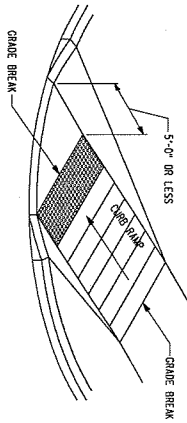
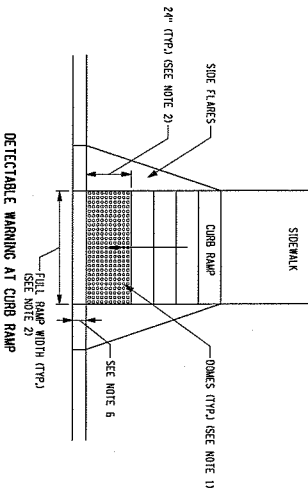


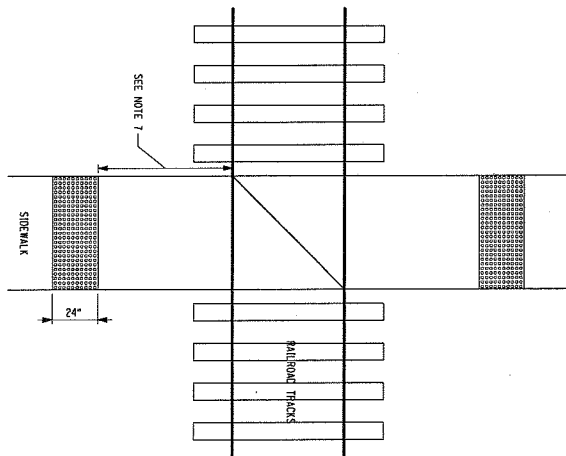
DETECTABLE WARNING PLACEMENT DETAIL 1  
NOTE: IF THE DISTANCE FROM THE CURB RAMP IS GREATER THAN 5'-0", DETECTABLE WARNING SHOULD BE PLACED ALONG THE RADII OF THE CURVE AS SHOWN IN THE ABOVE DETAIL.



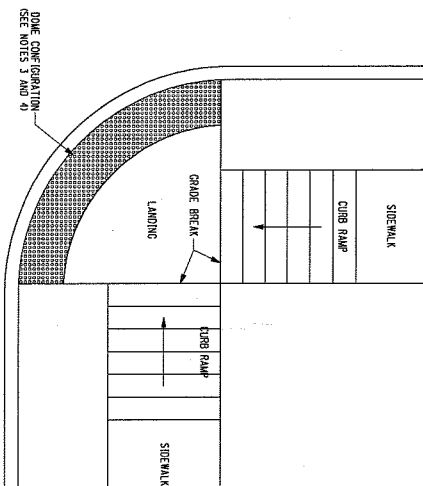
DETECTABLE WARNING PLACEMENT DETAIL 2  
NOTE: IF THE DISTANCE FROM THE CURB RAMP IS LESS THAN 5'-0", DETECTABLE WARNING SHOULD BE PLACED ON THE CURB RAMP ALONG THE BOTTOM GRADE BREAK WITH ONE CORNER 5' TO 9' FROM THE FRONT OF THE CURB OR EDGE OF THE ROADWAY.



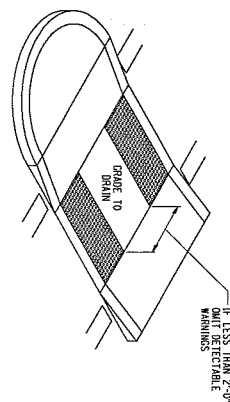
DETECTABLE WARNING AT CURB RAMP



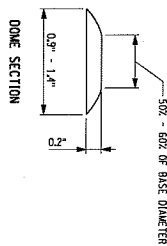
DETECTABLE WARNINGS AT RAILROAD CROSSING



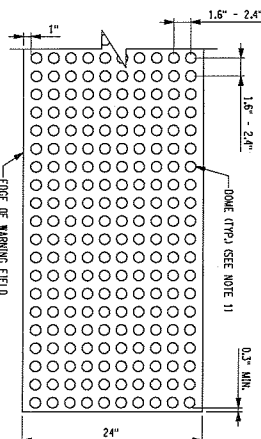
CURB RAMP / BLENDED TRANSITION CONFIGURATION TYPES 3 AND 4



DETECTABLE WARNINGS AT MEDIAN ISLANDS  
NON-ELEVATED CROSSING



DOME SPACING



- NOTES:
1. THE DETAILS PROVIDED ARE NOT DRAWN TO SCALE. THE QUANTITY OF DOMES DEPICTED ON THE DETECTABLE SURFACES IS FOR ILLUSTRATION ONLY.
  2. DETECTABLE WARNING UNIT DIMENSIONS:
  3. THE SIZE OF THE DETECTABLE WARNING FIELD SHALL BE 24' IN THE DIRECTION OF TRAVEL AND SHALL EXTEND EXCLUSIVE OF SIDE FLUTES.
  4. WHERE DOMES ARE LOCATED RADIIALLY THEY MAY DIFFER WITHIN THE RANGES SPECIFIED ON THIS SHEET.
  5. THE DETECTABLE WARNING FIELD SHALL BE THE COLOR SPECIFIED IN THE CONTRACT DOCUMENTS OR MEET THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS.
  6. DETECTABLE WARNINGS SHALL BE LOCATED SO THAT THE EDGE OR CORNER OF THE WARNING FIELD NEAREST TO THE CURB OR CORNER OF THE ROADWAY END OF THE CURB OR USED.
  7. THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 5'-0" MINIMUM AND 15'-0" MAXIMUM FROM THE CENTERLINE OF THE NEAREST RAIL.

EFFECTIVE DATE: 01/08/09

STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION	
U.S. CUSTOMARY STANDARD SHEET	
SIDEWALK CURB RAMP DETAILS (SHEET 4 OF 4)	
APPROVED SEPTEMBER 19, 2008 DEPUTY CHIEF ENGINEER	ISSUED UNDER EG 08-016 608-01