



- NOTES:**
1. ALL CONCRETE TO BE CLASS "B", MAG SECTION 725.
  2. ALL RAMPS AND DETECTABLE WARNING SHALL BE ALIGNED PERPENDICULAR TO THE CURB AT THE RAMP CONTROL POINT. CROSSWALKS SHALL BE ALIGNED PERPENDICULAR TO THE STREET CENTERLINE AS MUCH AS POSSIBLE.
  3. RAMP LANDING DEPTH SHALL MATCH SIDEWALK WIDTH, 5' MINIMUM, AS MEASURED RADIALY FROM BACK OF CURB TO FACE OF RAMP CURB.
  4. WHEN A CONCRETE APRON EXISTS THE SAWCUT MAY BE MADE IN THE APRON 2' FROM BACK OF EXISTING CURB.
  5. SEE PLANS FOR LOCATION OF SIDEWALK RAMP CENTERLINE.
  6. PROVIDE 10" MAXIMUM TO FACE OF ANY EXISTING PEDESTRIAN PUSH BUTTON. RAMP CURB AND LANDING MAY NEED TO BE EXTENDED AROUND POLE TO PROVIDE ACCESS TO PUSH BUTTON, OR MOVE BUTTON AS NEEDED.
  7. THIS SIDEWALK RAMP DETAIL IS FOR RETROFITTING ONLY AND IS NOT TO BE USED FOR NEW CONSTRUCTION.
  8. EACH RAMP RETROFIT REQUIRES A SITE SPECIFIC ASSESSMENT AND FIELD REVIEW BY THE DESIGN ENGINEER TO ENSURE A FUNCTIONAL DESIGN.
  9. RAMP WIDTH SHALL MATCH SIDEWALK OR PATH WIDTH, 5' MINIMUM AS MEASURED AT BACK OF RAMP ALONG RAMP CURB.

DETAIL NO.  
**2233-2**

**City of Scottsdale  
Standard Details**

APPROVED BY:  
**Scottsdale Standards &  
Specifications Committee**

**DIRECTIONAL SIDEWALK RAMP RETROFIT - TYPE B**

DETAIL NO.  
**2233-2**