F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	1920.1B-R	COOK	101	061
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 62533

NOTES:

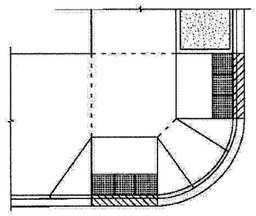
CURB RAMP LAYOUT B-1-2 IS PREFERRED WHENEVER POSSIBLE. WHERE RAMPS ARE LOCATED IN THE CORNER RADIUS, LAYOUT B-1-4 SHALL BE USED.

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.

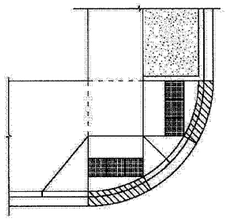
THE BLENDED TRANSITION LAYOUT B-1-12 MAY BE USED WHERE TWO RAMPS ARE NOT POSSIBLE DUE TO GEOMETRIC CONSTRAINTS, SUCH AS LIMITED SIDEWALK WIDTH OR GRADE ELEVATIONS. THE BLENDED TRANSITION SHALL NOT BE USED IF ACCESS TO AN EXISTING FACILITY WOULD BE REDUCED.

THE SHARED PERPENDICULAR RAMP AT CORNER LAYOUT B-1-15 IS NOT PREFERRED AND MAY ONLY BE USED WITH PERMISSION FROM THE COMMISSIONER.

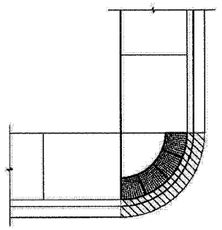
SEE SHEET B-3-3 FOR TRANSITION PANEL GUIDELINES



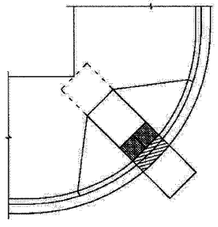
SHEET B-1-2: 2 PERPENDICULAR RAMPS



SHEET B-1-4: 2 RAMPS IN RADIUS



SHEET B-1-12: BLENDED TRANSITION



SHEET B-1-15: SHARED PERPENDICULAR RAMP AT CORNER

City of Chicago Richard M. Daley, Mayor — Department of Transportation — Division of Engineering

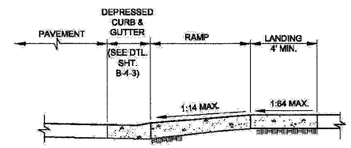
CDOT

DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3

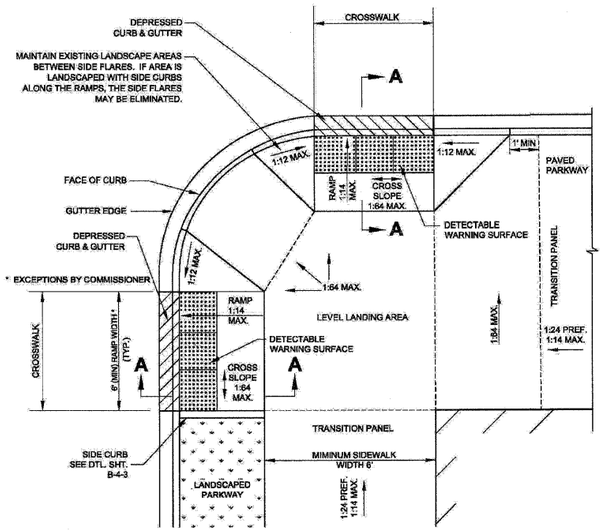
CITY OF CHICAGO
TYPICAL CORNER RAMP LAYOUTS
SHEET B-1-1

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

DRAWN BY: CDOT
CHECKED BY: LCM



SECTION A-A



PLAN VIEW

City of Chicago Richard M. Daley, Mayor — Department of Transportation — Division of Engineering

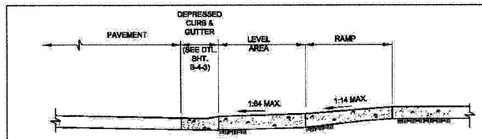
CDOT

DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3

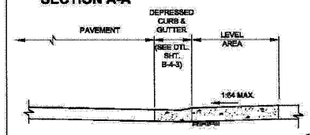
CITY OF CHICAGO
2 PERPENDICULAR RAMPS FOR CORNER WHERE CROSSWALKS DO NOT INTERSECT
SHEET B-1-2

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

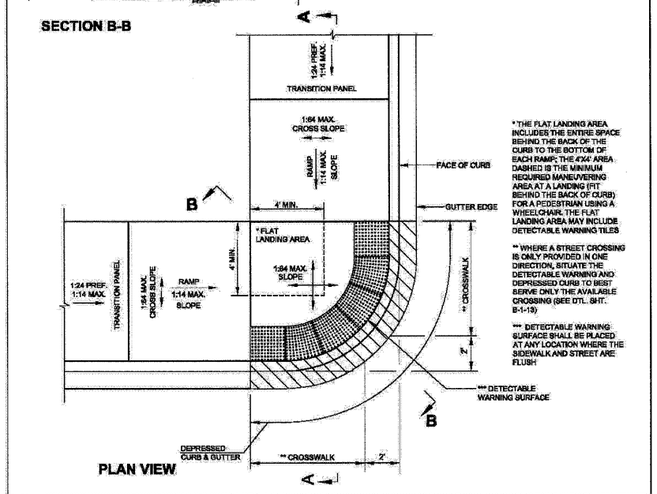
DRAWN BY: CDOT
CHECKED BY: LCM



SECTION A-A



SECTION B-B



* 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 AREA MAY INCLUDE DETECTABLE WARNING TILES

** WHERE A STREET CROSSING IS ONLY PROVIDED IN ONE DIRECTION, SITUATE THE DETECTABLE WARNING AND DEPRESSED CURB TO BEST SERVE ONLY THE AVAILABLE CROSSING (SEE DTL. SHT. B-1-13)

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

PLAN VIEW

City of Chicago Richard M. Daley, Mayor — Department of Transportation — Division of Engineering

CDOT

DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3

CITY OF CHICAGO
BLENDED TRANSITION
SHEET B-1-12

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

DRAWN BY: CDOT
CHECKED BY: LCM

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
112TH PLACE OVER
F.A.I ROUTE 57 (INTERSTATE 57)

CITY OF CHICAGO DETAIL ADA STANDARDS - I

SCALE: N.T.S.
DRAWN BY: N/A
DATE: 01/16/09
CHECKED BY: N/A

TENG

TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
205 N. MICHIGAN AVE. CHICAGO, IL 60601
TELEPHONE: 312/616-0000

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