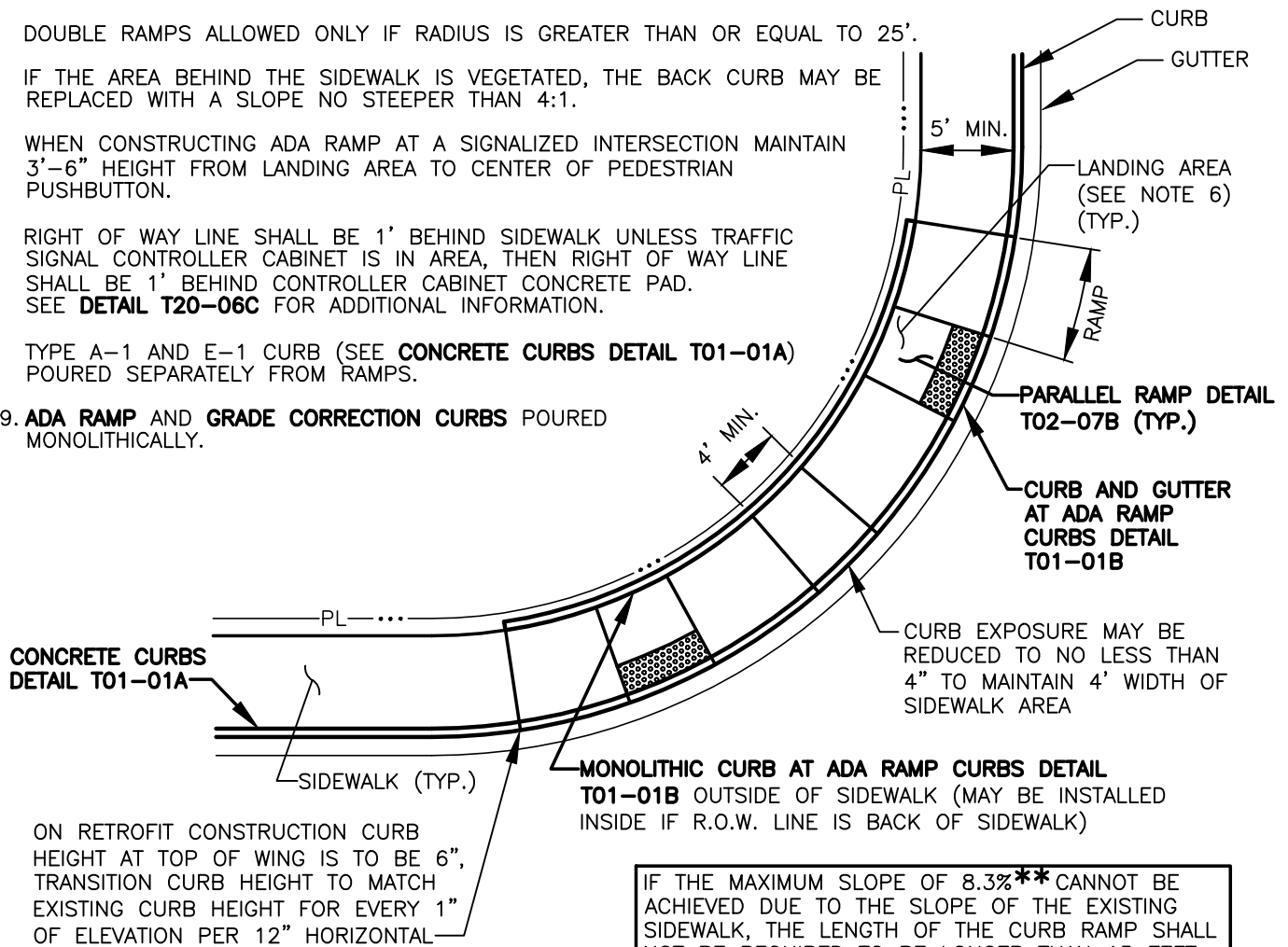


NOTES:

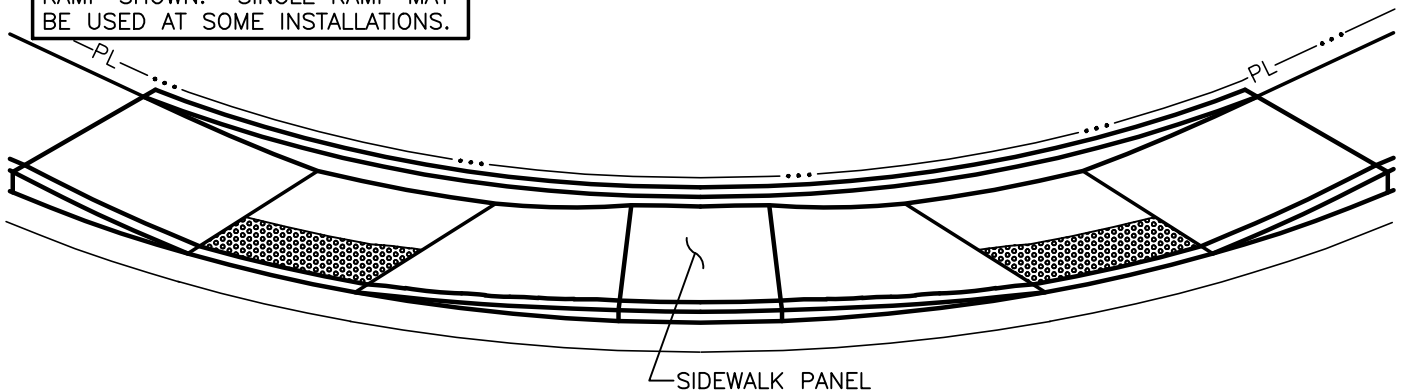
1. EXISTING CURB AND SIDEWALK TO BE SAWCUT AND REMOVED FOR INSTALLATION OF NEW RAMPS.
2. RAMPS TO BE POURED SEPARATELY FROM SIDEWALK AND ISOLATED BY EXPANSION JOINT MATERIAL.
3. WING DIMENSIONS MAY VARY TO MEET REQUIRED SLOPE.
4. DOUBLE RAMPS ALLOWED ONLY IF RADIUS IS GREATER THAN OR EQUAL TO 25'.
5. 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.)



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DOUBLE PARALLEL RAMP PLACEMENT

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.
T02-07A