



Notes:

* If a USDM 'typical street' configuration is used, adjustment of utility corridors may not be required (refer to Chapter 5 for further details).

1. The development of utility corridor arrangements is most efficient when the street and Pedestrian Realm design follow the USDM and PRDM respectively.

2. Utility network design is subject to utility provider approval. For any given utility network design, larger utilities generally should be allocated to wider Street Families, in line with corridor widths provided in the Manual.

Figure 3.2: Step-by-step guide for utility corridors arrangements for new streets