



# Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

## BDE PROCEDURE MEMORANDUM

**NUMBER:** 17-08

**SUBJECT:** BDE Manual Revision – Chapter 16, 31, 33, 36, 46, 48, 49, and 58.

**DATE:** March 31, 2017

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Chapters 16, 31, 33, 36, 46, 48, 49, and 58 of the BDE Manual are being updated regarding ADA policy and verbiage. Please see the BDE Manual on-line to view the revisions.

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### Background

The U.S. Access Board has recently provided IDOT the interpretation that presence of a yield sign or stop sign on an intersection approach constitutes stop control on that approach, since each and every approaching vehicle must stop or slow considerably. Conversely, a signalized approach to an intersection is not considered to have “stop control” since vehicles may proceed through the intersection at running speed when approaching on a green indication. This is an important determination in the design of crosswalk cross slopes because differing intersection traffic control scenarios provide for different maximum crosswalk cross slopes. Chapter 58 was revised utilizing the US Access Board interpretation of stop control to provide guidance on the maximum cross slopes allowed for crosswalks- regardless of crosswalk marking- under both intersection stop control and no stop control scenarios, as well as midblock (uncontrolled) pedestrian crossing situations. This information can now be located under new Section 58-1.09(e).

The cross slope of the pedestrian street crossing, where present, is also the approach gradient of the roadway through that crossing and must be designed accordingly. Where crosswalks exist or are proposed, additional care must be taken at intersections to ensure the roadway approach gradient does not cause violation of accessibility standards through pedestrian street crossings. Due to the recent interpretation on stop control provided by the US Access Board, additional reference was made to Section 36-1.06, paragraphs 1 and 2, and new Section 58-1.10 regarding maximum roadway approach grades allowable through crosswalks.

A new Section within Chapter 58, Section 58-1.11, was added regarding the use of Accessible Pedestrian Signals at signalized intersections, and reference was made to The Central Bureau of Operations’ document entitled,

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*Policy on Pedestrian Pushbutton Locations and Accessible Pedestrian Signals.*

As a result of new Sections 58-1.10 and 58-1.12, previous Section 58-1.10 on Pedestrian Overpasses and Underpasses and Section 58-1.11 on Rest Areas were renumbered Sections 58-1.12 and 58-1.13, respectively.

Section 58-1.03 regarding bus stops was updated to refer to the current Public Rights-of-Way Access Guidelines (PROWAG).

In Chapter 31, Section 31-7.04(b), the requirement that FHWA (in addition to BDE) must review and approve form BDE 3101 "Maximum Extent Practicable" was removed. FHWA has delegated approval of the form documenting ADA accessibility criteria to the Maximum Extent Practicable on projects (also known as an MEP form) to BDE as part of the current FHWA/IDOT Stewardship & Oversight agreement.

In Chapter 49, Section 49-3.06(c) was updated to include a brief ADA discussion and make references to Section 58-1.10 and 36-1.06.

Additional minor verbiage changes were completed throughout Chapters 16, 31, 33, 36, 46, 48, and 58 in which terms including, but not limited to, "deaf", "blind", and "disabled person" were replaced with more appropriate terms, such as "person with hearing impairment", "person with visual impairment", and "person with disability".

Please see the BDE Manual on-line to review the changes.

  
*by Anita Patel*

Maureen Addis  
Bureau Chief  
Bureau of Design and Environment