



Brian A Blanchard

07/24/2002 05:49 PM

To: Mike Peterson/D1/FDOT@FDOT, Bernie A Masing/D1/FDOT@FDOT, Robert Pearce/D2/FDOT@FDOT, Kathy D Thomas/D2/FDOT@FDOT, Larry F Kelley-Design/D3/FDOT@FDOT, Jason D Peters/D3/FDOT@FDOT, Howard Webb/D4/FDOT@FDOT, Noranne Downs/D5/FDOT@FDOT, Annette Brennan/D5/FDOT@FDOT, Felix Blanco/D6/FDOT@FDOT, William F Sloup/TP/FDOT@FDOT, Michael Snare/D5/FDOT@FDOT, Dwayne Kile/D7/FDOT@FDOT, Ronald Caldi/D7/FDOT@FDOT, Morteza Alian/D4/FDOT@FDOT, James W Cunningham/CO/FDOT, Ken Leuderalbert/CO/FDOT@FDOT, Amie Goddeau/D4/FDOT@FDOT, Teresita T Alvarez/D6/FDOT@FDOT, Kevin Hoeflich/TP/FDOT@FDOT
cc: Jim Mills/CO/FDOT@FDOT, Frank T Sullivan/CO/FDOT@FDOT, Kenneth E Weldon/CO/FDOT@FDOT
Subject: ADA Detectable Warnings

In response to recent information issued by the FHWA and the US Access Board regarding the design and location of detectable warning surfaces, we have posted Interim Index 0304 Revised 7-24-02 and Interim Index 0310 revised 7-24-02 to the 2002 Design Standards and the 2000 Roadway and Traffic Design Standards (Metric) on the Roadway Design Office Web Site.

Revised Interim Index 0304 dated 7-24-02 replaces the previous Interim Index 0304 dated 6-06-02. The 7-24-02 version includes the following revisions:

1. Detectable Warnings (truncated domes) are required for the full width of the ramp and 24 inches in the direction of travel from the back of curb, instead of being placed over the entire ramp surface. (The intent of the detectable warning is to replace the tactile cue otherwise provided by a curb drop off.)
2. Added a notation that the Dome Pattern shall be in-line with the direction of travel. (to provide for wheel chair usage.)
3. Revised curb ramp details on all sheets to be consistent with the above requirements.
4. Revised the Design Note on Sheet 1 of 5 to clarify requirements for dark-on-light or light-on-dark visual contrast. The previous note which included a requirement for a 70% contrast was deleted, since this is only a recommended "guideline" and not a minimum requirement.

Interim Index 0310, Concrete Sidewalk, Sheets 1 of 2 through 2 of 2 includes the following revisions:

1. Revised details showing dimensions and locations of the detectable warning surfaces to be consistent with the revisions in Index 0304 dated 7-24-02.
2. Revised requirements for locating detectable warnings on uncurbed roadways. Detectable warnings are not required at all driveways. See Note 2, Sheet 2 of 2.

Interim Indexes 0304 and 0310 are not identified in the July 2002 Specifications Workbook. However, this does not preclude their use or inclusion in contract plans when deemed appropriate. We will include appropriate references in the January 2003 Workbook.

If designers have already prepared plans using the previous Interim Index 0304 dated 6-06-02, that design is acceptable and it is not mandatory to replace the 6-06-02 version with the current version.

We have made a request through the Specifications Office for a new specification for a detectable warning device for walking surfaces. This specification would be for an overlay device, i.e., mats, sheets etc. that may be added to existing curb ramps to provide the required 'detectable warning'. The primary use of these overlay materials would be in retrofit, 3-R, and Maintenance projects.

A preliminary draft of the specification has been developed. We will review and discuss the draft at the next DDE/DCPME meeting. It also must go through the specification development process.

For additional background on detectable warning requirements, please see my previous E-mail dated

4-24-02.

Please advise appropriate staff and consultants.

The Roadway Design Office Web site is: <http://www11.myflorida.com/rddesign/>

Brian A. Blanchard, P.E.
Florida Department of Transportation
State Roadway Design Engineer
(850) 414-4377
email: brian.blanchard@dot.state.fl.us