Curb ramps shall be located within the crosswalks (marked or unmarked). The ramps may be centered or located to one side of the crosswalk with the flare outside of the crosswalk. Curb ramps shall be located in front of the vehicle stop bar, if one exists. The Project Manager should discuss the relationship between crosswalks, stop bars and curb ramps with the Traffic Engineering Designer throughout the design of a project.

Pedestrian Access Routes that cross medians and refuge islands shall be a minimum of 6 feet in length and include a break or cut-through a minimum of 5 feet wide and include detectable warning surfaces. Detectable warning surfaces shall be truncated domes. See VDOT Road and Bridge Standard CG-12 and Median (M1 or M2) or Refuge Island (RI1 or RI2).

Typical situations depicting the placement of curb ramps in new construction and in alterations have been incorporated into VDOT's *Road and Bridge Standard* details. Designers are urged to use sound engineering judgment in determining placement.

On new construction projects, utility poles, traffic control devices (such as sign, signal and lighting structures), fire hydrants, and drop inlets should be located so as to provide an unobstructed pedestrian access route to the curb ramp. Because the location of curb ramps may be adversely affected by obstructions, the curb ramp location should have priority over the location of potential obstructions.

PROCEDURE FOR DETERMINING THE LOCATION AND DESIGN OF CURB RAMPS*

Where do we want and plan for all pedestrians to walk or move? What is their destination and what is their current path? Is there an established network? The path may be along a sidewalk (or a relatively flat, unobstructed grass area behind a curb even though it is not surfaced) and through intersections.

1. Determine if the subject project is a new project or an alteration project.
2. Coordinate, early in the design process, with the State Bicycle and Pedestrian Coordinator concerning a pedestrian movement plan (pedestrian access route) Policy and Procedure Section and the Traffic Engineering Designer concerning crosswalk locations. Determine the most desirable crossing locations.
3. Determine the best type of curb ramp (CG-12, Type A, B or C) for each location. Specify a CG-12, Type A if there is sufficient space for the landing at the top of the ramp.
4. Evaluate conflicts with curb ramps (light poles, fire hydrants, traffic control devices, utilities, drainage structures, etc.) and coordinate revised crossing locations or fixed object locations as necessary to install curb ramps.
5. The above procedure should continue as necessary throughout the plan development process.

* Rev. 1/17