



June 10, 2015
15224

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

Re: 1200 Shore Road Private Accessway Review

Dear Maureen:

We have received and reviewed a submission package dated May 29, 2015 for the subject project. The package included a May 28, 2015 cover letter addressed to you from Stephen Mohr of Mohr & Seredin Landscape Architects, Inc., in Portland, Maine along with supporting documentation and a five page plan set dated October 24, 2014. Based on our review of submitted material and the project's conformance to the technical requirements of Section 19-7-9, Site Plan Completeness, we offer the following comments:

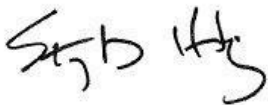
1. The applicant is requesting a Private Accessway Permit for a lot located at 1200 Shore Road. An approximate 680-foot long gravel private accessway is being proposed over a 100-foot deeded right-of-way. Included in the design is an emergency vehicle turnaround. Proposed utilities include underground electric. The lot will be served by private well and private on-site septic.
2. A benchmark should be added to the survey plan.
3. Maine DOT Specifications for roadway materials should be added to the Private Accessway Details on Sheet 6.
4. The designer should clarify in the details that "crushed" gravel is to be used.
5. The high point in the roadway should be shown as a spot grade on the drawing.
6. It appears that the ditches along the roadway will only be 6-inches deep with a slope of approximately 0.02ft/ft. The designer should review this design to ensure that positive drainage is obtained in this area and that the flows intended to be conveyed to the culverts will be constructed appropriately. It may be beneficial to extend the ditch contours to increase slope and depth.
7. Invert elevations should be added to the roadway culverts.
8. Material type for the culvert pipes should be added to the plan.

9. The Road Profile on Sheet 6 shows less than a foot of cover over the roadway culverts. Typically minimum cover over a roadway culvert is 2-feet. The designer should revisit these areas and determine if additional cover can be provided over the cross culverts.
10. Existing and proposed grade lines should be labeled on the Road Profile on Sheet 6.
11. Vertical curve information needs to be added to the Road Profile on Sheet 6.
12. The Private Accessway Section Detail currently shows the 2-foot shoulders at a slope greater than the roadway section. The shoulders should be shown at the same slope as the roadway prior to transitioning into the 3:1 slope of the roadway ditch.
13. The limit of paving at the entrance to the accessway should be added to the drawing.
14. In order to be in compliance with the road standards set forth in Chapter 16, Subdivision Ordinance, Appendix D, Alternate 1, the width of the turnaround must be a minimum of 24-feet.
15. Spot grades should be added to the emergency turnaround where grading is not clearly defined.
16. It appears that a riprap protection outlet is shown on one side of the roadway culverts. The designer should clearly label this on the drawing and riprap protection should be shown at both the inlet and outlet of the pipes.
17. Silt fence should be added to the plan.
18. A detail should be added to the plan set for the underground electric conduit trench section.
19. The applicant should also be aware that as stipulated in the Ordinance and in keeping with current policy, private road construction is subject to the Town's inspection of those improvements throughout construction. A note on this topic should be added to the plans.

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,

SEBAGO TECHNICS, INC.



Stephen D. Harding, P.E.
Town Engineer

SDH:llg

cc: Bob Malley, Public Works Director
Benjamin McDougal, Code Enforcement Officer
Caitlyn Abbott, Sebago Technics, Inc.