



**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 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.

**DETECTABLE WARNING SURFACE NOTES:**

- 1). THE DETECTABLE WARNING SURFACE SHALL EXTEND A MINIMUM OF 2'-0" IN THE DIRECTION OF PEDESTRIAN TRAVEL AND EXTEND THE FULL WIDTH OF THE DEPRESSED CURB.
- 2). THE DETECTABLE WARNING SURFACE SHALL NOT BE PLACED ACROSS A GRADE BREAK.
- 3). WHERE THERE IS NO DEPRESSED CURB AT A MEDIAN CUT-THROUGH OF PEDESTRIAN CONNECTION, INSTALL THE DETECTABLE WARNING SURFACE A MINIMUM OF 8" FROM THE PAVEMENT EDGE.
- 4). 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.
- 5). PLACE DETECTABLE WARNING SURFACES AS FOLLOWS:
  - A). PERPENDICULAR CURB RAMPS - SEE ABOVE FIGURE FOR PERPENDICULAR CURB RAMP APPLICATIONS. WHERE D IS LESS THAN OR EQUAL TO 5'-0", PLACE THE DETECTABLE WARNING SURFACE PERPENDICULAR TO THE RAMP AT THE BOTTOM GRADE BREAK. WHERE D IS GREATER THAN 5'-0", PLACE AT THE BACK OF CURB.
  - B). PARALLEL CURB RAMPS - PLACE AT THE BACK OF CURB ALONG THE ENTIRE LENGTH OF THE DEPRESSED CURB.
  - C). DEPRESSED CORNERS - PLACE AT THE BACK OF CURB ALONG THE ENTIRE LENGTH OF THE DEPRESSED CURB.



*John C.*  
ENGINEERING SUPPORT  
RECOMMENDED  
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DATE

DWS PLACEMENT AND PEDESTRIAN CONNECTION, TYPE 5

STANDARD NO. C-2 (2021)

SHT. 7 OF 7

REVIEWED

*Mike Lee*  
DEPUTY DIRECTOR - DESIGN

03/20/2022  
DATE

APPROVED

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03/20/2022  
DATE

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