

TOWN OF MEXICO
STREET STANDARDS ORDINANCE

Adopted June 7, 1999

Fact Sheet

Proposed Town of Mexico Street Standards Ordinance

- * **In 1962 the Town of Mexico adopted a requirement that before the acceptance of a street, it shall have a right of way of not less than 50 feet; shall be properly paved and drained and shall have a gravel to a depth of 12 inches for a width of 30 feet. These standards are not sufficient to assure that new streets will be constructed to current day standards and that they will not require expenditures of public funds to bring them to current day standards.**

- * **The proposed Street Standards Ordinance requires that the construction of new public and private streets be designed and constructed to be safe and durable. The proposed Ordinance does not set standards for driveways, farm roads or logging roads and are not regulated by the proposed Ordinance.**

- * **The proposed Street Standards Ordinance contains two major sections or parts. They are as follows.**

Application Requirements

This Section identifies the type of information that a person proposing to construct a new street whether public or private must provide the Planning Board. This information allows the Planning Board with advice from the Road Commissioner to assure that new streets are designed and constructed to provide for safe movement of vehicles and the materials used in construction will hold up to many years of use. Road profiles and cross section, drainage plans, grade, curve data, type of curbs and sidewalk designs are the type of information the Ordinance requires from an applicant.

Street Design Standards

The second major section of the proposed Ordinance is the standards to which street must be constructed. These are requirements that the Planning Board would use in their review and approval of a new street. They are designed to provide for the safe movement of vehicles and a road that will last many years with minimum expenditures. Roadway width, maximum grade roadway crown, depth of base material and type of pavement are included in these standards.

- * **The Town of Mexico Comprehensive Plan adopted in 1996 recommended a new Street Standards Ordinance. In developing the proposed Street Standard Ordinance the Planning Board used the Comprehensive Plan to guide them along with the advice of the Road Commissioner.**

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**TOWN OF MEXICO
STREET STANDARDS ORDINANCE**

SECTION I. State of Purpose

The purpose of these standards are to promote the health, safety, and public welfare of the residents of Mexico through establishing minimum construction standards for streets and sidewalks.

SECTION II. Authority, Administration, and Effective Date

- A. **Authority:** This ordinance is enacted pursuant to and consistent with Article VIII-A of the State of Maine Constitution and Title 30-A, MRSA Section 3001.
- B. **Administration:** This ordinance shall be administered by the Planning Board.
- C. **Effective Date:** The effective date of this ordinance is June 7, 1999

SECTION III. Applicability

- A. **New Construction:** The standards contained in this ordinance shall apply to the construction of all new streets and sidewalks within the Town of Mexico whether public or private. No street shall be accepted as a town way unless they meet the provisions of this ordinance.
- B. **Alterations:** Alterations, widening, and improvements shall be consistent with Section VII. Street Construction Standards.
- C. **Higher Design and Construction Standards:** Nothing in this ordinance shall be construed to prevent the design and construction of streets which meet higher standards, use improved methods, or higher quality materials.

SECTION IV. Application Procedures

Prior to the construction of any new street or the reconstruction or lengthening of an existing street, the applicant shall request to be placed on the Planning Board's agenda at least seven (7) days in advance of the meeting by contacting the Town Manager and Code Enforcement Officer.

The completed application form, required fees, and required plans and related information shall be submitted to the Town Manager no less than seven (7) days prior to the meeting of the Planning Board.

In addition, one copy of the plan(s) which may be reduced to a size of 8 ½ by 11 inches and all accompanying information shall be submitted by the applicant to each Board member, Code Enforcement Officer, Road Commissioner and Fire Department no less than seven (7) days prior to the meeting containing the following information.

A. Submission Requirements

- 1. The name(s) of the applicant(s).
- 2. The name(s) of the owner(s) on record of the land upon which the proposed street is to be located.
- 3. A statement of any legal encumbrances of the land upon which the proposed street is to be located.

4. The anticipated starting and completion dates of each major phase of street construction.
 5. A statement indicating the nature and volume of traffic expressed in Average Daily Traffic expected to use the proposed street.
- B. Plans:** The plans and illustrations submitted as part of the application shall be prepared by a Registered Land Surveyor or Professional Engineer to include the following information.
1. The scale of the plan. (All streets and roadway plan and profile drawings shall be drawn to a scale of 1"= 50' horizontal and 1" = 5' vertical.
 2. The direction of magnetic north.
 3. A plan profile and typical cross section views of all proposed streets.
 4. The starting and ending point with relation to established roads, streets, or ways and any planned or anticipated future extensions of the streets. (All terminal points and the center line alignment shall be identified by survey stationing).
 5. The roadway and roadway limits with relation to existing buildings and established landmarks.
 6. Dimensions, both lineal and angular, necessary for locating boundaries and necessary for locating subdivisions, lots, easements, and building lines.
 7. The lots, if any, as laid out and numbered on said street showing the names of all owners of abutting property.
 8. All natural waterways and watercourses in or on land contiguous to the said streets or ways.
 9. The kind, size, location, profile, and cross-section of all existing and proposed drainage ways and structures and their relationship to existing natural waterways.
 10. A soil erosion and sedimentation control plan showing interim and final control provisions.
 11. Curve data for all horizontal and vertical curves shall be the center line radius, arc length, beginning of curve, and end of curve points.
 12. All center line gradients shall be shown and expressed as a percent.
 13. All curve and property line radii of intersections.
 14. Size, type and location of all existing and proposed overhead and underground utilities, to include but not limited to, water, sewer, electricity, telephone, lighting and cable television.
 15. The location and elevation of the 100-year floodplain, if any.
 16. The name(s) of each proposed new road or street.
- C. Streets Within Proposed Subdivisions:** Streets proposed as part of a subdivision as defined in the Town of Mexico Subdivision Ordinance shall be submitted to the Planning Board as an integral part of the Subdivision Application.
- D. Application Fee:** An application fee of \$50.00 shall be paid to the Town of Mexico upon submission of an application. The Selectmen shall have the authority to review and revise the application fee. The application fee shall be waived if the street is being reviewed as an element of a Subdivision Application.

E. Application Review

1. Complete Application: Within thirty (30) days from the date of receipt, the town office on behalf of the Board shall notify the applicant in writing either that the application is complete, or if incomplete, the specific additional material needed to make them complete. Determination by the Board that the application is complete in no way commits or binds the Board as to the adequacy of the application to meet the requirements of this Ordinance.
2. Application Approval: The Board shall, within thirty (30) days of a public hearing or within sixty (60) days of having received the completed application or within such other time limit as may be mutually agreed to, deny or grant approval on such terms and conditions as it may deem advisable to satisfy this Ordinance and to preserve the public health, safety, and general welfare. In all instances, the burden of proof shall be upon the applicant. In issuing its decision, the Board shall make a written finding of fact establishing that the application does or does not meet the provisions of this Ordinance.
3. Public Hearing: The Board may hold such public hearing within thirty (30) days of having notified the applicant in writing that a complete application has been received and shall cause notice of the date, time, and place of such hearing to be given to the applicant, all property owners abutting the proposed street, and published in a newspaper of general circulation in Mexico at least two (2) times; the date of the first publication shall be at least seven (7) days prior to the hearing.

SECTION V. Public Acceptance of Streets

The approval by the Planning Board of a proposed public street shall not be deemed to constitute or be evidence of any acceptance by the Town of Mexico of the street. Final acceptance of a proposed public street shall be by an affirmative vote at a Town Meeting.

SECTION VI. Street Design Standards

- A. Design standards shall be met by all streets and shall control the roadway, shoulders, curbs, sidewalks, drainage systems, culverts, and other appurtenances.
- B. Streets shall be designed to discourage through traffic within a residential subdivision.
- C. The character, extent, width, and grade of all streets shall be considered in their relation to existing or planned streets.
- D. Any street serving a subdivision expected to generate average daily traffic of 200 trips per day or greater shall have at least two street connections with existing streets.
- E. Where a subdivision street enters Route 2 or 17, no residential lot may have vehicular access directly onto these Routes. This requirement shall be noted on the Plan and in the deeds on any lot with frontage on both Route 2 or 17 and the subdivision street.
- F. When a street will be constructed or altered, suitable shoulders and/or turnouts shall be provided at significant view locations as identified in the Town of Mexico Comprehensive Plan.
- G. Privately-owned streets serving four (4) dwelling units or less shall not require pavement.

H. The following design standards apply according to street classification:

Description	Collector	Minor	Privately Owned Street	Mobile Home Park(3)
Minimum right-of-way width	60 feet	50 feet	50 feet	23 feet
Minimum pavement width/travelway width	24 feet	20 feet	20 feet	20 feet
Minimum grade	.5 percent	.5 percent	.5 percent	.5 percent
Maximum grade(1)	10 percent	10 percent	12 percent	12 percent
Minimum centerline radius	200 feet	150 feet	150 feet	150 feet
Minimum tangent between curves of reverse alignment	200 feet	100 feet	100 feet	100 feet
Roadway crown	1/4"/ft.	1/4"/ft.	3/4"/ft.	3/4"/ft.
Minimum angle of street intersections(2)	90 degrees	75 degrees	75 degrees	75 degrees
Maximum grade within 75 feet of intersection	3 percent	3 percent	3 percent	3 percent
Minimum curb radii at intersections	20 feet	15 feet	15 feet	15 feet
Minimum r-o-w radii at intersections	10 feet	10 feet	10 feet	10 feet
Minimum width of shoulders (each side)	3 feet	3 feet	3 feet	N.A.

1. Maximum grade may be exceeded for a length of 200 feet or less within each 1,000.
2. Street intersections shall be as close 90 degrees as feasible but not less than the list angle.
3. Streets in Mobile Home Parks shall comply with the requirements contained in Title 30-A M.R.S.A. Section 4358.

I. The centerline of the roadway shall be the centerline of the right-of-way.

J. **Dead End Streets:** In addition to the design standards above dead-end streets shall be constructed to provide a cul-de-sac turn-around with the following requirements for radii. Property line 60 feet; outer edge of travelway 50 feet. The Planning Board may allow a T-shaped turn-around which shall be 24 feet wide and 40 feet long.

K. **Grades, Intersections, and Site Distances**

1. Grades of all streets shall conform in general to the terrain so that cut and fills are minimized while maintaining the grade standards above.
2. Where new street intersections or driveway curb-cuts are proposed, site distances, as measured along the road onto which traffic will be turning, shall be based upon the posted speed limit and conform to the table below. Sight distances shall be measured from the driver's seat of a vehicle that is a minimum of ten (10) feet behind the curblines or edge of the shoulder, with a height of the eye 3.5 feet, to the top of an object 4.25 feet above the street surface.

Posted Speed Limit (MPH)	25	30	35	40	45	50	55
Sight Distance	250	300	350	400	450	500	550

Where necessary, corner lots shall be cleared of all growth and site obstructions including ground excavation to achieve the required visibility.

3. Cross (four-cornered) street intersections shall be avoided insofar as possible except as shown on the Comprehensive Plan or at other important traffic intersections. A minimum distance of 125 feet shall be maintained between centerlines of non-collector streets and 200 feet between collectors or a collector and a non-collector street.

L. Common Driveways:

1. Common driveways may serve two single-family dwelling units. The Code Enforcement Officer shall review and approve all plans for common driveways.
2. The following design and construction standards shall apply to common driveways.

Minimum travel width	12 feet
Minimum angle of street intersections	75 degrees
Maximum grade within 30 feet of intersections	3 percent

3. Erosion and sedimentation Control: Adequate provisions shall be undertaken to minimize erosion and sedimentation.

M. Sidewalks:

The Planning Board with advice from the Road Commissioner may require the installation of sidewalks. Where installed, sidewalks shall meet the following minimum requirements.

1. Side walks may be located adjacent to the curb or shoulder but it is recommended that sidewalks be a minimum of 2 ½ feet from the curb facing or edge of shoulder if the street is not curbed.
2. Where utilities and other appurtenances are present within five (5) feet of the curb the sidewalk shall be a minimum of seven (7) feet in width. Where no utilities are present, the minimum width shall be five (5) feet.
3. Bituminous Sidewalks
 - a. The subbase aggregate course shall be no less than 12 inches thick after compaction
 - b. The hot bituminous pavement surface shall be no less than two (2) inches after compaction.
4. Portland Cement Concrete Sidewalks.
 - a. The subbase aggregate shall be no less than 12 inches after compaction.
 - b. The portland cement concrete shall be reinforced with six(6) inch square, number 10 wire mesh and shall be no less than four inches thick.
5. Curb-Cut Ramps

Sidewalks shall be designed with curb-cut ramps at all pedestrian crosswalks to provide adequate access for the safe and convenient movement of physically handicapped persons.

N. Curbs

The Planning Board with advice from the Road Commissioner may require the installation of curbs. The type of curb required shall be as recommended by the Road Commissioner.

SECTION VII. Street Construction Standards

A. Minimum thickness of material after compaction:

	Collector	Minor	Privately Owned Street	Mobile Home Parks
Aggregate Sub-base Course (compacted)	24"	18"	18"	18"
Crushed Aggregate Base Course(when required)	3"	3"	3"	3"
Hot Bituminous Pavement			(1)	
Total Thickness	3"	3"	3"	3"
Surface Course	1"	1"	1"	1"
Base Course	2"	2"	2"	2"

(1) Any privately-owned street serving four dwelling units or less shall not require pavement.

B. Preparation

1. Before any clearing has started on the right-of-way, the centerline and side lines of the new road shall be staked or flagged at 50-foot intervals.
2. Before grading is started, the entire right-of-way 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 travelway, shoulders, and drainageways.
3. All organic materials shall be removed to a depth of 2 feet below the subgrade of the roadway. Rocks and boulders shall also be removed to a depth of 2 feet below the subgrade of the roadway. On soils which have been identified as not suitable for roadways, the subsoil shall be removed from the street site to a depth of two feet below the subgrade and replaced with material meeting the specifications for gravel aggregate sub-base below.
4. Side slopes shall be no steeper than a slope of 3 feet horizontal to 1 foot vertical and shall be graded, limed, fertilized, and seeded according to the specifications of the erosion and sedimentation control plan.

C. Bases and Pavement

1. Bases

- a. The sub-base course for roads to be paved shall be gravel of hard durable particles free from vegetative matter, lumps, or balls of clay and other deleterious substances meeting the MDOT Standard Specification [703.06(b) Type D]. Should the amount of 3" to 6" stones in the gravel not allow for fine grading a 3" layer of crushed base gravel meeting the MDOT Standard Specification [703.06(a) Type A] shall be required.
- b. The sub-base course for roads not be paved shall be gravel of hard durable particles free from vegetative matter, lumps, or balls of clay and other deleterious substances meeting the MDOT Standard Specifications [703.06(b) Type D]. A 3" surface gravel course meeting the MDOT Standard Specifications [703.06 Type A or B] with a maximum stone size of 2" and the percentage of "fines" passing the # 200 sieve is between 7 and 12 percent.

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

3. Pavements

- a. Minimum standards for the base layer of pavement shall be the MDOT specifications for plant mix grade B with an aggregate size no more than 3/4 inch maximum.
- b. Minimum standards for the surface layer of pavement shall meet the MDOT specifications for plant mix grade C with an aggregate size no more than 1/2-inch maximum.

- D. **Scenic View Locations:** When a proposed street or the reconstruction of an existing street will pass a scenic view locations as identified in the Town of Mexico Comprehensive Plan, road design shall provide shoulders of suitable width or turn-outs to allow vehicles to safely leave the travelway at the scenic view location.

SECTION VIII. Additional Improvements and Requirements

- A. **Erosion Control:** The procedures outlined in the erosion and sedimentation control plan shall be implemented during the site preparation, construction, and clean up stages.
- B. **Cleanup:** Following street construction, the developer or contractor shall conduct a thorough clean up of stumps and other debris from the entire street right-of-way. If on-site disposal of the stumps and debris is proposed, the site shall be indicated on the Plan and be suitable covered with fill and topsoil, limed, fertilized, and seeded.
- C. **Street Names, Signs, and Lighting:** Streets which join and 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. No street name shall be the common given name of a person. The developer shall reimburse the Municipality for the costs of installing street name, traffic safety, and control signs.

SECTION IX. Certification of Construction

Upon completion of street construction and prior to a vote by the Municipal Officers to submit a proposed public way to the legislative body, a written certification signed by a professional engineer registered in the State of Maine shall be submitted to the Municipal Officers at the expense of the applicant certifying that the proposed way meets or exceeds the design and construction requirements of these regulations. "As built" plans shall be submitted to the Municipal Officers.

SECTION X. Performance Guarantees

- A. Types of Guarantees:** With submittal of the application for a street approval, the applicant shall provide one of the following performance guarantees for an amount adequate to cover the total construction costs taking into account the time-span of the 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 naming the Town as owner for the establishment of an escrow account;
 2. A performance bond payable to the Town issued by a surety company approved by the Municipal Officers;
 3. An irrevocable letter of credit from a financial institution establishing funding for the construction from which the Town may draw if construction is inadequate approved by the Municipal Officers; or
 4. An offer of conditional approval limiting the number of units built or lots sold until all required improvements have been constructed.

The conditions and amount of performance guarantee shall be determined by the Board with the advice of the Road Commissioner and Municipal Officers.

- B. 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, and a date after which the developer will be in default, and the Town shall have access to the funds to finish construction.
- C. Escrow Account:** A cash contribution to the establishment of an escrow account shall be made by either a certified check made out to the municipality, the direct deposit into a savings account, or the purchase of a certificate of deposit. For any account opened by the subdivider, the municipality shall be named as owner or co-owner, and the consent of the municipality shall be required for a withdrawal. Any interest earned on the escrow account shall be returned to the applicant except for any portion of the interest earned which was needed in addition to the principle of the escrow account to pay for completion of the required improvements.
- D. 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 applicant, and the procedures for collection by the municipality. The bond documents shall specifically reference the project for which approval is sought.
- E. Letter of Credit:** An irrevocable letter of credit from a bank or other lending institution shall indicate that funds have been set aside for the construction of the street and may not be used for any other project or loan.
- F. Release of Guarantee:** Prior to the release of any part of the performance guarantee, the Board shall determine to its satisfaction that the proposed improvements meet or exceed the design and construction requirements for that portion of the improvements for which the release is requested.
- G. Default:** If, upon inspection, it is found that any of the required improvements have not been constructed in accordance with the plans and specifications filed as part of the application, the Code Enforcement Officer

shall so report in writing to the Municipal Officers, the Board, and the subdivider or builder. The Municipal Officers shall take any steps necessary to preserve the Town's rights.

- H. **Privately-Owned Roads:** Where streets are to remain privately-owned roads, the following words shall appear on the recorded plan.

"All roads shall remain private roads to be maintained by the developer or the lot owners. No such road shall be accepted as a public road unless it meets all the provisions of this ordinance.

SECTION XI. Inspection

- A. **Notification of Construction:** At least five (5) days prior to commencing street construction or alteration of roads, the applicant shall notify the Road Commissioner in writing of the time when he proposes to commence construction so that the municipal officers can cause inspection to be made to assure that all municipal specifications and requirements shall be met during the construction.
- B. **Noncompliance With Plan:** If it is found upon inspection of the improvements is not being or has not been constructed in accordance with the approved plans and specifications, the inspector shall so report to the Municipal Officers and Planning Board. The Municipal Officers shall then notify the applicant, and, if necessary, the bonding company, and take all necessary steps to preserve the municipality's rights under the guarantee, security, or bond.
- C. **Modification During Construction:** If at any time before or during the construction of the street, it is demonstrated to the satisfaction of the appointed inspector that unforeseen conditions make it necessary or preferable to modify the location or design of the street, the appointed inspector may, upon approval of the Board, authorize modifications provided these modifications are within the spirit and intent of the Board's approval. The appointed inspector shall issue any authorization under this section in writing and shall transmit a copy of such authorization to the Board at its next regular meeting.
- D. **Inspection Fee:** The Board may assess the applicant a fee to cover the costs of construction inspection.

SECTION XII. Waivers

- A. Where the Board makes written findings of fact that the applicant will suffer an undue economic or other hardship if the requirements of this Ordinance are strictly applied, it may waive the necessity for strict compliance with the requirements of this Ordinance in order to provide relief from the hardship in question and to permit a more practical and economical development provided, however, that the public health, safety, and welfare will not be comprised and further provided that the waivers in question will not have the effect of nullifying the effect of this Ordinance.
- B. In granting waivers to any provision of this Ordinance in accordance with Section XXI.A., the Board shall require such conditions as that will assure the objectives of this Ordinance are met.

SECTION XIII. Separability

If any section, subsection, sentence, clause, phrase, or portion of this Ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision and such holding shall not affect the validity of the remaining portions thereof.

SECTION XIV. Appeals

An appeal may be taken within 45 days from the Board's decision on the application, by any party to Superior Court in accordance with Rule 80B. of the Maine Rules of Civil Procedure.

SECTION XV. Definitions

In this Ordinance, the following terms have the following meanings unless a contrary meaning is required by the context or is specifically prescribed. Terms not defined shall have their customary dictionary meaning.

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

Common Driveway: A vehicle access way serving two dwelling units

Existing Public Street: Roads which are maintained by the Town of Mexico and/or the State of Maine.

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

Privately Owned Street: A street which is not intended to be dedicated as a townway.

Reconstructed: Reconstructed means the rebuilding of a road or section of a road to improve its serviceability.

Repair: Repair means to take necessary action to fix normal damage or storm damage.

Street: Public and private ways such as avenues, highways, roads and other rights-of-ways, as well as areas on a subdivision plans designated as rights-of-ways for vehicular access, other than driveways, farm roads or logging roads.

TO: MUNICIPAL OFFICIALS IN WESTERN MAINE
FR: JOAN A. WALTON, REGIONAL TRANSPORTATION PLANNER
DA: APRIL 23, 1999
RE: FREIGHT TRUCK ROUTES

Androscoggin Valley Council of Governments (AVCOG) is requesting your assistance in providing some basic information regarding major truck routes in your community. AVCOG is working with the Maine Department of Transportation (MDOT) and RTAC #7 to identify major freight routes in the region. MDOT is beginning the process of designating certain corridors throughout the State as freight routes (defined as roads that have higher than normal levels of heavy truck traffic).

MDOT recently published an Integrated Freight Plan which contains strategies to promote economic development by improving freight shipments by truck, rail, air and sea. The Plan identifies the interstate system (I-95, I-295 and I-495) as part of the "National Truck Network." The Plan also describes "second tier roadways" which are not part of the Network, but have been deemed important for commercial vehicle traffic. In western Maine, these include Routes 2, 4, 26, 27 and 202.

RTAC #7 has also identified the following roads as being important to the movement of freight: Route 5 (Rumford-Andover), Route 17 (Livermore Falls-East Dixfield), Route 43 (Farmington-Madison), Route 106 (Leeds-Livermore), Route 108 (Turner-Rumford), Route 117 (Sumner-Norway), Route 118 (Norway-Waterford), Route 121 (Oxford), Route 122 (Poland), Route 140 (Jay-Hartford), Route 219 (West Paris-Turner), Route 232 (Rumford-Woodstock), Route 234 (North Anson-New Vineyard), Crash Road (Livermore) and Canton Point Road.

It is expected that, in the future, when the designated freight routes are reconstructed, they will be completed using higher construction specifications that take into account the use by heavy truck traffic. The information you provide will be extremely important in deciding which roads have the potential of receiving this designation.

Please use the enclosed form or, if you prefer, write your own comments and suggestions. You may call me at 783-9186 or email me at jwalton@avcog.org if you have any questions. Thank you for your assistance with this project.

Western Maine Freight Movement Study

Please identify the roads and highways in your community and neighboring communities which are used by freight carriers. The MDOT Integrated Freight Plan identifies the following highways as important for commercial vehicle traffic: I-95, I-495, I-295, Routes 2, 4, 26, 27, and 202. Are there other highways which you feel should be on this list?

Please identify problems with and comment on the adequacy of each truck route in your community (i.e. alternate routes, hill climbing lanes, intersection improvements, rail crossings, road postings, turning radii issues, etc.).

From a local perspective, suggest solutions to problems associated with all truck routes in your city/town or neighboring communities.

Use additional pages as necessary. Please provide us with any other comments you may have about freight movement in your part of the region.

Please mail to AVCOG in the enclosed self addressed stamped envelope, fax to Joan Walton at 783-5211 or email to jwalton@avcog.org by than May 7th.