

From: Jonathan R. Earle
Sent: Tuesday, July 31, 2018 3:14 PM
To: Amanda L. Lessard; 'Dustin Roma (dustin@dmroma.com)'
Cc: chrisdigsdirt@gmail.com; Christopher S. Hanson; Gretchen A. Anderson; Douglas Fortier
Subject: 18-12 Highland Woods Subdivision - Review Comments

Amanda & Dustin,

I have reviewed the revised plans and response to review comments dated July 23, 2018 for the Highland Woods Major Subdivision project:

1. As requested from the Planning Board, a traffic assessment as completed by William Bray, PE for the project. The assessment summarizes trip generation, safety, and site distance at the proposed intersection with Highland Cliff Road. The assessment satisfies the project's need for a traffic study for projects generating greater than 140 daily trips.
2. The open space calculations remain identical on SB-1 and ASB-1 and this comment from the June 14th email has not been addressed.
3. As noted in the cover letter, I had a discussion with the design engineer with respect to the high intensity soils survey for the project. Since our discussion and included in the submission are test pits indicating septic system suitability on each lot and within the constructed stormwater treatment BMPs. With a signification portion of the field work now completed in evaluation of the soils, it would be reasonable to waive this requirement for the first phase of development. Assurances should be required, possibly in the form of a condition of approval, that the high intensity soils survey for the entire development be completed prior to issuance of the first building permit to ensure that any additional test pit work required on the Phase 1 lots can be completed without being impacted by lot site work and home building construction.
4. A hydrogeologic analysis has been completed by Stephen Marcotte, P.G. showing that the project's wastewater generation will not result in greater than 10 mg/L of nitrate-nitrogen at the property line. Nitrate plumes have been shown on the sheet WW-1. It appears that the 100' well exclusion area prevents drinking water wells from being constructed on some of the lots. Please clarify.
5. Has additional ground topography been completed within the footprints of the stormwater BMPs?
6. Show sight distance on the approved plan.
7. Provide an estimate of the amount of material expected to be exported from the site.
8. Add stop sign and construction detail.
9. Address stormwater comments from my email dated June 14th.

Jon

Jon Earle, PE
Town Engineer
Town of Windham

Office: (207) 894-5900, ext. 6124
Cell: (207) 212-1802

From: Jonathan R. Earle
Sent: Thursday, June 14, 2018 2:27 PM
To: Amanda L. Lessard; 'Dustin Roma (dustin@dmroma.com)'
Cc: 'chrisdigsdirt@gmail.com'; Christopher S. Hanson; Gretchen A. Anderson; Douglas Fortier
Subject: 18-12 Highland Woods Subdivision - Review Comments

Amanda & Dustin,

I have reviewed the following information submitted by DM Roma Consulting Engineer as part of the Major Subdivision application for this project and offer the following comments. For clarity, I have included the comments from the previous submission with responses to those comments in red.

- Major Subdivision Application dated June 4, 2018.
 - Major Subdivision Plan Set (11 Sheets) dated June 4, 2018.
1. Traffic – For clarification, a waiver from the Traffic Impact Study is not required until full project buildout (22 lots). The need for the waiver is based on the project exceeding 140 daily trips (22 lots would generate 209) and not from the 22 peak hour trips.
 2. The open space calculations are identical on the SB-1 and ASB-1. The open space provided on SB-1 should reflect a higher amount than what is shown on ASB-1 and include the open space in the 14th lot that would eventually be developed.
 3. High Intensity Soils Waiver – A high intensity soils survey would likely be required from MDEP for SLODA approval. It would seem to make sense to have this done now and prior to the development of the first 13 lots rather than after these lots are developed. Therefore I would not recommend waiving this standard with the intent of needing one for the full development under MDEP common scheme of development.
 4. Hydrogeologic Waiver – Similar to the High Intensity Soils Waiver, I would recommend not waiving this standard for the first phase.
 5. Road standard – The proposed waiver request to have a 24' wide paved surface with 2' gravel shoulders is reasonable and consistent with recently approved subdivision projects.
 6. Provide additional ground topography for the footprints for each of the 5 filter basins rather than relying on LIDAR aerial survey.
 7. The sight distance at the intersection of Maysens Way is provided in the application narrative but not on the site plan.
 8. Provide soil test pit logs and locations for each of the lots for adequacy of subsurface wastewater disposal.
 9. A driveway location permit will need to be obtained from Public Works prior to the start of construction.
 10. Will the road be offered for public acceptance prior to the start of Phase 2? Where this is intended to be a public road, the binder pavement will need to go through a frost cycle before surface pavement is placed.
 11. Has the amount of excess sand and gravel material been quantified from the Phase 2 lots? i.e. cut/fill analysis in AutoCAD or similar software?
 12. Add a stop sign to the plan and provide a construction detail.

13. Stormwater

- a. Although very minor, a waiver from the flooding standard should be requested for Study Point #1 (10 and 25 year storms) and Study Point #3 (10-year storm).
- b. Chapter 500 water quality standard have been met, treating 95% of the impervious area and 80% of the developed area.
- c. The culvert at the entrance to Maysens Way from Highland Cliff Road is called out a 12" and 15" culvert in two places. For a public road, the minimum culvert size allowed in a public way is 15" .

Jon Earle, PE
Town Engineer
Town of Windham

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Cell: (207) 212-1802

www.windhammaine.us