

Town of Hebron
Road Standards Ordinance
Enacted March 21, 2009

I. General

A. Authority

1. This ordinance is adopted pursuant to Home Rule Powers as provided for in Article VIII-A of the Maine Constitution and Title 30-A MRSA § 3001.
2. This ordinance shall be known and may be cited as the "Town of Hebron Street Standards Ordinance."

B. Administration

1. The Planning Board of the town of Hebron (hereinafter called the Board) shall administer this ordinance.
2. These standards shall apply to all roads, as defined, within the town of Hebron.

C. Purpose

The purpose of this ordinance is to establish minimum standards by which roads in the town are to be constructed. These standards are required to protect the safety, health, and welfare of the people of the town of Hebron.

D. Acceptance Requirements

1. Any registered voter in the town of Hebron may petition the town for acceptance of any road meeting the design standards for collector and minor streets. Each petition shall be accompanied by a road condition report, prepared by a registered professional engineer with experience in such evaluations, indicating that all applicable criteria have been met. Roads that do not meet the applicable criteria may not be considered for acceptance.
2. An article to accept any road meeting the design standards may be included in the warrant for a regular town meeting, to be voted upon by the voters at said meeting.
3. A petition for inclusion in the warrant shall include all necessary deeds providing clear title to the town of Hebron for the entire width and length of the right-of-way, as well as any necessary easements for drainage and slopes, such title to be effective immediately upon acceptance by the town.

E. Submissions

An application for a road shall include the information required on the application form, and the road shall comply with the standards in Section II below, unless the information or standards are waived by the Board.

F. Other Ordinances

This ordinance does not in any way override the provisions found in any other town ordinance or regulation, such as the Driveway Ordinance.

II. Design Standards

A. Road Design Standards

1. The type of road is as defined in Section IV. Roads shall meet the following standards and shall be in accordance with the Typical Street Cross Section appended to this ordinance:

Item	Collector	Minor
Right-of-Way Width (Minimum)	66'	60'
Pavement/Travel Way Width	24'	20'
Minimum Grade	0.5%	0.5%
Maximum Grade	8.0%	12.0%
Within 50' of Intersections	3.0%	3.0%
Minimum Angle of Intersection	60°	60°
Width of Shoulder (Each Side)	4'	4'
Minimum Centerline Radius	500'	200'
Minimum Tangent Between Reverse Curves	200'	100'
Sub-base (meeting MDOT 703.06 Type D) ¹	15"	12"
Base (meeting MDOT 703.06 Type A) ¹	6"	6"
Base Pavement (Bituminous; After Compaction) ¹	2 1/2"	2"
Wearing Course (Bituminous; After Compaction) ¹	1 1/2"	Not Required
Minimum Crown	1/4"/ft.	1/4"/ft.
Minimum Radius of Right-of-Way at Intersection	10'	10'

¹ Maine Department of Transportation specifications will be used to establish material quality specifications. These material thicknesses presume a suitable native soil below subgrade. Fine-grained soils having a California Bearing Ratio of less than fifteen (15) percent will generally require additional sub-base material.

Minimum Radius of Pavement at Intersection		
90E to 75E	25'	25'
>75E	30'	30'
Minimum Distance Between Intersections	300'	200'
Minimum Culvert Size	15"	15"
Minimum Cover Over Culverts	24"	24"

2. Dead end streets shall be avoided whenever possible. When a dead end street is required by the constraints of the parcel, or when phasing of a subdivision results in a temporary dead end street, a turn-around for use of emergency and other vehicles shall be provided. A cul-de-sac is the preferred turn-around; radius of the right-of-way shall be 65' while that of the travel way shall be 50'. If the Planning Board approves a hammerhead in lieu of the cul-de-sac, it shall have a travel way width as per the class of road and a minimum length of each "leg" of 40'.
3. All base and sub-base materials will be placed at the optimum moisture content to achieve the desired compaction. The maximum compacted thickness of any layer shall not exceed 12". Compact all base and sub-base material to at least 95% of the maximum density as determined in accordance with ASTM D698. Determine in place density using ASTM D1556 or D2022 or other method approved by the Board. The Board shall determine the frequency of in place testing required.

B. Grade Changes

1. For all road classifications, grade changes shall be accomplished by parabolic vertical curves of such design that a minimum sight distance of two hundred (200) feet is maintained. In no case shall vertical curves have lengths less than $K * A$, where A is the algebraic difference of the grades in percent, and K is defined in the table below.

Design Speed (MPH)	"K" for Crest Curves	"K" for Sag Curves
25	25	33
30	28	35
40	50	50
50	80	70
60	150	100

2. All streets shall have adequate stormwater drainage facilities to prevent pavement flooding and side-slope erosion.
3. Side slopes shall have a maximum grade of thirty-three (33) percent.

C. Sight Distance

The minimum sight distance shall be ten (10) times the posted speed limit on the existing road that the proposed road intersects. Sight distance shall be measured from the driver's seat of a vehicle that is ten (10) feet behind the curb or edge of shoulder line with the height of the eye three and one-half (3 ½) feet above the pavement and the height of object four and one-half feet (4 ½) feet.

D. Signage

1. All roads shall be provided with traffic-control signs at the expense of the applicant/ developer. Signs establishing speed limits, stopping lines, yield locations, and other similar instructions shall be in conformance with Section 645 of the State of Maine Department of Transportation Standard Specifications – Highways and Bridges for Type I signage. Street- and road-name signs shall be provided by the applicant and installed as directed by the Road Commissioner.
2. All applicable signage shall be installed prior to acceptance by the town.

III. Administration

A. Waivers

Where the Board makes written findings of fact that the developer will suffer an undue economic or other hardship if the requirements of this ordinance are strictly applied, it may waive the necessity for strict compliance with the requirements of this ordinance in order to provide relief from the hardship in question and to permit a more practical and economical development, provided, however, that the public health, safety, and welfare will not be compromised. The Board shall not waive any requirements of this ordinance for those roads proposed to be accepted by the town of Hebron.

B. Appeals

Appeals from any decision of the Board may be taken to the Board of Appeals by any aggrieved party within sixty (60) days of the decision of the Board.

C. Separability and Effective Date

1. The invalidity of any provision of this ordinance shall not invalidate any other provision.
2. The effective date of this ordinance is the 2009 annual town meeting.

D. Amendments

This ordinance may be amended by a majority vote of the registered voters of the town of Hebron at a regular or special town meeting.

IV. Definitions

In general, words and terms used in this ordinance shall have their customary dictionary meanings. The following terms have the following meanings:

Collector Street: A street servicing at least fifteen lots or dwelling units.

Minor Street: A street servicing less than fifteen lots or dwelling units.

TOWN OF HEBRON

TYPICAL STREET CROSS SECTION

