



I-55 Managed Lane Project: Corridor Planning Group Meeting #4 Summary November 10, 2015

Overview

The fourth Corridor Planning Group (CPG) meeting for the I-55 Managed Lane Project was held on November 10, 2015 at the Holiday Inn Chicago Conference Center in Countryside, Illinois from 9:00 AM to 11:00 AM.

Three meeting invitations, including Save-the-Date and formal notices, were sent to the members of the CPG on October 14, 2015, October 28, 2015, and November 3, 2015 respectively (See Figures 1 and 2). Follow-up calls were also made to members to gather RSVP's.

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

The meeting was attended by 17 participants, 16 of which are members of the CPG. Representatives from IDOT and the project team also were present. The sign-in sheets are attached.

Meeting Activities

The purpose of the CPG meeting was to provide the stakeholders an update on the project since the third CPG Meeting held on January 29, 2014.

The agenda for this meeting consisted of the following items:

1. Review of past CPG Meetings
This included an image of the study area, current existing characteristics, a detailed review of the purpose and need.
2. Managed Lane Alternative Evaluation
This portion of the presentation consisted of an explanation of all alternatives evaluated. At this level of screening a general purpose lane and a truck only lane have been eliminated from consideration because they do not meet the purpose and need of the project. Specifics of the High-Occupancy Vehicle (HOV), High-Occupancy Toll (HOT), and Express Toll Lanes (ETL) Managed Lane Alternatives were explained. An evaluation of each alternative considered its effect on travel performance, consumer benefits and financial sustainability. This information will be used to further the evaluation. Managed Lane access and operational considerations we explained. An explanation of Active Traffic Management Strategies (ATMS) was presented. ATMS are designed to provide information to motorists and to adjust driving patterns and/or speeds as needed due to incidents or congestion. The use of ATMS will complement the use of a managed lane.
3. Environmental Concerns
IDOT reviewed the National Environmental Policy Act (NEPA) and what is included in the Environmental Assessments (EA).
4. Noise Impacts Evaluation
IDOT reviewed the procedure for evaluating noise impacts and mitigation factors to those impacts.
5. Next Steps:



The next steps within the project are to continue the evaluation of alternatives and select a preferred alternative. A public meeting is planned for December 2015 and the next CPG meeting will be held in in spring 2016.

6. Questions:

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

Questions

The difficulty with the HOV managed lane alternatives is encouraging the motoring public to carpool. Has IDOT looked into ways to promote carpooling?

National experience has demonstrated that efforts to build the carpooling process that has not been largely successful in most regions. Options that have been explored include park and ride lots and registration programs to encourage ride sharing. Other options have been explored working with private industry that involves the creation of Apps for ride sharing, similar to Uber.

Does the ETL alternative include trucks in the managed lane?

No. Trucks would not be allowed to use the managed lane, however, the general purpose lanes would benefit from the managed lane's additional capacity so trucks would benefit as well.

What would the impact of these alternatives be on the existing bus on shoulders program?

Current bus on shoulder operations would have free access to utilize the managed lane. Controlling access to the managed lane to provide a high level of service will benefit this transit service. This can be accomplished through access restrictions/control to the managed lane, vehicle occupancy requirements and/or congestion pricing.

Looking at the comparison chart between the alternatives, it seems that an ETL is better overall. Why is this?

HOV 2+ fills up the lane and could potentially become congested. A HOV 3+ underutilizes capacity in the lane. HOT 2+ and HOT 3+ provide better utilization of the managed lane capacity, but a higher level of enforcement and operational considerations. An ETL provides the best combination of enforcement/operational factors, managed lane access control and sustainable revenue.

How far away from the corridor will the study look at noise impacts?

Approximately 500 feet from the edge of the roadway.

When will you know who these benefited receptors are?

The team will first need to model the corridor and select a preferred alternative. The build model will be analyzed and then cost/benefit analysis will be performed. The benefited receptors that show a 5db reduction will then be identified.

Will a listing of benefited receptors be published by address?

Benefited receptors will be plotted on a map showing general locations, no specific addresses will be given out.



As speeds increase so do the noise levels. Will the proposed condition be modeled to determine the projected noise levels and will vegetation be considered to help mitigate the impacts?

The team will study the existing and the proposed condition for the preferred alternative. Vegetation is not an effective noise abatement solution. IDOT's policy on tree replacement is a 1:1.

Is IDOT studying the air quality as well?

IDOT is studying air quality. Generally speaking, if capacity is added, traffic will move better reducing the time that cars are idling on the roadway, thus generally producing less emissions into the environment.

You have mentioned that IDOT will look into the outfall areas with concern to drainage. What are outfall areas?

Outfall areas are those where IDOT is discharging stormwater runoff outside their ROW along existing drainage patterns.

Will IDOT coordinate with the municipalities throughout the corridor with regards to drainage?

Yes. As the plan is refined and the existing footprint is changed because of the proposed conditions, IDOT will coordinate with local agencies regarding roadway drainage impacts.

As far as the noise analysis is concerned, are parks and forest preserves considered undeveloped?

No, parks and forest preserves have their own category designation for outdoor activities.

When will the noise analysis be done?

The noise analysis will be done after the public in December 2015 and before the public hearing (anticipated in spring of 2016).

Can you send out IDOT's policy concerning noise?

Yes, the information is also available on IDOT's website. A link to this information will also be put on the I-55 managed lane website.

If it is determined that noise walls are warranted, will other alternatives be looked at instead of just concrete?

There are some agencies that are experimenting with different wall types; however, they have not met the requirements for FHWA noise reduction. Standard wall types that meet the FHWA guidelines will be used. IDOT will also look to the local municipalities to help maintain noise walls, especially graffiti on the back side of the wall.

Generally speaking, if you have a standard concrete noise wall one half mile long, how much would that cost?

Approximately \$1 million. A cost / benefit analysis must be completed though based on FHWA guidelines. For the purpose of the cost/benefit analysis a cost of \$25/sf of the face of wall is used. The bid price for such walls will vary and has at times been higher than this assumed price.

Could local municipalities contribute funds in order to construct noise walls?



No, this is not allowed according to IDOT policy and Federal regulation.

There are a number of corridors throughout Illinois that are exploring managed lanes to provide reliable travel. It should be noted that if the benefits are close, that one system should be implemented throughout, otherwise different implementation on roadways within proximity to each other would cause confusion to the traveling public.

Every corridor is different and needs to be looked at individually, but we agree that consistency throughout Illinois is desirable. IDOT is working on a policy for the implementation of these managed lane scenarios and will communicate to the traveling public as efficiently as possible.

How will enforcement be handled for the different alternative?

Enforcement of HOT 2+ and HOT 3+ is challenging due to the lack of space to pull over or even to observe the number of occupants in a vehicle. Other agencies such as the Florida DOT have implemented a registration process that would require car poolers to sign up in order to use the managed lane. An ETL would be the easiest to enforce.

If there is no barrier to separate the managed lane from the general purpose lanes, what is to discourage people from weaving in and out to avoid tolls?

Toll collection gantries would be spaced throughout the corridor approximately every half mile. This would discourage the likelihood of weaving in and out of the managed lane.

Attendance List

CPG Members

- Kathy Abbate Trustee-Downers Grove Township
- Mark Baloga Executive Director-DuPage Mayors and Managers Conference
- Chris Bethel Director of Public Works-Village of Woodridge
- Claire Bozic Senior Analyst-Chicago Metropolitan Agency for Planning
- Daniel Gombac Director of Municipal Services-City of Darien
- Henry Guerriero Traffic & Revenue Analyst-Illinois State Toll Highway Authority
- Garrett Hummel Management Analyst-Village of Willowbrook
- Adam Lintner Geometrics Engineer-Illinois State Toll Highway Authority
- John Loper Transportation Planning Coordinator-DuPage County Division of Transportation
- Mark Masciola Village Manager-Village of Forest View
- Sharon Peterson Assistant City Administrator-City of Countryside
- Mark Pitstick Technical Advisor, Planning-Regional Transportation Authority
- Brenda Rancher-McGruder Coordinating Planner I-Chicago Department of Transportation
- Lucas Rickelman Director of Public Services and Development-Village of Bolingbrook
- Mickey Straub Mayor-Village of Burr Ridge
- David Tomzik Manager, Long Range Planning-Pace

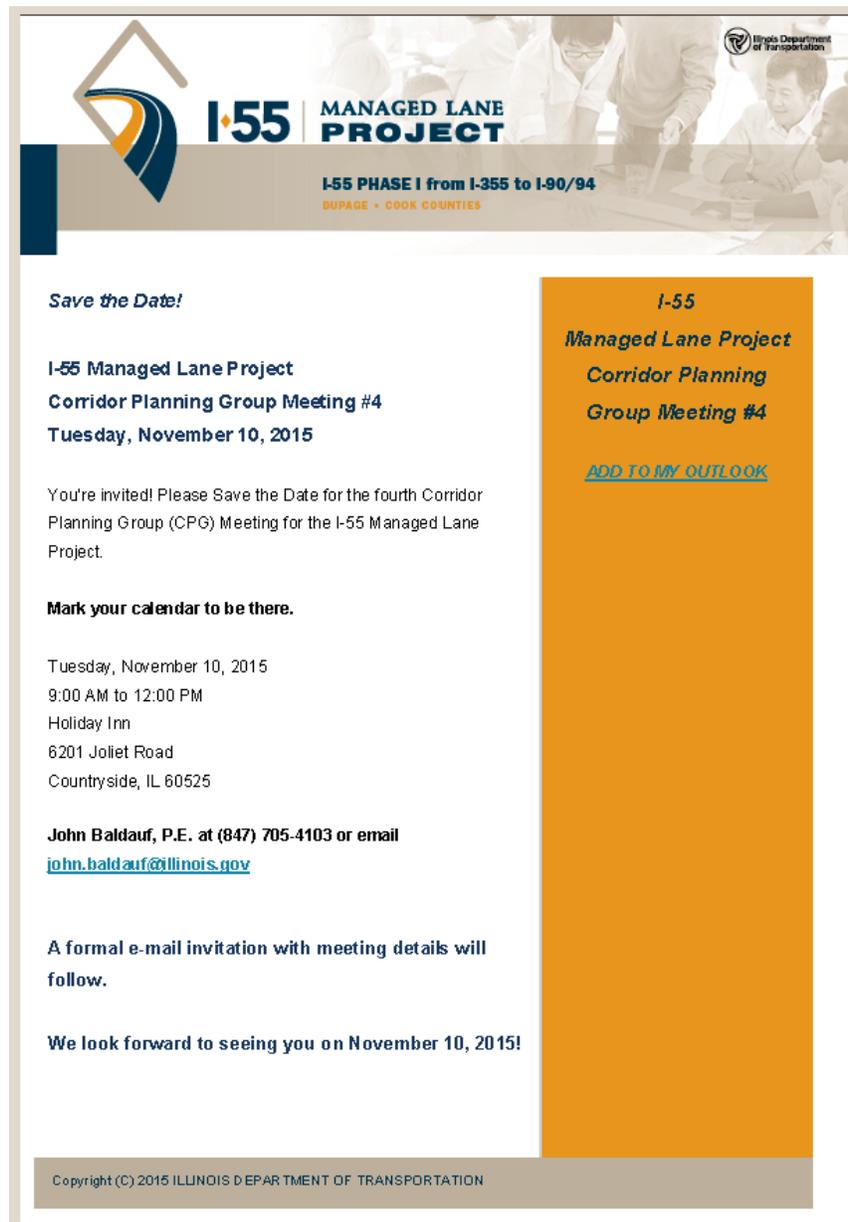
- Libby Braband Interested Citizen
- Seka Kaplarevic Resident

Project Team

John Baczek – IDOT	Steve Schilke – IDOT
John Baldauf – IDOT	Corey Smith – IDOT
John O’Holleran – Stantec	Dave Pieniazek – Stantec

Janet Henderson – Images, Inc.	Keith Spencer – Images, Inc.
Raghu Kowshik – CDM Smith	
Mike Matkovic – Christopher B. Burke Engineering	Melissa McGhee – Christopher B. Burke Engineering

Figure 1
Save the Date



I-55 | MANAGED LANE
PROJECT

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

Save the Date!

**I-55 Managed Lane Project
Corridor Planning Group Meeting #4
Tuesday, November 10, 2015**

You're invited! Please Save the Date for the fourth Corridor Planning Group (CPG) Meeting for the I-55 Managed Lane Project.

Mark your calendar to be there.

Tuesday, November 10, 2015
9:00 AM to 12:00 PM
Holiday Inn
6201 Joliet Road
Countryside, IL 60525

John Baldauf, P.E. at (847) 705-4103 or email
john.baldauf@illinois.gov

A formal e-mail invitation with meeting details will follow.

We look forward to seeing you on November 10, 2015!

**I-55
Managed Lane Project
Corridor Planning
Group Meeting #4**

[ADD TO MY OUTLOOK](#)

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Figure 2
Formal Meeting Invitation



I-55 | MANAGED LANE
PROJECT

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

You're Invited!

Please join us at the **fourth Corridor Planning Group (CPG) Meeting** for the I-55 Managed Lane Project.

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6201 Joliet Road
Countryside, IL 60525

At the third CPG meeting on January 29, 2014, we discussed the alternatives evaluation and comparison process, and sketch level evaluation status. In addition Pace provided the opportunity for CPG and Study team members to view one of their new buses which are being used along the I-55 corridor.

At this upcoming meeting, we will discuss the following topics:

- Review of past CPG Meetings
- Managed Lane Alternative
- Noise Impacts Evaluation
- Next Steps

RSVP your attendance to Keith Spencer of Images, Inc. at (630) 510-3944, ext. 109 or via e-mail at keith.spencer@imagesinc.net, by Tuesday, November 3, 2015.

We look forward to seeing you on November 10th!

** This meeting will be accessible to persons with disabilities. Anyone needing special assistance should contact Keith Spencer of Images, Inc. at (630) 510-3944 ext 109. Persons planning to attend who will need a sign language interpreter or other similar accommodations should notify the TTY/TTD number (800) 526-0844/or 711; TTY users (Spanish) (800) 501-0864/or 711; and for telebraille dial (877) 526-6670 at least five days prior to the meeting*

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November 10, 2015
Holiday Inn
9:00 AM to 11:00 AM
6201 Joliet Road
Countryside, Illinois 60525

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

If you have project questions please contact John Baldauf, P.E. at (947) 705-4103 or email john.baldauf@illinois.gov

For more information:
www.i55managedlaneproject.org

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