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MEMORANDUM

**TO:** President and Board of Trustees  
**FROM:** Tom Bayer, Village Attorney  
**DATE:** October 24, 1997  
**RE:** Location of Stop Signs - Requirement of Traffic Warrants

As a follow-up to the discussion had at the October 16, 1997 Board meeting, relative to the above-captioned matter, please be advised as follows:

Pursuant to 625 ILCS 5/11-208.1:

"The provisions of this Chapter [Chapter 11-Rules of the Road] of this Act, as amended, and the rules and regulations promulgated thereunder by any State Officer, Office, Agency, Department or Commission, shall be applicable and uniformly applied and enforced throughout this State, in all other political subdivisions and in all units of local government."  
(emphasis added)

Pursuant to 625 ILCS 5/11-301(a):

"The Department [Illinois Department of Transportation] shall adopt a State manual and specifications for a uniform system of traffic-control devices consistent with this Chapter [Chapter 11- Rules of the Road] for use upon highways within this State.... The manual shall also specify insofar as practicable the minimum warrants justifying the use of the various traffic control devices. Such uniform system shall

correlate with and, where not inconsistent with Illinois highway conditions, conform to the system set forth in the most recent edition of the national manual on Uniform Traffic Control Devices for Streets and Highways."

In furtherance of its obligations under the above-cited provisions, the Illinois Department of Transportation has adopted the National Manual on Uniform Traffic Control Devices for Streets and Highways as the State's manual. Pursuant to 625 ILCS 5/11-304:

"Local authorities and road district highway commissioners in their respective maintenance jurisdiction shall place and maintain such traffic-control devices upon highways under their maintenance jurisdiction as are required to indicate and carry out the provisions of this Chapter, [Chapter 11-Rules of the Road] and local traffic control devices shall conform to the State Manual and Specifications and shall be justified by traffic warrants stated in the Manual." (emphasis added)

A review of the National Manual on Uniform Traffic Control Devices for Streets and Highways reveals the following warrant requirements for stop signs:

A. Section 2B-5 [Warrants for a single or two-way stop signs]:

"Because the STOP sign causes a substantial inconvenience to motorists, it should be used only where warranted. A STOP sign may be warranted at an intersection where one of more of the following conditions exist:

1. Intersection of a less important road with a main road where application of the normal right-of-way rule is unduly hazardous.
2. Street entering a through highway or street.
3. Unsignalized intersection in a signalized area
4. Other intersections where a combination of high speed, restricted view, and serious accident record indicates a need for control by the STOP sign."

B. Section 2B-6 [Warrants for multi-way (4-way) stop signs]:

"The "Multiway Stop" installation is useful as a safety measure at some locations. It should ordinarily be used only where the volume of traffic on the intersecting roads is approximately equal. A traffic control signal is more satisfactory for an intersection with a heavy volume of traffic.

Any of the following conditions may warrant a multiway STOP sign installation:

1. Where traffic signals are warranted and urgently needed, the multiway stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the signal installation.
2. An accident problem, as indicated by five or more reported accidents of a type susceptible of correction by a multiway stop installation in a 12-month period. Such accidents include right- and left- turn collisions as well as right-angle collisions.
3. Minimum traffic volumes:
  - (a) The total vehicular volume entering the intersection from all approaches must average at least 500 vehicles per hour for any 8 hours of an average day, and
  - (b) The combined vehicular and pedestrian volume from the minor street or highway must average at least 200 units per hour for the same 8 hours, with an average delay to minor street vehicular traffic of at least 30 seconds per vehicle during the maximum hour, but
  - (c) When the 85-percentile approach speed of the major street traffic exceeds 40 miles per hour, the minimum vehicular volume warrant is 70 percent of the above requirements."

I would note that the use of the word "may," in both Sections 2B-5 and 2B-6 quoted above, indicates that a municipality may decline to install a stop sign, even if the warrants exist.

Based upon the foregoing, if the Village desires to install a stop sign at a particular location, it must first show that said sign is justified by the traffic warrants as set forth in the National Manual on Uniform Traffic Control Devices for Streets and Highways.

If there are any questions, please feel free to call.

cc: William T. Lichter, Village Manager  
Stan Rickard, Director of Public Works  
John Johnson, Technical Services Supervisor