

TABLE 4.3
CARTWAY AND RIGHT-OF-WAY WIDTHS

<u>Street type^a</u>	Total avg. daily traffic 1,500 [†] †(loop—750 each half)	Traveled way	No. of parking lanes ^b	Parking Lane width	Cartway width	Curb or shoulder ^h	Sidewalk or graded area ⁱ	Right- of-way width ^l
Residential access								
a. Parallel parking								
Low intensity		21 feet	1	7 feet	28 feet	None	1 SW 1GA	50 feet
Medium intensity		21 feet	1	7 feet	28 feet	Curb	2 SW	50 feet
High intensity (on-street parking)		21 feet	1	7 feet	28 feet	Curb	2 SW	50 feet
b. Nonparallel parking (all intensities)								
One-side parking		24 feet	1	18 feet		Curb	2 SW ⁿ	54 feet
Two-side parking		24 feet	2	36 feet		Curb	2 SW ⁿ	72 feet
c. No parking								
High intensity (off-street parking)		20 feet	0	0 feet	20 feet	None	2 SW	50 feet
Neighborhood (all intensities)	1,500	16 feet	2	14 feet	30 feet ^c	Curb	2 SW	50 feet
Minor Collector ^l	3,500							
Low intensity ^d with no parking		20 feet	0	0 feet	20 feet	None	1 SW 1 GA	50 feet
Low intensity with one parking lane		21 feet	1	7 feet	28 feet	Curb	1 SW 1 GA	50 feet
Medium and High intensities								
With one parking lane		21 feet	1	7 feet	28 feet	Curb	2 SW	50 feet
With two parking lanes		22 feet	2	14 feet	36 feet	Curb	2 SW	60 feet
With off-street parking		22 feet	0	0 feet	22 feet	Curb or shoulder	2 SW	50 feet
Major Collector ^l	7,500							
Low intensity		24 feet	0	0 feet	24 feet	None	2 SW	50 feet
Medium and High intensities		24 feet	0	0 feet	24 feet	Curb or shoulder	2 SW	50 feet if curb, 54 feet if shoulder
Special Purpose Streets								
Rural street ^k	500	20 feet	0	0 feet	20 feet	None	2 GA	40 feet
Rural lane ^k	200	18 feet	0	0 feet	18 feet	None	2 GA	40 feet
Alley (one way)					9 feet			11 feet
Alley (two way)		18 feet	0	0 feet	18 feet	None	2 GA	40 feet
Cul-de-sac (stem) ^e	250							
Marginal access street ^f								
Divided street ^g								
Multifamily access cul-de-sac ^m	1,000							
Multifamily court ^o	Note ^p							

NOTES:

^aSee Table 4.2 for definitions of street hierarchy and N.J.A.C. 5:21-4.2 for definitions of low, medium, and high intensity of development.

^bParking lane refers to parallel parking, except in the case of residential access streets with nonparallel parking, which have perpendicular parking.

^cThe 30 foot cartway would accommodate two seven foot parking lanes and a 16 foot traveled way.

^d20 foot minor collector cartways are permitted only when there is no direct driveway access to or from the street in question.

^eCartway widths of cul-de-sac stems should conform to the applicable street type. Right-of-ways for cul-de-sac stems shall extend a minimum of eight feet beyond the cartway. Cul-de-sacs shall provide for a cartway turning radius of 40 feet and a right-of-way line eight feet beyond the edge of the cartway. No agreement to exceed the turning radius specified shall be executed pursuant to N.J.A.C. 5:21-3.6 for purposes of emergency vehicle access unless supporting documentation prepared by the planning or zoning board of adjustment engineer is submitted demonstrating that the specific emergency vehicle in question cannot negotiate this turn.

^fCartway and right-of-way widths of marginal access streets and right-of-way requirements should conform to standards of either residential access or minor collector streets, as dictated by average daily traffic. If the classification is a minor collector requiring a 36 foot cartway, cartway width may be reduced to 28 feet, since frontage is restricted to one side of the street.

^gCartway widths of divided streets should conform to standards of street classification, as dictated by anticipated average daily traffic, and be applied as aggregate dimensions of two street segments. Divided streets shall be provided with cut-throughs at a maximum of 1,200 foot intervals.

^hSee N.J.A.C. 5:21-4.3(c) for additional requirements.

ⁱRight-of-way width applies only to streets proposed for dedication as shown on approved plans.

^jSee N.J.A.C. 5:21-4.5(b) for additional requirements.

^kRural streets and rural lanes are permitted only within developments which do not exceed an average daily traffic count of 500 and 200, respectively.

^lMunicipalities may require additional width for major or minor collectors which are part of a designated bicycle route as indicated in the circulation part of the municipal master plan to make them consistent with the AASHTO guidelines for bicycle-compatible streets.

^mCartway widths of multifamily cul-de-sac stems should conform to the applicable residential access street type. Cul-de-sacs shall provide for a cartway turning radius of 40 feet or other suitable means for vehicles to turn around, such as hammerheads. Where not located on private property, a right-of-way line eight feet beyond the edge of the cartway shall be provided. No agreement to exceed the turning radius specified shall be executed pursuant to N.J.A.C. 5:21-3.6 for purposes of emergency vehicle access unless supporting documentation prepared by the planning or zoning board of adjustment engineer is submitted demonstrating that the specific emergency vehicle in question cannot negotiate this turn.

ⁿSidewalks provided for streets with nonparallel parking shall be placed in accordance with N.J.A.C. 5:21-4.5(e).

^oCartway and right-of-way widths for multifamily courts shall comply with the design criteria for residential access streets, based on the parking configuration. Multifamily courts need not be provided with a means of turning around; however, their length shall not exceed 300 feet.

^pThere is no ADT limit for multifamily courts; however, the length of a multifamily court is limited to 300 feet.

Administrative correction.

See: 29 N.J.R. 1296(a).

Amended by R.1999 d.374, effective November 1, 1999 (operative May 1, 2000).

See: 31 N.J.R. 477(a), 31 N.J.R. 3259(a).

In Table 4.3, combined Medium and High Intensity Street Types, changed Parking Loop Right-of-Way Widths, rewrote Note e, added "as shown on approved plans" at the end of Note i, and added Note l.

Amended by R.2000 d.480, effective December 4, 2000 (operative June 3, 2001).

See: 32 N.J.R. 2670(b), 32 N.J.R. 4277(a).

In (b), substituted "8" for "15" under Dwelling Units per Gross Acre; inserted (e); and in Table 4.3, inserted footnote "m" and all references thereto in the body of the table.

Public Notice: Special area standards.

See: 33 N.J.R. 897(a).

Amended by R.2002 d.399, effective December 16, 2002.

See: 34 N.J.R. 2615(a), 34 N.J.R. 4412(a).

Rewrote Table 4.3.

Public Notice: Notice regarding the Publication of two Notices of Adoption in the December 16, 2002 New Jersey Register.

See: 34 N.J.R. 4343(a), 4412(a), 35 N.J.R. 219(b).

Amended by R.2004 d.35, effective January 20, 2004.

See: 35 N.J.R. 3981(a), 36 N.J.R. 447(a).

Revised Table 4.3.

Administrative correction.

See: 36 N.J.R. 949(a), 1751(b).

Amended by R.2005 d.56, effective February 7, 2005.

See: 36 N.J.R. 4025(a), 37 N.J.R. 481(c).

Rewrote (b).

Amended by R.2007 d.177, effective June 4, 2007.

See: 38 N.J.R. 3698(a), 39 N.J.R. 2234(a).

In footnotes e and m of Table 4.3, added the fourth sentence.

5:21-4.3 Curbs or curbs and gutters

(a) Curbs or curbs and gutters shall be used for drainage purposes, safety, and delineation and protection of pavement edge. Where, based on stormwater management system design, there is determined to be a problem with runoff, curbs or curbs and gutters shall be used.

(b) Curb requirements shall vary according to street hierarchy and intensity of development, in accordance with the requirements set forth in Table 4.3 in N.J.A.C. 5:21-4.2. Generally, curbs shall be required on streets with on-street parking.

(c) Where curbing is not required, edge definition and stabilization shall be furnished for safety reasons, and to prevent pavement unraveling. Curbing may be required for: stormwater management, road stabilization, delineation of parking areas, 10 feet on each side of drainage inlets, intersections, corners, and tight radii.

(d) Curb requirements may be waived by the appropriate municipal approving agency, and shoulders and/or drainage swales used when it can be shown that: shoulders are required by CAFRA; soil and/or topography make the use of shoulders and/or drainage swales preferable; and/or the community desires to preserve its rural character by using shoulders and/or drainage swales instead of curbs. In cases of medium development intensity, the curbing requirement may be waived where front setbacks exceed 40 feet and it can be demonstrated that sufficient on-site parking exists.