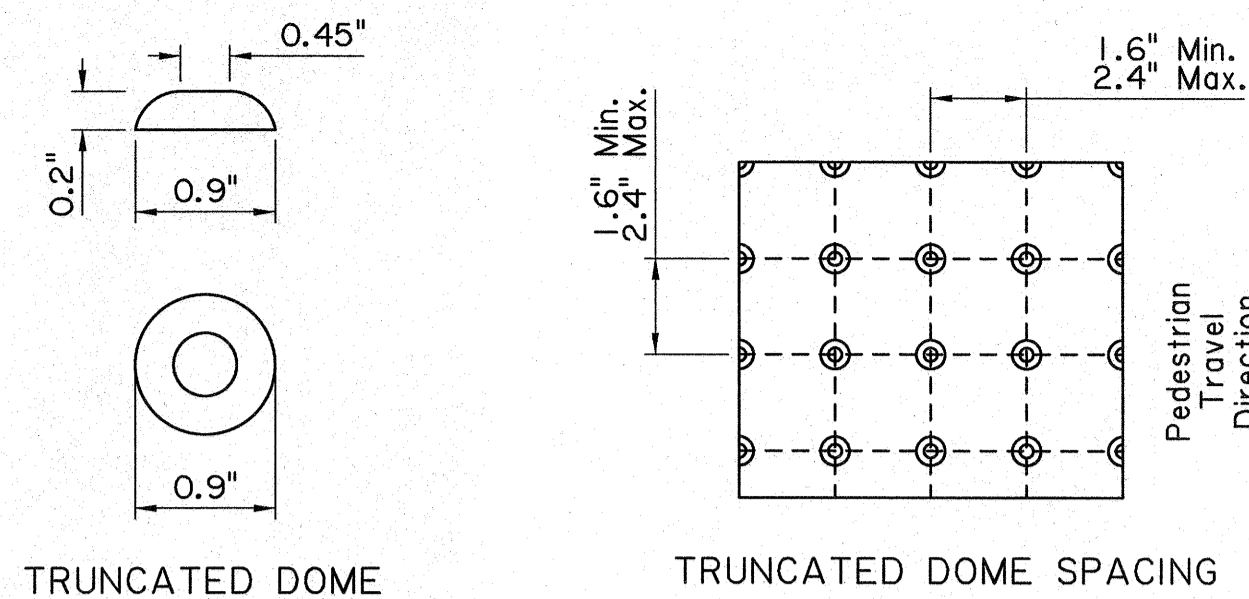


TYPICAL PLACEMENT OF DETECTABLE WARNING SURFACE

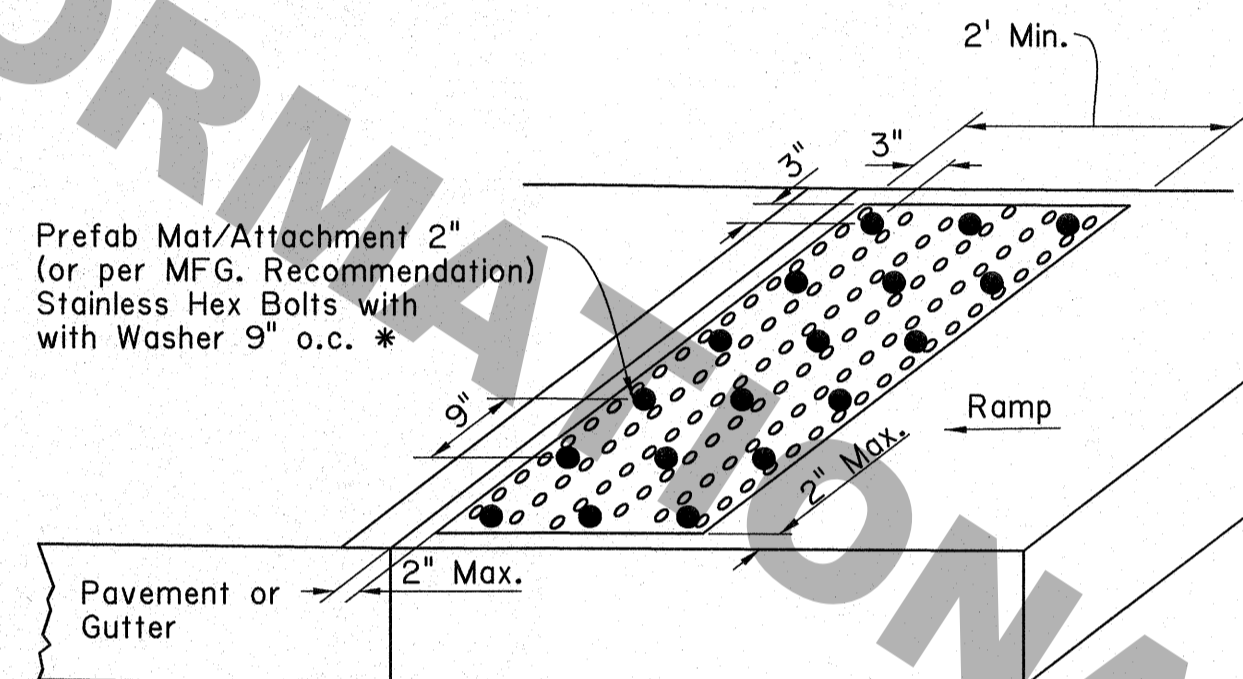


**Notes:**

Domes shall be arranged in a square in-line pattern or radial pattern

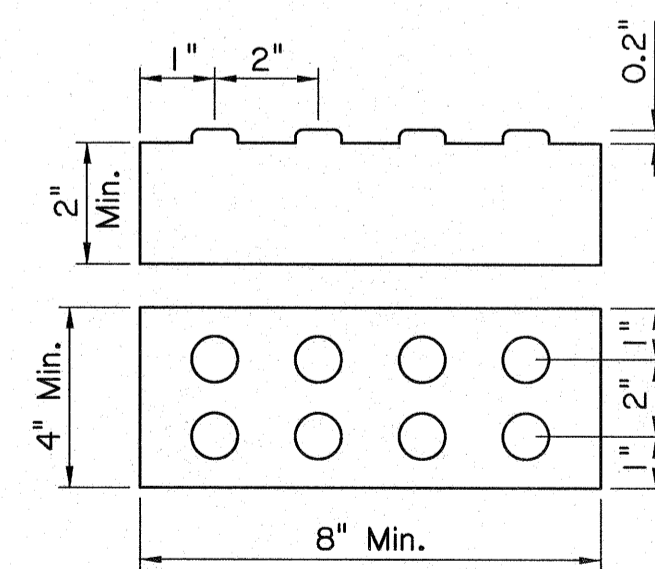
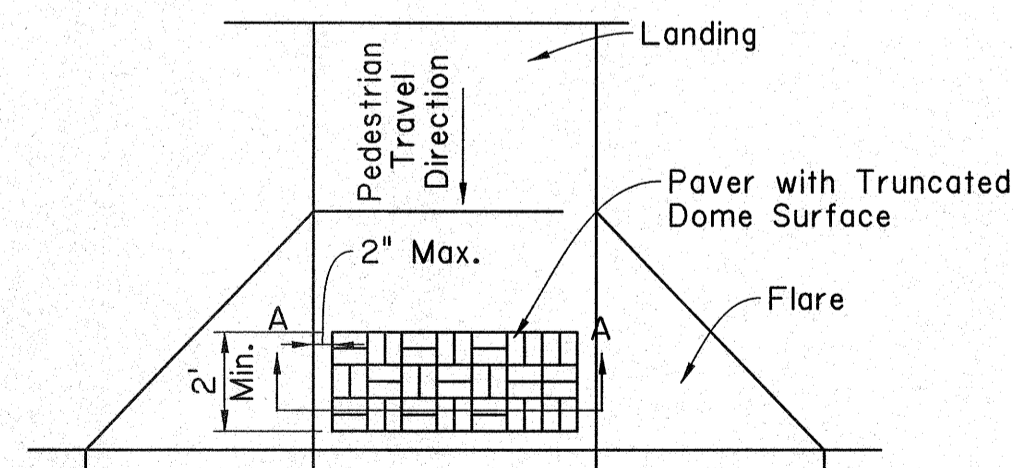
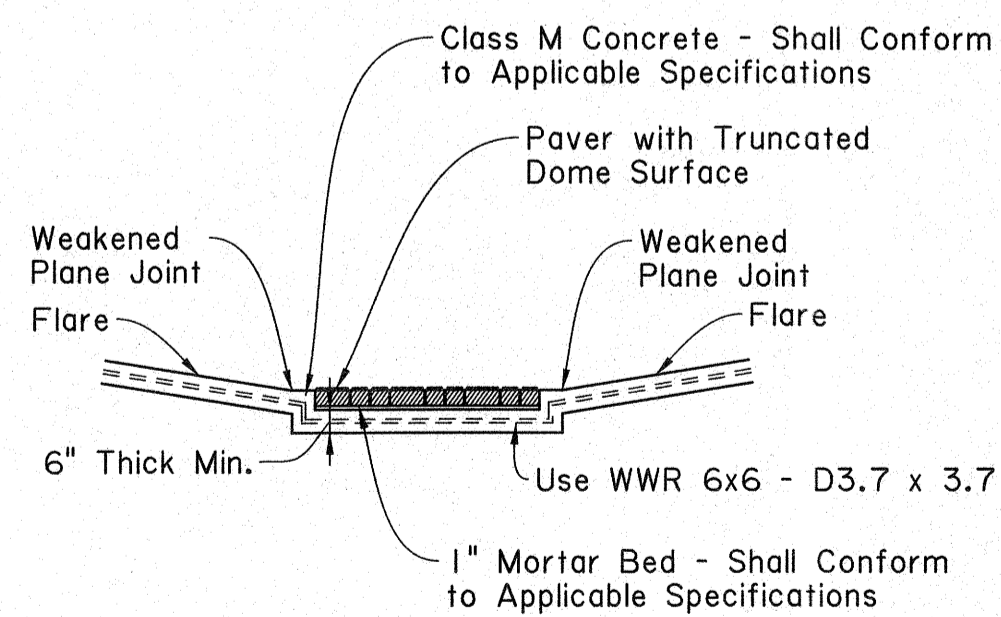
Color Fastness: Paver's composite coloring and ultra-violet stabilization must be homogeneous through the product.

TRUNCATED DOME DETAILS



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

PREFABRICATED MAT OPTION (INLAID)



PAVER WITH TRUNCATED DOME SURFACE

**Notes:**

Paver units 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.

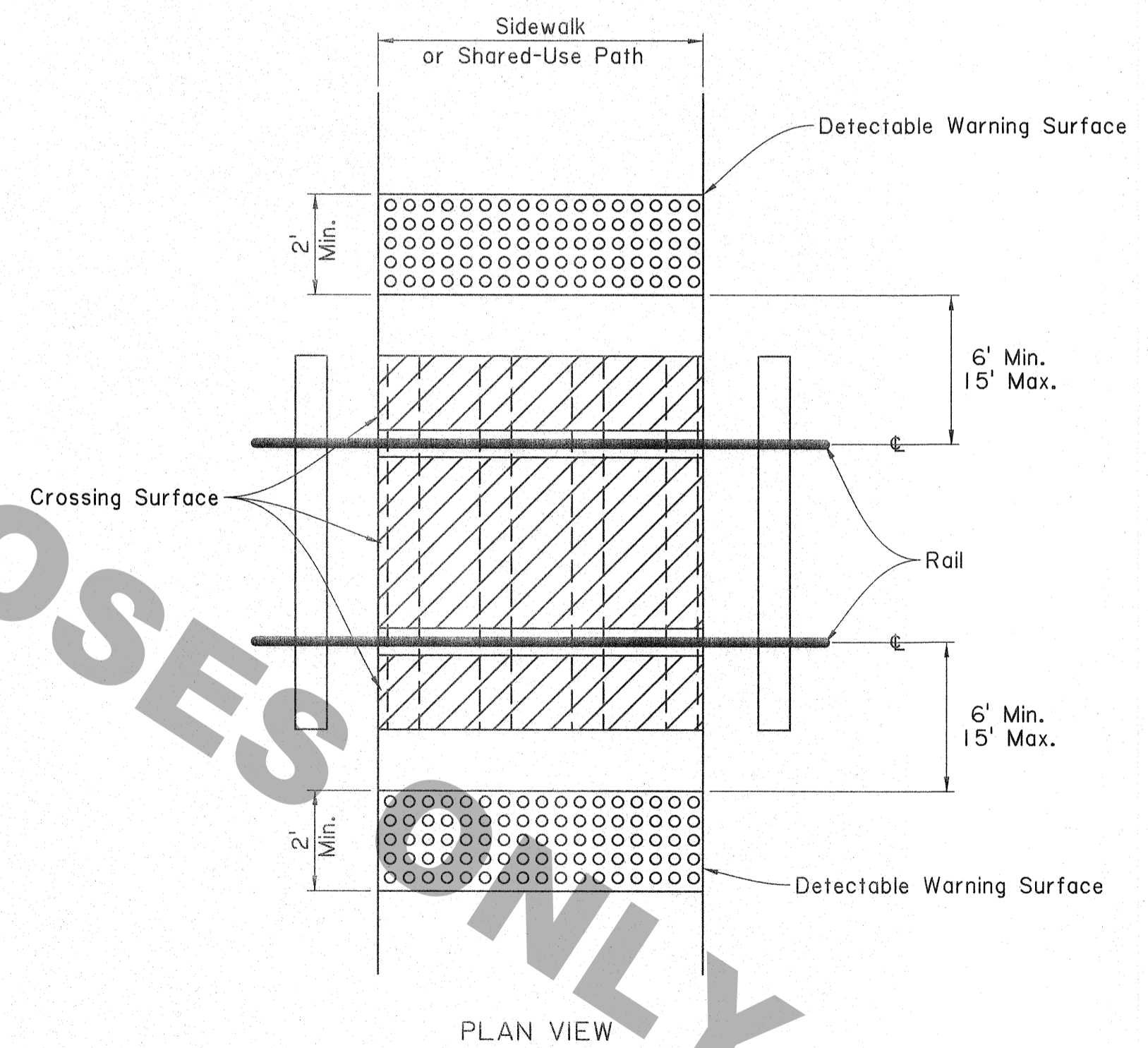
Paver units shall be saw cut only and any cut unit shall not be less than 25% of a full unit.

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 WARNING SURFACE  
PAVER OPTION

**GENERAL NOTES:**

- 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.
- 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.
- Detectable warning surfaces must be slip resistant and not allow water to accumulate.
- Truncated domes should be aligned perpendicular or radial to the grade break between the curb ramp or at-grade sidewalk and the street.
- Detectable warning surfaces shall be a minimum of 24" in depth in 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".
- 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 sheet 2 for typical placement of detectable warning surfaces on curb ramp types.
- Detectable warning surfaces may be stamped, constructed of brick pavers or inlaid prefabricated mats attached by epoxy adhesive and mechanical attachment. Other detectable warning installations may be installed with approval from the Project Engineer, provided that the detectable warning surface meets ADA guidelines. No painted surfaces will be allowed.
- Any retrofit application of detectable warning surfaces must have beveled edges. The beveled edge shall not exceed a slope greater than 1:2.



LOCATION OF DETECTABLE WARNING SURFACES  
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	CHECK	MAL	BPW	DETAIL	CHECK	REVIEW	SERIES # 4 OF 5
APPROVED BY CHIEF ENGINEER:				DATE: 7/21/2022			
PEDESTRIAN FACILITIES DETECTABLE WARNING SURFACES				PED-01			
DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT				STANDARD PLAN			