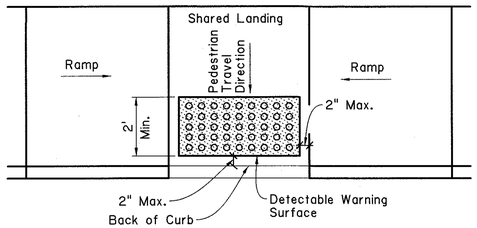
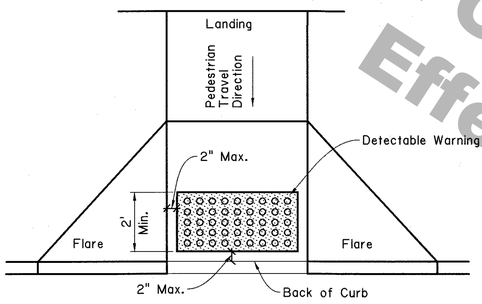
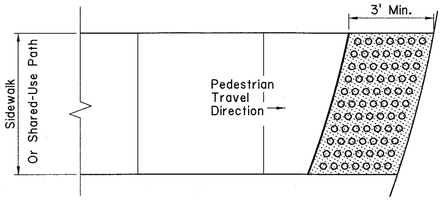


PARALLEL CURB RAMP

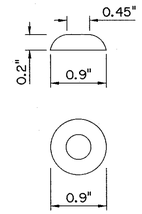


PERPENDICULAR CURB RAMP

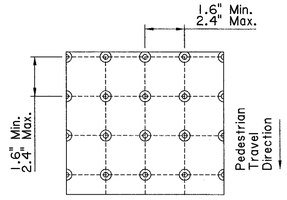


AT-GRADE SIDEWALK OR SHARED-USE PATH

TYPICAL PLACEMENT OF DETECTABLE WARNING SURFACE



TRUNCATED DOME



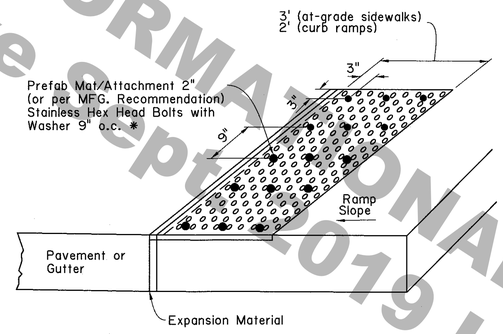
TRUNCATED DOME SPACING

Notes:

Place truncated domes detectable warning texture in the lower 2' of throat of ramp only and a 3' wide pattern at "at-grade" sidewalk intersections with roadways. Domes shall be arranged in a square in-line pattern or radial pattern.

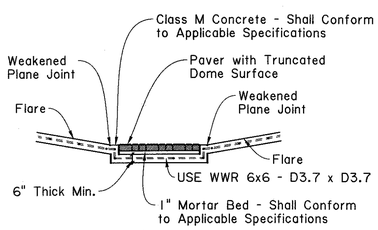
Color Fastness: Paver's composite coloring and ultra-violet stabilization must be homogeneous and throughout the product. No painted surfaces will be allowed.

TRUNCATED DOME DETAILS

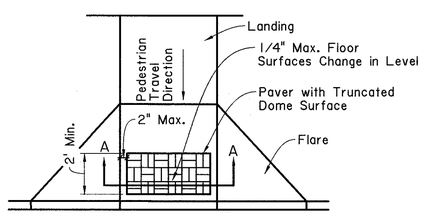


*Note: Retrofit application placed on top of existing ramp with drilled and epoxied bolts. Epoxy full surface area per manufacturer's recommendations.

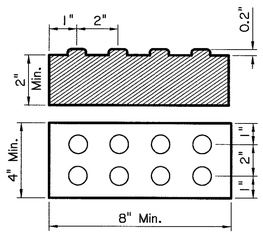
PREFABRICATED MAT OPTION (INLAID)



SECTION A-A



TRUNCATED DOME PATTERN CURB RAMP



PAVER WITH TRUNCATED DOME SURFACE

Notes: Paver unites shall meet all requirements of the applicable ASTM Standards. Layout pattern shall be appropriate for size of paver used. 4"x8" pavers shall be laid out in a 2x2 basket weave pattern. 12"x12" pavers shall be laid out in a block pattern.

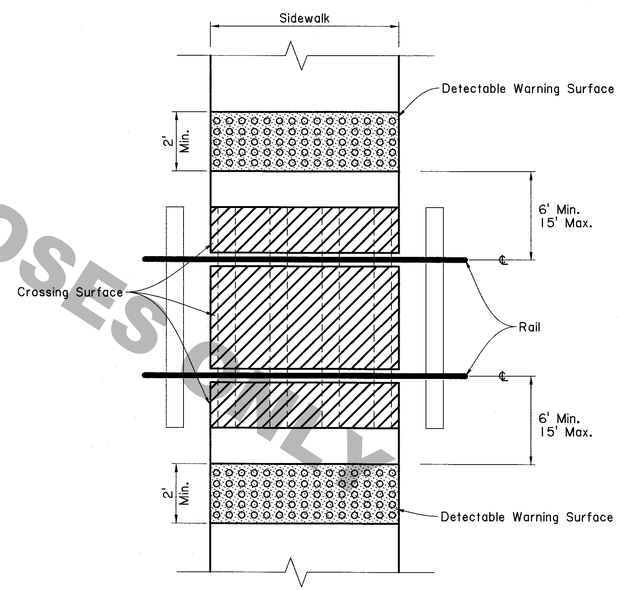
Paver units shall be saw cut only and any cut unit shall not be less than 25 percent of a full unit.

Installation should meet compliance with Draft PROWAG R302.7.2 (Vertical Surface Discontinuities). Vertical surface discontinuities shall be 1/2" maximum. Discontinuities between 1/4" and 1/2" shall be beveled at a 1:2 maximum slope.

DETECTABLE WARNINGS PAVER OPTION

DETECTABLE WARNINGS GENERAL NOTES:

1. For ADA compliance, detectable warning surfaces must be provided on all pedestrian curb ramps, medians and pedestrian refuge islands (width 6' or greater), railroad crossings and at-grade sidewalk and shared-use paths intersecting with roadways.
2. Curb ramps must contain a detectable warning surface that consists of raised truncated domes complying with ADA guidelines. The surface must contrast visually with adjoining surfaces, including side flares, in accordance with Section 706 of the Standard Specifications. Color for detectable warning surface shall contrast visually with adjoining surfaces, either light-on-dark, or dark-on-light.
3. Detectable warning surfaces must be slip resistant and not allow water to accumulate.
4. Truncated domes should be aligned perpendicular or radial to the grade break between the curb ramp or at-grade sidewalk and the street.
5. Detectable warning surfaces shall be a minimum of 24" in depth in the direction of pedestrian travel and extend the full width of the ramp run or landing where the pedestrian access route enters the street. Some detectable warning products may require a concrete border. The concrete border should not exceed 2".
6. Detectable warning surfaces shall be placed at the back of curb or no greater than 5' from the back of curb. Detectable warning surfaces may be curved along the corner radius. Refer to sheets 2 and 3 for typical placement of detectable warning surfaces.
7. Detectable warning surfaces (truncated domes) may be stamped, constructed of brick pavers or inlaid prefabricated mats attached by epoxy adhesive and mechanical attachment.
8. Any retrofit application of detectable warning surfaces must have beveled edges. The beveled edge shall not exceed a slope greater than 1:2.



PLAN VIEW

LOCATION OF DETECTABLE WARNING SURFACE AT RAILROAD CROSSINGS

Note: Rows of truncated domes should be aligned parallel with the direction of wheelchair travel.

SHEET NUMBER

PARISH	CONTROL SECTION	STATE PROJECT

DESIGN	MAL	DETAIL	MAL	REVIEW	SERIES # 5 of 6
CHECK	BPW	CHECK	BPW		

STATE OF LOUISIANA
MELISSA LEBAS
License No. 39111
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
Melissa LeBas
6/12/19

APPROVED BY CHIEF ENGINEER: Christopher P. Knotts DATE: 6/13/19

STATE OF LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

PEDESTRIAN FACILITIES
DETECTABLE WARNING SURFACES
PED-01

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

ROAD DESIGN