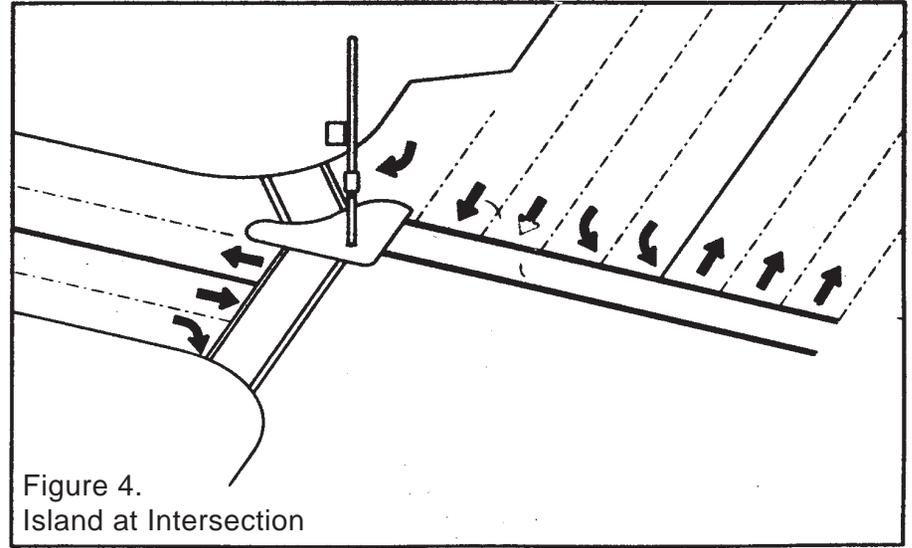
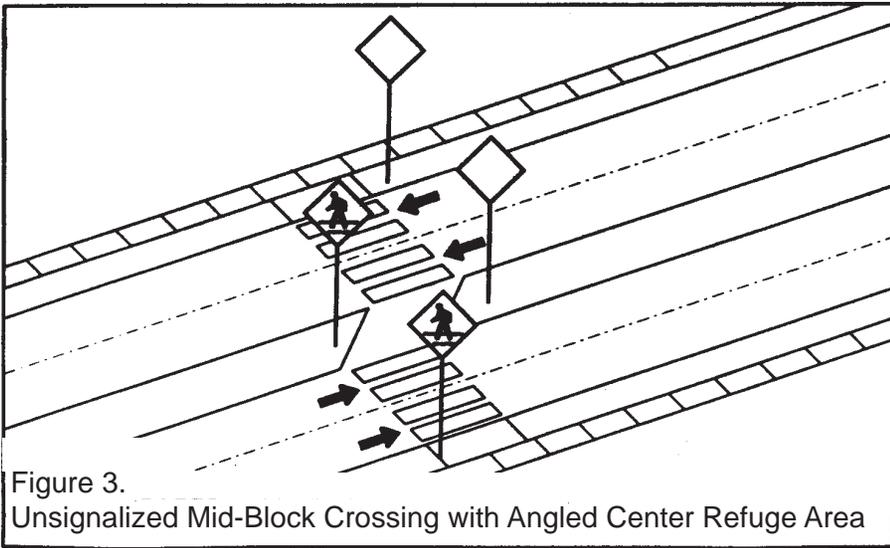
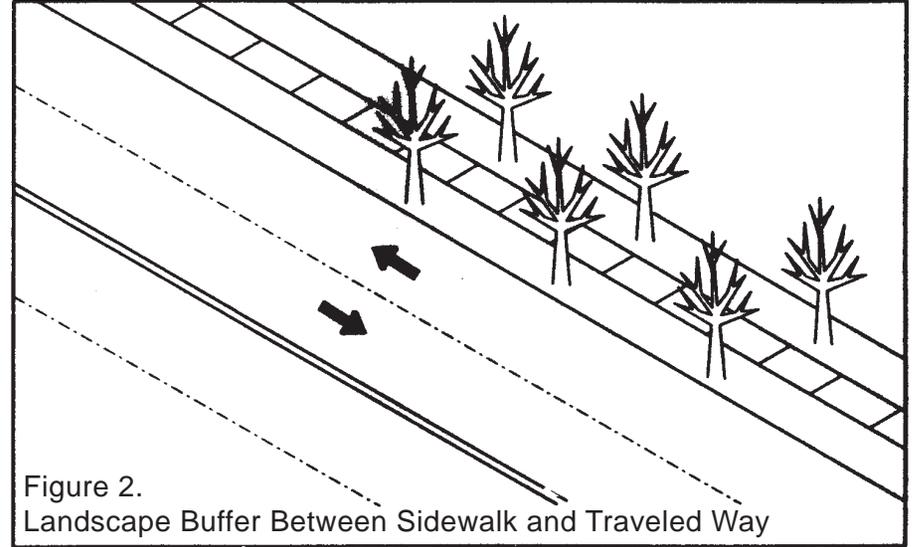
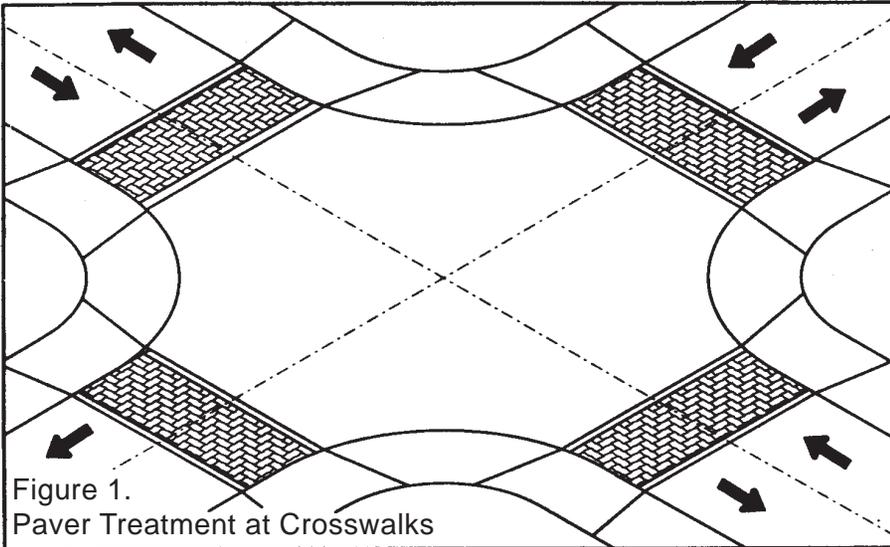


# Pedestrian Design Treatments



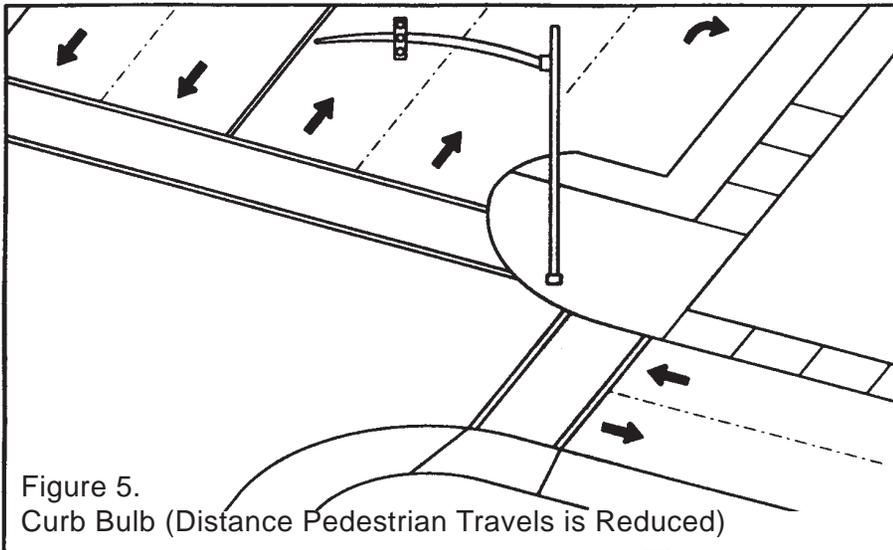


Figure 5.  
Curb Bulb (Distance Pedestrian Travels is Reduced)

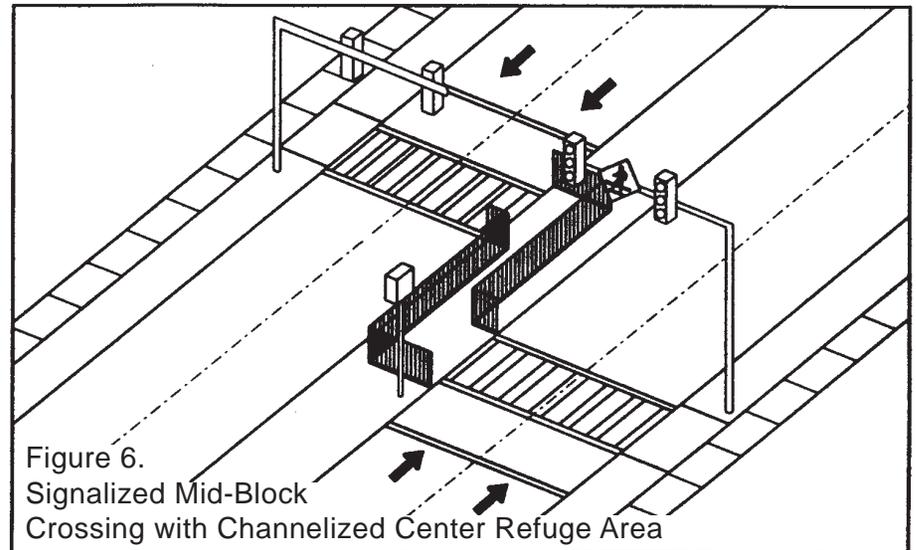


Figure 6.  
Signalized Mid-Block  
Crossing with Channelized Center Refuge Area

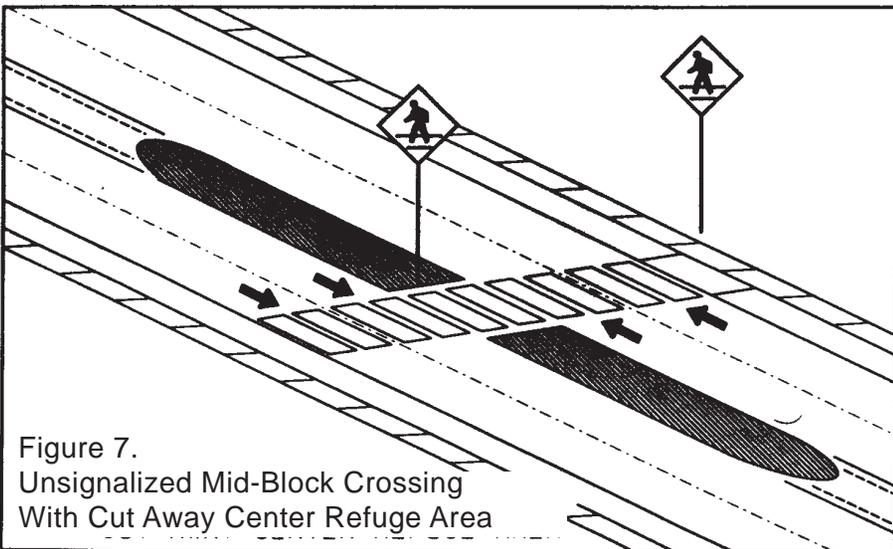


Figure 7.  
Unsignalized Mid-Block Crossing  
With Cut Away Center Refuge Area

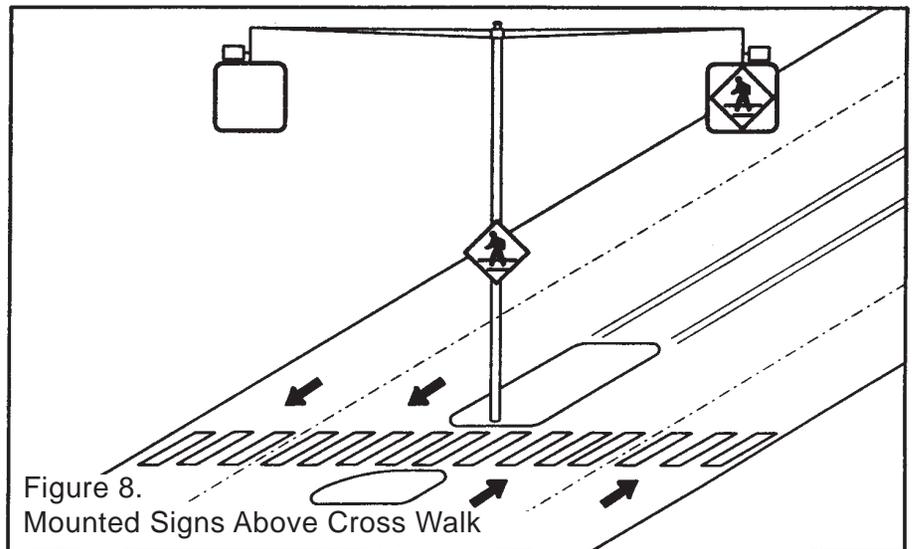
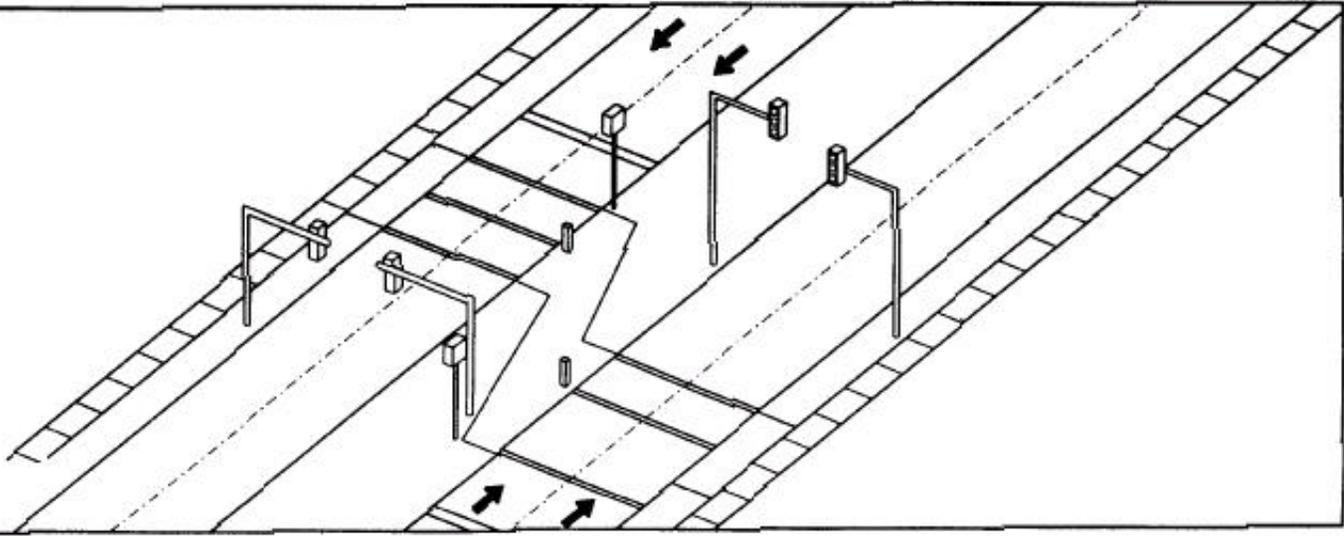


Figure 8.  
Mounted Signs Above Cross Walk



Figure 9. Multiple Signs

Figure 11.  
Signalized Mid-Block Crossing  
with Angled Refuge Area



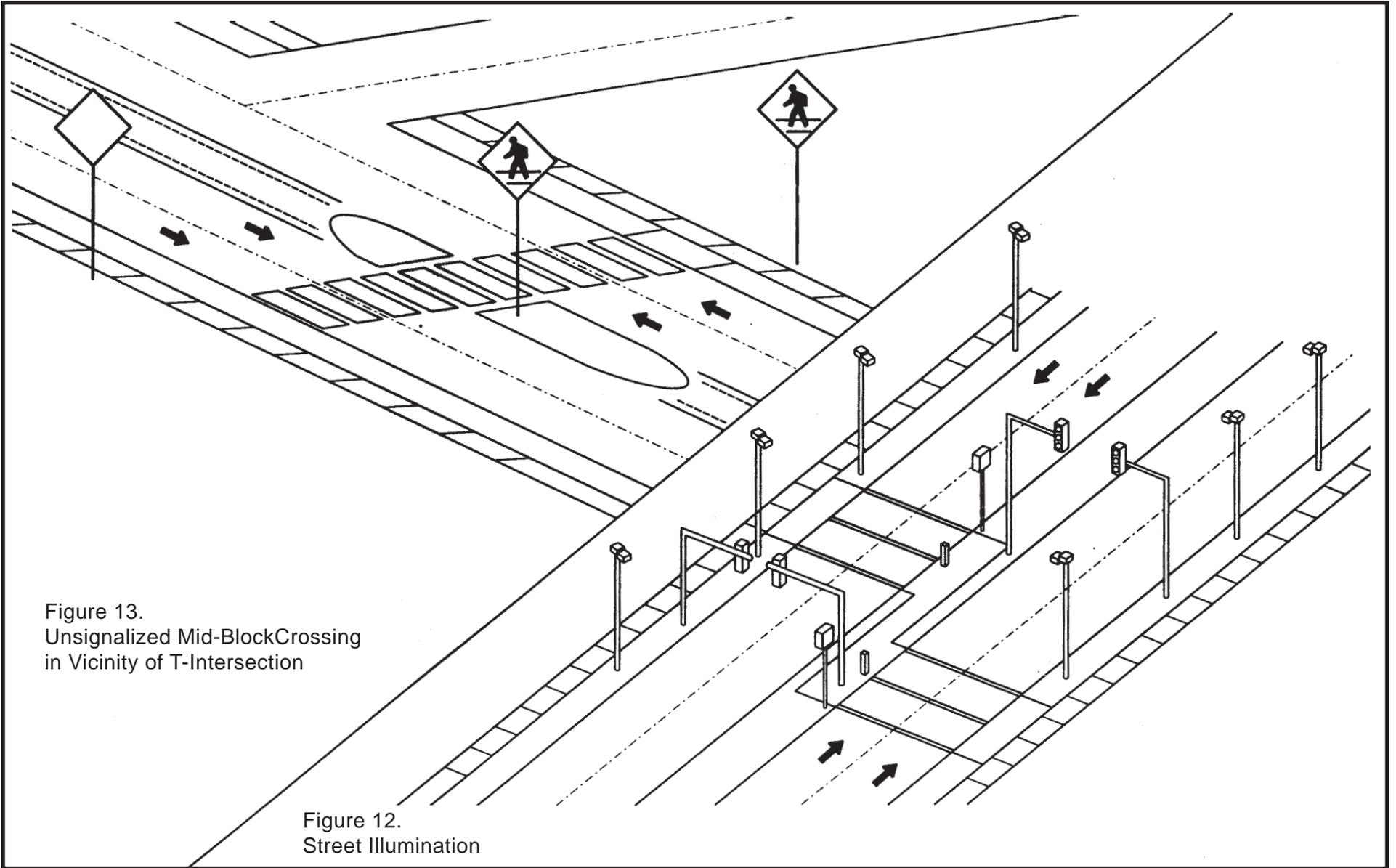


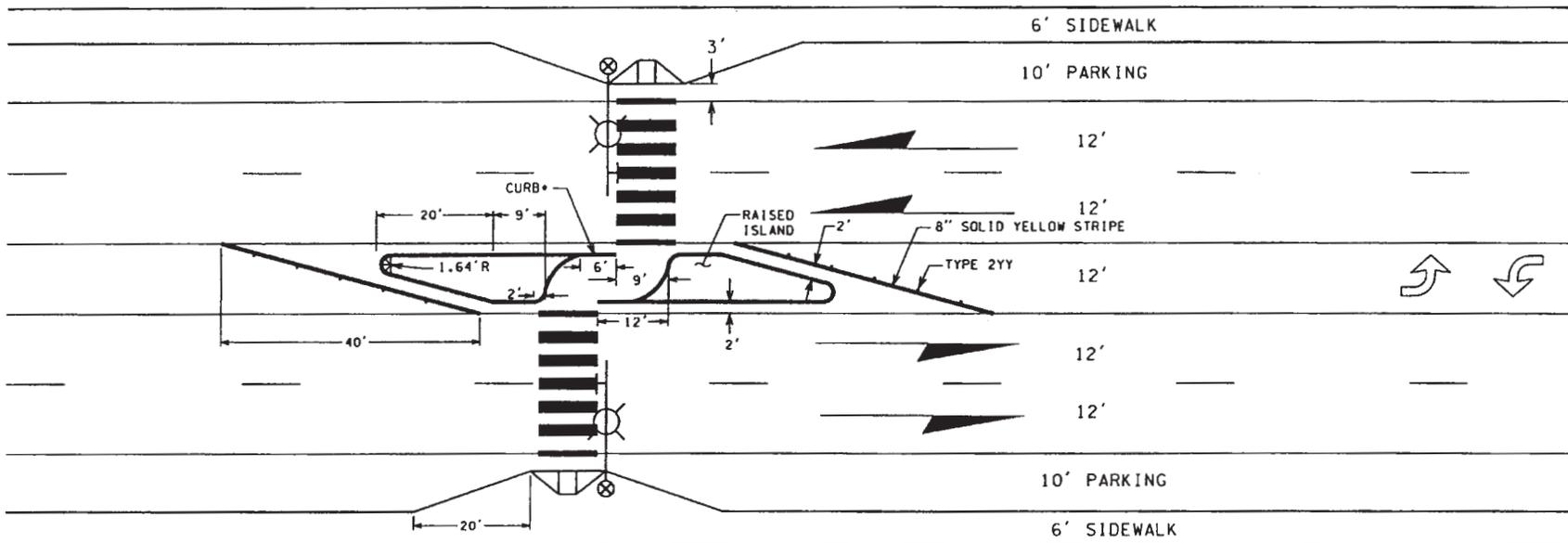
Figure 13.  
Unsignalized Mid-Block Crossing  
in Vicinity of T-Intersection

Figure 12.  
Street Illumination

10 SEP 92: \dgn\projects\soft\ymgmt\pedoffscrs3.dgn vothm



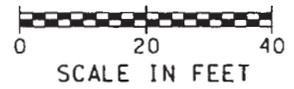
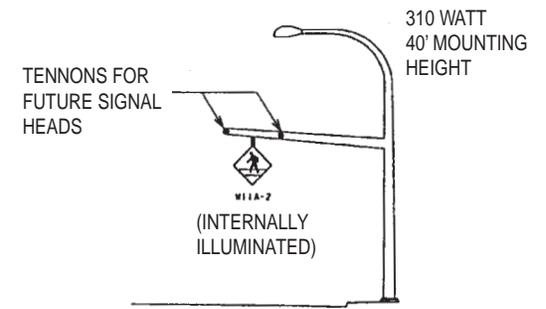
W11-2



\* BARRIER CURB FOR SPEEDS 40 MPH OR LESS  
MOUNTABLE CURB FOR SPEEDS GREATER THAN 40 MPH



W11-2



DESIGNED BY	Lee Conrad	REGION NO.	10	STATE	WASH	FED. AID PROJ. NO.		ENVIRONMENTAL AND ENGINEERING SERVICE CENTER		<b>PEDESTRIAN OFFSET CROSSING DETAIL</b>	SHEET OF SHEETS
ENTERED BY	Mark Voth	JOB NUMBER		CONTRACT NO.							
CHECKED BY		DATE		REVISION		BY					