

TOWN OF WILTON, MAINE  
STREET STANDARDS ORDINANCE

SECTION I. Statement of Purpose

The purpose of this Ordinance is to promote the health, safety, and public welfare of the residents of Wilton through establishing minimum construction standards for streets.

SECTION II. Authority, Administration, and Effective Date

- A. Authority: This Ordinance is enacted pursuant to and consistent with Article VIII-A of the State of Maine Constitution and Title 30-A, M.R.S.A. Section 3001.
- B. Administration: This Ordinance shall be administered by the Planning Board.
- C. Effective Date: The effective date of this Ordinance is its adoption at town meeting on June 18, 2001. Adoption of this Ordinance shall repeal the previously adopted Town of Wilton Road Standards Ordinance. This shall not prevent enforcement of the repealed Ordinance with respect to the time period in which it was in effect.

SECTION III. Applicability

- A. New Construction: This Ordinance shall apply to the construction of all new streets within the Town, whether public or private. No street whether newly constructed or existing shall be accepted as a town way unless it meets the provisions of this Ordinance for public streets.
- B. Reconstruction: Reconstruction of a private street shall be consistent with Section VI and Section VII only if it is to be accepted as a town way. When a street is reconstructed by or for the Town of Wilton the standards contained in Section VI and VII may be altered with approval of the Road Commissioner when it is found that it is not practical to comply with one or more of the standards. In making a determination of not practical the Road Commissioner shall consider existing conditions, the impact of the quality of the reconstruction of not complying with the standard or standards and the long term benefit in relation to additional cost.
- C. Higher Design and Construction Standard: Nothing in this Ordinance shall be construed to prevent the design and construction of streets that meet higher standards, use improved materials, or higher quality materials.

SECTION IV. Application Procedures

Prior to the construction of any new street or the lengthening of an existing street, the applicant shall request to be placed on the Planning Board's agenda. The completed application form, required fees, and required plans and related information shall be submitted to the Code Enforcement Officer, no less than fourteen (14) days prior to the meeting, who shall forward it to the Chairman of the Planning Board.

In addition, one (1) copy of the plan(s) and all accompanying information shall be mailed by the applicant to each Board member and one (1) copy and all accompanying information shall be mailed by the applicant to the Code Enforcement Officer, Fire Department, and Road Commissioner, no less than fourteen (14) days prior to the meeting. Before granting final approval the Board shall solicit comments from the Code Enforcement Officer, Fire Department and Road Commissioner.

A. Submission Requirements

- 1. The name(s) of the applicant(s);
- 2. The name(s) of the owner(s) of record of the land upon which the proposed street is to be located;

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ATTEST:

  
LINDA P. JELLISON TOWN CLERK

Amended 6/13/2005

3. A statement of any legal encumbrances of the land upon which the proposed street is to be located;
  4. The anticipated starting and completion dates of each major phase of street construction; and
  5. A statement indicating the nature and volume of traffic expressed in Average Daily Traffic expected to use the proposed street.
  6. Comments from the Code Enforcement Officer, Fire Department and Road Commissioner.
- B. Plans: The plans and illustrations submitted as part of the application shall be prepared by a Registered Land Surveyor or Professional Engineer to include the following information.
1. The scale of the plan. (All streets and roadway plan and profile drawings shall be drawn to a scale 1" = 50' horizontal and 1" = 5' vertical;
  2. The direction of magnetic north;
  3. A plan profile showing existing grade, finished grade, cross culvert inverts, and typical cross section view of the proposed street;
  4. The starting and ending point with relation to established roads, streets, or ways and any planned or anticipated future extensions of the streets. (All terminal points and the center line alignment shall be identified by survey stationing.);
  5. The roadway and roadway limits with relation to existing buildings and established landmarks;
  6. Dimensions, both lineal and angular, necessary for locating boundaries and necessary for locating subdivisions, lots, easements, and building lines;
  7. The lots, if any, as laid out and numbered on said street showing the names of all owners of abutting property;
  8. All natural waterways and watercourses in or contiguous to the proposed street that will be affected by the street;
  9. The kind, size, location, profile, and cross-section of all existing and proposed drainage ways and structures and their relationship to existing natural waterways;
  10. A soil erosion and sedimentation control plan showing interim and final control provisions using Best Management Practices;
  11. Curve data for all horizontal and vertical curves shall be the center line radius, central angle, and beginning and end of curve points;
  12. All center line gradients shall be shown and expressed as a percent;
  13. All curve and property line radii of intersections;
  14. The limits and location of any proposed sidewalks and curbing;
  15. The location of all existing and proposed overhead and underground utilities to include, but not limited to, the following: (Note: When a location, in the case of any underground utility, is an approximate, it shall be noted on the plan as such. No underground utilities shall be located within the right of way unless approved by the Selectmen.)

- a. Storm drains;
  - b. Telephone line poles or underground vaults;
  - c. Cable (telecommunication) lines
  - d. Electrical power line poles or underground vaults;
  - e. Street lights.
16. The name(s) of each proposed new street.
17. Lines or dots in the center line of the proposed street at intervals of every fifty (50) feet beginning at the centerline intersection with the existing street.
- C. Submission Waivers: Where the Board makes written findings of fact that there are special circumstances of a particular application it may waive portions of the submission requirements, unless otherwise indicated by this Ordinance, provided that the applicant has demonstrated that the standards of this Ordinance have been or will be met, the public health, safety, and welfare are protected, and provided that the waivers do not have the effect of nullifying the intent and purpose of the Comprehensive Plan and this Ordinance.
- D. Streets Names: Streets names shall be proposed to the Planning Board by the applicant and approved by the Town of Wilton. Streets that are continuations of existing streets shall be given the same name of the existing street. Names of new streets shall not duplicate nor bear the phonetic resemblance of the names of existing streets within the Town. No street name shall be given the common 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.
- E. Application Fee: An application fee of \$75.00 shall be paid to the Town of Wilton upon submission of an application. In addition to the application fee, the Planning Board may require the applicant to pay a review fee to cover the costs associated with the review of the application and the inspection of the construction by a professional engineer and/or planner. The Selectmen shall have the authority to review and revise the application fee. The application fee shall be waived if the street is being reviewed as an element of a subdivision application.
- F. Application Review
- 1. Complete Application: Within thirty (30) days from the date of receipt by the Planning Board, the Board shall notify the applicant in writing either that the application is complete, or if incomplete, the specific additional material needed to make it complete. Determination by the Board that the application is complete in no way commits or binds the Board as to the adequacy of the application to meet the requirements of this Ordinance.
  - 2. Application Approval: The Board shall, within thirty (30) days of a public hearing or within sixty (60) days of having received the completed application or within such other time limit as may be mutually agreed to, deny or grant approval on such terms and conditions as it may deem advisable to satisfy this Ordinance and to preserve the public health, safety, and general welfare. In all instances, the burden of proof shall be upon the applicant. In issuing its decision, the Board shall make a written finding of fact establishing that the application does or does not meet the provisions of this Ordinance.
  - 3. Public Hearing: The Board may hold such public hearing within thirty (30) days of having notified the applicant in writing that a complete application has been received and shall cause notice of the date, time, and place of such hearing to be given to the applicant, all property owners abutting the proposed street, and published in a newspaper of general circulation in Wilton at least two (2) times; the date of the first publication shall be at least seven (7) days prior to the hearing.

## SECTION V. Public Acceptance of Streets

The approval by the Planning Board of a proposed public street shall not be deemed to constitute or be evidence of any acceptance by the Municipality of the street. Final acceptance of a proposed public street shall be by an affirmative vote at a town meeting. No street shall be accepted as a town way unless it meets the provisions of this Ordinance relating to public streets.

## SECTION VI. Street Design Standards

- A. The Board shall not approve any subdivision plan unless proposed streets are designed in accordance with the specifications contained in this Ordinance.
- B. These design standards shall be met by all streets and shall control the roadway, shoulders, curbs, sidewalks, drainage systems, culverts, and other appurtenances.
- C. Streets shall be designed to discourage through traffic within a residential subdivision.
- D. The character, extent, width, and grade of all streets shall be considered in their relation to existing or planned streets.
- E. When a proposed street or the reconstruction of an existing street will pass a scenic view location as identified in the Town of Wilton Comprehensive Plan, street design shall provide shoulders of suitable width or turn-outs to allow vehicles to safely leave the travelway at the scenic view location.
- F. 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 street that would require use of some of the land in the subdivision, the plan shall indicate reserved areas for widening or realigning the street marked "Reserved for Street Realignment (Widening) Purposes." Land reserved for such purposes may not be included in computing lot area or setback requirements.
- G. 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 on the arterial street.
- H. Any street serving 20 dwelling units or more shall have at least two street connections with existing public streets or streets on a subdivision plan for which performance guarantees have been filed and accepted. The Board may waive this requirement to allow for open space development.
- I. A privately-owned street shall not require pavement.
- J. Drainage easements for existing water courses or proposed drainage ways shall be provided at least 30 feet wide, conforming substantially with the lines of existing natural drainage.

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

Description	Collector	Minor	Privately Owned Street <sup>1</sup>	Industrial/ Commercial	Mobile Home Park
Minimum right-of-way width <sup>2</sup>	60 feet	50 feet	50 feet	60 feet	23 feet
Minimum pavement width/travelway width	24 feet	20 feet	20 feet (if paved)	30 feet	20 feet
Minimum pavement radii at intersections/travelway	25 feet	25 feet	25 feet (if paved)	25 feet	N/A
Sidewalk width	5 feet	5 feet	N/A	8 feet	N/A
Minimum grade	.5 percent	.5 percent	.5 percent	.5 percent	.5 percent
Maximum grade <sup>3</sup>	6 percent	12 percent	12 percent	5 percent	10 percent
Minimum centerline radius	200 feet	150 feet	150 feet	800 feet	150 feet
Minimum tangent between curves of reverse alignment	200 feet	100 feet	100 feet	300 feet	100 feet
Roadway crown	¼"/ft.	¼"/ft.	¼"/ft.	¼"/ft.	¼"/ft.
Minimum angle of street intersections	90 degrees	90 degrees	90 degrees	90 degrees	90 degrees
Maximum grade within 75 feet of intersection	2 percent	2 percent	2 percent	2 percent	2 percent
Minimum r-o-w radii at intersections	10 feet	10 feet	10 feet	20 feet	10 feet
Minimum width of shoulders (each side)	3 feet	2 feet	2 feet	5 feet	N/A

<sup>1</sup> Standards for Privately-owned streets in Open Space Subdivisions shall not be required to meet minimum right-of-way width or minimum pavement width/travel way width contained herein.

<sup>2</sup> A five(5) foot snow and utility easement may be required on each side of a fifty foot right of way.

<sup>3</sup> Maximum street grade may equal 15 percent for a distance for not more than 200 feet in any 1,000 of road.

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

M. Dead End Streets: In addition to the design standards above, dead-end streets shall be constructed to provide a circular turn-around, which shall have a minimum inside diameter of 80 feet from outside edge of shoulder to outside edge of shoulder. The use of a hammer-head turn-around may be permitted as an alternative to a cul-de-sac turn-around. In the case of a hammer-head turn-around, the width shall be 30 feet wide and 80 feet long/measured from the center line of the abutting street and shall be located at least 50 feet from the end of the travel way. The Board may require the reservation of a 20-foot easement in line with the street to provide continuation of pedestrian traffic or utilities to the next street.

The Board may also require the reservation of a 60-foot easement in line with the street to provide continuation of the street where future subdivision is possible.

N. 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 or driveway curb-cuts are proposed, sight distances, as measured along the street onto which traffic will be turning, shall be based upon the posted speed limit and conform to the table below.

Posted Speed Limit (MPH)	25	30	35	40	45	50	55
Sight Distance	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 avoided insofar as possible except as shown on the Comprehensive Plan or at other important traffic intersections. A minimum distance of 125 feet shall be maintained between the centerlines of minor streets and 200 feet between collectors or a collector and minor street.

O. Sidewalks: Where the Planning Board requires the installation of sidewalks, they shall meet these minimum requirements.

1. Bituminous Sidewalks

- a. The gravel aggregate sub-base course shall be no less than 305mm (12 inches) thick after compaction.
- b. The crushed aggregate base course shall be no less than 51mm (2 inches) thick after compaction.
- c. The hot bituminous pavement surface course shall be no less than 51mm (2 inches) after compaction.

2. Portland Cement Concrete Sidewalks

- a. The sand base shall be not less than 6 inches thick after compaction.
- b. The Portland Cement concrete shall be reinforced with 6 inch square, number 10 wire mesh and shall be no less than 4 inches thick.

P. Driveway Entrances:

Entrances shall comply with the provisions of Article 5.20 of the Zoning Ordinance of the Town of Wilton

Q. Common Driveways:

1. Common driveways may serve tow single-family dwelling units. The Code Enforcement Officer shall review and approve all plans for common driveways.
2. The following design and construction standards shall apply to common driveways.

Minimum travel width	12 feet
Minimum angle of street intersections	75 degrees
Maximum grade with 30 feet of intersections	2%

3. Erosion and Sedimentation Control: Adequate provisions shall be undertaken to minimize erosion and sedimentation.
4. Common driveway entrances shall comply with Section N.3 above to the greatest extent practical as determined by the Code Enforcement Officer.

R. Street Openings:

No street openings for underground utilities shall be permitted for a period of five (5) years from the date a public street is paved with a hot bituminous asphalt, except in the case of an emergency as determined by the Road Commissioner.

S. Manholes:

Manholes shall be not less than thirty by thirty (30x30) inches and be of concrete construction. Covers shall be level with the finished grade.

T. Culverts:

Culverts shall be of aluminized Type II steel construction; have a minimum gauge of 16, and a minimum diameter of 15 inches; or Shall be of polyethylene double wall (n-12) corrugated outside with smooth interior and a minimum diameter of 12 inches. All culverts shall have a minimum length of 30 feet for all uses or for any parcel of land on which a new structure will be built; shall be installed so as not to interfere with the existing road drainage; and shall be covered with an amount of gravel equal to or exceeding the diameter of the installed culvert. Culverts shall be sized based on the 25 year storm.

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## Section VII. Street Construction Standards

### A. Minimum thickness of material after compaction:

	Collector	Minor	Privately Owned Street	Industrial Commercial	Mobile Home Parks
Aggregate Sub-base Course (max. sized stone 6")	24"	18"	18"	24"	18"
Crushed Aggregate Base Course	76 mm (3")	76 mm (3")	76 mm (3")	101.4 mm (4")	76 mm (3")
Hot Bituminous Pavement Total Thickness	89mm (3 1/2")	89mm (3 1/2")	NA	89mm (3 1/2")	NA
Surface Course	38mm (1 1/2")	38mm (1 1/2")	NA	38mm (1 1/2")	NA
Base Course	51mm (2")	51mm (2")	NA	51mm (2")	NA

### B. Preparation

1. Before any clearing has started on the right-of-way, the centerline and cut and fill lines of the new street shall be staked or flagged at 50-foot intervals.
2. Before grading is started, the entire right-of-way width necessary for travelway, shoulders, sidewalks, drainageways, and utilities shall be cleared of all stumps, roots, brush, and other objectionable material. All shallow ledge, large boulders, and tree stumps shall be removed from the travelway, shoulders, sidewalks, and drainageways.
3. All organic materials shall be removed to a depth of 2 feet below the subgrade of the roadway. Rocks and boulders shall also be removed to a depth of 2 feet below the subgrade of the roadway. On soils which have been identified as not suitable for roadways, the subsoil shall be removed from the street site to a depth of two feet below the subgrade and replaced with material meeting the specifications for gravel aggregate sub-base in Section VII. C. below.
4. Side slopes shall be no steeper than a slope of 3 feet horizontal to 1 foot vertical and shall be graded, limed, fertilized, and seeded according to the specifications of the erosion and sedimentation control plan.

### C. Bases and Pavement

1. Bases
  - a. 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 meeting the MDOT Standard Specification [703.06(b) Type D]. Should the amount of 4" stones in the gravel not allow for fine grading a 3" layer of crushed base gravel meeting the MDOT Standard Specification [703.06(a) Type A] shall be required.

2. Pavement Joints: Where pavement joins an existing pavement, the existing 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 Board.
  - b. Curbs shall be vertical except when sloped curbs are specifically allowed by the Board.
4. Pavements
  - a. Pavement shall be MDOT HMA (Hot Mix Pavement) as specified in Section 401 of the latest revisions of the Maine Department of Transportation, Standard Specifications for Highways and Bridges, or,
  - b. The base layer of pavement shall be the MDOT specifications for plant mix grade B with an aggregate size no more than 3/4 inch maximum and the surface layer of pavement shall meet the MDOT specifications for 12.5mm HMA with an aggregate size no more than 1/2-inch maximum.
  - c. The Road commissioner shall have the discretion to determine the proper mix.

#### **Section VIII. Additional Improvements and Requirements**

- A. Erosion Control: The procedures outlined in the erosion and sedimentation control plan shall be implemented during the site preparation, construction, and clean-up stages.
- B. Cleanup: 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. If on-site disposal of the stumps and debris is proposed, the site shall be indicated on the Plan and be suitably covered with fill and topsoil, limed, fertilized, and seeded.
- C. All underground utilities, including those intended to service individual lots, shall be installed prior to paving. Longitudinal runs of water and sewer mains shall be laid outside the street bed and clear of any present or designated sidewalks. Utility poles shall be so placed that any present or designated sidewalk may be contained within the boundaries of the street without obstruction by poles or appurtenances.
- D. Monuments: Monuments shall be set at all street intersections and points of curvature, but no further than 750 feet apart along street lines without curves or intersections or as required by the Board of Selectmen. Monuments shall be of granite or concrete not less than four (4) inches square in width or iron reinforcement rods at least 5/8 inches across the top and at least four (4) feet in the ground.

#### **SECTION IX. Certification of Construction**

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 these regulations. "As built" plans shall be submitted to the Municipal Officers.

## SECTION X. Performance Guarantees

- A. Types of Guarantees: With submittal of the application for a street approval, the applicant shall provide one of the following performance guarantees for an amount adequate to cover the total construction costs taking into account the time-span of the construction schedule and the inflation rate for construction costs.
1. A certified check payable to the Town or a savings account or certificate of deposit naming the Town as owner for the establishment of an escrow account; or
  2. A performance bond payable to the Town issued by a surety company approved by the Municipal Officers; or
  3. An irrevocable letter of credit, approved by the Municipal Officers, from a financial institution establishing funding for the construction from which the Town may draw if construction is inadequate; or
  4. An offer of conditional approval limiting the number of units built or lots sold until all required improvements have been constructed.

The conditions and amount of performance guarantee shall be determined by the Board with the advice of the Road Commissioner and Municipal Officers.

- B. Contents of Guarantee: The performance guarantee shall contain a construction schedule, cost estimates for each major phase of construction taking into account inflation, provisions for inspections of each phase of construction, provisions for the release of part or all of the performance guarantee to the developer, and a date after which the developer will be in default, and the Town shall have access to the funds to finish construction and/or stabilize as deemed necessary.
- C. Release of Guarantee: Prior to the release of any part of the performance guarantee, the Board shall determine to its satisfaction that the proposed improvements meet or exceed the design and construction requirements for that portion of the improvements for which the release is requested.
- D. Default: If, upon inspection, the inspector finds that any of the required improvements have not been constructed in accordance with the plans and specifications filed as part of the application, the inspector who shall inform the Code Enforcement Officer shall so report in writing to the Municipal Officers, the Board, and the subdivider or builder. The Municipal Officers shall take any steps necessary to preserve the Town's rights.
- E. The Road Commissioner may in review of plans and accompanying information determine that the complexity of the construction the services of a professional engineer to inspect construction.
- F. Privately-Owned Roads: Where streets are to remain privately-owned roads, the following words shall appear on the recorded plan.

"All roads shall remain private roads to be maintained by the developer or the lot owners and shall not be accepted or maintained by the Town."

Privately owned roads are not subject to inspection by the Town during construction but must comply with the standards contained in Section VI and Section VII.

## SECTION XI. Inspection

- A. Notification of Construction: At least five (5) days prior to commencing street construction or alteration of roads, the applicant shall notify the Code Enforcement Officer in writing of the time when he proposes to commence construction so that the municipal officers can cause inspection to be made to assure that all municipal specifications and requirements shall be met during the construction.
- B. Noncompliance With Plan: If it is found upon inspection that the improvements are not being or have not been constructed in accordance with the approved plans and specifications, the inspector shall so report to the Municipal Officers and Planning Board. The Municipal Officers shall then notify the applicant, and, if necessary, the bonding company, and take all necessary steps to preserve the municipality's rights under the guarantee, security, or bond.
- C. Modification During Construction: If at any time before or during the construction of the street, it is demonstrated to the satisfaction of the appointed inspector that unforeseen conditions make it necessary or preferable to modify the location or design of the street, the appointed inspector may, upon approval of the Board, authorize modifications provided these modifications are within the spirit and intent of the Board's approval. The appointed inspector shall issue any authorization under this section in writing and shall transmit a copy of such authorization to the Board at its next regular meeting.
- D. Inspection Fee: The Board may assess the applicant a fee to cover the costs of construction inspection.

## SECTION XII. Waivers

- A. Where the Board makes written findings of fact that the applicant will suffer an undue economic or other hardship if the requirements of this Ordinance are strictly applied, it may waive the necessity for strict compliance with the requirements of this Ordinance in order to provide relief from the hardship in question and to permit a more practical and economical development provided, however, that the public health, safety, and welfare will not be compromised and further provided that the waivers in question will not have the intent of nullifying the effect of this Ordinance.
- B. In granting waivers to any provision of this Ordinance in accordance with Section XII.A., the Board shall require such conditions as will assure that the objectives of this Ordinance are met.

## SECTION XIII. Separability

If any section, subsection, sentence, clause, phrase, or portion of this Ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision and such holding shall not affect the validity of the remaining portions thereof.

## SECTION XIV. Appeals

An appeal may be taken within 30 days from the Board's decision on the application, by any party to the Board of Appeals.

## SECTION XV. Amendments

- A. Initiation of Amendments: An amendment to this Ordinance may be initiated by:
  - 1. The Planning Board, provided a majority of the Board has so voted;
  - 2. Request of the Municipal Officers; or

3. Written petition of a number of voters equal to at least 10 percent of the number of votes cast in the municipality at the last gubernatorial election.
- B. The Planning Board shall hold a public hearing on the proposed amendment. Notification of the hearing shall be posted and advertised in a newspaper of general circulation in the municipality at least seven (7) days prior to the hearing.
  - C. Adoption of Amendment: An amendment of this Ordinance shall be adopted by a majority vote of the Town Meeting.

## SECTION XVI. Definitions

In this Ordinance, the following terms have the following meanings unless a contrary meaning is required by the context or is specifically prescribed. Terms not defined shall have their customary dictionary meaning.

**Arterial Street:** A major thoroughfare which serves as a major traffic way for travel between and through the municipality, such as US Route 2 East and West, Weld Road, Depot Street, US Route 4, Route 133.

**Average Daily Traffic-** The average number of vehicles per day that travel over a specific section of a street or street.

**Collector Street:** A street servicing at least twenty lots or dwelling units, or street which serves as feeder to arterial streets and collector of traffic from minor streets.

**Common Driveway:** A vehicle access way serving two dwelling units

**Existing Public Street:** Streets which are maintained by the Town of Wilton and/or the State of Maine.

**Industrial or Commercial Street:** A street servicing industrial or commercial uses.

**Inspector:** Road Commissioner, Road Foreman, or Professional Engineer.

**Major Subdivision:** A subdivisions with five or more lots or units or any subdivision with a proposed road.

**Minor Street:** A street servicing less than twenty lots or dwelling units.

**Minor Subdivision-** A subdivision with less than five lots or units.

**Privately Owned Street:** A street which is not intended to be dedicated as a townway serving three (3) or more dwelling units.

**Reconstructed:** Reconstructed means the rebuilding of a street or section of a street to improve its serviceability or the rebuilding, including new sub base on more than half the project length, base, pavement, shoulders and ditched of a street or section of a street.

**Repair:** Repair means to take necessary action to fix normal damage or storm damage.

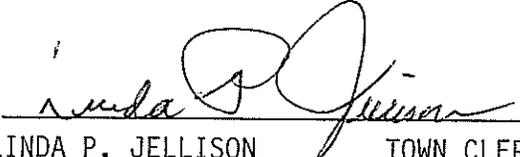
**Reserve Frontage Street:** A street which provides residential frontage other than that on a through traffic street.

**Street:** Public and private ways such as alleys, avenues, highways, roads and other rights-of-way, as well as areas on a subdivision plans designated as rights-of-ways for vehicular access, other than driveways, farm roads or logging roads.

Water Course: Any natural or artificial stream, river, brook, ditch, culvert or drain in which water flows in a definite direction or course, either continuously or intermittently.

JUNE 16, 2005  
WILTON, MAINE

A TRUE COPY  
ATTEST:

  
LINDA P. JELLISON TOWN CLERK

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