

BUREAU OF LOCAL ROADS & STREETS
HIGHWAY SYSTEMS

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3-1-7

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 ILCS 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:

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.