



March 8, 2021
18039-01

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

Subject: Aster Lane Private Road Amendment Review

Dear Maureen:

We have received and reviewed a February 23, 2021 submission package for the subject project. The package included a February 23, 2021 cover letter addressed to the Planning Board Members from applicant Maggie Birlem along with supporting information and two project plans drawings. The plans included a February 22, 2021 Overall Site Plan, C-100, as prepared by Ransom Consulting Engineering and Scientists of Portland, Maine and a February 22, 2021 Grading, Drainage, and Erosion Control Plan as prepared by Civil Engineer Stephen Bradstreet of Portland, Maine. Based on our review of submitted material and the project's conformance to the technical requirements of Section 19-7-8, Completeness for a private road project, we offer the following comments:

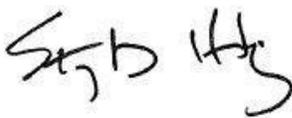
General Engineering Comments:

1. After making improvements to the private roadway in the recent past, the applicant is proposing to pave an existing 85+/- feet of gravel road extending from currently paved northerly end of Aster Lane, remove their existing driveway and replace the surface of the drive with grass, construct a new driveway to directly connect the garage on the lot to the gravel surfaced portion of the roadway, remove an existing sign and replace it with a "No Outlet" sign, and construct a fence on the property.
2. We understand that the Board will be conducting a completeness review for this project at their upcoming meeting. In our opinion, the comments provided here often go beyond the completeness level of review and have been provided to facilitate future reviews of the project. It should be noted that additional submitted information may result in additional review comments.
3. The plans indicate that the pavement will be placed to Town Standards. A description of the pavement buildup or a detail should be added to plan. The varying widths of the new pavement along with the Station transitions should be called out and the transition points defined. Grading of the paved roadway as indicated by proposed contours should be added to the plans along with a note stipulating the need for fine grading of the gravel surface of the roadway prior to paving.

4. There is an existing paved berm at the end of the paved section of Aster Lane that directs runoff from the paved roadway areas to the ditches on each side of the road. It is our understanding that the berm was installed due to the erosive actions of the runoff from the pavement at the gravel transition area. It appears that the berm would be removed in the section of repaving. The designer should review this issue and determine an approach for controlling erosion at the new pavement/existing gravel transition zone and considering replacing the berm near the end of the new pavement.
5. The applicant may need to a request the waiving of a formal stormwater report with supporting calculations. If so, we would support the granting of the waiver as the paving of the existing roadway will create a minimal net gain of approximately 1,750 square feet of paved impervious area over a fairly impervious surface which will have a negligible impact on the stormwater runoff characteristics of the project area. In addition, the surface area of the driveway section being removed is much greater than the driveway section being constructed so the net effect of the driveway relocation would be a net reduction in runoff.
6. The designer should check the wording of Note 1 on Drawing C-100 as it appears a phrase indicating "...is permissible **with** the need of replanting..." should read "...is permissible **without** the need of replanting...". Also, the note later indicates that dead trees are defined by the lack of foliage during the growing season. This note should be expanded to include a definition for dead evergreen trees.
7. The designer should also expand the wording of Note 3 on Drawing C-100 to include the removal of the existing sign along with the placement of the new sign.

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:sdh

cc: Maggie Birlem, Applicant
Steve Bradstreet, Designer