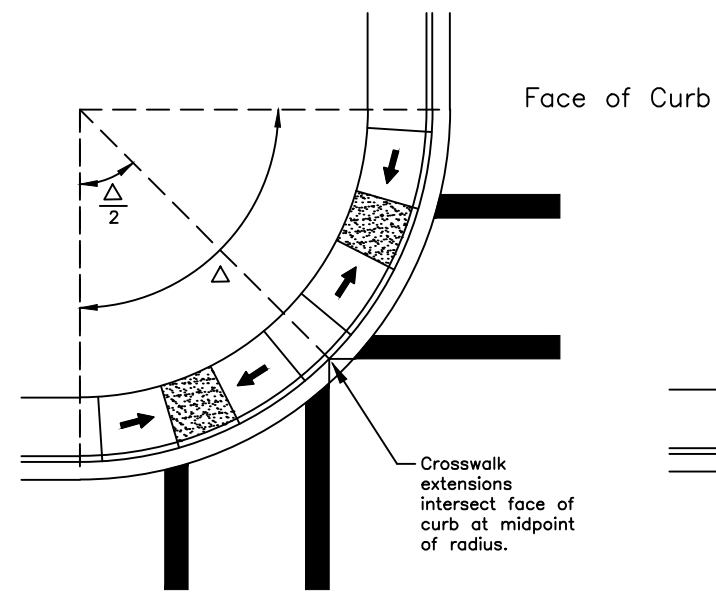


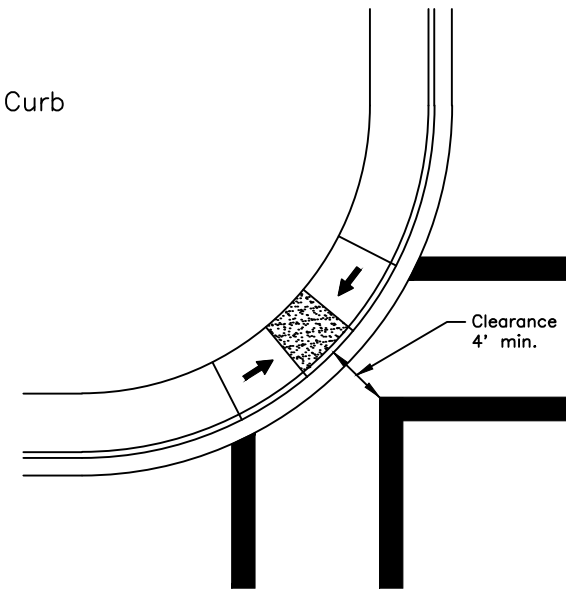
CASE 1

Dual Curb Ramps  
Radius  $\leq 25'$



CASE 2

Dual Curb Ramps  
 $25' < \text{Radius} \leq 50'$



CASE 3

Single Central Curb Ramp  
 $25' \leq \text{Radius} \leq 50'$   
(Not Recommended)

GENERAL NOTES

1. The crosswalk locations shown assume a 90-degree intersection – adjust as necessary on skewed intersections to ensure that crosswalk landings (for parallel curb ramps) or ramp runs (for perpendicular curb ramps) fall within the inner edges of crosswalk stripes. If Case 3 (not recommended) is used, the layout should also be adjusted to provide at least the minimum clearance while maximizing the offset.
2. If only one crosswalk connects with a curb radius, it should be located as if there were two connecting crosswalks.
3. These details apply to parallel (shown) as well as perpendicular curb ramps.
4. Case 3, the layout for a single central curb ramp, should be used only when installing two ramps is not feasible. It should not be used for radii under 25 feet. See plans for ramp layout at particular locations.
5. Radius is measured to the face of curb.

State of Alaska DOT&PF  
ALASKA STANDARD PLAN

CROSSWALK LOCATION AT  
SIGNALIZED INTERSECTIONS

Adopted as an Alaska  
Standard Plan by: *Carolyn Morehouse*  
Carolyn Morehouse, P.E.  
Chief Engineer

Adoption Date: 7/17/2020

Last Code and Stds. Review  
By: KLK Date: 7/8/2020

Next Code and Standards Review Date: 7/8/2030