



Illinois Department of Transportation

Memorandum

To: Studies & Plans Squads PPM 40-08
From: P. A. Tegeler Revised: Tim Brandenburg
Subject: Sidewalks
Date: April 29, 1994 Revision Date: December 5, 2006

PLAN PREPARATION MEMORANDUM 40-08

BACKGROUND

This memorandum revises Plan Preparation Memorandum 94-200.P, Policy for Sidewalks on Highway Project, dated April 10, 1994 and supplements Chapters 5, 48 & 58 of the BDE Manual, applicable Highway Standards and District CADD Details in providing uniformity of district preference regarding sidewalk warrants, design and compliance with the ADA Guidelines.

PROCEDURE

Designers should review the aforementioned BDE Chapters, Highway Standards and District CADD Details prior to beginning plan and cross section sheet improvements. This should minimize future plan sheet changes and the possibility of misguided right-of-way information to land Acquisition.

General: Normal sidewalk thickness shall be 5". If a thickness of less than 5" is to be used, it should be noted and justified in the Project Report. Reasons for thicknesses less than 5" could include the preference of the Local Agency, known plans which will require the sidewalk to be removed in the foreseeable future, consistency with other sidewalk to be matched, or other unique cases. For purposes of this memorandum, the "design thickness" of the sidewalk is defined as 5" or lesser thickness called for in the Project Report.

For design thicknesses from 4" to 5", the State will participate in accordance with Chapter 5 of the BDE Manual. Should the Local Agency require a thickness greater than the design thickness, they will be required to pay for 100% of the cost in excess of the design thickness. Should the Local Agency request a thickness less than the design thickness, the request will be evaluated, and if accepted, the State will participate as previously mentioned.

At Driveways: Sidewalks across driveways shall normally be included in the driveway pavement. (Minimum 6" thickness)

Sidewalks across drives other than PCC are to have a thickness of 6". The sidewalk area through these driveways will be included in the quantity of and payment for PORTLAND CEMENT CONCRETE SIDEWALK of the thickness specified. Thickening the sidewalk at driveways should be considered as included in the payment for the pay item specified in the plans. There should be a plan note to make it clear that the extra thickness is included in the pay item(s) in the plans.

Block-Outs: (BDE Chapter 58) The Studies and Plans Squad member should check with the Bureau of Operations and with the Local Agencies for locations of block-outs for traffic signs to be located in sidewalk areas that are located immediately behind proposed curb and gutters.

Where block-outs are used, widened sidewalks should be placed, if necessary, to accommodate at least the required minimum width of 36 inches.

Handicap Accessibility: (BDE Chapter 58) At locations where crosswalks extend through medians or islands that are depressed for the handicapped, the area through the median or island should be sloped so it will drain rather than being flat. Include a detail in the plans showing a slope of 1/4" per foot maximum.

When pavements on each side of a median or island are not at the same elevation, the maximum allowable slope is 1:12.

With the revision and issuance of Highway Standards 424001, the use of truncated domes has been finalized as the proper texture for curb ramps. All communities and corresponding agencies are held to this Standard, with no exceptions. Therefore, we will no longer request waivers to this standard at the request of communities. This was also verified per phone construction with Mike Brand from BD&E on March 9, 2004.