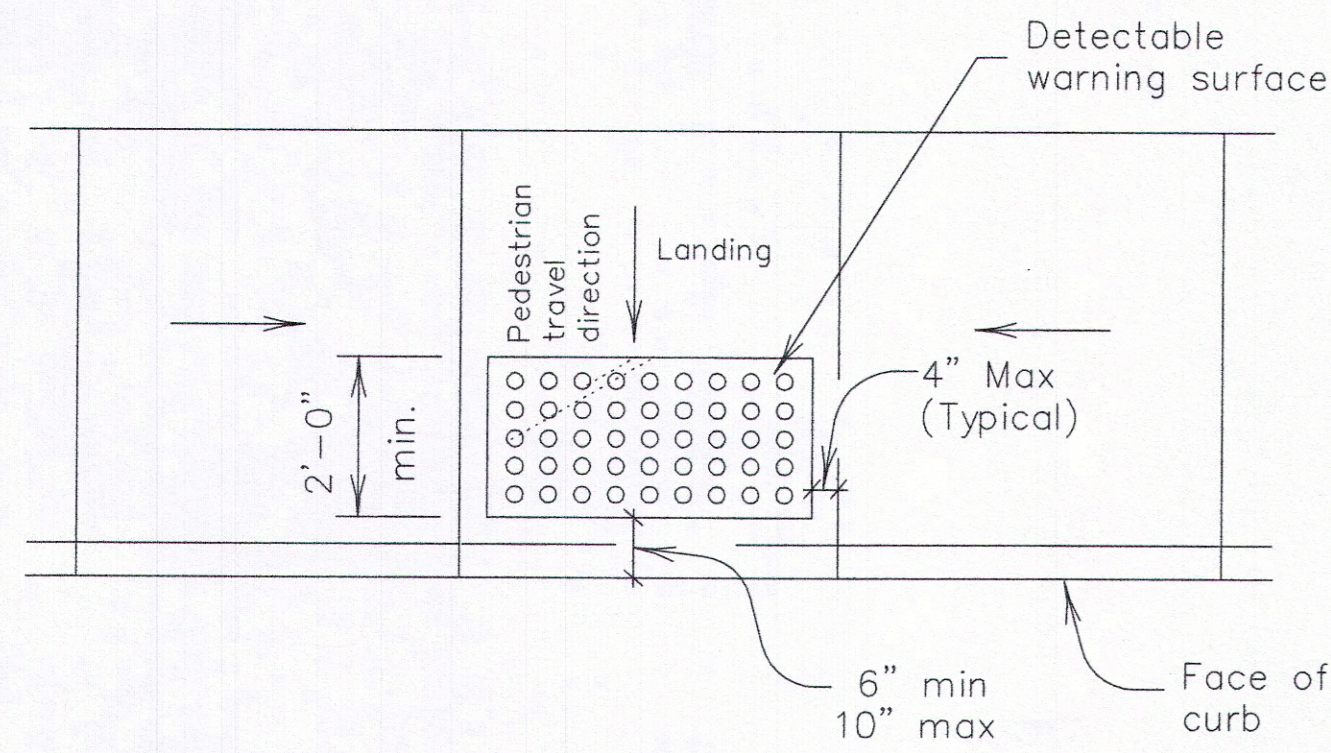
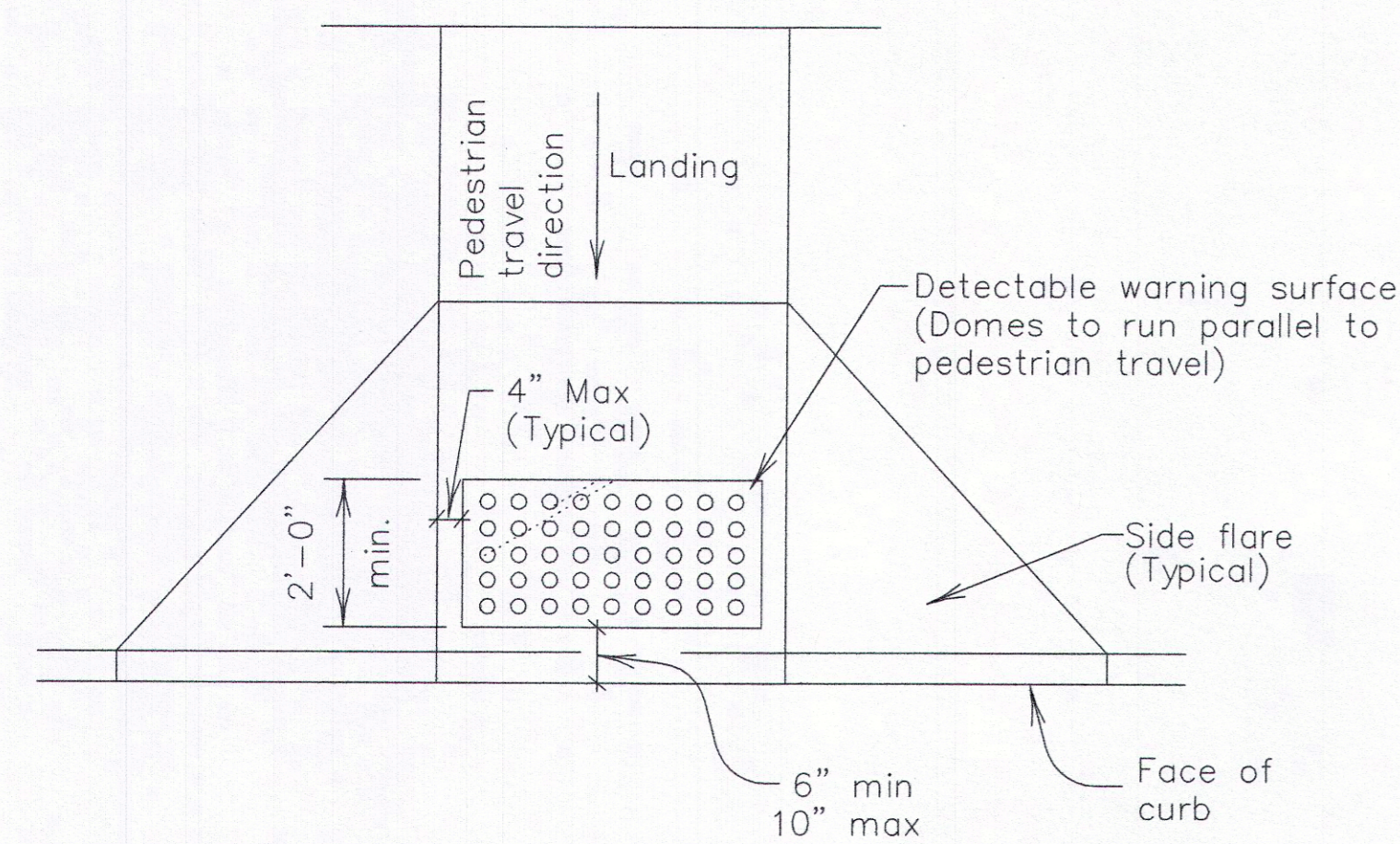


Detectable Warnings General Notes

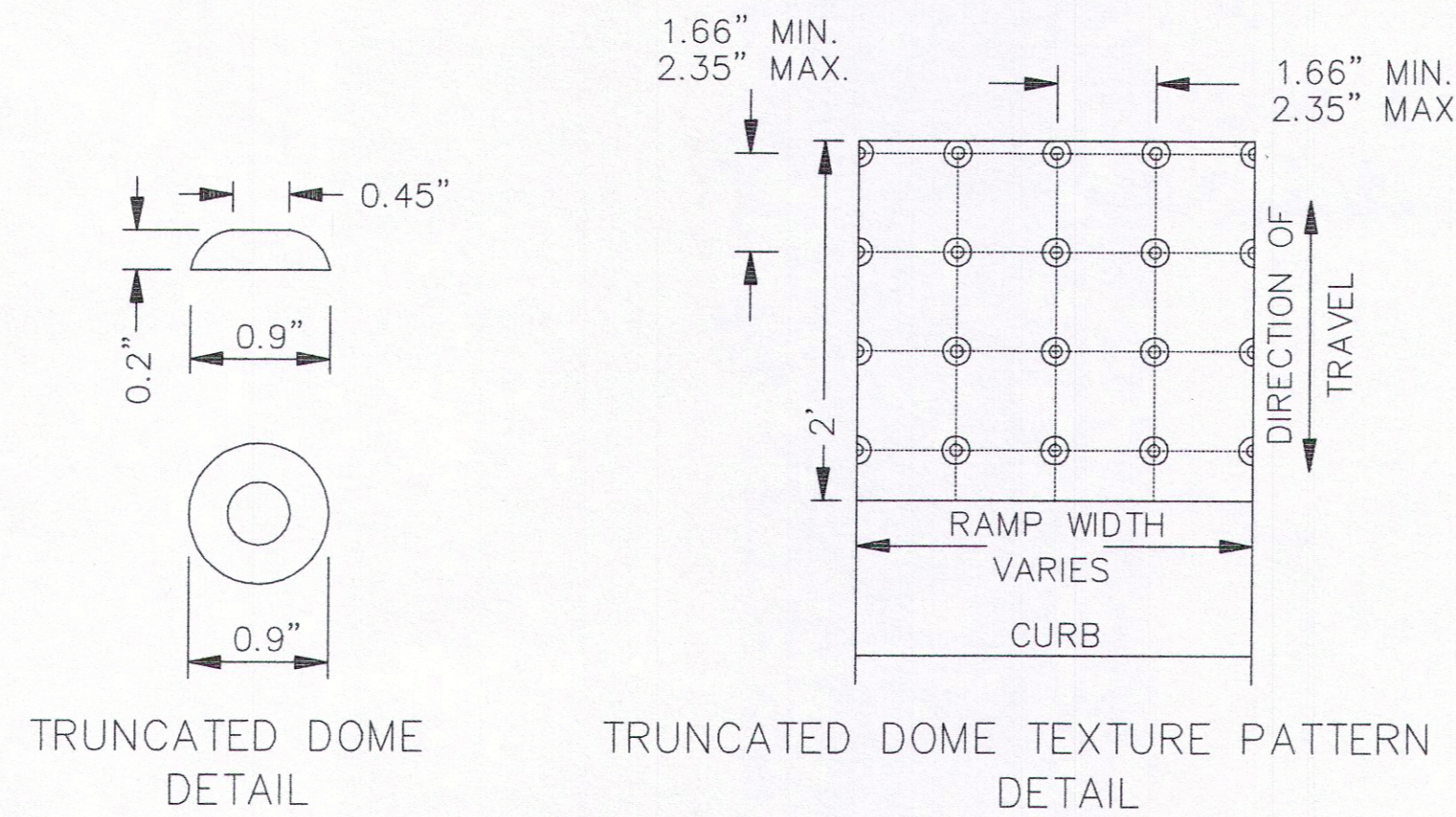
- For PROWAG compliance, detectable warning surfaces must be provided on all pedestrian curb ramps, medians and pedestrian refuge islands, railroad crossings and at grade sidewalk intersections with roadways.
- Curb ramps must contain a detectable warning surface that consists of raised truncated domes complying with ADA guidelines. The surface must contrast visually with adjoining surfaces, including side flares, in accordance with applicable sections of the Standard Specifications. Color for detectable warning surface shall be gray unless otherwise specified in the plans or by the project engineer.
- Detectable warning surfaces must be slip resistant and not allow water to accumulate.
- Align truncated domes in the direction of pedestrian travel when entering the street.
- Detectable warning surfaces shall be a minimum of 24" in depth in the direction of pedestrian travel and extend the full width of the throat of the curb ramp or landing where the pedestrian access route enters the street.
- Detectable warning surfaces shall be located so that the edge nearest the curb line is a minimum of 6" and maximum of 10" from the extension of the face of curb. Detectable warning surfaces may be curved along the corner radius. On flush median openings or depressed corners, truncated domes to be located along face of curb.
- Detectable warning surfaces (truncated domes) may be stamped, constructed of brick pavers or inlaid prefabricated mats attached by epoxy adhesive and mechanical attachment.
- For stamped applications, the detectable warning surface will be stamped and stained in accordance with manufacturer's recommendations. However, the following criteria shall be used for the concrete mix design in the overall construction of handicap ramps:
  - Average compressive strength: 4000 psi
  - Aggregate gradation: Type B pavement gradation
  - Minimum cement content: 600 pounds per cubic yard
  - Maximum water/cement ratio: 0.40
  - Total air content: 5% (+/- 2%)
  - Maximum slump: 6 inches
  - Curing: The exposed plain concrete (non-color stained concrete) surface should have a white pigment curing compound applied in such a manner that the surface and any exposed sides are evenly and uniformly covered to resemble a white sheet of paper. In no case should the application of curing compound be less than 1 gallon per 100 square feet.
- Any retrofit application must have beveled edges on the sides with approach pedestrian traffic.
- Where the ends of the bottom grade break are behind the back of curb and distance from either end of the bottom grade break to the back of curb is more than 5'-0", detectable warning surfaces shall be placed on the lower landing at the back of curb.



Typical placement of detectable warning surface on landing at street edge.

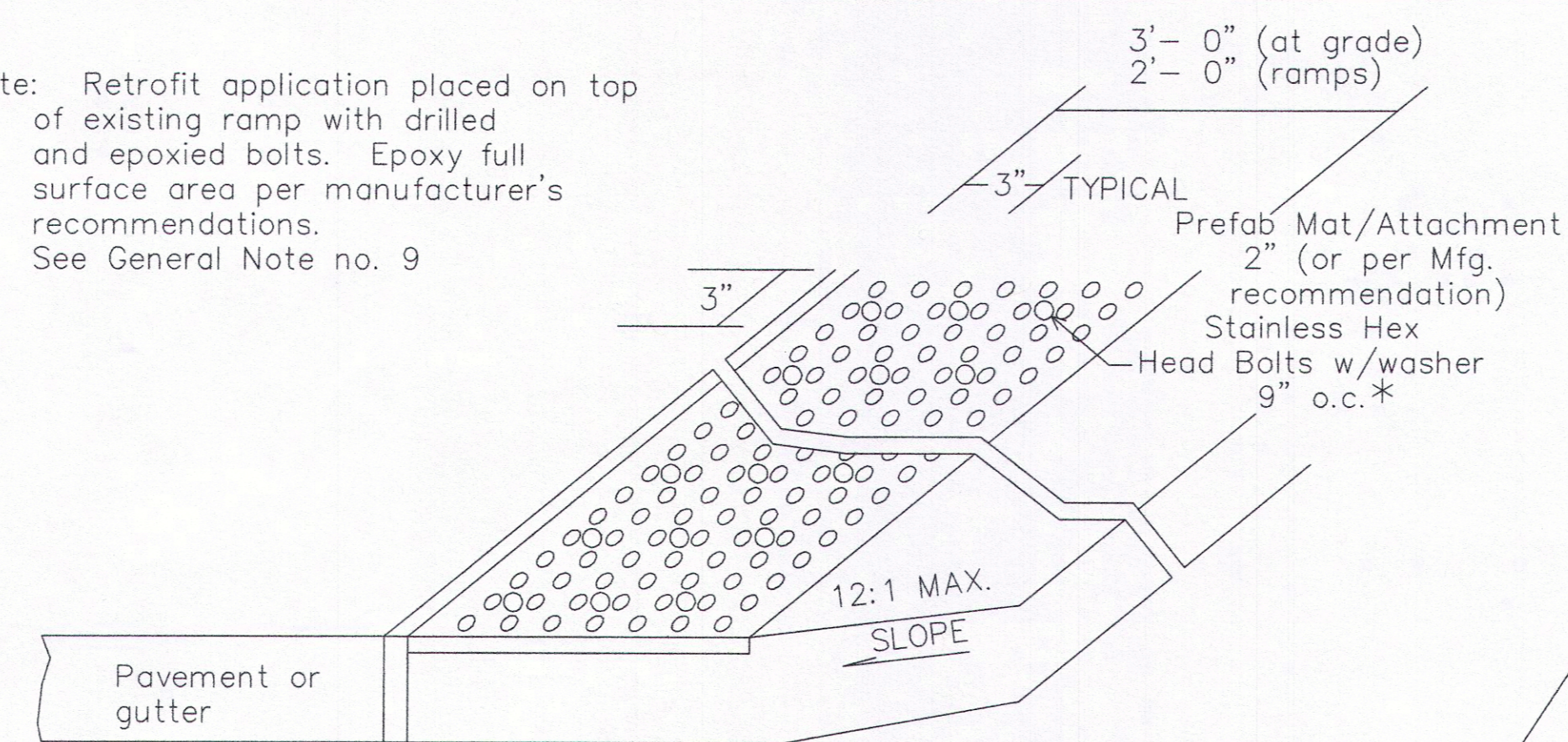


Typical placement of detectable warning surface on sloping ramp run.

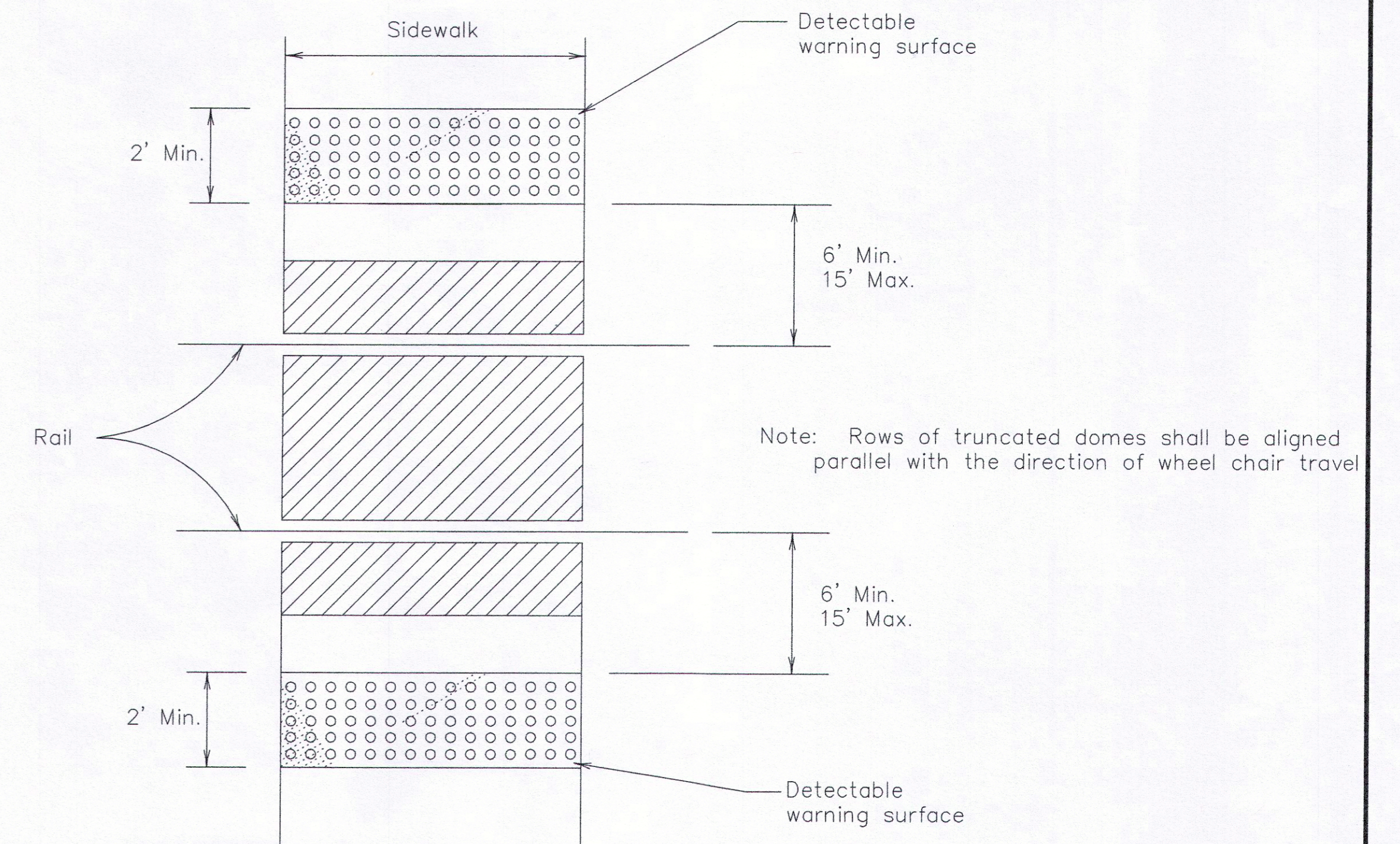


Note: Place truncated domes detectable warning texture in the lower 2' of throat of ramp only and a 3' wide pattern at "at-grade" sidewalk intersections with roadways. Domes shall be arranged in a square in-line pattern only as shown.

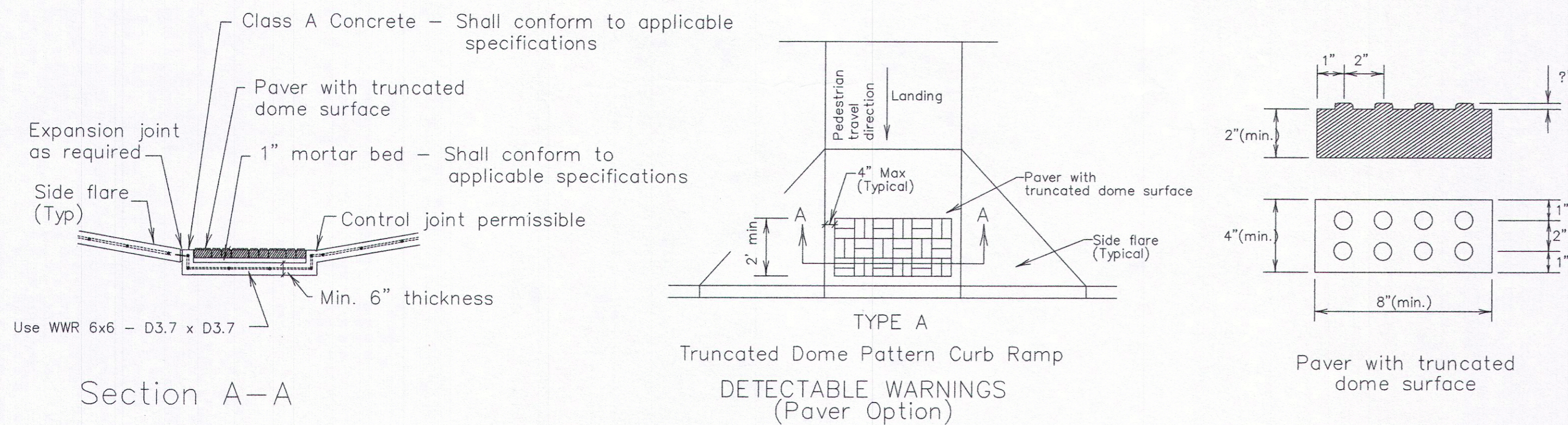
\* Note: Retrofit application placed on top of existing ramp with drilled and epoxied bolts. Epoxy full surface area per manufacturer's recommendations. See General Note no. 9



PREFABRICATED MAT OPTION (INLAID)



LOCATION OF DETECTABLE SURFACE AT RAILROAD CROSSINGS



Section A-A

Truncated Dome Pattern Curb Ramp DETECTABLE WARNINGS (Paver Option)

General Notes for Paver Option

Paver units shall meet all requirements of the applicable ASTM standards. Layout pattern shall be appropriate for size paver used. 4" x 8" pavers shall be laid out in a 2 x 2 basket weave pattern. 12" x 12" pavers shall be laid out in a block pattern.

Paver units shall have a truncated dome top surface for detectable warning to pedestrians.

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

Truncated Dome System shall be paid for in accordance with the applicable sections of the Standard Specifications.

	CITY OF NEW ORLEANS DEPARTMENT OF PUBLIC WORKS ENGINEERING DIVISION		
	CURB RAMPS FOR STREET CONSTRUCTION		
THE SELECTION AND USE OF THESE DETAILS, WHILE DESIGNED IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRINCIPLES AND PRACTICES, IS THE SOLE RESPONSIBILITY OF THE USER AND SHOULD NOT BE USED WITHOUT CONSULTING A LOUISIANA REGISTERED PROFESSIONAL ENGINEER.			
DRAWN BY: J. LARMEU	REVIEWED BY: A.Y. L.H. N.S.	RECOMMENDED BY: NGUYEN D. PHAN, CHIEF ENGINEER	DATE: 2/3/2015
SCALE: AS NOTED		APPROVED: MARK D. JEROME, DIRECTOR	ADA4