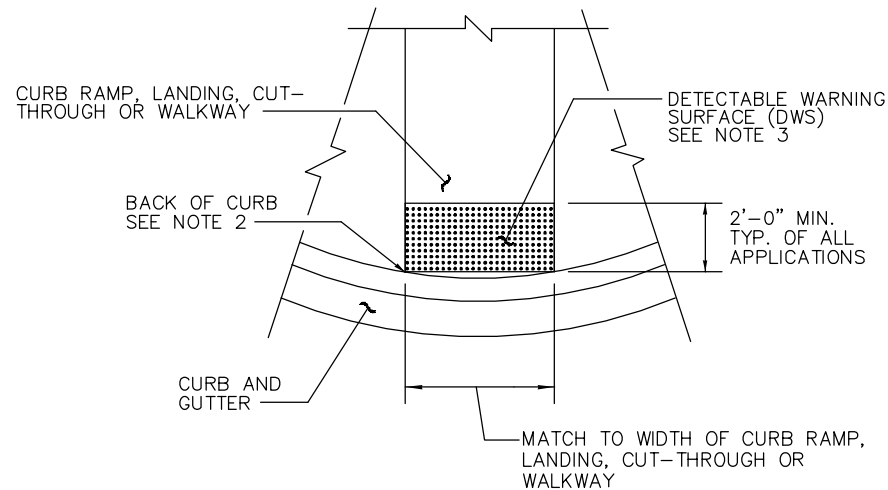


DETECTABLE WARNING SURFACE NOTES

1. THE DETECTABLE WARNING SURFACE (DWS) SHALL EXTEND THE FULL WIDTH OF THE CURB RAMP, LANDING, OR OTHER ROADWAY ENTRANCE AS APPLICABLE. EXCEPTION: IF THE MANUFACTURER OF THE DWS REQUIRES A CONCRETE BORDER AROUND THE DWS, A VARIANCE OF UP TO 2 INCHES ON EACH SIDE OF THE DWS IS PERMITTED.
2. THE DETECTABLE WARNING SURFACES (DWS) SHALL BE PLACED ON A MINIMUM 4-INCH THICK CONCRETE PAD. THE DWS PANEL SHALL BE PLACED ADJACENT TO THE BACK OF THE CURB AND WITH NO MORE THAN A 2-INCH GAP BETWEEN THE DWS AND THE BACK OF THE CURB MEASURED AT THE CENTER OF THE DWS PANEL. EXCEPTION: IF THE MANUFACTURER OF THE SELECTED DWS REQUIRES A CONCRETE BORDER AROUND THE DWS, A VARIANCE OF UP TO 2 INCHES FROM THE BACK OF THE CURB IS PERMITTED (MEASURED AT THE LEADING CORNERS OF THE DWS PANEL).
3. THE ROWS OF TRUNCATED DOMES SHALL BE ALIGNED TO BE PARALLEL TO THE DIRECTION OF TRAVEL, AND PERPENDICULAR TO THE GRADE BREAK AT THE BACK OF CURB.
4. IF CURB OR CURB AND GUTTER ARE NOT PRESENT, SUCH AS A SHARED-USE PATH CONNECTION, RAISED CROSSWALK OR INTERSECTION, MEDIAN CUT-THROUGH, OR ISLAND CUT-THROUGH, THE DETECTABLE WARNING SURFACE SHALL BE PLACED AT THE PAVEMENT EDGE.
5. AT PEDESTRIAN RAIL CROSSINGS, THE EDGE OF THE DETECTABLE WARNING SURFACE NEAREST THE RAIL CROSSING SHALL BE 6 FEET MINIMUM AND 15 FEET MAXIMUM FROM THE CENTERLINE OF THE NEAREST RAIL. IF A CURB RAMP IS REQUIRED, THE DETECTABLE WARNING SURFACE SHALL BE AT THE BOTTOM OF THE CURB RAMP AND WITHIN THE REQUIRED DISTANCE FROM THE RAIL CROSSING.
6. WHEN THE GRADE BREAK BETWEEN THE CURB RAMP AND THE LANDING IS LESS THAN OR EQUAL TO 5 FT. FROM THE BACK OF THE CURB AT ALL POINTS, PLACE THE DETECTABLE WARNING SURFACE ON THE BOTTOM OF THE CURB RAMP DIRECTLY ABOVE THE GRADE BREAK.
7. FOR NEW CONCRETE CONSTRUCTION, DETECTABLE WARNING SURFACE MATERIAL SHALL BE "CAST-IN-PLACE" BY ARMOR-TILE, ADA SOLUTIONS, OR ALERTTILE APPLIED INTEGRAL TO THE CONCRETE POURING OF THE RAMP. FOR RETROFIT CONCRETE APPLICATIONS, DETECTABLE WARNING MATERIAL SHALL BE "SURFACE APPLIED" BY ARMOR-TILE, ADA SOLUTIONS, OR ALERTTILE. NO SUBSTITUTIONS WILL BE PERMITTED WITHOUT PRIOR WRITTEN APPROVAL BY THE ENGINEER. DETECTABLE WARNINGS SHALL BE FEDERAL YELLOW. INSTALLATION SHALL CONFORM TO MANUFACTURER'S SPECIFICATIONS.



DETECTABLE WARNING SURFACE DETAIL



DETECTABLE WARNING SURFACE

DRAWING NUMBER	SW-250-1
SCALE	NONE
REVISION DATE	2/24
DEPARTMENT	TRANS