**Section 556.115 Definitions**

The following words or phrases when used in this Part shall have the meanings ascribed to them below.

 "Controls providing pedestrian protection" – Either of the following:

 All way stop – all approaches to the intersection are required by signs to stop; or

 Adult crossing guards – any intersection where traffic is stopped by an adult crossing guard, regardless of other traffic controls.

 "Crossing protection" –

 Crossbucks only – An "X" shaped sign mounted upon a post at a rail-highway crossing inscribed with the words "Railroad" on one panel and "Crossing" on the other.

 Active protection – Any protection that is designed to be actuated by the approach of an oncoming train (including lights, bells and gates) or protection by a crossing guard.

 "Curb" – A vertical or sloping barrier along a roadway at least 4 inches high, clearly defining the edge to motorists.

 "Department" – The Illinois Department of Transportation, acting through its District Engineers.

 "Length of hazardous section" – The length (rounded to the nearest tenth of a mile) of the hazardous condition to which pupils walking along a roadway are exposed. For Type I hazards (see Section 556.120), it is limited to those sections where pupils walk on a shoulder within 10 feet of the roadway or behind a curb or ditch within 8 feet of the roadway. For Type II hazards (see Section 556.130), it is limited to those sections where pupils must walk on the roadway because no shoulder or walkway exists off the pavement, or because of a narrow bridge or underpass. All of the pupils covered by the submittal must walk the complete length of the hazardous section. The length may be scaled from a map or measured by a "walking wheel", or a car odometer.

 "Narrow bridge or underpass" – A narrow bridge or underpass that forces pupils walking to school, because of the narrowness of the structure and its lack of a sidewalk, to walk on the roadway for a minimum of 50 feet.

 "No stop control" – When no stop signs or traffic signals exist on the roadway the pupils are crossing, requiring vehicles to stop. Yield signs are not stop controls.

 "Number of tracks" – The total number of tracks that carry trains during periods when pupils are normally going to and from school. Example: If 2 tracks carry trains during the morning period and one of those tracks carries trains during the afternoon period, the number of tracks is 2.

 "Number of trains" – The daily number of trains passing through the crossing during the periods when pupils are normally going to and from school. This number may be obtained from railroad companies or by counting trains. Example: If 2 trains cross in the morning period and 1 crosses in the afternoon period, the number of trains is 3.

 "Roadway" – The portion of a road, street or highway on which vehicles travel, consisting of the pavement surface, exclusive of the shoulders.

 "School Code" – 105 ILCS 5/29-5.2.

 "Shoulder" – The relatively flat area between the outer edge of a roadway with no curb and the point where the earth begins sloping either upward or downward, intended for the accommodation of stopped vehicles or for emergency use.

 "Speed of traffic" – The speed of traffic shall be based on the posted speed limit. In special school speed zones as authorized by Section 11-605 of the Vehicle Code [625 ILCS 5/11-605], the speed limit that is in force when the special school speed zone is not in effect shall be used. If speed limit signs are not present, the speed of traffic shall be considered to be 30 miles per hour in an urban area and 55 miles per hour in a rural area.

 "Train" – One locomotive by itself, 2 or more locomotives coupled together, or one or more locomotives with train cars.

 "Train speed" – The highest lawful speed at the crossing. This may be obtained from either the railroad company or the Illinois Commerce Commission, or local law enforcement officials may use radar.

 "Volume of traffic" – The peak hourly volume of traffic during the periods when pupils are going to or from school. In many cases, Average Daily Traffic (ADT) volumes may be available from the agency maintaining a road (the State or county highway department or municipal street department). In those cases the hourly volumes may be considered as 15 percent of the ADT in rural areas and 10 percent in urban areas. If no ADT figures are available, or if the school district prefers, it may make a one hour count (of vehicles in both directions) on a typical school day (e.g., 7:30 a.m.-8:30 a.m., 2:30 p.m.-3:30 p.m., or, for kindergarten pupils, during the noon hour period).

 "Walkway" – The area on which pupils normally walk along a street or highway, including a concrete sidewalk, a surfaced or unsurfaced pathway, or a roadway shoulder. The walkway, when immediately adjacent to the roadway, must be at least 2 feet in width and maintained in suitable walking condition throughout the school year; otherwise, the pupils should be considered walking on the roadway, a Type II hazard. Walkway also includes pathways created by school districts or other groups on public land that may be used by pupils to avoid a more hazardous route.

(Source: Added at 25 Ill. Reg. 16518, effective December 18, 2001)