I-55 Managed Lanes Combined Design Report

Appendix A.6 – FHWA/BDE Meeting Minutes

AGENDA ITEM # 12

Interstate 55 (Stevenson Expressway)
I-355 (Veterans Memorial Tollway) to I-90/94 (Dan Ryan Expressway)
Job. No. P-91-762-10
Cook/DuPage Counties

May 9, 2012

This was the first presentation for this project. The purpose of this meeting was to present overall scope of work, project approach and schedule for project.

Project Scope

The general scope of the project is to improve mobility along Interstate 55 Corridor by potentially adding one lane in each direction in the existing median. Managed lanes concept (HOV, HOT, Congestion Pricing, etc.) will be evaluated as a critical component of the add lanes solution. Combined Design Report will be prepared for this project and anticipated to be processed as Environmental Assessment (EA) at this time. FHWA suggested using the ECAD journal to determine the appropriate type of environmental processing as this project has a potential to be processed as a Categorical Exclusion II instead of EA. In addition, it was noted that the scope of work is not anticipated to include reconstruction of the entire existing Interstate 55corridor.

Corridor Characteristics

The Project corridor is approximately 24 miles in length, providing 3 lanes of traffic in each direction. The median width varies form a width of 40 feet at the south end of the corridor to a 60 foot median at the north end of the corridor. Existing traffic volumes range from 150,000 ADT (south terminus) to 200,000 ADT (north terminus) with a truck volumes varying for 9 % (south terminus) to 6% (north terminus). There are 15 Interchanges, 6 RR crossings, 13 cross street structures and two major waterway crossings along the corridor. Initial investigation indicates there are at least nine 5% Locations within the corridor.

Agency Coordination

Extensive coordination with regional and local agencies will be conducted throughout the Project. CMAP has identified the corridor as a potential location for managed lanes solutions in the GOTO 2040 Comprehensive Regional Plan. The corridor traverses 2 counties (Cook & DuPage) and interchanges with two Illinois Tollway facilities (I-355, I-294). There are also 16 municipalities along the corridor

Three regional transit agencies have facilities adjacent to or operating along the Project corridor. The CTA operates the Orange Line (stations located at Western, Ashland and Halsted) as well as several parallel and intersecting bus routes. Metra's Heritage Corridor Service (stations at Summit and Willow Springs) parallels the entire project corridor. Pace operates a Bus on Shoulder service in the Project corridor and has recently expanded this service to respond to ridership demands. The evaluation of managed lane ridership will evaluate opportunities to

complement these services as well as the potential impacts on these services. Extensive coordination with these agencies as well as the RTA is planned throughout the evaluation.

Public Involvement

Extensive stakeholder outreach based on the Context Sensitive Solutions Policy will be a critical component of the evaluation. Three Public Meetings and a Public Hearing are anticipated. A Corridor Advisory Group (CAG) process will be initiated early in the evaluation. The Public Involvement process will solicit input for the project study, but will also serve as an opportunity to introduce and educate the stakeholders on the managed lanes concepts and options.

Schedule

The project is planned for 24 month duration with an anticipated completion in April 2014. It is desirable for this project to be implemented prior to the reconstruction of the I-290 corridor.

Upcoming Events

The anticipated coordination meetings in the initial months will include CMAP Freight Committee Meeting (scheduled for May 21st), transit agency coordination, initiating the CAG process prior to first Public Meeting and conducting the first Public Meeting (anticipated in late Summer/early Fall).

Stantec: John O'Holleran
IDOT/CH2M Hill: Srikanth Panguluri

AGENDA ITEM # 03

Interstate 55 (Stevenson Expressway)
I-355 (Veterans Memorial Tollway) to I-90/94 (Dan Ryan Expressway)
Job. No. P-91-762-10
Cook/DuPage Counties

August 15, 2012

This was the second presentation for this project. The purpose of this meeting was to review the overall scope of work and present typical sections for the project.

Project Scope

The general scope of the project is to improve mobility along Interstate 55 Corridor by potentially adding one lane in each direction in the existing median. Managed lanes concept (HOV, HOT, Congestion Pricing, etc.) will be evaluated as a critical component of the add lanes solution. The project limits are from I-355 to I-90/94.

Typical Sections

40' Typical - Stantec presented two typical sections for an existing 40' median (edge of pavement to edge of pavement). This typical sections has a 6' right shoulder, 11' managed lane, 3' buffer, 11' general purpose (GP) lane, 2-12' GP lanes and a 10' shoulder. The typical sections differ in the fact that one would use the existing full depth shoulder with variable cross slopes and the other would reconstruct the median to provide 2% cross slope and new pavement structure. This typical section is applicable from I-355 to approximately Harlem Ave.

60' Typical – The typical section for the existing 60' median has enforcement shoulder widths of 13' and managed lane of 13' with a 4' buffer. All GP lanes would be 12' with a 10' right shoulder. This typical has flexibility in desired shoulder, lane and buffer widths. This typical section is applicable from Harlem to I-90/94

I-55 Section under I-294 – Stantec also presented the most constricted section which is located at I-294 over I-55. This section is between bridge piers and would allow for a 3' left shoulder, 11' managed lane, 1' buffer with 11' GP lanes. The southbound direction has a ramp merge lane in the far right and only a 1' shoulder. The northbound direction has a 4' left shoulder a 2' buffer and a 4' outside shoulder. This is the tightest location along the corridor. A possible alternate would be to excavate on the other side of the bridge pier, taking out the slope wall and constructing an abutment wall. Further analysis will to be done to determine if the roadway geometry would be within criteria to achieve this alternate.

The limited shoulder widths that are anticipated to be provided, the 11' travel lanes, and greater than 2% cross slopes for the driving lane were discussed and agreed to be carried forward to develop additional details, however noting that these will be categorized for level one design exceptions. Additional research is needed to identify similar facilities in use currently across the country and compare design criteria and review the FHWA website.

Restricting the trucks to outer two lanes was discussed and no particular concerns were raised of the proposal. The potential different buffer zones that could be considered for the High Occupancy Vehicle lane and High Occupancy Toll lane were discussed. Additional investigation will be conducted to identify current design polices for similar facilities on various items including buffer width, methodology/design of ingress and egress locations, differential speeds on the general purpose lanes and managed lanes, and auto speed enforcement options.

Agency Coordination

Coordination with regional and local agencies have been initiated for the Project. IDOT/Stantec has met with the following agencies: CDOT, CMAP, Pace and the Southwest Conference of Mayors. These meeting have been positive and all parties have no objection to the project. The following agencies have scheduled meetings: IL Tollway, DuPage Council of Mayors, RTA, CTA and Metra.

Public Involvement

A Corridor Planning Group (CPG) meeting is being planned and is anticipated to be held in the beginning of October. The Public Involvement process will solicit input for the project study, but will also serve as an opportunity to introduce and educate the stakeholders on the managed lanes concepts and options. A copy of the Stakeholder Involvement Plan (SIP) was included in the agenda packet for review and comment.

Schedule

The project is planned for 24 month duration with an anticipated completion in April 2014. It is desirable for this project to be implemented prior to the reconstruction of the I-290 corridor.

Upcoming Events

Continuation of the one-on-one stakeholder meetings are ongoing, CPG meeting is being scheduled for early October. The first public meeting is anticipated for late fall/early winter.

Stantec: John O'Holleran
IDOT/CH2M Hill: Srikanth Panguluri

Informal Geometric Meeting

Interstate 55 (Stevenson Expressway)
I-355 (Veterans Memorial Tollway) to I-90/94 (Dan Ryan Expressway)
Job. No. P-91-762-10
Cook/DuPage Counties

September 12, 2012

This was an informal geometric meeting held at IDOT with IDOT and Federal Highway Administration staff.

Geometric Design

The I-55 manage lane study includes the location of I-55 under I-294, this is the most constricted section along the corridor. Adding a manage lane through this section would result in substandard shoulder and lane widths. A possible alternate would be to excavate on the other side of the bridge pier, taking out the slope wall and construct an abutment wall. Two alternates were discussed at the meeting.

Option #1

This included excavating behind the pier on SB I-55 to allow the entrance ramp from NB I-294 to SB I-55 enter mainline flow of traffic further downstream. This would allow for a 7' left shoulder, 11' managed lane and a 3' buffer from the general purpose lanes. This option gives better lane configuration/widths under I-294 and also a larger radius on the entrance ramp from I-294 to I-55. The cons of this option is the reduced weave length from the ramp entrance to mainline of 750' which is substandard.

Option #2

This option includes excavation behind both piers of the I-294 bridge over I-55. This option introduces a CD road in each direction along I-55 which would separate the mainline thru traffic from the entering and exiting traffic from ramps serving north and southbound I-294. The CD on SB I-55 would include two 12' lanes with 6' shoulders, the mainline would include two 12' lanes, one 11' lane and a 11' manage lane. The shoulders widths would be 5' right and 7' left. The CD road on NB I-55 would include two 12' lanes with 6' left and 10' right shoulders, the mainline would include 3 mainline lanes 11' wide, 11' wide manage lane and left shoulder width of 3' and right shoulder width of 6'.

Option #2 has the greater impact on improved operational configurations in this congested area by separating the ramp weaving movements away from the mainline. This option also allows more room for lane widths in the SB direction under I-294. These options will further be analyzed with traffic modeling as the study progresses.

AGENDA ITEM # 24

Interstate 55
I-355 (Veterans Memorial Tollway) to I-90/I-94 (Dan Ryan Expressway)
Job. No. P-91-762-10
Cook/DuPage Counties

October 24, 2012

This was the third presentation for this project. The purpose of this meeting was to review and get approval for the logical terminus for the project. A *Logical Termini Determination* memorandum dated October 24, 2012 was distributed and is summarized as follows:

Project Background

The Phase I study for the I-55 Managed Lane project is in follow-up to multiple previous studies by IDOT and the Chicago Metropolitan Agency for Planning (CMAP) concerning potential special use lanes within the median along I-55 from the Veterans Memorial Tollway (I-355) to the Dan Ryan Expressway (I-90/I-94), a distance of approximately 25 miles, to address the frequently severe congestion along I-55 by reducing overall passenger delay and improving travel time reliability. These previous studies have generally considered potential improvements to I-55 from the Veterans Memorial Tollway (I-355) on the west/south to the Dan Ryan Expressway (I-90/I-94) on the east/north.

In 1993, IDOT completed a feasibility study that examined the benefits of adding High Occupancy Vehicle (HOV) lanes to I-55 predominantly east of the Tri-State Tollway (I-294) to I-90/I-94, but also examined the viability of extending the HOV lanes to the Veterans Memorial Tollway (I-355). The feasibility study concluded that HOV lanes were a viable option for project corridor travel time savings within both the HOV lanes and the general purpose lanes, and improving overall person through-put by encouraging and supporting a reduction in single occupant vehicle (SOV) trips.

In 2009, the Chicago Metropolitan Agency for Planning (CMAP) issued a report entitled “A Road Less Traveled” which explored the potential for congestion pricing (fixed and variable rate) as a new, innovative, and sustainable approach to alleviating traffic congestion for all Tollways and IDOT expressways within the seven-county Chicago region. This report was followed by an additional report released by CMAP in October 2012 entitled “Congestion Pricing – An Analysis of the GO TO 2040 Major Capital Projects”. This report explored the effects of congestion pricing on the new highway facilities recommended in the Go To 2040 plan, including an additional express lane in each direction on I-55 from the Veterans Memorial Tollway (I-355) to the Dan Ryan Expressway (I-90/I-94).

There has been consistency with respect to the Veterans Memorial Tollway (I-355) and the Dan Ryan Expressway (I-90/I-94) termini of these previous studies. This is based both on the need to reduce overall passenger delay and improve travel time reliability within the outer circumferential loop (Veterans Memorial Tollway I-355) but also based on available existing median area throughout the project limits. East of the Veterans Memorial Tollway (I-355) to west of IL 43 (Harlem Avenue) generally includes a 40 foot wide closed median, with the only exception near I-294 where the median narrows, but then widens again to the east. The median east of Harlem Avenue generally includes a 60 foot wide open median to the Dan Ryan Expressway (I-90/I-94).

Conclusion for Logical Terminus

The project termini, the Veterans Memorial Tollway (I-355) to the Dan Ryan Expressway (I-90/I-94) project limits comply with the logical termini criteria as stipulated in BDE 22-6.04, and 23 CFR 771.111(f), which requires that each action evaluated as part of an Environmental Assessment (EA)/FONSI shall:

1. Connect logical termini and be of sufficient length to address environmental matters on a broad scope.
2. Have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made.
3. Not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

The objective of this criteria is to ensure that contemplated projects are considered as a whole or integrated project that satisfies an identified need, to ensure potential socioeconomic and environmental impacts are evaluated on a broad scale, to ensure the project will function properly without requiring additional improvements elsewhere, and to ensure that the project will not restrict consideration of alternatives for other foreseeable transportation improvements. In this regard, for capacity projects, as opposed to spot safety improvement or interchange improvements, logical termini are commonly points of major traffic generation, including intersecting roadways that have a functional classification at or above the roadway being studied.

On the above basis, both the Veterans Memorial Tollway (I-355) and the Dan Ryan Expressway (I-90/I-94) are major traffic generators that have a functional classification that is equivalent to I-55. Both the Veterans Memorial Tollway (I-355) and the Dan Ryan Expressway (I-90/I-94) are interstate highways serving the larger Chicago Metropolitan Area that are logical end points with respect to providing access to and egress from the special use lanes being considered along I-55. An improvement along this 25 mile section of I-55 will have independent utility, most decidedly be useable, and is a reasonable expenditure without requiring, nor will it restrict consideration of, other reasonably foreseeable transportation improvements.

Discussion
The FHWA questioned if the project was looking at extending a manage lane to I-80. It was discussed and agreed that this project study limits, the Veterans Memorial Tollway (I-355) to the Dan Ryan Expressway (I-90/I-94), do not preclude a future study that could evaluate a managed lane to I-80.

No direct access ramps are being proposed at this time at either end of the project limits, however the link will be with general ingress/egress from the managed lane. The project will serve the Veterans Memorial Tollway (I-355) traffic and The Dan Ryan Expressway (I-90/I-94) traffic at the termini.

The FHWA concurred on the proposed I-55 project limits of the Veterans Memorial Tollway (I-355) and the Dan Ryan Expressway (I-90/I-94) as the logical termini as presented.

Upcoming Events
The first public meeting is scheduled for Nov 1st.

Stantec:	John O'Holleran
IDOT/CH2M Hill:	Srikanth Panguluri

Interstate 55; I-355 to I-90/94
Managed Lane Project
PTB 158-002
P-91-762-10

Logical Termini Determination
October 24, 2012

FHWA concurrence is being requested to assure that the I-55 Managed lane project from I-355 to I-90/94 is compliant with Logical Termini criteria. The I-55 Managed Lanes Study Area is attached.

The Phase I study for the I-55 Managed Lane project is in follow-up to multiple previous studies by IDOT and the Chicago Metropolitan Agency for Planning (CMAP) concerning potential special use lanes within the median along I-55 from Veterans Memorial Tollway (I-355) to the Dan Ryan Expressway (I-90/94), a distance of approximately 25 miles, to address the frequently severe congestion along I-55 by reducing overall passenger delay and improving travel time reliability. These previous studies have generally considered potential improvements to I-55 from I-355 on the west/south to I-90/94 on the east/north. Based on this project history and approach, FHWA concurrence is being requested that the I-55 Managed Lane project is compliant with Logical Termini criteria based on the below discussion.

In 1993, IDOT completed a feasibility study that examined the benefits of adding High Occupancy Vehicle (HOV) lanes to I-55 predominantly east of the Tri-state Tollway (I-294), but also examined the viability of extending the HOV concept to the Veterans Memorial Tollway The feasibility study concluded that HOV lanes were a viable option for project corridor travel time savings within both the HOV lanes and the general purpose lanes, and improving overall person through-put by encouraging and supporting a reduction in single occupant vehicle (SOV) trips. The feasibility study also concluded that HOV improvement within the I-55 corridor would also provide regional benefits with respect to overall travel time savings. IDOT completed the reconstruction of I-55, east of LaGrange Road, in 1999/2000. Although this reconstruction included accommodations for potential future HOV lanes, such as wider medians and bridge decks, the HOV lanes were not implemented with the reconstruction project.

In 2009, the Chicago Metropolitan Agency for Planning (CMAP) issued a report entitled "A Road Less Traveled" which explored the potential for congestion pricing (fixed and variable rate) as a new, innovative, and sustainable approach to alleviating traffic congestion for all tollways and IDOT expressways within the seven-county Chicago region. This report was followed by an additional report released by CMAP in October 2012 entitled "Congestion Pricing – An Analysis of the GO TO 2040 Major Capital Projects". This report explored the effects of congestion pricing on the new highway facilities recommended in the Go To 2040 plan, including an additional express lane in each direction on I-55 from I-355 to I-90/94. This report demonstrates a travel time savings and improved reliability of travel time along I-55 based on year 2016 traffic modeling.

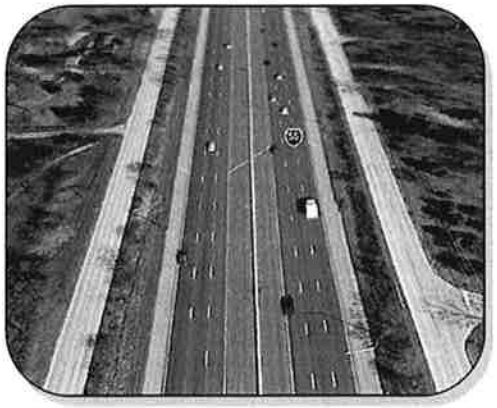


Figure 1 – I-55 east of I-355 to west of Harlem Avenue

Figure 2 – I-55; east of Harlem Avenue to I-90/94

There has been consistency with respect to the I-355 and I-90/94 termini of these previous studies. This is based both on the need to reduce overall passenger delay and improve travel time reliability within the outer circumferential loop (I-355) but also based on available existing median area throughout the project limits. As shown in Figure 1, I-55 from east of I-355 to west of IL 43 (Harlem Avenue) generally includes a 40 foot wide closed median, with the only exception near I-294 where the median narrows, but then widens again to the east. As shown in Figure 2, I-55 east of Harlem Avenue generally includes a 60 foot wide open median to I-90/94.

A special use lane can generally be accommodated within these median areas from east of I-355 to west of I-90/94 without requiring reconstruction or widening of I-55. However, this is not the case to the west/south of I-355 or to the east/north of I-90/94. As shown in Figures 3 and 4, I-55 west of I-355 and east of I-90/94 includes narrow medians of approximately 12 feet in width. Incorporation of special use lanes west of I-355 and east of I-90/94 would require widening and/or reconstruction of I-55 in these areas.

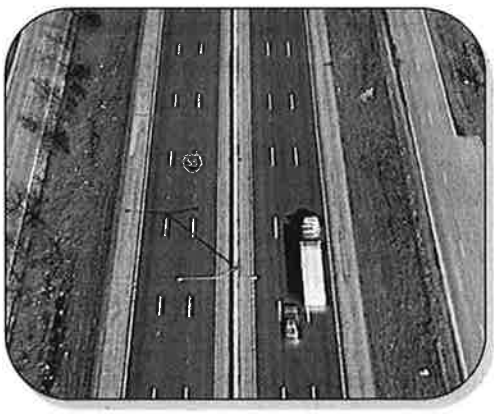


Figure 2 – I-55 west of I-355

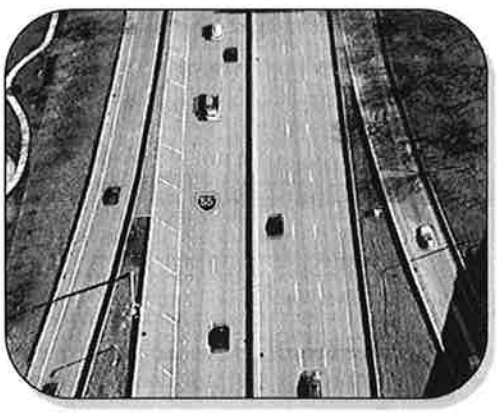


Figure 1 – I-55 east of I-90/94

Notwithstanding these physical limitations that establish practical project termini, the I-355 to I-90/94 project limits comply with the logical termini criteria as stipulated in BDE 22-6.04, and 23 CFR 771.111(f), which requires that each action evaluated as part of an Environmental Assessment (EA)/FONSI shall:

(1) Connect logical termini and be of sufficient length to address environmental matters on a broad scope.

(2) Have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made.

(3) Not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

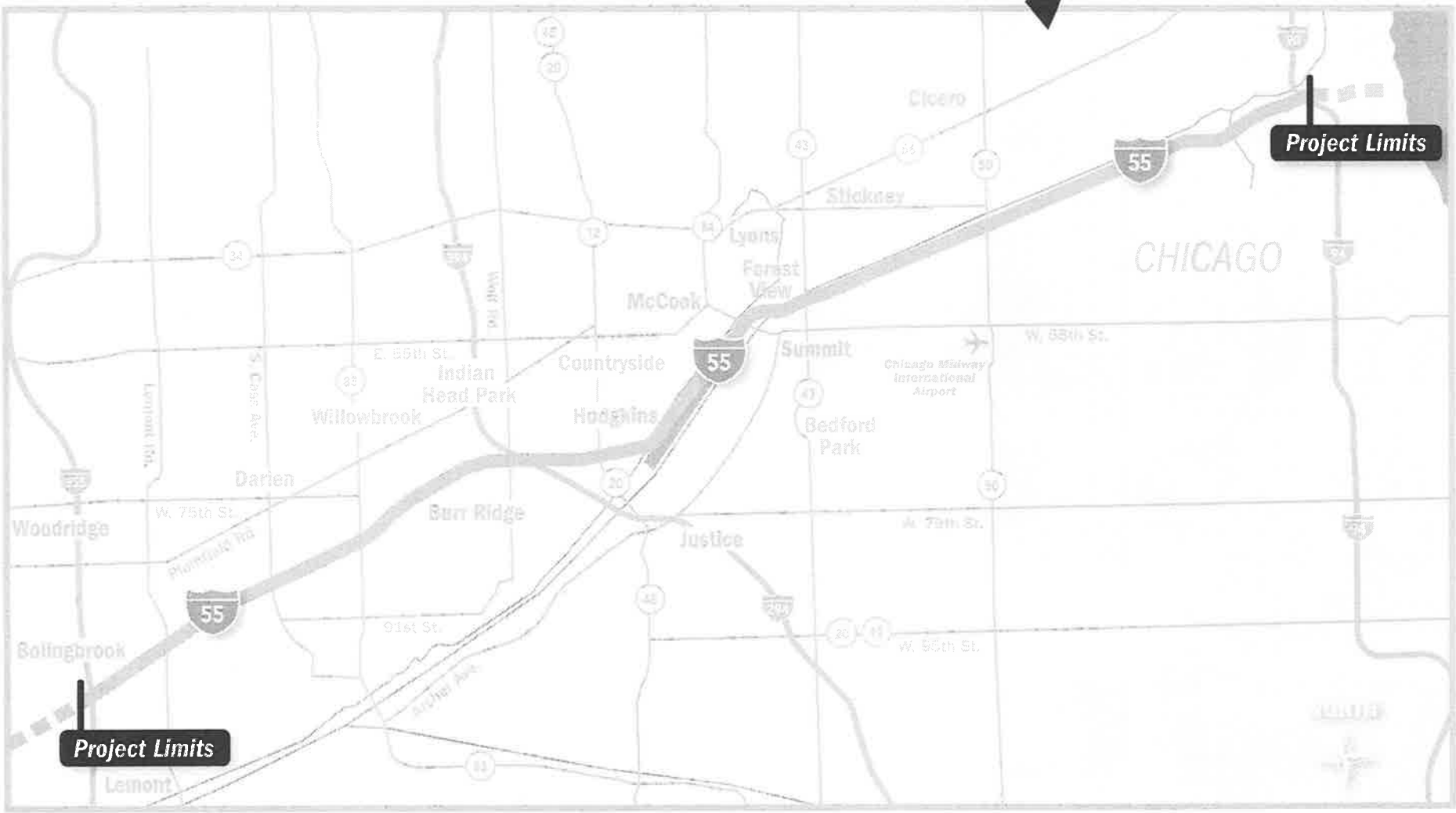
The objective of this criteria is to ensure that contemplated projects are considered as a whole or integrated project that satisfies an identified need, to ensure potential socioeconomic and environmental impacts are evaluated on a broad scale, to ensure the project will function properly without requiring additional improvements elsewhere, and to ensure that the project will not restrict consideration of alternatives for other foreseeable transportation improvements. In this regard, for capacity projects, as opposed to spot safety improvement or interchange improvements, logical termini are commonly points of major traffic generation, including intersecting roadways that have a functional classification at or above the roadway being studied.

On the above basis, both I-355 and I-90/94 are major traffic generators that have a functional classification that is equivalent to I-55. Both I-355 and I-90/94 are interstate highways serving the larger Chicago Metropolitan Area that are logical end points with respect to providing access to and egress from the special use lanes being considered along I-55. An improvement along this 25 mile section of I-55 will have independent utility, most decidedly be useable, and is a reasonable expenditure without requiring, nor will it restrict consideration of, other reasonably foreseeable transportation improvements.

As such, FHWA concurrence is requested that the proposed project limits of I-355 and I-90/94 is compliant with Logical Termini criteria.

I-55 Managed Lane Study Area

I-55 | MANAGED LANE PROJECT



Illinois Department of Transportation

AGENDA ITEM # 14

Interstate 55
I-355 (Veterans Memorial Tollway) to I-90/I-94 (Dan Ryan Expressway)
Job. No. P-91-762-10
Cook/DuPage Counties

May 15, 2013

This was the fourth presentation for this project. The purpose of this meeting was to provide a status update that included a summary of the CPG Meeting #1 and Public Meeting # 1, presentation of the Problem Statement and Purpose and Need outline, discussion of the on-going data collection activities, and the next steps.

The first Corridor Planning Group (CPG) meeting for the I-55 Managed Lane Project was held on October 11, 2012. The meeting was attended by 39 participants, 27 of which are members of the CPG. The meeting discussed the concept Managed Lanes, along with congestion, safety, and truck volumes in the I-55 corridor. Initial concerns gathered from the CPG include on how the funding would be determined in order to implement the managed lanes and if sound mitigation/sound walls would be evaluated. The meeting outcome included defining the project goals and objectives - congestion reduction, financing, and improve transit.

The first public meeting was held on November 1, 2012. The meeting included a Power Point presentation, which was used to introduce the project. The meeting was attended by 49 participants. Seven comment forms were submitted during the meeting and an additional ten comments were received via the I-55 Managed Lane website, www.i55managedlaneproject.org. The key concerns gathered were regarding safety and if sound mitigation/sound walls would be evaluated. Other issues and concerns included congestion, truck volume, improving transit options, and maintaining access.

Based upon the issues, concerns, goals, and objectives received from the CPG and public meetings, a draft Problem Statement was developed and presented at this coordination meeting.

The outline of the Purpose and Need was presented that include the purpose of the project is to relieve congestion/enhance travel reliability through sustainable and adaptable solutions. The need is based on the regional growth, travel demand, and crash history. The draft Purpose and Need is under development and will be submitted to the BDE and FHWA for their review by the next coordination meeting.

The Chicago Metropolitan Agency for Planning (CMAP) estimated the 2010 to 2040 population growth for the City of Chicago at 28%, Cook County at 17%, DuPage County at 23%, and Will

County at 67%. CMAP also provided employment growth for the City of Chicago at 28%, Cook County at 17%, DuPage County at 24%, and Will County at 110%.

Historical and future travel demand trends in this corridor were discussed. On a cursory review, the future growth aligns with the historical growth that was noticed in this corridor. CMAP's travel demand for years 2000 to 2012 and projected to 2040 for the I-55 corridor are as follows: from I-355 to I-294 - 15% increase and projected 37% increase; from I-294 to Illinois Route 171 - 21% increase and projected 34%; from Illinois Route 171 to Cicero Avenue – 18% increase and projected 35%; and from Cicero Avenue to I-90/94 – 10% increase and projected 27%.

The historical crash data was discussed. There were 6,543 reported crashes within the I-55 corridor for years 2006-2009. There were 25 fatalities and 239 Type A crashes, with seven 5% segments. The majority (76%) of the crashes were rear end and sideswipe same direction. FHWA asked if the fatalities were during the peak hour or off peak. It was noted that the fatalities did not show any particular trend, and will be further reviewed.

The on-going data collection efforts to gather the vehicle occupancy and origins-destinations (O-D) were discussed. These study results will be incorporated into the travel demand model. The occupancy study has observed 14,227 vehicles in the field, where 83.5% were single occupants, 13.8% double, 1.8% triple, and less than 1% of the vehicles included 4 and 5 occupants. An O-D study will be conducted in early June by Traffax using approximately 63 Bluetooth sensors within the corridor and along the cross roadways at the interchanges. The study results will be considered in the identification of the potential ingress and egress points to the managed lanes. Stantec was aware that northbound Central Avenue is currently closed because of construction and will use historic ramp volumes at this interchange to adjust traffic data results.

The next steps in the traffic studies include the travel model analysis which will be calibrated with the above data for a no-build alternative, and the managed lane alternatives of high-occupancy vehicles (HOV), high-occupancy tolling (HOT), and express tolling with fixed time pricing. Concurrent studies include review of existing geometric deficiencies, location of potential emergency pull-off locations, enforcement, and signing opportunities. The proposed buffer between the managed lanes and the through lanes is a 2-foot painted area and a 6-foot shoulder within the areas of 40-foot median. Stantec was asked to review the use of a 4-foot painted buffer, as the District is aware that the national experience indicates that the effectiveness of a managed lanes decreases with buffer widths of less than 4-foot.

The next CPG Meeting is anticipated to be held at the end of June.

Stantec: John O'Holleran
IDOT/CH2M Hill: Srikanth Panguluri

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AGENDA ITEM # 6

Interstate 55
I-355 (Veterans Memorial Tollway) to I-90/I-94 (Dan Ryan Expressway)
Job. No. P-91-762-10
Cook/DuPage Counties

July 10, 2013

This was the fifth presentation for this project. The last presentation was made on May 15, 2013. The purpose of this meeting was to discuss the draft Purpose and Need and the next Corridor Planning Group Meeting (CPG).

Five points were described as the purpose of this project: Improve mobility and operational efficiency to better accommodate the movement of people and goods; maximize use of the facility and improve travel time reliability; facilitate congestion management in the corridor; facilitate reliable incident management; and provide a sustainable transportation solution.

The need for the project stems from the travel demand using a 2012 base year and the 2040 no-build scenario. The Chicago Metropolitan Agency for Planning (CMAP) Go To 2040 shows a regional population growth between 2010 and 2040 at 28 percent or approximately 2.4 million persons, with Will County expected to grow nearly 67 percent or nearly 0.5 million. The employment growth projections parallel this increase in population. As a result, traffic volumes are projected to grow between 25 and 52 percent within the 25-mile I-55 corridor from I-355 to I-90/94. It was noted that CMAP is currently reviewing the traffic projections developed for this project.

The increase in travel demand will potentially increase congestion along this I-55 corridor which was originally constructed almost 50 years ago. The level of service (LOS) was analyzed using HCM procedures, i.e. basic freeway, weaving, diverging and merging segments. In the existing conditions AM peak hour, the northbound or inbound traffic operates at a LOS C and D, with the exceptions of LOS E for some segments between Pulaski Road and I-90/94 and at one segment at I-294 interchange area. In the existing conditions PM peak hour, the southbound or outbound operates at a LOS C and D, with the exception of LOS E for few segments between Pulaski Road and Central Avenue. In the 2040 no-build condition traffic analysis, majority of the inbound and outbound operate at a LOS F during the AM and PM peak hours few with intermittent segments operating at LOS E.

In addition to the high traffic demand, the operational deficiencies increase from the incidents such as crashes, stalled vehicles, and/or debris and contribute to the highly variable and unreliable travel times. Weather and driver frustration/behavior are the external factors that also

add to these deficiencies. During the study period, an average of 4.5 crashes per day occurred within this corridor. In addition to the examination of the *level of service* metric for traffic operations, additional data that is readily available from Chicago Metropolitan Agency for Planning (CMAP) and on www.travelmidwest.com were incorporated into the traffic studies.

The congestions scans developed by CMAP for the Interstate 55 were included in the study. The congestion scan shows the highest congestion for southbound I-55 occurs between Halsted Street and Pulaski Road from 2 p.m.to 6 p.m. The northbound movement is highly congested between Illinois Route 171 and Pulaski Road from 6 a.m. to 10 a.m.

www.travelmidwest.com provides real time and historical travel times. The off peak hour and peak periods travel times were discussed. During non-congested hours, the travel times for this 25 mile corridor are about 28 minutes in the northbound/southbound directions. During the morning and evening rush hours, the travel times are long with a wide range of "average" and "normal" travel time distribution, providing an indication of the unreliable travel times along the corridor. During the congestion periods, the typical northbound "average" travel time from I-355 to the Dan Ryan Expressway during the AM peak period (7 a.m. and 9 a.m.) is 42 to 50 minutes and a "normal" travel time ranges from 37 to 60 minutes. Typically, the southbound travel times for the study area during the PM peak period (3 p.m. to 6 p.m.) "average" between 40 and 50 minutes with a "normal" range varying from 44 to 65 minutes.

It was highlighted that the purpose of this project is related to managing the congestion, and noted that the purpose points were similar to some of the managed lane studies that were completed in other parts of the country. The FHWA indicated that they have no objections to the proposed topics in the outline of draft Purpose and Need at this time.

The 2nd Corridor Planning Group (CPG) Meeting is planned for mid-August. The potential topics of the CPG meeting presentation were presented to the group. The proposed topics of presentation include review of CPG #1/public meeting #1, problem statement, draft purpose and need, managed lane concepts, preliminary access locations design considerations, and alternative development process. The District requested that a topic be included with CMAP making a presentation regarding their regional vision of the congestion pricing lanes.

Stantec: John O'Holleran
IDOT/CH2M Hill: Srikanth Panguluri

AGENDA ITEM # 11

Interstate 55
I-355 (Veterans Memorial Tollway) to I-90/I-94 (Dan Ryan Expressway)
Job. No. P-91-762-10
Cook/DuPage Counties

August 14, 2013

This was the sixth presentation for this project. The last presentation was made on July 10, 2013. The purpose of this meeting was to provide a summary of the second Corridor Planning Group Meeting (CPG).

A CPG Meeting was held on the morning of August 13, 2013. There were 24 attendees, with 23 public officials with one private citizen. The purpose of the CPG meeting was to provide the stakeholders an update on the project since the first CPG Meeting held on October 11, 2012, seek feedback on the problem statement, purpose and need document outline, and the concept alternatives.

The Chicago Metropolitan Agency for Planning (CMAP) provided a summary of the Regional Congestion Pricing in their *Go To 2040* Comprehensive Regional Plan. They described how they worked with a number of councils of government, including Southwest Conference of Mayors, South Suburban Mayor and Managers Association, and West Central Municipal Conference, to pass resolutions in support of congestion pricing in the region.

A summary of the first CPG and Public Meeting held in the Fall of 2012 were provided. The problem statement, and the draft *Purpose and Need* document outline were discussed, along with the Managed Lane Concepts, Alternatives Development, Determination of Managed Lane Access Locations, and the Next Steps. Following is a brief summary of these topics discussed.

Comments were received regarding the problem statement, to include the Air and Noise concerns. The project team concurred on inclusion of those topics into the problem statement. In general, there was a concurrence from the group regarding the topics for inclusion into the purpose and need for action and no additional topics were brought up for inclusion to the document. It was indicated to them that the document is currently under project team's review and will be distributed to the group at a later date. A general description of the Managed Lane Concepts under consideration (HOV, HOT, and ETL) was presented. The group asked for inclusion of the Truck only lane as an alternative as outlined in the CMAP's GOTO2040 recommendations. Discussions included on why this suggested alternative may not be feasible due to the weaving length needed for the trucks to cut across three lanes of traffic to and from the median managed lane, and the impact on the numerous interchanges in the area were

discussed. However, it was requested to be included as an alternative and at least include these discussions into the report on why this alternative will not perform well. The overall steps of concepts evaluation were presented from the concept alternatives up to the development of the preferred alternative. It was described to the group that each of the alternatives will be developed and assessed against the purpose and need of the project and against each other alternative

It was noted that the Draft Purpose and Need for the Project is in final District review and will be submitted to BDE/FHWA in the next few weeks.

The concepts of truck only lane, allowing access of the trucks into the managed lane in addition to the passenger vehicles, a general purpose lane addition were discussed. There is limited information known to the group regarding the success stories across the country regarding the truck only lanes, while few studies were known to the group which did not lead to fruition. Geometrics Studies Unit noted that there is only one known truck only roadway in the country, which parallels a short stretch of highway in California. The alternative of adding a general purpose lane was also discussed and the significant increase in the traffic demands on this corridor by 2040 potentially not meeting the *purpose and need* of the project. . It was agreed that these two alternatives will be included in the alternatives evaluation. FHWA concurred that a cursory evaluation of these alternatives would be sufficient and a detailed evaluation is not required. Detailed evaluation is planned to be conducted for the managed lane concepts only.

Stantec: John O'Holleran
IDOT/CH2M Hill: Srikanth Panguluri

AGENDA ITEM # 2

Interstate 55
I-355 (Veterans Memorial Tollway) to I-90/I-94 (Dan Ryan Expressway)
Job. No. P-91-762-10
Cook/DuPage Counties

October 9, 2013

This was the seventh presentation for this project. The last presentation was made on August 14, 2013. The purpose of this meeting was to distribute copies of the draft Purpose and Need statement to BDE and FHWA for review (copies were distributed), and to provide a summary of the alternatives analyses approach, the preliminary analyses results, and the applied process to determine the ingress/egress access locations.

The project team gave a summary of the modeling approach, the development of the managed lane alternatives, and discussed the geometric access points. The alternatives that are being evaluated are the 2040 No-build, HOV2+, HOV3+, HOT2+, HOT3+, and Express Toll Lanes. Explanation was given as to what vehicles would be eligible for each scenario. In all the managed lane concepts, trucks are assumed to be prohibited while PACE would be able to utilize the lane. It was noted that the toll scenarios have been modeled for a range of tolls from $0.10/mile to $0.25/mile, while $0.10/mile rate is considered to be about the current Illinois Tollway's average rate across their system. The access locations on the managed lane are determined in an iterative two step process. First, the unrestricted access to a managed lane was modeled to determine the points of demand. Second, these access points were then analyzed to see if they were feasible geometrically. The access points were finalized based on the high traffic demand locations that coincide with optimal geometric conditions. Once the access locations were determined, all the above alternate scenarios were modeled accordingly. BDE/FHWA asked why a general purpose lane was not in consideration to be analyzed. It was stated that a general purpose lane option is planned to be addressed in the project report and analyzed, but not to the same level of detail as the other managed lane alternatives. BDE/FHWA recommended that the general purpose lane be analyzed at the same level as the other alternatives.

Geometrically, the access points were chosen so that 1,000 feet of weaving distance per lane was provided from an entrance ramp to an ingress point or from an egress point to an exit ramp. These locations were modified to insure that there wouldn't be sight distance issues, that they were away from the 5% locations, and that they were on tangent sections of I-55. All access locations were able to provide a weave lane within the existing infrastructure with the exception of the access points between Cass Ave and IL 83 both northbound and southbound.

Several graphs were distributed showing the sensitivity of the toll rates against the traffic volumes for the various alternatives. The difference in the demand for the number of vehicles against the various toll rate scenarios was discussed. BDE/FHWA asked for the background information on the developed forecast travel demand volumes. The project team stated that the numbers were obtained from calibrating CMAP's model for this corridor and then refined using a traffic demand and time savings model based on origin and destination data and income data from the last census. There have also been studies done to verify if this travel demand modeling process to obtain the projected performance measures actually were realized after implementation. The project team gave BDE a technical memo for the I-55 modeling approach, key assumptions and evaluation process along with an express lanes performance update from another project in California for their information.

A table of the preliminary results providing comparison of the alternatives was discussed. It was pointed out that these results are based on the travel demand model analyses and not on operations analysis. It was noted that the Toll pricing was also not optimized at this level so that all alternatives would be evaluated at a comparable scale. A comment was made on the evaluation matrix that the reference to "2040$" should be revised to "2040" since the presented values does not represent an escalated toll for that year.

A separate meeting will be scheduled in November to discuss the travel demand modeling process and evaluation of alternatives in more detail as well as to provide an in-depth discussion on the geometric details of the managed lane alternatives.

The next CPG for this project is tentatively being scheduled for early December 2013 with a Public Meeting being tentatively scheduled for February 2014.

Stantec: Dave Pieniazek
IDOT/CH2M Hill: Srikanth Panguluri

I-55 MANAGED LANE PROJECT

FHWA/IDOT BDE Meeting

November 5, 2013

Illinois Department of Transportation

Today's Meeting Agenda

- Team Expertise
- Managed Lanes
- Purpose & Need
- Modeling Approach Overview
- Ingress/Egress Review
- Project Schedule

I-55 MANAGED LANE PROJECT

I-55 PHASE I from I-355 to I-90/94

DUPAGE • COOK COUNTIES

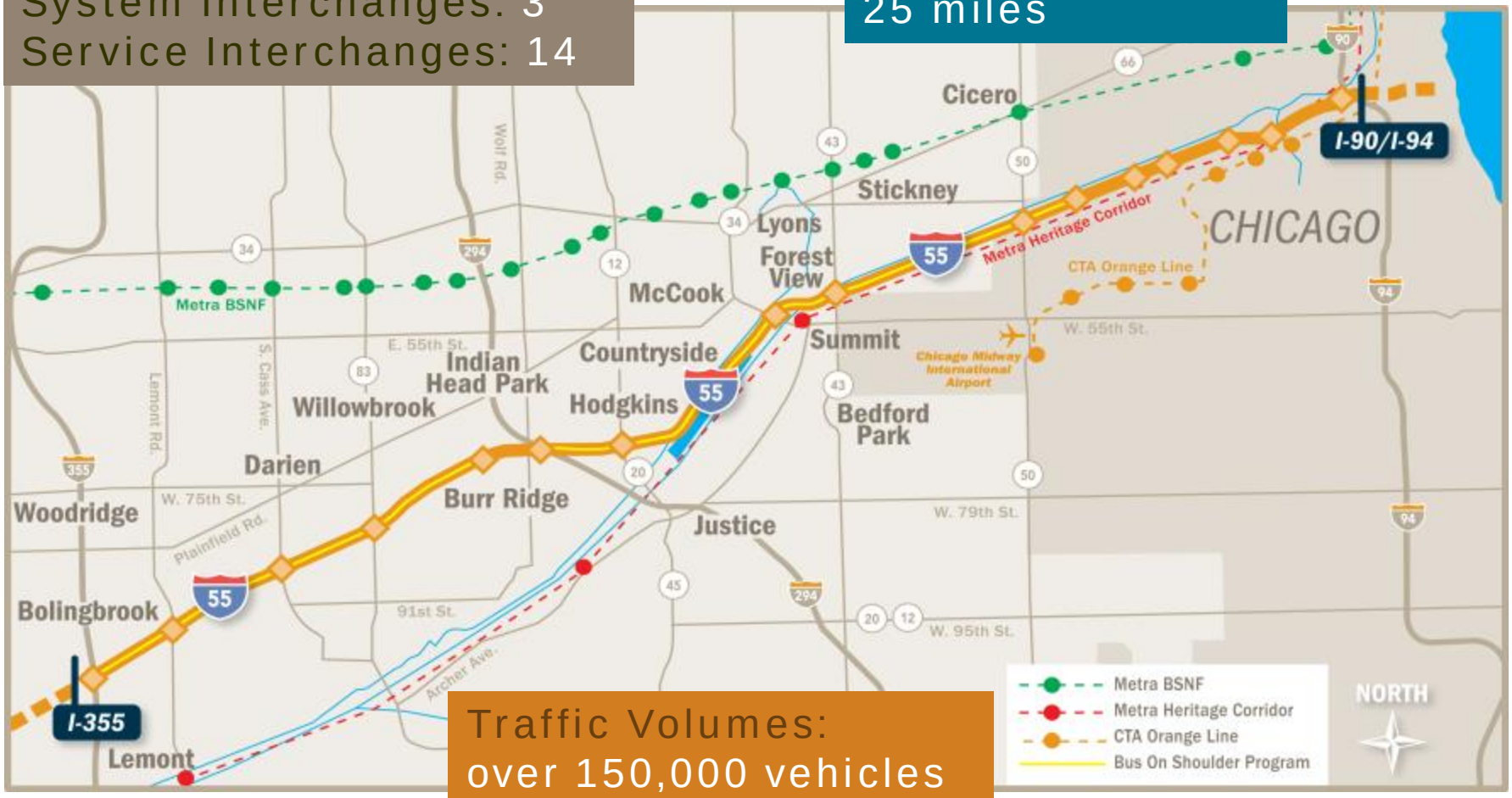
Introduction

Illinois Department of Transportation

I-55 Study Corridor

Communities: 16
System Interchanges: 3
Service Interchanges: 14

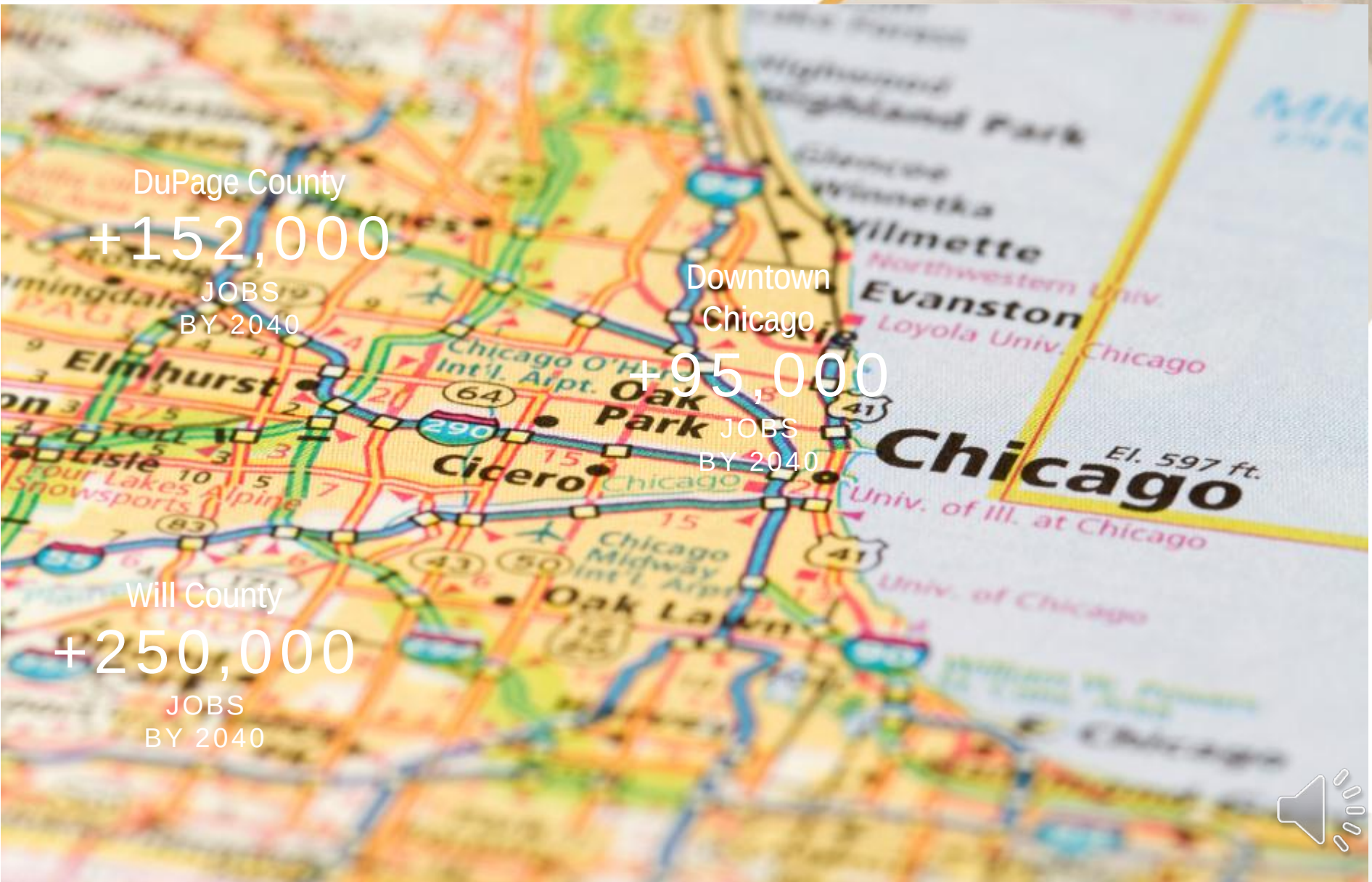
Study Limits:
I-355 to I-90/94
25 miles



Traffic Volumes:
over 150,000 vehicles per day

Chicago Region Congestion Challenges

Illinois Department of Transportation



CPG #1
Problem Statement

- **Existing Roadway Conditions**
  - Limited roadway capacity
  - Roadway design constraints
  - High truck volumes
  - Limited public transit options

- **Impacts to Users**
  - Long and unreliable travel times
  - Decreased safety
  - Increased costs for delivery of goods and services

Growth of Travel Demand: I-55 Average Daily Traffic

Location	# of Lanes	2012 ADT	2040 ADT	Traffic Increase
West of I-355	6	141,000	201,000	42%
I-355 to I-294	6	133,000–161,000	215,000 – 260,000	34-74%
I-294 to IL 171	6	144,000–156,000	233,000 – 243,000	49-68%
IL 171 to Cicero Ave	6	145,000-165,000	236,000 – 240,000	45-62%
Cicero Ave to I-90/94	6	128,000–176,000	206,000 – 235,000	33-60%

2012 Level of Service (Peak Hour)

Morning

Evening

*Does not account for traffic beyond project boundaries and/or the occurrence of accidents.

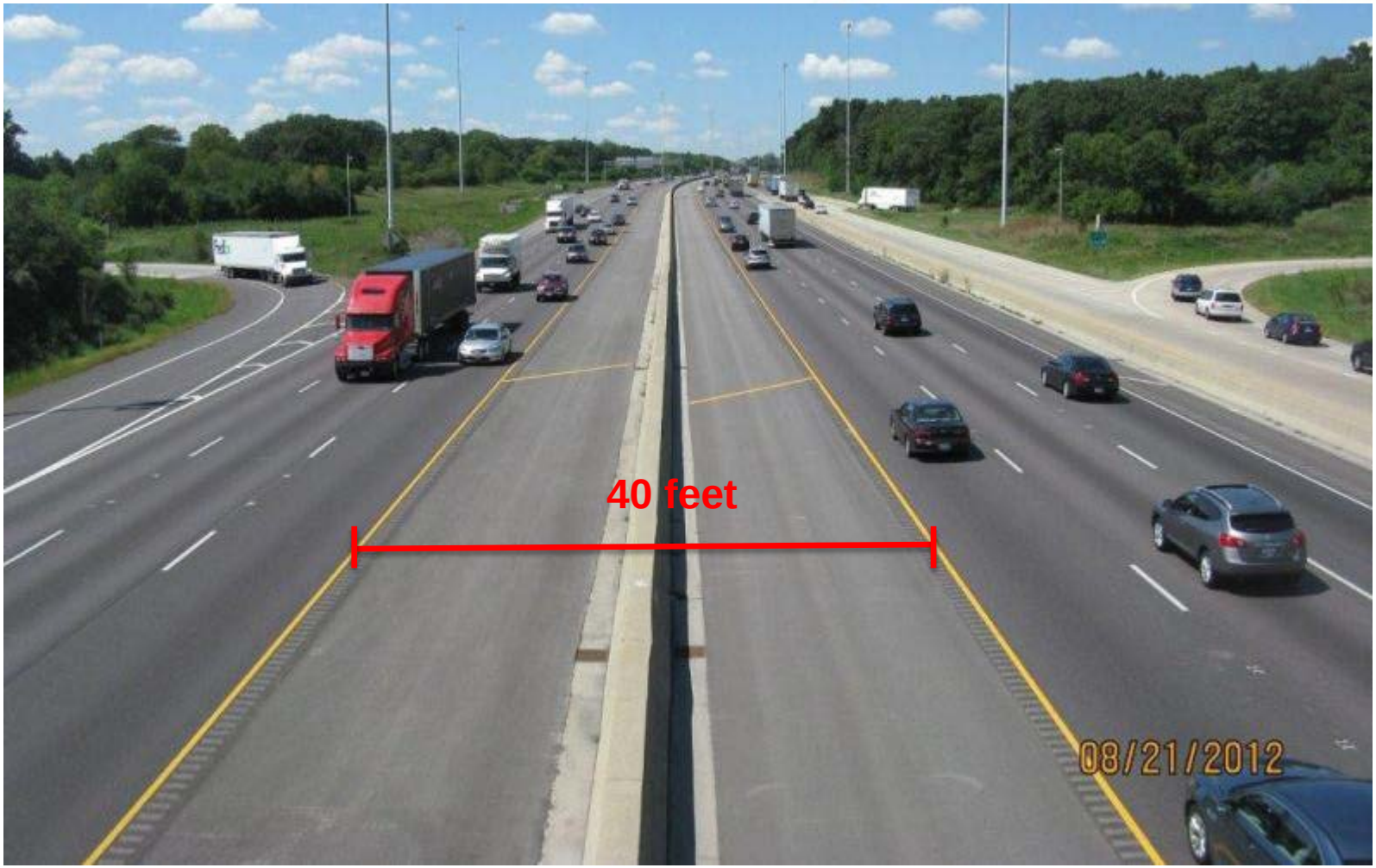
Level of Service (No Build 2040)

Morning

Evening

*Does not account for traffic beyond project boundaries and/or the occurrence of accidents.

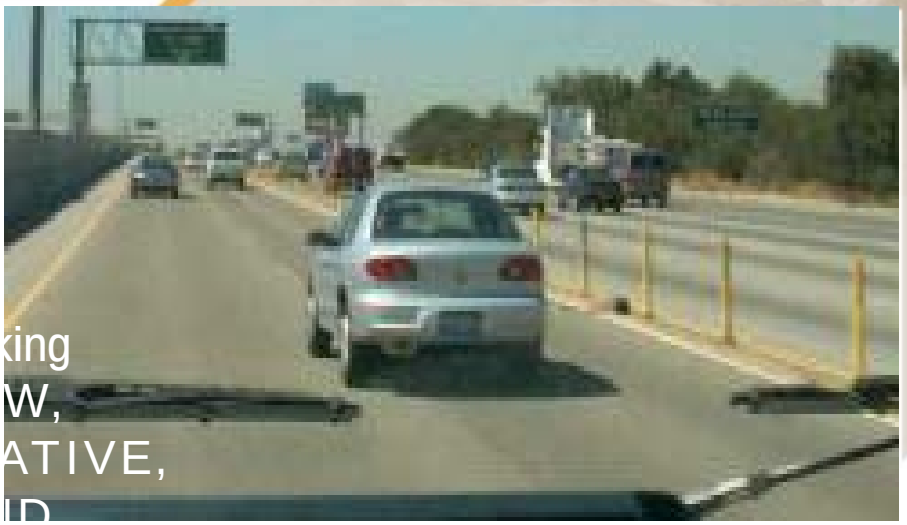
Typical Roadway Section
I-355 to Harlem (40 ft)



Typical Roadway Section Harlem to Damen (60 ft)

Regional Focus on Congestion Solutions

Illinois Department of Transportation



Seeking
NEW,
INNOVATIVE,
AND
SUSTAINABLE
SOLUTIONS

I-55 MANAGED LANE PROJECT

I-55 PHASE I from I-355 to I-90/94

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Managed Lanes Concepts

Illinois Department of Transportation

Managed Lane Alternatives

- **Free Managed Lane Options**
  - High Occupancy Vehicle (HOV) Lanes
- **Priced Managed Lane Options**
  - High Occupancy Toll (HOT) Lanes
  - Express Toll Lanes (ETL)

Tolling vs. Variable Pricing

Illinois Department of Transportation

Tolling and ***pricing*** both involve the act of collecting money from roadway users

Tolling

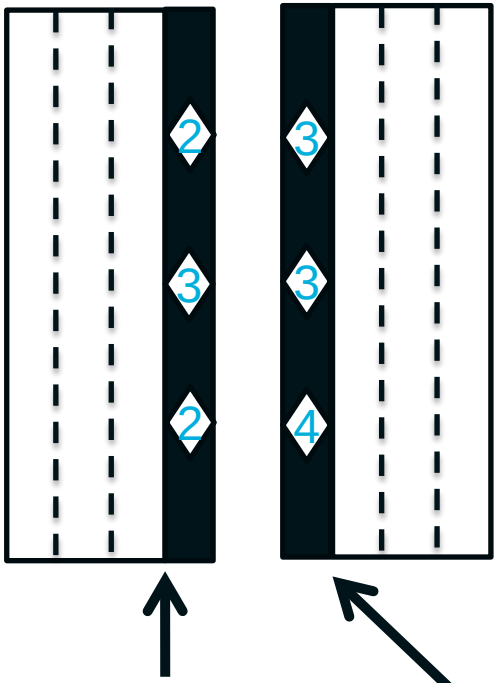
- Assessment of a fixed fee for the use of a roadway to all users

Variable Pricing

- Vary toll rates by time of day or volume of traffic
- Congestion Management

Source: NCHRP 722 – Assessing Highway Tolling and Pricing Options and Impacts (November 2012)

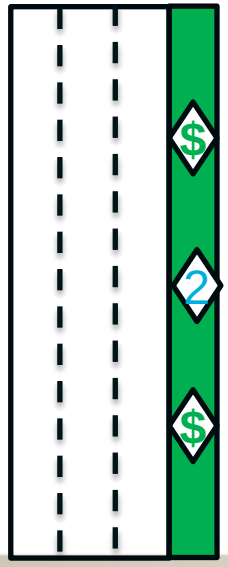
Managed Lane Options



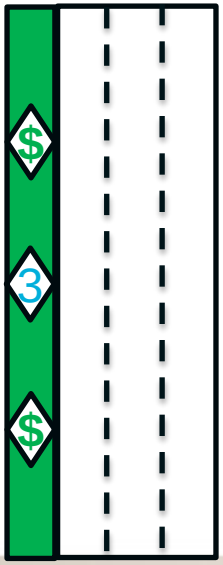
HOV-2:
Only carpools with 2+ passengers are allowed

HOV-3:
Only carpools with 3+ passengers are allowed

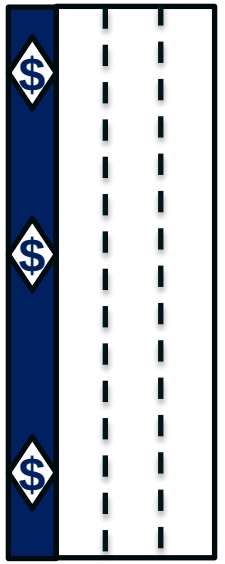
HOT-2:
SOVs can use if they pay a toll; carpools with 2+ passengers are free.



HOT-3:
SOVs and HOV-2s can use if they pay a toll; carpools with 3+ passengers are free



ETL:
All Vehicles Pay; No Free Passage for HOVs



I-55 MANAGED LANE PROJECT

I-55 PHASE I from I-355 to I-90/94

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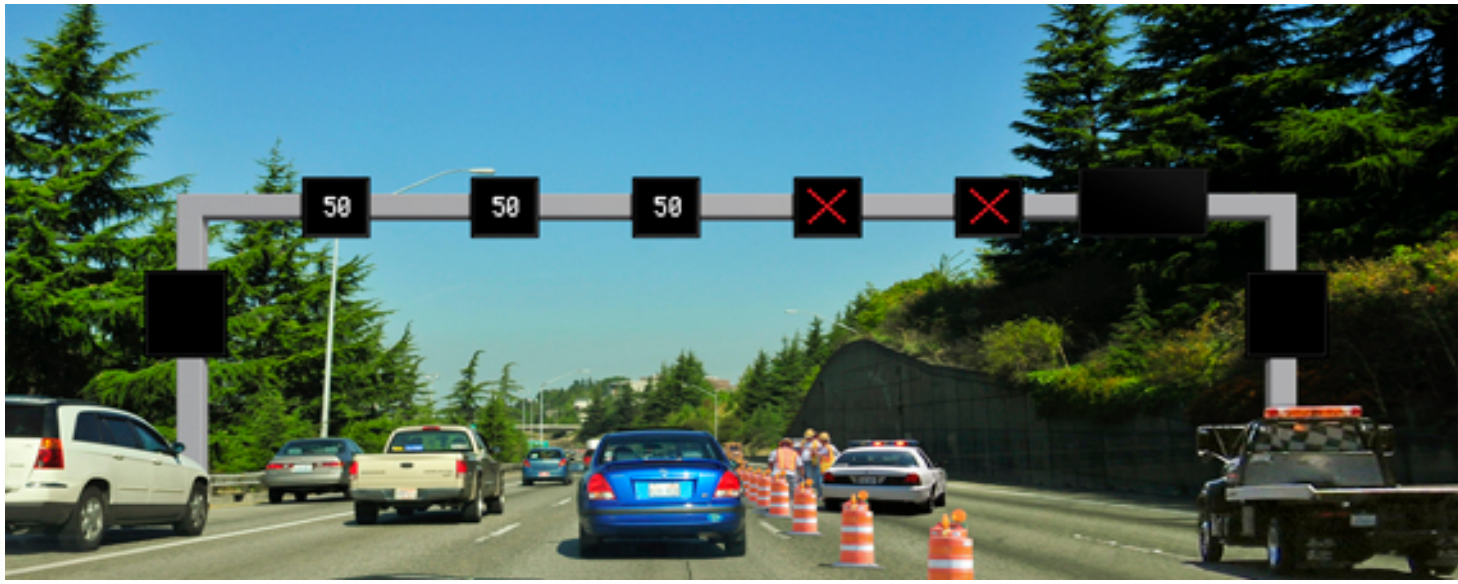
Traffic Management Strategies

Illinois Department of Transportation

- **Active Traffic Management**
  - Speed Harmonizing
  - Que Warning
  - Dynamic Merge Control



Traffic Management Strategies

- **Ramp Metering**
  - Proven Success
  - Adjustable
  - Controls Inflow Rate

I-55 MANAGED LANE PROJECT

I-55 PHASE I from I-355 to I-90/94

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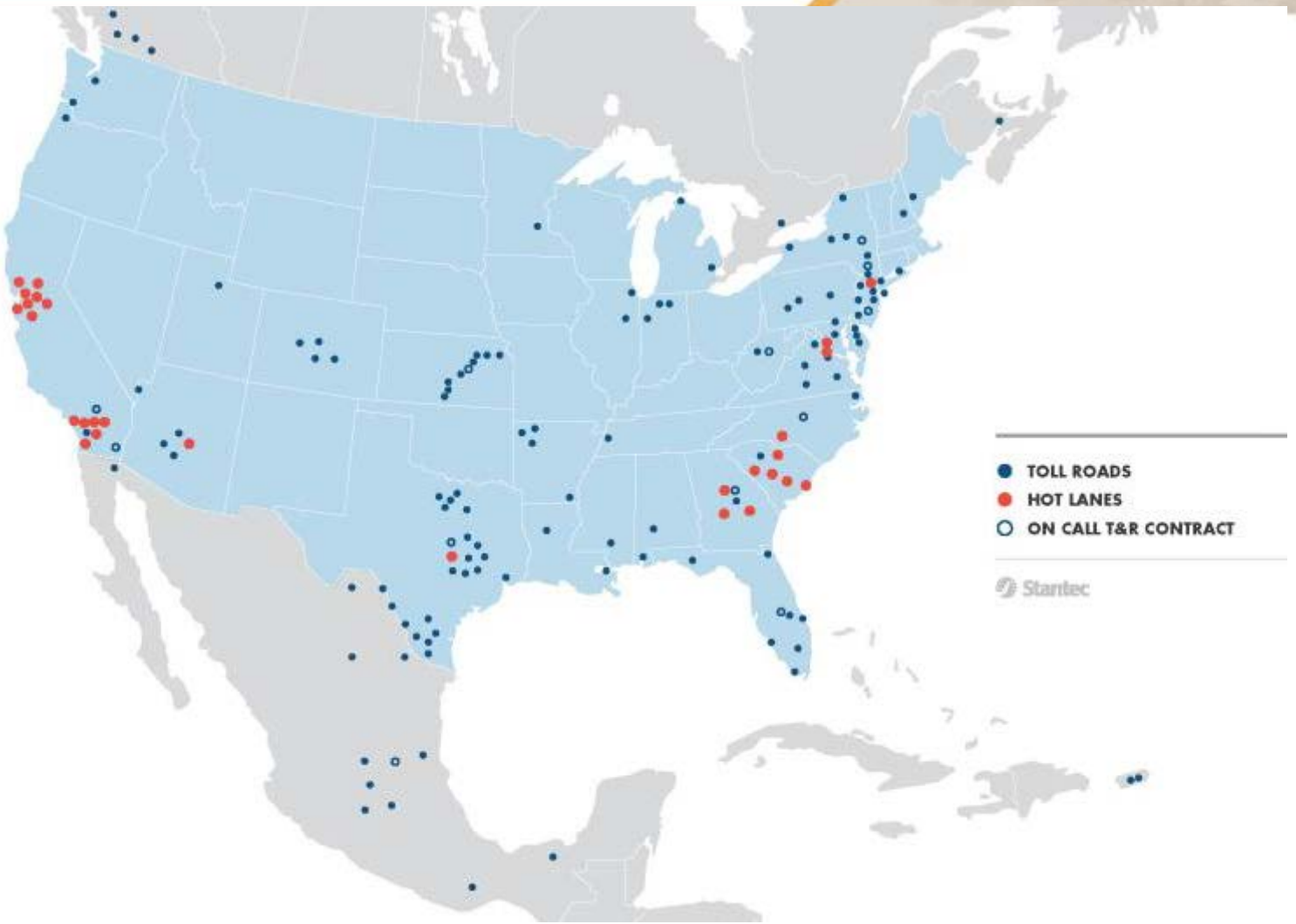
Project Team Experience

Illinois Department of Transportation

Express/Managed Lane Projects

Illinois Department of Transportation



I-55 MANAGED LANE PROJECT

I-55 PHASE I from I-355 to I-90/94

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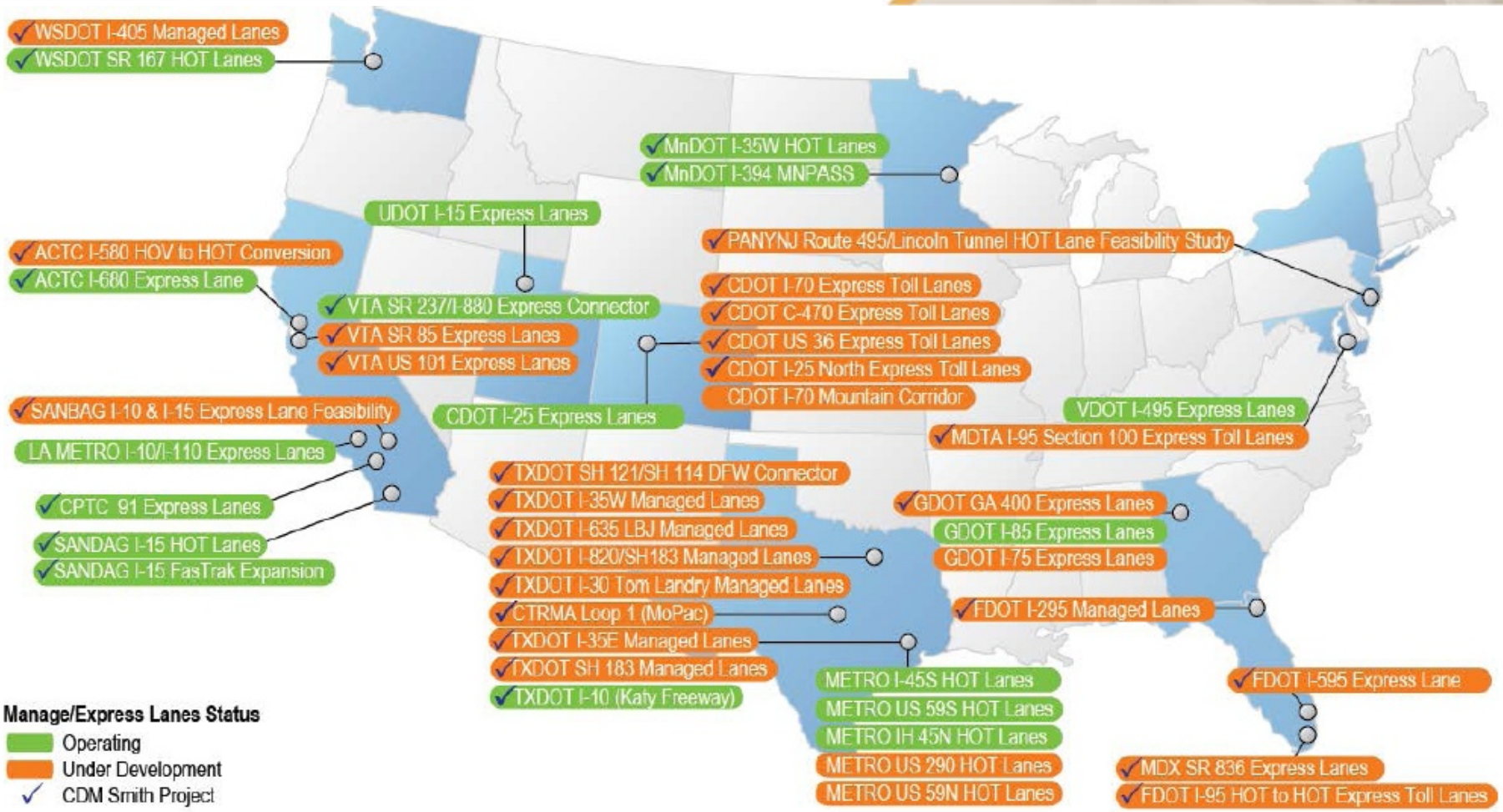
Express/Managed Lane Projects

Illinois Department of Transportation



I-55 MANAGED LANE PROJECT

I-55 PHASE I from I-355 to I-90/94

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Other Projects the Team has worked on

I-55 MANAGED LANE PROJECT

I-55 PHASE I from I-355 to I-90/94

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SR-91 (Orange County, California)

I-15 (Riverside & San Bernardino Counties, California)

I-15 (San Diego County, California)

Illinois Department of Transportation

I-55 MANAGED LANE PROJECT

I-55 PHASE I from I-355 to I-90/94

DUPAGE • COOK COUNTIES

Questions?

Illinois Department of Transportation

AGENDA ITEM # 4

Interstate 55
I-355 (Veterans Memorial Tollway) to I-90/I-94 (Dan Ryan Expressway)
Job. No. P-91-762-10
Cook/DuPage Counties

December 11, 2013

This was the ninth presentation for this project. The last presentation was on November 5, 2013. The purpose of this meeting was to discuss any initial comments or questions regarding the draft Purpose and Need memo submitted previously, and to present the results of the traffic analysis of the general purpose (GP) lanes analyses for an add-lane improvement, and a relative comparison of the managed lane alternatives.

FHWA indicated that comments on the memo will be provided at a later date. Scott Stitt/BDE indicated that he has reviewed the document with no comments to address. IDOT indicated that they intend to share the Purpose and Need memo with the Community Planning Group in early 2014.

Presentation was made primarily to summarize the operations of the GP lanes in an add-lane scenario. The add-lane scenario could be described as an additional fourth through lane for the study corridor, primarily with the conversion of the existing median shoulder into a travel lane. The traffic analysis methodology, resulting levels of service, and comparative results of the add-lane scenario and managed lane alternatives were discussed in detail. In general, mainline operational analyses were performed using Highway Capacity Software to provide a relative comparison of the expected performance of the GP lanes. The critical peak volumes analyzed were I-55 northbound for the AM peak hour and I-55 southbound for the PM peak hour.

As a background, during the peak hours of the 2040 no-build conditions, the operations of I-55 are expected to perform at poor to failing conditions (LOS E and F) with >90% of the corridor operating at LOS F.

The Add-Lane improvement was evaluated based on a range of potential traffic growth scenarios. Using the 2040 No-Build traffic as the baseline, the Add-Lane operational performance was analyzed for a range of assumed growth values from 0 (no-growth) to 2,000 vehicles. Based on the no-growth scenario, 30% of the corridor would operate at LOS E or worse. With even a modest traffic growth of 1,000 vehicles or less, >90% of the corridor would operate at LOS E or worse. However, it is more likely that the traffic demand resulting from the additional capacity for an Add Lane improvement would be closer to 1,800 to 2,000 across the entire corridor. This increase would be expected to occur because the new mainline capacity would draw vehicles away from nearby congested roads; off-peak commuters or recreational users may adjust their commute or travel times to be more concentrated in the peak periods; and elimination of the PACE Bus on Shoulder program (the only transit option within this corridor) would promote the current transit riders to shift back to personal vehicles. The operational

performance of the GP lanes for an Add Lane improvement with an expected traffic growth of 1,800 to 2,000 vehicles on each segment would be LOS E or worse for 98% of the corridor.

To compare the add-lane improvement with the managed lane alternatives, forecast traffic volumes for the managed lane alternatives, including GP peak hour volumes were extrapolated from the 2040 travel demand model developed for each specific alternative. The HOV alternatives had similar GP performance, with LOS F across approximately 90% of the corridor. The Toll managed lane alternatives (HOT 3+, HOT 2+, and ETL) had similar GP operational performance to each other, but operated slightly better than the HOV alternatives due to the higher lane utilization of the managed lanes. For the Toll managed lane alternatives, GP lane performance is expected to shift from LOS F to LOS E along 15% of the corridor. While both the Add-Lane improvement and managed lane alternatives had similar GP performance with 90% or more of the corridor operating at LOS E or worse, only the managed lane alternatives provided a new, reliable travel choice with operations that performed better for the GP lanes. In addition, all managed lane options supported improved service for transit.

It was recommended that the add-lane improvement be dismissed from further consideration as a feasible alternative since it would not meet purpose and need. Specifically an Add-Lane improvement would not measurably improve I-55 traffic operations; does not provide a sustainable, reliable transportation solution; and eliminates the inside shoulder currently in use by transit. In addition, incident management under an Add-Lane improvement would be more difficult than the No-Build Condition due to the elimination of the inside shoulder which is used for IDOT Emergency Patrol and disabled vehicles.

BDE/FHWA agreed with the presented findings of the analysis and requested that the detailed tech memo be distributed to them. No further analysis is necessary to document dismissal of an Add-Lane improvement for further consideration.

Stantec: John O'Holleran
IDOT/CH2M Hill: Srikanth Panguluri

AGENDA ITEM # 4

Interstate 55
I-355 (Veterans Memorial Tollway) to I-90/I-94 (Dan Ryan Expressway)
Job. No. P-91-762-10
Cook/DuPage Counties

March 11, 2014

This was the tenth presentation for this project. The last presentation was on December 11, 2013. The purpose of this meeting was to discuss the results of the 3rd Corridor Planning Group Meeting, alternatives development, sketch level analysis, and environmental processing.

A 3rd Corridor Planning Group (CPG) meeting was held on the morning of January 29, 2014. There were 24 attendees, with 23 public officials and one private citizen. The purpose of the CPG meeting was to provide an update of the project Purpose and Need (P&N) and provide a summary of the Alternatives Development and Sketch Level evaluation. Each alternative's performance was summarized based on parameters of congestion management, consumer benefits and financial sustainability.

The alternatives development included a preliminary study of adding one general purpose lane in each direction, providing a truck only managed lane service, adding high occupancy vehicle (HOV) lanes, adding high occupancy toll (HOT) lanes, and adding express toll lanes (ETL) to determine which alternatives would be carried forward into the next steps of the sketch level analysis. The add lanes alternative was not carried forward due to the fact that it does not meet the purpose and need. It will not measurably improve I-55 traffic operations, does not provide a sustainable solution, fails to provide a reliable transportation solution and does not support transit opportunities. The truck only managed lane was also not carried forward. Although trucks comprise 14-18% of the traffic volume, the regional distribution of truck origin/destination facilities throughout the corridor will not effectively support higher service volumes in the managed lane, thus failing to effectively utilize the additional capacity provided by the managed lane and provide congestion relief to the corridor. The geometric requirements for a truck lane will also require extensive reconstruction and expansion of the I-55 roadway.

Comparison of the Sketch Level Evaluation results were discussed (it was noted that the results are draft since an additional run of the ETL alternatives was in progress). With high occupancy vehicles comprising approximately 15% (13% HOV 2 and 2% HOV 3+) of the total passenger vehicle volume, the sketch level analysis of the HOV lane alternatives showed that HOV2+ alternative provides more effective congestion relief than the HOV3+ alternative. The HOV3+ alternative was not carried forward. The HOV2+ alternative was compared with the 2040 no-build, HOT, and ETL alternatives. Modelling of the HOV2+ managed lane (ML) alternative average traffic volume was approximately 800 vehicles per hour (vph) during the AM peak hour while the HOT2+, HOT3+ and ETL alternatives carried 1,200 vph. The HOT2+, HOT3+ and ETL alternatives also demonstrated a decrease in the general purpose (GP) lane volumes. The overall total volume of a ML and the GP was 6,800 vph in the AM peak for HOV 2+ alternative and 6,900 vph for the HOT2+, HOT3+ and ETL alternatives. The total ML volume in the PM

peak hour for all alternatives was 1200 vph. Total volumes for the alternatives was in 7,300 vph for the HOV2+ alternative and 7,100 vph for the HOT2+, HOT3+ and ETL alternatives. It was noted that the highest traffic volumes along the corridor are from Illinois Route 171 to Kedzie Avenue. Any change in traffic conditions, such as weather or crashes, has significant influence to the effectiveness of the entire corridor and therefore will require the greatest opportunity for flexibility for a managed lane. It was noted that the HOV alternatives will not provide the Department much flexibility to implement active traffic management strategies in response to real time traffic conditions that result in congestion on the roadway.

The District informed the FHWA that the ETL is being studied to provide another ML alternative, but current legislation does not allow for an ETL. However, when the project is ready to be constructed the District did not want to preclude this type of ML if this condition changes.

The FHWA was told that the change in driving patterns from single occupancy vehicle to multi-passenger vehicles following the implementation of a managed lane was not included in the study. It was noted that the corridor is currently not well served by transit and the recent addition of bus-on-shoulder service has been very successful. Introduction of free HOV service could divert travel from this transit service, thus failing to support expanded transit opportunities.

Current geometric studies at the I-294 interchange are being coordinated with the Illinois Tollway. Other geometric recommendations have addressed sight distance issues along the corridor and providing ingress and egress locations throughout the ML corridor. The next step will be to provide a walk-thru with the FHWA and BDE on the recommended geometric improvements and request design exceptions.

The environmental processing based on the language in the BDE Manual and MAP-21 would lean toward a categorical exclusion. The current anticipated improvements will keep the project within the existing right-of-way (ROW), although as the project continues, there may be limited ROW impacts resulting from utility relocation or support facilities. There has been little public controversy experience in any of the CPG and public meetings on this project. The District could not further process the environmental clearances until further impact analyses are provided. Therefore it was agreed that the project could proceed as a categorical exclusion. If impacts are identified during the continued evaluation of the project, environmental processing may need to be changed to an environmental assessment.

Stantec: John O'Holleran
IDOT/CH2M Hill: Marie Glynn

I-55 MANAGED LANE PROJECT

I-55 BDE/FHWA Meeting

August 12, 2015

I-55 PHASE I from I-355 to I-90/94

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I-55 MANAGED LANE PROJECT

I-55 PHASE I from I-355 to I-90/94

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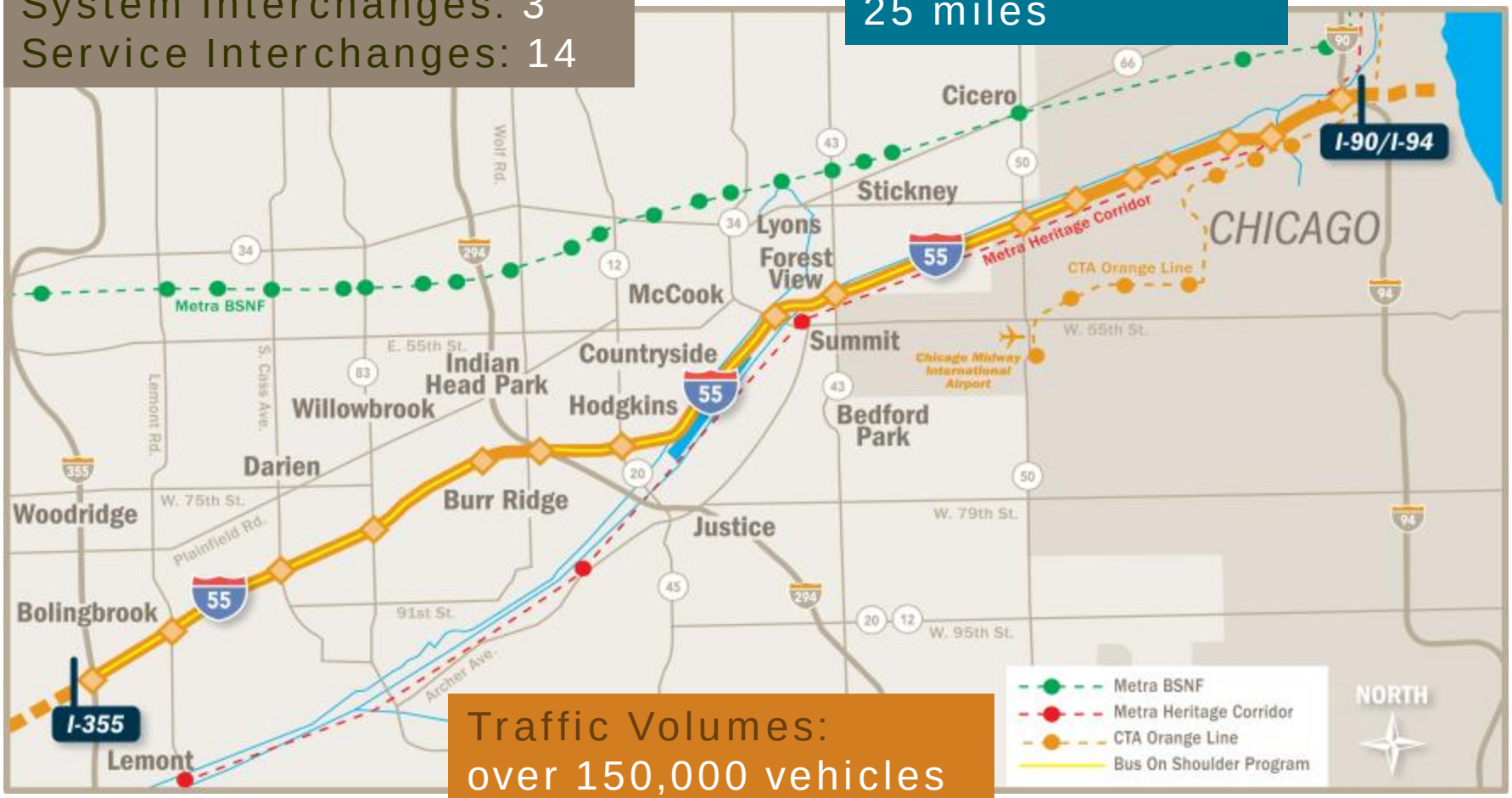
Project Overview

Illinois Department of Transportation

I-55 Study Corridor

Communities: 16
System Interchanges: 3
Service Interchanges: 14

Study Limits:
I-355 to I-90/94
25 miles



Traffic Volumes:
over 150,000 vehicles per day

Typical Roadway Section

I-55 MANAGED LANE PROJECT

I-55 PHASE I from I-355 to I-90/94

DUPAGE • COOK COUNTIES

Existing Traffic Characteristics

Illinois Department of Transportation

Peak Hour Traffic Volume in vehicles per hour (vph)

- Desirable 6,000 – 8,400
- Current 7,300 – 10,400
- No-Build Year 2040 13,000 – 16,600

Occupancy

- ***1 passenger 83.5%***
- ***2 passenger 13.7%***
- ***3 or more passenger 2.8%***

Trucks

- 13 – 15%
  (1 of every 7- 8 vehicles)

2012 Level of Service (Peak Hour)

Morning

Afternoon

*Does not account for traffic beyond project boundaries and/or the occurrence of accidents.

Level of Service (No Build 2040)

Morning

Evening

*Does not account for traffic beyond project boundaries and/or the occurrence of accidents.

I-55 MANAGED LANE PROJECT

I-55 PHASE I from I-355 to I-90/94

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Project Purpose & Need

Illinois Department of Transportation

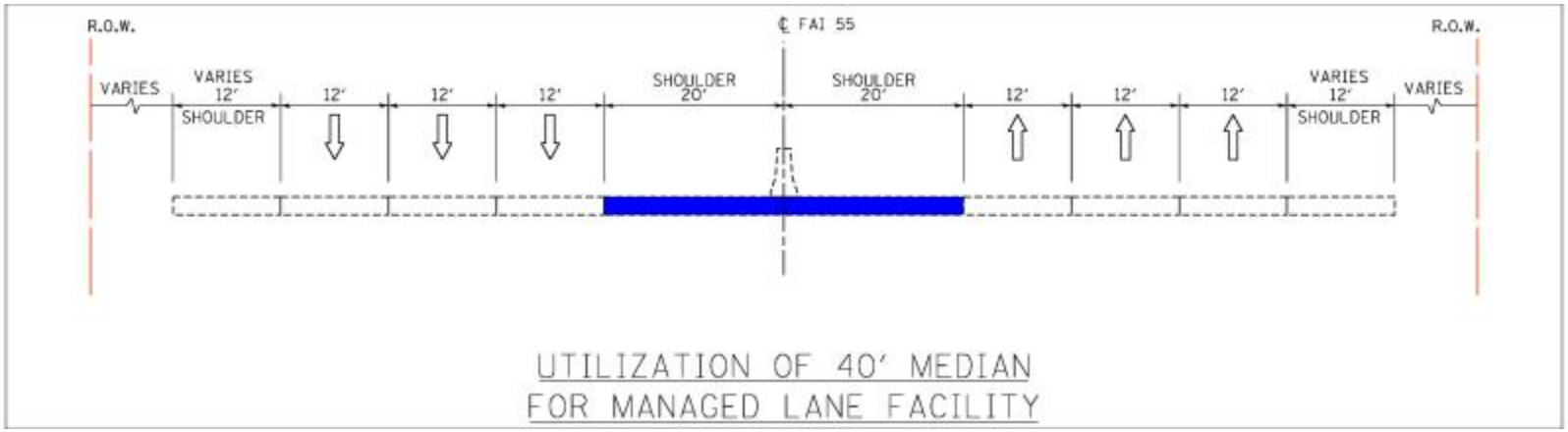
Project Need

- Serve Traffic Profile
- Address Travel Demand
  - 2012 Existing Traffic
  - 2040 Design Year Traffic
- Provide Travel Reliability
  - Long commute times
  - Congested over 10+ hours a day
- Support Public Transit Opportunities

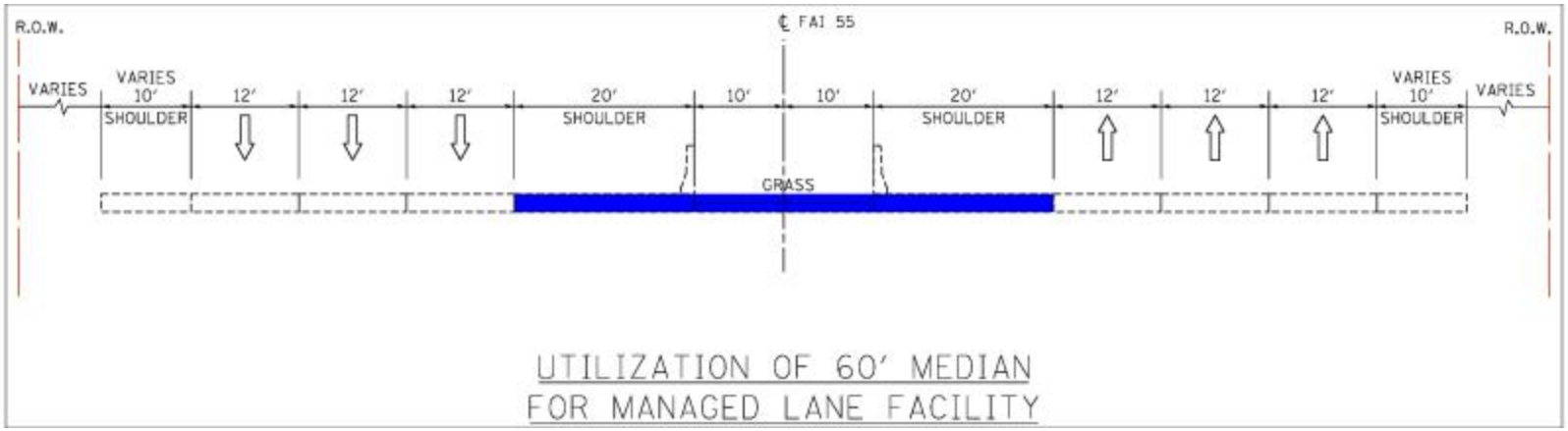
Project Purpose

- Improve ***mobility*** and ***operational efficiency***
- Facilitate ***congestion management*** to improve travel time reliability
- Provide a ***sustainable transportation solution***
- Provide ***new travel options***
- Maximize use of the ***existing facility***

Purpose and Need
Maximizing Use of Existing Facility



UTILIZATION OF 40' MEDIAN
FOR MANAGED LANE FACILITY



UTILIZATION OF 60' MEDIAN
FOR MANAGED LANE FACILITY

I-55 MANAGED LANE PROJECT

I-55 PHASE I from I-355 to I-90/94

DUPAGE • COOK COUNTIES

Sketch Level Alternatives

Illinois Department of Transportation

Conceptual Alternatives

- ***General Purpose Lane***
- ***Managed Lanes***
  - ***Truck Only Lane***
  - ***High Occupancy Vehicle Lane (HOV)***
  - ***High Occupancy Toll Lane (HOT)***
  - ***Express Toll Lane (ETL)***

General Purpose Lane Alternative Evaluation

Increasing the number of lanes from 3 to 4 by converting median shoulder to a through lane.

- ✓ New lane ***draws traffic from nearby congested roads*** filling up the capacity
- ✓ Serves ***additional traffic*** during peak hours
- ✓ Off peak commuters ***may likely adjust schedule*** to be more concentrated in peak hour
- o All lanes operate at ***similar speeds***
- o ***Level of Service of E and F across all lanes***
- o ***Fails to*** provide sustainable/reliable transportation
- o ***Eliminates*** Median Bus-on-Shoulder Benefits
- o ***Does not*** address stop and go traffic concerns

Alternative not carried forward

Truck Only Managed Lane Evaluation

- Truck only managed lane ***requires two lanes in each direction*** and ***should be barrier separated*** from I-55 general purpose lanes ***requiring expanded roadway footprint***
- ***Direct entrance/exit ramps*** onto a truck only managed lane desirable. Otherwise truck traffic must cross thru traffic to enter/exit managed lanes
- Requires ***reconstruction/widening of bridges, interchanges, freeway***
- ***Does not*** address congestion management
- ***Does not*** maximize use of existing facility, requires complete reconstruction of facility bridges, interchanges and I-55
- ***Not financially feasible***: requires additional right-of-way to accommodate increased foot print

Alternative not carried forward

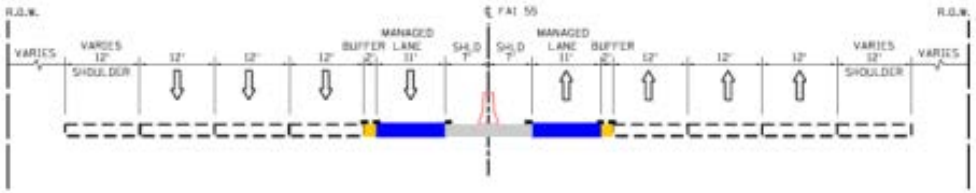
Managed Lane Evaluation Summary

Introducing Managed Lane operational strategies within the median of I-55 provides

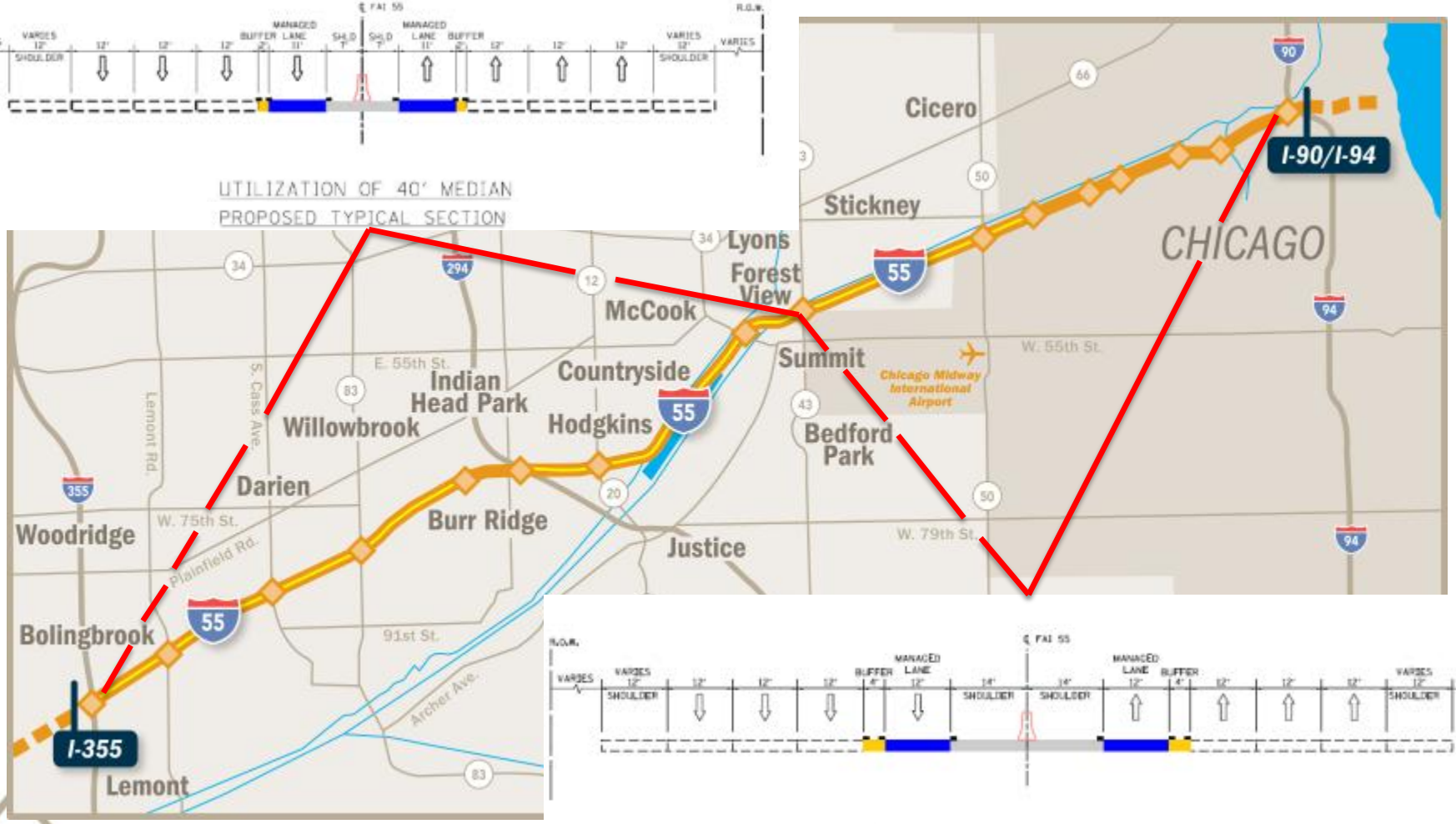
- ✓ Additional capacity improves mobility and operational efficiency
- ✓ Accessibility restrictions provides congestion management opportunities
- ✓ Congestion pricing supports sustainable transportation solutions
- ✓ Maintaining travel performance provides new travel options
- ✓ Utilizing median maximizes use of existing facility
- ✓ Maintains/Supports Bus on Shoulder operations

Alternative carried forward

Typical Managed Lane Cross Section



UTILIZATION OF 40' MEDIAN
PROPOSED TYPICAL SECTION



UTILIZATION OF 60' MEDIAN
PROPOSED TYPICAL SECTION

I-55 MANAGED LANE PROJECT

I-55 PHASE I from I-355 to I-90/94

DUPAGE • COOK COUNTIES

Active Traffic Management Strategies (ATMS)

Goal

- Provide real time information to drivers
- Moderate traffic flow
- Reduce “Stop n Go” conditions
- Provide opportunity to close lanes as needed for incidents/maintenance

How is this accomplished

- Speed management by adjusting speeds for travel conditions
- Redirecting traffic with arrows and x’s over lanes
- Improve travel time reliability
- Reduce congestion
- Provide flexibility and adaptability

AGENDA ITEM # 2

Interstate 55
I-355 (Veterans Memorial Tollway) to I-90/I-94 (Dan Ryan Expressway)
Job. No. P-91-762-10
Cook/DuPage Counties

August 12, 2015

This was the eleventh presentation for this project. The last presentation was on March 11, 2014. The purpose of this meeting was to review the current project status and provide an update on the project's anticipated schedule. The project has been identified as a priority project with a planned completion date of June 2016.

An overview of the project was presented. Project length, interchanges, traffic demand, vehicle occupancy, truck demand, corridor transit availability and congestion levels were reviewed. The future travel demand within the study area is projected to be significant due to anticipated growth in the Will County area. The intent of the project is to provide additional capacity within the existing median (generally forty feet wide along the south half of the project and sixty feet wide along the north half of the project). The existing I-55 roadway and structures are in good condition and will not be reconstructed as part of this project. As such, no ROW acquisition is anticipated. An Active Traffic Management System is also considered for this corridor.

The project Purpose and Need was reviewed. The needs include serving the corridor traffic profile; addressing travel demands; providing travel reliability and supporting transit opportunities. The purpose of the project is to promote mobility and operational efficiency; utilize congestion management strategies to improve reliability; provide a sustainable transportation solution; support new travel options and maximize the use of the existing facility.

The sketch level evaluation was summarized. Seven alternatives were evaluated for the 2040 Design Year. The addition of a new general purpose lane did not provide travel reliability nor support transit opportunities and was not carried forward. A truck only managed lane alternative would require an expanded roadway section requiring extensive reconstruction and ROW and therefore was not carried forward. HOV 2+ does not provide a sustainable operational management strategy and HOV 3+ is too restrictive to allow optimization of the utilization of the new capacity and thus are not carried forward. HOT 2+, HOT 3+ and ETL alternatives each provided similar performance benefits within the corridor. Comparative issues such as enforcement, toll collection and long term operation costs resulted in a recommendation that an ETL solution is the recommended alternative.

Environmental surveys were conducted in the Spring/Summer of 2014. The project is not anticipated to require any construction activity outside of the existing ROW. Potential impacts are anticipated to be limited to the grass median (60 foot) where there are some areas identified as wetlands and WOUS requiring coordination with USACE. The Environmental Studies Unit noted that the Illinois Sanitary and Ship Canal is a historic site and the project team is currently evaluating the potential for impacts to this site.

The project is anticipated to be constructed within the existing I-55 ROW with only minor potential excursions outside this footprint for drainage outfall improvements, noise walls and/or ITS infrastructure. Therefore, all alternatives under consideration will share similar potential environmental impacts. As such, the I-55 Managed Lanes Project will request exclusion from the concurrent NEPA/404 Merger Process at the September 2015 NEPA/404 Quarterly Meeting.

The first Public Meeting was held in November of 2012. The most recent Corridor Planning Group meeting was conducted in January 2014. The project schedule is currently being evaluated with a Public Meeting in Fall of 2015 and a Public Hearing in Spring of 2016.

As the Study moves forward, evaluation of continuous access versus controlled access to the managed lanes will be conducted. Issues such as usage, weaving, signage and operational management will be key considerations.

The project geometrics are currently being evaluated. The ability to provide signing is a critical consideration. The introduction of managed lanes, congestion pricing and Active Traffic Management strategies in the corridor will require the conveyance of additional information within a corridor with numerous interchanges.

The managed lanes are expected to operate 24 hours a day. Shut down during overnight travel times is not anticipated.

The project's travel forecasts have used the CMAP regional policy based data sets. The study team will conduct a sensitivity evaluation using a market based data set to determine the impacts of these two approaches within the I-55 corridor. The CMAP forecast model is the approach which will be used for the environmental evaluation.

FHWA expressed concern with the narrow shoulders in the forty foot median section. A crash study was recently conducted on I-55 in the Joliet area. This study should be reviewed for this project.

The project is proposing an ETL for the new capacity in the corridor. The District asked if Title 23 U.S.C. 166 FHWA requirements for this facility will differ from the current evaluation of converting a HOV facility into a HOT facility. FHWA will research this issue and provide direction to the Department.

IDOT: John Baldauf
Stantec: John O'Holleran

Agenda Item #10

Interstate 55

I-355 (Veterans Memorial Tollway) to I-90/94 (Dan Ryan Expressway)

Job. No. P-91-762-10

Cook/DuPage Counties

September 16, 2015

This was the twelfth presentation of this project. The last presentation was on August 12, 2015. The purpose of this meeting was to provide an update on the project progress and review pending issues. The project has been identified as a priority project and is targeting a June 2016 Design Approval. Consistent with this schedule, the Department will request FHWA review in Jan/Feb 2016.

An analysis was prepared to compare access management options to the managed lane. The initial plan was to provide controlled access at nine locations along the corridor. These locations where either single ingress, single egress or combined ingress/egress locations based on traffic demand. Recent practice on similar facilities have adopted continuous access into the managed lane. Modeling of these two access methods on the I-55 corridor resulted in similar performance for the managed lane, with the continuous access providing a slightly better overall corridor performance. Other issues, including reduced signing and improved weaving patterns with the general purpose indicate that continuous access to the managed lane will provide a greater performance benefit for the I-55 corridor considering the high number of interchanges along the route. Preliminary safety studies of similar facilities also indicate the continuous access approach has resulted in lower crash rates.

The study team is currently evaluating the appropriate level of traffic modeling to identify the design traffic volumes to be used in the NEPA evaluation. The project is using tolling as a congestion pricing travel management strategy to maximize utilization and sustainability of the managed lane. A fixed time toll rates schedule for the most congested hours (3am – 8pm) are used to simulate this management strategy in the modelling process. A maximum peak hour rate has been identified based on previous toll sensitivity modelling to identify the design traffic volumes for the evaluation to NEPA impacts. The intent is to identify a conservative estimate for the NEPA evaluation. Additional modeling will be conducted to evaluate and refine the potential revenue for the financial performance assessment. The additional travel demand evaluations will not substantially change the total volume of traffic to the magnitude that it will affect the NEPA evaluation. It was suggested that a high and low tolling range be considered in the identification of the NEPA traffic volumes. Specific concerns relate to the traffic volumes for the air quality and noise impact evaluations.

The project will be presented at the upcoming NEPA/404 Merger Quarterly Meeting. With the proposed improvement largely confined to the existing median, all alternatives under consideration will have

similar impacts. Subsequent to this meeting, the project was approved for exclusion at the September 17, 2015 meeting.

The geometric study of the northbound Joliet Road left hand exit ramp is continuing. The evaluation of providing an independent alignment for the northbound managed lane through this area will seek to evaluate the ability to adequately sign both the managed lane and Joliet Road traffic. The addition of a continuous access management strategy is also being evaluated.

Two existing horizontal curves along the route result in horizontal sight distance design speeds of 45 mph. These location are in the vicinity of the bridge over the Des Plaines River and the Damen Avenue interchange. Geometric options are being evaluated to identify the viability, cost and environmental impacts of meeting a 60 mph design speed.

The FHWA indicated that this project will be likely be evaluated based on the criteria identified in Title 23 USC 166 FHWA. Additional direction will be provided by the FHWA.

The Department indicated that this improvement is intended to be completed prior to the I-290 construction to provide an alternate route for motorists during construction of I-290. As such, it is possible that tolling will not be immediately implemented, but will be introduced after the completion of I-290.

IDOT: John Baldauf

Stantec: John O'Holleran

Agenda Item #4

Interstate 55

I-355 (Veterans Memorial Tollway) to I-90/94 (Dan Ryan Expressway)

Job. No. P-91-762-10

Cook/DuPage Counties

October 7, 2015

This was the thirteenth presentation of this project. The last presentation was on September 16, 2015. The purpose of this meeting was to provide an update on the project progress and review pending issues. The project has been identified as a priority project and is targeting a June 2016 Design Approval. Consistent with this schedule, the Department will request FHWA review in Jan/Feb 2016.

The project was presented at the NEPA/404 Merger Quarterly Meeting on September 17, 2015. The improvement is largely confined to the existing median and all alternatives under consideration will have similar impacts. As a result, the project has been excluded from the Concurrent NEPA/404 Merger Process

The traffic modeling to identify the design traffic volumes to be used in the NEPA evaluation is in progress. The intent is to identify a conservative estimate for the NEPA evaluation. The analysis used tolling as a congestion pricing travel management strategy to maximize utilization and sustainability of the managed lane. Previous Sketch Level analysis tested toll rates from $0.10/mile to $0.25/mile. This analysis demonstrated that the impact of the higher toll rate resulted in minimal (less than 4%) impact on traffic volumes along the corridor. A fixed time toll rates schedule for the congested hours (3am – 8pm) is used to simulate this management strategy in the modelling process. As such, the higher toll rates ($0.25+) during peak hour represent a reasonable congestion management strategy and will provide representative traffic volumes for the Air Quality and Noise Mitigation evaluations.

The District will coordinate with the FHWA regarding the evaluation of the Project's air quality evaluation. The Chicago region classification has been changed from 'non-attainment' to 'unclassified'. This designation will likely require changes in the Department's Air Quality analysis.

The geometric studies of the northbound Joliet Road left hand exit ramp and stopping sight distance locations are continuing. Options are being evaluated to identify the cost, design exceptions and environmental impacts to provide a 60 mph design speed.

The geometrics of terminating the managed lane are also being evaluated. The studies will evaluate improving traffic flow by continuing the managed lane as lane 1 and dropping an outside lane at both the northbound I-90/94 and southbound I-355 locations.

A Corridor Planning Group is planned for November 10th and Public Meeting #2 is planned for December 9th. Managed lane alternatives, continuous access and the Department's policy on noise abatement will be presented.

IDOT: Steve Schilke, John Baldauf

Stantec: John O'Holleran

Agenda Item #2

Interstate 55

I-355 (Veterans Memorial Tollway) to I-90/94 (Dan Ryan Expressway)

Job. No. P-91-762-10

Cook/DuPage Counties

November 4, 2015

This was the fourteenth presentation of this project. The last presentation was on October 3, 2015. The purpose of this meeting was to provide an update on the project progress and review pending issues. The project has been identified as a priority project and is targeting a June 2016 Design Approval. Consistent with this schedule, the Department will request FHWA review in Jan/Feb 2016.

A Corridor Planning Group is planned for November 10, 2015. This meeting will discuss the alternatives carried forward. The additional General Purpose Lane and Truck Toll Lane did not meet the project Purpose and Need and was not carried forward. Additional information regarding the performance of HOV, HOT and ETL lane alternatives from the preliminary evaluation will be provided. Information on the Department's policy on Noise Impacts will also be provided.

Public Meeting #2 is planned for December 9th. The meeting will be an open house format and provide information on the project development including a description of managed lane alternatives and the Department's policy on Noise Impacts.

The Department is currently coordinating with SHPO. The specific concerns are the potential impact on the Chicago Sanitary and Ship Canal and to historic structures adjacent to the roadway. With all improvements anticipated to be confined to the roadway median, this coordination is anticipated to demonstrate that no historic structures will be adversely impacted by this project.

A water quality analysis will be conducted for the project from Harlem to I-90/94. In this segment of the project there will be added impervious pavement to the roadway which discharges to the Chicago Area Waterways. Additional coordination is needed to determine the extent of pollutant loading analysis that will be required.

The air quality evaluation has begun. The analysis approach will be similar to the I-290 evaluation. It is likely a two mile buffer on either side of I-55 will be used in the evaluation due to the proximity of the DesPlaines River, Chicago and Sanitary Ship Canal and parallel rail corridors along much of the project route.

A meeting with the Illinois Tollway is scheduled for November 5, 2015. The intent of the meeting will be to provide an update on the project studies, project interchanges at I-294 and I-355 and the potential

geometric solutions at Joliet Road. Additional topics will include the Tollway's implementation of their 'Smart Corridor' on I-90 and potential issues regarding toll collection for HOT lane alternatives.

IDOT: Steve Schilke, John Baldauf

Stantec: John O'Holleran

Agenda Item #9

Interstate 55

I-355 (Veterans Memorial Tollway) to I-90/94 (Dan Ryan Expressway)

Job. No. P-91-762-10

Cook/DuPage Counties

December 16, 2015

This was the fifteenth presentation of this project. The last presentation was on November 4, 2015. The purpose of this meeting was to provide an update on the public involvement as well as preliminary geometrics. The project has been identified as a priority project and is targeting a June 2016 Design Approval. Consistent with this schedule, the Department will request FHWA review in Jan/Feb 2016.

The Public Meeting #2 on December 9th was attended by 122 people, which included many elected officials. There were no negative comments on the tolling and only a few comments posted to the website as of the date of this meeting.

The Department is currently tasking CDM Smith for water quality analysis for the project from Harlem to I-90/94. The ESU stated that SELDM will be used to analyze chloride concentrations. A declaration will be made of the existing conditions and impact the proposed conditions will have to water quality.

Currently, the Department has no legislative laws to collect tolls and it is uncertain if this project will be a 3P or toll collections managed by the Illinois Tollway.

Preliminary geometrics were presented with a discussion on potential design exceptions. In the 40-foot median section, for the continuous access option with no buffer, the GSU prefers to see 8 foot-6 inch inside shoulders, adjacent to an 11 foot managed lane, 11 foot lane 1, and 12 foot lanes 2 and 3 where it is currently and will be signed for trucks. For the controlled access option in the 40 foot section, the FHWA preferred at least a 2 foot buffer between the managed lane and lane 1, which would provide 12 foot lanes 2 and 3. No trucks will be allowed in the managed lane in either option. The FHWA is seeing more continuous access managed lane projects throughout the country but was unaware of any without buffers. The current Vissim model is studying continuous access.

The I-294 portal is the most constrained of all the sections, with the southbound sections only able to provide 11 foot lanes with 2 foot-6 inch inside shoulders. The Illinois Tollway is preparing a master plan which includes this section of I-294. Since it is anticipated that the I-55 managed lane project will be built prior to the I-294 project, a request would be made to the Illinois Tollway that if this bridge was reconstructed it should provide the maximum opening for I-55 including the Managed Lanes. Relocating the NB I-294 to SB I-55 ramp behind the north pier was dropped from consideration as it would be too difficult and costly to construct.

The controlled access ingress/egress locations serve 2 interchanges per location both upstream one downstream. The FHWA had concerns with turbulent flow at these ingress/egress locations.

The Joliet Road interchange may be served with a counter-flow NB Managed Lane separated from the SB I-55 lanes with a barrier wall. The GSU recommended providing a 4 foot inside shoulder, 12 foot managed lane, and 10 foot outside shoulder, which may provide the maximum sight distance. Potential emergency access via barrier openings is being discussed within the Department.

The bridge over the Des Plaines River is in good condition and is not scoped for any maintenance. The current stopping sight distance for the managed lanes is 570 foot and provides for 60 mph. The FHWA recommended a 2 foot buffer, with 12 foot lanes 2 and 3. The FHWA asked for a comparison of stopping sight distance for the 60 mph and 55 mph.

The bridge over the Chicago Sanitary and Ship Canal is in fair condition and is not scoped for replacement. A revised design to avoid this historic district is being prepared. The FHWA also requested a comparison of stopping sight distance for 60 mph and 55 mph.

The BRC and Cicero Avenue bridges are not due for replacement within the next 10 years and therefore the desire would be to provide a managed lane within the existing structure until the Cicero Avenue interchange is reconstructed.

The bridges from Kedzie to I-94 were reconstructed in the 1990's and therefore widening is not being proposed and design exceptions will be requested. The SB managed lanes will not start until after Damen, after some lane reallocation is provided from the I-94 ramps. At the south end of the project, the managed lanes will end and begin north of the I-355 interchange.

The Design Exception tables will be separated into continuous access, controlled access, and interim improvements. In addition a strip map (similar to I-290) highlighting the areas of lane width exceptions in red and shoulders in yellow will help expedite the review.

IDOT: Steve Schilke, John Baldauf

Stantec: John O'Holleran

Agenda Item #2

Interstate 55

I-355 (Veterans Memorial Tollway) to I-90/94 (Dan Ryan Expressway)

Job. No. P-91-762-10

Cook/DuPage Counties

January 13, 2016

This was the sixteenth presentation of this project. The last presentation was on December 16, 2015. The purpose of this meeting was to provide a status update on the public involvement, preliminary geometrics, environmental evaluation, and cost estimate review.

The comment period for the December 9th Public Meeting #2 ended on December 23rd with a total of 58 comments received with most agreeing that I-55 was congested, some comments disagreed with the tolling of the managed lane, and some comments on the need for noise mitigation for the area south of I-294.

The preliminary geometrics are being evaluated by the Department. The FHWA recommended that a single letter requesting all the design exceptions for each of the three alternatives: 1) Controlled Access - Ingress/Egress with a 4' buffer 2) Continuous Access with a 2' buffer 3) Interim Improvement which will not change the footprint at the bridges over Lamont Road, BRC RR, Cicero Avenue, and the structures north of approximately Western Avenue. The Design Exception tables will be separated into continuous access, controlled access, and interim improvements. In addition a strip map (similar to I-290) will be provided highlighting the areas of lane width exceptions in red and shoulders in yellow, which is anticipated to be complete by early February.

The noise impact evaluation, air quality report, and Section 106 (historic property) evaluation are currently in progress and anticipated to be complete by early February. The scoping of the SELDM modeling is being finalized, but SELDM will be used to evaluate for metals loading since this type of modeling does not provide good results for chloride concentrations. Chloride concentration will be evaluated in terms of annual load off set.

A Draft EA has been prepared but without the above Environmental Evaluations.

A Cost Estimate Review is scheduled for the week of February 29th with a pre-meeting on January 20th. A preliminary Cost Estimate is being prepared, but early estimates do not show much of a difference between the continuous and control access alternatives. The pre-meeting will discuss the risk register.

IDOT: Steve Schilke, John Baldauf

Stantec: John O'Holleran

Agenda Item #1

Interstate 55

I-355 (Veterans Memorial Tollway) to I-90/94 (Dan Ryan Expressway)

Job. No. P-91-762-10

Cook/DuPage Counties

February 10, 2016

This was the seventeenth presentation of this project. The last presentation was on January 13, 2016. The purpose of this meeting was to provide a status update on the environmental evaluations, draft EA Review, and cost estimate review.

The noise impact evaluation has been submitted by Stantec with comments provided by the District. It is anticipated that 9.5 miles of noise walls will be recommended along the corridor for 1053 receptors. There are 3 locations that are being evaluated for extensions of the proposed noise walls using cost averaging: south side of I-55 between I-294 and Willow Springs Road, south side of I-55 at IL Route 43 (Harlem Avenue) and at I-90/94. The District is preparing for upcoming discussions with eight communities on the proposed noise walls.

The air quality report has been sent to the BDE and comments have been received, with discussions on the terminology of particulate matter to follow. The results demonstrate an improved air quality with the introduction of a managed lane.

Pollutant loading analysis is currently being prepared and is anticipated to be completed in one month.

The photos have been taken for Section 106 (historic property) evaluation and anticipate a report submittal by the middle of next week.

A Draft EA is currently be reviewed, but without the above Environmental Evaluations.

A preliminary Cost Estimate is being prepared and unit prices are being reviewed. It is anticipated that a review with take place from February 29th to March 3rd.

A drainage impact and wetland impact evaluation is being discussed between Stantec and the District.

An Alternatives Analysis was presented by the District with a recommendation for ETL as the preferred managed lane that was determined from previous CPG and public meetings. A general purpose lane was eliminated due to it not meeting the purpose and need. A truck only tolling lane would require extensive reconstruction and have major weaving issues and therefore was dismissed at the December 2015 public meeting. An HOV lane showed good utilization but there was not control of congestion. The ETL alternative performed better than a HOT +3 alternative with the major difference being control of usage

through the adjustment of tolls during peak and non-peak hours. ETL also has the best accommodation of Pace bus service. Both continuous access and controlled access of the ETL will be presented in the EA.

The Department recently advertised for P3 Advisor to provide operational strategies.

IDOT: Steve Schilke, John Baldauf

Stantec: John O'Holleran

Agenda Item #1

Interstate 55

I-355 (Veterans Memorial Tollway) to I-90/94 (Dan Ryan Expressway)

Job. No. P-91-762-10

Cook/DuPage Counties

March 16, 2016

This was the eighteenth presentation of this project. The last presentation was on February 10, 2016. The purpose of this meeting was to provide a status update on the environmental evaluation, EA review, geometrics summary and design exceptions, and public involvement.

The noise analysis is complete. The Department met with all the communities except for one Alderman in the City of Chicago. Burr Ridge has approved a large residential Development adjacent to I-55 and the Department is reviewing the needs for this area.

The air quality is complete and has been reviewed by the BDE.

The pollutant loading report was completed on March 15, 2016 for the Des Plaines, Sanitary and Ship Canal, and Bubbly Creek.

Section 106 - Comments were received from BDE on the Historic Property Identification Report (HPI). The HPI will then need to be approved by SHPO. The IHPA, FHWA, and BDE will need to approve the HPI. There were 14 eligible properties.

The preliminary EA has been reviewed by BDE. A revised draft will be prepared in the next couple of weeks. The TIP does not include $12M for the P3 Advisor, $15M for Construction Oversight, and $10M for the Lemont Road bridge. The project is anticipated to be Design-Build with no land acquisition. The P3 is considered the next phase. The Department will coordinate with their Program Development. The cost estimate review was done on March 3, 2016. The USACE jurisdictional determination is still an outstanding item of the EA.

The Level 1 design exceptions for the preliminary geometrics are being prepared for the three alternatives: 1) Controlled Access - Ingress/Egress 2) Continuous Access 3) Interim Improvement. Separate design exception tables will be prepared for each alternative along with a strip map (similar to I-290) that will be provided highlighting the design exceptions. The requests and presentation to the BDE and FHWA is anticipated for the April coordination meeting and may need a separate meeting that week to discuss the design exceptions in detail. The FHWA and BDE stated that the HOV (reduced) design standards in the BDE can be used for the ETL, which was also used for I-290. This could eliminate some Level 1 exceptions. The final processing by the FHWA will follow the public hearing.

The fifth CPG is scheduled for today at 1pm to present the ETL preferred alternative.

The Noise Forums are scheduled for April 5th, 6th, and 7th. There are over 1000 receptors. The Department was anticipating a concurrent review of the EA along with the viewpoint survey. The noise study is complete but needs to include the results/comments from the viewpoint survey, which is anticipated to be sent out after the forums. It was discussed whether the viewpoints results need to be in the EA, but with the accelerated timeline the viewpoints may need to be included in an errata of the EA.

IDOT: Steve Schilke, John Baldauf

Stantec: Mike Phan

Meeting Notes

I-55 IDOT Geometric Meeting

I-55 Phase 1 Study

Date/Time:	April 12, 2016 @ 2:00 pm
Place:	Illinois Department of Transportation District 1 Building 201 Center Court, Schaumburg, IL. 60196
Attendees:	Chris Byars - FHWA Jason Salley – IDOT Scott Stit – IDOT Steve Schilke – IDOT Corey Smith – IDOT John Baldauf – IDOT Jim Priola – IDOT John O'Holleran - Stantec Cresencio Teodoro – Stantec Dave Pieniazek - Stantec

Stantec presented an overview of the Managed lane project's first alternative; the length, terminus and roadway layout. The first alternative presented was a six pages exhibit displaying the managed lane as a continuous access. The continuous access gives the drivers the freedom to choose when and where to access the managed lane. The NB managed lane starts at I-355 and end at the Dan Ryan. The SB managed lane starts at the Dan Ryan and terminates at Lemont Rd. From I-355 to Harlem Ave the width of the existing median is approximately 40'. From Harlem Ave to Damen Ave the median width is 60'. The median width varies from 14' to 80' from Damen Ave to the Dan Ryan.

Stantec discussed the roadway layout of the first alternative starting from the south end of the project (I-355) at the 40' median section and work north toward the end (Dan Ryan). The NB and SB layout consist of three general purpose lanes, one managed lane, a buffer and inside and outside shoulders for both directions. The managed lane was considered as "Lane 1" while the general purpose lanes were "Lanes 2, 3 & 4." The widths of the inside shoulder, Lane 1, buffer, Lane 2, Lane 3 and Lane 4 for the 40-ft median section are 6.5, 11, 2, 11, 12, and 12 ft., respectively with the existing outside shoulder to remain except for critical locations that had stopping sight distance influences. Lane and outside shoulder widths less than 12-ft, buffer width

less than 2-ft and inside shoulder less than 8-ft require design exceptions.

FHWA expressed concern that the 6.5-ft inside shoulder provided little space for motorists to pull off the travel lane with an adjacent 11-ft lane. They questioned the possibility of increasing the lanes to 12-ft and/or buffer to 4-ft. In response to those concerns, alteration of one element would affect another. An increase in lane and/or buffer widths would decrease the inside shoulder width in respect to the amount needed. A 6.5-ft shoulder compared to a 2 to 4.5-ft shoulder provides greater stormwater storage, requires longer stopping sight distances for a design speed of 60 mph, contributes to a greater shy line distance, doesn't have to modify the rumble strips and effects snow storage area. It then becomes more economical to go with the proposed layout than the alternative of having wider lane and buffer widths. It was also mentioned of the consideration of managing the truck traffic to only lanes 3 and 4. Trucks will be prohibited from using lane 1 but they are also considering prohibiting trucks from lane 2. Also mentioned was the elimination of the buffer but FHWA preferred a separation between the managed lane and general purpose lanes.

At County Line Rd, the existing NB and SB mainlines diverge into two separate alignments. This separation occurs due to the left hand side of the NB Joliet Rd exit terminal. Due to this configuration, the proposed NB lane 1 separates from the mainline and follows the SB configuration in order to avoid interfering with this exit ramp. IDOT noted that the divergence between lane 1 and the mainline should be treated as a minor divergence in accordance to the BDE interchange chapter.

As I-55 crosses under I-294, all SB lanes become 11-ft wide with no buffer in between lane 1 and 2 for both directions due to the space constraints at this location. The maximum width underneath I-294 was 11-ft with 2-ft shoulders on each side. Furthermore, the decrease in width help mitigated the stopping sight distance issue over Joliet Rd but also contributed to shortening the SB outside shoulder and NB inside shoulder.

The narrow shoulders occur at Des Plaines River, Archer Ave, Harlem Ave and Damen Ave where the roadway was realigned to provide stopping sight distance along with mitigation of the environmental impact. FHWA acknowledge the narrow shoulders as long as its best interest was for the safety of the motorist and the environment. It was also mentioned by IDOT that if the roadway can be considered if it minimizes the length of the narrow should. For all locations where the requirements are not met design exception are required.

There were no issues between Harlem Ave and Kedzie Ave. From Kedzie Ave to I-90/94 (Dan Ryan), the NB lane 1 extends all the way through and merges to the existing general purpose lane at the Dan Ryan. Lane 4 merges into lane 3 prior to the Dan Ryan substructures. The plan for the future is to extend the managed lane down to Lake Shore Drive and open up lane 4 once the Dan Ryan bridge is reconstructed. The similar plan is proposed for the SB direction, extending lane 1 to Lake Shore Drive. For the SB direction, lane 1 (managed lane) becomes its own separate lane at the Dan Ryan. From Damen Ave to the Dan Ryan, there will be a total of six lanes through this segment. At the Damen Ave exit ramp lane 6 is dropped, lane 5 becomes a split option and the other lanes are through lanes. At the California Ave exit ramp lane 5 is drop while the rest are

through lanes. The proposed configuration adds a through lane from the Dan Ryan to California Ave to help alleviate traffic congestion due to the high traffic volumes from the Dan Ryan. The added general purpose through lane generated additional design exceptions between Damen Ave and the Dan Ryan. NB and SB lane 1 becomes 11-ft, the auxiliary lane right shoulder became narrower and the inside shoulder became narrower. Also proposed was an additional lane for the NB exit terminal to the NB Dan Ryan. The proposed geometry provided extra storage space for this terminal. FHWA stated that all design elements that are and were not up to standard will require design exceptions.

The second proposed configuration was presented. The second alternative has a similar configuration as the first but with the access to the managed lane is controlled. Motorists are given specific locations to where they are allowed to enter and exit the managed lane. In locations where ingress/egress are present, the width of the managed and weave lanes are 10-ft and the inside shoulder 2-ft. These lanes were only present in the 40-ft median section due to the space constraint along the segment. IDOT and FHWA preferred providing an 11-ft managed and weave lanes at access points. IDOT stated that exhibits are being created that would portray the locations and elements of the design exceptions along with a table that correspondence with the exhibits.

The meeting adjourned at 4:00 pm

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Stantec Consulting Services

Cresencio E. Teodoro Jr.

c. attendees

Agenda Item #2

Interstate 55

I-355 (Veterans Memorial Tollway) to I-90/94 (Dan Ryan Expressway)

Job. No. P-91-762-10

Cook/DuPage Counties

April 13, 2016

This was the nineteenth presentation of this project. The last presentation was on March 16, 2016. The purpose of this meeting was to provide a status update on the environmental evaluation, EA review, geometrics summary and design exceptions, and public involvement.

The noise analysis has been revised. Two new developments, a senior care facility and a motel, were identified during the noise forums. The additions of these developments resulted in two additional walls along the corridor.

The pollutant loading has been revised for chloride concentrations. The Department salts the shoulders along the route for Pace's bus on shoulder service for 65% of the length of the project. As a result, the chloride concentration net increase is much lower than the previous analysis showed.

The HPI has been submitted to SHPO. Concurrence is anticipated in the coming weeks. Coordination with local/regional historic societies has been initiated. Responses are due next week.

The Corps of Engineers has identified the sites that are determined to be under the Corps jurisdiction. The proposed improvement will impact approximately 13 acres of wetlands.

Additional crash data for 2010 through 2014 have been requested. This data will update the analysis previously prepared for the corridor.

Comments on the preliminary EA are anticipated by this Friday (4/15). The document will be revised and submitted for legal and civil rights review. The Public Hearing target remains the third week of May with EA signature targeted the week of 4/25.

A brief summary of the preliminary geometric review meeting was discussed. Both continuous access and controlled access operations will be carried in the EA. In the 40 foot median section, the continuous access option will provide an 11 foot lane 1 (managed lane), a two foot buffer and an 11 foot lane 2. The left shoulder will be 6.5 feet. The controlled access will provide a 4 foot buffer in this section with a 4.5 foot left shoulder. Additional studies are being done to evaluate the ingress/egress locations. An interim alternative which is intended to defer structure widening is also being developed.

The Level 1 design exceptions for the preliminary geometrics are being prepared for the three alternatives: 1) Controlled Access - Ingress/Egress 2) Continuous Access 3) Interim Improvement.

Separate design exception tables will be prepared for each alternative along with a strip map highlighting the areas. The final processing by the FHWA will follow the public hearing.

Three Noise Forums were conducted on April 5th, 6th, and 7th. Approximately 130 people attended the forums to review locations of potential noise barriers. The forums provided additional information for the noise analysis as well as helped to update contact lists for the View Point Solicitation process.

IDOT: Steve Schilke, John Baldauf

Stantec: John O'Holleran

Agenda Item #1

Interstate 55

I-355 (Veterans Memorial Tollway) to I-90/94 (Dan Ryan Expressway)

Job. No. P-91-762-10

Cook/DuPage Counties

May 11, 2016

This was the twentieth presentation of this project. The last presentation was on April 13, 2016. The purpose of this meeting was to provide a status update on the environmental evaluation, EA review, Public Hearing, P3 Advisor, Toll Sensitivity Analysis, Noise Analysis, and geometrics review.

The Friends of the Park declined as a Section 106 Consulting Party noting no impacts by the project. They yielded participation as a Section 106 Consulting Party to the Friends of the Forest Preserve.

The Public Hearing is scheduled for Tuesday May 17, 2016. Attendees will have the opportunity to make a public statement to a court report as part of the official record. A Form will also be available for interested parties to make public statements. There will not be a question and answer session.

A P3 Advisor has been selected by IDOT. A team of Ernst & Young, Mayer, Brown and Platt and HNTB Corporation will provide these services.

A Toll Sensitivity Analysis for a Level 1 tolling estimate will be ready in the next couple of weeks.

From the three noise forums, additional information for the noise analysis as well as updated contact lists for the View Point Solicitation process was acquired. Over 1,800 viewpoint solicitations have been recently mailed. An additional meeting with the City of Chicago for the neighborhood around Chinatown has been requested by Alderman Thompson of Bridgeport. The viewpoint solicitation letters were written in English, Spanish, and Mandarin at his request.

The District is currently reviewing both the continuous access and controlled access operations, which will be carried in the EA. A review meeting with the FHWA is being coordinated where Level 1 design exceptions will be presented for the three alternatives: 1) Controlled Access - Ingress/Egress 2) Continuous Access 3) Interim Improvement. Separate design exception tables will be prepared for each alternative along with a strip map highlighting the areas.

The Combined Design Report (CDR) and Transportation Management Plan (TMP) are being prepared with the Financial Plan, Draft FONSI, and Concept of Operations to follow.

IDOT: Steve Schilke, John Baldauf

Stantec: John O'Holleran

Agenda Item #1

Interstate 55

I-355 (Veterans Memorial Tollway) to I-90/94 (Dan Ryan Expressway)

Job. No. P-91-762-10

Cook/DuPage Counties

June 15, 2016

This was the twenty-first presentation of this project. The last presentation was on May 11, 2016. The purpose of this meeting was to provide a status update on the Public Hearing, geometric review, noise analysis, and Errata format.

The Public Hearing on Tuesday, May 17, 2016, was attended by 130 people. Five comments were received at the Hearing. One response has been sent to CMAP with the others in progress. There were 15 public statements made with no opposition to the tolling. During the comment period there were 47 comments received that did not identify any major concerns and most were about noise.

The geometric review is scheduled for Thursday, June 16, 2016 between 10-11am. Design exception tables for each of the three alternatives for continuous access, controlled access, and interim improvement were prepared that identified Level One Design Criteria items such as shoulder widths, vertical clearances, clear roadway bridge widths, etc. The buffer width between the managed lane and general purpose lane was included, but is not listed on BDE 3108.

A noise forum was held in the City of Chicago with Alderman Thompson of Bridgeport for the neighborhood around Chinatown on May 24, 2016. A second noise letter is being sent by June 17th to 800 addresses for 3 noise wall locations that did IDOT did not receive enough responses from the initial Viewpoint solicitation letters. The results of the initial letters saw approval of 9 noise wall locations and only 1 noise wall was rejected. The rejected wall was located at the southwest quadrant of the County Line Road interchange in Burr Ridge.

Four separate reports are being prepared rather than include them as Supplements in the ERRATA of the EA which include the FONSI, ERRATA, Public Involvement, and Noise Report. The drafts of the first three reports are scheduled to be complete by the end of the month, with the Noise Report by mid-July because of the response time needed for the 2nd Viewpoint solicitation letters.

IDOT: Steve Schilke, John Baldauf

Stantec: John O'Holleran

Interstate 55

I-355 (Veterans Memorial Tollway) to I-90/94 (Dan Ryan Expressway)

Job. No. P-91-762-10

Cook/DuPage Counties

June 16, 2016

A meeting was held at the FHWA Office in Springfield to review the proposed Level One Design Exceptions for the above identified project. A copy of the Attendance Roster is attached:

The District representatives provided an overview of the project. The intent is to add capacity in the existing median and the project will not reconstruct the existing roadway which is in good conditions. The new capacity will operate as an express toll lane (ETL). No interchanges will be impacted by the proposed construction. It was explained that due to the unique nature of this managed lanes strategy, three alternates have been carried forward base on operational strategies and funding availability in the project Environmental Assessment to allow for flexibility in the implementation of the operation of the managed lanes. These alternates will all be constructed within the existing median, as as a result the potential environmental impacts of each will be the same. These options are as follows:

- ETL with controlled access locations
- ETL with continuous access
- Deferred widening of the structures north of Kedzie Avenue.

Exhibits provided for this review included Project Location Map, Typical Sections, Ingress/Egress Locations, Level One Design Exception table and project geometric drawings for each alternate. Exhibits are attached.

Issued reviewed included lane widths, localized shoulder with reductions, sight distance design and vertical clearance. These issues are included in the Level One Design Exception List attached.

FHWA will review each request and provide comment.

Illinois Department of Transportation

Attendance Roster
Bureau of Programming

Project / Topic: I-55 Managed Lanes Level One Design Exceptions Meeting

Date: 6/16/2016 **Time:** 10:00am

Location: FHWA- Springfield Office **Room:**

	Name (Please Print)	Representing	Phone Number	Email Address
1	Steve Schilke SS	IDOT	847-705-4125	Steve.schilke@illinois.gov
2	John Baldauf	IDOT	847-705-4103	John.baldauf@illinois.gov
3	Corey Smith	IDOT	847-705-5188	Corey.smith@illinois.gov
4	CRESENCIO TEODORO	STANTEC	312-262-2250	CRESENCIO.TEODORO@STANTEC.COM
5	John O'Halloran	Stantec	312-262-2400	John.OHalloran@Stantec.com
6	John Sherrill	IDOT		John.Sherrill@illinois.gov
7	Scott Stitt	IDOT | BDE	217|785-4245	Scott.Stitt@illinois.gov
8	Ken Runkle	"	217-785-0202	ken.runkle@illinois.gov
9	CHRIS BYARS	FHWA	312-886-1606	chris.byars@dot.gov
10	KAY BATEY	FHWA	217-492-4640	Catherine.batey@dot.gov
11	Scott McGuire	FHWA	217-492-4613	scott.mcguire@dot.gov
12	Omar Qudus	"	402-840-9774	omar.qudus@dot.gov
13	JASON SALLEY	IDOT	847-705-4085	JASON.SALLEY@ILLINOIS.GOV
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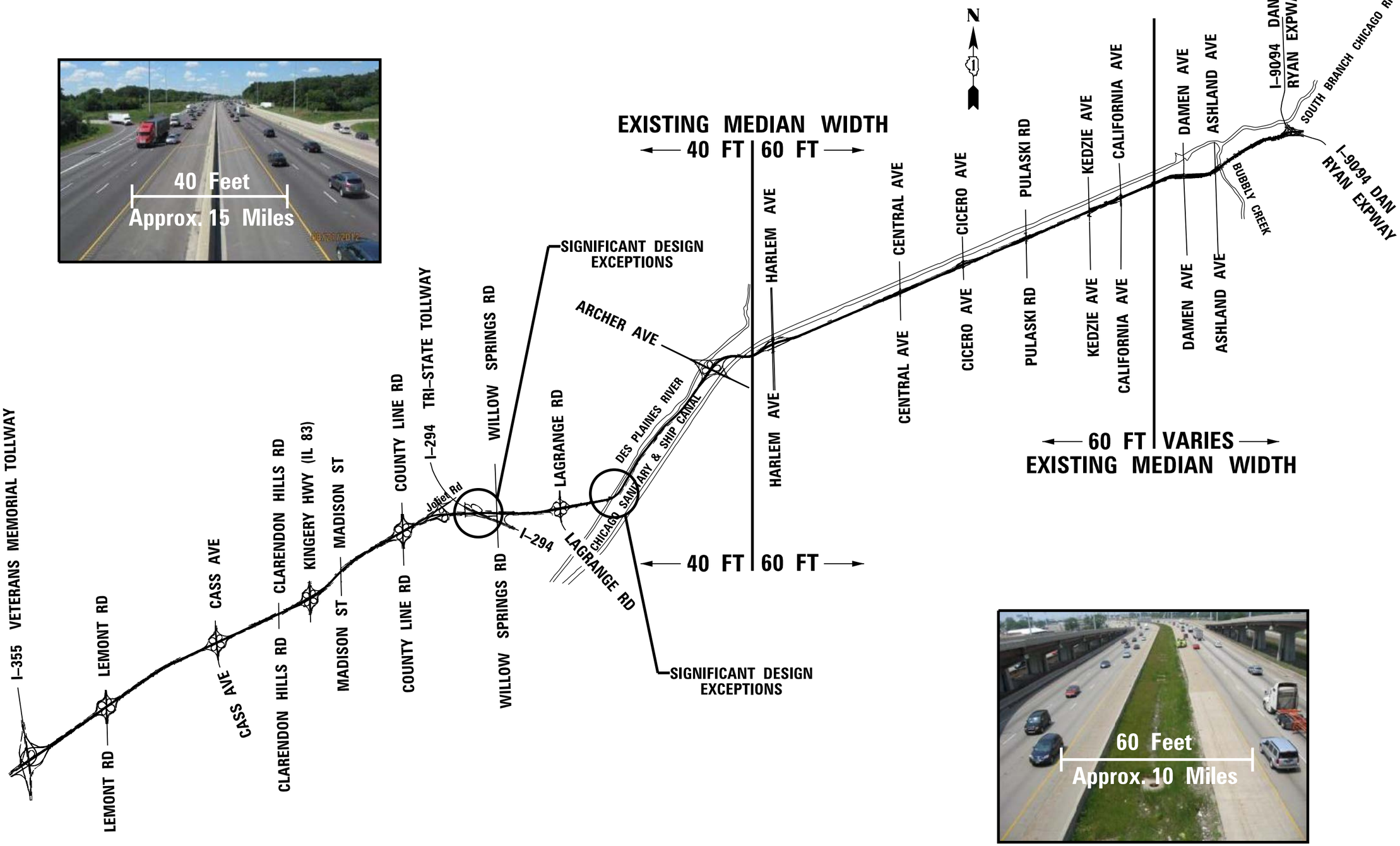

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	PLOT DATE = 6/15/2016	DATE - 6/15/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LOCATION MAP – CONTINUOUS ACCESS
INTERSTATE 55 FROM I-355 TO I-94

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO.

ILLINOIS FED. AID PROJECT

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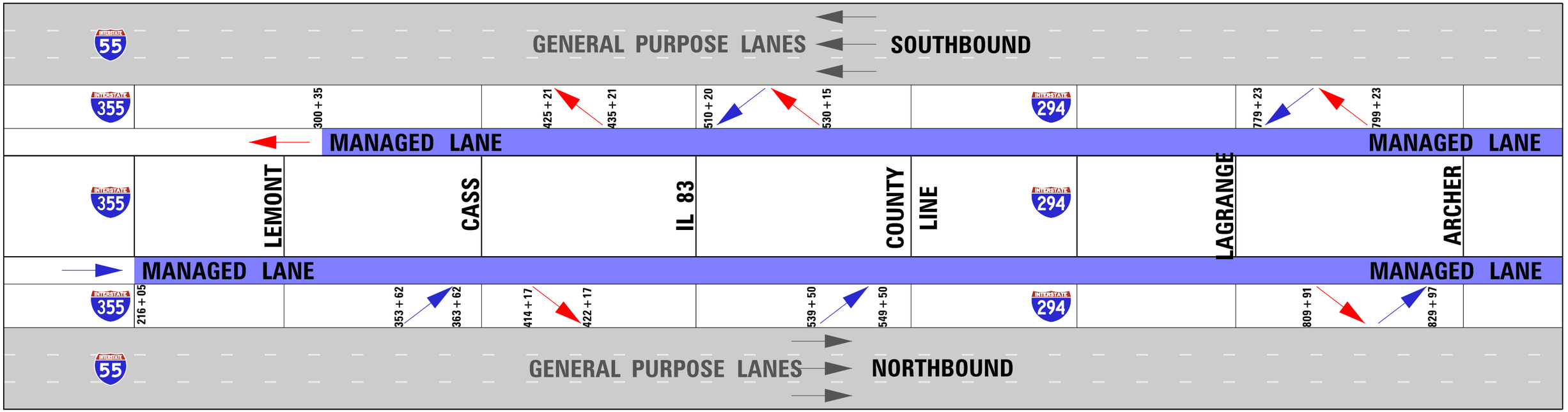

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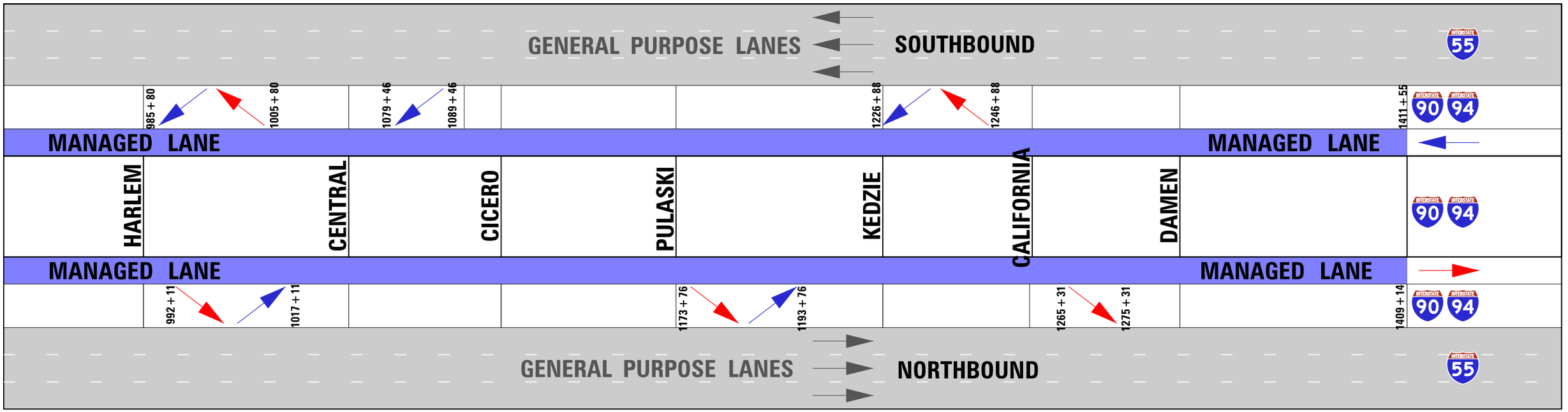
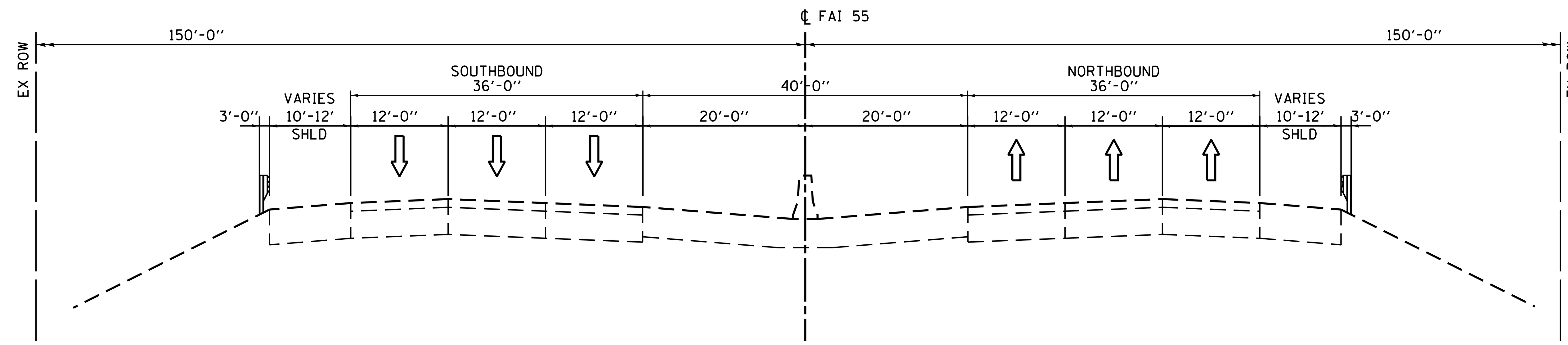


I-55 MANAGED LANE PROJECT

I–55 MANAGED LANE CONTROLLED ACCESS LOCATIONS



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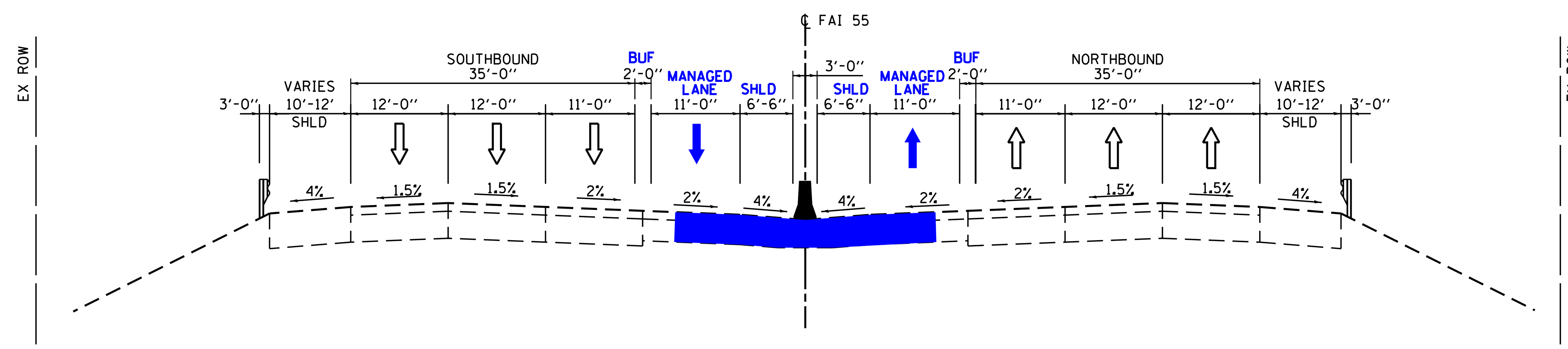

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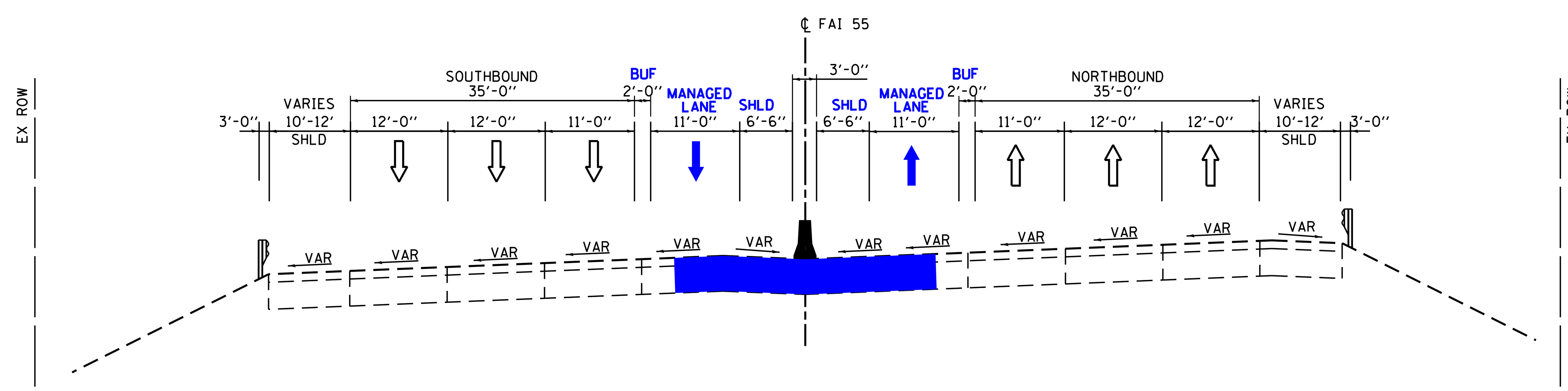

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

40 FT. TYPICAL SECTION – CONTINUOUS ACCESS
I-55 FROM I-355 TO HARLEM AVE.

SCALE: | SHEET OF SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. P9176210

ILLINOIS FED. AID PROJECT

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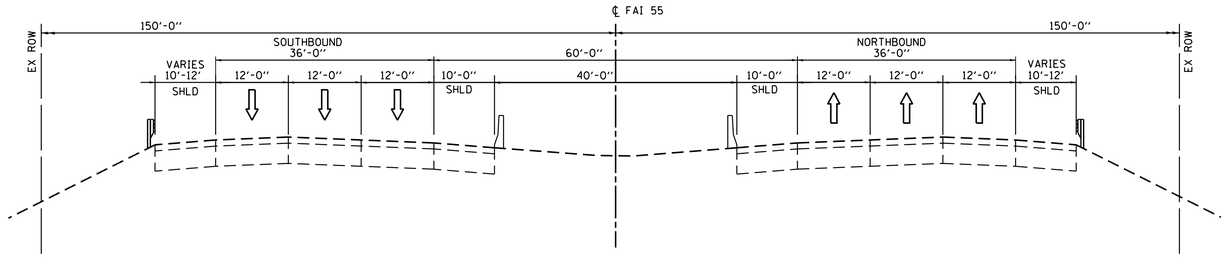

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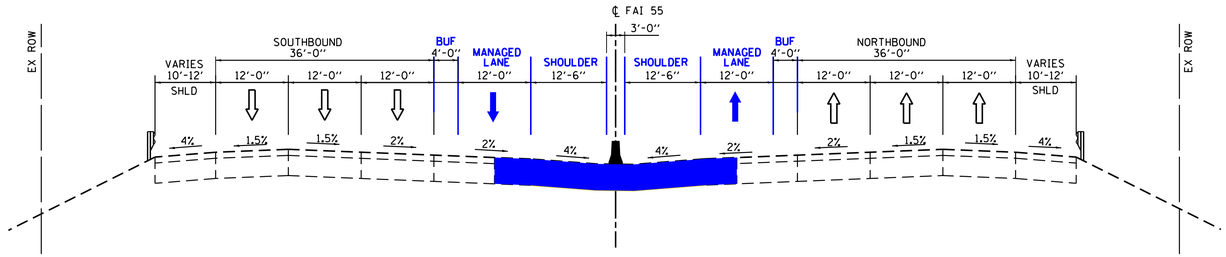

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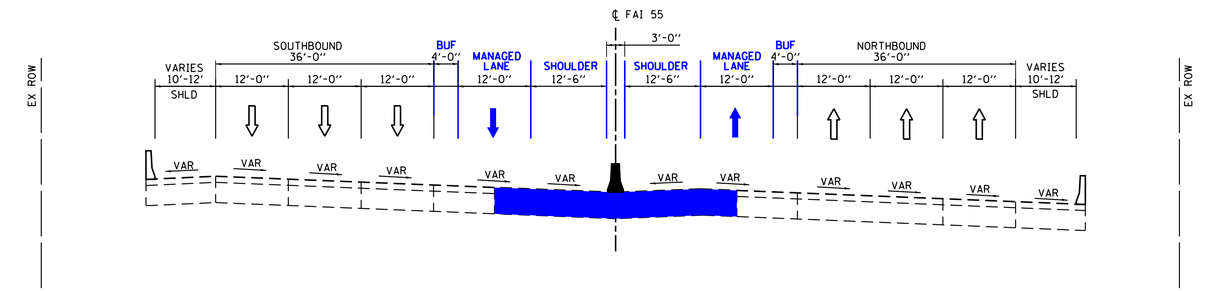

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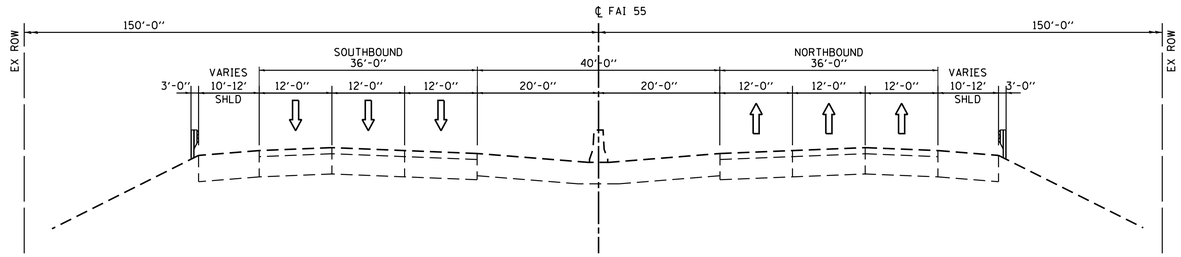

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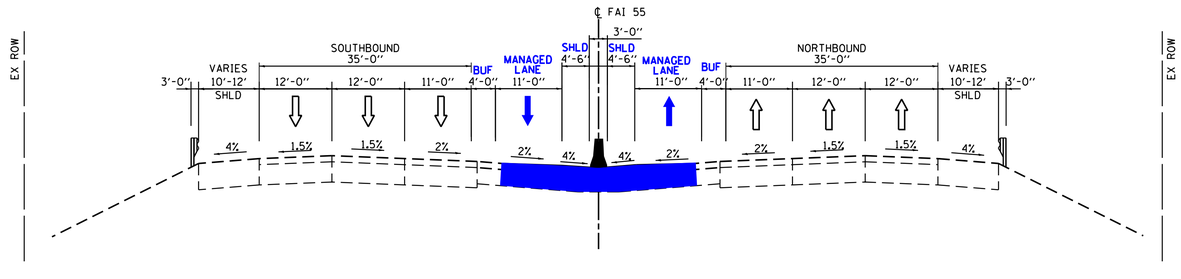

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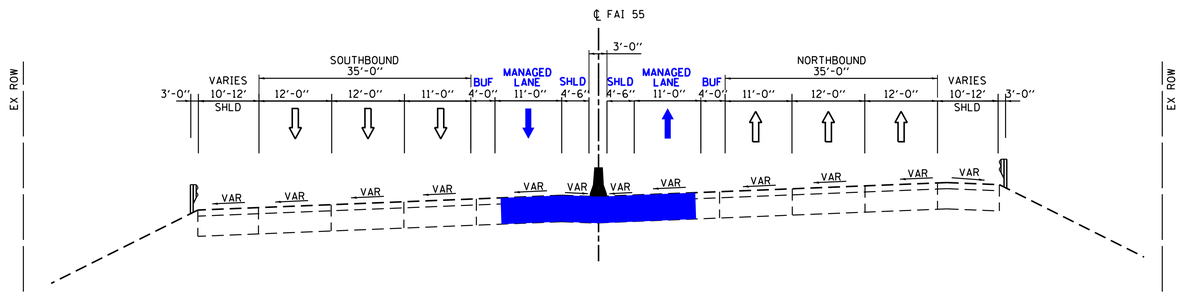

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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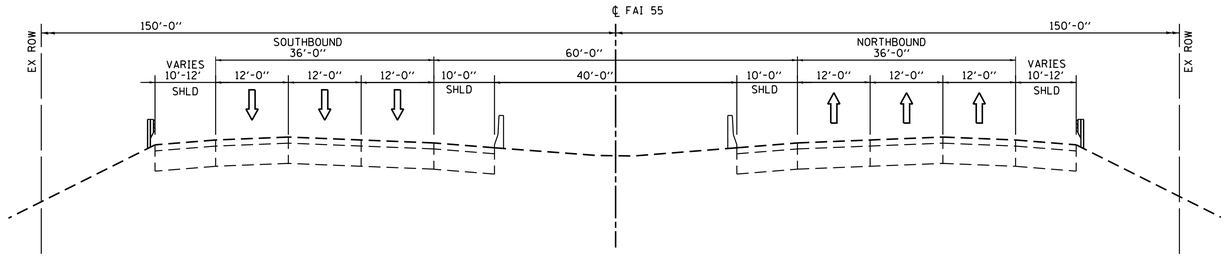

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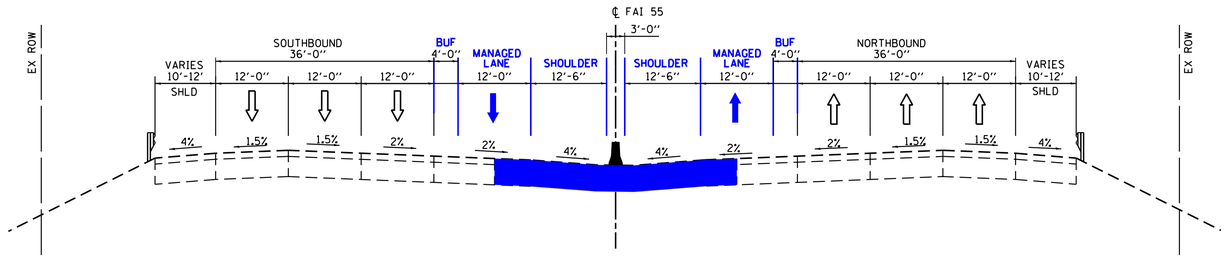

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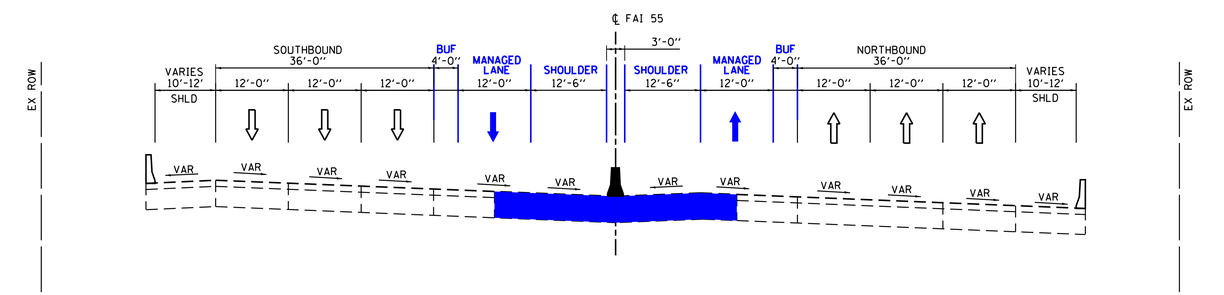

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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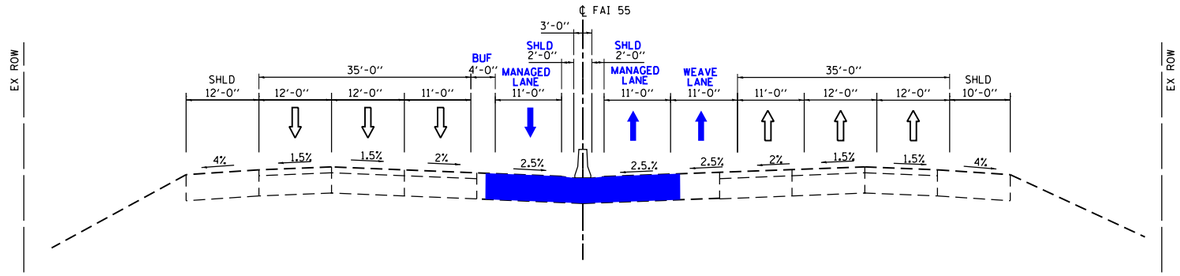
		CONTRACT NO. P9176210		
	ILLINOIS	FED. AID PROJECT		



PROPOSED ACCESS POINT TYPICAL SECTION

FROM LEMONT RD TO COUNTY LINE RD

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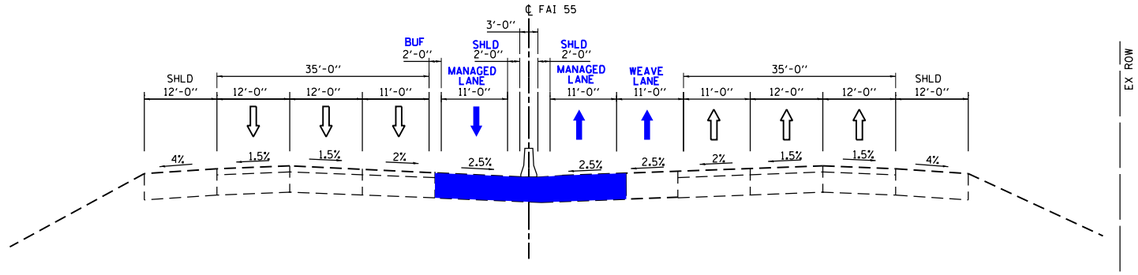

PROPOSED ACCESS POINT TYPICAL SECTION

FROM LAGRANGE RD TO ARCHER AVE

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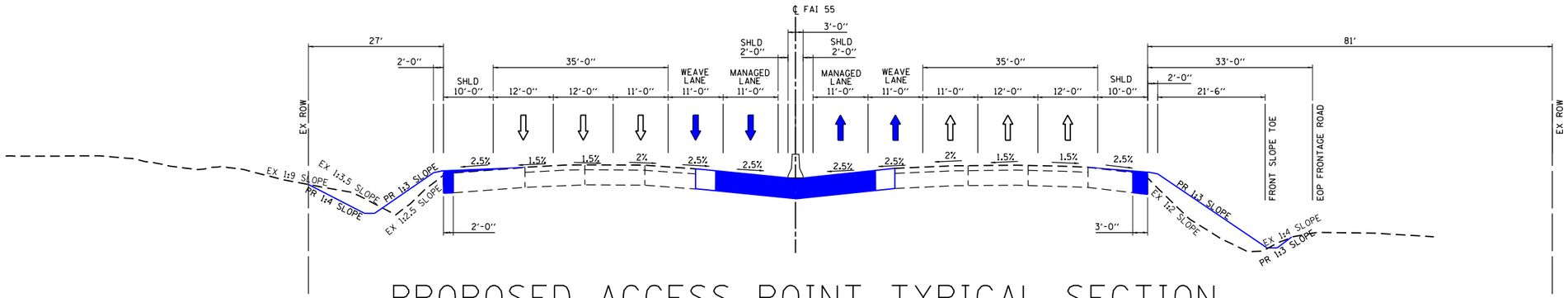

PROPOSED ACCESS POINT TYPICAL SECTION

ROADWAY WIDENING BETWEEN CASS AVE AND KINGERY HWY

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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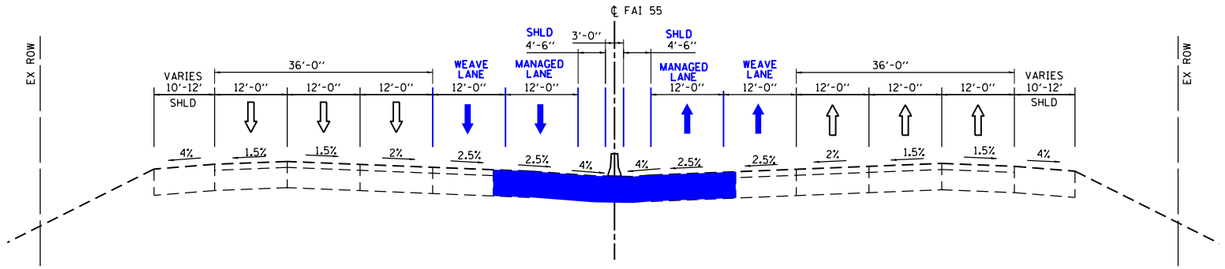
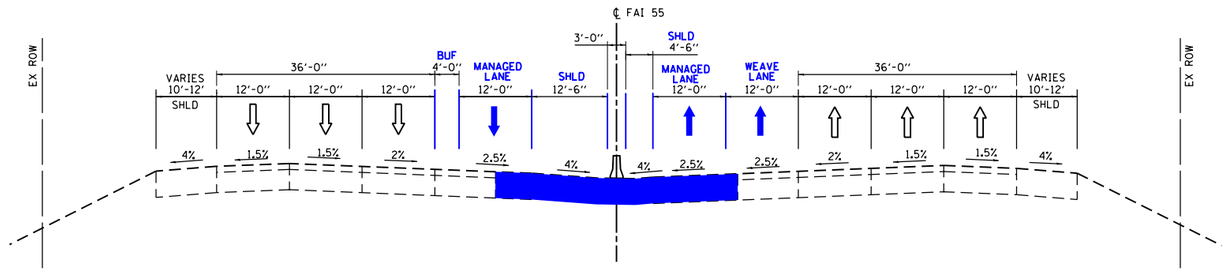
		CONTRACT NO. P9176210		
	ILLINOIS	FED. AID PROJECT		



PROPOSED ACCESS POINT TYPICAL SECTION

FROM HARLEM AVE TO CENTRAL AVE

N.T.S.



PROPOSED ACCESS POINT TYPICAL SECTION

FROM CENTRAL AVE TO DAMEN AVE

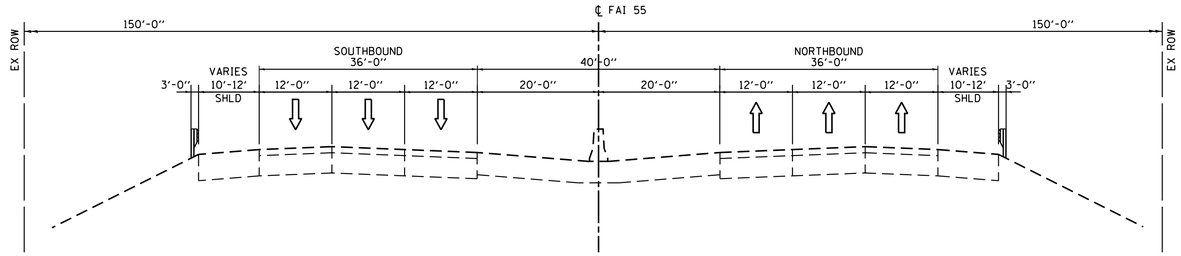
N.T.S.

FILE NAME = V:\1786\active\178600037.IDOT.I-55\civil\drawing\sht\exhibit\DIP9176210-tgp_exhibit_20160612.dgn

Default

I-55 MANAGED LANE PROJECT	USER NAME = cteodoro	DESIGNED - CETJ	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	60 FT TYPICAL SECTION – ACCESS POINTS I–55 FROM LEMONT RD TO HARLEM AVE
		DRAWN - STANTEC	REVISED -		
	PLOT SCALE = 100.0000 ' / in.	CHECKED - JVO	REVISED -		
	PLOT DATE = 6/13/2016	DATE - 6/13/2016	REVISED -		SCALE: N.T.S. | SHEET OF SHEETS | STA. TO STA.

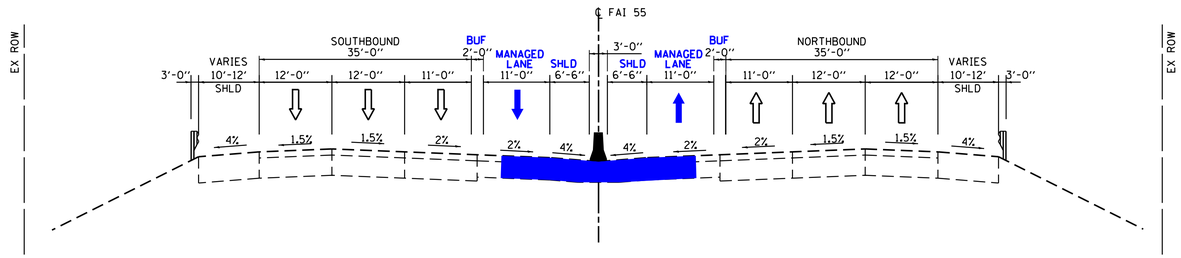
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55		DUPAGE/COOK		
		CONTRACT NO. P9176210		
	ILLINOIS FED. AID PROJECT			



EXISTING TYPICAL SECTION

(LOOKING NORTH)

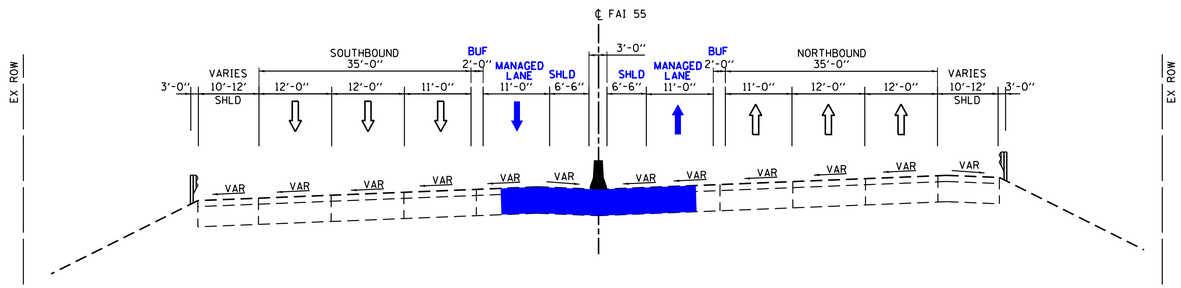
N.T.S.



PROPOSED TYPICAL SECTION

(LOOKING NORTH)

N.T.S.



PROPOSED TYPICAL SECTION SUPER ELEVATION

(LOOKING NORTH)

N.T.S.

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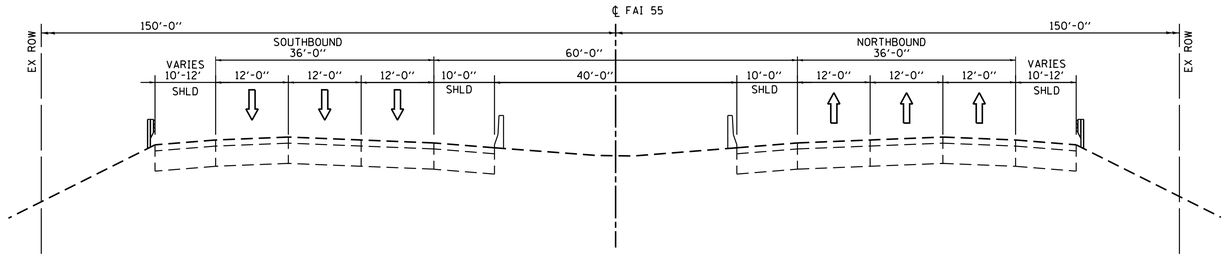
I-55 | MANAGED LANE PROJECT	USER NAME = mjverheyen	DESIGNED - CET	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	40 FT. TYPICAL SECTION–CONTINUOUS ACCESS INTERIM IMPROVEMENT I–55 FROM I–355 TO HARLEM AVE.
		DRAWN - STANTEC	REVISED -		
	PLOT SCALE = 50.0000 ' / in.	CHECKED - DLP	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.
	PLOT DATE = 6/14/2016	DATE - 6/14/2016	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55		DUPAGE/COOK		2
		CONTRACT NO. P9176210		
	ILLINOIS	FED. AID PROJECT		



EXISTING TYPICAL SECTION

(LOOKING NORTH)

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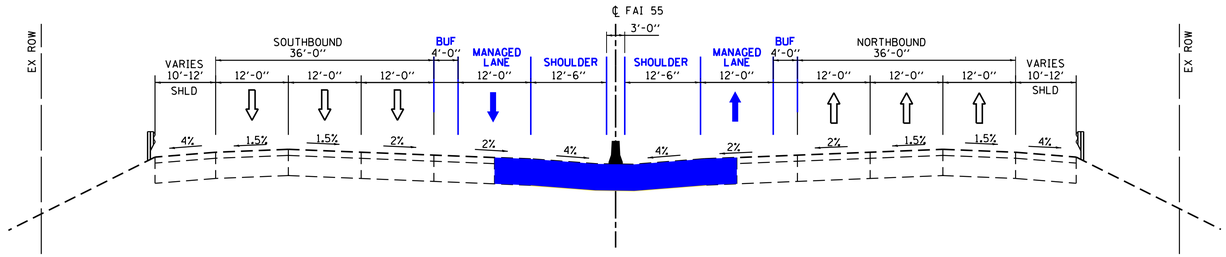

PROPOSED TYPICAL SECTION

(LOOKING NORTH)

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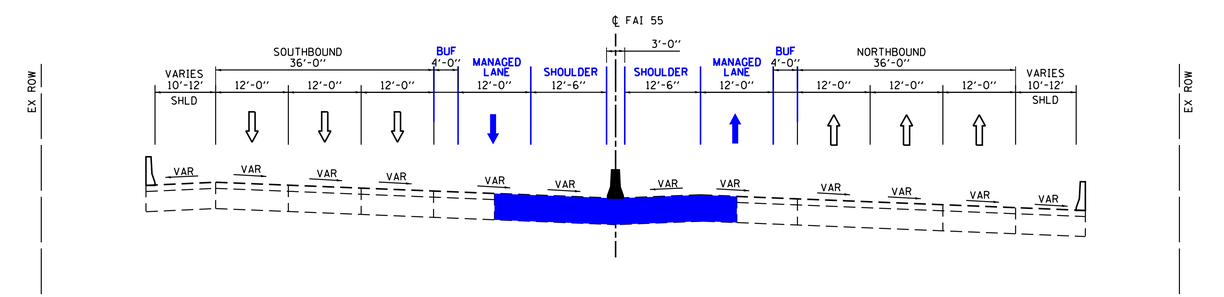

PROPOSED TYPICAL SECTION SUPER ELEVATION

(LOOKING NORTH)

N.T.S.

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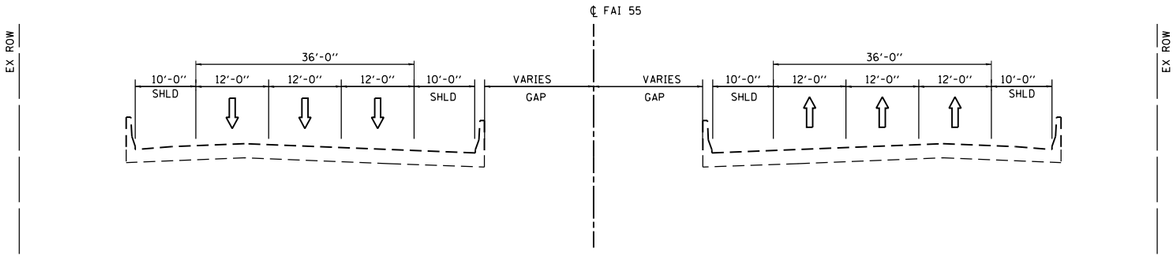
Default

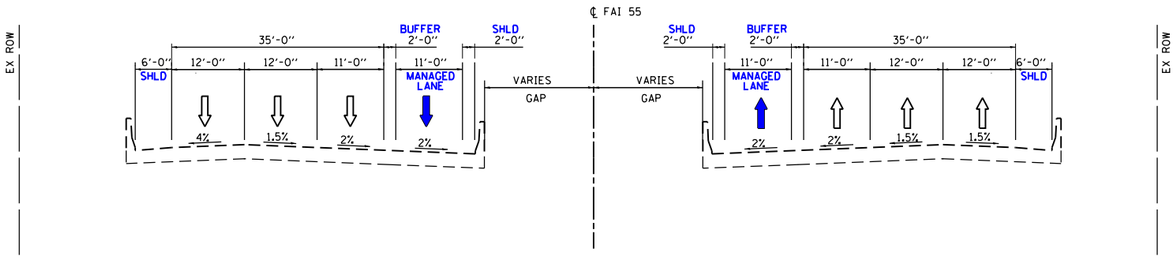
I-55 MANAGED LANE PROJECT	USER NAME = mjverheyen	DESIGNED - CET	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	60 FT. TYPICAL SECTION–CONTINUOUS ACCESS INTERIM IMPROVEMENT I–55 FROM HARLEM AVE. TO CICERO AVE.	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - STANTEC	REVISED -			55		DUPAGE/COOK		3
	PLOT SCALE = 50.0000 ' / in.	CHECKED - DLP	REVISED -					CONTRACT NO. P9176210		
	PLOT DATE = 6/14/2016	DATE - 6/14/2016	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.			ILLINOIS	FED. AID PROJECT	



EXISTING TYPICAL SECTION AT BRIDGES

(LOOKING NORTH)

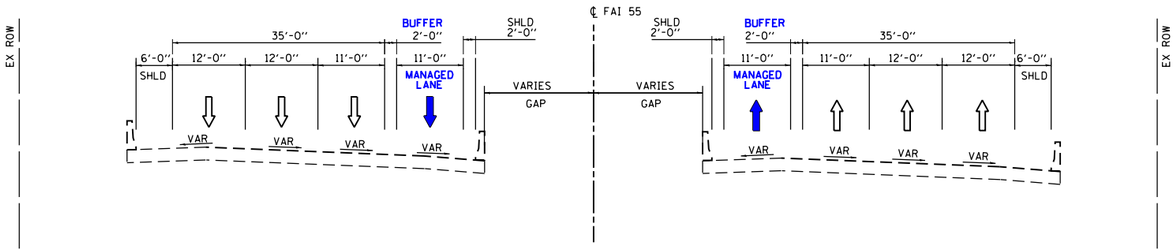
N.T.S.



PROPOSED TYPICAL SECTION AT BRIDGES

(LOOKING NORTH)

N.T.S.



PROPOSED TYPICAL SECTION SUPER ELEVATION AT BRIDGES

(LOOKING NORTH)

N.T.S.

I-55 MANAGED LANE PROJECT	USER NAME = mjverheyen	DESIGNED - CETJ	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTION–CONTINUOUS ACCESS INTERIM IMPROVEMENT I–55 FROM CICERO AVE. TO I–90 /94	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - STANTEC	REVISED -			55		DUPAGE/COOK		
	PLOT SCALE = 100.0000 ' / in.	CHECKED - JVO	REVISED -					CONTRACT NO. P9176210		
	PLOT DATE = 6/14/2016	DATE - 6/14/2016	REVISED -		SCALE: N.T.S. SHEET OF SHEETS STA. TO STA.			ILLINOIS	FED. AID PROJECT	

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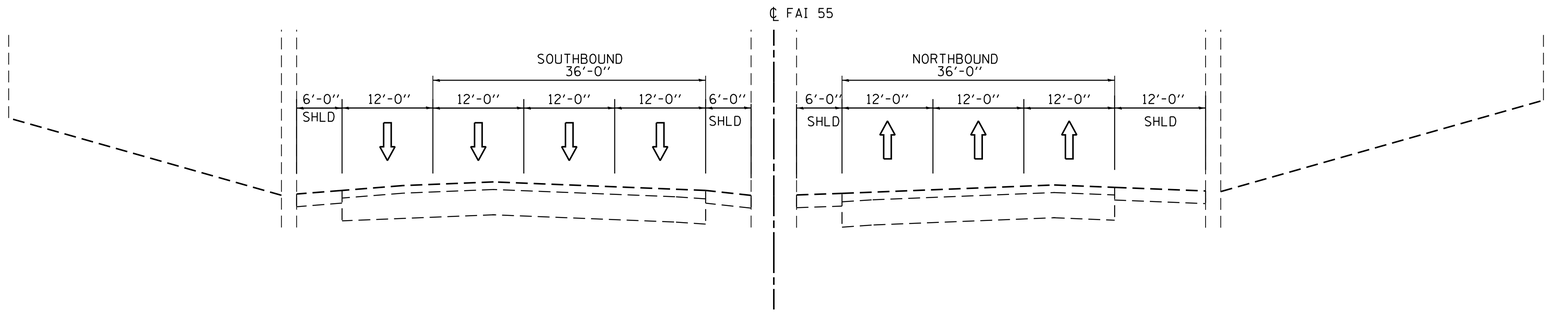
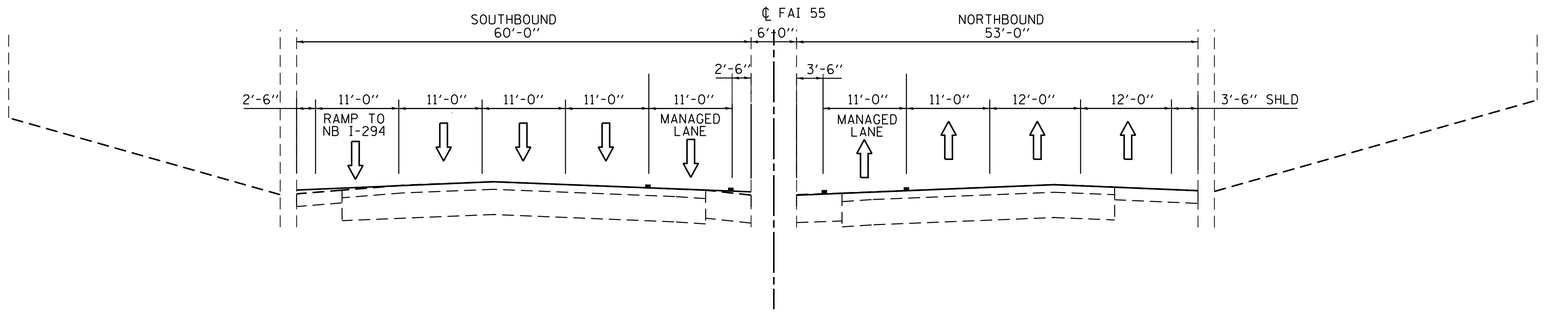


EXISTING TYPICAL SECTION UNDER I-294

(LOOKING NORTH)

N.T.S.



PROPOSED TYPICAL SECTION UNDER I-294

(LOOKING NORTH)

N.T.S.

I-55 MANAGED LANE PROJECT	USER NAME = cteodoro	DESIGNED - CETJ	REVISED -
		DRAWN - STANTEC	REVISED -
	PLOT SCALE = 20.0000 ft / in.	CHECKED - JVO	REVISED -
	PLOT DATE = 6/15/2016	DATE - 12/11/2015	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-55 MANAGED LANE STUDY
CONTROLLED / CONTINUOUS ACCESS – TYPICAL SECTIONS

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55		DUPAGE/COOK		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

FILE NAME = V:\1786\active\178600037.IDOT.I-55\civil\drawing\sht\exhibit\DIP\178210-I-55_Typical Section Exhibit_Access Location_294.dgn

Default

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

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 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	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	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	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		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	Harlem Ave to Damen Ave	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

* 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)	
			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

* 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
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.

Agenda Item #2

Interstate 55

I-355 (Veterans Memorial Tollway) to I-90/94 (Dan Ryan Expressway)

Job. No. P-91-762-10

Cook/DuPage Counties

July 13, 2016

This was the twenty-second presentation of this project. The last presentation was on June 15, 2016. The purpose of this meeting was to provide a status update on the geometric review, Noise Analysis, ERRATA, FONSI, and CDR/Design Approval.

The Level I Design Exceptions meeting was held on Thursday, June 16th and approved by FHWA on June 26th. The Level II Design Exceptions were presented to BDE on Tuesday, July 12th and approved. The BDE 3100 forms still need to be sent to BDE. The Signing Plan is currently being reviewed by the Bureau of Traffic.

The Noise Analysis, ERRATA, FONSI, and Public Involvement document was sent out for review on Monday, July 11th with a request for comments by Friday, July 15th to have a turnaround of the final documents the following week of July 18th. The Public Involvement document will include all comments on the Public Hearing/EA. IDOT has already responded to all agencies' comments. All other comments will be responded to via email after the signing of the FONSI.

The Viewpoint Solicitation was finalized for the 13 noise walls. Twelve walls were approved and likely to be implemented and 1 wall was rejected. There was a second solicitation letter sent for 3 noise wall locations where the response rate was less than the 33% desired rate, but a majority approved the walls and based on the interpreted IDOT Noise Manual the walls will be included in the project. The District ESU questioned the interpretation of the Noise Manual for one wall with a low response rate after two mailings but the majority approving the wall. Following the FHWA coordination meeting, an internal discussion was held with the District and BDE on the interpretation of the policy. From that discussion, it was determined that since the majority of responses favored the wall, the wall would be approved.

The CDR is being finalized and is targeted for review in August. The FHWA will review the signature policy for design approval of the report.

IDOT: Steve Schilke, John Baldauf

Stantec: John O'Holleran

Agenda Item #5

Interstate 55

I-355 (Veterans Memorial Tollway) to I-90/94 (Dan Ryan Expressway)

Job. No. P-91-762-10

Cook/DuPage Counties

August 10, 2016

This was the twenty-third presentation of this project. The last presentation was on July 13, 2016. The purpose of this meeting was to provide a status update on the EDP/PDP/LDS, signing plan, P3 coordination, TMP, CDR/Design Approval, Managed Lane Operating Concepts, and Financial Plan.

The EDP/PDP/LDS has been submitted to the Hydraulics Studies Section is currently under review and is anticipated to be approved by the end of August.

The high level concept signing plan has been reviewed by the Expressway Unit for both the continuous and controlled access alternatives.

The P3 Advisor is under Contract with IDOT and is preparing a Request for Information (RFI) to be published tomorrow to gather input from the (Transportation) industry to provide financial concepts and potential bid alternative packages. This industry forum will be completed by the end of September.

The Transportation Management Plan (TMP) has been reviewed by the Bureau of Traffic Operations.

The Combined Design Report (CDR) is currently under review and concurrent development. The anticipated Design Approval (DA) is by the end of August or early September. The FHWA will initially be provided a PDF copy and upon their review and signatory approval several hard copies will be sent. The FHWA has identified this project as a Project of Division Interest (PODI) in Phase II for oversight. The P3 Coordination does not require an approved CDR, but were provided the environmental documents from the NEPA process.

Higher level Managed Lanes Operation Concepts were developed which offers flexible alternatives for whoever will be operating the managed lanes.

A Financial Plan is being developed and will available as soon as possible for FHWA review. The District will work with the FHWA on coordinating and updating the Financial Plan.

IDOT: Steve Schilke, John Baldauf

Stantec: John O'Holleran

Agenda Item #2

Interstate 55

I-355 (Veterans Memorial Tollway) to I-90/94 (Dan Ryan Expressway)

Job. No. P-91-762-10

Cook/DuPage Counties

September 14, 2016

This was the twenty-fourth presentation of this project. The last presentation was on August 10, 2016. The purpose of this meeting was to provide a status update on the CDR/Design Approval, Financial Plan, TMP, and P3 Coordination.

The Combined Design Report (CDR) is currently under review by the FHWA with comments pending in the next few days. The geometry has been approved the District's Geometrics Studies Unit and is finalizing the design exception forms for transmittal to the BDE. In the final CDR the Appendices will be provided on a CD.

A draft Financial Plan is anticipated this week and with a follow-up submittal to the FHWA following the District's review.

The Transportation Management Plan (TMP) has been approved the District and is currently with the Central Office Bureau of Safety Programs and Engineering. A response to the request for additional queueing analysis is being prepared. The high level concept signing plan has a place holder in the current CDR.

There were a high number of responses to the RFI , and the District is preparing for the P3 Coordination with an Industry Forum to be held next Tuesday, September 20th, with one-on-one meetings to be held through Wednesday, September 21st.

IDOT: Steve Schilke, John Baldauf

Stantec: Mike Phan