



**SECTION A-A**

**NOTES:**

- A. CROSSWALK LINES SHOULD BE DOUBLE LINES FOR PXOs AND SCHOOL CROSSINGS AS PER T-310.030-6. ALL OTHER CROSSWALK PAVEMENT MARKINGS AS PER T-310.030-5.
- B. BOTTOM OF THE RAMP SHOULD ALIGN WITH FACE OF CURB (SUITABLE FOR LOW SPEED ROADWAYS PROVIDING BETTER VISIBILITY OF CYCLISTS AND PEDESTRIANS APPROACHING THE CROSSWALK), OR HAVE A 2 m - 4 m OFFSET FROM THE FACE OF CURB (SUITABLE FOR HIGHER SPEED ROADWAYS PROVIDING SPACE FOR TURNING VEHICLES TO QUEUE BETWEEN THE PARALLEL ROADWAY AND THE CROSSWALK).
- C. STANDARD SPACE BETWEEN TOP OF RAMP AND CROSSWALK IS 0.25 m. WIDTH VARIES FOR SKEWED INTERSECTIONS.
- D. REFER TO CITY OF TORONTO-PAVEMENT STRUCTURAL DESIGN MATRIX.
- E. MID-BLOCK RAISED CROSSWALK RAMPS SHALL HAVE A MAXIMUM OF A 4% DIFFERENTIAL SLOPE BETWEEN THE RAMP SLOPE AND THE APPROACH LONGITUDINAL ROADWAY SLOPE.
- F. REFER TO STD T-310.030-20 FOR RAMP SLOPES.

**LEGEND**

- RAISED AREA
- SPEED HUMP MARKING AS PER T-504.02
- TWSI AS PER T-310.030-10
- WA-22 BUMP SIGN
- RA-1 STOP SIGN



ENGINEERING & CONSTRUCTION SERVICES STANDARD DRAWING

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**RAISED CROSSWALK AND CROSSRIDE**

**T-310.030-17**

NTS SHEET 1