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November 13, 2013

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

SUBJECT: Old Hayfield Lane
Private Road Review

Dear Maureen:

We have received and reviewed an updated submission package for Old Hayfield Lane Private Road application. The submission included an October 31, 2013 cover letter addressed to you and the Board Members from John Mitchell of Mitchell & Associates along with a revised six-sheet plan set dated October 31, 2013 of the private roadway design for Old Hayfield Road as prepared by JMA. Based on our review of the submission package, it appears that all comments from our previous review have been addressed and all proposed improvements are now in conformance with the standards set forth in Section 19-7-9(B), New Private Road Standards with the exception of the waivers of the standards that the Planning Board are now considering.

We understand that the Planning Board has requested that we provide an opinion as to the adequacy of the proposed roadway configuration to serve potential multiple lots that could theoretically be constructed in the future and use the proposed private roadway as their access to Reef Road. Currently, the application before the Planning Board is a requested waiver of the private way standard of a 22-foot wide paved roadway. The proposed roadway section waiver would consist of an 18-foot wide gravel buildup with 14-foot wide paved surface and two, 2-foot wide grassed shoulders. We have discussed this issue with both the Public Works Director and the Fire Chief and offer the following thoughts.

The proposed configuration of the roadway section waiver for this project is consistent with what has been approved in the past by the Planning Board as a common waiver of the Private Accessway roadway section which requires and 18-foot wide gravel section. Private Accessways by definition serve only one lot. Although the Town Staff has never formally approved of the waiving of the standard Ordinance roadway sections, it has been understood that a Private Accessway essentially serves as a formal driveway to one lot and that complications with multiple users of the accessway would only occur on rare occasions, if at all.

The narrower roadway section becomes much more problematic as the number of daily users of the road increase. Another complicating issue is emergency vehicles, particularly large Fire Department vehicles that need unimpeded access in emergency situations. While it can be

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argued that the grassed shoulders provide adequate support beyond the paved surface for such vehicles to use, the reality during winter conditions is that these shoulders are rarely plowed and the effective limiting width of the roadway is usually near the edges of the paved surface making the shoulders inaccessible during winter snow cover conditions. This situation will lead to essentially the 14-foot wide paved surface being used by multiple vehicles for significant durations with the possibility of restricted access complications during emergency events.

We understand that the roadway has the theoretical potential lot usage of four to eight lots. Under this multiple user condition, we would not support waiving of the roadway section standard to a level commonly waived for a single user. Rather if a waiver of the 22-foot standard is to be considered, we would suggest an 18-foot wide paved surface section with the two, 2-foot wide grassed shoulders be implemented.

This suggested section would greatly improve upon the functionality of the roadway under a multiple user scenario. Although we understand that the 22-foot width standard has never been officially waived for a private roadway, we believe that the Ordinance section would be waived to a dimensionally consistent overall width required in the Ordinance when considering the inclusion of the grassed shoulders. This approach has been historically implemented by the Planning Board in the granting of Private Accessway waivers of the overall 18-foot wide standard.

We trust that these comments will assist the Board in future deliberations regarding 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

SDH:lap

cc: Bob Malley, Cape Elizabeth Public Works Director
Peter Gleeson, Cape Elizabeth Fire Chief
Caitlyn Abbott, AMEC E&I

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