

## ***Detectable Warnings***

### **2016 California Building Code, Section 11B-705 Detectable Warnings**

**Section 11B-705** Requires detectable warnings to be placed at various locations as an indicator to the visually impaired that they are entering areas of pedestrian and vehicular cross traffic. Detectable warnings are to consist of a surface of truncated domes that fully comply with the 2016 California Building Code, Section 11B-705 for the various locations. Below is a summary of some of the information found in Section 11B-705.

**Platform Edges 11B-705.1.2.1**-Detectable warning surfaces at platform boarding edges shall be 24 inches wide and extend the full length of the public use areas of the platform.

**Curb Ramps 11B-705.1.2.2**-Detectable warnings at curb ramps shall be 36 inches in the direction of travel. They need to be the full width of the ramp excluding any flared sides and located such that the edge nearest the curb is 6 inches minimum and 8 inches maximum from the line at the face of the curb marking the transition between the curb and the gutter or street.

**Islands or Cut-through Medians 11B-705.1.2.3**-Detectable warnings shall be 36 inches minimum in depth and extend the full width of the of the pedestrian path placed at the edges of the island or cut-through. There needs to be a minimum of 24 inches separation of walking surface without detectable warnings. (Ex) if the island or cut-through is less than 96 inches in length then the detectable warnings shall be a minimum of 24 inches in depth.

**Hazardous Vehicular Area 11B-705.1.2.5**-Detectable warnings at dangerous vehicular areas shall be 36 inches in width.

**Interpretation for existing sites:** When determining where detectable warnings are required, it must be determined what constitutes a “hazardous vehicular area”. Vehicular areas can be considered non-hazardous and the need for the detectable warnings eliminated for areas where traffic will be 5 miles per hour or less; such as the drive-up entrance area at a hotel or motel where the area is typically used for loading and unloading or at a mini-mart/gas station facility where traffic moves very slowly or other small parking lots. It is best to consult with your design professional in determining if the area is hazardous.