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May 6, 2020

Glenn L. Smith, P.E.
Consulting Engineer, P.C.
533 Broadway, P.O. Box 156
Monticello, New York 12701

RE: Forestburgh Pond Residential Subdivision,
NYS Route 42 and Hartwood Road
Town of Forestburgh
SBL No. 30-2-6.2

Dear Mr. Smith:

We are in receipt of your letter dated April 6, 2020 offering comments regarding the above project, our responses follow the italicized comments below.

Sheets C011 & C012

- *Show R.O.W. bounds for Stag Forest Road and provide a R.O.W. description on filed map since serves as common access to multiple lots.*

The R.O.W. bounds for Stag Forest Road have been added along with Note 4 on both sheets.

- *Show utility easement for aerial electric line from Route 42 through lots #6 & 7, if known.*

Sheet C100

- *Sight distance DL in table for lot #5 on Route 42 at 380' existing vs. 495' recommend is deficient, homeowner will need to resolve with NYSDOT when applying for drive permit. Recommend evaluate if tree clearing or relocating driveway will improve DL.*

Homeowners will be responsible for permitting drives prior to construction. NYSDOT will work with homeowner to evaluate best location for drive and clearing of any trees.

Sheet C110

- *Town code section 148-2 l(l) requires circular cul-de-sac at end of dead-end "street", fire department review of plans should address proposed tee turnaround on Stag Forest Road. Considering the low volume of traffic using this road, the tee turnaround proposed appears more feasible.*

Town should provide fire department with a copy of plan submitted for their review.

- *On lot #8 show existing cabin septic location, if known.*

The exact location of the existing cabin septic is unknown.

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- *Verify or note if existing well house on lot #6 is active and serves other buildings, such that a utility easement could be required.*

The well house on Lot No. 6 will only service the cabin on Lot No. 8 and an easement will be provided.

- *Provide a grading plan for improving Stag Forest Road that addresses need for upslope side drainage swales or cross-culverts.*

As discussed, a ditch has been shown on upgradient side of road along with a note to field adjust, as necessary.

- *Shared driveway agreements for lots on Hartwood Road should be reviewed by the planning board attorney.*

Shared driveway agreements will be provided for review.

Sheet C120

- *Provide grading plan for Woodland Road improvements to address any necessary drainage.*

A roadside ditch has been shown on the upgradient side of Woodland Road for drainage.

Sheet C200

- *In new detail #6 for typical septic system layout, change 1,000 gallon septic tank to 1,250 gallons.*

The note has been changed to 1,250 gallons.

- *The typical D-box detail #4 shows 5 outlet openings, as does typical leach field detail #3. Septic system designs on sheet C220 indicate some lots require 6, 7 and 8 trenches. Should consider indicating an 8-outlet D-box and leave unused outlets plugged for the lesser trench systems.*

The typical D-Box Detail No. 4 has been changed to eight (8) outlets with note that unused holes shall be plugged.

Additional Comments

- *Planning board discussed requiring an undisturbed clearing strip or buffer along both road frontages at the last meeting, a minimum 50' width was mentioned, except for driveway construction openings. The limits of disturbance lines on Route 42 and Hartwood Road range from 0' to 25' to 50' setbacks from road bounds on sheets #C100, 110 and 120. A determination by planning board is required so a buffer width can be noted on final plans.*

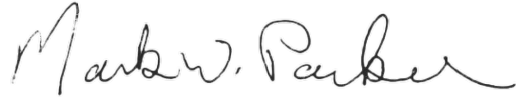
Upon results of the discussion the buffer strip will be noted as required.

- *The Part I EAF comments contained in my 1/22/2020 review letter needs to be addressed.*

We trust we have responded to your request. If you have any questions or need additional information, please do not hesitate to contact our office.

Respectfully,

Keystone Associates
Architects, Engineers and Surveyors, LLC

A handwritten signature in black ink that reads "Mark W. Parker". The signature is written in a cursive style with a large, prominent initial "M".

Mark W. Parker, PE, CPESC
Civil Engineering Department Manager

MWP:las

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