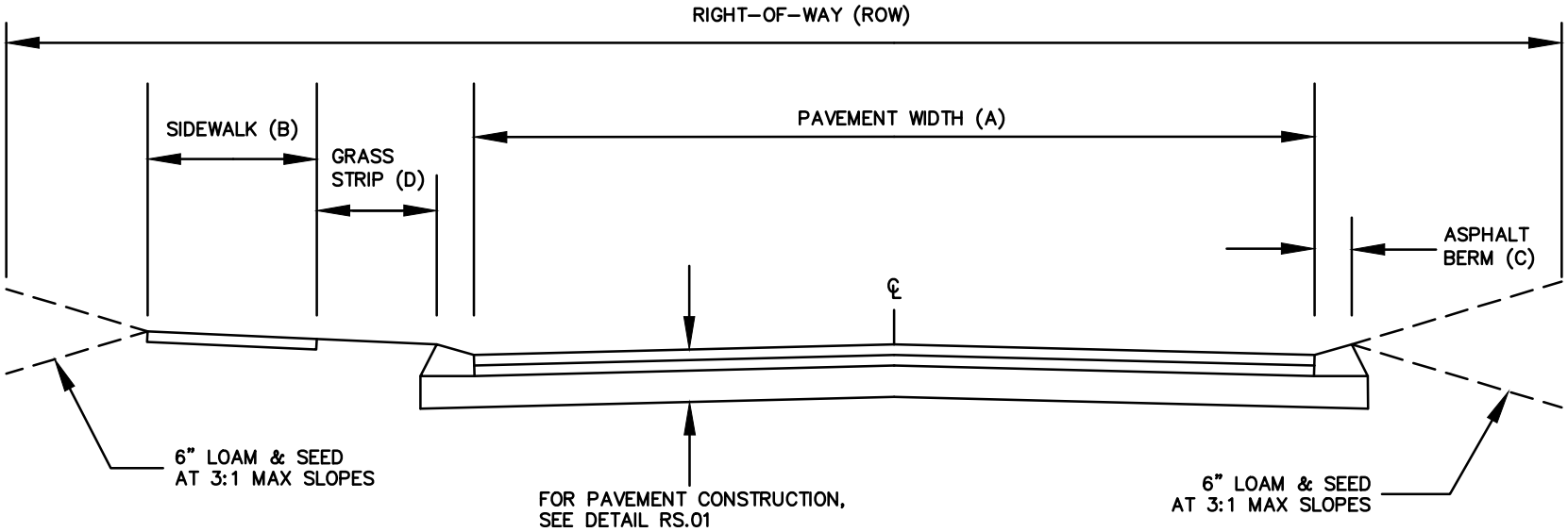

TYPICAL ROADWAY CROSS-SECTION

ROADWAY CROSS-SECTION	MINIMUM ROADWAY SECTION WIDTHS (FT)				
	ROW	(A)	(B)	(C)	(D)
CROSS–SECTION #1	35	22	5*	1	–
CROSS–SECTION #2	40	28	5*	1	–
CROSS–SECTION #3	40	24	5*	1	3
CROSS–SECTION #4	30	24	–	1	–

* SIDEWALKS WILL BE REQUIRED; IF THE PRIVATE WAY LEADS TO A PUBLIC FACILITY, IF THE PRIVATE WAY INTERSECTS A PUBLIC WAY THAT HAS AN EXISTING SIDEWALK OR WHERE A SIDEWALK CURRENTLY EXISTS ON THE PRIVATE WAY.

NOTES:

1. ALL PRIVATE WAYS PETITIONING TO BECOME A PUBLIC WAY WILL BE CONSTRUCTED HAVING A CROSS–SECTIONAL DETAIL AS DESCRIBED IN THE TYPICAL ROADWAY CROSS–SECTION TABLE. THE CROSS–SECTION UTILIZED WILL BE DETERMINED BY THE ENGINEERING DEPARTMENT.
2. PARKING WILL ONLY BE ALLOWED ALONG ONE SIDE OF THE ROADWAY FOR CROSS–SECTIONS #1, #3 AND #4.
3. PARKING WILL BE ALLOWED ON BOTH SIDES OF THE ROADWAY FOR CROSS–SECTION #2. THE PARKING WILL BE STRUCTURED ALONG BOTH SIDES OF THE ROADWAY TO ALLOW EMERGENCY RESPONSE VEHICLES THE NECESSARY OPEN LANE WIDTH TO SAFELY AND EFFICIENTLY NEGOTIATE THE ROADWAY.

DEDHAM DPW
DESIGN & CONSTRUCTION STANDARDS

TYPICAL ROADWAY CROSS–SECTION FOR THE ACCEPTANCE OF A PRIVATE WAY AS A PUBLIC WAY

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