



DETAIL

NOTES:

1. CROSSWALK AND STOP BAR SHALL BE THERMOPLASTIC, PREMARK, BEADED, BY ENNIS FLINT.
2. TO THE MAXIMUM EXTENT POSSIBLE, CURB RAMP CENTERLINE SHOULD BE PERPENDICULAR TO THE CROSSWALK CENTERLINE.
3. TO THE MAXIMUM EXTENT POSSIBLE, CROSSWALKS SHOULD BE PERPENDICULAR TO THE CENTERLINE OF THE TRAVELED WAY.
4. LOWER LANDING OF CURB RAMP MUST FALL WHOLLY WITHIN CROSSWALK LINES.
5. WHEN MARKED CROSSWALK IS NOT PRESENT, STOP BAR MUST BE PLACED A MINIMUM DISTANCE OF 4' UPSTREAM FROM THE EDGE OF THE DETECTABLE SURFACE.
6. EXISTING CROSSWALK MARKINGS THAT CONFLICT WITH THE NEW MARKINGS MUST BE REMOVED BY A GRINDING.

NO SCALE



APPROVAL

Wayne R. Hauske

PUBLIC WORKS DIRECTOR

**CROSSWALK AND
STOP BAR**

DATE
01/21/2022

DRAWING NO.
ST-13

REV: