

**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](http://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

REVISION		REVISION	
1.	DATE - 02/20/2007	5.	DATE - 08/10/2012
2.	DATE - 11/15/2007		
3.	DATE - 11/14/2008		
4.	DATE - 11/02/2009		



# APPENDIX B - ADA STANDARDS

## TABLE OF CONTENTS

### SECTION 1 - PLAN SHEETS

<u>SHEET#</u>	<u>SHEET NAME</u>
B-1-1	TYPICAL CORNER RAMP LAYOUTS
B-1-2	2 PERPENDICULAR RAMPS AT CORNER
B-1-3	2 PERPENDICULAR RAMPS AT CORNER WITH RAMPS IN CURB RADIUS
B-1-4	PERPENDICULAR RAMP AT CORNER IN CURB RADIUS WITH SINGLE CROSSING
B-1-5	PERPENDICULAR RAMP AT CORNER IN CURB RADIUS WITH DETECTABLE WARNING SETBACK GREATER THAN 5'
B-1-6	COMBINATION RAMP AT CORNER (PARALLEL AND PERPENDICULAR RAMPS)
B-1-7	BLENDED TRANSITION AT CORNER
B-1-8	BLENDED TRANSITION AT CORNER WITH SINGLE CROSSING
B-1-9	FLUSH TRANSITION AT CORNER
B-1-10	SHARED (DIAGONAL) PERPENDICULAR RAMP AT CORNER
B-1-11	RAMPS AT CORNER WITH DIFFERENT SIDEWALK WIDTHS
B-1-12	PERPENDICULAR RAMPS AT CORNER WITH LARGE CURB RADIUS
B-1-13	BLENDED TRANSITION AT CORNER WITH LARGE CURB RADIUS
B-1-14	RAMPS THAT DO NOT ALIGN WITH CROSSWALK
B-1-15	PERPENDICULAR RAMP AT MID-BLOCK LOCATION
B-1-16	PARALLEL RAMP AT MID-BLOCK LOCATION
B-1-17	PARALLEL RAMP (ONE DIRECTION) AT MID-BLOCK LOCATION
B-1-18	COMBINATION RAMP (PARALLEL AND PERPENDICULAR RAMPS) AT MID-BLOCK LOCATION
B-1-19	MEDIAN PASS-THROUGH
B-1-20	MEDIAN PASS-THROUGH WITH RAMPS
B-1-21	ON-GRADE RAMP AT BRIDGE OR OVERPASS

### SECTION 2 - ALLEY AND DRIVEWAY SHEETS

<u>SHEET#</u>	<u>SHEET NAME</u>
B-2-1	ALLEY RETURN PLAN VIEW
B-2-2	ALLEY RETURN SECTIONS
B-2-3	DRIVEWAY CONSTRUCTION PLAN VIEWS
B-2-4	DRIVEWAY CONSTRUCTION SECTIONS
B-2-5	ALLEY & DRIVEWAY DETAIL FOR REDUCED WIDTH PEDESTRIAN ACCESS ROUTE

### SECTION 3 - NOTES

<u>SHEET#</u>	<u>SHEET NAME</u>
B-3-1	CONVERSION CHARTS
B-3-2	GENERAL NOTES
B-3-3	GENERAL NOTES (CONTINUED)
B-3-4	ADA COMPLIANCE AND TRANSITION GUIDELINES
B-3-5	SEAL

### SECTION 4 - DETAILS

<u>SHEET#</u>	<u>SHEET NAME</u>
B-4-1	DETECTABLE WARNING UNIT SIZES
B-4-2	DETECTABLE WARNING DETAILS
B-4-3	CURB & GUTTER DETAILS

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:**

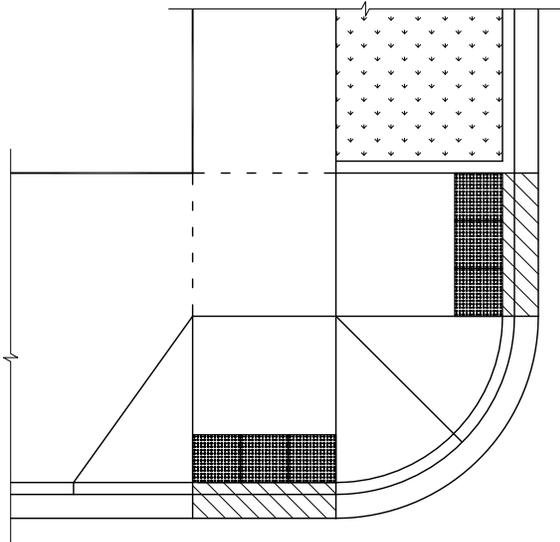
**CURB RAMP LAYOUT B-1-2 IS PREFERRED WHEREVER POSSIBLE. WHERE RAMPS ARE LOCATED IN THE CORNER RADIUS, LAYOUT B-1-3 SHALL BE USED.**

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 OBSTRUCTED BY CURB RAMPS OR OTHER BARRIERS AND SHALL HAVE A CROSS SLOPE OF 1:64 MAXIMUM.

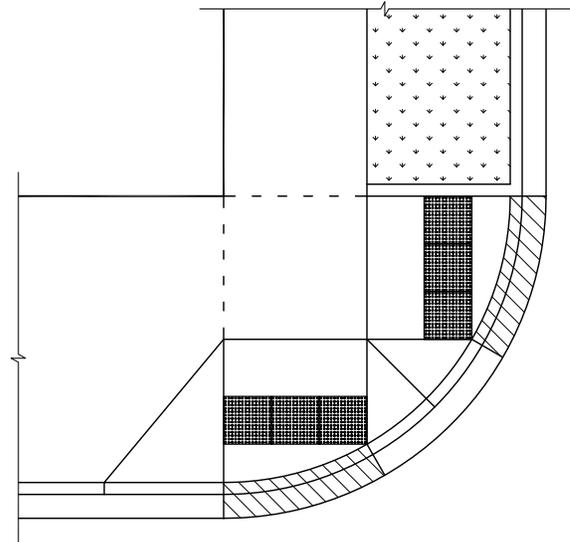
THE BLENDED TRANSITION LAYOUT B-1-7 (AND SIMILAR) MAY BE USED WHERE TWO RAMPS ARE NOT POSSIBLE DUE TO GEOMETRIC CONSTRAINTS, SUCH AS LIMITED SIDEWALK WIDTH OR GRADE ELEVATIONS. THE BLENDED TRANSITION SHALL NOT BE USED IF ACCESS TO AN EXISTING FACILITY WOULD BE REDUCED.

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

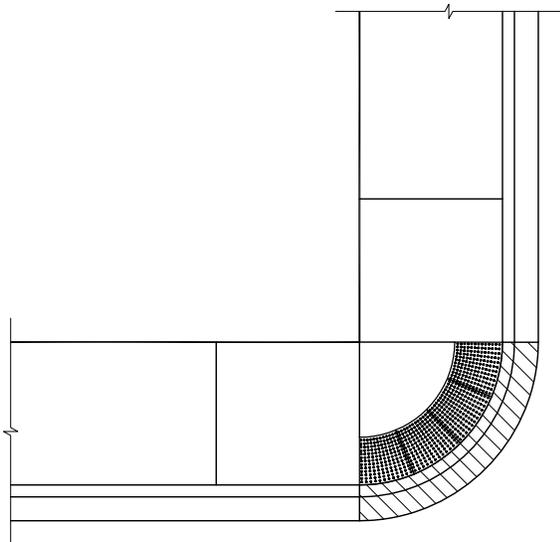
SEE SHEET B-3-3 FOR TRANSITION PANEL GUIDELINES.



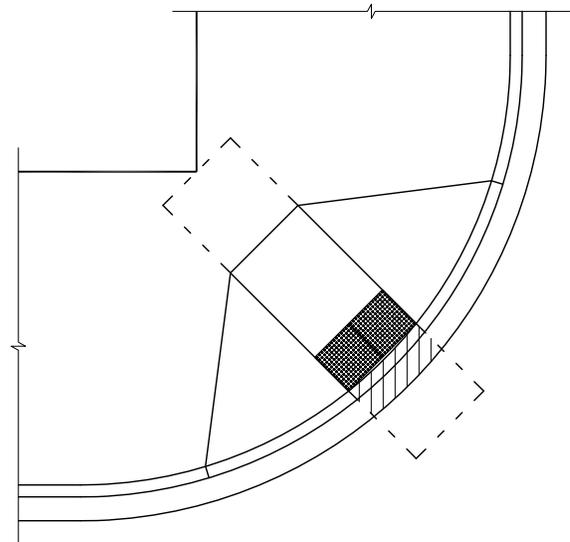
**SHEET B-1-2: 2 PERPENDICULAR RAMPS**



**SHEET B-1-3: 2 RAMPS IN RADIUS**



**SHEET B-1-7: BLENDED TRANSITION**



**SHEET B-1-10: SHARED PERPENDICULAR RAMP AT CORNER**

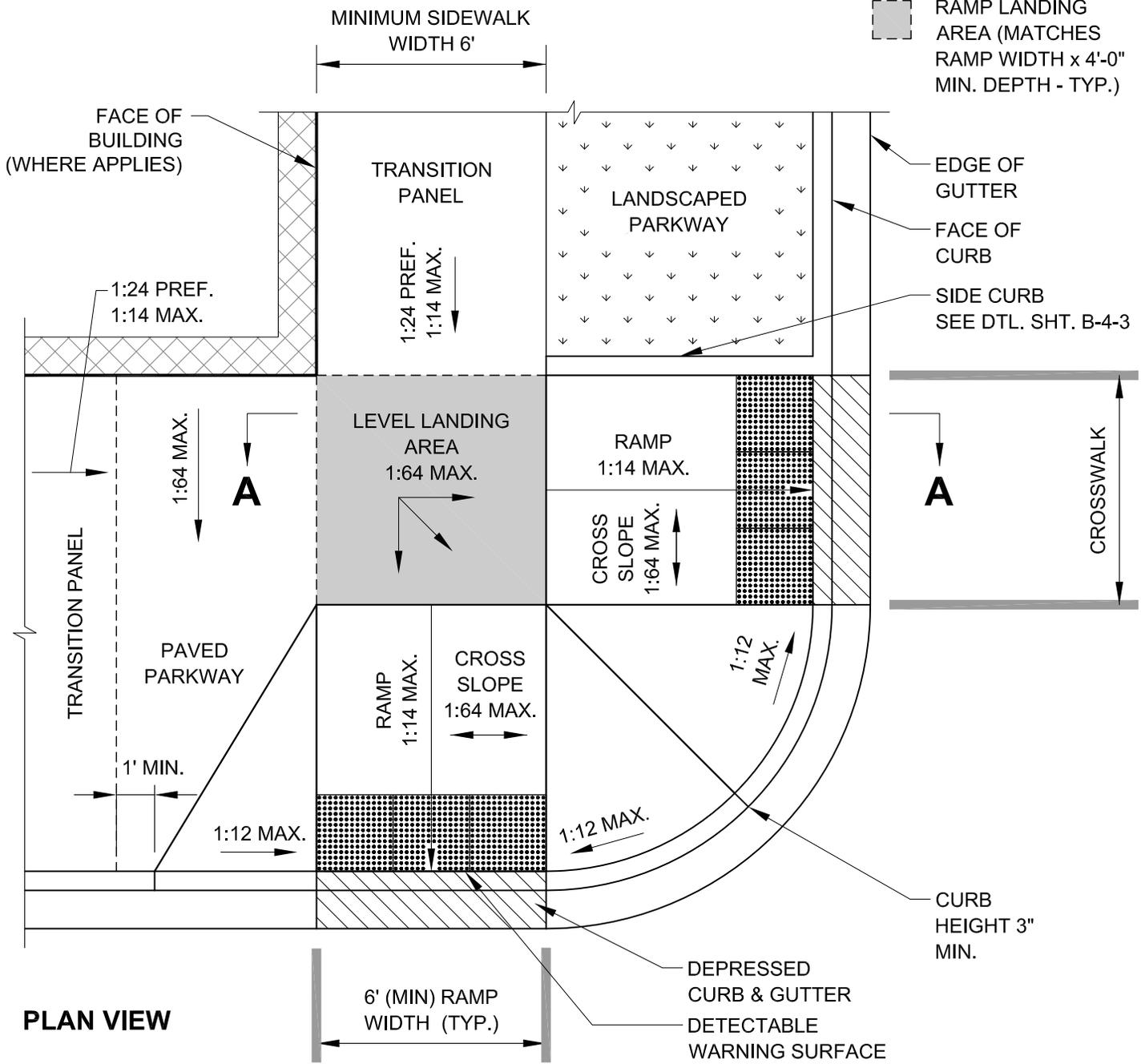
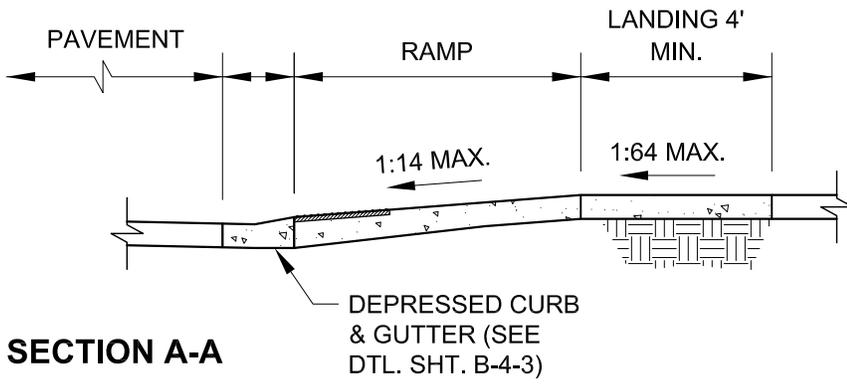


DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5

**CITY OF CHICAGO  
TYPICAL CORNER RAMP LAYOUTS  
SHEET B-1-1**

SCALE: NOT TO SCALE  
DATE: 10/23/2006

DRAWN BY: CDOT  
CHECKED BY: LCM



■ RAMP LANDING AREA (MATCHES RAMP WIDTH x 4'-0" MIN. DEPTH - TYP.)

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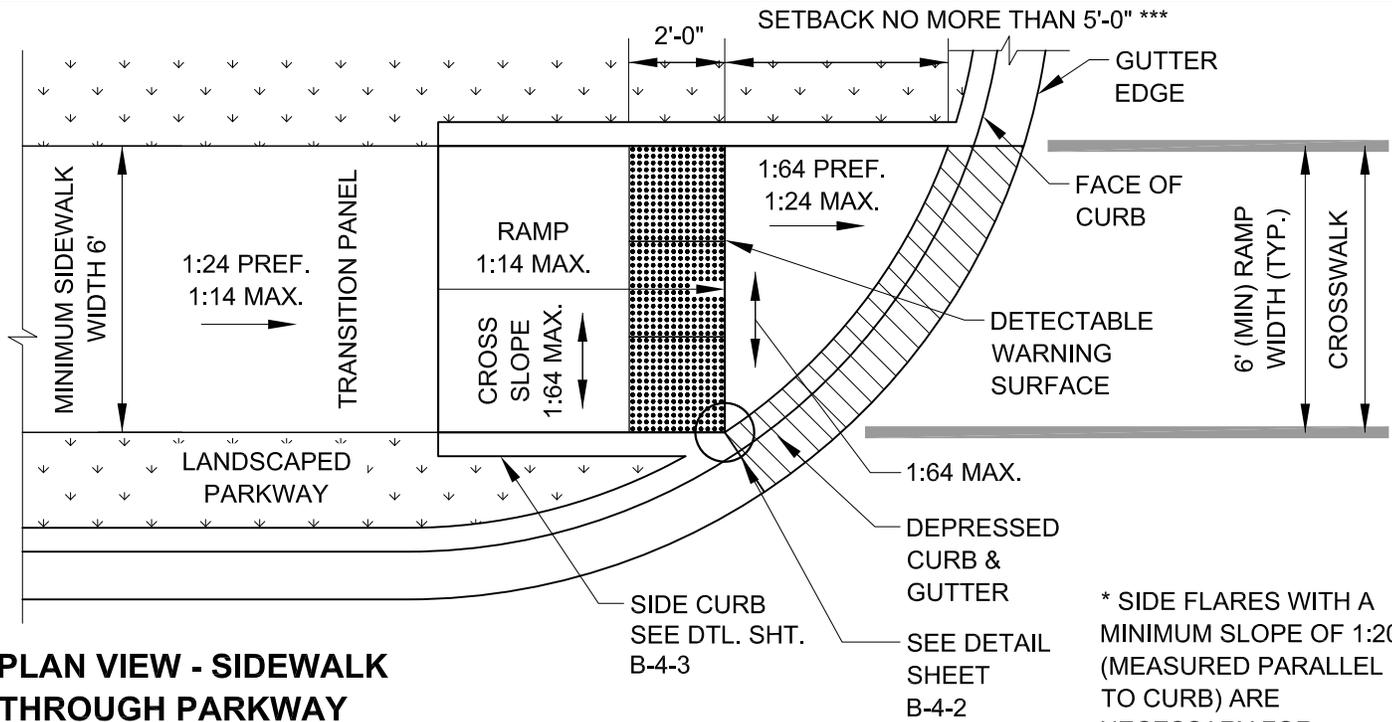
DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
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CITY OF CHICAGO  
2 PERPENDICULAR RAMPS AT CORNER  
**SHEET B-1-2**

SCALE: NOT TO SCALE  
DATE: 10/23/2006

DRAWN BY: CDOT  
CHECKED BY: LCM



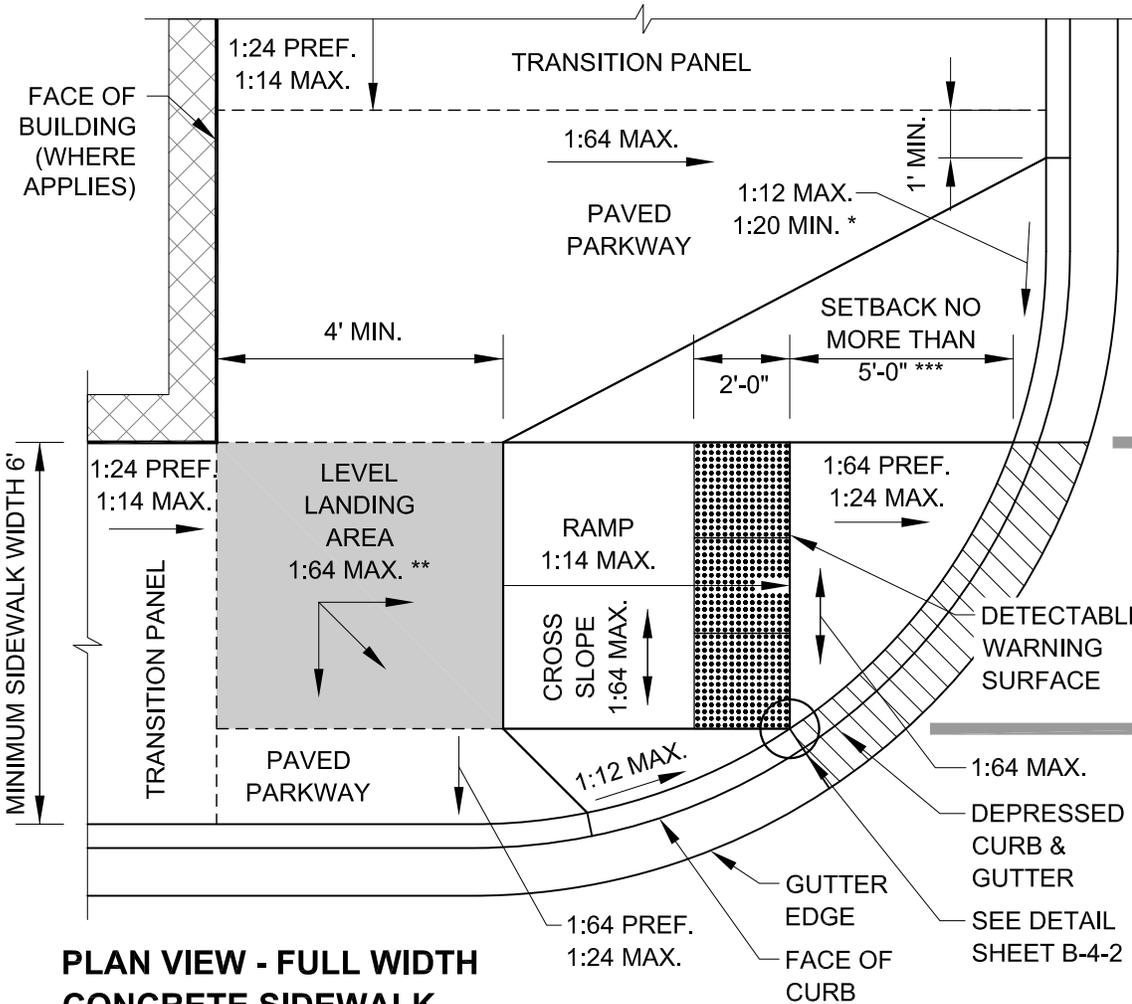


**PLAN VIEW - SIDEWALK THROUGH PARKWAY**

\* 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).

\*\* LEVEL LANDING AREA REQUIRED WHERE SIDEWALKS INTERSECT AT TOP OF RAMP.

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

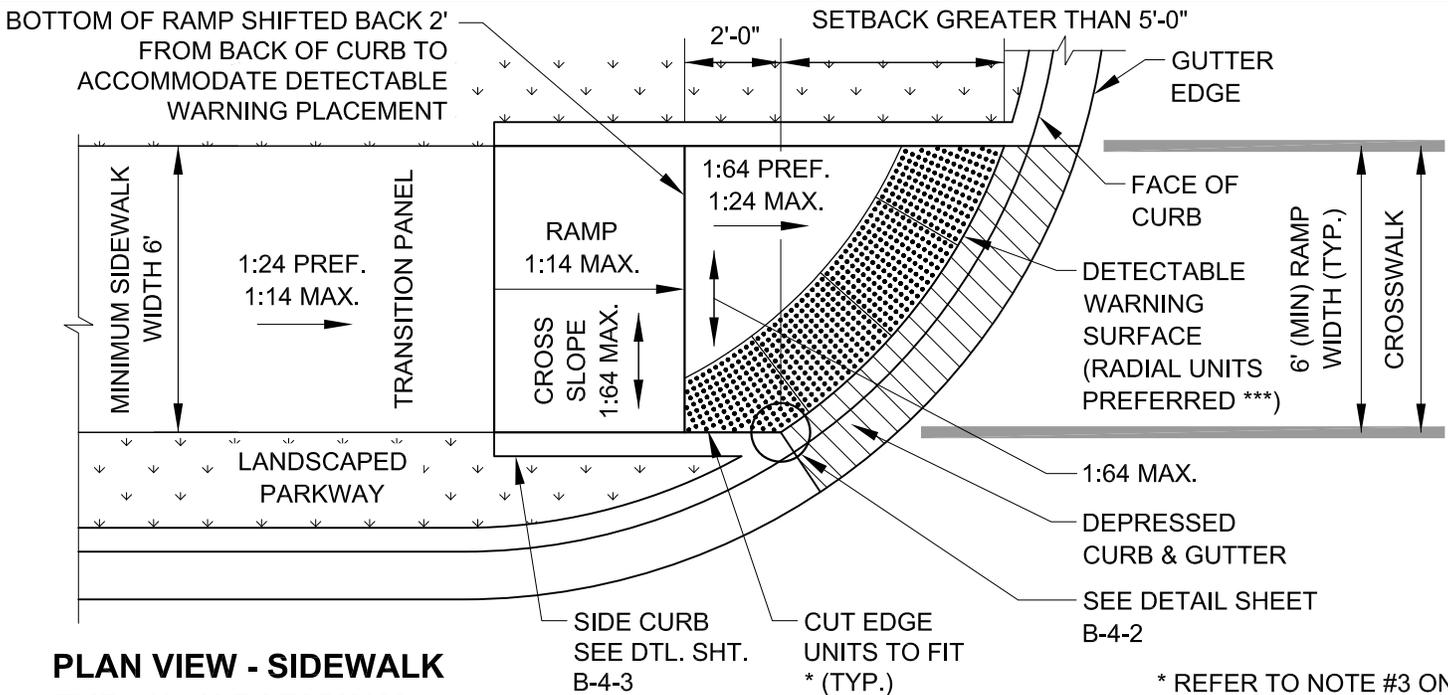


**PLAN VIEW - FULL WIDTH CONCRETE SIDEWALK**



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

CITY OF CHICAGO  
 PERPENDICULAR RAMP AT CORNER  
 IN CURB RADIUS WITH SINGLE CROSSING  
**SHEET B-1-4**  
 SCALE: NOT TO SCALE  
 DATE: 10/23/2006  
 DRAWN BY: CDOT  
 CHECKED BY: LCM

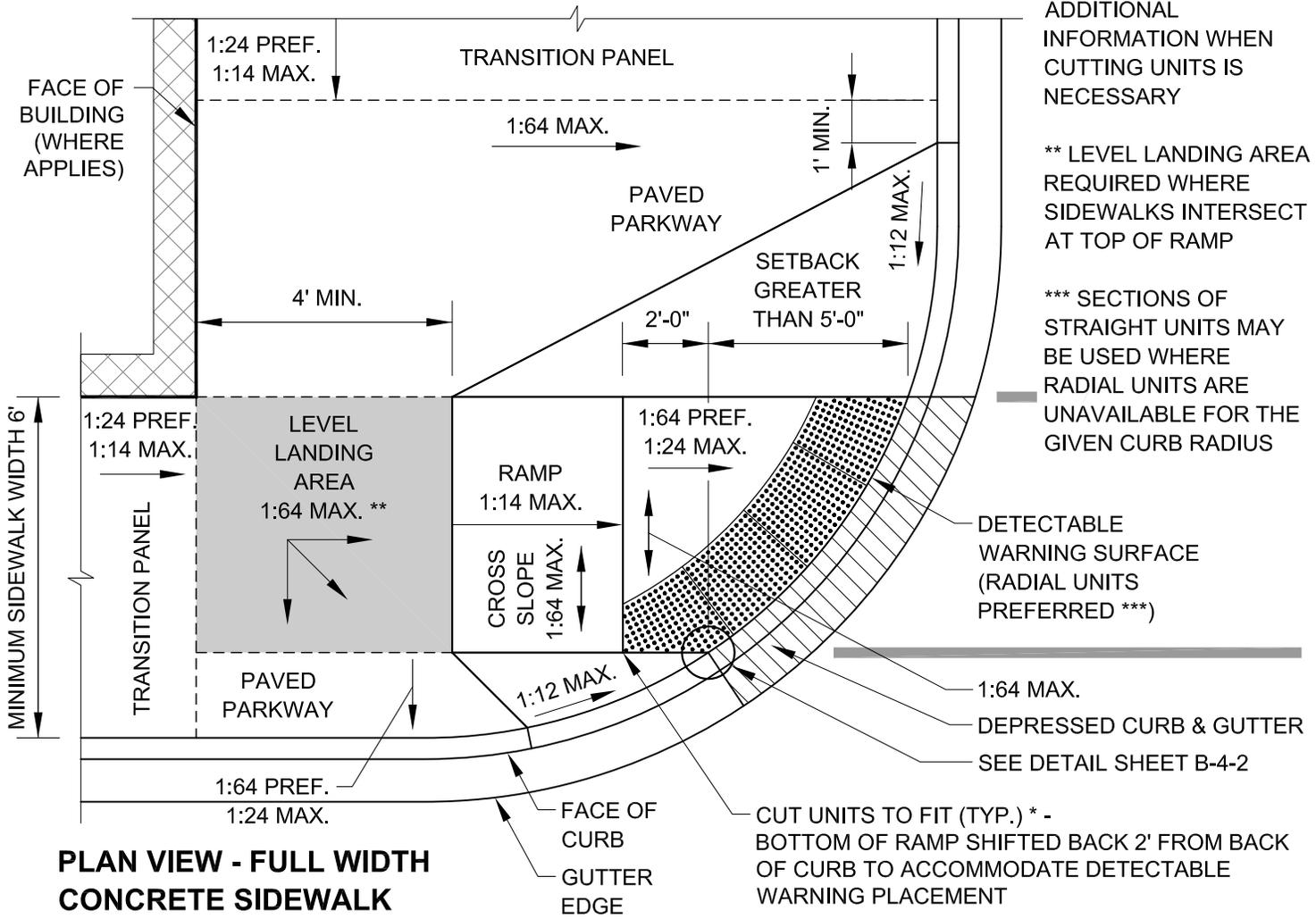


**PLAN VIEW - SIDEWALK THROUGH PARKWAY**

\* REFER TO NOTE #3 ON SHEET B-3-2 FOR ADDITIONAL INFORMATION WHEN CUTTING UNITS IS NECESSARY

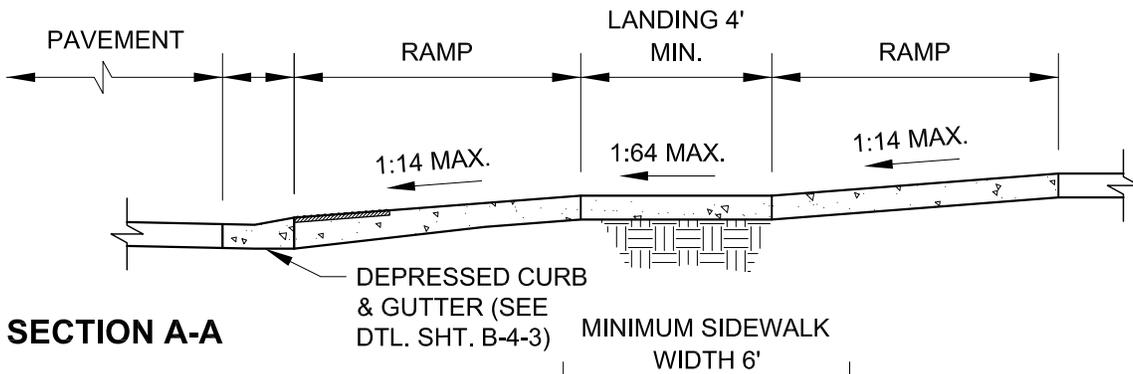
\*\* LEVEL LANDING AREA REQUIRED WHERE SIDEWALKS INTERSECT AT TOP OF RAMP

\*\*\* SECTIONS OF STRAIGHT UNITS MAY BE USED WHERE RADIAL UNITS ARE UNAVAILABLE FOR THE GIVEN CURB RADIUS



**PLAN VIEW - FULL WIDTH CONCRETE SIDEWALK**

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



**SECTION A-A**

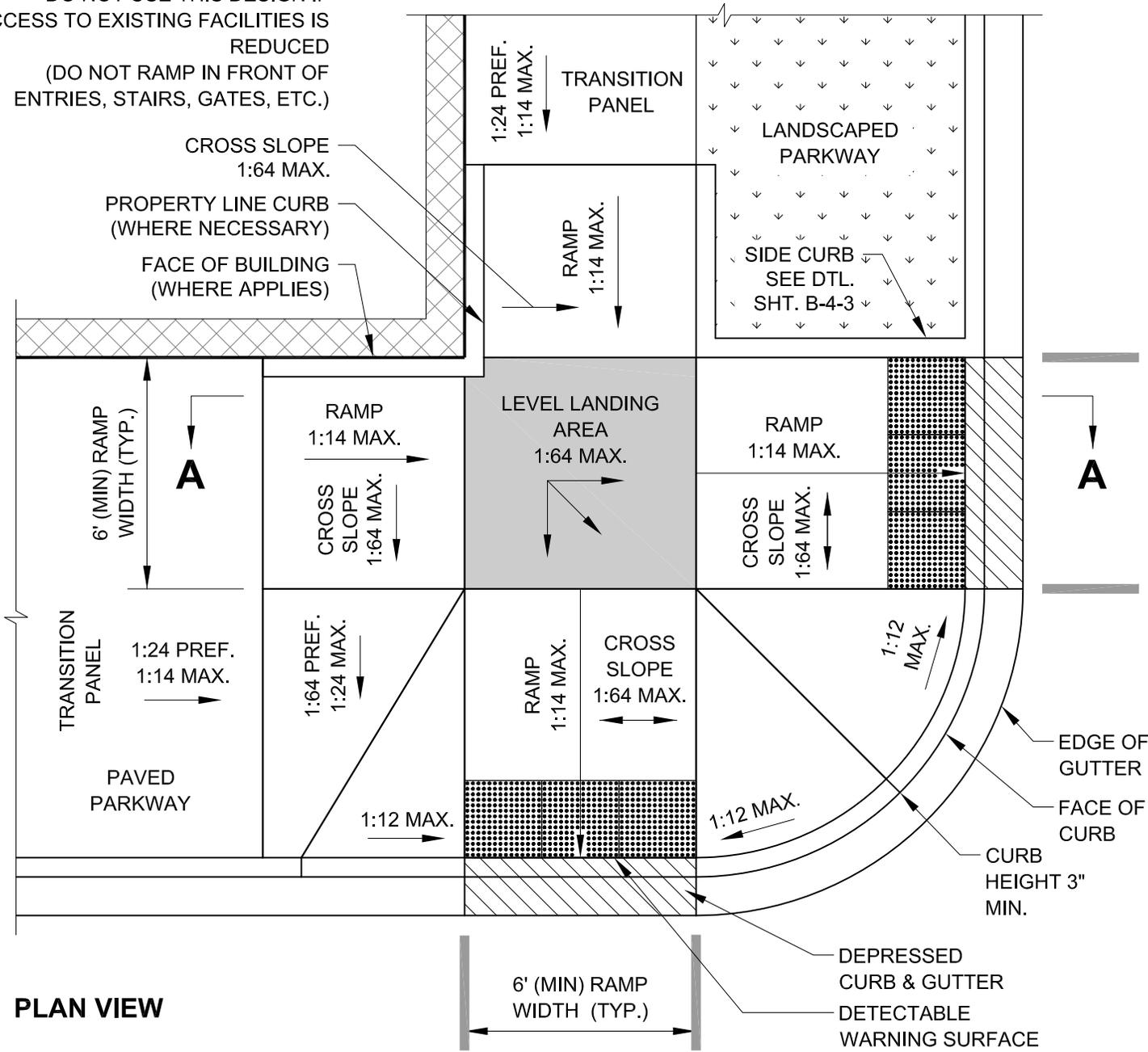
**NOTE:**

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)



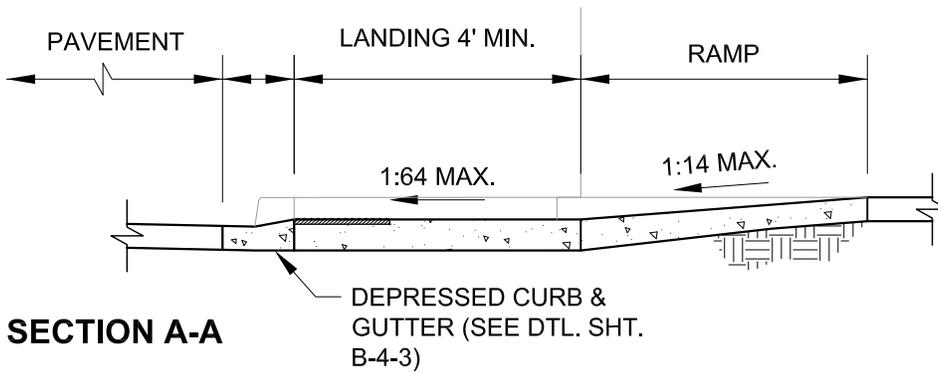
**PLAN VIEW**

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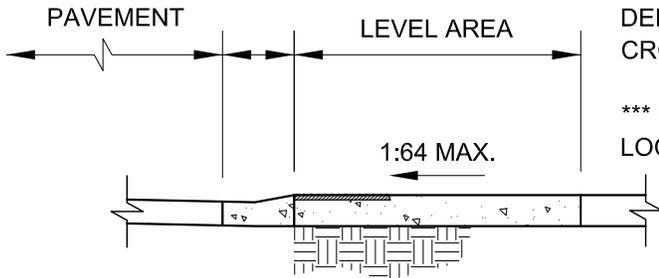
DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5

CITY OF CHICAGO  
COMBINATION RAMP AT CORNER  
(PARALLEL AND PERPENDICULAR RAMPS)  
**SHEET B-1-6**  
SCALE: NOT TO SCALE  
DATE: 10/23/2006  
DRAWN BY: CDOT  
CHECKED BY: LCM



\* 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

**SECTION A-A**

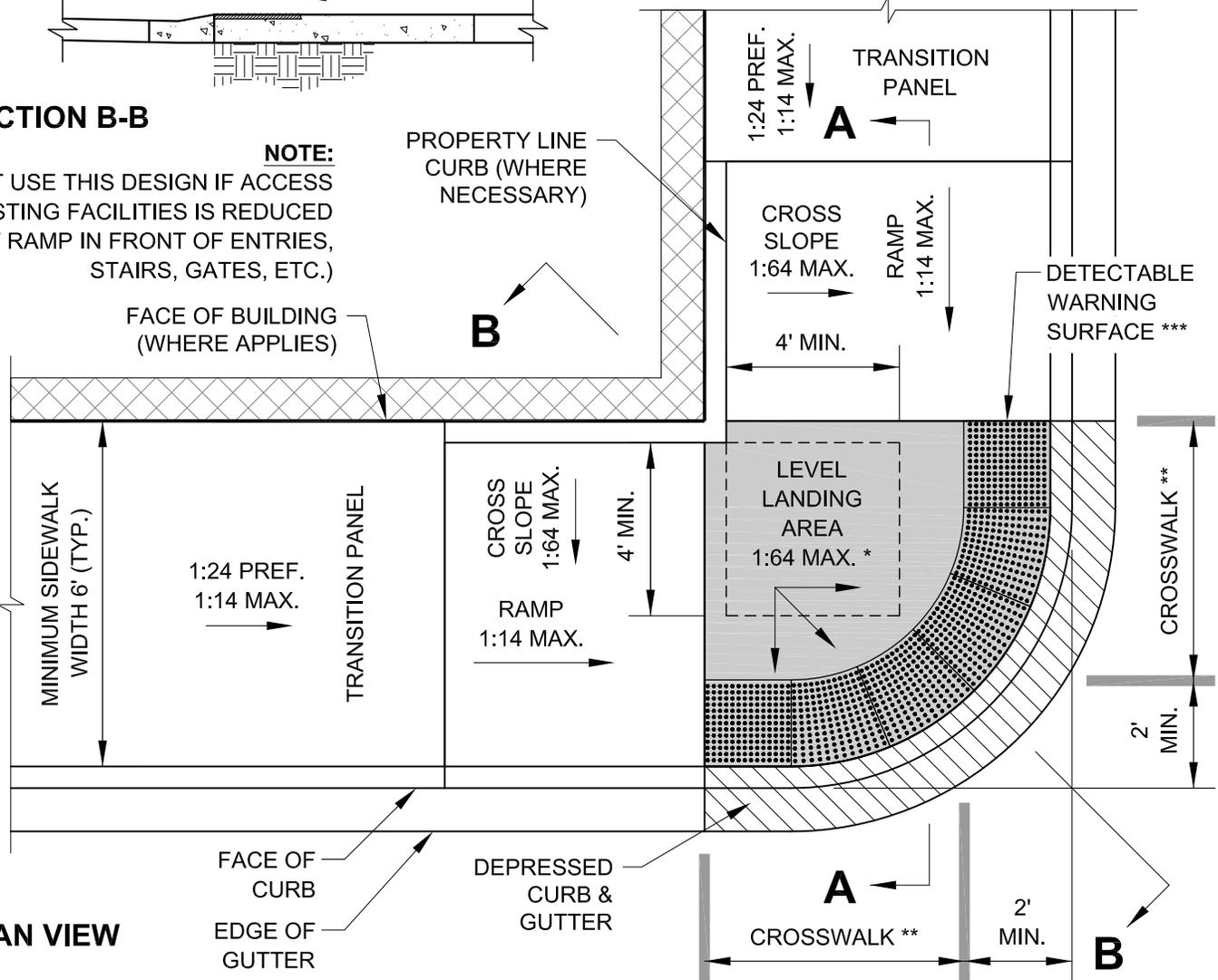


\*\* WHERE A STREET CROSSING IS ONLY PROVIDED IN ONE DIRECTION, SITUATE THE DETECTABLE WARNING AND DEPRESSED CURB TO BEST SERVE THE ONLY AVAILABLE CROSSING (SEE DTL. SHT. B-1-8)

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

**SECTION B-B**

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



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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

CITY OF CHICAGO  
BLENDED TRANSITION AT CORNER  
**SHEET B-1-7**

SCALE: NOT TO SCALE  
DATE: 10/23/2006

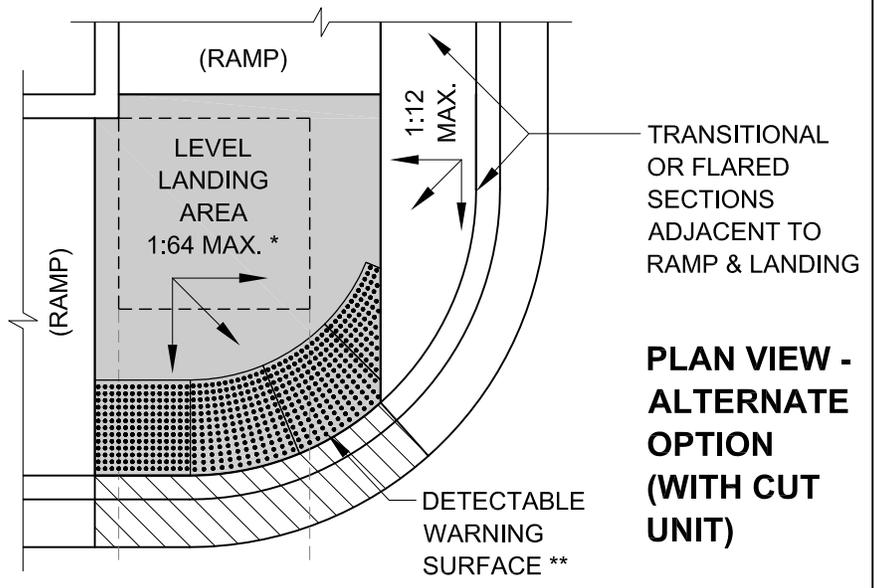
DRAWN BY: CDOT  
CHECKED BY: LCM

\* 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

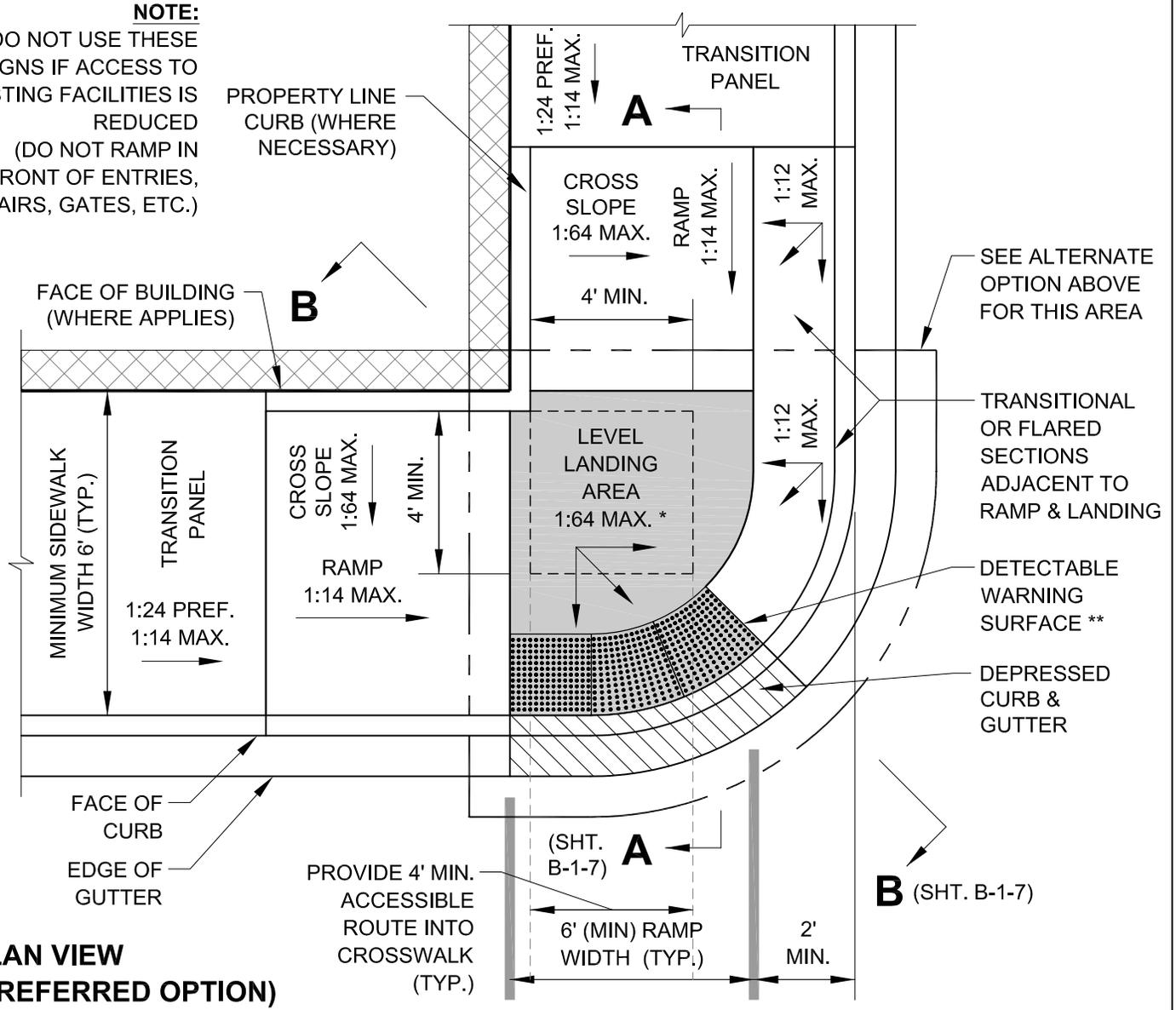
\*\* DETECTABLE WARNING SURFACE SHALL BE PLACED AT ANY LOCATION WHERE THE SIDEWALK AND STREET ARE FLUSH. REFER TO NOTE #3 ON SHEET B-3-2 FOR ADDITIONAL INFORMATION WHEN CUTTING UNITS IS NECESSARY

**NOTE:**

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



**PLAN VIEW - ALTERNATE OPTION (WITH CUT UNIT)**



**PLAN VIEW (PREFERRED OPTION)**

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CDOT  
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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

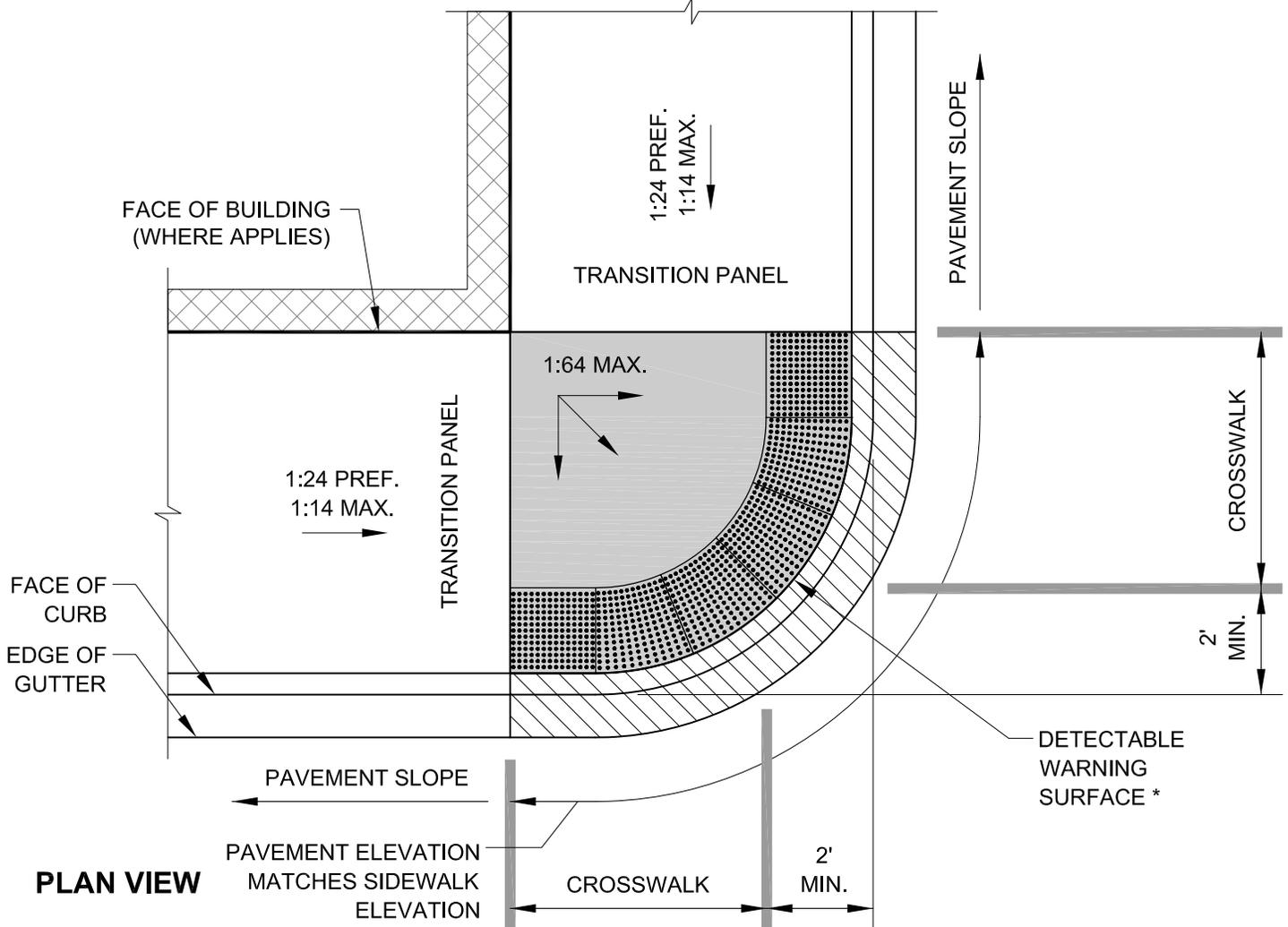
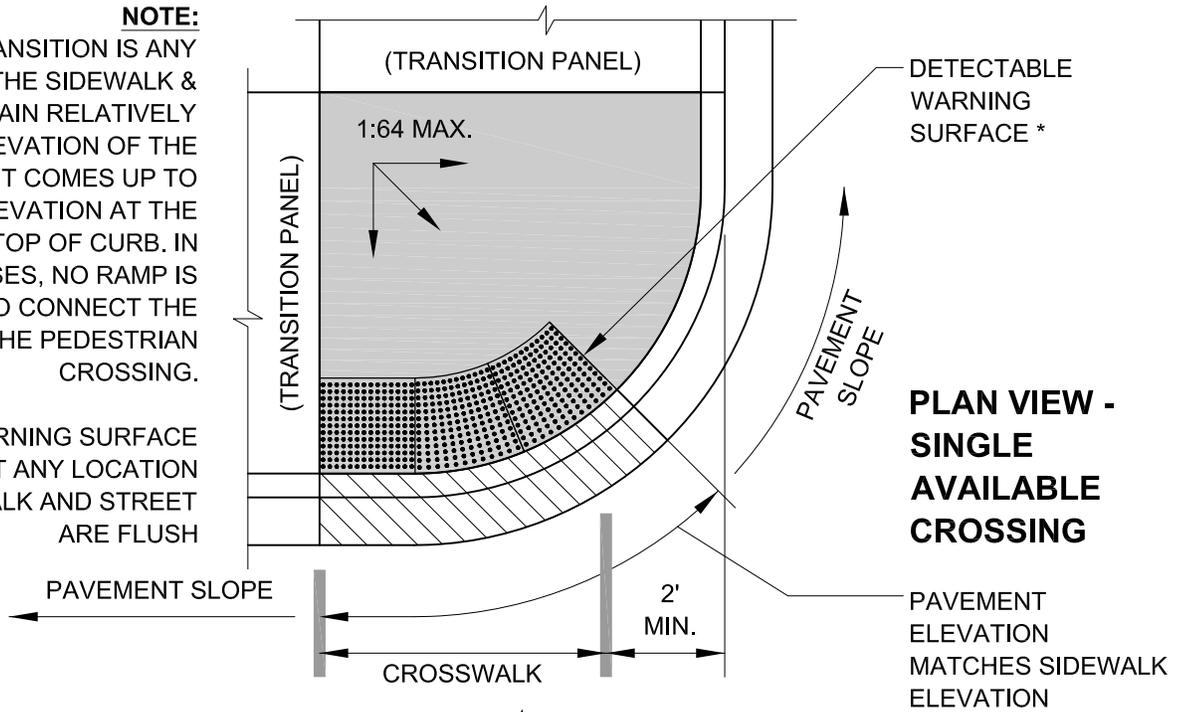
CITY OF CHICAGO  
BLENDED TRANSITION AT CORNER  
WITH SINGLE CROSSING  
**SHEET B-1-8**

SCALE: NOT TO SCALE  
DATE: 10/23/2006

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



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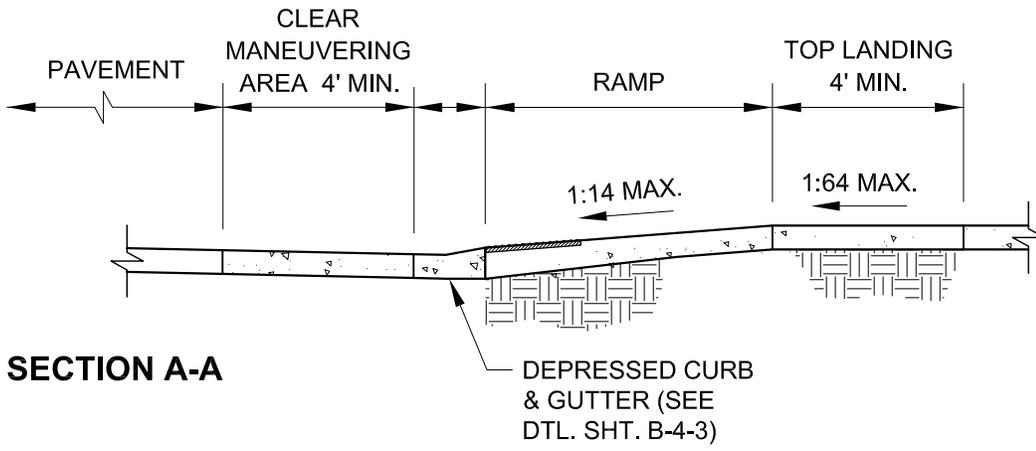


DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5

CITY OF CHICAGO  
 FLUSH TRANSITION AT CORNER  
**SHEET B-1-9**

SCALE: NOT TO SCALE  
 DATE: 10/23/2006

DRAWN BY: CDOT  
 CHECKED BY: LCM



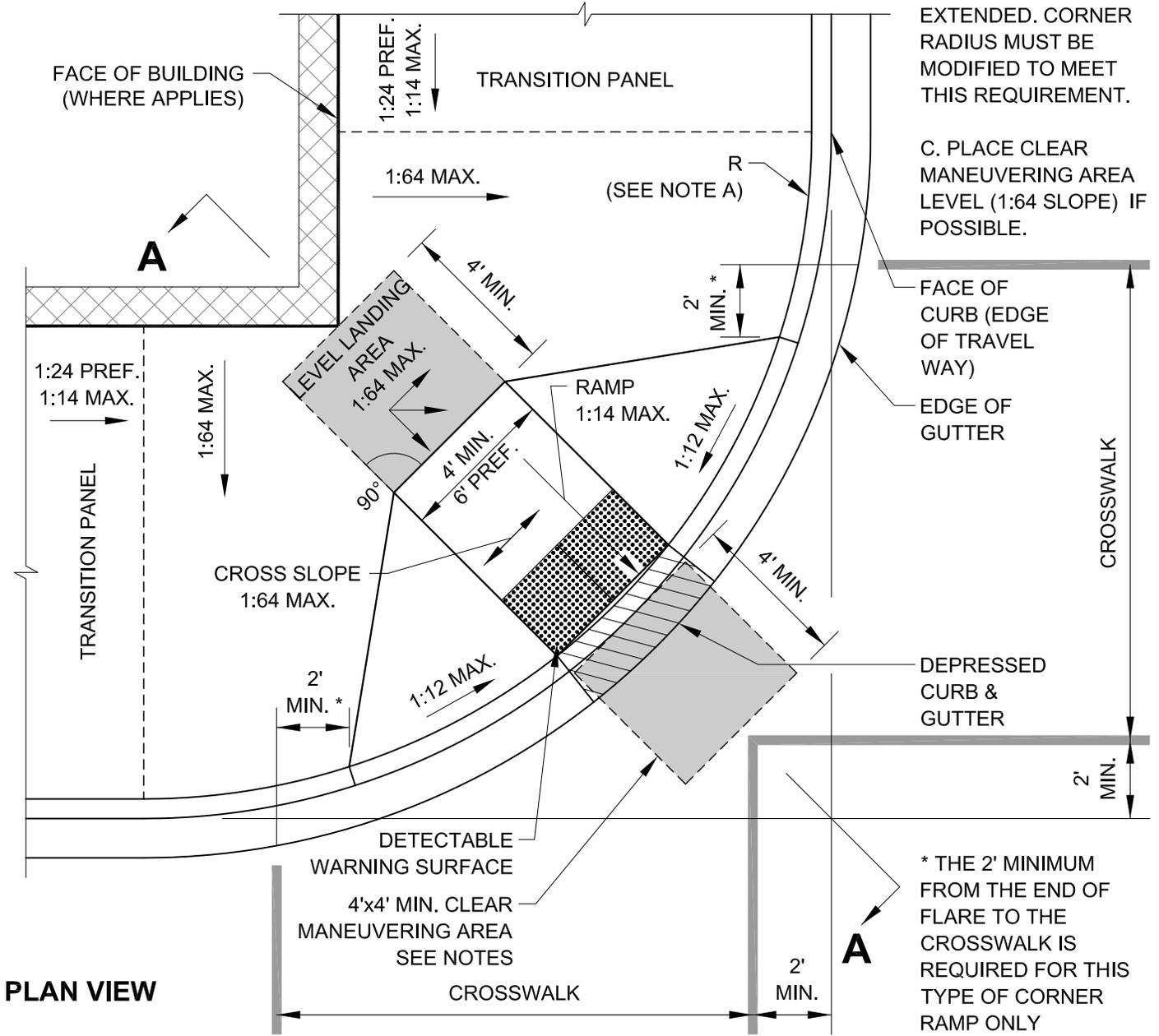
**SECTION A-A**

**NOTES:**

A. MIN. 17' RADIUS IS REQUIRED TO PROVIDE 4'x4' MIN. CLEAR MANEUVERING AREA AT BOTTOM OF RAMP AS SHOWN.

B. THE CLEAR MANEUVERING AREA MUST FALL COMPLETELY WITHIN THE AREA BEHIND THE FACE OF CURB LINES EXTENDED. CORNER RADIUS MUST BE MODIFIED TO MEET THIS REQUIREMENT.

C. PLACE CLEAR MANEUVERING AREA LEVEL (1:64 SLOPE) IF POSSIBLE.



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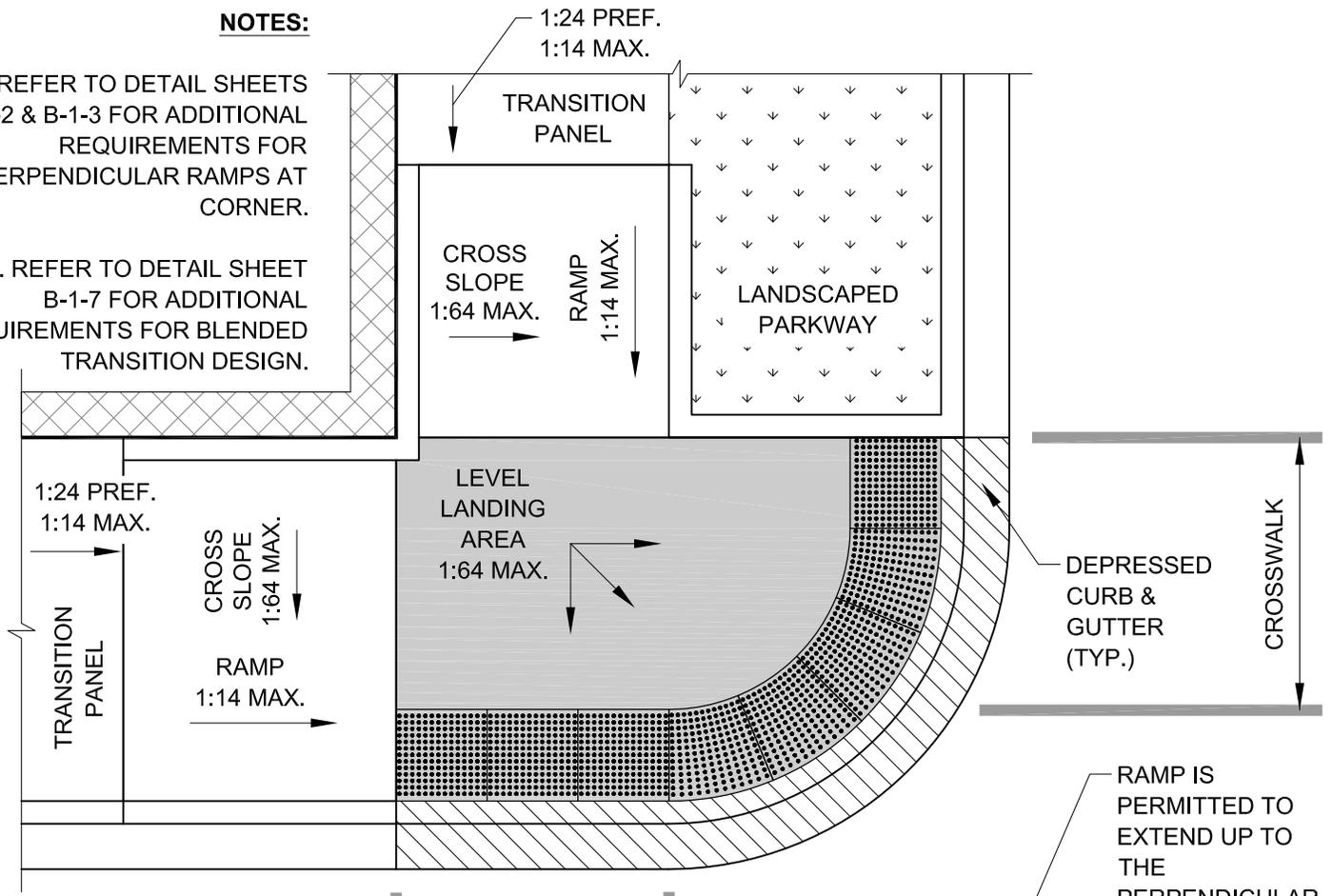


DATE	REVISION
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11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5

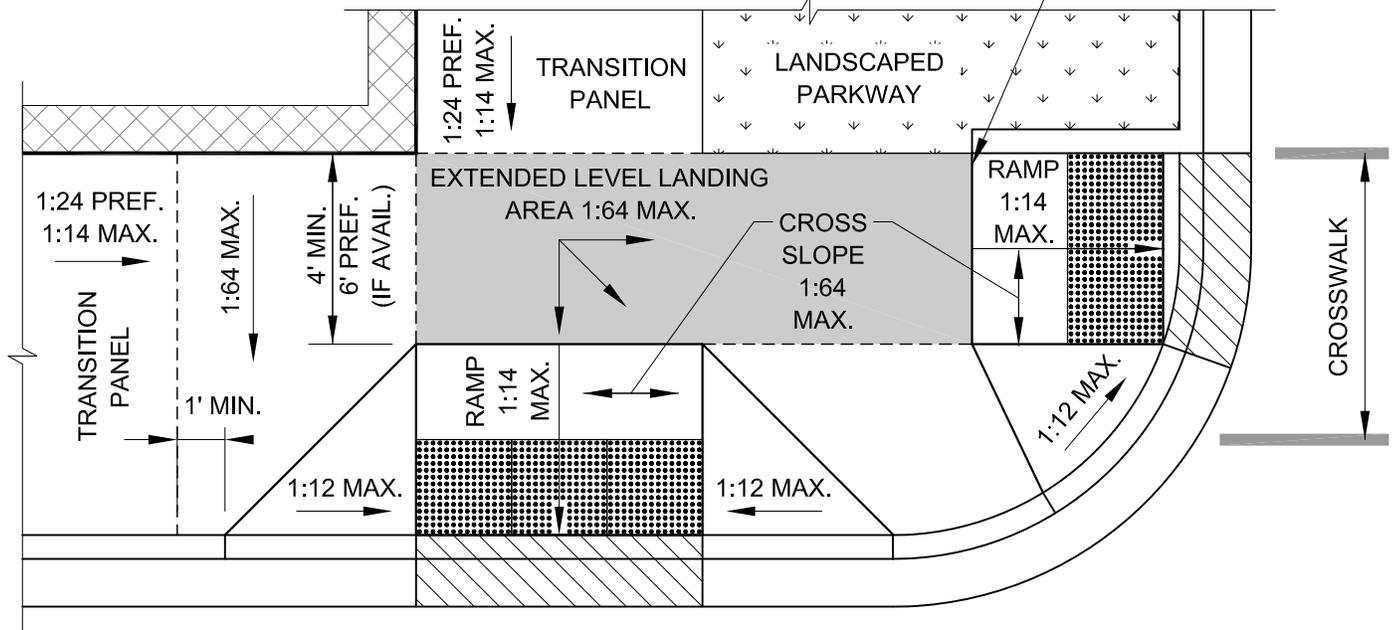
CITY OF CHICAGO  
SHARED (DIAGONAL) PERPENDICULAR RAMP  
AT CORNER  
**SHEET B-1-10**  
SCALE: NOT TO SCALE  
DATE: 10/23/2006  
DRAWN BY: CDOT  
CHECKED BY: LCM

**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)**

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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

CITY OF CHICAGO  
 RAMPS AT CORNER WITH DIFFERENT  
 SIDEWALK WIDTHS  
**SHEET B-1-11**

SCALE: NOT TO SCALE  
 DATE: 10/23/2006

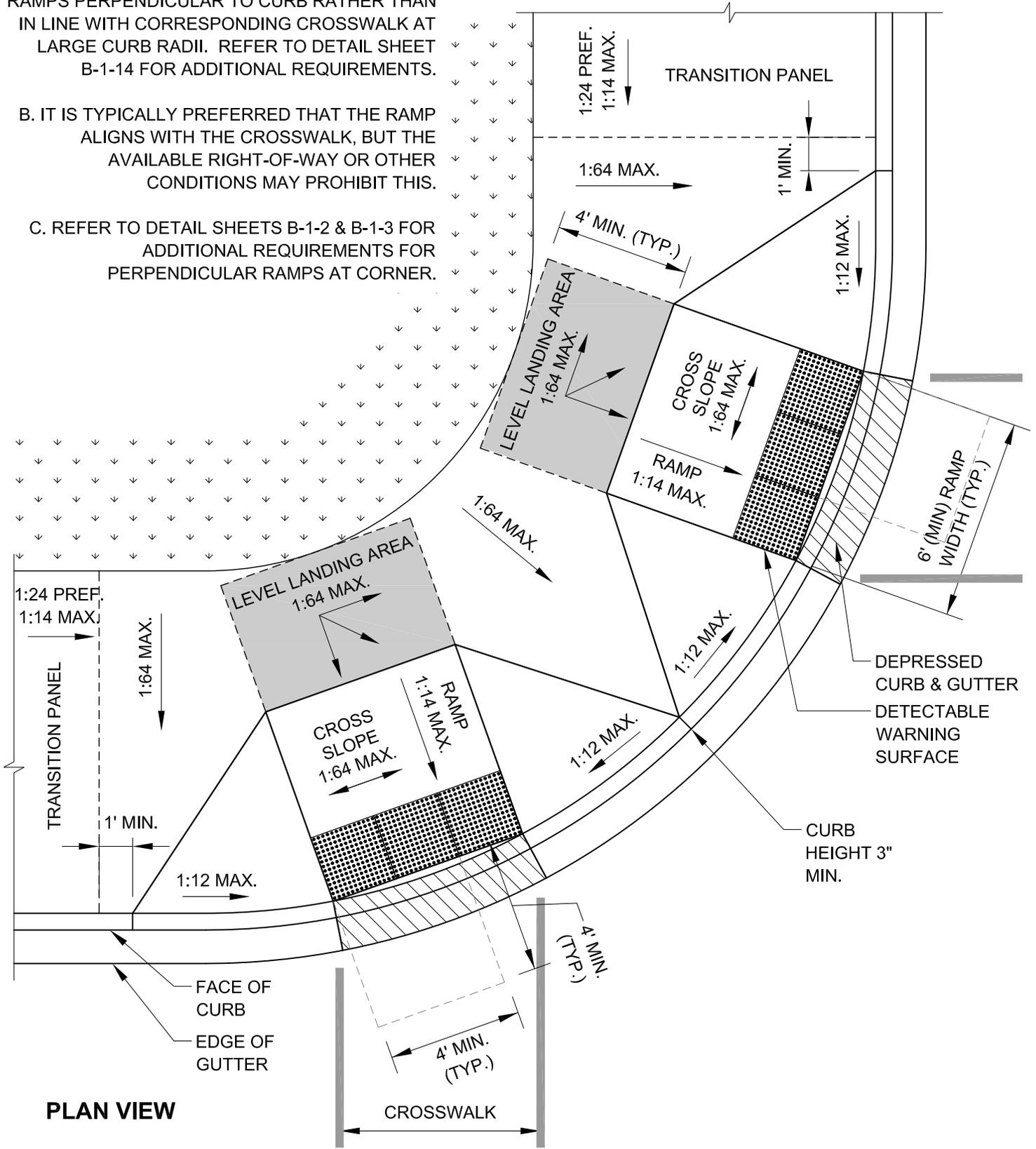
DRAWN BY: CDOT  
 CHECKED BY: LCM

**NOTES:**

A. IT MAY BE NECESSARY TO ALIGN THE CURB RAMPS PERPENDICULAR TO CURB RATHER THAN IN LINE WITH CORRESPONDING CROSSWALK AT LARGE CURB RADII. 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.



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DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
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CITY OF CHICAGO  
PERPENDICULAR RAMPS AT CORNER WITH  
LARGE CURB RADIUS  
**SHEET B-1-12**

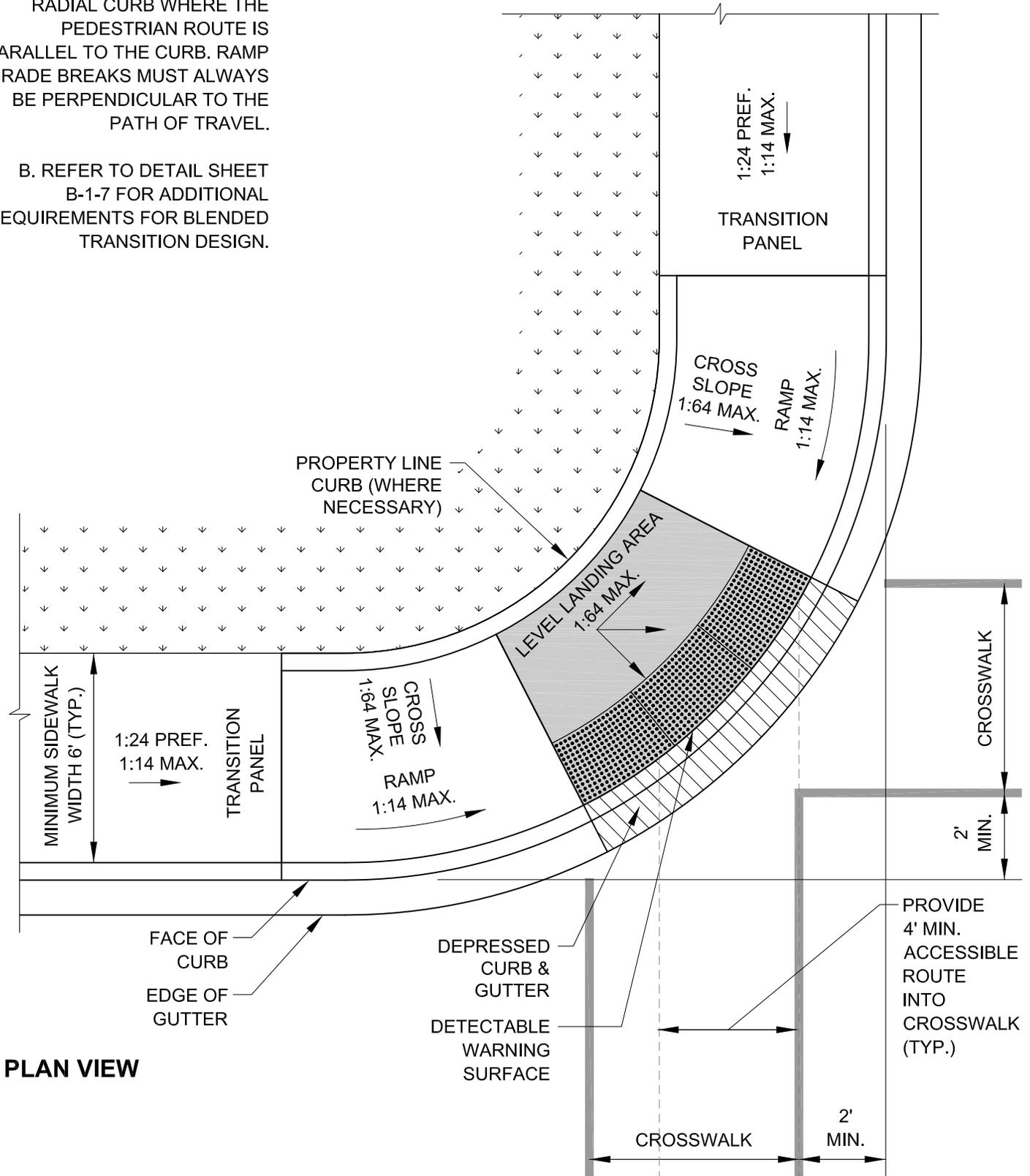
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**NOTES:**

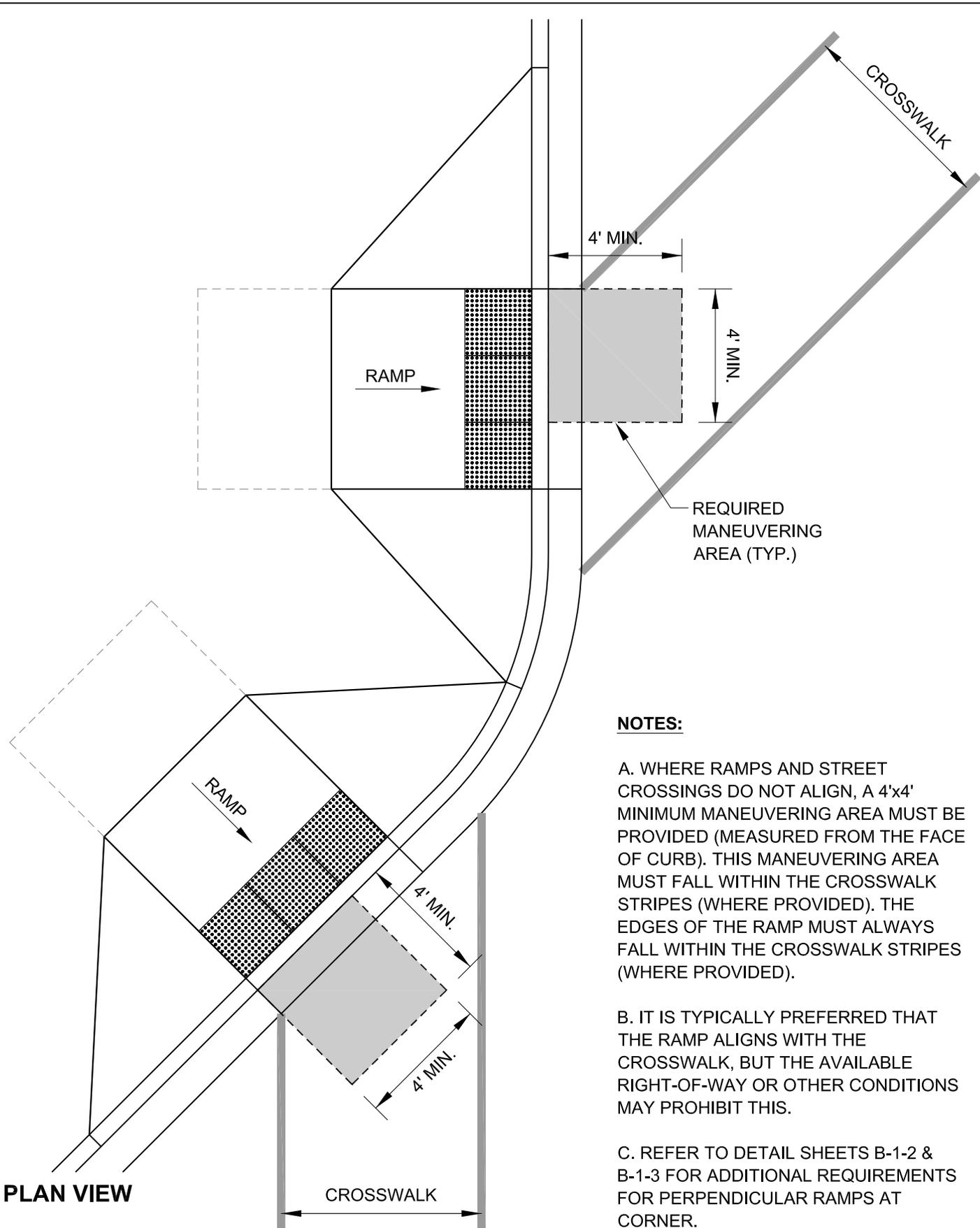
A. IT IS ACCEPTABLE TO RAMP DOWN PARALLEL TO THE RADIAL CURB WHERE THE PEDESTRIAN ROUTE IS PARALLEL TO THE CURB. RAMP GRADE BREAKS MUST ALWAYS BE PERPENDICULAR TO THE PATH OF TRAVEL.

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



**PLAN VIEW**

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:**

- A. WHERE RAMPS AND STREET CROSSINGS DO NOT ALIGN, A 4'x4' MINIMUM MANEUVERING AREA MUST BE PROVIDED (MEASURED FROM THE FACE OF CURB). THIS MANEUVERING AREA MUST FALL WITHIN THE CROSSWALK STRIPES (WHERE PROVIDED). THE EDGES OF THE RAMP MUST ALWAYS FALL WITHIN THE CROSSWALK STRIPES (WHERE PROVIDED).
- 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.

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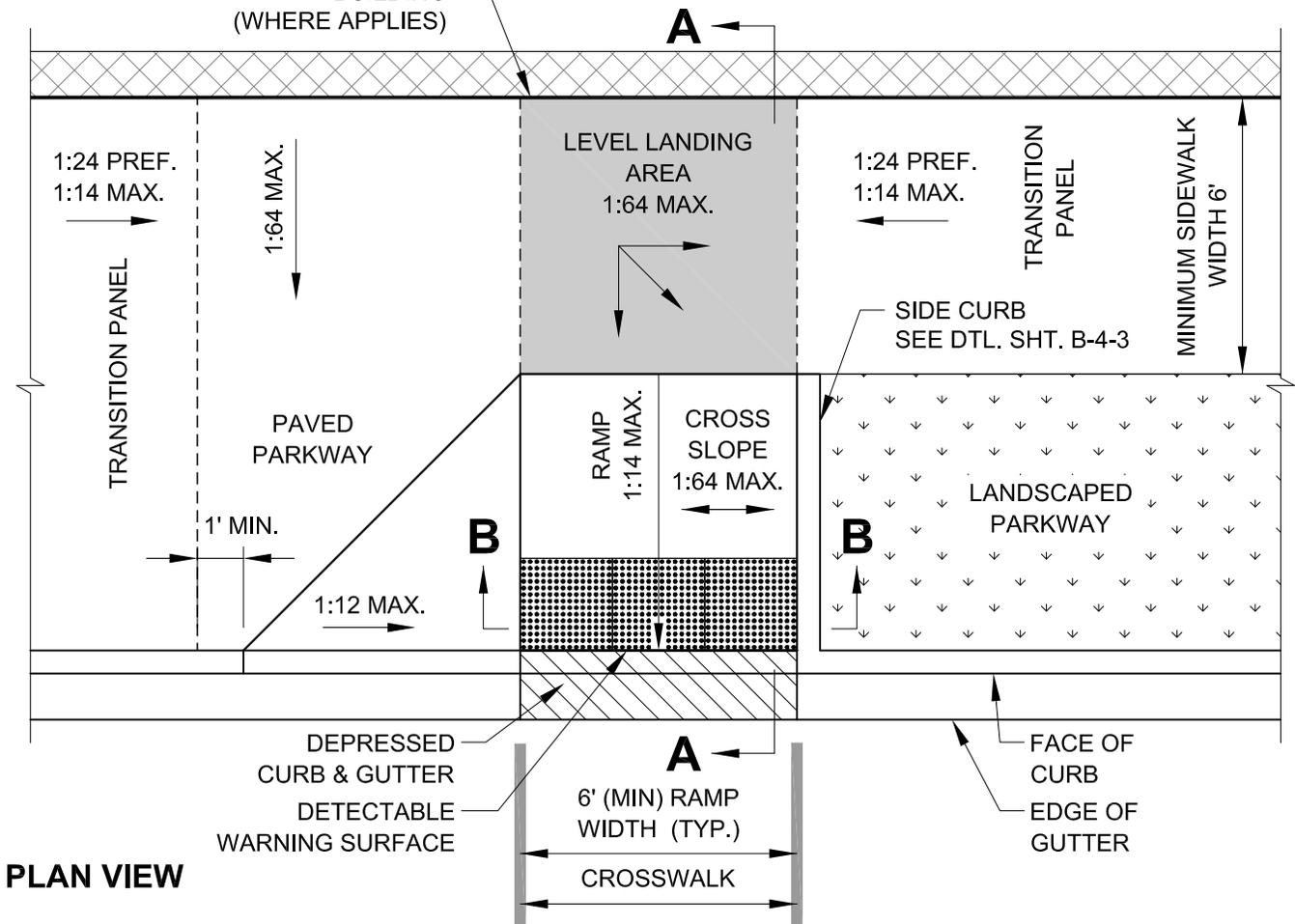
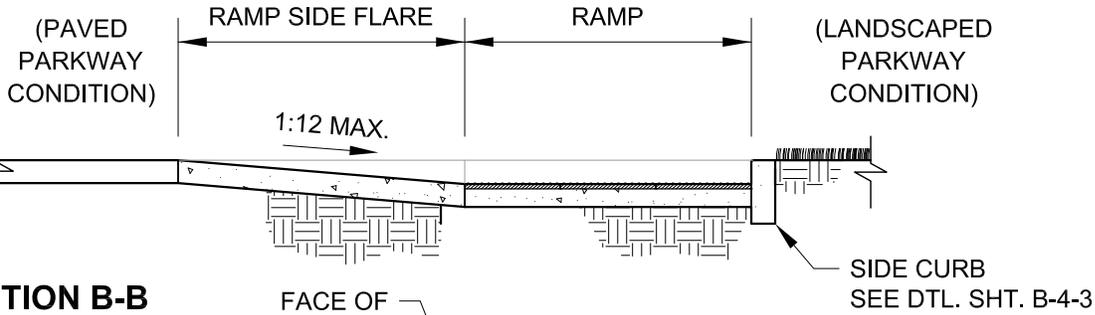
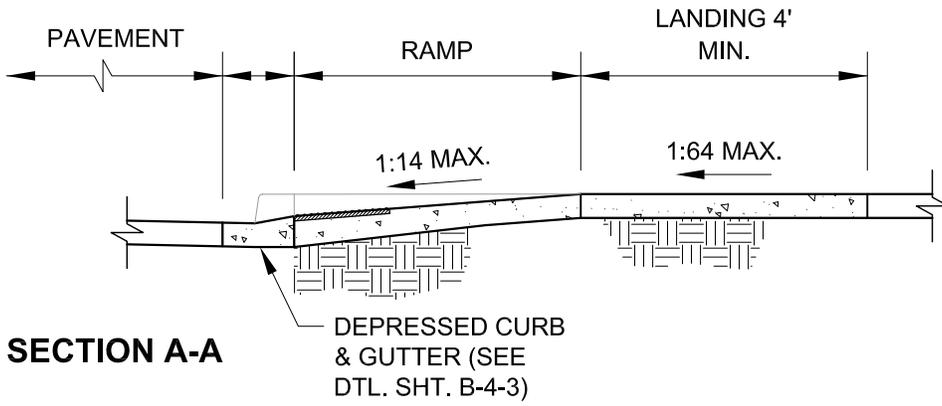


DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
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CITY OF CHICAGO  
 RAMPS THAT DO NOT ALIGN WITH CROSSWALK  
**SHEET B-1-14**

SCALE: NOT TO SCALE  
 DATE: 10/23/2006

DRAWN BY: CDOT  
 CHECKED BY: LCM



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 www.cityofchicago.org

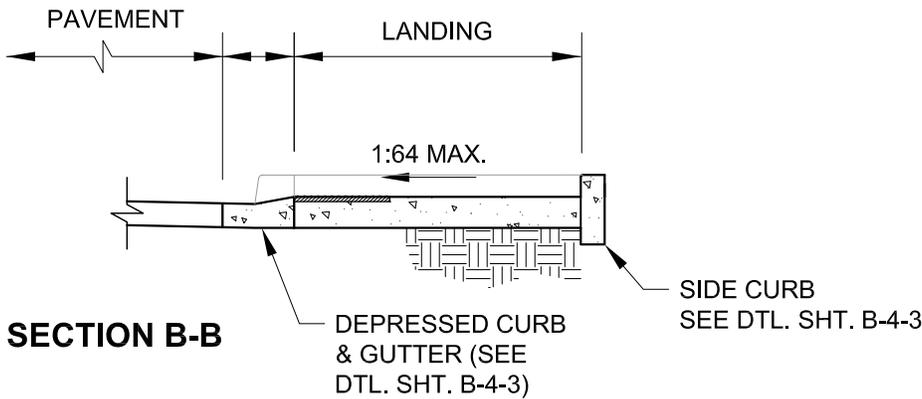
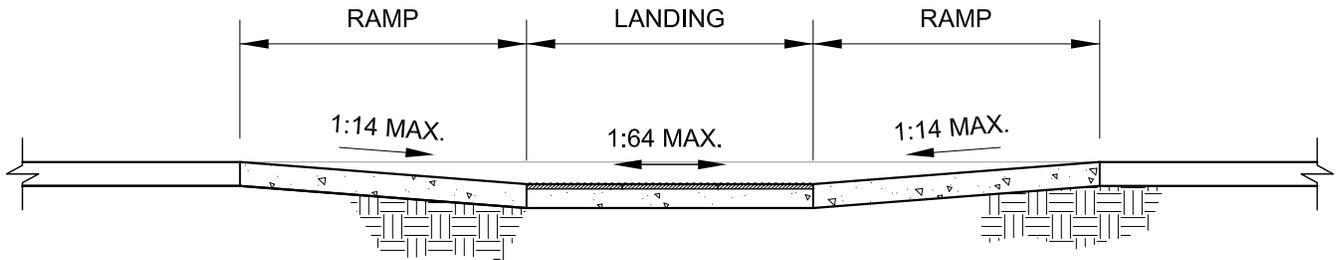


DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5

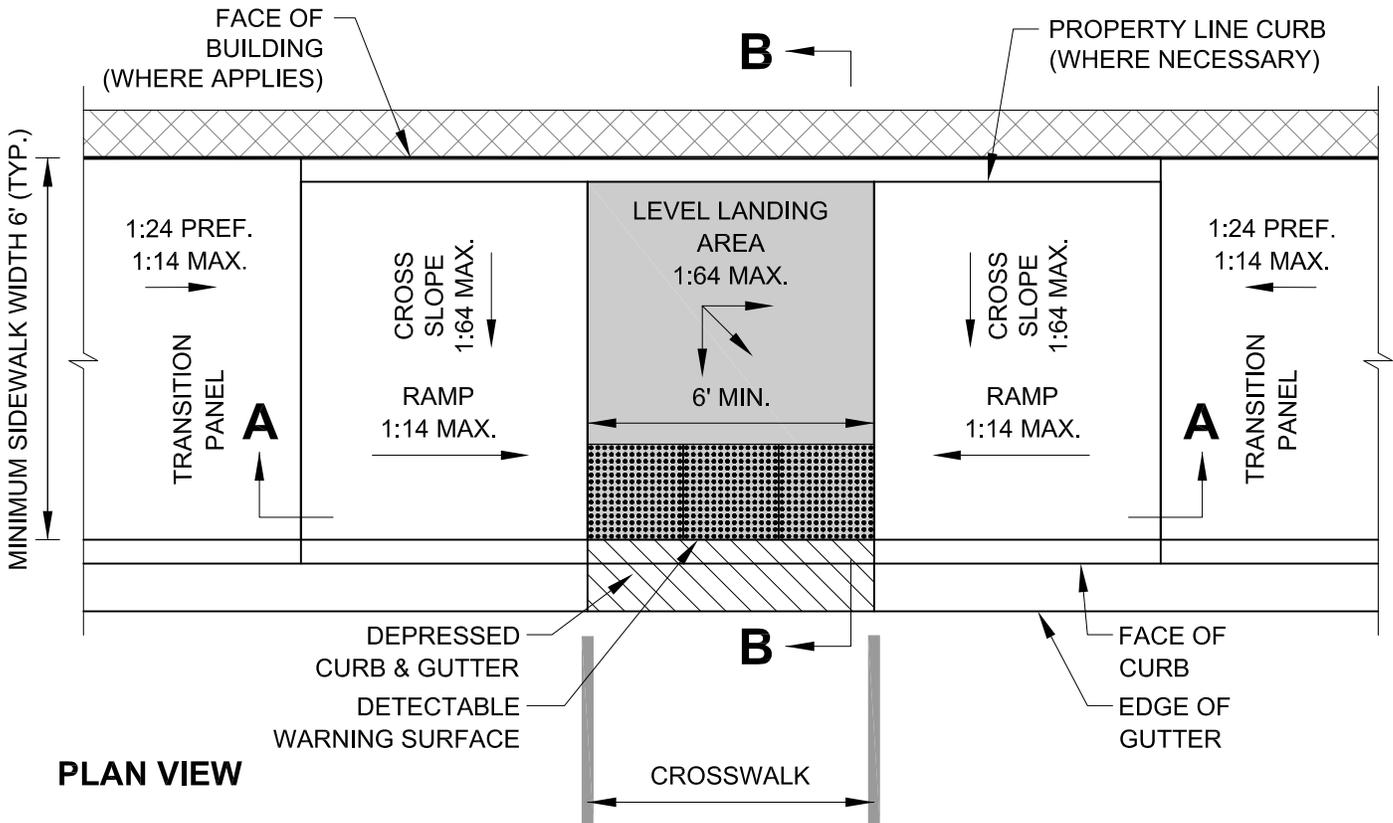
CITY OF CHICAGO  
 PERPENDICULAR RAMP AT MID-BLOCK LOCATION  
**SHEET B-1-15**

SCALE: NOT TO SCALE  
 DATE: 10/23/2006

DRAWN BY: CDOT  
 CHECKED BY: LCM



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



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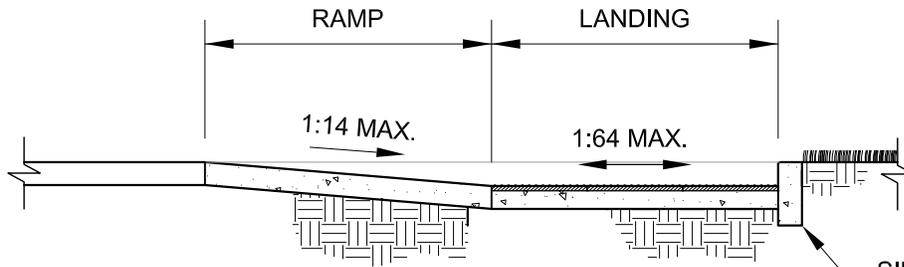


DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
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CITY OF CHICAGO  
PARALLEL RAMP AT MID-BLOCK LOCATION  
**SHEET B-1-16**

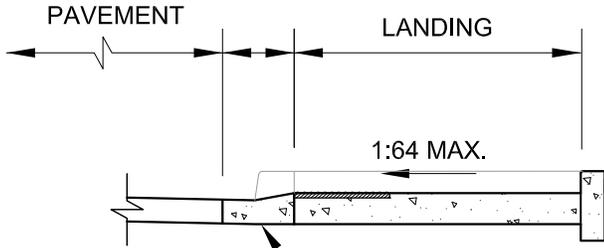
SCALE: NOT TO SCALE  
DATE: 10/23/2006

DRAWN BY: CDOT  
CHECKED BY: LCM



**SECTION A-A**

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

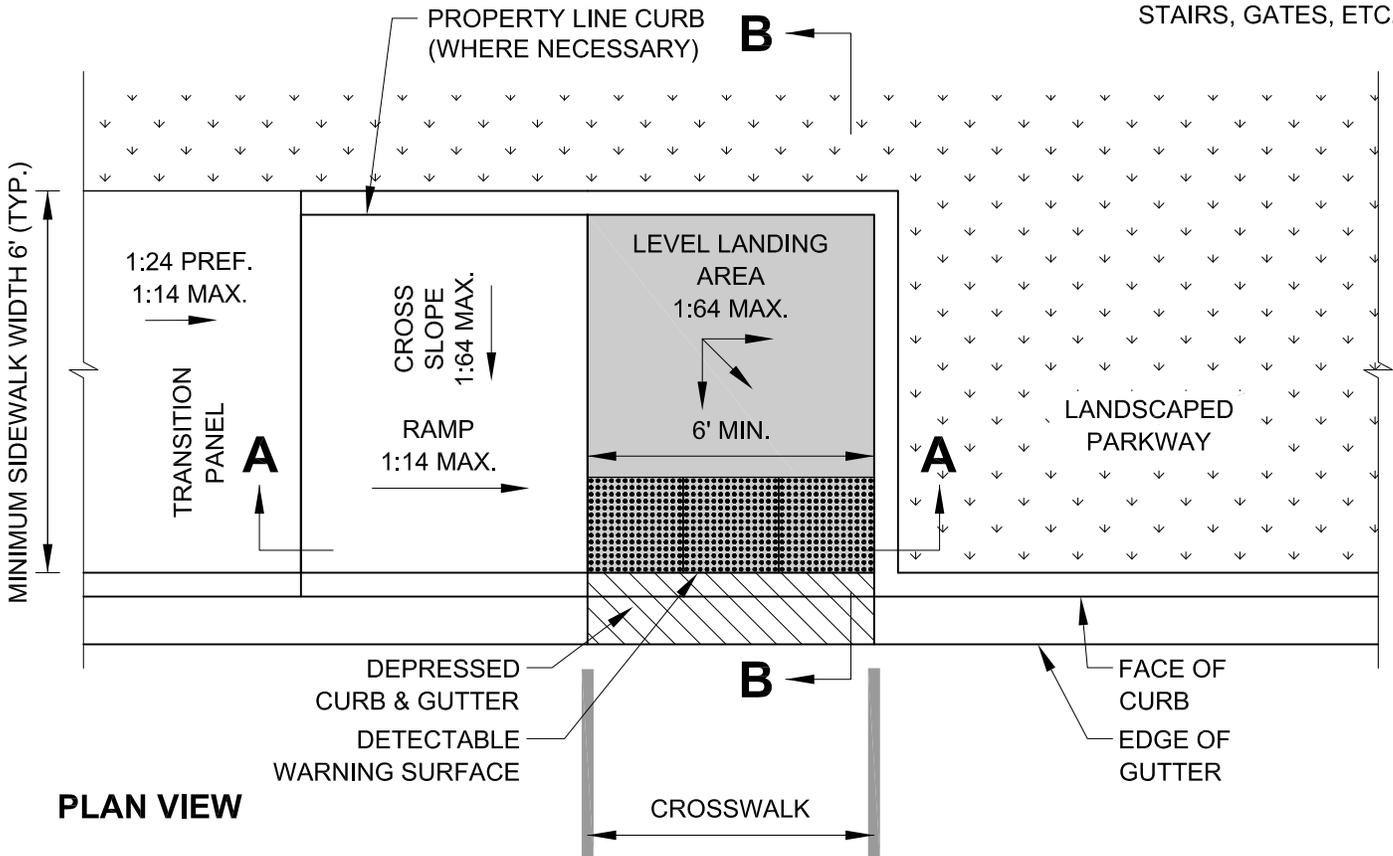


**SECTION B-B**

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

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

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



**PLAN VIEW**



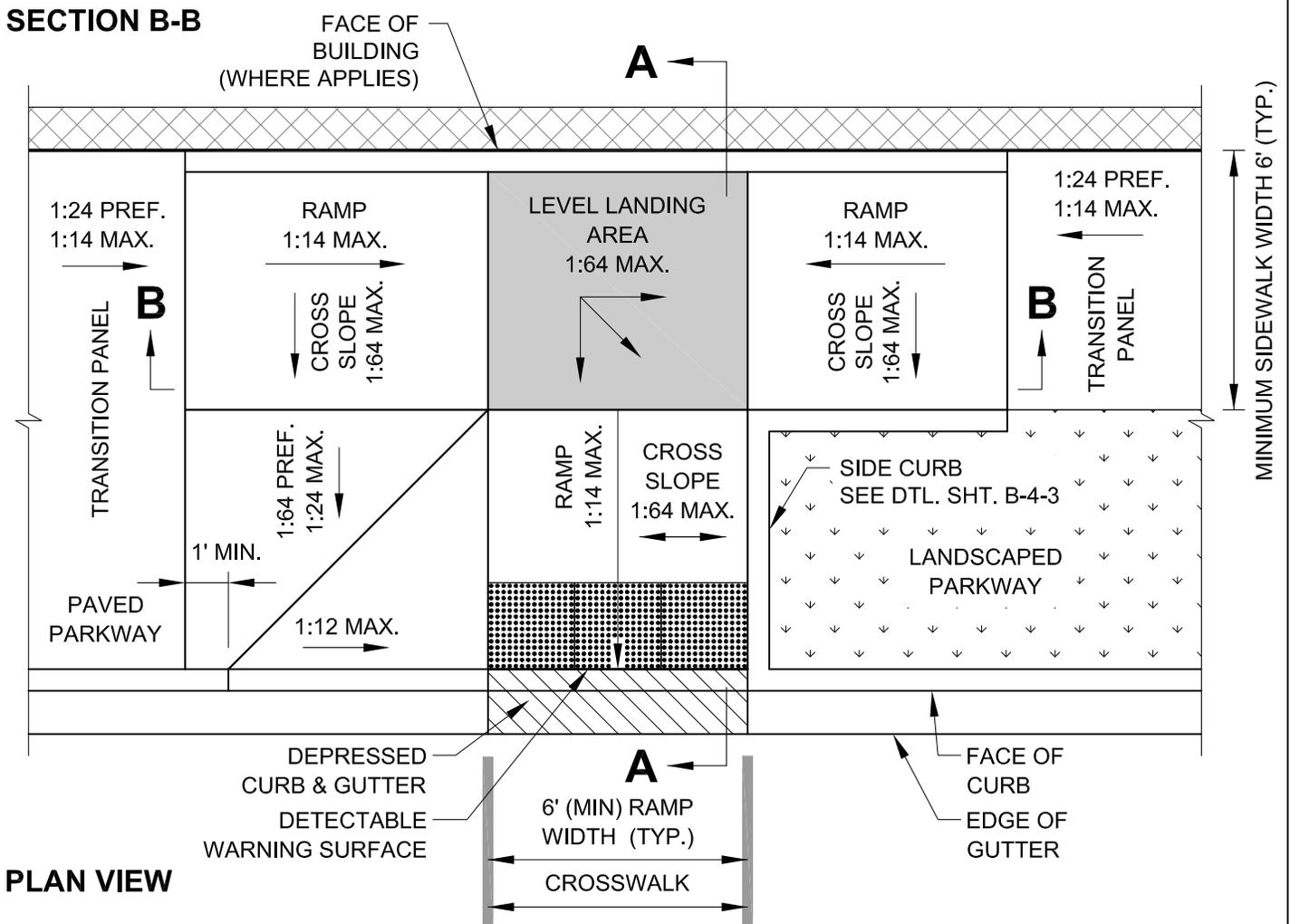
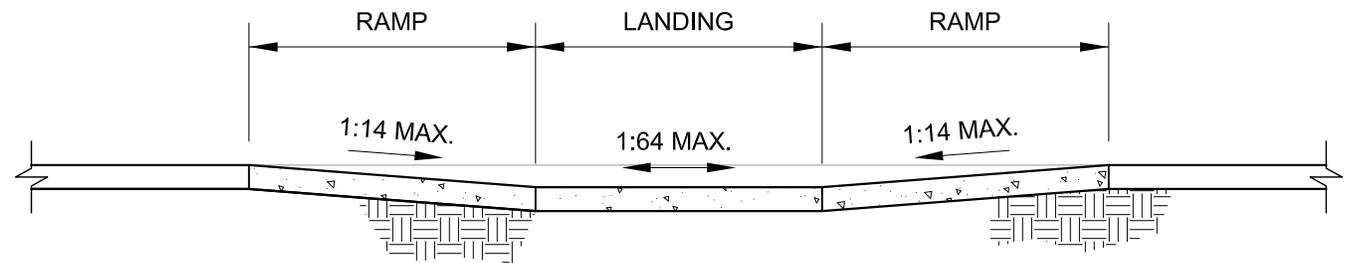
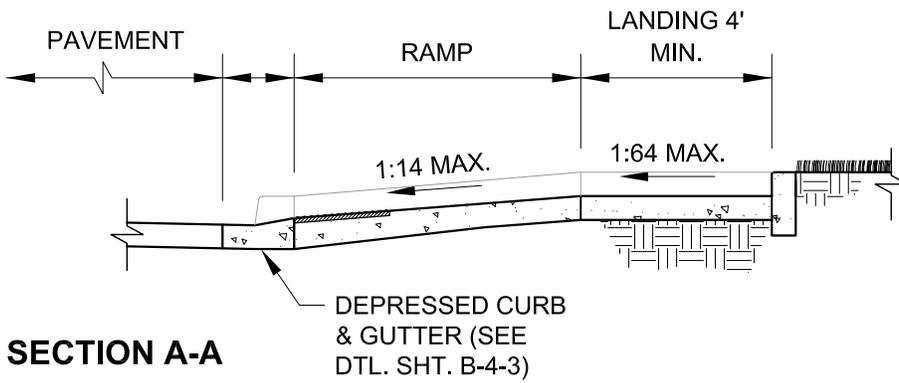
DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5

CITY OF CHICAGO  
PARALLEL RAMP (ONE DIRECTION)  
AT MID-BLOCK LOCATION  
**SHEET B-1-17**

SCALE: NOT TO SCALE  
DATE: 10/23/2006

DRAWN BY: CDOT  
CHECKED BY: LCM

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



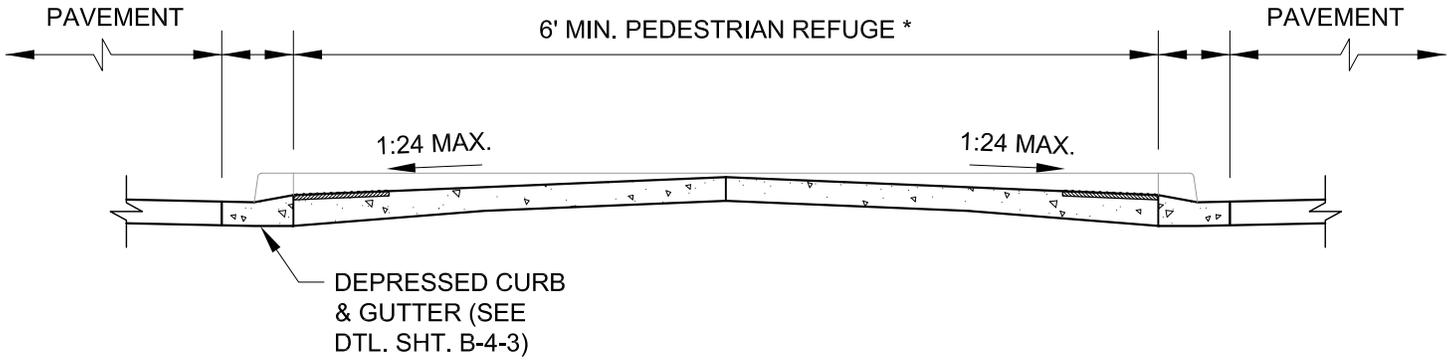
City of Chicago  
Rahm Emanuel, Mayor  
Department of Transportation  
Division of Engineering  
www.cityofchicago.org



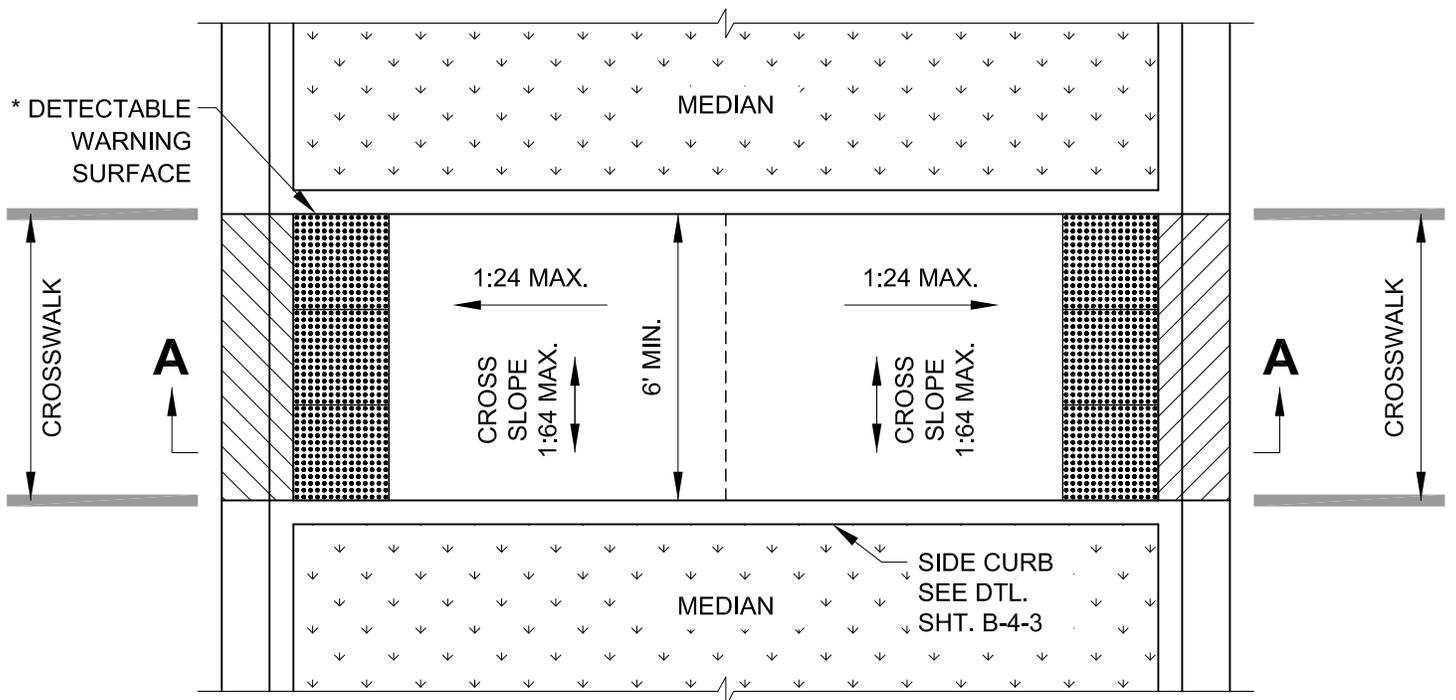
DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5

CITY OF CHICAGO  
COMBINATION RAMP (PARALLEL AND PERPENDICULAR RAMPS) AT MID-BLOCK LOCATION  
**SHEET B-1-18**  
SCALE: NOT TO SCALE  
DATE: 10/23/2006  
DRAWN BY: CDOT  
CHECKED BY: LCM

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



**SECTION A-A**



**PLAN VIEW**

City of Chicago  
Rahm Emanuel, Mayor  
Department of Transportation  
Division of Engineering  
www.cityofchicago.org

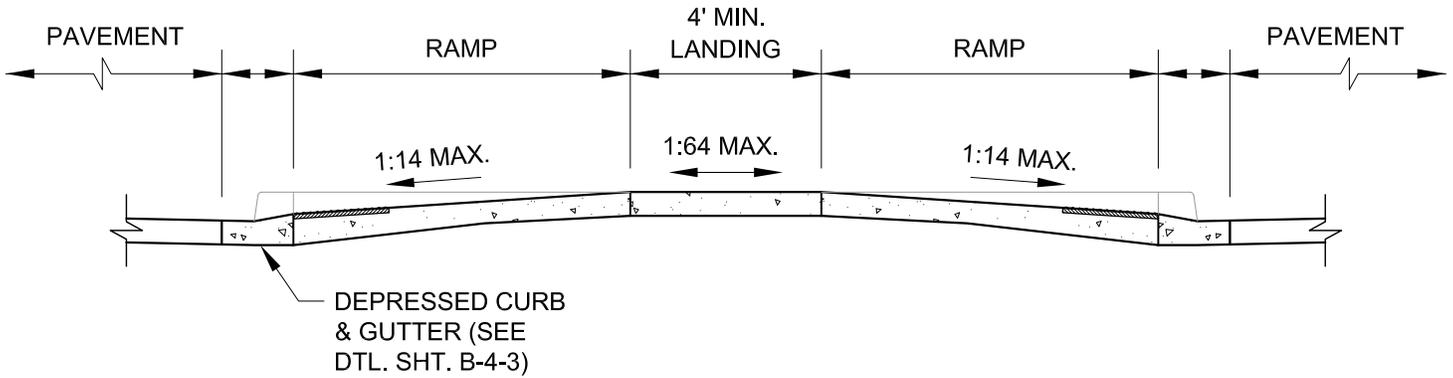


DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5

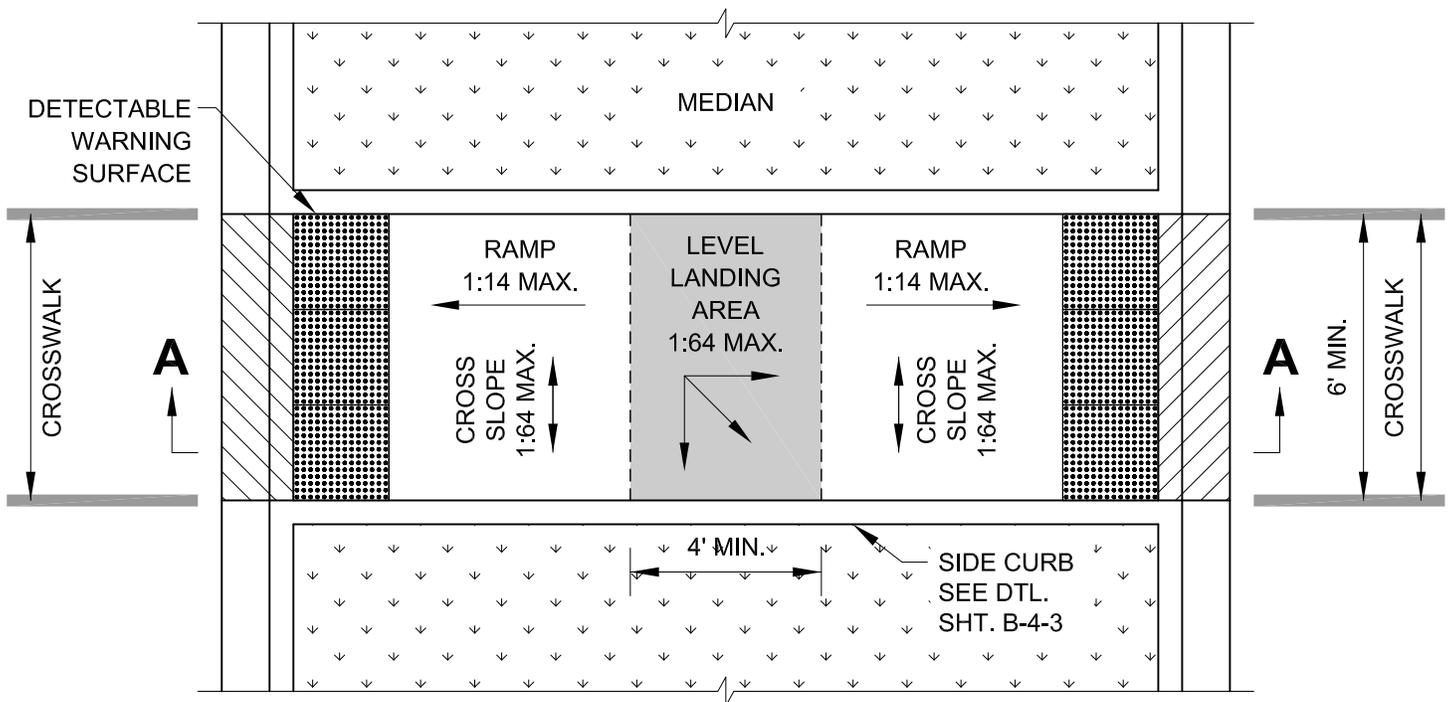
CITY OF CHICAGO  
MEDIAN PASS-THROUGH  
**SHEET B-1-19**

SCALE: NOT TO SCALE  
DATE: 10/23/2006

DRAWN BY: CDOT  
CHECKED BY: LCM



**SECTION A-A**



**PLAN VIEW**

City of Chicago  
Rahm Emanuel, Mayor  
Department of Transportation  
Division of Engineering  
www.cityofchicago.org



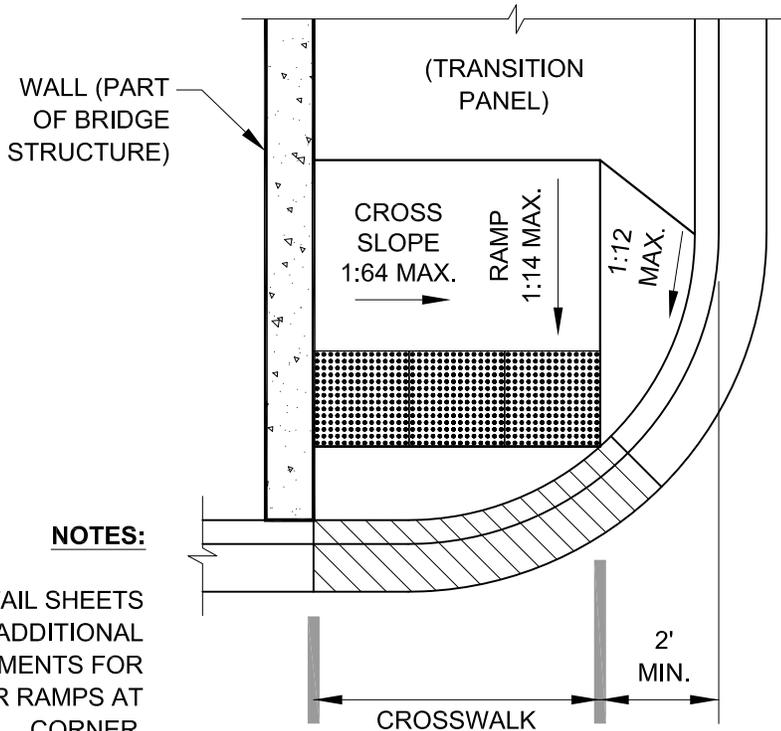
DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5

CITY OF CHICAGO  
MEDIAN PASS-THROUGH WITH RAMPS  
**SHEET B-1-20**

SCALE: NOT TO SCALE  
DATE: 10/23/2006

DRAWN BY: CDOT  
CHECKED BY: LCM

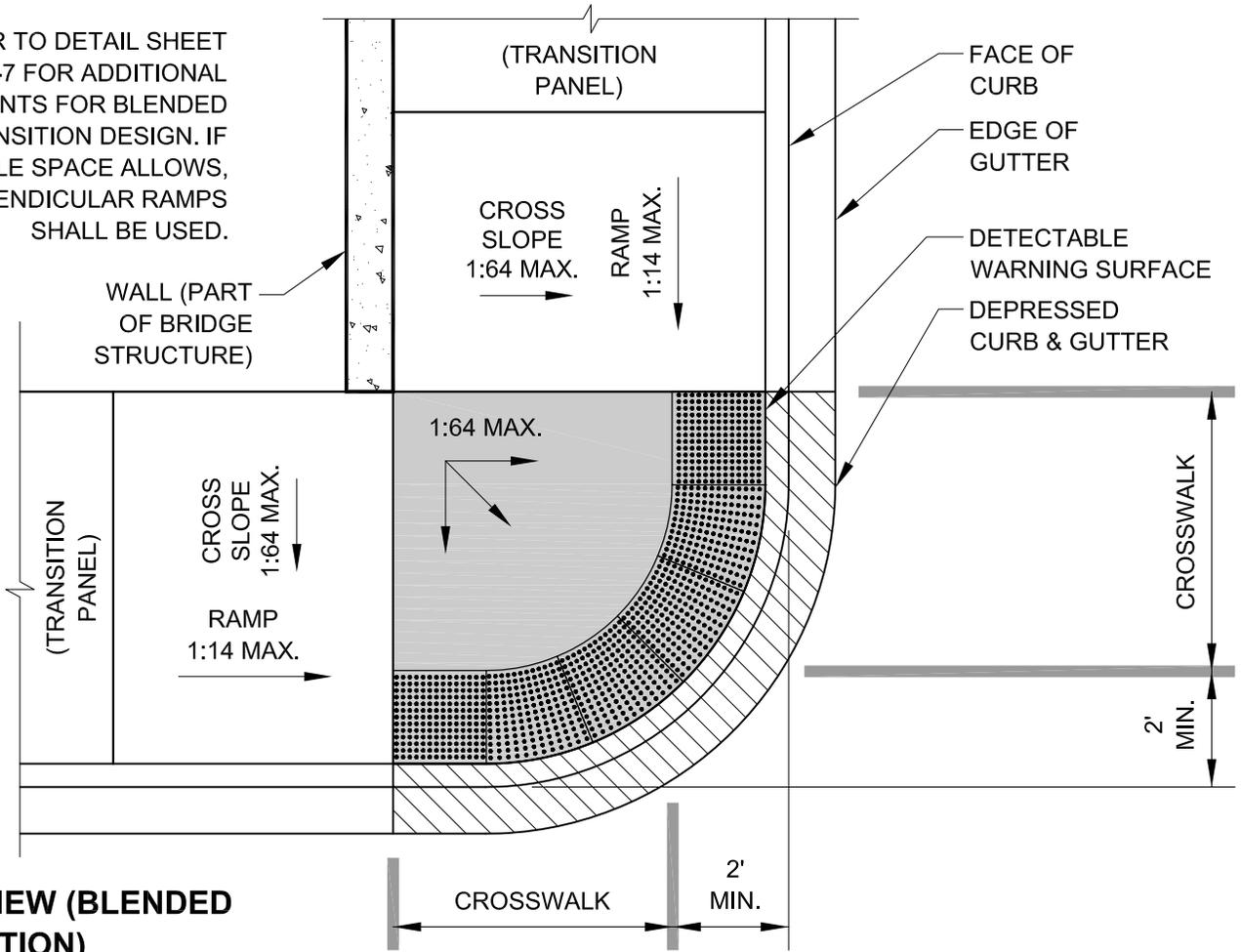
**PLAN VIEW -  
SINGLE  
AVAILABLE  
CROSSING**



**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)**

City of Chicago  
Rahm Emanuel, Mayor  
Department of Transportation  
Division of Engineering  
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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

**CITY OF CHICAGO  
ON-GRADE RAMP AT BRIDGE OR OVERPASS  
SHEET B-1-21**

SCALE: NOT TO SCALE  
DATE: 10/23/2006

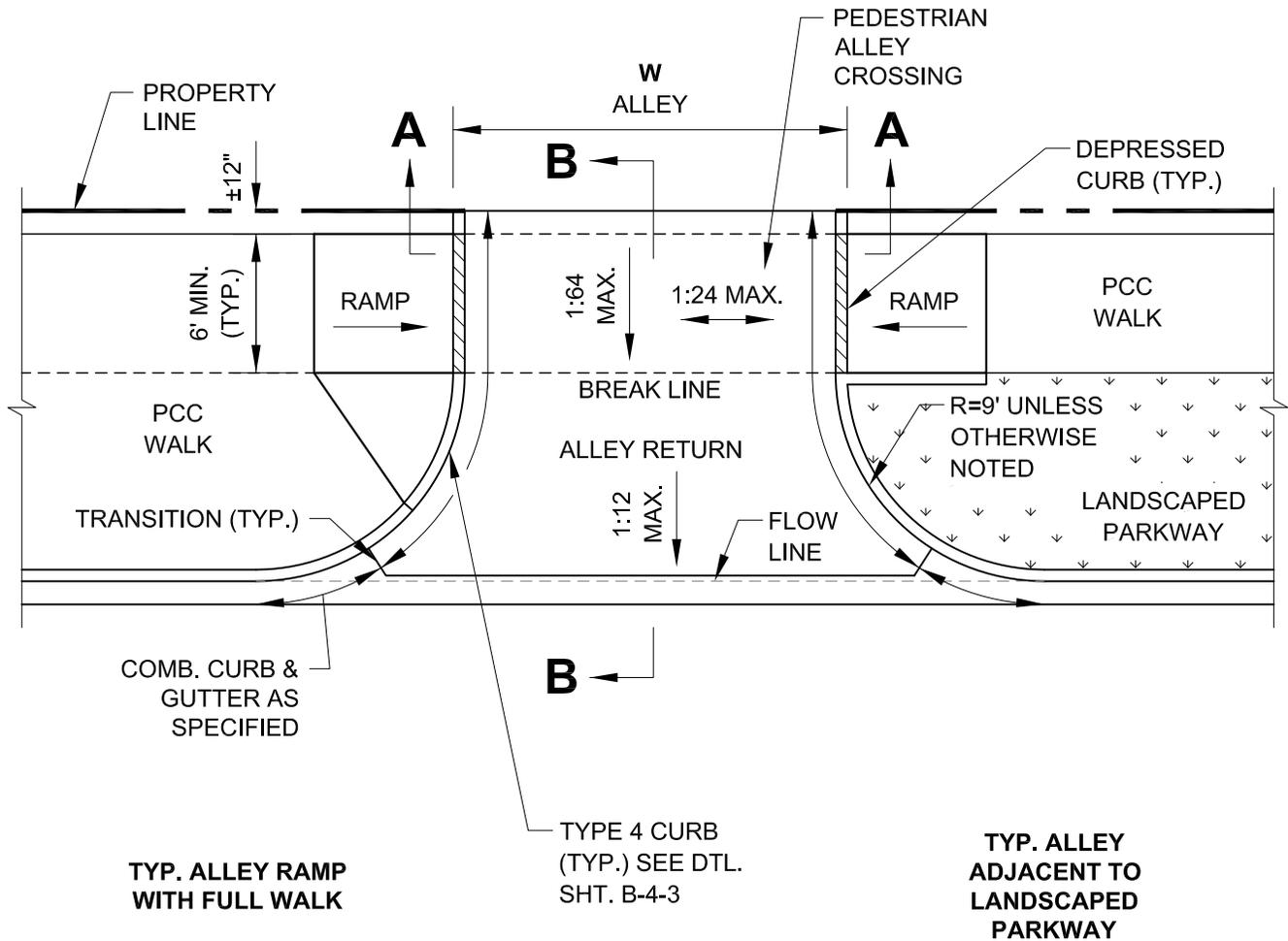
DRAWN BY: CDOT  
CHECKED BY: LCM

**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.

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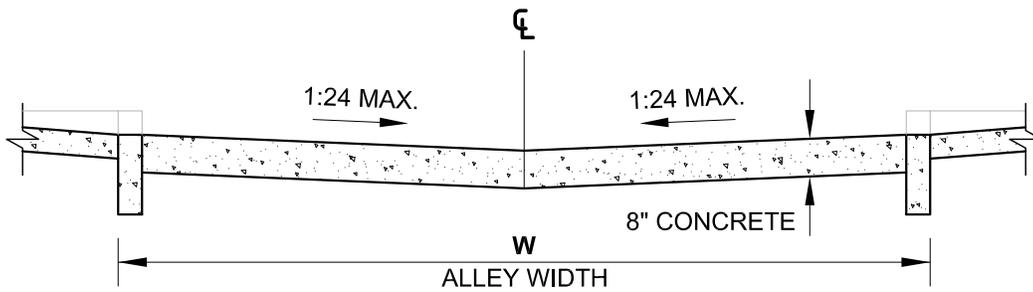


DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5

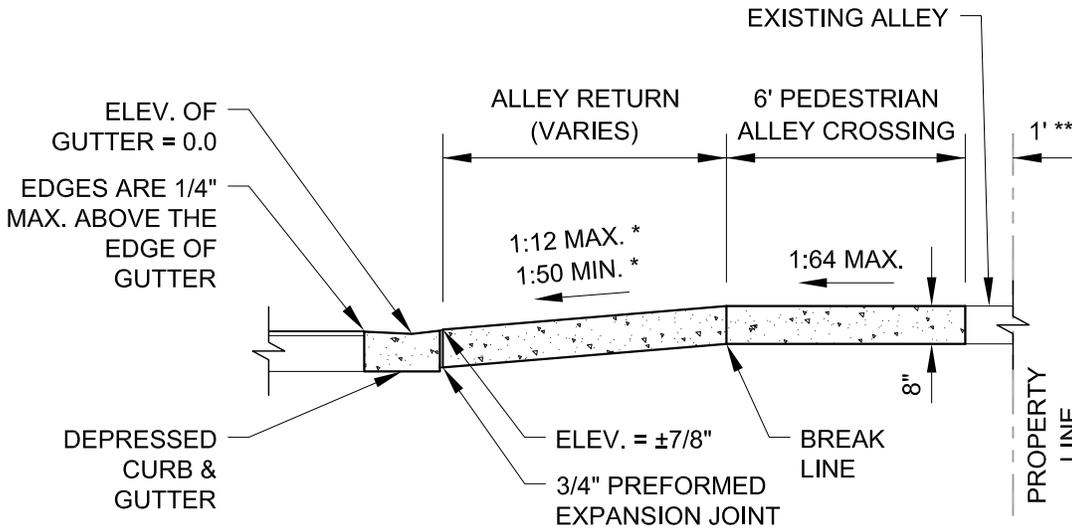
CITY OF CHICAGO  
ALLEY RETURN PLAN VIEW  
**SHEET B-2-1**

SCALE: NOT TO SCALE  
DATE: 10/23/2006

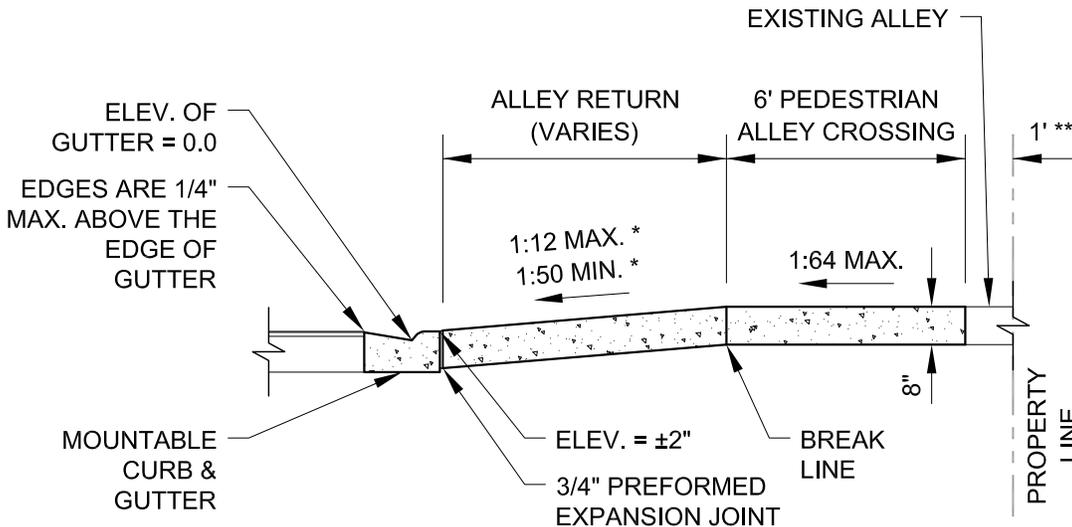
DRAWN BY: CDOT  
CHECKED BY: LCM



**SECTION A-A: CROSS SECTION AT PROPERTY LINE**



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



**SECTION B-B: LONGITUDINAL SECTION SHOWING MOUNTABLE CURB & GUTTER**

**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.

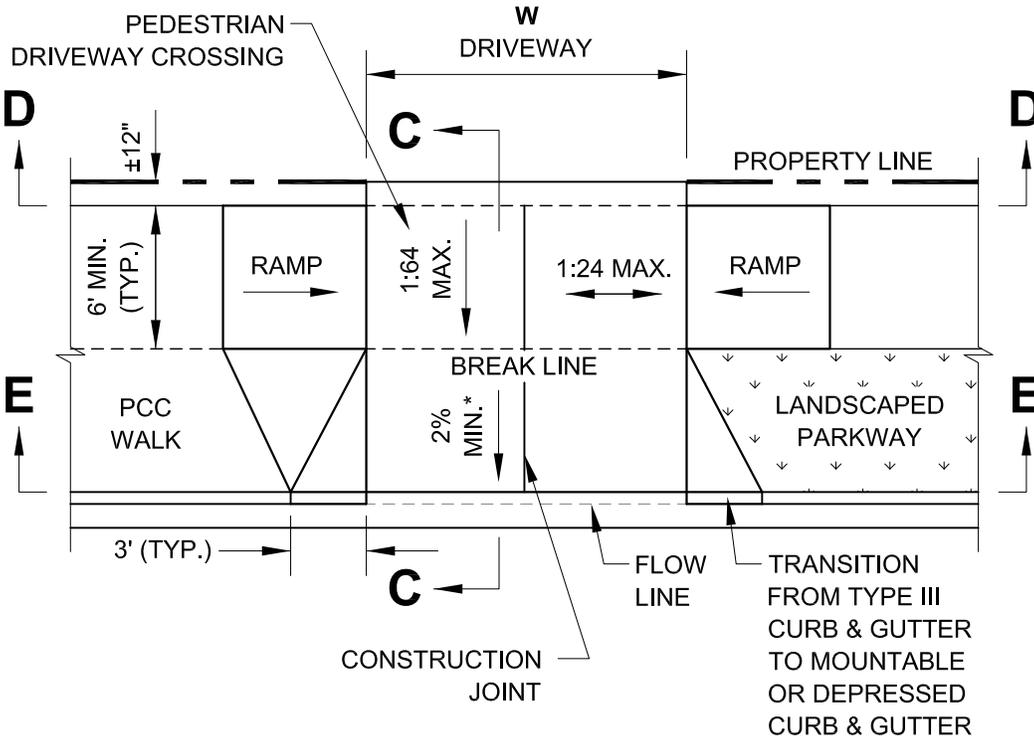
\* SLOPE VARIES AND IS NOT GOVERNED BY ADA

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

**NOTE:**

WORK THIS SHEET WITH SHEET B-2-1.

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



**ALLEY NOTES:**

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

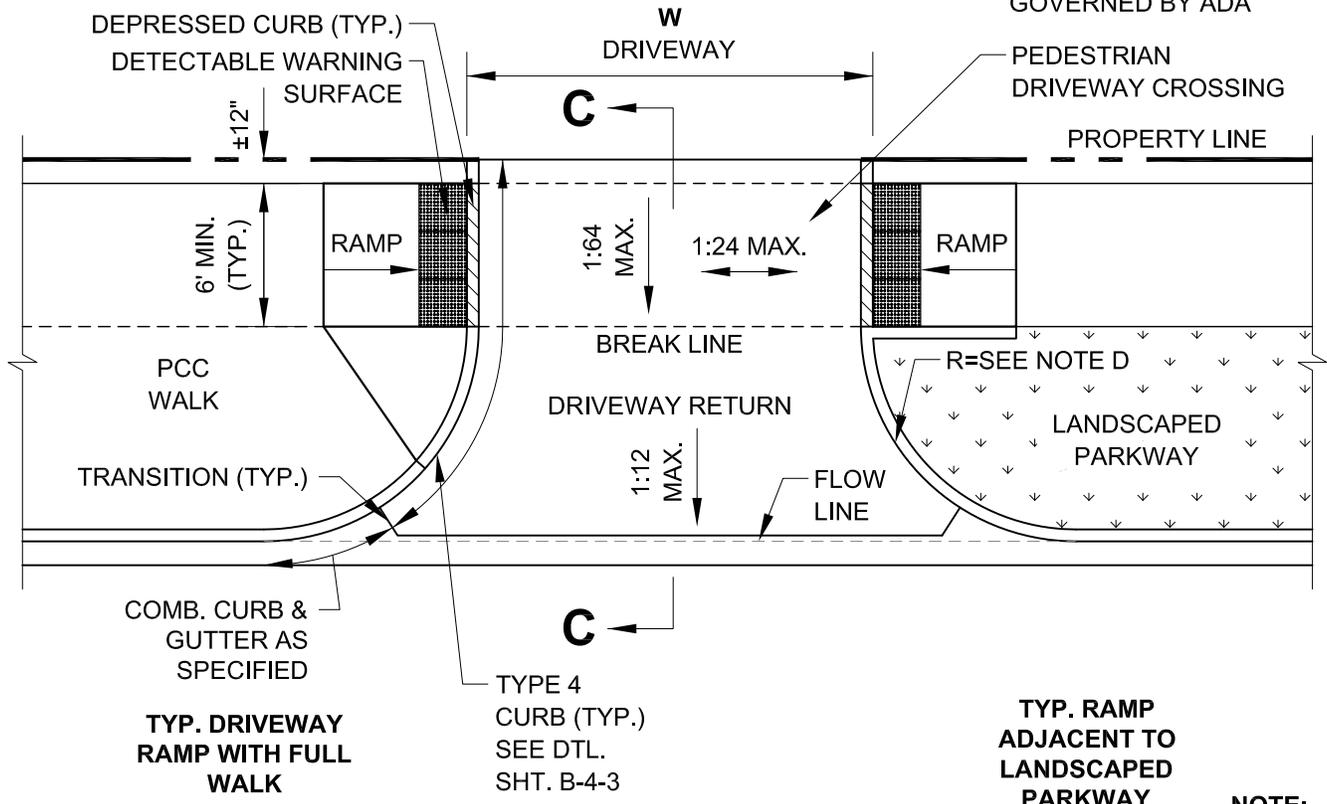
B. RAMP DETAILS ARE DEPENDENT UPON SITE SPECIFIC CONDITIONS (WHERE RAMPS ARE NECESSARY). SEE APPROPRIATE RAMP SHEET AS REQUIRED (TYP.).

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.

**OPTION A - DRIVEWAY WITH FLARES**

\* SLOPE VARIES AND IS NOT GOVERNED BY ADA



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

**NOTE:**  
WORK THIS SHEET WITH SHEET B-2-4.

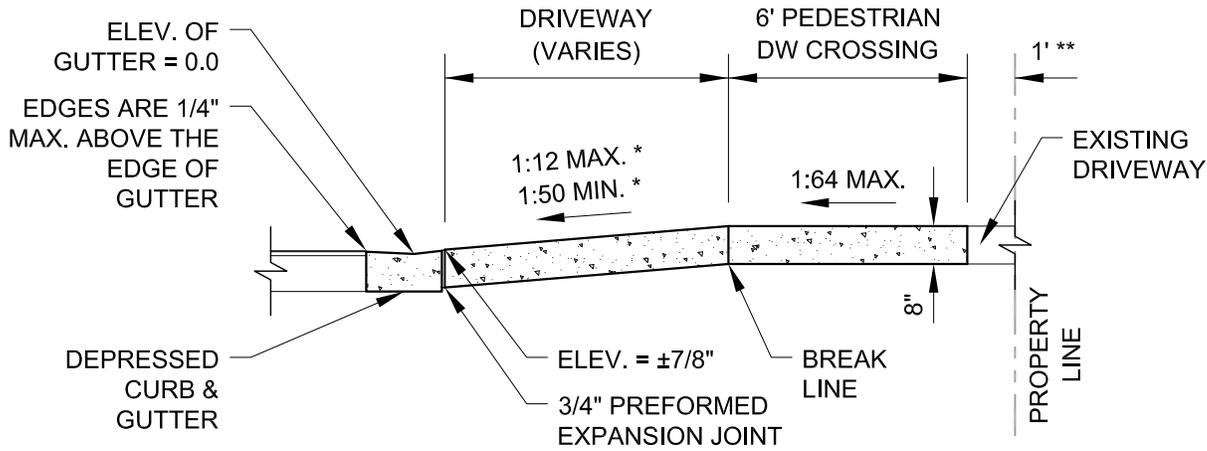


DATE	REVISION
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11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5

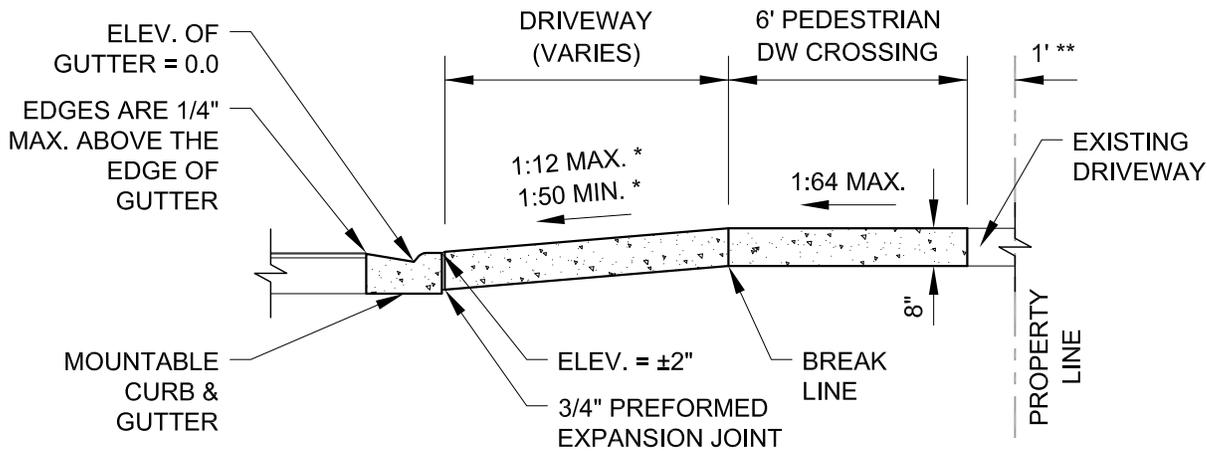
CITY OF CHICAGO  
DRIVEWAY CONSTRUCTION PLAN VIEWS  
**SHEET B-2-3**

SCALE: NOT TO SCALE  
DATE: 10/23/2006

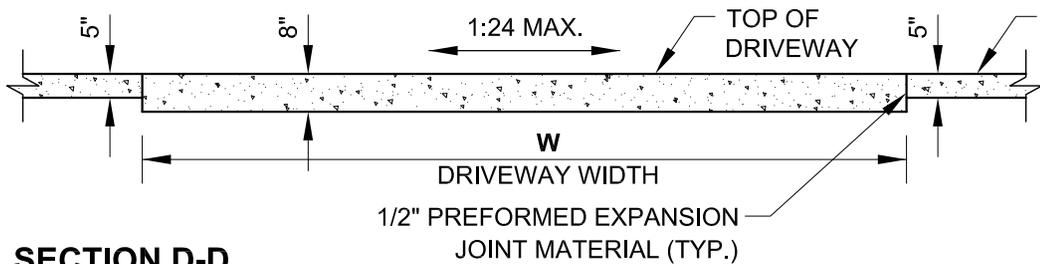
DRAWN BY: CDOT  
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**SECTION C-C: SECTION SHOWING DEPRESSED CURB & GUTTER**



**SECTION C-C: SECTION SHOWING MOUNTABLE CURB & GUTTER**

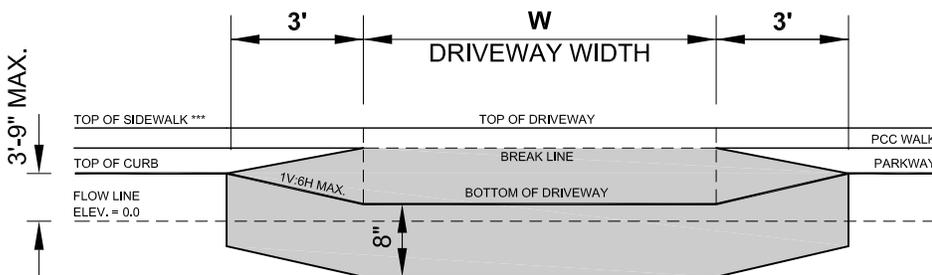


**SECTION D-D**

\* 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

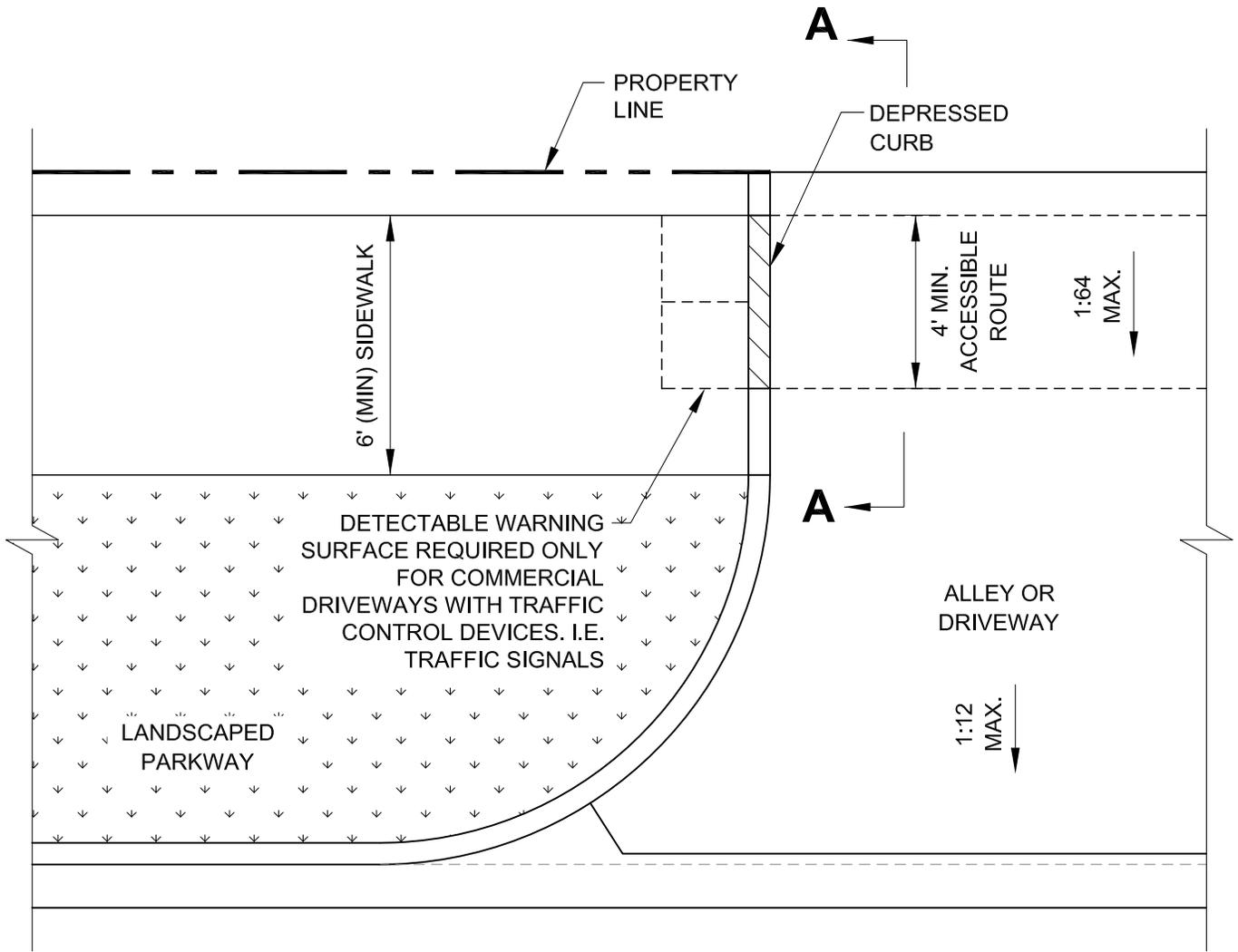
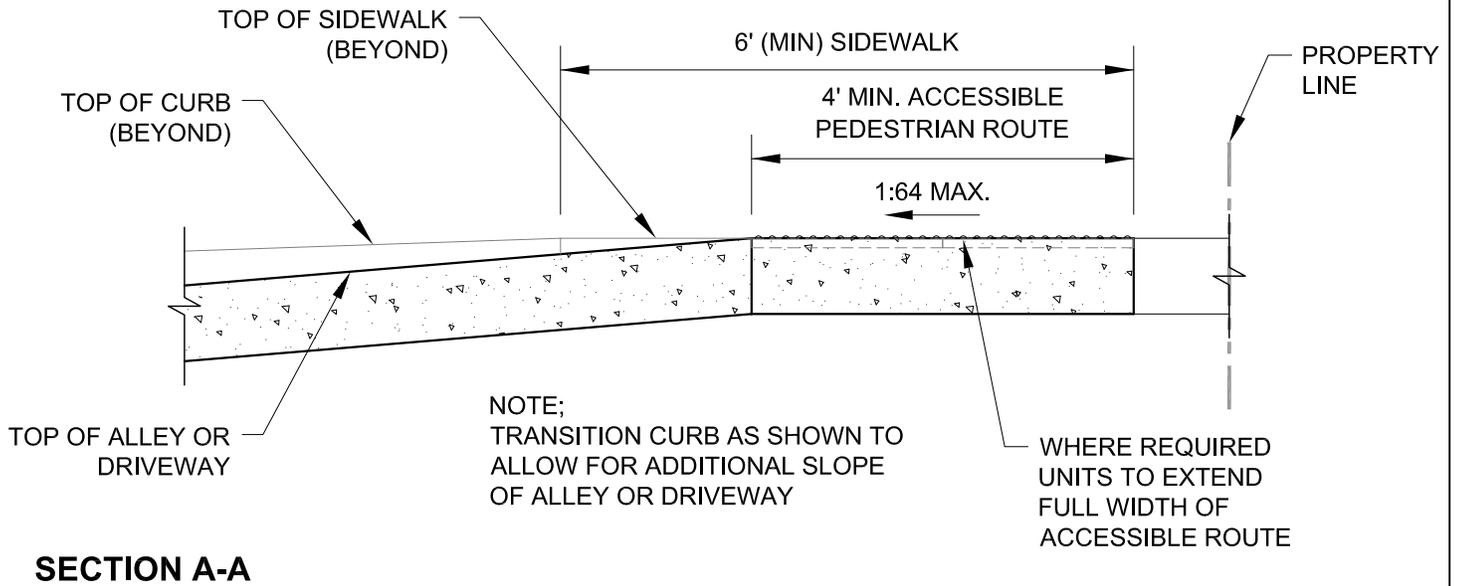
\*\*\* HEIGHT OF FLARE + WIDTH OF SIDEWALK x 1.56% + WIDTH OF PARKWAY x 1.56% TO 4%



**SECTION E-E**

**NOTE:**  
WORK THIS SHEET WITH SHEET B-2-3.

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



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

## SLOPE CONVERSION CHART

% SLOPE	SLOPE RATIO	INCHES PER FOOT	DECIMAL FEET PER FOOT
16.67%	1:6	2"	0.167'
10%	1:10	1 1/4"	0.104'
8.33%	1:12	1"	0.083'
7.14%	1:14	7/8"	0.073'
5%	1:20	5/8"	0.052'
4.17%	1:24	1/2"	0.042'
2%	1:50	1/4"	0.021'
1.56%	1:64	3/16"	0.016'

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

**GENERAL NOTES:**

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).
3. THE DETECTABLE WARNING MUST COVER FULL WIDTH OF RAMP EXCLUDING SIDE FLARES FOR A MINIMUM UNOBSTRUCTED DEPTH OF 24". THE DETECTABLE WARNING LOCATED ON THE SURFACES OF RAMPS IS TYPICALLY ORIENTED PERPENDICULAR TO THE RUN OF THE RAMP UNLESS SPECIAL CIRCUMSTANCES OCCUR (SEE DETAIL SHEET B-1-5). THE DETECTABLE WARNING MUST BE PROVIDED FOR A MINIMUM DEPTH OF 24" FOR THE ENTIRE LENGTH OF THE SIDEWALK WHERE THE SIDEWALK IS FLUSH WITH THE STREET (DEPRESSED CURB OR FLUSH TRANSITION). IF IT IS NECESSARY TO CUT A UNIT(S) IN THE PROVISION OF A COMPLIANT RAMP OR SIDEWALK WITH 24" MINIMUM DEPTH OF DETECTABLE WARNING, THE UNITS SHALL BE CUT IN A NEAT AND WORKMAN LIKE MANNER PER MANUFACTURER'S REQUIREMENTS WITH A MINIMUM OF THREE PINS OR ANCHOR POINTS (WHERE APPLICABLE). THE UNITS SHALL BE ARRANGED SO THAT THE CUT UNITS ARE LARGE ENOUGH TO BE PROPERLY AND ADEQUATELY SECURED. CUT UNITS SHALL NOT BE USED UNLESS ALL OTHER DESIGN OPTIONS HAVE BEEN EXHAUSTED. THE USE OF SALVAGE PIECES FROM UNITS THAT ARE CUT WILL NOT BE PERMITTED WITHOUT WRITTEN APPROVAL OF THE COMMISSIONER. CUT UNIT SALVAGE PIECES NOT APPROVED FOR USE MUST BE REMOVED FROM THE SITE AND DISPOSED OF PROPERLY.
4. WHERE APPLICABLE, A COMBINATION OF STRAIGHT AND RADIAL DETECTABLE WARNING UNITS MAY BE USED ON COMPOUND AND LARGE RADII. 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 UNOBSTRUCTED 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.



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

CITY OF CHICAGO  
GENERAL NOTES  
**SHEET B-3-2**

SCALE: NOT TO SCALE  
DATE: 10/23/2006

DRAWN BY: CDOT  
CHECKED BY: LCM

**GENERAL NOTES (CONTINUED):**

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).

16. IF SIDEWALK AND ALLEY ARE AT THE SAME GRADE, A RAMP IS NOT REQUIRED. IF SIDEWALK AND DRIVEWAY ARE AT THE SAME GRADE, A RAMP IS NOT REQUIRED BUT DETECTABLE WARNING UNITS ARE STILL REQUIRED IF THE DRIVEWAY HAS TRAFFIC CONTROL DEVICES (I.E. TRAFFIC SIGNALS).

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 RECEPTACLES, 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.



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

CITY OF CHICAGO  
GENERAL NOTES (CONTINUED)  
**SHEET B-3-3**

SCALE: NOT TO SCALE  
DATE: 10/23/2006

DRAWN BY: CDOT  
CHECKED BY: LCM

## ADA COMPLIANCE AND TRANSITION GUIDELINES

POLICY STATEMENT: ANY ALTERATION OF THE PUBLIC WAY MUST BE RESTORED IN AN ADA COMPLIANT MANNER

### 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 REPAVED, 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 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

DATE	REVISION
02/20/07	REVISION 1
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11/14/08	REVISION 3
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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:

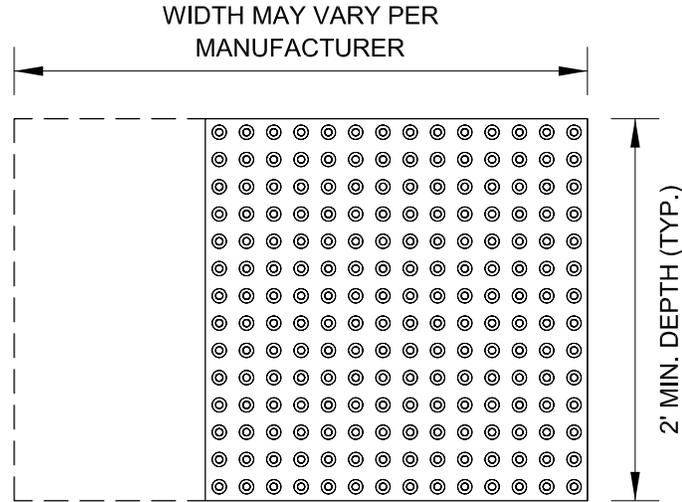


THIS CERTIFIED THAT THESE DRAWINGS HAVE BEEN  
REVIEWED TO THE BEST OF MY KNOWLEDGE AND THAT  
I BELIEVE THEY ARE IN ACCORDANCE WITH THE  
AMERICANS WITH DISABILITIES ACT (ADA), AND ALL  
CODES AND BUILDING ORDINANCES OF THE CITY OF  
CHICAGO, STATE OF ILLINOIS.

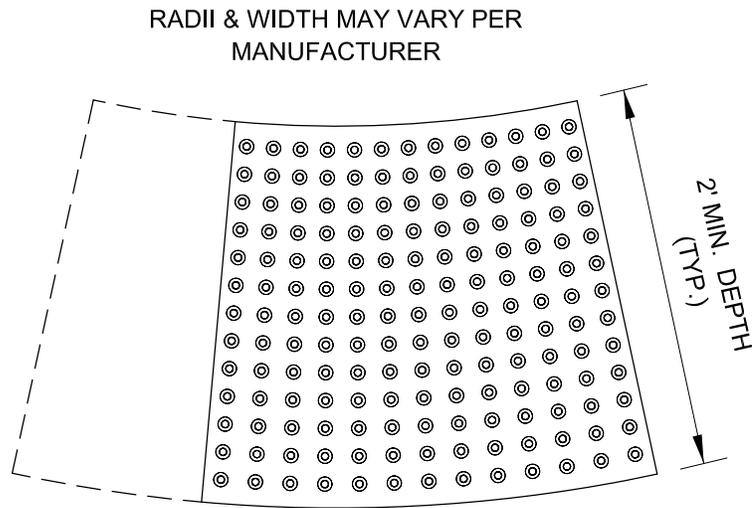
\_\_\_\_\_  
LICENSED ARCHITECT / LANDSCAPE ARCHITECT /  
LICENSED ENGINEER

DATE	REVISION
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11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5

# STRAIGHT DETECTABLE WARNING UNITS



# RADIAL DETECTABLE WARNING UNITS



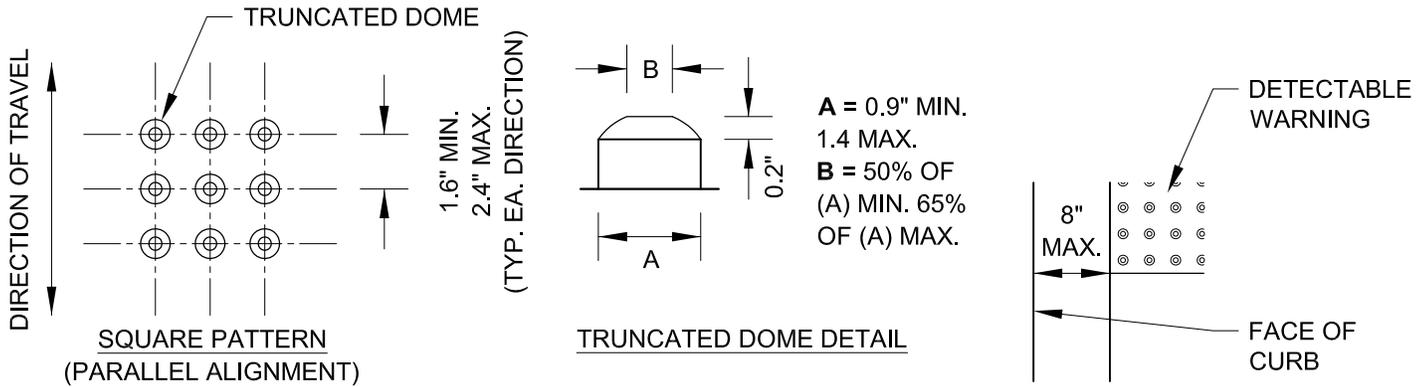
# DETECTABLE WARNING UNIT SIZES

- 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](http://www.cityofchicago.org)).

DATE	REVISION
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11/14/08	REVISION 3
11/02/09	REVISION 4
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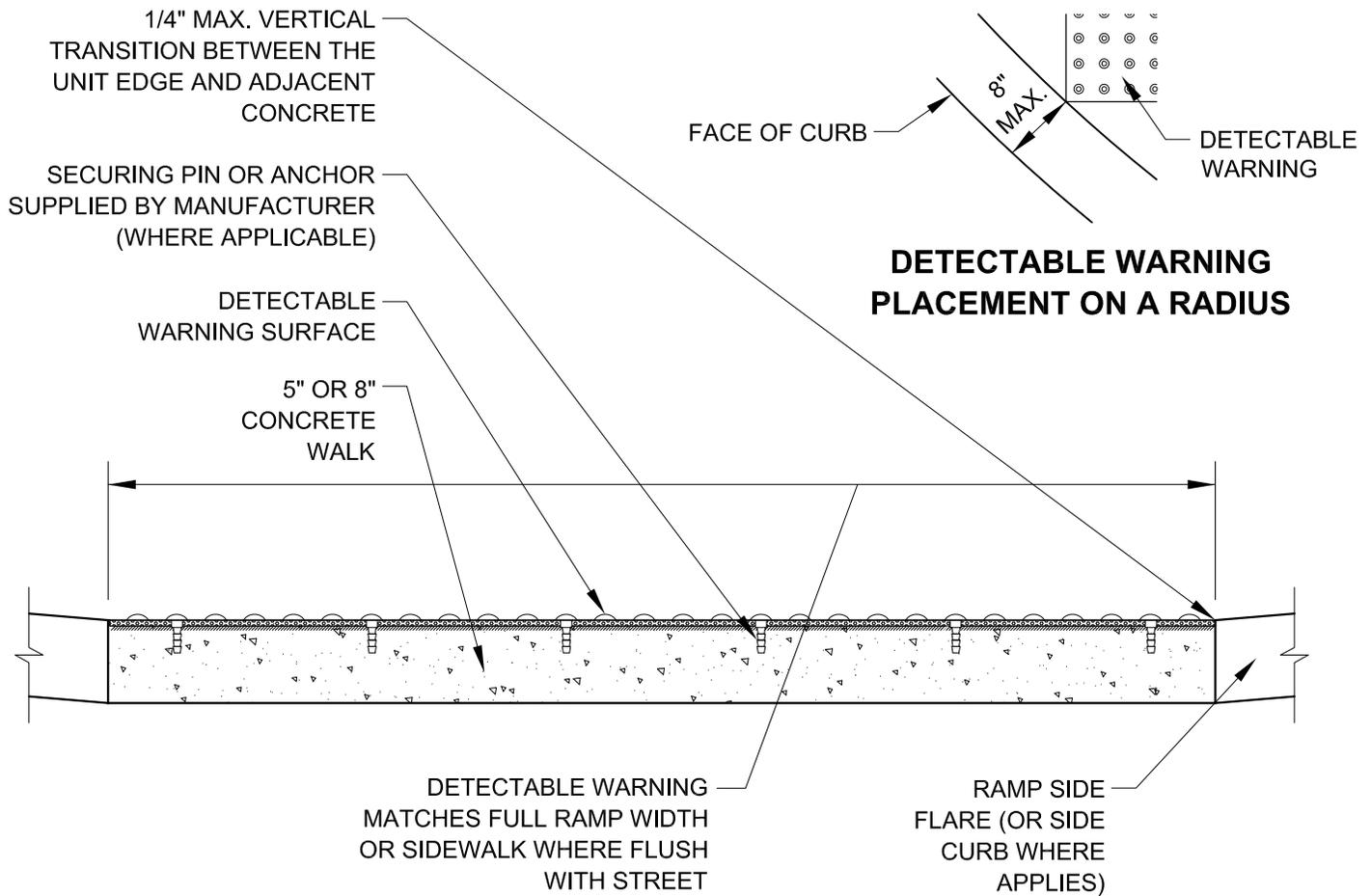
**GENERAL NOTE:**

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 & DOME DETAIL**

**TYPICAL DETECTABLE WARNING PLACEMENT**



**DETECTABLE WARNING UNIT SECTION**

City of Chicago  
Rahm Emanuel, Mayor  
Department of Transportation  
Division of Engineering  
www.cityofchicago.org

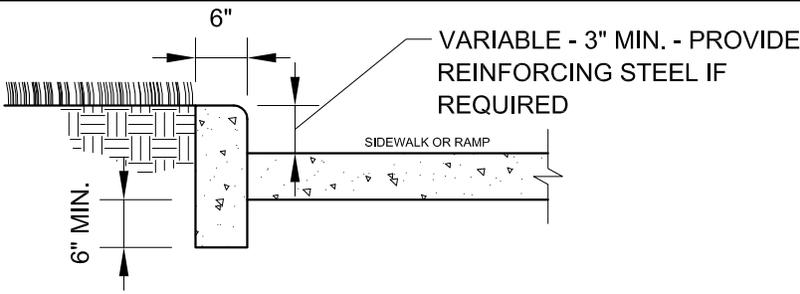


DATE	REVISION
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11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5

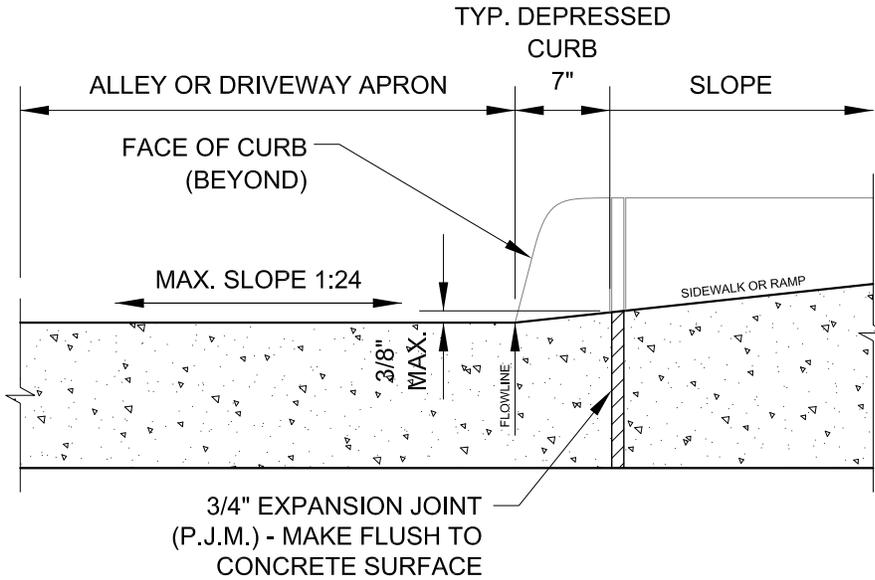
CITY OF CHICAGO  
DETECTABLE WARNING UNIT DETAILS  
**SHEET B-4-2**

SCALE: NOT TO SCALE  
DATE: 10/23/2006

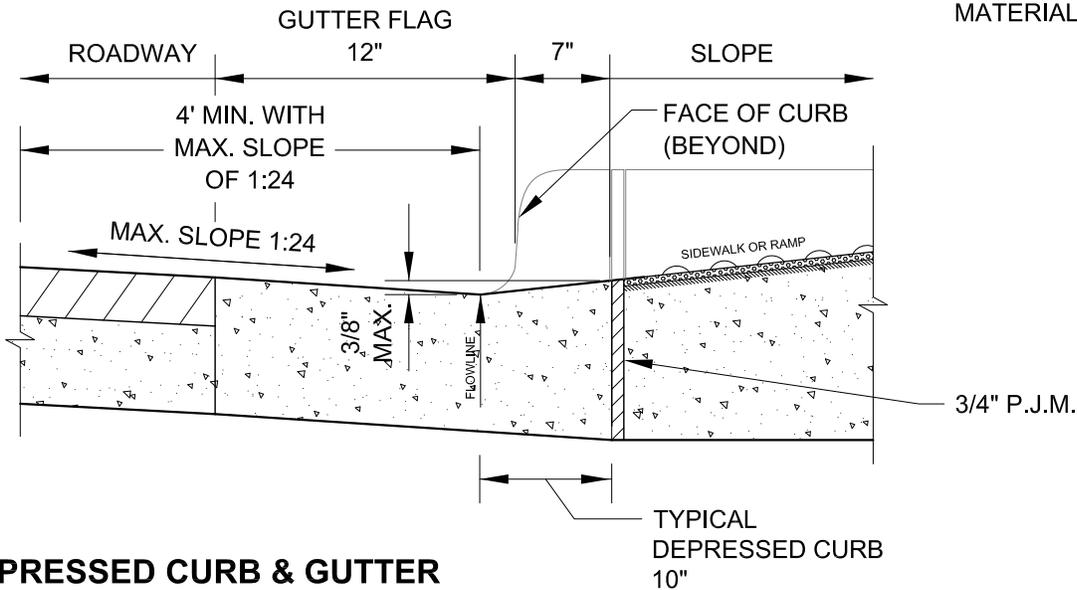
DRAWN BY: CDOT  
CHECKED BY: LCM



**SIDE CURB - SECTION**



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



**DEPRESSED CURB & GUTTER  
AT BOTTOM OF TYPICAL CURB RAMP**

**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.

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