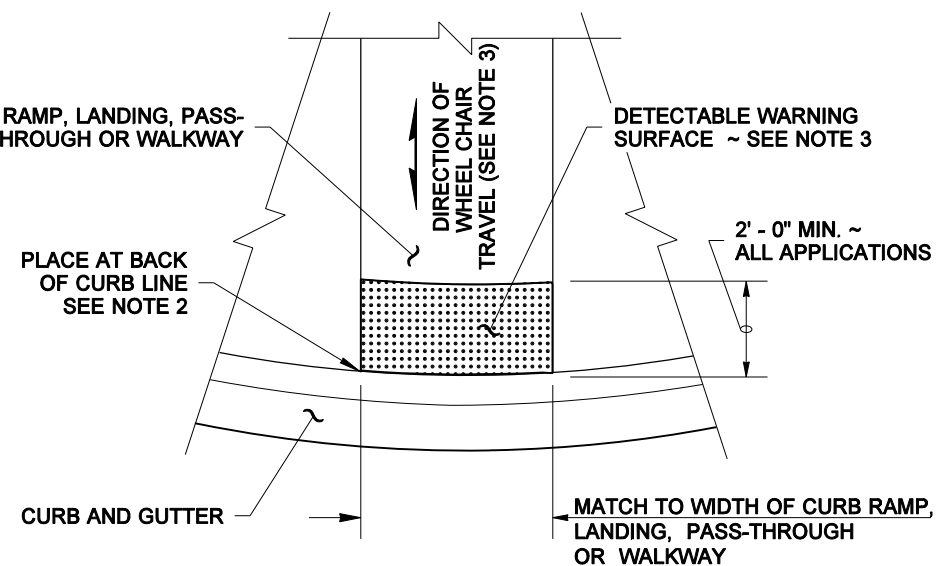


	MIN.	MAX.
A	1.60"	2.40"
B	0.65"	—
C	0.45"	0.90"
D	0.9"	1.40"
E	0.2"	0.2"

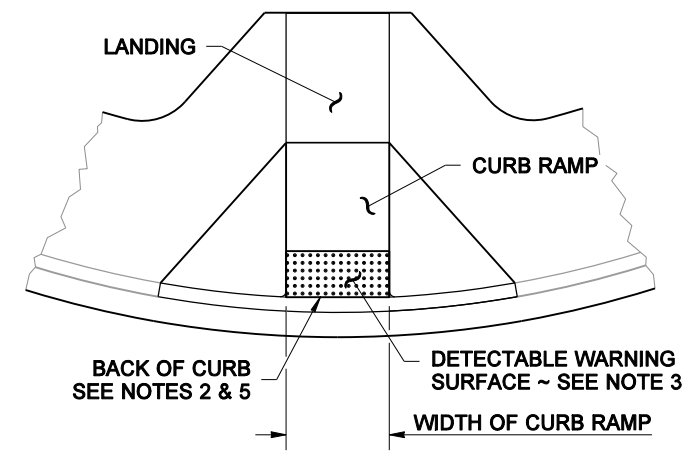
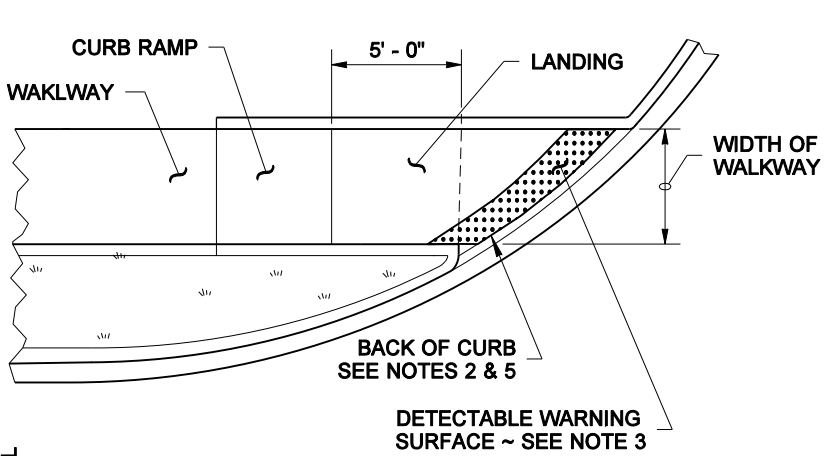
TRUNCATED DOME DETAILS



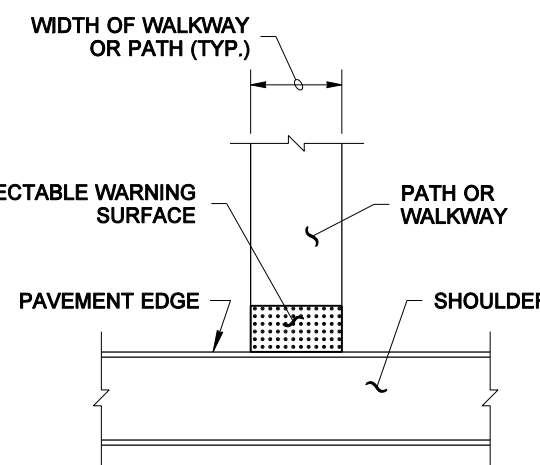
DETECTABLE WARNING SURFACE DETAIL

NOTES

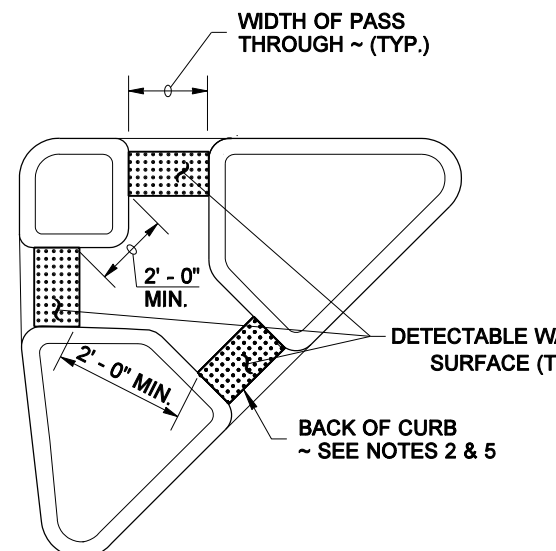
1. The Detectable Warning Surface shall extend the full width of the curb ramp (exclusive of flares) or the landing.
2. The edge of the Detectable Warning Surface shall be placed along the back of the curb line.
3. The rows of truncated domes in a Detectable Warning Surface shall be parallel with the direction of wheel chair travel.
4. See **Standard Plans** for sidewalk and curb ramp details.
5. If a curb is not present, place the Detectable Warning Surface at the edge of the pavement.
6. If a curb ramp is required, the location of the Detectable Warning Surface must be at the bottom of the ramp and within the required distance from rail.



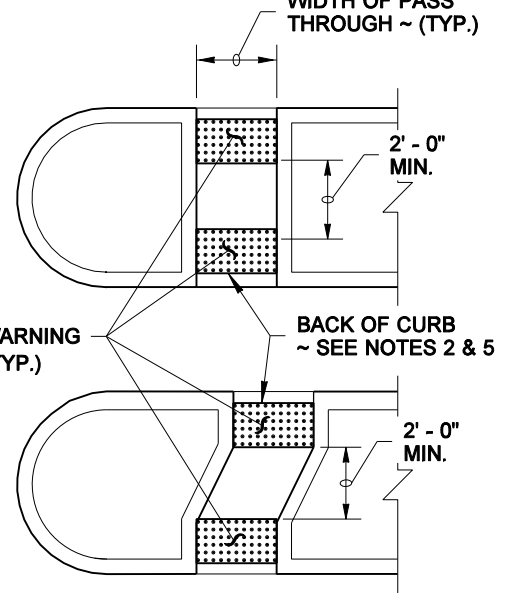
PERPENDICULAR CURB RAMP



SHARED-USE PATH CONNECTION

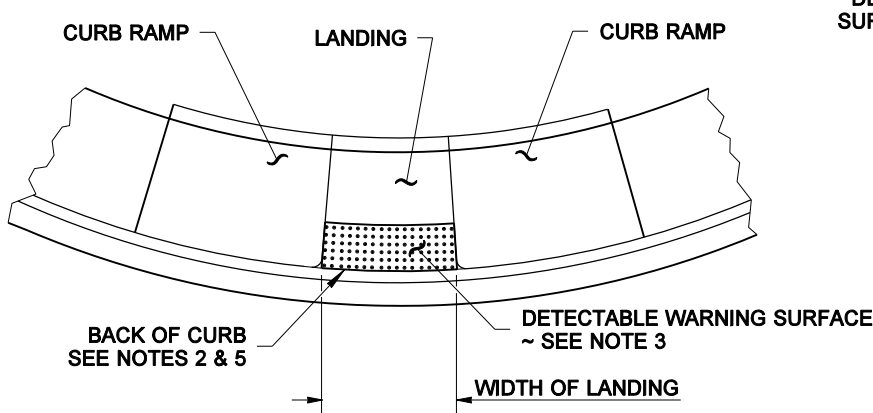


ISLAND PASS-THROUGH

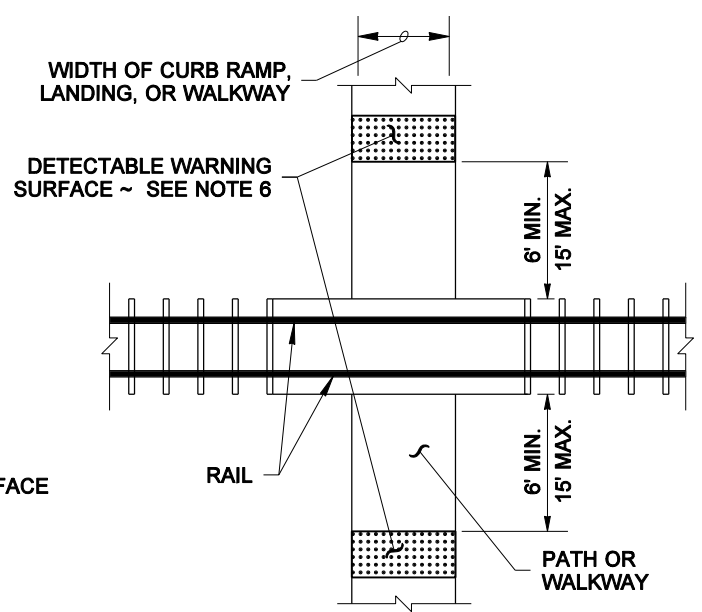


MEDIAN PASS-THROUGH

DRAWN BY: FERN LIDDELL

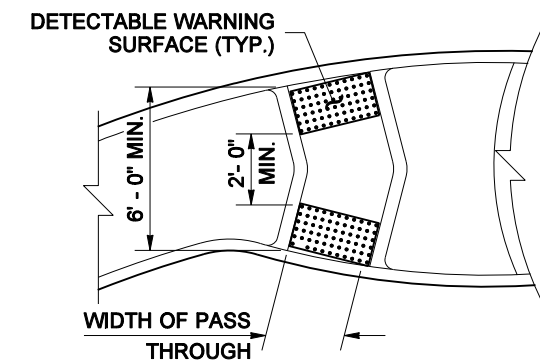


PARALLEL CURB RAMP



PEDESTRIAN RAILROAD CROSSING

PLACEMENT GUIDELINES



ROUNDABOUT SPLITTER ISLAND



NOTE: THIS PLAN IS NOT A LEGAL ENGINEERING DOCUMENT UNLESS IT IS SIGNED AND SEALED BY THE ENGINEER WHO PREPARED OR APPROVED IT. THIS PLAN IS FILED AT THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION. A COPY MAY BE OBTAINED UPON REQUEST.

DETECTABLE WARNING SURFACE
STANDARD PLAN F-45.10-00

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

Pasco Bakotich III 06-03-10
STATE DESIGN ENGINEER DATE

Washington State Department of Transportation