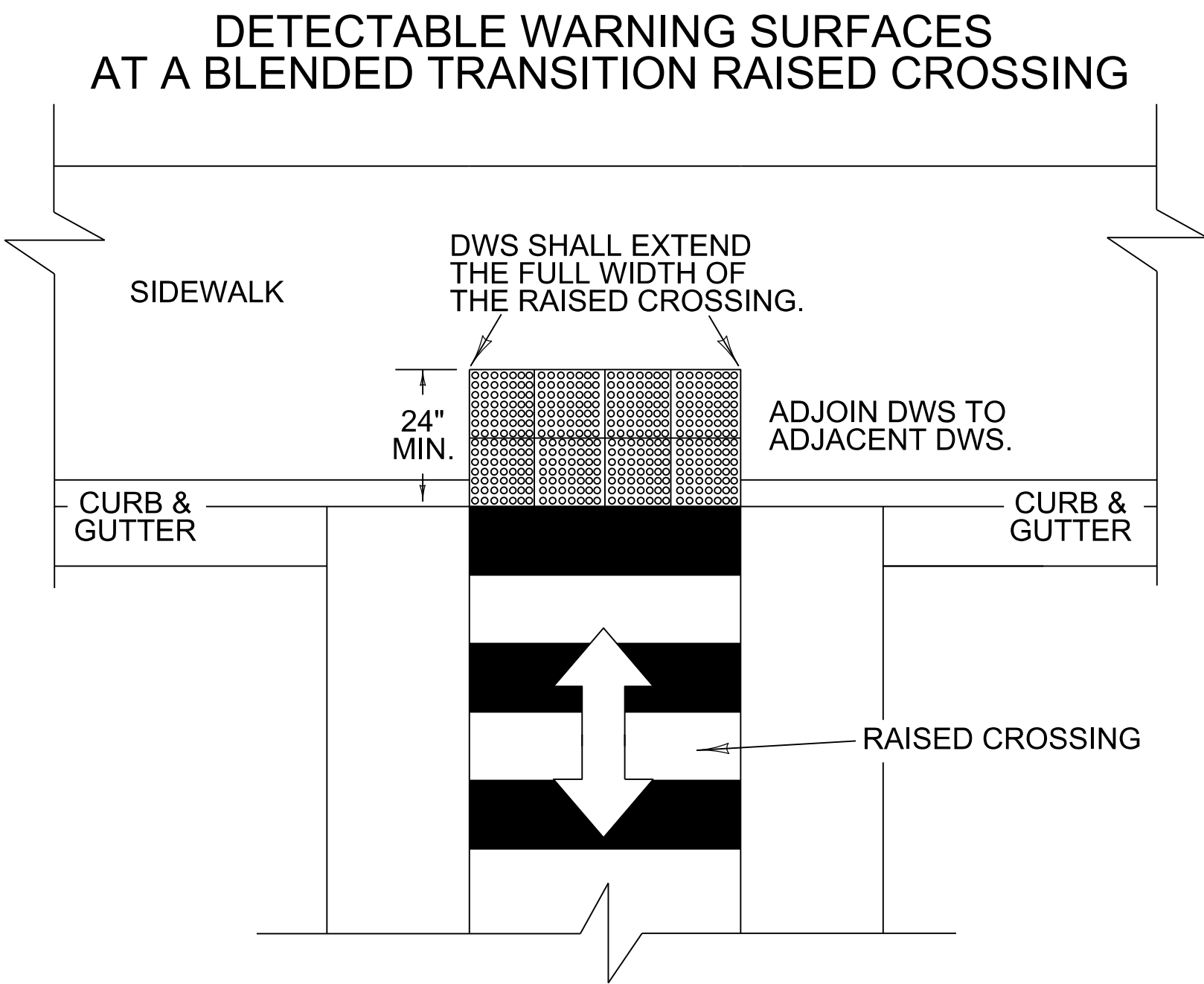
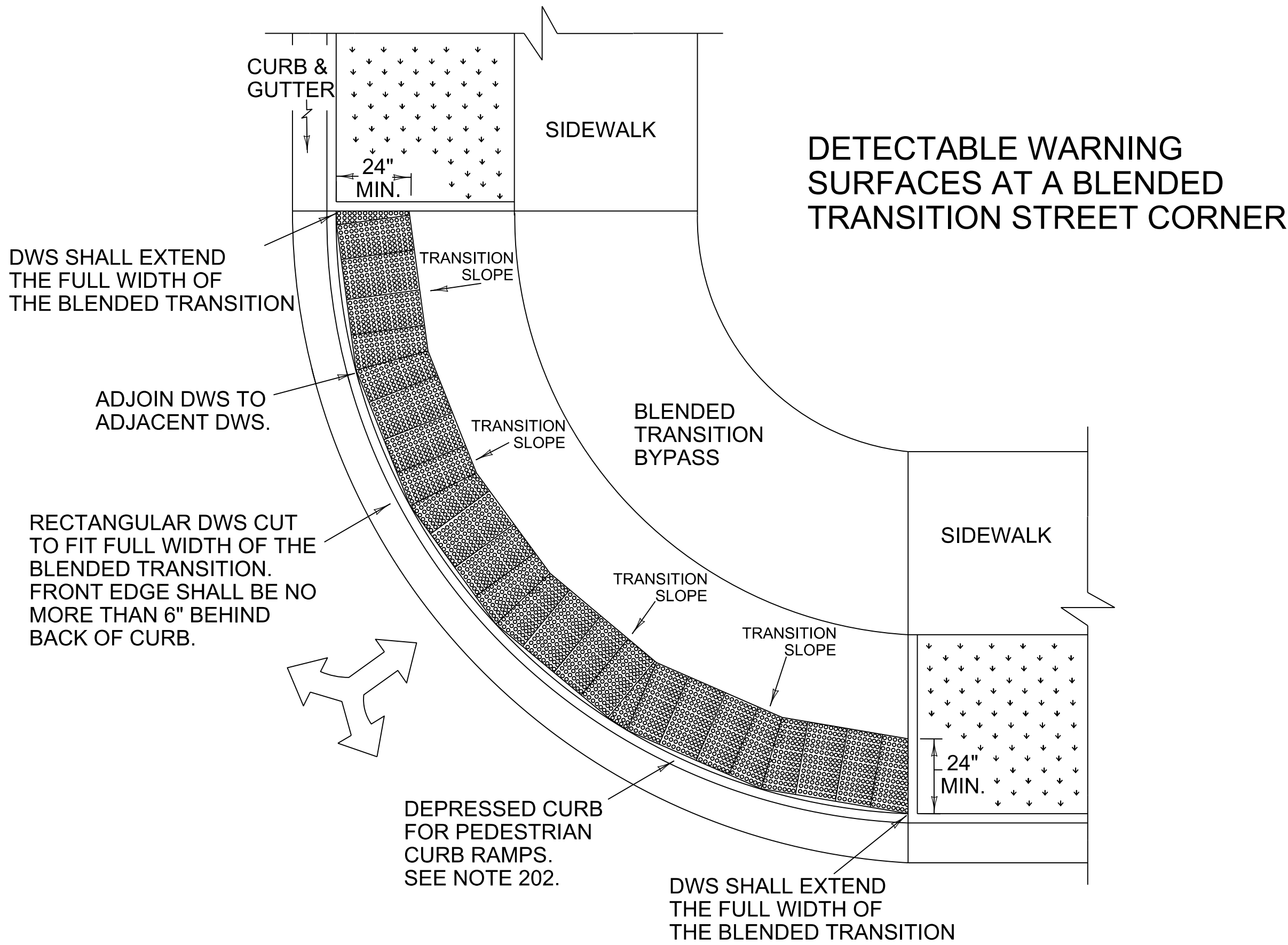
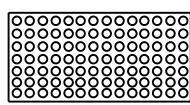
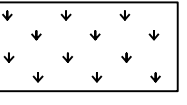
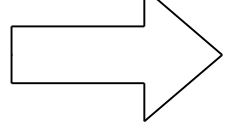


~NOTES~

201. WHEN INSTALLING DETECTABLE WARNING SURFACES (DWS), USE MATERIALS AND WORKMANSHIP IN ACCORDANCE WITH THE CURRENT EDITION OF KYTC'S STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LIST OF APPROVED MATERIALS FOR DWS, AND MANUFACTURER INSTALLATION INSTRUCTIONS.
202. WHEN A CURB IS PRESENT, CONSTRUCT THE TOP OF THE DEPRESSED CURB FLUSH WITH ADJACENT SURFACES, SUCH AS RAMPS, SIDEWALKS, AND FLARES. CONSTRUCT THE BOTTOM OF THE DEPRESSED CURB AT CURB RAMPS FLUSH WITH THE ADJACENT ROADWAY. GRADE EDGE-OF-ROAD ELEVATIONS AT THE FLOW LINE TO ENSURE POSITIVE DRAINAGE AND PREVENT PONDING. FOR LEVEL LANDINGS BEHIND DEPRESSED CURBS, ADJUST SLOPES TO MAINTAIN POSITIVE DRAINAGE. REMOVE EXCESS JOINT SEALER AT THE CURB/ROADWAY JOINT AND APPLY A LIGHT COAT OF DRY SAND OVER THE SEALED AREA.
203. IF THE ROAD BEING CROSSED HAS A STEEP PROFILE SLOPE, ADJUST THE CROSS SLOPE OF THE PEDESTRIAN CURB RAMP TO TRANSITION GRADUALLY. MATCH THE ROADWAY EDGE PROFILE WITHOUT EXCEEDING A 3.00% CHANGE IN CROSS SLOPE PER FOOT. PLACE THE DWS AT THE CURB LINE.
204. THE DWS MUST EXTEND:  
(1) A MINIMUM OF 24 INCHES IN THE DIRECTION OF PEDESTRIAN TRAVEL, AND  
(2) ACROSS THE FULL WIDTH OF THE RAMP RUN OR BLENDED TRANSITION.  
NOTE: FLARED SIDES ARE NOT INCLUDED IN THIS WIDTH.
205. PLACE THE DWS FLUSH WITH THE RAMP SURFACE. ENSURE NO TRIP EDGES EXCEED  $\frac{1}{4}$ " IN HEIGHT.
206. ALIGN THE TRUNCATED DOMES IN A SQUARE GRID PATTERN, ORIENTED TO FOLLOW THE DOMINANT PEDESTRIAN TRAVEL PATH.
207. ENSURE UNIFORM COLOR THROUGHOUT THE DWS TO PROVIDE VISUAL CONTRAST WITH ADJACENT SURFACES (E.G., LIGHT-ON-DARK OR DARK-ON-LIGHT). FOR COLOR, USE EITHER FEDERAL YELLOW OR BRICK RED, PER KYTC POLICY.
208. COORDINATE THE PEDESTRIAN CURB RAMP AND CROSSWALK MARKINGS SO THAT DWS FOR RAMPS AND REFUGE ISLANDS ARE ENTIRELY WITHIN PEDESTRIAN CROSSWALK MARKINGS AND ENTIRELY OUTSIDE THE PARALLEL VEHICLE TRAVEL LANE. SEE STANDARD DRAWING TPM-203 FOR TYPICAL MARKINGS AT SIGNALIZED INTERSECTIONS.
209. FOR RADIUS INSTALLATIONS, FIELD CUT DWS TO FIT THE BACK OF CURB RADIUS, OR ORDER CUSTOM-FABRICATED PIECES. COVER THE FULL LENGTH OF THE BACK-OF-CURB ALONG THE RADIUS CURB SECTION AND MINIMIZE THE NUMBER OF FIELD-CUT PIECES WHERE PRACTICAL. EXTEND DWS TO WITHIN 2 INCHES OF BOTH SIDES OF THE LOWER LANDING.
210. ADJOIN DWS TO ADJACENT DWS. IF FIELD CUTTING IS NEEDED, CUT DWS ALONG THE PERIMETER ONLY. FILL JOINTS AROUND DWS WITH DRY MORTAR BRUSHED IN WITH A COARSE BROOM. SAND IS NOT ALLOWED.
211. SURFACE-MOUNTED DWS MAY BE USED IN LOCATIONS WHERE THE EXISTING RAMP GEOMETRY CONFORMS TO ACCESSIBILITY REQUIREMENTS. SELECT SURFACE-MOUNTED DWS FROM PRODUCTS ON THE LIST OF APPROVED MATERIALS. IF THE PEDESTRIAN CURB RAMP IS BEING IMPROVED AND NEW CONCRETE WILL BE PLACED, CAST-IN-PLACE DWS SHALL BE INSTALLED.



~LEGEND~

-  DETECTABLE WARNING SURFACES (DWS)  GRASS
-  INDICATES PEDESTRIAN TRAVEL DIRECTION

REVISION DATE: 10/07/2025  
REVISION NUMBER: 0

SUBMITTED W. J. Sipes 10-07-2025  
DIVISION DIRECTOR DATE  
APPROVED \_\_\_\_\_ STATE HIGHWAY ENGINEER DATE

PAVEMENT



COMMONWEALTH OF KENTUCKY  
DEPARTMENT OF HIGHWAYS



DETECTABLE WARNING SURFACES

SHEET 002: PLACEMENT OF DETECTABLE WARNING SURFACES

SEPIA NUMBER  
RPX-105-00-S