

Description: IL ROUTE 53 (PAS 0870) and 75TH STREET (PAS 0369) INTERSECCION, WOODRIDGE, DUPAGE COUNTY, IDOT PHASE I

Scope: The general scope of work for this Highway Safety Improvement Project (HSIP) consists of providing dual left turn lanes on all legs; adding southbound and eastbound right turn lanes; and providing new traffic signals with Protected only LT phasing. The proposed improvement include asymmetrical roadway pavement widening to provide the pavement width for the dual left turns and right turn channelization. IL 53 is proposed to be widened to the west holding the existing east curb line and 75th Street is proposed to be widened to the south holding the existing north curb line to avoid impacts to the existing water transmission main.

#	BDE Standard	Policy Value	Proposed Design	Location of Exception	Justification
1	Frontage Road Outer Separation BDE Figure 44-2.K	25'	10'	75th Street Frontage Road	The substandard frontage road outer separation is needed to avoid ROW impacts to the residential properties and match the existing frontage road location.
2	Dual Left Turn Lane Taper Length BDE 36-3.05(b)	300'	200'	IL Route 53 NB left turn at 75th Street	The substandard taper length is required to avoid impacting access to the parcels at the southwest quadrant of the intersection.
3	Turn Lane Deceleration Distance BDE Figure 36-3.1	385'	350'	IL Route 53 NB left turn at 75th Street	The substandard taper length is required to avoid impacting access to the parcels at the southwest quadrant of the intersection.
4	Stop Bar offset from Edge of Travelled Way BDE 36-1.10 MUTCD Section 3B.16-10	4'-30'	49'	75th Street WB approach at IL Route 53	The substandard stop bar offset is required to avoid additional intersection impacts and turning movement conflicts.
5	Stop Bar offset from Edge of Travelled Way BDE 36-1.10 MUTCD Section 3B.16-10	4'-30'	58'	75th Street EB approach at IL Route 53	The substandard stop bar offset is required to avoid additional intersection impacts and turning movement conflicts.
6	Stop Bar offset from Edge of Travelled Way BDE 36-1.10 MUTCD Section 3B.16-10	4'-30'	40'	IL Route 53 NB approach at 75th Street	The substandard stop bar offset is required to avoid additional intersection impacts and turning movement conflicts.
7	Stop Bar offset from Edge of Travelled Way BDE 36-1.10 MUTCD Section 3B.16-10	4'-30'	45'	IL Route 53 SB approach at 75th Street	The substandard stop bar offset is required to avoid additional intersection impacts and turning movement conflicts.
8	Dual Left Turn Lane Turning Radii BDE Section 36-3.05(b)	90' min.	78'	75th Street EB Left Turn	The substandard turning radii is required to avoid additional intersection impacts and turning movement conflicts.
9	Dual Left Turn Lane Turning Radii BDE Section 36-3.05(b)	90' min.	74.5'	75th Street WB Left Turn	The substandard turning radii is required to avoid additional intersection impacts and turning movement conflicts.
10	Throat Width BDE Section 36-3.05(b)	35' min.	24'	75th Street East Leg 75th Street West leg	The substandard throat width is needed to avoid additional ROW impacts.
11	Throat Width BDE Section 36-3.05(b)	35' min.	31'	IL Route 53 South Leg	The substandard throat width is needed to avoid additional ROW impacts.

Mr. Dwayne Ferguson, IDOT BDE, had reviewed the Design Exceptions (DE) prior to the meeting. The Design Exceptions were approved.

Prepared By: Strand Associates, Inc.
Presented By: GSU (Reviewer Name)