



NOTES:

- 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.
- 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).
- STANDARD SPACE BETWEEN TOP OF RAMP AND CROSSWALK IS 0.25 m. WIDTH VARIES FOR SKEWED INTERSECTIONS.
- REFER TO CITY OF TORONTO-PAVEMENT STRUCTURAL DESIGN MATRIX.
- MID-BLOCK RAISED CROSSWALK RAMPS SHALL HAVE A MAXIMUM OF A 4% DIFFERENTIAL SLOPE BETWEEN THE RAMP SLOPE AND THE APPROACH LONGITUDINAL ROADWAY SLOPE.
- REFER TO STD T-310.030-20 FOR RAMP SLOPES.



ENGINEERING & CONSTRUCTION SERVICES STANDARD DRAWING

REV 0 SEPT 2023

RAISED CROSSWALK AND CROSSRIDE

T-310.030-17

NTS SHEET 1