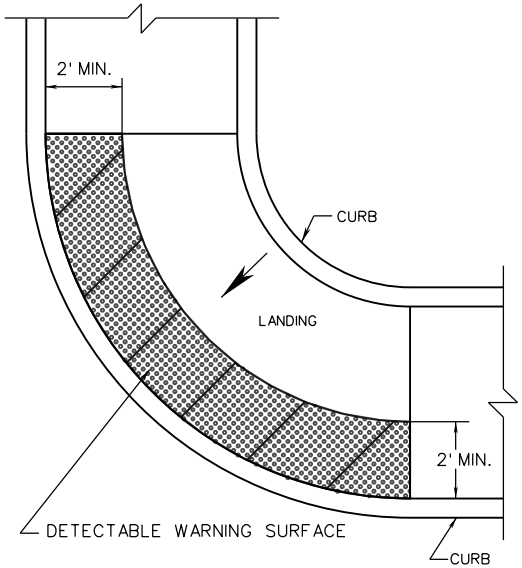
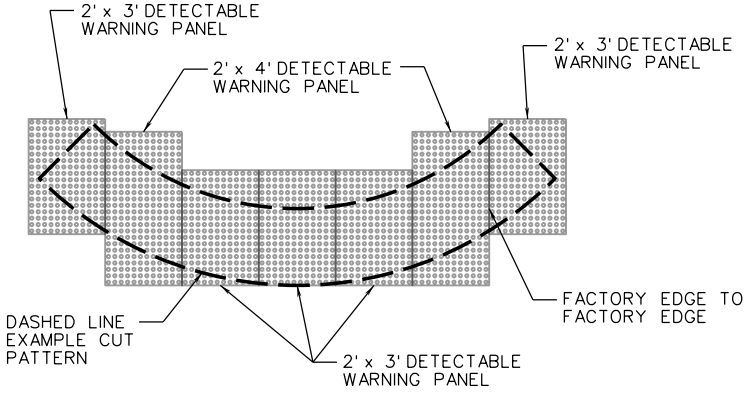
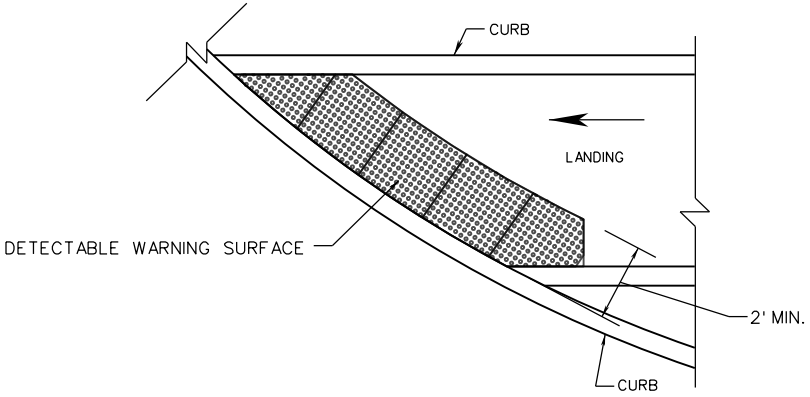
CG-12-INS



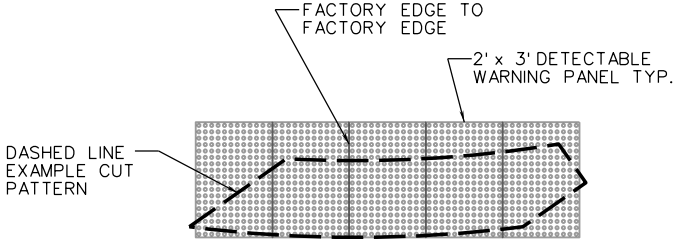
EXAMPLE BLENDED TRANSITION

(NOT FOR USE IN NEW CONSTRUCTION FOR RETROFIT OR ALTERATIONS ONLY)





EXAMPLE RADIAL INSTALLATION



NOTES

1. LOCATIONS WHERE THE DETECTABLE WARNING CANNOT BE INSTALLED WITH A MAXIMUM 2" OFFSET FROM THE BACK OF CURB SHALL HAVE A RADIUS TO MATCH RADIUS OF THE CURB. DETECTABLE WARNING PANELS SHALL HAVE A FACTORY RADIUS OR IF APPROVED BY THE ENGINEER MAY BE FIELD MODIFIED AS RECOMMENDED BY THE MANUFACTURER TO MATCH THE BACK OF CURB.
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. DETECTABLE WARNING PANEL SIZES SHOWN ARE FOR EXAMPLE PURPOSES. OTHER PANEL SIZES MAY BE USED IN ORDER TO MAINTAIN CONSISTENT ALIGNMENT OF THE DOMES FOR EACH CURB RAMP LOCATION.
5. BLENDED TRANSITION CURB RAMPS ARE FOR ALTERATION SITUATIONS WHERE STANDARD DIRECTIONAL CURB RAMPS ARE NOT FEASIBLE DUE TO SITE CONSTRAINTS. BLENDED TRANSITION CURB RAMPS ARE NOT PERMITTED FOR NEW CONSTRUCTION.
6. PARTIAL DETECTABLE WARNING DOMES THAT ARE THE RESULT OF CUTTING PANELS SHOULD BE GROUND FLUSH WITH THE PANEL SURFACE.
7. GAPS BETWEEN ADJACENT DETECTABLE WARNING PANELS ARE NOT PERMITTED.
8. SEE PLANS FOR CROSSWALK MARKINGS, TURNING AREAS, ROUTE WIDTHS, GRADE CHANGES, AND RAMP CONFIGURATIONS.

VDOT
ROAD AND BRIDGE STANDARDS

SHEET 2 OF 2 | REVISION DATE
204.07 | NEW 04/19

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

CG-12 DETECTABLE WARNING SURFACE
METHOD OF INSTALLING DETECTABLE WARNINGS ON A RADIUS
VIRGINIA DEPARTMENT OF TRANSPORTATION

SPECIFICATION REFERENCE
105
502
504