

MISCELLANEOUS NOTES

Objects such as utility covers, manhole covers, vault frames and covers and grates shall not be located on curb ramp runs, blended transitions, turning spaces or the gutter area within the pedestrian access route. This may not always be possible in alterations, but should be avoided wherever possible.

Maintenance of curb ramps may be necessary where there is a low velocity of storm water runoff. Debris may accumulate in the relatively flat areas at the base of the ramps, particularly in CG-12, Type B. Very little can be done cost-effectively to overcome this from a design and placement perspective.

The design guidelines are based on a standard barrier curb height of 6 inches. Should increased heights be used, it will be necessary to add to the length of the curb ramp.

Special attention should be given to ensure that the bottoms of curb ramps and gutter pan lips are not adversely affected during street re-paving.

When new construction or an alteration activity is conducted, curb ramp access must be evaluated as part of the project design.

Gutter slopes at curb ramp locations should not exceed 20:1 (5%) for new construction. Therefore, VDOT's standard curb and gutter design should be modified for use adjacent to curb ramps to ensure proper slope and adequate drainage.

The minimum requirements for curb ramps differ for new construction and alterations.

GUIDELINES FOR CURB RAMP LOCATIONS

The placement of curb ramps is as critical to their effectiveness as the design. Placement should be determined by design constraints of the sidewalk, roadway, and intersection with respect to obstructions, crosswalks, and intersection types. Placement relative to obstructions should maintain consistency and effectiveness.

Curb ramps should be provided for each direction of crossing at intersections that incorporate pedestrian access routes, or on both sides of a mid-block location to establish a pedestrian access route for ramp users. Curb ramps shall be in-line with the direction of pedestrian travel to improve wayfinding for visually impaired pedestrians. If curb ramps are not placed at all corners of an intersection the ramp user's accessibility is restricted to the paths that provide curb ramps. Access to all pedestrian paths should be provided. *

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