

## ARTICLE 12 – ROAD ACCEPTANCE REGULATIONS

Before any way is accepted at any future Town Meeting as a public way, it must be laid out and constructed to the following specifications:

**12.1 The right-of-way of any street shall not be less than fifty (50) feet.**

**12.2** Before grading is started, the entire right-of-way area shall be cleared of stumps, roots, brush, all other objectionable material, and all trees not intended for preservation. Loam and clay shall be removed from the full width of the street, which shall not be less than twenty-four (24) feet in width (gutter to gutter) to a depth of at least eighteen (18) inches or if necessary, in the opinion of the Public Works Director, at least twenty-four (24) inches below the top of the proposed subgrade. The subgrade shall be carefully shaped and thoroughly compacted before the gravel is placed.

**12.3** The stumps and other organic materials shall be removed to a depth of two (2) feet below the subgrade. Rocks and boulders when encountered, shall be removed to subgrade.

12.3.A. The roadbed shall be surfaced with a minimum of fifteen (15) inches of subbase gravel that meets the Maine Department of Transportation Standard Specifications for Type D subbase material, which shall not contain particles of rock exceeding four (4) inches in any dimension.

12.3.B. The roadbed shall be surfaced with a minimum of three (3) inches of base gravel that meets the Maine Department of Transportation Standard Specifications for Type A base material, which shall not pass the one half (1/2") inch square stone.

12.3.C. All material shall be compacted in layers not to exceed eight (8) inches. Compaction of each layer of base and subbase shall continue a density of not less than 95% of the maximum density has been achieved for the full width and depth of the layer in accordance with the Maine Department of Transportation Standard Specifications.

12.3.D. The filling of utility trenches and other places shall be mechanically tamped, and all such filling must be approved by the Public Works Director.

12.3.E. The Town may engage, or require the Applicant to engage, the testing services of a certified, independent materials testing laboratory authorized under a registered professional engineer satisfactory to the Town to certify that the specifications of this Ordinance have been met. Any testing will be done at the Applicant's expense. All results will be forwarded to the Public Works Director.

12.3.F. No surface pavement will be applied until base has gone through at least one winter season at which time it will be inspected by the Applicant, Code Enforcement Officer, and Public Works Director.

**12.4** The road cover layer shall be permanently finished with a rolled blacktop surface (a minimum of 2” of rolled base with 1” of rolled surface) twenty (20) feet wide acceptable to the Public Works Director. The two-foot shoulders shall be dressed to blacktop grade with compacted processed gravel. The crown shall be one-quarter (1/4) inch per foot. The road centerline shall be the centerline of the right-of-way.

### **12.5 Ditching and Cross Drainage**

12.5.A. The ditches and cross drainage shall be sufficient to prevent flooding and erosion, all work shall follow the standards in the Maine Erosion and Sediment Control Handbook for Construction: Best Management Practices (Cumberland County SWCD/Department of Environmental Protection). All work shall be satisfactory to the CEO, Selectmen, and the Public Works Director.

12.5.B. The minimum trench width for all culvert installations shall be the outside diameter of the culvert pipe plus two (2) feet. All culverts shall be embedded in a granular material with a minimum depth of six (6) inches below the bottom of the pipe and extending six (6) inches above the pipe. When the water outlets shall be riprapped to prevent erosion. The minimum size for all drainage or driveway culverts shall be fifteen (15) inches.

**12.6** Dead end roads shall have not less than 24 feet of unobstructed width, be able to withstand live loads of fire apparatus, have a minimum of 13’ 6” of vertical clearance and fire apparatus shall be provided where an access road is a dead end and is in excess of 150 feet in length. The turnaround shall have a minimum centerline radius of 100 feet or a backing space of 60 feet shall be provided. The grade of the road shall be not more than 10%. Where a bridge is required to be used as access, it shall be constructed and maintained using live design loading sufficient to carry the imposed loads of fire apparatus.

**12.7** No street grade shall be less than five-tenths of a percent (0.5%) nor more than ten percent (10%). The grade within fifty (50) feet of intersections shall not be more than three percent (3%).

**12.8** Street jog with centerline offsets of less than one hundred twenty-five (125) feet shall be avoided.

**12.9** Streets shall be laid out so as to intersect as nearly as possible at right angles and no street shall intersect any other street at less than sixty (60) degrees. The property line radius at intersections shall be a minimum of ten (10) feet.

**12.10** Curves shall have a minimum centerline radius of one hundred (100) feet and reverse curves shall have a minimum of one hundred (100) feet of straight road at centerline between them. Slopes and curves shall be constructed so as to allow a line-of-sight distance at the centerline of at least two hundred (200) feet at five (5) feet above the pavement.

**12.11** All land damages must be waived in writing by the abutting landowners.

**12.12** All signs and signposts shall follow the standards in the ‘Town of Buxton Sign and Post Requirements’ as published by the public Works Director and available from the Code Enforcement Office.

**12.13** This Ordinance cancels and supersedes regulations adopted March 8, 1969.

**12.14** Any way in existence prior to April 1, 1990, and referenced in the Buxton Road Book, published in April 1990, may be accepted at a Town Meeting as a public way, provided it meets all requirements of this article of the Buxton Zoning Ordinance and is not part of a subdivision approved after November 2, 1976, with the following exceptions:

12.14.A. The right-of-way width requirements of Section 12.1.

12.14.B. The paving requirements of Section 12.4.

12.14.C. The dead-end road length requirements of Section 12.6, providing that the turn-around and backing space requirements of this section are adhered to.

**12.15** The proposal for acceptance must be accompanied by a written certification by a professional engineer, registered in the State of Maine, certifying that the proposed Town way meets or exceeds the design and construction standards set forth in this ordinance.

**12.16** The proposal for acceptance must be accompanied by one mylar and two sets of blueprints of as-built conditions, the plans conforming to the plan requirements and standards of Article 12, including the date that the street construction was completed, including the dates that the base course and surface course of pavement was installed.

**12.17** The accepted way must be deeded to the Town of Buxton within 30 days of acceptance.

**12.18** The Applicant shall submit written confirmation from any utility within the right-of-way that all work has been completed to the satisfaction of the utility prior to acceptance of any street by the Town.

**12.19** Inspections: The Applicant shall work with the Public Works Director and Code Enforcement Officer to schedule a pre-construction meeting to address the construction program and schedule inspections. The Public Works Director will be notified before any testing is done.

**12.20** Notwithstanding Title 1, M.R.S. Section 302, this ordinance amendment shall apply retroactively to any permit or approval that had not been finally approved and issued as of November 10, 2014.

**12.21** The Public Works Director is authorized to set minimum and/or maximum weight limits on Town roads and ways throughout the calendar year.

