



LEGEND

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|-----------|--------------------------------------|--|----------------------------|
| TS | TURNING SPACE | | TRIANGULAR AREA |
| | RAMP | | DETECTABLE WARNING SURFACE |
| | BLENDED TRANSITION | | FLARED SIDE |
| | CROSSWALK STRIPING | | |
| | BUFFER OR OTHER NON-WALKABLE SURFACE | | |

PEDESTRIAN CONNECTION, TYPE 5

PEDESTRIAN CONNECTION TYPE 5 NOTES:

- 1). SEE C-2, SHEET 1 FOR GENERAL PEDESTRIAN CONNECTION NOTES AND ELEMENT REQUIREMENTS.
- 2). 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.
- 3). A TURNING SPACE THAT ACCOMODATES ALL DIRECTIONS OF TRAVEL IS REQUIRED TO BE PLACED BETWEEN THE TOP OF RAMPED SEGMENTS.
- 4). THE WIDTH OF THE PEDESTRIAN PATH THROUGH THE MEDIAN SHOULD MATCH THE WIDTH OF THE PEDESTRIAN ACCESS ROUTE WHICH IT CONNECTS. EXPAND THE ENTIRE PEDESTRIAN PATH WIDTH THROUGH THE MEDIAN BY 2'-0" UP TO A WIDTH OF 10'-0" AT LOCATIONS WHERE A PEDESTRIAN PUSHBUTTON IS TO BE PLACED.
- 5). THE CROSS SLOPE IS PERMITTED TO MATCH THAT OF THE ADJACENT STREET. LOCATIONS THAT REQUIRE A CROSS SLOPE TRANSITION SHALL TRANSITION THE CROSS SLOPE UNIFORMLY AT A RATE NOT TO EXCEED 3.0% PER LINEAR FOOT.
- 6). THE DETECTABLE WARNING SURFACE MAY BE OMITTED WITH APPROVAL OF THE ENGINEER AT CUT-THROUGH LOCATIONS WHERE THE DETECTABLE WARNING SURFACE WILL BE SEPARATED BY 2'-0" OR LESS.
- 7). WHEN THERE IS NO DEPRESSED CURB AT A MEDIAN CUT-THROUGH PEDESTRIAN CONNECTION, INSTALL THE DETECTABLE WARNING SURFACE A MAXIMUM OF 6" FROM THE PAVEMENT EDGE.
- 8). INSTALL CURB OR EDGE DETECTION IN ACCORDANCE WITH THE PLANS.



Andrew Shott
 ENGINEERING SUPPORT
 12/22/2023
 DATE
RECOMMENDED

DWS PLACEMENT AND PEDESTRIAN CONNECTION, TYPE 5
 STANDARD NO. C-2 (2024) SHT. 7 OF 8

REVIEWED

 DEPUTY DIRECTOR - DESIGN 22 December 2023
 DATE
APPROVED

 CHIEF ENGINEER 01/11/2024
 DATE