Designing Pedestrian Facilities for Accessibility

Module 4
Detectable Warning Surfaces
Module 4: Detectable Warning Surfaces

US Access Board Video
Persons with Low Vision (12 mins)
Detectable warnings alert pedestrians with visual impairments about the sidewalk to street transition.
R305.1 Truncated Dome Details (R304.1)
Due to their unique design, truncated domes are detectable by cane and under foot.

Dome size & spacing is very specific (R305.1 & R305.2) (R304).

Several types of products manufacturers across the country.

Several studies on applications for different parts of the country.

Best practice: Avoid surface-applied products in new construction so no unnecessary lip is created at the product edges.
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R305.1.3 Visual Contrast (R304.1.3)

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Visual Contrast

Module 4: Detectable Warning Surfaces

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• Locate at back of curb where curb is missing
R305.2.1 Perpendicular Curb Ramps (R304.2.1)

Place at back of curb or at grade break.
Advisory R305.2.1 Directional Perpendicular Ramp (R304.2.1)

- Place DW at grade break if level landing at bottom of ramp is less than 5’ deep
- Place DW on bottom landing if landing is more than 5’ deep at any point
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R305.2.2 Parallel Ramp

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R305.2.3 Blended Transitions (R304.2.2)
Proper Placement of Detectable Warnings

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R305.2.4 Pedestrian Refuge Islands

- At island cut-through, provide 2’ min without detectable warning surface between crossings
R305.2.5 Pedestrian At-Grade Rail Crossings

- At crossings **not** located within a street or highway, place detectable warning surface on each side of the rail crossing.
- Locate so that the edge nearest the rail crossing is 6’ min and 15’ max from the C/L of the nearest rail.
- Place detectable warning outside any pedestrian gates.