

Town of Southern Shores Street Rebuild Standards

1. Appropriate and adequate stormwater management utilizing best Management Practices (BMPs) and Low Impact Development systems (LIDs), and maximizing preservation of existing natural hydrologic conditions where feasible.
2. Re-align centerline in relation to existing R-O-W where practical; Re-align all roadway centerline alignments to eliminate roadway encroachments on to private property. Reconstruction designs will maximize the preservation of existing trees, bulkheads and vegetated medians when practical without adversely impacting public safety.
3. Street curves shall be designed in accordance with NCDOT standards in all locations where these standards can be met within the configuration of the existing rights-of-way. Reconstruction designs will maximize the preservation of existing trees, bulkheads and vegetated medians when practical without adversely impacting public safety.
4. Street width shall be designed in accordance with NCDOT standards. Reconstruction designs will maximize the preservation of existing trees, bulkheads and vegetated medians when practical without adversely impacting public safety.
5. Cul-de-sacs or other NCDOT recognized turn-around areas adequately sized to facilitate the maneuvering of the Town's Fire apparatus shall be installed in all locations where the roadway/right-of-way has no outlet. Cul-de-sacs shall be considered in all locations where the existing right-of-way is platted for or otherwise supports the inclusion of said feature. In locations where adequate area is not available and the need for a larger turn-around is necessary the Town may investigate other design options.
6. Having considered re-alignment of centerline while maximizing preservation of existing trees (Standard #2 above) when practical without adversely impacting public safety, remove trees and tree stumps under the following conditions:
 - a. All trees and tree stumps within 4 feet of the edge of the road pavement matrix of the rebuilt street;
 - b. Trees and tree stumps located within the proposed stormwater management areas;
 - c. Trees and tree stumps impacted by roadway grading;
 - d. Trees and tree stumps known to be in direct conflict with underground utility lines and the related above ground utility appurtenances;
 - e. All Trees and stumps that compromise line of sight at roadway intersections.
7. Asphalt and road base shall be designed to meet NCDOT standards and geotechnical recommendations.
8. Construction installation methods and specifications shall be implemented according to DOT standards.
9. Re-vegetation needs shall be evaluated at 6 month and 12 months following project completion. A landscaping plan shall be developed if appropriate utilizing primarily native species of shrubs and small trees.

*Rebuild of a street is defined as complete removal and replacement of an existing street, or section thereof, due to failing sub-base and/or failing asphalt as a result of substandard initial construction and/or age.