

**STATE OF ILLINOIS
ILLINOIS COMMERCE COMMISSION**

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VILLAGE OF SKOKIE, COOK COUNTY, ILLINOIS,)

MAY 7 2010

Petitioner,)

ILLINOIS COMMERCE COMMISSION
RAIL SAFETY SECTION

v.)

No. T10- 0077

CHICAGO TRANSIT AUTHORITY)
and ILLINOIS DEPARTMENT OF TRANSPORTATION)

Respondents.)

Petition to interconnect traffic signal to be installed by the)
Village of Skokie at the following intersection under the)
jurisdiction of the State of Illinois: Searle Parkway at US 41)
(Skokie Boulevard).)

PETITION

Now comes the Village of Skokie, Cook County, Illinois (the "Village"), by and through its attorneys, J. Patrick Hanley, Corporation Counsel, and Henry E. Mueller, Assistant Corporation Counsel, and respectfully petition the Illinois Commerce Commission (the "Commission") as follows:

1. The Village (the "Petitioner"), is an Illinois municipal corporation, organized and existing pursuant to the Illinois Municipal Code, 65 ILCS 5-1-1-1 *et seq.*, with its principal offices located at 5127 Oakton Street, Skokie, Illinois 60077.
2. Respondent, Chicago Transit Authority (the "CTA"), is an Illinois municipal corporation, organized and existing pursuant to the Metropolitan Transit Authority Act, 70 ILCS 3605/1 *et seq.*, with its principal offices located at 567 West Lake Street, Chicago, IL 60661. CTA operates a transportation system for the transportation of passengers that includes, but is not limited to, street railways, elevated railways, subways and underground railroads, within portions of the County of Cook, Illinois. Specifically, the CTA operates a portion of its system, alternatively known as the "Yellow Line," or the "Skokie Swift," which passes through the municipal boundaries of the Village.
3. Respondent, Illinois Department of Transportation (the "IDOT"), is a State of Illinois Department, organized and existing pursuant to the Civil Administrative Code of Illinois, 20 ILCS 5/5-1 *et seq.*, with its principal offices located at 2300 S. Dirksen Parkway, Springfield, IL 62764.

DOCKETED

MAY 10 2010

4. The railway grade crossing warning devices and traffic control signals which are the subject of this petition are located within the jurisdiction of the IDOT District One, which maintains its principal office at 201 W. Center Ct., Schaumburg, Illinois, 60196-1096.
5. Pursuant to the Illinois Commercial Transportation Law, specifically Section 18c-7401, 625 ILCS 5/18c-7401, the Commission has the power and authority to review "the interconnection of grade crossing warning devices with traffic control signals at highway intersection located at or near railroad crossings within the distances described by the State Manual on Uniform Traffic Control Devices." Petitioner may not install the traffic control signals, which are the subject of this Petition, without the approval of the Commission.
6. The Village of Skokie proposes to install a traffic control signals with certain improvements and warning signs incidental thereto (the "Warning Signs and Markings") at the following intersection (the "Intersection") located within and under the jurisdiction of the State of Illinois: US 41 (also known as Skokie Boulevard) at Searle Parkway as described and depicted in the "Traffic Signal - Railroad Report" (the "Report") dated December 18, 2009, prepared by Regina Webster and Associates, Inc. for McDonough Associates Inc, the Village of Skokie's engineer, a copy of which is attached hereto as Exhibit A and expressly incorporated herein by this reference and made a part hereof. The Intersection is within the corporate boundaries of the Village.
7. The traffic control signals will be installed in accordance with the Traffic Signal Specifications (the "Signal Specifications"), attached hereto as Exhibit B, and Traffic Signal Installation & Interconnect Plan (the "Interconnect Plan"), attached hereto as Exhibit C, at the Intersection.
8. The Traffic Signal will be operated by one traffic signal controller and will be interconnected to the traffic control signals to the south of the Intersection at the Oakton Street and US 41 intersection. This assist in the control of vehicular traffic in a safe manner, which is necessary given the close proximity of the Intersection and the railroad crossing.
9. Searle Parkway is located within and under the jurisdiction of the Village. Searle Parkway crosses the parallel pair of the CTA's Skokie Swift commuter Railroad Lines at-grade. US 41 (Skokie Blvd.) Is under the jurisdiction of IDOT and the signal will be under IDOT's jurisdiction and authority. The area is depicted in the Signal Report on Figure 1 ("Existing Conditions") and Figure 2 ("Proposed Conditions"), and described in the Signal Specifications and Interconnect Plan.
10. The Searle Parkway CTA Rail Crossing is protected by automatic flashing lights and gates.
11. Searle Parkway crosses the CTA Railroad Lines approximately 220 feet west of the centerline of the Intersection.
12. Based on the close proximity of the traffic control signal to the railroad crossing, the operation of the traffic control signal needs to be interconnected with the operation of the automatic flashing lights and gates at the railroad crossing in order to promote the safety

and convenience of the public and the employees and passengers of the CTA's Skokie Swift trains.

13. The minimum preemption recommended by the *Recommended Practice of the Institute of Transportation Engineers*, "Preemption of Traffic Signals at or Near Active Warning Railroad Grade Crossings," for the proposed traffic signal preemption sequence at the railroad crossing is 35 seconds. This is in accordance with Table 3.1 ("Proposed Recommended Timing") and the Proposed Railroad Preemption Sequence of Operations (Sheet 8) of the Interconnect Plan (the "Timing and Preemption Sequence").
14. The Village agrees to pay all costs attributable to the Interconnection and Ancillary Work contingent upon the Illinois Commerce Commission entering an Order granting the approvals requested by this Petition. IDOT will bear all maintenance responsibilities.
15. The Village provided copies of the Report, Signal Specifications, and Interconnect Plan to the Illinois Commerce Commission staff and incorporated all revisions requested by said staff.
16. Pursuant to §7401 of the Illinois Commercial Transportation Law, 625 ILCS 5/18c-7401, the Illinois Commerce Commission has the express statutory authority to approve and order the Signal Installation, Interconnection, Timing and Preemption Sequence, the proposed Warning Signs & Markings, and the work ancillary thereto.
17. Pursuant to 83 Ill. Admin. Code 200.100, District 127 agrees to receive service electronic means.

NOW, THEREFORE, Petitioner, Village of Skokie, Cook County, Illinois, prays that the Illinois Commerce Commission enter an Order:

- A. Finding that the Interconnection and Ancillary Work are necessary to promote the safety and convenience of the public and the employees and passengers of the CTA.
- B. Finding that the proposed Interconnection, including Warning Signs and Markings and Traffic Signal provided therein are necessary to promote and safeguard the health and safety of the public.
- C. Approving and authorizing the Interconnection and Ancillary Work, including the Traffic Signal and Warning Signs and Markings therein, in accordance with the Traffic/Railroad Signal Report, Traffic Signal Specifications, and Traffic Signal Installation & Interconnect Plan.
- D. Approving and authorizing the Timing and Preemption Sequence in accordance with the Traffic/Railroad Signal Report, Traffic Signal Specifications, and Traffic Signal Installation & interconnect Plan, and ordering CTA to provide the Village of Skokie a minimum preemption time of 35 seconds at the railroad crossing for its Traffic Signal preemption sequence.
- E. Allocating the costs of the Interconnection and the Ancillary Work to the

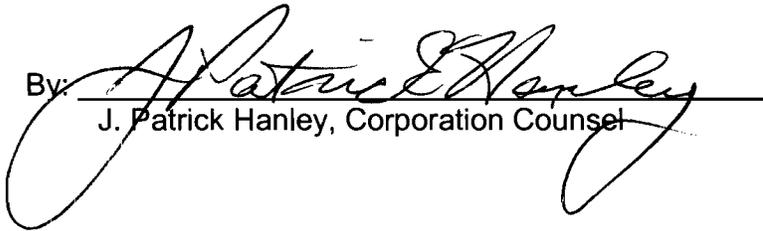
Petitioner, Village of Skokie, Cook County, Illinois.

- F. IDOT to be responsible for all maintenance of the Interconnection and Ancillary Work.

Dated: May 6, 2010

Respectfully submitted,

Village of Skokie, Cook County, Illinois

By: 

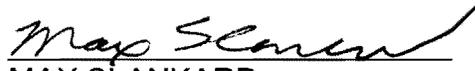
J. Patrick Hanley, Corporation Counsel

J. Patrick Hanley
Corporation Counsel
Village of Skokie
5127 Oakton Street
Skokie, Illinois 60077
(847) 933-8270

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

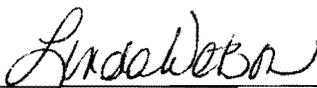
VERIFICATION

I, Max Slankard, being duly sworn, depose and state that I have read the foregoing Verified Petition on behalf of the Village of Skokie, Cook County, Illinois, and state that the contents therein are true and accurate to the best of my belief and knowledge.


MAX SLANKARD
Director of Public Works
Village of Skokie

SUBSCRIBED AND SWORN to before me

this 6TH day of MAY, 2010.

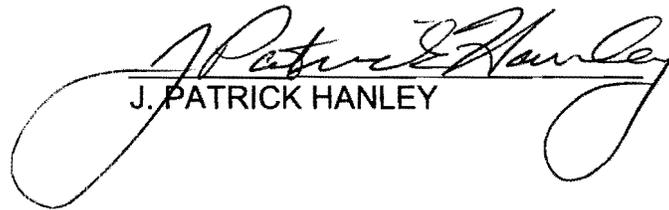


NOTARY PUBLIC



CERTIFICATE OF SERVICE

I, J. Patrick Hanley, an attorney, hereby certify that I served a copy of the attached Verified Petition on the persons identified on the attached Notice of Filing via United Parcel Service, properly addressed, with postage fully prepaid thereon, before 5:00 p.m. on May 6, 2010.


J. PATRICK HANLEY

**STATE OF ILLINOIS
ILLINOIS COMMERCE COMMISSION**

VILLAGE OF SKOKIE, COOK COUNTY, ILLINOIS,)

Petitioner,)

v.)

CHICAGO TRANSIT AUTHORITY)

and)

ILLINOIS DEPARTMENT OF TRANSPORTATION)

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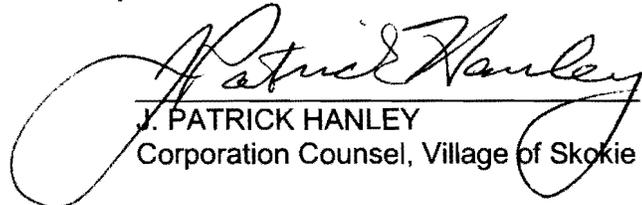
Petition to interconnect traffic signal to be installed by)
the Village of Skokie at the following intersection under)
the jurisdiction of the State of Illinois: Searle Parkway at)
US 41 (Skokie Boulevard).)

NOTICE OF FILING

To: Gary Hannig
Illinois Department of Transportation
2300 S. Dirksen Parkway
Springfield, IL 62764

Richard Rodriguez
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

PLEASE TAKE NOTICE that on this 6th day of May, 2010, J. Patrick Hanley, caused to be filed with the Illinois Commerce Commission, the Verified Petition on behalf of the Village of Skokie, Cook County, Illinois.



J. PATRICK HANLEY
Corporation Counsel, Village of Skokie

J. Patrick Hanley
Henry E. Mueller
VILLAGE OF SKOKIE
Corporation Counsel's Office
5127 Oakton Street
Skokie, IL 60077
(847) 933-8270
(847) 933-8200 Fax
patrick.hanley@skokie.org

**SEARLE PARKWAY AND SKOKIE BOULEVARD
TRAFFIC SIGNAL - RAILROAD REPORT**

RECEIVED
MAY 7 2010
Illinois Commerce Commission
RAIL SAFETY SECTION

Location: Skokie

Intersection: Searle Parkway and Skokie Boulevard

Railroad: CTA

Prepared for:
Village of Skokie
December 10, 2009

Exhibit A

1. INTRODUCTION

The purpose of this document is to document relevant data with respect to the operation of the proposed highway traffic signal subsystem and the railroad crossing signal subsystem at Searle Parkway and Skokie Boulevard, in Skokie, Illinois. A review and an analysis of the operation of the existing equipment were conducted in order to seek for practical solutions to promote public safety. The scope of this report centralizes on the electrical interface between the two subsystems while focusing on the critical timing characteristics.

2. EXISTING CONDITIONS

2.1. Physical characteristics

Two tracks cross Searle Pkwy 185 feet west of the west curblineline of Skokie Blvd. There is enough storage area for about 6 cars. Pedestrian crossings exist on the north, south and west approaches of the intersection. Figure 1 illustrates the existing conditions of the intersection.

- Type: Three legged unsignalized intersection
- Location: Village of Skokie.
- Pedestrian crossings: All approaches of the intersection
- School crossing: No
- Pavement markings: Faded
- Existing Signing: "DO NOT STOP ON TRACKS" on Searle Pkwy
"STOP on east and west approaches of Searle Pkwy
"GRADE CROSSING ADVANCE WARNING"
on east and west approaches of Searle Pkwy
"CROSSBUCKS" on Searle Pkwy
- Roadway lighting: Yes
- Rail proximity: Nearest tracks located 185 feet west of the western curblineline of Skokie Blvd
- RR Crossing: Two tracks
- RR Gates: Yes

2.2 Railroad Signals

- Traffic interface: DC/AFO

2.3 Remarks

- Pedestrian Activity: Moderate
- Passenger Platforms: No
- Depot: No
- Train Activity: 139 per day

3. RECOMMENDATIONS

3.1 Proposed Highway Traffic Signal subsystem

A traffic signal system is proposed to be installed, along with the improvements listed below, at the intersection of Searle Parkway and Skokie Boulevard.

- Proposed pre-emption blank-out signs (LED) will be installed. Figure 2 illustrates the recommended location of these signs.
- Traffic signal controller timings shall be provided to the track clearance pre-emption interval in the shortest possible time.
- Repaint the "RXR" pavement markings on Searle Pkwy east and west of the at-grade crossing.
- Install "DO NOT STOP ON TRACKS" signs. Figure 2 illustrates the recommended location of these signs.
- Install "NO TURN ON RED" signs. Figure 2 illustrates the recommended location of these signs.
- Install "NO LEFT TURN" signs. Figure 2 illustrates the recommended location of these signs.
- Install "WALK TIME SHORTENED WHEN TRAIN APPROACHES" signs. Figure 2 illustrates the recommended location of these signs.

- Supplemental pavement markings (12" white diagonals) should be installed at the railroad crossing to emphasize that motorists should not stop in the area bounded by the railroad crossing stop and the track.

3.2 Railroad Signal subsystem

- Maintain the railroad gate at the intersection.
- Recommend minimum railroad warning time required is 35 seconds. Table 1 shows the minimum railroad warning time required.

Table 1 Recommended Timing

	Time needed
Delay ¹ (sec)	1
Minimum Green (sec)	1
Yellow Interval (sec)	4
All Red Interval (sec)	2
Time before Searle Pkwy receives the Green interval (sec) (subtotal)	8
Track clearance ² (sec)	27
Minimum RR preemption Time Required	35

¹ One (1) second will be programmed into all railroad pre-emptors to limit false calls.

² Time to clear the tracks based on field observations.

STATE OF ILLINOIS



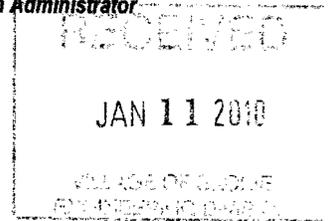
ILLINOIS COMMERCE COMMISSION
TRANSPORTATION DIVISION / RAIL SAFETY SECTION

Michael E. Stead

Rail Safety Program Administrator

January 8, 2010

Mr. Frederick G. Schattner
Director of Engineering
Village of Skokie
5127 Oakton Street
Skokie, Illinois 60077



Dear Mr. Schattner:

This letter is in response to your November 11, 2009 submittal of an Intersection Design Study (IDS) and Traffic/Railroad Signal Report for the intersection of U.S. 41 (Skokie Boulevard) @ Searle Parkway, where the proposed traffic signals are intended to be interconnected to the existing railroad warning devices at the **Searle Parkway (AAR/DOT# 861 283B)**, highway-rail grade crossing of the Chicago Transit Authority's (CTA) tracks, located in the Village of Skokie, Cook County.

We have reviewed the submitted material in regard to the interconnected railroad crossing and find them to be acceptable with the following noted:

- The Traffic/Railroad Signal Report submitted subsequently (dated December 10, 2009) to your original submittal has been fully corrected and should be used as an exhibit when filling your petition with the Commission.
- A few minor corrections to Figures 1 and 2 of this report will be required prior to your petition filling – we will discuss directly with your consultant.

For our files, please submit **quarter size** copies of the final, IDOT approved IDS and associated design vehicle turning analysis.

If you have any questions concerning this matter, please contact Dan Powers, Rail Safety Specialist, at (847) 516-0733.

Very truly yours,

A handwritten signature in black ink, appearing to read "Michael E. Stead".

Michael E. Stead
Rail Safety Program Administrator

CC: Daryle Drew P.E. - Illinois Department of Transportation
Jason Salley, P.E. - Illinois Department of Transportation

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MAY 7 2010

Illinois Commerce Commission
RAIL SAFETY SECTION

SPECIAL PROVISIONS

For

F.A.P. ROUTE 350 (US RTE 41/SKOKIE BLVD.)

At

FAU 1330 (SEARLE PARKWAY)

Intersection Improvement and Signalization

Skokie Project No. TS-10.2

MAI P.N. 2006.0048.005

Village of Skokie
Cook County

Prepared by:



McDonough Associates Inc.
Engineers – Architects

www.maiengr.com

April 29, 2010

FOR REVIEW ONLY

Exhibit B