**Section 550.20 Definitions and Objectives**

a) Definition of Terms

 "Areas" – An area, either incorporated or unincorporated, is defined as Urban where it has been developed primarily for residential and/or business purposes (Illinois Vehicle Code Ill. Rev. Stat. 1981, ch. 95½, par. 1-214.1). The speed limits will generally be 40 miles per hour or less, the street or highway will normally be curbed, and at least 50 percent of the frontage on one side of the highway within one-half mile of the driveway location developed with residences and/or businesses. All locations not included under the Urban definition should be considered as Rural.

 "Department" – The Illinois Department of Transportation, usually acting through its Regional or District Engineers (See Illustration I)

 Driveway Types

 "A Noncommercial Driveway" is one providing access to a single family residence. The term shall also apply to driveways used as access to agricultural land, including field entrances.

 "A Commercial Driveway" is one providing access to property being used other than for a single family residence or for agricultural purposes.

 "Industrial-Commercial-Recreational-High-Volume Traffic-Generator Driveways" are those which provide access to facilities which generate high-volume traffic, such as shopping centers, industrial parks, athletic fields, etc.

 "Flare" – The part of the driveway surface outlined by the edge of the highway, the edge of the nominal width or through part of the driveway, and the curved (normally) outer edge of the driveway.

 "Freeway" – A highway or street designated by the Department as a freeway in accordance with Ill. Rev. Stat. 1981, ch. 121, pars. 8-101 et seq., which includes both full and partial control facilities.

 "Frontage" – The distance along the highway right-of-way line in front of the owner's property, determined by projecting a perpendicular line from the center line of the roadway to the corner points of the property on the right-of-way line.

 "Frontage Road" – A public street or road auxiliary to and normally located alongside and parallel to a highway for purposes of maintaining local road continuity and for control of access.

 "Island" – A physical barrier to direct the flow of traffic and to separate highway traffic from the activity on the adjacent property.

 "Median" – The portion of a divided highway or divided driveway separating the traveled ways for traffic in opposite directions.

 "Permit" – The term "Permit", as used in this policy, shall mean a Highway Permit (Form BT 1045) to allow construction or reconstruction of a driveway in accordance with the provisions thereon, granted by the Department in accordance with this policy. The form may also be used for other permit work, such as backslope grading, etc.

 "Right-of-Way Line" – The boundary between the land acquired for or dedicated to highway use and adjacent property.

 "Shoulder" – The portion of the highway contiguous with the traveled way for the accommodation of stopped vehicles and for emergency use.

 "State Highway" – Any street or highway that is part of the State highway system prescribed in Article 2 of the Illinois Highway Code. Basically, those highways that are maintained by the State or State routes maintained by a City under the terms of a City-State Maintenance Agreement.

 "Subdivision" – Land divided or subdivided into two or more parcels or tracts less than five acres.

 "Traffic Control Devices" – All signs, signals, markings, and devices that conform to the Illinois Manual on Uniform Traffic Control Devices, placed or erected by authority of a public body or official having jurisdiction, for the purpose of regulating, warning, or guiding traffic.

 "Turning Lane" – An auxiliary lane, including tapered areas, primarily for the acceleration or deceleration and storage of vehicles entering or leaving the through traffic lanes.

b) Purpose of Access Driveway Permit Procedures

1) Various sections of the Illinois Highway Code restrict persons from working on State highways, and specifically constructing access driveways, except under the terms of a permit issued by the Department. The intent of the Department in issuing these permits is to provide maximum protection to the public through the orderly control of traffic movements onto and from the highway, to safeguard the traffic carrying capacity of the highway, to protect the public investment in highway facilities, and to assure uniform practices throughout the State in the design and construction of driveways. The standards and procedures in this policy have been developed to aid in accomplishing these goals.

2) The standards recognize the differences between noncommercial and commercial driveways, between rural and urban areas, and between relatively low and high traffic volume facilities. High-volume entrances need to be designed to standards similar to those required for street intersections with corresponding traffic.

3) In reviewing a permit request, consideration will be given to all factors affecting the operation of the driveway and the highway. These factors will include, but not be limited to, the location and geometrics of the driveway, turning lane requirements, capacity of the roadway, driveway drainage, safety and operational efficiency of the driveway as related to the highway, and land use. Driveways should be designed to provide good service to users of the entrance while at the same time minimizing interference to highway traffic.

4) The standards contained in this policy were developed to minimize the frequency and severity of potential conflicts between through vehicles and those entering or leaving driveways. Some of the principles considered were:

A) Reducing the speed differential between through vehicles and those using the driveways;

B) Eliminating encroachment of turning vehicles on adjacent lanes;

C) Prohibiting use of the highway as a portion of the internal circulation system of abutting property;

D) Providing sufficient spacing between driveways to lessen interference with traffic from adjacent driveways;

E) Discouraging parking on streets or backing onto the highway, except where such maneuvers clearly will not constitute a hazard or prove detrimental to the operation of the highway;

F) Preserving or improving the integrity of the highway and drainage facilities.

5) Construction on or adjacent to the highway roadway constitutes a hazard to the motorist. For this reason, not only the design of the driveway but the method and type of construction will be governed by the permit.

6) Bonds are required for various types of permits to assure the construction is done properly and completely and that the integrity of the highway is maintained.

c) Laws Pertaining to Entrances

 The statutory provisions pertaining to the adoption and observance of this official policy are contained in Articles 4-209, 4-210, 4-211, 4-212, 8-102, 8-103, and 9-105 of the Illinois Highway Code. These sections are reprinted in Appendix E of this policy.