Table 5.1: Summary of RoW Widths for Typical and Minimum Streets

Street Family	Type	Land Use Context RoW Width (m)				
		City	Town	Commercial	Residential/ Emirati Neighbourhood	Industrial
Typical Utility Corridors Arrangement						
Boulevard	Without Frontage Lane		45		45	
	With Frontage Lane	55		54		56
Avenue	Without Frontage Lane with On-Street Parking and Cycle Track on both sides	43	42	41	40	41
Street	With On-Street Parking on both sides	22	21 *	21	20	24
Access Lane	With On-Street Parking on one side				16	
	Typical Access Lane	12	12	12	13.5	13
Minimum Utility Corridors Arrangement						
Boulevard	Without Frontage Lane with Utility Tunnel	34				
	Without Frontage Lane	41				
	Without Frontage Lane with Cycle Track on both sides	45				
	With Frontage Lane	50				
Avenue	Without Frontage Lane	28			26	28
	Without Frontage Lane with On-street Parking on both sides	35			33	35
	Without Frontage Lane with On-street Parking and Cycle Track on both sides	38				
	With Frontage Lane	40				
Street	With On-street Parking on both sides					22
	With On-street Parking and Cycle Track on both sides	25				
Access Lane ǂ	With On-street Parking on one side	18				18
	With On-street Parking on both sides				18.5	
	Adjacent to Primary Substations	11				

Notes:

Wherever possible, new streets should be designed using the typical corridor arrangements, as found in Appendix C. Where RoW is limited, minimum utility corridor arrangements as found in Appendix D may be used. When using the USDM to develop a street, the total RoW shall not be less than the RoW presented for the minimum utility corridors arrangement.
*Two sections are provided in the Manual: showing a tree on one side; and showing a tree on both sides.
ǂThe utility corridor arrangement for Access Lanes adjacent to substations is found in Section 4.3.7.