

L. Road Construction

All roads shall be a minimum of 200' in length and shall comply with all applicable provisions of this ordinance. No building permit shall be issued for a property until the road constituting the frontage for that property is constructed. Roads shall be located, constructed and maintained in such a manner that minimal erosion hazard results. Adequate provisions shall be made to prevent soil erosion and sedimentation of surface waters. All roads whether built to the standards for Private road/street, Public road/street or Commercial road/street shall be inspected during construction and upon completion by the Town of Sidney Road Commissioner.

Within ninety (90) days of acceptance by Town meeting vote of a Public or Commercial road/street constructed to the Town of Sidney road/street standards and approved by the Road Commissioner, a warranty deed for the road shall be given to the Town of Sidney. For any road to be accepted by the Town of Sidney as a Public or Commercial road/street, the applicable standards must be met, and at least 50% of the lots accessed by the road/street must have structures approved for occupation as residential or commercial uses. However, any right of way in existence prior to the adoption of this ordinance on March 15, 2008 may qualify for acceptance by the Town if it meets the Road/Street standards for public (referred to subdivision at the time) or commercial road/street in effect prior to March 15, 2008.

STREET STANDARDS FOR A PRIVATE ROAD/STREET

A private road/street is any road/street that will be used principally by vehicles serving residential areas and which is suitable for use in all seasons and weather conditions.

Number of Travel Lanes	2 Lanes
Width of Travel Lanes	9 Feet
Width of Right-of-Way	50 Feet
Storm Drainage	Ditches
Driveway Culverts	20' Length Min./12" Min.
Sub-base - Bank Run Gravel (6" minus)	12 Inches
Road Base/Gravel (12" minus)	Variable-Depends on soil conditions
Shoulder	Determined by reviewing authority
Turnaround	Determined by reviewing authority

Note: Please refer to drawing of cross section at the end of the Zoning Ordinance.

STREET STANDARDS FOR PUBLIC ROADS/STREETS

A public road/street is any road/street that will be used principally by vehicles serving residential areas and which is suitable for use in all seasons and weather conditions.

Number of Travel Lanes	2 Lanes
Width of Travel Lanes	10 Feet
Width of Parking or Shoulder	4' gravel shoulder with

	remainder of cleared ROW to be seeded with contactor grade seed
Width of Right-of-Way	60 Feet
Maximum Grade	9 Percent
Center Line Radius on Curves (Min.)	200 Feet
Tangent between Reverse Curves (Min.)	200 Feet
Road Base/Gravel	Variable-Depends on Soil Conditions
Sub-base - Bank Run Gravel (6" minus)	18 inches
Upper Base (1" minus gravel)	6 Inches
Bituminous Paving - Travel Lanes Only (Modified Binder Grading B)	3" binder, 2" surface
Storm Drainage	Ditches
Driveway Culverts	20' Length Min.x 12" Min.

Materials are based on Maine Department of Transportation Standard Specifications.

- 2 inches of 12.5 mm Hot Mix Asphalt (50 Gyration Design)
- 3 inches of 12.5 or 19.0 mm Hot Mix Asphalt (50 gyration Design)
- 6 inches of MDOT 703.06 Type A, Crushed Aggregate Base
- 18 inches of MDOT 703.06 Type D, Crushed Aggregate Sub-base

The base and sub-base materials shall be compacted to at least 95 percent of their maximum dry density as determined by ASTM D-1557. Hot mix asphalt pavement shall be compacted to 92 to 97 percent of its theoretical maximum density as determined by ASTM D-2041. A tack coat should be used between successive lifts of bituminous pavement.

All new roads shall enter onto an existing Town or State Road at a 90° angle for a distance of 75'. On dead end roads/streets, 60' from end of road/street a turnaround of 50' wide and 60' deep will be provided, preferred on left side of road. Improvements should be to the same standards the town would normally install if it were doing the work itself. There shall be no driveways in the turnaround within 20 feet of the turn-around.

Note: Please refer to drawing of cross section at the end of the Zoning Ordinance.

STREET STANDARDS FOR COMMERCIAL ROADS/STREETS

A commercial road/street is any road/street that will be used principally by vehicles servicing commercial and/or industrial facilities, as well as other types of vehicles, and which is suitable for use in all seasons and weather conditions.

Number of Travel Lanes	2 Lanes
Width of Travel Lanes	10 Feet
Width of Parking or Shoulder	4 Feet
Width of Right-of-Way	60 Feet
Center ditch to center ditch	42 Feet minimum
Maximum Grade	9 Percent
Center Line Radius on Curves (Min.)	200 Feet

Tangent between Reverse Curves (Min.)	200 Feet
Road Base/Gravel Variable-	Depends on Soil Conditions
Sub-base - Bank Run Gravel (6"minus)	18 Inches
Upper Base (1"minus gravel)	6 Inches
Bituminous Paving - Travel Lanes Plus Shoulder	3" binder, 2" surface
Storm Drainage	Ditches
Driveway Culverts	20' Length Min.x 12" Min.

Materials are based on Maine Department of Transportation Standard Specifications.

- 2 inches of 12.5 mm Hot Mix Asphalt (50 Gyration Design)
- 3 inches of 12.5- or 19.0-mm Hot Mix Asphalt (50 gyration Design)
- 6 inches of MDOT 703.06 Type A, Crushed Aggregate Base
- 18 inches of MDOT 703.06 Type D, Crushed Aggregate Sub-base

The base and sub-base materials shall be compacted to at least 95 percent of their maximum dry density as determined by ASTM D-1557. Hot mix asphalt pavement shall be compacted to 92 to 97 percent of its theoretical maximum density as determined by ASTM D-2041. A tack coat should be used between successive lifts of bituminous pavement.

All new roads shall enter onto an existing Town or State road at a 90° angle for a distance of 75'. On dead end roads, 60' from end of road a turnaround of 50' wide and 60' deep will be provided, preferred on left side of road. Improvements should be to the same standards the town would normally install it if were doing the work itself.

STREET STANDARDS FOR TURNAROUNDS

All dead-end streets shall include a T-shaped or hammerhead turnaround and shall be designed and constructed following standard engineering practices and in conformance with the requirements of the Town of Sidney Zoning Ordinance Section VI. L Road Construction Standards and the specifications described below:

- Turnaround to be 60' from end of road, 50' wide, and 60' deep
- Turnaround preferred on the left side of the road
- Asphalt to be 30' wide in the turnaround
- Turnaround asphalt to be 50' wide at the edge of road
- Shoulder to be a minimum 2' wide of gravel
- T-shaped turnaround shall have mirrored sides of 50' wide, and 60' deep

Note: Please refer to the drawing of cross section at the end of the Zoning Ordinance.