

Adopted by the Town Council  
on March 15, 2021  
Effective April 30, 2021  
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#### ARTICLE IV. - EXCAVATION<sup>[2]</sup>

Footnotes:

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Cross reference— Buildings and building regulations, Ch. 5; utilities, Ch. 16.

State Law reference— Excavations, 23 M.R.S.A. § 3351 et seq.

Sec. 14-71. - Permit required.

Any person desiring to make an excavation in any public way shall first obtain an excavation permit from the town engineer. All such excavations are governed by 23 M.R.S.A. § 3351 et seq. and this article.

(Ord. of 8-5-85, § 1)

Sec. 14-72. - Time of issue restricted.

Except in an emergency as determined by the town engineer, no street or sidewalk opening shall be permitted between November 1 and March 15 of the following year. If approved the applicant will be required to place a temporary course of Hot Mix Pavement within the trench. The temporary pavement will be removed and replaced as required by this section by July 1. The applicant will be responsible for any maintenance related to the trench.

(Ord. of 8-5-85, § 2; Ord. of 5-18-15(2))

Sec. 14-73. - Fee schedule.

An application fee shall be paid for the issuance of an excavation permit in accordance with the Master Schedule of Revenues, Charges, Fees and Fines, Appendix B to this Municipal Code of Ordinances. If the excavation work is approved by the town engineer to take place between November 1 and March 15 of the following year, or the excavation work is approved to take place within the five-year moratorium period from when the street was most recently resurfaced, the application fee will be charged in accordance with the Master Schedule of Revenues, Charges, Fees and Fines, Appendix B to this Municipal Code of Ordinances. A separate application is required for each utility excavation. Where the excavation work obstructs the public way a separate Obstruction Permit as detailed in this chapter, section 14-82, is required before the start of any work relating to this excavation permit. In addition to the application fee, an inspection fee per application is required in accordance with the Master Schedule of Revenues, Charges, Fees and Fines, Appendix B to this Municipal Code of Ordinances. Where the excavation permit involves a utility line replacement or installation in excess of fifty (50) feet then the inspection fee is computed per foot for open cut trench work or for directional drilling, times the estimated utility line length as determined by the town engineer. Charges in accordance with the Master Schedule of Revenues, Charges, Fees and Fines, Appendix B to this Municipal Code of Ordinances, are established as being not in excess of the reasonable cost of replacement of the openings in the public way by the engineering department, and must be paid by the permittee if the town engineer determines the restoration of the excavation is to be done by public works crews.

(Ord. of 8-5-85, § 3; Ord. of 5-18-15(2); Ord. of 11-16-2015(3))

Sec. 14-74. - Minimum charge.

There is a minimum charge equivalent to three (3) square yards for any opening, to be assessed at the appropriate unit rate above. For curbing, the charge is assessed for what is actually destroyed or damaged.

(Ord. of 8-5-85, § 4)

Sec. 14-75. - Measurement of openings.

Where two (2) or more street openings are made in sequence, and adjacent openings are fifteen (15) feet or less from center to center, the responsible party shall be charged for one (1) opening measured from the leading edge of the first opening to the trailing edge of the last opening.

(Ord. of 8-5-85, § 5)

Sec. 14-76. - Private contractor.

The town manager may require a performance bond for any work to be completed within the public way. All work must be performed in a good, workmanlike manner according to town specifications which reflect proper construction methods and materials. It is subject to inspection and approval by the town engineer.

(Ord. of 8-5-85, § 6)

Sec. 14-77. - Removal of bituminous concrete.

When bituminous concrete overlaying portland cement is removed, it must be replaced to grade upon completion of the work unless previously approved by the town engineer.

(Ord. of 8-5-85, § 7)

Sec. 14-78. - Excavation of cement surface.

When an opening is made in a street where the surface is portland cement concrete, the concrete must be cut back at least twelve (12) inches beyond the edges of the trench before the new concrete patch is replaced. Sufficient reinforcing must be furnished to provide the equivalent of half-inch reinforcing steel rods on twelve-inch centers both ways, top and bottom, in the new concrete patch. The concrete in the new patch must be at least four (4) inches thicker than the existing concrete, and the top surface must be finished to conform with the surface of the old concrete. In all cases where there is a hot asphalt pavement or premixed bituminous pavement, the edges of the existing pavement must be cut back an additional eight (8) inches beyond the edges of the patch before the new, permanent surface is replaced.

(Ord. of 8-5-85, § 8)

Sec. 14-79. - Compacting time required.

On all ways where permanent pavement has been built, a period of two (2) months must elapse after a trench has been backfilled before the permanent surface is replaced, and during this period, the trench

will be sawcut clean and perpendicular to the roadway, be fully backfilled and paved with binder pavement (Hot Mix Asphalt 19.0mm) to the full depth of required pavement. Following the two-month compaction time the contractor will mill 1.5 inches of pavement and place a surface course of Hot Mix Asphalt 9.5mm or Hot Mix Asphalt 12.5mm as directed by the town engineer. The milling shall be perpendicular to the roadway and extend a minimum of 12” beyond the furthest limits of the trench resulting in a rectangular patch. Those trenches paved after October 1 will be milled and paved the following spring.

Any settlement that occurs within one year of the surface paving of the trench shall be corrected by the applicant as directed by the town engineer.

(Ord. of 8-5-85, § 9)

Sec. 14-80. - Violation and penalty.

A person or organization which violates this article shall be punished for each offense by a fine in accordance with the Master Schedule of Revenues, Charges, Fees and Fines, Appendix B to this Municipal Code of Ordinances, plus the cost of any applicable fees and charges for the work done which remains unpaid. No further permits shall be issued to, and no further excavation work which requires a permit shall be done by any person which violates this article until any amounts due have been paid. If a private party fails to complete within a reasonable time any work for which an excavation permit is required, the town may complete the work and charge the owner of the property for the cost of doing so.

(Ord. of 8-5-85, § 10; Ord. of 11-16-2015(3))

Sec. 14-81. - Entrances to public right-of-ways.

- (a) Purpose . This section provides for the review of any entrance onto a public way for compliance with sound construction and design practices, to ensure that traffic safety, drainage and public improvements are not adversely affected. A permit is not required for paving, culvert replacements, sealing or repairs to any existing access provided the access is not expanded. No access shall be granted from the end of an existing roadway or from the end of a hammerhead or “T” turnaround.
- (b) Permit required.
  - (1) No driveway, entrance or approach or other improvement within the limits of the right-of-way for any public road may be constructed, altered or relocated except in accordance with an Entrance Permit issued by the town upon application. For the purposes of this permit no distinction is made between temporary, seasonal, or permanent entrances.
  - (2) No entrance, approach or other improvement constructed on the right-of-way shall be relocated or its dimensions altered without a permit from the town.
  - (3) The application fee for each permit is fifty dollars (\$50.00) for a driveway serving a single-family dwelling. For entrances serving other uses the permit fee is seventy-five dollars (\$75.00). For lots with multiple entrances if approved by the town engineer, a separate permit is required for each entrance.
  - (4) The entrance permit shall be valid for a period of twelve (12) months from the date of original issue.
  - (5) The owner(s) served by the entrance ~~is shall be~~ responsible for future maintenance of the entrance within the limits of the right-of-way and shall maintain the entrance in accordance with the approved permit.
  - (6) Applicant . The applicant for a permit shall be the owner(s) of the property or authorized representative being served. Any driveway or approach constructed by the owner shall be for

the bona fide purpose of securing access to the owner's property and not for the purpose of parking or servicing vehicles on the right-of-way.

- (7) The applicant shall hold harmless the town and its duly authorized agents and employees against any action for personal injury or property damage sustained by reason of the exercise of an entrance permit.

(c) Design criteria.

- (1) Entrances shall be designed and constructed to provide safe access to the public way. Applicants shall comply with the Access Management Rules for Driveways and Entrances as developed by the Maine Department of Transportation, latest edition unless approved by the town engineer.

(2) Sight distance criteria.

- a. All entrances shall be so located such that vehicles approaching or using the entrance will be able to obtain adequate sight distance in both directions along the public way or to maneuver safely and without interference with traffic.
- b. Measurements to determine sight distance shall be made in the proposed entrance at a point ten (10) feet from the edge of pavement with the height of eye three and one-half (3½) feet above the pavement. The sight distance shall be computed from this point measuring along the roadway to a point where an approaching height of object four and one-quarter (4¼) feet is first seen.
- c. Driveway placement shall be such that an existing vehicle has an unobstructed sight distance according to the following schedule:

Highway Speed (MPH)	Minimum Sight Distance (in feet)
25	200
30	250
35	305
40	360
45	425
50	495
55	570

~~d. Additional zoning ordinance set back standards apply.~~

(3) Geometry .

- a. The entrance shall be designed such that the grade within the right-of-way does not exceed ten (10) percent unless specifically allowed in the Shoreland Protection Overlay (SPO) District.

- b. For uncurbed public ways the entrance shall in general slope away from the road surface at a rate of not less than one-quarter ( $\frac{1}{4}$ ) inch per foot, nor more than one (1) inch per foot for a distance of not less than the prevailing width of the existing shoulder, but in no case less than four (4) feet from the edge of pavement.
- c. The entrance should intersect the traveled way at a horizontal angle of ninety (90) degrees but in no case shall the horizontal angle be less than seventy-five (75) degrees.
- d. No part of the entrance shall extend beyond the property lot frontage for the lot being served.
- e. The entrance shall not be located close to an intersection and should be back at least seventy-five (75) feet from an unsignalized intersection, and 125 feet from a signalized intersection. On low volume dead end residential streets the town engineer may allow a reduction to fifty (50) feet from an intersection if a seventy (75) foot setback is not feasible. All measurements shall be from the face of curb or edge of pavement of the intersecting street.
- f. The width of a residential driveway shall be between 12 and 22 feet. The width of commercial driveways shall be in accordance with the MaineDOT Standard Details.

f.g. The change in slope of driveways shall not exceed an algebraic difference of more than 9% in a 6 foot increment of entrance length. This applies to both up and down profiles.

(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 Town must approve the pipe diameter/length and type pipe material prior to installation. In any case, the pipe size shall be at least twelve (12) inches in diameter.

(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 a minimum fifteen-inch well-graded gravel base course (Maine Department of Transportation Type C).
- c. If the entrance grade within the right-of-way exceeds five (5) percent slope then the entrance shall have a paved surface within the limits of the right-of-way, if the entrance is less than five (5) percent slope only a five (5) foot paved apron will be required.

(6) Curb and sidewalk.

- a. When sidewalk or curb exists at the proposed entrance the applicant shall remove and replace such materials at the applicant's expense. Any granite curb to be removed by the applicant will remain the property of the town and shall be delivered to the Department of Public Works.
- b. Where curb exists, curb tip-downs shall be provided at each side of a new entrance. The tipdowns shall be four (4) feet in areas without sidewalk and seven (7) feet in areas with sidewalk.

- c. Where sidewalk is removed to accommodate a new entrance a new walk surface of equal type construction is to be provided. The sidewalk area at all entrances is to meet accessibility requirements and conform to the American with Disabilities Act guidelines. In general, sidewalks shall meet the following:
  1. The maximum sidewalk longitudinal transition slope is not to exceed one (1) vertical to twelve (12) horizontal.
  2. The maximum sidewalk cross-slope is not to exceed two (2) percent.
  3. No abrupt changes in grade are permitted and the maximum curb reveal crossing a walkway is one-half (½) inch or less.

(Ord. of 5-18-15(2))

Sec. 14-82. - Obstruction permit.

- (a) Permit required. No person shall obstruct any street or sidewalk by erecting any staging for building, or place or deposit any construction equipment or building materials thereon, or otherwise occupy, obstruct or encumber the public way for the purpose of facilitating construction or maintenance activities, without first obtaining an "obstruction permit" from the town engineer or designee for that purpose. A permit is not required for normal commercial delivery vehicles providing inventory and goods sold or consumed at the site or for special event activities as approved by the town. A permit is not required for any public utility vehicle performing emergency or normal service operations.
- (b) Application required. Applications for permits should be submitted in complete form at least five (5) business days before the desired obstruction date.
- (c) Restriction or revocation of permit. The town reserves the right to reject any obstruction permit or restrict the duration and timing of any obstruction permits where it deems necessary or appropriate to protect public health and safety. The town may revoke a permit when it deems appropriate due to any site issues that may develop that adversely impact or create a hardship to the public.
- (d) Fee schedule. The base application fee is ten dollars (\$10.00) plus the following as applicable:
  - (1) Occupying any parking stalls located within a time restricted area is fifteen dollars (\$15.00) per day per stall.
  - (2) Occupying any area where unrestricted parking is permitted is ten dollars (\$10.00) per day.
  - (3) Occupying a travel lane is fifteen dollars (\$15.00) per day.
  - (4) Occupying part of a sidewalk where sufficient sidewalk area remains to accommodate pedestrians (forty-eight (48) inches) or a temporary sidewalk area is provided to safely re-route pedestrians around the obstruction is ten dollars (\$10.00) per day.
  - (5) Occupying all of a sidewalk requiring pedestrians to detour and use an alternate route: twenty-five (\$25.00) per day.
  - (6) Occupying a street requiring the closure of the street to traffic is one hundred dollars (\$100.00) for up to four (4) hours or two hundred dollars (\$200.00) per day.
  - (7) Failure to obtain in advance an obstruction permit shall result in the following charges: twenty-five dollars (\$25.00) for the first occurrence and one hundred dollars (\$100.00) for the second occurrence and two hundred fifty dollars (\$250.00) for the third and each subsequent occurrence.
  - (8) Should the actual duration of the obstruction area increase from what the applicant originally indicated and paid then the applicant will promptly pay for such overage upon notification by the town. The maximum fee for an obstruction will be capped at two hundred dollars (\$200.00) per month for items 1 through 5 above.

- (e) Application . The applicant shall provide on proscribed forms the following information:
- (1) Exact location of work;
  - (2) Proposed limits of obstructed area (submit a site plan to scale if deemed necessary by town engineer);
  - (3) Duration of closure;
  - (4) Anticipated working hours;
  - (5) Responsible names with contact information for emergency site representatives, if needed, during non-work hours;
  - (6) Provisions for maintaining traffic flow. In most cases, the applicant will be required to submit a Traffic Control Plan (TCP). The TCP shall address advance warning signs, barricades around work area, and proposed detours. Plans should consider pedestrian needs in addition to vehicular traffic;
  - (7) Proof of liability insurance.
    - a. Commercial general liability insurance, including contractual liability insurance with a limit of at least one million dollars (\$1,000,000.00) per occurrence and a least two million dollars (\$2,000,000.00) general annual aggregate limit; and
    - b. Automobile liability insurance with a limit of at least one million dollars (\$1,000,000.00) for each occurrence.
- (f) Obstruction permit criteria.
- (1) All work is to be carried out during normal weekday only construction hours. No work is to start before 7:00 a.m. and all work is to end by 7:00 p.m. unless otherwise approved in advance.
  - (2) The applicant shall insure that the location of the obstruction is maintained in a neat and orderly fashion.
  - (3) It shall be the responsibility of the applicant to secure the perimeter of the obstructed area as may be necessary for pedestrian and vehicular safety. Applicant shall be responsible for installing and maintaining signage, jersey barriers, fencing, barricades and the like as deemed necessary by the applicant or the town engineer. Temporary or relocated pedestrian access shall meet the requirements of the Americans with Disabilities Act.
  - (4) All excavation within the Town right of way shall be backfilled flush with existing grade at the end of each work day unless previously approved by the town engineer.

(Ord. of 5-18-15(2))

Secs. 14-83—14-95. - Reserved.

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ARTICLE VI. - STREET STANDARDS AND ACCEPTANCE ORDINANCE

Sec. 14-181. - Title.

The ordinance from which this article was derived shall be known and may be cited as the "Street Standards and Acceptance Ordinance" of the Town of Brunswick, Maine.

(Ord. of 3-1-10(2); Ord. of 10-17-11(2))

Sec. 14-182. - Statement of purpose.

The purpose of this article is to promote the health, safety, and public welfare of the residents of the Town of Brunswick by the means of establishing minimum standards for streets. Nothing in this article shall be interpreted to mandate road acceptance by the town council.

(Ord. of 3-1-10(2))

Sec. 14-183. - Authority, administration and effective date.

- (a) This article is enacted pursuant to Title 30-A, M.R.S.A., Section 3001 Ordinance Power. Limited and Section 2151, Police Power Ordinances.
- (b) This article shall be administered by the town council who shall consult with the planning board and the town engineer.
- (c) The effective date of the ordinance from which this article is derived is January 1, 2020.

(Ord. of 3-1-10(2))

Sec. 14-184. - Definitions.

Driveway: An entrance to a property from a public or private street.

Driveway, Common: An entrance jointly owned and maintained by abutting owners providing access to no more than two (2) lots, nor more than two (2) dwelling units both having frontage on the same street that the entrance originates from. The maximum length of a common driveway shall be one hundred and fifty (150) feet.

Driveway, Rear Lot: A Common or Shared Driveway, as defined herein, providing access to a single lot or single dwelling unit through a dedicated or recorded right of way from a fronting parcel from a public or private street.

Driveway, Residential Parking Lot: A driveway accessing a parking lot for multi-unit residential building(s). The maximum length of a Residential Parking Lot Driveway shall be one hundred and fifty (150) feet with a minimum width of twenty (20) feet.

Driveway, Shared: An entrance through an easement to no more than two (2) lots, nor more than two (2) dwelling units. The maximum length of the shared portion of the driveway shall be five hundred (500) feet with a turnaround and shall have a minimum width of twenty (20) and a maximum width of twenty-four (24) feet unless previously approved by the Fire Chief and Town Engineer.

Easement: The right to use or restrict the use of land of another for or to specified purposes.



Easement: The right to use or restrict the use of land of another for or to specified purposes.

MaineDOT: Shall mean the Maine Department of Transportation.

Street, Private: A street privately owned and maintained that is used as the principal means of access to three (3) or more dwelling units. See table for maximum dwelling units and designs standards.

~~Private Street: A street privately owned and maintained that is used as the principal means of access to two (2) or more abutting lots.~~

Street, Proposed Public: A street under design or construction intended to be offered as a public street. See table for maximum dwelling units and designs standards.

~~Public Street, Public: A publicly dedicated way accepted or proposed to be public way accepted by the Town Council of Brunswick.~~

Street classifications: The size and design needs of new streets shall be based upon the projected number of vehicles they are to carry. All streets proposed for ~~public dedication~~Town acceptance shall be classified by the town engineer in accordance with MaineDOT Policy. ~~according to the following criteria that include a consideration of residential or mixed use development potential of any future street extensions.~~

~~(1) Collector. Street that serves over one hundred fifty (150) residential units.~~

~~(2) Local. Street that serves twenty six (26) to one hundred fifty (150) residential units.~~

~~(3) Minor. Street that serves twenty five (25) residential units or less.~~

Town: Shall mean the Town of Brunswick.

Note: For non-residential or mixed used developments the town engineer will determine the classification based on equivalent peak hour vehicle trips for the development as compared to the peak hour trips generated for the above residential unit developments.

(Ord. of 3-1-10(2))

Sec. 14-185. - Applicability.

- (a) This article shall apply to all streets within the town not currently under review or previously approved by the planning board as of the effective date of this article.
- (b) Nothing in this article shall be construed to prevent the design and construction of streets which meet higher standards, use improved methods or use higher quality materials. The determination of the acceptability of other standards, methods or materials shall be made by the town council with advice of the planning board and the town engineer.
- (c) Any work completed on a State Roadway will be required to meet current federal and state standards in addition to any local standards that may apply.
- (d) Additional zoning ordinance standards may apply.

(Ord. of 3-1-10(2); Ord. of 10-17-11(2))

Sec. 14-186. - Acceptance and application requirements.

- (a) No street shall be laid out and accepted as a public street by the Town of Brunswick except in accordance with the provisions of this article. This article shall prevail over all other ordinances, or parts thereof, in conflict or inconsistent with the provisions of this article.
- (b) Streets can be offered for town acceptance only if they meet the requirements of a Public Street as detailed in section 14-187 of this article. Where a street section is offered for acceptance that is part of a phased development the street section offered shall be complete and function in full compliance with this article independent of the future phases of construction.
- (c) An application shall be submitted to the town council for acceptance of a new or extended town way upon a form prescribed by the town engineer after satisfactory completion of all public improvements. The application shall contain the following information and certifications:
  - (1) A copy of a boundary survey plan that has been recorded in the Cumberland County Registry of Deeds prior to the time of acceptance and the plan book and page reference shall be provided in the application.
  - (2) The project surveyor shall provide a certificate that all monuments have been set and any monuments disturbed during construction have been replaced, and that all monuments exist and are in good condition as of the acceptance date. Disturbed or high monuments along the street and public easements must be re-set flush with grade prior to any offer for acceptance.
  - (3) The project surveyor shall certify that the roadway and its appurtenances as-built lie within the bounds of the roadway being conveyed, and that any drainage structures or other improvements as-built lie within their respective easements. An as-built plan shall be submitted detailing the street features as built.
  - (4) A letter from the landowner's attorney certifying that the landowner has clear title to the property and that there are no encumbrances on the property. Executed "lien waivers" shall be provided from all contractors, subcontractors and material suppliers involved with the street improvements with the request for street acceptance.
  - (5) A letter from each public utility in the roadway, including the Brunswick Sewer District and the Brunswick and Topsham Water District, indicating that all work has been completed in a satisfactory manner for their acceptance and operation of the respective utility.
  - (6) A letter from the town engineer certifying he/she has made a final inspection of the street and found all work has been satisfactorily completed in accordance with the approved subdivision plans and the requirements of this article.
    - a. If, in the opinion of the town engineer, the street has faults or is not performing properly the town engineer may recommend against acceptance until such issues have been corrected by the applicant to the satisfaction of the town engineer. The applicant can request the town engineer submit a letter to the town council detailing any such deficiencies for review and consideration by the town council where the applicant has a difference of opinion regarding such findings of the town engineer.
  - (7) The project surveyor shall provide a metes and bounds legal description of the bounds encompassing the proposed town way and any associated public easements for review and approval by the town engineer.
  - (8) Once the proposed legal description has been reviewed and approved by the town engineer, the applicant's attorney shall prepare a warranty deed conveying the parcel of land encompassing the roadway in "fee simple" suitable for recording at the registry of deeds. The deed shall include a signature block for town council acceptance listing each of the current town councilors.

- (9) The landowner conveying the street parcel with improvements shall warrant all such public improvements to be free of defects in workmanship or materials for a period of two (2) years from the date of acceptance.

(Ord. of 3-1-10(2))

Sec. 14-187. Design standards.

All streets shall meet the design standards detailed herein.

- (1) For any streets to be offered that have not been reviewed and approved by the planning board as part of a subdivision development, the applicant must submit full engineering plans for review and approval detailing the road construction including centerline profile, drainage facilities with elevations and pipe sizes, boundary lines and related information as required by the town engineer to indicate compliance with these requirements. The applicant must also submit field test information as required by the town engineer to indicate compliance with these standards. Street pavements over two (2) years old shall be evaluated by a professional engineer as to condition and distress. Streets to be offered for town acceptance must have a Performance Condition Rating (PCR) of "very good" (3.61 to 5.00).
- (2) Permanent survey monumentation (four-inch by four-inch by four-foot granite monument or approved equal) is to be provided and set by a State of Maine Professional Land Surveyor along the street at all changes in direction (including point of curvature and point of tangency for curved) on both sides of the street parcel. Monument location and type at all other points must conform to standard State of Maine survey practices.
- (3) The street developer shall provide and install street name signs of the type, size and location as approved by the town engineer. Proposed street names shall first be reviewed and approved by the town assessor for compliance with E911 naming criteria.
- (4) A digitized electronic drawing file of the complete final planning board approved plans, in an approved format, must be furnished to the town engineer.
  - a. An "as-built" or set of record drawings shall be submitted in a form acceptable to the town engineer upon completion of each phase of the project prior to any acceptance offer.
- (5) The following street standards shall be met for town acceptance. All workmanship, methods of construction and materials for the public street improvements shall have been completed in compliance with the Maine Department of Transportation, Standard Specifications, latest edition unless otherwise specifically approved by the town engineer.
  - a. For all streets to be constructed for town acceptance the town engineer shall be notified of all such construction work in advance. The town shall have the right to inspect and test all materials and workmanship. All materials to be used for the street construction shall first be submitted with appropriate design information or laboratory test data to indicate compliance with the standards contained herein.
  - b. In addition to the below standards, all roads offered for town acceptance shall meet current state and local requirements for stormwater management. The owner shall provide engineering certification by a licensed professional engineer that the road and associated drainage structures meet these requirements and protect water quality.
  - c. For all streets not to be constructed for town acceptance the roadway will be constructed to meet the private road standard in the below table as a minimum.

Street Standards

Item	Public			Private
	Collector	Local	Minor	
1a. Minimum Right of Way Width, Curbed	66 feet	50 feet	50 feet	50 feet
1b. Minimum Right of Way Width, Uncurbed	66 feet	60 feet	50 feet	50 feet
2a. Minimum Pavement Width, Curbed	34 feet <sup>1</sup>	28 feet <sup>1</sup>	24 feet <sup>1</sup>	24 feet
2b. Minimum Pavement Width, Uncurbed	30 feet <sup>1</sup>	24 feet <sup>1</sup>	20 feet <sup>1</sup>	20 feet
<u>2c. Minimum Surface Width of Unpaved Private</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>20 feet</u>
3. Maximum Grade	8%	8%	8%	<del>12</del> 10% <sup>2</sup>
4. Minimum Centerline Radius	200 feet	175 feet	125 feet	125 feet
5. Minimum Tangent Between Reverse Curves	100 feet	75 feet	50 feet	50 feet
6. Minimum Shoulder Width	4 feet	4 feet	4 feet	0 feet
7a. Maximum Length of Dead End Street	1,500 feet <del>and serving up to 25 units whichever comes first</del>	1,500 feet <del>and serving up to 25 units whichever comes first</del>	1,500 feet <del>and serving up to 25 units whichever comes first</del>	1,500 feet <del>and serving up to 25 units whichever comes first</del>
<u>7b. Maximum Number of Units Served by Dead End Street</u>	<u>25</u>	<u>25</u>	<u>25</u>	<u>Paved: 25</u> <u>Unpaved: 5</u>

8. Minimum Braking Sight Distance for Vertical and Horizontal Curves	150 feet	150 feet	n/a	n/a
9. Road Base (Total, minimum)	24 inches	<del>18</del> <u>24</u> inches	18 inches	18 inches
Sub-Base (MDOT Grade D)	18 inches	<del>15</del> <u>18</u> inches	15 inches	15 inches
Base (MDOT Grade A)	6 inches	<del>3</del> <u>6</u> inches	3 inches	3 inches
10. Pavement Courses (Total)	4.0 inches	<del>3.5</del> <u>4.0</u> inches	<del>3.0</del> <u>5.0</u> inches	<u>Paved: 3.50 inches</u> <u>Unpaved: Not Required<sup>3</sup></u>
Binder Course (MDOT Item 403.207, 19.0 mm HMA <u>or Item 403.208, 12.5mm HMA</u> )	2.5 inches	<del>2.0</del> <u>2.5</u> inches	<del>1.75</del> <u>2.25</u> inches	<u>Paved: 2.25 inches</u> <u>Unpaved: Not Required<sup>3</sup></u> <u>Not Required<sup>3</sup></u>
Top Course (MDOT Item 403.209 9.5 mm HMA)	1.5 inches	1.5 inches	1.25 inches	<u>Paved: 1.25 inches</u> <u>Unpaved: Not Required<sup>3</sup></u> <u>Not Required<sup>3</sup></u>
11. Sidewalk Construction (where sidewalks are req'd <sup>4</sup> )				
Width (minimum)	5 feet	5 feet	5 feet	n/a
Gravel Base (MDOT Grade A)	12 inches	12 inches	12 inches	n/a
Surface Material	Asphalt	Asphalt	Asphalt	n/a
Pavement Thickness: (2 passes, MDOT D Mix)	3.0 inches	2.5 inches	2.5 inches	n/a
Comply w/28 CFR Part 36 (ADA Design Standards)	Yes	Yes	Yes	n/a

12. Curbing Material (if curbs are provided) <u>as determined by the Town Engineer</u>	Slipform Concrete or Granite	Slipform Concrete or Granite	Slipform Concrete or Granite	n/a
Straight Sections	Mold 1 (s/w) Mold 2( No s/w)	Mold 1 (s/w) Mold 2( No s/w)	Mold 1 (s/w) Mold 2( No s/w)	n/a
Radius Sections (< 50' R) <u>as determined by the Town Engineer</u>	Slipform Concrete or Granite	Slipform Concrete or Granite	Slipform Concrete or Granite	n/a
13. Storm Drainage				
Road Culverts (minimum size)	18 inches	18 inches	18 inches	18 inches
Driveway culverts (min. size)	15 inches	15 inches	12 inches	12 inches
Storm Drain Piping	ADS N-12 or equal	ADS N-12 or equal	ADS N-12 or equal	ADS N-12 or equal
14. Street Lighting (if required) CMP Acceptable Rentals:				
GE M-250R2 Cutoff or equivalent fixture approved by the Town on a 35' Wooden Pole	Yes	Yes	Yes	Not Required <sup>5</sup>
GE Town & Country Series or equivalent fixture approved by the Town on a 15' Fiberglass Pole w/concrete base	Yes	Yes	Yes	Not Required <sup>5</sup>
All Wiring Runs in Conduit for underground installations	Yes	Yes	Yes	Not Required <sup>5</sup>

<sup>1</sup> The minimum travelway width on town roads shall be shall be eleven (11) feet.

<sup>2</sup> Any roadway section with a grade in excess of ~~86~~8% shall be paved for a minimum of fifty feet beyond the limits of the grade in excess of 8% in each direction.

<sup>3</sup> Paving of Private Roads is not required except as noted in <sup>2</sup> above, however, the road must be designed to support the loads of fire apparatus and maintained with an all-weather driving surface. The entire roadway surface must be maintained at 20 feet wide year round. ~~If the Private Road is paved it will be paved to match the paving standards of a Public Minor Roadway.~~

<sup>4</sup>Required sidewalk locations are as determined by the planning board during subdivision review or for existing private streets offered for dedication, sidewalks (one side or both sides) are to be provided if determined necessary by the town engineer.

<sup>5</sup>If Street Lighting is installed it shall meet the standards of a Public Road.

### Intersection Standards for Streets Proposed for Dedication

Item	Public			Private
	Collector	Local	Minor	
1. Minimum/ Maximum Angle	90 degree	90 degree	90 degree	90 degree
2. Maximum Grade within 100 feet of Centerline Intersection	3%	3%	3%	3%
3. Minimum Curb Radius	30 feet	30 feet	25 feet	25 feet
4. Minimum Property Line Radius	20 feet	20 feet	20 feet	20 feet
5. Minimum Centerline Distance Between Intersections, Same Side of Street	300 feet	250 feet	250 feet	250 feet
6. Minimum Centerline Distance Between Intersections, Opposite Side of Street	150 feet	150 feet	150 feet	150 feet
7. Minimum Tangent Length from Intersection Centerlines	50 feet	50 feet	50 feet	50 feet

### Standards for Turnarounds on Dead-End Streets.

A suitable means for reversing direction shall be provided at the end of a dead-end street in the form of a center-island cul-de-sac, a hammerhead, or a "T" turnaround. No lot may be accessed from any part of a hammerhead or "T" turnaround or within 50 feet from the end of the roadway. Turnarounds shall meet the minimum design dimensions as shown below in Figure 1 unless otherwise approved by the town

engineer. The town engineer may require larger dimensions for turnarounds in commercial lot subdivisions.

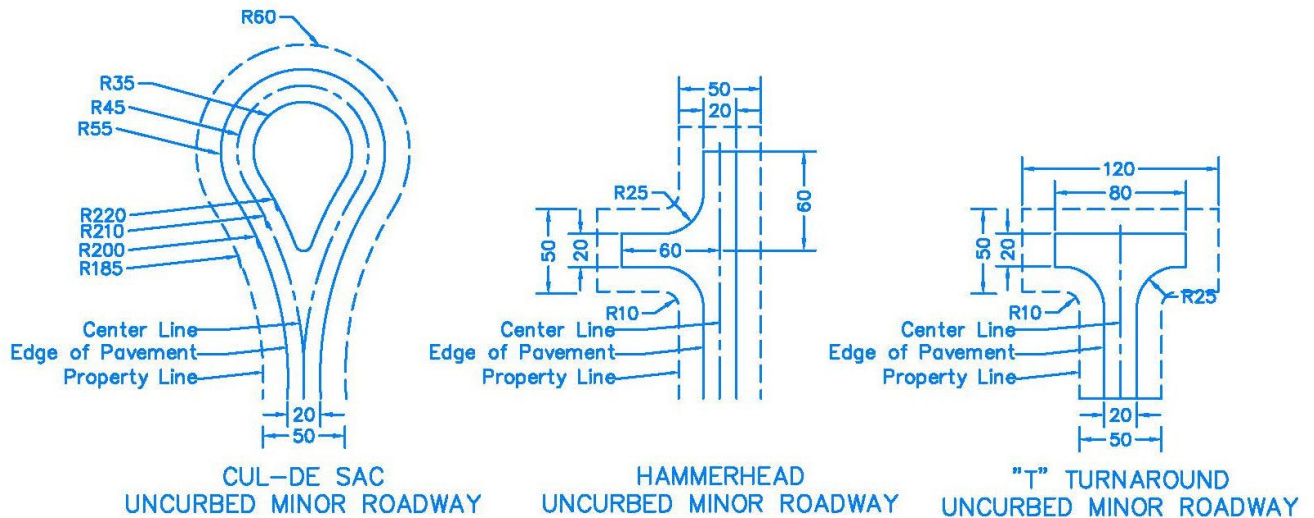


FIGURE 1

(Ord. of 3-1-10(2))

Sec. 14-188. - Acceptance of street required by the public interest.

Notwithstanding the provisions of any other section thereof, the town may at any time accept any street whenever the general public interest so requires. The cost of said street may be borne by said town.

(Ord. of 3-1-10(2))

Sec. 14-189. - No street to be accepted until after report by the town engineer.

No street shall be laid out and accepted by the town council until the town engineer or his/her designee shall have made a careful investigation thereof, and shall have reported to the town council their recommendations with respect thereto.

(Ord. of 3-1-10(2))

Secs. 14-190—14-200. - Reserved.