



Illinois Department of Transportation

Memorandum

To: Studies & Plans Squads PPM 40-06
From: Phillip A. Tegeler Revised: Scott Neihart
Subject: Sideroad/Sidestreet Returns
Date: November 23, 1992 Revised Date: March 30, 2016

PLAN PREPARATION MEMORANDUM 40-06

This memorandum supplements the BDE Manual Chapters 36 & 49, IDOT policy on Permits for Access to State Highways, and the Bureau of Local Roads and Street's policies in providing uniformity of District preference concerning sideroad & sidestreet returns.

For "3R" projects:

- 1.) Existing width of sideroad/sidestreet return should be measured at the end of radius return or right-of-way line, whichever distance is greater from the edge of traveled way.
- 2.) If the existing width of the sideroad return is 20 ft. or greater, resurface the existing configuration to the completion of the radius return or right-of-way line, whichever distance is greater from the edge of traveled way.
- 3.) If the existing width of the sideroad return is less than 20 ft., reconstruct the sideroad return to the "Standards", shown. Acquisition of right-of-way should be completed if necessary to construct the minimum 24 ft. width, and 50 ft. taper of sideroad as shown in the applicable District Details. Improvements such as these should only be undertaken if other right-of-way is to be purchased and this should be shown and discussed in the Phase I Study prior to completion of the Project Report. If program funding limitations are encountered, the "20 ft. rule" should be ignored and the existing configuration should be resurfaced to the completion of the radius return or right-of-way line, whichever distance is greater from the edge of traveled way.

If the sideroad profile grades do not conform to BDE policy and will not be corrected with the project, obtain concurrence for a design exception. If the sideroad or sidestreet has a marked or unmarked crosswalk and is stop or yield controlled (unsignalized), the cross slope of the crosswalk shall be 2.0% or less per PROWAG. Reconstruct the sideroad or sidestreet if necessary.

When improvements to sideroads include tapers, the tapers should generally be of bituminous concrete. Class A-3 surface treatments should only be

considered for the tapers when there are other significant quantities of seal coat work on the job.

For “3P” improvements, we will generally resurface the existing configuration to the completion of the radius return. Major sideroad/sidestreets (>400 ADT) shall have “butt joints” constructed whether the existing entrance is bituminous or PCC. Minor sideroad/sidestreets (<400 ADT) shall have “featheredge rundowns” as shown in the applicable District Detail. If the sideroad or sidestreet has a marked or unmarked crosswalk and is stop or yield controlled (unsignalized), the cross slope of the crosswalk shall be 2.0% or less per PROWAG. If a 2.0% crossslope cannot be obtained without reconstructing the sideroad return, request a Maximum Extent Practicable exception (BDE form 3101).

For “SMART” and “Contract Maintenance” improvements we will generally resurface the existing configuration with the completion of a 10 ft. featheredge rundown. If the sideroad or sidestreet has a marked or unmarked crosswalk and is stop or yield controlled (unsignalized), the cross slope of the crosswalk shall be 2.0% or less per PROWAG. If a 2.0% crossslope cannot be obtained without reconstructing the sideroad return, request a Maximum Extent Practicable exception (BDE form 3101).

. Squad leaders and members should consult their respective Project Engineer when conditions lend to job-specific changes to this Plan Preparation Memorandum.

STANDARDS FOR SIDEROADS AND SIDESTREETS (1)

Illinois Department of Transportation

Region 3 / District 5

<u>SIDEROADS (Rural)</u>	<u>MIN.</u>	<u>DESIRABLE</u>	<u>MAX</u>
Surface Width	24'	24'	(2)
Surface Radius	30' (7)	30'	(2)
Shoulder Width	4'	8'	10'
Shoulder Slope (“/”)	¼	½	1½
Grade (3)	-1%	-1% to -4%	-4%
Breakover	0%	5%	10%
Side Slope	10:1	6:1	(6)4:1 Steepest
Surface Type (4)	4” Bituminous on 8” Granular	8” PCC on 4” Granular	
Angle of Intersection	60° Exist.	75°-90°	
<u>SIDESTREETS (Urban)</u>			
Surface Width (5)	30' F/F	30' F/F	(2)
Surface Radius	30'	30'	(2)

Grade (3)	-1%	-1% to -4%	-4%
Breakover	0%	5%	10%
Surface Type (4)	4" Bituminous on 8" Granular	8" PCC on 4" Granular	
Angle of Intersection	60° Exist.	75°-90°	

NOTES:

- Standards are intended for new construction or for reconstruction. For 3R work, sideroad configurations will be resurfaced as previously indicated. Unless addressed in the Project Report, improvements will be made within existing right-of-way. Every effort consistent with the scope of work should be made to assure that sideroad-street grades slope away from the mainline.
- Coordinate with Geometrics Engineer to serve anticipated turning movements. See BDE Manual Chapter 36.
- See BDE Manual Chapter 49-3-06(C). Where significant right-of-way or budget impacts occur and no history of accidents exists, grades for sideroads and sidestreets may be designed on a case-by-case basis and in special cases may slope toward mainline. The maximum grade is 2.0% (either positive or negative through the limits of a pedestrian access route at a stop or yield controlled intersection).
- For 3R improvements, generally use the same resurfacing thickness as on the mainline with a base equivalent to the existing (min. 6" aggregate).
- With and/or without parking.
- Sideslopes shall be re-graded to 4:1 or flatter when they are disturbed by sideroad/street or culvert work.
- For sideroad with <400 ADT may reduce to 25'.