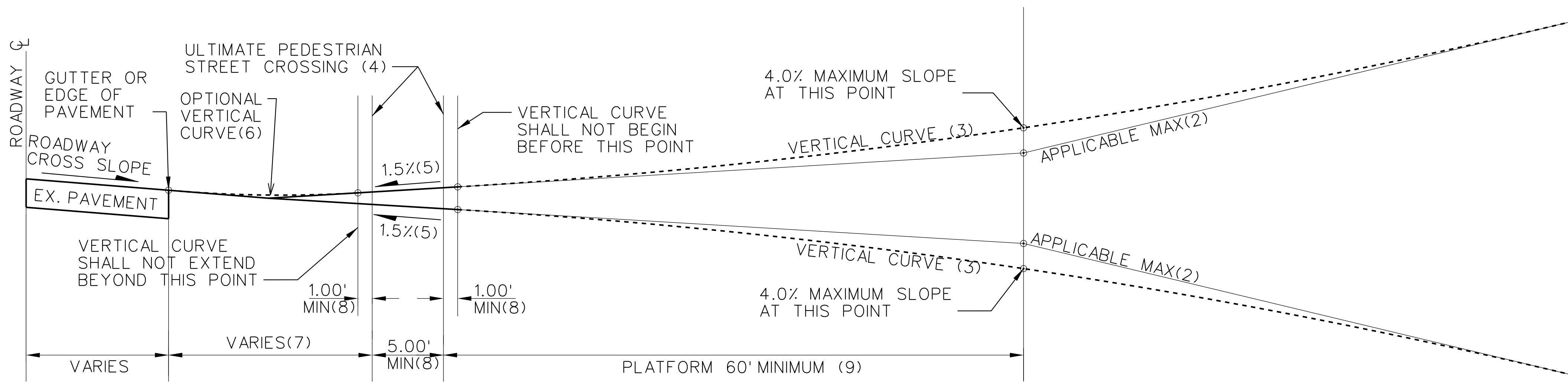


### STOP OR YIELD CONTROLLED APPROACH GRADE BREAK AT EDGE OF INTERSECTING ROADWAY




### STOP OR YIELD CONTROLLED APPROACH GRADE BREAK PULLED AWAY FROM EDGE OF INTERSECTING ROADWAY

#### NOTES:

- (1) SLOPE SHALL BE EQUAL TO SLOPE OF PEDESTRIAN STREET CROSSING.
- (2) MAXIMUM GRADE DEPENDENT UPON STREET CLASSIFICATION, REFER TO DESIGN CRITERIA MANUAL FOR SPECIFIC REQUIREMENTS.
- (3) REFER TO AASHTO 'A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS' (2018).
- (4) PEDESTRIAN STREET CROSSINGS SHALL BE PROVIDED AT ALL INTERSECTIONS. WHERE SIDEWALKS DO NOT CURRENTLY EXIST, THE PEDESTRIAN STREET CROSSING SHALL BE LOCATED PER APPLICABLE ULTIMATE ROADWAY TYPICAL SECTION AS DETERMINED BY THE DEPARTMENT OF TRANSPORTATION.  
  
GRADE BREAKS UP TO 2% MAY BE USED AT THE LIMITS OF THE PEDESTRIAN STREET CROSSING TO ACCOMMODATE ADA CROSS SLOPE REQUIREMENTS FOR DESIGN SPEED OF 30MPH OR LESS. COMPOUND GRADE BREAKS FOR ADA ACCOMMODATION SHALL NOT BE PERMITTED FOR DESIGN SPEEDS GREATER THAN 30MPH.
- (5) SLOPE SHALL BE SUFFICIENT TO PROMOTE POSITIVE DRAINAGE, UP TO A MAXIMUM OF 2.0%, ON APPROACH MOVEMENTS UNDER STOP OR YIELD CONTROL. RECOMMENDED SLOPE 1.5%. SLOPE SHALL BE MEASURED PERPENDICULAR TO THE DIRECTION OF PEDESTRIAN TRAVEL. CROSS SLOPE RESTRICTION APPLIES TO ENTIRE APPROACH.
- (6) 4.0% MAXIMUM ALGEBRAIC DIFFERENCE GRADE BREAK. THIS CRITERIA APPLIES ACROSS THE ENTIRE APPROACH.
- (7) WHERE SIDEWALK IS LOCATED ON THE BACK OF CURB, THE PEDESTRIAN ACCESS ROUTE THROUGH THE INTERSECTION SHALL BE A MINIMUM OF 6' WIDE MEASURED FROM THE PROLONGATION OF THE BACK OF CURB ON EITHER SIDE OF THE INTERSECTION.
- (8) DIMENSION SHALL BE MEASURED PERPENDICULAR TO THE DIRECTION OF PEDESTRIAN TRAVEL THROUGH THE PEDESTRIAN STREET CROSSING.
- (9) LARGE LOT SUBDIVISIONS MAY REDUCE PLATFORM LENGTH TO 30' FROM THE PEDESTRIAN CROSSING.

#### GENERAL NOTES:

- DO NOT SCALE DRAWING. FOLLOW DIMENSIONS.
- EACH APPROACH AT AN INTERSECTION SHALL BE DESIGNED APPROPRIATELY FOR THE CLASSIFICATION AND USAGE OF SAID APPROACH.
- YIELDING RIGHT TURN MOVEMENTS SHALL BE DESIGNED FOR STOP OR YIELD CONTROL.  
EXCEPTION: A YIELDING RIGHT TURN MOVEMENT WHERE TRAFFIC IS LIKELY TO PROCEED WITHOUT STOPPING OR YIELDING MAY BE DESIGNED FOR FREEFLOW VEHICULAR MOVEMENTS. TYPICAL APPLICATION WOULD BE AT A SIGNALIZED INTERSECTION.

ISSUE DATE	03/09/2020	THIS IS NOT A CERTIFIED DOCUMENT		<b>DESIGN CRITERIA MANUAL INTERSECTION APPROACH REQUIREMENTS</b> STOP OR YIELD CONTROL PROFILE		
REVISIONS				EFFECTIVE 05/01/2020	SHEET 1 OF 2	<b>DRAWING 5.1</b>
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