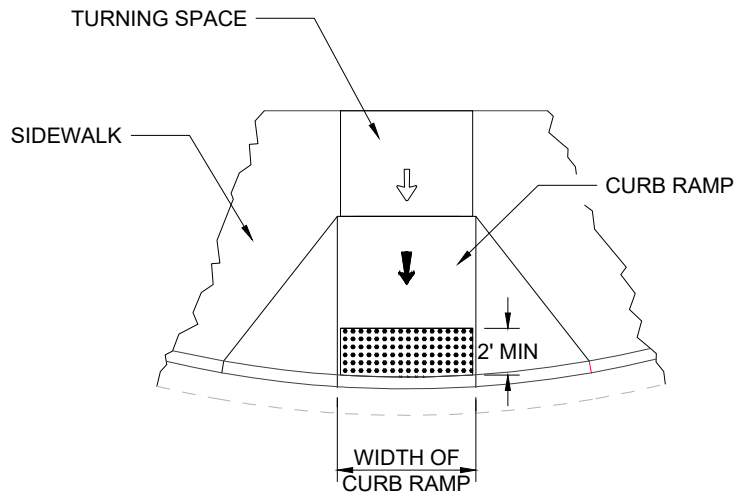
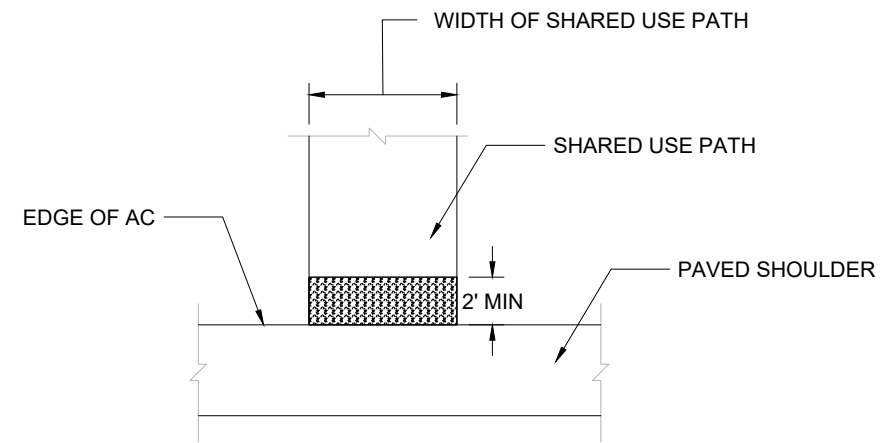


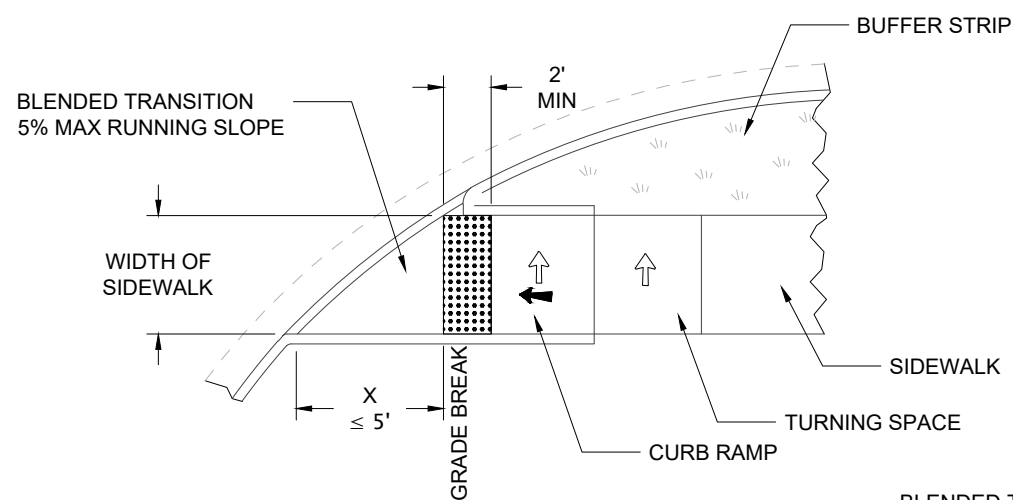
PARALLEL CURB RAMP



PERPENDICULAR CURB RAMP

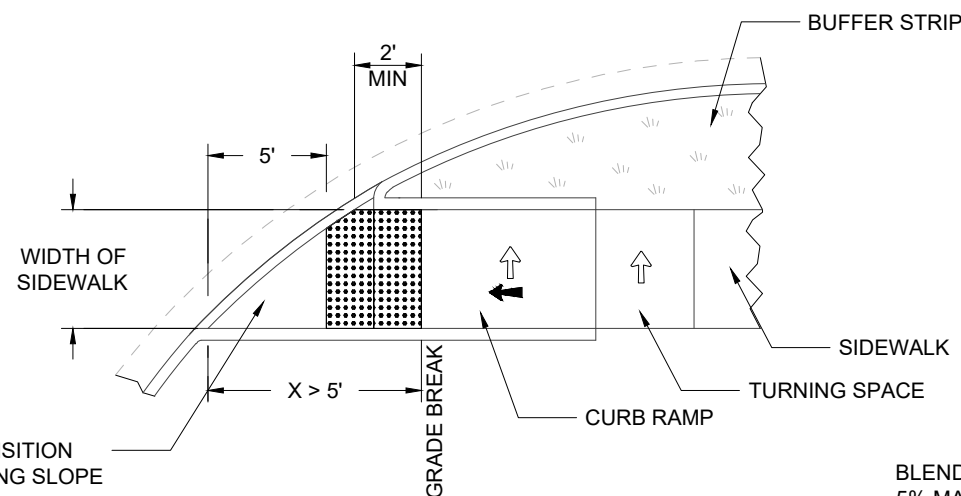


SHARED USE PATH CONNECTION



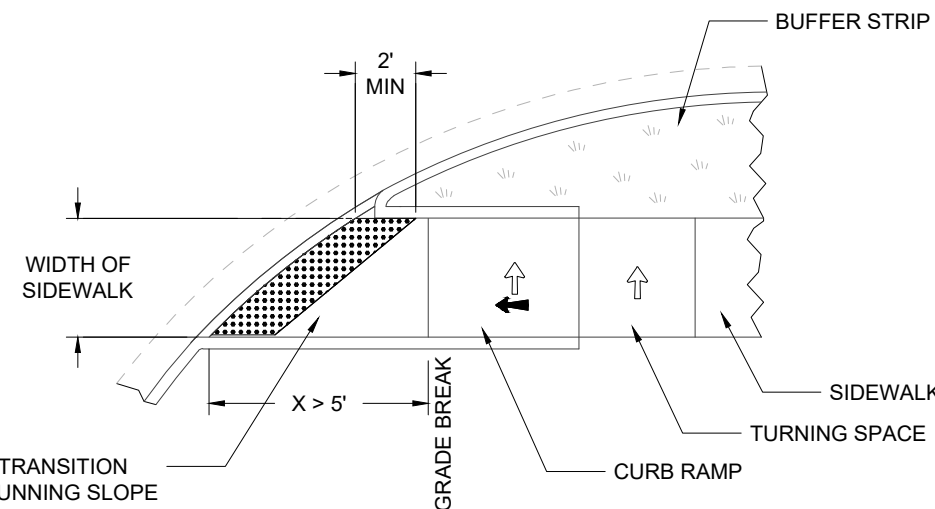
CURB RAMP CROSSING

GRADE BREAK 5' OR LESS FROM BACK OF CURB



CURB RAMP CROSSING

GRADE BREAK MORE THAN 5' FROM BACK OF CURB
OPTION 1



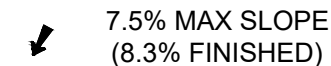
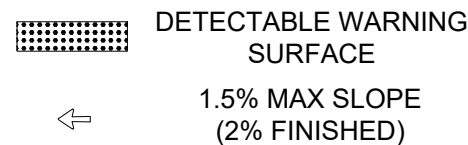
CURB RAMP CROSSING

GRADE BREAK MORE THAN 5' FROM BACK OF CURB
OPTION 1

NOTES:

1. DETECTABLE WARNING SURFACE DETAILS AND LOCATIONS ARE BASED ON ODOT APPLICABLE STANDARDS.
2. THE DETECTABLE WARNING SURFACE SHALL EXTEND THE FULL WIDTH OF THE CURB RAMP OR OTHER ROADWAY ENTRANCE AS APPLICABLE. A GAP OF UP TO 2 INCHES ON EACH SIDE OF THE DETECTABLE WARNING SURFACE IS PERMITTED.
3. DETECTABLE WARNING SURFACE SHALL TYPICALLY BE PLACED AT THE BACK OF CURB ACROSS THE ROADWAY ENTRANCE. DETECTABLE WARNING SURFACE PLACEMENT FOR PERPENDICULAR RAMPS VARY AS SHOWN. DETECTABLE WARNING SURFACE MAY BE RADICAL OR RECTANGULAR BUT MUST COMPLY WITH THE TRUNCATED DOME SIZE AND SPACING STANDARDS. DETECTABLE WARNING SURFACE MAY BE CUT TO MEET NECESSARY SHAPE AS SHOWN IN PLANS. COLOR TO BE SAFETY YELLOW IF NO COLOR SPECIFIED.

4. DETECTABLE WARNING SURFACE SHALL BE USED WHERE THE PEDESTRIAN ACCESS ROUTE MEETS THE STREET IN THE FOLLOWING LOCATIONS:
 - 4.1. CURB RAMPS
 - 4.2. CROSSING ISLANDS
 - 4.3. RAIL CROSSINGS
5. WHERE PUBLIC TRANSPORTATION STATIONS USE PLATFORM BOARDING, DETECTABLE WARNING SURFACE SHALL BE PLACED ALONG THE FULL EDGE LENGTH OF THE STATION, WHEN NOT PROTECTED BY PLATFORM SCREENS OR GUARDS.
6. DETECTABLE WARNING SURFACE SHALL NOT BE USED ON THE FOLLOWING LOCATIONS:
 - 6.1. END OF SIDEWALK TRANSITIONS THAT ARE NOT AT THE CROSSING.
 - 6.2. STANDARD CONCRETE DRIVEWAYS THAT ARE NOT AT THE CROSSING.
 - 6.3. DRIVEWAYS.



NOTES:
1. THIS DETAIL HAS BEEN MODIFIED BY THE CITY OF WINSTON. ALL MATERIAL AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE CURRENT OREGON STANDARD SPECIFICATIONS.

WINSTON STANDARD DRAWING
DETECTABLE WARNING SURFACE
DETAILS AND LOCATIONS