

GUIDELINES FOR ROAD CONSTRUCTION, RECONSTRUCTION AND MAINTENANCE

The Town of Porter has the legal responsibility to maintain its roads in a “safe and convenient manner” (23 M.R.S.A. § 3651). To allow the Town to meet that standard it has acquired easements over the property the roads are constructed on. The size of this easement, the right-of-way, varies in width from road to road, generally, from 33 to 66 feet. Within this right-of-way the town has the right to maintain, repair and alter the road.

There is no legal standard for road construction. Standards in accordance with practices within the road construction industry are adopted by various government entities and adapted to meet the needs and budgets of each entity.

State law authorizes the removal of shrubbery and bushes growing within the limits of the town way, (MRSA 23 Sec. 2702), but specifically excludes from this authority the removal of shrubbery and trees planted for profit (such as an apple orchard) or ornamental and “public shade trees” (MRSA 23 Sec. 2702, MRSA 30-A Sec. 3291). These should not be cut unless they pose a safety threat to the traveling public or pedestrians or hamper the municipality’s ability to repair and maintain the road. Public shade trees are defined and protected by the provisions of State law (MRSA 30-A Secs. 3281-3284).

To make the best use of its road budget, Porter proposes to limit the size of roads in town based on traffic volume. Further, the portion of the right of way used to create the road, shoulders, and ditches (the wrought portion) shall be not wider than 30 feet, conditions permitting.

TERMS USED

Travel way:	the surface driven on
Shoulders:	a narrow surface that separates the travel way from the ditch designed to support the edge of paved roads and allow vehicles to partially pull off road
Ditch:	a channel to both flow water off the roadway as well as out of the roadbed
Roadway width:	The travel way and shoulders as necessary
Wrought portion:	the travel way plus shoulders plus ditch and out-slope (the outermost edge of the ditch), the entire disturbed width required to create a road within the right of way

References: 2019 American Association of State Highway and Transportation Officials Standards for Transportation, Maine DOT Local Roads Center guidance, Maine Municipal Association “Roads” manual, Porter Roads Advisory Committee report.

SOME PROPOSED RECOMMENDATIONS

Traffic volume	0 – 50 AVG DAILY TRIPS
Travel way	9-15 ft
Shoulders	0-2 ft
Ditches	as needed with in wrought way; depth recommendation 18 inches
Roadway width:	9– 19 ft
Wrought portion	30 ft or less

Traffic volume	51-125 ADT
Travel way	16-18 ft
Shoulders	0-2 ft
Roadway width:	16-22 ft
Ditches	as needed with in wrought way; depth recommendation 18 inches
Wrought portion	30 ft or less

Traffic volume	126 and up
Travel way	22 ft
Shoulders	2 ft
Roadway width:	24-26 ft
Ditches	as needed with in wrought way; depth recommendation 18 inches
Wrought portion	30 ft or less

OTHER GUIDELINES

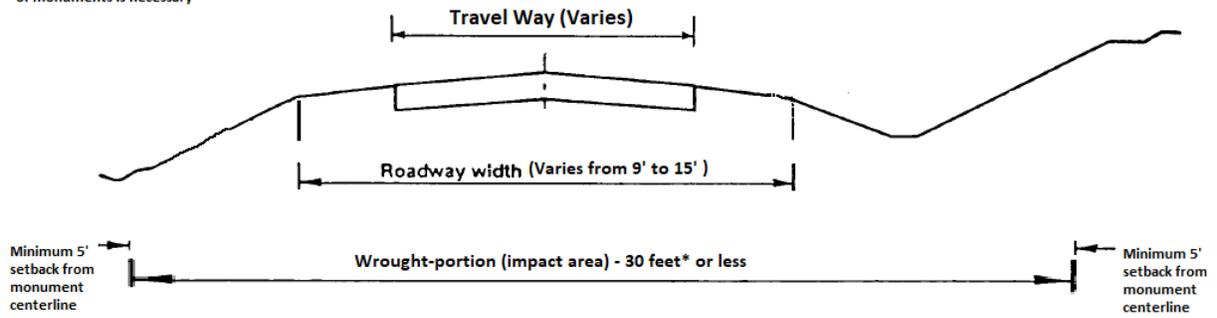
Ditches: recommended depth: 18 ins.; slopes not to exceed 2:1; vegetate slopes; riprap or other erosion control where ditch slope exceeds 10%; ditch not needed where roadbed is high enough (18 ins) to create natural drainage

Banks not to exceed 2:1 slope; install erosion control by vegetation or other “best management practice”

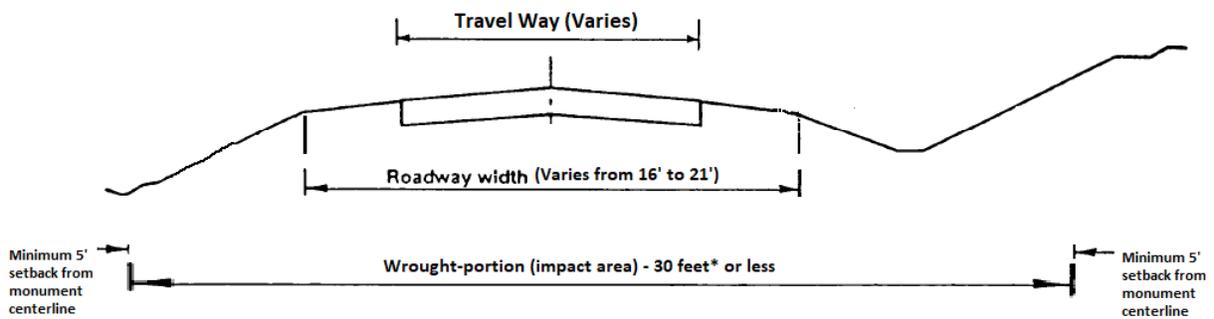
Culverts: install at least 18” below bottom of travel surface

* Coordinate with landowner(s) and Conservation Commission when over 30' wrought-portion or 5' infringement of monuments is necessary

(0 to 50 ADT)



(51 to 125 ADT)



(126 to 2000 ADT)

