I-55 Managed Lanes Combined Design Report

Appendix A.5 – Design Exceptions

- Design Exception Concurrence
- Level One Design Exception Approval
- Level One and Level Two Design Exception Tables
- Level One Design Exceptions Continuous Access
- Level Two Design Exceptions Continuous Access
- Level One Design Exceptions Controlled Access
- Level Two Design Exceptions Controlled Access
- Level One Design Exceptions Continuous Access Interim Improvement
- Level Two Design Exceptions Continuous Access Interim Improvement

Illinois Department of Transportation

JFP/SAS
Due → 8/29/16

Informal Transmittal

To:	Jason Salley
Bureau:	Programming - GSU
Attn:	

From:	J.Baczek/S.Schilke/J.Baldauf/C. Smith
Bureau:	Programming - CSU
Subject:	I-55 Managed Lanes | PTB 158/002
	Final Geometry Submittal

Date:	8/24/2016 ✓

Please check appropriate box below:

- ☒ Take Necessary Action
- ☒ For Your Comments
- ☐ Per Your Request
- ☒ For Your Approval
- ☐ For Your Information
- ☐ See Me About the Attached
- ☐ Draft (Letter)(Memo) For my signature
- ☒ Reply
- ☒ Return
- ☐ Route
- ☐ File

Message

I-55 Phase I Study
I-355 to I-90/94
P-91-762-10

Attached is the final geometry for I-55 managed lanes for all three alternatives along with the NB and SB profiles, cross sections and the barrier warrant analysis at Joliet Rd. Also included is a cd of the submitted files. Barrier warrant analysis for the interim alternative will be submitted asap.

As you are aware we are currently working on an accellerated schedule and appreciate an expedited review. Design Approval is targeted for August 31, 2016.

If you have any questions or need additional information, please contact John Baldauf, Project Manager at extension 4103 or Corey Smith, Project Engineer at extension 4086.

Signature

Copies to

Response 8/25/16

COREY - THIS PROJECT'S GEOMETRY IS APPROVED.

THANKS,
JASON SALLEY x 4085
Signature

CC: MD, HM, WW (BOT)
SS (BDE) / SW (BOM)

Illinois Department of Transportation

Informal Transmittal

To:	John Baczek
Attn:	Steve Schilke/John Baldauf
Bureau:	Programming/Consultant Studies Unit
Phone:	(847) 705-4103
Date:	August 25, 2016

From:	Jason Salley
Bureau:	Programming/Geometrics Unit
Phone:	(847) 705-4085
Subject:	P-91-762-10 | Geometric Approval
	I-55 Managed Lanes Phase I Study From I-355 To I-90/94

Please check appropriate box below:

- ☒ Take Necessary Action
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- ☐ Per Your Request
- ☐ For Your Approval
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- ☒ File

Message

Steve & John,
The Level One Design Exceptions for this project were approved by the Federal Highway Administration on June 28, 2016. The Level Two Design Exceptions were approved by IDOT BDE on July 12, 2016.

All of the remaining Design Elements for this project meet current BDE Standards.

Therefore, I approve of this project's geometry.

This project's BDE 2602 and 3100 Form will be forwarded to IDOT BDE for their records.

Please contact me if you have any questions or comments.

Thanks,

Jason Salley, P.E.
Signature

Copies to

File	BDE	BOT	BOM

Response

Signature

Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

June 13, 2016

Ms. Catherine A. Batey
Division Administrator
U.S. Department of Transportation, Federal Highway Administration
Illinois Division
3250 Executive Park Drive
Springfield, IL 62703

RE: Interstate 55 Managed Lane Project
Interstate 355 to Interstate 90/94
DuPage County and Cook County

Dear Ms. Batey:

The Illinois Department of Transportation (Department) requests your approval of the Level One Design Exceptions required as part of the I-55 Managed Lane Project. The I-55 study area is centered along I-55 in DuPage and Cook Counties, extending from I-355 to I-90/94. The distance along the expressway is approximately 25 miles and includes repurposing the existing median to accommodate one additional lane in each direction to be operated as an Express Toll Lane.

The purpose of this proposed project is to provide improved mobility, congestion relief, maximize the use of the existing facility, and to offer the public new travel options to meet the travel demands of the future along the I-55 corridor.

We are currently evaluating a Public Private Partnership (PPP) procurement for this project. As a result, three alternatives have been carried forward for the purposes of increasing the potential for innovation and providing improved bids for this procurement method. The three alternatives are as follows:

1. Controlled Access
2. Continuous Access
3. Interim Scenario (Defers Mainline Bridge Widening and Reconstruction)

Enclosed for your approval are the Level One Design Exceptions (checklist and table) for each of the three alternatives along the mainline expressway. The design exceptions shown were discussed at the December 16, 2015, January 13, 2016, March 16, 2016, and April 13, 2016 FHWA/IDOT Coordination Meetings (minutes attached). Details showing the location and nature of the design exceptions are shown on the attached Level One Design Exception Exhibit.

As part of our continued coordination with FHWA staff, both IDOT Central Office and District personnel will be available to meet with you or your staff should you have any comments or questions regarding these exceptions from current policy. We hereby request approval of the design exceptions.

If you have any questions or need additional information, please contact me or John Baczek, Project and Environmental Studies Section Chief, (847)705-4104.

Very truly yours,

John Fortmann, P.E.
Region One Engineer

Approval: _____ Date: 6/28/2016

Attachments:

Location Map
Controlled Access Packet:
- Level One Design Criteria Checklist
- Level One Design Exception Table
- Level One Design Exception Exhibit

Continuous Access Packet:
- Level One Design Criteria Checklist
- Level One Design Exception Table
- Level One Design Exception Exhibit

Interim Scenario Packet:
- Level One Design Criteria Checklist
- Level One Design Exception Table
- Level One Design Exception Exhibit

FHWA/IDOT Coordination Meeting Minutes dated December 16, 2015, January 13, 2016, March 16, 2016, and April 13, 2016

I-55 Managed Lane Phase I Study: Design Exception List

Alternative 1: Continuous Access

* Note: Highlighted cell(s) is current/existing design exception(s) that was not influenced by the proposed geometric layout

Level One Design Exception

Alternative 1: Continuous Access

No.	Design Element	BDE/ FHWA Policy	Proposed Design Value or Element (Exception)	Location **Note: Lane 1 is the managed lane *General Purpose Lane							Length ft. (mi.)		Justification
1	Lane Width (BDE Figure 44-5.A)	12'	11'	A.	NB	*Lane 1	Sta.	199+35	to	216+05	I-355 to Harlem Ave	1,700 (0.3)	The design value is required to mitigate impacts to multiple I-55 and I-294 structures while minimizing the impact to the environment and providing a minimum 2' buffer between the managed lanes and general purpose lanes.
				B.	NB	**Lane 1	Sta.	219+05	to	574+19		35,500 (6.7)	
				C.	NB	**Lane 1	Sta.	598+87	to	929+43		33,100 (6.3)	
				D.	NB	Lane 2	Sta.	216+05	to	581+54		36,500 (6.9)	
				E.	NB	Lane 2	Sta.	599+57	to	929+92		33,000 (6.3)	
				F.	SB	**Lane 1	Sta.	300+35	to	930+60		63,000 (11.9)	
				G.	SB	Lane 2	Sta.	300+35	to	930+21		63,000 (11.9)	
				H.	SB	Lane 3	Sta.	585+88	to	647+07	Joliet Rd to I-294 Tri-State	6,100 (1.2)	The design value is required to mitigate impacts to the I-55 and I-294 bridges, relocation of noise wall barriers and changes to the I-294 interchanges while minimizing the impact to the environment.
				I.	SB	Lane 4	Sta.	585+84	to	647+19		6,100 (1.2)	
				J.	NB	**Lane 1	Sta.	1321+06	to	1360+84	California Ave to Dan Ryan	4,000 (0.8)	The design value is required to mitigate impacts to the Chicago Transit Authority Railroad, ROW, structure over Bubbly Creek and environmental while providing a minimum 2' buffer between the general purpose lanes and managed lanes.
				K.	NB	Lane 2	Sta.	1321+06	to	1360+58		4,000 (0.8)	
				L.	SB	**Lane 1	Sta.	1246+99	to	1405+67		15,900 (3.0)	
				M.	SB	Lane 2	Sta.	1246+99	to	1405+67		15,900 (3.0)	
3	Lane 1 Buffer Width (BDE Figure 44-3L)	2'	0'	A.	NB		Sta.	607+77	to	645+74	Joliet Rd to I-294 Tri-State	3,800 (0.7)	The design value is required to mitigate impacts to the I-55 and I-294 bridges, relocation of noise wall barriers and changes to the I-294 interchanges while minimizing the impact to the environment.
				B.	SB		Sta.	581+69	to	646+96		6,500 (1.2)	

I-55 Managed Lane Phase I Study: Design Exception List

* Note: Highlighted cell(s) is current/existing design exception(s) that was not influenced by the proposed geometric layout

Level One Design Exception
Alternative 1: Continuous Access

No.	Design Element	BDE/ FHWA Policy	Proposed Design Value or Element (Exception)	Location **Note: Lane 1 is the managed lane *General Purpose Lane							Length ft. (mi.)		Justification
4	Inside (Lane 1/Managed Lane) Left Shoulder Width (BDE Figure 44-5.A)	8'	8' - 6.5'	A1.	NB	Sta.	218+70		219+05		0	(0.0)	
			6.5'	A.	NB	Sta.	219+05	to	586+10	I-355 to Harlem Ave	36,700	(7.0)	The design value is required to mitigate impacts to multiple I-55 and I-294 structures while minimizing the impact to the environment and providing a minimum 2' buffer between the managed lanes and general purpose lanes.
				B.	NB	Sta.	646+49	to	740+14		9,400	(1.8)	
				C.	NB	Sta.	758+74	to	883+49		12,500	(2.4)	
				D.	SB	Sta.	300+35	to	581+70		28,100	(5.3)	
				E.	SB	Sta.	646+72	to	740+14		9,300	(1.8)	
				F.	SB	Sta.	758+74	to	883+49		12,500	(2.4)	
			6.5' - 8'	F1.	SB	Sta.	581+70	to	582+70	Joliet Rd Terminal to Willow Springs Rd	100	0.02	
			2' - 6.5'	G.	NB	Sta.	586+10	to	646+49		6,000	(1.1)	The design value is required to mitigate impacts to the I-55 and I-294 bridges, SB stopping sight distance, relocation of noise wall barriers and changes to the I-294 interchanges while minimizing the impact to the environment.
			8' - 2'	H.	SB	Sta.	586+71	to	646+72		6,000	(1.1)	
			2' - 6.5'	I.	SB	Sta.	740+14	to	758+74	Des Plaines River	1,900	(0.4)	The design value mitigates the impact to the I-55 structure over the Des Plaines River, environmental impact, changes to the C-D roadway at La Grange Rd, and the NB I-55 stopping sight distance.
			2'	J.	NB	Sta.	887+17	to	907+85	Archer Ave	2,100	(0.4)	The design value is required to mitigate the stopping sight distance issue for the SB direction while providing a minimum 2' buffer betweem the general purpose lanes and managed lanes.
			6.5' - 2'	K.	NB	Sta.	883+49	to	887+17		400	(0.1)	The design value is required to mitigate the stopping sight distance issue for the SB direction while providing a minimum 2' buffer betweem the general purpose lanes and managed lanes.
			2' - 8'	L.	NB	Sta.	907+85	to	912+08	Archer Ave to Harlem Ave	400	(0.1)	The design value mitigates impact to the Chicago Sanitary and Ship Canal structure, ICG railroad tunnel structure, environmental impact to the Chicago Sanitary and Ship Canal, major changes to the interchange alignments and stopping
				M.	SB	Sta.	911+15	to	923+73		1,300	(0.2)	
			2' - 8'	N.	NB	Sta.	1296+81	to	1298+98	Damen Ave	200	(0.04)	The design value exception mitigates impacts to the Damen Ave structure, adjacent interchanges, local streets, and ROW while eliminating the SB stopping sight distance issue.
				O.	NB	Sta.	1305+32	to	1308+13		300	(0.06)	The design value exception mitigates impacts to the Damen Ave structure, adjacent interchanges, local streets, and ROW while eliminating the SB stopping sight distance issue.
			2'	P.	NB	Sta.	1298+98	to	1305+32		600	(0.1)	The design value exception mitigates impacts to the Damen Ave structure, adjacent interchanges, local streets, and ROW while eliminating the SB stopping sight distance issue.
			5.5' - 8'	Q.	SB	Sta.	1307+27	to	1308+34		100	(0.02)	The design value mitigates the NB stopping sight distance issue located east of Damen Ave, improvements to the Damen Ave interchanges, ROW impact, and environmental impact while improving traffic congestion by including another general purpose lane for the SB direction and providing a minimum 2' buffer between the general purpose lanes and managed lanes.
			5.5'	R.	SB	Sta.	1308+34	to	1329+01		2,100	(0.4)	The design value mitigates the NB stopping sight distance issue located east of Damen Ave, improvements to the Damen Ave interchanges, ROW impact, and environmental impact while improving traffic congestion by including another general purpose lane for the SB direction and providing a minimum 2' buffer between the general purpose lanes and managed lanes.
			5.5' - 2'	S.	SB	Sta.	1329+01	to	1332+92		400	(0.1)	The design value mitigates the NB stopping sight distance issue located east of Damen Ave, improvements to the Damen Ave interchanges, ROW impact, and environmental impact while improving traffic congestion by including another general purpose lane for the SB direction and providing a minimum 2' buffer between the general purpose lanes and managed lanes.
			2'	T.	SB	Sta.	1332+92	to	1350+09	Damen Ave to Lock St	1,700	(0.3)	The design value mitigates the NB stopping sight distance issue located east of Damen Ave, improvements to the Damen Ave interchanges, ROW impact, and environmental impact while improving traffic congestion by including another general purpose lane for the SB direction and providing a minimum 2' buffer between the general purpose lanes and managed lanes.
			2' - 8'	U.	SB	Sta.	1350+09		1360+98		1,100	(0.2)	The design value mitigates the NB stopping sight distance issue located east of Damen Ave, improvements to the Damen Ave interchanges, ROW impact, and environmental impact while improving traffic congestion by including another general purpose lane for the SB direction and providing a minimum 2' buffer between the general purpose lanes and managed lanes.
			6' - 8'	V.	NB	Sta.	1352+39	to	1361+03	Lock St.	900	(0.2)	The design value is required to transition the SB managed lane shoulder width to a minimum of 8' and the NB lanes 1 & 2 width back to 12' while providing a minimum of 2' buffer between the managed lanes and general purpose lanes.
			4' - 8'	W.	SB	Sta.	1401+57		1405+62	Halsted Ave	400	(0.1)	The design value is required to mitigate the NB stopping sight distance issue while providing a minimum 2' buffer between the general purpose lanes and managed lanes.

I-55 Managed Lane Phase I Study: Design Exception List

* Note: Highlighted cell(s) is current/existing design exception(s) that was not influenced by the proposed geometric layout

Level One Design Exception
Alternative 1: Continuous Access

No.	Design Element	BDE/ FHWA Policy	Proposed Design Value or Element (Exception)	Location **Note: Lane 1 is the managed lane *General Purpose Lane							Length ft. (mi.)		Justification
5	Inside (Lane 1/General Purpose Lane) Left Shoulder Width (BDE Figure 44-5.A))	10'	10' - 6.5'	A1.	SB	Sta.	248+24	to	250+00	I-355 to Lemont Rd	200	(0.0)	The design value is required to mitigate impacts to the I-55 structure over Lemont Rd. and changes to the Lemont Rd interchange alignments.
			6.5'	A.	SB	Sta.	250+00	to	300+35		5,000	(0.9)	
			5' - 9'	B.	NB	Sta.	1409+15	to	1420+00	Dan Ryan	1,100	(0.2)	The design value is required to mitigate improvements to the I-90/94 Dan Ryan structures while eliminating the SB stopping sight distance issue.
6	Outside Right Shoulder Width (BDE Figure 44-5.A)	10'	7' - 10'	A.	SB	Sta.	590+22	to	600+57	Joliet Rd Terminal	1,000	(0.2)	The design value is required to mitigate the SB stopping sight distance issue and improvements to the existing I-55 structure over Joliet Rd terminal while minimizing the environmental impacts.
			3' - 10'	B.	NB	Sta.	630+90	to	648+60	I-294 Tri-State	1,800	(0.3)	The design value is required to mitigate improvements to the I-294 structure and drainage system located on the shoulders.
				C.	SB	Sta.	635+67	to	648+50		1,300	(0.2)	
			7' - 10'	E.	NB	Sta.	1323+19		1324+54	Damen Ave	100	(0.0)	The design value is required to mitigate the NB stopping sight distance issue, improvements to the Damen Ave interchanges, improvements to adjacent local street and ROW impact while providing a minimum 2' buffer between the general purpose lanes and managed lanes.
			4' - 8'	F.	SB	Sta.	1295+55		1324+54	Damen Ave	2,900	(0.5)	The design value mitigates the NB stopping sight distance issue located east of Damen Ave, improvements to the Damen Ave interchanges and ROW impact while improving traffic congestion by including another general purpose lane for the SB direction and providing a minimum 2' buffer between the general purpose lanes and managed lanes.
			3' - 10'	G.	NB	Sta.	1400+23		1402+49	Halsted Ave	200	(0.0)	The design value is required to mitigate the NB stopping sight distance issue.
			8' - 10'	H.	SB	Sta.	1407+69	to	1411+10	Dan Ryan	300	(0.1)	The design value is required to mitigate improvements to the I-90/94 Dan Ryan structures while eliminating the SB stopping sight distance issue.
7	Auxiliary Lane Width (BDE Figures 37-2.C & 44-5.A)	12'	11'	A.	NB	Sta.	608+68	to	624+41	I-294 Tri-State	1,600	(0.3)	The design value exception mitigates improvement to the I-55 structure over Flag Creek, improvement to the outside shoulder drainage system, relocation of existing noise wall barriers, major changes to the radii of the loop interchange connecting SB I-294 and NB I-55 and environmental impact.
				B.	SB	Sta.	616+52	to	633+81	I-294 Tri-State	1,700	(0.3)	The design value exception mitigates improvement to the I-55 structure over Wolf Rd and Flag creek, improvement to I-294 structure over I-55, improvement to the drainage system located in the outside shoulder, major changes to the loop interchange and environmental impact to Flag Creek.
				C.	NB	Sta.	905+04	to	925+00	Chicago Sanitary and Ship Canal	2,000	(0.4)	The design value exception mitigates improvement to the I-55 structure over Chicago Sanitary and Ship Canal, the ICG tunnel, major changes to the connecting interchanges and environmental impact to the canal.
	Auxiliary Lane Shoulder Width (BDE Figures 37-2.C & 44-5.A)	10'	7' - 8'	D.	NB	Sta.	608+68	to	624+41	I-294 Tri-State	1,600	(0.3)	The design value exception mitigates improvement to the I-55 structure over Wolf Rd and Flag Creek, improvement to the outside shoulder drainage system, relocation of existing noise wall barriers, major changes to the radii of the loop interchange connecting SB I-294 and NB I-55 and environmental impact.
			2' - 7'	E.	SB	Sta.	616+52	to	633+81	I-294 Tri-State	1,700	(0.3)	The design value exception mitigates improvement to the I-55 structure over Wolf Rd and Flag creek, improvement to I-294 structure over I-55, improvement to the drainage system located in the outside shoulder, major changes to the loop interchange and environmental impact to Flag Creek.
			6' - 8'	F.	NB	Sta.	904+72	to	925+00	Chicago Sanitary and Ship Canal	2,000	(0.4)	The design value exception mitigates improvement to the I-55 structure over Chicago Sanitary and Ship Canal, the ICG tunnel, major changes to the connecting interchanges and environmental impact to the canal.
				G.	SB	Sta.	905+48	to	929+00		2,400	(0.5)	
			2' - 10'	H.	NB	Sta.	1333+81	to	1357+85	Damen Ave to Lock St	2,400	(0.5)	The design value mitigates improvements to the I-55 structure over the GM and CTA Railroad, Ashland Ave and Bubbly Creek and the stopping sight distance issue at the NB Damen Ave curve while providing a minimum 2' buffer between the managed
			8' - 10'	I.	SB	Sta.	1329+98	to	1355+76		2,600	(0.5)	
8	Stopping Sight Distance (BDE Figure 32-4.A)	570' SSD for 60 mph design speed	530' SSD with achievable design speed of 55 mph	A.	SB	Lane 3	Sta.	741+16	to	757+72	Des Plaines River	1,700	(0.3)	The design value mitigates the impact to the I-55 structure over the Des Plaines River, environmental impact, and the NB I-55 stopping sight distance while providing a minimum 2' buffer between the general purpose lanes and managed lanes.
			510' SSD with achievable design speed of 55 mph	B.	NB	**Lane 1	Sta.	741+20	to	757+68	Des Plaines River	1,600	(0.3)	The design value mitigates the impact to the I-55 structure over the Des Plaines River, environmental impact, and the NB I-55 stopping sight distance while providing a minimum 2' buffer between the general purpose lanes and managed lanes.
14	Vertical Clearence (BDE Figure 44-5.A)	15'	14'3"	A.	NB & SB		Sta.	649+00			Willow Springs Rd			This vertical clearance is an existing design that will not be influenced by the proposed managed lanes.
			14'7"	B.	NB & SB		Sta.	702+00			La Grange Rd			
			14'3"	C.	NB & SB		Sta.	1196+00			AT&SF RR			
			14'3"	D.	NB & SB		Sta.	1199+00			Grand Truck RR			
			14'0"	E.	NB & SB		Sta.	883+00			IL 171			Structure to be replaced at 15' vertical clearance
			14'1"	F.	NB & SB		Sta.	941+00			Harlem Ave			This vertical clearance is an existing design that will not be influenced by the proposed managed lanes.

I-55 Managed Lane Phase I Study: Design Exception List

Alternative 1: Continuous Access

Level Two Design Exceptions
Alternative 1: Continuous Access

No.	Design Element	BDE/ FHWA Policy	Proposed Design Value or Element (Exception)	Location **Note: Lane 1 is the managed lane *General Purpose Lane							Length ft. (mi.)		Justification
1	Entrance Terminal (BDE Figures 37-6.L & 37-6.N)	(1) 1000' Auxiliary Lane (2) 550' Taper (3) 200' Tangent (4) 400' Tangent	(1) 557' (2) 265' (3) 0' (0' existing) (4) 0' (0' existing)	A.	SB	Sta.	256+07		264+92	Lemont Rd	900	(0.2)	The design value is required to force merge vehicles into the general purpose lanes earlier to prevent late weaving at the auxiliary lane.
	Exit Ramp Terminal (BDE Figures 37-2.C & 37-6.B)	(1) 140' Tangent (2) 100' Structure Separation	(1) 0' (10' existing) (2) 0' (0' existing)	B.	NB	Sta.	625+13	to	629+20	I-294 Tri-State	400	(0.1)	The design values mitigate reconstruction of the Wolf Rd and I-55 interchanges and changes to the auxiliary lane's weave length.
	Entrance Terminal (BDE Figures 37-2.C, 37-6.L & 37-6.N)	(1) 643' Radius (2) 200' Tangent (3) 400' Tangent	(1) 300' (300' existing) (2) 0' (0' existing) (3) 0' (0' existing)	C.	SB	Sta.	634+50	to	635+68	I-294 Tri-State	100	(0.0)	The design values mitigate reconstructions of the I-294 structure and interchange and potential ROW and environmental impact.
	Entrance Terminal (BDE Figures 37-2.C & 37-6.L)	6' Right Shoulder	2.5' - 6'	D.	NB	Sta.	1329+12		1333+81	Damen Ave	500	(0.1)	The design value mitigates the NB stopping sight distance issue located east of Damen Ave, improvements to the Damen Ave interchanges, ROW impact, and environmental impact while improving traffic congestion by including another general purpose lane for the SB direction and providing a minimum 2' buffer between the general purpose lanes and managed lanes.
	Exit Ramp Terminal (BDE Figures 37-2.C & 37-6.C)	(1) 228.97' Tangent (2) 114.64' Tangent (3) 10' Right Shoulder (4) Left Shoulder (5) 12' Lane Width	(1) 150.76' (2) 99.48' (3) 1.6' (4) 1.4' (5) 11'	E	NB	Sta.	1368+10	to	1383+69	Dan Ryan	1,600	(0.3)	The design values mitigate improvement to the I-55 structure over Throop St, additional ROW and environmental impact.

I-55 Managed Lane Phase I Study: Design Exception List

Notes: **No. 1 - 14 were also Level 1 design exceptions that have been approved by the FHWA on June 13, 2016**

Level Two Design Exception
Alternative 1: Continuous Access

No.	Design Element	BDE/ FHWA Policy	Proposed Design Value or Element (Exception)	Location **Note: Lane 1 is the managed lane *General Purpose Lane							Length ft. (mi.)		Justification
1	Lane Width (BDE Figure 44-5.A)	12'	11'	A.	NB	*Lane 1	Sta.	199+35	to	216+05	I-355 to Harlem Ave	1,700	(0.3)	The design value is required to mitigate impacts to multiple I-55 and I-294 structures while minimizing the impact to the environment and providing a minimum 2' buffer between the managed lanes and general purpose lanes.
				B.	NB	**Lane 1	Sta.	219+05	to	574+19		35,500	(6.7)	
				C.	NB	**Lane 1	Sta.	598+87	to	929+43		33,100	(6.3)	
				D.	NB	Lane 2	Sta.	216+05	to	581+54		36,500	(6.9)	
				E.	NB	Lane 2	Sta.	599+57	to	929+92		33,000	(6.3)	
				F.	SB	**Lane 1	Sta.	300+35	to	930+60		63,000	(11.9)	
				G.	SB	Lane 2	Sta.	300+35	to	930+21		63,000	(11.9)	
				H.	SB	Lane 3	Sta.	585+88	to	647+07	Joliet Rd to I-294 Tri-State	6,100	(1.2)	The design value is required to mitigate impacts to the I-55 and I-294 bridges, relocation of noise wall barriers and changes to the I-294 interchanges while minimizing the impact to the environment.
				I.	SB	Lane 4	Sta.	585+84	to	647+19		6,100	(1.2)	
				J.	NB	**Lane 1	Sta.	1321+06	to	1360+84	California Ave to Dan Ryan	4,000	(0.8)	The design value is required to mitigate impacts to the Chicago Transit Authority Railroad, ROW, structure over Bubbly Creek and environmental while providing a minimum 2' buffer between the general purpose lanes and managed lanes.
				K.	NB	Lane 2	Sta.	1321+06	to	1360+58		4,000	(0.8)	
				L.	SB	**Lane 1	Sta.	1246+99	to	1405+67		15,900	(3.0)	
				M.	SB	Lane 2	Sta.	1246+99	to	1405+67		15,900	(3.0)	
3	Lane 1 Buffer Width (BDE Figure 44-3L)	2'	0'	A.	NB		Sta.	607+77	to	645+74	Joliet Rd to I-294 Tri-State	3,800	(0.7)	The design value is required to mitigate impacts to the I-55 and I-294 bridges, relocation of noise wall barriers and changes to the I-294 interchanges while minimizing the impact to the environment.
				B.	SB		Sta.	581+69	to	646+96		6,500	(1.2)	

I-55 Managed Lane Phase I Study: Design Exception List

Notes: **No. 1 - 14 were also Level 1 design exceptions that have been approved by the FHWA on June 13, 2016**

Level Two Design Exception
Alternative 1: Continuous Access

No.	Design Element	BDE/ FHWA Policy	Proposed Design Value or Element (Exception)	Location **Note: Lane 1 is the managed lane *General Purpose Lane							Length ft. (mi.)		Justification
4	Inside (Lane 1/Managed Lane) Left Shoulder Width (BDE Figure 44-5.A)	8'	8' - 6.5'	A1.	NB	Sta.	218+70		219+05		0	(0.0)	The design value is required to mitigate impacts to multiple I-55 and I-294 structures while minimizing the impact to the environment and providing a minimum 2' buffer between the managed lanes and general purpose lanes.
			6.5'	A.	NB	Sta.	219+05	to	586+10	I-355 to Harlem Ave	36,700	(7.0)	
				B.	NB	Sta.	646+49	to	740+14		9,400	(1.8)	
				C.	NB	Sta.	758+74	to	883+49		12,500	(2.4)	
				D.	SB	Sta.	300+35	to	581+70		28,100	(5.3)	
				E.	SB	Sta.	646+72	to	740+14		9,300	(1.8)	
				F.	SB	Sta.	758+74	to	883+49		12,500	(2.4)	
			6.5' - 8'	F1.	SB	Sta.	581+70	to	582+70	Joliet Rd Terminal to Willow Springs Rd	100	0.02	
			2' - 6.5'	G.	NB	Sta.	586+10	to	646+49		6,000	(1.1)	The design value is required to mitigate impacts to the I-55 and I-294 bridges, SB stopping sight distance, relocation of noise wall barriers and changes to the I-294 interchanges while minimizing the impact to the environment.
			8' - 2'	H.	SB	Sta.	586+71	to	646+72		6,000	(1.1)	
			2' - 6.5'	I.	SB	Sta.	740+14	to	758+74	Des Plaines River	1,900	(0.4)	The design value mitigates the impact to the I-55 structure over the Des Plaines River, environmental impact, changes to the C-D roadway at La Grange Rd, and the NB I-55 stopping sight distance.
			2'	J.	NB	Sta.	887+17	to	907+85	Archer Ave	2,100	(0.4)	The design value is required to mitigate the stopping sight distance issue for the SB direction while providing a minimum 2' buffer betweem the general purpose lanes and managed lanes.
			6.5' - 2'	K.	NB	Sta.	883+49	to	887+17		400	(0.1)	The design value is required to mitigate the stopping sight distance issue for the SB direction while providing a minimum 2' buffer betweem the general purpose lanes and managed lanes.
			2' - 8'	L.	NB	Sta.	907+85	to	912+08	Archer Ave to Harlem Ave	400	(0.1)	The design value mitigates impact to the Chicago Sanitary and Ship Canal structure, ICG railroad tunnel structure, environmental impact to the Chicago Sanitary and Ship Canal, major changes to the interchange alignments and stopping
				M.	SB	Sta.	911+15	to	923+73		1,300	(0.2)	
			2' - 8'	N.	NB	Sta.	1296+81	to	1298+98	Damen Ave	200	(0.04)	The design value exception mitigates impacts to the Damen Ave structure, adjacent interchanges, local streets, and ROW while eliminating the SB stopping sight distance issue.
				O.	NB	Sta.	1305+32	to	1308+13		300	(0.06)	The design value exception mitigates impacts to the Damen Ave structure, adjacent interchanges, local streets, and ROW while eliminating the SB stopping sight distance issue.
			2'	P.	NB	Sta.	1298+98	to	1305+32		600	(0.1)	The design value exception mitigates impacts to the Damen Ave structure, adjacent interchanges, local streets, and ROW while eliminating the SB stopping sight distance issue.
			5.5' - 8'	Q.	SB	Sta.	1307+27	to	1308+34		100	(0.02)	The design value mitigates the NB stopping sight distance issue located east of Damen Ave, improvements to the Damen Ave interchanges, ROW impact, and environmental impact while improving traffic congestion by including another general purpose lane for the SB direction and providing a minimum 2' buffer between the general purpose lanes and managed lanes.
			5.5'	R.	SB	Sta.	1308+34	to	1329+01		2,100	(0.4)	The design value mitigates the NB stopping sight distance issue located east of Damen Ave, improvements to the Damen Ave interchanges, ROW impact, and environmental impact while improving traffic congestion by including another general purpose lane for the SB direction and providing a minimum 2' buffer between the general purpose lanes and managed lanes.
			5.5' - 2'	S.	SB	Sta.	1329+01	to	1332+92		400	(0.1)	The design value mitigates the NB stopping sight distance issue located east of Damen Ave, improvements to the Damen Ave interchanges, ROW impact, and environmental impact while improving traffic congestion by including another general purpose lane for the SB direction and providing a minimum 2' buffer between the general purpose lanes and managed lanes.
			2'	T.	SB	Sta.	1332+92	to	1350+09	Damen Ave to Lock St	1,700	(0.3)	The design value mitigates the NB stopping sight distance issue located east of Damen Ave, improvements to the Damen Ave interchanges, ROW impact, and environmental impact while improving traffic congestion by including another general purpose lane for the SB direction and providing a minimum 2' buffer between the general purpose lanes and managed lanes.
			2' - 8'	U.	SB	Sta.	1350+09		1360+98		1,100	(0.2)	The design value mitigates the NB stopping sight distance issue located east of Damen Ave, improvements to the Damen Ave interchanges, ROW impact, and environmental impact while improving traffic congestion by including another general purpose lane for the SB direction and providing a minimum 2' buffer between the general purpose lanes and managed lanes.
			6' - 8'	V.	NB	Sta.	1352+39	to	1361+03	Lock St.	900	(0.2)	The design value is required to transition the SB managed lane shoulder width to a minimum of 8' and the NB lanes 1 & 2 width back to 12' while providing a minimum of 2' buffer between the managed lanes and general purpose lanes.
			4' - 8'	W.	SB	Sta.	1401+57		1405+62	Halsted Ave	400	(0.1)	The design value is required to mitigate the NB stopping sight distance issue while providing a minimum 2' buffer between the general purpose lanes and managed lanes.

I-55 Managed Lane Phase I Study: Design Exception List

Notes: **No. 1 - 14 were also Level 1 design exceptions that have been approved by the FHWA on June 13, 2016**

Level Two Design Exception
Alternative 1: Continuous Access

No.	Design Element	BDE/ FHWA Policy	Proposed Design Value or Element (Exception)	Location **Note: Lane 1 is the managed lane *General Purpose Lane								Length ft. (mi.)		Justification
5	Inside (Lane 1/General Purpose Lane) Left Shoulder Width (BDE Figure 44-5.A))	10'	10' - 6.5'	A1.	SB		Sta.	248+24	to	250+00	I-355 to Lemont Rd	200	(0.0)	The design value is required to mitigate impacts to the I-55 structure over Lemont Rd. and changes to the Lemont Rd interchange alignments.
			6.5'	A.	SB		Sta.	250+00	to	300+35		5,000	(0.9)	
			5' - 9'	B.	NB		Sta.	1409+15	to	1420+00	Dan Ryan	1,100	(0.2)	The design value is required to mitigate improvements to the I-90/94 Dan Ryan structures while eliminating the SB stopping sight distance issue.
6	Outside Right Shoulder Width (BDE Figure 44-5.A)	10'	7' - 10'	A.	SB		Sta.	590+22	to	600+57	Joliet Rd Terminal	1,000	(0.2)	The design value is required to mitigate the SB stopping sight distance issue and improvements to the existing I-55 structure over Joliet Rd terminal while minimizing the environmental impacts.
			3' - 10'	B.	NB		Sta.	630+90	to	648+60	I-294 Tri-State	1,800	(0.3)	The design value is required to mitigate improvements to the I-294 structure and drainage system located on the shoulders.
				C.	SB		Sta.	635+67	to	648+50		1,300	(0.2)	
			7' - 10'	E.	NB		Sta.	1323+19		1324+54	Damen Ave	100	(0.0)	The design value is required to mitigate the NB stopping sight distance issue, improvements to the Damen Ave interchanges, improvements to adjacent local street and ROW impact while providing a minimum 2' buffer between the general purpose lanes and managed lanes.
			4' - 8'	F.	SB		Sta.	1295+55		1324+54	Damen Ave	2,900	(0.5)	The design value mitigates the NB stopping sight distance issue located east of Damen Ave, improvements to the Damen Ave interchanges and ROW impact while improving traffic congestion by including another general purpose lane for the SB direction and providing a minimum 2' buffer between the general purpose lanes and managed lanes.
			3' - 10'	G.	NB		Sta.	1400+23		1402+49	Halsted Ave	200	(0.0)	The design value is required to mitigate the NB stopping sight distance issue.
			8' - 10'	H.	SB		Sta.	1407+69	to	1411+10	Dan Ryan	300	(0.1)	The design value is required to mitigate improvements to the I-90/94 Dan Ryan structures while eliminating the SB stopping sight distance issue.
7	Auxiliary Lane Width (BDE Figures 37-2.C & 44-5.A)	12'	11'	A.	NB		Sta.	608+68	to	624+41	I-294 Tri-State	1,600	(0.3)	The design value exception mitigates improvement to the I-55 structure over Flag Creek, improvement to the outside shoulder drainage system, relocation of existing noise wall barriers, major changes to the radii of the loop interchange connecting SB I-294 and NB I-55 and environmental impact.
				B.	SB		Sta.	616+52	to	633+81	I-294 Tri-State	1,700	(0.3)	The design value exception mitigates improvement to the I-55 structure over Wolf Rd and Flag creek, improvement to I-294 structure over I-55, improvement to the drainage system located in the outside shoulder, major changes to the loop interchange and environmental impact to Flag Creek.
				C.	NB		Sta.	905+04	to	925+00	Chicago Sanitary and Ship Canal	2,000	(0.4)	The design value exception mitigates improvement to the I-55 structure over Chicago Sanitary and Ship Canal, the ICG tunnel, major changes to the connecting interchanges and environmental impact to the canal.
	Auxiliary Lane Shoulder Width (BDE Figures 37-2.C & 44-5.A)	10'	7' - 8'	D.	NB		Sta.	608+68	to	624+41	I-294 Tri-State	1,600	(0.3)	The design value exception mitigates improvement to the I-55 structure over Wolf Rd and Flag Creek, improvement to the outside shoulder drainage system, relocation of existing noise wall barriers, major changes to the radii of the loop interchange connecting SB I-294 and NB I-55 and environmental impact.
			2' - 7'	E.	SB		Sta.	616+52	to	633+81	I-294 Tri-State	1,700	(0.3)	The design value exception mitigates improvement to the I-55 structure over Wolf Rd and Flag creek, improvement to I-294 structure over I-55, improvement to the drainage system located in the outside shoulder, major changes to the loop interchange and environmental impact to Flag Creek.
			6' - 8'	F.	NB		Sta.	904+72	to	925+00	Chicago Sanitary and Ship Canal	2,000	(0.4)	The design value exception mitigates improvement to the I-55 structure over Chicago Sanitary and Ship Canal, the ICG tunnel, major changes to the connecting interchanges and environmental impact to the canal.
				G.	SB		Sta.	905+48	to	929+00		2,400	(0.5)	
			2' - 10'	H.	NB		Sta.	1333+81	to	1357+85	Damen Ave to Lock St	2,400	(0.5)	The design value mitigates improvements to the I-55 structure over the GM and CTA Railroad, Ashland Ave and Bubbly Creek and the stopping sight distance issue at the NB Damen Ave curve while providing a minimum 2' buffer between the managed
			8' - 10'	I.	SB		Sta.	1329+98	to	1355+76		2,600	(0.5)	
8	Stopping Sight Distance (BDE Figure 32-4.A)	570' SSD for 60 mph design speed	530' SSD with achievable design speed of 55 mph	A.	SB	Lane 3	Sta.	741+16	to	757+72	Des Plaines River	1,700	(0.3)	The design value mitigates the impact to the I-55 structure over the Des Plaines River, environmental impact, and the NB I-55 stopping sight distance while providing a minimum 2' buffer between the general purpose lanes and managed lanes.
			510' SSD with achievable design speed of 55 mph	B.	NB	**Lane 1	Sta.	741+20	to	757+68	Des Plaines River	1,600	(0.3)	The design value mitigates the impact to the I-55 structure over the Des Plaines River, environmental impact, and the NB I-55 stopping sight distance while providing a minimum 2' buffer between the general purpose lanes and managed lanes.
12	Clear Roadway Bridge Width (BDE Figures 37-4.G & 39-5.F)	30'	28'	A.	NB	**Lane 1	Sta.	590+67	to	593+59	Joliet Rd	300	(0.1)	The design value minimizes the environmental impact at Joliet Rd.
14	Vertical Clearence (BDE Figure 44-5.A)	15'	14'3"	A.	NB & SB		Sta.	649+00			Willow Springs Rd			This vertical clearance is an existing design that will not be influenced by the proposed managed lanes.
			14'7"	B.	NB & SB		Sta.	702+00			La Grange Rd			
			14'3"	C.	NB & SB		Sta.	1196+00			AT&SF RR			
			14'3"	D.	NB & SB		Sta.	1199+00			Grand Truck RR			
			14'0"	E.	NB & SB		Sta.	883+00			IL 171			Structure to be replaced at 15' vertical clearance
			14'1"	F.	NB & SB		Sta.	941+00			Harlem Ave			This vertical clearance is an existing design that will not be influenced by the proposed managed lanes.

I-55 Managed Lane Phase I Study: Design Exception List

Notes: **No. 1 - 14 were also Level 1 design exceptions that have been approved by the FHWA on June 13, 2016**

Level Two Design Exception
Alternative 1: Continuous Access

No.	Design Element	BDE/ FHWA Policy	Proposed Design Value or Element (Exception)	Location **Note: Lane 1 is the managed lane *General Purpose Lane							Length ft. (mi.)		Justification
15	Entrance Terminal (BDE Figures 37-6.L & 37-6.N)	(1) 1000' Auxiliary Lane (2) 550' Taper (3) 200' Tangent (4) 400' Tangent	(1) 557' (2) 265' (3) 0' (0' existing) (4) 0' (0' existing)	A.	SB	Sta.	256+07		264+92	Lemont Rd	900	(0.2)	The design value is required to force merge vehicles into the general purpose lanes earlier to prevent late weaving at the auxiliary lane.
	Exit Ramp Terminal (BDE Figures 37-2.C & 37-6.B)	(1) 140' Tangent (2) 100' Structure Separation (3) 550' Recovery Area	(1) 0' (10' existing) (2) 0' (0' existing) (3) 340' (375' existing)	B.	NB	Sta.	625+13	to	629+20	I-294 Tri-State	400	(0.1)	The design values mitigate reconstruction of the Wolf Rd and I-55 interchanges and changes to the auxiliary lane's weave length.
	Entrance Terminal (BDE Figures 37-2.C, 37-6.L & 37-6.N)	(1) 643' Radius (2) 200' Tangent (3) 400' Tangent (4) 45 mph design speed	(1) 300' (300' existing) (2) 0' (0' existing) (3) 0' (0' existing) (4) 30 mph design speed (20 mph posted speed)	C.	SB	Sta.	634+50	to	635+68	I-294 Tri-State	100	(0.0)	The design values mitigate reconstructions of the I-294 structure and interchange and potential ROW and environmental impact.
	Entrance Terminal (BDE Figures 37-2.C & 37-6.L)	(1) 200' Tangent (2) 400' Tangent	(1) 0' (0' existing) (2) 0' (0' existing)	D.	NB	Sta.	899+70	to	905+93	Archer Ave	600	(0.1)	The design value mitigates the widening of I-55 near the Chicago Ship Canal and matches with the existing geometry for the entrance ramp from Archer Ave.
	Exit Ramp Terminal (BDE Figures 37-2.C & 37-6.B)	314.82' Tangent	0' (0' existing)	E.	SB	Sta.	902+80	to	905+48	Archer Ave	300	(0.1)	The design value is required to mitigate reconfiguration of the Archer Ave interchange in order to relocate the terminals to a tangent section of the mainline.
	Exit Ramp Terminal (BDE Figures 37-6.B)	1500' Auxiliary Lane	400' (400' existing)	F.	NB	Sta.	1226+65	to	1230+59	Kedzie Ave	400	(0.1)	The design value is an existing substandard value.
	Exit Ramp Terminal (BDE Figures 37-2.C & 37-6.B)	(1) 314.82' Tangent (2) 4° Deflection	(1) 283' (2) 4° 24' 0"	G.	SB	Sta.	1252+82	to	1255+66	California Ave	300	(0.1)	The design value is required to match the proposed drop off lane to the existing exit terminal.
	Entrance Terminal (BDE Figure 37-6.K)	(1) 950' Taper (2) 100' Stub Seperation	(1) 808' (2) 76'	H.	SB	Sta.	1283+15	to	1292+21	Damen Ave	900	(0.2)	The design value mitigates widening of the structure to provide a 6' outside shoulder for the exit terminal.
	Entrance Terminal (BDE Figures 37-2.C & 37-6.L)	(1) 6' Right Shoulder (2) 16' Ramp w/Taper	(1) 2.5' - 6' (2) 12'	I.	NB	Sta.	1329+12		1333+81	Damen Ave	500	(0.1)	The design value mitigates the NB stopping sight distance issue located east of Damen Ave, improvements to the Damen Ave interchanges, ROW impact, and environmental impact while improving traffic congestion by including another general purpose lane for the SB direction and providing a minimum 2' buffer between the general purpose lanes and managed lanes.
	Exit Ramp Terminal (BDE Figures 37-2.C & 37-6.C)	(1) 228.97' Tangent (2) 114.64' Tangent (3) 10' Right Shoulder (4) Left Shoulder (5) 12' Lane Width	(1) 150.76' (2) 99.48' (3) 1.6' (4) 1.4' (5) 11'	J	NB	Sta.	1368+10	to	1383+69	Dan Ryan	1,600	(0.3)	The design values mitigate improvement to the I-55 structure over Throop St, additional ROW and environmental impact.
16	Level of Service (BDE Figure 44-5.A)	LOS C (General Purpose Lanes)	LOS E - F (General Purpose Lanes)	A.	NB & SB	Sta.	195+00	to	1420+00	I-355 to I-90/94	122500	(23.2)	Due to the space restraint of I-55, a lane addition to both direction will not increase the level of service to C within the corridor.
17	Superelevation development at reverse curves (BDE Figures 32-3.E, 32-3.G & 32-3.I & BDE Eq. 32-3.4)	172	0' (0' existing)	A.	NB & SB	Sta.	1109+27	to	1109+27	Cicero Ave	0	0	This design value is an existing design element that will not be influenced by the proposed managed lanes.
		172	0' (0' existing)	B.	NB & SB	Sta.	1118+98	to	1118+98	Cicero Ave	0	0	
18	Superelevation Transition on Bridges (BDE 32-3.E)	Avoid superelevation transition on bridges and bridge approaches	Located on bridges and/or bridge approaches (Existing)	A.	NB & SB	Sta.	908+13	to	915+18	Chicago Sanitary and Ship Canal	710	(0.13)	This design value is an existing design element that will not be influenced by the proposed managed lanes.
				B.	NB & SB	Sta.	1127+32	to	1128+97	Chicago Belt RR	170	(0.03)	
				C.	NB & SB	Sta.	1319+62	to	1348+25	GM&O RR and Ashland	2,860	(0.54)	
				D.	NB & SB	Sta.	1386+16	to	1394+50	Senour Ave	830	(0.16)	

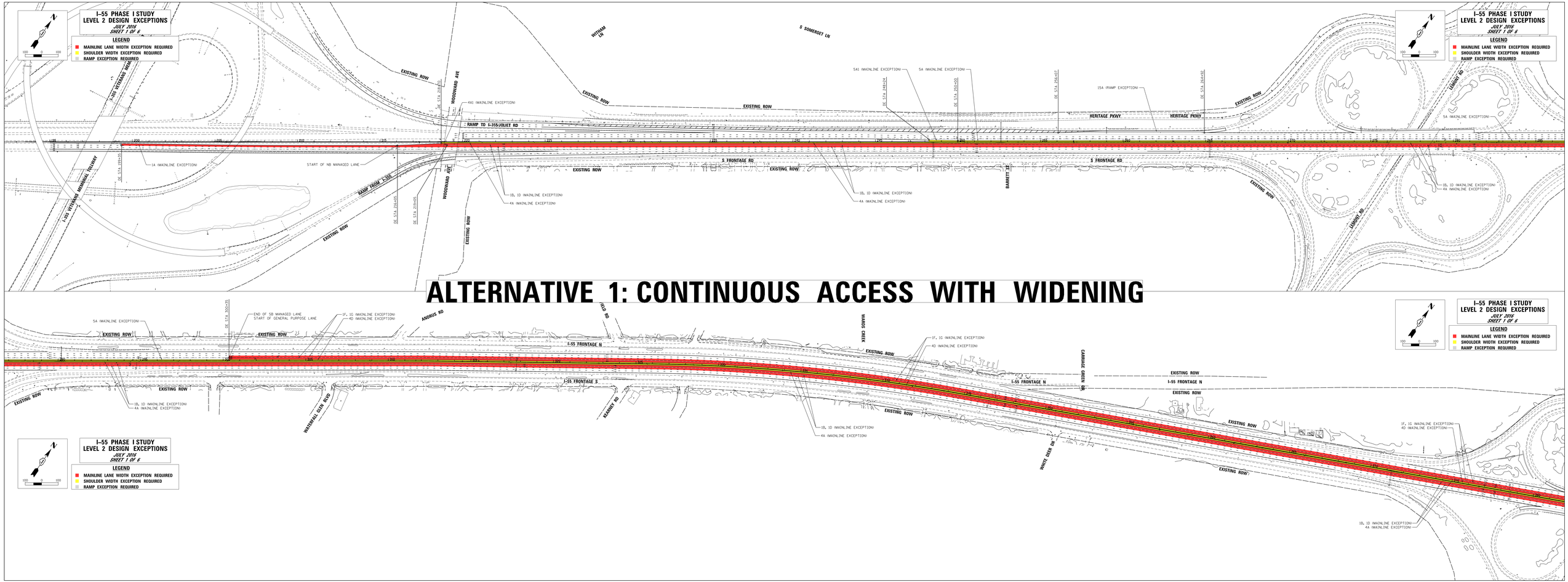
I-55 Managed Lane Phase I Study: Design Exception List

Alternative 2: Controlled Access

* Note: Highlighted cell(s) is current/existing design exception(s) that was not influenced by the proposed geometric layout

Level One Design Exceptions
Alternative 2: Controlled Access

No.	Design Element	BDE/ FHWA Policy	Proposed Design Value or Element (Exception)	Location ** Note: Lane 1 is the managed lane *General Purpose Lane							Length ft. (mi.)		Justification
1	Lane Width (BDE Figure 44-5.A)	12'	11'	A.	NB	*Lane 1	Sta.	199+35	to	216+05	I-355 to Harlem Ave	1,700	(0.3)	The design value is required to mitigate impacts to multiple I-55 and I-294 structures while minimizing the impact to the environment and providing a minimum 2' buffer between the managed lanes and general purpose lanes.
				B.	NB	**Lane 1	Sta.	219+05	to	573+69		35,500	(6.7)	
				C.	NB	Lane 2	Sta.	216+05	to	581+53		36,500	(6.9)	
				D.	NB	**Lane 1	Sta.	598+87	to	929+43		33,100	(6.3)	
				E.	NB	Lane 2	Sta.	599+56	to	929+92		33,000	(6.3)	
				F.	SB	**Lane 1	Sta.	300+35	to	930+60		63,000	(11.9)	
				G.	SB	Lane 2	Sta.	300+35	to	930+21		63,000	(11.9)	
			11'	H.	SB	Lane 3	Sta.	585+88	to	647+07	Joliet Rd to I-294 Tri-State	6,100	(1.2)	The design value is required to mitigate impacts to the I-55 and I-294 bridges, relocation of noise wall barriers and changes to the I-294 interchanges while minimizing the impact to the environment.
				I.	SB	Lane 4	Sta.	585+84	to	647+19		6,100	(1.2)	
				J.	NB	**Lane 1	Sta.	1321+05	to	1360+84	California Ave to Dan Ryan	4,000	(0.8)	The design value is required to mitigate impacts to the Chicago Transit Authority Railroad, ROW, structure over Bubbly Creek and environmental while providing a minimum 2' buffer between the general purpose lanes and managed lanes.
				K.	NB	Lane 2	Sta.	1321+05	to	1360+58		4,000	(0.8)	
				L.	SB	**Lane 1	Sta.	1246+99	to	1405+66		15,900	(3.0)	
				M.	SB	Lane 2	Sta.	1246+99	to	1407+30		16,000	(3.0)	
2	Lane 1 Weave Lane Width (BDE Figure 44-5.A)	12'	11'	A.	NB		Sta.	353+62	to	363+62	Lemont Rd to Archer Ave	1,000	(0.2)	The design value helps avoid placement of the ingress/egress locations at curves and bridge structures. This also helps provide greater spacing between other ingress/egress locations throughout the corridor.
				B.	NB		Sta.	414+17	to	422+17		800	(0.2)	
				C.	NB		Sta.	539+50	to	549+50		1,000	(0.2)	
				D.	NB		Sta.	809+91	to	829+97		2,000	(0.4)	
				E.	SB		Sta.	425+21	to	435+21		1,000	(0.2)	
				F.	SB		Sta.	510+20	to	530+15		2,000	(0.4)	
				G.	SB		Sta.	779+23	to	799+23		2,000	(0.4)	
3	Lane 1 Buffer Width (BDE Figure 44-3L)	2'	0'	A.	NB		Sta.	607+77	to	645+74	Joliet Rd to I-294 Tri-State	3,800	(0.7)	The design value mitigates improvements to the I-55 and I-294 structures, relocation of noise wall barriers and changes to the I-294 interchanges while minimizing the impact to the environment.
				B.	SB		Sta.	581+69	to	646+96		6,500	(1.2)	


I-55 PHASE I STUDY
LEVEL 2 DESIGN EXCEPTIONS
JULY 2016
SHEET 1 OF 6
LEGEND
MAINLINE LANE WIDTH EXCEPTION REQUIRED
SHOULDER WIDTH EXCEPTION REQUIRED
RAMP EXCEPTION REQUIRED
ALTERNATIVE 1: CONTINUOUS ACCESS WITH WIDENING
I-55 VETERANS MEMORIAL TOLLWAY
I-355 VETERANS MEMORIAL TOLLWAY
RAMP FROM I-355
RAMP TO I-355/JOLIET RD
START OF NB MANAGED LANE
END OF SB MANAGED LANE
START OF GENERAL PURPOSE LANE
WOODWARD AVE
WITTEMM LN
S SOMERSET LN
S FRONTAGE RD
I-55 FRONTAGE N
I-55 FRONTAGE S
HERITAGE PKWY
BARNETT ST
LEMONT RD
ANGRUS RD
FIELD RD
WARDS CREEK
CARRIAGE GREEN DR
WATERFALL GLEN BLVD
REARDEN RD
WHITE DEER DR
EXISTING ROW
1A (MAINLINE EXCEPTION)
1B, 1D (MAINLINE EXCEPTION)
4A (MAINLINE EXCEPTION)
4A1 (MAINLINE EXCEPTION)
5A (MAINLINE EXCEPTION)
5A1 (MAINLINE EXCEPTION)
1F, 1G (MAINLINE EXCEPTION)
4D (MAINLINE EXCEPTION)
1SA (RAMP EXCEPTION)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MAINLINE LANE WIDTH EXCEPTION REQUIRED
SHOULDER WIDTH EXCEPTION REQUIRED
RAMP EXCEPTION REQUIRED
I–55 FRONTAGE N
I–55 FRONTAGE S
EXISTING ROW
CASS AVE
WOODLAND DR
PORTSMOUTH DR
TENNESSEE AVE
CLARENDON HILLS RD
SUNSET RD
LAKE DR
ROUTE 83
1F, 1G (MAINLINE EXCEPTION)
4D (MAINLINE EXCEPTION)
1B, 1D (MAINLINE EXCEPTION)
4A (MAINLINE EXCEPTION)
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JULY 2016
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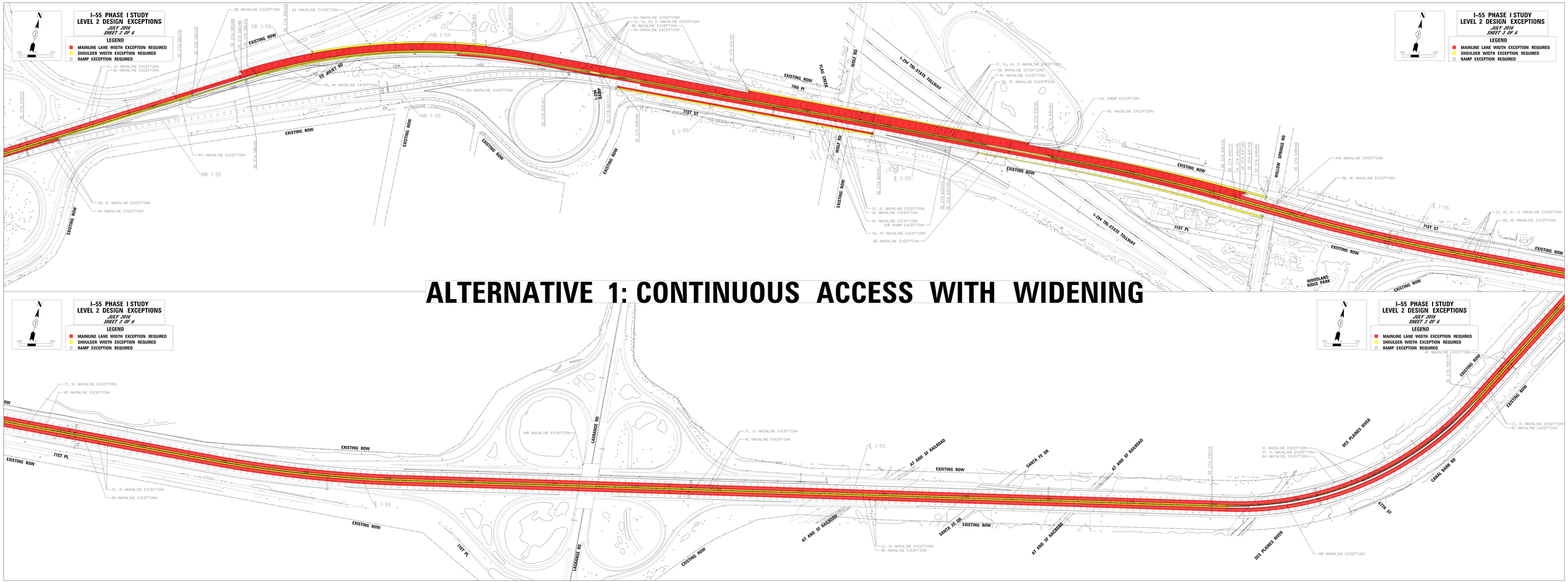
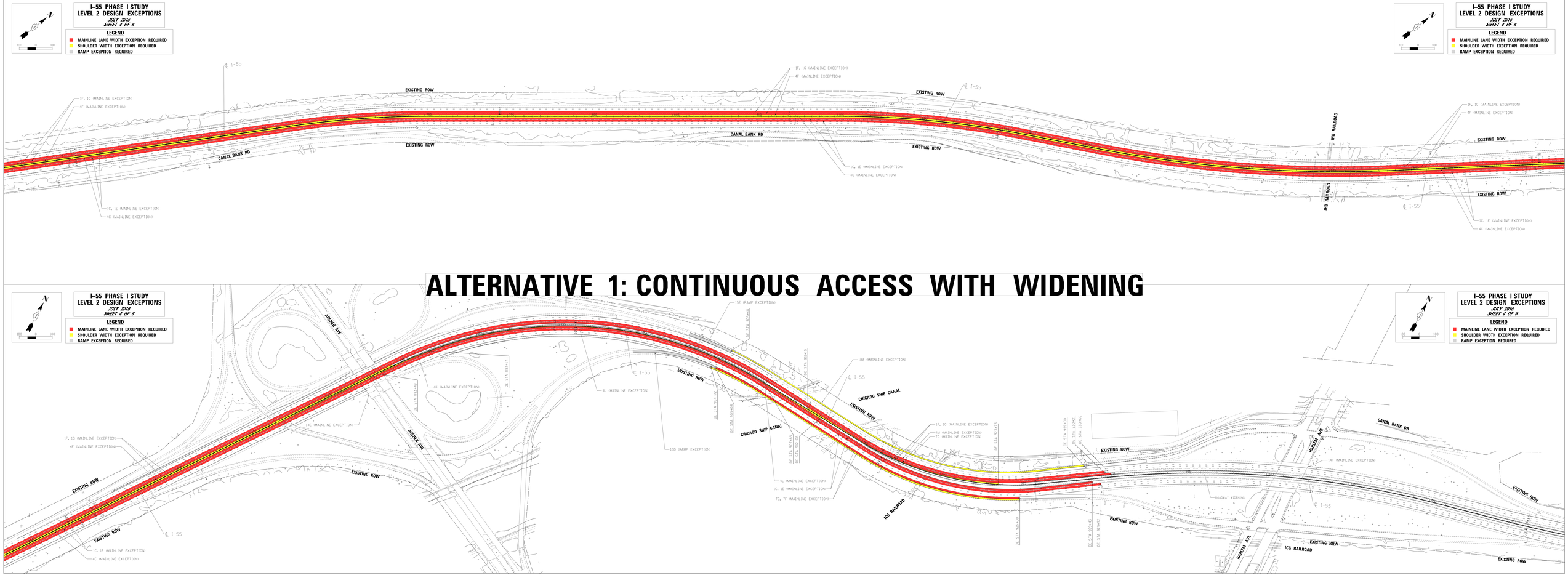
LEGEND
MAINLINE LANE WIDTH EXCEPTION REQUIRED
SHOULDER WIDTH EXCEPTION REQUIRED
RAMP EXCEPTION REQUIRED
ROUTE 83
ALTERNATIVE 1: CONTINUOUS ACCESS WITH WIDENING
I–55 PHASE I STUDY
LEVEL 2 DESIGN EXCEPTIONS
JULY 2016
SHEET 2 OF 6
LEGEND
MAINLINE LANE WIDTH EXCEPTION REQUIRED
SHOULDER WIDTH EXCEPTION REQUIRED
RAMP EXCEPTION REQUIRED
JOLIET RD
MADISON ST
BRUSH HILL RD
SAIA MOTOR FREIGHT LINE
N FRONTAGE RD
S FRONTAGE RD
S GRANT ST
GERHARDS AVE
PARK AVE
HAMILTON AVE
79th St
DUPAGE CO
COOK CO
COUNTY LINE RD
I–55 PHASE I STUDY
LEVEL 2 DESIGN EXCEPTIONS
JULY 2016
SHEET 3 OF 6
LEGEND
MAINLINE LANE WIDTH EXCEPTION REQUIRED
SHOULDER WIDTH EXCEPTION REQUIRED
RAMP EXCEPTION REQUIRED

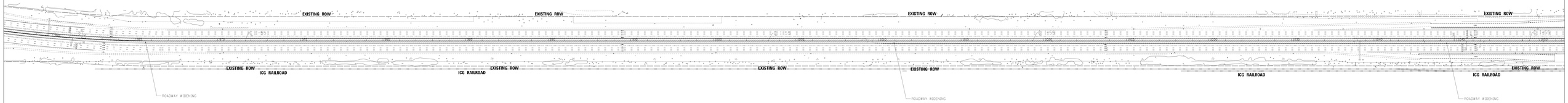

I–55 PHASE I STUDY
LEVEL 2 DESIGN EXCEPTIONS
JULY 2016
SHEET 3 OF 6
LEGEND
MAINLINE LANE WIDTH EXCEPTION REQUIRED
SHOULDER WIDTH EXCEPTION REQUIRED
RAMP EXCEPTION REQUIRED
ALTERNATIVE 1: CONTINUOUS ACCESS WITH WIDENING
EXISTING ROW
TO JOLIET RD
SB I-55
NB I-55
I-55
71ST ST
71ST PL
70th Pl
I-294 TRI-STATE TOLLWAY
FLAG CREEK
WOLF RD
WILLOW SPRINGS RD
WOODLAND RIDGE PARK
LADBRANGE RD
AT AND SF RAILROAD
SANTA FE DR
DES PLAINES RIVER
CANAL BANK RD
67TH ST

ALTERNATIVE 1: CONTINUOUS ACCESS WITH WIDENING



I–55 PHASE I STUDY
LEVEL 2 DESIGN EXCEPTIONS
JULY 2016
SHEET 5 OF 6

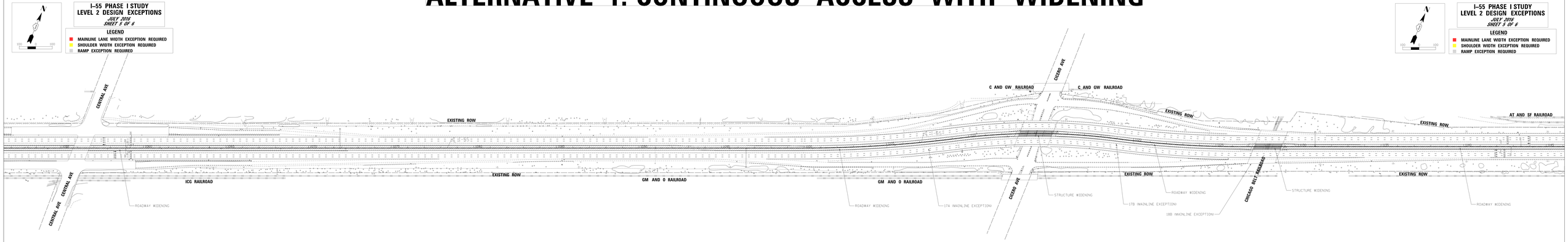
LEGEND
- MAINLINE LANE WIDTH EXCEPTION REQUIRED
- SHOULDER WIDTH EXCEPTION REQUIRED
- RAMP EXCEPTION REQUIRED



ALTERNATIVE 1: CONTINUOUS ACCESS WITH WIDENING

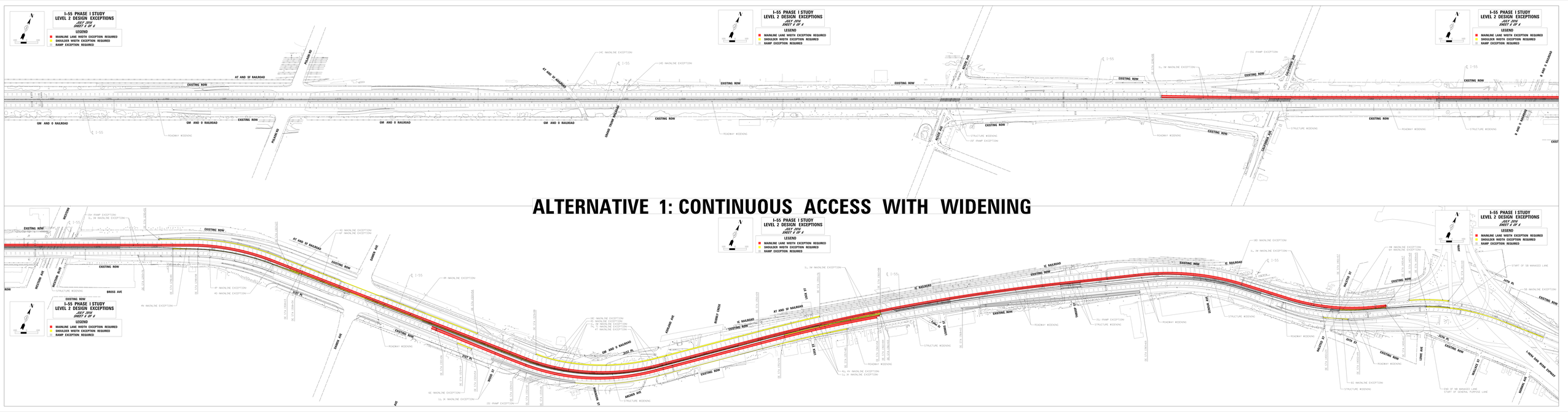
I–55 PHASE I STUDY
LEVEL 2 DESIGN EXCEPTIONS
JULY 2016
SHEET 5 OF 6

LEGEND
- MAINLINE LANE WIDTH EXCEPTION REQUIRED
- SHOULDER WIDTH EXCEPTION REQUIRED
- RAMP EXCEPTION REQUIRED



I–55 PHASE I STUDY
LEVEL 2 DESIGN EXCEPTIONS
JULY 2016
SHEET 5 OF 6

LEGEND
- MAINLINE LANE WIDTH EXCEPTION REQUIRED
- SHOULDER WIDTH EXCEPTION REQUIRED
- RAMP EXCEPTION REQUIRED


I-55 PHASE I STUDY
LEVEL 2 DESIGN EXCEPTIONS
JULY 2016
SHEET 1 OF 4
LEGEND
MAINLINE LANE WIDTH EXCEPTION REQUIRED
SHOULDER WIDTH EXCEPTION REQUIRED
RAMP EXCEPTION REQUIRED
I-55 PHASE I STUDY
LEVEL 2 DESIGN EXCEPTIONS
JULY 2016
SHEET 2 OF 4
LEGEND
MAINLINE LANE WIDTH EXCEPTION REQUIRED
SHOULDER WIDTH EXCEPTION REQUIRED
RAMP EXCEPTION REQUIRED
I-55 PHASE I STUDY
LEVEL 2 DESIGN EXCEPTIONS
JULY 2016
SHEET 3 OF 4
LEGEND
MAINLINE LANE WIDTH EXCEPTION REQUIRED
SHOULDER WIDTH EXCEPTION REQUIRED
RAMP EXCEPTION REQUIRED
I-55 PHASE I STUDY
LEVEL 2 DESIGN EXCEPTIONS
JULY 2016
SHEET 4 OF 4
LEGEND
MAINLINE LANE WIDTH EXCEPTION REQUIRED
SHOULDER WIDTH EXCEPTION REQUIRED
RAMP EXCEPTION REQUIRED
ALTERNATIVE 1: CONTINUOUS ACCESS WITH WIDENING
AT AND SF RAILROAD
GM AND O RAILROAD
IC RAILROAD
EXISTING ROW
ROADWAY WIDENING
STRUCTURE WIDENING
PULLMAN RD
BROSS AVE
HAMPTON AVE
DANIEL AVE
ARCHER AVE
LOCK ST
JUSTIN PL
JUSTIN ST
LONG AVE
CALIFORNIA AVE
PERSHING AVE
KOSTNER AVE
ADAMS AVE
KANSAS AVE
SIDNEY ST
LAS VEGAS ST
MALTESE ST
ROSELAND ST
SUMMERDALE AVE
LOUISIANA AVE
LOUISIANA GAS RELIEF EXPRESS
I-55
START OF SB MANAGED LANE
END OF NB MANAGED LANE
START OF GENERAL PURPOSE LANE

I-55 Managed Lane Phase I Study: Design Exception List

Level One Design Exceptions
Alternative 2: Controlled Access

No.	Design Element	BDE/ FHWA Policy	Proposed Design Value or Element (Exception)	Location ** Note: Lane 1 is the managed lane *General Purpose Lane						Length ft. (mi.)		Justification
4	Inside (Lane 1/Managed Lane) Left Shoulder Width (BDE Figure 44-5.A)	8'	8' - 4.5'	A1	NB	Sta.	218+35	to	219+05	I-355 to Joliet Rd	100	(0.0)	The design value mitigates impacts to multiple structures along I-55, frontage road and interchange terminals and minimizing ditch impact while providing a minimum of 4' buffer between the managed lanes and general purpose lanes and weave lanes at access points.
			4.5'	A.	NB	Sta.	219+05	to	347+91		12,900	(2.4)	
				B.	NB	Sta.	380+82	to	410+22		2,900	(0.5)	
				C.	NB	Sta.	437+62	to	493+00		5,500	(1.0)	
				D.	NB	Sta.	566+70	to	586+04		1,900	(0.4)	
				E.	SB	Sta.	302+00	to	347+91		4,600	(0.9)	
				E1.	SB	Sta.	380+82	to	409+76		2,900	(0.5)	
				F.	SB	Sta.	439+16	to	493+00		5,400	(1.0)	
				G.	SB	Sta.	566+70	to	576+80		1,000	(0.2)	
			6.5' - 4.5'	G1.	SB	Sta.	300+35	to	302+00		200	(0.0)	
			4.5' - 2' or 2' - 4.5' Transitions	H.	NB & SB	Sta.	347+91	to	351+41		400	(0.1)	
				I.	NB	Sta.	410+22	to	411+97		200	(0.0)	
				J.	NB	Sta.	493+00	to	496+50		400	(0.1)	
				K.	SB	Sta.	409+76	to	411+51		200	(0.0)	
				L.	SB	Sta.	493+00	to	496+50		400	(0.1)	
				M.	NB & SB	Sta.	377+32	to	380+82		400	(0.1)	
				N.	NB	Sta.	435+87	to	437+62		200	(0.0)	
				O.	NB	Sta.	563+20	to	566+70		400	(0.1)	
				P.	SB	Sta.	437+41	to	439+16		200	(0.0)	
				Q.	SB	Sta.	563+20	to	566+70		400	(0.1)	
			2'	R.	NB & SB	Sta.	351+41	to	377+32		2,600	(0.5)	
				S.	NB	Sta.	411+97	to	435+87		2,400	(0.5)	
				T.	NB	Sta.	496+50	to	563+20		6,700	(1.3)	
				U.	SB	Sta.	411+51	to	437+41		2,600	(0.5)	
				V.	SB	Sta.	496+50	to	563+20		6,700	(1.3)	
			4.5' - 8'	V1	SB	Sta.	576+80	to	579+23	Joliet Rd to I-294 Tri-State	200	0.04	
			6.5' - 2'	W.	NB	Sta.	586+04	to	645+96		6,000	(1.1)	The design value is required to mitigate impacts to the I-55 and I-294 bridges, SB stopping sight distance, relocation of noise wall barriers and changes to the I-294 interchanges while minimizing the impact to the environment.
				X.	SB	Sta.	586+67	to	646+73		6,000	(1.1)	
			6.5'	Y.	NB	Sta.	646+49	to	740+14	I-294 Tri-State to Harlem Ave	9,400	(1.8)	The design value is required to mitigate impacts to multiple structures along I-55, environment, retaining walls, C-D roadways, interchange terminals, railroad operation and stopping sight distance at Archer Ave and Harlem Ave while providing a minimum of 2' buffer between the managed lanes and general purpose lanes and weave lanes at access points.
				Z.	NB	Sta.	849+96	to	883+48		3,400	(0.6)	
				AA.	SB	Sta.	646+72	to	740+14		9,300	(1.8)	
				AB.	SB	Sta.	849+96	to	883+48		3,400	(0.6)	
			6.5' - 8'	AC.	NB	Sta.	740+14	to	741+05		100	(0.0)	
				AD.	SB	Sta.	883+48	to	884+59		100	(0.0)	
			8' - 2'	AE.	NB	Sta.	757+79	to	765+54		800	(0.2)	
				AF.	SB	Sta.	911+14	to	915+01		400	(0.1)	
			2'	AG.	NB	Sta.	765+54	to	843+66		7,800	(1.5)	
				AH.	NB	Sta.	887+16	to	907+84		2,100	(0.4)	
				AI.	SB	Sta.	915+01	to	917+52		300	(0.1)	
				AJ.	SB	Sta.	765+54	to	843+66		7,800	(1.5)	
			2' - 6.5' or 6.5' - 2' Transitions	AK.	NB	Sta.	843+66	to	849+96		600	(0.1)	
				AL.	SB	Sta.	843+66	to	849+96		600	(0.1)	
				AM.	NB	Sta.	883+48	to	887+16		400	(0.1)	
				AN.	SB	Sta.	740+14	to	742+86		300	(0.1)	
			2' - 8'	AO.	NB	Sta.	907+84	to	912+13		400	(0.1)	
				AP.	SB	Sta.	917+52	to	923+71		600	(0.1)	

I-55 Managed Lane Phase I Study: Design Exception List

Level One Design Exceptions
Alternative 2: Controlled Access

No.	Design Element	BDE/ FHWA Policy	Proposed Design Value or Element (Exception)	Location ** Note: Lane 1 is the managed lane *General Purpose Lane							Length ft. (mi.)		Justification
4	Inside (Lane 1/Managed Lane) Left Shoulder Width (BDE Figure 44-5.A)	8'	2' - 8'	AT.	NB	Sta.	1296+81	to	1298+98	Harlem Ave to Damen Ave	200	(0.0)	The design value exception mitigates impacts to the Damen Ave structure, adjacent interchanges, local streets, and ROW while eliminating the SB stopping sight distance issue.
				AU.	NB	Sta.	1305+35	to	1308+12		300	(0.1)	
			4.5'	AW.	SB	Sta.	970+98	to	1008+21		3,700	(0.7)	The design value is required due to managed lane shift at ingress/egress location in the 60' median section. This shift allows for the addition of weave lanes between the managed lanes and general purpose lanes.
				AX.	NB	Sta.	989+73	to	1031+53		4,200	(0.8)	
				AY.	SB	Sta.	1065+08	to	1091+87		2,700	(0.5)	
				AZ.	NB	Sta.	1171+35	to	1208+17		3,700	(0.7)	
				BA.	SB	Sta.	1212+47	to	1249+47		3,700	(0.7)	
				BB.	NB	Sta.	1262+93	to	1289+73		2,700	(0.5)	
			4.5' - 8' or 8' - 4.5' Transitions	BC.	SB	Sta.	968+81	to	970+78		200	(0.0)	
				BD.	SB	Sta.	1008+21	to	1010+66		200	(0.0)	
				BE.	NB	Sta.	987+28	to	989+73		200	(0.0)	
				BF.	NB	Sta.	1031+53	to	1033+92		200	(0.0)	
				BG.	SB	Sta.	1062+92	to	1065+08		200	(0.0)	
				BH.	SB	Sta.	1091+87	to	1094+08		200	(0.0)	
				BI.	NB	Sta.	1168+92	to	1171+35		200	(0.0)	
				BJ.	NB	Sta.	1208+17	to	1210+62		200	(0.0)	
				BK.	SB	Sta.	1210+03	to	1212+47		200	(0.0)	
				BL.	SB	Sta.	1249+47	to	1251+65		200	(0.0)	
				BM.	NB	Sta.	1260+46	to	1262+93		200	(0.0)	
				BN.	NB	Sta.	1289+73	to	1292+16		200	(0.0)	
			2'	BO.	NB	Sta.	1298+98	to	1305+35	Damen Ave	600	(0.1)	The design value mitigates the NB stopping sight distance issue located east of Damen Ave, improvements to the Damen Ave interchanges, ROW impact, and environmental impact while improving traffic congestion by including another general purpose lane for the SB direction and providing a minimum 2' buffer between the general purpose lanes and managed lanes.
			5.5' - 8'	BP.	SB	Sta.	1307+37	to	1308+34	Damen Ave	100	(0.0)	
			5.5'	BQ.	SB	Sta.	1308+34	to	1329+01	Damen Ave	2,100	(0.4)	
			5.5' - 2'	BR.	SB	Sta.	1329+01	to	1332+92	Damen Ave	400	(0.1)	
			2'	BS.	SB	Sta.	1332+92	to	1350+08	Damen Ave to Lock St	1,700	(0.3)	The design value is required to mitigate impacts to the GM and CTA Railroad, ROW, structure over Bubbly Creek, environmental and stopping sight distance while providing a minimum 2' buffer between the general purpose lanes and managed lanes.
			2' - 8'	BT.	SB	Sta.	1350+08	to	1360+97	Dan Ryan	1,100	(0.2)	
			6' - 8'	BU.	NB	Sta.	1352+39	to	1361+03	Lock St.	900	(0.2)	
			4' - 8'	BV.	SB	Sta.	1401+57	to	1405+62	Dan Ryan	400	(0.1)	The design value is required to mitigate the NB stopping sight distance issue while providing a minimum 2' buffer between the general purpose lanes and managed lanes.
5	Inside (Lane 1/General Purpose Lane) Left Shoulder Width (BDE Figure 44-5.A)	10'	10' - 6.5'	A1	SB	Sta.	248+24	to	250+00	I-355 to Lemont Rd	200	(0.0)	The design value is required to mitigate impacts to the I-55 structure over Lemont Rd. and changes to the Lemont Rd interchange alignments.
			6.5'	A.	SB	Sta.	250+00	to	300+35		5,000	(0.9)	
			5' - 9'	B.	NB	Sta.	1409+15	to	1420+00	Dan Ryan	1,100	(0.2)	The design value is required to mitigate improvements to the I-90/94 Dan Ryan structures while eliminating the SB stopping sight distance issue.

I-55 Managed Lane Phase I Study: Design Exception List

Level One Design Exceptions
Alternative 2: Controlled Access

No.	Design Element	BDE/ FHWA Policy	Proposed Design Value or Element (Exception)	Location ** Note: Lane 1 is the managed lane *General Purpose Lane							Length ft. (mi.)		Justification
6	Outside Right Shoulder Width (BDE Figure 44-5.A)	10'	7' - 10'	A.	SB		Sta.	590+22	to	600+57	Joliet Rd Terminal	1,000	(0.2)	The design value is required to mitigate the SB stopping sight distance issue and improvements to the existing I-55 structure over Joliet Rd terminal while minimizing the environmental impacts.
			2' - 10'	B. C.	NB SB		Sta. Sta.	630+90 635+67	to to	648+60 648+50	I-294 Tri-State	1,800 1,300	(0.3) (0.2)	The design value is required to mitigate improvements to the I-294 structure and drainage system located on the shoulders.
			8' - 10'	E.	SB		Sta.	1407+69	to	1411+10	Dan Ryan	300	(0.1)	The design value is required to mitigate improvements to the I-90/94 Dan Ryan structures while eliminating the SB stopping sight distance issue.
			4' - 8'	F.	SB		Sta.	1295+55	to	1324+54	Damen Ave	2,900	(0.5)	The design value mitigates the NB stopping sight distance issue located east of Damen Ave, improvements to the Damen Ave interchanges and ROW impact while improving traffic congestion by including another general purpose lane for the SB direction and providing a minimum 2' buffer between the general purpose lanes and managed lanes.
			7' - 10'	G.	NB		Sta.	1323+17	to	1324+53	Damen Ave	100	(0.0)	The design value is required to mitigate the NB stopping sight distance issue, improvements to the Damen Ave interchanges, improvements to adjacent local street and ROW impact while providing a minimum 2' buffer between the general purpose lanes and managed lanes.
			3' - 10'	H.	NB		Sta.	1400+23	to	1402+29	Halsted Ave	200	(0.0)	The design value is required to mitigate the NB stopping sight distance issue.
7	Auxiliary Lane Width (BDE Figure 37-2.C)	12'	11'	A.	NB		Sta.	608+68	to	624+41	I-294 Tri-State	1,600	(0.3)	The design value exception mitigates improvement to the I-55 structure over Flag Creek, improvement to the outside shoulder drainage system, relocation of existing noise wall barriers, major changes to the radii of the loop interchange connecting SB I-294 and NB I-55 and environmental impact.
				B.	SB		Sta.	616+52	to	633+81	I-294 Tri-State	1,700	(0.3)	The design value exception mitigates improvement to the I-55 structure over Wolf Rd and Flag creek, improvement to I-294 structure over I-55, improvement to the drainage system located in the outside shoulder, major changes to the loop interchange and environmental impact to Flag Creek.
				C.	NB		Sta.	905+04	to	925+00	Chicago Sanitary and Ship Canal	2,000	(0.4)	The design value exception mitigates improvement to the I-55 structure over Chicago Sanitary and Ship Canal, the ICG tunnel, major changes to the connecting interchanges and environmental impact to the canal.
	Auxiliary Lane Shoulder Width (BDE Figure 37-2.C)	10'	8'	D.	NB		Sta.	608+68	to	624+41	I-294 Tri-State	1,600	(0.3)	The design value exception mitigates improvement to the I-55 structure over Wolf Rd and Flag Creek, improvement to the outside shoulder drainage system, relocation of existing noise wall barriers, major changes to the radii of the loop interchange connecting SB I-294 and NB I-55 and environmental impact.
			2' - 7'	E.	SB		Sta.	616+52	to	633+81	I-294 Tri-State	1,700	(0.3)	The design value exception mitigates improvement to the I-55 structure over Wolf Rd and Flag creek, improvement to I-294 structure over I-55, improvement to the drainage system located in the outside shoulder, major changes to the loop interchange and environmental impact to Flag Creek.
			6' - 8'	F. G.	NB SB		Sta. Sta.	904+72 905+48	to to	925+00 929+00	Chicago Sanitary and Ship Canal	2,000 2,400	(0.4) (0.5)	The design value exception mitigates improvement to the I-55 structure over Chicago Sanitary and Ship Canal, the ICG tunnel, major changes to the connecting interchanges and environmental impact to the canal.
			2' - 10'	H.	NB		Sta.	1333+80	to	1357+85	Damen Ave to Lock St	2,400	(0.5)	The design value mitigates improvements to the I-55 structure over the GM and CTA Railroad, Ashland Ave and Bubbly Creek and the stopping sight distance issue at the NB Damen Ave curve while providing a minimum 2' buffer between the managed lanes and general purpose lanes.
			8' - 10'	I.	SB		Sta.	1329+98	to	1355+76		2,600	(0.5)	
8	Stopping Sight Distance (BDE Figure 32-4.A)	570' SSD for 60 mph design speed	530' SSD with achievable design speed of 55 mph	A.	SB	Lane 3	Sta.	741+16	to	757+72	Des Plaines River	1,700	(0.3)	The design value mitigates the impact to the I-55 structure over the Des Plaines River, environmental impact, and the NB I-55 stopping sight distance while providing a minimum 2' buffer between the general purpose lanes and managed lanes.
			510' SSD with achievable design speed of 55 mph	B.	NB	**Lane 1	Sta.	741+20	to	757+68	Des Plaines River	1,600	(0.3)	The design value mitigates the impact to the I-55 structure over the Des Plaines River, environmental impact, and the NB I-55 stopping sight distance while providing a minimum 2' buffer between the general purpose lanes and managed lanes.

I-55 Managed Lane Phase I Study: Design Exception List

Level One Design Exceptions
Alternative 2: Controlled Access

No.	Design Element	BDE/ FHWA Policy	Proposed Design Value or Element (Exception)	Location ** Note: Lane 1 is the managed lane *General Purpose Lane							Length ft. (mi.)		Justification
9	Managed Lane Taper Rate (FHWA Figure 6-5)	115:1	70:1	A.	NB		Sta.	347+91	to	351+41	Lemont Rd to Damen Ave	400	(0.1)	The design value helps avoid placement of the ingress/egress locations at curves and bridge structures. This also helps provide greater spacing between other ingress/egress locations throughout the corridor.
				B.	NB		Sta.	377+32	to	380+82		400	(0.1)	
				C.	SB		Sta.	409+76	to	411+51		200	(0.0)	
				D.	NB		Sta.	410+22	to	411+97		200	(0.0)	
				E.	NB		Sta.	435+87	to	437+62		200	(0.0)	
				F.	SB		Sta.	437+41	to	439+16		200	(0.0)	
				G.	SB		Sta.	493+00	to	496+50		400	(0.1)	
				H.	SB		Sta.	532+36	to	535+90		400	(0.1)	
				I.	NB	exhibit	Sta.	533+74	to	537+30		400	(0.1)	
				J	NB		Sta.	563+20	to	566+70		400	(0.1)	
				K	SB		Sta.	759+24	to	765+54		600	(0.1)	
				L	SB		Sta.	801+41	to	807+71		600	(0.1)	
				M	NB		Sta.	801+42	to	807+72		600	(0.1)	
				N	NB		Sta.	843+66	to	849+96		600	(0.1)	
				O	SB		Sta.	965+38	to	970+98		600	(0.1)	
				P	NB		Sta.	984+13	to	989+73		600	(0.1)	
				Q	SB		Sta.	1008+21	to	1013+81		600	(0.1)	
				R.	NB		Sta.	1031+53	to	1037+12		600	(0.1)	
				S.	SB		Sta.	1059+48	to	1065+08		600	(0.1)	
				T.	SB		Sta.	1091+87	to	1097+47		600	(0.1)	
				U.	NB		Sta.	1165+77	to	1171+36		600	(0.1)	
				V.	SB		Sta.	1206+89	to	1212+49		600	(0.1)	
				W.	NB		Sta.	1208+17	to	1213+77		600	(0.1)	
				X.	SB		Sta.	1249+27	to	1250+95		200	(0.0)	
				Y.	NB		Sta.	1257+33	to	1262+93		600	(0.1)	
				Z.	NB		Sta.	1289+73	to	1295+33		600	(0.1)	
13	Managed Lane Egress Distance (FHWA Figure 6-5)	1000'	800'	A.	NB		Sta.	414+17	to	422+17	Kingery Hwy to Clarendon Hills	800	(0.2)	The design value mitigates improvements to the Claredon Hills structure and Cass Ave entrance terminal while providing an access point at this location.
14	Vertical Clearence (BDE Figure 44-5.A)	15'	14'3"	A.	NB & SB		Sta.	649+00			Willow Springs Rd			This vertical clearance is an existing design that will not be influenced by the proposed managed lanes.
			14'7"	B.	NB & SB		Sta.	702+00			La Grange Rd			
			14'3"	C.	NB & SB		Sta.	1196+00			AT&SF RR			
			14'3"	D.	NB & SB		Sta.	1199+00			Grand Truck RR			
			14'0"	E.	NB & SB		Sta.	883+00			IL 171			Structure to be replaced at 15' vertical clearance
			14'1"	F.	NB & SB		Sta.	941+00			Harlem Ave			This vertical clearance is an existing design that will not be influenced by the proposed managed lanes.

I-55 Managed Lane Phase I Study: Design Exception List

Alternative 2: Controlled Access

* Note: Highlighted cell(s) is current/existing design exception(s) that was not influenced by the proposed geometric layout

Level Two Design Exceptions
Alternative 2: Controlled Access

No.	Design Element	BDE/ FHWA Policy	Proposed Design Value or Element (Exception)	Location ** Note: Lane 1 is the managed lane *General Purpose Lane							Length ft. (mi.)		Justification
1	Entrance Terminal (BDE Figures 37-6.L & 37-6.N)	(1) 1000' Auxiliary Lane (2) 550' Taper (3) 200' Tangent (4) 400' Tangent	(1) 557' (2) 265' (3) 0' (0' existing) (4) 0' (0' existing)	A.	SB	Sta.	256+07	to	264+92	Lemont Rd	900	(0.2)	The design value is required to force merge vehicles into the general purpose lanes earlier to prevent late weaving at the auxiliary lane.
	Exit Ramp Terminal (BDE Figures 37-2.C & 37-6.B)	(1) 140' Tangent (2) 100' Structure Separation	(1) 0' (10' existing) (2) 0' (0' existing)	B.	NB	Sta.	625+13	to	629+20	I-294 Tri-State	400	(0.1)	The design values mitigate reconstruction of the Wolf Rd and I-55 interchanges and changes to the auxiliary lane's weave length.
	Entrance Terminal (BDE Figures 37-2.C, 37-6.L & 37-6.N)	(1) 643' Radius (2) 200' Tangent (3) 400' Tangent	(1) 300' (300' existing) (2) 0' (0' existing) (3) 0' (0' existing)	C.	SB	Sta.	634+50	to	635+68	I-294 Tri-State	100	(0.0)	The design values mitigate reconstructions of the I-294 structure and interchange and potential ROW and environmental impact.
	Entrance Terminal (BDE Figures 37-2.C & 37-6.L)	6' Right Shoulder	2.5' - 6'	D.	NB	Sta.	1329+12		1333+80	Damen Ave	500	(0.1)	The design value mitigates the NB stopping sight distance issue located east of Damen Ave, improvements to the Damen Ave interchanges, ROW impact, and environmental impact while improving traffic congestion by including another general purpose lane for the SB direction and providing a minimum 2' buffer between the general purpose lanes and managed lanes.
	Exit Ramp Terminal (BDE Figures 37-2.C & 37-6.C)	(1) 228.97' Tangent (2) 114.64' Tangent (3) 10' Right Shoulder (4) Left Shoulder (5) 12' Lane Width	(1) 183.08' (2) 102.16' (3) 0.7' (4) 0.6' (5) 11'	E.	NB	Sta.	1368+10	to	1383+69	Dan Ryan	1,600	(0.3)	The design values mitigate improvement to the I-55 structure over Throop St, additional ROW and environmental impact.

I-55 Managed Lane Phase I Study: Design Exception List

Notes: **No. 1 - 14 were also Level 1 design exceptions that have been approved by the FHWA on June 13, 2016**

Level Two Design Exceptions
Alternative 2: Controlled Access

No.	Design Element	BDE/ FHWA Policy	Proposed Design Value or Element (Exception)	Location ** Note: Lane 1 is the managed lane *General Purpose Lane							Length ft. (mi.)		Justification
1	2	12'	11'	A.	NB	*Lane 1	Sta.	199+35	to	216+05	I-355 to Harlem Ave	1,700 (0.3)	The design value is required to mitigate impacts to multiple I-55 and I-294 structures while minimizing the impact to the environment and providing a minimum 2' buffer between the managed lanes and general purpose lanes.
				B.	NB	**Lane 1	Sta.	219+05	to	573+69		35,500 (6.7)	
				C.	NB	Lane 2	Sta.	216+05	to	581+53		36,500 (6.9)	
				D.	NB	**Lane 1	Sta.	598+87	to	929+43		33,100 (6.3)	
				E.	NB	Lane 2	Sta.	599+56	to	929+92		33,000 (6.3)	
				F.	SB	**Lane 1	Sta.	300+35	to	930+60		63,000 (11.9)	
				G.	SB	Lane 2	Sta.	300+35	to	930+21		63,000 (11.9)	
			11'	H.	SB	Lane 3	Sta.	585+88	to	647+07	Joliet Rd to I-294 Tri-State	6,100 (1.2)	The design value is required to mitigate impacts to the I-55 and I-294 bridges, relocation of noise wall barriers and changes to the I-294 interchanges while minimizing the impact to the environment.
				I.	SB	Lane 4	Sta.	585+84	to	647+19		6,100 (1.2)	
			11'	J.	NB	**Lane 1	Sta.	1321+05	to	1360+84	California Ave to Dan Ryan	4,000 (0.8)	The design value is required to mitigate impacts to the Chicago Transit Authority Railroad, ROW, structure over Bubbly Creek and environmental while providing a minimum 2' buffer between the general purpose lanes and managed lanes.
				K.	NB	Lane 2	Sta.	1321+05	to	1360+58		4,000 (0.8)	
				L.	SB	**Lane 1	Sta.	1246+99	to	1405+66		15,900 (3.0)	
				M.	SB	Lane 2	Sta.	1246+99	to	1407+30		16,000 (3.0)	
2	Lane 1 Weave Lane Width (BDE Figure 44-5.A)	12'	11'	A.	NB		Sta.	353+62	to	363+62	Lemont Rd to Archer Ave	1,000 (0.2)	The design value helps avoid placement of the ingress/egress locations at curves and bridge structures. This also helps provide greater spacing between other ingress/egress locations throughout the corridor.
				B.	NB		Sta.	414+17	to	422+17		800 (0.2)	
				C.	NB		Sta.	539+50	to	549+50		1,000 (0.2)	
				D.	NB		Sta.	809+91	to	829+97		2,000 (0.4)	
				E.	SB		Sta.	425+21	to	435+21		1,000 (0.2)	
				F.	SB		Sta.	510+20	to	530+15		2,000 (0.4)	
				G.	SB		Sta.	779+23	to	799+23		2,000 (0.4)	
3	Lane 1 Buffer Width (BDE Figure 44-3L)	2'	0'	A.	NB		Sta.	607+77	to	645+74	Joliet Rd to I-294 Tri-State	3,800 (0.7)	The design value mitigates improvements to the I-55 and I-294 structures, relocation of noise wall barriers and changes to the I-294 interchanges while minimizing the impact to the environment.
				B.	SB		Sta.	581+69	to	646+96		6,500 (1.2)	

I-55 Managed Lane Phase I Study: Design Exception List

Notes: **No. 1 - 14 were also Level 1 design exceptions that have been approved by the FHWA on June 13, 2016**

Level Two Design Exceptions
Alternative 2: Controlled Access

No.	Design Element	BDE/ FHWA Policy	Proposed Design Value or Element (Exception)	Location ** Note: Lane 1 is the managed lane *General Purpose Lane							Length ft. (mi.)		Justification
4	Inside (Lane 1/Managed Lane) Left Shoulder Width (BDE Figure 44-5.A)	8'	8' - 4.5'	A1	NB	Sta.	218+35	to	219+05	I-355 to Joliet Rd	100	(0.0)	The design value mitigates impacts to multiple structures along I-55, frontage road and interchange terminals and minimizing ditch impact while providing a minimum of 4' buffer between the managed lanes and general purpose lanes and weave lanes at access points.
			4.5'	A.	NB	Sta.	219+05	to	347+91		12,900	(2.4)	
				B.	NB	Sta.	380+82	to	410+22		2,900	(0.5)	
				C.	NB	Sta.	437+62	to	493+00		5,500	(1.0)	
				D.	NB	Sta.	566+70	to	586+04		1,900	(0.4)	
				E.	SB	Sta.	302+00	to	347+91		4,600	(0.9)	
				E1.	SB	Sta.	380+82	to	409+76		2,900	(0.5)	
				F.	SB	Sta.	439+16	to	493+00		5,400	(1.0)	
				G.	SB	Sta.	566+70	to	576+80		1,000	(0.2)	
			6.5' - 4.5'	G1.	SB	Sta.	300+35	to	302+00		200	(0.0)	
			4.5' - 2' or 2' - 4.5' Transitions	H.	NB & SB	Sta.	347+91	to	351+41		400	(0.1)	
				I.	NB	Sta.	410+22	to	411+97		200	(0.0)	
				J.	NB	Sta.	493+00	to	496+50		400	(0.1)	
				K.	SB	Sta.	409+76	to	411+51		200	(0.0)	
				L.	SB	Sta.	493+00	to	496+50		400	(0.1)	
				M.	NB & SB	Sta.	377+32	to	380+82		400	(0.1)	
				N.	NB	Sta.	435+87	to	437+62		200	(0.0)	
				O.	NB	Sta.	563+20	to	566+70		400	(0.1)	
				P.	SB	Sta.	437+41	to	439+16		200	(0.0)	
				Q.	SB	Sta.	563+20	to	566+70		400	(0.1)	
			2'	R.	NB & SB	Sta.	351+41	to	377+32		2,600	(0.5)	
				S.	NB	Sta.	411+97	to	435+87		2,400	(0.5)	
				T.	NB	Sta.	496+50	to	563+20		6,700	(1.3)	
				U.	SB	Sta.	411+51	to	437+41		2,600	(0.5)	
				V.	SB	Sta.	496+50	to	563+20		6,700	(1.3)	
			4.5' - 8'	V1	SB	Sta.	576+80	to	579+23	Joliet Rd to I-294 Tri-State	200	0.04	
			6.5' - 2'	W.	NB	Sta.	586+04	to	645+96		6,000	(1.1)	The design value is required to mitigate impacts to the I-55 and I-294 bridges, SB stopping sight distance, relocation of noise wall barriers and changes to the I-294 interchanges while minimizing the impact to the environment.
				X.	SB	Sta.	586+67	to	646+73		6,000	(1.1)	
			6.5'	Y.	NB	Sta.	646+49	to	740+14	I-294 Tri-State to Harlem Ave	9,400	(1.8)	The design value is required to mitigate impacts to multiple structures along I-55, environment, retaining walls, C-D roadways, interchange terminals, railroad operation and stopping sight distance at Archer Ave and Harlem Ave while providing a minimum of 2' buffer between the managed lanes and general purpose lanes and weave lanes at access points.
				Z.	NB	Sta.	849+96	to	883+48		3,400	(0.6)	
				AA.	SB	Sta.	646+72	to	740+14		9,300	(1.8)	
				AB.	SB	Sta.	849+96	to	883+48		3,400	(0.6)	
			6.5' - 8'	AC.	NB	Sta.	740+14	to	741+05		100	(0.0)	
				AD.	SB	Sta.	883+48	to	884+59		100	(0.0)	
			8' - 2'	AE.	NB	Sta.	757+79	to	765+54		800	(0.2)	
				AF.	SB	Sta.	911+14	to	915+01		400	(0.1)	
			2'	AG.	NB	Sta.	765+54	to	843+66		7,800	(1.5)	
				AH.	NB	Sta.	887+16	to	907+84		2,100	(0.4)	
				AI.	SB	Sta.	915+01	to	917+52		300	(0.1)	
				AJ.	SB	Sta.	765+54	to	843+66		7,800	(1.5)	
			2' - 6.5' or 6.5' - 2' Transitions	AK.	NB	Sta.	843+66	to	849+96		600	(0.1)	
				AL.	SB	Sta.	843+66	to	849+96		600	(0.1)	
				AM.	NB	Sta.	883+48	to	887+16		400	(0.1)	
				AN.	SB	Sta.	740+14	to	742+86		300	(0.1)	
			2' - 8'	AO.	NB	Sta.	907+84	to	912+13		400	(0.1)	
				AP.	SB	Sta.	917+52	to	923+71		600	(0.1)	

I-55 Managed Lane Phase I Study: Design Exception List

Notes: **No. 1 - 14 were also Level 1 design exceptions that have been approved by the FHWA on June 13, 2016**

Level Two Design Exceptions
Alternative 2: Controlled Access

No.	Design Element	BDE/ FHWA Policy	Proposed Design Value or Element (Exception)	Location ** Note: Lane 1 is the managed lane *General Purpose Lane							Length ft. (mi.)		Justification
4	Inside (Lane 1/Managed Lane) Left Shoulder Width (BDE Figure 44-5.A)	8'	2' - 8'	AT.	NB	Sta.	1296+81	to	1298+98		200	(0.0)	The design value exception mitigates impacts to the Damen Ave structure, adjacent interchanges, local streets, and ROW while eliminating the SB stopping sight distance issue.
				AU.	NB	Sta.	1305+35	to	1308+12		300	(0.1)	
			4.5'	AW.	SB	Sta.	970+98	to	1008+21		3,700	(0.7)	The design value is required due to managed lane shift at ingress/egress location in the 60' median section. This shift allows for the addition of weave lanes between the managed lanes and general purpose lanes.
				AX.	NB	Sta.	989+73	to	1031+53		4,200	(0.8)	
				AY.	SB	Sta.	1065+08	to	1091+87		2,700	(0.5)	
				AZ.	NB	Sta.	1171+35	to	1208+17		3,700	(0.7)	
				BA.	SB	Sta.	1212+47	to	1249+47		3,700	(0.7)	
				BB.	NB	Sta.	1262+93	to	1289+73		2,700	(0.5)	
			4.5' - 8' or 8' - 4.5' Transitions	BC.	SB	Sta.	968+81	to	970+78		200	(0.0)	
				BD.	SB	Sta.	1008+21	to	1010+66	Harlem Ave to Damen Ave	200	(0.0)	
				BE.	NB	Sta.	987+28	to	989+73		200	(0.0)	
				BF.	NB	Sta.	1031+53	to	1033+92		200	(0.0)	
				BG.	SB	Sta.	1062+92	to	1065+08		200	(0.0)	
				BH.	SB	Sta.	1091+87	to	1094+08		200	(0.0)	
				BI.	NB	Sta.	1168+92	to	1171+35		200	(0.0)	
				BJ.	NB	Sta.	1208+17	to	1210+62		200	(0.0)	
				BK.	SB	Sta.	1210+03	to	1212+47		200	(0.0)	
				BL.	SB	Sta.	1249+47	to	1251+65		200	(0.0)	
				BM.	NB	Sta.	1260+46	to	1262+93		200	(0.0)	
				BN.	NB	Sta.	1289+73	to	1292+16		200	(0.0)	
			2'	BO.	NB	Sta.	1298+98	to	1305+35	Damen Ave	600	(0.1)	The design value mitigates the NB stopping sight distance issue located east of Damen Ave, improvements to the Damen Ave interchanges, ROW impact, and environmental impact while improving traffic congestion by including another general purpose lane for the SB direction and providing a minimum 2' buffer between the general purpose lanes and managed lanes.
			5.5' - 8'	BP.	SB	Sta.	1307+37	to	1308+34	Damen Ave	100	(0.0)	
			5.5'	BQ.	SB	Sta.	1308+34	to	1329+01	Damen Ave	2,100	(0.4)	
			5.5' - 2'	BR.	SB	Sta.	1329+01	to	1332+92	Damen Ave	400	(0.1)	
			2'	BS.	SB	Sta.	1332+92	to	1350+08	Damen Ave to Lock St	1,700	(0.3)	The design value is required to mitigate impacts to the GM and CTA Railroad, ROW, structure over Bubbly Creek, environmental and stopping sight distance while providing a minimum 2' buffer between the general purpose lanes and managed lanes.
			2' - 8'	BT.	SB	Sta.	1350+08	to	1360+97	Dan Ryan	1,100	(0.2)	
			6' - 8'	BU.	NB	Sta.	1352+39	to	1361+03	Lock St.	900	(0.2)	
			4' - 8'	BV.	SB	Sta.	1401+57	to	1405+62	Dan Ryan	400	(0.1)	The design value is required to mitigate the NB stopping sight distance issue while providing a minimum 2' buffer between the general purpose lanes and managed lanes.
5	Inside (Lane 1/General Purpose Lane) Left Shoulder Width (BDE Figure 44-5.A)	10'	10' - 6.5'	A1	SB	Sta.	248+24	to	250+00	I-355 to Lemont Rd	200	(0.0)	The design value is required to mitigate impacts to the I-55 structure over Lemont Rd. and changes to the Lemont Rd interchange alignments.
			6.5'	A.	SB	Sta.	250+00	to	300+35		5,000	(0.9)	
			5' - 9'	B.	NB	Sta.	1409+15	to	1420+00	Dan Ryan	1,100	(0.2)	The design value is required to mitigate improvements to the I-90/94 Dan Ryan structures while eliminating the SB stopping sight distance issue.

I-55 Managed Lane Phase I Study: Design Exception List

Notes: **No. 1 - 14 were also Level 1 design exceptions that have been approved by the FHWA on June 13, 2016**

Level Two Design Exceptions
Alternative 2: Controlled Access

No.	Design Element	BDE/ FHWA Policy	Proposed Design Value or Element (Exception)	Location ** Note: Lane 1 is the managed lane *General Purpose Lane							Length ft. (mi.)		Justification
6	Outside Right Shoulder Width (BDE Figure 44-5.A)	10'	7' - 10'	A.	SB		Sta.	590+22	to	600+57	Joliet Rd Terminal	1,000	(0.2)	The design value is required to mitigate the SB stopping sight distance issue and improvements to the existing I-55 structure over Joliet Rd terminal while minimizing the environmental impacts.
			2' - 10'	B. C.	NB SB		Sta. Sta.	630+90 635+67	to to	648+60 648+50	I-294 Tri-State	1,800 1,300	(0.3) (0.2)	The design value is required to mitigate improvements to the I-294 structure and drainage system located on the shoulders.
			8' - 10'	E.	SB		Sta.	1407+69	to	1411+10	Dan Ryan	300	(0.1)	The design value is required to mitigate improvements to the I-90/94 Dan Ryan structures while eliminating the SB stopping sight distance issue.
			4' - 8'	F.	SB		Sta.	1295+55	to	1324+54	Damen Ave	2,900	(0.5)	The design value mitigates the NB stopping sight distance issue located east of Damen Ave, improvements to the Damen Ave interchanges and ROW impact while improving traffic congestion by including another general purpose lane for the SB direction and providing a minimum 2' buffer between the general purpose lanes and managed lanes.
			7' - 10'	G.	NB		Sta.	1323+17	to	1324+53	Damen Ave	100	(0.0)	The design value is required to mitigate the NB stopping sight distance issue, improvements to the Damen Ave interchanges, improvements to adjacent local street and ROW impact while providing a minimum 2' buffer between the general purpose lanes and managed lanes.
			3' - 10'	H.	NB		Sta.	1400+23	to	1402+29	Halsted Ave	200	(0.0)	The design value is required to mitigate the NB stopping sight distance issue.
7	Auxiliary Lane Width (BDE Figure 37-2.C)	12'	11'	A.	NB		Sta.	608+68	to	624+41	I-294 Tri-State	1,600	(0.3)	The design value exception mitigates improvement to the I-55 structure over Flag Creek, improvement to the outside shoulder drainage system, relocation of existing noise wall barriers, major changes to the radii of the loop interchange connecting SB I-294 and NB I-55 and environmental impact.
				B.	SB		Sta.	616+52	to	633+81	I-294 Tri-State	1,700	(0.3)	The design value exception mitigates improvement to the I-55 structure over Wolf Rd and Flag creek, improvement to I-294 structure over I-55, improvement to the drainage system located in the outside shoulder, major changes to the loop interchange and environmental impact to Flag Creek.
				C.	NB		Sta.	905+04	to	925+00	Chicago Sanitary and Ship Canal	2,000	(0.4)	The design value exception mitigates improvement to the I-55 structure over Chicago Sanitary and Ship Canal, the ICG tunnel, major changes to the connecting interchanges and environmental impact to the canal.
	Auxiliary Lane Shoulder Width (BDE Figure 37-2.C)	10'	8'	D.	NB		Sta.	608+68	to	624+41	I-294 Tri-State	1,600	(0.3)	The design value exception mitigates improvement to the I-55 structure over Wolf Rd and Flag Creek, improvement to the outside shoulder drainage system, relocation of existing noise wall barriers, major changes to the radii of the loop interchange connecting SB I-294 and NB I-55 and environmental impact.
			2' - 7'	E.	SB		Sta.	616+52	to	633+81	I-294 Tri-State	1,700	(0.3)	The design value exception mitigates improvement to the I-55 structure over Wolf Rd and Flag creek, improvement to I-294 structure over I-55, improvement to the drainage system located in the outside shoulder, major changes to the loop interchange and environmental impact to Flag Creek.
			6' - 8'	F. G.	NB SB		Sta. Sta.	904+72 905+48	to to	925+00 929+00	Chicago Sanitary and Ship Canal	2,000 2,400	(0.4) (0.5)	The design value exception mitigates improvement to the I-55 structure over Chicago Sanitary and Ship Canal, the ICG tunnel, major changes to the connecting interchanges and environmental impact to the canal.
			2' - 10'	H.	NB		Sta.	1333+80	to	1357+85	Damen Ave to Lock St	2,400	(0.5)	The design value mitigates improvements to the I-55 structure over the GM and CTA Railroad, Ashland Ave and Bubbly Creek and the stopping sight distance issue at the NB Damen Ave curve while providing a minimum 2' buffer between the managed lanes and general purpose lanes.
			8' - 10'	I.	SB		Sta.	1329+98	to	1355+76		2,600	(0.5)	
8	Stopping Sight Distance (BDE Figure 32-4.A)	570' SSD for 60 mph design speed	530' SSD with achievable design speed of 55 mph	A.	SB	Lane 3	Sta.	741+16	to	757+72	Des Plaines River	1,700	(0.3)	The design value mitigates the impact to the I-55 structure over the Des Plaines River, environmental impact, and the NB I-55 stopping sight distance while providing a minimum 2' buffer between the general purpose lanes and managed lanes.
			510' SSD with achievable design speed of 55 mph	B.	NB	**Lane 1	Sta.	741+20	to	757+68	Des Plaines River	1,600	(0.3)	The design value mitigates the impact to the I-55 structure over the Des Plaines River, environmental impact, and the NB I-55 stopping sight distance while providing a minimum 2' buffer between the general purpose lanes and managed lanes.

I-55 Managed Lane Phase I Study: Design Exception List

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Level Two Design Exceptions
Alternative 2: Controlled Access

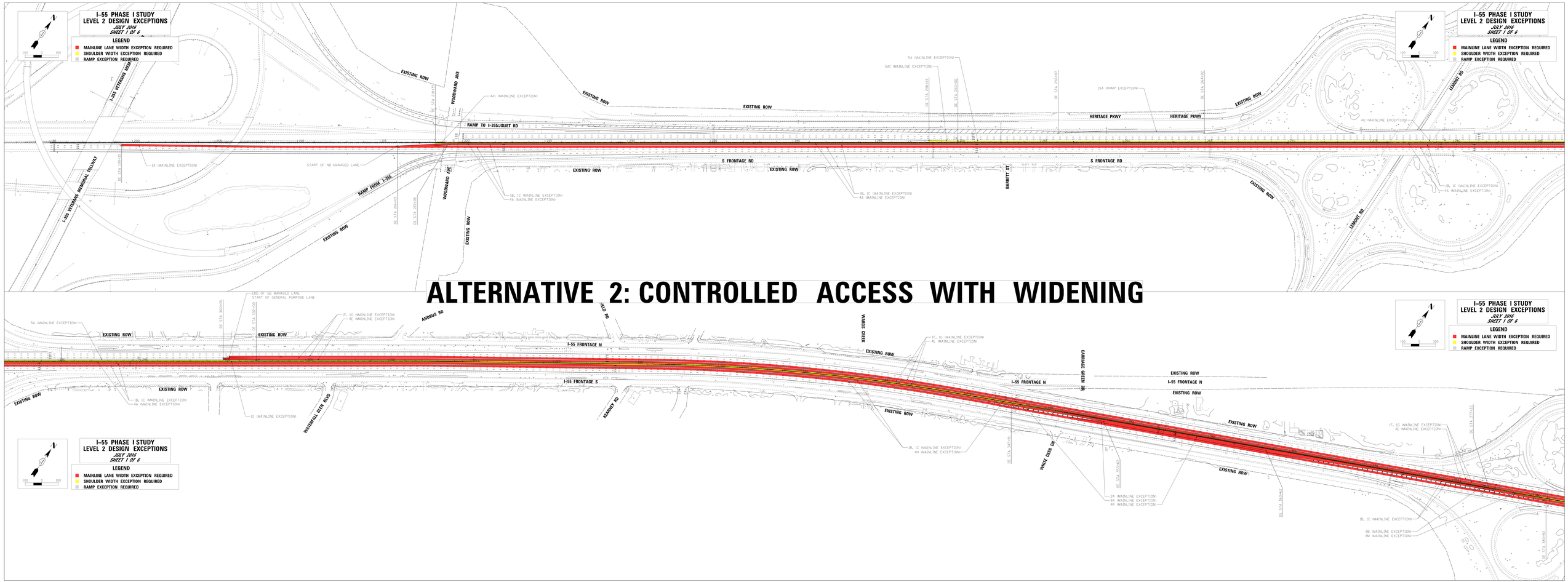
No.	Design Element	BDE/ FHWA Policy	Proposed Design Value or Element (Exception)	Location ** Note: Lane 1 is the managed lane *General Purpose Lane							Length ft. (mi.)		Justification
9	Managed Lane Taper Rate (FHWA Figure 6-5)	115:1	70:1	A.	NB		Sta.	347+91	to	351+41	Lemont Rd to Damen Ave	400	(0.1)	The design value helps avoid placement of the ingress/egress locations at curves and bridge structures. This also helps provide greater spacing between other ingress/egress locations throughout the corridor.
				B.	NB		Sta.	377+32	to	380+82		400	(0.1)	
				C.	SB		Sta.	409+76	to	411+51		200	(0.0)	
				D.	NB		Sta.	410+22	to	411+97		200	(0.0)	
				E.	NB		Sta.	435+87	to	437+62		200	(0.0)	
				F.	SB		Sta.	437+41	to	439+16		200	(0.0)	
				G.	SB		Sta.	493+00	to	496+50		400	(0.1)	
				H.	SB		Sta.	532+36	to	535+90		400	(0.1)	
				I.	NB		Sta.	533+74	to	537+30		400	(0.1)	
				J	NB		Sta.	563+20	to	566+70		400	(0.1)	
				K	SB		Sta.	759+24	to	765+54		600	(0.1)	
				L	SB		Sta.	801+41	to	807+71		600	(0.1)	
				M	NB		Sta.	801+42	to	807+72		600	(0.1)	
				N	NB		Sta.	843+66	to	849+96		600	(0.1)	
				O	SB		Sta.	965+38	to	970+98		600	(0.1)	
				P	NB		Sta.	984+13	to	989+73		600	(0.1)	
				Q	SB		Sta.	1008+21	to	1013+81		600	(0.1)	
				R.	NB		Sta.	1031+53	to	1037+12		600	(0.1)	
				S.	SB		Sta.	1059+48	to	1065+08		600	(0.1)	
				T.	SB		Sta.	1091+87	to	1097+47		600	(0.1)	
				U.	NB		Sta.	1165+77	to	1171+36		600	(0.1)	
				V.	SB		Sta.	1206+89	to	1212+49		600	(0.1)	
				W.	NB		Sta.	1208+17	to	1213+77		600	(0.1)	
				X.	SB		Sta.	1249+27	to	1250+95		200	(0.0)	
				Y.	NB		Sta.	1257+33	to	1262+93		600	(0.1)	
				Z.	NB		Sta.	1289+73	to	1295+33		600	(0.1)	
12	Clear Roadway Bridge Width (BDE Figures 37-4.G & 39-5.F)	30'	28'	A.	NB	**Lane 1	Sta.	590+67	to	593+59	Joliet Rd	300	(0.1)	The design value minimizes the environmental impact at Joliet Rd.
13	Managed Lane Egress Distance (FHWA Figure 6-5)	1000'	800'	A.	NB		Sta.	414+17	to	422+17	Kingery Hwy to Clarendon Hills	800	(0.2)	The design value mitigates improvements to the Claredon Hills structure and Cass Ave entrance terminal while providing an access point at this location.
14	Vertical Clearence (BDE Figure 44-5.A)	15'	14'3"	A.	NB & SB		Sta.	649+00			Willow Springs Rd			This vertical clearance is an existing design that will not be influenced by the proposed managed lanes.
			14'7"	B.	NB & SB		Sta.	702+00			La Grange Rd			
			14'3"	C.	NB & SB		Sta.	1196+00			AT&SF RR			
			14'3"	D.	NB & SB		Sta.	1199+00			Grand Truck RR			
			14'0"	E.	NB & SB		Sta.	883+00			IL 171			Structure to be replaced at 15' vertical clearance
			14'1"	F.	NB & SB		Sta.	941+00			Harlem Ave			This vertical clearance is an existing design that will not be influenced by the proposed managed lanes.

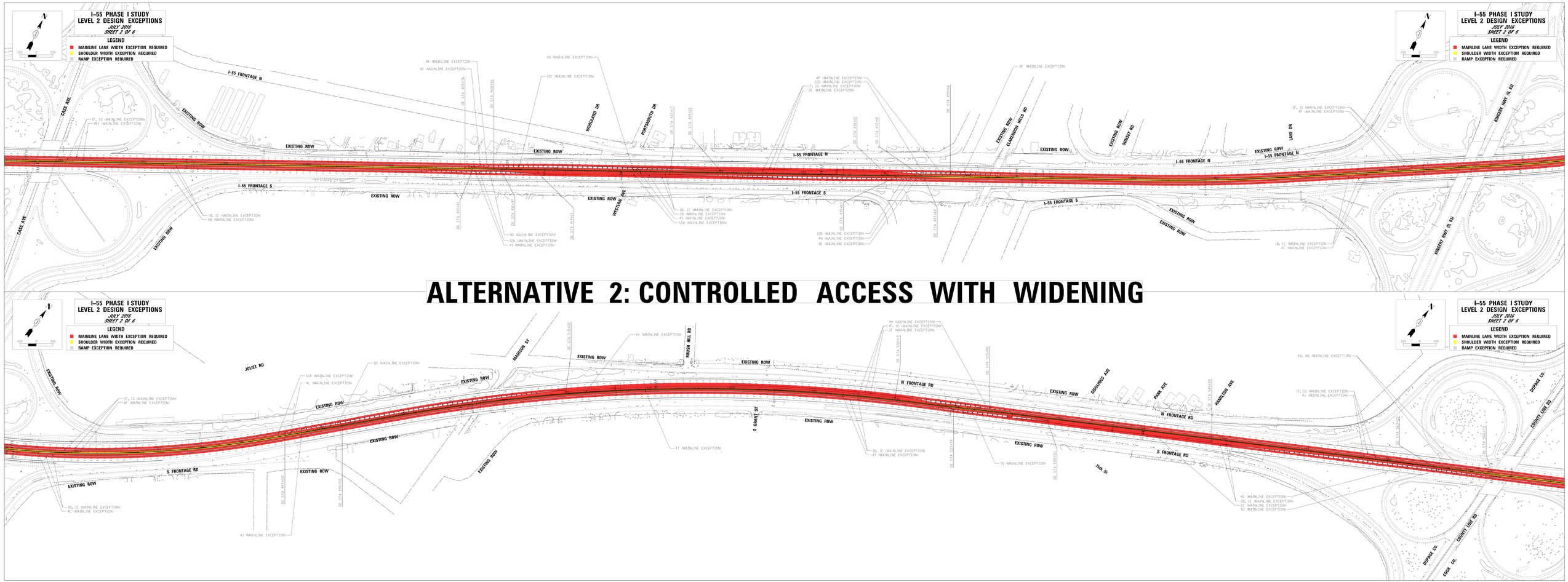
I-55 Managed Lane Phase I Study: Design Exception List

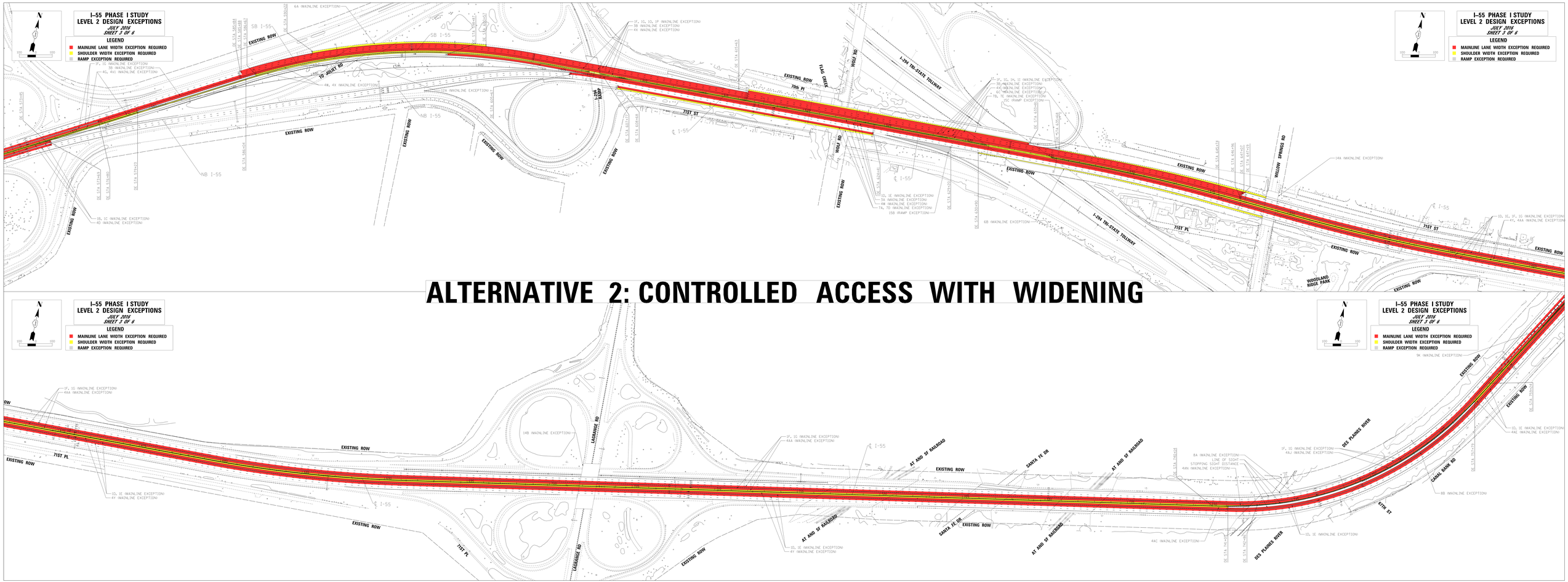
Notes: **No. 1 - 14 were also Level 1 design exceptions that have been approved by the FHWA on June 13, 2016**

Level Two Design Exceptions
Alternative 2: Controlled Access

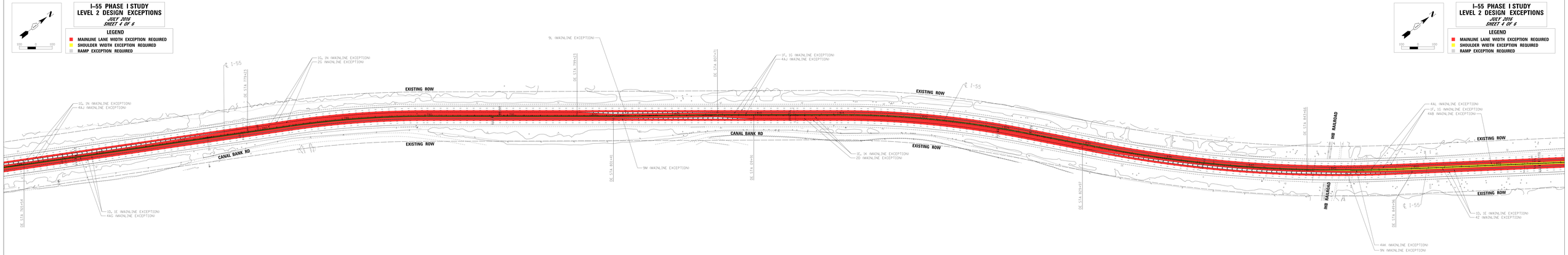
No.	Design Element	BDE/ FHWA Policy	Proposed Design Value or Element (Exception)	Location ** Note: Lane 1 is the managed lane *General Purpose Lane							Length ft. (mi.)		Justification
15	Entrance Terminal (BDE Figures 37-6.L & 37-6.N)	(1) 1000' Auxiliary Lane (2) 550' Taper (3) 200' Tangent (4) 400' Tangent	(1) 557' (2) 265' (3) 0' (0' existing) (4) 0' (0' existing)	A.	SB	Sta.	256+07	to	264+92	Lemont Rd	900	(0.2)	The design value is required to force merge vehicles into the general purpose lanes earlier to prevent late weaving at the auxiliary lane.
	Exit Ramp Terminal (BDE Figures 37-2.C & 37-6.B)	(1) 140' Tangent (2) 100' Structure Separation (3) 550' Recovery Area	(1) 0' (10' existing) (2) 0' (0' existing) (3) 340' (375' existing)	B.	NB	Sta.	625+13	to	629+20	I-294 Tri-State	400	(0.1)	The design values mitigate reconstruction of the Wolf Rd and I-55 interchanges and changes to the auxiliary lane's weave length.
	Entrance Terminal (BDE Figures 37-2.C, 37-6.L & 37-6.N)	(1) 643' Radius (2) 200' Tangent (3) 400' Tangent (4) 45 mph design speed	(1) 300' (300' existing) (2) 0' (0' existing) (3) 0' (0' existing) (4) 30 mph design speed (20 mph posted speed)	C.	SB	Sta.	634+50	to	635+68	I-294 Tri-State	100	(0.0)	The design values mitigate reconstructions of the I-294 structure and interchange and potential ROW and environmental impact.
	Entrance Terminal (BDE Figures 37-2.C & 37-6.L)	(1) 200' Tangent (2) 400' Tangent	(1) 0' (0' existing) (2) 0' (0' existing)	D.	NB	Sta.	899+70	to	905+93	Archer Ave	600	(0.1)	The design value mitigates the widening of I-55 near the Chicago Ship Canal and matches with the existing geometry for the entrance ramp from Archer Ave.
	Exit Ramp Terminal (BDE Figures 37-2.C & 37-6.B)	314.82' Tangent	0' (0' existing)	E.	SB	Sta.	902+80	to	905+48	Archer Ave	300	(0.1)	The design value is required to mitigate reconfiguration of the Archer Ave interchange in order to relocate the terminals to a tangent section of the mainline.
	Exit Ramp Terminal (BDE Figures 37-6.B)	1500' Auxiliary Lane	400' (400' existing)	F.	NB	Sta.	1226+65	to	1230+59	Kedzie Ave	400	(0.1)	The design value is an existing substandard value.
	Exit Ramp Terminal (BDE Figures 37-2.C & 37-6.B)	(1) 314.82' (2) 4° Deflection	(1) 283' (2) 4° 24' 0"	G.	SB	Sta.	1252+82	to	1255+66	California Ave	300	(0.1)	The design value is required to match the proposed drop off lane to the existing exit terminal.
	Entrance Terminal (BDE Figure 37-6.K)	(1) 950' Taper (2) 100' Stub Seperation	(1) 808' (2) 76'	H.	SB	Sta.	1283+15	to	1292+21	Damen Ave	900	(0.2)	The design value mitigates widening of the structure to provide a 6' outside shoulder for the exit terminal.
	Entrance Terminal (BDE Figures 37-2.C & 37-6.L)	6' Right Shoulder	2.5' - 6'	I.	NB	Sta.	1329+12		1333+80	Damen Ave	500	(0.1)	The design value mitigates the NB stopping sight distance issue located east of Damen Ave, improvements to the Damen Ave interchanges, ROW impact, and environmental impact while improving traffic congestion by including another general purpose lane for the SB direction and providing a minimum 2' buffer between the general purpose lanes and managed lanes.
	Exit Ramp Terminal (BDE Figures 37-2.C & 37-6.C)	(1) 228.97' Tangent (2) 114.64' Tangent (3) 10' Right Shoulder (4) Left Shoulder (5) 12' Lane Width	(1) 183.08' (2) 102.16' (3) 0.7' (4) 0.6' (5) 11'	J	NB	Sta.	1368+10	to	1383+69	Dan Ryan	1,600	(0.3)	The design values mitigate improvement to the I-55 structure over Throop St, additional ROW and environmental impact.
16	Level of Service (BDE Figure 44-5.A)	LOS C (General Purpose Lanes)	LOS E - F (General Purpose Lanes)	A.	NB & SB	Sta.	195+00	to	1420+00	I-355 to I-90/94	122500	(23.2)	Due to the space restraint of I-55, a lane addition to both direction will not increase the level of service to C within the corridor.
17	Superelevation development at reverse curves (BDE Figures 32-3.E, 32-3.G & 32-3.I & BDE Eq. 32-3.4)	172	0' (0' existing)	A.	NB & SB	Sta.	1109+27	to	1109+27	Cicero Ave	0	0	This design value is an existing design element that will not be influenced by the proposed managed lanes.
		172	0' (0' existing)	B.	NB & SB	Sta.	1118+98	to	1118+98	Cicero Ave	0	0	
18	Superelevation Transition on Bridges (BDE 32-3.E)	Avoid superelevation transition on bridges and bridge approaches	Located on bridges and/or bridge approaches	A.	NB & SB	Sta.	908+13	to	915+18	Chicago Sanitary and Ship Canal	710	(0.13)	This design value is an existing design element that will not be influenced by the proposed managed lanes.
				B.	NB & SB	Sta.	1127+32	to	1128+97	Chicago Belt RR	170	(0.03)	
				C.	NB & SB	Sta.	1319+62	to	1348+25	GM&O RR and Ashland	2,860	(0.54)	
				D.	NB & SB	Sta.	1386+16	to	1394+50	Senour Ave	830	(0.16)	

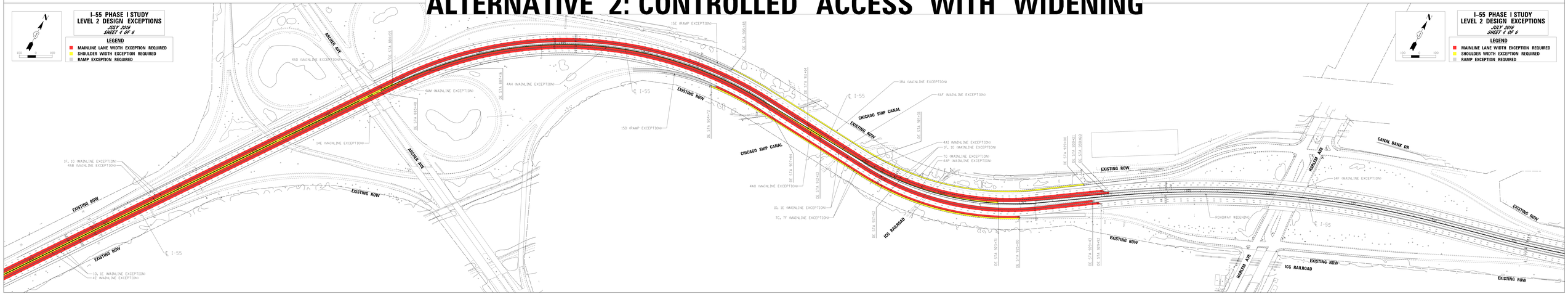

I-55 PHASE I STUDY
LEVEL 2 DESIGN EXCEPTIONS
JULY 2016
SHEET 1 OF 6
LEGEND
MAINLINE LANE WIDTH EXCEPTION REQUIRED
SHOULDER WIDTH EXCEPTION REQUIRED
RAMP EXCEPTION REQUIRED
ALTERNATIVE 2: CONTROLLED ACCESS WITH WIDENING
I-55 VETERANS MEMORIAL TOLLWAY
I-355 VETERANS MEMORIAL TOLLWAY
EXISTING ROW
WOODWARD AVE
RAMP TO I-355/JOLIET RD
RAMP FROM I-355
START OF NB MANAGED LANE
S FRONTAGE RD
BARNETT ST
HERITAGE PKWY
LEMONT RD
END OF SB MANAGED LANE
START OF GENERAL PURPOSE LANE
ANGRUS RD
FIELD RD
I-55 FRONTAGE N
I-55 FRONTAGE S
WARDS CREEK
CAMRACE GREEN DR
WHITE DEER DR
WATERFALL GLEN BLVD
KEARNEY RD
1A (MAINLINE EXCEPTION)
1B, 1C (MAINLINE EXCEPTION)
4A (MAINLINE EXCEPTION)
4A1 (MAINLINE EXCEPTION)
5A (MAINLINE EXCEPTION)
5A1 (MAINLINE EXCEPTION)
15A (RAMP EXCEPTION)
4U (MAINLINE EXCEPTION)
1F, 1G (MAINLINE EXCEPTION)
4E (MAINLINE EXCEPTION)
4H (MAINLINE EXCEPTION)
G1 (MAINLINE EXCEPTION)
2A (MAINLINE EXCEPTION)
9A (MAINLINE EXCEPTION)
4R (MAINLINE EXCEPTION)
9B (MAINLINE EXCEPTION)
4M (MAINLINE EXCEPTION)


I–55 PHASE I STUDY
LEVEL 2 DESIGN EXCEPTIONS
JULY 2016
SHEET 2 OF 6
LEGEND
MAINLINE LANE WIDTH EXCEPTION REQUIRED
SHOULDER WIDTH EXCEPTION REQUIRED
RAMP EXCEPTION REQUIRED
I–55 FRONTAGE N
I–55 FRONTAGE S
EXISTING ROW
CASS AVE
WOODLAND DR
PORTSMOUTH DR
WESTERN AVE
CLARENDON HILLS RD
SUNSET RD
LAKE DR
ROUTE 83
I–55 PHASE I STUDY
LEVEL 2 DESIGN EXCEPTIONS
JULY 2016
SHEET 3 OF 6
LEGEND
MAINLINE LANE WIDTH EXCEPTION REQUIRED
SHOULDER WIDTH EXCEPTION REQUIRED
RAMP EXCEPTION REQUIRED
ROUTE 83
ROUTE 83 (IL 83)
ALTERNATIVE 2: CONTROLLED ACCESS WITH WIDENING
I–55 PHASE I STUDY
LEVEL 2 DESIGN EXCEPTIONS
JULY 2016
SHEET 4 OF 6
LEGEND
MAINLINE LANE WIDTH EXCEPTION REQUIRED
SHOULDER WIDTH EXCEPTION REQUIRED
RAMP EXCEPTION REQUIRED
JOLIET RD
MADISON ST
BRUSH HILL RD
S GRANT ST
N FRONTAGE RD
S FRONTAGE RD
GEORGIANNES AVE
PARK AVE
HAMILTON AVE
79th St
I–55 PHASE I STUDY
LEVEL 2 DESIGN EXCEPTIONS
JULY 2016
SHEET 5 OF 6
LEGEND
MAINLINE LANE WIDTH EXCEPTION REQUIRED
SHOULDER WIDTH EXCEPTION REQUIRED
RAMP EXCEPTION REQUIRED
DUPAGE CO
COUNTY LINE RD
COOK CO


I–55 PHASE I STUDY
LEVEL 2 DESIGN EXCEPTIONS
JULY 2016
SHEET 3 OF 6
LEGEND
MAINLINE LANE WIDTH EXCEPTION REQUIRED
SHOULDER WIDTH EXCEPTION REQUIRED
RAMP EXCEPTION REQUIRED
ALTERNATIVE 2: CONTROLLED ACCESS WITH WIDENING
SB I-55
NB I-55
EXISTING ROW
TO JOLIET RD
71ST ST
71ST PL
70th Pl
I-294 TRI-STATE TOLLWAY
WOLF RD
FLAG CREEK
WILLOW SPRINGS RD
WOODLAND RIDGE PARK
LAGRANGE RD
AT AND SF RAILROAD
SANTA FE DR
DES PLAINES RIVER
CANAL BANK RD
67TH ST

ALTERNATIVE 2: CONTROLLED ACCESS WITH WIDENING





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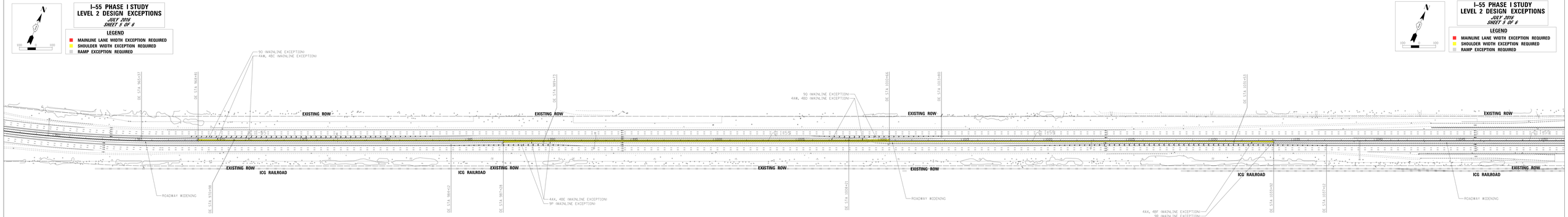
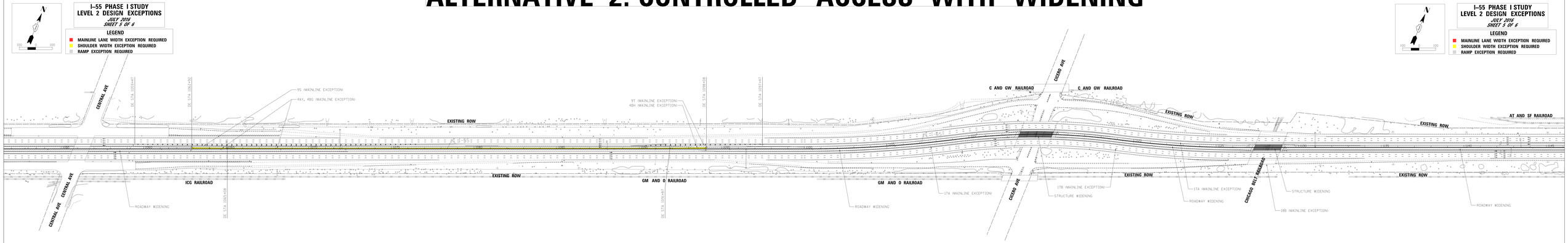
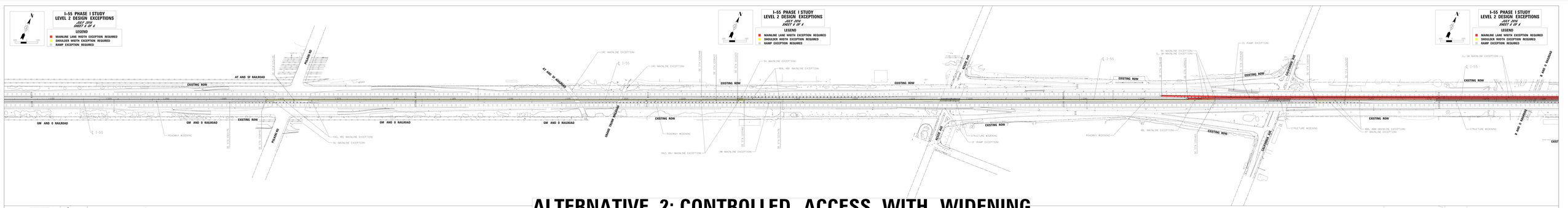
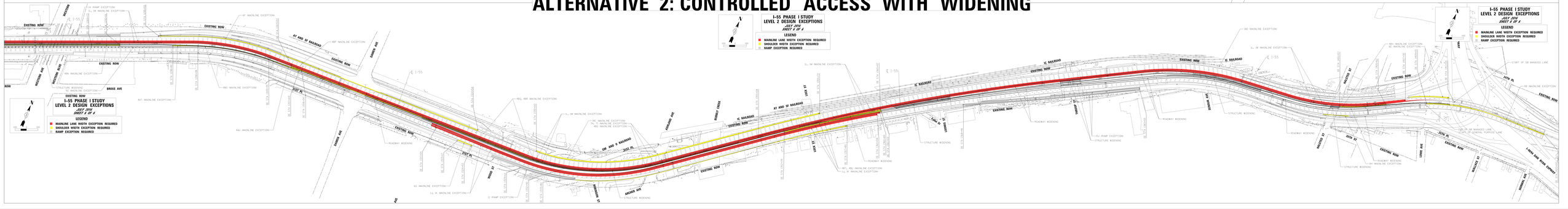






ALTERNATIVE 2: CONTROLLED ACCESS WITH WIDENING



I-55 Managed Lane Phase I Study: Design Exception List

* Note: Highlighted cell(s) is current/existing design exception(s) that was not influenced by the proposed geometric layout

Level One Design Exception
Alternative 3: Interim Improvement

No.	Design Element	BDE/ FHWA Policy	Proposed Design Value or Element (Exception)	Location **Note: Lane 1 is the managed lane * General Purpose Lane							Length ft. (mi.)		Justification
1	Lane Width (BDE Figure 44-5.A)	12'	11'	A.	NB	*Lane 1	Sta.	199+35	to	216+05	I-355 to Harlem Ave	1,700	(0.3)	The design value is required to mitigate impacts to multiple I-55 and I-294 structures while minimizing the impact to the environment and providing a minimum 2' buffer between the managed lanes and general purpose lanes
				B.	NB	**Lane 1	Sta.	219+05	to	574+19		35,500	(6.7)	
				C.	NB	**Lane 1	Sta.	598+87	to	929+43		33,100	(6.3)	
				D.	NB	Lane 2	Sta.	216+05	to	581+54		36,500	(6.9)	
				E.	NB	Lane 2	Sta.	599+57	to	929+92		33,000	(6.3)	
				F.	SB	**Lane 1	Sta.	300+35	to	930+60		63,000	(11.9)	
				G.	SB	Lane 2	Sta.	300+35	to	930+21		63,000	(11.9)	
				H.	SB	Lane 3	Sta.	585+88	to	647+07	Joliet Rd to I-294 Tri-State	6,100	(1.2)	The design value is required to mitigate impacts to the I-55 and I-294 bridges, relocation of noise wall barriers and changes to the I-294 interchanges while minimizing the impact to the environment.
				I.	SB	Lane 4	Sta.	585+84	to	647+19		6,100	(1.2)	
				J.	NB	**Lane 1	Sta.	1100+55	to	1138+39	Cicero Ave	3,800	(0.7)	The design value permits the structural median widening for a later date when the superstructure requires rehabilitation which in turn decreases the cost of the project.
				K.	NB	Lane 2	Sta.	1100+30	to	1138+39		3,800	(0.7)	
				L.	SB	**Lane 1	Sta.	1099+11	to	1138+72		4,000	(0.8)	
				M.	SB	Lane 2	Sta.	1099+26	to	1138+72		3,900	(0.7)	
				O.	NB	**Lane 1	Sta.	1221+36	to	1408+78	Kedzie Ave to Dan Ryan	18,700	(3.5)	The design value is required to mitigate impacts to the Chicago Transit Authority Railroad, ROW, structure over Bubbly Creek and environmental while providing a minimum 2' buffer between the general purpose lanes and managed lanes.
				P.	NB	Lane 2	Sta.	1221+36	to	1408+78		18,700	(3.5)	
				Q.	SB	**Lane 1	Sta.	1221+78	to	1404+95		18,300	(3.5)	
				R.	SB	Lane 2	Sta.	1221+78	to	1410+43		18,900	(3.6)	
				S.	SB	*Lane 1	Sta.	1410+43	to	1415+57		500	(0.1)	
3	Lane 1 Buffer Width (BDE Figure 44-3L)	2'	0'	A.	NB		Sta.	607+77	to	645+74	Joliet Rd to I-294 Tri-State	3,800	(0.7)	The design value is required to mitigate impacts to the I-55 and I-294 bridges, relocation of noise wall barriers and changes to the I-294 interchanges while minimizing the impact to the environment.
				B.	SB		Sta.	581+69	to	646+96		6,500	(1.2)	

I-55 Managed Lane Phase I Study: Design Exception List

* Note: Highlighted cell(s) is current/existing design exception(s) that was not influenced by the proposed geometric layout

Level One Design Exception
Alternative 3: Interim Improvement

No.	Design Element	BDE/ FHWA Policy	Proposed Design Value or Element (Exception)	Location **Note: Lane 1 is the managed lane * General Purpose Lane							Length ft. (mi.)		Justification
4	Inside (Lane 1/Managed Lane) Left Shoulder Width (BDE Figure 44-5.A)	8'	8' - 6.5'	A1.	NB	Sta.	218+70		219+05		0	(0.00)	The design value is required to mitigate impacts to multiple I-55 and I-294 structures while minimizing the impact to the environment and providing a minimum 2' buffer between the managed lanes and general purpose lanes.
			6.5'	A.	NB	Sta.	219+05	to	586+10	I-355 to Harlem Ave	36,700	(7.0)	
				B.	NB	Sta.	646+49	to	740+14		9,400	(1.8)	
				C.	NB	Sta.	758+74	to	883+49		12,500	(2.4)	
				D.	SB	Sta.	300+35	to	581+70		28,100	(5.3)	
				E.	SB	Sta.	646+72	to	740+14		9,300	(1.8)	
				F.	SB	Sta.	758+74	to	883+49		12,500	(2.4)	
			6.5' - 8'	F1.	SB	Sta.	581+70	to	582+70	Joliet Rd Terminal to Willow Springs Rd	100	0.02	
			2' - 6.5'	G.	NB	Sta.	586+10	to	646+49		6,000	(1.1)	The design value is required to mitigate impacts to the I-55 and I-294 bridges, SB stopping sight distance, relocation of noise wall barriers and changes to the I-294 interchanges while minimizing the impact to the environment.
			8' - 2'	H.	SB	Sta.	586+71	to	646+72		6,000	(1.1)	
			2' - 6.5'	I.	NB & SB	Sta.	740+14	to	758+74	Des Plaines River	1,900	(0.4)	The design value mitigates the impact to the I-55 structure over the Des Plaines River, environmental impact, changes to the C-D roadway at La Grange Rd, and the NB I-55 stopping sight distance.
			2'	J.	NB	Sta.	887+17	to	907+85	Archer Ave	2,100	(0.4)	The design value is required to mitigate the stopping sight distance issue for the SB direction while providing a minimum 2' buffer betweem the general purpose lanes and managed lanes.
			6.5' - 2'	K.	NB	Sta.	883+49	to	887+17		400	(0.1)	The design value is required to mitigate the stopping sight distance issue for the SB direction while providing a minimum 2' buffer betweem the general purpose lanes and managed lanes.
			2' - 8'	L.	NB	Sta.	907+85	to	912+08	Archer Ave to Harlem Ave	400	(0.1)	The design value mitigates impact to the Chicago Sanitary and Ship Canal structure, ICG railroad tunnel structure, environmental impact to the Chicago Sanitary and Ship Canal, major changes to the interchange alignments and stopping sight distance issues.
				M.	SB	Sta.	911+15	to	923+73		1,300	(0.2)	
			2' - 8'	N.	NB	Sta.	1111+65	to	1115+39	Cicero Ave	400	(0.1)	
			5' - 8'	O.	SB	Sta.	1112+84	to	1115+45		300	(0.1)	
			2' - 8'	P.	NB	Sta.	1124+50	to	1129+27	Chicago Belt Railroad	500	(0.1)	
			2' - 8'	Q.	SB	Sta.	1127+02	to	1131+21		400	(0.1)	
			3' - 8'	R.	NB	Sta.	1225+52	to	1229+71	Kedzie Ave	400	(0.1)	
			2' - 8'	S.	SB	Sta.	1227+40	to	1231+72		400	(0.1)	
			2' - 8'	T.	NB	Sta.	1254+09	to	1258+47	California Ave	400	(0.1)	
			3' - 8'	U.	SB	Sta.	1256+08	to	1260+07		400	(0.1)	
			2' - 8'	V.	NB	Sta.	1269+29	to	1293+22	Western Ave and Railroad	2,400	(0.5)	The design value permits the structural median widening for a later date when the structure requires rehabilitation which in turn decreases the cost of the overall project. Also the value provides a minimum 2-ft buffer between the managed lane and general purpose lanes and a minimum 2-ft inside shoulder.
			2' - 8'	W.	SB	Sta.	1270+58	to	1294+62		2,400	(0.5)	
			6' - 8'	X.	NB	Sta.	1318+18	to	1324+18	Damen Ave	600	(0.1)	
			3' - 8'	Y.	SB	Sta.	1318+62	to	1349+59	Damen Ave to Lock St	3,100	(0.6)	
			3' - 8'	Z.	SB		1353+80		1357+02	Lock St.	300	(0.1)	
			2' - 7'	AA.	NB		1361+40		1367+15	Loomis St.	600	(0.1)	
			2' - 8'	AB.	SB		1362+04		1368+50		600	(0.1)	
			3' - 8'	AC.	NB		1375+79		1378+64	Throop St.	300	(0.1)	
			2' - 8'	AD.	SB		1376+84		1379+85		300	(0.1)	
			2' - 8'	AE.	NB		1385+95		1394+52	Senour Ave	900	(0.2)	
			5' - 8'	AF.	NB		1400+59		1401+48	Halsted Ave	100	(0.0)	

I-55 Managed Lane Phase I Study: Design Exception List

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Level One Design Exception
Alternative 3: Interim Improvement

No.	Design Element	BDE/ FHWA Policy	Proposed Design Value or Element (Exception)	Location **Note: Lane 1 is the managed lane * General Purpose Lane							Length ft. (mi.)		Justification
5	Inside (Lane 1/General Purpose Lane) Shoulder Width (BDE Figure 44-5.A))	10'	10' - 6.5'	A1.	SB	Sta.	248+24	to	250+00	I-355 to Lemont Rd	200	(0.0)	The design value is required to mitigate impacts to the I-55 structure over Lemont Rd. and changes to the Lemont Rd interchange alignments.
			6.5'	A.	SB	Sta.	250+00	to	300+35		5,000	(0.9)	
			5' - 10'	B.	NB	Sta.	1409+15	to	1420+82	Dan Ryan	1,200	(0.2)	The design value is required to mitigate improvements to the I-90/94 Dan Ryan structures while eliminating the SB stopping sight distance issue.
6	Outside Right Shoulder Width (BDE Figure 44-5.A)	10'	7' - 10'	A.	SB	Sta.	590+22	to	600+57	Joliet Rd Terminal	1,000	(0.2)	The design value is required to mitigate the SB stopping sight distance issue and improvements to the existing I-55 structure over Joliet Rd terminal while minimizing the environmental impacts.
			3' - 10'	B.	NB	Sta.	630+90	to	648+60	I-294 Tri-State	1,800	(0.3)	The design value is required to mitigate improvements to the I-294 structure and drainage system located on the shoulders.
				C.	SB	Sta.	635+67	to	648+50		1,300	(0.2)	
			6' - 10'	E.	NB	Sta.	1103+29	to	1125+73	Cicero Ave	2,200	(0.4)	The design value permits the structural median widening for a later date when the superstructure requires rehabilitation which in turn decreases the cost of the project.
			3' - 10'	F.	SB	Sta.	1106+09	to	1125+68		2,000	(0.4)	
			8' - 10'	G.	NB	Sta.	1237+93	to	1251+27	Kedzie Ave to California Ave	1,300	(0.2)	The design value is required to mitigate improvements to the Kedzie/California C-D roadway while providing a minimum 2' buffer between the general purpose lanes and managed lanes.
				H.	SB	Sta.	1235+14	to	1251+48		1,600	(0.3)	
			6' - 8'	I.	SB	Sta.	1295+55	to	1324+54	Damen Ave	2,900	(0.5)	The design value mitigates the NB stopping sight distance issue located east of Damen Ave, improvements to the Damen Ave interchanges and ROW impact while improving traffic congestion by including another general purpose lane for the SB direction and providing a minimum 2' buffer between the general purpose lanes and managed lanes.
			7' - 10'	J.	NB	Sta.	1311+65	to	1324+54		1,300	(0.2)	
			6' - 10'	K.	NB	Sta.	1380+24	to	1394+23	Throop St.	1,400	(0.3)	The design value permits the structural median widening for a later date when the structure requires rehabilitation which in turn decreases the cost of the overall project. Also the value provides a minimum 2-ft buffer between the managed lane and general purpose lanes and a minimum 2-ft inside shoulder.
			3' - 10'	L.	NB	Sta.	1400+24	to	1402+79	Halsted Ave	300	(0.1)	The design value is required to mitigate improvements to the I-90/94 Dan Ryan structures while eliminating the SB stopping sight distance issue.
			8' - 10'	M.	SB	Sta.	1407+69	to	1408+79	Dan Ryan	100	(0.0)	The design value is required to mitigate improvements to the I-90/94 Dan Ryan structures while eliminating the SB stopping sight distance issue.
7	Auxiliary Lane Width (BDE Figure 37-2.C)	12'	11'	A.	NB	Sta.	608+68	to	624+41	I-294 Tri-State	1,600	(0.3)	The design value exception mitigates improvement to the I-55 structure over Flag Creek, improvement to the outside shoulder drainage system, relocation of existing noise wall barriers, major changes to the radii of the loop interchange connecting SB I-294 and NB I-55 and environmental impact.
				B.	SB	Sta.	616+52	to	633+81	I-294 Tri-State	1,700	(0.3)	The design value exception mitigates improvement to the I-55 structure over Wolf Rd and Flag creek, improvement to I-294 structure over I-55, improvement to the drainage system located in the outside shoulder, major changes to the loop interchange and environmental impact to Flag Creek.
				C.	NB	Sta.	905+04	to	925+00	Chicago Sanitary and Ship Canal	2,000	(0.4)	The design value exception mitigates improvement to the I-55 structure over Chicago Sanitary and Ship Canal, the ICG tunnel, major changes to the connecting interchanges and environmental impact to the canal.
	Auxiliary Lane Shoulder Width (BDE Figure 37-2.C)	10'	8'	D.	NB	Sta.	608+68	to	624+41	I-294 Tri-State	1,600	(0.3)	The design value exception mitigates improvement to the I-55 structure over Wolf Rd and Flag Creek, improvement to the outside shoulder drainage system, relocation of existing noise wall barriers, major changes to the radii of the loop interchange connecting SB I-294 and NB I-55 and environmental impact.
			2' - 7'	E.	SB	Sta.	616+52	to	633+81	I-294 Tri-State	1,700	(0.3)	The design value exception mitigates improvement to the I-55 structure over Wolf Rd and Flag creek, improvement to I-294 structure over I-55, improvement to the drainage system located in the outside shoulder, major changes to the loop interchange and environmental impact to Flag Creek.
			6' - 8'	F.	NB	Sta.	904+72	to	925+00	Chicago Sanitary and Ship Canal	2,000	(0.4)	The design value exception mitigates improvement to the I-55 structure over Chicago Sanitary and Ship Canal, the ICG tunnel, major changes to the connecting interchanges and environmental impact to the canal.
				G.	SB	Sta.	905+48	to	929+00		2,400	(0.5)	
			7'	H.	NB	Sta.	1262+16	to	1285+73	Kedzie Ave to Damen Ave	2,400	(0.5)	The design value permits the structural median widening for a later date when the superstructure requires rehabilitation which in turn decreases the cost of the project.
			2' - 10'	I.	NB	Sta.	1333+81	to	1358+77	Damen Ave to Lock St	2,500	(0.5)	The design value mitigates improvements to the I-55 structure over the GM and CTA Railroad, Ashland Ave and Bubbly Creek and the stopping sight distance issue at the NB Damen Ave curve while providing a minimum 2' buffer between the managed
			6' - 10'	J.	SB	Sta.	1329+98	to	1392+72		6,300	(1.2)	

I-55 Managed Lane Phase I Study: Design Exception List

* Note: Highlighted cell(s) is current/existing design exception(s) that was not influenced by the proposed geometric layout

Level One Design Exception
Alternative 3: Interim Improvement

No.	Design Element	BDE/ FHWA Policy	Proposed Design Value or Element (Exception)	Location **Note: Lane 1 is the managed lane * General Purpose Lane								Length ft. (mi.)		Justification
8	Stopping Sight Distance (BDE Figure 32-4.A)	570' SSD for 60 mph design speed	530' SSD 55 mph achievable design speed	A.	SB	Lane 4	Sta.	741+16	to	757+72	Des Plaines River	1,700	(0.3)	The design value mitigates the impact to the I-55 structure over the Des Plaines River, environmental impact, and the NB I-55 stopping sight distance while providing a minimum 2' buffer between the general purpose lanes and managed lanes.
			510' SSD with achievable design speed of 55 mph	B.	NB	**Lane 1	Sta.	741+20		757+68	Des Plaines River	1,600	(0.3)	The design value mitigates the impact to the I-55 structure over the Des Plaines River, environmental impact, and the NB I-55 stopping sight distance while providing a minimum 2' buffer between the general purpose lanes and managed lanes.
			525' 55 mph achievable design speed	C.	NB	**Lane 1	Sta.	1329+53	to	1340+68	Ashland Ave	1,100	(0.2)	The design value permits the structural median widening for a later date when the superstructure requires rehabilitation which in turn decreases the cost of the project.
			430' 50 mph achievable design speed	D.	NB	Lane 4	Sta.	1385+64	to	1394+04	Senour Ave	800	(0.2)	The design value permits the structural median widening for a later date when the superstructure requires rehabilitation which in turn decreases the cost of the project.
			440' 50 mph achievable design speed	E.	NB	**Lane 1	Sta.	1397+38	to	1404+50	Halsted Ave	700	(0.1)	The design value permits the structural median widening for a later date when the superstructure requires rehabilitation which in turn decreases the cost of the project.
14	Vertical Clearence (BDE Figure 44-5.A)	15'	14'3"	A.	NB & SB		Sta.	649+00			Willow Springs Rd			This vertical clearance is an existing design that will not be influenced by the proposed managed lanes.
			14'7"	B.	NB & SB		Sta.	702+00			La Grange Rd			
			14'3"	C.	NB & SB		Sta.	1196+00			AT&SF RR			
			14'3"	D.	NB & SB		Sta.	1199+00			Grand Truck RR			
			14'0"	E.	NB & SB		Sta.	883+00			IL 171			Structure to be replaced at 15' vertical clearance
			14'1"	F.	NB & SB		Sta.	941+00			Harlem Ave			This vertical clearance is an existing design that will not be influenced by the proposed managed lanes.

I-55 Managed Lane Phase I Study: Design Exception List

* Note: Highlighted cell(s) is current/existing design exception(s) that was not influenced by the proposed geometric layout

Level Two Design Exceptions
Alternative 3: Interim Improvement

No.	Design Element	BDE/ FHWA Policy	Proposed Design Value or Element (Exception)	Location **Note: Lane 1 is the managed lane * General Purpose Lane							Length ft. (mi.)		Justification
1	Entrance Terminal (BDE Figures 37-6.L & 37-6.N)	(1) 1000' Auxiliary Lane (2) 550' Taper (3) 200' Tangent (4) 400' Tangent	(1) 557' (2) 265' (3) 0' (0' existing) (4) 0' (0' existing)	A.	SB	Sta.	256+07	to	264+92	Lemont Rd	900	(0.2)	The design value is required to force merge vehicles into the general purpose lanes earlier to prevent late weaving at the auxiliary lane.
	Exit Ramp Terminal (BDE Figures 37-2.C & 37-6.B)	(1) 140' Tangent (2) 100' Structure Separation	(1) 0' (10' existing) (2) 0' (0' existing)	B.	NB	Sta.	625+13	to	629+20	I-294 Tri-State	400	(0.1)	The design values mitigate reconstruction of the Wolf Rd and I-55 interchanges and changes to the auxiliary lane's weave length.
	Entrance Terminal (BDE Figures 37-2.C, 37-6.L & 37-6.N)	(1) 643' Radius (2) 200' Tangent (3) 400' Tangent	(1) 300' (300' existing) (2) 0' (0' existing) (3) 0' (0' existing)	C.	SB	Sta.	634+50	to	635+68	I-294 Tri-State	100	(0.0)	The design values mitigate reconstructions of the I-294 structure and interchange and potential ROW and environmental impact.
	Exit Terminal (BDE 37-6.A)	(1) 3° 3' 26" Taper Angle (2) 300' Ramp Opening	(1) 4° 23' 05" (Existing) (2) 209'	D.	SB	Sta.	1128+80	to	1130+89	Cicero Ave	200	(0.0)	The design value permits the structural median widening for a later date when the superstructure requires rehabilitation which in turn decreases the cost of the project.
	Exit Ramp Terminal (BDE Figure 37-6.B)	(1) 1500' Auxiliary lane length (2) 6' Right shoulder width	(1) 446' (2) 4'	E.	NB	Sta.	1223+56	to	1231+50	Kedzie Ave	800	(0.2)	The design value permits the structural median widening for a later date when the superstructure requires rehabilitation which in turn decreases the cost of the project.
	Exit Ramp Terminal (BDE Figure 37-6.B)	(1) 1500' Auxiliary lane length (2) 6' Right shoulder width	(1) 455' (2) 4'	F.	SB	Sta.	1253+72	to	1261+60	California Ave	800	(0.2)	The design value permits the structural median widening for a later date when the superstructure requires rehabilitation which in turn decreases the cost of the project.
	Entrance Terminal (BDE Figure 37-6.K)	(1) 6' Right Shoulder	(1) 4'	G.	SB	Sta.	1281+68	to	1292+22	Damen Ave	1,100	(0.2)	The design value permits the structural median widening for a later date when the superstructure requires rehabilitation which in turn decreases the cost of the project.
	Exit Ramp Terminal (BDE Figures 37-2.C & 37-6.C)	(1) 10' Right Shoulder	(1) 6'	H.	NB	Sta.	1285+73	to	1292+20		600	(0.1)	
	Entrance Terminal (BDE Figures 37-2.C & 37-6.L)	6' Right Shoulder	2.5' - 6'	I.	NB	Sta.	1329+12		1333+81	Damen Ave	500	(0.1)	The design value mitigates the NB stopping sight distance issue located east of Damen Ave, improvements to the Damen Ave interchanges, ROW impact, and environmental impact while improving traffic congestion by including another general purpose lane for the SB direction and providing a minimum 2' buffer between the general purpose lanes and managed lanes.
	Exit Ramp Terminal (BDE Figures 37-2.C & 37-6.C)	(1) 228.97' Tangent (2) 114.64' Tangent (3) 10' Right Shoulder (4) Left Shoulder (5) 12' Lane Width	(1) 183.08' (2) 102.16' (3) 0.7' (4) 0.6' (5) 11'	J.	NB	Sta.	1368+10	to	1383+69	Dan Ryan	1,600	(0.3)	The design values mitigate improvement to the I-55 structure over Throop St, additional ROW and environmental impact.

I-55 Managed Lane Phase I Study: Design Exception List

Notes: **No. 1 - 14 were also Level 1 design exceptions that have been approved by the FHWA on June 13, 2016**

Level Two Design Exception
Alternative 3: Interim Improvement

No.	Design Element	BDE/ FHWA Policy	Proposed Design Value or Element (Exception)	Location **Note: Lane 1 is the managed lane * General Purpose Lane							Length ft. (mi.)		Justification
1	Lane Width (BDE Figure 44-5.A)	12'	11'	A.	NB	*Lane 1	Sta.	199+35	to	216+05	I-355 to Harlem Ave	1,700 (0.3)	The design value is required to mitigate impacts to multiple I-55 and I-294 structures while minimizing the impact to the environment and providing a minimum 2' buffer between the managed lanes and general purpose lanes
				B.	NB	**Lane 1	Sta.	219+05	to	574+19		35,500 (6.7)	
				C.	NB	**Lane 1	Sta.	598+87	to	929+43		33,100 (6.3)	
				D.	NB	Lane 2	Sta.	216+05	to	581+54		36,500 (6.9)	
				E.	NB	Lane 2	Sta.	599+57	to	929+92		33,000 (6.3)	
				F.	SB	**Lane 1	Sta.	300+35	to	930+60		63,000 (11.9)	
				G.	SB	Lane 2	Sta.	300+35	to	930+21		63,000 (11.9)	
				H.	SB	Lane 3	Sta.	585+88	to	647+07	Joliet Rd to I-294 Tri-State	6,100 (1.2)	The design value is required to mitigate impacts to the I-55 and I-294 bridges, relocation of noise wall barriers and changes to the I-294 interchanges while minimizing the impact to the environment.
				I.	SB	Lane 4	Sta.	585+84	to	647+19		6,100 (1.2)	
				J.	NB	**Lane 1	Sta.	1100+55	to	1138+39	Cicero Ave	3,800 (0.7)	The design value permits the structural median widening for a later date when the superstructure requires rehabilitation which in turn decreases the cost of the project.
				K.	NB	Lane 2	Sta.	1100+30	to	1138+39		3,800 (0.7)	
				L.	SB	**Lane 1	Sta.	1099+11	to	1138+72		4,000 (0.8)	
				M.	SB	Lane 2	Sta.	1099+26	to	1138+72		3,900 (0.7)	
				O.	NB	**Lane 1	Sta.	1221+36	to	1408+78	Kedzie Ave to Dan Ryan	18,700 (3.5)	The design value is required to mitigate impacts to the Chicago Transit Authority Railroad, ROW, structure over Bubbly Creek and environmental while providing a minimum 2' buffer between the general purpose lanes and managed lanes.
				P.	NB	Lane 2	Sta.	1221+36	to	1408+78		18,700 (3.5)	
				Q.	SB	**Lane 1	Sta.	1221+78	to	1404+95		18,300 (3.5)	
				R.	SB	Lane 2	Sta.	1221+78	to	1410+43		18,900 (3.6)	
				S.	SB	*Lane 1	Sta.	1410+43	to	1415+57		500 (0.1)	
3	Lane 1 Buffer Width (BDE Figure 44-3L)	2'	0'	A.	NB		Sta.	607+77	to	645+74	Joliet Rd to I-294 Tri-State	3,800 (0.7)	The design value is required to mitigate impacts to the I-55 and I-294 bridges, relocation of noise wall barriers and changes to the I-294 interchanges while minimizing the impact to the environment.
				B.	SB		Sta.	581+69	to	646+96		6,500 (1.2)	

I-55 Managed Lane Phase I Study: Design Exception List

Notes: **No. 1 - 14 were also Level 1 design exceptions that have been approved by the FHWA on June 13, 2016**

Level Two Design Exception
Alternative 3: Interim Improvement

No.	Design Element	BDE/ FHWA Policy	Proposed Design Value or Element (Exception)	Location **Note: Lane 1 is the managed lane * General Purpose Lane							Length ft. (mi.)		Justification
4	Inside (Lane 1/Managed Lane) Left Shoulder Width (BDE Figure 44-5.A)	8'	8' - 6.5'	A1.	NB	Sta.	218+70		219+05		0	(0.00)	
			6.5'	A.	NB	Sta.	219+05	to	586+10	I-355 to Harlem Ave	36,700	(7.0)	The design value is required to mitigate impacts to multiple I-55 and I-294 structures while minimizing the impact to the environment and providing a minimum 2' buffer between the managed lanes and general purpose lanes.
				B.	NB	Sta.	646+49	to	740+14		9,400	(1.8)	
				C.	NB	Sta.	758+74	to	883+49		12,500	(2.4)	
				D.	SB	Sta.	300+35	to	581+70		28,100	(5.3)	
				E.	SB	Sta.	646+72	to	740+14		9,300	(1.8)	
				F.	SB	Sta.	758+74	to	883+49		12,500	(2.4)	
			6.5' - 8'	F1.	SB	Sta.	581+70	to	582+70	Joliet Rd Terminal to Willow Springs Rd	100	0.02	
			2' - 6.5'	G.	NB	Sta.	586+10	to	646+49		6,000	(1.1)	The design value is required to mitigate impacts to the I-55 and I-294 bridges, SB stopping sight distance, relocation of noise wall barriers and changes to the I-294 interchanges while minimizing the impact to the environment.
			8' - 2'	H.	SB	Sta.	586+71	to	646+72		6,000	(1.1)	
			2' - 6.5'	I.	NB & SB	Sta.	740+14	to	758+74	Des Plaines River	1,900	(0.4)	The design value mitigates the impact to the I-55 structure over the Des Plaines River, environmental impact, changes to the C-D roadway at La Grange Rd, and the NB I-55 stopping sight distance.
			2'	J.	NB	Sta.	887+17	to	907+85	Archer Ave	2,100	(0.4)	The design value is required to mitigate the stopping sight distance issue for the SB direction while providing a minimum 2' buffer betweem the general purpose lanes and managed lanes.
			6.5' - 2'	K.	NB	Sta.	883+49	to	887+17		400	(0.1)	The design value is required to mitigate the stopping sight distance issue for the SB direction while providing a minimum 2' buffer betweem the general purpose lanes and managed lanes.
			2' - 8'	L.	NB	Sta.	907+85	to	912+08	Archer Ave to Harlem Ave	400	(0.1)	The design value mitigates impact to the Chicago Sanitary and Ship Canal structure, ICG railroad tunnel structure, environmental impact to the Chicago Sanitary and Ship Canal, major changes to the interchange alignments and stopping sight distance issues.
				M.	SB	Sta.	911+15	to	923+73		1,300	(0.2)	
			2' - 8'	N.	NB	Sta.	1111+65	to	1115+39	Cicero Ave	400	(0.1)	
			5' - 8'	O.	SB	Sta.	1112+84	to	1115+45		300	(0.1)	
			2' - 8'	P.	NB	Sta.	1124+50	to	1129+27	Chicago Belt Railroad	500	(0.1)	
			2' - 8'	Q.	SB	Sta.	1127+02	to	1131+21		400	(0.1)	
			3' - 8'	R.	NB	Sta.	1225+52	to	1229+71	Kedzie Ave	400	(0.1)	
			2' - 8'	S.	SB	Sta.	1227+40	to	1231+72		400	(0.1)	
			2' - 8'	T.	NB	Sta.	1254+09	to	1258+47	California Ave	400	(0.1)	
			3' - 8'	U.	SB	Sta.	1256+08	to	1260+07		400	(0.1)	
			2' - 8'	V.	NB	Sta.	1269+29	to	1293+22	Western Ave and Railroad	2,400	(0.5)	The design value permits the structural median widening for a later date when the structure requires rehabilitation which in turn decreases the cost of the overall project. Also the value provides a minimum 2-ft buffer between the managed lane and general purpose lanes and a minimum 2-ft inside shoulder.
			2' - 8'	W.	SB	Sta.	1270+58	to	1294+62		2,400	(0.5)	
			6' - 8'	X.	NB	Sta.	1318+18	to	1324+18	Damen Ave	600	(0.1)	
			3' - 8'	Y.	SB	Sta.	1318+62	to	1349+59	Damen Ave to Lock St	3,100	(0.6)	
			3' - 8'	Z.	SB		1353+80		1357+02	Lock St.	300	(0.1)	
			2' - 7'	AA.	NB		1361+40		1367+15	Loomis St.	600	(0.1)	
			2' - 8'	AB.	SB		1362+04		1368+50		600	(0.1)	
			3' - 8'	AC.	NB		1375+79		1378+64	Throop St.	300	(0.1)	
			2' - 8'	AD.	SB		1376+84		1379+85		300	(0.1)	
			2' - 8'	AE.	NB		1385+95		1394+52	Senour Ave	900	(0.2)	
			5' - 8'	AF.	NB		1400+59		1401+48	Halsted Ave	100	(0.0)	

I-55 Managed Lane Phase I Study: Design Exception List

Notes: **No. 1 - 14 were also Level 1 design exceptions that have been approved by the FHWA on June 13, 2016**

Level Two Design Exception
Alternative 3: Interim Improvement

No.	Design Element	BDE/ FHWA Policy	Proposed Design Value or Element (Exception)	Location **Note: Lane 1 is the managed lane * General Purpose Lane							Length ft. (mi.)		Justification
5	Inside (Lane 1/General Purpose Lane) Shoulder Width (BDE Figure 44-5.A))	10'	10' - 6.5'	A1.	SB	Sta.	248+24	to	250+00	I-355 to Lemont Rd	200	(0.0)	The design value is required to mitigate impacts to the I-55 structure over Lemont Rd. and changes to the Lemont Rd interchange alignments.
			6.5'	A.	SB	Sta.	250+00	to	300+35		5,000	(0.9)	
			5' - 10'	B.	NB	Sta.	1409+15	to	1420+82	Dan Ryan	1,200	(0.2)	The design value is required to mitigate improvements to the I-90/94 Dan Ryan structures while eliminating the SB stopping sight distance issue.
6	Outside Right Shoulder Width (BDE Figure 44-5.A)	10'	7' - 10'	A.	SB	Sta.	590+22	to	600+57	Joliet Rd Terminal	1,000	(0.2)	The design value is required to mitigate the SB stopping sight distance issue and improvements to the existing I-55 structure over Joliet Rd terminal while minimizing the environmental impacts.
			3' - 10'	B.	NB	Sta.	630+90	to	648+60	I-294 Tri-State	1,800	(0.3)	The design value is required to mitigate improvements to the I-294 structure and drainage system located on the shoulders.
				C.	SB	Sta.	635+67	to	648+50		1,300	(0.2)	
			6' - 10'	E.	NB	Sta.	1103+29	to	1125+73	Cicero Ave	2,200	(0.4)	The design value permits the structural median widening for a later date when the superstructure requires rehabilitation which in turn decreases the cost of the project.
			3' - 10'	F.	SB	Sta.	1106+09	to	1125+68		2,000	(0.4)	
			8' - 10'	G.	NB	Sta.	1237+93	to	1251+27	Kedzie Ave to California Ave	1,300	(0.2)	The design value is required to mitigate improvements to the Kedzie/California C-D roadway while providing a minimum 2' buffer between the general purpose lanes and managed lanes.
				H.	SB	Sta.	1235+14	to	1251+48		1,600	(0.3)	
			6' - 8'	I.	SB	Sta.	1295+55	to	1324+54	Damen Ave	2,900	(0.5)	The design value mitigates the NB stopping sight distance issue located east of Damen Ave, improvements to the Damen Ave interchanges and ROW impact while improving traffic congestion by including another general purpose lane for the SB direction and providing a minimum 2' buffer between the general purpose lanes and managed lanes.
			7' - 10'	J.	NB	Sta.	1311+65	to	1324+54		1,300	(0.2)	
			6' - 10'	K.	NB	Sta.	1380+24	to	1394+23	Throop St.	1,400	(0.3)	The design value permits the structural median widening for a later date when the structure requires rehabilitation which in turn decreases the cost of the overall project. Also the value provides a minimum 2-ft buffer between the managed lane and general purpose lanes and a minimum 2-ft inside shoulder.
			3' - 10'	L.	NB	Sta.	1400+24	to	1402+79	Halsted Ave	300	(0.1)	The design value is required to mitigate improvements to the I-90/94 Dan Ryan structures while eliminating the SB stopping sight distance issue.
			8' - 10'	M.	SB	Sta.	1407+69	to	1408+79	Dan Ryan	100	(0.0)	The design value is required to mitigate improvements to the I-90/94 Dan Ryan structures while eliminating the SB stopping sight distance issue.
7	Auxiliary Lane Width (BDE Figure 37-2.C)	12'	11'	A.	NB	Sta.	608+68	to	624+41	I-294 Tri-State	1,600	(0.3)	The design value exception mitigates improvement to the I-55 structure over Flag Creek, improvement to the outside shoulder drainage system, relocation of existing noise wall barriers, major changes to the radii of the loop interchange connecting SB I-294 and NB I-55 and environmental impact.
				B.	SB	Sta.	616+52	to	633+81	I-294 Tri-State	1,700	(0.3)	The design value exception mitigates improvement to the I-55 structure over Wolf Rd and Flag creek, improvement to I-294 structure over I-55, improvement to the drainage system located in the outside shoulder, major changes to the loop interchange and environmental impact to Flag Creek.
				C.	NB	Sta.	905+04	to	925+00	Chicago Sanitary and Ship Canal	2,000	(0.4)	The design value exception mitigates improvement to the I-55 structure over Chicago Sanitary and Ship Canal, the ICG tunnel, major changes to the connecting interchanges and environmental impact to the canal.
	Auxiliary Lane Shoulder Width (BDE Figure 37-2.C)	10'	8'	D.	NB	Sta.	608+68	to	624+41	I-294 Tri-State	1,600	(0.3)	The design value exception mitigates improvement to the I-55 structure over Wolf Rd and Flag Creek, improvement to the outside shoulder drainage system, relocation of existing noise wall barriers, major changes to the radii of the loop interchange connecting SB I-294 and NB I-55 and environmental impact.
			2' - 7'	E.	SB	Sta.	616+52	to	633+81	I-294 Tri-State	1,700	(0.3)	The design value exception mitigates improvement to the I-55 structure over Wolf Rd and Flag creek, improvement to I-294 structure over I-55, improvement to the drainage system located in the outside shoulder, major changes to the loop interchange and environmental impact to Flag Creek.
			6' - 8'	F.	NB	Sta.	904+72	to	925+00	Chicago Sanitary and Ship Canal	2,000	(0.4)	The design value exception mitigates improvement to the I-55 structure over Chicago Sanitary and Ship Canal, the ICG tunnel, major changes to the connecting interchanges and environmental impact to the canal.
				G.	SB	Sta.	905+48	to	929+00		2,400	(0.5)	
			7'	H.	NB	Sta.	1262+16	to	1285+73	Kedzie Ave to Damen Ave	2,400	(0.5)	The design value permits the structural median widening for a later date when the superstructure requires rehabilitation which in turn decreases the cost of the project.
			2' - 10'	I.	NB	Sta.	1333+81	to	1358+77	Damen Ave to Lock St	2,500	(0.5)	The design value mitigates improvements to the I-55 structure over the GM and CTA Railroad, Ashland Ave and Bubbly Creek and the stopping sight distance issue at the NB Damen Ave curve while providing a minimum 2' buffer between the managed
			6' - 10'	J.	SB	Sta.	1329+98	to	1392+72		6,300	(1.2)	

I-55 Managed Lane Phase I Study: Design Exception List

Notes: **No. 1 - 14 were also Level 1 design exceptions that have been approved by the FHWA on June 13, 2016**

Level Two Design Exception
Alternative 3: Interim Improvement

No.	Design Element	BDE/ FHWA Policy	Proposed Design Value or Element (Exception)	Location **Note: Lane 1 is the managed lane * General Purpose Lane							Length ft. (mi.)		Justification
8	Stopping Sight Distance (BDE Figure 32-4.A)	570' SSD for 60 mph design speed	530' SSD 55 mph achievable design speed	A.	SB	Lane 4	Sta.	741+16	to	757+72	Des Plaines River	1,700	(0.3)	The design value mitigates the impact to the I-55 structure over the Des Plaines River, environmental impact, and the NB I-55 stopping sight distance while providing a minimum 2' buffer between the general purpose lanes and managed lanes.
			510' SSD with achievable design speed of 55 mph	B.	NB	**Lane 1	Sta.	741+20		757+68	Des Plaines River	1,600	(0.3)	The design value mitigates the impact to the I-55 structure over the Des Plaines River, environmental impact, and the NB I-55 stopping sight distance while providing a minimum 2' buffer between the general purpose lanes and managed lanes.
			525' 55 mph achievable design speed	C.	NB	**Lane 1	Sta.	1329+53	to	1340+68	Ashland Ave	1,100	(0.2)	The design value permits the structural median widening for a later date when the superstructure requires rehabilitation which in turn decreases the cost of the project.
			430' 50 mph achievable design speed	D.	NB	Lane 4	Sta.	1385+64	to	1394+04	Senour Ave	800	(0.2)	The design value permits the structural median widening for a later date when the superstructure requires rehabilitation which in turn decreases the cost of the project.
			440' 50 mph achievable design speed	E.	NB	**Lane 1	Sta.	1397+38	to	1404+50	Halsted Ave	700	(0.1)	The design value permits the structural median widening for a later date when the superstructure requires rehabilitation which in turn decreases the cost of the project.
12	Clear Roadway Bridge Width (BDE Figures 37-4.G & 39-5.F)	30'	28'	A.	NB	**Lane 1	Sta.	590+67	to	593+59	Joliet Rd	300	(0.1)	The design value minimizes the environmental impact at Joliet Rd.
14	Vertical Clearence (BDE Figure 44-5.A)	15'	14'3"	A.	NB & SB		Sta.	649+00			Willow Springs Rd			This vertical clearance is an existing design that will not be influenced by the proposed managed lanes.
			14'7"	B.	NB & SB		Sta.	702+00			La Grange Rd			
			14'3"	C.	NB & SB		Sta.	1196+00			AT&SF RR			
			14'3"	D.	NB & SB		Sta.	1199+00			Grand Truck RR			
			14'0"	E.	NB & SB		Sta.	883+00			IL 171			Structure to be replaced at 15' vertical clearance
			14'1"	F.	NB & SB		Sta.	941+00			Harlem Ave			This vertical clearance is an existing design that will not be influenced by the proposed managed lanes.

I-55 Managed Lane Phase I Study: Design Exception List

Notes: **No. 1 - 14 were also Level 1 design exceptions that have been approved by the FHWA on June 13, 2016**

Level Two Design Exception
Alternative 3: Interim Improvement

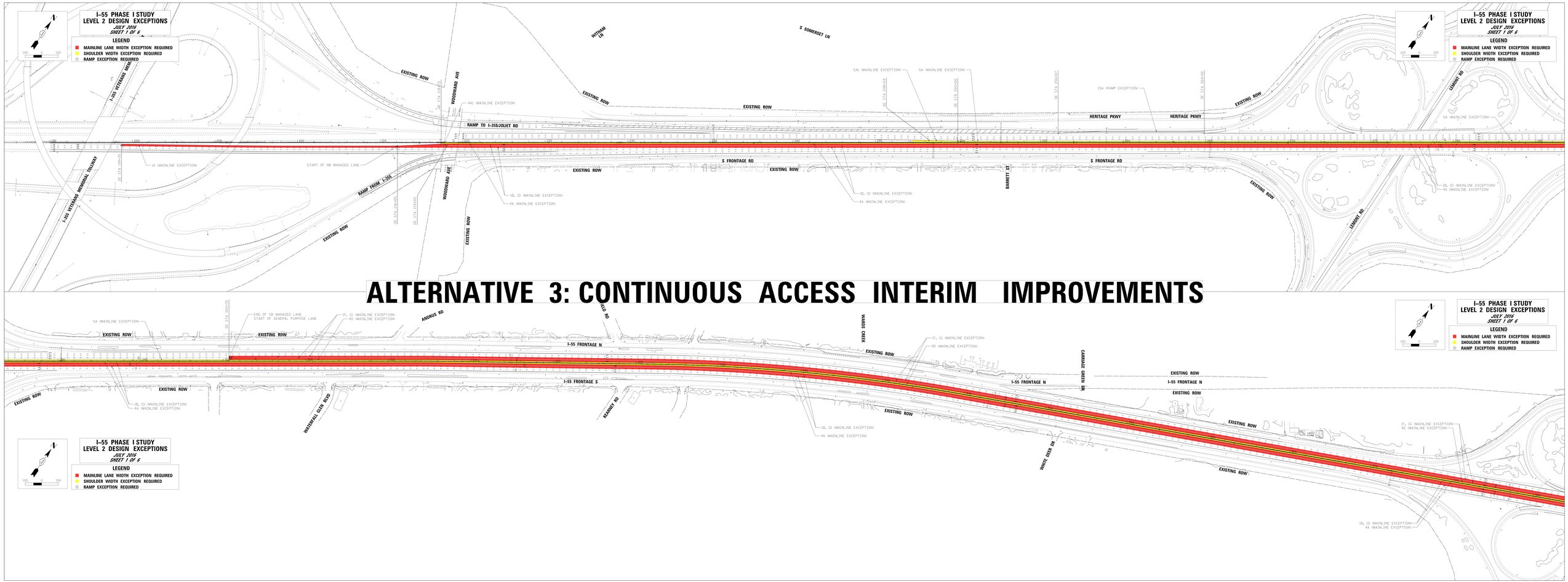
No.	Design Element	BDE/ FHWA Policy	Proposed Design Value or Element (Exception)	Location **Note: Lane 1 is the managed lane * General Purpose Lane							Length ft. (mi.)		Justification
15	Entrance Terminal (BDE Figures 37-6.L & 37-6.N)	(1) 1000' Auxiliary Lane (2) 550' Taper (3) 200' Tangent (4) 400' Tangent	(1) 557' (2) 265' (3) 0' (0' existing) (4) 0' (0' existing)	A.	SB	Sta.	256+07	to	264+92	Lemont Rd	900	(0.2)	The design value is required to force merge vehicles into the general purpose lanes earlier to prevent late weaving at the auxiliary lane.
	Exit Ramp Terminal (BDE Figures 37-2.C & 37-6.B)	(1) 140' Tangent (2) 100' Structure Separation (3) 550' Recovery Area	(1) 0' (10' existing) (2) 0' (0' existing) (3) 340' (375' existing)	B.	NB	Sta.	625+13	to	629+20	I-294 Tri-State	400	(0.1)	The design values mitigate reconstruction of the Wolf Rd and I-55 interchanges and changes to the auxiliary lane's weave length.
	Entrance Terminal (BDE Figures 37-2.C, 37-6.L & 37-6.N)	(1) 643' Radius (2) 200' Tangent (3) 400' Tangent (4) 45 mph design speed	(1) 300' (300' existing) (2) 0' (0' existing) (3) 0' (0' existing) (4) 30 mph design speed (20 mph posted speed)	C.	SB	Sta.	634+50	to	635+68	I-294 Tri-State	100	(0.0)	The design values mitigate reconstructions of the I-294 structure and interchange and potential ROW and environmental impact.
	Entrance Terminal (BDE Figures 37-2.C & 37-6.L)	(1) 200' Tangent (2) 400' Tangent	(1) 0' (0' existing) (2) 0' (0' existing)	D.	NB	Sta.	899+70	to	905+93	Archer Ave	600	(0.1)	The design value mitigates the widening of I-55 near the Chicago Ship Canal and matches with the existing geometry for the entrance ramp from Archer Ave.
	Exit Ramp Terminal (BDE Figures 37-2.C & 37-6.B)	314.82' Tangent	0' (0' existing)	E.	SB	Sta.	902+80	to	905+48	Archer Ave	300	(0.1)	The design value is required to mitigate reconfiguration of the Archer Ave interchange in order to relocate the terminals to a tangent section of the mainline.
	Exit Terminal (BDE 37-6.A)	(1) 3° 3' 26" Taper Angle (2) 300' Ramp Opening	(1) 4° 23' 05" (Existing) (2) 209'	F	SB	Sta.	1128+80	to	1130+89	Cicero Ave	200	(0.0)	The design value permits the structural median widening for a later date when the superstructure requires rehabilitation which in turn decreases the cost of the project.
	Exit Ramp Terminal (BDE Figure 37-6.B)	(1) 1500' Auxiliary lane length (2) 6' Right shoulder width	(1) 445' (400' Existing) (2) 4'	G.	NB	Sta.	1223+56	to	1231+50	Kedzie Ave	800	(0.2)	The design value permits the structural median widening for a later date when the superstructure requires rehabilitation which in turn decreases the cost of the project.
	Exit Ramp Terminal (BDE Figure 37-6.B)	(1) 1500' Auxiliary lane length (2) 6' Right shoulder width	(1) 455' (2) 4'	H.	SB	Sta.	1253+72	to	1261+60	California Ave	800	(0.2)	The design value permits the structural median widening for a later date when the superstructure requires rehabilitation which in turn decreases the cost of the project.
	Entrance Terminal (BDE Figure 37-6.K)	(1) 6' Right Shoulder	(1) 4'	I.	SB	Sta.	1281+68	to	1292+22	Damen Ave	1,100	(0.2)	The design value permits the structural median widening for a later date when the superstructure requires rehabilitation which in turn decreases the cost of the project.
	Exit Ramp Terminal (BDE Figures 37-2.C & 37-6.C)	(1) 10' Right Shoulder	(1) 6'	J.	NB	Sta.	1285+73	to	1292+20		600	(0.1)	
	Entrance Terminal (BDE Figures 37-2.C & 37-6.L)	6' Right Shoulder	2.5' - 6'	K.	NB	Sta.	1329+12		1333+81	Damen Ave	500	(0.1)	The design value mitigates the NB stopping sight distance issue located east of Damen Ave, improvements to the Damen Ave interchanges, ROW impact, and environmental impact while improving traffic congestion by including another general purpose lane for the SB direction and providing a minimum 2' buffer between the general purpose lanes and managed lanes.
	Exit Ramp Terminal (BDE Figures 37-2.C & 37-6.C)	(1) 228.97' Tangent (2) 114.64' Tangent (3) 10' Right Shoulder (4) Left Shoulder (5) 12' Lane Width	(1) 183.08' (2) 102.16' (3) 0.7' (4) 0.6' (5) 11'	L.	NB	Sta.	1368+10	to	1383+69	Dan Ryan	1,600	(0.3)	The design values mitigate improvement to the I-55 structure over Throop St, additional ROW and environmental impact.

I-55 Managed Lane Phase I Study: Design Exception List

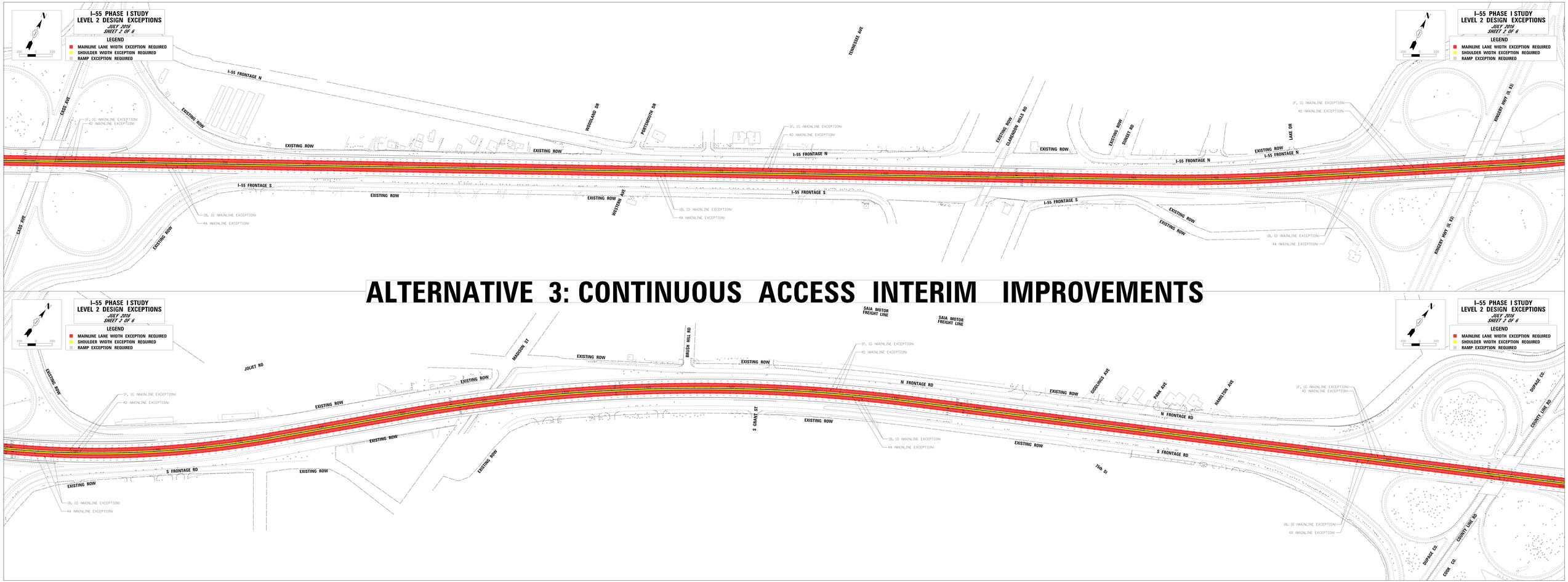
Notes: **No. 1 - 14 were also Level 1 design exceptions that have been approved by the FHWA on June 13, 2016**

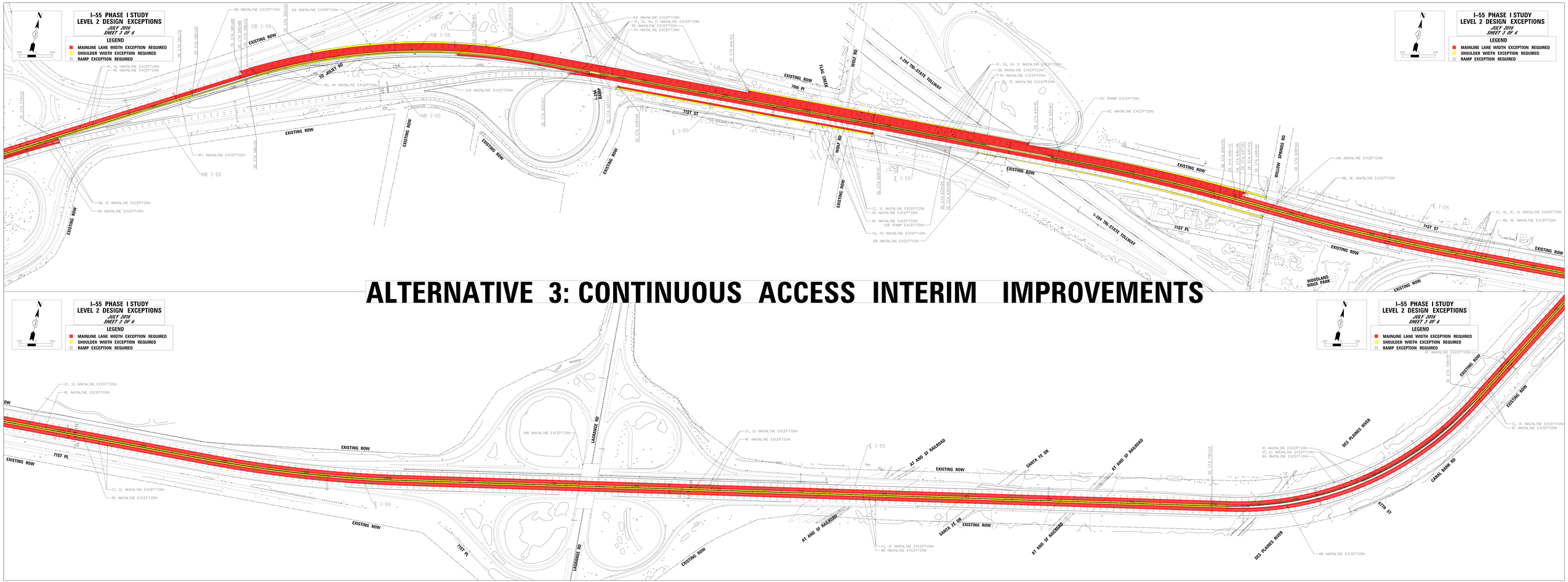
Level Two Design Exception
Alternative 3: Interim Improvement

No.	Design Element	BDE/ FHWA Policy	Proposed Design Value or Element (Exception)	Location **Note: Lane 1 is the managed lane * General Purpose Lane							Length ft. (mi.)		Justification
16	Level of Service (BDE Figure 44-5.A)	LOS C (General Purpose Lanes)	LOS E - F (General Purpose Lanes)	A.	NB & SB	Sta.	195+00	to	1420+00	I-355 to I-90/94	122500	(23.2)	Due to the space restraint of I-55, a lane addition to both direction will not increase the level of service to C within the corridor.
17	Superelevation development at reverse curves (BDE Figures 32-3.E, 32-3.G & 32-3.I & BDE Eq. 32-3.4)	172	0' (0' existing)	A.	NB & SB	Sta.	1109+27	to	1109+27	Cicero Ave	0	0	This design value is an existing design element that will not be influenced by the proposed managed lanes.
		172	0' (0' existing)	B.	NB & SB	Sta.	1118+98	to	1118+98	Cicero Ave	0	0	
18	Superelevation Transition on Bridges (BDE 32-3.E)	Avoid superelevation transition on bridges and bridge approaches	Located on bridges and/or bridge approaches	A.	NB & SB	Sta.	908+13	to	915+18	Chicago Sanitary and Ship Canal	710	(0.13)	This design value is an existing design element that will not be influenced by the proposed managed lanes.
				B.	NB & SB	Sta.	1127+32	to	1128+97	Chicago Belt RR	170	(0.03)	
				C.	NB & SB	Sta.	1319+62	to	1348+25	GM&O RR and Ashland	2,860	(0.54)	
				D.	NB & SB	Sta.	1386+16	to	1394+50	Senour Ave	830	(0.16)	
19	Superelevation Transition Lengths (BDE Figures 32-3.E, 32-3.G & 32-3.K & BDE Eq. 32-3.4)	405'	385'	A.	NB	Sta.	132953	-	134068	Damen Ave	1120	0.2121	The design value permits the structural median widening for a later date when the superstructure requires rehabilitation which in turn decreases the cost of the project.

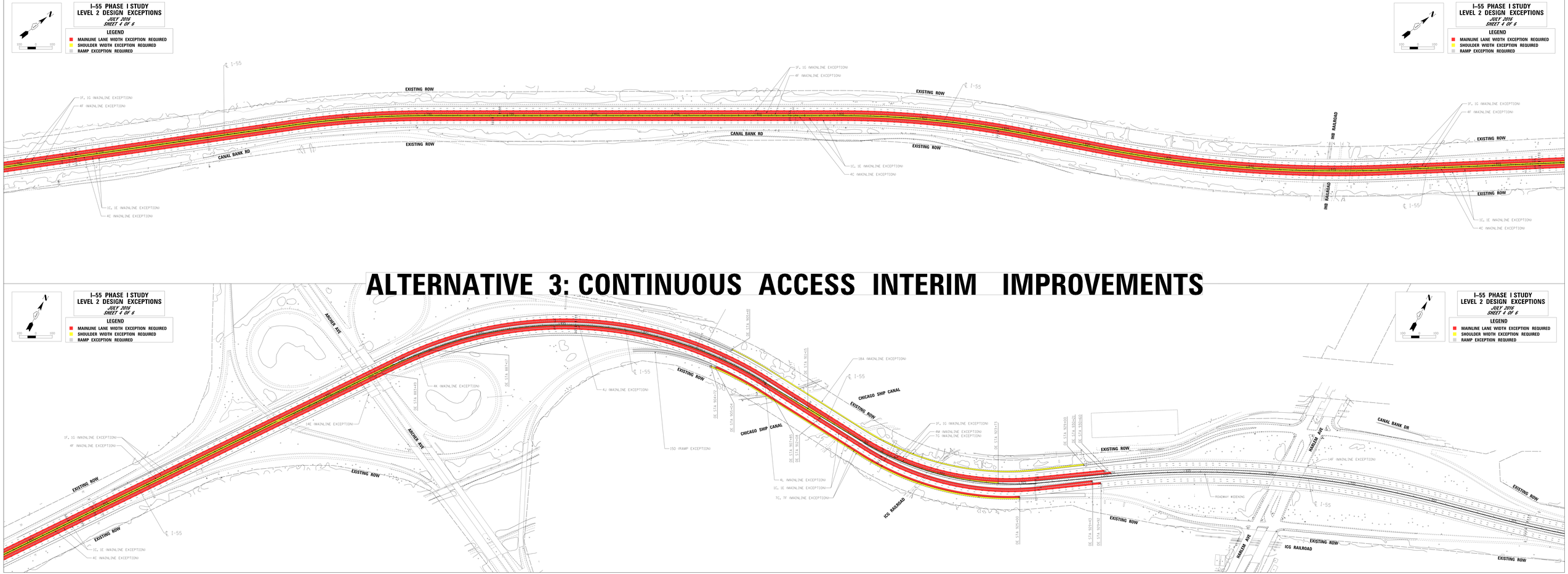

I-55 PHASE I STUDY
LEVEL 2 DESIGN EXCEPTIONS
JULY 2016
SHEET 1 OF 6
LEGEND
MAINLINE LANE WIDTH EXCEPTION REQUIRED
SHOULDER WIDTH EXCEPTION REQUIRED
RAMP EXCEPTION REQUIRED
ALTERNATIVE 3: CONTINUOUS ACCESS INTERIM IMPROVEMENTS
I-55 VETERANS MEMORIAL TOLLWAY
I-355 VETERANS MEMORIAL TOLLWAY
WOODWARD AVE
WITTEM LN
S SOMERSET LN
EXISTING ROW
RAMP TO I-355/JOLIET RD
RAMP FROM I-355
START OF NB MANAGED LANE
S FRONTAGE RD
HERITAGE PKWY
BARNETT ST
LEMONT RD
1A (MAINLINE EXCEPTION)
4AI (MAINLINE EXCEPTION)
5AI (MAINLINE EXCEPTION)
5A (MAINLINE EXCEPTION)
15A (RAMP EXCEPTION)
1B, 1D (MAINLINE EXCEPTION)
4A (MAINLINE EXCEPTION)
5A (MAINLINE EXCEPTION)
ANGRUS RD
END OF SB MANAGED LANE
START OF GENERAL PURPOSE LANE
1F, 1G (MAINLINE EXCEPTION)
4D (MAINLINE EXCEPTION)
I-55 FRONTAGE N
I-55 FRONTAGE S
WARDS CREEK
CARRIAGE GREEN DR
WATERFALL GLEN BLVD
KEARNEY RD
WHITE DEER DR

ALTERNATIVE 3: CONTINUOUS ACCESS INTERIM IMPROVEMENTS



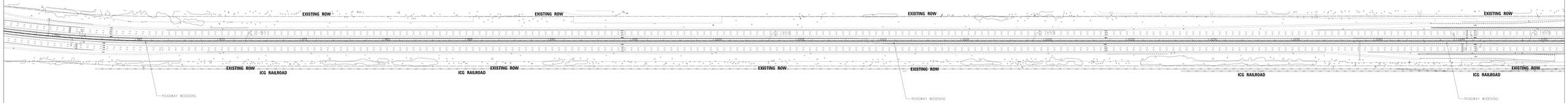

I–55 PHASE I STUDY
LEVEL 2 DESIGN EXCEPTIONS
JULY 2016
SHEET 3 OF 6
LEGEND
MAINLINE LANE WIDTH EXCEPTION REQUIRED
SHOULDER WIDTH EXCEPTION REQUIRED
RAMP EXCEPTION REQUIRED
ALTERNATIVE 3: CONTINUOUS ACCESS INTERIM IMPROVEMENTS
EXISTING ROW
TO JOLIET RD
SB I-55
NB I-55
I-55
71ST ST
71ST PL
70th Pl
FLAG CREEK
WOLF RD
I-294 TRI-STATE TOLLWAY
WILLOW SPRINGS RD
WOODLAND RIDGE PARK
LADBANKE RD
AT AND SF RAILROAD
SANTA FE DR
DES PLAINES RIVER
CANAL BANK RD
67TH ST

ALTERNATIVE 3: CONTINUOUS ACCESS INTERIM IMPROVEMENTS



I–55 PHASE I STUDY
LEVEL 2 DESIGN EXCEPTIONS
JULY 2016
SHEET 5 OF 6

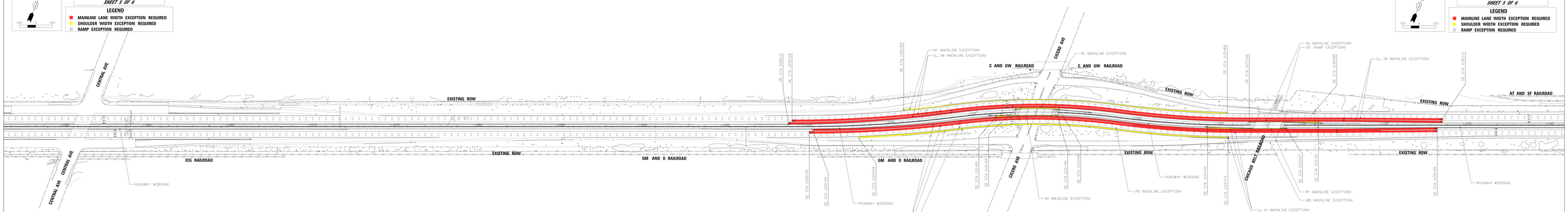
LEGEND
- MAINLINE LANE WIDTH EXCEPTION REQUIRED
- SHOULDER WIDTH EXCEPTION REQUIRED
- RAMP EXCEPTION REQUIRED



ALTERNATIVE 3: CONTINUOUS ACCESS INTERIM IMPROVEMENTS

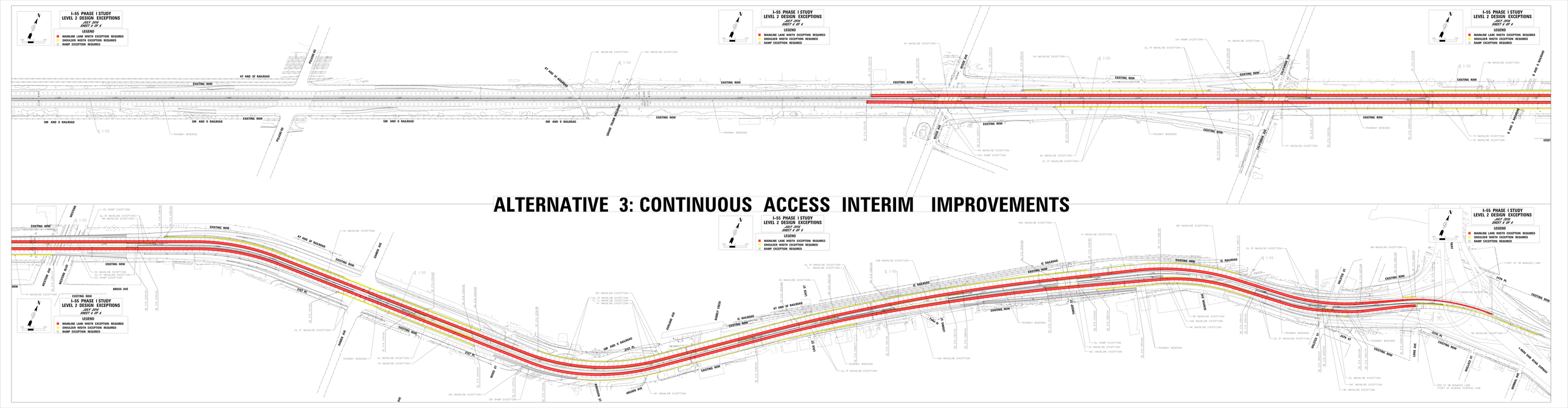
I–55 PHASE I STUDY
LEVEL 2 DESIGN EXCEPTIONS
JULY 2016
SHEET 5 OF 6

LEGEND
- MAINLINE LANE WIDTH EXCEPTION REQUIRED
- SHOULDER WIDTH EXCEPTION REQUIRED
- RAMP EXCEPTION REQUIRED



I–55 PHASE I STUDY
LEVEL 2 DESIGN EXCEPTIONS
JULY 2016
SHEET 5 OF 6

LEGEND
- MAINLINE LANE WIDTH EXCEPTION REQUIRED
- SHOULDER WIDTH EXCEPTION REQUIRED
- RAMP EXCEPTION REQUIRED


I-55 PHASE I STUDY
LEVEL 2 DESIGN EXCEPTIONS
JULY 2016
SHEET 1 OF 4
LEGEND
MAINLINE LANE WIDTH EXCEPTION REQUIRED
SHOULDER WIDTH EXCEPTION REQUIRED
RAMP EXCEPTION REQUIRED
ALTERNATIVE 3: CONTINUOUS ACCESS INTERIM IMPROVEMENTS
AT AND SF RAILROAD
GM AND O RAILROAD
EXISTING ROW
ROADWAY WIDENING
PULLMAN RD
MAGNOLIA AVE
CHESTER AVE
CALIFORNIA AVE
IC RAILROAD
LOCUST ST
MAPLE ST
ELM ST
OLIVE ST
WALNUT ST
PINE ST
CHERRY ST
LOCUST ST
MAIN ST
BROSS AVE
SUMNER AVE
WESTERN AVE
WESTERN BLVD
ARCHER AVE
KANSAS AVE
SIDNEY CREEK
LONG AVE
DOUGLAS ST
SUMNER AVE
LONG BEACH FREEWAY
START OF SB MANAGED LANE
START OF GENERAL PURPOSE LANE
END OF NB MANAGED LANE