Town of Phillips
Subdivision Street Standards Ordinance

A. Title This ordinance shall be known and cited as the Subdivision Street Standards Ordinance of the Town of Phillips, Maine, and will be referred to as "this Ordinance."

B. Authority and Severability This Ordinance is adopted pursuant to the enabling provisions of Article VIII, part 2, Section 1 of the Maine Constitution, the provisions of Title 30-A, MRSA Section 3001 (Home Rule), the State's Growth Management Law, Title 30-A, MRSA, Sections 4312 et. seq. Should any section or provision of this Ordinance be declared by the courts to be invalid, such decision shall not invalidate any other section or provision of the Ordinance.

C Purposes The purposes of this ordinance are:

1. To implement the provisions of the Town's Comprehensive Plan.
2. To promote the health, safety, and general welfare of the residents of the community.
3. To promote traffic safety.
4. To conserve natural resources.
5. To provide safety from fire and other elements.

D. Applicability This ordinance shall apply to the construction of all new subdivision streets within the Town of Phillips.

E. Design of Subdivision Streets

Streets to be constructed during the development of a subdivision shall conform to the design and construction standards of this section, unless a waiver is granted in writing by the planning board. Traffic volume for review and design purposes shall be estimated according to the following table:

Estimated Daily Trip Count for Residential Subdivisions

Single family home (including seasonal)	10 trips per dwelling unit
Mobile Home	5 trips per dwelling unit
Multi-family units	8 trips per dwelling unit
Senior housing (all types)	4 trips per dwelling unit

E1.1 Town Ways: A street which is intended for acceptance as a town way shall be designed in accordance with the standards in this section according to intended classification. Classification shall be as follows: A Minor Street shall carry no more than 400 trips per day, as estimated. An Arterial Street shall carry a minimum of 2,000 trips per day. A Collector Street shall carry between 400 and 2,000 trips per day.

Description	Arterial	Collector	Minor
Minimum Right-of-way width	80'	60'	50'
Minimum Pavement width	44'	24'	20'
Sidewalk width (where required)	8'	5'	5'

Minimum grade	.5%	.5%	.5%
Maximum grade *	5%	6%	8%
Minimum centerline radius	500'	230'	150'
Minimum tangent between curves	200'	100'	50'
Roadway crown	1/4"/Ft.	1/4"/Ft.	1/4"/Ft.
Shoulders (each side)	5'	3'	3'
Aggregate Sub-base course (Max. Sized stone 4")	24"	24"	18"
Crushed Aggregate Base course	4"	3"	3"
Hot Bituminous Pavement			
Surface Course	2"	1 ½"	1 ½"
Base Course	4"	2 ½"	2 ½"
Total Thickness:	6"	4"	4"

* Maximum grade may be exceeded for a length of 100 feet of less.

E1.2 Private Ways: A street which is not intended for acceptance as a town way must still be suitable for passage by public safety and emergency vehicles as well as the general public.

E1.2.1 Right of Way must be at least forty (40) feet in width, unless the land adjoining the road consists of lots within a mobile home park or a multi-family dwelling, in which case the right-of-way may be reduced to twenty-three (23) feet in width. The right-of-way shall be wider if required for the installation or maintenance of drainage structures or side slopes.

E1.2.2 The road must be constructed with a gravel base consisting of a sub-base course no less than twelve (12) inches in thickness and a surface course of no less than three (3) inches. The gravel must meet the specifications in section E.1.5 below.

E1.2.3 Private roads are not required to be paved. However, if a paved surface is provided, paving shall conform to the specifications in section E.1.5.4 below.

E1.2.4 The width of the travelled way (surface course) shall be no less than eighteen (18) feet.

E1.2.5 The road shall be aligned so as to be accessible to emergency vehicles. The minimum radius for a horizontal curve shall be one hundred fifty (150) feet. The maximum grade shall be eight (8) percent. Changes in grade shall be connected by vertical curves gradual enough to prevent scraping the undercarriage of fire equipment.

E1.2.6 Adequate provision shall be made for the control of erosion. The publication *Maine Erosion and Sediment Control BMP's* (DEP, 2016 or most recent edition) shall be used as a guide. The location and design of culverts adjacent to public roads shall be approved by the Road Commissioner prior to installation.

E1.2.7 Private roads are barred by law from receiving public expenditures for either summer or winter maintenance or improvement. Owners and purchasers of property accessing the private road shall be informed in writing of their ownership and maintenance responsibility for the road. The subdivision plan shall contain the following note: "*[Name of Roads]* in this Subdivision shall remain private roads to be maintained by *[Homeowners' Association]* and shall not be accepted or maintained by the Town unless improved to meet the standards for a town way."

E1.3 Dead-End Streets (Streets with a single entrance to the public road system) shall be constructed to provide a means to reverse direction at the terminus. Circular style turnarounds shall have a right-of-way radius no less than sixty (60) feet, and a pavement radius of no less than fifty (50) feet. A "T" or hammer head style turnaround may be provided for minor and private streets. The turnaround shall be centered within a right-of-way extension and shall be designed and constructed according to the same specifications as the street and no less than forty (40) feet in length (perpendicular leg).

E1.3.1 The planning board may require that an easement for extension of the right-of-way be shown on the plan, to provide a connection to property where future subdivision is possible, or for the purpose of providing for pedestrian access or utility placements.

E1.4 Intersections with public streets shall be located so as to provide a sight distance minimum of ten (10) feet for every mile-per-hour of speed limit in each direction on the road being intersected. Additional M.D.O.T. standards apply on Routes 4, 142 and 149. Corners shall be cleared of all growth and sight obstructions, including ground excavation where necessary, to achieve the required visibility.

E1.5 Material Specifications:

E1.5.1 The construction requirements for aggregate base and sub-base course shall be as specified in Subsections 304 of the most current edition of the M.D.O.T. *Standard Specifications* manual.

E1.5.2 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, and shall contain no particles of rock exceeding four (4) inches in any dimension. The gradation of the part that passes a three (3) inch square mesh sieve shall meet the following requirements:

Sieve Designation	Percentage by weight passing
½ inch	20-70%
No. 40	0-30%
No. 200	0- 7%

E1.5.3 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 and shall contain no particles of rock exceeding four (4") inches in any dimension. The gradation of the part that passes a three (3") inch square mesh sieve shall meet the following requirements:

Sieve Designation	Percentage by weight passing
½ inch	45-70%
¼ inch	30-55%
No. 40	0-20%
No. 200	0- 5%

E1.5.4 Where installed, paving shall be as follows: the base layer shall be mixed and placed as per the most current edition of the MDOT *Standard Specifications,* section 401 and section 703.9. The surface layer of pavement shall be mixed and placed as per section 401 and section 701.4.

E1.5.5 Construction practices shall be as specified in Subsections 401 of the most current edition of the M.D.O.T. *Standard Specifications* manual.

E1.6 Storm Water Management

Adequate provisions shall be made for management of storm water runoff generated by impervious surfaces through a system of swales, culverts, storm drains, and underdrains. The storm water management system shall be designed to direct storm water flows to existing water courses or storm water drains. The storm water management system shall be designed by a Registered Professional Engineer.

E1.6.1 The minimum pipe size for any storm drainage pipe shall be twelve (12) inches. Pipe shall be bedded in at least six (6) inches of fine granular materials, containing no stones, lumps of clay, or organic matter larger than three (3) inches, extending to six (6) inches above the top of the pipe.

E1.6.2 All components of the storm water management system shall be designed to limit peak discharge to pre-development levels for every storm between the two (2) year and twenty-five (25) year, twenty-four (24) hour duration, frequencies. The system shall be designed to accommodate upstream drainage and shall include a surplus design capacity factor of twenty-five (25) percent to accommodate future conditions.

E1.6.3 Drain outlets shall be stabilized against soil erosion by stone riprap or other suitable materials to reduce storm water velocity. Wherever the drainage system is not within the right-of-way of a public street, easements shall be provided to the Town allowing maintenance and improvement of the system. Drainage easements shall be at least thirty (30) feet wide.

E1.6.4 Reinforced Concrete Pipe shall meet the requirements of ASTM Designation C-76 (AASHTO M170). Pipe classes shall be required to meet the soil and traffic loads with a safety factor of 1.2 on the .01 inch crack strength with Class B bedding. Joints shall be of the rubber gasket type meeting ASTM Designation C443, or of an approved preformed plastic jointing material such as "Ram-nek". Perforated Concrete Pipe shall conform to the requirements of AASHTO M175 for the appropriate diameters.

Corrugated Metal Pipe shall meet AASHTO M196 for aluminum alloy pipe. Pipe gauge shall be as required to meet the soil and traffic loads with a deflection of not more than five (5%) percent.

ABS (Acrylonitrile-butadiene-styrene) composite pipe shall conform to the requirements of AASHTO M264 and AASHTO M265. Perforated pipe shall conform to the requirements of AASHTO M36, Type 252. Corrugated Plastic Pipe shall conform to the requirements of AASHTO M252.

E1.7 Sidewalks:

Sidewalks adjoining a street will not be required unless they would connect with existing sidewalks. A multi-family dwelling must provide sidewalks connecting buildings, parking areas, and other internal features.

E1.7.1 Sidewalks shall have a minimum unobstructed width of five feet and a side-to-side pitch of no more than two (2) percent.

E1.7.2 All sidewalks shall consist of a finished surface placed over a gravel base meeting the specification of section E.1.5.3 of this regulation for base course, placed twelve (12) inches thick after compaction.

E1.7.3 Bituminous sidewalks shall consist of a hot bituminous pavement surface course MDOT Spec. 9.5 mm mix, constructed in two lifts each no less than one inch after compaction.

Concrete sidewalks shall be no less than four (4) inches thick, composed of 2,500 psi concrete mix, 5 % air entrained, with stone no larger than ¾". Concrete shall be reinforced with number 10 welded wire mesh with control joints no more than five (5) feet apart.

Brick or cobble-style sidewalks shall be placed on a bed of sand no less than two (2) inches thick over a gravel base no less than twelve (12) inches thick, separated by filter fabric to prevent mixing of sand and gravel base.

.E1.8 Additional Improvements and Requirements:

E1.8.1 Erosion Control: The procedures outlined in the Erosion and Sedimentation Control Plan shall be implemented during site preparation, construction and clean-up stages.

E1.8.2 Clean-up: Following street construction, the developer or contractor shall conduct a thorough cleanup of stumps and other debris from the entire street right-of-way. If on-site disposal of the stumps and debris is proposed, the disposal site shall be indicated on the Erosion Control Plan, and be suitably covered with fill and topsoil, limed, fertilized and seeded.

E1.8.3 Street Names, Signs: Streets which join and are in alignment with existing streets shall bear the same name. Names of new streets shall not duplicate nor bear phonetic resemblance to the names of existing streets within Phillips, and shall be subject to the approval of the Town. The developer shall reimburse the Town for costs of procuring and installing street name signs. The road developer shall install traffic signs, and other traffic control devices as required and approved by the Road Commissioner.

E1.8.4 Any street lighting to be installed shall be approved by the Road Commissioner.

E1.9 Street Completion and Maintenance

The subdivider shall be required to maintain all improvements and provide for snow removal on streets and sidewalks until acceptance by the Town or such time as they are turned over to a maintenance entity such as a homeowners' association.

F. Parking and Circulation within Multi-family Dwelling Subdivisions

The developer of a multi-family dwelling will provide for vehicle circulation and parking within the development. Design and construction of parking and circulation will be in accordance with this section, unless waived in writing by the planning board.

F.1 Access into the Development

New commercial driveways onto State-numbered Highways are required to obtain a permit from the Maine Department of Transportation. Applicants may present a valid MDOT permit as evidence that the proposed driveway will meet the standards of this section. Driveway entrances shall meet the following standards.

F1.1 Sight Distance: A sight distance of ten (10') feet for each mile per hour of posted speed limit shall be provided. The entrance point shall be designed in profile and grading and located so as to provide the required sight distance.

F.1.2 Skew Angle: Entrances shall meet the road at an angle as nearly ninety (90) degrees as site conditions permit, but in no case less than sixty (60) degrees.

F.1.3 Curb cut Width: The entrance point shall be of adequate width to accommodate orderly traffic flow. A two-way entrance shall be no less than twenty (20) and no more than thirty-six (36) feet in width, with an allowance for an entry radius.

F.1.4 Curb cut Spacing: The center point of a driveway entrance shall be no closer than one hundred (100) feet from the point of intersection of another street or commercial entrance. If a street or commercial entrance intersects from the opposite side of the road, the new driveway will be located as nearly as possible directly across from it.

F.1.5 Grade at Intersection: The grade of the driveway shall not exceed three (3) percent within seventy-five (75) feet of its intersection with the public street.

F.2 Circulation and Access to Parking

F.2.1 The layout of the site must provide for the safe movement of passenger, service, and emergency vehicles through the site. Clear access must be provided and maintained for emergency vehicles to and around buildings and the routes must be posted with appropriate signage (fire lane - no parking).

F.2.2 The layout and design of parking areas must provide for safe and convenient circulation of vehicles within the subdivision. No parking stall shall be accessible directly from a public road.

F.2.3 The internal travel network must provide for safe passage for pedestrians and bicyclists as well as all season access, snow storage, and delivery and collection services.

F.3 Adequate Parking

F.3.1 The subdivision shall be designed to accommodate parking for the expected number of vehicles. A multi-family dwelling that is not desiccated and designed for senior housing shall provide a minimum of 1 ½ off-street parking spaces for every dwelling unit. Senior housing development shall provide a minimum of one space for every dwelling unit. At least one space, plus one additional space for every twenty-five (25) spaces provided, shall be designated for use of handicapped persons.

F.4 Parking Layout and Design

F.4.1 All parking spaces, access drives, and impervious surfaces must be located at least five (5) feet from any lot line.

F.4.2 Parking stalls and aisle layout shall be shown on the subdivision plan and must conform to the following dimensional standards.

Parking Angle (degrees)	Stall Width*	Skew Width	Stall Depth
90	9'-0"		18'-0"
60	8'-6"	10'-6"	18'-0"
45	8'-6"	12'-9"	17'-6"

* Stalls designated for handicapped use shall be a minimum of 12' 6" in width and shall be signed or pavement marking provided.

F.4.3 Parking stalls shall be accessible only from internal travel lanes. No parking stall shall be directly accessible from the public street.

F.4.4 If a parking lot is to be paved, materials and applications shall be similar to the requirements of section E.1.5 of this regulation for construction of streets. Parking stalls and aisles on paved surfaces shall be striped.

This Ordinance enacted at the Annual Town Meeting, June 16, 2022 with the passing vote from the attending residents.

Attested:

Betty Jean Bangs

Betty Jean Bangs, Town Clerk date: June 23, 2022