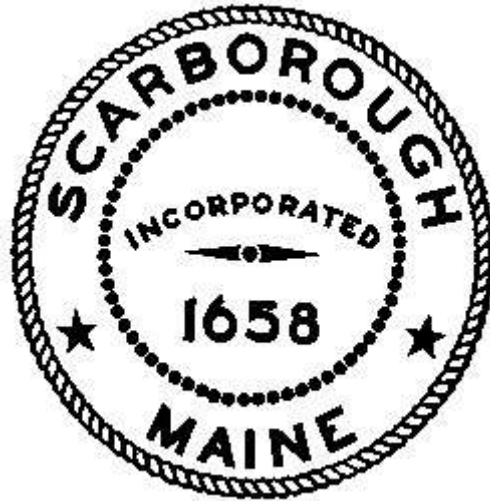


**CHAPTER 701**

**TOWN OF SCARBOROUGH**

**STREET ACCEPTANCE ORDINANCE**



**JANUARY 1986**  
**AMENDED JUNE 4, 1986**  
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**CHAPTER 701  
TOWN OF SCARBOROUGH  
STREET ACCEPTANCE ORDINANCE**

**Section. 1 Title**

This Ordinance shall be known, and may be cited as the “Street Acceptance Ordinance of the Town of Scarborough, Maine”.

**Section. 2 General**

This ordinance shall apply to any request or petition by any person that the Town accept a street or road as a public street. However, nothing in this ordinance shall prevent the Town Council, acting on its own initiative, from accepting any street in any manner allowed by law when the Council, exercising its sole and exclusive judgment as the Town’s legislative body, determines that such acceptance would be in the public interest. [amended 11/07/2007]

**Section. 3 Definitions**

For the purpose of this Ordinance, certain terms used herein are defined as follows:

**A. Residential Collector Street:**

A street which carries residential neighborhood traffic, but which provides no or limited residential frontage and has an ADT not in excess of 3000. If the anticipated ADT will exceed 3000, the street shall be classified as a street of a higher order than residential collector and become subject to higher design standards as recommended by the Town Planner and approved by the Planning Board and Town Council. A dead-end residential collector street is not permitted.

**B. Residential Subcollector Street:**

A frontage street which provides access to abutting properties and which may also conduct traffic from residential access streets that intersect it and has an ADT that does not exceed 750. (Each half of a loop subcollector street may be regarded as a single subcollector street and the total traffic volume conveyed on a loop subcollector street shall not exceed 1500 ADT). A dead-end residential subcollector street shall not exceed 2000 feet in length.

**C. Residential Access Street:**

A frontage street which provides access to abutting properties and designed to carry no more traffic than that which is generated on the street itself and has an ADT that does not exceed 200. (Each half of a loop access street may be regarded as a single access street and the total traffic volume conveyed on a loop access street shall not exceed 400 ADT). A dead-end residential access street shall not exceed 2000 feet in length and shall not serve immediately or in the future more than 20 dwelling units.

D. Rural Residential Subcollector Road:

A frontage road located in the RF or RFM District which provides access to abutting properties and which may also conduct traffic from rural residential access roads that intersect it and has an ADT that does not exceed 500. (Each half of a loop subcollector road may be regarded as a single subcollector road and the total traffic volume conveyed on a loop subcollector road shall not exceed 1000 ADT). Maximum length of a dead-end rural residential subcollector road shall be 2000 feet, but shall not serve immediately or in the future more than 20 dwelling units.

E. Rural Residential Access Road:

A frontage road located in the RF or RFM District which provides access to abutting properties and designed to carry no more traffic than that which is generated on the road itself and has an ADT that does not exceed 200. (Each half of a loop access road may be regarded as a single access road and the total traffic volume conveyed on a loop access road shall not exceed 400 ADT). Maximum length of a dead-end rural residential access road shall be 2000 feet, but shall not serve immediately or in the future more than 20 dwelling units.

F. Commercial/Industrial Collector Street:

A street which carries Commercial/Industrial neighborhood traffic, but which provides no or limited frontage and has an ADT greater than 2000 and less than 4000. A dead-end Commercial/Industrial Collector shall not be permitted.

G. Commercial/Industrial Subcollector Street:

A frontage street which provides access to abutting Commercial/Industrial properties, and which may also conduct traffic from access streets that intersect it, and has an ADT that does not exceed 2000. A dead-end Commercial/Industrial subcollector shall not be permitted.

H. Commercial/Industrial Access Street:

A frontage street that provides access to abutting Commercial/Industrial properties and is designed to carry no more traffic than that which is generated on the street itself. A dead-end Commercial/Industrial Access Street shall not exceed 2000 feet in length.

I. Trip Generation Rates:

The following chart shall be used to determine the anticipated average daily traffic (ADT) levels of proposed residential development:

Housing Types	Average Weekday Trip Generation Rates
Single-Family Detached	10 Trips/D.U.
Duplex (twin) Multiplex, Townhouses, etc.	8 Trips/D.U.
Apartment	8 Trips/D.U.
Mobile Home	8 Trips/D.U.
Retirement Village	3.5 Trips/D.U.
Note: D.U. = Dwelling Unit	

J. Streets of Higher Order:

Streets that function within the highway network at levels above collector streets or with traffic volumes (ADT) greater than collector streets. Streets of Higher Order shall be designed by the Town Planner and reviewed for approval by the Planning Board and Town Council.

**Section. 4 Acceptance of Streets and Ways**

A street or way constructed on private lands by the owner(s) thereof and not dedicated for public travel prior to January 30, 1986 shall be laid out and accepted as a public street or way by the Town Council only upon the following conditions:

(A) The owner(s) shall give the Town a warranty deed to the property within the boundaries of the street at the time of its acceptance by the Town.

(B) A plan of said street or way shall be recorded in the Cumberland County Registry of Deeds at the time of its acceptance.

(C) A petition for the laying out and acceptance of said street or way shall be submitted to the Town Council upon a form to be prescribed by the Town Planner. Said petition shall be accompanied by a plan, plot plan, profile and cross section of said street or way as built, including:

1. A plan in a plot plan drawn when practical to scale of 40 feet to 1 inch, and to be on one or more sheets of paper not exceeding 24 inches by 36 inches in size. Said plot plan shall show the north point, the area of all lots, the length of all lot lines, the location and ownership of all adjoining subdivisions and adjacent acreages, passageways, street light lines, buildings, boundary monuments, water ways, topography (USGS vertical datum) and natural drainage courses with contour at not greater than 5 foot intervals, all angles and bearings necessary for the plotting of said street and lots and their reproduction on the ground, the distance to the nearest established street line, and any buildings abutting on said street or way, together with the stations of their side lines.

2. A profile of said street or way drawn to a horizontal scale not larger than 50 feet to 1 inch with a corresponding 10 to 1 ratio vertical scale. Said profile shall show the profile of the center lines of said street or way and the proposed grades thereof. Any buildings abutting on said street or way shall be shown on said profile.

3. A cross section of said street or way drawn to a horizontal scale no larger than 5 feet to 1 inch and a vertical scale of 1 foot to 1 inch.

4. The location and size of all existing and proposed water mains, storm drains, sanitary sewers, gas mains, culverts, underdrains and underground utilities shall be shown along with the individual building service connections to each.

## **Section. 5 Design Standards**

### **A. Street Access to Adjoining Property**

Where, in the opinion of the Planning Board it is desirable to provide for street access to adjoining property, proposed streets shall be extended by dedication, to the boundary of such property.

### **B. Street Name**

Streets which join or are in alignment with streets of abutting or neighboring properties shall bear the same name. Names of new streets shall not duplicate nor bear phonetic resemblance to the names of existing streets within the municipality and shall be subject to the approval of the Board.

### **C. Reserve Strips**

There shall be no reserve strips controlling access to streets except where the control of such strips is definitely placed with the community under conditions approved by the Planning Board.

### **D. Road and Street Design Standards**

Design standards as tabulated herein (Table D-1, page 13-14) and as shown on typical sections in Appendix A shall be used for all road and street designs in the Town of Scarborough, unless otherwise agreed to and permitted in writing by the Planning Board. The Planning Board may require more conservative design if it finds special provisions to be necessary to protect the public health and safety as a result of a specific development proposal.

### **E. Location of Utilities**

Utilities shall be located in all streets as shown in Appendix B.

F. Signs

Street name signs and traffic control signs shall be installed by the developer as directed by the Planning Board, and in conformance with the requirements of the Department of Public Works.

G. Dead-End Streets

Dead-end streets shall be permitted as provided for in Section 3. The terminus of a dead-end street shall be provided with a turn-around which shall comply with either of the following designs:

1. Cul-de-Sac turnarounds shall have the following radii:

Property (R.O.W.) Line	75'
Outer edge of pavement	60'
Inner edge of pavement	40'

2. Hammerhead turnarounds shall have the center line of the hammerhead at least 65 feet and no more than 85 feet from the end of the paved portion of the street. The hammerhead shall be paved and shall extend a distance of 50 feet at a 90 degree angle to the road or street which it serves.

Turnarounds shall conform to all street and road construction standards.

H. Sight Distance

Any intersecting street or road shall be so designed in profile and grading and so located as to provide the following minimum sight distance measured in each direction. The measurements shall be from the driver's seat of a vehicle standing on that portion of the intersecting street or road with the front of the vehicle a minimum of ten (10) feet behind the curblineline or edge of shoulder with the height of the eye three and seventy-five hundredths (3.75) feet to the top of an object four and five tenths (4.5) feet above the pavement.

Allowable Speed (miles per hour)	Required Site Distance (in feet)
25	160
30	200
35	240
40	275
45	325
50	350
55	425

## I. Driveways

Driveways shall be located not less than 40 feet from the tangent point of the curb radius of any intersection. Driveways to corner lots shall gain access from the street of lower classification when a corner lot is bounded by streets of two different classifications.

## J. Soil Conditions

The Developer (Subdivider) shall investigate and determine the types and classifications of the sub-surface soils, which shall be considered in the design of the proposed street(s). If in the opinion of the Town Planner and the Director of Public Works, unsuitable sub-surface soils are encountered during construction, the Developer (Subdivider) shall be required to excavate and remove the unsuitable material and replace it with granular material.

## **Section. 6 Roadway Construction Standards and Specifications**

### A. Roadway construction materials standards:

Shall conform to the current “State of Maine Department of Transportation Standard Specifications Highways and Bridges”, Revision of January, 1984, as it may be revised, except as otherwise specified herein.

### B. The Standards and Dimensions:

Contained in Table 6-1 (page 15) shall be considered minimum.

### C. An adequate storm drainage system:

Including appurtenances such as manholes, catchbasins, culverts, ditchlines, detention facilities, outlets, etc., shall be provided as approved by the Planning Board. Appropriate conveyances for outlets to drainage systems must be provided. Minimum easement widths of 30 feet shall be required.

- i. Design Criteria shall comply with Planning Board requirements for intensity and duration.
- ii. Upstream drainage and development potential shall be considered as required by the Planning Board.
- iii. Effect upon downstream drainage facilities and waterways shall be considered as required by the Planning Board. Overloading downstream facilities shall not be permitted.
- iv. Open stormwater shall not be carried more than 300 feet in a street gutter prior to intake at a catch basin. No stormwater shall drain across a street or intersection.



v. Design standards for drainage systems shall be subject to review and approval of the Planning Board. Minimum pipe size for any storm drain pipe shall be 15 inches.

vi. Where subsurface soil conditions warrant, an underdrain system shall be installed and discharged in a positive manner to appropriate open or closed drain system.

#### D. Construction

##### i. Grading:

All streets, roads, walks, etc. shall be graded to their full width by the Developer (Subdivider) so that pavements and sidewalks can be constructed on parallel profiles.

##### ii. Preparation:

Before grading is started, the entire right-of-way area shall be cleared of all stumps, roots, brush and other objectionable material and all trees not intended for preservation.

##### iii. Cuts:

Tree stumps and other organic materials shall be removed to a depth of 2 feet below the subgrade. Rock and boulders when encountered, shall be removed to subgrade.

##### iv. Fill:

All material used in the construction of embankments shall be of the quality to meet the standards for embankment construction, Sections 203.02 through 203.17 of the Maine Department of Transportation Standard Specifications, except that compaction shall not be less than 95% of maximum density (per ASTM D 1557 Mod.). Excess materials including organic materials, soft clays, wet and non-compatible materials, etc., shall be removed from the street site. The fill shall be spread in layers not to exceed 8 inches loose and then compacted. The filling of utility trenches and other places shall be mechanically tamped.

v. Side Slopes: All side slopes shall be at a slope of 4 horizontal to 1 vertical unless shown otherwise on typical cross sections in Appendix "A".

##### vi. Bases and Pavement:

The appropriate sections of the Bases and Pavements Divisions of the Maine Department of Transportation Standards Specifications currently in effect at the

date of submission of the preliminary plan shall be applicable to this section except as follows:

Bases

1. Aggregate Sub-base Course - Gravel

Aggregate sub-base shall not contain particles of rock exceeding 4 inches in any dimension.

2. Aggregate Base Course - Crushed

Aggregate base shall not contain particles of rock that will not pass the 2 inch square sieve.

Pavement

1. Where pavement placed joins an existing pavement, the existing pavement shall be cut along a smooth line and to a neat, even, vertical joint. Broken or raveled edges will not be permitted, nor deviation from grade. A tack coat shall be applied to all joints prior to placement of new pavement.

2. Grading for the surface course of Hot Bituminous Pavement shall meet the requirements for Surface, Grading C.

3. Grading for the base course of Hot Bituminous Pavement shall meet the requirements for Binder, Grading B.

vii. Curbing:

Section 609 of the Maine Department of Transportation Standard Specifications shall be applicable to this section except as follows:

1. Bituminous concrete curb Type 3 with a minimum reveal of six inches shall be required.

2. Granite curbing shall be provided at all street intersections with radii less than 50 feet where curbing is proposed or required. All other areas with less than 50 feet radii will be evaluated on an individual bases.

3. Cape Cod Bituminous curbing may be utilized in lieu of Type 1, 3, and 5 curb.

viii. Sidewalks:

Section 608 of the State of Maine Department of Transportation Standard Specifications Highways and Bridges, revisions of January, 1984, shall be applicable to this section.

All driveway aprons shall be paved with 2 inches of bituminous concrete from the gutter side or edge of street pavement to the street right-of-way.

ix. Storm Drain Construction Standards:

1. Materials

The following material shall be utilized for storm drain construction.

a. Reinforced Concrete Pipe - Reinforced Concrete Pipe shall meet the requirements of ASTM Designation C-76. Pipe classes shall be as required to meet soil and traffic loads with a factor of safety 1.2 on the .01 inch crack strength with a class B bedding. Joints shall be of the rubber gasket type meeting ASTM Designation C 443-70, or of an approved preformed plastic jointing materials such as “Ramnek”.

b. Polyvinyl Chloride - PVC Gravity Sewer pipe shall meet the requirements of ASTM Designations D-3034-73-SDR35.

c. Corrugated Polyethylene Pipe - Corrugated Polyethylene Pipe shall meet the requirements of ASTM F405 and ASTM F667.

d. Underdrain Pipe - Underdrain Pipe may be Polyvinyl Chloride or Corrugated Polyethylene meeting similar requirements to that of standard drain pipe.

e. Bituminous Coated Corrugated Metal Pipe - Type II Aluminum - Bituminous Coated Corrugated Metal Pipe shall meet the requirements of AASHTO M 190. Driveway culverts shall meet the requirements of the Director of Public Works.

f. Drain Manholes - Manholes shall be of precast concrete section construction. Precast sections shall meet the requirements of ASTM Designation C-478. Cones shall be truncated. Castings shall be of cast iron meeting Sanitary District standards for sewer construction. Brick inverts shall be shaped to the crown of the pipe for sizes up to 18 inches, and to spring line for larger pipes.

g. Catch Basins - Catch Basins shall be of precast concrete construction. Castings shall be square cast iron as required for the particular inlet

condition with the gratings perpendicular to the curb line. All catch basins shall be provided with a Type I curb face inlet.

h. Sanitary Sewers shall conform to the requirements of the Scarborough Sanitary District.

#### x. General Construction Requirements

a. Trenching - All trenching shall be accomplished in accordance with all appropriate state and federal safety requirements.

b. Minimum trench width at the pipe crown shall be the outside diameter of the pipe, plus 2 feet.

c. Pipe shall be bedded in a granular material with a minimum depth of 6 inches below the bottom of the pipe and extending to 6 inches above the top of the pipe. When water is present in the trench, pipe shall be bedded in crushed stone.

d. Drain alignment shall be straight in both horizontal and vertical alignment unless specific approval of a curvilinear drain is obtained in writing from the Planning Board.

e. Manholes or catch basins shall be provided at all changes in vertical or horizontal alignments, and at all junctions. On straight runs, manholes or catch basins shall be placed at a maximum of 300-foot intervals.

f. Catch basin leads shall enter the drainage system at manholes only. The difference in elevation between the inverts of the lead and the main drain shall not exceed 12 inches.

g. All drain outlets shall be riprapped to prevent erosion. Facilities for energy dissipation shall be provided.

h. Underdrains shall be laid with perforation down with a backfill consisting of graded concrete sand.

#### xi. Monuments

a. Granite monuments or concrete monuments shall be 4 inches square or 6 inches square, respectively, and shall be 4 feet long with a flat top shall be set at all street corners, at all points where the street line intersects the exterior of the subdivisions and at angle points and points of curve in each street. The top of the monument shall have a drill hole to identify properly the location and shall be set flush with the finished grade on lawns and be raised 6 inches in wooded or unfinished areas.

b. All other lot corners shall be marked with iron pipe or rod not less than 3/4 inches in diameter and 36 inches long and driven so as to be 6 inches above the finished grade.

xii. Street and Storm Drainage Plans:

Construction plans for streets and storm drainage systems shall be designed and prepared by a professional engineer registered in the State of Maine. Plans shall show the plan, profile, cross sections and details of appurtenances. Eight (8) copies shall be submitted to the Planning Board for their review, accompanying the subdivision or site plans, and referral to the Municipal Engineer or other designated registered engineer by the Planning Board.

No construction will be permitted until the Planning Board has approved construction drawings or development plans. The developer is responsible for obtaining all other approvals and permits which are required prior to construction. Upon completion of construction and prior to acceptance of the streets, a final set of "As Built" reproducible record drawings and a final set of "As Built" prints must be delivered to the Town Planner.

xiii. Water Supply

1. A public water supply system with fire hydrants at 500 foot intervals measured along the road, shall be installed at the expense of the Developer (Subdivider), or if in the opinion of the Board, service to each lot by a public water system is not feasible, the Board may allow individual wells to be used, which shall likewise be installed at the expense of the subdivider. Location of hydrants shall be approved by the Fire Chief.

2. The minimum public water main permitted shall be 8 inches in diameter and shall be installed at the expense of the subdivider, and approved by the responsible public utility company.

3. The water supply system shall be designed, and installed in accordance with requirements of the Maine Department of Health and Welfare.

xiv. Sewage Disposal:

Sewage disposal shall conform to the regulations of "Local Plumbing Ordinance of the Town of Scarborough, Maine", the "Maine State Plumbing Code Part II", and the "Sewer Regulations" of the Scarborough Sanitary District.

xv. Utilities:

Utilities shall be constructed in accordance with the requirements of the responsible agency. Location of utilities shall be in accordance with Appendix "B" whenever possible.

## **Section. 7 Inspections**

The Developer shall coordinate the construction of streets, drains, sewers, and utilities with the responsible agencies. The Town Planner shall work with the Developer to schedule a pre-construction meeting. The Developer shall present her/his construction program and schedule inspections. At a minimum, the Director of Public Works (or her/his designee), the Superintendent of the Scarborough Sanitary District (or her/his designee), and the Town Planner shall be contacted by the Developer to schedule inspections. When a minimum length of 300 feet (or the entire length of a street if it is less than 300 feet in length) has been excavated to sub-grade and properly prepared for the placement of gravel the Public Works Department must be called to perform an inspection and approval granted before gravel is placed. Gravel shall be placed in compacted layers of not more than 8 inches. Before any surface material is placed in any area, the work shall again be inspected by the Director of Public Works. The placement of bituminous concrete shall be in accordance with this Ordinance, and be inspected by the Department of Public Works. [amended 11/01/17]

Prior to any sewer construction, necessary permits shall be obtained from the Scarborough Sanitary District. A representative of the District shall be present whenever an existing sewer is to be cut, entered, or in any way disturbed. The Sanitary District is to be notified immediately if any of its lines are damaged or in need of repair.

All utilities must certify in writing that the work has been accomplished to their satisfaction prior to acceptance by the Town of any street or way.

**TABLE D – 1**  
**Type of Street or Road**

Description	Residential Collector Street	Residential Subcollector Street	Residential Access Street	Rural Residential Subcollector Street	Rural Residential Access Road	Commercial Industrial Collector Street	Commercial Industrial Subcollector Access Street
Right of Way Width	60'	50'	50'	50'	50'	60'	50'
Pavement Width	24'	24'	24'	24'	24'	32'	24'
Curbing Radius	Type #1	Type #1*	Type #1*	Type #1*	Type #1*	Type #1*	Type #1*
Curbing Remaining Locations	Type #3	Type #3*	Type #3*	Type #3*	Type #3*	Type #3*	Type #3*
Sidewalk Width	5'	5'*	5'*	5'*	5'*	5'*	5'*
Roadway Crown	1/4"/Ft.	1/4"/Ft.	1/4"/Ft.	1/4"/Ft.	1/4"/Ft.	1/4"/Ft.	1/4"/Ft.
Minimum Grade	1.0	1.0	1.0	1.0	1.0	.5%	.5%
Maximum Grade	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%
Minimum Centerline Radius	350'	150'	100'	150'	100'	350'	150'
Minimum Tangent Between Curves of Reverse Alignment	150'	100'	50'	100'	50'	150'	100'
Minimum Angle of Street Intersections for a minimum of 50' from the intersection	90	60	60	60	60	90	90
Minimum Distance Between Street Intersections:							
on Same Side	400'	300'	300'	300'	300'	400'	300'
Opposite Side	250'	150'	150'	150'	150'	250'	150'
Sight Distance	See Table						
K Factor - Crest Vertical Curve	30	15	15	30	15	30	15
K Factor - Sag Vertical Curve	35	20	20	35	20	35	20
Design Speed - MPH	30	25	25	30	25	30	25
Maximum Grade at Intersection (within 75' of Intersection)	3%	3%	3%	3%	3%	3%	3%
Minimum Property Line Radii at Intersections	10'	10'	10'	10'	10'	10'	10'
Curb and Pavement Radii at Intersections	20'	20'	20'	20'	20'	20'	20'
Roadway Culverts (minimum)	15"	15"	15"	15"	15"	15"	15"
Driveway Culverts (minimum)	15"	15"	15"	15"	15"	15"	15"

\*When required by Planning board due to special conditions

**TABLE 6-1  
STANDARDS & DIMENSIONS**

<b>Material</b>	<b>Residential</b>					<b>Commercial/Industrial</b>		
	<b>Collector</b>	<b>Subcollector</b>	<b>Access</b>	<b>Rural Subcollector</b>	<b>Rural Access</b>	<b>Collector</b>	<b>Subcollector</b>	<b>Access</b>
Aggregate Sub-Base Course	15"	15"	15"	15"	15"	21"	18"	18"
Crushed Aggregate Base Course	3"	3"	3"	3"	3"	3"	3"	3"
Hot Bituminous Pavement								
Total Thickness Compacted	3"	2 1/2"	2 1/2"	2 1/2"	2 1/2"	4"	3"	3"
Base Course	2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	2 1/2"	2"	2"
Surface Course	1"	1"	1"	1"	1"	1 1/2"	1"	1"
Bituminous Concrete Sidewalk								
Crushed Aggregate Base Course	8"	8"	8"	8"	8"	8"	8"	8"
Pavement Surface Course	2"	2"	2"	2"	2"	2"	2"	2"
Curbing Materials								
Granite Stone	Type I (All Streets)							
Bituminous Concrete	Type 3 (All Streets)							