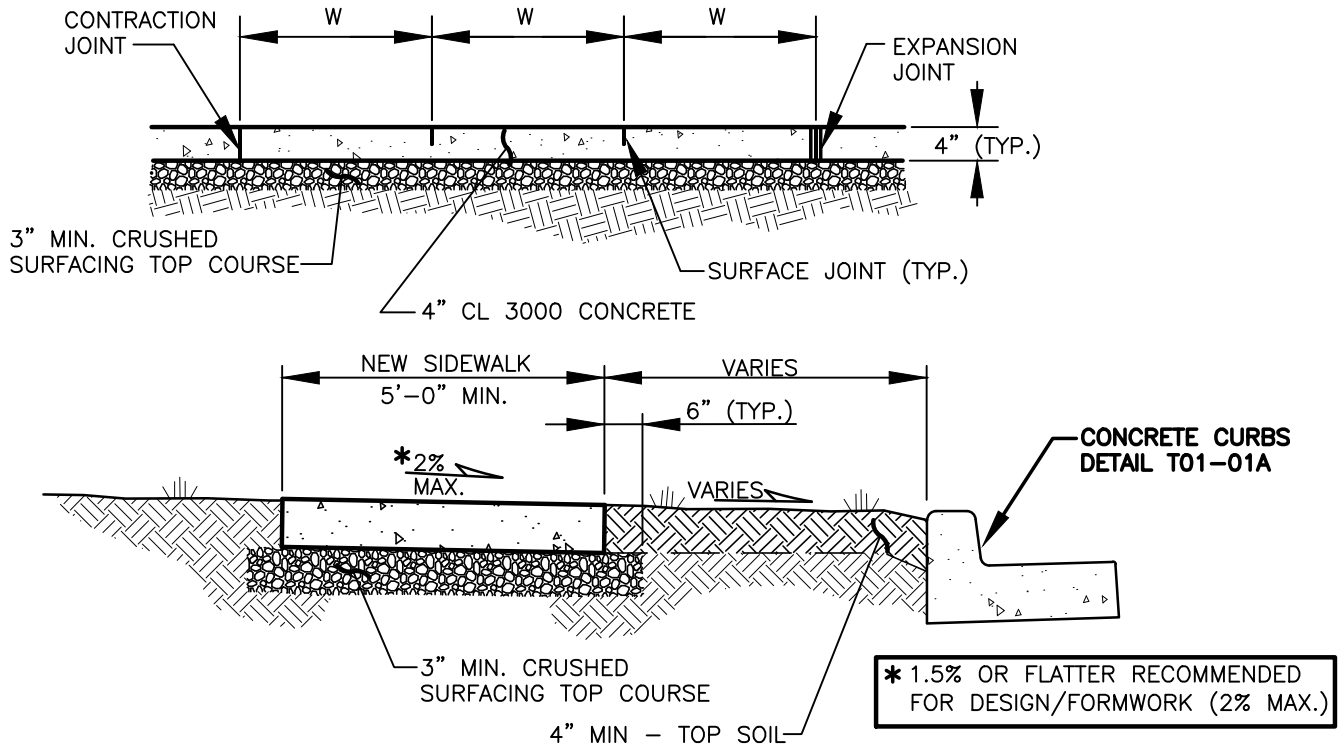
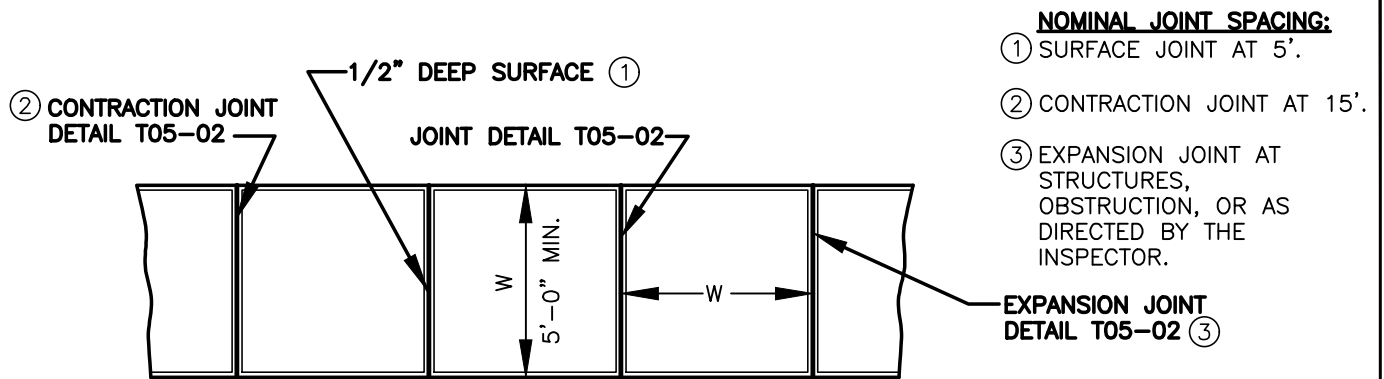




NOTES:

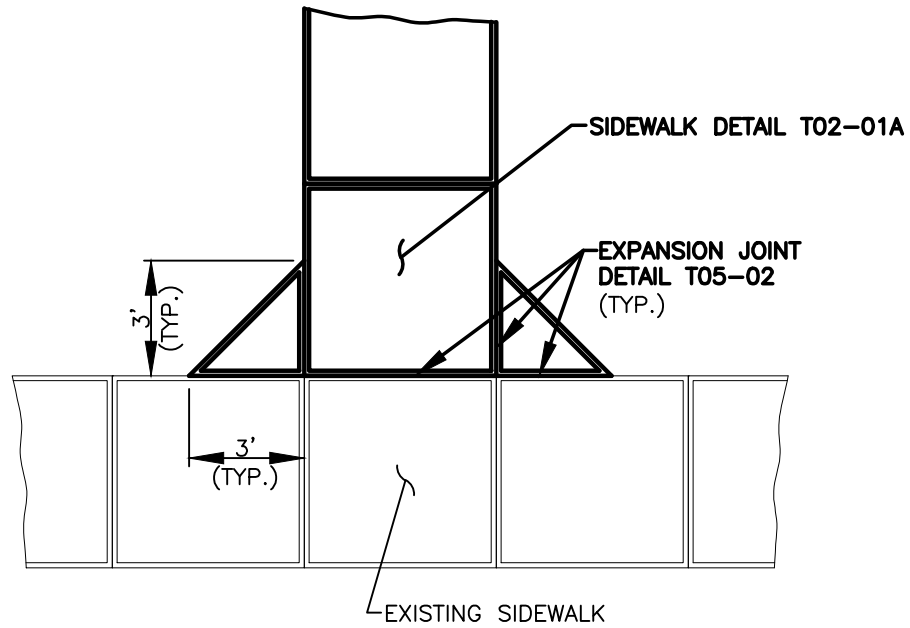
1. CONCRETE SHALL BE 3000 PSI MIN. (CL 3000), 3 1/2" SLUMP (MAX.).
2. COMPACT SUBGRADE AND CRUSHED SURFACING TOP COURSE TO 95% OF MAXIMUM DRY DENSITY (3" MIN. DEPTH).
3. FINISH SHALL BE MEDIUM BROOM PERPENDICULAR TO PEDESTRIAN TRAFFIC UNLESS OTHERWISE DIRECTED.
4. 2" SMOOTH FINISH BORDER AROUND EACH SIDEWALK PANEL OR MATCH EXISTING BORDER.
5. SEE **CONCRETE JOINTS DETAIL T05-02** FOR SURFACE, CONTRACTION, AND EXPANSION JOINTS.
6. ALL EXISTING EDGES SHALL BE SAWCUT.
7. CROSS SLOPE OF PLANTER STRIP SHALL BE 2% (TYP.) AND 4:1 (MAX.).
8. ALL SIDEWALK REMOVAL AND REPLACEMENT SHALL BE JOINT TO JOINT.
9. SIDEWALK REPLACEMENT AREAS SHALL BE ROCKED LEVEL AND COMPACTED UNTIL CONCRETE IS PLACED.
10. FIRE HYDRANT OR WATER METER BOX SHALL NOT BE WITHIN THE SIDEWALK.

I:\CITYAPPS\AUTOCAD\STD_DETAILS\DRAWING_FILES\T02-01A

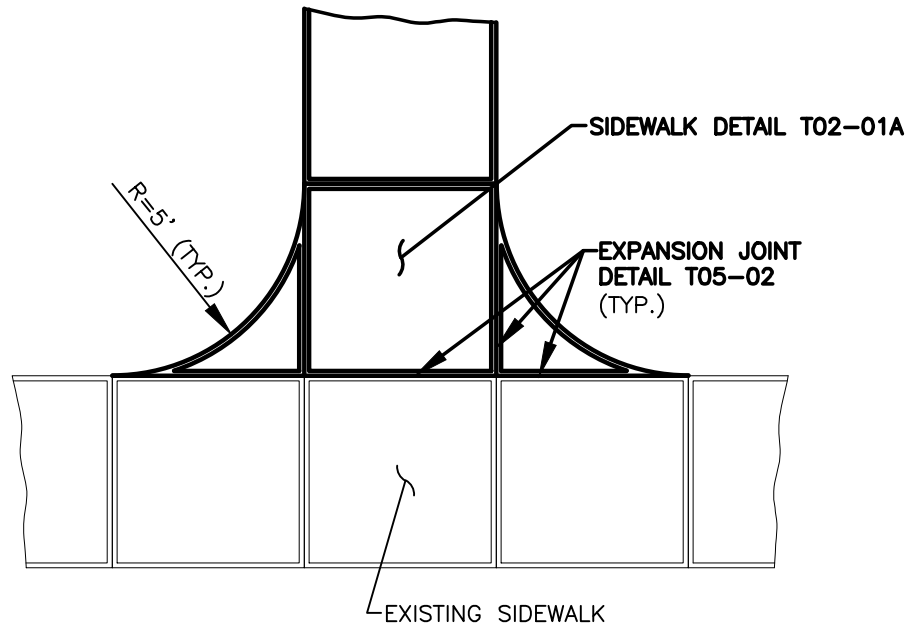
REV NO.	DATE	BY	APPR	PUBLIC WORKS – STREETS AND TRANSPORTATION
1	7/14	RAW	MHA	APPROVED BY: <i>M.H. Pedraza</i> ENGINEER MANAGER APPROVED DATE: 9/1/2021
2	1/15	RAW	MHA	
3	3/17	RAW	MHA	
4	4/18	RAW	MHA	
5	2/21	OIS	MHA	
6	9/21	RAW	MHA	



SIDEWALK DETAIL	STANDARD PLAN NUMBER T02-01A
-----------------	---------------------------------



OPTION A



OPTION B

NOTES:

1. CONCRETE SHALL BE 3000 PSI MIN. (CL 3000), 3 1/2" SLUMP (MAX.).
2. COMPACT SUBGRADE AND CRUSHED SURFACING TOP COURSE TO 95% OF MAXIMUM DRY DENSITY (3" MIN. DEPTH).
3. FINISH SHALL BE MEDIUM BROOM PERPENDICULAR TO PEDESTRIAN TRAFFIC UNLESS OTHERWISE DIRECTED.
4. 2" SMOOTH FINISH BORDER AROUND EACH SIDEWALK PANEL OR MATCH EXISTING BORDER.
5. SEE **CONCRETE JOINTS DETAIL T05-02** FOR SURFACE, CONTRACTION, AND EXPANSION JOINTS.

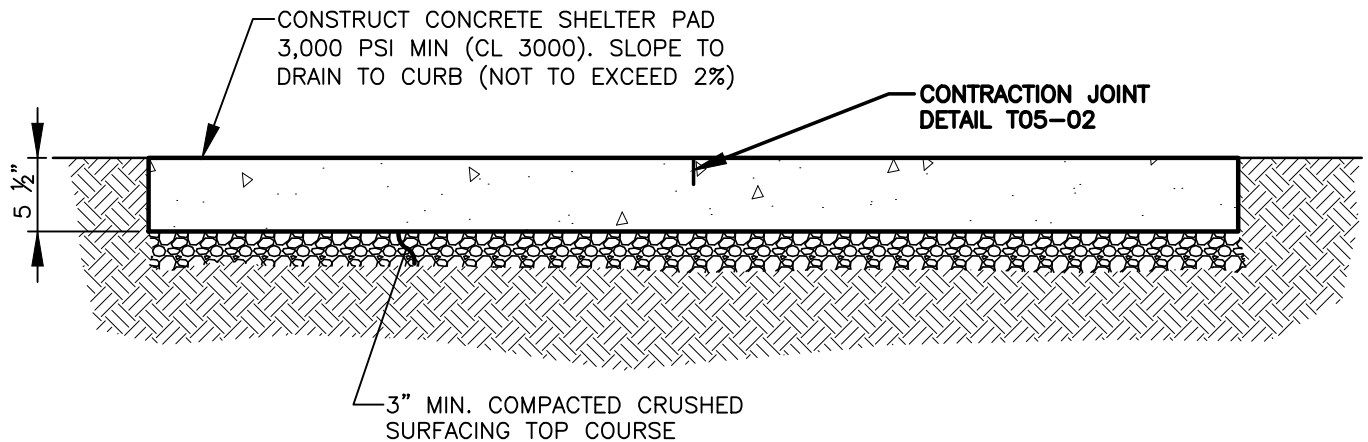
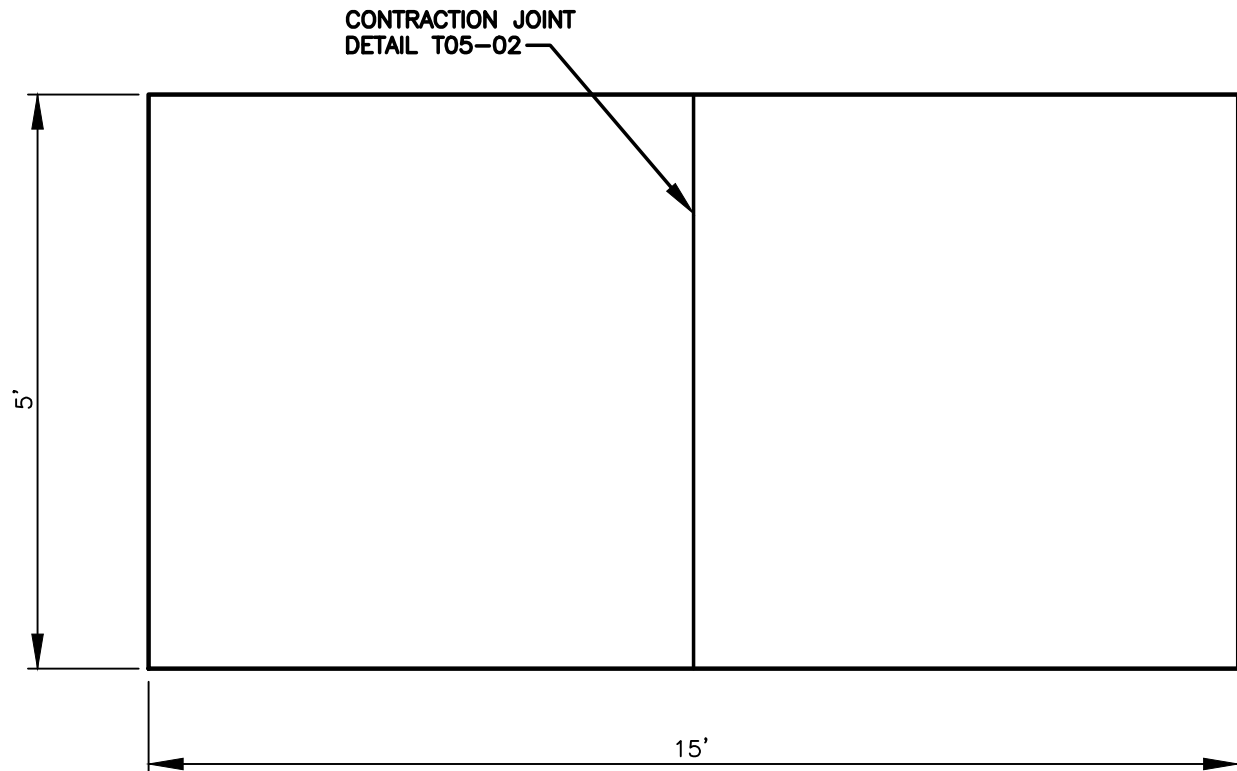
REV NO.	DATE	BY	APPR	PUBLIC WORKS – STREETS AND TRANSPORTATION
1	3/08	RAW	MHA	
2	2/07	RAW	MHA	
3	8/08	RAW	MHA	
4	7/14	RAW	MHA	
5	4/18	RAW	MHA	
6	9/21	RAW	MHA	

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

CITY OF
Vancouver
WASHINGTON

INTERSECTING SIDEWALK
DETAIL

STANDARD PLAN
NUMBER
T02-01B



NOTES:

1. CONCRETE SHALL BE 3000 PSI MIN. (CL 3000), 3 1/2" SLUMP (MAX.).
2. COMPACT SUBGRADE AND CRUSHED SURFACING TOP COURSE TO 95% OF MAXIMUM DRY DENSITY (3" MIN. DEPTH).
3. FINISH SHALL BE MEDIUM BROOM PERPENDICULAR TO PEDESTRIAN TRAFFIC UNLESS OTHERWISE DIRECTED.
4. 2" SMOOTH FINISH BORDER AROUND EACH SIDEWALK PANEL OR MATCH EXISTING BORDER.
5. SEE **CONCRETE JOINTS DETAIL T05-02** FOR CONTRACTION EXPANSION JOINTS.
6. ALL EXISTING EDGES SHALL BE SAWCUT.
7. SIDEWALK CLEARANCE ZONE IS 4' MIN.
8. CHECK WITH C-TRAN FOR ADDITIONAL INFORMATION IN REGARDS TO SHELTER STYLE AND INSTALLATION.
9. BUS SHELTER CONCRETE PAD SHALL BE EITHER BEHIND SIDEWALK OR 2' FROM FACE OF CURB.

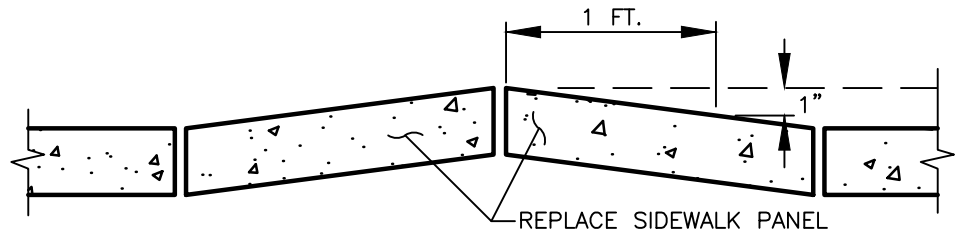
I:\CITYAPPS\AUTOCAD\STD_DETAILS\DRAWING_FILES\T02-01C

REV NO.	DATE	BY	APPR	PUBLIC WORKS – STREETS AND TRANSPORTATION
1	2/07	RAW	MHA	APPROVED BY: <i>M. H. Pedraza</i> ENGINEER MANAGER APPROVED DATE: 9/1/2021
2	8/08	RAW	MHA	
3	7/14	RAW	MHA	
4	4/18	RAW	MHA	
5	9/21	RAW	MHA	

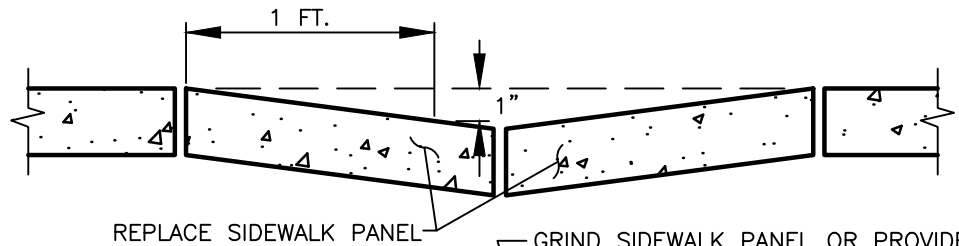


BUS STOP SHELTER CONCRETE PAD	STANDARD PLAN NUMBER T02-01C
----------------------------------	------------------------------------

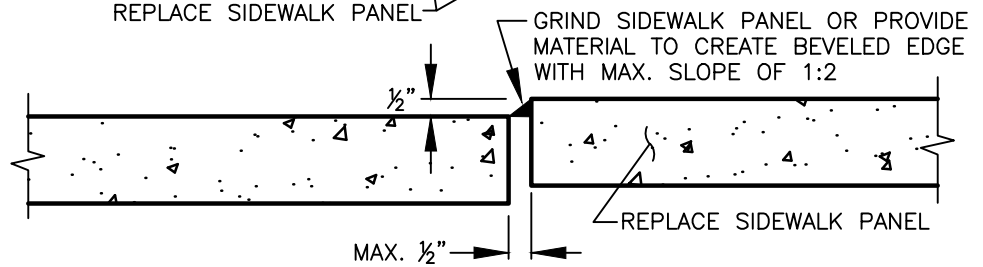
1) RAISED SIDEWALK
(REPLACE PANELS)



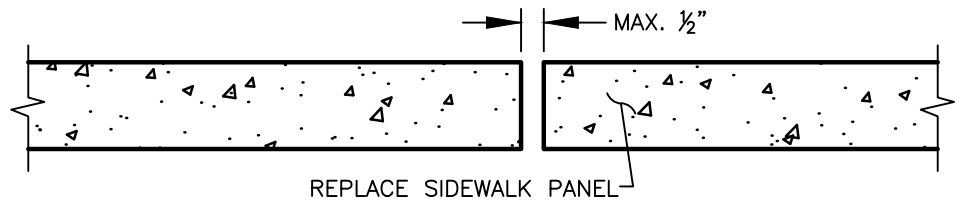
2) SUNKEN SIDEWALK
(REPLACE PANELS)



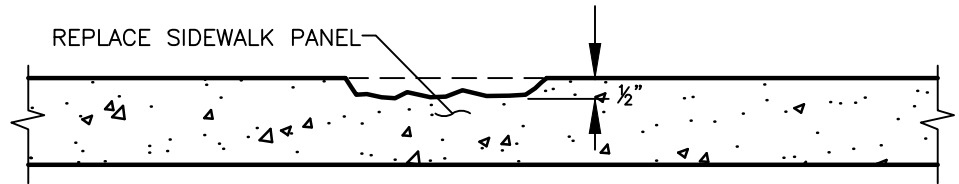
3) STEP SEPARATIONS
(REPLACE PANEL OR
PROVIDE BEVELED EDGE
AT 1:2 SLOPE)



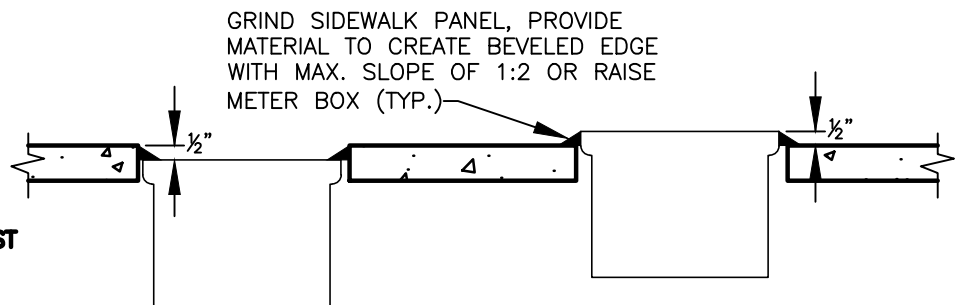
4) OPENING IN SIDEWALK
(REPLACE PANEL)



5) SPALLING OF SIDEWALK
(REPLACE DAMAGED
PANEL)



6) METER BOXES
(REPLACE PANEL,
PROVIDE BEVELED EDGE
AT 1:2 SLOPE OR ADJUST
METER BOXES TO MEET
SIDEWALK EDGE)



7) BROKEN CURB

8) OTHER HAZARD

NOTE:

1. PAVERS SHALL FOLLOW THE SAME CRITERIA AS CONCRETE SIDEWALKS.
2. REPAIR OPTIONS ARE IN PARENTHESIS (xxx).

I:\CITYAPPS\AUTOCAD\STD_DETAILS\DRAWING_FILES\T02-01D

REV NO.	DATE	BY	APPR	PUBLIC WORKS – STREETS AND TRANSPORTATION
1	2/07	RAW	MHA	
2	8/08	RAW	MHA	
3	7/14	RAW	MHA	
4	9/21	RAW	MHA	

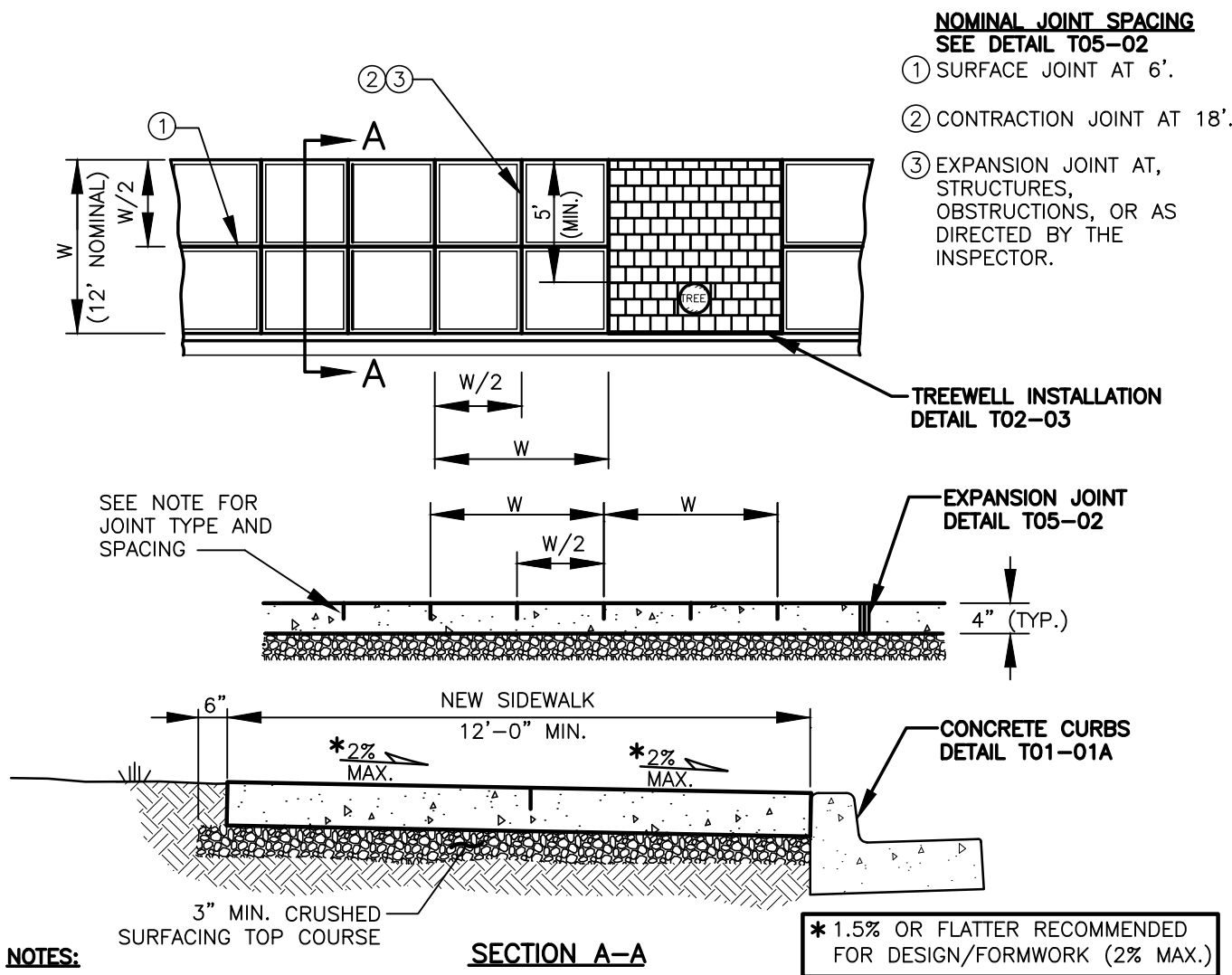
APPROVED BY: *M. H. Pedraza*
ENGINEER MANAGER
APPROVED DATE: 9/1/2021

CITY OF
Vancouver
WASHINGTON

SIDEWALK REPLACEMENT
MIN. CRITERIA TO ENSURE ADA
COMPLIANCE AND REPAIR OPTIONS

STANDARD PLAN
NUMBER

T02-01D



NOTES:

1. CONCRETE SHALL BE 3000 PSI MIN. (CL 3000), 3 1/2" SLUMP (MAX.).
2. COMPACT SUBGRADE AND CRUSHED SURFACING TOP COURSE TO 95% OF MAXIMUM DRY DENSITY (3" MIN. DEPTH).
3. FINISH SHALL BE MEDIUM BROOM PERPENDICULAR TO PEDESTRIAN TRAFFIC UNLESS OTHERWISE DIRECTED.
4. SIDEWALK PANEL TO MATCH EXISTING BORDER AND SCORING OR 2" SMOOTH FINISH BORDER AROUND EACH SIDE.
5. SEE **CONCRETE JOINTS DETAIL T05-02**.
6. BRICK BANDING SET IN MORTAR ON TOP OF A CONCRETE FOUNDATION TO MATCH EXISTING SIDEWALK OR APPROVED BY CITY PLANNER.
7. UTILITY RISERS SHALL BE KEPT ADJACENT TO THE CURB TO CREATE A STRAIGHT PATH FREE OF OBSTRUCTIONS FOR PEDESTRIAN TRAVEL.
8. SIDEWALK PATTERN MAY BE USED OUTSIDE OF CITY CENTER AREA WITH ENGINEER APPROVAL.
9. SEE **ROOT BARRIER DETAILS T03-22A AND T03-22B** IF A ROOT BARRIER IS NEEDED TO PROTECT THE SIDEWALK.
10. FIRE HYDRANT OR WATER METER BOX SHALL NOT BE WITHIN THE SIDEWALK.
11. WHERE THE HERITAGE SIDEWALK IS CONSTRUCTED BRICK RAMPS PER **BRICK UNIT PAVER PATTERN DETAIL T02-16** SHALL ALSO BE CONSTRUCTED WITH WHITE TRUNCATED DOMES PER **RAMP LIP, DRIVEWAY LIP AND DETECTABLE WARNING PATTERN DETAIL T02-15** SHALL BE PLACED IN ALL BRICK RAMPS.

I:\CITYAPPS\AUTOCAD\STD_DETAILS\DRAWING_FILES\T02-02

REV NO.	DATE	BY	APPR	PUBLIC WORKS - STREETS AND TRANSPORTATION
1	1/15	RAW	MHA	
2	3/16	RAW	MHA	
3	3/17	RAW	MHA	
4	4/18	RAW	MHA	
5	2/21	OIS	MHA	
6	9/21	RAW	MHA	

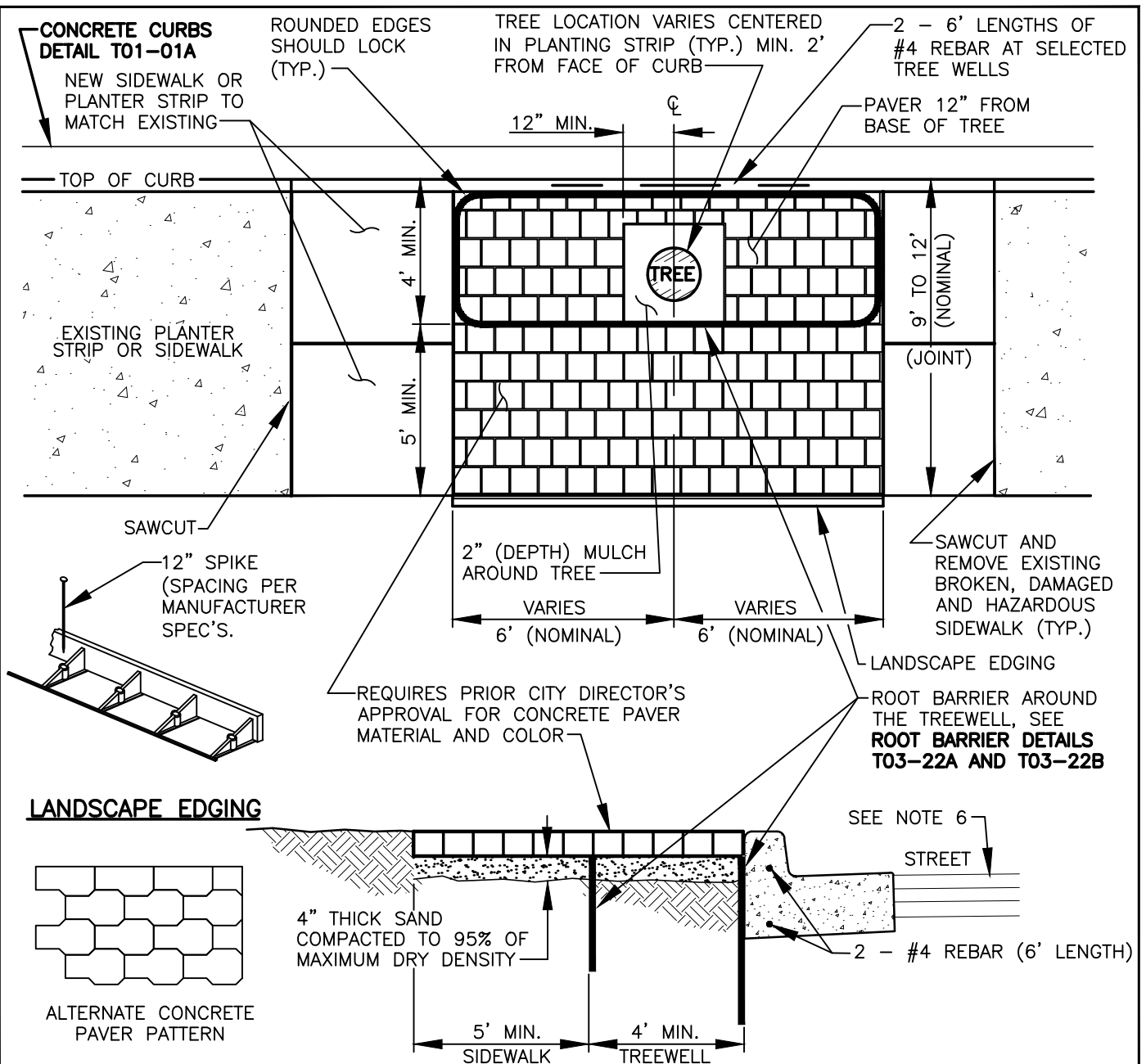
APPROVED BY: *M.H. Pedraza*
ENGINEER MANAGER
APPROVED DATE: 9/1/2021

CITY OF
Vancouver
WASHINGTON

HERITAGE SIDEWALK

STANDARD PLAN
NUMBER

T02-02



NOTES:

1. SAMPLE OF BRICK COLOR SHALL BE APPROVED BY THE CITY ENGINEER PRIOR TO CONSTRUCTION. BRICK MANUFACTURED BY MUTUAL MATERIALS, "BURGUNDY-MICA TILE" OR ENDICOTT "MEDIUM IRONSPOT #46" OR APPROVED EQUAL.
2. CONCRETE SHALL BE 3000 PSI MIN. (CL 3000), 3 1/2" SLUMP (MAX.), SMOOTH FINISH, AND EDGES FINISHED WITH 1/4" EDGE UNLESS OTHERWISE NOTED.
3. THE CENTER OF THE PAVER PATTERN SHALL BE THE STREET TREE.
4. EACH TREE SHALL HAVE APPROXIMATELY 144 S.F. OF PAVER AREA (72 S.F. TREETWELL AND 72 S.F. WALKWAY/SIDEWALK).
5. CONCRETE BAND MAY BE DELETED IF PAVERS ABUT A BUILDING.
6. SEE **PAVEMENT RESTORATION/WIDENING AT CURB DETAIL T05-02** WHEN CUTTING EXISTING CURB.
7. SEE **ROOT BARRIER DETAILS T03-22A AND T03-22B** IF A ROOT BARRIER IS REQUIRED BY ENGINEER TO PROTECT THE SIDEWALK.

PAVER EDGE DETAIL

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

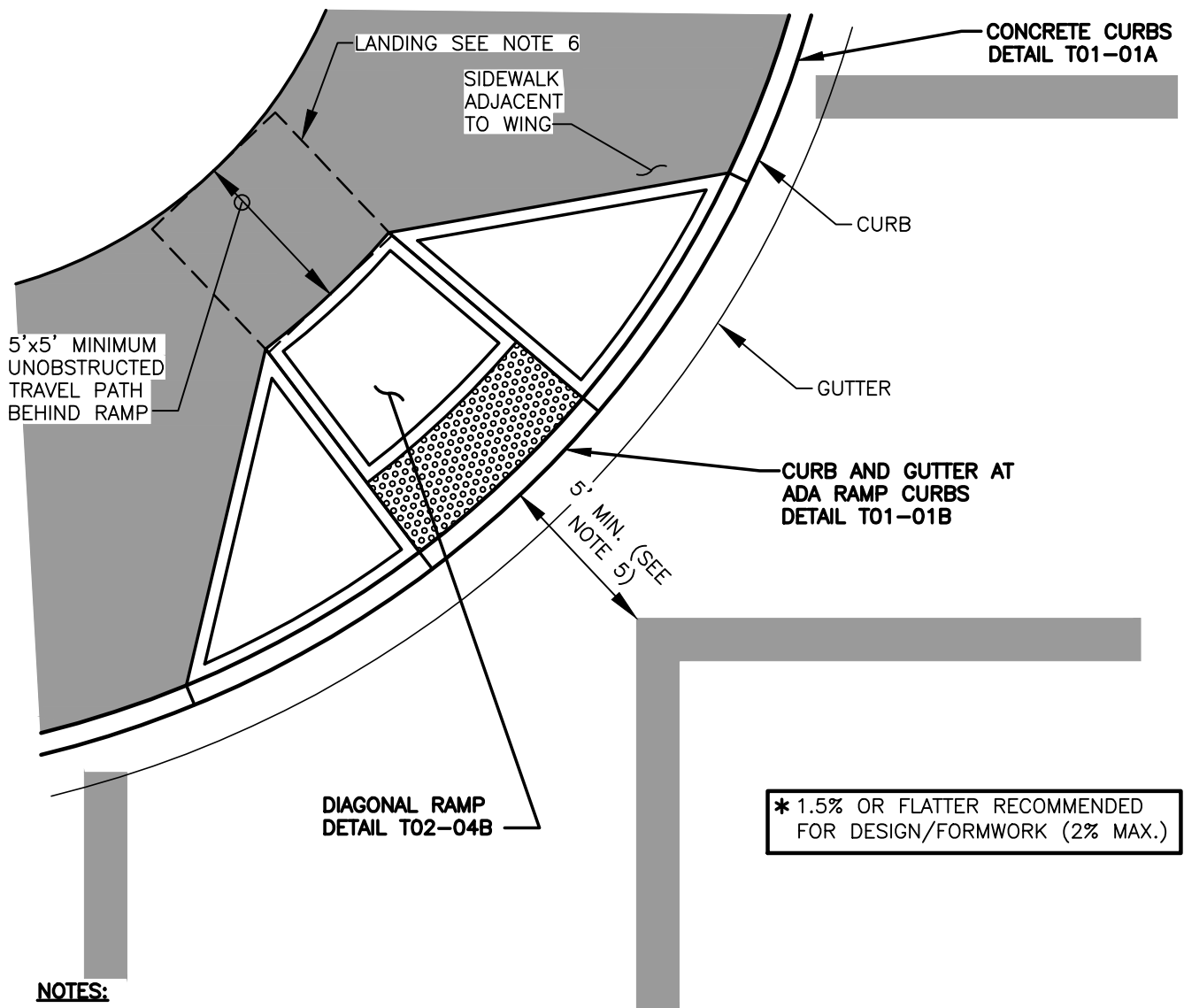
APPROVED BY: *M.H. Pedraza*
ENGINEER MANAGER
APPROVED DATE: 9/1/2021

CITY OF
Vancouver
WASHINGTON

TREE WELL AND PAVER
EDGE INSTALLATION

STANDARD PLAN
NUMBER

T02-03



NOTES:

1. RAMPS TO BE CENTERED IN CROSSWALKS.
2. RAMPS TO BE CONSTRUCTED SEPARATELY FROM SIDEWALK AND ISOLATED BY EXPANSION JOINT MATERIAL.
3. CROSSWALKS TO BE CENTERED ON SIGNAL POLE. WHERE NO SIGNAL POLE EXISTS, CROSSWALK LOCATION SHALL BE PER APPROVED SITE PLAN.
4. SURROUNDING SIDEWALK CROSS SLOPE TO BE 2% MAX. RADIALLY AROUND CORNER SECTION.
5. IF A SINGLE DIAGONAL CURB RAMP IS PERMITTED, 5' MIN. CLEAR SPACE SHALL BE PROVIDED FOR MANEUVERING ROOM IN CROSSWALK.
6. BEHIND EACH RAMP A 5'x5' LANDING AREA SHALL BE CONSTRUCTED AND THE LONGITUDINAL AND THE CROSS SLOPE SHALL NOT EXCEED 2%* EACH DIRECTION.
7. WHEN CONSTRUCTING ADA RAMP AT A SIGNALIZED INTERSECTION MAINTAIN 3'-6" HEIGHT FROM LANDING AREA TO CENTER OF PEDESTRIAN PUSHBUTTON.
8. SEE **DOUBLE DIAGONAL RAMP PLACEMENT FOR TRAFFIC SIGNAL STANDARDS DETAIL T20-06A** IF ADA RAMPS ARE BEING INSTALLED AT A SIGNALIZED INTERSECTION.
9. TYPE A-1 AND E-1 CURB (SEE **CONCRETE CURBS DETAIL T01-01A**) POURED SEPARATELY FROM RAMPS.
10. ALL RAMPS IN AREAS ZONED CITY CENTER OR WHERE THE HERITAGE SIDEWALK IS CONSTRUCTED ARE REQUIRED TO BE CONSTRUCTED WITH BRICK UNIT PAVERS, SEE **BRICK UNIT PAVER PATTERN T02-16** FOR BRICK LAYOUTS.

I:\CITYAPPS\AUTOCAD\STD_DETAILS\DRAWING_FILES\T02-04A

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	

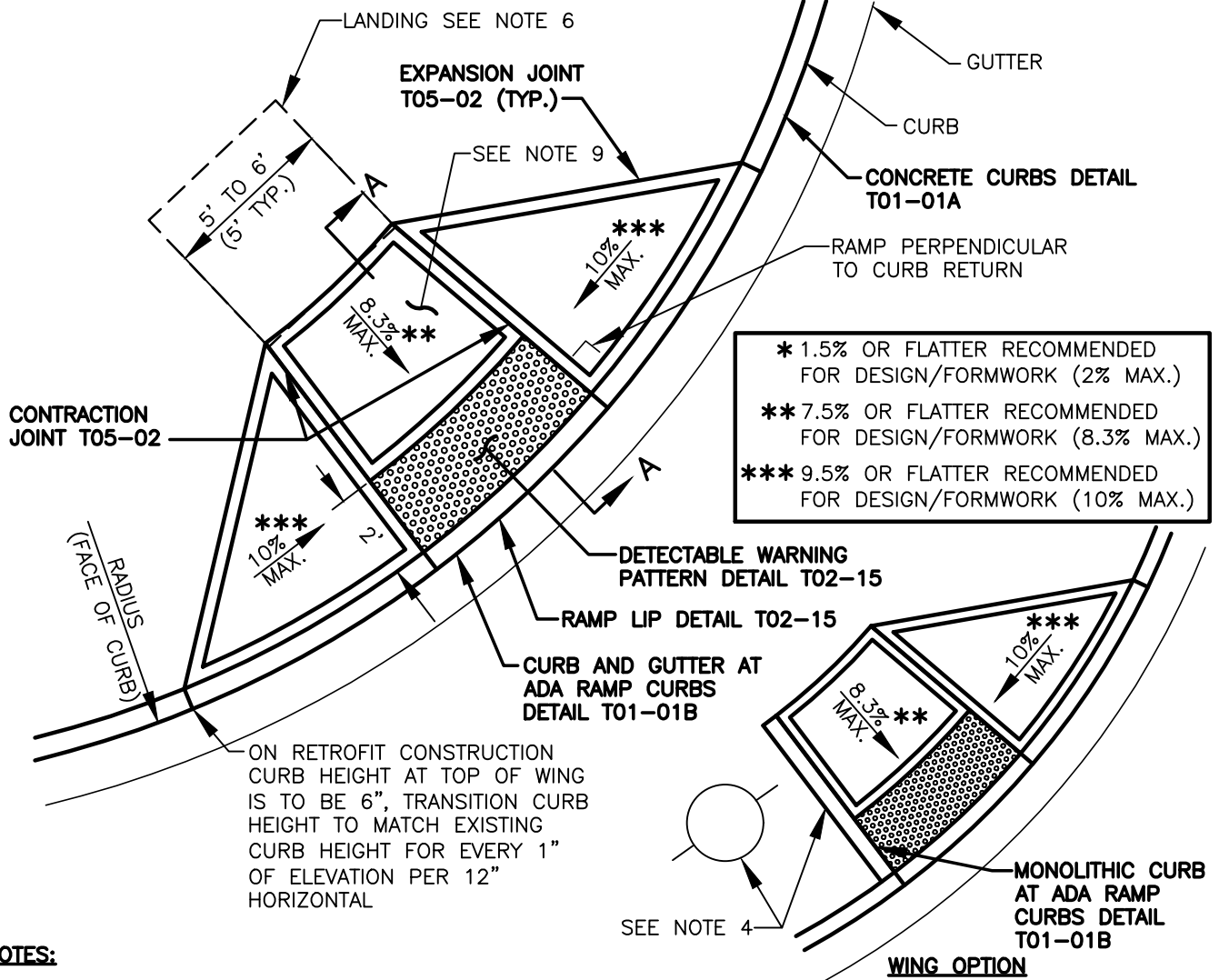
APPROVED BY: *M. H. Pedraza*
ENGINEER MANAGER
APPROVED DATE: 9/1/2021



SINGLE DIAGONAL
RAMP REPLACEMENT

STANDARD PLAN
NUMBER

T02-04A



NOTES:

- EXISTING CURB AND SIDEWALK TO BE SAWCUT AND REMOVED FOR INSTALLATION OF NEW RAMP.
- RAMP MAY BE USED MID-BLOCK OR ON INTERSECTION RADII.
- RAMP TO BE CONSTRUCTED SEPARATELY FROM SIDEWALK AND ISOLATED BY EXPANSION JOINT MATERIAL.
- RAMP WINGS MAY BE REPLACED WITH A MONOLITHIC CURB **ADA CURB RAMPS DETAIL T01-01B** IF OBSTRUCTION OR PLANTER PREVENTS PEDESTRIAN TRAFFIC IN WING AREA.
- SEE SECTION A-A ON **STANDARD LANDING CROSS SECTIONS - A-A AND B-B DETAIL T02-11**.
- BEHIND EACH RAMP A 5'x5' LANDING AREA SHALL BE CONSTRUCTED AND THE LONGITUDINAL AND THE CROSS SLOPE SHALL NOT EXCEED 2%* EACH DIRECTION.
- WING DIMENSIONS MAY VARY TO MEET REQUIRED SLOPE.
- 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.
- RAMP CROSS SLOPE SHALL BE 2%* MAXIMUM.
- TYPE A-1 AND E-1 CURB (SEE **CONCRETE CURBS DETAIL T01-01A**) POURED SEPARATELY FROM RAMPS.
- ALL RAMPS IN AREAS ZONED CITY CENTER OR WHERE THE HERITAGE SIDEWALK IS CONSTRUCTED ARE REQUIRED TO BE CONSTRUCTED WITH BRICK UNIT PAVERS, SEE **BRICK UNIT PAVER PATTERN T02-16** FOR BRICK LAYOUTS.

I:\CITYAPPS\AUTOCAD\STD_DETAILS\DRAWING_FILES\T02-04B

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. Pedraza*
ENGINEER MANAGER
APPROVED DATE: 9/1/2021

CITY OF
Vancouver
WASHINGTON

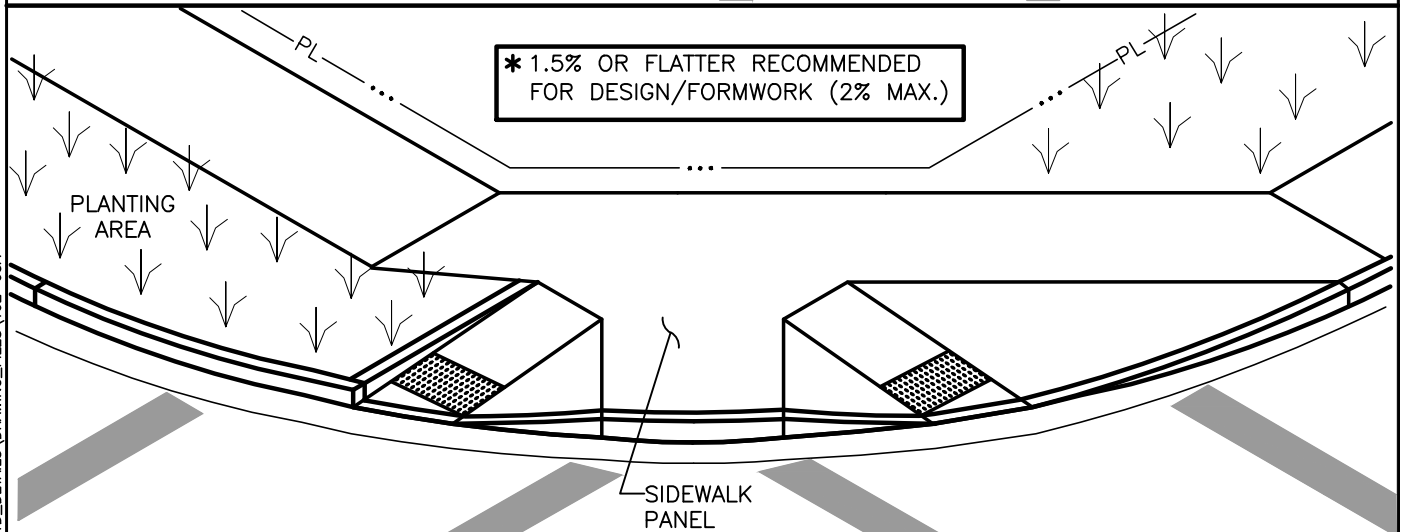
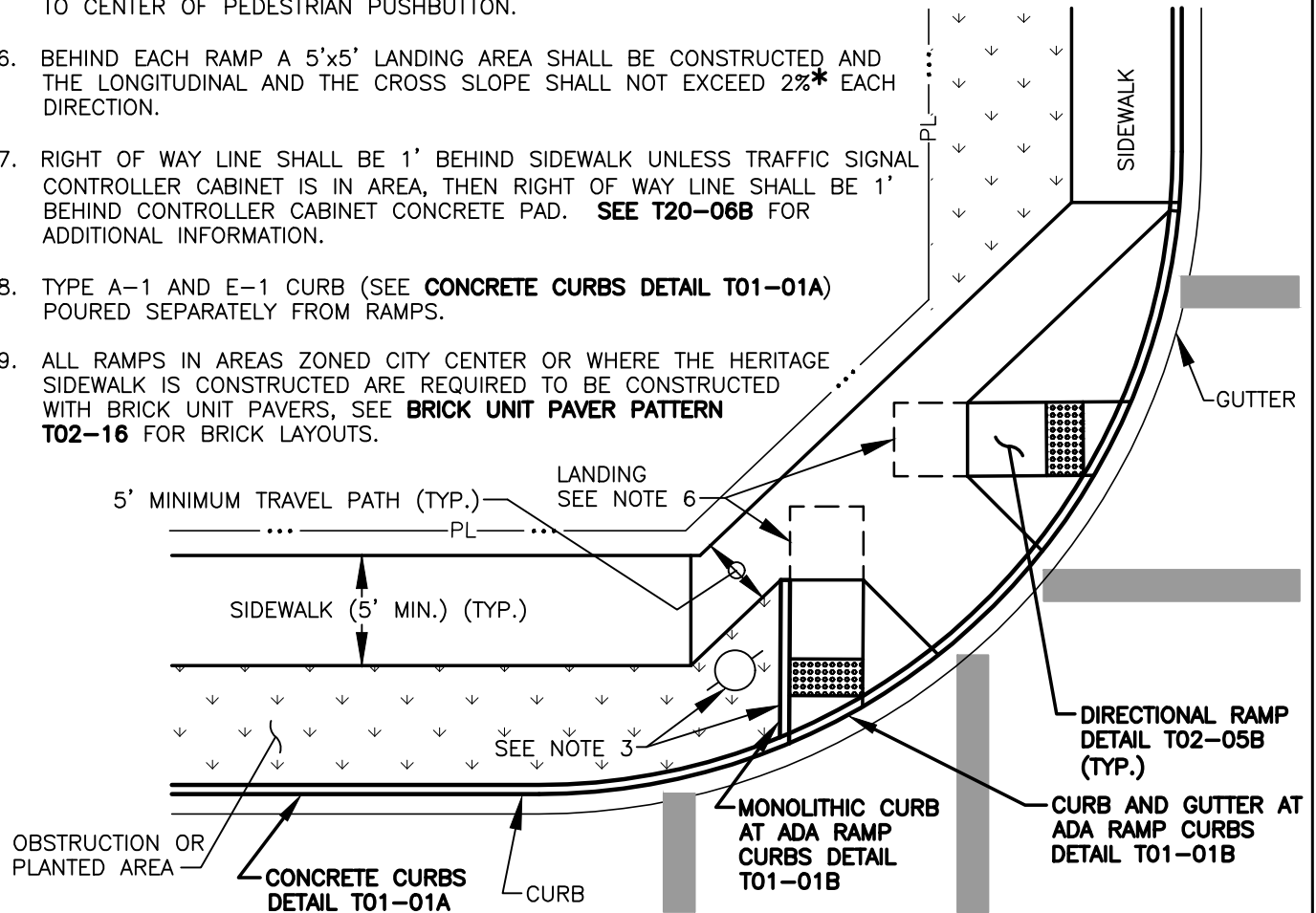
DIAGONAL RAMP
CONSTRUCTION

STANDARD PLAN
NUMBER

T02-04B

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 MONOLITHIC CURB SEE **ADA RAMP CURB DETAIL T01-01B** IF OBSTRUCTION OR PLANTER PREVENTS PEDESTRIAN TRAFFIC IN WING AREA.
4. SURROUNDING SIDEWALK CROSS SLOPE TO BE 2%* MAX. RADIALLY AROUND CORNER SECTION.
5. WHEN CONSTRUCTING ADA RAMP AT A SIGNALIZED INTERSECTION MAINTAIN 3'-6" HEIGHT FROM LANDING AREA TO CENTER OF PEDESTRIAN PUSHBUTTON.
6. BEHIND EACH RAMP A 5'x5' LANDING AREA SHALL BE CONSTRUCTED AND THE LONGITUDINAL AND THE CROSS SLOPE SHALL NOT EXCEED 2%* EACH DIRECTION.
7. RIGHT OF WAY LINE SHALL BE 1' BEHIND SIDEWALK UNLESS TRAFFIC SIGNAL CONTROLLER CABINET IS IN AREA, THEN RIGHT OF WAY LINE SHALL BE 1' BEHIND CONTROLLER CABINET CONCRETE PAD. SEE **T20-06B** FOR ADDITIONAL INFORMATION.
8. TYPE A-1 AND E-1 CURB (SEE **CONCRETE CURBS DETAIL T01-01A**) POURED SEPARATELY FROM RAMPS.
9. ALL RAMPS IN AREAS ZONED CITY CENTER OR WHERE THE HERITAGE SIDEWALK IS CONSTRUCTED ARE REQUIRED TO BE CONSTRUCTED WITH BRICK UNIT PAVERS, SEE **BRICK UNIT PAVER PATTERN T02-16** FOR BRICK LAYOUTS.



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	

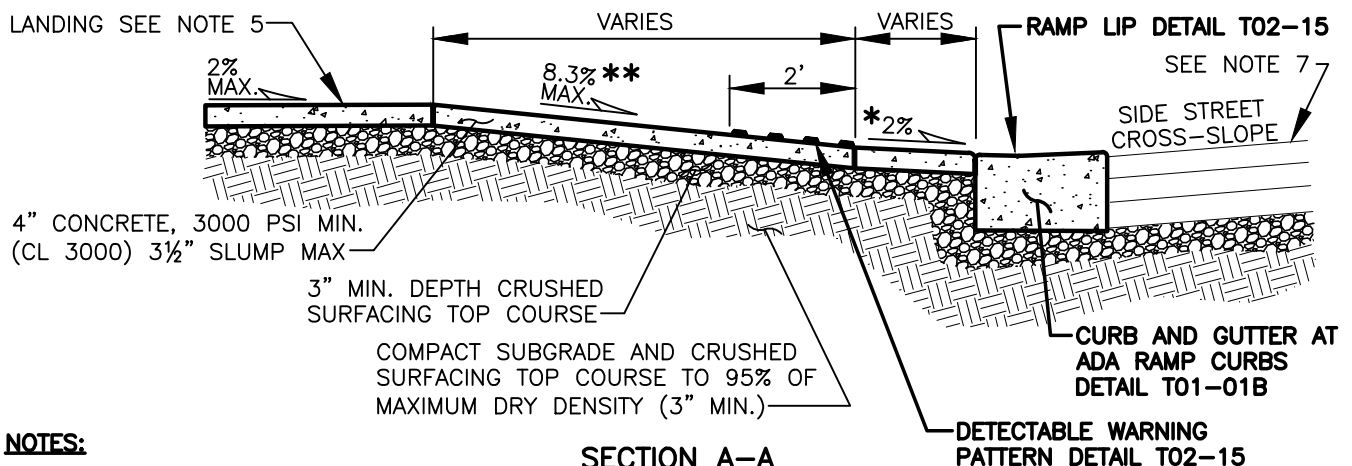
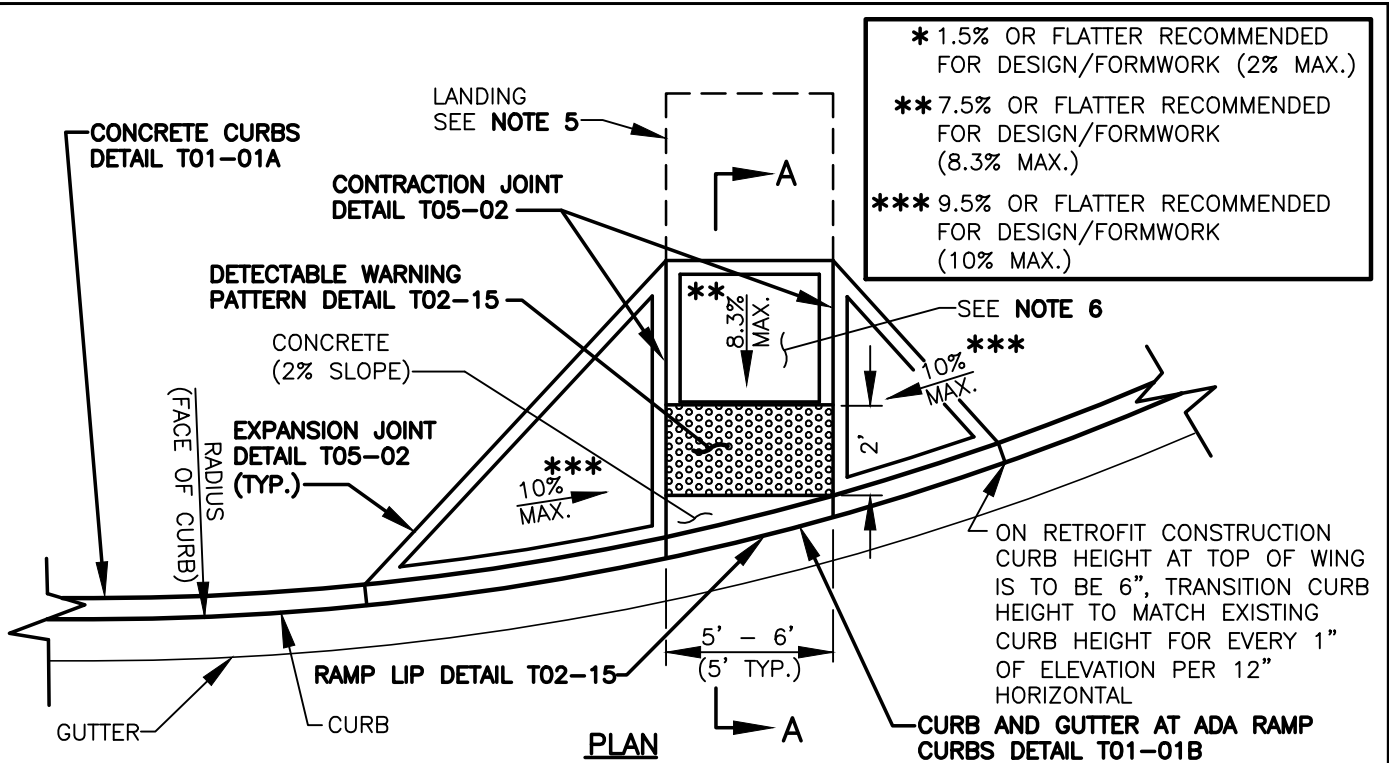
APPROVED BY: *M.H. Pedraza*
ENGINEER MANAGER
APPROVED DATE: 9/1/2021

CITY OF
Vancouver
WASHINGTON

DOUBLE DIRECTIONAL
RAMP PLACEMENT

STANDARD PLAN
NUMBER

T02-05A



NOTES:

- EXISTING CURB AND SIDEWALK TO BE SAWCUT AND REMOVED FOR INSTALLATION OF NEW RAMP.
- RAMP TO BE CENTERED IN CROSSWALK.
- RAMP TO BE CONSTRUCTED SEPARATELY FROM SIDEWALK AND ISOLATED BY EXPANSION JOINT MATERIAL.
- RAMP WING MAY BE REPLACED WITH MONOLITHIC CURB SEE **ADA RAMP CURB DETAIL T01-01B** IF OBSTRUCTION OR PLANTER PREVENTS PEDESTRIAN TRAFFIC IN WING AREA.
- BEHIND EACH RAMP A 5'x5' LANDING AREA SHALL BE CONSTRUCTED AND THE LONGITUDINAL AND THE CROSS SLOPE SHALL NOT EXCEED 2%* EACH DIRECTION.
- 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.
- SEE **PAVEMENT RESTORATION/WIDENING AT CURB DETAIL T05-01A** WHEN CUTTING EXISTING CURB.
- RAMP CROSS SLOPE SHALL BE 2%* MAXIMUM.
- TYPE A-1 AND E-1 CURB (SEE **CONCRETE CURBS DETAIL T01-01A**) POURED SEPARATELY FROM RAMPS.
- ALL RAMPS IN AREAS ZONED CITY CENTER OR WHERE THE HERITAGE SIDEWALK IS CONSTRUCTED ARE REQUIRED TO BE CONSTRUCTED WITH BRICK UNIT PAVERS, SEE **BRICK UNIT PAVER PATTERN T02-16** FOR BRICK LAYOUTS.

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. Pedraza*
ENGINEER MANAGER
APPROVED DATE: 9/1/2021

CITY OF
Vancouver
WASHINGTON

DIRECTIONAL RAMP
CONSTRUCTION

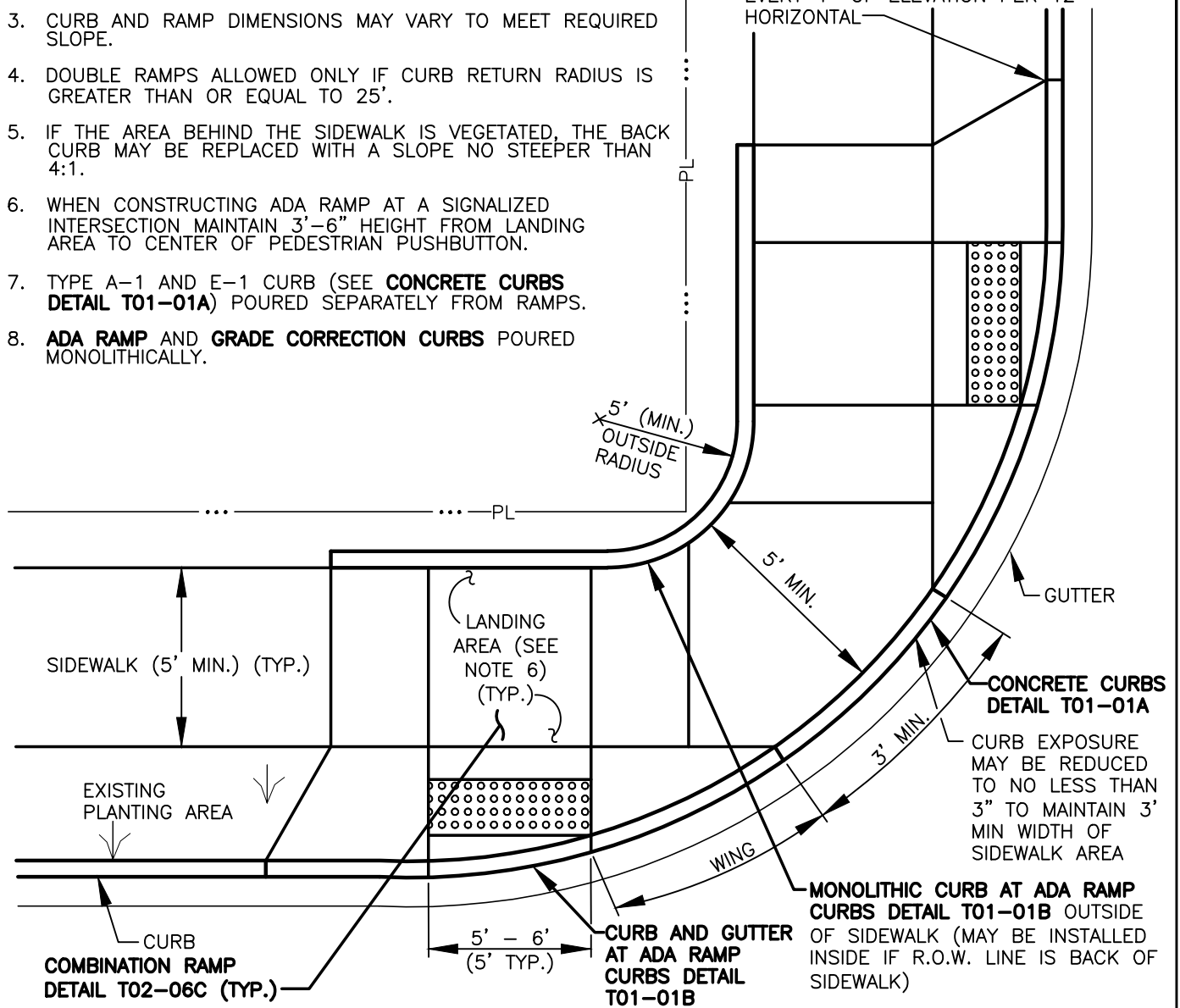
STANDARD PLAN
NUMBER

T02-05B

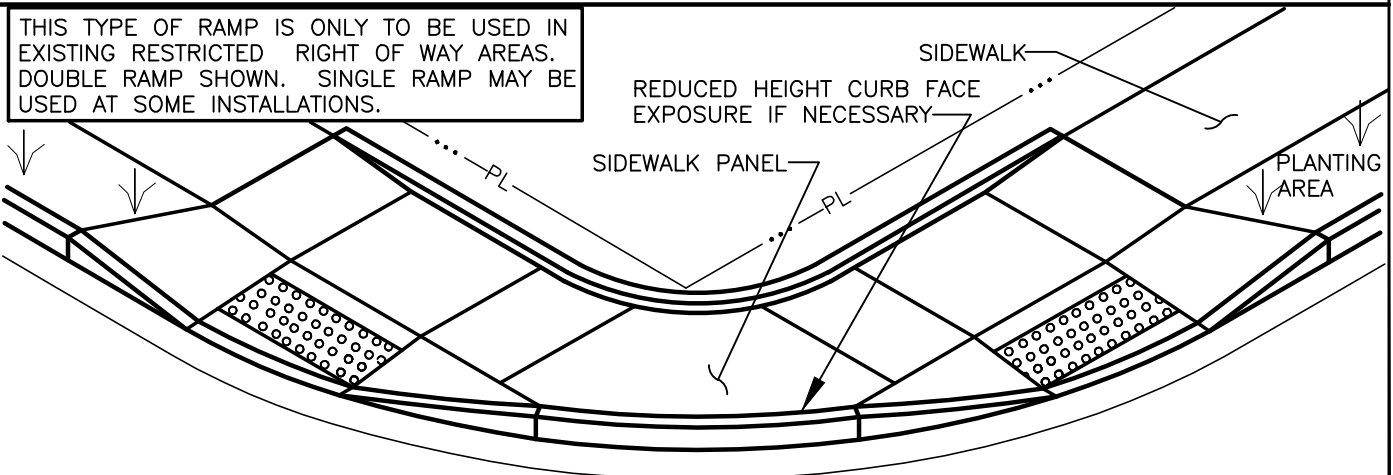
NOTES:

- EXISTING CURB AND SIDEWALK TO BE SAWCUT AND REMOVED FOR INSTALLATION OF NEW RAMPS.
- RAMPS TO BE POURED SEPARATELY AND ISOLATED BY EXPANSION JOINT MATERIAL.
- CURB AND RAMP DIMENSIONS MAY VARY TO MEET REQUIRED SLOPE.
- DOUBLE RAMPS ALLOWED ONLY IF CURB RETURN RADIUS IS GREATER THAN OR EQUAL TO 25'.
- IF THE AREA BEHIND THE SIDEWALK IS VEGETATED, THE BACK CURB MAY BE REPLACED WITH A SLOPE NO STEEPER THAN 4:1.
- WHEN CONSTRUCTING ADA RAMP AT A SIGNALIZED INTERSECTION MAINTAIN 3'-6" HEIGHT FROM LANDING AREA TO CENTER OF PEDESTRIAN PUSHBUTTON.
- TYPE A-1 AND E-1 CURB (SEE **CONCRETE CURBS DETAIL T01-01A**) POURED SEPARATELY FROM RAMPS.
- ADA RAMP AND GRADE CORRECTION CURBS** POURED MONOLITHICALLY.

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. SINGLE RAMP MAY BE USED AT SOME INSTALLATIONS.



REV NO.	DATE	BY	APPR	PUBLIC WORKS - STREETS AND TRANSPORTATION
1	8/04	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. Pedraza*
ENGINEER MANAGER
APPROVED DATE: 9/1/2021

CITY OF
Vancouver
WASHINGTON

DOUBLE COMBINATION
RAMP PLACEMENT - A

STANDARD PLAN
NUMBER

T02-06A

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)

LANDING AREA (SEE NOTE 4) (TYP.)

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

5' MINIMUM TRAVEL PATH

5' TO 6' (5' TYP.)

CONCRETE CURBS DETAIL T01-01A

GUTTER

CURB

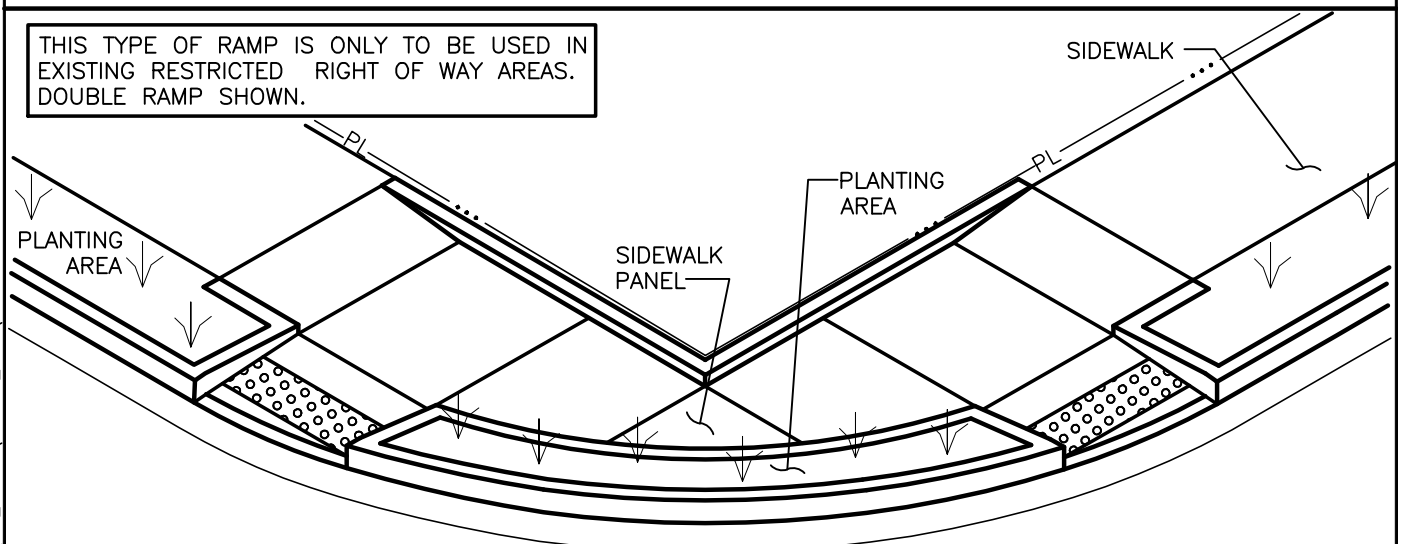
MONOLITHIC CURB AT ADA RAMP CURBS DETAIL T01-01B

SLOPE TO DRAIN NO STEEPER THAN 2%

COMBINATION RAMP DETAIL T02-06C (TYP.)

CURB AND GUTTER AT ADA RAMP CURBS DETAIL T01-01B

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



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	

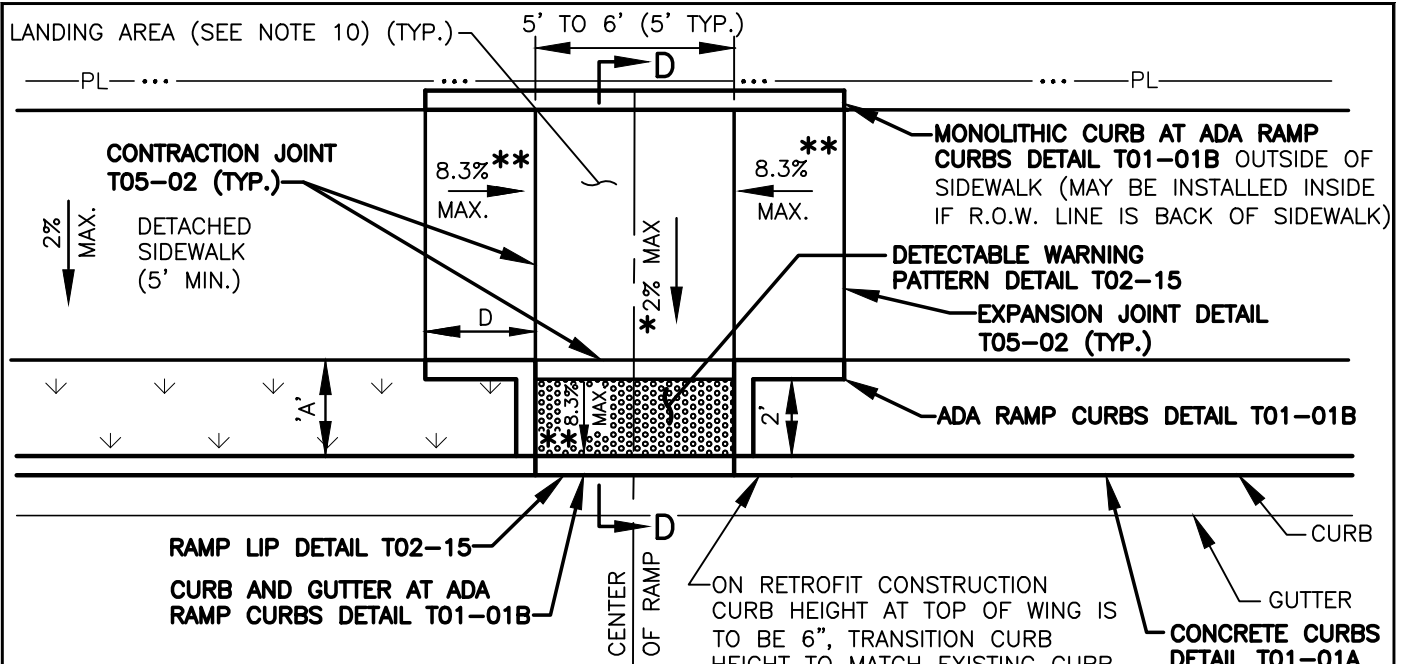
APPROVED BY: *M. H. Pedraza*
ENGINEER MANAGER
APPROVED DATE: 9/1/2021

CITY OF
Vancouver
WASHINGTON

DOUBLE COMBINATION
RAMP PLACEMENT - B

STANDARD PLAN
NUMBER

T02-06B



NOTES:

- EXISTING CURB AND SIDEWALK TO BE SAWCUT AND REMOVED FOR INSTALLATION OF NEW RAMP.
- RAMP MAY BE USED MID BLOCK OR ON INTERSECTION RADIUS.
- RAMP TO BE CENTERED IN CROSSWALK.
- RAMPS TO BE CONSTRUCTED SEPARATELY FROM SIDEWALK AND ISOLATED BY EXPANSION JOINT MATERIAL.
- WING DIMENSIONS MAY VARY TO MEET REQUIRED SLOPE.
- IF THE AREA BEHIND THE SIDEWALK IS VEGETATED, THE BACK CURB MAY BE REPLACED BY A SLOPE NO STEEPER THAN 4:1.
- DIMENSION 'A' VARIES DEPENDING UPON THE WIDTH OF THE PLANTER STRIP $D=6.00-C$, 2' MIN.
- SEE SECTION D-D ON **STANDARD LANDING CROSS SECTIONS - C-C AND D-D DETAIL T02-13.**
- WHEN CONSTRUCTING ADA RAMP AT A SIGNALIZED INTERSECTION MAINTAIN 3'-6" HEIGHT FROM LANDING AREA TO CENTER OF PEDESTRIAN PUSHBUTTON.
- ON RETROFIT CONSTRUCTION PROJECTS TRANSITION FROM RAMP 2%* CROSS SLOPE TO MATCH SLOPE OF EXISTING SIDEWALK OVER A 5' AREA.
- TYPE A-1 AND E-1 CURB (SEE **CONCRETE CURBS DETAIL T01-01A**) POURED SEPARATELY FROM RAMPS.
- ADA RAMP AND GRADE CORRECTION CURBS** POURED MONOLITHICALLY.

* 1.5% OR FLATTER RECOMMENDED FOR DESIGN/FORMWORK (2% MAX.)

** 7.5% OR FLATTER RECOMMENDED FOR DESIGN/FORMWORK (8.3% MAX.)

FOR USE WHEN PLANTING AREA IS LESS THAN 6' WIDE.

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. Pedraza*
ENGINEER MANAGER
APPROVED DATE: 9/1/2021

CITY OF
Vancouver
WASHINGTON

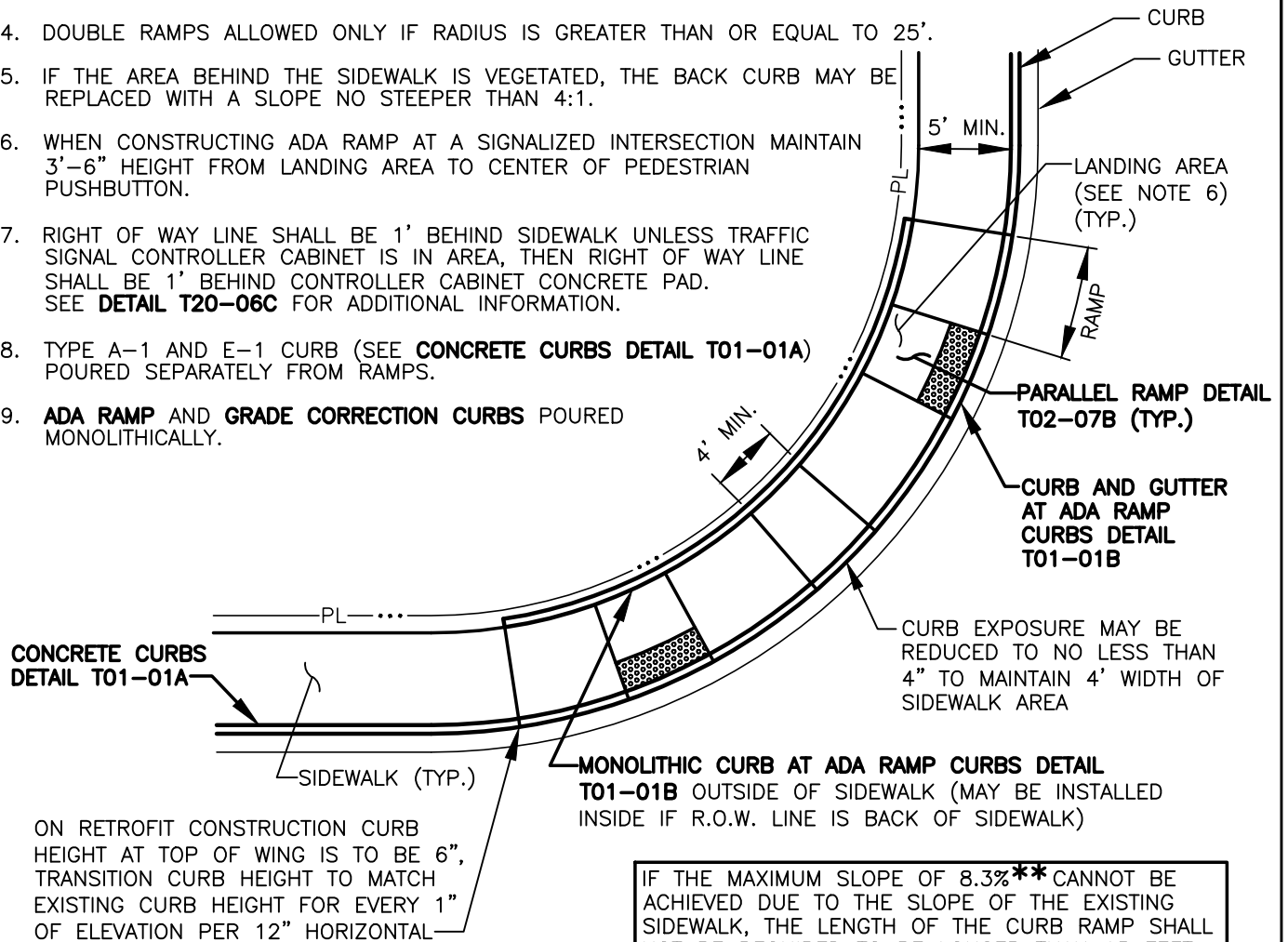
COMBINATION RAMP
CONSTRUCTION

STANDARD PLAN
NUMBER

T02-06C

NOTES:

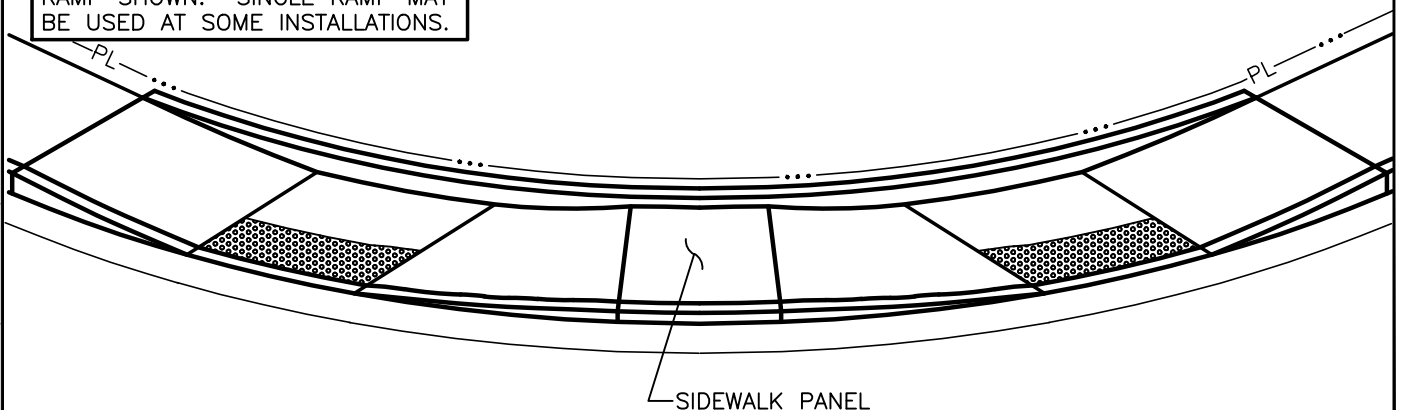
1. EXISTING CURB AND SIDEWALK TO BE SAWCUT AND REMOVED FOR INSTALLATION OF NEW RAMPS.
2. RAMPS TO BE POURED SEPARATELY FROM SIDEWALK AND ISOLATED BY EXPANSION JOINT MATERIAL.
3. WING DIMENSIONS MAY VARY TO MEET REQUIRED SLOPE.
4. DOUBLE RAMPS ALLOWED ONLY IF RADIUS IS GREATER THAN OR EQUAL TO 25'.
5. IF THE AREA BEHIND THE SIDEWALK IS VEGETATED, THE BACK CURB MAY BE REPLACED WITH A SLOPE NO STEEPER THAN 4:1.
6. WHEN CONSTRUCTING ADA RAMP AT A SIGNALIZED INTERSECTION MAINTAIN 3'-6" HEIGHT FROM LANDING AREA TO CENTER OF PEDESTRIAN PUSHBUTTON.
7. RIGHT OF WAY LINE SHALL BE 1' BEHIND SIDEWALK UNLESS TRAFFIC SIGNAL CONTROLLER CABINET IS IN AREA, THEN RIGHT OF WAY LINE SHALL BE 1' BEHIND CONTROLLER CABINET CONCRETE PAD. SEE **DETAIL T20-06C** FOR ADDITIONAL INFORMATION.
8. TYPE A-1 AND E-1 CURB (SEE **CONCRETE CURBS DETAIL T01-01A**) POURED SEPARATELY FROM RAMPS.
9. **ADA RAMP** AND **GRADE CORRECTION CURBS** POURED MONOLITHICALLY.



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.

THIS TYPE OF RAMP IS ONLY TO BE USED IN EXISTING RESTRICTED RIGHT OF WAY AREAS, DOUBLE RAMP SHOWN. SINGLE RAMP MAY BE USED AT SOME INSTALLATIONS.

**** 7.5% OR FLATTER RECOMMENDED FOR DESIGN/FORMWORK (8.3% MAX.)**



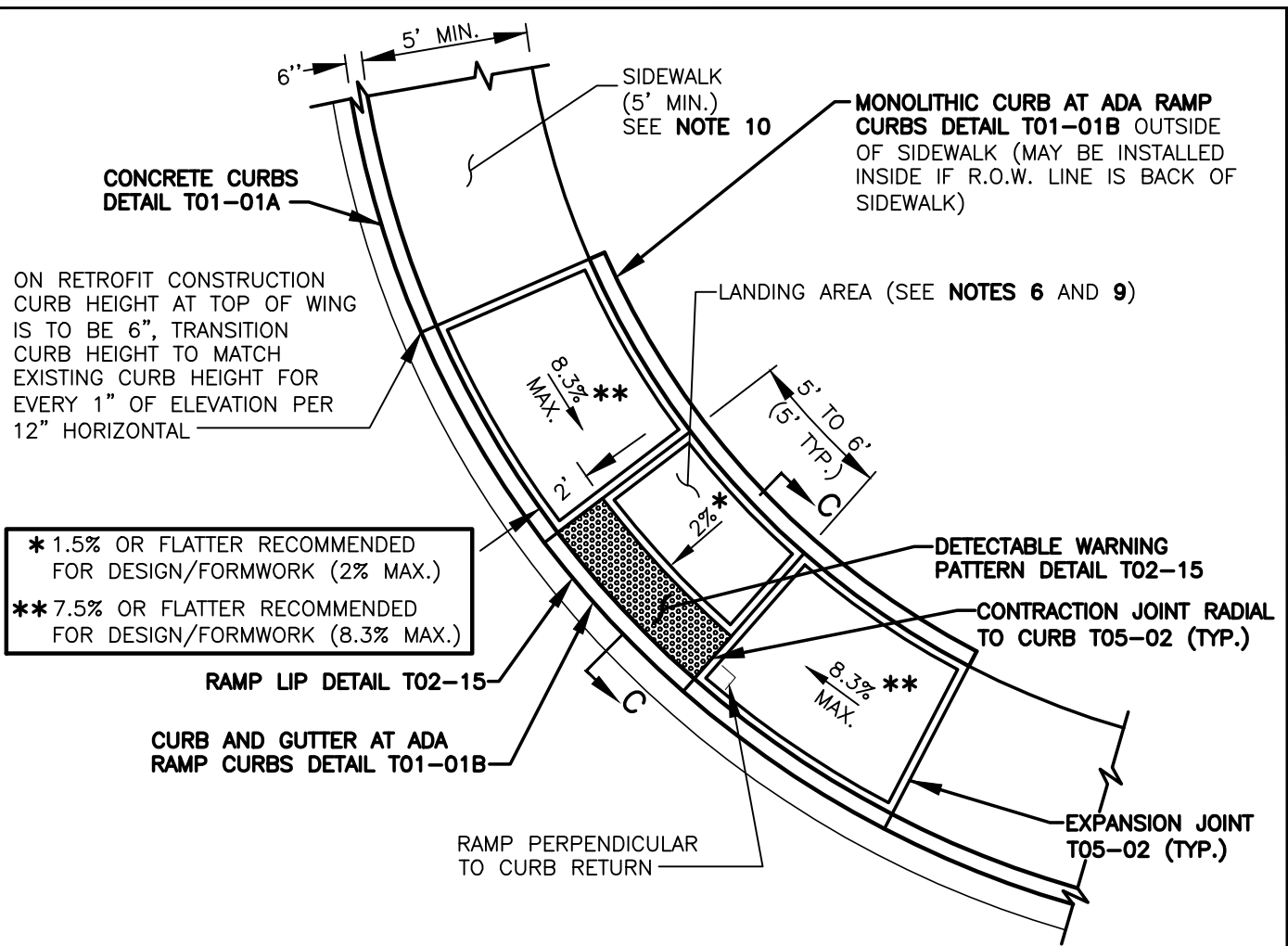
REV NO.	DATE	BY	APPR	PUBLIC WORKS - STREETS AND TRANSPORTATION
1	8/08	RAW	MHA	
2	7/14	RAW	MHA	
3	3/16	RAW	MHA	
4	3/17	RAW	MHA	
5	4/18	RAW	MHA	
6	9/21	RAW	MHA	

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



DOUBLE PARALLEL RAMP PLACEMENT

STANDARD PLAN NUMBER
T02-07A



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.

I:\CITYAPPS\AUTOCAD\STD_DETAILS\DRAWING_FILES\T02-07B

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. Pedraza*
ENGINEER MANAGER
APPROVED DATE: 9/1/2021

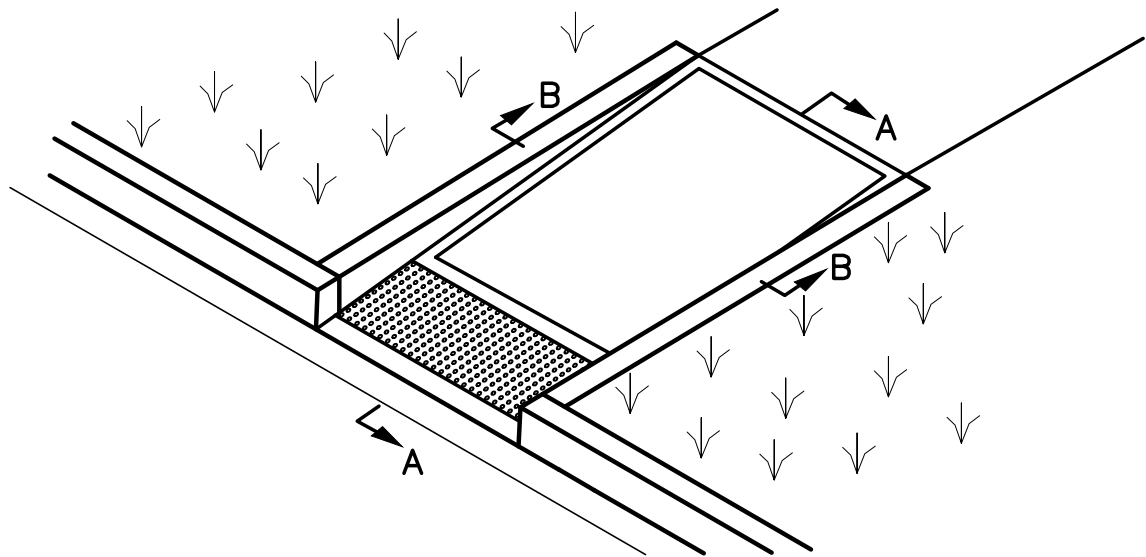
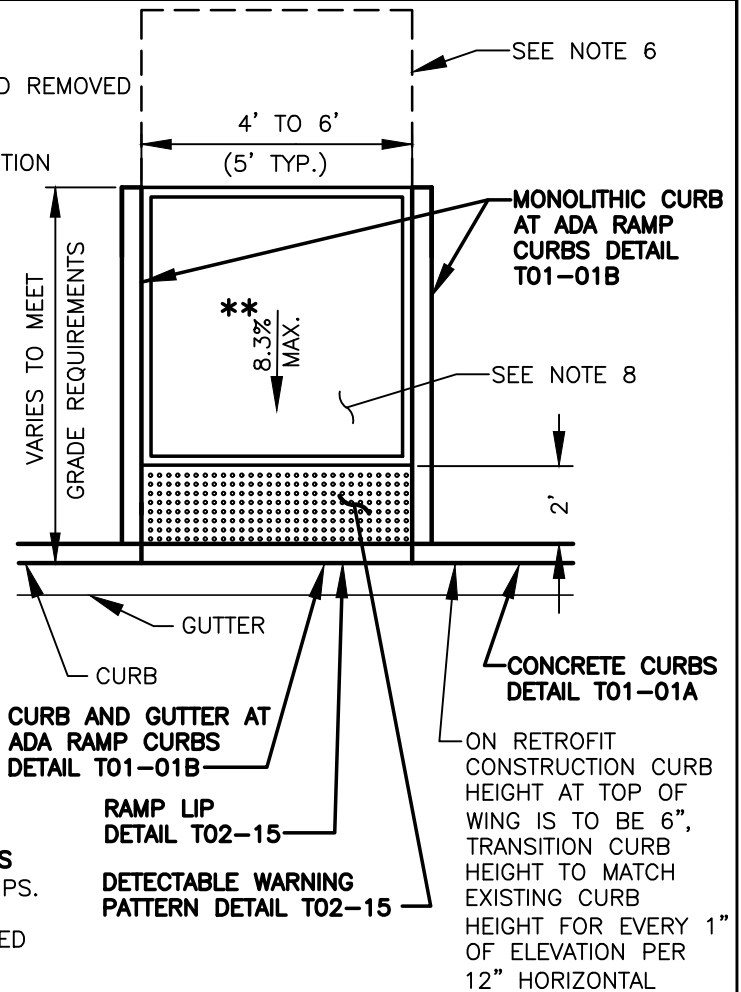
CITY OF
Vancouver
WASHINGTON

PARALLEL RAMP
CONSTRUCTION

STANDARD PLAN
NUMBER
T02-07B

NOTES:

- EXISTING CURB AND SIDEWALK TO BE SAWCUT AND REMOVED FOR INSTALLATION OF NEW RAMP.
- RAMP MAY BE USED MID BLOCK OR ON INTERSECTION RADIUS.
- RAMP TO BE CENTERED IN CROSSWALK.
- RAMPS TO BE CONSTRUCTED SEPARATELY FROM SIDEWALK, AND ISOLATED BY EXPANSION JOINT MATERIAL.
- FOR SECTIONS A-A AND B-B, SEE **STANDARD LANDING CROSS SECTIONS - A-A AND B-B DETAIL T02-11**.
- BEHIND EACH RAMP A 5'x5' LANDING AREA SHALL BE CONSTRUCTED AND THE LONGITUDINAL AND THE CROSS SLOPE SHALL NOT EXCEED 2%* EACH DIRECTION.
- 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.
- RAMP CROSS SLOPE SHALL BE 2%* MAXIMUM.
- TYPE A-1 AND E-1 CURB (SEE **CONCRETE CURBS DETAIL T01-0A1**) POURED SEPARATELY FROM RAMPS.
- ADA RAMP** AND **GRADE CORRECTION CURBS** POURED MONOLITHICALLY.
- ALL RAMPS IN AREAS ZONED CITY CENTER OR WHERE THE HERITAGE SIDEWALK IS CONSTRUCTED ARE REQUIRED TO BE CONSTRUCTED WITH BRICK UNIT PAVERS, SEE **BRICK UNIT PAVER PATTERN T02-16** FOR BRICK LAYOUTS.



I:\CITYAPPS\AUTOCAD\STD_DETAILS\DRAWING_FILES\T02-08

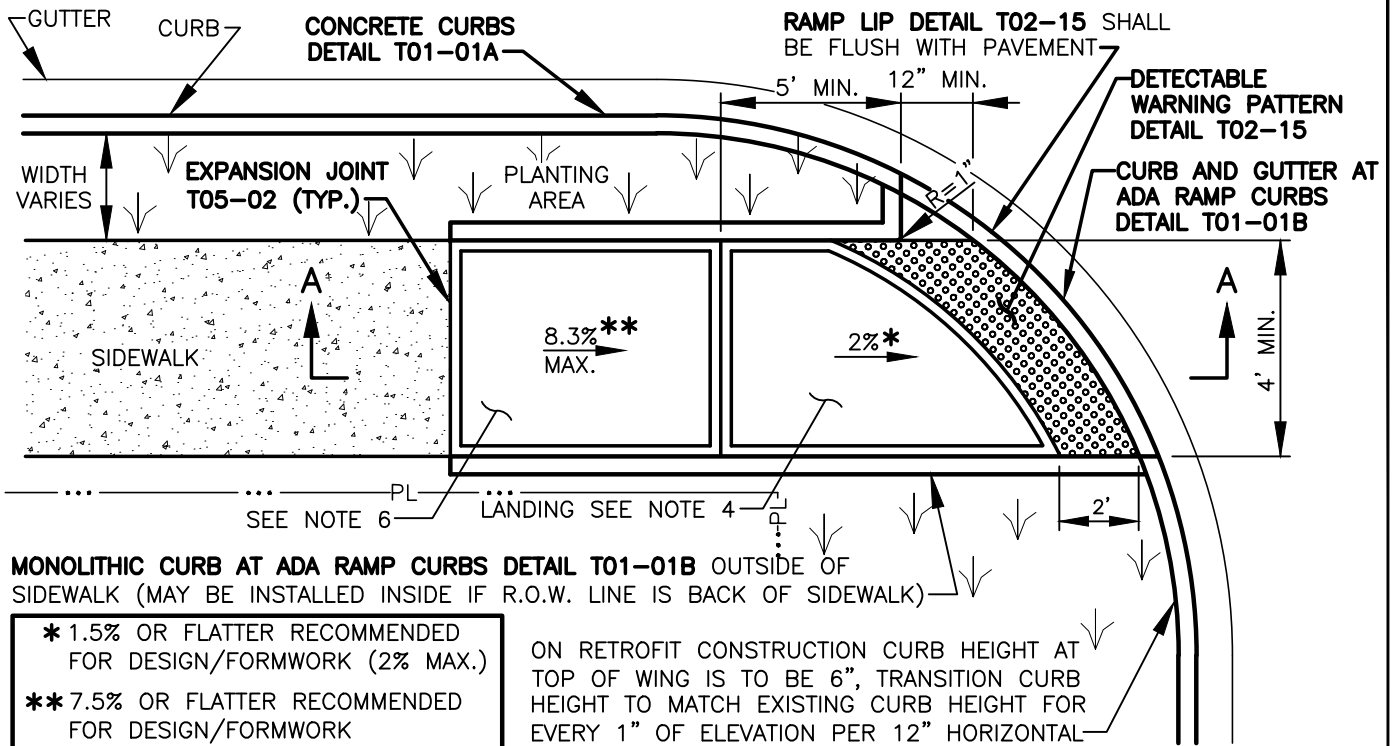
REV NO.	DATE	BY	APPR	PUBLIC WORKS - STREETS AND TRANSPORTATION
1	8/08	RAW	MHA	
2	7/14	RAW	MHA	
3	3/16	RAW	MHA	
4	3/17	RAW	MHA	
5	4/18	RAW	MHA	
6	9/21	RAW	MHA	

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

CITY OF
Vancouver
WASHINGTON

PERPENDICULAR RAMP
CONSTRUCTION

STANDARD PLAN
NUMBER
T02-08



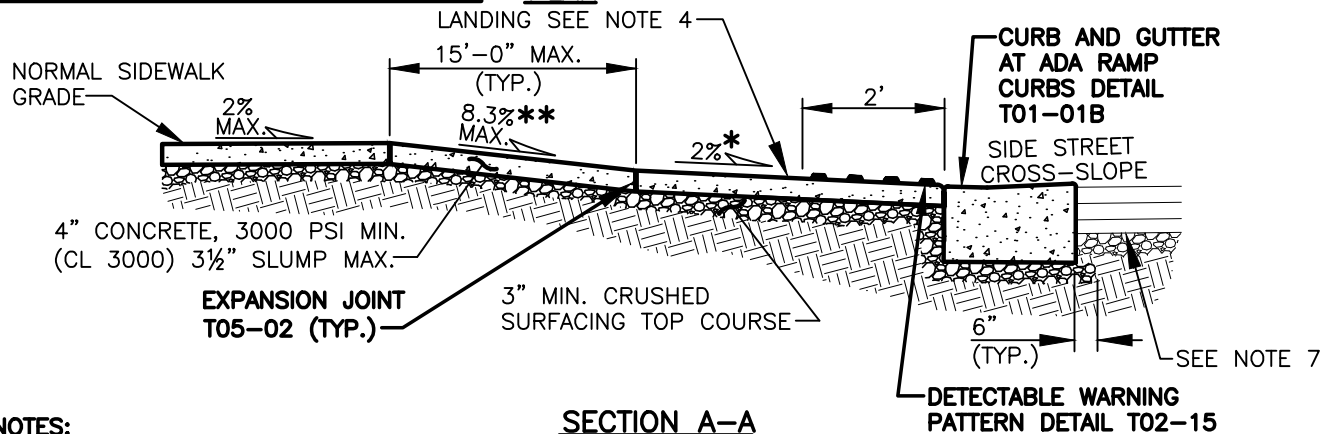
MONOLITHIC CURB AT ADA RAMP CURBS DETAIL T01-01B OUTSIDE OF SIDEWALK (MAY BE INSTALLED INSIDE IF R.O.W. LINE IS BACK OF SIDEWALK)

* 1.5% OR FLATTER RECOMMENDED FOR DESIGN/FORMWORK (2% MAX.)

** 7.5% OR FLATTER RECOMMENDED FOR DESIGN/FORMWORK (8.3% MAX.)

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

PLAN



NOTES:

SECTION A-A

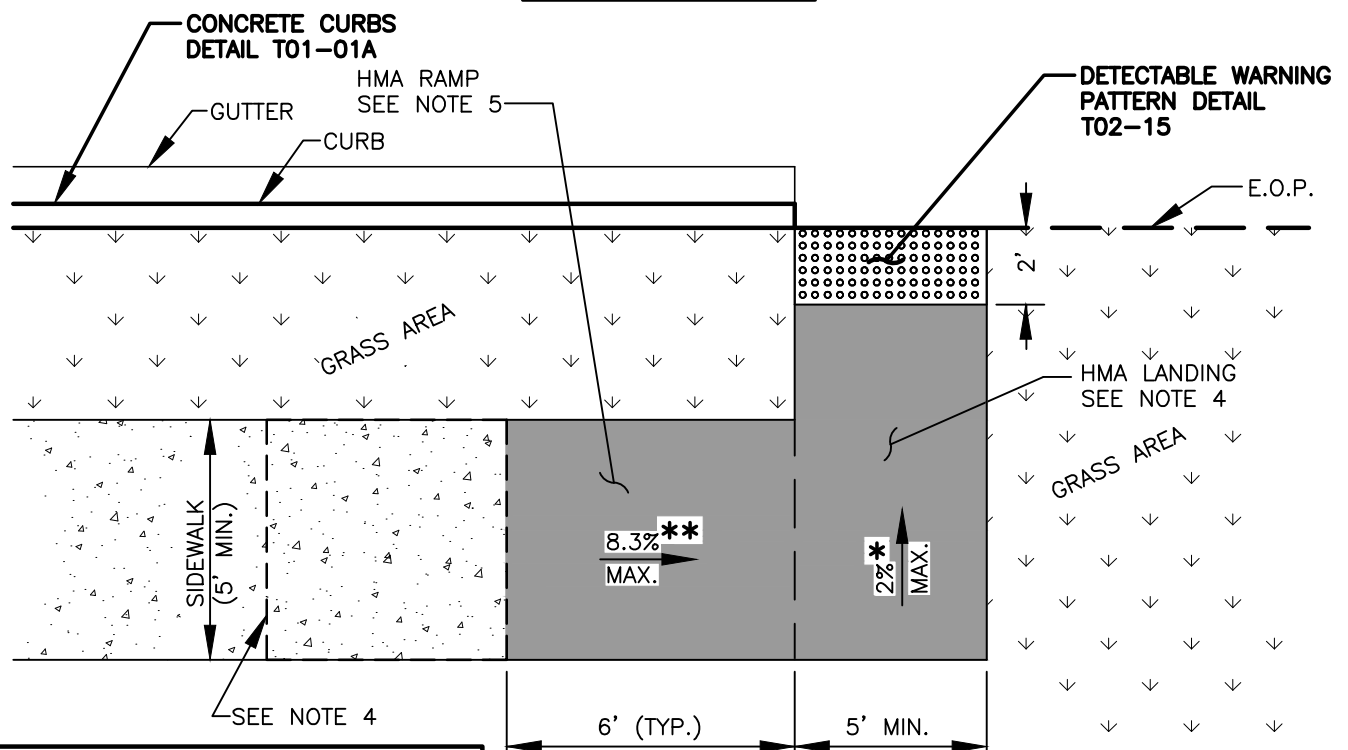
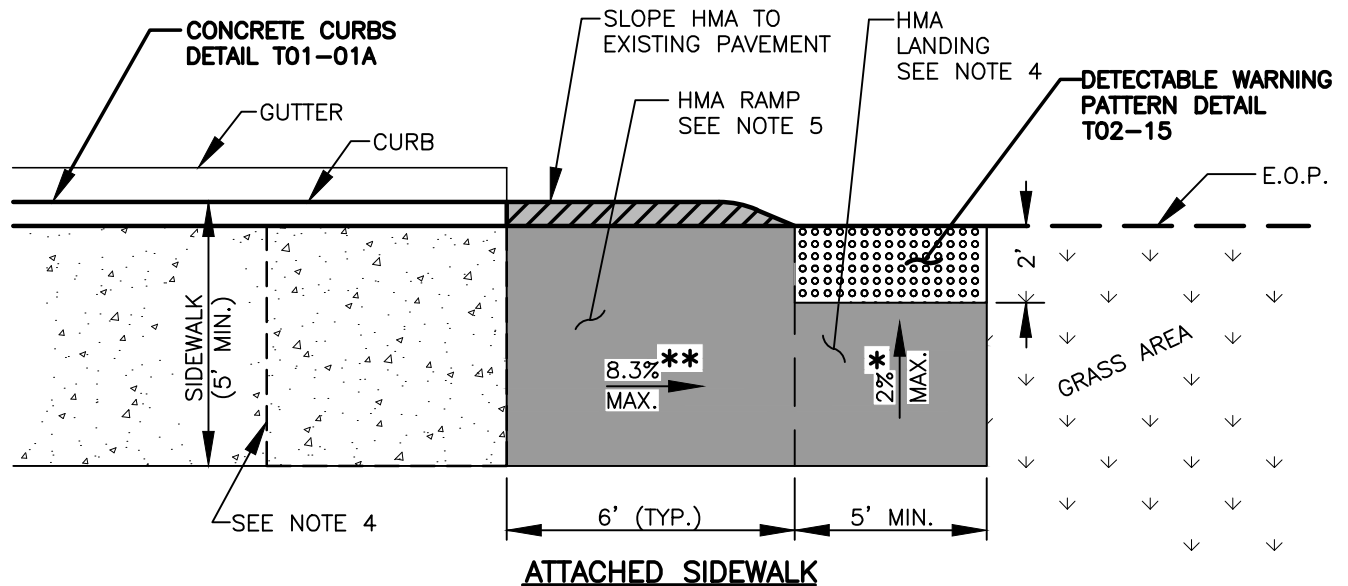
1. AN UNOBSTRUCTED PATH OF TRAVEL WITH A MINIMUM WIDTH OF 4' SHALL BE MAINTAINED.
2. COMPACT SUBGRADE AND CRUSHED SURFACING TOP COURSE TO 95% OF MAXIMUM DRY DENSITY (3" MIN. DEPTH).
3. IF THE AREA BEHIND THE SIDEWALK IS VEGETATED THE BACK CURB MAY BE REPLACED WITH A SLOPE NO STEEPER THAN 4:1.
4. IF THE 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.
5. 5'x5' LANDING AREA SHALL BE CONSTRUCTED AND THE LONGITUDINAL AND THE CROSS SLOPE SHALL NOT EXCEED 2%* EACH DIRECTION.
6. SEE **PAVEMENT RESTORATION/WIDENING AT CURB DETAIL T05-01A** WHEN CUTTING EXISTING CURB.
7. RAMP CROSS SLOPE SHALL BE 2%* MAXIMUM.
8. TYPE A-1 AND E-1 CURB (SEE **CONCRETE CURB DETAIL T01-01A**) POURED SEPARATELY FROM RAMPS.
9. **ADA RAMP** AND **GRADE CORRECTION CURBS** POURED MONOLITHICALLY.

REV NO.	DATE	BY	APPR	PUBLIC WORKS - STREETS AND TRANSPORTATION
1	3/17	RAW	MHA	APPROVED BY: <i>M.H. Pedraza</i> ENGINEER MANAGER APPROVED DATE: 9/1/2021
2	4/18	RAW	MHA	
3	9/21	RAW	MHA	

CITY OF
Vancouver
WASHINGTON

SINGLE DIRECTIONAL
CURB RAMP
DETTACHED SIDEWALK

STANDARD PLAN
NUMBER
T02-09B



- * 1.5% OR FLATTER RECOMMENDED
FOR DESIGN/FORMWORK (2% MAX.)
- ** 7.5% OR FLATTER RECOMMENDED
FOR DESIGN/FORMWORK (8.3% MAX.)

NOTES:

1. CLASS "G" HOT MIX ASPHALT (HMA) SHALL BE A MINIMUM OF 0.20' DEEP, OVER 3" MIN. DEPTH OF CRUSHED SURFACING TOP COURSE.
2. HMA LANDINGS SHALL BE AT A SLOPE NO GREATER THAN 2%*.
3. BEGIN HMA RAMP AT NEAREST SIDEWALK JOINT.
4. 5'x5' LANDING AREA SHALL BE CONSTRUCTED AND THE LONGITUDINAL AND THE CROSS SLOPE SHALL NOT EXCEED 2%* EACH DIRECTION.
5. RAMP CROSS SLOPE SHALL BE 2%* MAXIMUM.

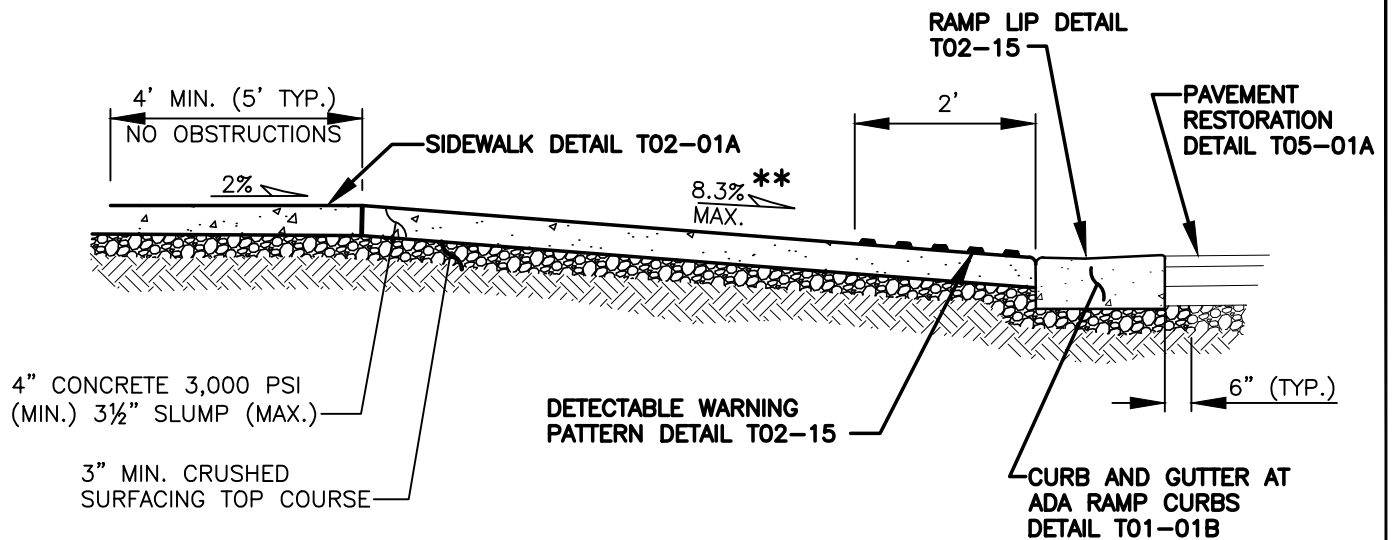
REV NO.	DATE	BY	APPR	PUBLIC WORKS – STREETS AND TRANSPORTATION
1	2/07	RAW	MHA	
2	8/08	RAW	MHA	
3	7/17	RAW	MHA	
4	3/17	RAW	MHA	
5	4/18	RAW	MHA	
6	9/21	RAW	MHA	

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

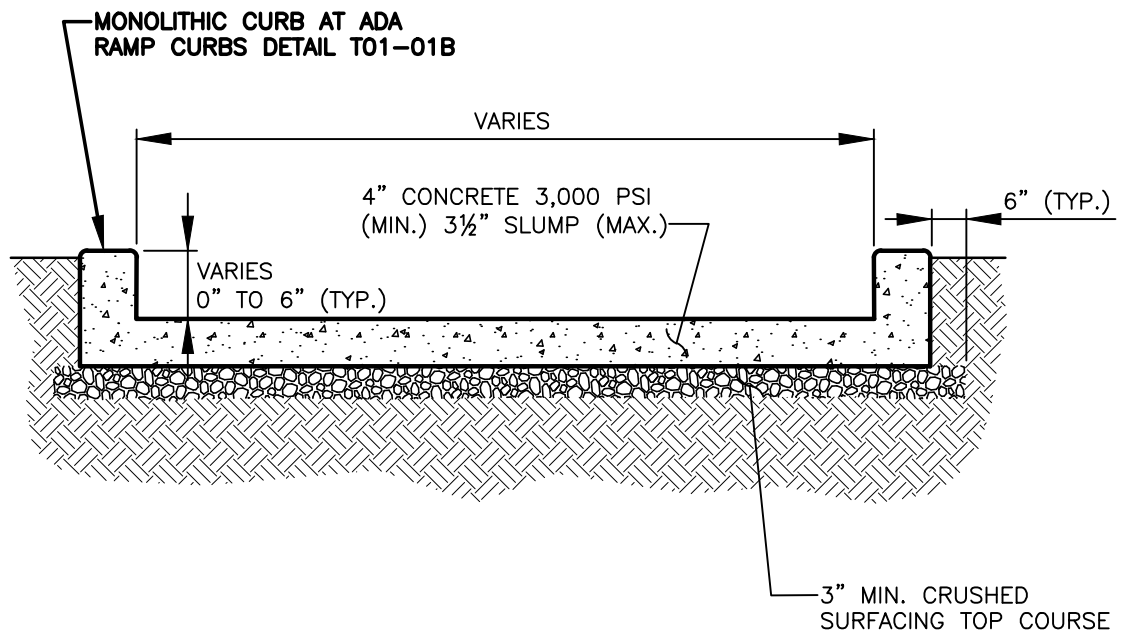


TEMPORARY HMA RAMP

STANDARD PLAN
NUMBER
T02-10



SECTION A-A
FOR DETAILS T02-04B AND T02-08



SECTION B-B
FOR DETAIL T02-08

NOTES:

1. TYPE A-1 AND E-1 CURB (SEE **CONCRETE CURBS DETAIL T01-01A**) POURED SEPARATELY FROM RAMPS.
2. **ADA RAMP** AND **GRADE CORRECTION CURBS** POURED MONOLITHICALLY.
3. COMPACT SUBGRADE AND CRUSHED SURFACING TOP COURSE TO 95% OF MAXIMUM DRY DENSITY (3\"

**** 7.5% OR FLATTER RECOMMENDED
FOR DESIGN/FORMWORK (8.3% MAX.)**

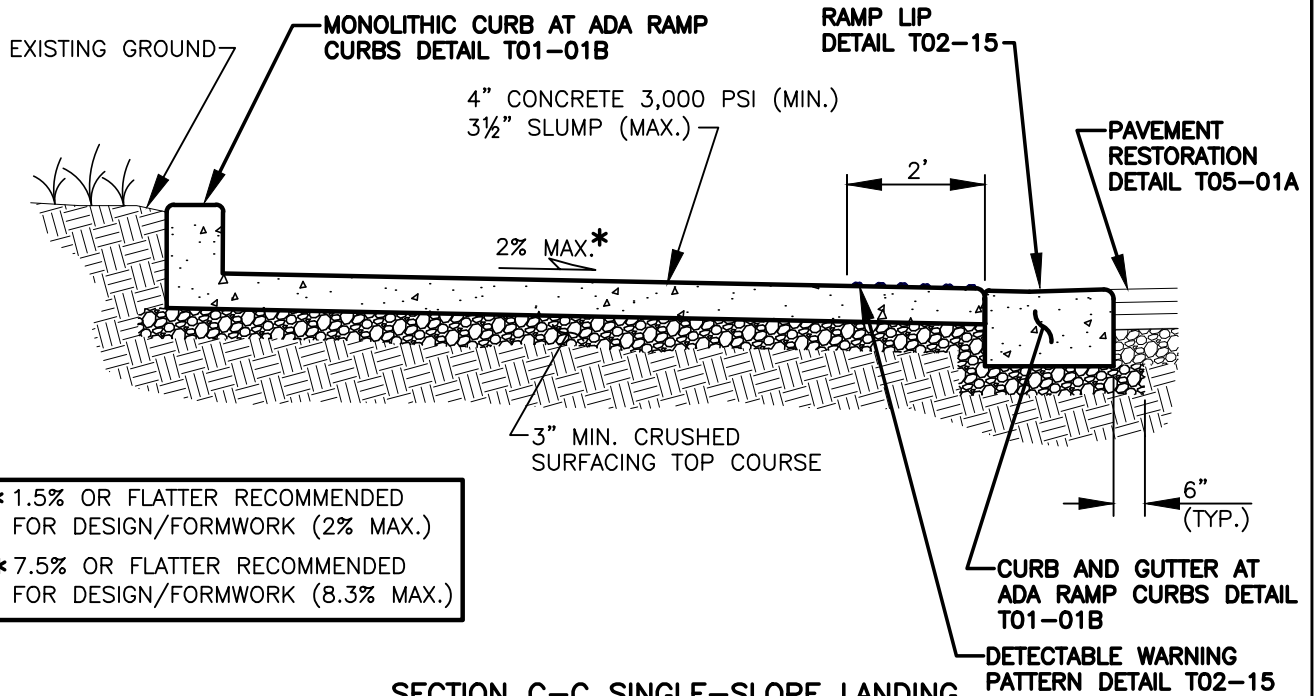
REV NO.	DATE	BY	APPR	PUBLIC WORKS – STREETS AND TRANSPORTATION
1	2/07	RAW	MHA	
2	8/08	RAW	MHA	
3	7/14	RAW	MHA	
4	3/17	RAW	MHA	
5	4/18	RAW	MHA	
6	9/21	RAW	MHA	

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

CITY OF
Vancouver
WASHINGTON

STANDARD LANDING
CROSS SECTIONS
A-A AND B-B

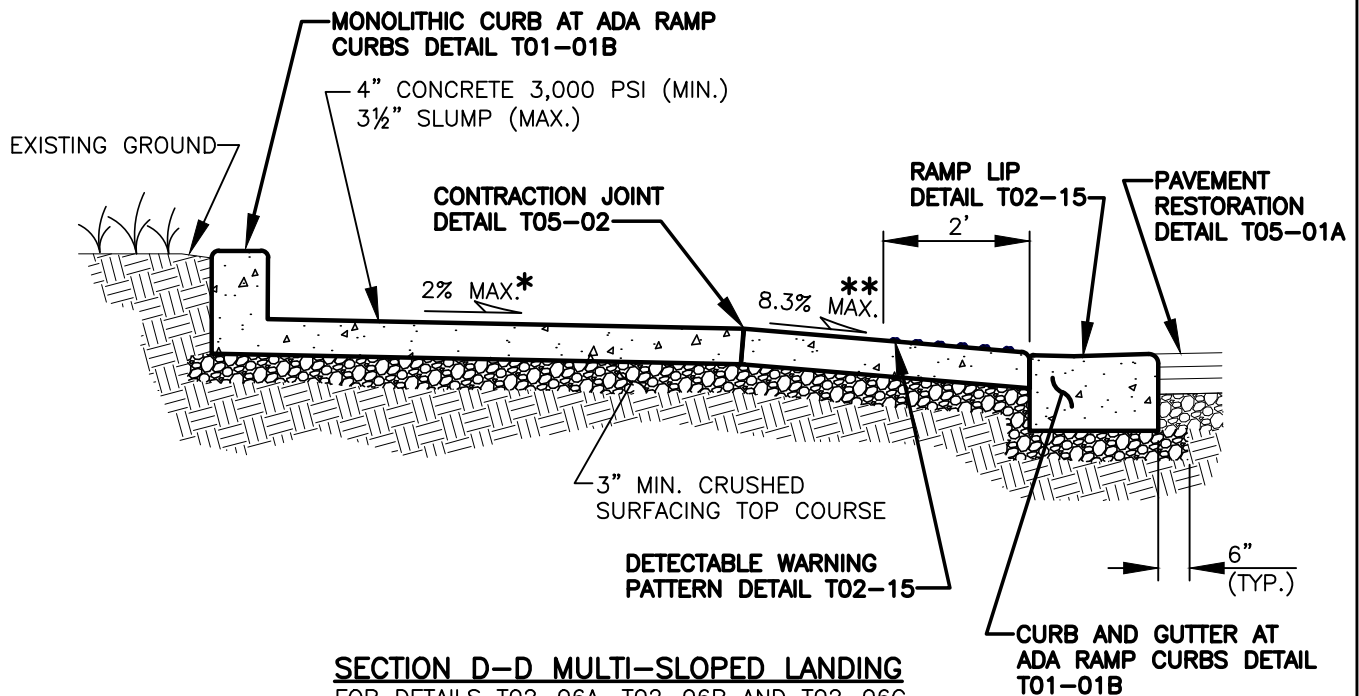
STANDARD PLAN
NUMBER
T02-11



* 1.5% OR FLATTER RECOMMENDED
FOR DESIGN/FORMWORK (2% MAX.)

** 7.5% OR FLATTER RECOMMENDED
FOR DESIGN/FORMWORK (8.3% MAX.)

SECTION C-C SINGLE-SLOPE LANDING
FOR DETAIL T02-07B



NOTES:

1. IF THE AREA BEHIND THE SIDEWALK IS VEGETATED, THE BACK CURB MAY BE REPLACED WITH A SLOPE NO STEEPER THAN 4:1.
2. COMPACT SUBGRADE AND CRUSHED SURFACING TOP COURSE TO 95% OF MAXIMUM DRY DENSITY (3" MIN. DEPTH).
3. A WALL MAY BE USED IN LIEU OF CURB TO MAINTAIN 2%* MAX. SLOPE.
4. CURB OR WALL MAY BE INSTALLED INSIDE OF SIDEWALK IF R.O.W. LINE IS AT BACK OF SIDEWALK.
5. TYPE A-1 AND E-1 CURB (SEE **CONCRETE CURBS DETAIL T01-01A**) POURED SEPARATELY FROM RAMPS.
6. **ADA RAMP AND GRADE CORRECTION CURBS** POURED MONOLITHICALLY.

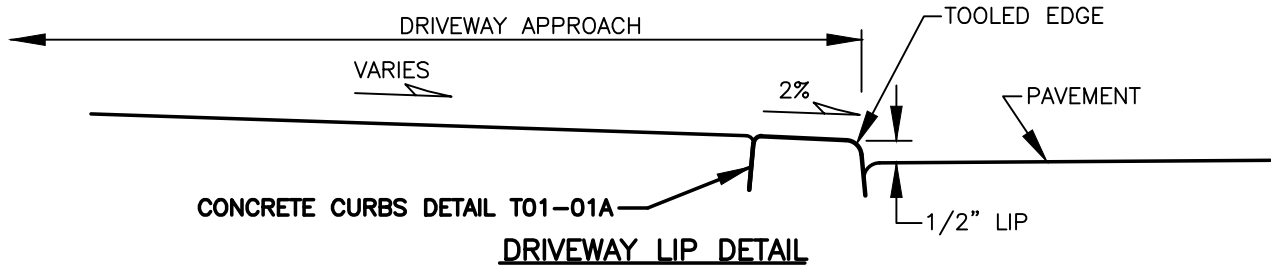
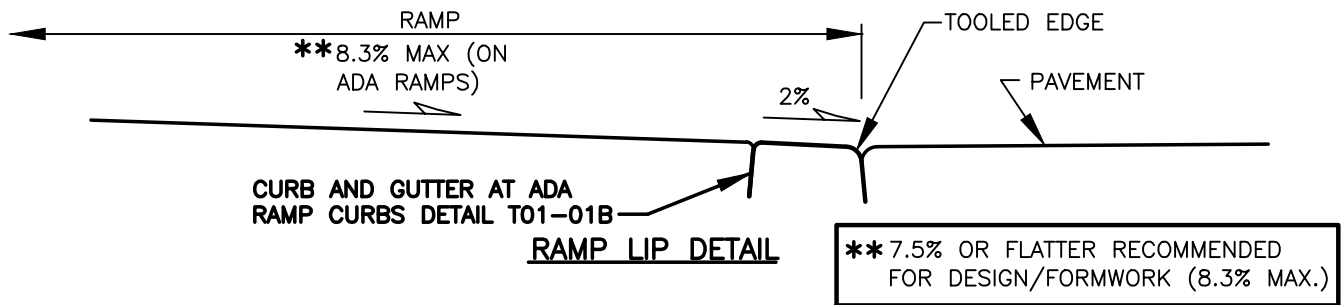
REV NO.	DATE	BY	APPR	PUBLIC WORKS — STREETS AND TRANSPORTATION
1	2/07	RAW	MHA	APPROVED BY: <i>M. H. Sedalla</i> ENGINEER MANAGER APPROVED DATE: 9/1/2021
2	8/08	RAW	MHA	
3	7/14	RAW	MHA	
4	3/17	RAW	MHA	
5	4/18	RAW	MHA	
6	9/21	RAW	MHA	

CITY OF
Vancouver
WASHINGTON

STANDARD LANDING
CROSS SECTIONS
C-C AND D-D

STANDARD PLAN
NUMBER
T02-13

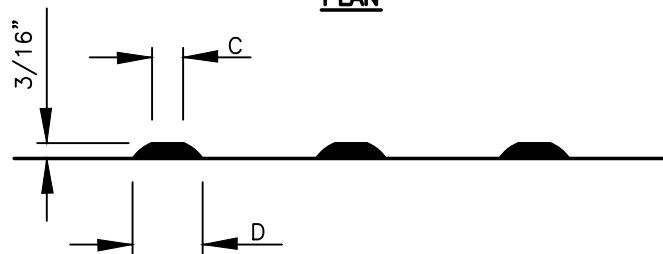
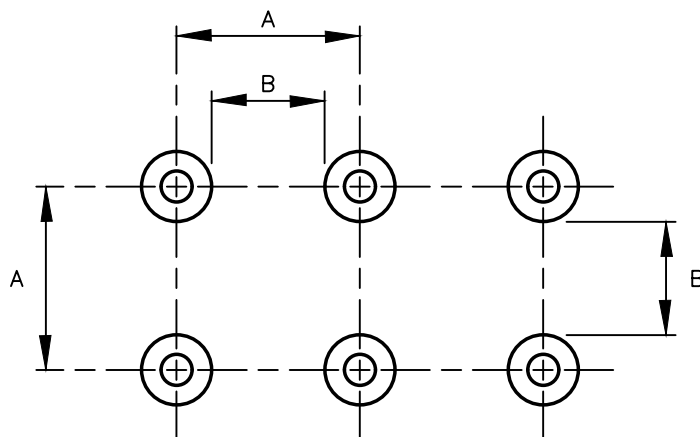
I:\CITYAPPS\AUTOCAD\STD_DETAILS\DRAWING_FILES\T02-13



TRUNCATED DOMES COLOR SCHEME

LOCATION	COLORS
ALL BRICK RAMPS	WHITE
STREETS WITH A MAJORITY OF RESIDENTIAL FRONTAGE	BRICK RED
NON-RESIDENTIAL ARTERIAL STREETS	SAFETY YELLOW

	MIN.	MAX.
A	1 5/8"	2 3/8"
B	2/3"	1 1/2"
C	7/16"	3/4"
D	7/8"	1 7/16"



NOTES:

1. MANUFACTURERS SHALL MEET THE REQUIREMENTS LISTED UNDER THE CONTRACT SPECIAL PROVISIONS AND MUST BE ON THE CITY OF VANCOUVER'S APPROVED PRODUCT LIST. THE PRODUCT LIST IS TAKEN FROM WSDOT PRODUCT LIST, THAT IS UPDATED PERIODICALLY.
2. DETECTABLE WARNINGS SHALL BE MANUFACTURED USING THE MATERIALS SPECIFIED ON THE PLAN SHEETS WITH THE DOME DIMENSIONS AND SPACING SHOWN AND INSTALLED PER THE MANUFACTURER'S RECOMMENDED PROCEDURES.
3. DETECTABLE WARNINGS SHALL BE INSET INTO NEW CONCRETE. GLUED ON OR NAILED DOWN PRODUCTS ARE NOT ACCEPTABLE FOR NEW CONSTRUCTION.
4. ANY VARIATION FROM THE CITY DETECTABLE WARNING POLICY REQUIRES APPROVAL FROM THE DIRECTOR.
5. SAFETY YELLOW TRUNCATED DOMES ARE RECOMMENDED IN SCHOOL ZONES AND ALONG SCHOOL ROUTES.

DETECTABLE WARNING PATTERN DETAIL

REV NO.	DATE	BY	APPR	PUBLIC WORKS - STREETS AND TRANSPORTATION
1	2/07	RAW	MHA	
2	8/08	RAW	MHA	
3	7/14	RAW	MHA	
4	3/16	RAW	MHA	
5	3/17	RAW	MHA	
6	9/21	RAW	MHA	

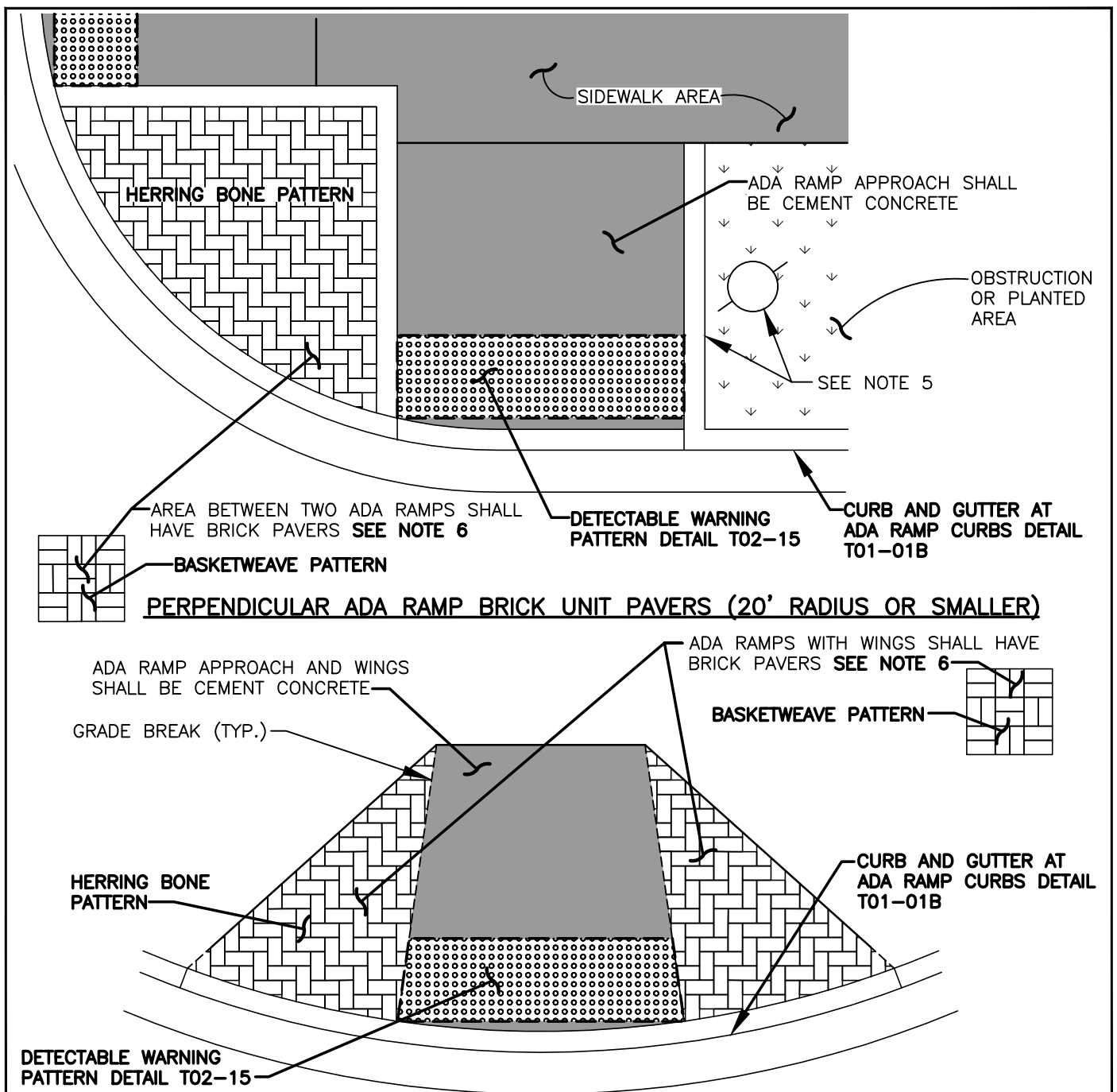
APPROVED BY: *M. H. Pedraza*
ENGINEER MANAGER
APPROVED DATE: 9/1/2021



RAMP LIP, DRIVEWAY LIP AND DETECTABLE WARNING PATTERN

STANDARD PLAN NUMBER

T02-15



NOTES: WINGED ADA RAMP BRICK UNIT PAVERS (25' RADIUS OR LARGER)

1. SAMPLE OF BRICK AND MORTAR COLOR SHALL BE APPROVED BY THE CITY ENGINEER PRIOR TO CONSTRUCTION. BRICK MANUFACTURED BY MUTUAL MATERIALS, "BURGUNDY-MICA TILE" OR ENDICOTT "MEDIUM IRONSPOT #46", PREMIXED MORTAR ASTM C270, TYPE S, 1800 PSI 28 DAY STRENGTH OR APPROVED EQUAL.
2. THE BRICK PATTERN IS REQUIRED FOR ALL RAMPS IN AREAS ZONED CITY CENTER OR WHERE THE HERITAGE SIDEWALK IS CONSTRUCTED.
3. SURFACE JOINT NOT REQUIRED WHEN USING BRICK PAVERS. TRANSITION TO FIT BETWEEN GRADES.
4. THE DETECTABLE WARNING PATTERN (TRUNCATED DOMES) SHALL BE WHITE ON THE BRICK UNIT PAVER PATTERN.
5. RAMP WINGS MAY BE REPLACED WITH A MONOLITHIC CURB **ADA CURB RAMPS DETAIL T01-01B** IF OBSTRUCTION OR PLANTER PREVENTS PEDESTRIAN TRAFFIC IN WING AREA.
6. RAMP WING BRICK PATTERN OPTIONS ARE EITHER HERRING BONE OR BASKET WEAVE PATTERNS.

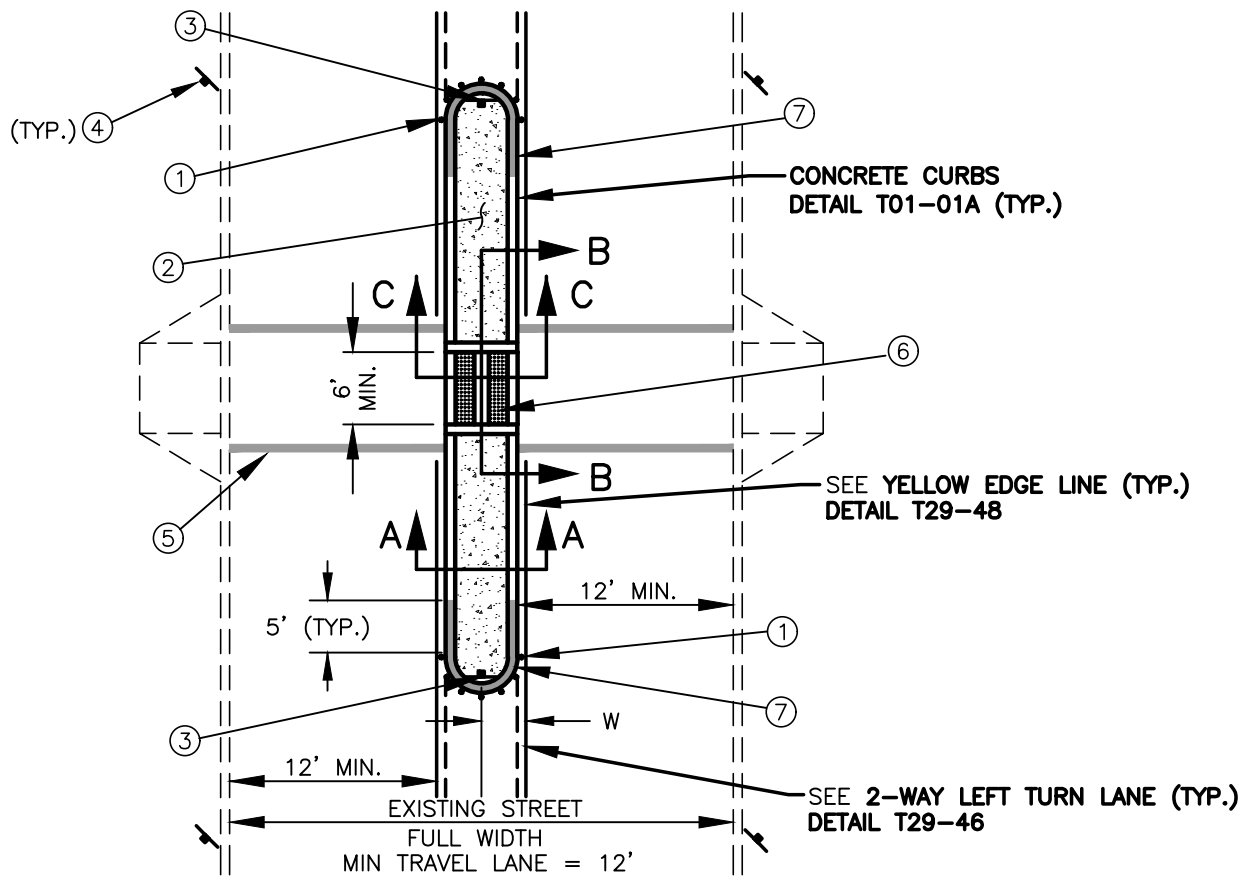
I:\CITYAPPS\AUTOCAD\STD_DETAILS\DRAWING_FILES\T02-16

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	

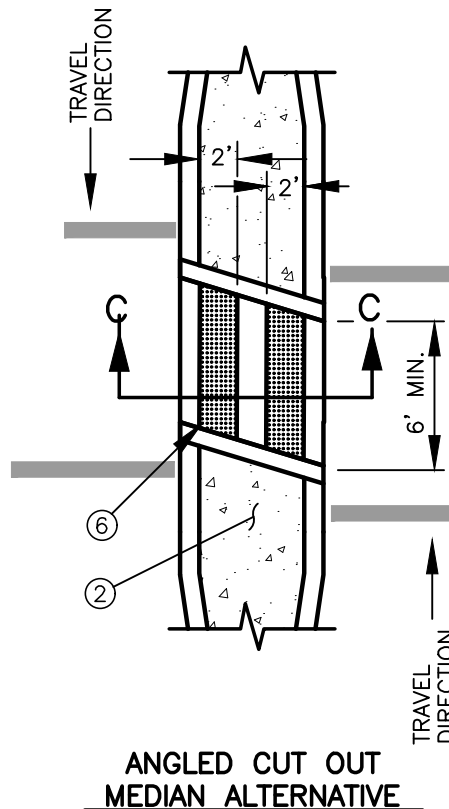
APPROVED BY: *M. H. Pedraza*
ENGINEER MANAGER
APPROVED DATE: 9/1/2021



BRICK UNIT PAVER PATTERN	STANDARD PLAN NUMBER T02-16
--------------------------	--------------------------------



TYPE 1 PEDESTRIAN REFUGE - MID-BLOCK



SEE TYPICAL PEDESTRIAN REFUGE ISLAND SECTIONS ON COV STD. PLAN T02-17C.
SEE TYPICAL PEDESTRIAN REFUGE ISLAND NOTES ON COV STD. PLAN T02-17D.

I:\CITYAPPS\AUTOCAD\STD_DETAILS\DRAWING_FILES\T02-17A

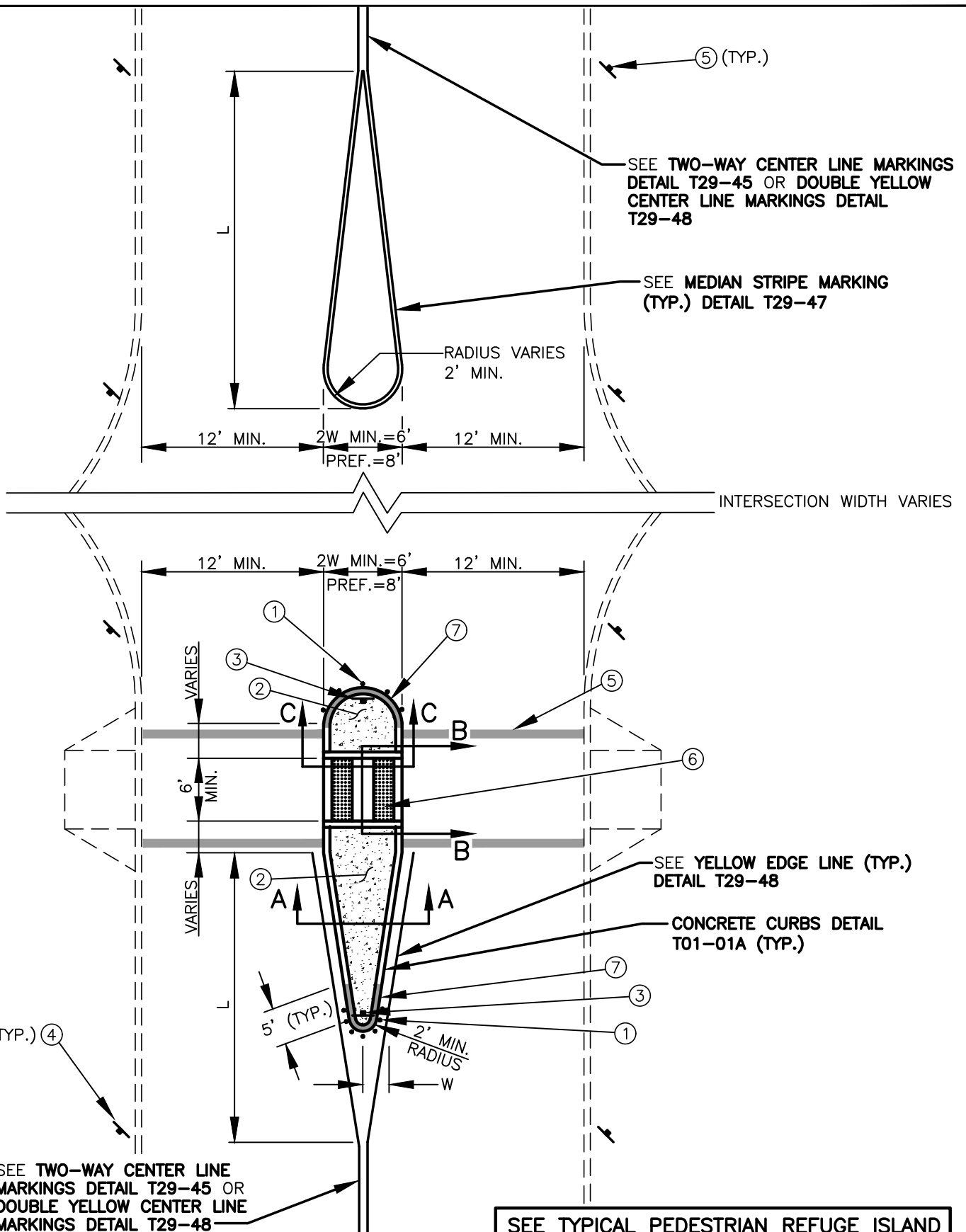
REV NO.	DATE	BY	APPR	PUBLIC WORKS - STREETS AND TRANSPORTATION
1	3/06	RAW	MHA	
2	2/07	RAW	MHA	
3	8/08	RAW	MHA	
4	7/14	RAW	MHA	
5	3/17	RAW	MHA	
6	9/21	RAW	MHA	

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

CITY OF
Vancouver
WASHINGTON

TYPE 1 PEDESTRIAN
REFUGE ISLAND
MID-BLOCK

STANDARD PLAN
NUMBER
T02-17A



SEE TYPICAL PEDESTRIAN REFUGE ISLAND
SECTIONS ON COV STD. PLAN T02-17C.
SEE TYPICAL PEDESTRIAN REFUGE ISLAND
NOTES ON COV STD. PLAN T02-17D.

REV NO.	DATE	BY	APPR	PUBLIC WORKS - STREETS AND TRANSPORTATION
1	3/06	RAW	MHA	
2	2/07	RAW	MHA	
3	8/08	RAW	MHA	
4	7/14	RAW	MHA	
5	3/17	RAW	MHA	
6	9/21	RAW	MHA	

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

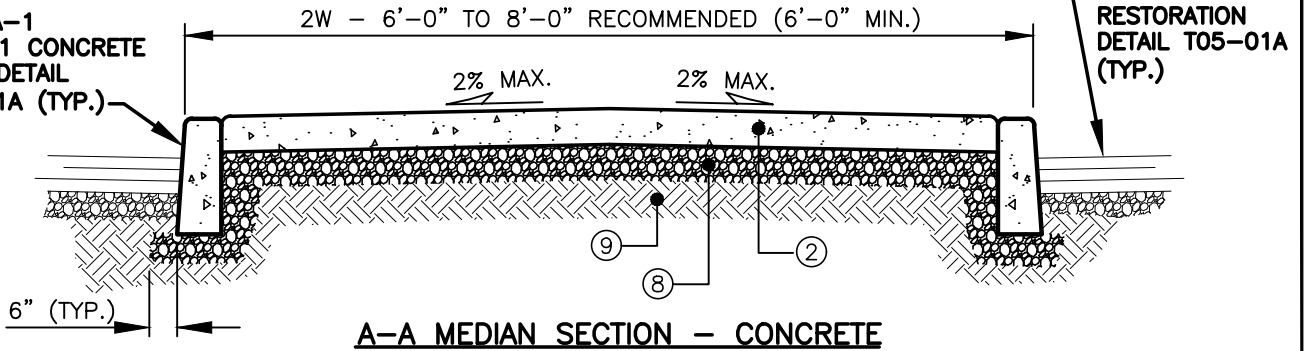
CITY OF
Vancouver
WASHINGTON

TYPE 2 INTERSECTION
PEDESTRIAN REFUGE
ISLAND WITH NOSE

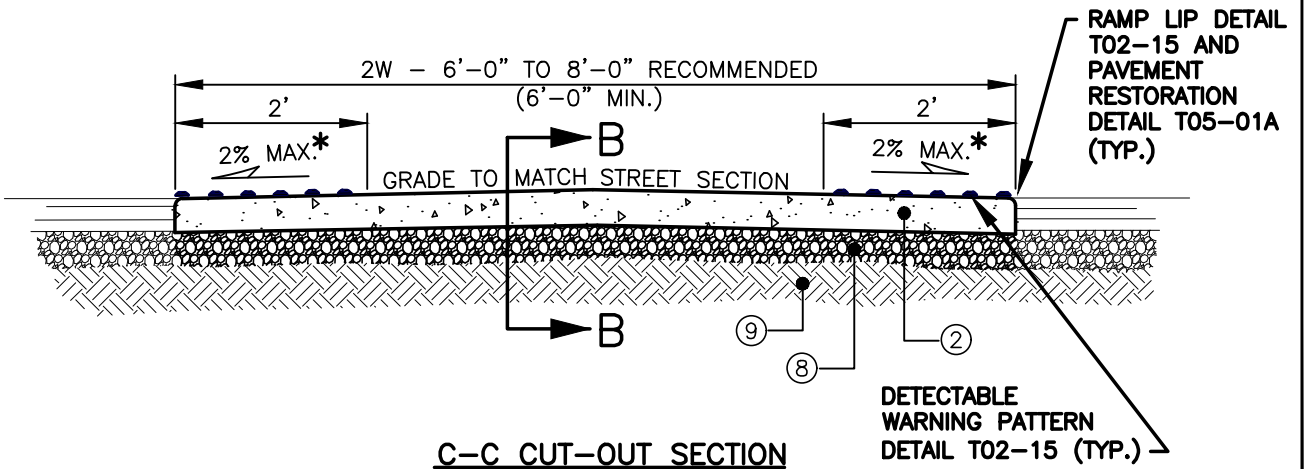
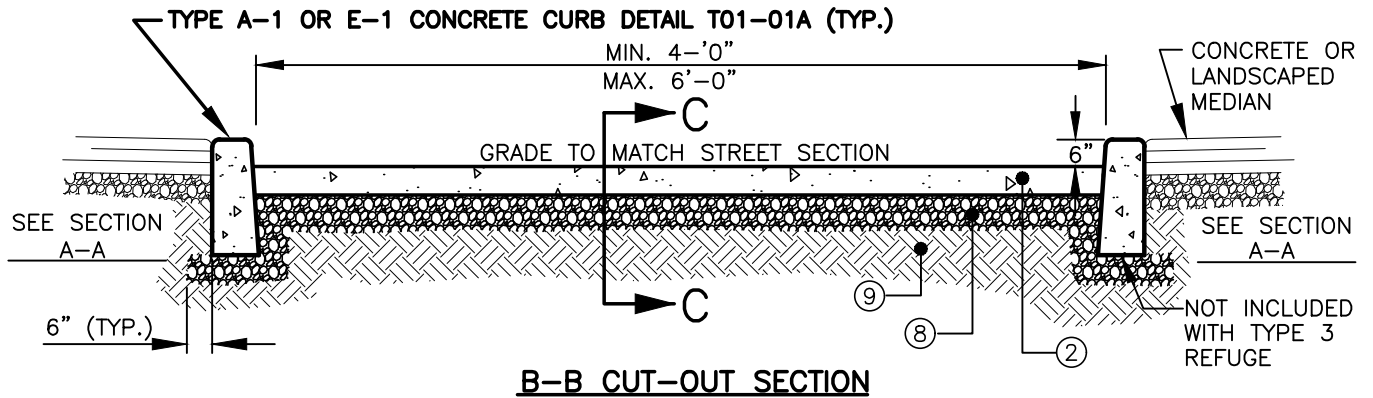
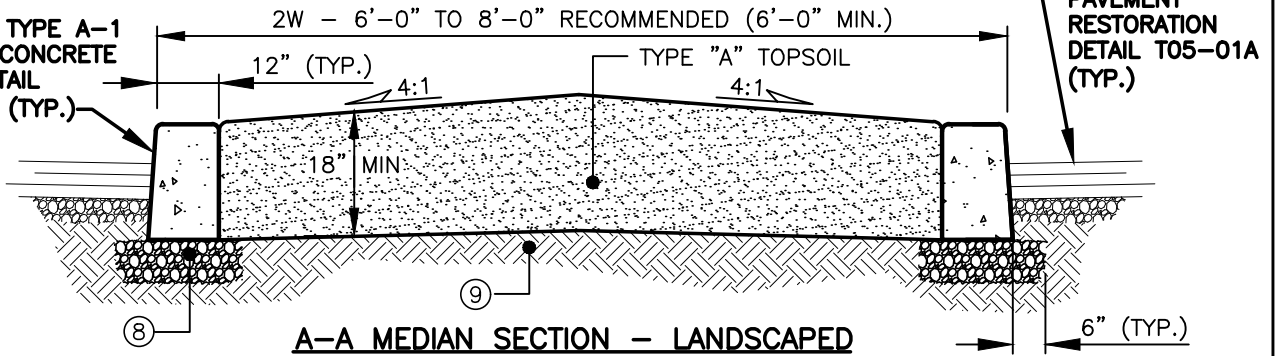
STANDARD PLAN
NUMBER

T02-17B

TYPE A-1
OR E-1 CONCRETE
CURB DETAIL
T01-01A (TYP.)



MODIFIED TYPE A-1
OR E-1 CONCRETE
CURB DETAIL
T01-01A (TYP.)



SEE TYPICAL PEDESTRIAN
REFUGE ISLAND NOTES ON
COV STD. PLAN T02-17D.

I:\CITYPWS\AUTOCAD\STD_DETAILS\DRAWING_FILES\T02-17C

REV NO.	DATE	BY	APPR	PUBLIC WORKS - STREETS AND TRANSPORTATION
1	3/08	RAW	MHA	
2	2/07	RAW	MHA	
3	8/08	RAW	MHA	
4	7/14	RAW	MHA	
5	3/17	RAW	MHA	
6	9/21	RAW	MHA	

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

CITY OF
Vancouver
WASHINGTON

TYPICAL PEDESTRIAN
REFUGE ISLAND
SECTIONS

STANDARD PLAN
NUMBER
T02-17C

GENERAL NOTES:

1. FOR SPEEDS ≤ 40 MPH $L=WS^2/60$
L = TAPER LENGTH
W = SHIFT DISTANCE
S = SPEED (POSTED OR 85TH PERCENTILE WHICHEVER IS GREATER)
2. MIN SIZE OF RAISED REFUGE ISLAND = 150 S.F..
3. YELLOW PAINT STRIPING SHALL HAVE A TAPER LENGTH EQUIVALENT TO THE ABOVE FORMULA OR WSDOT REQUIREMENTS, WHICHEVER IS GREATER. PAINT STRIPE 8" AWAY FROM CURB (TYP.).
4. SEE CITY OF VANCOUVER SIGN MOUNTING DETAIL T29-02 AND SIGN POST/ANCHOR INSTALLATION DETAIL T29-03.
5. REFUGE ISLANDS SHALL BE ILLUMINATED.

CONSTRUCTION NOTES:

- ① PLACE RAISED PAVEMENT MARKERS (TYPE 2) ON 1'-0" CENTERS AROUND LEADING RADIUS. SEE DETAIL T29-20.
- ② MEDIAN SHALL BE CONCRETE (CL 3000) PAVEMENT. OTHER OPTIONS WITHIN THE MEDIAN ARE CONCRETE PAVEMENT WITH COLORING OR TEXTURE, PAVERS, OR LANDSCAPING WITH APPROVAL THE DIRECTOR. CONCRETE SCORING SHALL MATCH TEXTURE PATTERN. NO SIGHT OBSTRUCTIONS TALLER THAN 2' WITHOUT APPROVAL FROM THE DIRECTOR.
- ③ "STOP FOR PEDESTRIANS" (R1-6A) AND "KEEP RIGHT" (R4-7b) SIGNS AND SHALL BE PLACED PER MUTCD STANDARDS. BOTTOM OF SIGN AT 2'-0" FROM GROUND. SEE DETAILS T29-03 AND T29-04 FOR PLACEMENT.
- ④ POST "NO PARKING ANYTIME" (R7-1a) SIGN FOR TRAVEL LANES LESS THAN 20' (TYP.). SEE DETAILS T29-03 AND T29-04 FOR PLACEMENT.
- ⑤ USE 2-12" WIDE STRIPES UNLESS SCHOOL CROSSING; THEN USE LADDER STYLE CROSSWALK STRIPING. SEE DETAILS ON T29-41.
- ⑥ DETECTABLE WARNING AREA SHALL BE 2' IN WIDTH FROM THE TRAVELED EDGE OF ROADWAY (TYP.) SEE DETECTABLE WARNING PATTERN DETAIL T02-15.
- ⑦ PAINT CURB YELLOW AROUND LEADING RADIUS.
- ⑧ 3" MIN. DEPTH OF CRUSHED SURFACING TOP COURSE.
- ⑨ COMPACT SUBGRADE AND CRUSHED SURFACING TOP COURSE TO 95% OF MAXIMUM DRY DENSITY (3" MIN.).

I:\CITYAPPS\AUTOCAD\STD_DETAILS\DRAWING_FILES\T02-17D

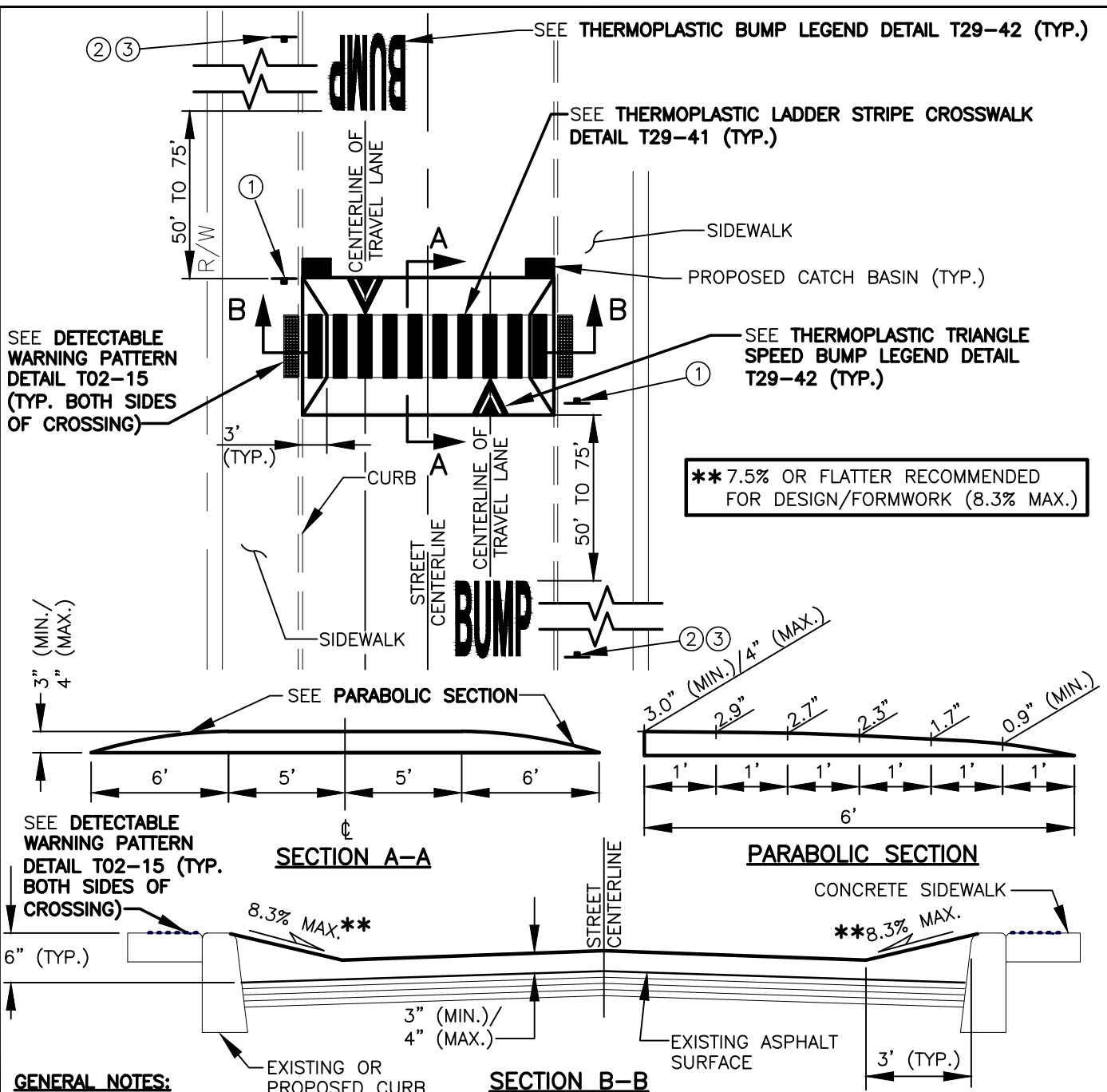
REV NO.	DATE	BY	APPR	PUBLIC WORKS - STREETS AND TRANSPORTATION	
1	3/06	RAW	MHA		
2	2/07	RAW	MHA		
3	8/08	RAW	MHA		
4	7/14	RAW	MHA		
5	4/18	RAW	MHA		
6	9/21	RAW	MHA		

APPROVED BY: 
ENGINEER MANAGER
APPROVED DATE: 9/1/2021



TYPICAL PEDESTRIAN
REFUGE ISLAND
NOTES

STANDARD PLAN
NUMBER
T02-17D



GENERAL NOTES:

1. RAISED CROSSWALK REQUIRES STORM WATER TO BE COLLECTED AND CONVEYED TO AN APPROPRIATE LOCATION.
2. RAISED CROSSWALK SHALL BE CONSTRUCTED OF HOT MIX ASPHALT CLASS 3/8" PG 58H-22 0.3 TO 3.0 ESAL MIX DESIGN UNLESS OTHERWISE SPECIFIED.

SIGNS:

- ① INSTALL MUTCD STANDARD SIGNS W11-2 AND W16-7 UNLESS IN SCHOOL WALK ROUTE THEN USE S1-1 AND W16-7. SEE **SIGN MOUNTING DETAILS T29-02 AND T29-03.**
- ② INSTALL MUTCD STANDARD W17-1 ("SPEED BUMP") SIGN 150' (POSTED SPEED=25MPH) OR 175' (POSTED SPEED=30MPH) AHEAD OF RAISED CROSSWALK AT BEGINNING OF A SERIES OF HUMPS OR AS NECESSARY. SEE **SIGN MOUNTING DETAILS T29-02 AND T29-03.**
- ③ IN PLACING SIGNS AT MULTIPLE RAISED CROSSWALKS ALONG A ROADWAY, HAVE THE SIGNS AT THE BEGINNING OF THE INSTALLATION WITH SUPPLEMENTAL SIGN "W16-4" DESIGNATING HOW MANY BLOCK, NOT AT EACH RAISED CROSSWALK.

REV NO.	DATE	BY	APPR	PUBLIC WORKS - STREETS AND TRANSPORTATION
1	7/14	RAW	MHA	
2	1/15	RAW	MHA	
3	3/17	RAW	MHA	
4	4/18	RAW	MHA	
5	7/19	RAW	MHA	
6	9/21	RAW	MHA	

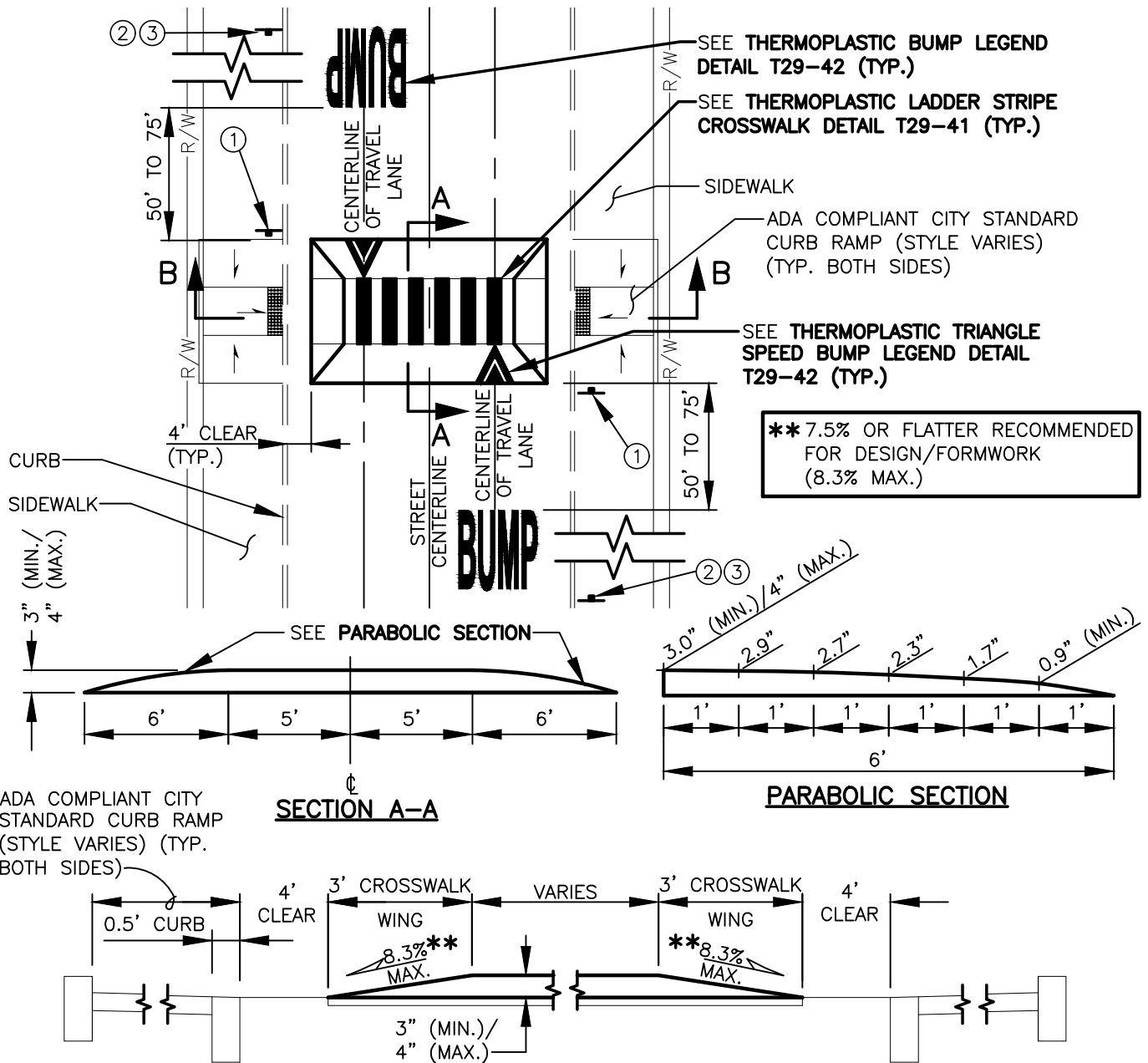
APPROVED BY: *M.H. Pedraza*
ENGINEER MANAGER
APPROVED DATE: 9/1/2021

CITY OF
Vancouver
WASHINGTON

RAISED CROSSWALK
PREFERRED OPTION

STANDARD PLAN
NUMBER

T02-20



GENERAL NOTES:

1. RAISED CROSSWALK REQUIRES STORM WATER TO BE COLLECTED AND CONVEYED TO AN APPROPRIATE LOCATION.
2. USE THIS OPTION ONLY WITH APPROVAL FROM CITY DIRECTOR.
3. RAISED CROSSWALK SHALL BE CONSTRUCTED OF HOT MIX ASPHALT CLASS 3/8" PG 58H-22 0.3 TO 3.0 ESAL MIX DESIGN UNLESS OTHERWISE SPECIFIED.

SIGNS:

- ① INSTALL MUTCD STANDARD SIGNS W11-2 AND W16-7 UNLESS IN SCHOOL WALK ROUTE THEN USE S1-1 AND W16-7. SEE **SIGN MOUNTING DETAILS T29-02 AND T29-03.**
- ② INSTALL MUTCD STANDARD W17-1 ("SPEED BUMP") SIGN 150' (POSTED SPEED=25MPH) OR 175' (POSTED SPEED=30MPH) AHEAD OF RAISED CROSSWALK AT BEGINNING OF A SERIES OF HUMPS OR AS NECESSARY. SEE **SIGN MOUNTING DETAILS T29-02 AND T29-03.**
- ③ IN PLACING SIGNS AT MULTIPLE RAISED CROSSWALKS ALONG A ROADWAY, HAVE THE SIGNS AT THE BEGINNING OF THE INSTALLATION WITH SUPPLEMENTAL SIGN "W16-4" DESIGNATING HOW MANY BLOCK, NOT AT EACH RAISED CROSSWALK.

REV NO.	DATE	BY	APPR	PUBLIC WORKS - STREETS AND TRANSPORTATION
1	8/08	RAW	MHA	
2	7/14	RAW	MHA	
3	1/15	RAW	MHA	
4	3/17	RAW	MHA	
5	7/19	RAW	MHA	
6	9/21	RAW	MHA	

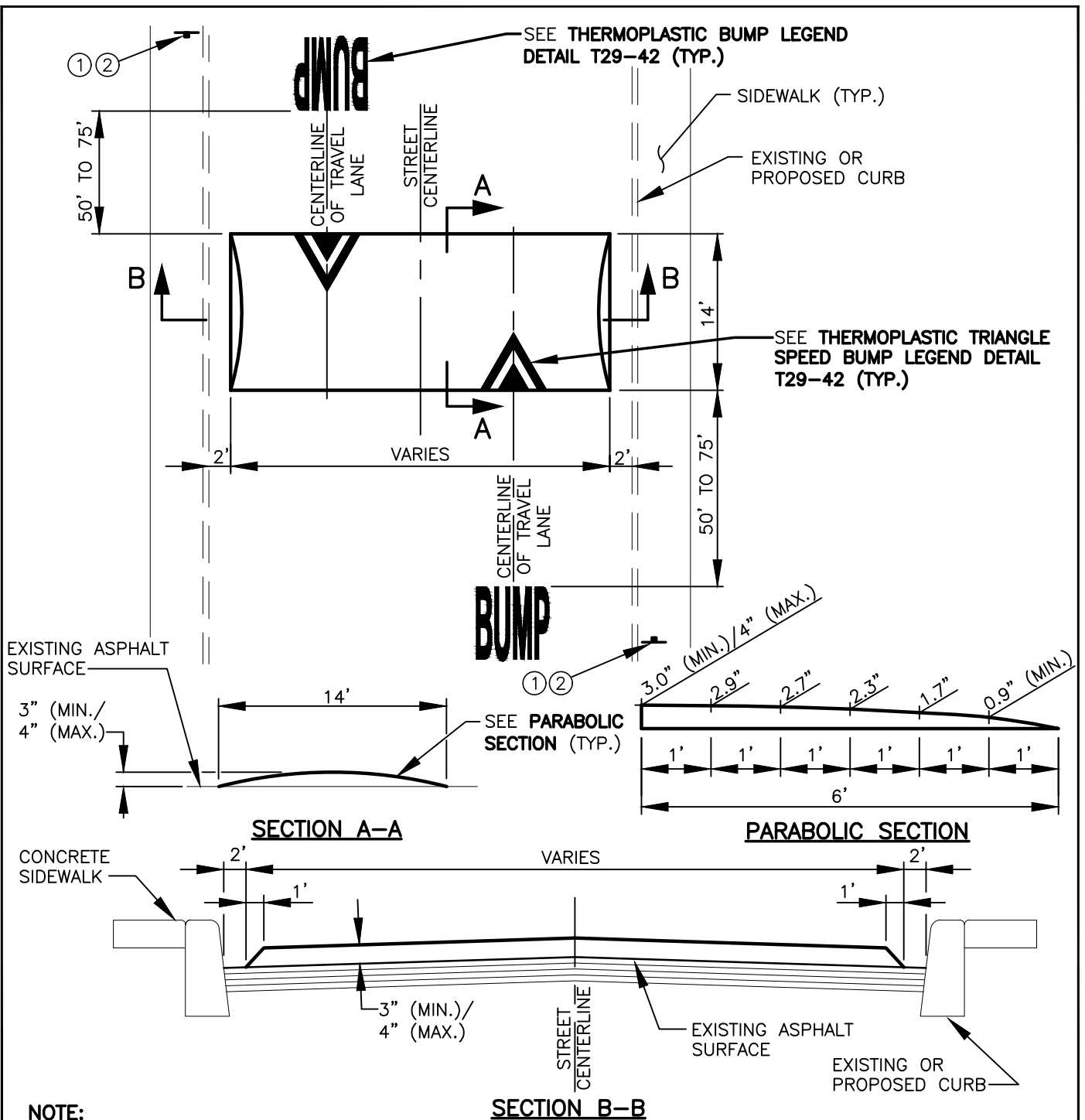
APPROVED BY: *M. H. Pedraza*
ENGINEER MANAGER
APPROVED DATE: 9/1/2021

CITY OF
Vancouver
WASHINGTON

RAISED CROSSWALK OPTION B

STANDARD PLAN
NUMBER

T02-21



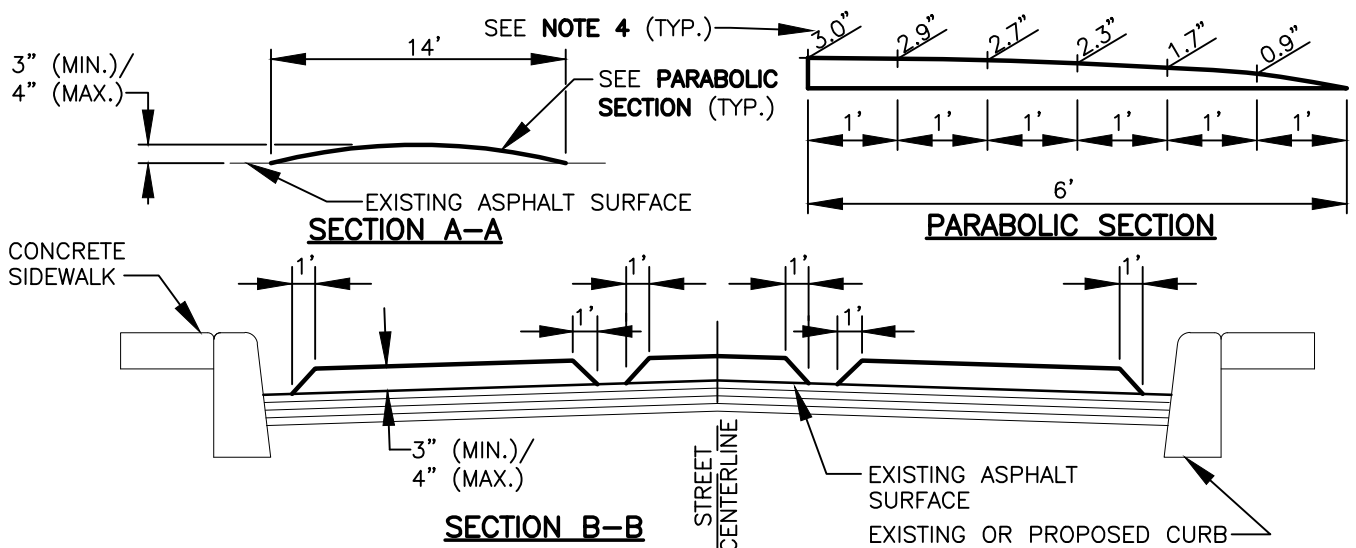
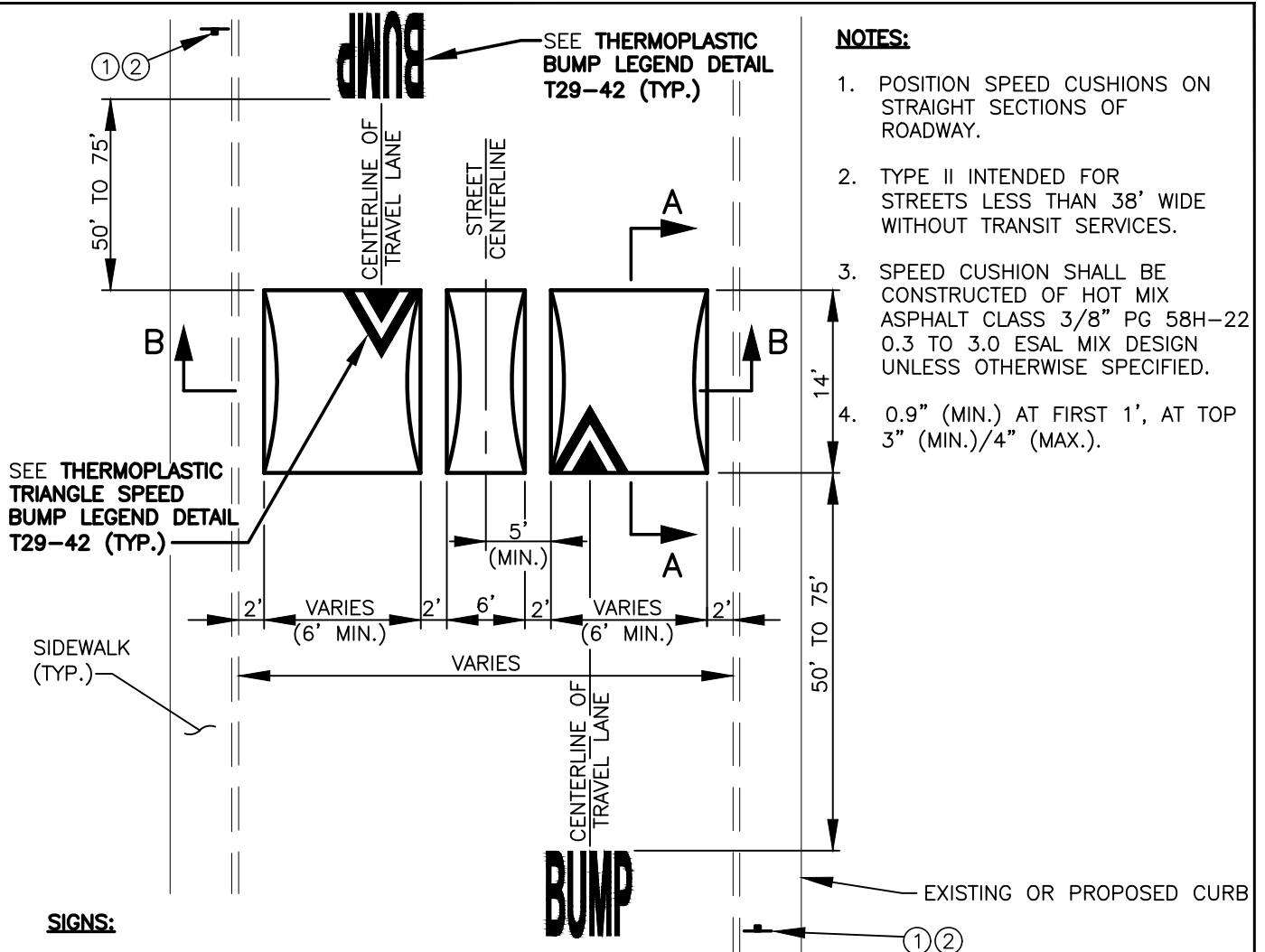
I:\CITYAPPS\AUTOCAD\STD_DETAILS\DRAWING_FILES\T02-22

REV NO.	DATE	BY	APPR	PUBLIC WORKS – STREETS AND TRANSPORTATION
1	2/07	RAW	MHA	
2	8/08	RAW	MHA	
3	7/14	RAW	MHA	
4	1/15	RAW	MHA	
5	7/19	RAW	MHA	
6	9/21	RAW	MHA	

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



SPEED BUMP	STANDARD PLAN NUMBER T02-22
------------	--------------------------------



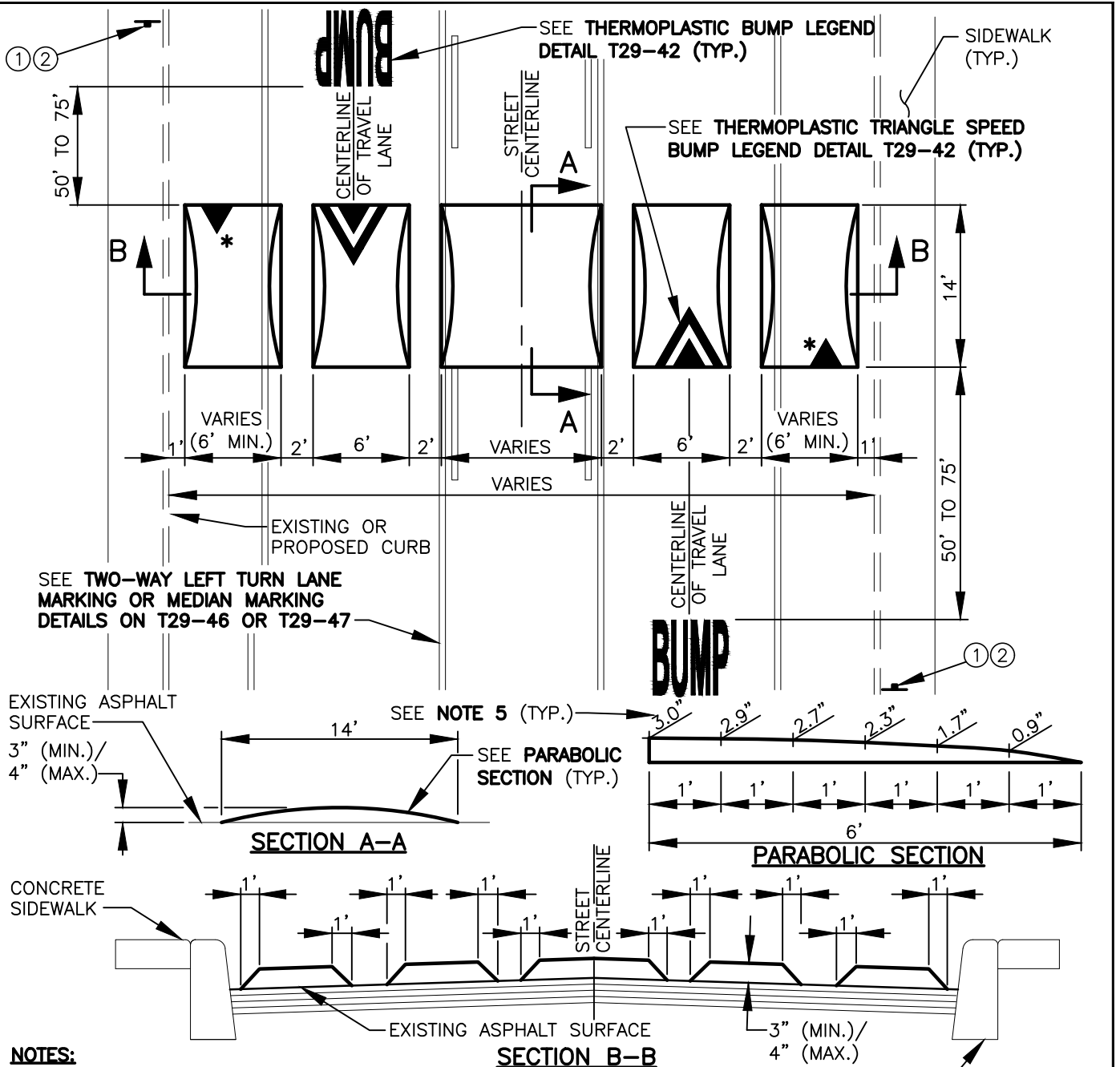
I:\CITYAPPS\AUTOCAD\STD_DETAILS\DRAWING_FILES\T02-24

REV NO.	DATE	BY	APPR	PUBLIC WORKS - STREETS AND TRANSPORTATION
1	2/07	RAW	MHA	
2	8/08	RAW	MHA	
3	7/14	RAW	MHA	
4	1/15	RAW	MHA	
5	7/19	RAW	MHA	
6	9/21	RAW	MHA	

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



SPEED CUSHION TYPE II	STANDARD PLAN NUMBER
	T02-24



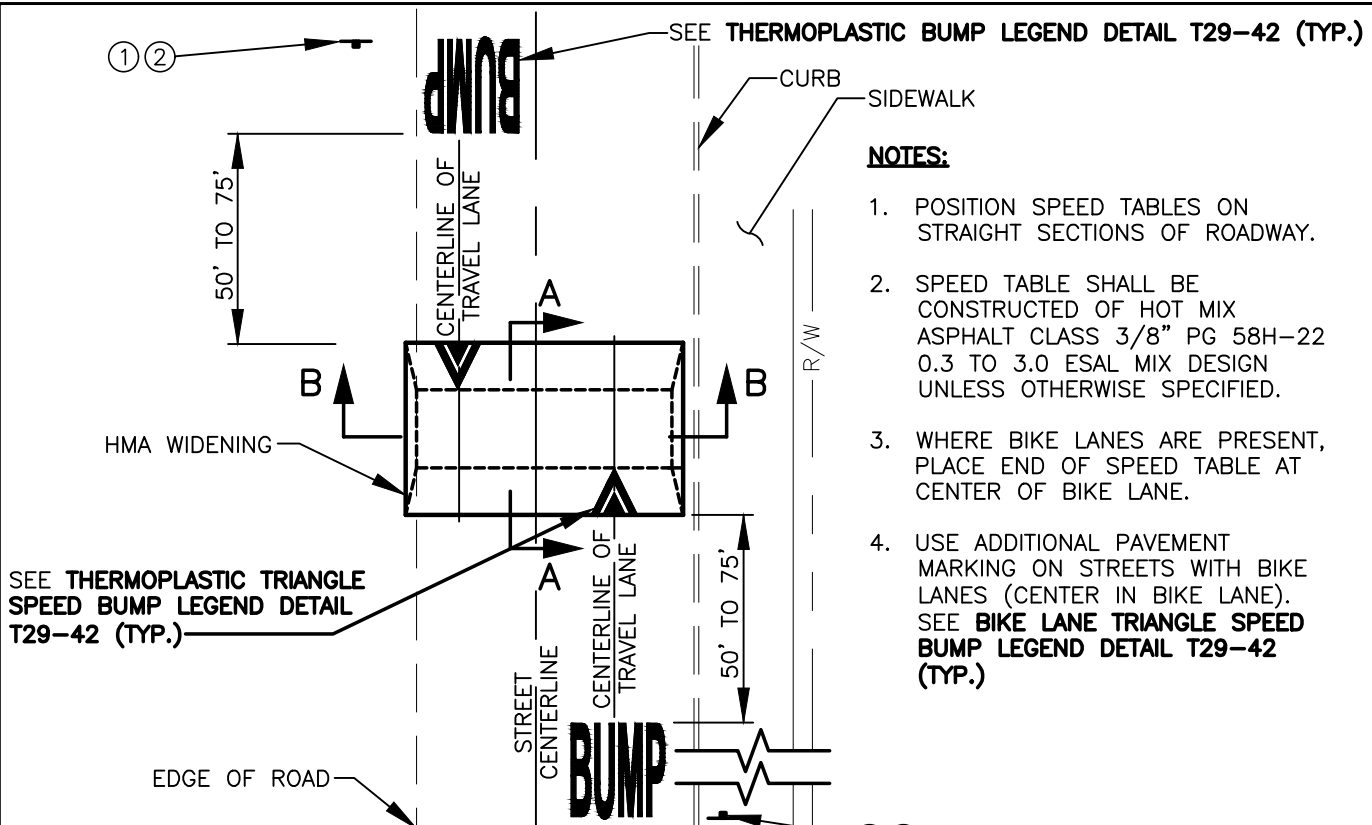
I:\CITYAPPS\AUTOCAD\STD_DETAILS\DRAWING_FILES\T0-25

REV NO.	DATE	BY	APPR	PUBLIC WORKS - STREETS AND TRANSPORTATION
1	2/07	RAW	MHA	
2	8/08	RAW	MHA	
3	7/14	RAW	MHA	
4	1/15	RAW	MHA	
5	7/19	RAW	MHA	
6	9/21	RAW	MHA	

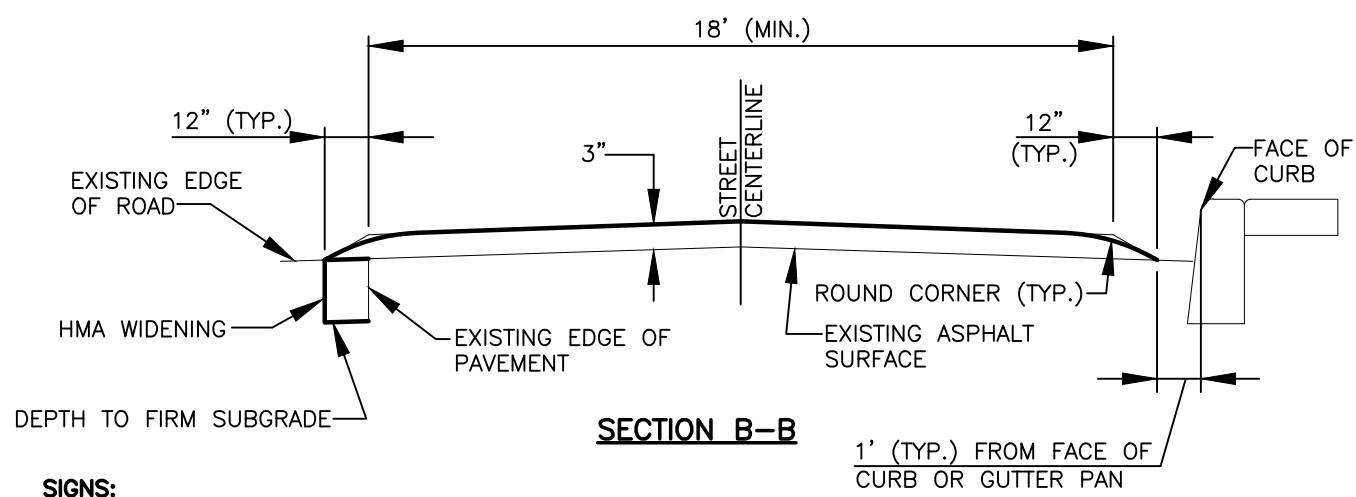
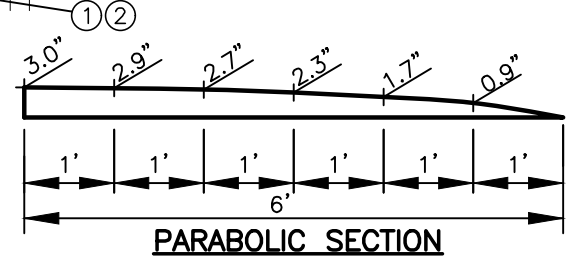
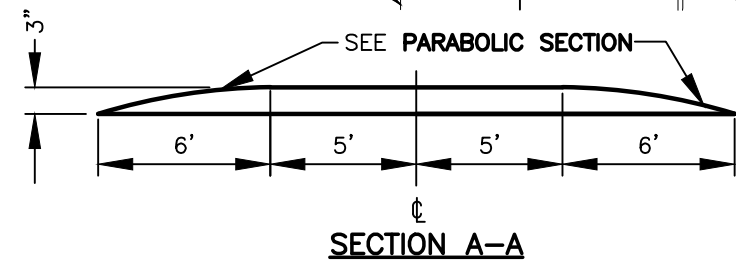
APPROVED BY: *M.H. Pedraza*
ENGINEER MANAGER
APPROVED DATE: 9/1/2021



SPEED CUSHION TYPE III	STANDARD PLAN NUMBER
	T02-25



- NOTES:**
1. POSITION SPEED TABLES ON STRAIGHT SECTIONS OF ROADWAY.
 2. SPEED TABLE SHALL BE CONSTRUCTED OF HOT MIX ASPHALT CLASS 3/8" PG 58H-22 0.3 TO 3.0 ESAL MIX DESIGN UNLESS OTHERWISE SPECIFIED.
 3. WHERE BIKE LANES ARE PRESENT, PLACE END OF SPEED TABLE AT CENTER OF BIKE LANE.
 4. USE ADDITIONAL PAVEMENT MARKING ON STREETS WITH BIKE LANES (CENTER IN BIKE LANE). SEE **BIKE LANE TRIANGLE SPEED BUMP LEGEND DETAIL T29-42 (TYP.)**



SIGNS:

- ① INSTALL MUTCD STANDARD W17-1 ("SPEED BUMP") SIGN 175' AHEAD OF SPEED TABLE AT THE BEGINNING OF A SERIES OF SPEED TABLES OR AS NECESSARY SEE **SIGN MOUNTING DETAILS T29-02 AND T29-03**
- ② IN PLACING SIGNS AT MULTIPLE SPEED TABLES ALONG A ROADWAY, PLACE SIGNS AT THE BEGINNING OF THE INSTALLATION WITH SUPPLEMENTAL SIGN "W16-4" DESIGNATING HOW MANY BLOCKS, NOT AT EACH SPEED TABLE.

I:\CITYAPPS\AUTOCAD\STD_DETAILS\DRAWING_FILES\T02-26B

REV NO.	DATE	BY	APPR	PUBLIC WORKS – STREETS AND TRANSPORTATION
1	7/19	RAW	MHA	
2	9/21	RAW	MHA	

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



SPEED TABLE (30 MPH POSTED)	STANDARD PLAN NUMBER T02-26B
--------------------------------	---------------------------------