

Designing Pedestrian Facilities for Accessibility

Module 4

PROWAG: R304 Detectable Warning Surfaces



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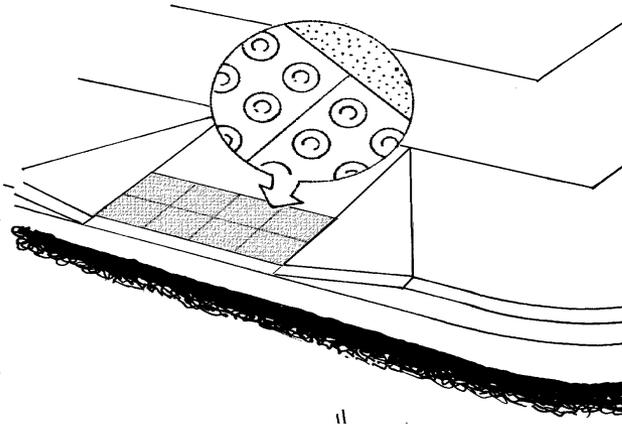
- US Access Board Video (click link below)
 - [Low Vision](#) 12 min
 - Copy the following address into browser if you encounter any problems
 - <http://fhwa.na3.acrobat.com/ablowlowvision/>
 - Remember to turn on your speakers
 - Also it may take a minute or two to load



Detectable Warnings

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Detectable warnings alert pedestrians with visual impairments about the sidewalk to street transition.



History

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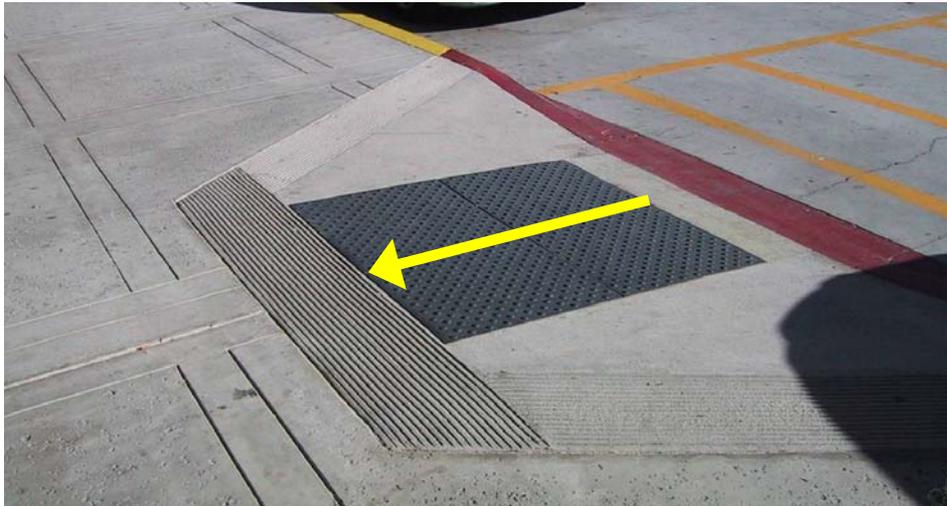


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Truncated Dome Details

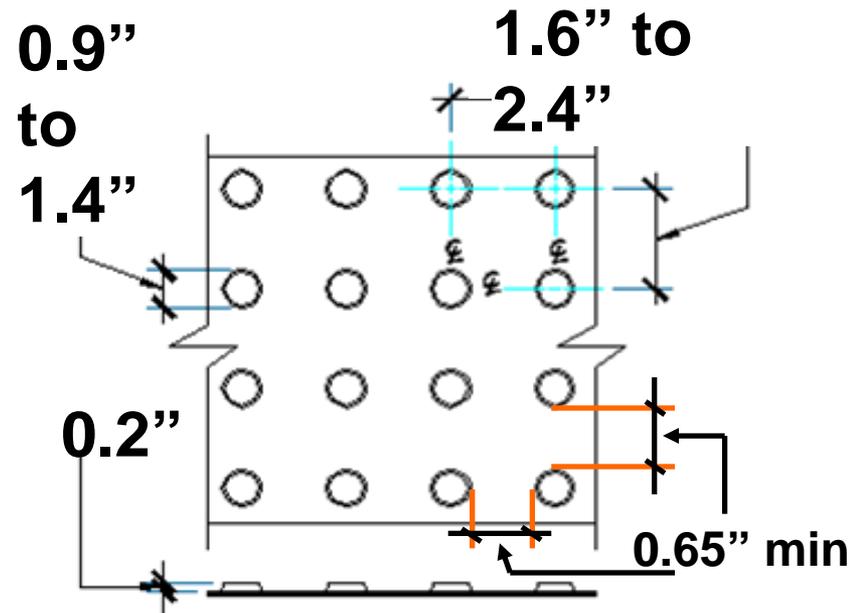
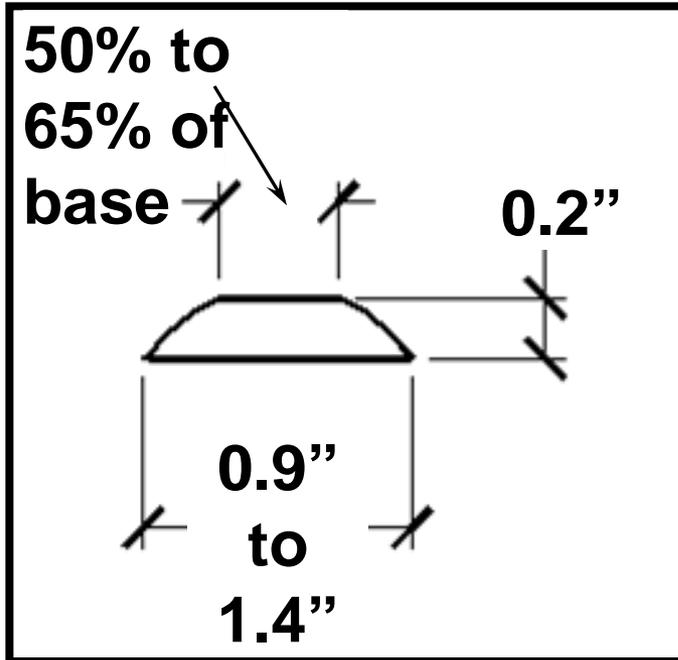
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Truncated Dome Details

Due to their unique design, truncated domes are detectable by cane and under foot



Color Contrast

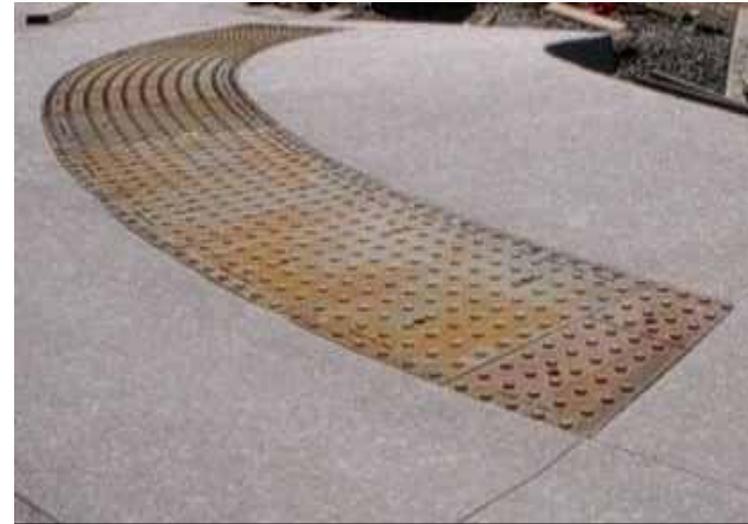
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Color Contrast

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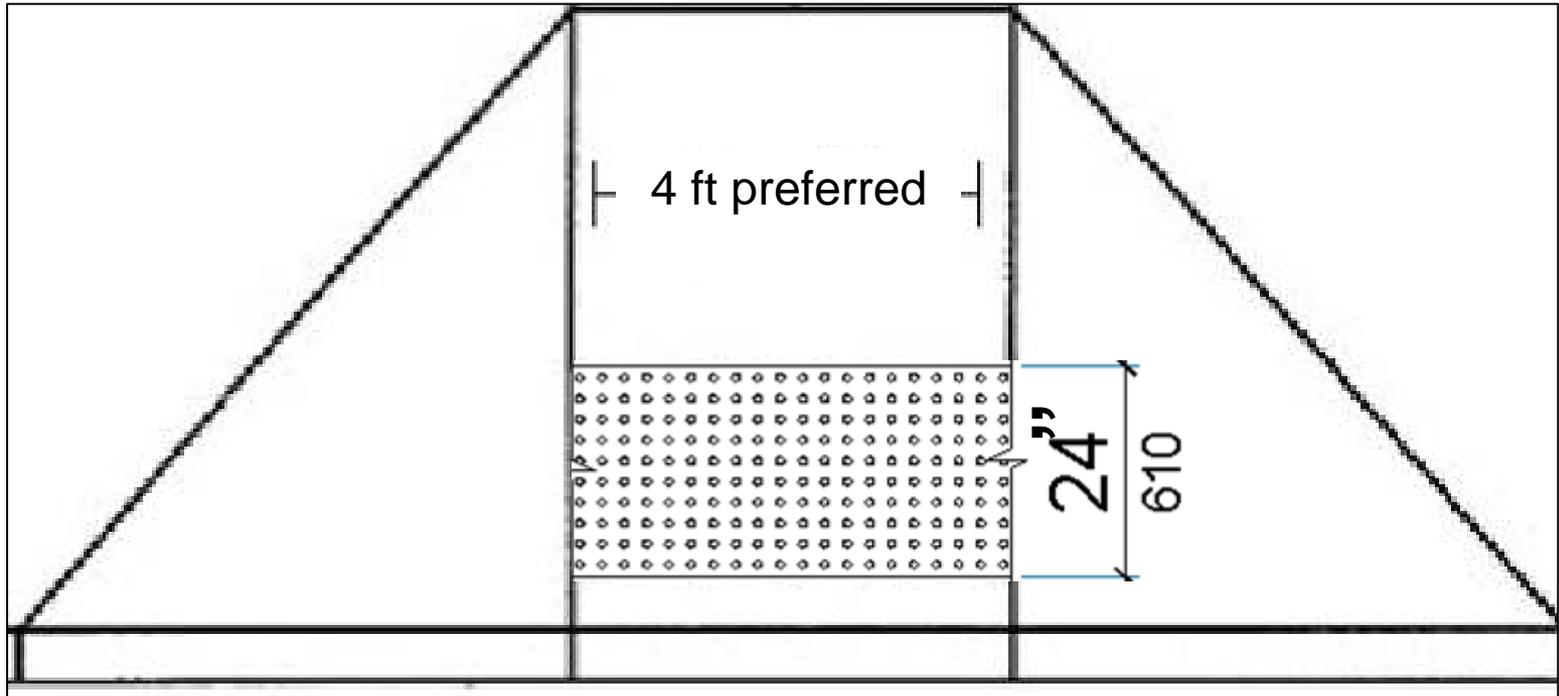


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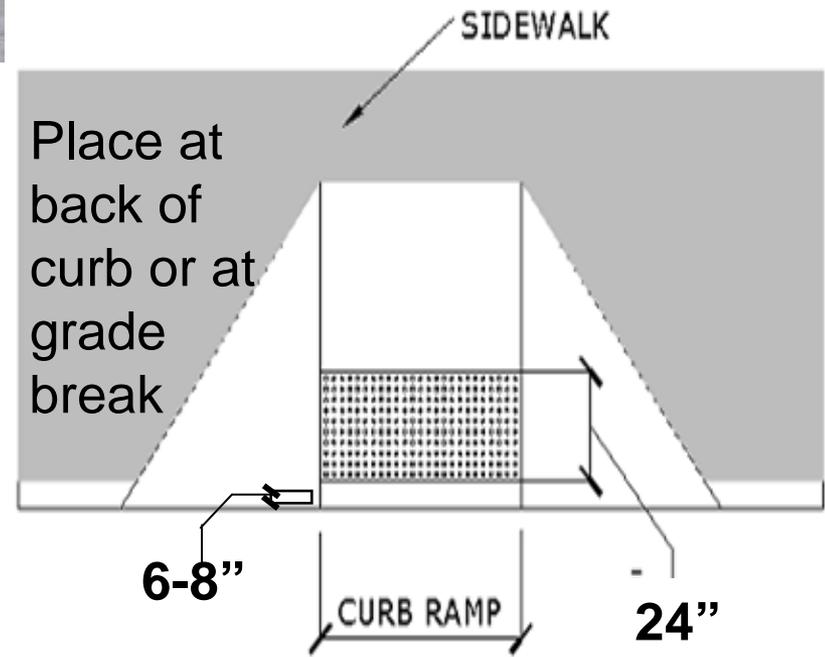
Detectable Warning Placement and Alignment

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Detectable Warning Placement on Perpendicular Curb Ramps

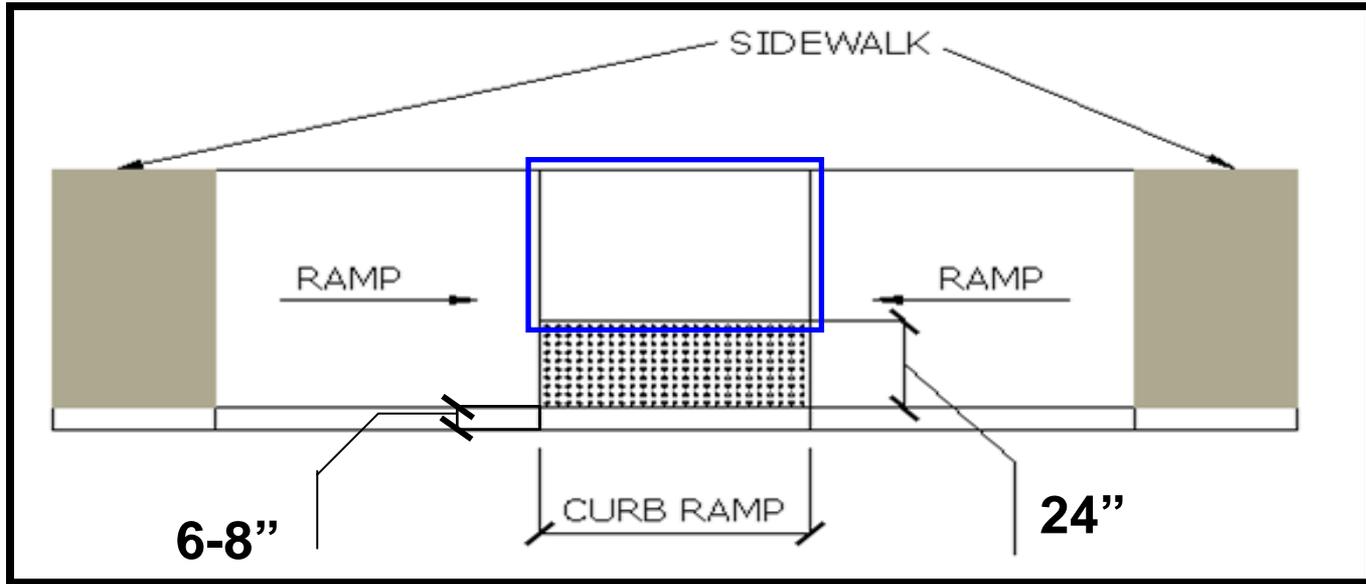
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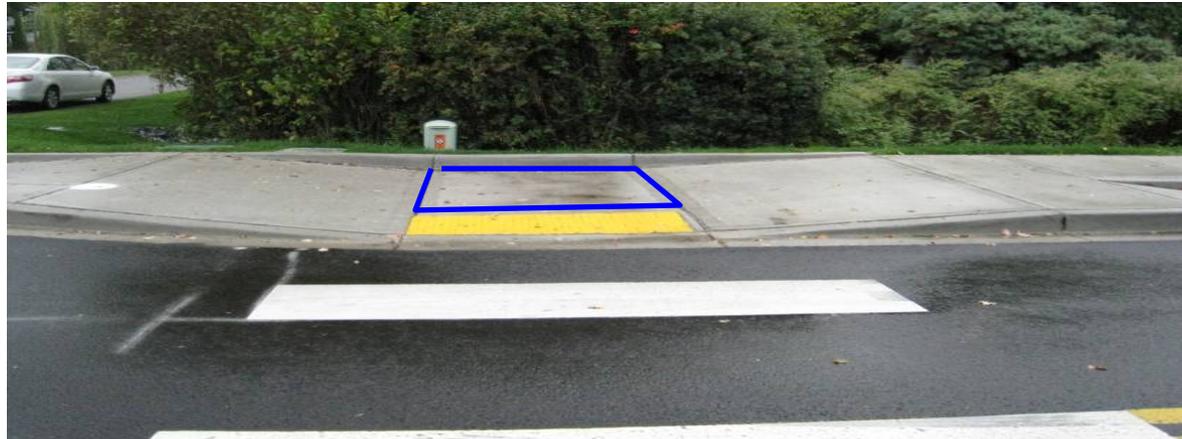
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Detectable Warnings at Parallel Ramp

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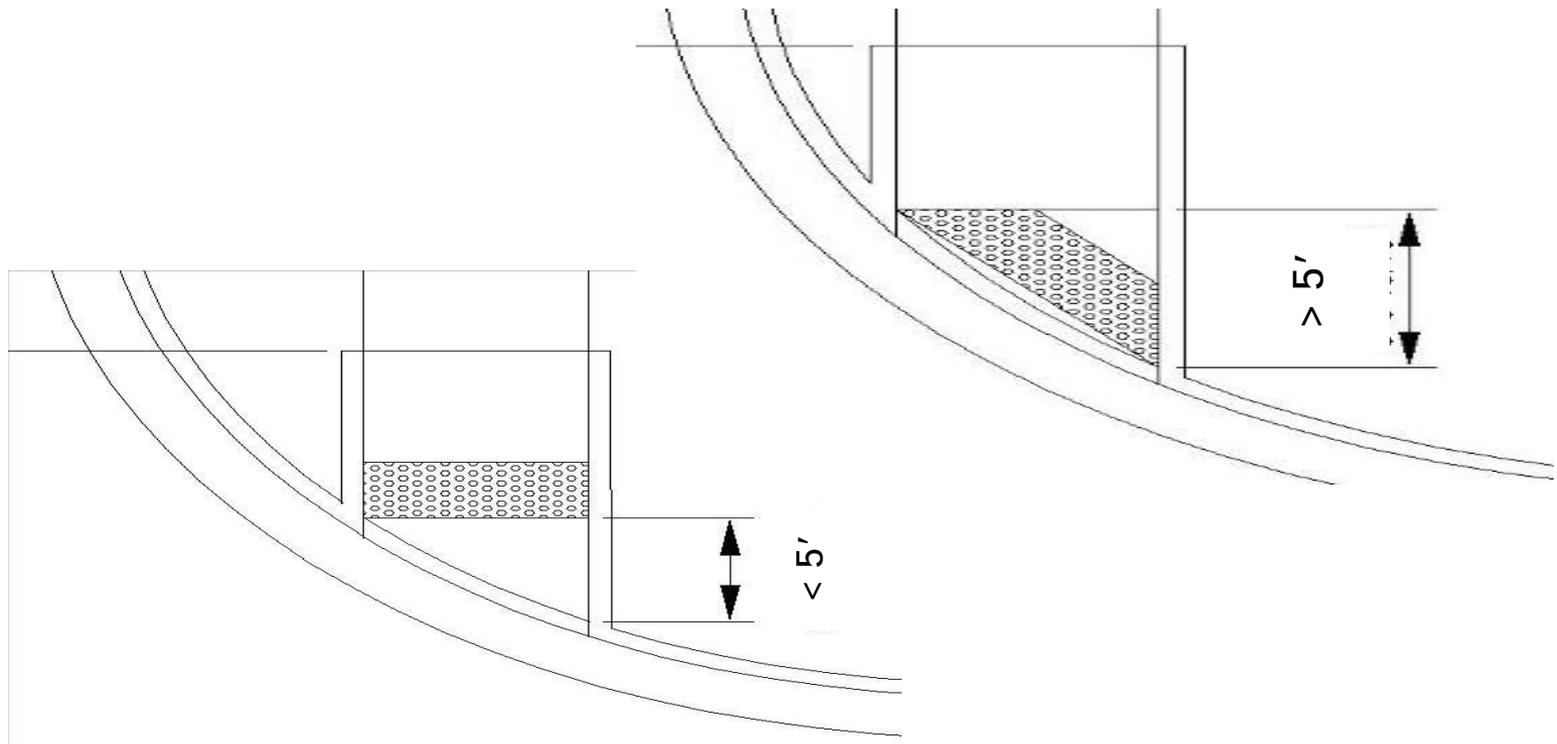


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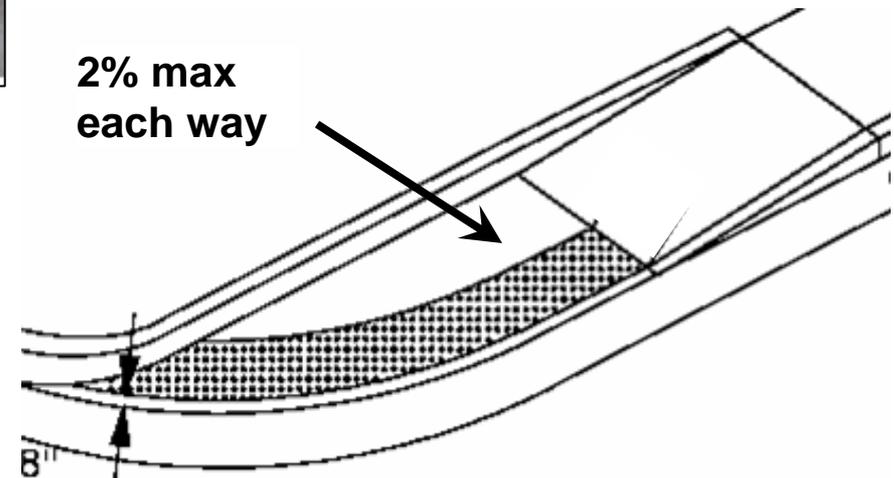
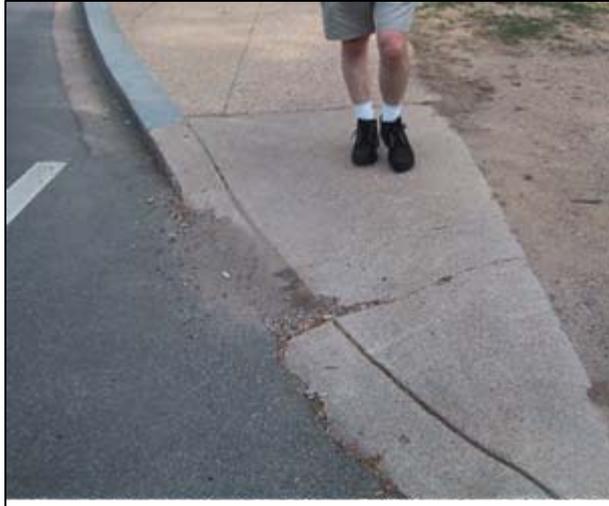
Modified Parallel Ramp

- 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



Detectable Warning Option

- Parallel-type ramp is a possible solution to this non-compliant ramp



Blended Transitions

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Proper Placement of Truncated Domes

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R304.2 Location and Alignment

R304.2.3 Rail Crossings. The detectable warning surface shall be located so that the edge nearest the rail crossing is 6 ft minimum and 15 ft maximum from the centerline of the nearest rail. The rows of truncated domes in a detectable warning surface shall be aligned to be parallel with the direction of wheelchair travel.



End of Module 4

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Congratulations you have completed module 4 of the Designing Pedestrian Facilities for Accessibility course.

To exit this module just close this window

