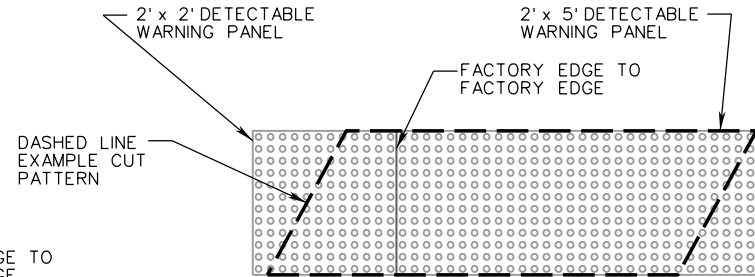
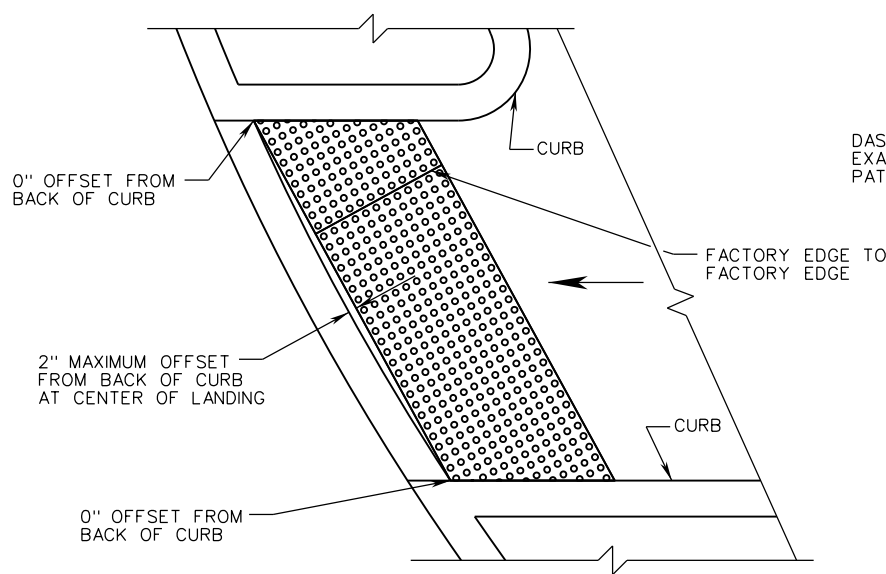


TYPICAL INSTALLATION FOR SHARED-USE PATH WITH SHOULDER



NOTES

1. THE OFFSET OF THE DETECTABLE WARNING PANEL AT THE LANDING CENTER IS 2" MAXIMUM WITH A 0" OFFSET AT EACH END. OFFSETS GREATER THAN 2" ARE NOT PERMITTED AND REQUIRE THE DETECTABLE WARNING PANELS TO BE CUT TO MATCH THE BACK OF CURB RADIUS.
2. JOINTS BETWEEN DETECTABLE WARNING PANELS SHALL BE FACTORY EDGES. CUT SIDES OF PANELS ARE NOT PERMITTED TO ABUT ADJACENT PANELS.
3. ALIGNMENT OF DOMES ON ADJACENT PANELS THAT WILL BE MODIFIED TO FIT A RADIUS SHALL BE MAINTAINED WHEN FIELD MODIFYING DETECTABLE WARNING PANELS.
4. PARTIAL DETECTABLE WARNING DOMES THAT ARE THE RESULT OF CUTTING PANELS SHOULD BE GROUND FLUSH WITH THE PANEL SURFACE.
5. GAPS BETWEEN ADJACENT DETECTABLE WARNING PANELS ARE NOT PERMITTED.
6. SEE PLANS FOR CROSSWALK MARKINGS, TURNING AREAS, ROUTE WIDTHS, GRADE CHANGES AND RAMP CONFIGURATIONS.

TYPICAL INSTALLATION ON RADIUS (SIDEWALKS OR SHARED USE PATHS)

SPECIFICATION REFERENCE
105
502
504

A COPY OF THE ORIGINAL SEALED AND SIGNED DRAWING IS ON FILE IN THE CENTRAL OFFICE.

CG-12 DETECTABLE WARNING SURFACE
DETECTABLE WARNING INSTALLATION

VIRGINIA DEPARTMENT OF TRANSPORTATION



ROAD AND BRIDGE STANDARDS

REVISION DATE

NEW 04/19

SHEET 1 OF 2

204.06