

From: Owen Chaplin <ochaplin@gorrillpalmer.com>
Sent: Wednesday, March 06, 2019 4:35 PM
To: Amanda L. Lessard
Cc: Will Haskell
Subject: 3324.18 Durant Homestead - Review of CR received on 3/4/19

Hi Amanda,

We reviewed the response to comments sent in an email by Acheron Engineering dated March 4, 2019.

We have the following comments on the response (numbers refer to our prior comments dated 2/14/2019):

1. Response Acceptable.
2. Response Acceptable.
3. Response Acceptable.
4. Response Acceptable.
5. The applicant has requested a waiver for the requirements in Section 91 I.B.1(c)(1)(iii) of the ordinance relative to the location of the private wells. The applicant also indicates that this standard references dug wells, not drilled wells. We do not find reference to the standard only applying to dug wells in the language. Gorrill Palmer is aware of other issues with winter salt (from roadways) contaminating wells near roads in other communities. Ultimately, the decision to grant this waiver is up to the Board. We recommend compliance with this standard.
6. Response Acceptable.
7. Response Acceptable
8. Response Acceptable.
9. Response Acceptable.
10. Construction entrance should be located at the edge of pavement on Chute Road as shown on the construction entrance detail. The revised plan shows the construction entrance approx. 60' from Chute Road.
11. Building lot setbacks should clearly show that wetlands are excluded. The revised plan shows the setbacks intercepting the wetlands, but do not clearly show that the wetlands are excluded from the building envelopes.
12. The applicant has requested a waiver for the requirements in Section 91 I.M.5(a)(2). We have no technical concerns with this waiver request.
13. Response Acceptable.
14. Response Acceptable.
15. Is the road proposed to be private, or presented to the Town for public acceptance? If the applicant is seeking Town Acceptance for Penny Whistle Lane, the vertical alignment should meet the design controls in AASHTO Green Book (7th Edition). In addition, Maine Legislature Statue (2075) Title 29-A, Chapter 19, subchapter 1 'Rules of the Road' prohibits speed limits of 15 mph on municipal roads except on roads on islands or dead end roads less than a 1/4 mile in length. Therefore, the sag curve proposed at Sta. 5+50 should be designed for a speed limit at least 20 mph. However, if Penny Whistle Lane is to remain private, the applicant shall provide 15 mph speed limit signs as described in the comment responses. The applicant is also required to include the private road notation in Section 91 I.M.5(a)(5)(v).
16. The Typical Section on sheet C-11 has been revised to meet the required ditch depth. However, it does not appear that the grading plans were updated to match the typical section. We recommend that the grading plans be updated to match the typical road section to avoid confusion during construction.

Additional Comment:

17. Sheet C-10 provides an approximate depth of bedrock along the proposed roadway (based on test pits). There are several sections where drilling/blasting will be required to get the bedrock below subgrade. To avoid potential subsurface water pockets, MaineDOT specifications call for shattering all rock to a depth of 4' below subgrade to eliminate water pockets (Section 203.051). For example, excavating the bedrock to subgrade at SSTP14 (Sta. 18+80) could create a water pocket uphill at SSTP18 (Sta. 20+80) where the bedrock was noted to be deeper. How does the design engineer plan to avoid subsurface water pockets? A note on the plan should be added to direct the contractor on this matter.

Thank you

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