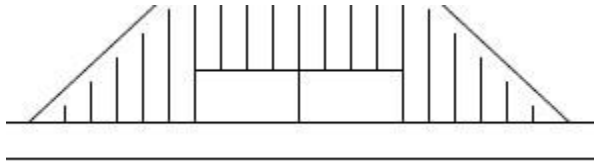


## Roads Construction Specifications and Design Guide for Subdivision Servicing

The City of Calgary is committed to strive for the highest standards in the delivery of our infrastructure. Recent review on construction specifications has revealed some confusion regarding detectable warning surfaces on wheelchair ramps.

The City of Calgary has revised wheelchair ramps to include detectable warning surfaces (Figure 42, 43, 44). Starting in 2023, detectable warning surfaces shall be required at all corners of collector and higher levels of roadways (including collector/residential intersections). If construction drawings have been approved prior to this bulletin, new construction drawings will not be required, and the detectable warning surfaces shall be noted on asbuilts if installed or not. Installations in the field prior to 2023 will not be required to implement this new specification unless retrofits, FAC warranty work, etc. is required at the individual WCR locations. Lastly, for wider wheelchair ramp crossings (2.5m and greater), two detectable warning surfaces should be used for the warning at the ramp. Eg:



Lastly, it has come to our attention that Residential Entrance Streets (Figure 37, Page 84 in the 2020 Design Guide for Subdivision Servicing) has some challenges in implementation. While these challenges are being work on, use of the Residential Entrance Streets cross section shall be suspended for new Outline Plans as of the date of this bulletin.

The changes will be in effect as of Sept 25, 2023, and applicable to all proposed development projects. For any questions related to the above, please contact John Bolger, Manager, Design at [john.bolger@calgary.ca](mailto:john.bolger@calgary.ca).