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INDEX OF SHEETS
SECTION 200-CURBS AND ENTRANCES
 VIRGINIA DEPARTMENT OF TRANSPORTATION



ROAD AND BRIDGE STANDARDS

REVISION DATE

SHEET 1 OF 1

200.01

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ROAD AND BRIDGE STANDARDS

SHEET 1 OF 1

REVISION DATE

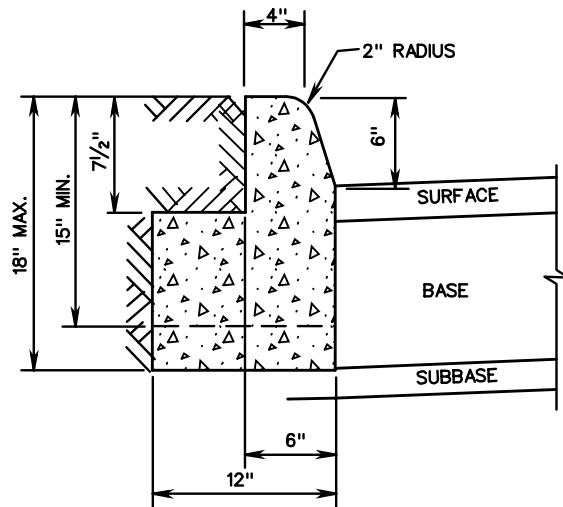
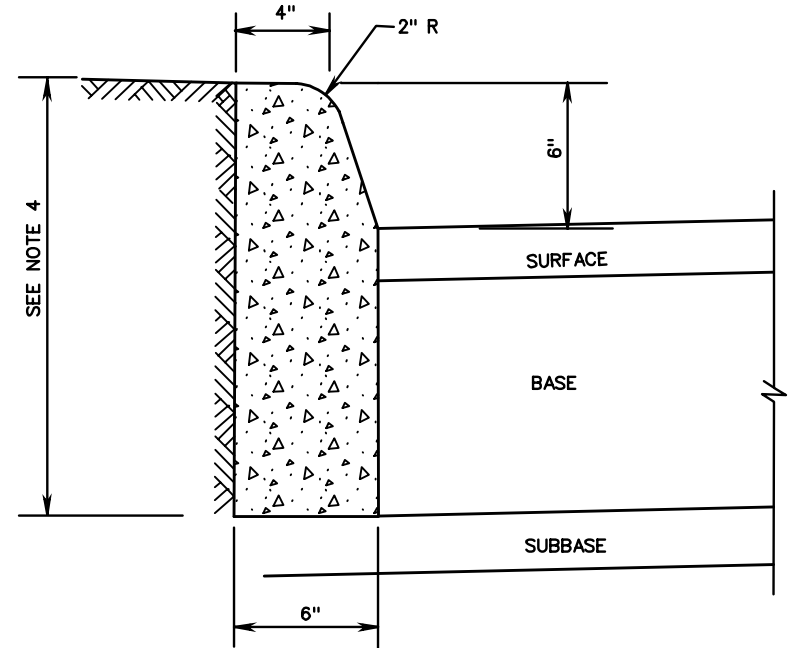
200.02

VIRGINIA DEPARTMENT OF TRANSPORTATION

SPECIFICATION
REFERENCE

NOTES:

1. THIS ITEM MAY BE PRECAST OR CAST IN PLACE.
2. CONCRETE TO BE CLASS A3 IF CAST IN PLACE, 4000 PSI IF PRECAST.
3. CURB HAVING A RADIUS OF 300 FEET OR LESS (ALONG FACE OF CURB) WILL BE PAID FOR AS RADIAL CURB.
4. THE DEPTH OF CURB MAY BE REDUCED AS MUCH AS 3" (15" DEPTH) OR INCREASED AS MUCH AS 3" (21" DEPTH) IN ORDER THAT THE BOTTOM OF CURB WILL COINCIDE WITH THE TOP OF A COURSE OF THE PAVEMENT SUBSTRUCTURE. OTHERWISE, THE DEPTH IS TO BE 18" AS SHOWN. NO ADJUSTMENT IN THE PRICE BID IS TO BE MADE FOR A DECREASE OR AN INCREASE IN DEPTH.
5. CG-2 IS TO BE USED ON ROADWAYS MEETING THE REQUIREMENTS FOR CG-6 AS SHOWN IN APPENDIX A OF THE VDOT ROAD DESIGN MANUAL, IN THE SECTION ON GS URBAN STANDARDS.



**ACCEPTABLE ALTERNATIVE
IF CURB IS EXTRUDED**

SPECIFICATION
REFERENCE

105
502

STANDARD 6" CURB

VIRGINIA DEPARTMENT OF TRANSPORTATION

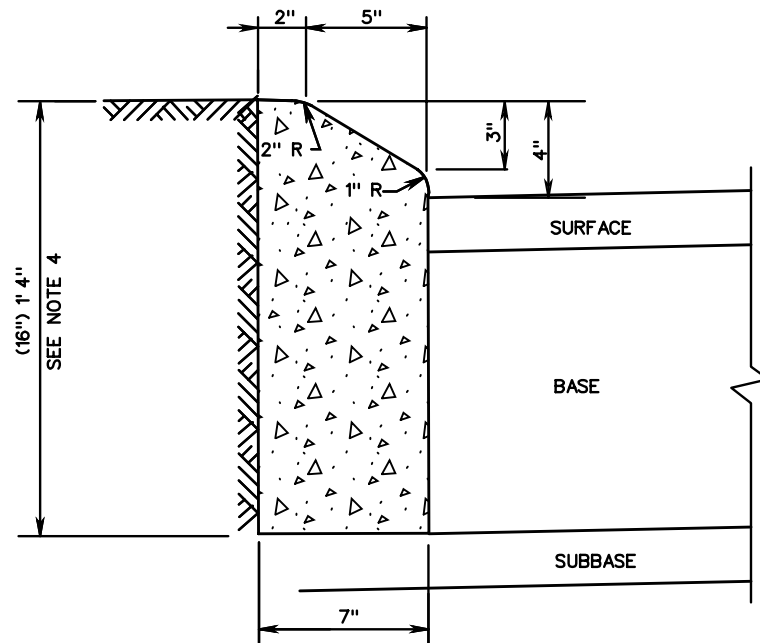
VDOT

ROAD AND BRIDGE STANDARDS

REVISION DATE

SHEET 1 OF 1

201.01



NOTES:

1. THIS ITEM MAY BE PRECAST OR CAST IN PLACE.
2. CONCRETE TO BE CLASS A3 IF CAST IN PLACE, 4000 PSI IF PRECAST.
3. CURB HAVING A RADIUS OF 300 FEET OR LESS (ALONG FACE OF CURB) WILL BE PAID FOR AS RADIAL CURB.
4. THE DEPTH OF CURB MAY BE REDUCED AS MUCH AS 3" (13" DEPTH) OR INCREASED AS MUCH AS 3" (19" DEPTH) IN ORDER THAT THE BOTTOM OF THE CURB WILL COINCIDE WITH THE TOP OF A COURSE OF THE PAVEMENT SUBSTRUCTURE. OTHERWISE, THE DEPTH IS TO BE 16" AS SHOWN. NO ADJUSTMENT IN THE PRICE BID IS TO BE MADE FOR A DECREASE OR AN INCREASE IN DEPTH.
5. CG-3 IS TO BE USED ON ROADWAYS MEETING THE REQUIREMENTS FOR CG-7 AS SHOWN IN APPENDIX A OF THE VDOT ROAD DESIGN MANUAL IN THE SECTION ON GS URBAN STANDARDS.
6. WHEN THIS STANDARD IS TO BE TIED INTO EXISTING BARRIER CURB, THE TRANSITION IS TO BE MADE WITHIN 10' OR THE CHANGE IN STANDARDS CAN BE MADE AT REGULAR OPENINGS.



ROAD AND BRIDGE STANDARDS

STANDARD 4" CURB

SPECIFICATION
REFERENCE

SHEET 1 OF 1

REVISION DATE

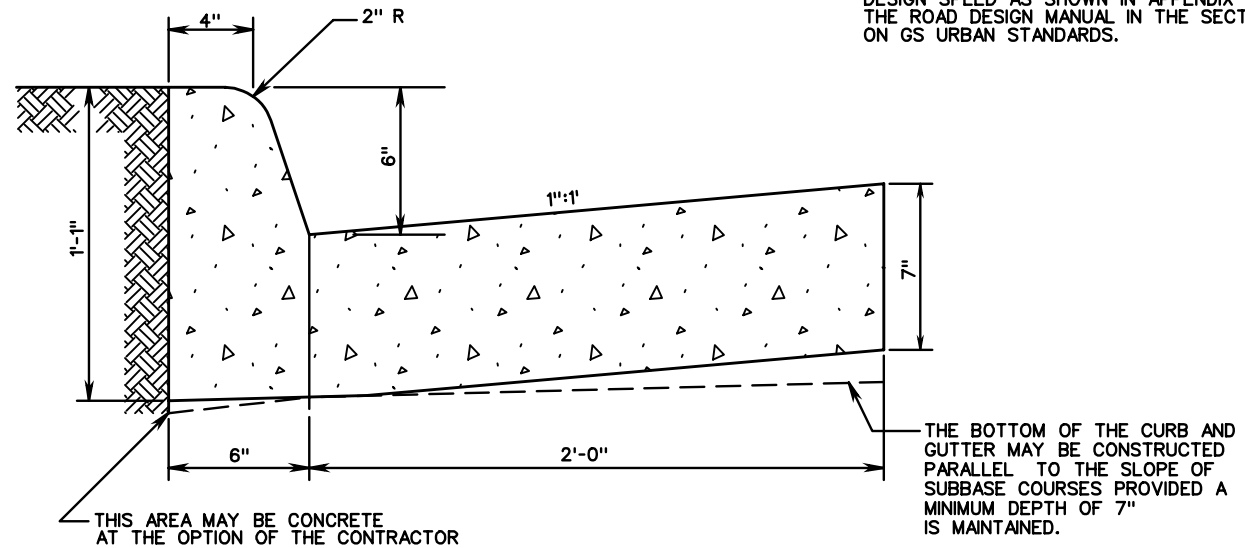
VIRGINIA DEPARTMENT OF TRANSPORTATION

201.02

105
502

NOTES:

1. THIS ITEM MAY BE PRECAST OR CAST IN PLACE.
2. CONCRETE TO BE CLASS A3 IF CAST IN PLACE, 4000 PSI IF PRECAST.
3. COMBINATION CURB & GUTTER HAVING A RADIUS OF 300 FEET OR LESS (ALONG FACE OF CURB) SHALL BE PAID FOR AS RADIAL COMBINATION CURB & GUTTER.
4. FOR USE WITH STABILIZED OPEN-GRADED DRAINAGE LAYER, THE BOTTOM OF THE CURB & GUTTER SHALL BE CONSTRUCTED PARALLEL TO THE SLOPE OF SUBBASE COURSES AND TO THE DEPTH OF THE PAVEMENT.
5. ALLOWABLE CRITERIA FOR THE USE OF CG-6 IS BASED ON ROADWAY CLASSIFICATION AND DESIGN SPEED AS SHOWN IN APPENDIX A OF THE ROAD DESIGN MANUAL IN THE SECTION ON GS URBAN STANDARDS.



SPECIFICATION REFERENCE
105 502

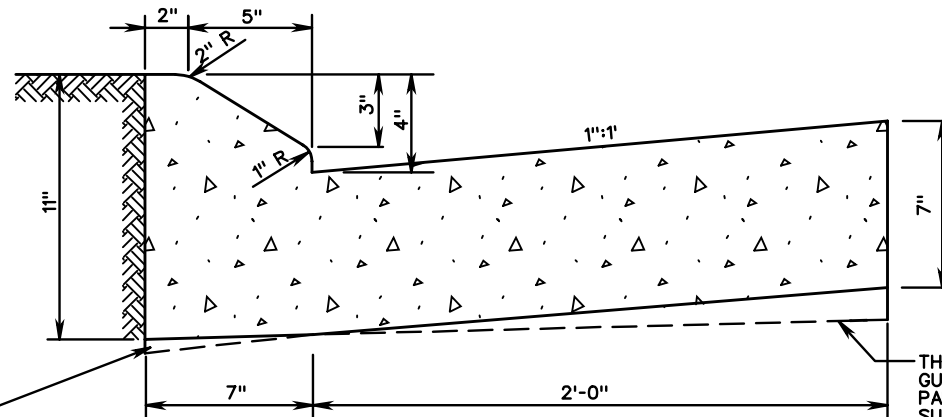
COMBINATION 6" CURB AND GUTTER

VIRGINIA DEPARTMENT OF TRANSPORTATION

VDOT	
ROAD AND BRIDGE STANDARDS	
REVISION DATE	SHEET 1 OF 1
	201.03

NOTES:

1. THIS ITEM MAY BE PRECAST OR CAST IN PLACE.
2. CONCRETE TO BE CLASS A3 IF CAST IN PLACE, 4000 PSI IF PRECAST.
3. COMBINATION CURB & GUTTER HAVING A RADIUS OF 300 FEET OR LESS (ALONG FACE OF CURB) SHALL BE PAID FOR AS RADIAL COMBINATION CURB & GUTTER.
4. FOR USE WITH STABILIZED OPEN-GRADED DRAINAGE LAYER, THE BOTTOM OF THE CURB AND GUTTER **SHALL** BE CONSTRUCTED PARALLEL TO THE SLOPE OF SUBBASE COURSES AND TO THE DEPTH OF THE PAVEMENT.
5. ALLOWABLE CRITERIA FOR THE USE OF CG-7 IS BASED ON ROADWAY CLASSIFICATION AND DESIGN SPEED AS SHOWN IN APPENDIX A OF THE VDOT ROAD DESIGN MANUAL IN THE SECTION ON URBAN GS STANDARDS.
6. WHEN THIS STANDARD IS TO BE TIED INTO EXISTING BARRIER CURB, THE TRANSITION IS TO BE MADE WITHIN 10' OR THE CHANGE IN STANDARDS CAN BE MADE AT REGULAR OPENINGS.
7. WHEN COMBINATION MOUNTABLE CURB AND GUTTER IS USED, THE STANDARD ENTRANCE GUTTERS OR STANDARD CONNECTION FOR STREET INTERSECTIONS ARE TO HAVE THE MOUNTABLE CURB CONFIGURATION INCORPORATED.



THIS AREA MAY BE CONCRETE AT THE OPTION OF THE CONTRACTOR

THE BOTTOM OF THE CURB AND GUTTER MAY BE CONSTRUCTED PARALLEL TO THE SLOPE OF SUBBASE COURSES PROVIDED A MIN. DEPTH OF 7" IS MAINTAINED



ROAD AND BRIDGE STANDARDS

SHEET 1 OF 1

REVISION DATE

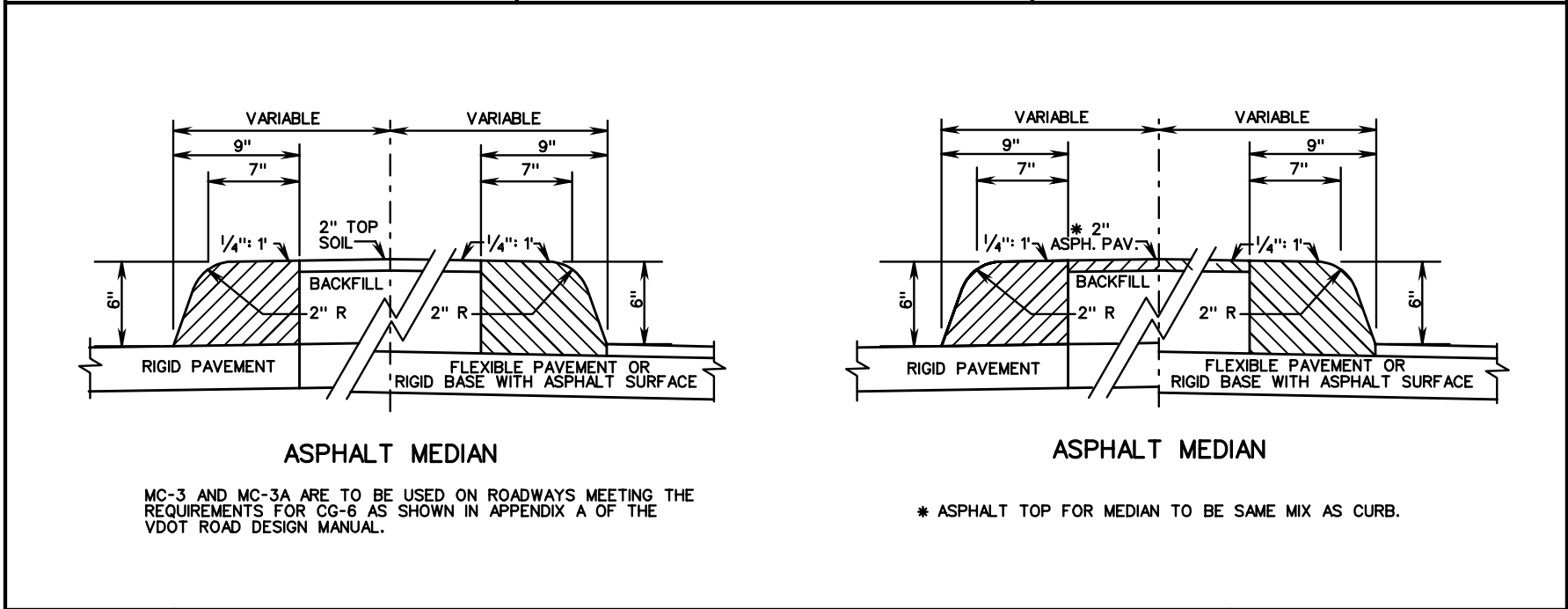
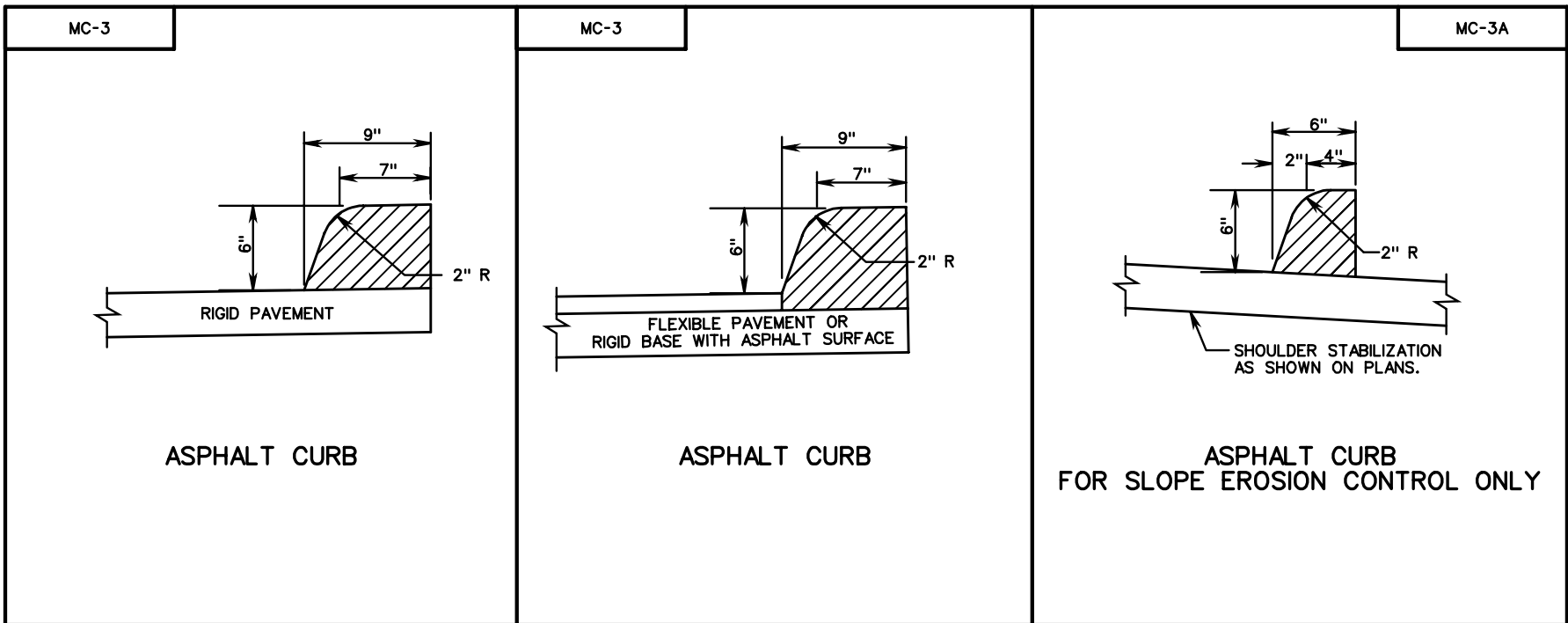
201.04


COMBINATION 4" CURB AND GUTTER

VIRGINIA DEPARTMENT OF TRANSPORTATION

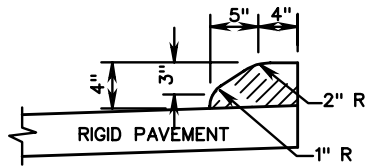
SPECIFICATION REFERENCE

105
502



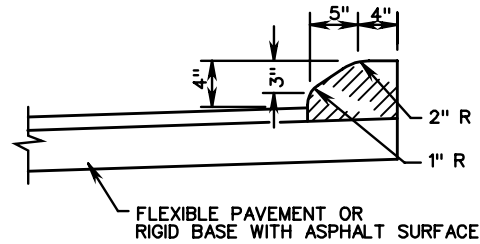
SPECIFICATION REFERENCE	<h2 style="margin: 0;">ASPHALT CONCRETE CURB AND MEDIAN</h2> <p style="margin: 0;">(FOR TEMPORARY OR PERMANENT INSTALLATION)</p> <p style="margin: 0;">VIRGINIA DEPARTMENT OF TRANSPORTATION</p>	 ROAD AND BRIDGE STANDARDS
502		REVISION DATE SHEET 1 OF 1 201.05

MC-3B



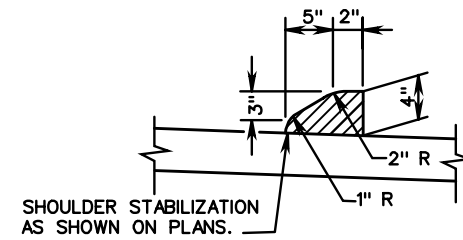
ASPHALT CURB

MC-3B



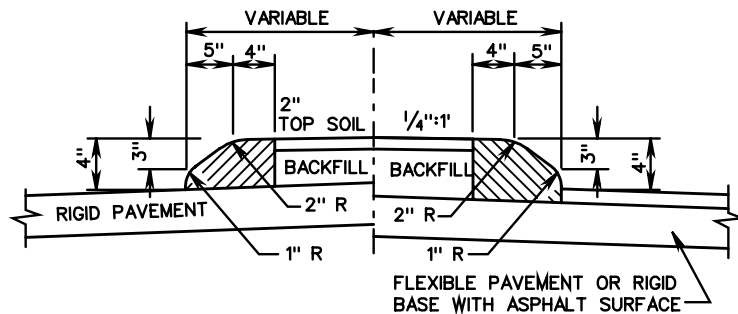
ASPHALT CURB

MC-3C



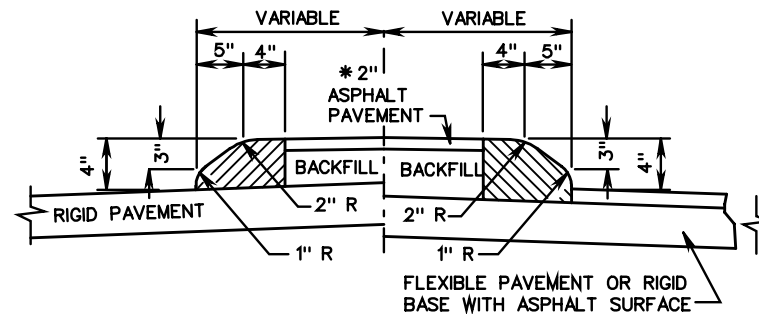
ASPHALT CURB
FOR SLOPE EROSION CONTROL ONLY

MC-3B



ASPHALT MEDIAN

MC-3B AND MC-3C ARE TO BE USED ON ROADWAYS MEETING THE REQUIREMENTS FOR CG-7 AS SHOWN IN APPENDIX A OF THE VDOT ROAD DESIGN MANUAL IN THE SECTION ON GS STANDARDS.



ASPHALT MEDIAN

* ASPHALT TOP FOR MEDIAN TO BE SAME MIX AS CURB.



ROAD AND BRIDGE STANDARDS

SHEET 1 OF 1

REVISION DATE

201.06

ASPHALT CONCRETE CURB AND MEDIAN
(FOR TEMPORARY OR PERMANENT INSTALLATION)

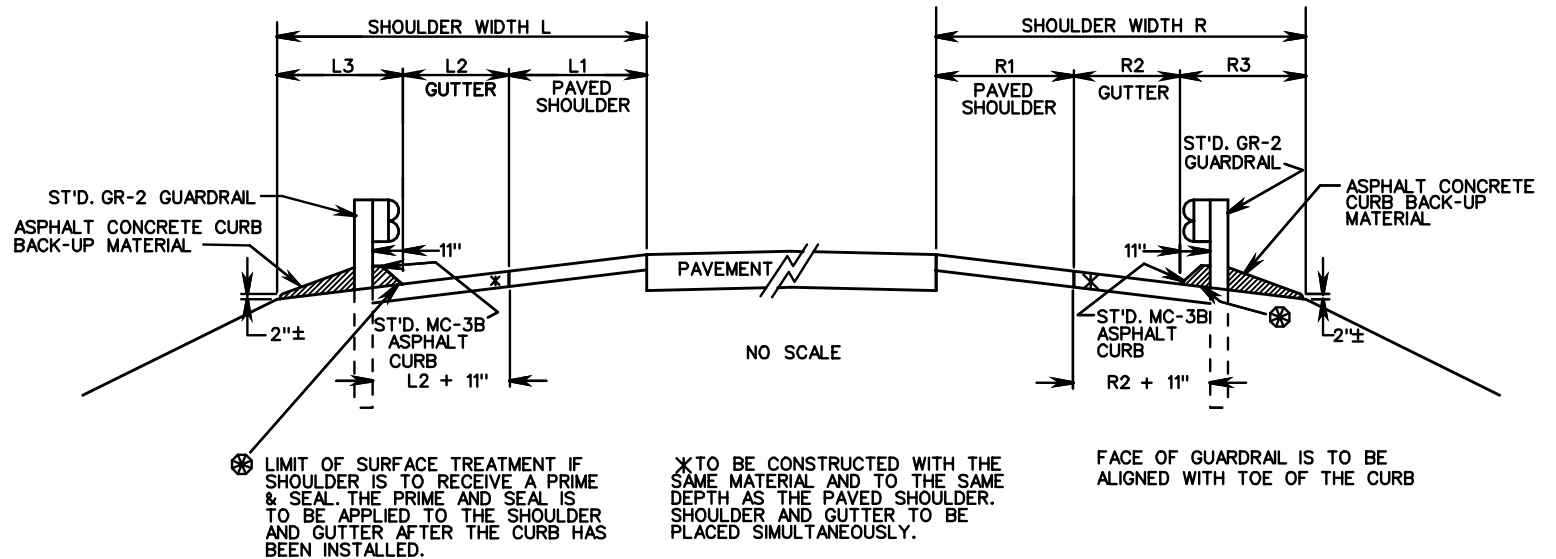
VIRGINIA DEPARTMENT OF TRANSPORTATION

SPECIFICATION
REFERENCE

502

LEFT OF TRAFFIC			
SHOULDER WIDTH L	L1	L2	L3
15'	10'	2'	3'
15'	4'	8'	3'
15'	3'	9'	3'
13'	3'	7'	3'
12'	10'	—	2'
11'	3'	5'	3'
8'	4'	2'	2'
8'	3'	3'	2'

RIGHT OF TRAFFIC			
SHOULDER WIDTH R	R1	R2	R3
15'	10'	2'	3'
15'	6'	6'	3'
13'	8'	2'	3'
11'	6'	2'	3'
9'	6'	—	3'



ST'D. GR-2 & MC-3B (11") ASPHALT CURB INSTALLATION

SPECIFICATION REFERENCE

105
502

ASPHALT CURB AND GUTTER (ASPHALT PAVING UNDER GUARDRAIL)

VIRGINIA DEPARTMENT OF TRANSPORTATION

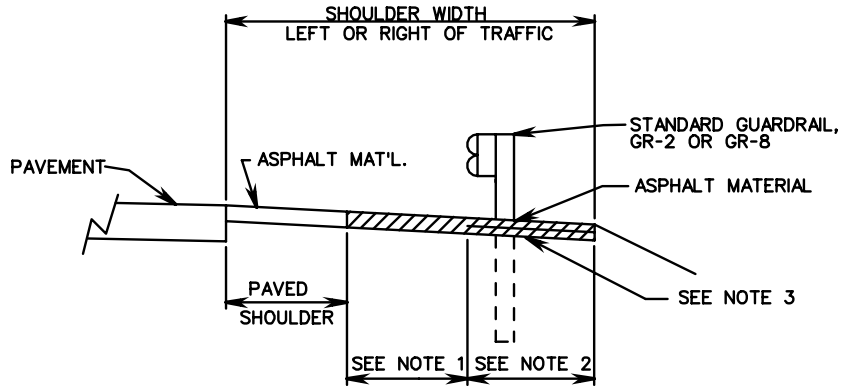
VDOT

ROAD AND BRIDGE STANDARDS

REVISION DATE

SHEET 1 OF 2

201.07

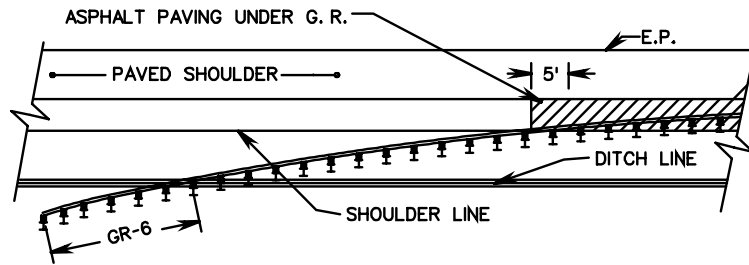


ASPHALT PAVING UNDER GUARDRAIL
(FOR USE WHERE ASPHALT CURB IS NOT REQUIRED)

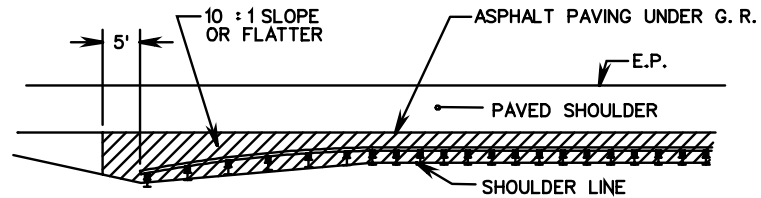
NOTES:

1. TO BE CONSTRUCTED WITH THE SAME MATERIAL AND TO THE SAME DEPTH AS THE PAVED SHOULDER.
2. TO BE CONSTRUCTED WITH THE SAME ASPHALT MATERIALS AS THE PAVED SHOULDER TO THE FOLLOWING DEPTHS:
ALLOWABLE DEPTHS OF ASPHALT MATERIAL

IM-19.0A OR IM-19.0D	2" MIN
BM-25.0	3" MIN
BM-37.5	4" MIN
3. DEPTH OF ASPHALT MATERIAL MAY BE EXTENDED AT THE CONTRACTOR'S OPTION TO COINCIDE WITH THE BOTTOM OF THE PAVED SHOULDER COURSE AT NO INCREASE IN THE QUANTITY OF ASPHALT MATERIAL COMPUTED USING THE ABOVE SPECIFIED DEPTH.
4. ADDITIONAL 5 FEET ASPHALT PAVING BEYOND POINT WHERE GUARDRAIL CROSSES SHOULDER LINE.
5. FOR ADDITIONAL DESIGN AND PLACEMENT INFORMATION SEE SHEET 1 OF 2.



GR-6 TERMINAL



GR-7 & GR-9 TERMINALS

METHODS FOR BEGINNING & ENDING ASPHALT PAVING UNDER GUARDRAIL AND GUARDRAIL INSTALLATION SITE PREPARATION REQUIREMENTS FOR GR-7 AND GR-9. SEE STANDARD GR-SP FOR SPECIFIC SITE PREPARATION REQUIREMENTS.



ROAD AND BRIDGE STANDARDS

SHEET 2 OF 2

REVISION DATE

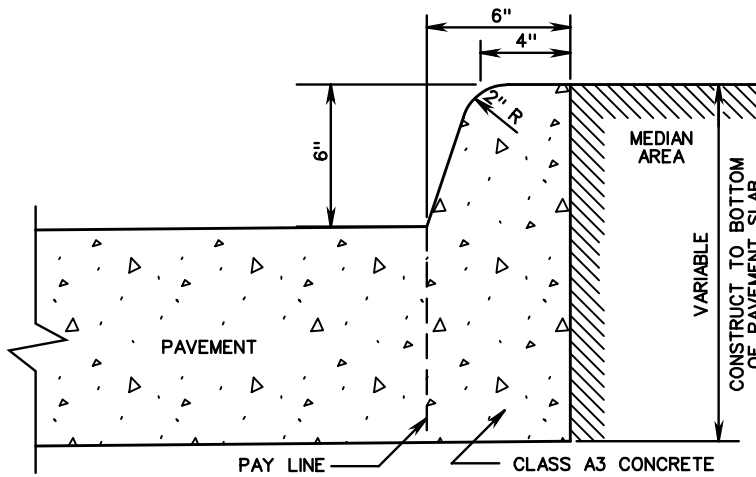
201.08

ASPHALT CURB AND GUTTER
(ASPHALT PAVING UNDER GUARDRAIL)

VIRGINIA DEPARTMENT OF TRANSPORTATION

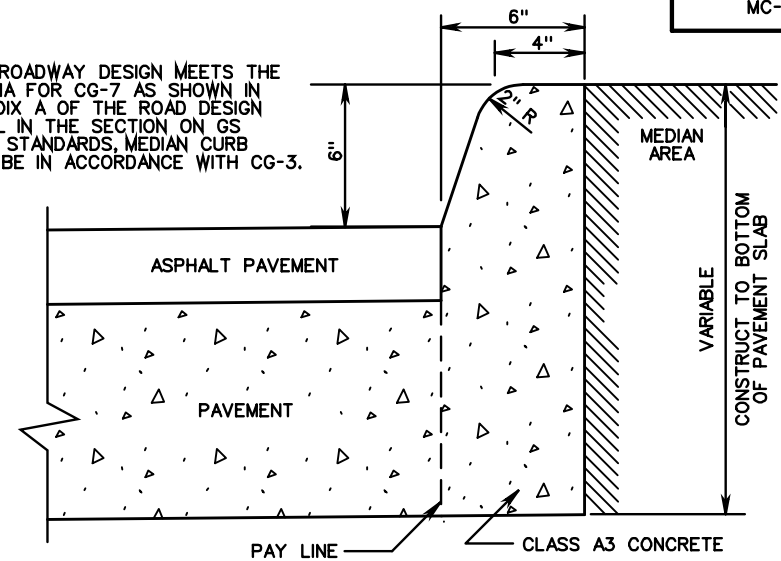
SPECIFICATION REFERENCE

105
502



FOR USE WITH CONCRETE PAVEMENT

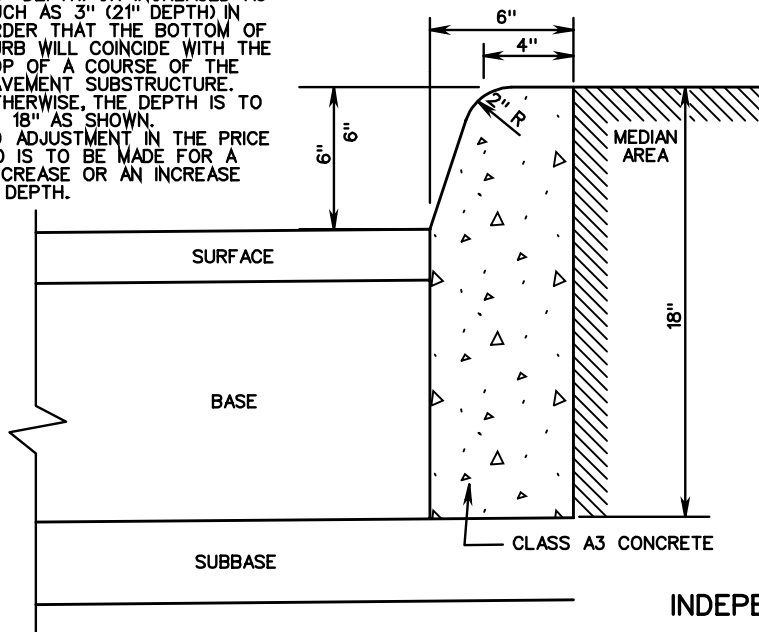
WHEN ROADWAY DESIGN MEETS THE CRITERIA FOR CG-7 AS SHOWN IN APPENDIX A OF THE ROAD DESIGN MANUAL IN THE SECTION ON GS URBAN STANDARDS, MEDIAN CURB IS TO BE IN ACCORDANCE WITH CG-3.



FOR USE WITH CONCRETE WITH ASPHALT TOP COURSE

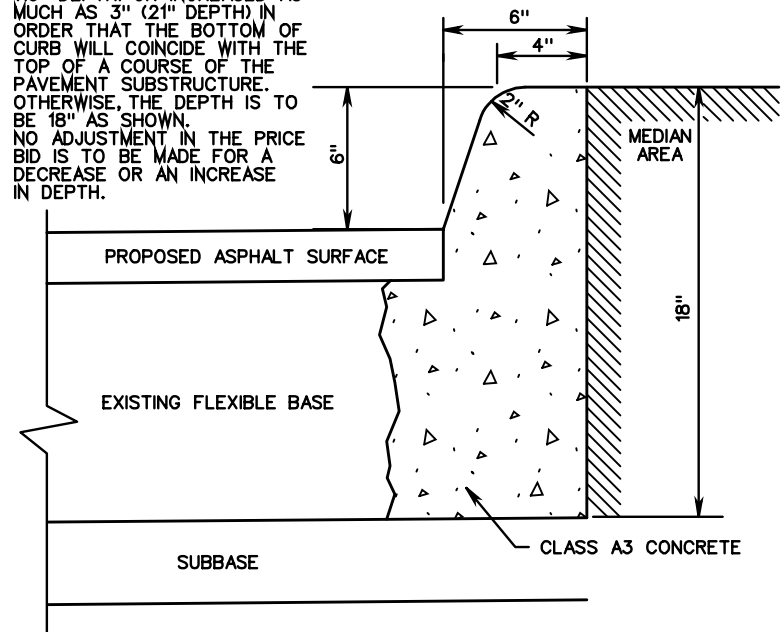
INTEGRAL

THE DEPTH OF CURB MAY BE REDUCED AS MUCH AS 3" (15" DEPTH) OR INCREASED AS MUCH AS 3" (21" DEPTH) IN ORDER THAT THE BOTTOM OF CURB WILL COINCIDE WITH THE TOP OF A COURSE OF THE PAVEMENT SUBSTRUCTURE. OTHERWISE, THE DEPTH IS TO BE 18" AS SHOWN. NO ADJUSTMENT IN THE PRICE BID IS TO BE MADE FOR A DECREASE OR AN INCREASE IN DEPTH.



INDEPENDENT

THE DEPTH OF CURB MAY BE REDUCED AS MUCH AS 3" (15" DEPTH) OR INCREASED AS MUCH AS 3" (21" DEPTH) IN ORDER THAT THE BOTTOM OF CURB WILL COINCIDE WITH THE TOP OF A COURSE OF THE PAVEMENT SUBSTRUCTURE. OTHERWISE, THE DEPTH IS TO BE 18" AS SHOWN. NO ADJUSTMENT IN THE PRICE BID IS TO BE MADE FOR A DECREASE OR AN INCREASE IN DEPTH.



SPECIFICATION REFERENCE

502

CONCRETE MEDIAN CURB

VIRGINIA DEPARTMENT OF TRANSPORTATION

VDOT

ROAD AND BRIDGE STANDARDS

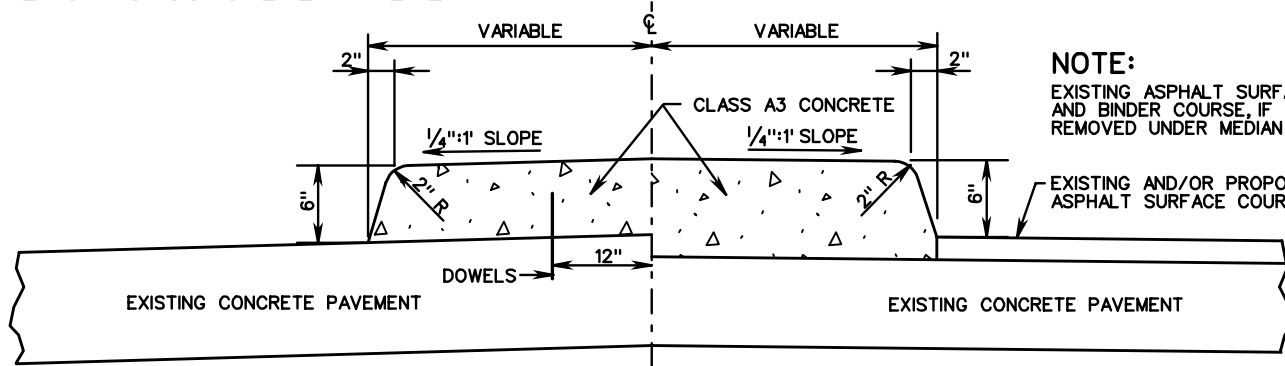
REVISION DATE

SHEET 1 OF 1

202.01

HALF SECTION ON EXISTING CONCRETE PAVEMENT

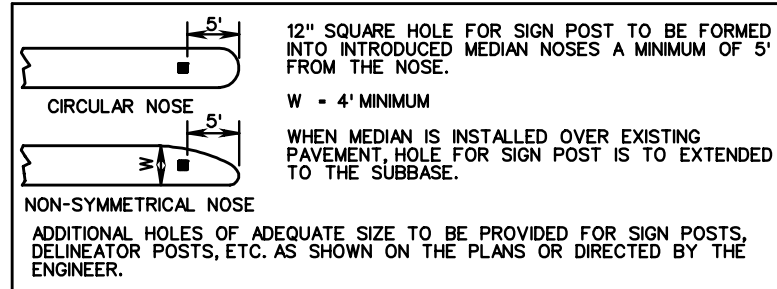
HALF SECTION ON EXISTING CONCRETE PAVEMENT WITH PROPOSED OR EXISTING ASPHALT PAVEMENT



NOTE:
EXISTING ASPHALT SURFACE COURSE AND BINDER COURSE, IF ANY, TO BE REMOVED UNDER MEDIAN STRIP.

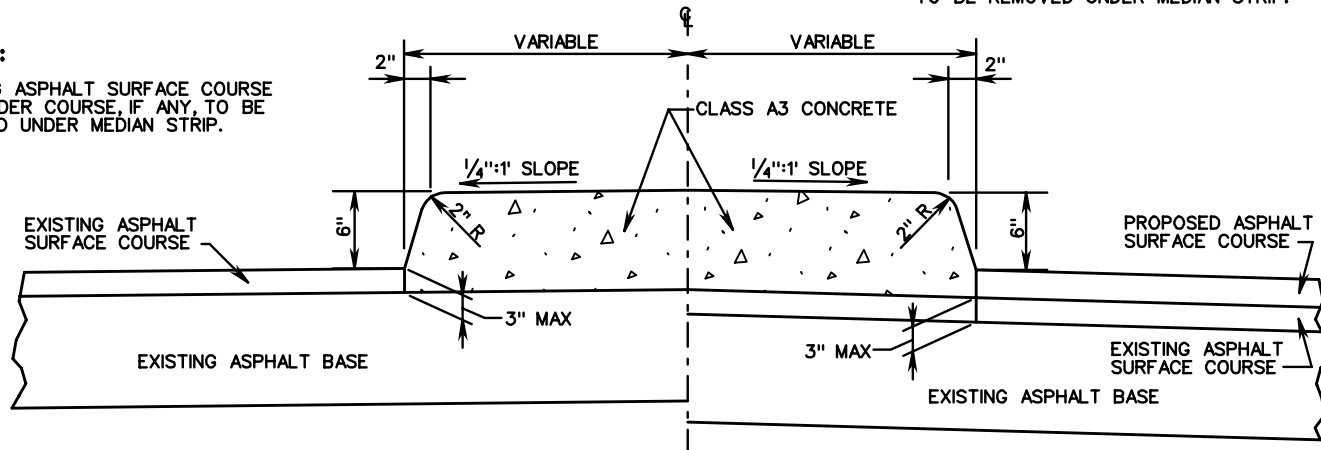
DOWEL SPACING LOGITUDINALLY AT 2'-0" C-C FROM NOSE TO FIRST JOINT.

WHEN ROADWAY DESIGN MEETS THE CRITERIA FOR CG-7 AS SHOWN IN APPENDIX A OF THE ROADWAY DESIGN MANUAL, IN THE GS STANDARDS SECTION, MEDIAN CURB IS TO BE IN ACCORDANCE WITH CG-3.



NOTE: EXISTING ASPHALT SURFACE COURSE AND BINDER COURSE, IF ANY, TO BE REMOVED UNDER MEDIAN STRIP.

NOTE:
EXISTING ASPHALT SURFACE COURSE AND BINDER COURSE, IF ANY, TO BE REMOVED UNDER MEDIAN STRIP.



HALF SECTION ON EXISTING FLEXIBLE PAVEMENT

HALF SECTION ON EXISTING FLEXIBLE PAVEMENT TO BE RESURFACED



ROAD AND BRIDGE STANDARDS

STANDARD SOLID CONCRETE RAISED MEDIAN STRIP

SPECIFICATION REFERENCE

SHEET 1 OF 1

REVISION DATE

202.02

VIRGINIA DEPARTMENT OF TRANSPORTATION

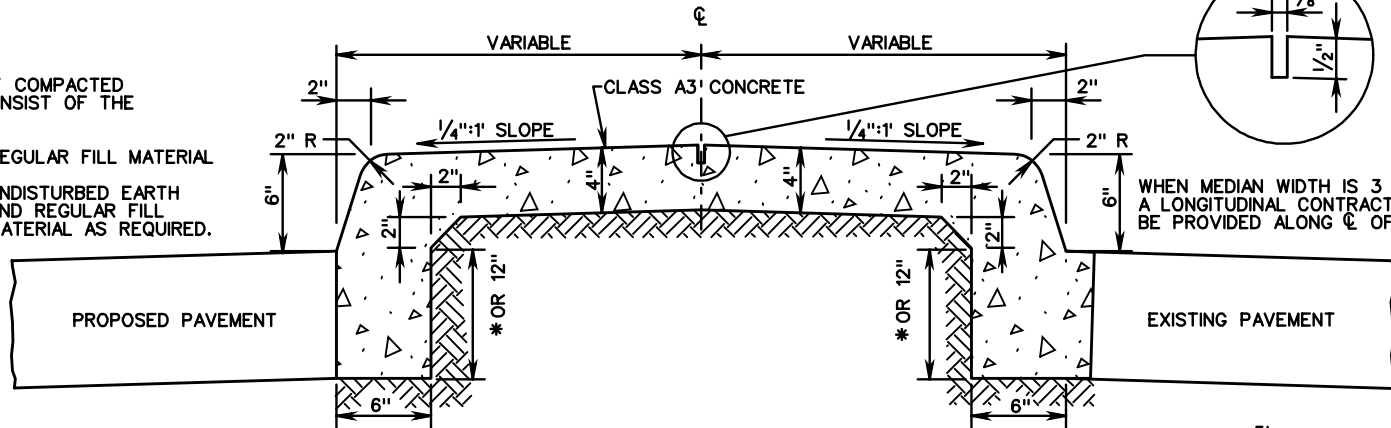
502

NOTES:

(1) THOROUGHLY COMPACTED AREA TO CONSIST OF THE FOLLOWING:

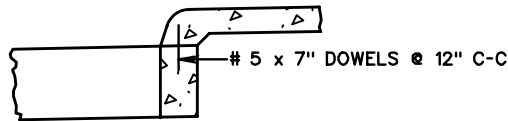
IN FILLS - REGULAR FILL MATERIAL

IN CUTS - UNDISTURBED EARTH AND REGULAR FILL MATERIAL AS REQUIRED.

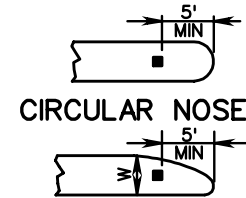
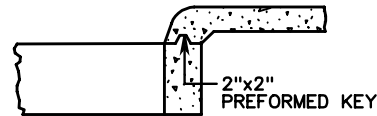


WHEN MEDIAN WIDTH IS 3 FEET OR GREATER, A LONGITUDINAL CONTRACTION JOINT SHALL BE PROVIDED ALONG ϕ OF MEDIAN STRIP.

SUGGESTED CONSTRUCTION METHOD IF TOP SLAB IS POURED SEPARATELY



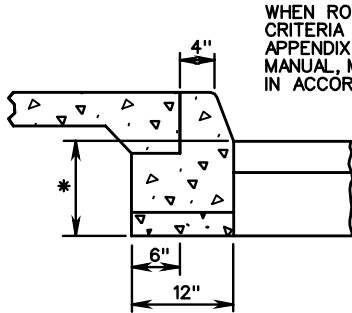
ALTERNATE CONSTRUCTION METHOD IF TOP SLAB IS POURED SEPARATELY



12" SQUARE HOLE FOR SIGN POST TO BE FORMED INTO INTRODUCED MEDIAN NOSES A MINIMUM OF 5' FROM THE NOSE.

W - 4' MIN

NON-SYMMETRICAL NOSE

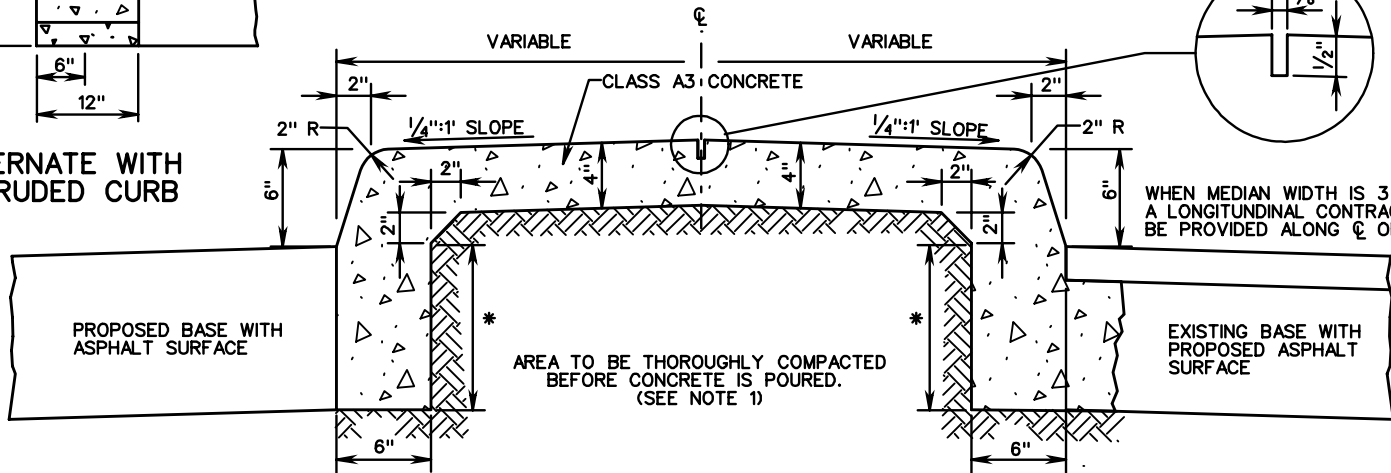


ALTERNATE WITH EXTRUDED CURB

WHEN ROADWAY DESIGN MEETS THE CRITERIA FOR CG-7 AS SHOWN IN APPENDIX A OF THE ROAD DESIGN MANUAL, MEDIAN CURB IS TO BE IN ACCORDANCE WITH STANDARD CG-3.

*THE DEPTH OF CURB MAY BE REDUCED AS MUCH AS 3" (9" DEPTH) OR INCREASED AS MUCH AS 3" (15" DEPTH) IN ORDER THAT THE BOTTOM OF CURB WILL COINCIDE WITH THE TOP OF A COURSE OF THE PAVEMENT STRUCTURE. OTHERWISE, THE DEPTH IS TO BE 12" AS SHOWN. NO ADJUSTMENT IN THE PRICE BID IS TO BE MADE FOR A DECREASE OR AN INCREASE IN DEPTH.

ADDITIONAL HOLES OF ADEQUATE SIZE TO BE PROVIDED FOR SIGN POSTS, DELINEATOR POSTS, ETC. AS SHOWN ON THE PLANS OR DIRECTED BY THE ENGINEER.



WHEN MEDIAN WIDTH IS 3 FEET OR GREATER A LONGITUDINAL CONTRACTION JOINT SHALL BE PROVIDED ALONG ϕ OF MEDIAN STRIP.

AREA TO BE THOROUGHLY COMPACTED BEFORE CONCRETE IS POURED. (SEE NOTE 1)

SPECIFICATION REFERENCE

502

STANDARD SOLID CONCRETE RAISED MEDIAN STRIP

VIRGINIA DEPARTMENT OF TRANSPORTATION

VDOT

ROAD AND BRIDGE STANDARDS

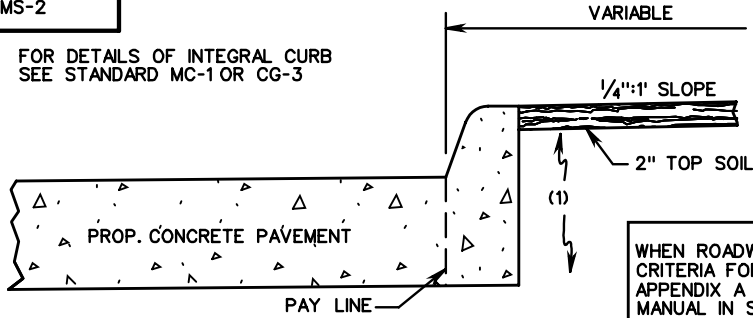
REVISION DATE

SHEET 1 OF 1

202.03

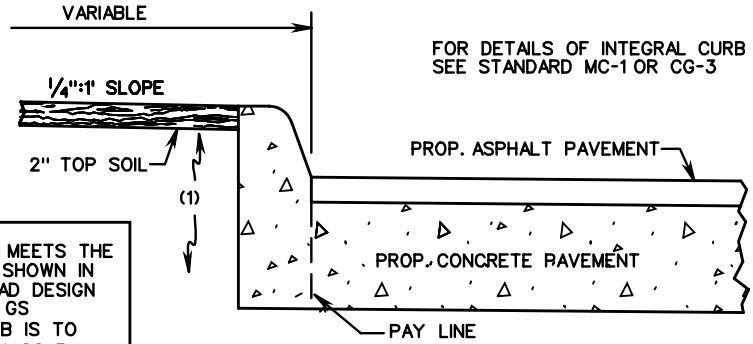
MS-2

FOR DETAILS OF INTEGRAL CURB
SEE STANDARD MC-1 OR CG-3



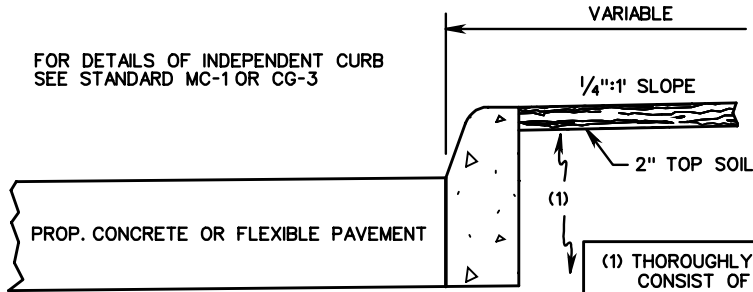
HALF SECTION WITH PROP.
CONCRETE PAVEMENT

WHEN ROADWAY DESIGN MEETS THE
CRITERIA FOR CG-7 AS SHOWN IN
APPENDIX A OF THE ROAD DESIGN
MANUAL IN SECTION ON GS
STANDARDS, MEDIAN CURB IS TO
BE IN ACCORDANCE WITH CG-3



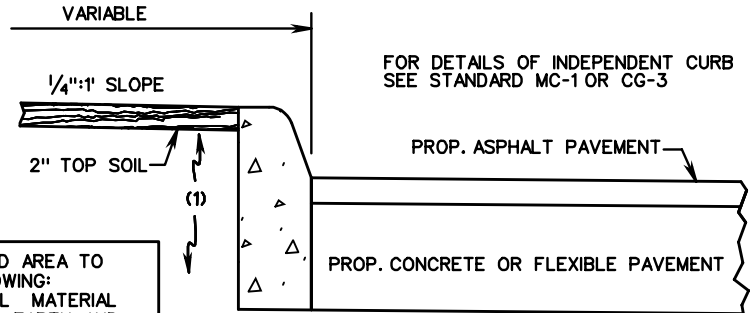
HALF SECTION WITH PROP. CONCRETE
BASE WITH ASPHALT TOP

FOR DETAILS OF INDEPENDENT CURB
SEE STANDARD MC-1 OR CG-3



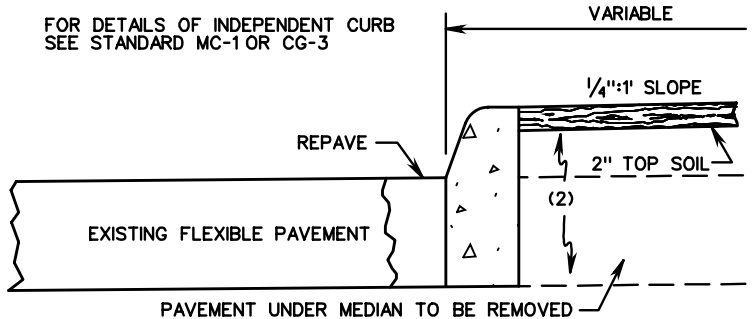
HALF SECTION WITH PROP. CONCRETE
OR FLEXIBLE PAVEMENT

(1) THOROUGHLY COMPACTED AREA TO
CONSIST OF THE FOLLOWING:
IN FILLS - REGULAR FILL MATERIAL
IN CUTS - UNDISTURBED EARTH AND
REGULAR FILL MATERIAL,
AS REQUIRED.
(2) THOROUGHLY COMPACTED AREA TO
CONSIST OF REGULAR FILL MATERIAL.

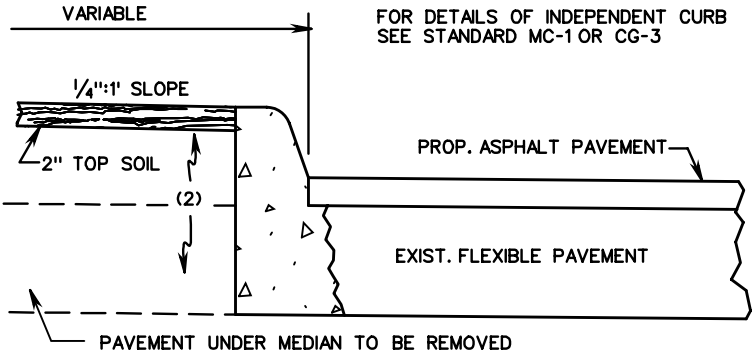


HALF SECTION WITH PROP. CONCRETE OR
FLEXIBLE BASE WITH ASPHALT TOP

FOR DETAILS OF INDEPENDENT CURB
SEE STANDARD MC-1 OR CG-3



HALF SECTION WITH EXISTING FLEXIBLE PAVEMENT



HALF SECTION WITH EXIST. FLEXIBLE BASE
WITH ASPHALT TOP



ROAD AND BRIDGE STANDARDS

SHEET 1 OF 1

REVISION DATE

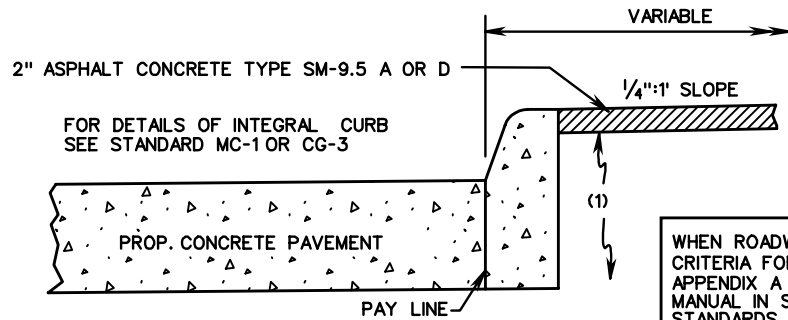
202.04

STANDARD RAISED GRASS MEDIAN STRIPS

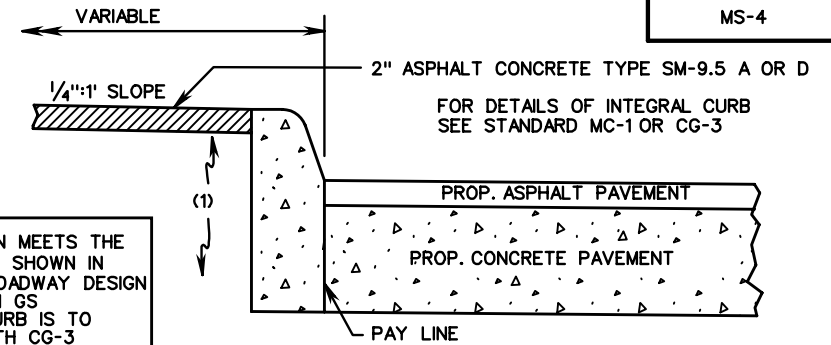
VIRGINIA DEPARTMENT OF TRANSPORTATION

SPECIFICATION
REFERENCE

502

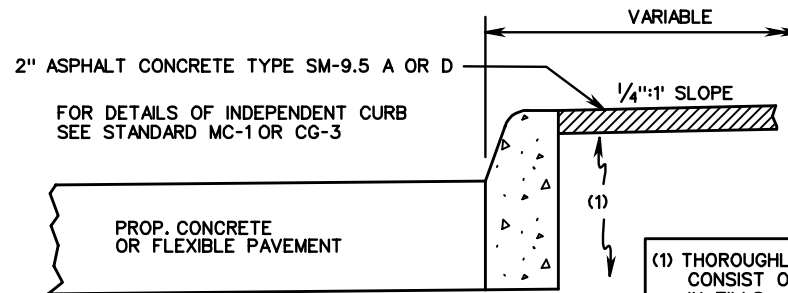


HALF SECTION WITH PROPOSED CONCRETE PAVEMENT

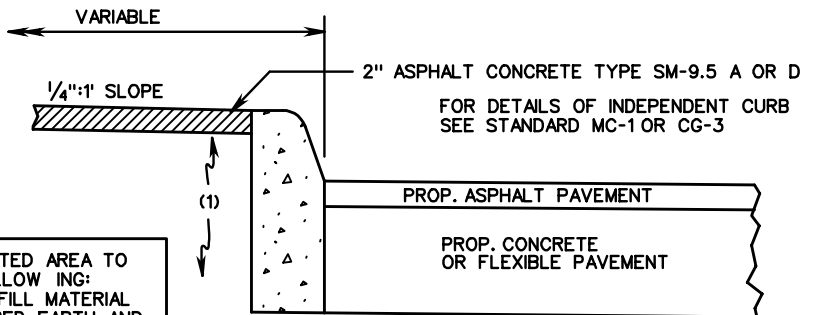


HALF SECTION WITH PROPOSED CONCRETE BASE WITH ASPHALT TOP

WHEN ROADWAY DESIGN MEETS THE CRITERIA FOR CG-7 AS SHOWN IN APPENDIX A OF THE ROADWAY DESIGN MANUAL IN SECTION ON GS STANDARDS, MEDIAN CURB IS TO BE IN ACCORDANCE WITH CG-3

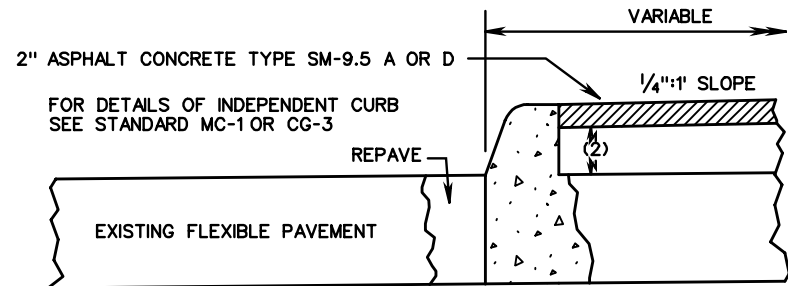


HALF SECTION WITH PROP. CONCRETE OR FLEXIBLE PAVEMENT

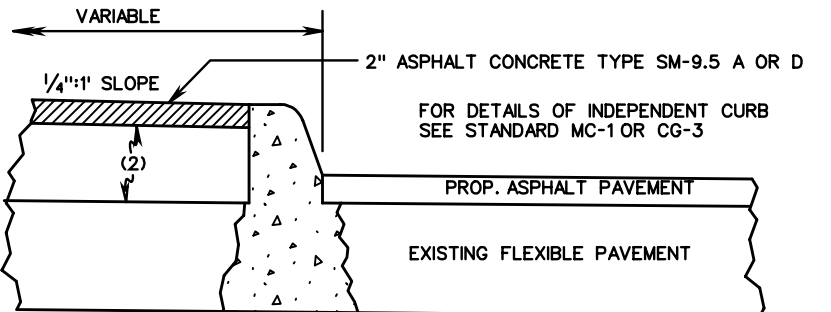


HALF SECTION WITH PROP. CONCRETE OR FLEXIBLE BASE WITH ASPHALT TOP

(1) THOROUGHLY COMPACTED AREA TO CONSIST OF THE FOLLOWING:
 IN FILLS - REGULAR FILL MATERIAL
 IN CUTS - UNDISTURBED EARTH AND REGULAR FILL MATERIAL, AS REQUIRED.
 (2) THOROUGHLY COMPACTED AREA TO CONSIST OF REGULAR FILL MATERIAL.



HALF SECTION WITH EXISTING FLEXIBLE PAVEMENT



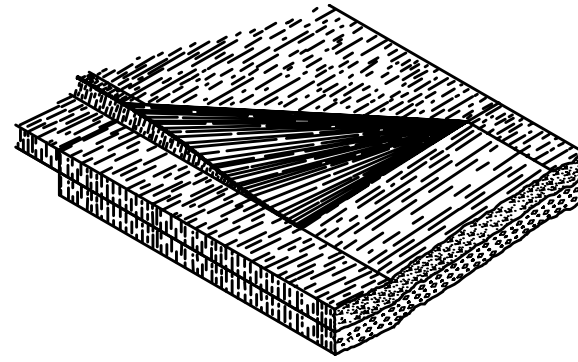
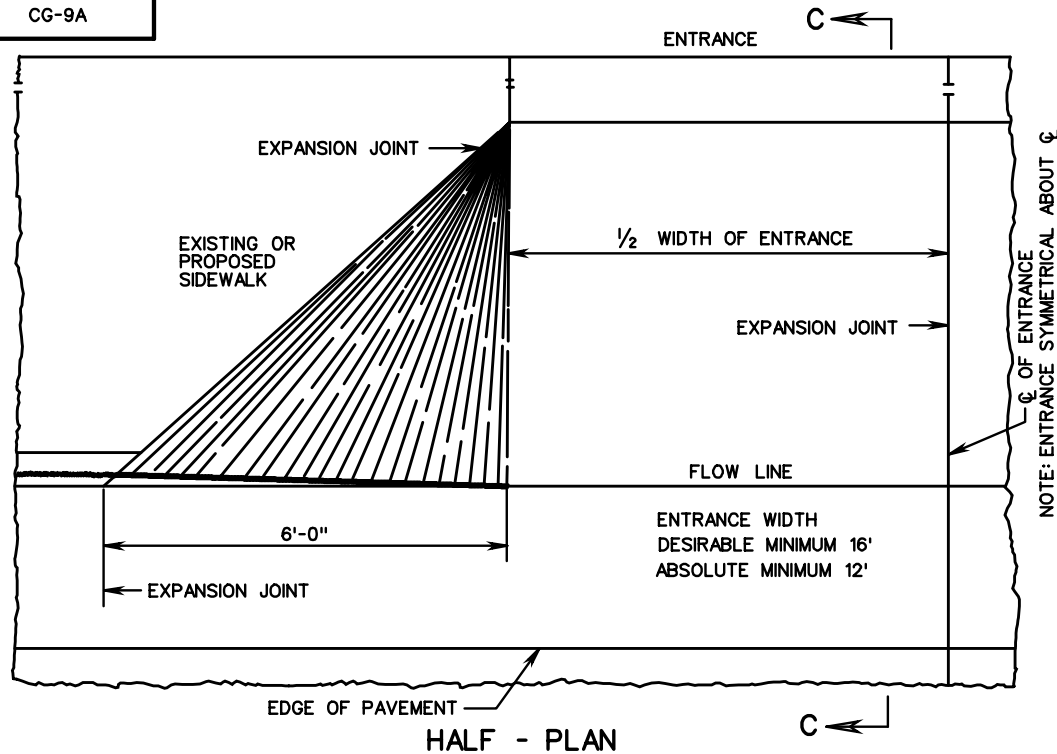
HALF SECTION WITH EXISTING FLEXIBLE BASE WITH ASPHALT TOP

NOTE: THE ASPHALT CONCRETE SURFACE SLAB IS TO CONFORM TO THE CURRENT ROAD & BRIDGE SPECIFICATIONS FOR SM-9.5 A OR D MATERIAL EXCEPT THAT THE MINIMUM BITUMEN CONTENT IS TO BE 6.5%.

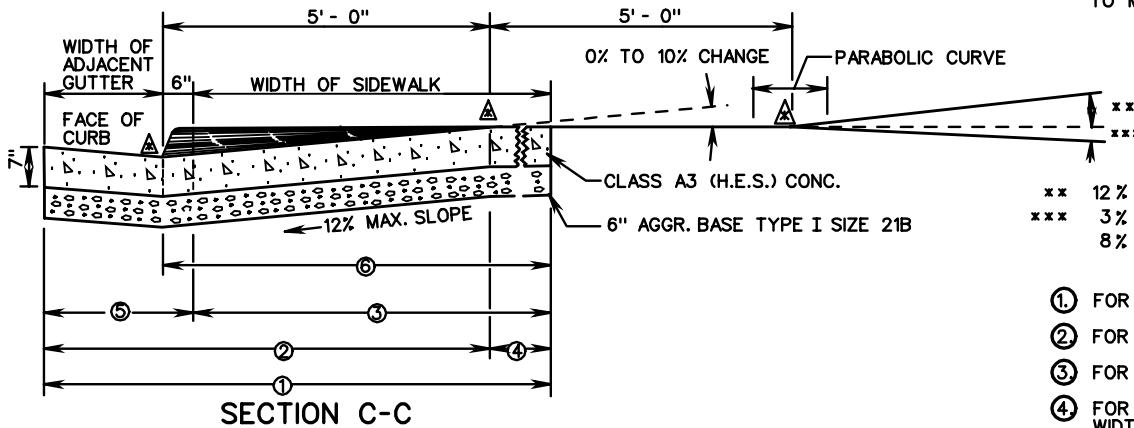
SPECIFICATION REFERENCE
502

STANDARD RAISED ASPHALT MEDIAN
 (WITH P.C. CONCRETE CURB)
 VIRGINIA DEPARTMENT OF TRANSPORTATION

VDOT	
ROAD AND BRIDGE STANDARDS	
REVISION DATE	SHEET 1 OF 1
	202.05



ISOMETRIC VIEW



WHEN USED IN CONJUNCTION WITH STANDARD CG-3 OR CG-7, THE CURB FACE ON THIS STANDARD IS TO BE ADJUSTED TO MATCH THE MOUNTABLE CURB CONFIGURATION.

** 12% MAXIMUM INCREASE IN SLOPE AT MINIMUM 10' INTERVALS
 *** 3% MAXIMUM DECREASE IN SLOPE FOR FIRST 10' INTERVAL AND 8% MAXIMUM DECREASE FOR SUCCEEDING MINIMUM 10' INTERVALS

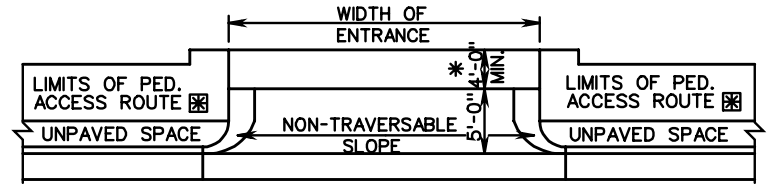
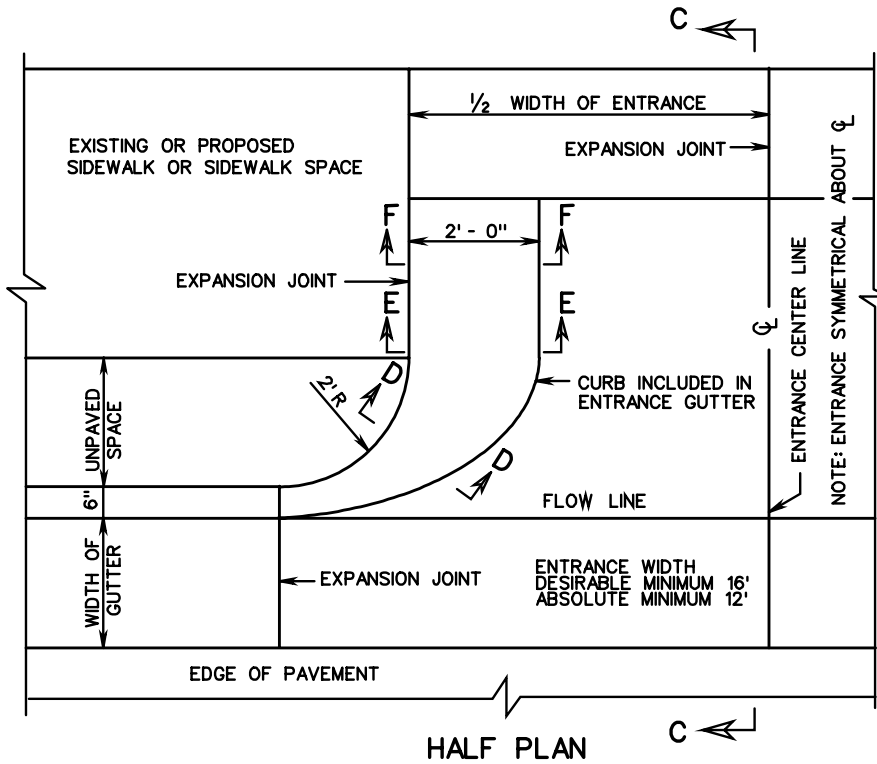
- ① FOR SIDEWALK, CURB AND GUTTER - BUILT CONCURRENTLY.
- ② FOR INITIAL CURB AND GUTTER ONLY.
- ③ FOR INITIAL SIDEWALK ONLY - 7" SIDEWALK TO BE DIPPED.
- ④ FOR PEDESTRIAN ACCESS ROUTE - MINIMUM 4'-0" TRAVERSABLE WIDTH IS REQUIRED WITH A MAXIMUM 2% CROSS SLOPE.
- ⑤ FOR CURB AND GUTTER ONLY - AFTER INITIAL SIDEWALK.
- ⑥ FOR CURB AND SIDEWALK ONLY - WITHOUT GUTTER.
- △ INDICATES POINT OF GRADE CHANGE.



STANDARD ENTRANCE GUTTER WITH FLARED OPENING

(FOR USE ACROSS SIDEWALK)

VIRGINIA DEPARTMENT OF TRANSPORTATION

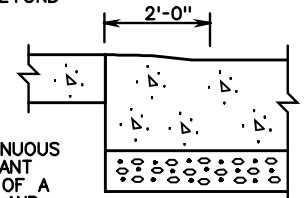


PEDESTRIAN ACCESS ROUTE DETAIL

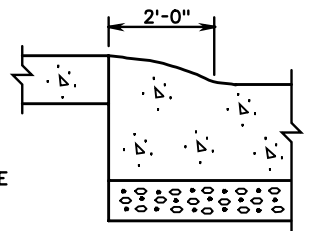
ADDITIONAL RIGHT-OF-WAY IS REQUIRED IF THE LIMITS OF PEDESTRIAN ACCESS ROUTE \square EXTEND BEYOND EXISTING OR PROPOSED VDOT RIGHT-OF WAY.

\square PEDESTRIAN ACCESS ROUTES PROVIDE A CONTINUOUS UNOBSTRUCTED, STABLE, FIRM AND SLIP RESISTANT PATH CONNECTING ALL ACCESSIBLE ELEMENTS OF A FACILITY THAT CAN BE APPROACHED, ENTERED AND USED BY PEDESTRIANS. IF ACCESS ROUTE IS ADJACENT TO BACK OF CURB, MINIMUM WIDTH SHOULD BE 6'.

* IF PEDESTRIAN ACCESS ROUTES \square ARE BEING PROVIDED, A MINIMUM 4' TRAVERSABLE WIDTH IS REQUIRED WITH A MAX. 2% CROSS SLOPE.

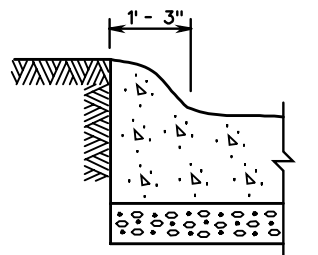


SECTION F-F

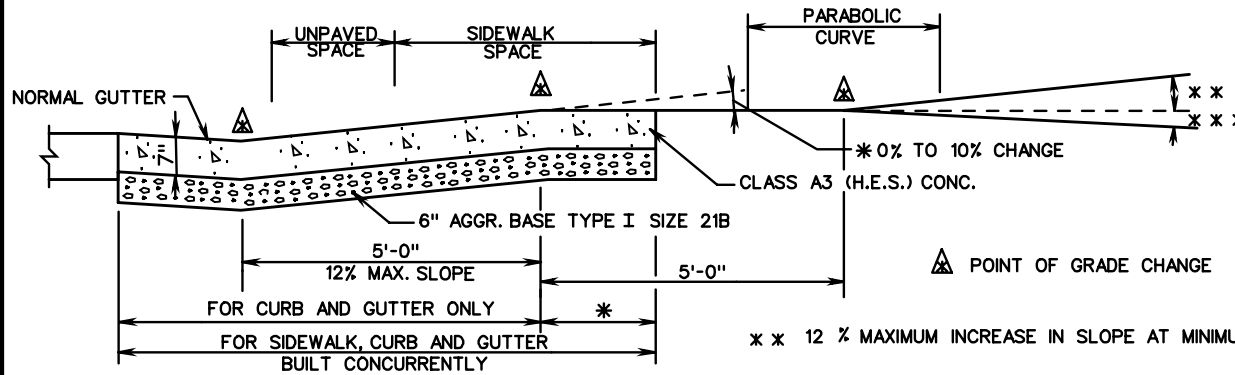


SECTION E-E

WHEN USED IN CONJUNCTION WITH STANDARD CG-3 OR CG-7, THE CURB FACE ON THIS STANDARD IS TO BE ADJUSTED TO MATCH THE MOUNTABLE CURB CONFIGURATION.



SECTION D-D

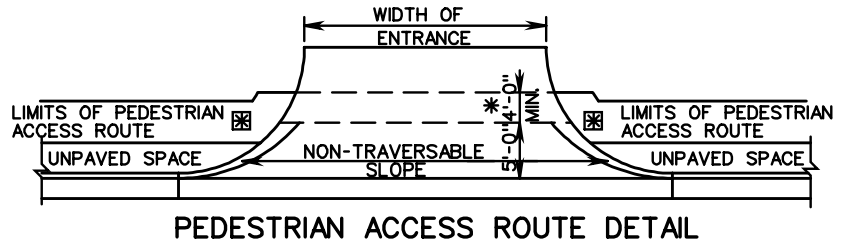
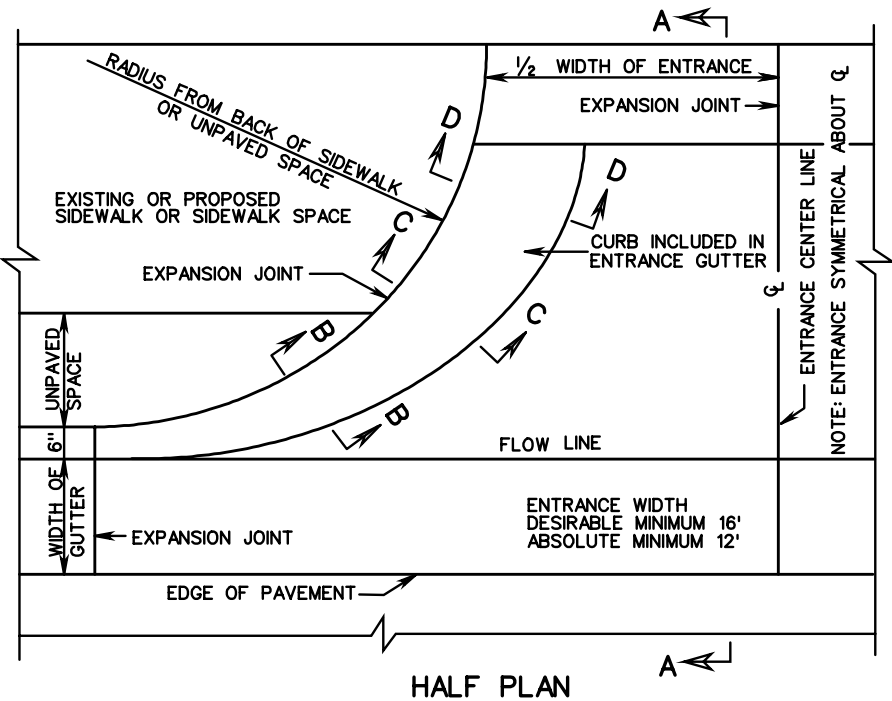


SECTION C-C

SPECIFICATION REFERENCE
502

STANDARD ENTRANCE GUTTER
(FOR USE WITH UNPAVED SPACE BETWEEN CURB & SIDEWALK)
VIRGINIA DEPARTMENT OF TRANSPORTATION

VDOT ROAD AND BRIDGE STANDARDS	
REVISION DATE	SHEET 1 OF 1
	203.02

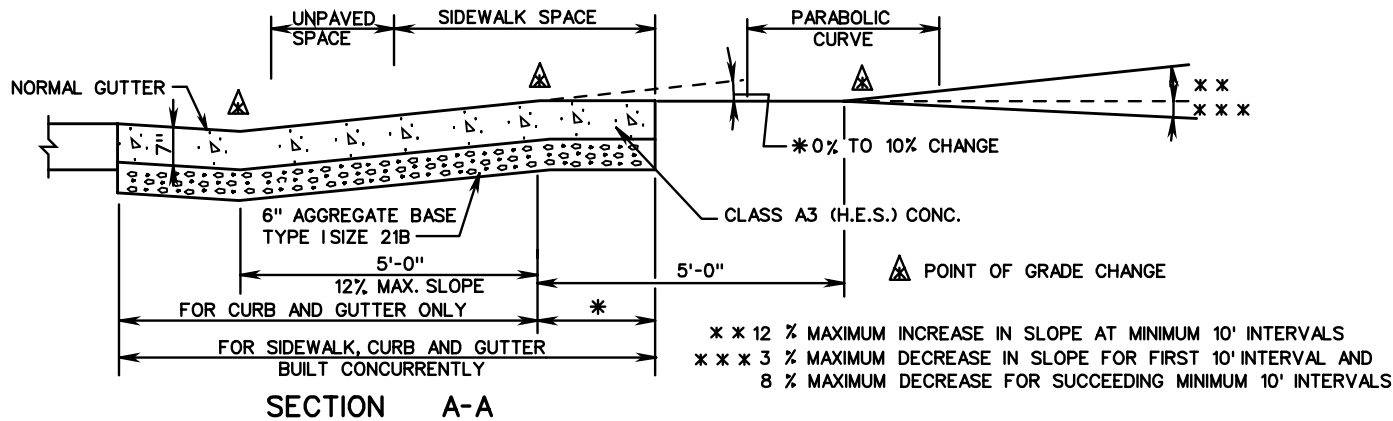
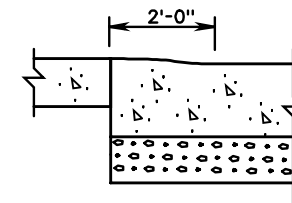
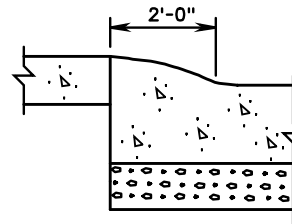
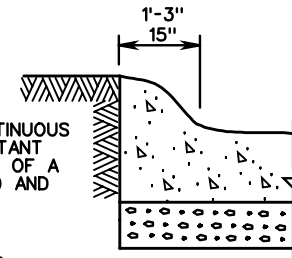


ADDITIONAL RIGHT-OF-WAY IS REQUIRED IF THE LIMITS OF PEDESTRIAN ACCESS ROUTE \boxtimes EXTEND BEYOND EXISTING OR PROPOSED VDOT RIGHT-OF WAY.

\boxtimes PEDESTRIAN ACCESS ROUTES PROVIDE A CONTINUOUS UNOBSTRUCTED, STABLE, FIRM AND SLIP RESISTANT PATH CONNECTING ALL ACCESSIBLE ELEMENTS OF A FACILITY THAT CAN BE APPROACHED, ENTERED AND USED BY PEDESTRIANS.

* IF PEDESTRIAN ACCESS ROUTES \boxtimes ARE BEING PROVIDED, A MINIMUM 4' TRAVERSABLE WIDTH IS REQUIRED WITH A MAX. 2% CROSS SLOPE.

WHEN USED IN CONJUNCTION WITH STANDARD CG-3 OR CG-7, THE CURB FACE ON THIS STANDARD IS TO BE ADJUSTED TO MATCH THE MOUNTABLE CURB CONFIGURATION.



ROAD AND BRIDGE STANDARDS

STANDARD ENTRANCE GUTTER

SPECIFICATION REFERENCE

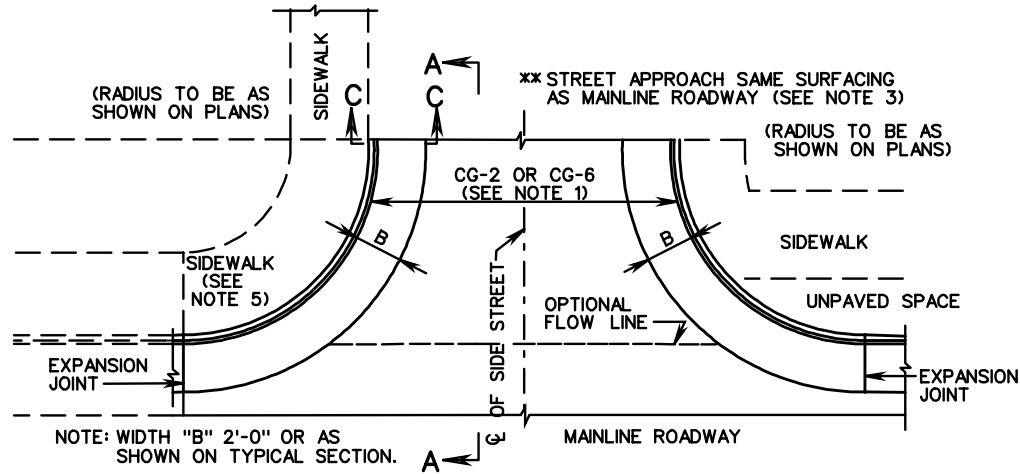
SHEET 1 OF 1

REVISION DATE

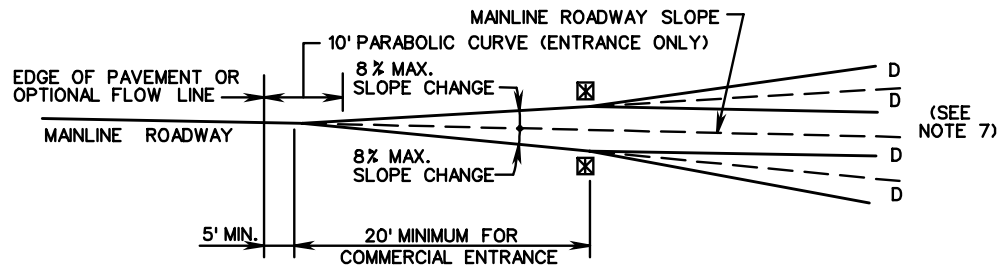
502

203.03

VIRGINIA DEPARTMENT OF TRANSPORTATION

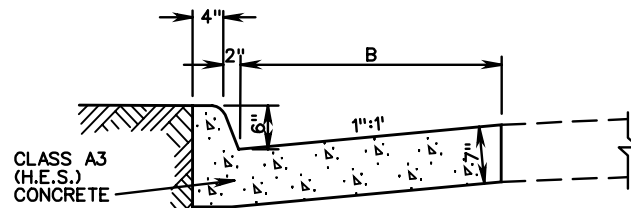


PLAN VIEW



☒ CONSTRUCT GRADE CHANGES WITH A PARABOLIC CURVE.

SECTION A - A



SECTION C-C

GENERAL NOTES

1. WHEN USED IN CONJUNCTION WITH STANDARD CG-3 OR CG-7, THE CURB FACE ON THIS STANDARD IS TO BE ADJUSTED TO MATCH THE MOUNTABLE CURB CONFIGURATION.
2. SEE STANDARD CG-12 FOR CURB RAMP DESIGN TO BE USED WITH THIS STANDARD.
3. MAINLINE PAVEMENT SHALL BE CONSTRUCTED TO THE R/W LINE (EXCEPT ANY SUBGRADE STABILIZATION REQUIRED FOR MAINLINE PAVEMENT WHICH CAN BE OMITTED IN THE ENTRANCE.)
4. RADIAL CURB OR COMBINATION CURB AND GUTTER SHALL NOT BE CONSTRUCTED BEYOND THE R/W LINE EXCEPT FOR REPLACEMENT PURPOSES.

ENTRANCE NOTES

5. WHEN THE ENTRANCE RADII CANNOT ACCOMMODATE THE TURNING REQUIREMENTS OF ANTICIPATED HEAVY TRUCK TRAFFIC, THE DEPTH FOR SIDEWALK & CURB RAMPS WITHIN THE LIMITS OF THE RADII SHOULD BE INCREASED TO 7". (SEE CG-13)
6. PLANS ARE TO INDICATE WHEN CONSTRUCTION OF A FLOW LINE IS REQUIRED TO PROVIDE POSITIVE DRAINAGE ACROSS THE ENTRANCE.
7. THE DESIRABLE AND MAXIMUM ENTRANCE GRADE CHANGES "D" ARE LISTED IN THE ALLOWABLE ENTRANCE GRADE TABLE. THESE VALUES ARE NOT APPLICABLE TO STREET CONNECTIONS.

INTERSECTION NOTES

8. WHEN CG-11 IS USED FOR STREET CONNECTIONS, THE CONNECTION MUST BE DESIGNED IN ACCORDANCE WITH AASHTO POLICY AND THE APPLICABLE REQUIREMENTS OF THE VDOT ROAD DESIGN MANUAL, INCLUDING STOPPING SIGHT DISTANCE AND K VALUE REQUIREMENTS.
9. OPTIONAL FLOWLINE MAY REQUIRE WARPING OF A PORTION OF GUTTER TO PROVIDE POSITIVE DRAINAGE ACROSS THE INTERSECTION.

ALLOWABLE ENTRANCE GRADE CHANGES

ENTRANCE VOLUME		GRADE CHANGE "D"	
		DESIRABLE	MAXIMUM
HIGH	MORE THAN 1500 VPD	0 %	3 %
MEDIUM	500-1500 VPD	≤ 3 %	6 %
LOW	LESS THAN 500 VPD	≤ 6 %	8 %

NOTE: ALLOWABLE ENTRANCE GRADE TABLE IS NOT APPLICABLE TO STREET CONNECTIONS

SPECIFICATION REFERENCE

502

METHOD OF TREATMENT
(CONNECTION FOR STREET INTERSECTIONS AND COMMERCIAL ENTRANCES)

VIRGINIA DEPARTMENT OF TRANSPORTATION

VDOT

ROAD AND BRIDGE STANDARDS

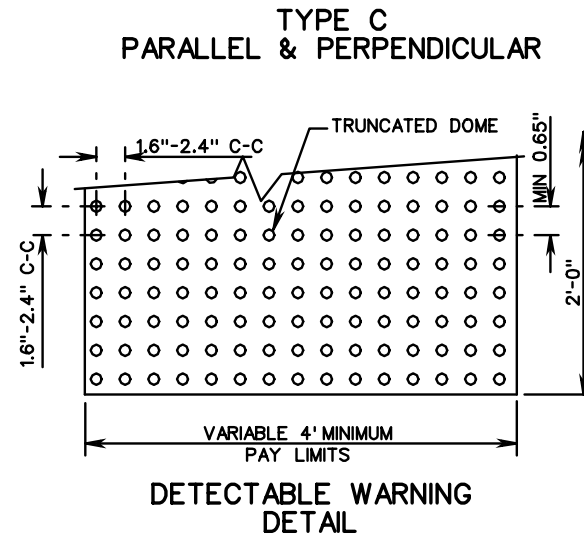
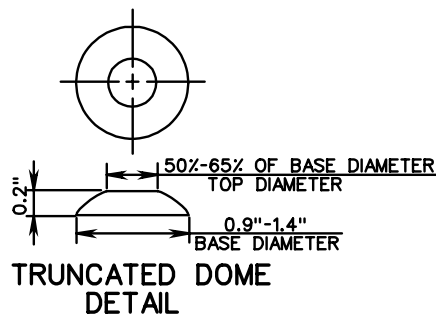
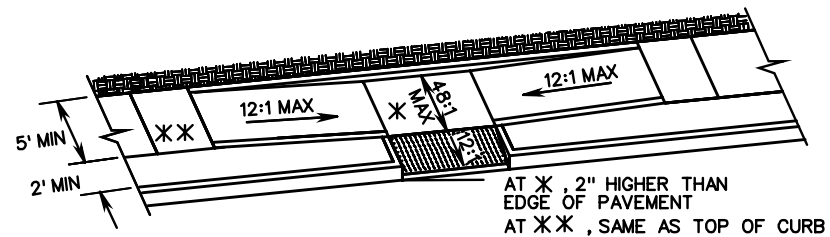
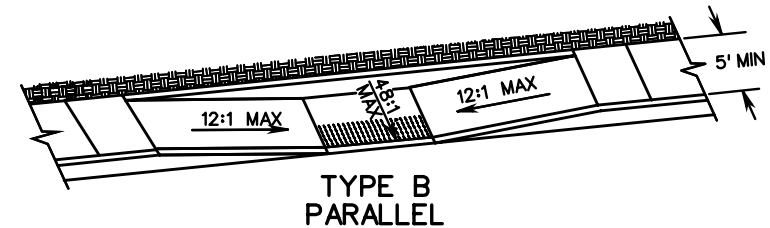
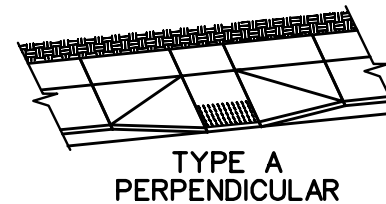
REVISION DATE

SHEET 1 OF 1

203.04

GENERAL NOTES:

1. THE DETECTABLE WARNING SHALL BE PROVIDED BY TRUNCATED DOMES.
2. DETECTABLE WARNING TO BE CLASS A-3 CONCRETE (CLASS A-4 IF PRECAST) WITH SLIP RESISTANT INTEGRAL SURFACE COVERING THE FULL WIDTH OF THE RAMP FLOOR BY 2 FOOT IN LENGTH IN THE DIRECTION OF PEDESTRIAN TRAVEL. OTHER TYPES OF MATERIAL WITH THE TRUNCATED DOMES DETECTABLE WARNING MAY BE USED WITH THE APPROVAL OF THE ENGINEER.
3. SLOPING SIDES OF CURB RAMP MAY BE POURED MONOLITHICALLY WITH RAMP FLOOR OR BY USING PERMISSIBLE CONSTRUCTION JOINT WITH REQUIRED BARS.
4. IF RAMP FLOOR IS PRECAST, HOLES MUST BE PROVIDED FOR DOWEL BARS SO THAT ADJOINING FLARED SIDES CAN BE CAST IN PLACE AFTER PLACEMENT OF PRECAST RAMP FLOOR. PRECAST CONCRETE SHALL BE CLASS A-4.
5. REQUIRED BARS ARE TO BE NO. 5 X 8" PLACED 1' CENTER TO CENTER ALONG BOTH SIDES OF THE RAMP FLOOR, MID-DEPTH OF RAMP FLOOR. MINIMUM CONCRETE COVER 1/2".
6. CURB / CURB AND GUTTER SLOPE TRANSITIONS ADJACENT TO CURB RAMPS ARE INCLUDED IN PAYMENT FOR CURB / CURB AND GUTTER.
7. CURB RAMPS ARE TO BE LOCATED AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. THEY ARE TO BE PROVIDED AT INTERSECTIONS WHEREVER AN ACCESSIBLE ROUTE WITHIN THE RIGHT OF WAY OF A HIGHWAY FACILITY CROSSES A CURB REGARDLESS OF WHETHER SIDEWALK IS EXISTING, PROPOSED, OR NONEXISTENT. THEY MUST BE LOCATED WITHIN PEDESTRIAN CROSSWALKS AS SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER, AND SHOULD NOT BE LOCATED BEHIND VEHICLE STOP LINES, EXISTING LIGHT POLES, FIRE HYDRANTS, DROP INLETS, ETC. ACCESSIBLE ROUTES PROVIDE A CONTINUOUS UNOBSTRUCTED, STABLE, FIRM AND SLIP RESISTANT PATH CONNECTING ALL ACCESSIBLE ELEMENTS OF A FACILITY THAT CAN BE APPROACHED, ENTERED AND USED BY PEDESTRIANS.
8. RAMPS MAY BE PLACED ON RADIAL OR TANGENTIAL SECTIONS PROVIDED THAT THE CURB OPENING IS PLACED WITHIN THE LIMITS OF THE CROSSWALK AND THAT THE SLOPE AT THE CONNECTION OF THE CURB OPENING IS PERPENDICULAR TO THE CURB.
9. TYPICAL CONCRETE SIDEWALK IS 4" THICK. WHEN THE ENTRANCE RADIUS CANNOT ACCOMMODATE THE TURNING REQUIREMENTS OF ANTICIPATED HEAVY TRUCK TRAFFIC, REFER TO STANDARD CG-13, COMMERCIAL ENTRANCE (HEAVY TRUCK TRAFFIC) FOR CONCRETE DEPTH.
10. WHEN CURB RAMPS ARE USED IN CONJUNCTION WITH A SHARED USE PATH, THE MINIMUM WIDTH SHALL BE THE WIDTH OF THE SHARED USE PATH



ROAD AND BRIDGE STANDARDS

SHEET 1 OF 4

REVISION DATE

203.05

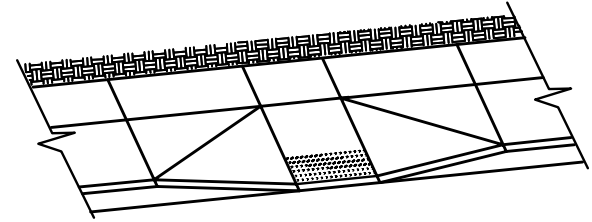
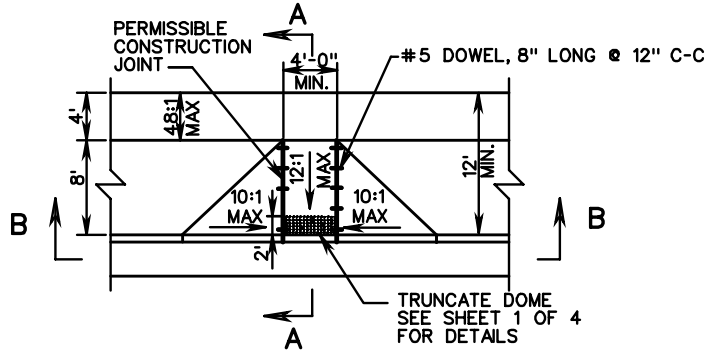
CG-12 DETECTABLE WARNING SURFACE

(GENERAL NOTES)

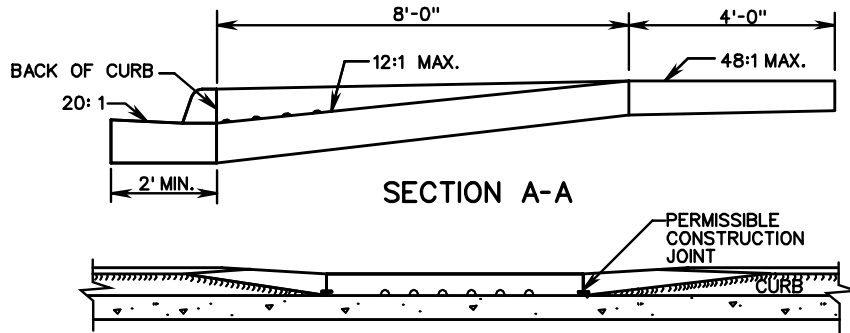
VIRGINIA DEPARTMENT OF TRANSPORTATION

SPECIFICATION
REFERENCE

105
502

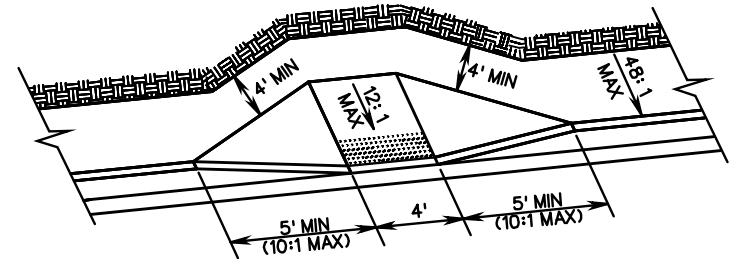


TYPICAL DESIGN

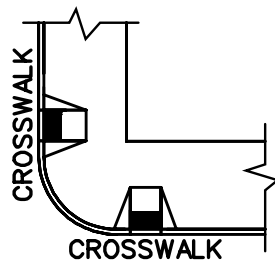


SECTION B-B

NOTE: FOR GENERAL NOTES ON THE DETECTABLE WARNING SURFACE, SEE SHEET 1 OF 4.

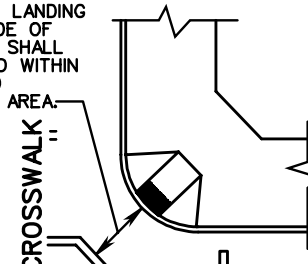


ALTERATIONS

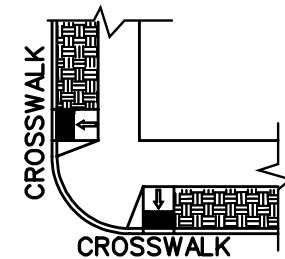


TYPICAL PLACEMENT AT INTERSECTION WITHIN CROSSWALK

A 4' SQUARE LANDING AREA OUTSIDE OF TRAVELWAY SHALL BE PROVIDED WITHIN THE MARKED CROSSWALK AREA.



CROSSWALK DIAGONAL VARIATION



TYPICAL PLACEMENT AT INTERSECTION WITHIN CROSSWALK (WITH BUFFER STRIP)

THIS DESIGN TO BE USED FOR CONSTRUCTION THAT INCORPORATES WIDER SIDEWALK. LANDING (48" WIDE) REQUIRED AT TOP OF CURB RAMP. MINIMUM CURB RAMP LENGTH 8 FEET FOR NEW CONSTRUCTION, 6 FEET FOR ALTERATIONS.

SPECIFICATION REFERENCE

105
502

CG-12 DETECTABLE WARNING SURFACE
TYPE A (PERPENDICULAR) APPLICATION

VIRGINIA DEPARTMENT OF TRANSPORTATION

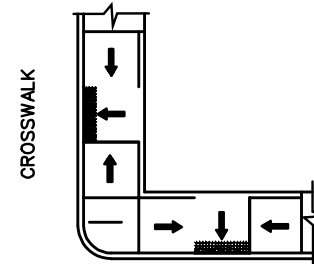
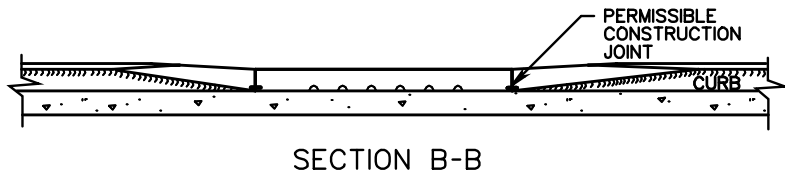
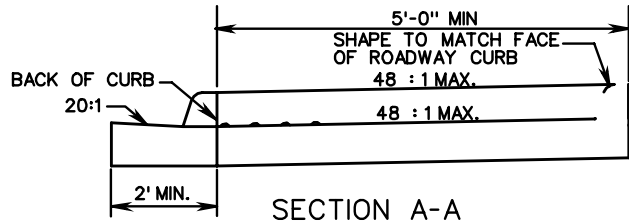
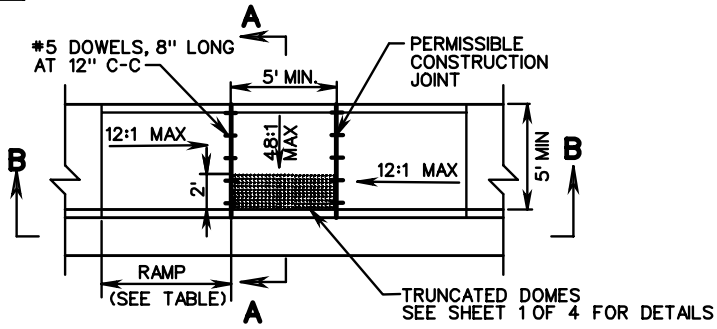
VDOT

ROAD AND BRIDGE STANDARDS

REVISION DATE

SHEET 2 OF 4

203.06

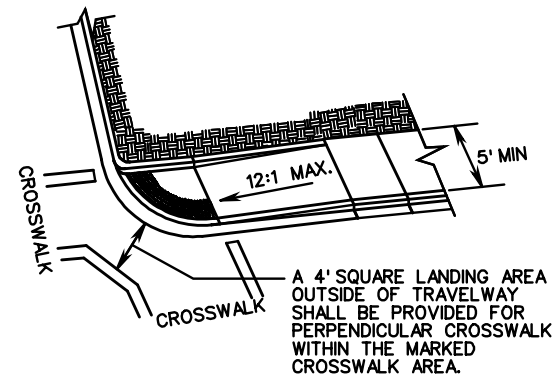


TYPICAL PLACEMENT AT INTERSECTION WITHIN CROSSWALK

NOTE: FOR GENERAL NOTES ON THE DETECTABLE WARNING SURFACE, SEE SHEET 1 OF 4.

TYPE B PARALLEL APPLICATION		
ROADWAY GRADE IN PERCENT	MINIMUM RAMP LENGTH IN FEET	
	4" CURB	6" CURB
0	4	6
1	5	7
2	5	8
3	6	9
4	8	12
5	10	15
6	14	15

NOTE:
THE REQUIRED LENGTH OF A PARALLEL RAMP IS LIMITED TO 15 FEET, REGARDLESS OF THE SLOPE.



ROAD AND BRIDGE STANDARDS

SHEE 3 OF 4

REVISION DATE

203.07

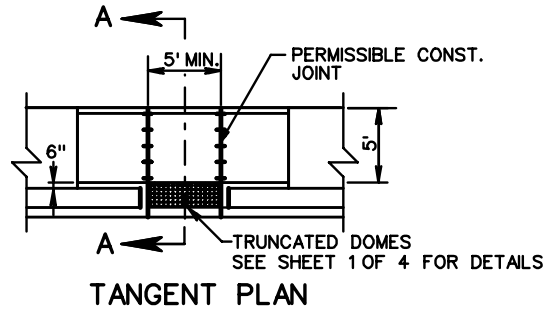
CG-12 DETECTABLE WARNING SURFACE

TYPE B (PARALLEL) APPLICATION

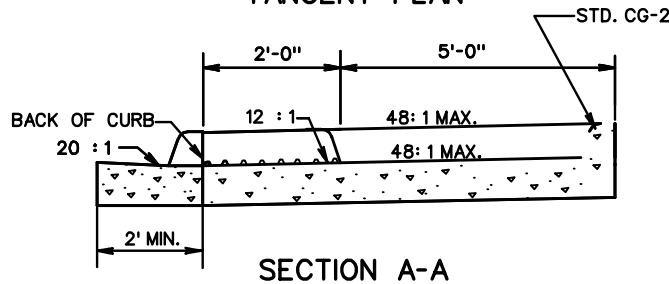
VIRGINIA DEPARTMENT OF TRANSPORTATION

SPECIFICATION REFERENCE

105
502

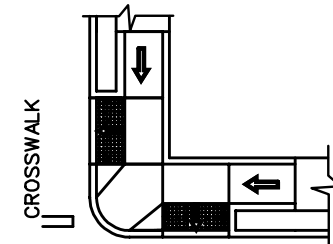


TANGENT PLAN



SECTION A-A

NOTE: FOR GENERAL NOTES ON THE DETECTABLE WARNING SURFACE, SEE SHEET 1 OF 4.



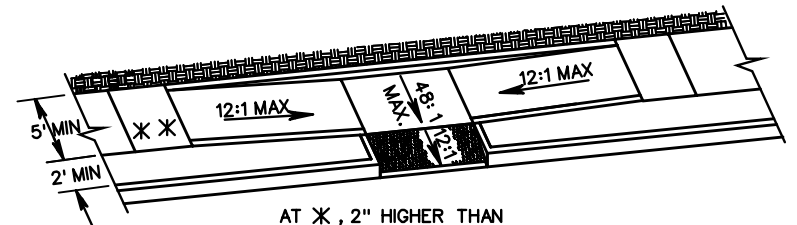
CROSSWALK

TYPICAL PLACEMENT AT INTERSECTION WITH BUFFER STRIP

THE SELECTION OF CURB TYPE AND THE CONFIGURATION OF THE UTILITY STRIP MAY VARY TO MEET EXISTING FIELD CONDITIONS AND ROADWAY GEOMETRICS PROVIDING THE DIMENSIONS AND SLOPES ARE AS NOTED.

TYPE C PARALLEL & PERPENDICULAR APPLICATION		
ROADWAY GRADE IN PERCENT	MINIMUM RAMP LENGTH IN FEET	
	4" CURB	6" CURB
0	2	4
1	2	5
2	3	5
3	3	6
4	4	8
5	5	10
6	7	14
7	13	15
8	15	15

NOTE:
THE REQUIRED LENGTH OF A PARALLEL RAMP IS LIMITED TO 15 FEET, REGARDLESS OF THE SLOPE.



AT * , 2" HIGHER THAN
EDGE OF PAVEMENT
AT * * , SAME AS TOP OF CURB

THIS COMBINED (PARALLEL & PERPENDICULAR) DESIGN FOR ALTERATIONS CAN BE USED WITH ADJOINING BUFFER STRIP. LANDING AT BOTTOM OF TWO SLOPING SIDES WITH 60" X 60" MIN. DIMENSIONS. THE SHORT PERPENDICULAR RUN TO THE STREET CAN BE PROTECTED BY A LANDSCAPED SETBACK OR CONNECTED TO THE SIDEWALK WITH A WARPED SURFACE.

SPECIFICATION
REFERENCE

105
502

CG-12 DETECTABLE WARNING SURFACE
TYPE C (PARALLEL & PERPENDICULAR) APPLICATION

VIRGINIA DEPARTMENT OF TRANSPORTATION

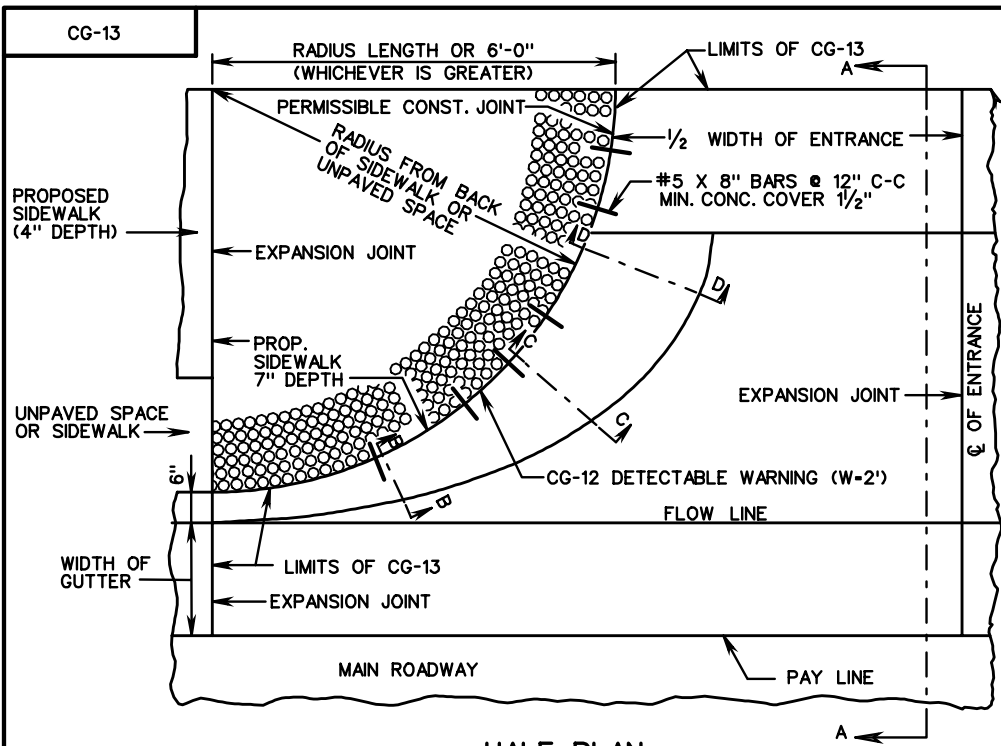
VDOT

ROAD AND BRIDGE STANDARDS

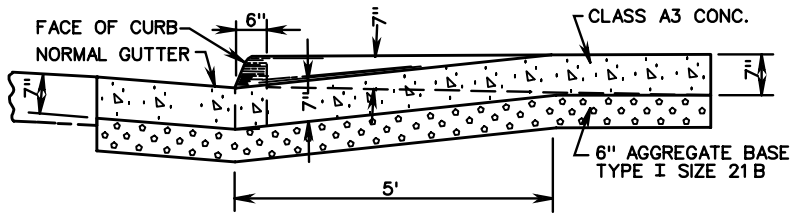
REVISION DATE

SHEET 4 OF 4

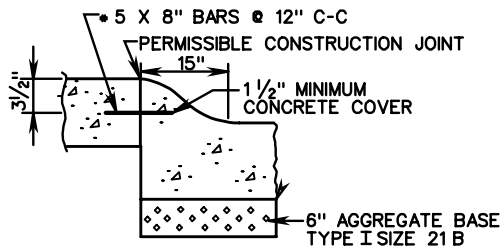
203.08



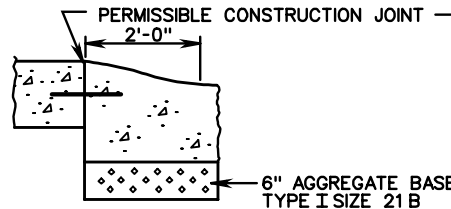
HALF PLAN



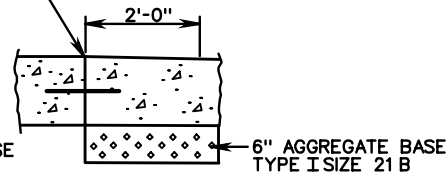
SECTION A-A



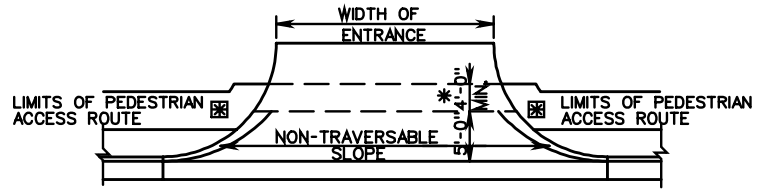
SECTION B-B



SECTION C-C



SECTION D-D



PEDESTRIAN ACCESS ROUTE DETAIL

ADDITIONAL RIGHT-OF-WAY IS REQUIRED IF THE LIMITS OF PEDESTRIAN ACCESS ROUTE \square EXTEND BEYOND EXISTING OR PROPOSED VDOT RIGHT-OF WAY.

\square PEDESTRIAN ACCESS ROUTES PROVIDE A CONTINUOUS UNOBSTRUCTED, STABLE, FIRM AND SLIP RESISTANT PATH CONNECTING ALL ACCESSIBLE ELEMENTS OF A FACILITY THAT CAN BE APPROACHED, ENTERED AND USED BY PEDESTRIANS. IF ACCESS ROUTE IS ADJACENT TO BACK OF CURB, MINIMUM WIDTH SHOULD BE 6'.

* IF PEDESTRIAN ACCESS ROUTES \square ARE BEING PROVIDED, A MINIMUM 4' TRAVERSABLE WIDTH IS REQUIRED WITH MAX. 2% CROSS SLOPE.

NOTES:

1. PROPOSED 7" SIDEWALK IS TO BE POURED MONOLITHICALLY WITH ENTRANCE OR BY USING PERMISSIBLE CONSTRUCTION JOINT WITH REQUIRED BARS.
2. PROPOSED 7" SIDEWALK TO BE CLASS A-3 CONCRETE.
3. REQUIRED BARS ARE TO BE NO. 5X8" PLACED 1' CENTER TO CENTER ALONG BACK OF CURB, MID-DEPTH OF SIDEWALK. MINIMUM CONCRETE COVER 1 1/2".
4. ALL DETAILS AND DIMENSIONS NOT SHOWN ARE THE SAME AS STANDARD CG-9D.
5. THIS DESIGN MAY ALSO BE APPLIED TO OTHER ENTRANCE STANDARDS AS THE NEED ARISES.
6. WHEN USED IN CONJUNCTION WITH STANDARD CG-3 OR CG-7, THE CURB FACE ON THIS STANDARD IS TO BE ADJUSTED TO MATCH THE MOUNTABLE CURB CONFIGURATION.
7. SEE STANDARD CG-12 FOR DETECTABLE WARNING DETAILS.



ROAD AND BRIDGE STANDARDS

SHEET 1 OF 1

REVISION DATE

203.09

COMMERCIAL ENTRANCE
(HEAVY TRUCK TRAFFIC ANTICIPATED)

VIRGINIA DEPARTMENT OF TRANSPORTATION

SPECIFICATION
REFERENCE

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