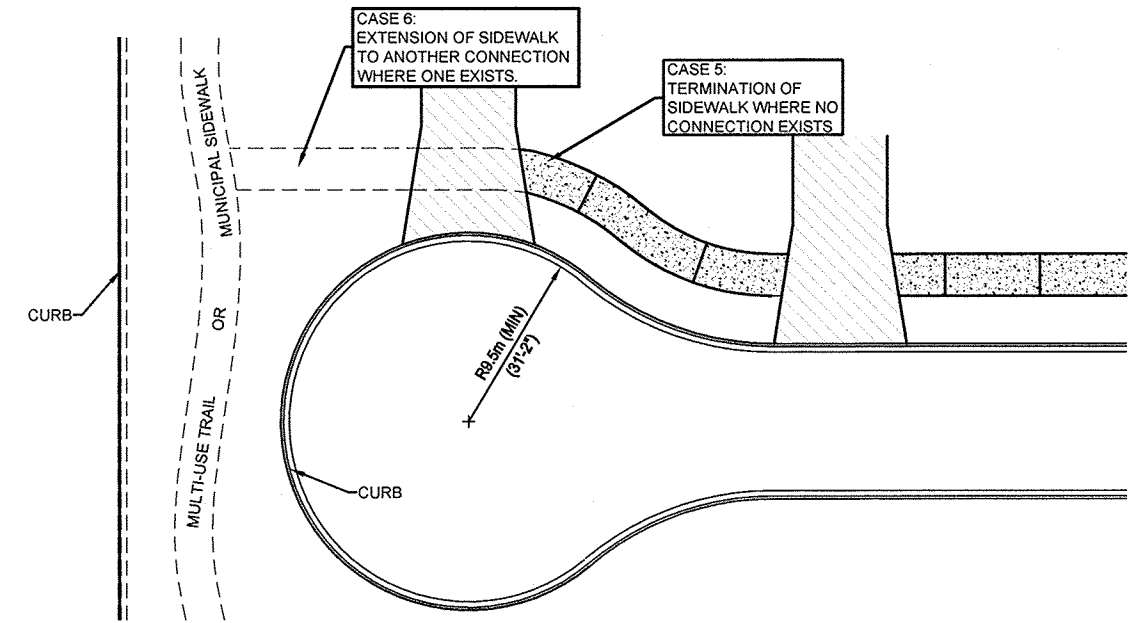
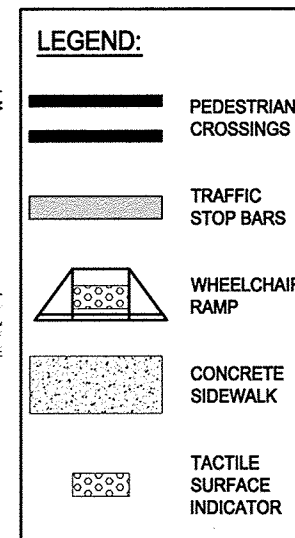
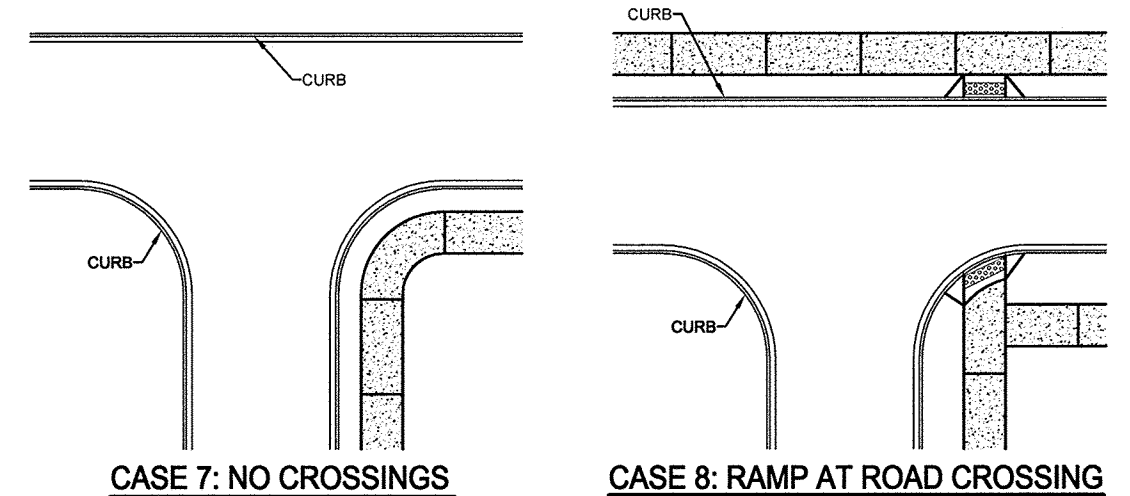


**FIGURE 1: TYPICAL CROSSINGS: CASE 1 TO CASE 4**  
N.T.S.




**FIGURE 2 : SIDEWALKS AT CUL-DE-SACS: CASE 5 & 6**  
N.T.S.



**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.

<b>CITY OF WINDSOR</b>	
ENGINEERING DEPARTMENT	
<b>WHEELCHAIR RAMPS &amp; PEDESTRIAN CROSSINGS AT INTERSECTIONS AND CUL-DE-SAC SIDEWALK TERMINATION</b>	
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	
<b>AS-404</b>	