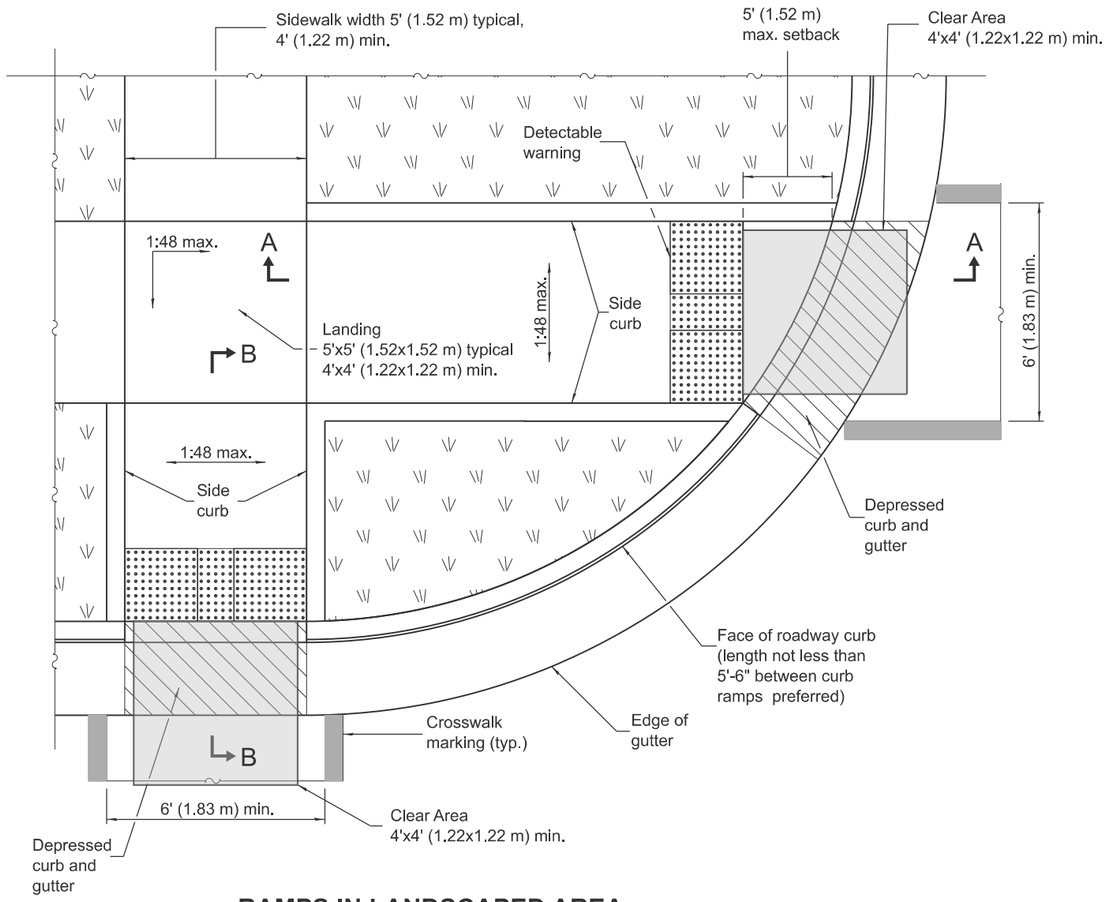
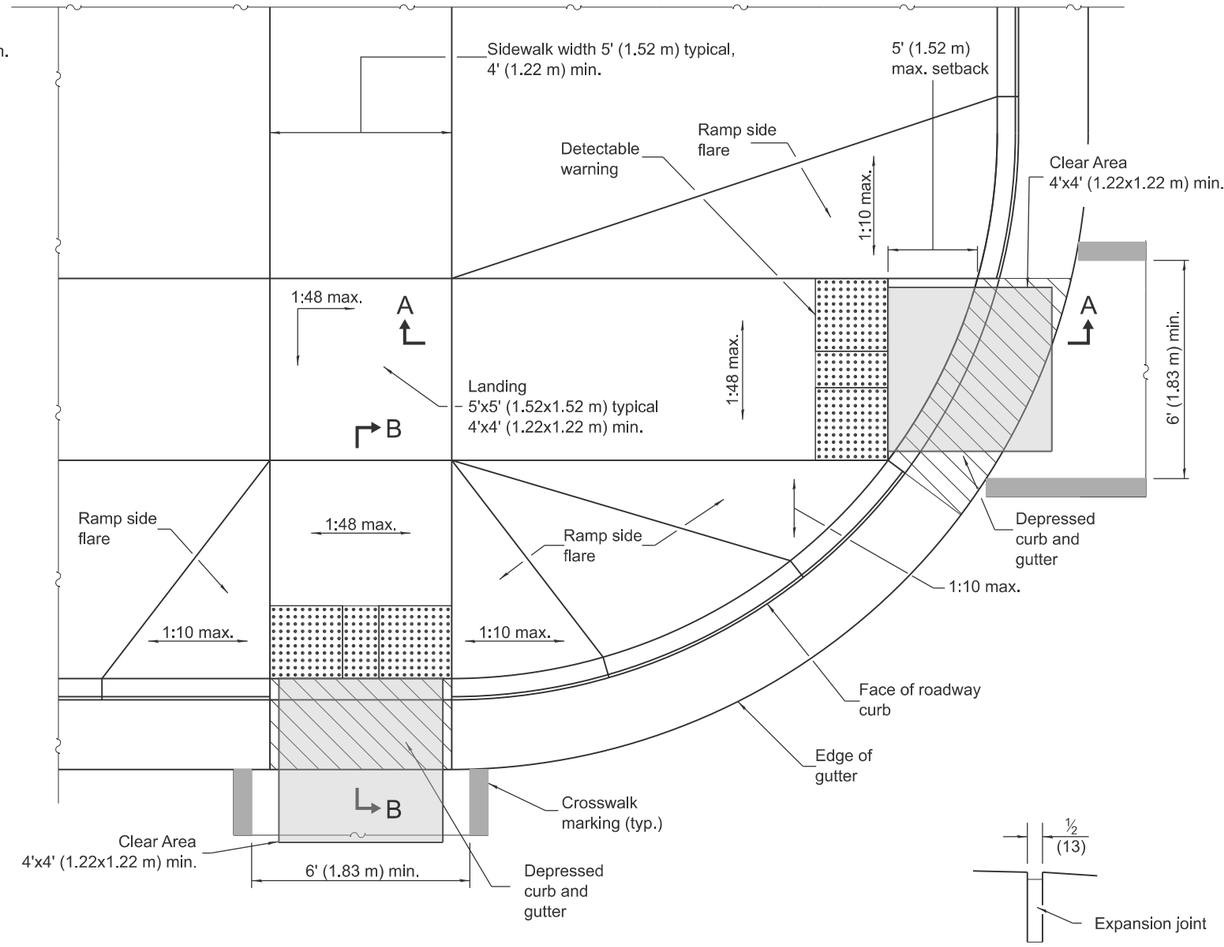
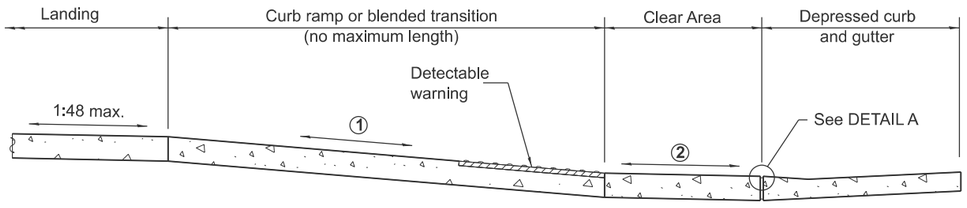


RAMPS IN LANDSCAPED AREA
SETBACK ≤ 5'



RAMPS IN PAVED AREA
SETBACK ≤ 5'

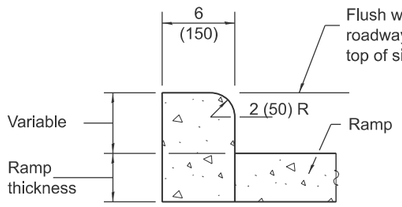
DETAIL A



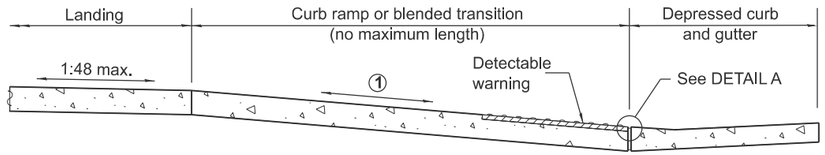
SECTION A-A

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.

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.

Illinois Department of Transportation

APPROVED January 1, 2025
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2025
ENGINEER OF DESIGN AND ENVIRONMENT

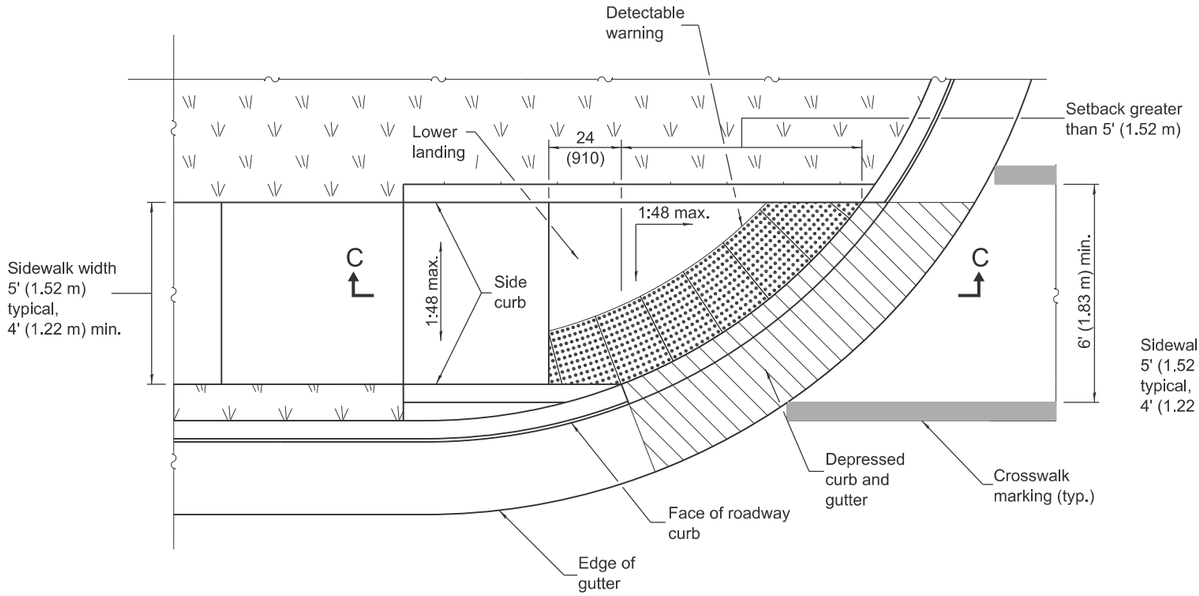
ISSUED 1-1-97

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.

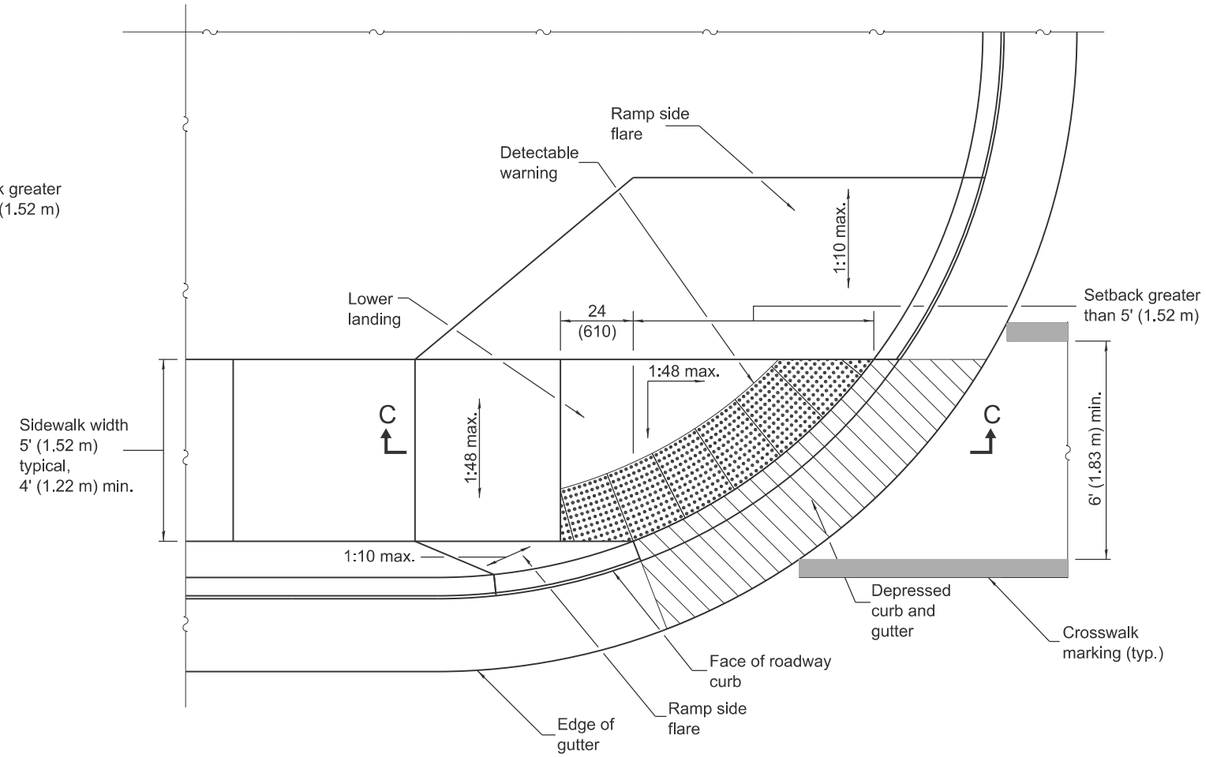
PERPENDICULAR CURB RAMPS FOR SIDEWALKS

(Sheet 1 of 2)

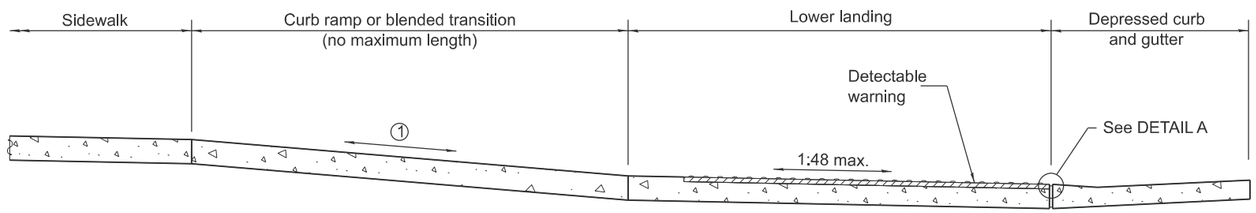
STANDARD 424001-12



RAMP IN LANDSCAPED AREA SETBACK > 5'



RAMP IN PAVED AREA SETBACK > 5'



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.

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
Marshall K. Motichek
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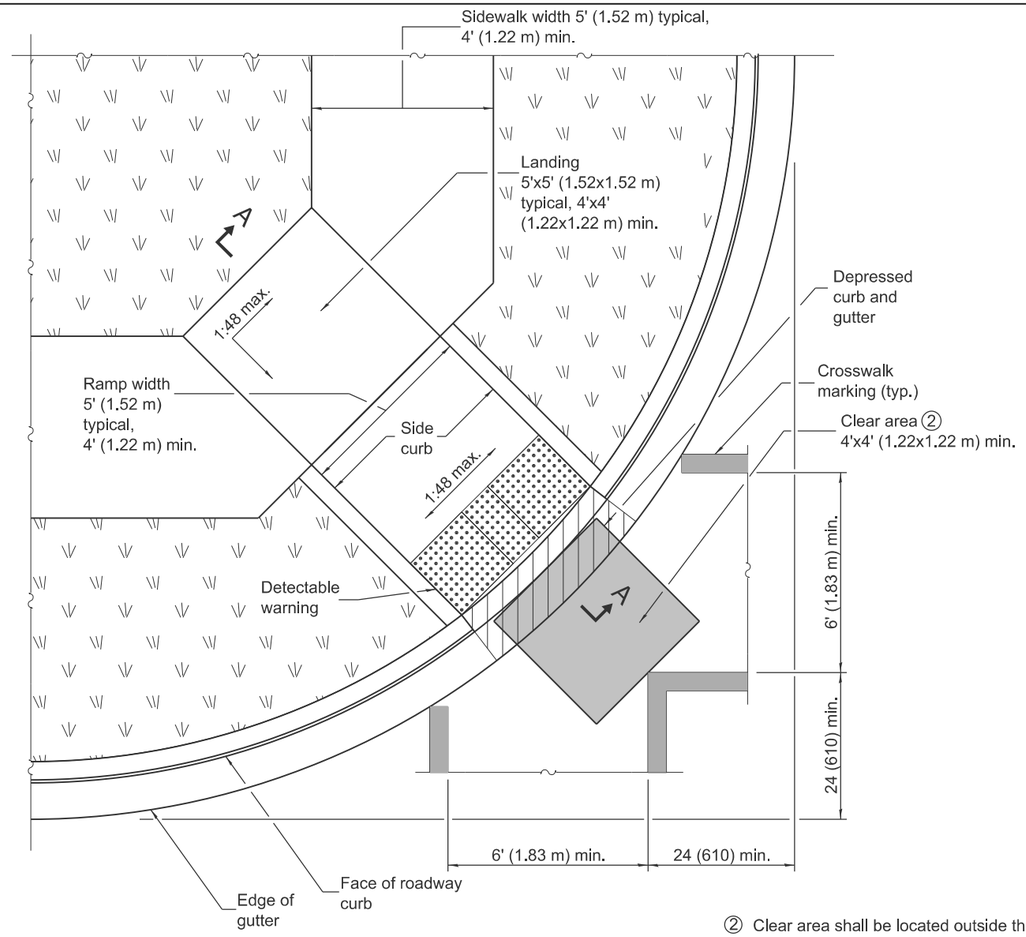
APPROVED January 1, 2025
Todd Cox
ENGINEER OF DESIGN AND ENVIRONMENT

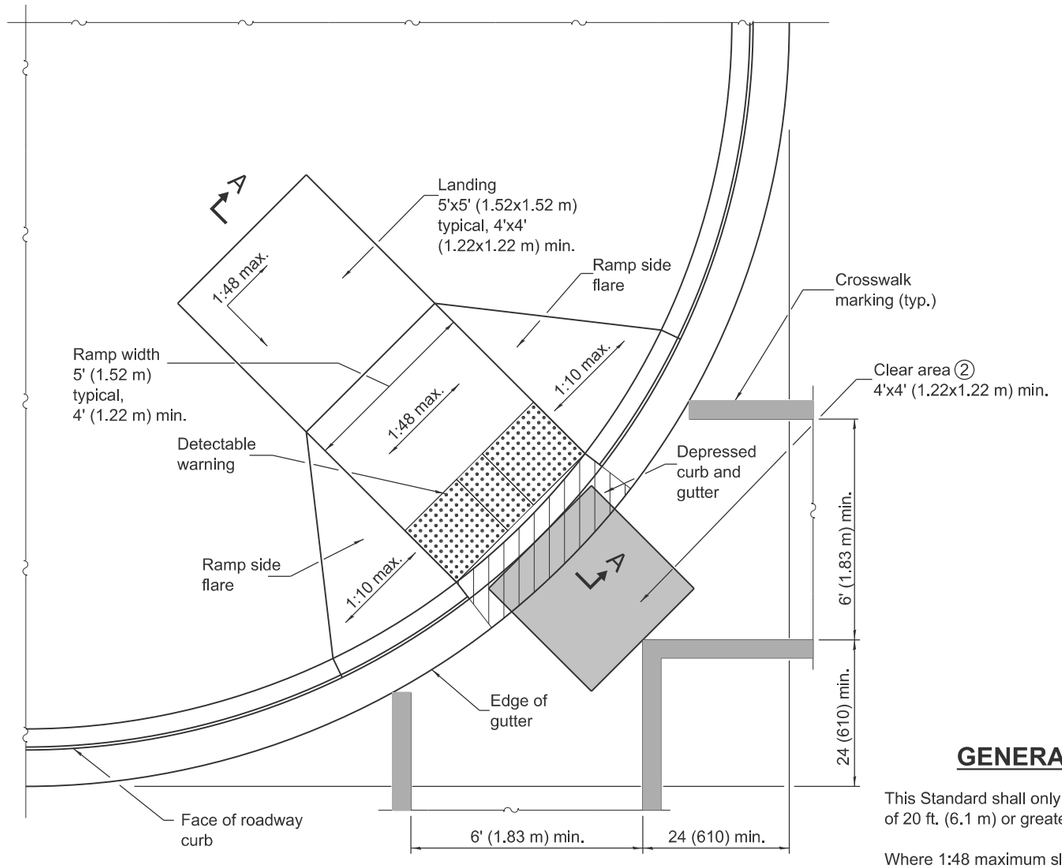
ISSUED 1-1-97

PERPENDICULAR CURB RAMPS FOR SIDEWALKS

STANDARD 424001-12



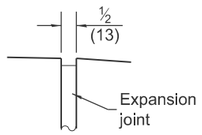
RAMP IN LANDSCAPED AREA



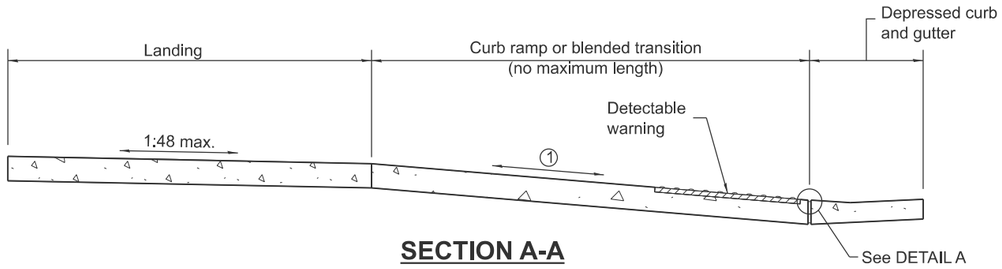
RAMP IN PAVED AREA

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

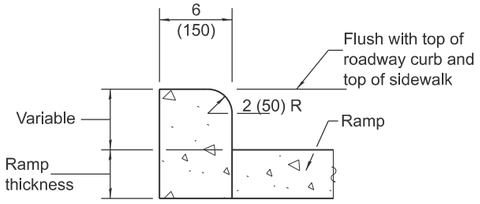


DETAIL A



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.



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.

Illinois Department of Transportation

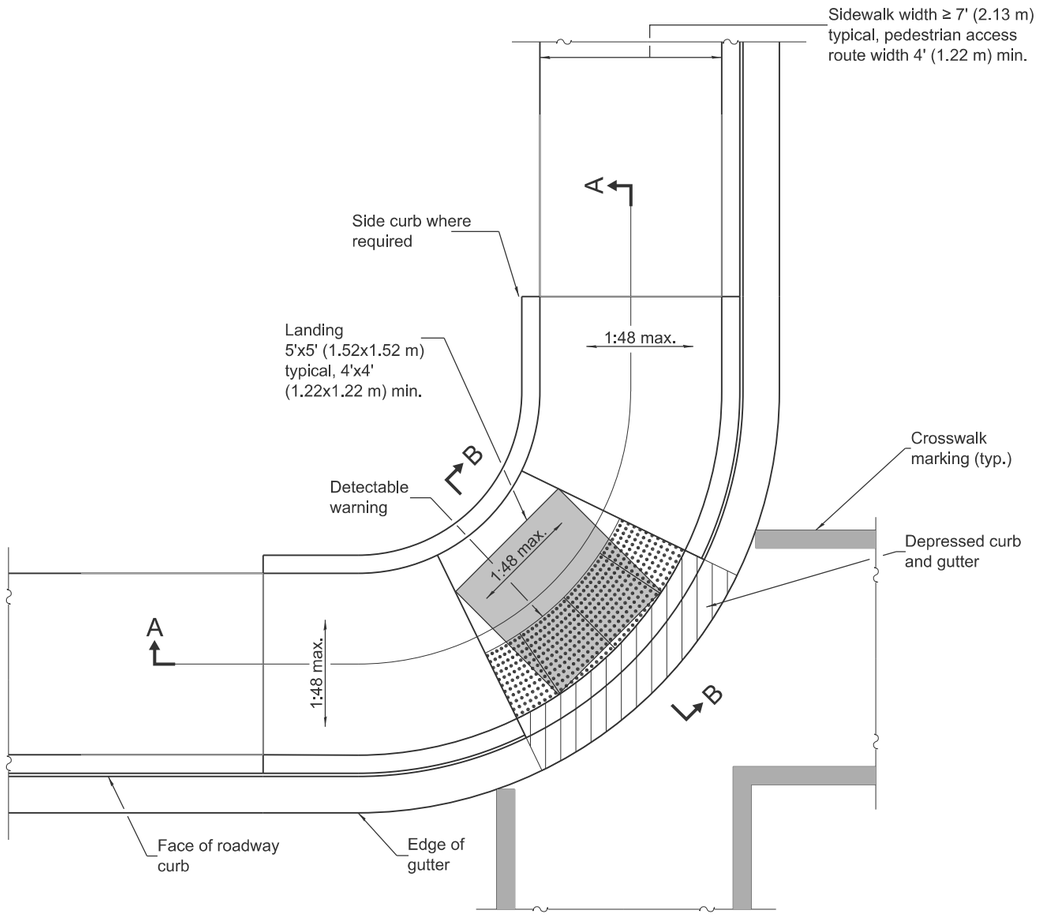
APPROVED January 1, 2025
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2025
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-12

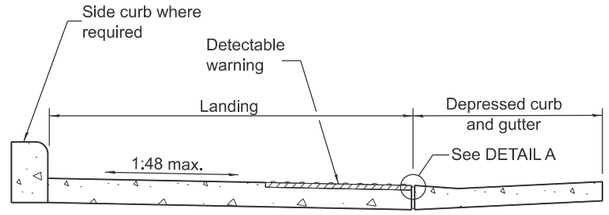
DATE	REVISIONS
1-1-25	Indicated "Clear Area" location and
	updated cross-slopes.
1-1-21	Clarified minimum crosswalk width
	and locations.

DIAGONAL CURB RAMPS FOR SIDEWALKS

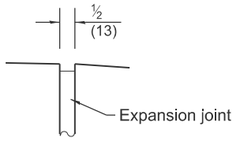
STANDARD 424006-06



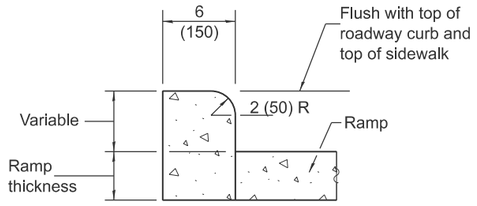
CORNER PARALLEL CURB RAMP



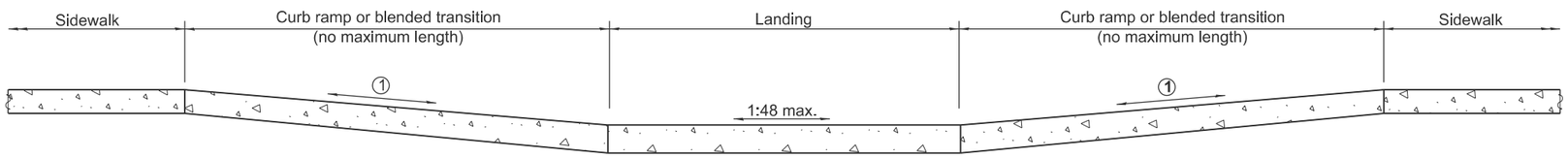
SECTION B-B



DETAIL A



SIDE CURB DETAIL



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.

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

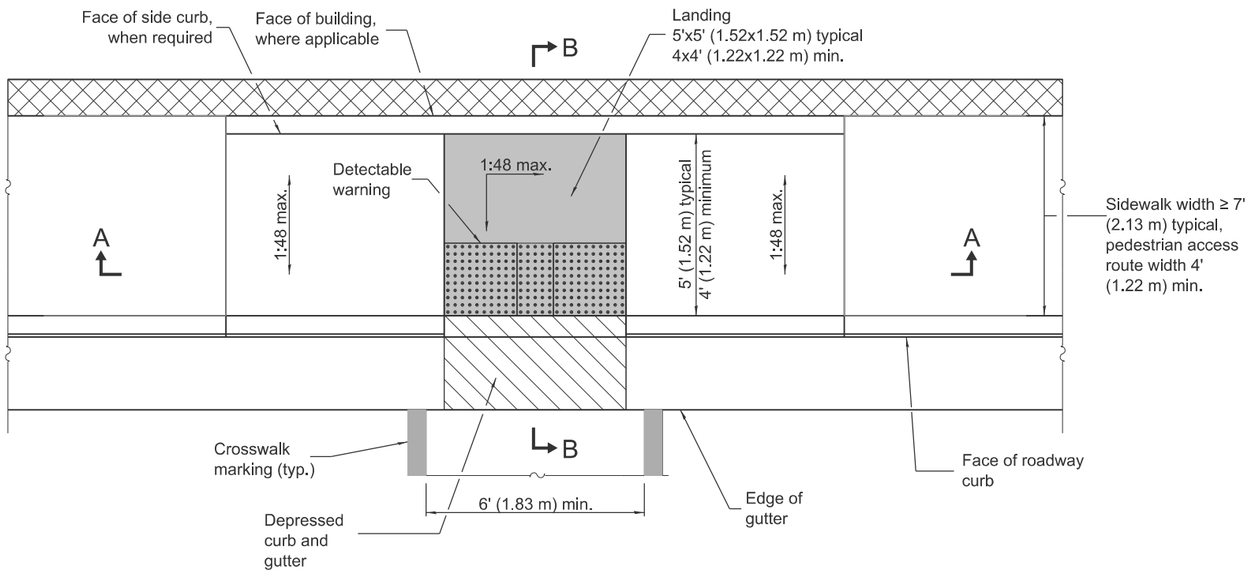
APPROVED January 1, 2025
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-12

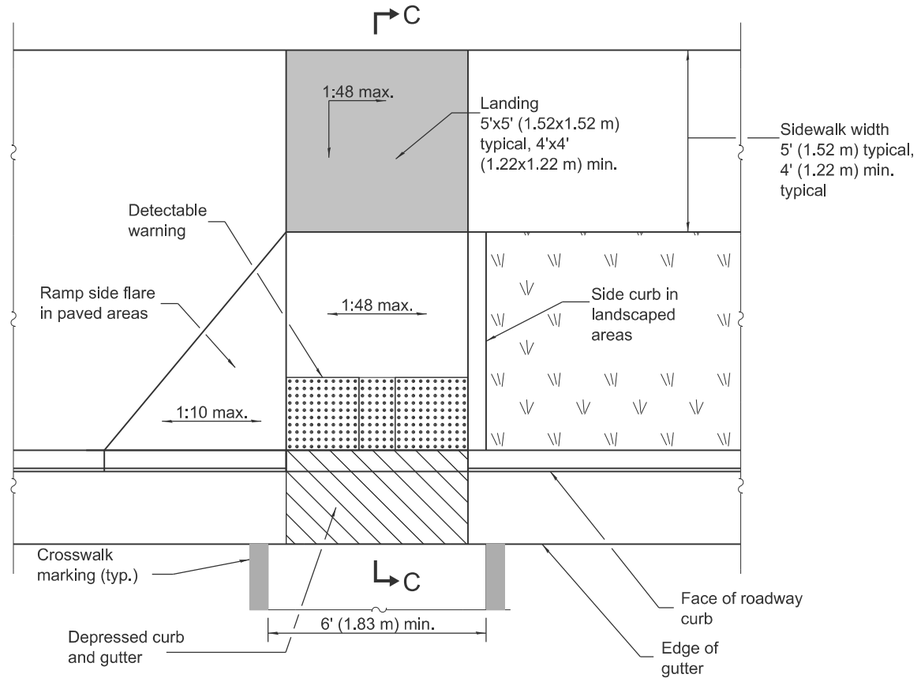
DATE	REVISIONS
1-1-25	Revised turning space with landing
	and updated cross-slope.
1-1-19	Removed upper landing, added
	blended transition and detectable
	warning tolerances.

CORNER PARALLEL CURB RAMPS FOR SIDEWALKS

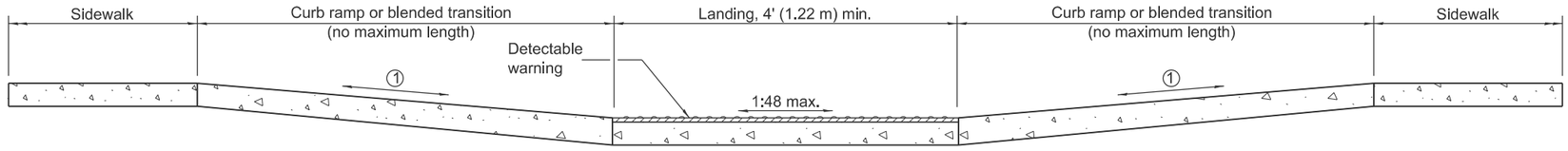
STANDARD 424011-05



PARALLEL MID-BLOCK CURB RAMP

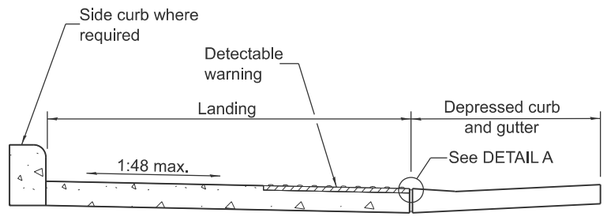


PERPENDICULAR MID-BLOCK CURB RAMP

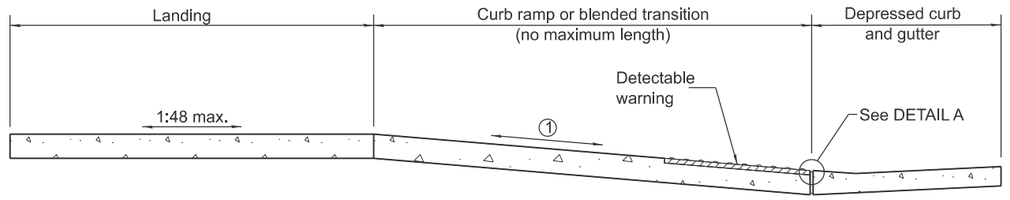


SECTION A-A

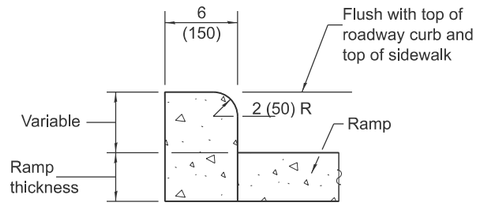
① The running slope of a curb ramp shall be 1:12 max. The running slope of a blended transition shall be 1:20 max.



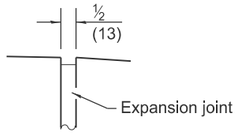
SECTION B-B



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.

Illinois Department of Transportation

APPROVED January 1, 2025
ENGINEER OF POLICY AND PROCEDURES

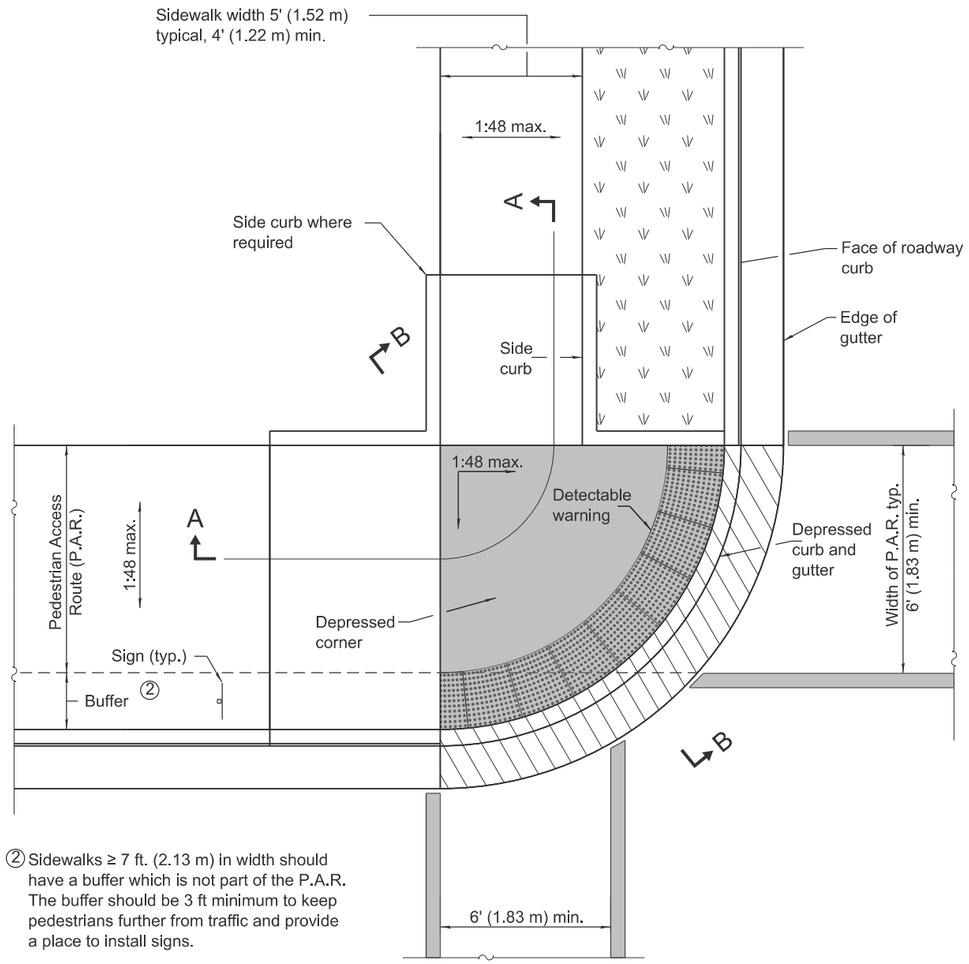
APPROVED January 1, 2025
ENGINEER OF DESIGN AND ENVIRONMENT

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 transitions and detectable
	warning tolerances.

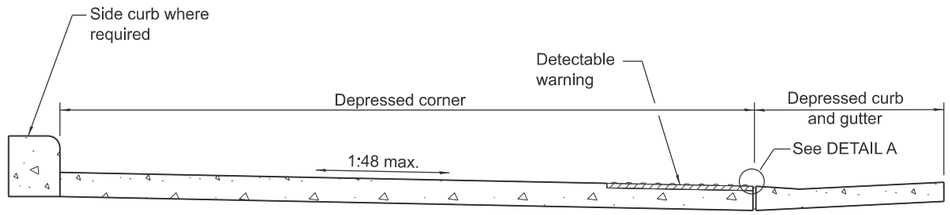
MID-BLOCK CURB RAMPS FOR SIDEWALKS

STANDARD 424016-06

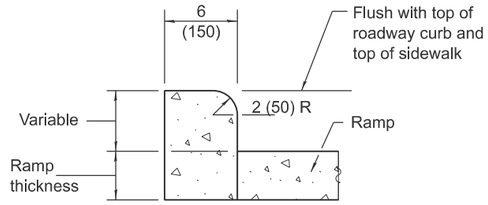


② Sidewalks ≥ 7 ft. (2.13 m) in width should have a buffer which is not part of the P.A.R. The buffer should be 3 ft minimum to keep pedestrians further from traffic and provide a place to install signs.

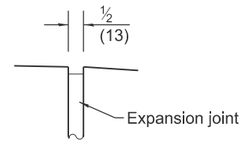
DEPRESSED CORNER



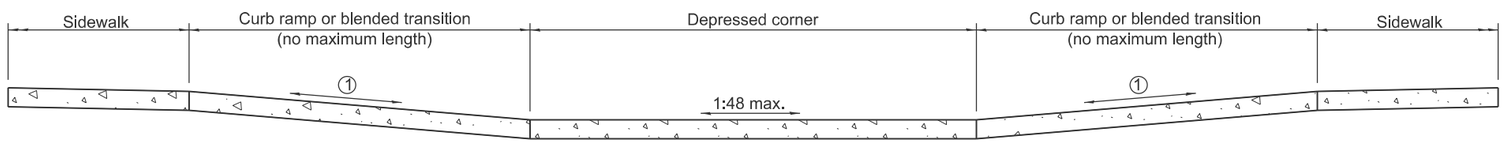
SECTION B-B



SIDE CURB DETAIL



DETAIL A



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.

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.

Illinois Department of Transportation

APPROVED January 1, 2025
Marshall R. Metcalf
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2025
Todd Cox
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-12

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

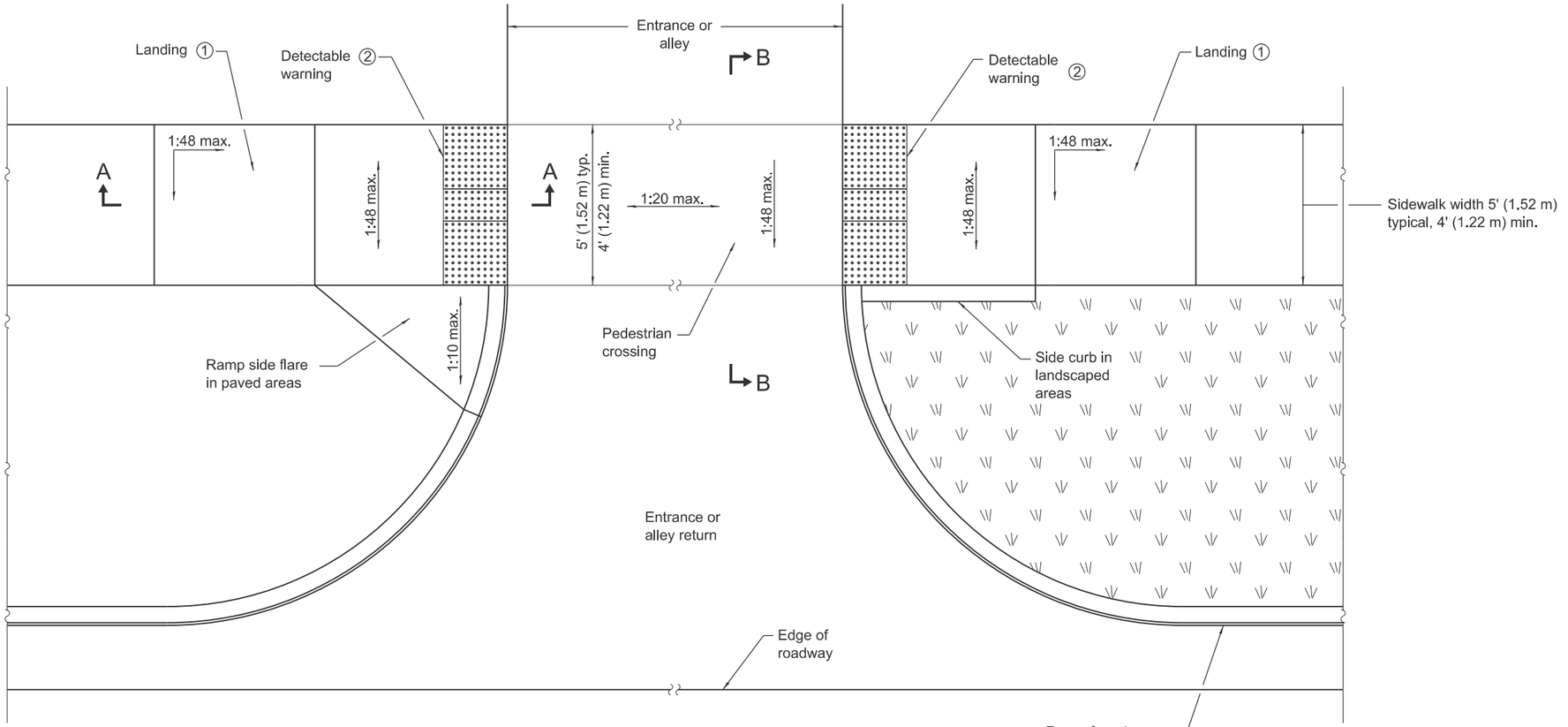
STANDARD 424021-07

① Landing not required for blended transitions, or where there is no change in direction.

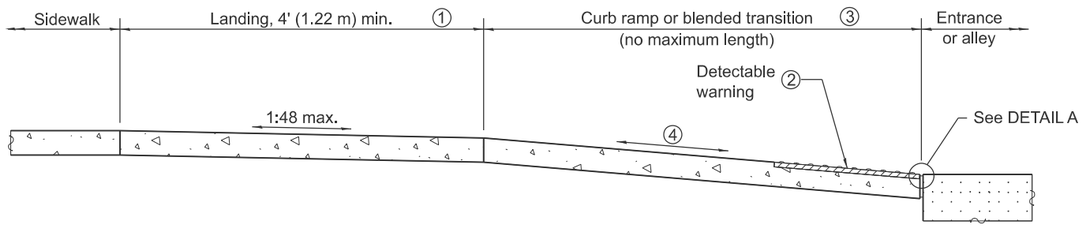
② Detectable warning shall only be installed at entrances/alleys with permanent traffic control devices (i.e. stop signs, signals).

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

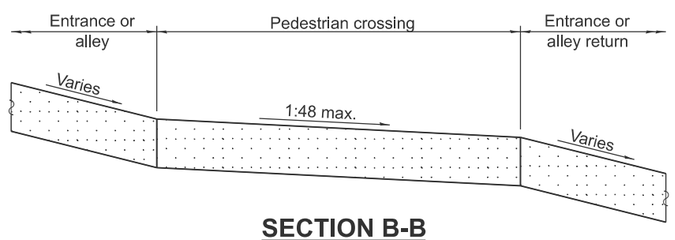
④ The running slope of a curb ramp shall be 1:12 max. The running slope of a blended transition shall be 1:20 max.



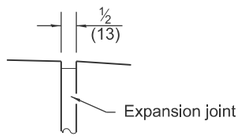
ENTRANCE / ALLEY PEDESTRIAN CROSSING



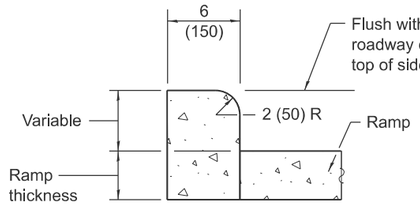
SECTION A-A



SECTION B-B



DETAIL A



SIDE CURB DETAIL

GENERAL NOTES

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

Where 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.

Illinois Department of Transportation

APPROVED January 1, 2025
Marshall R. Metcalf
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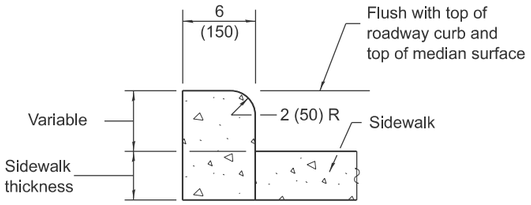
APPROVED January 1, 2025
Scott Cox
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-12

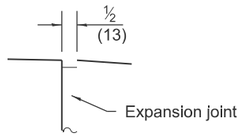
DATE	REVISIONS
1-1-25	Modified Section A-A notes and
	updated cross slopes.
1-1-19	Added blended transitions and
	placement tolerances for
	detectable warnings.

ENTRANCE / ALLEY PEDESTRIAN CROSSINGS

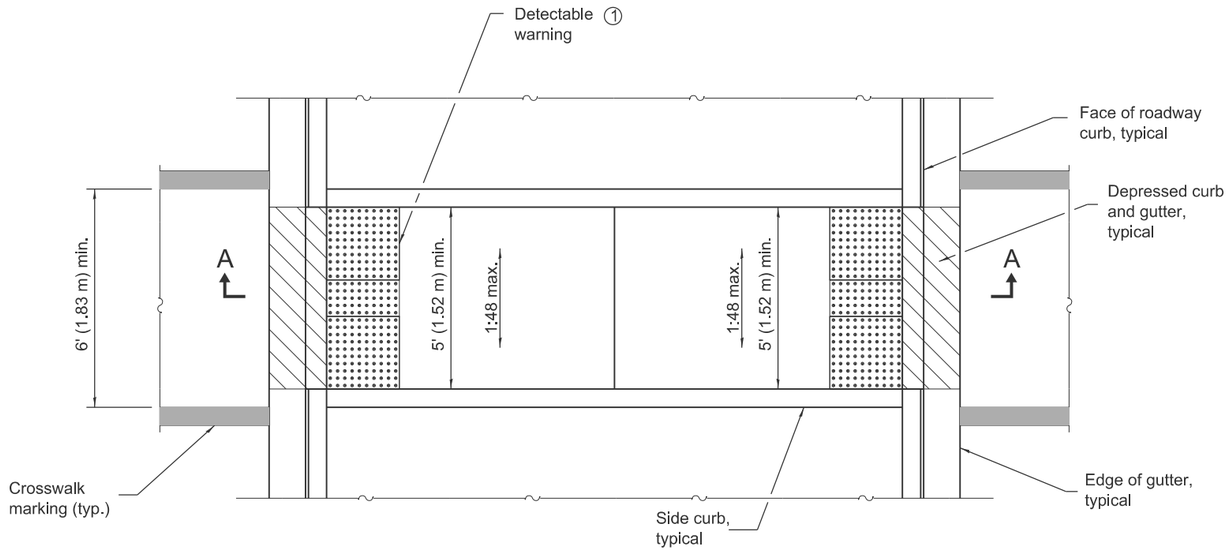
STANDARD 424026-04



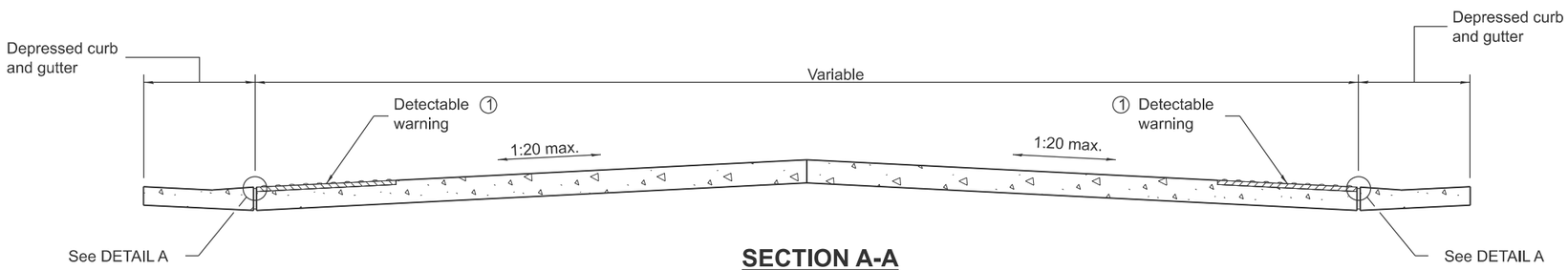
SIDE CURB DETAIL



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.

Illinois Department of Transportation

APPROVED January 1, 2025
ENGINEER OF POLICY AND PROCEDURES

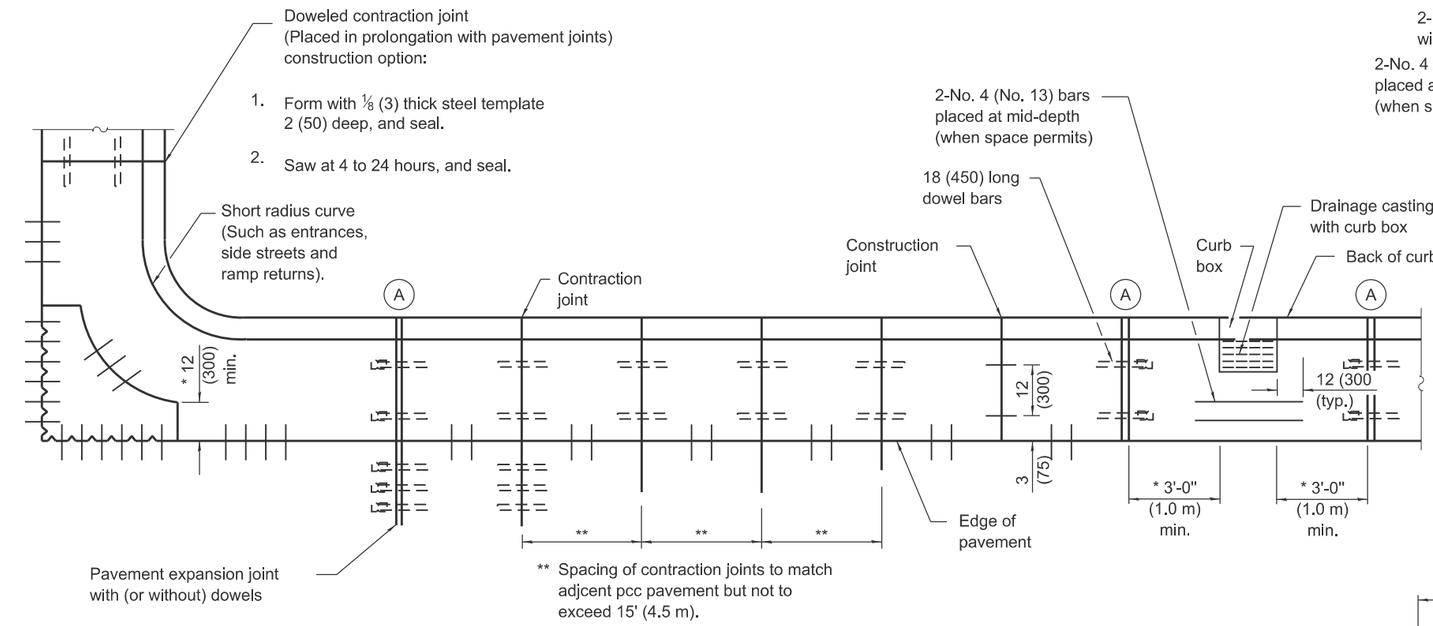
APPROVED January 1, 2025
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-12

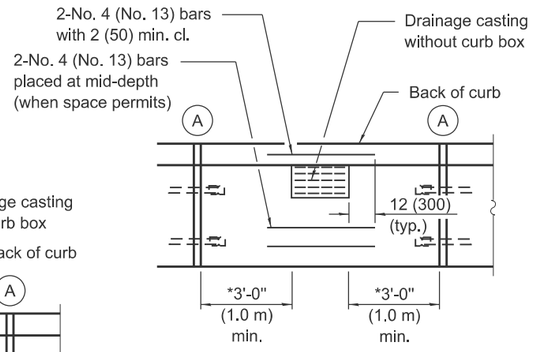
DATE	REVISIONS
1-1-25	Updated cross-slope.
1-1-19	Added placement tolerances for
	detectable warnings.

MEDIAN PEDESTRIAN CROSSINGS

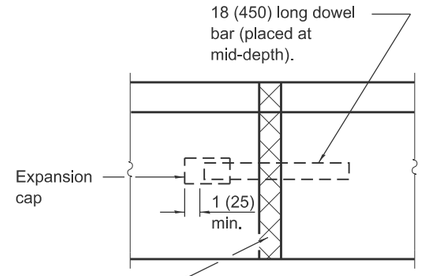
STANDARD 424031-03



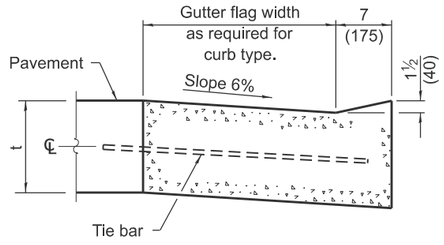
PLAN
ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE



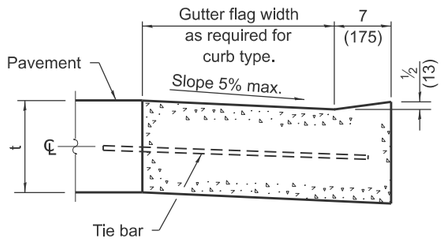
* This dimension shall be adjusted to align with joint on the adjacent pavement



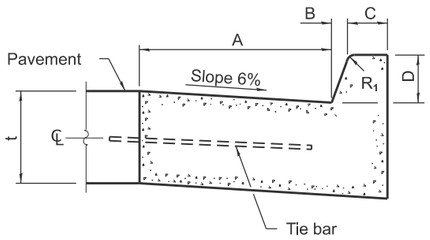
DETAIL Ⓐ
EXPANSION JOINT



DEPRESSED CURB (TYPICAL)



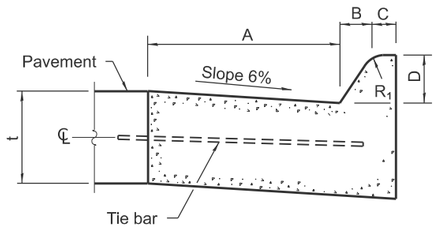
DEPRESSED CURB ADJACENT TO CURB RAMP ACCESSIBLE TO THE DISABLED



BARRIER CURB

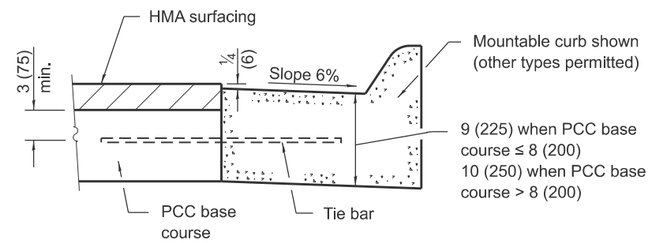
TABLE OF DIMENSIONS BARRIER CURB					
TYPE	A	B	C	D	R_1
B-6.06 * (B-15.15)	6 (150)	1 (25)	6 (150)	6 (150)	1 (25)
B-6.12 (B-15.3)	12 (300)	1 (25)	6 (150)	6 (150)	1 (25)
B-6.18 (B-15.45)	18 (450)	1 (25)	6 (150)	6 (150)	1 (25)
B-6.24 (B-15.60)	24 (600)	1 (25)	6 (150)	6 (150)	1 (25)
B-9.12 (B-22.30)	12 (300)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

* For corner islands only.

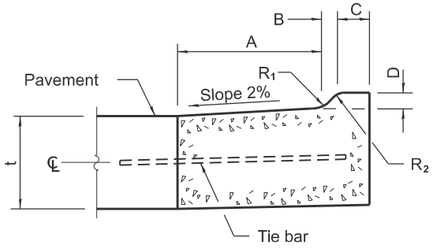


MOUNTABLE CURB

TABLE OF DIMENSIONS MOUNTABLE CURB						
TYPE	A	B	C	D	R_1	R_2
M-2.06 (M-5.15)	6 (150)	2 (50)	4 (100)	2 (50)	3 (75)	2 (50)
M-2.12 (M-5.30)	12 (300)	2 (50)	4 (100)	2 (50)	3 (75)	2 (50)
M-2.24 (M-5.60)	24 (600)	2 (50)	4 (100)	2 (50)	3 (75)	2 (50)
M-4.06 (M-10.15)	6 (150)	4 (100)	3 (75)	4 (100)	3 (75)	NA
M-4.12 (M-10.30)	12 (300)	4 (100)	3 (75)	4 (100)	3 (75)	NA
M-4.18 (M-10.45)	18 (450)	4 (100)	3 (75)	4 (100)	3 (75)	NA
M-4.24 (M-10.60)	24 (600)	4 (100)	3 (75)	4 (100)	3 (75)	NA
M-6.06 (M-15.15)	6 (150)	6 (150)	2 (50)	6 (150)	2 (50)	NA
M-6.12 (M-15.30)	12 (300)	6 (150)	2 (50)	6 (150)	2 (50)	NA
M-6.18 (M-15.45)	18 (450)	6 (150)	2 (50)	6 (150)	2 (50)	NA
M-6.24 (M-15.60)	24 (600)	6 (150)	2 (50)	6 (150)	2 (50)	NA



ADJACENT TO PCC BASE COURSE WITH HMA SURFACING



M-2.06 (M-5.15), M-2.12 (M-5.30), and M-2.24 (M-5.60)

GENERAL NOTES

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

t = Thickness of pavement.

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

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

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

See Standard 606301 for details of corner islands.

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

Illinois Department of Transportation

APPROVED January 1, 2026
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2026
ENGINEER OF DESIGN AND ENVIRONMENT

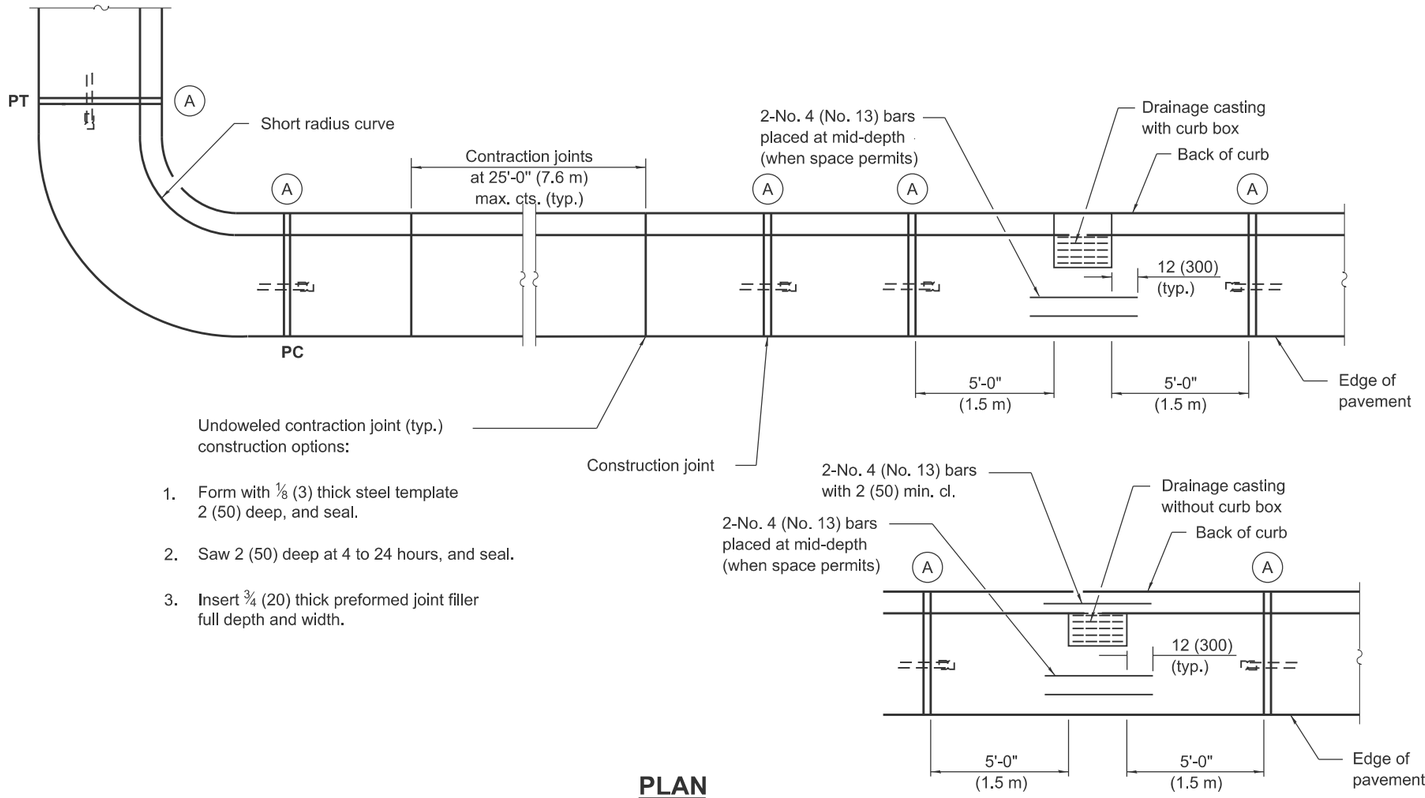
ISSUED 1-1-97

DATE	REVISIONS
1-1-26	Added M-2.24 (M-5.60) to
	Mountable Curb Table
1-1-22	Revised contract joint spacing
	adjacent to pcc pavement.

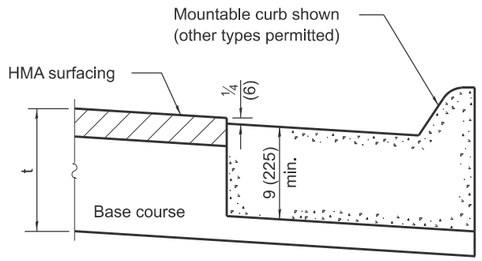
CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER

(Sheet 1 of 2)

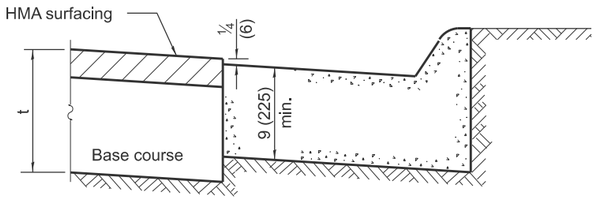
STANDARD 606001-09



PLAN

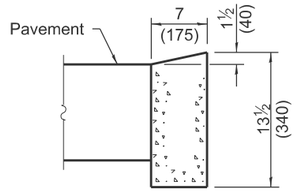


ON DISTURBED SUBGRADE

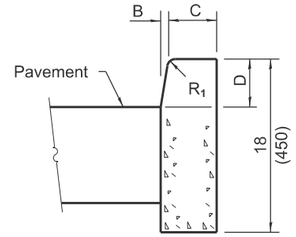


ON UNDISTURBED SUBGRADE

ADJACENT TO FLEXIBLE PAVEMENT

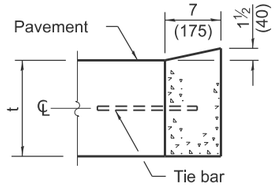


DEPRESSED CURB

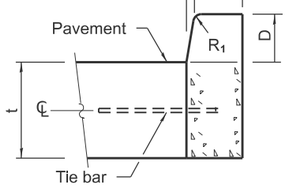


BARRIER CURB

ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE



DEPRESSED CURB



BARRIER CURB

CONCRETE CURB TYPE B

ADJACENT TO FLEXIBLE PAVEMENT

Illinois Department of Transportation

APPROVED January 1, 2026
Marshall L. Mitchell
ENGINEER OF POLICY AND PROCEDURES

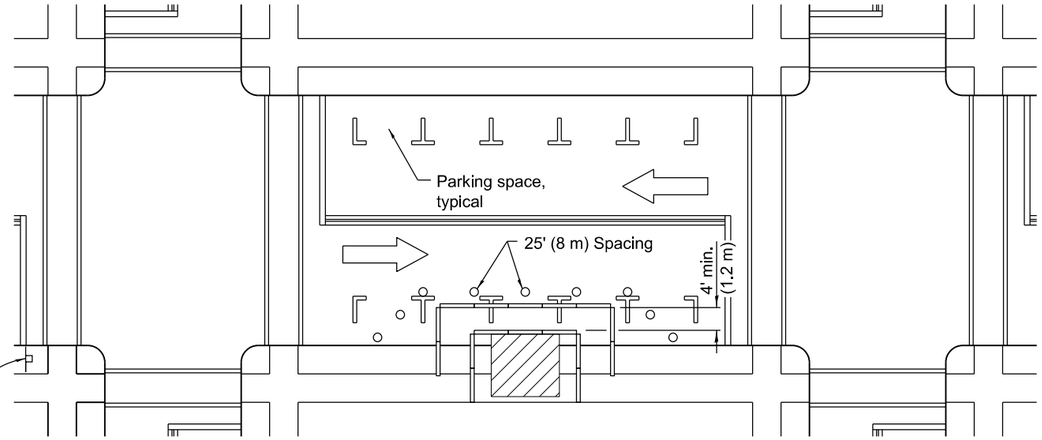
APPROVED January 1, 2026
Scott Schaefer
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER

(Sheet 2 of 2)

STANDARD 606001-09



① ROAD CONSTRUCTION AHEAD — W20-I103(0)-48 for contract construction projects

Or

① ROAD WORK AHEAD — W20-1(0)-48 for maintenance and utility projects

SIDEWALK DIVERSION

① Omit whenever duplicated by road work traffic control.

GENERAL NOTES

This Standard is used where, at any time, pedestrian traffic must be rerouted due to work being performed.

This Standard must be used in conjunction with other Traffic Control & Protection Standards when roadway traffic is affected.

Temporary facilities shall be detectable and accessible.

The temporary pedestrian facilities shall be provided on the same side of the closed facilities whenever possible.

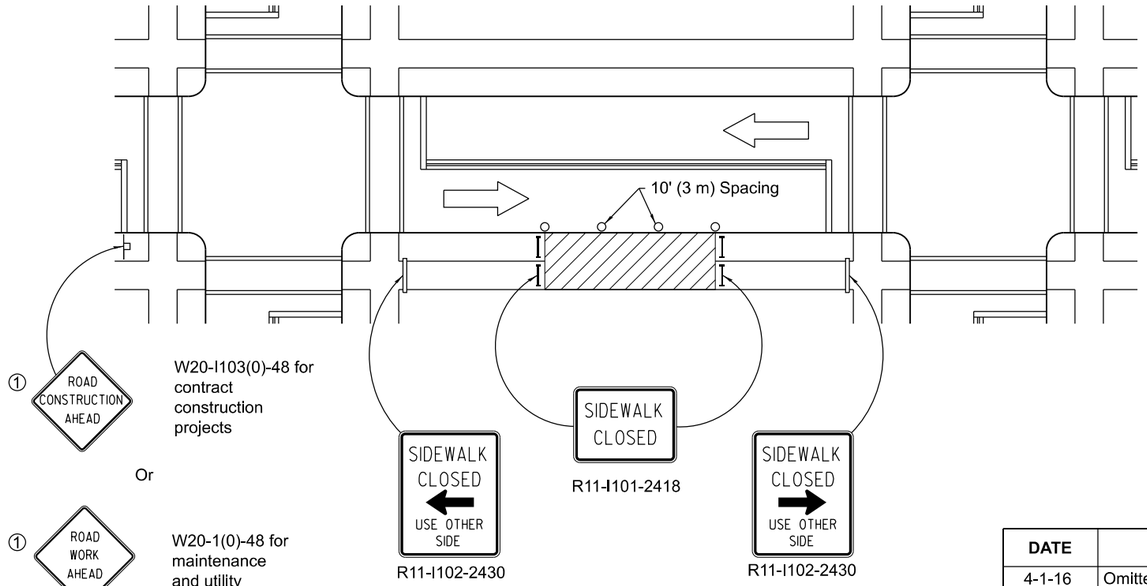
The SIDEWALK CLOSED / USE OTHER SIDE sign shall be placed at the nearest crosswalk or intersection to each end of the closure. Where the closure occurs at a corner, the signs shall be erected on the corners across the street from the closure. The SIDEWALK CLOSED signs shall be used at the ends of the actual closures.

Type III barricades and R11-2-4830 signs shall be positioned as shown in "ROAD CLOSED TO ALL TRAFFIC" detail on Standard 701901.

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

SYMBOLS

- Work area
- Sign on portable or permanent support
- Barricade or drum
- Cone, drum or barricade
- Type III barricade
- Detectable pedestrian channelizing barricade



① ROAD CONSTRUCTION AHEAD — W20-I103(0)-48 for contract construction projects

Or

① ROAD WORK AHEAD — W20-1(0)-48 for maintenance and utility projects

R11-I101-2418

R11-I102-2430

R11-I102-2430

SIDEWALK CLOSURE

Illinois Department of Transportation

APPROVED January 1, 2016
ENGINEER OF SAFETY ENGINEERING

APPROVED January 1, 2016
ENGINEER OF DESIGN AND ENVIRONMENT

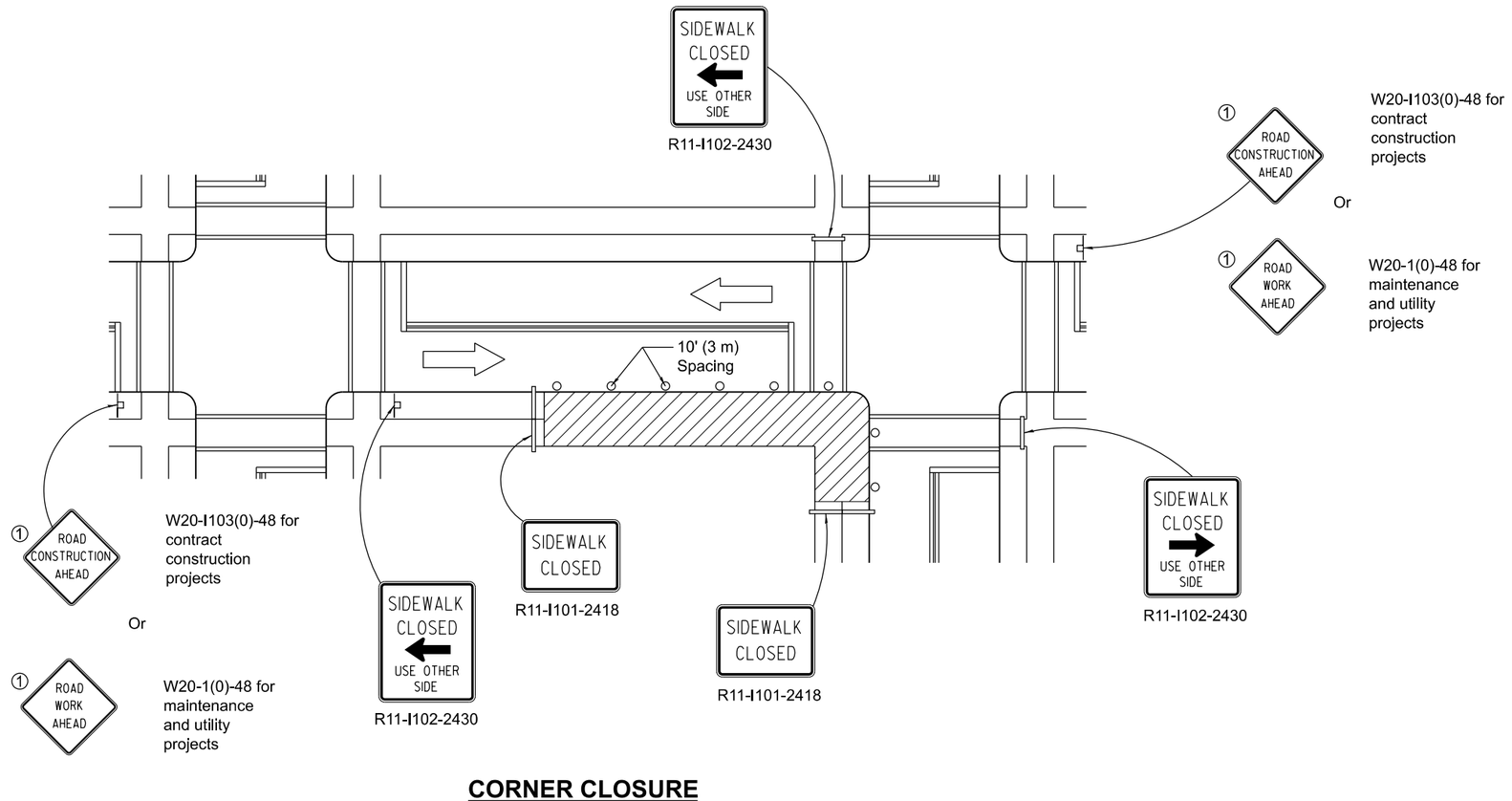
ISSUED 1-1-97

DATE	REVISIONS
4-1-16	Omitted orange safety fence from
	standard as this is covered in
	the standard spec.
1-1-12	Added SIDEWALK DIVERSION.
	Modified appearance of plan views.
	Renamed Standard.

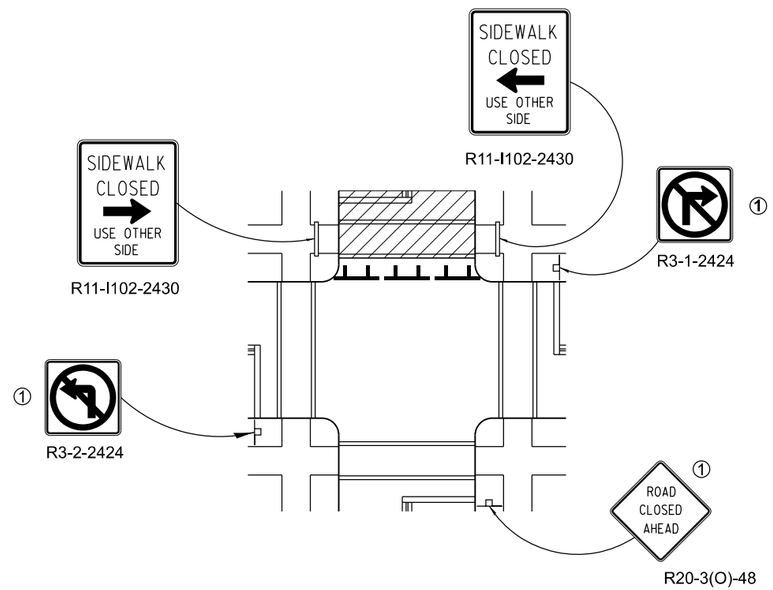
SIDEWALK, CORNER OR CROSSWALK CLOSURE

(Sheet 1 of 2)

STANDARD 701801-06



CORNER CLOSURE



CROSSWALK CLOSURE

Illinois Department of Transportation

APPROVED January 1, 2016
ENGINEER OF SAFETY ENGINEERING

APPROVED January 1, 2016
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

SIDEWALK, CORNER OR CROSSWALK CLOSURE

(Sheet 2 of 2)

STANDARD 701801-06