



PEDESTRIAN ACCOMMODATIONS AT HIGHWAY-RAIL INTERSECTIONS & PEDESTRIAN-RAIL GRADE SEPARATIONS

- If a proposed pedestrian walkway/multi-use path grade crossing will be located within the right-of-way limits of an existing public roadway, the highway agency having jurisdiction of the road must file a Formal Petition with the Illinois Commerce Commission (ICC) seeking permission to construct the pedestrian crossing.
- If the pedestrian grade crossing will be outside the right-of-way limits of an existing public roadway, the ICC would consider the crossing as private. The highway agency is required to negotiate a private crossing agreement with the affected railroad (with respect to location, type of crossing surface, appropriate warning devices, safety concerns, etc.).
- With the existence of pedestrian generators in the vicinity of a crossing, ICC staff, upon request, will review the installation of pedestrian gates. For local roads and streets, ICC staff may recommend that assistance from the Grade Crossing Protection Fund (GCPF) be used to reimburse the railroad for up to 50% of installation costs for the pedestrian gates. The highway agency, or requesting party, will be responsible for the remaining 50% of the construction costs. For the purposes of an agreement, the applicant will need to provide a more detailed assessment of the pedestrian generators in the vicinity of the crossing. Figures 17-1.a and 17-1.b from the Illinois Department of Transportation's "*Bureau of Design and Environment Manual*" can serve as guidance.
- The highway agency (or municipality) should pay all maintenance costs associated with any damage to the pedestrian gates. The railroad should be responsible for all costs associated with routine maintenance of the pedestrian warning devices.
- The highway agency (or municipality) should pay all construction costs for the widening of the crossing surface to allow for the new sidewalk or path.
- The highway agency (or municipality) is responsible for the maintenance of the sidewalk or path.
- Any community seeking assistance from the GCPF for construction of a pedestrian/multi-use grade separation (overpass or underpass) must submit a GCPF Pedestrian Bridge project application to the Commission's Rail Safety Section. Proposed pedestrian bridges must be located outside the existing right-of-way limits of a public highway to be eligible for GCPF assistance. A Formal Petition with the Commission seeking permission to construct the pedestrian-rail grade separation structure is also required. This follows Public Act 91-0725 and 625 ILCS 5/18c-7401 of the 2002 Illinois Vehicle Code.



PEDESTRIAN ACCOMMODATIONS AT HIGHWAY-RAIL INTERSECTIONS
&
PEDESTRIAN-RAIL GRADE SEPARATIONS

- Please see the attached sheet for typical multi-use path and sidewalk layouts.
- The Commission may provide up to \$2,000,000 per year in assistance from the GCPF to local communities for pedestrian grade separations (structures). Each proposed pedestrian bridge project application submitted for consideration as part of the ICC's multi-year Crossing Safety Improvement Program will be reviewed on a case by case basis relative to rail safety, along with other highway-rail grade crossing and bridge projects.

FOR EXAMPLE CASES: <http://www.icc.illinois.gov/>

- Look for "e-Docket" at right/top of page
- Next to "Case Search," Type "T12-0042" and click the "Go" button
- Click the "Documents" tab along the top right section to provide the petition, order, supplemental info, etc.
- Pedestrian Bridge Example: "T11-0019"

FOR ASSISTANCE, PLEASE CONTACT:

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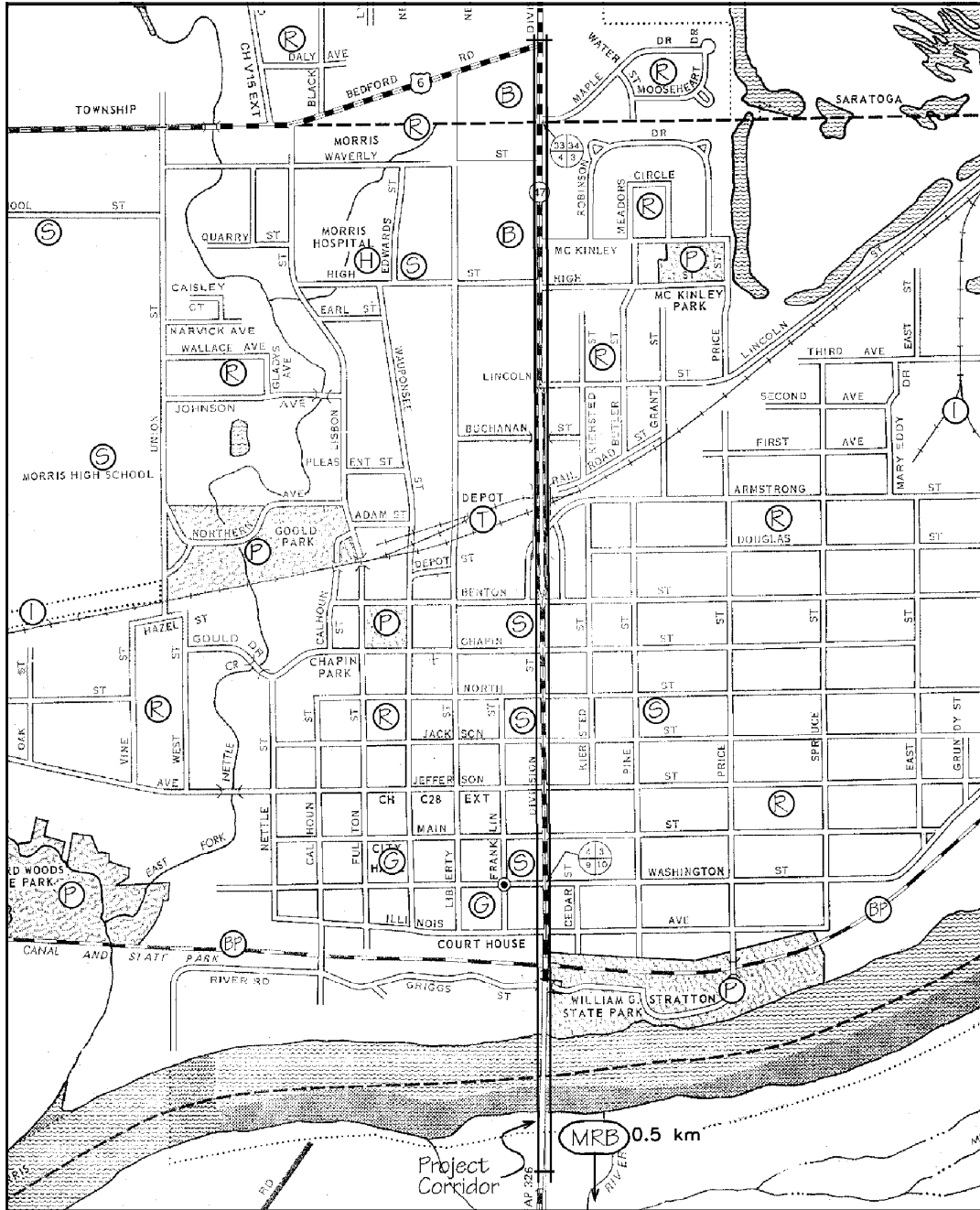
- The route provides primary access to a park, recreational area, school, or other significant destination.
- The route provides unique access across a natural or man-made barrier (e.g., bridges over rivers, bridges over railroad yards, bridges over freeways or expressways, highways through a National Forest). Bicyclists will be accommodated on the bridge unless bicycles are otherwise prohibited to operate on the roadway approaches. See Sections 17-2.02(e) and 17-2.03(j) for bridge deck replacement or rehabilitation projects, or for culvert replacement projects. For projects that meet no other warrants, a minimum shoulder width of 4 ft (1.2 m) shall satisfy this warrant. For projects that meet this and other warrants, use the guidance provided in the Facility Selection Table in Figure 17-2.A.
- The highway project will negatively affect the recreational or transportation utility of an independent bikeway or trail. Highway projects will negatively affect at-grade paths and trails when they are severed, when the projected roadway traffic volumes increase to a level that prohibits safe crossings at-grade, or when the widening of the roadway prohibits sufficient time for safe crossing.

When one or more of the warrants presented in Section 17-1.03 are met, appropriate accommodations shall be provided as defined later in this chapter in the Facility Selection Table in Figure 17-2.A. When bicycle accommodations will be included in the project, forward an electronic copy of the draft Phase I report to the Bureau of Design and Environment’s Bicycle and Pedestrian Coordinator. When projects do not meet warrants, send an electronic copy of Figures 17-1.A through 17-1.D to the Bicycle and Pedestrian Coordinator explaining the assessment of the warrants and to obtain concurrence. Exceptions to these design treatments either on the basis of cost or user safety require concurrence by the Bicycle and Pedestrian Coordinator and will be granted at coordination meetings after a sufficient review period. Total omissions on the basis of need, cost or user safety and that are within one mile of an urban area will require concurrence of the Secretary. Signed documentation of the Secretary’s concurrence shall be included in the draft Phase I report.

Generators	Yes	NA	Generators	Yes	NA
Residential Areas	<input type="checkbox"/>	<input type="checkbox"/>	Shopping Centers	<input type="checkbox"/>	<input type="checkbox"/>
Parks	<input type="checkbox"/>	<input type="checkbox"/>	Hospitals	<input type="checkbox"/>	<input type="checkbox"/>
Recreation Areas	<input type="checkbox"/>	<input type="checkbox"/>	Employment Center	<input type="checkbox"/>	<input type="checkbox"/>
Churches	<input type="checkbox"/>	<input type="checkbox"/>	Government Offices	<input type="checkbox"/>	<input type="checkbox"/>
Schools	<input type="checkbox"/>	<input type="checkbox"/>	Local Businesses	<input type="checkbox"/>	<input type="checkbox"/>
Libraries	<input type="checkbox"/>	<input type="checkbox"/>	Industrial Plants	<input type="checkbox"/>	<input type="checkbox"/>
Existing Bicycle Trails	<input type="checkbox"/>	<input type="checkbox"/>	Public Transportation Facilities	<input type="checkbox"/>	<input type="checkbox"/>
Planned Bicycle Trails	<input type="checkbox"/>	<input type="checkbox"/>	Other ()	<input type="checkbox"/>	<input type="checkbox"/>

CHECKLIST FOR BICYCLE TRAVEL GENERATORS IN PROJECT VICINITY

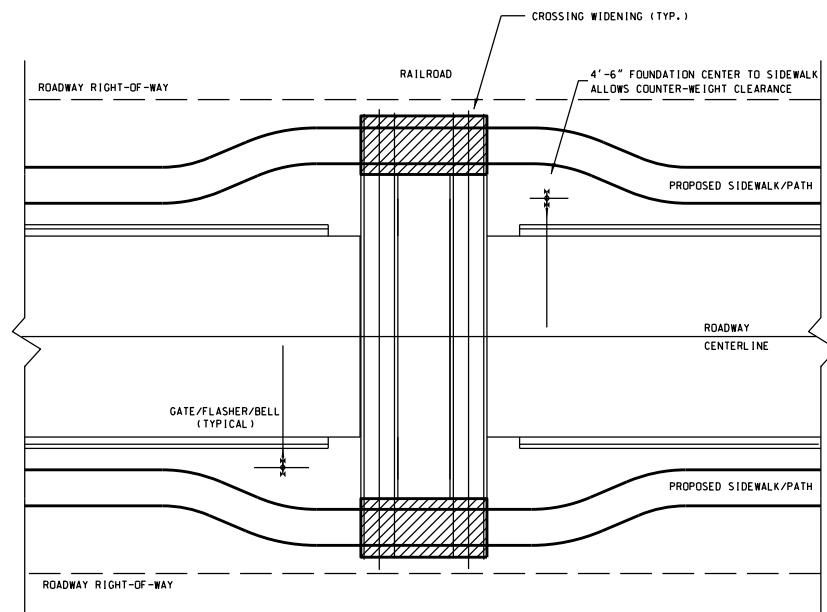
Figure 17-1.A



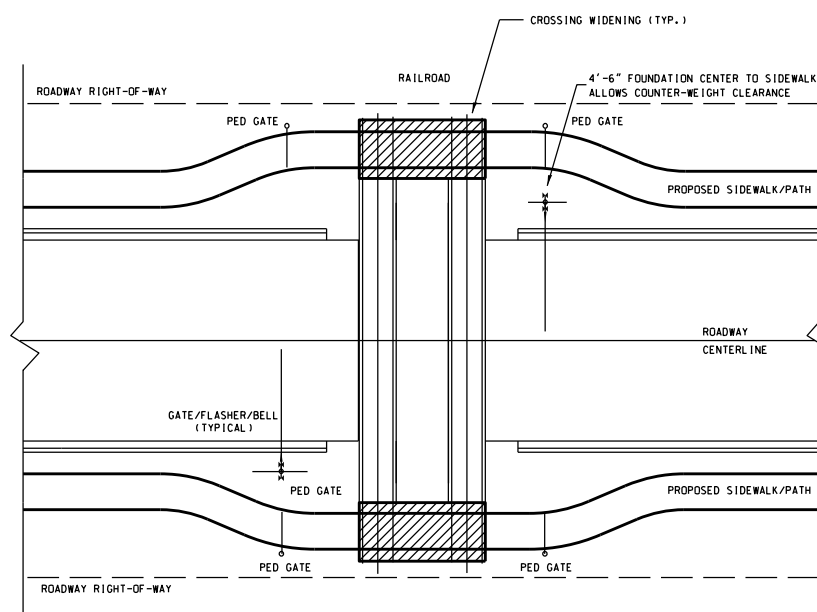
R	Residential Areas	BP	Existing Bicycle Trails	G	Government Offices
P	Parks	PBP	Planned Bicycle Trails	B	Local Businesses
P	Recreational Areas	M	Shopping Centers	I	Industrial Plants
C	Churches	H	Hospitals	T	Public Transit Facilities
S	Schools	E	Employment Centers	O	Other

EXAMPLE OF MAP TO ACCOMPANY CHECKLIST FOR BICYCLE TRAVEL

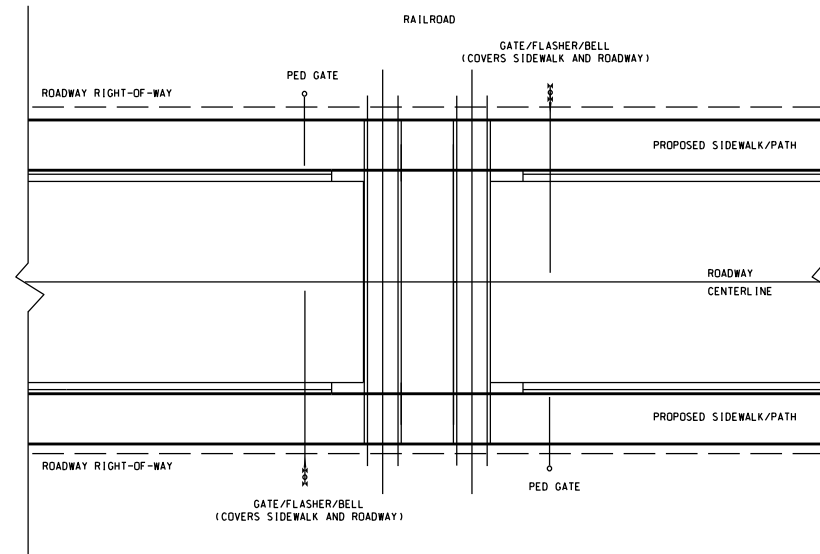
Figure 17-1.B



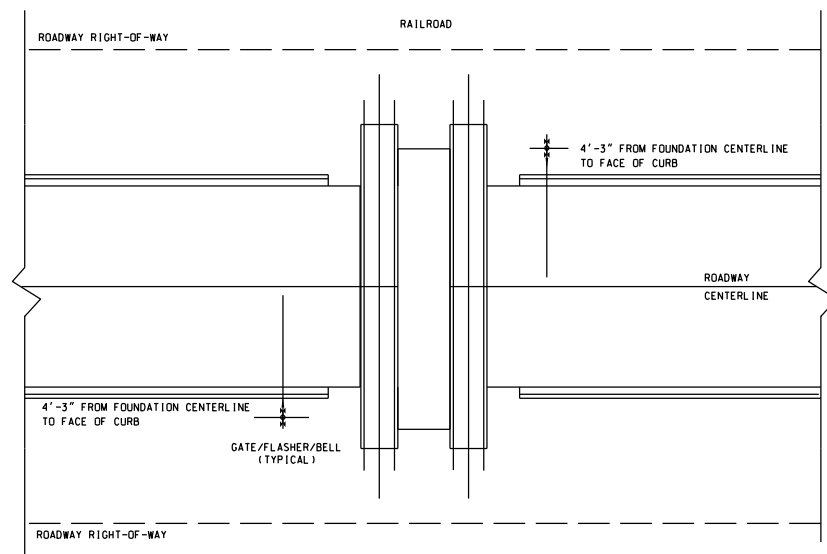
PROPOSED SIDEWALK
ICC STAFF PREFERRED LAYOUT
NO PEDESTRIAN GATES (REVIEW NEED FOR SUPPLEMENTAL SIGNS)



PROPOSED SIDEWALK
ICC STAFF PREFERRED LAYOUT
WITH PEDESTRIAN GATES



PROPOSED SIDEWALK
LIMITED RIGHT-OF-WAY
WITH PEDESTRIAN GATES



EXISTING TYPICAL LAYOUT

GENERAL NOTES

WITH THE EXISTENCE OF PEDESTRIAN GENERATORS IN THE VICINITY OF A CROSSING, ICC STAFF, UPON REQUEST, WILL REVIEW THE INSTALLATION OF PEDESTRIAN GATES. FOR LOCAL ROADS AND STREETS, ICC STAFF MAY RECOMMEND THE GRADE CROSSING PROTECTION FUND BE USED TO REIMBURSE THE RAILROAD FOR UP TO 50% OF INSTALLATION COSTS FOR THE PEDESTRIAN GATES. THE HIGHWAY AGENCY, OR REQUESTING PARTY WILL BE RESPONSIBLE FOR THE REMAINING 50% OF THE CONSTRUCTION COSTS. FOR THE PURPOSES OF AN AGREEMENT, THE APPLICANT WILL NEED TO PROVIDE A MORE DETAILED ASSESSMENT OF THE PEDESTRIAN GENERATORS IN THE VICINITY OF THE CROSSING. FIGURES 17-1.A AND 17-1.B FROM THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S "BUREAU OF DESIGN AND ENVIRONMENT MANUAL" CAN SERVE AS GUIDANCE.

THE HIGHWAY AGENCY (OR MUNICIPALITY) SHOULD PAY ALL MAINTENANCE COSTS ASSOCIATED WITH ANY DAMAGE TO THE PEDESTRIAN GATES. THE RAILROAD SHOULD BE RESPONSIBLE FOR ALL COSTS ASSOCIATED WITH ROUTINE MAINTENANCE OF THE PEDESTRIAN WARNING DEVICES.

THE HIGHWAY AGENCY (OR MUNICIPALITY) SHOULD PAY ALL CONSTRUCTION COSTS FOR THE WIDENING OF THE CROSSING SURFACE TO ALLOW FOR THE NEW SIDEWALK OR PATH.

THE HIGHWAY AGENCY (OR MUNICIPALITY) IS RESPONSIBLE FOR THE MAINTENANCE OF THE SIDEWALK OR PATH.

PETITION & HEARING PROCESS

A FORMAL PETITION TO THE COMMISSION IS REQUIRED FOR THE NEW SIDEWALK OR PATH.

A HEARING BEFORE AN ADMINISTRATIVE LAW JUDGE WILL BE SCHEDULED (EITHER SPRINGFIELD OR CHICAGO OFFICES).

A PROPOSED ORDER WILL BE DRAFTED, AND SUBMITTED TO ALL PARTIES FOR COMMENT.

THE ORDER WILL GO BEFORE THE COMMISSION FOR FINAL APPROVAL (COMMISSION GENERALLY MEETS TWICE A MONTH).

FINAL ORDER SENT TO ALL PARTIES.

REVISED
JANUARY 2012

SEE APRIL 2012, HIGH SPEED CORRIDOR GUIDELINES FOR MORE DETAILED INFORMATION ON FOUR QUADRANT GATE/SEALED CORRIDOR LAYOUTS.

REVISIONS	
NAME	DATE
BV	10/12

TYPICAL SIDEWALK/PATH LAYOUTS

ILLINOIS COMMERCE COMMISSION
GUIDELINES & PROCEDURES

SCALE: NTS
DATE 11/4/04

DRAWN BY BV
CHECKED BY

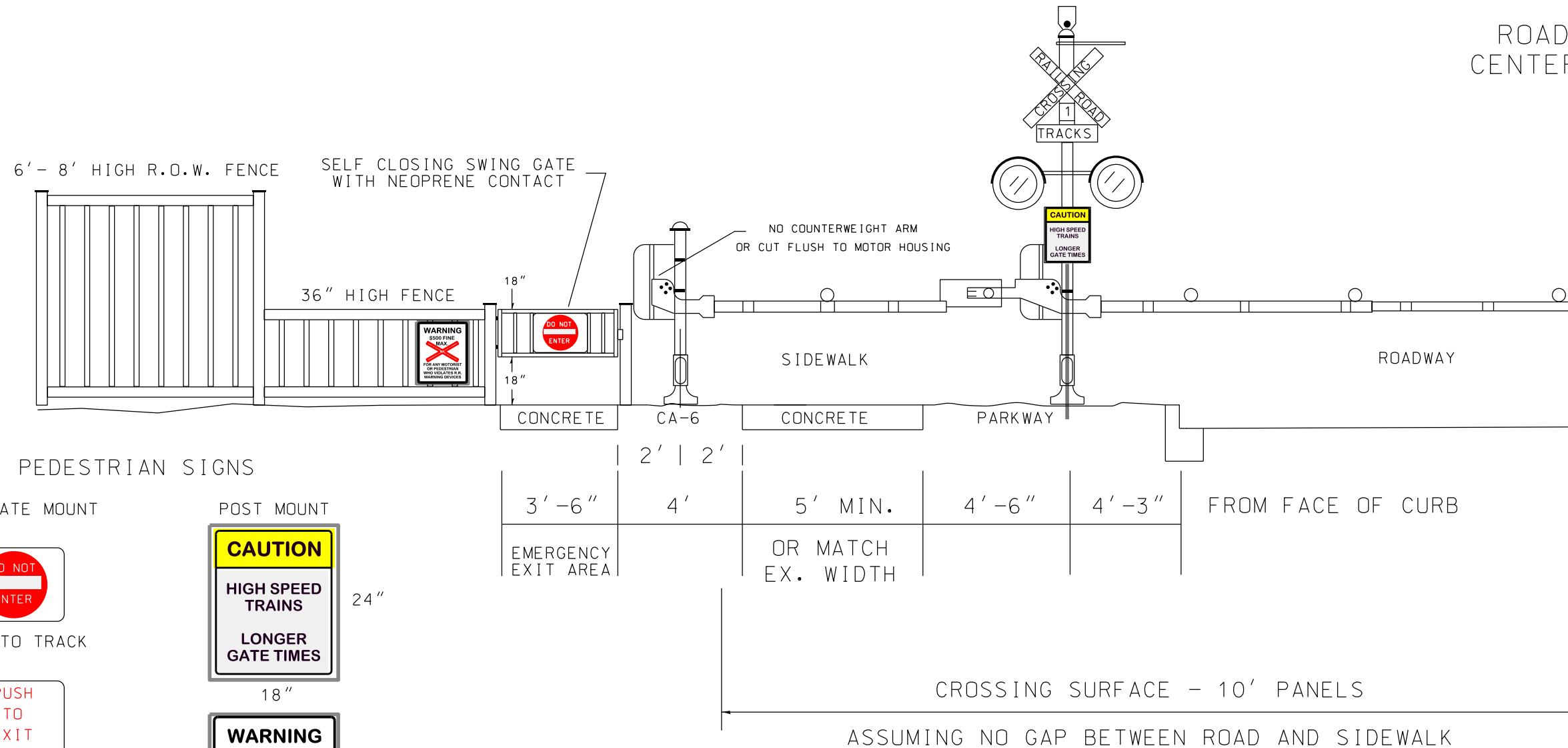
PEDESTRIAN VIEW AT EXIT GATE – TRAIN APPROACHING

CONCEPTUAL CROSS SECTION (NTS)

NOTES:

1. DESIGN TO COMPLY WITH MUTCD
2. ESCAPE AREA DESIGN- COMPLY WITH CHAPTER 4: "ACCESSIBLE ROUTES" OF ADA AND ABA GUIDELINES AMENDED AUGUST 5, 2005, OR LATEST REVISION
3. DETECTABLE WARNING – TRUNCATED DOMES PER CHAPTER 7: "COMMUNICATION ELEMENTS AND FEATURES," ADA AND ABA GUIDELINES
4. *FINAL DIMENSIONS DETERMINED IN FIELD DUE TO VARIABILITY OF LOCATIONS *

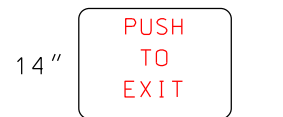
ROADWAY CENTERLINE



SWING GATE MOUNT



VIEW TO TRACK



VIEW FROM TRACK

POST MOUNT



18"



FENCE MOUNT

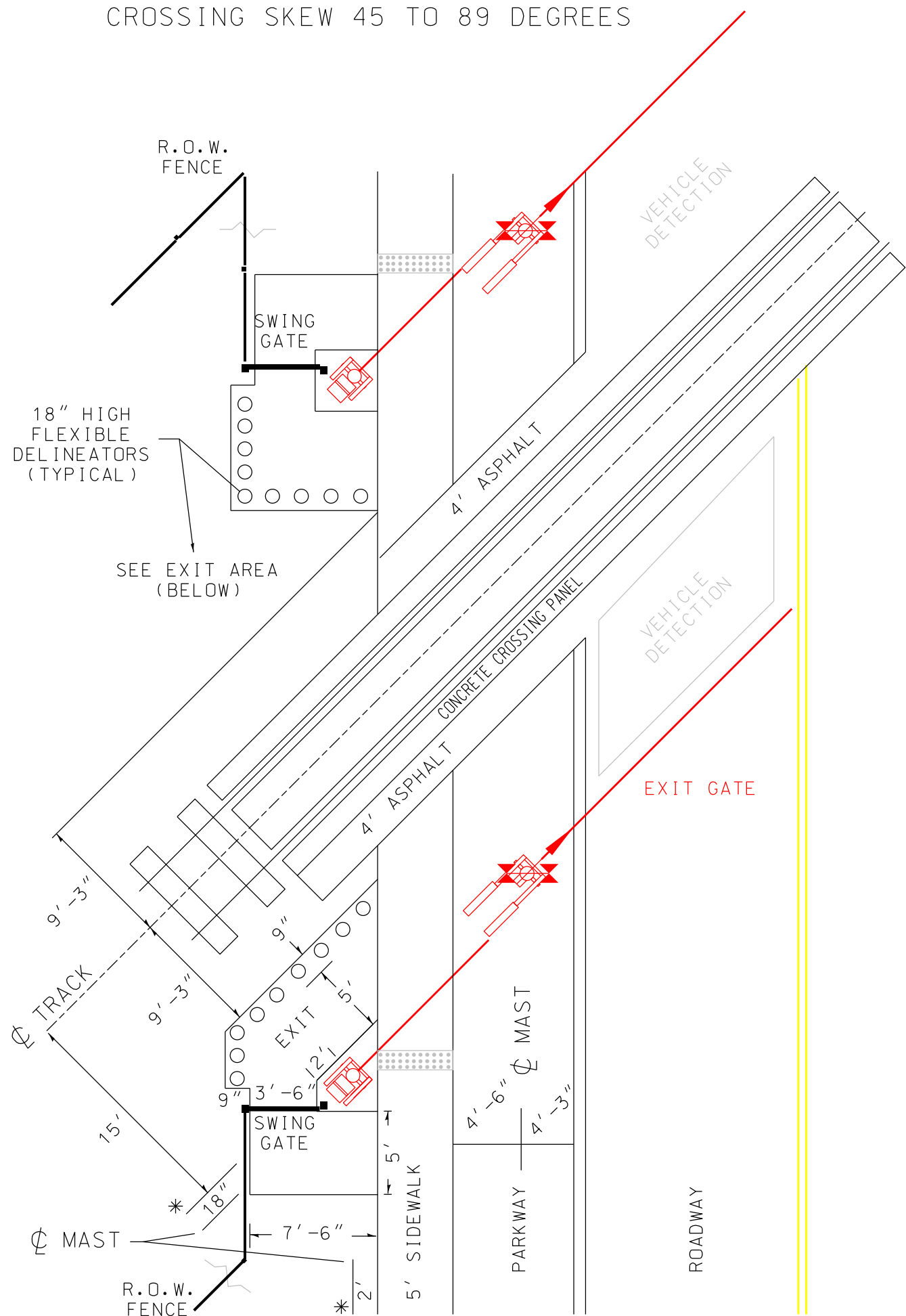
REVISION DATE: NOV. 1, 2012

ILLINOIS COMMERCE COMMISSION

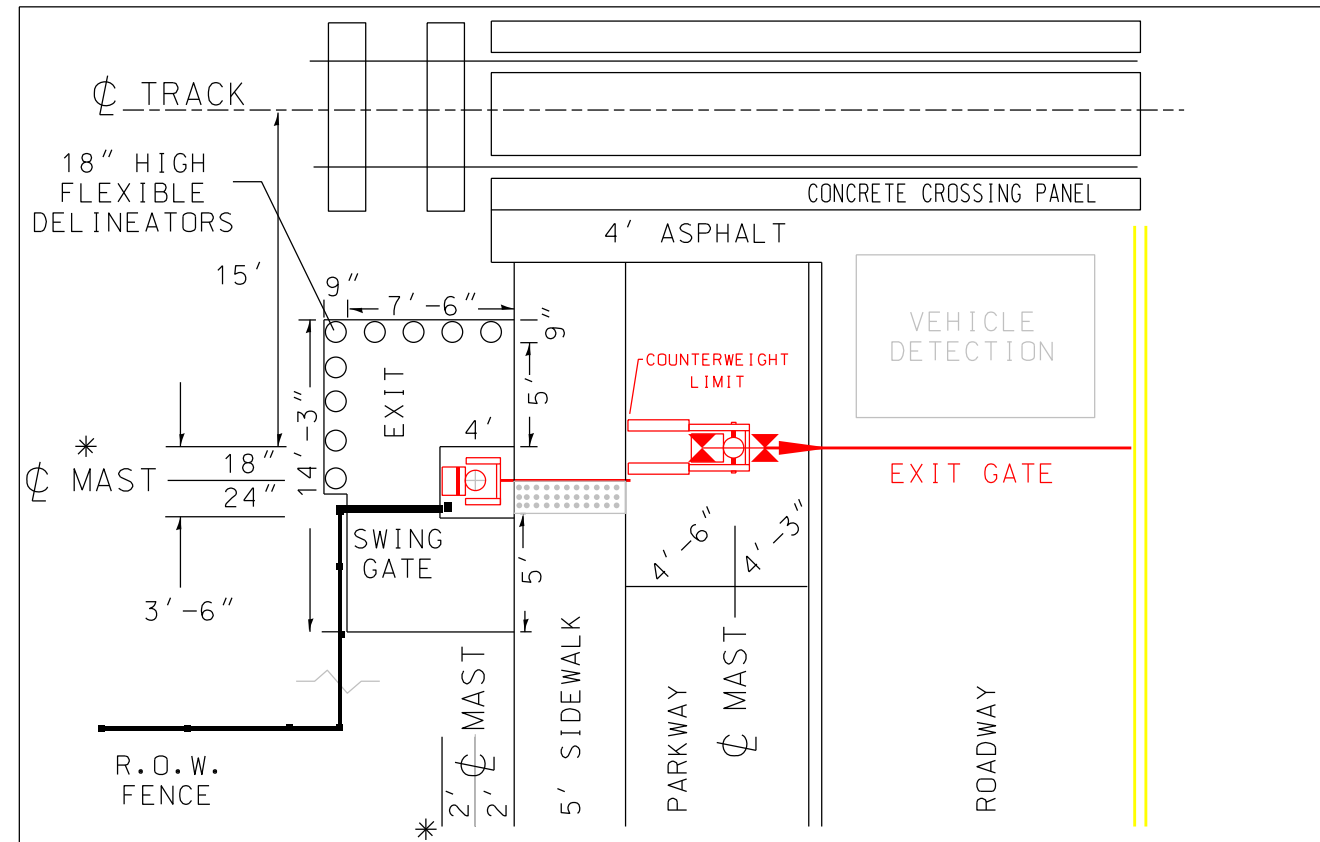
DESIGN GUIDANCE
PEDESTRIAN TREATMENTS
HIGH SPEED RAIL – UP

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CROSSING SKEW 45 TO 89 DEGREES



90 DEGREE



RECOMMENDED CONSTRUCTION SEQUENCE - WARNING DEVICES INSTALLED FIRST, PARALLEL TO TRACKS

1. LOCATE ROADWAY GATE 15 FT FROM CENTERLINE OF TRACK
2. CONDUIT (2) TO ACCOMMODATE ROADWAY AND PEDESTRIAN GATES
3. LAYOUT SIDEWALK
 - A. ALLOW CLEARANCE FROM ROADWAY COUNTERWEIGHTS AND ARMS
 - B. 4'-6" CENTERLINE FOUNDATION TO END OF COUNTERWEIGHTS
 - C. 18" CENTERLINE FOUNDATION TO OUTER ARMS
4. LOCATE PEDESTRIAN GATE 16'-6" FROM CENTERLINE OF TRACK
 - A. ALLOW CLEARANCE FOR GATE ARM BRACKET (24" FOUNDATION CENTERLINE TO SIDEWALK - TYPICAL)
 - B. LOCATE BACK OF MECHANISM/DOOR - 2' FROM FOUNDATION CENTERLINE
 - C. USE PEDESTRIAN GATE MECH WITHOUT COUNTERWEIGHT ARM, OR CUT FLUSH TO MOTOR HOUSING TO ELIMINATE CONFLICT WITH SWING GATE
 - D. INSTALL SONOTUBE FOR SWING GATE CONTACT POST TO ELIMINATE POTENTIAL DAMAGE TO SIGNAL CABLE DURING FENCE INSTALLATION
5. LAYOUT EXIT AREA; FRAME AND POUR SIDEWALK AND EXIT AREA
 - A. PROVIDE 3'-6" x 4' CA-6 "ISLAND"
 - B. * USE CENTERLINE OF PED GATE MAST TO LOCATE EXIT EDGES *
6. INSTALL SWING GATE MINIMIZING GAPS TO PED. GATE. ENSURE GATE HOUSING OPENS
7. INSTALL 18" DELINEATORS - TRACK SIDE EXIT AREA (IN 9" PERIMETER EXTENSION)
8. COMPLETE R/W FENCE AND CONNECTIONS TO SWING GATE
9. ADJUST HINGES AND GATE CLOSER TO ALLOW PROPER OPERATION
10. CHECK 16'-6" ALONG PEDESTRIAN GATE FROM TRACK CENTERLINE FOR PARALLEL

PLAN VIEW

REVISION DATE: NOV. 1, 2012

ILLINOIS COMMERCE COMMISSION

DESIGN GUIDANCE
PEDESTRIAN TREATMENTS
HIGH SPEED RAIL - UP

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