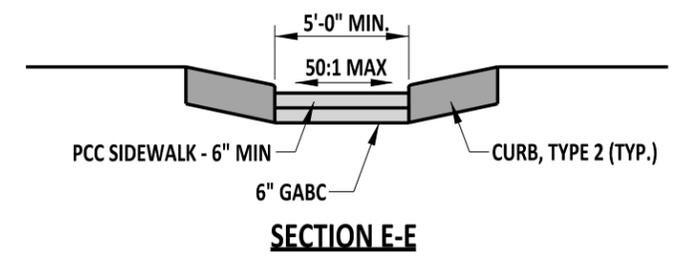


**NOTES:**

- 1). FOR ALTERATIONS WHERE THE MAXIMUM ALLOWABLE 12:1 RUNNING SLOPE WILL NOT MEET THE EXISTING SIDEWALK GRADE WITHIN A LENGTH OF 15'-0" BEYOND THE LANDING, THE SLOPED SEGMENT OF THE PEDESTRIAN CONNECTION MAY BE LIMITED TO 15'-0" AT A CONSTANT SLOPE, AND ALLOWED TO EXCEED THE 12:1 MAXIMUM SLOPE.
- 2). APPLY A 50:1 (2%) MAXIMUM CROSS SLOPE TO SIDEWALK, SHARED USE PATHS AND PEDESTRIAN CONNECTIONS. THE PEDESTRIAN CONNECTION CROSS SLOPE IS NOT TO EXCEED THE SLOPE OF THE ADJACENT ROADWAY IN ACCORDANCE WITH THE LATEST VERSION OF THE PEDESTRIAN ACCESSIBILITY STANDARDS.
- 3). THE MAXIMUM ALGEBRAIC DIFFERENCE IN GRADE BETWEEN THE PEDESTRIAN CONNECTION OR MODIFIED CURB FROM THE PEDESTRIAN CONNECTION TO THE PAVEMENT SHALL NOT EXCEED 13.3%, WITH A MAXIMUM OF 8.3% ON THE PEDESTRIAN CONNECTION AND A MAXIMUM OF 5% ON THE PAVEMENT IN THE DIRECTION OF TRAVEL. SEE DETAIL C-1, SHEET 3 OF 4.
- 4). DELINEATE THE LANDING AREA WITH JOINTS.
- 5). REFER TO THE DE MUTCD FOR DETAILS REGARDING THE LOCATION OF PEDESTRIAN PUSH BUTTONS.
- 6). LAYOUT JOINTS AND EXPANSION IN ACCORDANCE WITH M-3, SHEET 1 OF 1.
- 7). IF THE RUNNING SLOPE OF THE PEDESTRIAN CONNECTION IS 5% OR LESS WITH NO REQUIRED TURNING MOVEMENTS, THE LANDING CAN BE OMITTED AS IT IS A BLENDED TRANSITION. DETECTABLE WARNING SURFACE TO BE INSTALLED AS DIRECTED BY THE ENGINEER.
- 8). IN ISLANDS AND MEDIANS, FOLLOW PAR REQUIREMENTS IN ACCORDANCE WITH THE PAS.
- 9). A CUT-THROUGH LEVEL WITH THE STREET IS THE PREFERRED TREATMENT FOR ISLANDS. RAMPS OR BLENDED TRANSITIONS CAN BE USED WHERE THE ISLAND IS OF SUFFICIENT SIZE TO ACCOMMODATE THEM. PROVIDE POSITIVE DRAINAGE FOR EITHER TREATMENT.
- 10). WHERE THERE IS NO DEPRESSED CURB AT A CUT-THROUGH OR PEDESTRIAN CONNECTION, INSTALL THE DETECTABLE WARNING SURFACE A MINIMUM OF 8" FROM THE PAVEMENT EDGE. WHERE THERE IS DEPRESSED CURB, INSTALL THE DETECTABLE WARNING SURFACE DIRECTLY BEHIND THE FULL WIDTH OF THE DEPRESSED CURB.
- 11). INSTALL A DETECTABLE WARNING SURFACE WHEN THE LENGTH 'W' IN THE DIRECTION OF PEDESTRIAN TRAVEL IS 6'-0" OR GREATER.



	 ENGINEERING SUPPORT      DATE 09/01/2020	PEDESTRIAN CONNECTION, TYPE 5			REVIEWED DEPUTY DIRECTOR - DESIGN      DATE 09/01/2020
	RECOMMENDED	STANDARD NO. C-2 (2020)	SHT. 3 OF 3	APPROVED CHIEF ENGINEER      DATE 09/01/2020	