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Reviews

Very helpful to all of class of folks. This is certainly for all who statte there had not been a worthy of studying. Once you begin to read the book, it is extremely difficult to leave it before concluding.
(Jayda Lehner Jr.)

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Rarebooksclub.com, United States, 2012. Paperback. Book Condition: New. 246 x 189 mm. Language: English . Brand New Book ***** Print on Demand *****.This historic book may have numerous typos and missing text. Purchasers can download a free scanned copy of the original book (without typos) from the publisher. Not indexed. Not illustrated. 1921 Excerpt: . As in the suburban districts it is future traffic that is to be provided for, traffic counts will have relatively slight bearing on such estimates. The minimum provision, except possibly for short one-way lanes, is two lines. The majority of local streets should have pavements wide enough for three lines and no more. It has been the custom throughout the middle west to pave local streets thirty-five and forty feet wide, thereby wasting large sums of money, and usually making it impossible to lay the best type of pavement, owing to the great expense. Twenty-four feet of pavement is wide enough to allow a vehicle to pass down the middle of the street between two others standing at either curb, or to pass on either side of a vehicle moving slowly down the middle. Except on local streets, however, there should normally be an even number of lines of traffic, for the central one would be of little value. Four lines are sufficient for secondary highways. Thoroughfares should normally include a space for a two-track car line and four lines of traffic, thus providing room for a vehicle to pass another at the curb without turning out upon the car track. Where the heaviest traffic is anticipated three or even four lines on either side may ultimately not be too many, and the electric cars may require a central reservation, in order to maintain a reasonable speed. These main routes are shown on Map 6....



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