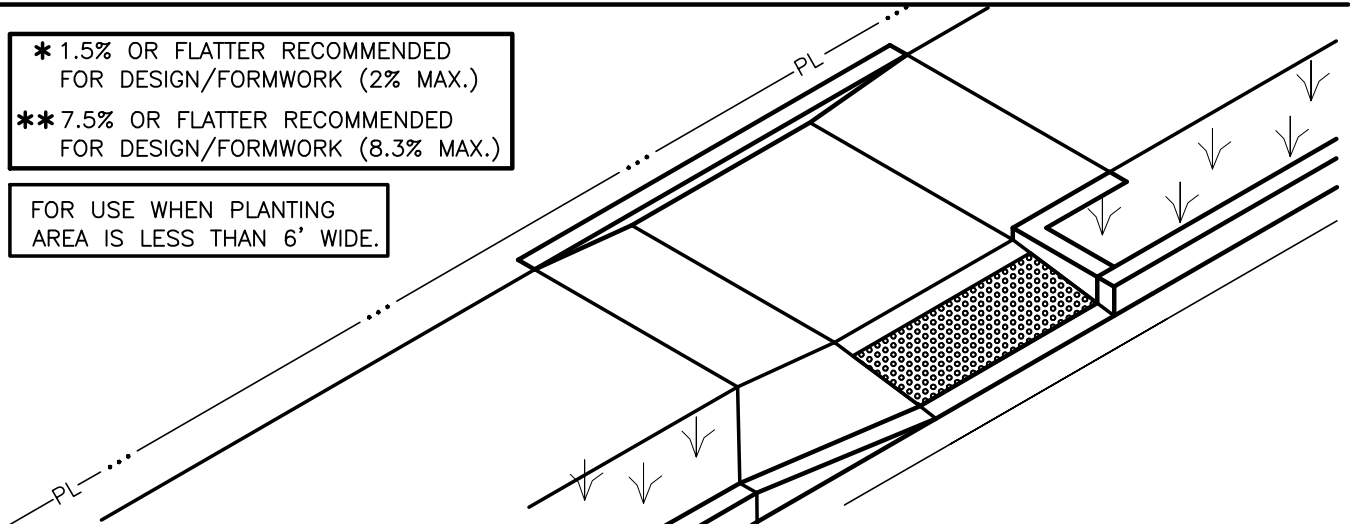


NOTES:

1. EXISTING CURB AND SIDEWALK TO BE SAWCUT AND REMOVED FOR INSTALLATION OF NEW RAMP.
2. RAMP MAY BE USED MID BLOCK OR ON INTERSECTION RADIUS.
3. RAMP TO BE CENTERED IN CROSSWALK.
4. RAMPS TO BE CONSTRUCTED SEPARATELY FROM SIDEWALK AND ISOLATED BY EXPANSION JOINT MATERIAL.
5. WING DIMENSIONS MAY VARY TO MEET REQUIRED SLOPE.
6. IF THE AREA BEHIND THE SIDEWALK IS VEGETATED, THE BACK CURB MAY BE REPLACED BY A SLOPE NO STEEPER THAN 4:1.
7. DIMENSION 'A' VARIES DEPENDING UPON THE WIDTH OF THE PLANTER STRIP D=6.00-C, 2' MIN.
8. SEE SECTION D-D ON **STANDARD LANDING CROSS SECTIONS - C-C AND D-D DETAIL T02-13.**
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.

* 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.



COMBINATION RAMP CONSTRUCTION



CITY OF VANCOUVER
 DEPARTMENT OF PUBLIC WORKS
 TRANSPORTATION DIVISION

DRAWN BY	APPROVED BY	APPROVAL DATE
CDC	<i>M.H.H.</i>	8/04
REVISION	APPROVED BY	APPROVAL DATE
7	<i>M.H.H.</i>	3/24

STD. PLAN NO.
T02-06C