



**Public Safety (PS) Committee Meeting
September 17th, 2026 @ 10:00 am
VIA Conference Call & Town Hall
141 Main St, Townsend, DE 19734**

10:00 a.m. PS Committee Meeting

- I. Call to Order:
- II. Opening Ceremonies
 - a. Roll Call:
 - b. Pledge of Allegiance:
 - c. Recognition of Visitors:
 - d. Announcements:
- III. Citizens Comments & Participation
- IV. Adoption of Agenda.
- V. **ACTION ITEM:** Discussion and Review of PD Building Updates from Fire Marshal.
- VI. **ACTION ITEM:** Discussion and Review of Crosswalk Improvement Updates.
- VII. Ongoing Business Updates.
- VIII. Discussion of future agenda items.
- IX. Discussion regarding next meeting dates.
- X. Adjournment.

Committee Meetings will be held both in person and in a virtual format.

Those wishing to attend virtually may dial **1(301)715-8592**. When directed, provide following meeting ID **827- 6421-7575#** and then the following password **361631#** to enter the meeting. If you choose to access the meeting online click the following link:
<https://us02web.zoom.us/j/82764217575?pwd=aHI4RDhTZ0xjME1HV0ZOcHRxSHZ3QT09>

Residents will be able to view documents posted to the meeting tab on the Town website at <https://townsend.delaware.gov> or by joining the meeting via computer.

From: Brian Miller <BMiller@Pennoni.com>
Sent: Friday, September 4, 2026 3:35 PM
To: Julie Goodyear
Cc: Gregory Rishel
Subject: TWNSD25009 661 South St - OSFM Review



External (bmillier@pennoni.com)



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This message originated from outside the organization

Julie:

As discussed on the phone, the OSFM ranking reviewer, James Facciolo, connected with Greg Rishel regarding the PD site plan. The outcome was favorable for the Town noting that the OSFM apologized for earlier misinterpretation of the Code and the building as currently design is under 10,00 square feet and does NOT require a sprinkler system. We will also be able to remove the fire lane requirements because of the updated review.

Pennoni will:

- Remove the sprinkler system improvements on the site plan including the new service and meter pit.
- Remove the fire lane striping and signage in response to updated OSFM comments.
- Resubmit the revised plan ASAP to the attention of James Facciolo.

This also voids Artesian Water requirements for a larger fire service meter and new pipe into the building unless the domestic service is not adequate for the use under their requirements. Therefore, the Artesian Water service application and associated DeIDOT application can be pulled without additional costs for construction and service fees.

Have a great holiday weekend. Let's reconnect next week.

Brian Miller, PE, ENV SP, CDT

Pennoni

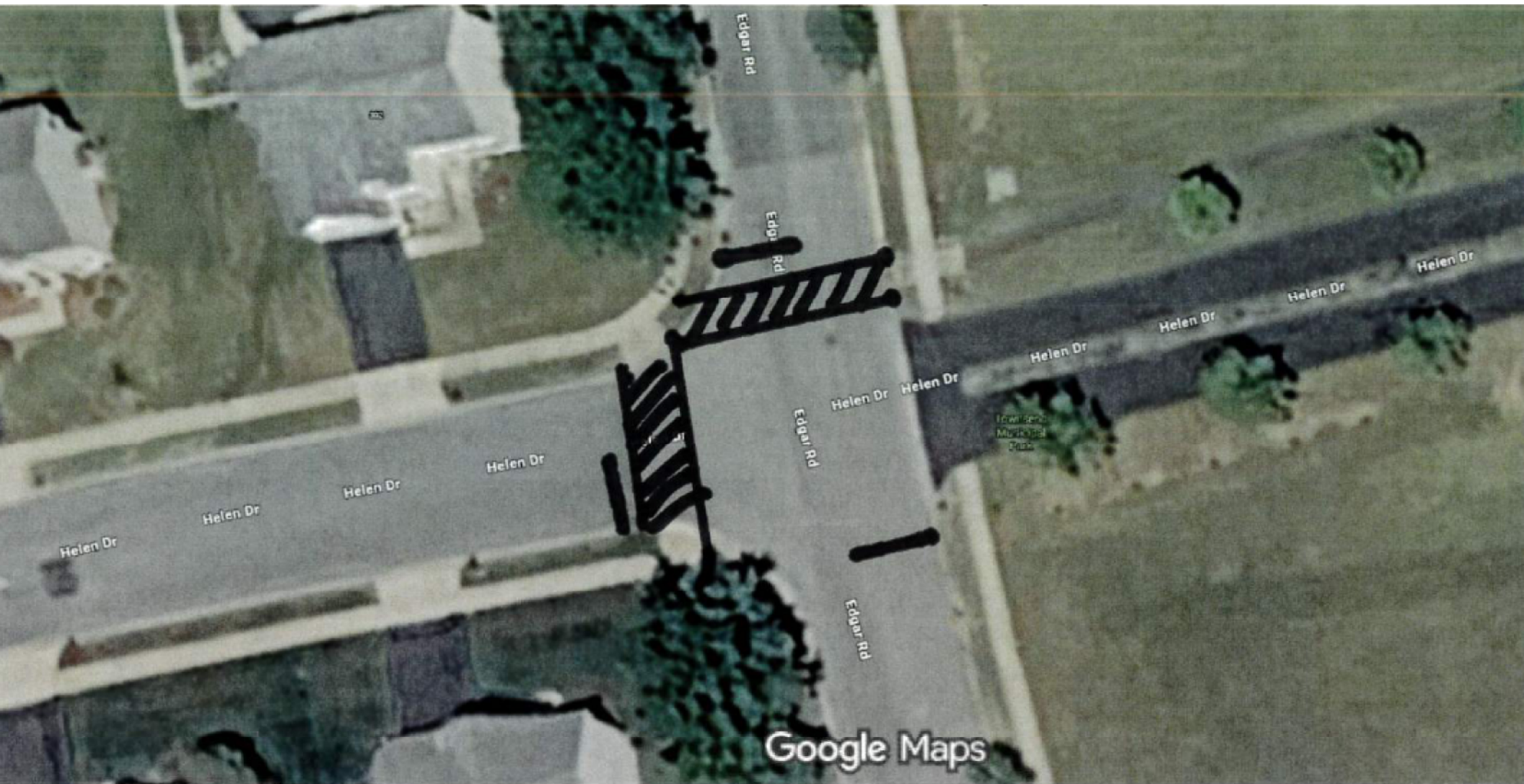
18072 Davidson Drive | Milton, DE 19968

Direct: +1 302-351-5266 | **Mobile:** +1 484-919-5996

www.pennoni.com | BMiller@Pennoni.com



[Celebrating 60 Years!](#)



Google Maps

From: Brian Miller <BMiller@Pennoni.com>
Sent: Wednesday, September 9, 2026 12:51 PM
To: Julie Goodyear
Cc: Earl McCloskey; Dylan Wiggins; Joseph Bangura
Subject: RE: Public Safety Roadway Improvements – Engineering Review
Attachments: Crosswalk & stop sign locations.png



External (bmiller@pennoni.com)



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This message originated from outside the organization

DeIDOT pedestrian standards are within details C-2 and C-3 of the standard construction details beginning on sheet 74 of the document in this link.

https://engineering.support.deldot.gov/images/f/f5/2026_Standard_Construction_Details.pdf?cache=1788971437917

- DeIDOT MUTCD from 2011 is current; a 2026 version is pending approval

A few comments:

- Upper left of the intersection – ADA ramp should be expanded for full functionality of the crosswalk across Edgar
- General configuration seems appropriate limiting crossings to 2
- Crosswalk should be at least 6' wide piano key (24" stripes); wider to match the ramp width (typically 10' wide on higher speed roads)
- May want to shift stop signs to the stop bar locations at completion of the striping

I'm happy to get our traffic team involved if you want to have a plan for the improvements, but I think this can be handled with a reputable DeIDOT approved contractor familiar with this type of work.

Let me know if you need anything further.

Brian Miller, PE, ENV SP, CDT

Pennoni

18072 Davidson Drive | Milton, DE 19968

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www.pennoni.com | BMiller@Pennoni.com

From: Julie Goodyear <jgoodyear@townsend.delaware.gov>

Sent: Tuesday, September 1, 2026 11:38 AM

To: Brian Miller <BMiller@Pennoni.com>

Cc: Earl McCloskey <earl.mccloskey@cj.state.de.us>; Dylan Wiggins

<dwiggins@townsend.delaware.gov>; Joseph Bangura <jbangura@townsend.delaware.gov>

Subject: Public Safety Roadway Improvements – Engineering Review

Good Morning Brian,

The Town is planning to move forward with some relatively small Public Safety improvements to the roadway in front of the Municipal Park at 0 Edgar Road. The project will include pavement markings for the stop sign and the installation of two crosswalks using permanent, reflective materials.

We understand that this is a relatively small project, but before we proceed with awarding the work, I wanted to get your thoughts from an engineering perspective.

Do you foresee any concerns, permitting requirements, design considerations, or other issues that we should be aware of before moving forward? We want to make sure we are not inadvertently overlooking anything, particularly with regard to the placement, materials, roadway markings, drainage, accessibility, or any applicable State requirements.

I've attached the photo we are using as a general reference for what we are looking to accomplish.

If you have a chance to take a quick look and let us know if there is anything you would recommend addressing prior to awarding the project, I would appreciate it.

Thank you, Brian. We just want to make sure we are doing our due diligence, even with a smaller project like this.

Best Regards,

Julie M. Goodyear
Town Manager
Phone: 302-378-8082
Fax: 1-302-378-7099
jgoodyear@townsend.delaware.gov

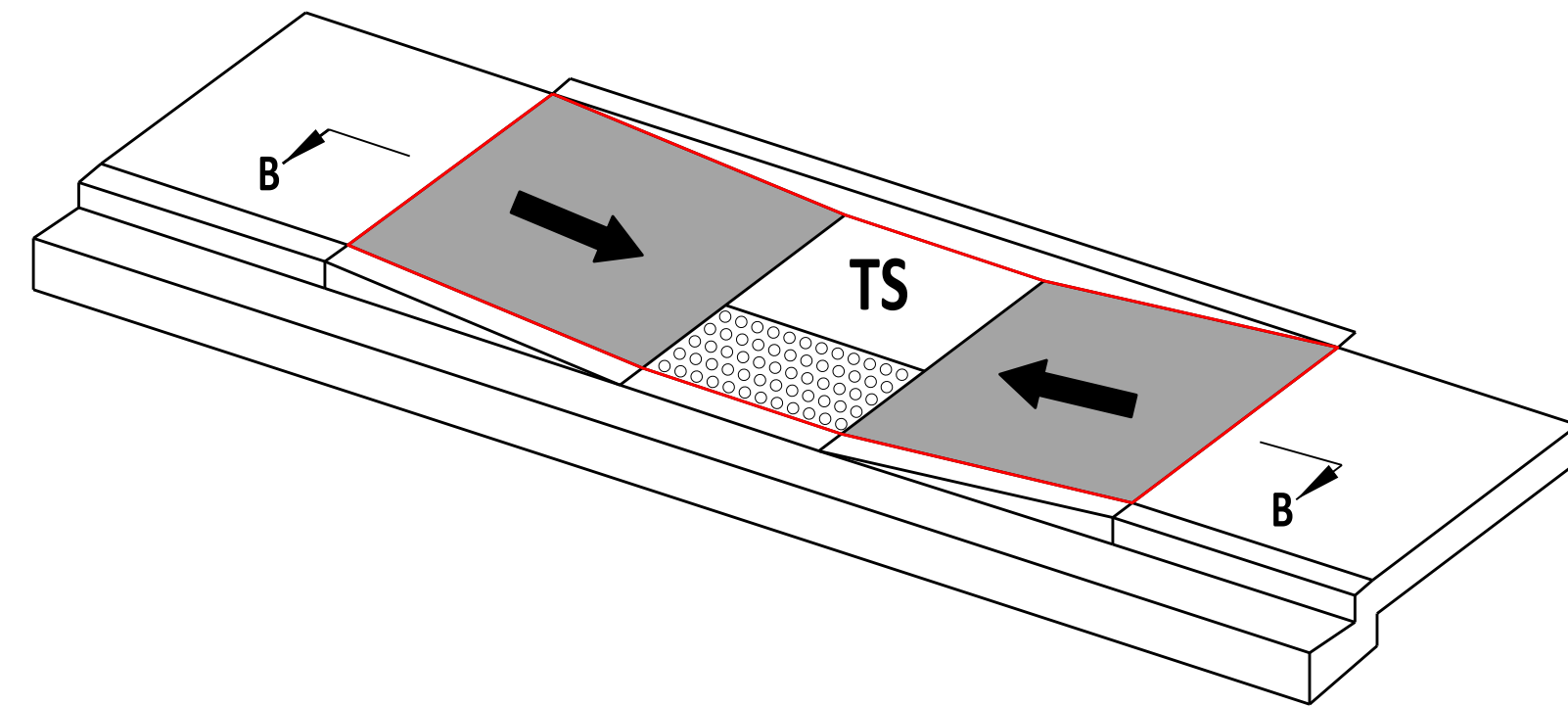
"Ah coffee. The sweet balm by which we shall accomplish today's tasks." - Holly Black



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www.Townsend.Delaware.Gov

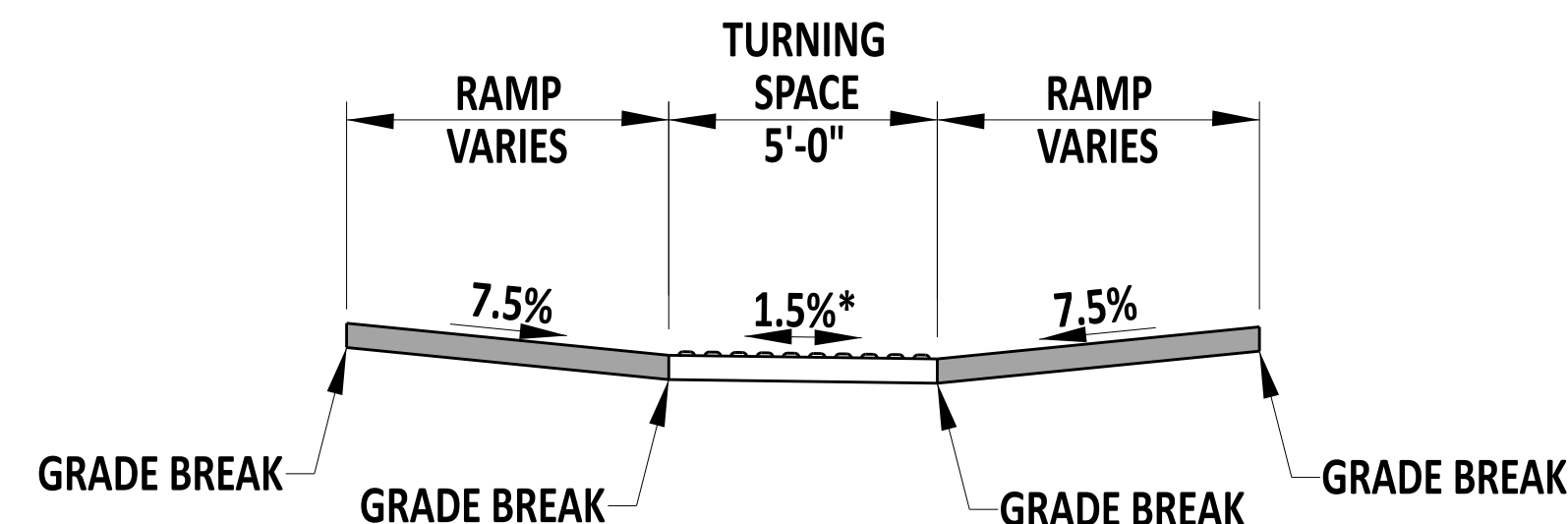
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PARALLEL CURB RAMP

SEE SHEET 4 FOR LAYOUT ALTERNATIVES



SECTION B-B

GENERAL PEDESTRIAN CONNECTION NOTES:

- 1). TO AVOID CHASING GRADE INDEFINITELY ON STEEP ROADWAYS, RAMP LENGTH IS NOT REQUIRED TO EXCEED 15'-0" REGARDLESS OF THE RESULTING RAMP RUNNING SLOPE. GRADE BREAKS SHALL NOT BE LOCATED WITHIN THE RAMP.
- 2). ALL JOINTS AND GRADE BREAKS ARE TO BE CONSTRUCTED FLUSH.
- 3). TO CREATE A FLUSH TRANSITION TO THE STREET, THE CROSS SLOPE OF THE INDICATED ELEMENTS MAY EXCEED THE REQUIRED 2.0% MAXIMUM CROSS SLOPE. THE ELEMENT PERMITTED TO EXCEED THE 2.0% MAXIMUM VARIES BY PEDESTRIAN CONNECTION TYPE. SEE THE CURRENT PEDESTRIAN ACCESSIBILITY STANDARDS MANUAL FOR ADDITIONAL INFORMATION ABOUT WHICH ELEMENTS MAY BE PERMITTED TO EXCEED THE 2.0% MAXIMUM. IN ALL CASES, THE CROSS SLOPE OF THE ELEMENT PERMITTED TO EXCEED THE 2.0% MAXIMUM IS NOT TO EXCEED THE SLOPE OF THE ADJACENT ROADWAY.
- 4). GRADE BREAKS AT THE TOP AND BOTTOM OF A RAMP, BLENDED TRANSITION, AND TURNING SPACE SHALL BE PERPENDICULAR TO THE RUNNING SLOPE. GRADE BREAKS SHALL NOT BE LOCATED WITHIN THE RAMP, BLENDED TRANSITION, TURNING SPACE, OR DETECTABLE WARNING SURFACE.
- 5). WHEN ADJACENT TO GRASS, A 6:1 GRADE IS REQUIRED FOR A MINIMUM OF 2'-0" ADJACENT TO THE PEDESTRIAN CONNECTION IN ACCORDANCE WITH M-3, SHEET 1. ALTERNATIVELY, A CURB AT THE BACK OF THE PEDESTRIAN PATH MAY BE INSTALLED AT DEPRESSED TURNING SPACES OR RAMP SEGMENTS IN LIEU OF PROVIDING A 6:1 GRADE.
- 6). SEE PLANS FOR WIDTH. PEDESTRIAN CONNECTIONS THAT SERVE SHARED USE PATHS ARE TO PROVIDE A RAMP WIDTH AND TURNING SPACE WIDTH THE SAME WIDTH AS THE APPROACH SHARED USE PATH.
- 7). PROVIDE A TURNING SPACE AT LOCATIONS WHERE THE PRIMARY DIRECTION OF TRAVEL IS REQUIRED TO CHANGE IN ORDER TO ACCESS THE PEDESTRIAN CONNECTION IN ACCORDANCE WITH THESE SHEETS.
- 8). IN ALTERATIONS, WHERE THE PEDESTRIAN CONNECTION WILL TIE INTO AN EXISTING CROSS SLOPE THAT EXCEEDS 2.0%, PLACE A MINIMUM 5'-0" LONG TRANSITION SLAB IN THE DIRECTION OF PEDESTRIAN TRAVEL TO CONNECT THE NEW PEDESTRIAN CONNECTION TO THE EXISTING PEDESTRIAN PATH. THE TRANSITION SLAB SHALL NOT OVERLAP ANY OTHER REQUIRED PEDESTRIAN CONNECTION ELEMENT. THE CROSS SLOPE TRANSITION SHALL BE SPREAD EVENLY OVER THE SLAB TO MINIMIZE THE DEGREE OF WARPING. THE RATE OF CROSS SLOPE CHANGE IN THE TRANSITION AREA SHALL NOT EXCEED 3% PER LINEAR FOOT. THE RUNNING SLOPE OF THE TRANSITION SLAB SHALL MATCH THE RUNNING SLOPE OF THE EXISTING, UNDISTURBED PATH.
- 9). REFER TO THE DE MUTCD FOR DETAILS REGARDING THE LOCATION OF PEDESTRIAN PUSH BUTTONS.
- 10). PROVIDE FLARED SIDES ON PERPENDICULAR CURB RAMPS AND BLENDED TRANSITIONS WHERE THE RAMP OR BLENDED TRANSITION EDGE ABUTS A WALKABLE SURFACE. UNLESS APPROVED OTHERWISE BY THE ENGINEER, PROVIDE JOINTS BETWEEN THE FLARED SIDE AND THE ABUTTING WALKABLE SURFACE AND RAMPED SEGMENT. FLARED SIDES MAY BE SUBSTITUTED WITH APPROVAL OF THE ENGINEER WITH VERTICAL RETURNED CURBS OR A 4:1 CURB TAPER WITH ASSOCIATED GRADING ALONG THE RAMP WHERE THE RAMP ABUTS A NON-WALKABLE SURFACE, OR WHERE THE ADJACENT RAMP SURFACE IS BLOCKED TO PEDESTRIAN TRAFFIC. THE RETURNED CURB MUST NOT AFFECT THE CLEAR WIDTH OF THE PEDESTRIAN ACCESS ROUTE AND SHALL BE FLUSH WITH THE PEDESTRIAN PATH AT TERMINATION.
- 11). LAYOUT JOINTS AND EXPANSION MATERIAL IN ACCORDANCE WITH M-3, SHEET 1 OF 1.
- 12). ALIGN THE PEDESTRIAN CONNECTION AND THE CROSSWALK SO THAT A 4'-0" X 4'-0" CLEAR SPACE AREA LOCATED BELOW THE BOTTOM GRADE BREAK OF CURB RAMPS AND BLENDED TRANSITIONS IS CONTAINED WHOLLY WITHIN THE CROSSWALK. ONLY DIAGONAL CURB RAMPS REQUIRE THAT THE CLEAR SPACE BE LOCATED OUTSIDE OF THE PARALLEL VEHICLE TRAVEL LANE AND THAT A SEGMENT OF CURB 2'-0" LONG MINIMUM BE LOCATED ON EACH SIDE OF THE DIAGONAL CURB RAMP'S FLARED SIDES AND BE WITHIN THE MARKED CROSSING.
- 13). WHERE PEDESTRIAN CONNECTIONS ARE LOCATED ON A RADIUS, THE REQUIRED DIMENSIONS ARE MEASURED PERPENDICULAR TO THE PEDESTRIAN CONNECTION ELEMENT AND NOT ALONG THE CURVE. SEE THE CURRENT DELDOT PAS MANUAL FOR ADDITIONAL INFORMATION.
- 14). PEDESTRIAN CONNECTIONS
 - A). PERPENDICULAR CURB RAMPS HAVE A RAMPED SECTION THAT CUTS THROUGH THE CURB AT AN ANGLE.
 - B). PARALLEL CURB RAMPS HAVE A RUNNING SLOPE THAT IS IN-LINE WITH THE DIRECTION OF SIDEWALK TRAVEL AND LOWERS THE SIDEWALK TO A TURNING SPACE WHERE A TURN IS MADE TO ENTER THE CROSSWALK.
 - C). COMBINATION PEDESTRIAN CONNECTIONS UTILIZE A PARALLEL CURB RAMP TO LOWER THE PEDESTRIAN PATH TO A MID TURNING SPACE AND THEN A SHORT PERPENDICULAR CURB RAMP TO CONNECT THE TURNING SPACE TO THE CROSSWALK.
 - D). PERPENDICULAR AND PARALLEL RAMP CONFIGURATIONS ARE PREFERRED TO DEPRESSED CORNERS. DEPRESSED CORNERS SHOULD ONLY BE USED WHERE SITE CONDITIONS MAKE THEM A MORE APPROPRIATE OPTION, OR WHERE PERPENDICULAR OR PARALLEL RAMPS CANNOT BE INSTALLED DUE TO A PHYSICAL SITE CONSTRAINT.
 - E). A SINGLE CURB RAMP THAT SERVES TWO SEPARATE CROSSWALKS IS CONSIDERED A SHARED CURB RAMP.

REQUIRED ELEMENT DIMENSIONS AND CRITERIA (APPLIES TO ALL SHEETS OF STANDARD C-2)				
PEDESTRIAN CONNECTION ELEMENT	CRITERIA	LIMITS FOR DESIGN AND LAYOUT	LIMITS FOR WORK ACCEPTANCE	RELATED NOTES
RAMP	WIDTH	5'-0" MIN.	5'-0" MIN.	SEE NOTE 6
	RUNNING SLOPE	7.5%	8.3% MAX.	SEE NOTE 1
	CROSS SLOPE	1.5%	2.0% MAX.	SEE NOTE 3
	SLOPE OF FLARED SIDE	9.5%	10.0% MAX.	SEE NOTE 10
TURNING SPACE	DIMENSION	5'-0" X 5'-0" MIN.	5'-0" X 5'-0" MIN.	SEE NOTE 6
	RUNNING SLOPE	1.5%	2.0% MAX.	
	CROSS SLOPE	1.5%	2.0% MAX.	SEE NOTE 3
BLENDED TRANSITION	RUNNING SLOPE	4.5%	5.0 MAX.	
	CROSS SLOPE	1.5%	2.0% MAX.	SEE NOTE 3
TRIANGULAR AREA	RUNNING SLOPE	1.5%	5.0% MAX.	
	CROSS SLOPE	1.5%	2.0% MAX.	SEE NOTE 3
CLEAR SPACE	DIMENSION	4'-0" X 4'-0"	4'-0" X 4'-0"	SEE NOTE 12

* CROSS SLOPE IS MEASURED PERPENDICULAR TO THE PRIMARY DIRECTION OF PEDESTRIAN TRAVEL.
 ** RUNNING SLOPE IS MEASURED PARALLEL TO THE PRIMARY DIRECTION OF PEDESTRIAN TRAVEL.
 *** ALL SLOPES ARE MEASURED WITH RESPECT TO A LEVEL PLANE.

Andrew Shost 11/21/2025
ENGINEERING SUPPORT DATE

RECOMMENDED

PEDESTRIAN CONNECTIONS, GENERAL NOTES

STANDARD NO.	C-2 (2026)	SHT.	1	OF	8
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REVIEWED

DEPUTY DIRECTOR - DESIGN

9 December 2025

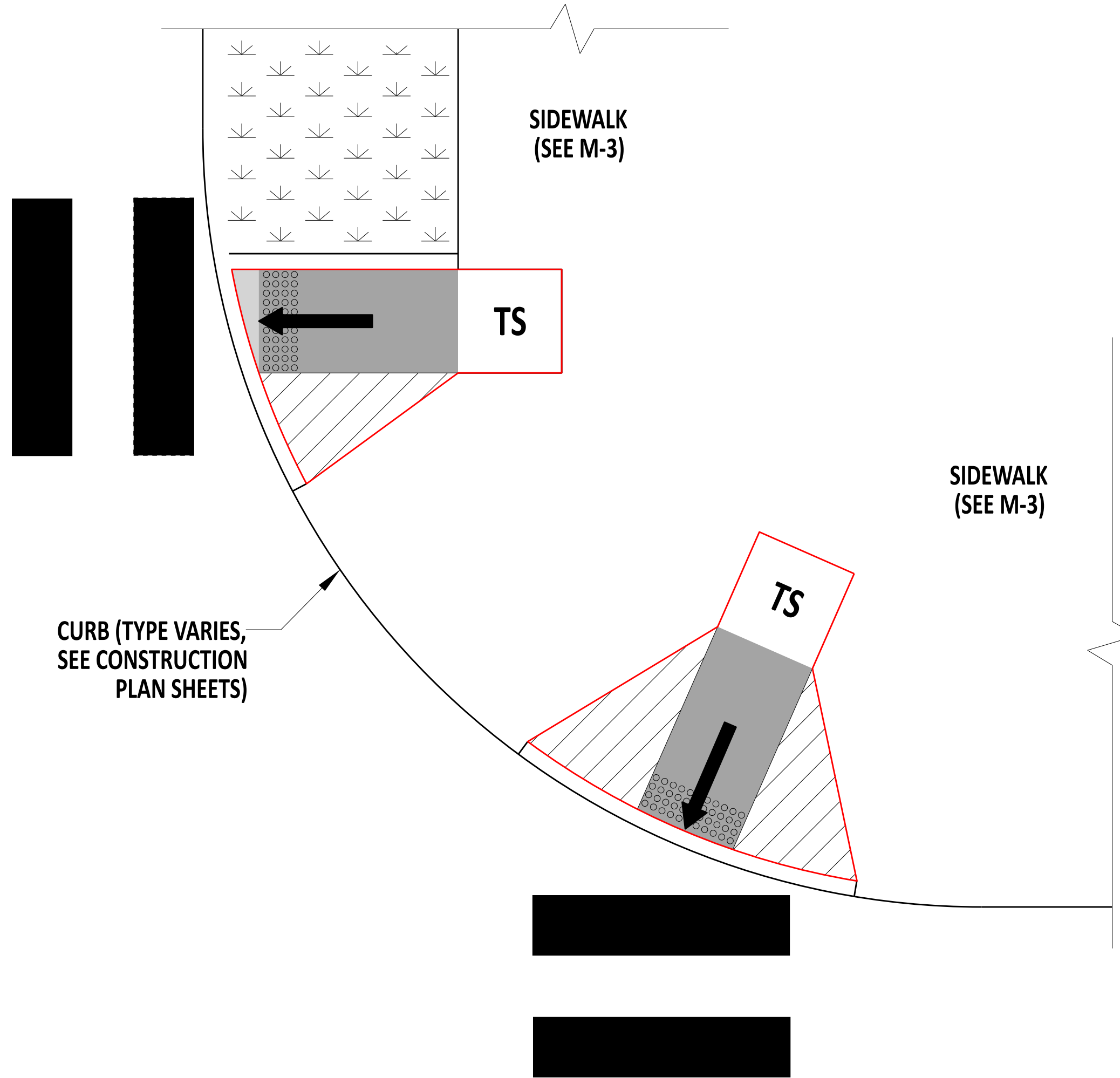
APPROVED

CHIEF ENGINEER

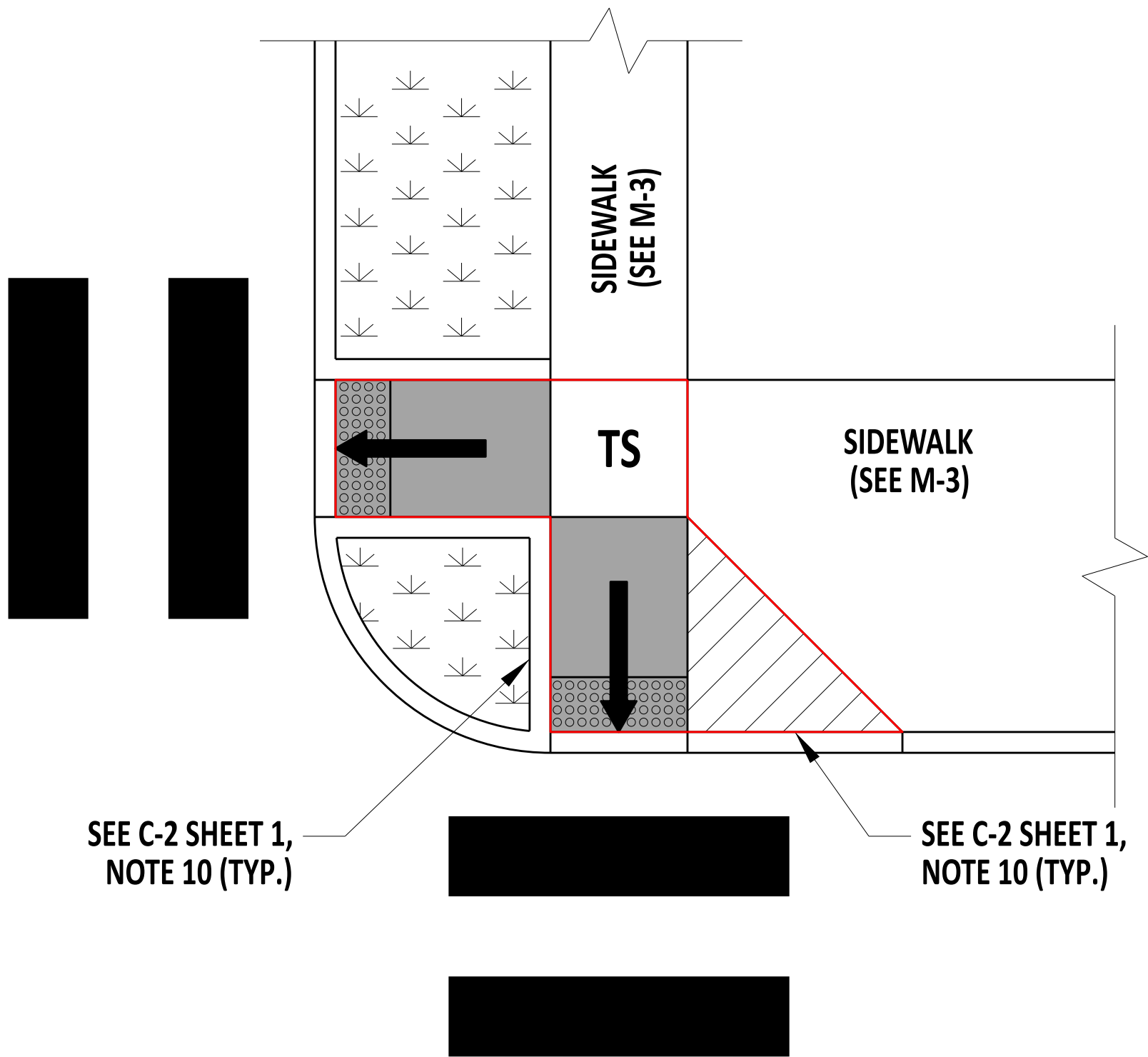
DATE 12/09/2025

LEGEND

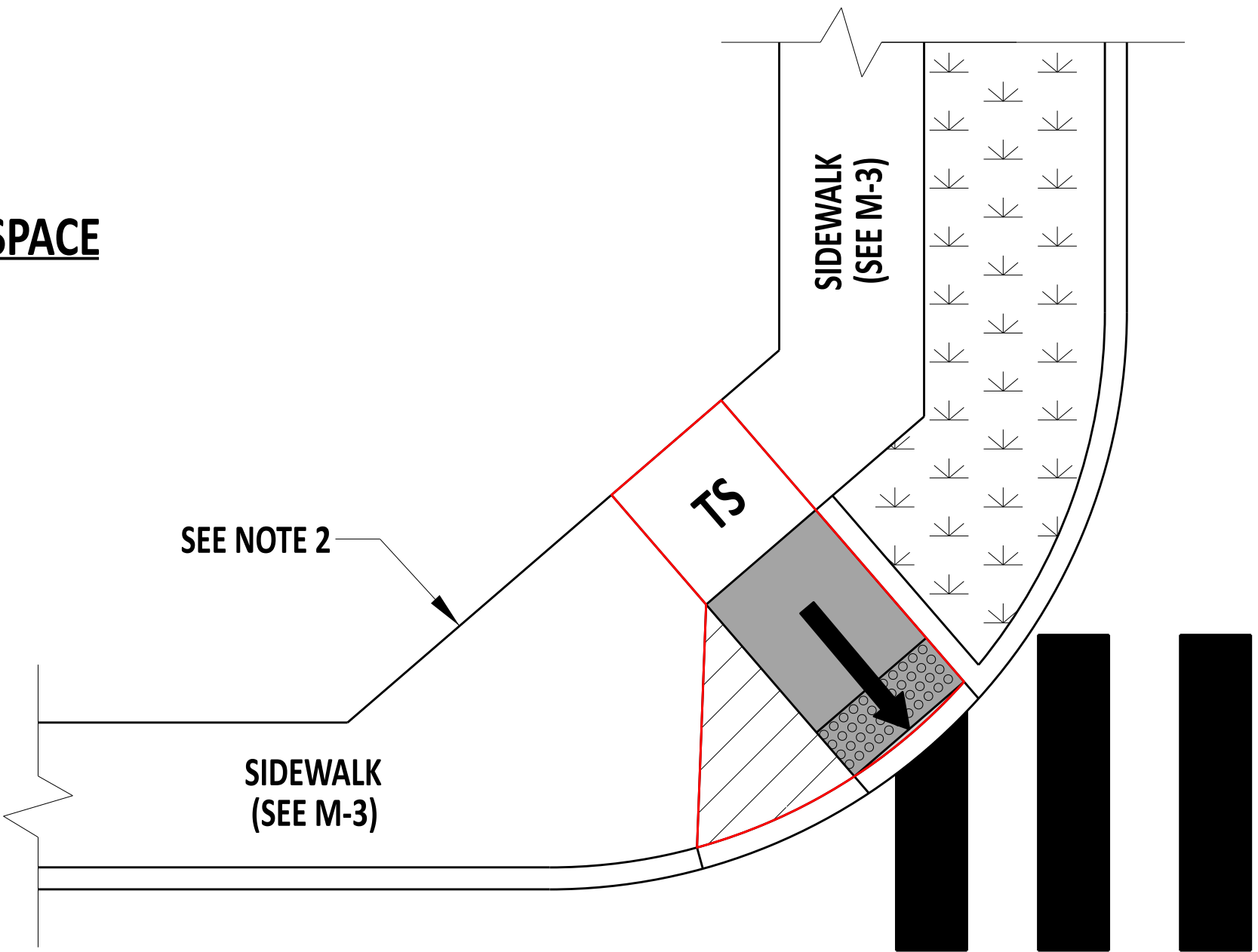
TS	TURNING SPACE		TRIANGULAR AREA
	RAMP		DETECTABLE WARNING SURFACE
	BLENDED TRANSITION		FLARED SIDE
	CROSSWALK STRIPING		LIMIT OF 6" MIN. SIDEWALK OVER 6" GABC
	BUFFER OR OTHER NON-WALKABLE SURFACE		



DUAL STREET CROSSINGS WITH SEPARATE TURNING SPACES



DUAL STREET CROSSINGS WITH SHARED TURNING SPACE



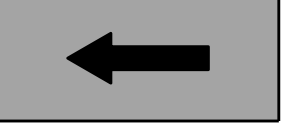
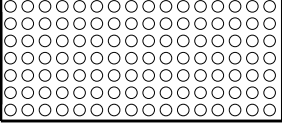
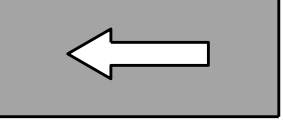
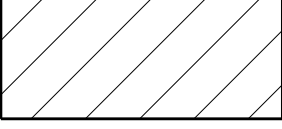
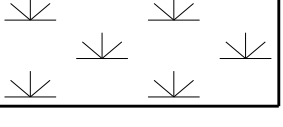
SINGLE STREET CROSSING

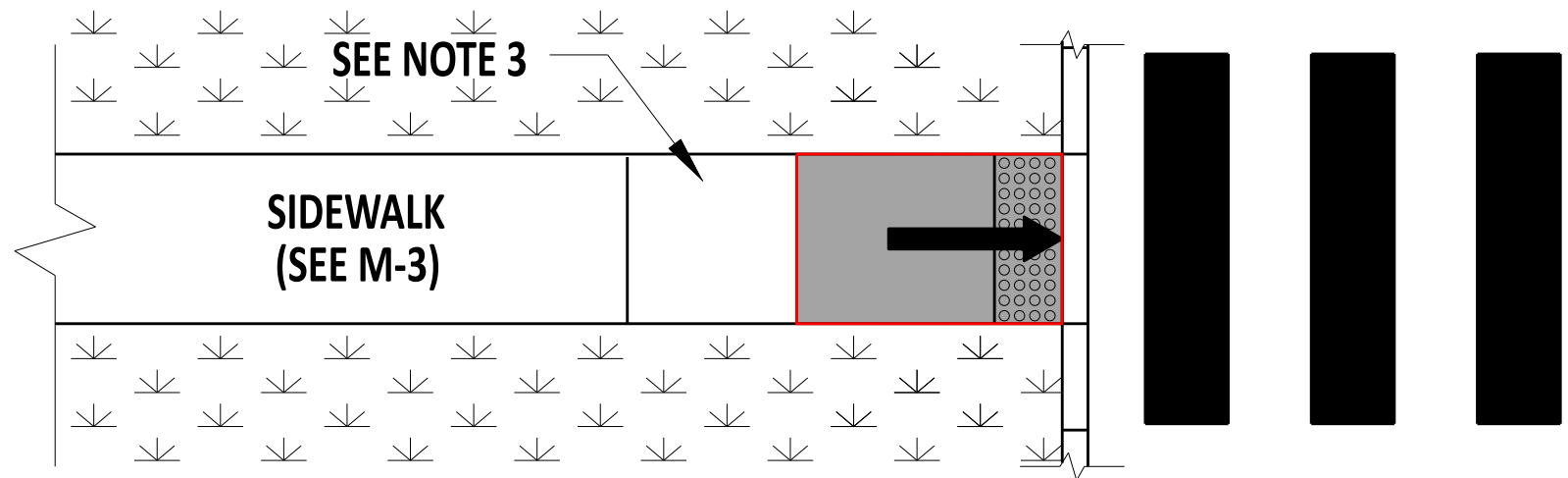
- NOTES:
- 1). SEE DETAIL C-2, SHEET 1 FOR GENERAL PEDESTRIAN CONNECTION NOTES AND ELEMENT REQUIREMENTS.
 - 2). LOCATE THE BACK OF PEDESTRIAN PATH IN A MANNER THAT ALLOWS FOR THE INSTALLATION OF A TURNING SPACE AT THE TOP OF THE PERPENDICULAR CURB RAMP.
 - 3). SEE DETAIL C-2, SHEET 3 FOR DWS PLACEMENT.

PEDESTRIAN CONNECTION, TYPE 1: PERPENDICULAR CURB RAMPS
DUAL APPROACH LAYOUT ALTERNATIVES

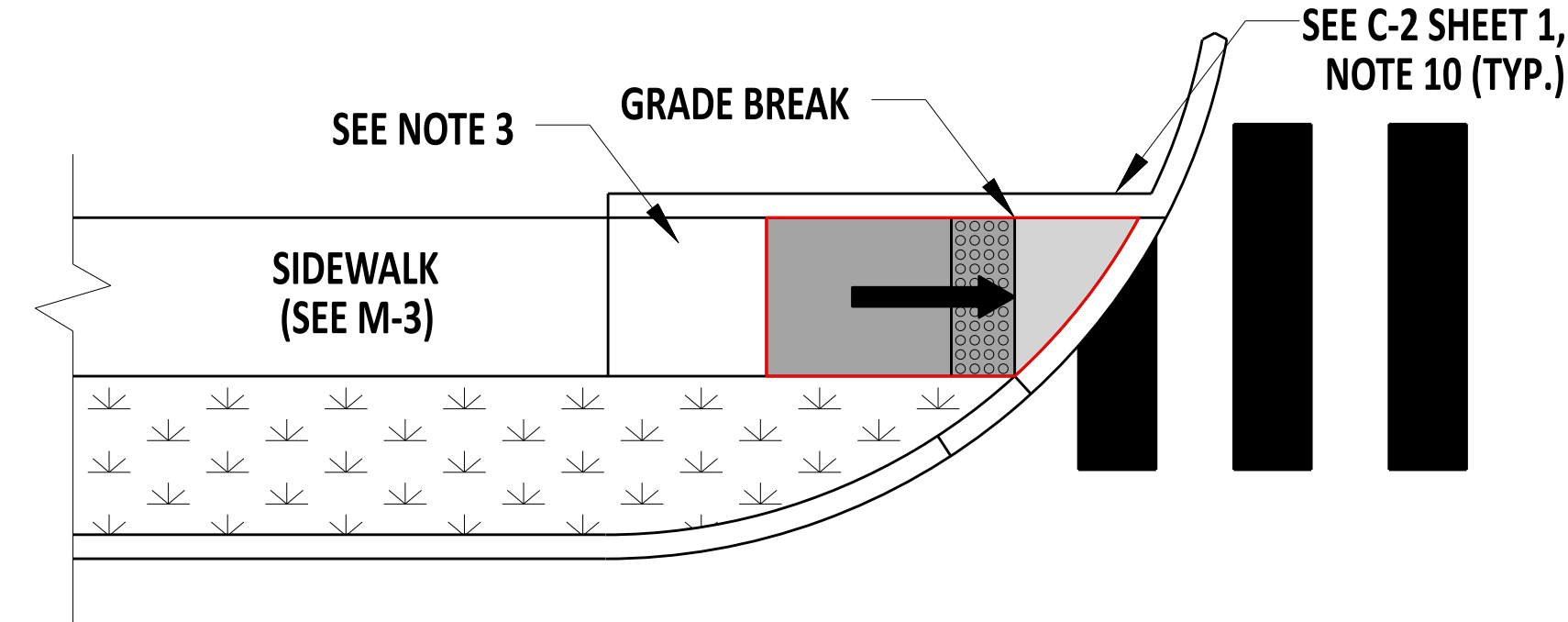
	 ENGINEERING SUPPORT RECOMMENDED DATE 12/22/2023	PEDESTRIAN CONNECTION, TYPE 1			REVIEWED	 DEPUTY DIRECTOR - DESIGN 22 December 2023 DATE
		STANDARD NO.	C-2 (2024)	SHT. 2 OF 8	APPROVED	
						 CHIEF ENGINEER 01/11/2024 DATE

LEGEND

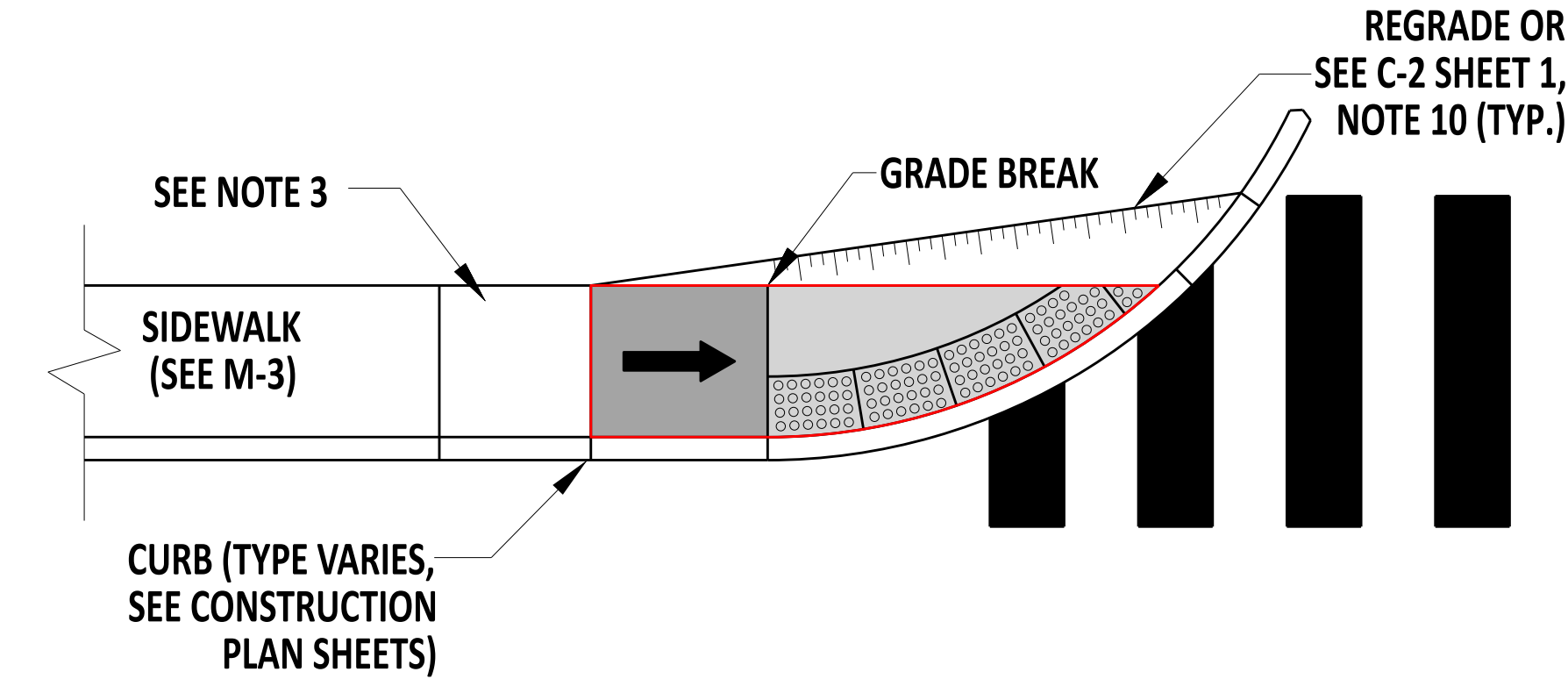
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	RAMP		DETECTABLE WARNING SURFACE
	BLENDED TRANSITION		FLARED SIDE
	CROSSWALK STRIPING		LIMIT OF 6" MIN. SIDEWALK OVER 6" GABC
	BUFFER OR OTHER NON-WALKABLE SURFACE		



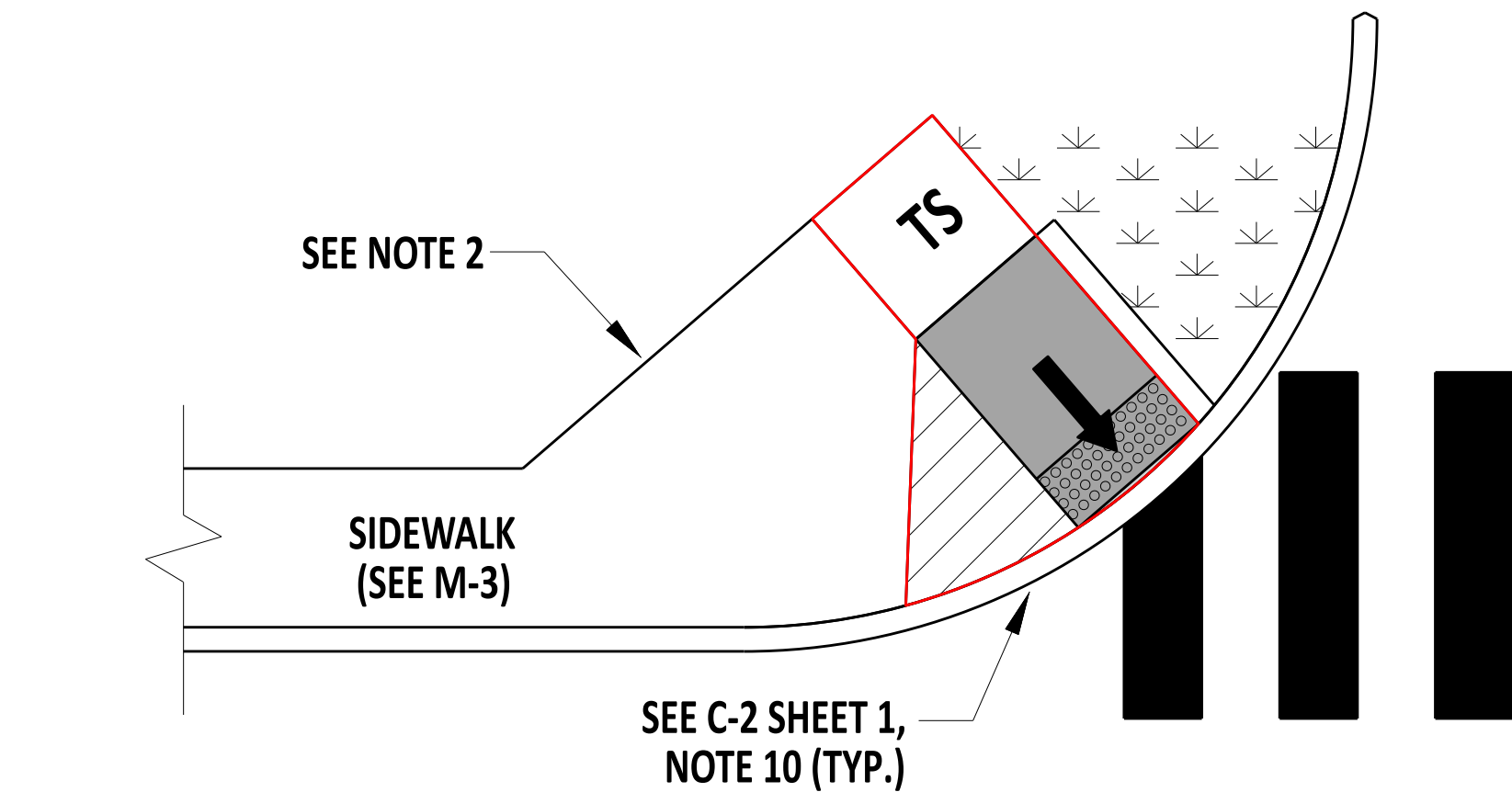
DIRECTIONAL WITH BUFFER STRIP
SEE NOTE 5A



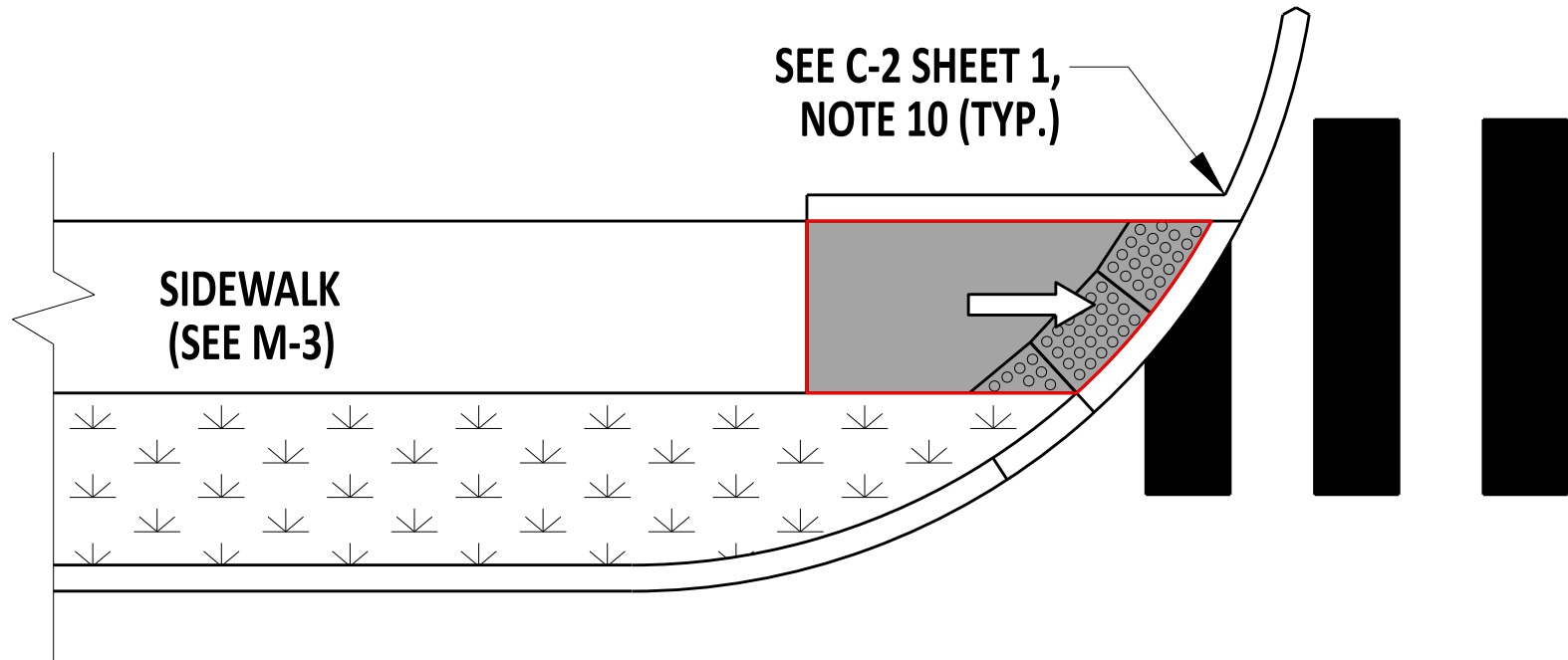
DIRECTIONAL WITH BUFFER STRIP
SEE NOTE 5B



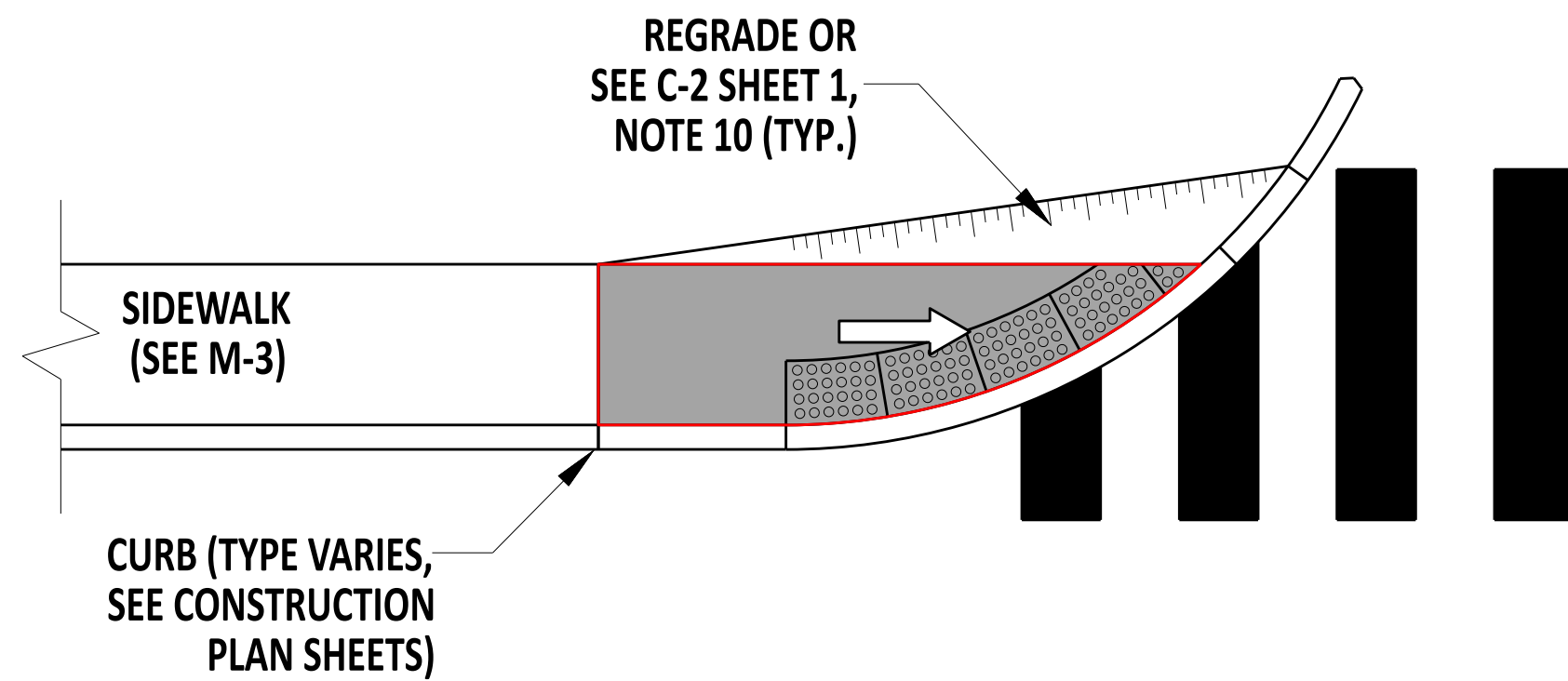
DIRECTIONAL WITH NO BUFFER STRIP
SEE NOTES 4 AND 5C



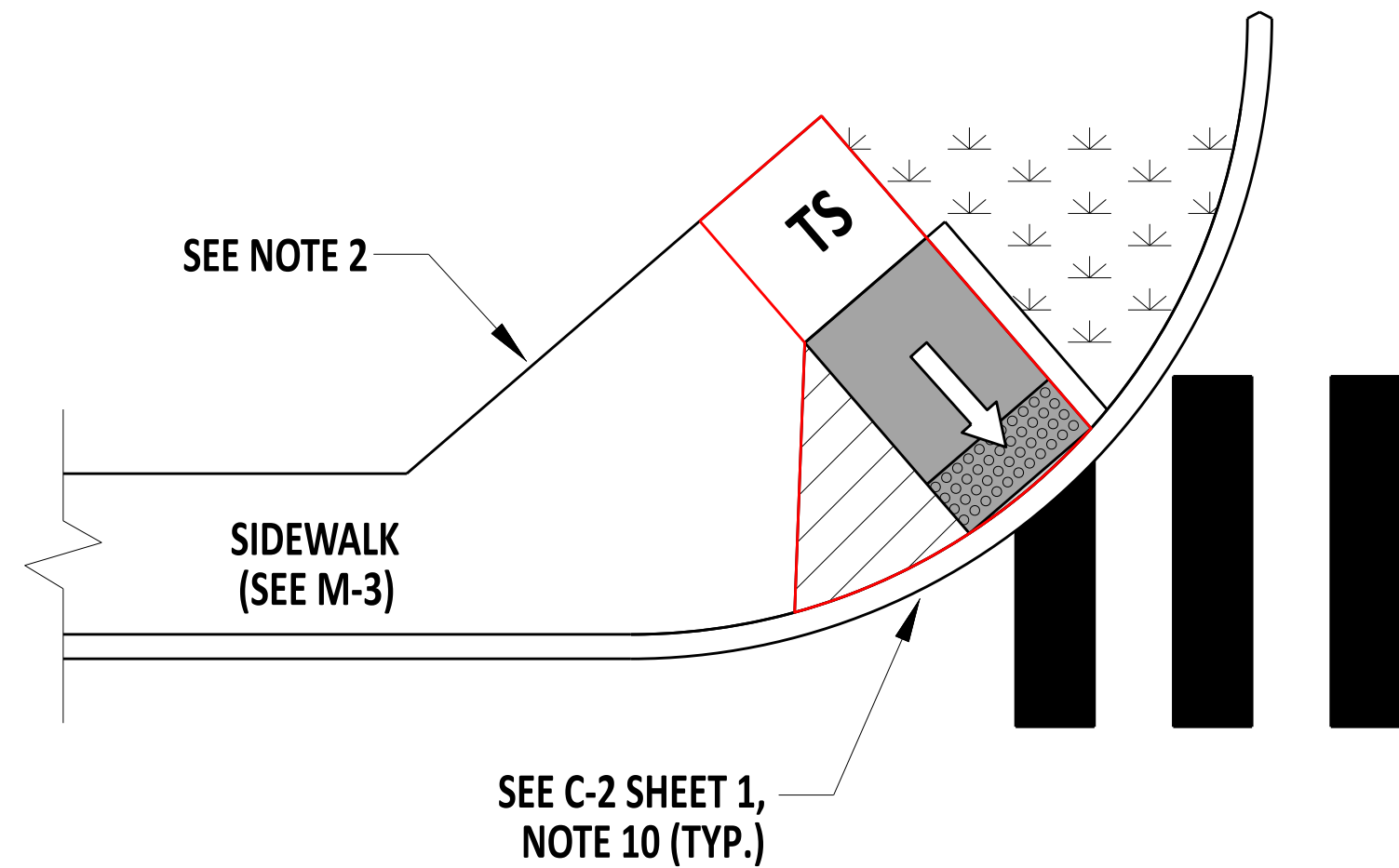
PERPENDICULAR NON-DIRECTIONAL



DIRECTIONAL BLENDED TRANSITION WITH BUFFER STRIP
SEE NOTE 6



DIRECTIONAL BLENDED TRANSITION WITH NO BUFFER STRIP
SEE NOTE 4 AND NOTE 6



PERPENDICULAR NON-DIRECTIONAL BLENDED TRANSITION
SEE NOTE 6

PEDESTRIAN CONNECTION, TYPE 1: PERPENDICULAR CURB RAMPS AND BLENDED TRANSITIONS
SINGLE APPROACH LAYOUT ALTERNATIVES

NOTES:

- SEE DETAIL C-2, SHEET 1 FOR GENERAL PEDESTRIAN CONNECTION NOTES AND ELEMENT REQUIREMENTS.
- LOCATE THE BACK OF PEDESTRIAN PATH IN A MANNER THAT ALLOWS FOR THE INSTALLATION OF A TURNING SPACE AT THE TOP OF THE PERPENDICULAR CURB RAMP.
- INSTALL A TURNING SPACE IF A TURNING MOVEMENT IS REQUIRED TO ENTER OR EXIT THE RAMP. IF A TURNING SPACE IS REQUIRED, THE MINIMUM DEPTH IS 6" OF SIDEWALK OVER 6" OF GABC.
- USE OF A SINGLE APPROACH PARALLEL CURB RAMP (SEE DETAIL C-2, SHEET 4) IS PREFERRED TO THE USE OF A SINGLE APPROACH DIRECTIONAL WITH NO BUFFER STRIP PERPENDICULAR TYPE APPLICATION.
- FOR PERPENDICULAR CURB RAMPS, INSTALL DWS IN LOCATIONS AS FOLLOWS:
 - PLACE THE DWS AT THE BACK OF CURB WHEN THE ENDS OF THE BOTTOM GRADE BREAK ARE IN FRONT OF THE BACK OF CURB.
 - PLACE THE DWS ON THE RAMP RUN WITHIN ONE DOME SPACING OF THE BOTTOM GRADE BREAK WHEN THE ENDS OF THE BOTTOM GRADE BREAK ARE BEHIND THE BACK OF CURB AND THE DISTANCE FROM EITHER END OF THE BOTTOM GRADE BREAK TO THE BACK OF CURB IS 5'-0" OR LESS.
 - PLACE THE DWS AT THE BACK OF CURB WHEN THE ENDS OF THE BOTTOM GRADE BREAK ARE BEHIND THE BACK OF CURB AND THE DISTANCE FROM EITHER END OF THE BOTTOM GRADE BREAK TO THE BACK OF CURB IS MORE THAN 5'-0".
- FOR BLENDED TRANSITIONS, PLACE THE DWS AT THE BACK OF CURB.
- DO NOT PLACE DWS ACROSS A GRADE BREAK.



Andrew Shott
ENGINEERING SUPPORT
RECOMMENDED
DATE 11/21/2025

PEDESTRIAN CONNECTION, TYPE 1

STANDARD NO. C-2 (2026) SHT. 3 OF 8

REVIEWED

[Signature]
DEPUTY DIRECTOR - DESIGN

9 December 2025
DATE

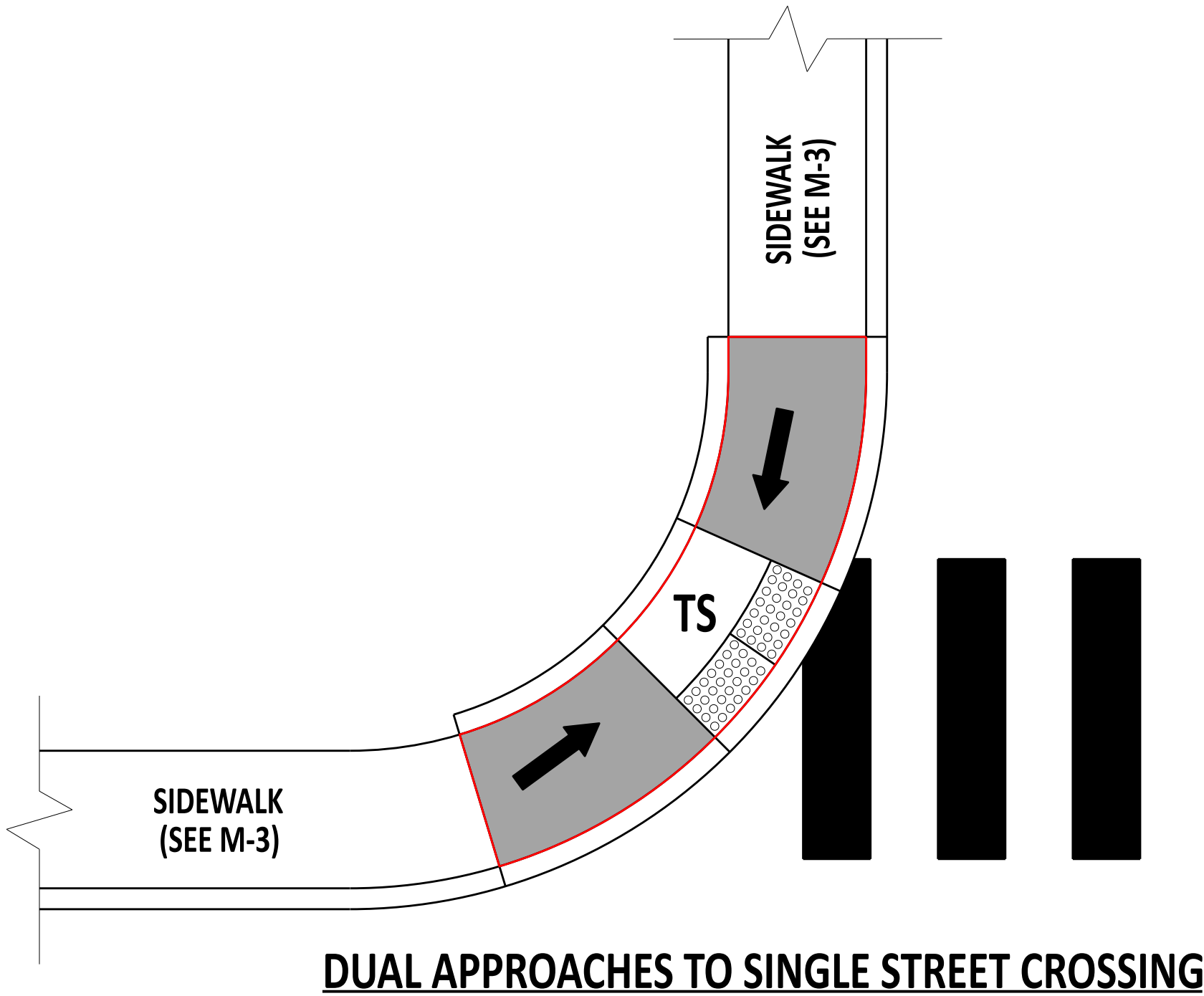
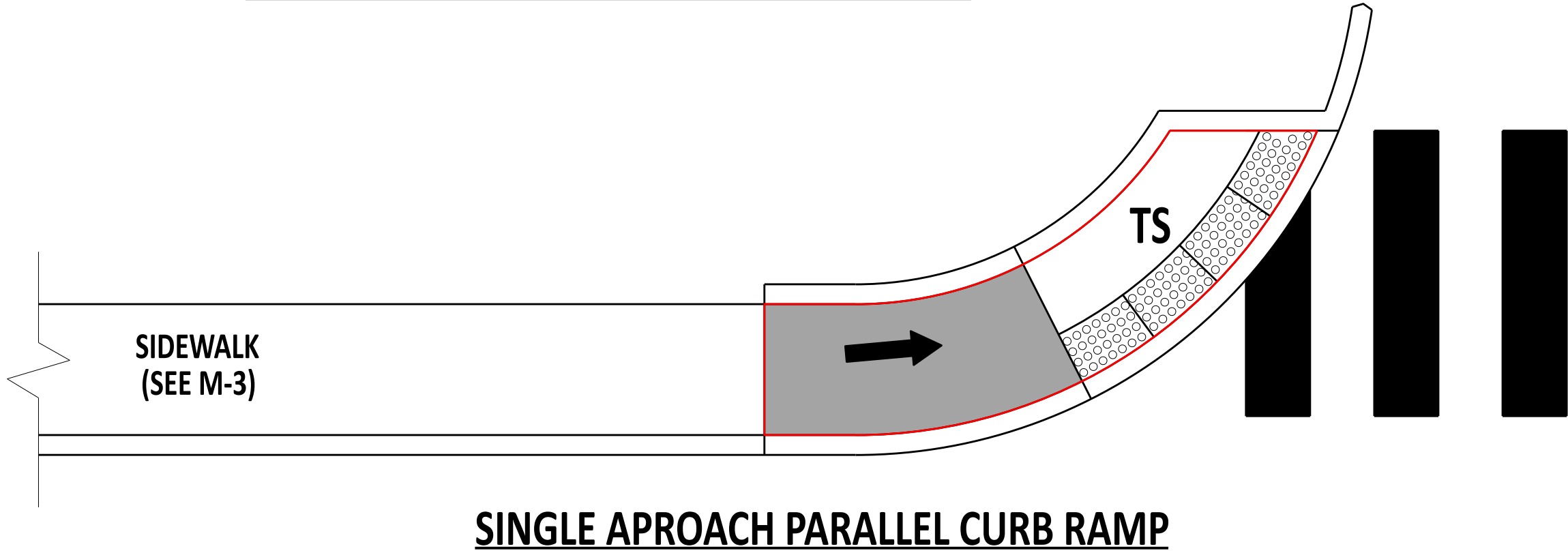
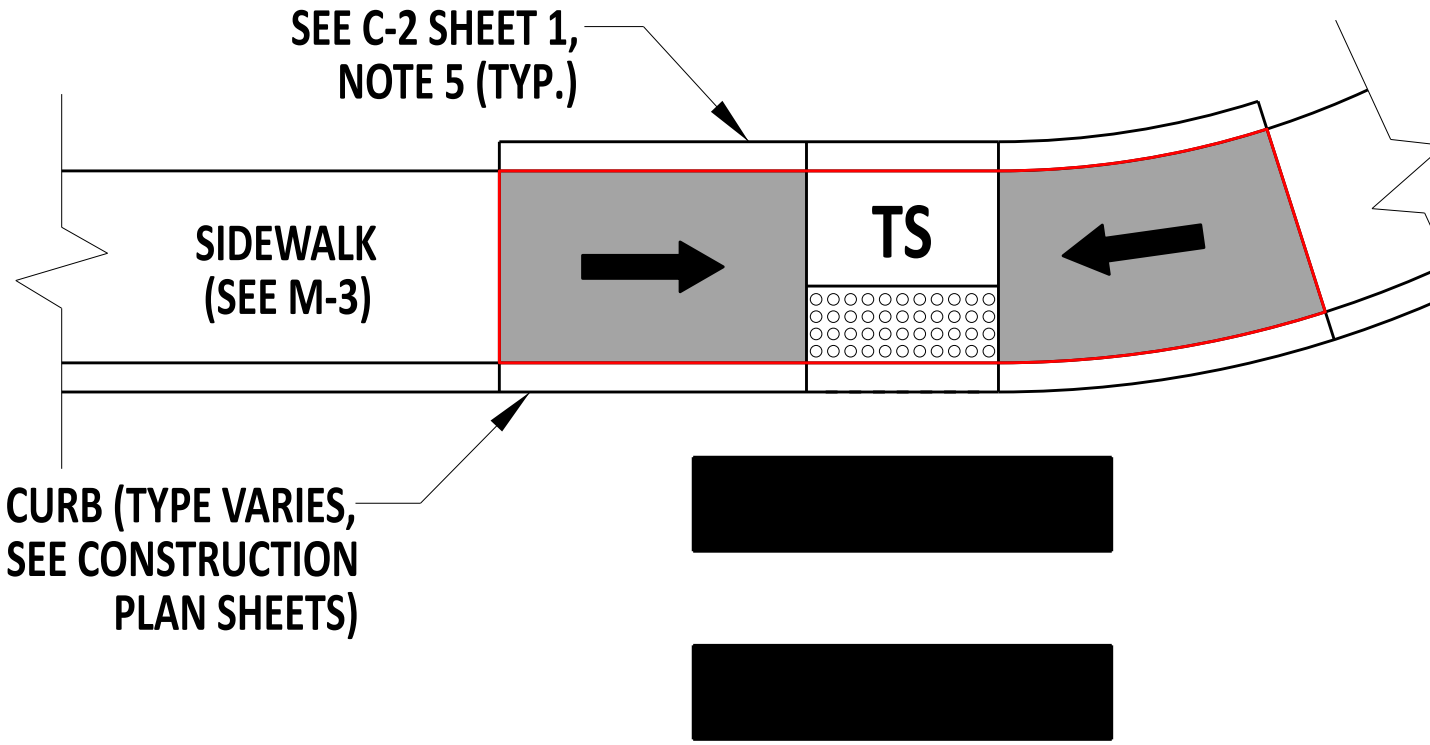
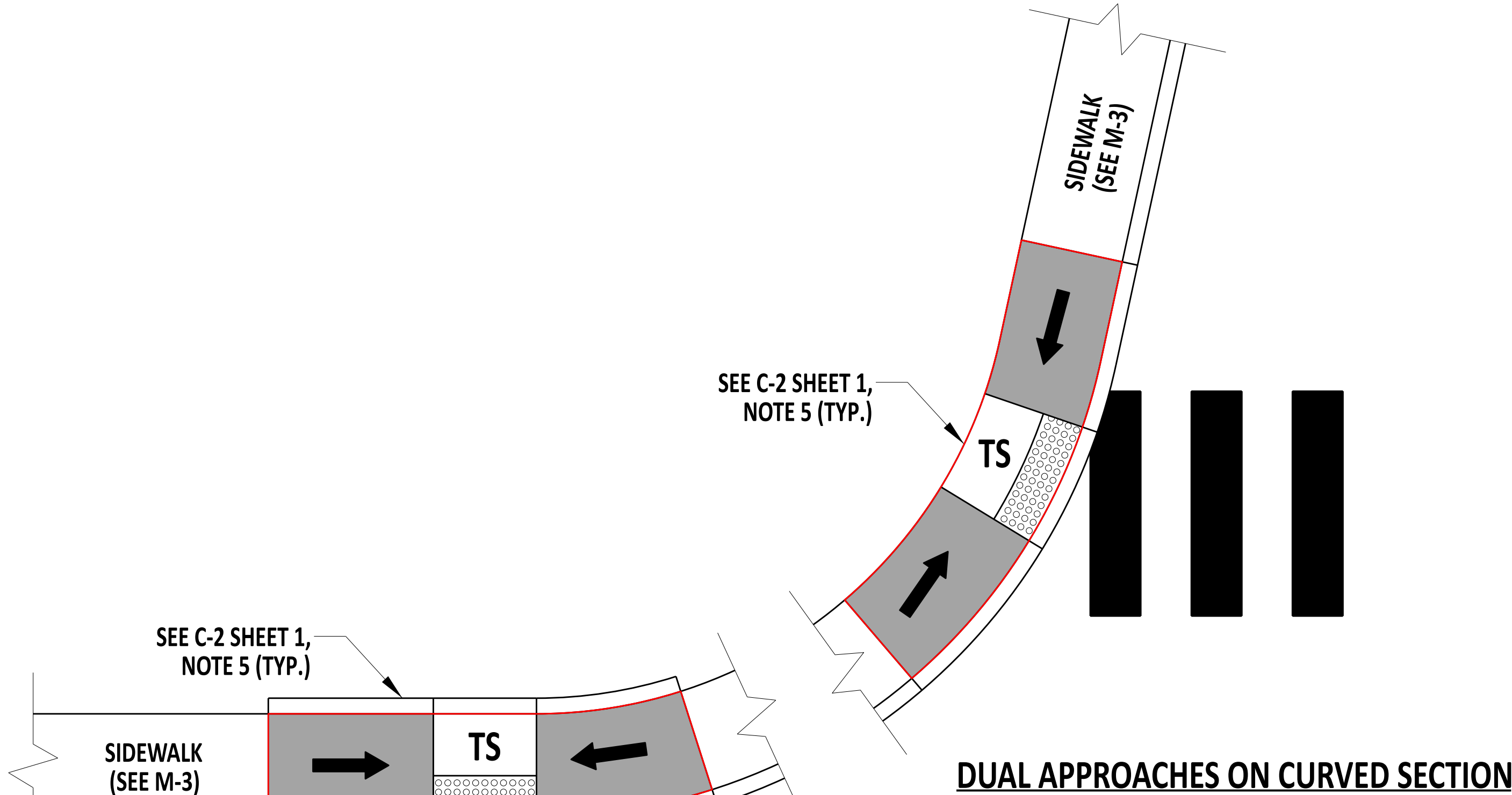
APPROVED

[Signature]
CHIEF ENGINEER

12/09/2025
DATE

LEGEND

TS	TURNING SPACE		TRIANGULAR AREA
	RAMP		DETECTABLE WARNING SURFACE
	BLENDED TRANSITION		FLARED SIDE
	CROSSWALK STRIPING		LIMIT OF 6" MIN. SIDEWALK OVER 6" GABC
	BUFFER OR OTHER NON-WALKABLE SURFACE		



- NOTES:
- 1). SEE DETAIL C-2, SHEET 1 FOR GENERAL PEDESTRIAN CONNECTION NOTES AND ELEMENT REQUIREMENTS.
 - 2). APPLICATIONS SHOWN AS DUAL APPROACHES CAN ALSO SUPPORT A SINGLE PEDESTRIAN PATH APPROACH AS WELL.
 - 3). PLACE THE DWS AT THE BACK OF CURB ALONG THE ENTIRE LENGTH OF THE DEPRESSED CURB.

PEDESTRIAN CONNECTION, TYPE 2: PARALLEL CURB RAMPS
SINGLE AND DUAL APPROACH LAYOUT ALTERNATIVES

	 ENGINEERING SUPPORT RECOMMENDED	12/22/2023 DATE	PEDESTRIAN CONNECTION, TYPE 2				REVIEWED	 DEPUTY DIRECTOR - DESIGN 22 December 2023 DATE	
			STANDARD NO.	C-2 (2024)	SHT.	4	OF	8	APPROVED

LEGEND

TS

TURNING SPACE

RAMP

BLENDED TRANSITION

CROSSWALK STRIPING

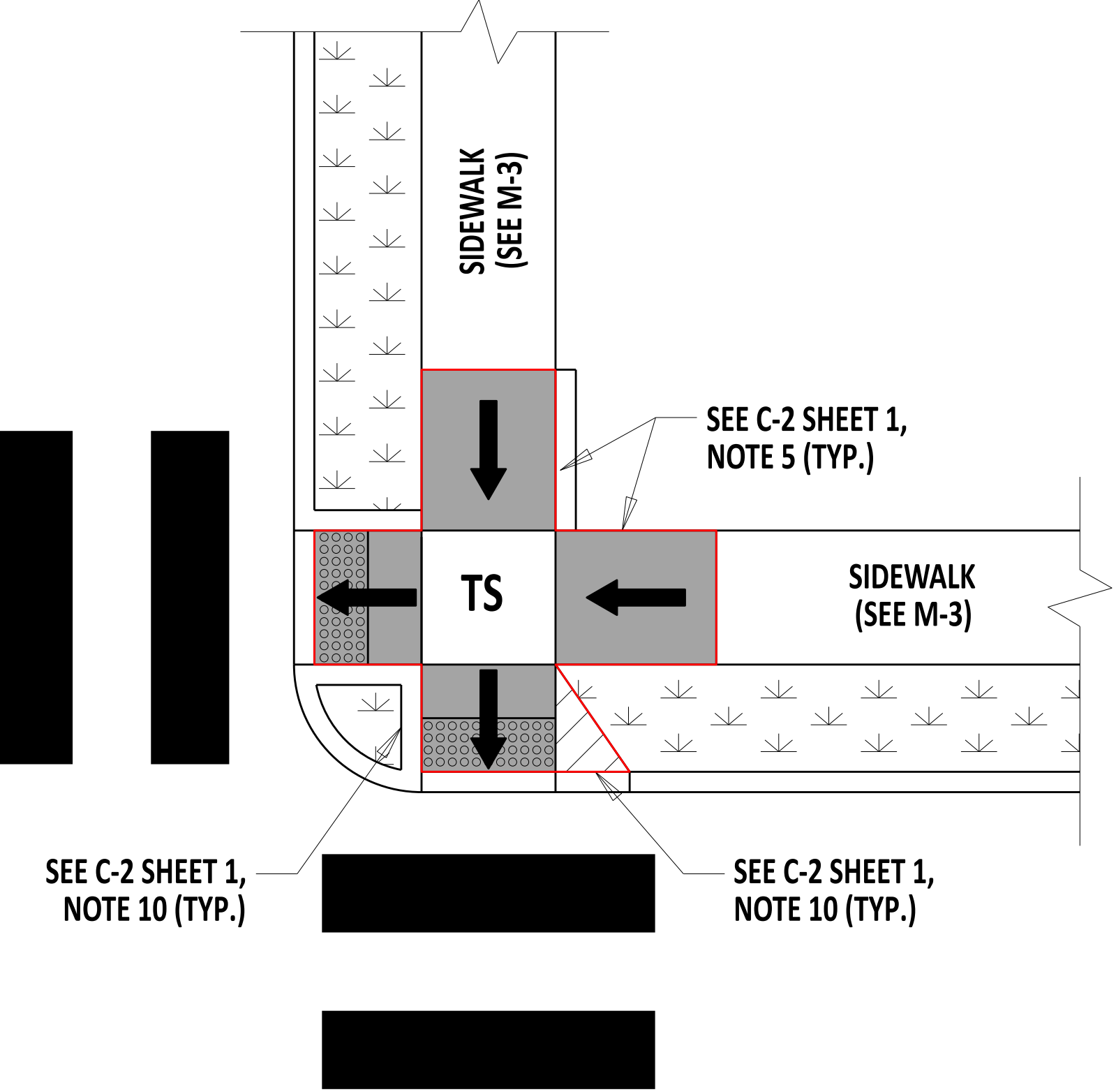
BUFFER OR OTHER NON-WALKABLE SURFACE

TRIANGULAR AREA

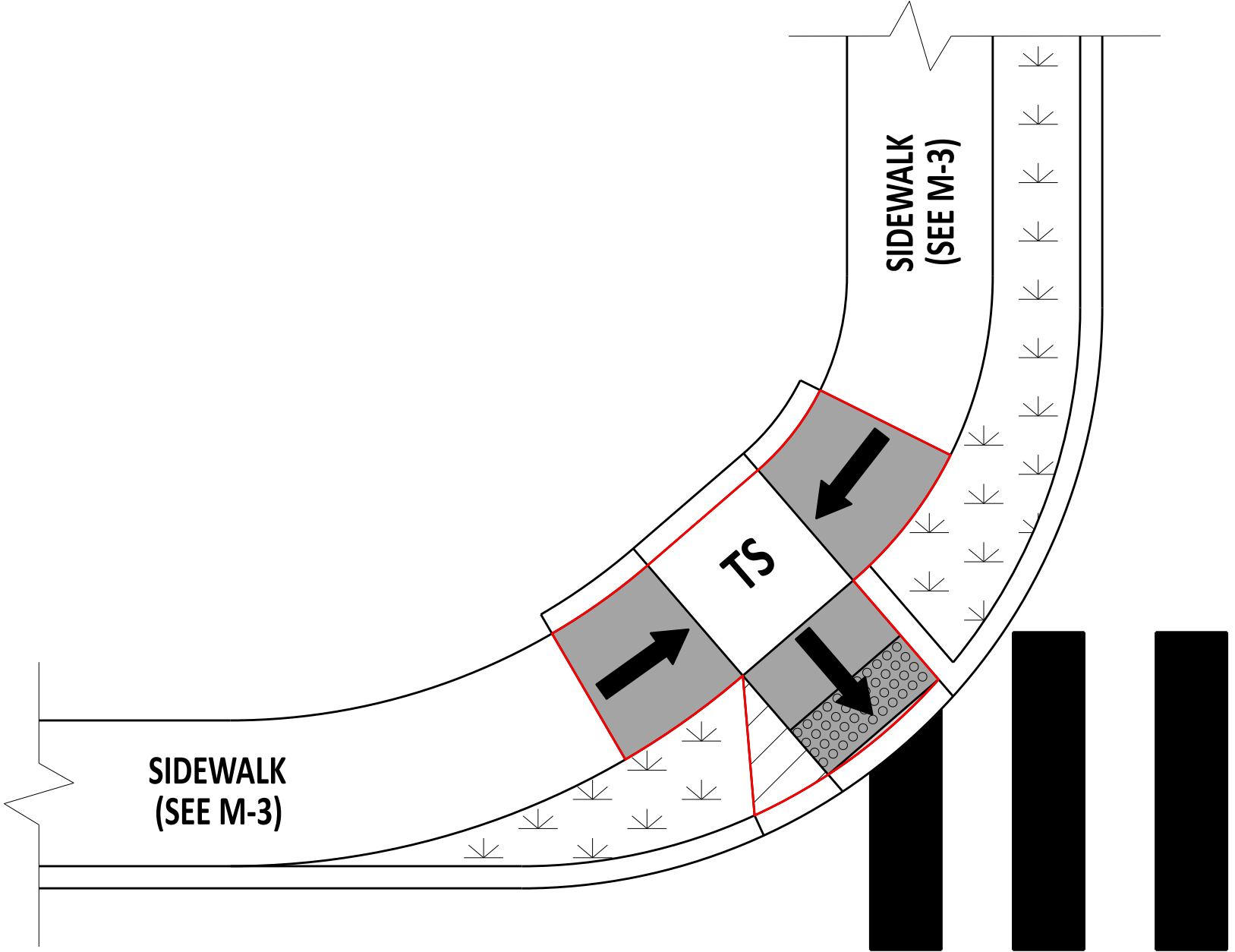
DETECTABLE WARNING SURFACE

FLARED SIDE

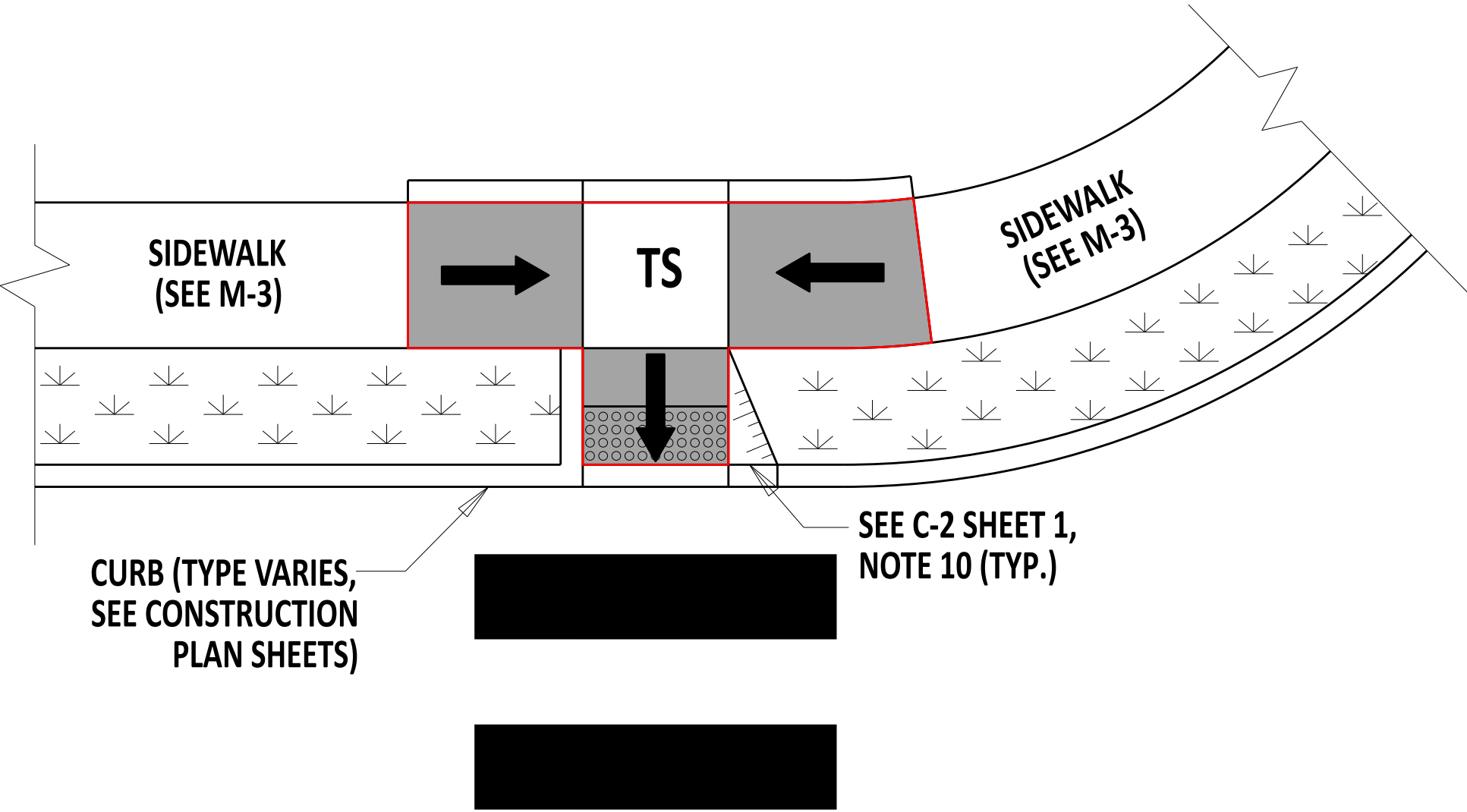
LIMIT OF 6" MIN. SIDEWALK OVER 6" GABC



DUAL STREET CROSSINGS WITH SHARED TURNING SPACE



COMBINATION CURB RAMP ON CURVE



COMBINATION CURB RAMP ON TANGENT

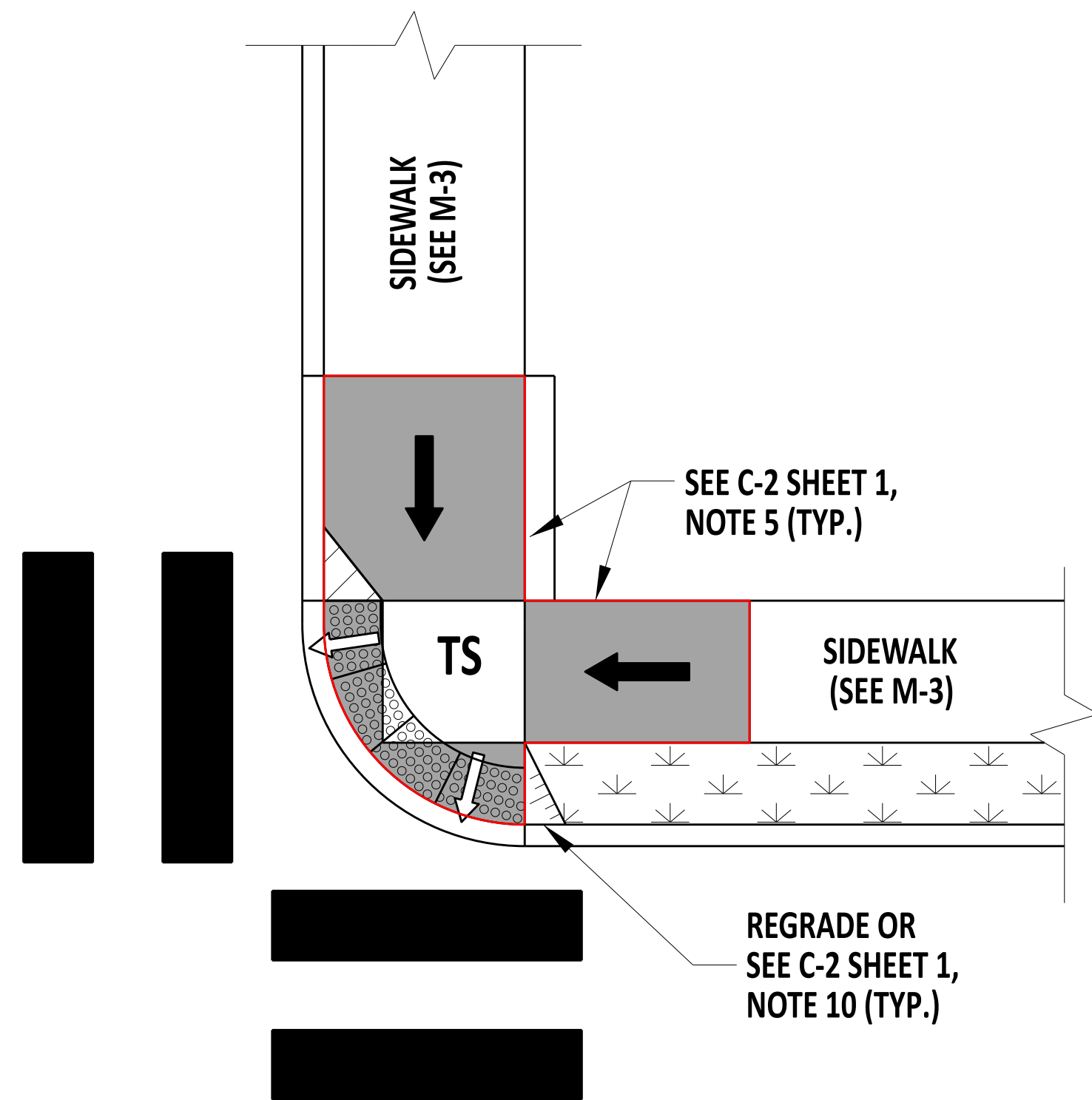
- NOTES:
- 1). SEE DETAIL C-2, SHEET 1 FOR GENERAL PEDESTRIAN CONNECTION NOTES AND ELEMENT REQUIREMENTS.
 - 2). APPLICATIONS SHOWN AS DUAL APPROACHES CAN ALSO SUPPORT A SINGLE PEDESTRIAN PATH APPROACH AS WELL.
 - 3). SEE DETAIL C-2, SHEETS 3 AND 4 FOR DWS PLACEMENT.

PEDESTRIAN CONNECTION, TYPE 3: COMBINATION CURB RAMPS
SINGLE AND DUAL APPROACH LAYOUT ALTERNATIVES

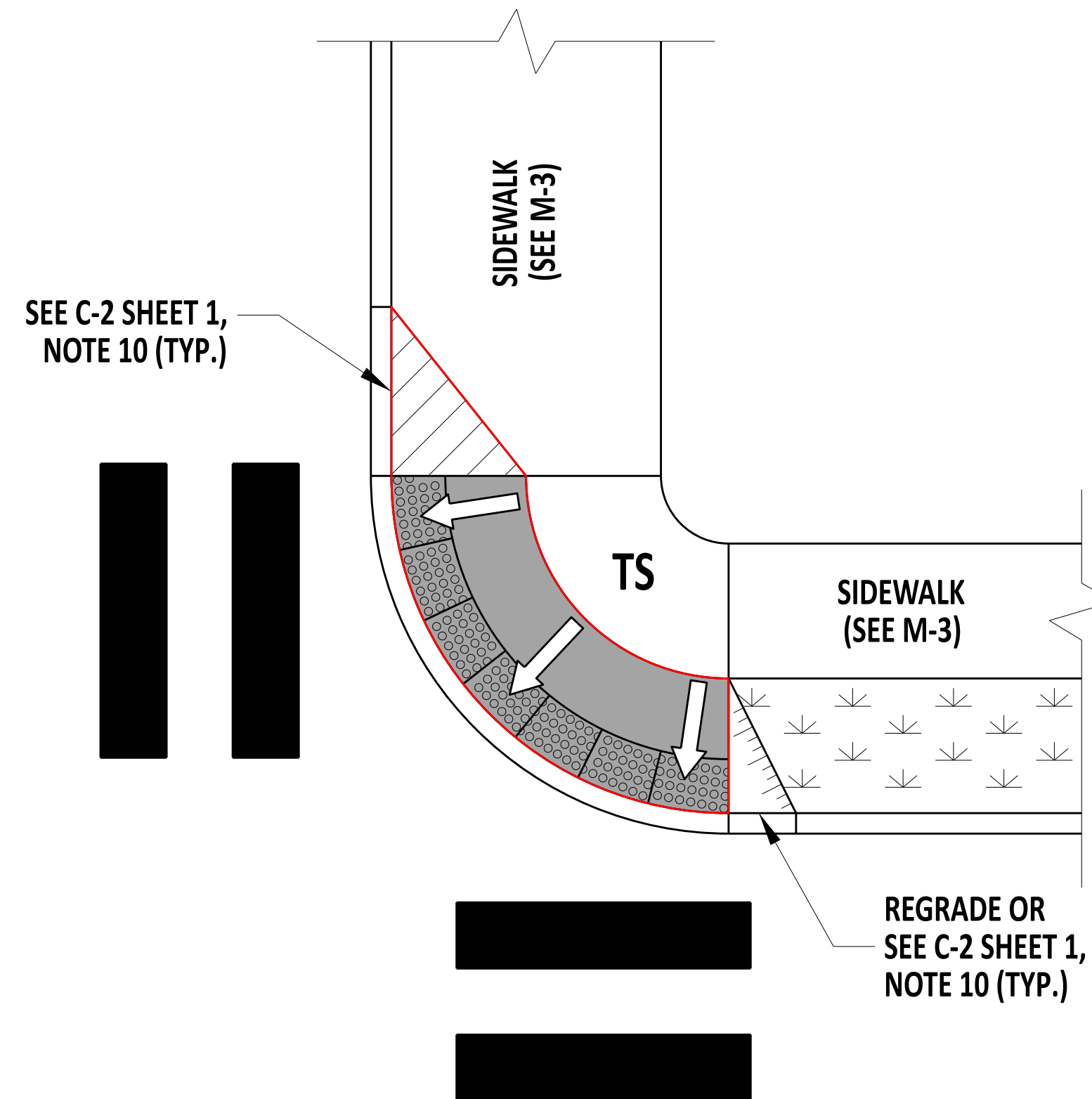
	Andrew Shott12/22/2023ENGINEERING SUPPORTDATE RECOMMENDED	PEDESTRIAN CONNECTION, TYPE 3			REVIEWED	22 December 2023DATE
		STANDARD NO.	C-2 (2024)	SHT. 5 OF 8	APPROVED	01/11/2024DATE

LEGEND

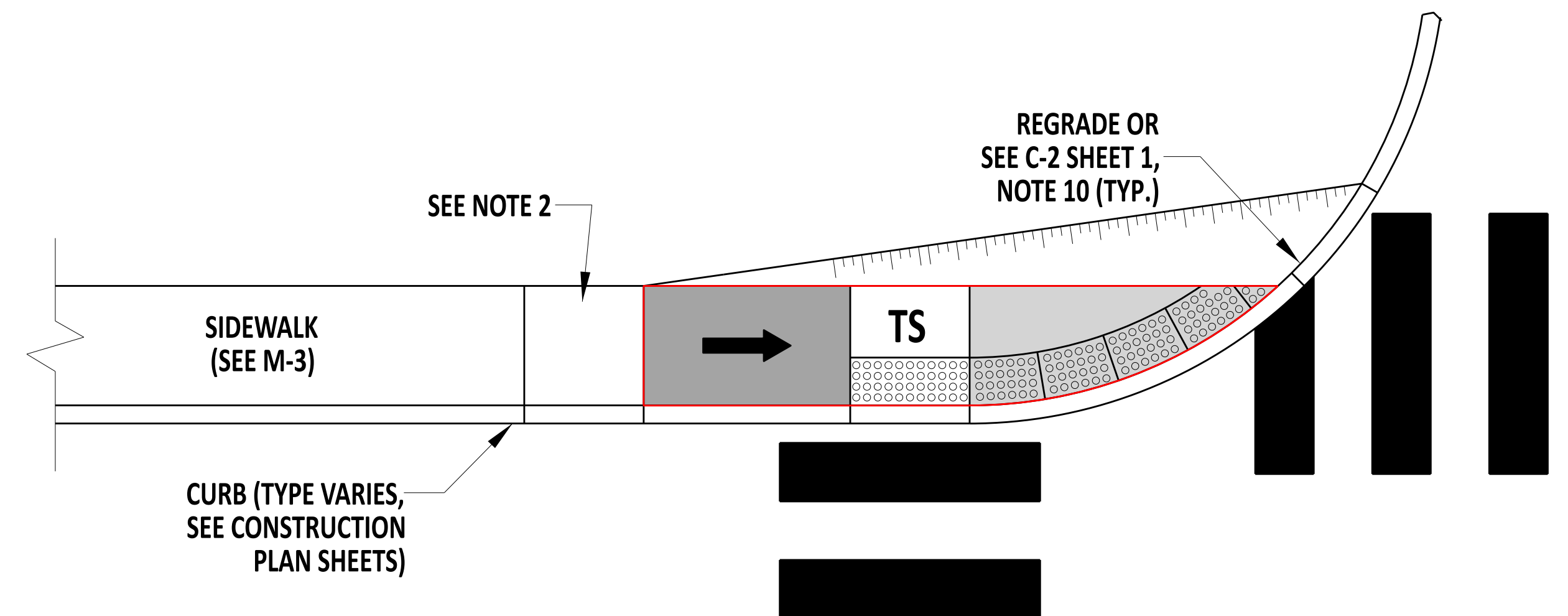
TS	TURNING SPACE
	RAMP
	BLENDED TRANSITION
	CROSSWALK STRIPING
	TRIANGULAR AREA
	DETECTABLE WARNING SURFACE
	FLARED SIDE
	LIMIT OF 6" MIN. SIDEWALK OVER 6" GABC
	BUFFER OR OTHER NON-WALKABLE SURFACE



DEPRESSED CORNER WITH SHARED TURNING SPACE



CORNER BLENDED TRANSITION WITH SIDEWALK

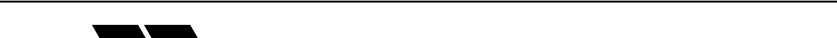


SINGLE APPROACH DEPRESSED CORNER

NOTES:

- 1). SEE DETAIL C-2, SHEET 1 FOR GENERAL PEDESTRIAN CONNECTION NOTES AND ELEMENT REQUIREMENTS.
- 2). INSTALL A TURNING SPACE IF A TURNING MOVEMENT IS REQUIRED TO ENTER OR EXIT THE RAMP. IF A TURNING SPACE IS REQUIRED, THE MINIMUM DEPTH IS 6" OF SIDEWALK OVER 6" OF GABC.
- 3). PLACE THE DWS AT THE BACK OF CURB ALONG THE ENTIRE LENGTH OF THE DEPRESSED CURB.

PEDESTRIAN CONNECTION, TYPE 4: DEPRESSED CORNERS

	 ENGINEERING SUPPORT RECOMMENDED	PEDESTRIAN CONNECTION, TYPE 4				REVIEWED	 DEPUTY DIRECTOR - DESIGN 23 October 2024 DATE		
		10/15/2024 DATE	STANDARD NO.	C-2 (2025)	SHT.	6	OF	8	APPROVED

LEGEND

TS

TURNING SPACE

RAMP

BLENDED TRANSITION

CROSSWALK STRIPING

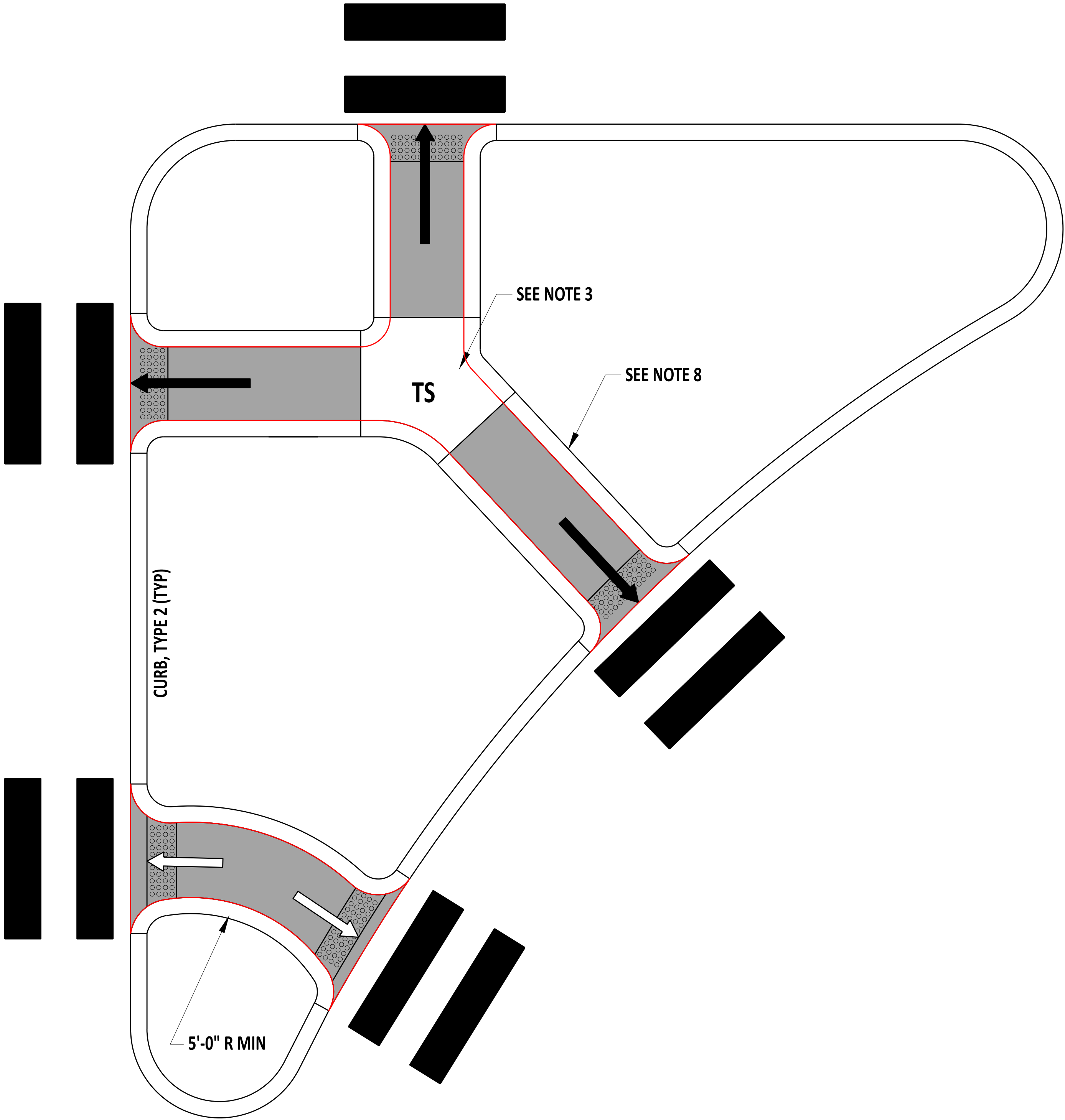
BUFFER OR OTHER NON-WALKABLE SURFACE

TRIANGULAR AREA

DETECTABLE WARNING SURFACE

FLARED SIDE

LIMIT OF 6" MIN. SIDEWALK OVER 6" GABC



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). PLACE DETECTABLE WARNING SURFACE AT THE BACK OF CURB, ALONG THE ENTIRE LENGTH OF THE DEPRESSED CURB.
- 8). 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.
- 9). INSTALL THE DETECTABLE WARNING SURFACE THE FULL WIDTH OF THE PEDESTRIAN PATHWAY THROUGH THE MEDIAN.
- 10). INSTALL CURB OR EDGE DETECTION IN ACCORDANCE WITH THE PLANS.



Andrew Shott

ENGINEERING SUPPORT

10/15/2024

DATE

RECOMMENDED

PEDESTRIAN CONNECTION, TYPE 5

STANDARD NO.

C-2 (2025)

SHT.

7

OF

8

REVIEWED

DEPUTY DIRECTOR - DESIGN

23 October 2024

DATE

APPROVED

CHIEF ENGINEER

10/25/2024

DATE

RFP Tracker

Project: Park crosswalks & Stop Sign Lines

Declined

[illegible]