

PUBLIC
RIGHT – OF - WAY
ACCESSIBILITY
TRANSITION PLAN



MAY 2025

Index

Introduction	Page 1
Federal Requirements	Page 1
Self Evaluation	Page 2
Transition Plan	Page 4
Exhibit A	Examples of Compliant and Non-Compliant Sidewalk
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 Sugar Grove Curb Ramp Details
Exhibit F	Bureau of Local Roads and Streets Design Standards
Exhibit G	Anticipated Replacement Costs

Introduction

The Village of Sugar Grove 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 Sugar Grove. This document includes the results of a self-evaluation that addresses accessibility barriers to Village programs, activities, and services.

Federal Requirements

The federal legislation known as the Americans 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 based on 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. 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 Sugar Grove to schedule and implement required improvements as it pertains to existing pedestrian sidewalk ramps and pathways within the public right-of-way.

Self-Evaluation

Under Title II of the Americans with Disabilities Act, the Village of Sugar Grove is required to conduct a self-evaluation. To date, the Village of Sugar Grove has conducted a self-evaluation of sidewalk ramps within the public right-of-way. The inventory has been developed using studies of existing aerial photography, street-level imagery, and thorough field survey. Some barriers to the pedestrian access route created by non-compliant curb ramps are narrow sidewalks, overgrown sidewalk ramps, 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 sidewalk ramp locations within the Village of Sugar Grove right-of-way were identified and labeled with a point and given an identification number using available aerial photography and field survey.

A preliminary evaluation of sidewalk ramps was performed based on aerial photography and street-level imagery to view each sidewalk ramp. The preliminary investigation evaluated the following five (5) criteria for curb ramps

- Is there a depressed curb opening with the ramp?
- Does the sidewalk ramp have a compliant color contrasting detectable warning?
- Does the sidewalk ramp have a clear landing at the top of the ramp?
- Is the sidewalk ramp overgrown?
- Is there a receiving ramp on the other side of the street?

If, based on the preliminary review, the sidewalk ramp did not meet the criteria listed above, the ramp was deemed “Non-Compliant”. If the sidewalk ramp did meet the criteria listed above, 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 sidewalk ramps. The sidewalk ramp identification number, compliance status, and ramp type (curb ramp, curb less ramp, depressed corner, curb less depressed corner, bike path, ramp to nowhere) were all recorded in an ArcGIS map and recorded in the attached spreadsheet as Exhibit C.

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

Identification of Barriers

Sidewalk ramps were evaluated according to the maximum allowable slopes as shown in the IDOT Standard Details which are included as Exhibit D. 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 sidewalk ramps. Any sidewalk ramp which does not meet 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's 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 sidewalk ramps shall not exceed 2.08%, and the longitudinal slope of sidewalk ramps shall not exceed 8.3%. The longitudinal slope of blended transitions shall not exceed 5.0%. The slope of sidewalk ramp landings shall not exceed 2.08% in any direction.

At locations where sidewalk curb ramps meet curb and gutter, the curb and gutter must be depressed according to the IDOT Standard Detail 606001-08. The cross slope of the curb and gutter cannot exceed 2.08% and the height of the depressed curb head shall not exceed $\frac{1}{2}$ ".

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. Sidewalk ramps that are compliant appear in the exhibit as green and ramps that are non-compliant appear as red.

Transition Plan

A transition plan is required by Section 504 of the Rehabilitation Act for all entities receiving federal financial assistance, including federal highway aid for transportation projects, the Village of Sugar Grove 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 for overseeing 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 Sugar Grove is:

Brad Merkel
Director of Public Works
601 Heartland Drive
Sugar Grove, IL 60554
630-391-7230
bmerkel@sugargroveil.gov

Public Notice

A copy of the Self-Evaluation and Transition Plan will be made available on the Village's website at www.sugargroveil.gov and by request of the ADA Coordinator 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 Sugar Grove. 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 Sugar Grove 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 Sugar Grove 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 E.

The Village of Sugar Grove 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 Sugar Grove 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 Sugar Grove, 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 Sugar Grove will make reasonable efforts to improve the accessibility of pedestrian facilities in the public right-of-way through its annual street resurfacing 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 regularly to reflect changes in real-world conditions and to address any possible new areas of non-compliance. Regular updates will also result in monitoring compliance and the effectiveness of priorities set in the plan itself.

The Village of Sugar Grove 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

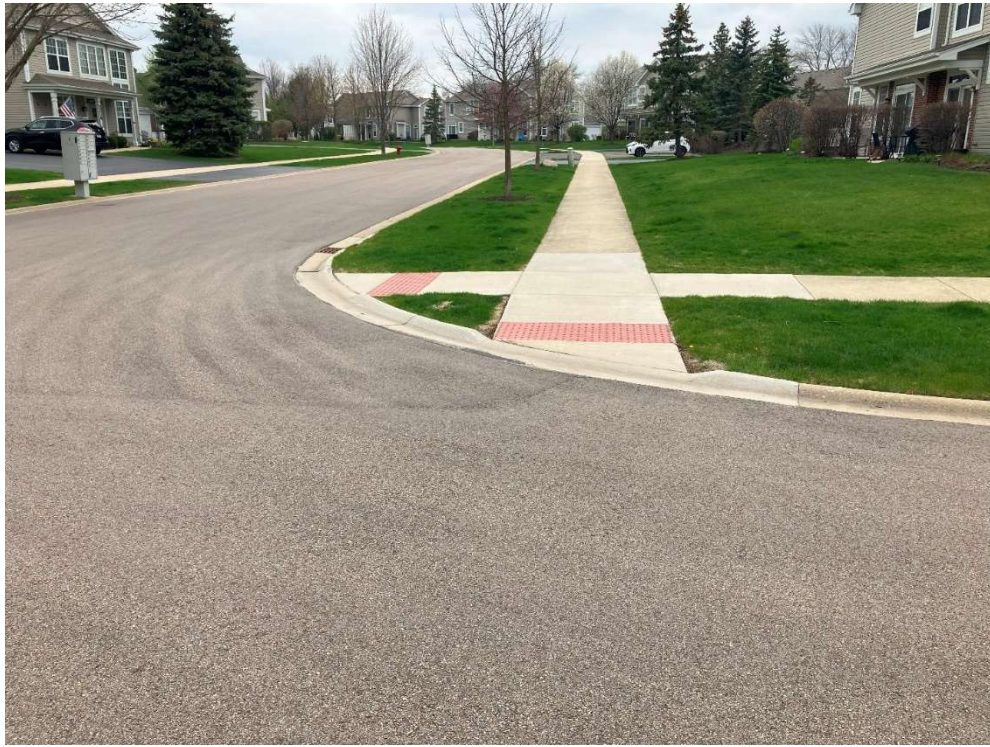
Curb Ramp Examples



Non-Compliant Curb Ramp. The above example does not have Detectable Warnings and/or the existing cross slope does not meet the current ADA Standard.



Non-Compliant Curb Ramp. This crossing does not meet the current ADA standards. The Detectable Warnings do not span the entire width of the sidewalk.



Compliant Curb Ramp. The cross slope is less than 2%, and the Detectable Warnings span the entire width of the sidewalk. All future construction will meet the current ADA standards.

Depressed Corner Examples



Non-Compliant Depressed Corner. This example has no Detectable Warnings, and the cross slopes exceed the maximum of 2%, which does not meet the current ADA standards.



Compliant Depressed Corner. The Detectable Warnings span the length of the depressed curb, and the slope is less than 2% in all directions. All future construction will meet the current ADA standards.

EXHIBIT B

ATLAS MAP OF RAMP COMPLIANCE



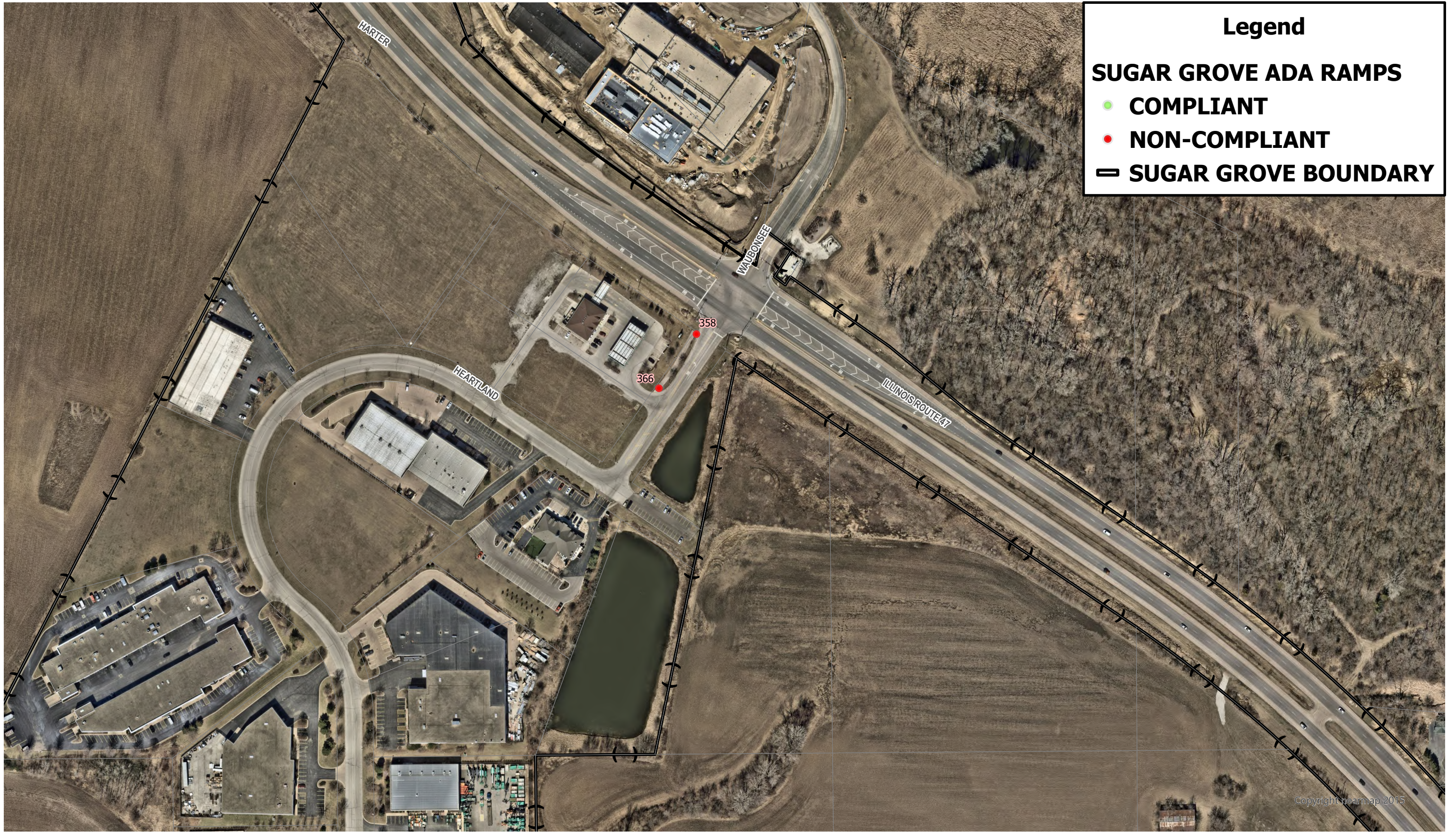
Legend

SUGAR GROVE ADA RAMPS

● COMPLIANT

● NON-COMPLIANT

≡ SUGAR GROVE BOUNDARY



Legend

SUGAR GROVE ADA RAMPS

●

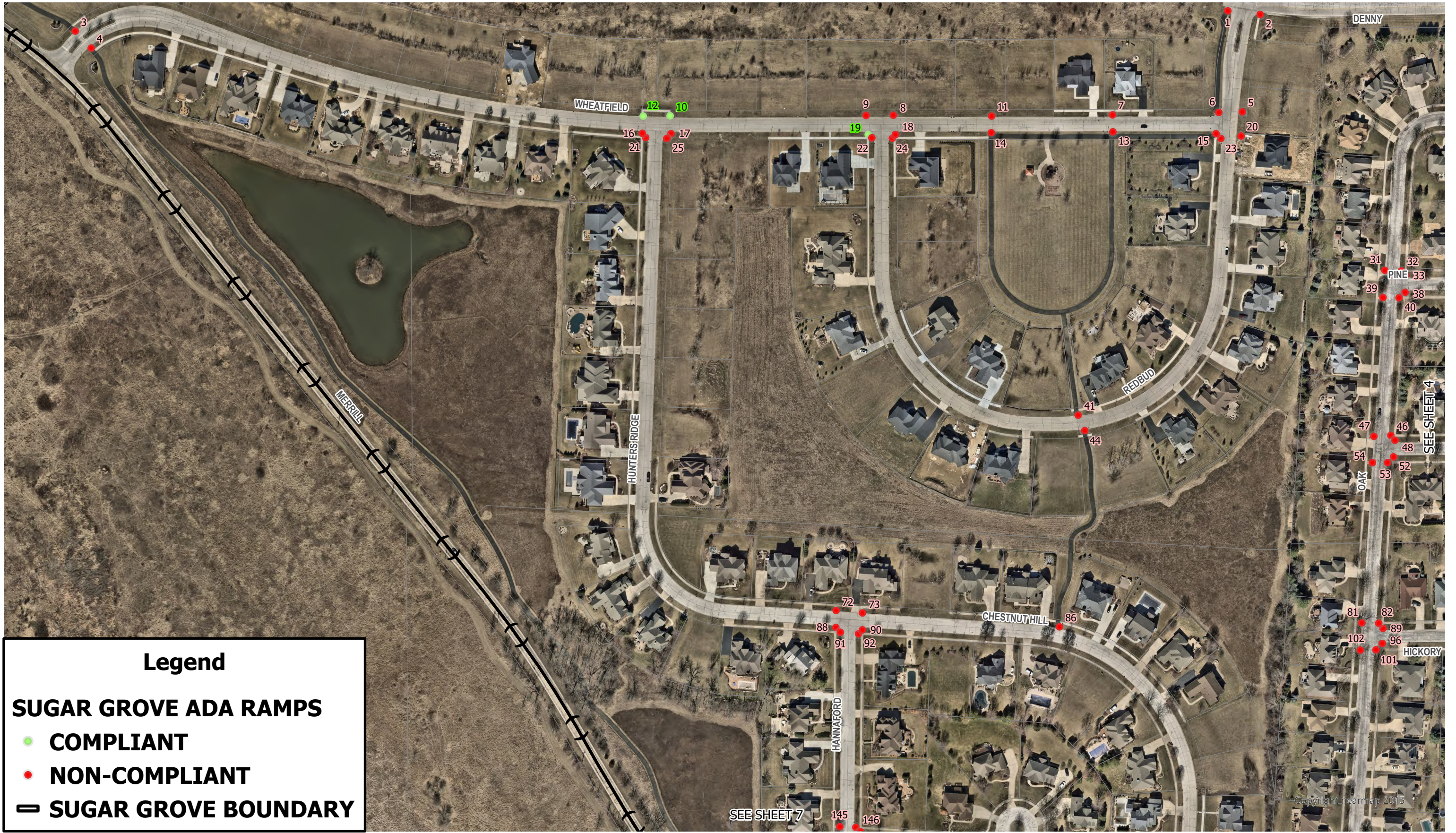
 COMPLIANT

●

 NON-COMPLIANT

—

 SUGAR GROVE BOUNDARY



Legend

SUGAR GROVE ADA RAMPS

- COMPLIANT
- NON-COMPLIANT
- SUGAR GROVE BOUNDARY

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



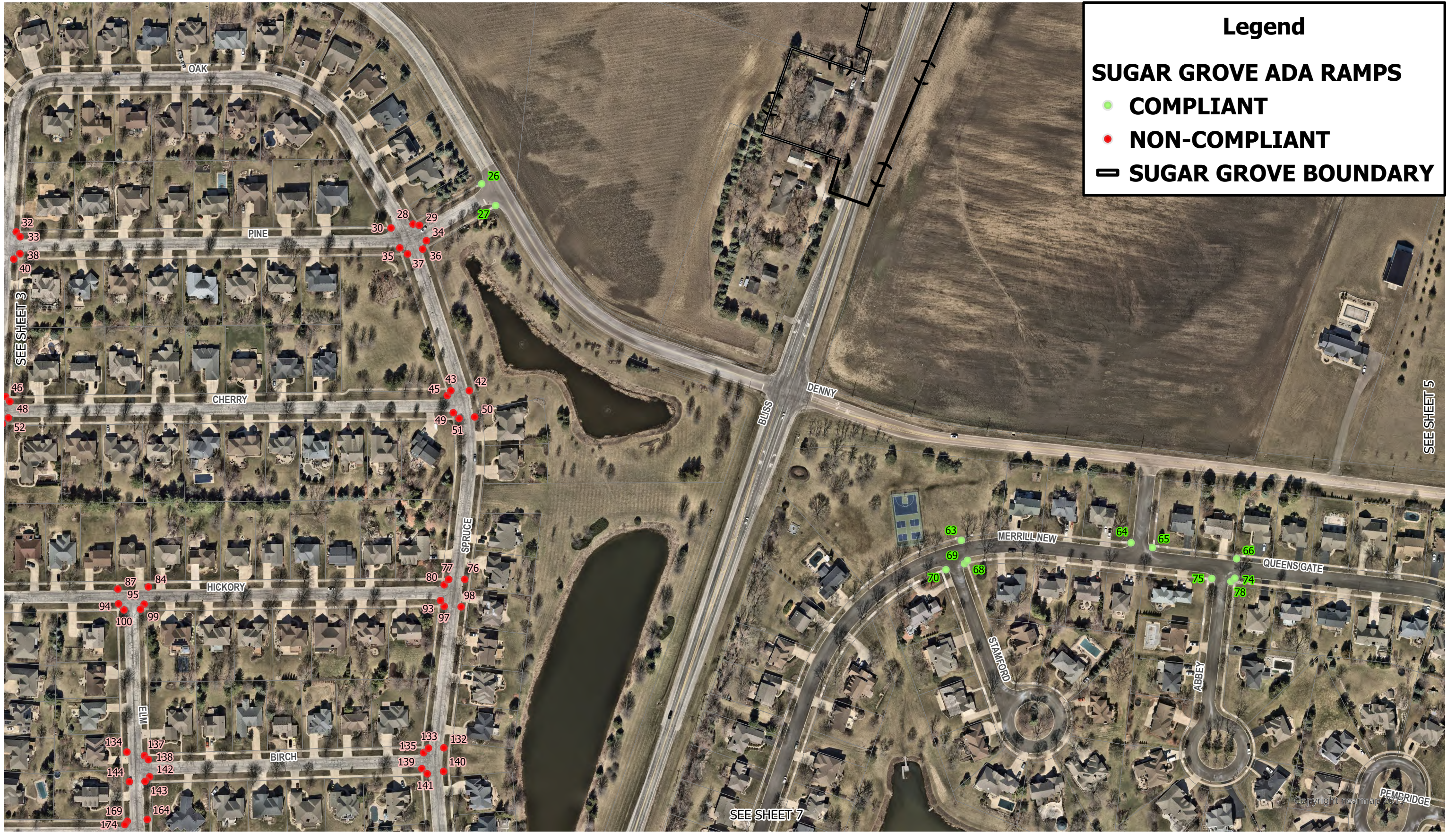
Village of Sugar Grove
10 Municipal Drive
Sugar Grove, IL 60554
630-466-4507
www.sugar-grove.il.us

DATE:		APRIL 2025
PROJECT NO.:		SG2421
BY:		MJT
PATH:		H:\GIS\PUBLIC\SUGAR GROVE\SG2421\
FILE:		SG2421_ADA Ramps Layouts MXD
NO.	DATE	REVISIONS



EXHIBIT B:
VILLAGE OF SUGAR GROVE
SIDEWALK ATLAS: SHEET 3





Engineering Enterprises, Inc.



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



Village of Sugar Grove

10 Municipal Drive
Sugar Grove, IL 60554
630-466-4507
www.sugar-grove.il.us

			DATE:	APRIL 2025
			PROJECT NO.:	SG2421
			BY:	MJT
			PATH:	H:\GIS\PUBLIC\SUGAR GROVE\SG2421\
			FILE:	SG2421_ADA Ramps Layouts MXD
NO.	DATE	REVISIONS		

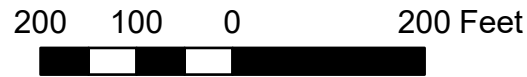
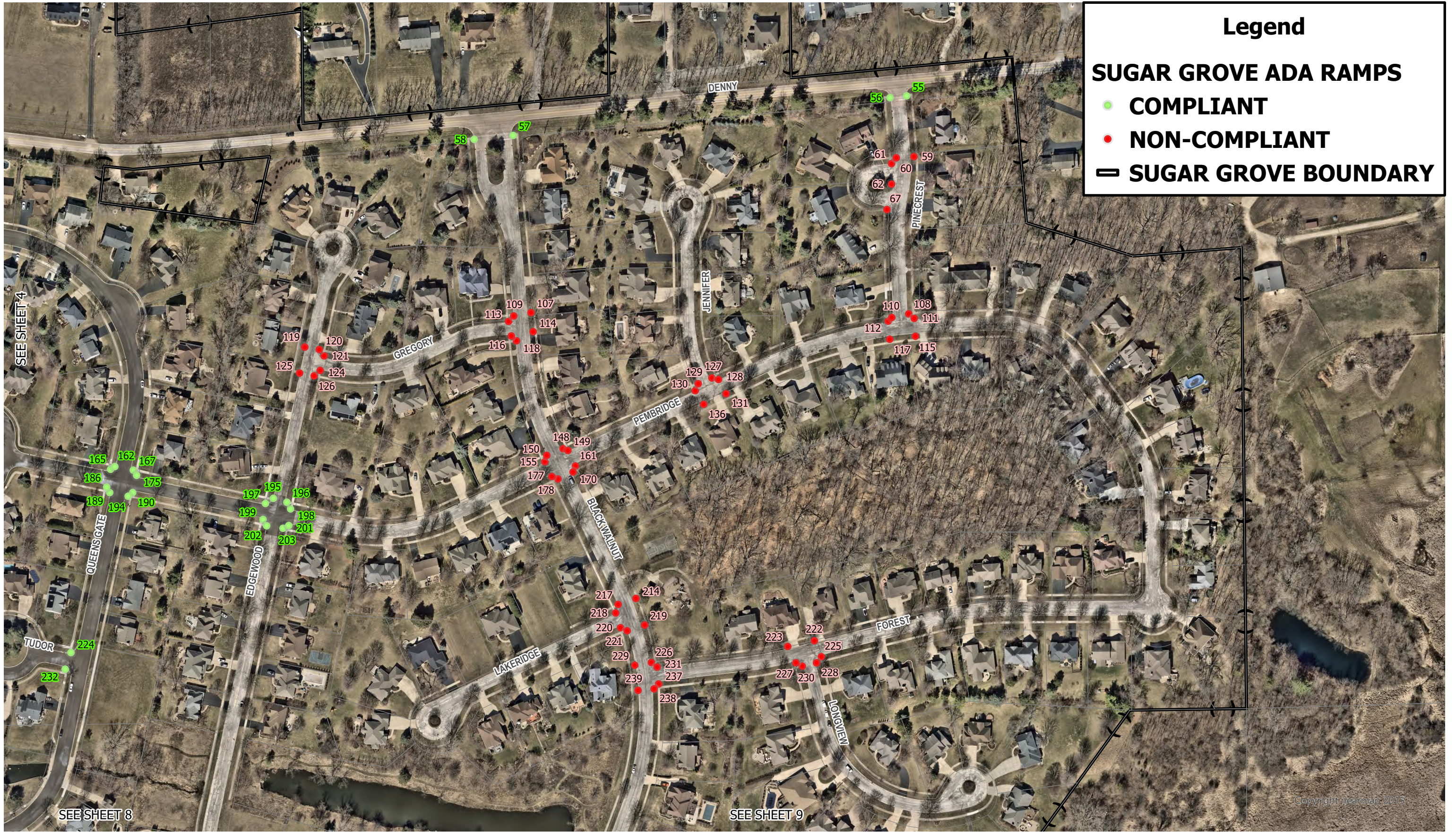
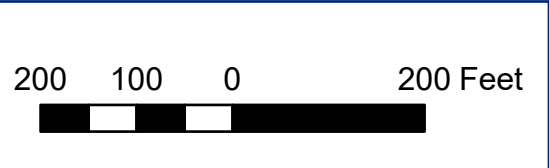


EXHIBIT B:
VILLAGE OF SUGAR GROVE
SIDEWALK ATLAS: SHEET 4





			DATE:	APRIL 2025
			PROJECT NO.:	SG2421
			BY:	MJT
			PATH:	H:\GIS\PUBLIC\SUGAR GROVE\SG2421\
			FILE:	SG2421_ADA Ramps Layouts MXD
NO.	DATE	REVISIONS		



Legend

SUGAR GROVE ADA RAMPS

- COMPLIANT
- NON-COMPLIANT
- ▬ SUGAR GROVE BOUNDARY



Engineering Enterprises, Inc.



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



Village of Sugar Grove

10 Municipal Drive
Sugar Grove, IL 60554
630-466-4507
www.sugar-grove.il.us

		DATE:	APRIL 2025
		PROJECT NO.:	SG2421
		BY:	MJT
		PATH:	H:\GIS\PUBLIC\SUGAR GROVE\SG2421\
		FILE:	SG2421_ADA Ramps Layouts MXD
NO.	DATE	REVISIONS	



EXHIBIT B:
VILLAGE OF SUGAR GROVE
SIDEWALK ATLAS: SHEET 6





Legend

SUGAR GROVE ADA RAMPS

● COMPLIANT

● NON-COMPLIANT

— SUGAR GROVE BOUNDARY

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



Village of Sugar Grove
10 Municipal Drive
Sugar Grove, IL 60554
630-466-4507
www.sugar-grove.il.us

NO.	DATE	REVISIONS	DATE:	APRIL 2025
			PROJECT NO.:	SG2421
			BY:	MJT
			FILE:	H:\GIS\PUBLIC\SUGAR GROVE\SG2421\SG2421_ADA Ramps Layouts.MXD

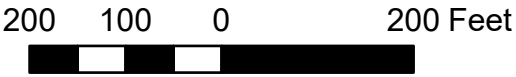
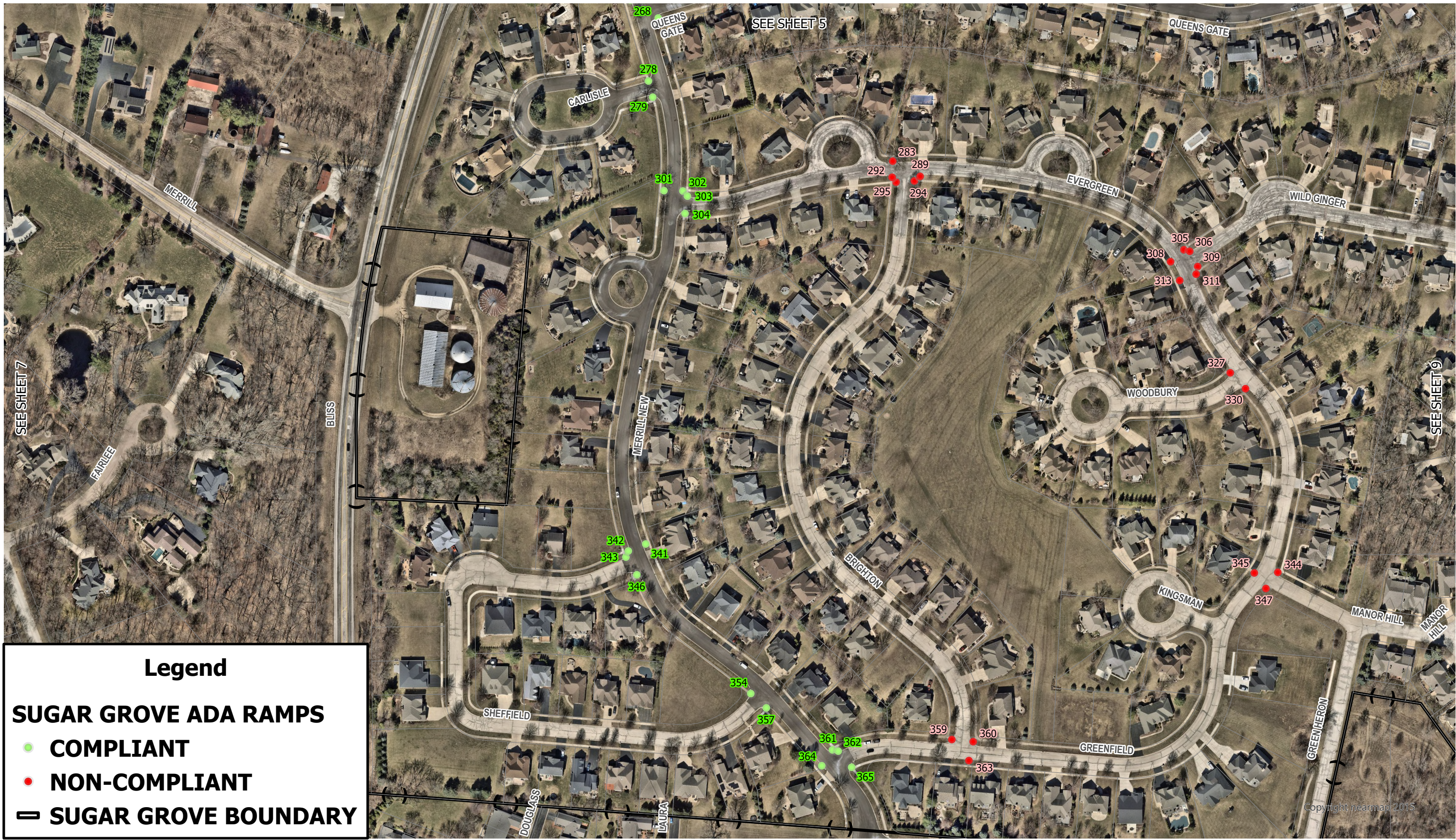


EXHIBIT B:
VILLAGE OF SUGAR GROVE
SIDEWALK ATLAS: SHEET 7





Legend

- SUGAR GROVE ADA RAMPS**
- **COMPLIANT**
- **NON-COMPLIANT**
- SUGAR GROVE BOUNDARY**

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



Village of Sugar Grove
10 Municipal Drive
Sugar Grove, IL 60554
630-466-4507
www.sugar-grove.il.us

		DATE:	APRIL 2025
		PROJECT NO.:	SG2421
		BY:	MJT
		PATH:	H:\GIS\PUBLIC\SUGAR GROVE\SG2421\
		FILE:	SG2421_ADA Ramps Layouts MXD
NO.	DATE	REVISIONS	

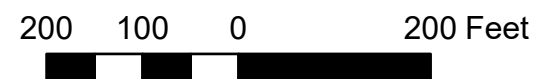
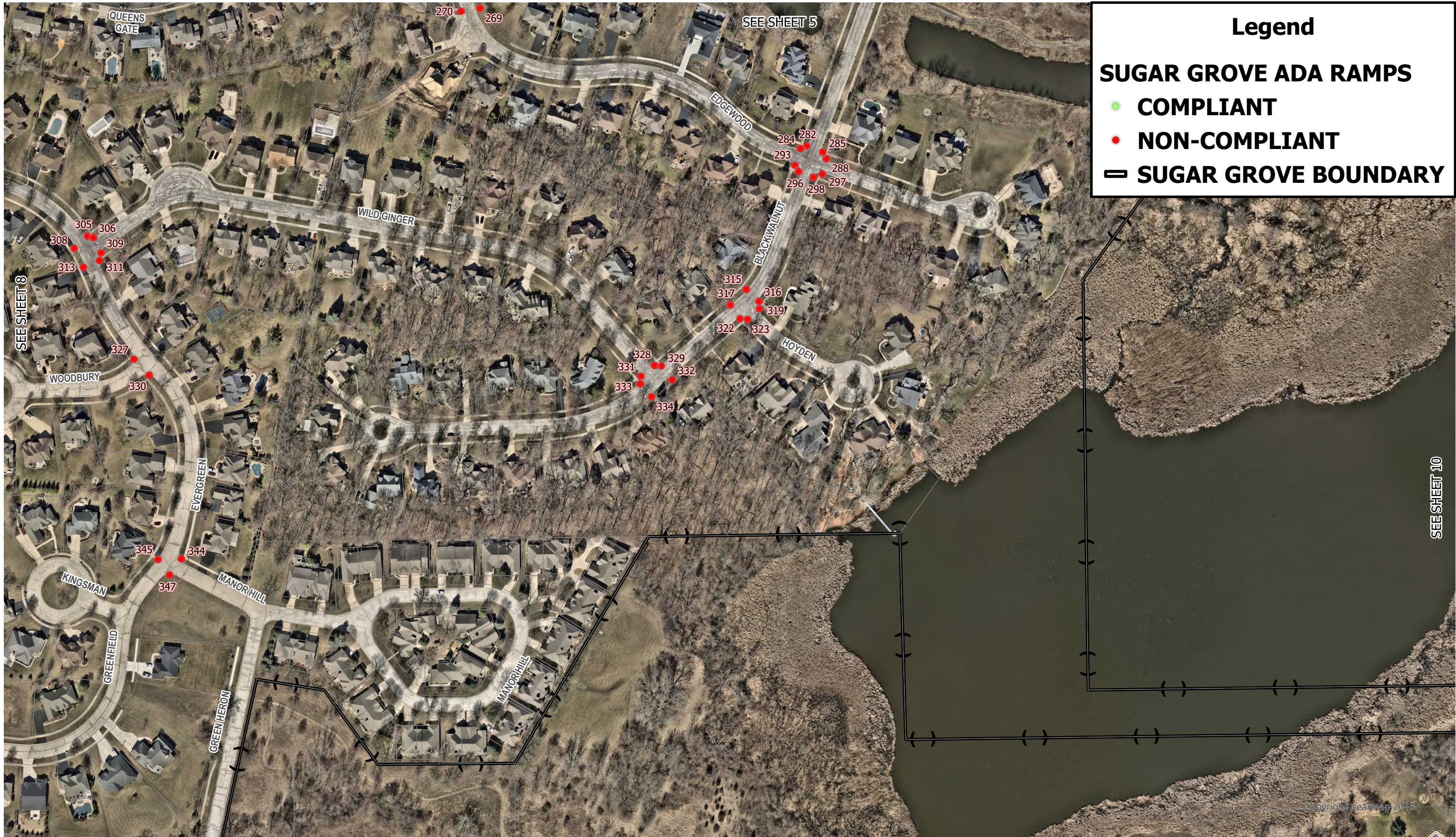


EXHIBIT B:
VILLAGE OF SUGAR GROVE
SIDEWALK ATLAS: SHEET 8





Legend

SUGAR GROVE ADA RAMPS

● COMPLIANT

● NON-COMPLIANT

▬ SUGAR GROVE BOUNDARY

Engineering Enterprises, Inc.



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

Village of Sugar Grove



10 Municipal Drive
Sugar Grove, IL 60554
630-466-4507
www.sugar-grove.il.us

		DATE:	APRIL 2025
		PROJECT NO.:	SG2421
		BY:	MJT
		PATH:	H:\GIS\PUBLIC\SUGAR GROVE\SG2421\
		FILE:	SG2421_ADA Ramps Layouts MXD
NO.	DATE	REVISIONS	

200 100 0 200 Feet



EXHIBIT B:

VILLAGE OF SUGAR GROVE
SIDEWALK ATLAS: SHEET 9





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

Village of Sugar Grove
10 Municipal Drive
Sugar Grove, IL 60554
630-466-4507
www.sugar-grove.il.us

		DATE:	APRIL 2025
		PROJECT NO.:	SG2421
		BY:	MJT
		PATH:	H:\GIS\PUBLIC\SUGAR GROVE\SG2421\
		FILE:	SG2421_ADA Ramps Layouts MXD
NO.	DATE	REVISIONS	

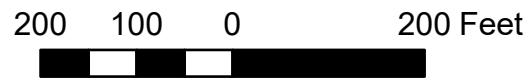
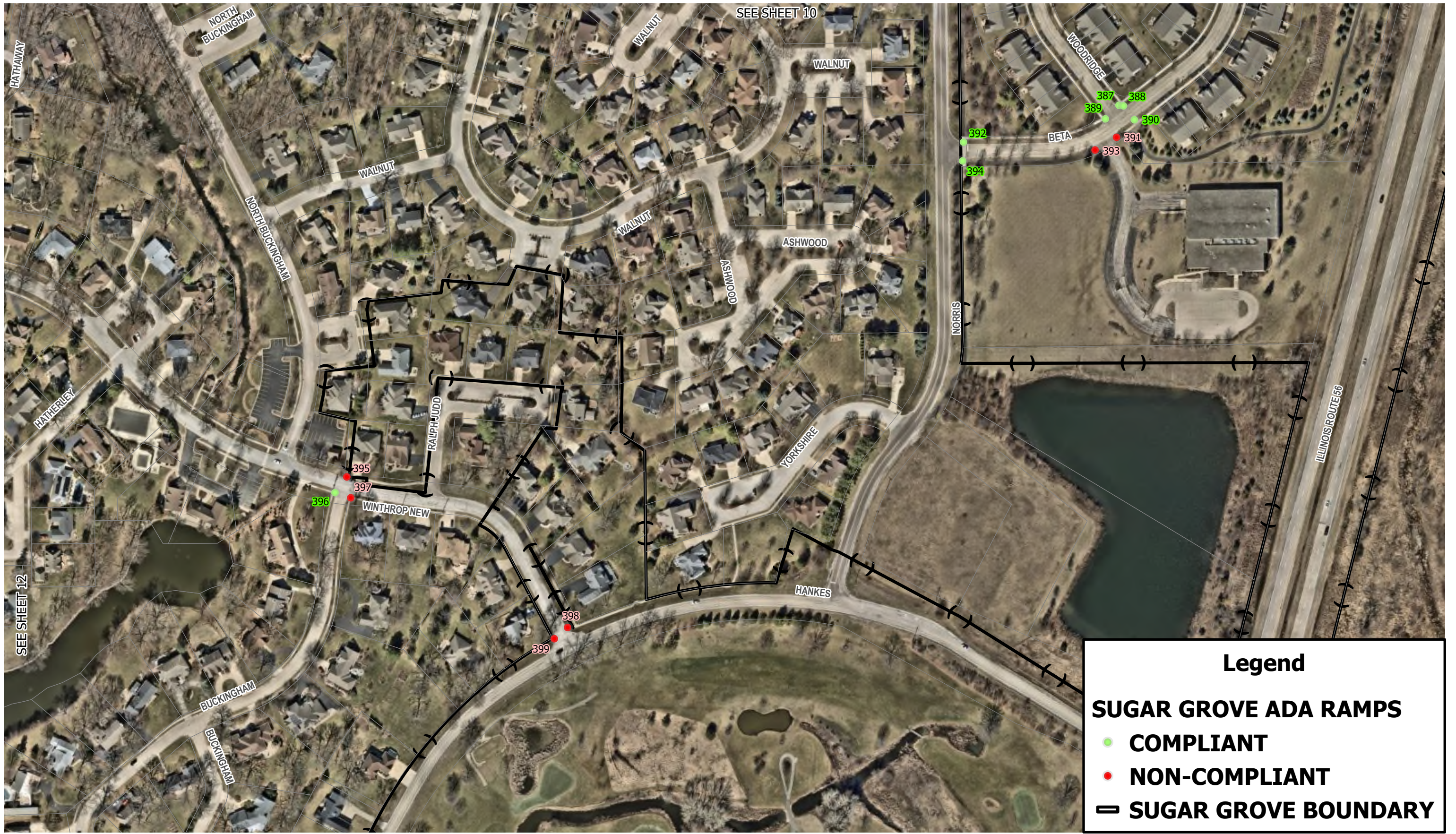
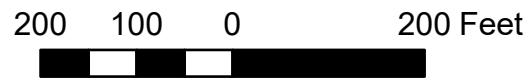


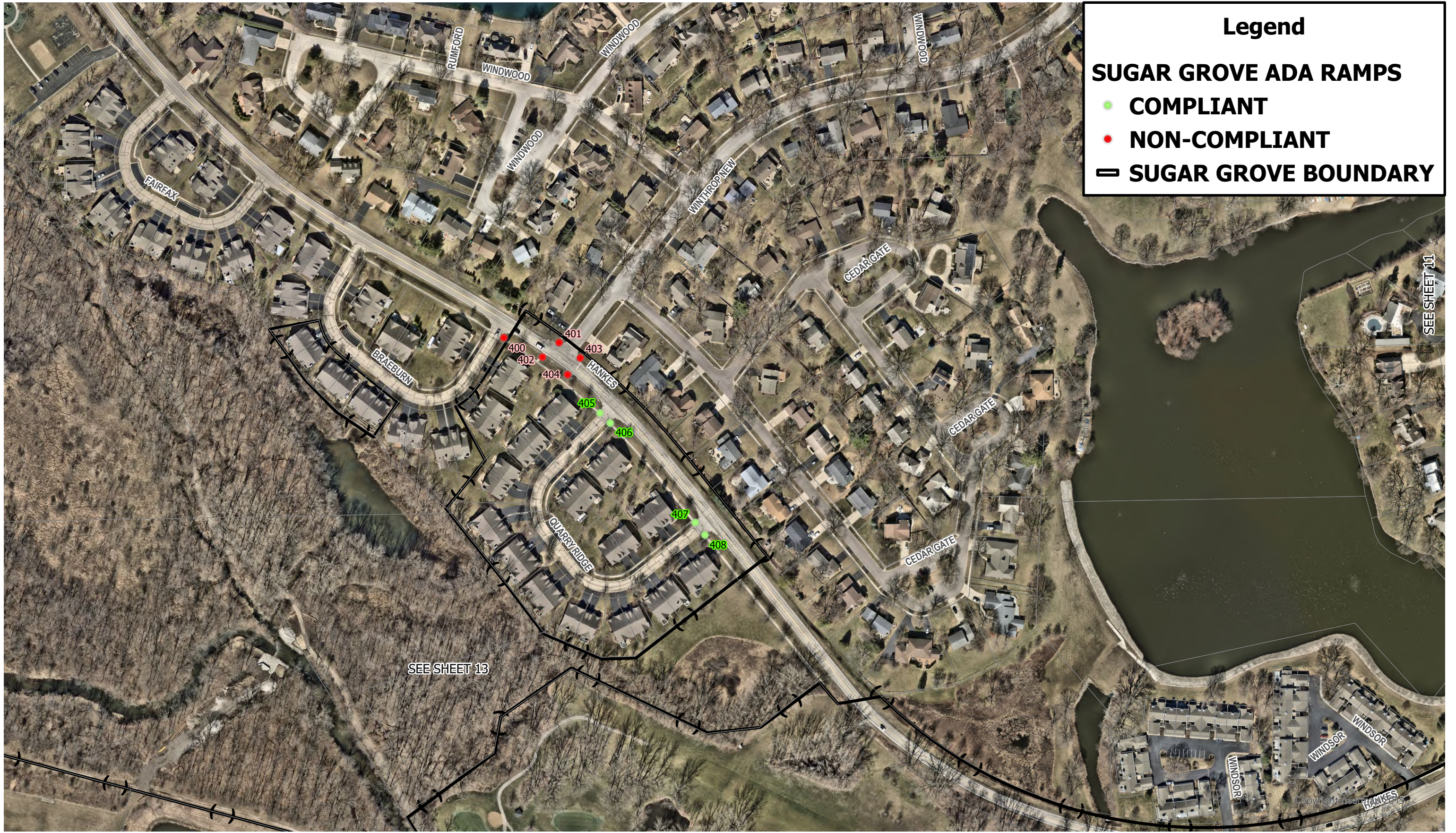
EXHIBIT B:
VILLAGE OF SUGAR GROVE
SIDEWALK ATLAS: SHEET 10





			DATE:	APRIL 2025
			PROJECT NO.:	SG2421
			BY:	MJT
			PATH:	H:\GIS\PUBLIC\SUGAR GROVE\SG2421\
			FILE:	SG2421_ADA Ramps Layouts MXD
NO.	DATE	REVISIONS		





Engineering Enterprises, Inc.



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



Village of Sugar Grove

10 Municipal Drive
Sugar Grove, IL 60554
630-466-4507
www.sugar-grove.il.us

		DATE:	APRIL 2025
		PROJECT NO.:	SG2421
		BY:	MJT
		PATH:	H:\GIS\PUBLIC\SUGAR GROVE\SG2421\
		FILE:	SG2421_ADA Ramps Layouts MXD
NO.	DATE	REVISIONS	

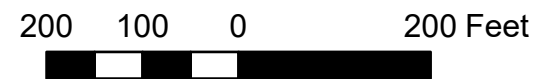
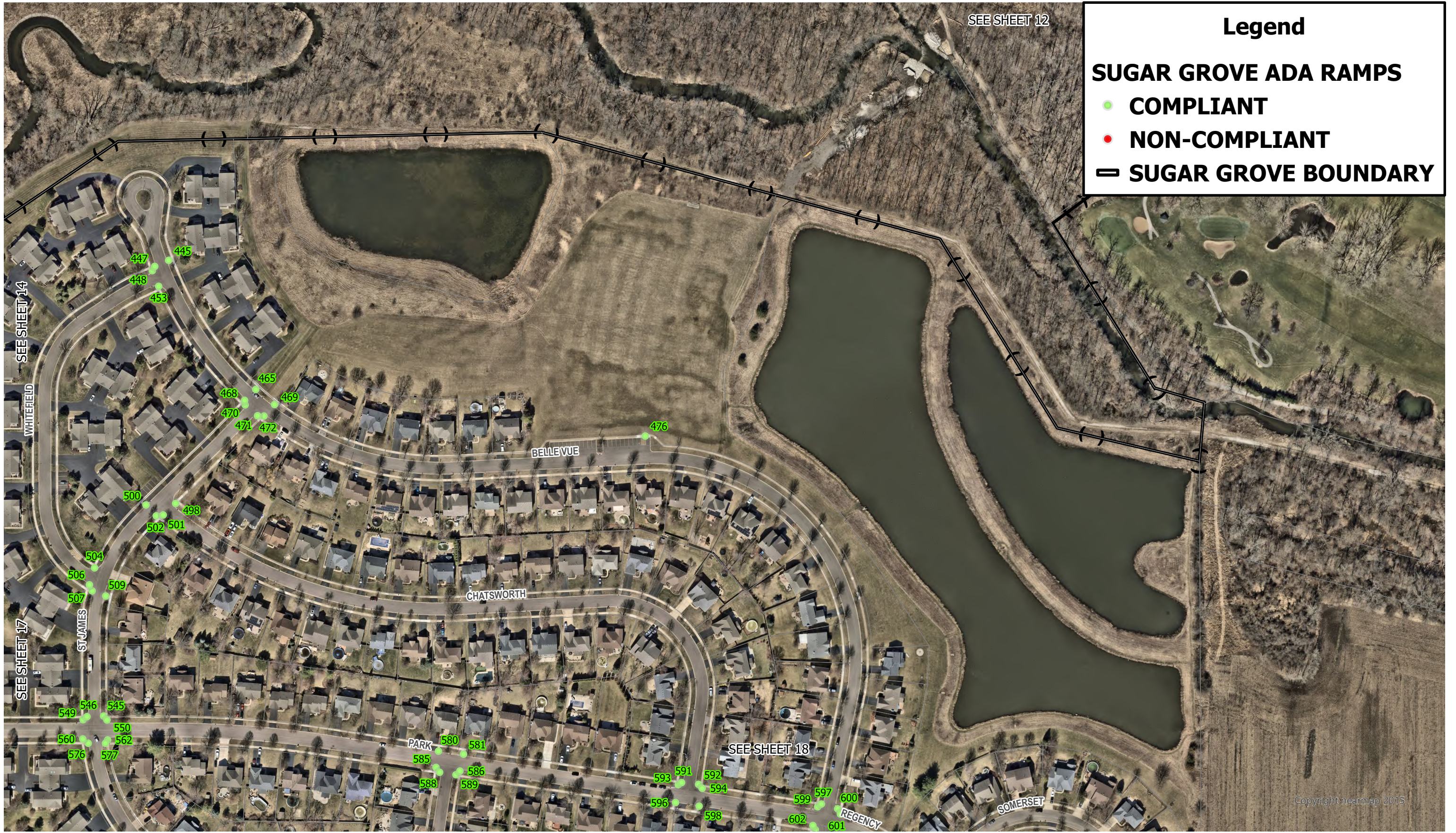


EXHIBIT B:
VILLAGE OF SUGAR GROVE
SIDEWALK ATLAS: SHEET 12





Legend

SUGAR GROVE ADA RAMPS

● COMPLIANT

● NON-COMPLIANT

≡ SUGAR GROVE BOUNDARY

Engineering Enterprises, Inc.



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

Village of Sugar Grove



10 Municipal Drive
Sugar Grove, IL 60554
630-466-4507
www.sugar-grove.il.us

			DATE:	APRIL 2025
			PROJECT NO.:	SG2421
			BY:	MJT
			PATH:	H:\GIS\PUBLIC\SUGAR GROVE\SG2421\
			FILE:	SG2421_ADA Ramps Layouts MXD
NO.	DATE	REVISIONS		

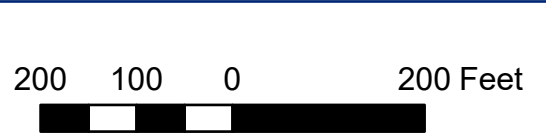


EXHIBIT B:

VILLAGE OF SUGAR GROVE
SIDEWALK ATLAS: SHEET 13





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

Village of Sugar Grove
10 Municipal Drive
Sugar Grove, IL 60554
630-466-4507
www.sugar-grove.il.us

			DATE:	APRIL 2025
			PROJECT NO.:	SG2421
			BY:	MJT
			PATH:	H:\GIS\PUBLIC\SUGAR GROVE\SG2421\
			FILE:	SG2421_ADA Ramps Layouts.MXD
NO.	DATE	REVISIONS		

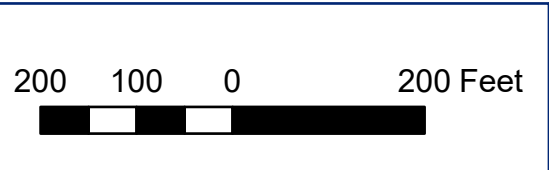


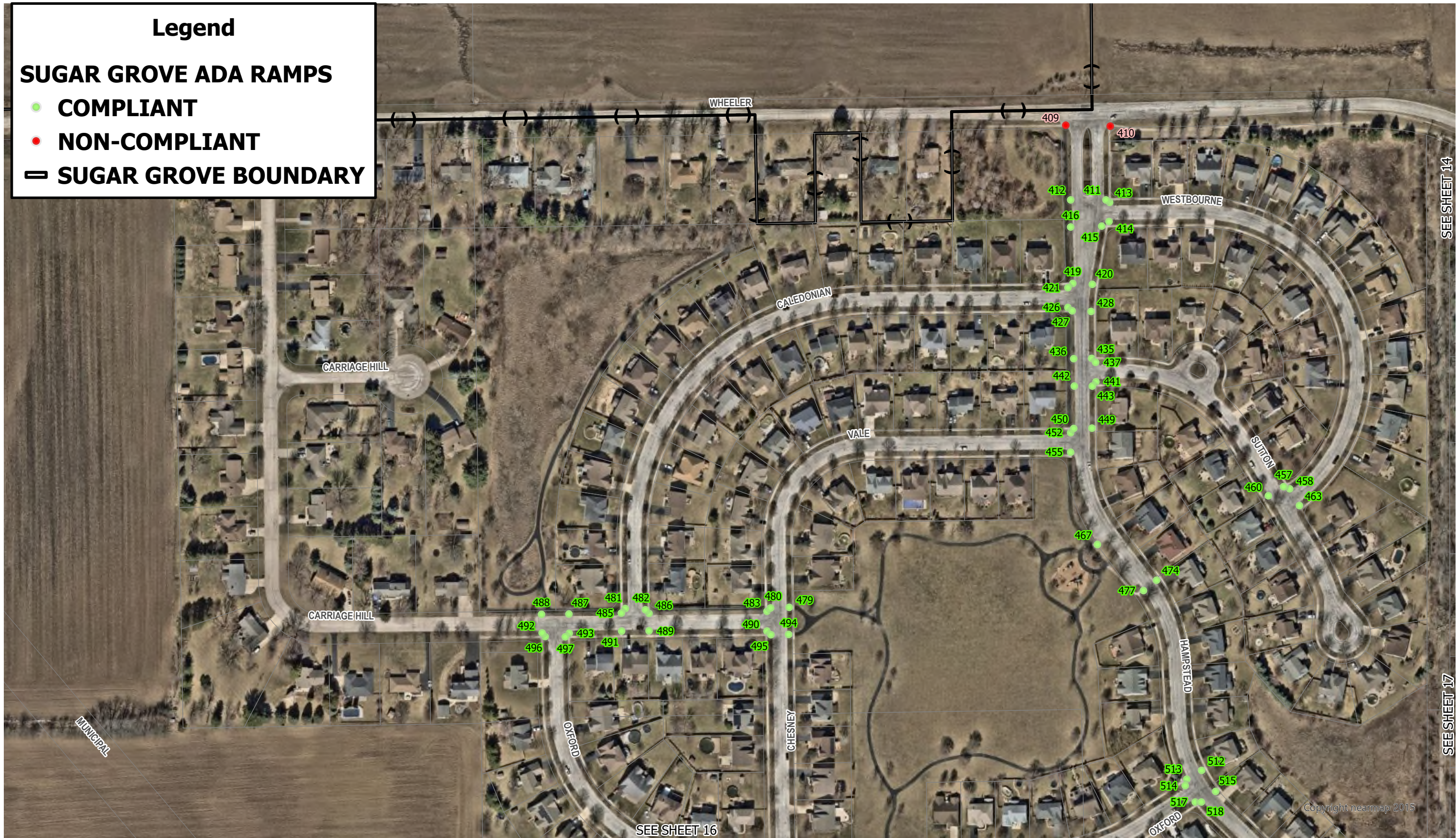
EXHIBIT B:
VILLAGE OF SUGAR GROVE
SIDEWALK ATLAS: SHEET 14



Legend

SUGAR GROVE ADA RAMPS

- COMPLIANT
- NON-COMPLIANT
- ▬ SUGAR GROVE BOUNDARY



Engineering Enterprises, Inc.



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



Village of Sugar Grove

10 Municipal Drive
Sugar Grove, IL 60554
630-466-4507
www.sugar-grove.il.us

			DATE:	APRIL 2025
			PROJECT NO.:	SG2421
			BY:	MJT
			PATH:	H:\GIS\PUBLIC\SUGAR GROVE\SG2421\
			FILE:	SG2421_ADA Ramps Layouts MXD
NO.	DATE	REVISIONS		

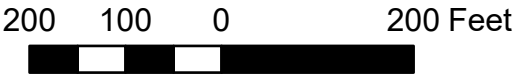
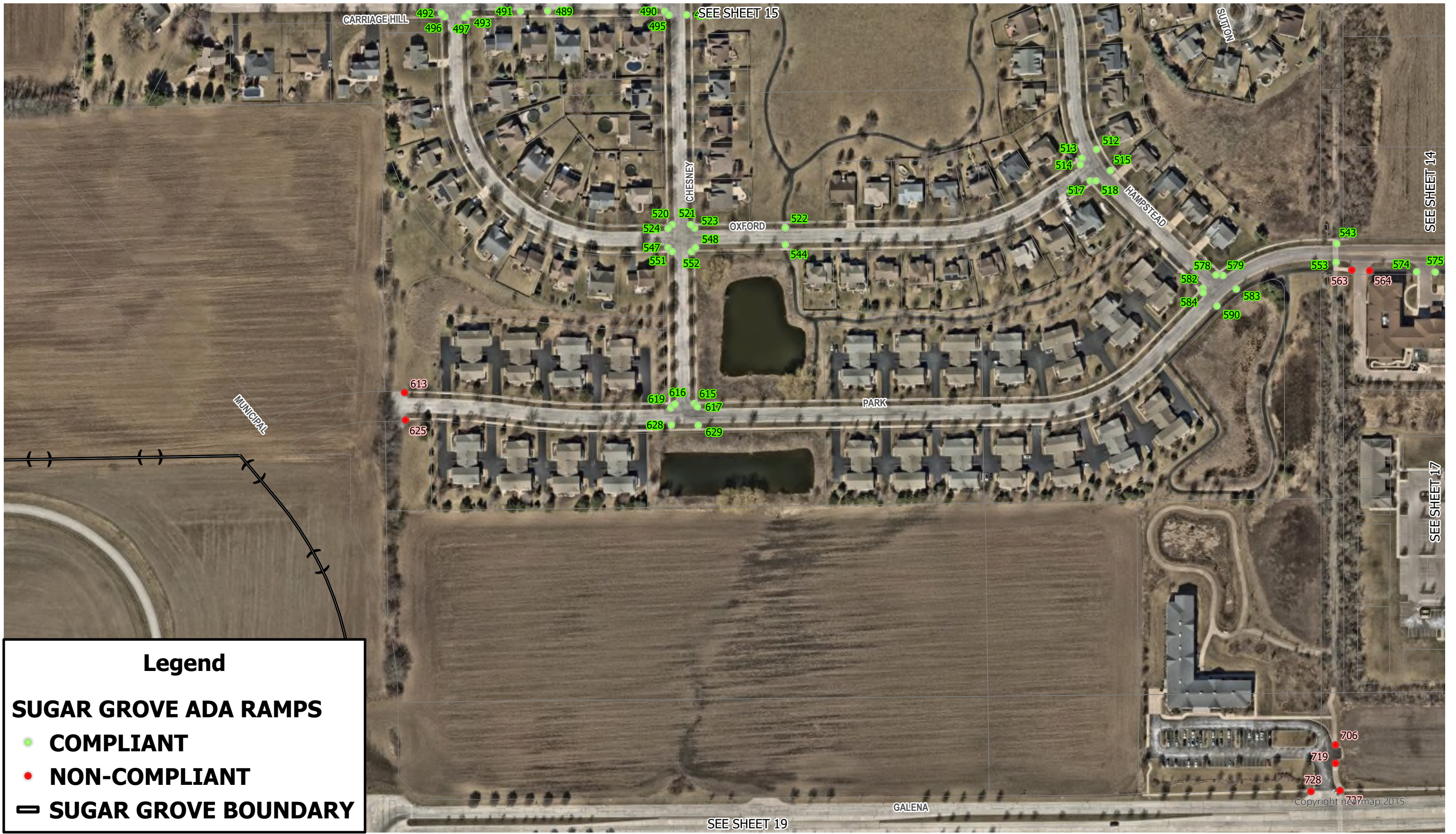


EXHIBIT B:
VILLAGE OF SUGAR GROVE
SIDEWALK ATLAS: SHEET 15





Legend

SUGAR GROVE ADA RAMPS

- COMPLIANT
- NON-COMPLIANT
- SUGAR GROVE BOUNDARY

Engineering Enterprises, Inc.



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



Village of Sugar Grove

10 Municipal Drive
Sugar Grove, IL 60554
630-466-4507
www.sugar-grove.il.us

			DATE:	APRIL 2025
			PROJECT NO.:	SG2421
			BY:	MJT
			PATH:	H:\GIS\PUBLIC\SUGAR GROVE\SG2421\
			FILE:	SG2421_ADA Ramps Layouts.MXD
NO.	DATE	REVISIONS		

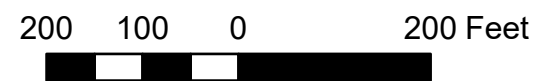
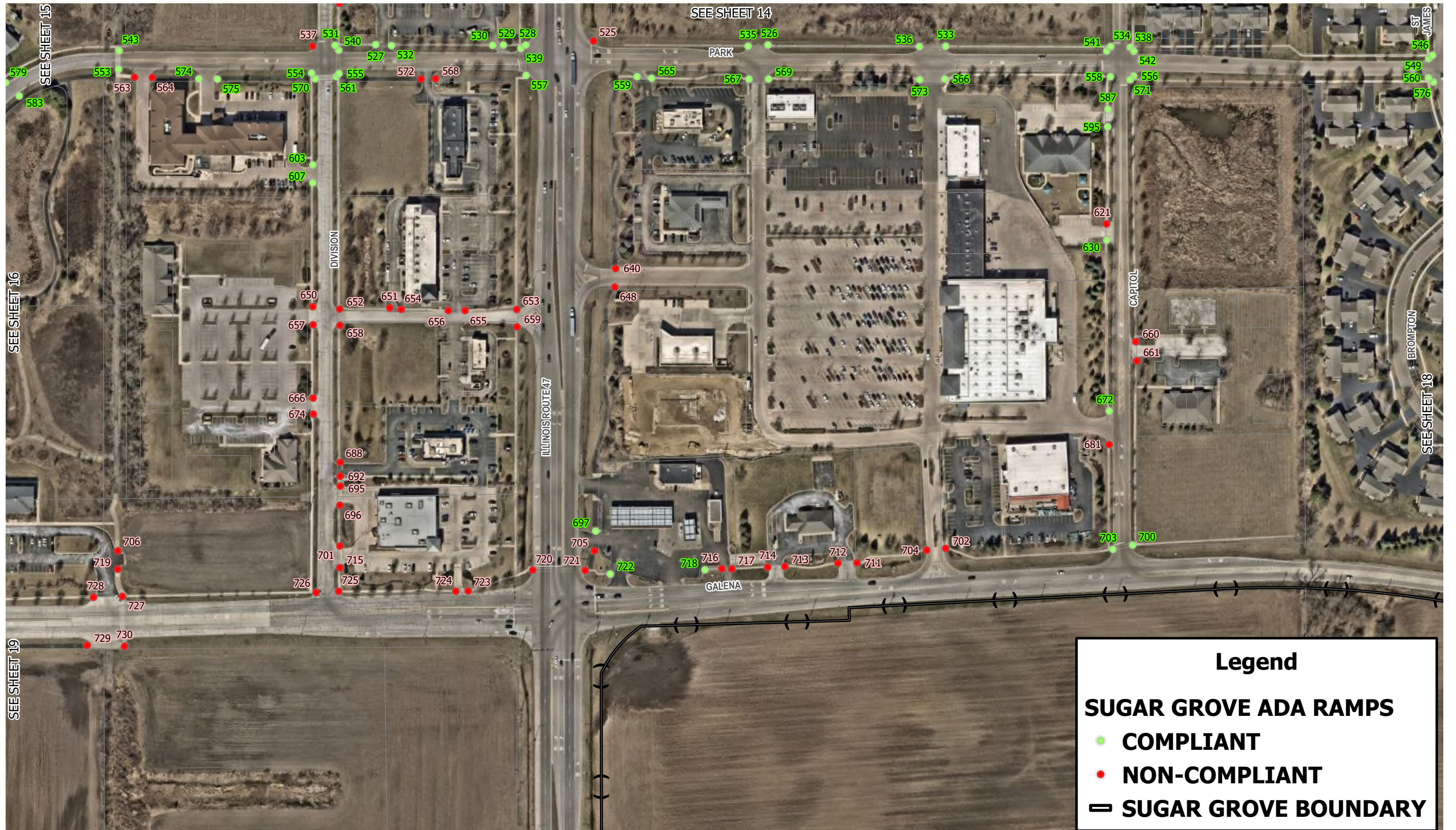


EXHIBIT B:
VILLAGE OF SUGAR GROVE
SIDEWALK ATLAS: SHEET 16





NO.	DATE	REVISIONS



Legend

SUGAR GROVE ADA RAMPS

- COMPLIANT
- NON-COMPLIANT
- SUGAR GROVE BOUNDARY

Engineering Enterprises, Inc.



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



Village of Sugar Grove

10 Municipal Drive
Sugar Grove, IL 60554
630-466-4507
www.sugar-grove.il.us

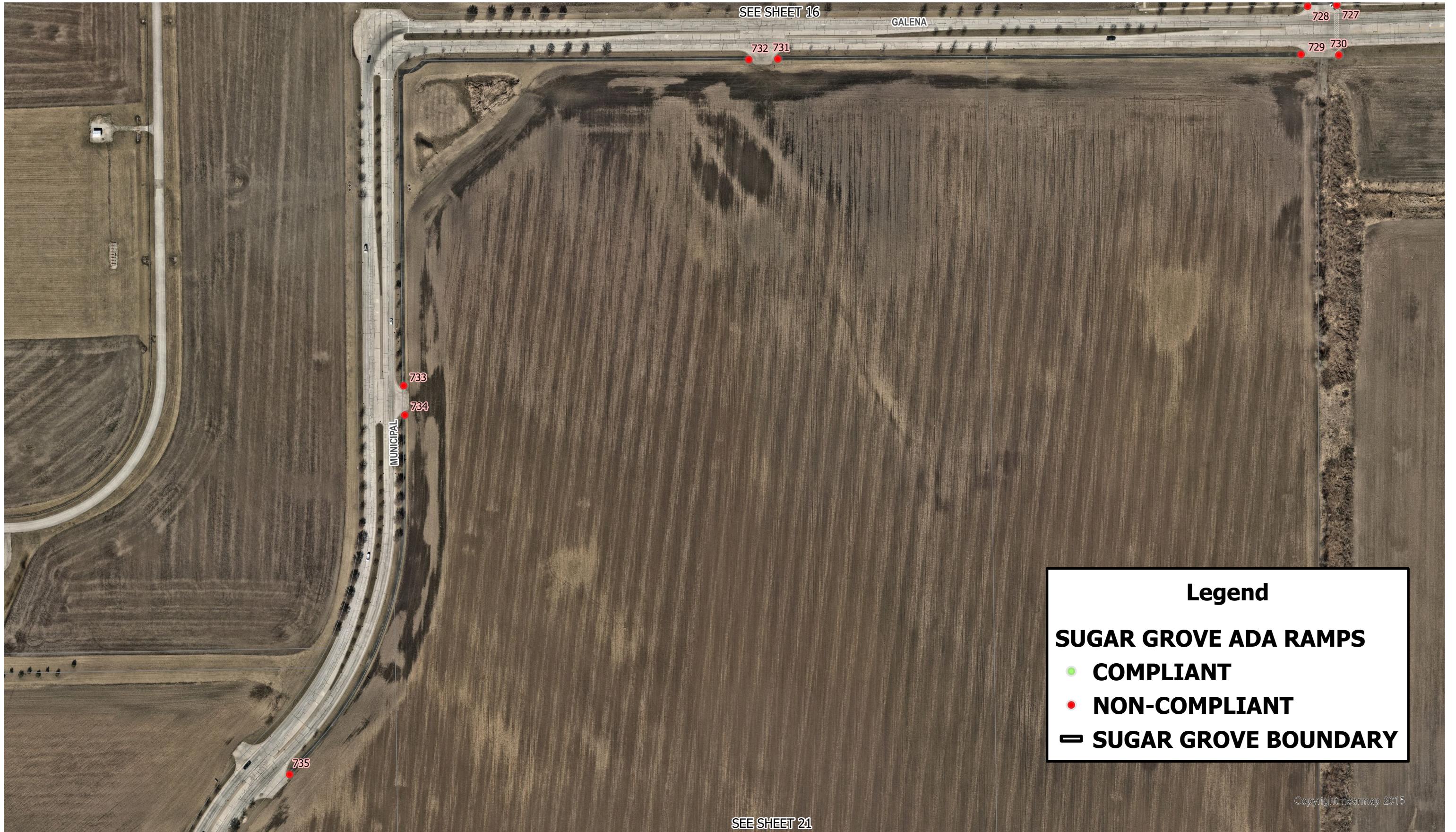
NO.	DATE	REVISIONS

DATE:	APRIL 2025
PROJECT NO.:	SG2421
BY:	MJT
PATH:	H:\GIS\PUBLIC\SUGAR GROVE\SG2421\
FILE:	SG2421_ADA Ramps Layouts MXD

200 100 0 200 Feet

EXHIBIT B:
VILLAGE OF SUGAR GROVE
SIDEWALK ATLAS: SHEET 18





Legend

SUGAR GROVE ADA RAMPS

- COMPLIANT
- NON-COMPLIANT
- ≡ SUGAR GROVE BOUNDARY

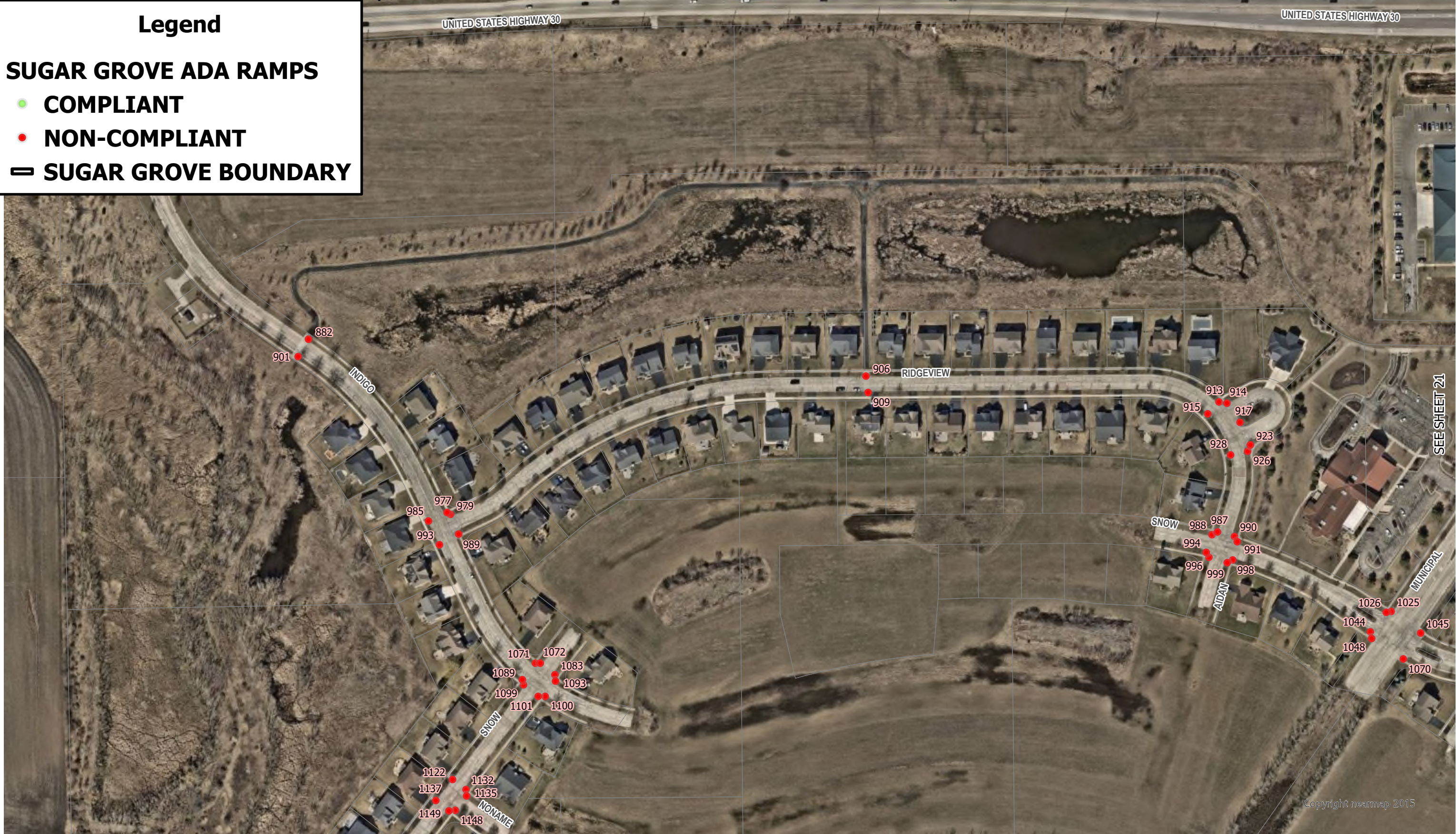
Legend

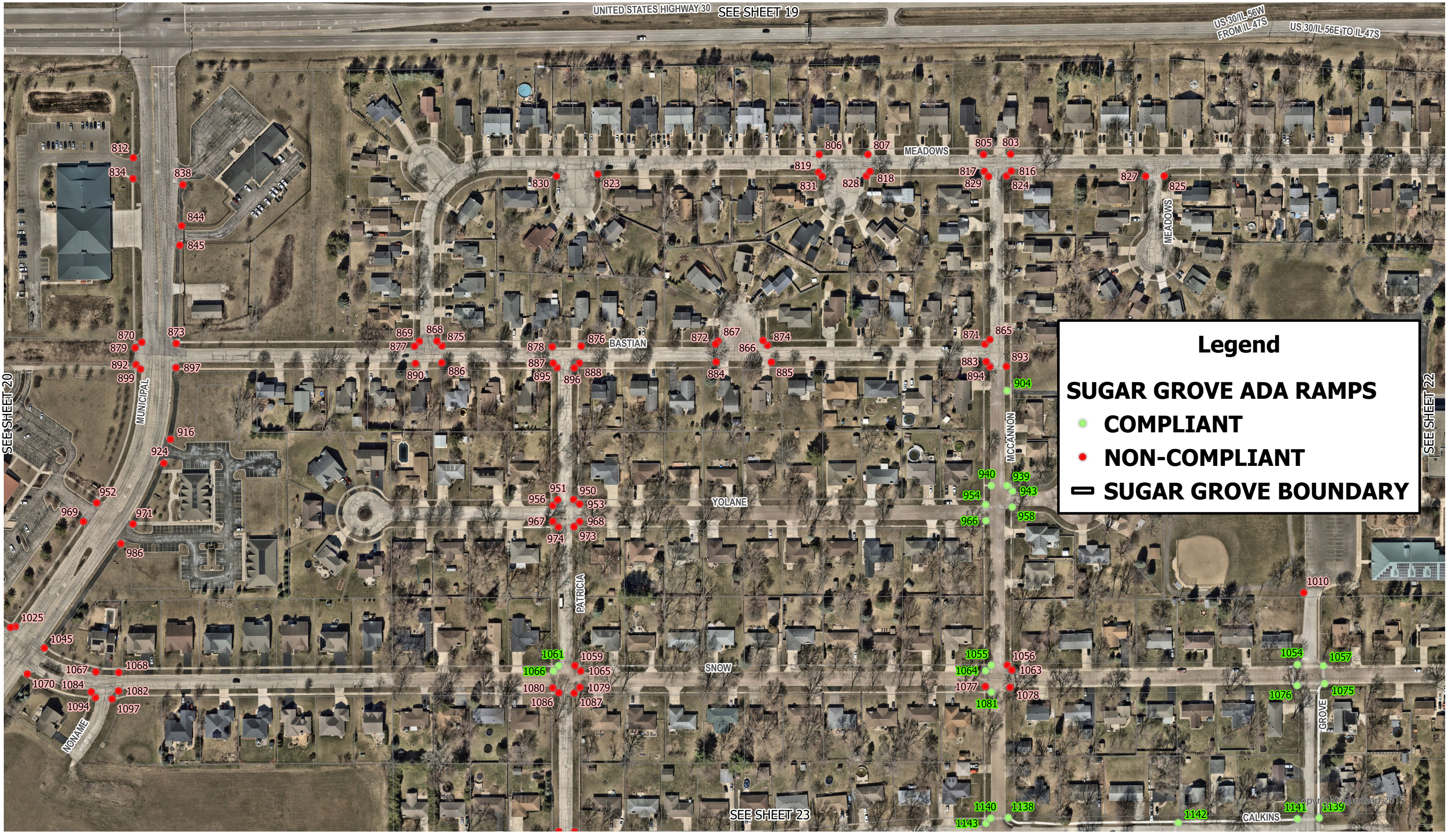
SUGAR GROVE ADA RAMPS

● COMPLIANT

● NON-COMPLIANT

▬ SUGAR GROVE BOUNDARY





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

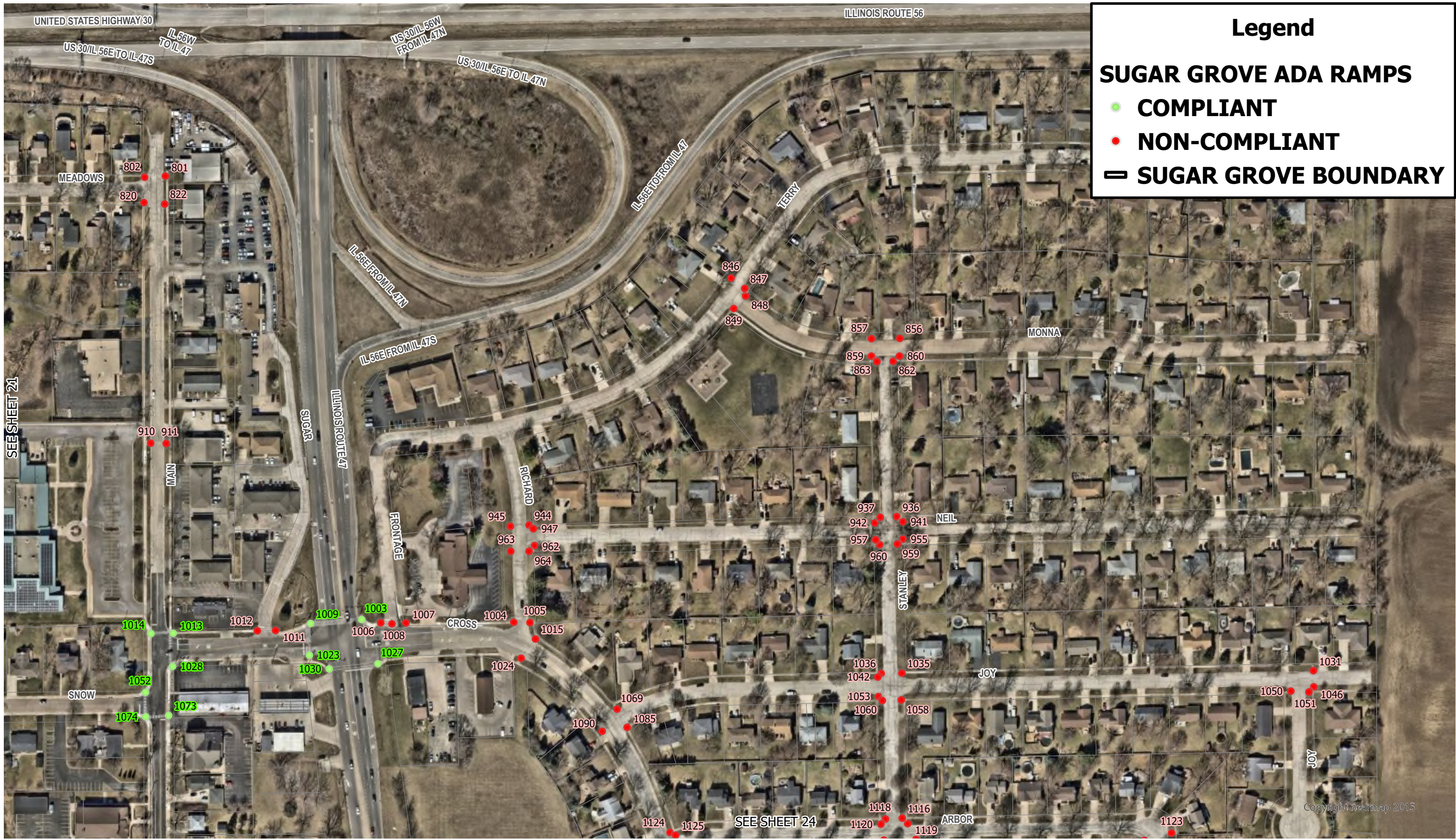
Village of Sugar Grove
10 Municipal Drive
Sugar Grove, IL 60554
630-466-4507
www.sugar-grove.il.us

			DATE:	APRIL 2025
			PROJECT NO.:	SG2421
			BY:	MJT
			PATH:	H:\GIS\PUBLIC\SUGAR GROVE\SG2421\
			FILE:	SG2421_ADA Ramps Layouts MXD
NO.	DATE	REVISIONS		

200 100 0 200 Feet

EXHIBIT B:
VILLAGE OF SUGAR GROVE
SIDEWALK ATLAS: SHEET 21





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

Village of Sugar Grove
10 Municipal Drive
Sugar Grove, IL 60554
630-466-4507
www.sugar-grove.il.us

NO.	DATE	REVISIONS

DATE:	APRIL 2025
PROJECT NO.:	SG2421
BY:	MJT
PATH:	H:\GIS\PUBLIC\SUGAR GROVE\SG2421\
FILE:	SG2421_ADA Ramps Layouts MXD

200 100 0 200 Feet

EXHIBIT B:
VILLAGE OF SUGAR GROVE
SIDEWALK ATLAS: SHEET 22





Legend

SUGAR GROVE ADA RAMPS

- COMPLIANT
- NON-COMPLIANT
- SUGAR GROVE BOUNDARY

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

Village of Sugar Grove
10 Municipal Drive
Sugar Grove, IL 60554
630-466-4507
www.sugar-grove.il.us

			DATE:	APRIL 2025
			PROJECT NO.:	SG2421
			BY:	MJT
			PATH:	H:\GIS\PUBLIC\SUGAR GROVE\SG2421\
			FILE:	SG2421_ADA Ramps Layouts MXD
NO.	DATE	REVISIONS		



EXHIBIT B:
VILLAGE OF SUGAR GROVE
SIDEWALK ATLAS: SHEET 23





Legend

SUGAR GROVE ADA RAMPS

- COMPLIANT
- NON-COMPLIANT
- SUGAR GROVE BOUNDARY

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

Village of Sugar Grove
10 Municipal Drive
Sugar Grove, IL 60554
630-466-4507
www.sugar-grove.il.us

		DATE:	APRIL 2025
		PROJECT NO.:	SG2421
		BY:	MJT
		PATH:	H:\GIS\PUBLIC\SUGAR GROVE\SG2421\
		FILE:	SG2421_ADA Ramps Layouts MXD
NO.	DATE	REVISIONS	

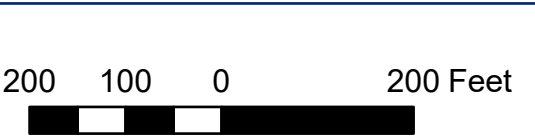
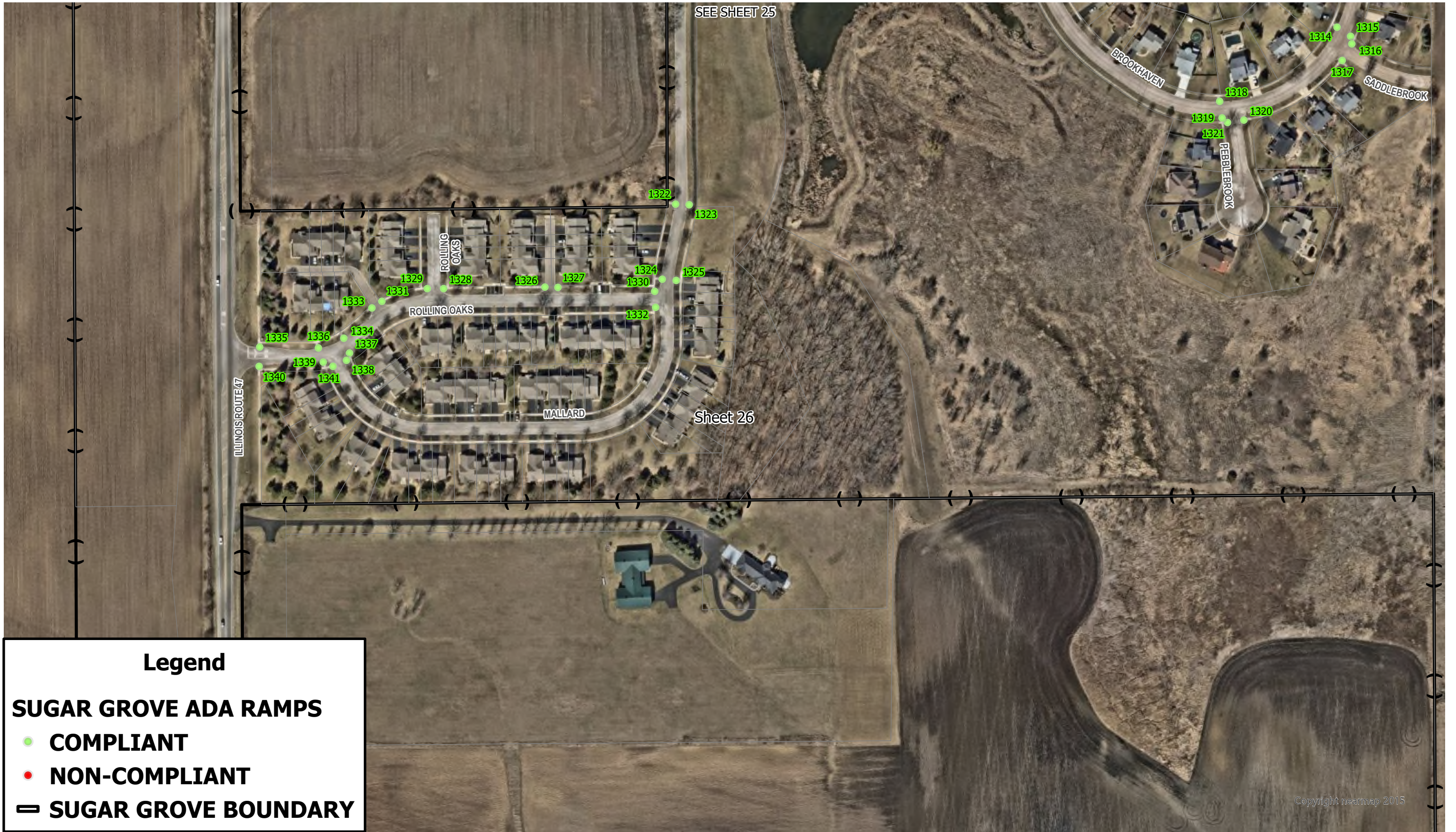


EXHIBIT B:
VILLAGE OF SUGAR GROVE
SIDEWALK ATLAS: SHEET 24





Legend

SUGAR GROVE ADA RAMPS

- COMPLIANT
- NON-COMPLIANT
- ▬ SUGAR GROVE BOUNDARY

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

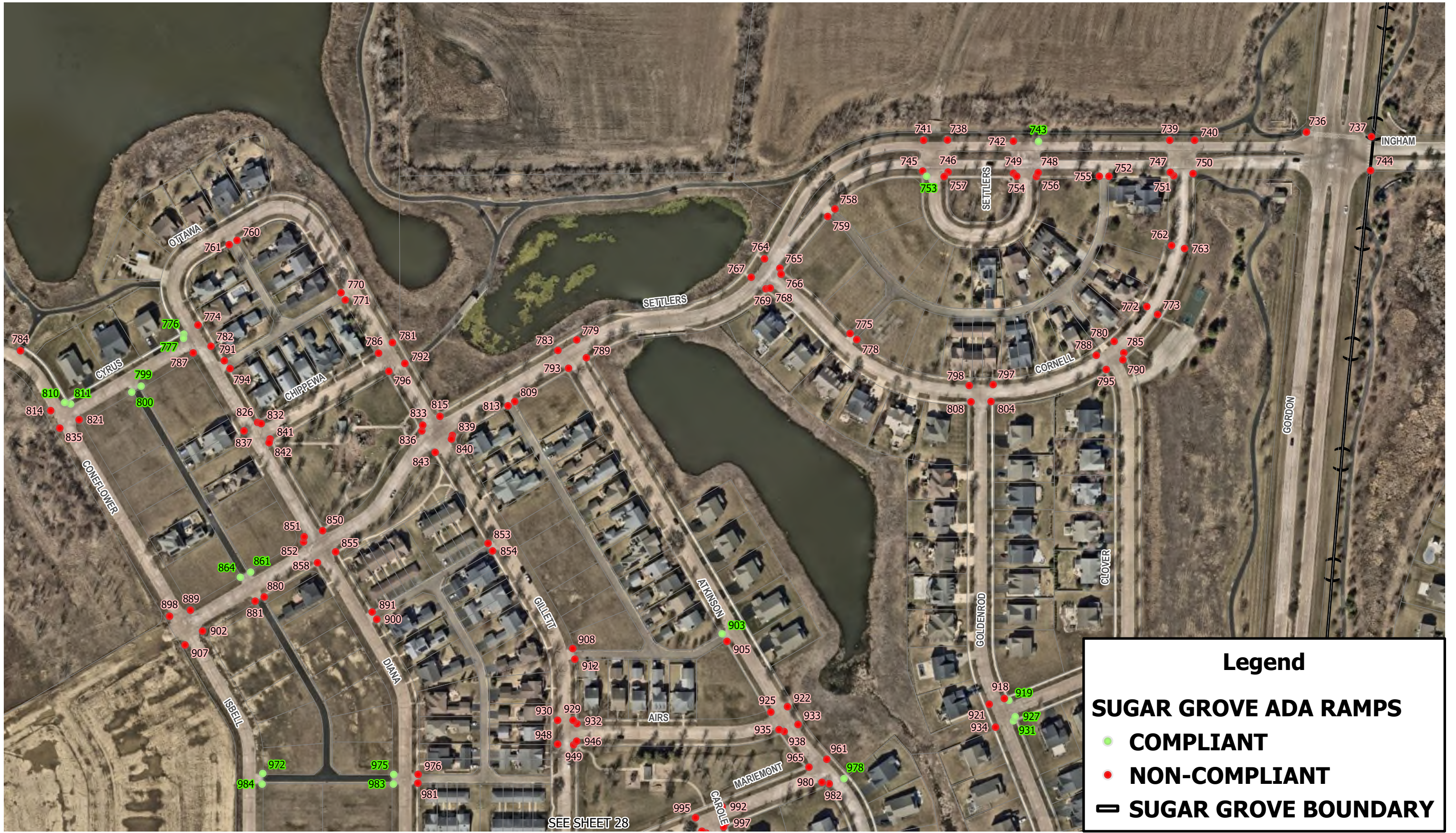
Village of Sugar Grove
10 Municipal Drive
Sugar Grove, IL 60554
630-466-4507
www.sugar-grove.il.us

			DATE:	APRIL 2025
			PROJECT NO.:	SG2421
			BY:	MJT
			PATH:	H:\GIS\PUBLIC\SUGAR GROVE\SG2421\
			FILE:	SG2421_ADA Ramps Layouts.MXD
NO.	DATE	REVISIONS		



EXHIBIT B:
VILLAGE OF SUGAR GROVE
SIDEWALK ATLAS: SHEET 26





Legend

SUGAR GROVE ADA RAMPS

- COMPLIANT
- NON-COMPLIANT
- SUGAR GROVE BOUNDARY

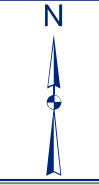
Engineering Enterprises, Inc.
52 Wheeler Road
Sugar Grove, Illinois 60554
(630) 466-6700
www.eeiweb.com

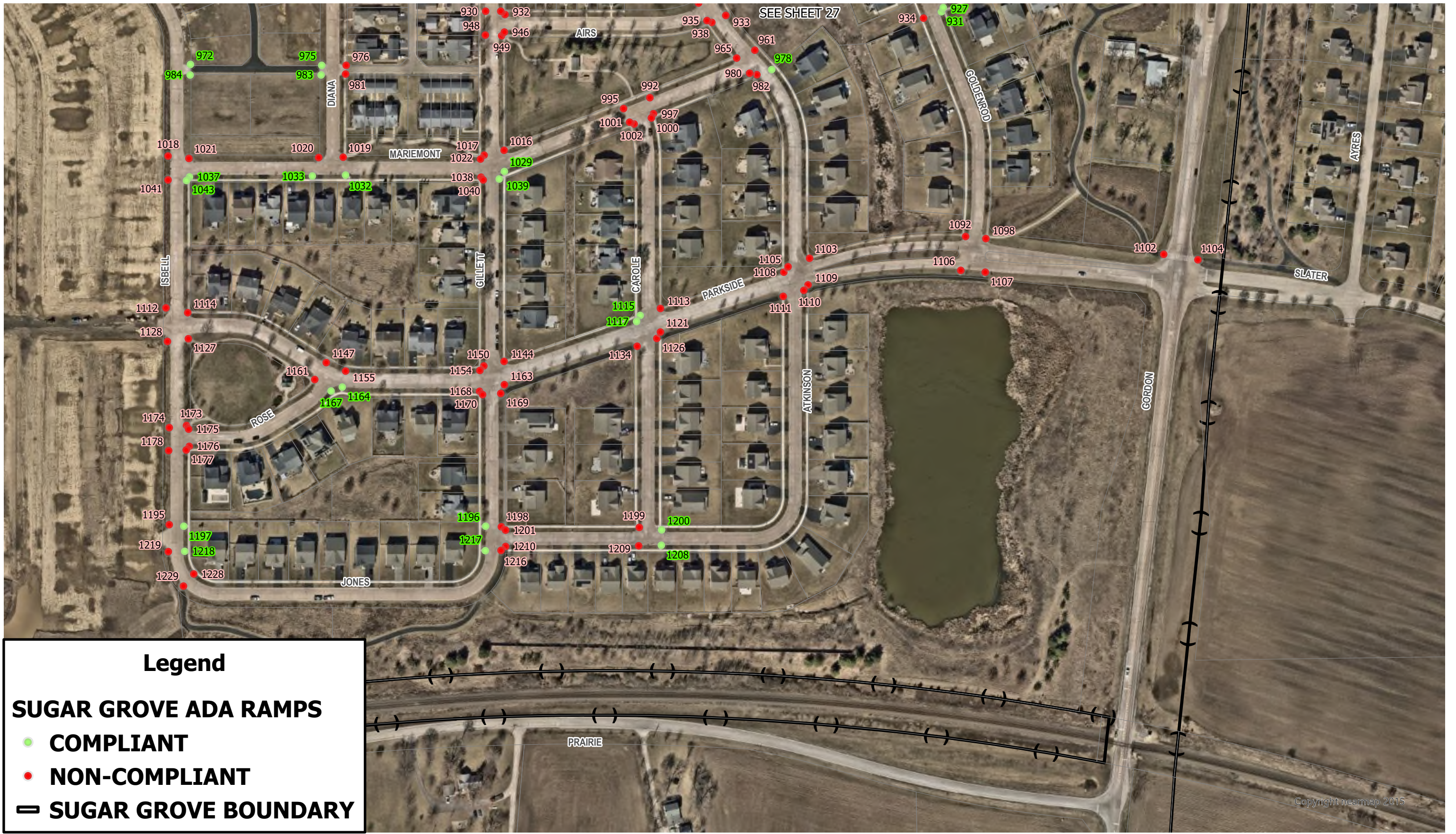
Village of Sugar Grove
10 Municipal Drive
Sugar Grove, IL 60554
630-466-4507
www.sugar-grove.il.us

			DATE:	APRIL 2025
			PROJECT NO.:	SG2421
			BY:	MJT
			PATH:	H:\GIS\PUBLIC\SUGAR GROVE\SG2421\
			FILE:	SG2421_ADA Ramps Layouts.MXD
NO.	DATE	REVISIONS		

200 100 0 200 Feet

EXHIBIT B:
VILLAGE OF SUGAR GROVE
SIDEWALK ATLAS: SHEET 27





Legend

- SUGAR GROVE ADA RAMPS**
- **COMPLIANT**
- **NON-COMPLIANT**
- SUGAR GROVE BOUNDARY**



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



Village of Sugar Grove
10 Municipal Drive
Sugar Grove, IL 60554
630-466-4507
www.sugar-grove.il.us

DATE:		APRIL 2025
PROJECT NO.:		SG2421
BY:		MJT
PATH:		H:\GIS\PUBLIC\SUGAR GROVE\SG2421\
FILE:		SG2421_ADA Ramps Layouts MXD
NO.	DATE	REVISIONS

2001000200 Feet

EXHIBIT B:
VILLAGE OF SUGAR GROVE
SIDEWALK ATLAS: SHEET 28





Legend

SUGAR GROVE ADA RAMPS

● COMPLIANT

● NON-COMPLIANT

— SUGAR GROVE BOUNDARY

Engineering Enterprises, Inc.



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



Village of Sugar Grove

10 Municipal Drive
Sugar Grove, IL 60554
630-466-4507
www.sugar-grove.il.us

			DATE:	APRIL 2025
			PROJECT NO.:	SG2421
			BY:	MJT
			PATH:	H:\GIS\PUBLIC\SUGAR GROVE\SG2421\
			FILE:	SG2421_ADA Ramps Layouts MXD
NO.	DATE	REVISIONS		

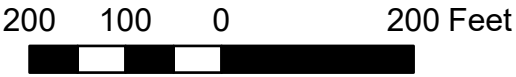


EXHIBIT B:
VILLAGE OF SUGAR GROVE
SIDEWALK ATLAS: SHEET 29



EXHIBIT C

COMPILED FIELD DATA

EXHIBIT C - COMPILED FIELD DATA

RAMP ID #	RAMP COMPLIANCE		TYPE OF RAMP			
	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	
45		X	X			
46		X	X			
47		X	X			
48		X	X			
49		X	X			
50		X	X			
51		X	X			

RAMP ID #	RAMP COMPLIANCE		TYPE OF RAMP			
	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
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			
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			

RAMP ID #	RAMP COMPLIANCE		TYPE OF RAMP			
	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
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			
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			

	RAMP COMPLIANCE		TYPE OF RAMP			
RAMP ID #	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
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			
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	

RAMP ID #	RAMP COMPLIANCE		TYPE OF RAMP			
	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
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			
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			

RAMP ID #	RAMP COMPLIANCE		TYPE OF RAMP			
	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
260	X		X			
261		X			X	
262		X				X
263		X			X	
264		X			X	
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
309		X	X			
310	X		X			
311		X	X			

RAMP ID #	RAMP COMPLIANCE		TYPE OF RAMP			
	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
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			
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			

RAMP ID #	RAMP COMPLIANCE		TYPE OF RAMP			
	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
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			
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			

	RAMP COMPLIANCE		TYPE OF RAMP			
RAMP ID #	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
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		
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	

	RAMP COMPLIANCE		TYPE OF RAMP			
RAMP ID #	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
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			
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			

RAMP ID #	RAMP COMPLIANCE		TYPE OF RAMP			
	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
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			
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			

RAMP ID #	RAMP COMPLIANCE		TYPE OF RAMP			
	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
572		X			X	
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			
617	X		X			
618	X		X			
619	X		X			
620	X		X			
621		X	X			
622	X		X			
623	X		X			

	RAMP COMPLIANCE		TYPE OF RAMP			
RAMP ID #	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
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			
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			

RAMP ID #	RAMP COMPLIANCE		TYPE OF RAMP			
	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
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			
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		

RAMP ID #	RAMP COMPLIANCE		TYPE OF RAMP			
	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
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			
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			

RAMP ID #	RAMP COMPLIANCE		TYPE OF RAMP			
	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
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			
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			

RAMP ID #	RAMP COMPLIANCE		TYPE OF RAMP			
	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
832		X	X			
833		X	X			
834		X		X		
835		X				X
836		X	X			
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			
881		X	X			
882		X	X			
883		X	X			

RAMP ID #	RAMP COMPLIANCE		TYPE OF RAMP			
	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
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	
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			

	RAMP COMPLIANCE		TYPE OF RAMP			
RAMP ID #	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
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			
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			

	RAMP COMPLIANCE		TYPE OF RAMP			
RAMP ID #	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
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			
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			

RAMP ID #	RAMP COMPLIANCE		TYPE OF RAMP			
	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
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			
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	

RAMP ID #	RAMP COMPLIANCE		TYPE OF RAMP			
	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
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			
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			

RAMP ID #	RAMP COMPLIANCE		TYPE OF RAMP			
	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
1144		X		X		
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			
1189		X	X			
1190		X	X			
1191		X	X			
1192		X	X			
1193		X	X			
1194		X				X
1195		X				X

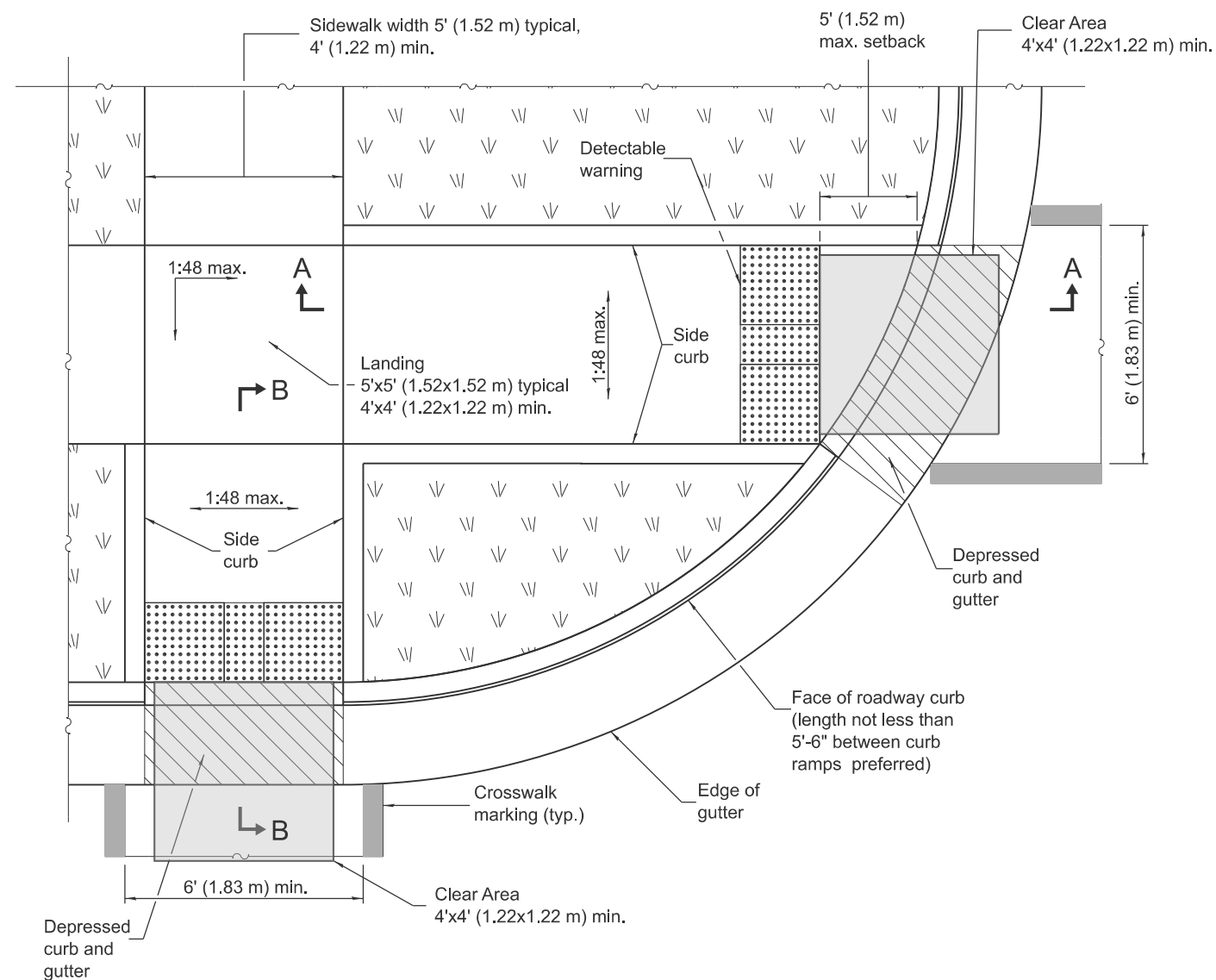
	RAMP COMPLIANCE		TYPE OF RAMP			
RAMP ID #	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
1196	X		X			
1197	X		X			
1198		X			X	
1199		X		X		
1200	X		X			
1201		X			X	
1202		X	X			
1203		X	X			
1204		X	X			
1205		X	X			
1206	X		X			
1207	X			X		
1208	X		X			
1209		X	X			
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			
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			

RAMP ID #	RAMP COMPLIANCE		TYPE OF RAMP			
	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
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			
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			

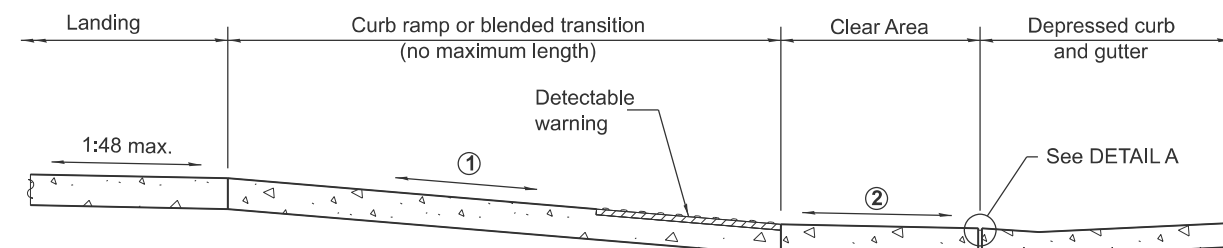
	RAMP COMPLIANCE		TYPE OF RAMP			
RAMP ID #	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere
1300	X		X			
1301	X		X			
1302	X		X			
1303	X		X			
1304	X		X			
1305	X		X			
1306	X		X			
1307	X		X			
1308	X		X			
1309	X		X			
1310	X		X			
1311	X		X			
1312	X		X			
1313	X		X			
1314	X		X			
1315	X		X			
1316	X		X			
1317	X		X			
1318	X		X			
1319	X		X			
1320	X		X			
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			
TOTAL	599	742	1051	79	107	104

EXHIBIT D

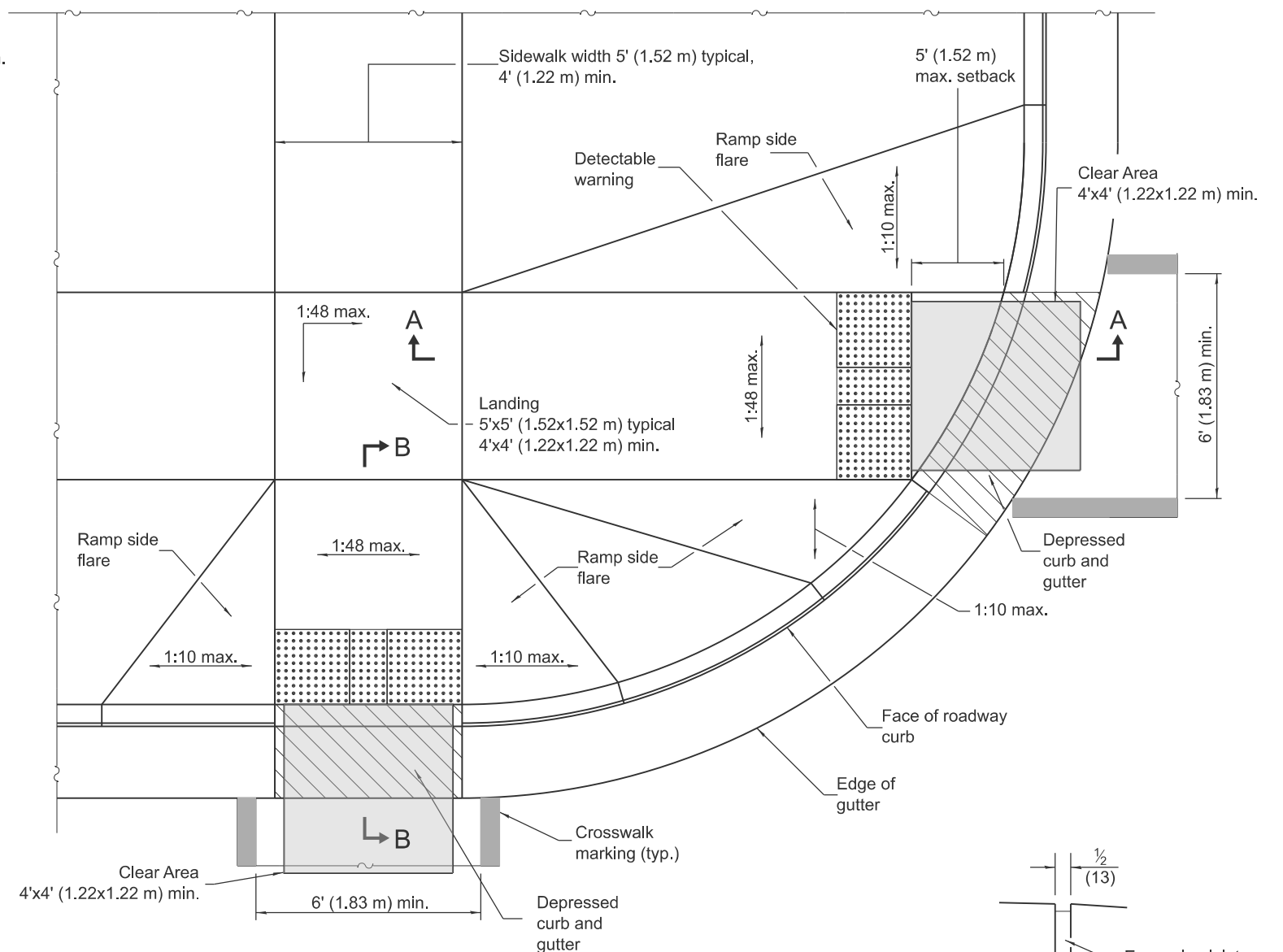
ILLINOIS DEPARTMENT OF TRANSPORTATION CURB RAMP STANDARD DETAILS



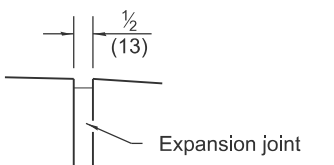
RAMPS IN LANDSCAPED AREA
SETBACK $\leq 5'$



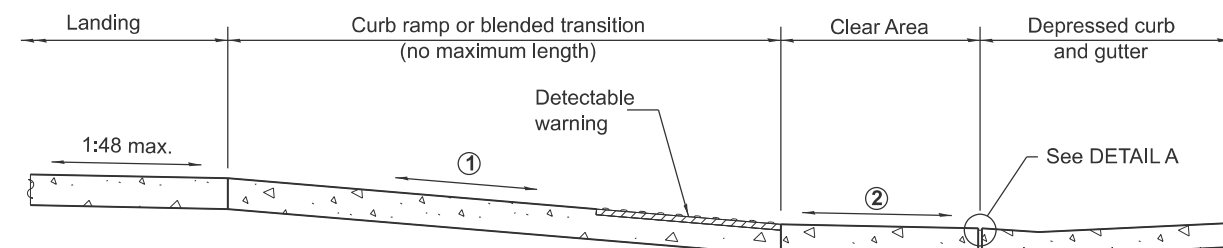
RAMPS IN PAVED AREA
SETBACK ≤ 5'



DETAIL A

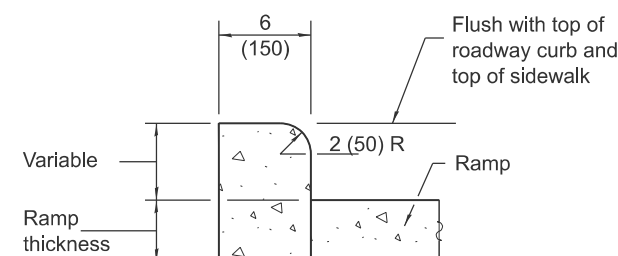


DETAIL A

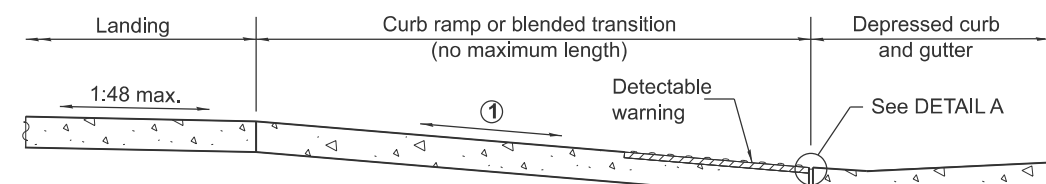


SECTION B-B

- ① The running slope of a curb ramp shall be 1:12 max.
The running slope of a blended transition shall be 1:20 max.
- ② Clear Area shall be located outside the travel lane inclusive of any bicycle lanes. The running slope shall be 1:20 max and the cross slope shall be:
 - Signalized/Uncontrolled Intersection - 1:20
 - Yield/Stop Controlled Intersection - 1:48
 - Midblock - grade of the road



SIDE CURB DETAIL



SECTION B-B

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

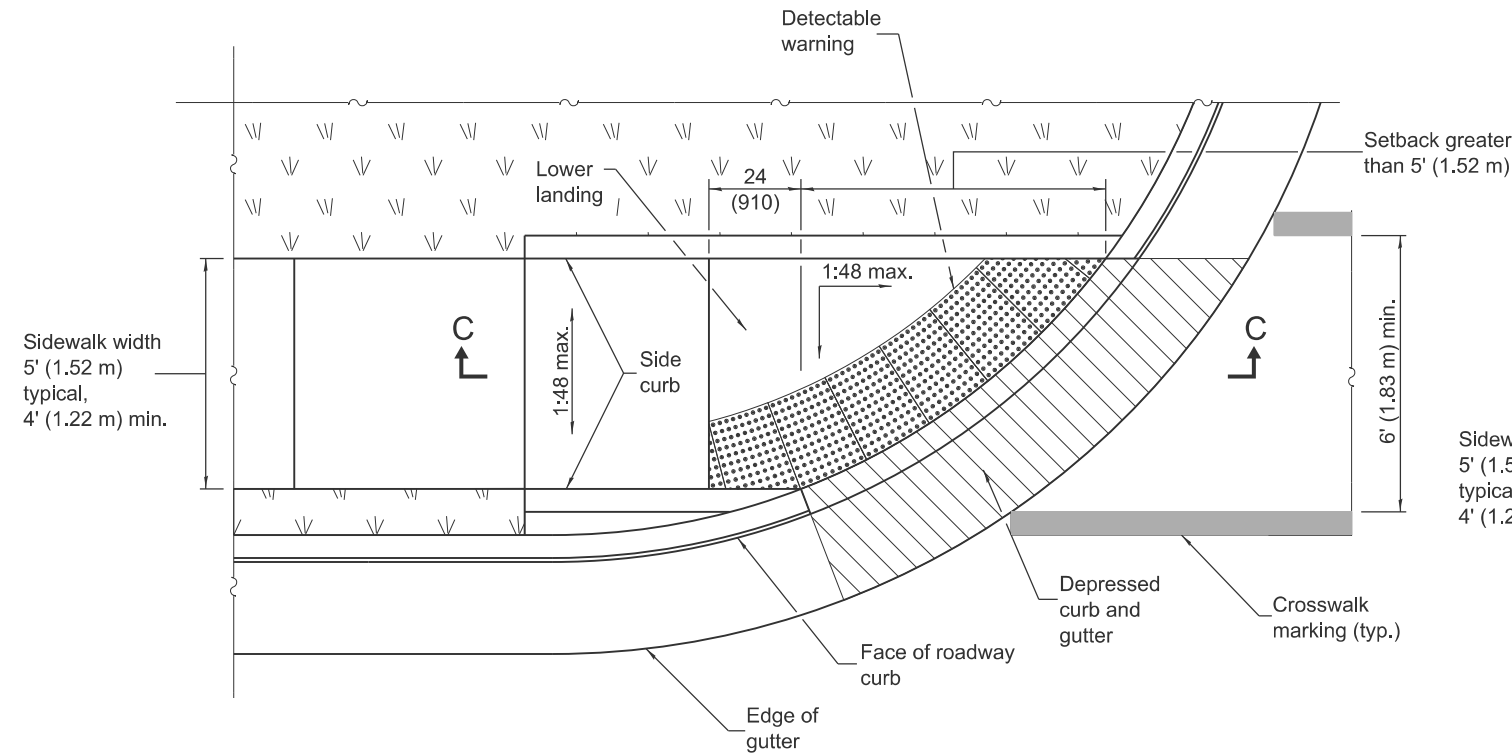
See Sheet 2 for GENERAL NOTES.

DATE	REVISIONS
1-1-25	Indicated "Clear Area" Location and
	updated cross-slopes.
1-1-19	Removed "15-foot rule", added
	"Blended transitions" and placement
	tolerances for detectable warnings.

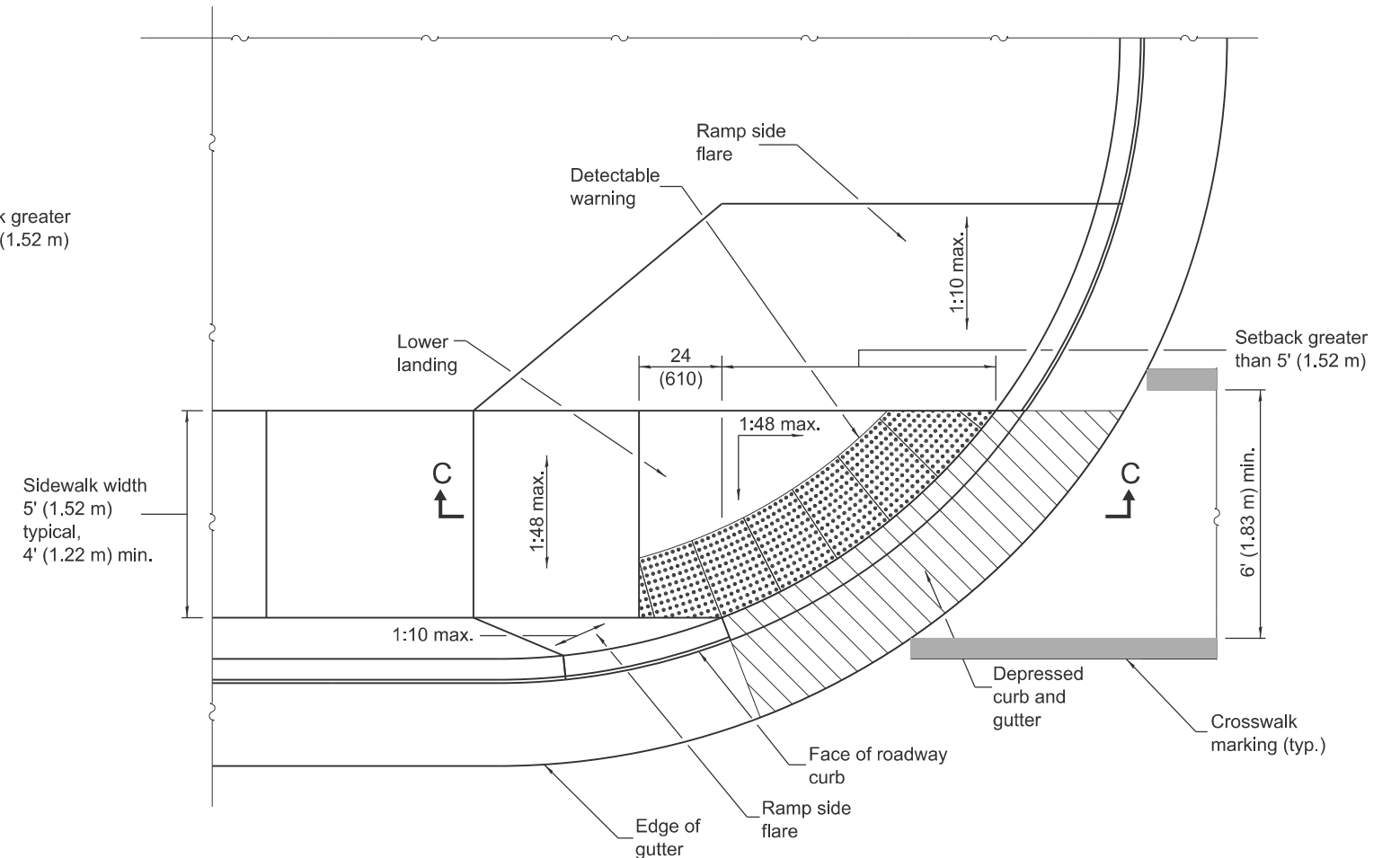
PERPENDICULAR CURB RAMPS FOR SIDEWALKS

Sheet 1 of 2)

STANDARD 424001-12



**RAMP IN LANDSCAPED AREA
SETBACK > 5'**



**RAMP IN PAVED AREA
SETBACK > 5'**

GENERAL NOTES

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

Where 1:48 maximum slope is shown, 1:64 is preferred.

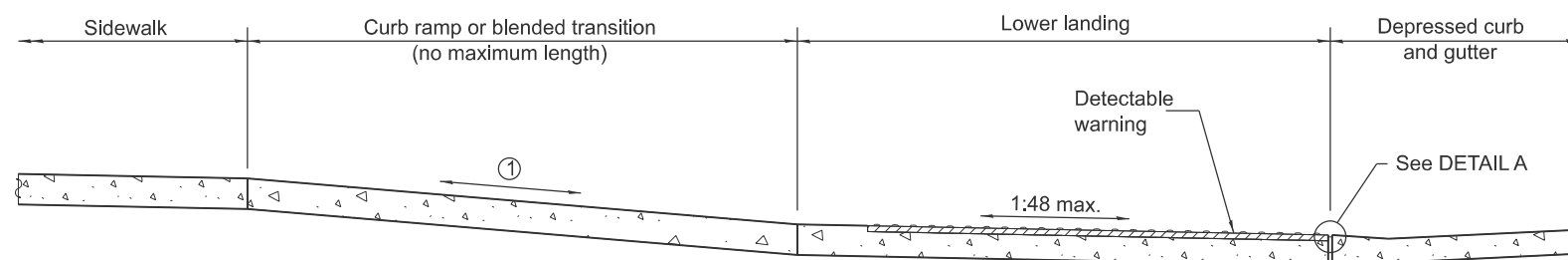
Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

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.

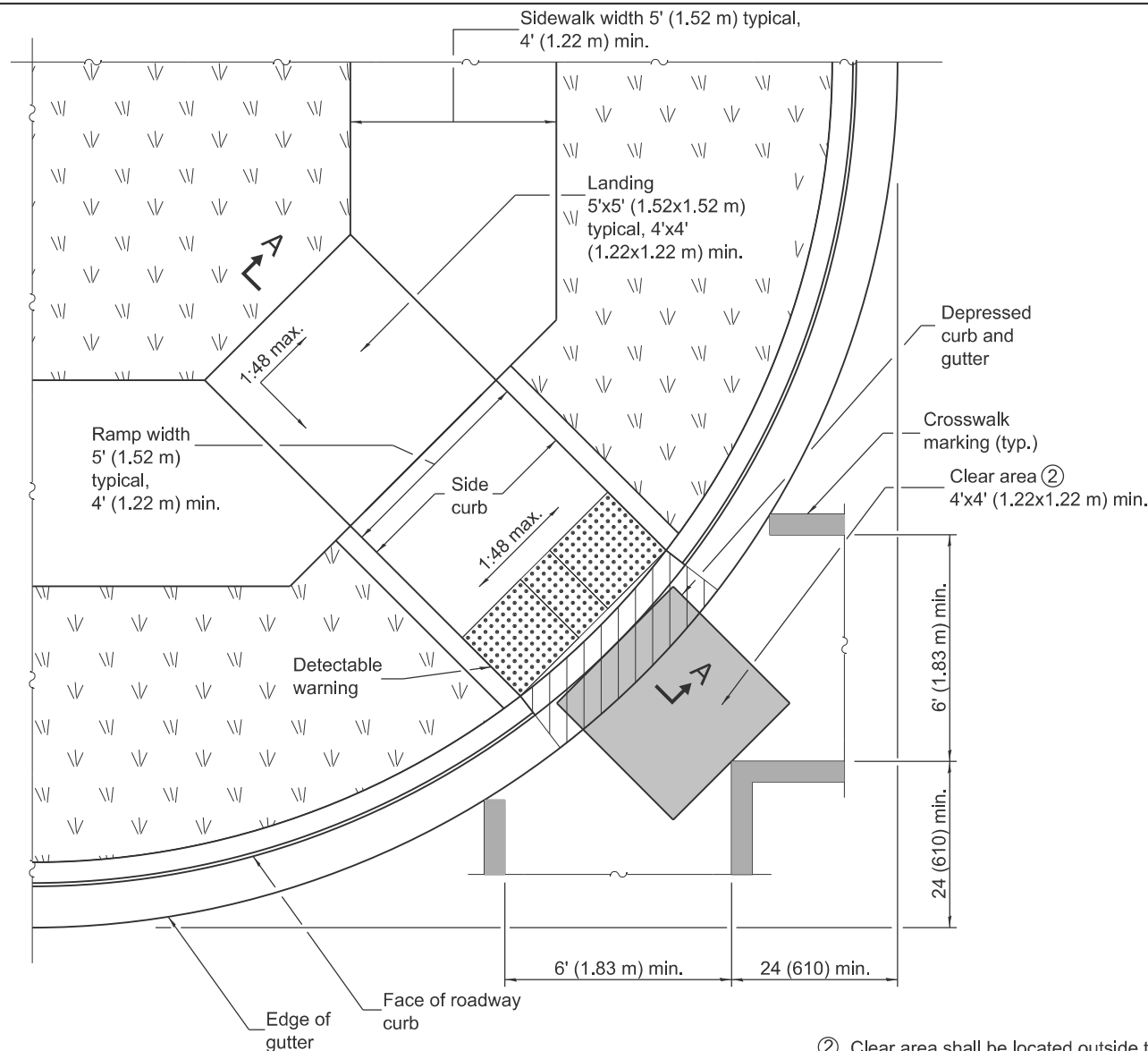
See Standard 606001 for details of depressed curb adjacent to curb ramp.

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



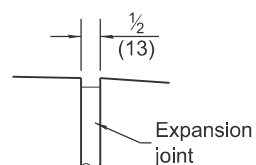
SECTION C-C

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

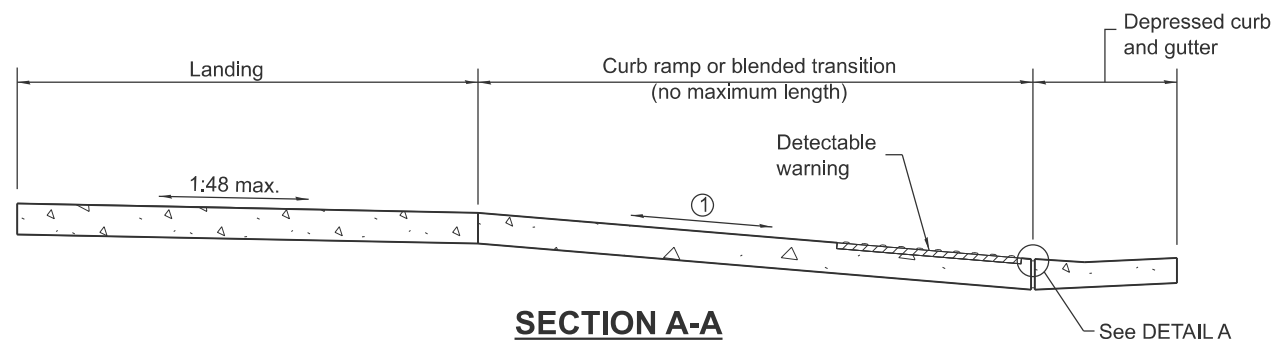


RAMP IN LANDSCAPED AREA

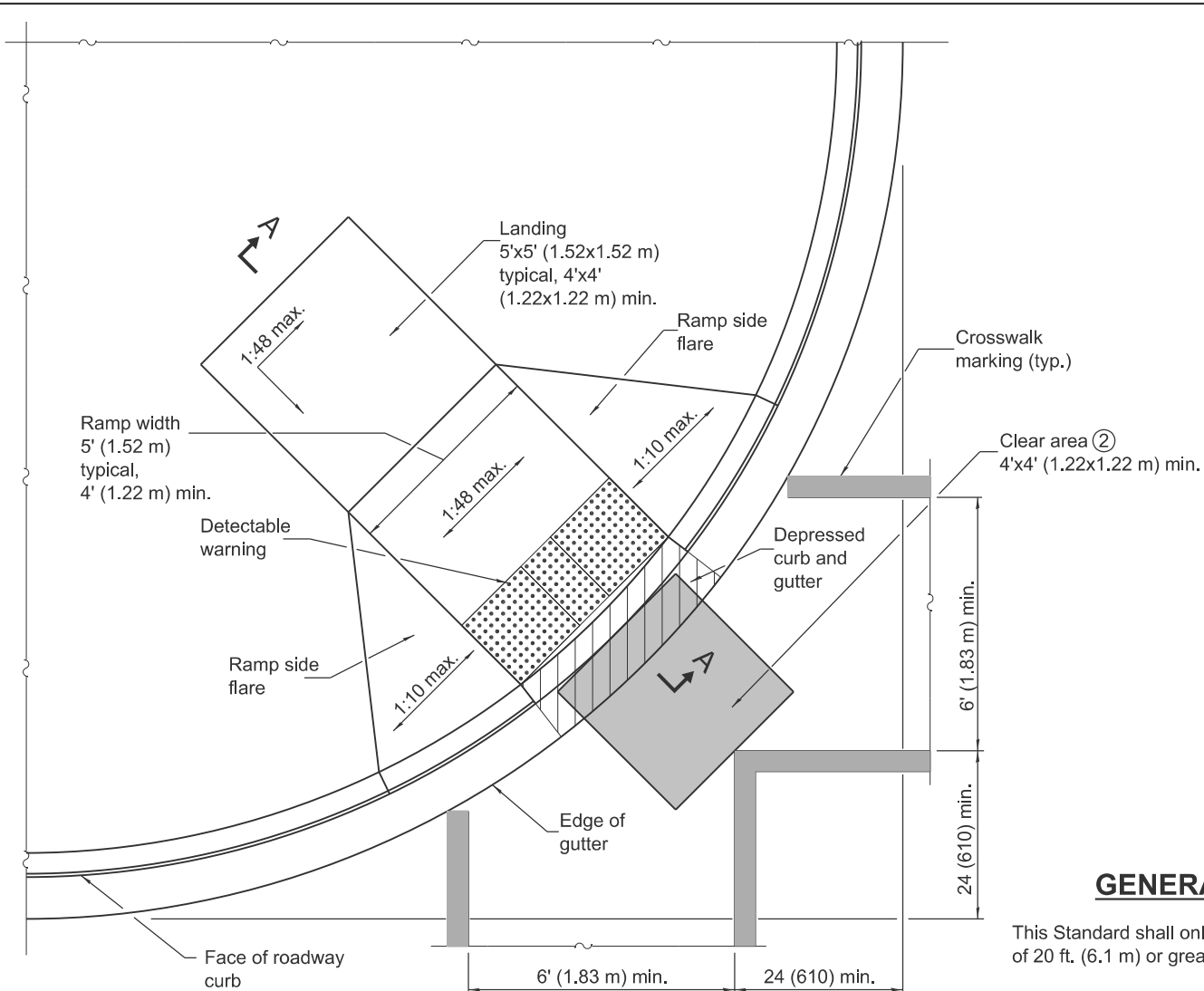
- ② Clear area shall be located outside the travel lane inclusive of any bicycle lanes. The running slope shall be 1:20 max and the cross slope shall be:
- Signalized/Uncontrolled Intersection - 1:20
 - Yield/Stop Controlled Intersection - 1:48
 - Midblock - grade of road



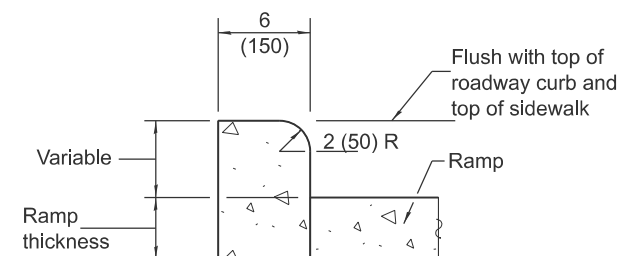
DETAIL A



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



RAMP IN PAVED AREA



SIDE CURB DETAIL

GENERAL NOTES

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

Where 1:48 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).

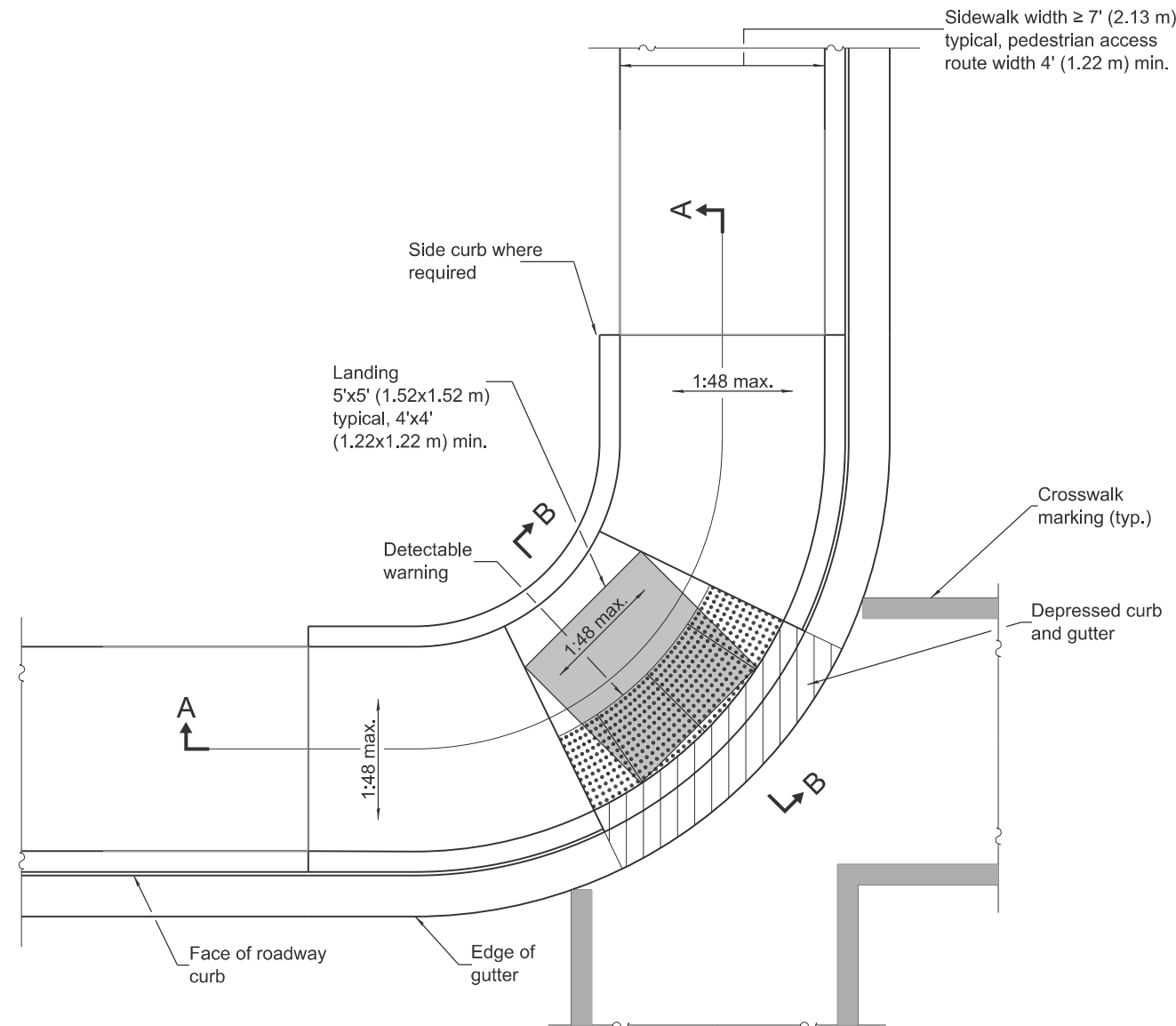
See Standard 606001 for details of depressed curb adjacent to curb ramp.

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

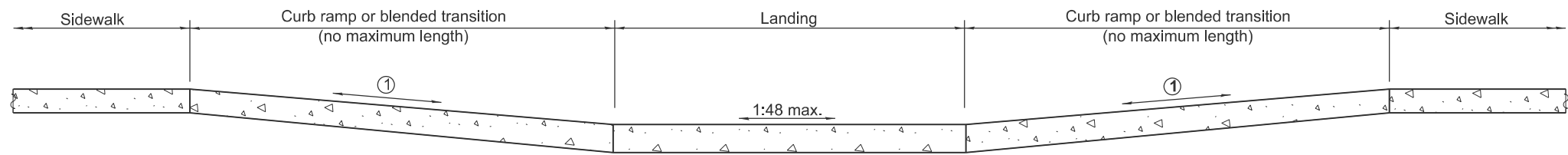
DATE	REVISIONS
1-1-25	Indicated "Clear Area" location and updated cross-slopes.
1-1-21	Clarified minimum crosswalk width and locations.

DIAGONAL CURB RAMPS FOR SIDEWALKS

STANDARD 424006-06

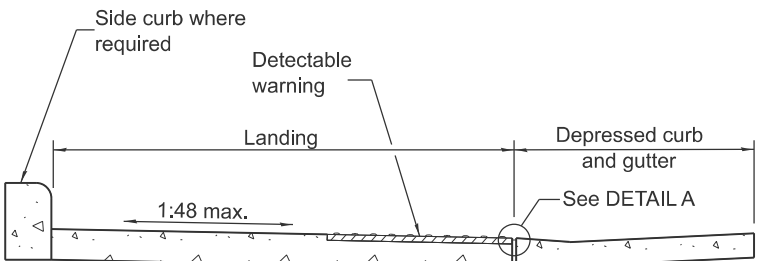


CORNER PARALLEL CURB RAMP

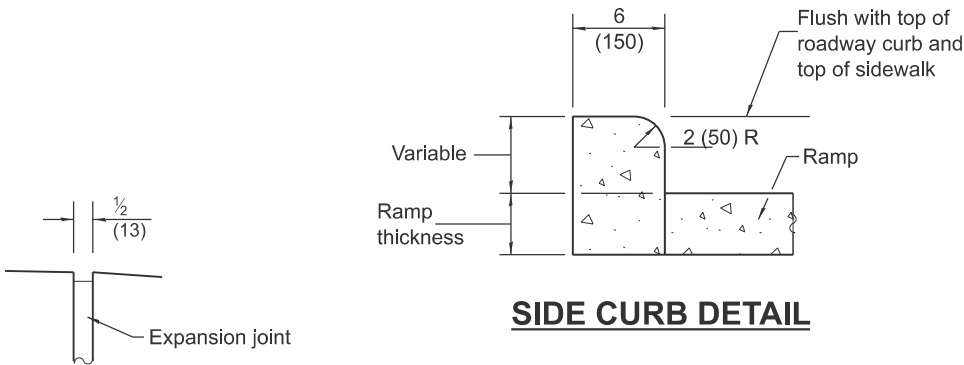


SECTION A-A

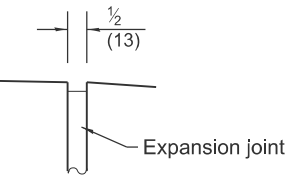
① The running slope of a curb ramp shall be 1:12 max. The running slope of a blended transition shall be 1:20 max.



SECTION B-B



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 1:48 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.

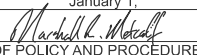
See Standard 606001 for details of depressed curb adjacent to curb ramp.

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

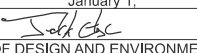


Illinois Department of Transportation

APPROVED January 1, 2025


ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2025

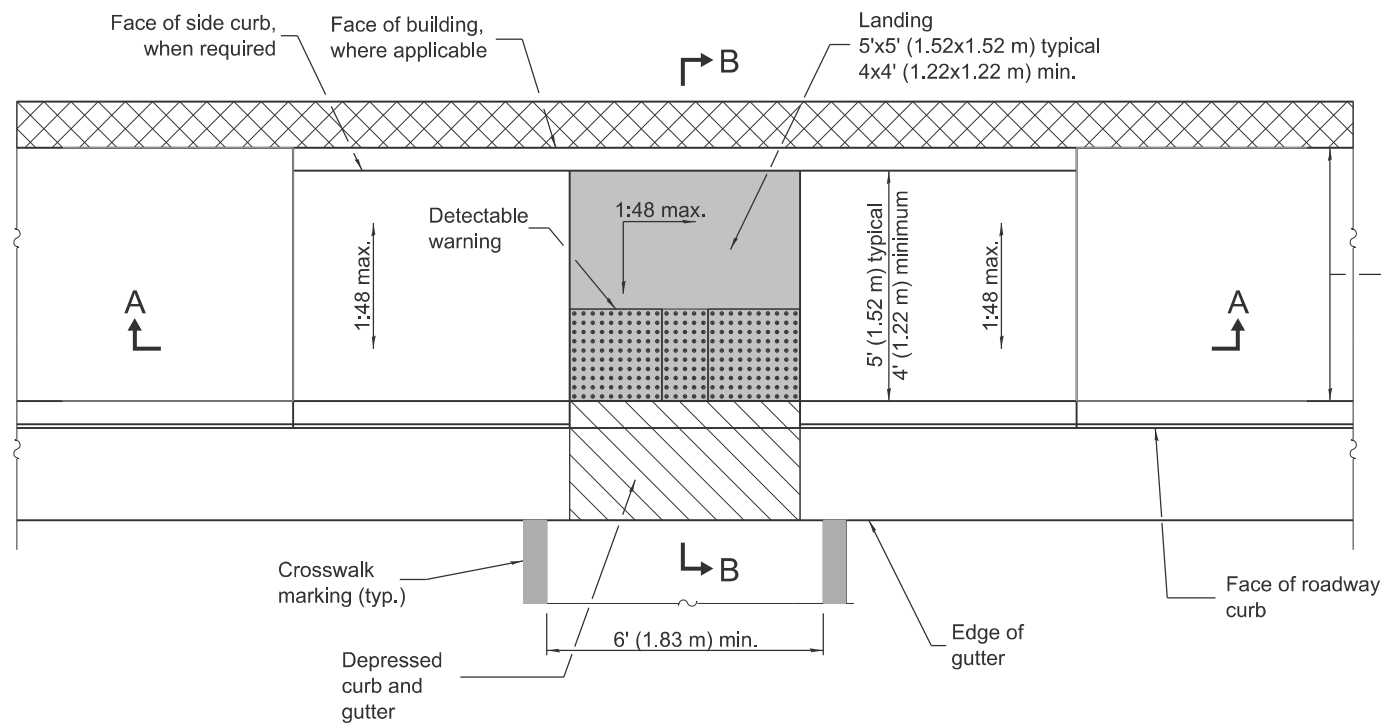

ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-12

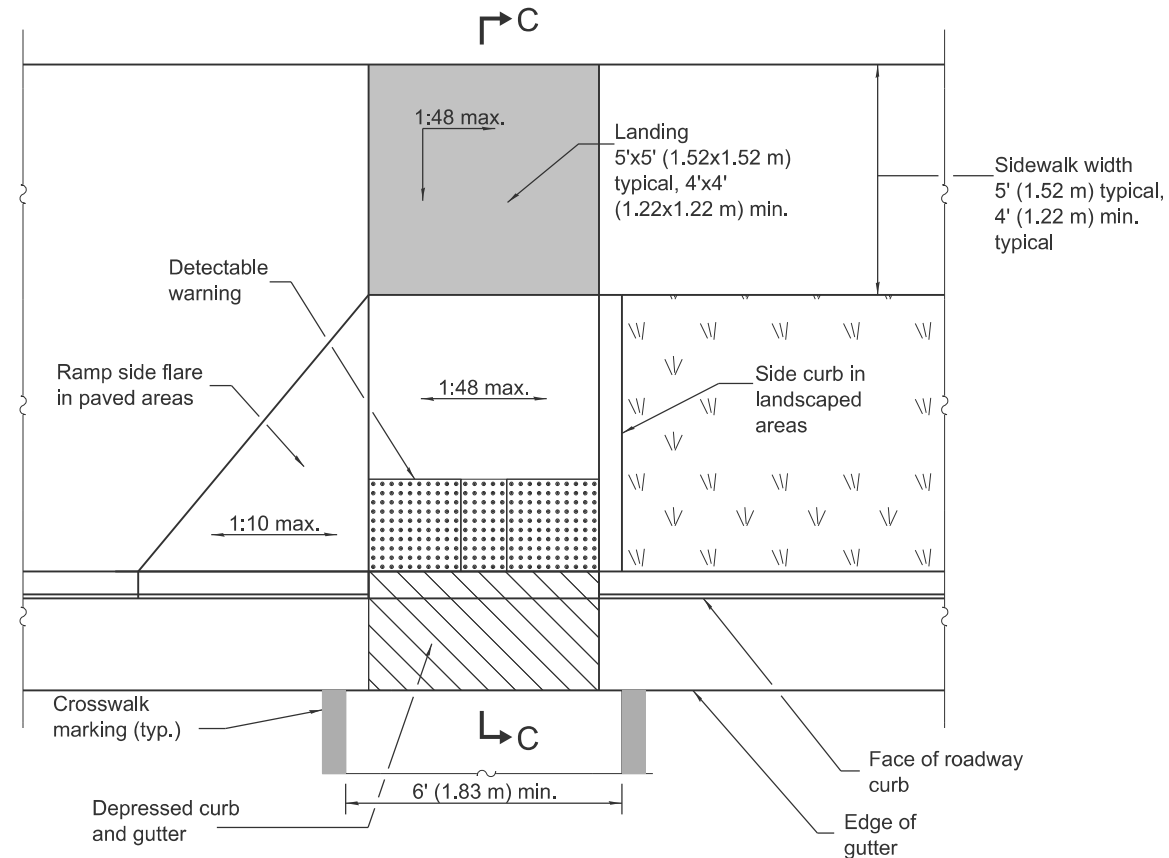
DATE	REVISIONS
1-1-25	Revised turning space with landing and updated cross-slope.
1-1-19	Removed upper landing, added blended transition and detectable warning tolerances.

CORNER PARALLEL CURB RAMPS FOR SIDEWALKS

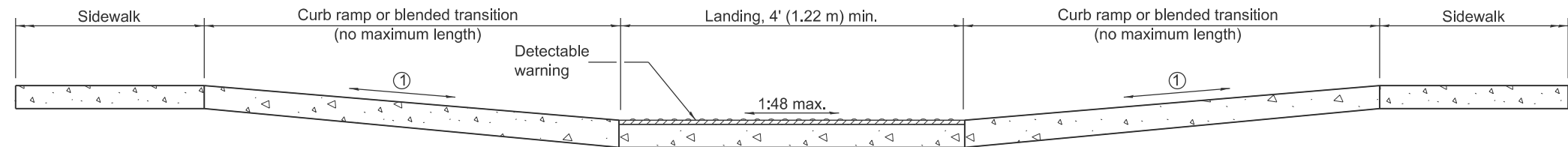
STANDARD 424011-05



PARALLEL MID-BLOCK CURB RAMP

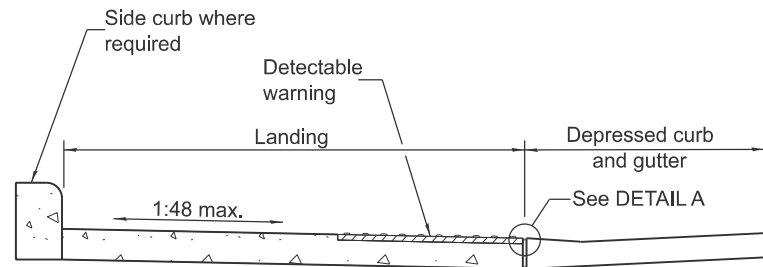


PERPENDICULAR MID-BLOCK CURB RAMP

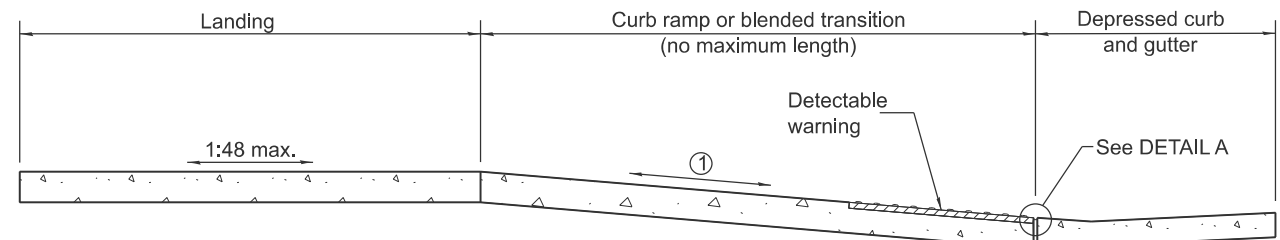


SECTION A-A

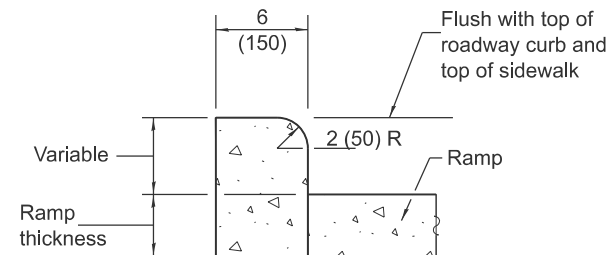
- ① The running slope of a curb ramp shall be 1:12 max. The running slope of a blended transition shall be 1:20 max.



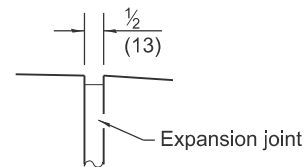
SECTION B-B



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 1:48 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.

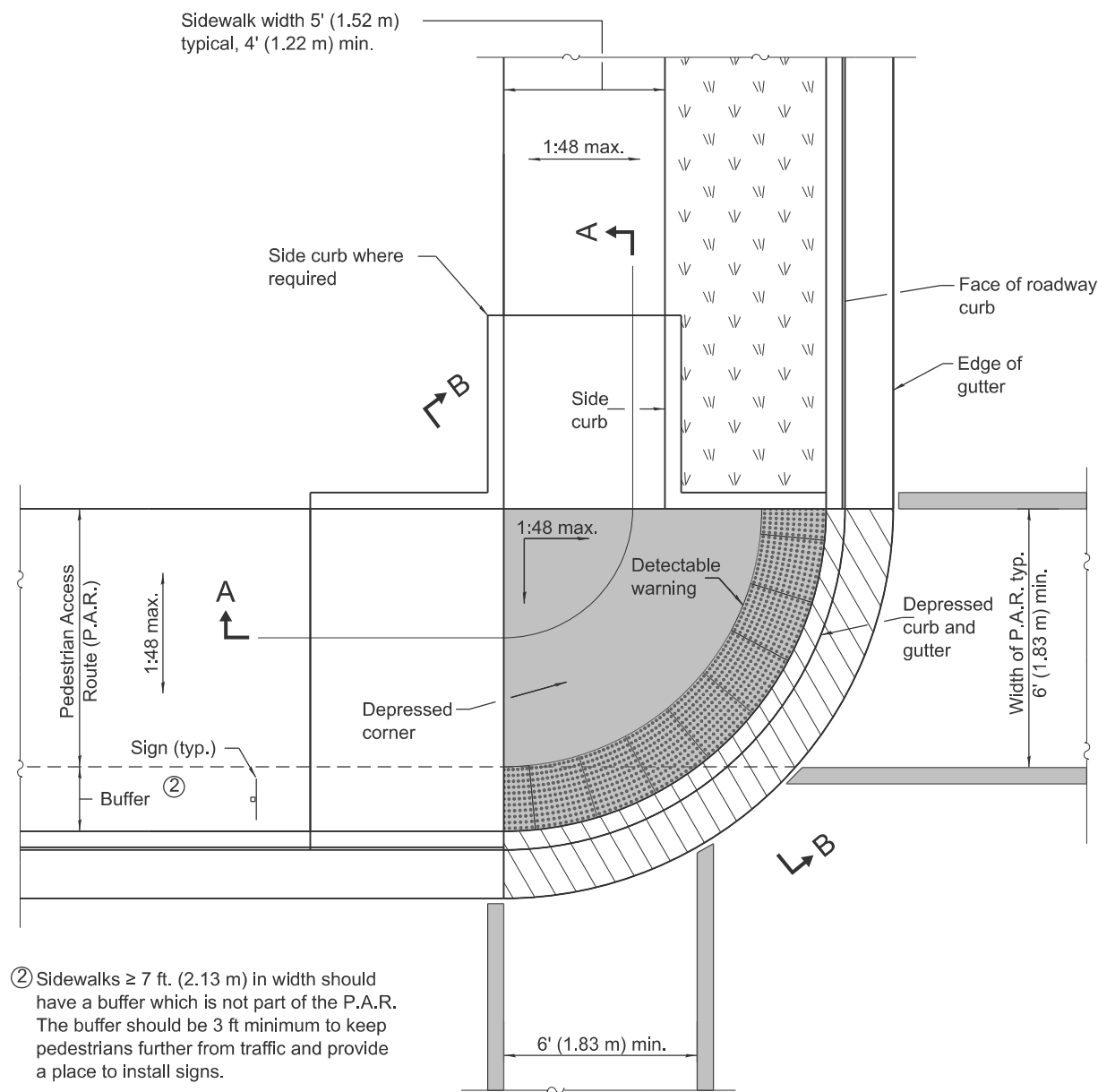
See Standard 606001 for details of depressed curb adjacent to curb ramp.

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

DATE	REVISIONS
1-1-25	Revised turning space with landing and updated cross-slope.
1-1-19	Removed upper landing, added blended transitions and detectable warning tolerances.

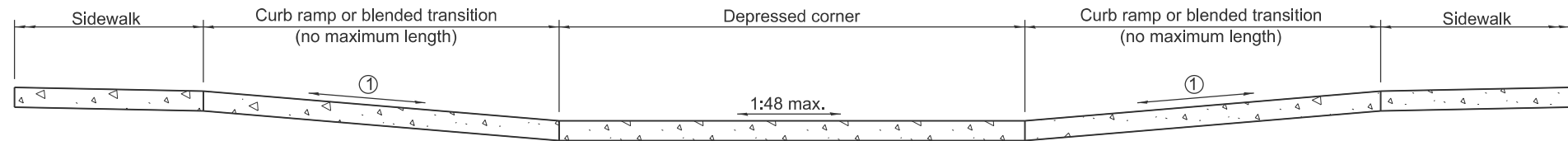
MID-BLOCK CURB RAMPS FOR SIDEWALKS

STANDARD 424016-06



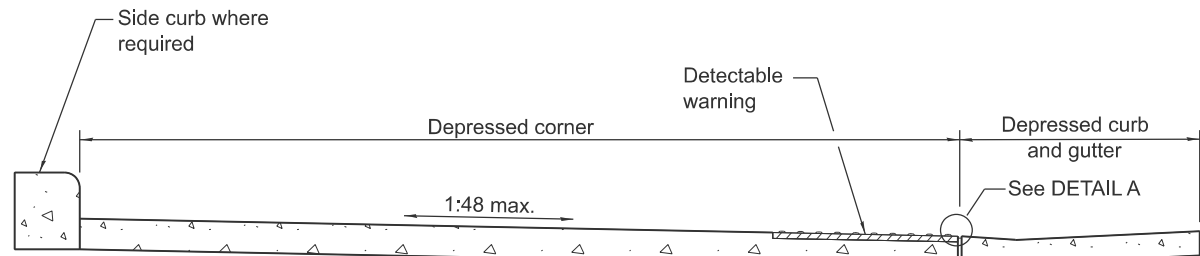
② Sidewalks ≥ 7 ft. (2.13 m) in width should have a buffer which is not part of the P.A.R. The buffer should be 3 ft minimum to keep pedestrians further from traffic and provide a place to install signs.

DEPRESSED CORNER

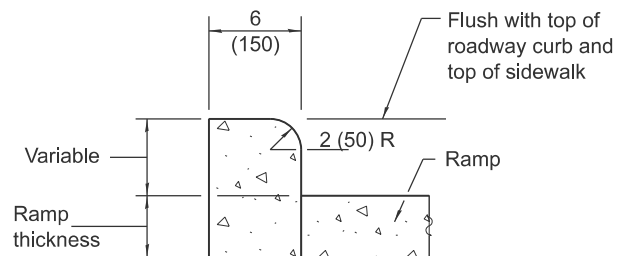


SECTION A-A

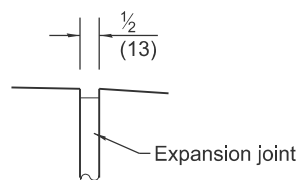
- ① The running slope of a curb ramp shall be 1:12 max. The running slope of a blended transition shall be 1:20 max.



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 1:48 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.

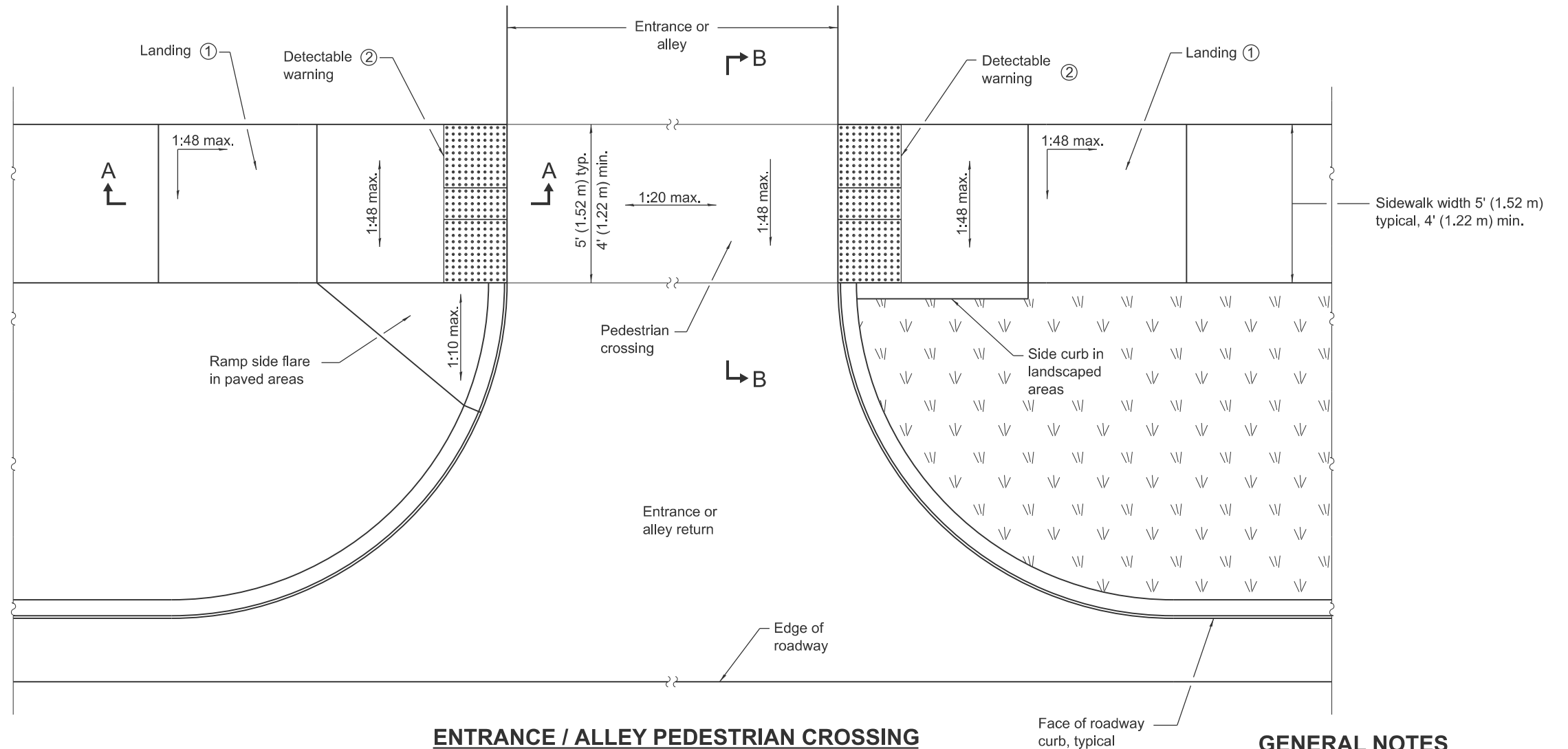
All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-25	Remove min running slope from note 1 and updated cross-slope.
1-1-21	Added crosswalk striping and a "buffer" for wide sidewalks.

DEPRESSED CORNER FOR SIDEWALKS

STANDARD 424021-07

- ① Landing not required for blended transitions, or where there is no change in direction.
- 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/ally to avoid the need for ramps and turning spaces.
- ④ The running slope of a curb ramp shall be 1:12 max. The running slope of a blended transition shall be 1:20 max.



ENTRANCE / ALLEY PEDESTRIAN CROSSING

GENERAL NOTES

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

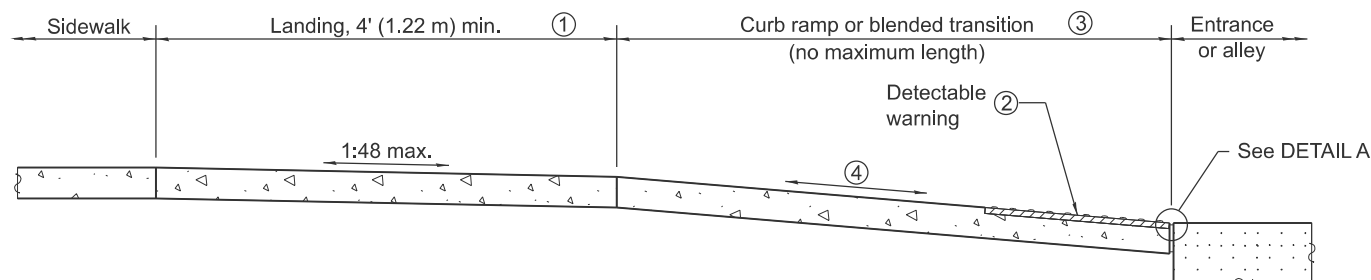
Where 1:48 maximum slope is shown, 1:64 is preferred.

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

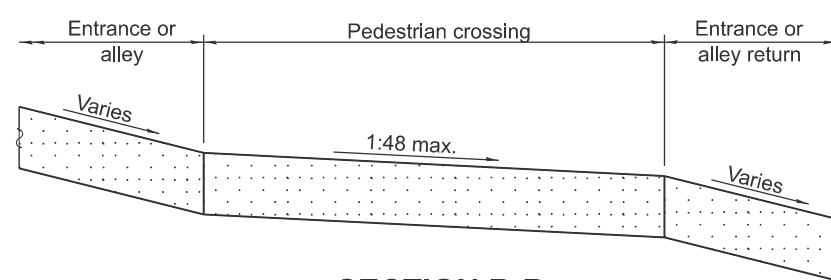
Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in width is allowed.

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.

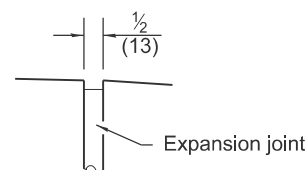
All dimensions are in inches (millimeters) unless otherwise shown.



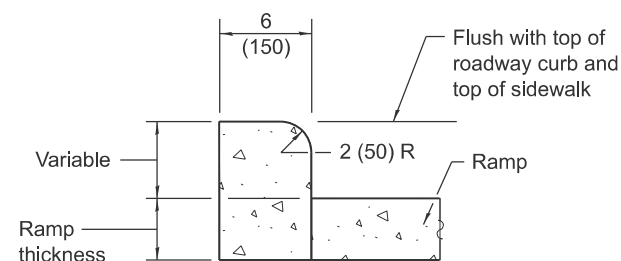
SECTION A-A



SECTION B-B



DETAIL A

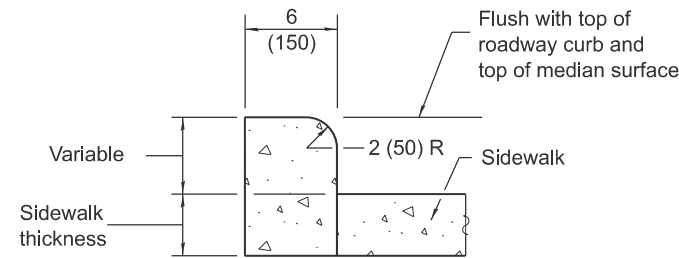


SIDE CURB DETAIL

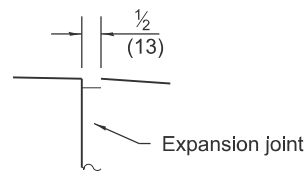
DATE	REVISIONS
1-1-25	Modified Section A-A notes and updated cross slopes.
1-1-19	Added blended transitions and placement tolerances for detectable warnings.

ENTRANCE / ALLEY PEDESTRIAN CROSSINGS

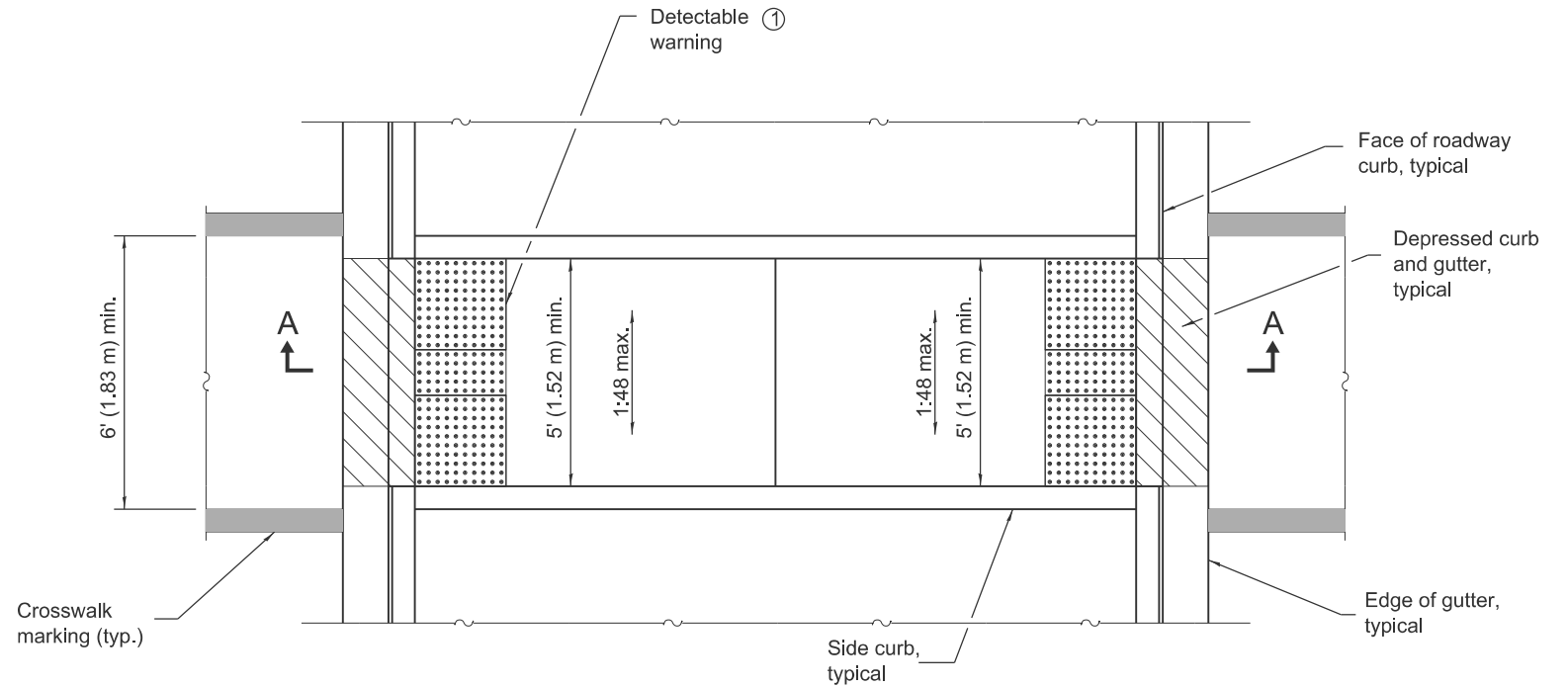
STANDARD 424026-04



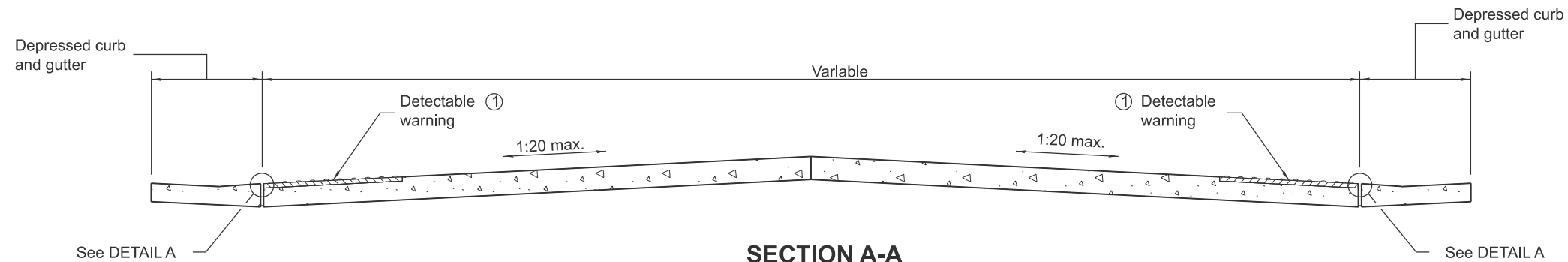
SIDE CURB DETAIL



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 1:48 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.

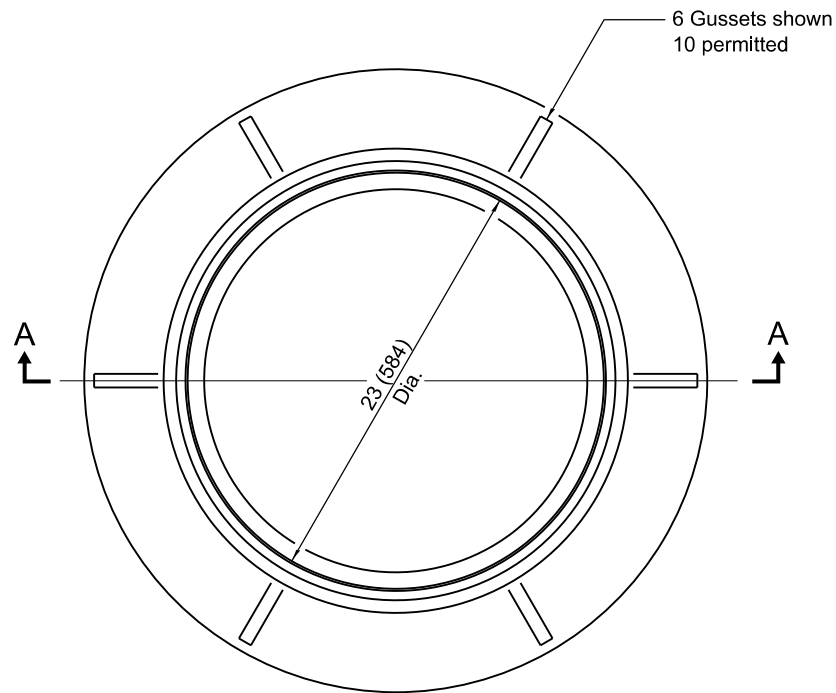
See Standard 606001 for details of depressed curb adjacent to curb ramp.

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

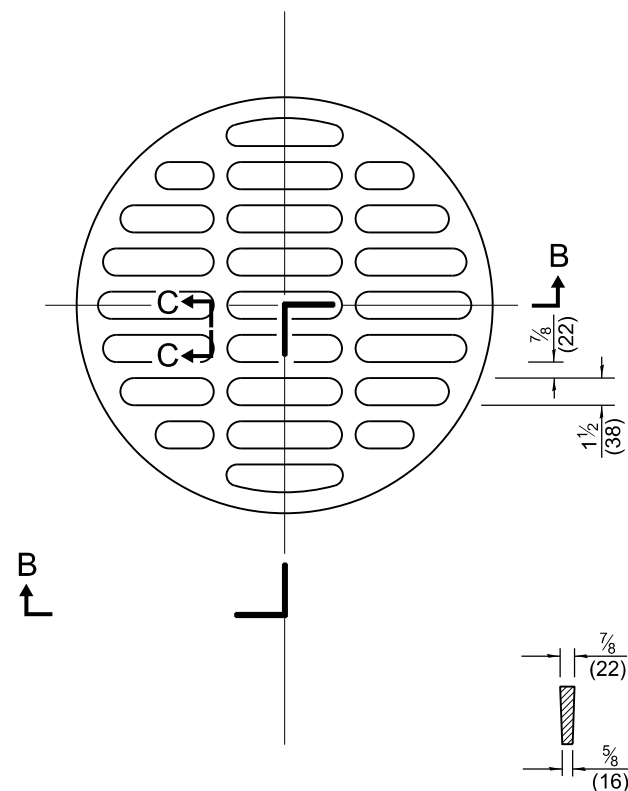
DATE	REVISIONS
1-1-25	Updated cross-slope.
1-1-19	Added placement tolerances for detectable warnings.

MEDIAN PEDESTRIAN CROSSINGS

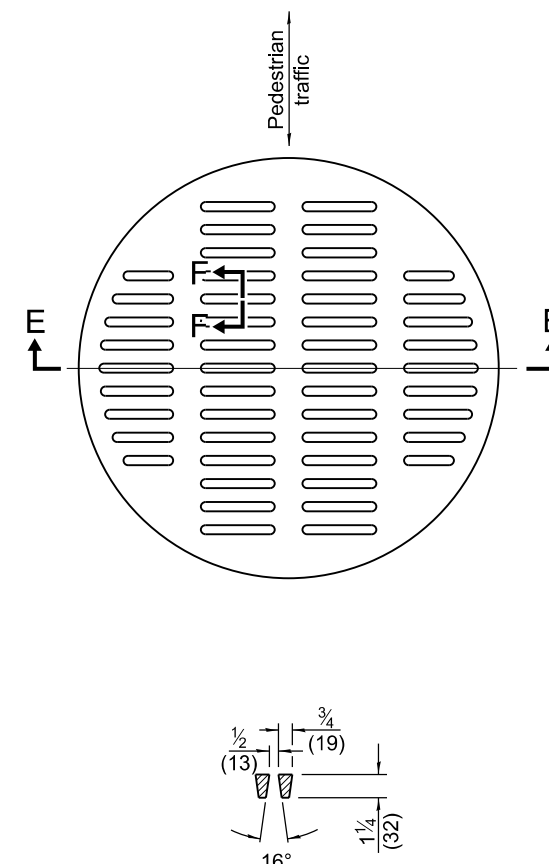
STANDARD 424031-03



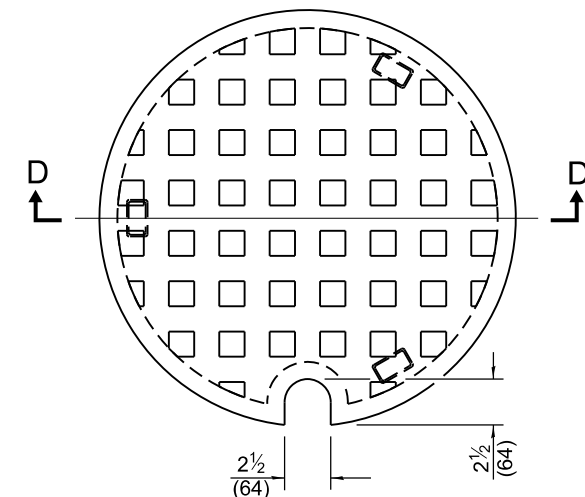
CAST FRAME



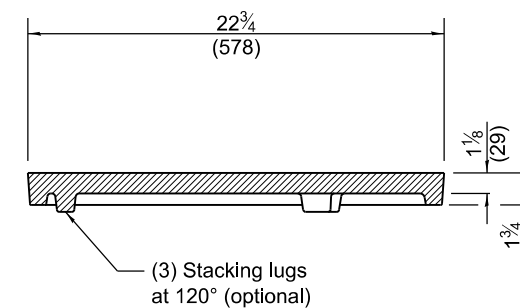
SECTION C-C



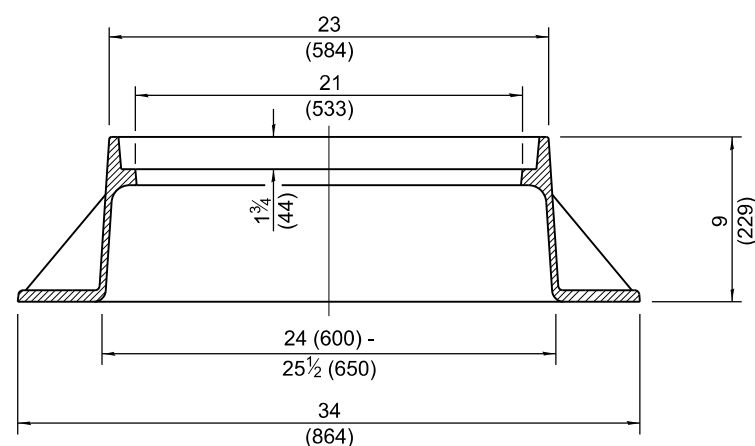
SECTION F-F



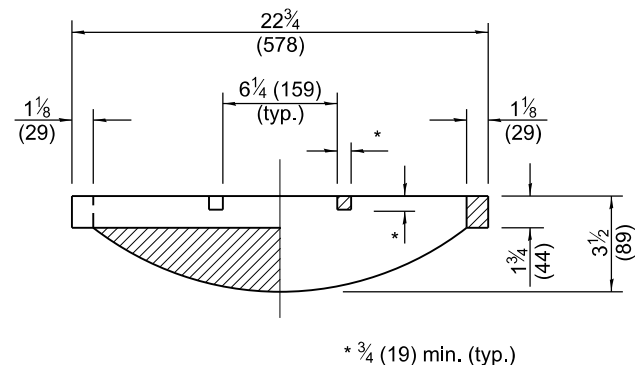
SECTION D-D



CAST CLOSED LID
Gray Iron Lid

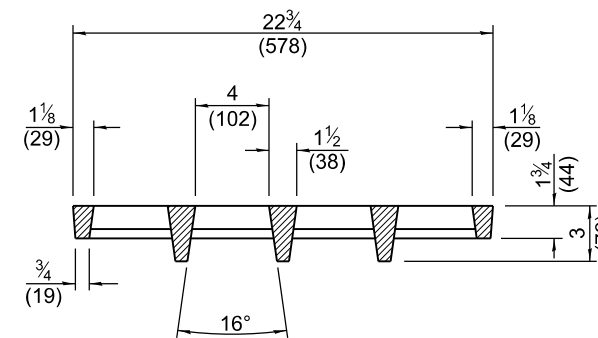


SECTION A-A
Gray Iron



SECTION B-B

CAST OPEN LID



SECTION E-E

**ADA COMPLIANT
CAST OPEN LID**

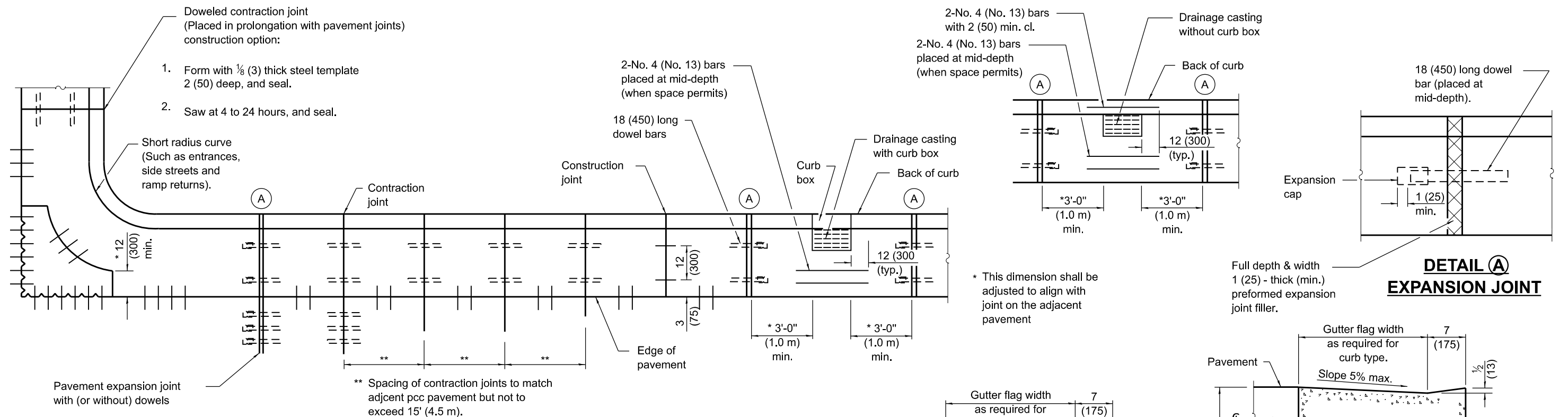
All dimensions are in inches (millimeters)
unless otherwise shown.

Illinois Department of Transportation	
APPROVED <u>January 1, 2020</u> ENGINEER OF POLICY AND PROCEDURES	ISSUED 1-1-97
APPROVED <u>January 1, 2020</u> ENGINEER OF DESIGN AND ENVIRONMENT	

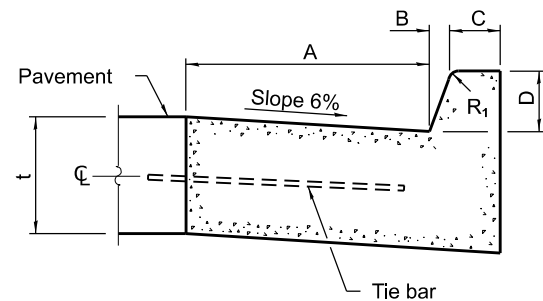
DATE	REVISIONS
1-1-20	Revised dimension in Section B-B of cast open lid.
1-1-15	Revised dimensioning of frame.
	Added ADA compliant open lid.

FRAME AND LIDS TYPE 1

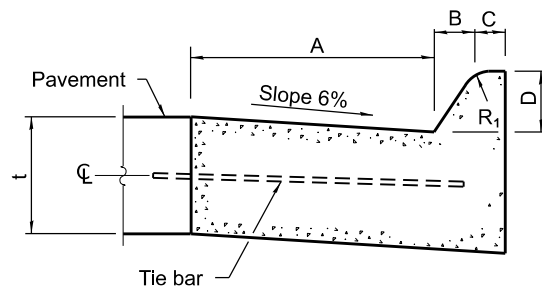
STANDARD 604001-05



PLAN
ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE



BARRIER CURB

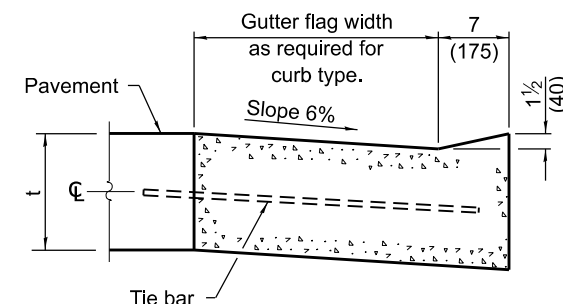


MOUNTABLE CURB

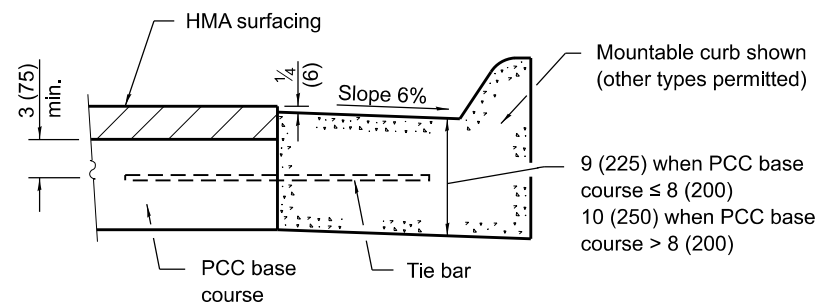
TABLE OF DIMENSIONS BARRIER CURB					
TYPE	A	B	C	D	R ₁
B-6.06 *	6	1	6	6	1
(B-15.15)	(150)	(25)	(150)	(150)	(25)
B-6.12	12	1	6	6	1
(B-15.3)	(300)	(25)	(150)	(150)	(25)
B-6.18	18	1	6	6	1
(B-15.45)	(450)	(25)	(150)	(150)	(25)
B-6.24	24	1	6	6	1
(B-15.60)	(600)	(25)	(150)	(150)	(25)
B-9.12	12	2	5	9	1
(B-22.30)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

* For corner islands only.

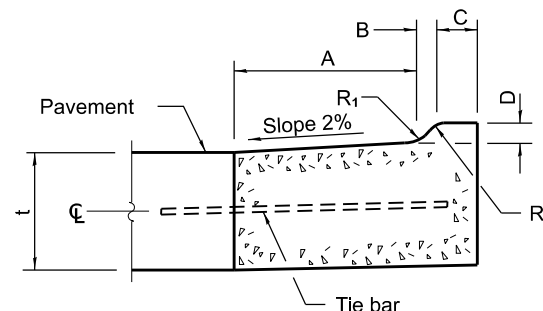
TABLE OF DIMENSIONS MOUNTABLE CURB						
TYPE	A	B	C	D	R ₁	R ₂
M-2.06	6	2	4	2	3	2
(M-5.15)	(150)	(50)	(100)	(50)	(75)	(50)
M-2.12	12	2	4	2	3	2
(M-5.30)	(300)	(50)	(100)	(50)	(75)	(50)
M-4.06	6	4	3	4	3	NA
(M-10.15)	(150)	(100)	(75)	(100)	(75)	NA
M-4.12	12	4	3	4	3	NA
(M-10.30)	(300)	(100)	(75)	(100)	(75)	NA
M-4.18	18	4	3	4	3	NA
(M-10.45)	(450)	(100)	(75)	(100)	(75)	NA
M-4.24	24	4	3	4	3	NA
(M-10.60)	(600)	(100)	(75)	(100)	(75)	NA
M-6.06	6	6	2	6	2	NA
(M-15.15)	(150)	(150)	(50)	(150)	(50)	NA
M-6.12	12	6	2	6	2	NA
(M-15.30)	(300)	(150)	(50)	(150)	(50)	NA
M-6.18	18	6	2	6	2	NA
(M-15.45)	(450)	(150)	(50)	(150)	(50)	NA
M-6.24	24	6	2	6	2	NA
(M-15.60)	(600)	(150)	(50)	(150)	(50)	NA



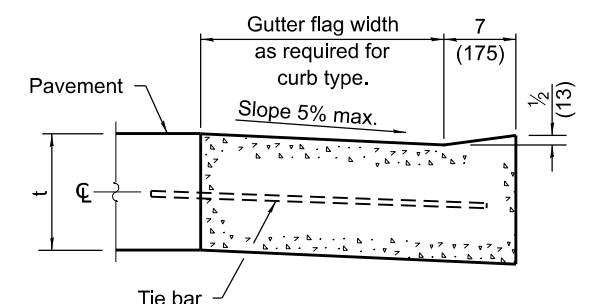
DEPRESSED CURB (TYPICAL)



**ADJACENT TO PCC BASE COURSE
WITH HMA SURFACING**



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



**DEPRESSED CURB ADJACENT
TO CURB RAMP ACCESSIBLE
TO THE DISABLED**

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.

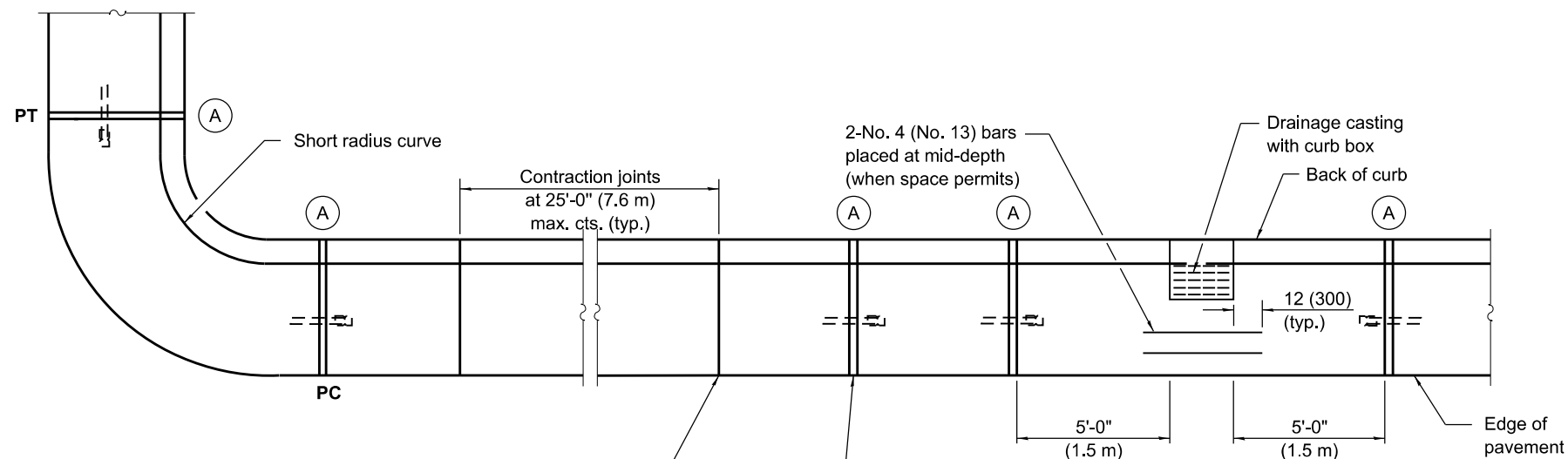
The dowel bars shown in contraction joints will only be required for monolithic construction.

See Standard 606301 for details of corner islands.

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

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

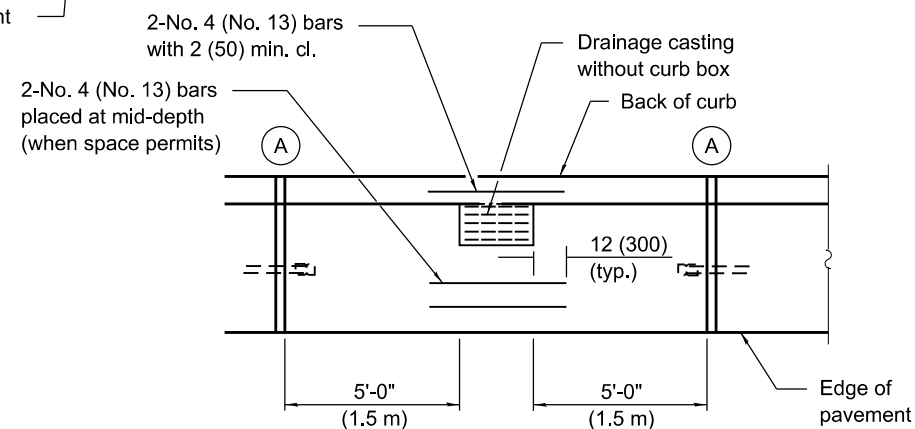
CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER	
(Sheet 1 of 2)	
STANDARD 606001-08	



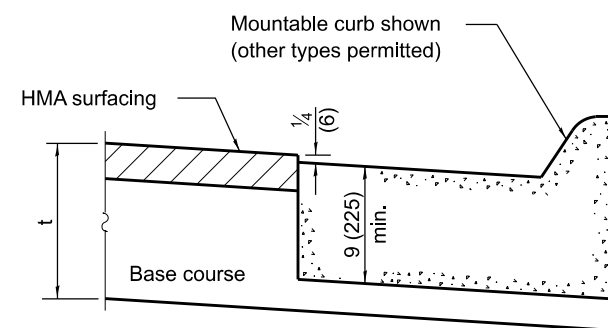
Undoweled contraction joint (typ.) construction options:

1. Form with $\frac{1}{8}$ (3) thick steel template 2 (50) deep, and seal.
2. Saw 2 (50) deep at 4 to 24 hours, and seal.
3. Insert $\frac{3}{4}$ (20) thick preformed joint filler full depth and width.

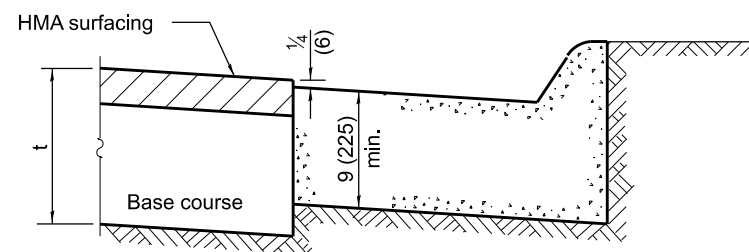
Construction joint



PLAN

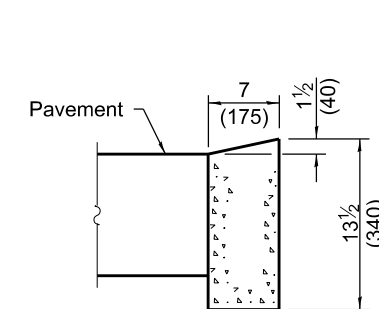


ON DISTURBED SUBGRADE

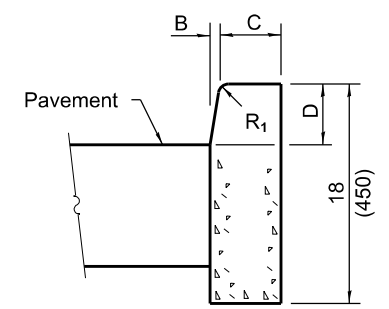


ON UNDISTURBED SUBGRADE

ADJACENT TO FLEXIBLE PAVEMENT

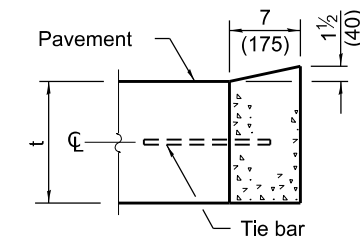


DEPRESSED CURB

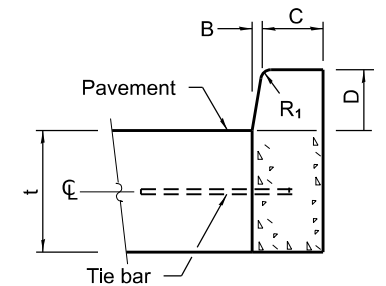


BARRIER CURB

ADJACENT TO FLEXIBLE PAVEMENT



DEPRESSED CURB



BARRIER CURB

ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE

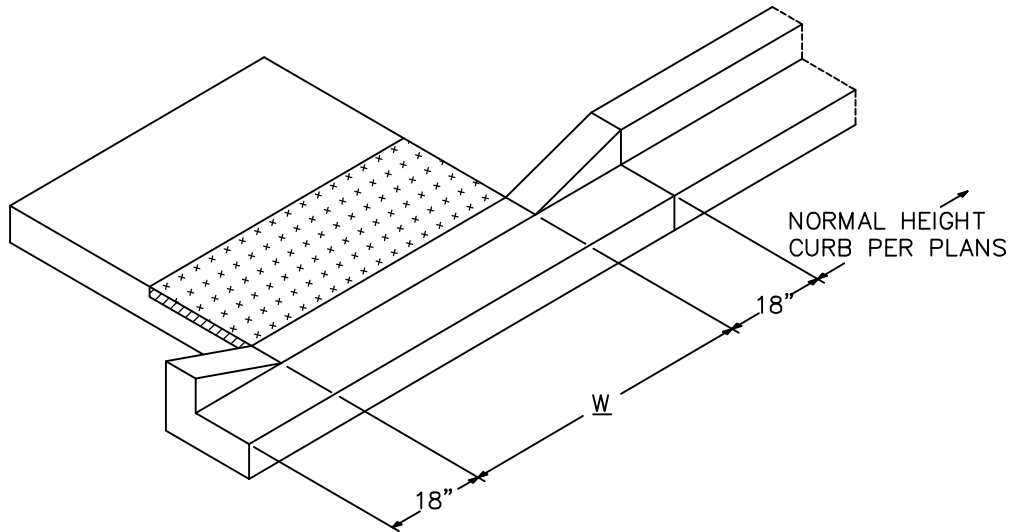
CONCRETE CURB TYPE B

**CONCRETE CURB TYPE B
AND COMBINATION
CONCRETE CURB AND GUTTER**
(Sheet 2 of 2)

STANDARD 606001-08

EXHIBIT E

VILLAGE OF SUGAR GROVE CURB RAMP DETAILS



NOTES:

1. PLACEMENT OF DETECTABLE WARNING TILES SHALL ADHERE TO LOCATIONS AND SETBACKS AS SHOWN IN IDOT HIGHWAY STANDARDS. SIDEWALK RAMP WIDTH (W) AND LAYOUT SHALL BE ACCORDING TO THE MOST CURRENT IDOT HIGHWAY STANDARDS, EXCEPT A SIDE CURB SHALL NOT BE CONSTRUCTED IN LANDSCAPED AREAS. THE ENGINEER SHALL INCLUDE THE MOST CURRENT IDOT STANDARDS IN THE FINAL ENGINEERING PLANS.
2. A PREFABRICATED, BRICK RED (FEDERAL STANDARD COLOR 30166) DETECTABLE WARNING PANEL WITH SQUARE PATTERNED TRUNCATED DOMES, SHALL BE UTILIZED. THE PANEL SHALL BE AN ADA SOLUTIONS CAST IN PLACE DETECTABLE WARNING PANEL OR APPROVED EQUAL BY VILLAGE ENGINEER.
3. TILES SHALL BE INSTALLED PER MANUFACTURER INSTRUCTIONS.
4. THE COLORING AND STAMPING OF CONCRETE WILL NOT BE ALLOWED.
5. ALL CONCRETE SHALL BE POURED IN PLACE.
6. THE PANEL SHALL LIE PERPENDICULAR TO THE STREET AND SHALL BE ALIGNED WITH RAMPS ACROSS THE STREET.
7. A FIELD MEETING SHALL BE SET UP WITH THE VILLAGE ENGINEER OR THEIR REPRESENTATIVE PRIOR TO BEGINNING WORK ON ANY RAMP. THE CONTRACTOR'S FIELD SUPERINTENDENT RESPONSIBLE FOR RAMP CONSTRUCTION SHALL BE PRESENT AT MEETING.
8. DESIGN ENGINEER SHALL INCLUDE CURRENT IDOT RAMP DETAIL IN PLAN SET.

CURB HEAD TAPER AT PEDESTRIAN RAMPS FOR SIDEWALKS IN LANDSCAPED AREAS



Village of Sugar Grove
160 Municipal Drive
Sugar Grove, Illinois 60554
Phone: 630-391-7230

SCALE:
N.T.S.

DATE:
4/2/24

FOLDER:

SG-RD

DRAWING
NUMBER:

18

DRAWN BY:
KKP

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.

BUREAU OF LOCAL ROADS & STREETS
SPECIAL DESIGN ELEMENTS

41-6(2)

Oct 2013

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.

BUREAU OF LOCAL ROADS & STREETS
SPECIAL DESIGN ELEMENTS

Oct 2013

41-6(3)

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;

BUREAU OF LOCAL ROADS & STREETS
SPECIAL DESIGN ELEMENTS

41-6(4)

Oct 2013

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

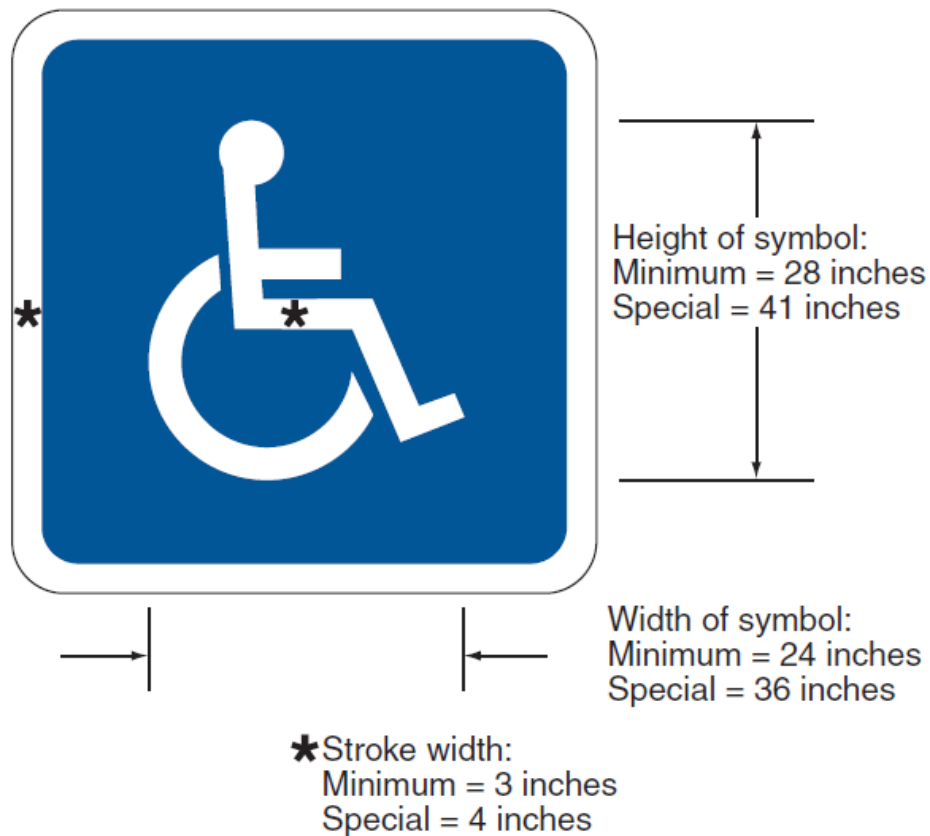
41-6.13(b) Signage

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.



Note: Blue background and
white border are optional

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 determined 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.

BUREAU OF LOCAL ROADS & STREETS
SPECIAL DESIGN ELEMENTS

41-6(10)

Oct 2013

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).

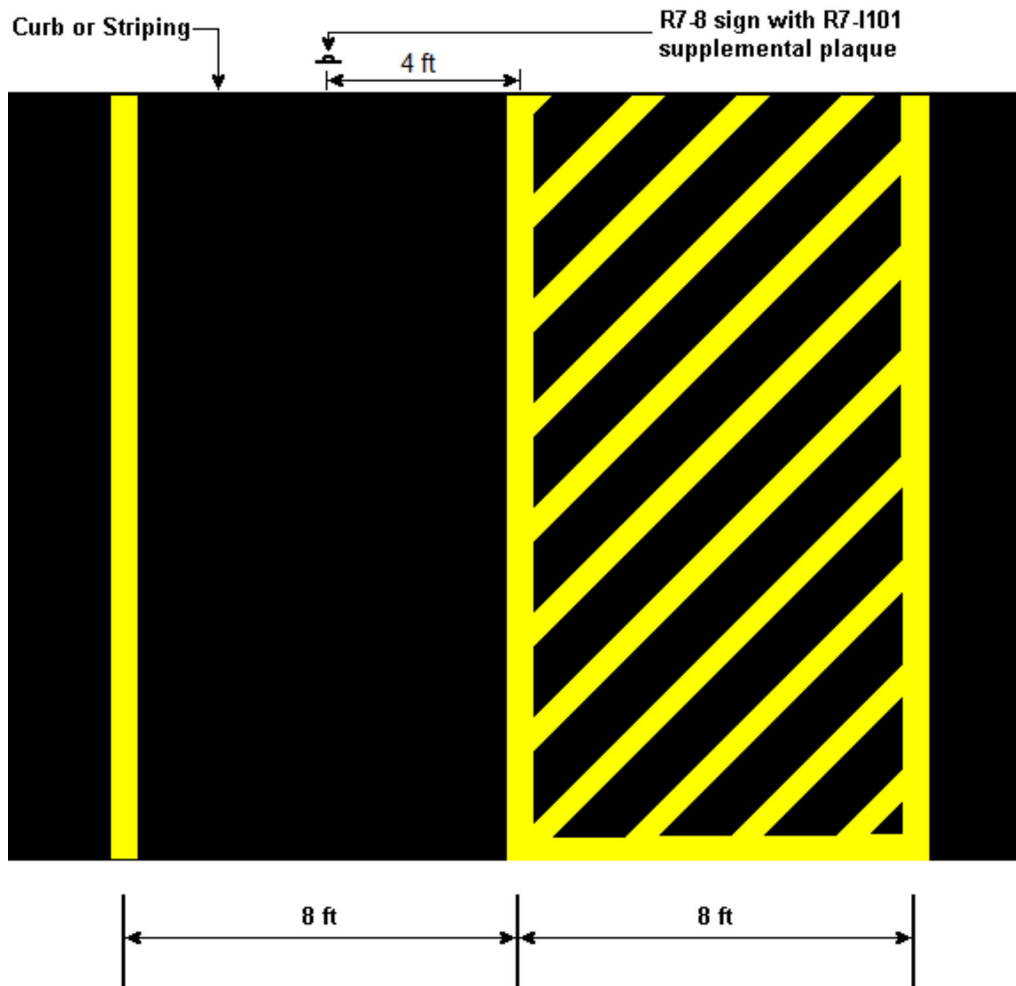
41-6.14(c) Pavement Marking

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

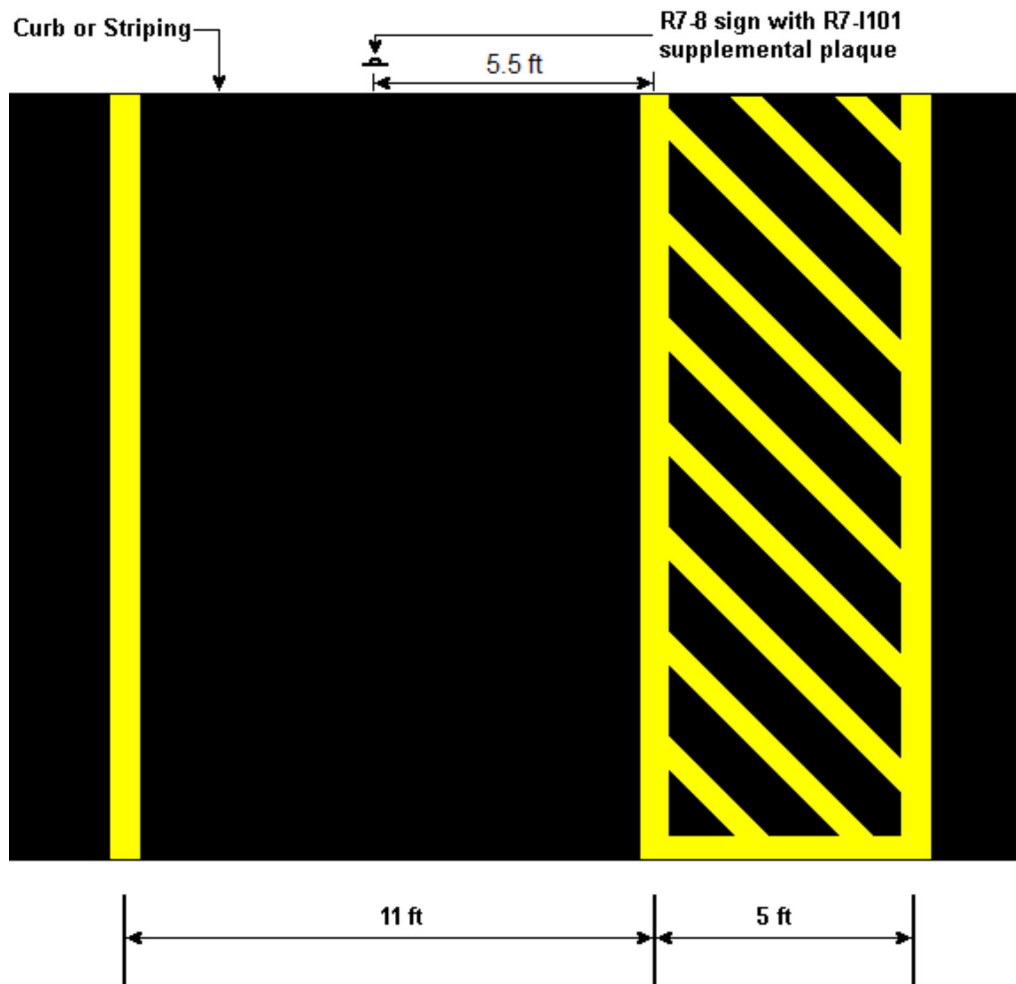
An accessible parking space shall consist of a 16 ft (4.9 m) wide parking space, which includes an 8 ft (2.4 m) wide access aisle (See Figure 41-6F). In the alternative, an accessible space may be 16 ft (4.9 m) wide, including a space 11 ft (3.4 m) wide with a 5 ft (1.5 m) access aisle (See Figure 41-6G).

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

RAMP ID #	RAMP COMPLIANCE		TYPE OF RAMP				Estimated Cost for Non Compliant Ramp Replacements
	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere	
1		X			X		\$ 5,750.00
2		X	X				\$ 3,200.00
3		X			X		\$ 5,750.00
4		X			X		\$ 5,750.00
5		X				X	\$ 700.00
6		X		X			\$ 6,600.00
7		X				X	\$ 700.00
8		X				X	\$ 700.00
9		X				X	\$ 700.00
11		X				X	\$ 700.00
13		X			X		\$ 5,750.00
14		X			X		\$ 5,750.00
15		X			X		\$ 5,750.00
16		X	X				\$ 3,200.00
17		X				X	\$ 700.00
18		X	X				\$ 3,200.00
20		X				X	\$ 700.00
21		X	X				\$ 3,200.00
22		X	X				\$ 3,200.00
23		X	X				\$ 3,200.00
24		X	X				\$ 3,200.00
25		X				X	\$ 700.00
28		X	X				\$ 3,200.00
29		X	X				\$ 3,200.00
30		X		X			\$ 6,600.00
31		X	X				\$ 3,200.00
32		X	X				\$ 3,200.00
33		X	X				\$ 3,200.00
34		X	X				\$ 3,200.00
35		X	X				\$ 3,200.00
36		X	X				\$ 3,200.00
37		X	X				\$ 3,200.00
38		X	X				\$ 3,200.00
39		X	X				\$ 3,200.00
40		X	X				\$ 3,200.00
41		X			X		\$ 5,750.00
42		X	X				\$ 3,200.00
43		X	X				\$ 3,200.00
44		X			X		\$ 5,750.00
45		X	X				\$ 3,200.00
46		X	X				\$ 3,200.00
47		X	X				\$ 3,200.00
48		X	X				\$ 3,200.00
49		X	X				\$ 3,200.00
50		X	X				\$ 3,200.00
51		X	X				\$ 3,200.00
52		X	X				\$ 3,200.00
53		X	X				\$ 3,200.00
54		X	X				\$ 3,200.00
59		X				X	\$ 700.00
60		X	X				\$ 3,200.00
61		X	X				\$ 3,200.00
62		X				X	\$ 700.00
67		X		X			\$ 6,600.00
72		X	X				\$ 3,200.00
73		X	X				\$ 3,200.00
76		X	X				\$ 3,200.00
77		X	X				\$ 3,200.00
80		X	X				\$ 3,200.00
81		X	X				\$ 3,200.00

RAMP ID #	RAMP COMPLIANCE		TYPE OF RAMP				Estimated Cost for Non Compliant Ramp Replacements
	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere	
82		X	X				\$ 3,200.00
84		X				X	\$ 700.00
86		X			X		\$ 5,750.00
87		X	X				\$ 3,200.00
88		X	X				\$ 3,200.00
89		X	X				\$ 3,200.00
90		X	X				\$ 3,200.00
91		X	X				\$ 3,200.00
92		X	X				\$ 3,200.00
93		X	X				\$ 3,200.00
94		X	X				\$ 3,200.00
95		X	X				\$ 3,200.00
96		X	X				\$ 3,200.00
97		X	X				\$ 3,200.00
98		X	X				\$ 3,200.00
99		X	X				\$ 3,200.00
100		X	X				\$ 3,200.00
101		X	X				\$ 3,200.00
102		X	X				\$ 3,200.00
107		X				X	\$ 700.00
108		X	X				\$ 3,200.00
109		X	X				\$ 3,200.00
110		X	X				\$ 3,200.00
111		X	X				\$ 3,200.00
112		X	X				\$ 3,200.00
113		X	X				\$ 3,200.00
114		X				X	\$ 700.00
115		X				X	\$ 700.00
116		X	X				\$ 3,200.00
117		X				X	\$ 700.00
118		X	X				\$ 3,200.00
119		X				X	\$ 700.00
120		X	X				\$ 3,200.00
121		X	X				\$ 3,200.00
124		X	X				\$ 3,200.00
125		X	X				\$ 3,200.00
126		X	X				\$ 3,200.00
127		X	X				\$ 3,200.00
128		X	X				\$ 3,200.00
129		X	X				\$ 3,200.00
130		X	X				\$ 3,200.00
131		X				X	\$ 700.00
132		X	X				\$ 3,200.00
133		X	X				\$ 3,200.00
134		X				X	\$ 700.00
135		X	X				\$ 3,200.00
136		X				X	\$ 700.00
137		X	X				\$ 3,200.00
138		X	X				\$ 3,200.00
139		X	X				\$ 3,200.00
140		X				X	\$ 700.00
141		X	X				\$ 3,200.00
142		X	X				\$ 3,200.00
143		X	X				\$ 3,200.00
144		X	X				\$ 3,200.00
145		X	X				\$ 3,200.00
146		X	X				\$ 3,200.00
147		X	X				\$ 3,200.00
148		X	X				\$ 3,200.00
149		X	X				\$ 3,200.00
150		X	X				\$ 3,200.00

RAMP ID #	RAMP COMPLIANCE		TYPE OF RAMP				Estimated Cost for Non Compliant Ramp Replacements
	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere	
151		X			X		\$ 5,750.00
152		X	X				\$ 3,200.00
154		X				X	\$ 700.00
155		X	X				\$ 3,200.00
157		X	X				\$ 3,200.00
158		X				X	\$ 700.00
159		X	X				\$ 3,200.00
160		X	X				\$ 3,200.00
161		X	X				\$ 3,200.00
164		X				X	\$ 700.00
166		X	X				\$ 3,200.00
168		X	X				\$ 3,200.00
169		X	X				\$ 3,200.00
170		X	X				\$ 3,200.00
172		X	X				\$ 3,200.00
173		X	X				\$ 3,200.00
174		X	X				\$ 3,200.00
177		X	X				\$ 3,200.00
178		X	X				\$ 3,200.00
180		X	X				\$ 3,200.00
181		X	X				\$ 3,200.00
183		X	X				\$ 3,200.00
185		X	X				\$ 3,200.00
187		X	X				\$ 3,200.00
188		X	X				\$ 3,200.00
191		X				X	\$ 700.00
192		X				X	\$ 700.00
193		X	X				\$ 3,200.00
200		X			X		\$ 5,750.00
204		X			X		\$ 5,750.00
205		X			X		\$ 5,750.00
206		X			X		\$ 5,750.00
207		X			X		\$ 5,750.00
208		X			X		\$ 5,750.00
214		X				X	\$ 700.00
217		X	X				\$ 3,200.00
218		X	X				\$ 3,200.00
219		X				X	\$ 700.00
220		X	X				\$ 3,200.00
221		X	X				\$ 3,200.00
222		X				X	\$ 700.00
223		X				X	\$ 700.00
225		X	X				\$ 3,200.00
226		X	X				\$ 3,200.00
227		X	X				\$ 3,200.00
228		X	X				\$ 3,200.00
229		X				X	\$ 700.00
230		X	X				\$ 3,200.00
231		X	X				\$ 3,200.00
233		X			X		\$ 5,750.00
234		X	X				\$ 3,200.00
235		X		X			\$ 6,600.00
237		X	X				\$ 3,200.00
238		X	X				\$ 3,200.00
239		X				X	\$ 700.00
240		X			X		\$ 5,750.00
243		X	X				\$ 3,200.00
244		X	X				\$ 3,200.00
246		X		X			\$ 6,600.00
247		X				X	\$ 700.00
248		X			X		\$ 5,750.00

RAMP ID #	RAMP COMPLIANCE		TYPE OF RAMP				Estimated Cost for Non Compliant Ramp Replacements
	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere	
250		X	X				\$ 3,200.00
255		X				X	\$ 700.00
261		X			X		\$ 5,750.00
262		X				X	\$ 700.00
263		X			X		\$ 5,750.00
264		X			X		\$ 5,750.00
269		X				X	\$ 700.00
270		X	X				\$ 3,200.00
271		X			X		\$ 5,750.00
272		X			X		\$ 5,750.00
273		X			X		\$ 5,750.00
274		X	X				\$ 3,200.00
276		X			X		\$ 5,750.00
282		X	X				\$ 3,200.00
283		X	X				\$ 3,200.00
284		X	X				\$ 3,200.00
285		X	X				\$ 3,200.00
288		X	X				\$ 3,200.00
289		X	X				\$ 3,200.00
292		X	X				\$ 3,200.00
293		X	X				\$ 3,200.00
294		X	X				\$ 3,200.00
295		X	X				\$ 3,200.00
296		X	X				\$ 3,200.00
297		X	X				\$ 3,200.00
298		X	X				\$ 3,200.00
305		X	X				\$ 3,200.00
306		X	X				\$ 3,200.00
308		X				X	\$ 700.00
309		X	X				\$ 3,200.00
311		X	X				\$ 3,200.00
313		X				X	\$ 700.00
315		X				X	\$ 700.00
316		X	X				\$ 3,200.00
317		X				X	\$ 700.00
319		X	X				\$ 3,200.00
322		X	X				\$ 3,200.00
323		X	X				\$ 3,200.00
327		X	X				\$ 3,200.00
328		X	X				\$ 3,200.00
329		X	X				\$ 3,200.00
330		X	X				\$ 3,200.00
331		X	X				\$ 3,200.00
332		X				X	\$ 700.00
333		X	X				\$ 3,200.00
334		X				X	\$ 700.00
344		X	X				\$ 3,200.00
345		X	X				\$ 3,200.00
347		X				X	\$ 700.00
358		X	X				\$ 3,200.00
359		X	X				\$ 3,200.00
360		X	X				\$ 3,200.00
363		X	X				\$ 3,200.00
366		X	X				\$ 3,200.00
367		X			X		\$ 5,750.00
368		X				X	\$ 700.00
391		X			X		\$ 5,750.00
393		X			X		\$ 5,750.00
395		X				X	\$ 700.00
397		X		X			\$ 6,600.00
398		X	X				\$ 3,200.00

RAMP ID #	RAMP COMPLIANCE		TYPE OF RAMP				Estimated Cost for Non Compliant Ramp Replacements
	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere	
399		X		X			\$ 6,600.00
400		X	X				\$ 3,200.00
401		X	X				\$ 3,200.00
402		X	X				\$ 3,200.00
403		X	X				\$ 3,200.00
404		X				X	\$ 700.00
409		X		X			\$ 6,600.00
410		X		X			\$ 6,600.00
459		X		X			\$ 6,600.00
461		X				X	\$ 700.00
462		X	X				\$ 3,200.00
464		X	X				\$ 3,200.00
466		X	X				\$ 3,200.00
478		X	X				\$ 3,200.00
484		X	X				\$ 3,200.00
505		X	X				\$ 3,200.00
508		X	X				\$ 3,200.00
516		X	X				\$ 3,200.00
519		X	X				\$ 3,200.00
525		X				X	\$ 700.00
537		X				X	\$ 700.00
563		X			X		\$ 5,750.00
564		X			X		\$ 5,750.00
568		X			X		\$ 5,750.00
572		X			X		\$ 5,750.00
613		X	X				\$ 3,200.00
621		X	X				\$ 3,200.00
625		X	X				\$ 3,200.00
640		X			X		\$ 5,750.00
648		X			X		\$ 5,750.00
650		X	X				\$ 3,200.00
651		X	X				\$ 3,200.00
652		X	X				\$ 3,200.00
653		X	X				\$ 3,200.00
654		X	X				\$ 3,200.00
655		X	X				\$ 3,200.00
656		X	X				\$ 3,200.00
657		X	X				\$ 3,200.00
658		X	X				\$ 3,200.00
659		X	X				\$ 3,200.00
660		X	X				\$ 3,200.00
661		X	X				\$ 3,200.00
666		X	X				\$ 3,200.00
674		X	X				\$ 3,200.00
681		X	X				\$ 3,200.00
688		X	X				\$ 3,200.00
692		X	X				\$ 3,200.00
695		X	X				\$ 3,200.00
696		X	X				\$ 3,200.00
701		X	X				\$ 3,200.00
702		X	X				\$ 3,200.00
704		X	X				\$ 3,200.00
705		X			X		\$ 5,750.00
706		X	X				\$ 3,200.00
711		X	X				\$ 3,200.00
712		X	X				\$ 3,200.00
713		X	X				\$ 3,200.00
714		X	X				\$ 3,200.00
715		X	X				\$ 3,200.00
716		X	X				\$ 3,200.00
717		X	X				\$ 3,200.00

RAMP ID #	RAMP COMPLIANCE		TYPE OF RAMP				Estimated Cost for Non Compliant Ramp Replacements
	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere	
719		X		X			\$ 6,600.00
720		X	X				\$ 3,200.00
721		X	X				\$ 3,200.00
723		X	X				\$ 3,200.00
724		X	X				\$ 3,200.00
725		X	X				\$ 3,200.00
726		X	X				\$ 3,200.00
727		X		X			\$ 6,600.00
728		X	X				\$ 3,200.00
729		X			X		\$ 5,750.00
730		X		X			\$ 6,600.00
731		X			X		\$ 5,750.00
732		X			X		\$ 5,750.00
733		X			X		\$ 5,750.00
734		X			X		\$ 5,750.00
735		X			X		\$ 5,750.00
736		X			X		\$ 5,750.00
737		X			X		\$ 5,750.00
738		X	X				\$ 3,200.00
739		X	X				\$ 3,200.00
740		X	X				\$ 3,200.00
741		X	X				\$ 3,200.00
742		X	X				\$ 3,200.00
744		X			X		\$ 5,750.00
745		X	X				\$ 3,200.00
746		X	X				\$ 3,200.00
747		X	X				\$ 3,200.00
748		X	X				\$ 3,200.00
749		X	X				\$ 3,200.00
750		X		X			\$ 6,600.00
751		X	X				\$ 3,200.00
752		X	X				\$ 3,200.00
754		X	X				\$ 3,200.00
755		X	X				\$ 3,200.00
756		X	X				\$ 3,200.00
757		X	X				\$ 3,200.00
758		X	X				\$ 3,200.00
759		X	X				\$ 3,200.00
760		X	X				\$ 3,200.00
761		X	X				\$ 3,200.00
762		X	X				\$ 3,200.00
763		X	X				\$ 3,200.00
764		X	X				\$ 3,200.00
765		X	X				\$ 3,200.00
766		X	X				\$ 3,200.00
767		X	X				\$ 3,200.00
768		X	X				\$ 3,200.00
769		X	X				\$ 3,200.00
770		X	X				\$ 3,200.00
771		X	X				\$ 3,200.00
772		X	X				\$ 3,200.00
773		X	X				\$ 3,200.00
774		X	X				\$ 3,200.00
775		X	X				\$ 3,200.00
778		X	X				\$ 3,200.00
779		X	X				\$ 3,200.00
780		X	X				\$ 3,200.00
781		X	X				\$ 3,200.00
782		X	X				\$ 3,200.00
783		X	X				\$ 3,200.00
784		X			X		\$ 5,750.00

RAMP ID #	RAMP COMPLIANCE		TYPE OF RAMP				Estimated Cost for Non Compliant Ramp Replacements
	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere	
785		X	X				\$ 3,200.00
786		X		X			\$ 6,600.00
787		X				X	\$ 700.00
788		X	X				\$ 3,200.00
789		X		X			\$ 6,600.00
790		X	X				\$ 3,200.00
791		X	X				\$ 3,200.00
792		X	X				\$ 3,200.00
793		X		X			\$ 6,600.00
794		X	X				\$ 3,200.00
795		X		X			\$ 6,600.00
796		X		X			\$ 6,600.00
797		X	X				\$ 3,200.00
798		X	X				\$ 3,200.00
801		X	X				\$ 3,200.00
802		X		X			\$ 6,600.00
803		X				X	\$ 700.00
804		X		X			\$ 6,600.00
805		X				X	\$ 700.00
806		X				X	\$ 700.00
807		X				X	\$ 700.00
808		X		X			\$ 6,600.00
809		X	X				\$ 3,200.00
812		X	X				\$ 3,200.00
813		X	X				\$ 3,200.00
814		X				X	\$ 700.00
815		X	X				\$ 3,200.00
816		X	X				\$ 3,200.00
817		X	X				\$ 3,200.00
818		X	X				\$ 3,200.00
819		X	X				\$ 3,200.00
820		X		X			\$ 6,600.00
821		X				X	\$ 700.00
822		X	X				\$ 3,200.00
823		X	X				\$ 3,200.00
824		X	X				\$ 3,200.00
825		X	X				\$ 3,200.00
826		X	X				\$ 3,200.00
827		X	X				\$ 3,200.00
828		X	X				\$ 3,200.00
829		X	X				\$ 3,200.00
830		X	X				\$ 3,200.00
831		X	X				\$ 3,200.00
832		X	X				\$ 3,200.00
833		X	X				\$ 3,200.00
834		X		X			\$ 6,600.00
835		X				X	\$ 700.00
836		X	X				\$ 3,200.00
837		X	X				\$ 3,200.00
838		X			X		\$ 5,750.00
839		X	X				\$ 3,200.00
840		X	X				\$ 3,200.00
841		X	X				\$ 3,200.00
842		X	X				\$ 3,200.00
843		X		X			\$ 6,600.00
844		X			X		\$ 5,750.00
845		X			X		\$ 5,750.00
846		X				X	\$ 700.00
847		X	X				\$ 3,200.00
848		X	X				\$ 3,200.00
849		X	X				\$ 3,200.00

RAMP ID #	RAMP COMPLIANCE		TYPE OF RAMP				Estimated Cost for Non Compliant Ramp Replacements
	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere	
850		X		X			\$ 6,600.00
851		X				X	\$ 700.00
852		X				X	\$ 700.00
853		X	X				\$ 3,200.00
854		X	X				\$ 3,200.00
855		X		X			\$ 6,600.00
856		X				X	\$ 700.00
857		X				X	\$ 700.00
858		X		X			\$ 6,600.00
859		X	X				\$ 3,200.00
860		X	X				\$ 3,200.00
862		X	X				\$ 3,200.00
863		X	X				\$ 3,200.00
865		X	X				\$ 3,200.00
866		X	X				\$ 3,200.00
867		X	X				\$ 3,200.00
868		X	X				\$ 3,200.00
869		X	X				\$ 3,200.00
870		X	X				\$ 3,200.00
871		X	X				\$ 3,200.00
872		X	X				\$ 3,200.00
873		X	X				\$ 3,200.00
874		X	X				\$ 3,200.00
875		X	X				\$ 3,200.00
876		X				X	\$ 700.00
877		X	X				\$ 3,200.00
878		X				X	\$ 700.00
879		X	X				\$ 3,200.00
880		X	X				\$ 3,200.00
881		X	X				\$ 3,200.00
882		X	X				\$ 3,200.00
883		X	X				\$ 3,200.00
884		X				X	\$ 700.00
885		X				X	\$ 700.00
886		X				X	\$ 700.00
887		X	X				\$ 3,200.00
888		X	X				\$ 3,200.00
889		X				X	\$ 700.00
890		X				X	\$ 700.00
891		X	X				\$ 3,200.00
892		X	X				\$ 3,200.00
893		X	X				\$ 3,200.00
894		X	X				\$ 3,200.00
895		X	X				\$ 3,200.00
896		X	X				\$ 3,200.00
897		X		X			\$ 6,600.00
898		X				X	\$ 700.00
899		X	X				\$ 3,200.00
900		X	X				\$ 3,200.00
901		X	X				\$ 3,200.00
902		X				X	\$ 700.00
905		X	X				\$ 3,200.00
906		X	X				\$ 3,200.00
907		X				X	\$ 700.00
908		X	X				\$ 3,200.00
909		X	X				\$ 3,200.00
910		X	X				\$ 3,200.00
911		X	X				\$ 3,200.00
912		X	X				\$ 3,200.00
913		X	X				\$ 3,200.00
914		X	X				\$ 3,200.00

RAMP ID #	RAMP COMPLIANCE		TYPE OF RAMP				Estimated Cost for Non Compliant Ramp Replacements
	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere	
915		X	X				\$ 3,200.00
916		X			X		\$ 5,750.00
917		X				X	\$ 700.00
918		X	X				\$ 3,200.00
921		X	X				\$ 3,200.00
922		X	X				\$ 3,200.00
923		X				X	\$ 700.00
924		X			X		\$ 5,750.00
925		X		X			\$ 6,600.00
926		X				X	\$ 700.00
928		X	X				\$ 3,200.00
929		X	X				\$ 3,200.00
930		X	X				\$ 3,200.00
932		X	X				\$ 3,200.00
933		X	X				\$ 3,200.00
934		X	X				\$ 3,200.00
935		X	X				\$ 3,200.00
936		X	X				\$ 3,200.00
937		X	X				\$ 3,200.00
938		X	X				\$ 3,200.00
941		X	X				\$ 3,200.00
942		X	X				\$ 3,200.00
944		X	X				\$ 3,200.00
945		X				X	\$ 700.00
946		X	X				\$ 3,200.00
947		X				X	\$ 700.00
948		X	X				\$ 3,200.00
949		X	X				\$ 3,200.00
950		X	X				\$ 3,200.00
951		X	X				\$ 3,200.00
952		X	X				\$ 3,200.00
953		X	X				\$ 3,200.00
955		X	X				\$ 3,200.00
956		X	X				\$ 3,200.00
957		X	X				\$ 3,200.00
959		X	X				\$ 3,200.00
960		X	X				\$ 3,200.00
961		X	X				\$ 3,200.00
962		X	X				\$ 3,200.00
963		X				X	\$ 700.00
964		X	X				\$ 3,200.00
965		X		X			\$ 6,600.00
967		X	X				\$ 3,200.00
968		X	X				\$ 3,200.00
969		X	X				\$ 3,200.00
970		X			X		\$ 5,750.00
971		X			X		\$ 5,750.00
973		X	X				\$ 3,200.00
974		X	X				\$ 3,200.00
976		X	X				\$ 3,200.00
977		X	X				\$ 3,200.00
979		X	X				\$ 3,200.00
980		X	X				\$ 3,200.00
981		X	X				\$ 3,200.00
982		X	X				\$ 3,200.00
985		X	X				\$ 3,200.00
986		X			X		\$ 5,750.00
987		X	X				\$ 3,200.00
988		X	X				\$ 3,200.00
989		X		X			\$ 6,600.00
990		X	X				\$ 3,200.00

RAMP ID #	RAMP COMPLIANCE		TYPE OF RAMP				Estimated Cost for Non Compliant Ramp Replacements
	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere	
991		X	X				\$ 3,200.00
992		X	X				\$ 3,200.00
993		X	X				\$ 3,200.00
994		X	X				\$ 3,200.00
995		X	X				\$ 3,200.00
996		X	X				\$ 3,200.00
997		X	X				\$ 3,200.00
998		X	X				\$ 3,200.00
999		X	X				\$ 3,200.00
1000		X	X				\$ 3,200.00
1001		X	X				\$ 3,200.00
1002		X	X				\$ 3,200.00
1004		X	X				\$ 3,200.00
1005		X	X				\$ 3,200.00
1006		X	X				\$ 3,200.00
1007		X	X				\$ 3,200.00
1008		X		X			\$ 6,600.00
1010		X	X				\$ 3,200.00
1011		X	X				\$ 3,200.00
1012		X	X				\$ 3,200.00
1015		X	X				\$ 3,200.00
1016		X		X			\$ 6,600.00
1017		X	X				\$ 3,200.00
1018		X				X	\$ 700.00
1019		X		X			\$ 6,600.00
1020		X				X	\$ 700.00
1021		X				X	\$ 700.00
1022		X	X				\$ 3,200.00
1024		X	X				\$ 3,200.00
1025		X	X				\$ 3,200.00
1026		X	X				\$ 3,200.00
1031		X	X				\$ 3,200.00
1035		X	X				\$ 3,200.00
1036		X	X				\$ 3,200.00
1038		X	X				\$ 3,200.00
1040		X	X				\$ 3,200.00
1041		X				X	\$ 700.00
1042		X	X				\$ 3,200.00
1044		X	X				\$ 3,200.00
1045		X		X			\$ 6,600.00
1046		X	X				\$ 3,200.00
1048		X	X				\$ 3,200.00
1050		X	X				\$ 3,200.00
1051		X	X				\$ 3,200.00
1053		X	X				\$ 3,200.00
1056		X	X				\$ 3,200.00
1058		X	X				\$ 3,200.00
1059		X	X				\$ 3,200.00
1060		X	X				\$ 3,200.00
1063		X		X			\$ 6,600.00
1065		X	X				\$ 3,200.00
1067		X				X	\$ 700.00
1068		X				X	\$ 700.00
1069		X	X				\$ 3,200.00
1070		X		X			\$ 6,600.00
1071		X	X				\$ 3,200.00
1072		X	X				\$ 3,200.00
1077		X	X				\$ 3,200.00
1078		X		X			\$ 6,600.00
1079		X	X				\$ 3,200.00
1080		X	X				\$ 3,200.00

RAMP ID #	RAMP COMPLIANCE		TYPE OF RAMP				Estimated Cost for Non Compliant Ramp Replacements
	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere	
1082		X	X				\$ 3,200.00
1083		X	X				\$ 3,200.00
1084		X	X				\$ 3,200.00
1085		X		X			\$ 6,600.00
1086		X	X				\$ 3,200.00
1087		X	X				\$ 3,200.00
1089		X	X				\$ 3,200.00
1090		X				X	\$ 700.00
1092		X		X			\$ 6,600.00
1093		X	X				\$ 3,200.00
1094		X	X				\$ 3,200.00
1097		X	X				\$ 3,200.00
1098		X		X			\$ 6,600.00
1099		X	X				\$ 3,200.00
1100		X	X				\$ 3,200.00
1101		X	X				\$ 3,200.00
1102		X			X		\$ 5,750.00
1103		X		X			\$ 6,600.00
1104		X			X		\$ 5,750.00
1105		X	X				\$ 3,200.00
1106		X	X				\$ 3,200.00
1107		X	X				\$ 3,200.00
1108		X	X				\$ 3,200.00
1109		X	X				\$ 3,200.00
1110		X			X		\$ 5,750.00
1111		X		X			\$ 6,600.00
1112		X				X	\$ 700.00
1113		X		X			\$ 6,600.00
1114		X		X			\$ 6,600.00
1116		X	X				\$ 3,200.00
1118		X	X				\$ 3,200.00
1119		X	X				\$ 3,200.00
1120		X	X				\$ 3,200.00
1121		X	X				\$ 3,200.00
1122		X	X				\$ 3,200.00
1123		X				X	\$ 700.00
1124		X	X				\$ 3,200.00
1125		X	X				\$ 3,200.00
1126		X			X		\$ 5,750.00
1127		X		X			\$ 6,600.00
1128		X				X	\$ 700.00
1129		X				X	\$ 700.00
1130		X				X	\$ 700.00
1131		X	X				\$ 3,200.00
1132		X	X				\$ 3,200.00
1133		X				X	\$ 700.00
1134		X		X			\$ 6,600.00
1135		X	X				\$ 3,200.00
1136		X	X				\$ 3,200.00
1137		X	X				\$ 3,200.00
1144		X		X			\$ 6,600.00
1146		X	X				\$ 3,200.00
1147		X	X				\$ 3,200.00
1148		X	X				\$ 3,200.00
1149		X	X				\$ 3,200.00
1150		X	X				\$ 3,200.00
1151		X				X	\$ 700.00
1152		X	X				\$ 3,200.00
1153		X	X				\$ 3,200.00
1154		X	X				\$ 3,200.00
1155		X	X				\$ 3,200.00

RAMP ID #	RAMP COMPLIANCE		TYPE OF RAMP				Estimated Cost for Non Compliant Ramp Replacements
	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere	
1157		X	X				\$ 3,200.00
1158		X	X				\$ 3,200.00
1161		X		X			\$ 6,600.00
1163		X	X				\$ 3,200.00
1165		X	X				\$ 3,200.00
1166		X	X				\$ 3,200.00
1168		X	X				\$ 3,200.00
1169		X			X		\$ 5,750.00
1170		X	X				\$ 3,200.00
1171		X	X				\$ 3,200.00
1172		X	X				\$ 3,200.00
1173		X	X				\$ 3,200.00
1174		X				X	\$ 700.00
1175		X	X				\$ 3,200.00
1176		X	X				\$ 3,200.00
1177		X	X				\$ 3,200.00
1178		X				X	\$ 700.00
1179		X				X	\$ 700.00
1180		X	X				\$ 3,200.00
1181		X	X				\$ 3,200.00
1182		X	X				\$ 3,200.00
1183		X	X				\$ 3,200.00
1184		X	X				\$ 3,200.00
1185		X	X				\$ 3,200.00
1186		X	X				\$ 3,200.00
1189		X	X				\$ 3,200.00
1190		X	X				\$ 3,200.00
1191		X	X				\$ 3,200.00
1192		X	X				\$ 3,200.00
1193		X	X				\$ 3,200.00
1194		X				X	\$ 700.00
1195		X				X	\$ 700.00
1198		X			X		\$ 5,750.00
1199		X		X			\$ 6,600.00
1201		X			X		\$ 5,750.00
1202		X	X				\$ 3,200.00
1203		X	X				\$ 3,200.00
1204		X	X				\$ 3,200.00
1205		X	X				\$ 3,200.00
1209		X	X				\$ 3,200.00
1210		X			X		\$ 5,750.00
1216		X	X				\$ 3,200.00
1219		X				X	\$ 700.00
1221		X	X				\$ 3,200.00
1222		X	X				\$ 3,200.00
1223		X	X				\$ 3,200.00
1224		X	X				\$ 3,200.00
1228		X				X	\$ 700.00
1229		X			X		\$ 5,750.00
1230		X	X				\$ 3,200.00
1231		X				X	\$ 700.00
1232		X	X				\$ 3,200.00
1233		X				X	\$ 700.00
1234		X				X	\$ 700.00
1235		X				X	\$ 700.00
1236		X				X	\$ 700.00
1237		X	X				\$ 3,200.00
1238		X	X				\$ 3,200.00
1239		X	X				\$ 3,200.00
1240		X				X	\$ 700.00
1241		X	X				\$ 3,200.00

	RAMP COMPLIANCE		TYPE OF RAMP				
RAMP ID #	Compliant	Non-Compliant	Curb Ramp	Depressed Corner	Bike Path	Ramp to Nowhere	Estimated Cost for Non Compliant Ramp Replacements
1242		X	X				\$ 3,200.00
1243		X	X				\$ 3,200.00
1244		X	X				\$ 3,200.00
1245		X	X				\$ 3,200.00
1246		X	X				\$ 3,200.00
1247		X	X				\$ 3,200.00
1249		X	X				\$ 3,200.00
1250		X	X				\$ 3,200.00
1251		X	X				\$ 3,200.00
1252		X	X				\$ 3,200.00
1253		X	X				\$ 3,200.00
TOTAL		742	524	51	63	104	\$ 2,448,450.00