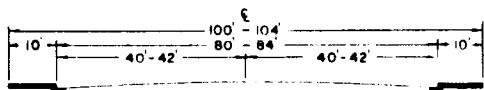
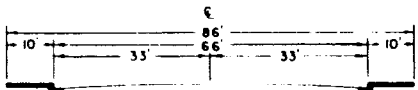


HIGHWAYS



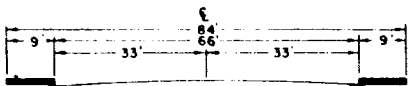
MAJOR HIGHWAY

84' roadways in 104' dedications are required on all "Federal Aid Secondaries" and in certain cases where side by side turning lanes are necessary.



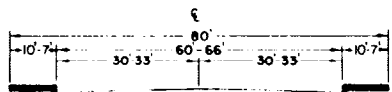
SECONDARY HIGHWAY

Standard flare sections with a 70-foot roadway in a 90-foot right of way shall be provided on the approaches to Major and Secondary Highways.



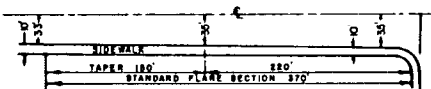
SECONDARY HIGHWAY

For use on existing streets of 84-foot dedication. Not to be used for new streets.



SECONDARY HIGHWAY

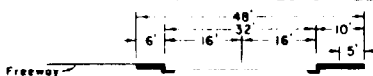
For use on existing 80-foot streets or widening streets where setback lines have been established to 80 feet over long period of time. Not to be used for new streets (66' curb to curb may be required where light pedestrian traffic is anticipated).



STANDARD FLARE SECTION

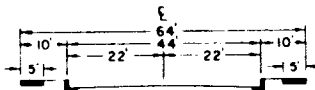
Flare sections will be required at intersections with Major and Secondary Highways and other important streets.

FRONTAGE ROADS-ALONG FREEWAYS



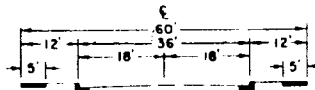
For use in State Highway Freeway construction.

LOCAL STREETS



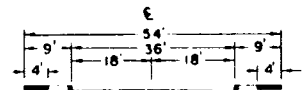
COLLECTOR STREET

For use in quarter mile streets, school and industrial areas.



CONTINUOUS STREET

In commercial and multiple residential areas, a 40-foot roadway with 10-foot parkways, and full-width sidewalks shall be required.



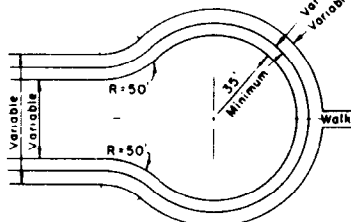
NONCONTINUOUS STREET

May include cut-de-sac, loop streets and short connector streets. Where an approved internal pedestrian system is provided the parkway on one side may be reduced to 3-feet.



SERVICE ROAD

For use on adjoining major or secondary highways, except that 36-foot roadways in 49-foot rights of way shall be provided in multiple residential zones.



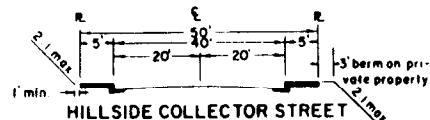
CUL-DE-SAC

(Plan View)
MAY BE UNSYMMETRICAL

HILLSIDE STREETS



PRIMARY HILLSIDE COLLECTOR STREET



HILLSIDE COLLECTOR STREET

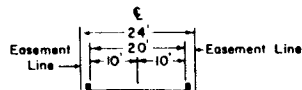


HILLSIDE STREET LOCAL



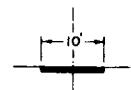
HILLSIDE STREET LIMITED

(Parking on one side only)



ACCESS ROADWAY CONDITIONAL

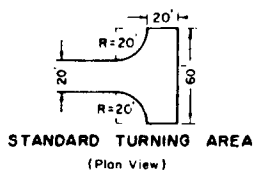
(Limited to 4 dwelling units. Private Street only.)



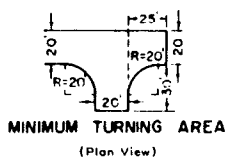
STANDARD WALK

Cross - Section

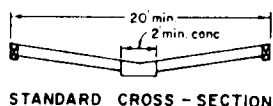
ALLEYS



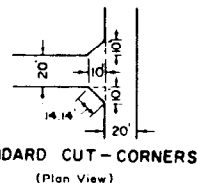
STANDARD TURNING AREA



MINIMUM TURNING AREA



STANDARD CROSS-SECTION



STANDARD CUT-CORNERS

NOTE: Dimensions shown hereon are not to scale.

STANDARD STREET CONDITIONS

- Sidewalk widths for local streets shall be the minimum shown hereon. Greater widths, up to full width between curb and property line, with tree wells, shall be required where commercial, industrial, and multiple residential frontage, schools, areas of heavy pedestrian traffic or other special circumstances indicate the need.
- Except for special conditions or as otherwise provided, sidewalk shall be placed as close to the property line as possible.
- Where sidewalk is constructed adjacent to the curb it shall have a minimum width of 6.5 ft. exclusive of curb thickness except for non-primary hillside streets.
- Where sidewalk is constructed on the fill or low side of a hillside street, a berm will be required on private property.
- Easements may be required in addition to the widths shown hereon, where necessary for the installation of public utilities.
- Fifty-foot curb radii shall be provided for cul-de-sacs in industrial areas.
- Private street development shall conform to the standard street dimensions shown on this sheet.

PREPARED IN COOPERATION WITH DEPARTMENTS OF TRAFFIC AND CITY PLANNING.

DEPARTMENT OF PUBLIC WORKS

BUREAU OF ENGINEERING

CITY OF LOS ANGELES

STANDARD STREET DIMENSIONS

STANDARD PLAN

D-22549

DESIGNED BY

SUBMITTED July 16, 1968

APPROVED July 10, 1968

S. F.

BY *Arnold R. Havers*
DIVISION ENGINEER STREET & DIVISION
BUREAU OF ENGINEERING

Spall A. Pardee
CITY ENGINEER

DRAWN BY

APPROVED July 10, 1968

APPROVED July 11, 1968

I. V. J.

Philip King
DEPUTY CITY ENGINEER

Robert S. Hamilton
CITY TRAFFIC ENGINEER

CHECKED BY

ADOPTED MARCH 27, 1969

APPROVED August 16, 1968

A. F. L.

CITY PLANNING COMMISSION

Robert S. Hamilton
DIRECTOR OF PLANNING

SUPERSEDES PLAN B-3695
EFFECTIVE SEPT 23, 1969