### Typical SLOped Wing Ramp Section

<table>
<thead>
<tr>
<th><strong>Transition Slope</strong></th>
<th><strong>Minimum</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>RAMP SLOPE (NEW)</td>
<td>1:12</td>
</tr>
<tr>
<td>RAMP SLOPE (RETRO-FIT)</td>
<td>1:12</td>
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<tr>
<td>RAMP WIDTH</td>
<td></td>
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<tr>
<td>Minimum</td>
<td>2:12</td>
</tr>
<tr>
<td>Maximum</td>
<td>4:12</td>
</tr>
</tbody>
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**Recommended:**
- Minimum: 1:12
- Maximum: 4:12

**Legend:**
- **Surface Hinge Point**
- **Construction Joint**
- **Ramp Landing Sidewalk Boundary Definition**
- **Non-Surfaced, Non-Pedestrian Area**
- **Truncated Dome Panel**
- **New Existing Curb**
- **Crosswalk/Stopbar**

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**NOTES:**
1. Curb ramps with detectable warnings shall be constructed where a sidewalk enters a street and any signalized intersections or driveways. All other construction shall comply with the appropriate polices, regulations, etc. The engineer shall resolve any discrepancies.
2. Details shown are not intended to address all situations. All work shall be in compliance with ADA and acceptable guidelines for pedestrian facilities.
3. The alignment of the ramp shall be perpendicular to the curbline or radial when the ramp falls in a radius unless approved by the engineer.
4. All slopes and dimensions shall comply with the appropriate polices, regulations, and requirements. The engineer shall resolve any discrepancies.
5. The minimum ramp length shall be 1 foot of length per inch of curb height measured along the steepest edge of the ramp unless approved in advance by the engineer.
6. A minimum 4'-4" landing/maneuvering area shall be constructed at the top of the ramp. The maximum cross slope shall be 2% measured in any direction.
7. Curb ramps shall be constructed where the ramp is contiguous with a walking area and a side approach is defined. Curb ramps shall be sloped at 10% (relax ms) maximum parallel to the curbline. In no case shall the 10% relative slope exceed 10% actual slope. All other situations shall receive a sloped wing at a 2:1 ratio (1:1 for a 6" curb).
8. The surface of all curb ramps, ramp flares, or sloped wings shall receive a seal of crack sealant. All curb ramps shall be finished to the maximum smoothness rating before any grade break.
9. At least one leading corner of detectable warnings shall be within 2" of back of curb. Detectable warnings shall be oriented such that the panel shall be perpendicular to the direction of pedestrian travel on centerline of ramp. Approve detectable warning suppliers can be found by contacting the city of Omaha, public works department.
10. The normal gutter line profile shall be maintained around the radius.
11. All curb ramps shall have positive drainage towards the roadway gutter.
12. A contraction joint shall be placed at each corner of detectable warning panels when recommended by the manufacturer.
13. Ramps shall be formed and poured separately of any landing, imprinted concrete surfaces, curb and gutter, and any other adjacent improvements. Use of dummy forms are used to control all critical slopes during striking and finishing operations. Remove any dummy forms and place finishing materials in a manner that does not disturb the surrounding finished concrete surface.
14. Jointing is shown for illustrative purposes only. All jointing shall be in accordance with accepted practices. At a minimum, jointing shall be separately designed for ramps and landing areas.
15. Vertical ramp wings or sides are not allowed.
16. Curb ramps, ramp flares, sloped wings, imprinted surfacing, etc. Thickness shall be same as thickness of finish from outer edge of ramp to outer edge of ramp.
17. LANDING AREA SHALL WATCH RAMP WIDTH AND BE SQUARE TO RAMP ORIENTATION.
18. NEW CONSTRUCTION SHALL HAVE 6'-0" SIDE RAMPS SERVING EVERY POTENTIAL DIRECTION. RETROFIT RAMPS SHALL PROVIDE FOR AN ACCESSIBLE PATH USING ONE OF THE DETAILS CONTAINED HEREIN UNLESS APPROVED BY THE ENGINEER.
19. NEW CONSTRUCTION SHALL PROVIDE AN ACCESSIBLE PATH FROM EACH DETECTABLE WARNING SUPPLIER CAN BE FOUND BY CONTACTING THE CITY OF OMAHA, PUBLIC WORKS DEPARTMENT. THE ENGINEER SHALL RESOLVE ANY DISCREPANCIES.
20. SIDEWALK MIN. 5'-0" WIDE OR NEEDED EFFECTIVE WIDTH; WHICHEVER IS GREATER. NEW CONSTRUCTION SHALL PROVIDE AN ACCESSIBLE PATH IN 3 OR LESS SEGMENTS OUTSIDE THE CORNER RADII.
21. SIDEWALK MIN. 5'-0" WIDE OR NEEDED EFFECTIVE WIDTH. WHICHEVER IS GREATER.
22. GRAVING ALONG TO ANY LANDINGS SHALL NOT EXCEED 3'-1" IN THE FIRST 1'-0" UNLESS A RETAINING WALL IS PRESENT.
23. RAMPS SERVING A SINGLE DIRECTION JUNCTION SHALL BE LOCATED BETWEEN THE STOP BAR (OR LIKELY STOP BAR LOCATION) AND THE MID POINT OF THE RADIUS WITH THE PRESCRIPTION BEING NOT NEARER TO THE END OF RETURN.
24. ANY LOCATION DESIGNATED AT 1.5% SLOPE (TOP) SHALL, AT ALL TIMES, BE LESS THAN 2%-MAXIMUM. ANY PORTION OF THE DANGLE PANEL SHALL BE REMOVED AND RECONSTRUCTED AT NO COST TO THE CITY OF OMAHA.
25. MEDALLION/STEP STYLE RAMPS ARE DEFINED AS RAMPS BUILT ALONG CURVING CURB/SURFACES OUTSIDE THE CENTER RADIUS.