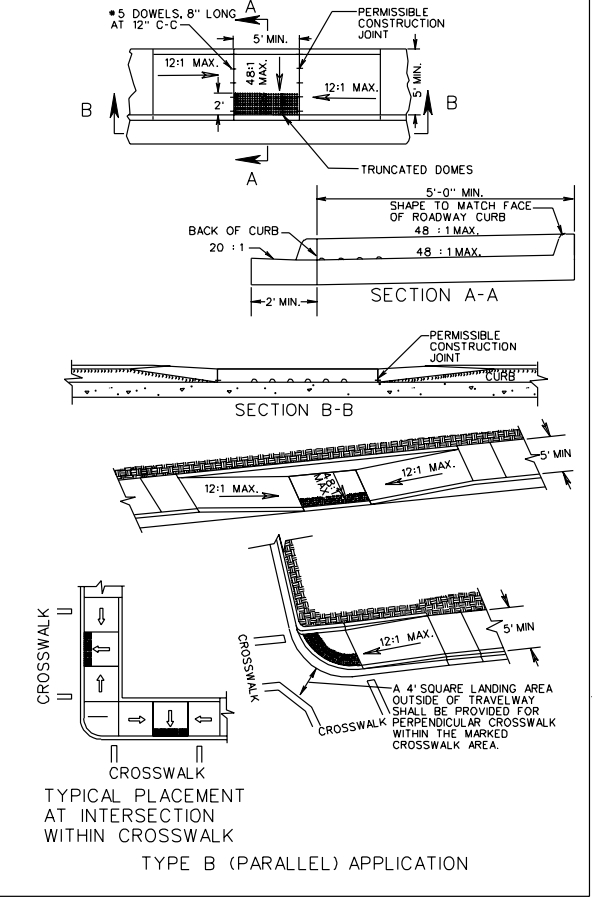
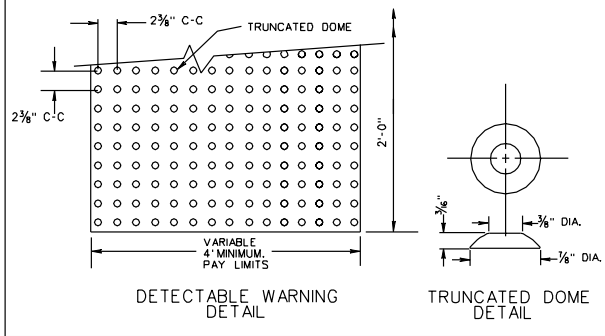
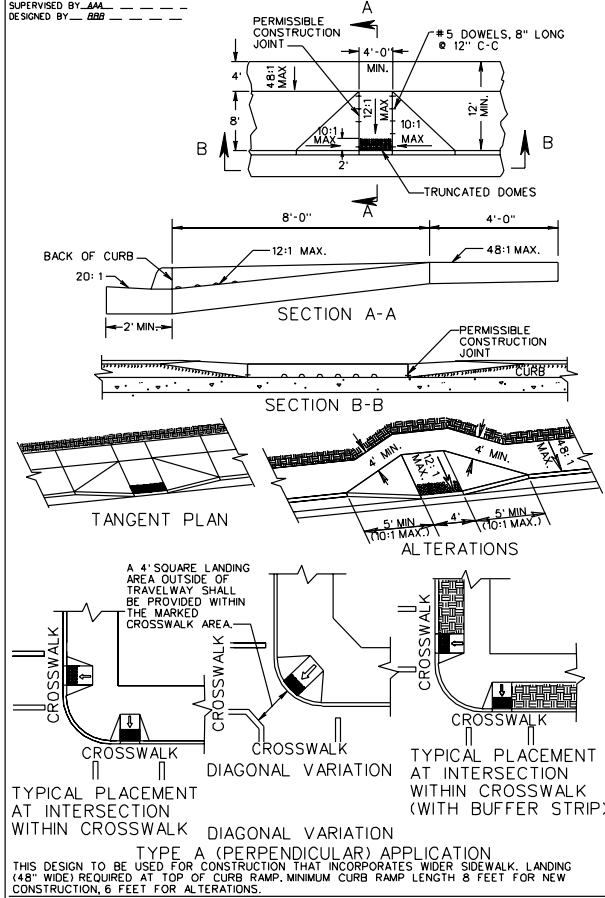


SURVEYED BY \_\_\_\_\_  
 SUPERVISED BY AA  
 DESIGNED BY BBB



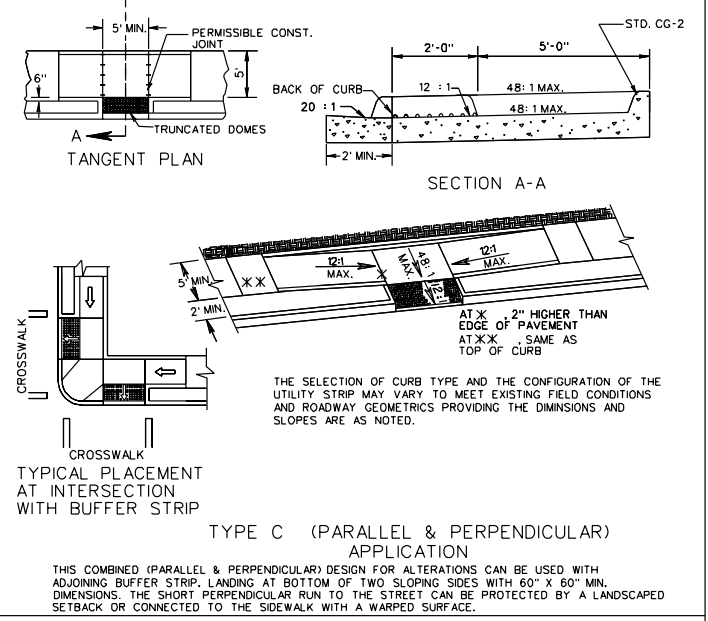
**RAMP LENGTH TABLES**

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

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

**CG-12 DETECTABLE WARNING SURFACE (ACCESS FOR MOBILITY IMPAIRMENTS)**  
 VIRGINIA DEPARTMENT OF TRANSPORTATION

REVISED	STATE	FEDERAL AID PROJECT	ROUTE	STATE PROJECT	SHEET NO.
	VA.				



- NOTES:
- 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.
  - 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.
  - SLOPING SIDES OF CURB RAMP MAY BE Poured MONOLITHICALLY WITH RAMP FLOOR OR BY USING PERMISSIBLE CONSTRUCTION JOINT WITH REQUIRED BARS.
  - 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.
  - 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".
  - CURB/CURB AND GUTTER SLOPE TRANSITIONS ADJACENT TO CURB RAMP ARE INCLUDED IN PAYMENT FOR CURB/CURB AND GUTTER.
  - CURB RAMP 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.
  - RAMP 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.
  - 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".

REV. 7/04  
 SPECIAL DESIGN SECTION  
 DRAWING NO. A 59

PLAN NO.	PROJECT	FILE NO.	SHEET NO.