



Chapter 3
HIGHWAY SYSTEMS

BUREAU OF LOCAL ROADS AND STREETS MANUAL

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Chapter 3
HIGHWAY SYSTEMS

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Chapter 3

HIGHWAY SYSTEMS

3-1 HIGHWAY SYSTEMS

This Section discusses two highway system designations — the Federal-aid Highway System and the Illinois System of Highways. Under the Federal-aid Highway System, highways are segregated according to federal funding purposes. The Illinois system is segregated according to jurisdiction and/or maintenance responsibilities. Note that some highways may be under both systems (e.g., Interstates, marked routes).

3-1.01 Federal-Aid Highways

3-1.01(a) National Highway System

The National Highway System (NHS) is a network of highway routes and connections to transportation facilities. NHS represents approximately 4% to 5% of the total public road mileage in the United States. A specific highway route may be on more than one subsystem. Specifically, NHS includes the following subsystems:

1. Interstate. The current Interstate system of highways retains its separate identity within NHS. There are also provisions to add mileage to the existing Interstate subsystem.
2. (Selected) Other Principal Arterials (OPA). These are selected highways in rural and urban areas that provide access between an arterial and a major port, airport, public transportation facility, or other intermodal transportation facility.
3. Strategic Highway Network (STRAHNET). This is a network of highways that are important to the United States' strategic defense policy and which provide defense access, continuity, and emergency capabilities for defense purposes. In Illinois, the STRAHNET is the entire marked Interstate system (including toll facilities marked as Interstate routes).
4. Major Strategic Highway Network (STRAHNET) Connectors. These are roads and highways that provide access between major military installations and highways that are part of the Strategic Highway Network (Interstate system).
5. Major Intermodal Connectors. These are selected streets and highways (primarily in urban areas) that provide access between another NHS designated route (Interstate or OPA) and a designated major port, airport, public transportation facility, freight facility, or other intermodal transportation facility.

3-1.01(b) Non-NHS Federal-Aid Highways

These highways consist of non-NHS roads and streets that are functionally classified as arterials, rural major collectors, and urban collectors. See [Section 27-3](#) for a description of functional classifications.

3-1.02 Illinois System of Highways

3-1.02(a) Definition

According to the State law, any public way for vehicular travel that has been laid out in pursuance of any law of Illinois, or which has been established by dedication, or used by the public as a highway for 15 years is considered a highway. The term “highway” includes rights of way, bridges, drainage structures, signs, guardrails, protective structures, and all other structures and appurtenances necessary or convenient for vehicular traffic. A highway in a rural area may be called a “road,” while a highway in a municipal area may be called a “street” ([605 ILCS 5/2-202](#)).

3-1.02(b) Administrative Classification

The Illinois General Assembly has segregated the Illinois system of highways into four distinct highway systems and associated highway authorities. Each authority has jurisdiction that confers the obligation and the authority to administer, control, construct, maintain, and operate the highway system subject to the provisions of the Illinois Highway Code. Figure 3-1A identifies each system and the corresponding authority.

For a listing of mileage for each classification, see the [Illinois Highway and Street Mileage Statistics](#) from the Illinois Department of Transportation’s (IDOT) Office of Planning and Programming (OPP) under the Report tab of IDOT’s website.

System	ILCS Reference	Highway Authority (605 ILCS 5/2-213)
State Highway System	605 ILCS 5/2-101	Illinois Department of Transportation
County Highway System	605 ILCS 5/2-102	County Board
Township and District Road System	605 ILCS 5/2-103	Highway Commissioner*
Municipal Street System	605 ILCS 5/2-104 65 ILCS 5/1-1-2(2)	Corporate Authority of Municipality (See Section 3-1.03(d))

* *The highway authority is the county board for discretionary functions and the county engineer for administrative functions for County Unit Road Districts.*

ADMINISTRATIVE HIGHWAY CLASSIFICATION

FIGURE 3-1A

3-1.02(c) State Highway System

The State highway system consists of all highways under the jurisdiction of the Illinois Department of Transportation. This system contains all Interstate highways, all other marked State and U.S. routes, and some unmarked routes.

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The Illinois Highway Code, [605 ILCS 5/2-101](#) defines rural highways and their municipal extensions that are part of the State highway system.

The following items apply to the State highway system, but are not all inclusive:

1. State Takeover of Highways. At its discretion, IDOT may add additional highways to the State highway system by laying out new highways or taking over highways from the county highway system, township and district systems, or the municipal street system. These additions must form a logical part of the State highway system for traffic purposes. Before any highway is taken over, IDOT is required to notify the proper local officials in writing of its intention and the date when it will assume the maintenance and care of these highways ([605 ILCS 5/4-203](#)).
2. State Highway Extensions through Municipalities. In all cases where traffic on a State highway runs through a municipality, or where the municipality is the terminus of the State highway, IDOT is required to locate the route on existing or new streets so as to form a continuous route and serve the needs of traffic ([605 ILCS 5/4-205](#)). Any State highway route in a municipality may be relocated upon other streets to better serve traffic demands provided the municipality assumes jurisdiction of the abandoned route. IDOT is responsible for leaving the abandoned route in reasonable condition for traffic ([605 ILCS 5/4-206](#)).
3. Change in State Highway Status. IDOT may enter into a written contract with any highway authority for the jurisdiction, maintenance, administration, engineering, or improvement of any highway or portion thereof ([605 ILCS 5/4-409](#)).

3-1.02(d) County Highway System

The county highway system is under the authority of the county board and consists of the following highways ([605 ILCS 5/2-102](#)):

- State-aid roads and their municipal extensions constructed prior to July 1, 1959, and for which the county was responsible for maintenance, in whole or in part.
- Certain highways improved as Federal-aid highways (formally known as Federal-aid secondary highways), which the county has agreed to maintain pursuant to an agreement between the county and IDOT.
- Highways on which construction was completed after July 1, 1959, and which became part of the system under the provisions of the Illinois Highway Code.
- Highways added to the system under the provisions of the Illinois Highway Code.
- Any access road constructed under [105 ILCS 5/10-22.36A](#) and connecting school grounds with any highway described in the preceding paragraphs.

The following applies to the county highway system:

1. Description of County Highway System. As nearly as possible, the county highway system shall be the highways that connect principal municipalities and trading points

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(traffic generators) within the county with each other, and also with principal municipalities and trading points (traffic generators) in other counties ([605 ILCS 5/5-102](#)).

2. **Total Mileage.** [605 ILCS 5/5-104](#) limits the mileage that can be included in the county highway system. The total mileage of highways in the county highway system shall not exceed 35% of the total rural public highway mileage in a county having less than 500,000 inhabitants or 75% of the total rural public highway mileage in a county having 500,000 or more inhabitants. County highways within a municipality are not included in the overall total mileage. When 80% of the maximum permissible county highway system has the proper geometrics, surfacing, and drainage, as determined by IDOT, the county highway system may be increased by 10%. IDOT will be responsible for determining the total rural public highway mileage for each county ([605 ILCS 5/5-104](#)).
3. **System Changes.** Temporary closing or changes to the system, including additions and deletions from, may be made by a resolution of the county board, subject to the approval of IDOT. Highways removed from the county system that do not become part of the State highway system become part of the township and district road system, if in a rural area, or the municipal street system, if in a municipality ([605 ILCS 5/5-105](#)). It will be necessary for the county to enter into a jurisdictional transfer agreement with the appropriate entity, either the State, township, or municipality for the responsibility of the portion of roadway being removed from the county highway system ([605 ILCS 5/4-409](#)). Permanent changes are required to be indicated on IDOT's county map system in accordance with [605 ILCS 5/5-103](#). See [Section 5-2](#) for details on jurisdictional transfers. These provisions do not apply to the vacation or relocation of a county highway pursuant to [605 ILCS 5/5-107](#), [605 ILCS 5/5-109](#), or [605 ILCS 5/5-110](#).

When considering changes that would result in a disconnected highway system, particularly between counties, sufficient justification will be required. Without this justification, IDOT approval of the addition or deletion will be subject to the adoption by the adjoining county of a resolution designating the necessary addition or deletion to its county highway system to form a connected system or maintain continuity ([605 ILCS 5/5-102](#)). There are a few exceptions to this, and those exceptions must be due to unusual circumstances. A stub connection to a public park, recreational area, or a school ground is also considered an acceptable addition.

[605 ILCS 5/4-409](#) authorizes any local highway authority to enter into a written contract (agreement) with any other highway authority for the jurisdiction, maintenance, administration, engineering, or improvement of any highway or portion thereof. All changes in the status of county highways brought about by these actions must be accomplished by a written contract (agreement) entered into by the county board and any other highway authority involved. Any proposed jurisdictional change will require the approval of IDOT.

4. **Municipal Extensions of County Highways.** The county board, by resolution approved by IDOT, may designate an existing street as a municipal extension of a county highway. The street will remain part of the municipal street system until construction by the county commences, then only the portion being constructed or improved will become part of the

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county highway system ([605 ILCS 5/5-106](#)). The county should obtain concurrence from the municipality prior to designating a municipal extension. Approval by the corporate authorities of municipalities with populations over 500 is required before counties may construct or maintain a street within the corporate limits of a municipality. Approval is not required if the municipality has a population of 500 or less ([605 ILCS 5/5-408](#)); however, counties are encouraged to obtain concurrence from municipalities with a population of 500 or less ([605 ILCS 5/1-102](#)).

5. Relocation. Relocations of county highways may be made during the improvement of the county highway according to plans approved by the county board and IDOT. Upon completion of the relocated highway and its opening to public travel, the new location will become the location of the county highway and the original location will be considered abandoned as a county highway ([605 ILCS 5/5-107](#)). If the highway is not vacated, it will become part of the township or district road system or municipal street system. If the highway is vacated, it will revert to the adjacent property owners.
6. Change in Municipal Corporate Limits. Annexation or disconnection of territory by municipalities does not change the termini of county highways or their extensions.
7. Numbering of County Highways. All county highways are required to be designated by a number. IDOT is responsible for assigning a number to each county highway. IDOT may from time to time renumber county highways ([605 ILCS 5/5-108](#)).

3-1.02(e) Township and District Road Systems

The township and district road system consists of the following ([605 ILCS 5/2-103](#)):

- all rural public roads not part of the State highway system, the county highway system, or the municipal street system and not under the jurisdiction of any department, board, commission, agency, or municipal corporation of the State of Illinois;
- any access road constructed under the School Code, [105 ILCS 5/10-22.36A](#) connecting school grounds with the roads described above; and
- any non-dedicated subdivision road that has been maintained or improved with MFT funds under [605 ILCS 5/5-701.15](#) and [605 ILCS 5/6-701.8](#).

The following regulations apply to the township and district road systems:

1. Road Districts. District road systems are maintained by road districts. Road districts may be one of the following types:
 - a. Township Road District. Each township of the counties under township organization is defined as a road district for road purposes ([605 ILCS 5/6-102](#)). No township road district may continue in existence if the total mileage of roads forming the district becomes 4 miles or less. In these cases, the road district is abolished, and the township board of trustees then administers the road system. They shall contract with the county, a municipality, or a private contractor to maintain the few remaining roads ([605 ILCS 5/6-130](#)).

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- b. Consolidated Township Road District. Any two or more townships in a county under township organization may be merged into a consolidated township road district ([605 ILCS 5/6-108](#)).
 - c. Road Districts in Townships Not Under Township Organization. In counties under the commission form of government not under township organization (commission form), road districts are established by the county board ([605 ILCS 5/6-105](#)).
 - d. County Unit Road Districts. Counties having less than 500,000 inhabitants may be organized into county unit road districts for road construction and maintenance purposes. This type of road district is permitted for counties under the township or the commission form of government ([605 ILCS 5/6-111](#)).
 2. Funding. Because the highway commissioner has jurisdiction of its highways, the highway commissioner must approve the expenditure of township road district funds and the construction, repair, and maintenance of township roads within the road district.
 3. Creation of New Districts (Commission Form).
 - a. Organization of Territory within Municipalities. Whenever the territory of any municipality with a population not less than 15,000 is a part of two or more road districts in a county not under township organization, the municipality, by resolution, may request the county board to organize it into a separate road district. The county board must approve this request ([60 ILCS 1/15-5](#)).

After a separate road district is formed by a municipality, any territory annexed or disconnected by the municipality will be disconnected from or annexed to the adjacent road district by resolution of the county board ([60 ILCS 1/15-10](#)).

All powers vested in a road district organized by the municipality, including the power of the highway commissioner and the district clerk will be vested and exercised by the municipality. Consequently, the offices and election of the highway commissioner and the district clerk are no longer applicable ([605 ILCS 5/6-104](#)).
 - b. Alteration of Boundaries. The county boards in counties not under township organization have the full and complete power and jurisdiction to alter the boundaries of road districts, create new road districts, and consolidate road districts ([605 ILCS 5/6-105](#)). Note that these procedures are not applicable for a road district created from territory within a municipality as identified in paragraph 3.a. above.
 4. Inclusion of Dedicated Public Roads or Streets. In counties with fewer than 3,000,000 inhabitants, roads or streets in platted subdivisions and dedicated to public use are considered part of the township or district road systems, without any hearing or petition, if they conform to the rules and conditions established by the county board. The highway commissioner is responsible for determining if these roads and streets conform to the county regulations. If the highway commissioner refuses or fails to make an order to include the roads or streets into the system, any three interested persons may appeal to the county engineer to determine if the roads or streets conform to the regulations. If

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the county engineer agrees with the request, the county engineer will prepare an order to incorporate the roads or streets into the system. Roads and streets that do not conform, and other roads and streets dedicated to public use, but which are not in platted subdivisions, may be included in the system. However, any hearings, petitions, and procedures as described in [605 ILCS 5/6-303](#) and [605 ILSC 5/6-305](#) must be followed ([605 ILCS 5/6-325](#)).

5. Status of Road Coincident with a Federal-Aid Highway. A designated Federal-aid highway coincident with a township or road district road is considered a township or road district road under the jurisdiction of the highway commissioner until it has been improved as a Federal-aid project or involved in a jurisdictional transfer agreement.

When the county or municipality proposes to improve a Federal-aid highway that is coincident with a township or district road, it will be necessary to transfer jurisdiction of that road to the county or municipality upon completion of the improvement ([605 ILCS 5/3-104, 104.1, and 108](#)). However, pursuant to [605 ILCS 5/3-104.3](#), a township or road district may improve, as a Federal-aid project, any highway under its jurisdiction that is part of the Great River Road under United States Code 23 U.S.C. 148.

6. Change in Township and Road District Road Status Due to Municipal Annexation. See the discussion in Section 3-1.02(f).
7. Vacating Township and Road District Roads. The process of vacating an existing right-of-way or road is found in [605 ILCS 5/6-301 - 5/6-316](#).

3-1.02(f) Municipal Street System

Municipal streets consist of existing or new streets within municipal limits that are not part of the State or county system. Streets beyond municipal limits can be included in the jurisdiction of the municipal system. In addition, roads constructed under the School Code, [105 ILCS 5/10-22.36A](#) connecting school grounds to municipal streets or roads may also be included in the municipal street system ([605 ILCS 5/2-104](#)).

The corporate authority of each municipality regulates the use of the streets. The term municipality includes a city, village, or incorporated town. The corporate authority is:

- for cities, the city council or similar body;
- for municipalities under the commission form of government, the council; and
- for villages or incorporated towns, the board of trustees.

The following applies to the municipal street system:

1. Municipal Street Extensions Outside Corporate Limits. The corporate authorities of the municipality must designate these municipal street extensions by resolution. Two copies of the resolution must be sent to the IDOT Regional Engineer.
2. Change in Status of Municipal Streets.
 - a. Annexation. Township and road district roads, brought into a municipality by the annexation of territory, automatically lose their status as township or road district

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roads. These roads become municipal streets under the jurisdictional responsibility of the municipality ([605 ILCS 5/6-203](#)). The new boundary will extend to the far side of any adjacent highway and includes all of every highway within the area annexed ([65 ILCS 5/7-1-1](#)).

- b. Municipal Extensions of County Highways. Municipal extensions of county highways that are included within the corporate limits of a municipality because of incorporation or annexation remain under the jurisdiction of the county unless it is deleted from the county highway system and a formal agreement is executed transferring jurisdiction to the municipality.
- c. County Highway Extensions. County highway extensions that are excluded from a municipality by disconnection of territory remain under municipal jurisdiction until a formal agreement is executed transferring jurisdiction to the county.
- d. Disconnection of Territory. Municipal streets that are excluded from municipal corporate limits by disconnection of territory will remain under municipal jurisdiction until a formal agreement is executed transferring jurisdiction to another highway authority ([605 ILCS 5/4-409](#)).
- e. Jurisdiction Transfers. [Section 5-2](#) presents the procedures for all necessary jurisdictional transfers.

3-1.03 New Construction/Reconstruction

3-1.03(a) Local Highway Authority

When a local highway authority improves its streets or roads at an intersection with a State highway, the following will apply:

- The improvement must be made to the edge of the State highway pavement. However, the improvement may terminate at the end of the existing State side road approach if the side road approach is of a higher type than the local improvement.
- Drainage facilities on State right-of-way within the improvement should be replaced or extended, if needed, by the local highway authority unless there is an agreement with the State defining the different responsibilities.
- Parking lanes are the responsibility of the local highway authority.
- All improvements by the local highway authorities within the limits of the State right-of-way must meet IDOT criteria and policies; see the Bureau of Design and Environment (BDE) Manual. If any part of the LPA project uses funds (see [Chapter 4](#)) through IDOT, the LPA project will be processed through the District Local Roads and Streets. If none of the funds are through IDOT, the LPA project will be processed through the District Permit process.

3-1.03(b) IDOT

When IDOT initiates an improvement to a State highway, the street and side road approaches will be improved by IDOT in accordance with current policies for that particular type of

improvement. Drainage facilities on the State right-of-way within the improvement will be replaced or extended, if needed, by IDOT unless there is an agreement with the local authority defining different responsibilities.

3-1.03(c) Maintenance

Maintenance of street and side road approaches within the limits of the State right-of-way is the responsibility of the local highway authority, except where IDOT upgrades a street or side road approach to a higher type than the adjoining local approach or as established on an IDOT/local agency agreement. In this case, IDOT is responsible for maintaining the upgraded portion of the approach. When a local highway authority upgrades its street or side road approach to an equal or higher type than the State approach, the local highway authority is responsible for maintaining the approach. Questions concerning maintenance issues within the State ROW should be directed to the District office. In addition, the following will apply:

1. Snow and Ice Removal. Local highway authorities are responsible for snow and ice removal on the street or side road approach to the edge of the intersecting State highway pavement, in accordance with local policy, regardless of differing type approaches.
2. Parking Lanes. Local highway authorities are responsible for maintaining parking lanes adjacent to through lanes on the State right-of-way.
3. Drainage. Drainage facilities at intersecting street or side roads within the State right-of-way will be the joint responsibility of IDOT and local highway authority unless there is an agreement defining different responsibilities (i.e., the material and labor are split between IDOT and the local agency). The District Bureau of Operations Maintenance Field Engineer should be contacted to discuss any proposed improvement of drainage facilities.

3-1.03(d) Traffic Control Devices

Policies concerning traffic control devices (e.g., signs, signals, pavement markings) within the State ROW should be directed to the District office.

3-2 AUTHORITY OF LOCAL OFFICIALS

3-2.01 Posted Speed Limit

The following definitions apply to this Section:

1. Urban District. The territory contiguous to and including any street that is built up with structures devoted to business, industry, or dwelling houses situated at intervals of less than 100 ft for a distance of a quarter of a mile or more ([625 ILCS 5/1-214](#)).
2. Residence District. The territory contiguous to and including a highway not comprising a business district when the property on such highway for a distance of 300 ft or more is in the main improved with residences or residences and buildings in use for business.

For purposes of establishing maximum speed limits, a residence district must be at least a quarter of a mile long with residences or residences and buildings in use for businesses spaced no more than 300 ft apart ([625 ILCS 5/1-172](#)).

3-2.01(a) **Statutory Speed Limits**

The Illinois Vehicle Code, [625 ILCS 5/11-601](#) establishes the maximum statutory speed limit for the following:

1. Urban District for Any Vehicle. The maximum speed limit in an urban district for all vehicles is 30 mph for a street and 15 mph for an alley.
2. Outside An Urban District. The maximum speed limit outside an urban district is 55 mph for local roads and streets.

3-2.01(b) **Establishing Altered Speed Limits**

In establishing speed limits on non-State facilities, the following will apply ([625 ILCS 5/11-604](#)):

1. Maximum Speed Limits. The county board can establish maximum speed limits for all county highways, township roads, and district roads. The maximum speed limit cannot exceed 55 mph. A municipality or park district may establish maximum speed limits on all streets that are within its corporate limits and are not under the jurisdiction of IDOT, and for which the county or highway commissioner does not have maintenance responsibility.
2. Alteration of Speed Limits. IDOT has established a "*Policy on Establishing and Posting Speed Limits on The State Highway System*". However, the Illinois Vehicle Code does not require LPAs to obtain department approval for speed zones on roads under their respective jurisdictions. While the procedures contained in this policy may be used for altering speed limits on any public highway, use of such procedures by an LPA is not required by statute. LPAs should refer to [625 ILCS 5/11-604](#) for additional information and specific regulations regarding the alteration of speed limits on local roads. Consideration may be given for performing an engineering or traffic study to validate speed alterations, which may be considered good practice even when not required by statute.

The local authority or park district may:

- decrease the speed limit within an urban district, but not to less than 20 mph;
- increase the speed limit within an urban district, but not to more than 55 mph;
- decrease the speed limit outside an urban district, but not to less than 35 mph; or
- decrease the speed limit within a residence district, but not to less than 25 mph, except as defined in the first bullet.

The local authority or park district may only alter a speed limit restriction six times per mile along a highway or street, and the difference in the speed limit between adjacent altered speed zones shall not be greater than 10 mph.

3. Schools. Speed limits adjacent to schools may be set at 20 mph for the times when children are present ([625 ILCS 5/11-605](#)).

3-2.02 Traffic Control Devices

3-2.02(a) General Authority

Local authorities may erect traffic control devices, provided that they meet the warrants and criteria stipulated in the [Illinois Supplement to the Manual on Uniform Traffic Control Devices \(ILMUTCD\)](#), on any locally designated facility. This includes signs, pavement markings, traffic signals, or any other device that may regulate traffic. Placement of any traffic control devices on township and road district roads requires written approval of the county engineer or superintendent of highways ([625 ILCS 5/11-304](#)).

3-2.02(b) State Highways

State or local authorities are not allowed to place or maintain traffic control devices on any highway under IDOT jurisdiction unless IDOT has granted prior permission ([625 ILCS 5/11-303\(b\)](#)).

3-2.02(c) Establishment of Through Highways

State or local authorities may designate any highway under their jurisdiction as a through highway and erect stop signs or yield signs at specified entrances provided that their necessity is established through an engineering and traffic investigation. Proper measures for establishing any street or highway as a through highway or designating an intersection as a stop or yield intersection are set forth under [625 ILCS 5/11-208 \(a\)6 and \(b\)](#) and [625 ILCS 5/11-302](#). The county engineer is responsible for providing written approval for all designations of a through highway and the installation of traffic control devices by the highway commissioner on township and road district roads. In addition, IDOT may, at its discretion and where traffic conditions warrant, give preference to traffic on the State highway over traffic crossing or entering the State highway by installing appropriate traffic control devices.

3-2.02(d) Designation of Truck Routes

Local authorities may by ordinance or resolution, Form [BLR 03210](#), designate any highway under their jurisdiction as a Class II or Class III truck route ([625 ILCS 5/1-126.1](#)) and in accordance to [625 ILCS 5/15-111\(f\)](#). Legally configured 80,000 pound (36,000 kg) trucks can traverse the designated highways where appropriate regulatory signs are erected as required by [625 ILCS 5/15-111\(f\)](#). Consideration should be given to the ability of the highway and structures to accommodate the anticipated loads before establishing this type of designation.

Pursuant to [625 ILCS 5/15-116](#), it is the responsibility of the local agency with jurisdiction over a Class II or Class III designated highway to report its location to the department by submitting a copy of the resolution(s) designating the highway, location maps, and reference contact names and telephone numbers.

3-2.03 Posted Weight Limit

Local authorities may restrict the usage of highways under their jurisdiction by passing an ordinance or resolution and posting and maintaining signs at each end of the affected highway in the following situations ([625 ILCS 5/15-316](#)):

1. Temporary Restrictions. Due to highway deterioration or climate conditions, temporary closures or weight restrictions may take place for no longer than 90 days in any one calendar year whenever a highway will be seriously damaged or destroyed.
2. Permanent Restrictions. Permanent restrictions may be imposed prohibiting the operation of trucks or other commercial vehicles or limiting their weight on designated highways.
3. Restrictions on Elevated Structures. Only IDOT, after conducting an investigation, may determine the maximum weight limits on bridges or other elevated structures constituting a part of a highway. ([625 ILCS 5/15-317](#)).

A local agency may also perform, or have performed, an investigation of the bridge to determine the structure's load carrying capacity. The results, sealed by an Illinois Licensed Structural Engineer, must be submitted to and approved by IDOT's Bureau of Bridges and Structures (BBS).

Upon notification from IDOT of a required weight limit, the local agency shall erect signs as soon as possible, but no later than 30 days after notification. Suitable signs stating the maximum weight limit must be posted and maintained before each end of the structure. When a structure is to be closed, the local agency should immediately erect barriers that will prohibit traffic access to such structure. If temporary, the barriers shall remain in place until permanent barriers can be installed. See [Section 6-4.03](#) for additional information.

3-2.04 Procedure for Removing Abandoned Railroad Structures and Grade Crossings

Many highway-railroad, grade-separation structures, at-grade crossings, and related track materials of rail lines that have been abandoned remain in place on intersecting public

highways. These structures constitute obstructions and encroachments on these highways and should be removed.

Unless otherwise agreed to by the local agency or IDOT, abandoned railroad structures and abandoned railroad crossings should be removed by the railroad company at their own expense. Should the railroad be unwilling to do the removal, the local agency should contact the Illinois Commerce Commission (ICC) to request that the issue be resolved through a stipulated agreement or ICC hearing.

3-2.05 **Permits**

3-2.05(a) **Size/Weight**

With respect to highways under their jurisdiction, local authorities may permit an applicant to operate or move a vehicle or a combination of vehicles of a size or weight of vehicle or load exceeding the maximum criteria only for nondivisible loads (e.g. composed of a single object, which cannot reasonably be dismantled or disassembled). All divisible loads including, but not limited to grain, sand or gravel must be hauled at or below the legal weight (e.g., 80,000 pounds (36,000 kg) for a 5-axle legally configured vehicle). The applicant of the permit must follow the procedures specified in [625 ILCS 5/15-301](#).

3-2.05(b) **Utilities**

Written consent of the controlling highway authority is required before any ditch, drain, track, rail, pole, wire, pipeline, or other equipment of a public utility company, municipal corporation, or other public or private entity may be located, placed, or constructed on, under, or along any highway ([605 ILCS 5/9-113](#)).

3-2.05(c) **Entrances**

In constructing a public highway, the highway authority is required to provide entrance culverts or crossings wherever ditches are created at junctions with other highways or at entrances and openings of adjoining premises. Replacement or modification of existing entrance culverts or crossings proposed by entities or property owners other than the highway authority may be made with the consent of the highway authority, provided the applicant constructs a replacement or modification of a type and size specified by the highway authority. The replaced or modified structure becomes the property of the public ([605 ILCS 5/9-105](#)).

3-2.06 **Establishment of Freeways**

The designation, establishment, and limiting of freeway access by the corporate authorities of a municipality or county board are authorized under [605 ILCS 5/8-101](#). Although the statutes do not require formal approval of the corporate action by IDOT, it is necessary for the municipality to advise IDOT of its action. The municipality should consider posting this designation along the highway designated to advise the property owners and general public of this fact.

3-3 ACRONYMS

This is a summary of the acronyms used within this chapter.

BBS	Bureau of Bridges and Structures
BDE	Bureau of Design and Environment
ICC	Illinois Commerce Commission
IDOT	Illinois Department of Transportation
ILCS	<u>Illinois Compiled Statutes</u>
<i>ILMUTCD</i>	<i>Illinois Supplement to the Manual of Uniform Traffic Control Devices</i>
LPA	Local Public Agency
NHS	National Highways System
OPA	Other Principal Arterial
OPP	Office of Planning and Programming
STRAHNET	Strategic Highway Network
USC	United States Code

3-4 REFERENCES

1. [Illinois Compiled Statutes](#)
2. [Illinois Highway and Street Mileage Statistics](#), OPP, IDOT.
3. [Bureau of Design and Environment Manual](#), BDE, IDOT.
4. [Illinois Supplement to the Manual on Uniform Traffic Control Devices \(ILMUTCD\)](#), IDOT, June 2014.
5. *Policy on Establishing and Posting Speed Limits on The State Highway System, Operations*, IDOT, January 2014.