



## ADA Transition Plan

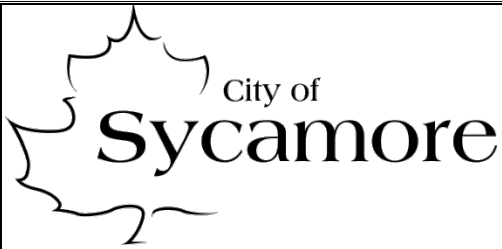
February 2019

The ADA Transition Plan is in the process of being updated. A City wide inventory of ADA ramps is underway. Please look for an updated plan in the Fall of 2025.

Prepared by:

Building and Engineering Department  
541 DeKalb Avenue  
Sycamore, IL 60178

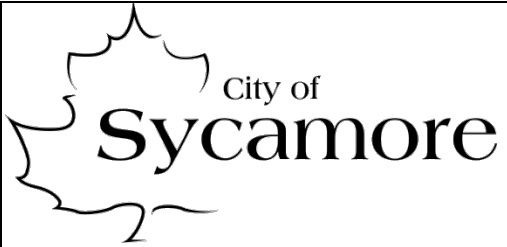




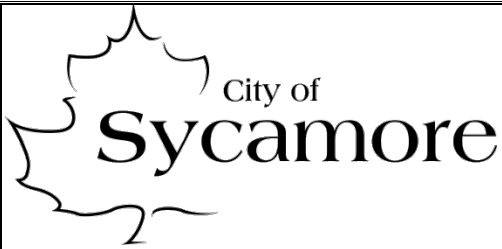
Building and Engineering Department  
541 DeKalb Avenue  
Sycamore, IL 60178  
815-895-4557

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## **Description and Purpose.**

Per CMAP's ADA Transition Plans for Your Community

*An evaluation and plan for physical improvements to address accessibility. Self-evaluations and transition plans are required by federal regulations to implement Title II of the ADA.3 Regulations implementing Section 504 of the Rehabilitation Act require self-evaluations for recipients of federal financial assistance. Regulations implementing the ADA require transition plans. Title II requires state and local governments to make their programs and services accessible to persons with disabilities. Section 504 prohibits discrimination against people with disabilities for programs or activities receiving federal financial assistance, and prohibits exclusion or denial of benefits for such programs and activities based solely on disability. The process to develop a self-evaluation and transition plan ensures that a community identifies barriers to accessibility, prioritizes actions to address the barriers, and sets forth a schedule for those actions.*

### **1. City of Sycamore contact(s):**

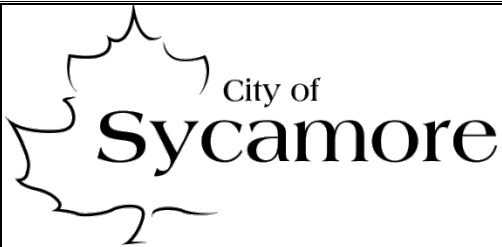
The City of Sycamore will have two primary contacts.

For issues within the Right of Way:

City Engineer  
Mark Bushnell PE  
Building and Engineering Department  
541 DeKalb Avenue  
Sycamore, IL 60178  
815-895-4557

For issues outside the Right of Way

Director of Building and Engineering  
John Sauter  
Building and Engineering Department  
541 DeKalb Avenue  
Sycamore, IL 60178  
815-895-4434



## **2. Complaint/ Reporting Procedure**

Any person(s) wishing to file a complaint shall utilize the attached ADA Reporting Form Found within this document. It can also be found on the City of Sycamore website at :

<http://cityofsycamore.com/>

## **3. Community Engagement**

The City adopted the following building code International building code, 2006 edition.

The City of Sycamore is a member of the DeKalb Sycamore Area Transportation Study. This Metropolitan Planning Organization serves DeKalb County for transportation related projects.

This group holds public hearing and gains input on upcoming transportation projects as well as needs for ADA access, busing and transportation for

<https://dekalbcounty.org/services/dsats/>

## **4. Self Evaluation**

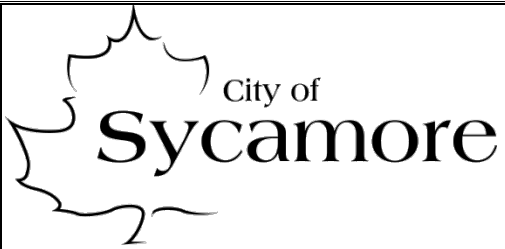
### **Within the Right of Way**

#### **Replacement Programs**

The City of Sycamore has and will continue evaluate ADA primarily through the annual roadway and sidewalk programs. These include both the City's Motor Fuel Tax Program and the Hot Mix Asphalt (HMA) Street Program. Any concrete sidewalk removal and replacement within the limits of one of these programs will be brought into compliance. In addition to these programs, the City of Sycamore dedicates revenue from Fund 06-8321 strictly for concrete removal and replacement. (FY 2020 = \$148,000)

The City also offers a 50/50 cost share program for residents to replace the sidewalk in front of their house. This reimbursement program is detailed online at:

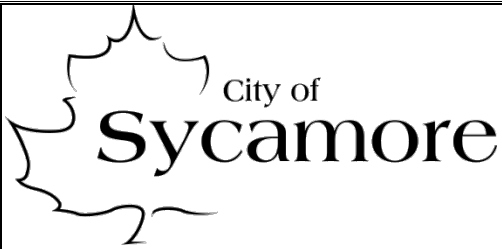
<http://cityofsycamore.com/development/public-sidewalk-program/>



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**New Sidewalk**

Any new sidewalks constructed within the ROW are required to be in compliance with the City of Sycamore Standard Details. A copy of this information can be found within the attachments. These standards are based on the Illinois Department of Transportation Standards. This is referenced within Section 6.7.4.G of the City Unified Development Ordinance.



## Evaluation Program

In an effort to expedite the evaluation process, the City of Sycamore has prepared the following map and schedule for inspection. Each area has been colored coded to indicate evaluation areas.

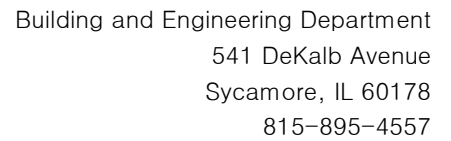
All public sidewalks within the Right of Way will be evaluated using the following chart. Any deficiencies will be noted and inventoried on an annual basis within the City's reporting documents.

GIS ID	To be assigned
AREA 1-11	Per Map
Street Name	
Cross Street	
Quad	NE / SE / SW / NW
Detectable Warning	Compliant / Non-Compliant
Running Slope / Length	% and FT
Cross Slope/ Width	% and FT
Landing Slope	%
Curb and Gutter Slope/ Length	% and FT
Sidewalk Curb      Required/ Present	Y / N      Y / N
Date / Inspected by:	

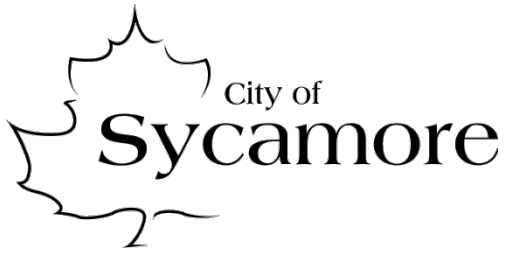
### Outside the Right of Way

With each building permit, the City of Sycamore ensures that the applicant brings sidewalk, ramps, and accessible routes into compliance.





The map displays the City of DeKalb, Georgia, with 11 distinct service areas for fire stations, each color-coded according to the legend. The areas are defined by colored lines and labels. The legend on the left lists the years and their corresponding colors: Year 1 (blue), Year 2 (pink), Year 3 (green), Year 4 (black), Year 5 (red), Year 6 (cyan), Year 7 (dark green), Year 8 (brown), Year 9 (light green), Year 10 (dark red), and Year 11 (dark blue). The map includes major roads, landmarks, and an inset map showing the location of DeKalb County within the Atlanta metropolitan area.



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541 DeKalb Avenue  
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## ADA Reporting Form

***Please print and fill out this form in its entirety. Completed forms shall be returned to the City Engineer at the address listed above. Please contact the Building and Engineering Department with any questions at 815-895-4557.***

### 1. Contact Information

<b>Name (First, Last) *</b>	
<b>Address *</b> (Street, City , State and Zip)	
<b>Phone *</b>	
<b>Alternate Phone:</b>	
<b>Email:</b>	

*\*Required Information*

### 2. Location of Complaint.

<b>Location: Address</b> (If within the right of way please use closest address or Intersection)	
<b>General Description:</b>	



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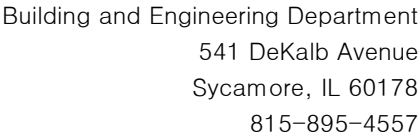


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## **CITY OF SYCAMORE ANNUAL REPORTING**



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## **ADDITIONAL RESOURCES**



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**United States Department of Justice**

[https://www.ada.gov/regs2010/titleII\\_2010/title\\_II\\_primer.html#coordinator](https://www.ada.gov/regs2010/titleII_2010/title_II_primer.html#coordinator)

**Federal Highway Administration**

[https://www.fhwa.dot.gov/resourcecenter/teams/civilrights/cr\\_ppp7.ppt](https://www.fhwa.dot.gov/resourcecenter/teams/civilrights/cr_ppp7.ppt)

**Illinois Accessibility Code**

<https://www2.illinois.gov/cdb/business/codes/Pages/IllinoisAccessibilityCode.aspx>

**DeKalb Sycamore Area Transportation Study**

<https://dekalbcounty.org/services/dsats/>

**Illinois Department of Transportation**

[http://www.idot.illinois.gov/Assets/uploads/files/About-IDOT/Laws-&-Rules/ADA%20Transition%20Plan\\_6\\_15.pdf](http://www.idot.illinois.gov/Assets/uploads/files/About-IDOT/Laws-&-Rules/ADA%20Transition%20Plan_6_15.pdf)



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## **BUREAU OF LOCAL ROADS AND STREETS DESIGN STANDARDS**



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815-895-4557



## **BUREAU OF LOCAL ROADS & STREETS OCT 2013 SPECIAL DESIGN ELEMENTS**

### **41-6(1) 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](http://www.access-board.gov), when constructing or altering facilities within the highway public right-of-way.

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

#### **41-6.02 Equivalent Facilitation**

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



#### 41-6.03 Application

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

Accessible Component	Scoping Requirement	Technical Requirement
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	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
Passenger Loading Zones	R215	R310
Stairways and Escalators	R216	R408
Handrails	R217	R409
Doors, Doorways, and Gates	R218	
Ramps		R407





#### **41-6.04 Alterations**

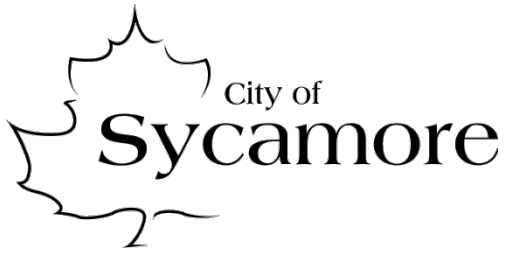
##### **41-6.04(a) General**

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.

**Figure 41-6B**

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



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## **ALTERATION REQUIRED BY TYPE OF WORK**

### **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(d) Reduction in Access Prohibited.**

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

Solutions may include:

1. Split sidewalks that serve building entrances and street or highway at separate levels;
2. Sidewalks with greater cross slope along the curb and PARs with lesser cross slope along building fronts;
3. PARs along the curb and ramped entrances to buildings.



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

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

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

#### **41-6.05 Pedestrian Access Route**

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

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

#### **41-6.06 Alternate Pedestrian Access Route**

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

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

#### **41-6.07Curb 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.

#### **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.





#### **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.

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

#### **41-6.14(b) Signage**

See Section 41-6.13(b).

#### **41-6.14(c) Pavement Marking**

Color. Accessible parking spaces and access aisles shall be designated with yellow pavement marking.

1. Width. See Section 41-6.13(c).
2. Access Aisle. See Section 41-6.13(c).
3. Symbol. See Section 41-6.13(c).



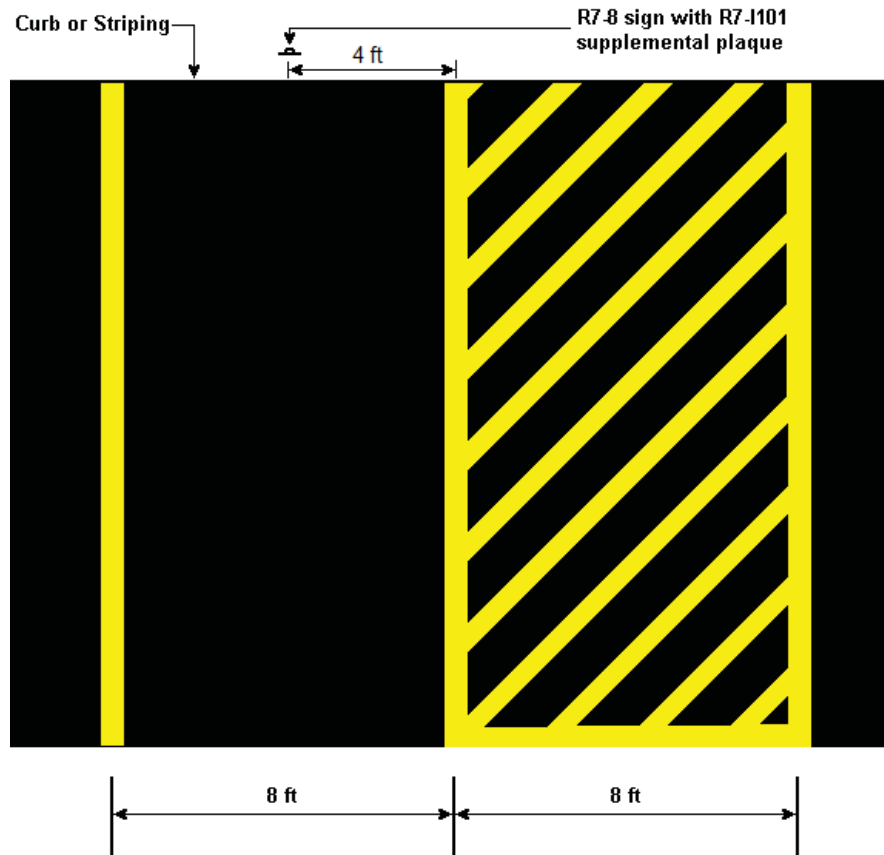
#### **41-6.14(d) Dimensions**

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.

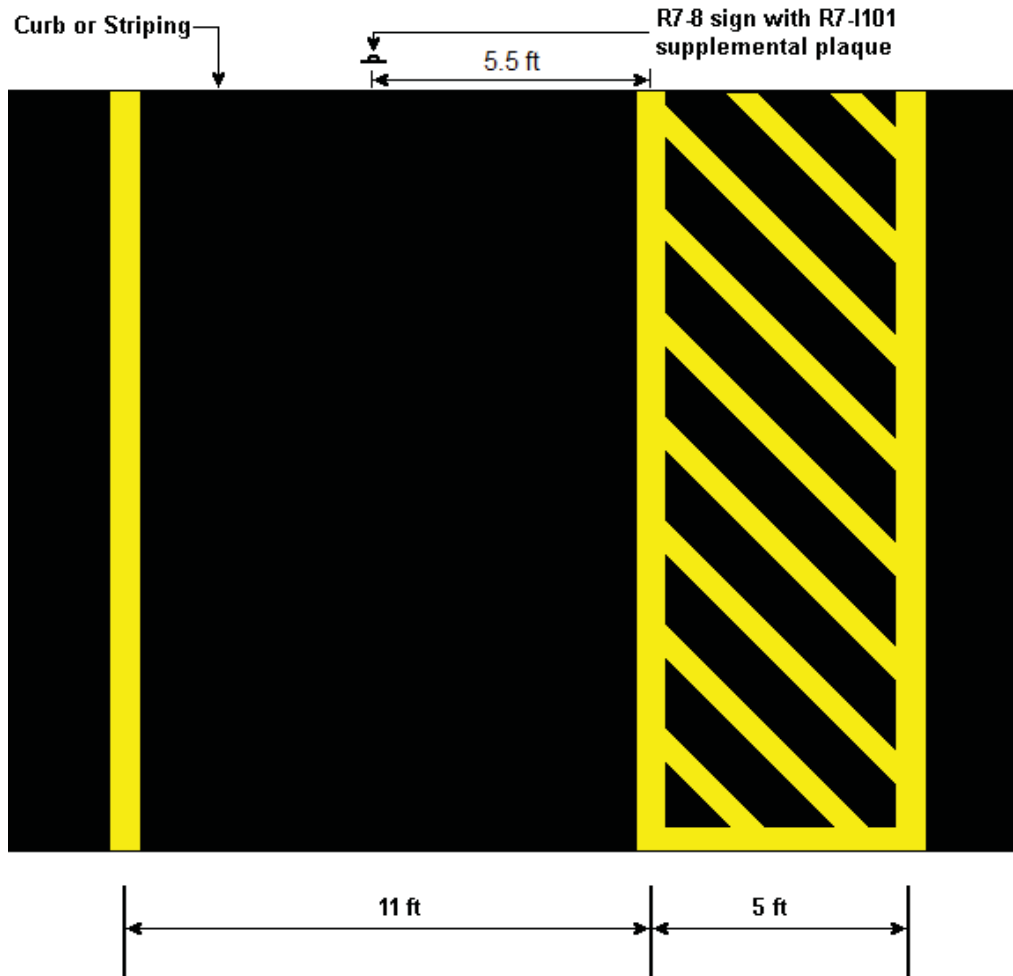
**STANDARD OFF-STREET ACCESSIBLE PARKING SPACES**

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.



Building and Engineering Department  
541 DeKalb Avenue  
Sycamore, IL 60178  
815-895-4557

## **CITY OF SYCAMORE / IDOT STANDARDS**



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**Building Department**  
541 DeKalb Ave.  
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Phone (815) 895-4434  
Fax (815) 895-7572  
[www.cityofsycamore.com](http://www.cityofsycamore.com)

SIDEWALK PERMIT NO.

## **APPLICATION FOR PUBLIC SIDEWALK REPLACEMENT**

*THIS APPLICATION MUST BE LEGIBLE AND COMPLETE*

Please note that sidewalk replacement reimbursement will occur **only if** funding is available and **if work has not started** prior to an inspection done by the City of Sycamore staff. The reimbursement rate is \$4.00 per square foot.

**Eligible reimbursements apply to newly replaced sidewalks only. Sidewalk repairs utilizing concrete leveling (mudjacking), grinding or similar methods do not qualify for reimbursement.**

### **PROPERTY OWNER INFORMATION - CHECK IF APPLICANT ☐**

NAME OF OWNER \_\_\_\_\_

SITE ADDRESS \_\_\_\_\_ DAY PHONE \_\_\_\_\_

### **CONTRACTOR INFORMATION- CHECK IF APPLICANT ☐**

COMPANY \_\_\_\_\_ ADDRESS \_\_\_\_\_

CONTACT NAME \_\_\_\_\_ DAY PHONE \_\_\_\_\_

### **CITY'S REIMBURSEMENT CHECK TO BE SENT TO: (PRINT CLEARLY)**

NAME \_\_\_\_\_

Address \_\_\_\_\_ City/State/Zip \_\_\_\_\_

DATE: \_\_\_\_\_

SIGNATURE OF APPLICANT: \_\_\_\_\_

### **OFFICE USE ONLY**

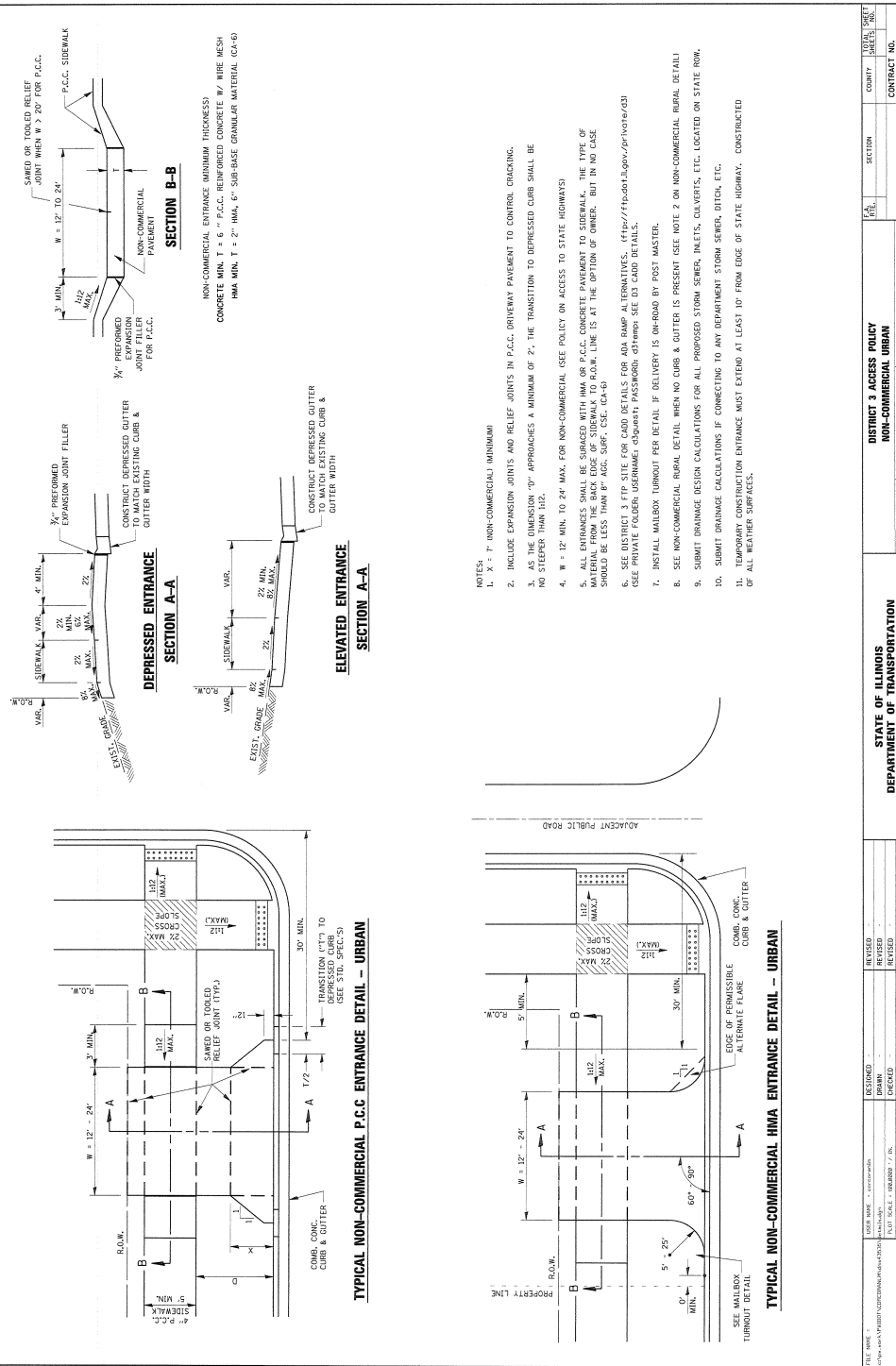
<u>Inspection Type</u>	<u>Date Inspected</u>	<u>Initials</u>
Preliminary Inspection		
Form Inspection		
Final Inspection		
Inspector's Signature/Date		

	<u>L</u>	<u>W</u>	<u>D</u>	<u>Square Feet</u>
<u>Proposed Dimensions</u>				
<u>Actual Dimensions</u>				
Amount Paid @ \$4.00/Sq. Ft.				\$
Handicap Ramps at \$25.00 each				\$
Total Reimbursement (22-000-8321)				\$

L:\Forms\Applications and Petitions\App - Public Sidewalk Replacement.doc



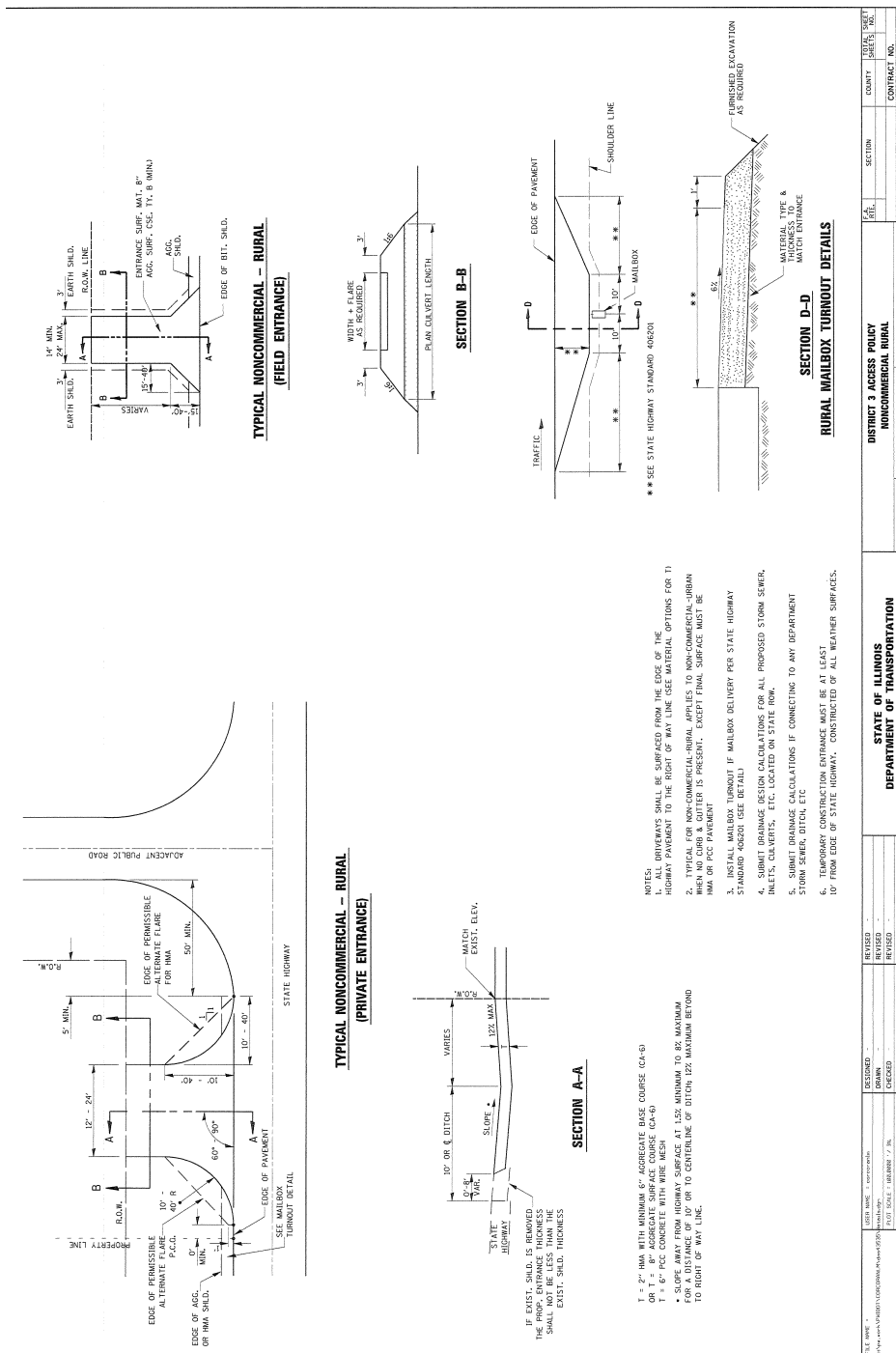




FILE NAME: 1	DATE: 10/1/2015	DESIGNED: 1	REVIEWED: 1	DATE: 10/1/2015	SCALE: 1/8" = 1'-0"	SHEET NO. 1 OF 2	SECTION: 1	COUNTY: 1	SHEET NO. 1
STATE OF ILLINOIS	DEPARTMENT OF TRANSPORTATION	DISTRICT 3 ACCESS POLICY	NON-COMMERCIAL URBAN	ILLINOIS STATE ROADWAY	CONTRACT NO.	ADMINISTRATIVE	ADMINISTRATIVE	ADMINISTRATIVE	ADMINISTRATIVE



- 41 -





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## **CONCRETE SIDEWALK & DRIVEWAY APPROACH SPECIFICATIONS**

### **STANDARDS**

Concrete sidewalks and driveway approaches shall be constructed in accordance with Sections 423 and 424 of the current edition of the Illinois Department of Transportation (IDOT) Standard Specifications for Road and Bridge Construction and the requirements contained herein.

### **GRADES**

Unless otherwise authorized by the City of Sycamore, sidewalk and driveway approach grades shall conform to the following criteria:

- A. **New sidewalks:** Shall be constructed in a manner such that the slope from the back of the sidewalk (the edge farthest from the curb) through the grass parkway and to the top of the curb shall be a minimum of 2% (1/4" per foot) and a maximum of 4% (1/2" per foot). In newer subdivisions where the grass parkway is typically 10'-6" wide, the back of the sidewalk is typically 4"-6" higher than the top of the curb and the cross-slope of the sidewalk is 1" in 4'.

*\*See the attached **Sidewalk & Parkway Slope Specifications** for additional information.*

- B. The grade of a sidewalk shall be lowered where handicapped sidewalk ramps are required in order to comply with the maximum handicapped ramp slope of 1:12. If the proposed sidewalk layout does not meet one of the attached details, please contact the City of Sycamore for further assistance.
- C. **Existing sidewalks and driveway approaches:** When replacing existing sidewalks and driveway approaches, the grades shall typically match the existing grade of the adjoining ground, sidewalk and approach.
- D. The maximum slope of driveway approaches shall be 8%.

### **MATERIALS**

Concrete sidewalks and driveway approaches shall be constructed with Class SI Concrete (minimum 6 bag mix) or other approved six bag mixes with an air content of between 5%-8%. The concrete strength shall not be less than 3,500 lbs. at fourteen days. The concrete shall have a slump of no more than 3".

### **SUBGRADE PREPARATION**

Concrete sidewalks and driveway approaches shall be placed on a minimum of 4" of mechanically compacted CA-6 or CA-7 crushed limestone sub-base material. Sidewalks shall be constructed to a minimum thickness of 4" except where they pass through a driveway and approach, in which case the thickness shall be increased to a minimum of 6". Driveway approaches shall be constructed to a minimum thickness of 6". **Welded wire mesh is not required for sidewalks or driveway approaches.**

### **FORMS**

Side forms shall be of lumber or steel secured in place by stakes or braces with the forms true to line and grade. The finished grade of the sidewalk shall be set to an elevation establishing a uniform slope between the sidewalk and the top of the curb of 1/4" per foot (2%) minimum to 1/2" per foot (4%) unless otherwise approved by the City. The cross-slope of the sidewalk shall be 1/4" per foot (2%) unless otherwise approved by the City.

#### **TIE BARS / REBAR**

Where concrete sidewalks or driveway approaches are constructed adjacent to existing curb and gutter or where a sidewalk adjoins an existing sidewalk,  $\frac{1}{2}$ " deformed steel tie bars (rebar) 16" long shall be positioned 18" on center. The tie bars shall be drilled into the existing concrete a minimum of 3". **Tie bars are not required, nor are they permitted, where a sidewalk abuts a driveway approach or driveway.**

#### **PLACING & FINISHING OF CONCRETE**

The aggregate sub-base material shall be lightly moistened just before the concrete is placed. The concrete shall be placed in successive batches for the entire width of the slab, struck off and finished to a true and even surface with floats and trowels. The final troweling shall be done with a steel trowel and the finished surface shall be smooth and even. All edges of the concrete shall be edged with a  $\frac{1}{4}$ " radius tool. The final finish shall be a light to medium broom finish with adjacent strokes lightly overlapping, producing a uniform and slightly roughened surface. The broom finish on sidewalks shall be perpendicular to the centerline of the sidewalk and the broom finish on driveway approaches shall be in the same direction as vehicular travel.

#### **CONTRACTION JOINTS**

Contraction joints in concrete sidewalks shall be provided every 5' unless otherwise approved by the City. Contraction joints in concrete driveway approaches shall not exceed 12' in any direction. The depth of saw-cut contraction joints for concrete sidewalks and driveway approaches shall be a minimum of 25% of the depth of the concrete and shall be tooled or saw-cut. For tooled contraction joints on 6" thick concrete driveway approaches, the tooled joints shall be deepened to 1  $\frac{1}{2}$ " by saw-cutting through the tooled joints within 24 hours of the placement of the concrete.

#### **EXPANSION JOINTS**

Transverse expansion joints consisting of  $\frac{1}{4}$ " thick pre-formed joint filler shall be placed  $\frac{1}{4}$ " below the surface of the concrete sidewalk at maximum intervals of 100'. Where a concrete driveway approach or driveway abuts an adjacent sidewalk, a  $\frac{1}{2}$ " expansion joint shall be provided between the driveway approach and the sidewalk, as well as the driveway and the sidewalk. **An expansion joint is not required where the driveway approach abuts the depressed curb at the street, however tie bars shall be provided as described above.**

#### **SIDEWALK RAMPS FOR THE HANDICAPPED**

Where sidewalks are constructed or replaced at street intersections and other crosswalks adjacent to barrier, mountable or roll-type of curb, a sidewalk ramp for the handicapped shall be provided in accordance with the requirements of the Americans with Disability Act Accessibility Guidelines (ADAAG), the most recent ADA Standards for Accessible Design and the attached IDOT Standards 424001-08, 424006-06, 424011-02, 424016-02, 424021-03, 424026-01 and 424031-01, except that no expansion joint will be required between the depressed curb and the sidewalk. Minimum  $\frac{1}{2}$ " deformed steel tie bars (rebar) are required where the sidewalk meets the curb. The tie bars shall be a minimum of 16" long, drilled a minimum of 3" into the curb and shall be positioned 18" on center. The maximum slope of the handicapped sidewalk ramp shall be 1:12. Detectable warnings consisting of raised truncated domes shall be installed in all handicapped sidewalk ramps and shall be a minimum of 4' wide and 2' deep. Placement of the detectable warnings shall be in accordance with the attached IDOT Standards referenced above and the ADAAG Requirements. **The color of the detectable warning panels shall be a contrasting color of Brick Red.** The truncated dome warning panels shall be cast in place detectable warning panels of high impact polymer which is colorfast and UV stable, as manufactured by TufTile ADA Tactile Products or of an equal product approved by the City Engineer. **Poured, colored concrete truncated domes shall not be permitted.**

*\*See the attached IDOT Standards for truncated dome installation requirements and City approved products.*





**CURING & SEALING**

All new concrete sidewalks and driveway approaches shall be cured and sealed by applying a curing and sealing compound at a rate of 1 gallon per 200 square feet of concrete surface. The curing and sealing compound shall conform to ASTM C-309 and shall be CS-309 Curing and Sealing Compound as manufactured by W.R. Meadows, Inc. or a product with equal characteristics as approved by the City Engineer.

**BACKFILL**

After the concrete has been cured, the edges along the sidewalk and driveway approach shall be backfilled with compacted topsoil and seeded or sodded.

**TIME LIMITATIONS**

All concrete sidewalk, driveway approach and driveway construction shall be completed between May 1<sup>st</sup> and October 31<sup>st</sup>, unless otherwise approved by the City.



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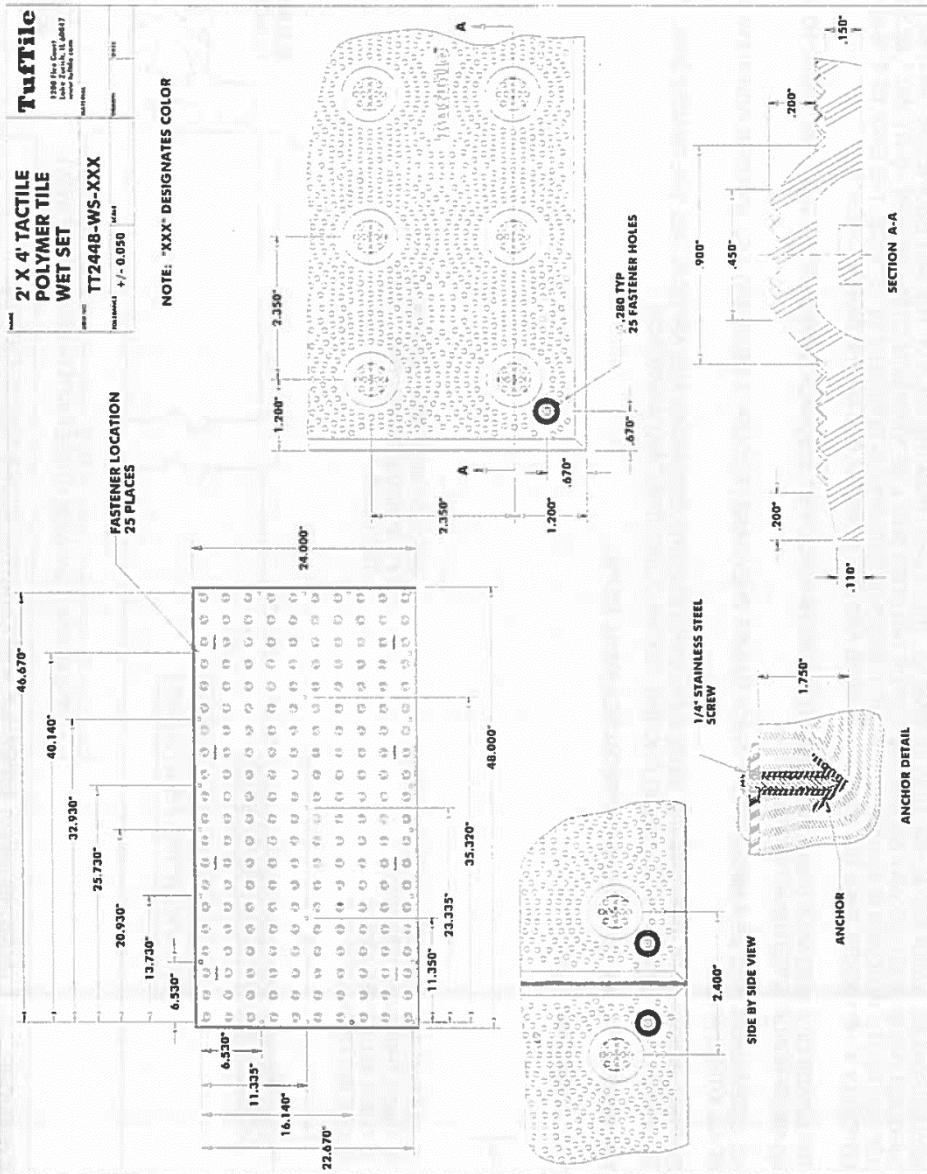
**TACTILE TILE  
2.350 DOME SPACING**

**2' X 4' WET SET  
(REPLACEABLE)**

TEL 888-960-8897 FAX 847-550-8004 www.tufile.com

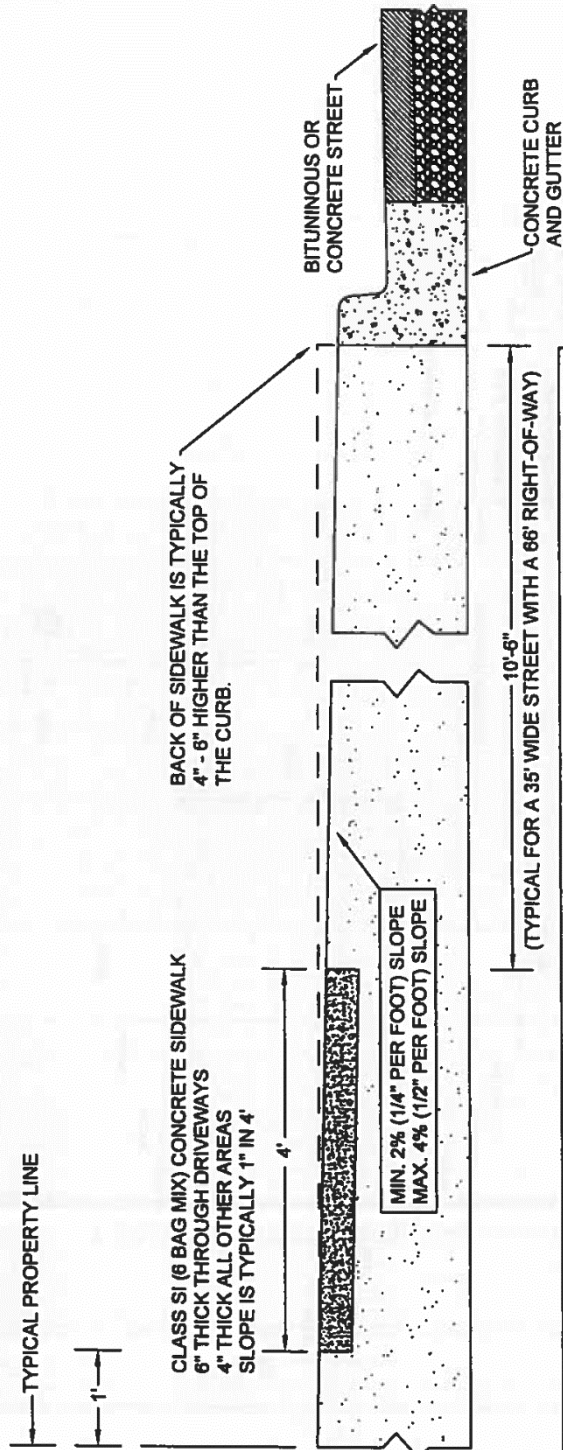
<b>TuFile</b>
1200 Ave. Court, Suite 100
Normal, IL 60558
Phone: 815-895-4557
Fax: 815-895-4557
Web: www.tufile.com
<b>2' X 4' TACTILE POLYMER TILE WET SET</b>
<b>TT2448-WS-XXX</b>
Material: +/- 0.050
Finish: XXX

NOTE: "XXX" DESIGNATES COLOR



## SIDEWALK & PARKWAY SLOPE SPECIFICATIONS

1. NEW SIDEWALKS: WHEN INSTALLING NEW SIDEWALKS, THE SLOPE FROM THE BACK OF THE SIDEWALK (EDGE FARTHEST FROM THE CURB) THROUGH THE GRASS PARKWAY AND TO THE TOP OF THE CURB SHALL BE A MINIMUM OF 2% (1/4" PER FOOT) AND A MAXIMUM OF 4% (1/2" PER FOOT). IN NEWER SUBDIVISIONS WHERE THE GRASS PARKWAY IS TYPICALLY 10' - 6" WIDE, THE BACK OF THE SIDEWALK IS TYPICALLY 4" - 6" HIGHER THAN THE TOP OF THE CURB AND THE CROSS-SLOPE OF THE SIDEWALK IS 1" IN 4".
2. THE GRADE OF A SIDEWALK SHALL BE LOWERED WHERE HANDICAPPED SIDEWALK RAMPS ARE REQUIRED IN ORDER TO COMPLY WITH THE MAXIMUM HANDICAPPED RAMP SLOPE OF 1:12.
3. ALL SIDEWALKS SHALL BE A MINIMUM OF 6" THICK WHERE THEY PASS THROUGH A DRIVEWAY AND AN APPROACH AND A MINIMUM OF 4" THICK AT ALL OTHER AREAS.
4. EXISTING SIDEWALKS & APPROACHES: WHEN REPLACING EXISTING SIDEWALKS AND APPROACHES, THE GRADES SHALL TYPICALLY MATCH THE EXISTING GRADE OF THE ADJOINING GROUND, SIDEWALK AND DRIVEWAY APPROACH.
5. THE MAXIMUM SLOPE OF DRIVEWAY APPROACHES SHALL BE 8%.



DRAWING NAME: SIDEWALK AND PARKWAY SLOPE SPECIFICATIONS	
CITY OF SYCAMORE	BY: JS
BUILDING DEPARTMENT	DRAWING DATE: 2/12/13
541 DEKALB AVENUE	REVISIONS:
SYCAMORE, IL 60178	NOTES:
PHONE: (815) 895-4434	

