

09/17

REVISED:

4/10

ISSUED:



CURB ACCESS RAMP
(TYPE 1)

STANDARD DETAIL

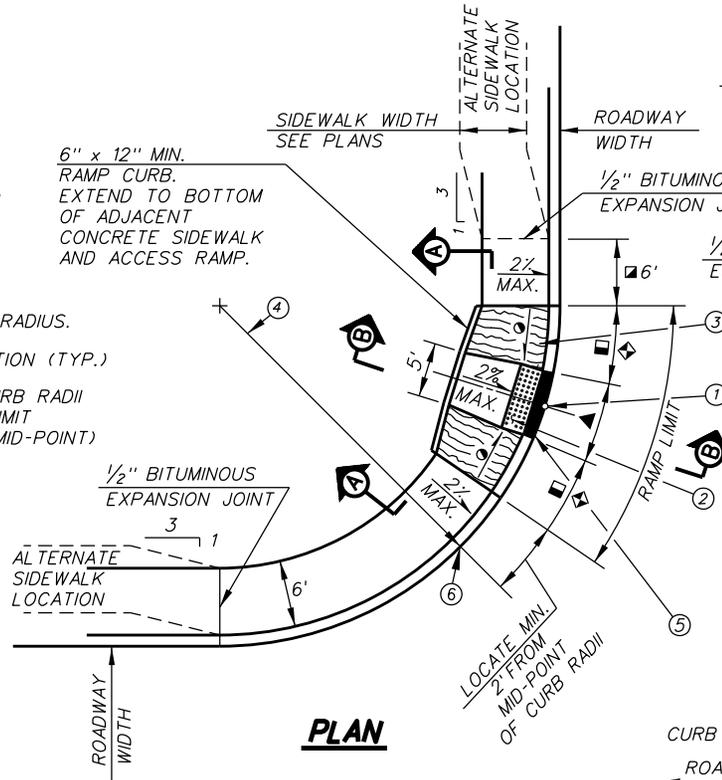


SHEET 1 of 11

207

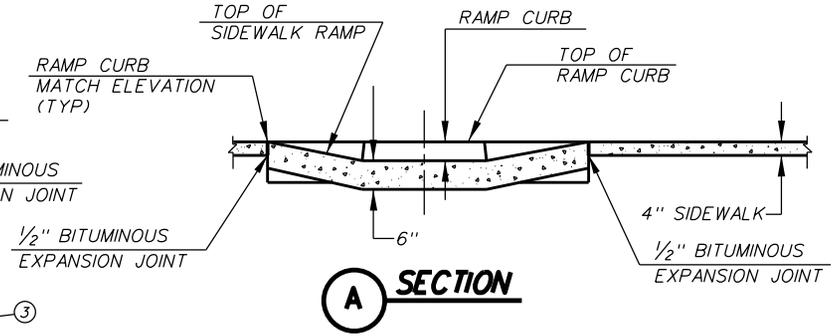
DETAIL NO.

- ① ACCESS RAMP CONTROL POINT SEE PLANS FOR LOCATION
- ② DETECTABLE WARNING 6' x 2' (TYP.) SEE SHT. 11 OF 11
- ③ ROUGH BROOM FINISH (TYP.)
- ④ SEE PLANS FOR RADIUS.
- ⑤ BLENDED TRANSITION (TYP.)
- ⑥ MID-POINT OF CURB RADII (LOCATE RAMP LIMIT A MIN. 2" FROM MID-POINT)

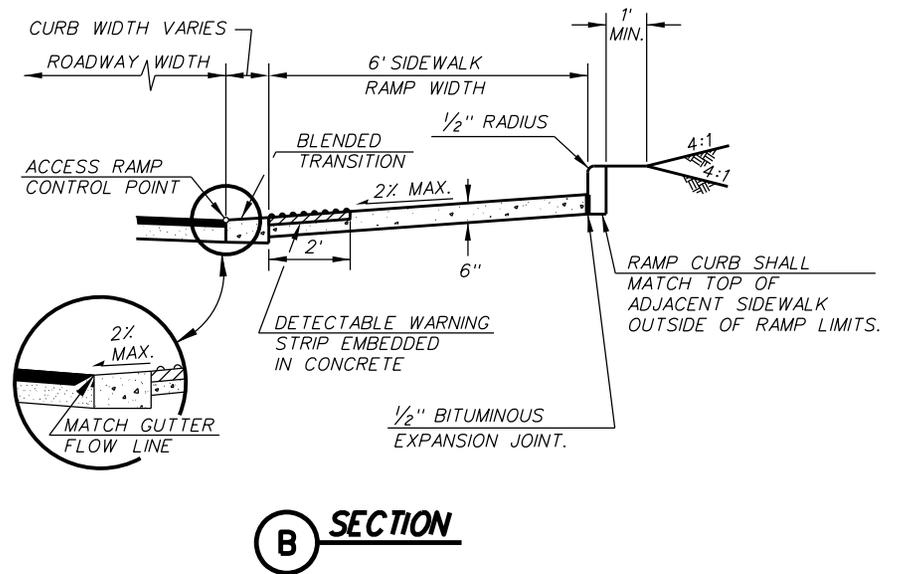


GENERAL NOTES:

- 1. SEE SHEET 11 OF 11 FOR ADDITIONAL CONSTRUCTION NOTES.
- 2. SEE, PAG STD. DETAIL 200 FOR JOINT REQUIREMENTS.
- 3. RAMP JOINTS ALONG RETURNS SHALL BE RADIAL FROM THE BACK OF CURB OR BACK OF DETECTABLE WARNING STRIP.
- 4. SEE PROJECT PLANS FOR RAMP LOCATION. CURB ACCESS RAMP SHALL BE ORIENTED TO ALIGN WITH THE CROSSWALK OR STOP BAR, MEDIAN REFUGE AREA, AND WITH THE OPPOSITE ACCESS RAMP IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- 5. DRAINAGE INLETS ARE NOT PERMITTED WITHIN CROSSWALKS OR WITHIN 10' OF AN ACCESS RAMP.
- 6. CURB ACCESS RAMP LOCATION IS NOT RESTRICTED WITHIN CURB RADII ON LOCAL STREETS AND RESIDENTIAL COLLECTORS WITH A MAXIMUM 2,500 VEHICLES PER DAY AND WHEN NOT ADJACENT TO A MAJOR ARTERIAL.



- PROVIDE MINIMUM OF 6' OF SIDEWALK ALONG CURB LINE (TYP.)
- SLOPE 5% MIN. & 8.33% (12:1) MAX.
- ◆ TRANSITION FROM FULL CURB TO DEPRESSED CURB.
- 6" MINIMUM, 15' MAXIMUM
- ▲ 6' WIDE AT BACK OF CURB
- BLENDED TRANSITION



NOT TO SCALE

09/17

REVISED:

4/10

ISSUED:



STANDARD DETAIL
CURB ACCESS RAMP
(DUAL RAMP CONFIGURATION)
(TYPE 1)

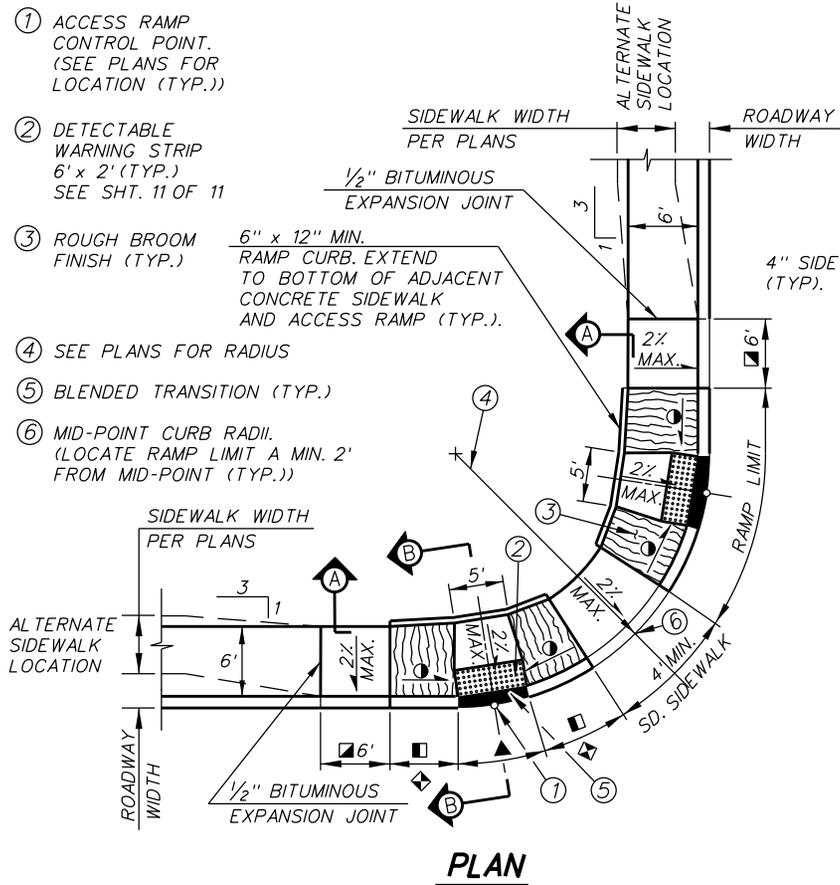


SHEET 2 of 11

207

DETAIL NO.

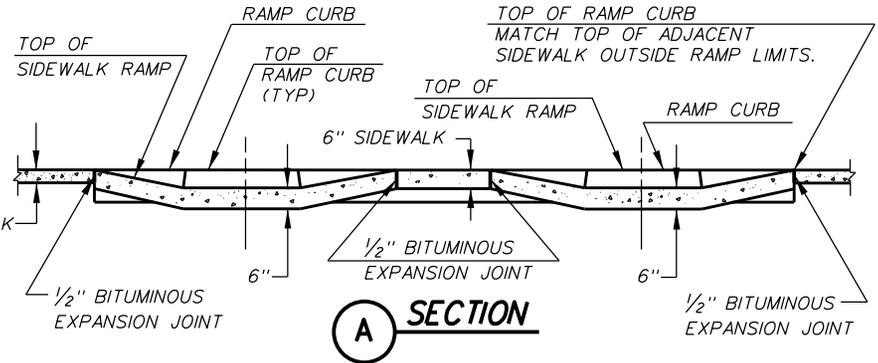
- ① ACCESS RAMP CONTROL POINT. (SEE PLANS FOR LOCATION (TYP.))
- ② DETECTABLE WARNING STRIP 6' x 2' (TYP.) SEE SHT. 11 OF 11
- ③ ROUGH BROOM 6" x 12" MIN. RAMP CURB. EXTEND TO BOTTOM OF ADJACENT CONCRETE SIDEWALK AND ACCESS RAMP (TYP.).
- ④ SEE PLANS FOR RADIUS
- ⑤ BLENDED TRANSITION (TYP.)
- ⑥ MID-POINT CURB RADII. (LOCATE RAMP LIMIT A MIN. 2' FROM MID-POINT (TYP.))



PLAN

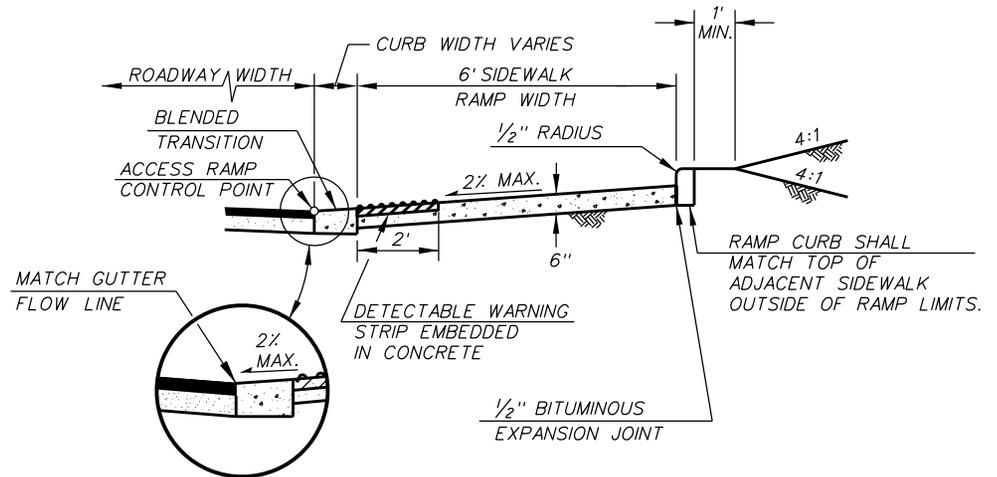
GENERAL NOTES:

- 1. SEE SHEET 11 OF 11 FOR ADDITIONAL CONSTRUCTION NOTES.
- 2. SEE, PAG STD. DETAIL 200 FOR JOINT REQUIREMENTS.
- 3. RAMP JOINTS ALONG RETURNS SHALL BE RADIAL FROM THE BACK OF CURB OR BACK OF DETECTABLE WARNING STRIP.
- 4. SEE PROJECT PLANS FOR RAMP LOCATION. CURB ACCESS RAMP SHALL BE ORIENTED TO ALIGN WITH THE CROSSWALK OR STOP BAR, MEDIAN REFUGE AREA, AND WITH THE OPPOSITE ACCESS RAMP IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- 5. DRAINAGE INLETS ARE NOT PERMITTED WITHIN CROSSWALKS OR WITHIN 10' OF AN ACCESS RAMP.
- 6. CURB ACCESS RAMP LOCATION IS NOT RESTRICTED WITHIN CURB RADII ON LOCAL STREETS, AND RESIDENTIAL COLLECTORS WITH A MAXIMUM 2,500 VEHICLES PER DAY, AND WHEN NOT ADJACENT TO A MAJOR ARTERIAL.



A SECTION

- PROVIDE MINIMUM OF 6' OF SIDEWALK ALONG CURB LINE (TYP.)
- SLOPE 5% MIN. & 8.33% (12:1) MAX.
- ◆ SLOPE 5% MIN. & 8.33% (12:1) MAX.
- ◆ TRANSITION FROM FULL CURB TO DEPRESSED CURB
- 6' MINIMUM, 15' MAXIMUM
- ▲ 6' AT BACK OF CURB
- BLENDED TRANSITION



B SECTION

NOT TO SCALE

09/17

REVISED:

4/10

ISSUED:



CURB ACCESS RAMP
(WITH PEDESTRIAN PUSH BUTTON)
(TYPE 1)

STANDARD DETAIL

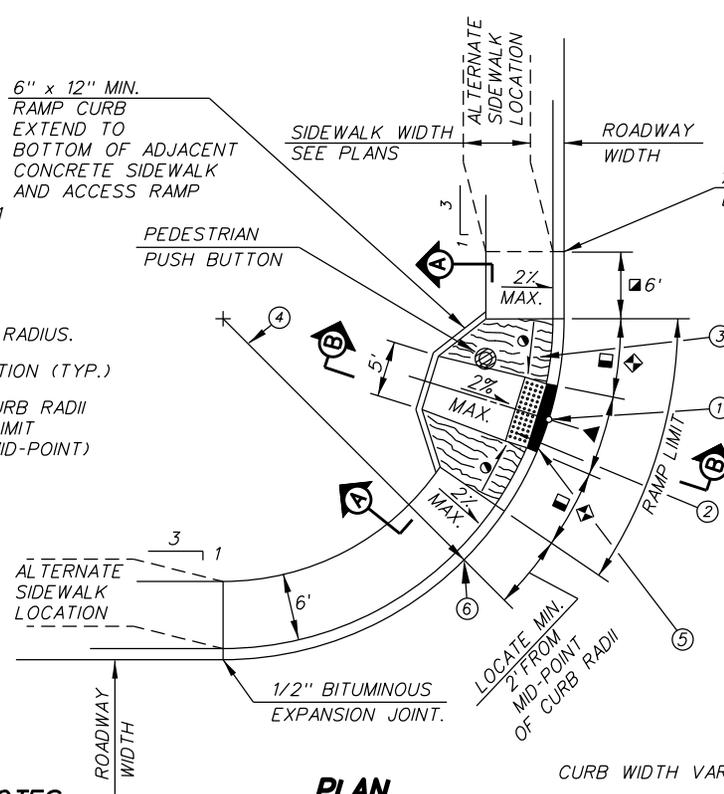
SHEET 3 of 11

207

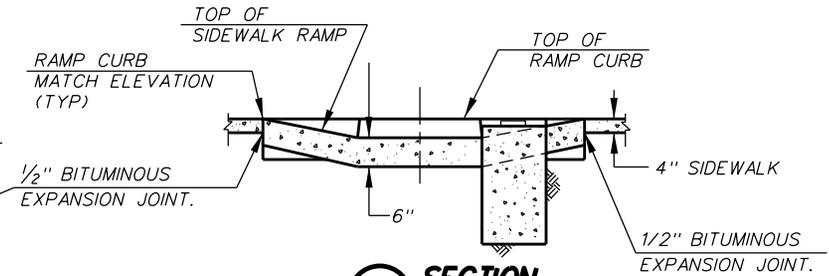
DETAIL NO.

- ① ACCESS RAMP CONTROL POINT
SEE PLANS FOR LOCATION
- ② DETECTABLE WARNING
6' x 2' (TYP.)
SEE SHT. 11 OF 11
- ③ ROUGH BROOM FINISH (TYP.)

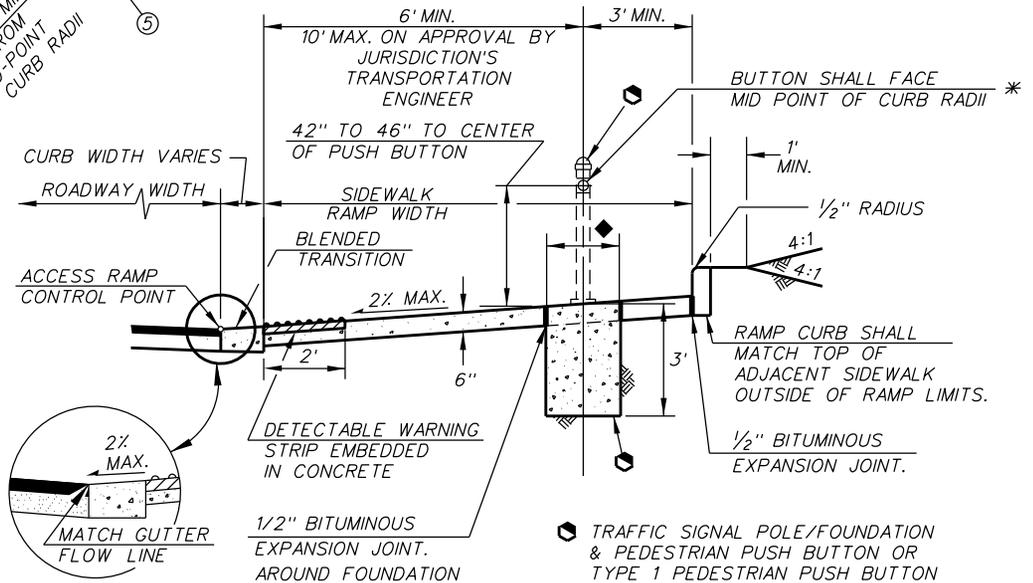
- ④ SEE PLANS FOR RADIUS.
- ⑤ BLENDED TRANSITION (TYP.)
- ⑥ MID-POINT OF CURB RADI
(LOCATE RAMP LIMIT
A MIN. 2' FROM MID-POINT)

**GENERAL NOTES:****PLAN**

1. SEE SHEET 11 OF 11 FOR ADDITIONAL CONSTRUCTION NOTES.
2. TRAFFIC SIGNAL POLE OR PEDESTRIAN PUSH BUTTON POLE. SEE TRAFFIC SIGNAL PLANS FOR ADDITIONAL INFORMATION.
3. SEE, PAG STD. DETAIL 200 FOR JOINT REQUIREMENTS.
4. RAMP JOINTS ALONG RETURNS SHALL BE RADIAL FROM THE BACK OF CURB OR BACK OF DETECTABLE WARNING STRIP.
5. SEE PROJECT PLANS FOR RAMP LOCATION. CURB ACCESS RAMP SHALL BE ORIENTED TO ALIGN WITH THE CROSSWALK OR STOP BAR, MEDIAN REFUGE AREA, AND WITH THE OPPOSITE ACCESS RAMP IN THE DIRECTION OF PEDESTRIAN TRAVEL.
6. DRAINAGE INLETS ARE NOT PERMITTED WITHIN CROSSWALKS OR WITHIN 10' OF AN ACCESS RAMP.

**A SECTION**

- PROVIDE MINIMUM OF 6' OF SIDEWALK ALONG CURB LINE (TYP.)
- 6' MINIMUM, 15' MAXIMUM
- ① SLOPE 5% MIN. & 8.33% (12:1) MAX.
- ▲ 6' WIDE AT BACK OF CURB
- BLENDED TRANSITION
- * PUSH BUTTON TO BE PLACED WITH MAXIMUM 10" REACH. SEE REACH RANGES IN A.D.A. GUIDELINES.
- ◆ IF TRAFFIC POLE-DIA IS 3', IF PUSH BUTTON POLE-DIA IS 2'.
- ◆ TRANSITION FROM FULL CURB TO DEPRESSED CURB

**B SECTION**

- ◆ TRAFFIC SIGNAL POLE/FOUNDATION & PEDESTRIAN PUSH BUTTON OR TYPE 1 PEDESTRIAN PUSH BUTTON POLE/FOUNDATION & PUSH BUTTON (PAG STD. DETAIL T419 UNLESS OTHERWISE NOTED) PLACED ONLY WHEN APPLICABLE & APPROVED BY THE JURISDICTION'S TRANSPORTATION ENGINEER. SEE TRAFFIC SIGNAL PLANS.

NOT TO SCALE

09/17

REVISED:

4/10

ISSUED:



CURB ACCESS RAMP
(DUAL RAMP CONFIGURATION)
(WITH PEDESTRIAN PUSH BUTTON)
(TYPE 1)

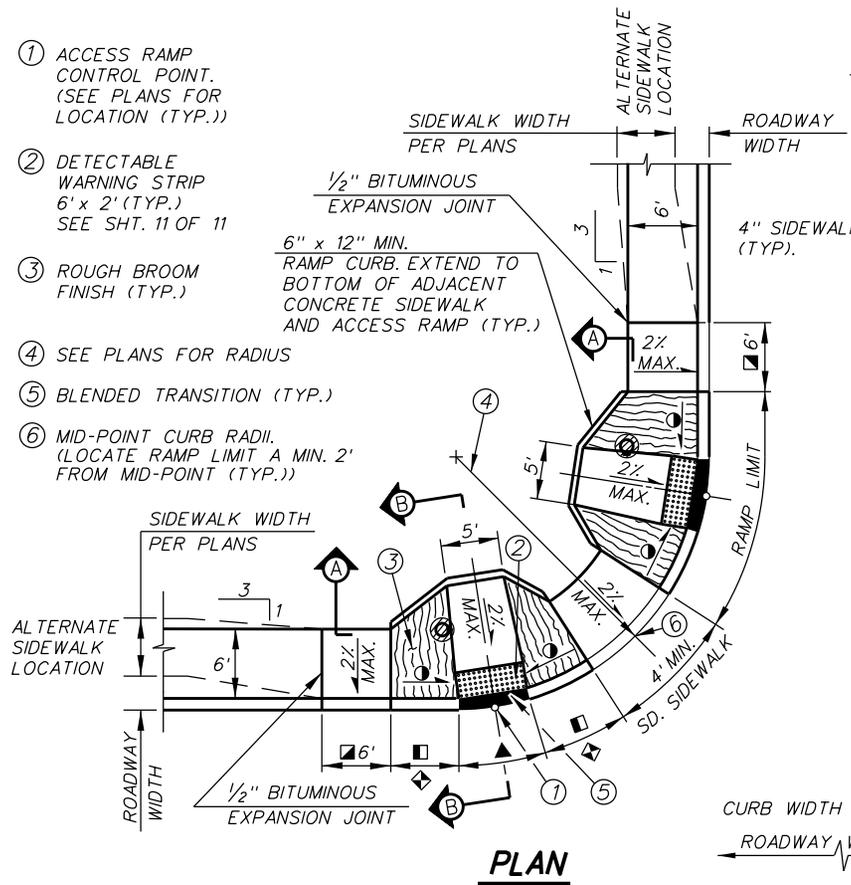
STANDARD DETAIL

SHEET 4 of 11

207

DETAIL NO.

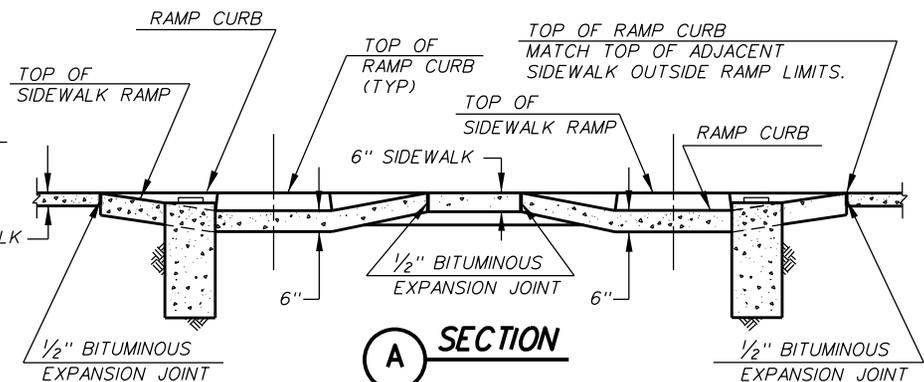
- ① ACCESS RAMP CONTROL POINT. (SEE PLANS FOR LOCATION (TYP.))
- ② DETECTABLE WARNING STRIP 6' x 2' (TYP.) SEE SHT. 11 OF 11
- ③ ROUGH BROOM FINISH (TYP.)
- ④ SEE PLANS FOR RADIUS
- ⑤ BLENDED TRANSITION (TYP.)
- ⑥ MID-POINT CURB RADII. (LOCATE RAMP LIMIT A MIN. 2' FROM MID-POINT (TYP.))



PLAN

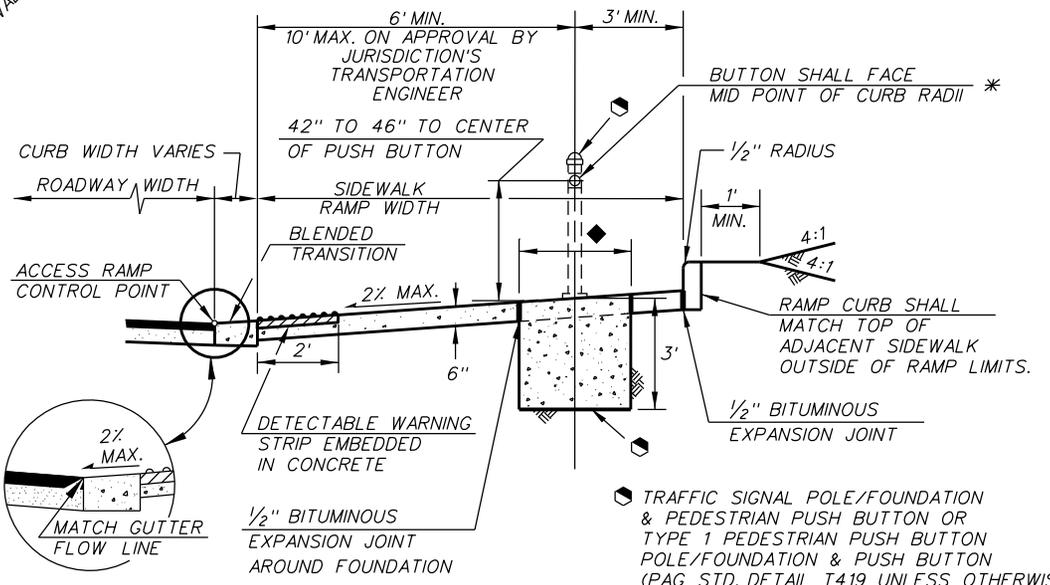
GENERAL NOTES:

1. SEE SHEET 11 OF 11 FOR ADDITIONAL CONSTRUCTION NOTES.
2. TRAFFIC SIGNAL POLE OR PEDESTRIAN PUSH BUTTON. SEE TRAFFIC SIGNAL PLANS FOR ADDITIONAL INFORMATION.
3. SEE, PAG STD. DETAIL 200 FOR JOINT REQUIREMENTS.
4. RAMP JOINTS ALONG RETURNS SHALL BE RADIAL FROM THE BACK OF CURB OR BACK OF DETECTABLE WARNING STRIP.
5. SEE PROJECT PLANS FOR RAMP LOCATION. CURB ACCESS RAMP SHALL BE ORIENTED TO ALIGN WITH THE CROSSWALK OR STOP BAR, MEDIAN REFUGE AREA, AND WITH THE OPPOSITE ACCESS RAMP IN THE DIRECTION OF PEDESTRIAN TRAVEL.
6. DRAINAGE INLETS ARE NOT PERMITTED WITHIN CROSSWALKS OR WITHIN 10' OF AN ACCESS RAMP.
7. FOR USE AT THE INTERSECTION OF TWO MAJOR ARTERIAL ROADWAYS.



A SECTION

- PROVIDE MINIMUM OF 6' OF SIDEWALK ALONG CURB LINE (TYP.)
- SLOPE 5% MIN. & 8.33% (12:1) MAX.
- * PUSH BUTTON TO BE PLACED WITH MAXIMUM 10" REACH. SEE REACH RANGES IN A.D.A. GUIDELINES
- ◆ IF TRAFFIC POLE - DIA. IS 3', IF PUSH BUTTON POLE - DIA. IS 8'
- ◆ TRANSITION FOR FULL CURB TO DEPRESSED CURB
- 6' MINIMUM, 15' MAXIMUM
- ▲ 6' AT BACK OF CURB
- BLENDED TRANSITION



B SECTION

NOT TO SCALE

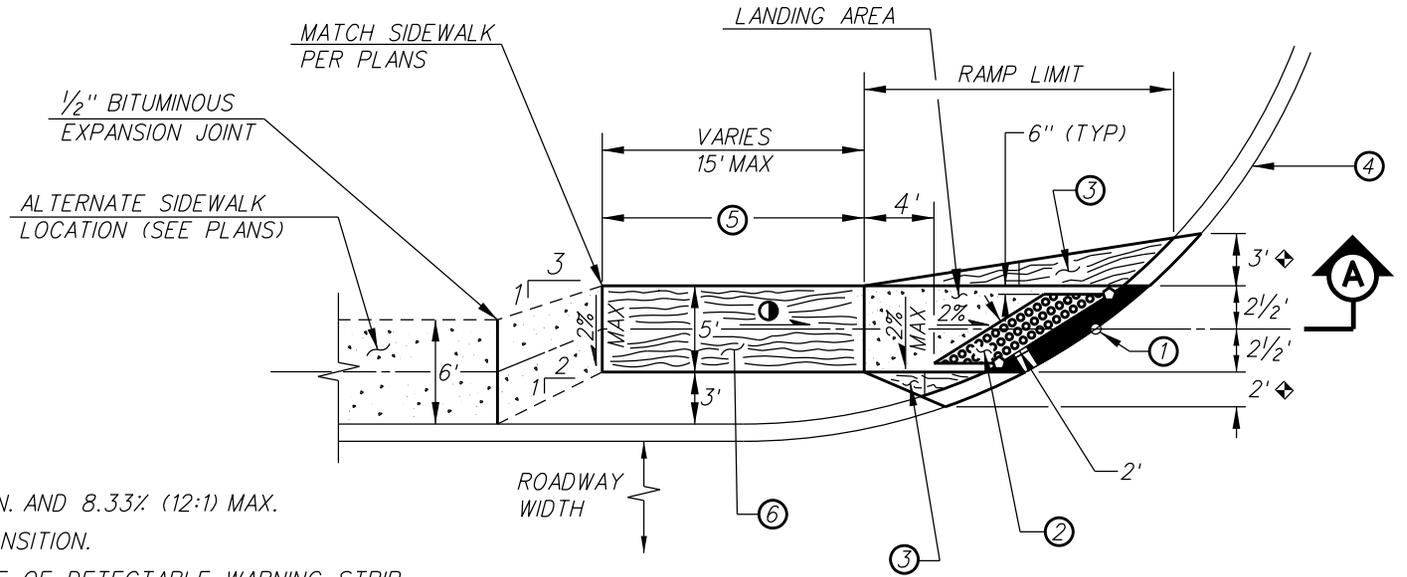
ISSUED: 6/11
 REVISED: 09/17



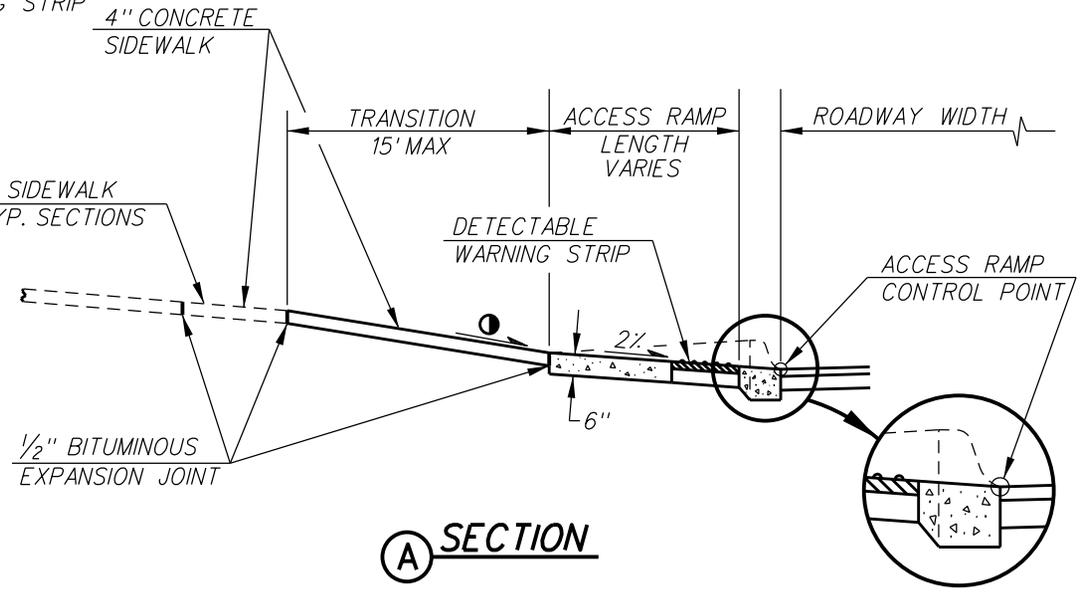
STANDARD DETAIL
 CURB ACCESS RAMP
 (DIRECTIONAL)
 (TYPE 2)



DETAIL NO. 207
 SHEET 5 of 11



- SLOPE: 5% MIN. AND 8.33% (12:1) MAX.
- BLENDED TRANSITION.
- ◊ LEADING EDGE OF DETECTABLE WARNING STRIP SHALL BE PLACED AT BACK OF CURB.
- ◆ TRANSITION FROM FULL CURB TO DEPRESSED CURB.
- ① ACCESS RAMP CONTROL POINT. SEE PLANS FOR LOCATION. (SIDEWALK MID-POINT).
- ② DETECTABLE WARNING STRIP. SEE SHT. 11 OF 11. FOR LENGTH SEE DETAILS ABOVE.
- ③ ROUGH BROOM FINISH. 1/4" DEEP SCORED JOINT SHALL BE PLACED PERPENDICULAR TO DIRECTION OF TRAVEL AT THE MIDWAY POINT OF ACCESS RAMP LENGTH.
- ④ SEE PLANS FOR RADIUS.
- ⑤ TRANSITION GRADE TO MATCH TYPICAL SECTION.
- ⑥ ROUGH BROOM FINISH.



A SECTION

NOT TO SCALE

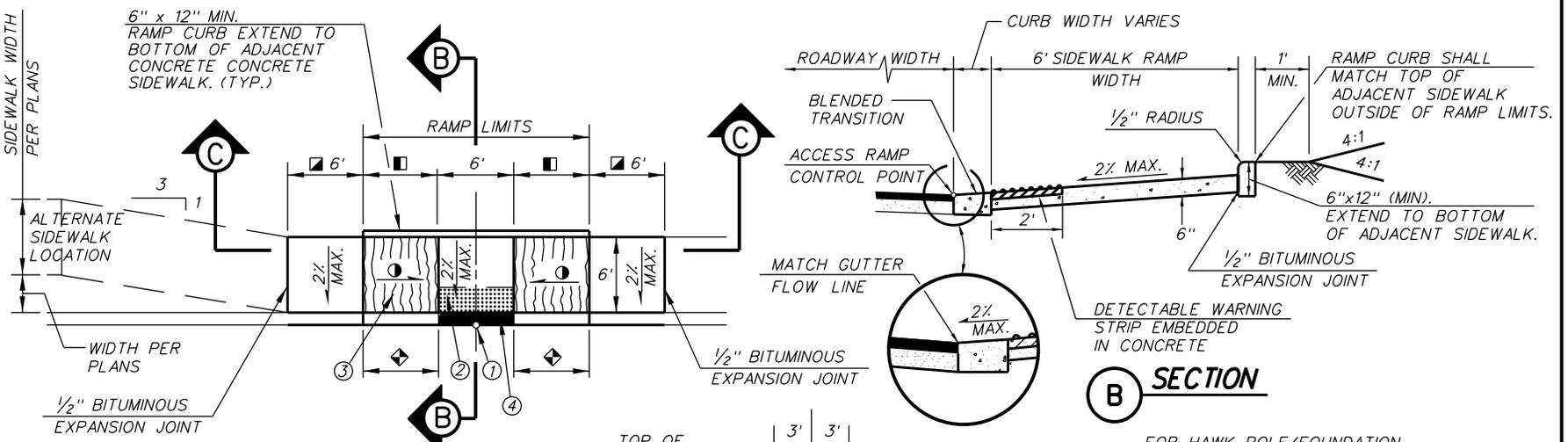
ISSUED: 05/10
 REVISED: 09/17



STANDARD DETAIL
CURB ACCESS RAMP
 (MID BLOCK)
 (TYPE 3)



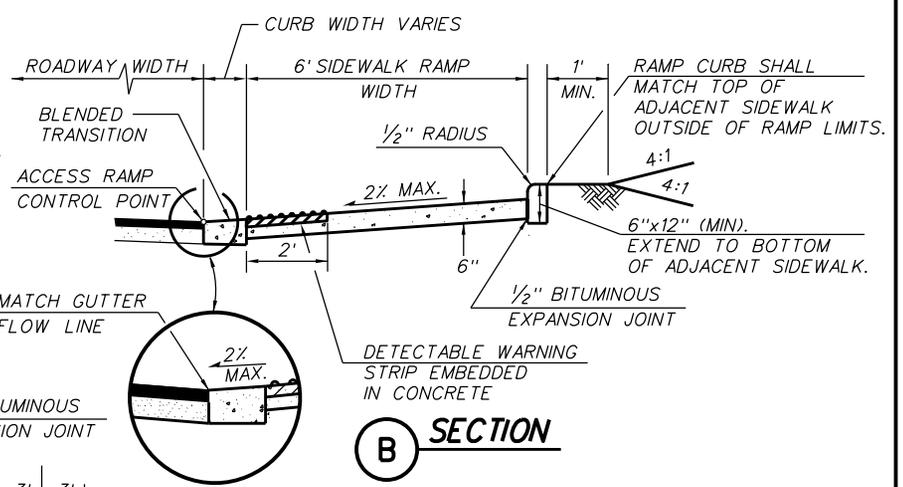
DETAIL NO. 207
 SHEET 6 of 11



- BLENDED TRANSITION
- ▣ PROVIDE MINIMUM OF 6' OF SIDEWALK ALONG CURB LINE (TYP.)
- SLOPE 5% MIN. & 8.33% (12:1) MAX.
- ▣ 6' MINIMUM, 15' MAXIMUM
- ◆ IF TRAFFIC POLE - DIA. IS 3', IF PUSH BUTTON POLE - DIA. IS 2'
- ◆ TRANSITION FROM FULL CURB TO DEPRESSED CURB (TYP.)
- ① ACCESS RAMP CONTROL POINT. SEE PLANS FOR LOCATION (TYP.)
- ② DETECTABLE WARNING STRIP 6' x 2' (TYP.) SEE SHT. 11 OF 11
- ③ ROUGH BROOM FINISH, (TYP.)
- ④ BLENDED TRANSITION

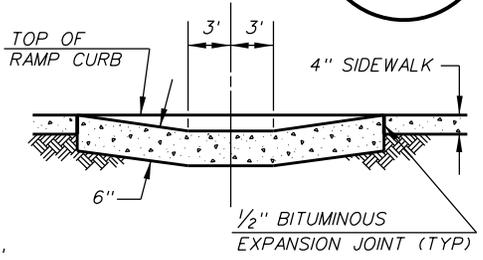
GENERAL NOTES:

1. SEE SHEET 11 OF 11 FOR ADDITIONAL CONSTRUCTION NOTES.
2. SEE STD. DETAIL 200 FOR JOINT REQUIREMENTS.
3. DRAINAGE INLETS ARE NOT PERMITTED WITHIN CROSSWALKS OR WITHIN 10' OF AN ACCESS RAMP.
4. SEE PROJECT PLANS FOR RAMP LOCATION. CURB ACCESS RAMP SHOULD BE ORIENTED TO ALIGN WITH THE CROSSWALK OR STOP BAR, MEDIAN REFUGE AREA, AND WITH THE OPPOSITE ACCESS RAMP IN THE DIRECTION OF PEDESTRIAN TRAVEL.

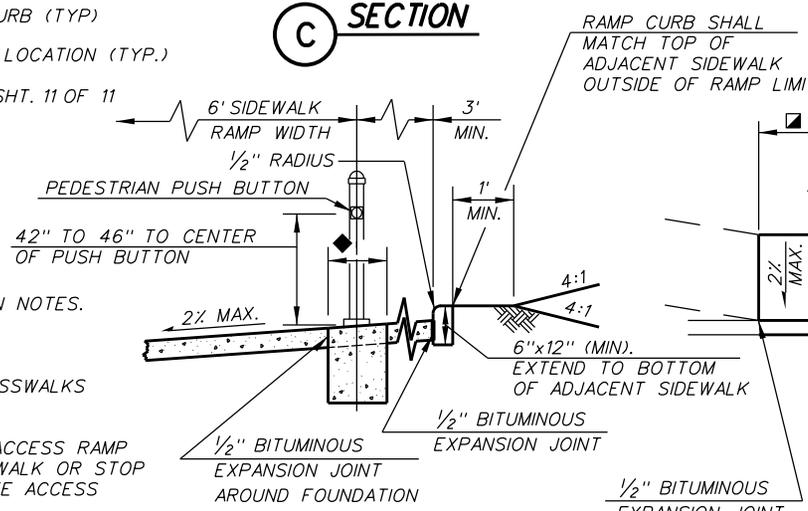


B SECTION

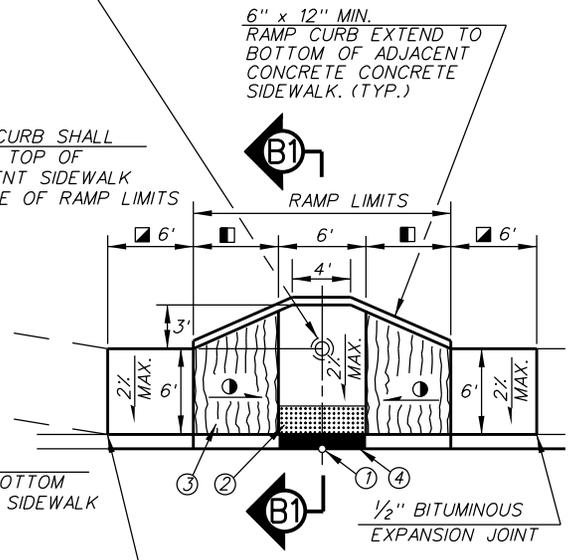
FOR HAWK POLE/FOUNDATION AND PEDESTRIAN PUSH BUTTON, SEE TRAFFIC SIGNAL PLAN. PLACED WHEN APPLICABLE AND APPROVED BY THE JURISDICTIONS TRANSPORTATION ENGINEER.



C SECTION



B1 SECTION



PLAN FOR HAWK CROSSING

NOT TO SCALE

ISSUED:
10/88
REVISED:
09/17

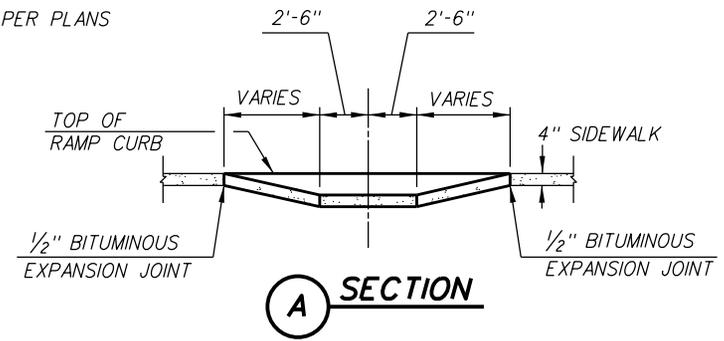
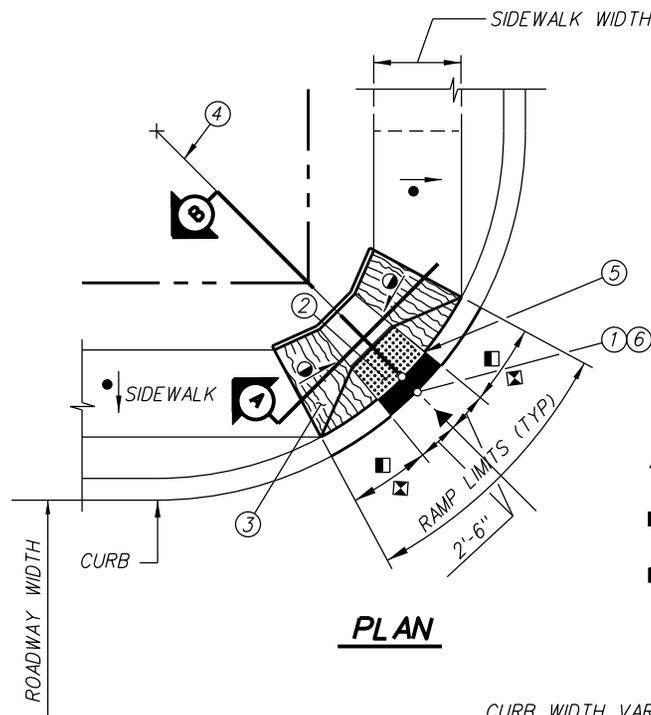


STANDARD DETAIL
CURB ACCESS RAMP
(TYPE 4)



DETAIL NO.
207
SHEET 7 of 11

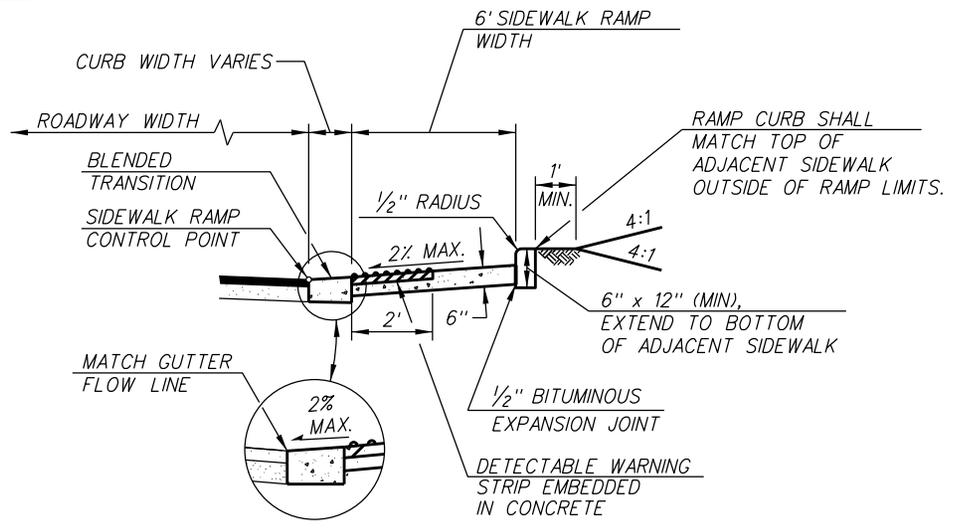
- ① ACCESS RAMP CONTROL POINT. (SEE PLANS FOR LOCATION (TYP.))
- ② DETECTABLE WARNING STRIP 5' x 2' (TYP.) SEE SHT. 11 OF 11
- ③ ROUGH BROOM FINISH (TYP.)
- ④ SEE PLANS FOR RADIUS
- ⑤ BLENDED TRANSITION (TYP.)
- ⑥ MID-POINT CURB RADII. OFFSET FROM MID-POINT IS ALLOWED.



- ▲ 5' AT BACK OF CURB
- SLOPE 5% MIN. & 8.33% (12:1) MAX.
- BLENDED TRANSITION
- CROSS SLOPE 2% MAX.
- ▣ 6' MINIMUM, 15' MAXIMUM
- ◊ TRANSITION FROM FULL CURB TO DEPRESSED CURB (TYP)

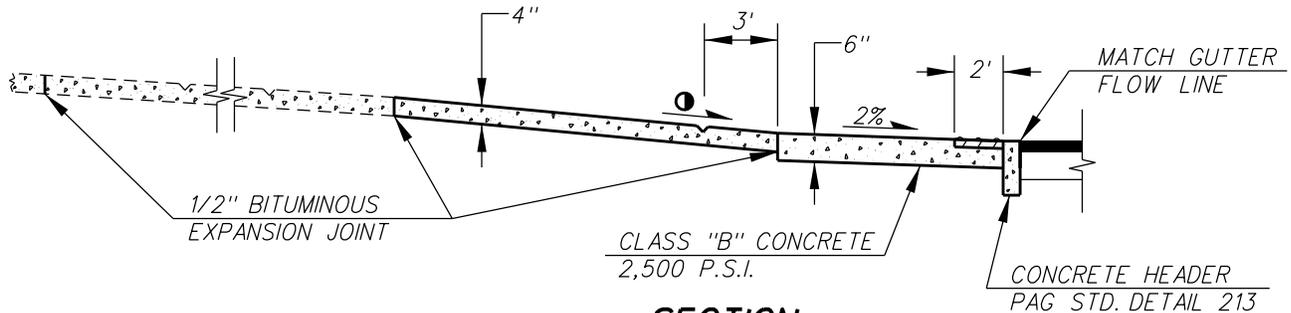
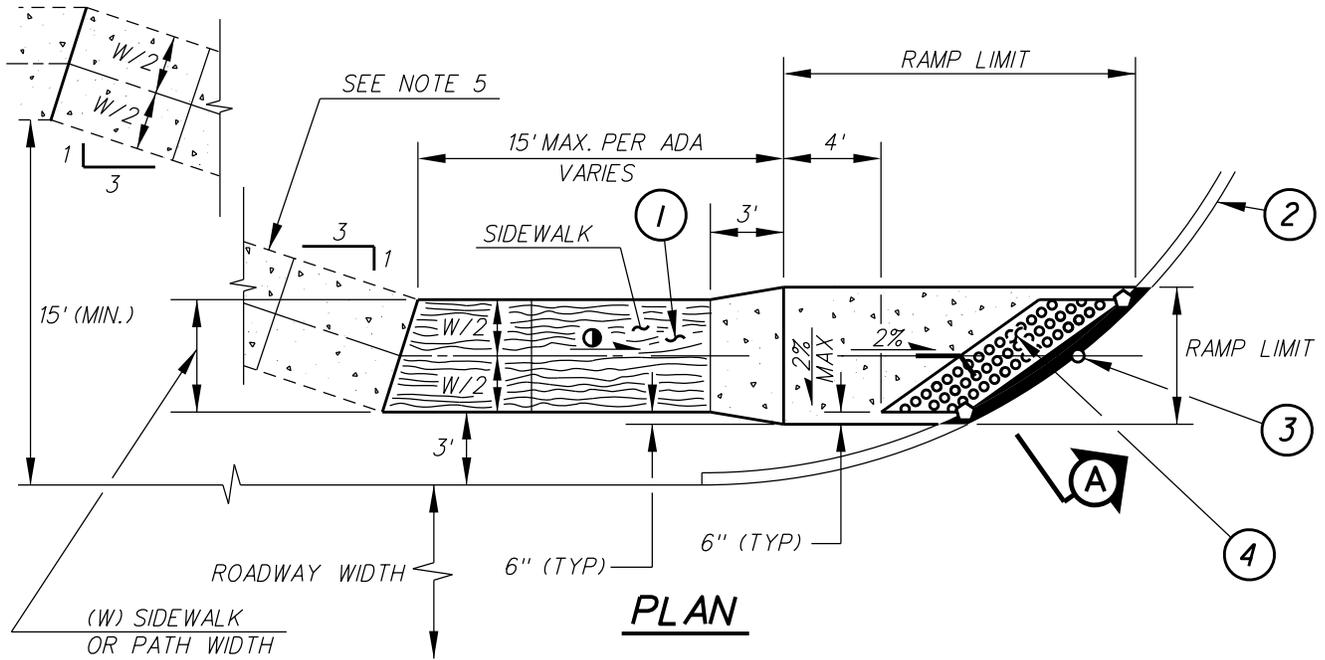
GENERAL NOTES:

1. FOR USE ONLY WITHIN LOCAL STREETS AND RESIDENTIAL COLLECTORS WITH A MAXIMUM 2,500 VEHICLES PER DAY AND WHICH IS NOT ADJACENT TO A MAJOR ARTERIAL.
2. SEE SHEET 11 OF 11 FOR ADDITIONAL CONSTRUCTION NOTES.
3. SEE PAG STD. DETAIL 200 FOR JOINT REQUIREMENTS.
4. RAMP JOINTS ALONG RETURNS SHALL BE RADIAL FROM THE BACK OF CURB OR BACK OF DETECTABLE WARNING STRIP.
5. SEE PROJECT PLANS FOR RAMP LOCATION.
6. DRAINAGE INLETS ARE NOT PERMITTED WITHIN CROSSWALKS OR WITHIN 10' OF AN ACCESS RAMP.



NOT TO SCALE

- ① ROUGH BROOM FINISH. USE RIPPLE PATTERN (TYP)
- ② SEE PLANS FOR RADIUS
- ③ UNCURBED ACCESS RAMP CONTROL POINT - SEE PLANS
- ④ DETECTABLE WARNING STRIP $W \times 2'$ (TYP)
SEE PIMA COUNTY STD. DETAIL 207, SHT. 11 OF 11



GENERAL NOTES:

1. SLOPE 8.33% (12:1) MAX.
 LEADING EDGE OF DETECTABLE WARNING STRIP SHALL BE PLACED AT BACK OF HEADER.
 BLENDED TRANSITION.
2. DETECTABLE WARNING STRIP PER PIMA COUNTY STD. DETAIL 207 SHEET 11 OF 11
3. SEE PAG STD. DETAIL 200 FOR JOINT REQUIREMENTS.
4. SEE PROJECT PLANS FOR UNCURBED ACCESS RAMP LOCATION.
ACCESS RAMP SHOULD BE ORIENTED, AS MUCH AS PRACTICABLE TO ALIGN WITH THE CROSSWALK, MEDIAN REFUGE AREA AND WITH THE OPPOSITE ACCESS RAMP IN THE DIRECTION OF PEDESTRIAN TRAVEL.
5. HORIZONTAL ALIGNMENT FOR PATHS. SEE THE LATEST EDITION OF AASHTO GUIDE FOR THE DEVELOPMENT OF BICYCLE FACILITIES AND AASHTO GUIDE FOR THE PLANNING, DESIGN AND OPERATION OF PEDESTRIAN FACILITIES.

NOT TO SCALE

ISSUED:		STANDARD DETAIL		DETAIL NO.
00/14		UNCURBED ACCESS RAMP		207
REVISED:		(TYPE 5)		SHEET 8 of 11
09/17				

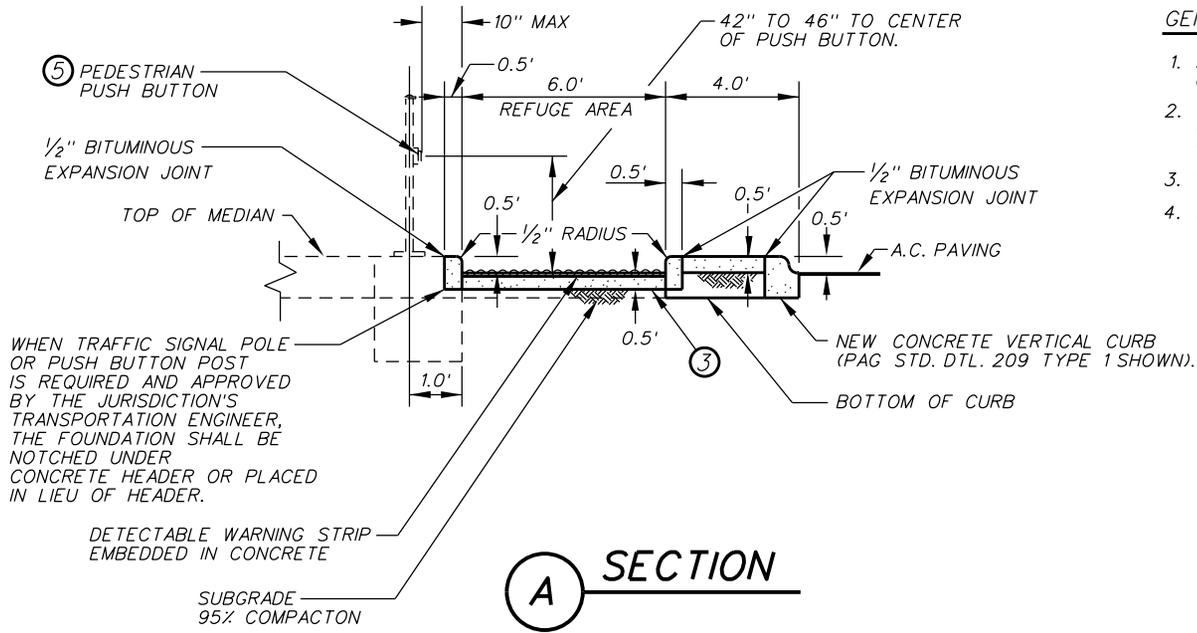
ISSUED: 4/10
 REVISED: 09/17



STANDARD DETAIL
 CURB ACCESS RAMP
 (MEDIAN REFUGE AREA)
 (TYPE 1)

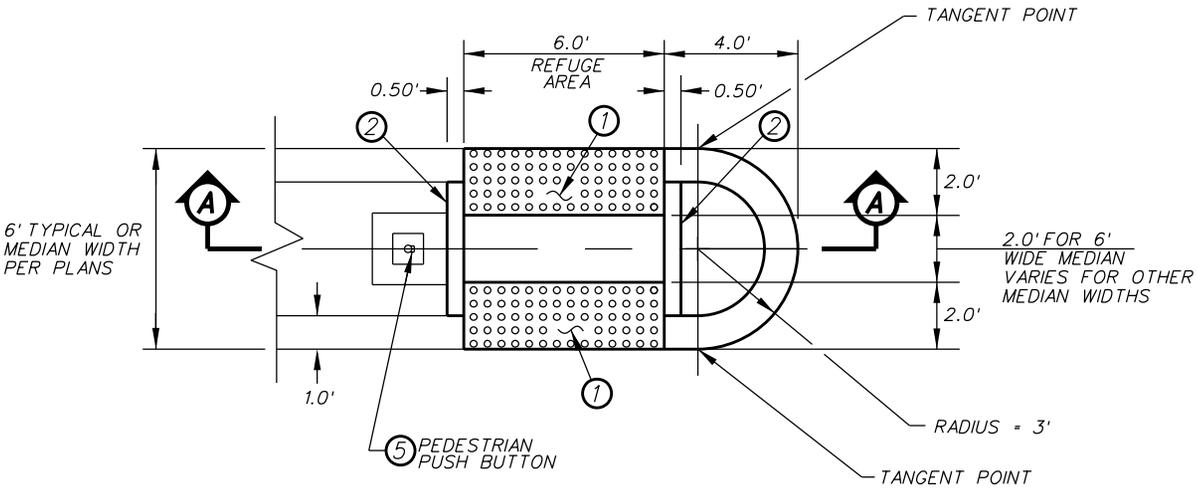


DETAIL NO. 207
 SHEET 9 of 11



WHEN TRAFFIC SIGNAL POLE OR PUSH BUTTON POST IS REQUIRED AND APPROVED BY THE JURISDICTION'S TRANSPORTATION ENGINEER, THE FOUNDATION SHALL BE NOTCHED UNDER CONCRETE HEADER OR PLACED IN LIEU OF HEADER.

A SECTION



TYPE 1 MEDIAN NOSE

GENERAL NOTES:

1. SEE SHEET 11 OF 11 FOR ADDITIONAL CONSTRUCTION NOTES.
2. TRAFFIC SIGNAL POLE OR TYPE 1 PEDESTRIAN PUSH BUTTON POLE. SEE TRAFFIC SIGNAL PLANS FOR ADDITIONAL INFORMATION.
3. SEE PAG STD. DETAIL 200 FOR JOINT REQUIREMENTS.
4. DRAINAGE INLETS ARE NOT PERMITTED WITHIN CROSSWALKS OR WITHIN 10' OF ACCESS RAMPS.

- ① DETECTABLE WARNING STRIP 6' x 2' (TYP.) SEE SHT. 11 of 11
- ② 6" x 12" CONCRETE HEADER PER PAG STD. DTL. 213 WITH A 1/2" RADIUS ON INSIDE EDGE.
- ③ 6" CLASS "B" CONCRETE WITHIN REFUGE AREA.
- ④ TYPE 1 PAY LIMITS INCLUDES ①, ② & ③
- ⑤ TRAFFIC SIGNAL POLE/FOUNDATION OR TYPE 1 PEDESTRIAN PUSH BUTTON POLE/FOUNDATION (PAG STD. DETAIL T419 UNLESS OTHERWISE NOTED). WHEN APPLICABLE AND APPROVED BY THE JURISDICTION'S TRANSPORTATION ENGINEER. SEE TRAFFIC SIGNAL PLANS FOR ADDITIONAL INFORMATION.

NOT TO SCALE

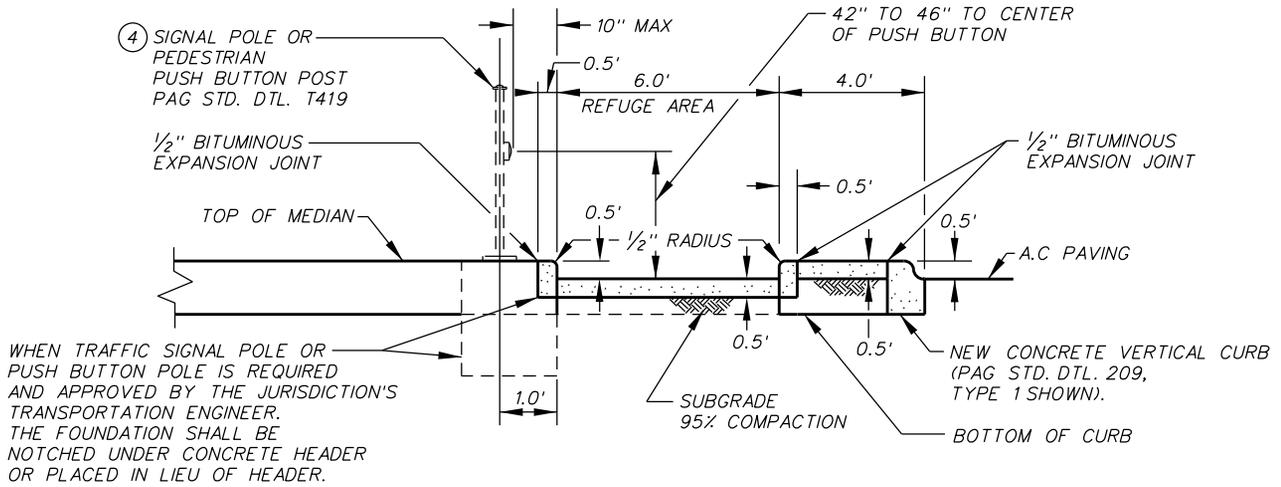
ISSUED:
4/10
REVISED:
09/17



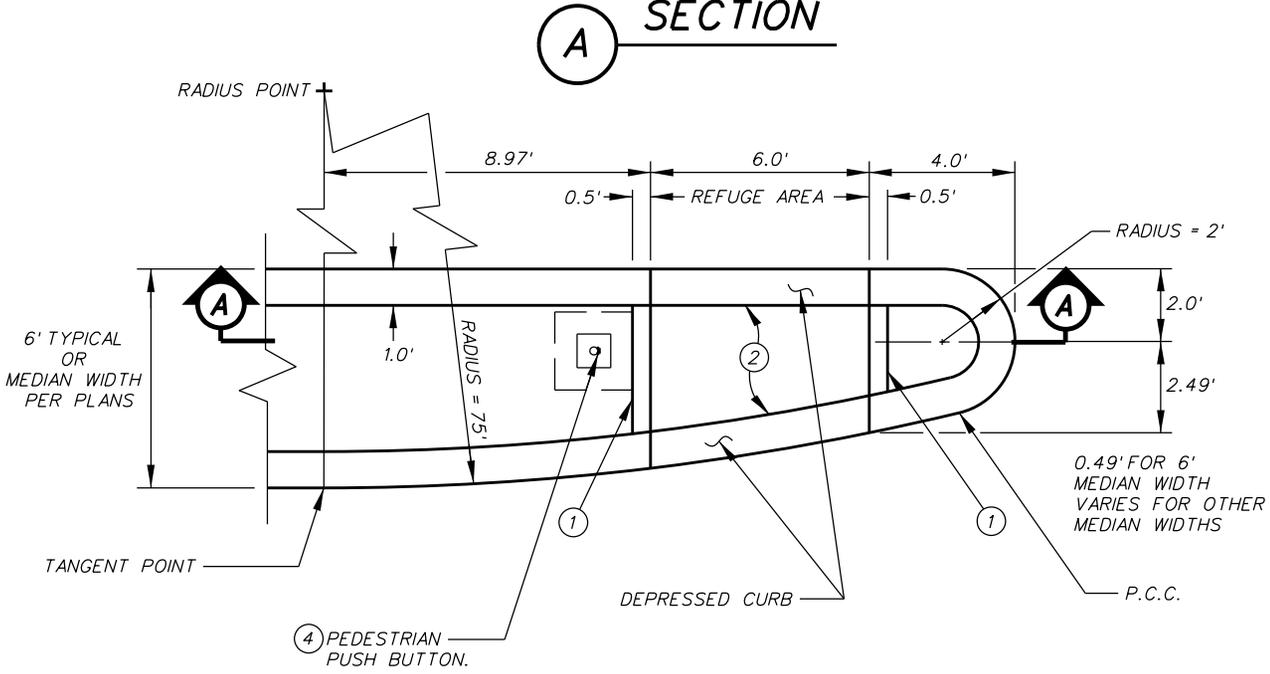
STANDARD DETAIL
CURB ACCESS RAMP
(MEDIAN REFUGE AREA)
(TYPE 2)



DETAIL NO.
207
SHEET 10 of 11

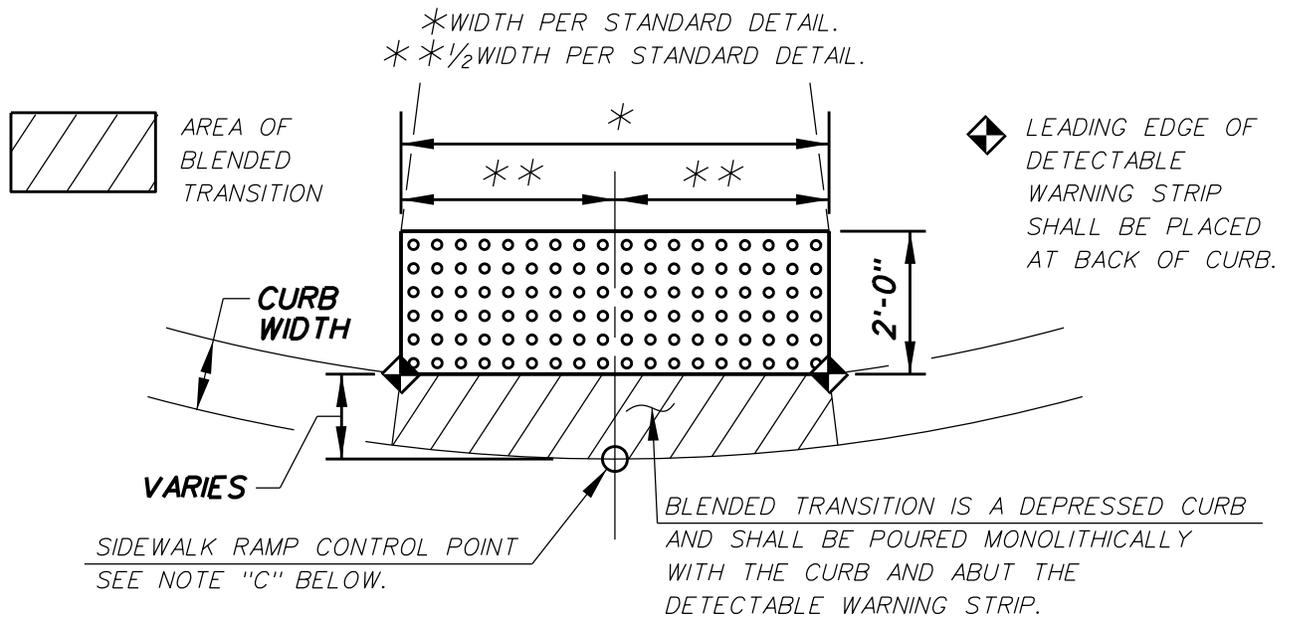


- GENERAL NOTES:**
- SEE SHEET 11 OF 11 FOR ADDITIONAL CONSTRUCTION NOTES.
 - TRAFFIC SIGNAL POLE OR TYPE 1 PEDESTRIAN PUSH BUTTON POLE. SEE TRAFFIC SIGNAL PLANS FOR ADDITIONAL INFORMATION.
 - SEE PAG STD. DETAIL 200 FOR JOINT REQUIREMENTS.
 - DRAINAGE INLETS ARE NOT PERMITTED WITHIN CROSSWALKS OR WITHIN 10' OF ACCESS RAMP.
 - MEDIANS WITH ENTIRE REFUGE 6FT OR WIDER REQUIRE DETECTABLE WARNING STRIPS WITHIN THE REFUGE AREA IN ACCORDANCE WITH ADA.



- 6" x 12" CONCRETE HEADER PER PAG STD. DTL. 213 WITH A 1/2" RADIUS INSIDE EDGE.
- 6" CLASS B CONCRETE WITHIN REFUGE AREA WITH ROUGH BROOM FINISH.
- TYPE 2 PAY LIMITS INCLUDES ① & ②.
- TRAFFIC SIGNAL POLE/FOUNDATION OR TYPE 1 PEDESTRIAN PUSH BUTTON POLE/FOUNDATION (PAG STD DETAIL T419 UNLESS OTHERWISE NOTED) WHEN APPLICABLE & APPROVED BY THE JURISDICTION'S TRANSPORTATION ENGINEER. SEE TRAFFIC SIGNAL PLANS FOR ADDITIONAL INFORMATION.

NOT TO SCALE



DETECTABLE WARNING STRIP PLAN

CONSTRUCTION NOTES:

- (A) SEE STD. DETAIL 200 FOR JOINT REQUIREMENTS.
- (B) RAMP SHALL BE LAID OUT RADially FROM THE BACK OF THE DETECTABLE WARNING STRIP FOR TYPE 1 AND TYPE 4 CURB ACCESS RAMPS.
- (C) SEE PROJECT PLANS FOR RAMP LOCATION. CURB ACCESS RAMPS SHOULD BE ORIENTED TO ALIGN WITH THE CROSSWALK, MEDIAN REFUGE AREA, AND WITH THE OPPOSITE ACCESS RAMPS IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- (D) DRAINAGE INLETS ARE NOT PERMITTED WITHIN CROSSWALKS OR WITHIN 10' OF AN ACCESS RAMP.

NOTES FOR DETECTABLE WARNING SURFACE:

1. DETECTABLE WARNINGS SHALL BE EMBEDDED IN CONCRETE, AND SHALL CONSIST OF A SURFACE OF TRUNCATED DOMES ALIGNED IN A SQUARE OR RADIAL GRID PATTERN IN THE DIRECTION OF TRAVEL, AND SHALL COMPLY WITH R304 OF THE DRAFT PUBLIC RIGHTS ACCESSIBILITY GUIDE LINES.
2. DOME SIZE: TRUNCATED DOMES IN A DETECTABLE WARNING SURFACE SHALL HAVE A BASE DIAMETER OF 0.9 IN. MINIMUM TO 1.4 IN. MAXIMUM, A TOP DIAMETER OF 50 PERCENT OF THE BASE DIAMETER MINIMUM TO 65 PERCENT OF THE BASE DIAMETER MAXIMUM, AND A HEIGHT OF 0.2 IN.
3. DOME SPACING: TRUNCATED DOMES IN A DETECTABLE WARNING SURFACE SHALL HAVE A CENTER TO CENTER SPACING OF 1.6 IN. MINIMUM AND 2.4 IN. MAXIMUM, AND A BASE TO BASE SPACING OF 0.65 IN. MINIMUM MEASURED BETWEEN THE MOST ADJACENT DOMES.
4. COLOR CONTRAST: DETECTABLE WARNING SURFACES SHALL CONTRAST VISUALLY WITH ADJACENT GUTTER, STREET OR HIGHWAY, OR PEDESTRIAN ACCESS ROUTE SURFACE, EITHER LIGHT-ON-DARK OR DARK-ON-LIGHT.
5. SIZE: DETECTABLE WARNING SURFACES SHALL EXTEND 24 IN. MINIMUM IN THE DIRECTION OF TRAVEL AND THE FULL WIDTH OF THE CURB RAMP (EXCLUSIVE OF FLARES), THE LANDING, OR THE BLENDED TRANSITION.
6. PREFABRICATED DETECTABLE WARNING STRIP PANELS SHALL BE UTILIZED FOR BOTH NEW CONSTRUCTION AND RETROFIT INSTALLATIONS. SURFACE APPLICATIONS DEPENDENT ON AN ADHESIVE BONDING AGENT(S) AND ANCHORED SYSTEMS ARE NOT APPROVED FOR USE.

ISSUED:		STANDARD DETAIL		DETAIL NO.
04/10		CURB ACCESS RAMP DETECTABLE WARNING STRIP AND CONSTRUCTION NOTES		207
REVISED:				
09/17				