



NOTES:

1. RAMPS SHALL HAVE A MAXIMUM 1:12 SLOPE.
2. EXISTING CURB AND SIDEWALK TO BE SAWCUT AND REMOVED FOR INSTALLATION OF NEW RAMP.
3. RAMP MAY BE USED MID-BLOCK OR ON INTERSECTION RADIUS.
4. RAMP TO BE CENTERED IN CROSSWALK.
5. RAMPS TO BE CONSTRUCTED SEPARATELY FROM SIDEWALK AND ISOLATED BY EXPANSION JOINT MATERIAL.
6. SEE SECTION C-C ON **STANDARD LANDING CROSS SECTIONS - C-C AND D-D DETAIL T02-13**.
7. IF THE AREA BEHIND THE SIDEWALK IS VEGETATED, THE BACK CURB MAY BE REPLACED WITH A SLOPE NO STEEPER THAN 4:1.
8. IF THE MAXIMUM SLOPE OF 8.3%** CANNOT BE ACHIEVED DUE TO THE SLOPE OF THE EXISTING SIDEWALK, THE LENGTH OF THE CURB RAMP SHALL NOT BE REQUIRED TO BE LONGER THAN 15 FEET REGARDLESS OF THE RESULTING RAMP SLOPE.
9. WHEN CONSTRUCTING ADA RAMP AT A SIGNALIZED INTERSECTION MAINTAIN 3'-6" HEIGHT FROM LANDING AREA TO CENTER OF PEDESTRIAN PUSHBUTTON.
10. ON RETROFIT CONSTRUCTION PROJECTS TRANSITION FROM RAMP 2%* CROSS SLOPE TO MATCH SLOPE OF EXISTING SIDEWALK OVER A 5' AREA.
11. TYPE A-1 AND E-1 CURB (SEE **CONCRETE CURBS DETAIL T01-01A**) POURED SEPARATELY FROM RAMPS.
12. **ADA RAMP AND GRADE CORRECTION CURBS** POURED MONOLITHICALLY.

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REV NO.	DATE	BY	APPR	PUBLIC WORKS - STREETS AND TRANSPORTATION
1	7/14	RAW	MHA	
2	1/15	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



PARALLEL RAMP
CONSTRUCTION

STANDARD PLAN
NUMBER
T02-07B