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March 13, 2013

Maureen O'Meara, Town Planner
Town of Cape Elizabeth
320 Ocean House Road
P.O. Box 6260
Cape Elizabeth, Maine 04107

SUBJECT: 10 Clinton Road Private Accessway
Private Accessway Application

Dear Maureen:

We have received and reviewed a March 1, 2013 submission package for the subject project. The package included a March, 2013 Private Accessway Planning Board Application with a cover letter addressed to you from Jacob Sparkowich of Northeast Civil Solutions, Inc. The submission package also included an eight sheet plan set of drawings dated March 1, 2013. Based on our review of submitted material and the project's conformance to the technical requirements of Section 19-7-9, *Private Access Provisions* of the Zoning Ordinance, we offer the following comments.

1. The applicant is requesting a reduction per *Private Accessway Standard* b(5), from the *Private Accessway Standards B(2)c)* requiring a maximum 5% grade for the first 50-feet of the drive and b(2)(c) requiring gutter drainage at the intersection and for the limitation of flow from the drive into the street. In discussions with the Public Works Director, we agreed that the drainage situation in the roadway would not be much different than exists today and that the proposed design actually be an improvement for the grade and function of the drive in comparison to the existing conditions due to the terrain challenges of the property adjacent to Clinton Road.

We are not able to confirm the Fire Chief's request that the drive be assessable without any hindrances as it appears that the side profile on the submitted Firetruck Autoturn Drawing is still shown with an exaggerated scale. The designer should provide a drawing depicting the drive entrance area with no exaggeration of the vertical scale, so that it will more accurately illustrate the proposed transition between the roadway and the driveway. The drawing should clearly indicate the clearance of the fire truck transitioning onto the Private Accessway as required by the Fire Chief in his comments.

2. The Post Approval Procedure 5(a) for Private Accessways states that the applicant is responsible for demonstrating that construction meets the standards of Section 19-7-9 Private Access Provisions. A note should be added to the plans stating that the private accessway shall be inspected under the direction of a registered professional engineer, prior to the issuance of any building permits for the lot served by the private accessway. The engineer will need to certify to the Code Enforcement Officer that the accessway was constructed in accordance with Section 19-7-9.

3. As stated in the previous review letter dated February 13, 2013, invert elevations should also be added to the existing sewer manholes in Clinton Road with a connection invert elevations. An enlarged detail view of the sewer cleanout configuration with the service line would also be beneficial to ensure that these elements are constructed in keeping with the design intent.
4. The fire truck turnaround access was previously depicted as 12.5-foot wide. The designer has modified the drawing to show the turnaround as 18-foot wide. We believe that the newly proposed width would enable a fire truck to more easily negotiate turning movements and is in keeping with the Fire Chief's comments.
5. Sheet 6 of the drawing plan set shows the water service as a 1.25-inch pipe. A letter from Glissen Havu with the Portland Water District on March 4, 2013 suggests installing 1.5-inch or 2-inch piping, however, to avoid significant pressure loss. The designer should modify the plan to show a minimum pipe size of 1.5-inches for the water service.
6. It is our understanding that the designer proposed the idea of using reclaimed asphalt material for the access drive. After discussions with the Cape Elizabeth Public Works Director, Bob Malley, and due to the steep nature of the access drive, it was determined that the reclaimed material will be subject to erosion. During a heavy rainstorm event, the reclaimed material could wash out onto Clinton Road, creating a maintenance concern for the Public Works Department. To ensure the stability of the drive surface with less maintenance issues, the designer should utilize a paved surface for the roadway.
7. The designer is proposing an alteration to the driveway entrance footprint within the right-of-way. In a meeting held between Steve Harding and Lee Allen on February 12, 2013, Steve suggested that existing conditions be matched at the accessway entrance to avoid triggering the need for a Driveway Permit. If the designer still plans to make these alterations, they will need to contact the Public Works Director to file for a Driveway Permit Application.
8. The Common Trench Detail on Sheet 8 should be modified to reflect changes discussed between Steve Harding and Lee Allen on February 12, 2013. The yellow warning tape should only be shown at the interface between the ordinary borrow and clean sand.
9. The designer should consider including the area to the west of Drainage Area 2 as part of the drainage analysis. Also, the future home to be located on the new lot should be accommodated for in the drainage analysis.

We trust that these comments will assist the Board during their deliberations on this project. Should there be any questions or comments regarding our review, please do not hesitate to contact us.

Sincerely,
AMEC Environment & Infrastructure, Inc


Stephen D. Harding, P.E.
Town Engineer

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SDH:cca

cc: Bob Malley, Public Works Director
Peter Gleason, Fire Chief
Benjamin McDougal, Code Enforcement Officer
Caitlyn Abbott, AMEC E&I

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