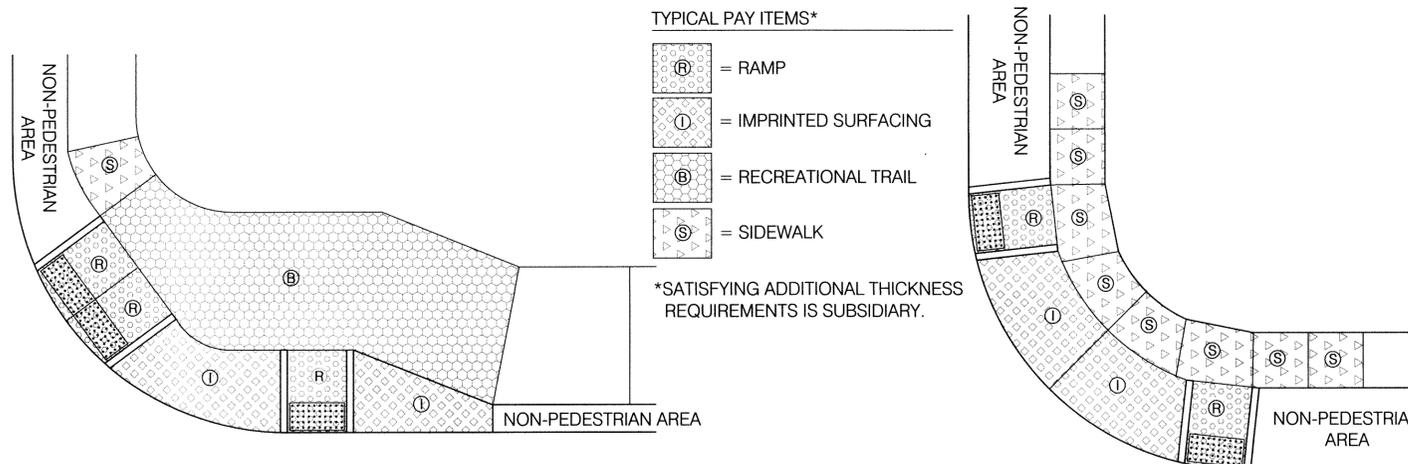


MEDIAN CROSSING DETAIL

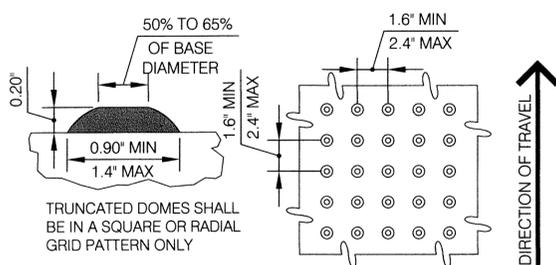
NOTE: AREA FROM BACK OF CURB TO BACK OF CURB MEASURED AS RAMP.



CURB RAMP MEASUREMENT

	RECOMMENDED	MIN/MAX
TRANSITION SLOPE	1:12	1:10 MAX (RELATIVE)**
RAMP SLOPE (NEW)	1:14	1:20 MIN 1:12 MAX
RAMP SLOPE (RETRO-FIT)	1:12	1:12 MAX
RAMP WIDTH	5' SIDEWALK SEE TYPICAL - REC. TRAIL	4' MIN
RAMP LENGTH (NEW)	6'	2.5' MIN 8' MAX
RAMP LENGTH (RETRO-FIT)	6'	8' MAX - 1:12 5' MAX - 1:10 2' MAX - 1:8** (HISTORIC ONLY)
LANDING	5' x 5'	4' x 5'
SIDEWALK CROSS SLOPE	1.5%	2% MAX
GUTTERLINE COUNTER SLOPE (NEW)	N/A	5% MAX

** MAXIMUM TRANSITION LENGTH TO THE EXISTING SIDEWALK IS 30 FT. FROM THE END OF THE PROPOSED SIDEWALK.

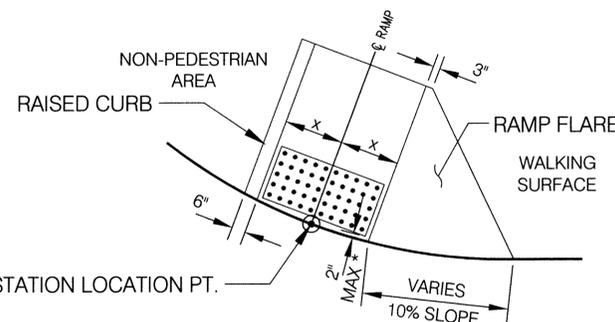


DETECTABLE WARNING TEXTURING DETAILS

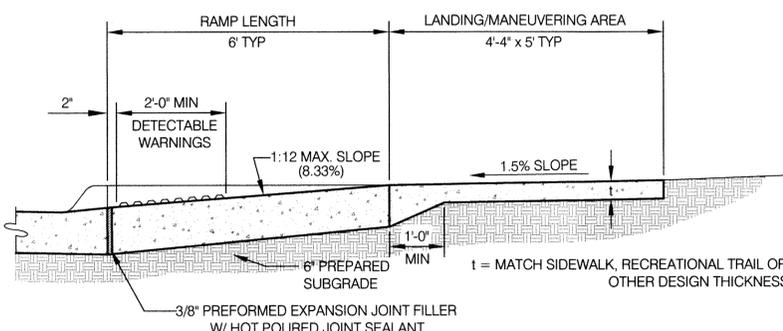
APPROVED DETECTABLE WARNING SUPPLIERS CAN BE FOUND BY CONTACTING THE CITY OF OMAHA PUBLIC WORKS DEPARTMENT

ANY LOCATION DESIGNATED AS 1.5% SLOPE SHALL AT ALL TIMES BE LESS THAN 2% MAXIMUM AS CONSTRUCTED. ANY PORTION THAT EXCEEDS 2% SHALL BE REMOVED AND RECONSTRUCTED AT NO COST TO THE CITY OF OMAHA.

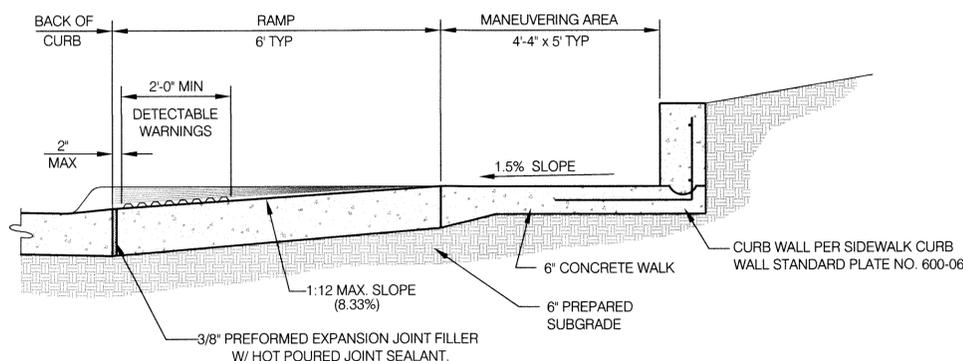
* NOTE: AT LEAST ONE LEADING CORNER OF DETECTABLE WARNINGS SHALL BE WITHIN 2" OF THE BACK OF CURB. DETECTABLE WARNINGS SHALL BE ORIENTED SUCH THAT THE PANEL SHALL BE PERPENDICULAR TO THE DIRECTION OF TRAVEL ON CENTERLINE OF RAMP.



STANDARD RAMP LOCATION IDENTIFIER

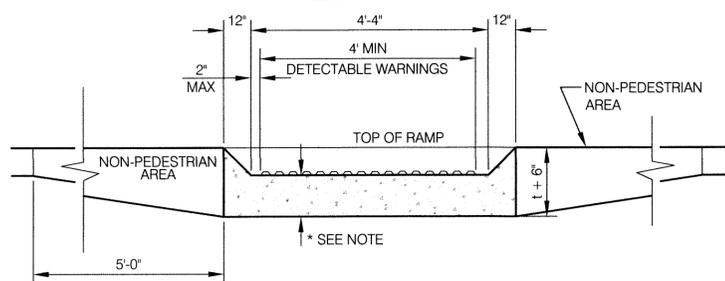


TYPICAL CURB RAMP LONGITUDINAL SECTION



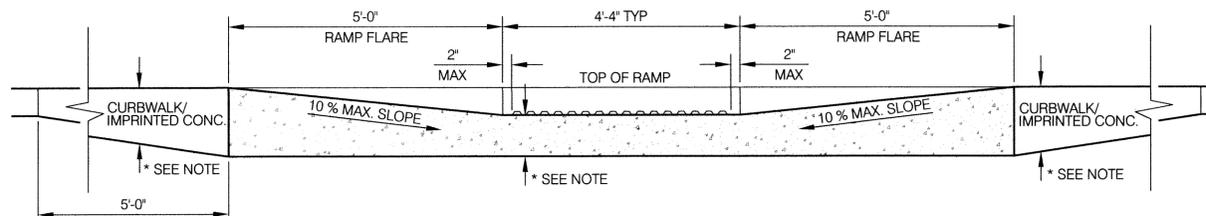
COMBINATION RAMP SECTION

RAISED CURBS REQUIRED AT NON-PEDESTRIAN AREAS. SIDE FLARES REQUIRED WHEN PEDESTRIAN TRAFFIC HAS ACCESS TO CURB RAMP FROM SIDE.



TYPICAL NON-FLARED RAMP SECTION

RAMP, CURB WALK, IMPRINTED SURFACING ETC. THICKNESS SHALL BE SAME AS THICKNESS OF PAVEMENT FROM OUTER EDGE OF RAMP TO OUTER EDGE OF RAMP.



CURB RAMP SECTION WITH 10% SIDEFLARES

NOTES

- CURB RAMPS WITH DETECTABLE WARNINGS SHALL BE CONSTRUCTED WHERE A SIDEWALK ENTERS A STREET AND ANY SIGNALIZED ENTRANCES OR DRIVEWAYS. ALL OTHER CONSTRUCTIONS SHALL COMPLY WITH THE APPROPRIATE POLICIES, REGULATIONS, ETC. THE ENGINEER SHALL RESOLVE ANY DISCREPANCIES.
- DETAILS SHOWN ARE NOT INTENDED TO ADDRESS ALL SITUATIONS. ALL WORK SHALL BE IN COMPLIANCE WITH ADA AND ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES.
- THE ALIGNMENT OF THE RAMP SHALL BE PERPENDICULAR TO THE CURBLINE OR RADIAL WHEN THE RAMP FALLS IN A RADIUS.
- ALL SLOPES AND DIMENSIONS SHALL COMPLY WITH THE APPROPRIATE POLICIES, REGULATIONS AND REQUIREMENTS. THE ENGINEER SHALL RESOLVE ANY DISCREPANCIES.
- THE MINIMUM RAMP LENGTH SHALL BE ONE FOOT OF LENGTH PER INCH OF CURB HEIGHT MEASURED ALONG THE STEEPEST EDGE OF THE RAMP UNLESS APPROVED IN ADVANCE BY THE ENGINEER.
- A MINIMUM 4' X 5' LANDING/MANEUVERING AREA SHALL BE CONSTRUCTED AT THE TOP OF THE RAMP. THE MAXIMUM CROSS SLOPE SHALL BE 2% MEASURED LONGITUDINALLY AND TRANSVERSELY.
- RAMP FLARES SHALL BE CONSTRUCTED WHERE THE RAMP IS CONTIGUOUS WITH A WALKING AREA AND A SIDE APPROACH IS DEFINED. RAMP FLARES SHALL BE SLOPED AT 10% (RELATIVE) MAXIMUM PARALLEL TO THE CURB LINE.
- THE SURFACE OF ALL CURB RAMPS SHALL RECEIVE A BROOM FINISH TRANSVERSELY TO THE SLOPE OF THE CURB RAMP. ALL RAMP FLARES AND WINGS SHALL RECEIVE A BROOM FINISH.
- DETECTABLE WARNINGS SHALL CONFORM TO ADA AND ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES AND EXTEND THE FULL WIDTH OF THE RAMP WITH UP TO 2' OF SPACING ON EACH SIDE FOR ALLOWANCE OF FORM WORK. WARNINGS SHALL BE LOCATED WITH THE NEAREST EDGE 2" MAXIMUM FROM THE BACK CURB.
- THE NORMAL GUTTER LINE PROFILE SHALL BE MAINTAINED AROUND THE RADIUS.
- ALL CURB RAMPS SHALL HAVE POSITIVE DRAINAGE.
- A CONTRACTION JOINT SHALL BE PLACED AT EACH CORNER OF DETECTABLE WARNING PANELS AS NOTED ON THE PLANS OR AS RECOMMENDED BY THE MANUFACTURER.
- RAMPS SHALL BE FORMED AND Poured SEPARATE OF ANY LANDING, IMPRINTED CONCRETE SURFACES, CURB AND GUTTER AND ANY OTHER ADJACENT IMPROVEMENTS UNLESS DUMMY FORMS ARE USED TO ESTABLISH ALL CRITICAL SLOPES DURING STRIKEOFF AND FINISHING OPERATIONS.
- REMOVE ANY DUMMY FORMS AND PLACE TRUNCATED DOME PANELS IN A MANNER THAT DOES NOT DISTURB THE SURROUNDING FINISHED CONCRETE SURFACE.
- INSTALL 3/8" EXPANSION JOINTS ONLY AT ALL SIDEWALK/RECREATIONAL TRAIL TO SIDEWALK/RECREATIONAL TRAIL CONNECTIONS. INSTALL 1" EXPANSION MATERIAL ONLY ALONG BACK OF CURB ADJACENT TO ALL CONCRETE. INSTALL 3/8" EXPANSION MATERIAL BETWEEN RAMP AND CURB. INSTALL BOND BREAKER ACCEPTABLE TO THE ENGINEER AROUND ALL STRUCTURES.
- ALL RAMP LOCATIONS SHALL BE IDENTIFIED IN THE PLANS BY STATION AND OFFSET, AND BY NORTHING AND EASTING COORDINATES.
- JOINTING SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. ALL JOINTING SHALL BE IN ACCORDANCE WITH ACCEPTED PRACTICES. AT A MINIMUM, JOINTING SHALL SEPARATELY DEFINE RAMPS AND LANDING AREAS.
- CONTACT THE CITY OF OMAHA PUBLIC WORKS DEPARTMENT FOR AN APPROVED MATERIALS LIST OF DETECTABLE WARNINGS.
- "T" INTERSECTIONS SHALL BE EVALUATED BASED ON P.R.O.W.A.G GUIDE LINES.