



Approval of Design Variance

Project Identification

Local Agency: CITY OF COLLINSVILLE County: MADISON
(County, Municipality, Road District / Township)
Section No.: 117-I-3-2 Route: MUN 0070
Street/Road Name: RAMADA BOULEVARD
Project Limits: RAMADA BLVD. FROM IL 157 TO BEVERLY LANE

Project Length: 458 ' (0.09 MILE) Functional Classification: LOCAL ROAD
Design Year: 2043 Design Traffic: ☐ DHV ☒ ADT 7800
Existing Structure No.: N/A Proposed Structure No.: N/A

Project Scope of Work

- a. Is this project located on the NHS? ☐ Yes ☒ No
- b. Is this project on a Strategic Regional Arterial (SRA) route? ☐ Yes ☒ No
- c. Funding ☐ MFT/State Assistance ☐ Federal
- d. Type of Work ☐ New Construction ☒ Reconstruction ☐ 3R
- e. Design Guidelines ☒ Urban ☐ Suburban ☐ Rural ☐ 3R ☐ Other _____
- f. Provide a brief project description (major construction elements):

The proposed realignment of Beverly Lane would modify the existing intersection of Ramada Blvd. and Beverly Lane into a 3-leg unsignalized intersection with an east leg instead of a south leg. The proposed stop-controlled east leg is anticipated to have an exclusive thru lane and a shared thru/right turn lane and the southbound left turns will be prohibited. The proposed stop-controlled north leg is expected to have an exclusive right turn lane. The west leg will not be stop controlled.

The proposed improvement will include earthworks, full-depth pavement removal and construction, concrete curb and gutter construction, sidewalk/ ramp construction, inlets and storm sewer installations.

District Coordination Meetings

Has project been previously discussed at district coordination meetings?
(If yes, attach minutes of variance approvals) ☒ Yes ☐ No

Dates: 2/23/23, 6/29/23

Level One Design Variance Approval


Local Agency: CITY OF COLLINSVILLE

Section No.: 117-I-3-2

Design Criteria for Project (Provide numerical value where indicated)	BLR&S Criteria	Variance Yes	N	Summary of Variance and Justification								
1. Design Speed: 30 mph	30 mph	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Fig 32-2G								
2. Level of Service (Mainline): C	D	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Fig 32-2G								
3. Lane Widths												
a. Through Lanes: 12 feet	10'; 30' (f-f)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Fig 32-2G; Surface width of 28' (f-f) at Ramada Blvd.(North) and 25'(f-f) at Beverly Lane. Existing condition is improved.								
b. Turn Lanes: 11 feet	10'	<input type="checkbox"/>	<input checked="" type="checkbox"/>									
c. Parking Lanes: N/A feet		<input type="checkbox"/>	<input checked="" type="checkbox"/>									
d. Bike Lanes: N/A feet		<input type="checkbox"/>	<input checked="" type="checkbox"/>									
4. Through Travel Lane Cross Slopes												
Inside Lane: Max. 2 %	1.5%-2%	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Fig 32-2G								
Outside Lane: _____ % (if more than 2 lanes)		<input type="checkbox"/>	<input type="checkbox"/>									
5. Shoulder Widths: N/A feet	N/A	<input type="checkbox"/>	<input type="checkbox"/>									
6. Horizontal Curvature (Minimum Radius)												
250 feet	324	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Fig 29-4A								
List curves not meeting criteria												
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;"><u>Sta.</u></td> <td style="text-align: center;"><u>Radius</u></td> <td style="text-align: center;"><u>Design Speed</u></td> </tr> <tr> <td style="text-align: center;">204+01.01</td> <td style="text-align: center;">250</td> <td style="text-align: center;">25 mph</td> </tr> </table>	<u>Sta.</u>	<u>Radius</u>	<u>Design Speed</u>	204+01.01	250	25 mph		<input checked="" type="checkbox"/>	<input type="checkbox"/>	Fig 29-4A; The vehicle is travelling in a reverse curve and reaching a stop at the intersection so the vehicle speed would be slow. Meets 25 mph policy.		
<u>Sta.</u>	<u>Radius</u>	<u>Design Speed</u>										
204+01.01	250	25 mph										
		<input type="checkbox"/>	<input type="checkbox"/>									
		<input type="checkbox"/>	<input type="checkbox"/>									
7. Superelevation Rates												
e _{max} N.C. %	N.C.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Fig 29-4A								
List curves for which e does not meet criteria												
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;"><u>Pl Sta.</u></td> <td style="text-align: center;"><u>Radius</u></td> <td style="text-align: center;"><u>e</u></td> <td style="text-align: center;"><u>Design Speed</u></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> </tr> </table>	<u>Pl Sta.</u>	<u>Radius</u>	<u>e</u>		<u>Design Speed</u>						<input type="checkbox"/>	<input type="checkbox"/>
<u>Pl Sta.</u>	<u>Radius</u>	<u>e</u>	<u>Design Speed</u>									
		<input type="checkbox"/>	<input type="checkbox"/>									
8. Maximum Grade: 5.0 %	11.0 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Fig 32-3C								
9. Minimum Intersection Sight Distance												
_____ feet	335'	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Fig 28-3E								
List locations not meeting the criteria												
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;"><u>Cross Road</u></td> <td style="text-align: center;"><u>Distance</u></td> </tr> <tr> <td></td> <td></td> </tr> </table>	<u>Cross Road</u>	<u>Distance</u>					<input type="checkbox"/>	<input type="checkbox"/>				
<u>Cross Road</u>	<u>Distance</u>											
		<input type="checkbox"/>	<input type="checkbox"/>									
10. Minimum Stopping Sight Distance												
_____ feet	200'	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Fig 28-1A								

Level One Design Variance Approval

Local Agency: <u>CITY OF COLLINSVILLE</u>	Section No.:	<u>117-I-3-2</u>					
19. Other Items <ul style="list-style-type: none"> Design of Sidewalks Width <u>0</u> ft Minimum ROW from EOP 6' along north side of Ramada Blvd. 	Accommodation 10'	<table style="width: 100%; border: none;"> <tr> <td style="width: 30px; text-align: center;"><input checked="" type="checkbox"/></td> <td style="width: 30px; text-align: center;"><input type="checkbox"/></td> <td rowspan="2" style="padding-left: 10px; vertical-align: top;"> Fig 32-2G; No sidewalk along Ramada east due to ROW and design constraints. </td> </tr> <tr> <td style="text-align: center;"><input checked="" type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> </table>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Fig 32-2G; No sidewalk along Ramada east due to ROW and design constraints.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Prepared By: <u>Oates Associates, Inc</u> <div style="text-align: center; font-size: small;">Designer (Local Agency or Consultant)</div>	Date: <u>09/02/2025</u>
When Prepared by Consultant Local Agency Concurrence: <u></u>	Date: <u>9/8/2025</u>

_____ IDOT Regional Engineer Concurrence	_____ Date	_____ Central BLR&S Approval	_____ Date
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Level Two Design Variance Approval

Local Agency: CITY OF COLLINSVILLE

Section No.: 117-I-3-2

Design Criteria for Project (Provide numerical value where indicated)		BLR&S Criteria		Variance Yes No		Summary of Variance and Justification
1.	Design Period: <u>20</u> years	20 years		<input type="checkbox"/>	<input checked="" type="checkbox"/>	Fig 32-2G
2.	Horizontal Alignment (Mainline)					
	a. Minimum Superelevation Transition Lengths: <u> </u> feet	N/A		<input type="checkbox"/>	<input type="checkbox"/>	
	b. Superelevation Distribution Between Tangent and Curve: <u> </u>	2/3 : 1/3		<input type="checkbox"/>	<input type="checkbox"/>	
3.	Vertical Alignment (Mainline)					
	a. Minimum Grade of Urban Cross Section <u>0.8</u> %	0.3%		<input type="checkbox"/>	<input checked="" type="checkbox"/>	BLRS CH 30-2.01(b)
	b. Minimum Length of Vertical Curves <u>90</u> feet	90'		<input type="checkbox"/>	<input checked="" type="checkbox"/>	Fig 30-2D
	c. Maximum K value of Vertical Curves <u>47</u> (for curbed facilities)	167		<input type="checkbox"/>	<input checked="" type="checkbox"/>	Fig 30-2D
4.	Cross Section Elements (Mainline)					
	a. Design of Parking Lanes					
	• Cross Slope: <u> </u> %	N/A		<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	b. Design of Sidewalks					
	• Width:					
	• Buffer Distance: <u>N/A</u> feet	2 feet		<input type="checkbox"/>	<input type="checkbox"/>	
	• Cross Slope: <u>N/A</u> %	2% max.		<input type="checkbox"/>	<input type="checkbox"/>	
	• Longitudinal Grades: <u>N/A</u> %	5% max.		<input type="checkbox"/>	<input type="checkbox"/>	
	c. Median					
	• Type: <u>Raised</u>	Raised		<input type="checkbox"/>	<input checked="" type="checkbox"/>	BLRS CH 35-1.05(b)
	• Width: <u>5</u> feet	4		<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	d. Shoulder Cross Slopes: <u> </u> %	N/A		<input type="checkbox"/>	<input type="checkbox"/>	
	e. Rollover Factor <u> </u> %	N/A		<input type="checkbox"/>	<input type="checkbox"/>	
	f. Curb and Gutter Type <u>B 6.24</u> <u>B 6.18</u>	B 6.12		<input type="checkbox"/>	<input checked="" type="checkbox"/>	Fig 32-2G, Match Existing Fig 32-2G, Match Existing
	g. Roadway Element					
	• Steepest Front Slopes: <u> </u> (H:V)			<input type="checkbox"/>	<input type="checkbox"/>	Fig 32-2G
	• Steepest Back Slopes: <u> </u> (H:V)			<input type="checkbox"/>	<input type="checkbox"/>	Fig 32-2G
5.	Drainage (Flood Frequency)					
	a. Pavement: <u> </u> years	N/A		<input type="checkbox"/>	<input type="checkbox"/>	
	b. Structure: <u> </u> years			<input type="checkbox"/>	<input type="checkbox"/>	
	c. Storm Sewer: <u>10</u> years	10		<input type="checkbox"/>	<input checked="" type="checkbox"/>	DM 1-305
6.	Intersections					
	a. Level of Service for Individual Movement:					
	• Through Lanes: <u>B</u>	D		<input type="checkbox"/>	<input checked="" type="checkbox"/>	Fig 32-2G
	• Turn Lanes: <u> </u>			<input type="checkbox"/>	<input type="checkbox"/>	
	b. Skew Angle: <u>3</u> Degrees	30 degrees		<input type="checkbox"/>	<input checked="" type="checkbox"/>	BLRS CH 34-1.01(b)

