



City of Lewiston, Maine

Policy for the Design and Construction of Streets and Sidewalks



**Prepared by the Lewiston Department of Public Services
Engineering Division
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CHAPTER 1 - INTRODUCTION

1.01 PURPOSE

- A. Pursuant to the City of Lewiston’s Code of Ordinances, Chapter 66, Art. IV, Section 66-96, the standards contained in this Policy are adopted to outline the requirements for design and construction of: 1) all new, or proposed, public streets and sidewalks, 2) all new or proposed public courts and sidewalks on or servicing up to ten (10) single family dwellings, 3) all new, or proposed private roads and 4) substantial alterations to existing public and private roads. These standards will be used to plan, design, and construct those roads and streets classified in Section 1.03, below.
- B. Pursuant to the City of Lewiston’s Code of Ordinances, Chapter 66, Art. IV, Section 66-96, the Director of Public Services is authorized to develop and adopt technical specifications to implement this Policy, and to amend them from time to time. The Director and staff will consult national and state standards for guidance, where appropriate.
- C. Ensure compliance with the City of Lewiston’s Code of Ordinances for street acceptance by the City of Lewiston.

1.02 DEFINITIONS

- A. ADT (Average Daily Traffic): the volume of vehicular trips for a specific twenty-four hour period.
- B. Right-of-way (ROW): a strip of land acquired by deed, reservation, dedication, forced dedication, prescription or condemnation and intended to be occupied or occupied by a road, cross-walk, railroad, electric transmission lines, oil or gas pipeline, water line, sanitary or storm sewer and other similar uses.
- C. Roadway: that portion of a street which is improved under the requirements of this policy, including all paved or gravel surfaces.
- D. Developer: Whenever the term Developer, or a pronoun in its stead, is used, it shall mean and include, but not necessarily be limited to any person, corporation, municipality or other governmental agency or authority or any combination of these entities engaged in any planning or land development activity or activities aimed at using, reusing or rehabilitating air space, land, water or other natural resources.
- E. Contractor: Whenever the term Contractor, or a pronoun in its stead, is used, it shall mean the person(s), or legal entity(ies) which have entered into an agreement to construct the project falling under the requirements of this policy.
- F. City Engineer or Engineer: Whenever the term City Engineer, Engineer or a pronoun in its stead is used, it shall mean the City Engineer of the City of Lewiston or his/her assistants or inspector acting under him/her or his/her duly authorized representatives acting for him/her, limited to the particular duties entrusted to them.

- G. Director of Public Services or Director: Whenever the term Director of Public Services, Director or a pronoun in its stead is used, it shall mean the Director of Public Services of the City of Lewiston or his/her assistants or inspectors acting under him/her, limited to the particular duties entrusted to them.
- H. Policy: Whenever the term Policy or a pronoun in its stead is used, it shall mean and include this policy and appended standard details for construction of streets and sidewalks.
- I. Development Plans: Whenever the term Development Plans, or a pronoun in its stead is used, it shall mean and include all drawings, graphic representations, diagrams and any notes or explanations thereon supplied to the City and approved in accordance with City Ordinances, before the date of construction.
- J. Streets and Sidewalks Design and Construction Manual: Whenever the term Streets and Sidewalks Design and Construction Manual is used in this Policy, it shall mean the technical specifications developed by the Director of Public Services pursuant to authority provided in the Code of Ordinances, Ch. 66, Art. IV, section 66-96, as amended from time to time.

1.03 CLASSIFICATIONS

- A. Arterial Street: a public street shown on the most recent functional classification of the Maine Department of Transportation as a major or minor arterial, providing longer through travel between major trip generators (larger cities, recreational areas, etc).
- B. Collector Street: a public street shown on the most recent functional classification of the Maine Department of Transportation as a collector street which collects traffic from local roads and also connects smaller cities and towns with each other and to the arterials.
- C. Private Road: any road not maintained or accepted by the Lewiston City Council, that conforms to the applicable public street or public court standards of this policy.
- D. Public court: a way providing direct access within identifiable neighborhoods and to abutting land accepted by the Lewiston City Council as a public street, used for the access of motor vehicles for up to ten (10) single family dwellings with frontage on said public court
- E. Public Street: a way providing direct access within identifiable neighborhoods and to abutting land, and where through traffic is usually discouraged, carrying less than 1,000 ADT and which has been accepted by the Lewiston City Council as a public street, or has been constructed or accepted by the state or federal government as a public street or road.

- F. Mobile Home Park Road: a private way used for access of motor vehicles to homes located in a mobile home park and used solely for vehicular movement within the park.

1.04 APPLICABILITY

The requirements contained herein shall be used for the design and construction of all new public and private streets as classified in section 1.03 of this Policy, and alterations to existing public and private streets. For streets proposed as part of a subdivision, the requirements of the subdivision regulations of the City must also be met. All streets governed by this Policy shall be designed by a State of Maine licensed professional engineer and receive approval from the appropriate Federal, State and Municipal reviewing authority before beginning construction. The location and design of new streets, both public, private, and mobile home park roads, shall conform to the standards set forth in this policy, and shall be constructed following standard engineering practices and in conformance with the requirements of the City of Lewiston's Code of Ordinances and the Department of Public Services.

1.05 GENERAL

Right of Way (ROW) widths, travel lane and shoulder widths, road base gravel and pavement thickness, geometrics, sidewalks, and utility requirements are all specified in this policy, and are dependent on the street classification per 1.03 above.

Generally, streets, that will be paved, shall have piped storm drains and include underdrain, however, the Director of Public Services may determine that open drainage is appropriate for some developments. Streets with piped storm drains shall also have underdrain on both sides of the gravel base. The storm drain can be used for the underdrain. Streets with open drainage shall have ditches or swales to a sufficient depth for positive drainage of the road base.

All streets governed by this policy shall be required to meet stormwater management standards specified herein.

Arterial and collector streets may be required to have curbing and sidewalks. Public and private streets and mobile home park roads will not be required to have curbing or sidewalks unless necessary to control erosion or in other special cases.

**Chapter 2-Underground Utility Design and Construction
and Stormwater Management and Erosion Control**
**CHAPTER 2 – UNDERGROUND UTILITY DESIGN AND CONSTRUCTION AND
STORM WATER MANAGEMENT AND EROSION CONTROL**

2.01 PURPOSE

This section shall apply to all storm drains, sanitary sewer lines, and water lines and shall provide guidance for storm water management and erosion control. These systems shall be designed and constructed following standard engineering practices and in conformance with the requirements of the City of Lewiston’s Department of Public Services, Streets and Sidewalks Design and Construction Manual.

The development plan containing the design for these utilities and the storm water management and erosion control plans shall bear the seal of a State of Maine licensed professional engineer.

The design shall provide storm drain, sewer, and water service lines, if applicable, to the street line of all lots. Included with the Developer’s as-built drawings will be coordinates locating where these service lines intersect the lot lines. The method used to locate these service leads shall be such that it is easily reproducible in the field when it is time to connect to the services.

The Developer shall provide a good and sufficient permanent easement to the City for any element of a public sanitary sewer, water or storm drain system located on private property, excluding all storm water management structures. Storm water management structures shall include, but not be limited to, detention ponds, level spreaders, and inlet and outlet protection. Said easement shall be in a form satisfactory to the Director of Public Services. The width of said easement shall be no less than fifteen (15) feet and shall extend to all land within which any component of the public utility system is located. The scope of the easement shall include, but will not be limited to, the right to enter upon the land for the purpose of installation, inspection, maintenance, repair, replacement, improvement and/or removal of any component of the public utility system, and restoration of surface area disturbed outside the limits of the permanent easement. The Director of Public Services, based on field conditions, may require that the width of the easement be greater than fifteen (15) feet if he determines that a greater width is reasonably necessary to serve the purposes of said easement.

Chapter 2-Underground Utility Design and Construction and Stormwater Management and Erosion Control

2.02 STORM WATER MANAGEMENT AND EROSION CONTROL

Storm Water Management

Projects that include disturbed area of less than one (1) acre shall comply with the stormwater management standards contained in the City of Lewiston's Code of Ordinances, Appendix A, Article XIII, Section 4(f). Projects, requiring state permits, which include disturbed area of one (1) acre or more shall comply with the Maine stormwater management law, 38 MRSA § 420-D, and regulations promulgated thereunder, as amended.

Erosion Control

All manufactured slopes, other than those constructed in rock, shall be planted or otherwise protected from the effects of storm erosion and shall be benched or terraced as required to provide adequate stability. Slopes adjacent to the edge of pavement, or travel way, if road is not paved, of the new street or road shall have erosion control matting installed along the edge of the new road a minimum of three (3) feet wide.

Slopes along the edges of roads shall not be steeper than three (3) feet horizontal to one (1) foot vertical to the ditch, nor more than two (2) feet horizontal to one (1) foot vertical beyond until matching to existing grade.

Inlets/outlets shall be constructed with rip-rap aprons or other energy dissipating structures to prevent erosion.

All erosion control measures shall conform to the Maine Department of Environmental Protection, Bureau of Land and Water Quality's publication, DEPLW0588, Maine Erosion and Sediment Control BMPs, March 2003.

2.03 STORM DRAINS

Adequate storm water drainage along and under streets shall be provided. Storm water runoff from impervious areas shall not discharge directly to city streets but shall be piped to the storm drain system. This shall include roof and perimeter drains of newly developed commercial/industrial sites, and perimeter drains from new residential developments. The Director of Public Services shall require that the owner(s) provide for the disposal of surface water runoff and storm water, including the acquisition of all required Federal and/or State storm water approvals and/or permits, before recommending the acceptance of the street to the City Council. When the Director determines that any storm piping or structures are required for adequate disposal of the surface and storm water, these systems shall be designed and constructed following standard engineering practices and in conformance with the requirements of the City of Lewiston's Code of Ordinances and the Streets and Sidewalks Design and Construction Manual. Storm drains may be designed to function also as underdrain and in this system catch basins may act as manholes.

Size and types of materials used in construction of drainage systems, including, but not limited to, piping, structures, frames, covers, and grates, shall be in accordance with the requirements set forth in the City of Lewiston Streets and Sidewalks Design and Construction Manual.

Chapter 2-Underground Utility Design and Construction and Stormwater Management and Erosion Control

Minimum pipe size for storm drain main lines shall be twelve (12) inches and underdrains shall be six (6) inches. The minimum structure size shall be four (4) foot diameter, except when conflicts with other structures require smaller size, and structures shall be precast concrete. Storm drain and underdrain piping shall have a minimum of (4) foot of cover. Catch basin grates shall have no dimension less than twenty-four (24) inches and shall be cascade type. Catch basin spacing shall be determined by the volume of storm water runoff, but in no case further than three hundred (300) feet apart. Manholes shall be installed along the main line at all changes in horizontal or vertical alignment and no further than three hundred (300) feet apart. Discharge of floatables to the receiving sewer or water body shall be minimized by the use of an approved control system.

Storm drains shall be designed to accommodate the proposed development as well as any existing or potential flow in the upstream area(s) tributary to the proposed development.

All components of the storm drain system shall be designed by a State of Maine licensed professional engineer, and tested in full compliance with the design specifications and construction practices established by the Department of Public Services.

2.04 SANITARY SEWERS

The Director of Public Services will require connection to the city sewer, in the case of a single lot development, if a city sewer main is located within one hundred (100) feet of the proposed development. If the Director of Public Services determines it is not feasible to connect to the city sewer system, individual on-site systems shall be allowed. These shall be designed by a State of Maine licensed soil evaluator and in full compliance with the Maine Sub-surface Wastewater Disposal Rules, as amended.

All sanitary sewer systems shall be designed and constructed following standard engineering practices and in conformance with the requirements of the City of Lewiston's Department of Public Services, Streets and Sidewalks Design and Construction Manual, and where applicable, the Lewiston Plumbing Code, as set forth in the City of Lewiston Code of Ordinances, Ch. 18, Art. IV, §§ 18-76 *et seq.*, and the State of Maine regulations adopted therein.

Size and types of materials used in construction of sanitary sewer systems, including piping, frames, and covers shall be in accordance with the requirements set forth in the City of Lewiston's Department of Public Services, Streets and Sidewalks Design and Construction Manual.

Minimum pipe size for sanitary sewers shall be eight (8) inches and pipe materials shall be PVC, concrete, or HDPE, depending on the use of the sewer.

All components of sanitary sewer facilities that connect to the city system shall be designed by a State of Maine licensed professional engineer, and tested in full compliance with the design specifications and construction practices established by the Department of Public Services.

Chapter 2-Underground Utility Design and Construction and Stormwater Management and Erosion Control

2.05 WATER SUPPLY SYSTEM

It is not a requirement of any new development to extend an existing water main into the development or connect the development to an existing water main; however, if water is extended into/to the development along the proposed street or road, or via a cross country line, it shall be in accordance with this policy and applicable Maine Public Utility Commission requirements. If a public water supply system is used, the Developer shall secure, in writing, a statement from the City Engineer that: (1) the proposed water supply system conforms to design and construction standards; (2) the proposed water supply system will not result in an undue burden on the source or distribution system; and (3) the proposed water supply system will be installed in a manner adequate to serve domestic water and fire protection needs.

All water supply systems shall be designed and constructed following standard engineering practices and in conformance with the requirements of the City of Lewiston's Department of Public Services, Streets and Sidewalks Design and Construction Manual.

Size and types of materials used in construction of water systems, shall be in accordance with the requirements set forth in the City of Lewiston's Department of Public Services, Streets and Sidewalks Design and Construction Manual.

Minimum pipe size for main line pipe shall be eight (8) inches and pipe material shall be cement lined ductile iron. Water lines shall have a minimum of five and one half (5 ½) feet of cover.

The system shall be capable of supplying a sufficient quantity of water to service the proposed development for both domestic service and for fire protection, as determined by proposed water demands or the Insurance Service Office (ISO) Public Protection Classification (PPC) which determines the needed fire flow based on the Fire Suppression Rating Schedule manual.

The Developer shall be required to install fire hydrants along public streets and within private developments, spaced not more than five hundred (500) feet apart, to provide adequate access for fire protection. Hydrants shall be installed, at a minimum, at the high points and ends of mains, for maintenance flushing, and other locations as determined by the Public Services Director.

The Developer shall be required to enter into a water main extension contract with the City of Lewiston, Public Services Department, Water and Sewer Division before any construction can begin on the water system.

2.06 STREET LIGHTING

Any project involving the construction of a new street, which is governed by this Policy may be required to install street lighting, per City of Lewiston, Code of Ordinances, Article XIII, Section 4(n), at the Developer's expense. This lighting shall conform to the standards of the Central Maine Power Company and the Department of Public Services, as based upon the standards of the National Electrical Code.

CHAPTER 3 – GEOMETRIC DESIGN STANDARDS

3.01 PURPOSE

The purpose of this section is to present standards for minimum road design criteria. These design standards apply to those streets and roads classified in Section 1.03 unless the Developer or Contractor first secures a waiver pursuant to Lewiston Code of Ordinances, Ch. 66, Art. IV, Sec. 66-97. Developments submitted for review under these standards shall be stamped by a State of Maine licensed professional engineer.

3.02 MINIMUM GEOMETRIC REQUIREMENTS

Following is a table with minimum geometric requirements for the various classifications of streets governed by this Policy.

Description	Classification of Street				
	Arterial	Collector	Public Street	Public Court	Mobile Home Park Road
Minimum Right-of way Width	100'	60'	50'	40'(6)	24'
Minimum Paved Travel Way Width(5)	24'	24'	24'	24'	20'
Sidewalk Width	5'(1)	5'(1)	5' (1)	5'(1)	5' (1)
Minimum Grade	.5%	.5%	.5%	.5%	.5%
Maximum Grade	8%	8%	8%	8%	8%
Minimum Centerline Radius	(2)	(2)	(2)	(2)	(2)
Minimum Tangent between Curves of reverse alignment	(2)	(2)	(2)	(2)	(2)
Roadway Crown	½ "/ft	½ "/ft	½ "/ft	½ "/ft	½ "/ft
Minimum Angle of Street Intersections	(2)	(2)	(2)	(2)	(2)
Maximum Grade at Street Intersection	3% in 100'	3% in 100'	3% in 100'	3% in 100'	3% in 100'
Minimum Curb Radii at Intersections	(2)	(2)	(2)	(2)	(2)
Minimum ROW Radii at Intersections	50'	25'	10'	10'	10'
Minimum Width of Shoulders each side (3)	10' (4)	4' (4)	2' (4)	n/a	n/a

(1) If sidewalks exist on the project site or adjacent properties or if significant pedestrian traffic is present or anticipated in the future, the appropriate reviewing authority may require the installation of sidewalks which shall meet the minimum requirements identified in this table.

(2) In accordance with Maine DOT Design Standards

(3) The construction detail for these street categories shall extend to the edge of the shoulder in a box section, or to the edge of slope in a rural section,

(4) Shoulders shall be paved

(5) Mobile home park roads do not need to be paved.

(6) The Director of Public services may approve a reduction in the width of a Public Court right-of-way to no less than 30' if there are compelling reason(s) to do so and all easements are provided for stormwater, drainage, snow storage, utility corridors and etc to the satisfaction of the Director of Public Services

Modifications to the above referenced grade requirements may be granted by the Director of Public Services should it be determined that safety and site distances have not been compromised. The Director may require that the applicant demonstrate this through the services of a State of Maine licensed professional engineer.

3.03 GRADES, INTERSECTIONS, ACCESS, AND SIGHT DISTANCES

All changes in grade shall be connected by vertical curves which provide minimum stopping sight distances (as outlined in current Maine DOT Highway Design standards) based on street design speed. Proposed streets shall, in general, conform to the terrain with a minimum grade of one-half (1/2) percent and a maximum grade of eight (8) percent, unless variances to this requirement are approved by the Director.

Where street 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 speed limit and conform to current Maine DOT standards. Required sight distances may be reduced upon approval of the Director of Public Services if he determines that the reduction will not significantly impact public safety, the sight distance is maximized to the greatest extent possible, and there is no feasible alternate location. The Director of Public Services may require that the Developer submit a report from a State of Maine licensed traffic engineer, supporting the reduction.

Intersections will be located to avoid hazardous conflicts with existing turning movements and traffic flows. Streets shall be laid out so as to intersect as nearly as possible at right angles. The angle of intersection for all streets shall be in accordance with Maine DOT standards, as specified in the table of Minimum Geometric Requirements in Section 3.02 of this policy.

Curb cuts should be limited to one per developed lot. Curb cuts on arterial or collector streets shall be a minimum of one hundred fifty (150) feet from the centerline of the intersecting street. Maine DOT Access Management Program shall determine standards unless the Director determines that such guidelines are not appropriate.

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

Offset (four-cornered) street intersections shall be avoided if possible, except as determined necessary by the Director of Public Services. A minimum distance of two hundred (200) feet shall be maintained between centerlines of intersecting side streets.

Guardrails shall be required on any section of road where the shoulder slope is equal to or greater than 1:3, where the fills are greater than eight (8) feet and at any sudden change in alignment.

3.04 THROUGH TRAFFIC

Design shall discourage through traffic on proposed residential streets. Public courts may not be used to connect existing or proposed arterial, collector, or public streets.

3.05 TWO STREET CONNECTIONS

Any proposed street or lengthening or alteration of an existing street which, on the basis of a specific development proposal or on the basis of available road frontage, could generate more

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than one thousand (1000) vehicle trips per day shall have at least two street connections with existing public streets, streets shown on an Official Map, or streets on an approved subdivision plan for which performance guarantees have been filed and accepted. The applicant may agree in writing, subject to the approval of the appropriate reviewing authority, to limit development to less than one thousand (1000) vehicle trips per day until such time as a second street connection is developed. For purposes of computing vehicle trips per day, the applicant shall use the latest edition of Trip Generation published by the Institute of Transportation Engineers.

3.06 DEAD END STREETS

All dead-end streets shall include a turnaround. The turnaround may be a cul-de-sac, T-shape or hammerhead, and shall be designed and constructed following standard engineering practices and in conformance with the requirements of the City of Lewiston's Department of Public Services, Streets and Sidewalks Design and Construction Manual.

A cul-de-sac shall have a radius of fifty (50) feet measured from the center line of the street. A greater radius may be permitted or required by the Director of Public Services. A T-type or hammer-head turnaround may be used if it is determined that such a turnaround will adequately meet the needs of all proposed uses. A T-type turnaround shall have a minimum twenty-four (24) foot wide roadway, and be seventy-five (75) feet long measured from the center line of the intersecting street to the ROW and the centerline shall be located at least seventy-five (75) feet from the end of the ROW.

Temporary Turnaround

The Director of Public Services may allow a waiver of the required turnaround, for a period of up to one year, in the case of a street which is to be further constructed as part of an approved subdivision plan if a temporary turnaround and easement is established and adequate provisions are made for road maintenance and snow removal. Roadway requirements for temporary turnarounds shall meet the same size requirements as above. In unusual circumstances, such waiver may be extended beyond one year by the Director of Public Services.

3.07 STREET EXTENSIONS

Any proposed extension of an existing street shall meet all the requirements of this policy. However, if the existing street is nonconforming with regard to width of right-of-way or roadway, the Director of Public Services may approve a reduction of the width of the right-of-way or roadway for the extension if he determines that it is unlikely that the existing street shall, in the future, be made conforming and that such reduction will, in no way, create a present or future traffic, fire or safety hazard.

Notwithstanding the above paragraph, any proposed extension of an existing public court as defined by this policy to serve more than ten single family dwellings shall be upgraded to meet the requirements of a public street.

3.08 MOBILE HOME PARK / PRIVATE ROAD STANDARDS

The Planning Board shall approve a mobile home park/private road only if it finds that all of the following have been met:

- A. The mobile home park/sub-division served by said road has direct access onto a public street.
- B. The mobile home park/private road will not serve property outside of the mobile home park/sub-division and it is unnecessary to provide for the extension of the street system to provide access to unsubdivided or undeveloped property.
- C. The Developer demonstrates to the satisfaction of the appropriate review authority that sufficient legal arrangements exist to assure the long term maintenance, repair and replacement of the mobile home park/sub-division infrastructure, including roads, sanitary and storm sewer systems, water supply systems and storm water management structures.
- D. All approved plans contain a note that reads "the roads shown on this plan as mobile home park roads and/or private roads shall not be maintained by the City of Lewiston".
- E. Private Roads must meet the applicable standards of this Policy as a public street or public court.
- F. All mobile home park roads/private roads must conform to the applicable standards of this Policy.

3.09 CURBS

The layout and construction of curb cuts shall conform to the Maine Department of Transportation current standards. Where the existing street is curbed, any new street, access way, driveway or island shall be curbed with similar materials in accordance with the Maine Department of Transportation current standards details. Roads governed by this Policy will not be required to have curbing unless necessary to control erosion or in other special cases, as determined by the City Engineer.

3.10 SIDEWALKS

Paved sidewalks with a minimum width of five (5) feet may be required along both sides of all arterial and collector streets. Sidewalks shall be required on public streets, private roads or mobile home park roads, if sidewalks exist on the project site or adjacent properties, or if significant pedestrian traffic is present or anticipated in the future. Sidewalks, when required, shall be designed and constructed in conformance with the standards of the City of Lewiston's Department of Public Services Streets and Sidewalks Design and Construction Manual.

CHAPTER 4 – CONSTRUCTION STANDARDS

4.01 PURPOSE

The purpose of this section is to outline minimum construction standards that must be met in order for a proposed public street, public court or mobile home park road to be accepted or approved by the City of Lewiston.

4.02 MINIMUM MATERIAL REQUIREMENTS

The minimum material requirements to be used in the construction of all new, or proposed, public streets, public courts or mobile home park roads and alterations to the same shall conform to the standards of the City of Lewiston’s Department of Public Services and the following table.

Street Materials Minimum Requirements	Classification of Street			
	Arterial	Collector	Public Street/Court	Mobile Home Road(3)
Travel Surface	HMA	HMA	HMA	gravel/HMA(4)
Aggregate – Subbase Course (1) (Maximum stone size – 6")	27"	27"	15"	15"
Crushed Aggregate Base Course (1) (Maximum stone size – 1 ½ ")	3"	3"	3"	3"
Hot Bituminous Pavement (1) Base Course/Binder (19 MM) Surface Course (9.5 MM)	6" 1.5"	6" 1.5"	2" 1"	
Curb	(2)	(2)	(2)	

(1) All thicknesses are minimums after compaction
 (2) Curb shall be provided as necessary for erosion control
 (3) At a minimum, a 15' x 20' paved apron at the roads intersection with the existing street must be installed. Otherwise, mobile home park roads do not need to be paved.

4.03 CONSTRUCTION REQUIREMENTS

Every street shall be constructed to its full roadway width and length, including sidewalks and curbing where required. Every street proposed for acceptance shall conform accurately to the grades, cross sections and all other requirements and circumstances approved by the City, and be shown on the plans and profiles herein required.

All loam, loamy material, clay, stumps, roots, brush and perishable material shall be cleared from the entire area of the right of way for public streets, private roads, and mobile home roads and for an additional ten feet on either side of the roadway for arterial or collector streets. In all cases this area shall be loamed and seeded in accordance with City of Lewiston’s Department of Public Services Streets and Sidewalks Design and Construction Manual.

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The entire roadway area shall be graded to a subgrade of not less than that shown on the table for minimum construction requirements, and as shown on the approved plan and profile. If sidewalks are required by the planning board or Director of Public Services, they shall be graded to a subgrade of not less than twelve (12) inches. If, upon excavation to these limits, the subbase is found to be unstable or in such a condition that a satisfactory roadway cannot be constructed using a gravel base of these amounts, the owner shall excavate to sufficient depths to provide a subgrade satisfactory to the Director of Public Services.

The entire roadway area shall be paved, excluding mobile home park roads, by the Developer at thicknesses and type as shown in the table for minimum construction requirements meeting City of Lewiston's Department of Public Services Streets and Sidewalks Design and Construction Manual. If sidewalks are required by the planning board or Director of Public Services, they shall be paved with a two-inch (2) paving mix meeting city specifications.

4.04 MONUMENTS

There shall be accurately placed, at each angle point and points of tangency, a concrete monument, 6" X 6", with a steel pin in the center. The steel pin shall be set flush with the top of the monument and the top of such monument shall be set six (6) inches above finish grade.

4.05 PRE-CONSTRUCTION AND PRE-PAVE MEETING

The Developer and Contractor shall attend a pre-construction meeting with the Director prior to commencement of any work on the proposed development. The agenda shall include, but not be limited to, discussion of the following items:

- Proposed Work Schedule
- Work Sequencing
- Designation and Contact Information of Responsible Personnel
- Traffic Control Plan
- Permits Required
- Safety Program
- Security and Working Hours
- Soil Erosion and Pollution Control Plan
- Shop Drawings, Samples and Product Data Sheets
- Office, Work and Storage Areas
- Equipment/Material Deliveries and Priorities
- Performance Guarantee, if any

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A pre-pave meeting shall be held prior to any paving of the proposed development. The Developer, Contractor and paving contractor shall be in attendance. The agenda shall include, but not be limited to, discussion of the following items:

- Safety Program
- Work Schedule
- Traffic Control Plan
- Paving Equipment
- Utilities
- Special Provisions/Requests
- Testing Protocol
- Tack Comments
- Other Comments

CHAPTER 5 – REQUIREMENTS FOR STREET ACCEPTANCE

5.01 PURPOSE

The purpose of this section is to provide the general procedure a Developer shall follow to get a proposed street accepted as a City Street.

The Developer must satisfactorily complete all the requirements in the Code of Ordinances, this Policy and City of Lewiston’s Department of Public Services Streets and Sidewalks Design and Construction Manual prior to receiving formal street acceptance from the Lewiston City Council.

In no case shall a street be accepted by the City prior to installation of the base course of paving material. However, a street can be accepted without surface course or curbing in order to protect these from damage during build out of the lots on the street, if the following conditions are met. A mechanism, acceptable to the City, shall be in place to provide for the cost of curb installation and surface paving. Curb installation and surface paving shall be completed when the lots on the new street are fully developed but no later than one complete construction season from the date of acceptance

5.02 STREET ACCEPTANCE PROCESS

The following process shall be followed for any street proposed for acceptance, by the City, as part of an approved subdivision:

- A.** The City is petitioned to accept the street via a letter to the Director of Public Services.
- B.** The City’s Engineering Division conducts a final inspection.
- C.** As built drawings of the street are provided to the City Engineer. These drawings shall be provided electronically in AutoCad and PDF format.
- D.** The City determines that all conditions and standards have been met.
- E.** Easements and Covenants for maintenance of public infrastructure and utilities located on private property are reviewed and accepted by the City Engineer.
- F.** An individual legal description of each street is reviewed and accepted by the City Engineer.
- G.** An individual quit claim deed conveying each street to the City is reviewed by the City Engineer.
- H.** Upon notification from the City Engineer that all requirements have been met, the City Clerk processes the street acceptance.

5.03 STREETS NOT PART OF AN APPROVED SUBDIVISION

Any street proposed for acceptance which is not part of a subdivision plan approved by the City, in addition to the requirements above, shall conform to or be modified by the following:

- A. A plan and profile shall be filed with the Director of Public Services for his approval of the grades and cross sections thereto.
- B. The plan shall show all lots as then exist adjacent to the street or way with distances recorded on the plan.
- C. The plan shall be either a reproduction or original mylar drawn to scale. The plans shall also be provided electronically in AutoCad and PDF format.
- D. All proposed streets shall, as far as practicable, be continuous and in alignment with the existing streets.
- E. All temporary dead-end streets shall have a turnaround at the end.
- F. All intersecting street lines shall, at the area of intersection, follow a curve produced by a minimum radius defined in this policy for the classification of street, provided that the land upon which such curve is to be described is owned by the dedicating party or parties.
- G. The street shall meet the design and construction standards of the City of Lewiston's Department of Public Services Streets and Sidewalks Design and Construction Manual.
- H. A quitclaim deed to the City executed by the owner and containing a complete legal description of the street tied to a permanent recognized survey corner shall be submitted to the City Council.

5.04 PROCESS FOR STREET ACCEPTANCE OF PRIVATE ROADS

- A. In the event the City is approached to accept a private road, the City will require the road be brought up to the standards of a public street or public court prior to acceptance by the City, in addition to the applicable requirements for street acceptance found in Chapter 5 of this Policy.