

Town of Corinth
Road Construction and Design Standards Ordinance
March 18, 2008

ROAD CONSTRUCTION AND DESIGN STANDARDS

1. General

1.1. Title

This Ordinance shall be known as and may be cited as the "Road Construction and Design Standards Ordinance of the Town of Corinth, Maine ", and will be referred to herein as the "Ordinance".

1.2. Authority

This Ordinance is adopted pursuant to Home Rule Powers as provided for in Article VIII-A of the Maine Constitution and Title 30-A, Section 4352 and Title 38, Section 435 et. seq., of the Maine Revised Statutes Annotated.

1.3. Purposes

The purposes of this Ordinance are as follows:

1.3.1. Comprehensive Plan Implementation

To assist in the implementation the policies and recommendations of the Corinth Comprehensive Plan;

1.3.2. Preservation Of The Town Character

To assist in preserving and protecting the character of Corinth by providing uniform road standards defining the infrastructure necessary to support future growth that may be associated with the dividing of the Town into neighborhood zones according to the use of land and buildings and the intensity of such uses;

1.3.3. Protection Of The General Welfare

To assure the comfort, convenience, safety, health, and welfare of the present and future inhabitants of the Town of Corinth through the provision of road construction and design standards that will accommodate the coexistence of vehicular and pedestrian traffic on Town road right-of-ways;

1.3.4. Protection Of The Environment

To protect and enhance the natural, cultural, historic and archaeological resources of the Town from unacceptable adverse impacts and to integrate new development harmoniously into the Town's natural environment by directing road right-of-ways and road construction to land areas that will promote these objectives;

1.3.5. Promotion Of Community Development

To promote the development of an economically sound and stable community by providing road design and construction standards that will provide durable infrastructure in development areas identified in the Comprehensive Plan;

1.3.6. Reduction Of Traffic Congestion

To lessen the danger and congestion of traffic on roads and highways, limit excessive numbers of intersections, driveways, and other friction points, minimize hazards, and insure the continued usefulness of all elements of the existing road system for its planned future function;

1.3.7. Balancing Of Property Rights

To protect property rights and values by balancing the rights of landowners to use their land with the corresponding rights of abutting and neighboring landowners, to enjoy their property without undue disturbance from abutting or neighboring uses;

1.3.8. Reduction Of Fiscal Impact

To provide a means of evaluating development proposals to determine their fiscal impacts on the municipality's ability to provide and improve necessary public infrastructure and services; and

1.3.9. Establishment Of Standards

To establish standards whereby the Town Officials may review the developments or construction regulated or guided by this Ordinance by providing fair and reasonable standards for construction of roads, road improvements, installation of apertures or utilities in a road right-of-way to protect and maximize the life of such investments, thereby reducing the total cost of ownership to the inhabitants and taxpayers of Corinth.

1.4. Applicability

New 1.4.1 All roads constructed in approved subdivisions or approved for construction as part of subdivision approval prior to the original adoption of this ordinance March 18, 2008 shall be constructed in accordance with the design and construction standards that were contained in the Planning Board Standards for reviewing land subdivisions that was adopted in 1976. Any road approved for construction after the adoption of this ordinance March 18, 2008 shall comply with this ordinance.

New 1.4.2 Pavement requirements for roads constructed prior to the adoption of this ordinance and not accepted as Town owned roads need to have a minimum of three (3) inches of pavement in place prior to being placed on the warrant for acceptance at town meeting.
Proof of Depth is required and needs to be documented. This can be accomplished in two ways:
1: core drill with a 2-inch diameter bit at 500-foot intervals with no less than 3 cores along the centerline. The code enforcement officer will verify the depth of the pavement on site.
2: Written certification from a professional engineer that the pavement depth is at least 3 inches.

1.4.3 All roads and sidewalks shall be designed and constructed to meet the following standards according to their classification as determined by the Board of Selectpersons or as the Board may deem necessary to insure public safety, emergency operations, protect existing road infrastructure, or provide public services including, but not limited to, emergency services.

1.4.4 These standards shall also apply to all roads in subdivisions, flood plain management and shoreland zoning areas except that these standards may be reduced to comply with State of Maine and Federal laws and regulations.

1.4.5 These standards will also apply to any Municipal roads and road improvements constructed by the Town of Corinth. Any variance from these standards must be approved at a Town Meeting.

1.5 Conflict With Other Ordinances

Whenever the requirements of this Ordinance are in conflict with the requirements of any other lawfully adopted rule, ordinance, deed restriction or covenant, that imposing the most restrictive or higher standard shall govern.

1.6 Severability

In the event that any section, subsection, or provision of this Ordinance shall be declared by any court of competent jurisdiction to be invalid for any reason, such decision shall not be deemed to affect the validity of any other section, subsection, or any other portion of this Ordinance; to this end, the provisions of this Ordinance are hereby declared to be severable.

1.7 Testing, Review and Assurances

1.7.3 Professional Review and Assistance

The Town reserves the right to hire such professional and expert advisors and certified professional engineers as it deems necessary to review and attest to the proper construction and completion of any project or undertaking governed by this Ordinance in order to protect and preserve the best interests of the Town. Any costs or expenses associated with any testing required by any section, subsection or provision of this ordinance shall be borne by the developer, builder or applicant.

Furthermore, if the developer, builder or applicant refuses to comply with the Road Commissioners' or designees' request(s) to provide documentation of or to perform any reviews, inspections, uncovering, exposure, observation, testing and/or satisfactory reconstruction, then the Town reserves the right to draw upon the funds deposited by the developer, builder or applicant for use by the Town to perform any needed reviews and inspection, and use this money to complete such aforementioned activities.

1.7.4 Assurances

Prior to the start of construction, the developer, builder or applicant shall provide the following information to the satisfaction of the Board of Selectpersons:

1) Financial Capability

The developer, builder or applicant shall provide financial statements and such other corroborating information as is necessary to demonstrate the ability to fund construction and improvements.

2) Technical Capability

Documentation that the applicant has retained qualified contractors and consultants to supervise, construct, and inspect the proposed construction and improvements.

1.7.5 Developer Responsibilities for Testing and Inspection

Developer, builder or applicant (“developer”) responsibilities for the testing and inspection of roads and road improvements including, but not limited to, construction, improvement or upgrading of any road, shoulder, green space, sidewalk, slope, ditch, drainage or other construction or other improvement related to the right-of-way on which such road or improvement is situated are as follows:

Testing of the various materials used for construction of the road and road improvements and inspection of the in-place products is the responsibility of the developer, builder or applicant (“Developer”). A qualified inspector shall be retained by the developer to provide these services. The following items shall be submitted to the Town’s Municipal Engineer upon application for acceptance of a road as minimum evidence that the road has been constructed in accordance with the provisions of this ordinance.

A. The project inspector will be required to certify that all underground utilities have been installed in accordance with the approved plans and generally accepted construction standards. Prior to placing a road acceptance article on a Town Meeting warrant, the Town may also videotape any sewers and storm drains to check for sagging, squatting, misalignment or other evidence of improper installation.

B. Prior to placing filter fabric and sub-base gravel, the subgrade shall be visually inspected to ensure proper grubbing and sloping has been accomplished. The condition of the subgrade shall also be visually evaluated for suitability to support the sub-base material. Proper compaction of all utility trenches should be verified. Copies of all inspection reports shall be forwarded to the Town’s Municipal Engineer or designated Town official upon request.

C. The specifications for the gravel sub-base and base materials shall be shown on the project drawings. Samples of each should be obtained from the source and tested by an MDOT-approved lab to ensure compliance with the MDOT gradation specifications and to determine the theoretical maximum density and optimum water content. The project inspector shall evaluate the lab results to ensure compliance with the project and Town specifications and a copy of the results shall be sent to the Town’s Municipal Engineer or designated Town official upon request.

D. Compaction testing shall be performed on each layer of the road base gravel to ensure 95% compaction is achieved. The method, location and frequency of tests shall be determined by the inspector to ensure representative results are obtained for the project. The certified results of all compaction testing shall be forwarded to the Town’s Municipal Engineer or designated Town official upon request. Visual inspections shall be performed daily, or as necessary, to ensure that contaminated materials are removed from the sub-base and base gravels. Measurement of the depth of each layer of gravel shall be made by the project inspector to ensure compliance with the project specifications and results shall be sent to the Town’s Municipal Engineer upon request.

E. Final approval of the road base prior to paving shall be performed by the project inspector based on the visual inspection and the testing specified above. Final lines and grades shall meet MDOT tolerances cited in this ordinance. Prior to the start of paving a written certification from a Registered Professional Engineer shall be submitted to the Town's Municipal Engineer or designated Town official stating that the roadway base was constructed and pavement layers were applied in accordance with the project specifications. Measurement of the depth of each layer of pavement shall be made by the project inspector to ensure compliance with the project specifications and results shall be sent to the Town's Municipal Engineer upon request.

F. As-built drawings certified by a Registered Professional Engineer shall be submitted to the Town's Municipal Engineer or designated Town official prior to the placement of a road acceptance article on a Town meeting warrant. These shall document all changes to the approved plans and show final locations of all utilities located within the road right of way including but not limited to water, sewer, storm drains, storm drain stubs, electrical, cable television or telecommunications and any extension of same to individual lots.

1.8 Effective Date

The effective date of this Ordinance and any subsequent amendments shall be the date of adoption at a Town Meeting. A copy of this Ordinance, certified by the Town Clerk, shall be on file at the Town Office.

1.9 Repeal of Prior Ordinance

The existing Town Road Ordinance and any other existing Town ordinance or policy addressing road construction, design, paving, road dimensions or other road criteria are repealed as of the effective date of this Ordinance. However, the adoption of this Ordinance shall not affect nor prevent any pending or future prosecution of, or action to abate, the violation of any ordinances repealed by this Section if the violation is also a violation of the provisions of this Ordinance.

It is also the intention and direction of this Section that if this Ordinance is, for any reason, held to be invalid or void in its entirety, the ordinances repealed by this Section shall be automatically revived.

2 Right of way

The minimum right-of-way width shall be sixty-six (66) feet.

3 Road Centerline

The centerline of the road shall be located not more than two (2) feet off the centerline of the right-of-way.

4 Pavement Width

The minimum pavement width of the traveled way shall be twenty-four (24) feet for minor roads and thirty-two (32) feet for collector roads.

5 Roadway Crown

The roadway crown shall be one-quarter inch (1/4") per foot of pavement width.

6 Shoulders

6.4 Gravel Shoulders

Gravel shoulders shall extend a minimum of four (4) feet from each side of the road traveled way pavement. Gravel shoulders shall be an exposed portion of the aggregate layers specified in the Aggregate Layers section of this Ordinance.

6.5 Paved Shoulders (where required)

Paved shoulders shall extend a minimum of six (6) feet from each side of the road travel way pavement. The outer edge of a paved shoulder shall abut a curb, specified green space, or a gravel shoulder extending a minimum of two (2) feet beyond the outer edge of the paved shoulder.

7 Shoulder Grade

7.4 Gravel Shoulders

Gravel shoulders shall have a slope ratio of 4:1 – a slope of four feet horizontally for each one foot vertically of shoulder width.

7.5 Paved Shoulders (where required)

Paved shoulders shall have a slope of one-half inch (1/2") to three-quarter inch (3/4") for each foot of paved shoulder width. Such slope shall assist the road crown in channeling water away from the centerline of the paved roadway and toward the outer edge of the paved shoulder.

8 Road Base

8.4 Flagging Right-of-Way

Before any clearing has started on the right-of-way, the center line and side lines of the new road shall be staked or flagged at fifty foot intervals and all appropriate authorities (e.g. Dig Safe, electric company, telephone company, cable company) shall be contacted to identify any buried facilities.

8.5 Clearing Right-of-Way

Before grading is started, the entire area within the right-of-way necessary for the traveled way, shoulders, sidewalks, drainage-ways, and utilities shall be cleared of all stumps, roots, brush, and other objectionable material. All shallow ledge, large boulders and tree stumps shall be removed from the cleared area.

8.6 Removal of Unsuitable Materials

All organic materials or other deleterious material shall be removed to a depth of two feet below the sub-grade of the roadway. Rocks and boulders shall also be removed to a depth of two feet below the sub-grade of the roadway. On soils which have been identified by the Town's Municipal engineer as not suitable for roadways, either the subsoil shall be removed from the road site to a depth of two feet below the subgrade and replaced with material meeting the specifications for gravel aggregate sub-base below, or a Maine Department of Transportation approved stabilization geotextile may be used.

8.7 Side Slopes

Except in a ledge cut, side slopes shall be no steeper than a slope of four feet horizontal to one foot vertical, and shall be graded, loamed, limed, fertilized, and seeded according to the specifications of the erosion and sedimentation control plan (See section 15.4). Where a cut results in exposed ledge a side slope no steeper than five feet horizontal to one foot vertical shall be permitted.

8.8 Underground Utilities

All underground utilities, if any, shall be installed prior to paving in order to avoid cuts in the pavement.

8.9 Sub-grade

Road base layers shall be installed over properly shaped and compacted sub-grade. The sub-grade shall be inspected by the Road Commissioners or their designee(s) before placement of any aggregate on the road base. Any soft spots or otherwise unsuitable soils shall be either over-excavated or reinforced with geotextiles or other suitable materials to the satisfaction of the Road Commissioners or their designee(s) before placement of any aggregates.

9 Aggregate Layers

9.4 Testing

Testing shall be at the expense of the developer or applicant.

The developer or applicant - defined as such without regard to the number or use of buildings proposed to be constructed or located to access the proposed road - shall provide test results of aggregate gradation to the Road Commissioners or their designee(s) for review and approval PRIOR to the start of construction. Aggregate layers shall be applied in six to eight inch layers and compacted to a density of not less than 95% of Modified Proctor density for the full width and depth of each layer.

9.5 Sub-base Aggregate Layer

The sub-base aggregate layer is defined as Maine Department of Transportation (MDOT) Standard Specification 703.6 b, Type D aggregate or better, installed beneath the base aggregate layer and over the road sub-grade, and measuring not less than twelve inches (12") after compaction. Sub-base aggregates shall meet all other applicable specifications of MDOT Standard Specification 703.6. Surface tolerance shall be as specified by MDOT Standard Specification 304.05.

9.6 Base Aggregate Layer

The base aggregate layer is defined as Maine Department of Transportation (MDOT) Standard Specification 703.6 a, Type A aggregate, installed beneath the binder pavement layer and over the sub-base aggregate layer, and measuring not less than six inches (6") after compaction. Base aggregates shall meet all other applicable specifications of MDOT Standard Specification 703.6. Surface tolerance shall be as specified by MDOT Standard Specification 304.05.

9.7 Total Aggregate Thickness

The total thickness of both aggregate layers shall measure not less than eighteen inches (18") after compaction.

9.8 Width of Aggregate Layers

Aggregate layers shall be applied and compacted in a single construction event in sufficient width to accommodate the width of all lanes of the traveled way, paved shoulders (if any), gravel shoulder extensions of paved shoulders (if any), and gravel shoulders.

10 Hot Bituminous Pavement Layers

10.4 Pavement

Bituminous pavement shall only be applied over aggregate surface approved by the Road Commissioners or their designee(s). Bituminous pavement shall be applied with pavers of sufficient class and size with an activated screed (heated if necessary) capable of placing courses of hot mix asphalt pavement in full lane widths on the traveled way, shoulder or similar construction with each layer compacted using suitably sized steel drum or pneumatic tire rollers. The finished surface of each compacted bituminous layer shall be relatively smooth with no dips, tears, or other preventable imperfections caused by careless paving techniques.

Hot mix asphalt pavement shall meet the following MDOT Standard Specifications or parts thereof as appropriate:

- 401 Hot Mix Asphalt Pavement
- 702.01 Asphalt Cement
- 703.07 Aggregates for HMA Pavements
- 703.09 HMA Mixture Composition

10.5 Pavement Compaction

Each layer of pavement shall be compacted to an in-place density of not less than 93% of the theoretical maximum density as defined by the Maine Department of Transportation.

10.6 Bituminous Binder Course Layer

The bituminous binder course layer is defined as Maine Department of Transportation (MDOT) Standard Specifications for Type 19 mm mix maximum compacted to a thickness of two inches (2"). Surface tolerances shall be as defined by MDOT Standard Specification 401.101.

10.7 Bituminous Surface Course Layer

The bituminous surface course layer is defined as Maine Department of Transportation (MDOT) Standard Specifications for Type 12.5 mm mix compacted to a thickness of one inch (1"). Surface tolerances shall be as defined by MDOT Standard Specification 401.101.

10.8 Total Bituminous Pavement Thickness

The total thickness of both bituminous layers shall measure not less than three inches (3") after compaction.

10.9 Pavement Joints

Wearing surface traverse joints shall be constructed in such a manner that meets the minimum tolerances in MDOT Standard Specification 401.101 – Surface Tolerances.

Longitudinal joints shall be constructed in such a manner that will best ensure joint integrity.

Where pavement joins existing pavement, the existing pavement shall be cut along a smooth line and form a neat, even vertical joint.

A coating of emulsified asphalt shall be applied immediately before paving all joints to the vertical face and 75mm of the adjacent portion of any pavement being overlaid except those formed by pavers operating in echelon.

11 Pavement Dates

11.4 Earliest Pavement Date

No paving may occur prior to May 1st, nor when the ground is wet or frozen, nor when the temperature, measured in the shade at the paving site, is below 50 degrees Fahrenheit.

11.5 Latest Pavement Date

No paving may occur after October 1st, nor when the ground is wet or frozen, nor when the temperature, measured in the shade at the paving site, is below 50 degrees Fahrenheit.

11.6 Timing of Surface Course Application

The bituminous surface course must be applied in the same calendar year as the binder course, and is subject to the requirements of sections 11.1 and 11.2.

11.7 Waiver of Pavement Dates

The Road Commissioners may waive the earliest and latest pavement dates on a case-by-case basis provided the above-noted ground and temperature conditions are met.

12 Cul-de-sacs

12.4 Standards

Cul-de-sacs must meet the road construction standards of this ordinance. In addition, the entire surface of the 75 foot radius defined in section 12.2 must be paved.

12.5 Radii

The radius of a cul-de-sac shall be seventy-five (75) feet, measured from the centerline of the roadway to the outer edge of the paved cul-de-sac. The radius of a cul-de-sac right-of-way shall be eighty-five (85) feet, measured from the centerline of the roadway to the property lines.

12.6 Dead End Roads

All dead end roads must end in cul-de-sacs which meet the specifications of this section and must be able to accommodate emergency operations, school buses and snowplows. Dead end roads may not be longer than one thousand six-hundred (1,600) feet and may serve no more than twenty (20) residential units. Residential loop roads may serve no more than fifty (50) residential units.

In addition, the Board of Selectpersons or the Planning Board, as appropriate, may require the reservation of a twenty (20) foot or greater easement for essential services, and sixty-six (66) foot or greater easement in line with the dead end road to provide continuation of the road where future development or subdivision is possible.

13 Sidewalks (where required)

13.4 Width

Sidewalks, where required, shall have a minimum width of five (5) feet.

13.5 Gravel Base

Sidewalks shall have a gravel base course of twelve (12) inches measured after compaction.

13.6 Pavement

Sidewalks shall have a hot bituminous asphalt mix meeting Maine Department of Transportation (MDOT) Standard Specifications for Type 9.5 mm mix with a pavement thickness of two (2) inches, applied in two lifts, each compacted to a thickness of one inch. All other specifications are as contained or referenced in the Hot Bituminous Pavement Layers section of this Ordinance.

13.7 Abutting Existing Sidewalks

New or proposed roads abutting roads with existing sidewalks shall connect with existing sidewalks 1) if they exist in the vicinity of any proposed intersection, and 2) extending such sidewalk link residential units with recreational and commercial facilities, other common facilities, school bus stops, or other existing sidewalks in the neighborhood.

14 Green Space (where required)

At the discretion of the Board of Selectpersons (public ways), Planning Board (subdivisions), or jointly if such bodies so choose, green space may be required within the road right-of-way for a variety of reasons including, but not limited to:

- Motor vehicle operator, bicyclist and pedestrian safety;
- To provide vegetation that will aid in erosion and sedimentation control;

- To provide vegetation that will be an aid to aesthetics;
- To provide vegetation that will aid in lowering construction and maintenance costs;
- To provide vegetation that is in keeping with the character or theme of its environment;
- To provide vegetation that preserves, maintains or supports policies or objectives of the Comprehensive Plan for the zone(s) or impact area(s) that the road will encroach or abut.

14.4 Shoulder Abutment

Green space may abut a road shoulder or curb, may protect road structure by serving as a curb, by acting as erosion control, by directing stormwater runoff, or by serving as a safety zone to separate pedestrian, bicyclist and motor vehicle traffic.

When the primary purpose of green space is one of the foregoing, green spaces shall be of minimal slope and vegetation of minimal height necessary to serve such purpose. The width of such green space shall at the discretion of the Board of Selectpersons or Planning Board, as appropriate.

14.5 Sidewalk-to-roadway Barrier

Green space located between a sidewalk and a curb, shoulder, or roadway shall be not less than three (3) feet wide when measured between the outside edges of the abutting structures and shall not infringe on the safety of motor vehicle operator, bicyclist or pedestrian safety. Additional characteristics are at the discretion of the Board of Selectpersons or the Planning Board, as appropriate.

14.6 Other Green Space

Green space in a road right-of-way other than that described in the two preceding paragraphs shall be at the discretion of the Board of Selectpersons or the Planning Board, as appropriate.

15 Drainage and Stormwater Runoff

15.4 General Provisions

Stormwater drainage and runoff systems shall be designed by a Registered Professional Engineer experienced in the design of stormwater and drainage systems.

The storm drainage system will not adversely affect neighboring properties, downstream water quality, or cause soil erosion. All new construction and development shall be designed to minimize stormwater runoff from the site in excess of the natural predevelopment conditions. Where possible, existing natural runoff control features such as berms, swales, terraces and wooded areas shall be retained in order to reduce runoff and encourage infiltration of stormwaters.

If it is not practicable to detain water on site, downstream improvements to the channel may be required of the developer to prevent flooding caused by his project. The natural state of watercourses, swales, floodway or rights-of-way shall be maintained as nearly as possible. The design basis is a twenty-five (25) year storm. Stormwater runoff control systems shall be maintained as necessary to ensure proper functioning.

15.5 Storm Water Management Design Standards

- 15.5.3 Adequate provision shall be made for disposal of all storm water generated within the road right-of-way and any related development and any drained ground water through a management system of swales, culverts, under drain, and water courses. The storm water management system shall be designed to conduct storm water flows to existing watercourses.
- 15.5.4 All components of the storm water management system shall be designed to meet the criteria of a twenty-five (25) year storm based on rainfall data for the closest reporting station to Corinth, Maine.
- 15.5.5 The minimum pipe size for any storm drainage pipe shall be fifteen (15) inches in diameter. See sections 20.3 and 20.4 for additional requirements. The minimum and maximum lengths shall be based upon common engineering practices that take into account frost protection and future maintenance. Maximum trench width at the pipe crown shall be the outside diameter of the pipe plus two (2) feet. Pipe shall be bedded in a fine granular material, containing no stones larger than three (3) inches, lumps of clay, or organic matter, reaching a minimum of six (6) inches below the bottom of the pipe extending to six (6) inches above the top of the pipe.
- 15.5.6 Catch basins shall be installed where necessary and located at the curb line.
- 15.5.7 Inlets and outlets shall be stabilized against soil erosion by stone rip-rap or other suitable materials to reduce storm water velocity.
- 15.5.8 The storm water management system for the road improvement shall be designed to accommodate complete watershed drainage, taking into account existing conditions and approved or planned developments not yet built and shall include a surplus design capacity factor of twenty-five (25) percent for potential increases in upstream runoff.
- 15.5.9 Downstream drainage requirements shall be studied to determine the effect of the proposed road improvement. The storm drainage shall not overload existing or future planned storm drainage systems downstream from the road improvement. The developer, builder or applicant shall be responsible for financing any improvements to existing drainage systems required to handle the increased storm flows.
- 15.5.10 Where soils require a subsurface drainage system, the drains shall be installed and maintained separately from the storm water drainage system.
- 15.5.11 Ditches shall be constructed in such a manner as to minimize any residual water levels within 24 hours and be of such depth as to keep any residual water levels at least twelve (12) inches below the depth of road aggregate materials.
- 15.5.12 Ditches shall have a side slope ratio of no greater than 4:1 - a slope of four feet horizontally for each one foot vertically, and a back slope ratio (where applicable) of no greater than 2:1 - a slope of two feet horizontally for each one foot vertically.
- 15.5.13 The minimum pipe size for any storm drainage pipe shall be fifteen (15) inches in diameter. The minimum and maximum lengths shall be based upon common engineering practices that take into account frost protection and future maintenance. Maximum trench width at the pipe crown shall be the outside

diameter of the pipe plus two (2) feet. Pipe shall be bedded in a fine granular material, containing no stones larger than three (3) inches, lumps of clay, or organic matter, reaching a minimum of six (6) inches below the bottom of the pipe extending to six (6) inches above the top of the pipe.

15.5.14 Inlets and outlets shall be stabilized against soil erosion by stone rip-rap or other suitable materials to reduce storm water velocity.

15.6 Storm Drainage Construction Standards

15.6.3 Reinforced Concrete Pipe:

Reinforced Concrete Pipe shall meet the requirements of ASTM Designation C-76 (AASHTO M 170). Pipe classes shall be required to meet the soil and traffic loads with a safety factor of 1.2 on the .01 inch crack strength with Class B bedding. Joints shall be of the rubber gasket type meeting ASTM Designation C 443-70, or of an approved preformed plastic jointing material such as "Ramnek". Perforated Concrete Pipe shall conform to the requirements of AASHTO M 175 for the appropriate diameters.

15.6.4 Corrugated Metal Pipe:

Corrugated Metal Pipe shall be bituminous coated meeting the requirements of AASHTO Designation M 190 Type C for iron or steel pipe or AASHTO Designation M 196 for aluminum alloy pipe for sectional dimensions and type of bituminous coating. Pipe gauge shall be as required to meet the soil and traffic loads with a deflection of not more than five (5) percent.

15.6.5 ABS Pipe:

ABS (Acrylonitrile-butadiene-styrene) composite pipe and fittings shall conform to the requirements of AASHTO M 264 and AASHTO M 265. Perforated pipe shall conform to the requirements of AASHTO M 36, Type III.

15.6.6 Corrugated Plastic Pipe:

Corrugated Plastic Pipe shall conform to the requirements of AASHTO M-252.

15.6.7 Manholes:

Manholes shall be of precast concrete truncated cone section construction meeting the requirements of ASTM Designation C 478 or precast concrete manhole block construction meeting the requirements of ASTM Designation C 139, radial type. Bases may be cast in place 3000 psi 28 day strength concrete or may be of precast concrete, placed on a compacted foundation of uniform density. Metal frames and traps shall be set in a full mortar bed and tops shall conform to the requirements of AASHTO M 103 for carbon steel castings, AASHTO M 105, Class 30 for gray iron castings or AASHTO M 183 (ASTM A 283, Grade B or better) for structural steel.

15.6.8 Catch Basins:

Catch Basins shall be of precast concrete truncated cone section construction meeting the requirements of ASTM Designation C 478 or precast concrete manhole block construction meeting the requirements of ASTM Designation C 139, radial type. Castings shall be sized for the particular inlet condition with the gratings perpendicular to the curb line. Bases may be cast in place 3000 psi 28 day strength concrete or may be of precast concrete, placed on a compacted foundation of uniform density. Metal frames and traps shall be set in a full mortar bed with tops which shall conform to the requirements of AASHTO M 183 (ASTM A 283, Grade B or better) for structural steel.

15.6.9 Drain Inlet Alignment:

Drain inlet alignment shall be straight in both horizontal and vertical alignment unless specific approval of a curvilinear drain is obtained in writing from the Board, after consultation with the Town's consulting Engineer.

15.6.10 Manhole Placement:

Manholes shall be provided at all changes in vertical or horizontal alignment and at all junctions. On straight runs, manholes shall be placed at a maximum of four hundred (400) foot intervals.

15.6.11 Catch Basin And Manhole Maintenance:

Upon completion each catch basin or manhole shall be cleaned of all accumulation of silt, debris or foreign matter and shall be kept clean until final acceptance of the road by the Town.

15.7 Erosion And Sedimentation Control Plan

The following measures relating to conservation, erosion and sediment control shall be included where applicable as part of all projects submitted for review and approval under this Ordinance:

15.7.3 The procedures outlined in the erosion and sedimentation control plan, prepared and submitted by the applicant, shall be implemented during the site preparation, construction, and clean-up stages. The applicant is encouraged to use the sifting, design and maintenance guidelines in the "Maine Erosion and Sedimentation Control Handbook for Construction: Best management Practices" by the Cumberland County SWcD and Maine DEP for meeting the requirements of this standard.

Erosion of soil and sedimentation of watercourses and water bodies shall be minimized by employing the following best management practices:

15.7.4 Stripping of vegetation, soil removal and re-grading or other development shall be done in such a way as to minimize erosion;

15.7.5 Road improvements shall preserve outstanding natural features, keep cut-fill operations to a minimum and ensure conformity with topography so as to create the least erosion potential and adequately handle the volume and velocity of surface water runoff;

- 15.7.6 Road improvements shall not unreasonably increase the rate or volume of surface water runoff from the proposed site;
- 15.7.7 Whenever feasible, natural vegetation shall be retained, protected and supplemented;
- 15.7.8 The disturbed area and the duration of exposure shall be kept to a practical minimum;
- 15.7.9 Disturbed soils shall be stabilized as quickly as practicable;
- 15.7.10 Temporary vegetation or mulching shall be used to protect disturbed areas during road improvement projects;
- 15.7.11 Permanent (final) vegetation and mechanical erosion control measures in accordance with the standards of the County Soil and Water Conservation District or the Maine Soil and Water Conservation Commission shall be installed as soon as practicable after the road improvement construction ends;
- 15.7.12 Until the disturbed area is stabilized, sediment in the runoff water shall be trapped by the use of debris basins, sediment basins, silt traps or other acceptable methods;
- 15.7.13 The top of a cut or the bottom of a fill section shall not be closer than ten feet (10') to an adjoining property, unless otherwise specified by the Board of Selectpersons or the Planning Board, as appropriate. Extraction operations (gravel pits, etc.) shall not be permitted within one hundred feet (100') of any road right-of-way property line unless specifically permitted by the Board of Selectpersons.
- 15.7.14 During grading operations, methods of dust control shall be employed wherever practicable;
- 15.7.15 Whenever sedimentation is caused by stripping vegetation, re-grading or other road improvement, it shall be the responsibility of the developer, builder or applicant causing such sedimentation to remove it from all adjoining surfaces, drainage systems and watercourses and to repair any damage at his/her expense as quickly as possible;
- 15.7.16 Any activity on a stream, watercourse or swale or upon floodway or right-of-way shall comply with the Natural Resource Protection Act, Title 38, MRSA, Sections 480-A and 480-S. Any such activity shall also be conducted in such a manner so as to maintain as nearly as possible the present state of the stream, watercourse, swale, floodway, or right-of-way for the duration of the activity and shall be returned to its original or equal condition after such activity is completed.
- 15.7.17 Maintenance of drainage facilities or watercourses originating and completely on private property is the responsibility of the owner to the point of open discharge at the property line or at a communal watercourse within the property.

16 Subdivision Abutting Town Road or Way

Where a subdivision abuts or contains an existing Town road or way and a proposed Town road or way, no residential lot may have vehicular access directly on to the existing Town road or way. This requirement shall be noted on the subdivision or development plan and in the deeds of any lot with frontage on the Town road or way.

17 Grades

17.4 Grades of all roads shall conform in general to the terrain so that the cut and fill are minimized while maintaining the grade standards noted in the other subsections of this Road Construction and Design Standards Ordinance and as summarized in the Table of Road Standards contained in this Ordinance.

17.5 The maximum sustained grade of a road shall not exceed six (6) percent for collector roads and eight (8) percent for minor roads, except over short distances not to exceed four hundred (400) feet.

18 Intersections

18.4 Roads shall intersect existing roads at an angle as near to 90 degrees as site conditions permit, but not less than 75 degrees.

18.5 For collector roads, the maximum grade within seventy-five (75) feet of an intersection shall be two (2) percent. For minor roads, the maximum grade within fifty (50) feet of an intersection shall be two (2) percent.

18.6 Minimum right-of-way radii at intersections shall be fifteen (15) feet.

18.7 Whenever possible, four-way intersections shall be avoided.

18.8 A minimum distance of 650 feet shall be maintained between the centerlines of collector roads, minor roads, or a combination thereof. Such distance may be increased by the Board of Selectpersons or Planning Board to meet zoning requirements or conditions outlined in the Comprehensive Plan. Such distance may not be decreased unless necessary to comply with State of Maine or Federal laws and regulations.

19 Sight Distances

19.4 All changes in grade shall be connected by vertical curves to provide for the minimum stopping sight distances below.

19.5 Where new road intersections or driveway curb cuts are proposed, sight distances, as measured along the road onto which traffic will be turning, shall be based upon the posted or Maine presumptive speed limit if not posted (15 MPH for school zones, 25 MPH for residential and commercial zones, and 45 MPH for rural zones) and conform to the table below. Where necessary, corner lots shall be cleared of all growth and sight obstructions, including ground excavation, to achieve the required visibility.

19.6 Sight Speed and Distance Table

S P E E D (M P H)	15	20	25	30	35	40	45	50	55
SIGHT DISTANCE (FT)	150	200	250	300	350	400	450	500	550

19.7 Sight Distance Measurements

Stopping sight distance shall be calculated with a height of eye at 3.5 feet and the height of object at 0.5 feet.

Sight distances shall be measured from the driver's seat of a vehicle standing on that portion of the road to be exited with the front of the vehicle a minimum of ten feet (10') behind the curb line or edge of shoulder, with the height of the eye three and one-half (3.5) feet, to the top of an object four and one-half (4.5) feet above the pavement.

20 Culverts, Driveways and Access Drives

20.4 Driveway Radii and Width

All driveways and access drives, except for one (1) or two (2) dwelling units, shall be five (5) feet wider at the curb line (where one exists) and this additional width shall be maintained for a distance of twenty-five (25) feet into the site. Driveways and access drives serving less than ten dwelling units shall be no wider than twenty (20) feet at the point of contact with the radii described in the following paragraph when contacting the widest point of the access drive.

Additionally, the access point to a graveled road shoulder shall be based on fifteen (15) foot radii from the outer edge of the shoulder back to the widest point of the access drive contacted by such radii.

20.5 Access Drive Grade

No driveway or access drive shall have a grade steeper than ten percent (10%) for a distance of at least one hundred (100) feet back from the point of intersect with the right-of-way of a Town road or way.

20.6 Paved Driveway Aprons (where required)

Where required by the Board of Selectpersons or Planning Board, paved driveway aprons will conform to the most recent Maine Department of Transportation specifications available at the time the driveway apron is paved.

20.7 Driveway Culverts

The minimum size of any driveway culvert shall be fifteen (15) inches in diameter. The minimum and maximum lengths shall be twenty-four (24) and thirty-six (36) feet in length, respectively.

Driveway culverts shall meet the requirements of MDOT Standard Specification 603 or the Storm Drainage Construction Standards section of this ordinance, whichever is the greater standard.

20.8 Cross Culverts

The minimum size of any cross culvert shall be eighteen (18) inches in diameter.

Cross culverts shall meet the requirements of MDOT Standard Specification 603 or the Storm Drainage Construction Standards section of this ordinance, whichever is the greater standard. Culvert openings shall be surrounded by stone rip-rap or other suitable stabilizing material to prevent soil erosion.

20.9 Back Lots

Back lots shall be accessible over a deeded right-of-way not less than sixty-six (66) feet in width to a public road with a minimum of a twenty-four (24) foot traveled way with a minimum of 16" inches of gravel.

The maintenance of the access strip (Private Way) shall be the responsibility of the developer or owner and not the Town. An agreement to that effect shall be stated in the deed recorded at the Penobscot Registry of Deeds.

21 Private Road Improvement

21.4 Subdivisions connecting to existing private road(s) must upgrade the existing private road(s) from 1) a point of entrance on a public road onto the existing private road to 2) the point of intersection with the new private road.

21.5 Where the right-of-way of the existing road is less than sixty-six (66) feet, the applicant may request, and the Road Commissioners may grant, a waiver of the right-of-way requirement for the existing road as long as all other construction standards are met.

22 Public Road Improvement

22.4 Subdivisions connecting directly to existing public road(s) must upgrade the existing public road(s) to the existing road construction standards if it is determined by the Road Commissioners that the subdivision will have a detrimental effect on the condition of the public road(s), the level of service at nearby intersections impacted by the subdivision and the carrying capacity of existing public road(s).

23 Performance Guarantees

23.4 Types of Guarantees

With submittal of the application for the construction, improvement or upgrading of any road, shoulder, sidewalk, ditch, drainage or other construction or other improvement related to the right-of-way on which such road or improvement is situated, the developer, builder or applicant shall provide one of the following performance guarantees for an amount adequate to cover the estimated construction costs of all required improvements, taking into account the time span of any construction schedule and the inflation rate for construction costs:

1. Either a certified check payable to the Town or a savings account or certificate of deposit all naming the Town as owner, for the establishment of an escrow account, as provided for in Section 23.4, below;
2. A performance bond payable to the Town issued by a surety company, approved by the Board of Selectpersons and Town Attorney, as provided for in Section 23.5, below;
3. An irrevocable letter of Credit from a Federally-insured financial institution establishing funding for the construction of the development, from which the Town may draw if construction is inadequate, approved by the Board of Selectpersons and Town Attorney, as provided for in Section 23.6, below.

The conditions and the amount of the performance guarantee shall be determined by the Board of Selectpersons with the advice of the Town's Municipal Engineer, Planning Board, Road Commissioners and/or Town Attorney.

23.5 Amount of Guarantee

The amount of the performance guarantee shall be one hundred twenty-five (125) percent of the cost of the road, shoulders, ditches, sidewalks, green space, drainage systems, erosion control measures, or other improvements.

23.6 Contents of Guarantee

The performance guarantee shall contain a construction schedule, cost estimates for each major phase of construction taking into account inflation, provisions for inspections of each phase of construction, provisions for the release of part or all of the performance guarantee to the developer, builder or applicant and a date after which the developer, builder or applicant will be in default allowing the Town access to the funds to finish construction, as provided for in Section 23.9 below.

23.7 Escrow Account

A cash contribution to the establishment of an escrow account shall be made by either a certified check made out to the Town, the direct deposit into a savings account, or the purchase of a certificate of deposit. For any account opened by the developer, the Town shall be named as owner or co-owner, and the consent of the Town shall be required for a withdrawal. Any interest earned on the escrow account shall be returned to the developer, builder or applicant.

23.8 Performance Bond

A performance bond shall detail the conditions of the bond, the method for release of the bond or portions of the bond to the developer, and the procedures for collection by the Town. The bond documents shall specifically reference the road or project for which approval is sought.

23.9 Letter of Credit

An irrevocable letter of credit from a Federally-insured financial institution shall indicate that funds have been set aside for the construction of this specific road or project and may not be used for any other project or loan.

23.10 Release of Guarantee

Prior to the release of any part of the performance guarantee, the Board shall determine to its satisfaction, in part upon the report of the Town's Municipal Engineer and whatever other Town boards, agencies and departments may be involved, that the proposed improvements meet or exceed the design and construction requirements for that portion of the improvements for which the release is requested.

23.11 Reduction of Performance Bond

A performance bond may be reduced upon satisfactory completion of portions of the required improvements but in no event shall the amount be reduced below 10% of the original amount. The remaining 10% shall continue in force for one year after completion of the improvements, to be used in the event of unforeseen failures.

23.12 Default

If, upon inspection, the Town's Municipal engineer finds that any of the required improvements have not been constructed in accordance with the plans and specifications filed as part of the application, he shall so report in writing to the Code Enforcement Officer, the Town Manager, the Board of Selectpersons, the Planning Board, and the applicant, subdivider or developer. The Town of Corinth shall take any steps necessary to preserve the Town's rights.

23.13 Developer or Applicant Continued Responsibilities

The developer, builder or applicant accepts complete responsibility for any damages or problems with the road and improvements until such time as the road or improvements are finally accepted by the Town. Such acceptance must be preceded by a certificate of full completion by a professional engineer licensed in the State of Maine.

23.14 Defect Warranty Period

Applicants proposing any road, improvement or upgrading of any road, shoulder, sidewalk, ditch, drainage or other improvement related to the road right-of-way for acceptance shall warranty that such proposed item(s) will remain free of defects for a period of twelve (12) months from the date that title to same is conveyed to the Town. The cost of repairing defects detected during the warranty period shall be borne solely by the applicant.

24 Certification

A professional engineer, licensed in the State of Maine and paid for by the developer, builder or applicant, shall certify in writing to the Town that the following have been constructed in accordance with the provisions of this Ordinance and any other conditions or subdivision approvals established by the Corinth Planning Board and/or the Town of Corinth:

1. Utilities which are located below the surface of the street have been properly installed. Utilities shall include, but not be limited to: water, sewer, storm drains, electrical, cable television or telecommunications.
2. The sub-grade aggregate meets specifications and has been properly graded, compacted and installed.
3. The base aggregate meets specifications and has been tested for material compliance and has been properly graded, compacted and installed.
4. All asphalt materials meet specifications and have been properly installed.
5. Curbs, ditches and any stormwater detention facilities and any stormwater structures meet specifications and have been properly installed.
6. Permanent monumentation of all property lines and road right-of-ways have been set.

25 Acceptance

Prior to placing any article for town road acceptance on a warrant for a Town meeting, an applicant or developer shall submit to the Board of Selectpersons as-built drawings of the road proposed for acceptance which are certified by a Registered Professional Engineer. These drawings shall document all changes to the approved plans and show final locations of all utilities including, but

not limited to: water, sewer, culverts, storm drains, electrical, cable television or telecommunications.

Any road, improvement or upgrading of any road, shoulder, sidewalk, ditch, drainage or other improvement related to the road right-of-way which is being proposed for acceptance by the Town of Corinth must be in a state that will require only normal repair and maintenance at the point that ownership is transferred to the Town. "Normal repair and maintenance" shall mean any work necessary to maintain a road or road improvement in its original or previously improved state or condition. Normal maintenance and repair shall not include reconstruction, resurfacing, repair of pre-existing potholes or other surface or shoulder or ditch defects, change in design, change in structure, change in location, change in size or capacity.

A developer, builder or applicant may not request that the Town accept any road, improvement or upgrading of any road, shoulder, sidewalk, ditch, drainage or other improvement related to the right-of-way on which such road or improvement is situated more than once in any calendar year. To avoid costs associated with Town meetings, the Annual Meeting of the Town of Corinth is the preferred meeting to present articles for acceptance.

No article shall be placed on a warrant if the proposed road does not comply with Town of Corinth road construction and design standards at the time the request is submitted to the Board of Selectpersons.

IN ALL CASES, Maine law provides that a private road or way can only be accepted as a Town of Corinth road by a majority vote at a Town Meeting.

26 Table of Road Standards

TOWN OF CORINTH ROAD MINIMUM DESIGN AND CONSTRUCTION STANDARDS

ITEM	COLLECTOR	MINOR
1. Minimum right of way width	66'	66'
2. Minimum pavement width	32'	24'
3. Minimum shoulder width (each side)		
3.1. Gravel	4'	4'
3.2. Paved (where required)	6'	6'
4. Minimum travel way (each side)	16'	12'
5. Minimum grade	¼"/foot	¼"/foot
6. Maximum grade	8%	10%
7. Maximum grade at intersections	3%	3%
for minimum distance	75'	50'
8. Number of sidewalks (where required)	1	1
9. Number of curbed sides (where required)	2	2
10. Minimum centerline radii	250'	150'
11. Minimum tangent length between reverse curves	200'	100'
12. Sub-base aggregate layer thickness	12"	12"
13. Base aggregate layer thickness	6"	6"
14. Pavement thickness-base course	2"	2"
15. Pavement thickness-surface course	1"	1"
16. Minimum cross slope (travel way)	¼"/foot	¼"/foot
17. Minimum cross slope (shoulders)	½"/foot	½"/foot
18. Sidewalks		
18.1. Minimum width	5'	5'
18.2. Gravel base course	12"	12"
18.3. Pavement thickness	2"	2"

19. Dead-end or cul-de-sac roads		
19.1. Maximum length (see section 14.12.3)	1600'	1600'
19.2. Minimum right of way radius	85'	85'
19.3. Minimum pavement radius at centerline of road	75'	75'
20. Minimum pavement/curb radii at intersection	30'	25'
-if minor intersects with minor		25'
-if minor intersects with collector	25'	
21. Maximum sub-elevation (Collector)	0.08	
22. Grades of roads should conform as closely as possible to the original relief of the land.		
23. All changes in grade shall be connected by vertical curves which provide clear visibility for a minimum distance of 200'.		

27 Definitions

27.4 Construction Of Language

In this Ordinance, certain terms or words should be interpreted as follows:

27.4.3 The word "person" includes a firm, association, organization, partnership, trust, company, or corporation, as well as an individual;

27.4.4 The present tense includes the future tense, the singular number includes the plural and plural includes the singular;

27.4.5 The word "shall" is mandatory;

27.4.6 The word "may" is permissive;

27.4.7 The word "used" includes the words "intended", "designed", or "arranged to be used"; and

27.4.8 The word "dwelling" includes the word "residence".

27.4.9 Terms not defined shall have the customary dictionary meaning.

In the case of any difference of meaning or implication between the text of this Ordinance and any map or illustration, the map shall control.

27.5 Definitions Of Words

For the purpose of interpreting this Ordinance, the following terms, phrases, words and their derivations shall have the meaning given herein.

AASHTO: American Association of State Highway and Transportation Officials.

ABUTTING: Having a common border with.

ACCESS: A means of approach or entry to or exit from property.

ACCESS DRIVE: A private roadway primarily intended to transport vehicles from a public or private way to a point within private property.

APPLICANT: Any person (see definition) proposing any road, road improvement or other improvement within an actual or proposed road right-of-way for acceptance by, and transfer of ownership to, the Town of Corinth.

ARCHAEOLOGICAL RESOURCES: Areas identified by a governmental agency such as the Maine Historic Preservation Commission as having significant value as archaeological resources, and any areas identified in the Comprehensive Plan.

ASTM: American Society for Testing and Materials.

BACK LOT: A lot created from a conforming lot of record existing on March 3, 1976, that meets the minimum lot size requirement of the zone in which it is located and does not diminish the remainder of the existing lot of record to a size less than the minimum lot size requirement of the zone in which it is located. A back lot is one which does not have frontage on a public or private road but is served by a right-of-way of not less than sixty-six feet (66') in width to a public road, which right-of-way does not diminish the existing road frontage of the lot of record by more than sixty-six feet (66').

BOARD OF SELECTPERSONS: The officers of the Town of Corinth, and who serve as the day-to-day legislative body of the Town.

BUFFERS: Units of land, together with a specified type and amount of vegetative planting thereon and any structures which may be required between land uses to eliminate or minimize conflicts between them.

BUILDING: Any structure, maintained, or intended for use as shelter or enclosure of persons, animals, goods or property of any kind. Where independent units with separate entrances are divided by walls, each unit is a building.

COLLECTOR ROAD: A road servicing at least fifteen (15) lots or dwelling units, or a road which serves as a feeder to arterial roads, and a collector of traffic from minor roads.

COMPREHENSIVE PLAN: The Comprehensive Plan of the Town of Corinth, Maine accepted at the Town Meeting of March 20, 2007, and any revisions thereto.

CUL-DE-SAC: A local road with only one outlet, and having the other end for the reversal of traffic movement.

DEVELOPER: The legal or beneficial owner(s) including the holder of an option or contract to purchase, builder, contractor, development corporation or person, of a lot or parcel of any land proposed for, included in or requiring access to a road right-of-way, road, or road improvement to be requested for acceptance by the Town of Corinth.

DEVELOPMENT: The division of any parcel of land; the construction, reconstruction, conversion, structural alteration, relocation, or enlargement of any buildings; any use or change in use of any buildings or land; any extension of any use of land or any clearing, grading, or other movement of land which may require access to or use of a public or private road or way for which provisions of this Ordinance may apply.

DRAINAGE: The removal of surface or ground water from land by drains, grading or other means. Drainage includes the control of runoff to minimize erosion and sedimentation during and after development, and includes the means necessary for water supply preservation and prevention or alleviation of flooding.

DRIVEWAY: A vehicular access-way either fewer than five hundred (500) feet in length or serving two lots or less.

DWELLING: A building or portion thereof, used exclusively for residential occupancy, including single-family, two-family and multiple-family dwellings.

EASEMENT: Authorization by a property owner of the use by another, and for a specified purpose, of any designated part of his property.

EMERGENCY OPERATIONS: Emergency operations shall include operations conducted for the public health, safety or general welfare, such as protection of resources from immediate destruction or loss, law enforcement, and operations to rescue human beings and livestock from the threat of destruction or injury.

ESSENTIAL SERVICES: Gas, electrical, communication facilities, steam, fuel or water transmission or distribution systems, collection, supply or disposal systems. Such systems may include towers, poles, wires, mains, drains, sewers, pipes, conduits, cables, fire alarm and police call boxes, traffic signals, hydrants and similar accessories, and including buildings or structures which are necessary for the furnishing of such services.

FLOODPLAIN: Floodplains may be either riverine or inland depressional areas. Riverine floodplains are those areas contiguous to a lake, river, stream, or stream bed whose elevation is greater than the normal waterpool elevation but equal to or lower than the projected one hundred (100) year flood elevation. Inland depressional floodplains, not associated with a stream system, are low points to which surrounding lands drain.

FLOWING WATER: A surface water within a stream channel that has a perceptible flow and is substantially permanent in nature. Such waters are commonly referred to as rivers, streams, and brooks and can be further defined as:

FRONTAGE, ROAD: The continuous linear distance, measured along the lot line which separates the lot from a public or private way provided, however, that any lot, any portions of which abut a public way, the continuous length of the abutments along the public way shall be the frontage.

HISTORIC SITE: A property of historic, architectural or archaeological significance as defined by the National Historic Preservation Act of 1966.

LEVEL OF SERVICE: A qualitative measure that incorporates the collective factors of speed, travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs provided by a highway facility under a particular volume condition, as established by the Institute of Transportation Engineer's Transportation and Traffic Engineering Handbook, 2nd edition or later.

LOT: A parcel of land undivided by any street or public road and occupied by, or designated to be developed for, one (1) building or principal use and the accessory buildings or uses incidental to such building, use, or development, including such open spaces and yards as are designed, and arranged or required by this Ordinance for such building, use, or development.

LOT, CORNER: A lot abutting two or more streets at their intersection.

MDOT: Maine Department of Transportation.

MINOR ROAD: A road servicing less than fifteen (15) lots or dwelling units.

MOTOR VEHICLE: Every vehicle which is self-propelled and designed for carrying persons or property or which is used for the transportation of persons or property.

MUNICIPAL ENGINEER: Any registered professional engineer hired or retained by the Town of Corinth, either as staff or on a consulting basis.

NORMAL MAINTENANCE AND REPAIR: Any work necessary to maintain a road, road improvement, road structure or aperture in its original or previously improved state or condition. Normal maintenance and repair shall not include reconstruction, change in design, change in structure, change in uses, change in location, and change in size or capacity.

OWNER: The person or persons having the right of legal title to, beneficial interest in, or a contractual right to purchase a lot or parcel of land.

PERSON: An individual, corporation, governmental agency, municipality, trust, estate, partnership association, two or more individuals having a joint or common interest, or other legal entity.

PLANNING BOARD: The official body of the Town of Corinth responsible for administering the Subdivision Ordinance of the Town.

PROPERTY LINE: A line bounding a lot which divides one lot from another or from a street or any other public or private space.

PUBLIC UTILITY: Any person, firm, corporation, municipal department, board or commission authorized by the Maine Public Utilities Commission to furnish gas, steam, electricity, communication facilities, or transportation of water to the public.

RECONSTRUCTION: The restoration, remodeling or rebuilding of a road or road improvement, whether necessitated by deterioration, obsolescence, casualty or other occurrence, where the costs of such work equal or exceed the value of the road or road improvement in its existing condition.

REGISTERED PROFESSIONAL ENGINEER: A professional engineer, licensed in the State of Maine.

REAR LOT: See "BACK LOT".

RESIDENTIAL DWELLING UNIT: A room or group of rooms designed and equipped exclusively for use as permanent, seasonal, or temporary living quarters for only one family.

RIGHT-OF-WAY: A road or other area over which legal right of passage is given.

RIPRAP: Rocks, irregularly shaped, and at least six (6) inches in diameter, used for erosion control and soil stabilization, typically used on ground slopes of two (2) units horizontal to one (1) unit vertical or less.

ROAD: A public or private thoroughfare or way consisting of a bed of exposed mineral soil, gravel, asphalt, or other surfacing material constructed for or created by the repeated passage of motorized vehicles, as well as areas on subdivision plans

designated as rights-of-way or roads, except such ways as have been discontinued or abandoned.

a. Private Road: A thoroughfare or way designated for private use and maintained by a property owner or group of property owners.

b. Public Road: A public thoroughfare, way, or easement permanently established for passage of persons or vehicles.

ROAD COMMISSIONERS: The Board of Selectpersons of the Town of Corinth.

ROAD RIGHT-OF-WAY: The metes and bounds of a parcel of land within which a road exists or is proposed to exist.

ROAD IMPROVEMENT: Construction, reconstruction, relocation or alteration of a road, including but not limited to: road base, road sub-base, road surface, road traveled way, shoulders, curbs, side slopes, ditches, back slopes, culverts, drains, sidewalks, green space and any other similar activities or improvements within a road right-of-way.

STREAM: A free-flowing body of water from the outlet of a great pond or the confluence of two (2) perennial streams as depicted on the most recent edition of a United States Geological Survey 7.5 minute series topographic map, or if not available, a 15-minute series topographic map, to the point where the body of water becomes a river, or flows to another water body or wetland within the Shoreland Area.

STRUCTURE: Anything built for the support, shelter or enclosure of persons, animals, goods, or property of any kind, together with anything constructed or erected with a fixed location on or in the ground, exclusive of fences. The term includes structures temporarily or permanently located, such as tents, decks, raised walkways, handicapped access ramps and satellite dishes.

SUBDIVISION: The division of a tract or parcel of land into three (3) or more lots within a five (5) year period whether accomplished by sale, lease, development, buildings or otherwise and as further defined in State Statutes, Title 30-A, MRSA, Section 4401, as amended.

SUSTAINED GRADE/SLOPE: A change in elevation where the referenced percent grade is substantially maintained or exceeded throughout the measured area.

TOWN: The Town of Corinth, Maine.

TRAVELED WAY: That portion of a road or way designed or intended to accommodate the flow of vehicular traffic. On roads designed to accommodate two-way traffic flow, each lane shall be considered a traveled way.

USE: The purpose or activity for which land or any building thereon is designed, arranged, or intended, or for which it is occupied or maintained.

28 Change Control

03/18/08 Ordinance adopted at Annual Town Meeting March 18, 2008 via passage of Article 27.

03/22/11 Ordinance amendment adopted at Annual Town Meeting via passage of Article 66