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SURVEYING ENGINEERING LAND PLANNING

Northeast Civil Solutions

INCORPORATED

www.northeastcivilsolutions.com

November 10, 2014

153 U.S. Route 1
Scarborough
Maine 04074

Ms. Helen Donaldson, Planner
City of Portland
389 Congress Street
Portland, Maine 04104

RE: Pamela Road Extension/Subdivision Amendments

tel
207.883.1000
800.882.2227

Dear Ms. Donaldson,

Northeast Civil Solutions (NCS) is in receipt of comments from Woodard and Curran.

Responses to each of the comments can be found following each comment in BOLD.

fax
207.883.1001

Comments Provided by David Senus, P.E.

1) The Applicant awaits letters from utilities confirming acceptance of the design. **Noted, letters will be forwarded as soon as they are received.**

2) The Applicant has received a Natural Resources Protection Act (NRPA) permit (# L-26407-TB-A-N) to fill 5,397 sf of wetland area to construct the proposed roadway. We understand that the Applicant is not prepared to permit potential wetland impacts for the individual house lots. The existing permit states "No wetlands will be altered to develop the individual lots". Additional impacts that may occur to develop these lots will need to be permitted by the individual lot owners (when and if the lots are sold and developed), and we anticipate that the MaineDEP will consider these impacts to be cumulative to the existing permitted impacts for the roadway. As such, we request that the Applicant include a note on the Amended Subdivision Plan (Sheet 2 of 12) that identifies the existing permit number and date, the total permitted area of impact, and that states that additional wetland impacts associated with the development of individual lots along Pamela Road shall be reviewed and approved by the applicable regulatory agencies and may be considered cumulative to all previously permitted impacts. We also recommend including a reference to the existing NRPA permit on the deed for each lot, with similar language to ensure proper disclosure during future property sales. **The suggested language has been added to the Amended Subdivision Plan.**

- vary tree types
add caption
- Brucettymann comment
prior to rolling lots...
if dedicated on plat before 1990 - don't need deed, indemnification, just a letters signatures.

3) Two layers of woven geotextile fabric shall be placed between the stone and the Isolator Row chamber (at the interface between the stone and the chamber). As proposed on Sheet 12, the Applicant has shown 2 layers of geotextile between the stone and the surrounding backfill but no geotextile between the chamber and the stone (note: only one layer is required between the stone and the surrounding backfill). **The detail has been revised to call for two layers of geotextile between the Isolator Row chamber and the adjacent stone.**

4) A cross culvert is necessary at STA 5+00 to allow drainage from the west side of the proposed roadway to drain to the east. The current design would create an impoundment of the wetland on the west side of the road with no outlet. The contributing drainage area west of the proposed roadway should be evaluated to size this cross culvert. We apologize for not identifying this on our initial review. **A culvert has been added to the plan at station 4+80. Drainage from the west side of the road will be connected to drain manhole number two. See plan and profile for more details.**

5) The "Sewer Trench Section" detail on Sheet 9 is not a City Standard detail and should be deleted. The sewer pipe installation should follow the Typical Stormwater Trench Section Detail on Sheet 8 (and the detail name should be revised to "Typical Trench Section Detail"). **The sewer trench detail has been eliminated and the Typical Stormwater Trench Section Detail has been revised.**

If you have any additional questions or comments please feel free to call me.

Sincerely,
Northeast Civil Solutions, Inc.



Lee Allen, P.E.
Vice President

Cc: Todd Settle, Telos Capital, LLC