

**GRAY STREET CONSTRUCTION ORDINANCE UPDATE  
DRAFT APRIL 7, 2011  
PROPOSED CHAPTER 402 AMENDMENTS**

**Commercial Driveway & Road Standards**

ADDITIONS INDICATED BY UNDERLINE TEXT,  
DELETIONS BY ~~STRIKETHROUGH~~

**PART 1 – Amend Section 402.10.11 B a. of the Gray Zoning Ordinance (Chapter 402) by adding new subsections i. to iii. as follows:**

**Note: Adds specific standards for calculating intersection sight distances for projects requiring Planning Board site plan review.**

**B. Traffic Access and Parking [Amended 1/19/10]**

2. Access into the Site - Vehicular access to and from the development must be safe and convenient.
  - a. Any driveway or proposed street must be designed so as to provide the minimum sight distance according to the Maine Department of Transportation standards, to the maximum extent possible and per the following requirements:
    - i. Minimum sight distance requirements for all subdivision accesses connecting to external streets shall be contingent on the posted speed of the external street connecting to the subdivision access. On roads that are designated by the Maine Department of Transportation as Mobility or Retrograde Arterials, the third column in Table 1C shall apply:

**TABLE 1C - REQUIRED ACCESS SAFE SIGHT DISTANCES**

<u>Posted Speed</u>	<u>Sight Distance</u>	<u>Mobility Sight Distance<sup>1</sup></u>
<u>(MPH)</u>	<u>(Feet)</u>	<u>(Feet)</u>
<u>20</u>	<u>155</u>	<u>225</u>
<u>25</u>	<u>200</u>	<u>300</u>
<u>30</u>	<u>250</u>	<u>380</u>
<u>35</u>	<u>305</u>	<u>480</u>
<u>40</u>	<u>360</u>	<u>580</u>
<u>45</u>	<u>425</u>	<u>710</u>
<u>50</u>	<u>495</u>	<u>840</u>
<u>55 &amp; over</u>	<u>570</u>	<u>990</u>

<sup>1</sup> Mobility or Retrograde Arterials are critical travel corridors identified by MDOT. In Gray, the only such designated corridor is Route 26 from Cumberland through to New Gloucester.

- ii. The measurement of sight line distances shall be from a point at a distance of ten (10) feet from the edge of the travel way at a height of three and one half (3.5) feet above the level of the surface of the travel way to the top of an object four and one quarter (4.25) feet above the surface of the travel way in the center of the approach lane.
- iii. Where sight line distances cannot be met at proposed new intersections, portions of the right of way as well as portions of abutting lots under the control of the applicant may be cleared of all growth (except isolated trees) and obstructions to achieve required sight distances. The applicant shall provide documentation that areas cleared to improve sight distances will be maintained in that condition. If approved by the Town Engineer and Public Works Director, the grade of the approach road may be modified to achieve improved visibility

**PART 2 – Amend Section 402.10.11 B of the Gray Zoning Ordinance (Chapter 402) by adding new subsections 3 and 4 to read as follows and by renumbering the rest of subsection B:**

**Note: Adds width and construction standards for commercial, industrial, institutional, and multi-family drives.**

**B. Traffic Access and Parking [Amended 1/19/10]**

3. Accessway Width - Accessways must meet the following width standards:
  - a. The dimensions of driveways shall be designed to accommodate adequately the volume and character of vehicles anticipated to be attracted daily to the development for which a site plan is prepared. The required minimum dimensions for driveways are indicated below. Driveway entrances and exits serving traffic of over fifteen percent (15%) truck traffic shall be designed with adequate width to avoid a turning vehicle from tracking into the opposing travel lane.

Table 1C – Required Minimum Access Drive Widths

<sup>1</sup> <u>Mobility or Retrograde Arterials are corridor is Route 26 from Cumberland</u>	<u>One-Way Operation</u> <u>Driveways*</u> <u>Width (feet)</u>	<u>Two-Way Operation</u> <u>Driveways*</u> <u>Width (feet)</u>
<u>3 to 10 dwelling units</u>	<u>10</u>	<u>18</u>
<u>10 dwelling units or over</u>	<u>12</u>	<u>20</u>
<u>Commercial, Industrial &amp; Institutional</u>	<u>16</u>	<u>24</u>

\*All driveways shall be five (5) feet wider at the curblin, and this additional width shall be maintained for a distance of twenty (20) feet into the site.

4. Accessway Construction Standards:

- a. Apart from the traffic access provisions of Sections 402.10.11 B.1 to 4. above, all access roads and drives for commercial, industrial, institutional, and multi-family development shall meet the standards of the Subdivision Ordinance for stormwater design (Section 401.13.16 B.3), closed drainage systems (Section 401.13.16 B.4), curbing (Section 401.13.16 B.5), construction (Section 401.13.16 C), and sidewalks (Section 401.13.16 E).
- b. Internal roads for commercial, industrial, institutional, and multi-family development are not required to have a defined right of way if the project is a condominium and/or has no individual lots that require street frontage on the access drive.