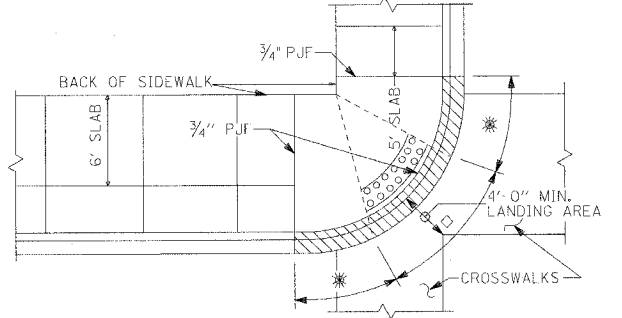


RECOMMENDED LOCATION OF RAMPS

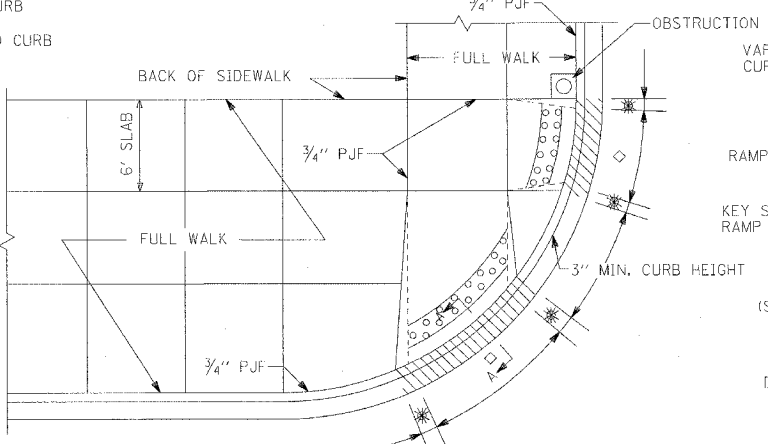
LEGEND

- PREFORMED JOINT FILLER
- DUMMY JOINT
- - - SLOPE BREAKPOINT
- \* FLARED CURB
- ◇ DEPRESSED CURB

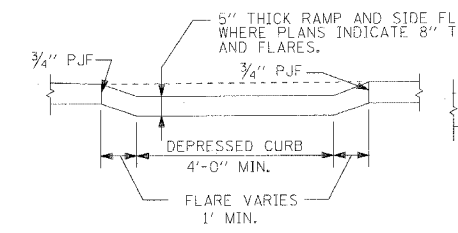
NOTE:  
WHEN LANDING AREA IN CROSSWALK IS LESS THAN 4'-0", THE RAMP WIDTH AT CURB SHALL BE 8'-0" MINIMUM IN LIEU OF 4'-0" MINIMUM.



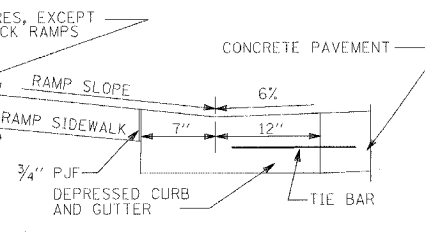
TYPICAL RAMP WITH FULL WALK 10 FEET WIDE OR LESS



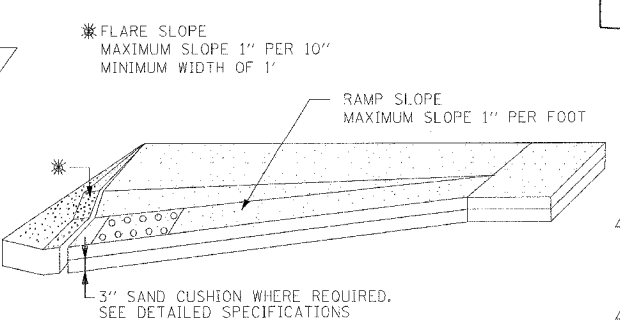
TYPICAL RAMP WITH FULL WALK GREATER THAN 10 FEET WIDE



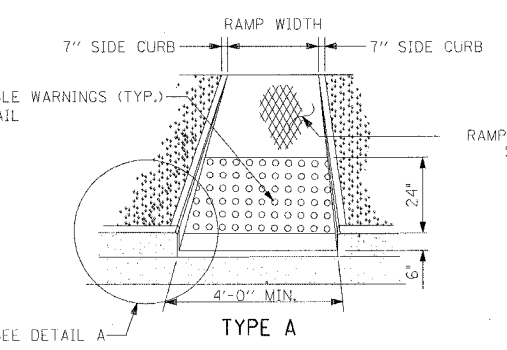
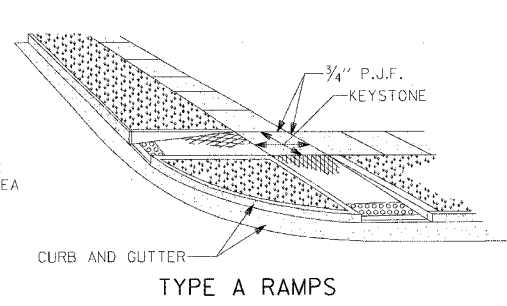
RAMP CROSS SECTION AT CURB LINE



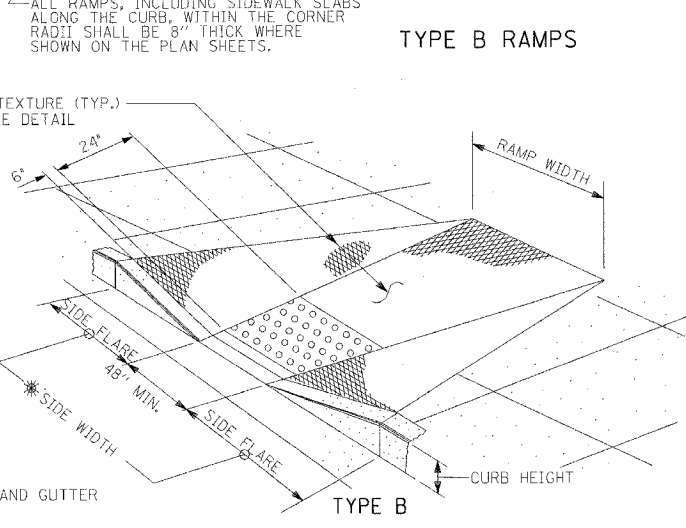
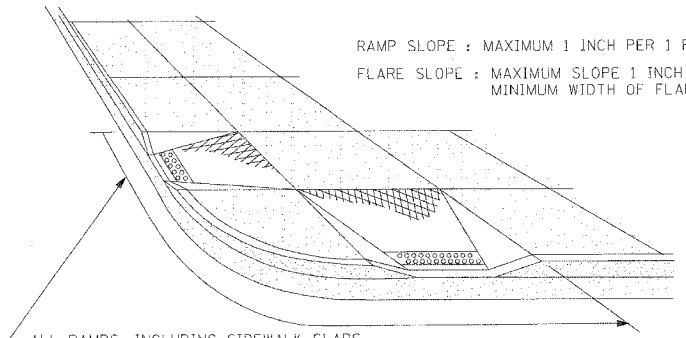
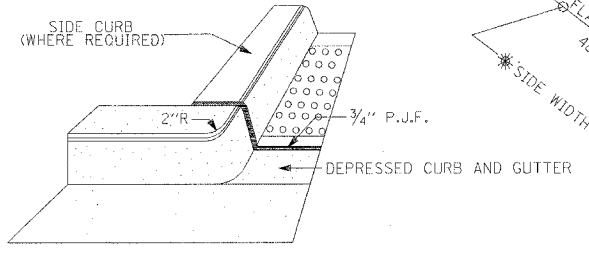
TYPICAL SECTION AT GUTTER



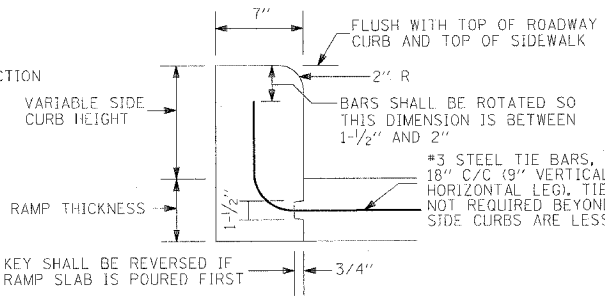
RAMP PROFILE



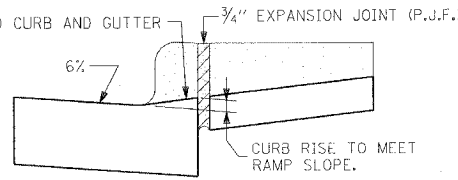
TYPE A



TYPE B

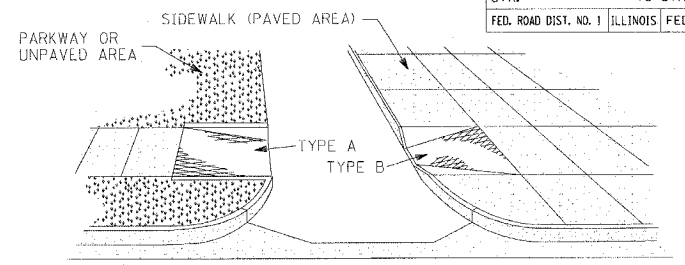


(SIDE CURB MAY BE CONSTRUCTED MONOLITHICALLY WITH RAMP.)



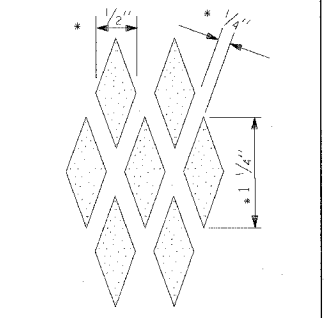
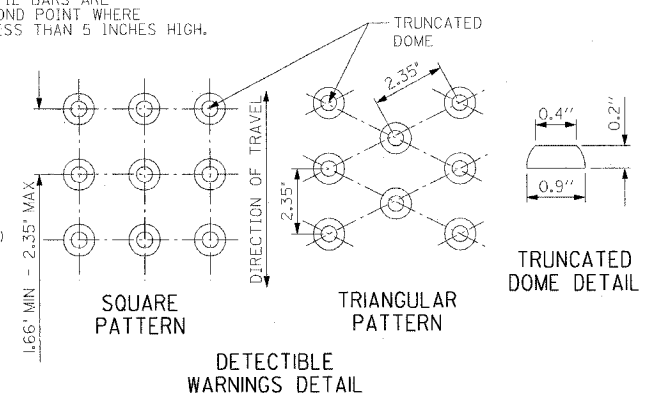
SECTION A-A

- 1 PFH 3-30-90 GENERAL NOTES, RECOMMENDED LOCATION OF RAMPS, RAMP SLOPE NOTE, WALK 10 FT. WIDE OR LESS.
- 2 PFH 1-15-92 TITLE BLOCKS



GENERAL NOTES

1. RAMPS SHALL BE LOCATED AS SHOWN ON PLANS IN ALIGNMENT WITH NORMAL SIDEWALK AND/OR CROSSWALK AND SHALL HAVE SUFFICIENT CURB LENGTH AT CORNER RADII TO PREVENT VEHICULAR ENCRoACHMENT.
2. CURB RAMPS AT MARKED CROSSINGS SHALL BE WHOLLY CONTAINED WITHIN THE MARKINGS EXCLUDING ANY FLARED SIDES.
3. THE MAXIMUM SLOPE OF RAMPS FOR TYPES A & B SHALL BE 1:12. FOR UNUSUAL SITUATIONS, SEE SECTION 4.8.2 OF THE AMERICAN NATIONAL STANDARD FOR BUILDINGS AND FACILITIES.
4. FOR TYPE B RAMPS, MAXIMUM SLOPE OF THE SIDE FLARE SHALL BE 1:10, EXCEPT THAT, IF THE LANDING AREA BETWEEN THE TOP OF THE RAMP AND AN OBSTRUCTION IS LESS THAN 48 INCHES, THEN THE MAXIMUM SLOPE OF THE FLARE SHALL BE 1:12. SEE LOWER LEFT HAND CORNER OF THE PLAN FOR RECOMMENDED LOCATION OF RAMPS.
5. RAMPS SHALL BE CONSTRUCTED OF P.C. CONCRETE IN ACCORDANCE WITH ARTICLE 424 OF THE STANDARD SPECIFICATIONS, EXCEPT A TEXTURED FINISH WILL BE REQUIRED AND STEEL FORMS WILL NOT BE PERMITTED.
6. THE THICKNESS OF RAMPS SHALL BE THE SAME AS THE ADJACENT SIDEWALKS WITH A MINIMUM THICKNESS OF 5 INCHES, EXCEPT THAT THE MINIMUM RAMP THICKNESS SHALL BE 8 INCHES WHERE SHOWN ON THE PLANS. THE RAMP AREA WILL BE DETERMINED BY MEASURING THE WIDTH AND LENGTH ON A HORIZONTAL PLANE. THE AVERAGE WIDTHS WILL BE MEASURED TO INCLUDE THE SIDE CURBS OR FLARES (EDGE TREATMENT) AND THE LENGTH WILL BE MEASURED HORIZONTALLY FROM THE TOP TO THE BOTTOM OF THE RAMP. RAMPS WILL BE PAID FOR AT THE UNIT PRICE PER SQUARE FOOT, WHICH PRICE SHALL INCLUDE ALL COSTS, INCLUDING REQUIRED EXPANSION JOINTS, TEXTURING AND VARIABLE HEIGHT EDGE TREATMENT.
7. 3/4" PREFORMED JOINT FILLER (P.J.F.) SHALL BE INSTALLED ON THE SIDES OF RAMPS WHERE THE RAMP ABUTS ADJACENT SIDEWALKS IN ACCORDANCE WITH THE "DETAIL OF PORTLAND CEMENT SIDEWALK CONSTRUCTION".
8. RAMP TEXTURING IS TO BE DONE WITH AN EXPANDED METAL GRATE PLACED AND REMOVED FROM WET CONCRETE TO LEAVE A DIAMOND PATTERN AS SHOWN. THE LONG AXIS OF THE DIAMOND PATTERN SHALL BE PERPENDICULAR TO THE CURB. GROOVES SHALL BE 1/8" DEEP AND 1/4" WIDE. SEE RAMP TEXTURE DETAIL.
9. IN NO CASE SHALL EXPANSION JOINTS, THAT ARE CONSTRUCTED IN CURBS AND GUTTERS AT OR NEAR CORNER RADII, BE LOCATED WITHIN THE HANDICAP RAMP AREAS.
10. WHERE PREFORMED JOINT FILLER (P.J.F.) IS INSTALLED AGAINST A CURVED SURFACE, THE CONTRACTOR SHALL USE A FLEXIBLE FILLER IN ACCORDANCE WITH ARTICLE 424.07 AND SECTION 1051 OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT) STANDARD SPECIFICATIONS.



| DESIRABLE MINIMUM FLARE WIDTHS FOR VARIOUS CURB HEIGHTS * |                      |
|---|----------------------|
| CURB HEIGHT (INCHES)                                      | FLARE WIDTH (INCHES) |
| 3   | 30                   |
| 4   | 40                   |
| 5   | 50                   |
| 6   | 60                   |
| 7   | 70                   |
| 8   | 80                   |
| 9   | 90                   |

| REVISIONS |      |
|-----------|------|
| NAME      | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)  
59th ST TO 47th ST (WELLS ST SIDEWALKS)  
CITY STANDARD DETAILS  
DETAILS OF CURB RAMPS FOR  
PEOPLE WITH DISABILITIES  
SCALE: NONE  
DATE: MARCH 4, 2005  
DRAWN BY: CDOT  
CHECKED BY: CDOT