

STREET CONSTRUCTION STANDARDS FOR BUCKFIELD, MAINE

PURPOSE

These Construction Standards are designed to promote the health, safety and public welfare of Buckfield by requiring all new public roads and certain reconstructed public roads to meet or exceed minimum standards and to insure that all new public roads and certain reconstructed public roads are constructed in a manner to permit efficient maintenance and serviceability.

DEFINITIONS

Maintenance: Roadwork involving surface repair; ditching; culvert replacement and other minor drainage improvements; and/or minor alignment changes.

Major Street: Major streets include arterials primarily designed for travel between and through towns and collector streets which move traffic from minor streets to other collectors or arterials. Generally, major streets are signed to accommodate through traffic.

Minor Streets: Minor streets are local streets used primarily for access to abutting properties. Generally, minor streets are designed to accommodate little or no through traffic.

Reconstruction: Roadwork involving replacement of the base, major drainage improvements, and/or major grade and alignment changes.

APPLICABILITY

These Standards apply to all roads to be proposed to the Town of Buckfield for acceptance as public ways.

These Standards are advisory to the Selectmen with respect to the reconstruction of existing public ways except where such reconstruction involves a public way with an average daily traffic of 100 or more vehicles or which provides access to 15 or more developed abutting parcels of land within the corporate limits of Buckfield, in which case these standards shall be mandatory.

These Standards do not apply to routine highway maintenance on existing public ways.

These Standards should not be construed to restrict the authority of the legislative body of Buckfield to establish or discontinue public ways.

RESPONSIBILITY

It shall be the responsibility of those proposing a road for acceptance as a public way to ensure that the road meets or exceeds these Construction Standards.

DESIGNS AND CONSTRUCTION STANDARDS

	<u>Major Street</u>	<u>Minor Street</u>
Minimum right of way width	66'	50'
Minimum travel way width	24'	20'
Minimum grade	.5%	.5%
Maximum grade	8%	8%
Maximum grade with 50' of intersection	3%	3%
Minimum width of shoulder on each side of travel way	4'	4'
Minimum centerline radii of curves	200'	200'
Minimum length of straightaway between reverse curves	200'	100'
Minimum road crown	¼"/1'	¼"/1'
Minimum radius of turn around at end of dead-end street	65'	65'
Minimum angle of intersection	60°	60°

	<u>Major Street</u>	<u>Minor Street</u>
Minimum depth of road base on soils rated "fair" or "good" for road location according to the "Soil Suitability Guide for Land Use Planning in Maine" (overall depth)*	18"	18"
(a) Minimum depth of sub-base consisting of "fair" to "good" road fill material according to the U.S.D.A. "Soil Survey"	12"	12"
(b) Minimum depth of upper base or surface of gravel	6"	6"
Minimum depth of road base on poorly drained soils or where the soils are rated "poor" or "very poor" for road location according to the "Soil Suitability Guide for Land Use Planning in Maine" (overall depth)*	24"	24"
(a) Filter fabric will be used where this type of soil exists prior to laying sub-base		
(b) Minimum depth of sub-base consisting of "fair" to "good" road fill material according to the "U.S.D.A. Soil Survey".	18"	18"
(c) Minimum depth of upper base or surface of gravel	6"	6"

* = Determination of the depth of base required shall be made by the Road Commissioner in consultation with the Selectmen or the Planning Board in consultation with the above in the case of roads developed as part of subdivisions. The Soil Conservation Service or other expert witness may be consulted.

DRAINAGE

All streets shall be provided with adequate drainage facilities, including ditching, sloping, and culverts, etc., to provide for the removal of storm water to prevent flooding, erosion, and surface deterioration. Side slopes of shoulders shall not be steeper than 3 feet horizontal to 1 foot vertical unless otherwise protected and shall be stabilized to prevent erosion.

SURFACE

Any road interconnecting with an existing public way and proposed to be accepted as a public way must be surfaced with the same type of material as the existing public way it will interconnect with. No road or street will be paved when air temperature is below 40° and no pavement will be placed on any frost within the travel way.

FLOOD ZONE AREA

Any new street that is constructed in areas of special flood hazard Zone A, as identified by the Federal Emergency Management Agency (FEMA) in a map entitled "Flood Insurance Rate Map" of Buckfield, Maine, Oxford County shall be constructed with a surface elevation one foot above the 100 year flood plain elevation as defined by FEMA or the Town of Buckfield.

SAFETY

All street intersections and curves shall be designed to permit adequate visibility and to provide for safe vehicular traffic flow.

MODIFICATIONS TO STANDARDS

In cases where a public way is proposed where an old town, county, or range road previously existed as evidenced by stone walls, the minimum standards for right-of-way width, slope, curve radius, and intersection angle may be varied to a moderate extent to conform to pre-existing road limits as long as the proposed road will not constitute a public safety hazard. New roads cannot always be restricted to old roadways since pre-existing alignments may not accommodate modern traffic needs.

CERTIFICATION OF CONSTRUCTION

Upon completion of street construction and prior to a vote by the Municipal Officers to submit a proposed public way to the legislative body, a written certification signed by a professional engineer registered in the State of Maine shall be submitted to the Municipal Officers at the expense of the applicant, certifying that the proposed way meets or exceeds the designs and construction requirements of these Standards. "As Built" plans shall be submitted to the Municipal Officers.

ENFORCEMENT

All determinations of whether the provisions of these regulations are being met shall be made by the Selectmen. In making these determinations, the Selectmen may consult the Road Commissioner, Planning Board, and engineer, or other witness.

Adopted: March 26, 1977 - Article #14

Amended: June 22, 1988 - Article #28 & #29

Amended: June 22, 1994 - Article #57

Amended: June 17, 2003 - Article #51