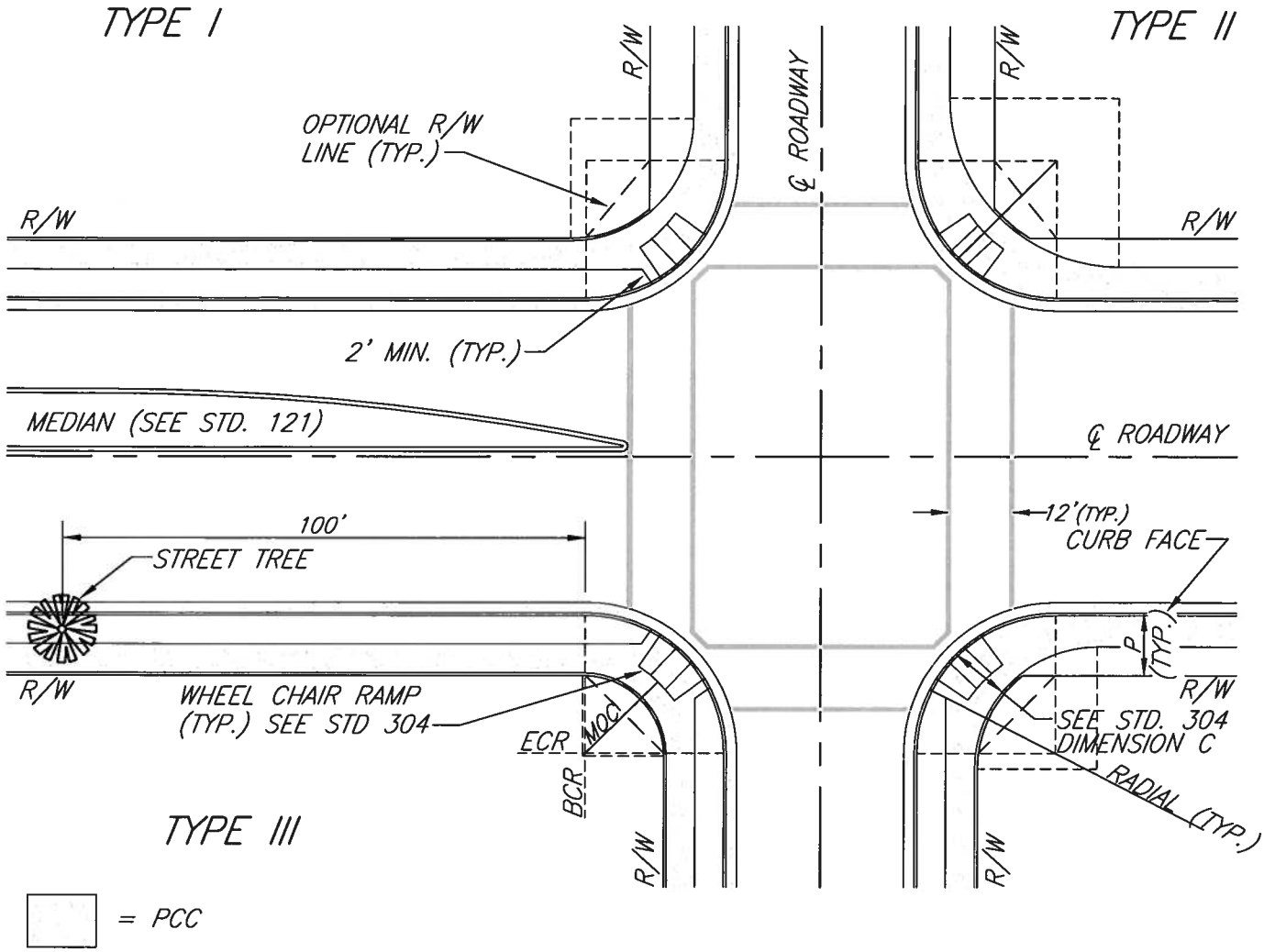

NOTES:

1. CURB RETURN RADIUS SHALL BE 27' EXCEPT THAT IT SHALL BE 35' ON STREETS: A) SHOWN ON THE CIRCULATION AND TRANSPORTATION ELEMENT OF THE GENERAL PLAN.
   B) IN INDUSTRIAL AREAS.
   C) AS DETERMINED BY THE CITY ENGINEER.
2. R/W CURVES SHALL BE CONCENTRIC WITH BACK OF SIDEWALK CURVES.
3. WHERE WHEEL CHAIR RAMPS ARE REQUIRED SEE STANDARD DRAWING 304 FOR LOCATION.
4. WHERE INTERSECTION ANGLE IS SKEWED MORE THAN 10%, CROSSWALK LOCATION SHALL BE DETERMINED BY THE TRAFFIC ENGINEER.
5. WHERE INTERSECTION ANGLE IS SKEWED BY MORE THAN 5% AND/OR WHERE "P" IS GREATER THAN 15', BACK OF SIDEWALK CURVES SHALL BE DETERMINED BY THE ENGINEER TO MAINTAIN 4' MINIMUM BETWEEN THE BACK OF SIDEWALK AND BACK OF WHEEL CHAIR RAMP.
6. MEDIAN TO END AT CROSSWALK AS SHOWN.
7. THE CHART FOR BACK OF SIDEWALK CURVES IS OPTIONAL. MINIMUM DISTANCE FROM CURB FACE TO BACK OF SIDEWALK VARIES WITH THE HEIGHT OF THE CURB FACE, WITH 0.5' MINIMUM DISTANCE FROM THE BACK OF SIDEWALK TO RIGHT-OF-WAY.

BACK OF SIDEWALK CURVES

TYPE	P	C.R. RADIUS			
		27'		35'	
		6"CF	8"CF	6"CF	8"CF
I	12'	26.5'	33'	35'	41'
	15'	21'	28'	29'	36'
II	N/A	35'	42'	44'	49.5'
III	12'*	16'	22.5'	24'	30.5'
	13'*	14.5'	21'	22.5'	29'
	15'*	7.5'	14'	15.5'	22'

* IF "P" IS DIFFERENT FOR INTERSECTING STREETS, USE LARGER VALUE.

APPROVED BY
CITY ENGINEER
DATE 5/18/11

MARK	REVISIONS	APPR.	DATE

CITY OF RIVERSIDE
PUBLIC WORKS DEPARTMENT

INTERSECTION LAYOUT

STANDARD DRAWING NO. 120

Sheet 1 of 1