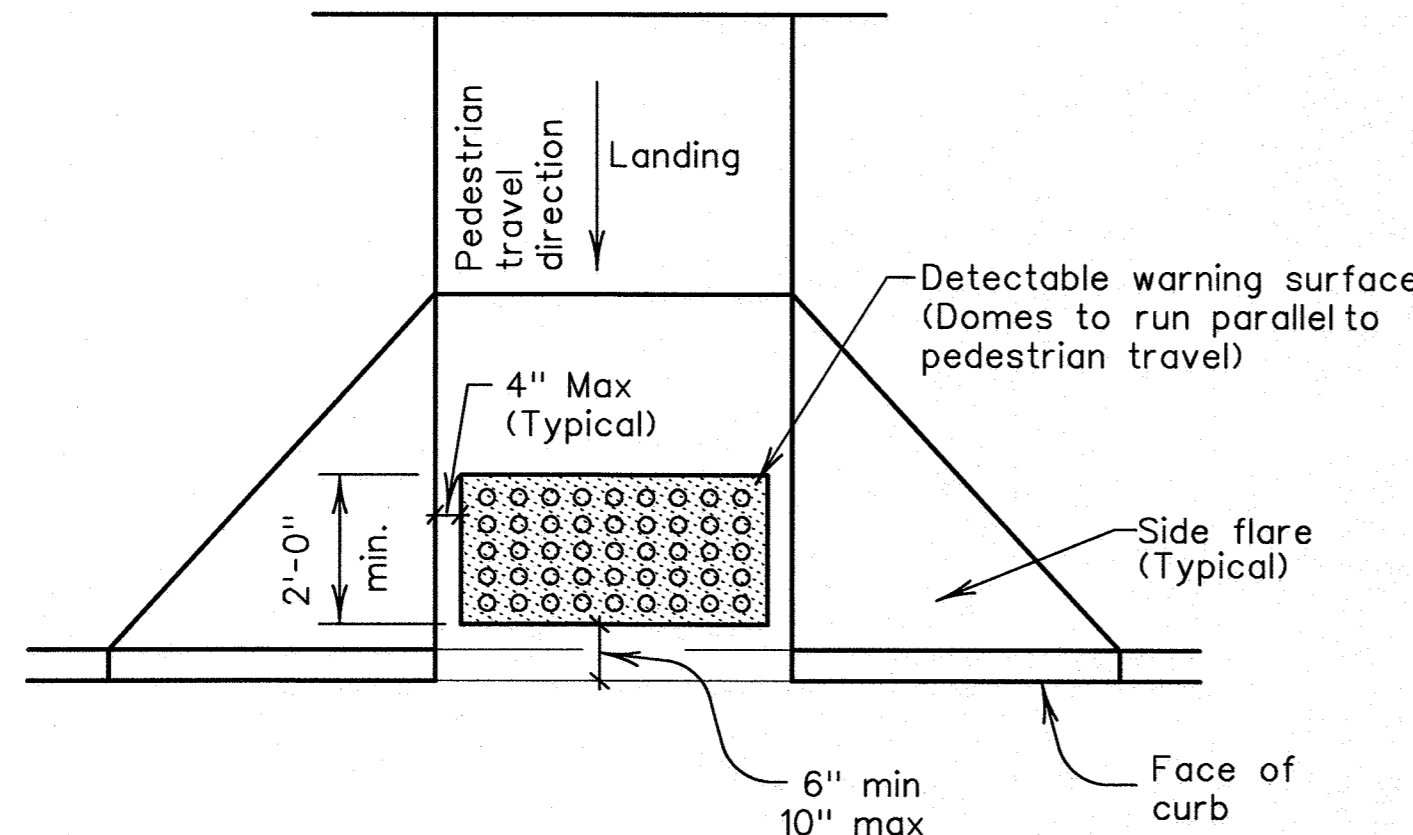
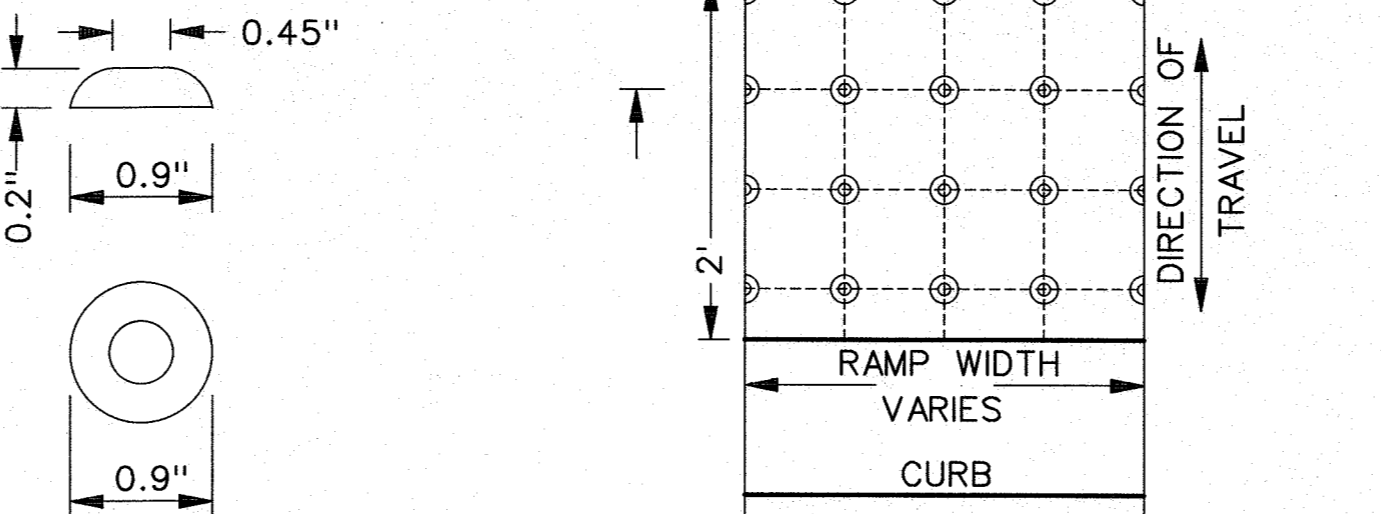


Typical placement of detectable warning surface on landing at street edge.



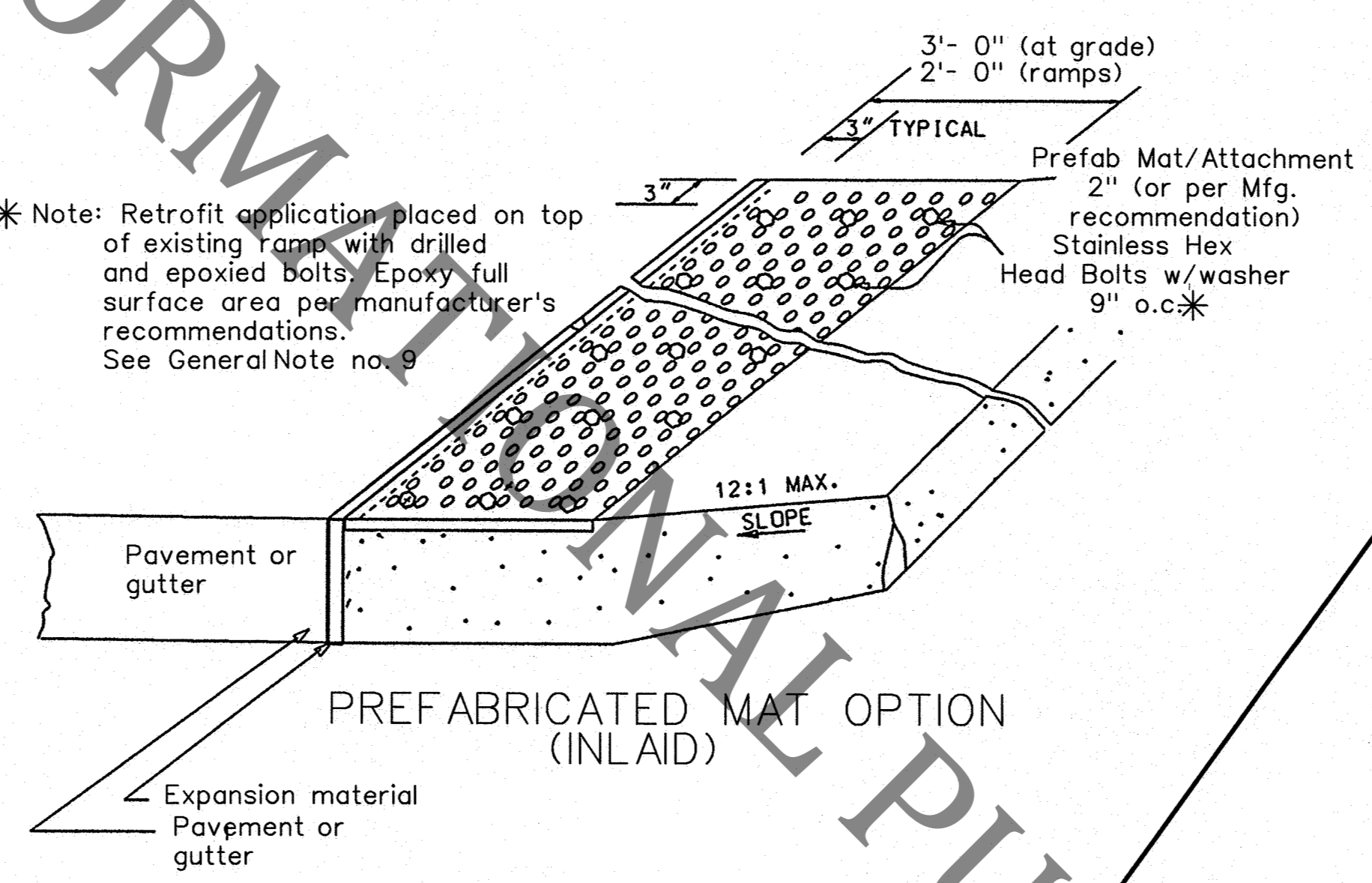
Typical placement of detectable warning surface on sloping ramp run.



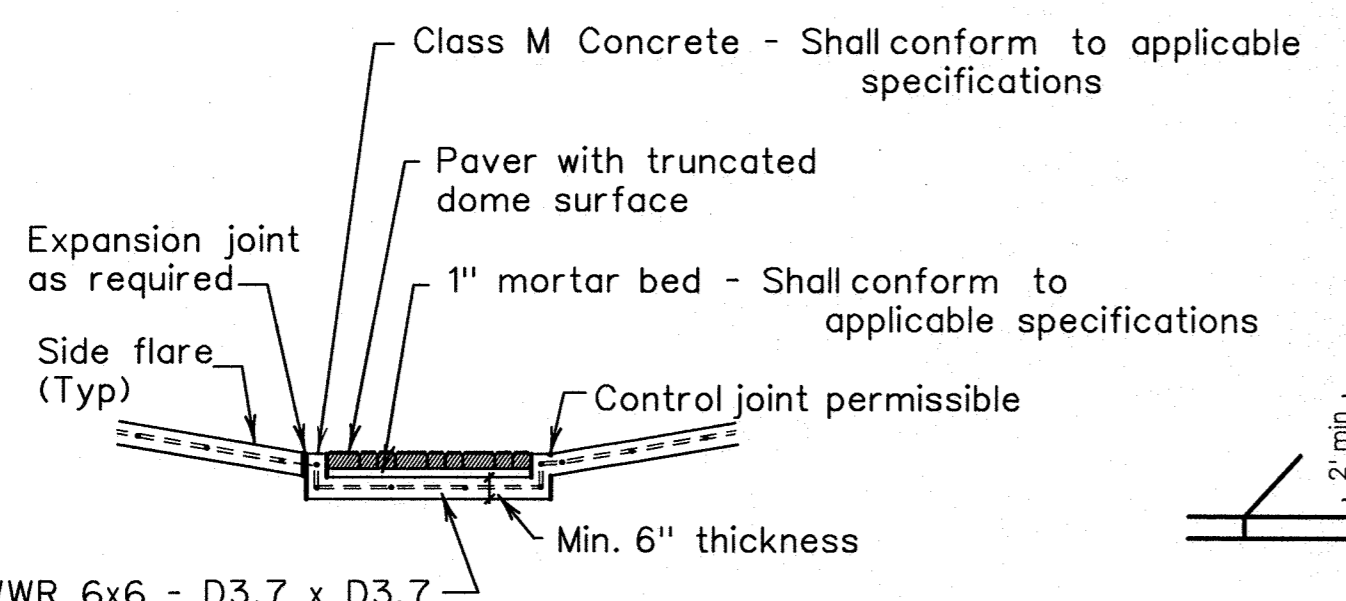
TRUNCATED DOME DETAIL
TRUNCATED DOME TEXTURE PATTERN DETAIL

Note: Place truncated domes detectable warning texture in the lower 2' of throat of ramp only and a 3' wide pattern at "at-grade" sidewalk intersections with roadways. Domes shall be arranged in a square in-line pattern only as shown.

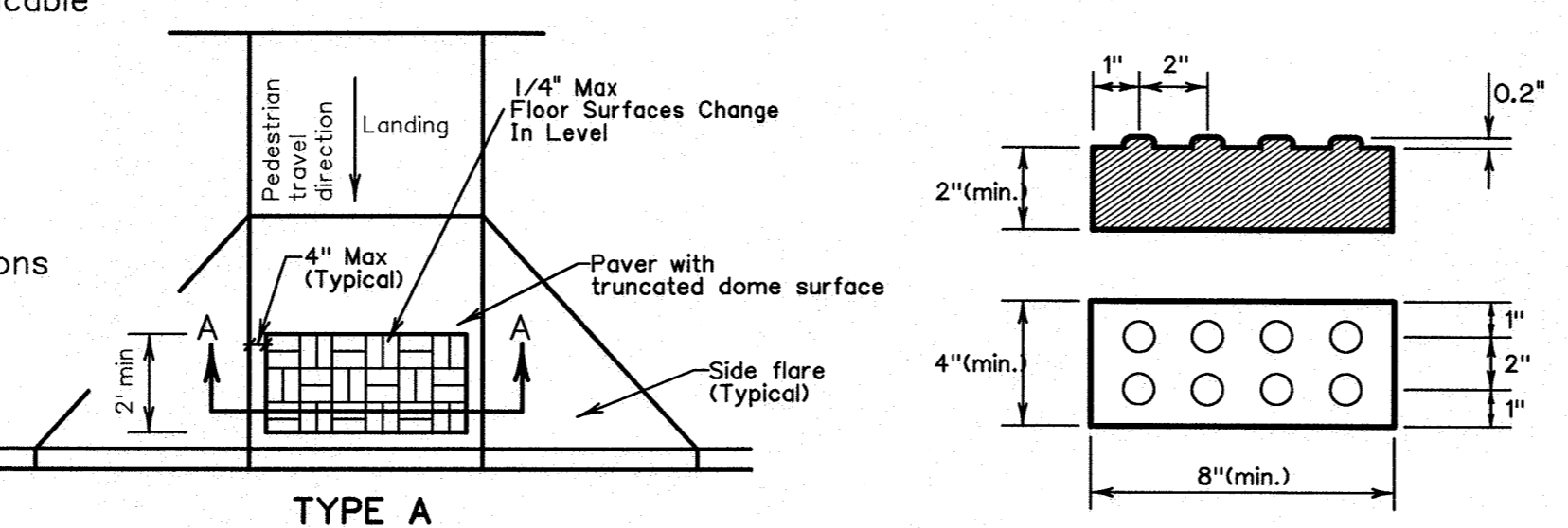
Color Fastness: Paver's composite coloring and ultra-violet stabilization must be homogeneous and throughout the product. No painted surfaces will be allowed.



PREFABRICATED MAT OPTION (INLAID)



Section A-A



TYPE A
Truncated Dome Pattern Curb Ramp
DETECTABLE WARNINGS
(Paver Option)

General Notes for Paver Option

Paver units shall meet all requirements of the applicable ASTM standards. Layout pattern shall be appropriate for size paver used. 4" x 8" pavers shall be laid out in a 2 x 2 basket weave pattern. 12" x 12" pavers shall be laid out in a block pattern.

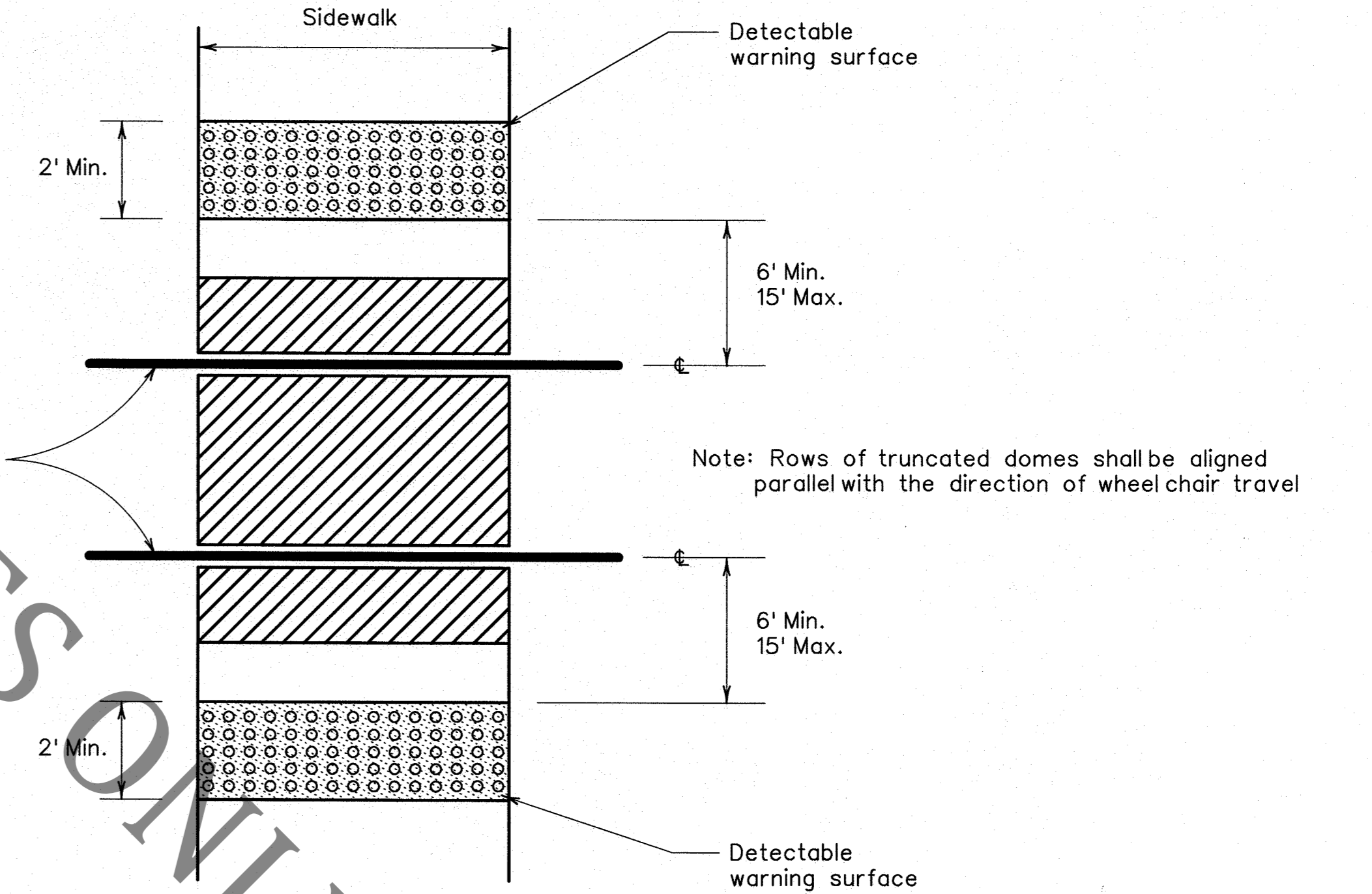
Paver units shall have a truncated dome top surface for detectable warning to pedestrians.

Paver units shall be saw cut only and any cut unit shall not be less than 25 percent of a full unit.

Product installation should meet compliance with ground and floor surfaces change in level up to 1/4" maximum.

Detectable Warnings General Notes

1. For ADAAG compliance, detectable warning surfaces must be provided on all pedestrian curb ramps, medians and pedestrian refuge islands, railroad crossings and at grade sidewalk intersections with roadways.
2. Curb ramps must contain a detectable warning surface that consists of raised truncated domes complying with 2010 ADAAG. The surface must contrast visually with adjoining surfaces, including side flares, in accordance with Section 706 of the Standard Specifications. Color for detectable warning surface shall contrast visually with adjoining surfaces, either light-on-dark, or dark-on-light, unless otherwise specified by the project engineer.
3. Detectable warning surfaces must be slip resistant and not allow water to accumulate.
4. Align truncated domes in the direction of pedestrian travel when entering the street.
5. Detectable warning surfaces shall be a minimum of 24" in depth in the direction of pedestrian travel and extend the full width of the throat of the curb ramp or landing where the pedestrian access route enters the street.
6. Detectable warning surfaces shall be located so that the edge nearest the curb line is a minimum of 6" and maximum of 10" from the extension of the face of curb. Detectable warning surfaces may be curved along the corner radius.
7. Detectable warning surfaces (truncated domes) may be stamped, constructed of brick pavers or inlaid prefabricated mats attached by epoxy adhesive and mechanical attachment.
8. Any retrofit application must have beveled edges and not exceed a slope greater than 1:2.
9. Detectable warning surfaces shall be aligned to be perpendicular or radial to the grade break between ramp, landing or blended transition and the street.



LOCATION OF DETECTABLE SURFACE AT RAILROAD CROSSINGS

Note: Rows of truncated domes shall be aligned parallel with the direction of wheel chair travel

SHEET NUMBER	
DESIGNED	V.A.H.
CHECKED	E.A.W.
DATE	03/23/07
PROJECT	Sheet 4 of 4
DESIGNED	V.A.H.
CHECKED	E.A.W.
DATE	03/23/07
PROJECT	Sheet 4 of 4
DATE	12-7-11
DESIGNER	R. J. J. J.
CHECKED	
DATE	
PROJECT	
DESIGNED	
CHECKED	
DATE	
PROJECT	
PEDESTRIAN FACILITIES CURB RAMP PED-01	
ROAD DESIGN	