ALTERNATIVE HANDICAP ACCESS MODIFICATIONS

FOR

VARIOUS LOCATIONS WITHIN THE TOWN OF LURAY

LURAY, VA

Sheet List Table	
Sheet Number	Sheet Title
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GENERAL NOTES AND STANDARDS:

CONSTRUCTION STANDARDS

ALL CONSTRUCTION METHODS AND MATERIALS SHALL CONFORM WITH THESE DRAWINGS, PROJECT SPECIFICATIONS, WITH ALL CURRENT APPLICABLE CODES, AND, UNLESS OTHERWISE SPECIFIED, WITH THE LATEST REVISIONS OF THE FOLLOWING REFERENCE DOCUMENTS:

- THE TOWN OF LURAY CONSTRUCTION STANDARDS AND SPECIFICATIONS
- VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT) ROAD & BRIDGE SPECIFICATIONS
- VDOT ROAD AND BRIDGE STANDARDS
- VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK (VESCH)
- ADA STANDARDS FOR ACCESSIBLE DESIGN
- MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD)
- VIRGINIA WORK AREA PROTECTION MANUAL

DEMOLITION NOTES:

1. PRIOR TO STARTING ANY DEMOLITION CONTRACTOR IS SHALL ENSURE THAT COPIES OF ALL APPLICABLE PERMITS AND APPROVALS ARE MAINTAINED ON SITE AND AVAILABLE FOR REVIEW. CONTRACTOR ALSO SHALL HAVE COMPLETED THE PRE–CONSTRUCTION CONFERENCE.
2. CONTRACTOR SHALL INSTALL THE REQUIRED SOIL EROSION AND SEDIMENT CONTROL AND/OR TREE PROTECTION MEASURES PRIOR TO SITE DISTURBANCE.
3. CONTRACTOR SHALL LOCATE (VERTICALLY AND HORIZONTALLY) ALL UTILITIES AND SERVICES, INCLUDING, BUT NOT LIMITED TO GAS, WATER, ELECTRIC, SANITARY AND STORM SEWER, TELEPHONE, CABLE, FIBER OPTIC CABLE, ETC. WITHIN THE LIMITS OF DISTURBANCE. THE CONTRACTOR SHALL USE AND COMPLY WITH THE REQUIREMENTS OF THE APPLICABLE UTILITY NOTIFICATION SYSTEM TO LOCATE ALL THE UNDERGROUND UTILITIES.
4. CONTRACTOR SHALL CONTACT THE APPLICABLE UTILITY SERVICE PROVIDER AND SHALL BE RESPONSIBLE FOR ALL COORDINATION REGARDING UTILITY DEMOLITION REQUIRED FOR THE PROJECT. THE CONTRACTOR SHALL PROVIDE THE OWNER WRITTEN NOTIFICATION THAT THE EXISTING UTILITIES AND SERVICES HAVE BEEN TERMINATED AND ABANDONED IN ACCORDANCE WITH JURISDICTION AND UTILITY COMPANY REQUIREMENTS.
5. CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES & ADJACENT LANDOWNERS/BUSINESSES REGARDING WORKING "OFF–PEAK" HOURS OR ON WEEKENDS WHICH MAY BE REQUIRED TO MINIMIZE THE IMPACT ON THE ADJACENT PROPERTY OWNERS/TENANTS.
6. CONTRACTOR SHALL PROCEED WITH THE DEMOLITION IN A SYSTEMATIC AND SAFE MANNER, FOLLOWING ALL OSHA REQUIREMENTS, TO ENSURE THE SAFETY OF THE PUBLIC AND ALL PARTIES INVOLVED.
7. THE CONTRACTOR SHALL PROVIDE ALL THE "MEANS AND METHODS" NECESSARY TO PREVENT MOVEMENT, SETTLEMENT, OR COLLAPSE OF EXISTING STRUCTURES, AND ANY OTHER IMPROVEMENTS THAT ARE REMAINING ON OR OFF SITE. THE DEMOLITION CONTRACTOR IS RESPONSIBLE FOR ALL REPAIRS OF DAMAGE TO ALL ITEMS THAT ARE TO REMAIN AS A RESULT OF THEIR ACTIVITIES.
8. IN THE ABSENCE OF SPECIFICATIONS, THE CONTRACTOR SHALL PERFORM EARTH MOVEMENT ACTIVITIES, DEMOLITION AND REMOVAL OF ALL FOUNDATION WALLS, FOOTINGS, AND OTHER MATERIALS WITHIN THE LIMITS OF DISTURBANCE WITH DIRECTION BY OWNER'S STRUCTURAL OR GEOTECHNICAL ENGINEER.
9. CONTRACTOR SHALL CONDUCT DEMOLITION ACTIVITIES IN SUCH A MANNER TO ENSURE MINIMUM INTERFERENCE WITH ROADS, STREETS, SIDEWALKS, WALKWAYS, AND OTHER ADJACENT FACILITIES. STREET CLOSURE PERMITS MUST BE RECEIVED FROM THE TOWN OF LURAY.
10. USE DUST CONTROL MEASURES TO LIMIT AIRBORNE DUST DURING DEMOLITION IN ACCORDANCE WITH FEDERAL, STATE, AND/OR LOCAL STANDARDS. AFTER THE DEMOLITION IS COMPLETE, ADJACENT STRUCTURES AND IMPROVEMENTS SHALL BE CLEANED OF ALL DUST AND DEBRIS CAUSED BY THE DEMOLITION OPERATIONS. THE CONTRACTOR IS RESPONSIBLE FOR RETURNING ALL ADJACENT AREAS TO THEIR "PRE–DEMOLITION" CONDITION.
11. CONTRACTOR IS RESPONSIBLE TO SAFEGUARD SITE AS NECESSARY TO PERFORM THE DEMOLITION IN SUCH A MANNER AS TO PREVENT THE ENTRY OF UNAUTHORIZED PERSONS AT ANY TIME.
12. THIS DEMOLITION PLAN IS INTENDED TO IDENTIFY THOSE EXISTING ITEMS/CONDITIONS WHICH ARE TO BE REMOVED. IT IS NOT INTENDED TO PROVIDE DIRECTION OTHER THAN THAT ALL METHODS AND MEANS ARE TO BE IN ACCORDANCE WITH STATE, FEDERAL, LOCAL, AND JURISDICTIONAL REQUIREMENTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL OSHA AND OTHER SAFETY PRECAUTIONS NECESSARY TO PROVIDE A SAFE WORK SITE.
13. DEBRIS SHALL NOT BE BURIED ON THE SUBJECT SITE. ALL DEMOLITION WASTES AND DEBRIS (SOLID WASTE) SHALL BE DISPOSED OF IN ACCORDANCE WITH ALL LOCAL, STATE, AND FEDERAL LAWS AND APPLICABLE CODES.

APPLICANT/DEVELOPER:

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PROPOSED USE:

THE PROPOSED HANDICAP ACCESS DESIGN OPTIONS WITHIN THIS PLAN ARE INTENDED FOR THE TOWN OF LURAY TO USE ALONG ROADWAYS WITHIN TOWN LIMITS WHERE EXISTING FEATURES (I.E. LIGHT POLES, HYDRANTS, ETC.) ELIMINATE PROPER PASSAGE WIDTH FOR HANDICAPPED PEDESTRIANS ONT THE SIDEWALKS. THE PASSAGE WIDTH OF ANY CURB SITE WITH LESS THAN A 36" WIDTH WILL JUSTIFY THE INSTALLATION OF ONE THE FOUR DESIGN OPTIONS. 36" WIDTH WILL TRY TO BE OBTAINED, BUT WHERE NOT FEASIBLE, 32" (OR 90%) WILL BE ACHIEVED.

SIGNATURE	DATE

No.	Submittal / Revision	By	Appr'd	Date
1	FIRST SUBMITTAL	SMK	TSA	4/20/16
2	CONSTRUCTION DRAWING	SMK	TSA	10/27/16
3	FINAL CONSTRUCTION DRAWING	SMK	TSA	12/14/16
4	FINAL CONSTRUCTION DRAWING V2	BBN	TSA	03/03/17

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ALTERNATIVE HANDICAP ACCESS MODIFICATIONS

TITLE SHEET

VARIOUS LOCATIONS WITHIN THE TOWN OF LURAY
LURAY, VA

RACEY PROJECT NUMBER: 5706 | PUBLISH DATE: 3/3/2017

T100

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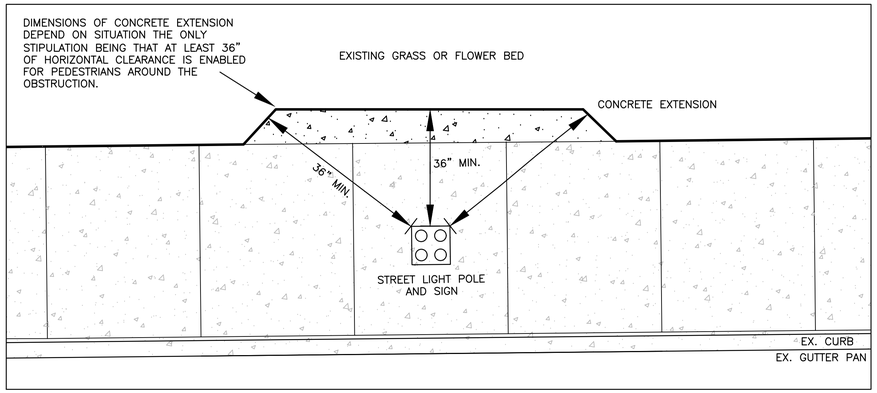
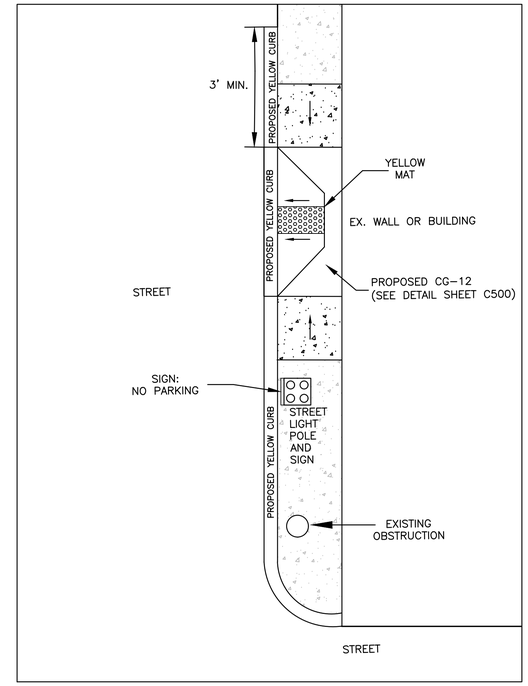


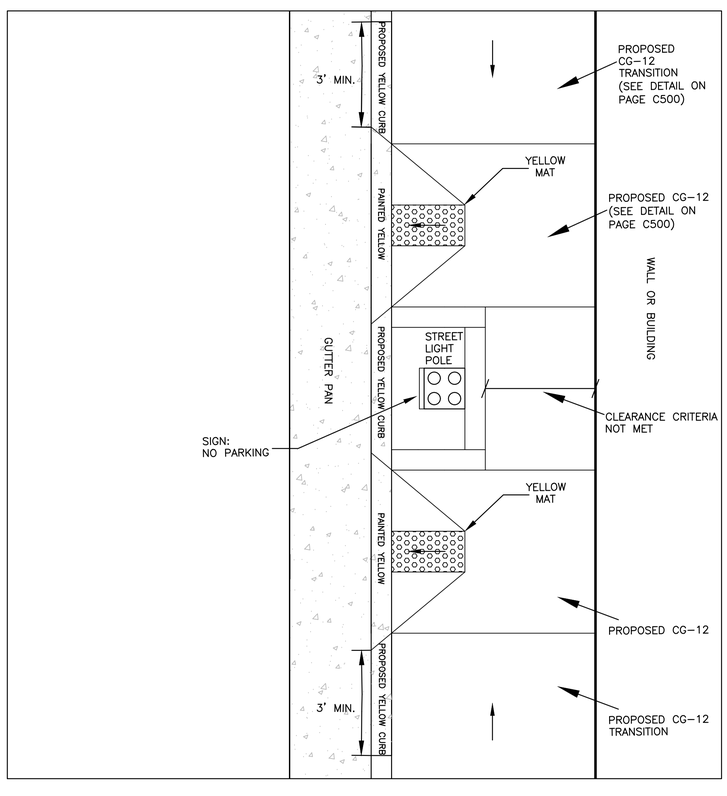
OPTION 1

THIS DESIGN IS INTENDED TO BE USED WHERE AN EXISTING OBSTRUCTION ELIMINATES APPROPRIATE SIDEWALK WIDTH FOR HANDICAP PEDESTRIANS TO CLEAR THE OBSTACLE. THIS DESIGN SHOULD BE UTILIZED WHERE A CONCRETE EXTENSION CAN BE MADE OPPOSITE OF THE ROADWAY (INSIDE THE RIGHT OF WAY, OR WITH WRITTEN PERMISSION FROM THE ADJACENT PROPERTY OWNER) TO ALLOW FOR APPROPRIATE TRAVEL WIDTHS.



OPTION 2

THIS OPTION IS INTENDED TO BE USED WHERE EXISTING OBSTRUCTIONS DO NOT ALLOW FOR TYPICAL HANDICAP RAMP INSTALLATION TO BE PLACED AT AN INTERSECTION. THIS DESIGN ESTABLISHES A BUFFER ZONE MARKED WITH YELLOW CURBING ENABLING HANDICAP PEDESTRIANS TO HAVE AN UNOBSTRUCTED AREA TO GO AROUND THE OBSTACLE WITHIN THE ROADWAY. THE YELLOW CURB WOULD BE LOCATED ALONG STREETS WITH LARGE SHOULDERS AND/OR ALLOWED STREET PARKING.

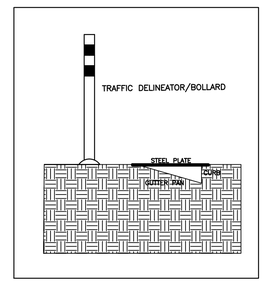


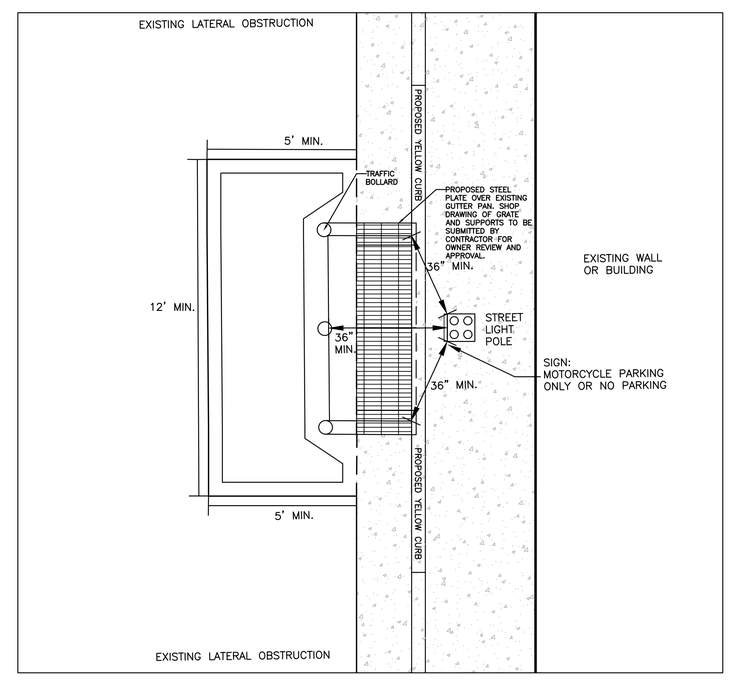
OPTION 3

THIS DESIGN IS INTENDED TO BE USED FOR LOCATIONS WHERE EXISTING OBSTRUCTIONS PREVENT APPROPRIATE PATH WIDTH ON THE SIDEWALK FOR HANDICAP PEDESTRIANS BUT PERMANENT OBSTRUCTIONS PREVENT EXPANDING THE SIDEWALK ON THE SIDE OPPOSITE THE ROADWAY. THIS DESIGN OFFERS A "BUFFER" ZONE WITHIN THE ROADWAY MARKED BY YELLOW STRIPING FOR EASE OF GOING AROUND THE OBSTRUCTION. THE USE OF A CG-12 ON BOTH SIDES OF THE OBSTACLE PROVIDE A SAFE TRANSITION TO THE BUFFER ZONE.

OPTION 4

THIS OPTION IS TO BE USED IN A SITUATION WHERE THERE IS NO ROOM TO TRANSITION TO A CG-12 OR WHEN THERE IS NOT A FULL PARKING SPOT WIDTH AVAILABLE AT THE ROADWAY.





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ALTERNATIVE HANDICAP ACCESS MODIFICATIONS

OPTIONS 1–4

VARIOUS LOCATIONS WITHIN THE TOWN OF LURAY
LURAY, VA

RACEY PROJECT NUMBER: 5706 | PUBLISH DATE: 3/3/2017

C100

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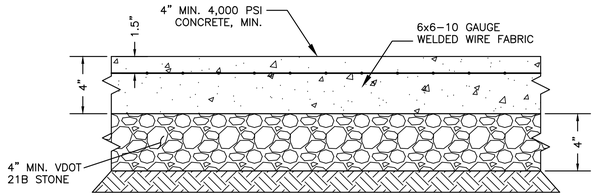


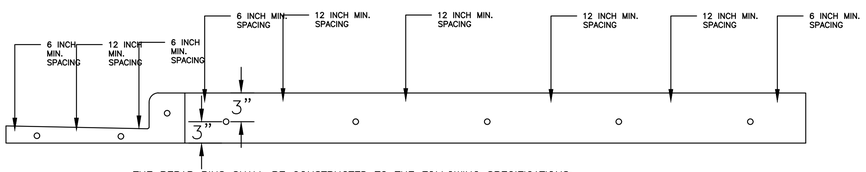
THE SIDEWALK SHALL BE CONSTRUCTED TO THE FOLLOWING SPECIFICATIONS:

1. 4" CONCRETE HAVING 28-DAY COMPRESSIVE STRENGTH OF 4,000 PSI AND AIR ENTRAINED. REINFORCE WITH 6X6 W1.4 X W1.4 (10 GAUGE) WELDED WIRE FABRIC.
2. TRANSVERSE EXPANSION JOINTS SHALL BE PROVIDED AT INTERVALS NOT LESS THAN 50 FEET.
3. TRANSVERSE CONTROL JOINTS SHALL BE PROVIDED AT NO LESS THAN 5'-0" O.C.

* FOR CONCRETE HANDICAP RAMP SPACE, USE 6" MIN. 4,000 PSI CONCRETE.

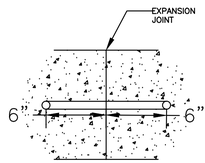
1 TYPICAL SIDEWALK DETAIL

Scale: Not to Scale



THE REBAR PINS SHALL BE CONSTRUCTED TO THE FOLLOWING SPECIFICATIONS:

1. THIS DETAIL IS SOLELY UTILIZED FOR AREAS WITHIN THE TOWN OF LURAY.
2. #4 REBAR WILL BE USED
3. THIS WILL BE USED WHERE PROPOSED SIDEWALKS TIE INTO AN EXISTING SIDEWALK.
4. THE TOTAL NUMBER OF PINS IS SUBJECT TO CHANGE DEPENDING ON THE EXISTING SIDEWALK DIMENSIONS AT THE TIE IN POINT. THE TOWN OF LURAY INSPECTOR CAN MODIFY THIS DETAIL TO MATCH EXISTING SITE CONDITIONS.
5. 6" MIN. EMBEDMENT REQUIRED FOR PLACING REBAR IN BOTH THE PROPOSED AND EXISTING SIDEWALK.
6. 3' GUTTER PAN REQUIRES 3 PINS.
7. 2' GUTTER PAN REQUIRES 2 PINS.



1 TOL REBAR PIN DETAIL

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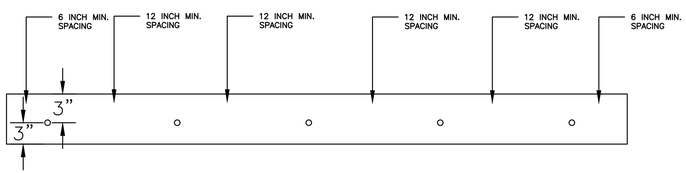

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4. THE TOTAL NUMBER OF PINS IS SUBJECT TO CHANGE DEPENDING ON THE EXISTING SIDEWALK DIMENSIONS AT THE TIE IN POINT. THE TOWN OF LURAY INSPECTOR CAN MODIFY THIS DETAIL TO MATCH EXISTING SITE CONDITIONS.
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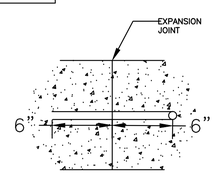


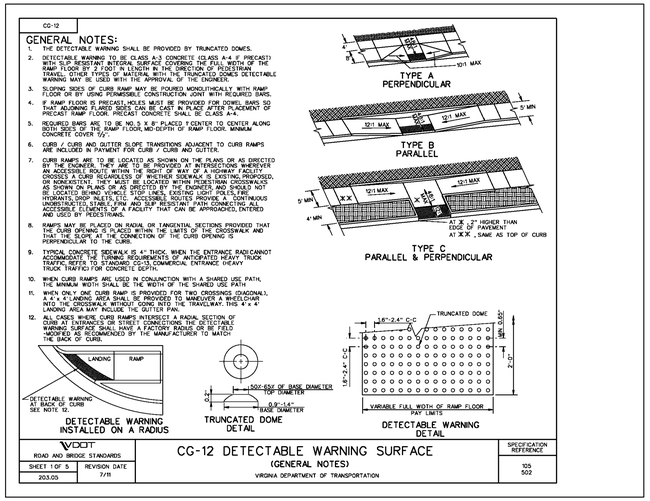
1 TOL REBAR PIN DETAIL

Scale: Not to Scale

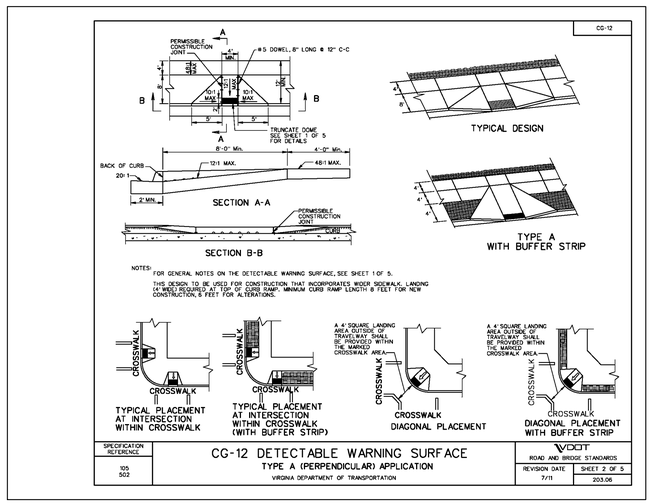
CG-12

GENERAL NOTES:

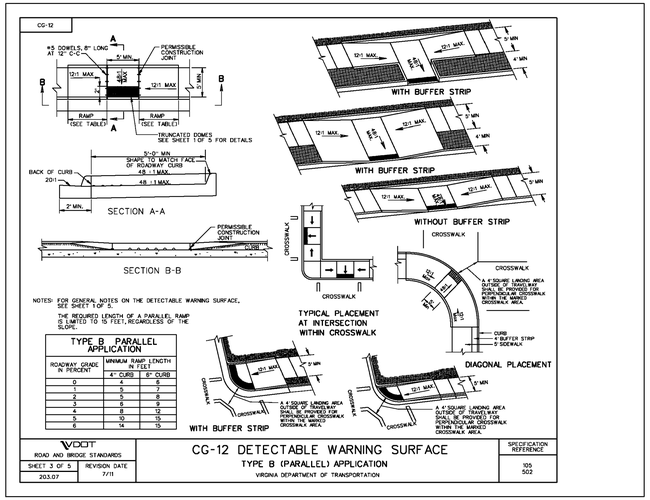
1. THE DETECTABLE WARNING SHALL BE PROVIDED BY TRUNCATED DOMES.
2. DETECTABLE WARNING TO BE CLASS A-3 CONCRETE (CLASS A-4 IF PRECAST) WITH SLIP RESISTANT INTEGRAL SURFACE COVERING THE FULL WIDTH OF THE RAMP FLOOR BY 2 FOOT IN LENGTH IN THE DIRECTION OF PEDESTRIAN TRAVEL. OTHER TYPES OF MATERIAL WITH THE TRUNCATED DOMES DETECTABLE WARNING MAY BE USED WITH THE APPROVAL OF THE ENGINEER.
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 11 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. 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 PROPOSED CURB IS ALONG THE RIGHT OF WAY LINE. IF THERE IS A EXISTING, PROPOSED, OR NONEXISTENT CURB BETWEEN THE OTHER SIDEWALK, 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, TRAFFIC SIGNAL POLES, OR OTHER OBSTRUCTIONS. THEY ARE TO PROVIDE UNOBSTRUCTED, STABLE, FIRM AND SLIP-RESISTANT PATH CONNECTING ALL ACCESSIBLE ELEMENTS OF A FACILITY THAT CAN BE APPROACHED, ENTERED AND USED BY PEDESTRIANS.
8. RAMPS 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.
9. TYPICAL CONCRETE SIDEWALK IS 4" THICK. WHEN THE ENTRANCE RADIUS CANNOT ACCOMMODATE THE TURNING REQUIREMENTS OF ANTICIPATED HEAVY TRUCK TRAFFIC, REFER TO STANDARD CG-13, COMMERCIAL ENTRANCE (HEAVY TRUCK TRAFFIC) FOR CONCRETE DEPTH.
10. WHEN CURB RAMPS ARE USED IN CONJUNCTION WITH A SHARED USE PATH, THE MINIMUM WIDTH SHALL BE THE WIDTH OF THE SHARED USE PATH
11. WHEN ONLY ONE CURB RAMP IS PROVIDED FOR TWO CROSSINGS (DIAGONAL), A 4' x 4' LANDING AREA SHALL BE PROVIDED TO MANEUVER A WHEELCHAIR INTO THE CROSSWALK WITHOUT GOING INTO THE TRAVELWAY. THIS 4' x 4' LANDING MAY PARALLEL THE GUTTER PAN.
12. ALL CURB RAMPS WITH FLARES, RAMPS IN INTERSECTION, RADIAL SECTION OF CURB, AND STRAIGHT CURB SECTIONS ADJACENT TO THE DETECTABLE WARNING SURFACE SHALL HAVE A FACTORY RADIUS OR BE FIELD -MODIFIED AS RECOMMENDED BY THE MANUFACTURER TO MATCH THE BACK OF CURB.



CG-12



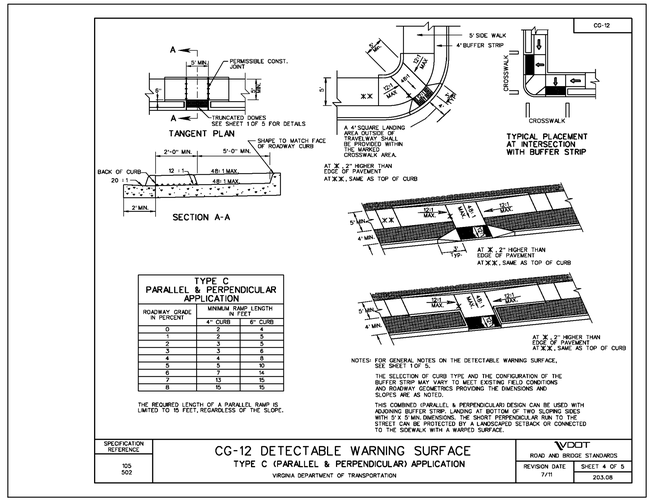
CG-12



TYPE B PARALLEL APPLICATION

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

CG-12



TYPE C PARALLEL & PERPENDICULAR APPLICATION

ROADWAY GRADE IN PERCENT	MINIMUM RAMP LENGTH IN FEET	
	4" CURB	6" CURB
0	2	4
1	2	5
2	3	5
3	3	6
4	4	8
5	5	10
6	7	14
7	13	15
8	15	15

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

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