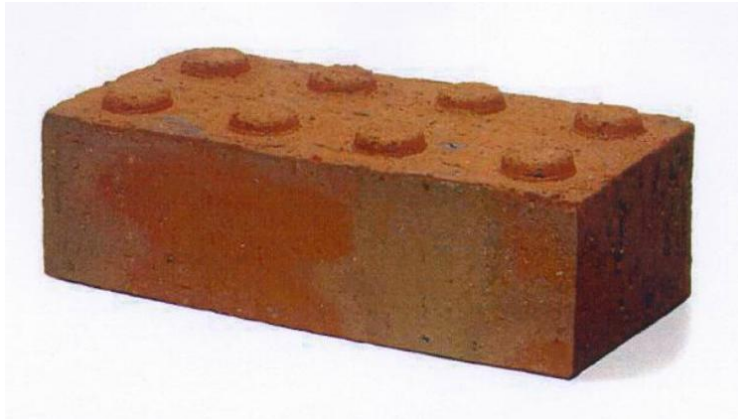


## Pine Hall Brick Tech Bullet #3

# Tactile Pavers



### Tactile Paver

Pine Hall Brick developed a paver to comply with the ADA requirement for detectable warnings.

- Meets Public Rights-of-Way Guidelines R304.
- Available in 2 ¼" x 4" x 8"- Pathway Red color. Other colors available.
- Paver may be laid in a running bond or herringbone pattern.

### ADA Requires Detectable Warnings in 2001

On July 26, 2001, the requirement for detectable warning devices at hazardous vehicular areas came back into effect after a suspension of 5 years. According to a lawyer at the Justice Department, the Access Board allowed the suspension to lapse in anticipation of the new **Public Rights-of-Way Guidelines** that included a detectable warning requirement but with modification to the existing ADAAG rule. Notably, the new rule allows for the dome spacing to be between 1.6 and 2.4 inches and the size of the area for domes to be the first 24 inches of the ramp by the full width of the ramp.

Although not yet enacted, most municipalities are adopting the new rule notably the City of Columbus, Ohio. The new rule reads as follows:

## **R221 Detectable Warning Surfaces**

Detectable warning surfaces shall comply with R304.

*Advisory R221 Detectable Warning Surfaces. Detectable warning surfaces are required where curb ramps, blended transitions, or landings provide a flush pedestrian connection to the street. Sidewalk crossings of residential driveways should not generally be provided with detectable warnings, since the pedestrian right-of-way continues across most driveway aprons and overuse of detectable warning surfaces should be avoided in the interests of message clarity. However, where commercial driveways are provided with traffic control devices or otherwise are permitted to operate like public streets, detectable warnings should be provided at the junction between the pedestrian route and the street.*

## **R304 Detectable Warning Surfaces**

**R304.1 General.** Detectable warnings shall consist of a surface of truncated domes aligned in a square or radial grid pattern and shall comply with R304.

**R304.1.1 Dome Size.** Truncated domes in a detectable warning surface shall have a base diameter of 23 mm (0.9 in) minimum to 36 mm (1.4 in) maximum, a top diameter of 50 percent of the base diameter minimum to 65 percent of the base diameter maximum, and a height of 5 mm (0.2 in).

*Advisory R304.1.1 Dome Size. Where domes are arrayed radially, they may differ in diameter within the ranges specified.*

**R304.1.2 Dome Spacing.** Truncated domes in a detectable warning surface shall have a center-to-center spacing of 41 mm (1.6 in) minimum and 61 mm (2.4 in)

maximum, and a base-to-base spacing of 17 mm (0.65 in) minimum, measured between the most adjacent domes.

*Advisory R304.1.2 Dome Spacing. Where domes are arrayed radially, they may differ in center-to-center spacing within the range specified.*

**R304.1.3 Contrast.** Detectable warning surfaces shall contrast visually with adjacent gutter, street or highway, or walkway surfaces, either light-on-dark or dark-on-light.

*Advisory R304.1.3 Contrast. Contrast may be provided on the full ramp surface but should not extend to the flared sides. Many pedestrians use the visual contrast at the toe of the ramp to locate the curb ramp opening from the other side of the street.*

**R304.1.4 Size.** Detectable warning surfaces shall extend 610 mm (24 in) minimum in the direction of travel and the full width of the curb ramp (exclusive of flares), the landing, or the blended transition.

**R305.4.2 Detectable Warnings.** Medians and pedestrian refuge islands shall have detectable warnings complying with R304 at curb ramps and blended transitions. Detectable warnings at cut-through islands shall be located at the curblines in-line with the face of curb and shall be separated by a 61 cm (2.0 ft) minimum length of walkway without detectable warnings. Where the island has no curb, the detectable warning shall be located at the edge of roadway.

For a complete review, go to [www.access-board.gov](http://www.access-board.gov).

## **Detectable Warnings May be Retroactive**

According to a specialist at the Department of Justice, detectable warnings are required at hazardous vehicular areas for areas currently under construction and areas already constructed. For the latter areas, responsible parties will need to assess the feasibility of installing detectable warnings under a "readily achievable" standard. During the suspension period, many municipalities addressed hazardous vehicular areas by using contrasting colors and some type of texture change from the adjoining walk areas.

In those instances, changes to truncated domes may not be necessary if responsible parties can demonstrate equivalent facilitation. Equivalent facilitation is defined in the Public Rights-of-Way Guidelines as:

### **R102 Equivalent Facilitation**

Nothing in these requirements prevents the use of designs, products, or technologies as alternatives to those prescribed, provided they result in substantially equivalent or greater accessibility and usability.

## **State or Local Governments May Enhance ADA Requirements**

State or local governments may add requirements to ADA guidelines in order to protect and provide for their citizenry. When conflicts between federal and local standards arise, the tougher standard shall be implemented. Designers should take special care in order to identify and understand any special provision added to an ADA requirement by a state or local authority.

**All Pine Hall Brick Interlocking Clay Pavers are fired to meet the Test of *Time* in the worst weather possible!**



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