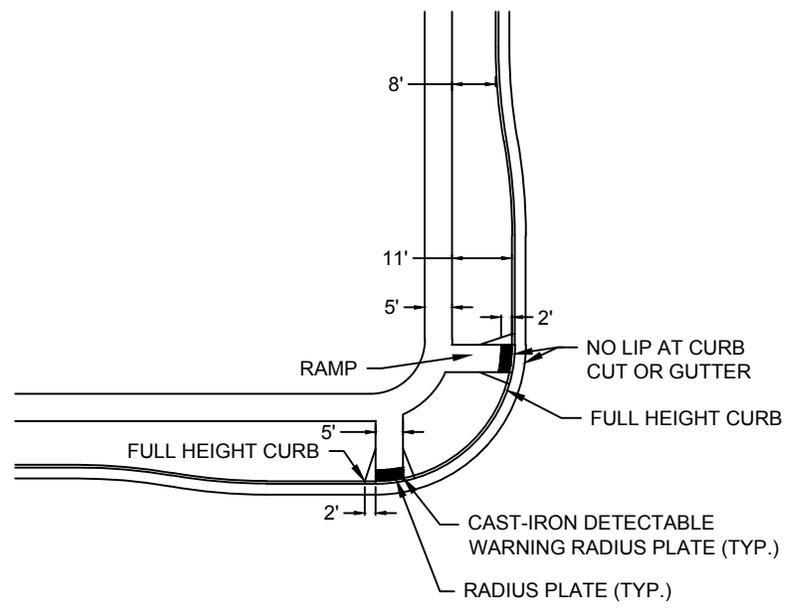


LOCAL-TO-LOCAL TEE INTERSECTION



CORNER DETAIL

NOTES:

1. RAMPS SHALL HAVE A 1:12 MAXIMUM SLOPE, WITH A MAXIMUM 2% CROSS SLOPE. ALL OTHER SIDEWALK SHALL HAVE A 1:48 MAXIMUM CROSS SLOPE.
2. CONTRACTOR SHALL INSTALL CAST-IRON DETECTABLE WARNING RADIUS PLATES. PLATES SHALL BE AN EAST JORDAN IRON WORKS OR APPROVED EQUIVALENT. DETECTABLE WARNING PLATES SHALL CONSIST OF RAISED TRUNCATED DOMES WITH A DIAMETER OF NOMINAL 0.9", A HEIGHT OF NOMINAL 0.2" AND A CENTER-TO-CENTER SPACING OF NOMINAL 2.35".
3. LOCATE DETECTABLE WARNING SURFACE SO THE CORNERS NEAREST THE STREET ARE WITHIN 1" OF THE BACK OF CURB.
4. CONCRETE SHALL BE 5" THICK THROUGHOUT RAMP.
5. RAMP THAT IS TO BE POURED NEXT TO A CURB, SHALL HAVE #4 REBAR SHALL BE DOWELED 6" INTO CURB AND 12" INTO RAMP. REBAR SHALL BE INSTALLED A MINIMUM OF 2" FROM TOP OF CURB 24" O.C.
6. CURB FLARE SHALL HAVE A 1:4 MAXIMUM SLOPE. MODIFICATIONS TO THIS STANDARD MUST BE APPROVED BY THE CITY.
7. REDUCED WIDTH INTERSECTION TO BE USED WITH LOCAL TO LOCAL ROADS. NOT TO BE USED WITH COLLECTOR/ ARTERIAL ROADS.



SPANISH FORK CITY
 40 SOUTH MAIN STREET
 SPANISH FORK, UT 84660
 (801) 804-4550

STANDARD DRAWING

REDUCED WIDTH INTERSECTION (LOCAL TO LOCAL)

DRAWN:	JLR
DESIGN:	CJP
CHECK:	CMT
DATE:	6/22/16

SCALE:	NONE
STANDARD	52