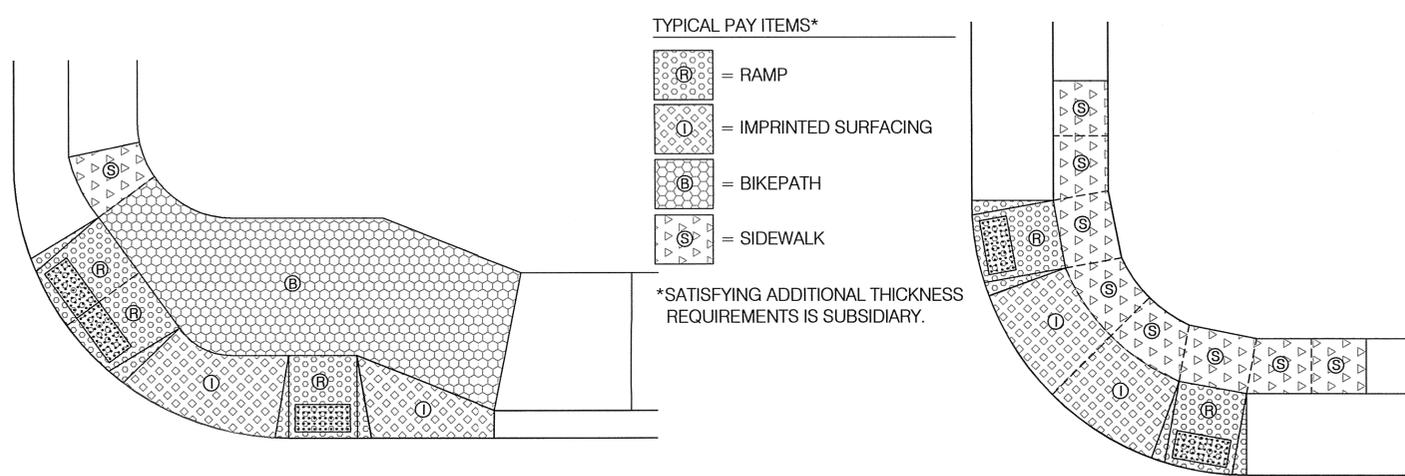


**MEDIAN CROSSING DETAIL**

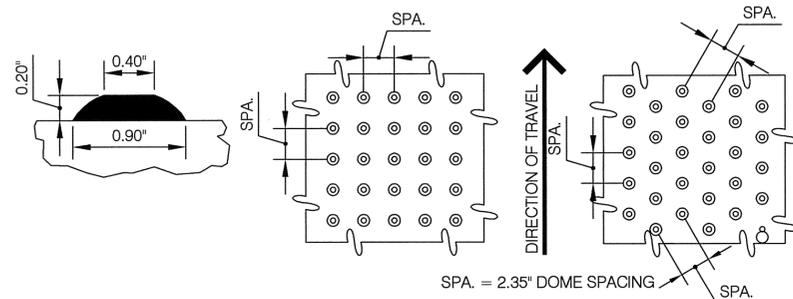
NOTE: AREA FROM BACK OF CURB TO BACK OF CURB MEASURED AS RAMP.



**CURB RAMP MEASUREMENT**

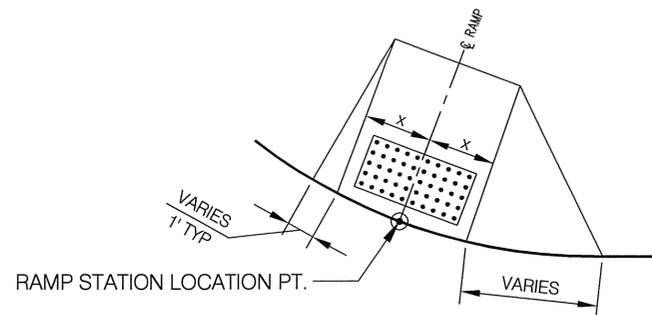
	RECOMMENDED	MIN/MAX
TRANSITION SLOPE	1:12	1:10 MAX (RELATIVE)**
RAMP SLOPE (NEW)	1:14	1:12 MAX
RAMP SLOPE (RETRO-FIT)	1:12	1:10 MAX
RAMP WIDTH	5' SIDEWALK SEE TYPICAL - BIKEPATH	4' MIN
RAMP LENGTH (NEW)	6'	2.5' MIN 8' MAX
RAMP LENGTH (RETRO-FIT)	6'	8' MAX - 1:12
		5' MAX - 1:10
		2' MAX - 1:8**
		2' MAX - 1:6** (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.

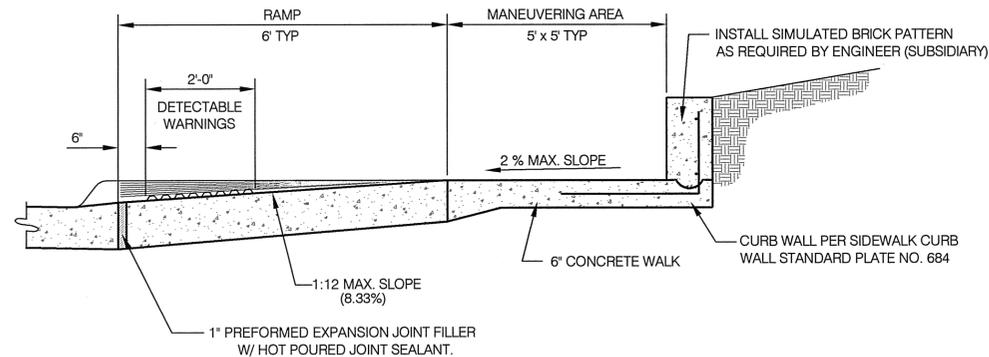


**DETECTABLE WARNING TEXTURING DETAILS**

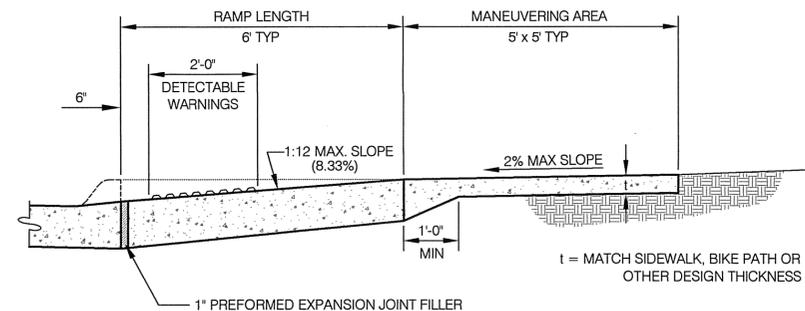
APPROVED DETECTABLE WARNING SUPPLIERS CAN BE FOUND AT <http://www.ci.omaha.ne.us/publicworks/WarningPanels.pdf>



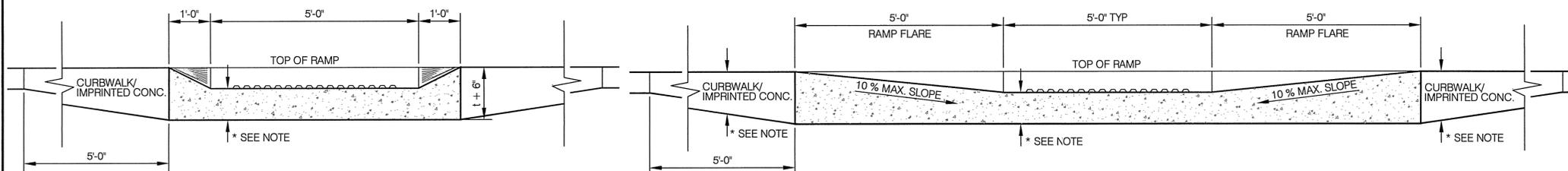
**STANDARD RAMP LOCATION IDENTIFIER**



**COMBINATION RAMP SECTION**



**TYPICAL CURB RAMP LONGITUDINAL SECTION**



**TYPICAL NON-FLARED RAMP SECTION**

**CURB RAMP SECTION WITH 10% SIDEFLARES**

**GENERAL 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 GUIDELINES.
- 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% IN ANY DIRECTION.
- 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 PERPENDICULAR TO THE CURB RAMP.
- 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 REQUIREMENTS AND EXTEND A MINIMUM WIDTH OF 4' CENTERED IN THE RAMP. FOR RAMPS WIDER THAN 5', MAXIMUM WIDTH SHALL BE DOME PANEL WIDTH PLUS ONE FOOT. WARNINGS SHALL BE LOCATED WITH THE NEAREST EDGE 6" TO 8" FROM THE CURBLINE.
- 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 SEPERATE 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 1/2" ONLY EXPANSION JOINTS AT ALL SIDEWALK/BIKEPATH TO SIDEWALK/BIKEPATH CONNECTIONS. INSTALL 1" ONLY EXPANSION MATERIAL ALONG BACK OF CURB ADJACENT TO ALL CONCRETE. 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 SEPERATELY DEFINE RAMPS AND LANDING AREAS.
- SEE CITY OF OMAHA WEBSITE, [WWW.CI.OMAHA.NE.US](http://WWW.CI.OMAHA.NE.US) OR CONTACT THE PUBLIC WORKS FOR AN APPROVED MATERIALS LIST OF DETECTABLE WARNINGS.

1 ALL NOTES AND DETAILS REVISED FROM PREVIOUS.

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

1	REVISED 4/7/2008	<i>Erik R. Platt</i> DESIGN ENGINEER	CITY OF OMAHA	PUBLIC WORKS DEPARTMENT
		<i>Charles K. Knapke</i> CITY ENGINEER	<b>CONCRETE CURB RAMP TYPICAL DETAILS, GENERAL NOTES AND MEASUREMENT DETAILS</b>	
			<b>STANDARD PLATE</b>	<b>1-82</b>
				SHEET 1/4