PUBLIC
RIGHT – OF - WAY
ACCESSIBILITY
TRANSITION PLAN

Village of Montgomery

MARCH 2022

Index

Introduction		Page 1
Federal Requirements		Page 1
Self Evaluation		Page 2
Transition Plan		Page 4
Exhibit A	Examples of Compliant and Non-Compliant Curb Ramps	
Exhibit B	Atlas Map of Ramp Compliance	
Exhibit C	Compiled Field Data	
Exhibit D	Illinois Department of Transportation Curb Ramp Standard Details	
Exhibit E	Village of Montgomery Curb Ramp Details	
Exhibit F	Bureau of Local Roads and Streets Design Standards	
Exhibit G	Anticipated Replacement Costs	

Introduction

The Village of Montgomery has an expansive pedestrian system that links neighborhoods, recreational resources, government facilities, retail centers and business establishments. Pedestrian accessibility provides benefits not only for people with disabilities, but for the community at large. In an effort to continuously improve the pedestrian system, this document was prepared in accordance with the Americans with Disabilities Act to serve as the Public Right-of-Way Accessibility Transition Plan for the Village of Montgomery. Included in this document are the results of a self-evaluation that addresses accessibility barriers to Village programs, activities and services.

Federal Requirements

The federal legislation known as the American with Disabilities Act (ADA), enacted on July 26, 1990 and later amended effective January 1, 2009, provides comprehensive civil rights protections to qualified persons with disabilities from discrimination on the basis of disability. Title II of the ADA prohibits discrimination in all services, programs, and activities provided to persons with disabilities by State and local governments, including transportation. Local public agencies (LPA) with more than 50 full or part-time employees are required to perform self-evaluations of their current facilities relative to the accessibility requirements of the ADA and then establish a plan to correct any deficiencies. A self-evaluation is also required by Section 504 of the Rehabilitation Act for all entities receiving federal financial assistance, including federal highway aid for transportation projects. The process of self-evaluation for accessibility provides a framework for communities to develop a Transition Plan that identifies barriers, prioritizes actions to address barriers and then sets forth a schedule to implement those actions.

Under Title II of the ADA the Village is required to:

- Designate officials responsible for implementation;
- Provide public notice and opportunity for public participation;
- Develop a grievance procedure;
- Adopt design standards and guidelines;
- Prepare a self-evaluation;
- Schedule and budget for improvements to achieve compliance; and
- Monitor progress

This Transition Plan incorporates these elements and provides a method for the Village of Montgomery to schedule and implement required improvements as it pertains to existing pedestrian sidewalks ramps and pathways within the public right-of-way.

Self-Evaluation

Under Title II of the Americans with Disabilities Act, the Village of Montgomery is required to conduct a self-evaluation. To date the Village of Montgomery has conducted a self-evaluation of sidewalk curb ramps within the public right-of-way. The inventory has been developed using studies of existing aerial photography, street-level imagery and through field survey. Some barriers to the pedestrian access route created by non-compliant curb ramps are narrow sidewalks; excessive slope of landings, cross slope, or running slope; damaged, missing, misaligned, improperly sized detectable warning tiles; and not fully depressed or excessively sloped curb & gutter.

Inventory Methodology of Assets in Public Right-of-Way

A methodology was developed to field inspect existing sidewalk curb ramps which are non-compliant with the requirements of the Americans with Disabilities Act. To begin, all curb ramp locations within the Village of Montgomery right-of-way were identified and labeled with a point and given an identification number using available aerial photography.

A preliminary evaluation of curb ramps was performed based on aerial photography and street-level imagery to view each curb ramp. The preliminary investigation evaluated the following three (3) criteria for curb ramps.

- Is there a depressed curb opening with the ramp?
- Does the curb ramp have a compliant color contrasting detectable warning?
- Does the curb ramp have a clear landing at the top of the ramp?
-

If, based on the preliminary review the curb ramp did not meet the criteria listed above then the ramp was deemed “Non-Compliant”. If the curb ramp did meet the criteria listed above, then the ramp was inspected in the field to determine compliance.

The field evaluation was performed by engineering staff using a calibrated smart level to measure the critical dimensions and slopes of the curb ramps. The curb ramp identification number, compliance status, and ramp type (depressed corner, bike path, ramp to nowhere) were all recorded in the attached spreadsheet as Exhibit C.

The collected data was evaluated against existing ADA requirements to determine the curb ramp compliance. Pictures of compliant and non-compliant curb ramps are shown in Exhibit A. An aerial map overlaid with current curb ramp compliance status is included as Exhibit B. A spreadsheet of data collected in the field is included as Exhibit C.

Identification of Barriers

Curb ramps were evaluated according to the maximum allowable slopes as shown in the IDOT Standard Details which are included as Exhibit C. Once except to the IDOT detail is that the Village of Montgomery has developed an individual Standard Detail which supplements the IDOT

Standard Detail and is used to eliminate the optional side curb or sidewalk flares. The detail also identifies the length of the curb and gutter transition and curb head tapers. These Standard Details and/or the IDOT Standard Specifications for Road and Bridge Construction specify the minimum dimensions, maximum slopes, materials to be used in the construction of compliant curb ramps. Any curb ramp which is constructed below these requirements may create a barrier to pedestrian access.

Detectable warnings must come with a Manufacturer certification stating that the product is fully compliant with accessibility standards, Manufacturer 5-year warranty and Manufacturer specifications stating the required materials equipment and installation procedures. The product shall be colored throughout the entire thickness and the alignment of the truncated domes must match the alignment shown in the IDOT Standard Details.

Additionally, the cross slope of curb ramps cannot exceed 2.0%, and the longitudinal slope of curb ramps cannot exceed 8.3%. The slope of curb ramp landings cannot exceed 2.0% in any direction.

At locations where sidewalk curb ramps meet curb and gutter, the curb and gutter must be depressed according the IDOT Standard Detail 606001-07. The cross slope of the curb and gutter cannot exceed 2.0%.

The collected data was entered into a spreadsheet which was used to further determine if the ramps were “Compliant” or “Non-Compliant.” Based on the evaluation of the data, the color of the points developed from the aerial were changed so that they can be easily identified in the aerial exhibit. Curb ramps that are compliant appear in the exhibit as green and ramps that are non-compliant appear as red.

Transition Plan

The Village of Montgomery has more than 50 employees (full-time and part-time) and is therefore required to develop a public right-of-way accessibility transition plan. This plan will serve as a guide for the Village to detail the processes by which accessibility deficiencies will be addressed.

The Village is required to designate at least one responsible employee to coordinate ADA compliance for public rights-of-way. This position must be familiar with the Village's operation, be properly trained in ADA public right-of-way requirements and be able to effectively communicate with government agencies, advocacy groups and the public. For the duration of the self-evaluation and transition plan schedule, the Village has designated the ADA coordinator as the officials responsible to oversee implementation of the transition plan. Any comments, additions or suggestions about this plan may be directed to the ADA coordinator as follows:

The name and contact information for the ADA Coordinator for Village of Montgomery is:

Mark Wolf
Director of Public Works
200 N. River Street
Montgomery, IL 60538
331-212-9043
mwolf@montgomeryil.org

Public Notice

A copy of the Self-Evaluation and Transition Plan will be made available on the Village's website at ci.montgomery.il.us and by request to the ADA coordinate or the Village Clerk's office. Any resident may address their concerns or comments to the ADA Coordinator listed in this document.

Grievance Procedure

This Grievance Procedure is established to meet the requirements of the Americans with Disabilities Act of 1990 ("ADA"). It may be used by anyone who wishes to file a complaint alleging discrimination based on disability in the provision of services, activities, programs, or benefits by the Village of Montgomery. The Village's Personnel Policy governs employment-related complaints of disability discrimination.

The complaint should be in writing and contain information about the alleged discrimination such as name, address, phone number of complainant and location, date, and description of the problem. Alternative means of filing complaints, such as personal interviews or a tape recording of the complaint will be made available for persons with disabilities upon request.

The complaint should be submitted by the grievant and/or his/her designee as soon as possible but no later than 60 calendar days after the alleged violation to the ADA Coordinator listed above.

Within 15 calendar days after receipt of the complaint, the ADA Coordinator will meet with the complainant to discuss the complaint and the possible resolutions. Within 15 calendar days of the meeting, the ADA Coordinator will respond in writing, and where appropriate, in a format accessible to the complainant, such as large print, Braille, or audio tape. The response will explain the position of the Village of Montgomery and offer options for substantive resolution of the complaint.

If the response by the ADA Coordinator does not satisfactorily resolve the issue, the complainant and/or his/her designee may appeal the decision within 15 calendar days after receipt of the response to the Village Administrator.

Within 15 calendar days after receipt of the appeal, the Village Administrator will meet with the complainant to discuss the complaint and possible resolutions. Within 15 calendar days after the meeting, the Village Administrator or his/her designee will respond in writing, and, where appropriate, in a format accessible to the complainant, with a final resolution of the complaint.
All written complaints received by the ADA Coordinator, appeals to the Village Administrator, and responses from these two offices will be retained by the Village of Montgomery for at least three years.

Design Standards

The Department of Justice's revised regulations for Titles II and III of the Americans with Disabilities Act of 1990 (ADA) were published in the Federal Register on September 15, 2010. These regulations adopted revised, enforceable accessibility standards called the 2010 ADA Standards for Accessible Design, "2010 Standards.". On March 15, 2012, compliance with the 2010 Standards was required for new construction and alterations under Titles II and III.

Local Public Agencies may adopt Section 41-6 of the Illinois Department of Transportation Bureau of Local Roads and Streets Manual as a design standard. Section 41-6 is included in this report as Exhibit F.

The Village of Montgomery is required to adopt technical guidelines that comply with ADA Standards. Local Public Agencies may adopt Section 41-6 of the Illinois Department of Transportation Bureau of Local Roads and Streets Manual as a design standard. Section 41-6 is included in this report as Exhibit F. In addition to Section 41-6 of the Bureau of Local Roads and Streets Manual the Village may adopt any available Standards available from IDOT. The Village of Montgomery utilizes all of these standards listed above to ensure ADA compliance under Titles II and III.

Self-Evaluation

The Self-Evaluation shall be included in the Transition Plan. In the case of the Village of Montgomery, the Self-evaluation is underway and will continue to be updated as more facilities are evaluated for compliance.

Schedule and Budget for Improvements

The Village of Montgomery will make reasonable efforts to improve the accessibility of pedestrian facilities in the public right-of-way through its annual street resurfacing program and Village wide sidewalk replacement program. Federal law requires Local Public Agencies to update non-compliant curb ramps to the maximum extent feasible when the ramps are included within the limits of a street resurfacing project. Therefore, the Village is scheduled to update non-compliant curb ramps as streets within the Village are resurfaced.

As funds allow, special projects with funding specifically for ADA compliance or pedestrian improvements can be considered. The Village will consider the severity of non-compliance, citizen complaints regarding inaccessible locations, poor levels of pedestrian service, population density and the cost when considering an accelerated schedule for replacement.

The anticipated replacement costs of non-compliant ramps which have been field inspected to date is included as Exhibit G. The quantities that were calculated are based on average replacement quantity for different ramp types based on past sidewalk repairs. The costs that are shown are based upon an average of the bid tabulations from recent sidewalk ramp repairs. A 20% adjustment factor was added to the cost and quantities to account for additional contingency work and engineering costs.

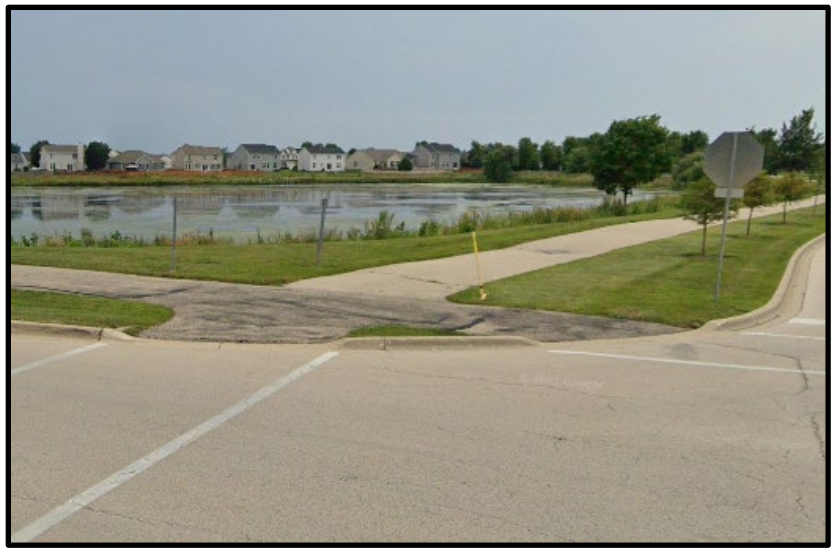
Monitoring Progress

In order to be effective, the Public Right-of-Way Accessibility Transition Plan needs to be utilized in planning and funding decisions. Therefore, it is important to update the plan regulatory to reflect changes in real world conditions and to address any possible new areas of non-compliance. Regular update will also result in monitoring compliance and the effectiveness of priorities set in the plan itself.

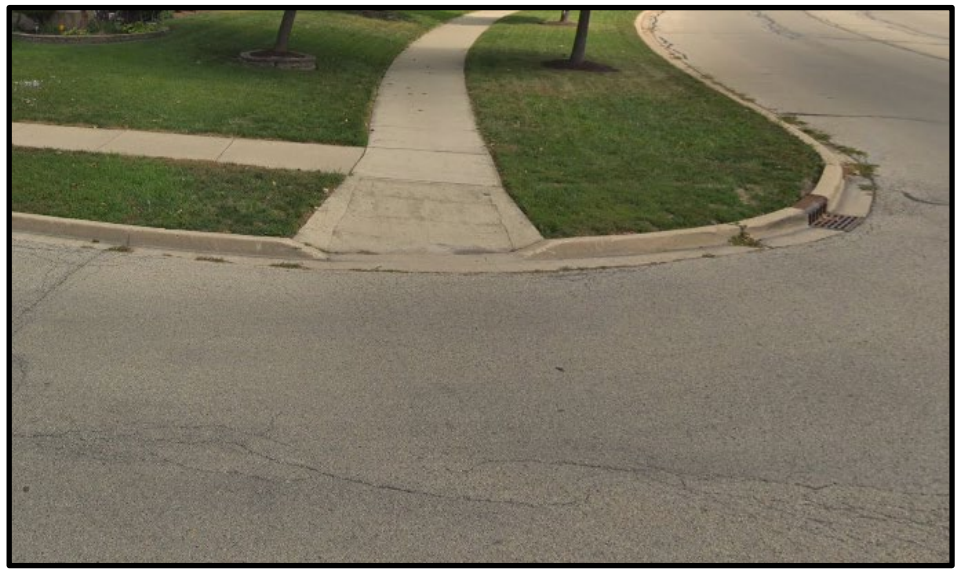
The Village of Montgomery intends to make regular updates to this plan as non-compliant ramps are replaced and as additional non-compliant features are evaluated. The Village is committed to acting on the guidelines set forth in this document and also to actively revising and amending the plan as progress is made.

EXHIBIT A

EXAMPLES OF COMPLIANT
AND NON-COMPLIANT CURB RAMPS



The above are examples of depressed corners and bike path crossings that don’t meet the current ADA standards. The crossings don’t have any Detectable Warnings. Also, the existing cross slope does not meet the current ADA standards.

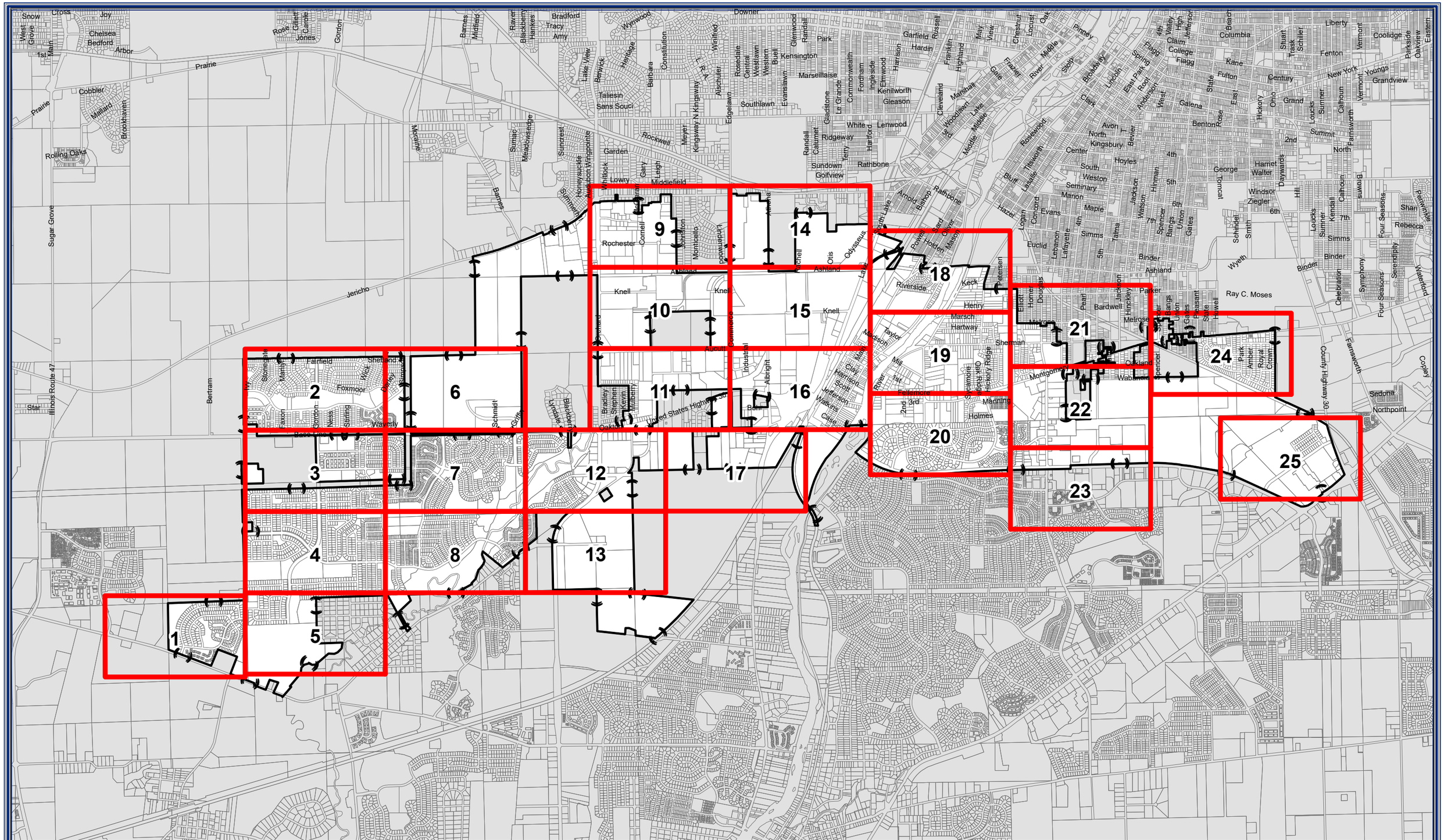


The above are examples of curb ramps that don’t meet the current ADA standards. The crossings don’t have any Detectable Warnings. Also, the existing cross slope does not meet the current ADA standards.

The above curb ramps, depressed corners and bike path crossings consist of detectable warnings and geometric slopes that are “compliant” with the current ADA standards. All future construction will meet the current ADA standards.

EXHIBIT B

ATLAS MAP OF RAMP COMPLIANCE


1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
Prairie
Jericho
Bertram
Illinois Route 47
Sugar Grove
Knell
Ashland
Rockwell
Garden
Middlefield
Rochester
Cornell
Johnson
Montcello
Commerce
Industrial
Albright
Oakland
Waverly
Stirling
Ness
Foxmoor
Fairfield
Shetland
Schmidt
Griffin
Lyndale
Blackberry
Bradley
Stephen
Kevin
Mulberry
Riverside
Keck
Henry
Marsch
Hartway
Sherman
Montgomery
Fellsmore
Manning
Holmes
Bardwell
Melrose
Parker
Binder
Ray C. Moses
Wyeth
Symphony
Four Seasons
Serendipity
Waterford
Farnsworth
County Highway 30
Sedona
Northpoint
Copley
Rebecca
Shan
Perimeter
Fenton
New York
Youngs
Grandview
Vermont
Coolidge
Parkside
Oakview
Eastern
Liberty
Columbia
Kane
Fulton
Century
Grand
Hickory
Ohio
Galena
Benton
Rose
Summit
Sumner
Loucks
Calhoun
Kendall
Celebration
Symphony
Four Seasons
Harriet Walter
Daywards
Hill
Schneider
Smith
Windsor
Ziegler
George
Hoyles
Weston
Seminary
Manion
Maple
Simms
Fame
Jackson
Hinman
Spencer
Barges
Union
Gates
Pleasant
State
Howell
Euclid
Evans
Conord
Lafayette
Lebanon
Hazel
Logan
Lasalle
Titsworth
Bluff
Roosevelt
Center
Kingsbury
North
Avon
Beaver
Clark
Lincoln
Broadway
Pinney
Stolp
Flagg
Claim
College
Fremont
Hickory
Ohio
Grand
Summit
Sumner
Loucks
Calhoun
Farnsworth
Boyers
Kendall
Celebration
Symphony
Four Seasons
Serendipity
Waterford
Rebecca
Shan
Perimeter
Fenton
New York
Youngs
Grandview
Vermont
Coolidge
Parkside
Oakview
Eastern
Liberty
Columbia
Kane
Fulton
Century
Grand
Hickory
Ohio
Galena
Benton
Rose
Summit
Sumner
Loucks
Calhoun
Kendall
Celebration
Symphony
Four Seasons
Serendipity
Waterford
Farnsworth
County Highway 30
Sedona
Northpoint
Copley

Engineering Enterprises, Inc.
52 Wheeler Road
Sugar Grove, Illinois 60554
(630) 466-6700
www.eeiweb.com

Village of Montgomery
200 N River St,
Montgomery, IL 60538
630-896-8080
ci.montgomery.il.us

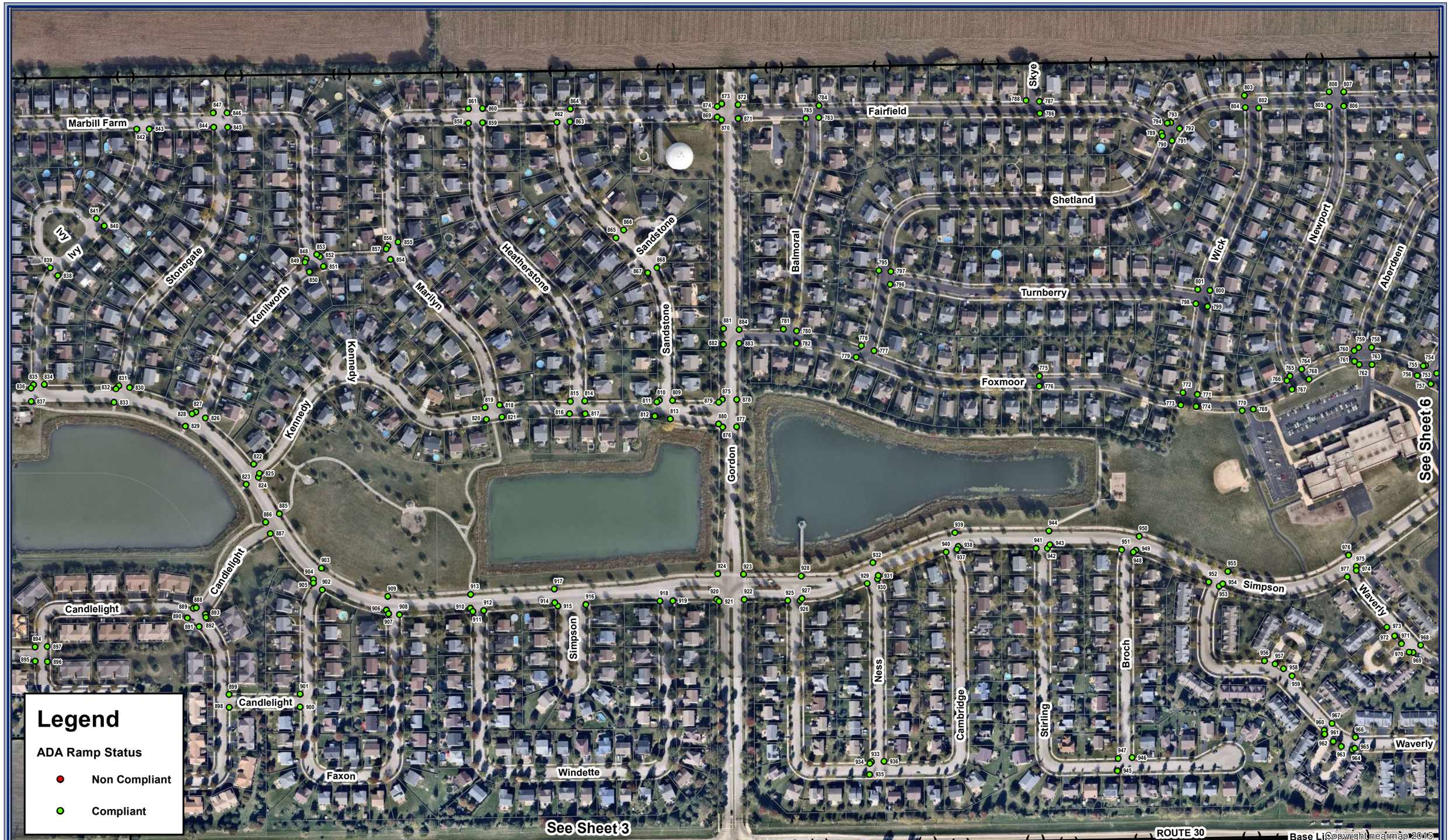
NO.	DATE	REVISIONS

DATE: DECEMBER 2021
PROJECT NO.: MO2139
BY: MJT
PATH: H:\GIS\PUBLIC\MONTGOMERY\2021\
FILE: MO2139_Sidewalk Index.MXD

600 300 0 Feet

Exhibit B
Village of Montgomery
Sidewalk Atlas: Sheet 1

N W E S



Base Lis Copyright meanmap 2015

Engineering Enterprises, Inc.
52 Wheeler Road
Sugar Grove, Illinois 60554
(630) 466-6700
www.eeiweb.com

Village of Montgomery
200 N River St,
Montgomery, IL 60538
630-896-8080
ci.montgomery.il.us

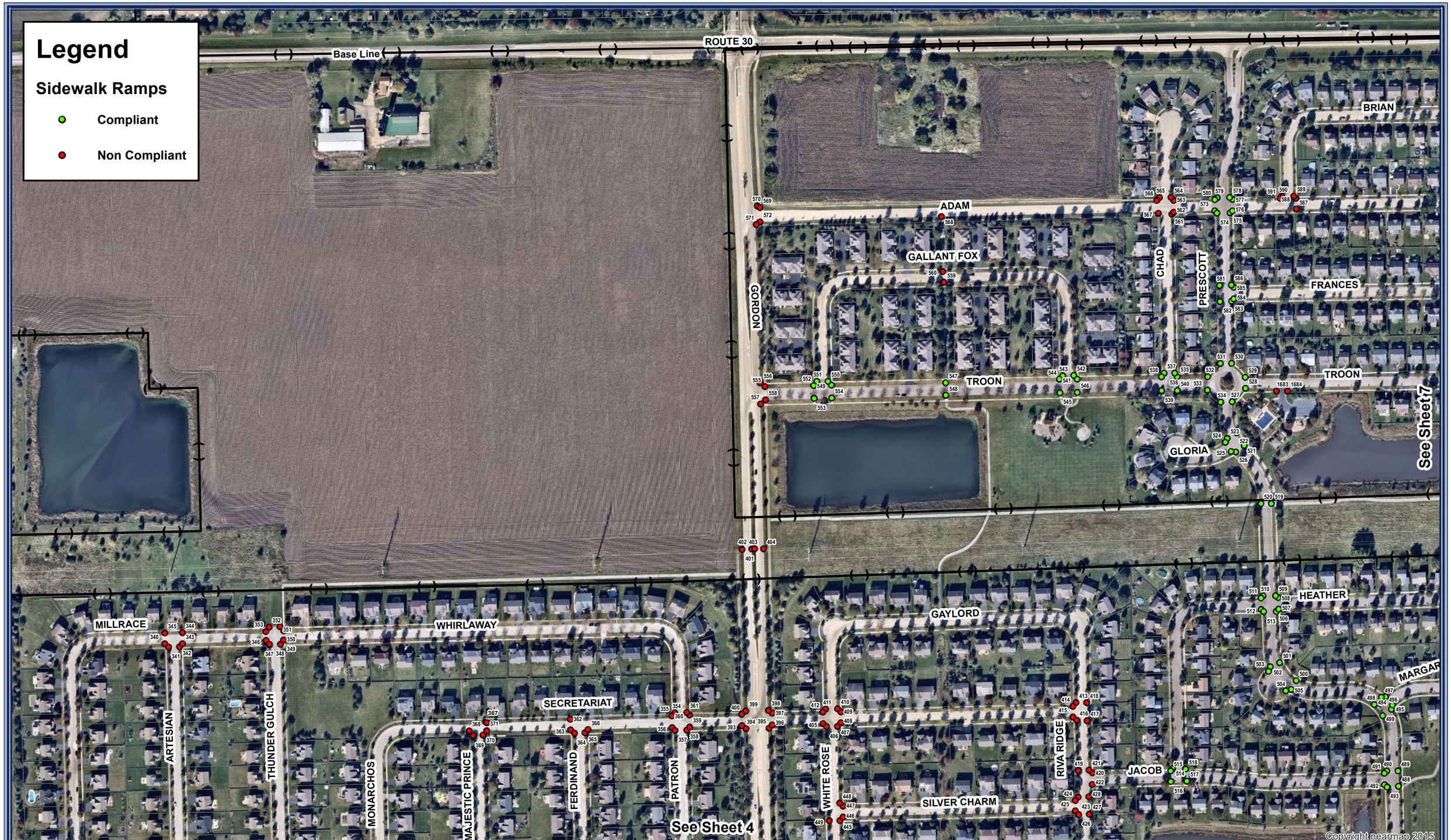
NO.	DATE	REVISIONS

DATE: DECEMBER 2021
PROJECT NO.: MO2139
BY: MJT
PATH: H:\GIS\PUBLIC\MONTGOMERY\2021\
FILE: MO2139_Sidewalk Index.MXD

600 300 0 Feet

Exhibit B
Village of Montgomery
Sidewalk Atlas: Sheet 2

N W E S



Engineering Enterprises, Inc.
52 Wheeler Road
Sugar Grove, Illinois 60554
(630) 466-6700
www.eeiweb.com

Village of Montgomery
200 N River St,
Montgomery, IL 60538
630-896-8080
ci.montgomery.il.us

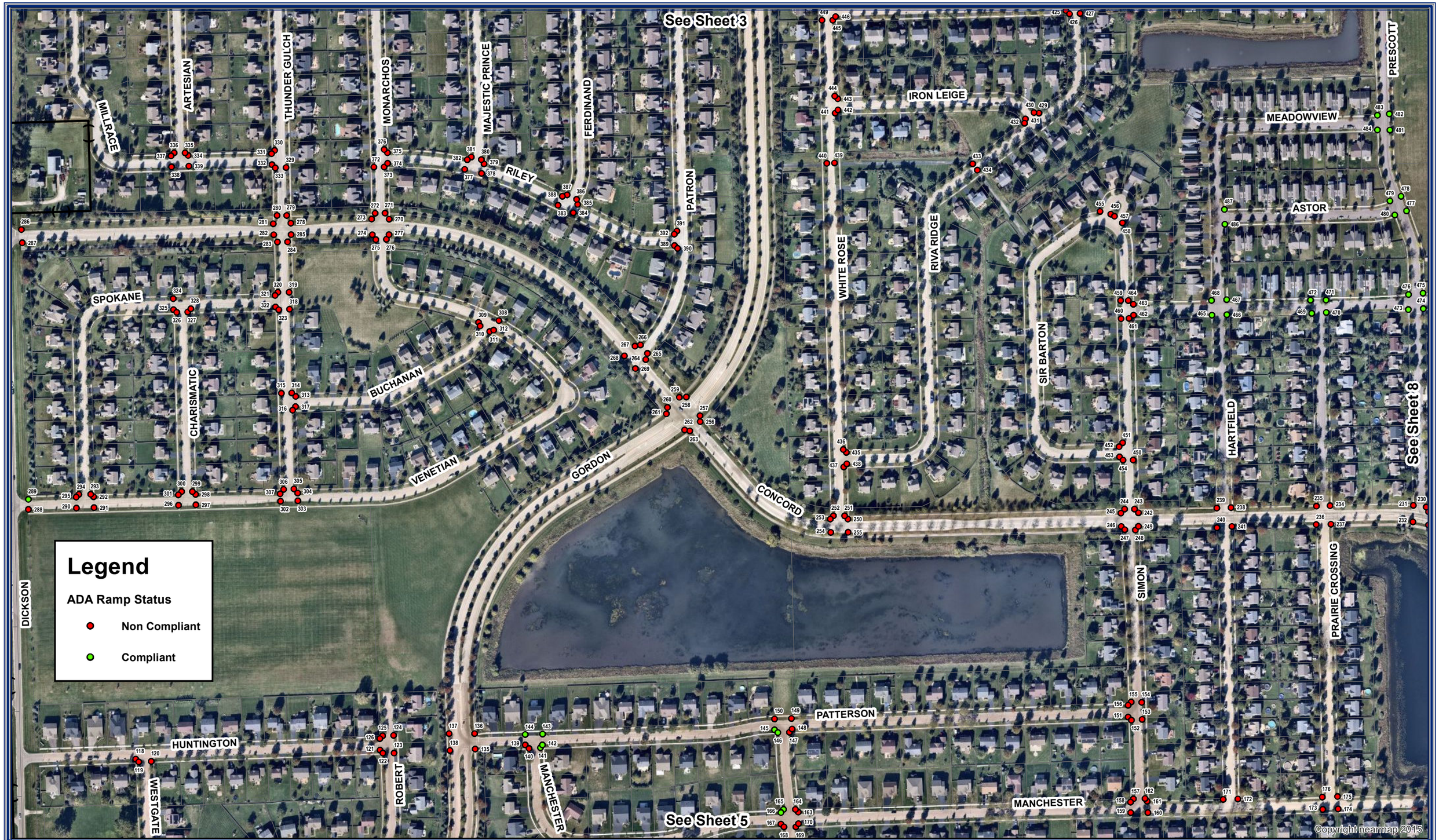
NO.	DATE	REVISIONS

DATE: DECEMBER 2021
PROJECT NO.: MO2139
BY: MJT
PATH: H:\GIS\PUBLIC\MONTGOMERY\2021\
FILE: MO2139_Sidewalk_Sheet 3 Best

600 300 0 Feet

Exhibit B
Village of Montgomery
Sidewalk Atlas: Sheet 3

N W E S



Engineering Enterprises, Inc.
52 Wheeler Road
Sugar Grove, Illinois 60554
(630) 466-6700
www.eeiweb.com

Village of Montgomery
200 N River St,
Montgomery, IL 60538
630-896-8080
ci.montgomery.il.us

NO.	DATE	REVISIONS

DATE: DECEMBER 2021
PROJECT NO.: MO2139
BY: MJT
PATH: H:\GIS\PUBLIC\MONTGOMERY\2021\
FILE: MO2139_Sidewalk_Sheet 4

600 300 0 Feet

Exhibit B
Village of Montgomery
Sidewalk Atlas: Sheet 4

N W E S

Engineering Enterprises, Inc.
52 Wheeler Road
Sugar Grove, Illinois 60554
(630) 466-6700
www.eeiweb.com

Village of Montgomery
200 N River St,
Montgomery, IL 60538
630-896-8080
ci.montgomery.il.us

NO.	DATE	REVISIONS

DATE: DECEMBER 2021
PROJECT NO.: MO2139
BY: MJT
PATH: H:\GIS\PUBLIC\MONTGOMERY\2021\
FILE: MO2139_Sidewalk_Sheet 5

600 300 0 Feet

Exhibit B
Village of Montgomery
Sidewalk Atlas: Sheet 5

N W E S

Engineering Enterprises, Inc.
52 Wheeler Road
Sugar Grove, Illinois 60554
(630) 466-6700
www.eeiweb.com

Village of Montgomery
200 N River St,
Montgomery, IL 60538
630-896-8080
ci.montgomery.il.us

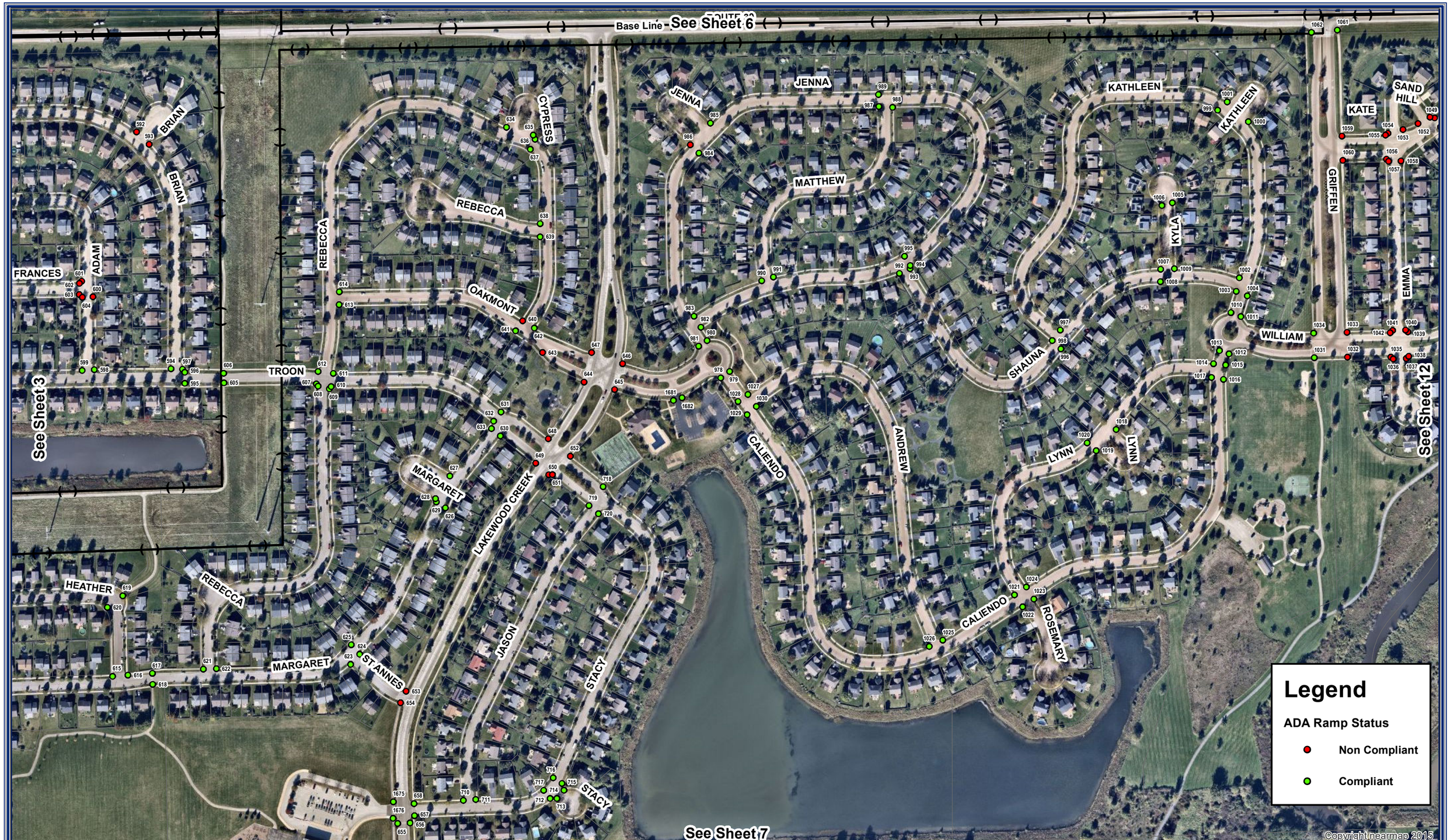
NO.	DATE	REVISIONS

DATE: DECEMBER 2021
PROJECT NO.: MO2139
BY: MJT
PATH: H:\GIS\PUBLIC\MONTGOMERY\2021\
FILE: MO2139_Sidewalk_Sheet 6

600 300 0 Feet

Exhibit B
Village of Montgomery
Sidewalk Atlas: Sheet 6

N W E S



Engineering Enterprises, Inc.
52 Wheeler Road
Sugar Grove, Illinois 60554
(630) 466-6700
www.eeiweb.com

Village of Montgomery
200 N River St,
Montgomery, IL 60538
630-896-8080
ci.montgomery.il.us

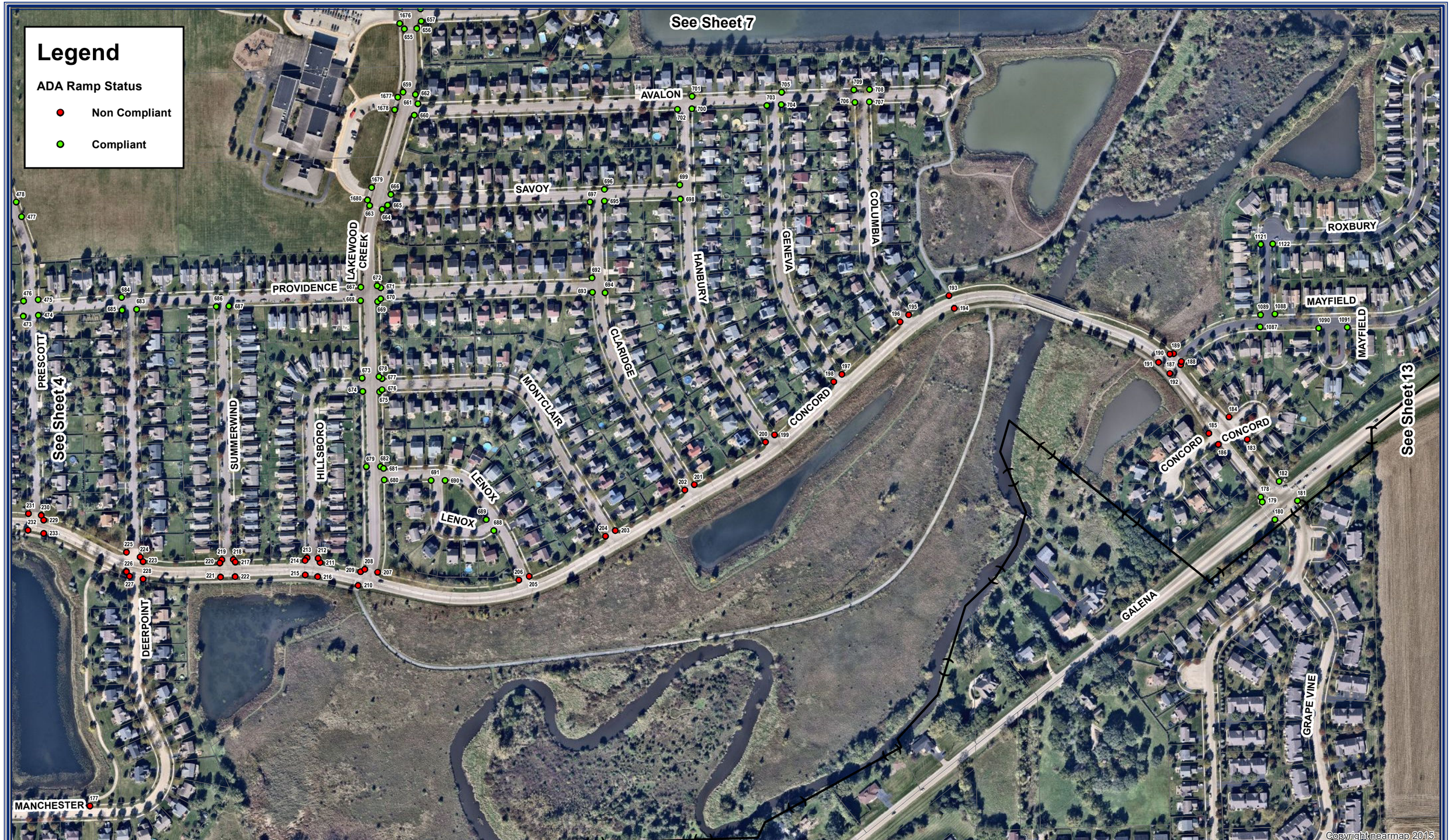
NO.	DATE	REVISIONS

DATE: DECEMBER 2021
PROJECT NO.: MO2139
BY: MJT
PATH: H:\GIS\PUBLIC\MONTGOMERY\2021\
FILE: MO2139_Sidewalk_Sheet 7

600 300 0 Feet

Exhibit B
Village of Montgomery
Sidewalk Atlas: Sheet 7

N W E S



Engineering Enterprises, Inc.
52 Wheeler Road
Sugar Grove, Illinois 60554
(630) 466-6700
www.eeiweb.com

Village of Montgomery
200 N River St,
Montgomery, IL 60538
630-896-8080
ci.montgomery.il.us

NO.	DATE	REVISIONS

DATE: DECEMBER 2021
PROJECT NO.: MO2139
BY: MJT
PATH: H:\GIS\PUBLIC\MONTGOMERY\2021\
FILE: MO2139_Sidewalk_Sheet 8

600 300 0 Feet

Exhibit B
Village of Montgomery
Sidewalk Atlas: Sheet 8

N W E S

Engineering Enterprises, Inc.
52 Wheeler Road
Sugar Grove, Illinois 60554
(630) 466-6700
www.eeiweb.com

Village of Montgomery
200 N River St,
Montgomery, IL 60538
630-896-8080
ci.montgomery.il.us

NO.	DATE	REVISIONS

DATE:	DECEMBER 2021
PROJECT NO.:	MO2139
BY:	MJT
PATH:	H:\GIS\PUBLIC\MONTGOMERY\2021\
FILE:	MO2139_Sidewalk_Sheet 9

600 300 0 Feet

Exhibit B
Village of Montgomery
Sidewalk Atlas: Sheet 9

N W E S

Engineering Enterprises, Inc.
52 Wheeler Road
Sugar Grove, Illinois 60554
(630) 466-6700
www.eeiweb.com

Village of Montgomery
200 N River St,
Montgomery, IL 60538
630-896-8080
ci.montgomery.il.us

NO.	DATE	REVISIONS

DATE:	DECEMBER 2021
PROJECT NO.:	MO2139
BY:	MJT
PATH:	H:\GIS\PUBLIC\MONTGOMERY\2021\
FILE:	MO2139_Sidewalk_Sheet 10

600 300 0 Feet

Exhibit B
Village of Montgomery
Sidewalk Atlas: Sheet 10

N W E S

Engineering Enterprises, Inc.
52 Wheeler Road
Sugar Grove, Illinois 60554
(630) 466-6700
www.eeiweb.com

Village of Montgomery
200 N River St,
Montgomery, IL 60538
630-896-8080
ci.montgomery.il.us

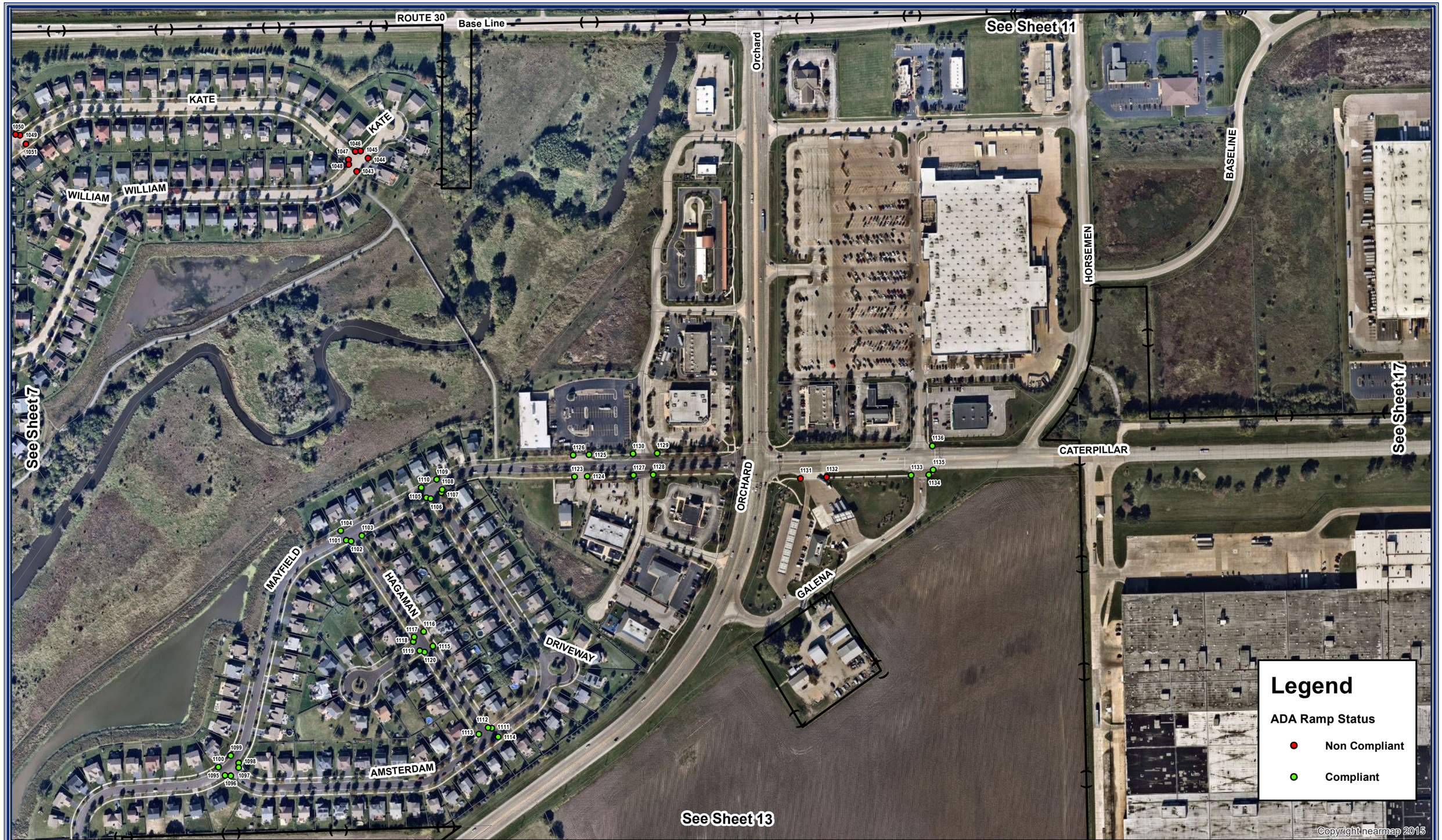
NO.	DATE	REVISIONS

DATE: DECEMBER 2021
PROJECT NO.: MO2139
BY: MJT
PATH: H:\GIS\PUBLIC\MONTGOMERY\2021\
FILE: MO2139_Sidewalk_Sheet 11

600 300 0 Feet

Exhibit B
Village of Montgomery
Sidewalk Atlas: Sheet 11

N W E S



Engineering Enterprises, Inc.
52 Wheeler Road
Sugar Grove, Illinois 60554
(630) 466-6700
www.eeiweb.com

Village of Montgomery
200 N River St,
Montgomery, IL 60538
630-896-8080
ci.montgomery.il.us

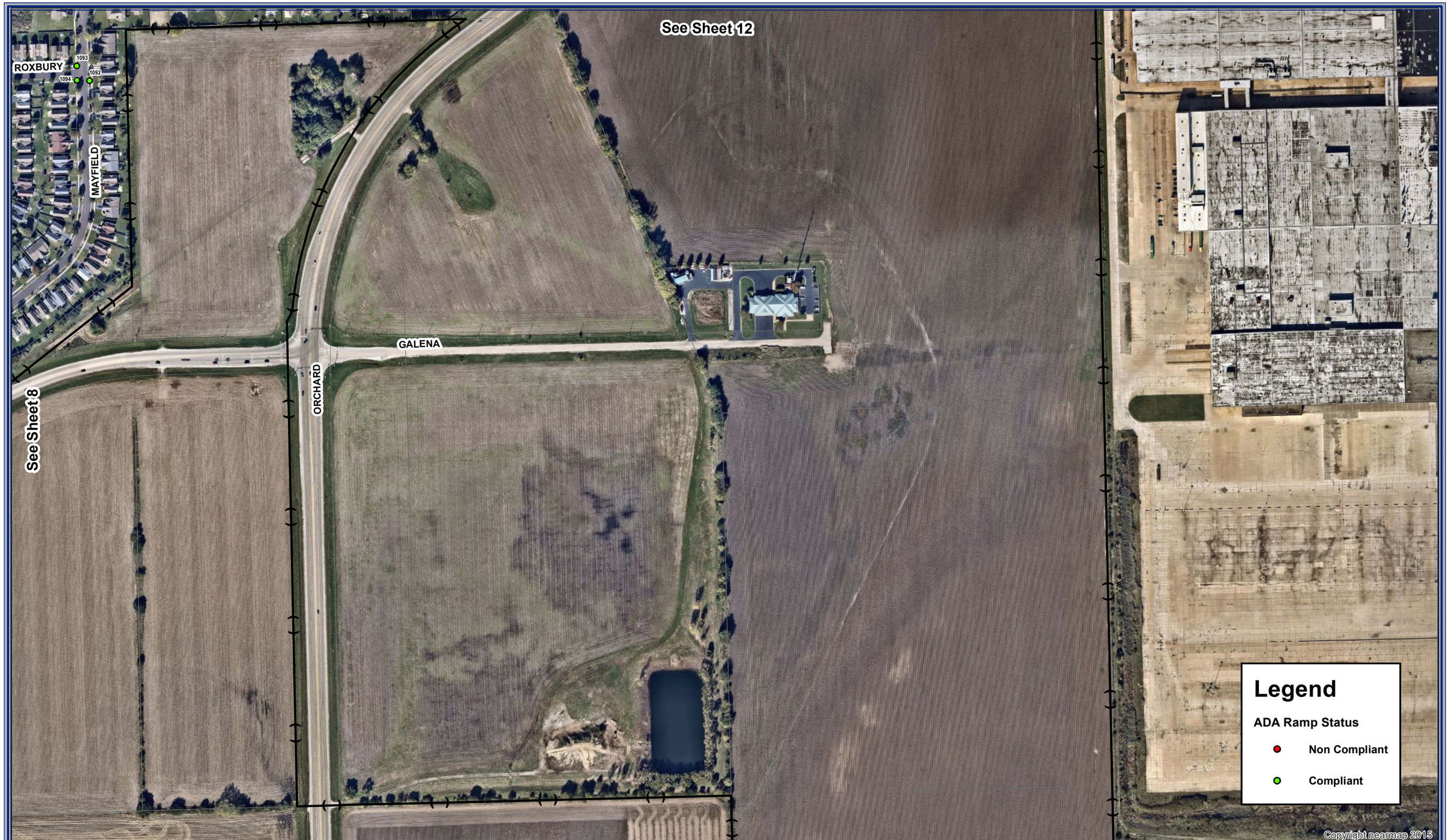
NO.	DATE	REVISIONS

DATE: DECEMBER 2021
PROJECT NO.: MO2139
BY: MJT
PATH: H:\GIS\PUBLIC\MONTGOMERY\2021\
FILE: MO2139_Sidewalk_Sheet 12

600 300 0 Feet

Exhibit B
Village of Montgomery
Sidewalk Atlas: Sheet 12

N W E S



Engineering Enterprises, Inc.
52 Wheeler Road
Sugar Grove, Illinois 60554
(630) 466-6700
www.eeiweb.com

Village of Montgomery
200 N River St,
Montgomery, IL 60538
630-896-8080
ci.montgomery.il.us

NO.	DATE	REVISIONS

DATE: DECEMBER 2021
PROJECT NO.: MO2139
BY: MJT
PATH: H:\GIS\PUBLIC\MONTGOMERY\2021\
FILE: MO2139_Sidewalk_Sheet 13

600 300 0 Feet

Exhibit B
Village of Montgomery
Sidewalk Atlas: Sheet 13

N W E S

Engineering Enterprises, Inc.
52 Wheeler Road
Sugar Grove, Illinois 60554
(630) 466-6700
www.eeiweb.com

Village of Montgomery
200 N River St,
Montgomery, IL 60538
630-896-8080
ci.montgomery.il.us

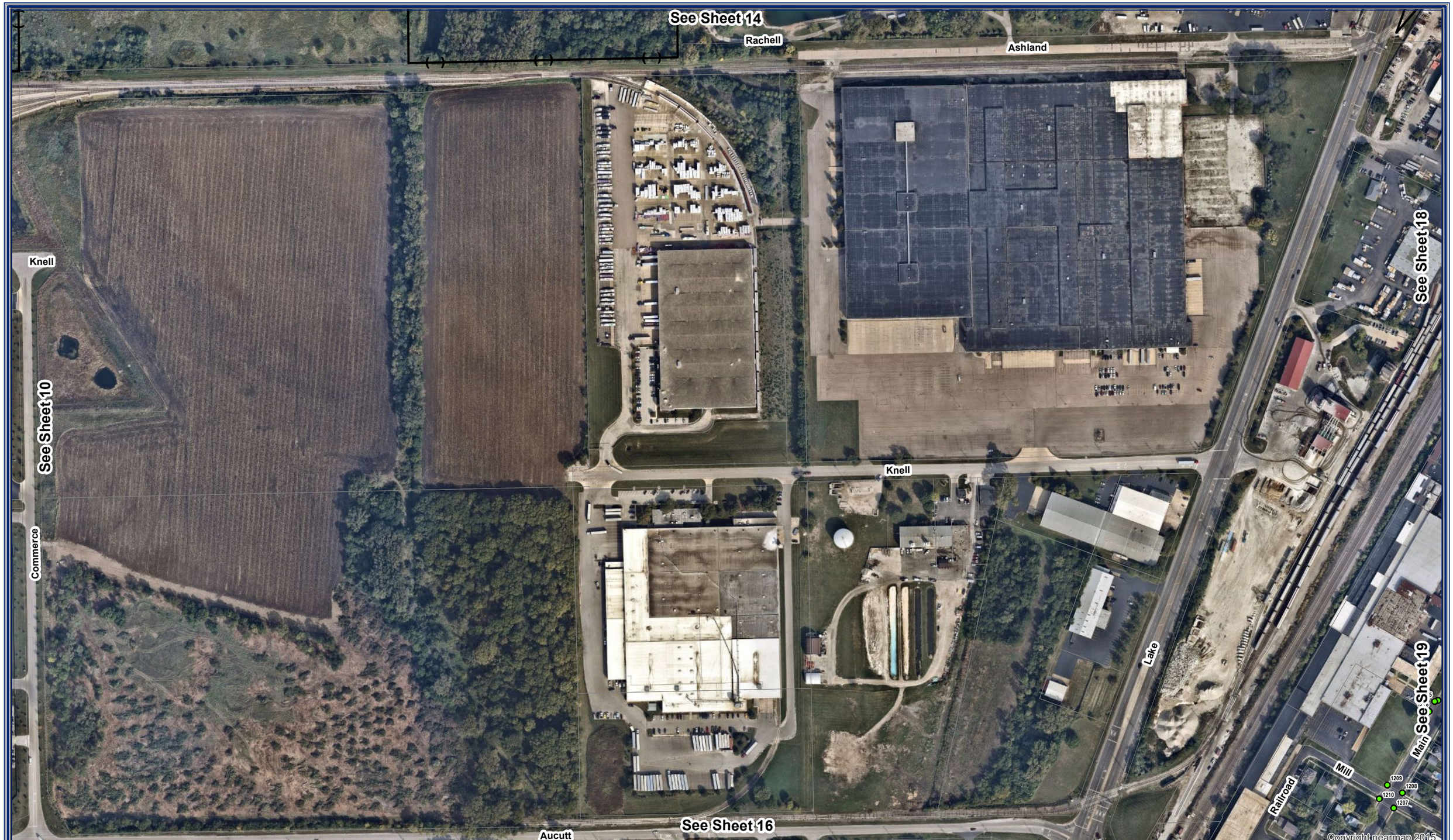
NO.	DATE	REVISIONS

DATE: DECEMBER 2021
PROJECT NO.: MO2139
BY: MJT
PATH: H:\GIS\PUBLIC\MONTGOMERY\2021\
FILE: MO2139_Sidewalk_Sheet 14

600 300 0 Feet

Exhibit B
Village of Montgomery
Sidewalk Atlas: Sheet 14

N W E S



Engineering Enterprises, Inc.
52 Wheeler Road
Sugar Grove, Illinois 60554
(630) 466-6700
www.eeiweb.com

Village of Montgomery
200 N River St,
Montgomery, IL 60538
630-896-8080
ci.montgomery.il.us

NO.	DATE	REVISIONS

DATE:	DECEMBER 2021
PROJECT NO.:	MO2139
BY:	MJT
PATH:	H:\GIS\PUBLIC\MONTGOMERY\2021\
FILE:	MO2139_Sidewalk_Sheet 15

600 300 0 Feet

Exhibit B
Village of Montgomery
Sidewalk Atlas: Sheet 15

N W E S

Engineering Enterprises, Inc.
52 Wheeler Road
Sugar Grove, Illinois 60554
(630) 466-6700
www.eeiweb.com

Village of Montgomery
200 N River St,
Montgomery, IL 60538
630-896-8080
ci.montgomery.il.us

NO.	DATE	REVISIONS

DATE: DECEMBER 2021
PROJECT NO.: MO2139
BY: MJT
PATH: H:\GIS\PUBLIC\MONTGOMERY\2021\
FILE: MO2139_Sidewalk_Sheet 16

600 300 0 Feet

Exhibit B
Village of Montgomery
Sidewalk Atlas: Sheet 16

N W E S

Engineering Enterprises, Inc.
52 Wheeler Road
Sugar Grove, Illinois 60554
(630) 466-6700
www.eeiweb.com

Village of Montgomery
200 N River St,
Montgomery, IL 60538
630-896-8080
ci.montgomery.il.us

NO.	DATE	REVISIONS

DATE: DECEMBER 2021
PROJECT NO.: MO2139
BY: MJT
PATH: H:\GIS\PUBLIC\MONTGOMERY\2021\
FILE: MO2139_Sidewalk_Sheet 17

600 300 0 Feet

Exhibit B
Village of Montgomery
Sidewalk Atlas: Sheet 17

N W E S

Engineering Enterprises, Inc.
52 Wheeler Road
Sugar Grove, Illinois 60554
(630) 466-6700
www.eeiweb.com

Village of Montgomery
200 N River St,
Montgomery, IL 60538
630-896-8080
ci.montgomery.il.us

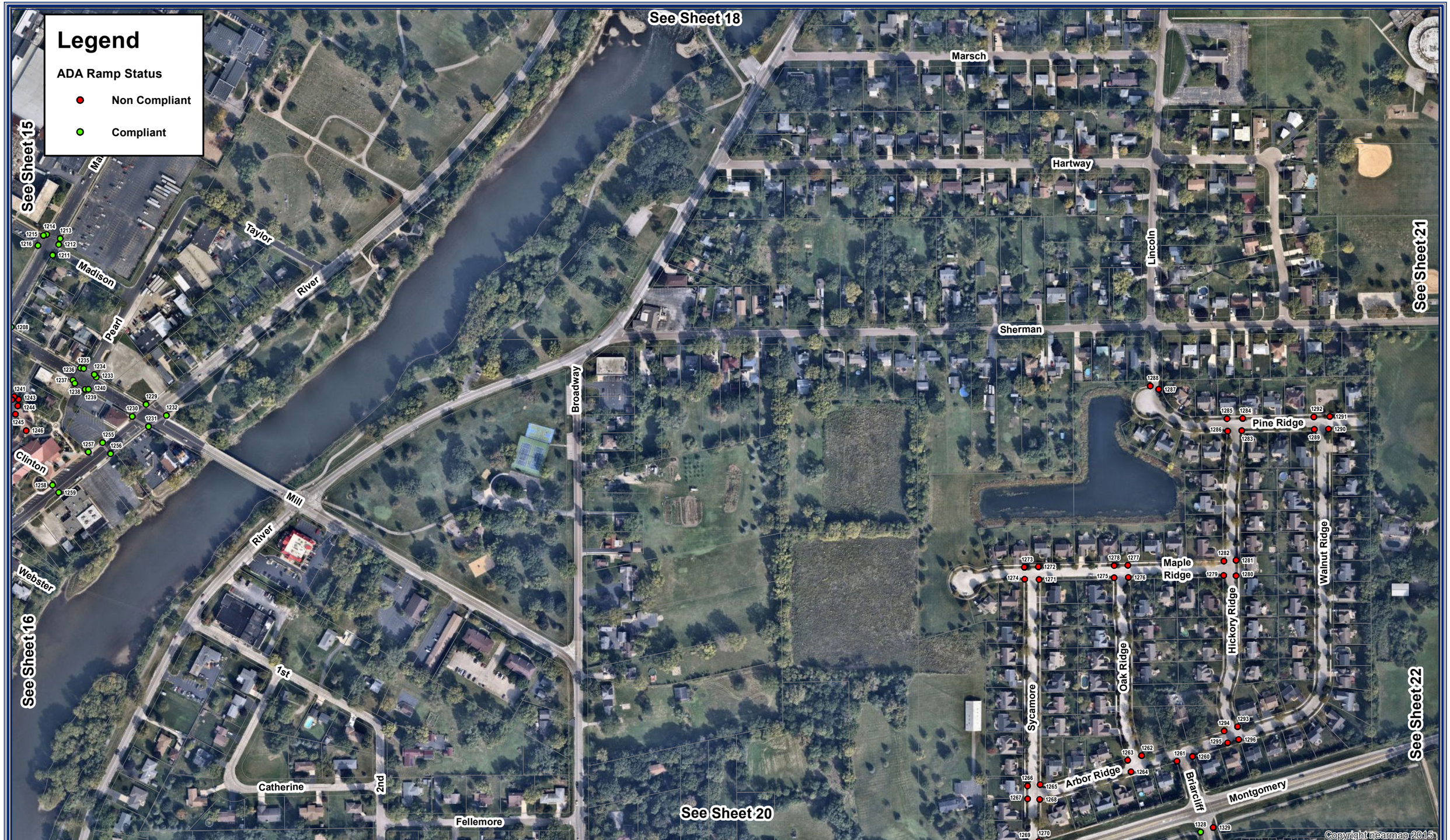
NO.	DATE	REVISIONS

DATE: DECEMBER 2021
PROJECT NO.: MO2139
BY: MJT
PATH: H:\GIS\PUBLIC\MONTGOMERY\2021\
FILE: MO2139_Sidewalk_Sheet 18

600 300 0 Feet

Exhibit B
Village of Montgomery
Sidewalk Atlas: Sheet 18

N W E S



Engineering Enterprises, Inc.
52 Wheeler Road
Sugar Grove, Illinois 60554
(630) 466-6700
www.eeiweb.com

Village of Montgomery
200 N River St,
Montgomery, IL 60538
630-896-8080
ci.montgomery.il.us

NO.	DATE	REVISIONS

DATE:	DECEMBER 2021
PROJECT NO.:	MO2139
BY:	MJT
PATH:	H:\GIS\PUBLIC\MONTGOMERY\2021\
FILE:	MO2139_Sidewalk_Sheet 19

600 300 0 Feet

Exhibit B
Village of Montgomery
Sidewalk Atlas: Sheet 19

N W E S

Engineering Enterprises, Inc.
52 Wheeler Road
Sugar Grove, Illinois 60554
(630) 466-6700
www.eeiweb.com

Village of Montgomery
200 N River St,
Montgomery, IL 60538
630-896-8080
ci.montgomery.il.us

NO.	DATE	REVISIONS

DATE: DECEMBER 2021
PROJECT NO.: MO2139
BY: MJT
PATH: H:\GIS\PUBLIC\MONTGOMERY\2021\
FILE: MO2139_Sidewalk_Sheet 20

600 300 0 Feet

Exhibit B
Village of Montgomery
Sidewalk Atlas: Sheet 20

N W E S

Engineering Enterprises, Inc.
52 Wheeler Road
Sugar Grove, Illinois 60554
(630) 466-6700
www.eeiweb.com

Village of Montgomery
200 N River St,
Montgomery, IL 60538
630-896-8080
ci.montgomery.il.us

NO.	DATE	REVISIONS

DATE:	DECEMBER 2021
PROJECT NO.:	MO2139
BY:	MJT
PATH:	H:\GIS\PUBLIC\MONTGOMERY\2021\
FILE:	MO2139_Sidewalk_Sheet 21

600 300 0 Feet

Exhibit B
Village of Montgomery
Sidewalk Atlas: Sheet 21

N W E S

Engineering Enterprises, Inc.
52 Wheeler Road
Sugar Grove, Illinois 60554
(630) 466-6700
www.eeiweb.com

Village of Montgomery
200 N River St,
Montgomery, IL 60538
630-896-8080
ci.montgomery.il.us

NO.	DATE	REVISIONS

DATE: DECEMBER 2021
PROJECT NO.: MO2139
BY: MJT
PATH: H:\GIS\PUBLIC\MONTGOMERY\2021\
FILE: MO2139_Sidewalk_Sheet 22

600 300 0 Feet

Exhibit B
Village of Montgomery
Sidewalk Atlas: Sheet 22

N W E S

Engineering Enterprises, Inc.
52 Wheeler Road
Sugar Grove, Illinois 60554
(630) 466-6700
www.eeiweb.com

Village of Montgomery
200 N River St,
Montgomery, IL 60538
630-896-8080
ci.montgomery.il.us

NO.	DATE	REVISIONS

DATE: DECEMBER 2021
PROJECT NO.: MO2139
BY: MJT
PATH: H:\GIS\PUBLIC\MONTGOMERY\2021\
FILE: MO2139_Sidewalk_Sheet 23

600 300 0 Feet

Exhibit B
Village of Montgomery
Sidewalk Atlas: Sheet 23

N W E S

Engineering Enterprises, Inc.
52 Wheeler Road
Sugar Grove, Illinois 60554
(630) 466-6700
www.eeiweb.com

Village of Montgomery
200 N River St,
Montgomery, IL 60538
630-896-8080
ci.montgomery.il.us

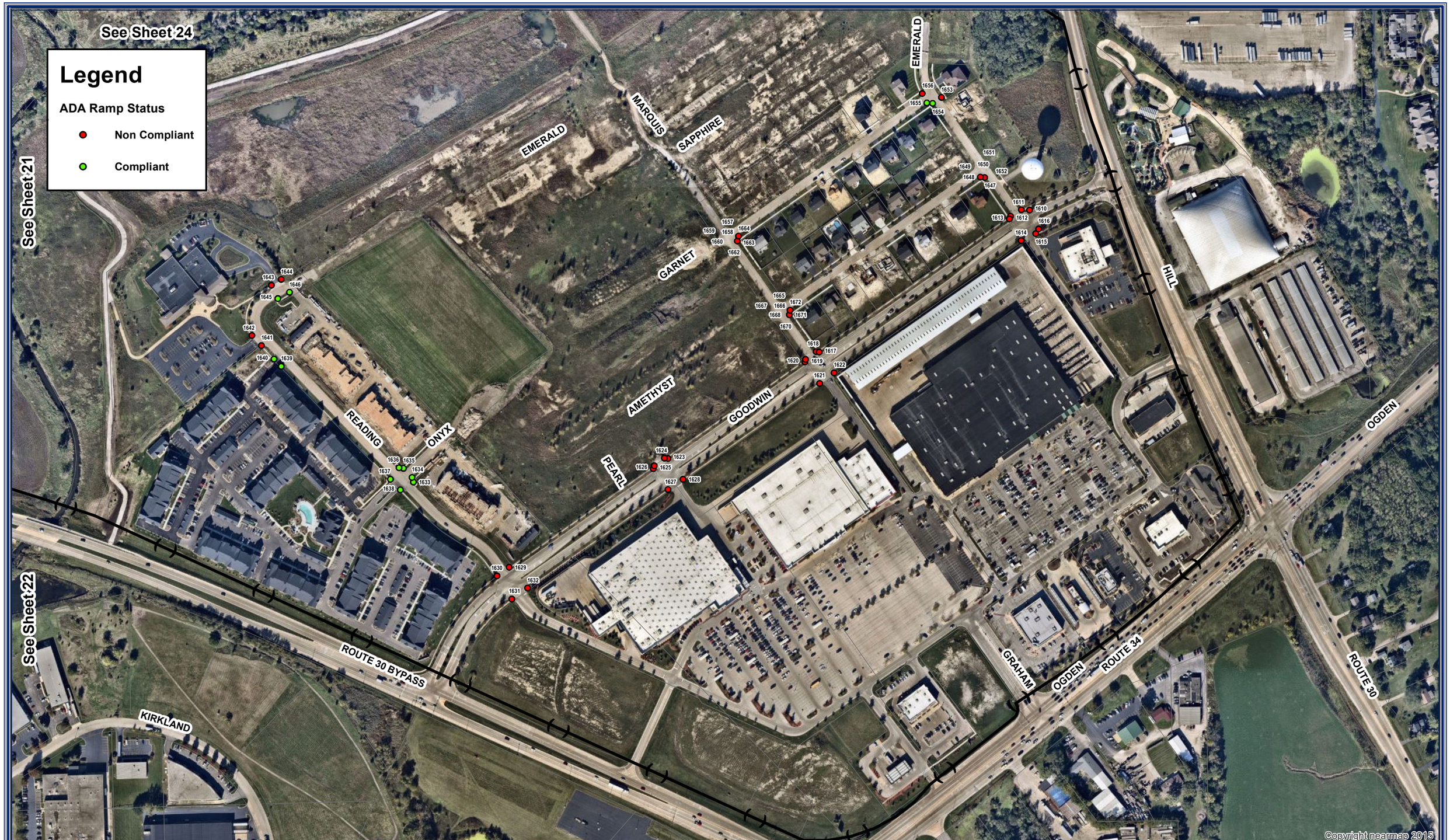
NO.	DATE	REVISIONS

DATE: DECEMBER 2021
PROJECT NO.: MO2139
BY: MJT
PATH: H:\GIS\PUBLIC\MONTGOMERY\2021\
FILE: MO2139_Sidewalk_Sheet 24

600 300 0 Feet

Exhibit B
Village of Montgomery
Sidewalk Atlas: Sheet 24

N W E S



Engineering Enterprises, Inc.
52 Wheeler Road
Sugar Grove, Illinois 60554
(630) 466-6700
www.eeiweb.com

Village of Montgomery
200 N River St,
Montgomery, IL 60538
630-896-8080
ci.montgomery.il.us

NO.	DATE	REVISIONS

DATE: DECEMBER 2021
PROJECT NO.: MO2139
BY: MJT
PATH: H:\GIS\PUBLIC\MONTGOMERY\2021\
FILE: MO2139_Sidewalk_Sheet 25

600 300 0 Feet

Exhibit B
Village of Montgomery
Sidewalk Atlas: Sheet 25

N W E S

EXHIBIT C

COMPILED FIELD DATA

EXHIBIT C - COMPILED FIELD DATA

	RAMP COMPLIANCE		TYPE OF CURB RAMP			
RAMP ID #	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
1	x		x			
2	x		x			
3		x	x			
4		x	x			
5		x		x		
6		x			x	
7	x		x			
8		x	x			
9		x			x	
10	x		x			
11		x	x			
12		x	x			
13		x	x			
14		x			x	
15		x				x
16		x	x			
17		x				x
18		x			x	
19		x			x	
20		x	x			
21		x	x			
22		x	x			
23		x	x			
24		x				x
25		x			x	
26		x			x	
27		x				x
28		x	x			
29		x			x	
30		x			x	
31		x	x			
32		x	x			
33		x	x			
34		x	x			
35		x	x			
36		x	x			
37		x	x			
38		x				x
39		x	x			
40		x	x			
41		x	x			
42	x		x			
43		x	x			
44	x		x			

EXHIBIT C - COMPILED FIELD DATA

	RAMP COMPLIANCE		TYPE OF CURB RAMP			
RAMP ID #	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
45	x		x			
46		x	x			
47		x	x			
48	x		x			
49	x		x			
50	x		x			
51	x		x			
52	x		x			
53	x		x			
54		x			x	
55		x			x	
56	x		x			
57		x	x			
58		x	x			
59	x		x			
60		x	x			
61		x	x			
62	x		x			
63	x		x			
64	x		x			
65	x		x			
66		x	x			
67		x	x			
68		x				x
69		x	x			
70		x	x			
71		x	x			
72		x	x			
73		x				x
74	x				x	
75	x				x	
76	x				x	
77	x				x	
78		x	x			
79		x	x			
80		x	x			
81		x	x			
82		x	x			
83		x	x			
84		x	x			
85		x	x			
86		x	x			
87		x	x			
88		x	x			

EXHIBIT C - COMPILED FIELD DATA

	RAMP COMPLIANCE		TYPE OF CURB RAMP			
RAMP ID #	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
89		x	x			
90		x	x			
91		x	x			
92	x		x			
93		x	x			
94		x	x			
95		x	x			
96		x	x			
97		x	x			
98		x	x			
99		x	x			
100		x	x			
101		x	x			
102		x	x			
103		x	x			
104		x	x			
105		x	x			
106		x	x			
107	x		x			
108		x	x			
109		x	x			
110		x	x			
111		x	x			
112		x	x			
113		x	x			
114		x	x			
115		x	x			
116		x	x			
117		x	x			
118		x				x
119		x	x			
120		x	x			
121		x	x			
122		x	x			
123		x	x			
124		x	x			
125		x	x			
126		x	x			
127		x		x		
128		x	x			
129		x	x			
130		x		x		
131		x	x			
132		x	x			

EXHIBIT C - COMPILED FIELD DATA

	RAMP COMPLIANCE		TYPE OF CURB RAMP			
RAMP ID #	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
133		x		x		
134		x		x		
135		x			x	
136		x			x	
137		x	x			
138		x	x			
139		x	x			
140		x	x			
141	x		x			
142	x		x			
143	x		x			
144	x		x			
145	x		x			
146	x		x			
147		x	x			
148		x	x			
149		x	x			
150		x	x			
151		x	x			
152		x	x			
153		x	x			
154		x	x			
155		x	x			
156		x	x			
157		x	x			
158		x	x			
159		x	x			
160		x	x			
161		x	x			
162		x	x			
163		x	x			
164		x	x			
165	x		x			
166	x		x			
167		x	x			
168		x	x			
169		x	x			
170		x	x			
171		x		x		
172		x		x		
173		x	x			
174		x	x			
175		x		x		
176		x		x		

EXHIBIT C - COMPILED FIELD DATA

	RAMP COMPLIANCE		TYPE OF CURB RAMP			
RAMP ID #	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
177		x			x	
178	x		x			
179	x		x			
180	x			x		
181	x			x		
182	x			x		
183		x	x			
184		x		x		
185		x			x	
186		x			x	
187		x	x			
188		x	x			
189		x	x			
190		x	x			
191		x	x			
192		x	x			
193		x			x	
194		x			x	
195		x	x			
196		x	x			
197		x	x			
198		x	x			
199		x	x			
200		x	x			
201		x	x			
202		x	x			
203		x	x			
204		x	x			
205		x	x			
206		x	x			
207		x	x			
208		x	x			
209		x			x	
210		x			x	
211		x	x			
212		x	x			
213		x	x			
214		x	x			
215		x	x			
216		x	x			
217		x	x			
218		x	x			
219		x	x			
220		x	x			

EXHIBIT C - COMPILED FIELD DATA

	RAMP COMPLIANCE		TYPE OF CURB RAMP			
RAMP ID #	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
221		x	x			
222		x	x			
223		x	x			
224		x	x			
225		x		x		
226		x	x			
227		x			x	
228		x		x		
229		x	x			
230		x	x			
231		x		x		
232		x	x			
233		x	x			
234		x		x		
235		x		x		
236		x			x	
237		x			x	
238		x		x		
239		x		x		
240		x			x	
241		x			x	
242		x	x			
243		x	x			
244		x	x			
245		x	x			
246		x	x			
247		x			x	
248		x			x	
249		x	x			
250		x	x			
251		x	x			
252		x	x			
253		x	x			
254		x	x			
255		x	x			
256		x			x	
257		x	x			
258		x	x			
259		x			x	
260		x			x	
261		x			x	
262		x			x	
263		x			x	
264		x	x			

EXHIBIT C - COMPILED FIELD DATA

	RAMP COMPLIANCE		TYPE OF CURB RAMP			
RAMP ID #	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
265		x	x			
266		x	x			
267		x	x			
268		x	x			
269		x	x			
270		x	x			
271		x	x			
272		x	x			
273		x	x			
274		x	x			
275		x			x	
276		x			x	
277		x	x			
278		x	x			
279		x	x			
280		x	x			
281		x	x			
282		x	x			
283		x			x	
284		x			x	
285		x	x			
286		x	x			
287		x			x	
288		x	x			
289	x		x			
290		x	x			
291		x	x			
292		x	x			
293		x	x			
294		x	x			
295		x	x			
296		x	x			
297		x	x			
298		x	x			
299		x	x			
300		x	x			
301		x	x			
302		x	x			
303		x	x			
304		x	x			
305		x	x			
306		x	x			
307		x	x			
308		x	x			

EXHIBIT C - COMPILED FIELD DATA

	RAMP COMPLIANCE		TYPE OF CURB RAMP			
RAMP ID #	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
309		x				x
310		x	x			
311		x	x			
312		x	x			
313		x	x			
314		x	x			
315		x	x			
316		x				x
317		x	x			
318		x	x			
319		x	x			
320		x	x			
321		x	x			
322		x	x			
323		x	x			
324		x	x			
325		x	x			
326		x	x			
327		x	x			
328		x				x
329		x	x			
330		x				x
331		x	x			
332		x	x			
333		x	x			
334		x	x			
335		x	x			
336		x	x			
337		x	x			
338		x	x			
339		x	x			
340		x	x			
341		x	x			
342		x	x			
343		x	x			
344		x	x			
345		x	x			
346		x	x			
347		x	x			
348		x	x			
349		x	x			
350		x	x			
351		x	x			
352		x	x			

EXHIBIT C - COMPILED FIELD DATA

	RAMP COMPLIANCE		TYPE OF CURB RAMP			
RAMP ID #	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
353		x	x			
354		x	x			
355		x	x			
356		x	x			
357		x	x			
358		x	x			
359		x	x			
360		x	x			
361		x	x			
362		x	x			
363		x	x			
364		x	x			
365		x	x			
366		x				x
367		x	x			
368		x				x
369		x	x			
370		x	x			
371		x	x			
372		x	x			
373		x	x			
374		x	x			
375		x	x			
376		x				x
377		x	x			
378		x	x			
379		x	x			
380		x	x			
381		x	x			
382		x	x			
383		x	x			
384		x	x			
385		x	x			
386		x	x			
387		x	x			
388		x	x			
389		x	x			
390		x				x
391		x				x
392		x	x			
393		x			x	
394		x	x			
395		x	x			
396		x			x	

EXHIBIT C - COMPILED FIELD DATA

	RAMP COMPLIANCE		TYPE OF CURB RAMP			
RAMP ID #	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
397		x			x	
398		x	x			
399		x	x			
400		x			x	
401		x			x	
402		x			x	
403		x			x	
404		x			x	
405		x	x			
406		x	x			
407		x	x			
408		x	x			
409		x	x			
410		x	x			
411		x	x			
412		x	x			
413		x	x			
414		x	x			
415		x	x			
416		x	x			
417		x	x			
418		x	x			
419		x	x			
420		x	x			
421		x	x			
422		x	x			
423		x	x			
424		x	x			
425		x	x			
426		x	x			
427		x	x			
428		x	x			
429		x				x
430		x	x			
431		x	x			
432		x				x
433		x			x	
434		x			x	
435		x	x			
436		x				x
437		x				x
438		x	x			
439		x			x	
440		x			x	

EXHIBIT C - COMPILED FIELD DATA

	RAMP COMPLIANCE		TYPE OF CURB RAMP			
RAMP ID #	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
441		x				x
442		x	x			
443		x	x			
444		x				x
445		x	x			
446		x	x			
447		x	x			
448		x				x
449		x	x			
450		x	x			
451		x				x
452		x	x			
453		x	x			
454		x	x			
455		x	x			
456		x	x			
457		x	x			
458		x	x			
459		x	x			
460		x	x			
461		x	x			
462		x	x			
463		x	x			
464		x	x			
465	x			x		
466	x			x		
467	x			x		
468	x			x		
469	x			x		
470	x			x		
471	x		x			
472	x		x			
473	x			x		
474	x			x		
475	x			x		
476	x			x		
477	x		x			
478	x		x			
479	x			x		
480	x			x		
481	x		x			
482	x		x			
483	x			x		
484	x			x		

EXHIBIT C - COMPILED FIELD DATA

	RAMP COMPLIANCE		TYPE OF CURB RAMP			
RAMP ID #	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
485	x		x			
486	x			x		
487	x		x			
488	x		x			
489	x		x			
490	x		x			
491	x		x			
492	x		x			
493	x		x			
494	x		x			
495	x		x			
496	x		x			
497	x		x			
498	x		x			
499	x		x			
500	x		x			
501	x		x			
502	x		x			
503	x		x			
504	x		x			
505	x		x			
506	x		x			
507	x		x			
508	x		x			
509	x		x			
510	x		x			
511	x		x			
512	x		x			
513	x		x			
514	x		x			
515	x		x			
516	x		x			
517	x		x			
518	x		x			
519	x			x		
520	x				x	
521	x				x	
522	x		x			
523	x		x			
524	x		x			
525	x		x			
526	x		x			
527	x		x			
528	x		x			

EXHIBIT C - COMPILED FIELD DATA

	RAMP COMPLIANCE		TYPE OF CURB RAMP			
RAMP ID #	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
529	x		x			
530	x		x			
531	x		x			
532	x		x			
533	x		x			
534	x		x			
535	x		x			
536	x		x			
537	x		x			
538	x		x			
539	x		x			
540	x		x			
541	x		x			
542	x		x			
543	x		x			
544	x		x			
545	x		x			
546	x		x			
547	x				x	
548	x				x	
549	x		x			
550	x		x			
551	x		x			
552	x		x			
553	x		x			
554	x		x			
555		x			x	
556		x				x
557		x				x
558		x			x	
559		x			x	
560		x			x	
561		x	x			
562		x	x			
563		x	x			
564		x	x			
565		x	x			
566		x	x			
567		x		x		
568		x			x	
569		x			x	
570		x				x
571		x				x
572		x			x	

EXHIBIT C - COMPILED FIELD DATA

	RAMP COMPLIANCE		TYPE OF CURB RAMP			
RAMP ID #	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
573	x		x			
574	x		x			
575	x		x			
576	x		x			
577	x		x			
578	x		x			
579	x		x			
580	x		x			
581	x		x			
582	x		x			
583	x		x			
584	x		x			
585	x		x			
586	x		x			
587		x	x			
588		x	x			
589		x	x			
590		x	x			
591		x				x
592		x	x			
593		x	x			
594	x		x			
595	x		x			
596	x		x			
597	x		x			
598	x		x			
599	x		x			
600		x	x			
601		x				x
602		x	x			
603		x	x			
604		x	x			
605	x				x	
606	x				x	
607	x		x			
608	x		x			
609	x		x			
610	x		x			
611	x		x			
612	x		x			
613	x		x			
614	x		x			
615	x			x		
616	x			x		

EXHIBIT C - COMPILED FIELD DATA

	RAMP COMPLIANCE		TYPE OF CURB RAMP			
RAMP ID #	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
617	x				x	
618	x				x	
619	x				x	
620	x				x	
621	x		x			
622	x		x			
623	x		x			
624	x			x		
625	x		x			
626	x		x			
627	x		x			
628	x		x			
629	x		x			
630	x		x			
631	x		x			
632	x		x			
633	x		x			
634	x		x			
635	x		x			
636	x		x			
637	x		x			
638	x		x			
639	x		x			
640		x		x		
641	x		x			
642	x		x			
643		x				x
644		x		x		
645		x		x		
646		x		x		
647		x		x		
648		x			x	
649		x			x	
650		x	x			
651		x	x			
652		x	x			
653		x			x	
654		x			x	
655	x		x			
656	x		x			
657	x		x			
658	x		x			
659	x		x			
660	x		x			

EXHIBIT C - COMPILED FIELD DATA

	RAMP COMPLIANCE		TYPE OF CURB RAMP			
RAMP ID #	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
661	x		x			
662	x		x			
663	x		x			
664	x		x			
665	x		x			
666	x		x			
667	x				x	
668	x				x	
669	x		x			
670	x		x			
671	x		x			
672	x		x			
673	x				x	
674	x				x	
675	x		x			
676	x		x			
677	x		x			
678	x		x			
679	x		x			
680	x		x			
681	x		x			
682	x		x			
683	x		x			
684	x		x			
685	x			x		
686	x		x			
687	x		x			
688	x		x			
689	x		x			
690	x		x			
691	x		x			
692	x			x		
693	x		x			
694	x		x			
695	x			x		
696	x		x			
697	x		x			
698	x		x			
699	x		x			
700	x			x		
701	x		x			
702	x		x			
703	x		x			
704	x			x		

EXHIBIT C - COMPILED FIELD DATA

	RAMP COMPLIANCE		TYPE OF CURB RAMP			
RAMP ID #	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
705	x		x			
706	x			x		
707	x			x		
708	x		x			
709	x		x			
710	x		x			
711	x		x			
712	x		x			
713	x		x			
714	x		x			
715	x		x			
716	x		x			
717	x		x			
718	x		x			
719	x			x		
720	x		x			
721	x		x			
722	x		x			
723	x		x			
724	x		x			
725	x		x			
726	x		x			
727	x		x			
728	x		x			
729	x		x			
730	x		x			
731	x		x			
732	x		x			
733	x		x			
734	x		x			
735	x		x			
736	x		x			
737	x		x			
738	x		x			
739	x		x			
740	x		x			
741	x		x			
742	x		x			
743	x		x			
744	x		x			
745	x		x			
746	x		x			
747	x		x			
748	x		x			

EXHIBIT C - COMPILED FIELD DATA

	RAMP COMPLIANCE		TYPE OF CURB RAMP			
RAMP ID #	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
749	x		x			
750	x		x			
751	x		x			
752	x		x			
753	x			x		
754	x		x			
755	x		x			
756	x		x			
757	x		x			
758	x		x			
759	x		x			
760	x		x			
761	x		x			
762	x		x			
763	x		x			
764	x			x		
765	x		x			
766	x		x			
767	x		x			
768	x		x			
769	x		x			
770	x		x			
771	x			x		
772	x			x		
773	x		x			
774	x		x			
775	x		x			
776	x		x			
777	x		x			
778	x			x		
779	x		x			
780	x			x		
781	x		x			
782	x		x			
783	x			x		
784	x		x			
785	x		x			
786	x		x			
787	x			x		
788	x		x			
789	x		x			
790	x		x			
791	x		x			
792	x		x			

EXHIBIT C - COMPILED FIELD DATA

	RAMP COMPLIANCE		TYPE OF CURB RAMP			
RAMP ID #	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
793	x		x			
794	x		x			
795	x		x			
796	x		x			
797	x			x		
798	x			x		
799	x		x			
800	x		x			
801	x			x		
802	x		x			
803	x		x			
804	x			x		
805	x			x		
806	x			x		
807	x			x		
808	x			x		
809	x			x		
810	x		x			
811	x		x			
812	x		x			
813	x		x			
814	x			x		
815	x			x		
816	x		x			
817	x		x			
818	x			x		
819	x			x		
820	x		x			
821	x		x			
822	x		x			
823	x				x	
824	x		x			
825	x		x			
826	x		x			
827	x		x			
828	x		x			
829	x				x	
830	x		x			
831	x		x			
832	x		x			
833	x				x	
834	x		x			
835	x		x			
836	x		x			

EXHIBIT C - COMPILED FIELD DATA

	RAMP COMPLIANCE		TYPE OF CURB RAMP			
RAMP ID #	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
837	x		x			
838	x		x			
839	x		x			
840	x		x			
841	x		x			
842	x		x			
843	x		x			
844	x			x		
845	x			x		
846	x			x		
847	x			x		
848	x		x			
849	x		x			
850	x		x			
851	x		x			
852	x		x			
853	x		x			
854	x		x			
855	x		x			
856	x		x			
857	x		x			
858	x			x		
859	x			x		
860	x			x		
861	x			x		
862	x		x			
863	x			x		
864	x		x			
865	x		x			
866	x		x			
867	x		x			
868	x		x			
869	x		x			
870	x		x			
871	x			x		
872	x			x		
873	x		x			
874	x		x			
875	x		x			
876	x		x			
877	x		x			
878	x		x			
879	x		x			
880	x		x			

EXHIBIT C - COMPILED FIELD DATA

	RAMP COMPLIANCE		TYPE OF CURB RAMP			
RAMP ID #	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
881	x		x			
882	x		x			
883	x			x		
884	x			x		
885	x				x	
886	x				x	
887	x		x			
888	x		x			
889	x		x			
890	x		x			
891	x		x			
892	x		x			
893	x		x			
894	x			x		
895	x			x		
896	x		x			
897	x		x			
898	x		x			
899	x		x			
900	x		x			
901	x		x			
902	x		x			
903	x		x			
904	x		x			
905	x		x			
906	x		x			
907	x		x			
908	x		x			
909	x		x			
910	x		x			
911	x		x			
912	x		x			
913	x				x	
914	x		x			
915	x		x			
916	x		x			
917	x		x			
918	x		x			
919	x		x			
920	x		x			
921	x		x			
922	x			x		
923	x			x		
924	x			x		

EXHIBIT C - COMPILED FIELD DATA

	RAMP COMPLIANCE		TYPE OF CURB RAMP			
RAMP ID #	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
925	x		x			
926	x		x			
927	x		x			
928	x				x	
929	x		x			
930	x		x			
931	x		x			
932	x		x			
933	x		x			
934	x		x			
935	x		x			
936	x		x			
937	x		x			
938	x		x			
939	x		x			
940	x		x			
941	x		x			
942	x		x			
943	x		x			
944	x		x			
945	x		x			
946	x		x			
947	x			x		
948	x		x			
949	x		x			
950	x		x			
951	x		x			
952	x		x			
953	x		x			
954	x		x			
955	x		x			
956	x		x			
957	x		x			
958	x		x			
959	x		x			
960	x		x			
961	x		x			
962	x		x			
963	x		x			
964	x		x			
965	x		x			
966	x		x			
967	x		x			
968	x		x			

EXHIBIT C - COMPILED FIELD DATA

	RAMP COMPLIANCE		TYPE OF CURB RAMP			
RAMP ID #	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
969	x		x			
970	x		x			
971	x		x			
972	x		x			
973	x		x			
974	x		x			
975	x		x			
976	x		x			
977	x		x			
978	x		x			
979	x		x			
980	x		x			
981	x		x			
982	x		x			
983	x		x			
984	x		x			
985	x		x			
986		x		x		
987	x			x		
988	x		x			
989	x		x			
990	x		x			
991	x		x			
992	x		x			
993	x		x			
994	x		x			
995	x		x			
996	x		x			
997	x		x			
998	x			x		
999	x		x			
1000	x		x			
1001	x			x		
1002	x		x			
1003	x			x		
1004	x		x			
1005	x		x			
1006	x		x			
1007	x			x		
1008	x		x			
1009	x		x			
1010	x		x			
1011	x		x			
1012	x		x			

EXHIBIT C - COMPILED FIELD DATA

	RAMP COMPLIANCE		TYPE OF CURB RAMP			
RAMP ID #	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
1013	x		x			
1014	x			x		
1015	x		x			
1016	x		x			
1017	x			x		
1018	x		x			
1019	x			x		
1020	x		x			
1021	x			x		
1022	x			x		
1023	x			x		
1024	x			x		
1025	x		x			
1026	x		x			
1027	x			x		
1028	x		x			
1029	x		x			
1030	x			x		
1031	x		x			
1032		x	x			
1033		x		x		
1034	x		x			
1035		x	x			
1036		x	x			
1037		x	x			
1038		x	x			
1039		x	x			
1040		x	x			
1041		x	x			
1042		x	x			
1043		x	x			
1044		x	x			
1045		x	x			
1046		x	x			
1047		x	x			
1048		x	x			
1049		x	x			
1050		x	x			
1051		x	x			
1052		x	x			
1053		x	x			
1054		x	x			
1055		x	x			
1056		x	x			

EXHIBIT C - COMPILED FIELD DATA

	RAMP COMPLIANCE		TYPE OF CURB RAMP			
RAMP ID #	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
1057		x	x			
1058		x	x			
1059		x			x	
1060		x			x	
1061	x			x		
1062	x		x			
1063	x		x			
1064	x		x			
1065	x		x			
1066		x	x			
1067	x		x			
1068	x		x			
1069	x		x			
1070		x	x			
1071	x		x			
1072		x	x			
1073		x	x			
1074		x	x			
1075		x	x			
1076		x	x			
1077		x	x			
1078		x		x		
1079		x	x			
1080		x	x			
1081		x	x			
1082		x	x			
1083		x	x			
1084		x	x			
1085		x	x			
1086		x	x			
1087	x		x			
1088	x		x			
1089	x			x		
1090	x		x			
1091	x		x			
1092	x		x			
1093	x		x			
1094	x			x		
1095	x		x			
1096	x		x			
1097	x		x			
1098	x		x			
1099	x		x			
1100	x		x			

EXHIBIT C - COMPILED FIELD DATA

	RAMP COMPLIANCE		TYPE OF CURB RAMP			
RAMP ID #	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
1101	x		x			
1102	x		x			
1103	x		x			
1104	x		x			
1105	x		x			
1106	x		x			
1107	x		x			
1108	x		x			
1109	x		x			
1110	x		x			
1111	x		x			
1112	x		x			
1113	x		x			
1114	x		x			
1115	x		x			
1116	x		x			
1117	x		x			
1118	x		x			
1119	x		x			
1120	x		x			
1121	x		x			
1122	x		x			
1123	x		x			
1124	x		x			
1125	x		x			
1126	x		x			
1127	x		x			
1128	x		x			
1129	x		x			
1130	x		x			
1131		x	x			
1132		x	x			
1133	x		x			
1134	x		x			
1135	x		x			
1136	x		x			
1137	x		x			
1138	x			x		
1139	x		x			
1140	x		x			
1141	x		x			
1142	x		x			
1143	x		x			
1144	x		x			

EXHIBIT C - COMPILED FIELD DATA

	RAMP COMPLIANCE		TYPE OF CURB RAMP			
RAMP ID #	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
1145	x		x			
1146	x		x			
1147	x		x			
1148	x		x			
1149	x		x			
1150		x	x			
1151	x		x			
1152	x		x			
1153	x		x			
1154		x		x		
1155		x		x		
1156	x		x			
1157	x		x			
1158	x		x			
1159	x		x			
1160	x		x			
1161	x		x			
1162	x		x			
1163		x	x			
1164		x	x			
1165	x		x			
1166	x		x			
1167	x		x			
1168		x	x			
1169		x	x			
1170		x	x			
1171		x	x			
1172		x	x			
1173		x	x			
1174		x	x			
1175		x	x			
1176	x		x			
1177	x		x			
1178	x			x		
1179	x			x		
1180	x			x		
1181	x			x		
1182	x			x		
1183	x			x		
1184	x			x		
1185		x	x			
1186		x	x			
1187		x	x			
1188		x	x			

EXHIBIT C - COMPILED FIELD DATA

	RAMP COMPLIANCE		TYPE OF CURB RAMP			
RAMP ID #	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
1189	x		x			
1190	x		x			
1191		x	x			
1192		x	x			
1193		x	x			
1194		x				x
1195		x				x
1196		x	x			
1197		x	x			
1198		x	x			
1199		x				x
1200		x	x			
1201	x		x			
1202	x		x			
1203	x		x			
1204	x		x			
1205	x			x		
1206	x		x			
1207	x			x		
1208	x			x		
1209	x			x		
1210	x			x		
1211	x		x			
1212	x		x			
1213	x		x			
1214	x		x			
1215	x		x			
1216	x		x			
1217	x		x			
1218	x		x			
1219	x		x			
1220	x		x			
1221	x		x			
1222	x		x			
1223	x		x			
1224	x		x			
1225	x		x			
1226	x		x			
1227	x		x			
1228	x		x			
1229	x			x		
1230	x			x		
1231	x			x		
1232	x			x		

EXHIBIT C - COMPILED FIELD DATA

	RAMP COMPLIANCE		TYPE OF CURB RAMP			
RAMP ID #	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
1233	x		x			
1234	x		x			
1235	x		x			
1236	x		x			
1237	x		x			
1238	x		x			
1239	x		x			
1240	x		x			
1241		x	x			
1242		x	x			
1243		x	x			
1244		x	x			
1245		x	x			
1246		x		x		
1247		x	x			
1248		x	x			
1249		x	x			
1250		x	x			
1251		x	x			
1252		x	x			
1253		x	x			
1254		x	x			
1255	x		x			
1256	x		x			
1257	x		x			
1258	x		x			
1259	x		x			
1260		x	x			
1261		x	x			
1262		x		x		
1263		x	x			
1264		x	x			
1265		x		x		
1266		x	x			
1267		x	x			
1268		x		x		
1269		x	x			
1270		x	x			
1271		x		x		
1272		x	x			
1273		x	x			
1274		x		x		
1275		x		x		
1276		x		x		

EXHIBIT C - COMPILED FIELD DATA

	RAMP COMPLIANCE		TYPE OF CURB RAMP			
RAMP ID #	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
1277		x	x			
1278		x	x			
1279		x		x		
1280		x	x			
1281		x	x			
1282		x		x		
1283		x		x		
1284		x	x			
1285		x	x			
1286		x		x		
1287		x	x			
1288		x	x			
1289		x		x		
1290		x		x		
1291		x	x			
1292		x	x			
1293		x		x		
1294		x		x		
1295		x	x			
1296		x	x			
1297		x	x			
1298		x	x			
1299		x				x
1300		x	x			
1301		x	x			
1302		x	x			
1303		x	x			
1304		x	x			
1305		x	x			
1306		x	x			
1307		x	x			
1308		x	x			
1309		x	x			
1310	x		x			
1311	x		x			
1312	x		x			
1313	x		x			
1314	x		x			
1315	x		x			
1316		x	x			
1317		x	x			
1318		x	x			
1319		x	x			
1320		x	x			

EXHIBIT C - COMPILED FIELD DATA

	RAMP COMPLIANCE		TYPE OF CURB RAMP			
RAMP ID #	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
1321		x	x			
1322		x	x			
1323		x	x			
1324		x	x			
1325		x	x			
1326	x		x			
1327	x		x			
1328	x		x			
1329		x	x			
1330	x		x			
1331	x		x			
1332	x		x			
1333	x		x			
1334		x	x			
1335		x	x			
1336		x	x			
1337		x	x			
1338		x	x			
1339		x	x			
1340	x		x			
1341	x		x			
1342		x	x			
1343		x	x			
1344		x	x			
1345		x	x			
1346		x	x			
1347		x	x			
1348		x	x			
1349		x	x			
1350		x	x			
1351		x	x			
1352		x	x			
1353		x	x			
1354		x	x			
1355		x	x			
1356		x	x			
1357		x		x		
1358		x	x			
1359		x	x			
1360	x			x		
1361	x		x			
1362	x		x			
1363	x		x			
1364	x		x			

EXHIBIT C - COMPILED FIELD DATA

	RAMP COMPLIANCE		TYPE OF CURB RAMP			
RAMP ID #	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
1365		x	x			
1366		x	x			
1367		x	x			
1368		x	x			
1369		x	x			
1370		x	x			
1371	x					x
1372	x		x			
1373	x		x			
1374	x					x
1375		x				x
1376		x	x			
1377		x	x			
1378		x				x
1379		x				x
1380		x	x			
1381		x	x			
1382		x				x
1383	x		x			
1384	x		x			
1385	x		x			
1386	x		x			
1387	x		x			
1388	x		x			
1389	x		x			
1390	x		x			
1391	x		x			
1392	x		x			
1393		x				x
1394		x	x			
1395		x	x			
1396		x				x
1397	x		x			
1398	x					x
1399	x		x			
1400	x		x			
1401	x		x			
1402	x					x
1403	x		x			
1404	x		x			
1405	x					x
1406	x					x
1407	x		x			
1408	x		x			

EXHIBIT C - COMPILED FIELD DATA

	RAMP COMPLIANCE		TYPE OF CURB RAMP			
RAMP ID #	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
1409	x					x
1410	x					x
1411	x		x			
1412	x		x			
1413	x					x
1414	x					x
1415	x		x			
1416	x		x			
1417	x					x
1418	x		x			
1419	x		x			
1420	x		x			
1421	x		x			
1422	x		x			
1423	x		x			
1424	x		x			
1425		x	x			
1426		x	x			
1427		x	x			
1428	x		x			
1429		x	x			
1430		x	x			
1431		x	x			
1432		x	x			
1433		x	x			
1434	x		x			
1435	x		x			
1436		x	x			
1437		x	x			
1438		x	x			
1439		x	x			
1440		x	x			
1441		x	x			
1442		x				x
1443		x	x			
1444		x	x			
1445		x	x			
1448		x	x			
1449		x	x			
1450		x	x			
1451		x	x			
1452		x	x			
1453	x		x			
1454	x		x			

EXHIBIT C - COMPILED FIELD DATA

	RAMP COMPLIANCE		TYPE OF CURB RAMP			
RAMP ID #	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
1455	x		x			
1456	x					x
1457	x					x
1458	x		x			
1459	x		x			
1460	x					x
1461		x	x			
1462		x	x			
1463		x	x			
1464		x	x			
1465		x	x			
1466		x	x			
1467		x	x			
1468		x	x			
1469		x	x			
1470		x	x			
1471		x	x			
1472		x	x			
1473		x	x			
1474		x	x			
1475		x	x			
1476	x		x			
1477		x	x			
1478		x	x			
1479	x		x			
1480	x		x			
1481		x	x			
1482		x	x			
1483		x	x			
1484		x	x			
1485		x	x			
1486		x	x			
1487		x	x			
1488		x	x			
1489		x	x			
1490		x	x			
1491		x	x			
1492		x	x			
1493		x	x			
1494		x	x			
1495		x	x			
1496		x	x			
1497		x	x			
1498		x	x			

EXHIBIT C - COMPILED FIELD DATA

	RAMP COMPLIANCE		TYPE OF CURB RAMP			
RAMP ID #	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
1502		x	x			
1503		x	x			
1504		x	x			
1505		x	x			
1506		x	x			
1507		x	x			
1508		x	x			
1509		x	x			
1510		x	x			
1511		x	x			
1512		x	x			
1513		x	x			
1514		x	x			
1515		x	x			
1516		x	x			
1517		x	x			
1518		x	x			
1519		x	x			
1520		x	x			
1521		x	x			
1522		x	x			
1523	x		x			
1524		x	x			
1525		x	x			
1526		x	x			
1527		x	x			
1528		x	x			
1529		x	x			
1530		x	x			
1531		x	x			
1532	x		x			
1533	x		x			
1534		x	x			
1535		x	x			
1536		x	x			
1537		x	x			
1538		x	x			
1539		x	x			
1540		x	x			
1541		x	x			
1542		x	x			
1543		x	x			
1544		x	x			
1546		x	x			

EXHIBIT C - COMPILED FIELD DATA

	RAMP COMPLIANCE		TYPE OF CURB RAMP			
RAMP ID #	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
1547		x	x			
1548		x	x			
1549		x	x			
1550	x		x			
1551	x		x			
1552	x		x			
1553	x		x			
1554	x		x			
1555	x		x			
1556	x		x			
1557	x		x			
1558	x		x			
1559	x		x			
1560	x		x			
1561	x		x			
1562		x	x			
1563		x	x			
1564		x	x			
1565		x	x			
1566	x		x			
1567	x		x			
1568	x		x			
1569	x		x			
1570	x		x			
1571	x		x			
1572	x		x			
1573	x		x			
1574	x		x			
1575	x		x			
1576	x		x			
1577	x		x			
1578	x		x			
1579	x		x			
1580	x		x			
1581	x		x			
1582	x		x			
1583	x		x			
1584	x		x			
1585	x		x			
1586	x		x			
1587	x		x			
1588	x		x			
1589	x		x			
1590	x		x			

EXHIBIT C - COMPILED FIELD DATA

	RAMP COMPLIANCE		TYPE OF CURB RAMP			
RAMP ID #	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
1591	x		x			
1592	x		x			
1593	x		x			
1594	x		x			
1595	x		x			
1596	x		x			
1597	x		x			
1598	x		x			
1599	x		x			
1600	x		x			
1601	x		x			
1602		x	x			
1603		x	x			
1604		x	x			
1605		x	x			
1606	x		x			
1607	x		x			
1608	x		x			
1609	x		x			
1610		x	x			
1611		x	x			
1612		x	x			
1613		x	x			
1614		x		x		
1615		x	x			
1616		x	x			
1617		x	x			
1618		x	x			
1619		x	x			
1620		x	x			
1621		x		x		
1622		x		x		
1623		x	x			
1624		x	x			
1625		x	x			
1626		x	x			
1627		x		x		
1628		x		x		
1629		x	x			
1630		x		x		
1631		x		x		
1632		x	x			
1633	x					x
1634	x		x			

EXHIBIT C - COMPILED FIELD DATA

	RAMP COMPLIANCE		TYPE OF CURB RAMP			
RAMP ID #	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
1635	x		x			
1636	x					x
1637	x		x			
1638	x		x			
1639	x		x			
1640	x		x			
1641		x	x			
1642		x	x			
1643		x	x			
1644		x	x			
1645	x		x			
1646	x		x			
1647		x	x			
1648		x	x			
1649						
1650						
1651						
1652						
1653		x	x			
1654	x		x			
1655	x		x			
1656		x	x			
1657						
1658						
1659						
1660						
1661						
1662						
1663		x	x			
1664		x	x			
1665						
1666						
1667						
1668						
1669						
1670						
1671		x	x			
1672		x	x			
1675	x		x			
1676	x		x			
1677	x		x			
1678	x		x			
1679	x		x			
1680	x		x			

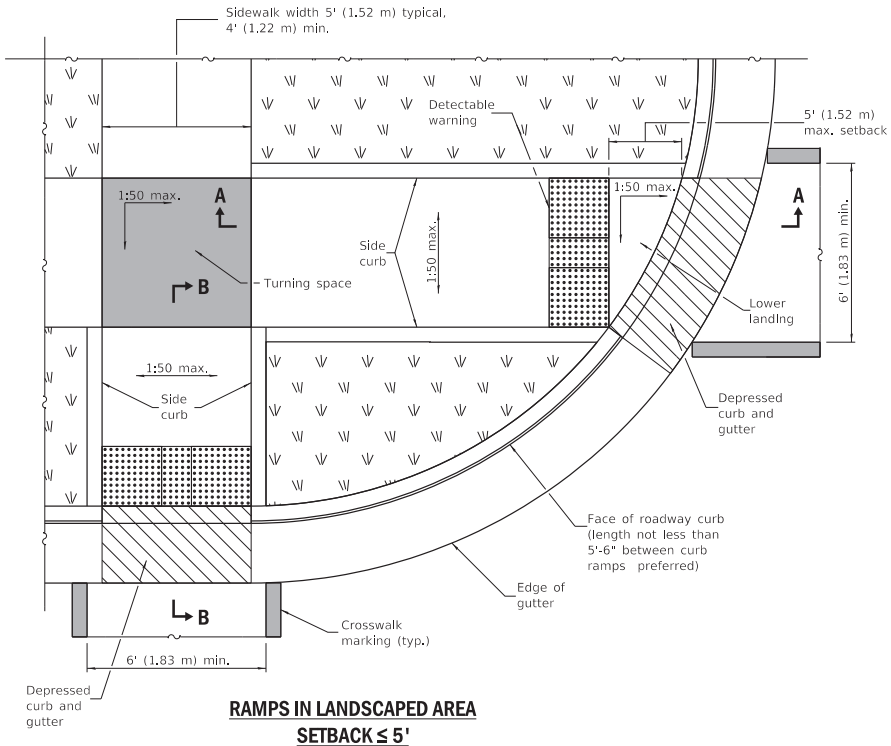
EXHIBIT C - COMPILED FIELD DATA

	RAMP COMPLIANCE		TYPE OF CURB RAMP			
RAMP ID #	**Compliant**	**Non-Compliant**	**Curb Ramp**	**Depressed Corner**	**Bike Path**	**Ramp to Nowhere**
1681	x		x			
1682	x		x			
1683		x	x			
1684		x	x			
1685	x		x			
1686	x		x			
1687	x		x			
1688	x		x			
TOTAL:	**857**	**807**	**1360**	**157**	**88**	**59**

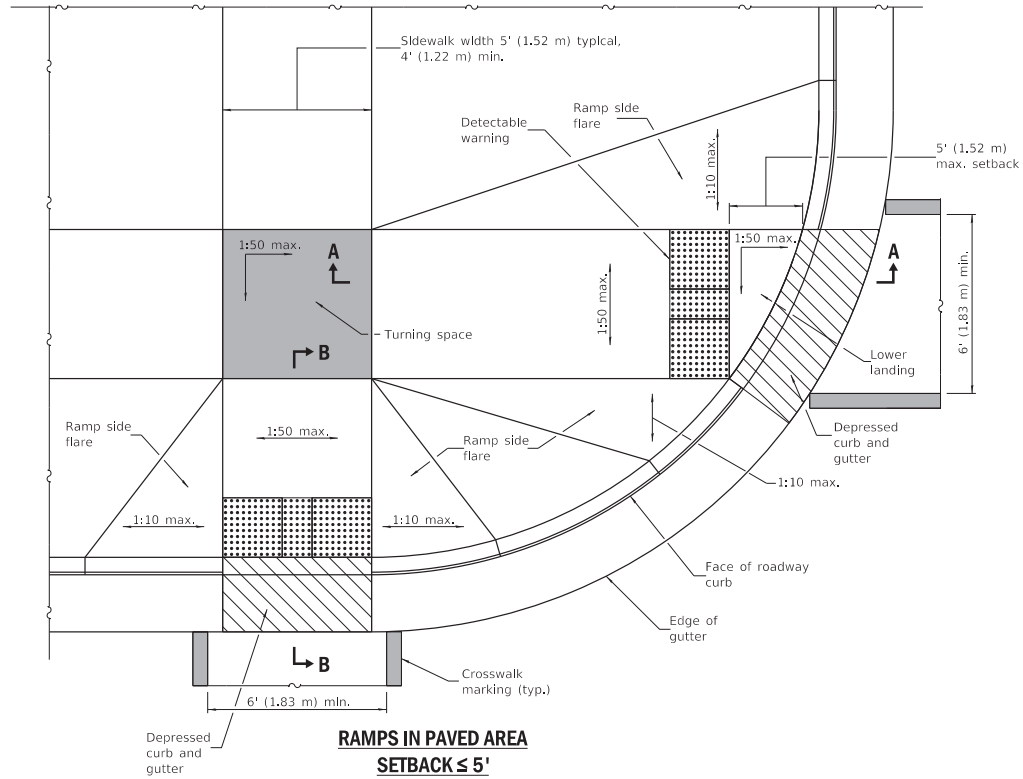
Note: LOC #'s 1499-1501, 1545-1547, 1673, 1674 were removed because they are not under the Village's jurisdiction.

EXHIBIT D

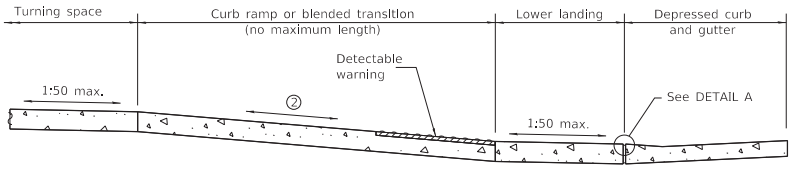
ILLINOIS DEPARTMENT OF TRANSPORTATION
CURB RAMP STANDARD DETAILS



RAMPS IN LANDSCAPED AREA
SETBACK ≤ 5'

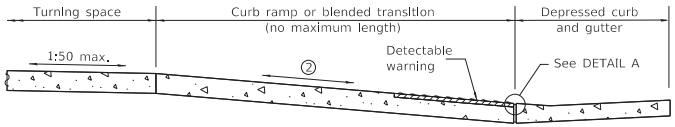


RAMPS IN PAVED AREA
SETBACK ≤ 5'



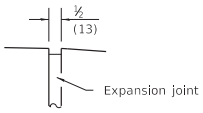
SECTION A-A

② The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.

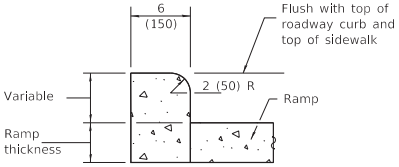


SECTION B-B

② The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.



DETAIL A



SIDE CURB DETAIL

See Sheet 2 for GENERAL NOTES.

DATE	REVISIONS
1-1-19	Removed "15-foot rule", added
	"Blended transitions" and placement
	tolerances for detectable warnings.
1-1-18	Omitted diagonal slope at
	turning spaces and lower
	landings.

PERPENDICULAR CURB RAMPS FOR SIDEWALKS

(Sheet 1 of 2)

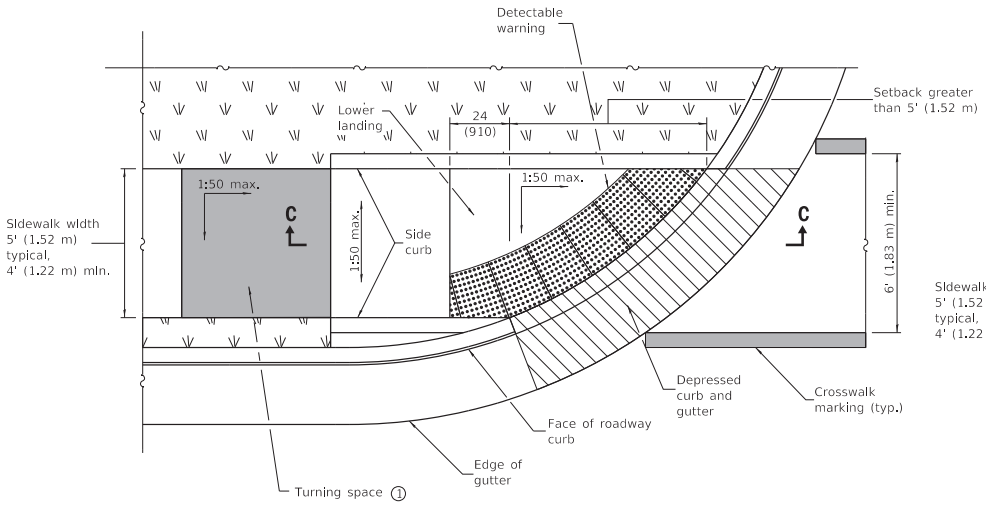
STANDARD 424001-11

Illinois Department of Transportation

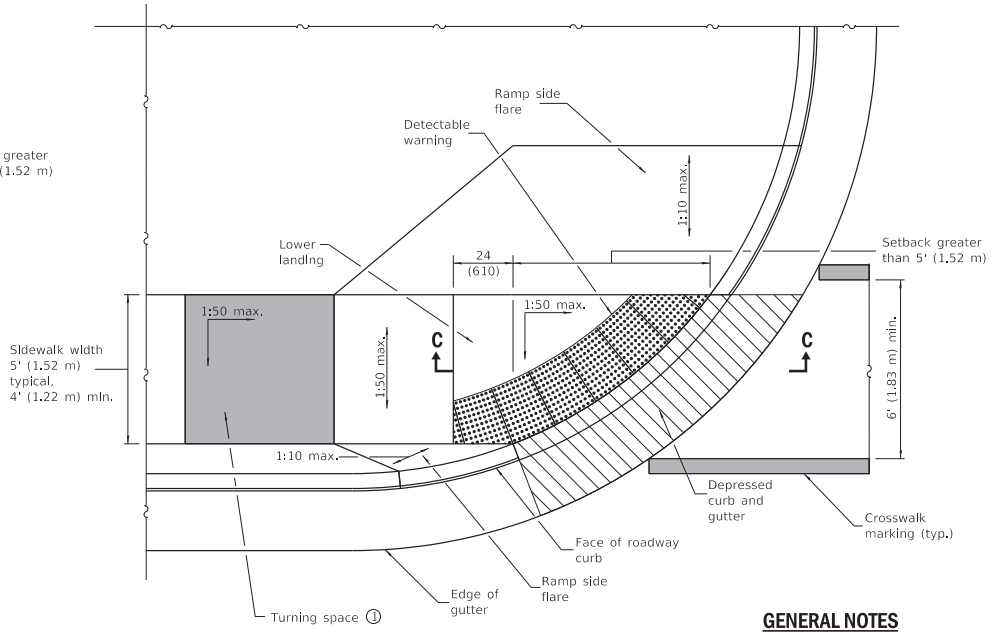
PASSED January 1, 2019
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT

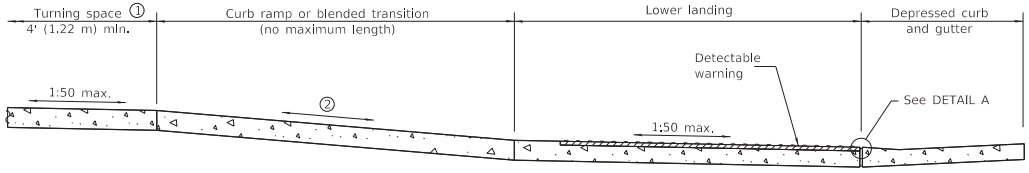
ISSUED 1-1-17



RAMP IN LANDSCAPED AREA SETBACK > 5'



RAMP IN PAVED AREA SETBACK > 5'



SECTION C-C

① This turning space not required for blended transitions.

② The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where the turning space is constrained on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp-run shall be 5' (1.52 m).

Where 1:50 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

See Standard 606001 for details of depressed curb adjacent to curb ramp.

All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

PASSED January 1, 2019
ENGINEER OF POLICY AND PROCEDURES

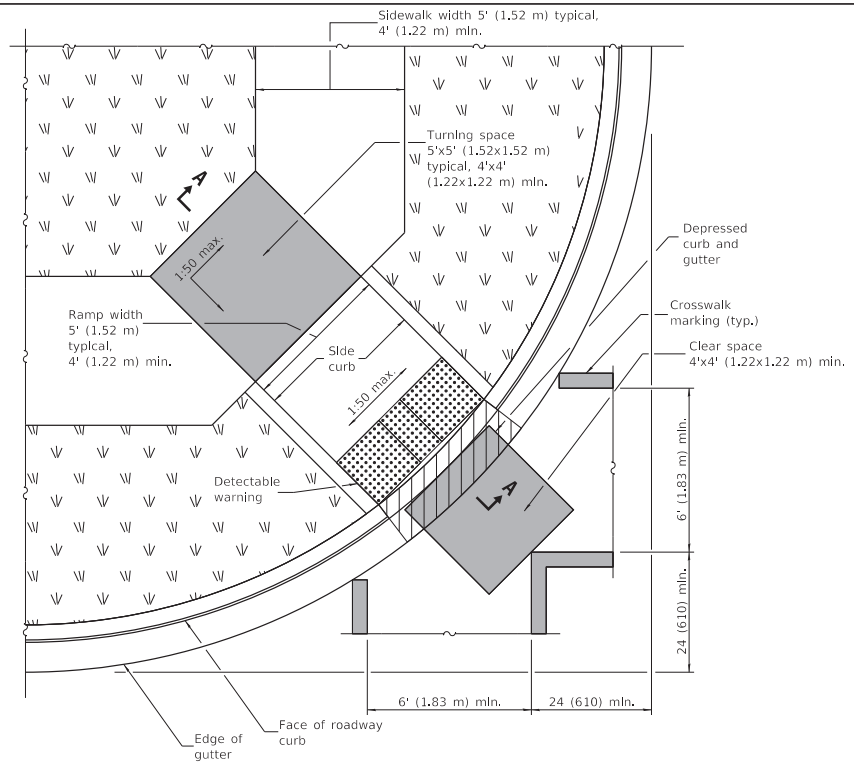
APPROVED January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-07

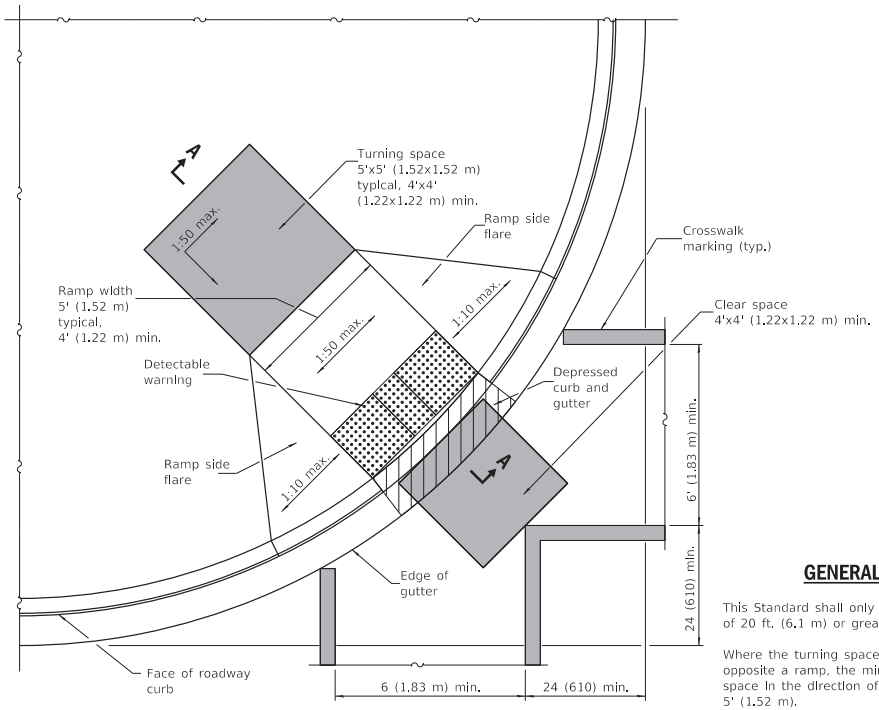
PERPENDICULAR CURB RAMPS FOR SIDEWALKS

(Sheet 2 of 2)

STANDARD 424001-11



RAMP IN LANDSCAPED AREA



RAMP IN PAVED AREA

GENERAL NOTES

This Standard shall only be used for curb radii of 20 ft. (6.1 m) or greater.

Where the turning space is constrained on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp-run shall be 5' (1.52 m).

Where 1:50 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

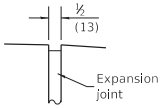
Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

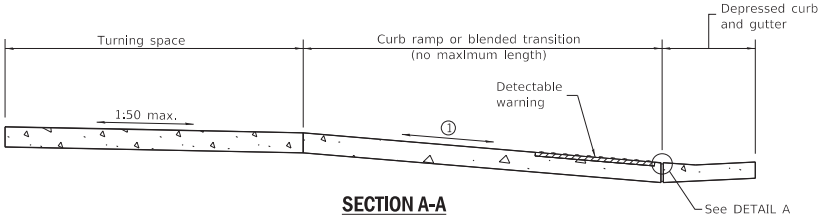
All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

See Standard 606001 for details of depressed curb adjacent to curb ramp.

All dimensions are in inches (millimeters) unless otherwise shown.

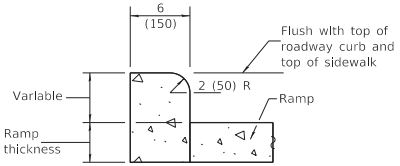


DETAIL A



SECTION A-A

① The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.



SIDE CURB DETAIL

Illinois Department of Transportation

PASSED January 1, 2021
ENGINEER OF POLICY AND PROCEDURES

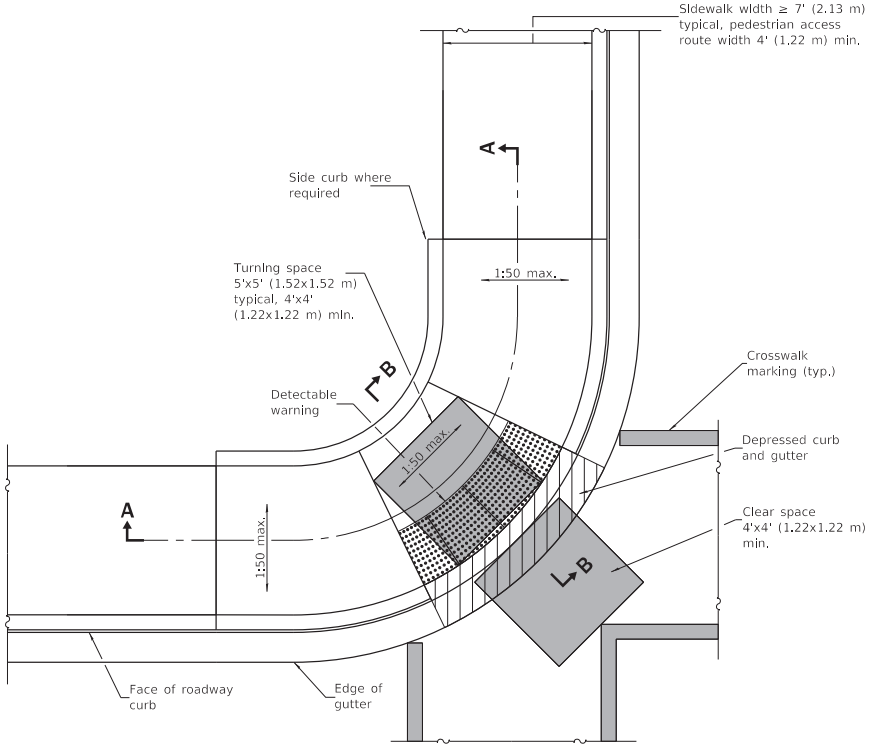
APPROVED January 1, 2021
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-12

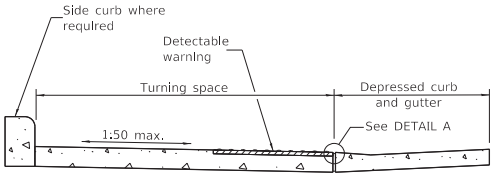
DATE	REVISIONS
1-1-21	Clarified minimum crosswalk width and locations.
1-1-19	Removed "15-foot rule", added "blended transitions" and placement tolerances for detectable warnings.

DIAGONAL CURB RAMPS FOR SIDEWALKS

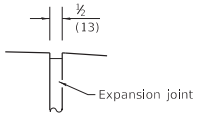
STANDARD 424006-05



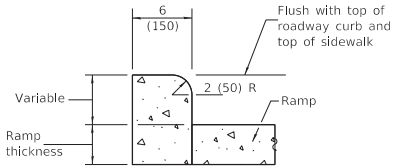
CORNER PARALLEL CURB RAMP



SECTION B-B



DETAIL A



SIDE CURB DETAIL

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where the turning space is constrained on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp-run shall be 5' (1.52 m).

Where 1:50 maximum slope is shown, 1:64 is preferred.

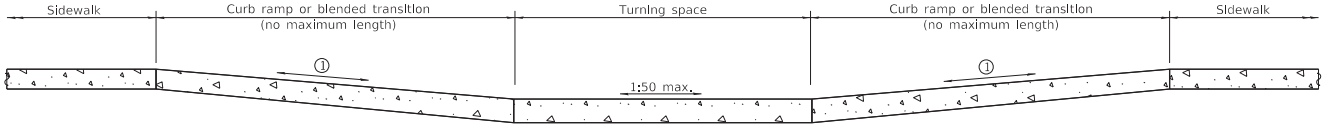
Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

See Standard 606001 for details of depressed curb adjacent to curb ramp.

All dimensions are in inches (millimeters) unless otherwise shown.



SECTION A-A

1 The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.

Illinois Department of Transportation

PASSED January 1, 2019
ENGINEER OF POLICY AND PROCEDURES

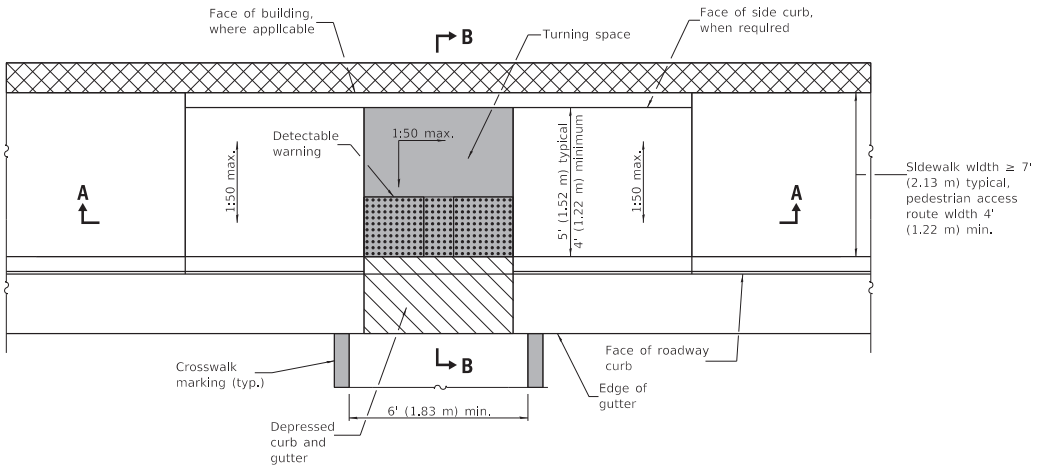
APPROVED January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-12

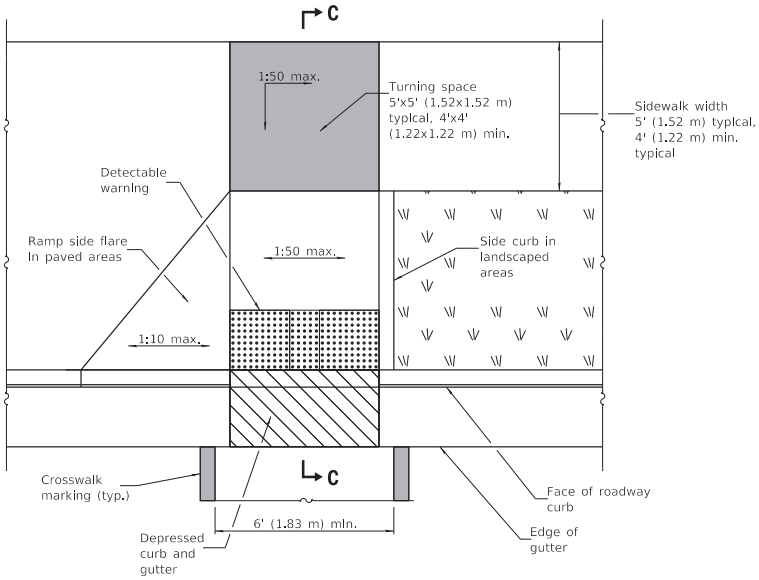
DATE	REVISIONS
1-1-19	Removed upper landing, added
	blended transition and detectable
	warning tolerances.
1-1-17	Revised sidewalk width to
	include 24 (610) buffer
	behind curb.

CORNER PARALLEL CURB RAMPS FOR SIDEWALKS

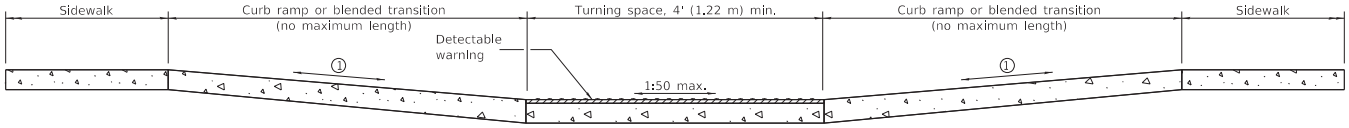
STANDARD 424011-04



PARALLEL MID-BLOCK CURB RAMP

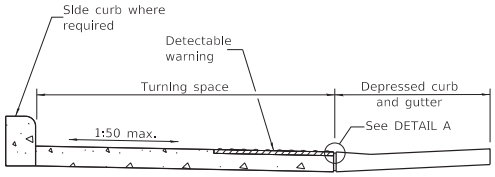


PERPENDICULAR MID-BLOCK CURB RAMP

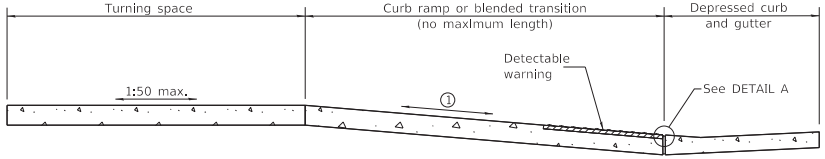


SECTION A-A

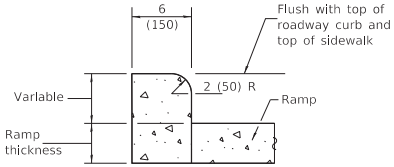
1 The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.



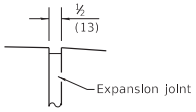
SECTION B-B



SECTION C-C



SIDE CURB DETAIL



DETAIL A

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where the turning space is constrained on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp-run shall be 5' (1.52 m).

Where 1:50 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in. width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

See Standard 606001 for details of depressed curb adjacent to curb ramp.

All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

PASSED January 1, 2019
ENGINEER OF POLICY AND PROCEDURES

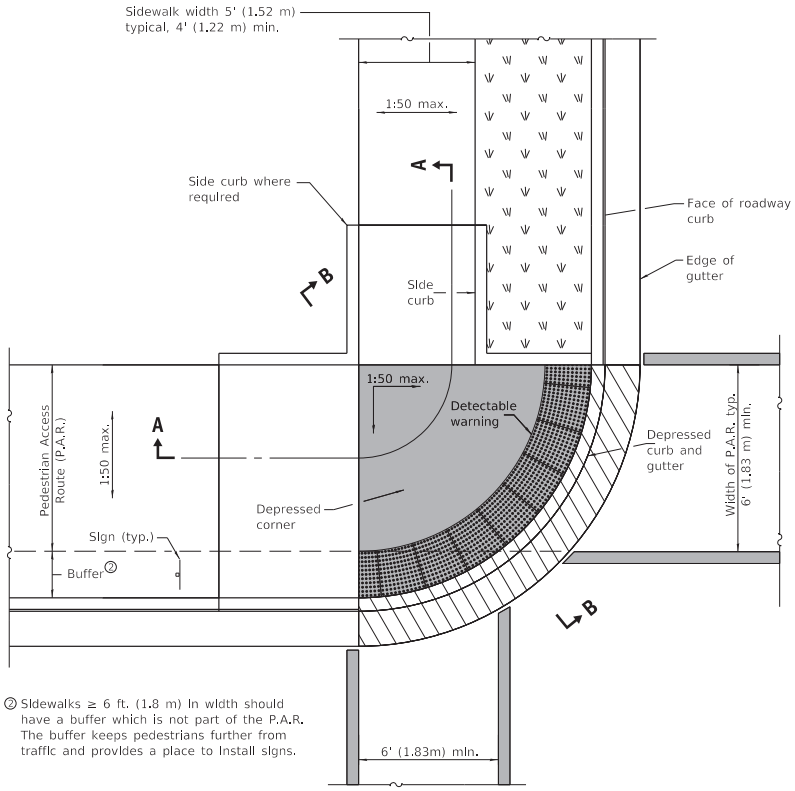
APPROVED January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-12

DATE	REVISIONS
1-1-19	Removed upper landing, added
	blended transitions and detectable
	warning tolerances.
1-1-18	Omitted diagonal slope at
	turning spaces and upper
	landings.

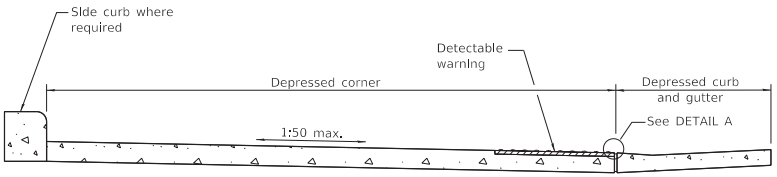
MID-BLOCK CURB RAMPS FOR SIDEWALKS

STANDARD 424016-05

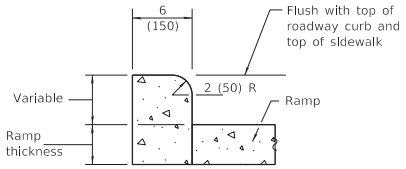


② Sidewalks ≥ 6 ft. (1.8 m) in width should have a buffer which is not part of the P.A.R. The buffer keeps pedestrians further from traffic and provides a place to install signs.

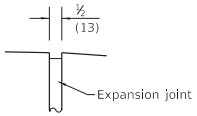
DEPRESSED CORNER



SECTION B-B



SIDE CURB DETAIL



DETAIL A

GENERAL NOTES

This standard shall only be used for curb radii of 6 ft. (1.83 m) or greater.

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where 1:50 maximum slope is shown, 1:64 is preferred.

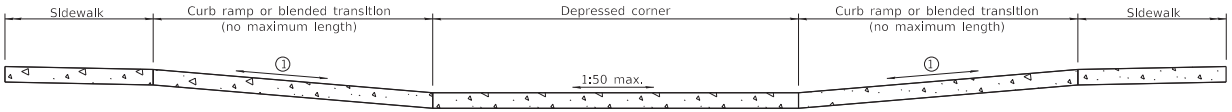
Detectable warnings are shown in their ideal tolerances but the following placement tolerances are allowed.

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in. width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

See Standard 606001 for details of depressed curb adjacent to curb ramp.

All dimensions are in inches (millimeters) unless otherwise shown.



SECTION A-A

① The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.

Illinois Department of Transportation

PASSED January 1, 2021
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2021
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-12

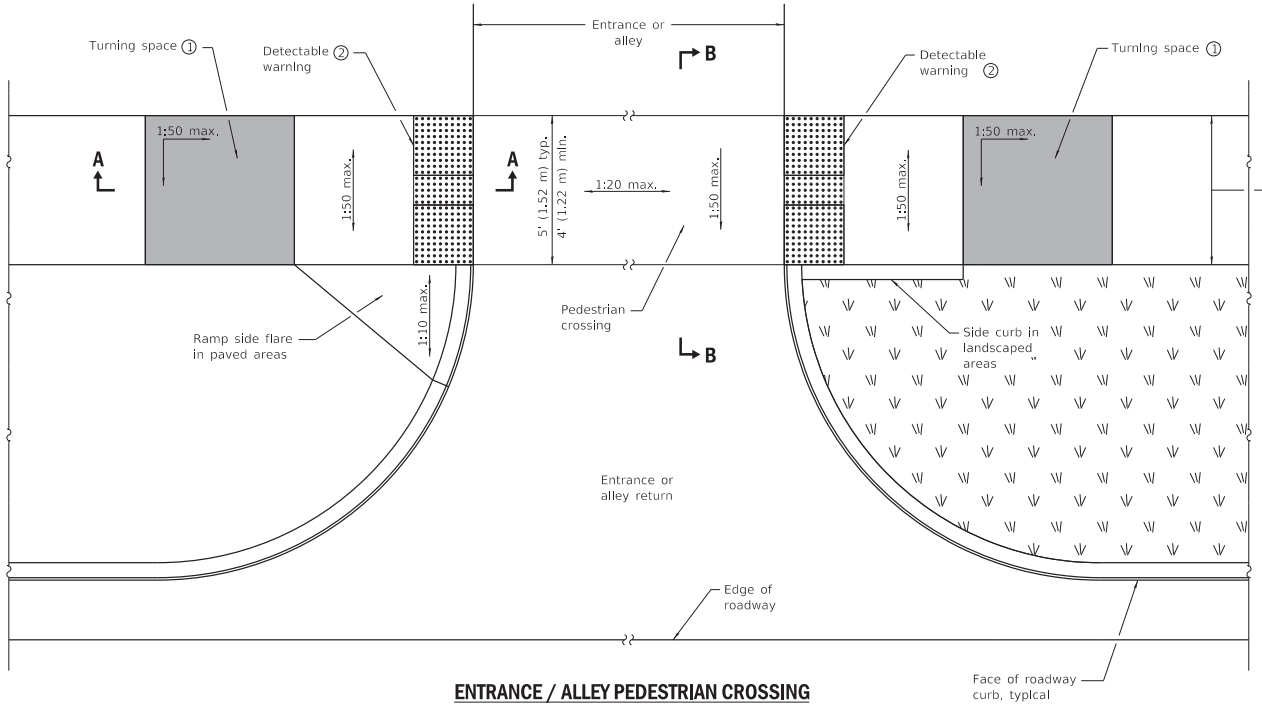
DATE	REVISIONS
1-1-21	Added crosswalk striping and
	a "buffer" for wide sidewalks.
1-1-19	Removed upper landings, added
	blended transition and detectable
	warning tolerances.

DEPRESSED CORNER FOR SIDEWALKS

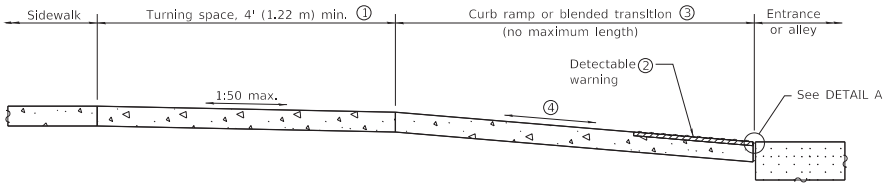
STANDARD 424021-06

② Detectable warning shall only be installed at entrances/alleys with permanent traffic control devices (i.e. stop signs, signals).

③ Where possible, maintain the grade of the sidewalk across the entrance/alley to avoid the need for ramps and turning spaces.



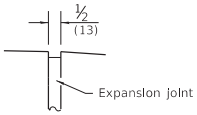
ENTRANCE / ALLEY PEDESTRIAN CROSSING



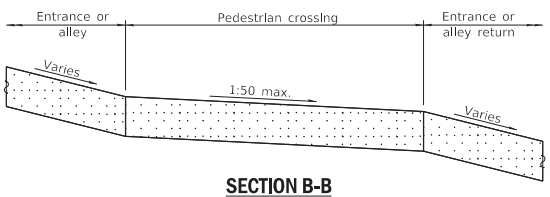
SECTION A-A

① Turning space not required for blended transitions.

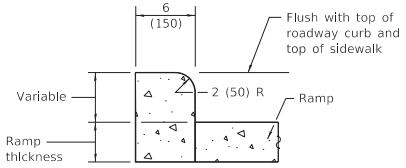
④ The running slope of a curb ramp shall be 1:20 min and 1:12 max. The running slope of a blended transition shall be 1:20 max.



DETAIL A



SECTION B-B



SIDE CURB DETAIL

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where 1:50 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-19	Added blended transitions and
	placement tolerances for
	detectable warnings.
1-1-18	Omitted diagonal slope at
	upper landings.

Illinois Department of Transportation

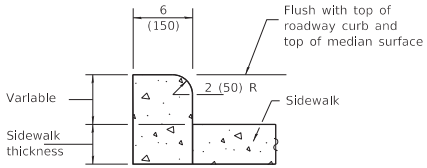
PASSED January 1, 2019
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT

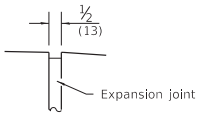
ISSUED 1-1-12

ENTRANCE / ALLEY PEDESTRIAN CROSSINGS

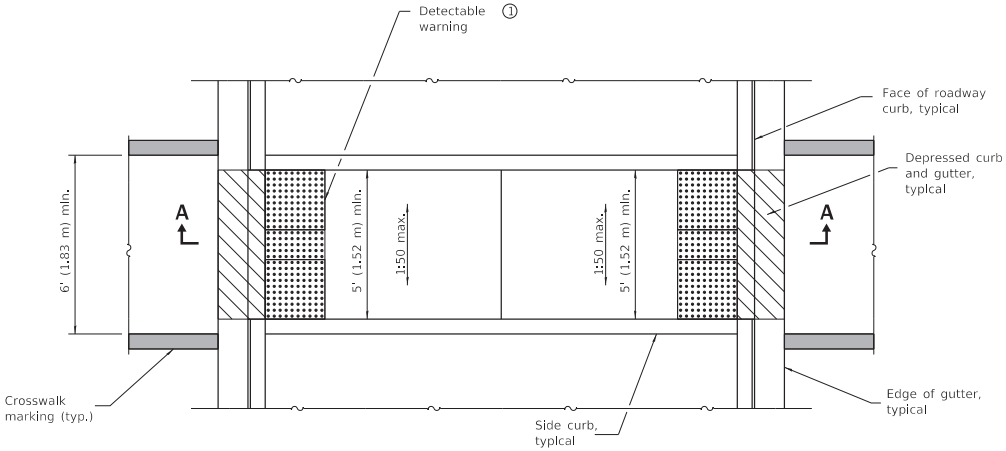
STANDARD 424026-03



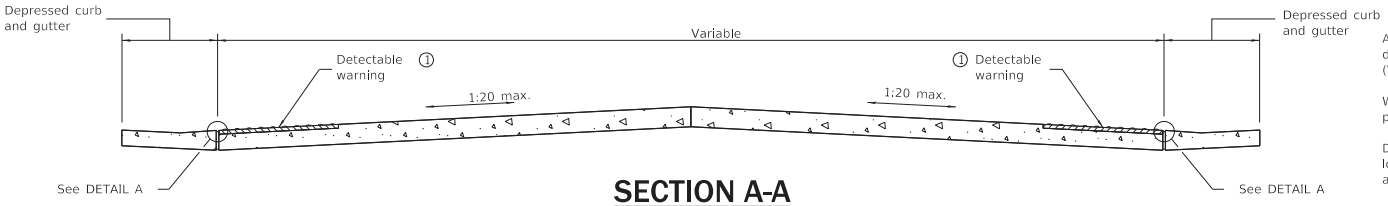
SIDE CURB DETAIL



DETAIL A



MEDIAN PEDESTRIAN CROSSING



SECTION A-A

① Omit detectable warnings when distance between back of curbs is less than 6' (1.83 m).

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where 1:50 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

See Standard 606001 for details of depressed curb adjacent to curb ramp.

All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

PASSED January 1, 2019
ENGINEER OF POLICY AND PROCEDURES

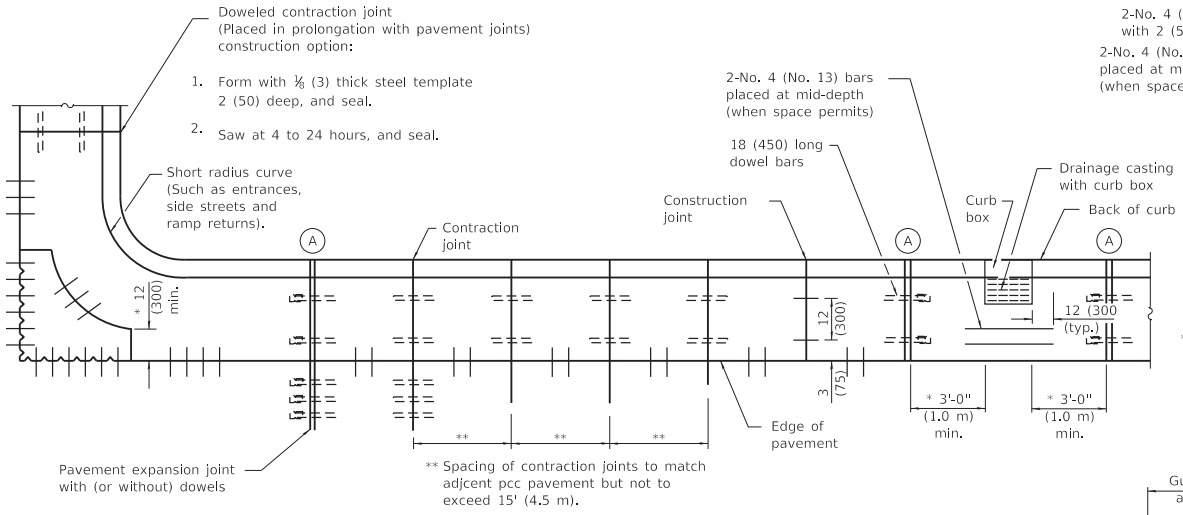
APPROVED January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-12

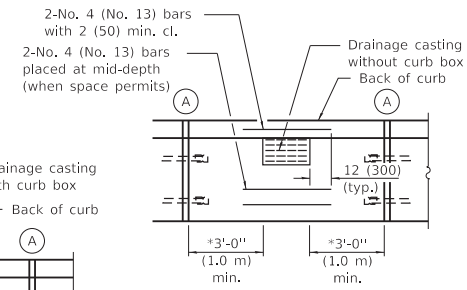
DATE	REVISIONS
1-1-19	Added placement tolerances for
	detectable warnings.
1-1-12	Widened crosswalk to 6'
	(1.83 m) min. inside dimension.
	Revised General Notes.

MEDIAN PEDESTRIAN CROSSINGS

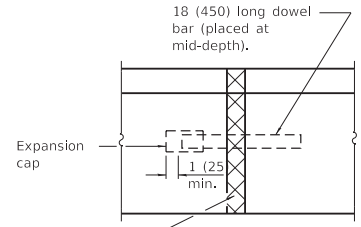
STANDARD 424031-02



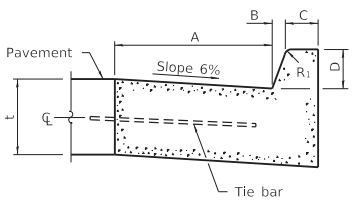
PLAN
ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE



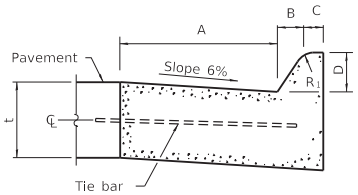
* This dimension shall be adjusted to align with joint on the adjacent pavement



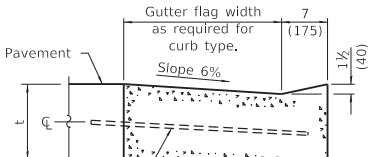
DETAIL (A)
EXPANSION JOINT



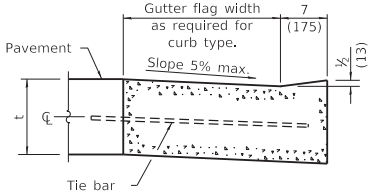
BARRIER CURB



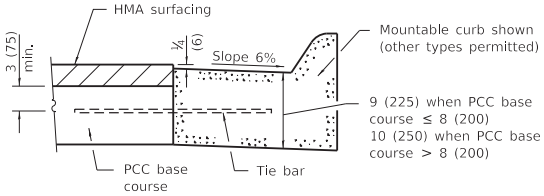
MOUNTABLE CURB



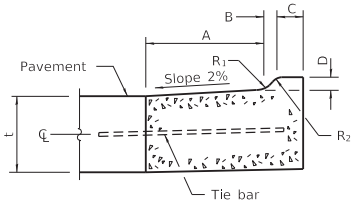
DEPRESSED CURB (TYPICAL)



DEPRESSED CURB ADJACENT TO CURB RAMP ACCESSIBLE TO THE DISABLED



ADJACENT TO PCC BASE COURSE WITH HMA SURFACING



M-2.06 (M-5.15) and M-2.12 (M-5.30)

TABLE OF DIMENSIONS BARRIER CURB					
TYPE	A	B	C	D	R_1
B-6.06 * (B-15.15)	6 (150)	1 (25)	6 (150)	6 (150)	1 (25)
B-6.12 (B-15.3)	12 (300)	1 (25)	6 (150)	6 (150)	1 (25)
B-6.18 (B-15.45)	18 (450)	1 (25)	6 (150)	6 (150)	1 (25)
B-6.24 (B-15.60)	24 (600)	1 (25)	6 (150)	6 (150)	1 (25)
B-9.12 (B-22.30)	12 (300)	2 (50)	5 (125)	9 (225)	1 (25)
B-9.18 (B-22.45)	18 (450)	2 (50)	5 (125)	9 (225)	1 (25)
B-9.24 (B-22.60)	24 (600)	2 (50)	5 (125)	9 (225)	1 (25)

* For corner islands only.

TABLE OF DIMENSIONS MOUNTABLE CURB						
TYPE	A	B	C	D	R_1	R_2
M-2.06 (M-5.15)	6 (150)	2 (50)	4 (100)	2 (50)	3 (75)	2 (50)
M-2.12 (M-5.30)	12 (300)	2 (50)	4 (100)	2 (50)	3 (75)	2 (50)
M-4.06 (M-10.15)	6 (150)	4 (100)	3 (75)	4 (100)	3 (75)	NA
M-4.12 (M-10.30)	12 (300)	4 (100)	3 (75)	4 (100)	3 (75)	NA
M-4.18 (M-10.45)	18 (450)	4 (100)	3 (75)	4 (100)	3 (75)	NA
M-4.24 (M-10.60)	24 (600)	4 (100)	3 (75)	4 (100)	3 (75)	NA
M-6.06 (M-15.15)	6 (150)	6 (150)	2 (50)	6 (150)	2 (50)	NA
M-6.12 (M-15.30)	12 (300)	6 (150)	2 (50)	6 (150)	2 (50)	NA
M-6.18 (M-15.45)	18 (450)	6 (150)	2 (50)	6 (150)	2 (50)	NA
M-6.24 (M-15.60)	24 (600)	6 (150)	2 (50)	6 (150)	2 (50)	NA

GENERAL NOTES

The bottom slope of combination curb and gutter constructed adjacent to pcc pavement shall be the same slope as the subbase or 6% when subbase is omitted.

t = Thickness of pavement.

Longitudinal joint tie bars shall be No. 6 (No. 19) at 36 (900) centers in accordance with details for longitudinal construction joint shown on Standard 420001.

A minimum clearance of 2 (50) between the end of the tie bar and the back of the curb shall be maintained.

The dowel bars shown in contraction joints will only be required for monolithic construction.

See Standard 606301 for details of corner islands.

All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

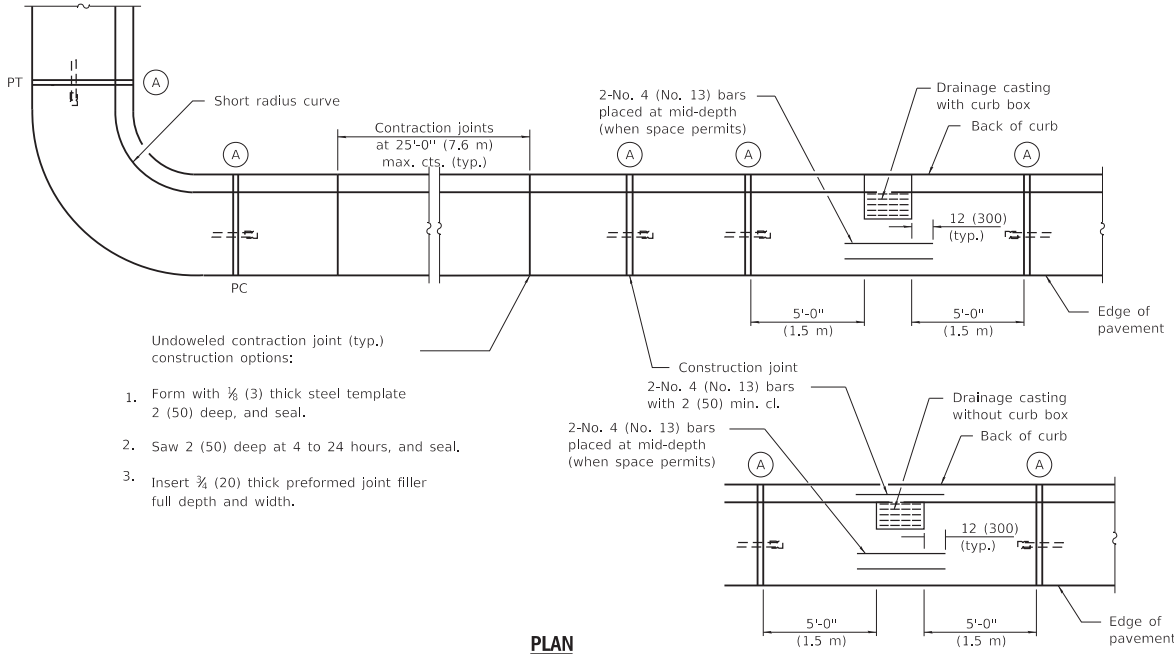
PASSED January 1, 2022
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2022
ENGINEER OF DESIGN AND ENVIRONMENT
ISSUED 1-1-97

DATE	REVISIONS
1-1-22	Revised contraction joint spacing
	adjacent to pcc pavement.
1-1-18	Revised General Note for tie
	bar spacing to 36 (900) cts.

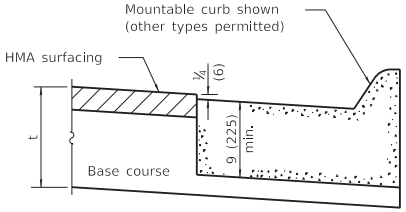
CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER

(Sheet 1 of 2)

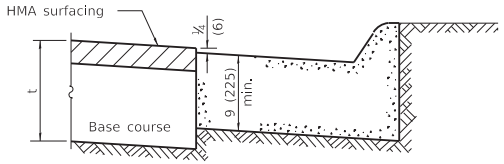
STANDARD 606001-08



PLAN

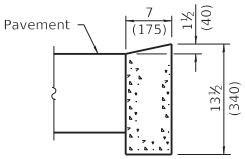


ON DISTURBED SUBGRADE

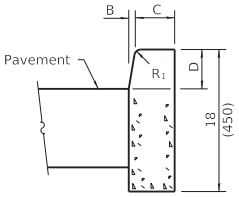


ON UNDISTURBED SUBGRADE

ADJACENT TO FLEXIBLE PAVEMENT

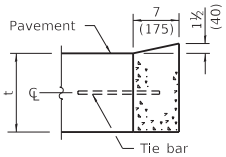


DEPRESSED CURB

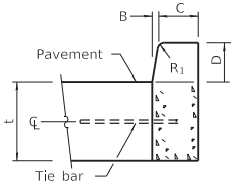


BARRIER CURB

ADJACENT TO FLEXIBLE PAVEMENT



DEPRESSED CURB



BARRIER CURB

ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE

CONCRETE CURB TYPE B

Illinois Department of Transportation

PASSED January 1, 2022
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2022
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-17

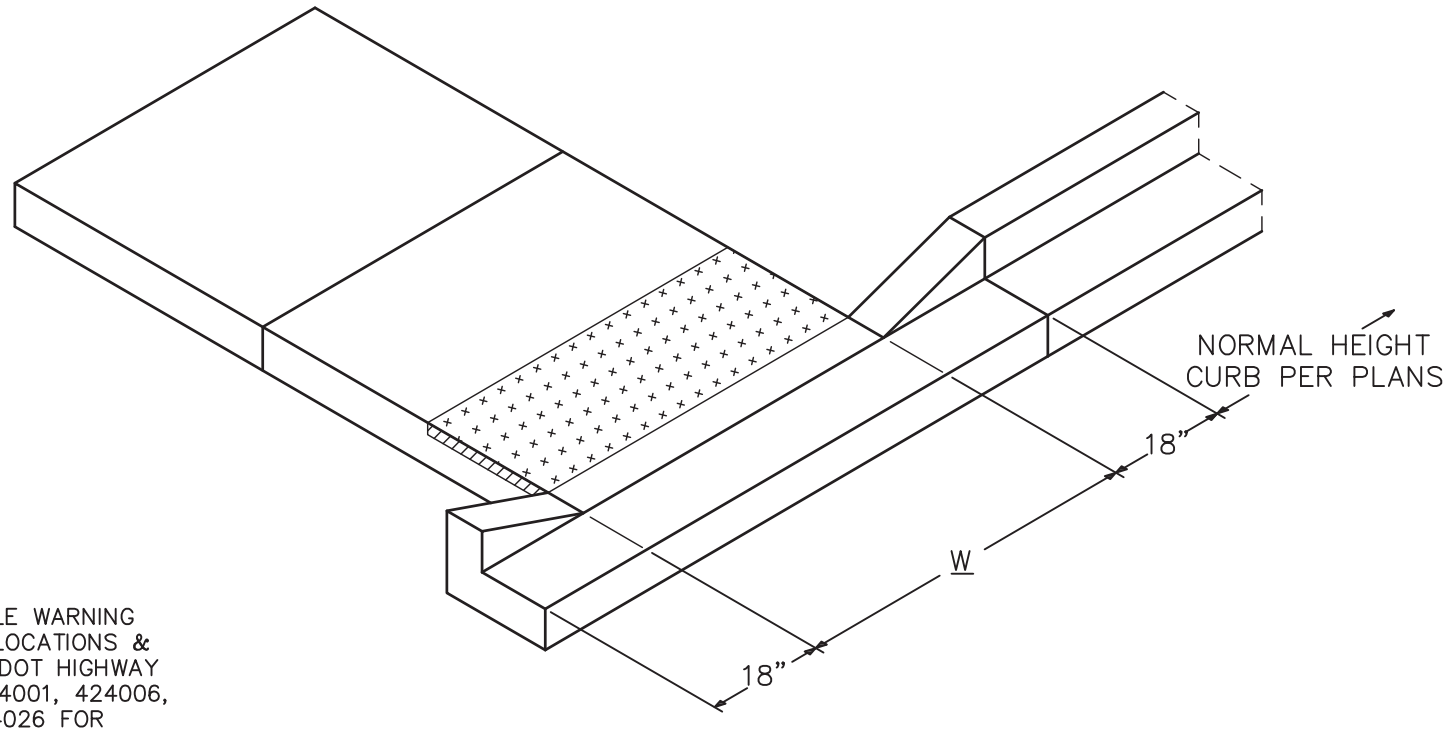
CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER

(Sheet 2 of 2)

STANDARD 606001-08

EXHIBIT E

VILLAGE OF MONTGOMERY CURB RAMP DETAILS



NOTES:

1. PLACEMENT OF DETECTABLE WARNING TILES SHALL ADHERE TO LOCATIONS & SETBACKS AS SHOWN IN IDOT HIGHWAY STANDARDS INCLUDING 424001, 424006, 424016, 424021, AND 424026 FOR VARIOUS FIELD CONDITIONS. SIDEWALK RAMP WIDTH (W) AND LAYOUT SHALL BE ACCORDING TO THESE IDOT HIGHWAY STANDARDS, EXCEPT A SIDE CURB SHALL NOT BE CONSTRUCTED IN LANDSCAPED AREAS.

2. DETECTABLE WARNING TILES SHALL BE BRICK RED AND MANUFACTURED BY ADA SOLUTIONS, INC.

3. TILES SHALL BE INSTALLED PER MANUFACTURER INSTRUCTIONS.

4. THE COLORING AND STAMPING OF CONCRETE WILL NOT BE ALLOWED.

COPYRIGHT © 2016 ENGINEERING ENTERPRISES, INC.

CURB HEAD TAPER AT PEDESTRIAN RAMPS FOR SIDEWALK IN LANDSCAPED AREAS

Engineering Enterprises, Inc.
52 Wheeler Road
Sugar Grove, Illinois 60554
Phone: (630) 466-9350

SCALE:	FOLDER:	DRAWING NUMBER:	DRAWN BY:
N.T.S.	HC	HC-17	KKP
DATE: 10-2015			REVISED:

EXHIBIT F

BUREAU OF LOCAL ROADS AND STREETS DESIGN STANDARDS

41-6 REQUIREMENTS FOR ACCESSIBLE PUBLIC RIGHTS-OF-WAY

41-6.01 General

Many highway elements can affect the accessibility and mobility of individuals with disabilities. These include sidewalks, curb ramps, parking spaces, buildings at transportation facilities, overpasses or underpasses, temporary traffic control, and landscaping or streetscaping. According to the *Americans with Disabilities Act* (ADA), 42 U.S.C. §12181 - 12189 and the *Illinois Environmental Barriers Act,* 410 ILCS 25/1 *et seq*, public highway right-of-way shall be made accessible to all users. Local Public Agencies (LPAs) are required to perform a self-assessment to determine barriers to accessibility within the public highway right-of-way.

Currently, a national uniform design guideline for public highway right-of-way has not been adopted by the United States Department of Justice and Federal Highway Administration (FHWA). However, the *Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG)* has been introduced by the United States Access Board through the federal rule-making process. Furthermore, FHWA has issued guidance that PROWAG may be used in order to comply with accessibility requirements. Therefore, the Department recommends that LPAs use the latest revision of PROWAG available at www.access-board.gov, when constructing or altering facilities within the highway public right-of-way.

Figure 41-6A provides a reference to criteria contained in PROWAG unless otherwise noted. The *ADA Standards for Accessible Designs* (ADAAG), the *Illinois Accessibility Code* (IAC), the *Uniform Federal Accessibility Standards* (UFAS), the *ILMUTCD*, and the *American National Standards Institute* (ANSI) should also be consulted as needed. Where LPA policies or local codes require criteria that exceed PROWAG, then the local criteria should be used.

41-6.02 Equivalent Facilitation

The use of alternative designs, products, or technologies, that result in substantially equivalent or greater accessibility and usability than the requirements in PROWAG, is permitted. However, the LPA should document how the equivalent facilitation was determined.

41-6.03 Application

All newly constructed facilities, altered portions of existing facilities, and elements added to existing facilities for pedestrian circulation and use located in the public right-of-way shall comply with the requirements in this Section.

Accessible Component	Scoping Requirements	Technical Requirements
Pedestrian Access Route (PAR)	R204	R302
Alternate PAR	R205	
Pedestrian Street Crossing	R206	R306
Curb Ramps and Blended Transitions	R207	R304
Detectable Warnings	R208	R305
Accessible Pedestrian Signals and Pedestrian Pushbuttons	R209	
Protruding Objects	R210	R402
Signs	R211	R410
Transit Stops and Transit Shelters	R213	R308
On-Street Parking	R214	R309
Off-Street Parking	ADAAG R208	ADAAG R502; IAC 400.310(c)
Passenger Loading Zones	R215	R310
Stairways and Escalators	R216	R408
Handrails	R217	R409
Doors, Doorways, and Gates	R218	
Ramps		R407

SCOPING AND TECHNICAL REQUIREMENTS

Figure 41-6A

41-6.04 Alterations

41-6.04(a) General

Where existing elements, spaces, or facilities are altered, each altered element, space, or facility within the scope of the project shall comply with the applicable requirements for new construction unless existing physical constraints exist. The alteration of multiple elements or spaces within a facility may provide a cost-effective opportunity to make the entire facility or a significant portion of the facility accessible.

Figure 41-6B provides a summary of some common alterations.

Type of Work	Alteration Required
Resurfacing (includes, but not limited to, addition of a new layer of asphalt, reconstruction, concrete pavement rehabilitation and reconstruction, open-graded surface course, microsurfacing and thin lift overlays, cape seals, and in-place asphalt recycling)	Correct non-compliant curb ramps and crosswalks
Remove and Replace Sidewalk (sidewalk patch, relocate poles or posts, etc.)	Replace with compliant (includes transition to non-compliant)
Curb & Gutter Replacement	Install curb ramps if replaced curb and gutter is at a pedestrian crossing with adjacent sidewalk
Pedestrian Signal (signal controller and software altered, or signal head replaced)	Installed Accessible Pedestrian Signals and accessible pushbutton
Restriping Parking Markings	Provide accessible spaces

ALTERATION REQUIRED BY TYPE OF WORK

Figure 41-6B

41-6.04(b) Existing Physical Constraints.

Where existing physical constraints make it impracticable for altered elements, spaces, or facilities to fully comply with the requirements for new construction, compliance is required to the extent practicable within the scope of the project. Existing physical constraints include, but are not limited to, underlying terrain, right-of-way availability, underground structures, adjacent developed facilities, drainage, or the presence of a notable natural or historic feature.

The LPA should document the various options considered, reasons for selecting, and any public comments received concerning an alteration to the extent practicable. Furthermore, the facility shall continue to be listed as a barrier in the LPA's self-evaluation.

41-6.04(c) Transitional Segments.

Transitional segments of an altered PARs shall connect to existing unaltered segments of pedestrian circulation paths. The transitional segment shall be removed when the existing unaltered section is altered in the future.

41-6.04(d) Reduction in Access Prohibited.

An alteration shall not decrease or have the effect of decreasing the accessibility of a facility or an accessible connection to an adjacent building or site below the requirements for new construction in effect at the time of the alteration. Sidewalk improvements that correct existing excessive cross slope should be carefully planned to avoid creating excessive slope in curb ramps or adding a step at existing building entrances. Solutions may include:

1. Split sidewalks that serve building entrances and street or highway at separate levels;

2. Sidewalks with greater cross slope along the curb and PARs with lesser cross slope along building fronts;

3. PARs along the curb and ramped entrances to buildings.

41-6.04(e) Alterations to Qualified Historic Facilities.

Where the State Historic Preservation Officer or Advisory Council on Historic Preservation determines that compliance with a requirement would threaten or destroy historically significant features of a qualified historic facility, compliance shall be required to the extent that it does not threaten or destroy historically significant features of the facility.

Where there is a federal agency "undertaking", as defined in 36 CFR 800.16 (y), the requirements in section 106 of the National Historic Preservation Act (16 U.S.C. 470f) and 36 CFR part 800 apply. Location of a facility within an historic district by itself does not excuse compliance with the requirements in this document. The State Historic Preservation Officer or Advisory Council on Historic Preservation must determine that compliance would threaten or destroy historically significant features of the facility. Reproductions or replications of historic facilities are not qualified historic facilities.

41-6.05 Pedestrian Access Route

A PAR shall be provided within sidewalks and other pedestrian circulation paths located in the public right-of-way. The pedestrian access route shall connect to accessible elements, spaces, facilities, and to other accessible routes not within the public right-of-way.

PARs shall consist of one or more of the following: sidewalks and other pedestrian circulation paths, or a portion of sidewalks and other pedestrian circulation paths; pedestrian street crossings and at-grade rail crossings; pedestrian overpasses and underpasses and similar structures; curb ramps and blended transitions; ramps; elevators and limited use/limited application elevators; platform lifts; and doors, doorways, and gates.

41-6.06 Alternate Pedestrian Access Route

When a pedestrian circulation path is temporarily closed by construction, alterations, maintenance operations, or other conditions, an alternate PAR shall be marked and/or provided. Any pedestrian barricades and channelizing devices shall comply with the *ILMUTCD.*

The *ILMUTCD* recommends that whenever possible, work should be done in a manner that does not create a need to detour pedestrians from existing pedestrian routes. Extra distance and additional pedestrian street crossings add complexity to a trip and increase exposure of risk to accidents.

41-6.07 Curb Ramps and Blended Transitions

A curb ramp, blended transition, or a combination of curb ramps and blended transitions shall be installed to allow pedestrians to continue through pedestrian street crossings, alleys, or driveways. The curb ramp (excluding any flared sides) or blended transition shall be contained wholly within the width of the crossing served. In alterations where existing physical constraints prevent a curb ramp at each crossing, a single diagonal curb ramp shall be permitted to serve both pedestrian street crossings.

There are two types of curb ramps:

- Perpendicular curb ramps have a running slope that cuts through or is built up to the curb at right angles, or meets the gutter break at right angles where the curb is curved. On large corner radiuses, it will be necessary to indent the gutter break on one side of the curb ramp in order for the curb ramp to meet the gutter break at right angles.
- Parallel curb ramps have a running slope that is in-line with the direction of sidewalk travel and lower the sidewalk to a level turning space where a turn is made to enter the pedestrian street crossing.
- Parallel and perpendicular curb ramps may be combined. A parallel curb ramp is used to lower the sidewalk to a mid-landing and a short perpendicular curb ramp connects the landing to the street.

Blended transitions are similar to curb ramps. However, blended transitions have a less severe running slope and some other differences from curb ramp design. Raised pedestrian street crossings are considered blended transitions. Blended transitions are suitable for a range of sidewalk conditions and should be considered at level intersections.

The Department has developed a series of highway standards that provide the requirements for curb ramp and/or blended transition construction. However, these standards may not provide the contractor and LPA construction supervisor with enough information to ensure accessibility compliance at locations with severe slopes, existing site constraints, or other unique situations. Therefore, the LPA should consider providing plan details for each corner where curb ramps or blended transitions are being constructed.

41-6.08 Detectable Warning Surfaces

41-6.08(a) General

Detectable warning surfaces indicate the boundary between pedestrian and vehicular routes where there is a flush rather than a curbed connection and shall be provided at the following locations on the PAR and at transit stops:

- Curb ramps and blended transitions at pedestrian street crossings;
- Pedestrian refuge islands (minimum width 6 ft);
- Pedestrian at-grade rail crossings not located within a street or highway;
- Boarding platforms at transit stops for buses and rail vehicles where the edges of the boarding platform are not protected by screens or guards; and

- Boarding and alighting areas at sidewalk or street level transit stops for rail vehicles where the side of the boarding and alighting areas facing the rail vehicles is not protected by screens or guards.

Detectable warning surfaces should not be provided at crossings of residential driveways, since the pedestrian right-of-way continues across residential driveway aprons. However, where commercial driveways are provided with yield or stop control, detectable warning surfaces should be provided at the junction between the pedestrian route and the vehicular route.

41-6.09 Pedestrian Street Crossing

All pedestrian street crossings shall be accessible to pedestrians with disabilities. Where pedestrian signals are provided at pedestrian street crossings, they should consider accessible pedestrian signals

41-6.10 Protruding Objects

Objects along or overhanging any portion of a pedestrian circulation path shall not reduce the clear width required for the PAR.

41-6.11 Signs

Where audible sign systems and other technologies are used to provide information equivalent to the information contained on pedestrian signs and transit signs, the signs are not required to comply with accessibility requirements.

Audible sign systems and other technologies that provide information equivalent to the information contained on signs are more usable by pedestrians who are blind or have low vision. Remote infrared audible signs that transmit information to portable devices that are carried by and audible only to the user are an example of audible sign systems and other technologies.

41-6.12 Transit Stops and Transit Shelters

Where provided (regardless of who provides), transit stops and transit shelters shall comply with accessibility requirements.

Transit stops in the public right-of-way typically serve fixed route bus systems, including bus rapid transit systems, and light rail transit systems. Signs that identify the routes served by the transit stop shall comply with the technical requirements for visual characters on signs unless audible sign systems or other technologies are used to provide the information. The FHWA has issued guidance on the obligations of state transportation departments, metropolitan planning organizations, and transit agencies to coordinate the planning and funding of accessibility improvements to transit systems and facilities.

41-6.13 On-Street Parking

41-6.13(a) General

Where on-street parking is provided on the block perimeter and the parking is marked or metered (including pay stations), accessible parking spaces shall be provided. Where parking pay stations are provided and the parking is not marked, each 20.0 ft (6.1 m) of block perimeter where parking is permitted shall be counted as one parking space. Figure 41-6C specifies how many accessible parking spaces shall be provided on the block perimeter where on-street parking is marked or metered.

Accessible parking spaces shall be identified by signs complying with the *ILMUTCD*. Accessible parking spaces should be located where the street has the least crown and grade and close to key destinations.

Total Number of Marked or Metered Parking Spaces on the Block Perimeter	Minimum Required Number of Accessible Parking Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 and over	4 percent of total

ON-STREET PARKING SPACES

Figure 41-6C

41-6.13(b) Signage

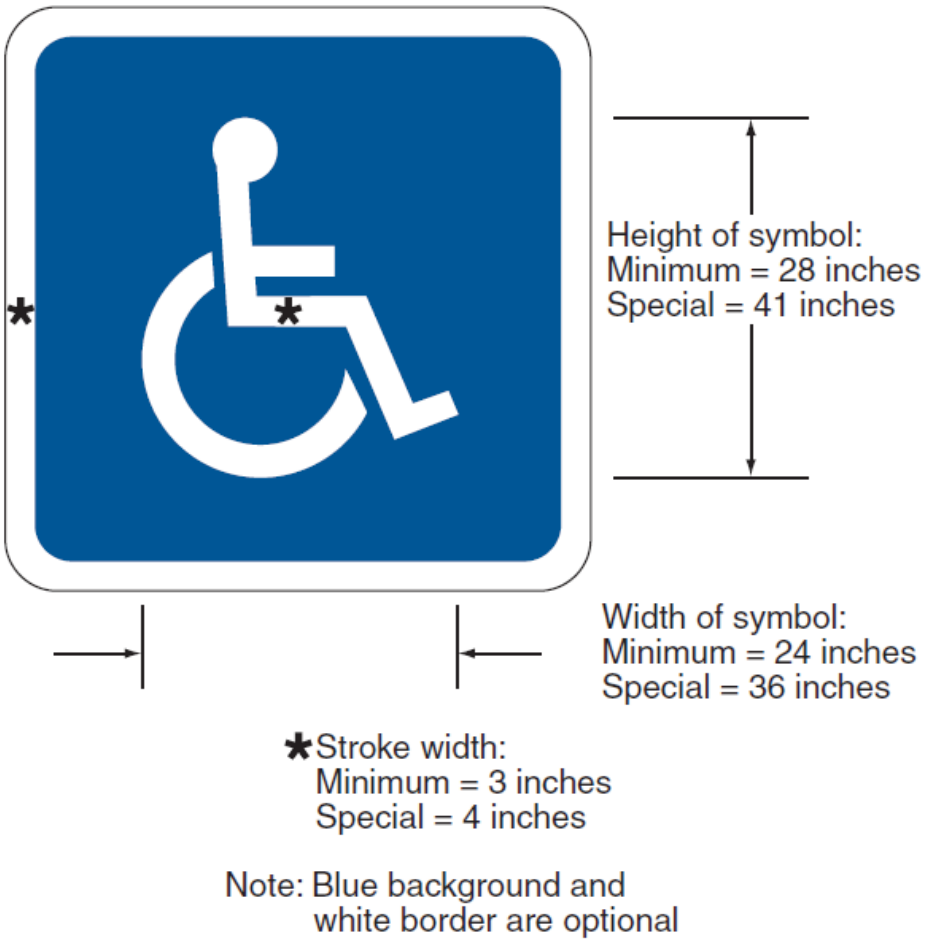
Accessible parking spaces shall be designated with a ground-mounted RESERVED PARKING for persons with disabilities (R7-8) sign with the $____ FINE (R7-I101) supplemental plaque. The amount of the fine shall be as established by 625 ILCS 5/11-1301.3(c). Signs shall be 7 ft (2.0 m) minimum above the finish floor or ground surface measured to the bottom of the sign, and no more than 2 ft (0.6 m) horizontally from the face of curb. Signs shall be located at the head or foot of the parking space so as not to interfere with the operation of a side lift or a passenger side transfer.

41-6.13(c) Pavement Marking

1. Color. Accessible parking spaces and access aisles shall be designated with white pavement marking and may be supplemented with blue pavement markings.
2. Width. Pavement marking shall be 3 in (75 mm) to 6 in (150 mm) wide.

3. Access Aisle. When required, the access aisle shall be marked with 45 degree diagonal lines. The diagonal lines should be 3 in (75 mm) to 6 in (150 mm) wide and separated by gaps of 12 in (300 mm) to 36 in (900 mm). The gap between the lines should not exceed 6 times the width of the diagonal lines.

4. Symbol. The international symbol of accessibility should be used to provide additional emphasis. See Figure 41-6D.



INTERNATIONAL SYMBOL OF ACCESSIBILITY FOR PAVEMENT MARKING

Figure 41-6D

41-6.13(d) Dimensions

Where parking spaces are marked with lines, width measurements of parking spaces and access aisles shall be made from the centerline of the markings. The required size of parking spaces and access aisles shall be determine by the type of parking space.

41-6.13(e) Curb Ramps or Blended Transitions

Curb ramps or blended transitions complying with Section 41-6.07 shall connect the access aisle to the PAR. Curb ramps shall not be located within the access aisle. At parallel parking spaces, curb ramps and blended transitions should be located so that a van side-lift or ramp can be deployed to the sidewalk and the vehicle occupant can transfer to a wheelchair or scooter. Parking spaces at the end of the block face may be served by curb ramps or blended transitions at the pedestrian street crossing, provided that the curb ramp is not accessed from a travel lane.

Detectable warning surfaces are not required on curb ramps and blended transitions that connect the access aisle to the sidewalk, including where the sidewalk is at the same level as the parking spaces, unless the curb ramps and blended transitions also serve pedestrian street crossings.

41-6.14 Off-Street Parking

41-6.14(a) General

Accessible parking spaces for individuals with disabilities and accessible passenger loading zones that serve a particular building shall be the spaces or zones closest to the nearest accessible entrance on a PAR. In separate parking facilities that do not serve a particular building, locate parking spaces for individuals with disabilities on the shortest possible circulation route to an accessible pedestrian entrance of the parking facility. In buildings with multiple access entrances with adjacent parking, accessible parking spaces may be dispersed and located closest to the accessible entrances. The total number of accessible parking spaces may be distributed among parking facilities, if greater accessibility is achieved in consideration of such factors as anticipated usage, number and location of entrances and level parking areas. Figure 41-6E specifies how many accessible parking spaces shall be provided.

Each parking space shall have its own access aisle and all access aisles shall blend to a common level with an accessible route. Parking spaces and access aisles shall be level with surface slopes not exceeding 1:50 (2.0%) in all directions. Minimum vertical clearance of 98 in (2490 mm) at the parking space and along at least one vehicle access route to such spaces from site entrance(s) and exit(s) shall be provided.

Total Number of Marked or Metered Parking Spaces on the Block Perimeter	Minimum Required Number of Accessible Parking Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1000	2 percent of total
1001 and over	20, plus 1 for each 100, or fraction thereof, over 1000

OFF-STREET PARKING SPACES

Figure 41-6E

41-6.14(b) Signage

See Section 41-6.13(b).

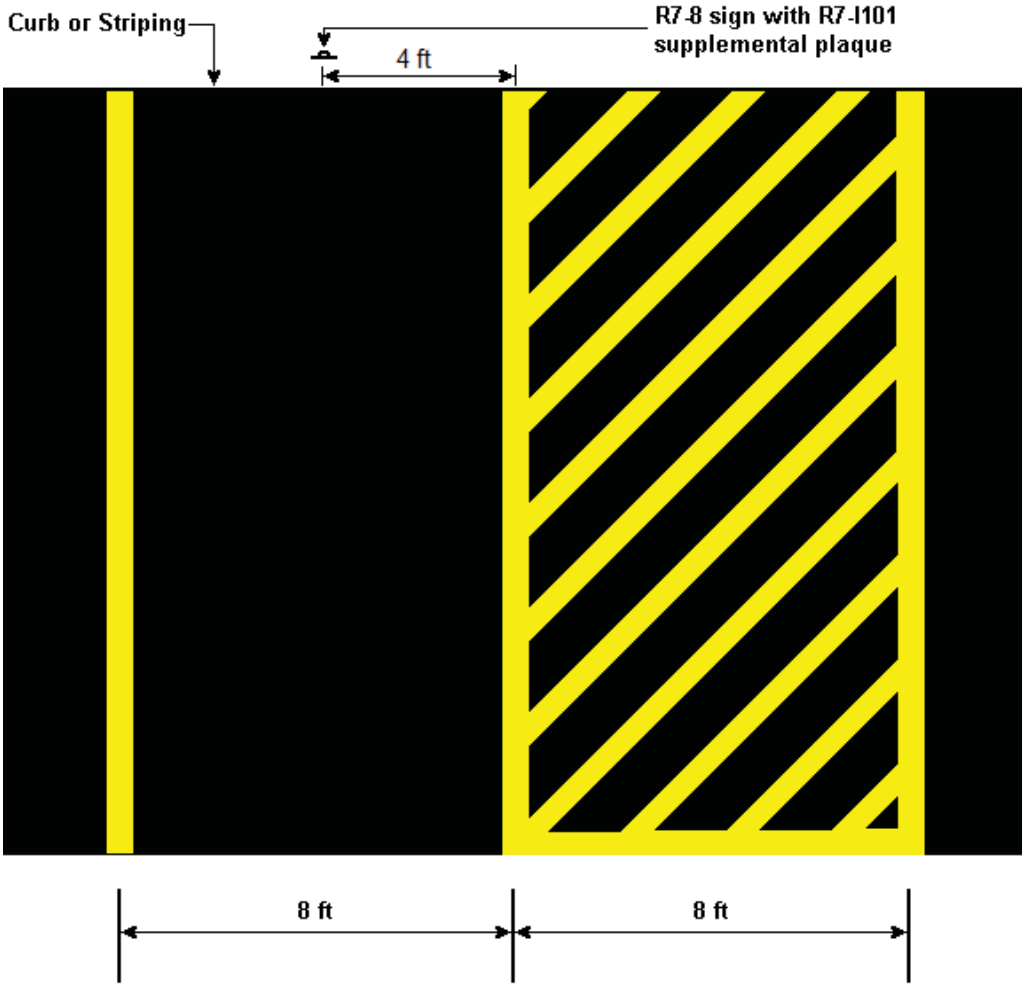
41-6.14(c) Pavement Marking

1. Color. Accessible parking spaces and access aisles shall be designated with yellow pavement marking.
2. Width. See Section 41-6.13(c).
3. Access Aisle. See Section 41-6.13(c).
4. Symbol. See Section 41-6.13(c).

41-6.14(d) Dimensions

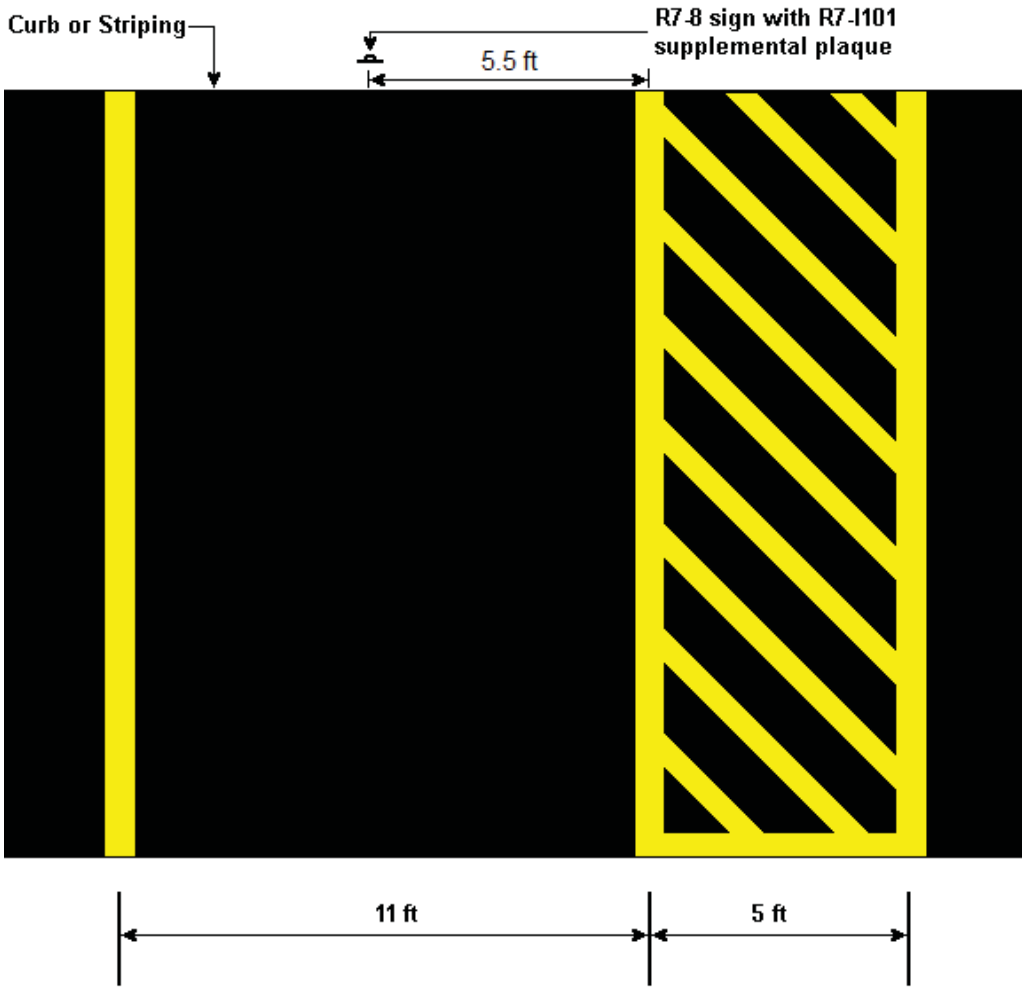
An accessible parking space shall consist of a 16 ft (4.9 m) wide parking space, which includes an 8 ft (2.4 m) wide access aisle (See Figure 41-6F). In the alternative, an accessible space may be 16 ft (4.9 m) wide, including a space 11 ft (3.4 m) wide with a 5 ft (1.5 m) access aisle (See Figure 41-6G).

A common access aisle shall not be shared between adjacent parking spaces. Access aisles shall be permitted to be placed on either side of the parking space except for angled parking spaces, which shall have access aisles located on the passenger side of the parking space.



STANDARD OFF-STREET ACCESSIBLE PARKING SPACES

Figure 41-6F



UNIVERSAL PARKING DESIGN OFF-STREET ACCESSIBLE PARKING SPACES

Figure 41-6G

41-6.15 Passenger Loading Zones

Where passenger loading zones other than transit stops are provided, at least one accessible passenger loading zone shall be provided for each 100.0 ft (30 m) of continuous loading zone space or fraction thereof. Accessible passenger loading zones must be identified by signs displaying the International Symbol of Accessibility.

41-6.16 Other

Where provided on pedestrian circulation paths, Stairways and Escalators (shall not be part of a PAR), Handrails, Doors, Doorways, and Gates; and Ramps shall comply with accessibility requirements.

EXHIBIT G

ANTICIPATED REPLACEMENT COSTS

EXHIBIT G - ANTICIPATED REPLACEMENT COSTS

	TYPE OF CURB RAMP					
RAMP ID #	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere	Estimated Cost for Non-Compliant Ramp Replacements	Year of Scheduled Replacement
3	x				$ 2,425.00	2025
4	x				$ 2,425.00	2025
5		x			$ 4,825.00	2025
6			x		$ 4,825.00	2025
8	x				$ 2,425.00	2025
9			x		$ 4,825.00	2025
11	x				$ 2,425.00	2025
12	x				$ 2,425.00	2025
13	x				$ 2,425.00	2025
14			x		$ 4,825.00	2025
15				x	$ 1,000.00	2025
16	x				$ 2,425.00	2025
17				x	$ 1,000.00	2025
18			x		$ 4,825.00	2025
19			x		$ 4,825.00	2025
20	x				$ 2,425.00	2025
21	x				$ 2,425.00	2025
22	x				$ 2,425.00	2025
23	x				$ 2,425.00	2025
24				x	$ 1,000.00	2025
25			x		$ 4,825.00	2025
26			x		$ 4,825.00	2025
27				x	$ 1,000.00	2025
28	x				$ 2,425.00	2025
29			x		$ 4,825.00	2025
30			x		$ 4,825.00	2025
31	x				$ 2,425.00	2025
32	x				$ 2,425.00	2025
33	x				$ 2,425.00	2025
34	x				$ 2,425.00	2025
35	x				$ 2,425.00	2025
36	x				$ 2,425.00	2025
37	x				$ 2,425.00	2025
38				x	$ 1,000.00	2025
39	x				$ 2,425.00	2025
40	x				$ 2,425.00	2025
41	x				$ 2,425.00	2025
43	x				$ 2,425.00	2025
46	x				$ 2,425.00	2025
47	x				$ 2,425.00	2025
54			x		$ 4,825.00	2025
55			x		$ 4,825.00	2025
57	x				$ 2,425.00	2025
58	x				$ 2,425.00	2025
60	x				$ 2,425.00	2025
61	x				$ 2,425.00	2025
66	x				$ 2,425.00	2025
67	x				$ 2,425.00	2025
68				x	$ 1,000.00	2025
69	x				$ 2,425.00	2025
70	x				$ 2,425.00	2025
71	x				$ 2,425.00	2025

EXHIBIT G - ANTICIPATED REPLACEMENT COSTS

	TYPE OF CURB RAMP					
RAMP ID #	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere	Estimated Cost for Non-Compliant Ramp Replacements	Year of Scheduled Replacement
72	x				$ 2,425.00	2025
73				x	$ 1,000.00	2025
78	x				$ 2,425.00	
79	x				$ 2,425.00	
80	x				$ 2,425.00	
81	x				$ 2,425.00	
82	x				$ 2,425.00	
83	x				$ 2,425.00	
84	x				$ 2,425.00	
85	x				$ 2,425.00	
86	x				$ 2,425.00	
87	x				$ 2,425.00	
88	x				$ 2,425.00	
89	x				$ 2,425.00	
90	x				$ 2,425.00	
91	x				$ 2,425.00	
93	x				$ 2,425.00	
94	x				$ 2,425.00	
95	x				$ 2,425.00	
96	x				$ 2,425.00	
97	x				$ 2,425.00	
98	x				$ 2,425.00	
99	x				$ 2,425.00	
100	x				$ 2,425.00	
101	x				$ 2,425.00	
102	x				$ 2,425.00	
103	x				$ 2,425.00	
104	x				$ 2,425.00	
105	x				$ 2,425.00	
106	x				$ 2,425.00	
108	x				$ 2,425.00	
109	x				$ 2,425.00	
110	x				$ 2,425.00	
111	x				$ 2,425.00	
112	x				$ 2,425.00	
113	x				$ 2,425.00	
114	x				$ 2,425.00	
115	x				$ 2,425.00	
116	x				$ 2,425.00	
117	x				$ 2,425.00	
118				x	$ 1,000.00	
119	x				$ 2,425.00	
120	x				$ 2,425.00	
121	x				$ 2,425.00	
122	x				$ 2,425.00	
123	x				$ 2,425.00	
124	x				$ 2,425.00	
125	x				$ 2,425.00	
126	x				$ 2,425.00	
127		x			$ 4,825.00	2025
128	x				$ 2,425.00	2025
129	x				$ 2,425.00	2025

EXHIBIT G - ANTICIPATED REPLACEMENT COSTS

	TYPE OF CURB RAMP					
RAMP ID #	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere	Estimated Cost for Non-Compliant Ramp Replacements	Year of Scheduled Replacement
130		x			$ 4,825.00	2025
131	x				$ 2,425.00	2025
132	x				$ 2,425.00	2025
133		x			$ 4,825.00	2025
134		x			$ 4,825.00	2025
135			x		$ 4,825.00	2025
136			x		$ 4,825.00	2025
137	x				$ 2,425.00	2025
138	x				$ 2,425.00	2025
139	x				$ 2,425.00	
140	x				$ 2,425.00	
147	x				$ 2,425.00	
148	x				$ 2,425.00	
149	x				$ 2,425.00	
150	x				$ 2,425.00	
151	x				$ 2,425.00	
152	x				$ 2,425.00	
153	x				$ 2,425.00	
154	x				$ 2,425.00	
155	x				$ 2,425.00	
156	x				$ 2,425.00	
157	x				$ 2,425.00	
158	x				$ 2,425.00	
159	x				$ 2,425.00	
160	x				$ 2,425.00	
161	x				$ 2,425.00	
162	x				$ 2,425.00	
163	x				$ 2,425.00	
164	x				$ 2,425.00	
167	x				$ 2,425.00	
168	x				$ 2,425.00	
169	x				$ 2,425.00	
170	x				$ 2,425.00	2024
171		x			$ 4,825.00	2024
172		x			$ 4,825.00	2024
173	x				$ 2,425.00	2024
174	x				$ 2,425.00	2024
175		x			$ 4,825.00	2024
176		x			$ 4,825.00	2024
177			x		$ 4,825.00	2024
183	x				$ 2,425.00	2023
184		x			$ 4,825.00	2023
185			x		$ 4,825.00	2023
186			x		$ 4,825.00	2023
187	x				$ 2,425.00	2023
188	x				$ 2,425.00	2023
189	x				$ 2,425.00	2023
190	x				$ 2,425.00	2023
191	x				$ 2,425.00	2023
192	x				$ 2,425.00	2023
193			x		$ 4,825.00	2023
194			x		$ 4,825.00	2023

EXHIBIT G - ANTICIPATED REPLACEMENT COSTS

	TYPE OF CURB RAMP					
RAMP ID #	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere	Estimated Cost for Non-Compliant Ramp Replacements	Year of Scheduled Replacement
195	x				$ 2,425.00	2023
196	x				$ 2,425.00	2023
197	x				$ 2,425.00	2023
198	x				$ 2,425.00	2023
199	x				$ 2,425.00	2023
200	x				$ 2,425.00	2023
201	x				$ 2,425.00	2023
202	x				$ 2,425.00	2023
203	x				$ 2,425.00	2023
204	x				$ 2,425.00	2023
205	x				$ 2,425.00	2023
206	x				$ 2,425.00	2023
207	x				$ 2,425.00	2023
208	x				$ 2,425.00	2023
209			x		$ 4,825.00	2023
210			x		$ 4,825.00	2023
211	x				$ 2,425.00	2023
212	x				$ 2,425.00	2023
213	x				$ 2,425.00	2023
214	x				$ 2,425.00	2023
215	x				$ 2,425.00	2023
216	x				$ 2,425.00	2023
217	x				$ 2,425.00	2023
218	x				$ 2,425.00	2023
219	x				$ 2,425.00	2023
220	x				$ 2,425.00	2023
221	x				$ 2,425.00	2023
222	x				$ 2,425.00	2023
223	x				$ 2,425.00	2023
224	x				$ 2,425.00	2023
225		x			$ 4,825.00	2023
226	x				$ 2,425.00	2023
227			x		$ 4,825.00	2023
228		x			$ 4,825.00	2023
229	x				$ 2,425.00	2023
230	x				$ 2,425.00	2023
231		x			$ 4,825.00	2023
232	x				$ 2,425.00	2023
233	x				$ 2,425.00	2023
234		x			$ 4,825.00	2023
235		x			$ 4,825.00	2023
236			x		$ 4,825.00	2023
237			x		$ 4,825.00	2023
238		x			$ 4,825.00	2023
239		x			$ 4,825.00	2023
240			x		$ 4,825.00	2023
241			x		$ 4,825.00	2023
242	x				$ 2,425.00	2023
243	x				$ 2,425.00	2023
244	x				$ 2,425.00	2023
245	x				$ 2,425.00	2023
246	x				$ 2,425.00	2023

EXHIBIT G - ANTICIPATED REPLACEMENT COSTS

	TYPE OF CURB RAMP					
RAMP ID #	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere	Estimated Cost for Non-Compliant Ramp Replacements	Year of Scheduled Replacement
247			x		$ 4,825.00	2023
248			x		$ 4,825.00	2023
249	x				$ 2,425.00	2023
250	x				$ 2,425.00	2023
251	x				$ 2,425.00	2023
252	x				$ 2,425.00	2023
253	x				$ 2,425.00	2023
254	x				$ 2,425.00	2023
255	x				$ 2,425.00	2023
256			x		$ 4,825.00	2025
257	x				$ 2,425.00	2025
258	x				$ 2,425.00	2025
259			x		$ 4,825.00	2025
260			x		$ 4,825.00	2025
261			x		$ 4,825.00	2025
262			x		$ 4,825.00	2025
263			x		$ 4,825.00	2025
264	x				$ 2,425.00	
265	x				$ 2,425.00	
266	x				$ 2,425.00	
267	x				$ 2,425.00	
268	x				$ 2,425.00	
269	x				$ 2,425.00	
270	x				$ 2,425.00	
271	x				$ 2,425.00	
272	x				$ 2,425.00	
273	x				$ 2,425.00	
274	x				$ 2,425.00	
275			x		$ 4,825.00	
276			x		$ 4,825.00	
277	x				$ 2,425.00	
278	x				$ 2,425.00	
279	x				$ 2,425.00	
280	x				$ 2,425.00	
281	x				$ 2,425.00	
282	x				$ 2,425.00	
283			x		$ 4,825.00	
284			x		$ 4,825.00	
285	x				$ 2,425.00	
286	x				$ 2,425.00	
287			x		$ 4,825.00	
288	x				$ 2,425.00	2025
290	x				$ 2,425.00	2025
291	x				$ 2,425.00	2025
292	x				$ 2,425.00	2025
293	x				$ 2,425.00	2025
294	x				$ 2,425.00	2025
295	x				$ 2,425.00	2025
296	x				$ 2,425.00	2025
297	x				$ 2,425.00	2025
298	x				$ 2,425.00	2025
299	x				$ 2,425.00	2025

EXHIBIT G - ANTICIPATED REPLACEMENT COSTS

	TYPE OF CURB RAMP					
RAMP ID #	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere	Estimated Cost for Non-Compliant Ramp Replacements	Year of Scheduled Replacement
300	x				$ 2,425.00	2025
301	x				$ 2,425.00	2025
302	x				$ 2,425.00	2025
303	x				$ 2,425.00	2025
304	x				$ 2,425.00	2025
305	x				$ 2,425.00	2025
306	x				$ 2,425.00	2025
307	x				$ 2,425.00	2025
308	x				$ 2,425.00	2025
309				x	$ 1,000.00	2025
310	x				$ 2,425.00	2025
311	x				$ 2,425.00	2025
312	x				$ 2,425.00	2025
313	x				$ 2,425.00	2025
314	x				$ 2,425.00	2025
315	x				$ 2,425.00	2025
316				x	$ 1,000.00	2025
317	x				$ 2,425.00	2025
318	x				$ 2,425.00	2025
319	x				$ 2,425.00	2025
320	x				$ 2,425.00	2025
321	x				$ 2,425.00	2025
322	x				$ 2,425.00	2025
323	x				$ 2,425.00	2025
324	x				$ 2,425.00	2025
325	x				$ 2,425.00	2025
326	x				$ 2,425.00	2025
327	x				$ 2,425.00	2025
328				x	$ 1,000.00	2025
329	x				$ 2,425.00	
330				x	$ 1,000.00	
331	x				$ 2,425.00	
332	x				$ 2,425.00	
333	x				$ 2,425.00	
334	x				$ 2,425.00	
335	x				$ 2,425.00	
336	x				$ 2,425.00	
337	x				$ 2,425.00	
338	x				$ 2,425.00	
339	x				$ 2,425.00	
340	x				$ 2,425.00	
341	x				$ 2,425.00	
342	x				$ 2,425.00	
343	x				$ 2,425.00	
344	x				$ 2,425.00	
345	x				$ 2,425.00	
346	x				$ 2,425.00	
347	x				$ 2,425.00	
348	x				$ 2,425.00	
349	x				$ 2,425.00	
350	x				$ 2,425.00	
351	x				$ 2,425.00	

EXHIBIT G - ANTICIPATED REPLACEMENT COSTS

	TYPE OF CURB RAMP					
RAMP ID #	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere	Estimated Cost for Non-Compliant Ramp Replacements	Year of Scheduled Replacement
352	x				$ 2,425.00	
353	x				$ 2,425.00	
354	x				$ 2,425.00	
355	x				$ 2,425.00	
356	x				$ 2,425.00	
357	x				$ 2,425.00	
358	x				$ 2,425.00	
359	x				$ 2,425.00	
360	x				$ 2,425.00	
361	x				$ 2,425.00	
362	x				$ 2,425.00	
363	x				$ 2,425.00	
364	x				$ 2,425.00	
365	x				$ 2,425.00	
366				x	$ 1,000.00	
367	x				$ 2,425.00	
368				x	$ 1,000.00	
369	x				$ 2,425.00	
370	x				$ 2,425.00	
371	x				$ 2,425.00	
372	x				$ 2,425.00	
373	x				$ 2,425.00	
374	x				$ 2,425.00	
375	x				$ 2,425.00	
376				x	$ 1,000.00	
377	x				$ 2,425.00	
378	x				$ 2,425.00	
379	x				$ 2,425.00	
380	x				$ 2,425.00	
381	x				$ 2,425.00	
382	x				$ 2,425.00	
383	x				$ 2,425.00	
384	x				$ 2,425.00	
385	x				$ 2,425.00	
386	x				$ 2,425.00	
387	x				$ 2,425.00	
388	x				$ 2,425.00	
389	x				$ 2,425.00	
390				x	$ 1,000.00	
391				x	$ 1,000.00	
392	x				$ 2,425.00	
393			x		$ 4,825.00	2025
394	x				$ 2,425.00	2025
395	x				$ 2,425.00	2025
396			x		$ 4,825.00	2025
397			x		$ 4,825.00	2025
398	x				$ 2,425.00	2025
399	x				$ 2,425.00	2025
400			x		$ 4,825.00	2025
401			x		$ 4,825.00	2025
402			x		$ 4,825.00	2025
403			x		$ 4,825.00	2025

EXHIBIT G - ANTICIPATED REPLACEMENT COSTS

	TYPE OF CURB RAMP					
RAMP ID #	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere	Estimated Cost for Non-Compliant Ramp Replacements	Year of Scheduled Replacement
404			x		$ 4,825.00	2025
405	x				$ 2,425.00	2025
406	x				$ 2,425.00	2025
407	x				$ 2,425.00	2025
408	x				$ 2,425.00	2025
409	x				$ 2,425.00	2025
410	x				$ 2,425.00	2025
411	x				$ 2,425.00	2025
412	x				$ 2,425.00	2025
413	x				$ 2,425.00	2025
414	x				$ 2,425.00	2025
415	x				$ 2,425.00	2025
416	x				$ 2,425.00	2025
417	x				$ 2,425.00	2025
418	x				$ 2,425.00	2025
419	x				$ 2,425.00	2025
420	x				$ 2,425.00	2025
421	x				$ 2,425.00	2025
422	x				$ 2,425.00	2025
423	x				$ 2,425.00	2025
424	x				$ 2,425.00	2025
425	x				$ 2,425.00	2025
426	x				$ 2,425.00	2025
427	x				$ 2,425.00	2025
428	x				$ 2,425.00	2025
429				x	$ 1,000.00	2025
430	x				$ 2,425.00	2025
431	x				$ 2,425.00	2025
432				x	$ 1,000.00	2025
433			x		$ 4,825.00	2025
434			x		$ 4,825.00	2025
435	x				$ 2,425.00	2025
436				x	$ 1,000.00	2025
437				x	$ 1,000.00	2025
438	x				$ 2,425.00	2025
439			x		$ 4,825.00	2025
440			x		$ 4,825.00	2025
441				x	$ 1,000.00	2025
442	x				$ 2,425.00	2025
443	x				$ 2,425.00	2025
444				x	$ 1,000.00	2025
445	x				$ 2,425.00	2025
446	x				$ 2,425.00	2025
447	x				$ 2,425.00	2025
448				x	$ 1,000.00	2025
449	x				$ 2,425.00	2025
450	x				$ 2,425.00	2025
451				x	$ 1,000.00	2025
452	x				$ 2,425.00	2025
453	x				$ 2,425.00	2025
454	x				$ 2,425.00	2025
455	x				$ 2,425.00	2025

EXHIBIT G - ANTICIPATED REPLACEMENT COSTS

	TYPE OF CURB RAMP					
RAMP ID #	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere	Estimated Cost for Non-Compliant Ramp Replacements	Year of Scheduled Replacement
456	x				$ 2,425.00	2025
457	x				$ 2,425.00	2025
458	x				$ 2,425.00	2025
459	x				$ 2,425.00	2025
460	x				$ 2,425.00	2025
461	x				$ 2,425.00	2025
462	x				$ 2,425.00	2025
463	x				$ 2,425.00	2025
464	x				$ 2,425.00	2025
555			x		$ 4,825.00	2025
556				x	$ 1,000.00	2025
557				x	$ 1,000.00	2025
558			x		$ 4,825.00	2025
559			x		$ 4,825.00	2022
560			x		$ 4,825.00	2022
561	x				$ 2,425.00	2022
562	x				$ 2,425.00	2022
563	x				$ 2,425.00	2022
564	x				$ 2,425.00	2022
565	x				$ 2,425.00	2022
566	x				$ 2,425.00	2022
567		x			$ 4,825.00	2022
568			x		$ 4,825.00	2022
569			x		$ 4,825.00	2025
570				x	$ 1,000.00	2025
571				x	$ 1,000.00	2025
572			x		$ 4,825.00	2025
587	x				$ 2,425.00	2022
588	x				$ 2,425.00	2022
589	x				$ 2,425.00	2022
590	x				$ 2,425.00	2022
591				x	$ 1,000.00	2022
592	x				$ 2,425.00	2022
593	x				$ 2,425.00	2022
600	x				$ 2,425.00	2022
601				x	$ 1,000.00	2022
602	x				$ 2,425.00	2022
603	x				$ 2,425.00	2022
604	x				$ 2,425.00	2022
640		x			$ 4,825.00	
643				x	$ 1,000.00	
644		x			$ 4,825.00	
645		x			$ 4,825.00	
646		x			$ 4,825.00	
647		x			$ 4,825.00	
648			x		$ 4,825.00	
649			x		$ 4,825.00	
650	x				$ 2,425.00	
651	x				$ 2,425.00	
652	x				$ 2,425.00	
653			x		$ 4,825.00	
654			x		$ 4,825.00	

EXHIBIT G - ANTICIPATED REPLACEMENT COSTS

	TYPE OF CURB RAMP					
RAMP ID #	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere	Estimated Cost for Non-Compliant Ramp Replacements	Year of Scheduled Replacement
986		x			$ 4,825.00	
1032	x				$ 2,425.00	2024
1033		x			$ 4,825.00	2024
1035	x				$ 2,425.00	2022
1036	x				$ 2,425.00	2022
1037	x				$ 2,425.00	2022
1038	x				$ 2,425.00	2022
1039	x				$ 2,425.00	2022
1040	x				$ 2,425.00	2022
1041	x				$ 2,425.00	2022
1042	x				$ 2,425.00	2022
1043	x				$ 2,425.00	2022
1044	x				$ 2,425.00	2022
1045	x				$ 2,425.00	2022
1046	x				$ 2,425.00	2022
1047	x				$ 2,425.00	2022
1048	x				$ 2,425.00	2022
1049	x				$ 2,425.00	2022
1050	x				$ 2,425.00	2022
1051	x				$ 2,425.00	2022
1052	x				$ 2,425.00	2022
1053	x				$ 2,425.00	2022
1054	x				$ 2,425.00	2022
1055	x				$ 2,425.00	2022
1056	x				$ 2,425.00	2022
1057	x				$ 2,425.00	2022
1058	x				$ 2,425.00	2022
1059			x		$ 4,825.00	2022
1060			x		$ 4,825.00	2022
1066	x				$ 2,425.00	2022
1070	x				$ 2,425.00	2022
1072	x				$ 2,425.00	2022
1073	x				$ 2,425.00	2022
1074	x				$ 2,425.00	2022
1075	x				$ 2,425.00	2022
1076	x				$ 2,425.00	2022
1077	x				$ 2,425.00	2022
1078		x			$ 4,825.00	2022
1079	x				$ 2,425.00	2022
1080	x				$ 2,425.00	2022
1081	x				$ 2,425.00	2022
1082	x				$ 2,425.00	2022
1083	x				$ 2,425.00	2022
1084	x				$ 2,425.00	2022
1085	x				$ 2,425.00	2022
1086	x				$ 2,425.00	2022
1131	x				$ 2,425.00	
1132	x				$ 2,425.00	
1150	x				$ 2,425.00	
1154		x			$ 4,825.00	
1155		x			$ 4,825.00	
1163	x				$ 2,425.00	

EXHIBIT G - ANTICIPATED REPLACEMENT COSTS

	TYPE OF CURB RAMP					
RAMP ID #	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere	Estimated Cost for Non-Compliant Ramp Replacements	Year of Scheduled Replacement
1164	x				$ 2,425.00	
1168	x				$ 2,425.00	
1169	x				$ 2,425.00	
1170	x				$ 2,425.00	
1171	x				$ 2,425.00	
1172	x				$ 2,425.00	
1173	x				$ 2,425.00	
1174	x				$ 2,425.00	
1175	x				$ 2,425.00	
1185	x				$ 2,425.00	
1186	x				$ 2,425.00	
1187	x				$ 2,425.00	
1188	x				$ 2,425.00	
1191	x				$ 2,425.00	
1192	x				$ 2,425.00	
1193	x				$ 2,425.00	
1194				x	$ 1,000.00	
1195				x	$ 1,000.00	
1196	x				$ 2,425.00	
1197	x				$ 2,425.00	
1198	x				$ 2,425.00	
1199				x	$ 1,000.00	
1200	x				$ 2,425.00	
1241	x				$ 2,425.00	
1242	x				$ 2,425.00	
1243	x				$ 2,425.00	
1244	x				$ 2,425.00	
1245	x				$ 2,425.00	
1246		x			$ 4,825.00	
1247	x				$ 2,425.00	
1248	x				$ 2,425.00	
1249	x				$ 2,425.00	
1250	x				$ 2,425.00	
1251	x				$ 2,425.00	
1252	x				$ 2,425.00	
1253	x				$ 2,425.00	
1254	x				$ 2,425.00	
1260	x				$ 2,425.00	2023
1261	x				$ 2,425.00	2023
1262		x			$ 4,825.00	2023
1263	x				$ 2,425.00	2023
1264	x				$ 2,425.00	2023
1265		x			$ 4,825.00	2023
1266	x				$ 2,425.00	2023
1267	x				$ 2,425.00	2023
1268		x			$ 4,825.00	2023
1269	x				$ 2,425.00	2023
1270	x				$ 2,425.00	2023
1271		x			$ 4,825.00	2023
1272	x				$ 2,425.00	2023
1273	x				$ 2,425.00	2023
1274		x			$ 4,825.00	2023

EXHIBIT G - ANTICIPATED REPLACEMENT COSTS

	TYPE OF CURB RAMP					
RAMP ID #	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere	Estimated Cost for Non-Compliant Ramp Replacements	Year of Scheduled Replacement
1275		x			$ 4,825.00	2023
1276		x			$ 4,825.00	2023
1277	x				$ 2,425.00	2023
1278	x				$ 2,425.00	2023
1279		x			$ 4,825.00	2023
1280	x				$ 2,425.00	2023
1281	x				$ 2,425.00	2023
1282		x			$ 4,825.00	2023
1283		x			$ 4,825.00	2023
1284	x				$ 2,425.00	2023
1285	x				$ 2,425.00	2023
1286		x			$ 4,825.00	2023
1287	x				$ 2,425.00	2023
1288	x				$ 2,425.00	2023
1289		x			$ 4,825.00	2023
1290		x			$ 4,825.00	2023
1291	x				$ 2,425.00	2023
1292	x				$ 2,425.00	2023
1293		x			$ 4,825.00	2023
1294		x			$ 4,825.00	2023
1295	x				$ 2,425.00	2023
1296	x				$ 2,425.00	2023
1297	x				$ 2,425.00	
1298	x				$ 2,425.00	
1299				x	$ 1,000.00	
1300	x				$ 2,425.00	2023
1301	x				$ 2,425.00	2023
1302	x				$ 2,425.00	2023
1303	x				$ 2,425.00	2023
1304	x				$ 2,425.00	2023
1305	x				$ 2,425.00	2023
1306	x				$ 2,425.00	2023
1307	x				$ 2,425.00	2023
1308	x				$ 2,425.00	2023
1309	x				$ 2,425.00	2023
1316	x				$ 2,425.00	2023
1317	x				$ 2,425.00	2023
1318	x				$ 2,425.00	2023
1319	x				$ 2,425.00	2023
1320	x				$ 2,425.00	2023
1321	x				$ 2,425.00	2023
1322	x				$ 2,425.00	2023
1323	x				$ 2,425.00	2023
1324	x				$ 2,425.00	2023
1325	x				$ 2,425.00	2023
1329	x				$ 2,425.00	2023
1334	x				$ 2,425.00	2023
1335	x				$ 2,425.00	2023
1336	x				$ 2,425.00	2023
1337	x				$ 2,425.00	2023
1338	x				$ 2,425.00	2023
1339	x				$ 2,425.00	2023

EXHIBIT G - ANTICIPATED REPLACEMENT COSTS

	TYPE OF CURB RAMP					
RAMP ID #	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere	Estimated Cost for Non-Compliant Ramp Replacements	Year of Scheduled Replacement
1342	x				$ 2,425.00	2023
1343	x				$ 2,425.00	2023
1344	x				$ 2,425.00	2023
1345	x				$ 2,425.00	2023
1346	x				$ 2,425.00	2023
1347	x				$ 2,425.00	2023
1348	x				$ 2,425.00	2023
1349	x				$ 2,425.00	2023
1350	x				$ 2,425.00	2023
1351	x				$ 2,425.00	2023
1352	x				$ 2,425.00	2023
1353	x				$ 2,425.00	2023
1354	x				$ 2,425.00	2023
1355	x				$ 2,425.00	2023
1356	x				$ 2,425.00	
1357		x			$ 4,825.00	
1358	x				$ 2,425.00	
1359	x				$ 2,425.00	
1365	x				$ 2,425.00	
1366	x				$ 2,425.00	
1367	x				$ 2,425.00	
1368	x				$ 2,425.00	
1369	x				$ 2,425.00	
1370	x				$ 2,425.00	
1375				x	$ 1,000.00	2023
1376	x				$ 2,425.00	2023
1377	x				$ 2,425.00	2023
1378				x	$ 1,000.00	2023
1379				x	$ 1,000.00	2023
1380	x				$ 2,425.00	2023
1381	x				$ 2,425.00	2023
1382				x	$ 1,000.00	2023
1393				x	$ 1,000.00	2023
1394	x				$ 2,425.00	2023
1395	x				$ 2,425.00	2023
1396				x	$ 1,000.00	2023
1425	x				$ 2,425.00	
1426	x				$ 2,425.00	
1427	x				$ 2,425.00	
1429	x				$ 2,425.00	
1430	x				$ 2,425.00	
1431	x				$ 2,425.00	
1432	x				$ 2,425.00	
1433	x				$ 2,425.00	
1436	x				$ 2,425.00	
1437	x				$ 2,425.00	
1438	x				$ 2,425.00	
1439	x				$ 2,425.00	
1440	x				$ 2,425.00	
1441	x				$ 2,425.00	
1442				x	$ 1,000.00	
1443	x				$ 2,425.00	

EXHIBIT G - ANTICIPATED REPLACEMENT COSTS

	TYPE OF CURB RAMP					
RAMP ID #	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere	Estimated Cost for Non-Compliant Ramp Replacements	Year of Scheduled Replacement
1444	x				$ 2,425.00	
1445	x				$ 2,425.00	
1448	x				$ 2,425.00	
1449	x				$ 2,425.00	
1450	x				$ 2,425.00	
1451	x				$ 2,425.00	
1452	x				$ 2,425.00	
1461	x				$ 2,425.00	
1462	x				$ 2,425.00	
1463	x				$ 2,425.00	
1464	x				$ 2,425.00	
1465	x				$ 2,425.00	
1466	x				$ 2,425.00	
1467	x				$ 2,425.00	
1468	x				$ 2,425.00	
1469	x				$ 2,425.00	
1470	x				$ 2,425.00	
1471	x				$ 2,425.00	
1472	x				$ 2,425.00	
1473	x				$ 2,425.00	
1474	x				$ 2,425.00	
1475	x				$ 2,425.00	2023
1477	x				$ 2,425.00	2023
1478	x				$ 2,425.00	
1481	x				$ 2,425.00	
1482	x				$ 2,425.00	
1483	x				$ 2,425.00	
1484	x				$ 2,425.00	
1485	x				$ 2,425.00	
1486	x				$ 2,425.00	
1487	x				$ 2,425.00	
1488	x				$ 2,425.00	
1489	x				$ 2,425.00	
1490	x				$ 2,425.00	
1491	x				$ 2,425.00	
1492	x				$ 2,425.00	
1493	x				$ 2,425.00	
1494	x				$ 2,425.00	
1495	x				$ 2,425.00	
1496	x				$ 2,425.00	
1497	x				$ 2,425.00	
1498	x				$ 2,425.00	
1502	x				$ 2,425.00	
1503	x				$ 2,425.00	
1504	x				$ 2,425.00	
1505	x				$ 2,425.00	
1506	x				$ 2,425.00	
1507	x				$ 2,425.00	
1508	x				$ 2,425.00	
1509	x				$ 2,425.00	
1510	x				$ 2,425.00	
1511	x				$ 2,425.00	

EXHIBIT G - ANTICIPATED REPLACEMENT COSTS

	TYPE OF CURB RAMP					
RAMP ID #	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere	Estimated Cost for Non-Compliant Ramp Replacements	Year of Scheduled Replacement
1512	x				$ 2,425.00	
1513	x				$ 2,425.00	
1514	x				$ 2,425.00	
1515	x				$ 2,425.00	
1516	x				$ 2,425.00	
1517	x				$ 2,425.00	
1518	x				$ 2,425.00	
1519	x				$ 2,425.00	
1520	x				$ 2,425.00	
1521	x				$ 2,425.00	
1522	x				$ 2,425.00	
1524	x				$ 2,425.00	
1525	x				$ 2,425.00	
1526	x				$ 2,425.00	
1527	x				$ 2,425.00	
1528	x				$ 2,425.00	
1529	x				$ 2,425.00	
1530	x				$ 2,425.00	
1531	x				$ 2,425.00	
1534	x				$ 2,425.00	
1535	x				$ 2,425.00	
1536	x				$ 2,425.00	
1537	x				$ 2,425.00	
1538	x				$ 2,425.00	
1539	x				$ 2,425.00	
1540	x				$ 2,425.00	
1541	x				$ 2,425.00	
1542	x				$ 2,425.00	
1543	x				$ 2,425.00	
1544	x				$ 2,425.00	
1546	x				$ 2,425.00	
1547	x				$ 2,425.00	
1548	x				$ 2,425.00	
1549	x				$ 2,425.00	
1562	x				$ 2,425.00	
1563	x				$ 2,425.00	
1564	x				$ 2,425.00	
1565	x				$ 2,425.00	
1602	x				$ 2,425.00	
1603	x				$ 2,425.00	
1604	x				$ 2,425.00	
1605	x				$ 2,425.00	
1610	x				$ 2,425.00	2023
1611	x				$ 2,425.00	2023
1612	x				$ 2,425.00	2023
1613	x				$ 2,425.00	2023
1614		x			$ 4,825.00	2023
1615	x				$ 2,425.00	2023
1616	x				$ 2,425.00	2023
1617	x				$ 2,425.00	2023
1618	x				$ 2,425.00	2023
1619	x				$ 2,425.00	2023

EXHIBIT G - ANTICIPATED REPLACEMENT COSTS

	TYPE OF CURB RAMP					
RAMP ID #	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere	Estimated Cost for Non-Compliant Ramp Replacements	Year of Scheduled Replacement
1620	x				$ 2,425.00	2023
1621		x			$ 4,825.00	2023
1622		x			$ 4,825.00	2023
1623	x				$ 2,425.00	2023
1624	x				$ 2,425.00	2023
1625	x				$ 2,425.00	2023
1626	x				$ 2,425.00	2023
1627		x			$ 4,825.00	2023
1628		x			$ 4,825.00	2023
1629	x				$ 2,425.00	2023
1630		x			$ 4,825.00	2023
1631		x			$ 4,825.00	2023
1632	x				$ 2,425.00	2023
1641	x				$ 2,425.00	2023
1642	x				$ 2,425.00	2023
1643	x				$ 2,425.00	2023
1644	x				$ 2,425.00	2023
1647	x				$ 2,425.00	
1648	x				$ 2,425.00	
1653	x				$ 2,425.00	
1656	x				$ 2,425.00	
1663	x				$ 2,425.00	
1664	x				$ 2,425.00	
1671	x				$ 2,425.00	
1672	x				$ 2,425.00	
1683	x				$ 2,425.00	
1684	x				$ 2,425.00	
TOTAL:	**649**	**52**	**63**	**43**	$ 2,171,700.00	