



Tier II Consultation Meeting

Agenda

September 8, 2011—11:30 am
Lake County Conference Room
CMAP Offices

- 1.0 Call to Order and Introductions** 11:30 a.m.
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of Minutes – June 28, 2011**
ACTION REQUESTED: Approval
- 4.0 SIP Update**
The Illinois EPA released the Chicago 8-Hour Ozone Maintenance Plan which was originally submitted to the U.S. Environmental Protection Agency in 2010 for public comment in July and August. IEPA will provide an overview of comments received and the status of the update.
ACTION REQUESTED: Information
- 5.0 TIP Conformity Amendments**
The next semi-annual conformity amendment is scheduled to be considered by the CMAP Board and MPO Policy Committee in October. The consultation team will be briefed on any public comments received. As of the date of posting of this agenda, no comments have been received.
ACTION REQUESTED: Information and Discussion
- 6.0 Public Participation Plan and Title VI Plans**
Minor modifications to the Public Participation Plan were approved by the CMAP Board at their August meeting. An updated Title VI plan was adopted by the CMAP Board and MPO Policy Committee at their June meetings. These updates were accepted by FHWA and FTA.
ACTION REQUESTED: Confirmation of Acceptance
- 7.0 Interstate 80: Ridge Rd. to US 30 Phase 1 Study (12-09-0010) Update**
IDOT will provide an update on the progress of the Phase 1 study and bridge replacements for this unconstrained major capital project. IDOT has indicated design approval is anticipated near the end of 2013.

ACTION REQUESTED: Discussion and agreement that bridge reconstruction can include additional capacity without requiring an amendment to GO TO 2040.

8.0 IL 47: Caton Farm Rd. to I-80

IDOT District 3 plans to submit a TIP project request, including Phase II engineering, ROW and construction of additional lanes on IL 47 from Caton Farm Road to I-80 using NCP funding. The status of the project will be discussed.

ACTION REQUESTED: Discussion and agreement that including this project in the CMAP TIP in March, 2012 as part of the semi-annual TIP conformity amendment will not impede the progress of the project.

9.0 Major Capital Project Updates

A brief update on the status of Major Capital Projects will be provided.

ACTION REQUESTED: Information

10.0 Other Business

11.0 Public Comment

This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair's discretion. It should be noted that the exact time for the public comment period will immediately follow the last item on the agenda.

12.0 Next Meeting

13.0 Adjournment

Tier II Consultation Team Members:

	CMAP		FHWA		FTA		IDOT
	IEPA		RTA		USEPA		



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Tier 2 Consultation Meeting Draft Minutes

June 28, 2011

Offices of the Chicago Metropolitan Agency for Planning (CMAP)
Kane County Conference Room

Participants:	Patricia Berry	CMAP
	Kama Dobbs	CMAP
	John Donovan	FHWA
	Don Kopec	CMAP
	Michael Leslie	USEPA
	Ross Patronsky	CMAP
	Mike Rogers	IEPA
	Susan Stitt	IDOT – via phone
	Kermit Wies	CMAP

1.0 Call to Order and Introductions 10:00 a.m.
All participants introduced themselves.

2.0 Agenda Changes and Announcements
There were no changes to the agenda.

3.0 Approval of Minutes – February 25, 2011
The minutes of February 25, 2011 were approved with no corrections or changes.

4.0 SIP Update
Mr. Rogers distributed draft “Chicago 8-Hour Ozone and PM_{2.5} Maintenance Plan Transportation Conformity Motor Vehicle Emissions Budget Documentation” for discussion. Mr. Rogers noted that IEPA submitted maintenance plans for Ozone and PM_{2.5} in 2010. However, USEPA required the revision of RACT rules. Since overall SIP approval was delayed, and the motor vehicle budgets needed to be redone, USEPA require that IEPA use the MOVES model to develop the revised budgets. He stated that due to the delay in SIP approval, the maintenance plan could no longer use a horizon year of 2020. Instead, the new budgets are being developed for a horizon year of 2025, with 2015 and 2020 as milestone years.

Mr. Rodgers then presented an overview of the document and highlighted several items. He stated that the 2008 annual VMT provided by IDOT was projected to 2025 using an

annual growth rate of 1.5%, for input into MOVES. He stated that meteorological data from 2008 were used in the year 2025 emissions modeling.

Mr. Rogers stated that the USEPA allows for the use of a safety margin in the development of motor vehicle emissions budgets and noted that this possibility was discussed by CMAP, USEPA and IEPA in a phone conversation on June 24. Mr. Rogers stated that IEPA initially wanted to use the MOVES model to develop emissions factors, since this was similar to the approach that CMAP had taken using MOBILE6, but since CMAP was comfortable using the inventory method for conformity, IEPA would use it as well. Based on CMAP staff tests using Travel Demand Model results as input for MOVES, IEPA determined that a 15% safety margin would be appropriate. CMAP staff agreed and noted that if further analysis was completed with more local adjustments to the MOVES inputs, the budgets would likely decrease. Ms. Stitt asked for USEPA concurrence, which was provided by Mr. Leslie.

Mr. Rogers noted that in three years, when an attainment demonstration SIP for the new ozone standard is developed, the use of safety margins will not apply.

Mr. Rogers noted that a re-designation is needed prior to the effective date of the new ozone standard. Failure to receive the re-designation prior to the new standards going into effect would result in the threshold for stationary source review of 25 tons/year, instead of 100 tons/year.

He stated that the draft Maintenance Plans would be posted and advertised by the end of the week, with a comment period from early July through early August, and a public hearing, if requested, tentatively scheduled the week of August 9 – 13 to ensure re-designation prior to the effective date of the new standard.

5.0 TIP Conformity Amendments

Ms. Berry reported that there were no unusual submittals for the next conformity analysis period. Subsequent to the meeting, IDOT submitted a TIP change for the I-55/Arsenal Rd. interchange project. This project had previously been identified with a work type of bridge reconstruction and the submitted TIP change required clarification. The project consists of relocating an existing interchange, with the same capacity for an off and on movements. It was agreed that this interchange relocation is exempt, which the USEPA confirmed. The project will be listed in the TIP as an interchange reconstruction and the relocation will be noted as part of the brief project description.

6.0 Major Project Updates

Ms. Berry reported that there were no reports of significant action on major projects at this time, but that CMAP staff is tracking all of the projects, and will keep the team informed of major actions.

7.0 Other Business

No other business was discussed.

8.0 Public Comment

No public comments were made.

9.0 Next Meeting

The next meeting is on call.

10.0 Adjournment

The meeting adjourned at 10:45 a.m.

Tier II Consultation Team Members:

	CMAP		FHWA		FTA		IDOT
	IEPA		RTA		USEPA		

Inter-LINK

Issue 2 • July 2011

Public Meeting #1 Well Attended Valuable Input Received



The Illinois Department of Transportation (IDOT) hosted the first Public Meeting for the Interstate 80 Phase I Preliminary Engineering and Environmental Study on August 18, 2010. The I-80 Phase I Study is taking a detailed look at the current and future transportation needs of the corridor. The study includes an analysis of existing roadway deficiencies, safety, operational, and capacity issues, and future transportation needs. The study area begins at Ridge Road to the west and ends at U.S. Route 30 to the east, a distance of approximately 16 miles. The corridor encompasses three counties

(Kendall, Grundy and Will), six municipalities (Minooka, Channahon, Shorewood, Rockdale, Joliet, and New Lenox), and six townships. The roadway crosses four waterways including the Des Plaines River, includes eight interchanges, and handles heavy truck traffic.

The first Public Meeting was an open house format from 4:00 pm to 7:00 pm, and was held in the Victorian Ballroom at the Jacob Henry Mansion Estate in Joliet. IDOT provided information regarding the study schedule and process, study area characteristics, opportunities for public involvement, and basic information regarding the current conditions along the corridor. Attendees were given the opportunity to view a PowerPoint presentation, view exhibit boards with basic project information, and place comments on large scale aerials of the study area to identify issues and concerns about the corridor. IDOT representatives and project study team members were available to answer questions and address project concerns.

A total of 107 individuals attended the open house, a mixture of local government officials, property and business owners, corridor residents, and interested citizens who provided valuable input both verbally and in the form of written comments to the study team regarding:

- Congestion
- The impacts of truck traffic
- The condition of the Des Plaines River bridge
- Traffic noise
- Impacts to the environment and drainage concerns
- Recommendations for suggested improvement alternatives
- The incorporation of improved design elements in proposed solutions

Participants were also given the opportunity to sign-up for the Project Working Group, with nine attendees indicating interest. This meeting was the first of three Public Meetings and one Public Hearing scheduled throughout the study process. These meetings are intended to provide continued opportunities for the public to participate in the study and its ultimate outcome. ■



Participate in the process!

*Public Meeting #2 on the I-80
Phase I Study to be held:*

July 28, 2011

4:00 p.m. – 7:00 p.m.

**Victorian Ballroom at the
Jacob Henry Mansion Estate
15 S. Richards Street
Joliet, Illinois 60433**

*Don't miss this opportunity to
participate in the identification
of project solutions!*

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Project Working Group Busy at Work



Due to the size and diversity of the I-80 study area, IDOT created an overall **Project Working Group (PWG)** to facilitate full participation and representation of the various communities and interests located throughout the corridor.

The **Project Study Group, or PSG**, is comprised of representatives from IDOT, the Federal Highway Administration, and the project consultant, HBP, and its sub-consultant team. The PSG guides the study and provides technical oversight and expertise for key project elements.

To assist with the development of the study, IDOT created a **Corridor Advisory Group, or CAG**. The CAG consists of the chief elected officials or their representatives from the six municipalities and three counties within the study corridor. The purpose of the CAG is to provide input on the preparation of the Purpose and Need statement and the development and evaluation of alternatives.

A **Technical Task Force, or TTF**, has also been created to provide a means for obtaining technical input from a variety of experts. The TTF addresses three areas of study: Environmental, Transportation/Engineering, and Land Use/Economic Development. Members include transportation and engineering officials, economic development organizations or councils, land use planning agencies, local municipal, township and county staff, and environmental groups.

Finally, a **Corridor Interest Group, or CIG**, has also been established to provide opportunities for additional participation. Membership includes neighborhood organizations, township officials, local community organizations, special interest groups, residents, and the general public.

The CAG, TTF, and CIG together make up the PWG for this project. The PWG has met four times during the past nine months, and has been diligently providing the study team with valuable input during the course of the project.

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Project Study Group (PSG)

• IDOT • FHWA • Project Consultant Team

Corridor Advisory Group (CAG)

- Community and County Leaders



Technical Task Force (TTF)

- Environmental
- Transportation/Engineering
- Land Use/Economic Development



Corridor Interest Group (CIG)

- Reflecting Diversity of Corridor





PWG #1

The first overall Project Working Group meeting was held on September 14, 2010. The study team presented the project overview and schedule, and attendees participated in workshops to identify **issues and concerns** as well as **goals and objectives** for the project.

When the detailed work of the various workshop tables was compiled and compared, common and consistent themes emerged.

ISSUES AND CONCERNS

- Capacity/congestion
- Design/aesthetics
- Multi-modal options
- Des Plaines River bridge
- Noise
- Interchange design
- Environment

GOALS AND OBJECTIVES

- Reduce congestion and improve capacity/traffic flow
- Improve safety
- Reduce noise
- Address problems with the Des Plaines River bridge
- Clarify the roles and responsibilities of the participating parties
- Enhance quality of life issues with design elements



PWG #2

The second Project Working Group meeting was held on February 8, 2011. Using the results of the PWG #1 workshops on issues and concerns and goals and objectives coupled with the input received during PM #1 comment period, the study team prepared and presented a draft Problem Statement. The Problem Statement defines a situation or circumstances to be solved – or the “problem”, and identifies factors that contribute to unacceptable performance. The Statement was discussed and generally accepted, with suggestions for a few minor revisions.

Problem Statement

Interstate 80 (I-80) is a major east-west transportation route facilitating the movement of people and goods nationally, regionally, and locally. Regional growth and increased vehicular demand on Interstate 80 from Ridge Road to U.S. Route 30 are creating safety and operational deficiencies due to insufficient capacity along the roadway and at its interchanges with interstates, arterial roadways and collector streets. The facility deficiencies, including the insufficient capacity of the roadway and some interchanges to handle the increased travel demand and the lack of east-west alternatives, creates traffic congestion and safety issues resulting in decreased mobility and accessibility.

I-80, a state designated truck route, also experiences heavy freight truck traffic volumes that contribute to traffic congestion and accelerate deterioration of the roadway and bridges within the I-80 corridor. Design elements exist within the project corridor that do not meet current standards and create operational and safety issues for motorists.

Identified transportation deficiencies include the lack of roadway capacity to serve existing and projected travel demand, deteriorating conditions of the I-80 pavement, and the lack of multi-modal travel options within the I-80 corridor.

At PWG #2, the study team also presented a detailed analysis of the existing conditions and corridor deficiencies within the study area, which will be highlighted later in this newsletter.



PWG #3

The Project Working Group met for a third time on May 3, 2011, at which time a summary of the draft **Purpose and Need** was presented as well as an **Alternatives Toolbox** of options to assist with the solicitation of ideas for the initial stages of alternatives development.

PURPOSE AND NEED

The Purpose and Need is the foundation for the identification and evaluation of Project Alternatives.

- How does a proposed solution address the **PURPOSE** of the project?
- How does a proposed solution address the **NEED** for improvements?

It incorporates detailed technical analysis and public involvement input to define the purpose of the project and the need for its improvement, and serves as a guide when evaluating potential alternatives.

The development of the draft Purpose and Need incorporates:

STAKEHOLDER INPUT FROM:

- Project Working Group meetings
- Public meetings
- Stakeholder meetings
- Submitted comments
- Project Problem Statement

TECHNICAL ANALYSIS INCLUDING:

- Data collected
- Crash data analysis
- Traffic data analysis
- Corridor deficiencies analysis

The Needs that have been identified in the I-80 draft Purpose and Need include the following:

IMPROVE REGIONAL AND LOCAL TRAVEL AND ACCESS

- To address historic and projected population growth trends
- Traffic capacity analysis identifies existing and projected deficiencies
- Accommodate multi-modal connections

IMPROVE SAFETY FOR ALL USERS

- Address high frequency of rear end and sideswipe crashes

IMPROVE FACILITY CONDITION AND DESIGN

- I-80 is over 50 years old
- Alignment deficiencies exist near the Des Plaines River Bridge
- Existing grade separations have deficient vertical clearances
- Interchange geometrics have issues concerning weaving and merging movements
- Address high truck traffic volumes

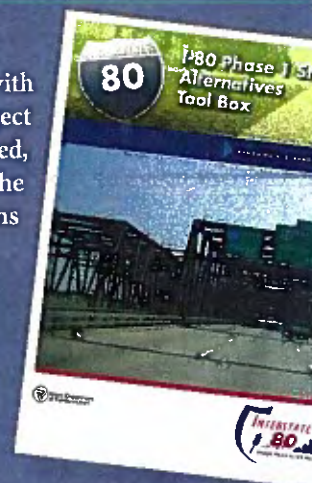
The draft Purpose and Need has been submitted to and is subject to Federal Highway Administration (FHWA) review and approval.

ALTERNATIVES TOOLBOX

In an effort to assist PWG members with the initial development phase of project alternatives, a "toolbox brochure" was created, distributed, and presented at PWG #3. The document included detailed explanations and examples of the following:

- Bus Options
- Expressway Improvements
- Arterial Lanes and Improvements
- Managed Lanes (HOV, HOT, and Truck Only Lanes)
- Traffic Management Systems
- Non-Motorized Alternatives

The Alternatives Toolbox can be viewed on the project website and copies will be available for reference at Public Meeting #2.



PWG #4

The fourth and most recent PWG meeting was held on May 20, 2011, at which time attendees participated in an Alternatives Workshop to assist with the initial development of project solutions. The workshop was conducted at tables with sets of corridor aerials, using the following for reference:

- Problem Statement
- Purpose and Need for Improvement
- Example Interchange Layouts
- Existing Conditions/Deficiencies
- Tool Box Brochure

Each table's suggestions were summarized and presented to the overall group, again with consistent themes emerging among each of the groups. Their work, along with input received at Public Meeting #2, will be presented in a future edition of Inter-Link. ■

Existing Conditions Identified

In order to adequately identify potential project solutions, it is important to have an extensive understanding of the existing conditions within the study area. The contributions of the Project Working Group and the public on issues, goals, and objectives provides great value for the preparation of technical studies to identify transportation deficiencies. The following notes the highlights of the existing conditions for the I-80 study area.

Technical studies begin with an inventory of existing conditions for:

- Roadways
- Commuter/rail traffic
- Non-motorized facilities
- Public transportation

The existing conditions are then assessed against current standards for safety and design, with an evaluation of operational performance. Understanding the conditions assists with identification of deficiencies.



ROADWAYS

An analysis of the existing roadway conditions included:

- Traffic and operations
- Roadway geometrics
- Bridges
- Safety

Existing traffic and operations data included:

- Average daily traffic (ADT) volumes
- Design hourly volume (DHV)
- Level of Service (LOS)

The Level of Service rating is a scale from A to F, with A being optimal free-flow conditions and F indicating the roadway no longer operates properly because demand exceeds capacity. As evidenced in the table, there are a number of segments in the I-80 study area that are already operating at the low end of the scale at Level of Service D or worse.

Existing LOS/ADT Summary

Segment	EB LOS (AM/PM)	WB LOS (AM/PM)	2010 ADT
West of Ridge	A/B	B/B	38,900
Ridge to I-55	B/B	B/C	49,400
I-55 to Houbolt	D/C	B/D	65,200
Houbolt to Larkin	C/C	B/C	73,000
Larkin to Center	D/F	D/E	101,800
Center to Chicago	D/D	D/D	112,700
Chicago to Richards	C/D	B/C	107,800
Richards to Briggs	D/D	D/D	87,500
Briggs to US 30	C/C	C/C	70,900

The analysis of the corridor's existing roadway geometrics is ongoing and includes evaluation of:

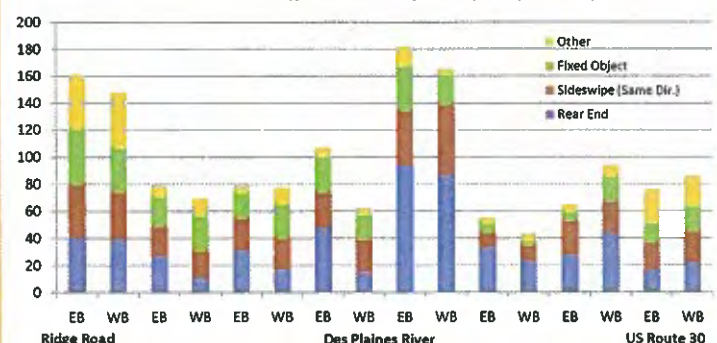
- Roadway alignment and profiles
- Proper vertical clearance from overhead structures
- Bridge shoulder widths
- Interchange design and capacity
- Roadway safety elements

CRASH ANALYSIS

The total number of crashes in the 16 mile study area for the four-year study period of 2005 – 2008 was 1,548. Of this total, 804 crashes involved vehicles traveling eastbound and 744 traveling westbound. The predominant crash type was rear end crashes with 570, or 36.8%. The second highest crash type observed in the study area was sideswipe crashes in the same direction at 410, or 26.5%, with the third most predominant crash type being fixed object crashes with 342, or 22.1%. The number of fatal and incapacitating injury crashes during this time frame was 11 and 65, respectively, with the most predominant crash types being caused by speed (15), loss of vehicle control (10), and intoxication (9).

Further analysis was completed to determine crash types by freeway section. These results are depicted in the chart to the right. The center section of I-80 between Center Street and Chicago Street had the highest number of crashes for any freeway section in the project study area, and additionally the most severe and non-severe injury crashes. ■

Mainline Crash Types in the I-80 Project Study Area (2005-2008)



Next Steps

ALTERNATIVES TO BE DEVELOPED

Using the Project Problem Statement, existing conditions, corridor deficiencies, technical analysis and the Purpose and Need as a guide, the major project milestone of the development of potential project alternatives will occur during the next several months. At the July 28, 2011 Public Meeting #2, attendees will be given the opportunity to identify and suggest corridor improvements, similar to the workshop held at Project Working Group Meeting #4 on May 20, 2011. The study team will then use this input coupled with technical analysis to further refine the project Purpose and Need, and to prepare draft alternatives for consideration and feedback at the next PWG and Public Meetings. Alternatives will then be evaluated based on their ability to meet the Purpose and Need. This is an important stage of the study process when stakeholder participation is crucial. ■

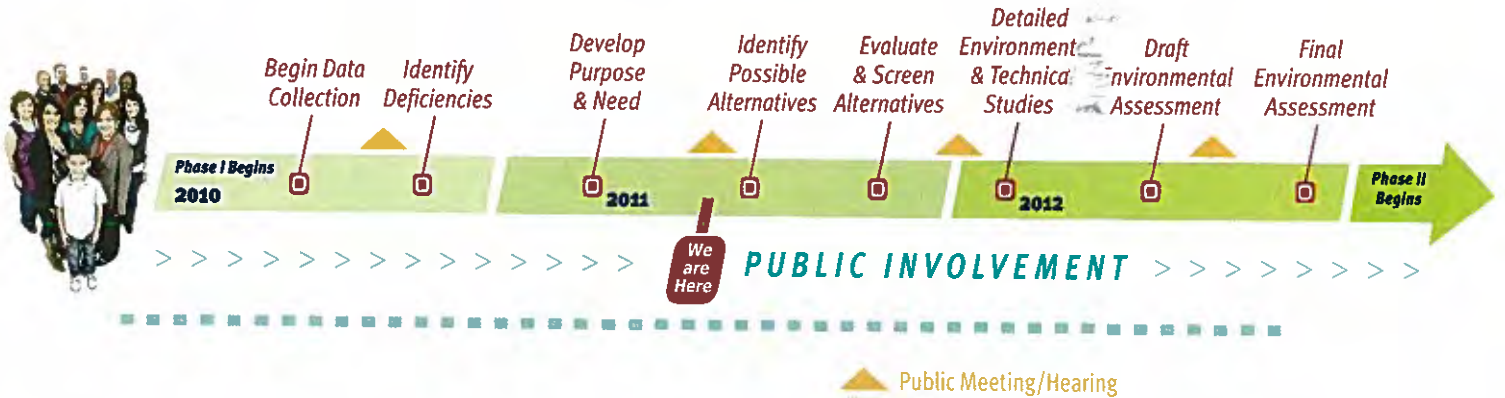
OPPORTUNITIES to get and STAY INVOLVED

Your Opinion Matters! There will continue to be many opportunities to be involved in the I-80 Phase I project.

Public Involvement opportunities include:

**Newsletters • Website: www.I-80Will.com
One-on-One Meetings • Project Working Groups
Public Meetings**

We appreciate your continued interest in the I-80 Phase I Study. We hope you stay involved as the study team proceeds with the development of potential project alternatives. You can always find current project information by visiting our website at www.I-80Will.com, or contact Ms. Jessica Feliciano, P.E. Project Manager, Illinois Department of Transportation, 201 W. Center Court Schaumburg, Illinois 60196, (847) 705-4087.



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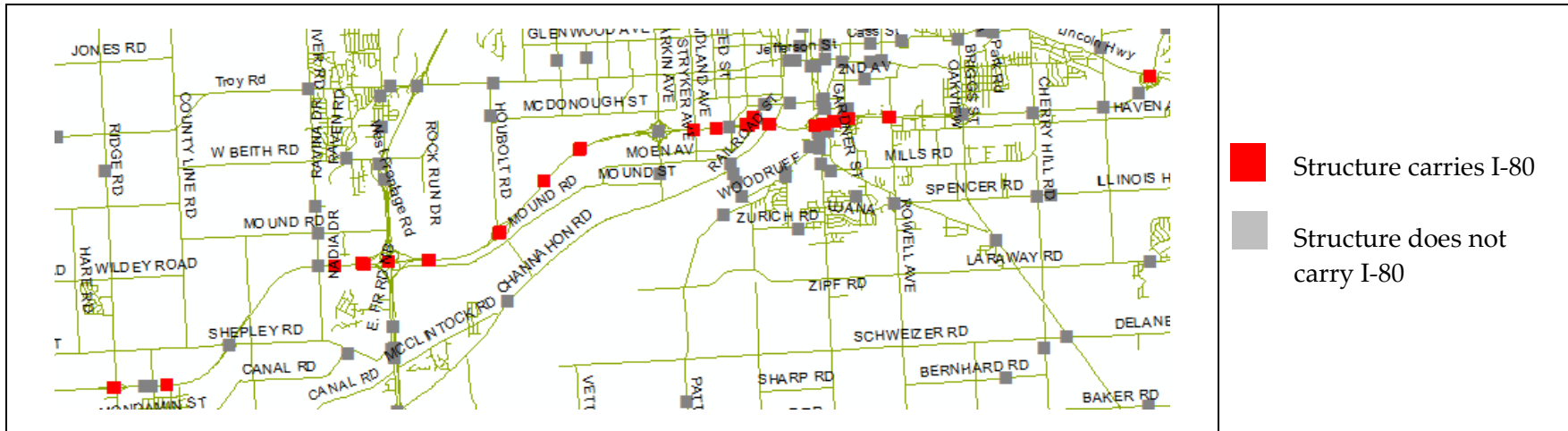
JUL 26 2011

I-80 Project
Illinois Department of Transportation
Division of Highways - District One
201 W. Center Court
Schaumburg, Illinois 60196



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April 2011 Illinois Structure Information System (ISIS) Summary, Ridge Road to US 30



Structure Number	Beg_sta	Carried	Crossed	Structure Length	Location	County
032-2529	19.47	I-80	STREAM	8.00	0.5 MI E-MINOOKA INT	GRUNDY
032-0100	18.75	FAI 80 (EB & WB)	FAS285/CH5/RIDGE RD	165.00	MINOOKA INTERCHANGE	GRUNDY
032-2528	18.66	I-80	STREAM	9.30	0.1 MI N-MINOOKA INT	GRUNDY
099-0068	14.98	I- 80 WB	RR & US-30	616.90	4.7 M E OF IL-53	WILL
099-0069	14.97	I- 80 EB	RR & US-30	629.70	4.7 M E OF IL-53	WILL
099-0067	11.17	I- 80 WB	RR & ROWELL AVE	633.30	0.9 M E OF IL-53	WILL
099-0066	11.16	I- 80 EB	RR & ROWELL AVE	558.30	0.9 M E OF IL-53	WILL
099-0065	10.60	I- 80 WB	RICHARDS ST	165.80	0.3 M E OF IL-53	WILL
099-0064	10.59	I- 80 EB	RICHARDS ST	167.00	0.4 M E OF IL-53	WILL
099-0063	10.42	I- 80 WB	HICKORY CREEK	265.40	0.3 M E OF IL-53	WILL
099-0062	10.41	I- 80 EB	HICKORY CREEK	265.40	0.3 M E OF IL-53	WILL
099-0061	10.24	I- 80 WB	RR & GARDNER ST	477.10	0.1 M E OF IL-53	WILL
099-0060	10.23	I- 80 EB	RR & GARDNER ST	483.40	0.1 M E OF IL-53	WILL
099-0058	10.13	I- 80 WB	IL 53	179.60	2.2 M E OF IL-7	WILL
099-0059	10.12	I- 80 EB	IL 53	179.60	2.2 M E OF IL-7	WILL

099-0057	9.51	I- 80 WB	DS PLNS RIV & US-6	2300.00	1.5 M E OF IL-7	WILL
099-0056	9.50	I- 80 EB	DS PLNS RIV & US-6	2362.00	1.5 M E OF IL-7	WILL
099-0054	9.27	I- 80 WB	CENTER SB TO I-80 EB	91.10	0.3 M W OF US-6	WILL
099-0055	9.26	I- 80 EB	CENTER SB TO I-80 EB	118.40	0.3 M W OF US-6	WILL
099-0053	9.17	I- 80 WB	CENTER ST SB	128.30	1.3 M E OF IL-7	WILL
099-0052	9.16	I- 80 EB	CENTER ST SB	131.80	1.3 M E OF IL-7	WILL
099-0509	8.76	I- 80	DITCH	13.20	0.8 M E OF IL-7	WILL
099-0051	8.40	I- 80 WB	MIDLAND AVE	138.70	0.6 M E IL-7	WILL
099-0050	8.39	I- 80 EB	MIDLAND AVE	138.70	0.6 M E IL-7	WILL
099-0049	6.89	I- 80 WB	ABANDONED RR	165.00	1 M W OF IL 7	WILL
099-0048	6.88	I- 80 EB	ABANDONED RR	165.00	1 M W IL 7	WILL
099-0522	6.22	I- 80	DITCH	7.00	1.9M W OF IL7	WILL
099-0302	5.09	I- 80 WB	HOUBOLT RD	148.60	1.5 M E OF I-55	WILL
099-0301	5.08	I- 80 EB	HOUBOLT RD	148.60	1.5 M E OF I-55	WILL
099-0047	4.12	I- 80 WB	ROCK RUN CREEK	104.80	0.6 M E OF I-55	WILL
099-0046	4.11	I- 80 EB	ROCK RUN CREEK	104.80	0.6 M E OF I-55	WILL
099-0045	3.52	I- 80 WB	I- 55	239.30	4 M E GRUNDY CO LIN	WILL
099-0044	3.51	I- 80 EB	I- 55	239.30	4 M E GRUNDY CO LIN	WILL
099-0043	3.20	I- 80 WB	FRONTAGE ROAD	28.00	0.25 M WEST OF I-55	WILL
099-0042	3.19	I- 80 EB	FRONTAGE ROAD	28.00	0.25 M W OF I-55	WILL
099-0041	2.80	I- 80 WB	DUPAGE RIVER	292.80	0.8 M W OF I-55	WILL
099-0040	2.79	I- 80 EB	DUPAGE RIVER	292.80	0.8 M W OF I-55	WILL
099-0308	0.41	I- 55 SB TO I-80 WB I- 80 WB TO MEDOW	WEST FRONTAGE RD	29.30	I-55SB TO I-80WB RMP	WILL
099-0075	0.15	SB	CENTER SB TO I-80 EB	72.30	0.25 SW US52-N I80	WILL
099-0074	0.09	I- 80 EB TO CENTER	CENTER ST SB	121.60	I-80 & CENTER ST	WILL
Structure Count	40.00		Total structure feet	12413		
			Total structure miles	2.35		