



# Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

## BDE PROCEDURE MEMORANDUM

**NUMBER:** 20-09

**SUBJECT:** BDE Manual Revision – Chapter 36

**DATE:** September 23, 2020

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Chapter 36 of the BDE Manual has been revised to introduce, in a new Section 36-10, additional design guidance regarding several alternative intersection types. Additional guidance on incorporation of pedestrian and bicycling accommodations as part of both traditional and alternative intersection designs has also been added in the chapter. Please see the BDE Manual on-line to view the revisions.

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### Background

Three sections of Chapter 36 have been revised to incorporate additional guidance on pedestrian and bicyclist safety at intersections and to provide specific Illinois guidance on the design of alternative intersections. These alternative design types include Restricted Crossing U-Turn (RCUT), Median U-Turn (MUT), Displaced Left Turn (DLT) and Continuous Green T (CGT) intersections. The policy revisions are briefly introduced below by section.

Section 36-1.03 introduces the scope of new information now included for Alternative Intersection Designs.

Section 36-1.09 includes additional guidance on how to improve safety performance at intersections that include features for the accommodation of pedestrians and bicyclists. Considerations that allow additional pedestrian crossing time, improved visibility and refuge opportunities at intersections are now highlighted.

Section 36-4 has a more pronounced focus on the design of refuge areas at intersections. The changes in Section 36-4.03 provides the majority of the new guidance, including a discussion of pedestrian refuge in islands and a description of the many accessibility requirements in refuge areas that have not previously been described in policy.

Section 36-4.04(b) includes a clarification on crosswalk design at median openings. It also describes the potential inclusion of added pavement (loons) at U-turn locations.

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All of Section 36-10 is new material that covers four alternative intersection types that can be considered in situations where traditional intersection have identified operational, safety, or non-motorized accommodation issues.

Section 36-10.1 addresses RCUT intersections, both signalized and unsignalized. General design considerations are first covered, followed by issues related to signalization, safety, signing, access management, pedestrian accommodation, and stakeholder outreach.

Section 36-10.2 addresses signalized MUT intersections. General design considerations are first covered, followed by issues related to safety, signing, access management, pedestrian accommodation, and stakeholder outreach.

Section 36-10.3 addresses DLT intersections. General design considerations are first covered, followed by issues related to safety, operations and signing, access management, pedestrian and bicyclist accommodation, access, and stakeholder outreach.

Section 36-10.4 addresses CGT intersections. General design considerations are first covered, followed by issues related to signalization, safety, and pedestrian accommodation.



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