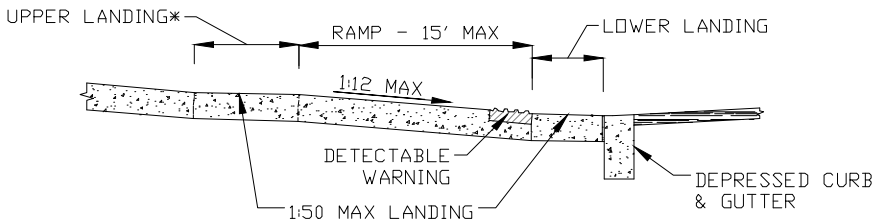


* UPPER LANDING NOT REQUIRED WHEN RAMP SLOPE IS LESS THAN 1:20



GENERAL NOTES

1. EACH LOCATION SHOULD BE INDIVIDUALLY ENGINEERED TO MEET THE REQUIREMENTS
2. GRADE BREAKS SHOULD BE PERPEDNICULAR TO THE DIRECTION OF PEDESTRIAN TRAVEL
3. DETECTABLE WARNING SHOULD BE PLACED AS CLOSE AS FEASIBLE TO THE BACK OF CURB
4. DETECTABLE WARNING DOMES SHOULD BE ORIENTED WITH THE DIRECTION OF PEDESTRIAN TRAVEL
5. FOR WIDER RAMPS DETECTABLE WARNING SHOULD COVER ENTIRE RAMP WIDTH, EXCEPT FOR A 6" MAX SLOPED FLARE ON EACH SIDE
6. RAMP SURFACES SHOULD BE FREE OF GRATES, ACCESS COVERS, OR OTHER OBSTRUCTIONS. WHEN EXISTING RAMPS CONTAIN OBSTRUCTIONS, THE DETECTABLE WARNING SHOULD BE PLACED AWAY FROM THE OBSTRUCTION. FRAMES SHOULD BE FLUSH WITH THE SURFACE AND SLIP RESISTANT

WHEN SITE CONDITIONS DO NOT ALLOW FOR USE OF STANDARD APPLICATION SEE ALTERNATE APPLICATIONS FOR COMBINED RAMP, SETBACK GREATER THAN 5' OR PARALLEL RAMP; OR CONSULT ILLINOIS DEPARTMENT OF TRANSPORTATION HIGHWAY STANDARDS 424001 THROUGH 424031

CURB RAMP DETAIL FOR USE IN PUBLIC RIGHTS-OF-WAY (STANDARD APPLICATION)

04/24/12 KRL
10/23/17 RFP

N.T.S.