



Illinois Department of Transportation

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

June 13, 2016

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

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

Dear Ms. Batey:

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

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

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

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

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

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

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

Very truly yours,



John Fortmann, P.E.
Region One Engineer

Approval:  Date: 6/28/2016

Attachments:

Location Map

Controlled Access Packet:

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

Continuous Access Packet:

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

Interim Scenario Packet:

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

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

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

Alternative 1: Continuous Access

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

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

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

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

| Level One Design Exception | | | | | | | | | | | | |
|----------------------------------|--|------------------|--|---|----|---------|--------------|------------------|--|-------------------|---|--|
| Alternative 1: Continuous Access | | | | | | | | | | | | |
| No. | Design Element | BDE/ FHWA Policy | Proposed Design Value or Element (Exception) | Location **Note: Lane 1 is the managed lane *General Purpose Lane | | | | Length ft. (mi.) | Justification | | | |
| 4 | Inside (Lane 1/Managed Lane) Left Shoulder Width (BDE Figure 44-5.A) | 8' | 8' - 6.5' | A1. | NB | Sta. | 218+70 | 219+05 | | 0 (0.0) | The design value is required to mitigate impacts to multiple I-55 and I-294 structures while minimizing the impact to the environment and providing a minimum 2' buffer between the managed lanes and general purpose lanes. | |
| | | | 6.5' | A. | NB | Sta. | 219+05 | to | 586+10 | 36,700 (7.0) | | |
| | | | | B. | NB | Sta. | 646+49 | to | 740+14 | 9,400 (1.8) | | |
| | | | | C. | NB | Sta. | 758+74 | to | 883+49 | 12,500 (2.4) | | |
| | | | | D. | SB | Sta. | 300+35 | to | 581+70 | 28,100 (5.3) | | |
| | | | | E. | SB | Sta. | 646+72 | to | 740+14 | 9,300 (1.8) | | |
| | | | | F. | SB | Sta. | 758+74 | to | 883+49 | 12,500 (2.4) | | |
| | | | 6.5' - 8' | F1. | SB | Sta. | 581+70 | to | 582+70 | 100 0.02 | 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. | |
| | | | 2' - 6.5' | G. | NB | Sta. | 586+10 | to | 646+49 | 6,000 (1.1) | | |
| | | | 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 between 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 between the general purpose lanes and managed lanes. |
| | | | 2' - 8' | L. | NB | Sta. | 907+85 | to | 912+08 | Archer Ave to | 400 (0.1) | The design value mitigates impact to the Chicago Sanitary and Ship Canal structure, ICG railroad tunnel structure, environmental impact to the Chicago Sanitary and Ship Canal, major changes to the interchange alignments and stopping |
| | | | | M. | SB | Sta. | 911+15 | to | 923+73 | Harlem Ave | 1,300 (0.2) | |
| | | | 2' - 8' | N. | NB | Sta. | 1296+81 | to | 1298+98 | Damen Ave | 200 (0.04) | The design value exception mitigates impacts to the Damen Ave structure, adjacent interchanges, local streets, and ROW while eliminating the SB stopping sight distance issue. |
| | | | | O. | NB | Sta. | 1305+32 | to | 1308+13 | | 300 (0.06) | The design value exception mitigates impacts to the Damen Ave structure, adjacent interchanges, local streets, and ROW while eliminating the SB stopping sight distance issue. |
| | | | 2' | P. | NB | Sta. | 1298+98 | to | 1305+32 | | 600 (0.1) | The design value exception mitigates impacts to the Damen Ave structure, adjacent interchanges, local streets, and ROW while eliminating the SB stopping sight distance issue. |
| | | | 5.5' - 8' | Q. | SB | Sta. | 1307+27 | to | 1308+34 | 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 | | 1405+62 | Halsted Ave | 400 (0.1) | The design value is required to mitigate the NB stopping sight distance issue while providing a minimum 2' buffer between the general purpose lanes and managed lanes. | | | |

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

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

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

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

Alternative 1: Continuous Access

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Alternative 2: Controlled Access

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

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

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

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

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

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

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

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

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

| Level One Design Exceptions Alternative 2: Controlled Access | | | | | | | | | | | | |
|---|--|------------------|--|--|---------|---------|--------------------|--------------------------------|------------------|-------|---|--|
| No. | Design Element | BDE/ FHWA Policy | Proposed Design Value or Element (Exception) | Location ** Note: Lane 1 is the managed lane *General Purpose Lane | | | | Length ft. (mi.) | Justification | | | |
| 9 | Managed Lane Taper Rate (FHWA Figure 6-5) | 115:1 | 70:1 | A. | NB | Sta. | 347+91 to 351+41 | Lemont Rd to Damen Ave | 400 | (0.1) | The design value helps avoid placement of the ingress/egress locations at curves and bridge structures. This also helps provide greater spacing between other ingress/egress locations throughout the corridor. | |
| | | | | B. | NB | Sta. | 377+32 to 380+82 | | 400 | (0.1) | | |
| | | | | C. | SB | Sta. | 409+76 to 411+51 | | 200 | (0.0) | | |
| | | | | D. | NB | Sta. | 410+22 to 411+97 | | 200 | (0.0) | | |
| | | | | E. | NB | Sta. | 435+87 to 437+62 | | 200 | (0.0) | | |
| | | | | F. | SB | Sta. | 437+41 to 439+16 | | 200 | (0.0) | | |
| | | | | G. | SB | Sta. | 493+00 to 496+50 | | 400 | (0.1) | | |
| | | | | H. | SB | Sta. | 532+36 to 535+90 | | 400 | (0.1) | | |
| | | | | I. | NB | exhibit | Sta. | | 533+74 to 537+30 | 400 | | (0.1) |
| | | | | J. | NB | Sta. | 563+20 to 566+70 | | 400 | (0.1) | | |
| | | | | K. | SB | Sta. | 759+24 to 765+54 | | 600 | (0.1) | | |
| | | | | L. | SB | Sta. | 801+41 to 807+71 | | 600 | (0.1) | | |
| | | | | M. | NB | Sta. | 801+42 to 807+72 | | 600 | (0.1) | | |
| | | | | N. | NB | Sta. | 843+66 to 849+96 | | 600 | (0.1) | | |
| | | | | O. | SB | Sta. | 965+38 to 970+98 | | 600 | (0.1) | | |
| | | | | P. | NB | Sta. | 984+13 to 989+73 | | 600 | (0.1) | | |
| | | | | Q. | SB | Sta. | 1008+21 to 1013+81 | | 600 | (0.1) | | |
| | | | | R. | NB | Sta. | 1031+53 to 1037+12 | | 600 | (0.1) | | |
| | | | | S. | SB | Sta. | 1059+48 to 1065+08 | | 600 | (0.1) | | |
| | | | | T. | SB | Sta. | 1091+87 to 1097+47 | | 600 | (0.1) | | |
| | | | | U. | NB | Sta. | 1165+77 to 1171+36 | | 600 | (0.1) | | |
| V. | SB | Sta. | 1206+89 to 1212+49 | 600 | (0.1) | | | | | | | |
| W. | NB | Sta. | 1208+17 to 1213+77 | 600 | (0.1) | | | | | | | |
| X. | SB | Sta. | 1249+27 to 1250+95 | 200 | (0.0) | | | | | | | |
| Y. | NB | Sta. | 1257+33 to 1262+93 | 600 | (0.1) | | | | | | | |
| Z. | NB | Sta. | 1289+73 to 1295+33 | 600 | (0.1) | | | | | | | |
| 13 | Managed Lane Egress Distance (FHWA Figure 6-5) | 1000' | 800' | A. | NB | Sta. | 414+17 to 422+17 | Kingery Hwy to Clarendon Hills | 800 | (0.2) | The design value mitigates improvements to the Clarendon Hills structure and Cass Ave entrance terminal while providing an access point at this location. | |
| 14 | Vertical Clearence (BDE Figure 44-5.A) | 15' | 14'3" | A. | NB & SB | Sta. | 649+00 | Willow Springs Rd | | | This vertical clearance is an existing design that will not be influenced by the proposed managed lanes. | |
| | | | 14'7" | B. | NB & SB | Sta. | 702+00 | La Grange Rd | | | | |
| | | | 14'3" | C. | NB & SB | Sta. | 1196+00 | AT&SF RR | | | | |
| | | | 14'3" | D. | NB & SB | Sta. | 1199+00 | Grand Truck RR | | | | |
| | | | 14'0" | E. | NB & SB | Sta. | 883+00 | IL 171 | | | | Structure to be replaced at 15' vertical clearance |
| | | | 14'1" | F. | NB & SB | Sta. | 941+00 | Harlem Ave | | | | This vertical clearance is an existing design that will not be influenced by the proposed managed lanes. |

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

Alternative 2: Controlled Access

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

| Level Two Design Exceptions Alternative 2: Controlled Access | | | | | | | | | | | |
|---|--|-------------------------|--|--|---------|--------------------------------|--------------------------------|---------------|-------|---|--|
| No. | Design Element | BDE/ FHWA Policy | Proposed Design Value or Element (Exception) | Location ** Note: Lane 1 is the managed lane *General Purpose Lane | | | Length ft. (mi.) | Justification | | | |
| 9 | Managed Lane Taper Rate (FHWA Figure 6-5) | 115:1 | 70:1 | A. | NB | Sta. 347+91 to 351+41 | Lemont Rd to Damen Ave | 400 | (0.1) | The design value helps avoid placement of the ingress/egress locations at curves and bridge structures. This also helps provide greater spacing between other ingress/egress locations throughout the corridor. | |
| | | | | B. | NB | Sta. 377+32 to 380+82 | | 400 | (0.1) | | |
| | | | | C. | SB | Sta. 409+76 to 411+51 | | 200 | (0.0) | | |
| | | | | D. | NB | Sta. 410+22 to 411+97 | | 200 | (0.0) | | |
| | | | | E. | NB | Sta. 435+87 to 437+62 | | 200 | (0.0) | | |
| | | | | F. | SB | Sta. 437+41 to 439+16 | | 200 | (0.0) | | |
| | | | | G. | SB | Sta. 493+00 to 496+50 | | 400 | (0.1) | | |
| | | | | H. | SB | Sta. 532+36 to 535+90 | | 400 | (0.1) | | |
| | | | | I. | NB | Sta. 533+74 to 537+30 | | 400 | (0.1) | | |
| | | | | J. | NB | Sta. 563+20 to 566+70 | | 400 | (0.1) | | |
| | | | | K. | SB | Sta. 759+24 to 765+54 | | 600 | (0.1) | | |
| | | | | L. | SB | Sta. 801+41 to 807+71 | | 600 | (0.1) | | |
| | | | | M. | NB | Sta. 801+42 to 807+72 | | 600 | (0.1) | | |
| | | | | N. | NB | Sta. 843+66 to 849+96 | | 600 | (0.1) | | |
| | | | | O. | SB | Sta. 965+38 to 970+98 | | 600 | (0.1) | | |
| | | | | P. | NB | Sta. 984+13 to 989+73 | | 600 | (0.1) | | |
| | | | | Q. | SB | Sta. 1008+21 to 1013+81 | | 600 | (0.1) | | |
| | | | | R. | NB | Sta. 1031+53 to 1037+12 | | 600 | (0.1) | | |
| | | | | S. | SB | Sta. 1059+48 to 1065+08 | | 600 | (0.1) | | |
| | | | | T. | SB | Sta. 1091+87 to 1097+47 | | 600 | (0.1) | | |
| U. | NB | Sta. 1165+77 to 1171+36 | 600 | (0.1) | | | | | | | |
| V. | SB | Sta. 1206+89 to 1212+49 | 600 | (0.1) | | | | | | | |
| W. | NB | Sta. 1208+17 to 1213+77 | 600 | (0.1) | | | | | | | |
| X. | SB | Sta. 1249+27 to 1250+95 | 200 | (0.0) | | | | | | | |
| Y. | NB | Sta. 1257+33 to 1262+93 | 600 | (0.1) | | | | | | | |
| Z. | NB | Sta. 1289+73 to 1295+33 | 600 | (0.1) | | | | | | | |
| 12 | Clear Roadway Bridge Width (BDE Figures 37-4.G & 39-5.F) | 30' | 28' | A. | NB | **Lane 1 Sta. 590+67 to 593+59 | Joliet Rd | 300 | (0.1) | The design value minimizes the environmental impact at Joliet Rd. | |
| 13 | Managed Lane Egress Distance (FHWA Figure 6-5) | 1000' | 800' | A. | NB | Sta. 414+17 to 422+17 | Kingery Hwy to Clarendon Hills | 800 | (0.2) | The design value mitigates improvements to the Clarendon Hills structure and Cass Ave entrance terminal while providing an access point at this location. | |
| 14 | Vertical Clearance (BDE Figure 44-5.A) | 15' | 14'3" | A. | NB & SB | Sta. 649+00 | Willow Springs Rd | | | This vertical clearance is an existing design that will not be influenced by the proposed managed lanes. | |
| | | | 14'7" | B. | NB & SB | Sta. 702+00 | La Grange Rd | | | | |
| | | | 14'3" | C. | NB & SB | Sta. 1196+00 | AT&SF RR | | | | |
| | | | 14'3" | D. | NB & SB | Sta. 1199+00 | Grand Truck RR | | | | |
| | | | 14'0" | E. | NB & SB | Sta. 883+00 | IL 171 | | | | Structure to be replaced at 15' vertical clearance |
| | | | 14'1" | F. | NB & SB | Sta. 941+00 | Harlem Ave | | | | This vertical clearance is an existing design that will not be influenced by the proposed managed lanes. |

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

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

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

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

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

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

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

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

| Level One Design Exception | | | | | | | | | | |
|---|--|------------------|--|--|-----------|--------------|------------|------------------|---|---|
| Alternative 3: Interim Improvement | | | | | | | | | | |
| No. | Design Element | BDE/ FHWA Policy | Proposed Design Value or Element (Exception) | Location **Note: Lane 1 is the managed lane * General Purpose Lane | | | | Length ft. (mi.) | Justification | |
| 4 | Inside (Lane 1/Managed Lane) Left Shoulder Width (BDE Figure 44-5.A) | 8' | 8' - 6.5' | A1. | NB | Sta. 218+70 | 219+05 | 0 (0.00) | The design value is required to mitigate impacts to multiple I-55 and I-294 structures while minimizing the impact to the environment and providing a minimum 2' buffer between the managed lanes and general purpose lanes. | |
| | | | 6.5' | A. | NB | Sta. 219+05 | to 586+10 | 36,700 (7.0) | | |
| | | | | B. | NB | Sta. 646+49 | to 740+14 | 9,400 (1.8) | | |
| | | | | C. | NB | Sta. 758+74 | to 883+49 | 12,500 (2.4) | | |
| | | | | D. | SB | Sta. 300+35 | to 581+70 | 28,100 (5.3) | | |
| | | | | E. | SB | Sta. 646+72 | to 740+14 | 9,300 (1.8) | | |
| | | | | F. | SB | Sta. 758+74 | to 883+49 | 12,500 (2.4) | | |
| | | | 6.5' - 8' | F1. | SB | Sta. 581+70 | to 582+70 | 100 (0.02) | | |
| | | | 2' - 6.5' | G. | NB | Sta. 586+10 | to 646+49 | 6,000 (1.1) | | The design value is required to mitigate impacts to the I-55 and I-294 bridges, SB stopping sight distance, relocation of noise wall barriers and changes to the I-294 interchanges while minimizing the impact to the environment. |
| | | | 8' - 2' | H. | SB | Sta. 586+71 | to 646+72 | 6,000 (1.1) | | |
| | | | 2' - 6.5' | I. | NB & SB | Sta. 740+14 | to 758+74 | 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 between 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 between the general purpose lanes and managed lanes. | |
| | | | 2' - 8' | L. | NB | Sta. 907+85 | to 912+08 | 400 (0.1) | The design value mitigates impact to the Chicago Sanitary and Ship Canal structure, ICG railroad tunnel structure, environmental impact to the Chicago Sanitary and Ship Canal, major changes to the interchange alignments and stopping sight distance issues. | |
| | | | | M. | SB | Sta. 911+15 | to 923+73 | 1,300 (0.2) | | |
| | | | 2' - 8' | N. | NB | Sta. 1111+65 | to 1115+39 | 400 (0.1) | 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. | |
| | | | 5' - 8' | O. | SB | Sta. 1112+84 | to 1115+45 | 300 (0.1) | | |
| | | | 2' - 8' | P. | NB | Sta. 1124+50 | to 1129+27 | 500 (0.1) | | |
| | | | 2' - 8' | Q. | SB | Sta. 1127+02 | to 1131+21 | 400 (0.1) | | |
| | | | 3' - 8' | R. | NB | Sta. 1225+52 | to 1229+71 | 400 (0.1) | | |
| | | | 2' - 8' | S. | SB | Sta. 1227+40 | to 1231+72 | 400 (0.1) | | |
| | | | 2' - 8' | T. | NB | Sta. 1254+09 | to 1258+47 | 400 (0.1) | | |
| | | | 3' - 8' | U. | SB | Sta. 1256+08 | to 1260+07 | 400 (0.1) | | |
| | | | 2' - 8' | V. | NB | Sta. 1269+29 | to 1293+22 | 2,400 (0.5) | | |
| | | | 2' - 8' | W. | SB | Sta. 1270+58 | to 1294+62 | 2,400 (0.5) | | |
| | | | 6' - 8' | X. | NB | Sta. 1318+18 | to 1324+18 | 600 (0.1) | | |
| | | | 3' - 8' | Y. | SB | Sta. 1318+62 | to 1349+59 | 3,100 (0.6) | | |
| 3' - 8' | Z. | SB | 1353+80 | 1357+02 | 300 (0.1) | | | | | |
| 2' - 7' | AA. | NB | 1361+40 | 1367+15 | 600 (0.1) | | | | | |
| 2' - 8' | AB. | SB | 1362+04 | 1368+50 | 600 (0.1) | | | | | |
| 3' - 8' | AC. | NB | 1375+79 | 1378+64 | 300 (0.1) | | | | | |
| 2' - 8' | AD. | SB | 1376+84 | 1379+85 | 300 (0.1) | | | | | |
| 2' - 8' | AE. | NB | 1385+95 | 1394+52 | 900 (0.2) | | | | | |
| 5' - 8' | AF. | NB | 1400+59 | 1401+48 | 100 (0.0) | | | | | |

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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