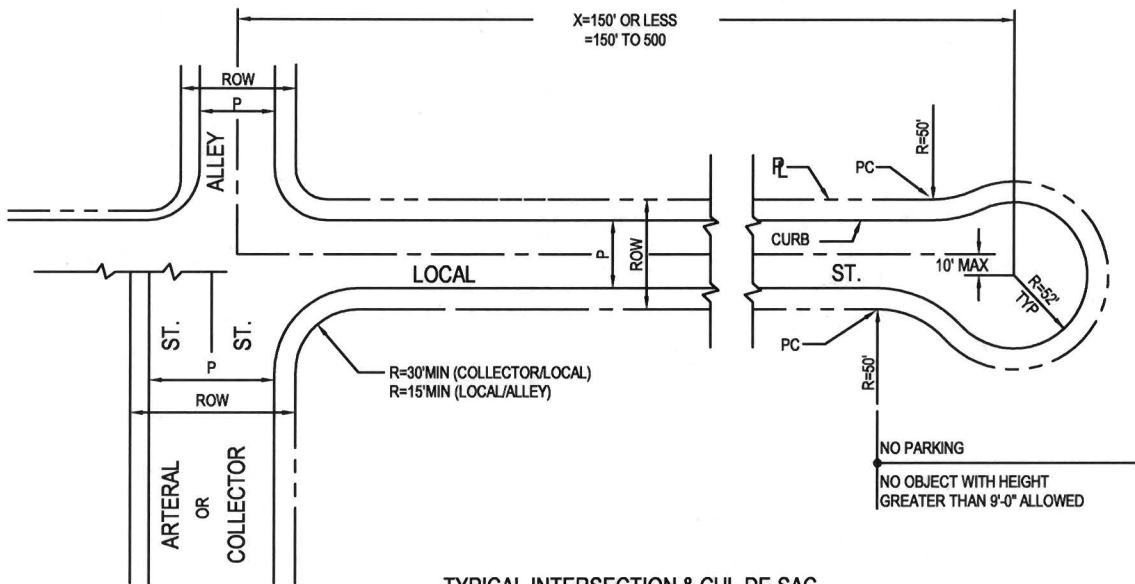


NOTE: ALL MATERIALS IN THE STREET SECTION SHALL HAVE A 95% MINIMUM RELATIVE DENSITY OF COMPACTION.

TYPICAL STREET SECTION



TYPICAL INTERSECTION & CUL-DE-SAC


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 $\text{\textcircled{C}}$ TO CENTER OF CUL-DE-SAC RADIUS, IT MAY BE EITHER SIDE OF C STREET L.
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.

TYPE OF STREET	ROW	P	$\text{\textcircled{C}}$ 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 INTERSECCION & CUL-DE-SAC			APPROVED	 City Engineer		
						DWG. NO.		R-5	
DRAWN	AR	CHECKED	KL	DATE	4/1/08	SCALE	NONE	SHEET	1 OF 1