

# TOWN OF UNION

Office of Selectmen, Town Manager, Assessor, Code Enforcement, Treasurer & Road Commissioner  
Phone: 785-3658

## CULVERTS

**APPLICANT:**

Property Owner: \_\_\_\_\_ Date: \_\_\_\_\_

Location: \_\_\_\_\_ Map \_\_\_\_\_ Lot \_\_\_\_\_

Note: Dig Safe Must Be Notified 1-888-344-7233 Your Phone # \_\_\_\_\_

**NO used culverts. Culverts should extend at least one (1) foot beyond dirt on each side.**

**If a state road or state aid road entrance will need to be approved by Maine D.O.T. All new entrances onto town roads must have Union Road Commissioners (or designees) approval.**

**If a culvert is required purchase and initial installation is the responsibility of the property owner. The Town of Union may maintain it thereafter.**

**The proposed location must be drawn on the back of this form and marked at the site by stakes and flagging or paint on the side of the roadway.**

**15" minimum diameter culvert and proper installation if required (any questions please ask).**

**SIGN: \_\_\_\_\_ DATE SUBMITTED \_\_\_\_\_**

**PUBLIC WORKS:**

### ROAD COMMISSIONER OR HIGHWAY SUPERVISOR

Culvert needed Diameter \_\_\_\_\_ Length \_\_\_\_\_

No Culvert needed \_\_\_\_\_

Additional Information \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Road Commissioner or Highway Supervisor: \_\_\_\_\_ Date: \_\_\_\_\_

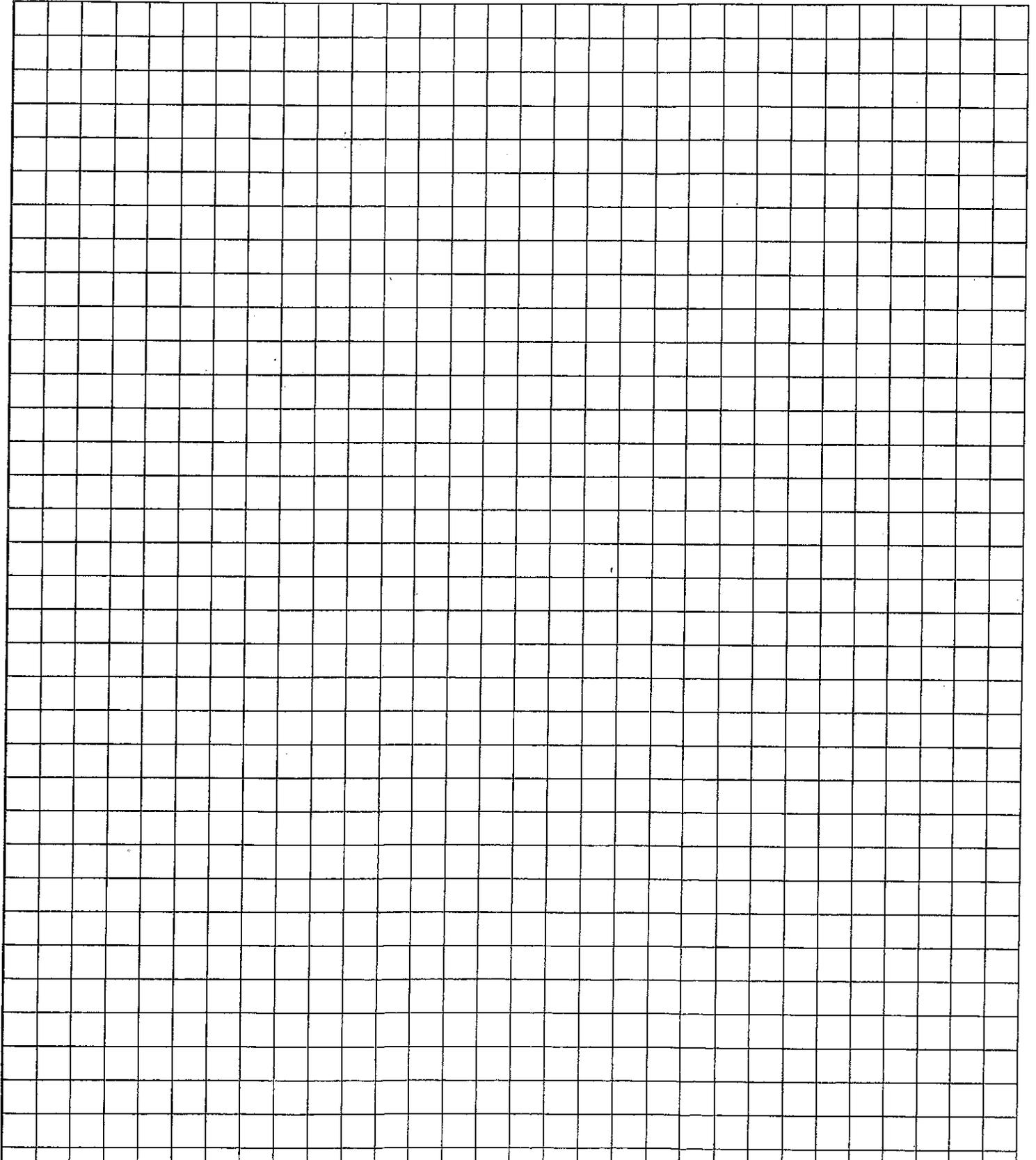
( OVER )

# Site Plan Drawing

(Scale not required)

The purpose of this site plan is to ensure that the proposed construction meets the setbacks required by Union Ordinances and State Regulations

Please include in your site plan drawing: (1)Property lines of your lot (2)Roads and driveways (3)Waterbodies including brooks, wetlands and ponds (4)Location of all existing structures on the lot (5)Location of proposed structure or addition showing all setbacks



## ACCESS MANAGEMENT STANDARDS

### 1.10.9.2 APPLICABILITY

These standards apply to all proposed public and private accesses (driveways & entrances) onto municipal roadways within the Town of Union.

These standards also apply to the alteration of existing entrances and driveways onto municipal roadways, and to changes in use on the property serviced by such entrances and driveways.

STATE ROADS require DOT approval.

### 1.10.9.6 SIGHT DISTANCE REQUIREMENTS (SEE TABLE)

### 1.10.9.7 SPACE REQUIREMENTS (SEE TABLE)

### 1.10.9.8 CORNER CLEARANCE at least 75 ft. from intersections

### 1.10.9.9 ACCESS POINT WIDTH If less than 30% larger vehicles width of a two-way driveway between 22 & 30 ft. If more than 30% large vehicles 30 to 42 ft.

Driveways must be designed in accordance with the Maine DOT Standard Details.

### 1.10.9.10 THROAT LENGTH Minimum of 20 feet of throat length for entering and exiting onto a Town or State road. If 100 to 400 vehicles in the peak hour must be at least 60 feet of throat length. Over 400 must have a traffic impact study.

### 1.10.9.11 SEPARATOR STRIPS Must be installed between parking area and roadway and along the throat.

### 1.10.9.12 DECELERATION LANES AND TAPERS Where access point volumes are to exceed 100 peak hour directional trips a right –turn taper deceleration lane and or left-turn by pass lane may be required.

### 1.10.9.13 ACCESS POINTS PER LOT Lots are limited to one two-way access or two one-way accesses unless over 100 directional trips peak hour.

### 1.10.9.14 ONE-WAY ACCESSES If predominant traffic volume is truck traffic must permit the truck to enter or leave safely and smoothly.

1.10.9.15 ACCESS RELATIONSHIP TO LOT LINE No part of an access shall be located closer than 5 feet from a side or rear lot line unless it is a common or shared access.

1.10.9.16 EXISTING ACCESSES Except for shared access accesses that do not comply with the requirements of the access management standards shall be closed with any change of use.

1.10.9.17 ACCESS INTERSECTION ANGLE/RADIUS OF EDGE To maximum practical, access must be constructed perpendicular (90 degrees) to roadway at access point, but in no case less than 75 degrees. Except...

1.10.9.18 TURNAROUND AREA/PARKING Accesses will be designed such that all maneuvering and parking of any vehicle will take place outside of the roadway so vehicles may exit the premises without backing onto roadway. All accesses must have a turnaround area with a width of at least 8 feet and a length of at least 15 feet or the length of vehicle, whichever is greater.

1.10.9.19 RETROFITS When the owner of a property with an existing, nonconforming access point applies for a permit to upgrade or change the use of the property and/or the access point, the property owner may be required to establish a retrofit plan....

1.10.9.20 TRAFFIC SIGNALS Access points on arterial and collector streets may be required to be signalized in order to provide safe and efficient traffic flow.....

1.10.9.21 SHARED ACCESS Shared or joint use of an access is strongly encouraged.....

1.10.9.22 PARKING LOT CONNECTIONS Where a proposed parking lot is adjacent to an existing parking lot of a similar use, there shall be a vehicular connection between the two parking lots where physically feasible,.....

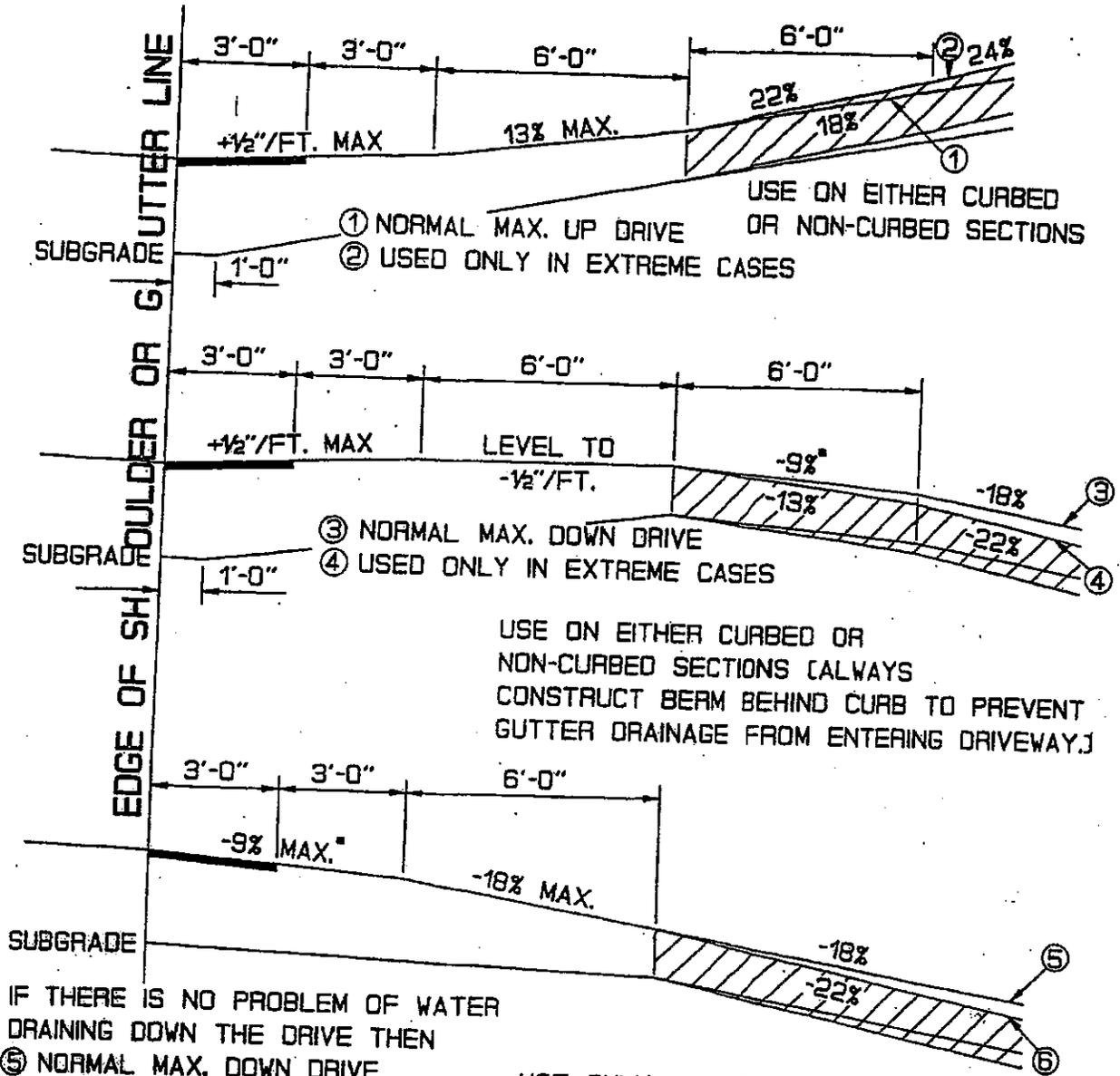
1.10.9.23 JOINT AND CROSS ACCESS major traffic generators ....shall provide cross walks....

1.10.9.23.1 – 1.10.9.23.5.3 **Requirements for large commercial ventures**

1.10.9.24 PHASED DEVELOPMENT Development comprised of more than one building site shall not be considered separate properties in relation to these access standards....

1.10.9.25 TRANSIT ACCESS – **For public transportation..**

1.10.26 – 1.10.9.29 **Covers Waivers and Variances**



**GENERAL NOTES:**

1. THE FIRST 3' SHOWN AS PAVEMENT SHALL BE PAVED ONLY WHEN ABUTTING A PAVED AREA.
2. ALL RESIDENTIAL OR COMMERCIAL DRIVES 10% AND OVER SHALL BE PAVED.

**NOTES ON MAXIMUM DRIVEWAY PROFILES:**

1. THESE PROFILES ARE A GUIDE FOR THE MAJORITY OF CASES. BUT SHOULD BE FIELD CHECKED WHEN THE MAIN LINE GRADE IS STEEP (4% TO 6% OR GREATER) OR THE ANGLE OF APPROACH TO THE DRIVE IS UNUSUAL.
2. GENERALLY THE MAJORITY OF DRIVES ON A PROJECT WILL BE BUILT WITH FLATTER PROFILES THAN THESE MAXIMUM CASES.
3. WHEN GRADING DRIVES WHICH ARE FLATTER THAN THE MAXIMUM PROFILES THE FOLLOWING RULE OF THUMB SHOULD BE USED; DO NOT EXCEED A GRADE % CHANGE OF MORE THAN 9% IN A 6 FOOT INCREMENT OF DRIVEWAY LENGTH. THIS APPLIES TO BOTH UP AND DOWN PROFILES.