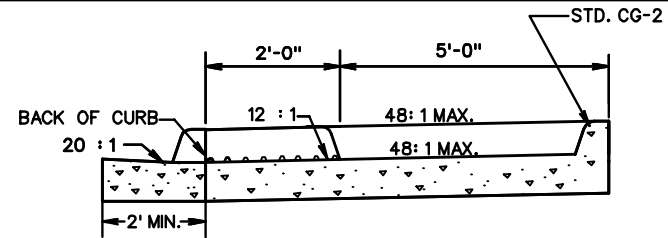
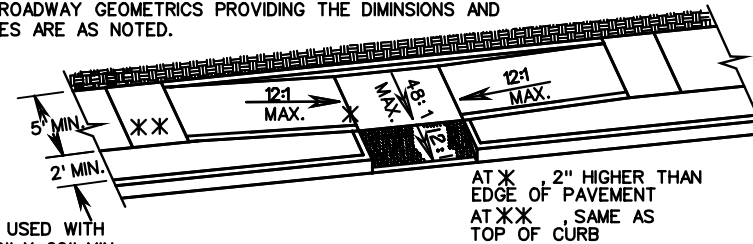


TYPICAL PLACEMENT AT INTERSECTION WITH BUFFER STRIP



SECTION A-A

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.



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.

NOTES:

1. 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 DOME DETECTABLE WARNING MAY BE USED WITH THE APPROVAL OF THE ENGINEER.
2. THE DETECTABLE WARNING SHALL BE PROVIDED BY TRUNCATED DOMES. TRUNCATED DOMES TO BE STAMPED IF CAST-IN-PLACE OR PRECAST IN TOP SURFACE. THE COLOR OF THE DETECTABLE WARNING SECTION SHALL BE A CONTRASTING COLOR WITH THE ADJACENT SURFACES (ADJACENT SURFACES INCLUDES FLARED SIDES). OR FEDERAL SAFETY YELLOW.
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 RADIICANNOT ACCOMMODATE THE TURNING REQUIREMENTS OF ANTICIPATED HEAVY TRUCK TRAFFIC THE CONCRETE SIDEWALK DEPTH SHOULD BE INCREASED TO 7".

ROADWAY GRADE IN PERCENT	MINIMUM RAMP LENGTH IN FEET, 4" CURB HEIGHT	MINIMUM RAMP LENGTH IN FEET, 6" CURB HEIGHT
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

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

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

VIRGINIA DEPARTMENT OF TRANSPORTATION

SPECIFICATION REFERENCE

105 502