

# **HIGHWAY ACCESS REGULATION ORDINANCE**

September 14, 2004  
Revised October 8, 2013

GRUNDY COUNTY  
ILLINOIS

**GRUNDY COUNTY  
HIGHWAY ACCESS REGULATION ORDINANCE**

Adopted by the  
GRUNDY COUNTY BOARD  
On

September 14, 2004  
Revised October 8, 2013

Prepared By:  
Grundy County Highway Department  
245 North Illinois Route 47  
Morris, Illinois 60450

Craig Cassem, P.E.  
County Engineer

GRUNDY COUNTY  
ORDINANCE NO. 2013-014

*Ordinance regulating access on highways in the County Highway System*

**WHEREAS**, Grundy County adopted the Highway Access Regulation Ordinance on September 14, 2004,  
and

**WHEREAS**, the Grundy County Board finds it in the best interest of the citizens of Grundy County to  
revise said ordinance, and

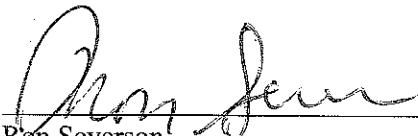
**NOW THEREFORE, BE IT RESOLVED**, that Grundy County Board hereby adopts the Revised Grundy  
County Highway Access Regulation Ordinance including all policies, provisions standards and  
specifications as detailed therein.

ADOPTED AND PASSED THIS 8th DAY OF October, 2013.

18 Ayes

0 Nays

0 Abstentions

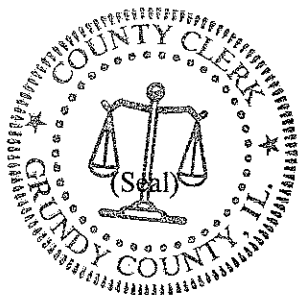
  
Ron Severson  
County Board Chairman

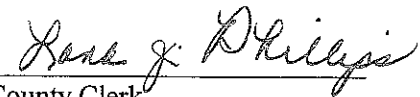
ATTEST:

  
Lana J. Phillips  
County Clerk

STATE OF ILLINOIS }  
COUNTY OF GRUNDY }

I, LANA J. PHILLIPS, County Clerk in and for said County, in the State aforesaid, and keeper of  
the records and files thereof, as provided by statute, do hereby certify the foregoing to be a true, perfect and  
complete copy of a ordinance adopted by the Grundy County Board, at its regularly scheduled meeting in  
Morris, Illinois, on the 8th day of October, A.D., 2013



  
County Clerk

## TABLE OF CONTENTS

	Page
I. BACKGROUND	
1.0 Title	1
1.1 Intent and Purpose	1
1.2 Definitions	1
II. ADMINISTRATIVE PROVISIONS	
2.0 Authority	6
2.1 Conformance With Plans and Regulations	6
2.2 Jurisdiction	7
2.3 Nonconforming Access	7
2.4 Access Permits	8
2.5 Site Plan Requirements	8
2.6 Approval	9
2.7 Criteria For Denial	10
2.8 Costs	10
2.9 Variances	10
2.10 Change of Ownership or Owners Identity or Legal Status	11
2.11 Permits Required by Other Regulating Agencies	11
III. COUNTY HIGHWAY SYSTEM CLASSIFICATION	
3.0 On-System Roads	13
3.1 Highway Access Classification	13
IV. ACCESS POLICIES AND STANDARDS	
4.0 Right-Of-Way Dedication	16
4.1 Internal Circulation of Streets	16
4.2 Spacing Standards for Access Connections	16
4.3 Unsignalized Spacing of Access Connections	17
4.4 Signalized Spacing of Access Connections	17
4.5 Corner Clearance	17
4.6 Sight Distance Requirements	18
4.7 Turning Lane Requirements	19
V. DESIGN STANDARDS	
5.0 Design Publications	21
5.1 Pavement Standards	21
5.2 Drainage Standards	22
5.3 Access Geometrics	23
VI. ACCESS MANAGEMENT STANDARDS FOR ABUTTING PARCELS	
6.0 Joint/Cross Access	25
6.1 Frontage and Reverse Frontage Roads	25
6.2 Subdivision and Site Development Policies	26

VII. ACCESS CONSTRUCTION	
7.0 Notification	27
7.1 Traffic Control	27
7.2 Field Inspections	27
7.3 Performance Guarantees	27
7.4 Certificates of Insurance	29
7.5 As-Built Plans	30
VIII. ENACTMENT, REPEALER, INTERPRETATION & SEPARABILITY	
8.0 Enactment	31
8.1 Repealer and Savings Clause	31
8.2 Interpretation and Separability	31
VIV. APPENDIX	33

## LIST OF EXHIBITS

	Page
Exhibit 1 Highway Classifications	14
Exhibit 2 Access Classification Spacing Standards	16
Exhibit 3 Sight Distance Requirements for Access Connections	18
Exhibit 4 Access Geometrics	23
Exhibit 5 Application for Access Permit	Appendix
Exhibit 6 Irrevocable Letter of Credit	Appendix
Exhibit 7 Wording for Grundy County Engineer Final Plat Approval Block	Appendix
Exhibit 8 Taper Rates for Channelized Intersections	Appendix
Exhibit 9 Mailbox Turnout	Appendix
Exhibit 10 Right In / Right Out Access	Appendix
Exhibit 11 Right In / Right Out Access with Deceleration Lane	Appendix
Exhibit 12 Full Access with Deceleration Lane	Appendix
Exhibit 13 County Highway Map	Appendix

## **I. BACKGROUND**

### **1.0 Title**

This ordinance shall be known as the “Grundy County Highway Access Regulation Ordinance”.

### **1.1 Intent and Purpose**

The intent of this ordinance is to provide and manage access to land development, while preserving the regional flow of traffic in terms of safety, capacity and speed. Major thoroughfares, including routes on the County Highway System and other proposed facilities on the local system, serve as the primary network for moving people and goods. These transportation corridors also provide access to businesses and homes and have served and will continue to serve as the focus for commercial and residential development. If access systems are not properly designed, these thoroughfares will be unable to accommodate the access needs of development and retain their primary transportation function. This ordinance balances the right of reasonable access to private property, with the right of citizens of Grundy County and the State of Illinois to safe and efficient travel.

To achieve this policy intent, local thoroughfares have been categorized by function and classified for access purposes based on the level of importance as it applies to the level of regional traffic. Regulations have been applied to these thoroughfares for the purposes of reducing traffic accidents, personal injury, and property damage attributable to poorly designed access systems. The regulations also promote the orderly layout and use of land adjacent to county highways. Finally, these access management measures will protect the substantial public investment in the existing transportation system and reduce the need for expensive remedial measures.

### **1.2 Definitions**

**AASHTO** - The American Association of State Highway and Transportation Officials.

**Abutting** - Having a common border with, or being separated from such common border by an alley or easement.

**Access** - A way or means of approach to provide vehicular or pedestrian entrance or exit to a property.

**Access Classification** - A ranking system for roadways used to determine the appropriate degree of access management.

**Access Management** - The process of providing and managing access to land development while preserving the regional flow of traffic in terms of safety, capacity and speed.

**Access Permit** - A permit issued by Grundy County Highway Department providing ingress or egress or both from abutting property along a county highway.

**Average Daily Traffic (ADT)** - The number of vehicles traveling in both directions on a given highway during a 24-hour period as determined by Grundy County Highway Department or Illinois Department of Transportation.

**Planning & Zoning Director** - The Planning and Zoning Director of Grundy County.

**Connection Spacing** - The distance between access connections, measured from the closest edge of pavement of the first connection to the closest edge of pavement of the second connection along the edge of the traveled way.

**Contractor** - A person, firm or corporation engaged in construction or landscaping and licensed to do business in the State of Illinois.

**Corner Clearance** - The distance from an intersection of a public or private road to the nearest access connection, measured from the closest edge of pavement of the intersection to the closest edge of pavement of the connection along the edge of the traveled way.

**County** - Grundy County, Illinois

**County Board** - The County Board of Grundy County, Illinois

**County Engineer** - The County Engineer of Grundy County, Illinois

**County Highway** - A public road as defined by the Illinois Highway Code, and part of the County Highway System, including municipal extensions thereof, and any proposed roads as yet unbuilt but designated as part of the County Highway System.

**Cross Access** - A service drive providing vehicular access between 2 or more contiguous sites so that the driver need not enter the public street system.

**Dedication** - The transfer of property interests from private to public ownership for a public purpose. The transfer instrument may be of fee-simple interest or of a lesser interest, including easements.

**Developer** - The legal or beneficial owner of a lot or parcel of any land proposed for inclusion in a development, including the holder of an option or contract to purchase. The developer may also be the owner.

**Easement** - A grant of one or more property rights by a property owner to or for the use by the public, or another person or entity.

**Edge of Pavement (E.O.P.)** - Edge of a driving lane of the traveled roadway.

**Engineer** - A registered engineer licensed to practice in the State of Illinois.

**Field Entrance** - Access for agricultural purposes only, but excluding all agricultural business operations, such as tree nurseries.

**Freeway** - A highway designated by the County Board as a freeway in accordance with Article 8 of the Illinois Highway Code.

**Frontage** - The distance, as measured along the highway right-of-way line, between the property lines of the abutting properties.

**Frontage Road** - A public or private drive which generally parallels a public thoroughfare between the right-of-way and the front of the building.

**IDOT** - Illinois Department of Transportation

**Joint Access (Shared Access)** - An access point that connects 2 or more contiguous sites to the public street system.

**Lateral Access** - Access connection onto a road or street that enters or crosses a county highway.

**Lot** - A parcel, tract, or area of land whose boundaries have been established by some legal instrument, which is recognized as a separate legal entity for the purposes of transfer to title, has frontage upon a public or private street, and complies with the dimensional requirements of this code and the Subdivision Regulations of Grundy County

**Lot, Corner** - A lot abutting on 2 or more roads at their juncture.

**Lot Width** - The horizontal distance between side lot lines measured parallel to the front lot line at the minimum required front set back line.

**Major Use Generator** - A land use that generates more than 1500 vehicle trips per day or more than 400 trips in a peak hour, total in both directions.



**Median Opening** - An opening in a restrictive median that allows all turning movements from the roadway and the intersecting road or access connection.

**Minimum Use Generator** - A single family residence or other land use that generates 50 or less vehicle trips per day, and not more than five trips in the peak hour, total in both directions.

**Minor Use Generator** - A land use that generates between 51 and 1500 vehicle trips per day and less than 400 trips in the peak hour, total in both directions.

**Nonconforming Access Features** - Features of the access system of a property that existed prior to the date of ordinance adoption and do not conform to the requirements of this code.

**Nonrestrictive Median** - A median or painted centerline that does not provide a physical barrier between traffic traveling in opposite directions or turning left, including continuous center turn lanes and undivided roads.

**On System Road** - A transportation facility identified in this ordinance in which access is regulated under the terms of this instrument or through an intergovernmental agreement with the appropriate local agency.

**Peak Hour Volume** - The highest hourly vehicular volume observed, or anticipated, at the point of analysis during a normal day.

**Plat** - An exact and detailed map of the subdivision of land.

**Private Road** - Any road or thoroughfare for vehicular travel that is privately owned and maintained and which provides the principal means of access to abutting properties.

**Public Road** - A road under the jurisdiction of a public body that provides the principal means of access to an abutting property.

**Reasonable Access** - The minimum number of access connections, direct or indirect, necessary to provide safe access to and from the thoroughfare, as consistent with the purpose and intent of this code and any applicable plans and policies of Grundy County.

**Recorder** - The Recorder of Deeds of Grundy County, Illinois.

**Restrictive Median** - A physical barrier in the roadway that separates traffic traveling in opposite directions, such as a concrete barrier or landscaped island.

**Right-of-Way** - Land reserved, used or to be used for a highway, street, alley, walkway, drainage facility or other public purpose.

**Significant Change in Trip Generation** - A change in the use of the property, including land, structure, or facilities, or an expansion of the size of the structures or facilities causing an increase in the trip generation of the property to exceed 25 percent more trips generated (either peak or daily) with at least a 100 vehicles per day increase.

**Standard Specifications** - The most recent edition of the Standard Specifications for Road and Bridge Construction “and also included by reference, the most recent editions of the Supplemental Specifications and Recurring Special Provisions,” the Standard Specifications for Traffic Control Items, and all amendments and successor documents to the aforementioned documents as published by Illinois Department of Transportation.

**Stopping Sight Distance** - The distance, assumed for design purposes, that a vehicle traveling at the design speed can stop.

**Subdivision** - Any division or redivision of a parcel of land into 2 or more parts by means of mapping, platting, conveyance, change or rearrangement of boundaries.

**Surveyor** - An individual registered and licensed as a land surveyor in the State of Illinois.

**Throat Length** - That distance from the edge of pavement of the collector street to the first point of access, circulation, or parking of the development.

**Traffic Impact Study** - A comprehensive collection and analysis of all information necessary to accurately evaluate the effect and impact of traffic generated by a development on the current and future highway network surrounding the development.

## **II. ADMINISTRATIVE PROVISIONS**

### **2.0 Authority**

- 2.0.1** The Illinois Compiled Statutes, as amended, provide for the County Board and the County Engineer to have supervision of County Highways 605 ILCS 5/5-201 et seq. This ordinance is hereby adopted to provide and manage access to land development, while preserving the regional flow of traffic in terms of safety, capacity and speed.
- 2.0.2** 605 ILCS 5/5-413 provides that access roads and driveways for private and public use may, upon receipt of a permit from the County Engineer, be laid out from a County Highway in accordance with regulations adopted by the County Board. This ordinance implements that law but does not limit nor restrict the County insofar as other sections of the Illinois Highway Code pertaining to access might apply.
- 2.0.3** 765 ILCS 205/2 requires that written approval be obtained from the appropriate local highway authority regarding highway access prior to final approval and recording of a plat. For Grundy County Highways, that local highway authority shall be the County Engineer.
- 2.0.4** 605 ILCS 5/8-101 et al grants county boards the authority to designate highways under their jurisdiction as freeways. For highways so designated, the County Board shall have full authority to allow or deny any means or enlarge or extend any existing means of ingress to or egress from abutting land.

### **2.1 Conformance with Plans and Regulations**

- 2.1.1** This ordinance is adopted as a supplement to the Zoning Ordinance and Subdivision Regulations.
- 2.1.2** In addition, this ordinance conforms to the following transportation goals of the Chicago Area Transportation Study and the Northeastern Illinois Planning Commission as outlined in the *Destination 2020 Regional Transportation Plan*:
  - a) Preserve the regions transportation system and maximize its efficiency for carrying people and goods;
  - b) Provide for a transportation system that fosters economic development;
  - c) Provide for the development and preservation of a transportation system which meets the regions transportation needs, efficiently uses financial resources and is financially attainable.

**2.1.3** This ordinance substantially conforms to the planning policies of Illinois Department of Transportation set forth in the *Illinois State Transportation Plan*, the roadway classification system and standards of IDOT.

**2.1.4** This ordinance also conforms to the policy and planning directives of the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) which encourages the use of access management techniques as a congestion management strategy.

## **2.2 Jurisdiction**

**2.2.1** This ordinance shall apply to all vehicular transportation facilities under the jurisdiction of Grundy County as designated in Section III of this document. It shall also apply to those highways and corridors on the local system identified herein, and other facilities as yet not built but identified as regionally significant, insofar as this ordinance is not inconsistent with comprehensive plans of the affected local agencies, and providing the terms and conditions of access are identified in an intergovernmental agreement of the parties involved.

**2.2.2** For County Highways located within corporate limits, the conditions, specifications and requirements of this ordinance shall apply as they relate to those improvements and spacing requirements within the County Highway rights-of-way. Requirements and recommendations for those improvements located outside County Highway rights-of-way shall not apply, unless an intergovernmental agreement between the County and the affected local agency would compel the developer to adhere to the terms of this code.

## **2.3 Nonconforming Access**

**2.3.1** Permitted access connections in place as of October 8, 2013, that do not conform to the standards herein shall be designated as nonconforming features and shall be brought into compliance with applicable standards under the following conditions:

- a) When new access connection permits are requested;
- b) Substantial enlargements or improvements in which a 10% increase in existing square footage or 50% increase in assessed valuation of the structure occurs;
- c) Changes in land use or facilities that create a significant change in trip generations, providing that change is at least 100 vehicles per day.

**2.3.2** If the principal activity on a property with nonconforming access features is discontinued for a consecutive period of 365 days, or discontinued for any period of time without a present intention of resuming that activity, then that property must thereafter be brought into conformity with all applicable connection spacing and design requirements, unless otherwise exempted by the permitting authority. For uses that are vacant or discontinued upon the effective date of this code, the 365-day period begins on the effective date of this code.

## **2.4 Access Permits**

An access permit is a legal document granting permission to construct and operate an access connection of a certain basic design at a specific location on a County Highway. The permit, contained herein, is required for the construction of any new access connection or the significant modification of any existing access connection within the right-of-way of any County Highway or “on system” local street.

## **2.5 Site Plan Requirements**

**2.5.1** When required by the County Engineer, applicants for an access permit shall submit a site plan for review by the Grundy County Highway Department. The site plan will include the following applicable information:

- a) Location of access point(s) on both sides of the road where applicable;
- b) Distances to neighboring constructed access points, median openings, traffic signals, intersections, and other transportation features on both sides of the property;
- c) Number and direction of lanes to be constructed on the access point plus striping plans;
- d) All planned transportation features (such as auxiliary lanes, signals, etc.);
- e) Trip generation data or appropriate traffic studies, if required by the County Engineer;
- f) Parking and internal circulation plans;
- g) Plat map showing property lines, right-of-way and ownership of abutting properties;
- h) A detailed description of any requested variances and the reason the variance is requested.

Access permits for Major and Minor Use Generators will require the development and approval of detailed engineering plans and specifications.

**2.5.2** Subdivision and site plan review shall address the following access considerations:

- a) Is the system designed to meet the projected traffic demand and does the road network consist of hierarchy of roads designed according to function?
- b) Does the road network follow the natural topography and preserve natural features of the site as much as possible? Have alignments been planned so that grading requirements are minimized?
- c) Is access properly placed in relation to sight distance, driveway spacing, and other related consideration, including opportunities for joint and cross access? Do access connections “line up” with access connections on the other side of the street?
- d) Do residential units front on residential streets rather than major roadways?
- e) Is automobile movement within the site provided without having to use the peripheral road network?
- f) Does the road system provide adequate access to buildings for residents, visitors, deliveries, emergency vehicles, and garbage collection?
- g) Have bicycle and pedestrian facilities been provided at a reasonable and safe distance from the traveled way, preferably outside the County right-of-way?

## **2.6 Approval**

- 2.6.1** Upon review of the access application, Grundy County Highway Department may approve the access application, approve with conditions, or deny the application. This will be done within 90 days of receiving the complete application.
- 2.6.2** If the application is approved with conditions, the applicant shall resubmit the plan with the conditional changes made within 60 days. The plan, with submitted changes, will be reviewed within 30 working days and approved or rejected. Second applications will only be rejected if conditional changes are not made.
- 2.6.3** If the access permit is denied, Grundy County Highway Department shall provide an itemized letter detailing why the application was rejected.
- 2.6.4** All applicants whose application is approved, or approved with conditions, have thirty days to accept the permit and 12 months to construct all permitted facilities. Applicants whose permits are rejected or approved with conditions have 60 days to appeal.

## **2.7 Criteria For Denial**

- 2.7.1** Direct access to a County Highway shall be denied when a proposed access connection does not meet spacing standards and reasonable access can be provided elsewhere. Reasonable access may include the use of a roadway with a lower classification or a system of joint-use driveways and cross-access agreements.
- 2.7.2** Direct access to a County Highway shall be denied when proposals call for more than one access per property onto a County Highway or contiguous properties with less than the minimum unsignalized spacing requirements as listed in Exhibit 2, and reasonable access can be provided elsewhere. Reasonable access may include the use of a roadway with a lower classification or a system of joint-use driveways and cross-access agreements.
- 2.7.3** Direct access to a County Highway shall be denied when a proposed access cannot meet design or safety requirements as outlined herein and in accordance with Illinois Department of Transportation Standards.

## **2.8 Costs**

All costs associated with the design and/or construction of a new access, or modification of an existing access, including pavement widening, drainage appurtenances, turning lanes, signal installation or modification, striping, engineering plans, material testing, etc., shall be borne by the developer, owner or applicant. The developer, owner or applicant shall also pay for additional traffic impact analyses or safety studies and the review of these studies by a Traffic Engineer retained by the County, when required by the County Engineer.

## **2.9 Variances**

- 2.9.1** The granting of variances shall be in harmony with the purpose and intent of these regulations and shall not be considered until every feasible option for meeting access standards is explored.
- 2.9.2** Applicants for a variance from these standards must provide proof of unique or special conditions that make strict applications of the provisions impractical. This shall include proof that:
  - a) Indirect or restricted access cannot be obtained;
  - b) No engineering or construction solutions can be applied to mitigate the condition;

c) No alternative access is available from the street with a lower functional classification than the primary roadway and joint or cross access is not available.

**2.9.3** Applicants shall submit their variance request to the County Engineer within 60 days after the denial of an access permit. The County Engineer shall have the authority to grant variances of up to 10% for the Access Classification Spacing Standards, and other minor variances as necessary. All other variance requests, including denied minor variances, shall come before the County Board. A concurring vote of the majority of the County Board is required to grant these variances or overturn the denial of access by the County Engineer.

**2.9.4** Under no circumstances shall a variance be granted, unless not granting the variance would deny all reasonable access, endanger public health, welfare or safety, or cause an exceptional and undue hardship on the applicant. No variance shall be granted where such hardship is self-created.

## **2.10 Change of Ownership or Owner's Identity or Legal Status**

**2.10.1** An Applicant shall notify the County no less than thirty (30) days prior to the transfer of ownership of any facility or other interests in the right-of-way or change in identity of the Applicant. The new owner shall have all the obligations and privileges enjoyed by the former owner under the permit, if any, and applicable laws, ordinances, rules and regulations, including these regulations, with respect to the work and facilities in the right-of-way.

**2.10.2** A new owner shall request that any current permit be amended to show current ownership. If the new owner fails to have a new or amended permit issued in its name, the new owner shall be presumed to have accepted, and agreed to be bound by, the terms and conditions of the permit if the new owner uses the facility or other interests or allows it to remain on the County's right-of-way.

**2.10.3** All required insurance coverage or bonding must be changed to reflect the name of the new owner upon transfer.

## **2.11 Permits Required by Other Regulating Agencies**

**2.12.1** The Applicant is responsible to apply for and receive approval for any other permits that are required by any other regulating agency with jurisdiction over the project site. (i.e. DNR, EPA, US Army Corp, Soil Conservation



District, Drainage District, etc.) Any penalties, fines or delays from failing to get said permits shall be the responsibility of the Applicant.

### III. COUNTY HIGHWAY SYSTEM CLASSIFICATION

#### 3.0 On-System Roads

The Grundy County Highway System shall include all County Highways and freeways as defined by the Illinois Highway Code. For the purposes of access control, this ordinance shall also be applicable for those highways, other than County Highways, that are regionally significant, or have been identified as future regionally significant corridors, insofar as this ordinance is not inconsistent with comprehensive plans of the affected local agencies, and providing the terms and conditions of access are identified in an intergovernmental agreement of the parties involved. "On-System Roads" have been identified in Exhibit 1.

#### 3.1 Highway Access Classifications

- 3.1.1** The access classifications, as listed in Exhibit 1, have been assigned to all Grundy County Highways and regionally significant corridors within the planning area of Grundy County. This classification system is to be used to establish the proper standards for access to each highway and the regulation of land abutting the highway as it applies to access control. Factors considered in assigning access classification include the functional classification as defined by the Illinois Department of Transportation, subdivision of abutting properties, anticipated future significance, and existing level of access control.

**Access 1** - This classification shall be used for the highest level of access control on regionally significant highways designed for relatively high speeds and high volume traffic movements. These highways are distinguished by a system of existing or planned service roads, a highly controlled limited number of connections, median openings, and infrequent traffic signals. This access classification consists of those roadways now designated or potentially designated as Strategic Regional Arterials and other arterials that have need of a highly restricted classification.

**Access 2** - This classification shall be used for facilities where direct access to abutting land is controlled to maximize the through movement of traffic. These significant highways are characterized by relatively high speeds, high volume traffic movements, and substantial distances between intersections, signals and driveway connections. Existing land use along these facilities has not been built-out to its maximum capability, and there is a high probability of significant land use change.

**Access 3** - As in Access 1 and Access 2 roads, this classification shall be used for facilities where direct access to abutting land is controlled to maximize the through movement of traffic, but to a lesser degree. These facilities are locally significant and are distinguished by relatively high speeds, moderate traffic volumes and a moderate chance of significant land use change.

**Access 4** - This classification shall be used for facilities where direct access to abutting land is controlled to some degree to maximize the through movement of traffic. These facilities are locally significant and are distinguished by relatively high speeds, low traffic volumes and a low chance of significant land use change. Access limitations are applied to a lesser degree in this class due to the infrequency of turning movement conflicts.

**Access 5** - This classification shall be used for facilities that have experienced or will experience a great deal of build-out, and the regional movement of traffic is not a priority. These facilities are often in or near corporate limits and serve residential or commercial developments. Moderate to low speeds are the norm, even though relatively high traffic volumes may be present.

# **HIGHWAY ACCESS CLASSIFICATIONS GRUNDY COUNTY HIGHWAY ACCESS REGULATION ORDINANCE EXHIBIT 1**

County Highway	Road Name	From	To	Classification
C16	Sherrill Road	Lisbon Road	Ashley Road	3
C16	O'Brien Road	Minooka Road	Sherrill Road	3
C16	Minooka Road	O'Brien Road	Tabler Road	3
C16	McEvilly/Channahon Road	Ridge Road	Bell Road	3
C26	Marseilles Road	LaSalle Road	Rt. 6	3
V27	Brisbin Road	US Route 6	Sherrill Road	2
C28	Old Stage Road	Morris Limits	Seneca Limits	3
C29	Pine Bluff Road	Rt. 47	Will Road	2
V34	Carbon Hill Road	Braceville Road	Old Rt. 129	3
T66	Gonnam Road	Grand Ridge Road	DuPont Road	4
C34	West DuPont Road	LaSalle County Line	Rt. 47	3
C34	East DuPont Road	Rt. 47	Higgins Road	4
C34	Higgins Road	DuPont Road	Rt. 113	4
C37	Reed Road	Broadway Road	I-55	3
C41	W. Grand Ridge Road	LaSalle Road	Dwight Road	3

C41	E. Grand Ridge Road	Rt. 47	Tynan Road	3
C41	Tynan Road	Braceville Road	Grand Ridge Road	3
C41	Braceville Road	Tynan Road	IL-129	3
C49	W. Gardner Road	Ill. Rt. 47	LaSalle Road	3
C49	E. Gardner Road	Rt. 47	IL-53	3
C50	Storm Road	Rice Road	Rt. 53	3
C50	Rice Road	Storm Road	Kankakee Road	3
T64	Kinsman Road	Gardner Road	Grand Ridge Road	3
T64	Johnny Run Road	Livingston Road	Gardner Road	4
V10	Verona Road	Mine Road	Grand Ridge Road	3
V10	Mine Road	Division Street	Verona Road	3
V10	Division Road	Vienna Street	Mine Road	3
V12	Saratoga Road	Old Stage Road	Rt. 6	3
V15	Lisbon Road	¼ mi. N. Gore Road	Sherrill Road	3
V16	Dwight Road	Lowery Road	DuPont Road	4
V16	Lowery Road	Dwight Road	Rt. 113	4
V29	Gorman Road	Rt. 113	Braceville Road	3
V29	Gorman Road	Braceville Road	Gardner Road	4
V32	Campus Road	Livingston Road	Rt. 53	3
V36	Broadway Road	Spring Road	Braceville Road	3
V37	Ridge Road	Rt. 6	Mondamin Street	2
V37	Livingston Road	Reddick Road	Rt. 17	4
V37	Lincoln, Reddick, Stonewall Roads	Livingston Road	Rice	4
V38	Dresden Road	North Street	Pine Bluff Road	3
V41	Kankakee Road	Smith Road	Stonewall Road	3

Note: All State Highways outside of any corporate limits shall have an access classification of 2. Access permits from State Highways must be obtained from the Illinois Department of Transportation.

## IV. ACCESS POLICIES & STANDARDS

### 4.0 Right-Of-Way Dedication

The minimum County Highway right-of-way requirement is 80 feet, however, the right-of-way may be more for roadways which have corridor access studies or as required by the County Engineer. If the property abutting a County Highway is to be subdivided, or an access is being requested, the developer/owner shall dedicate at no cost to the County, sufficient land to satisfy the right-of-way requirement. In the event that the construction of turning lanes or publicly maintained drainage facilities and appurtenances would extend outside the limits of the minimum right-of-way requirements, additional right-of-way shall be dedicated to include the improvements. Right-of-way shall be provided in fee simple title.

### 4.1 Internal Circulation of Streets

In general terms, properties abutting County Highways shall provide access from a single access point on the County Highway or from joint/cross access. Internal streets shall provide for the efficient flow of traffic and provide access to individual residences or commercial establishments. Where properties abut two highway facilities, access should be provided from the lesser traveled way.

### 4.2 Spacing Standards for Access Connections

**4.2.1** All connections on facility segments that have been assigned an access classification shall meet or exceed the minimum connection spacing requirements of that access classification as specified in Exhibit 2. Spacing shall be measured from the closest edge of the pavement to the next closest edge of the pavement.

**Exhibit 2: Access Classification Spacing Standards**

Highway Classification	Signalized Spacing (Min)	Unsignalized	Spacing (Minimum)		*Corner Clearance	Lateral Access
		Public St.	Private Access	Rt. In/Rt. Out **		
Access 1	2640'	2640'	2640'	500'	300'	250'
Access 2	1320'	1320'	1320'	400'	250'	150'
Access 3	1320'	1320'	1000'	300'	200'	150'
Access 4	N/A	1000'	500'	N/A	N/A	150'
Access 5	1000'	750'	250'	N/A	100'	100'

\*For right in/right out access only    \*\* Only one Rt. In Rt. out will be allowed between full access intersections

### **4.3 Unsignalized Spacing of Access Connections**

- 4.3.1** The spacing of unsignalized public streets, private driveways and other access connections shall meet or exceed the minimum unsignalized spacing requirement for each access classification as listed in Exhibit 2.
- 4.3.2** Properties with frontage on a County Highway shall be looked at in aggregate as it relates to unsignalized access spacing. Coordination with adjacent property owners may be required to meet the requirements of this ordinance. Properties that do not have sufficient frontage to qualify for access shall first attempt to gain access from a lesser traveled, intersecting street. In the absence of another street, access from a common driveway shall be pursued.
- 4.3.3** Field entrances are exempt from spacing standards; however, said entrances shall not be available for any other use except agricultural. Agricultural businesses such as tree nurseries are not exempt. Properties that are rezoned or have a significant change in trip generation shall not retain any right to use existing field entrances without the express written consent of the County Engineer.

### **4.4 Signalized Spacing of Access Connections**

- 4.4.1** Access connections shall be designed such that the distance between those which will warrant signalization shall meet or exceed the minimum signalized spacing requirement for each access classification as listed in Exhibit 2.
- 4.4.2** The spacing of signalized access connections will be of a uniform or near uniform distance to promote efficient traffic flow. In urban areas, where traffic signals are prevalent, interconnection of signals is encouraged and will be required when a new signal is installed within ½ mile of an existing signal in order to promote the free flow of traffic.

### **4.5 Corner Clearance**

- 4.5.1** Corner clearance for private access connections shall meet or exceed the minimum unsignalized spacing for each access classification as listed in Exhibit 2 unless a right in/right out access is constructed. Right in/right out access shall meet the corner clearance distances listed in Exhibit 2. The projected edge of the pavement of the access connection shall be used in measuring corner clearance from the edge of pavement of the intersecting road.

**4.5.2** New connections shall not be permitted within the functional area of an intersection or interchange as defined by the connection spacing standards of this code, unless:

- a) No other reasonable access to the property is available, and
- b) The County Engineer determines that the connection does not create a safety or operational problem upon the review of a site-specific study of the proposed connection prepared by a registered engineer and submitted by the applicant.

#### **4.6 Sight Distance Requirements**

**4.6.1** An access shall be located at the point of optimum, intersection sight distance along a property frontage. Safe intersection sight distances are presented in Exhibit 3.

**Exhibit 3: Sight Distance Requirements for Access Connections**

Design Speed	30	35	40	45	50	55	60
Intersection Sight Distance Required	410'	530'	660'	840'	1035'	1240'	1470'
Minimum Stopping Sight Distance	200'	250'	325'	400'	475'	550'	650'

Notes: Intersection sight distance shown is for a stopped passenger car to turn left onto a two-lane highway with no median and grades 3 percent or less. For other conditions, the gap time must be adjusted and required sight distance recalculated.

Source: AASHTO "A Policy on Geometric Design of Highways and Streets"

**4.6.2** Should the intersection sight distances be physically unobtainable, then the access connection shall be at a location that provides the sight distance closest to that required, provided that the minimum stopping sight distance from Exhibit 3 is met or exceeded. In such cases it will be at the discretion of the County Engineer to determine whether a safe sight distance exists and whether an access connection will be permitted.

**4.6.3** If it is determined that inadequate sight distance exists for any turning or crossing movements, the access connection shall be designed to prohibit such movements by the use of islands, signs, and pavement markers. If it is determined that a safe sight distance is not available at a point along the property frontage within at least 80 percent of the spacing requirements, access may be allowed, at the developers expense, in one of the following ways:

- a) Redesign or reconstruct the existing County Highway to correct sight-distance deficiencies.
- b) Develop access to another roadway.
- c) Develop indirect access via a frontage road.
- d) Develop indirect access via a joint or cross-access easement with an adjacent property.

#### **4.7 Turning Lane Requirements**

- 4.7.1** Developments abutting County Highways may be required to provide a right turn lane and/or left turn lane along the County Highway to provide additional capacity at the access for heavy right or left turning movements and to increase operational safety by removing turning vehicles from the path of through traffic. Turning lanes should be designed to the same standards as turning lanes found at public intersections. The improvements shall be designed to a Level of Service C<sup>1</sup> or better for all traffic movements. The improvements shall be designed for a projected traffic volume of twenty years beyond the expected year of construction.
- 4.7.2** Right turn deceleration lanes should be installed at an access on a County highway if the average daily two-way volume at the access is at least 1000 vehicles (including traffic generated by the maximum built-out of the development utilizing the access) and the average peak hour entering right turn volume is at least 20 vehicles. Other factors such as the highway design speed, the number of highway approach lanes, composition of access traffic, and adjacent highway alignment should influence the need for a deceleration lane regardless of whether the volumes mentioned above are or are not met. When a deceleration lane is installed at an access, no other access should intersect the street within the deceleration lane or approach taper to the lane.
- 4.7.3** A left turn lane is an auxiliary lane for storage or speed change for left turning vehicles. This type of auxiliary lane is located at the left of one-directional pavement within a median or divisional island. Serious hazard, inconvenience, and considerable loss in efficiency of operation are evident on highways where such lanes are not available. Left turn lanes, therefore, will be mandatory for all major and minor use generators.

The left turn lane should be sufficiently long to store the number of vehicles likely to accumulate during a critical period. The storage length should be liberal to avoid the possibility of left-turning vehicles stopping in the through lanes. The storage length should be sufficiently long so the entrance to the left lane is not blocked by vehicles standing in the through lanes waiting for a signal change or for a gap in the opposing traffic flow.

<sup>1</sup>*Institute of Transportation Engineers – Trip Generation Handbook*



At unsignalized intersections, the storage length, exclusive of taper, may be based on the composition and number of turning vehicles likely to arrive in an average 2-min. period within peak hour. As a minimum requirement, a 115-foot (or current IDOT policy whichever is greater) storage space shall be used.

At signalized intersections, the required storage length depends on the signal cycle length, the signal phasing arrangement, and the rate of arrivals and departures of left-turning vehicles. The storage length should usually be based on one and one-half to two times the average number of vehicles that would be store per cycle, which is predicted on the design volume. This length will be sufficient to serve heavy surges that occur from time to time.

## **V. DESIGN STANDARDS**

### **5.0 Design Publications**

**5.0.1** The design of access and accompanying highway improvements shall comply with the standards and specifications set forth in the Grundy County Highway Access Regulation Ordinance, which will take precedence over all other publications. In the absence of specific guidance, the latest edition of the following IDOT and AASHTO policies shall govern.

#### **5.0.2 IDOT Publications**

- a) Standard Specifications for Road and Bridge Construction
- b) Supplemental Specifications and Recurring Special Provisions
- c) IDOT Design Manual
- d) Manual of Policies and Procedures (Bureau of Location & Environment)
- e) Highway Standards
- f) Illinois Manual of Uniform Traffic Control Devices for Streets and Highways
- g) Policy on Permits for Access Driveways to State Highways
- h) Traffic Control Plans for Local Agency Construction Projects
- i) Culvert Manual
- j) Manual of Instruction for the Structural Design of Flexible Pavements
- k) Administrative Policies
- l) Coded Pay Item Book (Bureau of Design)
- m) Guide to the Hydraulic Design of Bridges & Culverts on Local Systems

#### **5.0.3 AASHTO Publications**

- a) A Policy on Geometric Design of Highways and Streets (AASHTO "Green Book")
- b) Guide for Selecting, Locating and Designing Traffic Barriers
- c) Highway Design and Operational Practices Related to Highway Safety

### **5.1 Pavement Standards**

**5.1.1** Access connections for Minor and Major Use Generators that fall within County Highways rights-of-way shall have pavements that have been designed in accordance with IDOT specifications for flexible pavement design, or as required by the County Engineer. In lieu of a formal pavement design and soil investigation, pavements shall consist of 4 inches aggregate sub-base, 6 inches bituminous base course, 2-1/2 inches bituminous binder, and 1-1/2 inches bituminous surface course. Access connections for Minimum Use Generators shall have a minimum of 9 inches of crushed

aggregate base course. Reclaimed Asphalt may be used in lieu of CA-6 stone for the bottom 50% if the material's gradation falls within IDOT's CA-6 Gradation Specification.

- 5.1.2 All turning lanes shall have a minimum lane width of 12 feet. Taper rates shall be in accordance with IDOT standards for the appropriate operating speed of the through street. Pavement crown shall be 3/16 inch/foot.
- 5.1.3 When required, pavement-striping plans shall be submitted to the County Engineer and approved prior to the commencement of work.

## **5.2 Drainage Standards**

- 5.2.1 All drainage systems shall be in compliance with the Grundy County Stormwater Ordinance.
- 5.2.2 Access must be constructed to not adversely affect the highway drainage or drainage of the adjacent property. In no case may the construction of an access cause water to flow across the highway pavement, or to pond on the shoulders or in the ditch, or result in erosion within the right-of-way. Detention basins, berms, or detention outlet facilities shall not be allowed within the County Highway right-of-way and must meet the requirements of the Illinois Compiled Statutes.
- 5.2.3 Drainage collected by ditches, gutters, or pipes on private property shall not be discharged into the highway drainage system unless expressly approved by the County Engineer. The permittee may be required to submit a drainage study to the County Engineer justifying the drainage system proposed and the pipe or sewer sizes to be used. Drainage for the access shall be designed in accordance with the requirements of the IDOT Bureau of Design and Environment Manual and the IDOT Bridge and Culvert Manual.
- 5.2.4 All pipe culverts under access connections to County Highways shall be reinforced concrete pipe of the appropriate class and size, except those pipe culverts used for field entrances and single family homes, which may be corrugated metal pipe. Those entrances requiring concrete pipe shall also have reinforced concrete flared end sections installed. No pipe culvert shall be less than 15 inch inside diameter.
- 5.2.5 All pavement and shoulders for access connections shall slope away from the furthest edge of pavement of the through street at a minimum of 1% grade for a minimum distance of 10 feet on Minimum Use Generators and a minimum of 25 feet for Minor or Major Use Generators.

**5.2.6** Earth fore slopes shall have a desired slope of 4:1 and a minimum slope of 3:1. Back slopes shall be a minimum of 3:1.

**5.2.7** Seeding, fertilizing, mulching and erosion control shall be provided in accordance with IDOT Standards and good engineering practice.

### **5.3 Access Geometrics**

Access connections shall conform to the minimum geometric requirements shown in Exhibit 4.

Exhibit 4

<b>Access Connection</b>	<b>Throat Length</b>	<b>Driveway Width</b>		<b>E.O.P. Turning Radii</b>	
	<b>Min.</b>	<b>Min.</b>	<b>Max.</b>	<b>Min.</b>	<b>Max.</b>
Field Entrance	N/A	20'	30'	N/A	N/A
Minimum Use Generator	50'	12'	30'	10'	25'
Minor Use Generator					
2-Way	50'	24'	40'	25'	50'
1-Way	50'	16'	25'	25'	50'
Major Use Generator					
2-Way	100'	28'	40'	30'	WB-55
1-Way	100'	16'	30'	30'	WB-55

#### **5.3.1 Throat Length**

**5.3.1.1** Residential access connections shall be of a sufficient length that a passenger car can park completely clear of the highway, sidewalk, and right-of-way. Access connections that allow vehicles to back out on to the roadway shall be discouraged.

**5.3.1.2** Commercial and industrial access connections shall be of a sufficient length to store exiting vehicles clear of the parking and onsite circulation area of a development. This length will depend on the anticipated exit queue length during the peak hour as well as the typical vehicle type.

**5.3.1.3** At major access facilities, a queuing analysis using expected arrival and departure rates shall be conducted to determine the appropriate throat length.

**5.3.2** Driveway widths and turning radii shall be based on the level of access needs and typical vehicle types that use those access points. In cases where the right-of-way is narrow, traffic volumes are large, or speeds are high, upper limit turning radii should be considered to allow efficient use of access. In general terms, Minor Use Generators shall utilize a 30' radius

return, although it could range from 15 feet to 50 feet. Major Use Generators have a target radius return of 40 feet, but may vary from 30 feet to a WB-55 design standard.

- 5.3.3** Major use generators may require access requirements which vary from these standards. It is the responsibility of the developers to design their access facilities to suit their needs and those of the County Highway in accordance with this Ordinance. Preliminary meetings and/or conversations between the developer and the County Engineer should be held to discuss locations, basic requirements, and future changes or plans for the County Highway.

## **VI. ACCESS MANAGEMENT STANDARDS FOR ABUTTING PARCELS**

### **6.0 Joint/Cross Access**

- 6.0.1** A unified access and circulation system plan that includes coordinated or shared parking area is encouraged wherever feasible.
- 6.0.2** Adjacent commercial or office properties designated as major traffic generators shall provide a cross-access drive and pedestrian access to allow circulation between sites.
- 6.0.3** A system of joint-use driveways and cross-access easements shall be established wherever feasible, and the building site shall incorporate the following standards:
  - a) A continuous service drive or cross-access corridor extending the entire length of each block serving to provide for driveway separation consistent with the access management classification system and standards;
  - b) A design speed of 10 mph and sufficient width to accommodate two-way travel aisles designed to accommodate automobiles, service vehicles and loading vehicles.
- 6.0.4** In accordance with this section, property owners shall:
  - a) Record an easement with the deed allowing cross access to and from other properties served by the joint-use driveways and cross-access or service drives
  - b) Record an agreement with the deed that remaining access rights along the thoroughfare will be dedicated to Grundy County, and pre-existing driveways will be closed and eliminated after construction of the joint-use driveway.
  - c) Record a joint maintenance agreement with the deed, defining maintenance responsibilities of property owners.
- 6.0.5** The County Engineer may modify or waive the requirements of this section where the characteristics or layout of abutting properties would make development of a unified or shared access and circulation system impractical.

### **6.1 Frontage and Reverse Frontage Roads**

- 6.1.1** The separation of frontage roads at cross streets should be maximized to ensure sufficient storage for crossroad traffic between the frontage road and

the artery. The minimum separation shall be the same as that of the lateral access spacing for the appropriate classification of roadway, as shown in Exhibit 2.

- 6.1.2 Reverse frontage roads are desirable to close-in frontage roads. A desirable setback distance is 500 feet with a minimum distance being the same as that of the lateral access spacing for the appropriate classification of roadway, as shown in Exhibit 2.

## **6.2 Subdivision and Site Development Policies**

- 6.2.1 Land use planning, zoning and subdivision regulations of Grundy County shall be supportive of the restrictive spacing of each access classification, especially in cases where the roadway is under the jurisdiction of the Grundy County Highway Department.
- 6.2.2 The minimum lot frontage for access on all parcels adjacent to “on system” roads shall not be less than the minimum access connection spacing standards of that thoroughfare. Existing lots with less frontage shall continue as nonconforming lots until such time that they acquire joint/cross-access easements or are incorporated as part of a larger parcel meeting the minimum spacing requirements.
- 6.2.3 Flag lots shall not be permitted when the effect would be to increase the number of properties requiring direct and individual access connections to collector roadways except in instances when a flag lot is deemed necessary to achieve planning objectives. In such instances, the County Engineer shall make a determination if traffic safety can be maintained. If traffic safety is determined to be affected in a detrimental way, either with present or future traffic conditions, the County Engineer may deny the access.
- 6.2.4 All access to out parcels must be internalized using the shared circulation system of the principal development. The number of out parcels shall not exceed one per ten acres of site area, with a minimum frontage of 300 feet per out parcel or greater where access spacing standards for that roadway require. The frontage requirement may be waived where access is internalized using a shared-access system. In such cases the right of direct access to the roadway shall be dedicated to Grundy County and recorded with the deed.

## **VII. ACCESS CONSTRUCTION**

### **7.0 Notification**

Prior to the commencement of construction operations for access connections to county highways, notification shall be made to the Grundy County Highway Department. This notification shall be at least 48 hours in advance of the beginning of work. All required performance guarantees and certificates of insurance should be in place and on file at Highway Department offices prior to the start of any construction operations. In addition, contractors are required to coordinate their work with local utilities through the J.U.L.I.E. system.

### **7.1 Traffic Control**

At all times during the construction of access connections and related facilities, the developer or his/her agent shall adhere strictly to the guidelines established by the Illinois Department of Transportation for traffic control. Any encroachment on the pavement surface of the traveled way or within the County Highway right-of-way shall be protected as detailed in the appropriate Highway Standard in an effort to protect both workers and the traveling public.

### **7.2 Field Inspections**

The County will conduct periodic field inspections during construction of the driveway/access improvements. The access improvements for Major and Minor Use Generators shall also be inspected by the developer's engineer during construction and upon completion and shall provide the County with a letter stating the driveway/access improvements have been constructed in accordance the approved plans. The County shall then conduct a final inspection of the improvements and if the improvements are acceptable, issue an acceptance letter.

The access improvements for Major and Minor Use Generators shall also require material inspection of the subgrade, base course, binder course, surface course, etc., by a material testing company retained by the County, but paid for by the developer.

The County shall also inspect the final construction of driveways for Minimum Use Generators after notification by the owner that the driveway construction is complete.

### **7.3 Performance Guarantees**

**7.3.1** A performance guarantee shall be provided prior to the construction of any and all access connections on County Highways that exceed \$5000 for that



part of the improvement within the County Highway right-of-way. A performance guarantee shall be in the form of a corporate surety bond, cash bond, or irrevocable letter of credit. For those connections that are part of a County subdivision (unincorporated), the performance guarantee shall be included with the performance guarantee for the entire subdivision, and shall be provided to the Grundy County Planning and Zoning Administrator. For municipal subdivisions and access connections, a separate performance guarantee shall be provided to the Grundy County Highway Department for the cost of improvements within the county right of way. The performance guarantee, in all cases, shall be in an amount equal to 120% of the estimated cost of construction of improvements within the County Highway right-of-way.

#### **7.3.2 Corporate Surety Bond**

The County Engineer shall approve the form of a Corporate Surety Bond. The bond shall provide that the developer shall be one of the principals under said bond and that the surety shall be responsible for the completion of all improvements within a reasonable time after being notified that default has been made. The bond shall be made payable to the County Treasurer.

#### **7.3.3 Cash Bond**

In lieu of a Corporate Surety Bond, the developer may post a Cash Bond payable to the County Treasurer. This bond may be provided in the form of a cashiers check, bank draft, certified check, or bank money order. A certificate of deposit will not be accepted.

#### **7.3.4 Irrevocable Letter of Credit**

An irrevocable letter of credit will be acceptable provided that said letter of credit receives approval from the State's Attorney.

#### **7.3.5 Default**

If the developer fails to perform the work with sufficient work force and equipment; or with sufficient materials to insure the completion of said work within the specified time; or performs the work unsuitably as determined by the County Engineer; or neglects or refuses materials or performs anew such work as shall be rejected as defective and unsuitable; or discontinues the execution of the work; or for any other cause whatsoever does not carry on the work in an approved manner, the County Engineer shall give notice by registered mail to the developer and his/her surety of such delinquency, said notice to specify the corrective measures required. After said notice, the County Engineer shall call upon the performance guarantee to have the work completed in accordance with the terms of the guarantee. The County Engineer shall deliver the funds to the

County Treasurer and request deposit in the appropriate fund. The County Engineer may then take over the work, including any or all materials or equipment on the ground as may be suitable and acceptable and may complete the work with his/her own forces or any such other methods as may be required to complete the work in accordance with the access permit.

#### **7.4 Certificates of Insurance**

**7.4.1** Certificates of Insurance, as required by this section, shall be provided to the Grundy County Highway Department prior to the issuance of an access permit for the construction or reconstruction of all types of access as provided for in this Ordinance. The County Engineer may, upon receipt of written application from a property owner substantiating good and reasonable cause, waive this requirement for certain minor accesses.

#### **7.4.2 Responsibility for Damage Claims**

The developer shall indemnify and save harmless the Grundy County Highway Department and the County, its officers, agents, and employees against all loss, damage, or expense that it or they may sustain as a result of any suits, actions, or claims of any character brought on account of property damage, injury to or death of any person or persons, including all persons performing any work under the access permit, which may arise in connection with the work to be performed under the access permit.

The access permit is not intended by any of the provisions of any part of the access permit to create the public or any member thereof a third party beneficiary, or to authorize any one not a party to the access permit to maintain a suit for personal injuries or property damage pursuant to the terms or provisions of the access permit. The duties, obligations, and responsibilities of the parties to the access permit with respect to third parties shall remain as imposed by law.

The developer, prior to issuance of an access permit, shall file with the County Engineer copies of completed certificates of insurance indemnifying the Grundy County Highway Department, its employees and its agents, and the County of Grundy, its employees and its agents as additional insured, in a form satisfactory to the County Engineer, to afford protection against all claims for damages to public or private property, and injuries to persons, arising out of and during the progress of the work to its completion. The policy of insurance shall include the Grundy County Highway Department and County as additional insured or provide separate coverage with an Owners Protective policy. The County Engineer for the following types of insurance shall determine the minimum amounts of insurance:

- a) Bodily Injury Liability                \$1,000,000 Minimum
- b) Property Damage Liability        \$1,000,000 Minimum

There shall be no restrictions on occurrence limits.

All such insurance shall include an endorsement whereby the insurer agrees to notify Grundy County Highway Department at least 30 days prior to nonrenewal, reduction, or cancellation. The developer shall cease, or cause to be ceased, operations, work and construction of an improvement if the insurance is canceled or reduced below the required minimum amount of coverage as determined by the County Engineer.

#### **7.4.3 Workman's Compensation Insurance**

Prior to the issuance of an access permit, the developer shall furnish to Grundy County Highway Department certificates of insurance covering Workers Compensation, or satisfactory evidence that this liability is otherwise taken care of in accordance with Section 4.(a) of the "Workman's Compensation Act of the State of Illinois" as amended.

Such insurance, or other means of protection as herein provided, shall be kept in force until all work to be performed under the terms of the access permit has been completed and accepted, and it is hereby understood and agreed that the maintenance of such insurance or other protection, until acceptance of the improvement by Grundy County Highway Department, is part of the access permit. Failure to maintain such insurance, cancellation by the Industrial Commission of its approval of such other means of protection as might have been elected, or any other act which results in lack of protection under the said Workman's Compensation Act" may result in the revocation of the access permit.

#### **7.5 As-Built Plans**

As-built plans must be submitted to the County prior to the release of any performance guarantee.

## **VIII. ENACTMENT, REPEALER, INTERPRETATION & SEPARABILITY**

### **8.0 Enactment**

This ordinance shall be in full force and effect from and after its passage according to law except for all access requests submitted prior to the adoption of this ordinance and which have received written preliminary approval. All requests submitted prior to adoption of this ordinance which have not been given written preliminary approval and all requests submitted after the adoption of this ordinance shall be governed by the provisions of this ordinance as finally enacted.

### **8.1 Repealer and Savings Clause**

The previous policies establishing rules and regulations governing access to County Highways are hereby repealed, provided such repeal shall not affect the right of the County to institute any action at law or in equity to require compliance or prosecute violations there under, it being the County's intention to preserve all such causes of action and not to excuse any violation under the prior rules and regulations.

### **8.2 Interpretation and Separability**

#### **8.2.1 Interpretation**

The County Engineer shall render any interpretations of this ordinance, which are necessary to promote efficient administration and review of access requests. This ordinance shall be interpreted strictly and in accordance with the standards set forth herein. Whenever any provision of this ordinance overlaps, contradicts, or covers the same subject matter as any other provision of this ordinance or any other County ordinance, regulation, or rule, the more restrictive or higher standard shall control.

#### **8.2.2 Separability**

Each article, section, subsection, paragraph, subparagraph, sentence, clause, phrase, word, provision, regulation, or restriction established by this ordinance or any amendments thereto is hereby declared to be separable and independent, in accordance with the following.

**8.2.2.1** If any court of competent jurisdiction shall adjudge any provision of this ordinance to be invalid, such judgment shall not effect any provision of this ordinance not specifically included in the judgment.

**8.2.2.2** If any court of competent jurisdiction shall adjudge invalid the application of any provision of this ordinance to a particular property, access, highway improvement, or access facility, such

judgment shall not affect the application of the provisions to any property, access, highway improvement, or access facility not specifically included in the judgment.

## APPENDIX

## APPLICATION FOR ACCESS PERMIT

Do Not Write Below This Line

Approval Date: \_\_\_\_\_

34

EXHIBIT 6  
IRREVOCABLE LETTER OF CREDIT FORM

LETTER OF CREDIT

ON BANK LETTERHEAD

IRREVOCABLE COMMERCIAL LETTER OF CREDIT

Amount: U.S. \$ \_\_\_\_\_

To: Grundy County Planning & Zoning Dept  
1320 Union Street  
Morris, IL 60450

and/or

Date: \_\_\_\_\_  
Issuer: \_\_\_\_\_  
Letter of Credit No.: \_\_\_\_\_  
Developer: \_\_\_\_\_  
Subdivision: \_\_\_\_\_  
Unit No.: \_\_\_\_\_

Ladies and Gentlemen:

We hereby issue this Irrevocable Letter of Credit in your favor up to the aggregate amount of \_\_\_\_\_ Dollars (\$ \_\_\_\_\_)  
for the account of \_\_\_\_\_ (Developer/Owner).

This Letter of Credit is issued for the purposes of: A) facilitating the maintenance of subdivision, public improvements, and dedications for \_\_\_\_\_  
Subdivision, including, but not limited to, streets, curbs, sidewalks, storm sewers, street lighting, waste water sewers, water lines, water detention facilities, excavation, drainage patterns, and all other public improvements as set forth in the drawings, plans, specifications, plats and engineering, required and approved by the Grundy County Subdivision Regulations and all other applicable Ordinances and regulations; B) securing the performance of any agreements between the Developer, Grundy County, and Road District Commissioner relating to the development of such subdivision; C) providing funds for uncompleted subdivision improvements, including but not limited to the aforementioned; D) securing County and Township fees, dedications, and contributions associated with such subdivision.

If for any cause any or all of the public improvements required to be installed in said subdivision shall not be constructed within two (2) years in conformance with said Regulations, drawings, plans, specifications and engineering, the funds included in this letter may be used by the County of Grundy and/or Road District to complete the construction and installation of the same and may be drawn in whole or in part by the County of Grundy and/or Road District and will be paid immediately upon written demand therefore given by the same.

This Letter of Credit may be reduced to such amounts specified in writing from time to time by the County Engineer of Grundy County. The issuer and developer agree by reducing the amount of this letter, Grundy County and the Road District are not accepting any public improvements or otherwise waiving any rights it may have.



If we fail to honor drafts drawn on this Letter of Credit in addition to all other damages which are limited by the amount of this Letter of Credit, we shall also pay Grundy County and/or the Road District all reasonable attorney and expert fees, court costs, and all other expenses incurred by Grundy County and/or the Road District.

This Irrevocable Letter of Credit shall not operate as a release or limitation upon the obligation of \_\_\_\_\_ (Developer/Owner) to install all improvements required by Grundy County and/or the Road District and otherwise comply with all its other obligations, including the purposes for which this Letter of Credit is issued.

This Irrevocable Letter of Credit shall be fully, irrevocably, and unconditionally in effect until \_\_\_\_\_ (27 months from date of issue), and is subject to applicable provisions of the Uniform Commercial Code of the State of Illinois (810ILCS 5/5-101 et. Seq.). In the event that the expiration date is a Saturday, Sunday, a Holiday, or not a full business day, this letter shall remain in full force and effect until the closing of the next full working day.

ATTEST:

Sincerely,

BY: \_\_\_\_\_ (Bank Name)

BY: \_\_\_\_\_

TITLE: \_\_\_\_\_

EXHIBIT 7

WORDING FOR GRUNDY COUNTY ENGINEER FINAL PLAT APPROVAL BLOCK

When dealing with a development consisting of a single lot adjacent to a County Highway, which includes an approved entrance location, the following wording shall be used:

STATE OF ILLINOIS )  
COUNTY OF GRUNDY)

Approved this \_\_\_\_\_ day of \_\_\_\_\_, A.D. \_\_\_\_\_, as to roadway access to County Highway \_\_\_\_\_, also known as \_\_\_\_\_.

\_\_\_\_\_  
Grundy County Engineer

When dealing with a development adjacent to a County Highway, which includes only an approved exclusive right in/right out only access entrance, the following wording shall be used:

STATE OF ILLINOIS )  
COUNTY OF GRUNDY)

Direct Access to \_\_\_\_\_, County Highway \_\_\_\_\_ from Lot(s) \_\_\_\_\_ is prohibited. Access shall be limited to one (1) right in/right out only access subject to final design approval from the Grundy County Highway Department.

Approved this \_\_\_\_\_ day of \_\_\_\_\_, AD \_\_\_\_\_.

\_\_\_\_\_  
Grundy County Engineer

When dealing with a development adjacent to a County Highway, which does not include an entrance, the following wording shall be used:

STATE OF ILLINOIS )  
COUNTY OF GRUNDY)

Direct Access to \_\_\_\_\_, County Highway \_\_\_\_\_ from Lot(s) \_\_\_\_\_ is prohibited.

Approved this \_\_\_\_\_ day of \_\_\_\_\_, AD \_\_\_\_\_.

\_\_\_\_\_  
Grundy County Engineer

When dealing with a development adjacent to a County Highway, which includes only an approved common access entrance, the following wording shall be used:

STATE OF ILLINOIS )  
COUNTY OF GRUNDY)

Direct Access to \_\_\_\_\_, County Highway \_\_\_\_\_, from Lot(s) \_\_\_\_\_ shall be limited to one (1) common access subject to final design approval from the Grundy County Highway Department. Direct Access to \_\_\_\_\_, County Highway \_\_\_\_\_ from Lot(s) \_\_\_\_\_ is prohibited.

Approved this \_\_\_\_\_ day of \_\_\_\_\_, AD \_\_\_\_\_.

\_\_\_\_\_  
Grundy County Engineer

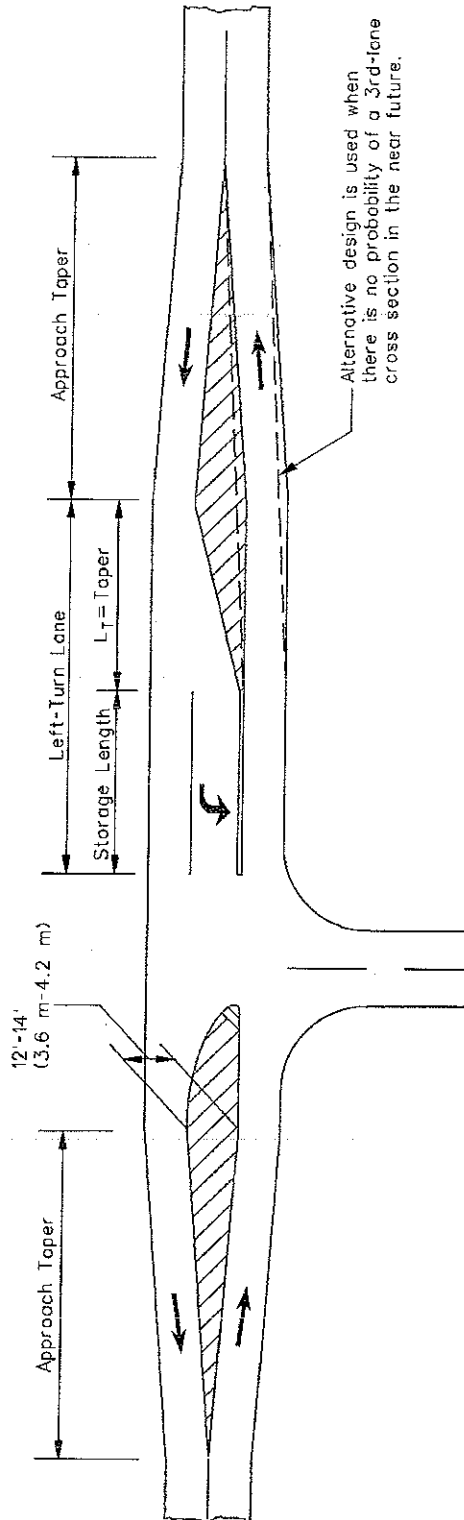
When dealing with a development consisting of multiple lots adjacent to a County Highway, including an approved common entrance location, the following wording shall be used:

STATE OF ILLINOIS )  
COUNTY OF GRUNDY)

No more than one (1) entrance on County Highway \_\_\_\_\_, also known as \_\_\_\_\_ will be allowed. The entrance shall be located on the common lot line between lots \_\_\_\_\_ and \_\_\_\_\_ as shown on the plat.

Approved this \_\_\_\_\_ day of \_\_\_\_\_, AD \_\_\_\_\_, as to roadway access to County Highway \_\_\_\_\_, also known as \_\_\_\_\_.

\_\_\_\_\_  
Grundy County Engineer



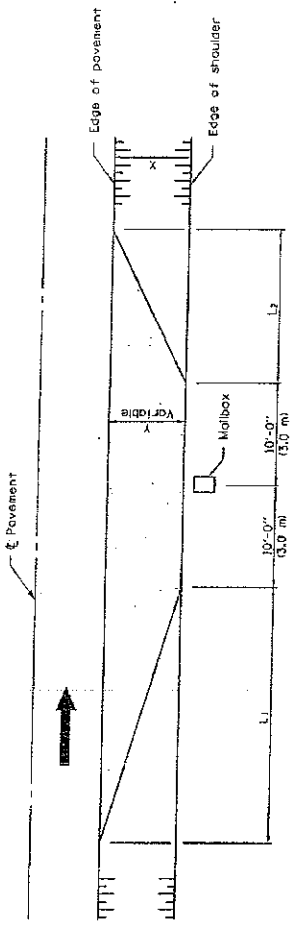
APPROACH TAPER RATES FOR FLUSH CHANNELIZATION					
Present Posted Speed (mph)	Design Speed	Approach Taper Rates		Left-Turn Lane	
		Widening on Both Sides	Widening All on One Side	Taper Rate	Storage Length*
≥50	50 mph (80 km/h)	50:1	40:1	15:1	115 ft (35 m)
45	45 mph (70 km/h)	45:1	35:1	13:1	115 ft (35 m)
40/35	40 mph (60 km/h)	40:1	30:1	11:1	115 ft (35 m)
≤30	30 mph (50 km/h)	35:1	25:1	9:1	115 ft (35 m)

\* Storage lengths may be increased if necessary.

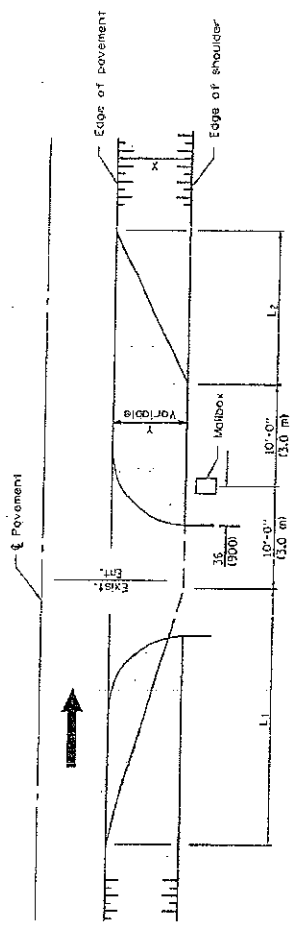
# FLUSH CHANNELIZED ISLANDS AT ISOLATED RURAL OR URBAN INTERSECTIONS (Safety Improvement or 3R Projects)

Figure 36-3.J

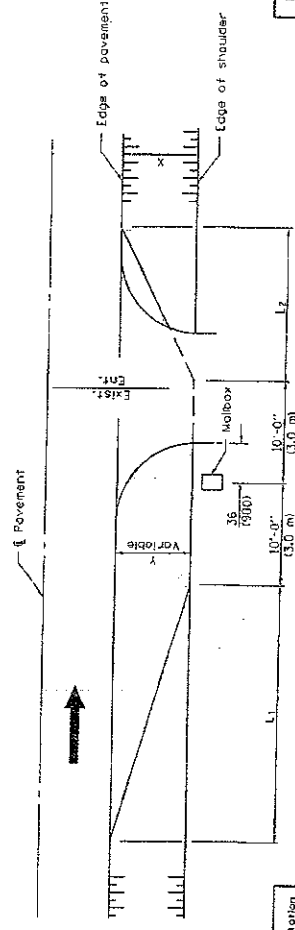
EXHIBIT 8



TYPICAL APPLICATION



MAILBOX ON FAR SIDE OF ENTRANCE



MAILBOX ON NEAR SIDE OF ENTRANCE

DIMENSIONS - ft., (m)

Width of Shoulder	12 (3.6)	10 (3.0)	8 (2.4)	6 (1.8)	5 (1.5)	4 (1.2)
Width of Turnout	8 (2.4)	6 (1.8)	5 (1.5)	4 (1.2)	3 (0.9)	2 (0.6)
L1	30 (9.0)	20 (6.0)	15 (4.5)	10 (3.0)	10 (3.0)	10 (3.0)
L2	20 (6.0)	15 (4.5)	10 (3.0)	10 (3.0)	10 (3.0)	10 (3.0)

Note:  
Dimensions for Township and District Roads may vary from the above dimensions.

GENERAL NOTES

Mailboxes shall be mounted such that the face of the mailbox is 5 (150) to 12 (300) and the post a minimum of 24 (600) from the edge of the turnout surfacing.

All dimensions are in inches (millimeters) unless otherwise shown.

Issued Department of Transportation  
 Approved: *[Signature]*  
 ENGINEER OF LOCAL ROADS AND STREETS  
 APPROVED: *[Signature]*  
 SUPERVISOR OF LOCAL ROADS AND STREETS  
 ISSUED 1-1-97

DATE	REVISIONS
1-1-09	Switched units to English metric
1-1-99	Add width of shoulder X.

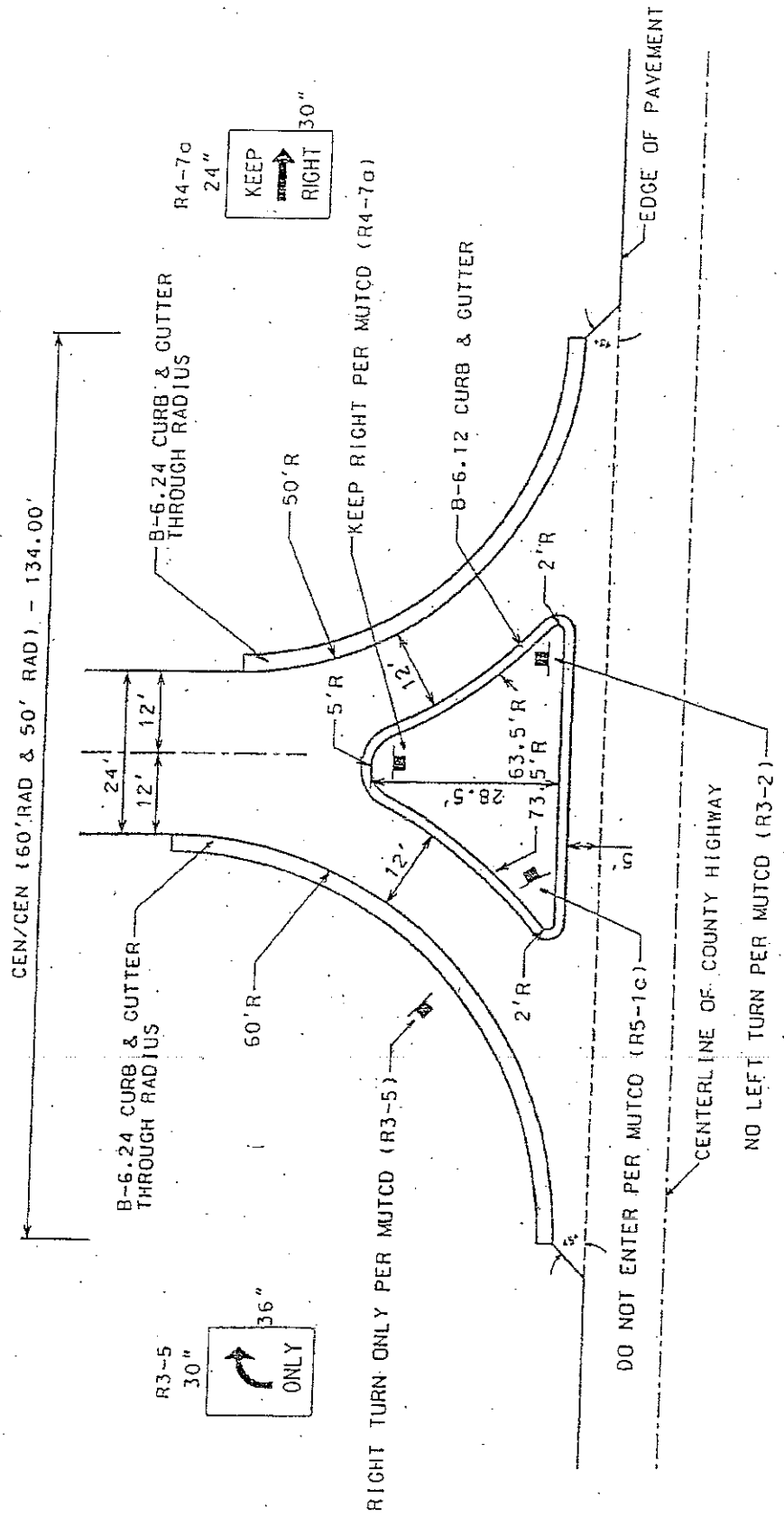
MAILBOX TURNOUT FOR LOCAL ROADS

NOT TO SCALE

NOTE: ALL CONSTRUCTION TO BE DONE  
ACCORDING TO STATE OF ILLINOIS  
"STANDARD SPECIFICATIONS FOR  
ROAD AND BRIDGE CONSTRUCTION".

ALL GROUND AREAS DISTURBED SHALL BE RESEEDED AND MULCHED OR JUTE MATTED AS SOON AFTER CONSTRUCTION AS POSSIBLE

ALL PAVEMENT WITHIN COUNTY RIGHT OF WAY SHALL CONSIST OF 4" AGGREGATE SUB-BASE, 2" BITUMINOUS BASE COURSE, 2 1/2" OF BITUMINOUS BINDER, AND 1 1/2" BITUMINOUS SURFACE COURSE

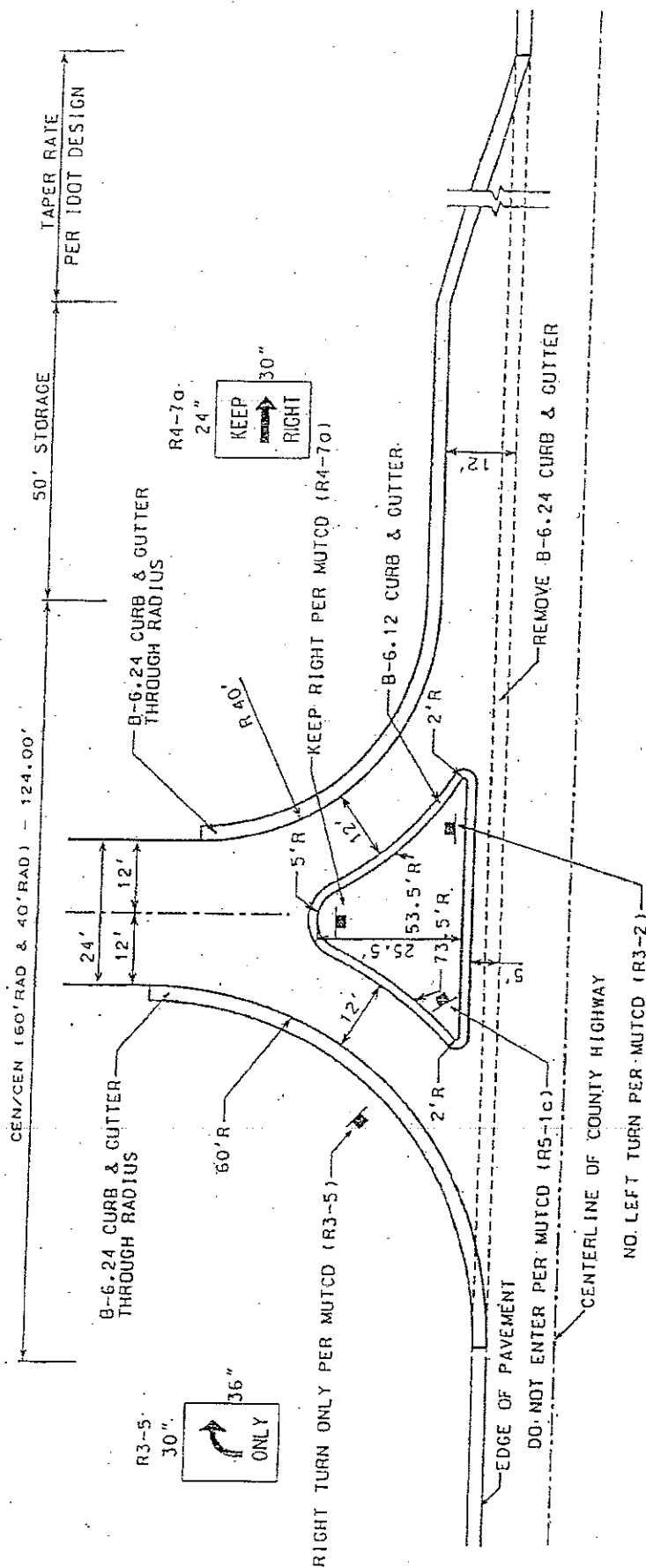


NOT TO SCALE

NOTE: ALL CONSTRUCTION TO BE DONE  
ACCORDING TO STATE OF ILLINOIS  
"STANDARD SPECIFICATIONS FOR  
ROAD AND BRIDGE CONSTRUCTION"

ALL GROUND AREAS DISTURBED SHALL  
BE RESEEDED AND MULCHED OR JUTE  
MATTED AS SOON AFTER CONSTRUCTION  
AS POSSIBLE

ALL PAVEMENT WITHIN COUNTY RIGHT OF WAY SHALL CONSIST OF 4" SUB-BASE GRANULAR, 6" BITUMINOUS BASE COURSE, 2 1/2" BITUMINOUS BINDER, AND 1 1/2" BITUMINOUS SURFACE COURSE



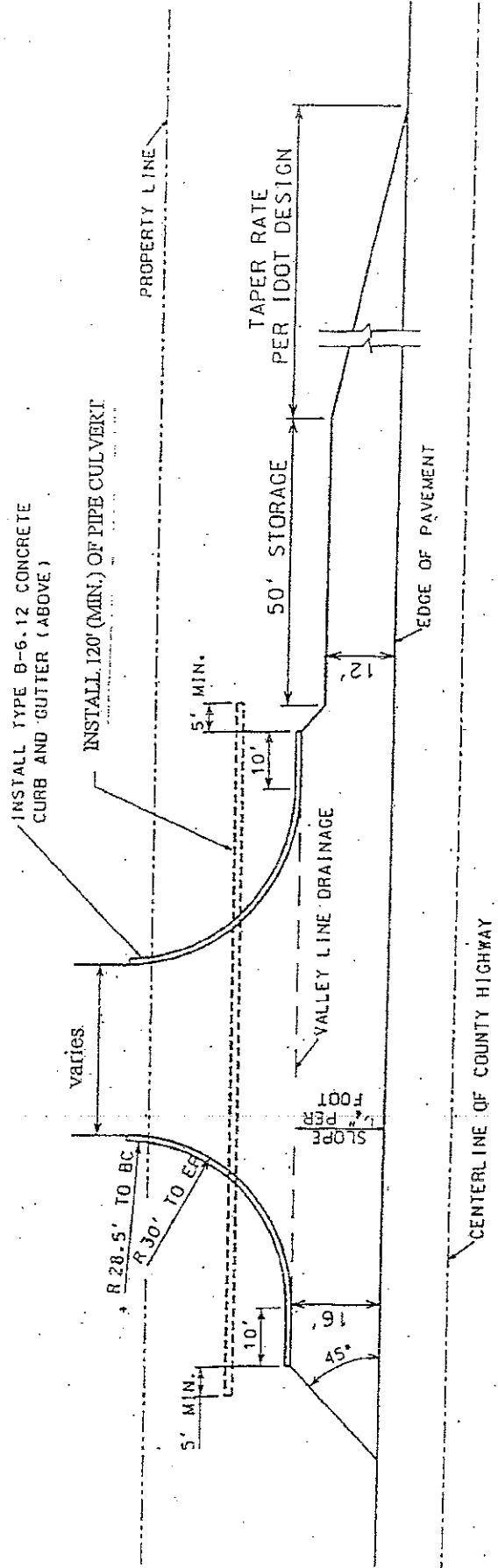
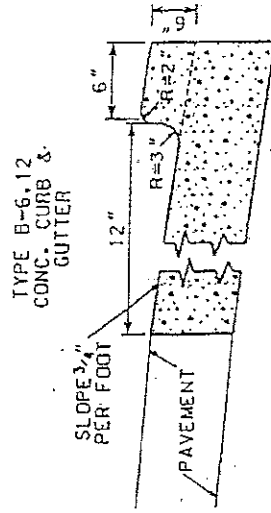
# EXHIBIT 12 FULL ACCESS WITH DECELERATION LANE

NOTE: ALL CONSTRUCTION TO BE DONE ACCORDING TO STATE OF ILLINOIS STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

ALL GROUND AREAS DISTURBED SHALL BE RESEDED AND MULCHED OR JUTE MATTED AS SOON AFTER CONSTRUCTION AS POSSIBLE.

ALL PAVEMENT WITHIN COUNTY RIGHT OF WAY SHALL CONSIST OF 4" AGGREGATE SUB-BASE, 6" BITUMINOUS BASE COARSE, 2 1/2" OF BITUMINOUS BINDER, AND 1 1/2" BITUMINOUS SURFACE COURSE.

DITCHES TO BE GRADED FOR PROPER DRAINAGE.





County Engineer: Craig Cassem

