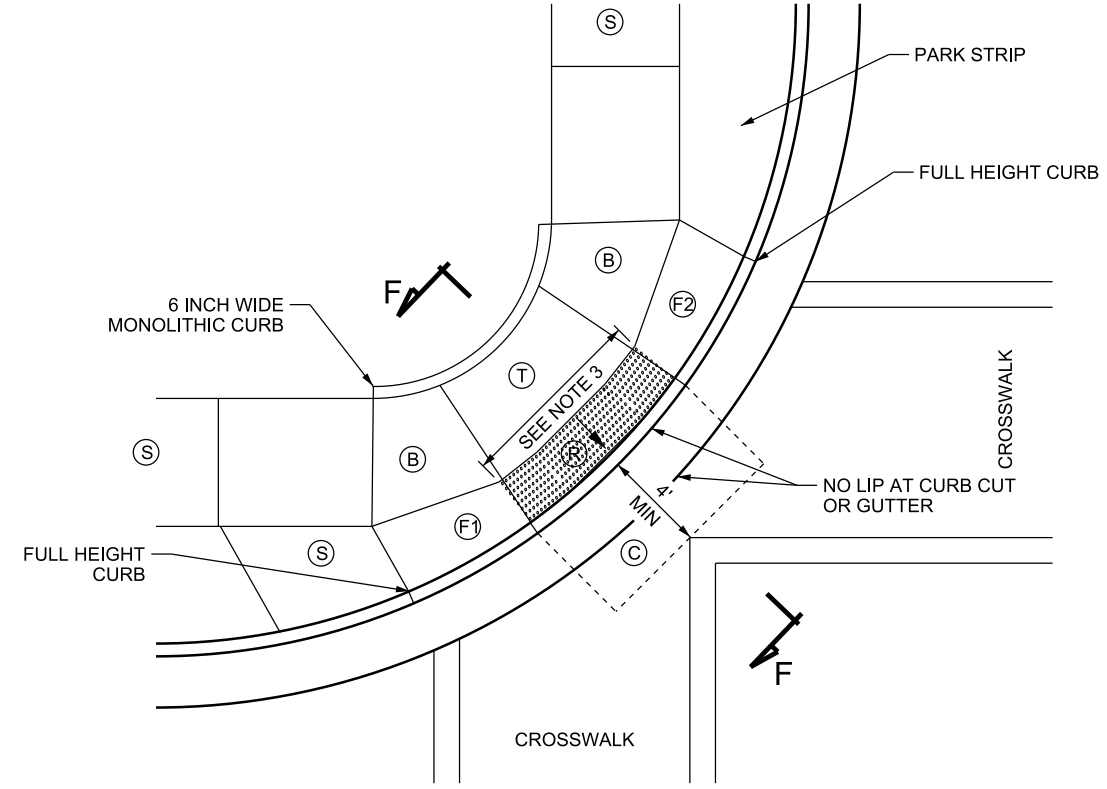


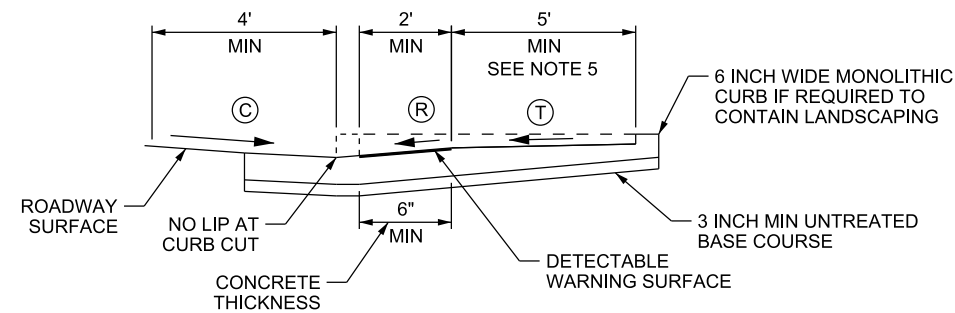
COMBINATION ACCESS AT APEX OF A CORNER EXAMPLE FOR BI-DIRECTIONAL CROSSWALK NEXT TO GUTTER

SEE NOTE 6

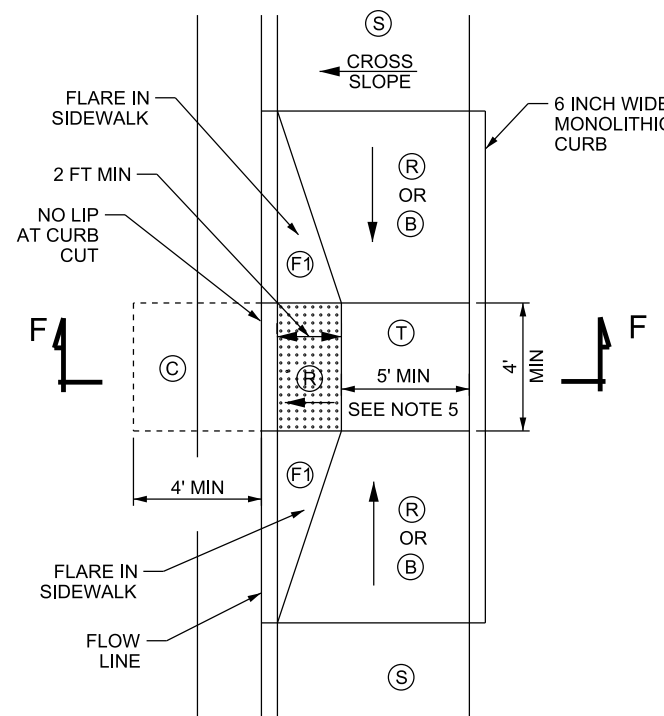


COMBINATION ACCESS AT APEX OF A CORNER EXAMPLE FOR BI-DIRECTIONAL CROSSWALK WITH PARK STRIP OR WIDE SIDEWALK

SEE NOTE 6



SECTION F-F



COMBINATION ACCESS NEXT TO GUTTER DETAIL

DESIGN-ONLY NOTE:

A. DESIGN THE ITEMS IN THE SLOPE TABLE SHOWN ON PA 1 ACCORDING TO THE LISTED MAXIMUM OR MINIMUM VALUES.

NOTES:

1. CONSTRUCT THE ITEMS IN THE SLOPE TABLE SHOWN ON PA 1 ACCORDING TO THE LISTED MAXIMUM OR MINIMUM VALUES.
2. REFER TO STD DWG PA 1 FOR GENERAL NOTES PERTAINING TO THIS DRAWING.
3. REFER TO STD DWG PA 1 FOR SLOPE TABLE, DETECTABLE WARNING SURFACE DETAIL, DETECTABLE WARNING SURFACE PANEL GAP DETAIL, AND CLEAR SPACE/GUTTER DETAIL.
4. USE A 8 FT MINIMUM CURB CUT FOR BI-DIRECTIONAL CROSSWALKS. USE A 4 FT MINIMUM CURB CUT UPON APPROVAL OF THE REGION TRAFFIC OPERATIONS ENGINEER.
5. TURNING SPACE DEPTH: USE A 5 FT MINIMUM DEPTH WHEN THE TURNING SPACE IS CONSTRAINED. THE TURNING SPACE IS CONSTRAINED WHEN THERE IS A BARRIER SUCH AS A CURB ON THE REAR OF A PERPENDICULAR RAMP OR ON 2 OR MORE OF THE SIDES OF A PARALLEL RAMP.
6. THE TURNING SPACE IN SECTION F-F SERVES BOTH PARALLEL AND PERPENDICULAR RAMPS. THE MINIMUM DEPTH OF THE TURNING SPACE IS 4 FT WHEN THE REAR OF THE TURNING SPACE OF A PERPENDICULAR RAMP IS NOT CONSTRAINED.
7. DUAL RAMPS PREFERRED. USE COMBINATION ACCESS ONLY WITH APPROVAL OF THE REGION TRAFFIC ENGINEER.

SUPPLEMENTAL DRAWING

NO.	DATE	APPR.	REMARKS
1	04/06/2017	JBY	NOTE 1 ADDED AND "DESIGN-ONLY" NOTE ADDED.

UTAH DEPARTMENT OF TRANSPORTATION
STANDARD DRAWINGS FOR ROAD AND BRIDGE CONSTRUCTION
SALT LAKE CITY, UTAH

RECOMMENDED FOR APPROVAL
Randy L. Park
CHAIRMAN STANDARDS COMMITTEE
APPROVED
DEPUTY DIRECTOR

APR. 06, 2017
DATE
APR. 06, 2017
DATE

PEDESTRIAN ACCESS

STANDARD DRAWING TITLE

STD. DWG. NO.

PA 4