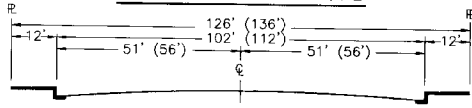
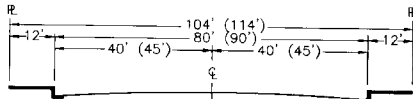


ARTERIAL STREETS



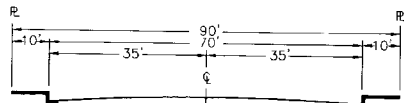
MAJOR HIGHWAY-CLASS I

At intersections with other Major Highways, the larger widths shown in parentheses should be provided, as determined by LADOT, utilizing a Standard Flare Section.



MAJOR HIGHWAY-CLASS II

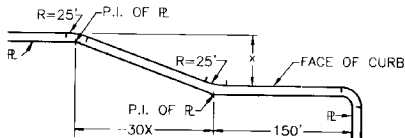
At intersections where LADOT has determined that dual left turn lanes are required, the larger widths shown in parentheses shall be provided, utilizing a Standard Flare Section.



SECONDARY HIGHWAY

TRANSITIONAL EXTENSIONS

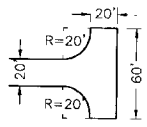
Where a designated Major Highway (Class I or II) or a Secondary Highway crosses another designated arterial street and then changes in designation to a street of lesser standard width, the street of lesser standard width shall be widened on both sides from the intersection to the width of the higher designation and tapered in a Standard Flare Section, as shown below, to provide an orderly transition.



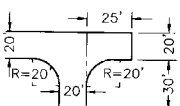
Dimensions shall be measured angle point to angle point.

STANDARD FLARE SECTION (Plan View)

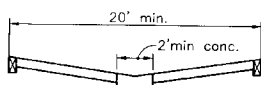
ALLEYS



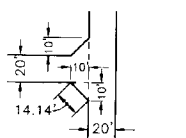
STANDARD TURNING AREA (Plan View)



MINIMUM TURNING AREA (Plan View)



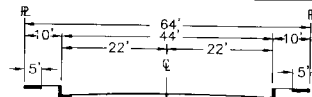
STANDARD CROSS-SECTION



STANDARD CUT-CORNERS FOR 90° INTERSECTION (Plan View)

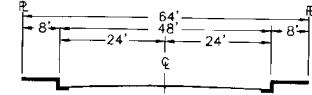
NOTE: Dimensions shown hereon are not to scale.

NON-ARTERIAL STREETS



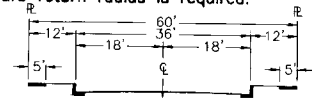
COLLECTOR STREET

For use in quarter mile streets and school areas.



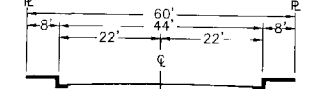
INDUSTRIAL COLLECTOR STREET

For use in industrial areas to assist the flow of local truck traffic within those areas to adjacent arterial streets. A 35' curb return radius is required.



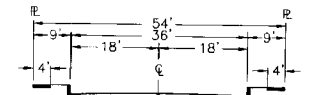
LOCAL STREET

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



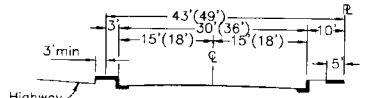
INDUSTRIAL LOCAL STREET

For use in industrial areas. A 35' curb return radius is required.



NONCONTINUOUS LOCAL STREET

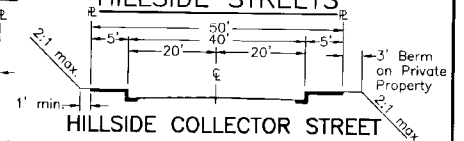
May include cul-de-sac, loop streets and short connector streets. Where an approved internal pedestrian system is provided the parkway on one side may be reduced to 3-feet.



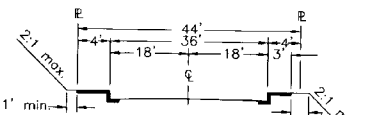
SERVICE ROAD

For use on adjoining major or secondary highways, except that the larger widths shown in parentheses shall be provided in multiple residential zones.

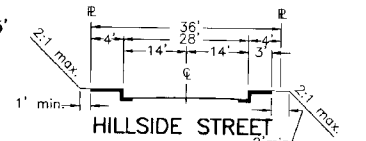
HILLSIDE STREETS



HILLSIDE COLLECTOR STREET

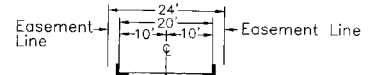


HILLSIDE STREET LOCAL



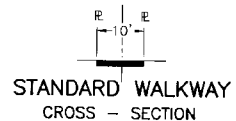
HILLSIDE STREET LIMITED

(Parking on one side only)

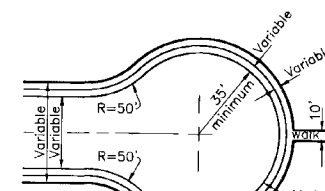


ACCESS ROADWAY CONDITIONAL

(Limited to 4 dwelling units, and a maximum length of 300 feet. Private Street only)



STANDARD WALKWAY CROSS - SECTION



CUL-DE-SAC (Plan View)

MAY BE UNSYMMETRICAL

Note: For fire truck clearance, no obstruction taller than 6" shall be permitted within 3 ft. of the curb. On-street parking shall be prohibited.



PREPARED IN COOPERATION WITH THE DEPARTMENTS OF TRANSPORTATION AND CITY PLANNING

BUREAU OF ENGINEERING

DEPARTMENT OF PUBLIC WORKS

CITY OF LOS ANGELES

STANDARD STREET DIMENSIONS

STANDARD PLAN S-470-0

SUBMITTED <i>March 25</i> 1999 <i>Clark R. Robins</i> ENGINEER OF DESIGN		APPROVED <i>Thomas Conner</i> 1999 CITY ENGINEER
DESIGNED BY <i>W.F.D., J.E.F., A.B.R.</i> DRAWN BY <i>R. TANABE</i> CHECKED BY <i>L. GANAJA</i>		

APPROVED <i>Thomas Conner</i> 4.6.99 GENERAL MANAGER, DEPT. OF TRANSPORTATION DATE	APPROVED <i>Constance</i> 4/6/99 DIRECTOR OF PLANNING DATE
ADOPTED <i>MAY 13, 1999</i> CITY PLANNING COMMISSION DATE	

SUPERSEDES	REFERENCES
D-22549	
VAULT INDEX NUMBER B-4428	
SHEET 1 OF 2 SHEETS	

THIS STANDARD PLAN BECOMES EFFECTIVE ON NOVEMBER 10, 1999

STANDARD STREET CONDITIONS

1. City Council may, by ordinance, adopt specific standards for individual streets which differ from these official standard street dimensions. Community Plans should be reviewed for designation of Pedestrian Priority Street Segments of arterial streets which would require wider sidewalks than those indicated on this Standard Plan.
2. Sidewalk widths for non-arterial 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 and multiple residential frontage, schools, areas of heavy pedestrian traffic or other special circumstances indicate the need.
3. Except for special conditions or as otherwise provided, sidewalk shall be placed as close to the property line as possible.
4. Where sidewalk is constructed adjacent to the curb it shall have a minimum width of 10 feet inclusive of curb thickness except for hillside streets, noncontinuous local streets and industrial streets.
5. Where sidewalk is constructed on the fill or low side of a hillside street, a berm may be required on private property.
6. Easements may be required in addition to the widths shown hereon, where necessary for the installation of public utilities or for widened sidewalks (minimum 15-foot width) adjacent to transit stations.
7. Fifty-foot curb radii (instead of the standard 35' curb radii) shall be provided for cul-de-sacs in industrial areas.
8. Private street development should conform to the standard public street dimensions shown on this sheet, where appropriate. Variations may be approved on a case-by-case basis.
9. For intersections of streets the following dedications shall apply:
 - a. Intersections of arterial streets with any other street: 15'x15' cut corner OR 20' curved corner radius.
 - b. Intersections of non-arterial and/or hillside streets: 10'x10' cut corner OR 15' curved corner radius.
10. Hillside Collector Streets. In hillside areas where topography or other environmental considerations, documented to the satisfaction of the City Engineer, would render full street improvements infeasible, the roadway width of the hillside collector street may be reduced to no less than 32 feet, provided that parking is limited to one side only.



STANDARD PLAN NO. S-470-0

VAULT INDEX NUMBER B-4428

SHEET 2 OF 2 SHEETS