



State of New Jersey
DEPARTMENT OF COMMUNITY AFFAIRS

CHRISTINE TODD WHITMAN
Governor

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Commissioner

Clarification on . . .

RURAL STREETS AND LANES

In the Residential Site Improvement Standards

Rural streets and lanes are special-purpose streets, as shown in Table 4.3 (Cartway and Right-of-Way Widths) of the Residential Site Improvement Standards. They are relatively narrow streets meant for rural development. The design standards do not require sidewalks or parking lanes. According to Table 4.2, Residential Street Hierarchy Definitions, the criteria for these types of lanes and streets are: density is one dwelling unit per acre or lower, road primarily serves as access to abutting building lots, there is no on-street parking, and lot-to-street access is designed so vehicles do not back out of lots onto the street.

Rural streets have a cartway width of 20 feet and are intended for use in subdivisions with an average daily traffic (ADT) count of 500 or less; e.g., a development of under 50 single-family houses. Rural lanes (18-foot cartway) are intended for developments with an ADT of 200 or less. In both instances, design engineers must consider the ADT for *the entire subdivision, not just the portion of the development along the proposed street or lane*. Footnote k in Table 4.3 specifies this. Rural streets and lanes are not intended to be used in subdivisions generating over 500 or 200 ADT, respectively. Consequently, if the development contains a higher-order street (residential access, neighborhood, minor collector, major collector), the use of rural streets and lanes is not permitted or possible.

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