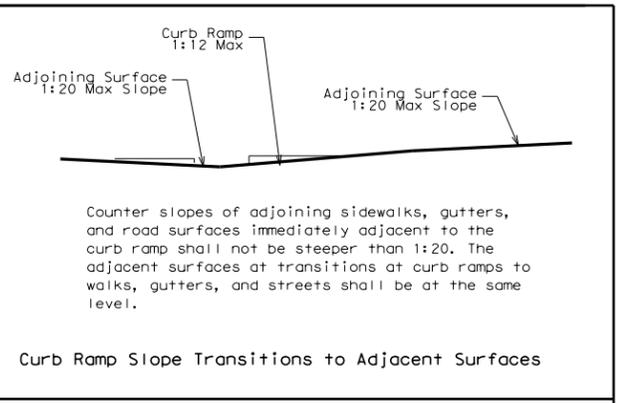
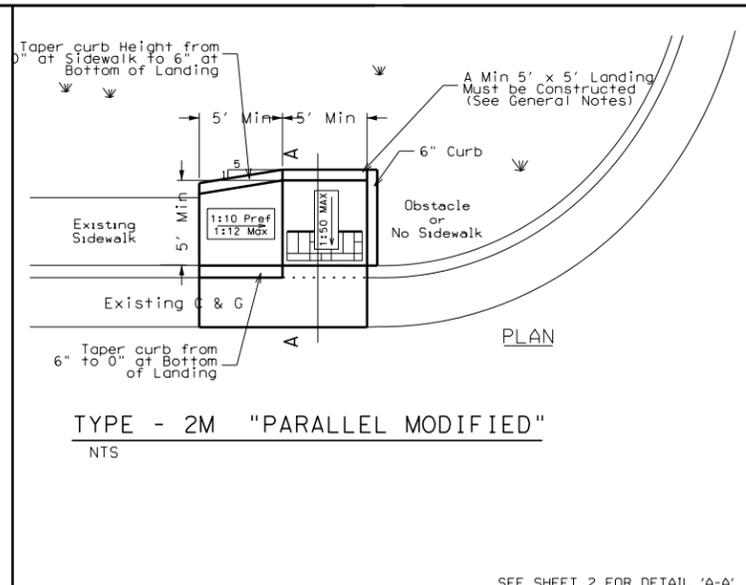
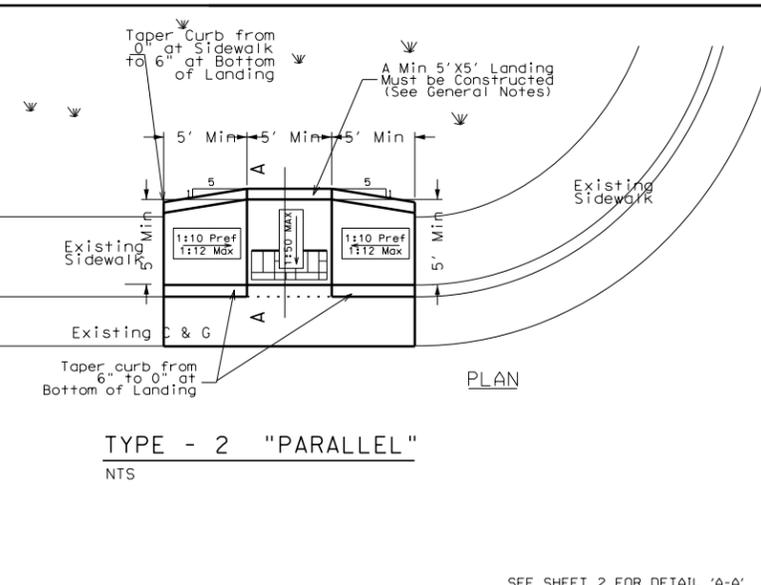
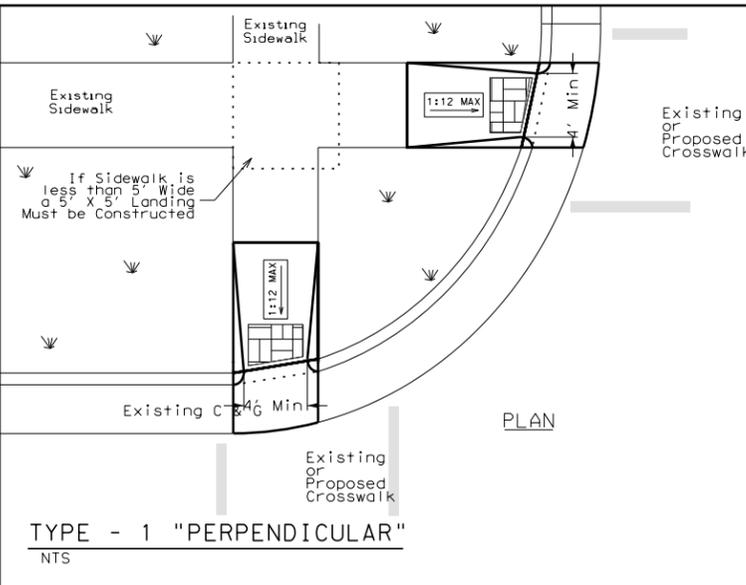
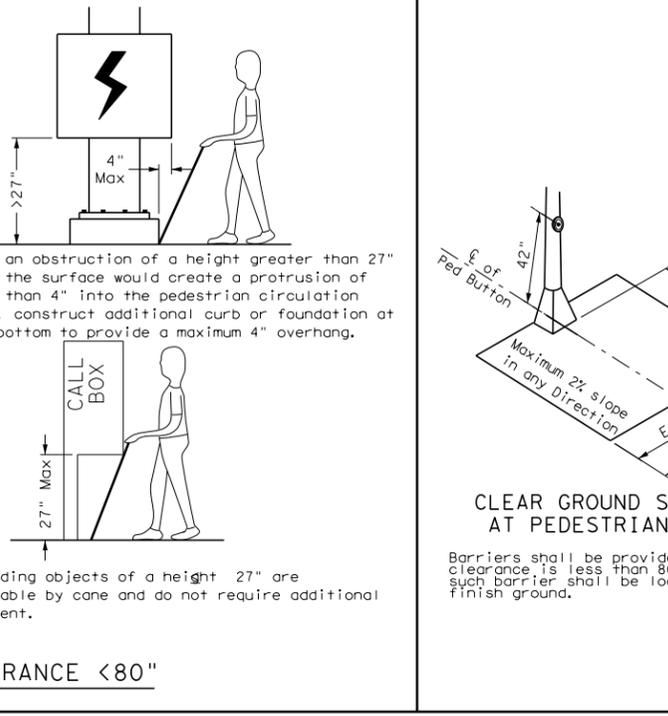
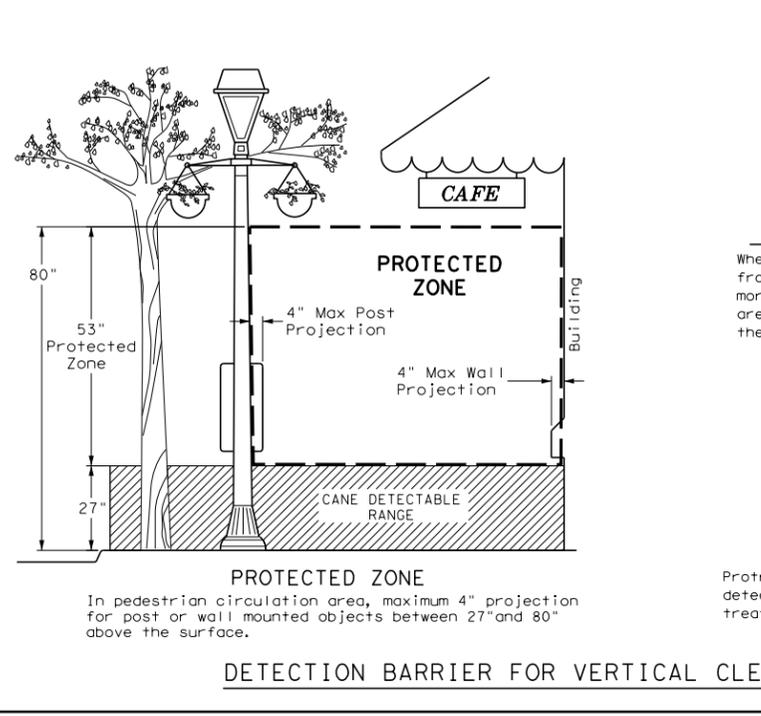
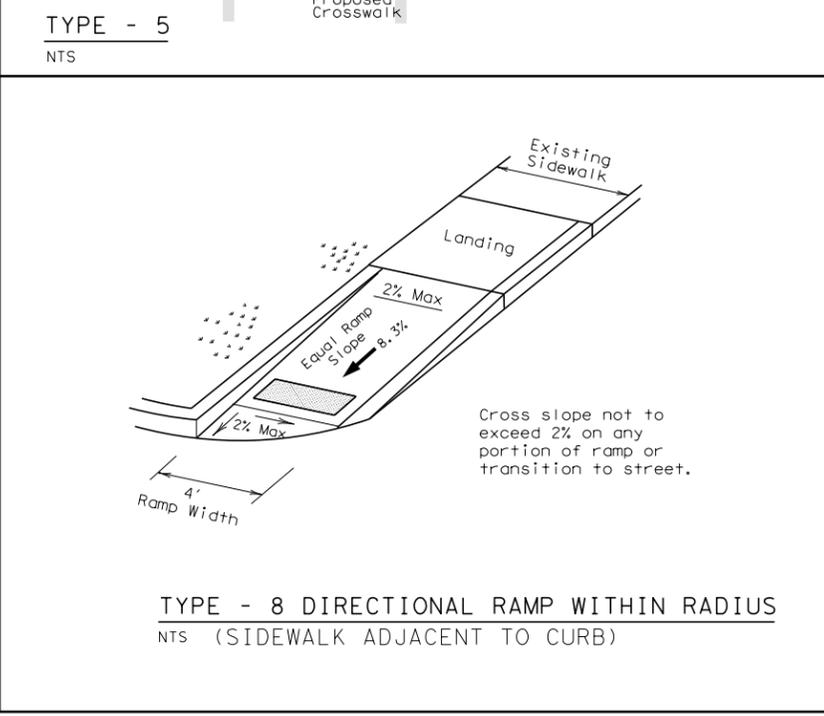
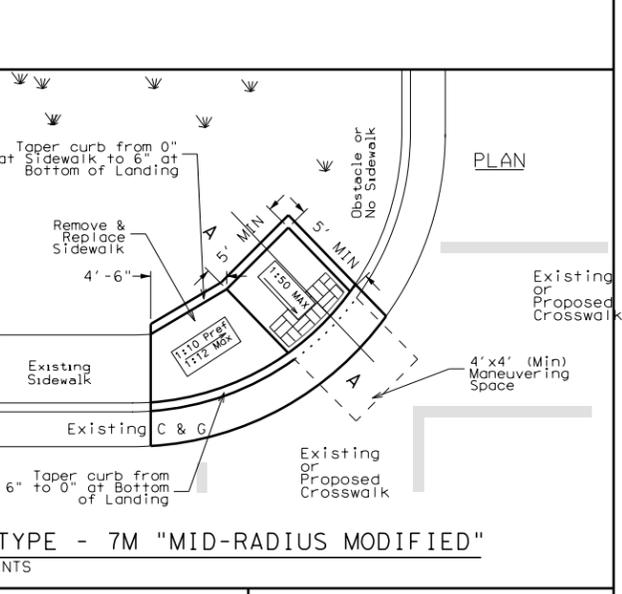
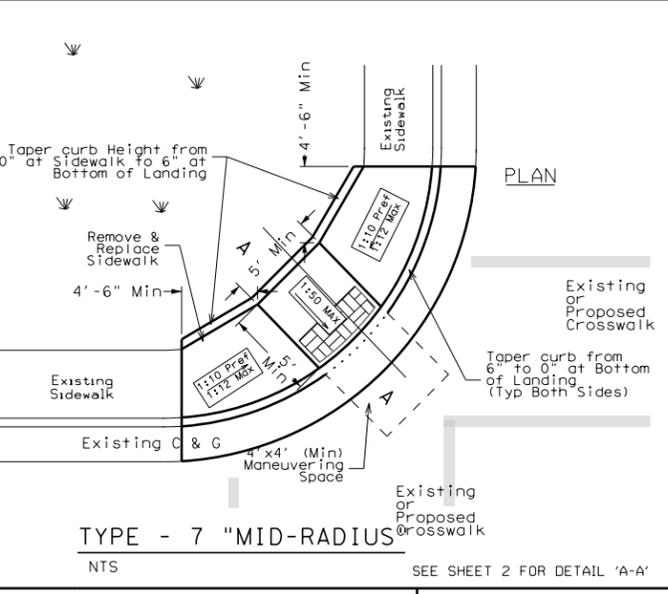
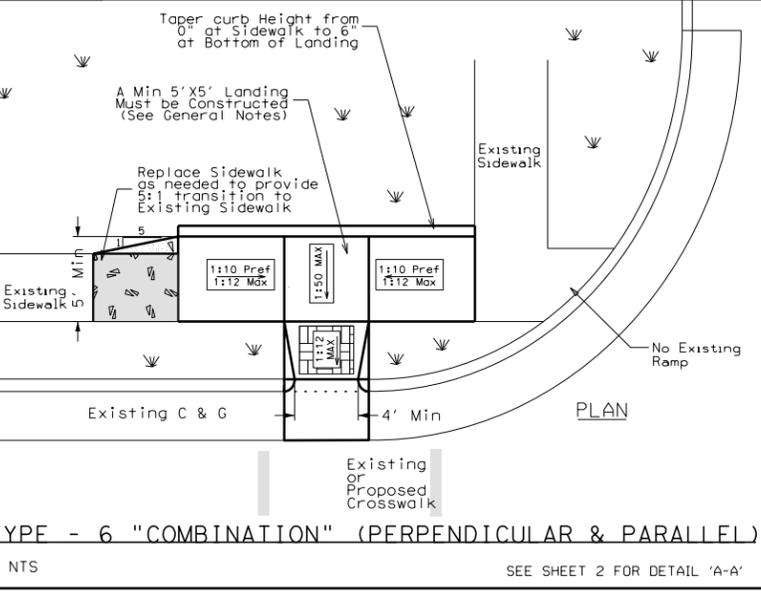
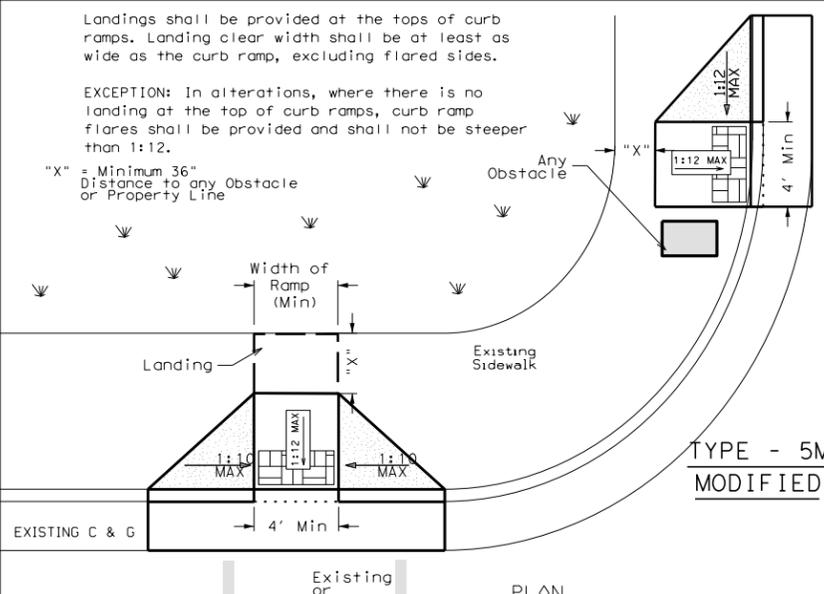


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Maximum Ramp Slope and Rise for Alterations at Existing Sites and Facilities

Slope	Maximum Rise
Steeper than 1:10 (10%) but less than 1:8 (12.5%)	3"
Steeper than 1:12 (8.33%) but less than 1:10 (10%)	6"
Slope steeper than 1:8 (12.5%) is prohibited	



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ENGINEERING DEPARTMENT

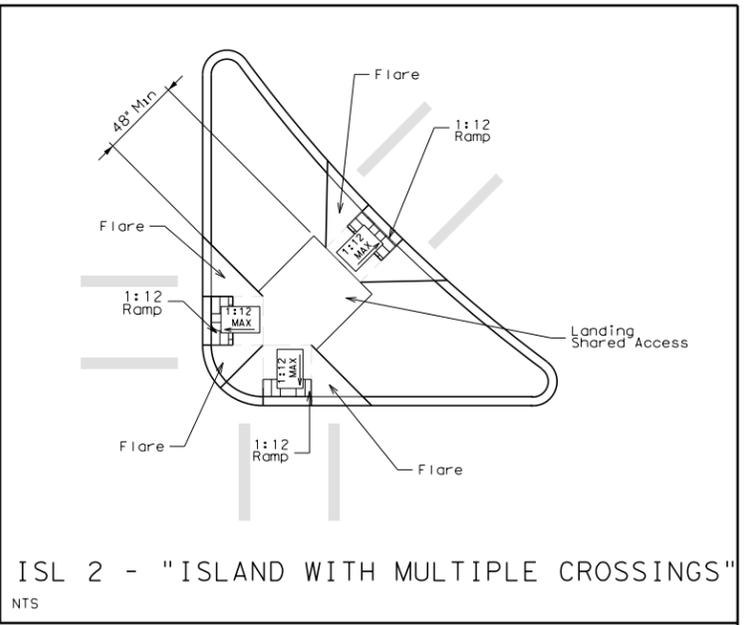
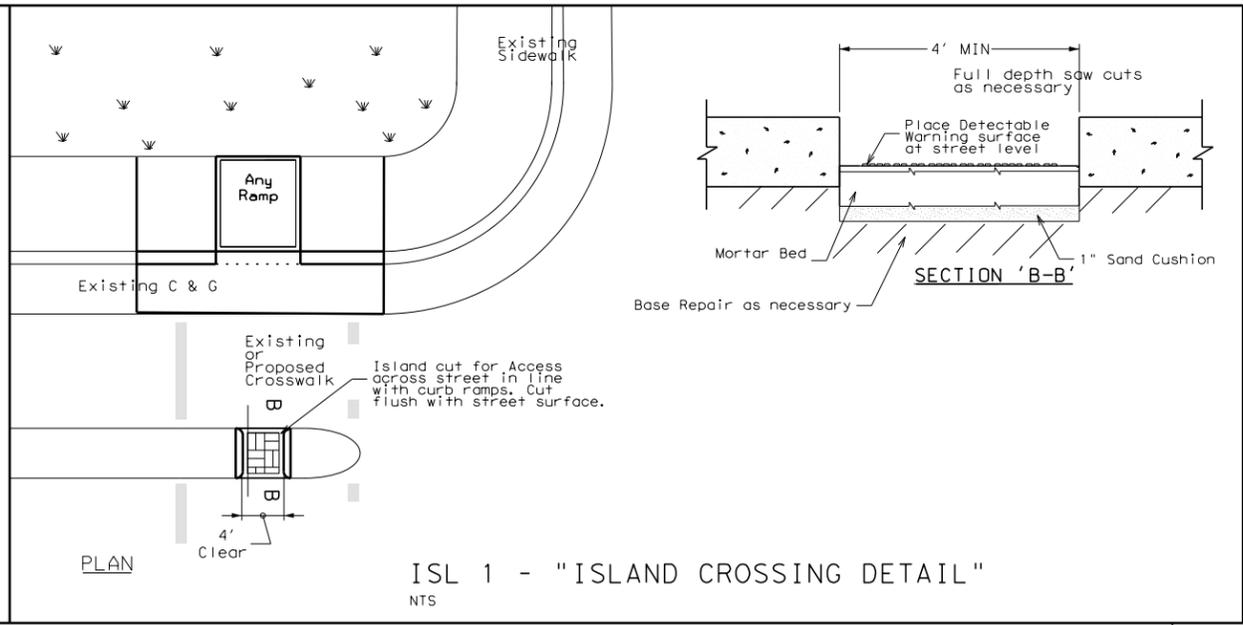
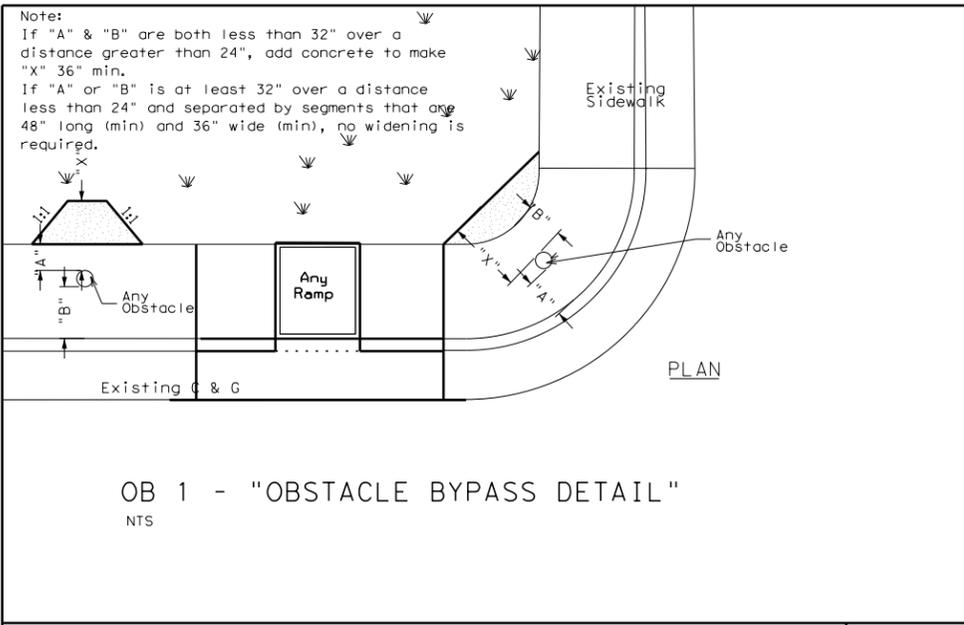
ACCESS RAMP DETAILS

DESIGNED BY: RLH
DRAWN BY: RLH

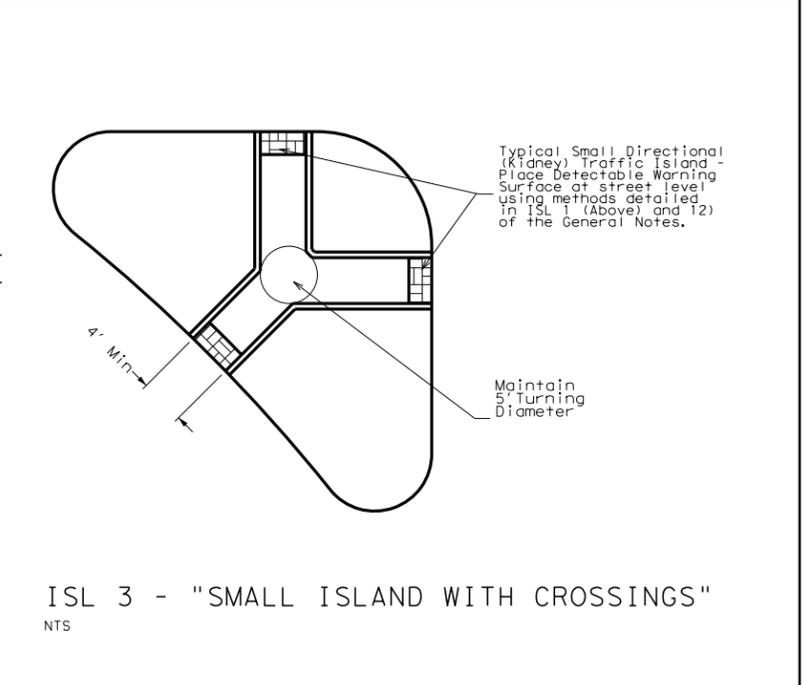
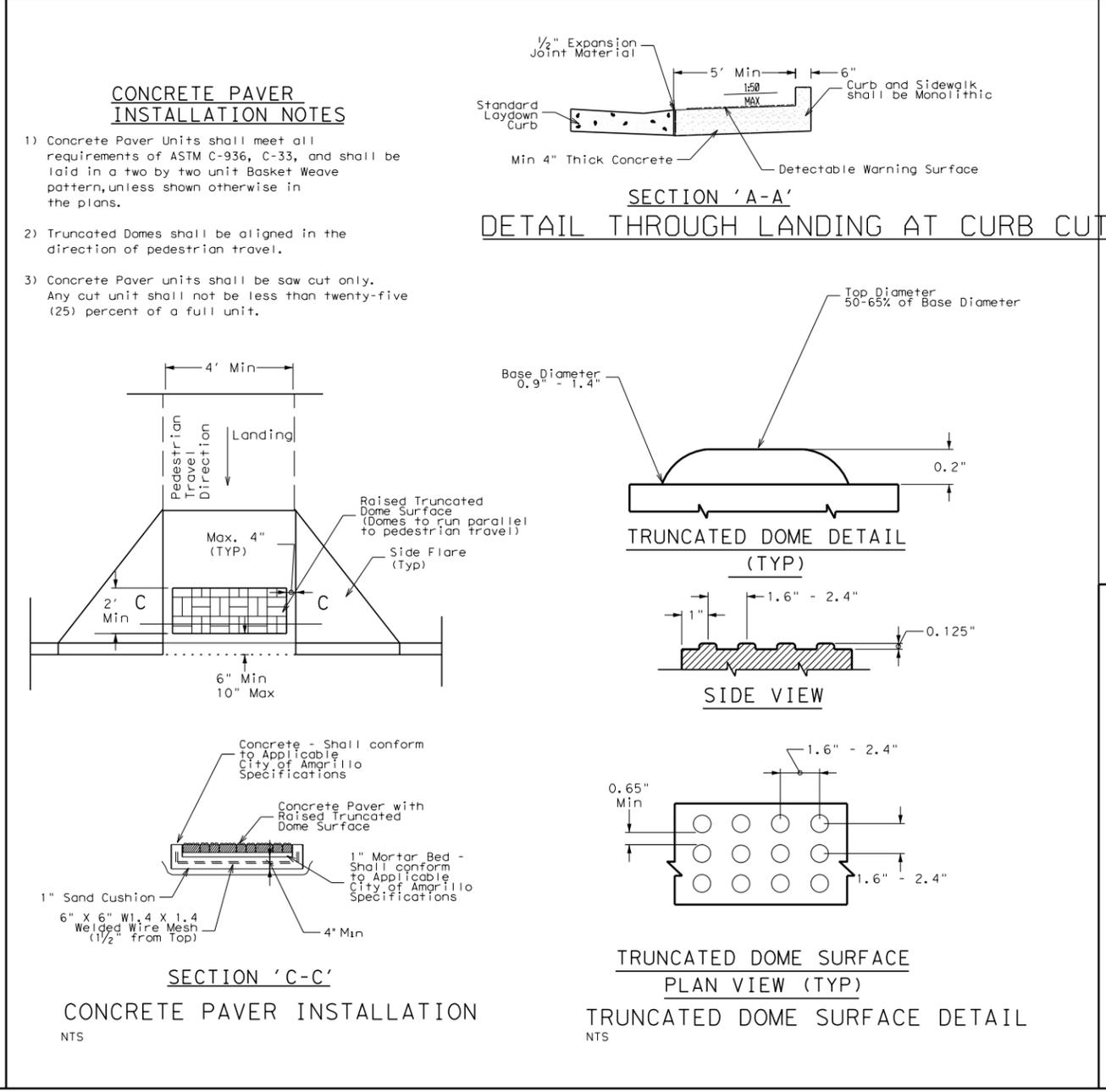
HORZ. SCALE: NTS
VERT. SCALE: NTS
DATE: 3/23/2011

COA*ACC*RMP*11 SHEET 1 of 2

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- ### GENERAL NOTES
- Detectable Warning Surface shall be raised truncated domes complying with section 705 of the Department of Justice's Standards for Accessible Design (2010) (SAD) and Texas Accessibility Standards (TAS). The surface must contrast visually with adjoining surfaces, including side flares. Pavestone Company's 'River Red' or approved equal color is the required dark-on-light contrast. Natural concrete gray color is the required light-on-dark contrast. Materials other than concrete pavers that meet the requirements of SAD and TAS will be considered with approved submittals.
 - The color shall be an integral part of the surface. Painted or surface applied contrasting color is not acceptable.
 - Detectable Warning Surfaces must be slip resistant and not allow water to accumulate.
 - Detectable Warning Surfaces shall be a minimum of twenty-four (24") inches in depth in the direction of pedestrian travel, and extend the full width of the curb ramp or landing where the pedestrian access route enters the street.
 - All curb ramp slopes are maximum allowable. The least possible curb ramp slope should be used. Curb ramp length and approach grade of sidewalks shall be adjusted to meet slope requirements. If the approach to the landing is less than 5% truncated domes are not required. All slopes from ramp edges shall not exceed 1:20 in any direction.
 - The least possible grade should be used to maximize accessibility. The running slope of sidewalks and crosswalks, within the Public Right-of-Way, may follow the grade of the parallel and adjoining roadway but shall not exceed the slope of the adjoining Vehicular Way (Roadway), to the maximum extent practicable.
 - Turning landings shall be 5' x 5' minimum with a maximum 2% slope in any direction. Other ramp dimensions are shown in plans. Maximum allowable cross slope on sidewalks, ramps, and landing surfaces is 2%.
 - Changes in level up to 1/4" may be vertical. Changes in level between 1/4" and 1/2" shall be beveled with a slope no greater than 1:2.
 - Detectable Warning Surfaces shall be located so that the edge nearest the curb line is a minimum of six (6") inches and a maximum of ten (10") inches from the extension of the face of curb. Detectable Warning Surfaces may be curved along the corner radius.
 - Curb Ramps shall be within the projected cross walk markings excluding any flared sides.
 - Curb ramps with returned curbs may be used only where pedestrians would not normally walk across the ramp, either because the adjacent surface is planting or other non-walking surface or because the side approach is substantially obstructed. Otherwise, lared sides shall be provided.
 - Where the median island or directional 'kidney' island have a width of less than four (4') feet for placement of truncated dome surface, the truncated surface SHALL be omitted to avoid confusion by the sight-impaired. A minimum of one (1') foot of clear space must remain between sections of truncated dome surfaces.
 - Where sidewalk width is less than five (5') foot, a minimum three (3') foot sidewalk with 5'X5' passing area at intervals not to exceed two hundred (200') feet is required.
 - Sidewalk details are shown elsewhere in the plans.



LEGEND

	Truncated Dome/ Textured Area in ADA Ramp
	Proposed Concrete
	Existing Concrete to be Removed and Replaced
	Curb and Gutter
	Maximum Allowable Slope
	Pedestrian Crosswalk
	Existing or Proposed Crosswalk

ACCESS RAMP DETAILS

DESIGNED BY:	RLH
DRAWN BY:	RLH
HORZ. SCALE	DATE
VERT. SCALE	NTS
	3/23/2011
	SHEET
COA=ACC=RMP=11	2 of 2