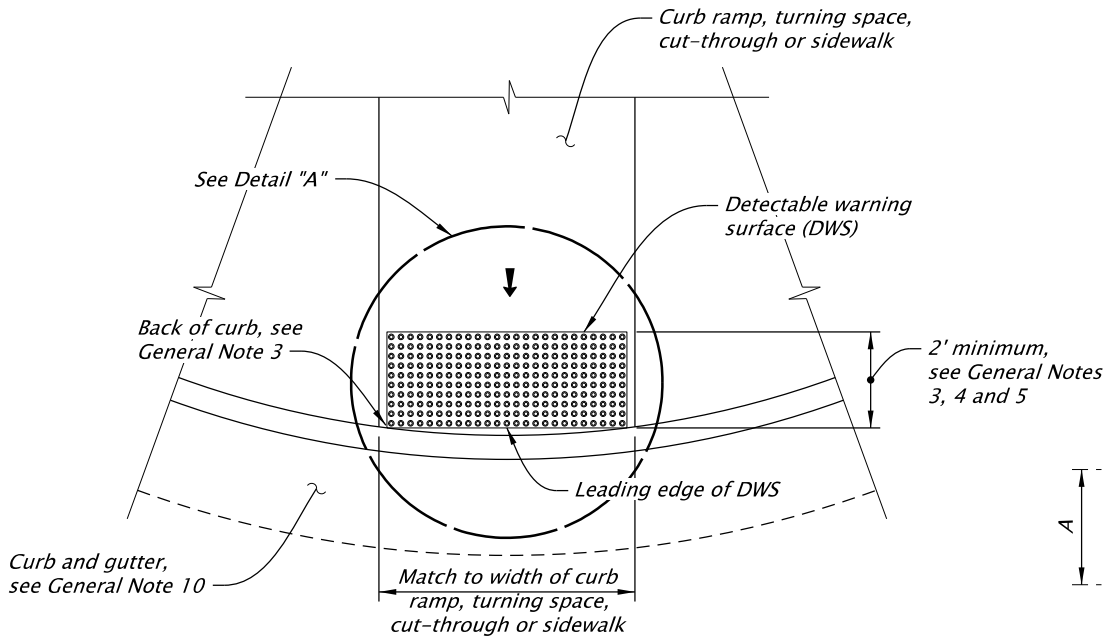
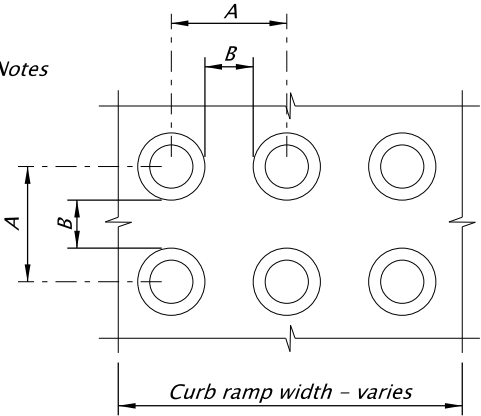


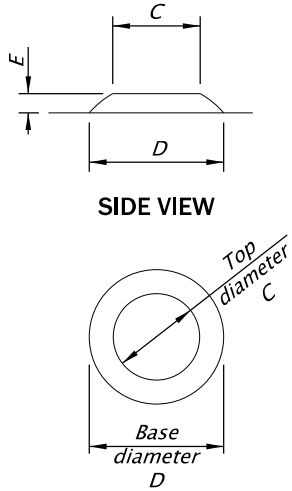


DETECTABLE WARNING SURFACE DETAIL

TRUNCATED DOME SIZE/SPACING DIMENSIONS					
	A	B	C	D	E
MINIMUM (IN.)	1.60	0.65	0.45	0.90	0.20
MAXIMUM (IN.)	2.40	--	0.91	1.40	0.20

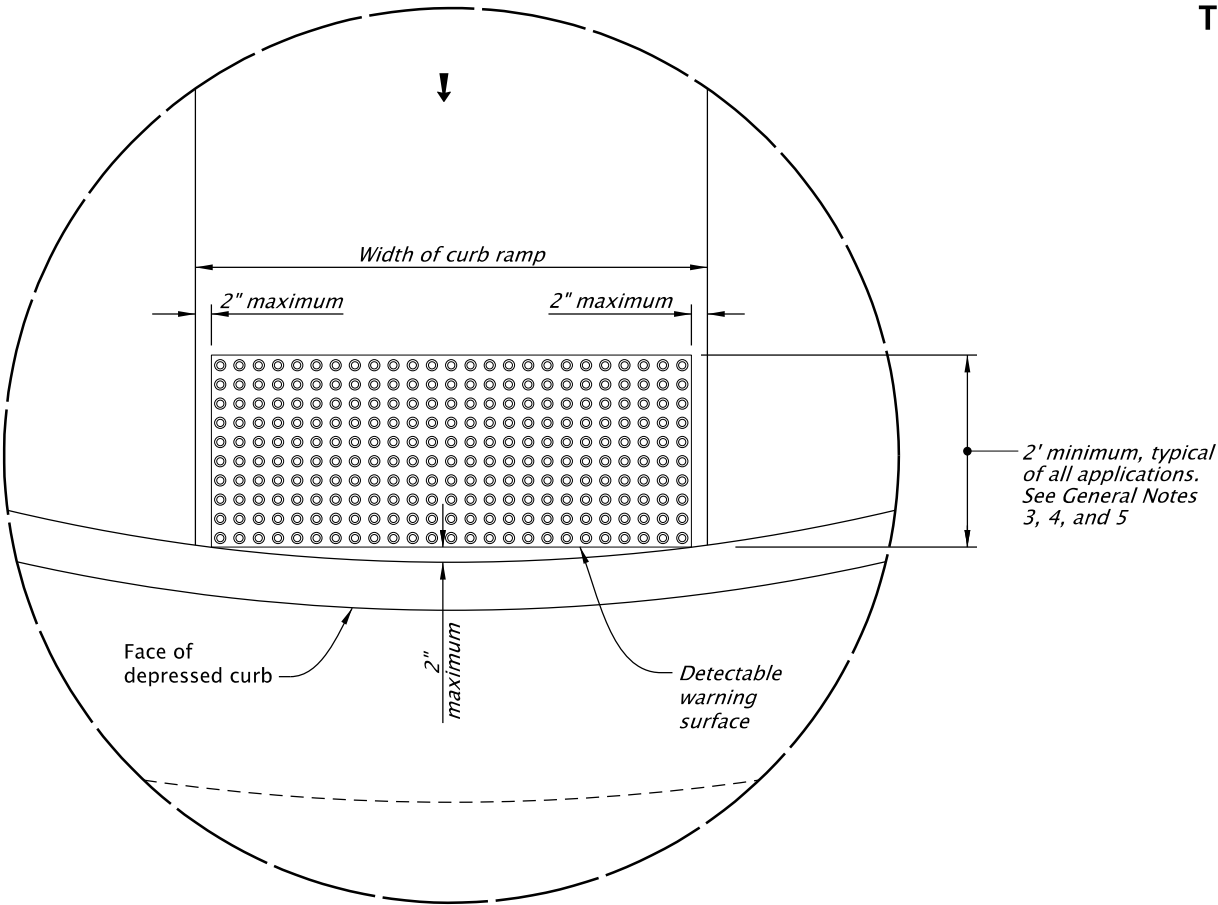


TRUNCATED DOME SPACING



TRUNCATED DOME

TRUNCATED DOME DETAILS



DETAIL "A"

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. Detectable warning surface details and locations are based on applicable ODOT Standards.
2. See project plans for details not shown. See drawings RD700 and RD701 for curbs.
3. The detectable warning surface shall extend the full width of the curb ramp opening, shared use path, blended transition, turning space, or other roadway entrance as applicable. A gap of up to 2 inches on each side of the detectable warning surface is permitted (measured at the leading edge of the detectable warning surface panel as shown in Detail "A").
4. Detectable warning surface shall be placed at the back of curb for a minimum depth of 2 feet in the direction of pedestrian travel at curb ramps that are adjacent to traffic. Detectable warning surface may be radial or rectangular, but must comply with the truncated dome size and spacing standards. Detectable warning surface may be cut to meet necessary shape as shown in plans. Detectable warning surface across a grade break is prohibited. Place abutting panels within 1/4-inch of each other and install anchors, as specified by manufacturers, along cut edge.
5. Color will be high contrast of either light on dark surfae or dark on light surface. It shall be a contrasting color with other colorized treatments, materials or pavement markings.
6. Color to be safety yellow, if no color specified in construction note. Alternative colors require a design exception on or along state highways.
7. Detectable warning surface shall be used in the following locations:
 - a) Curb ramps at street crossings
 - b) Crossing islands (Accessible Route Islands)
 - c) Rail crossings
8. Where public transportation stations (rail, bus, etc.) use platform boarding, detectable warning surface shall be placed along the full edge length of the station, when not protected by platform screens or guards. See drawing RD908.
9. Detectable warning surface shall not be used on the following locations:
 - a) End of sidewalk transitions that are not at a crosswalk. See drawings RD950, RD952 and RD960.
 - b) Driveways, unless constructed with curb return or are signalized.
 - c) Parking lots, access aisles and passenger loading zones where curb ramp does not lead to vehicular way.
10. Where no curb is present, the detectable warning surface shall be placed at the edge of the roadway.
11. On or along state highways, curb and gutter is required at curb ramps.

LEGEND:

-  Detectable warning surface
-  Cross slope 1.5% maximum
(Maximum 2.0% finished surface slope)
(Normal sidewalk cross slope)
-  Running slope 7.5% maximum
(Maximum 8.3% finished surface slope)

The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without first consulting a Registered Professional Engineer.

All materials shall be in accordance with the current Oregon Standard Specifications.			
OREGON STANDARD DRAWINGS			
DETECTABLE WARNING SURFACE DETAILS			
2024			
DATE	REVISION DESCRIPTION		
01-2025	UPDATED CAD STANDARDS		
CALC. BOOK NO.	N/A	SDR DATE	10-JAN-2025
RD902			