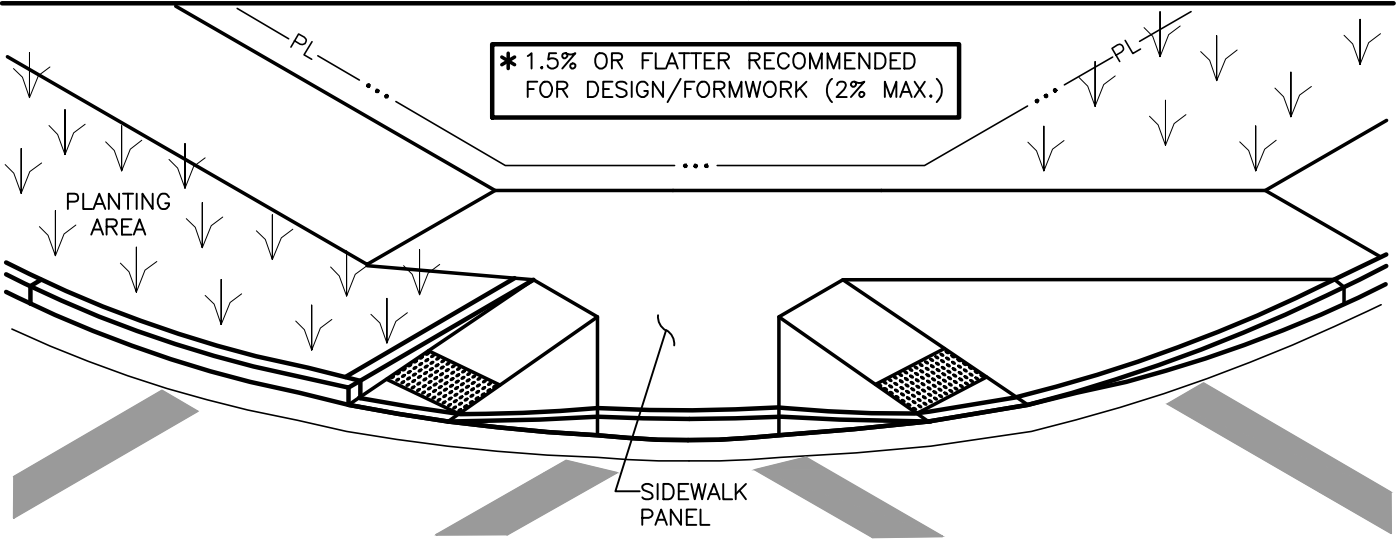
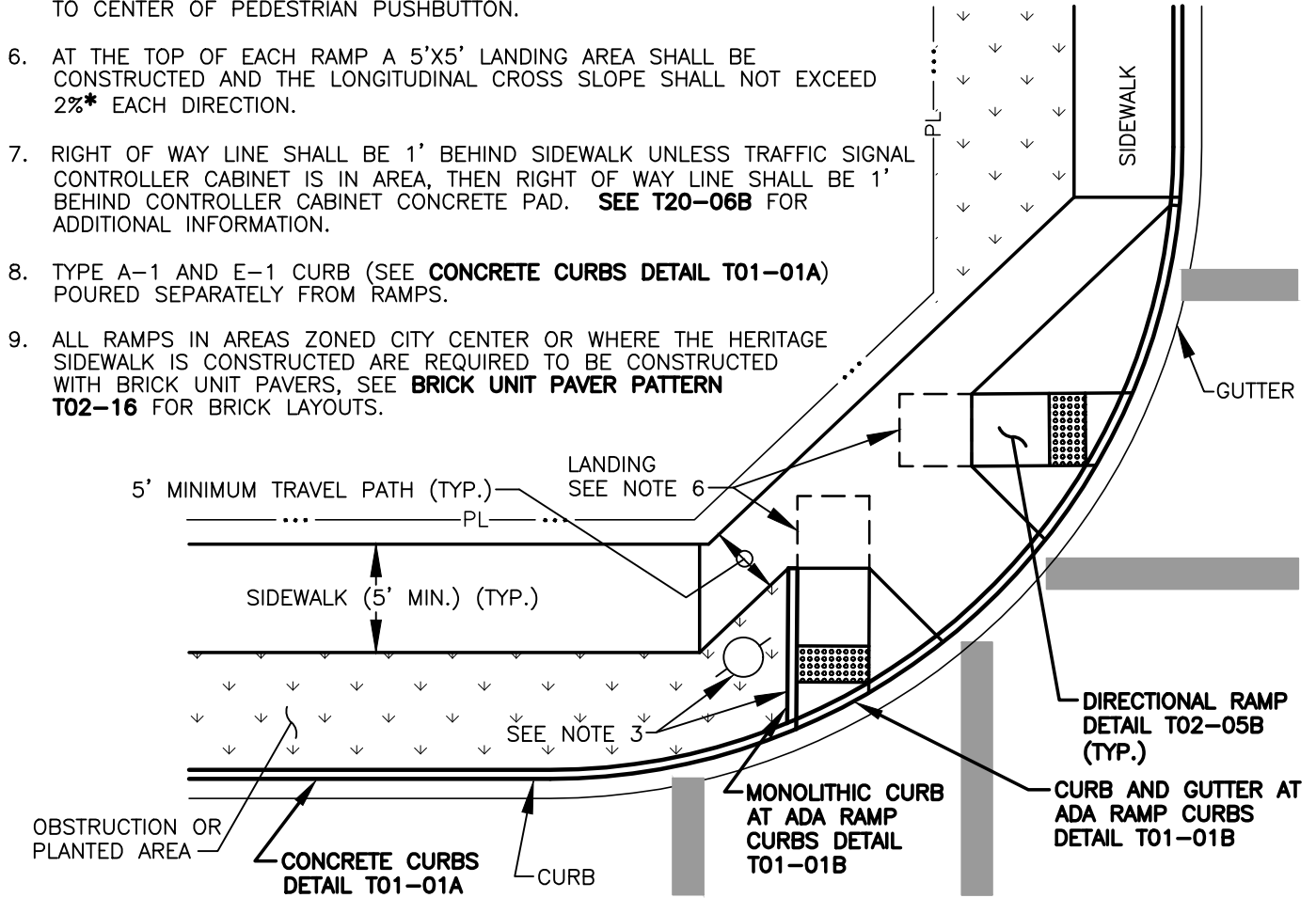


**NOTES:**

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. AT THE TOP OF EACH RAMP A 5'X5' LANDING AREA SHALL BE CONSTRUCTED AND THE LONGITUDINAL 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.



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<p><b>CITY OF Vancouver</b> WASHINGTON</p>	<b>DOUBLE DIRECTIONAL RAMP PLACEMENT</b>			STD. PLAN NO.
	CITY OF VANCOUVER DEPARTMENT OF PUBLIC WORKS TRANSPORTATION DIVISION			<b>T02-05A</b>
	DRAWN BY CDC	APPROVED BY <i>M.H.H.</i>	APPROVAL DATE 8/04	REVISION 7
		APPROVAL DATE 3/24		