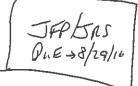


# I-55 Managed Lanes Combined Design Report Appendix A.5 – Design

**Exceptions** 

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





## Informal Transmittal

				$\sim$	
То:	Jason Salley		From:	J Baczek/S Sci	nilke/J.Baldauf/C. Smith
Bureau:	Programming - GSU		Bureau:	Programming -	
Attn:				_ · rogrammig -	000
			Subject:	I-55 Managed I	anes   PTB 158/002
Date:	8/24/2016			Final Geometry	
Please ch	eck appropriate box below:			T mar ocomeay	Gubrinitai
	Take Necessary Action For Your Comments		Information		☑ Reply
	Per Your Request		About the Att		□ Return
	For Your Approval		tter)(Memo) I	-or	☐ Route
		my signa	iture		☐ File
I-55 Phase	104	Messag	je		
I-355 to I-9					
P-91-762-1					
lf you have	targeted for August 31, 2016.  any questions or need additional information of the statement of the statemen	rmation, please ion 4086.	contact John	Baldauf, Project	Manager at extension
	17 12-	7			
	Signature				
Copies to	Jugnature			<del></del>	
	3/ //				
Response	8/25/16				
	2.50 - 6-				
-DREY-	7415 PROJECT'S GEOM	ETNY IS	Appao	VED.	
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MUH	M WW (BOT)		THAN	keS,	3.
MU, H	M WW (Box) 1 /5W (Bon)	ш	THAM JAS	N SACCEYX Signature	4085



### **Informal Transmittal**

То:	John Baczek		From:	Jason Salley
Attn:	Steve Schilke/John Baldauf		Bureau:	Programming/Geometrics Unit
Bureau:	Programming/Consultant Studies	s Unit	Phone:	(847) 705-4085
Phone:	(847) 705-4103		Subject:	P-91-762-10   Geometric Approval
Date:	August 25, 2016			I-55 Managed Lanes Phase I Study From I-355 To I-90/94
Please ch	eck appropriate box below:			
$\boxtimes$	Take Necessary Action	☐ For You	ur Information	n 🔲 Reply
	For Your Comments	See Me	About the A	· •
	Per Your Request	Draft (L	.etter)(Memo)	) For Route
	For Your Approval	My sigr	- ' '	∑ File
		Mess	age	
Steve & Jo The Level ( June 28, 20		ct were ap ns were a	proved by the pproved by the proved by the p	ne Federal Highway Administration on IDOT BDE on July 12, 2016.
All of the re	emaining Design Elements for this pro	oject meet	current BDI	E Standards.
Therefore,	I approve of this project's geometry.			
This projec	t's BDE 2602 and 3100 Form will be	forwarded	to IDOT BE	DE for their records.
Please con	tact me if you have any questions or	comment	s.	
Thanks,	M	7		
	Jason Salley, P.E.			
	Signature		14-	
Copies to	File BDE		BOT	ВОМ
Response	•			
			<u> </u>	
		N-200 -	- : :::::::::::::::::::::::::::::::::::	
				Signature

June 13, 2016

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

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

Dear Ms. Batey:

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

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

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

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

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

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

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

Very truly yours,

John Fortmann, P.E. Region One Engineer

Approval:

Date: 6/28/2016

Attachments:

**Location Map** 

Controlled Access Packet:

Level One Design Criteria Checklist Level One Design Exception Table Level One Design Exception Exhibit

Continuous Access Packet:

Level One Design Criteria Checklist Level One Design Exception Table Level One Design Exception Exhibit

Interim Scenario Packet:

Level One Design Criteria Checklist Level One Design Exception Table Level One Design Exception Exhibit

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

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

Alternative 1: Continuous Access

. 100	te: Highlighted cell(s) is ci	urrent/existing design exception	n(s) that was not innuenced t	y the pr	opose	a geometri	t layout								
	Level One Design Exception														
	Alternative 1: Continuous Access														
			Proposed Design Value					Location				Longi	+ h		
No.	Design Element	BDE/ FHWA Policy	or Element			*	**Note: L	ane 1 is the	manag	ed lane		Lengt		Justification	
			(Exception)				*G	eneral Purpo	se Lan	е		ft. (m	11.)		
				A.	NB	*Lane 1	Sta.	199+35	to	216+05		1,700	(0.3)		
				В.	NB	**Lane 1	Sta.	219+05	to	574+19		35,500	(6.7)		
				C.	NB	**Lane 1	Sta.	598+87	to	929+43	I-355 to Harlem	33,100	(6.3)	The design value is required to mitigate impacts to multiple I-55 and I-294 structures while minimizing the impact to the	
				D.	NB	Lane 2	Sta.	216+05	to	581+54	Ave	36,500	(6.9)	environment and providing a minimum 2' buffer between the managed lanes and general purpose lanes.	
				E.	NB	Lane 2	Sta.	599+57	to	929+92	7.00	33,000	(6.3)	Chinomical and providing a minimum 2 same sective in the managed lanes and general purpose lanes.	
	Lane Width			F.	SB	**Lane 1	Sta.	300+35	to	930+60		63,000	(11.9)		
1	(BDE Figure 44-5.A)	12'	11'	G.	SB	Lane 2	Sta.	300+35	to	930+21		63,000	(11.9)	,	
	(3221.84.6 11.61.4)			H.	SB	Lane 3	Sta.	585+88	to	647+07	Joliet Rd to I-294	6,100		The design value is required to mitigate impacts to the I-55 and I-294 bridges, relocation of noise wall barriers and changes	
				I.	SB	Lane 4	Sta.	585+84	to	647+19	Tri-State	6,100		to the I-294 interchanges while minimizing the impact to the environment.	
				J.	NB	**Lane 1	Sta.	1321+06	to	1360+84		4,000	(8.0)		
				K.	NB	Lane 2	Sta.	1321+06	to	1360+58	California Ave to	4,000		The design value is required to mitigate impacts to the Chicago Transit Authority Railroad, ROW, structure over Bubbly Creek	
				L.	SB	**Lane 1	Sta.	1246+99	to	1405+67	Dan Ryan	15,900		and environmental while providing a minimum 2' buffer between the general purpose lanes and managed lanes.	
				M.	SB	Lane 2	Sta.	1246+99	to	1405+67		15,900	(3.0)		
3	Lane 1 Buffer Width	2'	0'	A.	NB		Sta.	607+77	to	645+74	Joliet Rd to I-294	3,800	, ,	The design value is required to mitigate impacts to the I-55 and I-294 bridges, relocation of noise wall barriers and changes	
	(BDE Figure 44-3L)	-		В.	SB		Sta.	581+69	to	646+96	Tri-State	6,500	(1.2)	to the I-294 interchanges while minimizing the impact to the environment.	

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

Level One Design Exception	
<b>Alternative 1: Continuous Acces</b>	3

								Alt	ernative :	1: Continuous Ac	cess		
No.	Design Element	BDE/ FHWA Policy	Proposed Design Value or Element (Exception)				Locatior Lane 1 is the eneral Purpo	manag			Leng ft. (m		Justification
			8' - 6.5'	A1. A.	NB NB	Sta. Sta.	218+70 219+05	to	219+05 586+10		0 36,700	(0.0) (7.0)	
			6.5'	B. C. D. E.	NB NB SB SB	Sta. Sta. Sta. Sta.	646+49 758+74 300+35 646+72	to to to	740+14 883+49 581+70 740+14	I-355 to Harlem Ave	9,400 12,500 28,100 9,300	٠,	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.
				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	100	0.02	
			2' - 6.5'	G.	NB	Sta.	586+10	to	646+49	to Willow Springs	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
			8' - 2'	Н.	SB	Sta.	586+71	to	646+72	Rd	6,000	(1.1)	wall barriers and changes to the I-294 interchanges while minimizing the impact to the environment.
			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		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	Archer Ave	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	400		The design value mitigates impact to the Chicago Sanitary and Ship Canal structure, ICG railroad tunnel structure,
				M.	SB	Sta.	911+15	to	923+73	Harlem Ave	1,300	(0.2)	environmental impact to the Chicago Sanitary and Ship Canal, major changes to the interchange alignments and stopping
			2' - 8'	N.	NB	Sta.	1296+81	to	1298+98	-	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.
		8'		О.	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.
4	nside (Lane 1/Managed Lane) Left Shoulder		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.
	Width (BDE Figure 44- 5.A)		5.5' - 8'	Q.	SB	Sta.	1307+27	to	1308+34	308+34 Damen Ave	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'	Т.	SB	Sta.	1332+92	to	1350+09	Damen Ave to	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	Lock St	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.

\* 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

								Alt	ernative 1	l: Continuous Ac	cess		
No.	Design Element	BDE/ FHWA Policy	Proposed Design Value or Element (Exception)			*Ge	Location ane 1 is the e eneral Purpo	manage se Lane	е		Leng ft. (m	ni.)	Justification
5	Inside (Lane 1/General Purpose Lane) Left	10'	10' - 6.5' 6.5'	A1.	SB SB	Sta.	248+24 250+00	to	250+00 300+35	I-355 to Lemont Rd	5,000	(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.
	Shoulder Width (BDE Figure 44-5.A))		5' - 9'	В.	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.
			7' - 10'	A.	SB	Sta.	590+22	to	600+57	Joliet Rd Terminal	1,000		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. 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.
6	Outside Right Shoulder Width	10'	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.
	(BDE Figure 44-5.A)	10	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'	Н.	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.
				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.
	Auxiliary Lane Width (BDE Figures 37-2.C & 44- 5.A)	12'	11'	В.	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	(() /()	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.
7			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.
	Auxiliary Lane Shoulder Width (BDE Figures 37-2.C & 44-	10'	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.
	5.A)		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		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+81	to	1357+85	Damen Ave to	2,400		The design value mitigates improvements to the I-55 structure over the GM and CTA Railroad, Ashland Ave and Bubbly Creek
			8' - 10'	l.	SB	Sta.	1329+98	to	1355+76	Lock St	2,600	(0.5)	and the stopping sight distance issue at the NB Damen Ave curve while providing a minimum 2' buffer between the managed
8	Stopping Sight Distance	570' SSD for 60 mph design	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.
	(BDE Figure 32-4.A)	speed	510' SSD with achievable design speed of 55 mph	В.	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.
			14'3"		NB & SB	Sta.		649+00	)	Willow Springs Rd			
	Vertical Clearence		14'7"		NB & SB	Sta.		702+00		La Grange Rd		This vertical clearance is an existing design that will not be influenced by the proposed managed la	This vertical clearance is an existing design that will not be influenced by the proposed managed lanes.
14	(BDE Figure 44-5.A)	15'	14'3"		NB & SB	Sta.		196+0		AT&SF RR			
	(BDL Figure 44-3.A)		14'3" 14'0"		NB & SB NB & SB	Sta. Sta.	1199+00 883+00		Grand Truck RR IL 171			Structure to be replaced at 15' vertical clearance	
			14'1"		NB & SB	Sta.		941+00		Harlem Ave			This vertical clearance is an existing design that will not be influenced by the proposed managed lanes.
<b></b>	ı					U.a.		J					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 ane 1 is the eneral Purpo	manage			Lengt ft. (mi		Justification		
	(BDE Figures 37-6.L & 37- 6.N)	<ul><li>(1) 1000' Auxiliary Lane</li><li>(2) 550' Taper</li><li>(3) 200' Tangent</li><li>(4) 400' Tangent</li></ul>	(1) 557' (2) 265' (3) 0' (0' existing) (4) 0' (0' existing)	A.	SB	Sta.	256+07		264+92	Lemont Rd	900	(() ))	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)	В.	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.		
1	(BDE Figures 37-2.C, 37-	(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'	Е	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.		

	Level Two Design Exception														
	Alternative 1: Continuous Access														
No	o. Design Element	BDE/ FHWA Policy	Proposed Design Value or Element (Exception)			**		Location ne 1 is the m neral Purpose	_			Leng ft. (m		Justification	
1	Lane Width	12'	11'	A. B. C. D. E. F.	NB NB NB NB SB	*Lane 1 **Lane 1 **Lane 1 Lane 2 Lane 2 **Lane 1 Lane 2	Sta. Sta. Sta. Sta. Sta. Sta. Sta.	199+35 219+05 598+87 216+05 599+57 300+35 300+35	to to to to to to	216+05 574+19 929+43 581+54 929+92 930+60 930+21	I-355 to Harlem Ave	1,700 35,500 33,100 36,500 33,000 63,000 63,000	(0.3) (6.7) (6.3) (6.9) (6.3) (11.9) (11.9)	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.	
	(BDE Figure 44-5.A)			H. I. J. K. L.	SB SB NB NB SB	Lane 3 Lane 4  **Lane 1 Lane 2  **Lane 1 Lane 2	Sta. Sta. Sta. Sta. Sta. Sta.	585+88 585+84 1321+06 1321+06 1246+99 1246+99	to to to to to to	647+07 647+19 1360+84 1360+58 1405+67 1405+67	Joliet Rd to I-294 Tri-State California Ave to Dan Ryan	6,100 6,100 4,000 4,000 15,900 15,900	(1.2) (0.8) (0.8)	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.  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.	
3	Lane 1 Buffer Width (BDE Figure 44-3L)	2'	0'	A. B.	NB SB		Sta. Sta.	607+77 581+69	to to	645+74 646+96	Joliet Rd to I-294 Tri-State	3,800 6.500	(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.	

								Le	evel Two I	Design Exception	n			
								Alte	rnative 1:	Continuous Acc	ess			
No.	Design Element	BDE/ FHWA Policy	Proposed Design Value or Element (Exception)				Location ine 1 is the n neral Purpos	•	d lane		Leng ft. (m	•	Justification	
			8' - 6.5'	A1.	NB	Sta.	218+70		219+05		0	(0.0)		
			6.5'	A. B. C. D.	NB NB NB SB	Sta. Sta. Sta. Sta.	219+05 646+49 758+74 300+35	to to to	586+10 740+14 883+49 581+70	I-355 to Harlem Ave	36,700 9,400 12,500 28,100	(7.0) (1.8) (2.4) (5.3)	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.	
				E.	SB	Sta.	646+72	to	740+14		9,300	(1.8)		
			6.51.01	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	100	0.02		
			2' - 6.5'	G.	NB	Sta.	586+10	to	646+49	to Willow Springs Rd	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	400		The design value mitigates impact to the Chicago Sanitary and Ship Canal structure, ICG railroad tunnel structure,	
				M.	SB	Sta.	911+15	to	923+73	Harlem Ave	1,300	(0.2)	environmental impact to the Chicago Sanitary and Ship Canal, major changes to the interchange alignments and stopping	
			2' - 8'	N.	NB	Sta.	1296+81	to	1298+98	_	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.	
	Inside (Lane 1/Managed	8'		0.	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.	
4	Lane) Left Shoulder		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.	
	Lane) Left Shoulder Width (BDE Figure 44- 5.A)		5.5' - 8'	Q.	SB	Sta.	1307+27	to	1308+34	Damen Ave	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	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	Lock St	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	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.	

Second												Design Exception			
Part				1						Aite	rnative 1.	Continuous Acc	ess		
The content of the manufact of the content of the	No.	Design Element	BDE/ FHWA Policy	or Element			**		ne 1 is the m	•			_		Justification
Part		Inside (Lane 1/General		10' - 6.5'	A1.	SB		Sta.	248+24	to	250+00	L255 to Lemont	200	(0.0)	The design value is required to mitigate impacts to the LSS structure over Lement Pd. and changes to the Lement Pd.
	5	Purpose Lane) Left	10'	6.5'	A.	SB		Sta.	250+00	to	300+35		5,000	(0.9)	
A				5' - 9'	В.	NB		Sta.	1409+15	to	1420+00	Dan Ryan	1,100	(0.2)	
Author   1.00				7' - 10'	A.							Joliet Rd Terminal		, ,	
Decide Spirit Shoulke Width   10   10   10   10   10   10   10   1				3' - 10'								I-294 Tri-State			The design value is required to mitigate improvements to the I-294 structure and drainage system located on the shoulders.
Billot Figure 44-5.A    4 - 6"   F.   58   53.   129-5-5   1324-54   Damen Ave   2.00   Col.   Interchanges and ROV/Interchange and ROV/Interchanges and R	6	· ·	10!	7' - 10'								Damen Ave	·		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.
Part	0		10	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.
Audilary Lane Width   12°   14°   11°   18°				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.
Audilary Lane Width  (DE Figures 37-2.C & 44  5.A)  Audilary Lane Sholder  Width  Audilary Lane				8' - 10'	Н.	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.
BBC Figures 37 2.C. 8.46   12'   11'		Auxiliary Lane Width			A.	NB		Sta.	608+68	to	624+41	I-294 Tri-State	1,600	(0.3)	
10   10   10   10   10   10   10   10		, (BDE Figures 37-2.C & 44-	12'	11'	В.	SB		Sta.	616+52	to	633+81	I-294 Tri-State	1,700	(0.3)	
Auxiliary Lane Shoulder Width (BDE Figures 37-2.C & 44 S.A.)    10'   2' - 7'   E.   58   Sta.   608-68   to   624+11   1294 Tri State   1,600   (0.3)   unitable foundable for the location of existing noise will barrier, major changes to the radii of the location of existing noise will barrier, major changes to the radii of the location of existing noise will barrier, major changes to the radii of the location of existing noise will barrier, major changes to the radii of the location of existing noise will barrier, major changes to the radii of the location of existing noise will barrier, major changes to the radii of the location of existing noise will barrier, major changes to the radii of the location of existing noise will barrier, major changes to the radii of the location of existing noise will barrier, major changes to the radii of the location of existing noise will barrier, major changes to the radii of the location of existing noise will barrier, major changes to the radii of the location of existing noise will barrier, major changes to the radii of the location of existing noise will barrier, major changes to the radii of the location of existing noise will barrier, major changes to the radii of the location of existing noise will barrier, major changes to the radii of the location of existing noise will barrier, major changes to the radii of the location of existing noise will barrier will be recommended in pate.    10'   2' - 7'   E.   58   Sta.   616-52   to   633+81   1-294 Tri-State   1,700   (0.3)   (0.4)   (0.5)   (0.4)   (0.5)   (0.4)   (0.5)   (0.4)   (0.5)   (0.4)   (0.5)   (0.4)   (0.5)   (0.4)   (0.5)					C.	NB		Sta.	905+04	to	925+00		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.
Width (BDE Figures 37-2.C & 44 (BDE Figures 32-4.A)   Figure 32-4.A)   F	7			7' - 8'	D.	NB		Sta.	608+68	to	624+41	I-294 Tri-State	1,600	(0.3)	
Part		Width	10'	2' - 7'	E.	SB		Sta.	616+52	to	633+81	I-294 Tri-State	1,700	(0.3)	
State   Stat		5.A)		6' - 8'	F.			Sta.		to			-		The design value exception mitigates improvement to the I-55 structure over Chicago Sanitary and Ship Canal, the ICG
Supplied   Section   Sec												·		_ ,	
Stopping Sight Distance   S70' SSD for 60 mph design   S70' SSD mph desig					H.										
Side SE Figure 32-4.A) speed Side Side Side Side Side Side Side S		Stopping Sight Distance	570' SSD for 60 mph design	530' SSD with achievable	A.		Lane 3								The design value mitigates the impact to the I-55 structure over the Des Plaines River, environmental impact, and the NB I-5 stopping sight distance while providing a minimum 2' buffer between the general purpose lanes and managed lanes.
12 Width (BDE Figures 37-4.G & 30'	8		speed		В.	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-5 stopping sight distance while providing a minimum 2' buffer between the general purpose lanes and managed lanes.
Vertical Clearence (BDE Figure 44-5.A)  14 Vertical Clearence (BDE Figure 44-5.A)  15 B. NB & SB Sta. 702+00 La Grange Rd This vertical clearance is an existing design that will not be influenced by the proposed managed lanes.  16 This vertical clearance is an existing design that will not be influenced by the proposed managed lanes.  17 This vertical clearance is an existing design that will not be influenced by the proposed managed lanes.  18 This vertical clearance is an existing design that will not be influenced by the proposed managed lanes.  19 This vertical clearance is an existing design that will not be influenced by the proposed managed lanes.	12	Width (BDE Figures 37-4.G &	30'	28'	A.	NB	**Lane 1	Sta.	590+67	to	593+59	Joliet Rd	300	(0.1)	The design value minimizes the environmental impact at Joliet Rd.
14 Vertical Clearence (BDE Figure 44-5.A) 15' 14'3" C. NB & SB Sta. 1196+00 AT&SF RR 14'3" D. NB & SB Sta. 1199+00 Grand Truck RR				14'3"	A.	NB & SB		Sta.		649+00	0	Willow Springs Rd			
14 (BDE Figure 44-5.A) 15' 14'3" C. NB & SB Sta. 1196+00 AT&SF RR 14'3" D. NB & SB Sta. 1199+00 Grand Truck RR		Vertical Clearence						Sta.						This vertical clearance is an existing design that will not be influenced by the proposed managed lanes.	This vertical clearance is an existing design that will not be influenced by the proposed managed lanes.
14'3" D. NB & SB Sta. 1199+00 Grand Truck RR	14		15'												
■   14·U"   E. NB & SB STA. 885+UU   IL 1/1   Structure to be replaced at 15' vertical clearance													Structure to be replaced at 15' vertical clearance	Chrystopa to be good at 15 yearing alongs:	
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.															

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

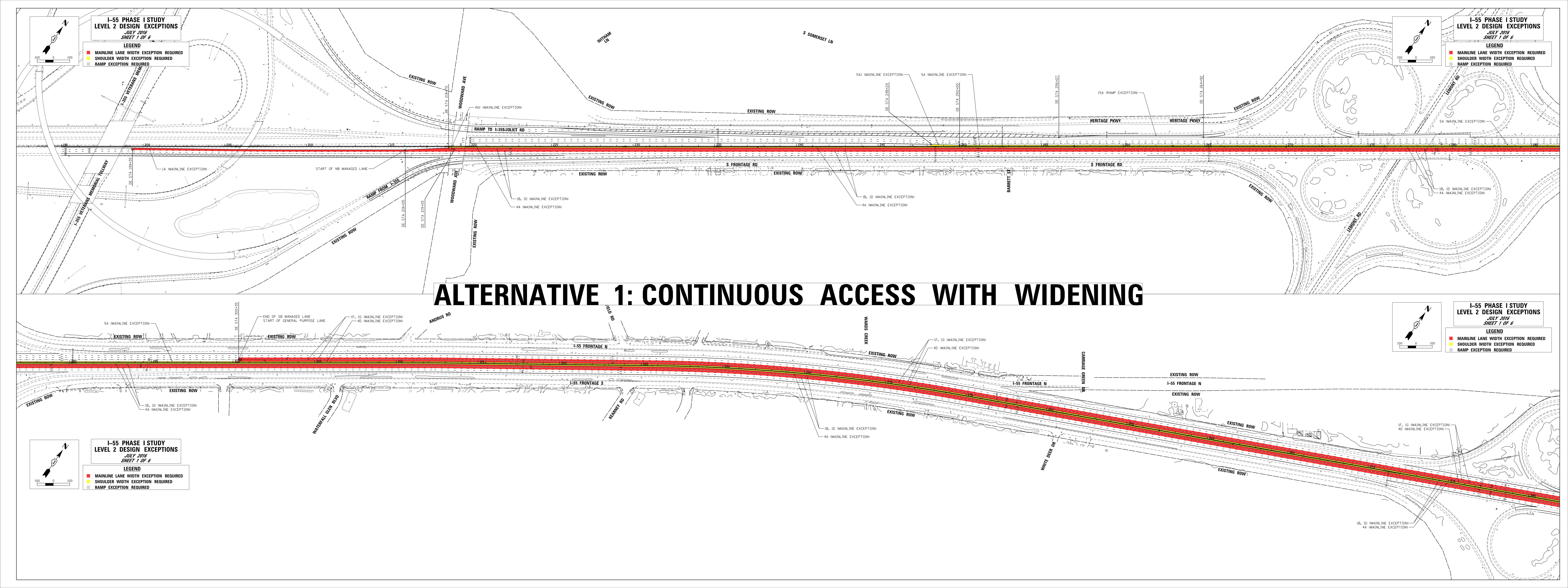
### I-55 Managed Lane Phase I Study: Design Exception List

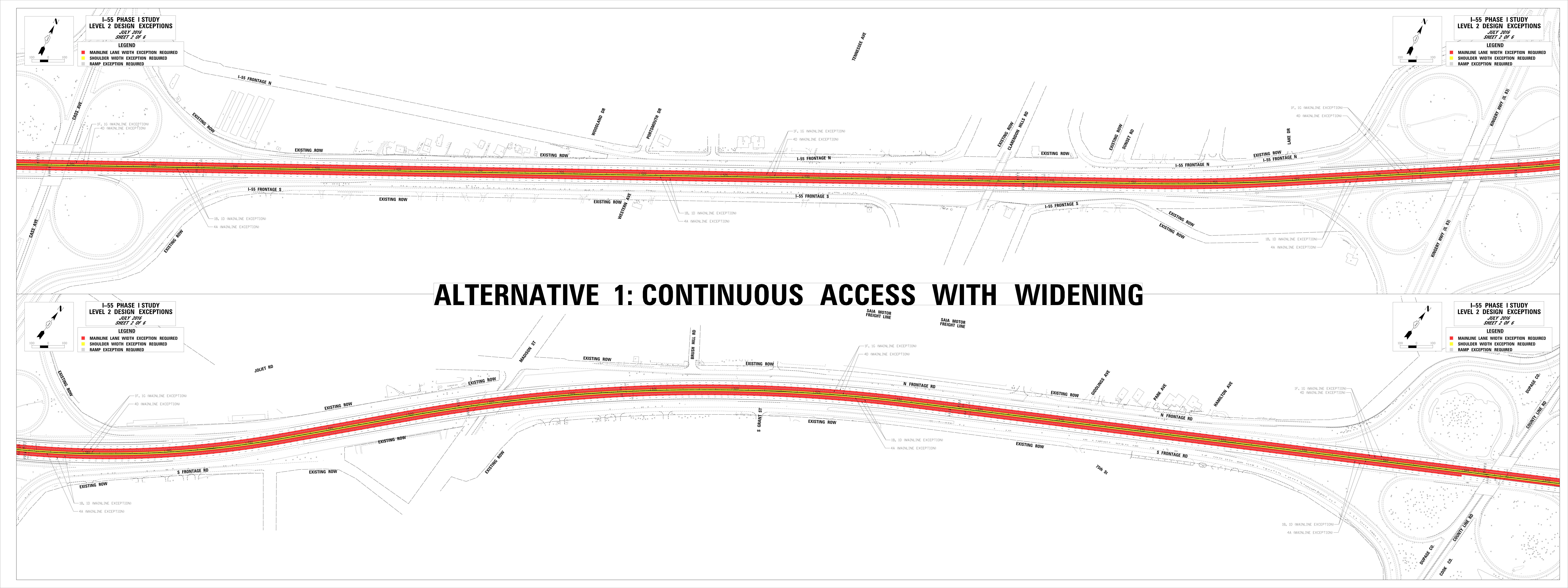
Alternative 2: Controlled Access

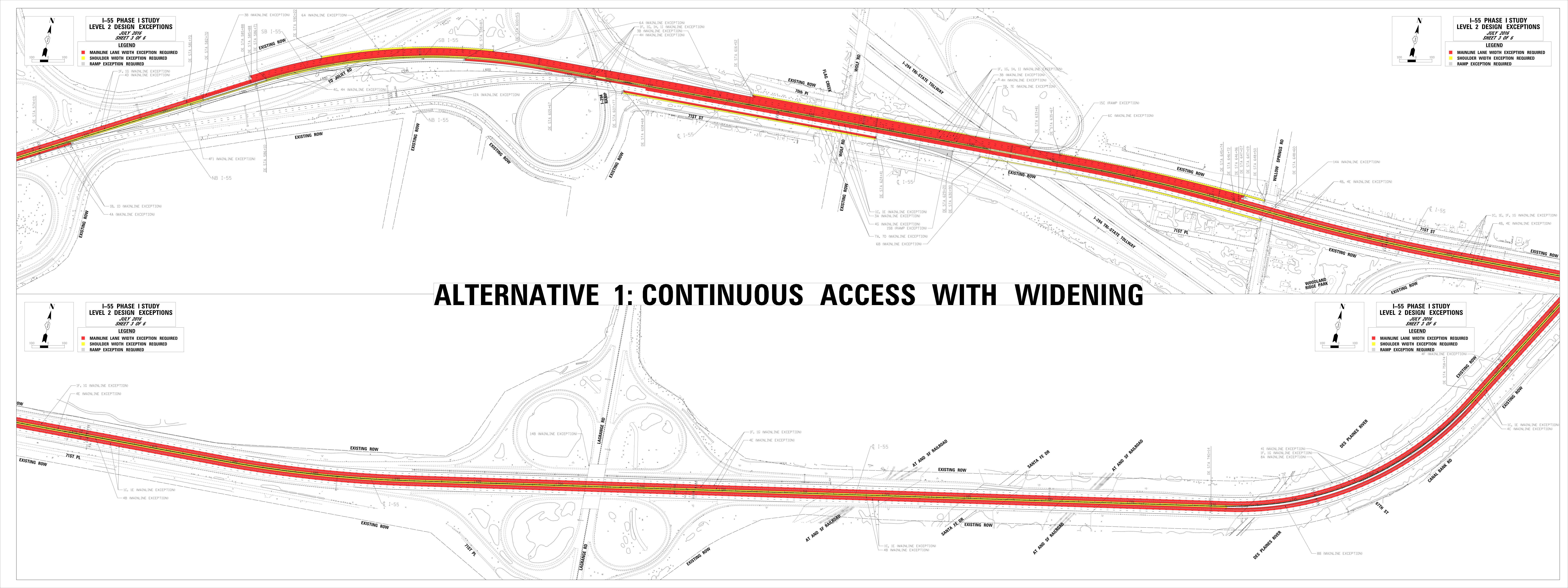
\* Note: Highlighted cell(s) is current/existing design exception(s) that was not influenced by the proposed geometric layout

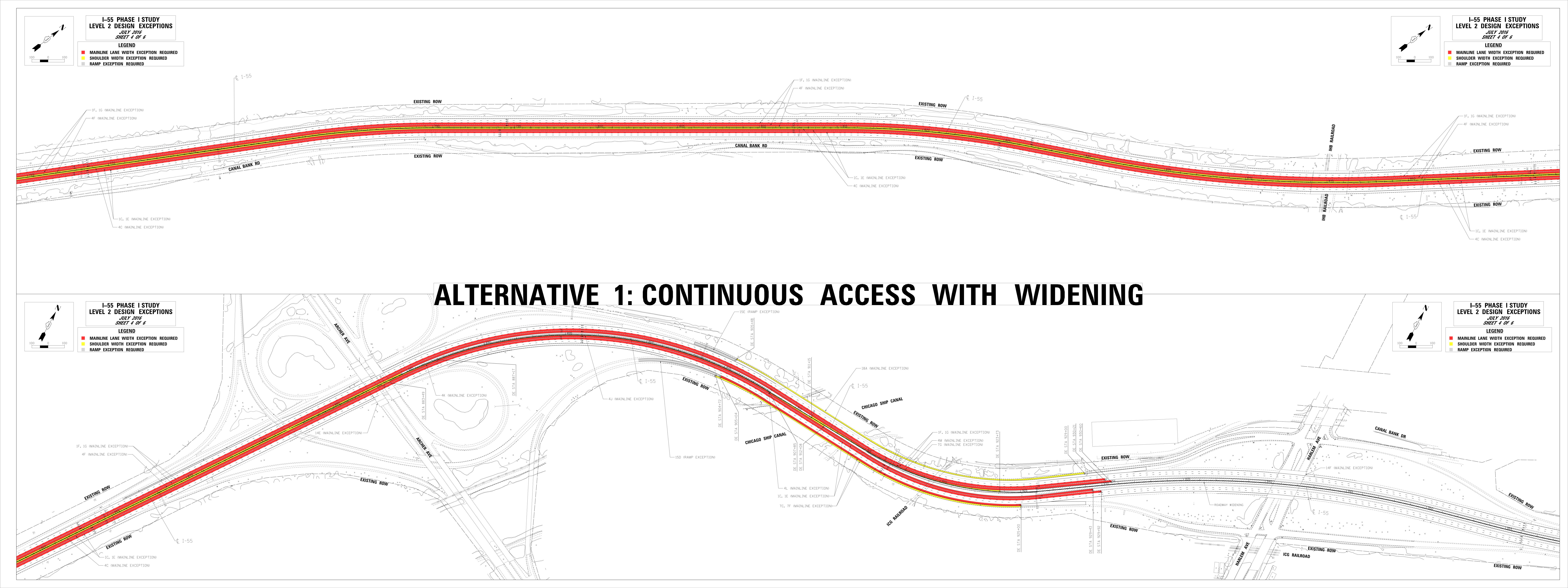
# Level One Design Exceptions Alternative 2: Controlled Access

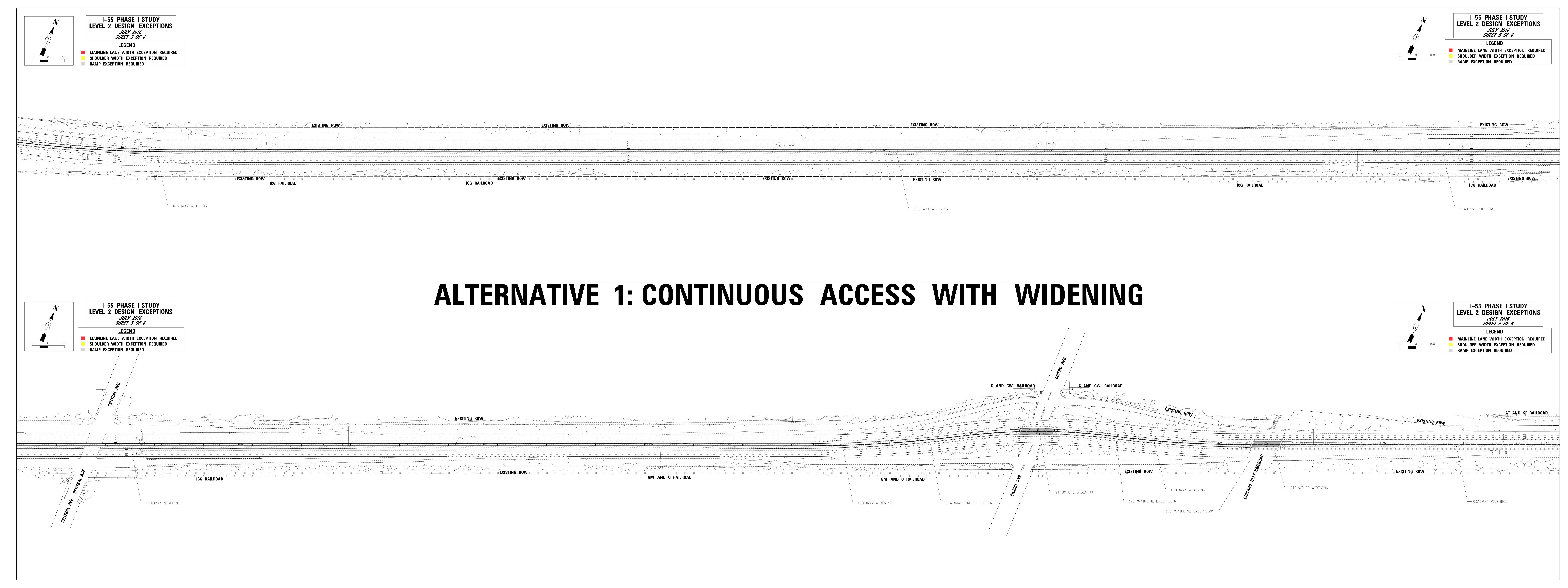
Proposed Design Value or Location Length														
No	. Design Element	BDE/ FHWA Policy	Proposed Design Value or Element (Exception)		Location  ** Note: Lane 1 is the managed lane  *General Purpose Lane								:h i.)	Justification
1	Lane Width (BDE Figure 44-5.A)	12'	11'	A. B. C. D. E. F.	NB NB NB NB SB	*Lane 1  **Lane 1  Lane 2  **Lane 1  Lane 2  **Lane 1  Lane 2	Sta. Sta. Sta. Sta. Sta. Sta. Sta.	199+35 219+05 216+05 598+87 599+56 300+35 300+35	to to to to to to to to	216+05 573+69 581+53 929+43 929+92 930+60 930+21	I-355 to Harlem Ave	1,700 35,500 36,500 33,100 33,000 63,000	(0.3) (6.7) (6.9) (6.3) (6.3) (11.9) (11.9)	
	(,			H. I.	SB SB	Lane 3 Lane 4	Sta. Sta.	585+88 585+84	to to	647+07 647+19	Joliet Rd to I-294 Tri-State	6,100 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.
			11'	J. K. L. M.	NB NB SB SB	**Lane 1 Lane 2 **Lane 1 Lane 2	Sta. Sta. Sta. Sta.	1321+05 1321+05 1246+99 1246+99	to to to	1360+84 1360+58 1405+66 1407+30	California Ave to Dan Ryan	4,000 4,000 15,900 16,000		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.
2	Lane 1 Weave Lane Width (BDE Figure 44-5.A)	12'	11'	A. B. C. D. E. F.	NB NB NB SB SB SB		Sta. Sta. Sta. Sta. Sta. Sta. Sta. Sta.	353+62 414+17 539+50 809+91 425+21 510+20 779+23	to to to to to to to	363+62 422+17 549+50 829+97 435+21 530+15 799+23	Lemont Rd to Archer Ave	1,000 800 1,000 2,000 1,000 2,000 2,000	(0.2) (0.2) (0.2) (0.4) (0.2) (0.4) (0.4)	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.
3	Lane 1 Buffer Width (BDE Figure 44-3L)	2'	0'	A. B.	NB SB		Sta. Sta.	607+77 581+69	to to	645+74 646+96	Joliet Rd to I-294 Tri-State	3,800 6,500	, ,	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.

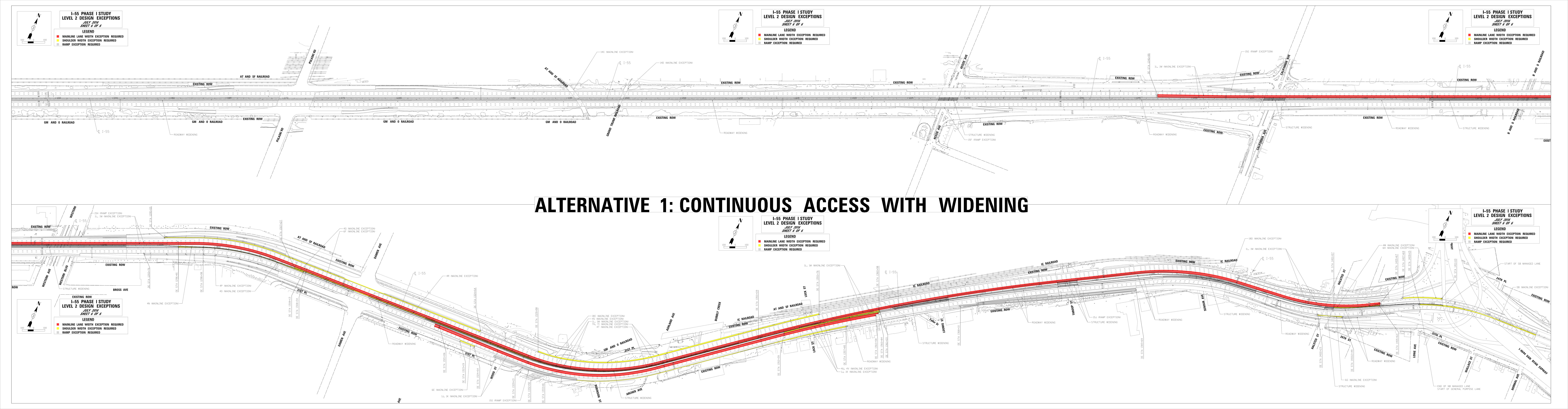












#### **Level One Design Exceptions Alternative 2: Controlled Access** Location Proposed Design Value or Length Design Element BDE/ FHWA Policy \*\* Note: Lane 1 is the managed lane Justification Element ft. (mi.) (Exception) \*General Purpose Lane 8' - 4.5' Α1 NB 218+35 219+05 100 (0.0)Sta. to 347+91 NB 219+05 to 12,900 (2.4)A. Sta. NB Sta. 380+82 to 410+22 2,900 (0.5)C. NB 437+62 493+00 5,500 (1.0)Sta. to NB 566+70 586+04 1,900 (0.4)D. Sta. to 4.5' E. SB 302+00 347+91 4,600 (0.9)Sta. to E1. SB Sta. 380+82 to 409+76 2,900 (0.5)F. SB 439+16 493+00 5,400 (1.0)Sta. to G. SB Sta. 566+70 576+80 1,000 (0.2)to 6.5' - 4.5' 200 SB 300+35 302+00 (0.0)G1. Sta. to 400 Н. NB & SB Sta. 347+91 to 351+41 (0.1)NB Sta. 410+22 to 411+97 200 (0.0)he design value mitigates impacts to multiple structures along I-55, frontage road and interchange terminals and minimizing -355 to Joliet Rd NB 493+00 to 496+50 400 (0.1)Sta. litch impact while providing a minimum of 4' buffer between the managed lanes and general purpose lanes and weave lanes 4.5' - 2' 200 K. SB Sta. 409+76 to 411+51 (0.0)at access points. SB 493+00 496+50 400 (0.1)Sta. to 377+32 2' - 4.5' M. NB & SB 380+82 400 (0.1)Sta. to Transitions (0.0)N. NB Sta. 435+87 to 437+62 200 Ο. NB Sta. 563+20 to 566+70 400 (0.1)SB 200 Ρ. Sta. 437+41 to 439+16 (0.0)Q. SB 566+70 400 (0.1)563+20 to Sta. 377+32 2,600 R. NB & SB Sta. 351+41 (0.5)to Inside (Lane 1/Managed S. NB Sta. 411+97 to 435+87 2,400 (0.5)Lane) Left Shoulder (1.3)T. NB Sta. 496+50 to 563+20 6,700 8' Width SB (0.5)U. 437+41 2,600 Sta. 411+51 to (BDE Figure 44-5.A) 563+20 (1.3)SB 496+50 to 6,700 4.5' - 8' ٧1 SB Sta. 576+80 579+23 200 0.04 to Joliet Rd to I-294 The design value is required to mitigate impacts to the I-55 and I-294 bridges, SB stopping sight distance, relocation of noise W. NB 586+04 645+96 6,000 (1.1)Sta. to 6.5' - 2' Tri-State wall barriers and changes to the I-294 interchanges while minimizing the impact to the environment. SB 586+67 646+73 6,000 (1.1)X. Sta. to Y. NB Sta. 646+49 to 740+14 9,400 (1.8)Z. 849+96 883+48 3,400 (0.6)NB Sta. to 6.5' AA. SB 646+72 740+14 9,300 (1.8)Sta. to AB. SB 883+48 (0.6)Sta. 849+96 to 3,400 AC. NB Sta. 740+14 to 741+05 100 (0.0)6.5' - 8' AD. SB Sta. 883+48 884+59 100 (0.0)to AE. NB Sta. 757+79 765+54 800 (0.2)to 8' - 2' 400 AF. SB (0.1)Sta. 911+14 to 915+01 he design value is required to mitigate impacts to multiple structures along I-55, environment, retaining walls, C-D roadways, AG. NB 843+66 I-294 Tri-State to 7,800 (1.5)Sta. 765+54 to nterchange terminals, railroad operation and stopping sight distance at Archer Ave and Harlem Ave while providing a AH. NB 907+84 Harlem Ave 2,100 (0.4)Sta. 887+16 to 2' ninimum of 2' buffer between the managed lanes and general purpose lanes and weave lanes at access points. AI. SB (0.1)Sta. 915+01 to 917+52 300 AJ. SB 765+54 to 843+66 7,800 (1.5)2' - 6.5' AK. 849+96 (0.1)NB Sta. 843+66 to 600 AL. SB Sta. 843+66 to 849+96 600 (0.1)6.5' - 2' AM. NB Sta. 883+48 to 887+16 400 (0.1)Transitions AN. SB Sta. 740+14 to 742+86 300 (0.1)AO. NB to 912+13 400 Sta. 907+84 (0.1)2' - 8' AP. SB 923+71 600 (0.1)917+52 to

# 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
		2' - 8'	AT. NB	Sta. 1296+81 to 1298+98		-	0.0) The design value exception mitigates impacts to the Damen Ave structure, adjacent interchanges, local streets, and ROW
			AU. NB	Sta. 1305+35 to 1308+12			0.1) while eliminating the SB stopping sight distance issue.
			AW. SB	Sta. 970+98 to 1008+21			0.7)
			AX. NB	Sta. 989+73 to 1031+53			0.8)
		4.5'	AY. SB	Sta. 1065+08 to 1091+87			0.5)
			AZ. NB	Sta. 1171+35 to 1208+17			0.7)
			BA. SB	Sta. 1212+47 to 1249+47			0.7)
			BB. NB	Sta. 1262+93 to 1289+73	_		0.5)
			BC. SB	Sta. 968+81 to 970+78			0.0)
			BD. SB	Sta. 1008+21 to 1010+66			0.0)
			BE. NB	Sta. 987+28 to 989+73	Damen Ave	,	0.0) The design value is required due to managed lane shift at ingress/egress location in the 60' median section. This shift allows
			BF. NB	Sta. 1031+53 to 1033+92		,	(0.0) I for the addition of weave lanes between the managed lanes and general purpose lanes.
		4.5' - 8'	BG. SB	Sta. 1062+92 to 1065+08		,	0.0)
Inside (Lane 1/Managed		or	BH. SB	Sta. 1091+87 to 1094+08			0.0)
Lane) Left Shoulder	8'	8' - 4.5'	BI. NB	Sta. 1168+92 to 1171+35		•	0.0)
Width	J	Transitions	BJ. NB	Sta. 1208+17 to 1210+62		200 (0.0)	·
(BDE Figure 44-5.A)			BK. SB	Sta. 1210+03 to 1212+47		-	0.0)
			BL. SB	Sta. 1249+47 to 1251+65		,	0.0)
			BM. NB	Sta. 1260+46 to 1262+93		-	0.0)
			BN. NB	Sta. 1289+73 to 1292+16		200 (	0.0)
		2'	BO. NB	Sta. 1298+98 to 1305+35		600 (	0.1) The design value mitigates the NB stopping sight distance issue located east of Damen Ave, improvements to the Damen Av
		5.5' - 8'	BP. SB	Sta. 1307+37 to 1308+34			(0.0) Interchanges POW impact, and environmental impact while improving traffic congestion by including another general
		5.5'	BQ. SB	Sta. 1308+34 to 1329+01	Damen Ave	· · · · · · · · · · · · · · · · · · ·	0.4) Jurnose Jane for the SR direction and providing a minimum 2' buffer between the general nurnose Janes and managed Jane
		5.5' - 2'	BR. SB	Sta. 1329+01 to 1332+92	Damen Ave	400 (	0.1) purpose rathe for the 3B direction and providing a minimum 2. butter between the general purpose rathes and managed rathe
		2'	BS. SB	Sta. 1332+92 to 1350+08	Damen Ave to Lock St	1,700 (0	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
		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	0.2) managed lanes.
		4' - 8'	BV. SB	Sta. 1401+57 to 1405+62	Dan Ryan	400 (0	The design value is required to mitigate the NB stopping sight distance issue while providing a minimum 2' buffer between t general purpose lanes and managed lanes.
Inside (Lane 1/General		10' - 6.5'	A1 SB	Sta. 248+24 to 250+00	I-355 to Lemont	200 (0	0.0) The design value is required to mitigate impacts to the I-55 structure over Lemont Rd. and changes to the Lemont Rd
Purpose Lane) Left	401	6.5'	A. SB	Sta. 250+00 to 300+35	Rd		0.9) interchange alignments.
Shoulder Width (BDE Figure 44-5.A)	10'	5' - 9'	B. NB	Sta. 1409+15 to 1420+00	Dan Ryan		The design value is required to mitigate improvements to the I-90/94 Dan Ryan structures while eliminating the SB stopping sight distance issue.

# Level One Design Exceptions Alternative 2: Controlled Access

									Alte	rnative 2:	Controlled Acces	ss .								
No	o. Design Element	BDE/ FHWA Policy	Proposed Design Value or Element (Exception)			*:		Location ane 1 is the r neral Purpos	manage			Leng ft. (m	•	Justification						
			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'	В. С.	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.						
	Outside Right Shoulder		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.						
6	Width (BDE Figure 44-5.A)	10'	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.						
				Α.	NB		Sta.	608+68	to	624+41	I-294 Tri-State	1,600	(0.3)	connecting SB I-294 and NB I-55 and environmental impact.						
	Auxiliary Lane Width (BDE Figure 37-2.C)	12'	11'	В.	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.						
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.						
	Auxiliary Lane Shoulder Width	10'	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.						
	(BDE Figure 37-2.C)	10	6' - 8'	F.	NB		Sta.	904+72	to	925+00	Chicago Sanitary and Ship Canal	2,000	, ,							
						G.	SB		Sta.	905+48	to	929+00	and Jinp Carlai	2,400 (0.5)   3						
									2' - 10'	Н.	NB		Sta.	1333+80	to	1357+85	Damen Ave to Lock St	2,400	(0.5)	The design value mitigates improvements to the L-SS structure over the GM and CTA Railroad. Ashland Ave and Rubbly Cre
			8' - 10'	l.	SB		Sta.	1329+98	to	1355+76	EOCK St	2,600	(0.5)	lanes and general purpose lanes.						
۵	Stopping Sight Distance	570' SSD for 60 mph design	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.						
ľ	(BDE Figure 32-4.A)	speed	510' SSD with achievable design speed of 55 mph	В.	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.						

14'1"

Sta

NR & SR

941+00

#### Level One Design Exceptions **Alternative 2: Controlled Access** Proposed Design Value or Location Length BDE/ FHWA Policy \*\* Note: Lane 1 is the managed lane Design Element Justification Element ft. (mi.) \*General Purpose Lane (Exception) 347+91 351+41 (0.1)NB Sta. to В. NB 377+32 380+82 400 (0.1)Sta. to C. SB 200 (0.0)Sta. 409+76 to 411+51 D. Sta. 410+22 to 411+97 200 (0.0)437+62 200 (0.0)E. NB Sta. 435+87 to SB 200 (0.0)F. 437+41 439+16 Sta. to G. SB 493+00 400 (0.1)Sta. to 496+50 Н. SB Sta. 532+36 to 535+90 400 (0.1)exhibit 400 (0.1)NB Sta. 533+74 to 537+30 400 (0.1)NB 563+20 to 566+70 Sta. Κ SB 600 (0.1)Sta. 759+24 to 765+54 L SB 801+41 to 807+71 600 (0.1)Sta. Managed Lane Lemont Rd to 600 The design value helps avoid placement of the ingress/egress locations at curves and bridge structures. This also helps Μ NB 801+42 to 807+72 (0.1)Sta. Taper Rate 115:1 70:1 Damen Ave provide greater spacing between other ingress/egress locations throughout the corridor. Ν NB Sta. 843+66 to 849+96 600 (0.1)(FHWA Figure 6-5) 0 SB Sta. 965+38 to 970+98 600 (0.1)984+13 Ρ NB Sta. to 989+73 600 (0.1)Q SB Sta. 1008+21 1013+81 600 (0.1)to 600 NB Sta. 1031+53 1037+12 (0.1)R. to S. Sta. 1059+48 to 1065+08 600 (0.1)600 Τ. SB Sta. 1091+87 1097+47 (0.1)to 600 U. NB 1165+77 1171+36 (0.1)Sta. to ٧. SB 1206+89 1212+49 600 (0.1)Sta. to W. NB Sta. 1208+17 to 1213+77 600 (0.1)SB 200 (0.0)X. Sta. 1249+27 to 1250+95 Y. NB 600 (0.1)Sta. 1257+33 to 1262+93 600 NB 1289+73 1295+33 (0.1)Sta. to Managed Lane The design value mitigates improvements to the Claredon Hills structure and Cass Ave entrance terminal while providing an Kingery Hwy to 13 1000' 800' 414+17 to Egress Distance NB 422+17 800 A. Sta. (0.2)Clarendon Hills access point at this location. (FHWA Figure 6-5) 14'3" NB & SB Sta. 649+00 Willow Springs Rd 14'7" Sta. 702+00 La Grange Rd B. NB & SB This vertical clearance is an existing design that will not be influenced by the proposed managed lanes. Vertical Clearence 1196+00 15' 14'3" C. NB & SB Sta. AT&SF RR (BDE Figure 44-5.A) 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

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

	Alternative 2: Controlled Access													
No.	Design Element	BDE/ FHWA Policy	Proposed Design Value or Element (Exception)				Location Lane 1 is the reneral Purpos	manage			Leng ft. (m		Justification	
(В	Entrance Terminal DE 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.	
(E	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)	В.	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.	
1	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.	
(E	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	
(E	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.	

Level Two Design Exceptions	
Alternative 2: Controlled Acces	S

		Alternative 2: Controlled Access														
N	. Design Element	BDE/ FHWA Policy	Proposed Design Value or Element (Exception)			*:		Location Lane 1 is the r eneral Purpos	-			Length ft. (mi.)		Justification		
1	2	12'	11'	A. B. C. D. E. F.	NB NB NB NB SB	*Lane 1  **Lane 1  Lane 2  **Lane 1  Lane 2  **Lane 1  Lane 1  Lane 2	Sta. Sta. Sta. Sta. Sta. Sta. Sta.	199+35 219+05 216+05 598+87 599+56 300+35 300+35	to to to to to to to	216+05 573+69 581+53 929+43 929+92 930+60 930+21	I-355 to Harlem Ave	1,700 35,500 36,500 33,100 33,000 63,000 63,000	(0.3) (6.7) (6.9) (6.3) (6.3) (11.9) (11.9)			
			11'	H. I. J. K. L.	SB SB NB NB SB	Lane 3 Lane 4  **Lane 1 Lane 2  **Lane 1 Lane 2	Sta. Sta. Sta. Sta. Sta. Sta. Sta. Sta.	585+88 585+84 1321+05 1321+05 1246+99 1246+99	to to to to to to	647+07 647+19 1360+84 1360+58 1405+66 1407+30	Joliet Rd to I-294 Tri-State California Ave to Dan Ryan	6,100 6,100 4,000 4,000 15,900 16,000	(1.2) (0.8) (0.8)	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.  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.		
2	Lane 1 Weave Lane Width (BDE Figure 44-5.A)	12'	11'	A. B. C. D. F.	NB NB NB NB SB SB	Lanc 2	Sta. Sta. Sta. Sta. Sta. Sta. Sta. Sta.	353+62 414+17 539+50 809+91 425+21 510+20 779+23	to to to to to to to to	363+62 422+17 549+50 829+97 435+21 530+15 799+23	Lemont Rd to Archer Ave	1,000 800 1,000 2,000 1,000 2,000 2,000	(0.2) (0.2) (0.2) (0.4) (0.2) (0.4) (0.4)	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.		
3	Lane 1 Buffer Width (BDE Figure 44-3L)	2'	0'	A. B.	NB SB		Sta. Sta.	607+77 581+69	to to	645+74 646+96	Joliet Rd to I-294 Tri-State	3,800 6,500		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.		

							Lev	el Two D	esign Exceptions	;			
							Alter	native 2	Controlled Acce	ss			
			Proposed Design Value or			Location				Leng	th		
No	. Design Element	BDE/ FHWA Policy	Element (Exception)			ane 1 is the i eneral Purpos	_			ft. (m		Justification	
-			(Exception)	A4 ND						100	(0.0)		
			8' - 4.5'	A1 NB	Sta.	218+35	to	219+05	-	100	(0.0)		
				A. NB B. NB	Sta. Sta.	219+05 380+82	to to	347+91 410+22		12,900 2,900	(2.4) (0.5)		
				C. NB	Sta.	437+62	to	493+00		5,500	(0.3) $(1.0)$		
				D. NB	Sta.	566+70	to	586+04		1,900	(0.4)		
			4.5'	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)		
				H. NB & SB	Sta.	347+91	to	351+41		400	(0.1)		
				I. NB	Sta.	410+22	to	411+97 496+50	I-355 to Joliet Rd	200 400	(0.0)	The design value initigates impacts to multiple structures along 1-55, frontage road and interchange terminals and initimizing	
			4.5' - 2'	J. NB K. SB	Sta. Sta.	493+00 409+76	to to	496+50	1-333 to Jollet Nu	200	(0.1) (0.0)	ditch impact while providing a minimum of 4 burier between the managed lanes and general purpose lanes and weave lanes	
			or	L. SB	Sta.	493+00	to	496+50		400	(0.1)	at access points.	
			2' - 4.5'	M. NB & SB	Sta.	377+32	to	380+82		400	(0.1)		
			Transitions	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)		
				R. NB & SB	Sta.	351+41	to	377+32		2,600	(0.5)		
	Inside (Lane 1/Managed Lane) Left Shoulder		21	S. NB T. NB	Sta.	411+97	to	435+87		2,400	(0.5)		
4	Width	8'	2'	T. NB U. SB	Sta. Sta.	496+50 411+51	to to	563+20 437+41		6,700 3,600	(1.3)		
	(BDE Figure 44-5.A)			V. SB	Sta.	496+50	to	563+20					
	(,		4.5' - 8'	V1 SB	Sta.	576+80	to	579+23		200	0.04		
				W. NB	Sta.	586+04	to	645+96	Joliet Rd to I-294	6,000			
			6.5' - 2'	X. SB	Sta.	586+67	to	646+73	Tri-State	6,000			
				Y. NB	Sta.	646+49	to	740+14		9,400	(1.8)		
			6.5'	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 AD. SB	Sta. Sta.	740+14 883+48	to	741+05 884+59		100 (0.0) 100 (0.0)			
				AE. NB	Sta.	757+79	to	765+54	-	800	(0.0)		
			8' - 2'	AF. SB	Sta.	911+14	to	915+01		400	(0.1)		
				AG. NB	Sta.	765+54	to	843+66	I-294 Tri-State to	7,800	(1.5)	The design value is required to initigate impacts to multiple structures along 1-55, environment, retaining wans, C-D roadways,	
			2'	AH. NB	Sta.	887+16	to	907+84	Harlem Ave	2,100	(0.4)		
			2	AI. SB	Sta.	915+01	to	917+52		300	(0.1)		
				AJ. SB	Sta.	765+54	to	843+66	_	7,800	(1.5)		
1			2' - 6.5'	AK. NB	Sta.	843+66	to	849+96		600	(0.1)		
			or	AL. SB	Sta.	843+66	to	849+96		600	0 (0.1)		
			6.5' - 2' Transitions	AM. NB	Sta.	883+48	to	887+16		400	(0.1)		
				AN. SB AO. NB	Sta. Sta.	740+14 907+84	to to	742+86 912+13	-	300 400	(0.1)		
			2' - 8'	AP. SB	Sta.	917+52	to	923+71		600	(0.1)		
_			1	35	Jtd.	5 <u> </u>		5_5.,1	ı		(3.1)	L	

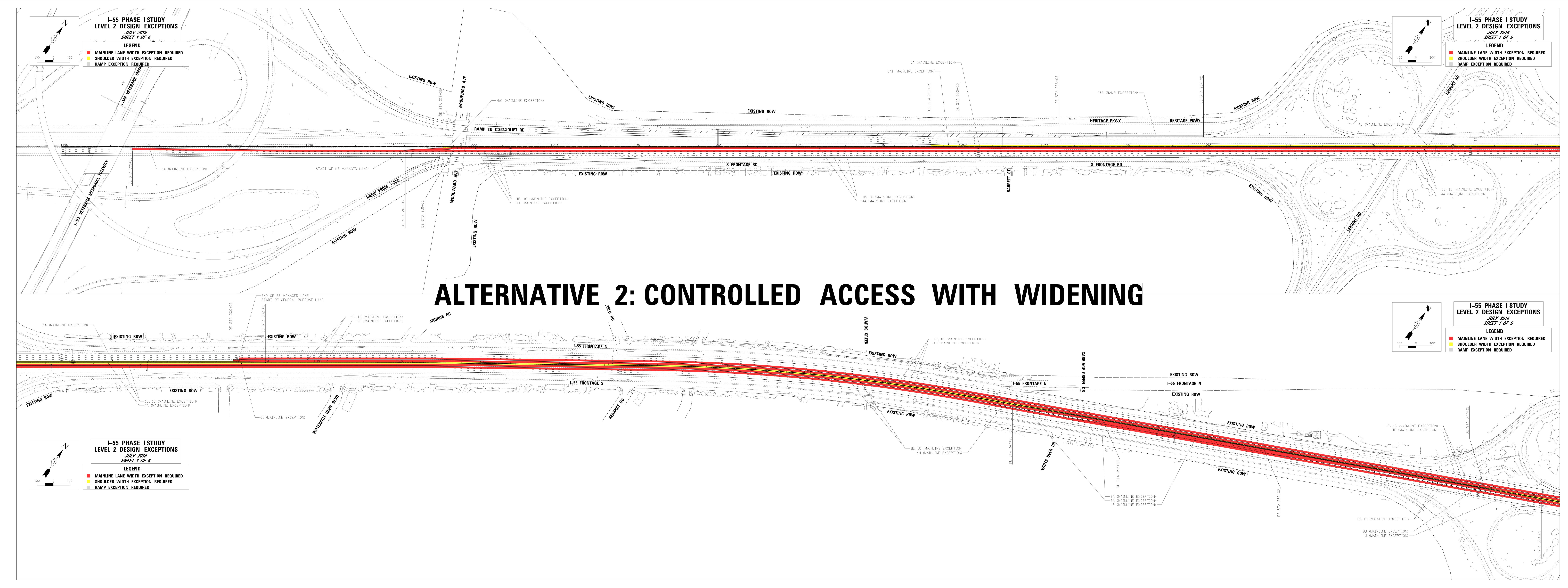
Level Two Design Exceptions
Alternative 2: Controlled Access

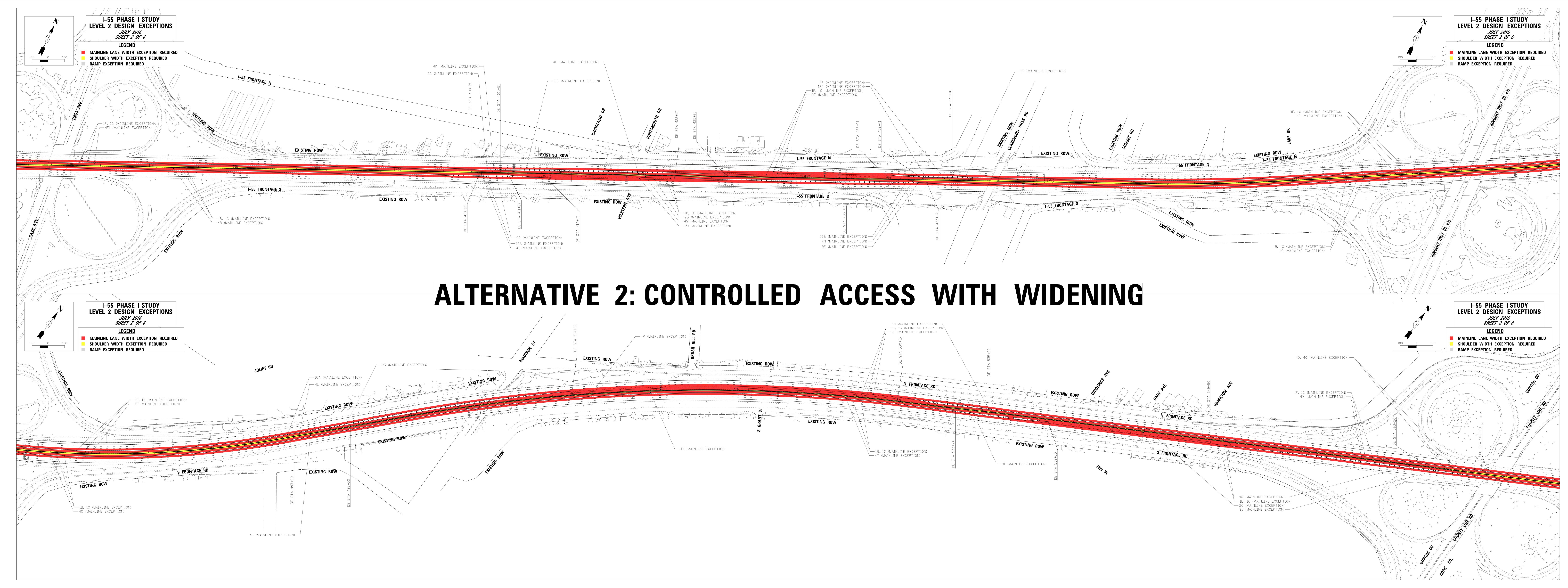
Alternative 2: Controlled Access													
No. Design Element	BDE/ FHWA Policy	Proposed Design Value or Element (Exception)				Location ane 1 is the r neral Purpos	se Lane			Leng ft. (m	ni.)	Justification	
		2' - 8'		NB NB	Sta. Sta.	1296+81 1305+35	to to	1298+98 1308+12		200 300		The design value exception mitigates impacts to the Damen Ave structure, adjacent interchanges, local streets, and ROW while eliminating the SB stopping sight distance issue.	
		4.5'	AX. N AY. S AZ. N BA. S BB. N	SB NB SB NB SB NB	Sta. Sta. Sta. Sta. Sta. Sta.	970+98 989+73 1065+08 1171+35 1212+47 1262+93	to to to to to to to	1008+21 1031+53 1091+87 1208+17 1249+47 1289+73		3,700 4,200 2,700 3,700 3,700 2,700	(0.7) (0.8) (0.5) (0.7) (0.7) (0.5)		
Inside (Lane 1/Managed Lane) Left Shoulder Width (BDE Figure 44-5.A)	d 8'	4.5' - 8' or 8' - 4.5' Transitions	BD. SS BE. M BF. M BG. SS BH. SS BI. M BJ. M BJ. M BJ. SS BL. SS BM. M	SB SB NB NB SB SB NB NB NB NB NB SB SB NB	Sta. Sta. Sta. Sta. Sta. Sta. Sta. Sta.	968+81 1008+21 987+28 1031+53 1062+92 1091+87 1168+92 1208+17 1210+03 1249+47 1260+46 1289+73	to t	970+78 1010+66 989+73 1033+92 1065+08 1094+08 1171+35 1210+62 1212+47 1251+65 1262+93 1292+16	Harlem Ave to Damen Ave	200 200 200 200 200 200 200 200 200 200	(0.0) (0.0) (0.0) (0.0) (0.0) (0.0) (0.0) (0.0) (0.0) (0.0) (0.0)	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.	
		2'		NB	Sta.	1298+98	to	1305+35	Damen Ave	600	(0.1)	The design value mitigates the NR stopping sight distance issue located east of Damen Ave, improvements to the Damen Ave	
		5.5' - 8'		SB	Sta.	1307+37	to	1308+34	Damen Ave	100	(0.0)	interchanges POW impact and environmental impact while improving traffic congection by including another general	
		5.5'		SB	Sta.	1308+34	to	1329+01	Damen Ave	2,100	(0.4)	number lane for the SR direction and providing a minimum 2' huffer between the general number lanes and managed lanes	
		5.5' - 2' 2'		SB SB	Sta. Sta.	1329+01 1332+92		1332+92 1350+08	Damen Ave Damen Ave to Lock St	1,700	(0.1)	The design value is required to mitigate impacts to the GM and CTA Railroad, ROW, structure over Bubbly Creek,	
		2' - 8'	BT.	SB	Sta.	1350+08	to	1360+97	Dan Ryan	1,100	(0.2)	environmental and stopping sight distance while providing a minimum 2' buffer between the general purpose lanes and	
		6' - 8'	BU. N	NB	Sta.	1352+39	to	1361+03	Lock St.	900	(0.2)	managed lanes.	
		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.	
Inside (Lane 1/General		10' - 6.5'	A1 5	SB	Sta.	248+24	to	250+00	I-355 to Lemont	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	
Purpose Lane) Left	10'	6.5'	A. S	SB	Sta.	250+00	to	300+35	Rd	5,000	(0.9)	interchange alignments.	
Shoulder Width (BDE Figure 44-5.A)	10	5' - 9'	В. М	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.	

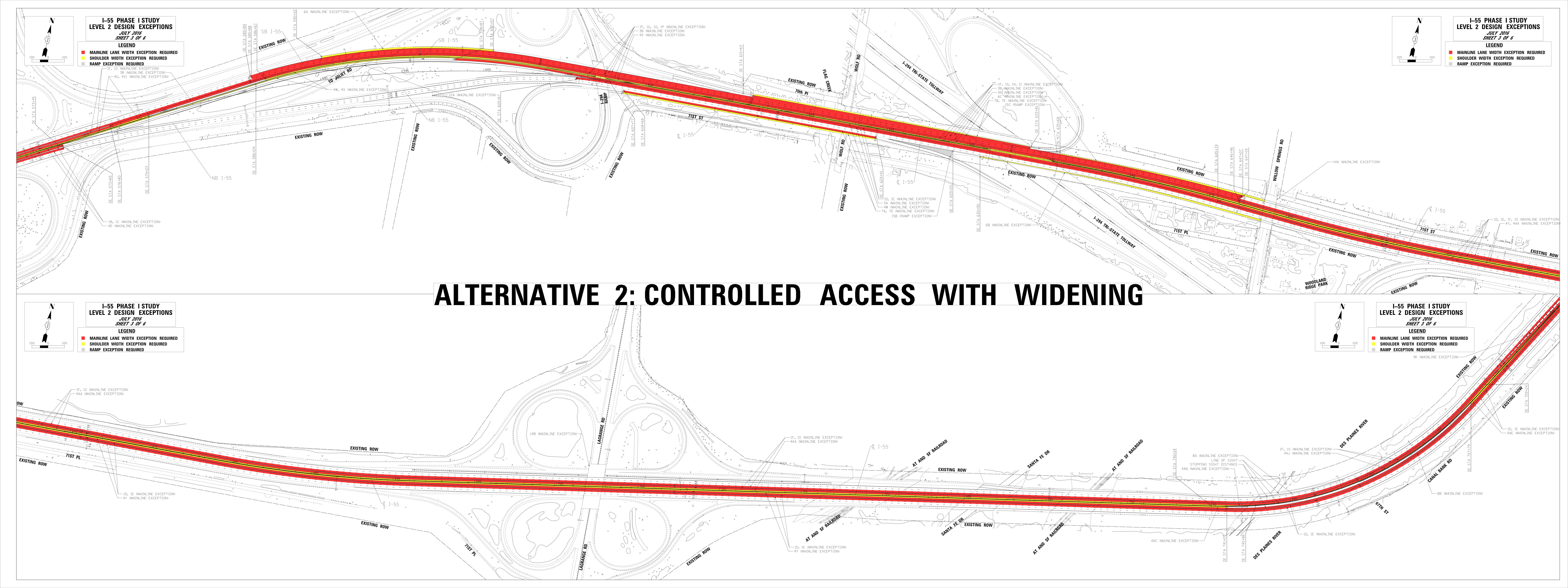
	Level Two Design Exceptions  Alternative 2: Controlled Access																
No. Design Element	BDE/ FHWA Policy	Proposed Design Value or Element (Exception)			**		Location ane 1 is the r eneral Purpos	manage			_	ength (mi.) Justification					
		7' - 10'	A.	SB		Sta.	590+22	to	600+57	Joliet Rd Terminal	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'	В. С.	NB SB		Sta. Sta.	630+90 635+67	to to	648+60 648+50	I-294 Tri-State	1,800 1,300	` 'IThe design value is required to mitigate improvements to the I-294 structure and drainage system located on the shoulders					
Outside Right Shoulder		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.					
6 Width (BDE Figure 44-5.A)	10'	4' - 8'	F.	SB		Sta.	1295+55	to	1324+54	Damen Ave	2,900	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	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.					
	12'			A.	NB		Sta.	608+68	to	624+41	I-294 Tri-State	1,600	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.				
Auxiliary Lane Width (BDE Figure 37-2.C)		11'	В.	SB		Sta.	616+52	to	633+81	I-294 Tri-State	1,700	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.					
7			401	8'	D.	NB		Sta.	608+68	to	624+41	I-294 Tri-State	1,600	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.			
Auxiliary Lane Shoulder Width				10'	10'	10'	10'	10'	10'	2' - 7'	E.	SB		Sta.	616+52	to	633+81
(BDE Figure 37-2.C)	10	6' - 8'	F.	NB		Sta.	904+72	to	925+00	Chicago Sanitary	2,000						
			G.	SB		Sta.	905+48	to	929+00	and Ship Canal	2,400						
		2' - 10'	Н.	NB		Sta.	1333+80	to	1357+85	Damen Ave to	2,400	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	EOCK St	2,600	(0.5) lanes and general purpose lanes.					
Stopping Sight Distance	570' SSD for 60 mph design	ance 570' SSD for 60 mph design design speed of 55 mph A. SB Lane 3 Sta. 741+16 to 757+72 Des Plaines River 1,700 (0.3) stopping sight distance while providing a minimum 2' buffer	(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.														
(BDE Figure 32-4.A)	speed	510' SSD with achievable design speed of 55 mph	В.	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.					

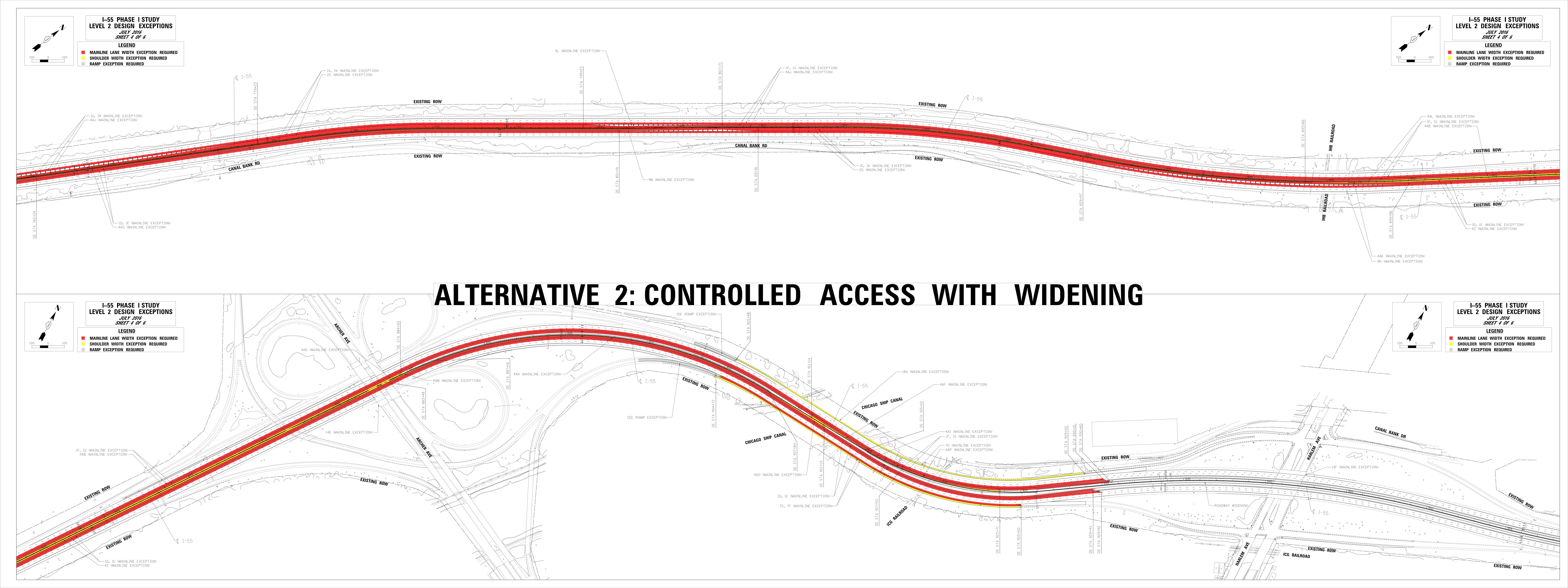
	Level Two Design Exceptions  Alternative 2: Controlled Access														
No.	Design Element	BDE/ FHWA Policy	Proposed Design Value or Element (Exception)		Loca ** Note: Lane 1 is *General Pu	the managed lane		Length ft. (mi.)  Justification							
9	Managed Lane Taper Rate (FHWA Figure 6-5)	115:1	70:1	A. NB B. NB C. SB D. NB E. NB F. SB G. SB H. SB I. NB J NB K SB L SB M NB N NB N NB O SB P NB Q SB R. NB S. SB T. SB U. NB V. SB W. NB X. SB Y. NB Z. NB	Sta.       347+         Sta.       377+         Sta.       410+         Sta.       435+         Sta.       437+         Sta.       532+         Sta.       533+         Sta.       563+         Sta.       801+         Sta.       801+         Sta.       965+         Sta.       1008+         Sta.       1091+         Sta.       1206+         Sta.       1208+         Sta.       1249+         Sta.       1257+         Sta.       1289+	32         to         380+82           76         to         411+51           22         to         411+97           87         to         437+62           41         to         439+16           00         to         496+50           36         to         535+90           74         to         537+30           20         to         566+70           24         to         765+54           41         to         807+71           42         to         807+72           66         to         849+96           38         to         970+98           13         to         989+73           +21         to         1013+81           +53         to         1037+12           +48         to         1065+08           +87         to         107+47           +77         to         1171+36           +89         to         1212+49           +17         to         1250+95           +33         to         1262+93	Lemont Rd to Damen Ave	400 (0.1) 400 (0.1) 400 (0.0) 200 (0.0) 200 (0.0) 200 (0.0) 400 (0.1) 400 (0.1) 400 (0.1) 600 (0.1)							
12	Clear Roadway Bridge Width (BDE Figures 37-4.G & 39- 5.F)	30'	28'	A. NB **Lane 1	Sta. 590+	67 to 593+59	Joliet Rd	300 (0.1) The design value minimizes the environmental impact at Joliet Rd.							
13	Managed Lane Egress Distance (FHWA Figure 6-5)	1000'	800'	A. NB	Sta. 414+	17 to 422+17	Kingery Hwy to Clarendon Hills	800 (0.2)							
14	Vertical Clearence (BDE Figure 44-5.A)	15'	14'3" 14'7" 14'3" 14'3"	A. NB & SB  B. NB & SB  C. NB & SB  D. NB & SB	Sta. Sta. Sta. Sta. Sta.	649+00 702+00 1196+00 1199+00	Willow Springs Rd  La Grange Rd  AT&SF RR  Grand Truck RR	This vertical clearance is an existing design that will not be influenced by the proposed managed lanes.							
			14'0" 14'1"	E. NB & SB F. NB & SB	Sta. Sta.	883+00 941+00	IL 171 Harlem Ave	Structure to be replaced at 15' vertical clearance  This vertical clearance is an existing design that will not be influenced by the proposed managed lanes.							

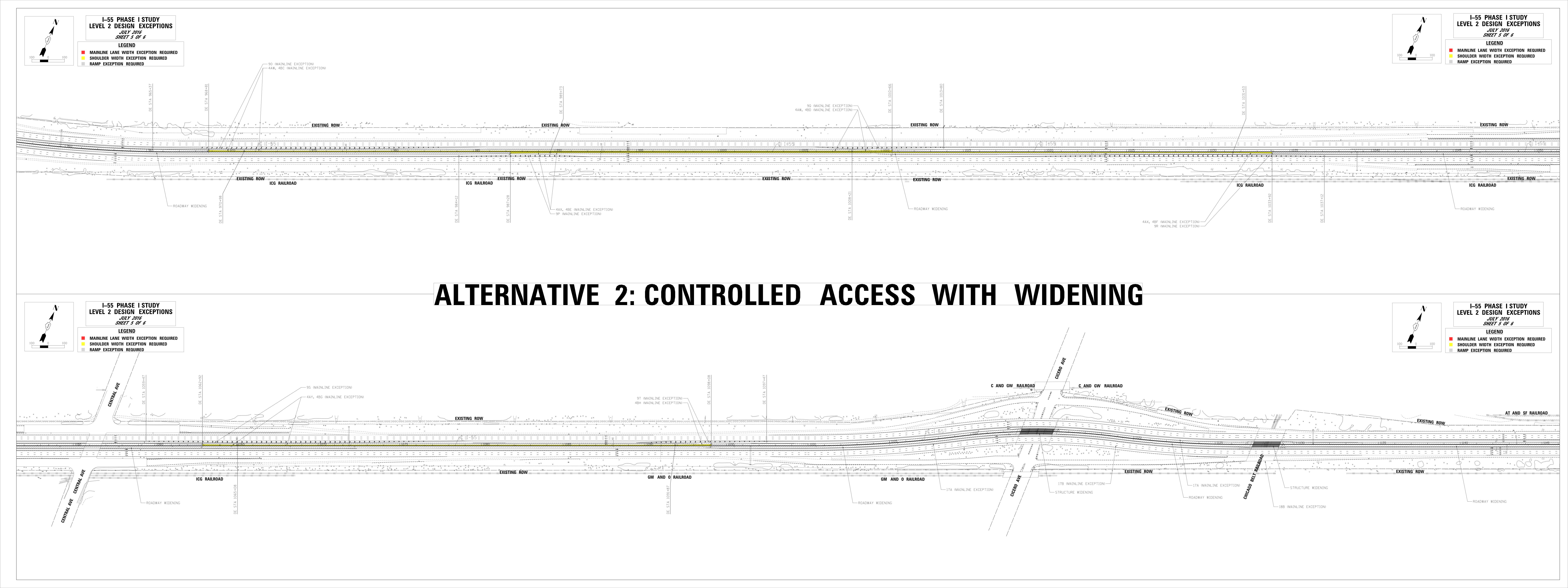
									sign Exceptions Controlled Acce			
No. Design Element	BDE/ FHWA Policy	Proposed Design Value or Element (Exception)				Location ane 1 is the r eneral Purpos	_			Lengt ft. (m		Justification
Entrance Terminal (BDE Figures 37-6.L & 3 6.N)	(1) 1000' Auxiliary Lane (2) 550' Taper (3) 200' Tangent (4) 400' 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 & 3 6.B)	(1) 140' Tangent (7-(2) 100' Structure Separation (3) 550' Recovery Area	(1) 0' (10' existing) (2) 0' (0' existing) (3) 340' (375' existing)	В.	NB	Sta.	625+13	to	629+20	I-294 Tri-State	400	(0.1)	The design values mitigate reconstruction of the Wolf Rd and I-55 interchanges and changes to the auxiliary lane's weave length.
Entrance Terminal (BDE Figures 37-2.C, 37 6.L & 37-6.N)	(1) 643' Radius (2) 200' Tangent (3) 400' Tangent (4) 45 mph design speed	(1) 300' (300' existing) (2) 0' (0' existing) (3) 0' (0' existing) (4) 30 mph design speed (20 mph posted speed)	C.	SB	Sta.	634+50	to	635+68	I-294 Tri-State	100	(0.0)	The design values mitigate reconstructions of the I-294 structure and interchange and potential ROW and environmental impact.
Entrance Terminal (BDE Figures 37-2.C & 3 6.L)	7- (2) 400' Tangent	(1) 0' (0' existing) (2) 0' (0' existing)	D.	NB	Sta.	899+70	to	905+93	Archer Ave	600	(0.1)	The design value mitigates the widening of I-55 near the Chicago Ship Canal and matches with the existing geometry for the entrance ramp from Archer Ave.
Exit Ramp Terminal (BDE Figures 37-2.C & 3 6.B)	7-314.82' Tangent	0' (0' existing)	E.	SB	Sta.	902+80	to	905+48	Archer Ave	300	(0.1)	The design value is required to mitigate reconfiguration of the Archer Ave interchange in order to relocate the terminals to a tangent section of the mainline.
Exit Ramp Terminal (BDE Figures 37-6.B)	1500' Auxiliary Lane	400' (400' existing)	F.	NB	Sta.	1226+65	to	1230+59	Kedzie Ave	400	(0.1)	The design value is an existing substandard value.
Exit Ramp Terminal (BDE Figures 37-2.C & 3 6.B)	7-(1) 314.82' (2) 4° Deflection	(1) 283' (2) 4° 24' 0"	G.	SB	Sta.	1252+82	to	1255+66	California Ave	300	(0.1)	The design value is required to match the proposed drop off lane to the existing exit terminal.
Entrance Terminal (BDE Figure 37-6.K)	(1) 950' Taper (2) 100' Stub Seperation	(1) 808' (2) 76'	Н.	SB	Sta.	1283+15	to	1292+21	Damen Ave	900	(0.2)	The design value mitigates widening of the structure to provide a 6' outside shoulder for the exit terminal.
Entrance Terminal (BDE Figures 37-2.C & 3 6.L)	.7-6' Right Shoulder	2.5' - 6'	I.	NB	Sta.	1329+12		1333+80	Damen Ave	500	(0.1)	The design value mitigates the NB stopping sight distance issue located east of Damen Ave, improvements to the Damen Ave interchanges, ROW impact, and environmental impact while improving traffic congestion by including another general purpose lane for the SB direction and providing a minimum 2' buffer between the general purpose lanes and managed lanes.
Exit Ramp Terminal (BDE Figures 37-2.C & 3 6.C)	(1) 228.97' Tangent (2) 114.64' Tangent (7-(3) 10' Right Shoulder (4) Left Shoulder (5) 12' Lane Width	(1) 183.08' (2) 102.16' (3) 0.7' (4) 0.6' (5) 11'	J	NB	Sta.	1368+10	to	1383+69	Dan Ryan	1,600	(0.3)	The design values mitigate improvement to the I-55 structure over Throop St, additional ROW and environmental impact.
Level of Service (BDE Figure 44-5.A)	LOS C (General Purpose Lanes)	LOS E - F (General Purpose Lanes)	A.	NB & SB	Sta.	195+00	to	1420+00	I-355 to I-90/94	122500	(23.2)	Due to the space restraint of I-55, a lane addition to both direction will not increase the level of service to C within the corridor.
Superelevation development at revers curves	e 172	0' (0' existing)	A.	NB & SB	Sta.	1109+27	to	1109+27	Cicero Ave	0	0	This design value is an existing design element that will not be influenced by the proposed group and lange
(BDE Figures 32-3.E, 32 3.G & 32-3.I & BDE Eq 32-3.4)		0' (0' existing)	В.	NB & SB	Sta.	1118+98	to	1118+98	Cicero Ave	0	0	This design value is an existing design element that will not be influenced by the proposed managed lanes.
			A.	NB & SB	Sta.	908+13	to	915+18	Chicago Sanitary and Ship Canal	710	(0.13)	
Superelevation 18 Transition on Bridges	Avoid superelevation transition on bridges and bridge	Located on bridges and/or	В.	NB & SB	Sta.	1127+32	to	1128+97	Chicago Belt RR	170	(0.03)	This design value is an existing design element that will not be influenced by the proposed managed lanes.
(BDE 32-3.E)	approaches	bridge approaches	C.	NB & SB	Sta.	1319+62	to	1348+25	GM&O RR and Ashland	2,860	(0.54)	
			D.	NB & SB	Sta.	1386+16	to	1394+50	Senour Ave	830	(0.16)	

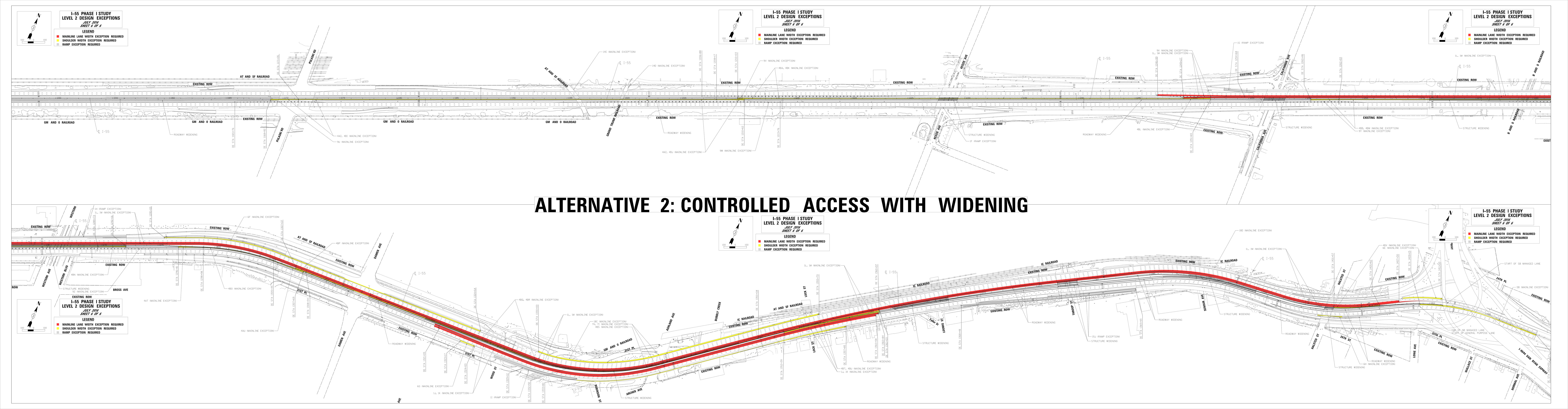












										Level One	Design Exception	on		
									Altei	rnative 3:	Interim Improve	ement		
No.	Design Element	BDE/ FHWA Policy	Proposed Design Value or Element (Exception)			ķ		Location ane 1 is the r eneral Purpo	manage			Leng ft. (m		Justification
				A. B. C. D. E. F.	NB NB NB NB SB SB	*Lane 1  **Lane 1  **Lane 1  Lane 2  Lane 2  **Lane 1  Lane 2	Sta. Sta. Sta. Sta. Sta. Sta. Sta.	199+35 219+05 598+87 216+05 599+57 300+35 300+35	to to to to to to to to to	216+05 574+19 929+43 581+54 929+92 930+60 930+21	I-355 to Harlem Ave	1,700 35,500 33,100 36,500 33,000 63,000	(0.3) (6.7) (6.3) (6.9) (6.3) (11.9) (11.9)	
	Lane Width			H. 1	SB SB	Lane 3	Sta. Sta.	585+88 585+84	to to	647+07 647+19	Joliet Rd to I-294 Tri-State	6,100 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.
1	(BDE Figure 44-5.A)	12'	11'	J. K. L.	NB NB SB SB	**Lane 1 Lane 2 **Lane 1 Lane 2	Sta. Sta. Sta. Sta.	1100+55 1100+30 1099+11 1099+26	to to to to	1138+39 1138+39 1138+72 1138+72	Cicero Ave	3,800 3,800 4,000 3,900	(0.7) (0.7) (0.8) (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.
				O. P. Q. R.	NB NB SB SB SB	**Lane 1 Lane 2 **Lane 1 Lane 2 *Lane 1	Sta. Sta. Sta. Sta. Sta.	1221+36 1221+36 1221+78 1221+78 1410+43	to to to to	1408+78 1408+78 1404+95 1410+43 1415+57	Kedzie Ave to Dan Ryan	18,700 18,700 18,300 18,900 500	(3.5) (3.5) (3.5) (3.6) (0.1)	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.
3	Lane 1 Buffer Width (BDE Figure 44-3L)	2'	0'	A. B.	NB SB		Sta. Sta.	607+77 581+69	to to	645+74 646+96	Joliet Rd to I-294 Tri-State	3,800 6,500	(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.

_										Design Exception			
			_					Alte	rnative 3:	Interim Improve	ement		
No.	Design Element	BDE/ FHWA Policy	Proposed Design Value or Element (Exception)				Location Lane 1 is the General Purpo	manage			Leng ft. (m		Justification
			8' - 6.5'	A1.	NB	Sta.	218+70		219+05		0	(0.00)	
			6.5'	A. B. C. D. E.	NB NB NB SB SB	Sta. Sta. Sta. Sta. Sta. Sta.	219+05 646+49 758+74 300+35 646+72 758+74	to to to to to	586+10 740+14 883+49 581+70 740+14 883+49	l-355 to Harlem Ave	36,700 9,400 12,500 28,100 9,300 12,500	٠,	The design value is required to mitigate impacts to multiple I-55 and I-294 structures while minimizing the impact to the environment and providing a minimum 2' buffer between the managed lanes and general purpose lanes.
			6.5' - 8'	F1.	SB	Sta.	581+70	to	582+70	Joliet Rd Terminal	100	0.02	
			2' - 6.5'	G.	NB	Sta.	586+10	to	646+49	to Willow Springs	6,000		The design value is required to mitigate impacts to the I-55 and I-294 bridges, SB stopping sight distance, relocation of noise
			8' - 2'	Н.	SB	Sta.	586+71	to	646+72	Rd	6,000	(1.1)	wall barriers and changes to the I-294 interchanges while minimizing the impact to the environment.
			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 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	7 W 6.11C. 7 11C	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		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 sig
	nside (Lane 1/Managed			M.	SB	Sta.	911+15	to	923+73		1,300	(0.2)	distance issues.
	Lane) Left Shoulder	O.	2' - 8'	N.	NB	Sta.	1111+65	to	1115+39	Cicero Ave	400	(0.1)	
+	Width (BDE Figure 44-	8'	5' - 8'	0.	SB	Sta.	1112+84		1115+45		300	(0.1)	
	5.A)		2' - 8'	Р.	NB	Sta.	1124+50		1129+27	Chicago Belt	500	(0.1)	
			2' - 8'	Q.	SB	Sta.	1127+02		1131+21 1229+71	Railroad	400	(0.1)	
			2' - 8'	R. S.	NB SB	Sta. Sta.	1225+52 1227+40		1229+71	Kedzie Ave	400 400	(0.1)	
			2' - 8'	T.	NB	Sta.	1254+09	to	1258+47		400	(0.1)	
			3' - 8'	U.	SB	Sta.	1256+08	to	1260+07	California Ave	400	(0.1)	
			2' - 8'	V.	NB	Sta.	1269+29	to	1293+22	Western Ave and	2,400	(0.5)	
			2' - 8'	W.	SB	Sta.	1270+58	to	1294+62	Railroad	2,400	(0.5)	] The design value permits the structural median widening for a later date when the structure requires rehabilitation which in
			6' - 8'	X.	NB	Sta.	1318+18	to	1324+18	Damen Ave	600	. ,	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' - 8'	Y.	SB	Sta.	1318+62	to	1349+59	Damen Ave to Lock St	3,100	(0.6)	general purpose lanes and a minimum 2 ft misiae shoulder.
			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.			1362+04		1368+50		600	(0.1)	
			3' - 8'	AC.	NB		1375+79		1378+64	Throop St.	300	(0.1)	
			2' - 8'		SB		1376+84		1379+85	Canas A .	300	(0.1)	
			2' - 8'	AŁ.	NB		1385+95		1394+52	Senour Ave	900	(0.2)	
			5' - 8'	AF.	NB		1400+59		1401+48	Halsted Ave	100	(0.0)	

									Level One	Design Exception	n		
								Alte	rnative 3:	Interim Improve	ement		
No.	Design Element	BDE/ FHWA Policy	Proposed Design Value or Element (Exception)				Location Lane 1 is the General Purpo	manag			Leng ft. (m		Justification
	Inside (Lane 1/General		10' - 6.5'	A1.	SB	Sta.	248+24	to	250+00	I-355 to Lemont	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
5	Purpose Lane) Shoulder Width	10'	6.5'	A.	SB	Sta.	250+00	to	300+35	Rd	5,000	(0.9)	interchange alignments.
	(BDE Figure 44-5.A))		5' - 10'	В.	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.
			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'	В. С.	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.
			6' - 10'	E.	NB	Sta.	1103+29	to	1125+73	Cicero Ave	2,200	٠,	The design value permits the structural median widening for a later date when the superstructure requires rehabilitation
			3' - 10'	F.	SB	Sta.	1106+09	to	1125+68		2,000		which in turn decreases the cost of the project.
			8' - 10'	G. H.	NB SB	Sta. Sta.	1237+93 1235+14	to to	1251+27 1251+48	Kedzie Ave to California Ave	1,300 1,600		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.
6	Outside Right Shoulder Width	10'	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
	(BDE Figure 44-5.A)		7' - 10'	J.	NB	Sta.	1311+65	to	1324+54	Damen Ave	1,300	(0.2)	direction and providing a minimum 2' buffer between the general purpose lanes and managed lanes.
			6' - 10'	К.	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.
				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.
	Auxiliary Lane Width (BDE Figure 37-2.C)	12'	11'	В.	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.
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.
	Auxiliary Lane Shoulder Width (BDE Figure 37-2.C)	10'	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.
		10	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		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.
			7'	Н.	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	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
			6' - 10'	J.	SB	Sta.	1329+98	to	1392+72	Lock St	6,300	(1.2)	and the stopping sight distance issue at the NB Damen Ave curve while providing a minimum 2' buffer between the managed

											Design Exception Interim Improve			
No.	. Design Element	BDE/ FHWA Policy	Proposed Design Value or Element (Exception)			*		Location ane 1 is the eneral Purpo	n manage	ed lane		Lengtl ft. (mi		Justification
			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	В.	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.
8	Stopping Sight Distance (BDE Figure 32-4.A)	570' SSD for 60 mph design speed	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.
			14'3"	A.	NB & S	В	Sta.		649+00	)	Willow Springs Rd			
	Vertical Clearence	451	14'7"		NB & S		Sta.		702+00		La Grange Rd			This vertical clearance is an existing design that will not be influenced by the proposed managed lanes.
14	(BDE Figure 44-5.A)	15'	14'3" 14'3"		NB & S		Sta. Sta.		1196+0 1199+0		AT&SF RR Grand Truck RR			
			14'0"		NB & S		Sta.		883+00		IL 171			Structure to be replaced at 15' vertical clearance
			14'1"	F	NB & S	B	Sta.		941+00	)	Harlem Ave			This vertical clearance is an existing design that will not be influenced by the proposed managed lanes.

Level Two Design Exceptions	
Alternative 3: Interim Improvemen	n

								Alter	rnative 3:	Interim Improve	ement		
No.	Design Element	BDE/ FHWA Policy	Proposed Design Value or Element (Exception)				Location ane 1 is the e eneral Purpo	manage			Lengt ft. (mi		Justification
	(BDE Figures 37-6.L & 37-6.N)	<ul><li>(1) 1000' Auxiliary Lane</li><li>(2) 550' Taper</li><li>(3) 200' Tangent</li><li>(4) 400' Tangent</li></ul>	(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.
	(BDE Figures 37-2.C & 37- 6.B)	(1) 140' Tangent (2) 100' Structure Separation	(1) 0' (10' existing) (2) 0' (0' existing)	В.	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.
	(BDE Figures 37-2.C, 37-	<ul><li>(1) 643' Radius</li><li>(2) 200' Tangent</li><li>(3) 400' Tangent</li></ul>	(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.
		(1) 3° 3' 26" Taper Angle (2) 300' Ramp Opening	(1) 4° 23' 05" (Existing) (2) 209'	D.	SB	Sta.	1128+80	to	1130+89	Cicero Ave	200	(0.0)	The design value permits the structural median widening for a later date when the superstructure requires rehabilitation which in turn decreases the cost of the project.
	· ·	(1) 1500' Auxiliary lane length (2) 6' Right shoulder width	(1) 446' (2) 4'	E.	NB	Sta.	1223+56	to	1231+50	Kedzie Ave	800	(0.2)	The design value permits the structural median widening for a later date when the superstructure requires rehabilitation which in turn decreases the cost of the project.
1	·	<ul><li>(1) 1500' Auxiliary lane length</li><li>(2) 6' Right shoulder width</li></ul>	(1) 455' (2) 4'	F.	SB	Sta.	1253+72	to	1261+60	California Ave	800	(0.2)	The design value permits the structural median widening for a later date when the superstructure requires rehabilitation which in turn decreases the cost of the project.
	Entrance Terminal (BDE Figure 37-6.K)	(1) 6' Right Shoulder	(1) 4'	G.	SB	Sta.	1281+68	to	1292+22		1,100	(0.2)	The design value permits the structural median widening for a later date when the superstructure requires rehabilitation
	Exit Ramp Terminal (BDE Figures 37-2.C & 37- 6.C)	(1) 10' Right Shoulder	(1) 6'	Н.	NB	Sta.	1285+73	to	1292+20	Damen Ave	600	(0.1)	which in turn decreases the cost of the project.
	Entrance Terminal (BDE Figures 37-2.C & 37- 6.L)	6' Right Shoulder	2.5' - 6'	I.	NB	Sta.	1329+12		1333+81	Damen Ave	500	(0.1)	The design value mitigates the NB stopping sight distance issue located east of Damen Ave, improvements to the Damen Ave interchanges, ROW impact, and environmental impact while improving traffic congestion by including another general purpose lane for the SB direction and providing a minimum 2' buffer between the general purpose lanes and managed lanes.
	Exit Ramp Terminal (BDE Figures 37-2.C & 37- 6.C)	(1) 228.97' Tangent (2) 114.64' Tangent (3) 10' Right Shoulder (4) Left Shoulder (5) 12' Lane Width	(1) 183.08' (2) 102.16' (3) 0.7' (4) 0.6' (5) 11'	J.	NB	Sta.	1368+10	to	1383+69	Dan Ryan	1,600	(0.3)	The design values mitigate improvement to the I-55 structure over Throop St, additional ROW and environmental impact.

									1	Level Two	Design Exception	on		
									Alte	rnative 3:	Interim Improv	ement		
			Proposed Design Value					Location				Lengt	:h	
No.	Design Element	BDE/ FHWA Policy	or Element					ane 1 is the	U			ft. (m		Justification
			(Exception)				* G	ieneral Purpo	se Lan	е		,	,	
				A.	NB	*Lane 1	Sta.	199+35	to	216+05		1,700	(0.3)	
				B.	NB	**Lane 1	Sta.	219+05	to	574+19		35,500	(6.7)	
				C.	NB	**Lane 1	Sta.	598+87	to	929+43	I-355 to Harlem	33,100	(6.3)	The design value is required to mitigate impacts to multiple I-55 and I-294 structures while minimizing the impact to the
				D.	NB	Lane 2	Sta.	216+05	to	581+54	Ave	36,500	(6.9)	environment and providing a minimum 2' buffer between the managed lanes and general purpose lanes
				E.	NB	Lane 2	Sta.	599+57	to	929+92	Ave	33,000	(6.3)	environment and providing a minimum 2-burier between the managed lanes and general purpose lanes
				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	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
1	Lane Width	12'	11'	I.	SB	Lane 4	Sta.	585+84	to	647+19	Tri-State	6,100	(1.2)	the I-294 interchanges while minimizing the impact to the environment.
1	(BDE Figure 44-5.A)	12	11	J.	NB	**Lane 1	Sta.	1100+55	to	1138+39		3,800	(0.7)	
				K.	NB	Lane 2	Sta.	1100+30	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
				L.	SB	**Lane 1	Sta.	1099+11	to	1138+72	Cicero Ave	4,000	(0.8)	which in turn decreases the cost of the project.
				M.	SB	Lane 2	Sta.	1099+26	to	1138+72		3,900	(0.7)	
				0.	NB	**Lane 1	Sta.	1221+36	to	1408+78		18,700	(3.5)	
				P.	NB	Lane 2	Sta.	1221+36	to	1408+78	Kadala Assata Dasa	18,700	(3.5)	The design value is associated to mixture to be a Chicago Toronia Authority Delivery DOW structure and DOW Const.
				Q.	SB	**Lane 1	Sta.	1221+78	to	1404+95	Kedzie Ave to Dan	18,300	(3.5)	The design value is required to mitigate impacts to the Chicago Transit Authority Railroad, ROW, structure over Bubbly Creek
				R.	SB	Lane 2	Sta.	1221+78	to	1410+43	Ryan	18,900	(3.6)	and environmental while providing a minimum 2' buffer between the general purpose lanes and managed lanes.
				S.	SB	*Lane 1	Sta.	1410+43	to	1415+57		500	(0.1)	
	Lane 1 Buffer Width	21	01	A.	NB		Sta.	607+77	to	645+74	Joliet Rd to I-294	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
3	(BDE Figure 44-3L)	2	0.	B.	SB		Sta.	581+69	to	646+96	Tri-State	6,500	(1.2)	the I-294 interchanges while minimizing the impact to the environment.

			er i design exceptions			•••	•			Design Exception	on		
								Alte	rnative 3:	Interim Improve	ement		
No. Design E	Element	BDE/ FHWA Policy	Proposed Design Value or Element (Exception)				Location Lane 1 is the General Purpo	manag			Leng ft. (m		Justification
			8' - 6.5'	A1.	NB	Sta.	218+70		219+05		0	(0.00)	
			6.5'	A. B. C. D.	NB NB NB SB SB	Sta. Sta. Sta. Sta. Sta.	219+05 646+49 758+74 300+35 646+72	to to to to	586+10 740+14 883+49 581+70 740+14	l-355 to Harlem Ave	36,700 9,400 12,500 28,100 9,300	(5.3) (1.8)	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.
			C E ! O!	F.	SB	Sta.	758+74	to	883+49 582+70	Joliet Rd Terminal	12,500	0.02	-
			6.5' - 8' 2' - 6.5'	F1.	SB NB	Sta. Sta.	581+70 586+10	to to	582+70 646+49	to Willow Springs	6,000		The design value is required to mitigate impacts to the I-55 and I-294 bridges, SB stopping sight distance, relocation of noise
			8' - 2'	G. H.	SB	Sta.	586+71	to	646+72	Rd	6,000	. ,	wall barriers and changes to the I-294 interchanges while minimizing the impact to the environment.
			2' - 6.5'		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 CD 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	7.11 61.161 7.11 6	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 sigh
Inside (Lane	1/Managed			M.	SB	Sta.	911+15	to	923+73	Harletti Ave	1,300	(0.2)	distance issues.
-	t Shoulder		2' - 8'	N.	NB	Sta.	1111+65	to	1115+39	Cicero Ave	400	(0.1)	
Width (BDE		8'	5' - 8'	0.	SB	Sta.	1112+84	to	1115+45	Cicero Ave	300	(0.1)	
	.A)		2' - 8'	P.	NB	Sta.	1124+50	to	1129+27	Chicago Belt	500	(0.1)	
			2' - 8'	Q.	SB	Sta.	1127+02	to	1131+21	Railroad	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'	U.	NB SB	Sta. Sta.	1254+09 1256+08	to to	1258+47 1260+07	California Ave	400 400	(0.1)	-
			2' - 8'	V.	NB	Sta.	1269+29	to	1293+22	Western Ave and	2,400	(0.1)	
			2' - 8'	W.	SB	Sta.	1270+58	to	1294+62	Railroad	2,400	(0.5)	
			6' - 8'	X.	NB	Sta.	1318+18	to	1324+18	Damen Ave	600		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
			3' - 8'	Y.	SB	Sta.	1318+62	to	1349+59	Damen Ave to Lock St	3,100	(0.6)	general purpose lanes and a minimum 2-ft inside shoulder.
			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.			1362+04		1368+50	Looning St.	600	(0.1)	
			3' - 8'	AC.	NB		1375+79		1378+64	Throop St.	300	(0.1)	
			2' - 8'	AD.			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)	

Notes:

				•					Level Two	Design Exception	on		
								Alte	rnative 3:	Interim Improve	ement		
No.	Design Element	BDE/ FHWA Policy	Proposed Design Value or Element (Exception)				Location ane 1 is the eneral Purpo	manag	e		Leng ft. (m	ni.)	Justification
	Inside (Lane 1/General		10' - 6.5'	A1.	SB	Sta.	248+24	to	250+00	I-355 to Lemont	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
5	Purpose Lane) Shoulder Width	10'	6.5'	A.	SB	Sta.	250+00	to	300+35	Rd	5,000	(0.9)	interchange alignments.
	(BDE Figure 44-5.A))		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.
			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'	В. С.	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.
			6' - 10'	E.	NB	Sta.	1103+29	to	1125+73	Cicero Ave	2,200	. ,	The design value permits the structural median widening for a later date when the superstructure requires rehabilitation
			3' - 10'	F.	SB	Sta.	1106+09	to	1125+68		2,000	. ,	which in turn decreases the cost of the project.
			8' - 10'	G. H.	NB SB	Sta. Sta.	1237+93 1235+14	to to	1251+27 1251+48	Kedzie Ave to California Ave	1,300 1,600		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.
6	Outside Right Shoulder Width	10'	6' - 8'	l.	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
	(BDE Figure 44-5.A)		7' - 10'	J.	NB	Sta.	1311+65	to	1324+54	Damen Ave	1,300	(0.2)	direction and providing a minimum 2' buffer between the general purpose lanes and managed lanes.
			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.
				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.
	Auxiliary Lane Width (BDE Figure 37-2.C)	12'	11'	В.	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.
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.
	Auxiliary Lane Shoulder Width	10'	2' - 7'	E.	SB	Sta.	616+52	to	633+81	I-294 Tri-State	1,700		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.
	(BDE Figure 37-2.C)	10	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		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.
			7'	Н.	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	2,500		The design value mitigates improvements to the I-55 structure over the GM and CTA Railroad, Ashland Ave and Bubbly Creek
			6' - 10'	J.	SB	Sta.	1329+98	to	1392+72	Lock St	6,300	(1.2)	and the stopping sight distance issue at the NB Damen Ave curve while providing a minimum 2' buffer between the managed

Notes:

											Design Exception Interim Improve			
No.	Design Element	BDE/ FHWA Policy	Proposed Design Value or Element (Exception)					Location Lane 1 is the General Purp	n manage	ed lane		Lengt ft. (mi		Justification
			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	В.	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.
8	Stopping Sight Distance (BDE Figure 32-4.A)	570' SSD for 60 mph design speed	525' 55 mph achievable design speed	C.	NB	**Lane 1	Sta.	1329+53	to	1340+68	Ashland Ave	1,100	(0.2)	The design value permits the structural median widening for a later date when the superstructure requires rehabilitation which in turn decreases the cost of the project.
			430' 50 mph achievable design speed	D.	NB	Lane 4	Sta.	1385+64	to	1394+04	Senour Ave	800	(0.2)	The design value permits the structural median widening for a later date when the superstructure requires rehabilitation which in turn decreases the cost of the project.
			440' 50 mph achievable design speed	E.	NB	**Lane 1	Sta.	1397+38	to	1404+50	Halsted Ave	700	(0.1)	The design value permits the structural median widening for a later date when the superstructure requires rehabilitation which in turn decreases the cost of the project.
12 (	Clear Roadway Bridge Width BDE Figures 37-4.G & 39- 5.F)	30'	28'	A.	NB	**Lane 1	Sta.	590+67	to	593+59	Joliet Rd	300	(0.1)	The design value minimizes the environmental impact at Joliet Rd.
	Vertical Clearence		14'3"	A.	NB & S	SB	Sta.		649+00	)	Willow Springs Rd			
			14'7"	В.	NB & S	SB	Sta.		702+00	1	La Grange Rd			This vertical clearance is an existing design that will not be influenced by the proposed managed lanes.
14		15'	14'3"	C.	NB & S	SB	Sta.		1196+00	0	AT&SF RR			
			14'3"		NB & S		Sta.		1199+00		Grand Truck RR			
			14'0"	E.	NB & S	SB	Sta.		883+00		IL 171			Structure to be replaced at 15' vertical clearance
			14'1"	F.	NB & S	SB	Sta.		941+00	)	Harlem Ave			This vertical clearance is an existing design that will not be influenced by the proposed managed lanes.

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

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

