



# Illinois Department of Transportation

Office of the Secretary  
2300 South Dirksen Parkway / Springfield, Illinois / 62764  
Telephone 217/782-5597

October 6, 2014

Mr. Bud Wright, Executive Director  
American Association of State Highway  
and Transportation Officials  
444 North Capitol Street NW, Suite 249  
Washington, DC 20001

Dear Mr. Wright:

The Illinois Department of Transportation, as the AASHTO representative member department for Illinois, is submitting on behalf of the Illinois Toll Highway Authority the attached application for consideration at the next meeting of the Special Committee on US Route Numbering.

This application is for the establishment of an Interstate 490 route marking on a new facility in DuPage County and Cook County, Illinois, scheduled to be open to traffic in 2025. This will also be submitted electronically as requested on the first page of the application.

Thank you for your consideration of our application. If you have any questions or need additional information, please contact Amy Eller, Acting Engineer of Operations, located at 2300 South Dirksen Parkway, Room 009, Springfield, Illinois 62764, by telephone at (217) 782-7231, or by e-mail at [Amy.Eller@illinois.gov](mailto:Amy.Eller@illinois.gov).

Sincerely,

A handwritten signature in blue ink, appearing to read 'Erica J. Borggren', with a long horizontal flourish extending to the right.

Erica J. Borggren  
Acting Secretary

Attachment



**American Association of State Highway and Transportation Officials**

An Application from the State Highway or Transportation Department of Illinois for:

- Elimination of a U.S. (Interstate) Route
- Establishment of a U.S. (Interstate) Route
- Extension of a U.S. (Interstate)Route
- Relocation of a U.S. (Interstate) Route
- Establishment of a U.S. Alternate Route
- Establishment of a Temporary U.S. Route
- \*\*Recognition of a Business Route on U.S. (Interstate) Route
- \*\*Recognition of a By-Pass Route on U.S. Route

I-490

**AASHTO Use Only**

**Action taken by SCOH:**

Between I-294 and I-90

The following states or states are involved:  
Illinois

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- \*\*\***Recognition of...** A local vicinity map needed on page 3. On page 6 a short statement to the effect that there are no deficiencies on proposed routing, if true, will suffice.
- If there are deficiencies, they should be indicated in accordance with page 5 instructions.
- **All applications requesting Interstate establishment or changes are subject to concurrence and approval by the FHWA**

**DATE SUBMITTED:**October 6, 2014

**SUBMIT APPLICATION ELECTRONICALLY TO** [usroutes@aaashto.org](mailto:usroutes@aaashto.org)

- **\*Bike Routes:** [this form is not applicable for US Bicycle Route System](#)

The purpose of the **United States (U.S.) Numbered Highway System** is to facilitate travel on the main interstate highways, over the shortest routes and the best available roads. A route should form continuity of available facilities through two or more states that accommodate the most important and heaviest motor traffic flow in the area.

The routes comprising the **National System of Interstate and Defense Highways** will be marked with its own distinctive route marker shield and will have a numbering system that is separate and apart from the U.S. Numbered Highway System. For the convenience of the motorist, there must be continuity and a uniform pattern of marking and numbering these Interstate routes without regard to state lines.

The U.S. Numbered System was established in 1926 and the Interstate Numbered System was established in 1956. Both have reached the period of review, revision, and consolidation. They now need perfecting rather than expansion. Therefore, any proposed alteration in the established systems should be extremely meritorious and thoroughly, though concisely, explained in order that the Special Committee on U.S. Route Numbering and the Standing Committee on Highways of the Association may give prompt and proper consideration to each and every request made by a member department.

**Explanation and Reasons for the Request:** (Keep concise and pertinent.) The Illinois Tollway proposes to construct the Western Access facility along new alignment connecting the Tri-State Tollway (I-294) to the south with the Jane Addams Memorial Tollway (I-90) to the north. The Western Access facility, designed to interstate standards, is a new, all-electronic toll road around the western border of Chicago O'Hare International Airport. In addition to linking I-294 and I-90, it will also connect with IL 390 (formerly Elgin O'Hare Expressway) which is currently under construction, provide local access to the surrounding communities, and accommodate future access into the airport.

Based upon consideration of route designation principles and connectivity to adjacent major routes, the Illinois Department of Transportation in cooperation with the Illinois Tollway recommends Interstate 490 as the proposed designation for AASHTO and FHWA consideration.

Date facility available to traffic December 2025

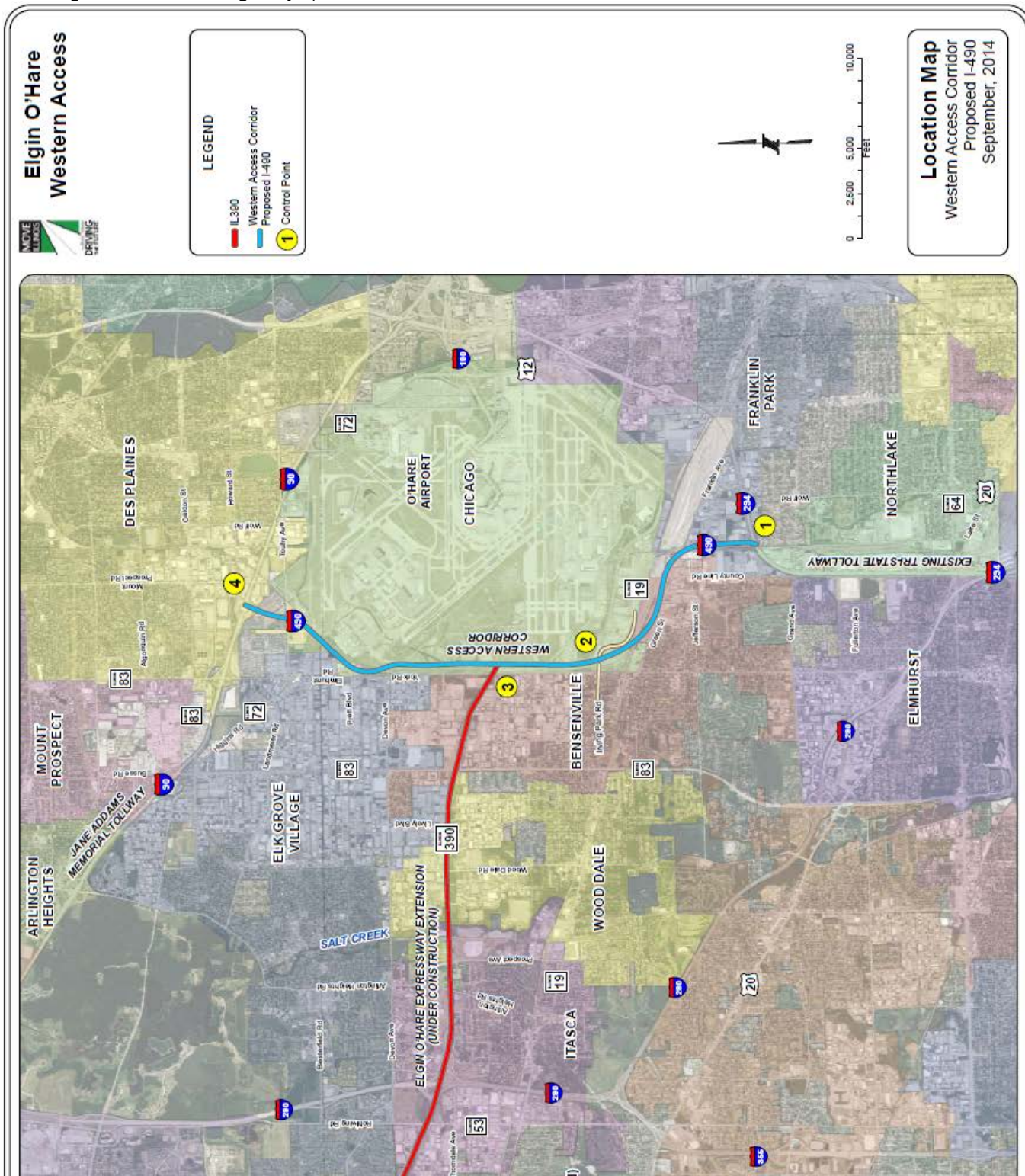
Does the petition propose a new routing over a portion of an existing U.S. Route? No If so, where? \_\_\_\_\_

Does the petition propose a new routing over a portion of an existing Interstate Route? No If so, where? \_\_\_\_\_

**Map of state, or portion thereof, indicating proposed addition or change in the U.S. Numbered or Interstate Numbered System:**

Send your PDF color map to [usroutes@aaashto.org](mailto:usroutes@aaashto.org) or [mvitale@aaashto.org](mailto:mvitale@aaashto.org) with this application.

(Indicate termini and control points on the map for the route, and number them in sequence. Use the same numbers in column 1 tabulation, page 6, when listing mileage. **Towns, cities, major highway intersections and state lines to be used as control points.** The top of column 1, page 6, will be one terminus, and column 1 will give the log of the route as needed to describe the route in the Association publication *U.S. Numbered Highways* if the application is approved by the Standing Committee on Highways.)





The State agrees and pledges its good faith that it will not erect, remove, or change any U.S. or Interstate Route Markers on any road without the authorization, consent, or approval of the Standing Committee on Highways of the American Association of State Highway and Transportation Officials, notwithstanding the fact that the changes proposed are entirely within this State.

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The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is 76,000 (Design Year 2030) as compared to 20,300 for the year 2013 for all other U.S. Numbered Routes in the State. *Source: National Highway System, Illinois Highway Statistics Sheet 2013 prepared by IDOT in cooperation with the U.S. Department of Transportation and Federal Highway Administration*

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*The Purpose and Policy in the Establishment and Development of the United States Numbered Highways, as Retained from October 3, 1991 or the Purpose and Policy in the Establishment of a Marking System of the Routes Comprising the National System of Interstate and Defense Highways as Retained from August 10, 1973* has been read and is accepted.

In our opinion, this petition complies with the above applicable policy.

**Chief Executive Officer**

\_\_\_\_\_  
(Signature)

\_\_\_\_\_  
(Member Department)

This petition is authorized by official action of \_\_\_\_\_

under date of \_\_\_\_\_ as follows: (Copy excerpt from minutes.)

A **letter** from your Chief Executive Officer with the **CEO's signature** is sufficient when submitting your application, if you choose not to include the signature on this form.

## Instructions for Preparation of Page 6

**Column 1: Control Points and Mileage.** Top of column is one terminus of road. Indicate control points by identical number as shown on map on page 3. Show mileage between control points in miles and tenths.

<b>Column 2: Pavement Type.</b>	<b>Code</b>
High type, heavy duty	H
Intermediate type	I
Low type, dustless	L (show in red)
Not paved	N (show in red)

<b>Column 3: Pavement Condition</b>	<b>Code</b>
Excellent	E
Good	G
Fair	F (show in red)
Poor	P (show in red)

NOTE: In columns 2 and 3, where pavements types and conditions change, the location of the change shall be indicated by a short horizontal line at the proper place opposite the mileage log and the proper code letter (shown above) shall be entered in the respective column between the locations so indicated.

**Column 4: Traffic.** Indicate average daily traffic volumes in this column. Points of changes in these data to be indicated by short horizontal lines opposite the appropriate mileage point on the mileage log. Any existing main line rail crossing that is not separated shall be indicated at the appropriate mileage point by RXR - black if signalized - red if not protected by signals.

**Columns 5 & 6 Pavement Width and Shoulder Width.** These columns to be completed by comparing standards of highway involved with applicable AASHTO standards. Entries that fall to the right of the tolerance lines (dashed) should be shaded in red. If there are no deficiencies indicate by use of the word NONE.

**Columns 7 & 8 Major Structures.** Show in these columns those structures that do not meet AASHTO standards. Show by horizontal line sufficiently long to indicate percentage of deficiency. Portion on right of tolerance line shall be shown in red. Indicate length of structure in feet immediately under the line. Any sub-standard highway underpass structure shall be shown opposite the appropriate mileage point by the designation LP with the vertical clearance in feet following and shown in red. If there are no deficiencies indicate by the use of the word NONE.

**Column 9: Vertical Sight Distance.** Items to be shown in this column as a horizontal line, the length of which will indicate the deficiency as determined in accordance with comparisons with comparable AASHTO standards. Portions of the line past the tolerance line shall be shown in red.

**Column 10: Horizontal Curvature.** Curves in excess of AASHTO applicable standards to be shown in this column by a short horizontal line with degree of curve shown immediately above the line. To be shown in red.

**Column 11 Percent Grades.** Show by horizontal lines opposite proper mileage point on mileage log. Show percent of grade above the line and length of grade in feet immediately below. To be shown in red.

*What follows is an Excel worksheet that you can open by right clicking your mouse and select “Worksheet Object” – you can then Edit, Open or Convert but you must first unlock the form as show when inserting maps..*

Mileage	1	2	3	4	5	6	7	8	9	10	11		
	Control Points and Mileage	Pavement Type	Pavement Condition	Traffic ADT (DY 2030)	Comparison to Applicable AASHTO Design Standards							Show When In Excess of Standard	
					Pavement Width Deficiency	Shoulder Width Deficiency	Major Structures				Vertical Sight Distance Deficiency	Horizontal Curvature	Percent Grade
							Roadway Width Deficiency		H - Loading Deficiency				
							Percent		Percent				
10 20 30 40	20 40 60 80	10 20 30 40	20 40 60 80	20 40 60 80	Degree	Length							
0	1												
	2.3			51,000									
2	2			93,000									
	3	H	E		None	None	None	None	None	None	None		
4													
	2.9			89,000									
6	4												
8													
10													

Attach additional sheet here if necessary

Contact Information:

Kyle D. Armstrong, P.E., P.T.O.E.  
Engineering and Standards Unit Chief  
Bureau of Operations  
(217) 782-7414  
Kyle.Armstrong@illinois.gov

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The following description will be provided to the AASHTO Highways Special Committee on U. S. Route Number (USRN).

Where does the route begin?	Begins at a system interchange with the Tri-State Tollway (I-294)
Where is it going?	Connecting facility between I-294 and the Jane Addams Memorial Tollway (I-90) located 6.2 miles to the northwest.
What type of facility is it traveling over?	New Interstate facility. In addition to system interchanges at I-294 and I-90, the facility would connect with: <ul style="list-style-type: none"><li>• County Line Road/Franklin Avenue</li><li>• Illinois Route 19</li><li>• Illinois Route 390</li><li>• Illinois Route 72</li></ul>
Explain the direction (north, east, south, west)	northwest
Name the focal point city or cities	No focal cities along the Western Access corridor. However, provides access to Bensenville, Chicago, Elk Grove Village, and Des Plaines. In addition, facility designed to accommodate western access into a potential future west terminal at Chicago O'Hare International Airport.
Total number of miles the route will cover	6.2 miles
Where does it end?	Terminates at a system interchange with the Jane Addams Memorial Tollway (I-90)

**Begin your description here:**

The Western Access facility extends northwest from the Tri-State Tollway (I-294) in Franklin Park to the Jane Addams Memorial Tollway (I-90) in Des Plaines, a distance of 6.2 miles. The Western Access facility, designed to interstate standards, is a new, all-electronic toll road around the western border of Chicago O'Hare International Airport. In addition to improving regional mobility, it provides access to the adjacent communities of Franklin Park, Chicago, Elk Grove Village, and Des Plaines.

Western Access is comprised of three system interchanges (I-294, IL 390, and I-90) and three service interchanges (County Line Road/Franklin Avenue, Illinois Route 19, and Illinois Route 72). In addition to these interchanges, it is designed to accommodate a potential future western access into the Chicago O'Hare International Airport.