

## **7149 Fillet Extension for Non-Paved Side Roads**

(This section last updated 01-15-14)

When a construction or resurfacing project occurs on the primary system, counties have the option to add an additional 50 feet (or as agreed upon by the county and DOT) of paving along the secondary road at each granular secondary road intersection. This extension provides a paved area for the grader to stop without encroaching on the shoulder of the mainline.

Although constructed in conjunction with the mainline, the county is responsible for the initial cost and ongoing maintenance of the additional paving beyond the standard fillet. For the purposes of this detail, the standard fillet is considered to be the paved shoulder width, or 6 feet from the edge of the through lane if the shoulder is not paved.

To separate out the quantity of pavement the county is responsible for, the additional amount of pavement (and associated items) placed in the fillet extension should be included as a second division of work within the PCC Pavement ([100-24](#)) or HMA Pavement ([100-25](#)) tabulations. This will also require the use of Estimated Project Quantities (Up to a 5 Division Project) tabulation ([100-1C](#)).

Since counties will need to add this into their budgets, they should be contacted as early in the design process as possible. The decision to add the fillet extension and values used for all variables shown is determined by the county at concept or field exam time.

Note that the L distance includes existing or constructed paved shoulder and existing fillets. Any pavement (and associated items, including subbase) quantities associated with the paved shoulder are to be shown on the Shoulders tabulation ([112-9](#)) and are not necessarily subject to a separate division of work.

This layout makes the assumption that the mainline is higher than the side road. If this is not the case (in a superelevated curve for example), Section A-A may be modified to show slopes necessary to meet conditions.