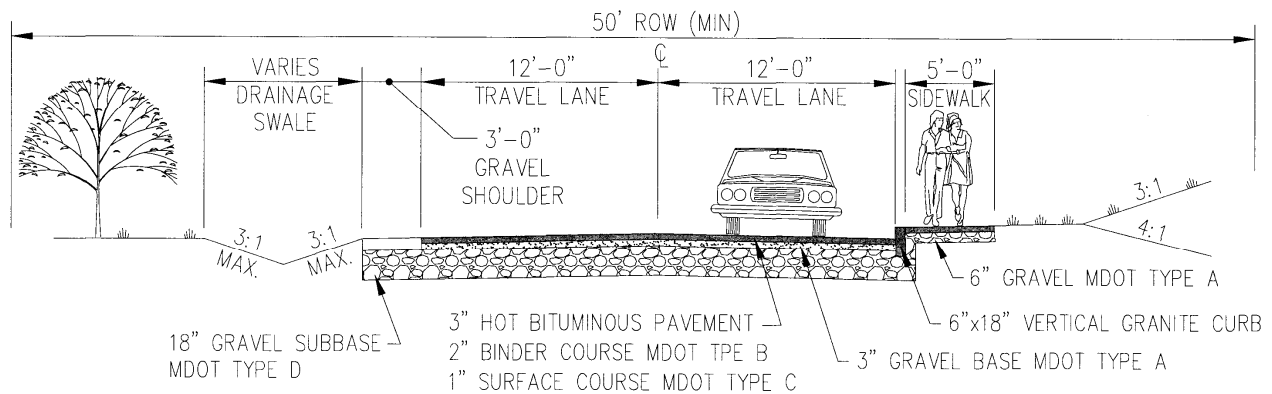
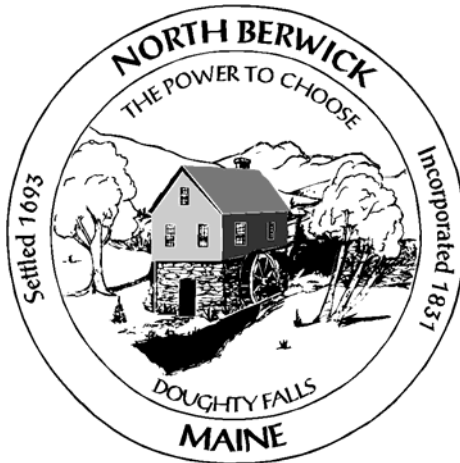


TOWN OF NORTH BERWICK STREET DESIGN & CONSTRUCTION STANDARDS ORDINANCE



TYPICAL CROSS-SECTION

NOT TO SCALE

ADOPTED: 4/01/06

AMENDED:

4/5/08

4/4/09

3/31/12

4/18/15

4/6/19

TABLE OF CONTENTS

Article I. Street Names and Building Numbering

1.1	Street Names	2
1.2	Street numbering map	2
1.3	Display of number	2
1.4	Building numbering	2

Article II General Provisions

2.1	General Provisions	3
2.2	Driveways and private drains	4
2.3	Construction hours and standards; inspections	5
2.4	Street openings	7
2.5	Street acceptance	7
2.6	Street classification system	11
2.7	General Requirements – Subdivisions	12

Article III Specifications

3.1	Applicability	14
3.2	Deviations	14
3.3	Definitions	14
3.4	Street Design Standards	15
3.5	Street Construction Standards	19
3.6	Storm Water Management Design Standards	22
3.7	Storm Drainage Construction Standards	23
3.8	Mobile Home Park, Seasonal Trailer Parks and Campgrounds Road Design, Circulation, and Traffic Impacts	25
3.9	Sidewalks	26
3.10	Additional Improvements and Requirements	26

Appendices

Minimum Requirements for Streets (Cross-sections)	
Cul-De-Sac Diagram	
Stabilized Construction Entrance Design	
Road Opening Application	
Driveway Entrance Application	
Initially Repealed and Amended Sections of the Town of North Berwick Zoning and Subdivision Ordinance	

TOWN OF NORTH BERWICK STREET DESIGN & CONSTRUCTION

STANDARDS ORDINANCE

Article I. Street Names and Building Numbering

1.1 Street Names: The name of every street, road and public and private way must be distinctly different from any existing street, road and public and private way located in North Berwick. The Selectmen, after reviewing input from the public, have the authorization to name or change the name of a street.

1.2 Street numbering map: All buildings shall bear a distinctive street number in accordance with and as designated upon the street numbering map on file in the Code Enforcement Officer's office. The Code Enforcement Officer or his/her designee shall be responsible for updating and keeping the map current. For the purpose of this section, the intersection of Wells, High and Elm Streets will be considered the center point where all numbering begins, East, West, South and North as shown on the map located in the Code Enforcement Officer's office.

1.3 Display of number: Assigned numbers to dwellings and dwelling units must be prominently displayed so as to be visible from the right-of- way, and must have a minimum size of three inches in height and be made of a reflective material.

1.4 Building numbering: The Code Enforcement Officer when issuing a building permit for a new dwelling or dwelling unit will issue a building number according to the following criteria:

- A. All streets, roads and public ways in a subdivision shall be named with the numbering to be at fifty (50) foot intervals starting at the existing intersection. The numbers shall be assigned to the building closest to the nearest 50 foot mark with odd numbers to the left and even numbers to the right.
- B. For the purpose of loop roads, the numbers shall run counterclockwise from the beginning of the loop.
- C. Multi unit complexes – the complex street number shall be displayed in accordance with subsection 1.3. Each individual unit shall be clearly sub-lettered utilizing numbers and not letters. Ex. 200-1
- D. Direction and numbering shall be in keeping with the map located in the Code Enforcement Officer's office.

Article II General Provisions

2.1 General Provisions

Streets constructed shall meet the following:

- A. All street and related drainage plans shall be stamped and signed by a professional engineer registered by the State of Maine. The engineer's seal shall be affixed to all design drawings.
- B. The minimum right-of-way width for all streets shall be 50 feet. Access to street side embankments and drainage facilities shall be provided within the right-of-way or by access easements over the adjacent land. All such easements shall be shown on the design drawings.
- C. All streets shall be designed in accordance with Article III, Specifications, of this chapter.
- D. The roadway shall be centered within the right-of-way unless otherwise authorized by the Road Commissioner.
- E. Dead end streets shall not be permitted in any district. Cul-de sacs are permitted in the following districts: Village A, Village B, Village C overlay, Residential I, and Residential II. Cul-de-sacs shall not be permitted in the Farm and Forest district. The design of the Cul-de sac shall conform with Section 3.4 (H) of this ordinance. For streets constructed with a loop: the design of the loop shall be the following minimum requirements for the radii of the turn-around to the property line 160 ft.; to the outer edge of the pavement 145 ft.; to the inner edge of the pavement 121 ft. The Road Commissioner may require the reservation of a twenty foot easement in line with the street to provide continuation of pedestrian traffic or utilities to the next street. The Road Commissioner may also require the reservation of a fifty foot easement in line with the street to provide continuation of the road where future subdivision is possible. Private Drives serving no more than 2 dwelling units may be constructed as a dead end street with a hammerhead turnaround provided for emergency vehicles.
- F. Private Drives built under the provisions of Subsections 2.6(A)(6) and 3.4(E) will not be considered for acceptance as Town streets. If the private drive is shown on a site plan, the plan or plans shall contain a note reflecting that the street is and will remain private in accordance with the terms of this article. Private Drives are not permitted within subdivisions.
- G. Roads in mobile homes parks, seasonal trailer parks and campgrounds (whether tent or RV), shall be built to the standards described in Section 3.6 and shall not be offered to the Town for acceptance. Each approved subdivision or site plan for a mobile homes parks, seasonal trailer parks and campgrounds shall contain a note that affords public notice that project roads are and will remain private and will not be considered for Town acceptance.

2.2 Driveways and private drains.

- A. No driveway shall be connected to a Town street until a permit is obtained from the Road Commissioner or his designee.
- B. A driveway shall be designed so that:
 - 1. It does not cause drainage problems or interfere with the operation of the roadway drainage system;
 - 2. If a lot occupied by or proposed for a residential use abuts more than one street the driveway entrance to the lot shall be on the less traveled street, unless the Road Commissioner determines that so locating the driveway is unfeasible because of the features of the lot or because it would be unsafe; and
 - 3. On streets other than private streets the following requirements shall apply:
 - a) An on-site vehicular turnaround shall be provided so that vehicles do not have to back out into the public street; and
 - b) Adequate sight distance is provided from the driveway. All exit driveways shall be designed according to the following standards of safe sight-distance:

Sight Distances

<u>Posted Speed Limit</u>	<u>Recommended</u>	<u>Minimum</u>
25 MPH	250'	175'
30 MPH	300'	210'
35 MPH	350'	245'
40 MPH	400'	280'
45 MPH	450'	315'
50 MPH	500'	350'
55 MPH	550'	385'

NOTE: Where it is not possible to meet the recommended sight-distance standards, due to physical conditions, the minimum standards may be permitted. (The minimum standards are consistent with the absolute minimum stopping distance requirements on wet pavements established by the Maine Department of Transportation.)

Sight distances shall be measured from a point that is 10 feet from the edge of the travel lane with the eye at a height of 3.5 feet above the ground to an object having a height of 4.25 feet located within any travel lane of the street. If this requirement cannot be met, the Road Commissioner may approve a location which provides the safest potential access to the lot.

- C. Access Control: All lots of record existing before March 10, 1984, the time of Zoning Ordinance amendment establishing access control, shall be allowed one direct access to Routes 4 and 9 provided that a minimum safe sight-distance standards (above) can be met. A second entrance/exit for a large parking lot is permissible provided that the two access points are not closer than 500 feet and that they both meet the minimum sight-distances standard.

All lots of record created on or after March 10, 1984 shall accommodate all vehicular movements to and from Routes 4 and 9 via a single common driveway or entrance way serving all lots or premises, except that subdivisions containing fifteen or more dwelling units, or large-scale non-residential developments shall be permitted to have two highway access points.

- D. A fee shall be charged for a driveway permit. Connection of a driveway to a Town street without a permit will result in a per diem penalty until the permit is obtained. The fee for a driveway permit and the penalty for failure to obtain a driveway permit shall be established by the Board of Selectmen.
- E. Private drains. Abutting owners along a Town-accepted street do have the right to drain storm and subsurface water into Town ditches as long as such drainage does not interfere with roadway purposes. This does not apply to sanitary disposal but only to uncontaminated storm and subsurface water. No sewage drain shall be connected to a roadway drainage system.

2.3 Construction hours and standards; inspections.

- A. No street construction will be permitted between the hours of 8:00 p.m. and 6:00 a.m. except with the written consent of the Town Manager and the Board of Selectmen upon such terms and conditions as they deem appropriate.
- B. Construction shall be conducted in accordance with all applicable safety ordinances and in accordance with the requirements of the Town of North Berwick Street Specifications.
- C. The Road Commissioner shall be notified prior to the start of construction. The Road Commissioner shall have access to the project area to make periodic inspections.

- D. A stabilized construction entrance shall be required for all construction sites and logging operations whenever vehicles are entering or leaving a construction site or logging operation from a public right-of-way and there is a risk of transporting mud or sediment onto the paved roads.

The stabilized construction entrance shall be constructed as follows:

Width: shall be a minimum of 12 feet but not less than the full width of the points where ingress and egress occurs. At sites where traffic volume is high, the entrance should be wide enough for two vehicles to pass safely. Flare the entrance where it meets the existing road with a minimum 15 foot radius.

Length: shall be a minimum length of 50 feet or four (4) times the circumference of the largest construction vehicle tire whichever is greater, except on a single-residence lot where a 30 foot minimum shall apply.

Depth and Aggregate: the minimum depth of the aggregate shall be 8 inches in depth and composed of crushed aggregate greater than 2 inches but smaller than 4 inches (AASHTO #1 Aggregate).

Geo-textile Fabric: It is required that a non-woven geo-textile fabric be installed under the aggregate.

Drainage: Runoff from the entrance shall be drained to a sediment trap or sediment basin and the installation of a temporary culvert may be required depending on the ditching requirement of the street.

Maintenance: The entrance shall be maintained in a condition that prevents the tracking and flow of sediment onto the public right of way. All materials spilled, dropped, washed, or tracked from vehicles onto roadways or into storm drains shall be removed immediately. When necessary, vehicle wheels should be cleaned to remove the sediment prior to entrance onto the public right-of-way.

Trapped sediment shall be removed from the site or stabilized onsite and prevented from entering storm drains, ditches or waterways. Disturbed soil area resulting from the removal shall be permanently stabilized. The entrance may be removed after final site stabilization is achieved.

2.4 Street openings.

- A. No person shall place any pavement in a street right-of-way without obtaining a street opening permit, except that placement of pavement for driveways which are less than 16 feet in width at the edge of the right-of-way may be done without obtaining a street opening permit.
- B. No person, utility or company may excavate in a street without obtaining a street opening permit. The Road Commissioner or his designee shall be authorized to issue said permits and to impose reasonable conditions applicable to traffic control and other safety considerations. The fee and general policies for street opening permits issued by the Road Commissioner or his designee shall be established by the Selectmen.
- C. If a street opening is not approved by the Road Commissioner, the utilities or persons may apply to the Selectmen. Fees for permits issued by the Selectmen shall be set on a case-by-case basis by the Selectmen.
- D. Appropriate utilities shall be notified by the Road Commissioner or his designee a minimum of 30 days prior to the paving of a street or reconstruction of a street.

2.5 Street acceptance.

Purpose. The purpose of this section is to provide notice to the community and to developers that the Town will not consider accepting certain types of streets and to outline the procedures and standards that govern the acceptance process. This restriction is adopted to promote the efficient and cost-effective allocation of funds for road construction, maintenance and plowing and to encourage development of connecting streets. The following types of streets, although permitted in the Town in accordance with the other standards of this chapter, are not eligible to be presented to the Town for acceptance: (1) private roads; (2) Streets not meeting the design and construction standards or this ordinance; (3) Roads in mobile Homes parks, seasonal Trailer parks and campgrounds.

- A. Acceptance procedure for streets:
 - 1. The owner(s) of the street shall present a written offer to dedicate the street to the Town in accordance with the statutory requirements of 23 M.R.S.A. § 3025, which may include an approved subdivision plan showing the proposed streets. The Board of Selectmen, upon receipt of the written offer and the written recommendation from the Road Commissioner, shall recommend acceptance (or not) to the Town Meeting, and the question shall be placed on the warrant for the next Annual Town Meeting.

2. Anyone proposing to offer a street to the Town for acceptance as a public street shall provide the Town with the following:
 - a. Boundary survey. The street boundary survey must be prepared by a land surveyor registered to practice in the State of Maine. The survey must conform to the standards adopted by the American Congress on Surveying and Mapping and the Maine Society of Land Surveyors, using methods of measurement which will obtain the precision required on the plan.
 - b. Monumentation. Class A or Class B monuments must be set on both sides of the street at every intersection, angle point, point of curvature, point of tangent, point of compound curve and point of reverse curve. At least four Class A monuments must be set along each 1/4 mile of street or fraction thereof, preferably at each end of long tangents. The Road Commissioner may require additional monuments. Class A monuments must be made of stone or reinforced concrete and must be a minimum of five inches by five inches by five inches if square and six inches in diameter if circular and must be at least 36 inches long. A drill hole at least 1/2 inch deep or metal insert must be placed in the top of each monument to mark the exact point. All monuments must be set in the ground accurately and properly backfilled and compacted to minimize any possible disturbance. Class B monuments must be a metal rod or pipe at least 1/2 inch in diameter and 36 inches long. In exposed ledge outcroppings, drill holes at least 1/2 inch deep or metal inserts may be used for Class B monuments.
 - c. Ties. If a National Geodetic Survey or Maine State Coordinate system control point exists within 1/2 mile of any portion of the proposed street, the survey must be tied to that point. All intersections with existing streets must be tied in to the nearest boundary line of record. All monuments must be tied in by measurements to whatever relatively permanent physical objects, such as structures, foundations, etc., are available within 200 feet of each monument. Two reference ties to each monument must be taken when available. When two ties are not available, reference directions to distant objects, such as towers or steeples, shall be substituted when those are available.
 - d. Plans.
 1. The plan of the street boundaries shall be made on durable drafting media, such as tracing cloth, Mylar, herculene or an equivalent drafting film. Tracing paper is not acceptable. The scale may be any convenient scale between the ranges of one inch equals one foot to one inch equals 50 feet that clearly depicts the required information. The maximum sheet size is 24 inches by 36 inches. If necessary, more than one sheet may be used. If more than one sheet is used, all sheets must be appropriately referenced to each other.

2. The plan of the street boundaries shall show the following information:
 - a. Appropriate title, including location.
 - b. Date of survey.
 - c. Seal and signature of registered land surveyor.
 - d. Graphic scale English units.
 - e. Meridian arrow with specific definition of representation.
 - f. Source of bearings used if not covered by meridian arrow designation.
 - g. A location sketch showing the location of the street within the Town relative to surrounding streets, railroads, waterways and other important geographical features.
 - h. Space for signatures by appropriate municipal officials.
 - i. The direction of each straight line to the nearest 30 seconds [zero degrees zero minutes plus or minus thirty seconds ($0^{\circ} 00' 30''$)] of arc.
 - j. The length of every line to the nearest 0.01 of a foot.
 - k. The radius, central angle and length of every curve to the same precision as the last two above items.
 - l. The location and description of each monument and whether found or set as a result of the survey.
 - m. The coordinates of at least two monuments and reference to the grid system used. The Maine Coordinate Grid System must be used if a control point is available within 1/2 mile of any part of the street.
 - n. The direction and lengths of all ties taken and descriptions of the points to which the ties were taken. Tie measurements must be shown to the same degree of precision as for the boundary measurements.
 - o. From one point on the street boundary, show the direction and length and description of the horizontal control point tied to, if one is available.
 - p. Full name of present record owner(s) of the land on which the street is laid out and the book and page numbers of deed references.
 - q. Names of record owners of abutting lands and the book and page number of their deed references.
 - r. Outline of abutting portions of subdivisions, lot numbers and reference to subdivision plans.
 - s. Reference to any other plans of lands on which the street is laid out.
 - t. Names of all intersecting and adjoining streets, ways and bodies of water.
 - u. The location, dimensions and descriptions of all easements, rights and privileges appurtenant to or affecting the street and existing record references.
 - v. Any physical features or conditions observed, such as encroachments, structures, cemeteries, natural drainageways, ecologically sensitive areas, utility installations or other conditions that could affect title or use of the proposed street.

- w. When both sides of the street boundaries are not parallel or concentric, tie lines from one side of the street to the other must be shown.
 - x. The center-line profile of the street and cross sections at intervals determined by the Road Commissioner.
- 3. Upon completion of a street, a written notice shall be sent to the Road Commissioner. The Road Commissioner or his designee shall promptly inspect the street and note any items that are not in accordance with this article or the Town of North Berwick street specifications. The list of items, if any, shall be provided to the street builder. Once these items are resolved, the Road Commissioner shall make a written recommendation regarding acceptance of the street to the Selectmen.
- 4. Upon completion of street construction and prior to a vote by the Municipal Officers to submit a proposed public way to the legislative body, a written certification signed by a professional engineer registered in the State of Maine shall be submitted to the Municipal Officers at the expense of the applicant, certifying that the proposed way meets or exceeds the design and construction requirements of this ordinance.
- 5. The developer shall provide the Town of North Berwick with a maintenance bond in the amount of 5% of the cost of the street construction at the time the request for street acceptance is filed. The bond shall be valid for a period of one year after the date of acceptance of the street by the Town.
- 6. The Town shall be provided with a legal description of the street and documentation as to who owns the street. Prior to the Board of Selectmen making a recommendation for acceptance (or not), the Town Attorney shall provide a written report to the Selectmen regarding problems of title to the street, if any. The Town Attorney shall also review the maintenance bond and report to the Selectmen. The owners of the street shall reimburse the Town for all legal and any other expenses incurred as determined by the Board of Selectmen.
- 7. The Board of Selectmen, in conjunction with the Road Commissioner, shall determine what, if any, improvements should be made to the street if it is to be recommended for acceptance by the Town. Any requested improvements to the street shall be completed or the construction secured by a performance bond approved as to form and amount by the Town Manager, unless the Town Meeting votes to accept the street and fund the necessary improvements in another way.

- ## 2.6 Street classification system.

- 11

7. Private Road: a privately owned access way or right-of-way that does not meet any of the standards contained in this ordinance at the time of adoption (4/1/06). These roads are nonconforming and at time of adoption (4/1/06), provide frontage for more than two dwelling units and cannot be dedicated to the Town. Includes the following:

Company Woods Road

Blue Heron Lane

Cary Lane

Case Road

Puffin Lane

Pine Meadow Court

Adams Bridge Road

Beech Ridge Road (Disc.Section)

Nature's Way

Stub Marsh Road

East Road

West 1st Street

West 11th Street

West 2nd Street

Otter Cove Lane

West 4th Street

West 41st Street

West 51st Street

West 52nd Street

West 53rd Street

West 54th Street

Knollwood Court

Butler Road

Staples Drive

Hartford Lane(Disc.Section)

Loon Lane

Dove Drive

8. Mobile Home Park, Seasonal Trailer Parks and Campgrounds: a privately owned access way or right-of-way not intended to be dedicated to the Town servicing Mobile Home Park, Seasonal Trailer Parks and Campgrounds.

2.7 General Requirements - Subdivisions

- A. The Planning Board shall not approve any subdivision plan unless proposed streets and storm water management systems are designed in accordance with any local ordinance or the specifications contained in this ordinance. Approval of the Final Plan by the Board, shall not be deemed to constitute or be evidence of acceptance by the Municipality of any street or easement.
- B. Streets shall be designed to discourage through traffic within a residential subdivision
- C. Where a subdivision borders an existing narrow street (not meeting the width requirements of the standards for streets in this ordinance), or when the Comprehensive Plan indicates plans for realignment or widening of a road that would require use of some of the land in the subdivision, the plan shall indicate reserved areas for widening or realigning the road marked "Reserved for Road Realignment (Widening) Purposes." Land reserved for such purposes may not be included in any lot, but shall be reserved to be deeded to the Municipality or State.

- D. Where a major subdivision abuts or contains an existing or proposed arterial street, no residential lot may have vehicular access directly on to the arterial street. This requirement shall be noted on the Plan and in the deeds of any lot with frontage the arterial street.
- E. Any subdivision containing fifteen dwelling units or more shall have at least two street connections with existing public (Town accepted or State Routes) streets or streets on an approved subdivision plan for which performance guarantees have been filed and accepted. At a minimum, one of the street connections must be within the geographic boundaries of North Berwick. If the second access is located outside the geographic boundaries of North Berwick, a hammerhead turn around shall be provided within the geographic boundaries for road maintenance and school bus turn around. The hammerhead turn around requirement may be waived by the Road Commissioner if an alternate turn around for traffic movement is available.
- F. Developer shall submit to the Board, as part of the Final Plan, detailed construction drawings showing a plan view, profile, and typical cross-section of the proposed streets. The plans shall include the following information:
1. Date, scale, and magnetic or true north point;
 2. Intersections of the proposed street with existing streets;
 3. Roadway and right-of-way limits including edge of pavement, edge of shoulder, sidewalks, and curbs;
 4. Kind, size, location, material, profile and cross-section of all existing and proposed drainage structures and their location with respect to the existing natural waterways and proposed drainage ways;
 5. Complete curve data shall be indicated for all horizontal and vertical curves;
 6. Turning radii at all intersections;
 7. Centerline gradients;
 8. Locations of all existing and proposed overhead and underground utilities, to include but not be limited to water, sewer, electricity, telephone, lighting, and cable television.
- G. Upon receipt of plans for a proposed public street the Board shall forward one copy to the Municipal Officers, the Road Commissioner, and the Municipal Engineer for review and comment. Plans for streets which are not proposed to be accepted by the Municipality shall be sent to the Municipal Engineer for review and comment.

- H. The application shall contain an estimate of the average daily traffic projected to be generated by the subdivision. Estimates of traffic generation shall be based on the Trip Generation Manual, current edition, published by the institute of Transportation Engineers. If the subdivision is projected to generate more than 200 vehicle trip ends per day, the application shall also include a traffic impact analysis, by a registered professional engineer with experience in transportation engineering.

Article III Specifications

3.1 Applicability The following specifications shall be used as a guide for the construction of all Town street improvements. All improvements located within a street right of way shall be designed in accordance with the Maine Department of Transportation Standard Specifications For Highways and Bridges current edition unless otherwise specified in this ordinance.

3.2 Deviations If it is found necessary or advantageous to deviate from these specifications to ensure the public safety, prior approval shall be obtained from the Road Commissioners or his designee. All requests and approvals shall be in writing and kept on file in the Road Commissioner's office.

3.3 Definitions: Any word or term defined in the Zoning Ordinance or Subdivision Ordinance shall have the same definition as in this ordinance, unless otherwise defined below. As used in this ordinance, the following terms shall have the meanings indicated:

Base – That portion of the roadway constructed of special material on the subbase and supporting the surface or pavement.

Bridges – Structures having a clear span of 10 feet or more.

Cul-de sac – Short minor street having only one vehicular access to another street and terminated by a vehicular turn-around.

Culverts – All structures not defined as bridges which provide an opening under a roadway, usually constructed of plastic, corrugated metal or reinforced concrete.

Driveway – A private access connecting a house or other building with the street.

Municipal Engineer – Engineering firm designated by the Board of Selectmen or Town Manager.

Record Drawings – Plans that have been revised according to field construction records.

Right-of-Way – All lands or other property interest provided or acquired for the development and operation of a public highway or street.

Road Commissioner – The Town Manager or his designee or an appointee of the Selectmen. The Road Commissioner has the statutory duties and responsibilities.

Road Foreman - Person in the position of Road Foreman for the Town of North Berwick Public Works Department.

Shoulders – The part of the roadway lying immediately outside the pavement.

Sidewalk – A pedestrian walkway typically paved (i.e., covered with bituminous concrete/asphalt, concrete, concrete cobble pavers or other surfaces suitable for walking), and located in a street right of way between the curblines or edge of pavement of the roadway and the edge of the right-of-way or within another right-of-way or easement.

Sub-Base – That portion of the roadway constructed of special material on the subgrade and supporting the base and surface or pavement.

Subgrade – that portion of the roadway upon which the base and shoulders are constructed.

3.4 Street Design Standards

- A. These design standards shall be met for all streets in the Town of North Berwick, and shall control the roadway, shoulders, curbs, sidewalks, drainage systems, culverts, and other appurtenances.
- B. The utilization of solar energy shall receive careful consideration in the layout of the proposed streets. The character, extent, width, and grade of all streets shall be considered in their relation to existing or planned streets.
- C. Median strips controlling access to streets shall be prohibited.
- D. Adjacent to areas zoned and designed for commercial use, or where a change of zoning to a zone which permits commercial uses is contemplated by the municipality, the street right-of-way and/or pavement width shall be increased by half of the amount necessary to bring the road into conformance with the standards for commercial streets in this ordinance.

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

Type of Street

DESCRIPTION		ARTERIAL	COLLECTOR	MINOR	INDUSTRIAL/ COMMERCIAL	PRIVATE DRIVE
Minimum Right-of Way Width		80'	50'	50'	80'	50'
Minimum Right-of Way Width where road is depressed from adjacent land		80'	60'	60'	80'	60'
Minimum Pavement Width (Traveled Way)		44'	24'	20'	44'	18'
Sidewalk Width		5'	5'	5'	5'	N/A
Minimum Grade		.5%	.5%	.5%	.5%	.5%
Maximum Grade		5.0%	6.0%	8.0%	5.0%	8.0%
Minimum Centerline Radius		800'	230'	150'	800'	150'
Minimum Tangent Between Curves of Reverse Alignment		300'	200'	100'	300'	100'
Roadway Crown		1/4 "/ft.	1/4 "/ft.	1/4 "/ft.	1/4 "/ft.	1/4 "/ft.
Minimum Angle (in degrees) of Street Intersections		90	90	90	90	90
Maximum Grade Within 75 ft. of Intersection		2.0%	2.0%	2.0%	2.0%	2.0%
Minimum Curb Radii at Intersections		30'	20'	15'	30'	15'
Minimum Right-of -Way at Intersections		20'	10'	10'	20'	10'
Minimum Width of Shoulders (each side)		3'	3'	3'	9'	3'

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

G. Grades, Intersections, and Sight Distances.

1. Grades of all streets shall conform in general to the terrain, so that cut and fill are minimized while maintaining the grade standards above.
2. All changes in grade shall be connected by vertical curves to provide for the minimum sight distances below.
3. Where new street intersections 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 the table below

Posted Speed Limit (miles per hour)	25	30	35	40	45	50	55
Sight Distance (in feet)	250	300	350	400	450	500	550

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

4. Cross (four cornered) street intersections shall be provided insofar as possible. A minimum distance of two hundred feet shall be maintained between center lines of side streets.

H. Cul-de-sac.

1. Length. Cul-de-sac streets shall not be more than 600 feet in length, measured along their centerline from the street of origin to the end of the cul-de-sac rights-of-way and shall serve no more than 10 dwelling units.
2. Right of Way Terminus. Each cul-de-sac shall have a terminus of nearly circular shape with a minimum right-of-way radius of 65 feet (130 feet diameter). The terminus shall be connected with each right-of-way line of the approach segment of the street by a reverse curvature having a radius of not less than 20 feet.
3. Pavement Width. Each Cul-de-sac shall have a minimum pavement width of 24 feet and shall have terminus of nearly circular shape with a minimum radius of 55 feet (110 feet diameter). The paved terminus shall be connected to the street by a reverse curvature having a radius of not less that 40 feet.

4. Traffic Flow. Traffic Flow around a cul-de-sac terminus shall be one way in a counter clock wise motion. Signage shall be provided to prohibit traffic from turning left onto the terminus end of the cul-de-sac.

5. Cul-de-sac in Subdivisions. Not more than one Cul-de-Sac shall be permitted in any subdivision including any revisions to a previously approved subdivision that contains a Cul-de-sac.

6. Front yard setback. Front yard setback on a Cul-de-sac shall be determined by one of the following.

- a. If the district frontage is met, then the district setback will apply.
- b. Street frontage along the turnaround may be 75 feet or more provided that the lot width at the location where the zoning district front setback requirement is at least equal to the distance normally required for street frontage in that zoning district.

3.5 Street Construction Standards

A. Minimum thickness of material after compacting:

	Minimum Requirements
--	----------------------

Street Materials	Arterial	Collector	Minor	Ind/Comm	Private
Aggregate Sub-Base Course (Max. sized stone 4") (See Note 1 below)	18"	18"	18"	18"	18"
Crushed Aggregate Base Course (Max sized stone ¾") (See Note 2 below)	4"	3"	3"	4"	4"
Hot Bituminous Pavement					
Total Thickness	3 ½"	3"	3"	3 ½"	N/A
Surface Course	1 ½"	1"	1"	1 ½"	N/A
Base Course	2"	2"	2"	2"	N/A

Note 1. - Aggregate sub-base MDOT 703.06(b) Type D

Note 2. - Crushed Aggregate base MDOT 703.60(a) Type A

B. Preparation

1. Before any clearing has started on the right-of-way, the center line and side lines of the new road shall be staked or flagged at fifty foot intervals.
2. Before grading is started, the entire right-of-way shall be cleared of all stumps, roots, boulders, brush, and other objectionable material.
3. All organic materials shall be removed to a depth of two feet below the sub-grade of the roadway. Rocks and boulders shall also be removed to a depth of two feet below the sub-grade of the roadway. On soils which have been identified by the Town Engineer as not suitable for roadways, the subsoil shall be removed from the street site to a depth of two feet below the sub-grade and replaced with material meeting the specifications for gravel aggregate sub-base.
4. Side slopes shall be no steeper than a slope of three feet horizontal to one foot vertical (unless otherwise directed by Town Engineer) and shall be graded, limed, fertilized, and seeded according to the specifications of the erosion and sedimentation control plan.
5. All underground utility construction shall be accomplished prior to the placement of the roadway's foundation courses.
6. Road Inspection by Road Foreman during construction

Road inspection will be accomplished in four phases during construction:

A. Phase 1:

1. The Road Foreman shall be notified after road is initially grubbed out prior to gravel base is applied to roadway. All grade stakes will be in place. At the discretion of the Road Foreman construction shall continue.

B. Phase 2:

1. The Road Foreman shall be notified after gravel sub-base has been applied prior to the application of crushed stone. At the discretion of the Road Foreman construction shall continue.

C. Phase 3:

1. The Road Foreman shall be notified after crushed gravel base has been applied and graded to proper specifications

D. Phase 4: (Paved Roads)

1. The Road Foreman shall be notified prior to the application of the base coat.

2. The Road Foreman shall be notified prior to the application of the finish coat. At the discretion of the Road Foreman, the road will be certified by the Road Foreman for meeting the road construction standards set forth in this ordinance. The Road Foreman will forward a copy of this certificate to the Municipal Officers and Code Enforcement Officer.
- E. Upon recommendation by the Road Foreman, the Road Commissioner may require the developer of a road to place an amount of funds in an escrow account for unrestricted use by the Municipal Officers to defray the cost for the review of the construction by a registered engineer. This requirement is separate from any performance guarantees or other escrow accounts established for review of the plans for a road as described in the Subdivision Ordinance. Any funds remaining after the project is complete shall be returned to the applicant with any interest, which may have accrued.

C. Bases and Pavement

1. Bases

- a. MDOT Specification 703.60(b) Type D: The aggregate sub-base course shall be sand or gravel of hard durable particles free from vegetative matter, lumps or balls of clay and other deleterious substances. The gradation of the part that passes a 3 inch square mesh sieve shall meet the following grading requirements:

Sieve Designation	Percentage by Weight Passing Square Mesh Sieves
1/4 inch	25 - 70%
Number 40	0 - 30%
Number 200	0 - 7%

Aggregate for the sub-base shall contain no particles of rock exceeding four inches in any dimension.

- b. MDOT Specification 703.60(a) Type A: The aggregate base course shall be sand or gravel of hard durable particles free from vegetative matter, lumps or balls of clay and other deleterious substances. The gradation of the part that passes a 3 inch square mesh sieve shall meet the following grading requirements:

Sieve Designation	Percentage by Weight Passing Square Mesh Sieves
1/2 inch	45 - 70%
1/4 inch	30 - 55%
Number 40	0 - 20%
Number 200	0 - 7%

Type A aggregate for base shall only contain particles of rock which will pass the 2 inch square mesh sieve.

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

3. Curbs and Gutters

- a. Street curbs and gutters shall be installed as required by the Road Commissioner.
- b. Curbs shall be constructed of vertical granite except when sloped granite curbs are specifically allowed by the Road Commissioner.
- c. The curb shall have a minimum of six inches of reveal.

4. Pavements

- a. Minimum standards for the base layer of pavement shall be the M.D.O.T. specifications for plant mix grade B with an aggregate size no more than 1 inch maximum.
- b. Minimum standards for the surface layer of pavement shall meet the M.D.O.T. specifications for plant mix grade C with an aggregate size no more than 3/4 inch maximum.
- c. Before any bituminous pavement is applied, the gravel surface shall be bladed with a power grader to obtain a proper shape and crown.

- d. No bituminous pavement shall be applied unless the atmospheric temperature in the shade is 40° F. and rising or above 50° F. if falling and has not been below 40° F. during the previous 24 hours. The weather shall not be foggy or rainy and the prepared roadbed shall be in satisfactory condition. The roadbed shall be free from pools of water.
- e. No bituminous pavement shall be placed between October 30 and May 1 without the written approval of the Road Commissioner or his designee.

3.6 Storm Water Management Design Standards

- A. Adequate provision shall be made for disposal of all storm water generated within the subdivision, and any drained ground water through a management system of swales, culverts, under drain, and storm drains. The storm water management system shall be designed to conduct storm water flows to existing watercourses or storm drains.
 - 1. All components of the storm water management system shall be designed to meet the criteria of a one hundred year storm based on rainfall data for Portland, Maine.
 - 2. The minimum pipe size for any storm drainage pipe shall be twelve inches. Maximum trench width at the pipe crown shall be the outside diameter of the pipe plus two feet. Pipe shall be bedded in a fine granular material, containing no stones larger than 3 inches, lumps of clay, or organic matter, reaching a minimum of six inches below the bottom of the pipe extending to six inches above the top of the pipe.
 - 3. Catch basins shall be installed where necessary and located at the curb line.
 - 4. Outlets shall be stabilized against soil erosion by stone rip-rap or other suitable materials to reduce storm water velocity.
- B. The storm water management system shall be designed to accommodate upstream drainage, taking into account existing conditions and approved or planned developments not yet built and shall include a surplus design capacity factor of 25% for potential increases in upstream run off.
- C. Down stream drainage requirements shall be studied to determine the effect of the proposed subdivision. The storm drainage shall not overload existing or future planned storm drainage systems downstream from the subdivision. The sub-divider shall be responsible for financing any improvements to existing drainage systems required to handle the increased storm flows.
- D. Wherever the storm drainage system is not within the right-of-way of a public street, perpetual easements shall be provided to the Town allowing maintenance and improvement of the system.

- E. Where soils require a subsurface drainage system, the drains shall be installed and maintained separately from the storm water drainage system.

3.7 Storm Drainage Construction Standards

A. Materials

1. Reinforced Concrete Pipe. Reinforced concrete pipe shall meet the requirements of ASTM designation C-76 (AASHT M 170). Pipe classes shall be required to meet the soil and traffic loads with a safety factor of 1.2 on the .01inch crack strength with a Class B bedding. Joints shall be of the rubber gasket type meeting ASTM designation C 443-70, or of an approved pre-formed plastic jointing material such as "Ramnek". Perforated concrete pipe shall conform to the requirements of AASHTO M 175 for the appropriate diameters.
2. Asbestos Cement Pipe. Asbestos cement pipe shall meet the requirements of ASTM Designation C-428 (AASHTO M189). Pipe classes shall be required to meet the soil and traffic loads with a safety factor of 1.5 on the crushing strength. Joints shall be of the rubber gasket type meeting ASTM designation D-1869-63, or of an approved pre-formed plastic sleeve type.
3. Corrugated Metal Pipe. Corrugated metal pipe shall be bituminous coated meeting the requirements of AASHTO designation M 190 Type C for iron or steel pipe or AASHTO designation M 196 for aluminum alloy pipe for sectional dimensions and type of bituminous coating. Pipe gauge shall be as required to meet the soil and traffic loads with a deflection of not more than 5%.
4. ABS Pipe. ABS (Acrylonitrile-butadiene-styrene) composite pipe and fitting shall conform to the requirements of AASHTO M 264 and AASHTO M 265. Perforated pipe shall conform to the requirements of AASHTO M 36, Type III.
5. Corrugated Plastic Pipe. Corrugated plastic pipe shall conform to the requirements of AASHTO M 252.
6. Manholes. Manholes shall be of pre-cast concrete truncated cone section construction meeting the requirements of ASTM designation C 478 or pre-cast concrete manhole block construction meeting the requirements of ASTM designation C 139, radial type. Bases may be cast in place 3,000psi 28 day strength concrete or may be of pre-cast concrete, placed on a compacted foundation of uniform density. Metal frames and traps shall be set in a full mortar bed and with tops shall conform to the requirements of AASHTO M 103 for carbon steel castings, AASHTO M 105, Class 30 for gray iron castings or AASHTO M 183 (ASTM A 283, Grade B or better) for structural steel.

7. Catch Basins. Catch basins shall be of pre-cast concrete truncated cone section construction meeting the requirements of ASTM designation C 478 or pre-cast concrete manhole block construction meeting the requirements of ASTM designation C139, radial type. Castings shall be square cast iron sized for the particular inlet condition with the gratings perpendicular to the curb line. Bases may be cast in place 3,000psi 28 day strength concrete or may be of pre-cast concrete , placed on a compacted foundation of uniform density. Metal frames and traps shall be set in a full mortar bed and with tops shall conform to the requirements of AASHTO M 103 for carbon steel castings, AASHTO M 105, Class 30 for gray iron castings or AASHTO M 183 (ASTM A 283, Grade B or better) for structural steel.
- B. Drain inlet alignment shall be straight in both horizontal and vertical alignment unless specific approval of a curvilinear drain is obtained in writing from the Road Foreman, after consultation with the Municipal Engineer.
- C. Manholes shall be provided at all changes in vertical or horizontal alignment and at all junctions. On straight runs, manholes shall be placed at a maximum of 400 foot intervals.
- D. Upon completion each catch basin or manhole shall be cleaned of all accumulation of silt, debris or foreign matter and shall be kept clean until final acceptance.

3.8 Mobile Home Park, Seasonal Trailer Parks and Campgrounds Road Design, Circulation, and Traffic Impacts:

- A. Streets within a park shall be designed by a Professional Engineer, registered in the State of Maine.
- B. Streets shall remain private ways and shall meet the following minimum geometric design standards:
 1. Minimum right of way width: 23 feet
 2. Minimum width of traveled way: 20 feet
- C. Any mobile home park expected to generate average daily traffic of 200 trips per day or incorporate 40 or more units shall have at least two street connections with existing public streets. Any street within a park with an average daily traffic of 200 trips per day or more or incorporate 40 or more units shall have at least two street connections leading to existing public streets, other streets within the park, or other streets shown on an approved subdivision plan.
- D. No individual lot within a park shall have direct vehicular access onto an existing public street.
- E. The intersection of any street within a park and an existing public street shall meet the following standards:

1. Angle of intersection: the desired angle of intersection shall be 90 degrees. The minimum angle of intersection shall be 75 degrees.
2. Maximum Grade within 75 feet of intersection: The maximum permissible grade within 75 feet of the intersection shall be 2%.
3. Minimum Sight Distance: A minimum sight distance of 10 feet for every mile per hour of posted speed limit on the existing road shall be provided. Sight distances shall be measured from the driver's seat of a vehicle that is 10 feet behind the curb or edge of shoulder line with the height of the eye 3 1/2 feet above the pavement and the height of object 4 1/4 feet.
4. Distance from other intersections: The centerline of any street within a park intersecting an existing public street shall be no less than 125 feet from the centerline of any other street intersecting that public street.

3.9 Sidewalks. Where installed, sidewalks shall meet these minimum requirements:

- i. Sidewalks shall be at least five feet wide and shall be located between the curb or grade line of the public street and the right-of-way line or public access easement if approved by the Town.
- ii. Where a new sidewalk adjoins existing sidewalks that are not five feet in width, the new sidewalk shall taper on each side over a five-foot length to meet the existing condition.
- iii. All sidewalks shall be constructed in accordance with the Americans with Disabilities Act (ADA) standards. Wheelchair access ramps must be constructed at any point a proposed sidewalk intersects a Town street with the exception of walks leading from the street to the door of a single-family residence. Access ramps shall be built to grades no greater than one foot of fall per 12 feet in length.
- iv. Sidewalk materials
 1. Bituminous Sidewalks
 - a. The gravel aggregate sub-base course shall be no less than six inches thick;
 - b. The crushed aggregate base course shall be no less than two inches thick;
 - c. The hot bituminous pavement surface course shall be no less than two inches after compacting.

2. Portland Cement Concrete Sidewalks

- a. The sand base shall be no less than six inches thick;
- b. The Portland cement concrete shall be reinforced with six inch square, number 10 wire mesh and shall be no less than four inches thick.
- c. Where installed, curbing shall be granite and shall be installed on a thoroughly compacted gravel base of six inches minimum thickness.

3.10 Additional Improvements and Requirements

- A. Erosion Control. Erosion of soil and sedimentation of watercourses and waterbodies shall be minimized by employing the State of Maine "best-management" practices including the following:
1. Stripping of vegetation, soil removal, and regrading or other development shall be minimized as far as is practical, and shall be done in such a way as to minimize erosion.
 2. The duration of exposure of the disturbed area shall be kept to a practical minimum.
 3. Temporary vegetation and/or mulching shall be used to protect exposed critical areas during development.
 4. Permanent (final) vegetation and mechanical erosion control measures in accordance with the standards of the County Soil and Water Conservation District or the Maine Soil and Water Conservation Commission shall be installed as soon as practicable after construction ends.
 5. Until a disturbed area is stabilized, sediment in run-off water shall be trapped by the use of debris basins, sediment basins, silt traps, or other acceptable methods.
 6. During grading operations, methods of dust control shall be employed.
 7. The procedures outline in the erosion and sedimentation control plan shall be implemented during the site preparation, construction, and clean-up stages.
- B. Clean-up. Following street construction, the developer or contractor shall conduct a thorough clean-up of stumps and other debris from the entire street right-of-way.

Cleanup checklist

1. Cut off all stumps so they will not project more than six inches above the existing ground.

2. Pick up all debris left from clearing and selective thinning, such as sawed-off stumps, logs and brush.
3. Trim all branches overhanging the roadbed to 16 feet above the pavement and shoulder.
4. Clean up edges of waste dumps and cut all damaged and bent trees visible from the roadway.
5. Clean out sand silt from all culverts, catch basins, drop inlets and manholes.
6. Remove debris from inlets and outlets of culverts and underdrain outlets.
7. Sod or riprap outlets of culverts where there is a possibility of erosion. In the main line ditch where grades may vary 2% to 5%, erosion control mesh can be used where deemed necessary. The use of sod could apply to grades in excess of 5%.
8. Repair damaged and bent corrugated metal pipe of inlets and outlets. Repaint damaged asphalt coating using asbestos bonding and asphalt paint obtainable at most hardware stores.
9. Clean up all ditches and check for proper drainage.
10. Clean up all ledge debris. Check 200 to 300 feet or more in blasted areas for flying debris in fields to be mowed.
11. Check all shoulders for uniform width.
12. Grade and clean up all driveways, field and woods entrances.
13. Compact gravel surfaces in driveways, field and woods entrances.
14. See that all slopes are uniformly graded to present a neat appearance.
15. Remove all grade stakes in lawns and fields.
16. Check all survey monuments.

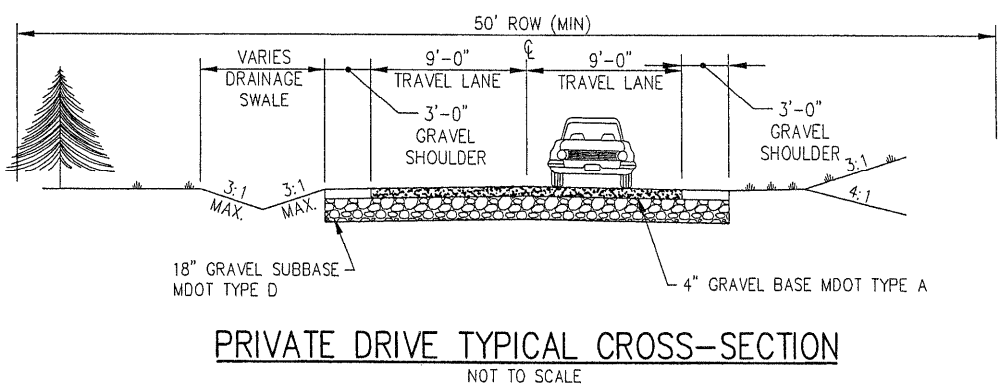
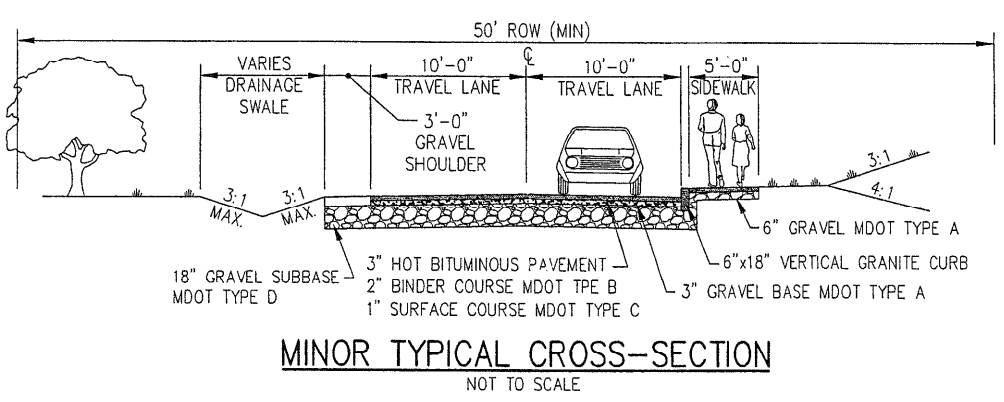
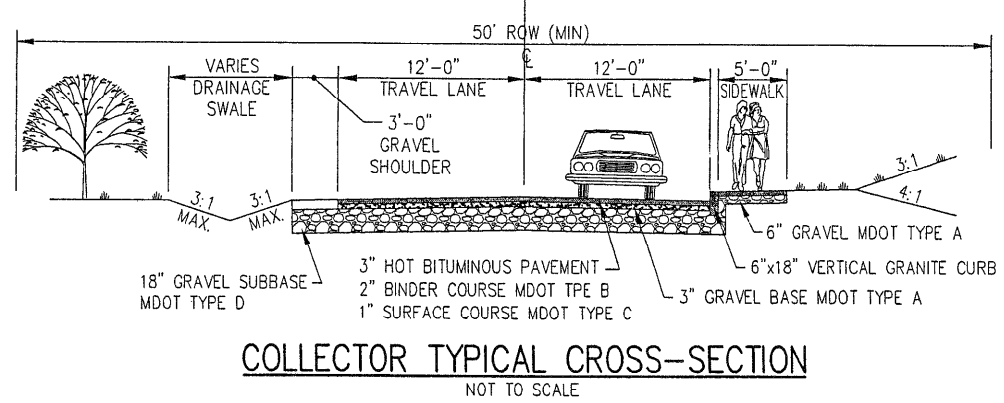
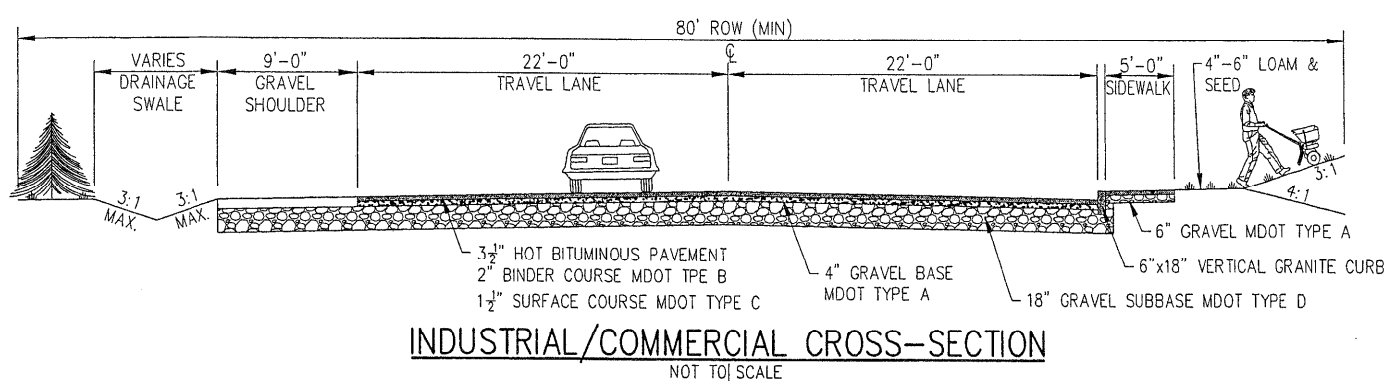
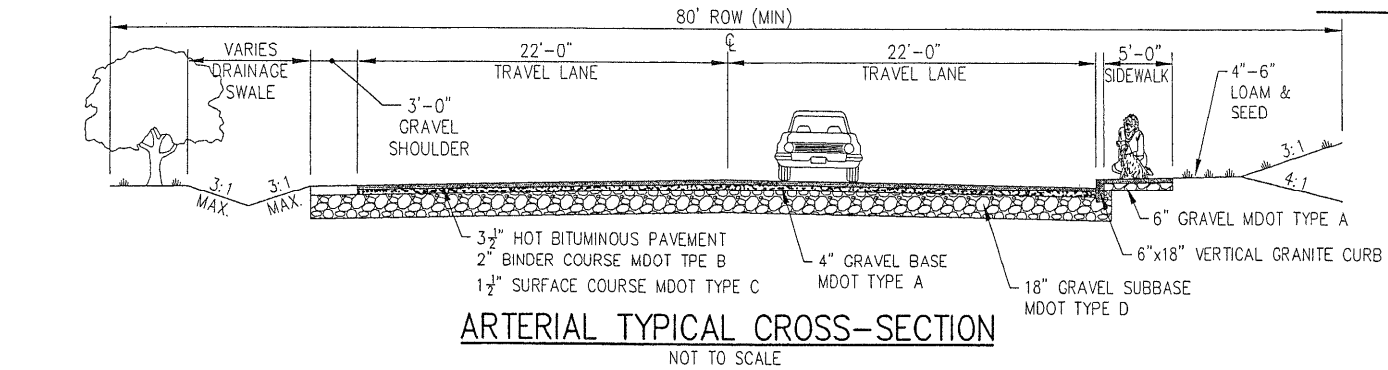
C. Street Names, Signs and Lighting. Streets which join and are in alignment with streets of abutting or neighboring properties shall bear the same name. Names of new streets shall not duplicate, nor bear phonetic resemblance to the names of existing streets within the Municipality, and shall be subject to the approval of the Board. No street name shall be the common given name of a person. The developer shall reimburse the Municipality for the costs of installing street name, traffic safety and control signs. Street lighting shall be installed as approved by the Board of Selectmen.

Appendices

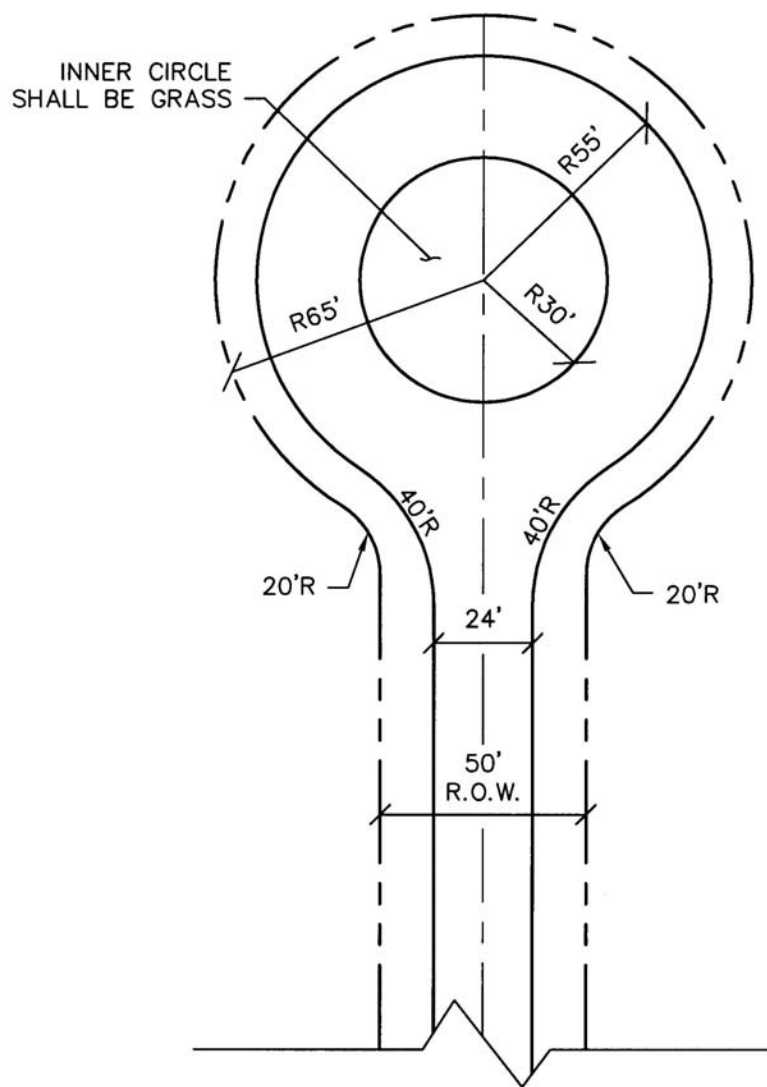
MAJOR STREETS

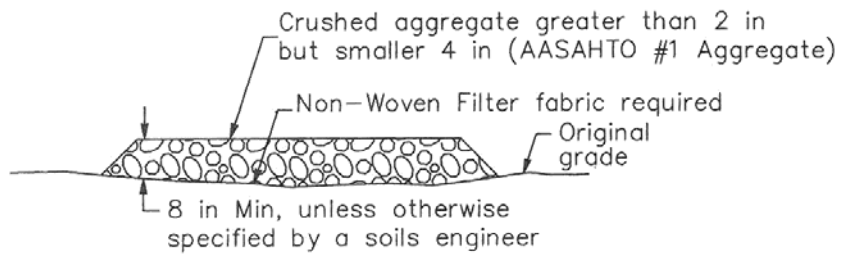
MINOR STREETS

PRIVATE STREETS

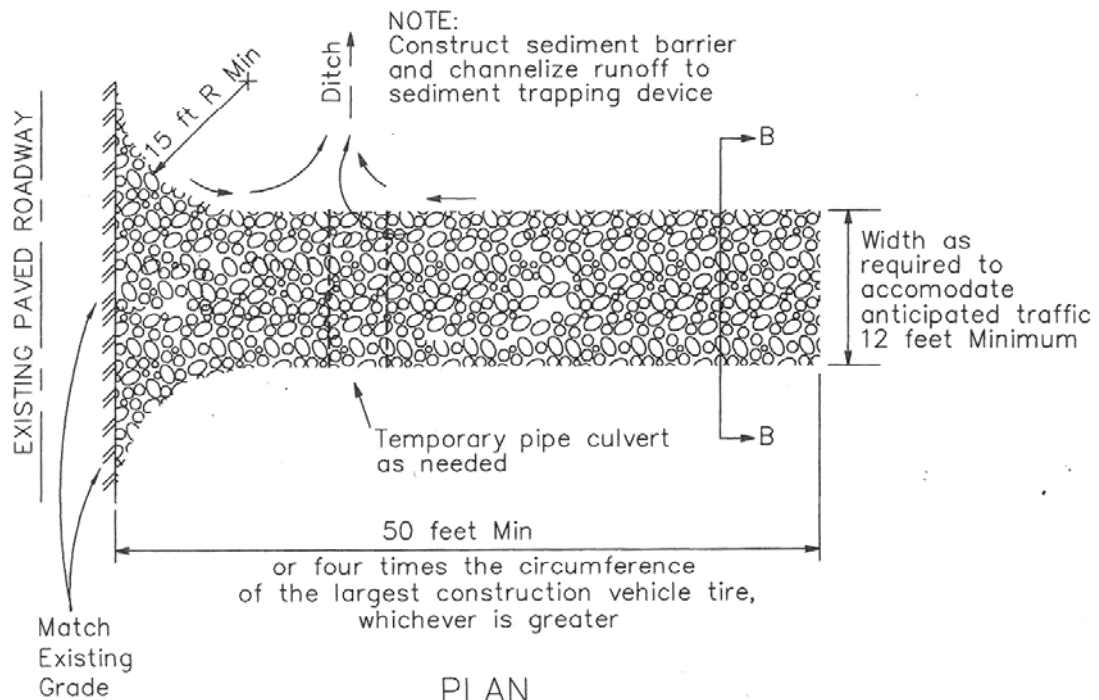


Cul-de-sac Diagram
Not to scale





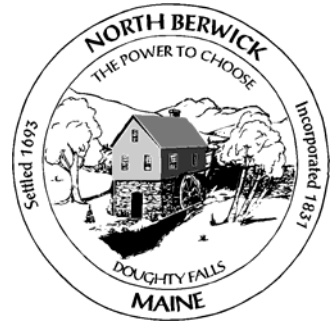
SECTION B-B
NTS



PLAN
NTS

Town of North Berwick Stabilized Construction Entrance

TOWN OF NORTH BERWICK ROAD OPENING APPLICATION



NAME: _____

ADDRESS: _____

TELEPHONE: _____

ROAD TO OPEN: _____

Diagram proposed opening on sketch below: *(Specify location of homes, buildings, monuments and poles)*

STARTING DATE: _____ COMPLETION DATE: _____

COST: \$25.00 per sq. yd. Disturbed area for paved roads and \$15.00 sq. yd. for unpaved roads.

AREA TO BE DISTURBED IN SQ. YDS.: _____

I understand that the opening will be measured by a representative of the North Berwick Public Works Department and agree to pay any subsequent charges on the difference between the estimate and the final accurate measurement. If total cost is less, a refund will be made.

Signature of Applicant

Date

-----OFFICE USE ONLY-----

Permit Granted: _____ No. _____

By: _____

Area Disturbed: _____ sq. yds.

Rate: \$ _____

Permit Cost: \$ _____

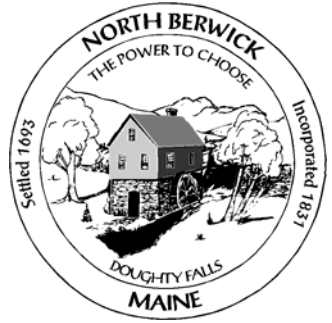
Cash _____ Check # _____

Was type of backfill satisfactory?	_____
Was shoring necessary?	_____
Was fencing and/or lighting necessary?	_____
Were temporary surface repairs adequate?	_____
Was compaction satisfactory?	_____
Were surfaces outside paved area completed?	_____

Final approval Date: _____

By: _____

**TOWN OF NORTH BERWICK
DRIVEWAY ENTRANCE APPLICATION**



OWNER'S NAME: _____

ADDRESS: _____

TELEPHONE: _____

MAP/LOT _____

DRIVEWAY LOCATION (ROAD): _____

Diagram proposed driveway on sketch below: *(Specify sight distance, width, estimated culvert size)*

Width of Driveway: _____

Est. Culvert Size: _____

_____	_____
-------	-------

Street/Road Name: _____

_____ Feet ← Sight Distance → _____ Feet

CONTRACTOR (IF APPLICABLE) _____ EST. STARTING DATE: _____

_____ Telephone: _____

I understand that the driveway opening permit will be reviewed by a representative of the North Berwick Public Works Department and agree to pay the permit fee along with any associated cost of the culvert required for the driveway. I further agree to abide by all requirements established by the Town of North Berwick Street Design and Construction standards Ordinance

Signature of Property Owner

Date

-----OFFICE USE ONLY-----

Permit Granted: _____ No. _____

By: _____

Culvert Cost: \$ _____

Culvert Installation Cost: \$ _____

Permit Cost: \$ _____

Total Cost: \$ _____

Cash _____ Check # _____

Culvert Sizing

Culvert Required? Y N

Culvert Diameter: _____

Culvert Length: _____

Additional Clearing Required for Sight Distance?

Initially Repealed and Amended Sections of the Town of North Berwick Zoning and Subdivision Ordinance

Adoption of this Ordinance will also include the repeal and amending of the following sections of the North Berwick Zoning Ordinance dated April 9, 2005 and Subdivision Ordinance dated April 20, 2002:

Zoning Ordinance:

Article 1.4.2 – Repeal entire section

Article 4.3: Amend to read:

b. All lots hereinafter created shall possess a minimum frontage on (1) public road, or on (2) a private road or other thoroughfare or access route which meets the specifications for road construction in the ~~North Berwick Subdivision Review Standards~~ Town of North Berwick Street Design & Construction Standards Ordinance. However in administering the minimum requirement for road frontage, the following provisions shall apply:

1. New building lots located at the end of a loop or along curves in a street may be designed so that they have 100 or more feet of street frontage along the front lot line, so long as lot width at the location where the principal building is to be constructed is at least equal to the distance normally required for lot frontage in that zoning district, and provided that the radius of the curve is not more than 300 feet, measured at the front lot line.

2. In situations where there is, in the opinion of the Planning Board, no reasonable future possibility of accessing the back land (ie. the property lying behind an existing row of lots with street frontage) with new roads, due to severe or unusual topographical features (such as swamps, ravines, steep slopes, waterbodies or watercourses), a maximum of two new building lots may be created without street frontage provided all the following conditions are met:

a. only lots of record, existing on or before the date of the Ordinance amendment (March 10, 1984) may be used to create two new lots without road frontage;

b. if the lots possess less than 30 feet of street frontage, they shall be accessed by a deeded right-of-way whose width, taken in combination with any street frontage legally connected with the lots, totals at least 30 feet. This right of way shall be provided with a common driveway meeting the following specifications: a 12" base of sand and gravel (with no stone greater than 4") shall be 18 feet wide plus two 2-foot shoulders; this shall be covered with 3" of 3/4" crushed stone except on the shoulders), and drainage ditches and culverts shall be provided wherever appropriate;

c. the new lots shall meet all other requirements of this Ordinance.

3. A lot abutting a lake, pond, river or stream in any District shall have a minimum shore frontage of 200 feet, except in the Farm and Forest District where the minimum shore frontage shall be 300 feet. Shore frontage shall be measured in a line between the points of intersection of the side lot lines with the shoreline at normal high water elevation.

Article 5.1.1 – Amend to read:

5.1.1 Traffic and Highway Access

a. **Traffic:** The proposed development shall provide for safe access to and from public and private roads. Safe access shall be assured by providing an adequate number and location of access points, with respect to sight-distances, intersections, schools, and other traffic generators. "Curb Cuts" shall be limited to the minimum width necessary for safe entering and exiting. The proposed development shall not have an unreasonable negative impact on the Town road system, and shall assure safe interior circulation within its site, by separating pedestrian and vehicular traffic and providing adequate parking and loading areas. ~~Sight distances shall be measured in a straight line, from the edge of the public right-of-way, at a point approximately four feet above the elevation of the existing or proposed driveway pavement. The sight distance shall be from this point to the point along the road where an observer sitting in his car at the driveway exit is able to see the drivers of approaching cars. This will ensure that both drivers will be able to see each other before vehicles exit from the driveways.~~

All exit driveways shall be designed according to the following standards of safe sight distance:

Sight Distances

Posted Speed Limit	Recommended	Minimum
25 MPH	250'	175'
30 MPH	300'	210'
35 MPH	350'	245'
40 MPH	400'	280'
45 MPH	450'	315'
50 MPH	500'	350'
55 MPH	550'	385'

~~NOTE: Where it is possible to meet the recommended sight distance standards, due to physical conditions, the minimum standards may be permitted. (The minimum standards are consistent with the absolute minimum stopping distance requirements on wet pavements established by the Maine Department of Transportation.)~~

~~b. **Access Control:** All lots of record existing before March 10, 1984, the time of Ordinance amendment, shall be allowed one direct access to Routes 4 and 9 provided that a minimum safe sight distance standards (above) can be met. A second entrance/exit for~~

~~a large parking lot is permissible provided that the two access points are not closer than 500 feet and that they both meet the minimum sight distances standard.~~

~~All lots of record created on or after March 10, 1984 shall accommodate all vehicular movements to and from Routes 4 and 9 via a single common driveway or entrance way serving all lots or premises, except that subdivisions containing fifteen or more dwelling units, or large-scale non-residential developments shall be permitted to have two highway access points.~~

Article 5.4.4 (6): Repeal entire section – Amend to read : All streets within a park shall meet the standards found in the Town of North Berwick Street Design & Construction Standards Ordinance.

5.2.14: Amend to read: All streets in the Town of North Berwick will be built to the standards contained in Article 11.2 and 11.3 of the ordinance entitled "~~North Berwick Subdivision Ordinance~~" Town of North Berwick Street Design & Construction Standards Ordinance.

Subdivision Ordinance:

Article 3: Repeal the following definition:

Street: ~~Public and private ways such as alleys, avenues, boulevards, highways, roads, and other rights-of-way, as well as areas on subdivision plans designated as rights-of-way.~~

~~Street Classification:~~

~~**Arterial Street:** a major thoroughfare which serves as a major traffic way for travel between and through the municipality. The following roadways shall be considered arterial streets:~~

~~State Route 9~~

~~State Route 4~~

~~**Collector Street:** a street servicing at least fifteen residential units, or streets which serve as feeders to arterial streets, and collectors of traffic from minor streets.~~

~~**Minor Street:** A street servicing less than fifteen residential units.~~

~~**Industrial or Commercial Street:** streets servicing industrial or commercial uses.~~

~~**Private Road:** a privately owned access way or right-of-way not intended to be dedicated to the Town serving no more than two dwelling units.~~

Article 11: Repeal all and Amend to read: All streets within a park shall meet the standards found in the Town of North Berwick Street Design & Construction Standards Ordinance.