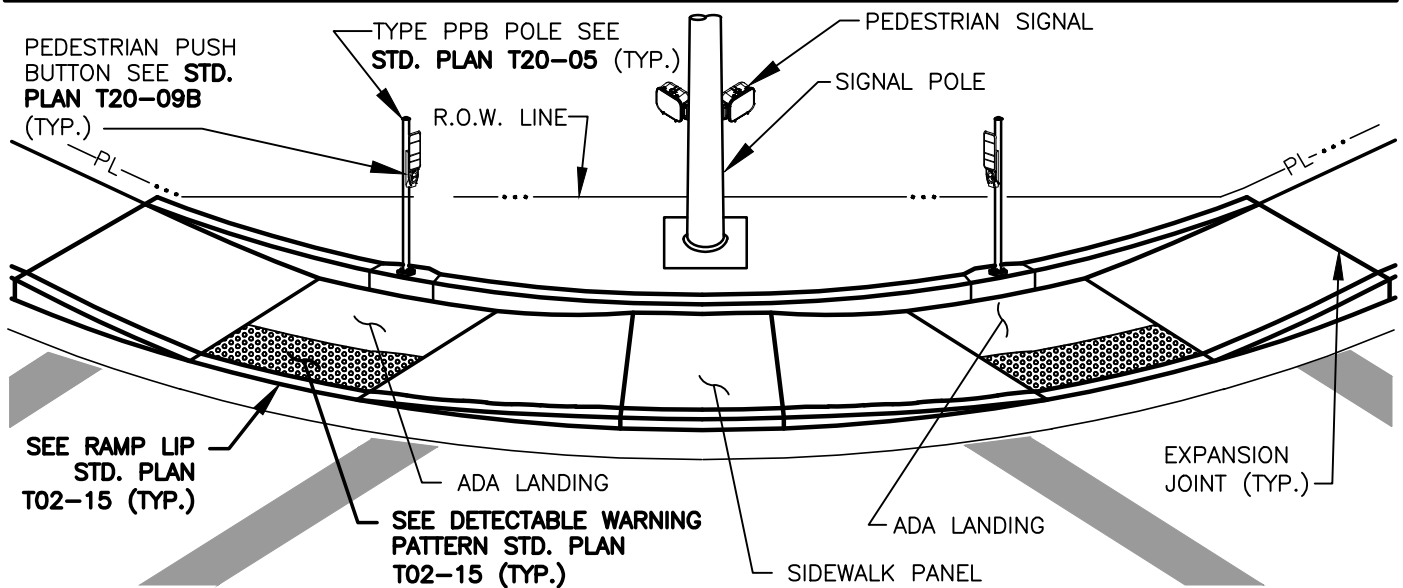
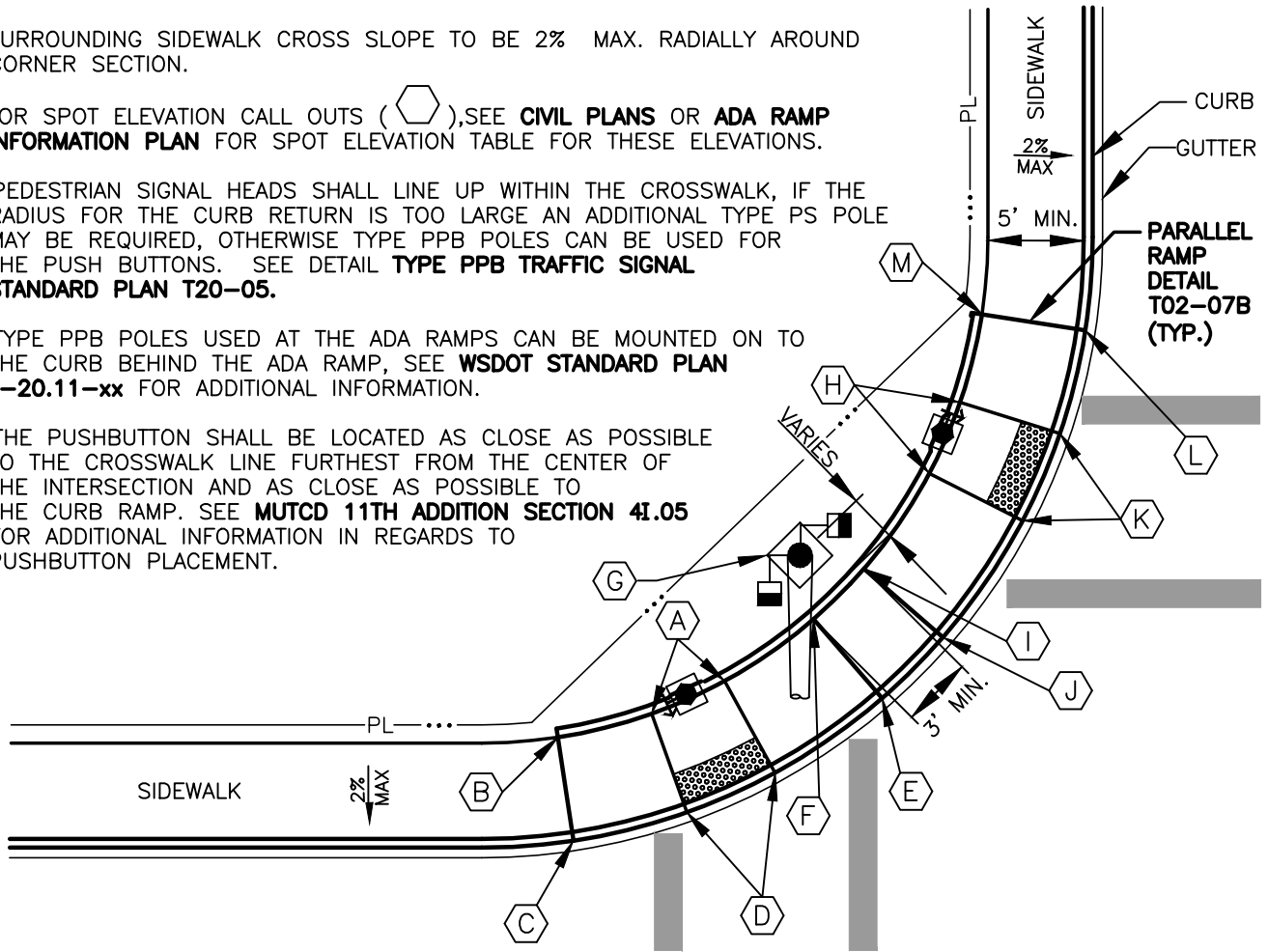


NOTES:

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 WITH 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 PPB TRAFFIC SIGNAL STANDARD PLAN 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 **MUTCD 11TH ADDITION SECTION 4I.05** FOR ADDITIONAL INFORMATION IN REGARDS TO PUSHBUTTON PLACEMENT.



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DOUBLE PARALLEL RAMP PLACEMENT FOR TRAFFIC SIGNAL STANDARDS

CITY OF VANCOUVER
DEPARTMENT OF PUBLIC WORKS
TRANSPORTATION DIVISION

DRAWN BY	APPROVED BY	APPROVAL DATE
CDC		2/07
REVISION	APPROVED BY	APPROVAL DATE
6		3/24

STD. PLAN NO.
T20-06C