

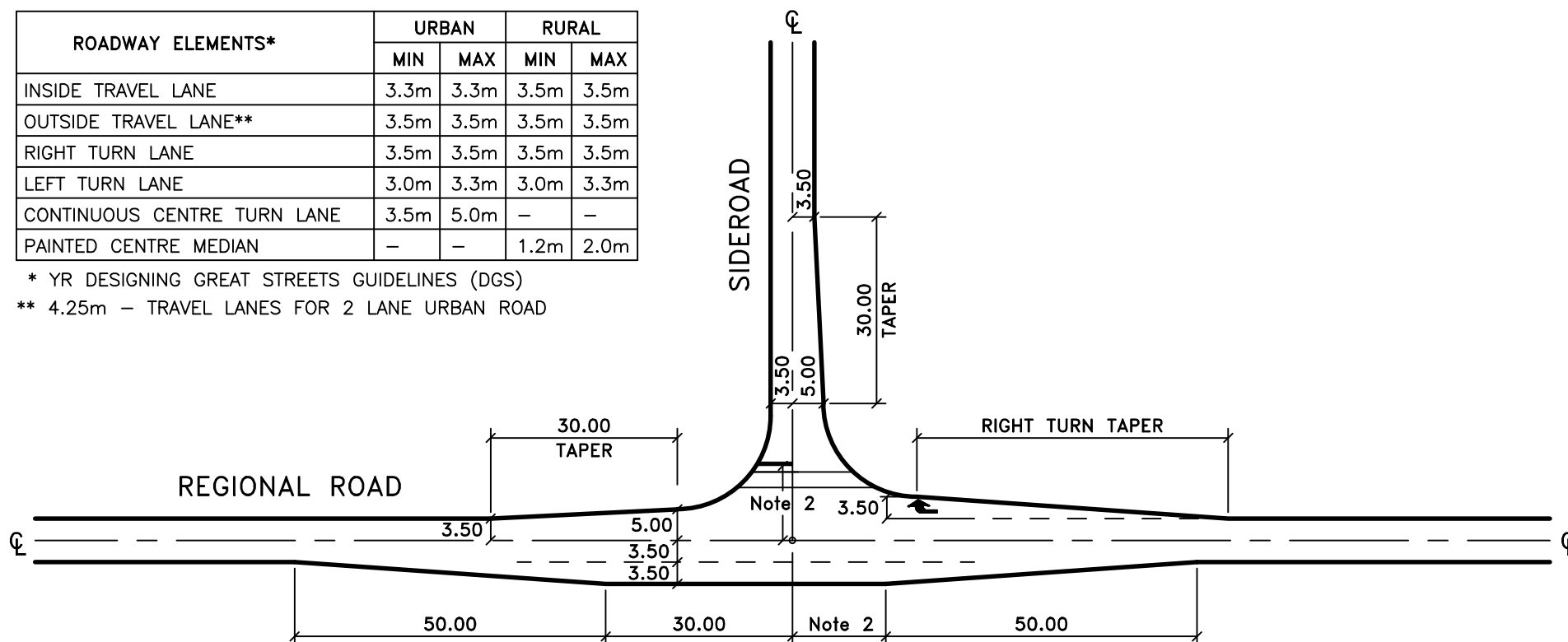
DS 100 Series - Intersection Design Standard Drawings List

Drawing Number	Drawing Title	Revision Date
DS-100	Slip Around Lane	January 2023
DS-101	"T" Intersection Left Turn Lane Split	January 2023
DS-102	"T" Intersection – Left Turn On Right of Centreline	January 2023
DS-103	2 Lane "X" Intersection	January 2023
DS-104	4 Lane "X" Intersection (without Median Islands)	January 2023
DS-105	4 Lane "X" Intersection (with Median Islands)	January 2023
DS-106	4 Lane "X" Intersection (with Median Islands) Double Left Turn Lane	January 2023
DS-107	Intersection - Regional Road with a Local Road	October 2025
DS-108	Intersection - Regional Road with a Regional Road	October 2025
DS-109	Typical Pavement/Lane Layout for Concrete Slab Raised Medians	January 2023
DS-112	6 Lane "X" Intersection (with Median Islands)	January 2023
DS-119	Pedestrian Equipment and Crosswalks with Tactile Warning Plates (Signalized)	January 2023
DS-120	Pedestrian Crosswalks with Tactile Warning Plates (Unsignalized)	January 2023
DS-121	Concrete Sidewalk Ramps at Intersections	January 2023
DS-122	Concrete Sidewalk Ramps at Intersections with Crossrides	January 2023

ROADWAY ELEMENTS*	URBAN		RURAL	
	MIN	MAX	MIN	MAX
INSIDE TRAVEL LANE	3.3m	3.3m	3.5m	3.5m
OUTSIDE TRAVEL LANE**	3.5m	3.5m	3.5m	3.5m
RIGHT TURN LANE	3.5m	3.5m	3.5m	3.5m
LEFT TURN LANE	3.0m	3.3m	3.0m	3.3m
CONTINUOUS CENTRE TURN LANE	3.5m	5.0m	—	—
PAINTED CENTRE MEDIAN	—	—	1.2m	2.0m

* YR DESIGNING GREAT STREETS GUIDELINES (DGS)

** 4.25m – TRAVEL LANES FOR 2 LANE URBAN ROAD



NOTES:

1. ALL DIMENSIONS ARE IN m UNLESS OTHERWISE NOTED.
2. OFFSET VARIES ACCORDING TO SIDEROAD WIDTH AND/OR ANGLE OF INTERSECTION AND AODA COMPLIANCE.
3. MINIMUM 7.5m RADIUS. REFER TO DGS* FOR CURB RETURN CONSIDERATIONS. INCREASE RADIUS FOR INDUSTRIAL AREAS OR ROADS WITH HIGH VOLUMES OF RIGHT TURNING TRUCKS. USE TURNING TEMPLATES TO CONFIRM.
4. RIGHT TURN TAPER RATIOS ARE BASED ON "TAC" MANUAL.
5. FOR HIGHER DESIGN SPEEDS, REFER TO "TAC" MANUAL CHAPTER 10.

POSTED SPEED (km/h)	DESIGN SPEED (km/h)	RIGHT TURN TAPER RATIO
50	50	15:1
60	60	18:1
70	80	24:1
80	90	Note 5



**Public Works
Transportation**

SLIP AROUND LANE

DATE: JANUARY 2023

SCALE N.T.S.

REV.

X

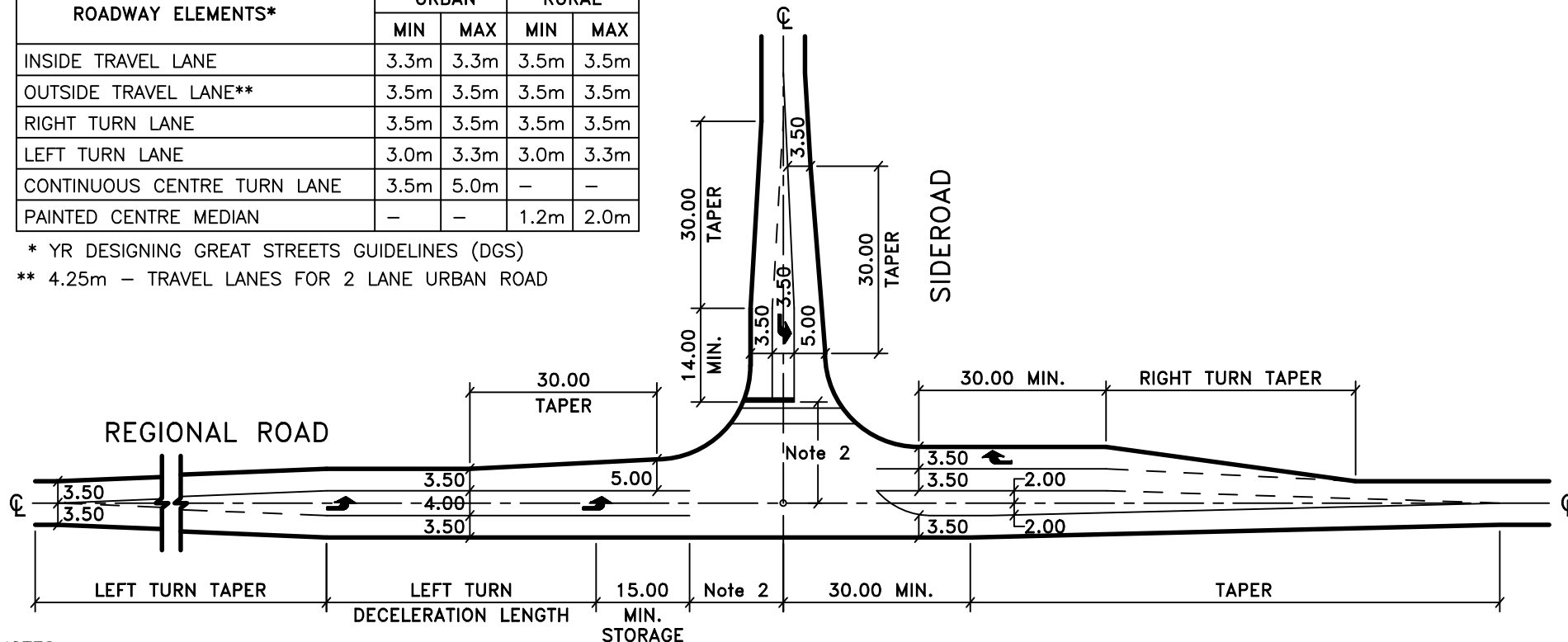
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DS-100

ROADWAY ELEMENTS*	URBAN		RURAL	
	MIN	MAX	MIN	MAX
INSIDE TRAVEL LANE	3.3m	3.3m	3.5m	3.5m
OUTSIDE TRAVEL LANE**	3.5m	3.5m	3.5m	3.5m
RIGHT TURN LANE	3.5m	3.5m	3.5m	3.5m
LEFT TURN LANE	3.0m	3.3m	3.0m	3.3m
CONTINUOUS CENTRE TURN LANE	3.5m	5.0m	—	—
PAINTED CENTRE MEDIAN	—	—	1.2m	2.0m

* YR DESIGNING GREAT STREETS GUIDELINES (DGS)

** 4.25m – TRAVEL LANES FOR 2 LANE URBAN ROAD



NOTES:

1. ALL DIMENSIONS ARE IN m UNLESS OTHERWISE NOTED.
2. OFFSET VARIES ACCORDING TO SIDEROAD WIDTH AND/OR ANGLE OF INTERSECTION.
3. MINIMUM 7.5m RADIUS. REFER TO DGS* FOR CURB RETURN CONSIDERATIONS. INCREASE RADIUS FOR INDUSTRIAL AREAS OR ROADS WITH HIGH VOLUMES OF RIGHT TURNING TRUCKS. USE TURNING TEMPLATES TO CONFIRM.
4. TURN TAPER RATIOS AND DECELERATION LENGTHS ARE BASED ON "TAC" MANUAL.
5. FOR HIGHER DESIGN SPEEDS, REFER TO "TAC" MANUAL CHAPTER 10.
6. STORAGE LENGTHS VARY WITH TRAFFIC VOLUMES.

POSTED SPEED (km/hr)	DESIGN SPEED (km/hr)	LEFT TURN TAPER RATIOS	RIGHT TURN TAPER RATIOS
50	50	8:1–30:1	11:1–17:1
60	60	15:1–36:1	14:1–17:1
70	80	15:1–48:1	17:1–24:1
80	90	27:1–54:1	Note 5



**Public Works
Transportation**

"T" INTERSECTION LEFT TURN LANE SPLIT

DATE: JANUARY 2023

SCALE N.T.S.

REV.

X

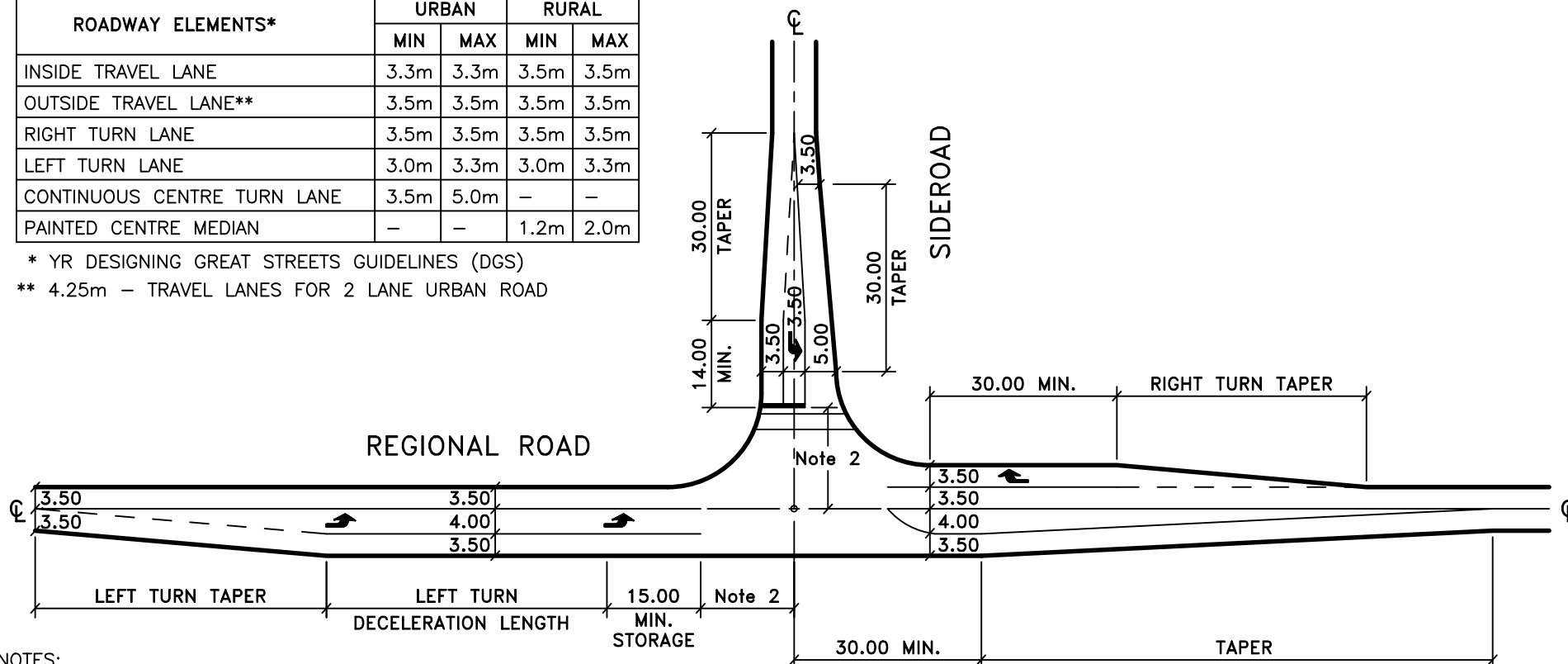
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DS-101

ROADWAY ELEMENTS*	URBAN		RURAL	
	MIN	MAX	MIN	MAX
INSIDE TRAVEL LANE	3.3m	3.3m	3.5m	3.5m
OUTSIDE TRAVEL LANE**	3.5m	3.5m	3.5m	3.5m
RIGHT TURN LANE	3.5m	3.5m	3.5m	3.5m
LEFT TURN LANE	3.0m	3.3m	3.0m	3.3m
CONTINUOUS CENTRE TURN LANE	3.5m	5.0m	—	—
PAINTED CENTRE MEDIAN	—	—	1.2m	2.0m

* YR DESIGNING GREAT STREETS GUIDELINES (DGS)

** 4.25m – TRAVEL LANES FOR 2 LANE URBAN ROAD



NOTES:

- ALL DIMENSIONS ARE IN m UNLESS OTHERWISE NOTED.
- OFFSET VARIES ACCORDING TO SIDEROAD WIDTH AND/OR ANGLE OF INTERSECTION.
- MINIMUM 7.5m RADIUS. REFER TO DGS* FOR CURB RETURN CONSIDERATIONS. INCREASE RADIUS FOR INDUSTRIAL AREAS OR ROADS WITH HIGH VOLUMES OF RIGHT TURNING TRUCKS. USE TURNING TEMPLATES TO CONFIRM.
- TURN TAPER RATIOS AND DECELERATION LENGTHS ARE BASED ON "TAC" MANUAL.
- FOR HIGHER DESIGN SPEEDS, REFER TO "TAC" MANUAL CHAPTER 10.
- STORAGE LENGTHS VARY WITH TRAFFIC VOLUMES.

POSTED SPEED (km/hr)	DESIGN SPEED (km/hr)	LEFT TURN TAPER RATIOS	RIGHT TURN TAPER RATIOS
50	50	8:1–30:1	11:1–17:1
60	60	15:1–36:1	14:1–17:1
70	80	15:1–48:1	17:1–24:1
80	90	27:1–54:1	Note 5



**Public Works
Transportation**

**"T" INTERSECTION
LEFT TURN ON RIGHT OF CENTRELINE**

DATE: JANUARY 2023

SCALE N.T.S.

REV.

X

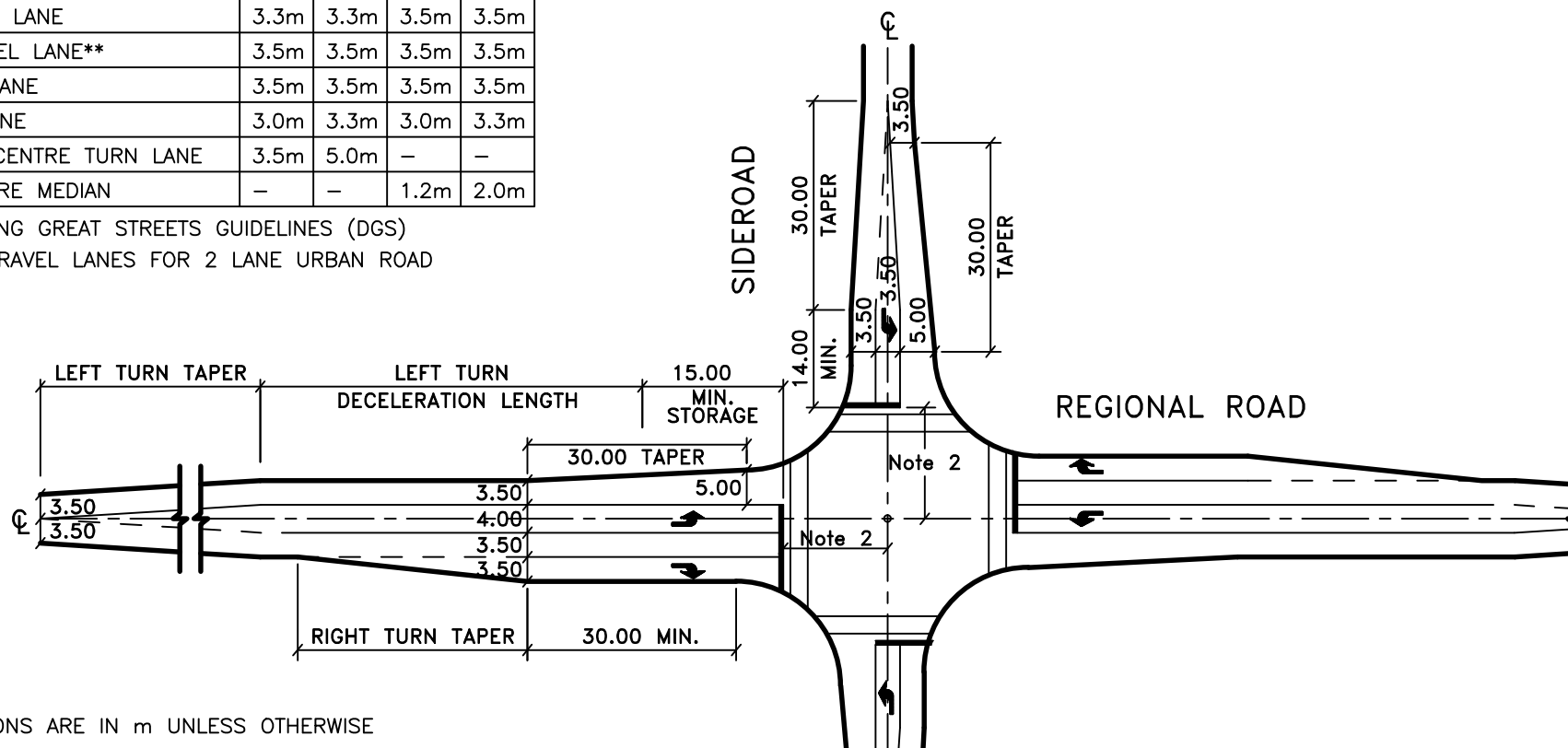
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DS-102

ROADWAY ELEMENTS*	URBAN		RURAL	
	MIN	MAX	MIN	MAX
INSIDE TRAVEL LANE	3.3m	3.3m	3.5m	3.5m
OUTSIDE TRAVEL LANE**	3.5m	3.5m	3.5m	3.5m
RIGHT TURN LANE	3.5m	3.5m	3.5m	3.5m
LEFT TURN LANE	3.0m	3.3m	3.0m	3.3m
CONTINUOUS CENTRE TURN LANE	3.5m	5.0m	—	—
PAINTED CENTRE MEDIAN	—	—	1.2m	2.0m

* YR DESIGNING GREAT STREETS GUIDELINES (DGS)

** 4.25m – TRAVEL LANES FOR 2 LANE URBAN ROAD



NOTES:

1. ALL DIMENSIONS ARE IN m UNLESS OTHERWISE NOTED.
2. OFFSET VARIES ACCORDING TO SIDEROAD WIDTH AND/OR ANGLE OF INTERSECTION.
3. MINIMUM 7.5m RADIUS. REFER TO DGS* FOR CURB RETURN CONSIDERATIONS. INCREASE RADIUS FOR INDUSTRIAL AREAS OR ROADS WITH HIGH VOLUMES OF RIGHT TURNING TRUCKS. USE TURNING TEMPLATES TO CONFIRM.
4. TURN TAPER RATIOS AND DECELERATION LENGTHS ARE BASED ON "TAC" MANUAL.
5. FOR HIGHER DESIGN SPEEDS, REFER TO "TAC" MANUAL CHAPTER 10.
6. STORAGE LENGTHS VARY WITH TRAFFIC VOLUMES.

POSTED SPEED (km/hr)	DESIGN SPEED (km/hr)	LEFT TURN TAPER RATIOS	RIGHT TURN TAPER RATIOS
50	50	8:1–30:1	11:1–17:1
60	60	15:1–36:1	14:1–17:1
70	80	15:1–48:1	17:1–24:1
80	90	27:1–54:1	Note 5



**Public Works
Transportation**

2-LANE "X" INTERSECTION

DATE: JANUARY 2023

SCALE N.T.S.

REV.

X

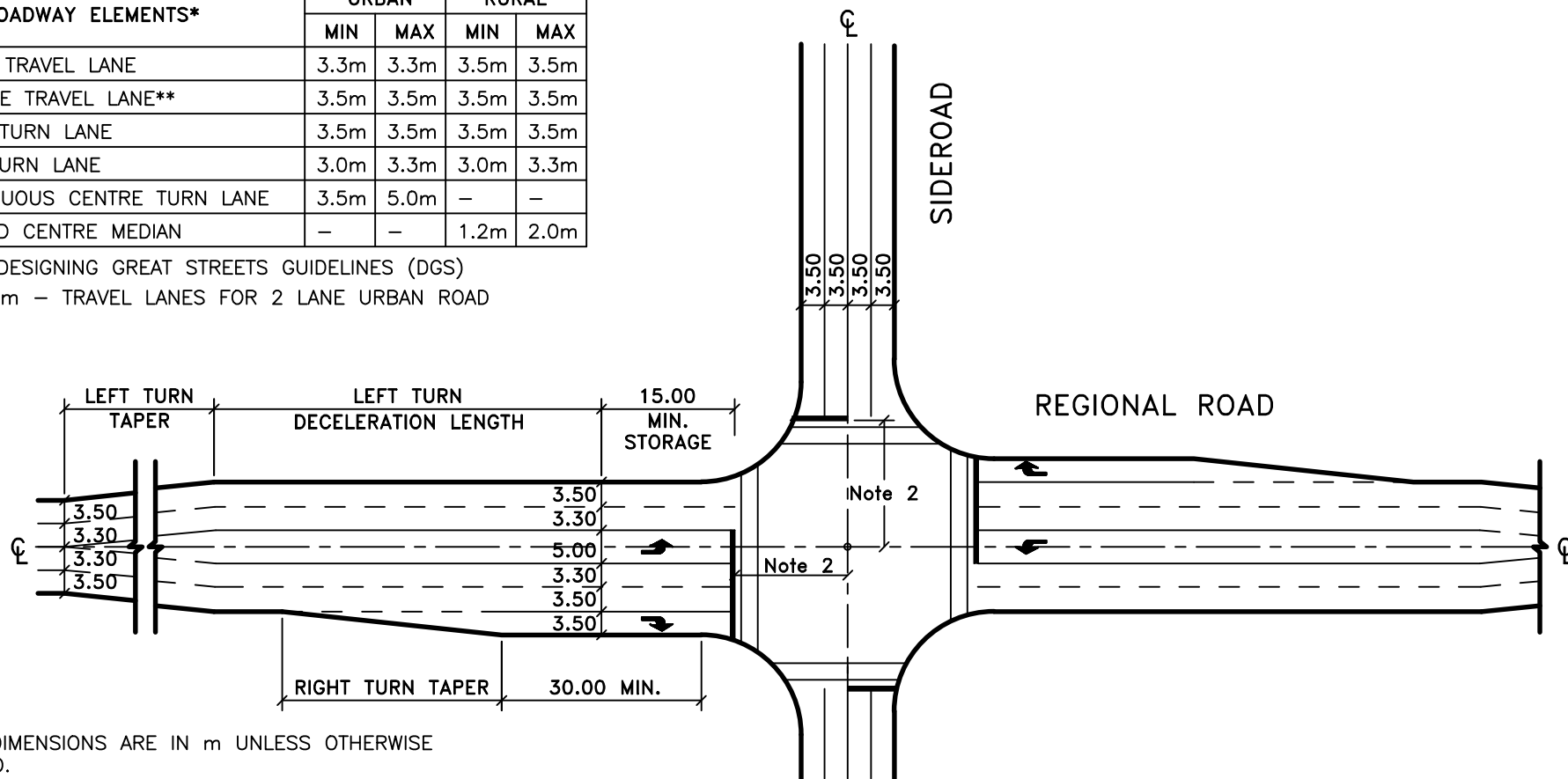
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DS-103

ROADWAY ELEMENTS*	URBAN		RURAL	
	MIN	MAX	MIN	MAX
INSIDE TRAVEL LANE	3.3m	3.3m	3.5m	3.5m
OUTSIDE TRAVEL LANE**	3.5m	3.5m	3.5m	3.5m
RIGHT TURN LANE	3.5m	3.5m	3.5m	3.5m
LEFT TURN LANE	3.0m	3.3m	3.0m	3.3m
CONTINUOUS CENTRE TURN LANE	3.5m	5.0m	—	—
PAINTED CENTRE MEDIAN	—	—	1.2m	2.0m

* YR DESIGNING GREAT STREETS GUIDELINES (DGS)

** 4.25m – TRAVEL LANES FOR 2 LANE URBAN ROAD



NOTES:

- ALL DIMENSIONS ARE IN m UNLESS OTHERWISE NOTED.
- OFFSET VARIES ACCORDING TO SIDEROAD WIDTH AND/OR ANGLE OF INTERSECTION.
- MINIMUM 7.5m RADIUS. REFER TO DGS* FOR CURB RETURN CONSIDERATIONS. INCREASE RADIUS FOR INDUSTRIAL AREAS OR ROADS WITH HIGH VOLUMES OF RIGHT TURNING TRUCKS. USE TURNING TEMPLATES TO CONFIRM.
- TURN TAPER RATIOS AND DECELERATION LENGTHS ARE BASED ON "TAC" MANUAL.
- FOR HIGHER DESIGN SPEEDS, REFER TO "TAC" MANUAL CHAPTER 10.
- STORAGE LENGTHS VARY WITH TRAFFIC VOLUMES.

POSTED SPEED (km/hr)	DESIGN SPEED (km/hr)	LEFT TURN TAPER RATIOS	RIGHT TURN TAPER RATIOS
50	50	8:1–30:1	11:1–17:1
60	60	15:1–36:1	14:1–17:1
70	80	15:1–48:1	17:1–24:1
80	90	27:1–54:1	Note 5



**Public Works
Transportation**

**4-LANE "X" INTERSECTION
(WITHOUT MEDIAN ISLANDS)**

DATE: JANUARY 2023

SCALE N.T.S.

REV.

X

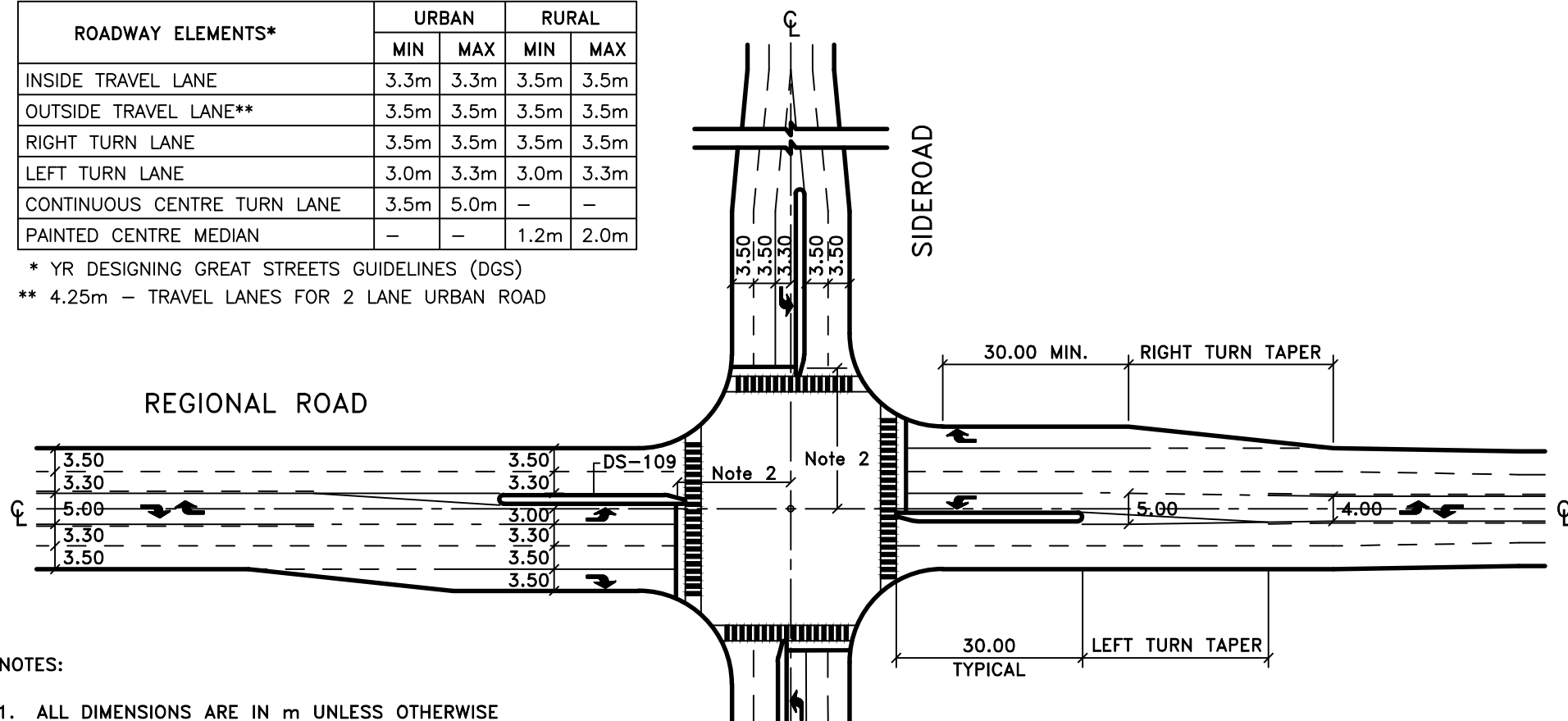
X

DS-104

ROADWAY ELEMENTS*	URBAN		RURAL	
	MIN	MAX	MIN	MAX
INSIDE TRAVEL LANE	3.3m	3.3m	3.5m	3.5m
OUTSIDE TRAVEL LANE**	3.5m	3.5m	3.5m	3.5m
RIGHT TURN LANE	3.5m	3.5m	3.5m	3.5m
LEFT TURN LANE	3.0m	3.3m	3.0m	3.3m
CONTINUOUS CENTRE TURN LANE	3.5m	5.0m	—	—
PAINTED CENTRE MEDIAN	—	—	1.2m	2.0m

* YR DESIGNING GREAT STREETS GUIDELINES (DGS)

** 4.25m – TRAVEL LANES FOR 2 LANE URBAN ROAD



NOTES:

1. ALL DIMENSIONS ARE IN m UNLESS OTHERWISE NOTED.
2. OFFSET VARIES ACCORDING TO SIDEROAD WIDTH AND/OR ANGLE OF INTERSECTION.
3. MINIMUM 7.5m RADIUS. REFER TO DGS* FOR CURB RETURN CONSIDERATIONS. INCREASE RADIUS FOR INDUSTRIAL AREAS OR ROADS WITH HIGH VOLUMES OF RIGHT TURNING TRUCKS. USE TURNING TEMPLATES TO CONFIRM.
4. TURN TAPER RATIOS AND DECELERATION LENGTHS ARE BASED ON "TAC" MANUAL.
5. FOR HIGHER DESIGN SPEEDS, REFER TO "TAC" MANUAL CHAPTER 10.
6. STORAGE LENGTHS VARY WITH TRAFFIC VOLUMES.

POSTED SPEED (km/hr)	DESIGN SPEED (km/hr)	LEFT TURN TAPER RATIOS	RIGHT TURN TAPER RATIOS
50	50	8:1–30:1	11:1–17:1
60	60	15:1–36:1	14:1–17:1
70	80	15:1–48:1	17:1–24:1
80	90	27:1–54:1	Note 5



**Public Works
Transportation**

**4-LANE "X" INTERSECTION
(WITH MEDIAN ISLANDS)**

DATE: JANUARY 2023

SCALE N.T.S.

REV.

X

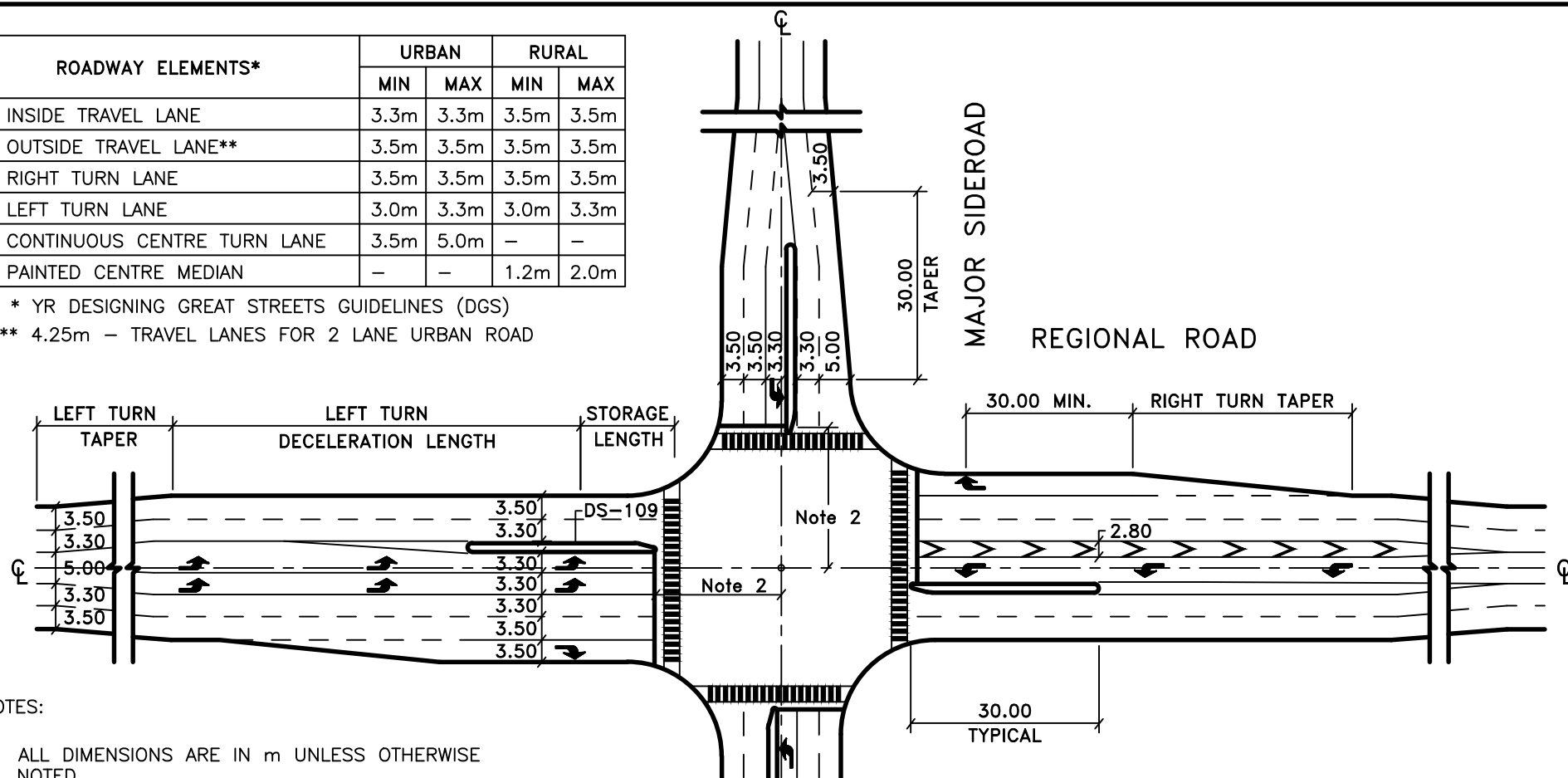
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DS-105

ROADWAY ELEMENTS*	URBAN		RURAL	
	MIN	MAX	MIN	MAX
INSIDE TRAVEL LANE	3.3m	3.3m	3.5m	3.5m
OUTSIDE TRAVEL LANE**	3.5m	3.5m	3.5m	3.5m
RIGHT TURN LANE	3.5m	3.5m	3.5m	3.5m
LEFT TURN LANE	3.0m	3.3m	3.0m	3.3m
CONTINUOUS CENTRE TURN LANE	3.5m	5.0m	—	—
PAINTED CENTRE MEDIAN	—	—	1.2m	2.0m

* YR DESIGNING GREAT STREETS GUIDELINES (DGS)

** 4.25m – TRAVEL LANES FOR 2 LANE URBAN ROAD



NOTES:

1. ALL DIMENSIONS ARE IN m UNLESS OTHERWISE NOTED.
2. OFFSET VARIES ACCORDING TO SIDEROAD WIDTH AND/OR ANGLE OF INTERSECTION.
3. MINIMUM 7.5m RADIUS. REFER TO DGS* FOR CURB RETURN CONSIDERATIONS. INCREASE RADIUS FOR INDUSTRIAL AREAS OR ROADS WITH HIGH VOLUMES OF RIGHT TURNING TRUCKS. USE TURNING TEMPLATES TO CONFIRM.
4. TURN TAPER RATIOS AND DECELERATION LENGTHS ARE BASED ON "TAC" MANUAL.
5. FOR HIGHER DESIGN SPEEDS, REFER TO "TAC" MANUAL CHAPTER 10.
6. STORAGE LENGTHS VARY WITH TRAFFIC VOLUMES.

POSTED SPEED (km/hr)	DESIGN SPEED (km/hr)	LEFT TURN TAPER RATIOS	RIGHT TURN TAPER RATIOS
50	50	8:1–30:1	11:1–17:1
60	60	15:1–36:1	14:1–17:1
70	80	15:1–48:1	17:1–24:1
80	90	27:1–54:1	Note 5



**Public Works
Transportation**

**4-LANE "X" INTERSECTION
(WITH MEDIAN ISLANDS)
DOUBLE LEFT TURN LANE**

DATE: JANUARY 2023

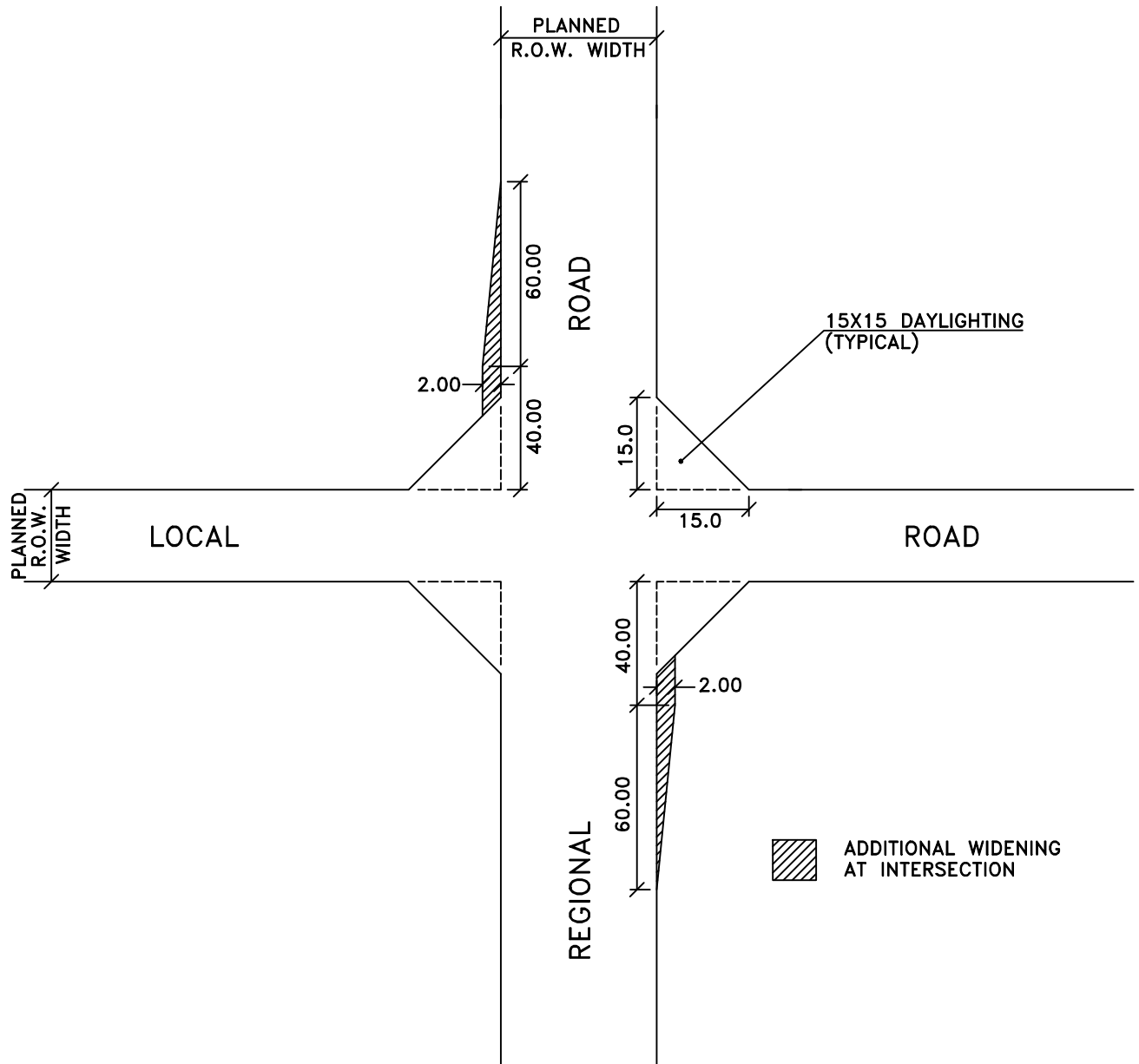
SCALE N.T.S.

REV.

X

X

DS-106



NOTES

1. ALL DIMENSIONS ARE IN m UNLESS OTHERWISE NOTED.
2. ADDITIONAL WIDENINGS AT THE INTERSECTION ARE FOR RIGHT TURN LANES.



**Public Works
Transportation**

**INTERSECTION—
REGIONAL ROAD WITH A LOCAL ROAD**

DATE: OCTOBER 2025

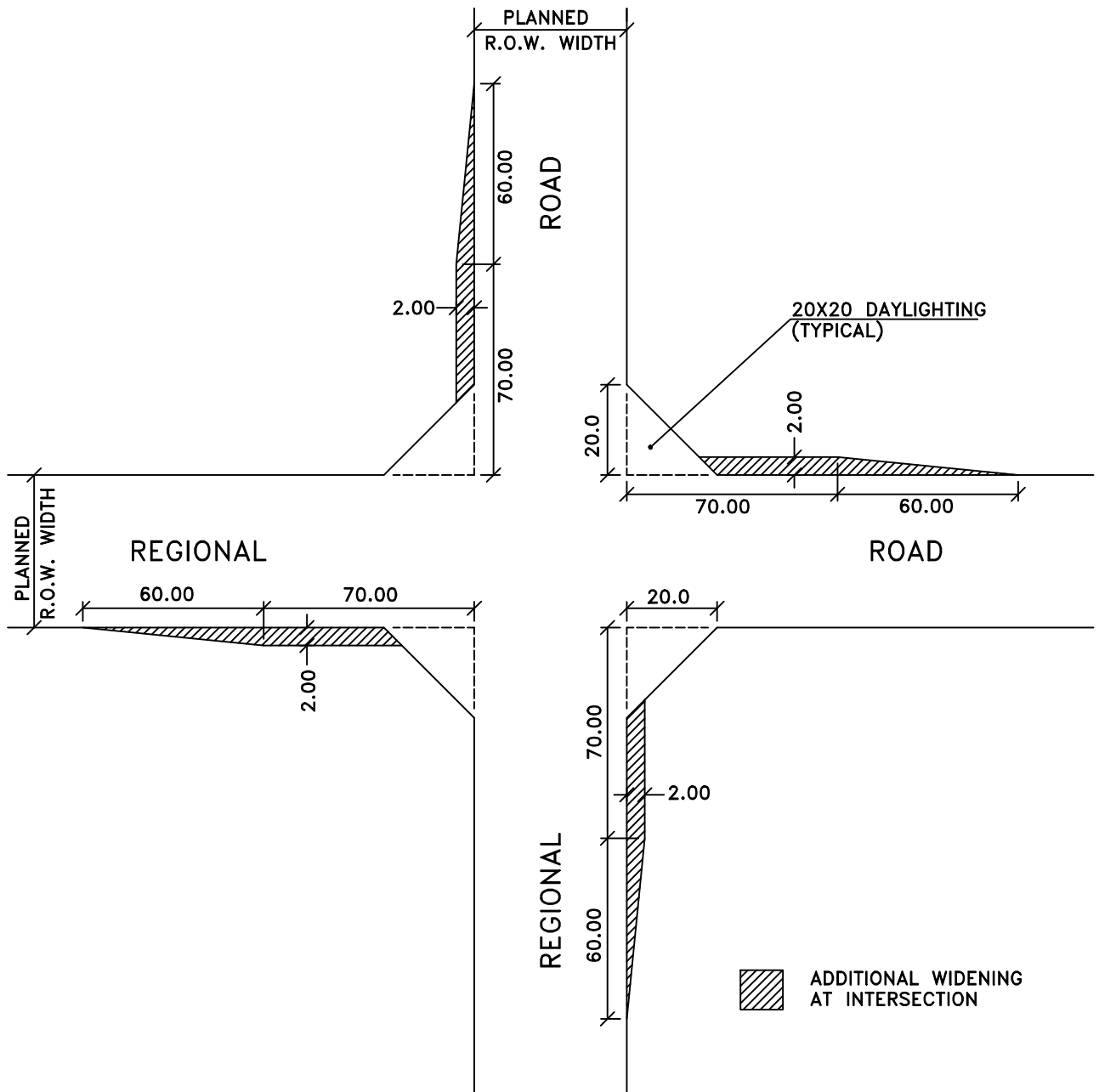
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REV.

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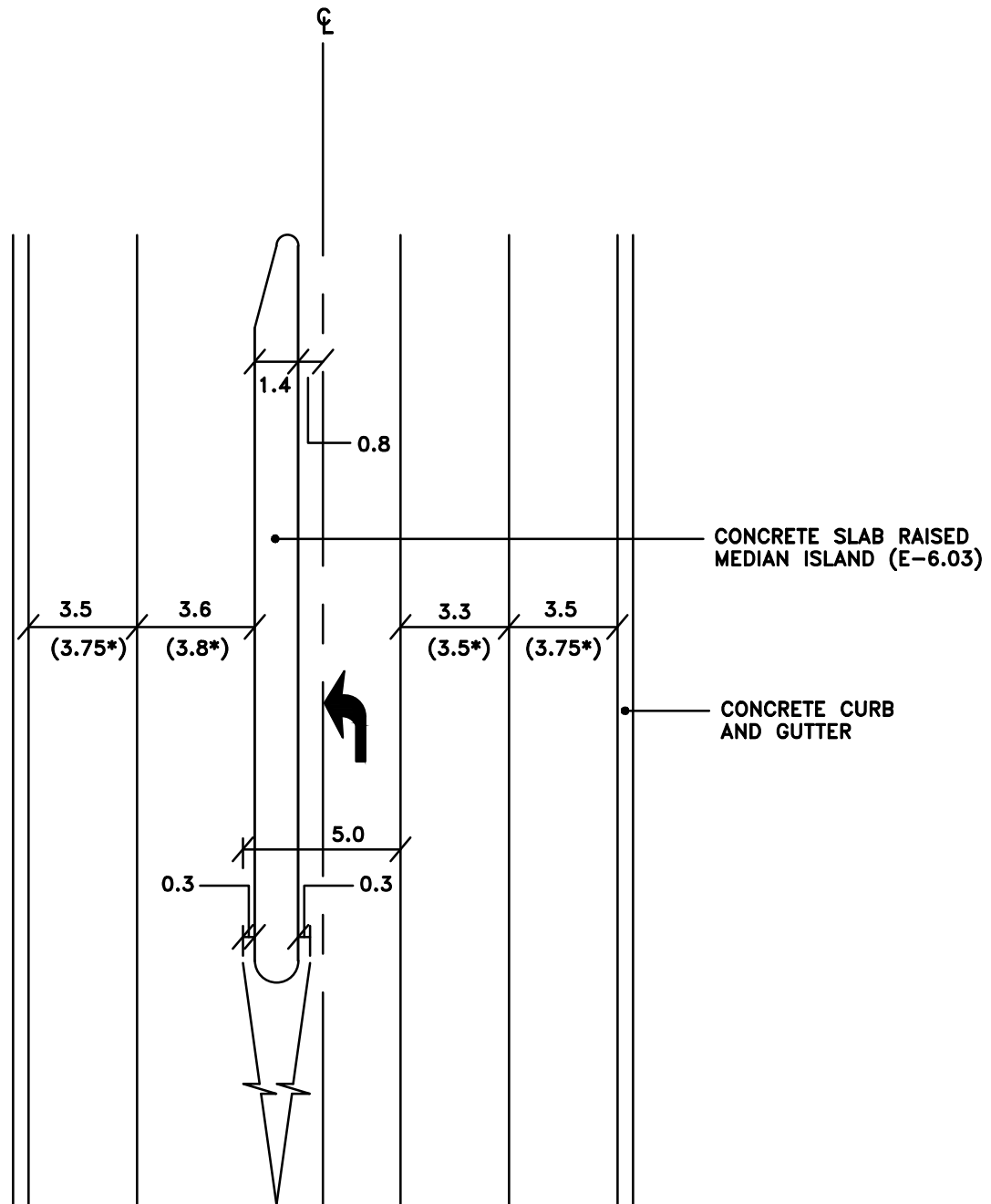
DS-107



NOTES

1. ALL DIMENSIONS ARE IN m UNLESS OTHERWISE NOTED.
2. ADDITIONAL WIDENINGS AT THE INTERSECTION ARE FOR RIGHT TURN LANES.

 Public Works Transportation			
INTERSECTION— REGIONAL ROAD WITH A REGIONAL ROAD			
DATE: OCTOBER 2025 SCALE N.T.S.			
REV.	<table border="1"> <tr> <td>X</td> <td>X</td> </tr> </table>	X	X
X	X		
DS-108			



NOTES

1. ALL DIMENSIONS ARE IN m UNLESS OTHERWISE NOTED.
2. DIMENSIONS ARE FROM EDGE OF PAVEMENT TO EDGE OF LANE OR EDGE OF LANE TO EDGE OF LANE.

* EXISTING CONDITIONS

York Region Public Works
Transportation

TYPICAL PAVEMENT/LANE LAYOUT
FOR CONCRETE SLAB RAISED MEDIANS

DATE: JANUARY 2023

SCALE N.T.S.

REV.

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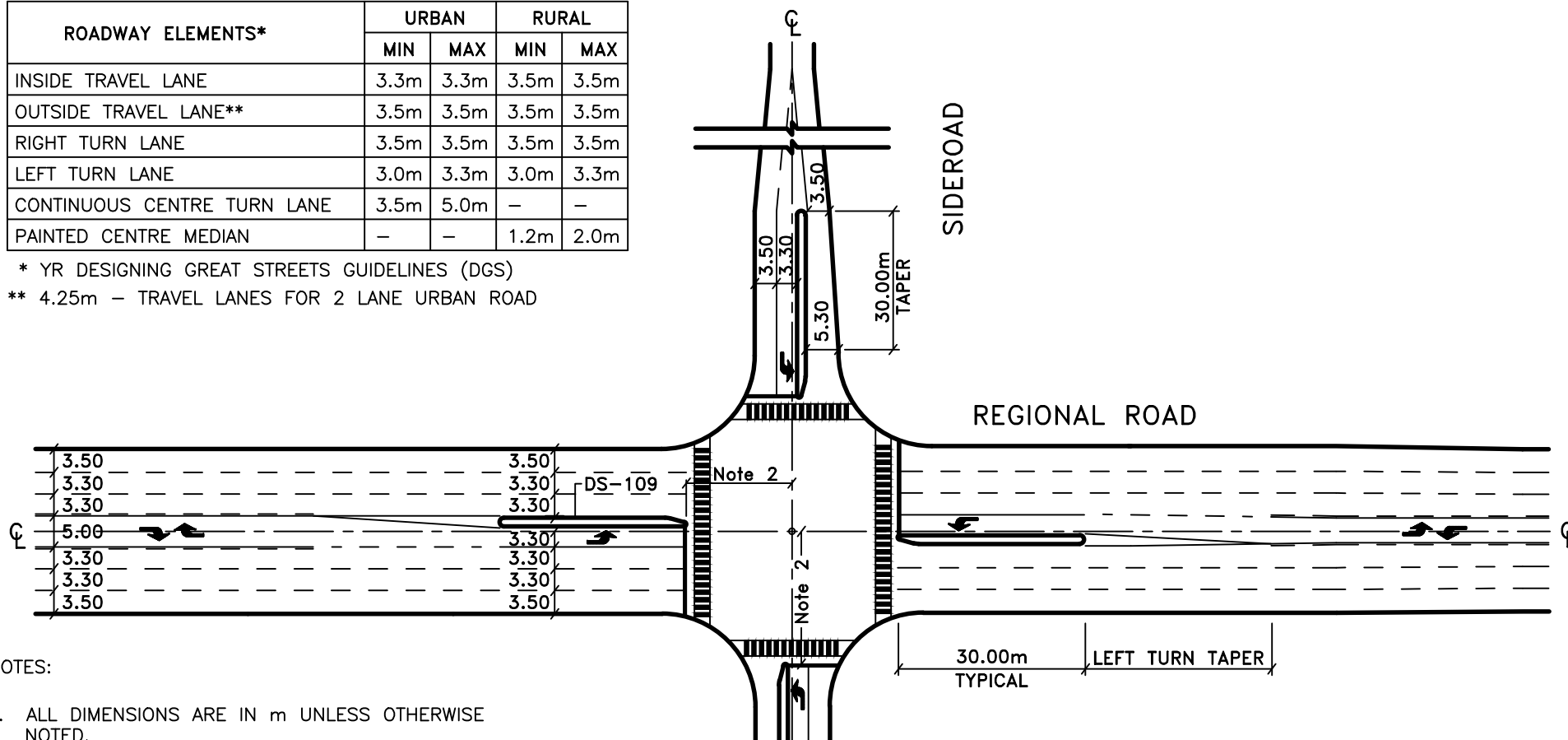
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DS-109

ROADWAY ELEMENTS*	URBAN		RURAL	
	MIN	MAX	MIN	MAX
INSIDE TRAVEL LANE	3.3m	3.3m	3.5m	3.5m
OUTSIDE TRAVEL LANE**	3.5m	3.5m	3.5m	3.5m
RIGHT TURN LANE	3.5m	3.5m	3.5m	3.5m
LEFT TURN LANE	3.0m	3.3m	3.0m	3.3m
CONTINUOUS CENTRE TURN LANE	3.5m	5.0m	—	—
PAINTED CENTRE MEDIAN	—	—	1.2m	2.0m

* YR DESIGNING GREAT STREETS GUIDELINES (DGS)

** 4.25m – TRAVEL LANES FOR 2 LANE URBAN ROAD



NOTES:

1. ALL DIMENSIONS ARE IN m UNLESS OTHERWISE NOTED.
2. OFFSET VARIES ACCORDING TO SIDEROAD WIDTH AND/OR ANGLE OF INTERSECTION.
3. MINIMUM 7.5m RADIUS. REFER TO DGS* FOR CURB RETURN CONSIDERATIONS. INCREASE RADIUS FOR INDUSTRIAL AREAS OR ROADS WITH HIGH VOLUMES OF RIGHT TURNING TRUCKS. USE TURNING TEMPLATES TO CONFIRM.
4. TURN TAPER RATIOS AND DECELERATION LENGTHS ARE BASED ON "TAC" MANUAL.
5. FOR HIGHER DESIGN SPEEDS, REFER TO "TAC" MANUAL CHAPTER 10.
6. STORAGE LENGTHS VARY WITH TRAFFIC VOLUMES.

POSTED SPEED (km/hr)	DESIGN SPEED (km/hr)	LEFT TURN TAPER RATIOS	RIGHT TURN TAPER RATIOS
50	50	8:1–30:1	11:1–17:1
60	60	15:1–36:1	14:1–17:1
70	80	15:1–48:1	17:1–24:1
80	90	27:1–54:1	Note 5



**Public Works
Transportation**

**6-LANE "X" INTERSECTION
(WITH MEDIAN ISLANDS)**

DATE: JANUARY 2023

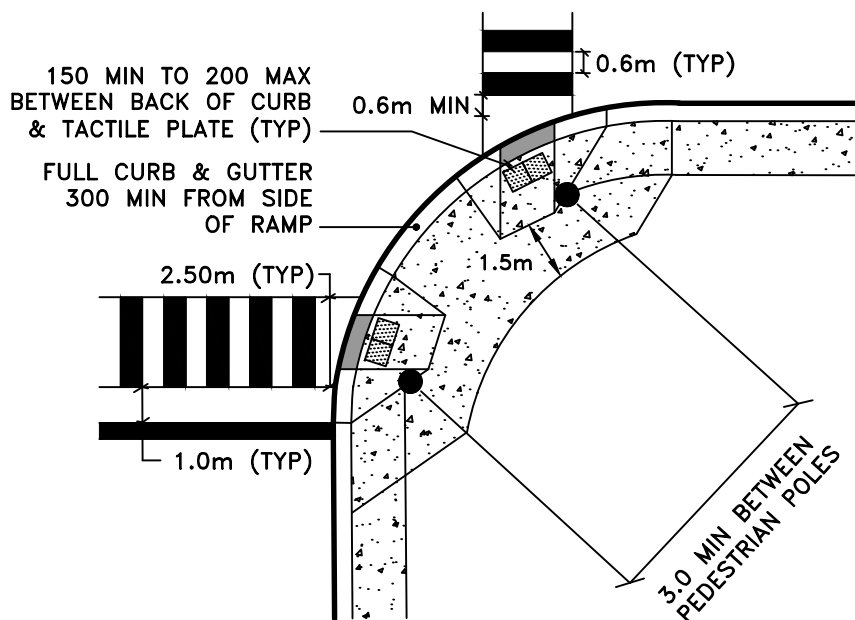
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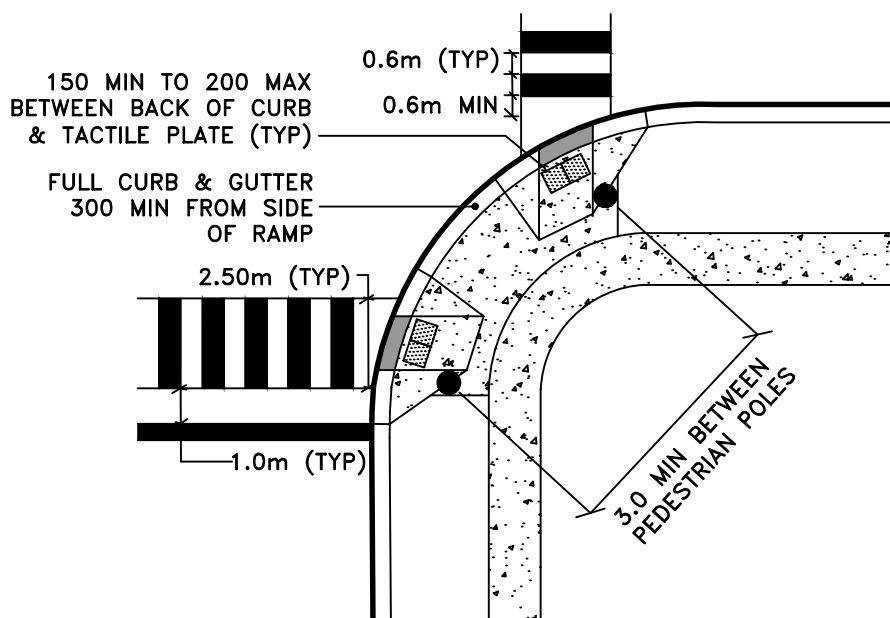
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DS-112



RAMP WITHOUT BOULEVARD



RAMP WITH BOULEVARD

NOTES

1. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.
2. SEE STANDARD DRAWING DS-400 FOR PAVEMENT MARKING LEGEND
3. THIS STANDARD IS TO BE USED AS A GUIDE ONLY AND WILL REQUIRE ADJUSTMENTS TO SUIT FIELD CONDITIONS
4. THE FIRST ZEBRA MARKING MUST BE 0.6m FROM CURB
5. SEE STANDARD DRAWING E-6.07 FOR TACTILE WARNING PLATE DETAILS
6. TACTILE WARNING PLATES MUST EXTEND THE WIDTH OF THE DROPPED CURB RAMP
7. SEE STANDARD DRAWING DS-408 FOR FULL INTERSECTION LAYOUT
8. SEE STANDARD DRAWING DS-121 FOR RAMP DETAIL



**Public Works
Transportation**

**PEDESTRIAN EQUIPMENT AND
CROSSWALKS WITH TACTILE
WARNING PLATES
(SIGNALIZED)**

DATE: JANUARY 2023

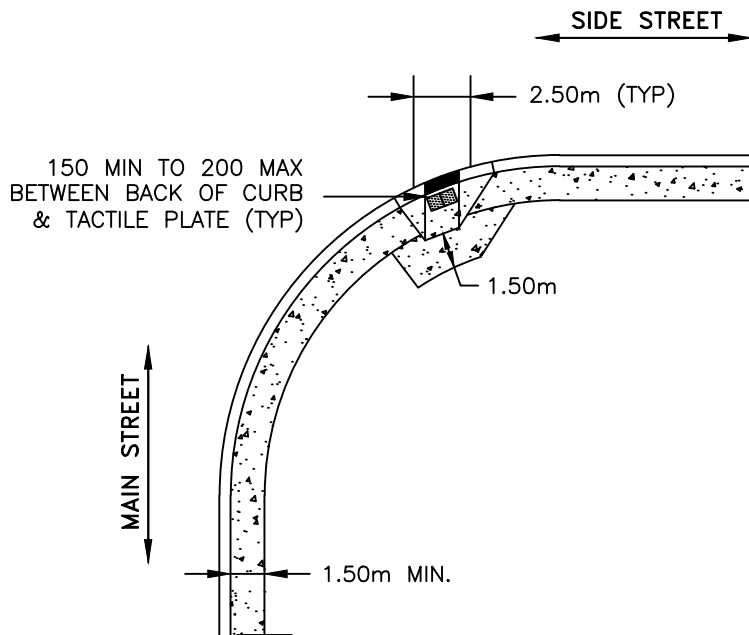
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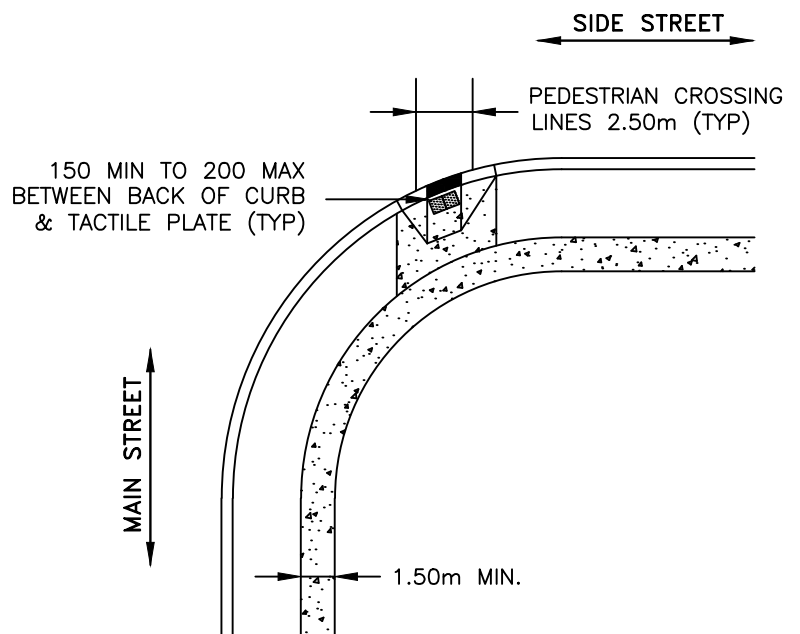
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DS-119



RAMP WITHOUT BOULEVARD



RAMP WITH BOULEVARD

NOTES

1. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.
2. SEE STANDARD DRAWING DS-400 FOR PAVEMENT MARKING LEGEND.
3. THIS STANDARD IS TO BE USED AS A GUIDE ONLY AND WILL REQUIRE ADJUSTMENTS TO SUIT FIELD CONDITIONS.
4. TACTILE WARNING PLATES MUST EXTEND THE WIDTH OF THE DROPPED CURB RAMP.
5. SEE STANDARD DRAWING E-6.07 FOR DETECTABLE WARNING PLATE DETAILS.
6. SEE STANDARD DRAWING DS-408 FOR FULL INTERSECTION LAYOUT.
7. SEE STANDARD DRAWING DS-121 FOR RAMP DETAIL.



**Public Works
Transportation**

**PEDESTRIAN CROSSWALKS WITH
TACTILE WARNING PLATES
(UNSIGNALIZED)**

DATE: JANUARY 2023

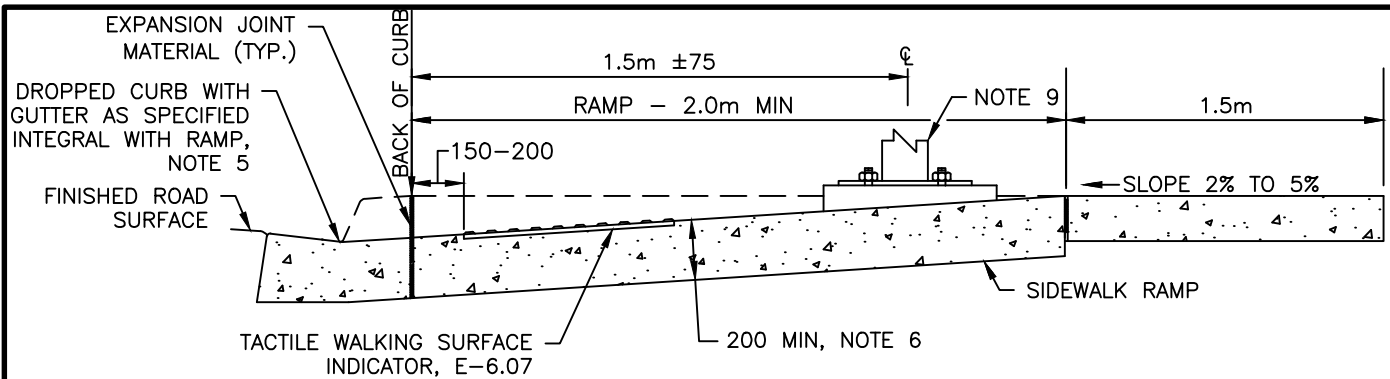
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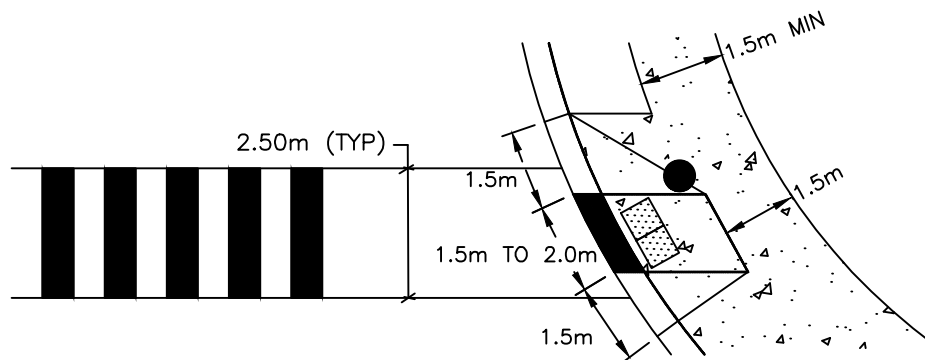
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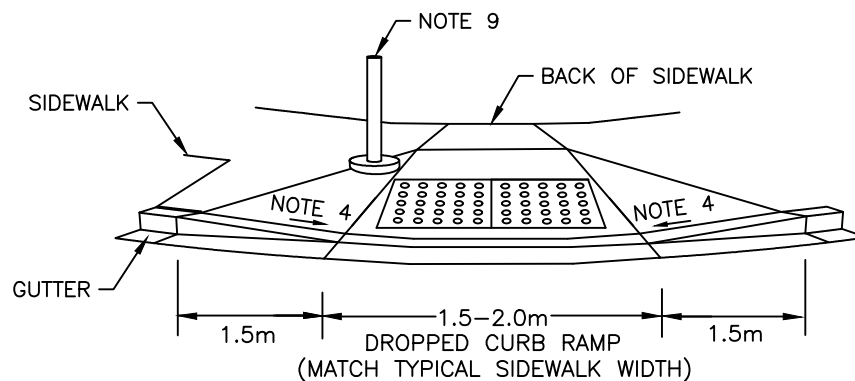
DS-120



RAMP SECTION



RAMP PLAN



RAMP ELEVATION

NOTES

1. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.
2. SLOPE OF RAMP SHALL NOT EXCEED 10%.
3. CROSS SLOPE OF RAMP SHALL NOT EXCEED 2% IN EITHER DIRECTION.
4. CROSS SLOPE OF FLARED SIDE OF RAMP SHALL NOT EXCEED 10%.
5. DROPPED CURB AT RAMP SHALL BE MODIFIED TO ELIMINATE 30mm STEP AT GUTTER LINE.
6. MINIMUM THICKNESS OF RAMP IS 200mm. MINIMUM THICKNESS OF SIDEWALK AND FLARED SIDES ADJACENT TO RAMP IS 150mm.
7. TACTILE WARNING PLATES SHOULD EXTEND THE WIDTH OF THE DROPPED CURB RAMP.
8. SEE STANDARD DRAWING DS-408 FOR FULL INTERSECTION LAYOUT.
9. ACCESSIBLE PEDESTRIAN SIGNAL POLE FOR SIGNALIZED INTERSECTIONS ONLY.
10. JOINTS MUST NOT BE TROWELLED.



**Public Works
Transportation**

**CONCRETE SIDEWALK RAMPS AT
INTERSECTIONS**

DATE: JANUARY 2023

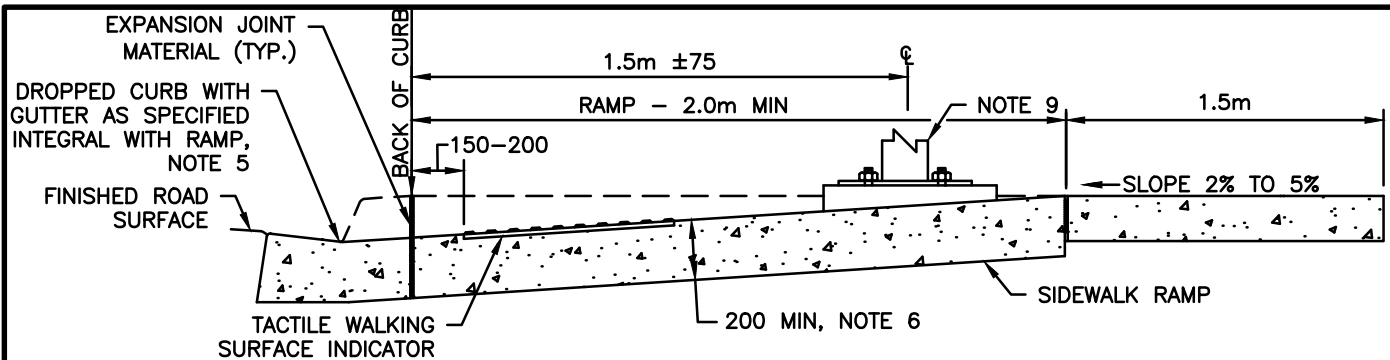
SCALE N.T.S.

REV.

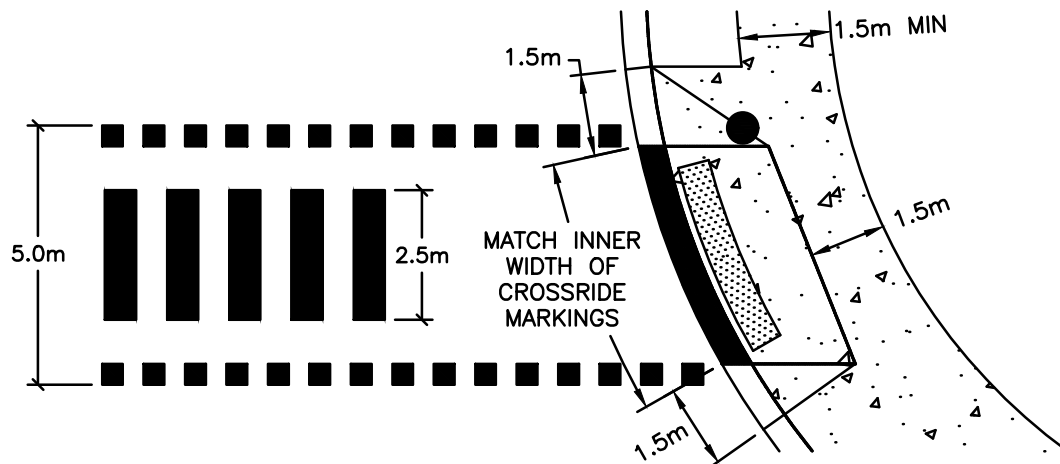
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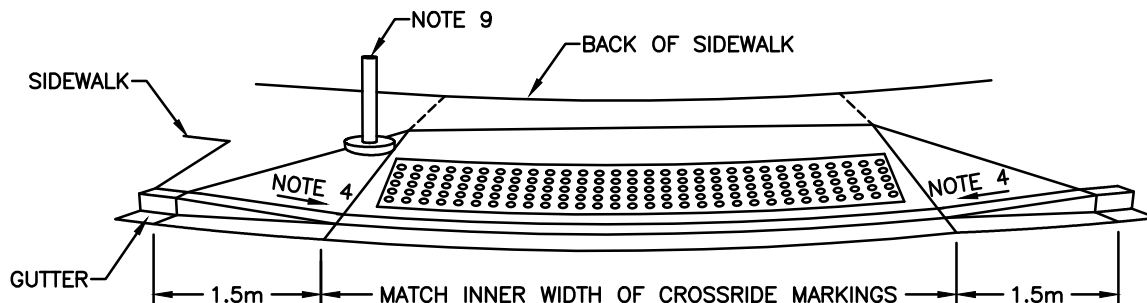
DS-121



RAMP SECTION



RAMP PLAN



RAMP ELEVATION

NOTES

1. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.
2. SLOPE OF RAMP SHALL NOT EXCEED 10%.
3. CROSS SLOPE OF RAMP SHALL NOT EXCEED 2% IN EITHER DIRECTION.
4. CROSS SLOPE OF FLARED SIDE OF RAMP SHALL NOT EXCEED 10%.
5. DROPPED CURB AT RAMP SHALL BE MODIFIED TO ELIMINATE 30mm STEP AT GUTTER LINE.
6. MINIMUM THICKNESS OF RAMP IS 200mm. MINIMUM THICKNESS OF SIDEWALK AND FLARED SIDES ADJACENT TO RAMP IS 150mm.
7. TACTILE WARNING PLATES SHOULD EXTEND THE WIDTH OF THE DROPPED CURB RAMP.
8. SEE STANDARD DRAWING DS-413 AND DS-414 FOR CROSSRIDE PAVEMENT MARKING DETAIL.
9. ACCESSIBLE PEDESTRIAN SIGNAL POLE FOR SIGNALIZED INTERSECTIONS ONLY.
10. JOINTS MUST NOT BE TROWELLED.



**Public Works
Transportation**

**CONCRETE SIDEWALK RAMPS AT
INTERSECTIONS WITH CROSSRIDES**

DATE: JANUARY 2023

SCALE N.T.S.

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DS-122