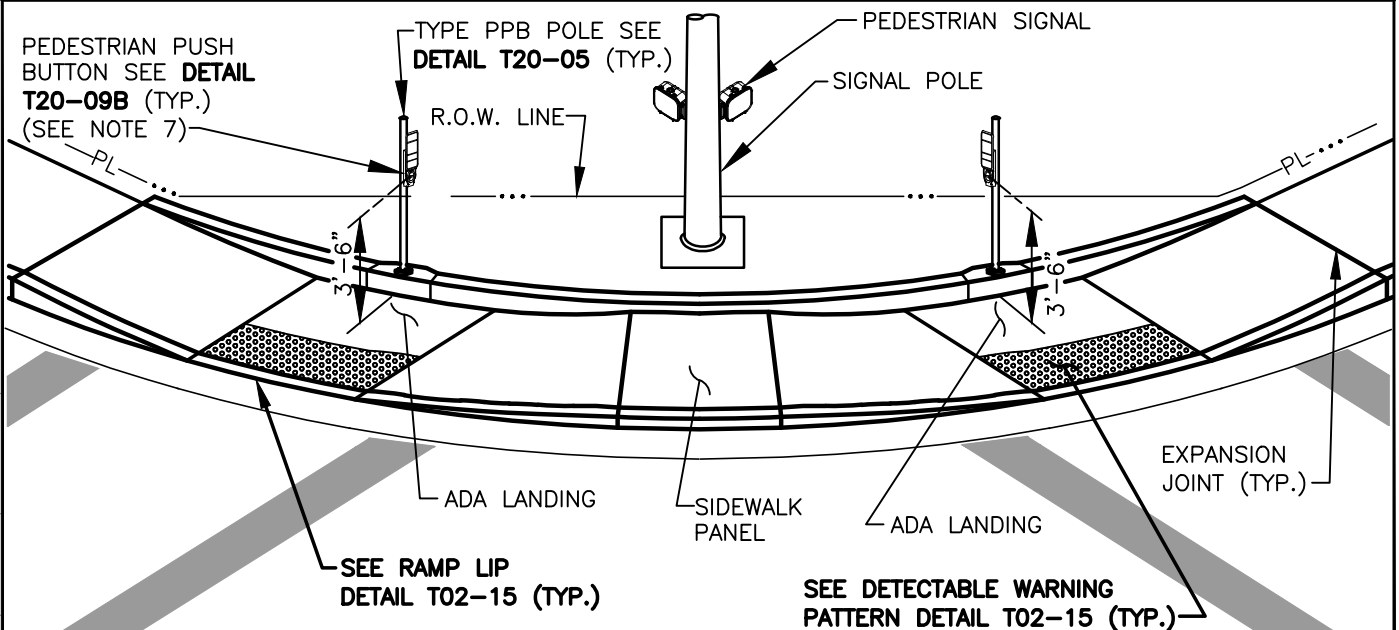
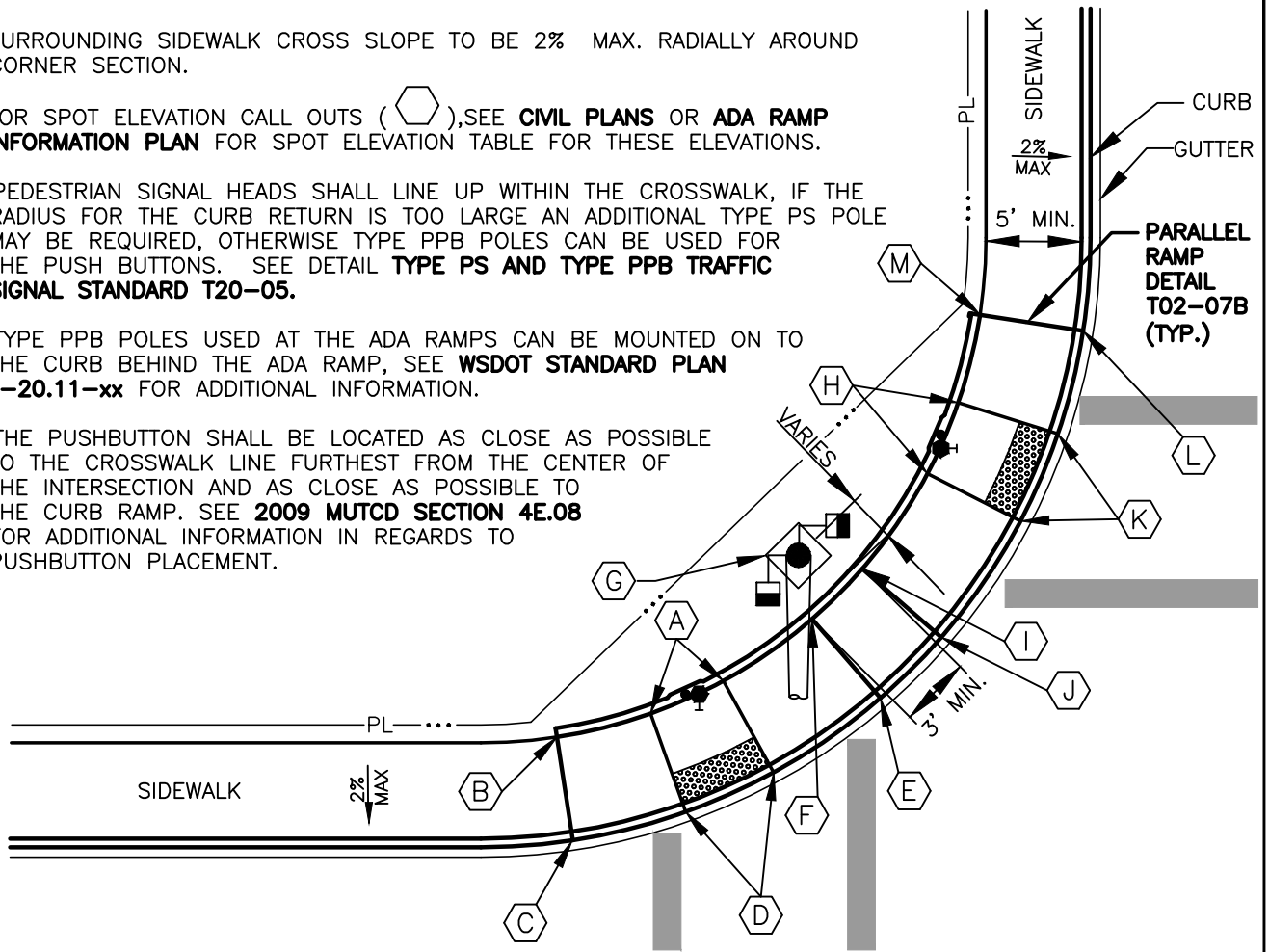


NOTES:

1. RAMPS TO BE CENTERED IN CROSSWALKS.
2. RAMPS TO BE CONSTRUCTED SEPARATELY AND ISOLATED BY EXPANSION JOINT MATERIAL.
3. RAMP WING MAY BE REPLACED WITH TYPE E-1 CURB SIMILAR TO **CURB RAMP** DETAIL IF OBSTRUCTION OR PLANTER PREVENTS PEDESTRIAN TRAFFIC IN WING AREA.
4. SURROUNDING SIDEWALK CROSS SLOPE TO BE 2% MAX. RADIALLY AROUND CORNER SECTION.
5. FOR SPOT ELEVATION CALL OUTS (⬡), SEE **CIVIL PLANS** OR **ADA RAMP INFORMATION PLAN** FOR SPOT ELEVATION TABLE FOR THESE ELEVATIONS.
6. PEDESTRIAN SIGNAL HEADS SHALL LINE UP WITHIN THE CROSSWALK, IF THE RADIUS FOR THE CURB RETURN IS TOO LARGE AN ADDITIONAL TYPE PS POLE MAY BE REQUIRED, OTHERWISE TYPE PPB POLES CAN BE USED FOR THE PUSH BUTTONS. SEE DETAIL **TYPE PS AND TYPE PPB TRAFFIC SIGNAL STANDARD T20-05**.
7. TYPE PPB POLES USED AT THE ADA RAMPS CAN BE MOUNTED ON TO THE CURB BEHIND THE ADA RAMP, SEE **WSDOT STANDARD PLAN J-20.11-xx** FOR ADDITIONAL INFORMATION.
8. THE PUSHBUTTON SHALL BE LOCATED AS CLOSE AS POSSIBLE TO THE CROSSWALK LINE FURTHEST FROM THE CENTER OF THE INTERSECTION AND AS CLOSE AS POSSIBLE TO THE CURB RAMP. SEE **2009 MUTCD SECTION 4E.08** FOR ADDITIONAL INFORMATION IN REGARDS TO PUSHBUTTON PLACEMENT.



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REV NO.	DATE	BY	APPR	AGE
1	2/07	RAW		AGE
2	8/08	RAW		AGE
3	7/14	RAW	CJC	
4	1/15	RAW	CJC	
5	9/21	RAW	CJC	

PUBLIC WORKS - STREETS AND TRANSPORTATION

APPROVED BY: *[Signature]*
 TRAFFIC ENGINEER MANAGER

APPROVED DATE: 9/1/2021



DOUBLE PARALLEL RAMP PLACEMENT FOR TRAFFIC SIGNAL STANDARD

STANDARD PLAN NUMBER
T20-06C