

- (2) For any street with a projected traffic of 251-400 ADT, a curb to curb width of 24 feet on a right-of-way of not less than 30 feet may be approved.
 - (3) For streets with a projected traffic between 401 and 2000 ADT, a curb to curb width of 30 feet on a right-of-way not less than 40 feet may be approved.
- e. Without regard to the length of the street, any other reduction of width of curb and gutter streets may only be considered if
- (1) Parking on the street is restricted and
 - (2) Access to the street is limited to street connections.

If significant on street parking occurs on streets specifically designed with the presumption on street parking would be minimal, restrictions may be required if operational problems develop. In addition, parking restrictions may be necessary for some maintenance operations.

In the cities and towns that maintain their own streets, pavement reductions in accordance with this section are approved by* their designated "resident engineer" as defined in the Subdivision Street Requirements.

C. PARKING LANE WIDTHS (CURB AND GUTTER ONLY)

1. The use of curb and gutter anticipates on-street parking will be accommodated, using the following widths for the parking lane:

Residential Streets – 7 feet in width measured from the face of curb

Commercial and mixed use – 8 feet in width measured from the face of curb

D. INTERSECTIONS

1. Angle of intersection

Streets should intersect at right angles; however, intersecting angles between 70 and 90 degrees are allowed.

A landing, a minimum of 50' in length and having a maximum vertical grade of 2%, should be provided at each intersection. Sign islands may be permitted if approved by the Resident Engineer.

* Rev. 1/06