



CITY OF CHICAGO SIDEWALK & GENERAL NOTES

1. THE DETECTABLE WARNING TILES SHALL BE CERAMIC CEMENT OR COMPOSITE POLYMER CONCRETE (CPC) TILES WHICH MEET THE CHICAGO DEPARTMENT OF TRANSPORTATION SPECIFICATION (AVAILABLE ON THE CITY OF CHICAGO WEBSITE). IN THE CENTRAL BUSINESS DISTRICT, GRANITE OR OTHER SPECIALTY PAVING MATERIALS MAY BE SUBMITTED TO THE COMMISSIONER FOR APPROVAL.
2. TILES MUST BE INSTALLED A MAXIMUM OF 8" OR LESS FROM FACE OF CURB (SEE DETAIL SHEET)
3. TILES MUST COVER FULL WIDTH OF RAMP EXCLUDING SIDE FLARES
4. WHERE APPLICABLE, A COMBINATION OF DIFFERING SIZE TILES MAY BE USED ON COMPOUND LARGE RADII. CONTRACTOR MUST MAKE THIS DETERMINATION AND VERIFY IN FIELD.
5. TILES MUST CONTRAST WITH ADJACENT PAVEMENT. IF LIGHT COLORED PAVEMENT IS USED THE TILES COLOR SHALL BE RED. IF A DARK COLORED PAVEMENT IS USED THE TILE COLOR SHALL BE YELLOW. CONTRACTOR TO VERIFY THAT A PROPER CONTRAST IS OBTAINED.
6. RAMP WIDTH MUST BE A MINIMUM OF 6'-0" AND IN INCREMENTS OF 1'-0", EXCEPT WHEN USING THE PERPENDICULAR RAMP AT CORNER, WHICH HAS A MINIMUM WIDTH OF 4'-0".
7. PRIOR TO PLACING CONCRETE FOR DEPRESSED CURBS AND RAMPS THE CONTRACTOR SHALL NOTIFY THE COMMISSIONER TO RECEIVE LAYOUT APPROVAL. A PRE-MANUFACTURED TILE, APPROVED BY THE COMMISSIONER MUST BE USED TO ACHIEVE THE DETECTABLE WARNING SURFACE.
8. THE MAXIMUM ALLOWABLE RAMP 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. UTILITIES, SUCH AS LIGHT POLES, TRAFFIC POLES AND HYDRANTS, MAY BE LOCATED NEAR THE FLARE OF THE RAMP BUT ARE NOT ALLOWED ON THE RAMP SURFACE OR LANDING AREAS.
11. ALTERATIONS SHALL NOT DECREASE THE ACCESSIBILITY OF EXISTING FACILITIES.
12. 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 WIDTH OF THE CROSSWALK.
13. 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 TILES ARE STILL REQUIRED IF THE DRIVEWAY HAS TRAFFIC CONTROL DEVICES (I.E. TRAFFIC SIGNALS).
14. 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.
15. MAIN LINE SIDEWALK SHALL HAVE A MAXIMUM CROSS SLOPE NOT TO EXCEED 1:64 OR THE GENERAL GRADE ESTABLISHED FOR THE ADJACENT STREET, WHICHEVER IS HIGHER.
16. CURB RAMPS AND KEYSTONE TO BE CONSTRUCTED WITH 8" THICK CONCRETE AT ALL TRAFFIC SIGNALIZED INTERSECTIONS AND INDUSTRIAL STREET INTERSECTIONS. AT ALL OTHER LOCATIONS, 5" THICK CONCRETE IS TO BE USED.
17. NO DEVIATIONS FROM THESE STANDARDS ARE ALLOWED WITHOUT WRITTEN APPROVAL FROM THE COMMISSIONER.

DET-02

FILE NAME =	DESIGNED - KEB	REVISED -	F.A.P. 392 FRANKLIN CONNECTOR (AT 26th STREET AND AT I-55 FRONTAGE ROAD B)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
p:\2009\115802\Cadd\Sheet\ADA Ramp DETAIL.dgn	DRAWN - KEB	REVISED -	CITY OF CHICAGO ADA RAMP DETAIL & NOTES	392	1717.2-3B-R	COOK	114	28
JACOBS	CHECKED - PJM	REVISED -	SCALE:	SHEET NO. 28 OF 114 SHEETS		STA.	TO STA.	
PLOT DATE = 1/12/2009	DATE - 01/13/09	REVISED -	FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			
			STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION			CONTRACT NO. 62197		