

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2005-069 LS	COOK	60	52
STA. 1254+81 (NB I-94) TO STA. 1263+45 (NB I-94)		STA. 1263+45 (SB I-94) TO STA. 1263+40 (SB I-94)		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		60A75

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 INCLUDED, THE ASSOCIATED CURB RAMPS 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.

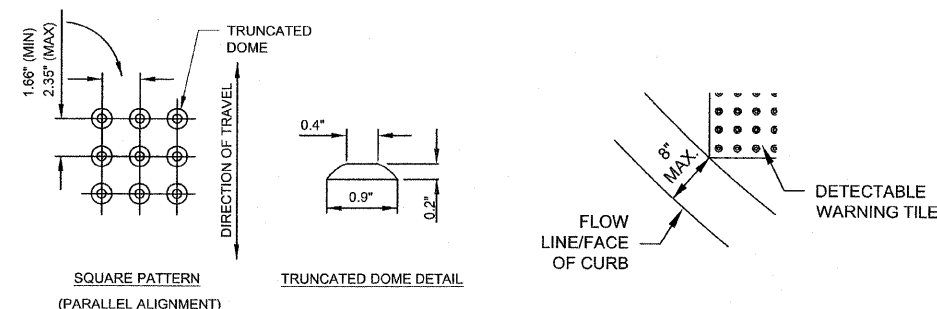
CURB RAMP REPLACEMENTS:
SIDEWALK REPLACEMENT BEYOND THE LIMITS OF THE LANDING AREA AND/OR THE "KEYSTONE" MUST BE EXTENDED A MINIMUM OF AN AN ADDITIONAL FIVE FEET (5') EITHER SIDE IN ORDER TO PROVIDE A REASONABLE TRANSITION TO MATCH THE EXISTING SIDEWALK. THE TRANSITION SHALL BE LENGTHENED AS NECESSARY 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

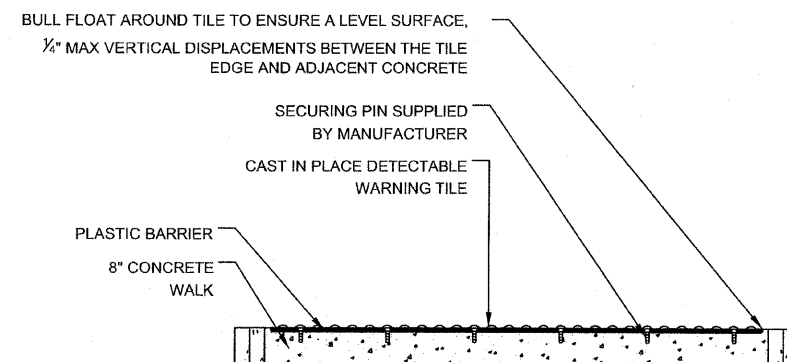
 City of Chicago Richard M. Daley, Mayor Thomas G. Byrne, Commissioner Department of Transportation Division of Engineering	DATE	REVISION	CITY OF CHICAGO ADA COMPLIANCE AND TRANSITION GUIDELINES
	02/20/07	REVISION 1	
	11/15/07	REVISION 2	
			SCALE: NOT TO SCALE DATE: 10/23/2006 SHEET B-3-3 DRAWN BY: CDOT 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, DOME ORIENTATION IS NOT SIGNIFICANT





TILE PATTERN DETAIL

TILE PLACEMENT ON A RADIUS



DETECTABLE TILE WARNING SECTION

 City of Chicago Richard M. Daley, Mayor Thomas G. Byrne, Commissioner Department of Transportation Division of Engineering	DATE	REVISION	CITY OF CHICAGO DETECTABLE WARNING TILE DETAILS
	02/20/07	REVISION 1	
	11/15/07	REVISION 2	
			SCALE: NOT TO SCALE DATE: 10/23/2006 SHEET B-4-2 DRAWN BY: CDOT CHECKED BY: LCM

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
 CITY OF CHICAGO STANDARD DETAILS
 DETAILS OF CURB RAMPS FOR
 PEOPLE WITH DISABILITIES
 SHEET 2 OF 3
 SCALE: NONE
 DATE: JUNE 20, 2008
 DRAWN BY: CDOT
 CHECKED BY:

6/23/2008 9:40:27 AM