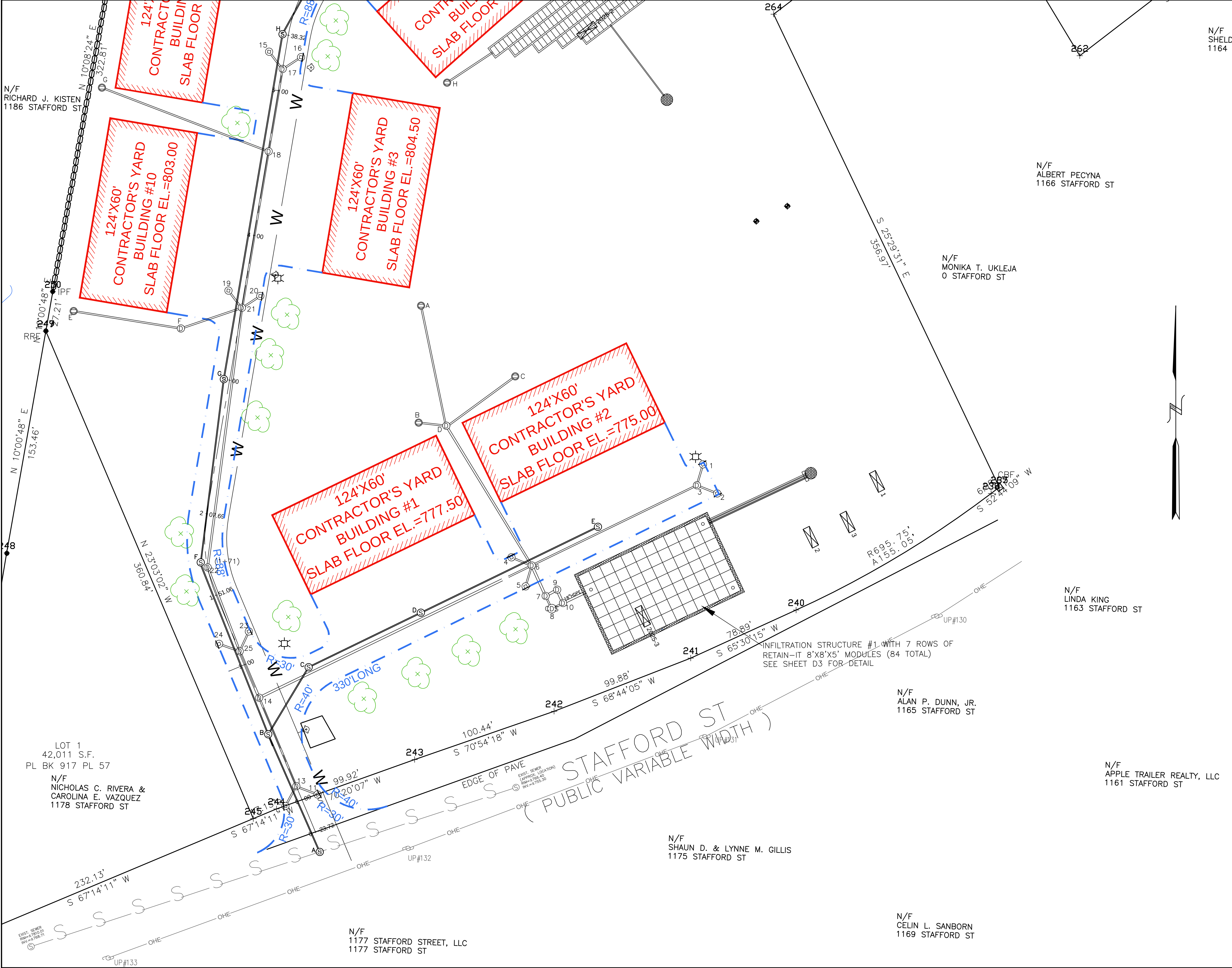
EXPEDITED ENGINEERING, LLC
Professional Engineers & Erosion Control Specialists
118 Turnpike Road, Suite 300, Southborough, MA 01772
Telephone (508)-399-9993 james@expeditedengineers.com

CLT. NO. 521 JOB NO. 255-521
DATE: APRIL 11, 2025 DWG. NO. 1172STAFFORDCURRENT

REVISIONS	
DATE:	DESCRIPTION

SCALE: 1 INCH = 30 FEET
0 15 30 60 90
FEET
0 15 30
METERS

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EXISTING CONDITIONS PLAN E2



KEY

- EXISTING EDGE OF PAVEMENT
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- EXISTING GRADE CONTOUR
- PROPOSED CURB
- PROPOSED DRAIN MANHOLE
- PROPOSED CATCH BASIN
- PROPOSED SEWER MANHOLE
- PROPOSED WATER LINE
- PROPOSED HYDRANT
- PROPOSED TREE PLANTING

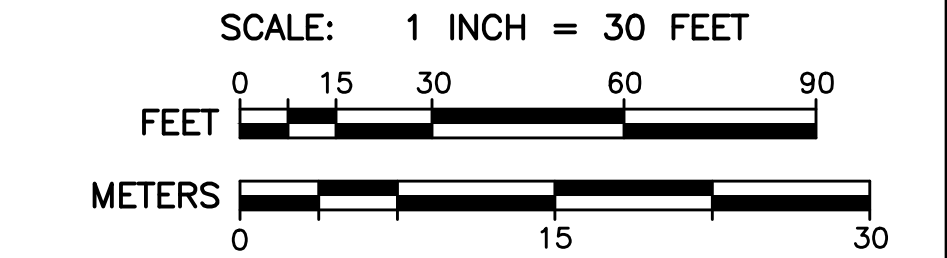
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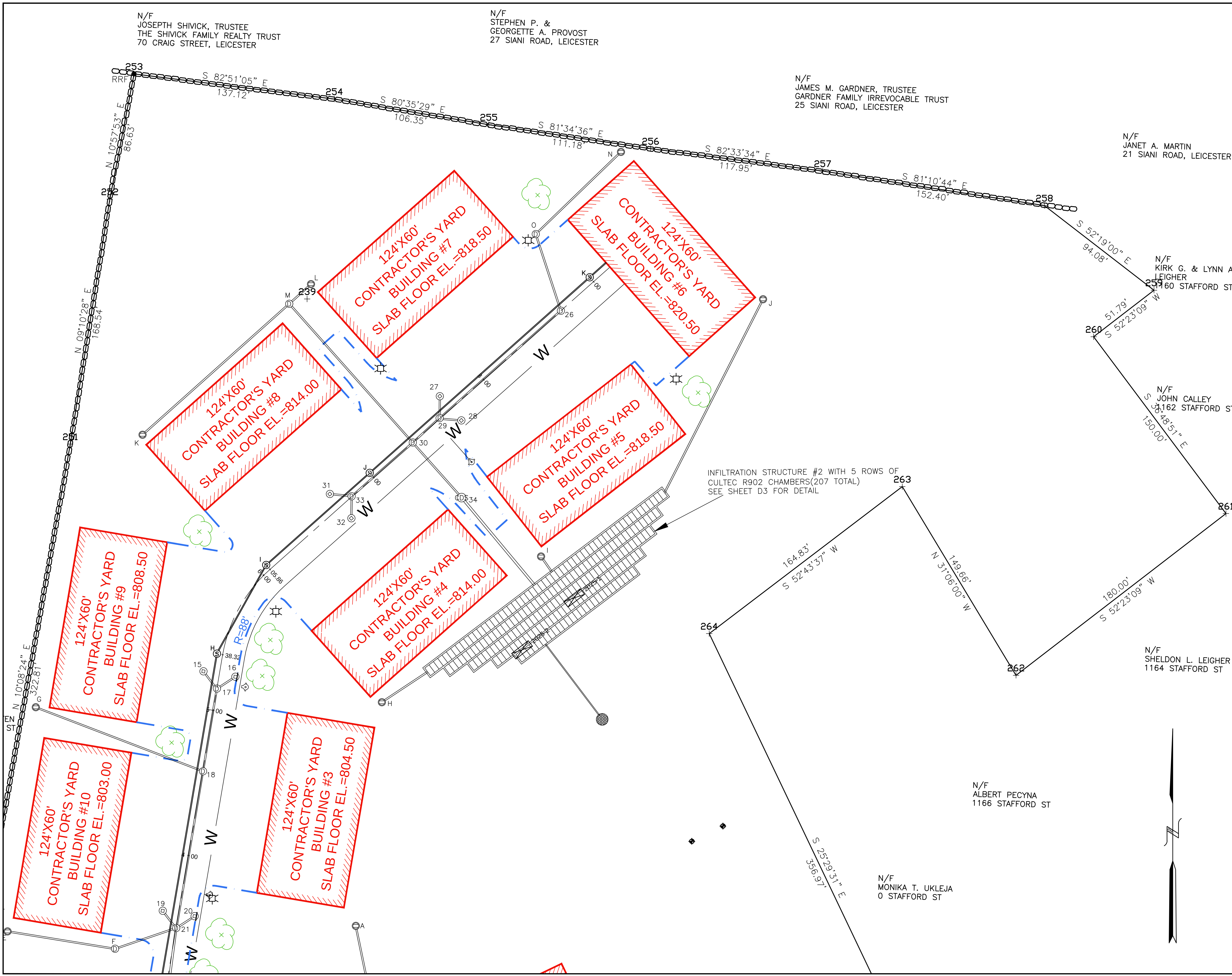
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SITE LAYOUT PLAN **S1**



KEY

- EXISTING EDGE OF PAVEMENT
- STONE WALL
- EXISTING GRADE CONTOUR
- PROPOSED CURB
- PROPOSED DRAIN MANHOLE
- PROPOSED CATCH BASIN
- PROPOSED DROP INLET
- CATCH BASIN
- PROPOSED SEWER MANHOLE
- PROPOSED WATER LINE
- PROPOSED HYDRANT
- PROPOSED TREE PLANTING

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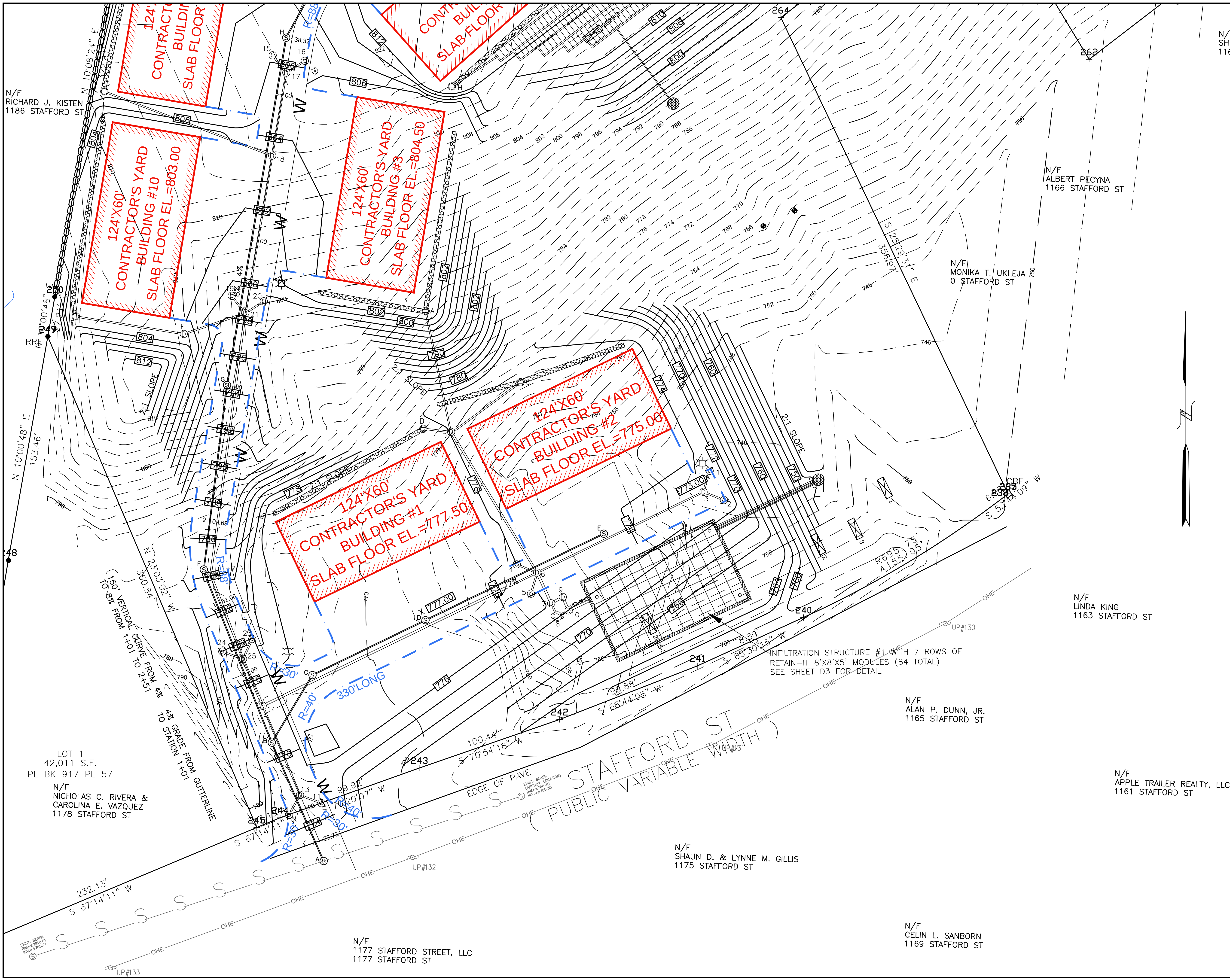
FEET 0 15 30 60 90

METERS 0 15 30

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SITE LAYOUT PLAN S2



KEY

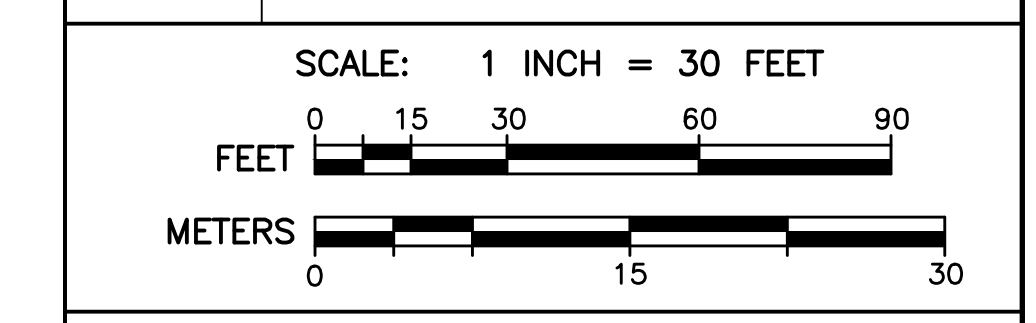
- EXISTING EDGE OF PAVEMENT
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- PROPOSED DRAIN MANHOLE
- PROPOSED CATCH BASIN
- PROPOSED SEWER MANHOLE
- PROPOSED WATER LINE
- PROPOSED HYDRANT
- PROPOSED DRAINAGE SWALE LEADING TO A DROP INLET CATCH BASIN
- PROPOSED ELEVATION CONTOUR

NOTES:

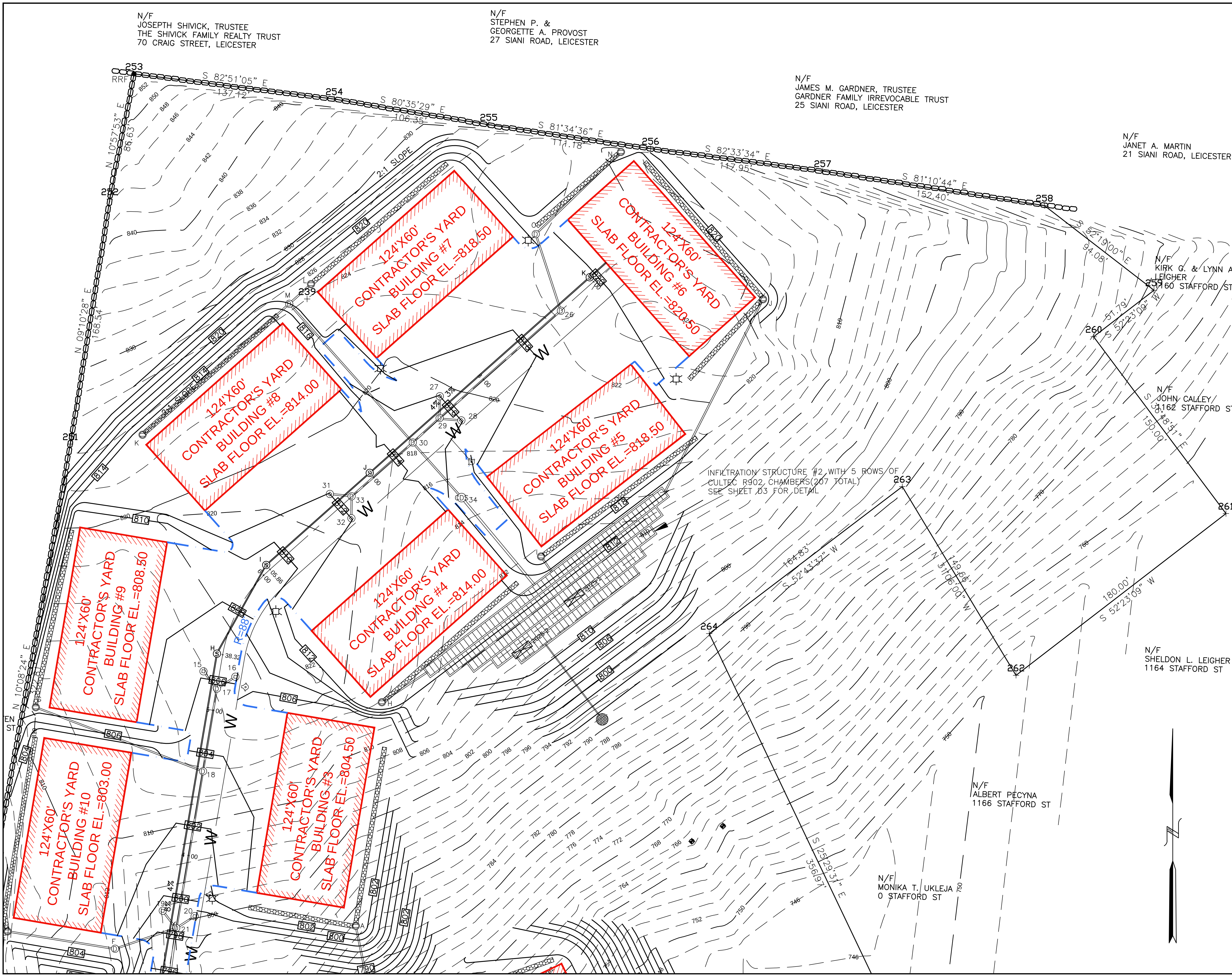
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GRADING PLAN G1



KEY

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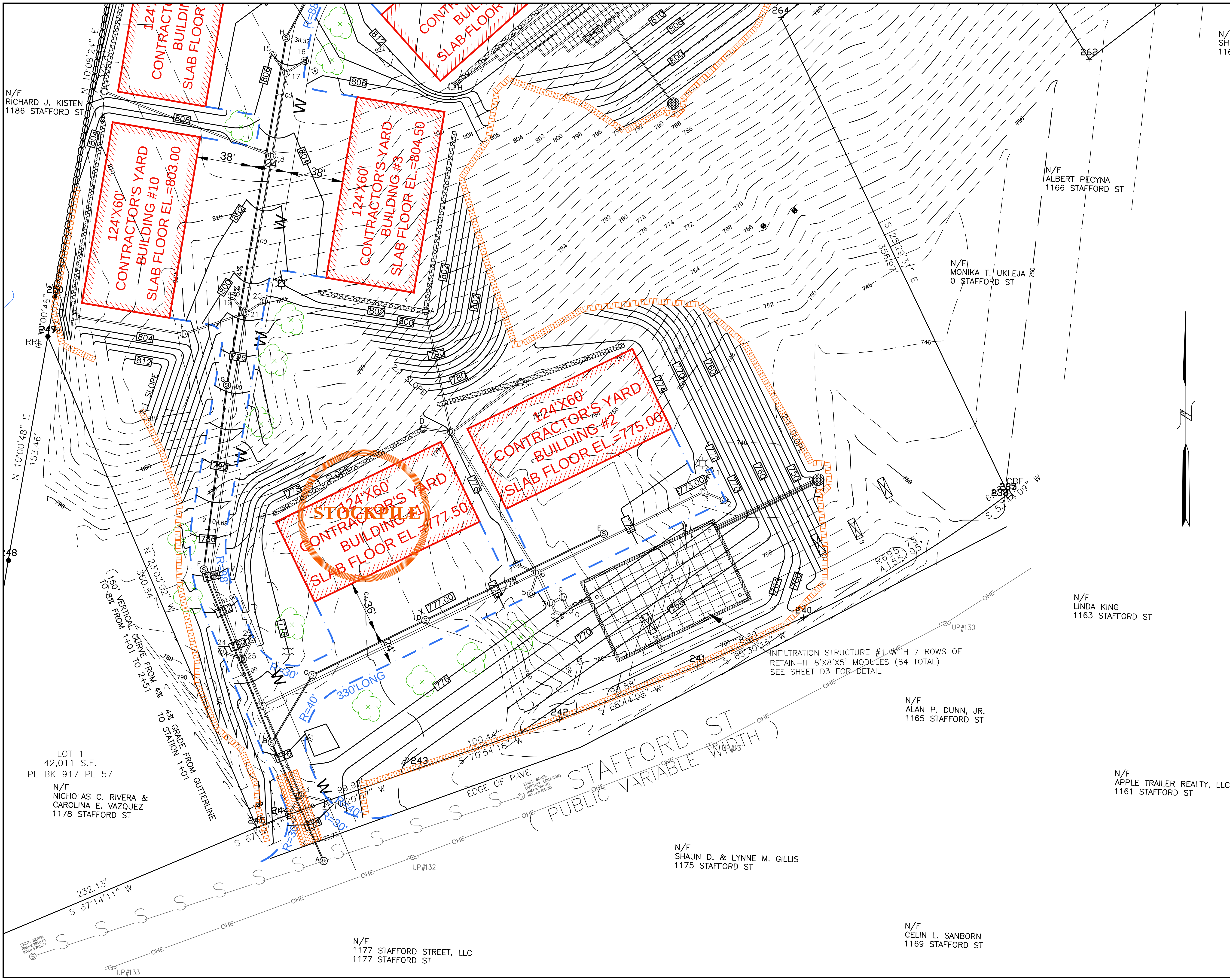
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FEET 0 15 30 60 90

METERS 0 15 30

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GRADING PLAN G2

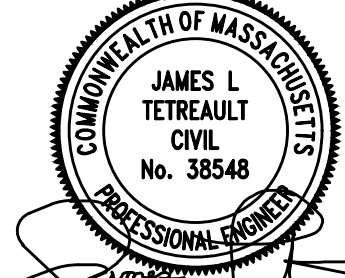


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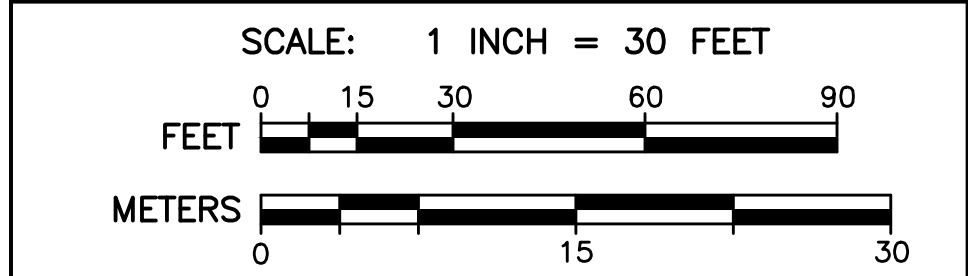
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- PROPOSED DRAINAGE SWALE LEADING TO A DROP INLET CATCH BASIN
- PROPOSED ELEVATION CONTOUR
- PROPOSED SEDIMENT CONTROL BARRIER
- PROPOSED SITE EXIT MAT

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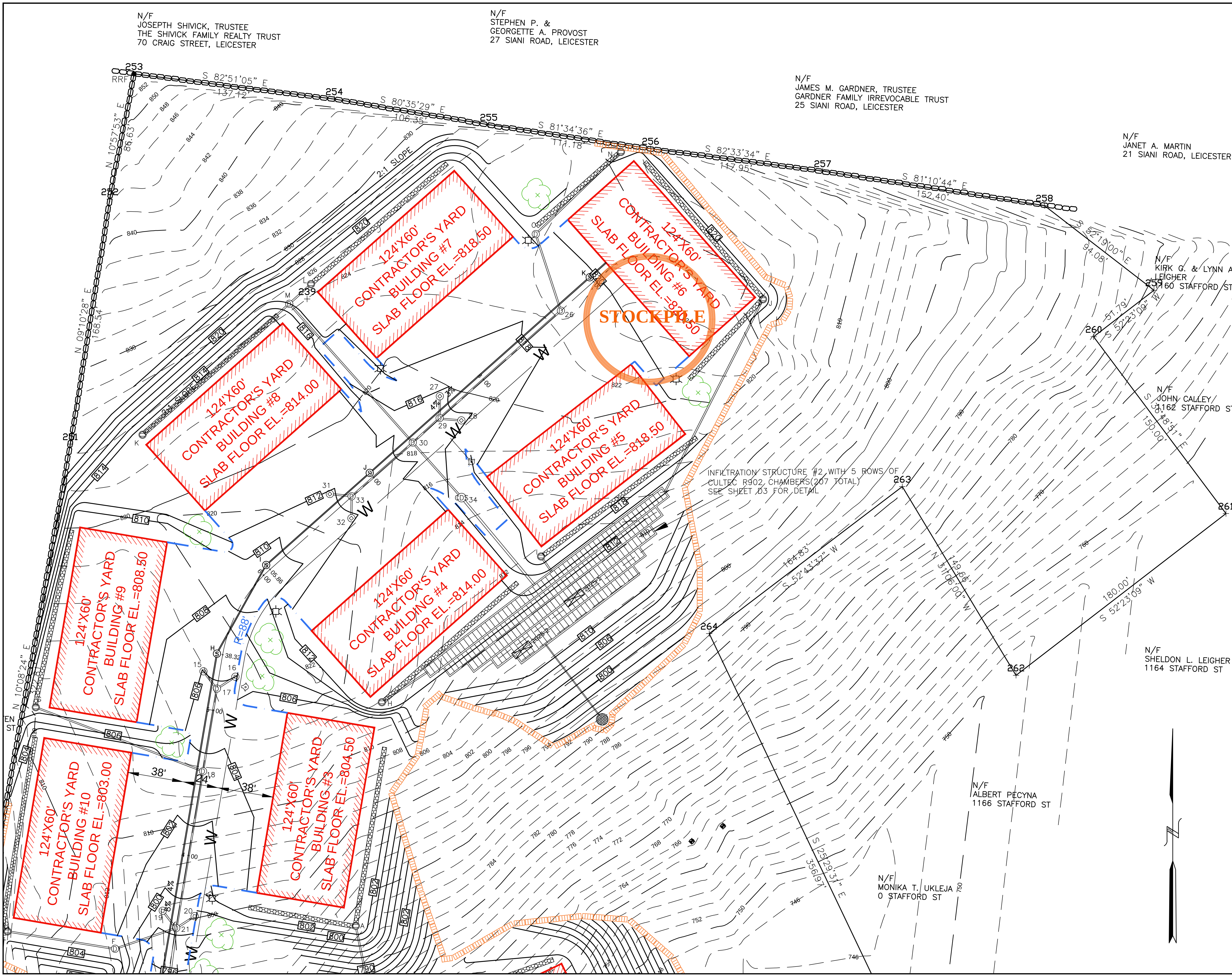

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EROSION & SEDIMENT CONTROL PLAN ESC1

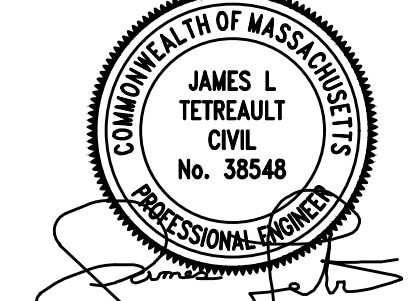


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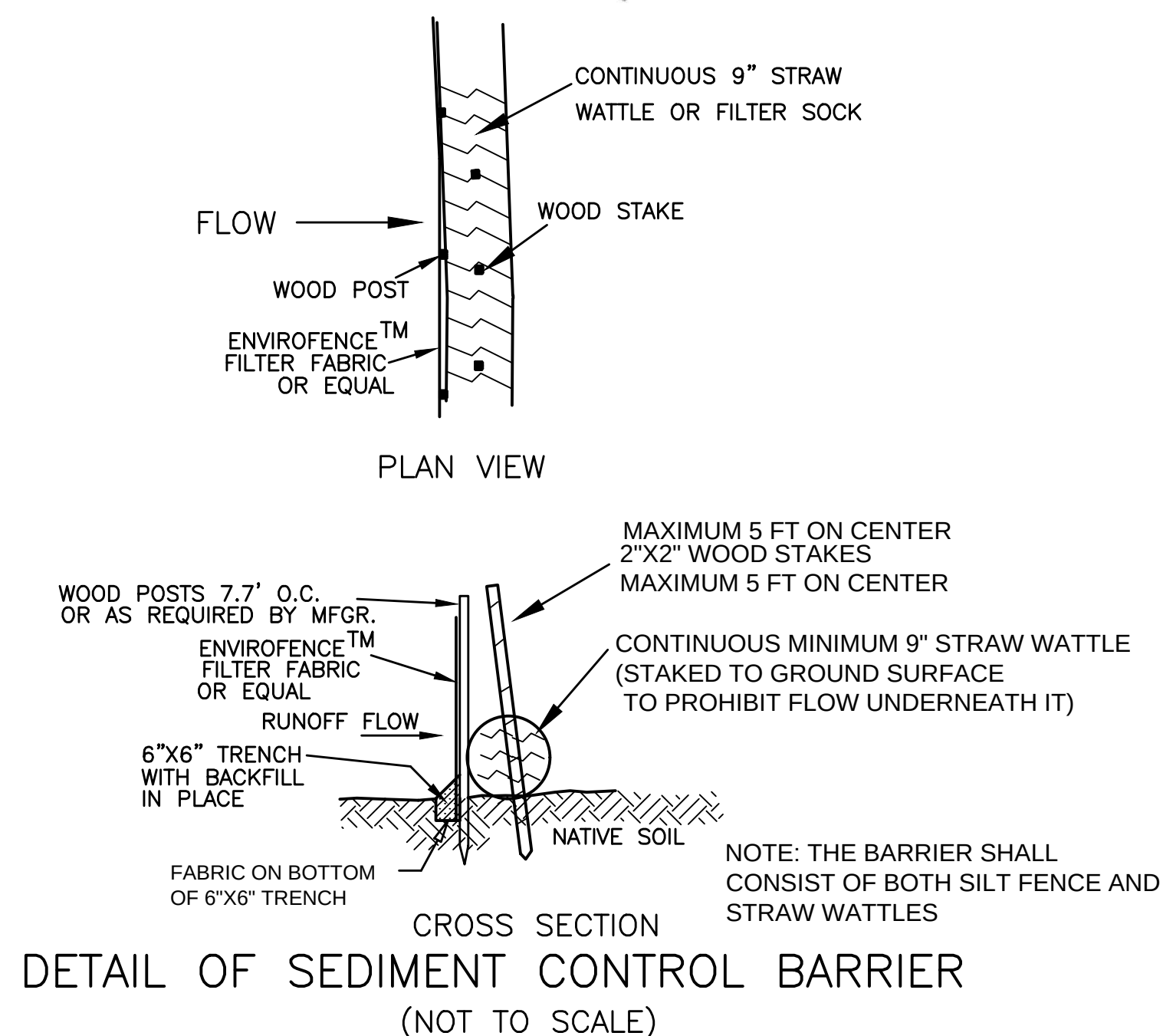
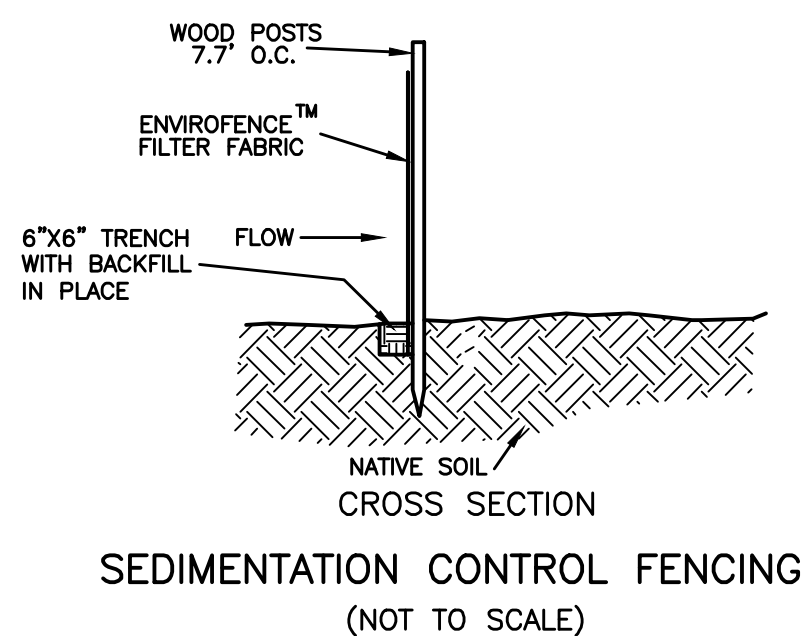
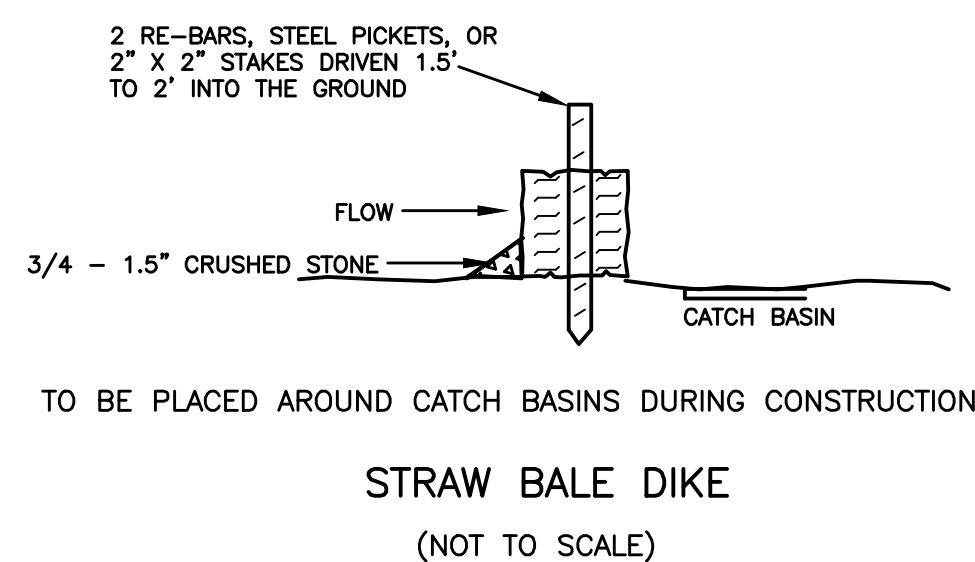
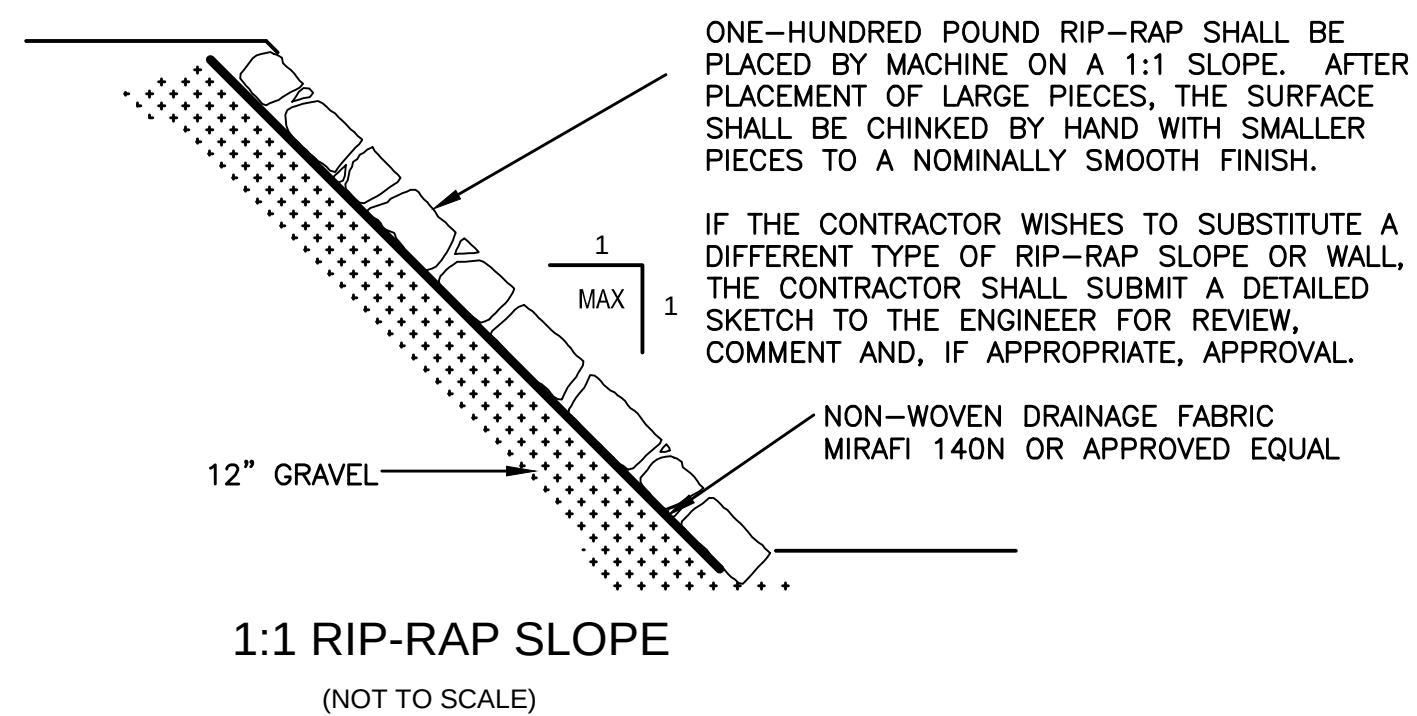
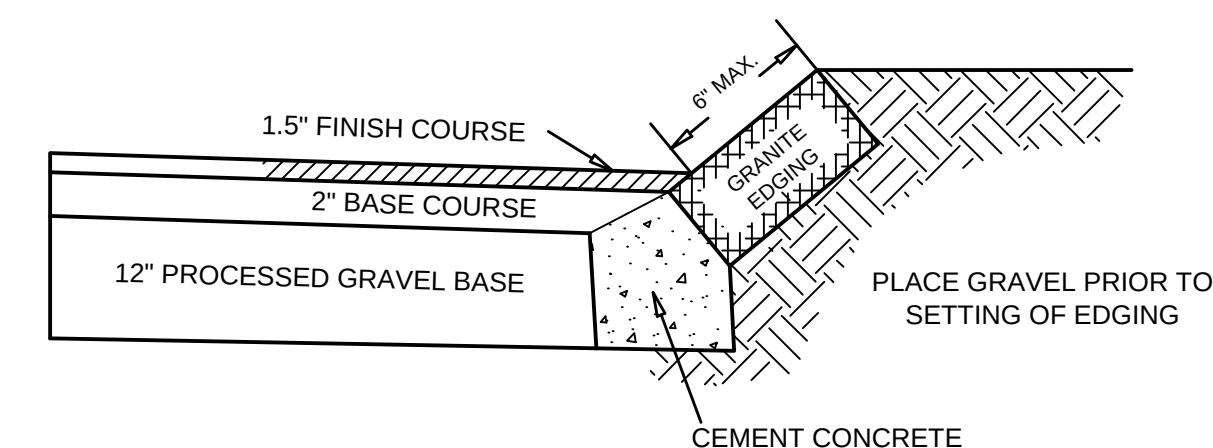
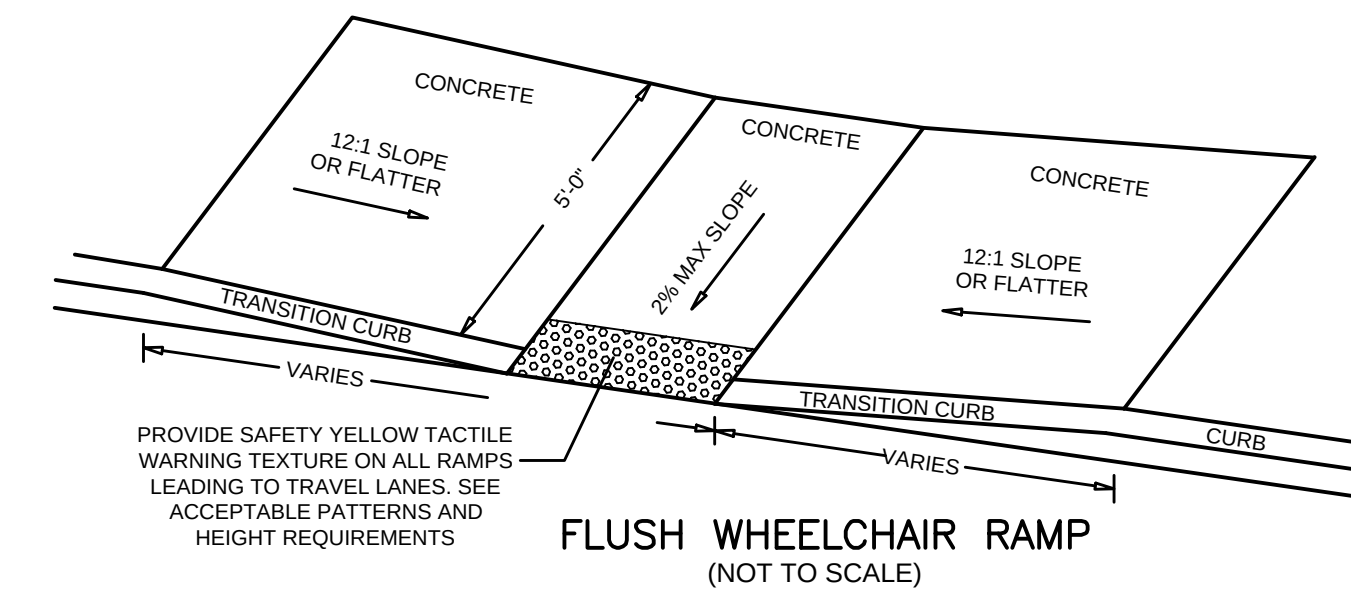
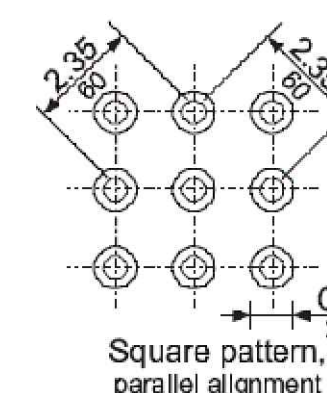
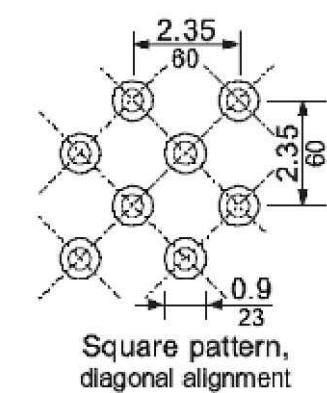
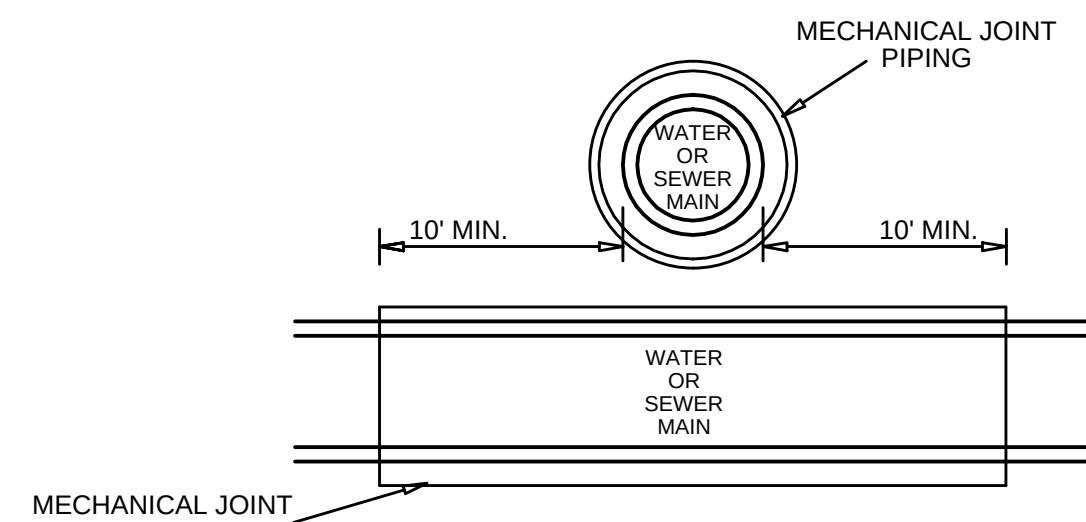
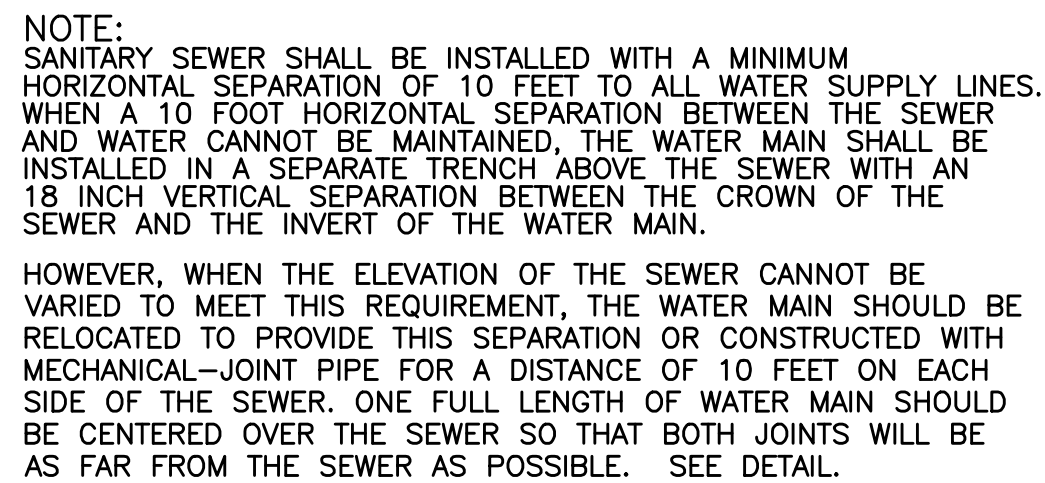
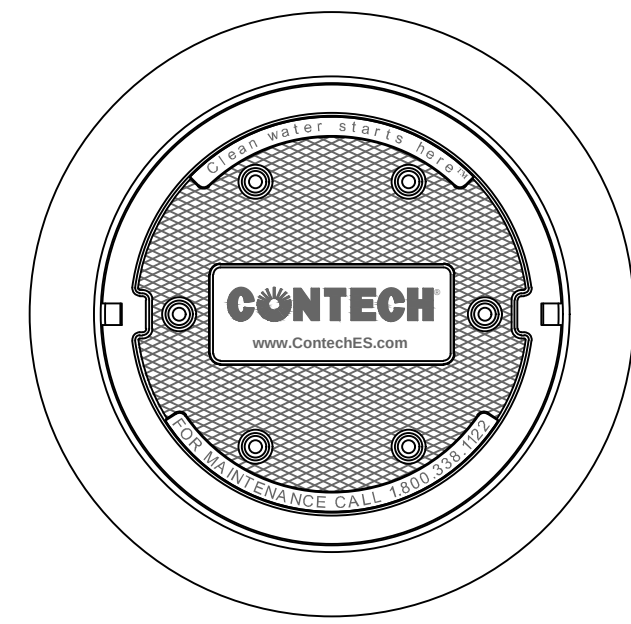
SCALE: 1 INCH = 30 FEET

0 15 30 60 90
FEET

0 15 30
METERS

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EROSION & SEDIMENT CONTROL PLAN ESC2



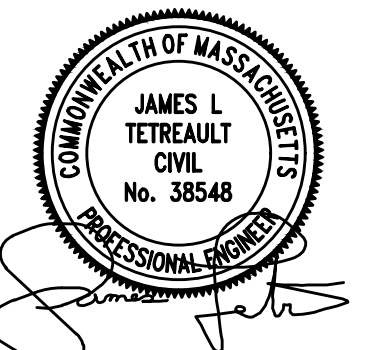
- 1) THERE ARE NO FEMA FLOOD ZONES ON THE NEW 8 ACRE PARCEL.
- 2) ACCORDING TO THE MASSMAPPER WEB SITE, THERE ARE NO ENDANGERED SPECIES HABITATS AND NO VERNAL POOLS ON OR ADJACENT TO THIS SITE.
- 3) THE PROJECT SITE IS SHOWN AS PARCEL A-03-01 ON ASSESSOR MAP 1.
- 4) TOTAL SITE ALTERATION IS EXPECTED TO BE 7.1 ACRES.
- 5) TOPSOIL WILL BE STOCKPILED IN THE AREA OF PROPOSED BUILDING #6 OR OTHER SUITABLE LOCATION.

EXCEPT FOR VISIBLE STRUCTURES (MANHOLES, GATES, POLES, ETC.) LOCATED BY THE PROJECT SURVEYOR, ALL UNDERGROUND UTILITIES SHOWN WERE COMPILED ACCORDING TO AVAILABLE RECORD PLANS FROM THE VARIOUS UTILITY COMPANIES AND PUBLIC AGENCIES AND ARE APPROXIMATE ONLY. ACTUAL LOCATIONS MUST BE DETERMINED IN THE FIELD BEFORE DESIGNING, EXCAVATING, BLASTING OR INSTALLING, BACKFILLING, GRADING, PAVEMENT RESTORATION, OR REPAIRING.

ALL UTILITY COMPANIES, PUBLIC & PRIVATE, MUST BE CONTACTED, INCLUDING THOSE IN CONTROL OF UTILITIES NOT SHOWN ON THIS PLAN.

AZIMUTH LAND DESIGN, LLC ASSUMES NO RESPONSIBILITY FOR DAMAGES INCURRED AS A RESULT OF UTILITIES OMITTED OR INACCUATELY SHOWN.

CALL "DIG SAFE" AT 811 or 1-888-DIG-SAFE.

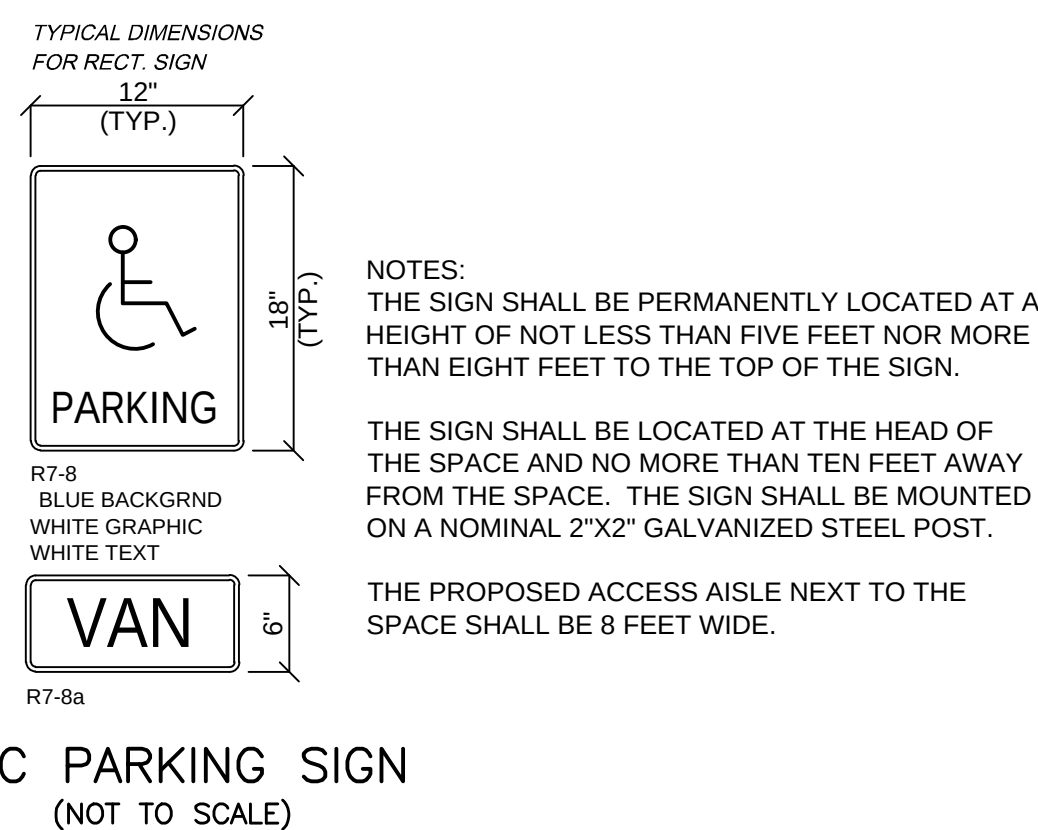
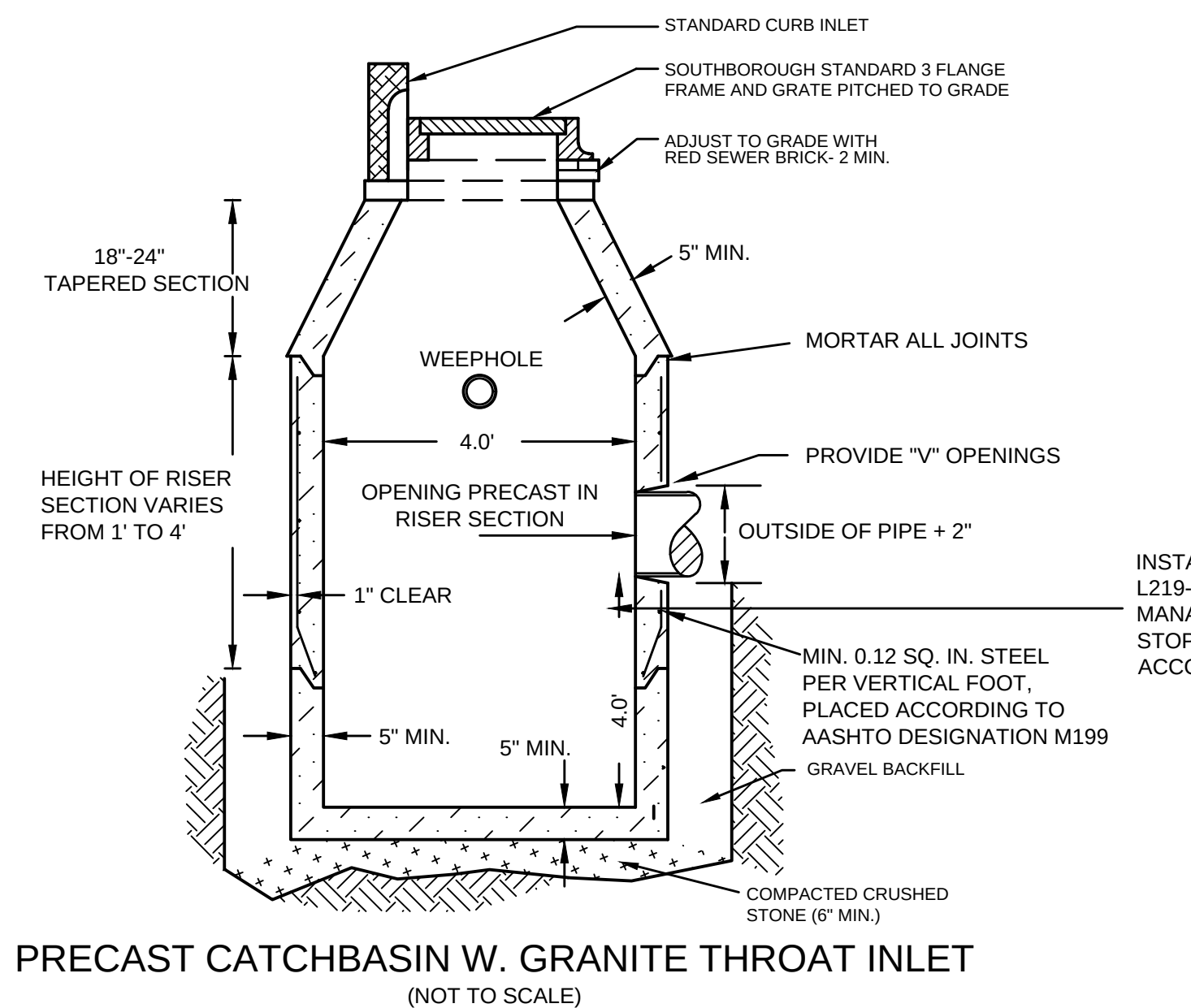


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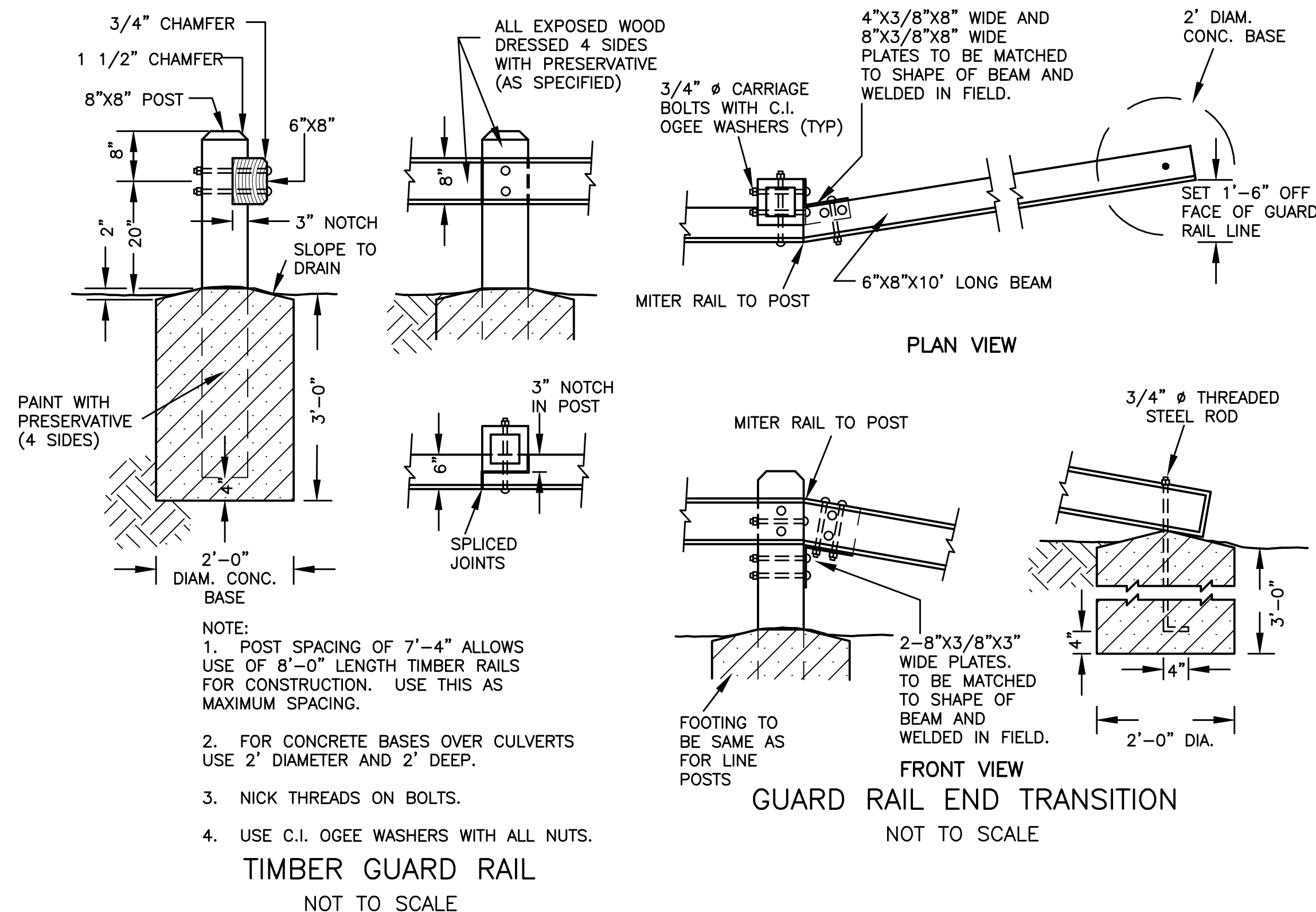
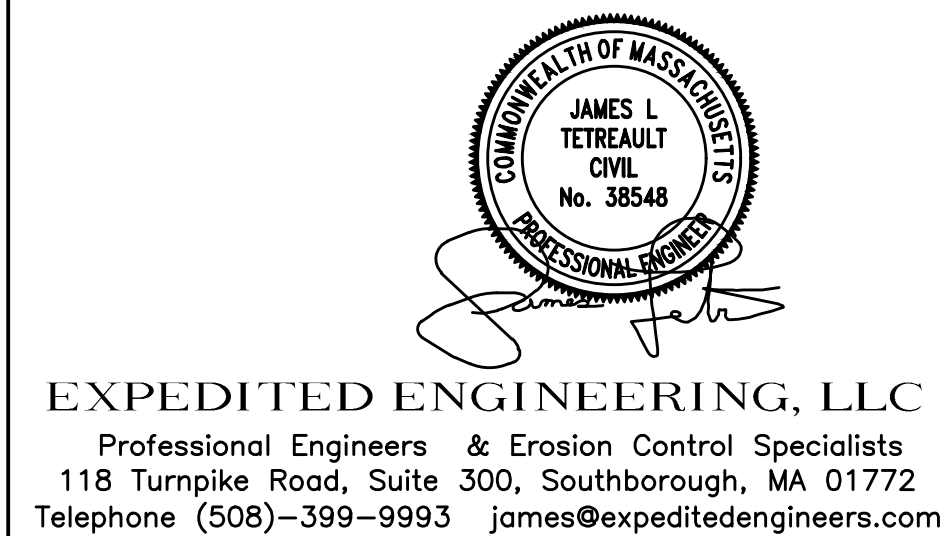
SCALE: AS NOTED

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DRAINAGE PIPE AND INVERT TABLE										
FROM			PIPE				TO			
STRUCTURE	RIM/GRATE	INVERT OUT	LENGTH (FT.)	SIZE (IN.)	SLOPE (FT./FT)	TYPE	STRUCTURE	INVERT IN		
TO INFILTRATION STRUCTURE #1 OFF STAFFORD STREET										
CB	1	773.00	769.00	11'	8"	0.018	HDPE	DMH	3	768.80
CB	2	773.00	769.00	11'	8"	0.018	HDPE	DMH	3	768.80
DMH	3	773.30	768.40	121'	12"	0.012	HDPE	DMH	6	767.00
DICB	A	802.10	790.00	80'	8"	0.225	HDPE	DMH	D	772.00
DICB	B	776.10	773.00	15'	8"	0.033	HDPE	DMH	D	771.50
DICB	C	774.10	770.50	54'	8"	0.019	HDPE	DMH	D	769.50
DMH	D	776.00	768.50	108'	15"	0.014	HDPE	DMH	6	767.00
CB	4	775.70	771.70	11'	8"	0.027	HDPE	DMH	6	771.40
CB	5	775.70	771.70	11'	8"	0.027	HDPE	DMH	6	771.40
CB	15	806.05	802.40	11'	8"	0.027	HDPE	DMH	17	801.70
CB	16	806.05	802.40	11'	8"	0.027	HDPE	DMH	17	801.70
DMH	17	805.95	801.20	53'	12"	0.038	HDPE	DMH	18	799.20
DICB	G	807.50	793.50	118'	8"	0.036	HDPE	DMH	18	799.20
DMH	18	803.50	808.50	104'	12"	0.034	HDPE	DMH	21	795.00
CB	19	799.05	795.50	11'	8"	0.027	HDPE	DMH	21	794.20
CB	20	799.05	794.50	11'	8"	0.027	HDPE	DMH	21	794.20
DICB	E	802.50	798.50	70'	8"	0.020	HDPE	DMH	F	797.10
DMH	F	803.00	795.50	40'	8"	0.063	HDPE	DMH	21	793.00
DMH	21	798.40	772.80	175'	15"	0.025	HDPE	DMH	22	778.50
DMH	22	784.05	774.40	57'	15"	0.025	HDPE	DMH	25	773.00
CB	23	779.60	775.60	11'	8"	0.028	HDPE	DMH	25	775.30
CB	24	779.60	775.60	11'	8"	0.028	HDPE	DMH	25	775.30
DMH	25	779.30	772.20	31'	18"	0.023	HDPE	DMH	14	771.50
CB	11	774.20	770.50	16'	8"	0.019	HDPE	DMH	13	770.20
CB	12	774.20	770.50	16'	8"	0.019	HDPE	DMH	13	770.20
DMH	13	774.85	769.70	61'	12"	0.020	HDPE	DMH	14	768.50
DMH	14	777.30	768.00	183'	18"	0.018	HDPE	DMH	6	764.70
DMH	6	775.40	764.50	19'	24"	0.016	HDPE	DMH	7	764.20
DMH	7	775.50	764.00	5'	8"	0.020	HDPE	CDS 3020C	8	763.90
CDS 3020C	8	774.20	764.00	4'	12"	0.025	HDPE	DMH	10	763.90
DMH	7	775.50	764.50	5'	18"	0.020	HDPE	DMH	9	764.40
DMH	9	775.00	763.40	6'	18"	0.033	HDPE	DMH	10	763.20
DMH	10	774.00	759.20	16'	24"	0.013	HDPE	INFILTRATION #1		759.00
TO INFILTRATION STRUCTURE #2 BELOW BUILDINGS #S 4 AND 5										
DICB	H	811.50	807.50	36'	8"	0.028	HDPE	INFILTRATION #2		806.50
DICB	J	819.00	814.00	146'	8"	0.055	HDPE	INFILTRATION #2		806.00
DICB	N	818.00	814.00	71'	8"	0.019	HDPE	DMH	0	812.50
DMH	O	820.50	812.30	55'	8"	0.020	HDPE	DMH	26	811.30
DMH	26	819.00	812.80	106'	12"	0.011	HDPE	DMH	29	814.60
CB	27	815.70	811.70	11'	12"	0.018	HDPE	DMH	29	811.40
CB	28	815.70	811.70	11'	12"	0.018	HDPE	DMH	29	811.40
DMH	29	815.60	809.10	21'	12"	0.043	HDPE	DMH	30	808.20
CB	31	811.70	808.00	11'	8"	0.028	HDPE	DMH	33	807.70
CB	32	811.70	808.00	11'	8"	0.028	HDPE	DMH	33	807.70
DMH	33	812.30	807.70	51'	12"	0.010	HDPE	DMH	30	807.20
DICB	K	813.00	808.30	129'	8"	0.005	HDPE	DMH	M	807.60
DICB	L	817.00	813.00	11'	12"	0.028	HDPE	DMH	M	812.70
DMH	M	818.00	807.60	108'	12"	0.005	HDPE	DMH	30	807.00
DMH	30	814.60	807.70	45'	18"	0.011	HDPE	CDS 3020C	34	806.20
CDS3020C	34	339.50	806.20	75'	18"	0.011	HDPE	INFILTRATION #2		805.40
DICB	I	817.00	807.50	11'	8"	0.045	HDPE	INFILTRATION #2		807.00

SANITARY SEWER PIPE AND INVERT TABLE										
FROM			PIPE				TO			
STRUCTURE		RIM/GRATE INVERT OUT	LENGTH (FT.)	SIZE '(N.)	SLOPE (F/T/F)	TYPE	STRUCTURE		INVERT IN	
SMH	K	819.00	812.00	196'	8"	0.031	PVC	SMH	J	806.00
SMH	J	813.00	805.80	90'	8"	0.031	PVC	SMH	I	803.00
SMH	I	809.40	802.80	65'	8"	0.043	PVC	SMH	H	800.00
SMH	H	806.50	799.80	234'	8"	0.062	PVC	SMH	G	785.20
SMH	G	794.40	785.00	82'	8"	0.089	PVC	SMH	F	774.20
SMH	F	784.40	774.00	122'	8"	0.090	PVC	SMH	B	763.00
SMH	E	774.40	768.00	130'	8"	0.017	PVC	SMH	D	765.80
SMH	D	777.00	765.60	81'	8"	0.017	PVC	SMH	C	764.20
SMH	C	776.50	765.00	45'	8"	0.020	PVC	SMH	B	763.00
SMH	B	776.40	762.80	84'	8"	0.019	PVC	SMH	A	761.20
SMH	A	773.50	760.70	138'	8"	0.039	PVC	EXISTING SMH		755.30



CLT. NO. 521	JOB NO. 255-521
DATE: APRIL 11, 2025	DWG NO. 1172STAFFORDCURRENT
REVISIONS	
DATE:	DESCRIPTION

SCALE: AS NOTED

SITE PLAN OF LAND

AT 1172 STAFFORD STREET

IN

OXFORD, MASS.

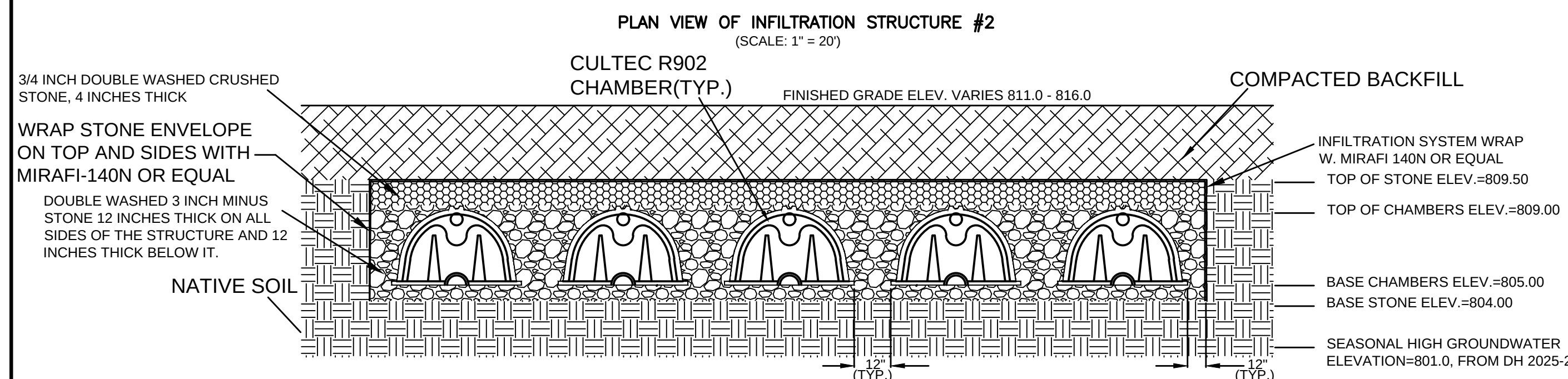
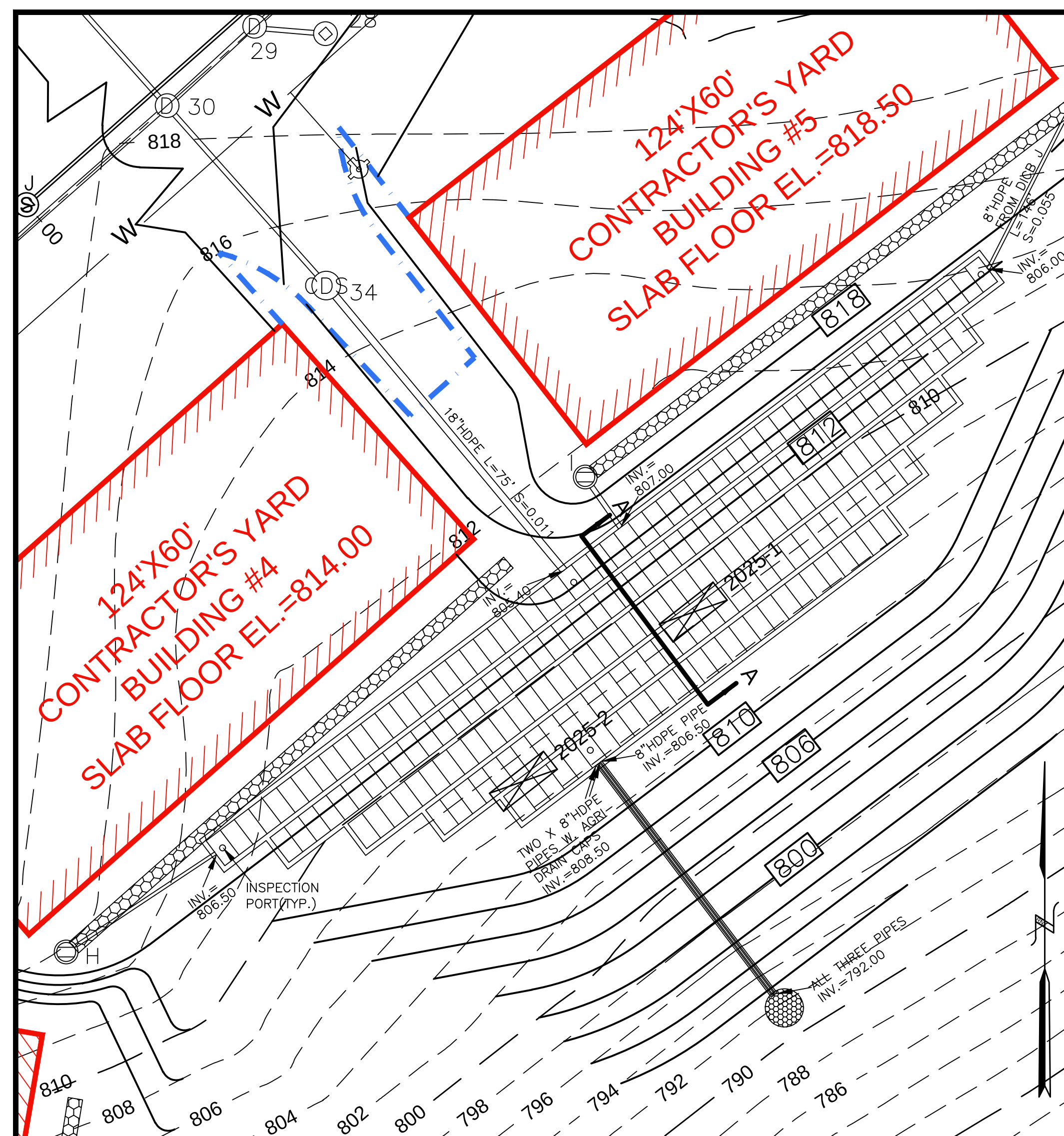
OWNER & APPLICANT:

PYPE-WRENCH CORP.

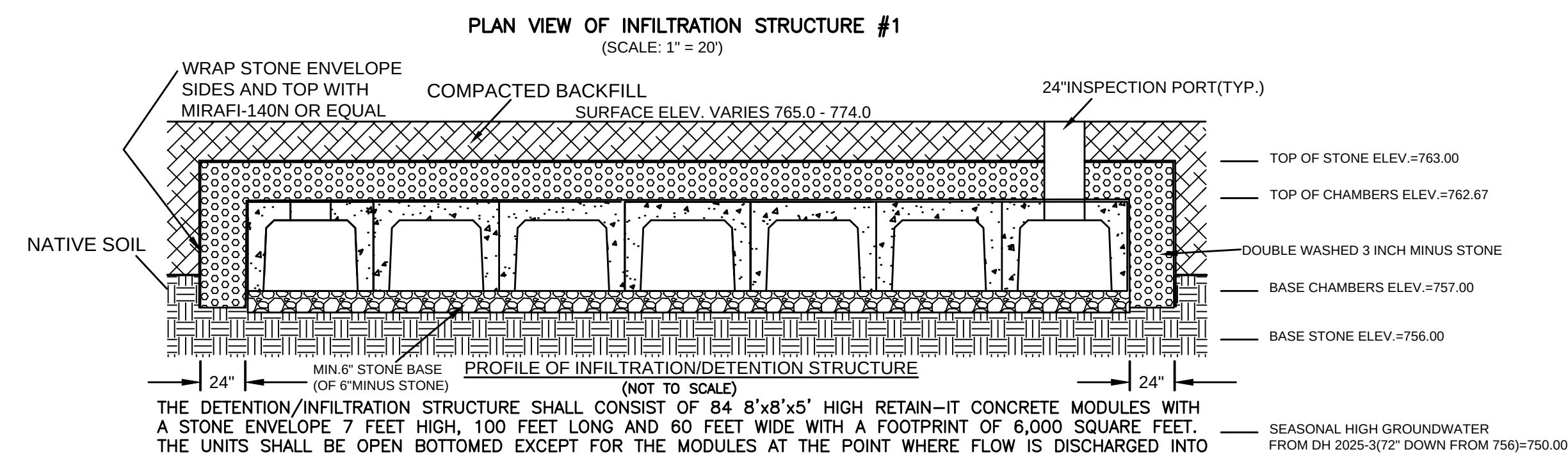
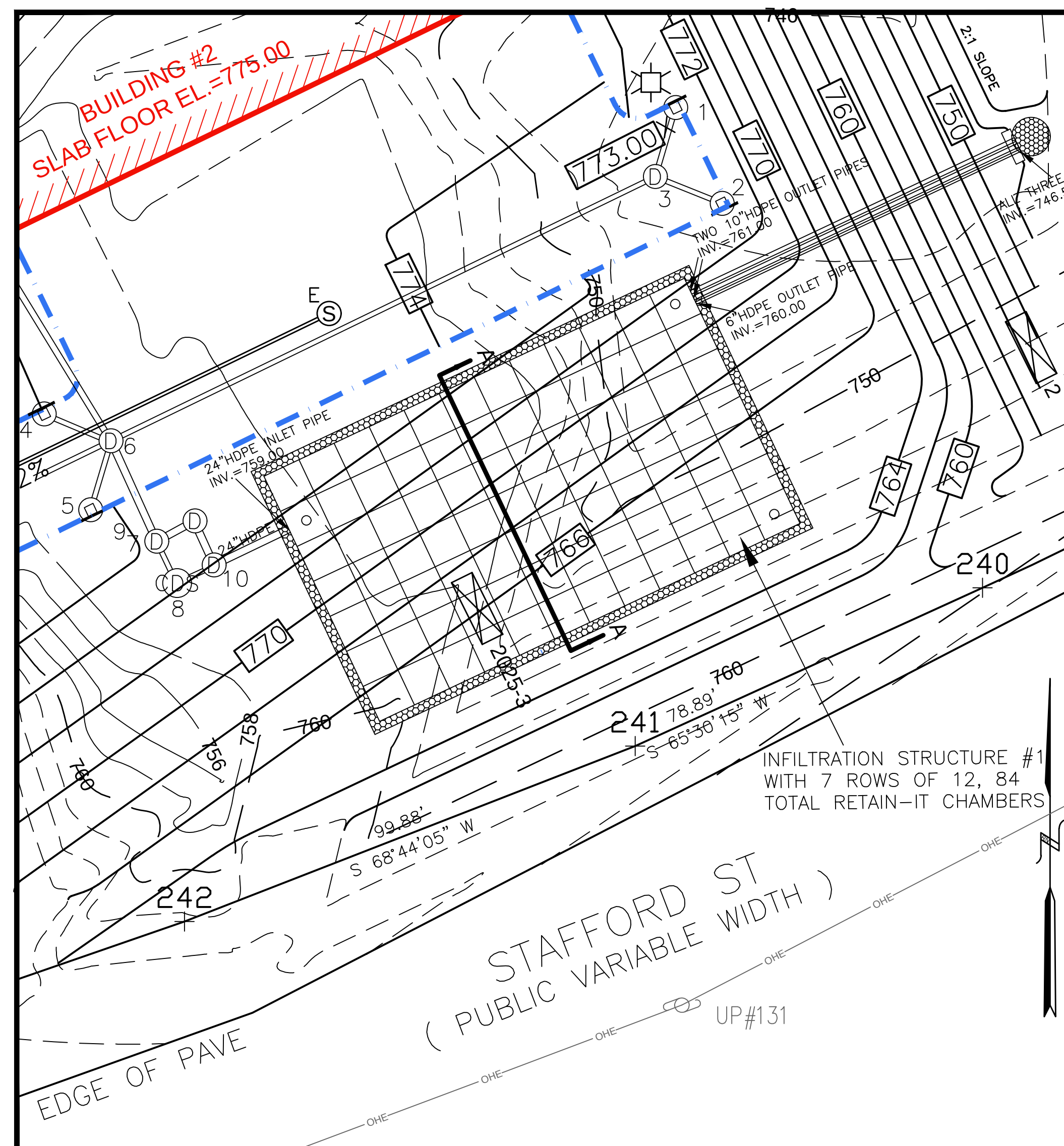
319 SOUTHBRIDGE STREET

AUBURN, MA 01501

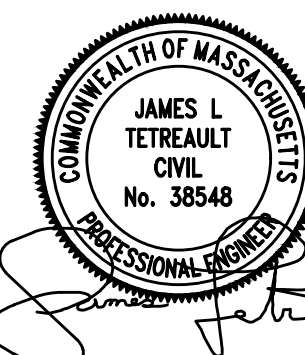
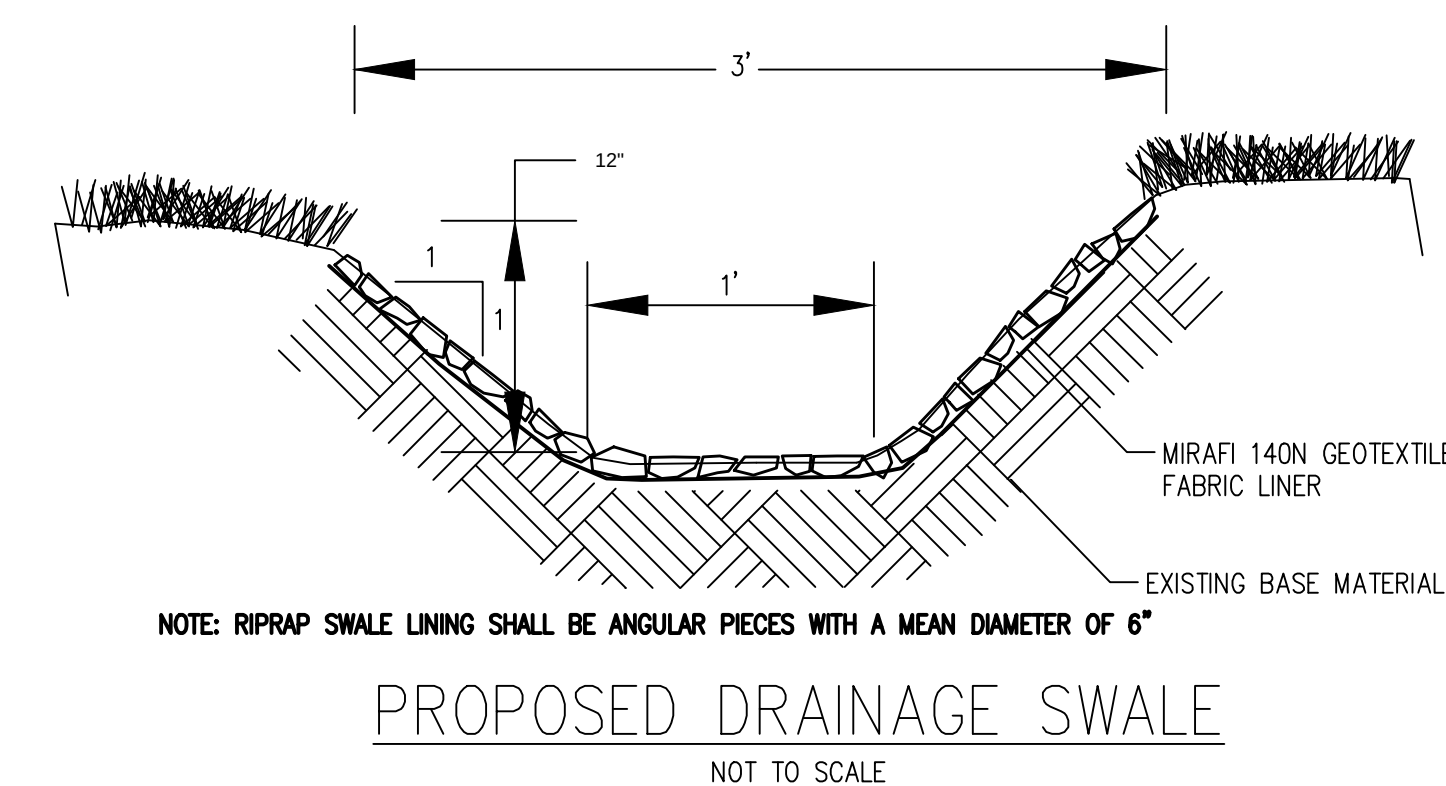
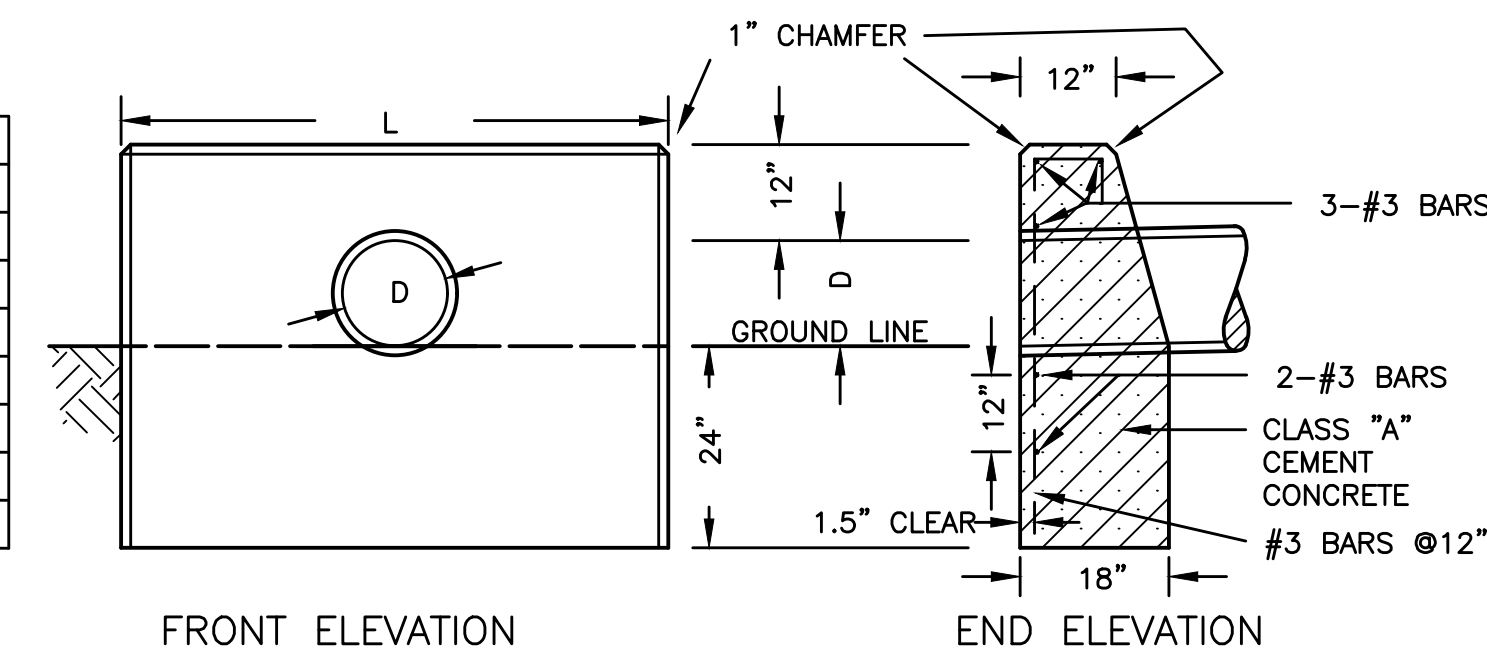
DETAIL SHEET D2



THE DETENTION/INFILTRATION STRUCTURE SHALL CONSIST OF 27 CONCRETE R902H CHAMBERS IN 5 ROWS. THESE CHAMBERS ARE 78" WIDE AND 48" HIGH AND HAVE A LENGTH BEYOND OVERLAP OF 44". THEY SHALL BE PLACED ON STONE BASES 1 FOOT THICK AND WITH 1 FOOT BETWEEN THE ROWS AND 1 FOOT FROM THE OUTSIDE OF ROWS TO THE OUTSIDE OF THE STONE ENVELOPE. THE OVERALL FOOTPRINT OF THE POLYGON SHAPED AREA TO BE FILLED WITH STONE MEASURES 5,977 SQUARE FEET AND THE OVERALL DEPTH OF STONE WILL BE 5.5 FEET. INSPECTION PORTS WILL BE INSTALLED IN AT LEAST FOUR LOCATIONS.



D	L
8'	4'2"
10"	4'10"
12"	5'6"
15"	6'6"
18"	7'6"
21"	8'6"
24"	9'3"
30"	10'6"



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Telephone (508)-399-9993 james@expeditedengineers.com

CLT. NO.	521	JOB NO.	255-521
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DATE: APRIL 11, 2025	DWG NO. 1172STAFFORDCURRENT
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REVISIONS	
DATE:	DESCRIPTION

SCALE: AS NOTED

SITE PLAN OF LAND
AT 1172 STAFFORD STREET
IN
OXFORD, MASS.

OWNER & APPLICANT:
PYPE-WRENCH CORP.
319 SOUTHBRIDGE STREET
AUBURN, MA 01501

POLLUTION PREVENTION PLAN
FOR
1172 STAFFORD STREET, OXFORD, MA

PROJECT DESCRIPTION

This is a proposal to develop this site and construct 10 contractor's yard buildings with associated parking and driving aisles and necessary utility infrastructure.

Construction will take place in a single phase and is expected to last from the winter of summer of 2025 into the fall of 2026. Total site alteration will be approximately 7.1 acres.

Construction Process
Before construction begins, erosion control barriers consisting of silt fencing attached to posts and backed by staked straw wattles will be placed at the limit of work as shown on the Erosion & Sediment Control Plans, Sheets ESC1-ESC2.

The first step of the construction process will be the cutting of trees within the limits of proposed development. After this has been accomplished in the demarcated areas, clearing and grubbing will take place and loam will be stockpiled in the area of proposed building #6. Stumps will be ground on site to use the grindings as temporary stabilization. Temporary settling basins will be installed downgradient of work where appropriate at that stage of work completion.

The time of construction requiring the most attention and care occurs between the stripping of natural overburden and the stabilization of construction areas. Cut and fill areas create additional risk by increasing the possibility of stormwater runoff causing erosion.

The contractor will, to the extent possible, leave natural cover untouched at the edges of the property. The contractor will limit to the shortest time possible the time that areas are exposed. The landscaping will be completed as early as weather and building construction allow. During the times between clearing and landscaping, soils will be stabilized with a combination of stump grindings, wood chips, hay/straw mulch, temporary grass seeding and other measures as necessary to prevent any significant erosion of soils.

Soil stockpile areas will be kept as far from property boundaries as reasonably possible on site. Soil stockpiles shall be surrounded by staked silt fence placed at least 5 foot off the toe of slope of the stockpile. One suitable stockpile location is shown in the area of proposed building #6.

In conjunction with the site grading process, a number of sedimentation control procedures will be followed. The object of the procedures is to prevent the erosion of soils and the transport of sediments to adjacent properties and eventually to wetland resource areas off site.

Stabilization
Temporary and permanent stabilization of disturbed surfaces is the most reliable method of preventing the erosion and transport of site soils. Toward that end, the areas that are disturbed will be provided temporary stabilization within two weeks after the last disturbance when:
- Work is not complete in that area,
- Work will remain incomplete for a period of two weeks or more, and
- The planting season has not been reached in areas which will be re-vegetated.
Permanent stabilization will take place when:
- Work is complete in that area and
- The planting season has been reached and areas can be revegetated.

Best Management Practices Employed
To guard against the transport of soils offsite several Best Management Practices (BMP's) may be employed. Sediment control barriers, sediment sumps, temporary settling basins, straw bale check dikes, swales, a site entrance mat, flocculants in both crystal and block forms, and organic media for capture of silt below flocculants may be used on this site as appropriate. All of these measures are temporary. The site's permanent protection against erosion and the deposition of sediment off site at resource areas is the permanent stabilization of formerly exposed surfaces with pavement, lawn and other landscaping.

Soils
According to the MassMapper web site the soils underlying this site are all Canton series soils which are categorized as hydrologic soil group B soils. The soils observed at the deep observation holes excavated on site were consistent with this mapping.

Resource Areas
There are no bordering vegetated wetland on or adjacent to the site.

SITE PLAN DEVELOPMENT

As part of the Site Plans submitted to the Town of Oxford, Expedited Engineering, LLC has prepared this erosion and sediment control plan calling for permanent and temporary erosion control measures.

PHASING

Construction of the project will take place in one phase though some building pad areas may be prepared for construction with actual building construction coming later. Total site alteration will be approximately 7.1 acres.

POLLUTION PREVENTION SITE PLAN

The Site Plans prepared by Expedited Engineering, LLC contain Erosion & Sediment Control Plans. Various Best Management Practices (BMP's) are described herein and/or shown on the Erosion & Sediment Control Plans or the Detail Sheets and will be used to prevent or to mitigate erosion and pollution.

INSPECTION AND MAINTENANCE OF EROSION CONTROLS

- At all times, siltation fabric fencing, straw wattles or straw bales and stakes sufficient to construct an erosion control barrier a minimum 25 feet long will be stockpiled on the site in order to repair established barriers which may have been damaged or breached.
- The Developer will designate as Inspector a person or entity other than the site supervisor. The Inspector must be accessible seven days a week and be responsible for inspecting and coordinating the maintenance and repair of all erosion control systems on the site.
- An inspection of all erosion control measures shall be conducted by the Inspector at least once each week until the completion of construction of the project. The Contractor shall inspect all erosion control systems daily and shall notify the Inspector of any breaches or failures. In case of any noted breach or failure, the Contractor shall immediately make appropriate repairs.
- The Inspector shall inspect all erosion control systems on the site before, during and after any storm event reaching one of the following thresholds:
 - Any storm in which rain is predicted to last for 12 consecutive hours or more.
 - Any storm for which a flash flood watch or warning is issued.
 - Any single storm predicted to have a cumulative rainfall greater than 1/4 inch.
 - Any storm event not meeting the previous three thresholds but which would mark the third consecutive day of measurable rainfall.
- The Inspector shall inspect erosion control measures at times of significant increase in runoff due to rapid thawing when the risk of failure of those measures is significant.
- In such instances as remedial action is necessary, the Inspector shall cause to be repaired within seven days, any and all significant deficiencies in erosion control measures.
- The Town of Oxford shall be notified of any significant failure of erosion control measures and shall be notified of any release of pollutants.

DRIVEWAY GRADES

THE MAIN DRIVEWAY'S PROPOSED GRADES WILL BE AS FOLLOWS:

0+00 TO 0+75 = 4%
1+00 TO 3+70 = 8%
4+00 TO 7+70 = 4%
7+70 TO 9+00 = 3%

THE DRIVEWAY SERVING BUILDINGS #'S 1 AND 2 WILL HAVE A MAXIMUM 2% GRADE.

PARKING

10 CONTRACTOR'S YARD BUILDINGS EACH MEASURING 60'X124' AND HAVING GROSS FLOOR AREAS OF 7,440 SQ.FT. ARE PROPOSED. FROM THE OXFORD ZONING BYLAW, FOR "FREIGHT AND TRUCKING TERMINALS, WHOLESALE DISTRIBUTION AND WAREHOUSES, MOVE AND STORAGE, PARCEL DELIVERY" SITES, PARKING IS TO BE PROVIDED WITH 1 SPACE PER EMPLOYEE PLUS 1 PER EACH COMPANY VEHICLE. EACH BUILDING WILL HAVE UP TO 5 SEPARATE UNITS FOR LEASE. WHILE MOST UNITS ARE NOT EXPECTED TO HAVE ANY EMPLOYEES WORKING IN THEM, WE WILL CONSERVATIVELY ESTIMATE 1 EMPLOYEE PER UNIT PLUS 1 COMPANY TRUCK OR 2 SPACES PER UNIT AND THEREFORE 10 SPACES REQUIRED PER BUILDING. AT 124 FEET WIDE EACH BUILDING IS EASILY LONG ENOUGH TO PROVIDE 10 PARKING SPACES EACH 9 FEET WIDE FOR 90 FEET OF PARKING SPACES IN FRONT OF IT.

TRAFFIC:

THE 11TH EDITION OF THE ITE MANUAL CATEGORIZES A WAREHOUSE USE AS IT LAND USE CODE 150. THE ITE PROJECTS A TRAFFIC GENERATION FOR THIS USE OF 1.58 TRIPS PER DAY PER 1,000 SQUARE FEET. SO, FOR THIS FACILITY WITH A TOTAL OF 74,400 SQUARE FEET PROPOSED WE GET 118 TRIPS PER DAY.

THE ITE PROJECTS A TRAFFIC GENERATION OF 0.12 TRIPS PER 1,000 S.F. IN THE AM PEAK HOUR AND 0.12 TRIPS PER 1,000 S.F. IN THE PM PEAK HOUR WHICH, FOR THE 74,400 S.F. PROPOSED WOULD RESULT IN 9 TRIPS IN THE MORNING PEAK HOUR AND 9 TRIPS IN THE EVENING PEAK HOUR. THIS AMOUNTS TO ANOTHER CAR EVERY 6+ MINUTES IN BOTH THE MORNING AND EVENING PEAK HOURS WHICH IS NOT SIGNIFICANT AGAINST THE EXISTING BACKGROUND TRAFFIC VOLUME ON STAFFORD STREET.

EROSION CONTROL DEVICES OR PROCESSES

- Sediment Control Barrier
The sediment control barrier will consist of an approved siltation fabric fencing installed on posts according to the manufacturer's instructions and backed by staked straw wattles. The barriers will be placed in a manner that prevents the passage of soil materials under, around or over it. Sediment will be removed from against the barrier when the accumulated sediment has reached one third of the original installed height of the barrier.
 - Straw Bale Diversion Dike
Straw bales will be placed in other locations on the site in order to further prevent the flow of sediment from the site or reduce the velocity of runoff crossing open land or running off stockpile or fill areas. Straw bale diversion dikes will also be placed within developing rills to reduce surface runoff velocities and to shift the path of the water flow. The locations where straw bale diversion dikes are installed will be determined in the field at the Inspector's discretion.
 - Slope Stabilization
Slopes or surfaces that are created due to excavation or filling along the edge of the parking or loading areas will be temporarily stabilized with one or more of the following:
- Straw mulch with tackifier
- Soft wood and hard wood chips or stump grindings.
Permanent stabilization of slopes and surfaces will employ one or more of the following:
- 6 inches of loam and grass
- Sod
- Riprap
- Erosion control blankets such as Tensar North American Green SC150BN or approved equal and vegetation
- Mulch and landscaping plantings
- A combination of grasses, riprap and/or plants and shrubbery
- In areas that will be steeper than 2:1, after construction, the slope will be stabilized by the placement of heavy riprap or by the installation of erosion control matting specifically rated by the manufacturer for use on a 1:1 slope. The riprap slope will be formed by placing heavy stone on a one foot thick layer of gravel that is covered by an approved filter fabric.
 - Diversion Swale
Runoff diversion swales may be provided in order to intercept sheet and concentrated flows above areas of cut or fill. The swales will direct runoff to sediment sumps or temporary settling basins. The swales will be approximately 5 feet wide and one foot deep. Straw bale diversion dikes may be installed on the downhill side of the swales to assist in containing the water flow.
 - Sediment Sumps
Sediment sumps are excavated depressions of 10 foot diameter and 2 foot depth. The sumps will collect runoff from unfinished drives and slopes and will allow sediment to settle out before flow continues to a detention area or siltation control barrier. Sediment sumps will be cleaned whenever the accumulated sediment has reached one half of the original depth of the sump.
 - Temporary Settling Basins
Temporary settling basins (TSB's) are larger excavations made at locations that will receive significant stormwater runoff flow. They are used to capture and detain stormwater in the construction phase to settle out some eroded material and to lessen the rate of flow of stormwater from construction phase work areas. Temporary settling basins are larger than sediment sumps and shall have silt fence or straw bale dikes at their entrance and exit to control flow. They shall be sized according to the DEP Stormwater management standards which requires that they have sufficient capacity to hold 1 inch of runoff from the watershed contributing flow to them. For example, a TSB receiving flow from 1 acre of land should have a volume capacity of at least 3,630 square feet. TSB's should have flocculant blocks and at least three layers of jute mesh matting at their outlet. TSB's should be cleaned out whenever the accumulated sediment has reached more than 6 inches deep. No TSB shall be located where the proposed infiltration structures are proposed.
 - Flocculants
If the capture of flows in sediment sumps and temporary settling basins does not sufficiently reduce the turbidity of runoff before it leaves the site, flocculant blocks shall be installed at the outlet of any sediment sump, TSB or swale discharge flow to the site's drainage system. Immediately downstream of the flocculant blocks, a suitable organic media such as jute mesh matting shall be installed over stone for runoff that has contacted the flocculant blocks to flow. This will allow capture of silts.
- In addition, crystal flocculants may be used to reduce turbidity of captured runoff in sediment sumps and temporary settling basins.

SEQUENCE OF INSTALLATION AND CONSTRUCTION

The following is a sequence for the construction of the project. The actual schedule may vary somewhat from that stated if site or weather conditions require.

An example of a logical change to the schedule would be deviating from the sequence below to allow the laying of berms prior to a freeze in order to better control the site drainage.

- The Developer will hold a preconstruction meeting with representatives of the Town of Oxford in order to review permits, procedures and construction methods.
- The Developer will hold a preconstruction meeting with the Engineer, Contractor's employees and the Inspector in order to review permits, procedures and construction methods.
- Establish the construction entrance to the site west end of the site's frontage on Stafford Street.

- Install the site entrance mat in that location and install sediment control barriers at the limit of work as shown on the Erosion & Sediment Control Plans.
- Cut trees as necessary for the proposed development but no further. Chip wood and then clear and grub where trees were cut. Grind stumps for use of the grindings as a temporary stabilization cover.

- Stockpile and compact excavated loam in an area surrounded by staked straw bales or siltation fencing. The suggested locations are in the areas of buildings #'s 2 and 6. Place straw bales or fencing at least five feet from the base of the loam pile.
- Begin earthwork to bring driveway areas to subgrade and bulding areas to slab grades.

- Begin installation of utilities and construction of contractor's yard buildings.

- Make utility connections to buildings under construction and make connections to water, sanitary sewer and electric utilities in Stafford Street.

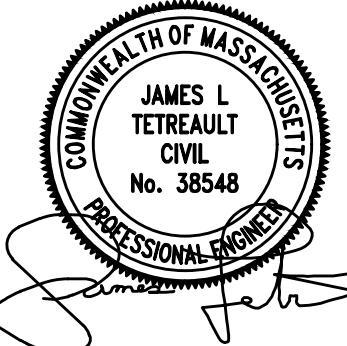
- Put down a base course of pavement and continue construction of the buildings and install the infiltration structures.

- Permanently stabilize exposed slopes with 6 inches of loam and grass, erosion control matting, other vegetation and landscaping.

- Finish building construction including interiors only then put down a finish course of pavement.

- Remove accumulated sediment and temporary erosion control measures after all slopes have been permanently stabilized and the risk of erosion has passed.

- Prepare and submit an as-built survey of the work to the Town of Oxford.

 EXPEDITED ENGINEERING, LLC Professional Engineers & Erosion Control Specialists 118 Turnpike Road, Suite 300, Southborough, MA 01772 Telephone (508)-399-9993 james@expeditedengineers.com	
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DETAIL SHEET D4	