APPENDIX B:

ADA STANDARDS

Provided hereinafter are the latest Department of Transportation ADA Standards which must be followed for infrastructure construction in the Public Way. Please be advised that these may be revised without notice because of new standards and regulations imposed by the Federal, State and Local Governments. For the latest ADA Standards, please log onto www.chicagodot.org
CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION

APPENDIX B
REQUIREMENTS FOR OPENINGS,
CONSTRUCTION AND REPAIR IN
THE PUBLIC WAY

ADA STANDARDS

Department of Transportation
Division of Engineering

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### APPENDIX B - ADA STANDARDS

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NOTES:

CURB RAMP LAYOUT B-1-2 IS PREFERRED WHEREVER POSSIBLE. WHERE RAMPS ARE LOCATED IN THE CORNER RADIUS, LAYOUT B-1-3 SHALL BE USED.

CURB RAMP PLACEMENT SHALL BE COORDINATED AS REQUIRED TO ALLOW FOR A 4' MINIMUM WIDTH SIDEWALK AROUND EACH CORNER OF INTERSECTION. SIDEWALK NOT TO BE OBLITERATED BY CURB RAMPS OR OTHER BARRIERS AND SHALL HAVE A CROSS SLOPE OF 1:64 MAXIMUM.

THE BLENDED TRANSITION LAYOUT B-1-7 (AND SIMILAR) MAY BE USED WHERE TWO RAMPS ARE NOT POSSIBLE DUE TO GEOMETRIC CONSTRAINTS, SUCH AS LIMITED SIDEWALK WIDTH OR GRADE ELEVATIONS. THE BLENDED TRANSITION SHALL NOT BE USED IF ACCESS TO AN EXISTING FACILITY WOULD BE REDUCED.

THE SHARED PERPENDICULAR RAMP AT CORNER LAYOUT B-1-10 IS NOT PREFERRED AND MAY ONLY BE USED WITH PERMISSION FROM THE COMMISSIONER.

SEE SHEET B-3-3 FOR TRANSITION PANEL GUIDELINES.
* SIDE FLARES WITH A MINIMUM SLOPE OF 1:20 (MEASURED PARALLEL TO CURB) ARE NECESSARY FOR DETECTION BY THE BLIND AND VISUALLY IMPAIRED AT PAVED PARKWAYS WHERE DETECTABLE WARNING IS SET BACK FROM BACK OF CURB (TO BE POSITIONED PERPENDICULAR TO THE PATH OF TRAVEL). WHERE RAMP AND SIDE FLARE SLOPES ARE NOT NECESSARY TO CONNECT STREET AND SIDEWALK, THE DETECTABLE WARNING MUST FIT BACK OF CURB (SIMILAR TO SHEETS B-1-7 THRU B-1-9).

** REFER TO DTL. SHT. B-1-5 WHERE DETECTABLE WARNING SETBACK EXCEEDS 5'-0".
SECTION A-A

NOTE:
DO NOT USE THIS DESIGN IF
ACCESS TO EXISTING FACILITIES IS
REDUCED
(DO NOT RAMP IN FRONT OF
ENTRIES, STAIRS, GATES, ETC.)

CROSS SLOPE
1:64 MAX.

PROPERTY LINE CURB
(WHERE NECESSARY)

FACE OF BUILDING
(WHERE APPLIES)

PAVED PARKWAY

PLAN VIEW

6' (MIN) RAMP
WIDTH (TYP.)

1:24 PREF.
1:14 MAX.

TRANSITION PANEL

LEVEL LANDING
AREA
1:64 MAX.

RAMP
1:14 MAX.

1:12 MAX.

CROSS SLOPE
1:64 MAX.

RAMP
1:14 MAX.

RAMP
1:14 MAX.

LANDSCAPED
PARKWAY

SIDE CURB
SEE DTL.
SHT. B-4-3

EDGE OF
GUTTER

FACE OF
CURB

DEPRESSED
CURB & GUTTER

DETECTABLE
WARNING SURFACE

CITY OF CHICAGO
COMBINATION RAMP AT CORNER
(PARALLEL AND PERPENDICULAR RAMPS)

DRAWN BY: CDOT
CHECKED BY: LOM
* THE FLAT LANDING AREA INCLUDES THE ENTIRE SPACE BEHIND THE BACK OF THE CURB TO THE BOTTOM OF EACH RAMP; THE 4'x4' AREA DASHED IS THE MINIMUM REQUIRED MANEUVERING AREA AT A LANDING (FIT BEHIND THE BACK OF CURB) FOR A PEDESTRIAN USING A WHEELCHAIR. THE FLAT LANDING MAY INCLUDE DETECTABLE WARNING

** WHERE A STREET CROSSING IS ONLY PROVIDED IN ONE DIRECTION, SITUATE THE DETECTABLE WARNING AND DEPRESSED CURB TO BEST SERVE THE ONLY AVAILABLE CROSSING (SEE DTL. SHT. B-1-8)

*** DETECTABLE WARNING SURFACE SHALL BE PLACED AT ANY LOCATION WHERE THE SIDEWALK AND STREET ARE FLUSH

NOTE:
DO NOT USE THIS DESIGN IF ACCESS TO EXISTING FACILITIES IS REDUCED (DO NOT RAMP IN FRONT OF ENTRIES, STAIRS, GATES, ETC.)

FACE OF BUILDING (WHERE APPLIES)

PROPERTY LINE CURB (WHERE NECESSARY)

MINIMUM SIDEWALK WIDTH 6’ (TYP.)

1:24 PREF.
1:14 MAX.

TRANSITION PANEL

CROSS SLOPE 1:64 MAX.

FACE OF CURB

EDGE OF GUTTER

DEPRESSED CURB & GUTTER

LEVEL LANDING AREA 1:64 MAX. *

CROSSWALK **

2’ MIN.

PLAN VIEW

CITY OF CHICAGO
BLENDED TRANSITION AT CORNER

SHEET B-1-7

DRAWN BY: CDOT
CHECKED BY: LJM

DATE: 10/23/2009

SCALE: NOT TO SCALE

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION
* THE FLAT LANDING AREA INCLUDES THE ENTIRE SPACE BEHIND THE BACK OF RADIAL CURB TO THE BOTTOM OF EACH RAMP; THE 4’x4’ AREA DASHED IS THE MINIMUM REQUIRED MANEUVERING AREA AT A LANDING (FIT BEHIND BACK OF CURB) FOR A PEDESTRIAN USING A WHEELCHAIR. THE FLAT LANDING MAY INCLUDE DETECTABLE WARNING.

** DETECTABLE WARNING SURFACE SHALL BE PLACED AT ANY LOCATION WHERE THE SIDEWALK AND STREET ARE FLUSH. REFER TO NOTE #3 ON SHEET B-3-2 FOR ADDITIONAL INFORMATION WHEN CUTTING UNITS IS NECESSARY.

NOTE:
DO NOT USE THESE DESIGNS IF ACCESS TO EXISTING FACILITIES IS REDUCED (DO NOT RAMP IN FRONT OF ENTRIES, STAIRS, GATES, ETC.)

FACE OF BUILDING (WHERE APPLIES)

PROPERTY LINE CURB (WHERE NECESSARY)

MINIMUM SIDEWALK WIDTH 6’ (TYP.)

TRANSITION PANEL

CROSS SLOPE 1:64 MAX.

4’ MIN.

LEVEL LANDING AREA 1:64 MAX. *

FACE OF CURB

EDGE OF GUTTER

PROVIDE 4’ MIN. ACCESSIBLE ROUTE INTO CROSSWALK (TYP.)

TRANSITIONAL OR FLARED SECTIONS ADJACENT TO RAMP & LANDING

DETECTABLE WARNING SURFACE **

DEPRESSED CURB & GUTTER

PLAN VIEW - ALTERNATE OPTION (WITH CUT UNIT)

PLAN VIEW (PREFERRED OPTION)

CITY OF CHICAGO
BLENDED TRANSITION AT CORNER WITH SINGLE CROSSING

DRAWN BY: CDOT
CHECKED BY: LCM
NOTE:
A FLUSH TRANSITION IS ANY LOCATION WHERE THE SIDEWALK & TOP OF CURB REMAIN RELATIVELY FLAT AND THE ELEVATION OF THE ROADWAY PAVEMENT COMES UP TO MEET THE ELEVATION AT THE SIDEWALK AND TOP OF CURB. IN THESE CASES, NO RAMP IS NECESSARY TO CONNECT THE SIDEWALK WITH THE PEDESTRIAN CROSSING.

* DETECTABLE WARNING SURFACE SHALL BE PLACED AT ANY LOCATION WHERE THE SIDEWALK AND STREET ARE FLUSH

PLAN VIEW - SINGLE AVAILABLE CROSSING

FACE OF BUILDING (WHERE APPLIES)

FACE OF CURB

EDGE OF GUTTER

PAVEMENT SLOPE

PAVEMENT ELEVATION MATCHES SIDEWALK ELEVATION

CROSSWALK

2' MIN.

1:24 PREF. 1:14 MAX.

1:64 MAX.

TRANSITION PANEL

CITY OF CHICAGO
FLUSH TRANSITION AT CORNER

DATE: 10/23/2008

DRAWN BY: CDOT
CHECKED BY: LCM

REVISION

08/10/12
REVISION 5

11/02/09
REVISION 4

11/14/08
REVISION 3

11/15/07
REVISION 2

07/20/07
REVISION 1
NOTES:

A. REFER TO DETAIL SHEETS B-1-2 & B-1-3 FOR ADDITIONAL REQUIREMENTS FOR PERPENDICULAR RAMPS AT CORNER.

B. REFER TO DETAIL SHEET B-1-7 FOR ADDITIONAL REQUIREMENTS FOR BLENDED TRANSITION DESIGN.

PLAN VIEW - OPTION B: BLENDED TRANSITION

PLAN VIEW - OPTION A: PERPENDICULAR RAMPS (PREFERRED OPTION)
A. IT MAY BE NECESSARY TO ALIGN THE CURB RAMPS PERPENDICULAR TO CURB RATHER THAN IN LINE WITH CORRESPONDING CROSSWALK AT LARGE CURB RADI. REFER TO DETAIL SHEET B-1-14 FOR ADDITIONAL REQUIREMENTS.

B. IT IS TYPICALLY PREFERRED THAT THE RAMP ALIGNS WITH THE CROSSWALK, BUT THE AVAILABLE RIGHT-OF-WAY OR OTHER CONDITIONS MAY PROHIBIT THIS.

C. REFER TO DETAIL SHEETS B-1-2 & B-1-3 FOR ADDITIONAL REQUIREMENTS FOR PERPENDICULAR RAMPS AT CORNER.
NOTES:

A. IT IS ACCEPTABLE TO RAMP DOWN PARALLEL TO THE RADIAL CURB WHERE THE PEDESTRIAN ROUTE IS PARALLEL TO THE CURB. RAMP GRADE BREAKS MUST ALWAYS BE PERPENDICULAR TO THE PATH OF TRAVEL.

B. REFER TO DETAIL SHEET B-1-7 FOR ADDITIONAL REQUIREMENTS FOR BLENDED TRANSITION DESIGN.

PLAN VIEW
NOTES:


B. IT IS TYPICALLY PREFERRED THAT THE RAMP Aligns WITH THE CROSSWALK, BUT THE AVAILABLE RIGHT-OF-WAY OR OTHER CONDITIONS MAY PROHIBIT THIS.

C. REFER TO DETAIL SHEETS B-1-2 & B-1-3 FOR ADDITIONAL REQUIREMENTS FOR PERPENDICULAR RAMPS AT CORNER.
NOTE:
DO NOT USE THIS DESIGN IF ACCESS TO EXISTING FACILITIES IS REDUCED
(Do NOT ramp in front of entries, stairs, gates, etc.)
NOTE:
DO NOT USE THIS DESIGN IF ACCESS TO EXISTING FACILITIES IS REDUCED
(DO NOT RAMP IN FRONT OF ENTRIES, STAIRS, GATES, ETC.)

SECTION A-A

DEPRESSED CURB & GUTTER (SEE DTL. SHT. B-4-3)

SECTION B-B

FACE OF BUILDING (WHERE APPLIES)

PLAN VIEW

6' (MIN) RAMP WIDTH (TYP.)

DEPRESSED CURB & GUTTER
DETECTABLE WARNING SURFACE

CROSSWALK

LANDSCAPED PARKWAY

SIDE CURB SEE DTL. SHT. B-4-3

FACE OF CURB EDGE OF GUTTER

DRAWN BY: CDOT CHECKED BY: LCM
SECTION A-A

* DETECTABLE WARNING SURFACE

CROSSWALK

A

1:24 MAX.

MEDIAN

SIDE CURB
SEE DTL.
SHT. B-4-3

1:24 MAX.

6' MIN.

CROSS SLOPE
1:64 MAX.

CROSS SLOPE
1:64 MAX.

DEPRESSED CURB & GUTTER (SEE DTL. SHT. B-4-3)

PAVEMENT

6' MIN. PEDESTRIAN REFUGE *

PAVEMENT

* IF LENGTH OF 6' MIN. CANNOT BE PROVIDED FOR PEDESTRIAN REFUGE, DETECTABLE WARNING IS NOT TO BE PROVIDED

PLAN VIEW

CITY OF CHICAGO
MEDIAN PASS-THROUGH

DATE: 10/23/2008
DRAWN BY: CDOT
CHECKED BY: LCM
SECTION A-A

DEPRESSED CURB & GUTTER (SEE DTL. SHT. B-4-3)

PLAN VIEW

CITY OF CHICAGO
MEDIAN PASS-THROUGH WITH RAMPS
SHEET B-1-20
PLAN VIEW - SINGLE AVAILABLE CROSSING

NOTES:

A. REFER TO DETAIL SHEETS B-1-2 & B-1-3 FOR ADDITIONAL REQUIREMENTS FOR PERPENDICULAR RAMPS AT CORNER.

B. REFER TO DETAIL SHEET B-1-7 FOR ADDITIONAL REQUIREMENTS FOR BLENDED TRANSITION DESIGN. IF AVAILABLE SPACE ALLOWS, PERPENDICULAR RAMPS SHALL BE USED.

PLAN VIEW (BLENDED TRANSITION)
NOTES:
A. DETECTABLE WARNING IS NOT REQUIRED AT ALLEY RETURNS.

B. RAMP DETAILS ARE DEPENDENT UPON SITE SPECIFIC CONDITIONS (WHERE RAMPS ARE NECESSARY). SEE APPROPRIATE RAMP SHEET AS REQUIRED (TYP.).

C. SEE DETAIL B-2-5 FOR REDUCED WIDTH (4' MIN.) PEDESTRIAN ACCESSIBLE ROUTE ACROSS ALLEY / DRIVEWAY (TO ALLOW FOR ADDITIONAL SLOPE AT ALLEY / DRIVEWAY).

PLAN VIEW

NOTE:
WORK THIS SHEET WITH SHEET B-2-2.
SECTION A-A: CROSS SECTION AT PROPERTY LINE

ALLEY RETURN NOTES:
A. WHEN A PORTION OF AN EXISTING PAVED ALLEY IS REMOVED TO ADJUST THE ALLEY PAVEMENT TO THE NEW GRADE, 3/4" PREFORMED EXPANSION JOINT MATERIAL SHALL BE PLACED ON THE PROPERTY LINE OTHERWISE THE JOINT IS OMITTED. THE COST OF FURNISHING AND PLACING THE 3/4" PREFORMED EXPANSION JOINT MATERIAL SHALL BE INCLUDED IN THE COST OF THE PORTLAND CEMENT CONCRETE ALLEY RETURN.

B. SAWED JOINTS SHALL BE SEALED WITH A Poured MATERIAL MEETING THE REQUIREMENTS OF SECTION 1050 OF THE SSRBC.

* SLOPE VARIES AND IS NOT GOVERNED BY ADA

** THE SLOPE OF THE ALLEY IN THE 1' SPACE ADJACENT TO THE PROPERTY LINE MAY BE ALTERED UP TO 10% TO MEET EXISTING CONDITIONS

SECTION B-B: LONGITUDINAL SECTION SHOWING DEPRESSED CURB & GUTTER

NOTE:
WORK THIS SHEET WITH SHEET B-2-1.
ALLEY NOTES:

A. DETECTABLE WARNING IS NOT REQUIRED AT NON-SIGNALIZED DRIVEWAYS.

B. RAMP DETAILS ARE DEPENDENT UPON SITE SPECIFIC CONDITIONS (WHERE RAMPS ARE NECESSARY), SEE APPROPRIATE RAMP SHEET AS REQUIRED (TYP.).

C. SEE DETAIL B-2-5 FOR REDUCED WIDTH (4' MIN.) PEDESTRIAN ACCESSIBLE ROUTE ACROSS ALLEY / DRIVEWAY (TO ALLOW FOR ADDITIONAL SLOPE AT ALLEY / DRIVEWAY).

D. DEPENDENT UPON TYPE & VOLUME OF TRAFFIC.

* SLOPE VARIES AND IS NOT GOVERNED BY ADA

OPTION A - DRIVEWAY WITH FLARES

DEPRESSED CURB (TYP.)
DETECTABLE WARNING SURFACE

PEDESTRIAN DRIVEWAY CROSSING

PROPERTY LINE

OPTION B - COMMERCIAL AND RESIDENTIAL DRIVEWAY WITH CURB
FOR USE WITH TRAFFIC SIGNALIZATION APPROVED BY CITY ORDINANCE

TYP. RAMP ADJACENT TO LANDSCAPED PARKWAY

NOTE:
WORK THIS SHEET WITH SHEET B-2-4.
SECTION C-C: SECTION SHOWING DEPRESSED CURB & GUTTER

SECTION C-C: SECTION SHOWING MOUNTABLE CURB & GUTTER

SECTION D-D

SECTION E-E

CITY OF CHICAGO
DRIVEWAY CONSTRUCTION SECTIONS
SHEET B-2-4

DATE: 10/23/08
DRAWN BY: CDOT
CHECKED BY: LCM

NOTE:
WORK THIS SHEET WITH SHEET B-2-3.
SECTION A-A

TOP OF SIDEWALK (BEYOND)

6' (MIN) SIDEWALK

4' MIN. ACCESSIBLE PEDESTRIAN ROUTE

TOP OF CURB (BEYOND)

WHERE REQUIRED UNITS TO EXTEND FULL WIDTH OF ACCESSIBLE ROUTE

TOP OF ALLEY OR DRIVEWAY

NOTE: TRANSITION CURB AS SHOWN TO ALLOW FOR ADDITIONAL SLOPE OF ALLEY OR DRIVEWAY

PROPERTY LINE

DEPRESSED CURB

1:64 MAX.

PROPERTY LINE

DETECTABLE WARNING SURFACE REQUIRED ONLY FOR COMMERCIAL DRIVEWAYS WITH TRAFFIC CONTROL DEVICES, I.E. TRAFFIC SIGNALS

LANDSCAPED PARKWAY

ALLEY OR DRIVEWAY

1:12 MAX.

PLAN VIEW

CITY OF CHICAGO
ALLEY & DRIVEWAY DETAIL FOR REDUCED WIDTH PEDESTRIAN ACCESS ROUTE

DRAWN BY: CDOT
CHECKED BY: LCM

DATE: 10/23/08

SCALE: NOT TO SCALE

07/20/07 REVISION 1
11/15/07 REVISION 2
11/14/08 REVISION 3
11/02/09 REVISION 4
08/10/12 REVISION 5

City of Chicago
Rahm Emanuel, Mayor
Department of Transportation
Director of Engineering
www.cityofchicago.org
<table>
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<tr>
<th>% SLOPE</th>
<th>SLOPE RATIO</th>
<th>INCHES PER FOOT</th>
<th>DECIMAL FEET PER FOOT</th>
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<tr>
<td>16.67%</td>
<td>1:6</td>
<td>2”</td>
<td>0.167’</td>
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<tr>
<td>10%</td>
<td>1:10</td>
<td>1 1/4”</td>
<td>0.104’</td>
</tr>
<tr>
<td>8.33%</td>
<td>1:12</td>
<td>1”</td>
<td>0.083’</td>
</tr>
<tr>
<td>7.14%</td>
<td>1:14</td>
<td>7/8”</td>
<td>0.073’</td>
</tr>
<tr>
<td>5%</td>
<td>1:20</td>
<td>5/8”</td>
<td>0.052’</td>
</tr>
<tr>
<td>4.17%</td>
<td>1:24</td>
<td>1/2”</td>
<td>0.042’</td>
</tr>
<tr>
<td>2%</td>
<td>1:50</td>
<td>1/4”</td>
<td>0.021’</td>
</tr>
<tr>
<td>1.56%</td>
<td>1:64</td>
<td>3/16”</td>
<td>0.016’</td>
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1. THE DETECTABLE WARNING USED SHALL BE CHOSEN FROM THE CHICAGO DEPARTMENT OF TRANSPORTATION LIST OF APPROVED DETECTABLE WARNING PRODUCTS. (AVAILABLE ON THE CITY OF CHICAGO WEBSITE). IT IS NOT ACCEPTABLE TO INSTALL TWO DIFFERENT DETECTABLE WARNING PRODUCTS ADJACENT TO ONE ANOTHER AT ANY LOCATION. IN THE CENTRAL BUSINESS DISTRICT, GRANITE OR OTHER SPECIALTY PAVING MATERIALS MAY BE SUBMITTED TO THE COMMISSIONER FOR APPROVAL.

2. THE DETECTABLE WARNING MUST BE INSTALLED A MAXIMUM OF 8" OR LESS FROM FACE OF CURB (SEE DETAIL SHEET B-4-2).


4. WHERE APPLICABLE, A COMBINATION OF STRAIGHT AND RADIAL DETECTABLE WARNING UNITS MAY BE USED ON COMPOUND AND LARGE RADIUS. CONTRACTOR MUST MAKE THIS DETERMINATION AND VERIFY IN FIELD.

5. THE DETECTABLE WARNING MUST CONTRAST WITH ADJACENT PAVEMENT. IF LIGHT COLORED PAVEMENT IS USED THE DETECTABLE WARNING COLOR SHALL BE RED. IF A DARK COLORED PAVEMENT IS USED THE DETECTABLE WARNING COLOR SHALL BE YELLOW. CONTRACTOR TO VERIFY THAT PROPER CONTRAST IS OBTAINED.

6. PRIOR TO PLACING CONCRETE FOR DEPRESSED CURBS, RAMPS, OR SIDEWALKS THE CONTRACTOR SHALL VERIFY THAT LAYOUT OR DESIGN COMPLIES WITH THE REQUIREMENTS OF THE CDOT ADA STANDARDS.

7. RAMP WIDTH MUST BE A MINIMUM OF 6'-0" AND IN INCREMENTS OF 1'-0", EXCEPT WHEN USING THE PERPENDICULAR RAMP AT CORNER (OR OTHER SPECIAL CDOT APPROVED CONDITIONS), WHICH HAS A MINIMUM WIDTH OF 4'-0".

8. THE MAXIMUM ALLOWABLE RAMP RUNNING SLOPE IS 1:14, MEASURED AT ANY PORTION OF THE RAMP. IF POSSIBLE, A MORE GRADUAL SLOPE SHALL BE USED. GRADE BREAKS AT THE TOP AND BOTTOM OF RAMPS SHALL BE PERPENDICULAR TO THE DIRECTION OF RAMP RUN.

9. THE MAXIMUM ALLOWABLE RAMP CROSS SLOPE IS 1:64, MEASURED AT ANY PORTION OF THE RAMP. IF POSSIBLE, A MORE GRADUAL SLOPE SHALL BE USED.

10. THE MAXIMUM ALLOWABLE RAMP LANDING SLOPE IS 1:64, MEASURED AT ANY LOCATION AND IN ANY DIRECTION ON THE LANDING. THE RAMP LANDING WIDTH SHALL MATCH THE FULL WIDTH OF THE RAMP FOR A MINIMUM UNOBSERVED DEPTH OF 4'-0". RAMP LANDINGS SHALL BE PROVIDED AT THE TOP AND/OR BOTTOM OF RAMPS WHERE TURNING IS REQUIRED.

11. RAMP SIDE FLARES SHALL BE INSTALLED AT ANY LOCATION WHERE THE SURFACE ADJACENT TO THE RAMP SURFACE IS INTENDED FOR PEDESTRIAN USE. TRIPPING HAZARDS, INCLUDING STEPS, DROP-OFFS, OR CURBS SHALL NOT BE LOCATED WITHIN THE LIMITS OF THE SIDEWALK. RAMP SIDE FLARES ARE NOT REQUIRED WHERE THE SURFACE ADJACENT TO THE RAMP SURFACE IS LANDSCAPED OR IS OCCUPIED BY A BARRIER THAT BLOCKS PEDESTRIAN ACCESS. EXCEPTIONS TO THIS RULE MAY BE SUBMITTED TO THE COMMISSIONER FOR APPROVAL.
12. UTILITIES, SUCH AS LIGHT POLES, TRAFFIC POLES AND HYDRANTS, MAY BE LOCATED IN THE FLARE OF THE RAMP BUT ARE NOT ALLOWED ON THE RAMP SURFACE OR LANDING AREAS. EXISTING UTILITY STRUCTURE LIDS MAY REMAIN WITHIN THE FLARE OR ON THE SURFACE OF THE RAMP IF THE REQUIREMENTS OF GENERAL NOTE #19 ARE MET.

13. ALL LOCATIONS WITH TYPE 4 OR TYPE B CURB (EXCEPT ALLEY APRONS) SHALL BE CONSTRUCTED AS CURB AND GUTTER TYPE BV.12 THROUGH THE LIMITS OF THE CORNER AND THE CURB RAMPS.

14. ALTERATIONS SHALL NOT DECREASE THE ACCESSIBILITY TO EXISTING FACILITIES, SIDEWALKS LEADING TO EXISTING FACILITIES, OR DOOR OR GATE ACCESS POINTS TO FACILITIES. THE ELEVATION AT THE EXISTING PROPERTY LINE OR FACILITY ACCESS POINT SHALL BE MAINTAINED AT A MINIMUM. ANY ALTERATIONS ADJACENT TO OR AFFECTING A FACILITY ACCESS POINT SHALL RESULT IN IMPROVED ACCESS OR AT A MINIMUM A REPLICATION OF EXISTING CONDITIONS, INCLUDING SIDEWALK SLOPES AND SURFACE CONDITIONS. FACILITIES INCLUDE, BUT ARE NOT LIMITED TO PRIVATE BUSINESSES, PUBLIC BUILDINGS, RESIDENCES, BUS STOPS, PUBLIC BENCHES, PAY PHONES, AND PARKING METERS.

15. THE MINIMUM CROSSWALK WIDTH IS 6'-0". CROSSWALKS SHALL BE LOCATED AS SHOWN IN THE PLAN SHEETS DEPENDING ON THE TYPE OF CURB RAMP USED. BEYOND THE CURB FACE AT THE BASE OF CURB RAMPS, A CLEAR SPACE OF 4'-0" BY 4'-0" MINIMUM SHALL BE PROVIDED WITHIN THE STRIPES OF THE CROSSWALK (WHERE PROVIDED).


17. MAIN LINE SIDEWALK SHALL HAVE A MAXIMUM CROSS SLOPE NOT TO EXCEED 1:64 FOR THE FULL WIDTH OF WALK UNLESS OTHERWISE APPROVED BY THE COMMISSIONER. WHERE TURNING IS REQUIRED AND WHERE SIDEWALKS INTERSECT, THE SLOPE OF THE SIDEWALK SHALL NOT EXCEED 1:64 IN ANY DIRECTION.

18. MAIN LINE SIDEWALK RUNNING SLOPES SHALL NOT EXCEED 1:24 OR THE GENERAL GRADE ESTABLISHED FOR THE ADJACENT STREET, WHICH EVER IS HIGHER.

19. THERE SHALL BE NO VERTICAL LEVEL DIFFERENCES BETWEEN SURFACES GREATER THAN 1/4" ON THE MAIN LINE SIDEWALK. THERE SHALL BE NO HORIZONTAL GAPS OR OPENINGS GREATER THAN 1/2" ON THE MAIN LINE SIDEWALK.

20. WHERE OBSTRUCTIONS EXIST ON THE MAINLINE SIDEWALK, THE CLEAR WIDTH OF USEABLE SIDEWALK SHALL NOT BE LESS THAN 4'-0". OBSTRUCTIONS INCLUDE, BUT ARE NOT LIMITED TO SIDEWALK BENCHES, FIRE HYDRANTS, SIGNAL OR LIGHT POLES, NEWSPAPER DISPENSERS, TRASH RECEPTABLES, AND UTILITY PEDESTALS.

21. CURB RAMPS AND LANDING (KEYSTONE) TO BE CONSTRUCTED WITH 8" THICK CONCRETE AT ALL TRAFFIC SIGNALIZED INTERSECTIONS AND INDUSTRIAL STREET INTERSECTIONS. AT ALL OTHER LOCATIONS, 5" THICK CONCRETE TO BE USED.

22. NO DEVIATIONS FROM THESE STANDARDS ARE ALLOWED WITHOUT WRITTEN APPROVAL FROM THE COMMISSIONER.

23. DEPRESSED CURB, RAMP, OR SIDEWALK DESIGNS OR LAYOUTS SHALL MAINTAIN OR IMPROVE EXISTING DRAINAGE AND THE EXISTING INTERSECTION GEOMETRY SHALL NOT BE MODIFIED WITHOUT CDOT APPROVAL.

24. ALL CONSTRUCTION DOCUMENTS MUST BE STAMPED BY A LICENSED ARCHITECT/LANDSCAPE ARCHITECT/ENGINEER TO CERTIFY THAT THEY ARE IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT (ADA) AND ALL CODES AND BUILDING ORDINANCES OF THE CITY OF CHICAGO AND STATE OF ILLINOIS.
I. STREET RESURFACING / RECONSTRUCTION *

FOR ANY RESURFACING/RECONSTRUCTION PROJECT WHERE, WITHIN THE PROJECT LIMITS, A CROSSWALK IS ENCOUNTERED OR WHERE THE PROJECT LIMITS TERMINATE WITHIN 4' OR LESS OF A CROSSWALK, THOSE CROSSWALKS AND THE ASSOCIATED CURB RAMPS MUST BE IMPROVED TO CURRENT ADA STANDARDS. WHERE RESURFACING/RECONSTRUCTION ENCOUNTERS LESS THAN 1/4 POINT OF THE STREET SURFACE (LONGITUDINAL CUT), IT IS ACCEPTABLE PRACTICE TO EXCLUDE IMPROVEMENTS TO THE ASSOCIATED CROSSWALKS AND CURB RAMPS.

WHEN A PROJECT SCOPE OF WORK CALLS FOR ONLY AN INTERSECTION TO BE REPAMED, THE INTERSECTION LIMITS AS DEFINED BY THE AREA OUTLINED BY OUTERMOST CROSSWALK LINES AND ADJACENT CURB FACES AND ALL ADJOINING CROSSWALKS AND CURB RAMPS MUST BE IMPROVED TO CURRENT ADA STANDARDS.

WHEN A PROJECT SCOPE OF WORK IS LIMITED TO A SINGLE CORNER OF AN INTERSECTION, THE CURB RAMP MUST BE IMPROVED TO CURRENT ADA STANDARDS AND THE ADJACENT PAVEMENT MUST BE RESURFACED, AS NECESSARY TO PROVIDE FOR A FLUSH TRANSITION.

FOR ANY RESURFACING / RECONSTRUCTION PROJECT WHERE, WITHIN THE PROJECT LIMITS, AN ALLEY APRON IS ENCOUNTERED, THE ASSOCIATED CURB RAMPS, ALLEY APRON, AND SIDEWALKS MUST BE IMPROVED TO CURRENT ADA STANDARDS.

II. SIDEWALK INSTALLATION / REPAIRS / RECONSTRUCTION

THE LIMITS OF ANY MAINLINE SIDEWALK REPLACEMENT, GREATER THAN TEN FEET (10') IN LENGTH, THAT ABUT AN EXISTING RAMP LOCATION (INCLUDING THE FOUR FOOT (4') LANDING AREA AND/OR THE "KEYSTONE"), SHALL BE EXTENDED TO INCLUDE THE AFFECTED RAMPS AND THESE RAMPS SHALL BE RECONSTRUCTED TO CURRENT ADA STANDARDS. IN ADDITION, ALL NEWLY PLACED SIDEWALK TEN FEET (10') OR MORE IN LENGTH SHALL BE CONSTRUCTED IN ACCORDANCE WITH ALL CURRENT APPLICABLE STANDARDS WHICH INCLUDE PROVIDING A MINIMUM FOUR FEET (4') WIDTH ACCESSIBLE PATHWAY WITH A CROSS SLOPE NOT TO EXCEED 1:64.

III. GUIDELINES FOR TRANSITIONING TO EXISTING NON-COMPLIANT CONDITION

NEW SIDEWALK PLACEMENTS GREATER THAN TEN FEET IN CONTIGUOUS LENGTH:
THE LIMITS OF ANY MAINLINE SIDEWALK REPLACEMENT, GREATER THAN TEN FEET (10') IN LENGTH, MUST BE EXTENDED FOR A MINIMUM FIVE ADDITIONAL FEET (5') EITHER SIDE IN ORDER TO PROVIDE A REASONABLE TRANSITION TO MATCH THE EXISTING SIDEWALK. THE LENGTH OF TRANSITION SHALL BE LENGTHENED AS NECESSARY TO ENSURE THAT THE RUNNING SLOPE OF THE TRANSITION DOES NOT EXCEED A SLOPE OF 1:24 (PREFERRED) OR 1:14 (MAXIMUM) AT ANY POINT.

NEW SIDEWALK REPLACEMENTS TEN FEET OR LESS IN CONTIGUOUS LENGTH (REPAIRS):
IT IS ACCEPTABLE PRACTICE TO MATCH ADJACENT SIDEWALKS AT THE EXISTING SLOPE.

CURB RAMP REPLACEMENTS:
SIDEWALK REPLACEMENT BEYOND THE LIMITS OF THE LANDING AREA AND/OR THE "KEYSTONE" MUST BE EXTENDED A MINIMUM OF AN ADDITIONAL FIVE FEET (5') EITHER SIDE IN ORDER TO PROVIDE A REASONABLE TRANSITION TO MATCH THE EXISTING SIDEWALK. THE TRANSITION SHALL BE LENGTHENED AS NECESSARY TO ENSURE THAT THE RUNNING SLOPE OF THE TRANSITION DOES NOT EXCEED A SLOPE OF 1:24 (PREFERRED) OR 1:14 (MAXIMUM) AT ANY POINT.

NO EXCEPTIONS TO THE ABOVE WILL BE ALLOWED WITHOUT WRITTEN APPROVAL FROM THE COMMISSIONER.

* THE REQUIREMENTS OF SECTION I. SHALL APPLY ONLY TO CITY AGENCIES
ALL DRAWINGS FOR WORK IN THE PUBLIC WAY MUST BE STAMPED AND SIGNED BY A LICENSED ARCHITECT, LANDSCAPE ARCHITECT OR LICENSED ENGINEER FOR CERTIFICATION

CERTIFICATION:

THIS CERTIFIED THAT THESE DRAWINGS HAVE BEEN REVIEWED TO THE BEST OF MY KNOWLEDGE AND THAT I BELIEVE THEY ARE IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT (ADA), AND ALL CODES AND BUILDING ORDINANCES OF THE CITY OF CHICAGO, STATE OF ILLINOIS.

LICENSED ARCHITECT / LANDSCAPE ARCHITECT / LICENSED ENGINEER
STRAIGHT DETECTABLE WARNING UNITS

WIDTH MAY VARY PER
MANUFACTURER

RADIAL DETECTABLE WARNING UNITS

RADII & WIDTH MAY VARY PER
MANUFACTURER

DETECTABLE WARNING UNIT SIZES

- VERIFY ALL DIMENSIONS WITH THE PRODUCT MANUFACTURER.
- IF USING RADIAL UNITS, VERIFY THAT THE CURB RADIUS MATCHES AVAILABLE UNIT RADII WITH THE PRODUCT MANUFACTURER.
- APPROVED LIST OF DETECTABLE WARNING PRODUCTS CAN BE FOUND ON CDOT'S WEBSITE (www.cityofchicago.org).

CITY OF CHICAGO
DETECTABLE WARNING UNIT SIZES

DATE: 10/23/2008
DRAWN BY: CDOT
CHECKED BY: LCM
GENERAL NOTE:
THE ROWS OF DOMES IN THE DETECTABLE WARNING MATERIAL MUST BE ALIGNED WITH THE PATH OF WHEELCHAIR TRAVEL WHICH IS REQUIRED TO BE PERPENDICULAR TO THE GRADE BREAK AT THE BOTTOM OF THE RAMP TO PERMIT TRACKING BETWEEN DOME ROWS. ON BLENDED TRANSITIONS OR FLUSH TRANSITIONS, WHERE RADIAL UNITS ARE SITUATED ABOUT THE CURB RADIUS, DOME ORIENTATION IS NOT SIGNIFICANT.

UNIT PATTERN & DOMES DETAIL
1/4" MAX. VERTICAL TRANSITION BETWEEN THE UNIT EDGE AND ADJACENT CONCRETE
SECURING PIN OR ANCHOR SUPPLIED BY MANUFACTURER (WHERE APPLICABLE)

DETECTABLE WARNING SURFACE

5" OR 8" CONCRETE WALK

DETECTABLE WARNING PLACEMENT ON A RADIUS

DETECTABLE WARNING UNIT SECTION

DETECTABLE WARNING MATCHES FULL RAMP WIDTH OR SIDEWALK WHERE FLUSH WITH STREET
RAMP SIDE FLARE (OR SIDE CURB WHERE APPLIES)

CITY OF CHICAGO
DETECTABLE WARNING UNIT DETAILS
SHEET B-4-2

DATE REVISION
02/20/07 REVISION 1
11/15/07 REVISION 2
11/14/08 REVISION 3
11/02/09 REVISION 4
08/10/12 REVISION 5
NOTES FOR CURB & GUTTER DETAILS THIS SHEET:

A. CROSS SLOPE AT DEPRESSED CURB & GUTTER NOT TO EXCEED 1:64.

B. DETECTABLE WARNING SURFACE AT DRIVEWAYS REQUIRED ONLY FOR COMMERCIAL DRIVEWAYS WITH TRAFFIC CONTROL DEVICES, I.E. SIGNALS.

C. REFER TO REGULATIONS FOR OPENINGS, CONSTRUCTION AND REPAIR IN THE PUBLIC WAY (CDOT) FOR ADDITIONAL REQUIREMENTS FOR CURB AND GUTTER INSTALLATION.

D. RAMP SIDE FLARES SHALL BE INSTALLED AT ANY LOCATION WHERE THE SURFACE ADJACENT TO THE RAMP SURFACE IS INTENDED FOR PEDESTRIAN USE. TRIPPING HAZARDS, INCLUDING STEPS, DROP-OFFS, OR SIDE CURBS SHALL NOT BE LOCATED WITHIN THE LIMITS OF THE SIDEWALK.

E. ’P.J.M.’ THIS SHEET REFERS TO PREFORMED JOINT MATERIAL.

DEPRESSED CURB & GUTTER AT ALLEY/DRIVEWAY APRON (TYPE 4 OR B CURB)

DEPRESSED CURB & GUTTER AT BOTTOM OF TYPICAL CURB RAMP

CITY OF CHICAGO CURB & GUTTER DETAILS SHEET B-4-3

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SCALE: NOT TO SCALE DATE: 10/23/008 DRAWN BY: CDOT CHECKED BY: LCM