

Step III: Select Closest Applicable UCDM Cross Section Arrangement

This step consists of selecting the closest applicable cross section from the typical or minimum cross sections provided in Appendices C and D of this Manual.

Each street type as highlighted in Figures A.2 and A.3 requires a corresponding utility corridor arrangement.

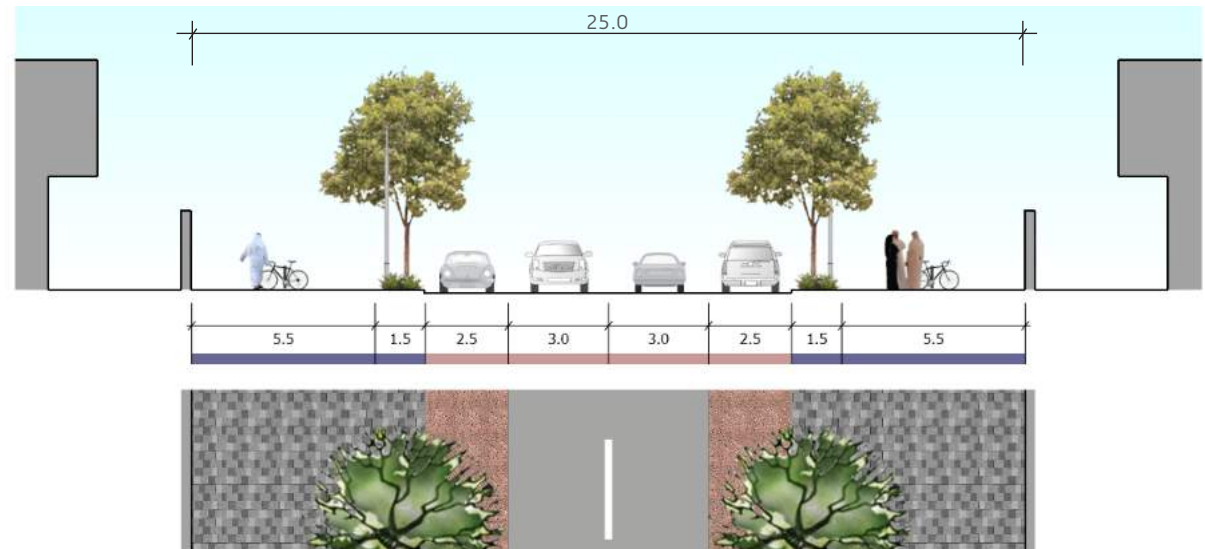
The selected street typology for this example is a 25 m Residential Street, as developed by the transport and urban planners, and is illustrated in Figure A.6.

In order to select the closest applicable utility cross section arrangement, the following key points from the street design are observed:

- The overall RoW width is 25 m: This value serves to ensure the closest applicable cross section width selected from the UCDM does not exceed 25 m;
- The number of Travel Lanes is two: This is required to confirm that the correct street typology is selected;
- Cycle Tracks exist on both sides; and
- On-street Parking exist on both sides;

Based on the above observations and understanding of the street composition, the cross section illustrated in Figure A.7 was selected from the UCDM as the closest applicable cross section.

It is observed that the width of the Pedestrian Realm and number of tree corridors are different, and hence adjustment will be required in Step IV.



Source: USDM online design tool

Figure A.6. Sil'a 25 m wide Street (as developed by transport and urban planners)

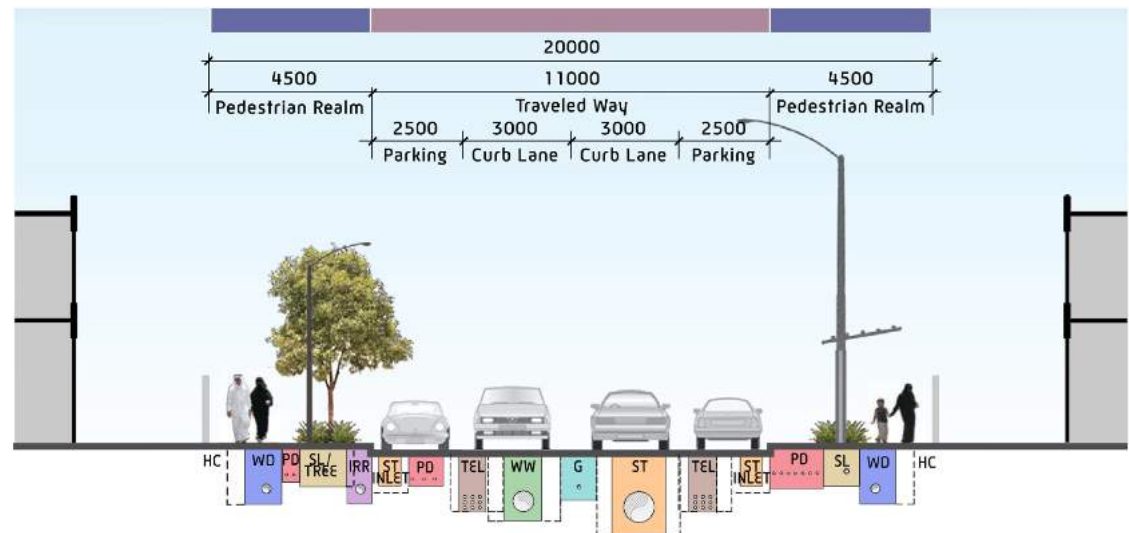


Figure A.7. UCDM typical Residential Street (20 m wide)