

NOTES:

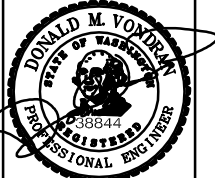
1. THE CROSS-SLOPE OF THE HIGHER PRIORITY STREET SHALL EXTEND THROUGH THE INTERSECTION.
2. THE LOWER PRIORITY STREET SHALL HAVE A MAXIMUM APPROACH GRADE TO THE INTERSECTION OF:
2% MAXIMUM DOWNGRADE
4% MAXIMUM UPGRADE
3. THE MINIMUM APPROACH LENGTH, MEASURED FROM FACE OF CURB OF THE CROSS-STREET, SHALL BE:
50' MINIMUM WHEN INTERSECTING A LOCAL ACCESS STREET
100' MINIMUM WHEN INTERSECTING AN ARTERIAL
4. VERTICAL CURVES OF THE LOWER PRIORITY STREET SHALL NOT EXTEND INTO THE RIGHT-OF-WAY OF THE HIGHER PRIORITY STREET.
5. STREET PRIORITY SHALL BE SET BY THE CITY ENGINEER, IF NOT ALREADY DETERMINED BY STREET CLASSIFICATION, TRAFFIC CONTROL SIGNAGE OR OBVIOUS TRAFFIC VOLUME DIFFERENCE.



City of Covington

Public Works

Community Development



INTERSECTION LANDING

213

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