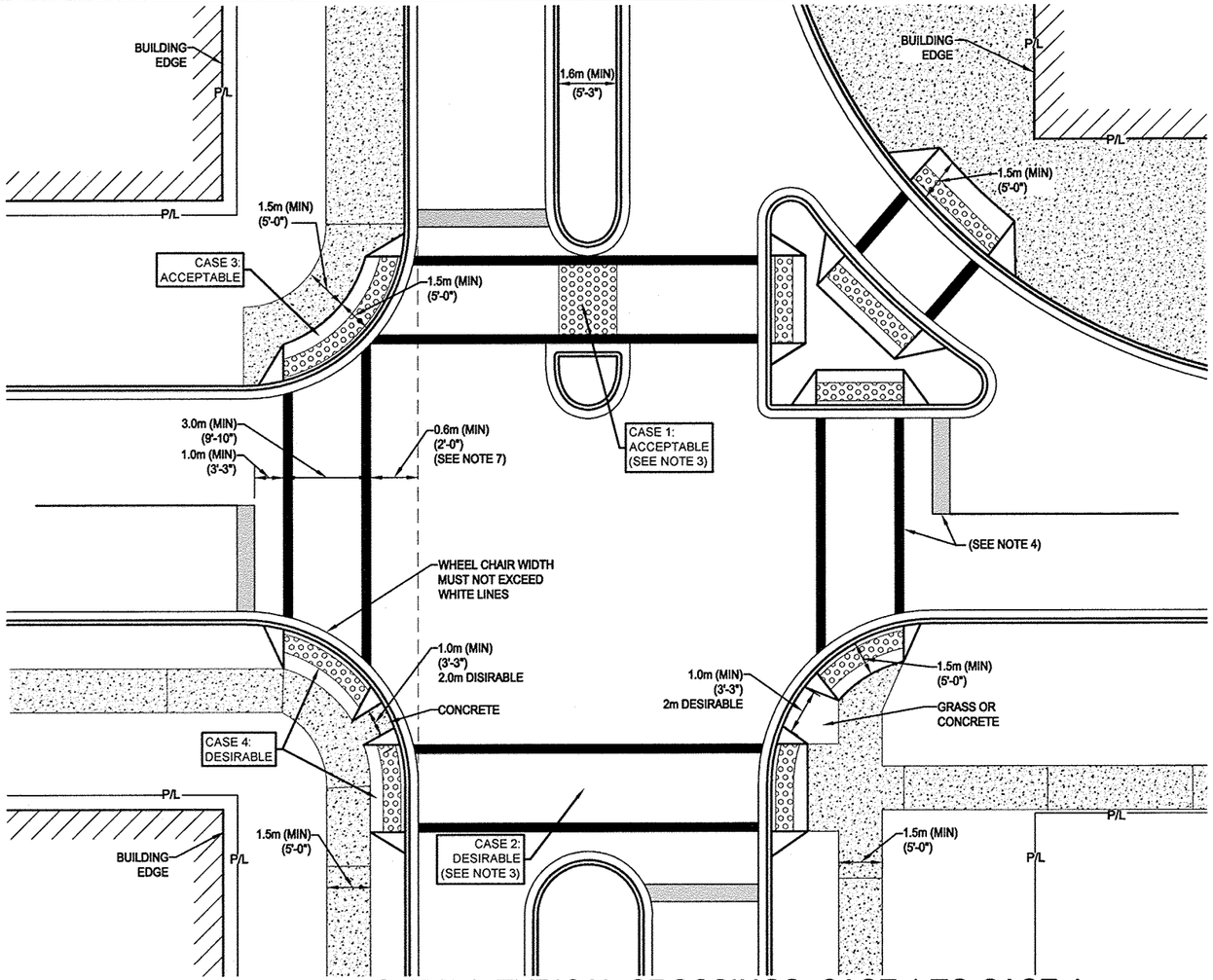


LEGEND:

- PEDESTRIAN CROSSINGS
- TRAFFIC STOP BARS
- WHEELCHAIR RAMP
- CONCRETE SIDEWALK
- TACTILE SURFACE INDICATOR

FIGURE 1: TYPICAL CROSSINGS: CASE 1 TO CASE 4

N.T.S.

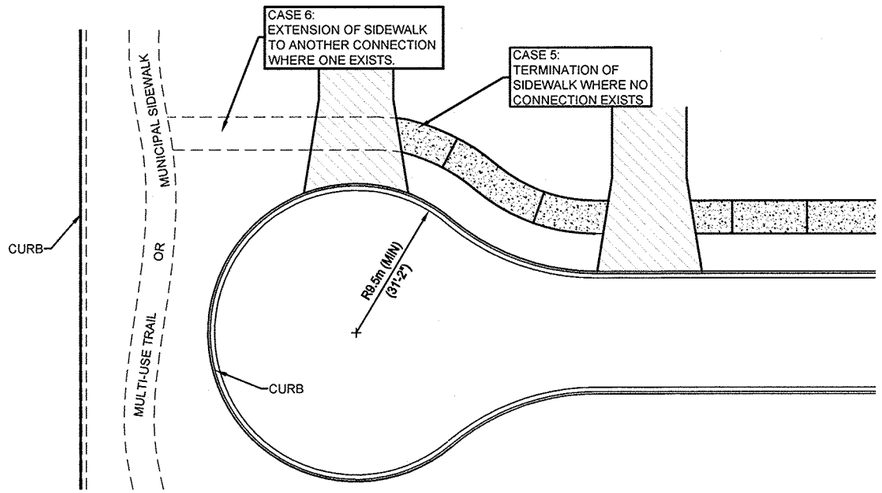
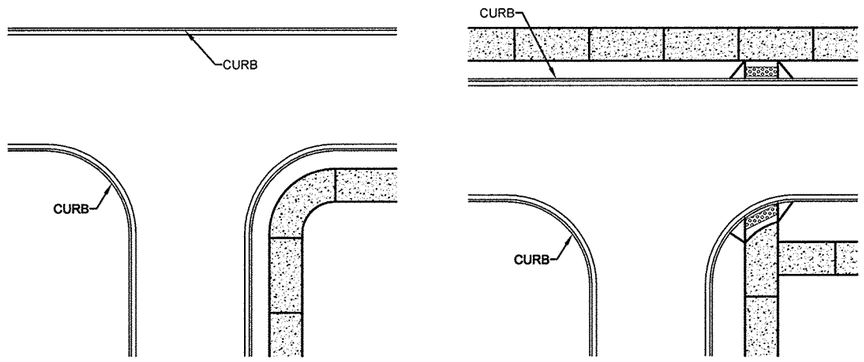


FIGURE 2 : SIDEWALKS AT CUL-DE-SACS: CASE 5 & 6

N.T.S.



CASE 7: NO CROSSINGS

CASE 8: RAMP AT ROAD CROSSING

FIGURE 3 : TYPICAL SIDEWALKS AT T-INTERSECTIONS

N.T.S.

GENERAL NOTES:

1.) All wheelchair ramps in accordance with AS–402. Tactile surface indicators to be truncated dome type in accordance with AS–549 unless otherwise approved by the City Engineer.

2.) Sidewalks in accordance with AS–401 and AS–403.

3.) The median shall terminate before the pedestrian crossing (Case 2 – desirable). where the median island exists or where pedestrian refuge is required, pedestrian crossings may continue through the median island as an at–grade crossing (Case 1 – acceptable)

4.) Signs and lane markings to the satisfaction of the City Engineer and within accordance of the Ontario Traffic Manual. Stop bars and pedestrian crossings required at signalized intersections only.

5.) Pedestrian crossings shall be a straight line across the intersection free and clear of obstacles, and aligned with wheelchair ramps.

6.) Wheelchair ramps to be oriented in the direction of the pedestrian crossing.

7.) 2.0m desirable, 3.0 absolute maximum for roadways posted under 80 km/h. For roadways with posted speeds greater than or equal to 80 km/h, minimum 1.0m required.

8.) Shared wheelchair ramps (Case 3) may be accepted only where a 1.0m separation between dropped curbs as shown in Case 4 cannot be achieved. 2.0m separation between dropped curbs is desirable.

9.) All work within public right–of–way to be completed to City of Windsor Standards and the satisfaction of the City Engineer.

CITY OF WINDSOR

ENGINEERING DEPARTMENT

WHEELCHAIR RAMPS & PEDESTRIAN CROSSINGS AT INTERSECTIONS AND CUL–DE–SAC SIDEWALK TERMINATION

DR'N BY: A.P., M.L., M.F.	DATE: DEC, 2012
REVISION: DECEMBER 2015	CH'KD BY: S.S., M.C.
CH'KD BY: P.J.U.	PASSED BY:

CITY ENGINEER

AS–404