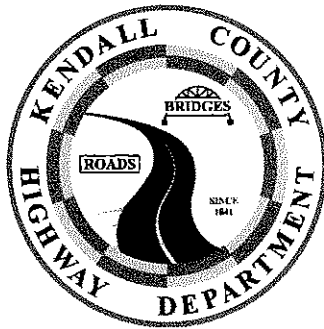


**A POLICY FOR THE ESTABLISHMENT
AND POSTING OF SPEED LIMITS
ON COUNTY AND TOWNSHIP HIGHWAYS
IN KENDALL COUNTY, ILLINOIS**



This Policy Approved by the Kendall County Board on

April 16, 2002

KENDALL COUNTY
Ordinance No. 02-09

An Ordinance Adopting a Policy for the Establishment and Posting of Speed Limits on County and Township Highways in Kendall County, Illinois

WHEREAS, the County Board of Kendall County has been granted authority to establish altered speed limits on all county highways, township roads and district roads as defined in the Illinois Highway Code, except those under the jurisdiction of the Illinois Department of Transportation or of the Illinois State Toll Highway Authority;

AND WHEREAS, the Kendall County Board may promulgate reasonable rules and guidelines in establishing such altered speed limits on county highways, township roads and district roads in the interest of public safety and for the common good of the traveling public;

THEREFORE, BE IT ORDAINED, that the County Board of Kendall County hereby adopts a Policy for the Establishment and Posting of Speed Limits on County and Township Highways in Kendall County, Illinois; said Policy having an adoption date of April 16, 2002;

AND BE IT FURTHER ORDAINED, that all previous county ordinances, resolutions or policies relating to the procedures for establishment of altered speed limits on county highways, township roads and district roads are hereby repealed, and that this ordinance shall be in full force and effect upon approval by the County Board.

STATE OF ILLINOIS)
) SS
COUNTY OF KENDALL)

I, Paul Anderson, 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 resolution adopted by the Kendall County Board, at its regularly scheduled meeting in Yorkville, Illinois, on the 16 day of APRIL, A.D., 2002.


Paul Anderson – County Clerk

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CHAPTER 1 - INTRODUCTION

- A. Section 11-601 of the Illinois Vehicle Code, contained in Chapter 625, Act 5 of the Illinois Compiled Statutes, specifies statutory speed limits on streets, alleys, and highways in rural and urban areas by various classifications of vehicles. Subject to the limitations set forth in Section 11-604, the county board of a county may establish absolute maximum speed limits on all county highways, township roads and district roads as defined in the Illinois Highway Code, except those under the jurisdiction of the Illinois Department of Transportation or of the Illinois State Toll Highway Authority.
- B. Section 11-304 of the Illinois Vehicle Code requires that all traffic control devices placed by local authorities must conform to the Illinois Manual on Uniform Traffic Control Devices (MUTCD). Section 1A.09 of the MUTCD 2000 states that the decision to use a sign at a particular location should be made on the basis of either an engineering study or the application of engineering judgment. For the purposes of this policy, altered speed limits shall be based upon an engineering and traffic investigation, except as otherwise provided in Chapter 5, Paragraph E of this policy. Altered speed limits established on the basis of opinions of either public officials or private individuals have no legal authority.
- C. Speed limits, both statutory and altered, are absolute in character, and no motorist may legally exceed such limits at any time, regardless of conditions. Therefore, an altered speed limit shall reflect the optimum, rather than the adverse, driving condition, as drivers are subject to citation even though traveling at a speed lower than the posted limit if they are driving at a speed that is greater than is reasonable and proper with regard to traffic conditions and the use of the highway, or endangers the safety of any person or property.
- D. Altered speed limits establish a restraint upon the freedom of the driver to choose a speed at which the driver desires to travel and therefore should be imposed only to the extent that their use will facilitate traffic flow by reducing turbulence in the traffic stream. Driver acceptance is a prerequisite to effective enforcement. If the regulations are imposed only where they are needed and necessary, the driver will more readily accept the need for them. Conversely, an improper or unreasonably low speed limit posting is often violated by the majority of the motoring public, making enforcement of the speed limit completely impractical, with the resultant operating speeds higher than would exist with a proper and reasonable speed posting.
- E. Appropriate signs giving notice of an altered speed limit must be erected after approval of the altered speed limit by the County Board. The installation of signs regulating speed is detailed in the Manual on Uniform Traffic Control Devices. The Manual will serve as a guide for all sign installations on County and Township Highways.

CHAPTER 2 - STATUTORY SPEED LIMITS

- A. In the State of Illinois, the following speed limits established by statute are applicable to county and township highways. Maximum speed limits are for the areas described and are legally enforceable with or without posted signs.
1. In Urban Districts
 - a. Streets and Highways 30 mph
 - b. Alleys 15 mph
 2. Outside Urban Districts
 - a. All Vehicles 55 mph

Urban District is defined in the Illinois Vehicle Code as “The territory contiguous to and including any street which is built up with structures devoted to business, industry or dwelling houses situated at intervals of less than 100 feet for a distance of a quarter of a mile or more.” The structures referred to in the definition should include only those that have direct access to the highway. Structures on both sides of the highway should be counted together in determining the interval.

CHAPTER 4 - CRITERIA FOR SELECTING SPEED LIMITS IN ALTERED SPEED ZONES

Section 1. Basic Investigation

- A. The prevailing speed of free flowing traffic has been recognized by most transportation agencies as the basic parameter for use in establishing speed limits either higher or lower than the statutory speed limits set forth by Section 11-601 of the Illinois Vehicle Code.
- B. Prevailing speed shall be determined by use of two separate sets of data, which are:
 - 1. Eighty-fifth percentile speed.
 - 2. Upper limit of the consecutive 10 miles per hour that have the most observations, also known as the upper limit of the 10 mph pace.
- C. The prevailing speed shall be determined by computing the average of the measured values for the criteria listed above.
- D. Based on the assumption that a majority of motorists will drive at a speed which they judge to be safe and reasonable, the selected speed limit in 5 miles per hour increments should not differ from the established prevailing speed by more than 3 mph unless justified by supplementary investigations.

Section 2. Optional Supplementary Investigations

- A. The selected speed limit may differ from the established prevailing speed by more than 3 miles per hour when justified by further investigation. Such investigation may include the study of any or all the following conditions:
 - 1. Accident Rate
 - 2. Access Control
 - 3. Pedestrian Activity
 - 4. Parking
- B. ACCIDENT RATE: If the accident rate, based on all reportable accidents (both intersection and nonintersection), within the proposed zone is 50 percent higher than the Statewide average accident rate for the same classification of highway, the prevailing speed may be reduced by 5 percent. If the accident rate is more than twice the Statewide rate for the same classification of highway, the prevailing speed may be reduced by 10 percent. A reduction in speed may reduce the severity of those accidents that occur, but normally will not significantly reduce the number of accidents. Therefore, minor accidents not reportable under State statutes are not to be considered in computing accident rates. Current

information concerning accident rates will be maintained by, and is available from, the Illinois Department of Transportation.

- C. **ACCESS CONTROL:** The effect of driveways and other entrances will be determined by using an “access conflict number.” For this purpose, a field entrance or driveway to a single-family dwelling shall have a conflict number of one. Minor commercial entrances and driveways serving multiple family residential units and minor street intersections shall have a conflict number of five, and major commercial entrances or major street intersections shall have a conflict number of ten. If the total access conflict number within a proposed zone exceeds the rates shown in the table, the prevailing speed may be reduced by the percentages indicated.

Access Conflict Rate (Conflicts Per Mile)	Prevailing Speed Reduction (Percent)
0-40	0
41-60	5
61 or more	10

- D. **PEDESTRIAN ACTIVITY:** Where no sidewalks are provided, or where sidewalks are located immediately behind the curb, and the total pedestrian traffic exceeds ten per hour for any three hours within any eight-hour period, the prevailing speed may be reduced by 5 percent. Pedestrians crossing the route may be included if the point of crossing is not protected by some other form of speed control or intersection control device. This reduction may be applied only once in the establishment of any particular zone.
- E. **PARKING:** Where parking is permitted adjacent to the traffic lanes, the prevailing speed may be reduced by 5 percent.
- F. Percentage corrections for any or all of the above factors may be applied to the prevailing speed of free-flowing traffic but in no case shall the resulting speed limit differ from the prevailing speed by more than 10 miles per hour or by 20 percent of the prevailing speed, whichever is less. Posted limits shall always be in 5 miles per hour increments.

CHAPTER 5 - PROCEDURES FOR OBTAINING PREVAILING SPEED DATA

- A. Spot speed studies are to be utilized to determine the 85th percentile speed and the upper limit of the 10 mile per hour pace. The 85th percentile speed is defined as the speed at which 85 percent of the vehicles are traveling at or below. The 10 miles per hour pace is defined as the 10 miles per hour range containing the most vehicles.
- B. Spot speed studies should be made as close to the center of the proposed zone as is practicable. If the zone is in excess of one mile in length, studies should be made every mile. If the difference in prevailing speed between the two adjacent locations is less than 5 miles per hour, the lower value should be used. If the difference in prevailing speed is over 5 miles per hour, consideration should be given to designating two separate zones.
- C. Care must be exercised to be sure that the data is collected in such a manner, and at such times, that it is a true indication of normal conditions. Such conditions are assumed to prevail under clear weather conditions, dry pavement, following the morning peak traffic hours and prior to the evening peak traffic hours on any weekday except holidays. The traffic study shall not be taken the day prior to a holiday or the day after a holiday. Observations should not be made immediately following a spectacular accident or during a period of greater than normal police enforcement. Every effort should be made to conceal the fact that speeds are being recorded.
- D. Speeds should be observed for a total of at least 100 passenger cars and pickup trucks in each lane. Speeds of trucks over four tons will not be included in the data for determining an altered limit. On low-volume roads where it would be difficult to obtain a sample of 100 vehicles in each direction, the study may be terminated after a study period of three hours in each direction.
- E. On rural residential subdivision streets, where access to said streets exceeds 50 access points per mile for a distance of not less than 1000 feet, the recommendation by the County Engineer to the County Board for an altered speed limit may be based on the application of engineering judgment, using an abbreviated traffic investigation, without establishing a prevailing speed. Reductions shall be limited to the design speed of the roadway, but not less than 25 mph. This exception is based on the premise that unposted urban streets have a maximum statutory speed limit of 30 mph. Similarly, a determination of the prevailing speed should not be required for every rural residential street. This recognizes the fact that the vast majority of rural residential streets are not posted, but also are not designed for the maximum unposted statutory speed limit of 55 mph. The ability to alter speed limits in these cases, without the need for a formal engineering and traffic investigation, will save substantial time and resources and is a reasonable application of engineering judgment allowed within the guidelines of the Manual on Uniform Traffic Control Devices.

CHAPTER 6 - SUPPLEMENTAL POLICIES

The following additional policies shall be observed in establishing and posting speed zones.

- A. Normally, isolated curves and turns, areas of restricted sight distance, no-passing zones, etc., will not be considered as areas for speed zones. Advisory speed signs may be used in connection with the appropriate warning signs at such locations, and such condition shall not be considered as influencing a lower limit for the entire zone.
- B. Except on divided highways, different speeds for traffic in opposite directions shall not be established.
- C. A speed zone shall begin at the point or as near in advance of the point as possible where such speed zone is warranted and shall end at the point or as near to the point as possible where the zone is not warranted.
- D. Minimum speed limits, when used, shall provide for an allowable speed range of not less than 10 miles per hour nor more than 15 miles per hour. No minimum speed of less than 30 miles per hour shall be used.
- E. No sign in the speed limit series (R2) shall be mounted on the same post as another sign, except that the basic speed limit sign (R2-1) may be mounted below the town name sign (I1-I100 or I1-I101) or County Route Marker sign (M1-5).

CHAPTER 7 - POSTING OF ALTERED SPEED LIMITS

- A. The REDUCED SPEED AHEAD sign (R2-5 series), together with a corresponding regulatory speed plate, shall be erected in advance of any speed zone that is 10 miles per hour or more under the limit in a preceding statutory limit.
- B. The placement of a REDUCED SPEED AHEAD sign should follow the general guidelines of Table 2C-4, Guidelines for Advance Placement of Warning Signs, found in the MUTCD 2000. Said sign shall always be followed by a basic speed limit sign (R2-1) erected at the beginning of the zone where the altered speed limit applies. On divided and one way facilities having two or more lanes in one direction, signs shall be posted on both sides of the highway for all signs described above. Additional speed limit signs in the same speed zone, as described in "D" below, need not be posted on both sides of the road.
- C. The difference in the speed limit from one altered speed zone to an adjacent altered speed zone shall not be more than 10 miles per hour.
- D. Speed limit signs for altered zone shall be erected as follows:
 - 1. At the beginning of each zone where the speed limit is altered.
 - 2. At the point of change from one zone to another.
 - 3. At additional locations within the zone where it is necessary to remind the motorist of the limit that is applicable.
- E. Signs shall not be erected until the speed limits are approved and are officially authorized.
- F. The distance between basic speed limit sign installations in altered speed zones should be as follows:

<u>Speed Limit (MPH)</u>	<u>Minimum Distance</u>	<u>Maximum Distance</u>
30 or less	660 feet or 2 blocks	1320 feet or 4 blocks
35 or 40	990 feet or 3 blocks	1980 feet or 6 blocks
45 or 50	1320 feet or 4 blocks	2640 feet or 8 blocks
- G. The recommended distances between speed signs do not apply to the posting of statutory limits.
- H. The size of speed limit signs and reduced speed ahead signs shall conform with the Manual on Uniform Traffic Control Devices.

APPENDIX - SAMPLE FORMS

1. An Ordinance for the Establishment of an Altered Speed Zone

This ordinance establishes the maximum allowable speed in an altered speed zone on any County Highway, Township Road or District Road.

2. Establishment of Speed Zones

This form is used to determine the adjusted prevailing speed and makes a recommendation for an altered speed zone.

3. Spot Speed Study

This form is used to collect data on the speed of vehicles in a zone.

4. Condition Diagram

This is an example of a Condition Diagram typically made during the traffic investigation for an altered speed zone.

KENDALL COUNTY
Ordinance No. _____

An Ordinance for the Establishment of an Altered Speed Zone

WHEREAS, an engineering and traffic investigation, performed by the Kendall County Highway Department or its agent(s) upon the respective streets or highways listed in the schedule contained herein, has determined that an altered speed zone is appropriate for the listed streets or highways maintained by _____;

AND WHEREAS, the Kendall County Board has been granted authority to establish altered speed limits on all county highways, township roads and district roads as defined in the Illinois Highway Code, except those under the jurisdiction of the Illinois Department of Transportation or of the Illinois State Toll Highway Authority;

AND WHEREAS, the Kendall County Board has determined that the statutory maximum vehicular speed limits established by Section 11-601 of the Illinois Vehicle Code are greater or less than that considered reasonable and proper on the street or highway listed in the following schedule;

THEREFORE, BE IT ORDAINED, that the County Board of Kendall County hereby declares that the reasonable and proper, absolute maximum speed limits for the respective streets or highways listed in the following schedule shall be as stated therein;

AND BE IT FURTHER ORDAINED, that this ordinance shall take effect immediately after the erection of signs giving notice of the maximum speed limits.

SCHEDULE OF ALTERED SPEED ZONES

<u>Street or Highway</u>	<u>Exact Limits of Zone(s)</u>	<u>Maximum Speed Limit</u>
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I, Paul Anderson, 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 resolution adopted by the Kendall County Board, at its regularly scheduled meeting in Yorkville, Illinois, on the _____ day of _____, A.D., 20____.

Paul Anderson – County Clerk

ESTABLISHMENT OF SPEED ZONES
Kendall County Highway Department

Route _____

From _____ To _____

Total Length _____ Miles Maintenance Jurisdiction _____

SPOT SPEED STUDIES

Speed Check No.	85% Speed	10 mph Pace Upper Limit

EXISTING SPEED LIMITS

Zone Being Studied	_____ mph
Violation Rate	_____ %
Adjacent Zones N or W	_____ mph
Length	_____ miles
Adjacent Zones S or E	_____ mph
Length	_____ miles

PREVAILING SPEED

85 th Percentile Ave.	_____ mph
Upper Limit Ave.	_____ mph
Prevailing Speed	_____ mph

PREVAILING SPEED ADJUSTMENT

Accident Adjustment	_____ %
Access Adjustment	_____ %
Pedestrian Adjustment	_____ %
Parking Adjustment	_____ %
Total (Max 20%)	_____ %
_____ mph x _____ % = _____ mph	
Prevailing Speed Adjustment (10 Max)	_____ mph
Adjusted Prevailing Speed	_____ mph

SUPPLEMENTARY INVESTIGATIONS

Accident Rate	
Studied Section Rate	_____
State Rate - Same Class of Hwy.	_____
Speed Adjustment Applicable?	_____
Access Control	
Residential Drives	_____ x 1 = _____
Small Business Drives	_____ x 5 = _____
Large Business Drives	_____ x 10 = _____
Driveway Conflict Number Total	_____
_____ (DCN) = _____ Conflicts Per Mile	_____ Miles
Pedestrian Volume _____ (Per Hour)	
Pedestrian Adjustment Applicable?	_____
Parking Permitted?	_____

REVISED SPEED LIMIT

Recommended Speed Limit	_____ mph
Anticipated Violation Rate	_____ %
Study Performed By	_____
Date	_____

**SPOT SPEED STUDY
Kendall County Highway Department**

Route _____ Location _____

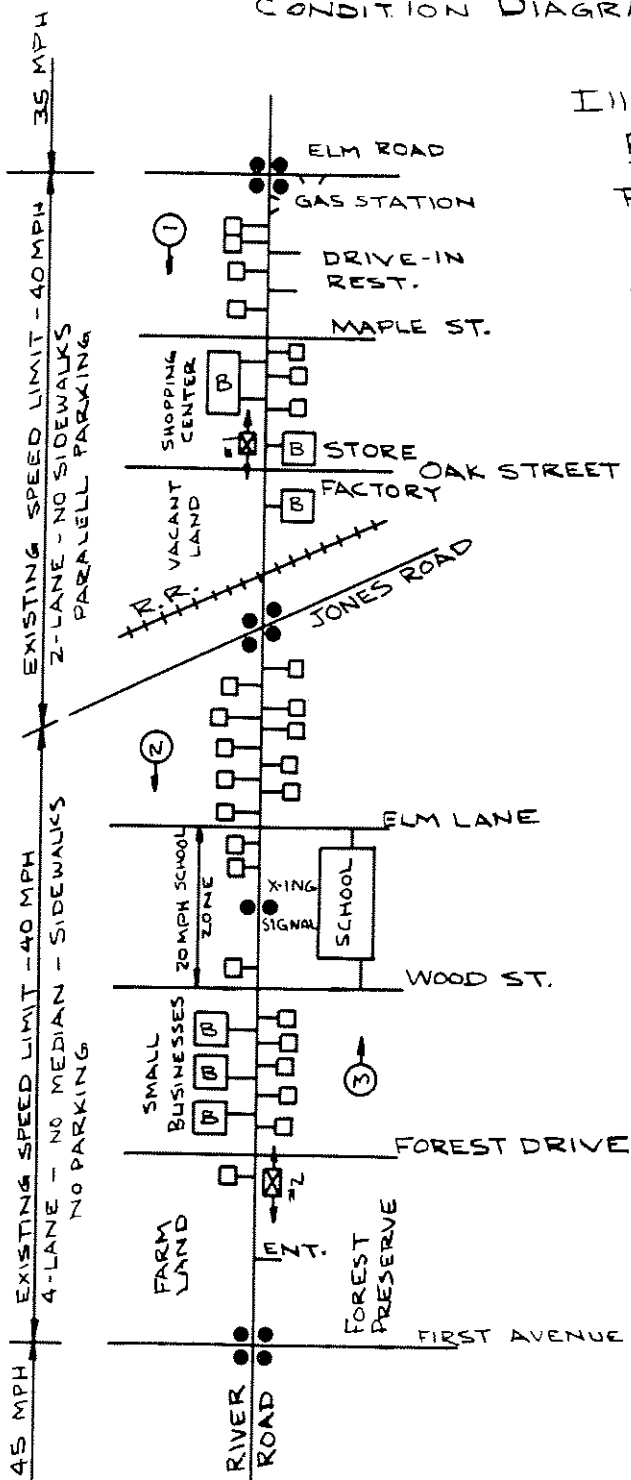
Check No.	Recorder	Date	Day	Hours From To	Weather	Traffic Checked NB SB EB WB	85 th Percentile Speed	10 mph Pace Upper Limit	Posted Speed Limit	Violation Rate
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List Speeds Above 80 mph Individually _____

CONDITION DIAGRAM

ILLINOIS RTE 33
RIVER ROAD
 FIRST AVENUE
 To
 ELM ROAD
 PERRY COUNTY



- TRAFFIC SIGNALS
- RESIDENCE
- BUSINESS
- RADAR CHECK LOCATION
- LOCATION & DIRECTION OF PHOTOGRAPH