Road and Bridge Committee
Woodford County Highway Department - Roanoke, Illinois
Monday, June 8, 2020
AGENDA
8:00 A.M.

NOTE – the Road and Bridge Committee will be meeting in person at the above noted location. If, due to health concerns, you wish to attend via teleconference, please contact Deb Breyman at (309) 467-7343 or
wccoord@woodford-county.org.

Virtual meeting attendees wishing to participate in public comment please submit your comments to the email address above. Public comments must be received from virtual meeting attendees by 7:45 AM on June 8, 2020 to be included. Due to time limitations in the teleconference, comments received by the deadline from meeting attendees only will be read during the meeting as time permits.

1. Call meeting to order .......................................................... Richard Hill, Chairman

2. Roll Call.


4. Review and consider minutes of past Executive Sessions.

5. Public comment.

6. Consider claims for the June 16, 2020, Board meeting.

7. Old Business:
   (a) Consider Access Ordinance Amendments.

8. New Business:
   (a) Discuss and act on bids for Linn Township Bridge, Section 17-07136-00-BR.
   (b) Discuss and act on bids for Santa Fe Trail Culvert Replacement, Section 20-00172-00-DR.

9. Other:
   (a) Project Updates

10. Executive Session.

11. Action coming out of Executive Session.

12. Motion to Adjourn.
NOTE – due to Covid-19, the Road and Bridge Meeting was held by teleconference.

1. **Call meeting to order**

2. **Roll Call** – Richard Hill, Josh Davis, Barry Logan, Dan Steffen all present. Donald Tolan was excused. Also present was Woodford County Engineer Conrad Moore and Board member Jerry Smith.

3. **Review meeting minutes of regular meeting on April 13, 2020.**
   Motion to approve April 13, 2020 minutes made by Davis, seconded by Logan. *Motion passed.*

4. **Public comment.**
   None

5. **Consider claims for the May 19, 2020, Board meeting.**
   Motion to approve May 2020 claims made by Logan, seconded by Davis. It was questioned how a window replacement was done for $37.00. The window was replaced last month, and the $37.00 was for miscellaneous items to complete the replacement. *Motion passed.*

6. **Old Business:**
   (a) Consider Access Ordinance amendments.
   This discussion will be held until next month.

7. **New Business:**
   (a) Discuss and act on an engineering agreement with Hutchison, Inc. for Olio Township, Section 20-11148-00-DR.
   
   Motion to approve engineering agreement with Hutchinson, Inc. for $18,500 for structural engineering design for a box culvert in Olio Township and the County Board Chairman to execute agreement made by Steffen, seconded by Davis. *Motion passed.*

8. **Other:**
   MFT Update

   Documentation was provided showing the tracking of the MFT funds the County has received. There is about a 68% increase from regular allotment compared to last year. It is anticipated that April’s allotment will be decreased due to the state shutdown from Covid-19. It was asked if Conrad can get a breakdown of the amount of MFT funds that are given to Cook County. The County MFT funds are based on vehicle registration while the township allotments are based on road mileage.

   Rebuild Illinois Bonds will be distributed based off the MFT fund calculations. Woodford County should receive about 1.5 million over the next 3 years. These bonds can be used for bridge repairs, road improvements, etc.
9. Executive Session.

10. Action coming out of Executive Session.

11. Motion to Adjourn.
Motion to adjourn made by Davis, seconded by Logan. *Motion passed.*

Meeting adjourned at 8:20 AM.

Submitted by: Deb Breyman

___________________________________
Richard Hill, Chairman
Road & Bridge Committee
CLAIMS SUMMARY SHEET FOR THE WOODFORD COUNTY HIGHWAY DEPARTMENT

Following are the totals of all claims for each fund of the Woodford County Highway Department approved at the June 8, 2020 Road and Bridge Committee meeting. The individual claims for each fund will be submitted for approval and payment at the June 16, 2020 County Board Meeting. This summary sheet is prepared at the request of the County Clerk.

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Submitted and Approved by the Road & Bridge Committee at the meeting held:

June, 2020
The Committee for Woodford County have met and approved the following Claims:

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TOTAL CLAIMS: 4,978.20

Approved by

County Engineer
Submitted for approval.

DATED: Tuesday, June 2, 2020
The Committee for Woodford County have met and approved the following Claims.

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<th>DESCRIPTION</th>
<th>ACCOUNT</th>
<th>AMOUNT</th>
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TOTAL CLAIMS: 16,844.30

Approved by ________________________

County Engineer
Submitted for approval.

DATED: Monday, June 1, 2020
The Committee for Woodford County have met and approved the following Claims.

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TOTAL CLAIMS: 1,499.31

Approved by

__________________________
County Engineer

Submitted for approval.

DATED: Monday, June 1, 2020
The Committee for Woodford County have met and approved the following Claims.

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CHECK TOTAL: 6,480.00

TOTAL CLAIMS: 6,480.00

Approved by

County Engineer

Submitted for approval.

DATED: Monday, June 1, 2020
Towship Bridge
Date Range: 6/1/2020 - 6/1/2020

Date: Monday, June 1, 2020

The Committee for Woodford County have met and approved the following Claims.

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TOTAL CLAIMS: 12,960.00

Approved by

County Engineer
Submitted for approval.

DATED: Monday, June 1, 2020
Memo

To: Chairman Hill and Members of the Woodford County Road & Bridge Committee
From: Conrad Moore, P.E., County Engineer
CC: File
Date: June 5, 2020
Re: June 2020 Agenda Item 7(a) (Access Ordinance Amendments)

Background:
The Woodford County Access Regulation Ordinance was enacted in 2006, and amended in 2018. After further review, the Woodford County Highway Department has several recommendations for additional amendments. The nature of the amendments is to make it more reasonable for a single-family dwelling to obtain an access on their frontage.

The amendments are summarized in the attached Table, and the verbiage is laid out in the attached Ordinance Amendment recommendation.

Other Information:
As with the spirit of the original Access Ordinance, safety will still be held paramount. Safety will supersede the final decision on the location of a proposed access.

Recommended Action:
The Highway Department recommends that the Road and Bridge Committee approve the text amendments to the Access Regulation Ordinance.
ORDINANCE # 2019/20-011

AN ORDINANCE GRANTING TEXT AMENDMENTS TO THE
ACCESS REGULATION ORDINANCE

WHEREAS, the Woodford County Board strives to balance the right of reasonable access with maintaining the overall integrity of the County Highway System as a system of collectors designed to preserve the regional flow of traffic in terms of safety, capacity and speed, and

WHEREAS, a duly advertised public meeting was held at the Woodford County Highway Department in Roanoke, Illinois on Monday, June 8, 2020 concerning text amendments to the Access Regulation Ordinance, and

WHEREAS, the Woodford County Engineer presented proposed text amendments to the Road and Bridge Committee, and

WHEREAS, the Woodford County Road and Bridge Committee recommends that the text amendments to the Access Regulation Ordinance be adopted by the County Board.

NOW THEREFORE, BE IT ORDEIANED, by the County Board of Woodford County, State of Illinois, that the proposed Text Amendments, as shown following, of the Woodford County Access Regulation Ordinance be approved.

I, Dawn Kupfer, County Clerk in and for said County of Woodford, in the State of Illinois, 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 the resolution adopted by the County Board of Woodford County, at its monthly meeting held at Eureka, Illinois on __________, 2020.

IN TESTIMONY WHEREOF, I have hereto set my hand and affixed the seal of said County at my office in Eureka, in said County, this _______16th____ day of _________June, 2020______.

(SEAL)

ATTEST:

Dawn Kupfer – Clerk of the Woodford County Board

John Krug – Chairman of Woodford County Board
Section 2.3 Definitions
Add: DWELLING: A building designed for residential living purposes and containing one or more dwelling units.
DWELLING UNIT: One or more rooms constituting all or part of a dwelling used exclusively as living quarters for one family and not more than two roomers or boarders, and which contain cooking facilities, sink or other kitchen facilities.
DWELLING-SINGLE FAMILY: A dwelling containing one dwelling unit.

Section 3.2.2 Number of Access Points

Each development or property, regardless of the number of parcels, shall be limited to one access point, except under the conditions described in the following paragraphs.

One additional access point may be granted for a Minor Access permit application if it can be demonstrated by the applicant that an additional access point is necessary for anticipated traffic patterns and vehicle types.

One additional access point may be granted for a Major Access permit application if it can be demonstrated by the applicant, through a Traffic Impact Study, that the level of service at the approved access point would be substantially improved by the addition of one access point. In this instance, the Level of Service provided in the Traffic Impact Study at the approved access point must be improved by a minimum of one level

Section 3.2.3.6

In accordance with Table 5-2, unless it can be demonstrated by the applicant that there are reasonable conditions affecting the location of the proposed access, adjacent access points shall be spaced to ensure that conflicting movements as adjacent access points do not overlap and that safe and efficient traffic movements and operations will be maintained. For the purposes of Section 3.2.3.6, a “reasonable condition” is defined as a property-specific circumstance that the applicant feels is fair and sensible and shall be presented at the time of the application. The reasonable condition will be reviewed on a case-by-case basis and is subject to the discretion of the County Engineer.

Section 3.2.3.8

If an abutting property has inadequate frontage to meet these minimum spacing requirements, the Woodford County Highway Department shall determine the location of the access point using the applicable provisions of this policy. The County Engineer may require one or more of the following: the development of joint (shared) access facilities, the development of indirect access, the restriction of the case of adjacent low volume access facilities, the installation of a two-way un-tapered left turn lane.

Section 4.2.3 Access Permit Issuance

Upon approval of the plans and specifications, the execution of any easements or dedications for right-of-way and submittal of any certificates or fees required, the County Engineer shall issue an access permit. Construction shall not begin until the permanent access location is determined.
Construction must begin within 6 months and be completed within 2 years unless otherwise specified in the permit.

Section 4.4.1-2 Road and Bridge Committee

If the developer is dissatisfied with the action or decision of the County Engineer, a written objection variance request may be filed with the Woodford County Road and Bridge Committee. The Road and Bridge Committee will consider the objection variance request and formulate a response, which will be communicated in writing. The Road and Bridge Committee will recommend to the County Board the approval or disapproval of all variances. All variances shall be sent to the County Board for final approval or disapproval.

Section 5.2.5 Single Family Residential Access

A single family residential access is one that serves a dwelling-single family on one lot abutting a County Highway.

Section 5.5.1 Width of Access

All single family residential and minor accesses shall have a width between the minimum of 16 feet and the maximum of 24 feet, except for agricultural entrances, which shall have a maximum width of 35 feet. This width shall be measured at right angles to the centerline of the access. For commercial or industrial rural entrances, a maximum width of 35 feet shall be allowable. When applicable, access permits may be issued for common residential entrances to serve adjacent properties. These entrances shall be centered on the property line and shall not exceed the 48-foot maximum width. The access permit will be issued jointly to the two owners and must be executed by both owners.

Section 5.5.4 Access Spacing

Table 5-2 summarizes the minimum private and public access spacing requirements for Collector, Local and Residential roads based on the ADT and functional classification of each highway. Access spacing shall meet the spacing requirements of Table 5-2 unless the applicant is able to demonstrate that there are reasonable conditions affecting the location of the proposed access point. An applicant meeting the requirements of Section 5.2.5 shall be allowed one access on their property at any location on their frontage abutting the County Highway at the discretion of the County Engineer if the requirements of Section 5.4 and Section 5.5.5 are satisfied and the requirements of Section 3.2.1 are not applicable. Final access spacing shall be specific to an individual access permit application and shall not establish precedence for other future permit applications in Woodford County to deviate from the values established in Table 5-2. The Woodford County Engineer shall determine the minimum private and public access spacing requirements along County Highways within the corporate boundaries of cities and villages, as well as the unincorporated towns of Cazenovia and Low Point. For the purposes of Section 5.5.4, a “reasonable condition” is defined as a property-specific circumstance that the applicant feels is fair and sensible and shall be presented at the time of the application. The reasonable condition will be reviewed on a case-by-case basis and is subject to the discretion of the County Engineer.
Section 5.6.4 Access Location

Table 5-2 summarizes the minimum private and public access spacing requirements for Collector, Local and Residential roads based on the ADT and functional classification of each highway. Access spacing shall meet the spacing requirements of Table 5-2 unless the applicant is able to demonstrate that there are reasonable conditions affecting the location of the proposed access point. Final access spacing shall be specific to an individual access permit application and shall not establish precedence for other future permit applications in Woodford County. The Woodford County Engineer shall determine the minimum private and public access spacing requirements along County Highways within the corporate boundaries of cities and villages, as well as the unincorporated towns of Cazenovia and Low Point. For the purposes of Section 5.6.4, a “reasonable condition” is defined as a property-specific circumstance that the applicant feels is fair and sensible and shall be presented at the time of the application. The reasonable condition will be reviewed on a case-by-case basis and is subject to the discretion of the County Engineer.

Appendix D – Woodford County Roadway Classification Map

In lieu of Woodford County providing roadway classification and traffic count maps, Applicants are encouraged to review up-to-date traffic counts and roadway classification maps at the following websites:

Traffic Count (available at the Illinois Department of Transportation Website):

http://www.gettingaroundillinois.com/gai.htm?mt=aadt

Roadway Classification (available at the Illinois Department of Transportation Website):

<table>
<thead>
<tr>
<th>Section</th>
<th>Revision</th>
<th>Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.3 Definitions</td>
<td>Added Definition for Dwellings (identical to Zoning Ordinance)</td>
<td>These definitions allow subsequent sections in Ordinance to be revised and geared towards single-family dwellings to have more flexibility on locations for their entrances.</td>
</tr>
<tr>
<td>3.2.2</td>
<td>Added paragraph to clarify that multiple entrances could be granted for a minor entrance based on information provided by applicant.</td>
<td>Allows more flexibility in permitting dual entrances. Applicant will be required to present information in support of the request.</td>
</tr>
<tr>
<td>3.2.2</td>
<td>Clarified that Major Access permit applications could be granted multiple entrances based on information provided by applicant.</td>
<td>Allows more flexibility in permitting dual entrances. Applicant will be required to present information in support of the request.</td>
</tr>
<tr>
<td>3.1.3.6</td>
<td>Added language to alleviate spacing requirement based on information provided by applicant.</td>
<td>Applicant will be required to prove that there are reasonable conditions affecting the location of the proposed entrance. “Reasonable conditions” defined for this section.</td>
</tr>
<tr>
<td>3.2.3.8</td>
<td>Added language that “one or more of the following” may be required by the County Engineer.</td>
<td>Adding this language implies that there are so many varying conditions throughout the County, alternative measure(s) may have to be used in order to have a safe entrance.</td>
</tr>
<tr>
<td>4.2.3</td>
<td>Explicitly states that construction cannot begin until the location of a permanent entrance is determined.</td>
<td>This will help in instances where temporary entrances are used for construction, but will be removed after construction, and a permanent entrance will be installed.</td>
</tr>
<tr>
<td>4.4.2</td>
<td>Updated variance in appeals process. Used “variance request” instead of “objection”.</td>
<td>Word changes.</td>
</tr>
<tr>
<td>5.2.5</td>
<td>This section was added and utilizes the newly added definitions from Section 2.3.</td>
<td>This section allows subsequent sections in the Ordinance to be revised and geared towards more flexibility for single family dwellings to gain access on frontsage to County Highways.</td>
</tr>
<tr>
<td>5.4 (Sight Distance)</td>
<td>None</td>
<td>It bears stating that although there are no revisions to this Section, sight distance is the biggest safety factor and must be adhered to when determining the location of a proposed entrance.</td>
</tr>
<tr>
<td>5.5.1</td>
<td>Inserted language to include the new classification of access from Section 5.2.5</td>
<td>This clarifies that a “single family residential” access is considered a minor access and its width will be as specified in the Section.</td>
</tr>
<tr>
<td>5.5.4</td>
<td>Inserted language to allow for Single Family Residential access to be allowed anywhere on its frontage to the County Highway with restrictions. Defined reasonable conditions” for this particular section. Burden of proof is on the applicant and subject to the discretion of the County Engineer.</td>
<td>The additional language in this Section alleviates requirements to single family access, to an extent. 1. Adequate sight distance will always determine the ideal location for an entrance (Section 5.4.2). The proposed entrance must not encroach on a neighboring property (Section 5.5.5). 3. For corner lots, the proposed entrance will always be placed on the lower volume road (Section 3.2.1), presuming sight distance is adequate on the lower volume road. “Reasonable conditions” is defined for this Section. The intent is to have a standard of care such that there is an acceptable reason (subject to discretion of the County Engineer) to locate a proposed entrance in a location that would conflict with the requirements of Table 5-2. There is a statement that a departure from the requirements of Table 5-2 will not establish precedence for future applications.</td>
</tr>
<tr>
<td>5.6.4</td>
<td>Inserted language to alleviate requirement on spacing for a Major Access, burden of proof is on applicant. Defined reasonable conditions” for this particular section.</td>
<td>Similar to Section 5.5.4, the language alleviates requirements, but with burden of proof on the applicant. Again, the departure from the requirements in Table 5-2 will not establish precedence for other future permit applications.</td>
</tr>
<tr>
<td>Appendix D</td>
<td>In lieu of maps, direct the user to IDOT maps on the IDOT website to define highway types and traffic volumes.</td>
<td>Removes burden from the County to update maps within the Ordinance.</td>
</tr>
</tbody>
</table>
WOODFORD COUNTY HIGHWAY
ACCESS REGULATION ORDINANCE

Woodford County Highway Department
301 South Main Street
Roanoke, Illinois 61561
309.923.2891

Approved by: The Woodford County Board  Date: January 17, 2006

Amended: Month, Day, Year July 17, 2018
June 16, 2020
ORDINANCE #2019/20-011

AN ORDINANCE GRANTING TEXT AMENDMENTS TO THE ACCESS REGULATION ORDINANCE

WHEREAS, the Woodford County Board strives to balance the right of reasonable access with maintaining the overall integrity of the County Highway System as a system of collectors designed to preserve the regional flow of traffic in terms of safety, capacity and speed, and

WHEREAS, a duly advertised public meeting was held at the Woodford County Highway Department in Roanoke, Illinois on Monday, June 8, 2020 concerning text amendments to the Access Regulation Ordinance, and

WHEREAS, the Woodford County Engineer presented proposed text amendments to the Road and Bridge Committee, and

WHEREAS, the Woodford County Road and Bridge Committee recommends that the text amendments to the Access Regulation Ordinance be adopted by the County Board.

NOW THEREFORE, BE IT ORDAINED, by the County Board of Woodford County, State of Illinois, that the proposed Text Amendments, as shown following, of the Woodford County Access Regulation Ordinance be approved.

I, Dawn Kupfer, County Clerk in and for said County of Woodford, in the State of Illinois, 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 the resolution adopted by the County Board of Woodford County, at its monthly meeting held at Eureka, Illinois on June 16th, 2020.

IN TESTIMONY WHEREOF, I have hereto set my hand and affixed the seal of said County at my office in Eureka, in said County, this 16th day of June, 2020.

(SEAL)

ATTEST:

Dawn Kupfer – Clerk of the Woodford County Board  John Krug – Chairman of Woodford County Board
# WOODFORD COUNTY HIGHWAY ACCESS REGULATION ORDINANCE

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<td></td>
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</tbody>
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July 17, 2018; June 16, 2020

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SECTION 1.0 - TITLE, INTRODUCTION, PURPOSE, AUTHORITY AND JURISDICTION

1.1 Title

This Ordinance shall be known as and may be referred to as the "Woodford County Highway Access Regulation Ordinance".

1.2 Introduction

The arterial, collector, and local road system must perform the dual and conflicting functions of carrying large volumes of through traffic as well as providing access to adjacent land uses. Unplanned land development and uncontrolled access connections reduces highway capacity, increases delay and congestion and reduces safety.

The regulated limitation of ingress and egress, or access regulation, is achieved through the regulation of public access to and from properties abutting highway facilities. The principal advantages of access regulation are the preservation of a high quality of service and improved safety. In order to minimize accidents and assure the best overall use of County Highways, it is necessary for Woodford County to establish controls regarding the number, location and geometrics of access points to the Woodford County Highway System.

1.3 Purpose

This Ordinance is adopted for the following purposes:

1. To promote, protect and insure the public safety, health and general welfare as they relate to the operation and use of County Highways;
2. To minimize congestion and delay on County Highways which are the result of providing access to abutting property and the conflicts that arise between vehicles using County Highways and vehicles entering and leaving via access facilities;
3. To preserve the ability of the County to provide adequate and safe highway facilities to serve the general public;
4. To provide for the proper location and limit the number of access facilities to regulate safe and reasonable access from County Highways to abutting property and to provide sufficient spacing between access points to minimize interference with traffic using adjacent access facilities;
5. To establish reasonable standards and design specifications for access facility improvements on County Highways in order to protect the public investment;
6. To prohibit the use of a County Highway as a portion of the internal circulation system of abutting property and to prohibit backing onto County Highways, and;
7. To enter into such intergovernmental agreements as may be necessary to implement the purposes of this Ordinance, regarding preliminary review of annexation agreements and
other development proposals regarding access issues at as early a stage in planning as possible.

1.4 Jurisdiction

This Ordinance shall apply to all access facilities providing, or proposed to provide, service from and/or to a County Highway to any property after the enactment of this Ordinance by the County Board. This includes any land in any township or municipality located partially or entirely within the County.

This Ordinance shall not be construed in any manner to limit the power or authority of the County to maintain, operate, improve, or construct any County Highway as it best determines, including the modification, restriction, or elimination of any access facility permitted under this Ordinance or any access facility permitted prior to the adoption of this Ordinance as provided by law.

1.5 Authority

Chapter 605 ILCS 5/5-413 provides for access roads and driveways for public and private use to be allowed onto a County Highway only upon the issuance of a permit by the County Engineer in accordance with regulations adopted by the County Board.
SECTION 2.0 - DEFINITIONS

2.1 Purpose

It is the purpose of this Article to define words, terms, and phrases contained in this ordinance.

2.2 General Word Usage

In the interpretation of this Ordinance, the following provisions shall be observed and applied except when the context clearly requires otherwise:

1. Words used or defined in one tense or form shall include other tenses and derivative forms. Words in the singular shall include the plural, and words in the plural shall include the singular.
2. The masculine gender shall include the feminine, and the feminine gender shall include the masculine.
3. The word "shall" is mandatory. The word "must" is mandatory. The word "may" is permissive. The word "should" is advisory.
4. In the event of any difference of meaning or implication between the text of this Ordinance and any caption, illustration, or table, the text shall control.

2.3 Definitions

Words, terms, and phrases capitalized in the definitions are those, which are themselves defined in this Section. The following words, terms, and phrases are hereby defined and shall be interpreted as such throughout this Ordinance.

ABUTTING: Having a common border with, or being separated from such common border by an alley or easement.
ACCESS: A private or public way for providing entry or exit between a highway and abutting property.
ACCESS PERMIT: A permit issued by the Woodford County Highway Department granting access to a County Highway from abutting property and allowing construction or reconstruction of an access facility in accordance with the provisions of this Ordinance.
ADJACENT ACCESS: An adjoining access that may be on either side of the highway, either upstream or downstream of a proposed access.
ARTERIAL ROADS: Roads having the principal purpose of expediting the movement of traffic by providing mobility or moving people and goods for long distances at relatively high speeds. Arterials are designated on both the IDOT Functional Classification map and the Woodford County Roadway Classification Map.
AVERAGE DAILY TRAFFIC (ADT): The number of vehicles using a road (in both directions) during a twenty-four (24) hour period, specified as the average traffic by the Illinois Department of Transportation (IDOT) or the Woodford County Highway Department.
COLLECTOR ROADS: Roads providing a certain amount of access to adjoining property while still serving as connectors between local roads and arterials. Collectors are designated on both the IDOT Functional Classification map and the Woodford County Roadway Classification Map.
CORNER OR RETURN RADIUS: The pavement radius of the arc between the edge of pavement of the access facility and the edge of pavement of the abutting road used to facilitate vehicular turning movements.
COUNTY HIGHWAY: Any highway that is part of the county highway system described in 605 ILCS 5/2-102.
CROSS EASEMENT: Shared access between adjacent parcels to allow the interaction of traffic without affecting the public roadways.
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.
DEVELOPMENT: The division of a parcel of land into two (2) or more parcels; the construction, reconstruction, conversion, structural alteration, relocation, or enlargement of any buildings; any use of land or any clearing, grading, excavation, or other movement of land.
DRIVEWAY: A private way for the use of vehicles providing service between a highway and abutting property.
DRIVEWAY THROAT: The width between points on a driveway at which the corner returns are tangent to the driveway.
DWELLING: A building designed for residential living purposes and containing one or more dwelling units.
DWELLING UNIT: One or more rooms constituting all or part of a dwelling used exclusively as living quarters for one family and not more than two roomers or boarders, and which contain cooking facilities, sink or other kitchen facilities.
DWELLING-SINGLE FAMILY: A dwelling containing one dwelling unit.
EASEMENT: A liberty, privilege or advantage that a party or the general public may have regarding the land of another. The remainder of the rights in the land remains in the hands of the owner who retains the legal title.
FRONTAGE: The distance, as measured along the highway right-of-way line, between the property lines of the abutting property.
FRONTAGE ROAD: A road which is adjacent to or included in the right-of-way of a highway or railroad, and which provides access to abutting properties and separation from through traffic.
HIGHWAY CAPACITY MANUAL: The most recent edition of the Highway Capacity Manual and all amendments thereto and successor documents as published by the Transportation Research Board.
INTERSECTION: The general area where an access facility and a road or two or more roads or two access facilities join or cross.
INTERSECTION SIGHT DISTANCE: The distance, either right or left, at which a driver stopped at an intersection can see an approaching vehicle.
LEVEL OF SERVICE: Qualitative measure describing operational conditions within a traffic stream as defined in the Highway Capacity Manual.
LOCAL ROADS: Roads primarily providing direct access to adjoining property. Locals are designated on both the IDOT Functional Classification map and the Woodford County Roadway Classification Map.
MEDIAN: A portion of a divided highway or divided driveway separating the traveled ways for traffic flowing in opposite directions. A median can be either raised or flush.
MUTCD: The most current edition of the Manual of Uniform Traffic Control Devices, including the most recent version of the State of Illinois Supplement to the MUTCD.
PEAK- HOUR VOLUME: The highest hourly vehicular volume observed, or anticipated, at the point of analysis during a normal day.
RESIDENTIAL ROADS: Roads serving a majority of residentially zoned properties, carrying an Average Daily Traffic (ADT) count of 400 or less, and completely internal to a subdivision.
SHARED ACCESS: An access facility used jointly by two or more properties.
TRAFFIC IMPACT STUDY: A comprehensive collection and analysis of all information necessary to accurately evaluate the effect and impact or traffic generated by a development on the current and future road network surrounding the development.
TRAFFIC SIGNAL WARRANT STUDY: A study conducted to determine if a proposed traffic signal meets the warrants based on the most recent edition of the MUTCD.
TURNAROUND: An area utilized by vehicular traffic to change direction of travel.
TURNING LANE: An auxiliary lane, including tapered areas, primarily for the deceleration and queuing of the vehicles leaving the through lanes.
TURNING MOVEMENT: Vehicles making a designated turn.
SECTION 3.0 - ACCESS REGULATION POLICIES

In order for the techniques and policies of access regulation to be effective, they must be applied in a coordinated fashion to the roadway, the access point, the abutting property and its associated development. A comprehensive access regulation program will preserve highway safety and capacity, reduce delays and allow for compatible land use and economic development within the highway corridors. The following policies shall be applied to all types of access.

3.1 The Roadway

Roadway capacity and safety are adversely affected by uncontrolled or poorly designed traffic operations. These operations shall be controlled through the development of turning lanes, medians, turning restrictions, traffic signals, roadway lighting, and other design criteria.

3.1.1 Turning Lanes and Medians

1. For all industrial, commercial, and residential subdivision development, or as determined by the County Engineer, turning lanes (consisting of a taper and a full width auxiliary lane) for either right or left turns into an abutting property shall be provided.
2. The cost of providing turning lanes shall be the responsibility of the property owner. Where the width of the roadway right-of-way is insufficient to permit the construction of a turning lane, the property owner shall provide any necessary additional right-of-way to the County.
3. On an undivided roadway or a divided roadway with a median width inadequate for a left-turn lane, the property owner will be required to widen the roadway to accommodate the turning lane.

3.1.2 Turning Restrictions

If warranted by a traffic study, or as determined by the County Engineer, turning movements to or from a roadway may be restricted under the following conditions:

1. Where numerous low-volume access points exist and the spacing between them does not permit adequate left-turn tapers and storage areas for inbound vehicles without blocking adjacent access points.
2. At access points close to an intersection where inbound or outbound left-turns would have to be made within areas where traffic is queued during any period of the day.
3. Where other conditions such as sight distance prevent turns from being made safely.
4. Where a particular parcel is provided with more than one access point and volumes do not justify left-turn access into and/or from both access points.
5. When the median opening for left-turning vehicles would be too close to another median opening, left turns may be prohibited at one of the access points.
6. When other capacity, delay, operational, or safety conditions make specific left turns detrimental to the public interest. These conditions will be identified on a site-specific basis.
3.1.3 Traffic Signals

1. If warranted by a traffic study, or as determined by the County Engineer, traffic signals shall be installed at high-volume crossroads or accesses to facilitate outbound left turn and through traffic movements. Signalization shall meet the warrants set forth in the Manual of Uniform Traffic Control Devices.

2. Signalized intersections shall be spaced to maintain the efficiency of traffic flow in the through roadway. Table 5-2 describes the recommended signal spacing based on the area and the functional role of the highway. Where spacing is less than one-half mile, or other considerations warrant or are anticipated to warrant such, adjacent signals shall be interconnected to provide an efficient arterial traffic flow.

3. Where traffic signals are required to serve a private development, and are anticipated to meet traffic warrants, the entire cost for the installation, interconnection, modernization, maintenance and energy charges for the signals shall be the responsibility of the property owner.

4. To prevent excessive green time allocated to the driveway at the expense of the arterial highway through movements, vehicle detection devices should be used on the driveway approaches.

5. Whenever possible, intersections to be signalized must fit into the signal progression patterns along the highway. Hence, the decisions for locations of signalized intersections should be made according to a road corridor plan.

6. Although the signalization warrants may be satisfied for an access, the County Engineer shall have the final decision on whether a traffic signal should be installed. Such a decision will be based on whether the proposed traffic signal would be detrimental to coordinated traffic flow, result in undue delay, impair traffic operations, or impair traffic safety on the County Highway System.

3.2 The Access Point or Driveway

Roadway capacity and safety are adversely affected by uncontrolled or poorly designed traffic access design. Therefore, both the location and number of accesses shall be controlled. An access point or system of access points must be located to provide:

1. The most favorable vision, grade and alignment conditions for users of the roadway and the access point
2. No undue interference with the free and safe movement of roadway traffic
3. Maximum safety and convenience for pedestrians and other users of the roadway right-of-ways

In the interest of public safety and convenience, the County Engineer may restrict the number and location of access points in addition to reviewing internal traffic circulation for proposed developments and access improvements during roadway reconstruction projects.

3.2.1 Indirect Access

Access to a County Highway may be prohibited when the property has frontage on one or more other roads. For property with frontage on more than one County Highway, access shall be
provided from the highway having the lower Average Daily Traffic (ADT) volume. The County Engineer shall determine which highway has the lower volume.

When access is sought on a road not under the jurisdiction of Woodford County, the developer must apply to the highway authority having jurisdiction.

3.2.2 Number of Access Points

Each development or property, regardless of the number of parcels, shall be limited to one access point, except under the conditions described in the following paragraphs.

One additional access point may be granted for a Minor Access permit application if it can be demonstrated by the applicant that an additional access point is necessary for anticipated traffic patterns and vehicle types.

One additional access point may be granted for a Major Access permit application if it can be demonstrated by the applicant, through a Traffic Impact Study, that the level of service at the approved access point would be substantially improved by the addition of one access point. In this instance, the Level of Service provided in the Traffic Impact Study at the approved access point must be improved by a minimum of one level.

After the Traffic Impact Study has been performed and has confirmed that additional access points are necessary, first consideration shall be given to supplemental access points that restrict turning movements. Shared access points or indirect access from adjacent public streets is encouraged.

3.2.3 The Location of Access Points

1. Access points shall be located so that ingress and egress maneuvers will not severely degrade safe and efficient traffic movements and operations on the County Highway.

2. Access points shall be located, to the maximum extent feasible, at the point of optimum sight distance along the abutting property frontage. Placement of an access point on a horizontal curve or just below the high point of a crest vertical curve should be avoided.

3. Any vehicular operation for which sight distance is inadequate (e.g. left turn entry or exit) is prohibited. If a safe sight distance is not available at any point along the frontage of a property, one of the following procedures shall be utilized:
   A. Develop access to another roadway (in the case of corner properties)
   B. Develop indirect access via a frontage road
   C. Develop indirect access via the acquisition of an access easement from an adjacent property.
   D. Whenever possible, access should be provided via existing cross streets in lieu of additional County Highway access points.

4. Access to a County Highway may be prohibited when a property abutting a County Highway has a frontage on one or more other roadways and reasonable access can be safely provided from said roadway.

5. Where an existing access facility is on the opposite side of the County Highway from an abutting property from which access is being requested, the proposed access point shall be
aligned with the existing access facility whenever possible. These requirements may be waived under the following conditions:

A. The proposed access would not comply with other conditions of this policy
B. The abutting property for which access is being requested has inadequate frontage along the County Highway to allow for the proper alignment with the existing access facility.
C. The alignment of the existing and proposed access facilities would be detrimental to traffic flow, result in unacceptable delays, impede traffic operations, or impair traffic safety on the County Highway.

6. In accordance with Table 5-2, unless it can be demonstrated by the applicant that there are reasonable conditions affecting the location of the proposed access, adjacent access points shall be spaced to ensure that conflicting movements as adjacent access points do not overlap and that safe and efficient traffic movements and operations will be maintained. For the purposes of Section 3.2.3.6, a “reasonable condition” is defined as a property-specific circumstance that the applicant feels is fair and sensible and shall be presented at the time of the application. The reasonable condition will be reviewed on a case-by-case basis and is subject to the discretion of the County Engineer.

7. The minimum spacing between a given access point and an intersecting street or another access point shall be determined by the distance required to provide full left turn tapers and storage bays along the County Highway for both the given access point and the intersecting roadway or adjacent access point, regardless of the present need for said tapers and storage bays. Storage bay lengths should be determined by using projected traffic volumes that will be experienced when the development(s) using the access point are fully in service.

8. If an abutting property has inadequate frontage to meet these minimum spacing requirements, the Woodford County Highway Department shall determine the location of the access point using the applicable provisions of this policy. The County Engineer may require one or more of the following: the development of joint (shared) access facilities, the development of indirect access, the restriction of the case of adjacent low volume access facilities, the installation of a two-way un-tapered left turn lane.

9. Access points near interchanges, interchange ramp terminals, crossroads, frontage roads and service drive connections shall be restricted to minimize hazardous and congested conditions. Sufficient spacing between interchange ramps and access points or crossroad intersections shall be provided to permit the development of turning lanes and proper signing of the highway facilities.

3.2.4 Restricted Access

In certain instances, turning movements may be restricted. Turning movement restrictions shall be enforced with barrier median channelization or driveway channelization. Signing shall also be required. The signing shall conform to the provision of the MUTCD and the policies of Woodford County Highway Department.

3.2.5 Internal Circulation Within Developments

1. When property abutting a County Highway is to be developed, direct access to a County Highway shall not be used in lieu of an adequate internal traffic circulation system.
2. No access shall be permitted to a development if internal traffic patterns are not acceptable based on overall traffic circulation, drive-in reservoir and parking space capacities, internal turning movements, and projected trip/parking generation rates.
3. No access shall be permitted if such access would require backing or turning maneuvers onto a County Highway. Provisions for turnarounds shall be made outside the County right-of-way.
4. No access shall be permitted if such access would result in parking on a County Highway or within the right-of-way. Provisions for parking shall be made outside of the right-of-way of a County Highway.

3.2.6 Previously Subdivided or Platted Parcels

Land subdivided prior to the effective date of this Ordinance shall comply with the requirements of this Ordinance to the extent possible. Owners of such property for which access is being requested and for which compliance with this Ordinance cannot be attained may apply for an appeal. Many older existing subdivisions were platted with small lots fronting on County Highways. In these instances, shared access or indirect access can be used to reduce the number of access points on a County Highway.

3.2.7 Changes in Land-Use

If a change in land-use or land-use density occurs and use of an existing access is proposed, the developer shall make application to Woodford County Engineer to continue use of the access. The application shall be reviewed as for new access and all the provisions of this Ordinance shall apply. Changes in land-use or land-use density may result in a change in the number of vehicles using an access facility. Therefore, modifications, improvements, or revisions may be required to the access facility and/or the County Highway to accommodate the change.

3.2.8 Reserved (Amended July 17, 2018)

3.2.9 Roadway Reconstruction

During the planning and design of roadway reconstruction and widening projects, abutting property owners and Woodford County shall be required, to the extent feasible, to:

1. Comply with all applicable provisions of this access regulation policy
2. Eliminate unnecessary access points
SECTION 4.0 - PROCEDURES

4.1 Access Permits

An Access Permit is a legal document granting permission to construct and operate a driveway of a certain basic design at a specified location on a County Highway. The permit is required for the construction of any new access driveway or the modification of any existing driveway within the right of way along a County Highway when the work is to be done by any person or agency other than the Woodford County Highway Department. The driveway constructed or reconstructed under a permit must be performed by or for the developer at the expense of the developer.

4.2 Permit Application Process

The County Engineer may waive any of the required information for a minor or temporary access if it is determined that any of the information below is not needed to secure an access permit, or if a plat has been previously approved.

4.2.1 Preliminary Submittal

Upon request for a building permit application thru the County, the developer shall be:

1. Informed of the requirements and procedures for obtaining the necessary access permit along the County right-of-way;
2. Given a copy of this Woodford County Highway Access Regulation Ordinance if requested and purchased;
3. Required to obtain a Woodford County Access Permit from the Woodford County Highway Department. Issuance of the Access Permit shall be required before approval and issuance of the building permit.

4.2.2 Final Submittal

The developer shall submit a preliminary plan if required by the subdivision process. Otherwise, the developer shall submit the following information:

1. A Woodford County Access Permit Request form
2. A drawing showing the location of the proposed access with distances to adjacent property lines and accesses
3. Any additional information that the County Engineer may require

4.2.3 Access Permit Issuance

Upon approval of the plans and specifications, the execution of any easements or dedications for right-of-way and submittal of any certificates or fees required, the County Engineer shall issue an access permit. Construction shall not begin until the permanent access location is determined. Construction must begin within 6 months and be completed within 2 years unless otherwise specified in the permit.
Once a permit expires, a new application must be filed; however, the requirements and type of improvements necessary may change from the original permit due to changes in traffic conditions on the County Highway.

A permit is effective insofar only as the County Highway Department has jurisdiction and does not release the developer from compliance with the provisions of any existing statutes, regulations, ordinances or administrative orders of the Federal, State, County or Local Government or any political subdivision or administrative agency thereof relating to the permitted work and its construction and use. The terms and conditions of the permit shall apply to the successors or assigns of the permittee.

The developer shall be responsible for the total cost of construction, restoration of the County right-of-way, and repairing any damage to facilities of the Woodford County Highway Department or others caused by construction. The developer shall also pay all damages, judgments, costs and expenses, including attorney's fees and court costs in connection with or resulting from the construction, use, location and other related activities of the permitted work regardless of any limitations of insurance coverage.

The developer shall be responsible for any revisions needed to accommodate the construction; use; location and/or maintenance of the permitted work due to unforeseen field conditions, errors or omissions in the plan, drawings, or sketches; and/or highway maintenance or safety problems which become apparent during construction; use; or by inspections made by the Woodford County Highway Department. The decision of the Woodford County Highway Department shall be final and conclusive. For any field changes needed the Woodford County Highway Department shall be notified and approval must be received.

The issuance of an access permit by the Woodford County Highway Department shall not be construed to relieve a developer of any responsibility to secure any other permits or comply with any requirements of any other governmental authority having any jurisdictional responsibilities as it relates to a development. The developer shall also be responsible for securing any permits or complying with any other requirements of any governmental authority as they may relate to the construction of an access facility of highway improvement.

### 4.2.4 Field Inspections

The Woodford County Highway Department may conduct periodic field inspections during the course of construction to insure compliance with the approved plans.

### 4.2.5 Prefinal Inspections

A prefinal inspection of the completed access driveway will be performed. Any deficiencies noted by the Woodford County Highway Department shall be the responsibility of the developer to correct.
4.2.6 Final Inspections

A follow up final inspection shall be performed by the Woodford County Highway Department. If the deficient work noted in Section 4.2.5 has been corrected satisfactorily, the construction work shall be accepted and approved.

4.2.7 Traffic Impact Study

Should the County Engineer request that a Traffic Impact Study be prepared for the proposed development, the impact study shall include, but not be limited to:

1. Introduction - A description of the development including its size, location, the roadway network in the vicinity of the site, the political jurisdiction in which the site is located, the boundary limits of the study area and any other information needed to aide in the review of the developments traffic impact.

2. Land Uses - A description of the existing and proposed land uses of the development. If alternative land uses are being proposed, the highest trip generation uses shall be assigned for each land use.

3. Roadway Network - A description of the roadway network in the vicinity of the development shall include the roadway and intersection geometrics, existing 24 hour volume counts, A.M./P.M. peak hour counts at intersections, and traffic control devices. The area of influence shall be determined by the traffic generated from the site, the trip distribution of traffic, and the trip assignment of the traffic generated by the development over the surrounding area road network.

4. Peak-Hour Trip Generation and Volumes - The average trip generation rates for total daily traffic and A.M./P.M. peak hours plus the total number of trips generated for each type of proposed land use shall be determined. The trip generation rates for average total daily traffic and A.M./P.M. peaks shall be calculated from the latest data available contained in the Institute of Transportation Engineer's Trip Generation Manual. If trip generation rates for a specific land use are not available, the Woodford County Highway Department shall approve the rates.

5. Trip Distribution and Assignment - The most logically traveled routes near the development shall be used for trip distribution and assignment purposes. The directional distribution of site-generated traffic approaching and departing the development should be shown on both graphic and tabular form. All assumptions used in the determination of distribution and assignment shall be clearly stated.

6. Existing and Projected Traffic volumes - The following traffic volumes for access driveways, intersection, and the roadway network in the site vicinity shall be displayed on a roadway network map:
   a. Existing A.M./P.M peak hour traffic volumes.
   b. Existing total daily volumes within the site vicinity.
   c. A.M./P.M. peak hour site generated traffic volumes.
   d. Total daily site generated traffic volumes.
   e. A.M./P.M. existing plus site-generated traffic volumes.
   f. Total daily existing plus site generated traffic volumes.

7. To determine A.M./P.M. existing traffic volumes, machine counts and/or manual counts shall be conducted between the hours of 6:00 A.M.-9:00 A.M., and 3:00 P.M.- 6:00 P.M.
All A.M./P.M. counts machine or manual, shall be recorded and summarized in fifteen-minute increments for the three-hour period, and included in the Appendix of the Traffic Impact Study. Manual turning movement counts shall include vehicle classifications, i.e. passenger cars, single-unit, multi-unit trucks and busses.

8. Traffic volume shall show both entering and existing traffic at the proposed access points in addition to turning and through traffic movements at critical intersections.

9. The improvements shall be designed for a projected traffic volume of twenty years beyond the expected year of construction.

10. Capacity Analysis - Proposed access and influenced intersections shall be subject to a capacity analysis. Projected traffic conditions shall include the effects of any committed developments within the influenced area. The existing and projected levels of service derived from the analysis shall be used to aid in the evaluation of design and operation alternatives of the access and influenced intersections. The capacity analysis shall be in accordance with the techniques described in the most recent edition of The Transportation Research Board's Highway Capacity Manual Special Report 209. The improvements shall be designed to a Level Of Service D or better for all traffic movements.

11. Signalization Warrants - If it is anticipated that the development's access will satisfy signalization warrants soon after the development has been completed, a warrant analysis will be conducted using the projected volumes determined from the trip generation. The results of such an analysis shall be tabulated in the traffic impact study.

12. Additional Access Facilities - Requests for additional access other than that allowed in Section 4.2.1 of this Ordinance shall be analyzed. The analysis shall recognize the standards set forth in this ordinance and shall evaluate the other forms of access including restricted access, indirect access, access to other streets or roads, signalized versus unsignalized access, and other factors on which a determination can be made concerning the number of access facilities.

13. Traffic Control Measures - The type and extent of traffic control measures shall be examined. These may include, but are not limited to, regulatory signage, signalization, and pavement markings.

14. Conclusions and Recommendations - Clear, concise, descriptions of the findings shall be presented. These findings shall include all recommended improvements for access facilities, intersections, and the area roadway network.

4.3 Developer's/Owner's Costs For Access and Improvements to County Roads

All costs associated with the design and construction of an access driveway and any associated improvements to a County Highway to accommodate the access driveway and the traffic using the access shall be paid completely by the developer.

4.4 Appeals

4.4.1 Appeals Procedure

4.4.1-1 County Engineer

All objections to any action or decision concerning access shall be filed in writing with the County Engineer. The County Engineer shall consider the objections and after a decision has been made, shall inform the developer in writing of the action on a said objection.
4.4.1-2 Road and Bridge Committee (Amended July 17, 2018)
If the developer is dissatisfied with the action or decision of the County Engineer, a written objection-variance request may be filed with the Woodford County Road and Bridge Committee. The Road and Bridge Committee will consider the objection-variance request and formulate a response, which will be communicated in writing. The Road and Bridge Committee will recommend to the County Board the approval or disapproval of all variances. All variances shall be sent to the County Board for final approval or disapproval.

4.5 Cash Bonds

Cash bonds shall be made in accordance with the latest edition of the Land Subdivision Ordinance for Woodford County, or as required by the County Engineer.

4.6 Certificates of Insurance

Certificates of Insurance shall be provided and shall name Woodford County, its Board, Officers and Employees as additional insured. Coverage shall be in accordance with Article 107.27 of the Standard Specifications for Road and Bridge Construction (see Appendix “i”).

4.7 Inspection

The construction or reconstruction of an access driveway and any associated improvements of a County Highway shall be inspected at the County’s option by a representative of the Woodford County Highway Department. The number of inspections shall be determined by the County Engineer and reflect the complexity and magnitude of the access and improvements made to the County Highway.

4.8 Enforcement

If the developer fails to perform the work with sufficient work force and equipment or with sufficient materials to insure the completion of said 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/or his/her Surety of such delinquency, said notice to specify the corrective measures required. After said notice, the County Engineer shall call upon the cash bond to have the work completed in accordance with the terms of the cash bond. 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 in his/her opinion, shall be required for the completion of the work in an acceptable manner.

4.9 Local Regulations

Permits issued by the Woodford County Highway Department cover the construction of access roads and driveways within the right-of-way and do not release the applicant from compliance with regulations of local authorities. The requirements of the planning and zoning boards and local
ordnances are not altered by the issuance of a permit by the Woodford County Highway Department and the applicant is not relieved from obtaining the required local approvals and permits. Permits will not be granted for entrances if either county or local planning or zoning agencies indicate that the development does not conform to their land use and zoning plans.

4.10 Construction of Access

Construction of accesses shall be in accordance with the access permit requirements or the approved plans.

4.10.1 Construction of Access by the County

Any design or construction activity within the County Highway right-of-way outlined in this ordinance may be done by the Woodford County Highway Department as follows:

1. A written request for these services must be made to the Highway Department;
2. The County Engineer may approve or deny any request as he/she deems in the best interest of the Woodford County Highway Department;
3. If approved, the County Engineer shall prepare a cost estimate for the proposed design and/or construction of access. The permittee shall provide a cash bond in accordance with the latest edition of the Land Subdivision Ordinance for Woodford County;
4. The actual cost of design and/or construction will be calculated on a time and material basis by the County Engineer and shall be deducted from the cash bond;
5. Upon completion of the access, the remainder of the cash bond will be returned to the permittee.

4.10.2 Alteration of an Existing Access

Alteration of an existing access may be done as outlined in Section 4.10.1 of this Ordinance.

4.10.3 Agricultural Entrances (Amended July 17, 2018)

An access permit by the Woodford County Highway Department or the appropriate Township Highway Commissioner is required when an existing agricultural entrance is proposed for non-farm use. Any change in entrance use shall require an access permit from the Woodford County Highway Department or the appropriate Township Highway Commissioner.
SECTION 5.0 - DESIGN STANDARDS

5.1 Design Publications

The design of access and accompanying highway improvements shall comply with the standards and specifications set forth in these access standards. In the absence of specific guidance, the latest version of the following Illinois Department of Transportation (IDOT) and The American Association of State Highway and Transportation Officials (AASHTO) policies shall govern. All applicable IDOT and AASHTO publications shall be listed in Appendix A of this ordinance.

5.2 Definitions and Classifications of Access

5.2.1 Classification of Roadways in the County

The determination of access management requirements shall be based on the functional role of the road and the surrounding area and derived from the road classifications produced by IDOT. Highway classifications shall be reflected in the Woodford County Roadway Classification Map.

5.2.2 Minor Access

A minor access is one which serves property abutting a County Highway, has an anticipated daily normal two-way traffic volume (total number of entrance and exit trips by vehicles using the access) of no more than 100 trips, and has no regular use by vehicles or vehicle combinations of three axles or more (personal recreational vehicles excluded).

Examples of land-uses served by a minor access include farm entrances, a small residential community (e.g., 1 to 8 houses), and an apartment complex with 12 or fewer units, or an office building with less than 6,000 gross square feet.

5.2.3 Major Access

A major access is one that serves property abutting a County Highway and has an anticipated daily two-way traffic volume of more than 100 trips. Since higher volume access facilities to highways have an impact on the capacity, use, and traffic flow of the highway, and because of the uniqueness of the traffic generation and characteristics of each access facility, it is difficult to establish universal standards or requirements for such access facilities. 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.

5.2.4 Temporary Access

A temporary access may be requested for a facility to be used for a limited time. The term of each will be determined on an individual basis. Circumstances under which a temporary access may be granted include construction work, special events, entrance for a residential community
that is not completely developed or other non-permanent uses. Upon written request from the permittee, renewal of a temporary access will be considered.

5.2.5 Single Family Residential Access

A single family residential access is one that serves a dwelling-single family on one lot abutting a County Highway.

5.3 Design Speed

The design speed to be used for designing improvements on County Highways shall be considered a value 5 MPH above the posted speed of the County Highway to which the improvement is being made. The design speed may be adjusted at the discretion of the County Engineer.

5.4 Sight Distance Requirements

An access shall be located at the point of optimum sight distance along a property frontage. The placement of an access on a horizontal curve or just below the high point of a crest vertical curve on the County Highway shall be discouraged.

Safe access Sight Distances are presented in Table 5-1. These values shall be goals to meet or exceed when positioning an access along the property frontage.

Table 5-1: Intersection Sight Distance for Highway Access

<table>
<thead>
<tr>
<th>Design Speed (mph)</th>
<th>Intersection Sight Distance Required (feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>30</td>
<td>335</td>
</tr>
<tr>
<td>35</td>
<td>390</td>
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<tr>
<td>40</td>
<td>445</td>
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<tr>
<td>45</td>
<td>500</td>
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<tr>
<td>50</td>
<td>555</td>
</tr>
<tr>
<td>55</td>
<td>610</td>
</tr>
<tr>
<td>60</td>
<td>665</td>
</tr>
</tbody>
</table>

1 Driver's eye height shall be 3.5 feet above pavement edge.
Driver's eye shall be 15 feet from pavement edge.
Object height (approaching vehicle) shall be 3.5 feet above center of traffic lane.
For such cases, it will be at the discretion of the County Engineer to determine whether adequate sight distance exists regardless if the requirements in Table 5-1 are met or exceeded. The County Engineer shall review the sight distance constraints on a site-specific basis and may require the use of acceleration lanes to benefit access highway operation.

If it is determined that safe sight distance is not available at any point along the frontage of a property, access may be allowed, at the developer's expense, in one of the following ways:

1. Redesign or reconstruction of the existing County Highway to correct sight distance deficiency;
2. Develop access to another roadway (in the case of corner properties);
3. Develop indirect access via a frontage road;
4. Develop indirect access via the acquisition of an access easement from an adjacent property.

**5.5 Minor Access Design Elements**

**5.5.1 Width of Access (Amended July 17, 2018)**

All single family residential and minor accesses shall have a width between the minimum of 16 feet and the maximum of 24 feet, except for agricultural entrances, which shall have a maximum width of 35 feet. This width shall be measured at right angles to the centerline of the access. For commercial or industrial rural entrances, a maximum width of 35 feet shall be allowable. When applicable, access permits may be issued for common residential entrances to serve adjacent properties. These entrances shall be centered on the property line and shall not exceed the 48-foot maximum width. The access permit will be issued jointly to the two owners and must be executed by both owners.

**5.5.2 Radius Return**

The radius returns used for residential access should be 20 feet. The radius returns may be increased to 30 feet in cases where the right-of-way is narrow, traffic volumes are large, speeds are high, or long trailers use the entrance to allow for more efficient use of the access.

**5.5.3 Angular Placement**

The access centerline should generally be at a right angle to the pavement edge and follow this angle from the roadway to the right-of-way line. If the size and shape of the property are such that the access must be at an angle to the pavement, this angle should be parallel to the property line. However, no access shall be placed that will have a centerline angle measured from the roadway less than 75 degrees. If an approach angle less than 90 degrees must be used on an access, the access return radius and/or width should be increased to their upper limits or higher to facilitate maneuvers made difficult because of the undesirable approach angle.
5.5.4 Access Spacing

Table 5-2 summarizes the minimum private and public access spacing requirements for Collector, Local and Residential roads based on the ADT and functional classification of each highway. Access spacing shall meet the spacing requirements of Table 5-2 unless the applicant is able to demonstrate that there are reasonable conditions affecting the location of the proposed access point. An applicant meeting the requirements of Section 5.2.5 shall be allowed one access on their property at any location on their frontage abutting the County Highway at the discretion of the County Engineer if the requirements of Section 5.4 and Section 5.5.5 are satisfied and the requirements of Section 3.2.1 are not applicable. Final access spacing shall be specific to an individual access permit application and shall not establish precedence for other future permit applications in Woodford County to deviate from the values established in Table 5-2. The Woodford County Engineer shall determine the minimum private and public access spacing requirements along County Highways within the corporate boundaries of cities and villages, as well as the unincorporated towns of Cazenovia and Low Point. For the purposes of Section 5.5.4, a “reasonable condition” is defined as a property-specific circumstance that the applicant feels is fair and sensible and shall be presented at the time of the application. The reasonable condition will be reviewed on a case-by-case basis and is subject to the discretion of the County Engineer.

Table 5-2: Access Spacing Guidelines (Amended July 17, 2018)

<table>
<thead>
<tr>
<th>Road Classification</th>
<th>Average Daily Traffic (ADT)</th>
<th>Public Access Spacing (ft)</th>
<th>Private Access Spacing (ft)</th>
<th>Signalized Intersection Spacing (ft)</th>
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<tbody>
<tr>
<td>Residential</td>
<td>0-400</td>
<td>440</td>
<td>100</td>
<td>1320</td>
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<tr>
<td>Local</td>
<td>0-400</td>
<td>660</td>
<td>330</td>
<td>2640</td>
</tr>
<tr>
<td></td>
<td>400 and up</td>
<td>660</td>
<td>330</td>
<td>2640</td>
</tr>
<tr>
<td>Collector</td>
<td>0-750</td>
<td>660</td>
<td>330</td>
<td>2640</td>
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<tr>
<td></td>
<td>750-2000</td>
<td>990</td>
<td>660</td>
<td>2640</td>
</tr>
<tr>
<td></td>
<td>2000 and up</td>
<td>1320</td>
<td>1320</td>
<td>2640</td>
</tr>
</tbody>
</table>

5.5.5 Distance to Adjacent Property

No part of an access including its radius return should encroach on the frontage of the adjacent property unless approved by the County Engineer.

5.5.6 Throat Length

The access should be long enough such that a passenger car will park completely clear of the highway, sidewalk (if one exists), and right-of-way line of the County Highway. A minimum throat length of 50 feet from the highway edge of pavement should be considered. The throat length should also be influenced by the typical number of vehicles which will use the access and a minimum setback of 65 feet from the centerline or 30 feet from the right-of-way-line,
whichever is greater (or as dictated by local ordinances), for garages and carports. It is strongly urged to provide facilities that allow vehicles to turn around within the access clear of the highway right-of-way line. Access that allows vehicles to back out onto the highway shall be discouraged.

5.6 Major Access Design Elements

High volume, major access facilities should meet the design standards for public road intersections with corresponding traffic volumes.

5.6.1 Width of Access

Major access facilities shall have a minimum width of 24 feet and a maximum width of 35 feet.

5.6.2 Radius Return

The radius returns used to connect the access to the roadway shall normally fall entirely within the right-of-way. It may be permitted to go outside the right-of-way if raised curbing extends into the private property. The radii will generally be between 30 and 50 feet, except for three-centered-curves, which may have larger radii. The entrance to the development should have adequate radius returns, driveway widths, and if applicable, deceleration and turning lanes to avoid backing up traffic on the highway.

5.6.3 Angular Placement

The centerline of an access should either be at right angles to the highway or parallel to the development’s property line. In no case shall this angle be less than 75 degrees.

5.6.4 Access Location

Table 5-2 summarizes the minimum private and public access spacing requirements for Collector, Local and Residential roads based on the ADT and functional classification of each highway. Access spacing shall meet the spacing requirements of Table 5-2 unless the applicant is able to demonstrate that there are reasonable conditions affecting the location of the proposed access point. Final access spacing shall be specific to an individual access permit application and shall not establish precedence for other future permit applications in Woodford County. The Woodford County Engineer shall determine the minimum private and public access spacing requirements along County Highways within the corporate boundaries of cities and villages, as well as the unincorporated towns of Cazenovia and Low Point. For the purposes of Section 5.6.4, a “reasonable condition” is defined as a property-specific circumstance that the applicant feels is fair and sensible and shall be presented at the time of the application. The reasonable condition will be reviewed on a case-by-case basis and is subject to the discretion of the County Engineer.
APPENDIX D – Woodford County Roadway Classification Map

In lieu of Woodford County providing roadway classification and traffic count maps, Applicants are encouraged to review up-to-date traffic counts and roadway classification maps at the following websites:

Traffic Count (available at the Illinois Department of Transportation Website):

http://www.gettingaroundillinois.com/gai.htm?mt=aadt

Roadway Classification (available at the Illinois Department of Transportation Website):

Memo

To: Chairman Hill and Members of the Woodford County Road & Bridge Committee

From: Conrad Moore, P.E., County Engineer

CC: File

Date: June 4, 2020

Re: June 2020 Agenda Item 8(a) (17-07136-00-BR Contract Award)

Background:
The existing bridge located on 2000 North Road approximately 0.25 miles west of 2000 East Road in Linn Township is in need of replacement. Woodford County Highway Department received bids on June 4, 2020. The bid tabulation results are attached.

Purpose:
Replacement of Woodford County Township’s aging infrastructure.

Applicable Rules:
Woodford County Purchase Ordinance
Motor Fuel Tax Law
Township Bridge Funding

Other Information:
The project was budgeted for in FY2020 and will be paid for using a combination of:
50% State Township Bridge Funds.
25% Linn Township MFT Funds
25% County Bridge Funds (Line Item 002-670-0889-002).

Bids were received from 5 contractors as summarized on the attached bid results. Linn Road District has concurred with awarding the contract.

Recommended Action:
The Highway Department, with the concurrence of the Linn Road District recommends approval of the low bid from Otto Baum Company, Inc., of Morton, Illinois and contract award in the amount of $358,249.95 from the letting on June 4, 2020 for the bridge replacement at the above noted location.
RESOLUTION # 2019/20-064

WOODFORD COUNTY HIGHWAY DEPARTMENT
RESOLUTION FOR AWARD OF SECTION 17-07136-00-BR
LINN TOWNSHIP / 2000 NORTH ROAD
BRIDGE OVER HALLENBACK CREEK

WHEREAS, the Woodford County Highway Department advertised for bids, and the bids were publicly opened and read for said project on June 4, 2020, and

WHEREAS, the low bid received was $358,248.95 from Otto Baum Company, Inc. of Morton, Illinois, and

THEREFORE, BE IT RESOLVED, by the Woodford County Board, State of Illinois, that the Chairman be authorized to enter into a contract with Otto Baum Company, Inc., of Morton, Illinois for said project in the amount of Three hundred fifty-eight thousand two hundred forty-eight dollars and ninety-five cents ($358,248.95).

I, Dawn Kupfer, County Clerk in and for said County of Woodford, in the State of Illinois, 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 the resolution adopted by the County Board of Woodford County, at its monthly meeting held at Eureka, Illinois on ____________.

IN TESTIMONY WHEREOF, I have hereto set my hand and affixed the seal of said County at my office in Eureka, in said County, this _______16th____ day of ________June, 2020________.

(SEAL)

ATTEST:

Dawn Kupfer – Clerk of the Woodford County Board

John Krug – Chairman of Woodford County Board
<table>
<thead>
<tr>
<th>Item No.</th>
<th>Item</th>
<th>Description</th>
<th>Unit Price</th>
<th>Total</th>
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<td>REMOVAL OF EXISTING STRUCTURES</td>
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<td>G. AL</td>
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<td>0.00</td>
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<td>G. AL</td>
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<td>RIDDLES, CLASS 1A (SPECIAL)</td>
<td>A. DREY</td>
<td>7.50</td>
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<td>G. AL</td>
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<td>26</td>
<td>CONSTRUCTION LAYOUT</td>
<td>L. SUM</td>
<td>1.00</td>
<td>1.00</td>
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</tbody>
</table>

**Total Bid: $1,036,425.78**

**Low Bid: $1,036,425.78**
Memo

To: Chairman Hill and Members of the Woodford County Road & Bridge Committee
From: Conrad Moore, P.E., County Engineer
CC: File
Date: June 4, 2020
Re: June 2020 Agenda Item 8(b) (20-00172-00-DR Contract Award)

Background:
The existing culvert located on Santa Fe Trail approximately 400 feet west of Lourdes Road is in need of replacement. Woodford County Highway Department received bids on June 4, 2020. The bid tabulation results are attached.

Purpose:
Replacement of Woodford County aging infrastructure.

Applicable Rules:
Woodford County Purchase Ordinance

Other Information:
The project was budgeted for in FY2020 and will be paid for using a combination of:
- County Highway Funds (Line Item 001-630-6308-002)
- County Bridge Funds (Line Item 002-650-6510-002).

Bids were received from 8 contractors as summarized on the attached bid results.

Recommended Action:
The Highway Department recommends approval of the low bid from Knapp Concrete Contractors, Inc., of Goodfield, Illinois and contract award in the amount of $40,353.00 from the letting on June 4, 2020 for the culvert replacement at the above noted location.
RESOLUTION # 2019/20-065

WOODFORD COUNTY HIGHWAY DEPARTMENT
RESOLUTION FOR AWARD OF SECTION 20-00172-00-DR
SANTA FE TRAIL CULVERT REPLACEMENT

WHEREAS, the Woodford County Highway Department advertised for bids, and the bids were publically opened and read for said project on June 4, 2020, and

WHEREAS, the low bid received was $40,353.00 from Knapp Concrete Contractors, Inc. of Goodfield, Illinois, and

THEREFORE, BE IT RESOLVED, by the Woodford County Board, State of Illinois, that the Chairman be authorized to enter into a contract with Knapp Concrete Contractors, Inc., of Goodfield, Illinois for said project in the amount of Forty thousand three hundred fifty-three dollars ($40,353.00).

I, Dawn Kupfer, County Clerk in and for said County of Woodford, in the State of Illinois, 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 the resolution adopted by the County Board of Woodford County, at its monthly meeting held at Eureka, Illinois on June 16th, 2020.

IN TESTIMONY WHEREOF, I have hereto set my hand and affixed the seal of said County at my office in Eureka, in said County, this 16th day of June, 2020.

(SEAL)

ATTEST:

Dawn Kupfer – Clerk of the Woodford County Board
John Krug – Chairman of Woodford County Board
## Tabulation of Bids

**Local Public Agency:** WOODFORD COUNTY  
**County:** Woodford  
**Section:** 20-63173-00-00  
**Estimate:** 62,673.00

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<th>Item Description</th>
<th>Delivery</th>
<th>Unit</th>
<th>Quantity</th>
<th>Unit Price</th>
<th>Total Unit Price</th>
<th>Total Unit Price</th>
<th>Total Unit Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>PERMUTER EROSION BARRIER</td>
<td>FOOT</td>
<td>1/20</td>
<td>5.90</td>
<td>1,190.00</td>
<td>1,190.00</td>
<td>1,190.00</td>
<td>5,950.00</td>
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<td>STONE DUMPED, RAMP, CLASS BK-3</td>
<td>TON</td>
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<td>PIPE Culvies, TYPE 2, DEPTH INSTALL ONLY</td>
<td>FOOT</td>
<td>1/20</td>
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<tr>
<td>12</td>
<td>TRENCH BACKFILL</td>
<td>CUB YD</td>
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<td>7.30</td>
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<td>9,200.00</td>
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<td>66,400.00</td>
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<td>13</td>
<td>TRAFFIC CONTROL &amp; PROTECTION</td>
<td>EACH</td>
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<tr>
<td>14</td>
<td>FOUNDATION MATERIAL</td>
<td>TON</td>
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<td>1,110.00</td>
<td>1,110.00</td>
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<td>12,210.00</td>
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**Total Bid:** 72,773.00  
**As Calculated:** 6,624.00  
**As Calculated:** 72,773.00

**Local Public Agency:** WOODFORD COUNTY  
**County:** Woodford  
**Section:** 20-63173-00-00  
**Estimate:** 62,673.00