

TOWN OF SANGERVILLE
TRAFFIC CONTROL AND PARKING ORDINANCE

CHAPTER 1: PARKING

Section 1. Stopping not to obstruct public way or crosswalk.

- a. No vehicle shall stop in such a way as to obstruct any public way or crosswalk except for the purpose of taking on or letting off a passenger, or for loading or unloading freight, for a period of up to ten (10) minutes, or except in case of accident, or when to do so by a police officer. Also exempt are any emergency vehicle on an emergency call, or any authorized construction vehicle involved in actual construction, repair or re-paving.
- b. The parking of a motor vehicle in such a manner as to obstruct traffic or block a driveway or sidewalk is prohibited. Such vehicles may be removed or towed at owner's expense.
- c. No vehicle shall stop or park within the intersection of any streets or within twenty (20) feet of a street corner or as posted, nor within ten (10) feet of any hydrant wherever located; provided, however, that the foregoing provisions of this section shall not apply to the United States mail, emergency and public utility vehicles.

Section 2. Nighttime parking; exceptions.

- a. No vehicle shall be parked in any street or municipal parking lot in the town for a longer period than one (1) hour, between 12:00 a.m. and 5:00 a.m.
- b. This section shall not apply to physicians on professional calls, or to fire, police, or public utility vehicles.
- c. No vehicle with a gross vehicle weight in excess of fifteen thousand (15,000) pounds shall be parked for a period longer than one (1) hour in any street between the hours of 10:00 p.m. and 7:00 a.m. except on permit granted by the municipal officers or by the Piscataquis County Sheriff's Office.

Section 3. Parking not to hinder snow removal.

No person shall park or permit a vehicle to remain parked in any public way from November 15 to May 15, since such parking or remaining parked may interfere with snowplowing or the loading or removal of snow from such public way.

Section 4. Parking close to fires.

- a. No person shall park a vehicle, with or without occupants, other than a fire or police vehicle or an ambulance, on a public way within one hundred (100) yards of a fire in which fire personnel are engaged.

- b. If a vehicle parks more than one hundred (100) yards from the fire and within one-quarter mile thereof, it shall park on the right-hand side of the highway and parallel to and within two (2) feet of the curb or edge of the highway.

Section 5. Exceptions to parking regulations for regular worship services.

Parking shall be allowed in the immediate area of places of worship one-half (½) hour before services until one-half (½) hour after services on all town streets except for on State Numbered Routes where parking is prohibited, on crosswalks, within ten (10) feet of any fire hydrants or within a “Fire Zone”.

Section 6. Schedule of no parking, restricted parking areas.

- a. *Church Street:*
No parking on the north side of Church Street.
No parking on the south side of street during any snow storm. (Winter Ban).
This does not apply to vehicles parked for worship one-half hour before and one-half hour after service.
- b. *Douty Hill Road:*
No parking either side of street starting at the intersection of Main Street, easterly to the top of the hill for a distance of three hundred (300) feet.
- c. *Haley Court:*
No parking either side of street from the intersection of Pleasant Avenue, northerly one hundred fifty (150) feet.
- d. *Hunnewell Avenue:* No parking either side of street during any snow storm. (Winter Ban)
- e. *Main Street:*
No parking either side of street starting at the intersection of School Street, northerly to the intersection of Mill Street except as designated otherwise.
No parking on the west side of street starting at the intersection of School Street, southerly to the intersection of Hunnewell Avenue.
- f. *Maple Street:*
No parking either side of street during any snow storm. (Winter Ban)
- g. *School Street:*
No parking on the south side of street from the intersection of Main Street, westerly to the municipal parking lot, this will be labeled as “No Parking Fire Zone”.
- h. *McPhetres Road:*
No parking either side of street starting at the intersection of Pleasant Avenue, westerly one hundred fifty (150) feet.

i. *Mill Street:*

No parking either side of street during any snow storm. (Winter Ban)

j. *Pleasant Avenue:*

No parking either side of street starting at the intersection on Main Street, westerly to the intersection of Maple Street.

No parking on the north side of Pleasant Avenue opposite the Irving Station between the two No Parking Signs.

k. *Abbie Fowler:*

Cars parked in the Abbie Fowler lot must move them to the opposite side to allow for plowing after a snow storm.

l. *Driveway between Town Hall and Fire Station:*

No parking at any time in the Fire Lane.

m. *Boat Ramps:*

No parking in the access areas to the Manhanook and Edgerly Municipal Boat Ramps

n. *Town Hall Parking Lot:*

No overnight parking is permitted in the Town Hall Parking lot and violators are subject to having their car towed at the owner's expense.

Section 7. Municipal Parking Lots

All Municipal Parking Lots are for the sole use of licensed, registered and inspected automobiles. Unregistered vehicles parked in municipal parking lots will be towed away at the owner's expense.

Section 8. Handicapped Parking at the Town Hall

The Town of Sangerville provides a handicapped parking space adjacent to the parking lot entrance of the Town Hall. Any vehicle parked in such a space that does not have a special registration plate or placard issued under M.R.S.A. Title 29, Section 252, or a similar plate issued by another state, shall be cited for a fine of two hundred dollars (\$200.00) and towed away at the owner's expense.

Section 9. Penalties for Unlawful Parking

The Town of Sangerville shall recover from the owner or operator of any vehicle unlawfully parked and contrary to Section I of this Ordinance, the sum of \$25.00 for each violation thereof to be paid to the Treasurer of the Town who will place such monies in the Town of Sangerville revenue account. Failure to pay the penalty within 30 days of the parking ADOPTED BOARD OF SELECTMEN MONTH DAY< 2016 violation will result in a civil action in the Maine District Court at Dover-Foxcroft for collection of

the penalty due plus any court costs or attorney fees. The fact that a vehicle is unlawfully parked shall be prima facie evidence of the unlawful parking of such vehicle by the person in whose name such vehicle is registered.

CHAPTER 2: DRIVEWAY PERMIT.

Section 1. Requirements

Any person, firm, corporation or district desiring to construct a driveway on any local public street shall first obtain a driveway permit from the Public Works Director. All such permits are issued in accordance with 23 M.R.S.A. §~3354.

Section 2. Approval

The Public Works Director shall approve the construction schedule for all driveway permits.

Section 3. Culverts

The owner is responsible for the first pipe or culvert and the first installation and the town is responsible for all future maintenance of the culvert. See Culvert Policy dated April 28, 2015.

Section 4. Drainage

a. Existing roadside drainage in gutter or ditch lines shall not be altered or impeded by the applicant. The applicant must provide at his/her expense suitable and approved drainage structures at all entrances.

b. Surface drainage shall be provided so that all surface water on the areas adjacent to the road shall be carried away from the roadway.

c. Where a drainage culvert is required to maintain roadside drainage, the Public Works Director must approve the pipe diameter/length and type of pipe material prior to installation. In most cases the pipe size shall be at least 15 inches in diameter and 20 feet in length. No concrete culverts allowed.

Section 5. Construction

a. The Owner is responsible for all construction and restoration of disturbed areas for the entrance within the limits of the Right of Way.

b. The entire portion of any entrance within the limits of the Right of Way shall be constructed with gravel material acceptable to the Public Works Director.

c. The Owner is responsible for any damage to the town way.

Section 6. Exemptions. A permit is not required for the following:

- a. Any existing driveway, entrance or approach unless its grade or location is changed.
- b. A driveway on to a road subject to MaineDOT Highway Driveway and Entrance Rules.

Section 7. Permit Application

Project location: Map ____ Lot ____ Street Address _____

Owner Information:

Name: _____

Street: _____

City: _____ State: _____ Zip: _____

Daytime telephone: _____

Contractor name: _____

Contractor daytime telephone _____

Public Works Director shall specify culvert size: diameter: _____ length: _____

Final PWD Inspection: _____

PWD Signature: _____

Date _____

CHAPTER 3: ONE WAY STREETS

It shall be unlawful to enter any roadway designated by a sign as “Wrong Way,” “Do Not Enter” or by the international “Wrong Way” sign. The Sangerville Road Commissioner, with the approval of the Board of Selectmen, shall designate by appropriate signs other roadways as “One Way” which in their judgment are dangerous if two-way traffic is allowed.

CHAPTER 4: STOP SIGNS

It shall be unlawful to enter any roadway controlled by a “Stop” sign erected by the Town of Sangerville, through the Sangerville Road Commissioner; without first coming to a complete stop. The Sangerville Road Commissioner, with approval of the Board of Selectmen, is authorized to erect such “Stop” signs wherever in their judgment it is dangerous to enter a roadway without first coming to a complete stop.

CHAPTER 5: DEPOSITING SNOW ON STATE-AID AND TOWN ROADS AND SIDEWALKS

It is unlawful to deposit snow within the limits of any Town or State-aid roads or sidewalks in the Town of Sangerville. In addition to the penalty provided in Chapter 5, the Town shall recover, by way of civil court action, the actual cost of removing snow unlawfully deposited.

CHAPTER 6: PENALTIES

The penalty for violation of any section of this Ordinance other than Parking Control sections shall be the same as authorized by Maine Revised Statutes for traffic infractions as are in effect at the time of the infraction and shall be enforced by the Piscataquis County Sheriff or other contracted police agencies by use of the same citations and procedures as are lawful for State of Maine Traffic Infractions.

CHAPTER 7: TAMPERING WITH SIGNS

No person shall maliciously tamper with, deface, alter, remove or destroy any traffic or parking sign, printing or painting posted by the Town of Sangerville.

CHAPTER 8: GRAFFITI

Defacing, marking, graffiti, painting, drawing on town ways is prohibited and violators are subject to civil penalty as prescribed by law.

CHAPTER 9: ATV's on PUBLIC WAYS

ATV's on permitted ATV Access Routes shall follow the rules of the road as required of motor vehicles. ATV's on ATV Access Routes are permitted from April 15 until December 1 and only between 7 a.m. and dusk and only if the Access Route has been properly signed according to MaineDOT rules and as approved by the Town Manager. ATV's must also have a current registration sticker.

CHAPTER 10: POSTED SPEED LIMITS

Speed limits on state, state-aided and town ways are determined by the MaineDOT with the approval of the Chief of the State Police. The general rule is 25 mph in a business or residential area or built-up portion and 45 mph on all other public ways. The speed limits in Sangerville are posted as approved by MaineDOT.

CHAPTER 11: CROSSWALKS

Crosswalks are to be painted once a year to maintain their visibility.

CHAPTER 12: RESTRICTING VEHICLE WEIGHT on POSTED WAY

Adopted January 14, 2014

Section 1. Purpose and Authority

The purpose of this "Ordinance Restricting Vehicle Weight on Posted Ways" (hereinafter, the "Ordinance") is to prevent damage to town ways and bridges in the Town of Sangerville, Maine which may be caused by vehicles of excessive weight, to lessen safety hazards and the risk of injury to the travelling public, to extend the life expectancy of town ways and bridges, and to reduce the public expense of their

maintenance and repair. This Ordinance is adopted pursuant to 30-A M.R.S.A § 3009 and 29-A M.R.S.A. §§ 2395 and 2388.

Section 2. Definitions

The definitions contained in Title 29-A M.R.S.A shall govern the construction of words contained in this Ordinance. Any words not defined therein shall be given their common and ordinary meaning.

Section 3. Restrictions and Notices

The municipal officers may, either permanently or seasonally, impose such restrictions on the gross registered weight of vehicles as may, in their judgment, be necessary to protect the travelling public and prevent abuse of the highways, or designate the town ways and bridges to which the restrictions shall apply.

Whenever notice has been posted as provided herein, no person may thereafter operate any vehicle with a gross registered weight in excess of the restriction during any applicable time period on any way or bridge so posted unless otherwise exempt as provided herein.

The notice shall contain, at a minimum, the following information: the name of the way or bridge, the gross registered weight limit, the time period during which the restriction applies, the date on which the notice was posted, and the signatures of the municipal officers and/or the road commissioner. The notice shall be conspicuously posted at each end of the restricted portion of the way or bridge in a location clearly visible from the travelled way.

Whenever a restriction expires or is lifted, the notices shall be removed wherever posted. Whenever a restriction is revised or extended, existing notices shall be removed and replaced with new notices. No person may remove, obscure or otherwise tamper with any notice so posted except as provided herein.

Section 4. Exemptions

Vehicles that are exempt from the Maine Department of Transportation's (MaineDOT) "Rules and Regulations Restricting Heavy Loads on Closed Ways" dated December 31, 1996 and as amended, is incorporated as part of this Ordinance, are exempt from this Ordinance. In addition, any vehicle delivering home heating fuel and operating in accordance with a permit issued by the Maine DOT under 29-A M.R.S.A § 2395 (4) and, when necessary during a period of drought emergency declared by the governor, any vehicle transporting well-drilling equipment for the purpose of drilling a replacement well or for improving an existing well on property where that well is no longer supplying sufficient water for residential or agricultural purpose and operating in accordance with a permit issued by the Maine DOT under 29-A M.R.S.A. § 2395 (4-A)

Section 5. Permits

The owner or operator of any vehicle not otherwise exempt as provided herein may apply in writing to the municipal officers for a permit to operate on a posted way or bridge notwithstanding the restriction. The municipal officers may issue a permit only upon all of the following findings:

- a. No other route is reasonably available to the applicant;
- b. It is a matter of economic necessity and not mere convenience that the applicant uses the way or bridge; and
- c. The applicant has tendered cash, a bond or other suitable security running to the municipality in an amount sufficient, in their judgment, to repair any damage to the way or bridge which may reasonably result from the applicant's use of same.

Even if the municipal officers make the foregoing findings, they need not issue a permit if they determine the applicant's use of the way or bridge could reasonably be expected to create or aggravate a safety hazard or cause substantial damage to a way or bridge maintained by the municipality. They may also limit the number of permits issued or outstanding as may, in their judgment, be necessary to preserve and protect the highways and bridges.

In determining whether to issue a permit, the municipal officers shall consider the following factors:

- a. the gross registered weight of the vehicle;
- b. the current and anticipated condition of the way or bridge;
- c. the number and frequency of vehicle trips proposed;
- d. the cost and availability of materials and equipment for repairs;
- e. the extent of use by other exempt vehicles; and
- f. such other circumstances as may, in their judgment, be relevant.

The municipal officers may issue permits subject to reasonable conditions, including but not limited to, restrictions on the actual load weight and the number or frequency of vehicle trips, which shall be clearly noted on the permit.

CHAPTER 12: MAILBOXES Amended January 14, 2014

Section 1: Preface

The convenience and practicality, mailbox installations have been allowed within the right-of-way of Maine's public highways; however, it is important to recognize that such installations have two very important conditions:

- a. The mailbox must be installed in accordance with applicable standards to ensure that mail can be delivered and that the mailbox does not create an obstacle or safety hazard to those that use or maintain the highway, and
- b. The mailbox is installed entirely at the owner's risk. In other words, if the mailbox incurs damage during any sort of highway operations or maintenance, the property owner is not entitled to replacement or

compensation. In fact, if the mailbox was not installed in accordance with the applicable standards as stated above, the owner may even be held liable for injuries or damages that may have been incurred as a result.

Mailbox design and installation standards are available from several sources, and mailbox owners are expected to consult this information prior to undertaking any mailbox installation or replacement. The following standards have nationwide relevance and were developed in cooperation with one another:

a. The United States Postal Service (USPS) Mailbox Guidelines. The USPS defines the standards for mailbox construction, as well as the placement tolerance that must be met to accommodate postal operations. Specifics may be obtained from your local post office or online at <http://www.usps.com/manage/know-mailbox-guidelines.htm>

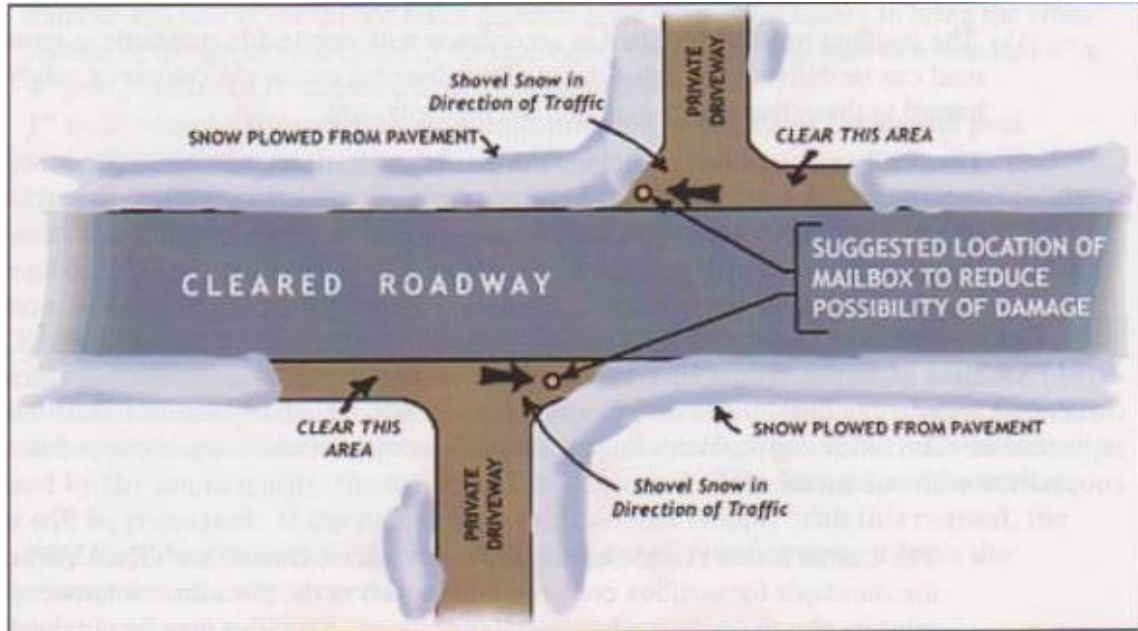
b. American Association of State Highway and Transportation Officials (AASHTO) Roadside Design Guide. The AASHTO Roadside Design Guide, Chapter 11: *Erecting Mailboxes on Streets and Highways* deals with the safety and construction of privately owned mailboxes, mailbox supports, and mailbox turnout designs and is less focused on postal operations. This publication may be obtained online through the AASHTO Bookstore at: http://bookstore.transportation.org/Item_details.aspx?id=1807

Sangerville has adopted this ordinance to promote compliance with these national standards and help further clarify the expectations and responsibilities of Maine mailbox owners to improve the safety of our roads. The following pages further specify the details associated with the mailbox height, location, offset, and post type to minimize the potential hazards associated with mailbox installations and to reduce the opportunities for damage to mailboxes.

Mailbox Installation Standards

Section 2: General Location

Whenever possible, your mailbox should be located after your driveway opening. This location placement improves visibility, minimizes the amount of snow that comes off the snow plow, and improves the approach for your mail carrier. The diagram below further clarifies his preferred placement:



Section 3: Mailbox Support Design

It is best to use an extended arm type of post with a free-swinging suspended mailbox. This allows snowplows to sweep near or under boxes without damage to supports and provides easy access to the boxes by carrier and customers. The following picture shows a free-swinging suspended mailbox:



Section 4: Offset

Mailboxes should be set back from the edge of the shoulder – regardless of whether the shoulder is gravel or paved. In other words, the face of the mailbox should be at least one foot (1') back from the edge of the normally plowed surface of the highway or the face of curb. Greater offset distances are encouraged whenever possible to allow the mail carrier to get further out of traffic and to further minimize potential damage to your mailbox. The following picture shows a mailbox with a reasonable offset:



Section 5: Height

According to USPS standards, a mailbox must be installed with the bottom of the mailbox located between 41" and 45" high above the surface of the highway shoulder. We recommend that this height be closer to the 45" measurement to minimize conflict with the height of the plow truck wing when snow is being pushed back during, or between, winter storms. The following picture further clarifies the height considerations:

Section 6: Post Size, Type and Embedment

Mailbox posts must be sturdy enough to hold up the mailbox in all types of weather conditions; however, they cannot be so rugged that they present a hazard to vehicles that inadvertently leave the road. If a mailbox support is struck by a vehicle, it must easily break away. Therefore, the following types of posts are deemed acceptable:

- a. 4" x 4" wooden posts embedded 2 feet into the ground. Larger wooden posts may be used only if the post is drilled through with an appropriate spade bit to create a shear plane that is no higher than 6" above the surface of the surrounding ground. The number and size of the drilled holes depends upon what is necessary to bring the cross-section of the larger post down to the equivalent cross-sectional area of a standard 4" x 4" post. (Maine DOT Standard Specification 606.06)
- b. 1" to 2" round diameter steel or aluminum pipe or standard U-channel post embedded 2 feet into the ground.
- c. Unacceptable mailbox supports include: anything that is filled with concrete, masonry and stone structures, heavy steel structures, and most objects that were intended for other uses (e.g. antique plows, I-beams, and various other household tools and objects).

Section 7: Notice

Mailboxes, attachments or support systems not consistent with this policy are considered "Deadly Fixed Objects" (aka. "DFO's") and are in violation of 23 MRSA §1401-A on state and state aid roads. On local roads, they can be considered as "obstructions" and a number of statutes relate to these obstructions. As such, when these installations are recognized by the municipality, the owner will be informed of the hazard and immediate removal will be requested. If the property owner does not comply with this request, the municipality may elect to remove the installation and seek reimbursement from the property owner for all costs incurred.

CHAPTER 14: SIDEWALKS

Sidewalks are to be cleared of snow by the Town's Public Works Department within 48 hours of clearing the town ways and parking lots. The town is only responsible for clearing the snow and is not responsible for icy conditions nor is the town liable for such accidents or injuries that may occur from walking on sidewalks. Residents are permitted to take sand/salt from the Public Works Garage to spread on sidewalks in front of their residence at their own risk. The sidewalks to be cleared are the following:

- a. Main Street from the Post Office to the intersection of Pleasant Avenue
- b. Pleasant Avenue from Main Street uphill to McPhetres Road
- c. Main Street from Mill Street to the intersection of Douty Hill Road
- d. Douty Hill Road both sides of the road across the bridge to Numberall Co.

CHAPTER 15: AMENDMENTS

This Ordinance may be amended by the municipal officers at any properly noticed meeting.

CHAPTER 16. Administration and Enforcement

This Ordinance shall be administered and may be enforced by the municipal officers or their duly authorized designee [such as road commissioner, code enforcement officer or law enforcement officer] who then notifies the appropriate law enforcement agency.

CHAPTER 17. Penalties

Any violation of this Ordinance shall be a civil infraction subject to a fine of not less than \$250.00 nor more than \$1000.00. Each violation shall be deemed a separate offense. In addition to any fine, the municipality may seek restitution for the cost of repairs to any damaged way or bridge and reasonable attorney fees and costs. Prosecution shall be in the name of the municipality and shall be brought in the Maine District Court.

CHAPTER 18: SEVERABILITY & EFFECTIVE DATE

In the event any portion of this Ordinance is declared invalid by a court of competent jurisdiction, the remaining portions shall continue in full force and effect. This Ordinance shall take effect immediately upon enactment by the municipal officers at any properly noticed meeting.

The Traffic Control and Parking Ordinance described above, adopted and implemented this Xth day of MONTH 2016.

Melissa Randall, Chairman

Thomas Carone

Dale Gray

September 12, 2016