



# Illinois Department of Transportation

Division of Highways/Region One / District One  
201 West Center Court/Schaumburg, Illinois 60196-1096

July 16, 2012

Mr. Norman R. Stoner, P.E.  
Division Administrator  
Federal Highway Administration  
3250 Executive Park Drive  
Springfield, Illinois 62703

Re: Elgin O'Hare – West Bypass Project, Design Exceptions

Dear Mr. Stoner:

Attached for your review and approval is one design exception located on the southbound to eastbound flyover ramp from I-290 to the Elgin O'Hare Expressway. This is the only Level One design exception required for roadways under IDOT jurisdictional control. See the attached, Figure 1, displaying the project layout for reference.

The project is located in northwestern Cook and northeastern DuPage Counties. The Level One design exception being sought is located in the I-290 at Elgin O'Hare interchange situated in the Villages of Elk Grove Village and Itasca. The purpose of the proposed action is to provide an improved transportation system for the I-290 interchange complex in conjunction with the expansion of the existing Elgin O'Hare Expressway as well as its eastern extension to the west side of O'Hare International Airport.

An Access Justification Report (AJR) is required for the I-290 at Elgin O'Hare interchange which includes the two, third level directional ramp connections, one of which requires a design exception. The initial draft of the AJR has been previously submitted and reviewed. The design exception is requested for the category, Stopping Sight Distance on the inside of Horizontal Curves. See the attached Table 1 for details on the design exception finding.

The design exception noted on the attached table was initially discussed at the Design Exceptions Meeting on February 7, 2012 with the District One Geometrics Engineer, the IDOT Central Office Engineer (Bureau of Design & Environment) and the FHWA Transportation Engineer. Five exceptions were originally presented, all in the categories of Horizontal Stopping Sight Distance or Shoulder Width. A copy of the meeting minutes from that meeting are attached your information and reference. The meeting minutes note the reduction of the exception count to three, from the initially presented five. The meeting minutes do not reflect the subsequent agency conversations which led to the avoidance on two of the remaining three Stopping Sight Distance exceptions through geometric modifications. Also attached is Figure 2 showing the location of the sole Level One design exception. As follow up to the initial meeting in February, the request for official approval of the Level One design exceptions was made and granted at the March Project Management Team Meeting held on March 13, 2012.

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The design exceptions will be mitigated in part by providing wider than standard inside shoulder (12 feet) and advisory signing warning drivers of the cautionary downstream condition.

As part of our continued coordination with your staff, both the Bureau of Design & Environment and the District personnel will be available to meet with or discuss with you or your staff should you have any comments or questions regarding this deviation from current policy. We hereby request approval of the Level One design exception listed.

If you have any questions or need additional information, please contact me or Peter E. Harmet, Bureau Chief of Programming, at (847) 705-4393.

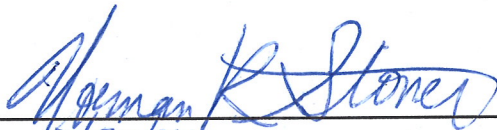
Very truly yours,



John Fortmann, P.E.  
Acting Deputy Director of Highways,  
Region One Engineer

Approval: \_\_\_\_\_

Date: \_\_\_\_\_

  
7/23/2012

Attachments

cc: Scott Stitt  
Jason Salley  
Manar Nashif