

NOTES:

- 1. TO MEET DESIGN CONSIDERATIONS, SEE PROJECT SPECIFICATIONS. STRUCTURAL SECTION OF STREET SHALL BE BASED ON T.I. AND R-VALUE AND APPROVED BY THE CITY ENGINEER.
- 2. IN NO CASE SHALL A LONGITUDINAL STREET GRADE EXCEED 17%.
- 3. CURB TO CURB WIDTH "P" FOR LOCAL STREETS MAY BE REDUCED TO 32 FT PROVIDED NO PARKING IS ALLOWED ALONG ONE SIDE WITH CITY ENGINEER APPROVAL.
- 4. IF OFFSET PROVIDED, FROM STREET ϵ TO CENTER OF CUL-DE-SAC RADIUS, IT MAY BE EITHER SIDE OF ϵ .
- 5. UNLESS OTHERWISE SPECIFIED OR DIRECTED, CUL-DE -SAC RADIUS CURB SHALL BE NOT LESS THAN 52'. IF LESS, PCC SIDEWALK CONSTRUCTION BEHIND CUL-DE -SAC CURB SHALL BE SUITABLE FOR H-20 LOADING.
- 6. FOR COMMERCIAL ALLEY USE T.I. = 6.5.

STREET SECTIONS				
TYPE OF STREET	ROW	P	ϵ RADIUS OF HORIZ. CURVE	DESIGN TRAFFIC INDEX
ARTERIAL	NOTE 1	NOTE 1	NOTE 1	9
COLLECTOR	60.0'	42.0'	400' MIN.	7.5
LOCAL	50.0'	36.0'	200' MIN.	5.5
ALLEY	25.0'	NOTE 1	NOTE 1	4.5*

* SEE NOTE 6

CITY OF MILLBRAE * STANDARD PLANS						
NO.	REVISIONS	DATE	STREET SECTION INTERSECTION & CUL-DE-SAC		APPROVED	
					City Engineer	
DRAWN	CK	CHECKED	NT	DATE	03/2024	SCALE NTS
				SHEET	2 OF 2	DWG. NO. R-6.2