

STREETS

307 STREET CLASSIFICATIONS AND WIDTHS

Proposed streets shall be classified by the Board as provided below, depending upon the amount of traffic they are projected to accommodate.

1) Major Street- Designed to accommodate large volumes of moderate speed traffic with access to abutting lots controlled. Major streets are thoroughfares, and carry through traffic between the various parts of the city. Major streets shall have a minimum right of way of one hundred (100) feet. (See Appendix A, Plate-1.) This category includes Industrial Subdivisions.

2) Collector Street- Designed to accommodate and direct traffic generated by minor streets in one or more neighborhoods or subdivisions to major street, and other areas of the city. Collector streets shall have a minimum right of way of seventy (70) feet. (See Appendix A, Plate 1.)

3) Minor Street- Designed for use by local residential and service traffic only. The function of a minor street is to provide direct access for abutting homes to collector streets, and the city street system. Minor streets shall have a minimum right of way of fifty (50) feet. (See Appendix A, Plate-1.)

In no case shall the minimum widths of street rights of way be less than fifty (50) feet. Final determination of street classifications and widths shall be by determination of the Board.

308 LOCATION

1) All streets in the subdivision shall be designed so that, in the opinion of the Board, they will provide safe vehicular travel. Due consideration shall also be given by the subdivider to the attractiveness of the street layout in order to obtain the maximum livability and amenity of the subdivision.

2) The proposed streets shall conform as far as practicable to the most recent issue of the master plan as adopted or amended in whole or in part by the Board.

3) Provision satisfactory to the Board shall be made for the proper projection of streets, or for access to adjoining property which is not yet subdivided.

4) Reserve strips prohibiting access to streets or adjoining property shall not be permitted, except where, in the opinion of the Board, such strips shall be in the public interest.

5) Where a subdivision abuts an existing or proposed expressway, major or collector street, the Board may require marginal access streets, reverse frontage with screen planting contained in a non-access reservation along the rear property line, extra deep lots or such other treatment as may be necessary for adequate protection of through and local traffic.

6) Residential streets shall be so laid out that their use by higher speed traffic will be discouraged.

7) Private streets are prohibited, but streets closed to public travel are prohibited, private streets will be approved only if they meet public street standards.

8) Alleys shall not be permitted.

9) Where a subdivision proposal covers only a part of a tract of land in a single ownership, the Planning Board may require the subdivider to furnish a sketch of a contemplated street system to the standards of this article for the whole of such tract, including the part not theretofore submitted.

309 ALIGNMENT

1) The minimum centerline radii of curved streets shall be as follows:

Minor (Residential) Street:	One Hundred and fifty (150) feet
Collector Street:	Three Hundred (300) feet
Major Street:	Eight Hundred (800) feet

2) All reverse curves on major and collector streets shall be separated by a tangent at least one hundred (100) feet long.

3) Streets shall be laid out so as to intersect as nearly as possible at right angles. No street shall intersect any other street at less than sixty (60) degrees. The maximum number of ways converging at an intersection shall be kept to four (4), with the center line of said street intersections at one common point.

4) Property lines at street intersections shall be rounded with a street line radius of not less than thirty (30) feet.

5) The offset of centerlines of streets in intersection with a common street, whether the same or opposite side of that common street, shall occur not less than two hundred and fifty (250) feet apart.

6) The grading at the intersection of ways shall be so designed as to be safe and convenient for travel, and to direct the flow or surface water in a suitable manner.

7) The developer, applicant, contractor, their heirs or assigns are responsible for the sanding and plowing of the subdivision until the roadways are accepted by the City of Taunton Municipal Council. The applicant shall file with the City a separate escrow account, in an amount equal to the amount to cover the cost of the City being called to do the job (15 storms per year x per linear foot cost times linear feet of roadway of all subdivision road lengths for up to one (1) year past the estimated completion date). The D.P.W. Commissioner can draw off that account for the cost to the City for sand, manpower, trucks, maintenance of vehicles at the current state rates applicable to the work.

310 GRADE

1) The gutterline grade for any street shall not be less than eight tenths percent (0.80%).

2) The maximum centerline grade shall be in accordance with the following table:

TYPE OF STREET	MAXIMUM GRADE
Minor (Residential)	6%
Collector	5%
Major	3%

3) When the grade at any approach to an intersection exceeds six percent (6%), a platform shall be provided for a distance of not less than forty (40) feet, measured from the exterior line of the intersecting street.

4) Grades at intersection of more than two per cent (2%) for the first forty (40) feet, and more than four percent (4%) for the next thirty (30) feet will not be approved.

5) All streets shall be free of abrupt and frequent changes. A vertical curve is required for any grade change over one percent (1%). All summits of vertical curves shall be constructed in a manner which provides visibility as given below:

<u>TYPE OF STREET</u>	<u>MINIMUM FORWARD SIGHT DISTANCE</u>
Minor	150 Feet
Collector	200 Feet
Major	300 Feet

6) Grades must be set such that the gutter grades along the proposed roadway slope away from the existing gutter grades to result in a low spot six (6) inches lower than the lowest abutting existing gutter grade.

311 DEAD END STREETS

1) Dead end street, whether temporary or permanent, shall not be longer than one thousand (1,000) feet unless, in the opinion of the Planning Board, a greater length is necessitated by topography or other local conditions.

2) Dean end streets shall be provided at closed end with a turnaround having an outside roadway diameter of one hundred and twenty (120) feet.

3) Throughout the whole of the rotary the grades shall be as flat as practicable, and shall not exceed three percent (3%)

312 CURB CUTS

Driveway cuts shall not be within fifty-five (55) feet of the intersection of the street line of intersecting streets, nor within the intersection radius curve.