NOTES:
1. INSTALL STOP BAR ONLY IF SHOWN ON STRIPING PLANS OR IF DIRECTED BY THE ENGINEER.
2. IT IS THE INTENT OF THE ENGINEERING DESIGN AND DEVELOPMENT STANDARDS TO HAVE CONSTRUCTED ACCESS RAMPS THAT MINIMIZE PEDESTRIAN CROSSING DISTANCES, AND POSITION PEDESTRIANS WHERE THEY CAN BEST BE SEEN BY ONCOMING TRAFFIC. CURB RAMP ORIENTATION WILL ALIGN PEDESTRIANS PARALLEL WITHIN THE LATERAL EXTENSION LINES OF THE SIDEWALK. INTERSECTION RADIUS LESS THAN 35’ WILL USE TWO PERPENDICULAR CURB ACCESS RAMPS PER CORNER. WHERE INTERSECTION CORNERS ARE OFF-SET, CURB ACCESS RAMPS WILL ORIENT DIAGONALLY TO THE OPPOSING CURB ACCESS RAMP. DISTANCE BETWEEN ACCESS RAMPS WILL NOT BE LESS THAN 3’ WITH A SLOPE NO GREATER THAN 7.5%. CENTER AND DIRECTION OF RAMP SHALL BE LOCATED WITHIN CROSSWALK LINES AS CLOSE AND PARALLEL AS TO CROSSWALK CENTERLINE AS POSSIBLE.
3. ROADWAY WIDTHS MAY VARY IN RETROFIT SITUATIONS. STANDARD LANE WIDTH IS 10 FEET.