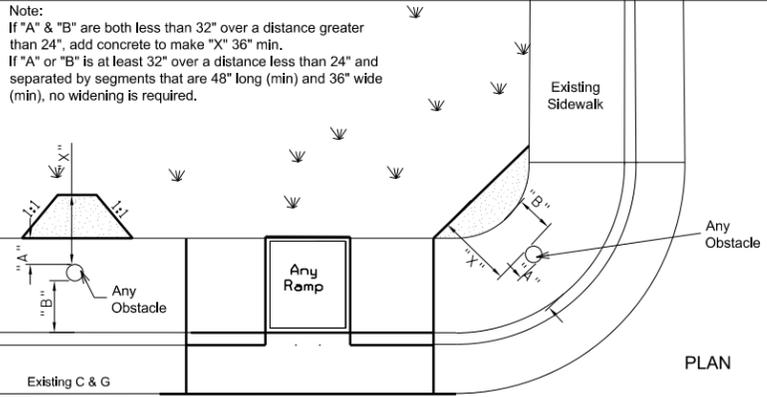
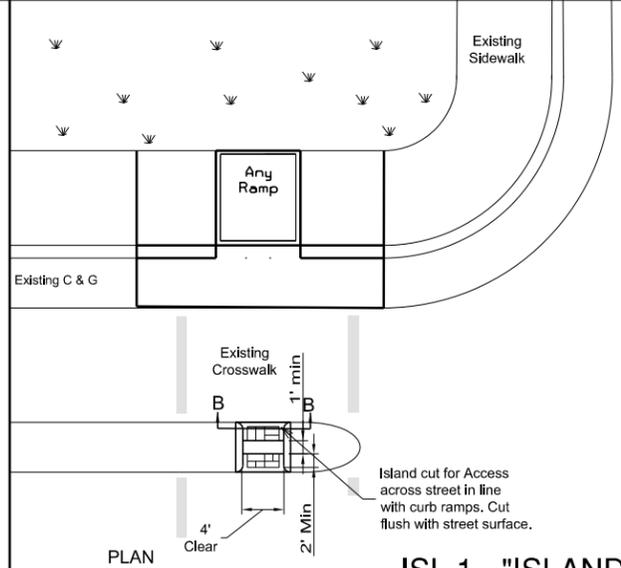


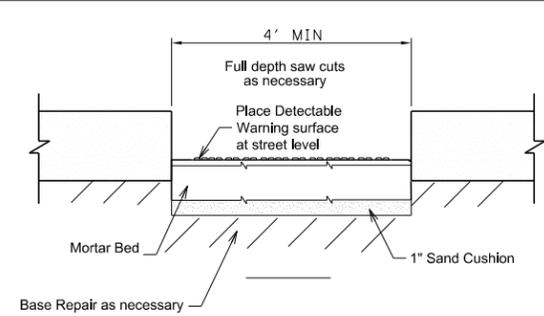
DISCLAIMER: The use of this standard is governed by the "Texas Engineering Practice Act". No warranty of any kind is made by the City of Amarillo for any purpose whatsoever. The City of Amarillo assumes no responsibility for the conversion of this standard to other formats or for incorrect results or damages resulting from its use.



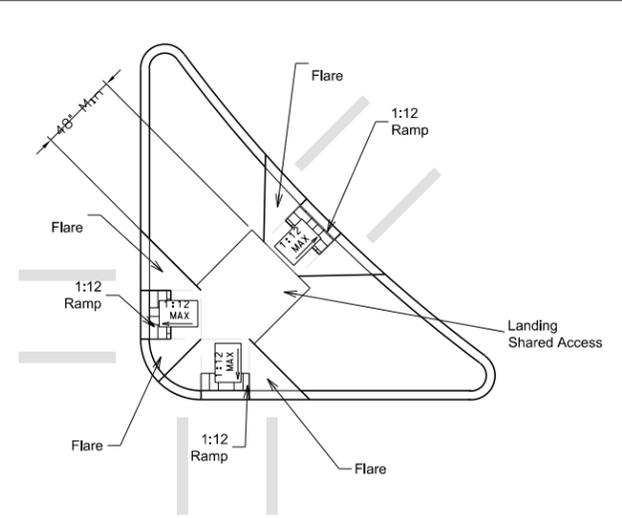
OB 1 - "OBSTACLE BYPASS DETAIL"
NTS



ISL 1 - "ISLAND CROSSING DETAIL"
NTS



SECTION 'B-B'



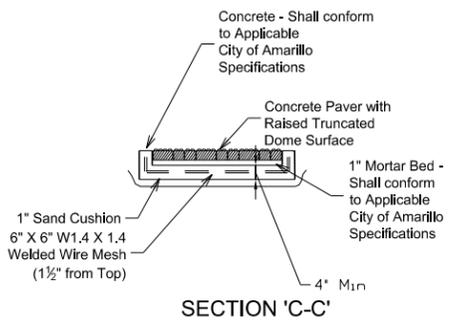
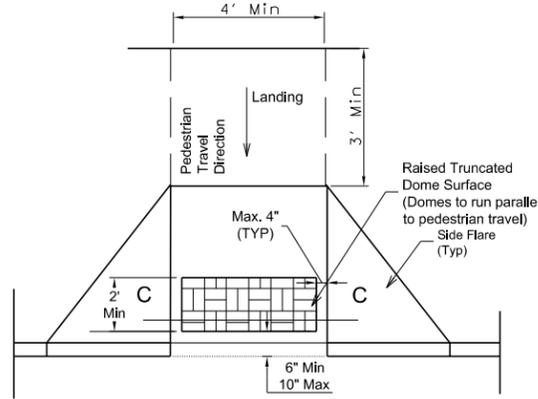
ISL 2 - "ISLAND WITH MULTIPLE CROSSINGS"
NTS

GENERAL NOTES

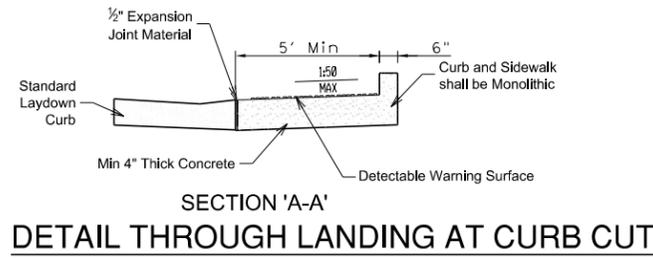
- 1) Detectable Warning Surface shall be raised truncated domes complying with section 705 of the Department of Justice's Standards for Accessible Design (2010)(SAD) and Texas Accessibility Standards (TAS)(latest revision). The surface must contrast visually with adjoining surfaces, including side flares. 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.
- 2) The color shall be an integral part of the surface. Painted or surface applied contrasting color is not acceptable.
- 3) Detectable Warning Surfaces must be slip resistant and not allow water to accumulate.
- 4) 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.
- 5) 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.
- 6) 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.
- 7) Turning landings shall be 5' x 5' minimum with a maximum 2% slope in any direction. Other ramp dimensions shall be shown in plans. Maximum allowable cross slope on sidewalks, ramps, and landing surfaces is 2%.
- 8) 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.
- 9) 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.
- 10) Curb Ramps shall be within the projected cross walk markings excluding any flared sides.
- 11) 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, flared sides shall be provided.
- 12) 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.
- 13) 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.
- 14) Sidewalk details are shown elsewhere in the plans.

CONCRETE PAVER INSTALLATION NOTES

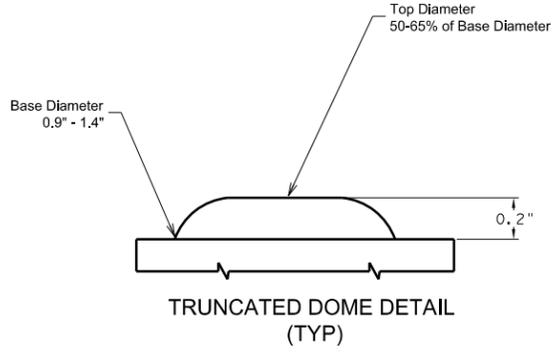
- 1) Concrete Paver Units shall meet all requirements of ASTM C-936, C-33, and shall be laid in a two by two unit Basket Weave pattern, unless shown otherwise in the plans.
- 2) Truncated Domes shall be aligned in the direction of pedestrian travel.
- 3) Concrete Paver units shall be saw cut only. Any cut unit shall not be less than twenty-five (25) percent of a full unit.



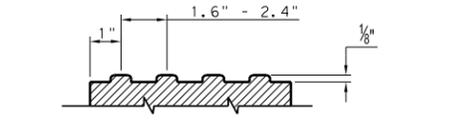
CONCRETE PAVER INSTALLATION
NTS



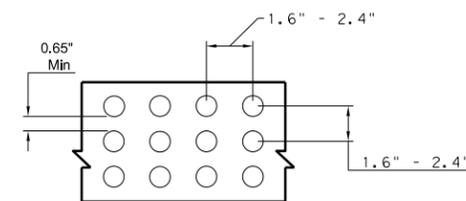
SECTION 'A-A'
DETAIL THROUGH LANDING AT CURB CUT



TRUNCATED DOME DETAIL (TYP)

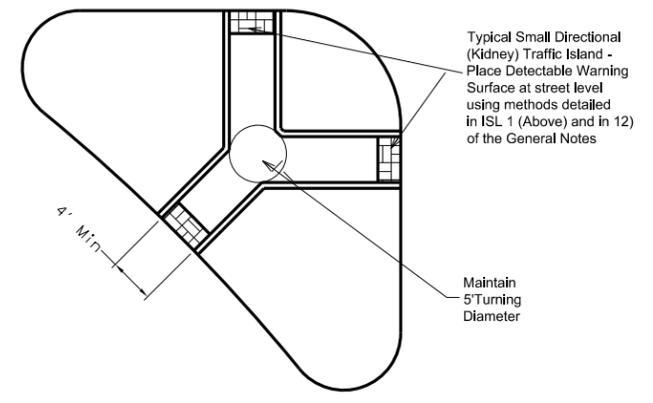


SIDE VIEW



TRUNCATED DOME SURFACE PLAN VIEW (TYP)

TRUNCATED DOME SURFACE DETAIL



ISL 3 - "SMALL ISLAND WITH CROSSINGS"
NTS

LEGEND

	Truncated Dome/Textured Area in ADA Ramp
	Proposed Concrete
	Existing Concrete to be Removed and Replaced
	Curb and Gutter
	Maximum Allowable Slope
	Existing Crosswalk
	Pedestrian Crosswalk
NO.	REVISION
DATE	DATE



ACCESS RAMP DETAILS

DESIGNED BY:	RLH
DRAWN BY:	RLH
HORZ. SCALE	NTS
VERT. SCALE	NTS
DATE	3/23/2011
SHEET	2 of 2