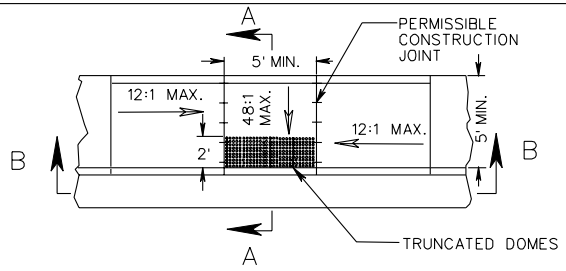
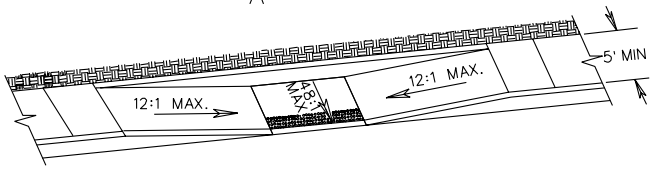
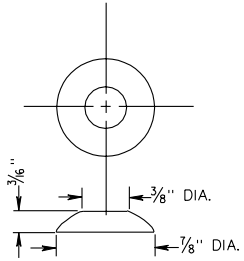
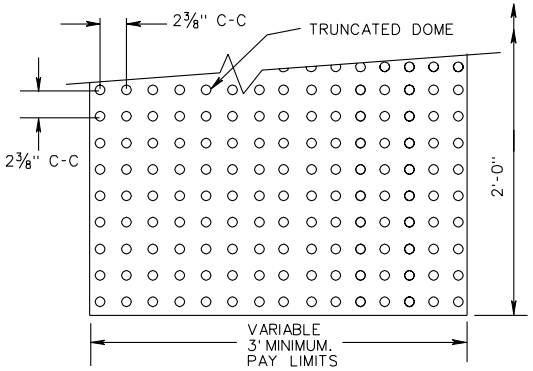
REVISED ON 1-04



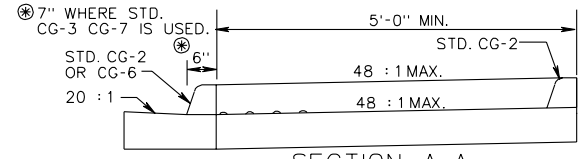




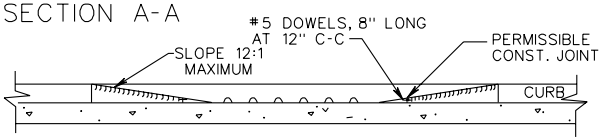
TRUNCATED DOME DETAIL



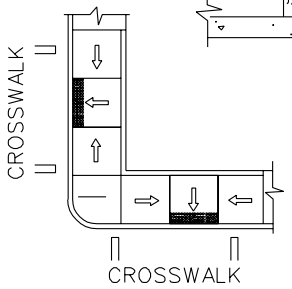
DETECTABLE WARNING DETAIL



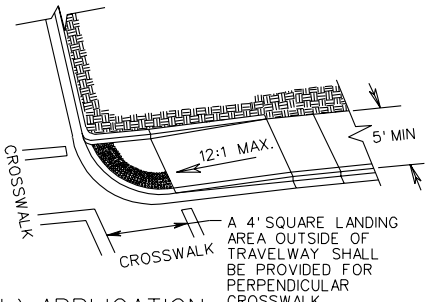
SECTION A-A



SECTION B-B



TYPICAL PLACEMENT AT INTERSECTION WITHIN CROSSWALK



TYPE B (PARALLEL) APPLICATION

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 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).
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 1½".
6. CURB/CURB AND GUTTER SLOPE TRANSITIONS ADJACENT TO CURB RAMPS ARE INCLUDED IN PAYMENT FOR CURB/CURB AND GUTTER.
7. 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 AND CONFIGURATION.
8. 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. WILL AFFECT PLACEMENT. ACCESSIBLE ROUTE IS DEFINED AS A CONTINUOUS UNOBSTRUCTED, STABLE, FIRM AND SLIP RESISTANT PATH CONNECTING ALL ACCESSIBLE ELEMENTS OF A FACILITY THAT CAN BE APPROACHED, ENTERED AND USED BY PERSONS WITH MOBILITY IMPAIRMENTS.
9. RAMPS MAY BE PLACED ON RADIAL OR TANGENTIAL SECTIONS PROVIDED THAT THE CURB OPENING IS PLACED WITHIN THE LIMITS OF THE CROSSWALK.
10. TYPICAL CONCRETE SIDEWALK IS 4" THICK. WHEN THE ENTRANCE RADII CANNOT ACCOMMODATE THE TURNING REQUIREMENTS OF ANTICIPATED HEAVY TRUCK TRAFFIC THE CONCRETE SIDEWALK DEPTH SHOULD BE INCREASED TO 7".

SPECIFICATION REFERENCE
105 502

CG-12 DETECTABLE WARNING SURFACE TYPE B (PARALLEL) APPLICATION

VIRGINIA DEPARTMENT OF TRANSPORTATION

REV. 3/03

203.06