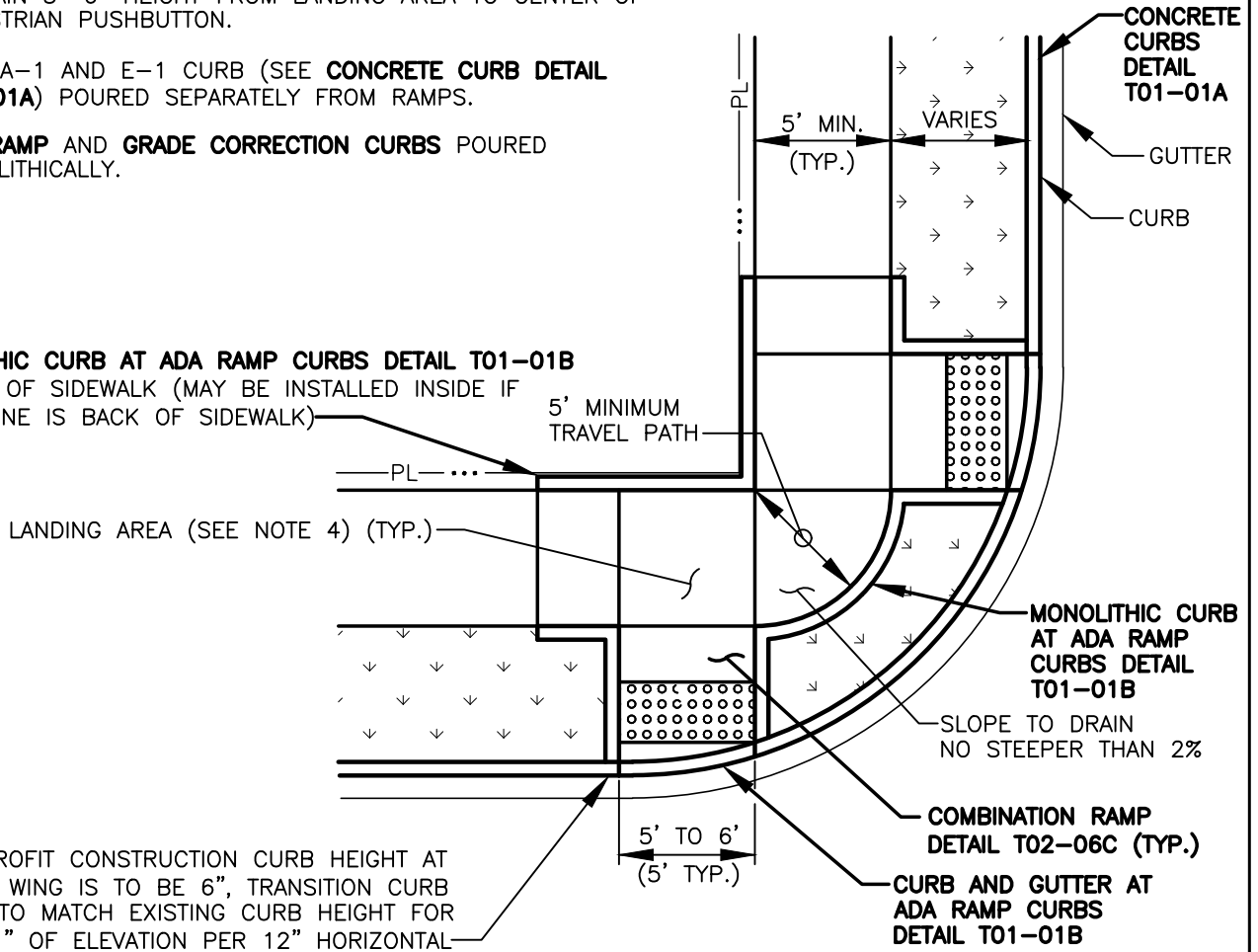


**NOTES:**

1. RAMPS TO BE CENTERED IN CROSSWALKS.
2. RAMPS TO BE CONSTRUCTED SEPARATELY AND ISOLATED BY EXPANSION JOINT MATERIAL.
3. IF THE AREA BEHIND THE SIDEWALK IS VEGETATED, THE BACK CURB MAY BE REPLACED WITH A SLOPE NO STEEPER THAN 4:1.
4. WHEN CONSTRUCTING ADA RAMP AT A SIGNALIZED INTERSECTION MAINTAIN 3'-6" HEIGHT FROM LANDING AREA TO CENTER OF PEDESTRIAN PUSHBUTTON.
5. TYPE A-1 AND E-1 CURB (SEE **CONCRETE CURB DETAIL T01-01A**) POURED SEPARATELY FROM RAMPS.
6. **ADA RAMP AND GRADE CORRECTION CURBS** POURED MONOLITHICALLY.

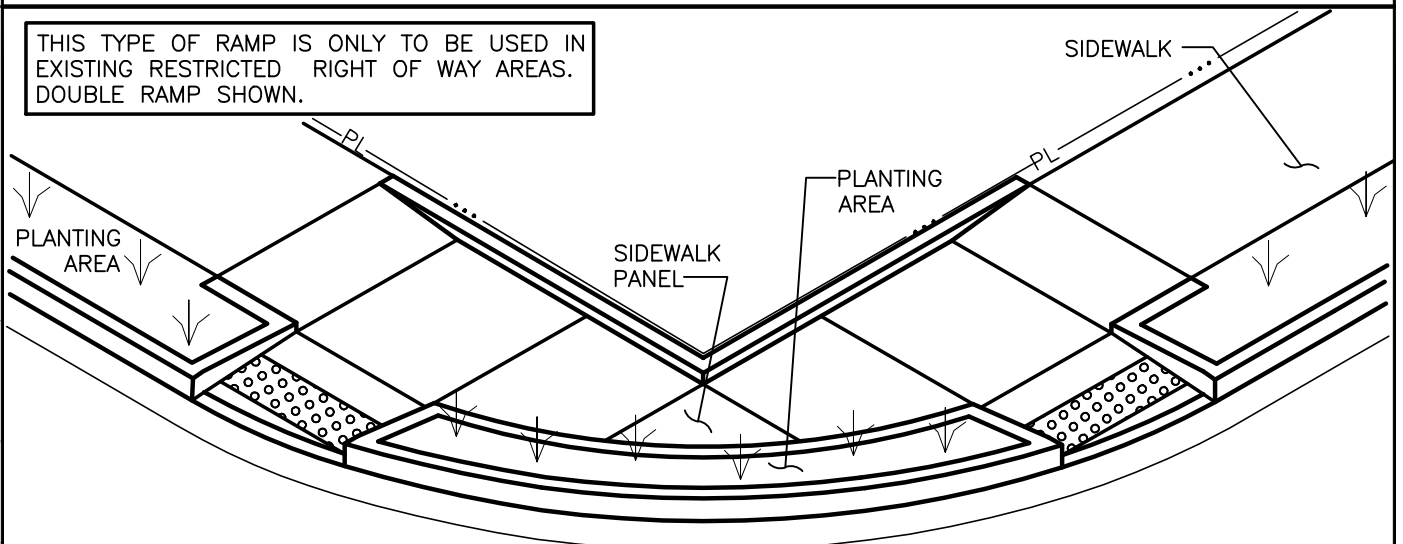
**MONOLITHIC CURB AT ADA RAMP CURBS DETAIL T01-01B**

OUTSIDE OF SIDEWALK (MAY BE INSTALLED INSIDE IF R.O.W. LINE IS BACK OF SIDEWALK)



ON RETROFIT CONSTRUCTION CURB HEIGHT AT TOP OF WING IS TO BE 6", TRANSITION CURB HEIGHT TO MATCH EXISTING CURB HEIGHT FOR EVERY 1" OF ELEVATION PER 12" HORIZONTAL

THIS TYPE OF RAMP IS ONLY TO BE USED IN EXISTING RESTRICTED RIGHT OF WAY AREAS. DOUBLE RAMP SHOWN.



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REV NO.	DATE	BY	APPR	PUBLIC WORKS - STREETS AND TRANSPORTATION
1	8/08	RAW	MHA	
2	7/14	RAW	MHA	
3	3/16	RAW	MHA	
4	3/17	RAW	MHA	
5	4/18	RAW	MHA	
6	9/21	RAW	MHA	

APPROVED BY: *M.H. Pedulla*  
ENGINEER MANAGER  
APPROVED DATE: 9/1/2021



DOUBLE COMBINATION RAMP PLACEMENT - B

STANDARD PLAN NUMBER

T02-06B