

*Agency of Transportation*

**Memorandum**

**TO:** Interested Parties

**FROM:** Jon Kaplan, P.E.,  
Bicycle and Pedestrian Program Manager

**DATE:** May 5, 2014

**SUBJECT:** Use of detectable warning surface at driveways and on shared use paths

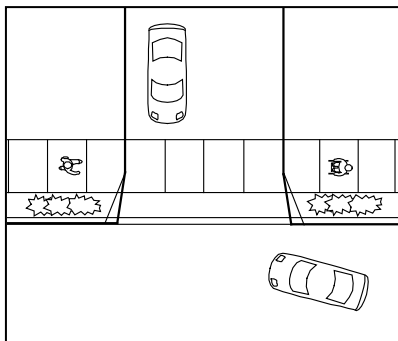
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To comply with the requirements of the Americans with Disabilities Act (ADA) and the regulatory standards contained in the Americans with Disabilities Act Accessibility Guidelines (ADAAG), the Agency is including detectable warnings on all sidewalk and shared use path curb ramps. The detectable warning surface is required at the bottom of curb ramps, in curbed median islands accessed by crosswalks, at sidewalk crossings of active rail lines and at the edge of train platforms.

Since the implementation of this practice, a number of Agency staff have asked questions about the need for the detectable warning surface at driveway crossings and on shared use paths. The following information is intended to clarify when the detectable warning surface should be provided for those two situations.

Driveways

1. In general, residential driveways crossed by a sidewalk do not require the use of detectable warnings.
2. Commercial driveways may require the use of detectable warnings after considering the following factors:
  - If sidewalks are continuous through driveways and the driveway is designed as shown on Agency Standard drawings C-2A and C-2B, then there would not be a need for the detectable warning (see Figure 1).



*Figure 1 – Continuous sidewalk through driveway*

- If the driveway is designed more like a street, with curb radii and a sidewalk that stops at the curbs (see Figure 2), truncated domes should be considered based on the volume of vehicle traffic. Driveways that are expected to serve 75 or more peak hour trips are likely candidates for truncated domes, even if a marked crosswalk is not provided across the driveway. Note that crosswalks across driveways are most likely found when engineering judgment determines that

increased visibility of the crossing is needed. This would be likely if 75 or more peak hour trips are expected and pedestrian use is moderate to heavy with a significant percentage of school-aged children.

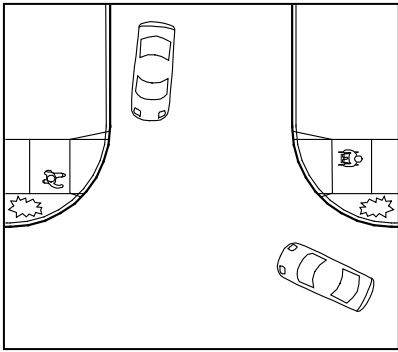


Figure 2 – Discontinuous sidewalk at “street-like” driveway

- If a marked crosswalk is provided across a driveway, detectable warnings must be provided.
- If a traffic signal is provided at a driveway (with or without a pedestrian phase), detectable warnings must be provided.

Where detectable warnings are provided at driveways, the placement and location should be as shown on the most current versions of Agency Standard drawings C-3A (Sidewalk Ramps) and C-3B (Sidewalk Ramps and Median Islands) that are available on the Agency web site at <http://vtranscaddhelp.vermont.gov/downloads/standards>.

### Shared Use Paths

Because shared use paths are intended for a variety of users, including pedestrians, detectable warnings are required where these facilities intersect roadways or commercial driveways as described above.

- When detectable warnings are provided on a shared use path, they should extend across the full width of path that is flush with the adjoining street/driveway.
- If a shared use path is unpaved, it will be necessary to provide a concrete pad where detectable warnings are to be provided because the approved products require a concrete surface for installation.

### General

The 2011 VTrans Standard Specifications for Construction include language in Section 618 – SIDEWALKS, to incorporate the use of detectable warnings and a pay item (618.30) is in place to pay for them.

If you have any questions or require additional information, please don't hesitate to contact me at 828-0059 or [jon.kaplan@state.vt.us](mailto:jon.kaplan@state.vt.us).