



# I-55 Managed Lanes Project Report Appendix A.8 – Public Involvement

- Corridor Planning Group
- Public Meeting



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**PROJECT**

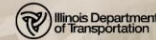
# Corridor Planning Group Meeting #1

October 5, 2017



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

DUPAGE • COOK COUNTIES



## Agenda

- Project History
- Alternative Development and Evaluation Review
- Public | Private Partnerships (P3)
- Next Steps



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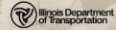


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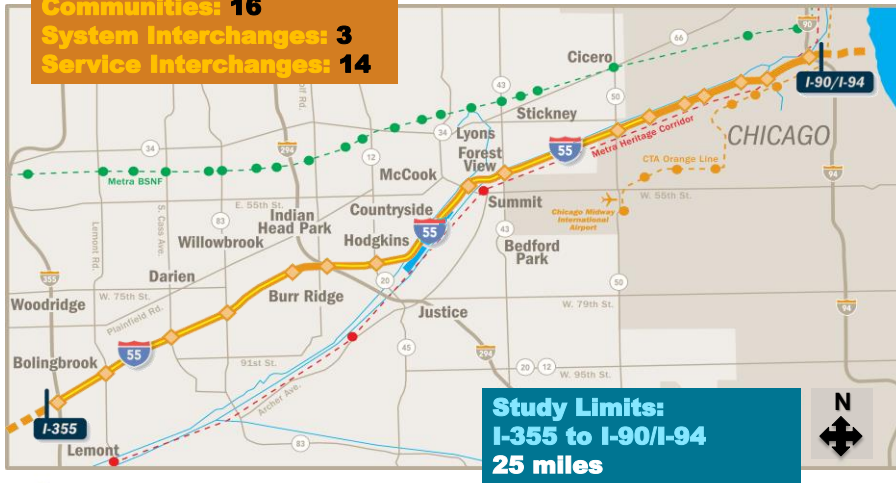
# Project Review



## I-55 Study Area



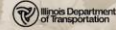
**Communities: 16**  
**System Interchanges: 3**  
**Service Interchanges: 14**



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# Typical Roadway Section

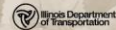


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# I-55 Daily Congestion (2011) I-355 to I-90/94

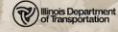


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# I-55 Daily Congestion (2010-2014) I-355 to I-90/94



- **8,081 crashes** over **5 year period**
  - 4.5 crashes per day
- On average, corridor experiences **11.7 hours** of congestion per day
- Level of Service ranges from **C** to **F**



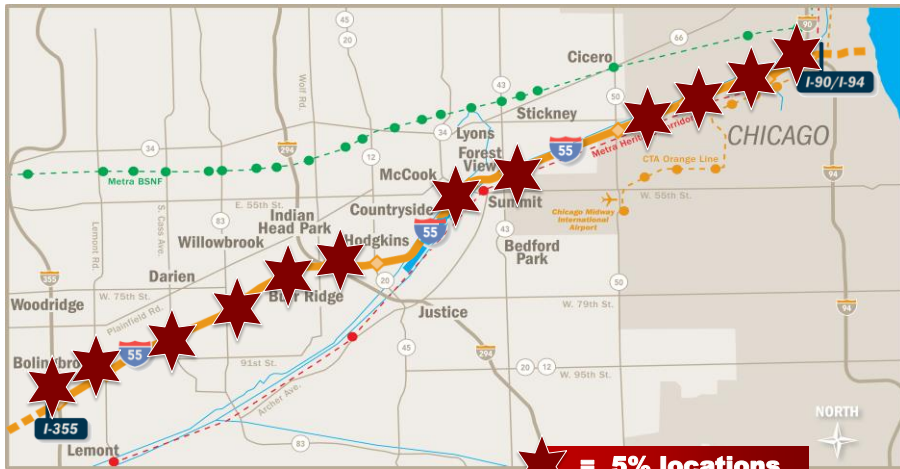
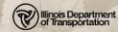
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## Safety



**★ = 5% locations**



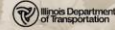
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## I-55 Bus-on-Shoulder Program



### Successes since inception:

- On-time performance improved to approximately 92%
- Ridership quadrupled between 2011 – 2016, over 460% increase
- 5 routes using the corridor
- Developed 2 new park and ride lots



### Limitations:

- Buses can only use the shoulder for 15 miles or 65% of the corridor
- 35 mph maximum speed limit
- Shoulder may only be used when mainline traffic speed is under 35 mph



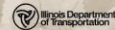
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## Project Purpose and Need



- **Mobility** and **operational efficiency** to adapt to changing travel demands
- **Congestion management strategies** to improve system performance & travel time reliability
- **New travel choices** supporting transit opportunities
- **Sustainable transportation solutions** that meets future environmental & economic needs
- **Maximize use of existing facility** to recognize funding constraints



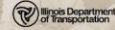
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## Corridor Planning Group



**Elected officials**

◆  
**Community leaders**

◆  
**Community organizations**

◆  
**Regional planning agencies**

◆  
**Transit agencies**

◆  
**Environmental agencies**

◆  
**Local stakeholders**



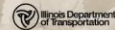
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## Public Outreach



- 2 Public Meetings
    - PM #1 November 12, 2012
    - PM #2 December 8, 2015
  - Public Hearing
    - May 17, 2016
  - 301 attendees
  - 71 written comments
  - 510 on-line survey responses
- Conducted Nov 11- Dec 15, 2013*



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# Alternatives Development & Evaluation Review



## Concept Alternative Screening

### Alternatives that Fail to Address Purpose and Need

**Alternatives Dismissed**

#### General Purpose Lane:

- Falls to provide sustainable/reliable transportation
- Does not provide alternative to stop and go traffic concerns
- Eliminates Median Bus-on-Shoulder Benefit

#### Truck Only Lane:

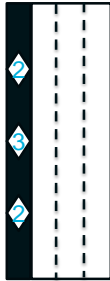
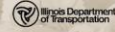
- Does not address congestion management
- Does not maximize use of existing facility, requires complete reconstruction of facility bridges, interchanges and I-55
- Does not provide sustainable transportation solutions
- Not financially feasible requires additional right-of-way to accommodate increased foot print



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## Alternatives Carried Forward



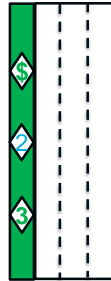
### HOV-2+

- Only carpools
- 2+ Occupants
- No Toll



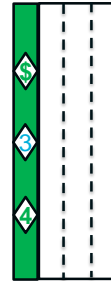
### HOV-3+

- Only carpools
- 3+ Occupants
- No Toll



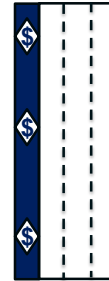
### HOT-2+

- 2+ Occupants Ride Free
- Single Occupant Vehicles Pay Toll



### HOT-3+

- 3+ Occupants Ride Free
- Single and Double Occupant Vehicles Pay Toll



### ETL

- All Vehicles Pay



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## Alternatives Evaluation Summary



PROJECT GOALS & OBJECTIVES	HOV LANES		HOT LANES		EXPRESS TOLL LANES
	2 or more occupants	3 or more occupants	2 or more occupants	3 or more occupants	
Travel Performance	Green	Red	Yellow	Yellow	Yellow
Consumer Benefits	Yellow	Red	Yellow	Yellow	Green
Sustainability	Red	Red	Yellow	Yellow	Green



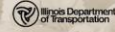
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## Preferred Alternative



# Express Toll Lane (ETL): Best Addresses Corridor Needs

- Time savings
  - ETL - 10 to 15 minutes time savings in AM and PM Peak
  - Existing Free Lanes - 5 to 10 minutes time savings
- Greatest ability to control congestion
- Best accommodates Pace Bus on Shoulder
- Ease of Enforcement
- Compatible with regional tolling technology



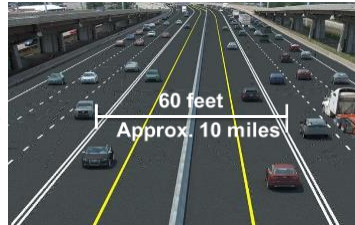
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## Express Toll Lane Before and After

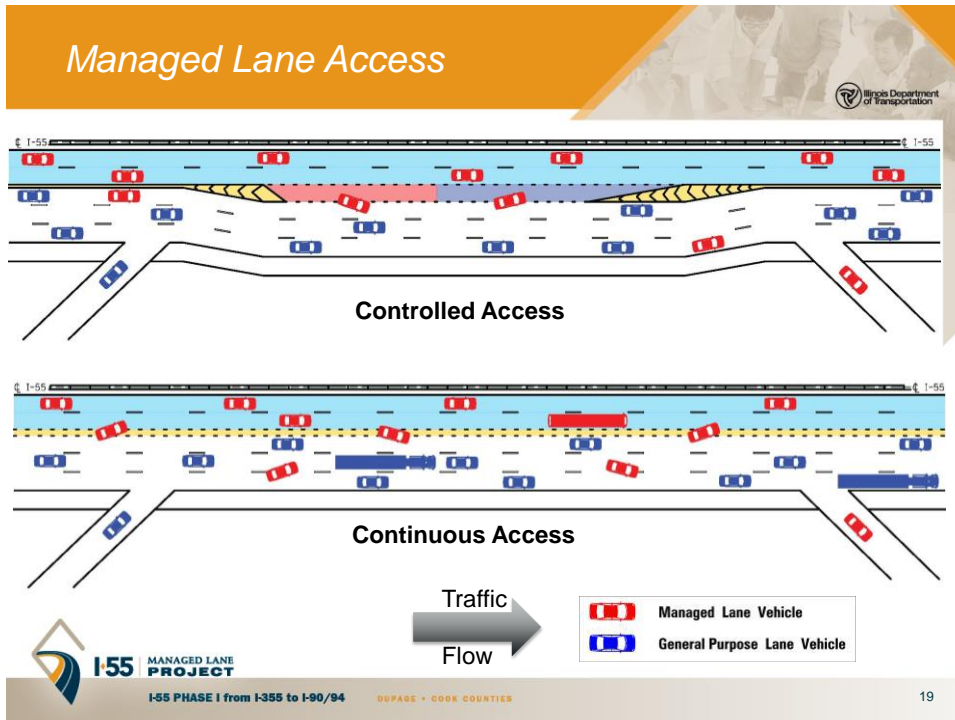


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## Environmental Assessment

- Purpose and Need
- Alternatives Considered
- Environmental Impacts
- Preferred Alternative

**FHWA issued a Finding of No Significant Impact (FONSI) on July 20, 2016**

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## What came after the FONSI

- **IDOT solicited input** from operators from the Illinois Tollway to industry
- Issued a **Request for Information**
- Hosted an **industry forum**
- Implementing **(2) lanes** in each direction was suggested
- **P3 Public Hearing** held December, 2016



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## Public/Private Partnership (P3)

Illinois Department of Transportation

# What is a P3?

A contractual arrangement between a public agency and a private entity to deliver a service or facility for the use and benefit of the public.



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# Benefits of a P3

**On Time & On Budget Project Delivery**

**Technical Innovation**

**Private Sector Efficiencies**

**Investment of Private Capital**

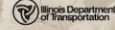


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## Legislation for P3



- **The Public Private Partnership for Transportation Act allows IDOT to:**

- **Use P3s** to deliver public transportation projects.
- **Manage growing infrastructure needs** by implementing innovative and cost effective solutions.
- According to Act, IDOT must receive the approval from the General Assembly to see the project through to completion.



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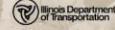
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*Additional Opportunity Evaluation*



## Lane Configuration



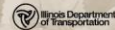
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## New Evaluation: LaGrange Road to I 90/94



- **Two lane ETL** within existing ROW
- **New Environmental Assessment**
  - Environmental resources
  - Cultural resources
  - Noise/air quality
- **Drainage**
- Modeled using updated **2014 CMAP numbers**



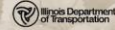
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## What Remains in Place



- **No changes in right of way needs**
- **Previous Environmental Assessment findings**
- **Purpose and Need points**



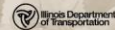
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## Benefits of 2 Managed Lanes



- **Additional capacity on I-55**
- **Improved traffic flow for parallel transportation network.**
- **Easier to manage and operate**
- **Regional and local traffic benefits**
- **More cost efficient**
- **Safety improvements**
- **Increase transit reliability**



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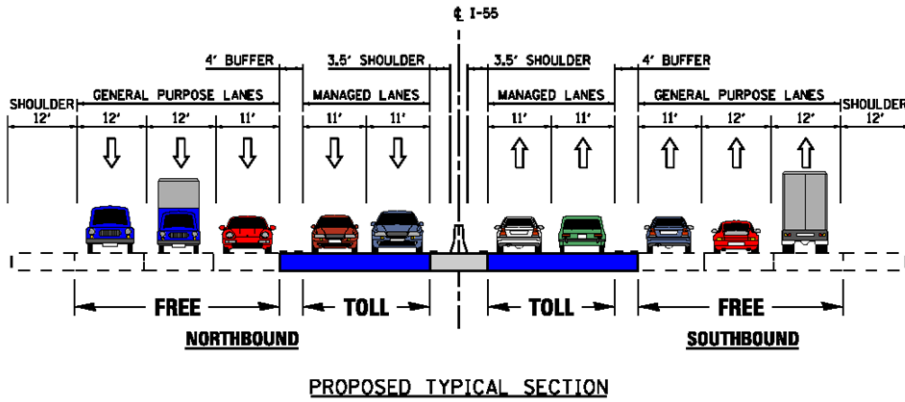
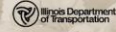
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## Proposed Typical Section



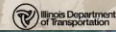
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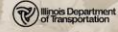
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## Rendering of Proposed Section



# Corridor Walkthrough



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# Relevant On-Going Studies



## Expressway Vision Plan

- Joint effort of **CMAP**, **IDOT** and the **Illinois Tollway**.
- Will guide future capital investments, coordinate transportation operations, address growing freight congestion, and provide game-changing public transportation options for the existing expressway system in northeastern Illinois.
- The vision plan will include a financial strategy. Expanded tolling is expected to be a part of that strategy.



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## I-294 Reconstruction

- Tollway Master Plan for I-294 mainline reconstruction/widening is not yet finalized.
- I-55/I-294 interchange **will not be reconstructed** as part of this program.



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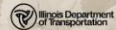


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# Next Steps



## Upcoming Meetings



**Public Meeting #1 – December 2017**  
**CPG Meeting #2 – February 2018**  
**Public Hearing – April 2018**



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*Thank you.*





## I-55 Managed Lane Project: Corridor Planning Group Meeting #1 Summary October 5, 2017

### Overview

The first Corridor Planning Group (CPG) meeting for the reconvened I-55 Managed Lane Project was held on October 5, 2017 at the Stadium Club in Toyota Park, In Bridgeview, IL from 1:00 to 3:00 pm.

A letter of re-introduction and a formal meeting notice was e-mailed to an updated CPG member list on September 14, 2017 and September 29, 2017 (see Figures 1 and 2). Follow-up calls were also made to members to gather RSVP's.

The meeting included a PowerPoint presentation, which was used to update the members of where the project stands today and what should be expected in the future. A question and answer sessions was held prior to the meeting conclusion; however questions were answered throughout the presentation as they came up. Handouts presented to the participants included the agenda and the PowerPoint presentation.

The meeting was attended by 22 participants, 20 of which are members of the CPG. Representatives from IDOT and the project team also were present. The sign-in sheets are attached.

### Meeting Activities

The purpose of the CPG meeting was to provide the stakeholders an update on the project since the issuance of the Finding of No Significant Impact by the Federal Highway Administration on July 20, 2016.

The agenda for this meeting consisted of the following items:

1. Overall Project Review  
This included an image of the study area, typical roadway section, daily congestion, 5% locations, the Bus on Shoulder Program, the project purpose and need, and a summary of public information and outreach during the last study.
2. Managed Lane Alternative Evaluation  
This portion of the presentation consisted of an explanation of alternative screening, alternatives carried forward, and the preferred alternative – Express Toll Lanes (ETL). A review of specifically how ETL will be applied to I-55, including access was also conducted. This section included specifics about the EA that was completed and the FONSI issued. Activities that have been conducted after the FONSI by IDOT were described and an introduction to the new direction of the project was made.
3. Public/Private Partnerships (P3)  
IDOT reviewed and described both what a P3 is and the legislation needed to deliver the I-55 Managed Lane project.
4. Additional Opportunity for Evaluation  
Transitioning from how the P3 will be used to deliver the I-55 Managed Lane project, IDOT then reviewed specifically what this new study will evaluate. Items such as an expansion of the length of the 2x2, a new



Environmental Assessment, Drainage and updated modeling using 2014 CMAP numbers were discussed. Conversely, IDOT discussed what remains in place, such as no changes in right of way needs, points in the original purpose and need as well as previous EA findings and noise wall locations. IDOT presented a rendering of the proposed typical section so that CPG members could see exactly what I-55 would look like after the project is complete. IDOT then used Google Earth to do a real-time corridor walkthrough of the entire length of the corridor for the CPG's benefit – explaining where the troubling areas are and how this new study will address concerns such as the historic Chicago Sanitary and Ship Canal and needed bridge upgrades throughout and other corridor specific items.

5. Relevant Concurrent Studies

A pertinent part of this study is the Expressway Vision Plan which is a joint effort of CMAP, IDOT and the Illinois Tollway Central Tri-State Master Plan. IDOT used this portion of the presentation to review elements of these studies and the impact these two studies will have on the I-55 Managed Lane project.

6. Next Steps

The next steps within the project are to continue the evaluation of the corridor with the expansion of the 2x2 ETL configuration. A public meeting is planned for December 2017 and the next CPG meeting will be held in in spring 2018.

7. Questions:

The presentation concluded with the project team opening the discussion to questions and comments as noted below.

## Questions

*Did IDOT model the affect carpooling would have on the use of ETL?*

Yes, however, national experience has demonstrated that efforts to promote new carpooling processes has not been largely successful in most regions. The models demonstrate that carpooling does not negatively impact the recommendation of 2x2 ETL along the corridor.

*Does IDOT anticipate a 2x2 bottleneck being created east of I-294?*

IDOT is currently modeling how both the proposed section design and geometry will effect traffic flow along the entire corridor.

*Is the current FONSI still relevant?*

Yes, this study will build on the previous one, however, it is still unclear at this point if FHWA will issue a new FONSI or amend the current one.

*Did IDOT ever contemplate reversible lanes for I-55?*

Yes, and it was determined that the impact of reversible lanes was not sufficient to deal with the congestion or the number of daily crashes along the corridor.



*Is the increased cost to the project related to the need to adjust the geometry to provide adequate sight distance for the proposed improvement? Is there a technological solution that could be implemented to avoid the cost?*

Yes, there are parts of the corridor that will need to be re-aligned to adjust for the current geometry to handle traffic at an increased speed. It is the opinion of IDOT, backed by FHWA, that this is a far safer option than implementing technological solutions.

*Was the trucking industry a part of the Industry Forum held by IDOT?*

No. The industry forum was strictly for concessionaires potentially interested in developing a P3 for the delivery of the I-55 Managed Lane project.

*How far away from the corridor did the previous study look at noise impacts? What will be the noise reduction based on the height of the proposed noise walls?*

Approximately 500 feet from the edge of the roadway. The build model and cost/benefit analysis that were performed are based on Federal policy. The benefited receptors that show a 5db reduction will then be identified.

*IDOT mentioned additional studies that are being conducted on the Harlem Avenue and Cicero Diamond Interchanges – how do I find out more about each of these projects?*

The Harlem Bridge Study has not been initiated yet and the Cicero Study is underway – the CPG member provided their contact information to IDOT for follow up on both projects.





## Attendance List

First Name	Last Name	Affiliation
Thomas	Baliga	Archer Heights Civic Association
Mark	Baloga	DuPage Mayors and Managers Conference
Chris	Bethel	Village of Woodridge
Claire	Bozic	Chicago Metropolitan Agency for Planning (CMAP)
Peter	Fahrenwald	Regional Transportation Authority
Ezekiel	Guza	Pace Suburban Bus
Thomas	Heller	Village of Forest View
Joanna	Littrell	AECOM
John	Loper	DuPage County Division of Transportation
Glenn	Mann	Village of Indian Head Park
Jason	Martin	SE3
Brenda	McGruder	Chicago Department of Transportation
Reed	Panther	Illinois State Toll Highway Authority
Lauren	Platt	Illinois State Toll Highway Authority
David	Preissig, PE	Village of Burr Ridge DPW
Lucas	Rickelman	Village of Bolingbrook
Chris	Strom	DuPage Mayors and Managers Conference
Mark	Thoman	Downers Grove Township
David	Tomzik	Pace Suburban Bus
Evan	Walter	Village of Burr Ridge
Steven R.	Weinstock	Pace Suburban Bus

## Project Team Attendance

Steve Schilke	Illinois Department of Transportation
Corey Smith	Illinois Department of Transportation
Kyle Bochte	Illinois Department of Transportation
John O'Holleran	Stantec
Dave Pieniazek	Stantec
Janet Henderson	Images, Inc
Leisa Niemotka	Images, Inc
Karl D. Fry	CDM Smith Engineering
Mike Matkovic	Christopher B. Burke Engineering
Melissa McGhee	Christopher B. Burke Engineering
Pete Harmet	Christopher B. Burke Engineering

Figure 1  
Letter of Re-Introduction

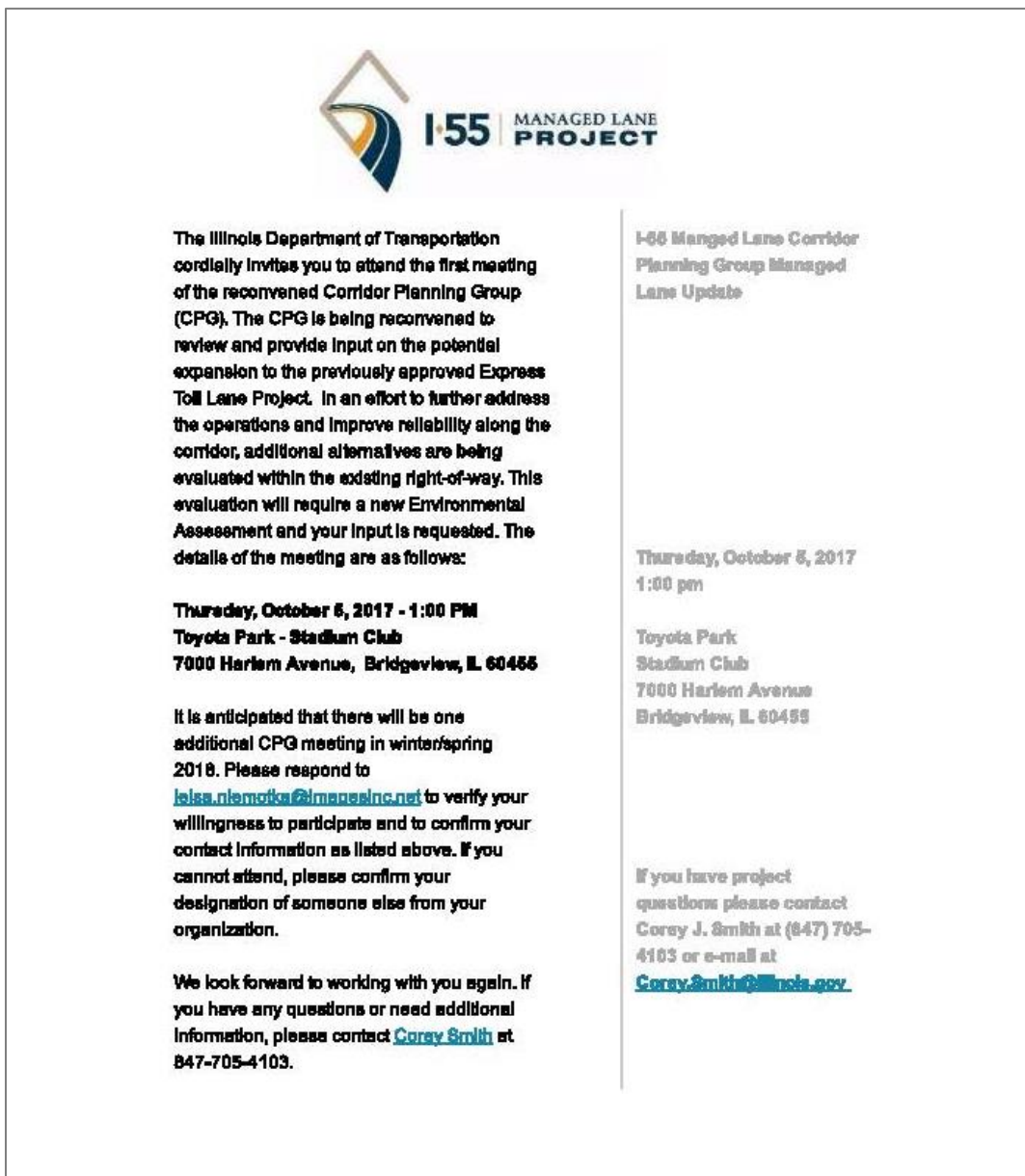
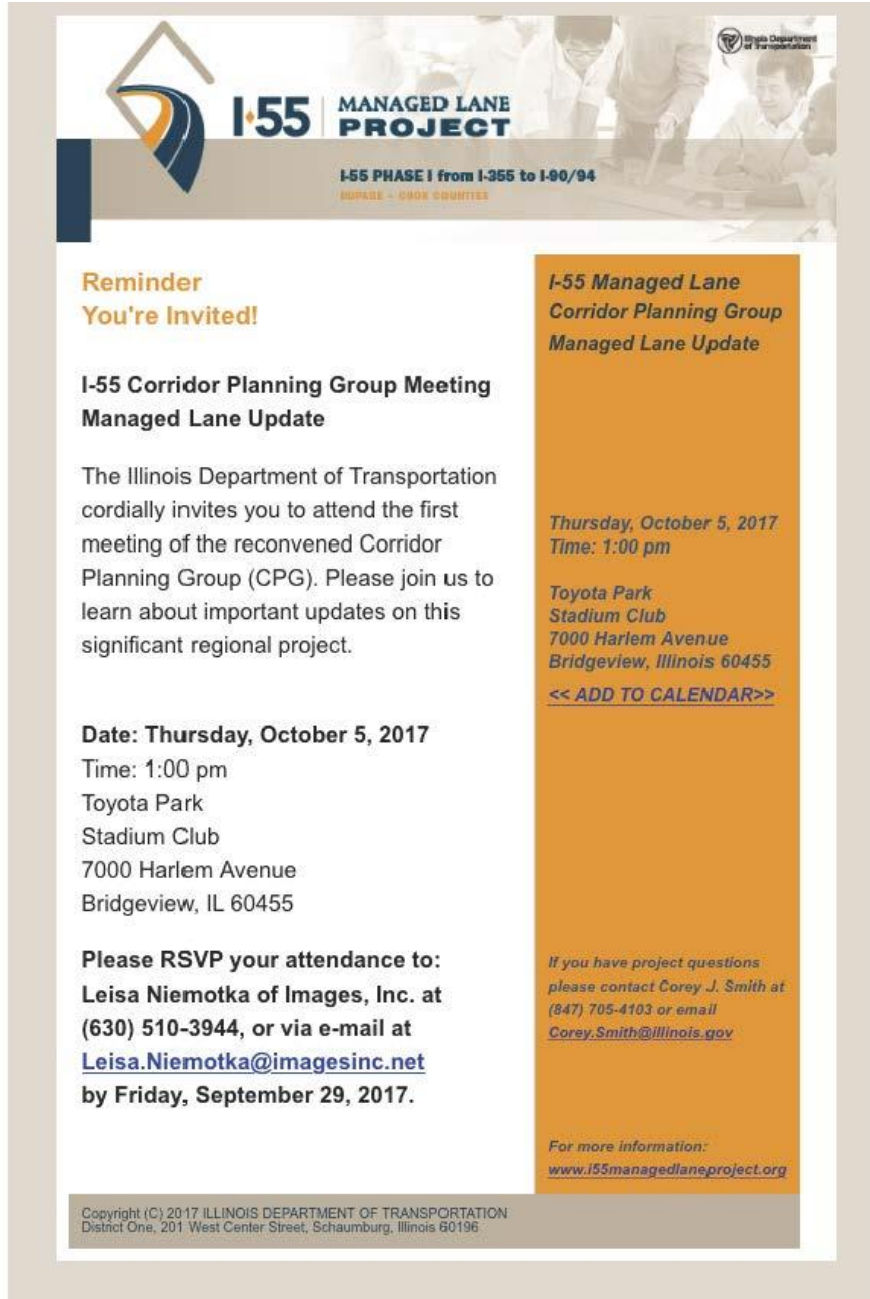


Figure 2  
Formal Meeting Invitation



**I-55** | MANAGED LANE  
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**Reminder  
You're Invited!**

**I-55 Corridor Planning Group Meeting  
Managed Lane Update**

The Illinois Department of Transportation cordially invites you to attend the first meeting of the reconvened Corridor Planning Group (CPG). Please join us to learn about important updates on this significant regional project.

**Date: Thursday, October 5, 2017**  
Time: 1:00 pm  
Toyota Park  
Stadium Club  
7000 Harlem Avenue  
Bridgeview, IL 60455

**Please RSVP your attendance to:  
Leisa Niemotka of Images, Inc. at  
(630) 510-3944, or via e-mail at  
[Leisa.Niemotka@imagesinc.net](mailto:Leisa.Niemotka@imagesinc.net)  
by Friday, September 29, 2017.**

**I-55 Managed Lane  
Corridor Planning Group  
Managed Lane Update**

*Thursday, October 5, 2017  
Time: 1:00 pm*

*Toyota Park  
Stadium Club  
7000 Harlem Avenue  
Bridgeview, Illinois 60455*

[<< ADD TO CALENDAR >>](#)

*If you have project questions  
please contact Corey J. Smith at  
(847) 705-4103 or email  
[Corey.Smith@illinois.gov](mailto:Corey.Smith@illinois.gov)*

*For more information:  
[www.i55managedlaneproject.org](http://www.i55managedlaneproject.org)*

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District One, 201 West Center Street, Schaumburg, Illinois 60196

Event Photos





Welcome to the public meeting for the I-55 Managed Lane Project. We appreciate you taking the time to learn about updates to this important regional project.



The Illinois Department of Transportation (IDOT) continues to move forward pursuing improvements on Interstate 55 from Interstate 355 to Interstate 90/94. In an effort to address the operations and improve reliability along the corridor an additional alternative is being evaluated. This presentation will review the previous study; present what has been done since that study's conclusion; explain the additional alternative; review the next steps and get your feedback.

*I-55 Existing Conditions  
I-355 to I-90/94*



**Daily Congestion**  
**12 hours of delay**  
**Average of 4 crashes per day**



The I-55 corridor experiences daily congestion with up to 12 hours of delays and an average of 4 crashes per day. IDOT recognized these congestion related safety issues along the corridor, and in 2012, initiated a study to improve mobility.

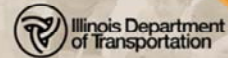


Following the federal National Environmental Policy Act (NEPA) process there were numerous public involvement opportunities throughout the course of the previous study.

A variety of alternatives were considered and evaluated, and the Express Toll Lane or ETL was selected as the preferred alternative.



Previously Approved Alternative



## Express Toll Lane (ETL): Best Addresses Corridor Needs



### TIME SAVINGS

- ETL - 10 to 15 minutes time savings in AM and PM Peak
- Existing Free Lanes - 5 to 10 minutes time savings

- Greatest ability to **control congestion**
- Best accommodates **Pace Bus on Shoulder**
- Compatible with regional **tolling technology**
- Ease of **Enforcement**



**I-55** MANAGED LANE PROJECT

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

DUPAGE + COOK COUNTIES

Last year, the ETL was presented to the public as the preferred alternative. An ETL provides a high level of performance, best supports Pace bus service, is compatible with existing regional tolling technology, and requires the simplest enforcement effort. On this basis, the ETL alternative provided the best balance of the project goals. After public review, it was submitted for approval to the Federal Highway Administration, also known as FHWA.

## One Express Toll Lane in each direction



**Southern Section I-355 to I-294**



**Northern Section I-294 to I-90/94**



**I-55** MANAGED LANE PROJECT

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

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The FHWA agreed with the study findings, and issued a Finding of No Significant Impact or a FONSI on July 20, 2016. The FONSI is a brief document that concluded the process -- and documented the decision as to why the addition of one express toll lane would not have a significant impact on the environment. The FONSI represents FHWA's acceptance and approval of the I-55 Managed Lane Project.

This recommendation remains as the approved plan for the I-55 corridor.

*What is a P3?*

Illinois Department of Transportation

*A contractual arrangement between a **PUBLIC AGENCY** and a **PRIVATE ENTITY** to deliver a service or facility for the use and benefit of the public.*

**I-55 MANAGED LANE PROJECT**  
I-55 PHASE I from I-355 to I-90/94

Limited financial resources challenged IDOT to seek alternative project delivery opportunities, such as a Public Private Partnership or P3.

But what exactly is a P3 and how does it work in Illinois?

A P3 is a contractual arrangement between a public agency and a private entity to quickly deliver a service or facility in an efficient and expedient manner for the use and benefit of the public.

The P3 option allows a public agency to manage growing infrastructure needs through implementing innovative and cost effective solutions. A P3 leverages financial resources while at the same time allocates efficient risk management to the appropriate entity.

In December 2016, IDOT held a Public Hearing to explain the P3 process to the public.

- ***The Public Private Partnership for Transportation Act***

requires IDOT to receive approval from the general assembly



**I-55** MANAGED LANE  
PROJECT

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

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Under the Illinois Public Private Partnership for Transportation Act, IDOT must receive approval from the General Assembly to continue procurement of a project as a P3. A bill to allow use of a P3 for I-55 was previously proposed but as of today, the legislature has not taken action on the proposed bill. This lag in the process provides IDOT the opportunity to explore implementation of a second managed lane. The bill was reintroduced to the legislature this session and is awaiting approval.

*Benefits of a P3*

The infographic features four main benefit boxes: a green box for 'Faster Project Delivery' with an alarm clock icon, an orange box for 'Technical Innovation' with a lightbulb icon, a grey box for 'Private Sector Efficiencies' with a person wearing glasses icon, and a blue box for 'Investment of Private Capital' with a stack of money icon. The Illinois Department of Transportation logo is in the top right. The bottom left contains the 'I-55 MANAGED LANE PROJECT' logo and the text 'I-55 PHASE I from I-355 to I-90/94'. The bottom right has a speaker icon.

Illinois Department of Transportation

Faster Project Delivery

Technical Innovation

Private Sector Efficiencies

Investment of Private Capital

**I-55** MANAGED LANE PROJECT  
I-55 PHASE I from I-355 to I-90/94

As seen in transportation projects throughout the nation, there are many benefits to a P3 – faster project delivery; technical innovations; capitalizing on private sector efficiencies and the investment of private capital.

*I-55 Project Activities  
After the FONSI*

Illinois Department  
of Transportation

- **July 2016** – Finding of **No Significant Impact (FONSI)** issued by the FHWA
- **September 2016** – **Industry Forum**
- **December 2016** – **Public Hearing** to introduce P3 Process

**I-55** MANAGED LANE PROJECT  
I-55 PHASE I from I-355 to I-90/94    DUPAGE • COOK COUNTIES

Since receiving the FONSI in July 2016, IDOT solicited input from the private sector through a Request for Information regarding P3 implementation.

An industry forum was held in September 2016 to introduce the project to potential investors.

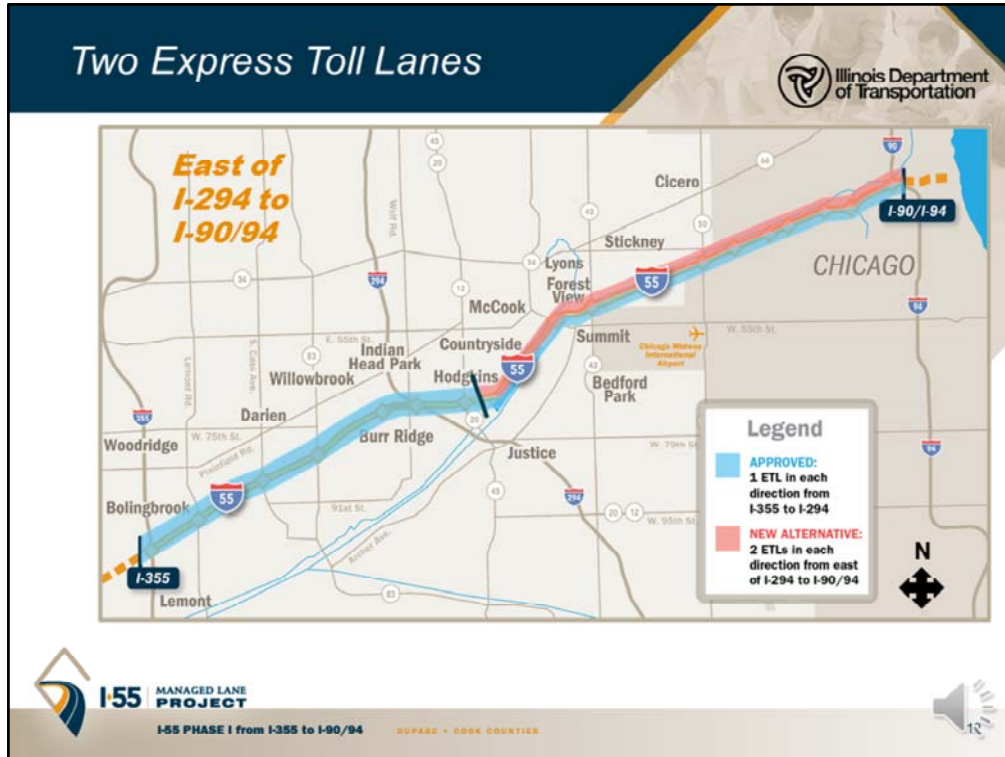
This process allowed IDOT to meet with interested parties, including the Illinois Tollway, local contractors and consultants -- as well as multinational infrastructure firms – all interested in doing work in Illinois.

These conversations focused on the need to improve operations and reliability along the corridor. Based upon the feedback from industry, IDOT determined that it was important to explore the public benefits of incorporating two Express Toll Lanes in each direction.

That is why we are here today.



We will now review the current evaluation.

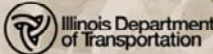



The previous study approved the section from I-355 to I-294 as one ETL in each direction, that remains the same.


The current evaluation studies two Express Toll Lanes in each direction on the eastern section of the corridor, between I-294 to I-90/94. This section contains the highest levels of congestion along the corridor.




## Two Express Toll Lanes



- Build upon previous findings of **Environmental Assessment**
- **No right of way** anticipated
- **One ETL in each direction** approved
- Fundamental Purpose and Need **stay the same**



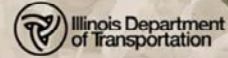
I-55 PHASE I from I-355 to I-90/94    DUPAGE + COOK COUNTIES



This study will build upon the previous EA. By confining the design to the existing median, it is anticipated that there will be no right of way impacts. This can provide the desired increase for traffic capacity while minimizing potential impacts on the adjacent properties along I-55.

Like the previous study, this study will also follow the federal NEPA process. The study is anticipated to conclude with a new Environmental Assessment that will build upon the previous EA.

## Project Purpose and Need Stays the Same



- **Mobility** and **operational efficiency** to adapt to changing travel demands
- **Congestion management strategies** to improve system performance & travel time reliability
- **New travel choices** supporting transit opportunities
- **Sustainable transportation solutions** that meets future environmental & economic needs
- **Maximize use of existing facility** to recognize funding constraints



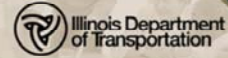
**I-55** MANAGED LANE PROJECT

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

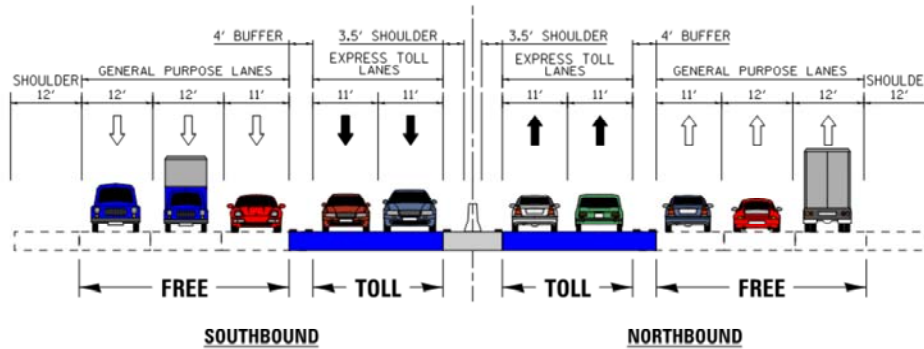
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The project Purpose and Need does not change. Mobility, operational efficiency, congestion management strategies, new travel choices, sustainable transportation solutions and maximizing the use of the existing facility are still the project's purpose and need.

## Two Express Toll Lanes



### Proposed Typical Section: I-294 to I-90/94



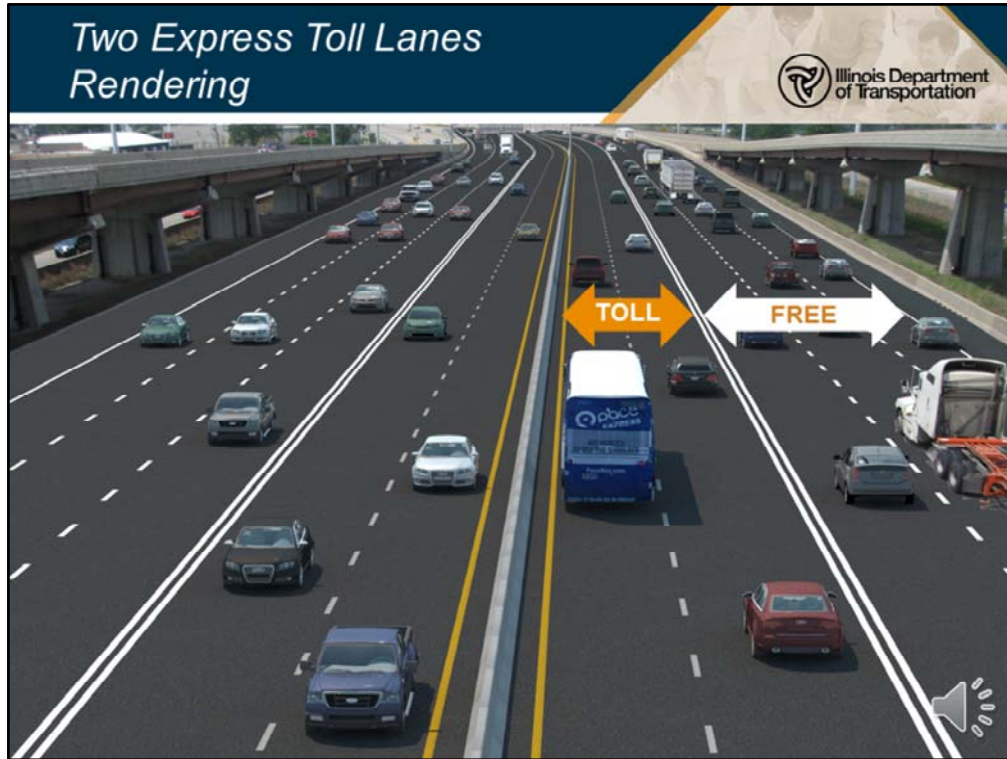
**I-55** MANAGED LANE PROJECT

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

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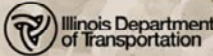
The proposed roadway configuration would include three free lanes in each direction while the two inside lanes would be tolled. All passenger vehicles are allowed to utilize the express toll lanes by paying a fixed or variable toll. Overhead toll collection gantries will collect tolls using transponders, similar to how the Illinois Tollway currently collects tolls on their facilities.




The two express toll lanes would be separated from the existing general purpose lanes by pavement striping. Trucks would not be allowed, and public transit buses would be allowed to use the ETLs free of charge.

The access locations would be designated with pavement markings and signage.


## Benefits of Two Express Toll Lanes



- **45 mph reliability** in express lanes
- **Improved traffic flow** for parallel transportation network
- **Regional and local traffic benefits**




- Easier to *manage* and *operate*
- 
- More *cost efficient*
- 
- Congestion related safety *improvements*
- 
- Increased *transit reliability*
- 
- No additional *right-of-way*



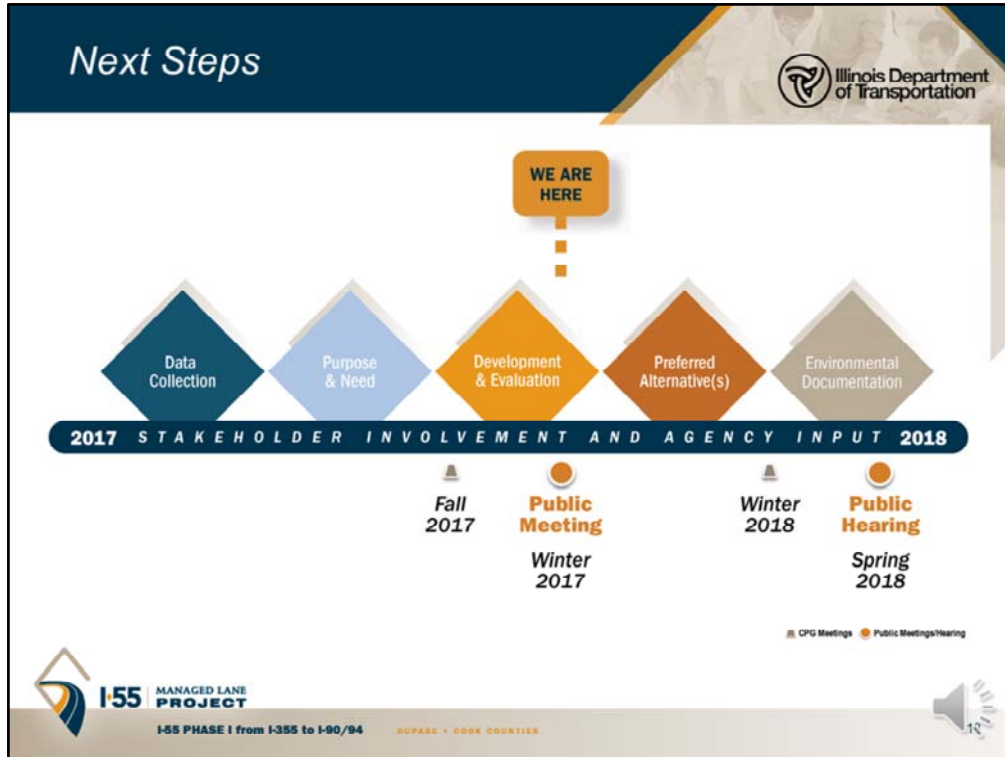
**I-55** MANAGED LANE PROJECT

I-55 PHASE I from I-355 to I-90/94    DU PAGE • COOK COUNTIES





Two express toll lanes will provide a 45 mile per hour reliability in the express lanes along I-55 and additional passenger and freight traffic efficiencies on parallel routes while providing benefits for both regional and local traffic by diverting traffic of other roadways.

Further, compared to one ETL, two ETLs will provide better operational opportunities during inclement weather and traffic incidents, are more cost efficient, offer improved congestion related safety benefits, increased transit reliability, and importantly will require no additional right-of-way.




Public involvement efforts will include two Corridor Planning Group meetings, today's public meeting and one public hearing, in Spring 2018.

*We Want to Hear from You!*

• Written comment forms  
 • Online comment  
[www.i55managedlaneproject.org](http://www.i55managedlaneproject.org)


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

Feel free to fill out a comment form that you can submit today or mail later. You may also submit comments through our project website at [i55managedlaneproject.org](http://i55managedlaneproject.org).

This study will consider all input, including stakeholder comments, and technical analysis when making the final decision before submitting the Environmental Assessment to the FHWA for project determination.



**I-55** | MANAGED LANE  
**PROJECT**

**I-55 PHASE I from I-355 to I-90/94**  
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# Thank you for Attending!

*Please visit the exhibit room and  
meet with study team members*

[www.i55managedlaneproject.org](http://www.i55managedlaneproject.org)



We appreciate your attendance, and input. Please visit the exhibit room to give us your feedback and meet with team members who are available to discuss the study.

This concludes the presentation. If you have missed any part of the presentation, it will restart again momentarily.





# I-55 | MANAGED LANE PROJECT

**I-55 PHASE I STUDY**

**DUPAGE • COOK COUNTIES**

# Welcome

[www.i55managedlaneproject.org](http://www.i55managedlaneproject.org)

# Project Purpose and Need



[www.I55managedlaneproject.org](http://www.I55managedlaneproject.org)

Improve Mobility and operational efficiency to adapt to changing travel demands

Provide Congestion Management Strategies to improve system performance and travel time reliability

New travel choice in support of transit opportunities

Provide a sustainable transportation solutions that meets future environmental and economic needs

Maximize use of existing facility to adapt to funding constraints

Document can be found on project website



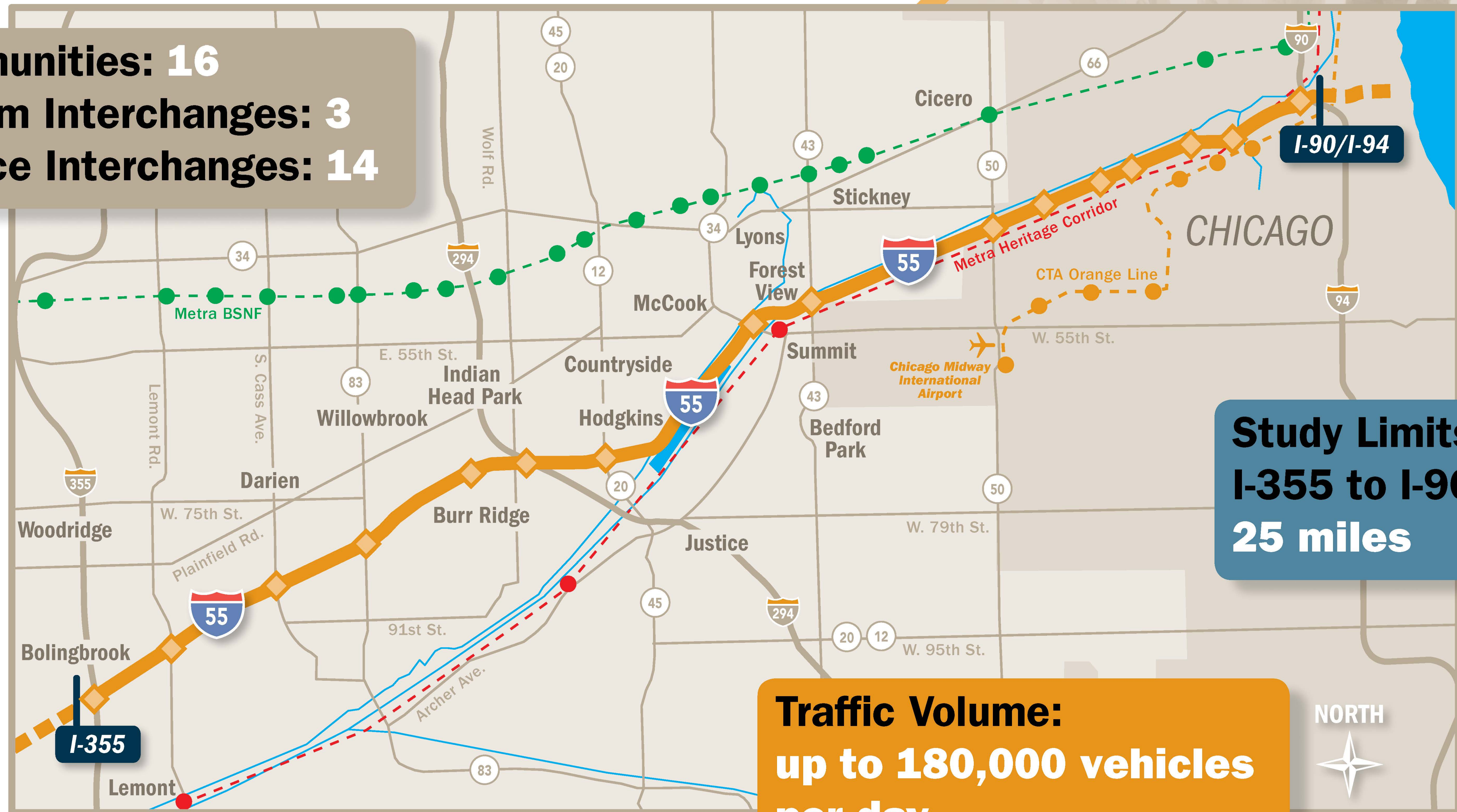
**I-55** | MANAGED LANE  
**PROJECT**

I-55 PHASE I STUDY

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# I-55 Study Corridor Characteristics

**Communities: 16**  
**System Interchanges: 3**  
**Service Interchanges: 14**



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

**Traffic Volume:**  
**up to 180,000 vehicles**  
**per day**

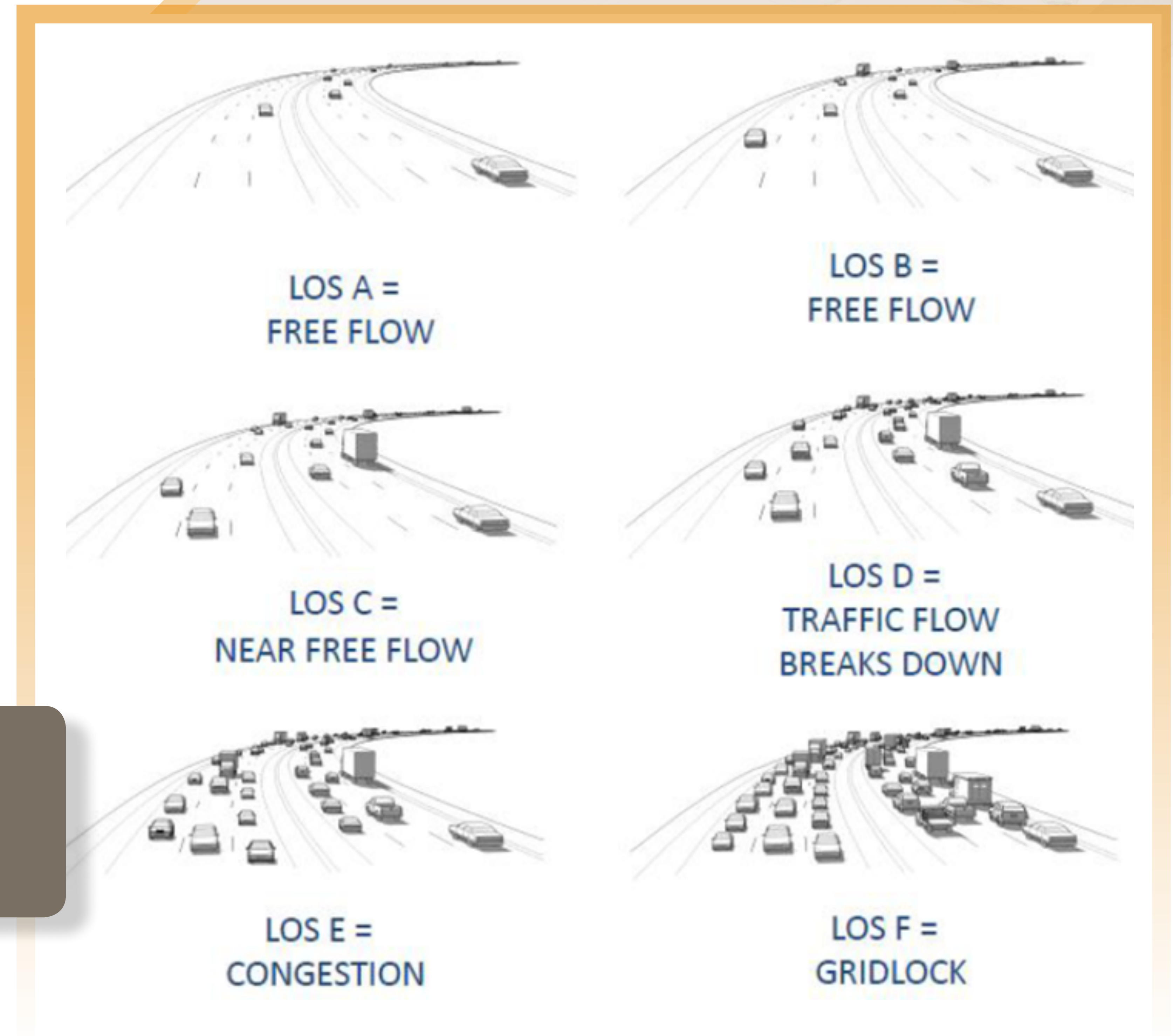


# I-55 Existing Conditions

## 2010-2014: I-355 to I-90/94

- ◆ On average, corridor experiences **12 hours of congestion per day**
- ◆ **5% locations** are those exhibiting the most pressing safety needs based on the number of crashes related to injuries and fatalities
  - **Twelve 5% locations** on corridor

Level of Service  
ranges from **C to F**



# Previously Approved Alternative

## Express Toll Lane (ETL)

### ◆ TIME SAVINGS

- **ETL**—*10 to 15 minutes time savings in AM and PM Peak*
- **Existing Free Lanes**—*5 to 10 minutes time savings*
- ◆ *Greatest ability to control congestion*
- ◆ *Best accommodates Pace Bus on Shoulder*
- ◆ *Compatible with regional tolling technology*
- ◆ **Ease of Enforcement**



**FHWA issued a Finding of No Significant Impact (FONSI) on July 20, 2016**

# Previously Approved Noise Wall Locations

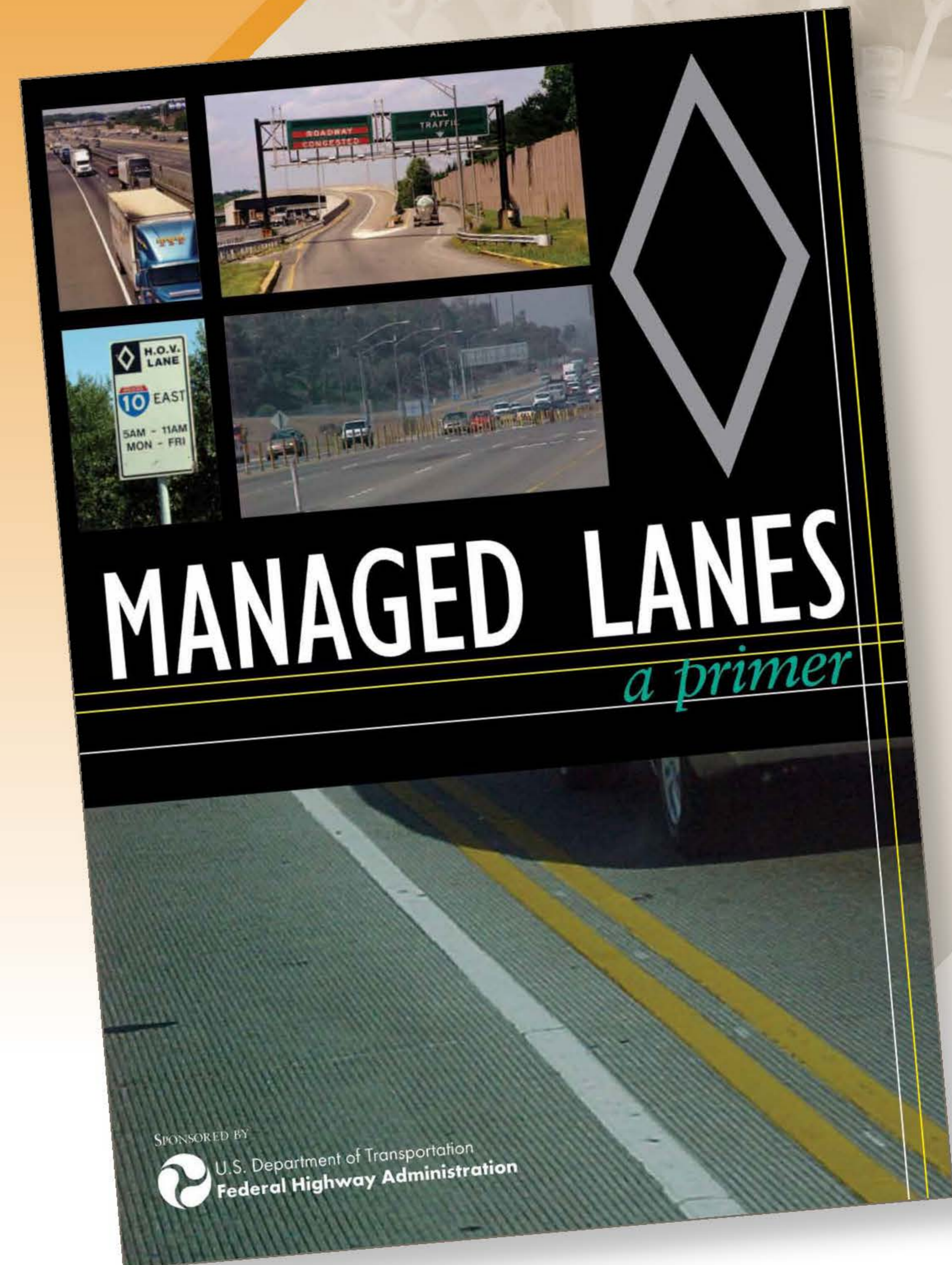
- ◆ *Noise will be evaluated as part of this study*
- ◆ *No additional voting is anticipated*



# What is a Managed Lane?

[www.I55managedlaneproject.org](http://www.I55managedlaneproject.org)

- ◆ *Applied, sustainable traffic management strategies*
- ◆ *Control lane volume to maintain reliability*
- ◆ *Encourage increased vehicle occupancy*



**I-55** | MANAGED LANE  
PROJECT

I-55 PHASE I STUDY

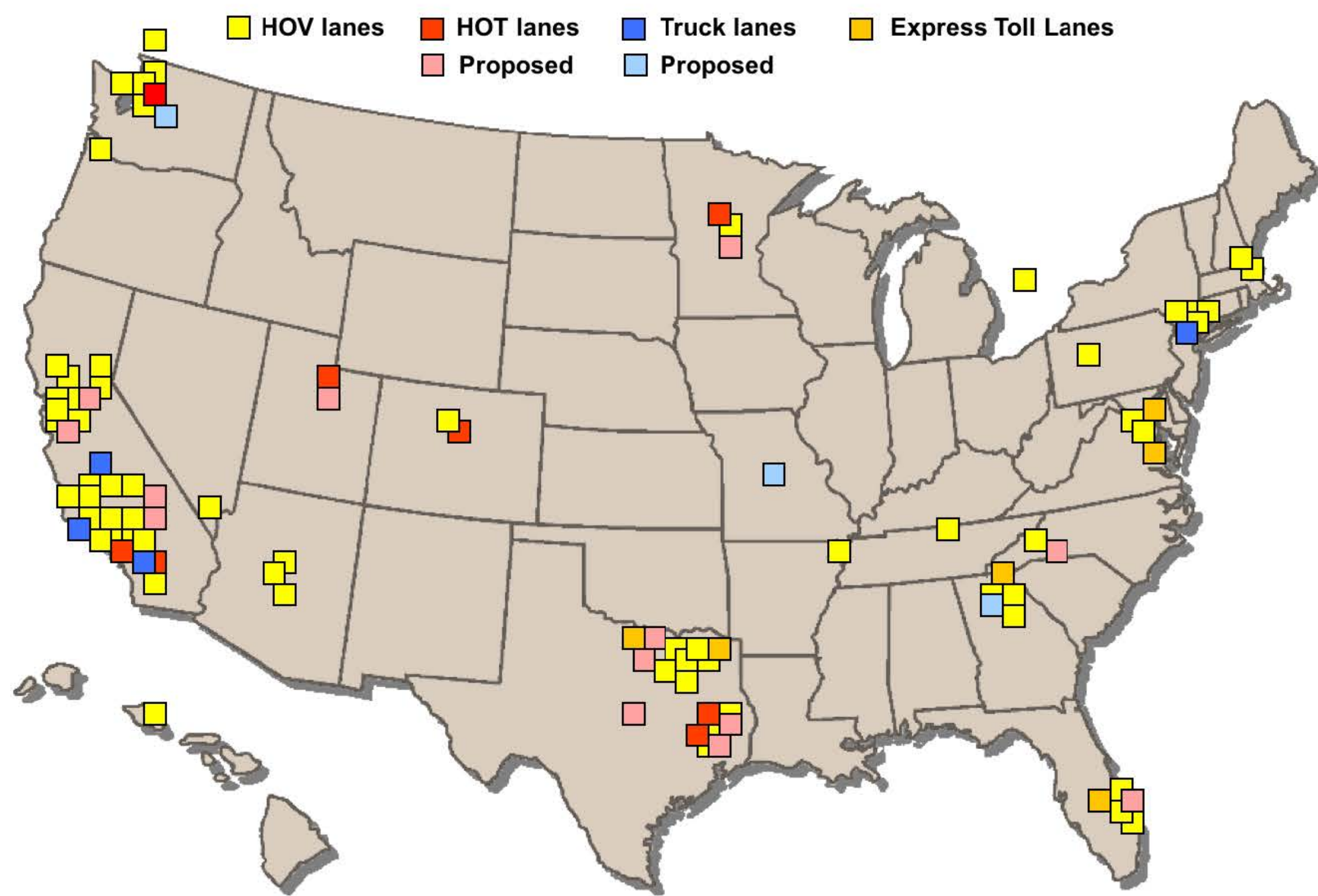
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# Managed Lane Facilities Nationwide



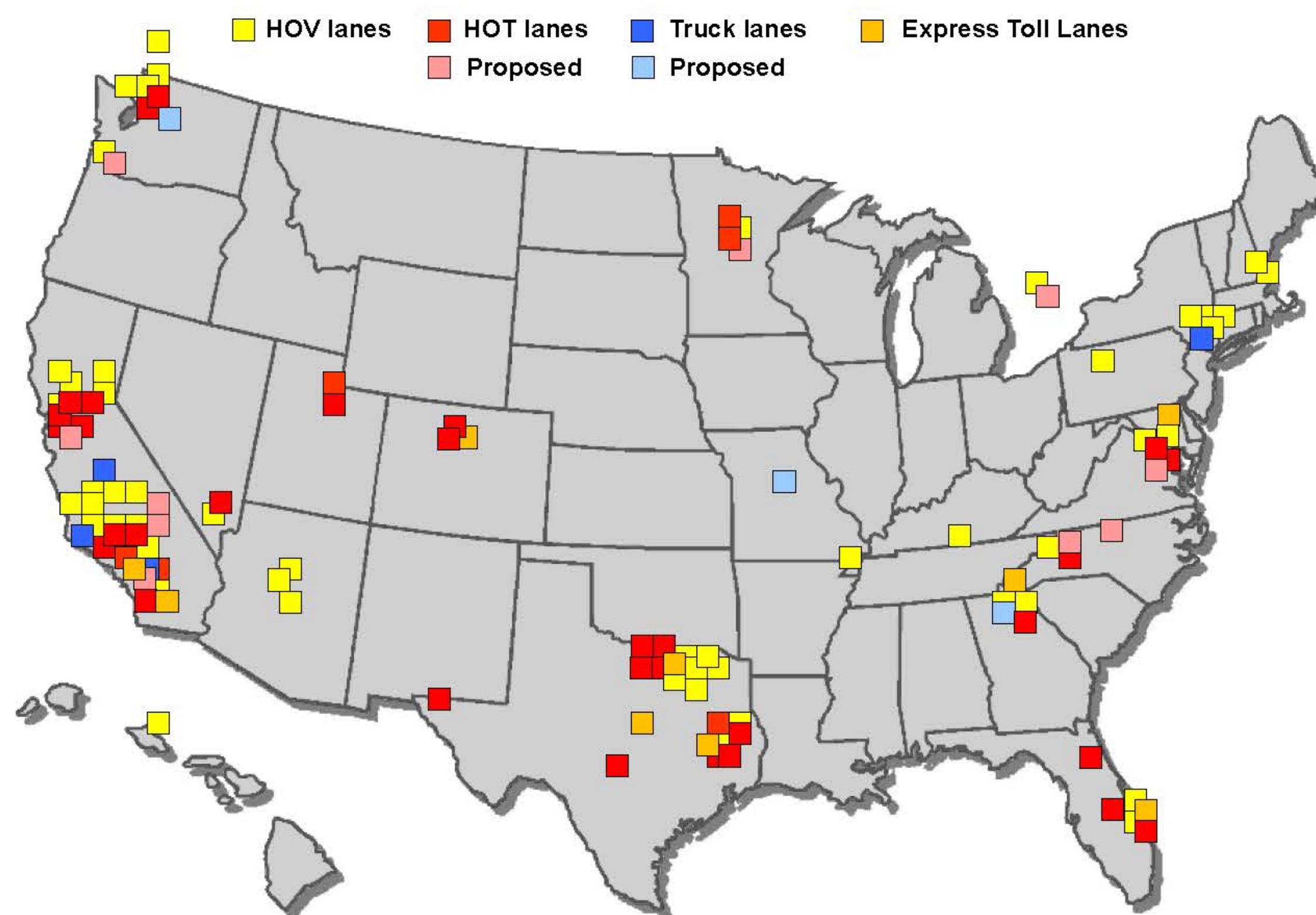
[www.I55managedlaneproject.org](http://www.I55managedlaneproject.org)

## Nationwide as of 2012



*Managed Lanes are transitioning from HOV to HOT or ETL and new facilities are being built as HOT or ETL*

## In Transition



### HOV to HOT Conversions

- I-95 Express Managed Toll Lanes - Miami
- I-15 Express Lanes - San Diego
- I-394 MnPass Express Lanes - Minneapolis
- I-35W MnPass Express Lanes - Minneapolis
- I-85 Express Lanes - Atlanta
- I-680 Express Lanes - Alameda County, CA
- SR91 Express Lanes - Orange County, CA
- SR237 Express Lanes - Santa Clara County, CA
- I-45S Express Lanes - Houston
- US59 Express lanes - Houston
- I-15 Express Lanes - Salt Lake City
- SR167 HOT Lanes - Seattle
- I-10 Metro Express Lanes - Los Angeles
- I-110 Metro Express Lanes - Los Angeles

### ETL

- I-95 Express Toll Lanes - Baltimore
- I-595 Express Lanes - Fort Lauderdale
- I-635 LBJ TEXpress Lanes - Dallas
- I-25 HOV Express Lanes - Denver\*
- I-10 Katy Freeway Managed Lanes - Houston\*
- SR-91 Express Lanes - Orange County, CA\*
- MoPac Improvement Project (Under Construction) - Austin
- I-75 South Metro Express Lanes (Under Construction) - Georgia

\*Denotes ETL Hybrid



# I-55 Managed Lane Study



[www.I55managedlaneproject.org](http://www.I55managedlaneproject.org)



# Environmental Resources

## *Illinois Natural History Survey Spring/Summer 2014*

*No natural population of any endangered or threatened plant species located in the project area*

**The NEPA process will analyze impacts to:**



**AIR  
QUALITY**



**NOISE**



**WATER  
RESOURCES**



**HISTORIC  
RESOURCES**

*An Environmental Assessment (EA) report is being completed that evaluates and documents potential impacts to environmental resources in the project study area.*

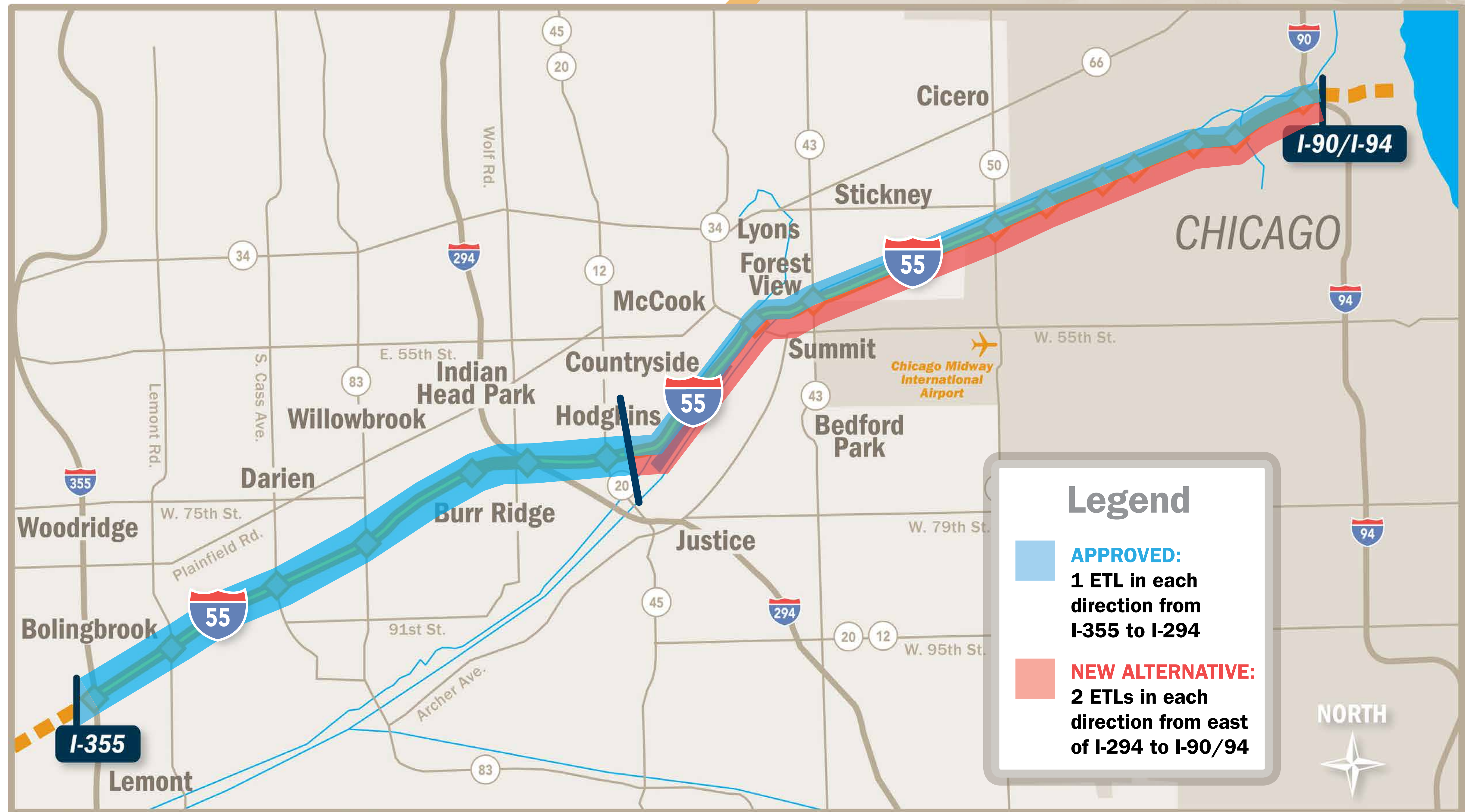


# New Alternative I-294 to I-90/94

- ◆ **Two ETLs in each direction from I-294 to I-90/94**
- ◆ **No right of way anticipated**
- ◆ **Build upon previous Environmental Assessment findings**
- ◆ **Purpose and Need points remain the same**
- ◆ **Maintain one ETL in each direction from I-355 to I-294 as previously approved**

# New Alternative

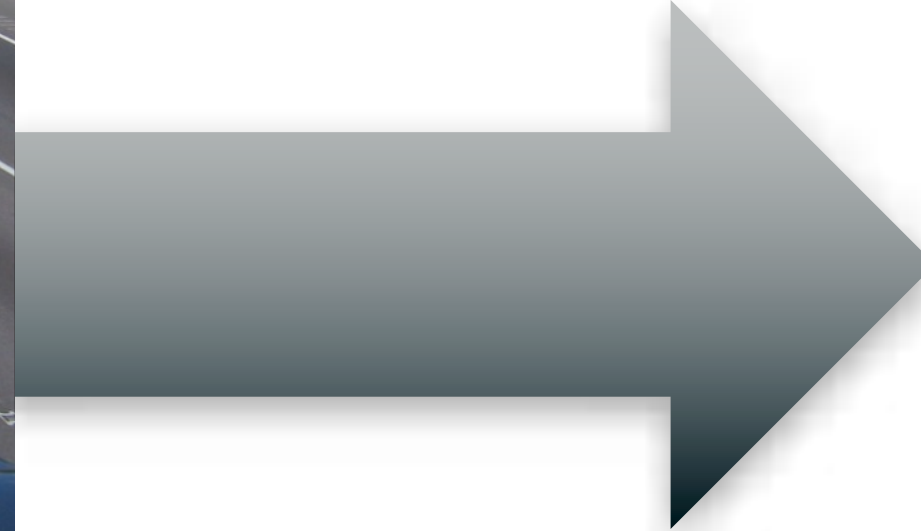
**East of I-294 to I-90/94**



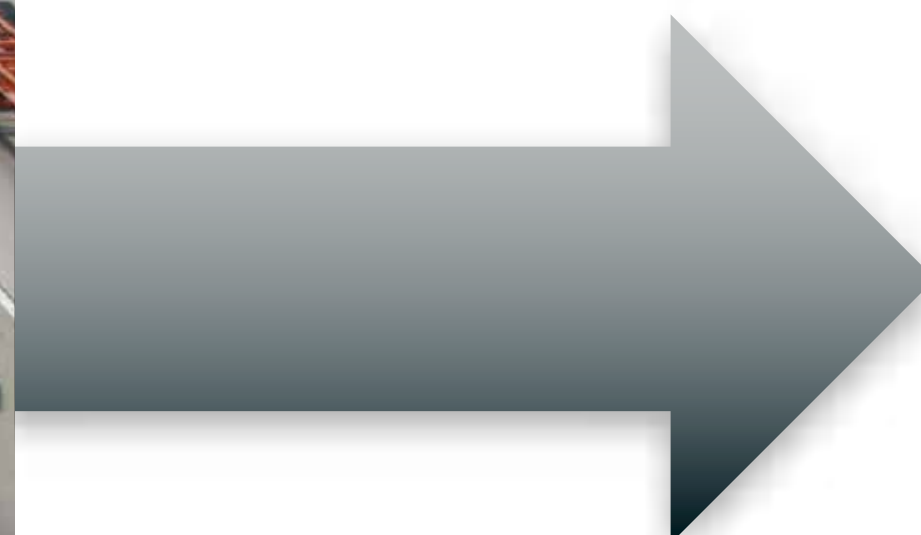
# Express Toll Lane Before and After



**I-355 to  
I-294**

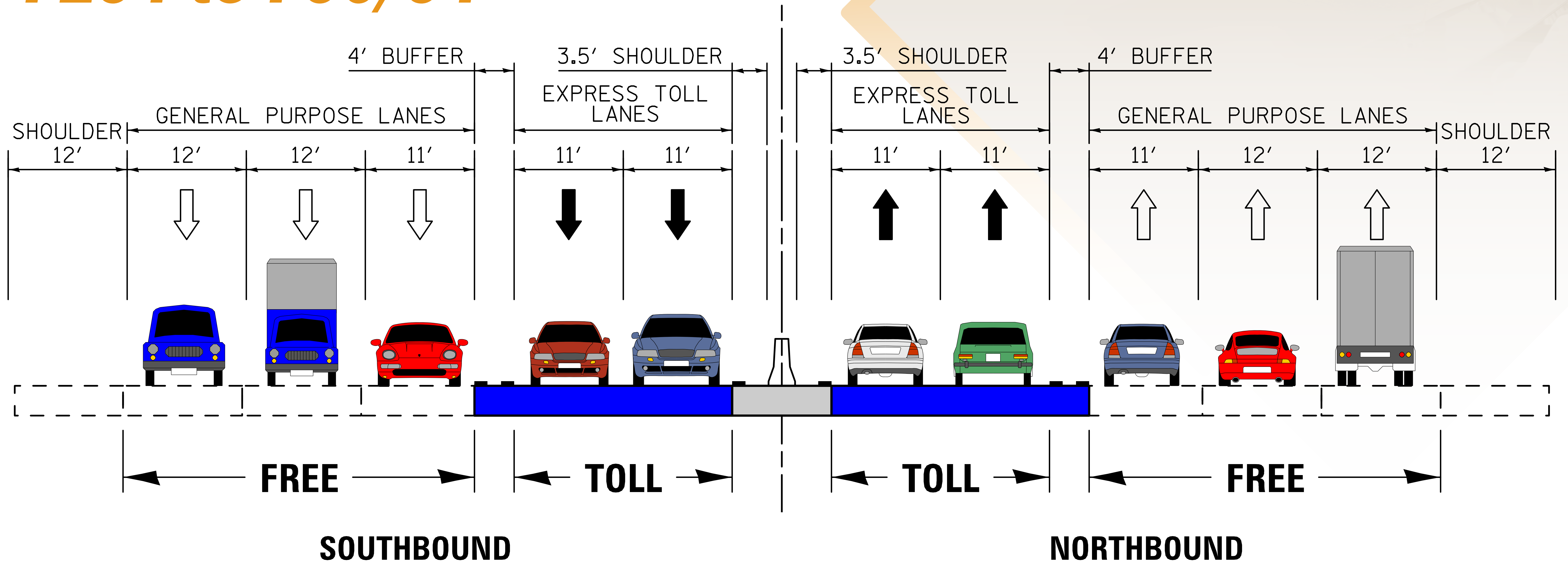


**I-294 to  
I-90/94**

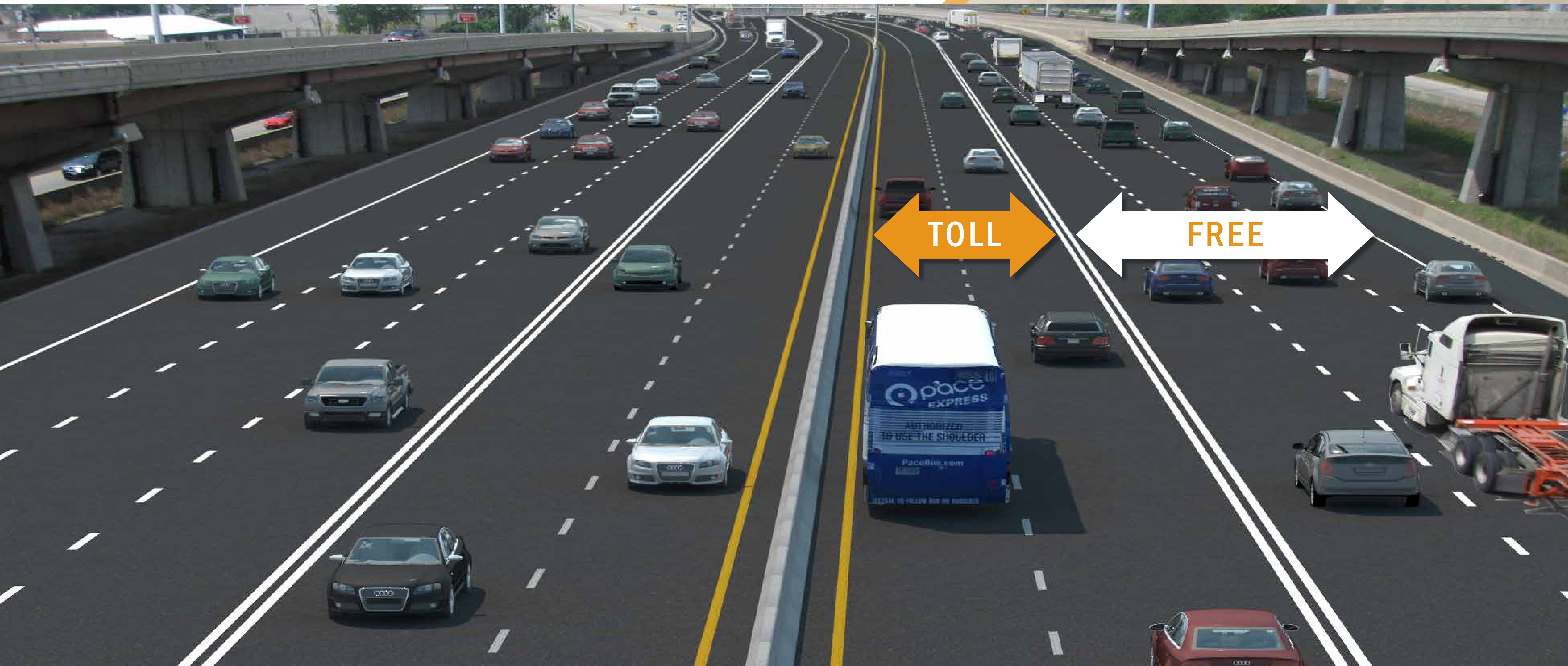


# Two Express Toll Lanes

## Proposed Typical Section I-294 to I-90/94



# Two Express Toll Lanes



**Rendering of Proposed Section**



# Benefits of Two Managed Lanes

- ◆ **45 mph reliability**  
*in express lanes*

- ◆ **Improved traffic flow**  
*for parallel  
transportation  
network*

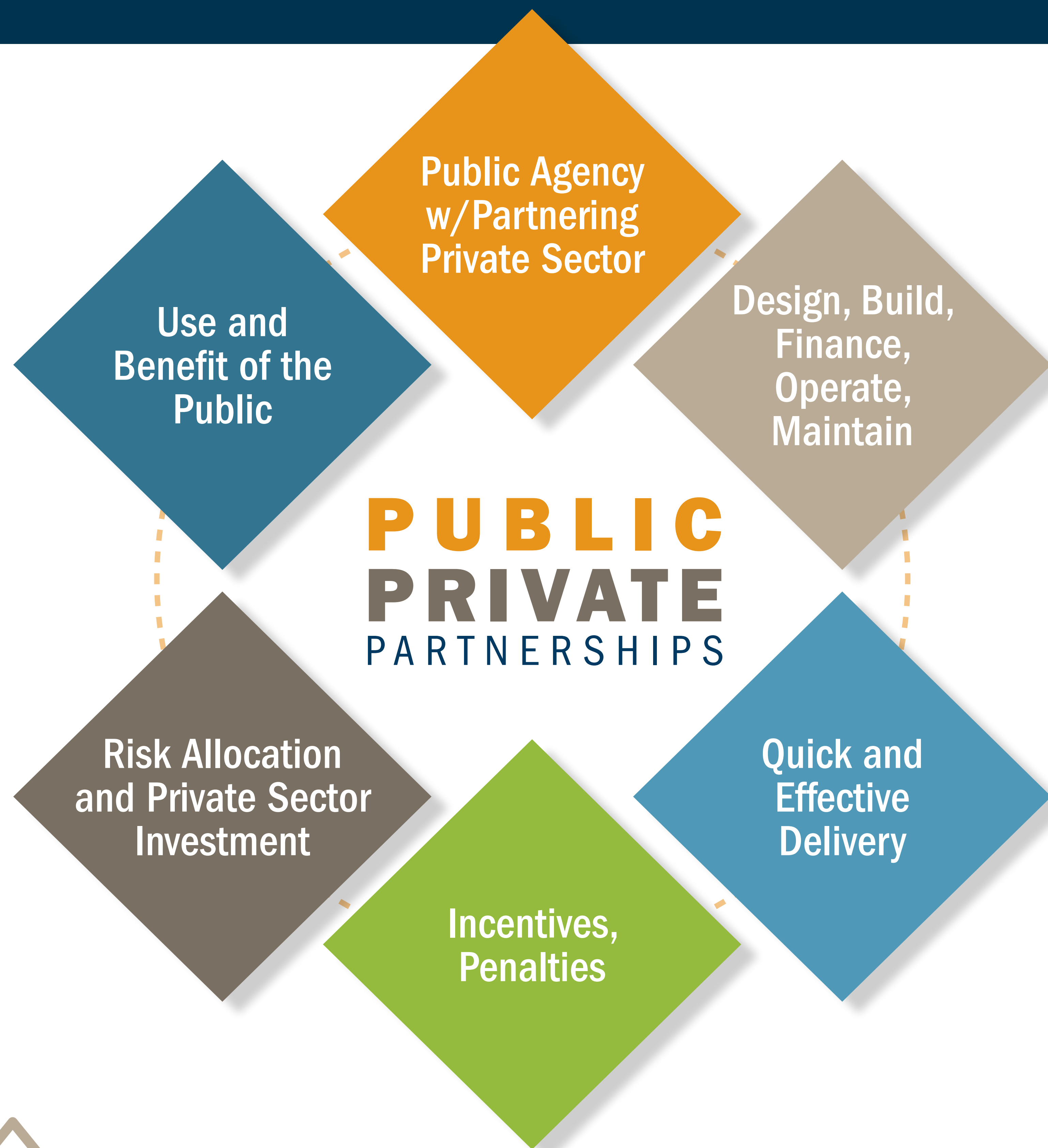
- ◆ **Regional and local  
traffic benefits**

- ◆ *Easier to manage and operate*
- ◆ *More cost efficient*
- ◆ *Congestion related  
safety improvements*
- ◆ *Increased transit reliability*
- ◆ *No additional right-of-way*





# What is a Public Private Partnership or P3?



*A contractual arrangement between a **PUBLIC AGENCY** and a **PRIVATE ENTITY** to deliver a service or facility for the use and benefit of the public.*



# Legislation for P3

## ***The Public Private Partnership for Transportation Act allows IDOT to:***

- ◆ **Use P3s to deliver public transportation projects**
- ◆ **Manage growing infrastructure needs by implementing innovative and cost effective solutions**
- ◆ **IDOT must receive the approval from the General Assembly**



# Benefits of a P3



Faster  
Project  
Delivery

Technical  
Innovation



Private  
Sector  
Efficiencies



Investment of  
Private Capital



# Context Sensitive Solutions (CSS)/ Public Involvement Opportunities

## CONTEXT SENSITIVE SOLUTIONS



DETAILED GUIDELINES FOR PRACTICE

Public Meetings / Hearing

Project Website

Agency Meetings

Newsletters

Media Outreach

Speakers' Bureaus

Corridor Planning Group

Small Group Meetings



# We Want to Hear from You!



[www.I55managedlaneproject.org](http://www.I55managedlaneproject.org)

◆ **Submit a written comment form tonight or mail it in later**

◆ **Make an online comment anytime at**

[www.i55managedlaneproject.org](http://www.i55managedlaneproject.org)

The screenshot shows the website interface for the I-55 Managed Lane Project. At the top, there is a navigation bar with the project logo and the text 'I-55 | MANAGED LANE PROJECT'. Below this, there are links for 'ABOUT THE STUDY', 'GET INVOLVED', 'INFORMATION LIBRARY', and 'FAQs'. The 'GET INVOLVED' section is active, showing a dropdown menu with options: 'Question or Comment?', 'Corridor Planning Group', 'Public Meetings', 'Past Meetings', 'Survey', and 'Contact Us'. The 'Question or Comment?' option is selected, leading to a form titled 'Question or Comment?'. The form includes a section for 'Join the Study Mailing List' with a radio button for 'Email' (selected), and fields for 'First Name', 'Last Name', 'Business/Organization', 'Address', 'Apt./Suite No.', 'City', 'State' (set to 'IL'), 'Email Address', and 'Telephone'. Below this is a dropdown menu for 'Please select the category that best describes your interests in the project'. The 'Submit a Question or Comment' section has a large text area for 'Your Comment' and a 'Zip Code' field. At the bottom of the form are 'Submit' and 'Reset' buttons.



I-55 PHASE I STUDY

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