2023

CONSULTING
ENGINEERS REPORT

Illinois Tollway

WSP
ILLINOIS TOLLWAY GEC

ILLINOIS
TOLLWAY GEC

February 14, 2024

Dear Manar Nashif,

Over the past year, WSP USA has served as the General Engineering Consultant (GEC) for the Illinois Tollway. During that time, our company has aided in maintaining, inspecting and modernizing the entire Illinois Tollways system. This report summarizes our work and findings from the past year of conducting those operations on the system.

This report includes in-depth and timely information about the physical condition of the roadways from our annual inspections, updates to roadway infrastructure and safety measures. It also includes accomplishments from the 12th year of the ongoing capital program *Move Illinois: The Illinois Tollway Driving the Future* and plans for the next year of operations. Capital program projects in 2023 and the Illinois Tollway's continued preventive maintenance program contributed to the preservation of the system, as required by the Amended and Restated Trust Indenture, effective March 31, 1999.

In 2023, the Illinois Tollway continued its significant progress on the Central Tri-State Tollway (I-294) Project. Work wrapped up on the Mile Long Bridge with the removal of the old southbound structure and the project was honored as the number one bridge project in North America by Roads & Bridges. Additionally, multiple bridges were constructed in anticipation of the new I-490 Tollway. A string of more than a dozen approach lights, vital for airplanes coming into O'Hare Airport, have been placed on top of these bridges to ensure safety for both motorists and air traffic.

The Illinois Tollway also continued to provide stellar experience for its customers. The Illinois Tollway continued to its role as a leader in roadside safety with advancements to tolling operations and was honored by the IBTTA at the Toll Excellence Awards and the Roadway Safety Foundation at the National Roadway Safety Awards for their work on the TIMS2GO tool.

The Illinois Tollway also enhanced and increased its promotion of programs that focus on bolstering diversity in the construction industry through the expansion of the Construction Partnering for Growth Program. In helping to grow the pool of available contractors, the Illinois Tollway is ensuring continued expertise on future projects while maintaining competitive costs for its customers.

We appreciate and thank the Illinois Tollway's staff for their continued assistance and guidance. Their help allows us to create a world-class roadway system. We look forward to continuing this upward trajectory in 2024.

Sincerely,

Ryan Hanks, P.E.
Project Manager, WSP USA

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1.0
INTRODUCTION

The 2023 Annual Consulting Engineers Report summarizes the 2023 inspection processes, findings and recommendations of the Consulting Engineers, WSP, USA Inc., for the Illinois Tollway's roadway, bridges, structural components, facilities, tolling systems, intelligent transportation devices and roadway appurtenances.

This report is pursuant to requirements of the Illinois Tollway's Amended and Restated Trust Indenture, effective March 31, 1999. This report summarizes the annual inspections, as well as current and programmed work, providing necessary information required by Trust Indenture Sections 710 and 715. The Illinois Tollway operates five toll roads comprising 2,300.2 total lane miles throughout 12 counties in Northern Illinois. These roads connect three international airports, the nation's second largest rail network, inland ports and seven interstates. The system consists of 294 centerline miles, 690 bridges and culverts, 1,065 structural walls, 887 overhead sign structures, 188 facilities, 2,263 intelligent transportation devices, 517 active toll lanes and other roadway appurtenances.

The Consulting Engineers perform inspections along the Illinois Tollway's system on a multiyear cycle. These inspections are scheduled, recorded, tracked and maintained through a web-based transportation asset management system, allowing immediate access to current and historic information on system assets. System assets and conditions' summaries as of 2023 are found in Section 3 of this report. In another year of unprecedented challenges, the Illinois Tollway marked milestones, such as completing its 12th year of the 15-year Capital Program Move Illinois: The Illinois Tollway Driving the Future.

The Illinois Tollway's system is in Excellent condition overall. By maintaining an aggressive and comprehensive capital program, the Illinois Tollway delivers a safe, world-class transportation system to its customers while promoting innovation across the organization. The 2023 annual report details the result of the year's inspections, showcasing the Illinois Tollway's commitment to system improvement and preservation.

2.0

SUMMARY OF THE ILLINOIS TOLLWAY

For over six decades, the Illinois Tollway has facilitated economic activity in Northern Illinois, encouraging growth for the region. This report will demonstrate how the Illinois Tollway continually works for its customers and partners to create a safe, convenient and reliable transportation system that serves the economic and lifestyle needs of the region. The Illinois Tollway accomplishes this all while raising the bar for transportation agencies across the country. Led by the Board of Directors and Executive Staff, under the direction of Governor JB Pritzker, the Illinois Tollway's system is a central component of the regional and national transportation network. The Illinois Tollway is a user-financed administrative agency of the state of Illinois whose purpose is to operate, maintain and service a system of roads that make up its 294-mile system. By reinvesting tolls collected into infrastructure and technology, the agency provides critical resources to support safe and convenient services for commuters and communities in Northern Illinois.

2.1
THE ILLINOIS TOLLWAY'S MISSION

The Illinois Tollway's mission is to provide and promote a safe and efficient system of highways while ensuring the highest level of customer service. The Illinois Tollway continued fulfilling its mission in 2023 by exploring and integrating new technologies, furthering environmental initiatives and advancing economic opportunities for all. Under the Board of Directors' and Executive Staff's leadership, the Illinois Tollway is committed to achieving the following goals:

- Increase collaboration with regional transportation and planning agencies.
- Promote the regional economy.
- Foster environmental responsibility and sustainability.
- Maintain financial integrity.
- Further transparency and accountability.
- Enhance customer service.
- Maintain the safety and efficiency of the Illinois Tollway.
- Maintain Public Trust

2.2
THE ILLINOIS TOLLWAY'S HISTORY

The Illinois Tollway's original 187-mile system opened to traffic in 1958 on what are now known as the Tri-State Tollway (I-294), the Jane Addams Memorial Tollway (I-90) and the Reagan Memorial Tollway (I-88). The system was initially envisioned as a bypass to route traffic around urban Chicago. Over the next six decades, the Illinois Tollway evolved and expanded via construction of extensions, new routes and capacity improvements throughout Northern Illinois, which enhanced regional and national mobility.

The Illinois Tollway currently operates and maintains 294 miles of interstate tollways in 12 counties (Winnebago, Boone, McHenry, Kane, Cook, Lake, DuPage, Will, DeKalb, Ogle, Lee and Whiteside) in Northern Illinois.

2.2.1 EVOLUTION OF THE ROADWAY

Spanning 12 counties in Northern Illinois, the Illinois Tollway's system serves a combined population of 10 million residents. The Illinois Tollway is vital to the movement of people and goods in Northern Illinois, a major transportation hub that also comprises leading rail, air and roadway networks.

The Illinois Tollway supports three international airports, interfaces with the nation's second largest rail network, links people to jobs and Illinois businesses to consumers nationwide, is part of Illinois' roadway system and provides extensive access to large company headquarters in Illinois.

The Illinois Tollway was formed in 1953 by the Illinois State Toll Highway Commission, based on an act in the Illinois State Legislature that directed the construction of its original 187 miles. This includes the Tri-State (I-294), Northwest (now known as the Jane Addams Memorial [I-90]) and East-West (now known as the Reagan Memorial [I-88]) Tollways.

Planning for the Illinois Tollway's investments in infrastructure involves coordination with regional and local stakeholders. Expansion of the Illinois Tollway's system through the construction of new routes has occurred periodically throughout the agency's history through Illinois State Legislature authorization.

Major system expansion milestones include:

- 1953: Illinois State Legislature directed the Illinois State Toll Highway Commission to construct the original 187-mile system
- 1959: Original Illinois Tollway's total systemwide lane miles in its first full year of operation: 899.0
- 1974: Reagan Memorial Tollway's total systemwide lane miles post-extension: 1,263.0
- 1989: Veterans Memorial Tollway's total systemwide lane miles post-construction: 1,496.0
- 2007: Veterans Memorial Tollway's total systemwide lane miles post-South extension: 1,772.1
- 2009: Veterans Memorial, Reagan Memorial, Tri-State and Jane Addams Memorial Tollways' total systemwide lane miles post-widening: 2,045.6
- 2017: Total systemwide lane miles post-reconstruction and widening of Jane Addams Memorial Tollway, and opening of the Illinois Route 390 Tollway (IL 390): 2,277.0

2.2.2 EVOLUTION OF THE ROADWAY

Tolling

The Illinois Tollway is a national leader in tolling technology and provides the highest levels of safety, service and reliability to its customers. The Illinois Tollway's electronic tolling system performs automatic vehicle identification and toll classification and includes a violation enforcement system. As of December 2023, more than 5 million active I-PASS accounts represent nearly 9 million active transponders. In addition to the 3 million pay-by-plate accounts, these are customers who have registered to pay for tolls based on license plate only, without a transponder.

- In 1993, the Illinois Tollway debuted I-PASS electronic toll collection on the North-South Tollway, now known as the Veterans Memorial Tollway (I-355).
- In 1997, I-PASS technology was installed systemwide across all toll lanes.
- In 2005, the Illinois Tollway debuted open road tolling – toll collection without tollbooths – on the Tri-State Tollway (I-294), a turning point for customer service and convenience.
- In 2006, Illinois became the first state to complete, in less than two years, a total mainline conversion from a traditional barrier system to an end-to-end open road tolling system, saving drivers an average of 10 minutes per trip.
- In 2016, the newly opened Illinois Route 390 Tollway (IL 390) implemented all-electronic tolling. The eastern segment was completed in 2017.
- In 2020, the Illinois Tollway went all electronic for toll collection on all of its roadways and introduced pay by plate tolling.

Illinois Tollway's TOLLING 2020 Reform

As part of the TOLLING 2020 campaign, the Illinois Tollway revamped its violation enforcement program. Customers have 14 days to pay unpaid tolls online with no additional fines or fees. If left unpaid, passenger vehicles will receive a notice for the unpaid tolls plus a $3 invoice fee, significantly reduced from the previously charged $20 fee. A courtesy second notice is mailed if the tolls are still not paid, and a third notice with an additional $5 fee is mailed if the tolls aren't paid after 60 days. After 90 days, a violation could be issued, with fees based on vehicle size.

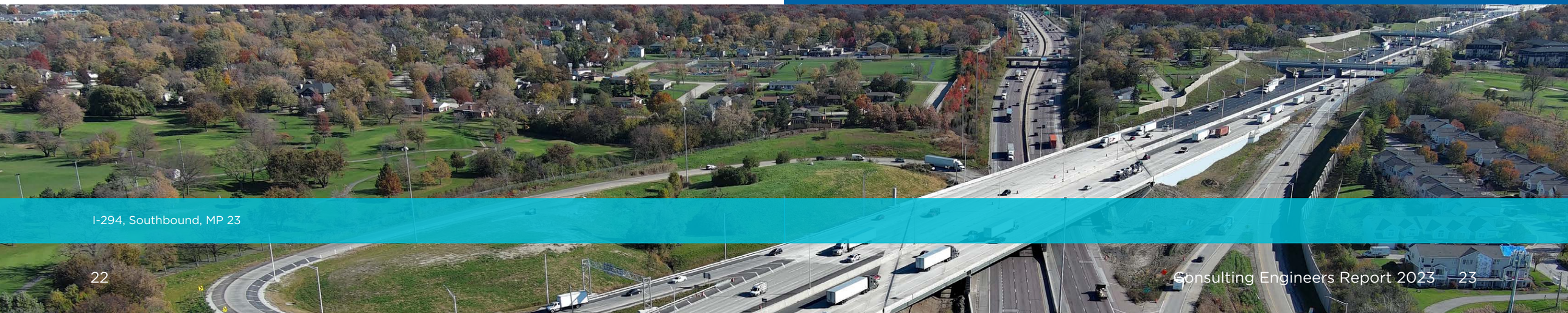
Under TOLLING 2020, customers received more than $130 million in relief, clearing debt for more than 325,000 customers.

I-PASS Assist Program

The Illinois Tollway expanded its I-PASS Assist Program to help individuals realize IPASS' benefits. Updates to the program, approved by the Illinois Tollway's Board of Directors in June 2022, allow qualified participants to open an I-PASS account with $4 in prepaid tolls, waive the $10 transponder deposit, set automatic account replenishments as low as $4 and qualify for future invoice fees dismissal through customer service for accounts in good standing.

I-PASS Sticker Tags

Beginning in 2024, the Illinois Tollway will phase out hard-plastic and battery-operated I-PASS transponders and replace them with sticker tags to be installed in customer's vehicles. These new stickers improve interoperability with the existing EZ-Pass system and have already been adopted by five tolling agencies across the nation. These new stickers will also cut down on the Illinois Tollway's environmental footprint by eliminating the need to dispose of expired transponders and reducing the number of printed invoices. Customers will notice significant improvements since the stickers can be activated online and no initial deposit is needed. Customers will also be provided with a sticker for each vehicle on their I-PASS account, removing the need for transponder sharing.



I-294, Southbound, MP 23

2.2.3 FORWARD-THINKING SAFETY LEADER

The Illinois Tollway is a leader in promoting safety throughout the planning, design, construction, maintenance and operation of its 294-mile roadway system. The well-being of each individual that works and travels on the system is a top priority across all the Illinois Tollway's operations.

Kids Identification and Safety Seat Event

The Illinois Tollway and Illinois State Police Troop 15 continue to put children's safety as top priority by hosting free Kids' Identification and Safety Seat (K.I.S.S.) events. In 2023, the Illinois Tollway hosted six events across Northern Illinois to provide kids with free ID cards and inspect and install child safety seats. One of the later K.I.S.S. events occurred on the same day as Seat Check Saturday, a national campaign led by the National Highway Traffic Safety Administration (NHTSA) that promotes proper use of child safety seats. These events are crucial in keeping young riders safe. Properly installed child safety seats save lives and significantly reduce injuries in the event of a crash. Yet, Illinois State Police find that as many as 90 percent of child safety seats they inspect are improperly installed.

Safe Driving in Work Zones

As one of the busiest travel holidays for the Illinois Tollway, the agency encouraged drivers to slow down when traveling through construction work zones and to avoid distracted driving over the Fourth of July holiday weekend. With construction season in full swing, the Illinois Tollway ensures safety is a clear point of focus, as many areas across the Illinois Tollway's system are under construction. The Illinois Tollway anticipated 9.6 million vehicles to travel its system over the holiday weekend. In the interest of employee and customer safety, construction activity was restricted and most temporary maintenance and construction lane closures were suspended from noon on Friday, June 30, through 9 a.m. on Tuesday, July 4. As a supplementary safety point, Illinois State Police reminded drivers of Illinois' Move Over Law, which requires drivers change lanes or slow down when passing any vehicle pulled over on the roadside. The Illinois Tollway reminded drivers that its system does have oases to be used as safe places for drivers to stop at if they need to make phone calls, texts, take a break, etc.

2.3 LEADERSHIP

The Illinois Tollway has an 11-member Board of Directors appointed by the Governor of Illinois. The Governor and Secretary of the Illinois Department of Transportation (IDOT) serve as ex-officio members. Nine directors are appointed by the Governor, with the advice and consent of the Illinois Senate. No more than five directors may be from the same political party. Of the directors appointed by the Governor, one is appointed as the Illinois Tollway's Board of Directors Chairman/woman. The Board of Directors sets policy for the operation, maintenance and construction of the Illinois Tollway's system.

The Illinois Tollway's daily operations are managed by its Executive Director, who oversees the agency's $1.64 billion annual budget and leads over 1,400 employees in ensuring the Illinois Tollway's 1.6 million daily drivers travel on a safe, efficient and reliable highway system that incorporates innovative roadway designs and cutting-edge technology.

I-90, Eastbound, MP 68.1

2.4
MOVE ILLINOIS PROGRAM

In 2023, the Illinois Tollway completed the 12th year of its 15-year Capital Program *Move Illinois: The Illinois Tollway Driving the Future.* This $15.0 billion Program is improving mobility, relieving congestion, reducing pollution, creating as many as 152,000 jobs and linking economies throughout Northern Illinois. Accomplishments include delivering the new Illinois Route 390 Tollway (IL 390), rebuilding and widening the Jane Addams Memorial Tollway (I-90) as a state-of-the-art 21st century corridor (which occurred in 2016) and opening the second portion of the new interchange connecting the Tri-State Tollway (I-294) to I-57 ramp which connects the southbound I-57 to I-294 and I-294 northbound to I-57 (IDOT work is ongoing on I-57 but will not impact I-294). Progress continues within the project as the Illinois Tollway addresses the remaining needs of the existing system, delivering the Elgin O'Hare Western Access Project, the I-490 Tollway Project and reconstruction of the Central Tri-State Tollway (I-294).

The agency has pledged to make *Move Illinois* the "cleanest and greenest Program" in the agency's history. Plans for the capital program include attempting to reduce, reuse and recycle materials during construction, incorporate renewable energy products (i.e., solar panels, wind turbines and geothermal systems) and seek Leadership in Energy and Environmental Design (LEED) certification. Such efforts protect the natural environment, reduce costs and increase social benefits to the communities served by the Illinois Tollway.

The Illinois Tollway is a driving force for increasing economic opportunities in the diverse communities it serves. As an economic engine for the region, the Illinois Tollway provides small, diverse, minority and veteran-owned businesses and other individuals with the opportunities to grow and succeed through training, partnerships and investments in infrastructure. Since the conception of *Move Illinois*, more than $2.4 billion has been committed to such businesses.

The Illinois Tollway is on track to not only provide more job opportunities, but also training programs to prime the next wave of businesses and individuals for success.

3.0

TRANSPORTATION ASSET MANAGEMENT SYSTEM

The Illinois Tollway continues investing in its robust Transportation Asset Management System. Currently, the Illinois Tollway uses OpenGov - Cartegraph Asset Management (OpenGov) as its primary Transportation Asset Management System (TAMS) for the Engineering, Planning and Operations departments. This technology helps track asset inventory, conditions and repairs that require attention systemwide, while projecting future work to ensure all assets remain in a state of good repair with minimal impact to customers.

An asset's condition is determined during the annual paperless inspection process, which utilizes OpenGov by deploying a variety of handheld mobile devices. Throughout the annual inspection, asset repair needs are identified and logged in OpenGov as a repair activity, which may be identified by inspectors or maintenance staff at any time.

These repair activities are investigated by the appropriate staff based on the activity or asset type requiring repair, ensuring the Illinois Tollway always maintains the highest level of operations.

All repair activities are sorted into work orders that indicate the party responsible for completing the repairs. In general, work orders are fulfilled by either the Illinois Tollway's Roadway Maintenance Division or contractors. Maintenance work orders are created for the Illinois Tollway's Maintenance Sections (M-1 through M-16), Roadway Electric, Sign Shop, Intelligent Transportation System, Tolling, Carpenter Shop and Facility Maintenance. Repair activities recommended by the Illinois Tollway's Roadway Maintenance Division are assigned to the appropriate work order, which immediately notifies the relevant manager and supervisor.

Any repairs beyond the Illinois Tollway's Roadway Maintenance Division's capabilities or resources are referred to the Illinois Tollway's Engineering staff, who then work with the appropriate department(s) to recommended work to be performed as part of a construction contract. Upon completion of a construction contract, a construction walk-through team verifies successful completion of the repair. If necessary, an item identified for repair or replacement is periodically field checked to ensure the condition has not worsened until the repair or replacement of the asset is completed.

The following sections summarize the conditions of transportation assets by their overarching asset category. Each asset category includes the Consulting Engineer's recommendations.

Asset conditions are summarized in this section and details may be found in Appendices E through K of this document.

I-90, Eastbound, MP 55.75

3.1
ROADWAY PAVEMENT ASSET

The Illinois Tollway's roadway pavement is inspected annually, including a structural evaluation, pavement surface evaluation and a visual inspection that aids the Illinois Tollway's prioritization of areas needing repair. Because of the Illinois Tollway's commitment to maintaining safe and reliable roadway pavement, more than 84% of its pavement assets, approximately 1,555 lane miles, are rated in Good or Excellent condition.

Per 2023 inspections, nearly 69% of the system's mainline pavement has an estimated Remaining Interval Life (RIL) of more than nine years. This high pavement condition rating shows the Illinois Tollway provides a reliable transportation system for the region that is fundamental for moving people and goods in a safe and efficient manner.

3.1.1 PAVEMENT MANAGEMENT SYSTEM

The Illinois Tollway utilizes a pavement management system that comprises a comprehensive, georeferenced database of pavement-related data, allowing it to monitor and evaluate current pavement conditions, anticipate future pavement performance, identify future pavement maintenance and rehabilitation needs and generate multi-year pavement repair plans.

Accurate and detailed pavement condition data is required for generating dependable performance models and identifying the appropriate treatment matrices. Annual updates of the Illinois Tollway's pavement management system begin with updating the construction history to reflect recent improvements, traffic data, pavement cost, condition data and other information. The Illinois Tollway periodically updates its system performance models and rehabilitation matrices to ensure they accurately represent actual roadway conditions by modeling data that has been amassed over the years in the pavement management system.

The Illinois Tollway utilizes a network-level management system that considers the routes within a network and selects the best actions to maintain the system at acceptable performance levels. The best actions maximize user benefits while minimizing maintenance and rehabilitation costs. This network-level analysis involves forecasting future needs based on pavement performance predictions.

By projecting the pavement condition deterioration rate, the optimal time for applying treatments can be determined. Typically, the optimal repair time is the point in which the deterioration rate begins to gradually increase. It is critical to identify this point in time to avoid higher maintenance and rehabilitation costs caused by excess deterioration.

Once a pavement section is recommended for treatment at the broader network level, further evaluation and treatment design is conducted at a project level. Additional data is collected to improve the calculations for final work quantities, pre-repairs, and design thicknesses. The design may also be supplemented with Falling Weight Deflectometer (FWD) testing and material testing data, with which engineers can quantify the pavement's structural capacity in its current condition.

The Illinois Tollway utilizes a state-of-the-art vehicle to inspect its roadway pavement annually. The roadway pavement inspection includes three levels of investigation: visual inspection, structural evaluation and pavement surface evaluation, which help detail repair areas via a current or future contract or by the Illinois Tollway's Maintenance Division.

A detailed summary of the visual, structural and pavement surface evaluations, including the results of these inspections, is presented in the 2023 annual reports for each of the Illinois Tollway's Maintenance Sections. Maintenance Section limits are depicted in Exhibit 11.

A critical component of the pavement management system is collecting, reviewing and compiling the Illinois Tollway's latest pavement management data and information. This data forms the basis of the pavement management system and is used to update the history of in-place pavements, quantify the latest traffic conditions and refine pavement performance models.

The Illinois Tollway utilizes a state-of-the-art vehicle to inspect its roadway pavement annually.

3.1.2 EVOLUTION OF THE PAVEMENT

The following pages detail the history of the pavement conditions on the Illinois Tollway by corridor, including major milestones for construction, reconstruction, widening, or major rehabilitation (work that included overlays or pavement resurfacing) along with the predominant pavement section and number of travel lanes in each direction. The next major rehabilitation or reconstruction projected in the Illinois Tollways Pavement Asset Management Plan are shown for each route.

Pavement History by Corridor

Tri-State Tollway (I-94)

The 29.5-mile Tri-State Tollway (I-94) was originally constructed as concrete pavement in 1958 from old U.S. 41 to the Edens Expressway as two-three lanes of pavement in each direction.

In the 1970s, the pavement was rehabilitated and widened to three lanes from Old U.S. 41 to Rockland Road with concrete pavement and a bituminous overlay. A bituminous overlay was subsequently placed from Rockland Road to the Edens Expressway.

Throughout the 1980s and 1990s, the Tri-State Tollway (I-94) was rehabilitated with bituminous overlays to help extend the life of the pavement.

In the 2000s, the pavement was reconstructed and widened to four lanes from Half Day Road to the Edens Spur Ramp as concrete pavement. Subsequent rehabilitation in the 2000 from Pfingston Road to the Edens Expressway included removing and replacing the bituminous overlay.

In the late 2000s, the Tri-State Tollway (I-94) was reconstructed and widened to four lanes from old U.S. 41 to Half Day Road as concrete pavement. Additionally, the concrete pavement surrounding Plaza 21 (Waukegan) was reconstructed.

In the 2010s, the segment from Half Day Road to the Edens Spur Ramp was overlaid. In the early 2020s, the Tri-State Tollway (I-94) from the Edens Spur Ramp to the Edens Expressway was reconstructed as asphalt pavement. Additionally, Atkinson Road to Half Day Road was rehabilitated with its first overlay.

Future work, including the next reconstruction or overlay as outlined in the Illinois Tollway's Pavement Asset Management Plan, is highlighted below.

Timeline of Pavement Construction and Rehabilitation for the Mainline Pavement Section of I-94

YEAR	MP 5	10	15	20	25
1958					
1975 & 1979					
1986					
1994 & 1995					
2000					
2006					
2008					
2010					
2018 to 2020					
2019 to 2021					
2022					
2031 (FW)					
2034 (FW)					
2035 (FW)					
2040 (FW)					
2050 (FW)					

Central Tri-State Tollway (I-294/I-80)

The 52.8-mile Tri-State Tollway (I-294/I-80) was originally constructed as concrete pavement in 1958 from Illinois Route 394 to Wolf Road as two lanes of pavement in each direction, from Wolf Road to O'Hare Interchange as three lanes of pavement in each direction, and from O'Hare Interchange to the north terminus as two lanes.

In the 1960s and 1970s, the Tri-State Tollway (I-294) was rehabilitated and widened from Illinois Route 394 to the north terminus with an additional lane of concrete pavement in each direction and a bituminous overlay. In the 1980s, the bituminous overlay was replaced from Illinois Route 394 to the north terminus.

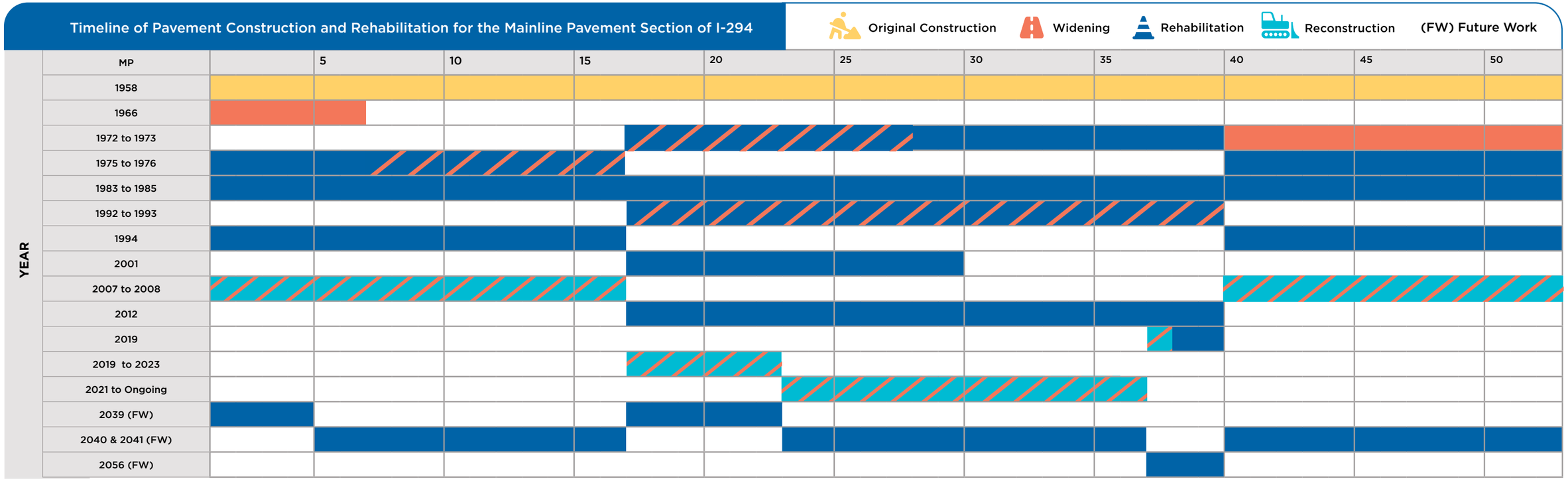
In the 1990s, the Tri-State Tollway (I-294) was rehabilitated from Illinois Route 394 to 95th Street and the O'Hare Interchange to the north terminus with a bituminous overlay. The segment from 88th Avenue to the O'Hare Interchange was partially reconstructed and widened to four lanes of concrete pavement.

In the early 2000s, the Tri-State Tollway (I-294) was rehabilitated from 95th Street to Plaza 35 (Cermak Road) with a bituminous overlay at locations that were not fully reconstructed. In the late 2000s, the segments from Illinois Route 394 to 95th Street and from the O'Hare Interchange to the north terminus were fully reconstructed and widened to as four lanes of concrete pavement.

In the 2010s, funding from the *Move Illinois* program rehabilitated the pavement from 95th Street to the O'Hare Interchange with an overlay replacement until reconstruction could be completed. The pavement from Wolf Road to Balmoral Avenue was rehabilitated with its first overlay.

In the 2020s, the Tri-State Tollway (I-294) was reconstructed and widened to five lanes as composite pavement from 95th Street to Joliet Road. Reconstruction and widening to five lanes as composite pavement is currently underway from Joliet Road to Balmoral Avenue.

Future work, including the next reconstruction or overlay as outlined in the Illinois Tollway's Pavement Asset Management Plan, is highlighted below.



Jane Addams Memorial Tollway (I-90)

The 76.4-mile Jane Addams Memorial Tollway (I-90) was originally constructed as concrete pavement in 1957 from East Rockton Road to the I-190 westbound overpass as two lanes of pavement in each direction. In the late 1960s, it was widened to three lanes from Meacham Road to the I-190 westbound overpass with concrete pavement.

In the 1970s and 1980s, the pavement was rehabilitated from East Rockton Road to Business U.S. 20 and Duncan Road to the I-190 westbound overpass with two bituminous overlays and from Business U.S. 20 to Duncan Road with one bituminous overlay. Additionally, it was widened to three lanes from Barrington Road to Meacham Road and to four lanes westbound from Lee Street to Devon Avenue with concrete pavement.

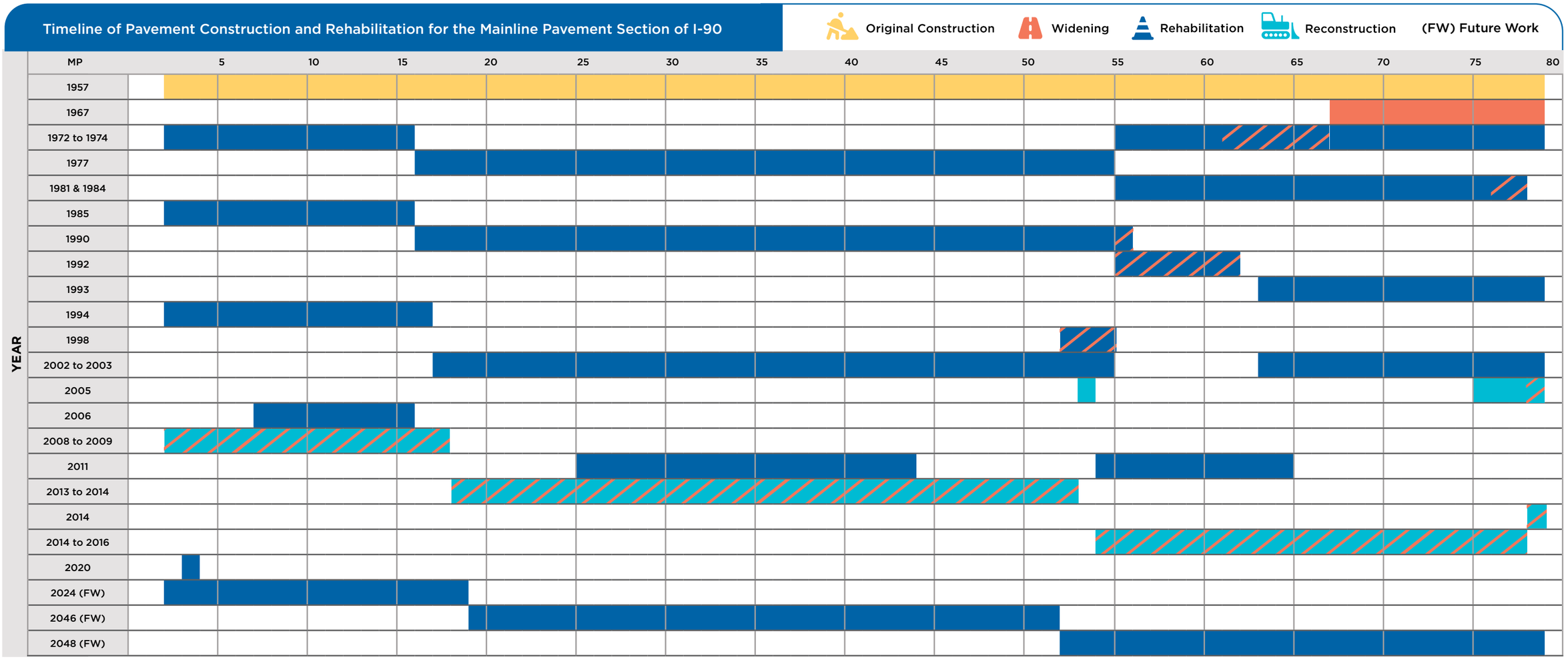
In the 1990s, the pavement was rehabilitated from East Rockton Road to Duncan Road, and Barrington Road to the I-190 westbound overpass with the replacement of the bituminous overlay. Additionally, it was widened to three lanes from Randall Road to Barrington Road.

In the early 2000s, the Jane Addams Memorial Tollway (I-90) was rehabilitated from Swanson Road to U.S. 20, Newburg Road to IL-31, and Barrington Road to the I-190 westbound overpass with the removal and replacement of the bituminous overlay. Additionally, it was reconstructed from East Rockton Road to Mill Road as asphalt pavement; and from Sleepy Hollow Road to IL Route 31, from Mannheim Road to the Tri-State Tollway (I-294) and from the Tri-State Tollway (I-294) to the I-190 westbound overpass eastbound as concrete pavement.

In the 2010s, the Jane Addams Memorial Tollway (I-90) was rehabilitated from Genoa Road to U.S. 20 and from IL-31 to Barrington Road with the removal and replacement of the asphalt surface. It was later reconstructed and widened to three lanes from Mill Road to IL-31 as composite (two lift) concrete pavement and from IL Route 31 to the Tri-State Tollway (I-294) as four lanes of concrete pavement and from the I-190 westbound overpass to the Tri-State Tollway (I-294) westbound as concrete pavement.

In 2020, the pavement surrounding Plaza 1 – Beloit was rehabilitated with an asphalt resurfacing.

Future work, including the next reconstruction or overlay as outlined in the Illinois Tollway's Pavement Asset Management Plan, is highlighted below.



Reagan Memorial Tollway (I-88)

The 27.1-mile Reagan Memorial Tollway (I-88) was originally constructed in 1957 from IL Route 56 to the Eisenhour Expressway as two lanes of concrete pavement in each direction. It was rehabilitated from Mitchell Road to Finley Road in 1970 with a bituminous overlay.

A 69.2-mile extension added two lanes of concrete pavement in each direction from Rock Falls Road to IL Route 56 in 1975. With the extension, the Reagan Memorial Tollway (I-88) totals 96.3-miles from Rock Falls Road to the Eisenhour Expressway.

In the late 1970s, the pavement was rehabilitated and widened to three lanes from Yackley Road to the Eisenhour Expressway with concrete pavement and a bituminous overlay. It was subsequently rehabilitated from IL Route 56 to Mitchell Road with a bituminous overlay.

In the 1980s, the pavement was rehabilitated from Mitchell Road to Yackley Road with a concrete or bituminous overlay. It was subsequently rehabilitated from IL Route 56 to Plaza 61 in Elgin with in-place bituminous rehabilitation and widened to three lanes from IL Route 59 to Yackley Road with concrete pavement.

In the 1990s, the Reagan Memorial Tollway (I-88) was rehabilitated from IL Route 56 to the Eisenhour Expressway with a bituminous overlay removal and replacement. It was subsequently rehabilitated from Rock Falls Road to IL-31 with its first bituminous overlay.

In the late 1990s, it was reconstructed from the Fox River to IL Route 59 and as concrete pavement and widened to three lanes from Mitchell Road to IL Route 59. It was partially reconstructed from Somonauk Road to Hinkley Road and from Watson Road to Dauberman Road eastbound with a bituminous overlay.

In the 2000s, the pavement was rehabilitated from Steward Road to IL Route 56 and from York Road to the Eisenhour Expressway with the removal and replacement of the bituminous overlay.
The pavement was reconstructed from Rock Falls Road to Steward Road and from Shabbona Road to University Road as asphalt pavement. The pavement was reconstructed as concrete pavement and widened to three lanes from Orchard Road to Mitchell Road and to four lanes from IL Route 59 to York Road.

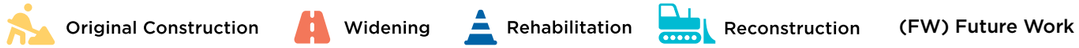
I-88, Westbound, MP 76

In the 2010s, the Reagan Memorial Tollway (I-88) was rehabilitated from Rock Falls/ US 30 to Steward Road with an overlay and from Steward Road to IL Route 56 with two separate overlays. Additionally, the pavement was reconstructed and widened to three lanes from IL Route 56 to Orchard Road as composite (two lift) concrete pavement and from York Road to Eisenhour Expressway as concrete pavement.

In the 2020s, it was rehabilitated from Mitchell Road to IL Route 59 with an asphalt overlay.

Future work, including the next reconstruction or overlay as outlined in the Illinois Tollway's Pavement Asset Management Plan, is highlighted below.

Timeline of Pavement Construction and Rehabilitation for the Mainline Pavement Section of I-88



Veterans Memorial Tollway (I-355)

The 17.5-mile Veterans Memorial Tollway (I-355) was originally constructed from I-55 to Army Trail Road in 1989 as two lanes of concrete pavement in each direction. In the late 1990s, it was widened to four lanes from Boughton Road to 75th Street and to three lanes from 75th Street to 63rd Street and from Ogden Avene to Army Trail Road with concrete pavement.

In the 2000s, it was extended an additional 12.4 miles south from I-55 to I-80 as three lanes of concrete pavement. As part of the extension, it was widened to four lanes from I-55 to Boughton Road with concrete pavement. Additionally, it was rehabilitated and widened and to four lanes from 75th Street to Ogden Avenue with full-depth asphalt pavement and an asphalt overlay.

In the 2010s, the pavement was rehabilitated from I-55 to 75th Street and from Ogden Avenue to Army Trail Road with an asphalt overlay. A subsequent rehabilitation from I-55 to 83rd Street and Plaza 73 to Army Trail Road removed and replaced the asphalt overlay. The pavement was then widened to four lanes southbound near 75th Street with asphalt pavement.

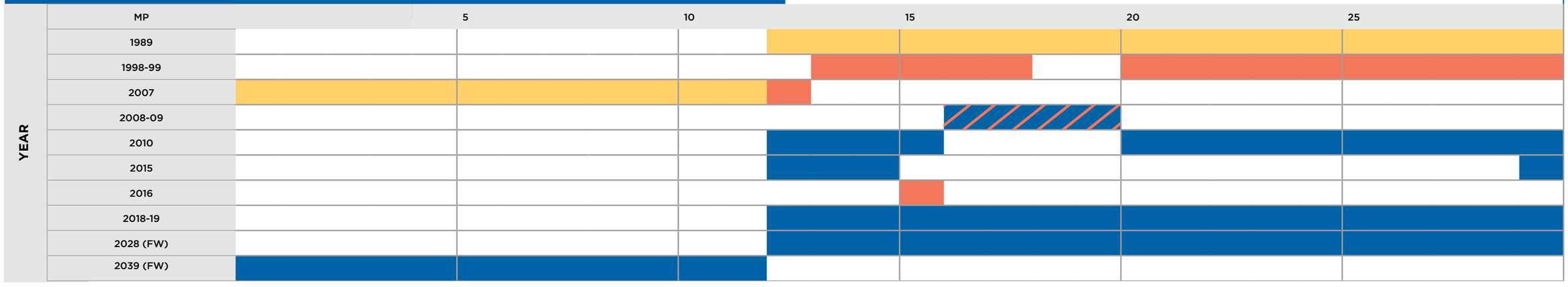
In the late 2010s, it was once again rehabilitated from I-55 to Army Trail Road with the removal and replacement of the asphalt overlay.

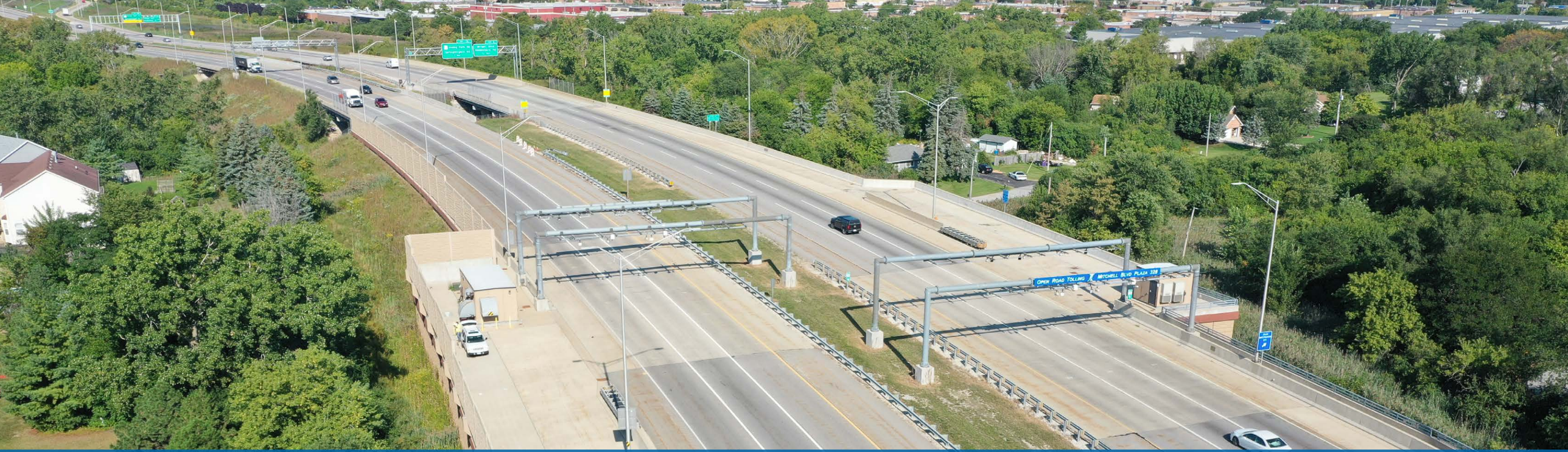
Future work, including the next reconstruction or overlay as outlined in the Illinois Tollway's Pavement Asset Management Plan, is highlighted below.

I-355, Southbound, MP 27.8

Timeline of Pavement Construction and Rehabilitation for the Mainline Pavement Section of I-355

Original Construction · Widening · Rehabilitation · Reconstruction · (FW) Future Work





Illinois Route 390 Tollway

The 10-mile Illinois Route 390 Tollway was originally constructed by IDOT in 1993 as two lanes of concrete pavement in each direction from U.S. Route 20/Lake Street to IL Route 53/Rohlwing Road.

In the 2010s, Illinois Route 390 Tollway (IL 390) was extended west from IL-53/ Rohlwing Road to IL Route 83/Busse Road as three lanes of concrete pavement. It was also rehabilitated and widened to three lanes from IL Route 19/Irving Park Road to IL Route 53/Rohlwing Road with asphalt pavement and an asphalt overlay on the existing pavement.

Future work, including the next reconstruction or overlay as outlined in the Illinois Tollway's Pavement Asset Management Plan, is highlighted below.

IL 390, Westbound, MP 9

Timeline of Pavement Construction and Rehabilitation for the Mainline Pavement Section of IL 390

Original Construction | Widening | Rehabilitation | Reconstruction | (FW) Future Work

YEAR	MP 5	6	7	8	9	10	11	12	13	14	15	16
1993		Original Construction	Original Construction	Original Construction	Original Construction	Original Construction						
2016			Widening	Widening	Widening	Widening						
2016-17							Rehabilitation	Rehabilitation	Rehabilitation	Rehabilitation	Rehabilitation	Rehabilitation
2024 (FW)		Reconstruction (FW)	Reconstruction (FW)									
2030 (FW)				Reconstruction (FW)	Reconstruction (FW)	Reconstruction (FW)						
2042 (FW)							Reconstruction (FW)	Reconstruction (FW)	Reconstruction (FW)	Reconstruction (FW)	Reconstruction (FW)	Reconstruction (FW)

3.1.3 PAVEMENT INSPECTION SUMMARY

Pavement Visual Inspection

Visual inspections occur every spring and summer and include recording the visible pavement areas from one edge-of-shoulder to the other followed by a visual inspection of the entire roadway system. Defects are identified and repair needs are prioritized based on the severity level, among other factors. Quantities and cost estimates are calculated to assist the Illinois Tollway's Roadway Maintenance Division in estimating work activities and the Illinois Tollway's Engineering Department in scheduling future contracts. Based on this information, an overall condition rating is assigned to each area. This rating typically coincides with the Condition Rating System (CRS), discussed later in this report.

Pavement Structural Evaluation

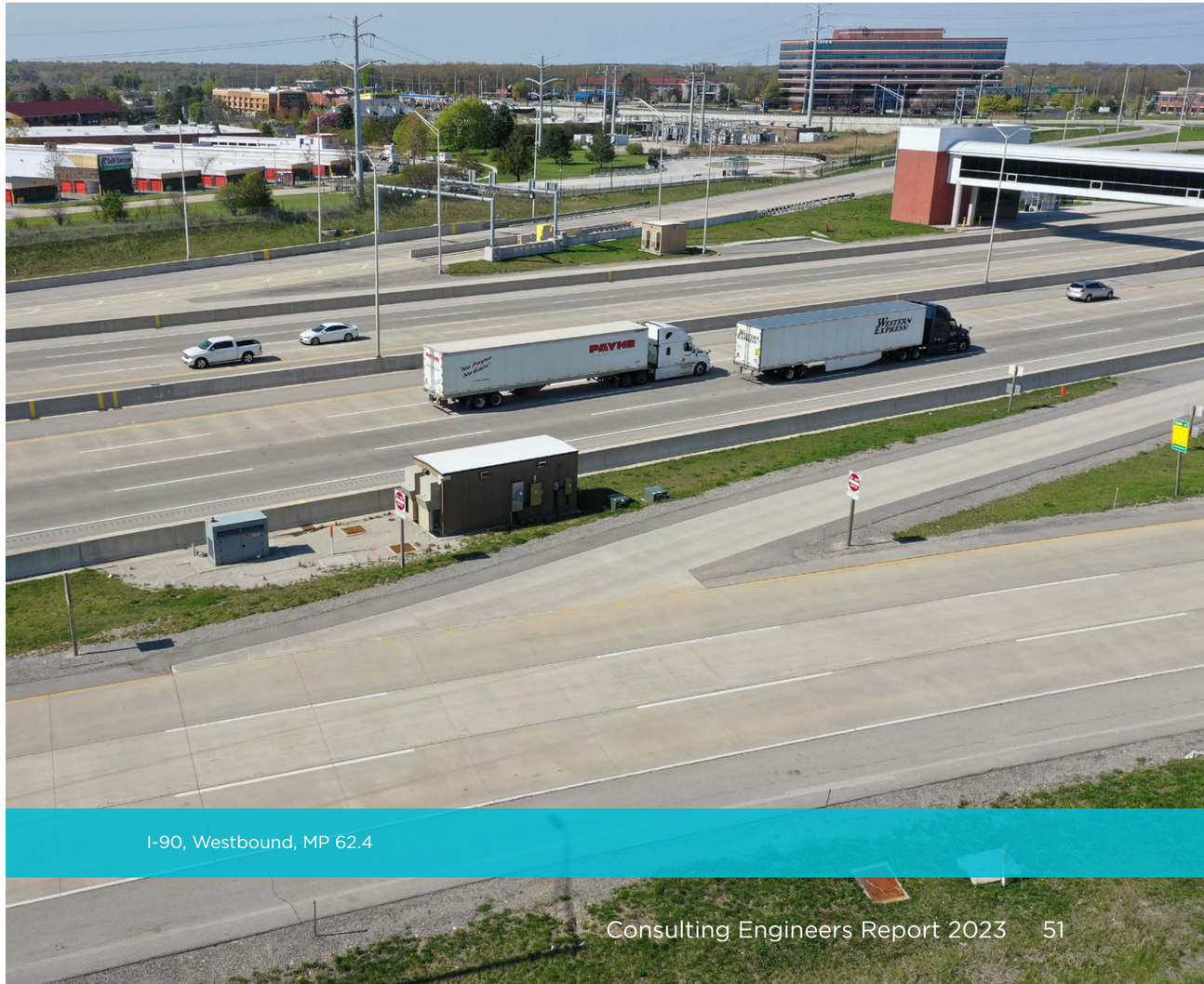
Structural evaluation of the Illinois Tollway's roadway pavement, performed every summer and fall, assesses the structural integrity of mainline pavements and assists in identifying repair activities. The evaluation consists of FWD testing with data analysis and a pavement coring program. FWD testing helps determine the existing pavement's layer and subgrade structural properties, evaluate load transfer characteristics at pavement joints and identify subsurface voids. Pavement coring is used to verify pavement layer thickness and inspect material and bonding conditions. A detailed summary of the structural evaluation and its results are presented in the 2023 annual reports for each of the Illinois Tollway's Maintenance Sections.

Pavement Surface Evaluation

The pavement surface evaluation of the Illinois Tollway's roadway system is performed every summer and fall. This evaluation utilizes electronic and visual surveillance of the pavement surface to determine the extent of pavement distress. The Illinois Tollway utilizes a pavement inspection and evaluation system, similar to that of the Illinois Department of Transportation (IDOT), that categorizes pavement conditions using CRS values. The CRS is a subjective measure of pavement surface condition that generates an overall rating on a 1 to 9 scale, with 9 representing newly constructed or resurfaced pavement and 1 representing completely failed pavement. CRS ratings are based on the type, amount and severity of pavement distress, as well as overall rideability of the pavement surface, degree of wheel path rutting and transverse joint faulting magnitude. The CRS scale utilized by the Illinois Tollway is provided in Figure 3.1-1.

Figure 3.1-1: CRS Rating Summary

RATING	DESCRIPTION
>7.5	Excellent
6.6 - 7.4	Good
6.0 - 6.5	Transitional
4.5 - 5.9	Fair
<4.5	Poor



I-90, Westbound, MP 62.4

I-294, Southbound, MP 42

CRS ratings are used primarily for planning and programming pavement rehabilitation projects. Pavement sections with a CRS rating of 7.5 or more are in excellent condition, and require little to no maintenance. Pavement sections with a CRS rating of 6.6 to 7.4 are still in good condition but begin to require some maintenance. Those with CRS values between 6.0 and 6.5 are transitional, as the pavement section is beginning to show considerable deterioration levels and will require rehabilitation or resurfacing in the next few years. Pavement in fair condition, with a CRS rating between 4.5 and 5.9, requires rehabilitation. Generally, pavement with a CRS rating of less than 4.5 exhibits poor interstate pavement ride quality and needs immediate attention and rehabilitation.

For the Illinois Tollway, a CRS rating of 6.0 is used at the terminal point for useful pavement service life. A CRS rating of 6.0 indicates a pavement is in transitional condition and in need of immediate repair and/or rehabilitation. This rating of 6.0 is higher than IDOT's rating of 5.5, due to the higher average speeds on the Illinois Tollway's system.

It should be noted that while the riding surface might reflect a high CRS rating, the rating does not account for aging pavement substructure, drainage problems or other unknown conditions that may exist below the pavement surface. For example, a section of newly constructed or reconstructed pavement and a section of recently rehabilitated pavement would both exhibit a high CRS rating. However, the pavement substructures' age and condition are entirely different.

In conjunction with CRS ratings, RIL categories were developed to also consider traffic volume, pavement thickness and subsurface condition. This data is used to estimate the remaining years before the pavement condition deteriorates to a point where major repairs are required.

The RIL categories are assigned using CRS performance models based on specific pavement types, historical condition data for specific pavement types and assumed rehabilitation treatments. The RIL categories have been found to be a reliable indicator of pavement performance. However, deviations in future rehabilitation treatments from what was assumed when developing the performance models need to be accounted for to ensure that the models accurately represent the pavement system's performance predictions and correctly assign the appropriate RIL category.

The Illinois Tollway's RIL categories include 0 years; 1–2 years; 3–4 years; 5–8 years; 9–12 years; 13–19 years and 20 years or more. New pavement, with an expected life of 30 or more years, would typically be assigned an RIL of 20 or more years. In contrast, pavement assigned an RIL of zero years will require extensive intermittent pavement repairs to maintain pavement integrity.

The 2023 roadway pavement inspections determined that 84.4% of the Illinois Tollway's roadway pavement surveyed is in either Excellent or Good condition. Compared to 87.5% in 2022, this represents a 3.1% decrease in lane miles rated Good or better.

This change may be attributed to the aging of the HMA surface primarily on the Reagan Memorial Tollway (I-88) and to the ongoing construction of the Central Tri-State Tollway (I-294). Several miles are being reconstructed over the next three years and scheduled for completion in 2026. The overall rating remains above industry standards, despite this decrease.

A typical pavement structure consists of a base of unbound, gravel-type materials with an asphalt stabilized subbase beneath a concrete or asphalt pavement surface. The pavement surface is the top layer directly exposed to traffic wear and tear, so pavement surface conditions decline much faster than the rest of the pavement structure. Planned rehabilitations, including overlays or resurfacings, are periodically applied over the concrete and asphalt pavements as a cost-effective way to address wear and tear and to extend the service life of the overall roadway pavement. As such, the age of an asphalt overlay versus the age of the underlying base of concrete pavement can vary greatly.

As of 2023, the current average surface age of the Illinois Tollway's pavement is 10.4 years, while the average base pavement age is 19.8 years. Figure 3.1-2 summarizes the current systemwide pavement surface and base pavement ages as of 2023.

Figure 3.1-2: Surface and Base Pavement Age Summary

2022	0—5 YEARS	6—10 YEARS	11—20 YEARS	21—30 YEARS	31—40 YEARS	41+ YEARS	NETWORK AVERAGE
Age of Pavement Surface	23.1%	30.9%	43.7%	0.8%	1.5%	0.0%	10.42 Years
Age of Concrete Pavement and Base	1.2%	26.6%	41.3%	4.2%	17.6%	9.2%	19.81 Years
Age of Pavement and Base	1.6%	25.6%	45.5%	3.6%	15.3%	8.4%	19.14 Years

The age of the pavement base is an indicator of the original pavement's age since its last reconstruction or original construction, regardless of subsequent resurfacing. As of 2023, approximately 27.7% of the Illinois Tollway's pavement base is zero to 10 years old and more than 1.2% is zero to five years old. The average estimated RIL of the Illinois Tollway's pavement is 14.22 years as of end 2023.

As summarized in Figures 3.1-3 and 3.1-4, only 24.3% of pavement surveyed systemwide in 2023 had an RIL of eight years or less. This indicates a small portion of the Illinois Tollway's pavement sections will require repairs within the next eight years to maintain integrity.

Figure 3.1-3: Summary of Mainline Pavement RIL Values

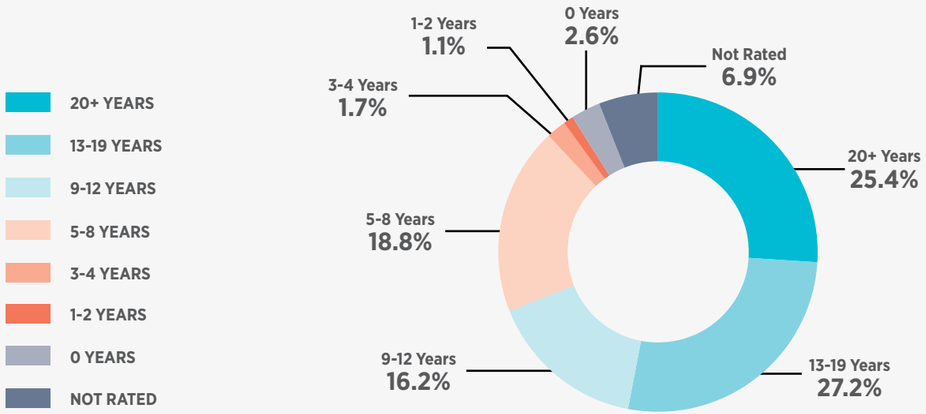
TOLLWAY	20+ YEARS	13—19 YEARS	9—12 YEARS	5—8 YEARS	3—4 YEARS	1—2 YEARS*	0 YEARS*	NOT RATED***
Tri-State Tollway (I-94/I-294/I-80)	66.7	322.4	71.8	38.7	11.7	7.6	27.2	118.7
Jane Addams Memorial Tollway (I-90)	366.7	28.8	0.1	65.6	15.0	4.6	3.4	0.0
Reagan Memorial Tollway (I-88)	9.1	92.9	110.2	225.2	0.0	4.0	10.5	0.8
Veterans Memorial Tollway (I-355)	0.9	57.2	111.1	4.4	3.0	0.0	4.8	7.7
Illinois Route 390 Tollway (IL 390)	23.6	0.1	5.9	13.1	1.7	4.2	2.6	0.0
TOTAL**	**467.1**	**501.4**	**299.1**	**347.0**	**31.4**	**20.4**	**48.5**	**127.2**
TOTAL %	25.4%	27.2%	16.2%	18.8%	1.7%	1.1%	2.6%	6.9%

*Zero to Two Years – Critical areas in need of attention: Veterans Memorial Tollway (I-355) MP 10 to 13, Illinois Route 390 Tollway (IL 390) MP 6.54 to 7.6 (rehabilitation planned for 2024), Reagan Memorial Tollway (I-88) Plaza 69 (MP 56) and MP 129 to 131, Jane Addams Memorial Tollway (I-90) MP 17 to 18 and MP 0 to 8 (rehabilitation planned for June 2024), and Tri-State Tollway (I-294 MP 0 to 1, MP 4 to 6, MP 18 to 21, and MP 26 to 28 (patchwork in 2023 for MP 4 to 6, with MP 18 to 28 as part of the CTS reconstruction).

**Total – Lane Miles Surveyed does not equal total actual system lane mileage due to approximate beginning and ending points of the field survey and the exclusion of auxiliary lanes and other lane types.

***Not Rated – Roadway sections that were under construction (the Central Tri-State MP 21 to 27, and MP 28 to 37.5) and lane bridges, such as the Mile Long Bridge, Bensenville Railroad Yard Bridge on I-294, Des Planes River Valley Bridge on I-355 were excluded from the survey and listed as "Not Rated".

Figure 3.1-4: Pavement Remaining Interval Life Summary



The Illinois Tollway's mainline pavement systemwide condition has fluctuated over the past 12 years, although it is maintained in a state of good repair, as depicted in Figure 3.1-4 by the average RIL value.

Since 2013, the amount of the system's mainline pavement rated with an RIL of nine to 20 years or more has been maintained above 66% of the mainline, with 2023 showcasing 68.8% of the mainline with an RIL of nine to 20 years or more. This is a decrease from 2022, however, it is anticipated that continued preservation work, including the completion of the Central Tri-State (I-294) construction will raise the RIL once more.

The amount of mainline pavement rated with an RIL of zero to eight years decreased from 2016 to 2020, before increasing again from 2021 to 2023. Currently, 24.3% of the system's mainline pavement is rated with an RIL of zero to eight years due to the aging HMA surface on the Reagan Memorial Tollway (I-88), necessary patching of the PCC surface of the Jane Addams Memorial Tollway (I-90) and the ongoing reconstruction and widening on the Central Tri-State Tollway (I-294) project. While the pavement is currently performing better than the ideal condition at the network level, the Illinois Tollway continues to plan and program work whenever pavement begins to reach the less than eight years threshold, and several of these areas have program work planned.

Figure 3.1-5: Summary of Mainline Pavement CRS Values

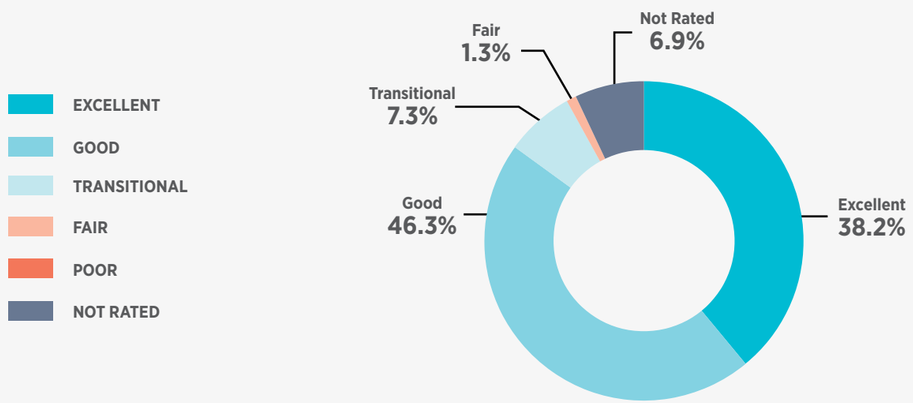
TOLLWAY	EXCELLENT >7.5	GOOD 6.6—7.4	TRANSITIONAL 6.0—6.5	FAIR 4.5—5.9	POOR 0—4.4	NOT RATED**
Tri-State Tollway (I-94/I-294/I-80)	225.7	251.9	53.9	14.7	0.00	118.7
Jane Addams Memorial Tollway (I-90)	78.2	384.4	18.5	3.0	0.00	0.0
Reagan Memorial Tollway (I-88)	267.8	140.2	44.0	0.0	0.00	0.8
Veterans Memorial Tollway (I-355)	101.3	63.4	12.0	4.8	0.00	7.7
Illinois Route 390 Tollway	30.5	12.1	7.5	1.2	0.00	0.0
TOTAL**	**703.3**	**851.9**	**135.8**	**23.7**	**0.00**	**127.2**
TOTAL %	38.2%	46.3%	7.3%	1.3%	0.00%	6.9%

* Total - Lane Miles Surveyed does not equal total actual system lane mileage due to approximate beginning and ending points of the field survey, construction activity and the exclusion of auxillary lanes and other lane types.

** Not Rated - Sections that contained construction and long bridges were excluded from the survey and listed as "Not Rated."

Note: This evaluation does not include auxillary or ramp lanes that are required for entering and exiting the Illinois Tollway. Due to this, route and system totals may not match information in other sections of the report. Percentages may not add up to 100% due to rounding.

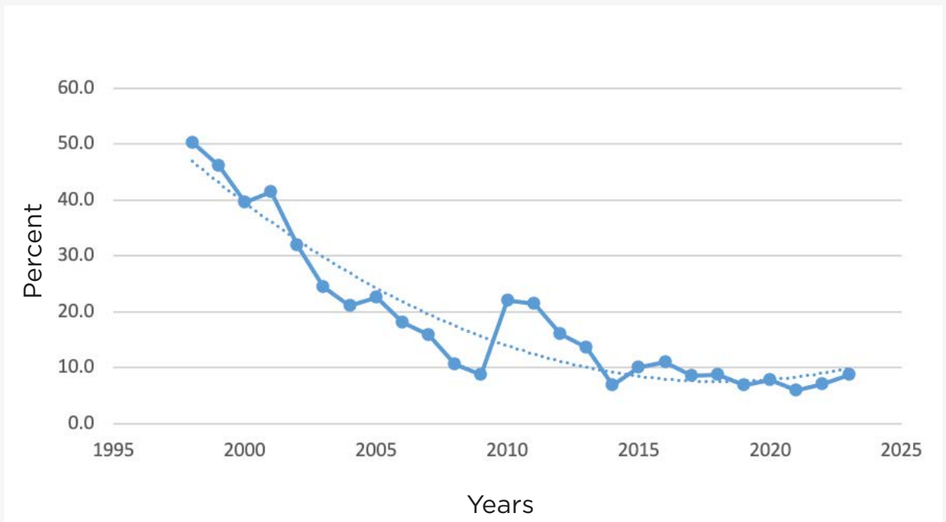
Figure 3.1-6: Pavement Condition Rating System Summary



In 2023, the Illinois Tollway maintained 84.4% of its pavement in Good to Excellent condition. Conversely, 8.7% of the pavement is rated poor to transitional and 6.9% is not rated. The Illinois Tollway's pavement is expected to reach its highest percentage of pavement rated Excellent in 2026, upon conclusion of the Central Tri-State Tollway (I-294) Project. The pavement condition reflects the Illinois Tollway's commitment to maintaining pavement integrity through regular monitoring and intermittent rehabilitation or repairs to maintain high CRS ratings until programmed major rehabilitation or reconstruction occurs.

As shown in Figure 3.1-7, the percent of transitional to Poor pavement has declined over the last twenty-five years (from 50.2% in 1998 to 8.7% in 2023) as the Illinois Tollway continues to work towards maintaining its' pavement in Good or Excellent condition.

Figure 3.1-7: Percent of Transitional to Poor Pavement over Time



A detailed overview of the pavement surface evaluation, particularly on the development of CRS ratings and RIL categories described above, is included in the 2023 annual reports for each of the Illinois Tollway's Maintenance Sections.

A breakdown of the Illinois Tollway's pavement into its relevant CRS rating categories since 1997 is illustrated in Exhibit 1. A similar breakdown by RIL category since 2000 is presented in Exhibit 3. This data is collected and stored on video and georeferenced digital imaging, allowing the review of pavement distress to verify results. Areas under construction at the time of the recordings are listed as "not rated," since the staging and shifting of traffic lanes create inconsistencies in the data. A graphical depiction of the Illinois Tollway's pavement within each RIL category is presented in Exhibit 4. A visual representation of the Illinois Tollway's pavement within each CRS rating range is presented in Exhibit 2.

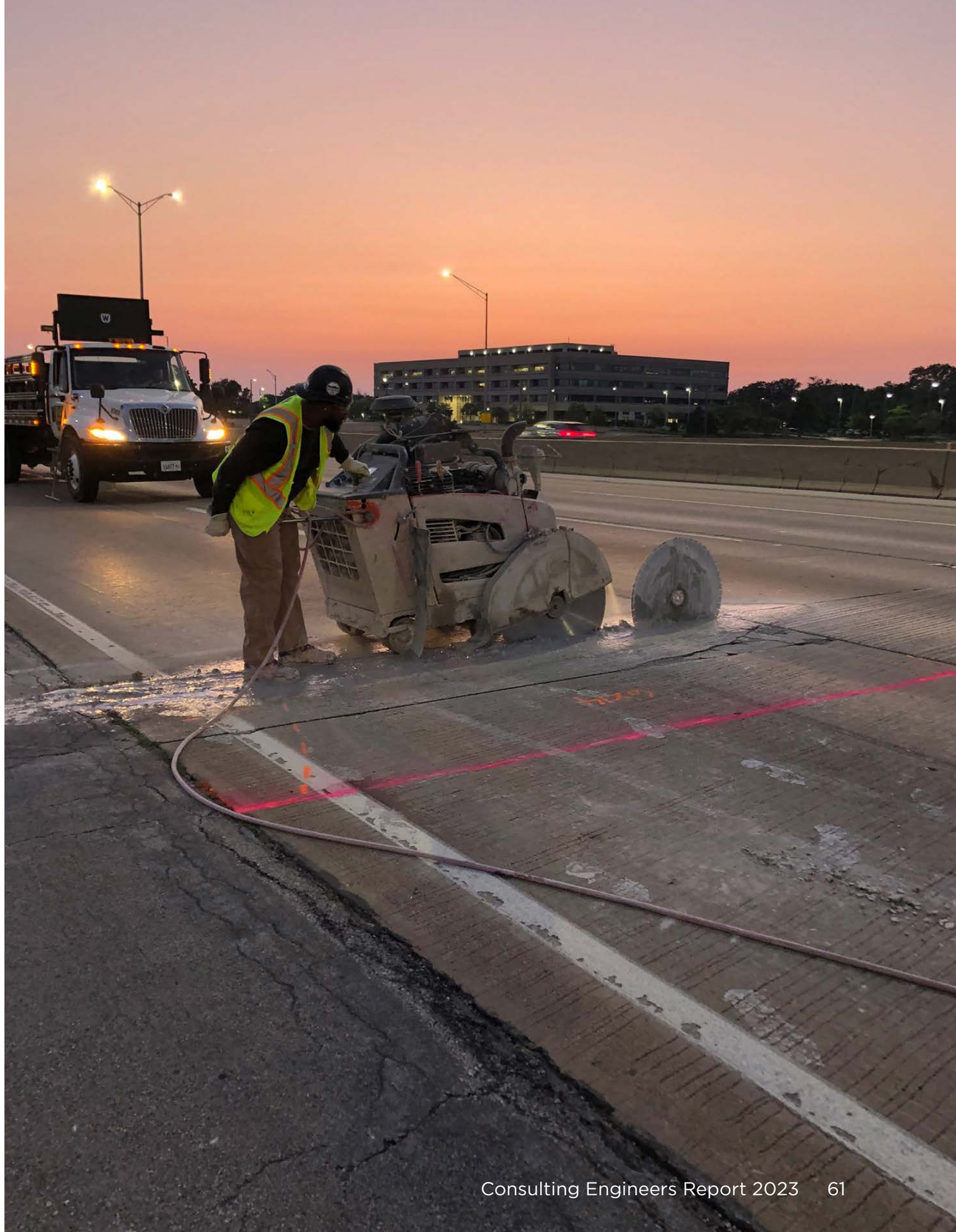
I-94, Eastbound, MP 15.5

3.1.4 PAVEMENT RECOMMENDATIONS

The Illinois Tollway focuses annual maintenance efforts on addressing the basic integrity of pavement sections that have not been recently reconstructed. It is recommended that these efforts continue annually and as needed. These efforts are typically accomplished through small-scale maintenance projects that may include patching and intermittent pavement repairs. Necessary repairs beyond the Illinois Tollway's Roadway Maintenance Division's capabilities should be included with any future contracts or programmed into a systemwide improvement project. If these efforts are outside the Illinois Tollway's Roadway Maintenance Division's capabilities, a job order contract organized through the Illinois Tollway's Engineering Department may assist.

While it extends the serviceable life of the roadway pavement, these small-scale projects are not a desirable long-term solution, due to increasing construction costs over time, repair quantities, traffic disruptions and reduced pavement life. To keep the Illinois Tollway's roadway pavement in a state of good repair and to maintain an excellent level of service for its customers, it is recommended the Illinois Tollway do the following:

- Allocate resources such that the appropriate level of effort is provided for all reconstruction stages of the Illinois Tollway's roadway pavement system
- Perform necessary repairs as recommended in the 2023 annual reports for each of the Illinois Tollway's Maintenance Sections, communicate with the Illinois Tollway's Roadway Maintenance Divisions and address the necessary repairs between programmed repair cycles and through a systemwide contract
- Develop training techniques and provide resources to elevate the Illinois Tollway's Roadway Maintenance Division's proficiency with the Illinois Tollway's TAMS
- Provide support to the Illinois Tollway's Roadway Maintenance Division as it identifies issues that may need special attention beyond annual inspections
- Provide preventative and corrective maintenance annually
- Identify necessary repairs early based on data provided by the Pavement Roadway Management Consultant
- Perform non-destructive testing, evaluation and monitoring of pavement to ensure accurate system evaluation and work estimates
- Prioritize the maintenance of ramps, arterials and collector pavement



3.2
STRUCTURAL ASSETS

The structural elements inspected throughout the Illinois Tollway's system consist of bridges, retaining walls, noise abatement walls, sight screen walls and overhead sign structures. These assets are critical to the overall health of the system and they receive visual inspections on a set multi-year cycle.

3.2.1 BRIDGES

The Illinois Tollway characterizes a bridge as any structure crossing the Illinois Tollway. Other structures included in this report are culverts spanning 20 feet or greater, railroad bridges, oasis structures and pedestrian bridges.

Currently there are 690 structures which are classified as bridges throughout the Illinois Tollway's system. These include 615 vehicular bridges, 61 culvert bridges, 13 non-vehicular bridges and one land bridge.

Figure 3.2-1: Non-vehicular Bridge Inventory

BRIDGE TYPE	QUANTITY	M-SECTION
Railroad bridges	7	M-1 (BN 107, BN 113), M-2 (BN 261, BN 261C), M-7 (BN 737), M-8 (BN 821), M-14 (BN 1413)
Oasis structures	3	M-1 (BN 104 O), M-4 (BN 407 O), M-7 (BN 747 O)
Pedestrian bridges	3	M-2 (BN 263), M14 (BN 1408, BN 1417)
TOTAL BRIDGES	13	

Of the 13 non-vehicular bridges, seven are railroad bridges, three are pedestrian bridges and three are over-the-road oasis structures.

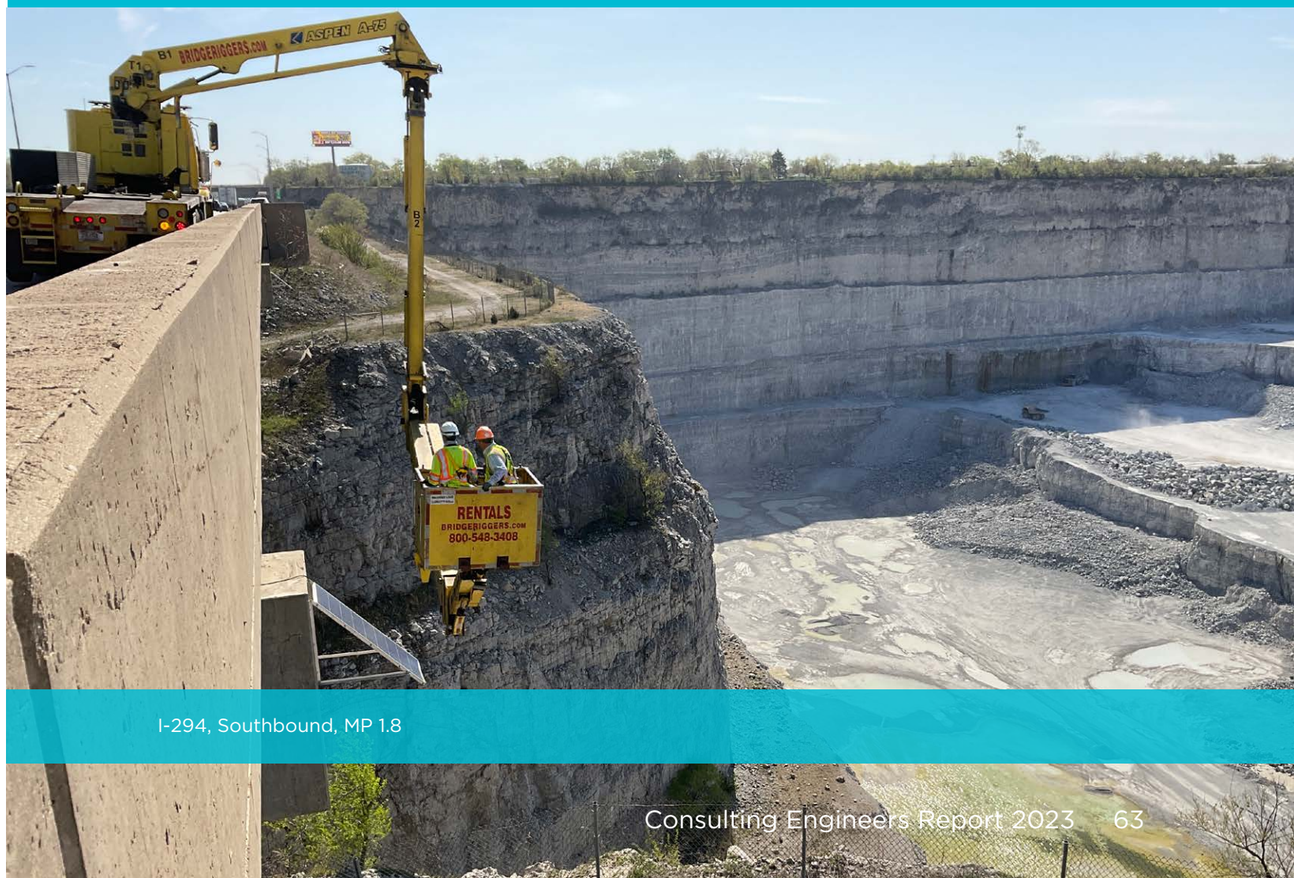
The Illinois Tollway's bridge inventory is updated as needed to account for new construction, demolition and ownership transfers to or from other agencies. The 2023 inventory revisions for bridge structures under the jurisdiction of the Illinois Tollway include:

Vehicular Bridges (Three Added):

- Bridge 224 (M-2): Ramp F (SB I-294) over EB I-290
- Bridge 226A (M-2): Electric Avenue, Ramp F (SB I-294) over Electric Avenue
- Bridge 1678 (M-16): South Thorndale Ave, Ramp Q9 (EB IL-390) over EB IL 390 to SB I-490 (Ramp P2)

Pedestrian Culvert Bridge (One Removed - Jurisdiction Transfer):

- Bridge 823C (M-8): Prairie Path (Old CA&E RR.) under I-88 (Jurisdiction Changed – Transferred to DuPage County)



I-294, Southbound, MP 1.8

Several bridges located within the limits of the Illinois Tollway are entirely under the jurisdiction of another agency. As of 2023, 17 such bridges were omitted from the Illinois Tollway's bridge inventory. However, the Illinois Tollway performs cursory inspections of these bridges to ensure safety since the bridges cross over the Illinois Tollway system.

Formal inspections are conducted and submitted to the Federal Highway Administration (FHWA) by the responsible agency. The following bridges are entirely under the jurisdiction of and maintained by other agencies:

Figure 3.2-2: Non-Illinois Tollway Bridges Responsibility Table

CHICAGO TRANSIT AUTHORITY (CTA):			
366A	M-3	EB CTA O'Hare Rapid Transit	CTA
366B	M-3	WB CTA O'Hare Rapid Transit	CTA
366C	M-3	Ramp L under CTA O'Hare	CTA
DUPAGE COUNTY			
823C	M-8	Prairie Path (Old CA&E RR.)	DuPage County
116	M-1	Ramps C&D (SB I-57 to SB I-294)	District 1
1621	M-16	Ramp G1 (EB I-290 to EB IL 390)	District 1
1625	M-16	Ramp G5 (WB I-290 to WB IL 390)	District 1
1628	M-16	Ramp G1 (EB I-290 to EB IL 390)	District 1
197C	M-1	Prairie Creek	District 1
198	M-1	I-80 Ramp A	District 1
521	M-5	IL 53	District 1
1146	M-11	I-39 / US 51	District 2
1146A	M-11	I-39 / US 51	District 2
ILLINOIS DEPARTMENT OF NATURAL RESOURCES:			
702*	M-7	Rock Cut State Park	Illinois Dept of Conservation
VILLAGE OF OAKBROOK:			
280	M-2	Bike Path	Oakbrook
PACE			
515W	M-5	Walkway	Pace
WILL COUNTY			
14130C	M-14	Trail	Will County

* Bridge 702 is an exception to the previous statement, where maintenance and repair are entirely under the jurisdiction of another agency, but the Illinois Tollway is responsible, as the inspection and reporting agency, for inspecting the bridge in accordance with Illinois Department of Transportation (IDOT) and FHWA guidelines.

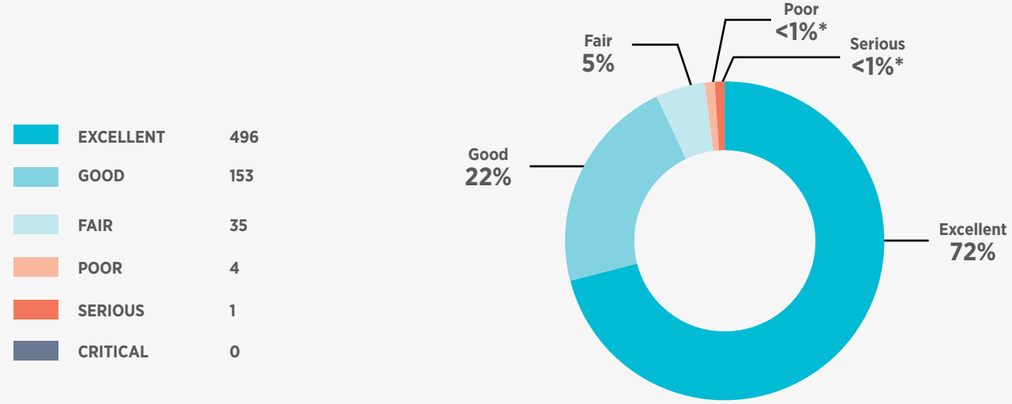
The following data summarizes the Overall Condition Index (OCI) for all 690 of the Illinois Tollway's bridges. Since bridges are on a 24-month inspection cycle, the data in Figure 3.2-4 provides the index ratings for the 2022 and 2023 inspection cycles.

Figure 3.2-3: Summary of Bridge Condition

CONDITION RATING	CONDITION INDEX	2022	2023	TOTAL*
Excellent	≥ 90	270	226	496
Good	89-80	51	102	153
Fair	79-70	18	17	35
Poor	69-60	4	0	4
Serious	40-60	0	1	1
Critical	<40	0	0	0
TOTAL		**343**	**346****	**689**

* Total does add up to 690 because BN 516 (Land Bridge) is not included in this summary. An OCI cannot be calculated for this structure because the superstructure and substructure are buried.
**Includes the 343 inspections from "2022" count in 2022 Annual Consulting Engineers Report, 15 bridges in the Initial Inspection section, one bridge noted in Special Inspections (rating decreased for BN 166) and minus the one bridge jurisdictionally transferred in 2022 (BN 823C)

Figure 3.2-4: Bridge Condition Summary



*Poor real condition rating percent is .58%. Graphic depicting as <1%
*Serious real condition rating percent is .15%. Graphic depicting as <1%

As of 2023, of the 690 structures classified as bridges that received an OCI rating, 94.8% had a rating of 80 or higher, indicating that the majority of the Illinois Tollway's bridges are in Good to Excellent condition. Approximately 4.9% are rated in Fair condition, four bridges are rated in Poor condition and one bridge is rated in Serious condition.

The condition of the Illinois Tollway's infrastructure continues to improve. Of the 690 bridges under the Illinois Tollway's jurisdiction, only four (0.58%) are categorized as structurally deficient according to the FHWA's definition. All these bridges are currently scheduled for repair or replacement or are programmed for repair. Nationwide, 42,391 bridges out of 621,510 bridges, or about 6.8%, are structurally deficient based on the most recent data from 2023.

3.2.1.1 BRIDGE INSPECTION PROCESS

For many transportation agencies, the overall bridge condition rating is a single number that is factored when prioritizing bridges for rehabilitation or for replacement. Since the bridge deck condition is not part of this rating, the bridge deck is typically not a driving force behind bridge replacement. However, the bridge deck is the most visible bridge component to motorists and directly affects general rideability and driver safety. Due to these factors, the bridge deck is considered an integral factor in the overall bridge condition rating. Therefore, the Illinois Tollway prioritizes the programming of bridge deck repairs.

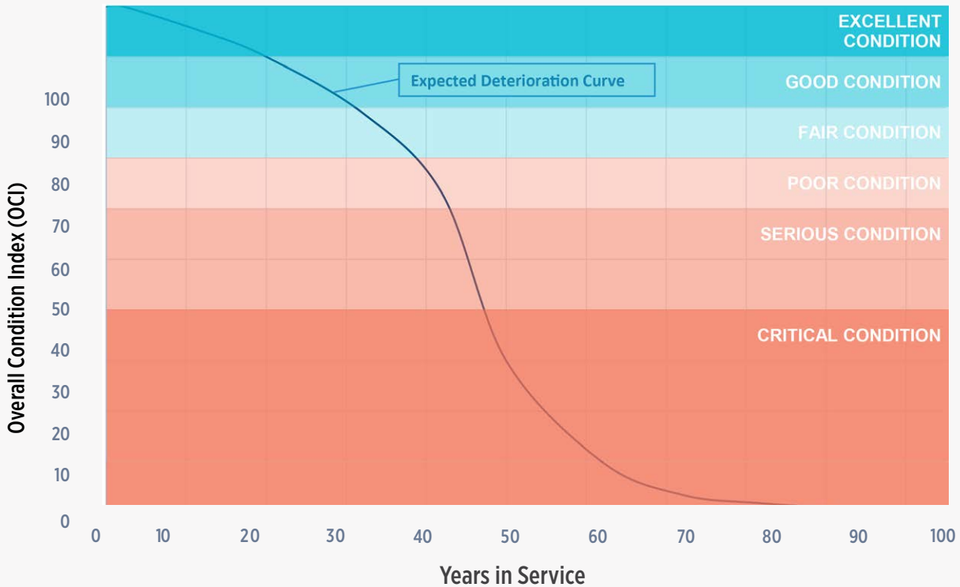
To account for bridge deck conditions, the Illinois Tollway created an OCI that quantifies the condition of the Illinois Tollway's bridges. The OCI is a weighted representation of the bridge deck, superstructure and substructure ratings based on field inspection, and is intended to provide an overall indication of the structural integrity of a bridge. The weights used in the OCI comprise of 20% for the deck rating, 15% for the superstructure rating, 15% for the substructure rating and 50% for the minimum rating of either superstructure or substructure. The weight on a bridge's deck rating is placed, considering bridge decks tend to deteriorate faster than other components of the bridge.

Figure 3.2-6 provides descriptions of the bridge OCI numbers, which range from 0 to 100. The individual ratings of elements, such as joints, diaphragms or bearings are not included in the OCI calculation. However, these ratings are generally used to develop future repair contracts. The OCI replaced the "Overall Condition" rating that had been used prior to 2005 to classify the bridges.

Figure 3.2-5: Bridges' Overall Condition Descriptions

OVERALL CONDITION	CONDITION INDEX	OVERALL CONDITION INDEX DESCRIPTION
Excellent	≥ 90	No problems or some minor problems noted. Generally, no action required.
Good	89—80	Some areas of minor deterioration. Minor repairs would prevent or delay additional deterioration.
Fair	79—70	Structural elements are generally sound but exhibit minor section loss or deterioration. Repair contract likely needed within five years.
Poor	69—60	Advanced section loss. Repair contract should be initiated within two years.
Serious	40-60	Section loss and deterioration. (Up to 50% section loss on primary member(s)). Local failures possible. Immediate attention needed.
Critical	<40	Advanced section loss and deterioration. (Greater than 50% section loss on primary member(s) in critical areas).May require bridge closure until corrective action taken. Immediate attention needed.

Figure 3.2-6: Bridge Performance Curve



The following types of inspections are performed by the Illinois Tollway:

Routine Inspections, Element Level Inspections, Fracture Critical Inspections, Damage Inspections, Initial Inspections, FHWA Special Inspections and Supplemental Inspections.

Routine Inspections: Bridges throughout the Illinois Tollway's system are inspected every 24 months by the Illinois Tollway. Bridge inspection team leaders routine inspections assign a condition rating to each of the three main bridge components: (1) deck, (2) superstructure and (3) substructure. For culverts, one overall condition rating is assigned.

Element Level Inspections: Unlike routine inspections, element level inspections require continuously updated quantities for primary bridge elements. Since field inspections require a quantification of different defects that vary depending on the material or environment of a specific bridge element, each bridge element is also classified per material (i.e., concrete, steel or elastomer) and per location and environment (i.e., elements under bridge joints or whether elements are exposed to high or low truck traffic volume). Data collection for element level inspections is performed in accordance with the American Association of State Highway and Transportation Officials (AASHTO), Bridge Element Inspection Manual and the IDOT Manual for Bridge Element Level Inspection.

Every year, the Illinois Tollway verifies and updates element level inspection data for every bridge in its system.

Fracture Critical Inspections: The Illinois Tollway inspects fracture critical bridges as required by the FHWA. The FHWA administers the National Bridge Inspection Standards (NBIS), which "applies to all structures defined as highway bridges located on public roads." (IDOT Structural Services Manual, 2017)

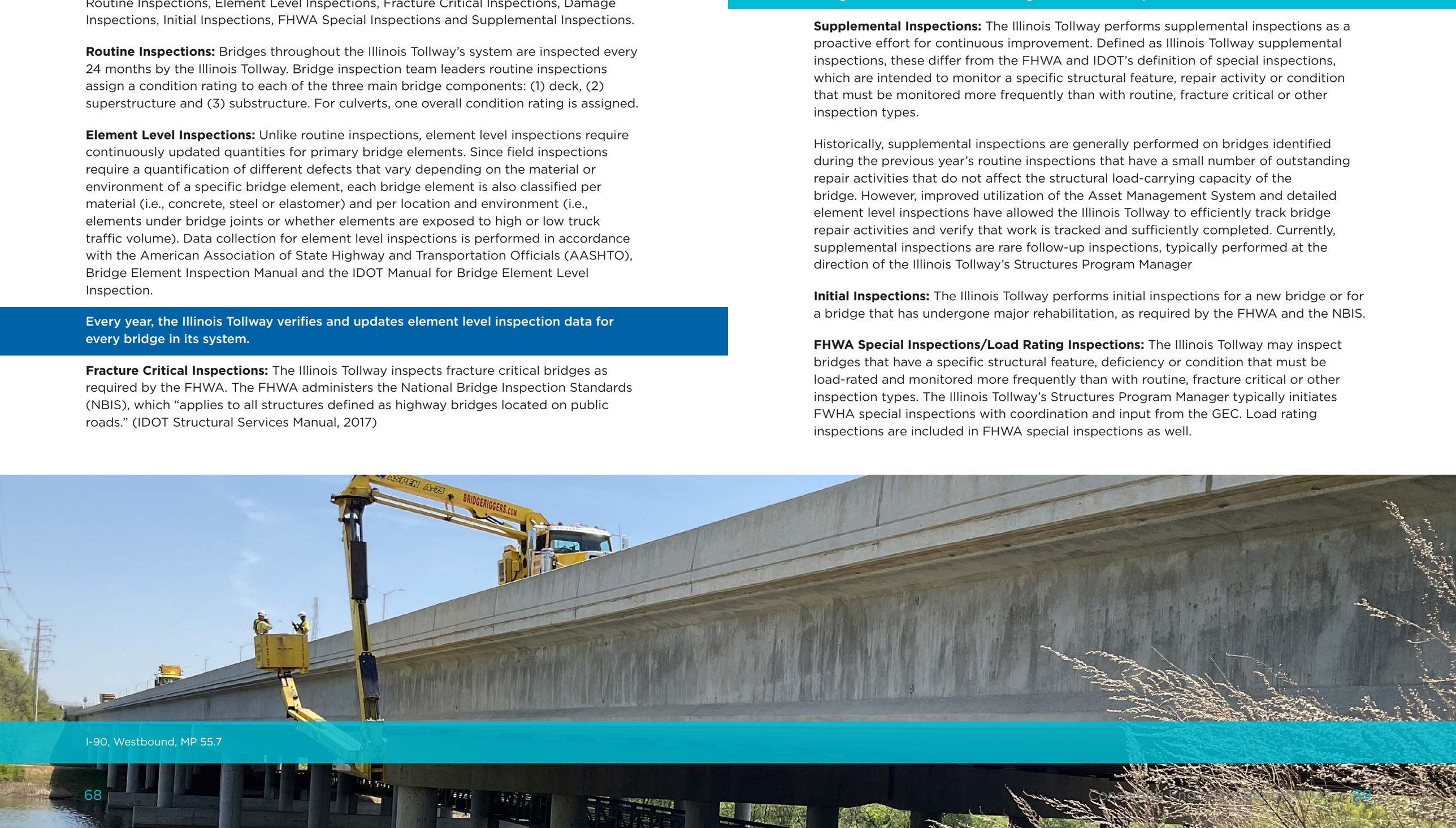
Damage Inspections: As part of asset recovery services, the Illinois Tollway inspects bridges that have sustained damage from vehicle impact or other events as needed.

Supplemental Inspections: The Illinois Tollway performs supplemental inspections as a proactive effort for continuous improvement. Defined as Illinois Tollway supplemental inspections, these differ from the FHWA and IDOT's definition of special inspections, which are intended to monitor a specific structural feature, repair activity or condition that must be monitored more frequently than with routine, fracture critical or other inspection types.

Historically, supplemental inspections are generally performed on bridges identified during the previous year's routine inspections that have a small number of outstanding repair activities that do not affect the structural load-carrying capacity of the bridge. However, improved utilization of the Asset Management System and detailed element level inspections have allowed the Illinois Tollway to efficiently track bridge repair activities and verify that work is tracked and sufficiently completed. Currently, supplemental inspections are rare follow-up inspections, typically performed at the direction of the Illinois Tollway's Structures Program Manager

Initial Inspections: The Illinois Tollway performs initial inspections for a new bridge or for a bridge that has undergone major rehabilitation, as required by the FHWA and the NBIS.

FHWA Special Inspections/Load Rating Inspections: The Illinois Tollway may inspect bridges that have a specific structural feature, deficiency or condition that must be load-rated and monitored more frequently than with routine, fracture critical or other inspection types. The Illinois Tollway's Structures Program Manager typically initiates FWHA special inspections with coordination and input from the GEC. Load rating inspections are included in FHWA special inspections as well.



I-90, Westbound, MP 55.7

3.2.1.2 BRIDGE INSPECTION SUMMARY

Repair activities identified as part of the various structural inspections during the current cycle are logged and tracked on the Illinois Tollway's transportation asset management system. The Illinois Tollway also develops repair recommendations and cost estimates during the inspection cycle on an as-needed basis. Where applicable, memoranda and the FHWA-required bridge inspection forms are provided to IDOT by the Illinois Tollway.

In 2023, the Illinois Tollway performed 721 bridge inspections for eight different inspection types. More than one type of inspection may be performed on a given bridge during an inspection cycle depending on various factors, as previously discussed. As such, the total number of inspections performed is greater than the number of bridges inspected during the cycle. The bridges inspected from December 1, 2022 to November 15, 2023 are included in this summary. Any bridges inspected after November 15, 2023, will be included in the 2024 inspection summary.

Figure 3.2-7: Inspections Performed in 2023

INSPECTION TYPE	NO. OF STRUCTURES
Element Level	340
Routine	352
Initial	15
Damage*	6
Supplemental	0
Load Rating**	1
Fracture Critical	2
FHWA Special	4
TOTAL	720

* Includes Damage Inspection of BN 166 on May 2023, BN 856 on June 2023, BN 1463 and BN 1464 on September 2023, BN 623 on October 2023 and BN 191 on November 2023
** Added to load rating type on BN 166

2023 Routine Bridge Inspections

During the 2023 inspection cycle, 352 routine bridge inspections were completed. Many of the bridge decks that pass over the Illinois Tollway are not under the Illinois Tollway's jurisdiction for maintenance and repair. However, these bridge decks are included in inspections in order to report the ratings to IDOT. These condition ratings (deck, superstructure, substructure and culvert) are based on a 10-point rating scale in accordance with the FHWA's guidelines.

During the 2023 inspection cycle, several bridges exhibited structural or safety defects, including spalling of the underside of the bridge deck or vertical face of the parapet wall. However, inspections revealed "NO" bridge required immediate structural repairs due to the load-carrying capacity of the bridge. The Illinois Tollway's Maintenance Division was notified for maintenance and repair of any loose concrete and other defects, and they have completed repairs at 26 locations. These bridges are identified in Figure 3.2-9.

Figure 3.2-8: Bridge Repairs by Maintenance in 2023

BRIDGE ID	BRIDGE DEFECT DESCRIPTION
101	Debris / Tree Removal
163	Guardrail Repair Or Replacement
167	Bridge Structure Marking
168	Electrical
169	Bridge Structure Marking
245	Guardrail Repair Or Replacement
255	Superstructure Concrete Scaling
267	Bridge Deck Repair - Concrete
335	Bridge Substructure Concrete Removal
341	Superstructure Concrete Scaling
417	Substructure Concrete Scaling
417	Bridge Deck Repair - Bituminous
549	Tree Removal
550	Debris / Tree Removal
550	Bridge Scupper Drain Cleaning
833	Install And/Or Repair Drainage Structures
861	Bridge Deck Concrete Scaling
1221	Bridge Joint Repair
1223	Bridge Joint Cleaning
1225	Bridge Joint Cleaning
1235	Downspout Drain Repair And/Or Replacement
1601	Bridge Deck Concrete Scaling
1602	Bridge Deck Concrete Scaling
1606	Bridge Structure Marking
1607	Bridge Deck Concrete Scaling

2023 Element Level Bridge Inspections

During the 2023 inspection cycle, 340 element level bridges within the Illinois Tollway's system were inspected. Element level inspection data was collected for every bridge where routine inspections were performed, except for walkway structures at toll plazas and bridges maintained by or entirely under the jurisdiction of other agencies. The inspection data is submitted to the Illinois Tollway's Structures Program Manager; it will then be submitted to IDOT for submission to the FHWA. Inspection data includes quantity and element information from available plans and quantity breakdowns of the bridge components by defect condition states which are available from field inspections.

2023 Fracture Critical Bridge Inspections

Fracture critical inspections were performed on two bridges within the Illinois Tollway's system as part of the 2023 inspection cycle, as noted in Figure 3.2-10. In addition to the Illinois Tollway's bridges designated as fracture critical by the NBIS, the Illinois Tollway also inspects applicable railroad and pedestrian bridges systemwide according to the fracture critical requirements.

Figure 3.2-9: 2021 Fracture Critical Inspections Performed in 2023

NON-HIGHWAY BRIDGES (NON-NBIS)	
BRIDGE ID	LOCATION DESCRIPTION
263	Alice Fitch Gallagher Memorial Bridge
821	Canadian National Railroad (CN RR) over I-88

2023 Damage Inspections

Damage inspections were performed on six bridges within the Illinois Tollway's system as part of the 2023 inspection cycle. Details of these inspections are as follows:

Bridge 166: Southbound I-294 over Southwest Highway, SB I-294 Milepost 16.1
On May 11, 2023, during a routine inspection, Bridge 166 over Southwest Highway on southbound I-294 was found to have beams with notable damage from vehicle impacts, notably beams 10 and 8 and as result impacting the south abutment diaphragm. Recorded under OMS Task ID 23-043252 in OpenGov, the damage is a result from frequent truck traffic and the bridge's low vertical clearance of 13 '10". Design for repairs are currently underway with construction anticipated in 2024, focusing on the repair of the affected beams, diaphragms and bearings.

BN 1449, I-355, MP 19.9

Bridge 856: IL Route 83 Northbound over westbound I-88 near Milepost 137.20
After an incident on westbound I-88 at Milepost 137.20, assessments conducted on June 26 and July 13, 2023, indicated no notable structure damage to Bridge 856 or the attached Overhead Sign Structure 10880. Minor damage was observed on the eastern walkway supports and grating of the sign structure attached to the bridge girder. These were documented under OpenGov OMS Task IDs 23-059456 and 23-059482. No repairs have been assigned due to minor damage.

Bridge 1463: Southbound I-355 over Jackson Avenue, SB I-355 Milepost 17.5
On September 7, 2023, a multi-vehicle collision occurred on northbound I-355 near Milepost 17.5, impacting the bridge parapet of Bridge 1463 (southbound I-355 over Jackson Avenue) along the inside shoulder, prompting temporary reinforcement with a Thrie-beam guardrail. OpenGov OMS Task IDs 23-074600 and 23-075595 were created to track repairs. Completion of repairs is planned through the upcoming programmed contract in the area.

Bridge 1464: Northbound I-355 over Jackson Avenue, NB I-355 Milepost 17.5
On September 7, 2023, a multi-vehicle collision occurred on northbound I-355 near Milepost 17.5, impacting the bridge parapet of Bridge 1464 (southbound I-355 over Jackson Avenue) along the inside shoulder, prompting temporary reinforcement with a Thrie-beam guardrail. OpenGov OMS Task IDs 23-074601 and 23-075597 were created to track repairs. Completion of repairs is planned through the upcoming programmed contract in the area.

Bridge 623: Powers Road over Westbound I-90, I-90 Milepost 47.9
On October 5, 2023, an accident on westbound I-90 near Milepost 47.9 involving two semi-tractor trailers led to heat and impact damage to Bridge 623 and adjacent infrastructure. Multiple OpenGov OMS Task IDs 23-088090, 23-089546, 23-089548, 23-089551, 23-089555 and 23-089281 were created to track repairs. Design for repairs are currently underway with construction anticipated in 2024.

Bridge 191: Northbound Mile Long Bridge, NB I-294 near Milepost 21.25
On November 14, 2023, an accident involving two commercial vehicles on northbound I-294 at Milepost 21.25 caused one to strike the inside shoulder parapet of Bridge 191 and catch fire. Damage was recorded to the bridge deck surface and left shoulder parapet, with no rebar exposure noted. Design for repairs to the parapet, deck surface, protective coating, affected light pole, and signage are currently underway with construction anticipated in 2024.

2023 FHWA special inspections/load rating inspections

Two FHWA Special Inspections, each for two bridges and one load rating inspections were performed throughout the Illinois Tollway system as part of 2023 inspection cycle. The one bridge had load rating inspections to verify existing conditions for load rating considerations.

Bridge 166: SB I-294 over IL 7 (Southwest Hwy.), I-294 Milepost 16.1
Following beam damage from a vehicle impact noted in the 2023 routine inspection, this bridge has undergone additional 3-month interval inspections to monitor for delaminations, spalls or cracks. These FHWA Special inspections are a precaution to ensure structural integrity until repairs are made. In the current year, two of these inspections have been performed. OpenGov OMS Tasks 23-073613 and 23-062867 were created to track progress and condition.

Bridge 341 (I-94 and I-294 SB under Lake-Cook Road), I-94 Milepost 25.3
The north fascia beam of the bridge has been exhibiting consistent crack patterns since 2012 and has been subjected to yearly inspections following a load rating decrease in 2022. These 12-month interval FHWA Special inspections are performed to closely monitor the previously documented cracks for any progression until the repairs are completed. In the current year, two of these inspections have been performed. OpenGov OMS Tasks 23-062862 and 23-062865 were created to track progress and condition.

Bridge 166: Southbound I-294 over Southwest Highway, SB I-294 Milepost 16.1
On May 12, 2023, a load rating inspection was carried out to assess and record the condition of beams 7, 8 and 10, focusing on cracks, spalls and exposed strands. This was done to accurately update the bridge's load rating to reflect its current state.

2023 Supplemental Inspections

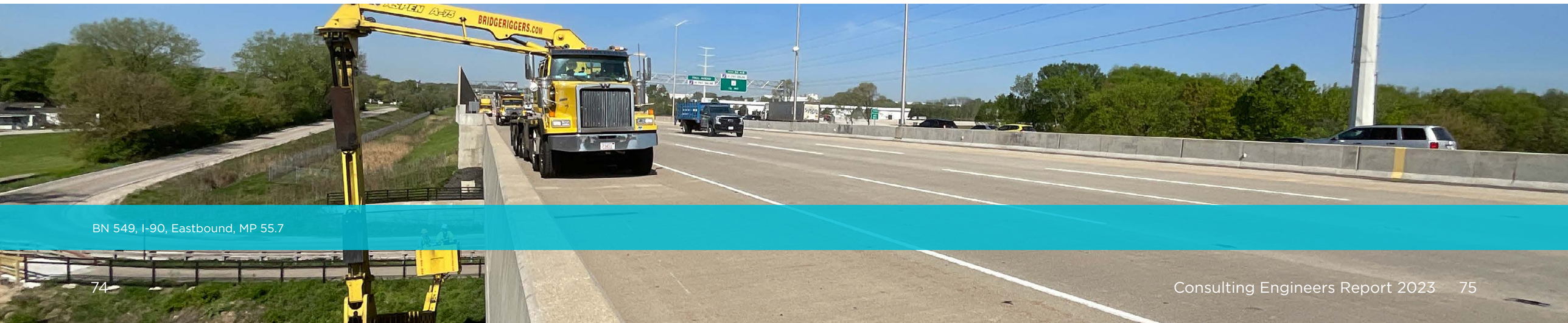
Supplemental inspections were conducted for no bridges within the Illinois Tollway's system as part of the 2023 inspection cycle.

2023 Initial inspections

Initial Inspections for 15 bridges were performed within the Illinois Tollway's system as part of the 2023 inspection cycle.

Figure 3.2-10: Initial Bridge Inspections in 2023

BRIDGE REPLACEMENTS		
BRIDGE ID	LOCATION DESCRIPTION	INSPECTION DATE
116	Ramps C&D (Sb I-57 To Sb I-294) (I-294 Milepost 7.8)	May 12, 2023
175	87Th St. & Roberts Rd . (I-294 Milepost 18.17)	January 13, 2023
189	I-55 (I-294 Milepost 23.12)	January 13, 2023
193	Wolf Rd. (I-294 Milepost 23.34)	January 13, 2023
195	Joliet Rd. (I-294 Milepost 23.56)	January 13, 2023
230	C&Nw Rr. (I-294 Milepost 33)	October 5, 2023
232	C&Nw Rr. (I-294 Milepost 33.18)	October 5, 2023
233	Us20/Il64 (Lake/North Ave) (I-294 Milepost 33.65)	August 2, 2023
243	Flagg Creek (I-294 Milepost 23.77)	January 13, 2023
263	Alice Fitch Gallagher Memorial Pedestrian Bridge (I-294 Milepost 26.5)	January 23, 2023
285	Grand Ave. (I-294 Milepost 35.35)	October 31, 2023
287	C&Nw Rr. (I-294 Milepost 35.8)	November 1, 2023
NEW BRIDGE ASSETS		
BRIDGE ID	LOCATION DESCRIPTION	INSPECTION DATE
1678	South Thorndale Ave. (Ramp Q9) (IL-390 Milepost 16.8)	November 8, 2023
224	I-290, Ramp F&H ((I-294 Milepost 31.9)	August 4, 2023
226A	Electric Avenue, Ramp F (I-294 Milepost 31.97)	August 4, 2023



BN 549, I-90, Eastbound, MP 55.7

3.2.1.3 BRIDGE REPAIR ACTIVITY SUMMARY

A total of 199 repair activities were identified and more than 165 additional repair activities were updated during bridge inspections and logged on the asset management system. The most common defects identified, representing about 80% of all repair activities include:

- Substructure Concrete Repair at 20 bridges
- Bridge Structure Marking at 16 bridges
- Bearing Cleaning/Repair at 13 bridges
- Approach Slab Concrete Repair at 12 bridges
- Superstructure Concrete Repair at 10 bridges
- Bridge Joint Replace at 9 bridges
- Bridge Curb and Parapet Wall Repair at 8 bridges
- Bridge Joint Repair at 7 bridges
- Bearing Replacement at 6 bridges
- Bridge Deck Concrete Scaling at 6 bridges
- Bridge Approach Slab - Joint Repair at 5 bridges
- Bridge Deck Repair - Concrete at 5 bridges
- Bridge Scupper Drain Cleaning at 5 bridges
- Slope Wall Repair at 5 bridges
- Tree Removal at 5 bridges
- Bridge Approach Slab - Joint Replace at 4 bridges
- Downspout Drain Repair and/or Replacement at 4 bridges
- Superstructure Steel Repair at 4 bridges
- Channel cleaning at 3 bridges
- Drainage Repairs at 3 bridges
- Guardrail Repair or Replacement at 3 bridges
- Joint Repair at 3 bridges
- Slope/Erosion Repairs at 3 bridges
- Superstructure Concrete Scaling at 2 bridges

Inspection findings and further details are summarized in subsequent sections. More detailed inspection results can be found in the 2023 Bridge Annual Field Inspection Report.

3.2.1.4 BRIDGE RECOMMENDATIONS

The Illinois Tollway is recommended to continue the existing maintenance activities for all bridge structures on its system. Existing maintenance activities include bearing, bridge joint, scupper drain and waterway channel cleaning, painting, patching and concrete repairs, vegetation control and tree trimming/removal. For improved bridge preservation and to maintain existing conditions and elements, it is recommended that activities such as deck sealing, deck patching and joint cleaning and repairs continue to be included with programmed preservation and rehabilitation contracts. Along with these activities, the Illinois Tollway is recommended to continue planning bridge rehabilitation improvements and capacity enhancements, such as deck replacement, bridge widening, superstructure replacement and removal of fracture critical bridge components, which will extend the life of a structure.

The Illinois Tollway should focus on bridge maintenance work that will reduce exposure to corrosive elements on critical structural members and connections, thereby extending service life. Lastly, the Illinois Tollway can continue being an industry leader in bridges and bridge preservation by investigating new technologies and techniques for constructing, preserving, rehabilitating and replacing bridges.

I-88, Westbound, MP 131.2

3.2.2. STRUCTURAL WALLS

The Illinois Tollway maintains a variety of structural wall types across its system that includes retaining walls, noise abatement walls and sight screen walls.

Retaining walls are typically rigid and used to support soil masses laterally so it can be retained at different levels on both sides. These walls are designed to restrain soil to a slope that it would not naturally maintain. Retaining walls are constructed along the Illinois Tollway when spacing is limited or when a complex design is required. Most of the Illinois Tollway's retaining walls consist of cast-in-place concrete, precast concrete or Mechanically Stabilized Earth (MSE) systems.

Noise abatement walls are solid obstructions installed in the Illinois Tollway's right-of-way between the roadway and adjacently populated residential or commercial areas. These walls do not block all noise; however, they reduce overall noise levels. Noise abatement walls are installed as needed in accordance with the Illinois Tollway's Traffic Noise Study and Abatement Policy. The Illinois Tollway's noise abatement walls typically consist of wood, masonry or precast panels with wood, steel or concrete posts that may or may not have concrete-drilled shaft foundations.

Sight screen walls are similar to noise abatement walls, as they also create an obstruction in the Illinois Tollway's right-of-way between the roadway and adjacently populated residential or commercial areas. However, these walls are meant to minimize the visual impact of the Illinois Tollway by providing a visual screen between the Illinois Tollway's system and adjacent properties or another roadway. Most of the Illinois Tollway's sight screen walls consist of wood panels or cast-in-place concrete.

In several cases, retaining walls may also support roadway lighting units or other ancillary structures, such as overhead sign structures or roadway signs. Noise abatement walls may have attached roadway signs, as well as fire hydrant or emergency access doors, depending on the structure's length.

As of 2023, the Illinois Tollway has 1,065 structural walls.

Figure 3.2-11: Structural Wall Types

STRUCTURAL WALL TYPE	QUANTITY
Retaining Walls	574
Noise Abatement Walls	474
Sight Screen Walls	17
TOTAL STRUCTURAL WALLS	1,065

3.2.2.1 STRUCTURAL WALLS INSPECTION PROCESS

Visual inspections of the structural walls located throughout the Illinois Tollway's system are performed annually by a team of inspectors walking along the structural wall faces.

Due to the number of structures to be inspected and a relatively slow deterioration rate, inspection efforts are scheduled as a multi-year task. The structural walls throughout the Illinois Tollway's system are inspected on a four-year cycle.

Approximately one quarter of the Illinois Tollway's structural walls are inspected each year. Additional inspections are conducted as needed to confirm repairs or to monitor outstanding repair activities. An overall condition rating is assigned to each structural wall inspected. To improve objectivity and uniformity between the Illinois Tollway's Maintenance Divisions and inspectors, a condition rating system is used for structural wall inspections. The condition ratings are based on a five-point scale, as described in Figure 3.2-13.

Figure 3.2-12: Structural Wall Inspection Condition Rating

RATING	RATING CONDITION	RATING DESCRIPTION
1	Excellent	There are no defects noted.
2	Good	Good condition exists with only minor defects noted.
3	Fair	Fair condition exists with minor to moderate section loss, cracking or spalling observed.
4	Poor	Poor condition exists with signs of advanced deterioration, section loss, wide cracks, water seepage and out-of-plumb but stable condition. Wall requires close monitoring.
5	Critical	Critical condition exists with major defects, significant deterioration and section loss, obvious vertical or horizontal movement affecting wall stability exists. Critical condition shall be used for concerns for public safety or functionality of the wall. Wall requires replacement or immediate attention.

During a structural wall inspection, any observed repair activity is assigned a condition rating from 1 (Excellent) to 5 (Critical). Prior to 2017, the overall condition rating of the structural wall was assigned based on the most significant repair activity. Since 2017, the overall condition rating is assigned based on the extent of all individual repair activities and the severity observed during the structural wall inspections using the criteria in Figure 3.2-13.

For structural walls rated Fair or Excellent, repair activities are typically minor and do not require immediate attention. These repair activities will be addressed in a future contract, as budget and schedule permit. For structural walls rated Poor or Critical, repair activities require more immediate action than those rated in Fair to Excellent condition. Depending on the severity, these repair activities are either transmitted to the Illinois Tollway's Roadway Maintenance Division for immediate repair or planned for inclusion in a future contract.

3.2.2.2 STRUCTURAL WALLS INSPECTION SUMMARY

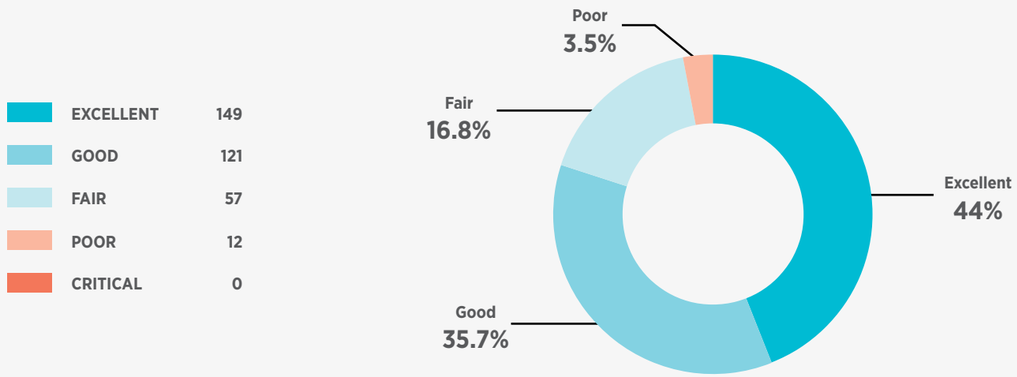
In 2023, a total of 339 structural walls were inspected; 312 walls were inspected as part of routine annual inspections with an additional 27 supplemental inspections.

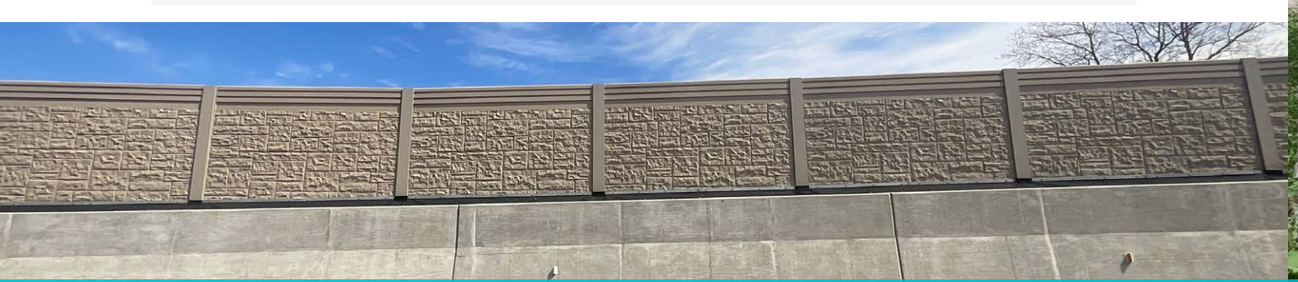
A majority (80%) of the structural walls inspected in 2023 were rated in Good to Excellent condition. Figure 3.2-15 summarizes the most recent inspections and condition ratings assigned for the 339 structural walls inspected during the 2023 inspection cycle.

Figure 3.2-13: Overall Condition Categories for Structural Walls

Severity	5 - Critical	5 - Critical		
	4 - Poor	3- Fair	4 - Poor	
	3 - Fair	2 - Good	3 - Fair	
	2 - Good	1 - Excellent	2 - Good	
Individual Repair Activities		Low < 2% of Total Wall Area	Medium Between 2% and 50% of Total Wall Area	High > 50% of Total Wall Area
		Extent		

Figure 3.2-14: 2023 Inspections of Structural Walls





I-294, Northbound, MP 38.2

IL 390, Westbound, MP 13.5

The 2023 annual structural wall inspections resulted in 12 structural walls rated Poor and no structural walls rated Critical. All structural walls identified as being in Poor condition have been programmed for repair. In some cases, repairs have been deferred to coincide with other planned work in the area. Some of the structural walls rated Poor in 2023 have been transmitted to the Illinois Tollway's Roadway Maintenance Division for repair.

The remaining walls are programmed for inclusion in upcoming repair contracts. In addition to routine structural wall inspections, the Illinois Tollway performs damage inspections as needed for asset recovery services. In 2023, the Illinois Tollway's General Engineering Consultant (GEC) performed three damage inspections for three structural walls throughout the Illinois Tollway's system, located in sections M-1 and M-14:

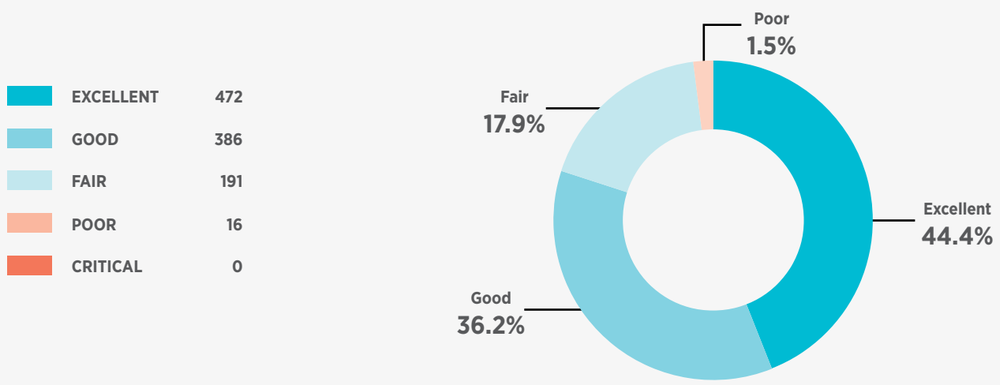
M-1:

- TS10.60N SB: Noise abatement wall, wood post and wood panel, southbound I-294, MP 10.75 - Vehicular incident on April 30, 2023
- TS10.25N SB: Noise abatement wall, wood post and wood panel, southbound I-294, MP 10.45 - Vehicular incident on June 13, 2023

M-14:

- NS25.50N NB: Noise abatement wall, wood post and wood panel, northbound I-355, MP 26.50 - Vehicular incident on April 17, 2023

Figure 3.2-15: Structural Wall Condition Summary



As of 2023, the majority (81%) of the 1,065 systemwide structural walls were rated Good to Excellent based on the four-year inspection period from 2019 through 2023.

In total, less than 2% of the Illinois Tollway's structural walls were rated in Poor condition. Figure 3.2-16 summarizes the latest condition ratings assigned to the 1,065 structural walls Systemwide.

Detailed inspection results for each structural wall are contained in the 2023 Structural Wall Annual Field Inspection Report, submitted under a separate cover.

To continue maintaining the Illinois Tollway's structural wall inventory in a state of Good repair, the following is recommended:

- Continue performing routine maintenance on structural walls. Examples of typical routine repair activities include crack sealing and concrete repairs, cleaning and re-establishing joints in walls and moment slabs, bearing location repairs, repairs to drainage penetrations through walls, repair or replacement of wood planks and panels and void filling for retaining walls.
- Continue clearing and mowing vegetation along both faces of structural walls.
- Continue programming repair activities in construction contracts for structural walls that are outside the capabilities of the Illinois Tollway's Roadway Maintenance Division, as budget and schedule permit.
- Continue to monitor and track structural wall repairs that are currently programmed for repair under the Illinois Tollway's contracts.

I-88, Westbound, MP 117.4

3.2.3 OVERHEAD SIGN STRUCTURES

Overhead sign structures, sometimes referred to as gantries or sign trusses, are typically installed at locations where signs posted on the side of the highway would be difficult for drivers to see or as part of the Illinois Tollway's active traffic management system. Overhead signs are classified as signs over any portion of the Illinois Tollway, including shoulders, which require vertical clearance to allow vehicles to pass underneath. They also provide clear information directly above the roadway, under a variety of conditions, to the traveling public.

The Illinois Tollway's overhead sign structures include the following four groups: cantilever structures (one support), span truss structures (two supports with at least two main truss chords), monotubes and gantries (two supports with one main steel member) and bridge-mounted structures either above the Illinois Tollway or attached to the Illinois Tollway's bridges. Typically, sign structures support static signs, Digital Message Signs (DMS) or equipment for the Active Traffic Management System (ATMS). Other equipment and associated lights for tolling or for the Intelligent Transportation System (ITS) are supported as necessary by sign structures.

Figure 3.2-16: Overhead Sign Structure Types

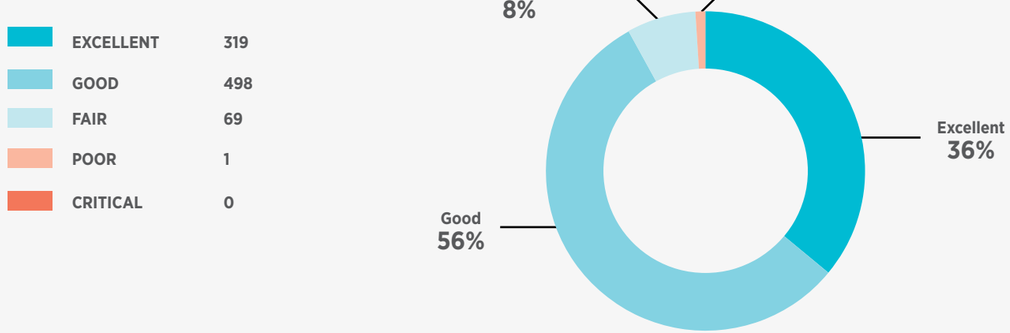
SIGN STRUCTURE TYPE	QUANTITY
Span Truss	480
Monotube and Gantry	167
Cantilever	165
Bridge-Mounted	75
TOTAL SIGN STRUCTURES	887

In total, the Illinois Tollway currently maintains 887 overhead sign structures of varying ages within its system. Of these, 85% are less than 20 years old. Figure 3.2-18 summarizes the sign ages across the entire system.

Figure 3.2-17: Age of Overhead Sign Structures

AGE	NUMBER OF SIGNS*	PERCENT OF OVERALL INVENTORY
0– 9 Years	395	44.5%
10 – 19 Years	362	40.8%
20 – 29 Years	56	6.3%
30 – 39 Years	67	7.6%
> 40 Years	7	0.8%

Figure 3.2-19: Overhead Sign Structure Condition Summary



*Poor real condition rating percent is .11%. Graphic depicting as <1%

3.2.3.1 OVERHEAD SIGN STRUCTURES INSPECTION PROCESS

Overhead sign structures located throughout the Illinois Tollway's system are visually inspected annually. The effort to inspect all signs is planned as a multi-year task in accordance with standard industry inspection intervals and the number of structures to be inspected. Generally, the Illinois Tollway's overhead sign structures are inspected over a four-year cycle, with approximately one-quarter of overhead sign structures inspected each year.

The overhead sign structure inspection schedule is coordinated as a joint effort between the Illinois Tollway's inspectors and the Sign Shop with the intent of addressing minor repairs or adjustments during field inspection, such as tightening sign clips or connection bolts. Lift equipment required for field inspection is coordinated with the Illinois Tollway's Sign Shop and Roadway Electric team, depending on availability.

To verify the structural adequacy of overhead sign structures, the following inspection types are conducted to confirm repairs, check specific structural features or monitor known defects for select overhead sign structures: Routine, Supplemental, Damage, Two-Year Cycle and Safety Inspections.

I-294, Southbound, MP 6.2

Routine Annual Inspections

- As part of its planned regular inspection cycle, the Illinois Tollway inspects approximately one quarter of all overhead sign structures each year.

Supplemental Inspections

- More frequent inspections are performed beyond the routine annual inspections to monitor a specific structural detail, deficiency or condition as identified.
- Overhead sign structures last rated in Poor or Critical condition are automatically scheduled for annual re-inspection to monitor their condition.

Damage Inspections

- As part of asset recovery services, the Illinois Tollway inspects sign structures that have sustained damage from vehicle impact or other events.

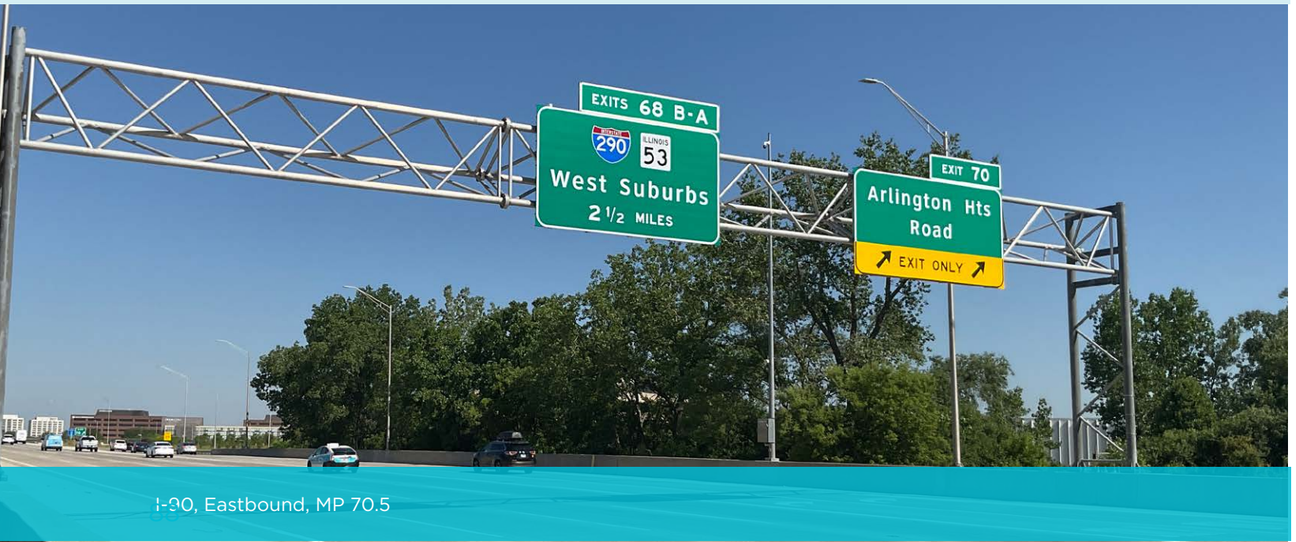
Two-Year Cycle Inspections

- More frequent inspections performed beyond the routine annual inspections to monitor a specific structural feature, such as structures that lack load path redundancy.

Safety Inspections

- More frequent inspections performed at the discretion of the Illinois Tollway's Structures Manager, to ensure the safety of the Illinois Tollway's traveling motorists.

Several condition ratings are assigned for each component of the inspected overhead sign structure. To improve objectivity and uniformity between the Illinois Tollway's Maintenance Sections and inspectors, a standardized condition rating system is used for overhead sign structure inspections. The component condition ratings are based on a five-point scale that is described in Figure 3.2-20.



I-90, Eastbound, MP 70.5

Figure 3.2-20: Overhead Sign Structure Condition Rating

RATING	RATING CONDITION	RATING DESCRIPTION
1	Excellent	There are no problems noted.
2	Good	Good condition exists with only minor problems noted, such as: minor rust or foundation cracking, loose bolts, missing safety chains, damaged lighting, sign legend or background problems, etc.
3	Fair	Fair condition exists with: moderate corrosion or foundation cracking and spalling, several loose bolts or loose pillow blocks and saddles, etc.
4	Poor	Poor condition exists with: signs of moderate structural cracking, section loss, heavy foundation crackling and spalling or collision damage. Sign structure requires monitoring.
5	Critical	Critical condition exists with: major structural defects of loose components that could fall on roadway. Overhead sign requires immediate attention.

For each inspected overhead sign structure, the component condition ratings are factored into the OCI. The OCI is a weighted representation of the structure that gives an overall indication of its structural integrity, which considers the severity and extent of various findings.

The majority—830 out of 887, or roughly 93%—of overhead sign structures inspected during the inspection cycle (2019 to 2023) were rated in Good to Excellent condition.

For overhead sign structures rated in Fair to Excellent condition, identified repair activities were typically minor and did not require immediate attention. These repair activities are addressed by the Illinois Tollway's Roadway Maintenance Division or are included in a future contract, as budget and schedule permit. Overhead sign structures rated in Poor to Critical condition require more immediate action. The Illinois Tollway's Roadway Maintenance Division is assigned work orders to perform repair activities for these conditions or said repair activities are included within future contracts.

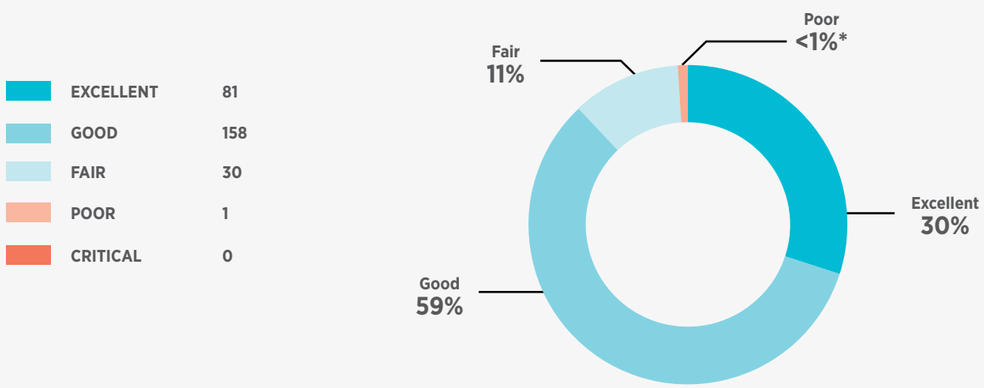
Of the 290 overhead sign structures inspected in 2023, 87% were rated in Good to Excellent condition and 5% were rated in Fair condition. (Note: This includes 20 structures noted as removed during the current inspection year). One sign structure was rated as Poor and is currently being repaired. None of the overhead sign structures inspected in 2023 were deemed to be in Critical condition.

3.2.3.2 OVERHEAD SIGN STRUCTURES INSPECTION SUMMARY

Figure 3.2-21: Overhead Sign Structure Inspection Summary

INSPECTION TYPE	ROUTE	2023 INSPECTION QUANTITY
Routine	Tri-State Tollway (I-294)	98
	Jane Addams Memorial Tollway (I-90)	160
	Reagan Memorial Tollway (I-88)	1
Inspection - Supplemental	Jane Addams Memorial Tollway (I-90)	1
	Veterans Memorial Highway (I-355)	1
Two-Year Cycle	Jane Addams Memorial Tollway (I-90)	8
	Tri-State Tollway (I-294)	7
	Veterans Memorial Tollway (I-355)	12
Damage	Tri-State Tollway (I-294)	1
	Reagan Memorial Tollway (I-88)	1

Figure 3.2-22: 2023 Inspections of Overhead Sign Structures



**Poor real condition rating percent is .37%. Graphic depicting as <1%*

In 2023, the Illinois Tollway inspected 290 of its 887 overhead sign structures. This included 259 signs as part of routine annual inspections, 27 two-year cycle inspections, two supplemental inspections, two damage inspections and no safety inspections. In 2023, 20 of the structures were noted as removed after inspection and are not included in the total of 887 structures.

The 2023 overhead sign structure inspection locations are summarized in Figure 3.2-21.

In 2023, 90% of the inspected overhead sign structures are in Good to Excellent condition (not including assets removed during the 2023 inspection cycle). Of the remaining signs, 9% are in Fair condition and less than 1% are in Poor condition.

In addition, the following twenty sign structures, listed in Figure 3.2-23, were removed during the 2023 inspection cycle and are not included in the 2023 sign structure inventory.

I-294, Southbound, MP 17.75

Figure 3.2-23: REMOVED SIGN STRUCTURES IN 2023

INVENTORY ID	ASSET ID	STRUCTURE TYPE AND LOCATION
TS19.2T,NB-R	10137	3-chord span truss, Tri-State Tollway (I-294) northbound ramp at MP 19.2
TS20.7T,NB	10139	3-chord span truss, Tri-State Tollway (I-294) northbound at MP 20.7
TS21.9T,NB	10140	3-chord span truss, Tri-State Tollway (I-294) northbound at MP 21.9
TS22.5T,NB	10142	3-chord span truss, Tri-State Tollway (I-294) northbound at MP 22.5
TS23.2T,NB	10143	3-chord span truss, Tri-State Tollway (I-294) northbound at MP 23.2
TS23.3T,NB-R	10144	3-chord span truss, Tri-State Tollway (I-294) northbound ramp at MP 23.3
TS19.8T,SB-R	10185	3-chord span truss, Tri-State Tollway (I-294) southbound ramp at MP 19.8
TS20.2T,SB	10188	3-chord span truss, Tri-State Tollway (I-294) southbound at MP 20.2
TS20.7T,SB	10189	3-chord span truss, Tri-State Tollway (I-294) southbound at MP 20.7
TS22.5T,SB	10190	3-chord span truss, Tri-State Tollway (I-294) southbound at MP 22.5
TS23.5B,NB	10198	Bridge-Mounted sign, Tri-State Tollway (I-294) northbound at MP 23.5 (over Joliet Road)
TS24.4B,NB-R	10201	Bridge-Mounted sign, Tri-State Tollway (I-294) northbound ramp at MP 24.4
TS26.3T,NB	10202	4-chord span truss, Tri-State Tollway (I-294) northbound at MP 26.3
TS31.4T,NB-R	10226	3-chord span truss, Tri-State Tollway (I-294) northbound ramp at MP 31.4
TS31.6T,NB-R	10227	3-chord span truss, Tri-State Tollway (I-294) northbound ramp at MP 31.6
TS24.0C,SB-R	10230	Cantilever truss, Tri-State Tollway (I-294) southbound ramp at MP 24.0
TS26.5B,SB	10238	Bridge-Mounted sign, Tri-State Tollway (I-294) southbound at MP 26.5
TS28.3T,SB	10241	4- chord span truss, Tri-State Tollway (I-294) southbound at MP 28.3
TS30.6T,SB	10249	3- chord span truss, Tri-State Tollway (I-294) southbound at MP 30.6
NW73.8C,WB-R	5049	Cantilever truss, Jane Addams Memorial Tollway (I-90) westbound ramp at MP 73.8

The 2023 Overhead Sign Structure Annual Field Inspection Report contains detailed inspection results for each overhead sign structure.

Supplemental, Two-Year Cycle and Damage Inspections

Each year, overhead sign structure inspections are performed in addition to the regular annual inspections to monitor signs previously identified as being in Poor or Critical condition, to monitor signs based on age and structure type or to inspect signs that sustained damage. In 2023, the following additional inspections were performed:

- Two supplemental inspections for assets identified as being in Poor or Critical condition during the 2022 inspections.
- No supplemental inspections for assets identified with defects to be inspected every two years until repaired.
- 27 assets had two-year cycle inspections for monotube structures.
- Two damage inspections in response to incidents.

Of the two sign structures identified as being in Poor condition in 2022, one asset has been replaced, and the other asset is currently scheduled for repair. In 2023, no additional assets were identified as being in Poor condition; therefore, the total number of signs in Poor condition is currently one asset. This one asset will be automatically included as part of the 2024 Supplemental Inspections.

3.2.3.3 OVERHEAD SIGN STRUCTURES RECOMMENDATIONS

To properly maintain the Illinois Tollway's overhead sign structures inventory, the following is recommended:

- Continue performing routine sign structure maintenance. Examples of typical routine repair activities include tightening of loose nuts, tightening of loose or missing sign fasteners and clips, concrete sealing and repairs, spot painting and galvanizing and excess vegetation removal.
- Recent Toll Plaza Modifications and Toll Plaza Improvement construction contracts have replaced and modified signs on many overhead sign structures, leaving some without signs at this time. It is recommended to study and evaluate opportunities to either remove or repurpose these structures.
- Continue programming repair activities on overhead sign structures that are outside the Illinois Tollway's Roadway Maintenance Divisions' capabilities, as budget and schedule permit.
- Continue monitoring and tracking sign structure repairs that are currently programmed for repair by an Illinois Tollway contract.
- Continue lighting and electrical updates, such as:
  - Remove lighting and electrical systems that are no longer necessary due to the installation of highly reflective sign sheeting
- Continue to program Toll Plaza Improvement and Modification contracts to improve existing plazas to All Electronic Tolling (AET), which may eliminate the need for some sign structures and create new sign structures such as monotubes.

3.2.4 COMMUNICATION TOWERS

Communication towers under the jurisdiction of the Illinois Tollway are usually situated at toll plazas or adjacent to maintenance facilities along the Illinois Tollway. These towers primarily serve to support communication equipment for both the Illinois Tollway and telecommunications companies that lease space on them. Cameras are typically mounted on the towers to provide specific traffic views along the Illinois Tollway. The quantity of each tower type is shown in Figure 3.2-23.

The towers operated by the Illinois Tollway range from 20 feet to 360 feet high, with the majority falling between the 50 feet to 200 feet range.

Figure 3.2-23: Communication Tower Structure Types and Tower Heights

TOWER TYPE	TOWER HEIGHT (FEET)								NUMBER
	0—50	51—100	101—150	151—200	201—250	251—300	301—350	>351	
Three-Leg Self Supporting	7	12	11	9	6	5	3		53
Four-Leg Self Supporting								1	1
Monopole		2	1	1					4
Step-Tapered Monopole		1	2						3
NUMBER	**7**	**15**	**14**	**10**	**6**	**5**	**3**	**1**	**61**

The Illinois Tollway's system comprises 61 communication towers, with approximately 75% (46 towers) being more than 20 years old. The year of construction for these towers was determined based on the Federal Communications Commission's (FCC) antenna structure registration record, where available. Out of the 61 communication towers, 37 were registered with the FCC and their construction dates were noted. For the remaining 24 towers, construction dates were obtained from the original entry in the Illinois Tollway's asset management system, as FCC registration data was unavailable. Two communication towers have unknown construction dates with no previous construction record. Figure 3.2-24 illustrates the breakdown of known tower construction date ranges.

Figure 3.2-24: Communication Tower Construction Range

YEAR CONSTRUCTED	NUMBER OF TOWERS
Pre—1980	9
1980—1989	12
1990—1999	25
2000—2009	7
2010—2019	6
2020—Present	0
Unknown	2

Communication Tower Inspection Process

The Illinois Tollway's communication tower assets underwent inspection in 2022 by the Illinois Tollway General Engineering Consultant (GEC). The Illinois Tollway GEC conducted a hands-on, detailed inspection of each communication tower and took an inventory of the equipment on them. The inspection was performed in accordance with accepted industry standards outlined in the Telecommunications Industry Association (TIA) Structural Standard for Antenna Supporting Structures, Antennas and Small Wind Turbine Support Structures, Annex J.1: Maintenance and Condition Assessment (TIA-222-H Annex J.1).

I-355, Northbound, MP 14.4

Tower Inspections

The detailed inspections focused on the towers' primary structural elements, foundations, coatings and safety items pertaining to tower maintenance. Conditions observed during the inspection were documented for ongoing monitoring and defective tasks were generated when warranted to facilitate repairs and corrective actions. A breakdown of specific tower elements and their components is provided in Figure 3.2-25.

Figure 3.2-25: Example of Tower Elements and Overall Conditions (From the 2022 Lisle Tower Inspection Report)

TOWER ELEMENT CONDITION RATING	
Structural	
Base Plates	7
Bracing	7
Connections	7
Guy Wires	N/A
Inspection Access	7
Legs/Pole	7
Member Drainage	N/A
Foundation	
Anchor-Bolts	7
Concrete	7
Scour/Erosion	9
Coating	
Paint/Galvanization	6
Miscellaneous	
Aviator Lighting	5
Conduit	7
Conduit Hardware	7
Equipment Connections	7
FAA or ICAO Color Marking	7
Fence	8
Grounding	6
Required Placards	5

Tower elements were rated using a 9-point condition rating system, as shown in Figure 3.2-26. The overall condition rating (OCR) is generated by taking a weighted average of the overall condition categories.

Figure 3.2-26: 9-Point Condition Ratings

ILLINOIS TOLLWAY STANDARD RATING	CONDITION RATING	CODE DESCRIPTION
Excellent	9	Excellent condition (new)
Good	8	Very good condition (no problems noted)
	7	Good condition (some minor problems noted)
Fair	6	Satisfactory condition (structural elements show some minor deterioration)
	5	Fair condition (all primary structural elements are sound but may have minor section loss, cracking, spalling or scour)
Poor	4	Poor condition (advanced section loss, deterioration, spalling or scour)
	3	Serious condition (loss of section, deterioration, spalling or scour has seriously affected primarily structural components)
Critical	2	Critical condition (advanced deterioration of primary structural elements)
	1	Imminent failure condition (major deterioration or section loss present in critical structural components, or obvious vertical or horizontal movement affecting structure stability)
N/A	N/A	Not applicable (element does not exist in structure)

Equipment Inventory

During the inspection, an equipment inventory was created for each tower, since no previous inventory was available. This inventory will serve to establish equipment assets for the Illinois Tollway. The collected equipment inventory information includes the type of equipment, its location on the tower structure, elevation on the structure, a photo of each piece of equipment and the mounting hardware. Whenever possible, the manufacturer and owner of the equipment were also documented.

Common equipment items found on the Illinois Tollway's towers includes microwave dishes of varying sizes, omnidirectional antennas, whip antennas, dipole antennas, cameras, lighting, grid antennas, lighting rods, Yagi antennas, log-periodic antennas, monopole antennas, sector antennas, GPS antennas, commercial telecommunications equipment clusters and various small miscellaneous pieces of equipment, including empty mounts.

Communication Tower Federal Aviation Administration (FAA) Compliance

The communication towers under the Illinois Tollway's jurisdiction are subject to regulation by the FAA. Structures like communication towers are of sufficient height to impact the National Airspace System (NAS) and therefore fall under the Code of Federal Regulations (CFR), Title 14, Aeronautics and Space, Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace (14 CFR, Part 77).

The FAA has issued Advisory Circular 70_7460_1M, which outlines the requirements for maintaining structures that must adhere to the regulations in 14 CFR, Part 77. Advisory Circular 70_7460_1M specifies the requirements for lighting painting schemes and malfunction notification requirements. Structures over 200 feet above ground level (AGL) require both marker lighting and an FAA orange or white paint scheme. For structures under 200 feet AGL, the requirement for marker lights and an FAA paint scheme is determined on a case-by-case basis. The FAA considers it best practice to have marker lights and an FAA paint scheme on all communication towers, regardless of height.

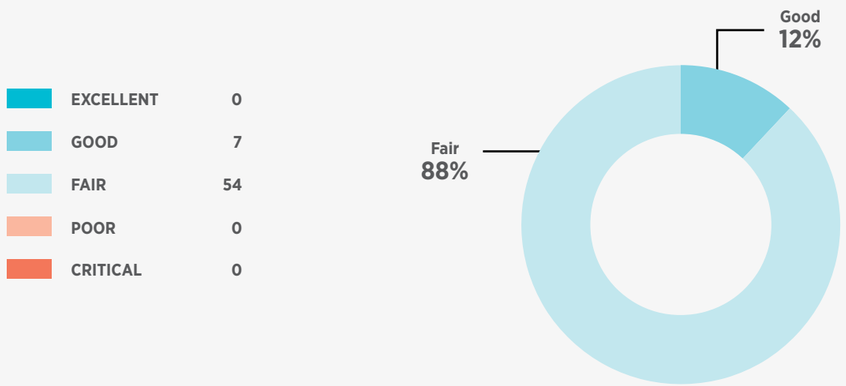
Towers equipped with marker lights and an FAA paint scheme, regardless of their height, should be maintained in accordance with FAA requirements to avoid confusing pilots operating in the airspace around the structure.

During the 2022 inspections of the communication towers, the elevation and location of marker lights affixed to the towers were recorded. The inspection report also noted the absence of marker lights and assessed the functionality of both daytime and nighttime operation of the tower marker lights. For each tower where non-functional or improperly functioning marker lights were observed, a corrective task was generated.

Communication Tower Inspection Summary

During the 2022 communication tower inspections, 54 towers were rated Fair overall, while seven were rated Good overall, as shown in Figure 3.2-27. A breakdown of the individual categories for the towers is shown in Figure 3.2-28.

Figure 3.2-27: Overall Condition Rating Chart



Of the 65 conditions requiring defect tasks, 43 were established due to malfunctioning FAA marker lighting on the tower and nine tasks were generated for inspection and maintenance access issues. The remaining 13 defect tasks pertain to various structural, foundation or miscellaneous conditions identified by the inspection team that require attention.

The equipment inventory conducted during the inspections documented 1,104 individual pieces of equipment or mounting structures on the communication towers of the Illinois Tollway. The equipment inventoried will be utilized to create tower equipment assets within the Illinois Tollway's asset management system.

Figure 3.2-28: Overall Condition Rating Distribution

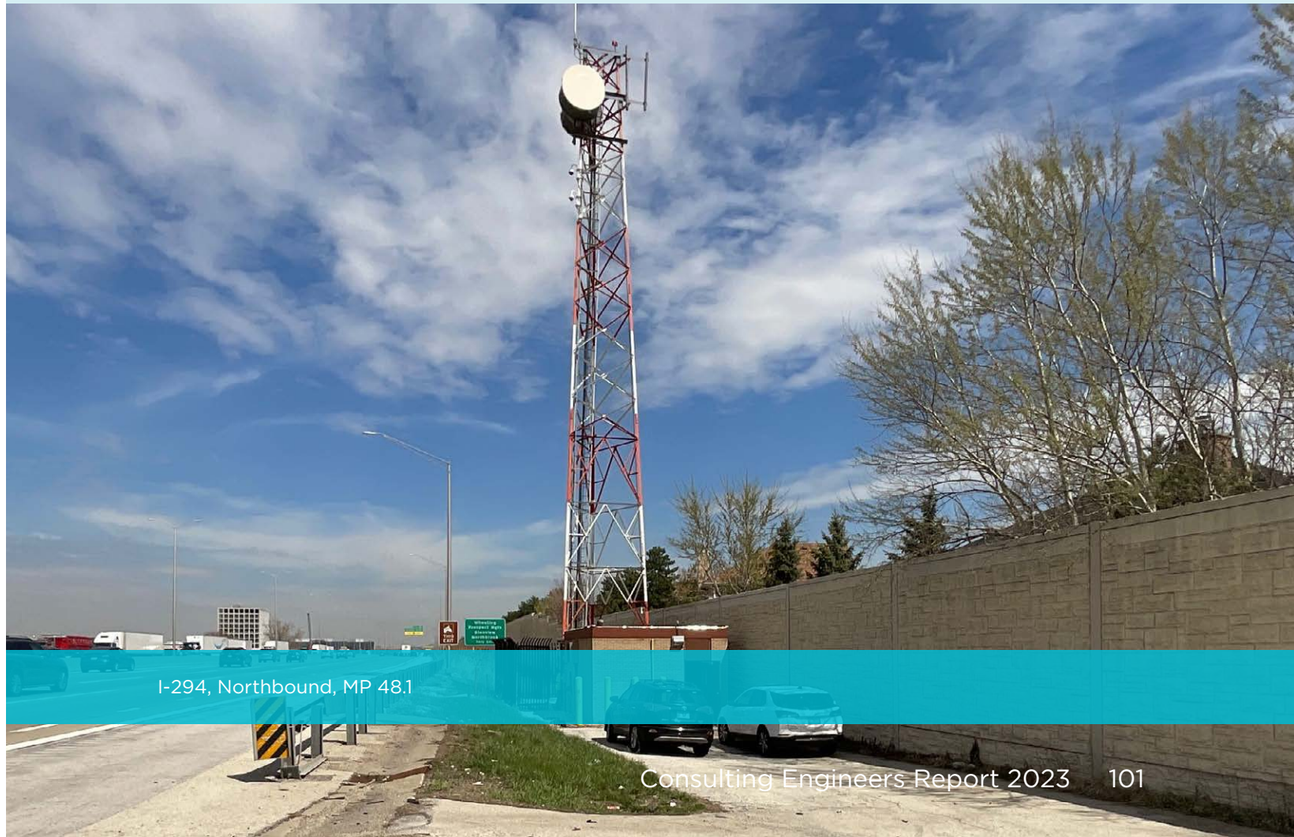
	TOWERS OVERALL RATING DISTRIBUTION			
CONDITION RATING	STRUCTURAL	FOUNDATION	COATING	MISC./FAA
9				
8	1		1	
7	47	38	43	18
6	11	13	12	2
5	2	9	5	41
4		1		
3				
2				
1				

During the 2022 inspection cycle, 106 conditions were noted, of which 65 required the creation of defect tasks, while 41 will be monitored for changes during future inspections.

Communication Tower Recommendations

To ensure the Illinois Tollway's Communication Tower inventory remains in a state of good repair, the following recommendations are made:

- Conduct maintenance on marker lighting system. Repair all non-functioning tower marker lights and ensure all lights are functioning in accordance with FAA and FCC guidelines.
- Address safety concerns related to site safety and tower access ladders, step pegs and safety climbs through corrective actions on maintenance tasks.
- Perform corrective action on all conditions that generated maintenance tasks on communication towers prior to the next inspection.
- Implement vegetation control within gated areas, as necessary. Vegetation should not obstruct movement in nor around the tower base and should not extend along the tower structure.
- Develop a 10-year preventative maintenance coating program for the communication towers to maintain compliance with FAA standards.
- Continue to conduct routine inspections on communication towers.



I-294, Northbound, MP 48.1

3.3
FACILITIES ASSETS

The Illinois Tollway's facilities consist of various buildings and non-roadway structures that support the Illinois Tollway's operations, including toll collection, operations, telecommunications, maintenance, power distribution and stormwater management. Each of these facilities plays a vital role in the Illinois Tollway's daily operations.

Plaza 99, I-355, Northbound, MP 3.3

3.3.1 FACILITIES INVENTORY

The Illinois Tollway owns and operates 188 facilities that enable and support toll collections and operations. There are several types of facilities throughout the Illinois Tollway's system; these include maintenance buildings, toll plazas, control buildings, communication buildings, overhead walkways, tunnels, communication towers, Intermediate Power Distribution and Communication (IPDC) buildings, oases and pump station facilities. Each facility comprises various facility asset types, including buildings, parking lots, unmanned toll plazas, communication towers, salt storage domes and& barns, chloride stations, and fuel stations.

In addition to normal rates of depreciation, the Illinois Tollway's facilities undergo varying levels of environmental and physical damage due to their proximity to traffic and associated salt spray, flying debris and vehicle collisions.

Due to accelerated depreciation resulting from varying adverse conditions, facilities require regular physical inspections to assess their conditions.

3.3.2 FACILITIES INSPECTION PROCESS

The Illinois Tollway's facilities are visually inspected biannually. Due to the large number of facilities, the varying degrees of complexity between each facility type and the anticipated fluctuating rates of depreciation, all of the Illinois Tollway's facilities are generally inspected on a two-year cycle, beginning with the 2022 inspection season. Facilities rated as Poor warrant a higher inspection frequency to track their nearly failing asset elements. Approximately half of the Illinois Tollway's facilities are inspected each year, and regardless of where they fall in the inspection schedule, facilities, assets or systems rated Poor are inspected every year until those conditions are remedied.

Facility inspections are non-invasive, visual assessments of observable conditions. Destructive or non-destructive testing is not performed, nor are physical samples collected as part of these inspections. The inspection objectives include the following:

- Assess the general condition of each facility and its associated site elements
- Identify elements in need of remedial work
- Document existing conditions and take inventory of facility assets
- Assess and apply condition ratings on the general condition of the Illinois Tollway's facilities and associated site elements

- Make recommendations for repairs and replacements
- Assess the remaining useful life of each facility and associated elements or assets

Evaluations and recommendations are based on visual observations by subject matter experts, discussions with the Illinois Tollway's Building Maintenance Division and reviews of available reports and prior inspection summaries. Emphasis is given to specific issues identified by on-site personnel who are knowledgeable of the facility's actual operating conditions.

During the 2023 inspection cycle, the Illinois Tollway's General Engineering Consultants (GEC) utilized drones to visually document facilities, canopy roofs and building roofs that historically required the use of lifts operated by the Illinois Tollway's personnel.

Repair activities are documented for any structural conditions requiring repair, including foundation or masonry wall cracks observed during these inspections. These repair activities are categorized in a work order that triggers further review and consideration by the Illinois Tollway's Building Maintenance Division.

Operations Management and Rating System

The Illinois Tollway utilizes OpenGov to record and track identified repair tasks or replacement recommendations, document all facilities' conditions and components and track associated depreciation. OpenGov prioritizes repair tasks using Priority Rating Codes (PRC) on a 1 to 5 scale, with the highest priority at PRC-1 and the lowest at PRC-5. Asset conditions are rated using an Overall Condition Index (OCI)—a scale using 0 as the lowest (worst) rating, and 100 as the highest (best) rating. Only numbers in increments of 10 are used as rating values in OpenGov. An OCI rating is applied to individual component assets of an existing site, building, toll plaza, fueling station, communications tower, pump station, etc.

Facilities in the immediate area, including those typically on both sides of a roadway, entrance or exit, are grouped as Facility Sites. The Illinois Tollway rates Facility Sites using the Facility Site's individual components' OCI ratings and other site conditions to calculate an overall Facility Site OCI rating.

A detailed explanation of OCI and PRC ratings, which are utilized for visual inspections of facilities, can be found in the 2023 Annual Facilities Inspection Report.

Plaza 18, I-90, Eastbound, MP 70.7

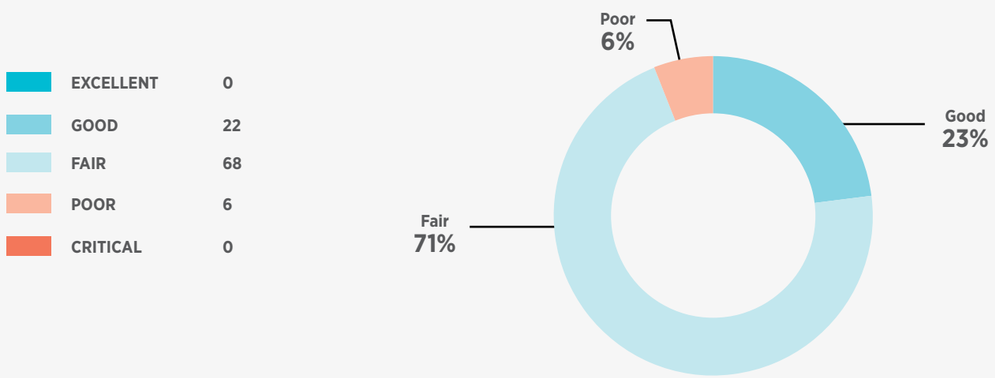
3.3.3 FACILITIES INSPECTION SUMMARY

The 2023 facility inspection ratings showed that the Illinois Tollway's facilities are generally in Good condition. In 2023, 96 of the 188 facilities were inspected; these include the Maintenance Facilities M01, M04, M05-OLD, M07, M08-OLD and the Spring Creek Maintenance Annex; 23 of the 57 IPDCs on I-90, 5 of the remaining oases and many toll plazas throughout the Illinois Tollway's system.

Figure 3.3-1: 2023 Facility Inspection Types

FACILITY TYPE	QUANTITY
Administration	1
Maintenance	5
Toll Plaza	50
Telecommunications Tower	5
IPDCs	23
Oasis/Park n Ride	8
Pump Station	1
Salt Dome	3
TOTAL FACILITIES:	96

Figure 3.3-2: 2023 Inspections of Facilities



In 2023, there were several major construction projects underway within the Illinois Tollway's facilities systemwide. Some were recently completed, while others are ongoing. All facilities have undergone initial inspections as part of construction walkthrough activities and were rated Excellent. Nevertheless, a few facilities have yet to be formally inspected.

Most facilities throughout the Illinois Tollway's system were assigned a condition rating of Fair to Good during the past two years of inspections.

In 2023, of the 188 total facilities in the Illinois Tollway's system, 2 were rated Excellent, 83 were rated Good, 97 were rated Fair, 6 were rated Poor, and zero were rated Critical.

Additional inspection details for all of the Illinois Tollway's facilities are available in the 2023 Annual Facilities Field Inspection Report.

Repair activities required at facilities rated Fair to Excellent are typically minor and do not need immediate attention. These repairs are typically addressed by the Illinois Tollway's Building Maintenance Division or programmed to be included in a future contract, as budget and schedule permit.

Repair activities requiring more immediate action are tracked in the Illinois Tollway's transportation asset management system. These repair activities are assigned work orders for immediate completion by the Illinois Tollway's Building Maintenance Division or for inclusion in a future contract.

In addition, any facilities rated Critical or Poor are annually field checked by the Illinois Tollway to establish whether the condition has worsened, until repairs can be performed. Currently, none of the Illinois Tollway's facilities have a Critical rating.

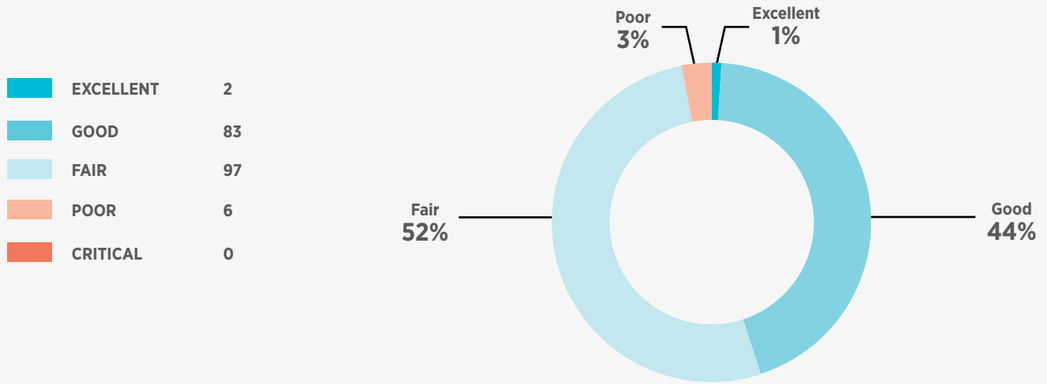
The Illinois Tollway utilizes facility inspection data to schedule replacements and repairs for facility components, and to plan and estimate maintenance or repairs.

As inspections occur throughout the year, ratings developed and included in the report should only be used as estimates. Any active maintenance activities and contracts during the inspection cycle may have led to repairs of some conditions prior to this report's release.

In addition, since weather, traffic, age and other unforeseen factors may increase the severity of conditions and number of facilities requiring repair or replacement, a follow-up inspection is required before the development of final repair plans.

Detailed inspection results for each facility are contained in the 2023 annual reports for each of the Illinois Tollway's Maintenance Sections, which are submitted separately for

Figure 3.3-3: 2023 Overall Facility Condition Summary



IL-47 Salt Dome, I-88, Westbound, MP 109

3.3.4 FACILITIES RECOMMENDATIONS

Complete facility inspection reports are provided in the 2023 Facilities Annual Field Inspection Report. These reports are supplemented with additional inventory information, inspection results, photographs and other condition descriptions on OpenGov, searchable by facility name and task number. Each of the Illinois Tollway's Maintenance Sections are recommended to perform the necessary repair activities and replacements identified within its inspection report.

The Illinois Tollway regularly addresses the identified facility deterioration issues across its system by constructing new plaza control buildings, implementing major renovations or replacing maintenance facility buildings at mainline toll plazas and maintenance yards. While these repair activities have extended the remaining useful life of several buildings, the condition of major systems, such as mechanical, electrical and plumbing, continues to deteriorate in many of the Illinois Tollway's buildings and facilities that are over 60 years old. This results in inefficiencies and higher operational costs.

The Illinois Tollway plans for large-scale repair activities or replacement projects by establishing a capital plan for its assets systemwide.

As part of the Move Illinois Program, the following maintenance facilities have been replaced or newly constructed within the past few years:

- M-1
- M-6
- M-7
- M-8
- M-16

In addition, the following maintenance facilities have been renovated and expanded:

- M-2
- Spring Creek Maintenance Annex (M-14)

The following maintenance facility opened in late 2023:

- M-5

All construction work for maintenance facility replacements and major refurbishments done as part of the Move Illinois Program are complete.

The Illinois Tollway utilizes its Job Order Contracting (JOC) Program to implement more involved asset repairs or replacements. It is recommended that the Illinois Tollway continues regular maintenance and repair activities, to maintain its facilities and associated assets in efficient operating conditions. For ongoing capital planning activities, the Illinois Tollway should continue scheduling facility replacements in advance of their respective timelines.

Facilities that are nearing or have exceeded their remaining useful life contribute to escalating maintenance costs. As such, major facility site refurbishment and replacement projects are recommended to be planned for the following facilities in the next 10 years:

- **Plaza 2 (I-90/East Riverside Blvd), installed in 1988**
- Plaza 10 (I-90/Barrington Rd), installed in 1993
- Plaza 11 (I-90/IL Rt 31), installed in 2014
- Plaza 12 (I-90/Roselle Rd), installed in 1993
- Plaza 13 (I-90/Dundee Ave), installed in 1986
- Plaza 14 (I-90/IL Rt 59), installed in 1993
- Plaza 15 (I-90/IL Rt 53), installed in 1998
- Plaza 16A (I-90/IL Rt 59), installed in 1993
- Plaza 16B (I-90/Beverly Rd), installed in 1993
- Plaza 18 (I-90/Arlington Heights Rd), installed in 1993
- Plaza 19 (I-90/River Rd), installed in 1974
- Plaza 26 (I-94/Lake Cook Rd), installed in 1999
- Plaza 28 (I-294/Golf Rd), installed in 1998
- **Plaza 31 (I-294/O'Hare West), installed in 1962**
- Plaza 32 (I-294/River Rd/O'Hare East), installed in 1979
- Plaza 34 (I-294/75th St), installed in 1993
- **Plaza 35 (I-294/Cermak Rd), installed in 1992**
- Plaza 37 (I-55/Joliet Rd), installed in 1958
- **Plaza 38 (I-294/95th St), installed in 1979**
- Plaza 40 (I-294/159th St), installed in 1989
- Plaza 47 (I-294/Halsted St), installed in 1960
- Plaza 53 (I-88/Spring Rd/22nd St), installed in 1961
- Plaza 56A (I-88/Downers Dr), installed in 1958
- Plaza 56B (I-88/Highland Ave), installed in 1958
- Plaza 57 I-88/Naperville Rd) installed in 2007
- Plaza 59 (I-88/Farnsworth Ave), installed in 1961
- Plaza 63 (I-88/IL Rt 31), installed in 1960
- Plaza 64 (I-88/Orchard Rd), installed in 1996
- Plaza 75 (I-355/North Ave), installed in 1993
- **Plaza 79 (I-355/Butterfield Rd), installed in 1992**
- **M05-OLD (I-90/IL-53), installed in 1958, (to be decommissioned in early 2024)**

** The above bolded facilities were rated Poor in 2023 **

3.4
TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS ASSETS

As the Illinois Tollway strives to maximize the performance of its roadway facilities, both current and proposed, Transportation Systems Management and Operations (TSMO) strategies can provide comprehensive solutions to maximize available funding and benefits to customers.

The Federal Highway Administration (FHWA) defines TSMO as a set of strategies that focus on operational improvements that can maintain and even restore the performance of the existing transportation system before extra capacity is needed.

The Tollway's TSMO assets consist of non-roadway structures, devices and buildings that play a crucial role in supporting daily operations. Some of these tools include Intelligent Transportation Systems (ITS), toll collection, fiber optics and telecommunications, roadway lighting and power distribution.

I-PASS or pay-by-plate (IPO) tolling facilities and technology on the Illinois Tollway help deliver benefits to TSMO, such as reliable traffic flow, reduced congestion and improved safety. Customers are not required to stop and make toll payments, instead paying via I-PASS or pay-by-plate services, which deliver operational improvements to the systemwide roadway network. These operations have also reduced required maintenance on toll collection infrastructure.

Intelligent technology is also vital for the Illinois Tollway system. ITS helps improve the efficiency of resources, reduces congestion, reduces wasted fuel, reduces air pollution and boosts the regional economy.

Quick clearance of incidents using smart technology solutions has the potential to significantly reduce congestion on the system, as well as secondary incidents that occur due to stopped or slowed traffic. Smart technology translates to significant cost and time savings for Tollway customers and reduces the potential for secondary incidents. Studies completed before and after the implementation of the Illinois Tollway's Traffic Incident Management System (TIMS) have shown an approximate 25% reduction in response time to incidents.

The Illinois Tollway's fiber optic infrastructure forms a critical backbone for the high-speed transmission of data to support tolling, information technology and smart technology operations. Without this, the ability to utilize TSMO strategies would be severely compromised. The Illinois Tollway also generates revenue from leasing available space in the fiber optic duct banks to third parties, such as telecommunication companies, counties and more.

Roadway lighting facilities on the Illinois Tollway help deliver benefits to TSMO, such as improved nighttime safety, reduced congestion and improved customer driving experience. Properly designed, installed and maintained roadway lighting systems aid motorists with quickly assessing roadway conditions, therefore, creating a safer environment.

As documented in a 1996 FHWA annual report (FHWA-SA-96-040), roadway lighting has the highest benefit-cost ratio of any highway safety improvement. As the Illinois Tollway approaches 100% conversion of roadway lighting to LED in the next few years, great operational benefits have been delivered in safety, energy savings and maintenance savings. As part of the Illinois Tollway's ongoing effort to enhance safety and customer driving experience, the ability to manage and maintain roadway lighting is critical to ensure system functionality.

RWIS Cabinet, I-88, Eastbound, MP 92.6

DMS Site, I-355, Southbound, MP 8.3

I-355, Northbound, MP 14.4

3.4.1 TOLLING SYSTEM

The Illinois Tollway opened its first toll road in 1958 and has since optimized its network to all electronic tolling. A differential toll rate is offered for customers using prepaid I-PASS accounts and transponders. Historically, tolls were collected through cash payments made when a vehicle passed designated tolling points. As traffic volume expanded, so did toll collection methods.

The evolution in toll collection methods used by the Illinois Tollway has coincided with the evolution of available technology. The Illinois Tollway currently operates devices including cameras, antennas and in-pavement loops that feed information to computers running sophisticated software and algorithms to detect, classify and record vehicles.

The Illinois Tollway annually inspects tolling assets, including cameras, illuminators, laser separators, Pavement Loop Classification Technology (IDRIS/Quantum), Automatic Vehicle Identification (AVI) antennas and Lane Control Signal, as well as associated infrastructure at each device (i.e., cabinet enclosures, mounting structures, etc.). Data is collected and analyzed, with findings reported to the Illinois Tollway Business Systems Department.
All defect tasks are compared with upcoming preventative maintenance work to ensure the Illinois Tollway's assets remain in a state of good repair.

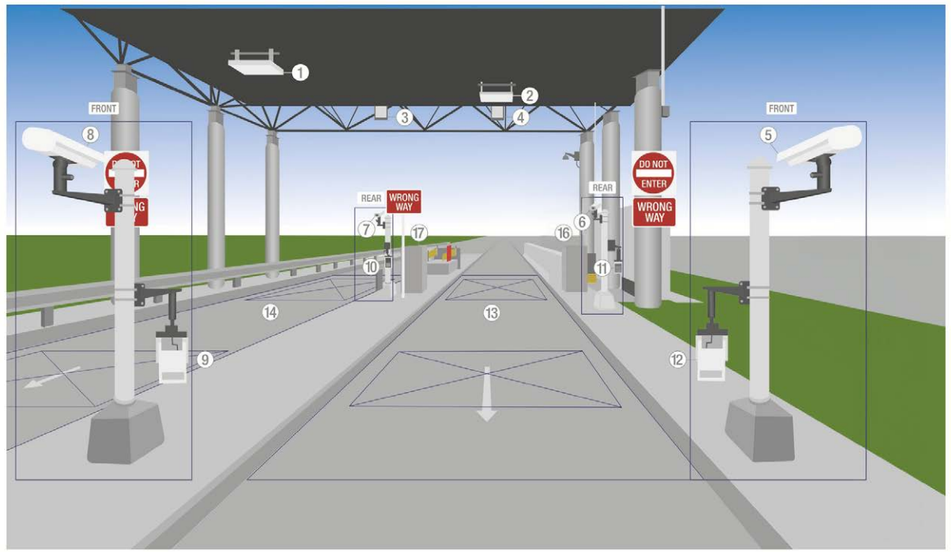
3.4.1.1 ELECTRONIC TOLLING SYSTEM

The Illinois Tollway is spread across 294 centerline miles; it includes 115 toll plazas and 517 active toll lanes governed by different configurations and generations of toll collection technology. These include:

- Open Road Tolling Lanes (ORT)
- I-PASS Only Lanes (IPO)
- All-Electronic Tolling Lanes (AET)

Since the Illinois Tollway opened its first toll road, it has employed a variety of different lane configurations and system elements to facilitate and govern the toll collection process. The Illinois Tollway's toll collection system comprises four subsystems: Automatic Vehicle Classification (AVC), Violation Enforcement System (VES), AVI and Transaction Processing.

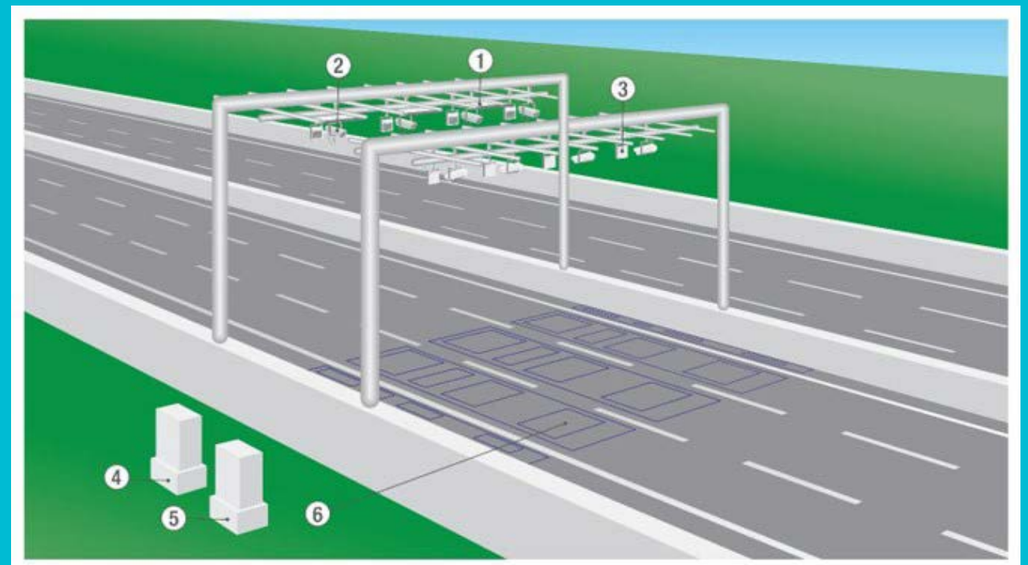
Figure 3.4-1: Tolling System Lane Configuration (IPO)



- VES is used to reduce the number of toll evaders via cameras and illuminators that capture license plates; this information is used to bill the registered owner.
- AVC systems use sensors installed in toll lanes to detect and classify vehicles for proper tolling. Pavement Lane Configuration sensors are installed in the pavement as inductive loops. When a vehicle passes over the loops, they provide classification information to the lane controller.
- AVI systems on the Illinois Tollway are primarily Radio Frequency Identification (RFID)-based antennas that properly identify each vehicle for accurate toll collection.
- The back office for Transaction Processing consists of the host and plaza system, a customer service center and a violation processing center. The main functions of the back office for Transaction Processing include collecting and summarizing transactional data from the lanes, generating reports and communicating the data for analysis.
- The lane controller is responsible for collecting and compiling all information from the cameras, detectors and sensors used to facilitate back-office operations.
- Plaza control buildings and various cabinets serve as enclosures for devices that facilitate data processing from deployed devices along the Illinois Tollway's system.

These devices and component systems are integrated into the Illinois Tollway's back office, alongside roadside devices, to bring about an efficient, successful and modern toll collection system. The back office performs a variety of functions, including receiving and processing toll transaction information and images and managing customer accounts, billing and payment processes. The operations are performed via state-of the-art technologies across multiple redundant facilities.

Figure 3.4-2: Tolling System Lane Configuration (ORT)



I-294, Southbound, MP 19.7

3.4.1.2 TOLLING SYSTEM INSPECTION PROCESS

The annual inspection provides the Illinois Tollway with an overall assessment of its system's assets and identifies specific work needs and deficiencies. To accomplish the objective of this inspection program, the following process was used to collect data and assess conditions:

- Information gathered from available resources and stakeholders was entered into Open Gov., which acts as a single source of historical data. The inventory system was utilized in inspections and the recording of system element conditions.
- An inspection manual was developed to serve as a guideline for the inspectors evaluating asset conditions.
- Upon completion of the inventory phase, visual inspections were conducted per the manual to identify the condition of tolling elements. These conditions were recorded in Open Gov.

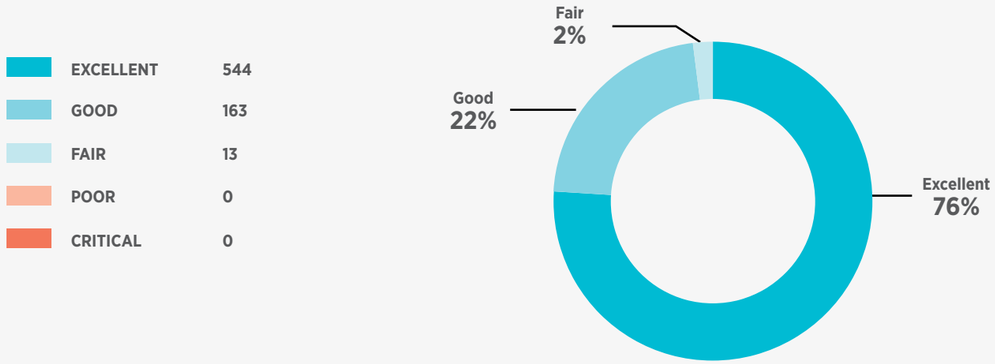
3.4.1.3 TOLLING SYSTEM INSPECTION SUMMARY

Assessments of tolling assets and their conditions (by corridor) are based on extensive inspection and evaluation of, and data collection for, each tolling lane and its elements. Inspections are further segregated into two phases: a roadside cabinet and building inspection and a tolling lane inspection.

During the spring of 2023, inspections of toll plazas consisting of toll lanes and elements were executed for the plazas across all the Illinois Tollway's routes. In total, 712 tolling lanes were inspected in 2023, while 10 tolling lanes could not be inspected due to active construction. Appendix J lists the condition of all plaza locations, with a summary of inspection results based on system wide and individual routes listed in Figures 3.4-3 and 3.4-4.

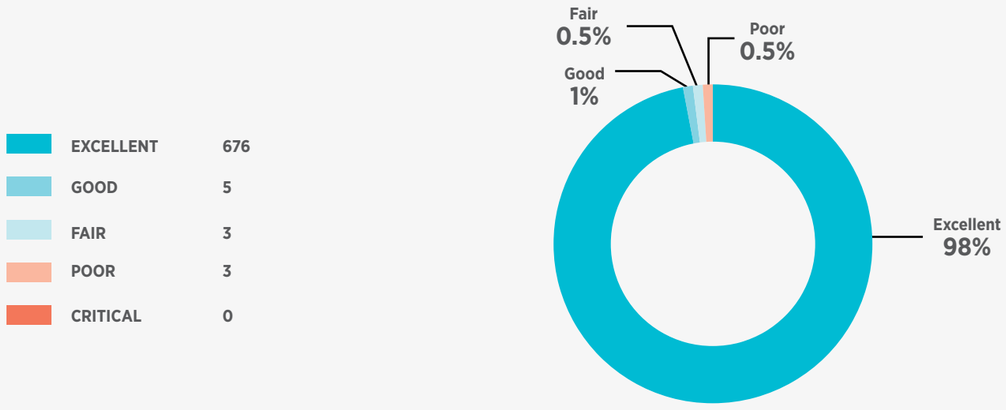
- None of the tolling lanes were rated Critical or Poor
- A total of 13, or 2%, of the tolling lanes were rated Fair, 99% of which were inactive lanes
- A total of 163, or 22%, of the tolling lanes were rated Good
- A total of 544, or 76%, of the tolling lanes were rated Excellent

Figure 3.4-3: Tolling System Lane Condition Summary



- None of the tolling cabinets were rated Critical
- A total of 3, 0.5%, of the cabinets were rated as Poor, all were painted steel cabinets
- A total of 3, 0.5%, of the cabinets were rated Fair
- A total of 5, or 1%, of the cabinets were rated Good
- A total of 676, or 98%, of the cabinets were rated Excellent

Figure 3.4-4: Tolling System Cabinet Condition Summary



I-90, Westbound, MP 70.6

3.4.1.4 TOLLING SYSTEM RECOMMENDATIONS

Based on the 2023 visual inspections, 13 tolling lanes were rated Fair. Tolling Lanes rated Fair possessed an appearance below acceptable levels and maintenance should be performed on any active lane in question, although expedited repair is not urgent. As 99% of tolling lanes rated Fair are currently inactive, repairs are not urgent, but should continue to be monitored.

The pavement condition of 46 tolling lanes were noted to be in Fair condition based on detailed inspections; meaning Moderate signs of corner cracks, multiple slab cracks, and visible signs of joint separation. For these lanes, crack sealing and partial depth concrete patching are recommended to be performed as needed by Illinois Tollway Roadway Maintenance. The number of pavement and roadside cabinet repairs indicates that preventative maintenance activities should be performed more consistently to ensure the Illinois Tollway system's reliability and accuracy. A total of 6 cabinets were rated Poor or Critical; these cabinets are scheduled for replacement in the fall of 2023 under the Tolling Maintenance contract.

Figure 3.4-5: Summary of Tolling System Lane Conditions by Route

	CONDITION				
TOLLWAY	CRITICAL	POOR	FAIR	GOOD	EXCELLENT
Illinois Route 390 Tollway (IL 390)	0	0	0	3	59
Reagan Memorial Tollway (I-88)	0	0	3	28	93
Veterans Memorial Tollway (I-355)	0	0	8	37	70
Jane Addams Memorial (I-90)	0	0	0	47	136
Tri-State Tollway (I-94)	0	0	1	21	31
Tri-State Tollway (I-294)	0	0	1	22	144
Tri-State Tollway (I-80)	0	0	0	5	11
Sub-Total	**0**	**0**	**13**	**163**	**544**

Figure 3.4-6: Summary of Tolling System Cabinet Conditions by Route

	CONDITION				
ROUTE	CRITICAL	POOR	FAIR	GOOD	EXCELLENT
Illinois Route 390 Tollway (IL 390)	0	0	0	1	50
Reagan Memorial Tollway (I-88)	0	0	1	1	124
Veterans Memorial Tollway (I-355)	0	0	0	0	111
Jane Addams Memorial (I-90)	0	1	0	1	202
Tri-State Tollway (I-94)	0	0	2	0	50
Tri-State Tollway (I-294)	0	2	0	2	126
Tri-State Tollway (I-80)	0	0	0	0	13
Sub-Total	**0**	**3**	**3**	**5**	**676**

3.4.2 INTELLIGENT TRANSPORTATION SYSTEM (ITS)

Being both a critical and integral part of vehicle operator safety, it's important to ensure that the Illinois Tollway's investment into its Intelligent Transportation System (ITS) is well kept. As the Illinois Tollway continues to upgrade the ITS network, annual inspections are a necessity.

There are several types of ITS devices and component systems, each with their own specific attributes, deployed throughout the Illinois Tollway. Inspections allow us to report on the health and condition of each one, including:

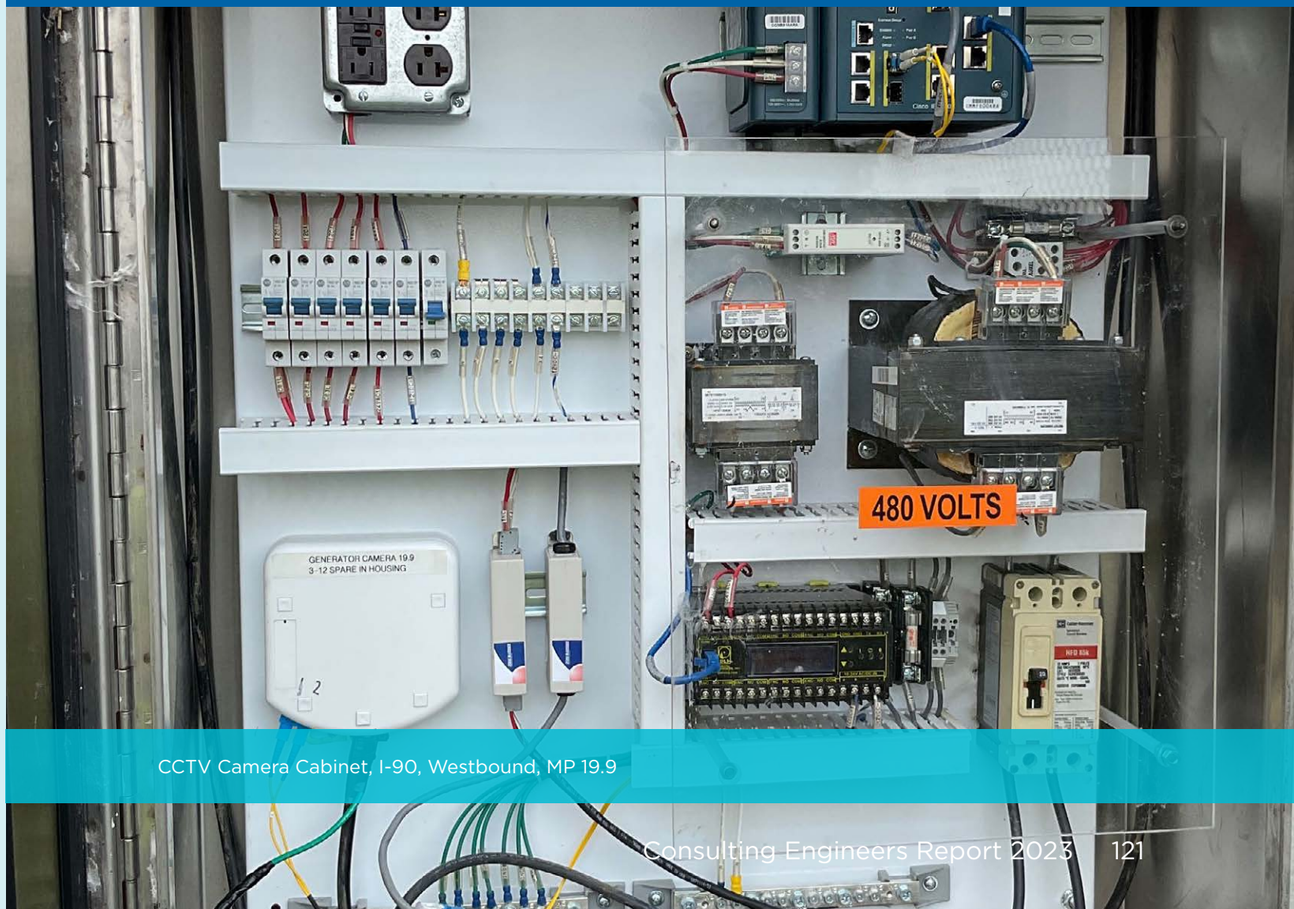
- Closed-Circuit Television (CCTV) Camera: Devices used to monitor traffic conditions and to determine appropriate incident responses.
- Vehicle Detection System (VDS): Devices that utilize either microwave radar or Bluetooth technology for traffic and queue detection along the mainline and ramps.
- Advance Warning Flasher Beacon (FB): Amber flashing warning lights used in conjunction with queue detection.
- Dynamic Message Sign (DMS): Electronic, remotely changeable signs that inform motorists of current traffic conditions, including travel times.
- Virtual Weigh-In-Motion (VWIM) Stations: Vehicle detection and weigh scales that identify overweight trucks operating at speed to establish probable cause for a fine or removal from roadway.
- Roadway Weather Information System (RWIS): A field data collection system comprised of fixed roadside sensors that measure and report environmental and pavement conditions.
- Active Traffic Management System (ATMS): An operational concept that uses smaller DMS with a highly specialized purpose of informing motorists of current lane conditions for advance warnings. These smaller DMS signs are known as lane control signs (LCS), which are full matrix display signs. The LCS are used in conjunction with smaller Type 2 DMS that are three characters high by nine characters wide. The ATMS concept is currently deployed along I-90 from IL-31 to Higgins Road near the Tri-State Tollway I-294.

Alongside these device assets are their infrastructure, which includes the cabinet enclosure, pole mounting structure and site foundation. All of these components are evaluated through an annual inspection process.

As of 2023, the Illinois Tollway's system has 2,263 ITS assets deployed systemwide (not including ITS specific cabinets or enclosures). The 2023 inspections found that 94% of these ITS devices are operating within their estimated useful life and 98.5% are performing within established Illinois Tollway performance goals, as reported by the ITS Network Maintenance consultant.

Altogether, the ITS network is very robust, with the majority of communication (93.6%) utilizing fiber optics instead of inferior communications methods such as cellular or wireless radio. The system's infrastructure as a whole is in excellent condition receiving an average Overall Condition Index (OCI) rating of 88.5. A breakdown of the condition rating system can be found in Section 3.4.2.2 of this report.

Based on the projected lifecycle of each device type, it is estimated that $3.9 million per year over the next 10 years will be needed for device replacement, and a Systemwide contract will be used for completing work.



CCTV Camera Cabinet, I-90, Westbound, MP 19.9

3.4.2.1 ITS INVENTORY

ITS technologies advance transportation safety and mobility, while enhancing productivity by integrating communications technologies into transportation infrastructure and vehicles. These technologies encompass a broad range of wireless and traditional communications-based information and electronic technologies. ITS applications focus on both the infrastructure and vehicle technology, as well as integrated applications between the two that are key enabling aspects of an ITS network.

Deployment of ITS devices on the Illinois Tollway began in the late 1980s with the installation of RWIS systems for monitoring atmospheric and pavement conditions. The Illinois Tollway's ITS was further expanded in the late 1990s with the I-PASS electronic tolling initiative and the installation of a systemwide fiber optic communications network.

Since then, the ITS has been expanded and modernized to reduce the incident response and reaction timeline by including a systemwide network of communication, monitoring and traveler information tools. This system has enhanced the Illinois Tollway's ability to meet its overarching traffic and incident management goals and objectives of improving the mobility, efficiency and safety of the Illinois Tollway routes.

These devices and associated component systems are integrated into the Illinois Tollway's centralized Traffic and Incident Management System (TIMS), which is monitored and controlled at all times from the Traffic Operations Center (TOC) at the Central Administration Building. TIMS is a comprehensive system management platform that is used to monitor traffic and roadway conditions in real-time, manage response to and clearance of incidents, monitor construction zones and efficiently communicate with a variety of stakeholders including first responders, Illinois Tollway's staff, other Traffic Management Centers, the media and motorists.

Figure 3.4-7 summarizes the primary type and number of ITS devices that are deployed across the Illinois Tollway system as of August 2023.

Figure 3.4-7: Quantity of ITS Devices

ITS ASSET TYPE	QUANTITY
CCTV	1,337
MVDS	384
LCS	351
DMS	74
Queue Detection Puck	43
Bluetooth VDS	42
RWIS	20
Fasher Beacon	8
VWIM	4
TOTAL	2,263

The total number of ITS assets deployed is summarized by each Illinois Tollway corridor in the Figure 3.4-8. Assets located outside of Illinois Tollway Right-of-Way (ROW), denoted as IDOT right-of-way in the below table, are typically Dynamic Message Signs for motorists entering the Illinois Tollway system and CCTV cameras for monitoring each DMS display message.

DMS Site, I-88, Westbound, MP 115.40

Figure 3.4-8: ITS Assets by Route

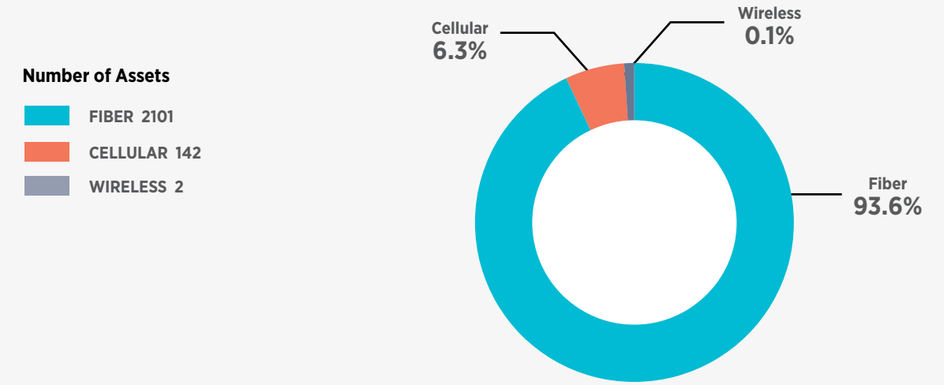
ITS Asset Types	Jane Addams Memorial Tollway (I-90)	Tri-State Tollway (I-94/I-294/I-80)	Reagan Memorial Tollway (I-88)	Veterans Memorial Tollway (I-355)	Illinois Route 390 Tollway (IL 390)	IDOT Right-of-Way	Total	Total (%)
CCTV	433	417	263	173	48	3	1337	
MVDS	152	85	52	36	57	1	384	16.97%
LCS	351	-	-	-	-	-	351	15.51%
DMS	43	8	8	8	4	3	74	3.27%
Queue Detection Puck	9	23	10	1	-	-	43	1.90%
Bluetooth VDS	-	42	-	-	-	-	42	1.86%
RWIS	3	6	6	3	2	-	20	0.88%
Flasher Beacon	3	5	-	-	-	-	8	0.35%
VWIM	2	1	-	1	-	-	4	0.18%
Total	**996**	**588**	**339**	**222**	**111**	**7**	**2,263**	
TOTAL (%)	**44.0%**	**26.0%**	**15.0%**	**9.8%**	**4.9%**	**0.3%**		

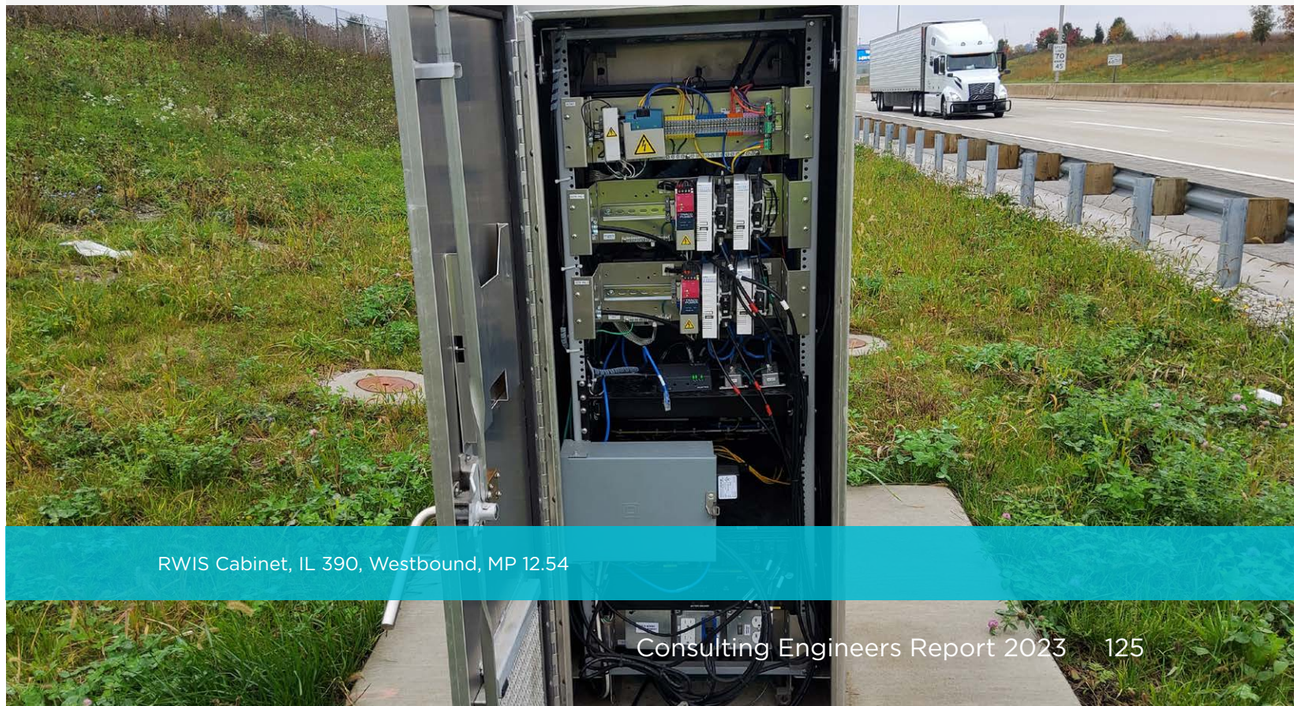
ITS infrastructure also consists of other supporting components such as network switches, which are Ethernet switches that allow the above ITS devices the ability to communicate with each other across the Illinois Tollway's network through TIMS. The Illinois Tollway's ITS devices transmit and receive data through the network switches using the following communication types:

- Fiber optic communication: Uses a cable that contains strands of glass fibers inside an insulated casing that transports field device data using generated light. Fiber optic cables can carry larger loads of data over longer distances. The design also allows for no interference from external elements.
- Cellular communication: Uses wireless cellular technology, such as 3G and 4G (LTE), to transmit field device data to the nearest cellphone tower. This type of communication is generally deployed in areas where there are no fiber optic cables installed and where no clear line of sight could be established for wireless radios. Cellular communication is also referred to as "leased" communication, since service is usually provided through a third party.
- Wireless radio communication: Uses a radio device that transmits field device data via properties of electromagnetic waves to a receiver. This type of communication works best with a clear line of sight between both the transmitter and receiver. Wireless communication is subject to interference from external elements.

Figure 3.4-9 is an illustration of the Illinois Tollway's relative utilization of these communication methods with respect to the number of ITS devices deployed.

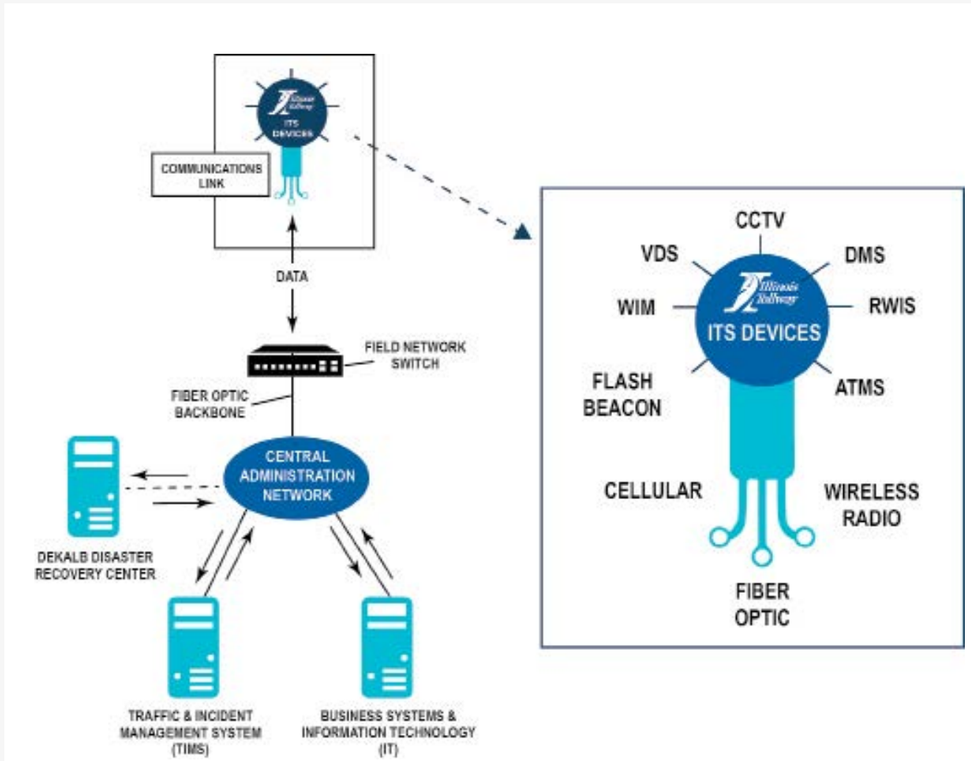
Figure 3.4-9: Communication Type Utilization - ITS Device Deployments





RWIS Cabinet, IL 390, Westbound, MP 12.54

Figure 3.4-10: Illinois Tollway ITS Network Overview



CCTV Camera Cabinet, I-90, Westbound, MP 78.1

3.4.2.2 ITS INSPECTION PROCESS

Inspections are planned in an efficient manner, where the inspectors can methodically evaluate every ITS site systemwide. This process begins by assigning inspections by corridor and systematically assessing one ITS site after another. Inspectors identify ITS sites in the field visually and compare against existing data to ensure 100% accuracy of all information, prioritizing sites that were not previously inspected in 2022 and newly constructed sites. Assets that were in construction zones were not inspected.

ITS inspections assess the general condition of Illinois Tollway ITS devices and associated site elements; evaluate the remaining useful life for each device and/or component element; identify elements requiring preventative maintenance and determine repair or replacement recommendations. The evaluations and recommendations are based upon visual observations, discussions with Illinois Tollway's ITS Maintenance personnel, consultations with equipment suppliers and reviews of available reports. Emphasis is placed on capturing specific issues identified by on-site experienced personnel with the actual operating conditions of the ITS equipment. Neither destructive nor non-destructive testing is performed.

The data generated by these inspections are utilized by the Illinois Tollway for programing immediate repairs and replacements of various ITS components and to aid the Illinois Tollway ITS Maintenance Division in estimating and planning future maintenance repair needs.

Inspections are performed per the ITS Inspection Manual, which is updated and reviewed by the Illinois Tollway General Engineering Consultant (GEC) each year prior to the inspection season. This manual sets forth the inspection criteria for each ITS asset as is referenced in the 2023 ITS Annual Report.

For the purpose of analyzing the inspection data and effectively evaluating the Illinois Tollway's assets, an index is used to measure the condition of assets. This index is known as Overall Condition Index (OCI). The OCI is a rating system used to evaluate an asset's condition on a scale from 0 to 100, 100 being the most satisfactory rating. The information collected during inspections is expressed using the following condition rating system.

The OCI is a rating system used to evaluate an asset's condition on a scale from 0 to 100, 100 being the most satisfactory rating. The information collected during inspections is expressed using the following condition rating system:

90 to 100: Excellent

- New device, element or component
- Device, element or component is performing as intended
- No repair required
- Condition like new

70 to 89: Good

- Device, element or component is performing as intended
- Only minor repair (i.e. paint, clean, etc.) required to return the device, element or component to its intended condition

50 to 69: Fair

- Device, element or component is performing essentially as intended
- Device, element or component is within the second half of their estimated useful lifecycle
- Substantial repair (i.e. component/system required replacement) required to return the device, element or component to intended condition

30 to 49: Poor

- Device, element or component has reached the predicted end of useful life but is functioning
- Major components requiring extensive repair or replacement work to return the device, element or component to its intended condition

0 to 29: Critical

- Device, element or component is non-functioning
- Safety, operational, or environmental concerns are present

There are two types of OCI: inspected and estimated. An inspected OCI is assigned when an inspector visually assesses the condition of an asset in the field. An estimated OCI is calculated and assigned using an algorithm within the Illinois Tollway's OpenGov asset management system. The algorithm factors the asset's age, predicted performance, prior inspections and maintenance performed on the asset. If an asset is older and has had a considerable amount of work performed on it, the algorithm assigns an estimated OCI that is lower than the inspected OCI.

3.4.2.3 ITS ANALYSIS OVERVIEW

For the 2023 ITS inspection cycle, the Illinois Tollway inspected all its ITS system assets that were not located in active construction areas and that did not pose a safety concern. The overall ITS infrastructure was determined to be in Good condition with an average OCI of 88.5. Figure 3-39 summarizes the inspection results for the Illinois Tollway's ITS infrastructure by corridor and device site.

Figure 3.4-11: ITS Device Infrastructure Condition Summary by Corridor

Roadway	ITS Site[1] (OCI Rating)	DMS Site[2] (OCI Rating)	RWIS Site[3] (OCI Rating)	VWIM Site[4] (OCI Rating)	ATMS Site[5] (OCI Rating)
Jane Addams Memorial Tollway (I-90)	Good (86.2)	Good (87.4)	Good (88.9)	Fair (76.9)	Excellent (90.2)
Tri-State Tollway (I-94/I-294/I-80)	Good (85.8)	Good (83.4)	Good (81.2)	Excellent (98.9)	-
Reagan Memorial Tollway (I-88)	Good (85.4)	Excellent (91.1)	Good (89.3)	-	-
Veterans Memorial Tollway (I-355)	Good (80.8)	Excellent (91.0)	Excellent (92.3)	Excellent (100)	-
Illinois Route 390 Tollway (IL-390)	Good (82.4)	Excellent (95.2)	Good (86.9)	-	-
IDOT Right-of Way	Good (82.2)	Excellent (95.3)	-	-	-
System Overall	**Good (85.0)**	**Good (88.2)**	**Good (87.0)**	**Excellent (91.9)**	**Excellent (90.2)**

[1]ITS Site consists of all associated devices (CCTV, VDS, Flasher Beacon, Queue Detection) along with their cabinet enclosures, pole mounting structures and ground foundation

[2]DMS Site consists of the DMS, along with its cabinet enclosure and ground foundation

[3]RWIS Site consists of the RWIS devices, along with their cabinet enclosure, mounting structure and ground foundation

[4]VWIM Site consists of the VWIM sensors, along with the cabinet enclosure and ground foundation

[5]ATMS Site consists of the LCS full matrix display signs and Type 2 DMS (3x9 characters) where present, along with their cabinet enclosure, mounting structure and ground foundation

Each of the Illinois Tollway's ITS devices have a projected life cycle, at the end of which it will be scheduled for examination by a design engineer and considered for replacement under a future Systemwide contract. The forecasted useful life of each major device category and the number of devices currently deployed that exceed that forecast is as follows:

Figure 3.4-12: Illinois Tollway's ITS Devices Operating Beyond Their Estimated Lifecycle

Device	CCTV	MVDS	LCS	DMS	Queue Detection Puck	Bluetooth VDS	RWIS	Flash Beacons	VWIM Sensors
Roadway	10 years	10 Years	15 Years	15 Years	5 Years	10 Years	13 Years	15 Years	15 Years
Jane Addams Memorial Tollway (I-90)	7/438	0/152	0/351	1/43	0/9	-	0/3	-	0/2
Tri-State Tollway (I-94/I-294/I-80)	20/412	2/84	-	5/8	15/23	0/42	2/6	0/5	0/1
Reagan Memorial Tollway(I-88)	18/260	1/53	-	0/8	2/10	-	1/6	0/3	-
Veterans Memorial Tollway (I-355)	53/176	0/37	-	0/8	0/1	-	1/3	-	0/1
Illinois Route 390 Tollway (IL-390)	0/48	0/57	-	0/4	-	-	0/2	-	-
IDOT Right-of-Way	0/3	0/1	-	1/3	-	-	-	-	-
System Overall	**98/1337**	**3/384**	**0/376**	**7/74**	**17/43**	**0/42**	**4/20**	**0/8**	**0/4**

As of 2023, 94% of existing Illinois Tollway ITS devices are operating within their intended lifecycle. Based on the 2023 Third Quarter NAGIOS Network Status Report provided by the ITS Network Maintenance consultant, a majority of the ITS-managed devices are performing within the Illinois Tollway's established performance goals as documented in the below table. The documented status report is an overview of the average uptime of each device category and can be referenced in the 2023 ITS Annual Report.

Figure 3.4-13: NAGIOS Availability Report Summary Third Quarter

Device Category (Time Up target)	Time Up	Rating
Cameras (>97%)	98.64%	Good
DMS (>98%)	99.83%	Good
Gantry (>98%)	99.98%	Good
Fiber MVDS (>93%)	98.55%	Good
Cellular MVDS (>93%)	94.85%	Poor
IP Relays (>97%)	98.13%	Good
Plaza-IPDC 3X50 Switches (>99%)	99.92%	Good
Roadside Switches (>99%)	98.30%	Fair
Overall Average	**98.52%**	**Good**

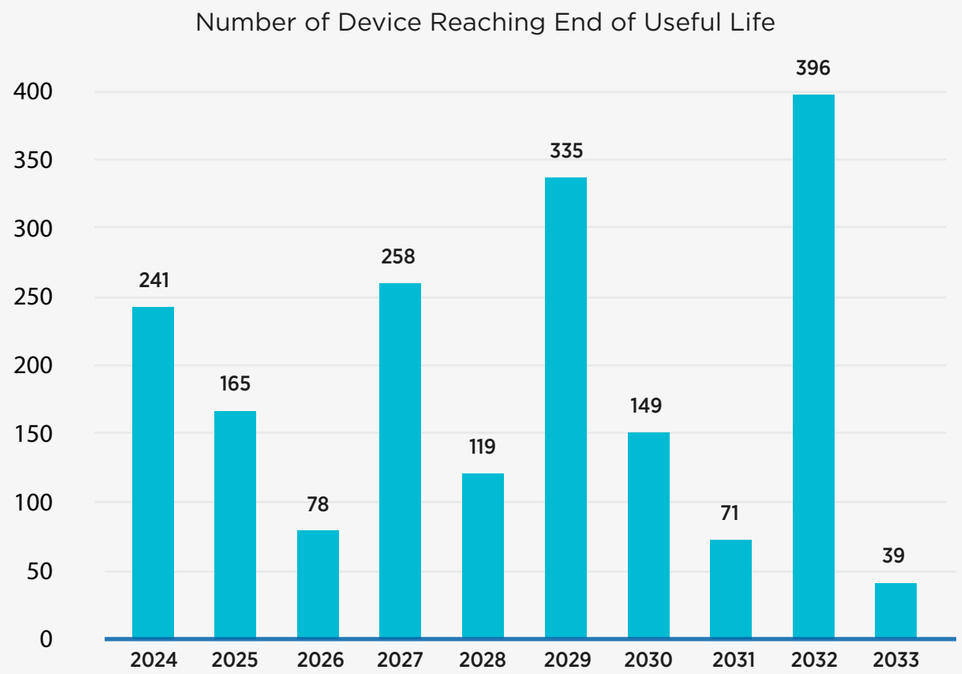
3.4.2.4 DEVICE REPLACEMENT OUTLOOK

ITS devices are typically replaced in the following scenarios:

- Device is damaged.
- Device is obsolete and is no longer supported by the manufacturer.
- Device is past its expected service life.
- Illinois Tollway Traffic Operations Center (TOC) software no longer supports the device operation system.

Devices that are deemed damaged are replaced by the Illinois Tollway's ITS maintenance vendor. In all of the other listed scenarios, devices are replaced under scheduled systemwide contracts. Below is a 10-year outlook displaying the number of devices that are due for replacement by year, based on their service life.

Figure 3.4-14



Beginning in February 2024 through 2031, the majority of Illinois Tollway devices that are said to be replaced, are devices that are estimated to have a lifespan of 10 years. During the years 2032 and 2033, the Illinois Tollway's ITS devices with an estimated lifespan of 15 years are scheduled to be replaced.

3.4.2.5 ITS RECOMMENDATIONS

The overall purpose of the ITS, is to alleviate traffic conditions for motorists. It allows for the communication of information to vehicle operators in real time so that they can travel safely. Given the nature of constantly changing infrastructure and assets being exposed to the elements, it is necessary to perform annual inspections to ensure system operation is stable.

In conjunction with the Illinois Tollway, the Illinois Tollway GEC evaluates the ITS assets to continue providing and developing value for the Illinois Tollway by:

- Ensuring that the Illinois Tollway's ITS infrastructure is in a state of good repair.
- Evaluating the condition of assets and recommending necessary repair activities.
- Assessing if the Illinois Tollway's ITS framework is performing essentially as designed.
- Providing direction on the role of ITS in future construction projects through device replacements.

Detailed inspection results for each ITS asset inspected in this cycle are detailed in the appendices of the 2023 ITS Annual Report.

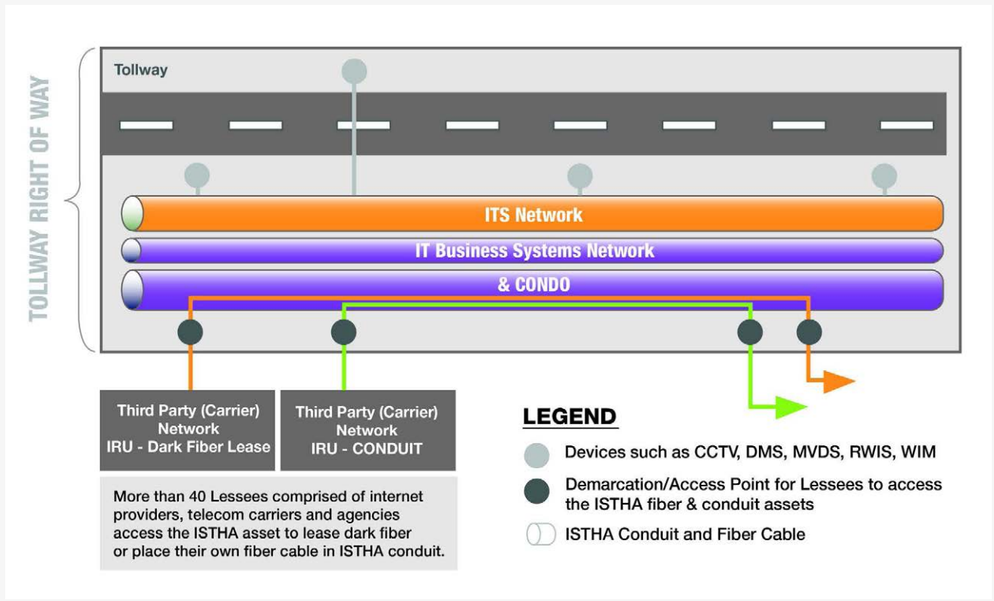
All Poor or Critical categorized conditions and ITS devices that are operating past their intended service lifecycle will be recommended for replacement within the next three years, as part of a systemwide maintenance or ITS maintenance contract. All ITS assets rated as Critical will be scheduled for inspections every year until the asset has been replaced. This practice will help the Illinois Tollway GEC monitor the deteriorating condition of those assets. All recommendations are made to ensure the ITS infrastructure of the Illinois Tollway operates as intended to maintain a safe and efficient highway system.

IPDC Site, I-90, Westbound, MP 56.8

3.4.3 OPTICAL FIBER SYSTEM

The Illinois Tollway's communications backbone network is a high-capacity, connected infrastructure that serves as the main link to the different aspects associated with the Illinois Tollway's operations. These include toll collections, traffic and incident management, Illinois State Police, security and building access and general IT support services. This backbone provides a direct path at various bandwidth speeds to exchange of information between these operations and the Central Administration building's network. This single-mode optical fiber infrastructure exists along all the Illinois Tollway's right-of-way and will eventually include I-490, with expected completion in 2026. The current system consists of nearly 2,000 miles of duct and over 43,700 miles of Illinois Tollway-owned fiber optic cables of various strand counts ranging from 24 to 288 strand cables. The optical fiber infrastructure is also utilized by other entities, generally for a fee, such as governmental agencies, educational institutions and private businesses. Figure 3.4-14 depicts how the fiber optic system is used.

Figure 3.4-14: Fiber Optic System Utilization Overview



3.4.3.1 OPTICAL FIBER INVENTORY

In April 1997, the Illinois Tollway issued its first request for proposal (RFP) for a fiber optics system. The contract was awarded In October 1997, with construction of the initial system completed in 2000. The Illinois Tollway's fiber optic infrastructure is made up of the following major components as shown in Figure 3.4-15:

Fiber Optic Cable

There are two types of fiber optics: multimode (MM) and single mode (SM). MM fiber provides high bandwidth over short distances, whereas SM fiber provides higher bandwidths over longer distances at faster speeds. The Illinois Tollway's optical fiber is primarily made of SM fiber cables and is broken into three categories: Illinois Tollway, Condo and Third Party.

- The Illinois Tollway cables are for the exclusive use of Illinois Tollway operations.
- Condo cables are shared cables, where a portion has been reserved for revenue-generating purposes through the leasing and the other portion is used for Illinois Tollway operations.
- Third-Party cables are privately-owned cables that are leased by the Illinois Tollway and are managed by the Fiber Optic Maintenance Vendor.

Duct

Ducts are conduits that allow for the fiber optic cable to be pulled through. They offer protection for both underground and structural installations. The Illinois Tollway utilizes ducts for its primary purpose of containing Tollway-owned fiber cables and supporting revenue generating initiatives. Auxiliary ducts are leased out to third-party agencies looking to pull cable along the Illinois Tollway's right-of-way.

Handhole

As the name indicates, handholes are holes constructed under the ground to access fiber optic cables and components. During installations, these handholes serve as spaces to assist the fiber optic cable pass through ducts smoothly. The Illinois Tollway categorized two types of handholes: slack coil and splicing. Slack coil handholes house excess cabling, whereas splicing handholes houses optical fiber splice closures.

Fiber Optic Splicing Closure

A device used to provide space and protection for fiber optic cables spliced together. The enclosure connects and stores optical fibers safely inside a handhole.

The following table, Figure 3.4-16, summarizes the total ducts and cables strand counts associated with each roadway. Each roadway is broken into segments for better management of the system.

Figure 3.4-15 Fiber Optic Infrastructure Components

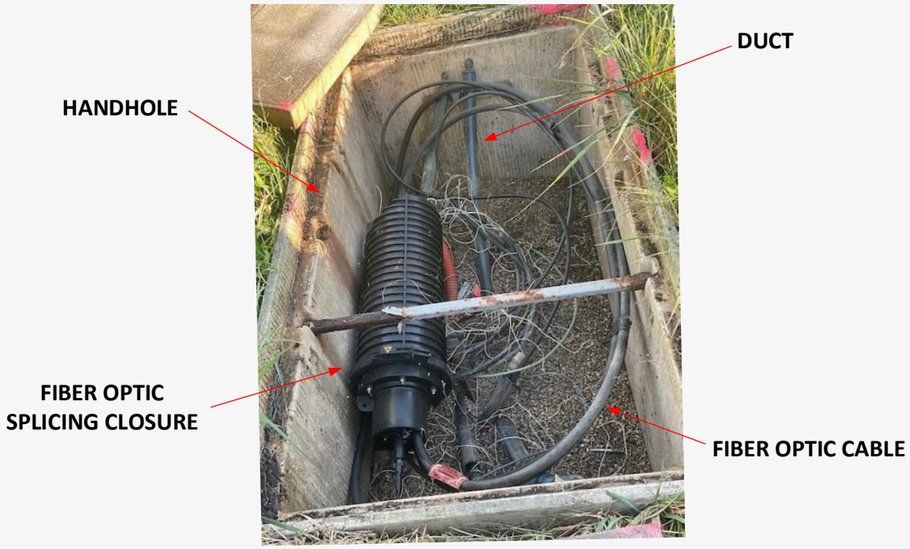


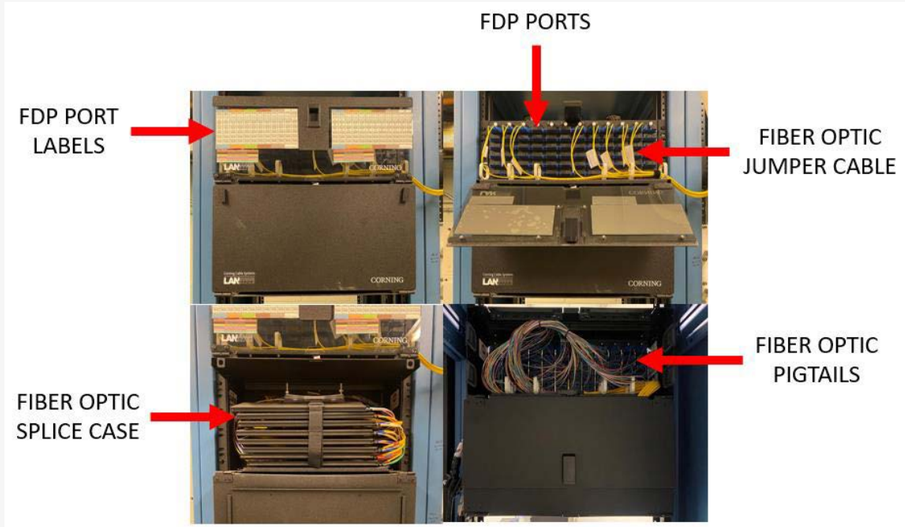
Figure 3.4-16: Fiber Inventory Overview

ROADWAY	OPTICAL FIBER STRAND CABLE COUNT
Jane Addams Memorial Tollway (I-90)	24, 36, 48, 72, 96, 144, 188
Reagan Memorial Tollway (I-88)	12, 24, 72, 96, 108, 144, 156
Tri-State Tollway (I-94/I-294/I-80)	24, 48, 72, 96, 144, 188, 192
Veterans Memorial Tollway (I-355)	12, 24, 36, 48, 72, 96, 120, 144
Illinois Route 390 Tollway (IL 390) & I-490	48, 72, 144
I-290/I-90 to Army Trail Rd	288

3.4.3.2 TOLLWAY FIBER OPTIC CABLE CAPACITY

The GEC initiated its annual audit in January 2023 to identify the level of capacity in which the terminated fiber optic infrastructure is at between all node segments. These segments are between each plaza, maintenance yard, Intermediate Power Distribution and Communication (IPDC) building and wireless repeater sites.

Figure 3.4.17 Fiber Distribution Panel (Plaza 17)



The fiber capacity audit referenced all fiber distribution panels (FDP) that are connected directly to the Illinois Tollway's backbone cables. The number of used ports were documented with respect to the total number of installed ports. Usable ports were identified as being a pair of open ports, whose corresponding ports either upstream or downstream were identified as being open as well. It is best practice to integrate a device onto the Illinois Tollway's network by terminating it onto a pair of fiber optic strands that has continuity between two node locations to create a primary and a redundant path of data flow. The below rating system in Figure 3.4-18 was utilized to measure the condition of the Tollway-owned fiber optic backbone cable.

Figure 3.4-18– Fiber Optic Capacity Ratings

RATING	% UTILIZED
Excellent	0—25
Good	26—50
Fair	51—75
Poor	76—100

3.4.3.3 TOLLWAY FIBER OPTIC CABLE CAPACITY SUMMARY

As of 2023, 194 segments identified where Illinois Tollway-owned fiber optic backbone is terminated between two nodes. 179 of those segments have a condition rating that ranges from Excellent to Fair. The entire system was documented as being in Good condition, with an average fiber optic cable utilization of 37.0%. Figures 3.4-19 and 3.4-20 provide a summary of results from the audit performed:

Figures 3.4-19: Average Fiber Optic Backbone Cable Capacity Level by Route

ROUTE	RATING	AVG. CABLE CAPACITY (%)
Reagan Memorial Tollway (I-88)	Fair	69%
Tri-State Tollway (I-94/I-294)	Fair	58%
Veterans Memorial Tollway (I-355)	Good	47%
Jane Addams Memorial Tollway (I-90)	Good	26%
Illinois Route 390 Tollway (IL 390) (ITS)	Excellent	21%
Illinois Route 390 Tollway (IL 390) (IT)	Excellent	13%

Figures 3.4-20: Top 5 Segments with High Fiber Backbone Strand Utilization

RANKING	ROUTE	NODE 1	NODE 2	CAPACITY	FIBER	NO. OF USABLE PORTS
1	I-88	M-8	Lisle tower	96%	24	1
	I-94	Plaza 22	Lake forest oasis	92%	24	2
	I-94	Lake forest oasis	Plaza 20	92%	24	2
2	I-88	Dekalb disaster recovery center (old plaza 66)	Plaza 67 (m-11)	92%	24	2
	I-88	Plaza 60	Plaza 58 (winfield repeater)	92%	24	2
	I-355	Central shop	Lisle tower (panel d)	92%	24	2
	I-294	Western springs tower*	Plaza 35*	88%	24	3
3	I-88	Plaza 58 (winfield repeater)	M-8	88%	24	3
	I-88	Plaza 52	Plaza 51	88%	24	3
4	I-88	M-12	Plaza 69	83%	24	4
	I-88	Lisle tower	Plaza 56a	83%	24	4
	I-294	Plaza 29	Plaza 28	79%	24	5
5	I-94	Plaza 26A	Plaza 25 (Deerfield Repeater)	79%	24	5
	I-88	Plaza 69	Ashton Repeater	79%	24	5

*New fiber will be installed under the Central Tri-State Reconstruction and Widening project.

3.4.3.4 TOLLWAY OPTICAL FIBER HIGH UTILIZATION RECOMMENDATIONS

Segments with high utilization of the Illinois Tollway's owned fiber optic backbone should be evaluated to identify opportunities that could free up fiber strands. Installation of new fiber optic cable should be strategically planned due to potential cost construction. Below are some budget conscious recommendations, that should be considered and coordinated between Illinois Tollway's IT and ITS departments, GEC and Fiber Optic Maintenance Vendor.

Maintenance Vendor:

- Consolidation/daisy-chaining of network devices
- Removal of unused fiber optic jumpers
- Restoration (repair damaged ports, replacement of missing ports and redetermination of spliced fiber optic pigtails)

The data collected during the 2023 Fiber Capacity Audit should be utilized for effective planning, while incorporating Tollway-owned fiber optic infrastructure. The collection of FDP port information could also be helpful from a network forecasting perspective. Due to the constant integration of network devices, the GEC will continue to perform this audit as part of annual system inspections.

3.4.3.5 FUTURE SYSTEM ENHANCEMENTS

The Illinois Tollway benefits from a fully operational optical fiber system. Enhancements to its infrastructure and how it is managed will positively affect all users. The system currently meets the needs and expectations for Illinois Tollway's operations. To continue meeting the requirements and creating revenue opportunities for the Illinois Tollway, the following are considered as future recommendations:

Fiber Distribution Panel Dynamic Labeling

All current fiber distribution panels will be labeled with a QR Code. This will replace standard and static fiber distribution panel labels that are commonly missing or out of date, with a dynamic QR code at each panel. The QR code will grant users access to a robust platform of specific fiber information and allow edits to be made in real-time. This initiative will be implemented in 2024.

Optical Fiber Management Database

Instead of utilizing computer-aided design (CAD) drawings and spreadsheets to store fiber network and splicing information, the Illinois Tollway should transition toward utilizing an Optical Fiber Management (OFM) system. An OFM system will assist with the planning, design-building, operations and analysis of the fiber optic network.

The Illinois Tollway's maintenance staff, program or system managers and outside contractors currently use OpenGov, which is an asset management system that houses fiber cable attribute data. While OpenGov is efficient for general asset management, it currently lacks features for managing fiber optics at the strand level—features that other fiber-specialized management software offer.

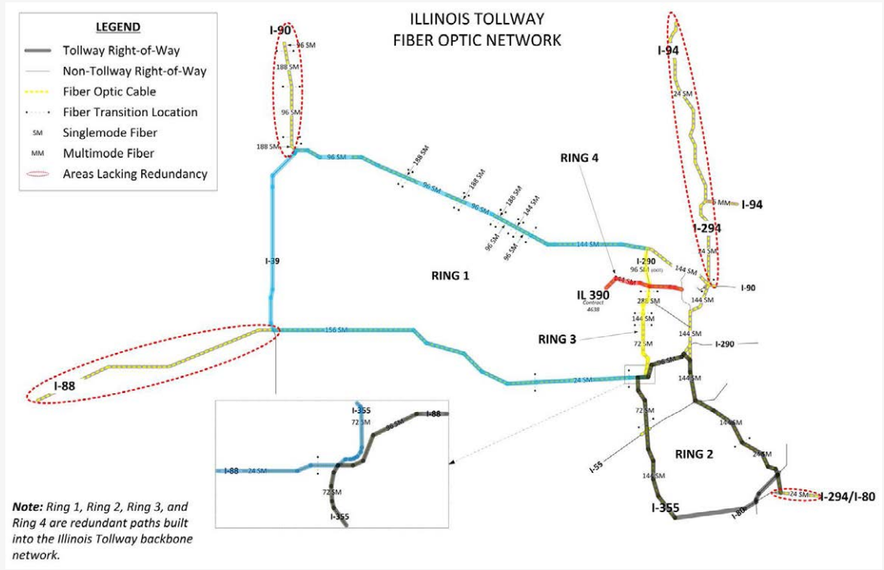
The information collected from the 2023 Fiber Capacity Audit is available in the Illinois Tollway's asset management system (OpenGov). OpenGov has the capability of housing fiber cable attribute data. Utilizing ESRI's web-based ArcGIS Online mapping software, OpenGov has the ability of visually displaying the asset using field collected GPS coordinates.

Infrastructure Expansion – Network Redundancy

These are areas along the Illinois Tollway system that have redundancy challenges associated with the fiber optic network. If these locations are impacted by a disruption in service due to a cut in an optical fiber cable, there is a potential for significant downtime of devices that assist with the safety of Illinois Tollway users and revenue generation from toll collections. These locations, with the highest priority listed first, are as follows:

- Tri-State Tollway (I-294/I-94/I-94 Spur) from I-90 to IL-173
- Jane Addams Memorial Tollway (I-90) from I-39 to Rockton Road
- Reagan Memorial Tollway (I-88) from I-39 to US-30
- Tri-State Tollway (I-294) from I-80 to IL-394

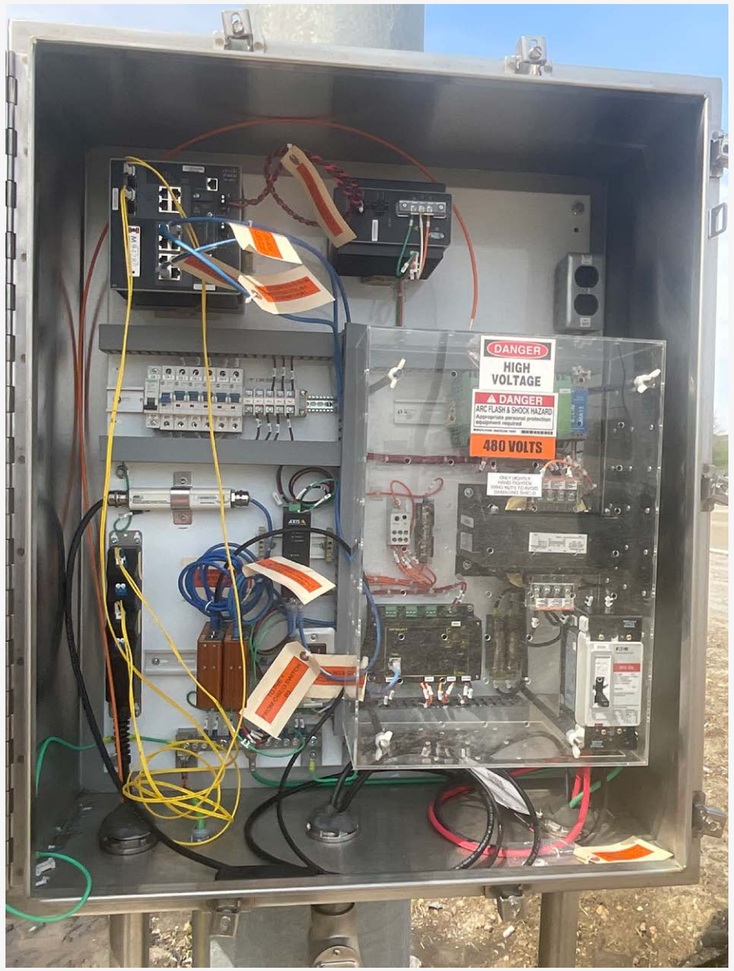
Figure 3-43: Illinois Tollway Network Redundancy Overview



Note: *Ring 1, Ring 2, Ring 3, and Ring 4 are redundant paths built into the Illinois Tollway backbone network.*

It is recommended to strategically invest funds into the engineering, and potential construction, of redundant fiber optic cable paths. In addition, the Illinois Tollway could consider utilizing third party fiber optic cables off the Illinois Tollway right-of-way through the use of Intergovernmental Agreements (IGA).

Fiber Connection in Cabinet, I-88, Eastbound, MP 130.6



I-355, Ogden Avenue Interchange, MP 19.8

3.4.4 ROADWAY LIGHTING SYSTEM

Roadway lighting serves the purpose of providing safety, security and enhancing aesthetics for both roadway users and associated facilities. Lighting aids drivers in recognizing the geometry and condition of the roadway from extended distances, making nighttime driving more manageable. This increases drivers' visual comfort and reduces driver fatigue, contributing measurably to highway safety.

As of 2023, there were over 14,000 light poles on the Illinois Tollway's system. Measured by centerline miles, 221.75 (75.4%) miles are fully illuminated, with 8.25 unlit miles (2.8%) on the Jane Addams Memorial Tollway (I-90) and 64 unlit miles (21.8%) on the Reagan Memorial Tollway (I-88).

The Illinois Tollway's roadway lighting system is generally in Fair to Excellent condition. Most light poles appeared to be upright, with no noticeable movement or tilt. Inspections noted areas where concrete or helix foundations have been installed too high (over 4 inches from finished grade) or installations with improper breakaway devices. These installations are typically replaced to facilitate breakaway devices' effectiveness. Additionally, instances of missing light pole handholes with exposed pole wiring are reported.

It is recommended that, as part of any future contract, designers research available Illinois Tollway data and perform field analyses within their design contract sections. This will determine where existing light pole foundations are unshielded from traffic, installed at an incorrect elevation relative to the adjacent roadway and locations where ground-mounted light poles do not include sufficient FHWA-approved breakaway devices. Based on this research and field analysis results, it is recommended that the designer undertakes appropriate engineering studies to identify the appropriate repair or replacement activity to be included in the subsequent construction project.

Specific repair activities identified during the inspections are documented in each of the Annual Field Inspection Report prepared for each Maintenance Section. The Illinois Tollway Roadway Maintenance Divison is recommended to perform corrective repair within its capabilities. All repair activities beyond its capabilities are recommended for inclusion in future contracts.

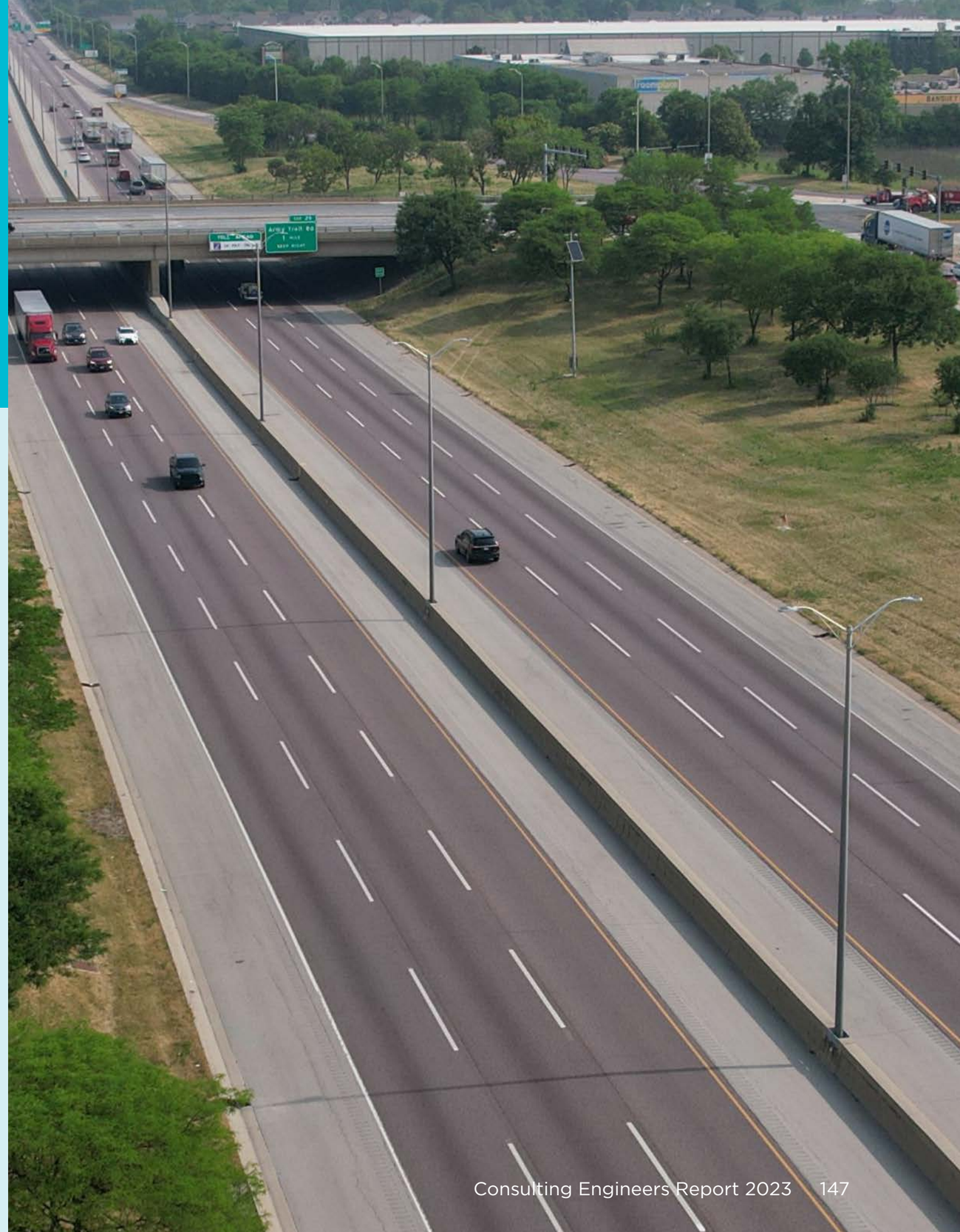
Roadway LED Implementation

The Illinois Tollway has committed to being one of the safest and greenest agencies through the *Move Illinois* Program. In keeping with its commitment, the Illinois Tollway implemented its plan to retrofit or replace existing High-Pressure Sodium (HPS) luminaires with newer, brighter and more energy-efficient LED luminaires and technology. The Illinois Tollway estimates that, by the end of 2023, LEDs will illuminate 90% of its system.

As of 2023, LED lighting technology on the Illinois Tollway's system has been implemented along:

- Jane Addams Memorial Tollway (I-90) from milepost 17.9 to the eastern terminus
- Tri-State Tollway (I-94/I-294/I-80) from Bensenville Bridge to the northern terminus
- Tri-State Tollway (I-294/I-80) from southern terminus to 95th Street
- Tri-State Tollway (I-94/I-294/I-80) at the Reagan Memorial Tollway (I-88)
- Illinois Route 390 Tollway (IL 390)
- Veterans Memorial Tollway (I-355)
- Reagan Memorial Tollway (I-88)

By the end of 2023, the remaining areas needing retrofitting include the following parking lots: M-11, M-12, Plaza 36, Plaza 39 and Plaza 99. Other locations include the RT-251 salt dome, M-2 flood lights, Deerfield underpass, the Veterans Memorial Tollway (I-355) to the Reagan Memorial Tollway (I-88) westbound underpass and the Central Tri-State Tollway (I-294) Project. Lastly, the previous M-5 and M-8 facilities' parking lots require retrofitting; however, removal of these sites is anticipated in the near future.



I-88, Eastbound, MP 81.8

3.5 ENVIRONMENT AND DRAINAGE ASSETS

The Illinois Tollway's Environmental and Drainage Program coordinates regulatory compliance under the Clean Water Act. Environmental and drainage facilities, which include stormwater infrastructure (culverts and storm sewers), drainage ditches, bioswales, detention basins, embankment slopes and stormwater outfalls, are inspected to identify any required maintenance and potential water quality impacts. In 2023, these assets were generally rated Fair to Excellent. One potential occurrence of illicit discharge and two suspected occurrences of illicit discharge were observed during the 2023 drainage inspections. The source of one of the suspected discharges was determined and the situation was rectified. The one remaining suspected and the one potential illicit discharge are being further investigated and other actions are being coordinated with the Illinois Tollway.

3.5.1 CULVERTS AND STORM SEWERS

Storm sewers and drainage structures throughout the Illinois Tollway's system are generally in Fair to Good condition and most of the embankment slopes are stable. Typical repair activities noted during the inspections include concrete headwall repair, drainage pipes and structures requiring cleaning or repair, gutter heaving or sinking, rill erosion, washouts and sinkholes.

Closed drainage systems are typical throughout urban areas where curbs and gutters are used along the roadway to control pavement drainage. These systems typically consist of storm sewers installed under roadway pavement and shoulders that receive stormwater runoff via storm sewer catch basins. Only limited inspections can be performed on closed drainage systems due to access constraints. Therefore, it is recommended that systems be cleaned and televised to better determine their condition. The televising of closed drainage systems to identify areas of concern is programmed prior to the development of designs for roadway rehabilitation, so issues are addressed as part of programmed

roadway construction. As of 2023, there are 25,979 storm sewers systemwide mapped in OpenGov.

Cross culverts are pipes or box structures with a diameter or span greater than 4 feet and less than 20 feet, that generally cross perpendicularly under the roadway, allowing water to continue flowing from one side of the roadway to the other. Culverts are inspected on a four-year cycle for functionality, physical damage, obstructions and conveyance. As of 2023, there are 270 culverts systemwide mapped in OpenGov.

The cross culverts throughout the Illinois Tollway's system are generally in Excellent condition. However, some have exposed reinforcement bars, misaligned wing walls, honeycombing of the concrete surface, open joints, leaching and some require cleaning. Cross culverts not replaced during recent reconstruction or rehabilitation projects may be over 50 years old.

The deterioration of older Corrugated Metal Pipes (CMP) that were installed as part of the Illinois Tollway's original construction continues to be a concern in roadway sections not recently reconstructed. CMP deterioration typically occurs along the flow line or at the pipe joints. This deterioration may lead to perforation of the pipe, resulting in the erosion of the supporting soil and backfill material during rain events, creating voids beneath the roadway. As the volume of the voids increases, so does the probability of roadway pavement slab settlement or failure. In many cases, these pipes may have been extended due to roadway widening or other construction. Although the ends of these pipes may appear to be in Excellent condition, further examination may reveal the deterioration of the original pipe and separation at the joints where the original and new pipe conjoin. Due to the collapse of several CMPs in 2007, the Illinois Tollway completed a detailed, systemwide inspection of CMPs with a diameter of 3 feet or greater. The purpose of this inspection was to identify CMP culverts that require lining, repair or replacement. Culverts classified as bridges by the Federal Highway Administration (FHWA) were included in bridge inspections.

Over time, most of the older CMPs have been replaced with reinforced concrete pipes as part of reconstruction or rehabilitation contracts. Currently, there are 629 CMP storm sewers and 13 CMP culverts systemwide. Existing CMPs with a diameter of 3 feet or greater, that cross beneath the pavement were repaired and lined as part of two maintenance contracts completed in 2010. Although these contracts addressed many CMP concerns, smaller-diameter and some non-mainline-crossing CMPs still require repair or replacement as part of future projects.

270 culverts systemwide mapped in OpenGov, as of 2023.

3.5.2 DITCHES AND BIOSWALES

Drainage ditches convey stormwater from a majority of the Illinois Tollway's infrastructure and often have a direct connection to other stormwater assets. These areas are inspected annually to ensure that they are free from physical damage such as erosion, damage to ditch checks, standing water for extended periods of time, large percentages of invasive vegetation cover and large percentages of debris.

Bioswales are modified drainage ditches that are designed to improve water quality as well as habitat. This is achieved through filtration and infiltration of stormwater by utilizing engineered soils and native vegetation. Pollutants and roadway metals often accumulate in surface water runoff and are reduced using bioswales. There are currently 434 bioswales systemwide. Inspections of these assets occur on a four-year cycle and focus on five overall categories: Structure, Function, Vegetation, Natural Resources and Contaminants or Pollutants. Bioswales throughout the Illinois Tollway's system are generally in Fair to Excellent condition.

Typical repair activities for bioswales and ditches include debris removal, restoration of roadside slopes with minor erosion, native plant plug installation, seeding and erosion control blanket installation, mowing, herbicide application and removal of woody vegetation that could impede the flow of stormwater. In addition to site inspections, Unmanned Aerial Vehicles (UAV) and 360-degree cameras are used to document physical damage such as erosion, debris, standing water and flow blockages. The Illinois Tollway Roadway Maintenance Division is recommended to perform necessary repairs within its capabilities. Necessary repairs beyond the Illinois Tollway Roadway Maintenance Division's capabilities are recommended for inclusion in future contracts within this section or programmed into a systemwide improvement project.

3.5.3 DETENTION BASINS

Detention basins are excavated ponds used for stormwater storage, peak flow reduction and pollutant removal. Dry detention basins are not permanently filled with standing water. The Illinois Tollway prefers dry basins due to traffic safety and maintenance considerations. Wherever soil conditions allow, infiltration is used to maximize stormwater quality. Wet detention basins remain as permanent pools of water and offer important water quality benefits by promoting the settlement of suspended solids and biological uptake of pollutants.

Detention basins are subject to enhanced physical inspections. The Illinois Tollway's inspection program is designed to ensure that the detention basin assets and its components are functioning as intended. Inspections of these assets occur on a four-year cycle and focus on physical damage, erosion or unstable banks, sediment buildup, trash and debris, standing water, invasive plants, outlet blockage and overall functionality. Detention basins throughout the Illinois Tollway system are generally in Fair to Excellent condition. As of 2023, there are 366 detention basins systemwide mapped in OpenGov.

The inspection results are utilized to develop work estimates based on the Illinois Tollway Maintenance Division work codes. Regular maintenance, such as mowing of the side slopes, vegetation clearing and trash removal at drainage structures, is recommended to ensure detention basins are functioning properly.

I-294, Northbound, MP 7.6

3.5.4 STORMWATER OUTFALLS

A stormwater outfall is defined as a point where a separate municipal storm sewer discharges to U.S. waters. Outfalls include discharges from pipes, ditches, swales, bridge scuppers and other points of concentrated flow. More specifically, an Illinois Tollway MS4 outfall exists wherever any waterway or stream (indicated by a solid or dashed blue line on United States Geological Survey (USGS) maps, or previously delineated waters of the U.S. that may not show up on a USGS map) crosses the Illinois Tollway's right-of-way. Additionally, the actual receiving water is occasionally some distance away from the right-of-way. In such cases, the outfall is considered the location where the discharge leaves the Illinois Tollway's right-of-way. Most outfalls on the Illinois Tollway are open ditches and swales.

Outfalls are inspected on a five-year cycle, with the exception that outfalls located at a sensitive location are inspected annually. The primary reason for inspecting outfalls is to detect illicit discharges that contaminate water resources and threaten public health and the public's ability to enjoy water resources. Illicit discharges are also regulated under the Illinois Tollway's MS4 permit and must be removed when detected. The permit applies to activities within the Illinois Tollway's right-of-way and is administered by the Illinois Environmental Protection Agency under the Clean Water Act.

During 2023 drainage inspections, one potential illicit discharge and two suspected illicit discharges were found. All three discharges had shown evidence of oil and petroleum. A suspected illicit discharge was found and confirmed at the Tollway M-11 facility on the Reagan Memorial Tollway (I-88), WB, MP 91.5. The source was determined to be uncapped hydraulic lines on some snowplows in the M-11 facility lot that were leaking hydraulic fluid. M-11 staff rectified the situation by capping the hydraulic lines. A second suspected illicit discharge was found within the M-5 Illinois Tollway Maintenance Section on the Jane Addams Memorial Tollway (I-90), WB MP 55.7. This suspected illicit discharge was also found during 2022 drainage inspections. Lastly, a potential illicit discharge was found within the M-3 Maintenance Section on the Tri-State Tollway (I-294), SB, MP 38.0. The programming of the follow up inspections, investigations and other necessary actions are being coordinated with the Illinois Tollway for the discharges in M-5 and M-3.

I88, Eastbound, MP 128.2

3.5.5 FLOOD MITIGATION

Several storm events resulting in pavement flooding have occurred throughout the Illinois Tollway's history. The Illinois Tollway maintains an updated list of known flooding issues within its system, emphasizing locations that could potentially impact the traveling public. Until long-term mitigation measures are completed, the Illinois Tollway monitors these locations during or following severe rain events to determine the extent and impact of flooding to the public and deploys temporary mitigation strategies as appropriate.

In 2023, two flooding locations were identified across the Illinois Tollway's system. All two locations lie along the Central Tri-State Tollway (I-294) corridor and are programmed for remediation as part of ongoing reconstruction. Figure 3.5-1 details the flooding locations and their mitigation statuses.

Figure 3.5-1: Flooding Locations and Mitigation

LOCATION	MITIGATION STATUS
I-294 and St. Charles Road	In construction (I-20-4533)
NB I-294 and Hinsdale Oasis	In construction (I-21-4831)

IL 390, Westbound, MP 6

3.6
SAFETY APPURTENANCES

The Illinois Tollway conducts safety appurtenance inspections on a four-year cycle. Safety appurtenances encompass positive protection devices, such as guardrails, impact attenuators and cable median barriers.

Safety appurtenances throughout the Illinois Tollway's system are generally in Fair to Excellent condition. Any necessary repair activities are promptly communicated to the Illinois Tollway Maintenace Division for execution. The Illinois Tollway upholds high safety standards, including the policy indicating guardrail and terminal safety or damage resulting from vehicular incidents be addressed within 24 hours, although material procurement timelines do not always allow for this swift response. Specific repair activities identified during inspections are documented in the Annual Field Inspection Report prepared for each Maintenance Section. It is recommended that the Illinois Tollway Roadway Maintenance Division handles corrective repairs within its capabilities, while all other repair activities are suggested for inclusion in future contracts.

The guardrails, terminals and impact attenuators within projects under the *Move Illinois* Capital Program and the recently completed Congestion-Relief Program – *Open Roads for a Faster Future* have been upgraded to meet the Illinois Tollway's standards, in adhering to the National Cooperative Highway Research Program (NCHRP) Report 350 and the Manual for Assessing Safety Hardware (MASH). The guardrail standards used by the Illinois Tollway are regularly updated to align with current crash test data and new technologies in conformance with NCHRP Report 350 and MASH requirements.

NCHRP, an organization engaged in research across various areas of highway planning, design, construction, operation and maintenance nationwide, published NCHRP Report 350 in 1993. This report presents standardized guidelines for conducting crash tests on highway safety features, recommends criteria for evaluating crash test results and provides guidelines for the in-service evaluation of safety features. These guidelines are developed based on current technology and the collective judgment and knowledge of experts in roadside safety design.

MASH represents an update to NCHRP Report 350, aimed at evaluating new safety hardware devices primarily based on vehicle fleet changes. Any new or modified highway safety hardware in development as of the October 15, 2009, publication of MASH can still undergo testing using NCHRP Report 350 criteria. However, the Federal Highway Administration (FHWA) stopped accepting or reviewing requests for new or

revised highway safety hardware tested using NCHRP 350 criteria after January 1, 2011. In the summer of 2015, the American Association of State Highway and Transportation Officials (AASHTO) established sunset dates for the use of NCHRP Report 350 devices in construction, requiring that new roadway safety products comply with the new MASH requirements.

FHWA does not require the upgrade of existing safety appurtenances if they do not meet MASH requirements. Installations of safety appurtenances are considered acceptable if installed per the standard at the time of installation. In other words, if the safety appurtenances were authorized at the time of installation, their use is permitted until the end of their effective life. However, the Illinois Tollway Risk Management Division's consideration of the NCHRP Report 350 led to the recommendation that all existing guardrail installations that have not been successfully tested under NCHRP Report 350 requirements be programmed for upgrades to MASH-tested devices over the next few years. In 2021 and 2022, a detailed assessment of terminal types was conducted systemwide to identify terminals to be upgraded. As such, the Illinois Tollway is scheduled to meet or exceed the dates outlined by AASHTO for the installation of safety appurtenances.

3.6.1 GUARDRAIL ASSETS

Guardrails and terminals are galvanized steel railings that protect vehicles from leaving the roadway. Guardrails are typically placed to shield an errant vehicle from colliding with obstacles on the roadside. There are currently 2,041 guardrail runs, with 3,936 terminals installed or under construction throughout the system.

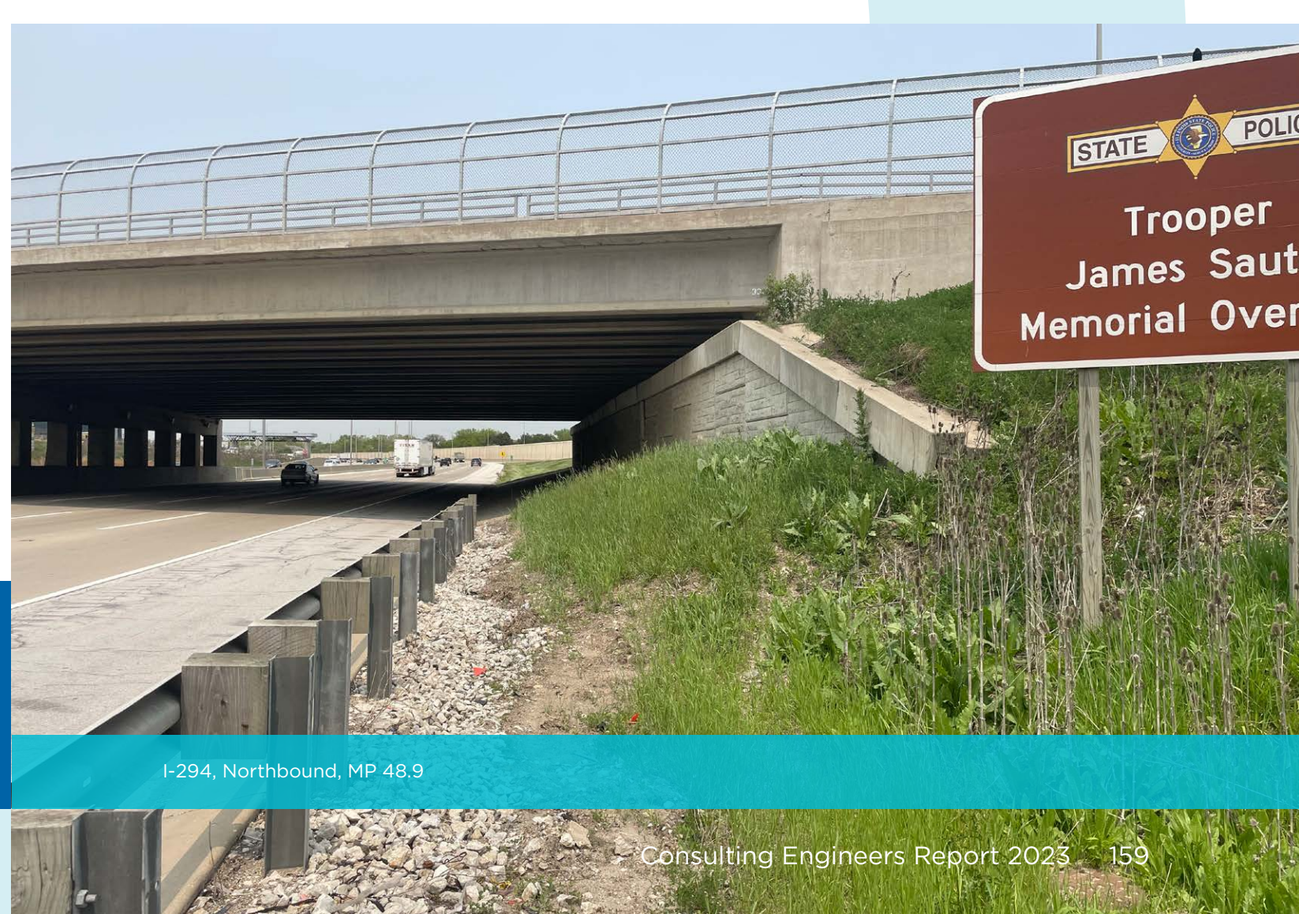
In 2021, it was decided that positive protection devices, such as guardrails and terminals, be inspected on a four-year cycle, instead of annually. In 2023, 585 guardrails and 1,166 terminals located in Illinois Tollway Maintenance Sections 2, 8, 11 and 12 were inspected and found to be in Fair to Excellent condition. In addition to regularly scheduled inspections, new installations, as well as guardrails and terminals that were determined to be in Critical or Poor condition in the previous year's inspections, were re-inspected during the 2023 inspection period. There are approximately 276 guardrail and terminal repair tasks currently assigned to the Illinois Tollway Roadway Maintenance Division or a contract, all of which will be re-inspected in 2024.

Specific repair activities identified during the inspections are documented in the Annual Field Inspection Report prepared for each Illinois Tollway Maintenance Section. It is recommended that the Illinois Tollway Roadway Maintenance Division performs corrective repairs within its capabilities, while all other repair activities are recommended for inclusion in future contracts.

3.6.2 ATTENUATOR ASSETS

Attenuators are safety devices intended to reduce the damage to structures, vehicles and motorists when a vehicle leaves the roadway. Attenuators are designed to absorb the energy of a colliding vehicle and safely redirect it. Currently, there are 590 attenuators installed or under construction throughout the system.

In 2021, it was decided that positive protection devices, such as attenuators, be inspected on a four-year cycle, instead of annually. Attenuators located in Illinois Tollway Maintenance Sections 1, 4 and 5 were inspected in 2023. During the 2023 inspections, 167 attenuator assets were examined and found to be in Fair to Excellent condition. In addition to regularly scheduled inspections, new installation and attenuators determined to be in Critical or Poor condition in the previous year's inspections, were re-inspected in 2023. There are approximately 73 attenuator repair tasks currently throughout the system assigned to the Illinois Tollway Roadway Maintenance Division or a contract, all of which will be re-inspected in 2024.



I-294, Northbound, MP 48.9

3.6.3 CABLE MEDIAN BARRIER ASSETS

Cable median barriers consist of tensioned cables in grassy medians to minimize the occurrence of vehicles crossing into oncoming traffic. There are few federal standards for cable median barriers; however, all installations are inspected to ensure they meet current industry practices. The Illinois Tollway's cable median barriers are in Good to Excellent condition, as most were replaced or newly installed as of 2018.

There are currently 288 cable median barriers installed throughout the system, located at the following sites:

- West of Deerpath Road on the Reagan Memorial Tollway (I-88)
- At the southern terminus of the Veterans Memorial Tollway (I-355)
- Along the Reagan Memorial Tollway (I-88) connector ramps with the Central Tri-State Tollway (I-294)
- Along Illinois Route 390 Tollway (IL 390)
- Between the ramps at Illinois Route 23 (IL 23) on the Jane Addams Memorial Tollway (I-90)
- At the East-West connector ramp between the Central Tri-State Tollway (I-294) and the Reagan Memorial Tollway (I-88)

The next detailed inspection of cable median barriers is scheduled for 2024.

3.6.4 CONCRETE BARRIER ASSETS

Concrete barriers consist of concrete formed in robust structures, typically 36-44 inches in height, and in some locations as high as 54 inches. These concrete barriers are designed to separate lanes of opposing traffic and minimize vehicles crossing into oncoming traffic. The concrete barriers along the Illinois Tollway are typically in areas where the opposing traffic is within a standard clear zone, requiring a stronger material than a cable median barrier to keep traffic on the correct side of the road. However, there are concrete barriers on the right-hand side of the road when guardrails do not provide adequate protection, typically at bridges.

While the Illinois Tollway's concrete barriers are typically 36-44 inches in height, a survey conducted in 2022 determined that approximately 19.5 miles of barriers were built to previous standards, measuring less than 36 inches in height. These sections should be adjusted or replaced when work is next planned in those areas.

The Illinois Tollway's concrete barriers are typically in Good to Excellent condition, with approximately 116 repair activities noted throughout the system. These activities are most commonly caused by traffic crashes, but there are locations with spalls and cracks due to weathered or aged barriers.

Specific repair activities identified during the inspections are documented in the Annual Field Inspection Report prepared for each Illinois Tollway Maintenance Section. It is recommended that the Illinois Tollway Roadway Maintenance Division performs corrective repairs within its capabilities, while all other repair activities are recommended for inclusion in future contracts.

I-88, Westbound, MP 140.25

3.7
ROADWAY APPURTENANCES

Roadway appurtenances are designed to work together with safety appurtenances to provide a safe and comprehensive system that protects the traveling public. The Illinois Tollway visually inspects its roadway appurtenances annually. This inspection consists of identifying roadway appurtenances from the edge-of-shoulder to the right-of-way (ROW) fence (such as delineators, reflectors, pavement markings, raised pavement markers, ROW fencing, ground-mounted traffic signs and crash investigation sites) that require maintenance. Repair quantities are then estimated and prioritized based on severity level. These quantities are used to assist the Illinois Tollway Roadway Maintenance Division in scheduling work activities and the Illinois Tollway Engineering Department in scheduling future contracts.

Based on this information, each area is assigned an overall condition rating.
Figure 3.7-1 provides the overall condition ratings utilized for the visual inspections.

Figure 3.7-1: Roadway Appurtenances Inspection Rating Summary

RATING	DESCRIPTION
Excellent	No activities requiring repairs other than preventative maintenance noted.
Good	Activities noted requiring repairs typically within the capabilities of the Illinois Tollway's Roadway Maintenance Division.
Fair	Activities noted requiring repairs by contract or by the Illinois Tollway's Roadway Maintenance Division. Activities requiring repairs by contract are typically beyond the capabilities of the Illinois Tollway's Roadway Maintenance Division due to size, quantity or repair process.
Poor	Activities noted throughout that are beyond the capabilities of the Illinois Tollway Roadway's Maintenance Division due to size, quantity or repair process.
Critical	Activities are beyond the scope of the Illinois Tollway's Roadway Maintenance Division and require immediate attention.

3.7.1 DELINEATORS AND REFLECTORS

Delineators and reflectors are installed throughout the Illinois Tollway's system, typically affixed to guardrails or ground-mounted posts. These assets were generally (about 86.2% of the system) found to be in Good to Excellent condition. Damage to delineators and reflectors is typically caused by traffic incidents or snowplows. Inspections on these devices are safely conducted through a close review of high-definition camera footage, typically captured at the end of summer, as finding large quantities of missing or damaged reflectors is common during that time. The Illinois Tollway Roadway Maintenance Division performs regularly scheduled maintenance on these items systemwide at least bi-annually, following the winter plowing season and the summer mowing season.

Specific repair activities identified during the inspections are documented in the Annual Field Inspection Reports prepared for each Illinois Tollway Maintenance Section. The Illinois Tollway Roadway Maintenance Division is responsible for performing corrective repairs within its capabilities. All repair activities beyond the Illinois Tollway Roadway Maintenance Division's capabilities are recommended for inclusion in future contracts.

3.7.2 PAVEMENT MARKINGS

Pavement markings generally refer to lane striping, while other demarcations are affixed directly to the pavement and designed to remain in place during active traffic conditions.

The Illinois Tollway maintains a Pavement Marking Database, which contains historical installation data and retroreflectivity values. These values are updated as new information becomes available, typically through field measurement of reflectivity. The retroreflectivity values, in conjunction with visual inspection results and age of markings, are utilized by the Illinois Tollway to determine areas for inclusion in future contracts.

In 2023, 2,553 lane-miles of pavement markings were field-inspected, and the identified repair activities were communicated to the Illinois Tollway. Overall, lane markings were generally found to be in Fair to Excellent condition (87.8% of the system), with approximately 150 repair activities planned throughout the system.

Typical repair activities included refreshing missing or damaged sections of pavement markings. Specific repair activities identified during the inspections are documented in the Annual Field Inspection Report prepared for each Maintenance Section.

The ongoing annual pavement marking renewal program continuously improves pavement marking visibility throughout the Illinois Tollway's system. As part of this annual program, pavement markings are maintained and upgraded, when necessary. Since pavement marking replacement typically exceeds the capabilities of the Illinois Tollway Roadway Maintenance Division, areas with deficient pavement markings identified in the visual inspection and areas with low retroreflectivity are recommended for inclusion in future contracts.

3.7.3 RAISED PAVEMENT MARKINGS

Raised pavement markings are low-profile reflectors affixed to the pavement, typically used in conjunction with pavement markings to delineate lanes at night or in other conditions with reduced visibility. Areas with missing reflectors or castings are noted during inspections, which typically occur at the end of the winter season, when finding significant numbers of missing or damaged reflectors is common due to snow plowing. The Illinois Tollway conducts regularly scheduled maintenance on these items systemwide every three years within each Illinois Tollway Maintenance Section. This maintenance includes the replacement of damaged or missing reflectors and the removal of any damaged or loose castings. Due to these regularly scheduled inspections and maintenance activities, raised pavement markings throughout the Illinois Tollway's system are generally in Fair to Excellent condition (about 87.3%). There are approximately 40 repair tasks planned throughout the system.

A study was initiated in 2008 to review the use of raised pavement markings. As a result of this study, these markers were not installed during reconstruction projects from 2007 to 2009. In 2012, their installation resumed on contracts systemwide. In 2014, contract work began for the installation of raised pavement markings in sections where they were not originally included. However, as of 2019, the Illinois Tollway halted this installation effort for most construction contracts after conducting a study on the continued use of raised pavement markings. This moratorium excludes rural, unlit areas, where raised pavement markings will continue to be justified and installed. Additionally, existing raised pavement markings to be removed as part of pavement patching contracts will be replaced independent of any roadway lighting; all active and future contracts will continue to follow these criteria until the moratorium is revisited.

I-90, Westbound, MP 66.9

There are approximately 2,553 lane-miles of pavement markings throughout the system

3.7.4 RIGHT-OF-WAY FENCE

Right-of-way (ROW) fencing is utilized throughout the Illinois Tollway's system to control and restrict unauthorized or unintended access to its facilities by animals, persons or vehicles. It serves as a critical safety feature minimizing potentially hazardous conflicts for the traveling public.

ROW fence inspections are conducted by reviewing high-definition, 360-degree drone video footage. Based on the 2023 review, the Illinois Tollway's ROW fencing is generally in Good to Excellent condition systemwide, with approximately 112 ROW fence repair tasks planned throughout the system.

Many reconstruction projects include the replacement of existing 4-foot-high ROW fences, within contract limits, as the Illinois Tollway's current standard is 6-foot-high chain-link fence.

This type of fence is more compatible with the continued development of land adjacent to the roadway and provides a more secure barrier to prevent pedestrians and animals from entering the Illinois Tollway's property.

As the Illinois Tollway follows land use guidelines, fences near residential or public access areas are to be upgraded to the Illinois Tollway's current standard of 6-foot-high chain-link fencing. Fences located in rural areas or other less accessible areas, such as farm fields, may remain 4 feet high. As major projects are planned, the Illinois Tollway is recommended to continue upgrading all original 4-foot-high field fences to the Illinois Tollway's current standard of 6-foot-high chain-link fencing.

Specific repair activities identified during the inspections are documented in the Annual Field Inspection Report prepared for each Maintenance Section. The Illinois Tollway Roadway Maintenance Division is responsible for performing corrective repairs within its capabilities. All repair activities exceeding the Illinois Tollway Roadway Maintenance Division's capabilities are recommended for inclusion in future contracts.

I-294, Northbound, MP 38.1

3.7.5 GROUND-MOUNTED TRAFFIC SIGNS

I-90, Northbound, MP 70.6

In 2023, there were 19,116 ground-mounted traffic signs throughout the Illinois Tollway's system. The ground-mounted signs are generally in Good to Excellent condition (approximately 99%). Traffic crashes or snowplows are the usual causes of damage to these signs. The Illinois Tollway's Sign Shop manages the repair or replacement of these signs when damage is reported. Currently, there are approximately 110 sign repairs planned or in progress throughout the system. In 2023, a supplemental Guide Sign Inventory was completed, which included all the large ground-mounted guide signs. This inventory identified 72 signs exhibiting peeling letters and symbols that should be repaired.

Specific repair activities identified during the inspections are documented in the Annual Field Inspection Report prepared for each Maintenance Section. The Illinois Tollway Roadway Maintenance Division is recommended to perform corrective repairs within its capabilities. All repair activities beyond the Illinois Tollway Roadway Maintenance Division's capabilities are recommended for inclusion in future contracts.

3.7.6 CRASH INVESTIGATION SITES

The Illinois Tollway and its customers are negatively impacted by crashes on the Illinois Tollway, resulting in travel delays that impede traffic flow. To minimize or eliminate these delays, the Illinois Tollway employs crash investigation sites located alongside its routes. After a crash occurs, drivers and emergency personnel can investigate the crash without disrupting the flow of traffic on the mainline. These crash investigation sites are directly off the mainline, within a plaza area or within the required acceleration length of an interchange's exit or entrance ramp. In 2021, the Illinois Tollway documented the various locations of these sites on its system and determined the acceleration usability of each site.

In 2023, there were 79 crash investigation sites throughout the Illinois Tollway's system. The crash investigation sites are generally in Good to Excellent condition. Damage to crash investigation sites is recorded in the Annual Field Inspection Reports prepared for each Illinois Tollway Maintenance Section. The Illinois Tollway Roadway Maintenance Division is recommended to perform corrective repairs within its capabilities. All repair activities beyond the Illinois Tollway Roadway Maintenance Division's capabilities are recommended for inclusion in future contracts.

Of the 79 total crash investigation sites, approximately 75% of the sites are evenly distributed between opposing directions on either the Reagan Memorial Tollway (I-88) or the Jane Addams Memorial Tollway (I-90). The remaining 25% are divided between the Central Tri-State Tollway (I-294), the Illinois Route 390 Tollway (IL 390) and the Veterans Memorial Tollway (I-355). At the time of the investigation, the Central Tri-State Tollway (I-294) had three crash investigation sites, but none were found on the Edens Spur Tollway (I-94). As these crash investigation sites are typically located directly off the Illinois Tollway's mainline, 48% of these sites are required to meet acceleration standards. The remaining 52% of the sites are situated either within a plaza or within the required acceleration length of an interchange's exit or entrance ramp, making the acceleration calculation unnecessary. For all sites located directly off the mainline, the acceleration usability was found to be adequate.

The Central Tri-State Tollway (I-294) is currently undergoing reconstruction and widening as part of the *Move Illinois* Capital Program. In addition to new lane miles, four new crash investigation sites are being constructed and will be detailed in a future report.

Moreover, the Illinois Tollway GEC recommends the implementation of additional crash investigation sites throughout the Illinois Tollway's system in future projects, benefiting both the Illinois Tollway and its customers. Additionally, unlit sites located in a section of the Reagan Memorial Tollway (I-88) could be improved with lighting.

4.0
2023 ACCOMPLISHMENTS

In 2023, the Illinois Tollway continued navigating a changing world and economy to provide a world-class transportation system for its customers. New strategies were deployed to further the Illinois Tollway's commitment to roadway safety and environmental stewardship. The Illinois Tollway was recognized for its commitment to safety on the roadway and in the communities it serves. Work completed on a major new interstate to interstate interchange that expands access in the south suburbs and a relocated maintenance facility came online. Looking towards the future, progress was made on developing next generation digital delivery methods and the first of its kind design-build project on the Illinois Tollway.

The Illinois Tollway continued expanding programs designed to make its contracts more accessible for small businesses, as well as woman-, minority- and veteran-owned businesses. As an economic driver for the region, the Illinois Tollway aims to grow its pool of qualified contractors. These programs provide training, education and financial assistance to firms wishing to do business with the Illinois Tollway.

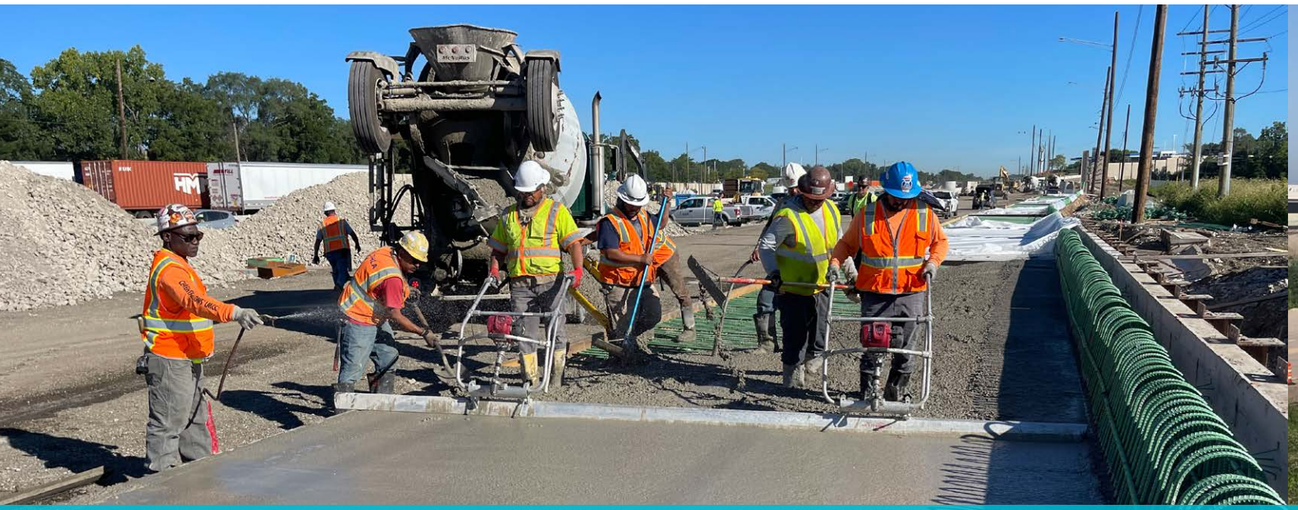
4.1
INCREASING OPPORTUNITIES FOR SMALL AND DIVERSE BUSINESS

The Illinois Tollway continued its diversity-focused approach in 2023 by creating opportunities and developing business-related tools for Disadvantaged Business Enterprises (DBE) of all sizes.

The Illinois Tollway approved 12 professional service partnerships and three reverse partnerships under its Partnering for Growth Program. Five partnerships were extended as part of the program, along with four firms going from protégé to prime during the course of the year. The Illinois Tollway also saw its first construction protégé to mentor partnership in 2023.

The Technical Assistance Program helped generate more than 100 bids from new firms, while 106 firms also received assistance with their certification. As the year came to a close, 25 new firms signed up for the Technical Assistance Program for their chance to bid on Illinois Tollway work.

Small businesses make up a large portion of the Illinois Tollway's work, and in 2023, nearly 240 firms signed up for the Small Business Initiative (SBI) Program. Of those 240, more than 70% are diverse or veteran-owned firms. Since 2021, nearly $70 million in contracts were awarded through the SBI Program.



Reconstruction along I-294

4.1.1 ROLLING OWNER-CONTROLLED INSURANCE PROGRAM (ROCIP)

The Illinois Tollway continued to offer the Rolling Owner-Controlled Insurance Program (ROCIP), providing more opportunities for small and diverse contractors to pursue Tollway work.

The program provides up to $25 million in liability coverage (both per occurrence and in aggregate) for on-site work and is effective on select contracts for up to three years. Contractors will meet the Illinois Tollway's contract insurance requirements, which removes a potential barrier for small or minority firms as well as increases that pool of contractors looking to bid on Illinois Tollway projects.

Since 2021, more than 56 contracts have been awarded with ROCIP and more than $84 million in small business contracts have been covered by ROCIP. The beneficiaries include eight first-time prime contractors, all of which were certified DBE firms.

To qualify, contractors must be registered as a small business set-aside vendor with the Illinois Procurement Gateway (IPG) and be registered in the Illinois Tollway's Small Business Initiative, a program intended to increase opportunities for small construction companies to participate in the Illinois Tollway's construction contracts.

IL 390, Eastbound MP 16.8, Interchange Construction

4.1.2 VETERAN-OWNED SMALL BUSINESS ASSISTANCE

The Illinois Tollway is committed to providing opportunities for veteran-owned firms in all aspects of project development and is the first state agency to set veterans goals on professional services and construction contracts.

Through the third quarter of 2023, the Illinois Tollway paid approximately $14.9 million to veteran-owned firms. Between 2018 and 2021, the Illinois Tollway had paid more than $101 million to veteran-owned firms in construction, professional services and goods and services.

The Illinois Tollway plans to continue assisting veteran-owned firms in 2024 by ensuring their ability to participate in the bid process.

4.1.3 BUILDING FOR SUCCESS WEBINAR SERIES

In 2023, the Illinois Tollway hosted a series of webinars to highlight opportunities for new firms, specifically minority and veteran-owned, to do business with the Illinois Tollway.

More than 1,500 people attended 20 webinars in 2023. Each program is designed to help firms learn more about what is offered including electrical work, towing and road services, contract compliance, IDOT statements of interest, job order contracting and more.

By expanding the pool of potential firms, the Illinois Tollway not only creates opportunities for these businesses but also serves its customers by ensuring varied and competitive bids. The Illinois Tollway looks to expand the webinar program into 2024, with a series of planned programs already in the works. Some of those include a bid credit program and writing effective statements of interest.

I-90 Westbound, MP 3.5 Replacing POE's; I-355 Northbound MP 19.1 Bridge Rehabilitation

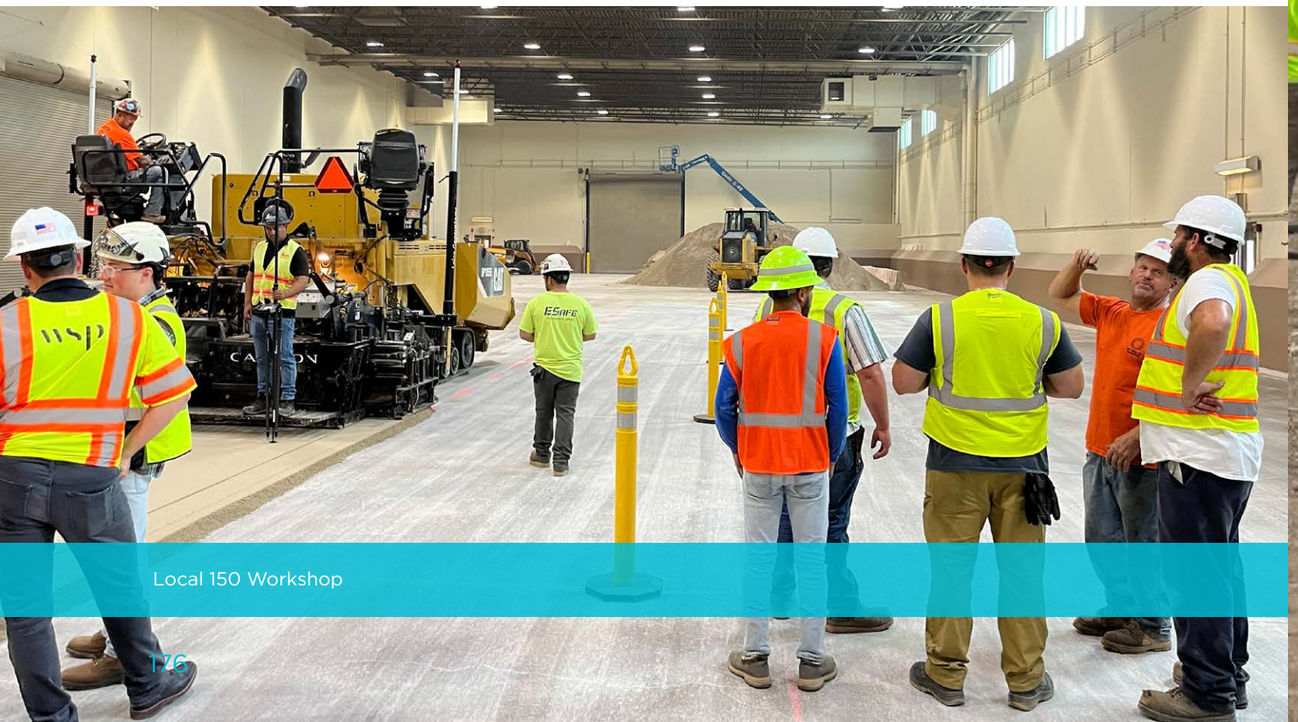
Axis Communications CCTV Contractor Training

4.1.4 EMERGING TECHNOLOGIES PROGRAM

In 2022, the Illinois Tollway launched its Emerging Technology Program, which creates opportunities for small and diverse businesses to receive expert training and mentoring when it comes to the use and implementation of construction tools and technologies.

In the first year of the program, the Illinois Tollway collaborated with multiple organizations to put on various trainings for small, diverse and veteran-owned contractors. In 2023, these included a training with the ASIP Local 150, which provided industry contractors (including those from small, diverse, DBE, veteran-owned and large firms) best practices for using the digital delivery method and 3D grading technology. The Illinois Tollway also partnered with Axis Communications to host training sessions focused CCTV camera installation, which became applicable on 2023 Illinois Tollway projects focused on system integration and network video design. At these training sessions, participants received a 3-year professional certification from the equipment's manufacturer, allowing the Illinois Tollway to increase its pool of small, diverse and veteran-owned firms that can compete for prime contracts on its projects. The Illinois Tollway also partnered with other organizations, such as the Illinois Asphalt Paving Association, to further develop these training opportunities for small firms.

These trainings are instrumental to the growth and depth of the Illinois Tollway's contractor list and provides equal work opportunities for firms of all sizes and status.



Local 150 Workshop

Construction along I-88/ IL 31 Interchange MP 117

4.2
CONSTRUCTION ADVANCEMENTS

The Illinois Tollway continued building on its commitment to innovation with forward-thinking construction advancements that improve safety, service and reliability for all who work and travel along its system, while setting new standards and driving new efforts for other agencies to follow. The Illinois Tollway continues to be a leader for transportation agencies in Building Information Modeling (BIM), and in 2023, took action on implementing its alternative delivery program after legislation was passed statewide in 2022. As new national criteria are updated, and as Illinois begins implementing alternative delivery project methods, the Illinois Tollway continues to ensure it plays a key role in driving each effort forward for the state.

4.2.1 ALTERNATIVE DELIVERY

In 2022, Governor JB Pritzker passed the Innovations for Transportation Infrastructure Act (SB 2981), authorizing the Illinois Tollway to use alternative project delivery methods, including design-build, progressive design-build and construction manager/general contractor (CM/GC). This legislation permits the Illinois Tollway to use up to 20% of its annual budget per year on alternative delivery projects. For this delivery method, the Illinois Tollway will follow a two-phase, best-value procurement process, with phase one seeing the release of a Notice of Intent (NOI) and Request for Qualifications (RFQ) and phase two identifying a preferred proposer through a Request for Proposal (RFP) using the best-value selection evaluation, which balances price and technical factors beyond the lowest bid.

Upon this legislation passing, the Illinois Tollway began developing its alternative delivery program. This included developing template documents outlining the framework of its different delivery methods, starting with design-build. After developing the design-build template documents, the Illinois Tollway engaged its industry and DBE partners via multiple working sessions to discuss and receive feedback on its program plan, its template documents and begin collaborating with them to assist in defining and forwarding this initiative.

After receiving feedback and refining its template documents and program plan, the Illinois Tollway identified a pilot project to implement the design-build delivery method. As 2023 concludes and efforts continue into 2024, the Illinois Tollway will engage its industry partners, DBEs, construction managers, designers, etc. on specifics related to the pilot project and how the Illinois Tollway will progress this pilot project to fruition.

Illinois Tollway Alternative Delivery Industry Meeting

4.2.2 DIGITAL DESIGN DELIVERY

In 2023, the Illinois Tollway continued advancing its efforts in digital delivery, specifically Building Information Modeling (BIM), the continuous use of a shared comprehensive digital representation of a built asset to plan, design, construct, operate, maintain and manage a facility. This year, work focused on reviewing digital models in an established process and overall improving the program.

The Illinois Tollway held numerous workshops and outreach efforts, including a large-scale, hands-on training workshop at the ASIP Local 150 facility in Wilmington, Illinois. At this workshop, the Illinois Tollway collaborated with IDOT and equipment vendors to engage industry contractors on the progress of its BIM program, best practices for using digital delivery and real-time, hands-on field training exhibitions with machinery equipped with this technology. This included contractors teaching contractors the skills necessary in a digital world from advertisement through construction. Vendors provided the newest technology and its uses, as seen in this section's images, while also facilitating connections between small and diverse contractors with the innovative representatives. The Illinois Tollway received positive feedback, especially from its small business contractors on how training and efforts like this have allowed them to develop their skills, make connections and develop their capabilities in 3D construction work. This was an important step for the program to successfully implement BIM because the industry, as a whole, needs to be engaged, including small, diverse and large contractors.

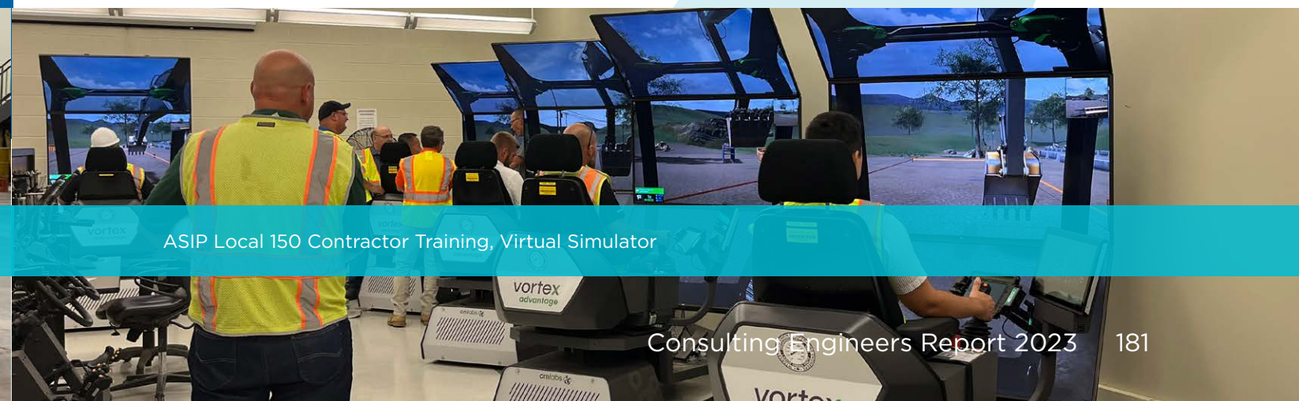
The Illinois Tollway launched 3D Grading small business initiative projects focused on putting these contractor trainings and education to use. The Illinois Tollway's goals in providing these pilot projects are to enable contractors to use the 3D model in the field for construction, understanding elements of field coordination (including automated machine guidance, etc.) and using equipment and software in real time. Contractors were enabled, through pilot projects, to expand their knowledge and use of machine grading technology, including the use of stingless paving software and automated machine guidance. In 2023, the Illinois Tollway saw the completion of its Advanced Grading pilot project at the I-490 Tollway, as well as has current projects at the Elmhurst quarry, Taft Avenue pond, Touhy Avenue and at the Jane Addams Memorial Tollway (I-90) and Arlington Heights Road.

ASIP Local 150 Contractor Training, Stringless Paver

The Illinois Tollway also participated in multiple events with local and national industry leaders regarding its progress in BIM and 3D work. At these outreach events, including the Illinois Society of Professional Engineers (ISPE) Webinar Series and the International Highway Exchange Program (IHEEP) annual conference, the Illinois Tollway exemplified its yearly progress, focusing specifically on its programs' implementation strategies rollout, model as a legal document approach for governing the hierarchy of plan usage and the development and use of its Level of Development (LOD) table for scoping, setting measurable expectations and assisting design reviews. Between the large-scale training and outreach efforts, the Illinois Tollway provided targeted outreach to construction-focused partners, providing details regarding the programs' use of special provisions on digital utility data collection, contract allowance for 3D grading and contractor 3D grading reports, digital file and digital as-built usage and the application of iTwins (a web-based platform rolled out in 2023 to be used for all ongoing design reviews).

In December 2023, the Illinois Tollway engaged its BIM Technical Committee to gauge industry knowledge and use of model files for construction and discuss improvement opportunities regarding interoperability of using and implementing 3D software and the BIM delivery method. This engagement was initiated via a survey that gained feedback from agency representatives, designers, construction managers and contractors. Upon receiving that feedback from the Illinois BIM Committee, the Illinois Tollway developed a report analyzing the feedback and detailing industry's engagement level on model files for construction. Following the survey and its analysis, the Illinois Tollway engaged the BIM Committee via an in-person meeting to debrief the survey results and coordinate next steps for training and education opportunities for committee members to further their experience, knowledge and exposure in using BIM and 3D technology.

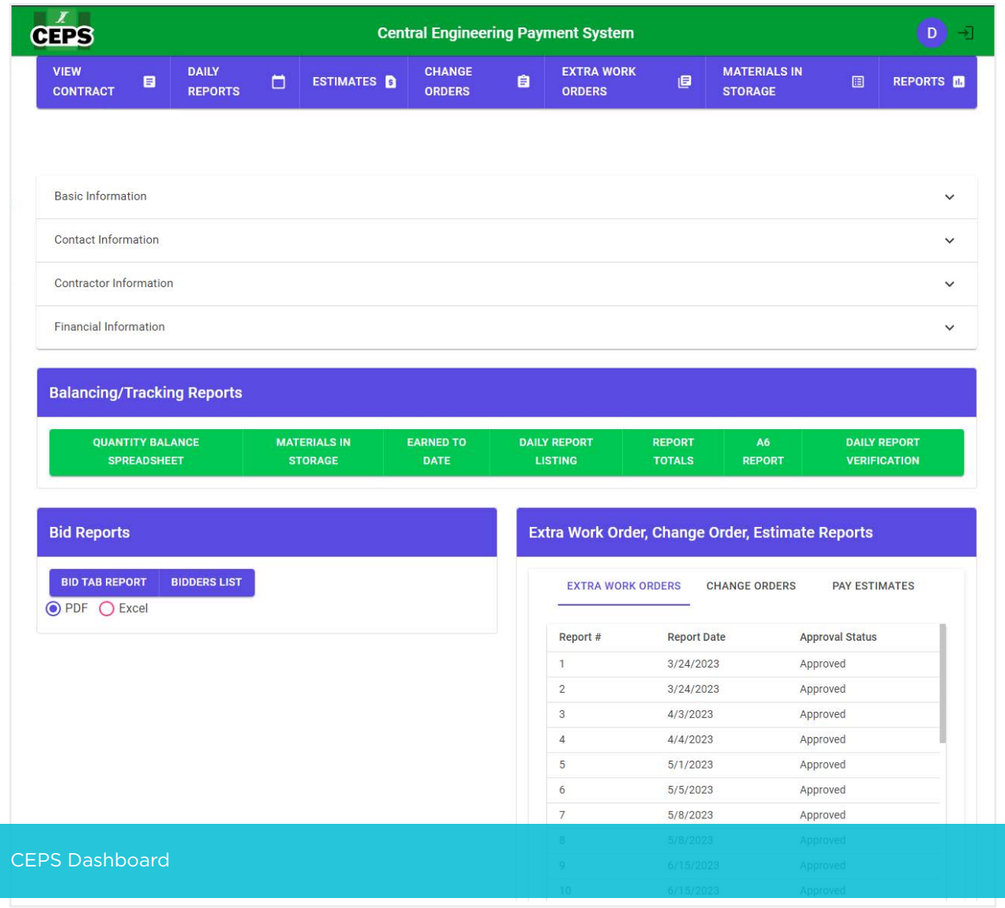
The Illinois Tollway continued fulfilling its goal of standardizing the submission requirements for models and electronic data files, developing the virtual infrastructure for assets and collecting vital data in the field during construction. The Illinois Tollway additionally fulfilled its goal of reviewing work in 3D, with all new projects and current pilots being reviewed with this method. As the Illinois Tollway moves into 2024, its goal is to have existing projects as hybrid Model As a Legal Document (MALD) and all new projects as full MALD, while also providing digital as-builts. BIM design practices represent a significant advancement in engineering technology that efficiently creates and executes a complete, high-quality digital footprint from design through construction of the Illinois Tollway.



ASIP Local 150 Contractor Training, Virtual Simulator

4.2.3 CENTRAL ENGINEERING PAYMENT SYSTEM (CEPS)

In 2023, the Illinois Tollway introduced the Central Engineering Payment System (CEPS) to replace the Field Sys and Central Sys payment processing systems for construction contracts. This new, web-based system streamlines workflows for processing pay estimates, Change Orders (COs) and Extra Work Orders (EWOs) by eliminating the need for construction managers and Illinois Tollway staff to upload Field Sys files to e-Builder, the Illinois Tollways web-based program management system for processing pay estimates, approving COs and approving EWOs. The system also improves transparency by making all payment entries available online in real time. The Illinois Tollway is currently exploring ways for CEPS to be integrated with the e-Builder Authorization to Proceed (ATP) process to further streamline the workflows for ATPs, COs and EWOs.



CEPS Dashboard

4.2.4 FULL INTERCHANGE FROM THE TRI-STATE TOLLWAY (I-294) TO I-57 OPENS AHEAD OF SCHEDULE

A new gateway for commerce and economic development opened two years ahead of schedule, with the completion of a full interchange from the Tri-State Tollway (I-294) to I-57.

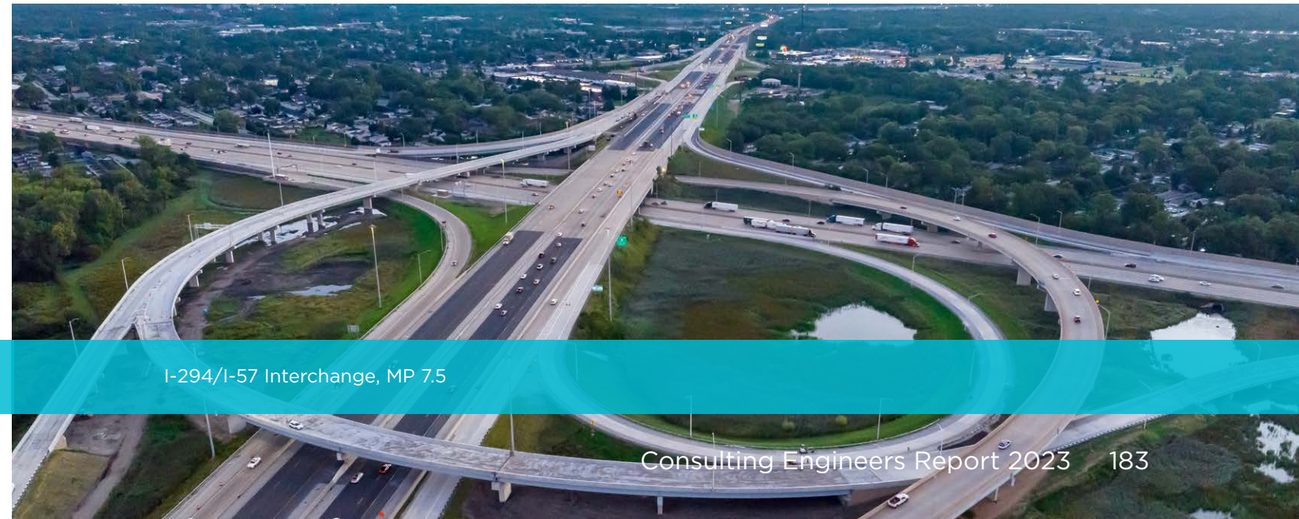
Previously, the area was one of only two locations in the country where interstates crossed each other but never connected. The first phase to connect these two interstate highways was completed in 2014 and provided access from northbound I-57 to the northbound Tr-State Tollway (I-294) and the southbound Tri-State Tollway (I-294) to southbound I-57. This phase served 75% of the travel demand as motorists made the drive from the Chicago area to Champaign.

The second phase, opened to traffic in 2022, tied southbound I-57 to the Tri-State Tollway (I-294) and the Tri-State Tollway (I-294) to northbound I-57. According to economic development officials, the new interchange will help encourage businesses to either build or relocate to facilities in the area, bringing more jobs to Chicago Southland. Drivers will also save $4 million per year in fuel consumption and cut down commute times by 25 hours per year.

The $719 million project was built in partnership with the Illinois Department of Transportation (IDOT) and used funding from the Move Illinois capital program.

The completed interchange features four ramps that carry approximately 76,000 vehicles per day and provide direct freight access to Chicago's south suburbs.

Contract work on the interchange project officially concluded in 2023, completing the Illinois Tollway's work on the project.



I-294/I-57 Interchange, MP 7.5

4.3
SAFETY ENHANCEMENTS

The Illinois Tollway is a continuous leader in roadway safety, not only for employees, but also championing statewide public safety awareness efforts. These innovative programs include the design of additional toll plazas with no obstructions between lanes, taking proactive measures to minimize wrong-way driving, developing tools to standardize roadside barrier design and justification, refreshing the Tollway's roadside emergency patrol vehicles and proving the Tollway is a leader in extreme weather preparedness.

Move Over Signs

4.3.1 TOLLING ENHANCEMENTS

The Illinois Tollway made the switch to all electronic payments in 2020. This has furthered the Illinois Tollway's efforts in enhancing the system and setting a high bar for other tolling agencies across the nation.

Enhancements to tolling facilities since the switch have included replacing and improving signage and pavement markings at all manual toll plazas and the implementation of additional barrier-free tolling locations.

In 2023, the Illinois Tollway announced the next transformation of electronic tolling. In addition to hard-case transponders, the Illinois Tollway's Board approved several contracts to allow the implementation of sticker tags, which help reduce the amount of waste created from expired hard-case transponders.

Additionally, barrier-free tolling lanes have been implemented at plaza locations constructed along the Central Tri-State Tollway (I-294), the new I-490 Tollway and at the new interchange between the Tri-State Tollway (I-294) and I-57.

In 2023, design began for plaza improvements at several locations throughout the system. These locations include:

- Plaza 15 and Plaza 15A along the eastbound Jane Addams Memorial Tollway (I-90) at Illinois Route 53.
- Plaza 19 along the eastbound Jane Addams Memorial Tollway (I-90) at River Road.
- Plaza 31 along the southbound Tri-State Tollway (I-294) at westbound I-190.
- Plaza 32 along the northbound Tri-State Tollway (I-294) at westbound I-190.
- Plaza 47 along the Tri-State Tollway (I-294) at Halsted Street.
- Plaza 75 along the Veterans Memorial Tollway (I-355) at North Avenue.

In 2023, construction continued on improving Plaza 37 along the Tri-State Tollway (I-294) at Joliet Road and Plaza 41 along the Tri-State Tollway (I-294) at 163rd Street.

In 2024, plaza improvements are planned to be completed at Plaza 37, Plaza 41, and at Plaza 2 along the eastbound Jane Addams Memorial Tollway (I-90) at East Riverside Boulevard.

In addition to the installation of barrier free lanes at Plaza 41 along the Tri-State Tollway (I-294) at 163rd Street, truck parking expansion is underway from 9 stalls to 31 stalls. Other improvements underway at Plaza 41 include improvements to the northbound plaza building, power for trucks, electric vehicle charging stations and solar panels. These enhancements will improve safety, comfort, efficiency and provide for the ever-changing needs of the Illinois Tollways customers.

Plaza 41 Improvements, I-294, Southbound, MP 5.7

4.3.2 WRONG-WAY PREVENTION AND DETECTION PILOT PROGRAM

The Illinois Tollway is committed to keeping its customers safe while implementing both cutting-edge and innovative technologies.

Recently, the Illinois Tollway launched its Wrong-Way Driver Pilot Program, a multi-year initiative utilizing technology, active signage and effective pavement markings. This program was the result of a committee, tasked with identifying, researching and piloting these new technologies to decrease the number of incidents, injuries and fatalities.

A three-phase plan was developed in late 2022, to coordinate program efforts across each of the Illinois Tollway's departments. The first phase will involve additional pavement markings and wrong-way signage. The second phase will see the implementation of camera and detection technology for advanced notification, while the third phase will involve the implementation of interagency coordination for crossroad improvements.

During 2023, the Illinois Tollway focused its attention on the implementation of the first and second phases which included the following actions:

- Coordination within the Illinois Tollway to procure and install additional wrong way signage.
- A contract for the design and construction of enhanced pavement markings.
- Implementation of the additional signage and pavement marking requirements in upcoming construction contracts.
- Coordination for the deployment of wrong way camera and detection technology for advanced notification.

These additions to the Illinois Tollway's current efforts will strengthen its response and lead the country in actively designing roadways that help reduce wrong way driving incidents.

Past technology and tools piloted include:

- A pilot study on a microwave-based detection system at Peace Road that triggers flashing signs and a signal to the Traffic Operations Center.
- A pilot study on bidirectional pavement markings that can only be seen by wrong way drivers.
- A pilot study on 24/7 flashing, wrong way signs.
- Signs with embedded lights.
- Enhancement light rings affixed to the Illinois Tollway's existing signs.
- A video analytics system tested for detection and scheduled for pairing with signs and traffic operations centers.
- The lowering of all wrong way signs and the addition of red reflection tape on poles.
- The addition of more wrong-way signs and 'do not enter' signs at several toll plazas.
- The placement of red delineators on the back of existing delineators along the exit ramps.
- Pavement markings on exit ramps to show a wrong way arrow and lane line extensions at exit ramps.

Wrong Way Signage, I-355 Southbound MP 9.1

4.3.3 ROADSIDE BARRIER WARRANT ANALYSIS TOOL

The Illinois Tollway has a robust roadside safety protocol, which partially includes the preparation of roadside barrier analyses justifying the placement of guardrails and other barriers. In 2023, the Illinois Tollway introduced a new tool into the design process to facilitate accuracy, and therefore the safety of the roadway.

The Illinois Tollway Roadside Safety Protocol requires a complete analysis of roadside obstacles that have a potential risk of injury to vehicle occupants in the event of vehicles running off the road. Because the installation of guardrail or other roadside barrier could be considered a risk to vehicle occupants, a justification process is needed. This process is more formalized and thorough than most other roadway entities and the justification document is called a Barrier Warrant Analysis (BWA) Tool. This piece of the process is essential given the uniqueness of the of Tollway, combined with new engineers being introduced to the Illinois Tollway process.

The Illinois Tollway BWA Tool:

- Allows analyses to be developed along with roadway design, improving consistency.
- Assists engineers by providing guidance and reducing errors.
- Allows analysis revisions quickly, promoting timeliness.
- Verifies user input, which improves accuracy.
- Is flexible enough to adapt to varying field conditions.
- Provides a consistent report format promoting clarity.
- Encourages accuracy and completeness therefore promoting safety.
- Quickens the assembly of the barrier analysis which reduces cost.

I-94, Westbound, MP 16

4.3.4 "STORMREADY" CERTIFICATION

The Illinois Tollway was certified as "StormReady" in 2023, following its well-established track record of being prepared for extreme weather.

The "StormReady" Program, developed by the National Weather Service, encourages government entities to prepare for severe storms by providing clear-cut guidelines on hazardous weather response. The Tollway, through its various driver services, meets the criteria for a quick response and continues to promote public safety during severe weather events.

The Tollway offers driver services year-round focused on safety. In the winter, the Tollway deploys its fleet of 196 snowplows and provides "zero-weather" patrols around the clock to assist drivers who might be stranded during bitter cold temperatures. In the summer, Tollway crews deploy "hot weather" patrols to assist drivers who might be suffering from heat-related illnesses.

Most recently, Tollway crews assisted in the response to an EF-3 tornado, which injured eight people in Naperville and Woodridge.

Illinois Tollway Storm Ready Award

4.3.5 CROSS-BOLT TEMPORARY CONCRETE BARRIER, MASH TEST LEVEL 3 (TL-3)

Since its introduction in 2002, the Illinois Department of Transportation's F-shape design for temporary concrete barriers has been the preferred barrier used during construction within the State of Illinois. National changes in roadside safety criteria modified testing requirements to reflect the larger and heavier vehicles on our roadways. The Illinois Tollway worked with Texas Transportation Institute and industry partners (such as the Illinois Road and Transportation Builders Association) to develop a new temporary concrete barrier that met the Federal Highway Association Manual for Assessing Safety Hardware (MASH) criteria.

The Illinois Tollway issued a design bulletin in 2021 to incorporate the use of the newly developed, MASH tested, temporary concrete barrier into all future construction contracts. The bulletin allowed the use of the Illinois Department of Transportation standard F-shape barrier on any contracts advertised prior to the bulletin.

In 2023, over 90% of the newly installed temporary concrete barrier was the new MASH standard barrier compared to 40% in 2022. This marks the first year of the substantial use of the new temporary concrete barrier on projects systemwide.

I-88, Westbound, MP 132.9

4.3.6 NEW M-5 MAINTENANCE FACILITY

In December 2023, the Illinois Tollway moved into a new, 95,797-square-foot maintenance facility to better serve roadway needs on the eastern end of the Jane Addams Memorial Tollway (I-90).

The new maintenance buildings, known as M-5 in Hoffman Estates, replaces the original facility built in Schaumburg in 1958 and provides an energy-efficient site that includes cost-effective, sustainable elements to help the Illinois Tollway reduce its environmental impact and operate more efficiently.

M-5 operates 24 hours a day and serves as a fleet hub, maintenance garage and Illinois State Police office. A staff of 40 roadway maintenance workers are based out of the building as well as 28 plow trucks and other fleet vehicles. The facility provides indoor storage for materials and equipment and vehicles used by the Illinois Tollway for responding to roadway incidents, debris removal, snow removal, Highway Emergency Lane Patrols (H.E.L.P.), emergency repairs on the highway and general roadside maintenance. It includes an enclosed truck wash facility and a salt dome, capable of holding 6,500 tons of salt. The new space also houses a brine production facility.

The Illinois Tollway is committed to building green and minimizing its constructions' environmental impact by reducing, recycling and reusing materials. The Leadership in Energy and Environmental Design (LEED) certified facility features energy-efficient lighting, skylights and other natural lighting elements. Photovoltaic rooftop panels generate electrical power, in-floor radiant heat and overhead natural gas radiant heat help reduce energy costs, as well as low-flow water fixtures and landscaping requiring little to no irrigation to limit water usage. The building also features a highly reflective roof and pavement materials to reduce its heat island effects.

M-5 Maintenance Facility, I-90, Westbound, MP 64.9

4.3.7 ILLINOIS TOLLWAY H.E.L.P TRUCKS GET A NEW LOOK

In 2023, the Illinois Tollway launched a new partnership with GEICO as the exclusive sponsor of the Highway Emergency Lane Patrol Trucks, otherwise known as H.E.L.P Trucks, to provide roadway assistance to customers in need.

This innovative sponsorship provides the Tollway with financial support needed to offer the unique service to Tollway customers, as well as promote roadway safety. H.E.L.P Trucks are often first responders to crash scenes and assist Tollway customers with everyday tasks such as changing flat tires or adding fuel to disabled vehicles.

The H.E.L.P Trucks patrol the entire Tollway system from 4 a.m. until 8 p.m. Monday through Friday, and typically respond to a call within 15 minutes. This year, H.E.L.P Trucks assisted more than 18,000 motorists.

18,000

motorists assited by H.E.L.P Trucks this year.

I-355, Northbound, MP 21.9

4.4
ENVIRONMENTAL INITIATIVES

The Illinois Tollway is committed to protecting the environment and implementing green initiatives throughout its system and construction projects. From building LEED-certified facilities to utilizing environmentally conscious deicing efforts, the Illinois Tollway is constantly looking for ways to reduce its carbon footprint.

4.4.1 EXPANDED USE OF BRINE FOR ROADWAY DEICING

The Illinois Tollway is expanding its use of salt brine across the system. Salt brine is produced by dissolving dry salt into a solution that can be sprayed directly on pavements or used to make dry salt "wet" before application, depending on conditions. Brine usage presents benefits for the Illinois Tollway, its customers and the environment. Traditionally, dry salt crystals have been used primarily to deice roadway pavements. However, dry salt released from plow truck spreaders tends to bounce and scatter, with approximately 30% lost to the shoulders, in the median or areas where it is ineffective and can easily enter waterways. The Illinois Tollway has kept salt spreading rates high enough to keep an adequate amount of salt on the pavement for safe roadway operations, after accounting for salt bounce and scatter.

When dry salt is made wet with brine before pavement application, the ability of the salt to remain on the pavement is increased. As a result, salt scattered beyond the road surface could be reduced to just 4%. This allows for up to a 25% reduction in the application rate of salt while still achieving the desired deicing effect.

From a safety and operations perspective, making the dry salt wet with brine immediately activates the salt, jump-starting the deicing process, which accelerates access to improved roadway driving conditions during icing events.

Preventing excess salt from entering waterways is key and the reduction of salt applied to the system results in less salt entering rivers, streams and lakes. Reduced salt application is also a requirement of the Illinois Tollway's Section 401 Clean Water Act environmental permit for the Illinois Route 390 Tollway Project, the reconstruction of the Jane Addams Memorial Tollway (I-90) and the Central Tri-State Tollway (I-294).

From a business perspective, increased use of brine will also decrease the Illinois Tollway's dependency on salt, leading to reduced costs especially during winter, when salt supplies are low and demand is high. The Illinois Tollway has been testing brine for several years with limited production capacity and outfitting its fleet for increased brine applications.

The amount of salt brine used on the Illinois Tollway's facilities is currently not high enough to effectively reduce rock salt application to meet environmental goals while prioritizing safe road conditions. Increasing the production and application of brine on the Illinois Tollway's systems, in combination with weather and pavement surface data from Roadway Weather Information Systems (RWIS), will allow maintenance staff to make data-driven decisions as to how and when to safely reduce the application of rock salt based on pavement surface friction and driving conditions data. The Illinois Tollway is focused on increasing its brine-making capacity and collaborating with its maintenance staff on effectively incorporating brine into its winter operations. The Illinois Tollway implemented updates to its deicing system and equipment over the last decade by purchasing two mobile brine-making units, primarily based in the Des Plaines (M-3) and Downers Grove (M-14) Maintenance Facilities. These units make brine that is used across the entire system. A stationary, high volume, automatic brine making system was installed at the Aurora (M-8) Maintenance Facility for use in a pilot program to guide similar installations at other Maintenance Facilities beginning with the Hoffman Estates (M-5) facility.

Brine Making System Facility, M-8 Maintenance Yard, I-88, Eastbound MP 117.8

The Illinois Tollway is planning for the following updates to the deicing equipment and procedures:

- Testing routes for direct liquid application of anti-icing agents.
- Increase salt brine capacity: If brine is developed and applied in larger volumes, rock salt use could more effectively be reduced. Obtain additional brine makers and storage tanks.
- Update Illinois Tollway Snow and Ice Manual to include a focus on brine use, with winter "level of service" criteria to aid maintenance staff in deicing with more brine and less rock salt while keeping focus on the traveling public's safety.
- Testing of enhanced brine for effectiveness.
- Reassess salt application training: The Illinois Tollway will assess the efficacy of its salt application training with the goal of reducing application while maintaining an acceptable level of service. Updated training will include an updated Snow and Ice Manual and the requirement to reduce salt use.

Rock salt application can be safely decreased and safe travel conditions maintained by combining increased salt brine use with data-driven decisions based on weather and pavement data. The Illinois Tollway installed 19 RWIS, primarily on bridge approaches and bridge decks, to assess winter pavement conditions in real time for strategic deicing. The RWIS will analyze the road surface condition, the amount of snow, water and freezing rain as well as precipitation events. The Illinois Tollway's ITS maintenance staff are providing preventative maintenance to the 19 RWIS sites to keep the RWIS infrastructure at optimum operating conditions.

4.4.2 ENVIRONMENTAL RESEARCH

From 2019-2021, the Illinois Tollway funded research on removing environmentally detrimental pollutants, such as chlorides from winter deicing activities, while also improving the function of the drainage system by harvesting invasive plants at a critical time in the growing season. Results indicated that Typha spp. (cattail) takes up more metals and Phragmites (common reed) better absorbs chlorides, but an annual harvest of the Illinois Tollway's detention basins will not remove enough chloride from the stormwater to offset winter road salting. Nevertheless, the other environmental benefits justify continuing the practice of invasive vegetation management and removal throughout the Illinois Tollway's drainage system. An alternative concept that surfaced during the project was the potential to utilize biochar to enhance the capture of stormwater pollutants.

Biochar is a type of pure carbon charcoal that is produced from super-heating or cooking plant matter and is primarily used as a soil enhancer in the agricultural industry. Many studies have demonstrated its usefulness in pollutant capture as well, due to its high surface area and cation exchange potential. In 2022, the University of Illinois and Loyola University teamed up to begin a new project. For the next three years, the team will provide a literature review and a field study to determine biochar's potential for capturing roadway pollutants in stormwater within a sample set of the Illinois Tollway's bioswales. Through this partnership, the team aims to enhance the pollutant-capturing ability and to lengthen the life of the environmentally beneficial drainage features. Biochar may enhance plant growth, which results in increased heavy metal and chloride uptake.

Pre-treatment soil and vegetation samples were collected in fall of 2022. In 2023, field work for the new study commenced. Sensors were placed in the bioswales to record water depth and conductivity data. Biochar was added at the end of each experimental block. The biochar will be sampled to test its salt and heavy metal adsorption capacity.

Biochar sample

4.4.3 INVEST PROGRAM

The Illinois Tollway continues to utilize the Infrastructure Voluntary Evaluation Sustainability Tool (INVEST), which enables transportation agencies to assess the sustainability of its projects and systems. The Illinois Tollway customized the INVEST program in 2015, incorporating supplements to existing FHWA criteria and creating new criteria. Currently in version 1.2 of the INVEST program, the Illinois Tollway evaluates its practices using 419 criteria. In 2023, the Illinois Tollway began updating the INVEST program a second time, with the intent of creating more challenging and quantifiable criteria. Once this revision is complete, the Illinois Tollway's efforts for 2023 will be scored with the new v1.4 scoring modules for System Planning and Operations and Maintenance.

In 2023, the Illinois Tollway also used the INVEST Project Development module to evaluate in-progress design and construction contracts, with an estimated construction cost exceeding $10 million. Projects that reached construction substantial complete in 2013 and 2014 averaged a Silver rating, while projects in 2015, 2016 and 2017 averaged a Gold rating. Projects that reached construction substantial complete in 2018 to 2022 had less extensive planning processes, more diverse scopes and for those scored using version 1.2 of the INVEST, more stringent scoring criteria. The 2018 to 2022 projects averaged Silver rating. The 2023 Project Development scoring is ongoing; however, projects are anticipated to average a Silver rating. Projects that start the design phase after the v1.4 Project Development module is released will be scored under the new criteria.

Planners, designers, engineers, construction managers, contractors and the Illinois Tollway's employees have been participating in a rigorous sustainability process that includes project scoring and workshops involving brainstorming sustainability practices. The INVEST Program improves the sustainability of the Illinois Tollway, which directly benefits the Illinois Tollway's customers and the community. It also exposes industry professionals to sustainable principles and practices. These professionals can then incorporate them into other projects throughout the region and country.

Material Recycling, I-294, Northbound, MP 5.9

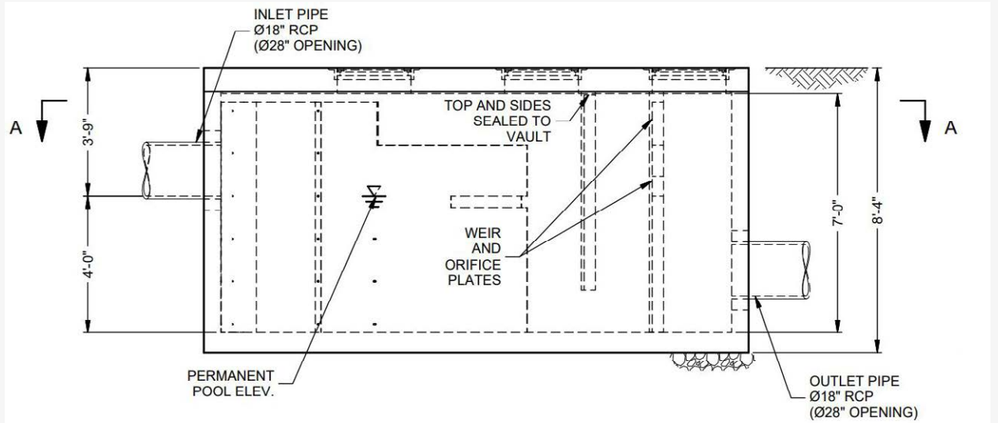
4.4.4 STORMWATER TREATMENT SYSTEMS

The Illinois Tollway uses Best Management Practices (BMPs) to accomplish project water treatment goals based on capturing the first flush of rainfall per local, state or federal requirements. BMP types include dry bottom basins, naturalized detention with diverse hydrologic zones, underground infiltration systems, engineered basins with 48-hour drawdown and bioswales. Where there is no available right-of-way or additional right-of-way cannot be obtained to capture the first flush through a wetland detention facility or bioswale, closed-system water quality treatment is provided.

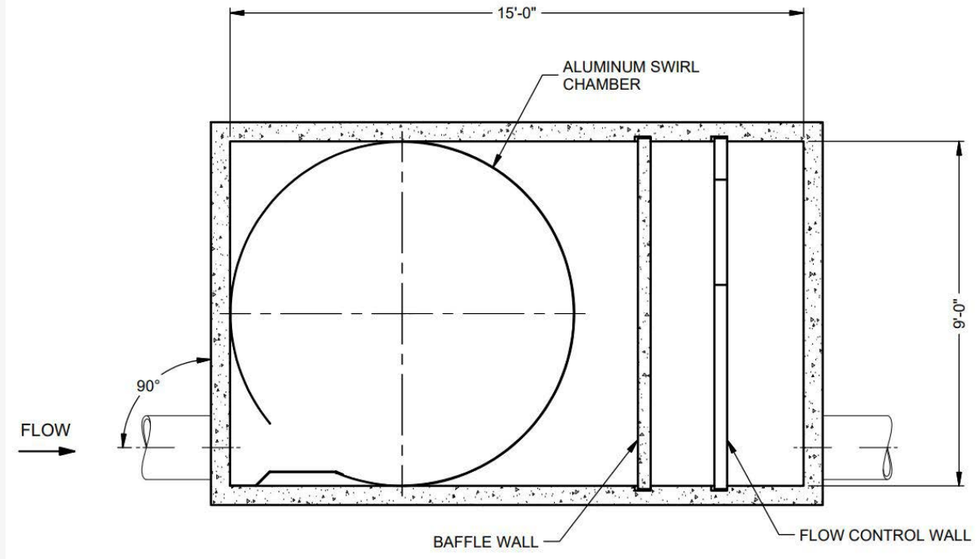
The Illinois Tollway uses closed-system water quality treatment. These devices typically consist of circular manholes or rectangular structures equipped with hydrodynamic separators to keep and trap trash, debris, sediment and hydrocarbons away from stormwater runoff. Stormwater treatment systems on the Illinois Tollway are designed to capture 80% of the net annual total suspended solids (TSS) based on a particle size of 50-microns for impaired streams and 110-125-microns for non-impaired streams.

As of 2023, there are 10 stormwater treatment systems mapped in the OpenGov database at various locations throughout the Illinois Tollway system. Another 33 units are currently in construction on the Central Tri-state (I-294) and the Illinois Route 390 Tollway. The National Pollutant Discharge Elimination System (NPDES) and Municipal Separate Storm Sewer Systems (MS4) permit requires post-construction BMP monitoring. The Illinois Tollway is considering a monitoring program addition to determine the effectiveness of stormwater treatment systems. Water samples will be taken at the stormwater treatment systems throughout the Illinois Tollway to show pollutant removals. Water is sampled for metals, chlorides and TSS.

The manufacturer's Operation and Maintenance Guide should be followed for the maintenance of stormwater treatment system facilities. Inspection is the key to effective maintenance. Pollutant transport and deposit may vary from year to year and regular inspections will help ensure that the system is cleaned out at the appropriate time. At a minimum, inspections should be performed twice per year. The units are recommended to be cleaned when the level of sediment has reached 75% of capacity in the isolated sump or when an appreciable level of hydrocarbons and trash has accumulated. Cleaning of the units should be done during dry weather conditions when no flow is entering the system. The use of a vacuum truck is generally the most effective and convenient method of removing pollutants from the system, by removing the manhole covers and inserting the vacuum hose into the sump. The system should be cleaned out immediately in the event of an oil or gasoline spill. Annual maintenance is recommended to comply with IEPA's requirement for maintenance of post construction BMPs.



ELEVATION VIEW



SECTION A-A

4.5
2023 CONTRACTS AND PROFESSIONAL SERVICES CONTRACTS

The Illinois Tollway is committed to providing opportunities for all business types and sizes as part of the *Move Illinois* Capital Program, which completed its 12th year in 2023. Contracting activities provided a variety of work to maintain the Illinois Tollway's system and ensure it remains in a state of good repair while linking economies throughout the region. Some of the biggest projects included the completion of the Tri-State Tollway (I-294)/I-57 interchange project, continued success on the reconstruction of the Central-Tri State Tollway (I-294) and significant progress on the construction of the new I-490 Tollway.

Nearly $1.2 billion was allocated for *Move Illinois* projects for fiscal year 2023. By the end of the year, the Illinois Tollway will have work in place for more than 73% of the $15.0 billion *Move Illinois* Capital Program budget, investing in projects to address the needs of the Illinois Tollway's existing system, such as rebuilding and widening the Jane Addams Memorial Tollway (I-90) to become a state-of-the-art, 21st century corridor and continuing work on the new Illinois Route 390 Tollway (IL 390).

Nearly

$1.2 billion

was allocated for *Move Illinois* projects for fiscal year 2023.

4.5.1 CONSTRUCTION CONTRACTS

Numerous construction contracts involving roadway, utility, facility and bridge reconstruction or rehabilitation throughout the Illinois Tollway's system were completed or active in 2023. A complete list of these projects is included in Appendix B of this report. A map indicating the locations of these projects is depicted in Exhibits 5 and 6.

The highlights of construction contracts active in 2023 include:

Systemwide

- Structural repair and preservation
- Pavement repairs
- Pavement marking improvements
- Signage improvements
- Landscape improvements
- Drainage improvements
- Facility improvements
- ITS and fiber optic infrastructure improvements

Jane Addams Memorial Tollway (I-90)

- Watermain cathodic protection installation from Illinois Route 59 to Illinois Route 83, MP 59.0 to MP 73.5
- Grading improvements at Arlington Heights Road, MP 70.7

Tri-State Tollway (I-94/I-294/I-80)

- Roadway reconstruction and widening from Flagg Creek To Hinsdale Oasis, MP 23.8 to MP 25.0
- Roadway reconstruction and widening from Hinsdale Oasis to 47th Street, MP 25.0 to MP 26.4
- Roadway reconstruction and widening from 47th Street to Ogden Ave, MP 26.4 to MP 27.8
- Northbound roadway and bridge reconstruction from Roosevelt Road to St. Charles Road, MP 30.5 to MP 32.4
- Northbound Plaza 41 truck parking and plaza improvements from 171st Street to 159th Street, MP 4.8 to MP 6.5
- Southbound Plaza 41 improvements and pavement repairs from 171st Street to 159th Street, MP 4.8 to MP 6.2
- Northbound roadway asphalt overlay and pavement marking from 95th Street to I-55, MP 17.7 to MP 23.1
- Southbound roadway asphalt overlay and pavement marking from 95th Street to I-55, MP 17.7 to MP 23.1

Veterans Memorial Tollway (I-355)

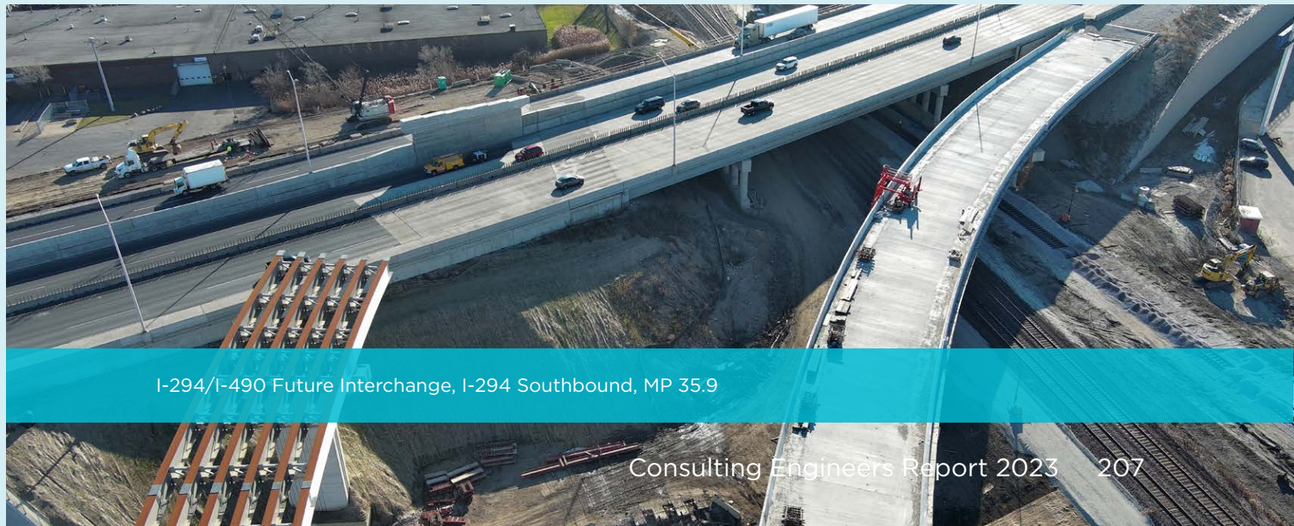
- Noise abatement wall repairs from 83rd Street to Army Trail Road, MP 14.95 to MP 29.8

Reagan Memorial Tollway (I-88)

- Ramp pavement repairs from IL Route 31, MP 117.0

Illinois Route 390 Tollway and I-490 Tollway

- I-490 at Jane Addams Memorial Tollway (I-90) interchange construction
- I-490 at Illinois Route 390 Tollway interchange construction
- I-490 at Tri-State Tollway (I-294) interchange construction
- Railroad bridge construction, Union Pacific Railroad, I-490, Franklin Avenue to South of Irving Park Road
- Railroad retaining wall construction, I-490, CPR Bensenville Yard to Irving Park Road, M.P. 0.9 to M.P. 1.8
- Railroad track relocation and retaining wall construction, South of Grand Avenue to Irving Park Road
- Roadway construction, I-490, Touhy Avenue, MP 5.75



I-294/I-490 Future Interchange, I-294 Southbound, MP 35.9

4.5.2 PROFESSIONAL SERVICES CONTRACTS

Numerous professional services contracts involving roadway, utility, facility and bridge reconstruction or rehabilitation throughout the Illinois Tollway's system were completed or active in 2023. Professional services contracts include design, construction management and planning of study contracts. A complete list of these professional services contracts is provided in Appendix C of this report.

The highlights of professional services contracts in 2023 include:

Systemwide

- Design Upon Request
- Construction Management Upon Request
- Maintenance Facilities Construction Management Services Upon Request
- Environmental Studies Upon Request
- Maintenance Facilities Site Plan and Design Upon Request
- Materials Engineering Services Upon Request
- Land Acquisition and Surveying Services Upon Request
- Utility Location and Identification Assistance Upon Request
- Aerial Mapping Services Upon Request
- Geotechnical Services Upon Request
- Traffic Operation and Maintenance Performance Evaluation and Enhancement Support

Jane Addams Memorial Tollway (I-90)

- Bridge reconstruction, U.S. Route 20 over the Jane Addams Memorial Tollway (I-90) bypass, MP 19.8
  - Phase II Engineering Services

Tri-State Tollway (I-94/I-294/I-80)

- Roadway reconstruction and widening, MP 17.0 to MP 21.0
  - Phase III Engineering Services
- Roadway reconstruction and widening, MP 23.8 to MP 25.0
  - Phase III Engineering Services
- Roadway reconstruction and widening, MP 27.8 to MP 29.5
  - Phase III Engineering Services
- ITS Services
  - Upon request
  - On call and as needed
- Construction Management Services
  - Upon request
  - On call and as needed
- Design
  - Upon request
  - On call and as needed
- Construction Corridor Manager and Owner's Representative

Veterans Memorial Tollway (I-355)

- Roadway and bridge rehabilitation, MP 22.3 to MP 29.8
  - Phase II Engineering Services
- Roadway and bridge rehabilitation, MP 12.3 to MP 22.3
  - Phase II Engineering Services

Reagan Memorial Tollway (I-88)

- Bridge reconstruction, MP 138.7
  - Phase II Engineering Services

Illinois Route 390 Tollway and I-490

- Construction Corridor Manager and Owner's Representative
- Design Corridor Manager Services
- Roadway and bridge construction
  - Phase II Engineering Services
- Roadway and bridge construction
  - Phase III Engineering Services

4.6
2024 CONSTRUCTION AND PROFESSIONAL SERVICES CONTRACTS

The Illinois Tollway's 2024 construction contracts aim to help achieve desired outcomes outlined in the Governor's Office of Management and Budget's 'Budgeting for Results' report. The outcomes outlined include increasing employment; attracting, retaining and growing businesses; improving infrastructure; creating safer communities; supporting basic functions of government and strengthening cultural and environmental vitality.

The *Move Illinois* Program will enter its 13th year in 2024. The Illinois Tollway will continue expanding and improving its system, implementing technological innovations, expanding opportunities for small, diverse and veteran-owned firms and striving to exceed the needs of its customers and communities. Thanks to the senior leadership team, low relative operational expenses and ongoing realization of savings throughout the *Move Illinois* Capital Program, the Illinois Tollway is on track to maintain all scheduled infrastructure investments. In addition to investing toll dollars for the five roadways that make up the Illinois Tollway's system, the 2024 budget presents a responsible spending plan resulting from the agency's strong fiscal management of its day-to-day operations and will allow the Illinois Tollway to support customer service, security and safety as well as employee investments to improve efficiency, during the implementation of the largest capital program in the agency's history.

The Illinois Tollway's current leadership team has been working to ensure the agency reflects the communities it serves, both inside and out. The 2024 budget supports projects and initiatives to ensure that minority engagement on the Illinois Tollway's contracts continues to increase. Minority-owned business participation in the Illinois Tollway's contracts continues to increase due to an overwhelming response from contracting and professional service communities.

IL 390/I-490 Future Interchange, IL 390 Eastbound, MP 16.8

The 2024 budget outlines a balanced spending plan, anticipating $1.64 billion in revenue to fund the Illinois Tollway's Maintenance and Operations Budget and *Move Illinois* Capital Program needs for the fiscal year, with the collective goal of serving our customers and communities and contributing to business and economic development opportunities for the state. The 2024 Budget allocates $1.64 billion of revenues as follows:

- **$451 million for funding maintenance and operations**
- **$529 million for debt service transfers**
- **$662 million for the 2024 Capital Program and capital investments (deposits to Renewal and Replacement and Improvement accounts)**

Consistent with the Illinois Tollway's long-term financial plan, the 2024 budget accommodates expenditures to maintain roadway and customer service activities and increases maintenance and operations spending to $451.3 million.

In 2024, the Illinois Tollway plans to invest $1.4 billion in capital spending funded by toll revenue and bond proceeds. These capital funds are allocated to fund the 13th year of the agency's 15-year *Move Illinois* Capital Program.

The greatest value that the Illinois Tollway provides the communities it serves is access. Mobility is essential for new economic activity for communities fueling development, transport of goods and services and job growth. The Illinois Tollway is committed to investing in roadway infrastructure, technical assistance and workforce development that supports communities, businesses and workers by creating jobs and stimulating the local and state economies. The 2024 Budget includes:

- $464.6 million to continue with construction, design, utility and right-of-way activities to support planned reconstruction and congestion relief for the Central Tri-State Tollway (I-294)
- $501.5 million to continue design and advance work for the I-490 Tollway, construction of new interchanges connecting with the Jane Addams Memorial Tollway (I-90) and the Central Tri-State Tollway (I-294) and for construction of portions of the I-490/Illinois Route 390 Tollway Interchange providing western access into O'Hare International Airport

- $5.2 million to support the Illinois Tollway's workforce development and Diversity program to strengthen the capacity for small, diverse and veteran-owned businesses and individuals to grow and succeed in competing for Illinois Tollway contracts through training programs and strategic partnerships.

The Illinois Tollway is dedicated to providing and promoting a safe and efficient system of highways while ensuring the highest possible level of service to customers. The Tollway is investing in infrastructure, technology and services that help improve quality of life by saving drivers time and money and promoting safe travel. Examples of new enhancements for 2024 include:

- $386.8 million for ongoing bridge, pavement, facilities and fleet maintenance along with infrastructure and safety improvements on the existing Tollway system.
- $42.1 million for the Security and Safety Department that manages Occupational Safety and Health Administration-related and other safety training requirements at the Illinois Tollway. Also included, is Illinois State Police support to patrol the Illinois Tollway System across 12 counties in northern Illinois and provide comprehensive law enforcement services.

The Illinois Tollway continues to work to find new ways to increase transparency and accountability to its customers and the communities it serves. Operating more like a business than a government agency, the Illinois Tollway relies on toll revenue to fund operations, so the agency has adopted a customer-driven approach and is committed to understanding customers' needs and expectations. By developing technology and systems we are able to better support the needs of employees and customers by enabling efficient access to data and resources. Examples included in the 2024 Budget include:

- $22.3 million in support of new technology to enable the Illinois Tollway to maximize resources and manage its business functions more efficiently and effectively
- $206.1 million to support customer service and enhancements systemwide for the Illinois Tollway's tolling operations and business systems

The 2024 Budget makes investments to make the Illinois Tollway more resilient to changes in the environment and preserve our natural, historic and cultural resources to make Illinois a more attractive place for people to visit, live and work. Examples of investments planned for 2024 include:

- $25.6 million to continue improvements to Illinois Tollway facilities systemwide in compliance with Leadership in Energy and Environmental Design (LEED) certified building standards, including beginning of improvements on the Alsip (M-1) maintenance facility and at the sign shop facility on the Reagan Memorial Tollway (I-88).
- $2.7 million to continue investment and expansion of the Illinois Tollway's fleet of electric vehicles and roadway maintenance equipment to reduce fuel consumption as well as improve efficiency and lower emissions.
- $2.0 million to support planting trees, shrubs and other native plants as part of Illinois Tollway's Landscape Master Plan
- $919 thousand to support the reduction of roadway stormwater pollutants from entering our regional stream systems, as part of the Illinois Tollway's Central Tri-State project

By the end of 2024, the Illinois Tollway anticipates that it will have spent $12.3 billion of the $15.0 billion *Move Illinois* Capital Program budget investing in projects that are addressing the needs of the existing Tollway system including rebuilding and widening the Jane Addams Memorial Tollway (I-90) as a state-of-the-art 21st century corridor and delivering the new Illinois Route 390 Tollway and completing the new interchange connecting the Tri-State Tollway (I-294) and I-57. Ongoing work includes reconstructing the Central Tri-State Tollway (I-294) and delivering the new I-490 Tollway.

This section highlights the *Move Illinois* Capital Program projects anticipated to be under construction in 2024. This information is updated with the most recent data available from the Illinois Tollway's Program Management Office. With these projects, the Illinois Tollway will continue to better serve the needs of its customers.

The *Move Illinois* Capital Program consists of projects required to maintain the integrity of the existing system's infrastructure, to provide new interchanges, to improve access to and from the Illinois Tollway's system, to address congestion areas across the system and to evaluate the construction of new routes. A map of the proposed construction for 2024 is contained in Exhibits 7 and 8 of this report. A complete project list for the *Move Illinois* Capital Program can be found in Appendix D and in Exhibit 9 of this report.

5.0
EXPANSION OF THE SYSTEM

The Illinois Tollway's first year of operation was in 1959, with 899 lane miles. In 2023, the system has grown to 2,300.2 lane miles, marking a 156% increase. The system has and continues to play a key role in the development of the northern Illinois economy, providing rapid and reliable interstate travel between northern Illinois, Indiana and Wisconsin.

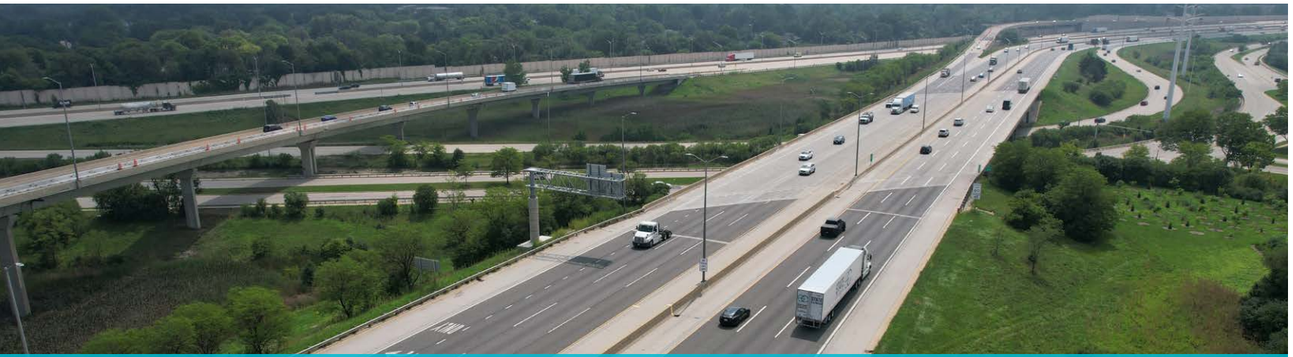
As growth in the suburban areas surrounding Chicago occurred throughout the 1960s and 1970s, the Illinois Tollway's system evolved to serve an ever-increasing number of commuter travelers and connected suburban Chicago and O'Hare International Airport. Now, the five roadways that make up the Illinois Tollway's system additionally serve suburban Cook County and Chicago's collar counties, which together represent some of the fastest-growing population and employment areas in Illinois.

The expansion of the Illinois Tollway's system is measured by an increase in both mainline and ramp lane miles. Since its inception, lane miles have been progressively added through the construction of new routes, expansion of existing routes, interstate widening and interchange projects. Since 2012, the Illinois Tollway has grown by more than 251 lane miles, as shown in Figure 5.0-1. An overall timeline of the Illinois Tollway's system expansion can be found in Appendix A.

The future growth of the Illinois Tollway's system, in accordance with the implementation of the Move Illinois Capital Program, is projected by corridor in Figure 5.0-2. Additional growth may be seen as part of other systemwide improvements identified, planned, designed and constructed during this time. Lane mile inventory is tracked in OpenGov OMS, which categorizes each individual lane across the Illinois Tollway's system as Tollway, IDOT, or Other (agency) jurisdiction and the type of lane (mainline, auxiliary, ramps and toll plaza manual lanes). The OpenGov OMS database is reviewed and updated when projects resulting in a change in system lane miles are completed.

The Illinois Tollway's system will continue growing as the Move Illinois Capital Program runs through 2027. Improvement projects, such as the Illinois Route 390 Tollway, the I-490 Tollway Project and the Central Tri-State Tollway (I-294) Project will add new lanes, and the total lane mile values will be updated accordingly in future versions of relevant reports based on the evolution of those projects' designs. Growth projections of the Illinois Tollway's system from 2024 to 2027 are based on calculations provided by the Illinois Tollway's Design Corridor Manager (DCM) for the respective improvement projects.

Based on the proposed project scopes, specifically those that increase capacity on the illinois tollway's mainline, add interchange ramps and add mainline elements, the overall system lane mile total is expected to grow by an additional 4% from 2024 to 2027. The current projected growth of the illinois tollway's system is largely driven by the illinois route 390 tollway (IL 390) and I-490 projects. These projects will continue to change the face of chicago's northwest suburbs, the midwest region and beyond.



I-355, Southbound, MP 21.7

Figure 5.0-1: Recent Growth of the Illinois Tollway's System per Corridor (By Lane Miles)

TOLLWAY	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Tri-State Tollway (I-294/ I-94/I-80)	786.5	786.5	798.6	801.2	800.4	794.9	794.9	799.7	799.6	799.6	809.1	815.6
Jane Addams Memorial Tollway (I-90)	470.3	474.0	540.9	542.5	612.8	615.6	616.1	619.2	621.1	621.7	618.2	615.5
Reagan Memorial Tollway (I-88)	528.6	528.6	529.4	531.0	531.0	530.1	530.1	534.0	534.0	534.0	533.9	533.9
Veterans Memorial Tollway (I-355)	263.5	263.5	263.5	263.5	264.3	263.1	263.1	264.5	264.5	264.5	261.2	261.2
Illinois Route 390 Tollway (IL 390)	0.0	0.0	0.0	0.0	51.3	73.3	73.3	73.3	73.3	73.3	74.0	74.0
I-490 Tollway (I-490)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lane Miles	2,048.9	2,052.6	2,132.4	2,138.2	2,259.8	2,277.0	2,277.5	2,290.7	2,292.5	2,293.1	2,296.4	2,300.2
Increase - Annual		3.7	79.8	5.8	121.6	17.2	0.5	13.2	1.8	0.6	3.3	3.8
% Increase - Annual		0.18%	3.89%	0.27%	5.69%	0.76%	0.02%	0.58%	0.08%	0.03%	0.14%	0.17%
% Increase - Aggregate		0.2%	4.1%	4.3%	10.0%	10.8%	10.8%	11.4%	11.5%	11.5%	11.6%	11.8%

Figure 5.0-2: Projected Growth of the Illinois Tollway's System per Corridor (By Lane Miles)

TOLLWAY	2024	2025	2026	2027
Tri-State Tollway (I-294/I-94/I-80)	825.8	842.6	851.3	851.3
Jane Addams Memorial Tollway (I-90)	615.5	615.5	615.5	618.2
Reagan Memorial Tollway (I-88)	533.9	533.9	533.9	533.9
Veterans Memorial Tollway (I-355)	261.2	261.2	261.2	261.2
Illinois Route 390 Tollway (IL 390)	74.0	74.0	74.0	85.2
I-490 Tollway (I-490)	0.0	0.0	3.8	54.0
TOTAL LANE MILES	2,310.4	2,327.2	2,339.7	2,403.8
INCREASE - ANNUAL	10.20	16.80	12.50	64.10
% INCREASE - ANNUAL	0.44%	0.72%	0.54%	2.74%
% INCREASE - AGGREGATE	12.2%	13.0%	13.5%	16.4%

6.0
INSURANCE

The 2023 Property Insurance Report provides crucial information for deriving the estimated replacement costs of the Illinois Tollway's system assets. These estimates enable the Illinois Tollway to determine the amount of insurance coverage needed to meet the requirements of Section 715 of the Amended and Restated Trust Indenture of the Illinois State Toll Highway Authority, effective March 31, 1999.

The Illinois Tollway's system comprises 187 facilities, including maintenance yards, oases, one maintenance annex facility (a smaller maintenance yard), standalone salt storage facilities, toll plazas, telecommunication towers, the Central Administration Building, the Central Maintenance Support Facility and other miscellaneous facilities that support the maintenance and operations of the Illinois Tollway's system. These facilities include buildings, equipment and hardware necessary to operate and maintain the integrity of the system.

Due to the varying completion stages of projects under the ongoing Capital Program, *Move Illinois*, the Illinois Tollway's infrastructure is constantly changing. The Illinois Tollway's system assets are categorized into two sections to simplify the replacement cost valuation process: Structures and Real Property.

The Illinois Tollway has opted to self-insure components valued up to $1 million. Consequently, the 2023 Property Insurance Report lists Structures and Real Property components with estimated replacement costs exceeding $1 million. Mainline pavements, ramp pavements and drainage systems are additional assets not included in the asset valuation for insurance purposes.

The adjusted cost values, combined with updates to the inventory of assets, resulted in a 2023 replacement cost value of $6,381,677,000. That is 2.39% less than the replacement cost value of $6,538,152,000 shown in the 2022 report. This change was largely driven by lower-than-projected inflation factors and a change in the valuation method for newer structures. The Illinois Tollway should consider additional factors if major structures or real property, such as a bridge or the Central Administration Building, require replacement. These factors have not been included in the replacement costs presented in this report. If the Illinois Tollway determines it's appropriate to obtain insurance coverage for such additional factors, the following percentages should be added to the replacement costs:

- Design Engineering: Approximately 12% of the construction cost
- Construction Engineering: Approximately 12% of the construction cost
- Removal Costs: Approximately 15% of the construction cost for buildings, bridges, bridge culverts, retaining walls and noisewalls
- Traffic Control Costs: Approximately 25% of the construction cost for toll plazas, bridges, bridge culverts, retaining walls and noisewalls
- Costs of equipment, technology and code-required upgrades

Figure 6.0-1: Structures and Real Property Components

STRUCTURES	REAL PROPERTY
Bridges	Toll Plazas
Bridge Culverts	Central Administration Building
Retaining Walls	Maintenance Facilities
Noise Abatement Walls	Information Technology
	Oases
	Building Contents

Figure 6.0-2: Property Insurance 2022

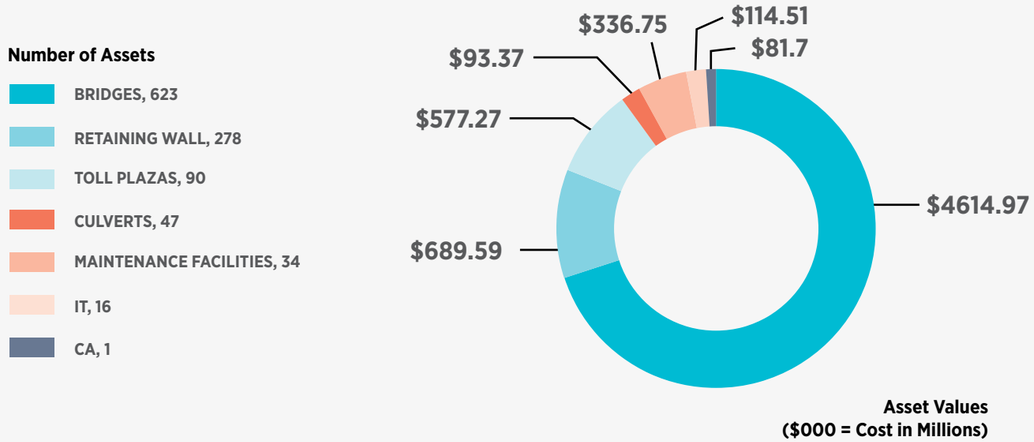
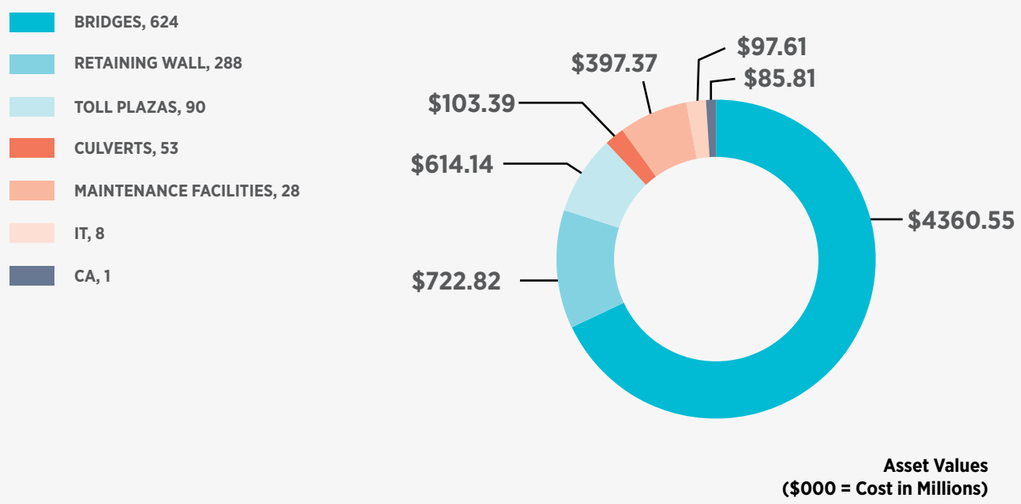


Figure 6.0-3: Property Insurance 2023



7.0

RENEWAL AND REPLACEMENT DEPOSIT

The Consulting Engineers for the Illinois Tollway reviewed the renewal and replacement needs of the Illinois Tollway's system and developed recommendations for the deposit to the Renewal and Replacement (R&R) Account in 2023. In addition to the maintenance and rehabilitation needs of the system, the Amended and Restated Trust Indenture, dated March 31, 1999, also permits the purchase of capital equipment under the R&R Account.

In March 1999, an amended and restated Trust Indenture came into effect, replacing the 1985 Trust Indenture. Modifications to the 1985 Trust Indenture included renaming the Major Improvement Account and the Capital Improvement Account, which are now called the R&R Account and the Improvement Account. Definitions of the types of work included in each account were revised.

On October 5, 2023, the Illinois Tollway provided the Consulting Engineers with projected annual capital expenditures for the R&R Account for 2023 through 2027. Capital expenditures beyond 2024 are not anticipated to impact the 2024 R&R deposit; hence, they were not included in the Consulting Engineers' review.

These projected expenditures were developed by the Illinois Tollway Program Management Office (PMO) based on methods consistent with sound engineering practices. The Illinois Tollway identified the projected ending balance of the R&R Account for 2023 to be approximately $319 million, which includes the 2023 R&R deposit. The Illinois Tollway PMO estimated total draws for the R&R Program in 2023 to be approximately $258 million.

The Consulting Engineers reviewed the data provided by the Illinois Tollway to identify the estimated deposits through 2024 required to maintain reasonable account balances based on the estimated funds available and potential capital expenditures for the R&R Program. The combination of deposits and draws on the cash balance of the R&R Account will fund R&R Program projects, I-PASS transponders, information technology projects, the ITS program and other capital projects.

The Consulting Engineers prepared a R&R deposit letter for the Illinois Tollway on October 16, 2023, confirming that values in the projected annual capital expenditures appeared reasonable and recommended a deposit of $240 million into the R&R Account for 2024.

Pavement Rehabilitation, I-90, Westbound, MP 12.5

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APPENDIX A

THE ILLINOIS TOLLWAY'S SYSTEM EXPANSION HISTORY

Appendix A The Illinois Tollway's System Expansion History

YEAR	CENTERLINE MILES	LANE MILES*	ADDITIONS
1959	187.3	899.0	ORIGINAL TOLLWAY (FIRST FULL YEAR OF OPERATION)
1960	187.3	900.0	TRI-STATE TOLLWAY AND JANE ADDAMS MEMORIAL TOLLWAY WIDENED (3RD LANE) AT O'HARE AIRPORT
1963	187.3	900.5	TRI-STATE TOLLWAY WILLOW ROAD INTERCHANGE (2 RAMPS)
1966	187.3	913.5	TRI-STATE TOLLWAY WIDENED (3RD LANE) IN BOTH DIRECTIONS MP 0.0 TO MP 5.0; I-80 INTERCHANGE ADDED (3 RAMP-MILES)
1967	187.3	931.5	JANE ADDAMS MEMORIAL TOLLWAY WIDENED (3RD LANE) IN BOTH DIRECTIONS MP 2.5 TO MP 11.0; TRI-STATE TOLLWAY LINCOLN OASIS RAMPS ADDITION (4 RAMPS)
1970	187.3	933.0	JANE ADDAMS MEMORIAL TOLLWAY ARLINGTON HEIGHTS INTERCHANGE ADDITION
1971	187.3	935.0	TRI-STATE TOLLWAY PLAZA 37 RAMP WIDENING; WILLOW ROAD INTERCHANGE ADDITION
1972	187.3	936.5	TRI-STATE TOLLWAY WIDENED (4TH LANE) MP 39.0 TO MP 40.0; JANE ADDAMS MEMORIAL TOLLWAY ILLINOIS ROUTE 47 INTERCHANGE ADDITION
1973	187.3	954.0	TRI-STATE TOLLWAY WIDENED (3RD LANE) IN BOTH DIRECTIONS MP 16.0 TO MP 24.0; PLAZA 32 RAMPS
1974	254.5	1263.0	REAGAN MEMORIAL TOLLWAY EXTENSION CONSTRUCTED; TRI-STATE TOLLWAY WIDENED (3RD LANE) IN BOTH DIRECTIONS MP 44.0 TO MP 49.0; JANE ADDAMS MEMORIAL TOLLWAY WIDENED (3RD LANE) MP 11.0 TO MP 17.0
1975	254.5	1286.0	JANE ADDAMS MEMORIAL TOLLWAY WIDENED (3RD LANE) IN BOTH DIRECTIONS MP 5.0 TO MP 16.0; BARRINGTON RD. INTERCHANGE
1976	254.5	1310.0	TRI-STATE TOLLWAY WIDENED (3RD LANE) IN BOTH DIRECTIONS MP 49.0 TO MP 53.0 AND MP 62.5 TO MP 70.5
1977	254.5	1332.0	REAGAN MEMORIAL TOLLWAY WIDENED (3RD LANE) IN EACH DIRECTION MP 145.0 TO 156.0
1979	254.5	1345.0	TRI-STATE TOLLWAY WIDENED (3RD LANE) IN BOTH DIRECTIONS MP 70.5 TO MP 77.0
1982	254.5	1349.5	REAGAN MEMORIAL TOLLWAY U.S. ROUTE 51 INTERCHANGE AND ILLINOIS ROUTE 59 INTERCHANGE RAMPS; TRI-STATE TOLLWAY HINSDALE OASIS RAMPS, PLAZA 37 EXTENDED AND WIDENED
1984	254.5	1354.0	JANE ADDAMS MEMORIAL TOLLWAY WIDENED (4TH LANE) WESTBOUND MP 1.2 TO MP 2.5 AND ROSELLE ROAD INTERCHANGE RAMPS; TRI-STATE TOLLWAY WIDENED (4TH LANE) NORTHBOUND MP 41.5 TO MP 42.5
1986	254.5	1354.5	REAGAN MEMORIAL TOLLWAY NAPERVILLE ROAD INTERCHANGE (1 RAMP ADDED)
1987	254.5	1367.0	REAGAN MEMORIAL TOLLWAY WIDENED (3RD LANE) IN BOTH DIRECTIONS MP 123.5 TO MP 129.5; JANE ADDAMS MEMORIAL TOLLWAY EAST RIVERSIDE BOULEVARD INTERCHANGE RAMP
1988	254.5	1368.0	REAGAN MEMORIAL TOLLWAY ORCHARD ROAD INTERCHANGE
1989	272.0	1496.0	VETERANS MEMORIAL TOLLWAY OPENED; TRI-STATE TOLLWAY 95TH STREET INTERCHANGE (2 ADDITIONAL RAMPS) & ILLINOIS ROUTE 60 INTERCHANGE (2 ADDITIONAL RAMPS); JANE ADDAMS MEMORIAL TOLLWAY EAST RIVERSIDE BOULEVARD INTERCHANGE (2 ADDITIONAL RAMPS)
1990	272.0	1497.5	TRI-STATE TOLLWAY LAKE COOK ROAD INTERCHANGE (2 RAMPS ADDED); JANE ADDAMS MEMORIAL TOLLWAY RANDALL ROAD INTERCHANGE (2 RAMPS ADDED)

Appendix A The Illinois Tollway's System Expansion History

YEAR	CENTERLINE MILES	LANE MILES*	ADDITIONS
1991	272.0	1499.0	TRI-STATE TOLLWAY 159TH STREET INTERCHANGE (4 RAMPS ADDED)
1992	272.0	1512.5	REAGAN MEMORIAL TOLLWAY ILLINOIS ROUTE 59 INTERCHANGE (4 RAMPS ADDED); JANE ADDAMS MEMORIAL TOLLWAY WIDENED IN BOTH DIRECTIONS MP 16.6 TO MP 22.6 TRI-STATE TOLLWAY PLAZA 32 TO RIVER ROAD RAMP
1993	272.0	1571.5	TRI-STATE TOLLWAY WIDENED IN BOTH DIRECTIONS 95TH STREET TO I-190; BALMORAL AVENUE INTERCHANGE (1 RAMP ADDED)
1994	272.0	1580.9	TRI-STATE TOLLWAY 75TH STREET INTERCHANGE; REAGAN MEMORIAL TOLLWAY WINFIELD ROAD INTERCHANGE; JANE ADDAMS MEMORIAL TOLLWAY BEVERLY ROAD INTERCHANGE; VETERANS MEMORIAL TOLLWAY WIDENED (3RD LANE) MP 14.4 TO MP 18.5
1995	272.0	1583.9	LAKE COOK RD. EXIT RAMP, TS SOUTHBOUND BUCKLEY RD. (ROUTE 137) INTERCHANGE, TS ROCKTON RD. INTERCHANGE, NW
1997	272.0	1603.4	VETERANS MEMORIAL TOLLWAY WIDENED (3RD LANE) IN BOTH DIRECTIONS MP 22.6 TO MP 27.9; JANE ADDAMS MEMORIAL TOLLWAY RANDALL ROAD INTERCHANGE, BARRINGTON ROAD AND ROSELLE ROAD INTERCHANGE PLAZAS WITH ADDITIONAL WESTBOUND LANE; TRI-STATE TOLLWAY ILLINOIS ROUTE 137 INTERCHANGE EXPANSION; REAGAN MEMORIAL TOLLWAY ORCHARD ROAD INTERCHANGE
1998	272.0	1622.6	REAGAN MEMORIAL TOLLWAY WIDENED MP 118.7 (PLAZA 61 – AURORA) TO MP 123.5 (ILLINOIS ROUTE 59); EDENS SPUR PLAZA 24 (EDENS SPUR); JANE ADDAMS MEMORIAL TOLLWAY FOX RIVER AND PLAZA 9 (ELGIN) WIDENING MP 21.75 TO MP 22.0; U.S. ROUTE 20 BYPASS EXIT LANE ADDED REAGAN MEMORIAL TOLLWAY PEACE ROAD INTERCHANGE (2 RAMPS ADDED); TRI-STATE TOLLWAY WILLOW ROAD INTERCHANGE (2 RAMPS ADDED); GOLF ROAD INTERCHANGE PLAZA 28 LANES VETERANS MEMORIAL TOLLWAY 63RD STREET INTERCHANGE PLAZA 85 WIDENING; OGDEN AVENUE INTERCHANGE PLAZA 81 WIDENING
1999	272.0	1640.2	VETERANS MEMORIAL TOLLWAY PLAZA 73 (ARMY TRAIL ROAD); BOUGHTON ROAD INTERCHANGE AND PLAZA EXPANSION; JANE ADDAMS MEMORIAL TOLLWAY I-290/ROUTE 53 INTERCHANGE AND PLAZA 15 EXPANSION; TRI-STATE TOLLWAY WIDENED (4TH LANE) NORTHBOUND FROM EDENS SPUR TO HALF DAY ROAD
2000	272.0	1649.4	REAGAN MEMORIAL TOLLWAY PLAZA 61 (AURORA) I-PASS EXPRESS EXPANSION MP 117.6 TO MP 118.2; TRI-STATE TOLLWAY WIDENED (4TH LANE) SOUTHBOUND FROM HALF DAY ROAD TO EDENS SPUR SPLIT AND ADDITIONAL SOUTHBOUND EXIT RAMP LENGTH TO LAKE COOK ROAD (MP 52.9 TO MP 56.4); TRI-STATE TOLLWAY PLAZA 41 (163RD STREET) I-PASS ONLY LANES AND INCREASED RAMP TAPERS TO 159TH STREET INTERCHANGE MP 5.0 TO MP 6.5
2001	272.0	1652.5	TRI-STATE TOLLWAY WIDENED FROM PLAZA 36 (82ND STREET) TO 95TH STREET (MP 18.0 TO MP 19.8); DEERFIELD ROAD NORTHBOUND EXIT RAMP ADDED FROM EDENS SPUR AND NORTHBOUND ENTRANCE RAMP ADDED FROM LAKE COOK ROAD (MP 52.9); GRAND AVENUE INTERCHANGE RAMP ADDED (MP 69.8)
2002	272.0	1653.5	REAGAN MEMORIAL TOLLWAY PLAZA 61 (AURORA) RECONFIGURE FOR ADDITIONAL I-PASS EXPRESS LANE EASTBOUND (MP 117.6 TO MP 118.2); TRI-STATE TOLLWAY PLAZA 29 (TOUHY) ADDITIONAL I-PASS ONLY LANE NORTHBOUND (MP 41.8)
2003	272.0	1657.2	JANE ADDAMS MEMORIAL TOLLWAY PLAZA 19 (RIVER ROAD) ADDITIONAL I-PASS ONLY LANES (MP 0.6); PLAZA 17 (DEVON AVENUE) ADDITIONAL I-PASS ONLY LANES (MP 1.7); REAGAN MEMORIAL TOLLWAY PLAZA 51 (YORK ROAD) WESTBOUND CONVERT SHOULDER TO INCREASE I-PASS ONLY LANE TAPER (MP 138.2)
2004	272.0	1662.3	JANE ADDAMS MEMORIAL TOLLWAY ROUTE 31 INTERCHANGE ADDITIONAL RAMP LANE AT PLAZA 11 (MP 24.1); PLAZA 9 (ELGIN) ADDITIONAL LANE IN BOTH DIRECTIONS (MP 25.0); REAGAN MEMORIAL TOLLWAY FARNSWORTH AVENUE INTERCHANGE ADDITIONAL RAMP LANE AT PLAZA 59 (MP 19.3); PLAZA 51 (YORK ROAD) CONVERTED SHOULDER EASTBOUND ON BOTH SIDES OF PLAZA (MP 138.2); VETERANS MEMORIAL TOLLWAY WIDENED NORTHBOUND FROM MAPLE AVENUE TO OGDEN AVENUE (MP 18.3 TO MP 19.5); I-55 INTERCHANGE (SOUTHBOUND EXIT TO SOUTHBOUND I-55) ADDITIONAL RAMP LANE (MP 12.3)

Appendix A The Illinois Tollway's System Expansion History

YEAR	CENTERLINE MILES	LANE MILES*	ADDITIONS
2005	272.0	1669.5	REAGAN MEMORIAL TOLLWAY WIDENED IN BOTH DIRECTIONS FROM ILLINOIS ROUTE 59 (MP 123.3) TO WASHINGTON STREET (MP 126.5); JANE ADDAMS MEMORIAL TOLLWAY RANDALL ROAD INTERCHANGE ADDITIONAL RAMP LANE (MP 26.6)
2006	272.0	1674.1	TRI-STATE TOLLWAY WIDENED IN BOTH DIRECTIONS FROM I-394 TO HALSTED STREET; ORT PROJECTS REMOVED I-PASS AUXILIARY LANES
2007	284.1	1772.1	VETERANS MEMORIAL TOLLWAY SOUTH EXTENSION CONSTRUCTED FROM INTERSTATE 55 TO INTERSTATE 80; JANE ADDAMS MEMORIAL TOLLWAY ILLINOIS ROUTE 173 INTERCHANGE (MP 79.3) RAMPS ADDED
2008	284.1	1796.5	VETERANS MEMORIAL TOLLWAY WIDENED NORTHBOUND FROM 75TH STREET (MP 15.5) TO OGDEN AVENUE (MP 19.5); REAGAN MEMORIAL WIDENED IN BOTH DIRECTIONS FROM WASHINGTON STREET (MP 126.5) TO FINLEY ROAD (MP 132.0); TRI-STATE TOLLWAY WIDENED IN BOTH DIRECTIONS FROM STEARNS SCHOOL ROAD (MP 70.8) TO ILLINOIS ROUTE 173 (MP 75.7)
2009	284.1	2045.6	VETERAN'S MEMORIAL TOLLWAY WIDENED SOUTHBOUND FROM 75TH STREET (MP 15.5) TO OGDEN AVENUE (MP 19.5); REAGAN MEMORIAL TOLLWAY WIDENED IN BOTH DIRECTIONS FROM FINLEY ROAD (MP 132.0) TO ILLINOIS ROUTE 83 (MP 137.1); TRI-STATE TOLLWAY WIDENED IN BOTH DIRECTIONS FROM 163RD STREET (MP 6.0) TO 95TH STREET (MP 17.6) AND FROM BALMORAL AVENUE (MP 40.0) TO STEARNS SCHOOL ROAD (MP 70.8); JANE ADDAMS MEMORIAL TOLLWAY WIDENED IN BOTH DIRECTIONS FROM NEWBURG ROAD (MP 61.4) TO ROCKTON ROAD (MP 75.5); IRENE ROAD INTERCHANGE WESTBOUND EXIT RAMP ADDED
2010	284.1	2045.8	REAGAN MEMORIAL TOLLWAY FARNSWORTH INTERCHANGE RAMP "A" WIDENED AT PLAZA 59 FOR IPO LANE (MP 119.2)
2011	284.1	2046.4	TRI-STATE TOLLWAY BALMORAL INTERCHANGE (MP 39.8) EXIT RAMP FROM NORTHBOUND I-294 ADDED
2012	284.1	2048.9	REAGAN MEMORIAL TOLLWAY (I-88) ROADWAY RECONSTRUCTION AND WIDENING ILLINOIS ROUTE 56 (MP 113.4) TO RANDALL ROAD (MP 115.8)
2013	284.1	2052.6	RECONSTRUCTION/WIDENING OF THE EASTBOUND JANE ADDAMS MEMORIAL TOLLWAY (I-90) FROM WEST OF ELGIN PLAZA 9 (MP 53.8) TO MILL ROAD (MP 17.6); RECONSTRUCTION OF JANE ADDAMS MEMORIAL TOLLWAY (I-90) AND ILLINOIS ROUTE 47 INTERCHANGE (MP 46.4)
2014	284.1	2132.4	RECONSTRUCTION/WIDENING OF THE WESTBOUND JANE ADDAMS MEMORIAL TOLLWAY (I-90) FROM WEST OF ELGIN PLAZA 9 (MP 53.8) TO MILL ROAD (MP 17.6); CONSTRUCTION OF THE TRI-STATE TOLLWAY (I-294) AND INTERSTATE 57 INTERCHANGE (MP 7.6)
2015	284.1	2138.2	RECONSTRUCTION OF THE JANE ADDAMS MEMORIAL TOLLWAY (I-90) AND GENOA ROAD INTERCHANGE (MP 25.0); CONSTRUCTION OF JANE ADDAMS MEMORIAL TOLLWAY (I-90) AND IRENE ROAD INTERCHANGE RAMPS (MP 20.8); RECONSTRUCTION OF THE TRI-STATE TOLLWAY (I-94) AND GRAND AVENUE INTERCHANGE (MP 8.4); RECONSTRUCTION OF THE REAGAN MEMORIAL TOLLWAY (I-88) AND ILLINOIS ROUTE 59 INTERCHANGE (MP 123.3)
2016	290.6	2258.7	RECONSTRUCTION/WIDENING OF THE JANE ADDAMS MEMORIAL TOLLWAY (I-90) FROM EAST OF ELGIN PLAZA 9 (MP 53.8) TO EASTERN TERMINUS (MP 78.6); MODIFICATIONS OF THE REAGAN MEMORIAL TOLLWAY (I-88) AND FARNSWORTH AVENUE INTERCHANGE (MP 119.2) ROADWAY WIDENING OF THE VETERANS MEMORIAL TOLLWAY (I-355) SOUTHBOUND FROM SOUTH OF 71ST STREET TO NORTH OF 75TH STREET EXISTING ELGIN O'HARE TOLLWAY (IL 390) REHABILITATION/WIDENING FROM ILLINOIS ROUTE 19/ IRVING PARK ROAD (MP 7.6) TO MEACHAM ROAD (MP 11.2) TOLLING OF EXISTING ELGIN O'HARE TOLLWAY (IL 390) FROM US ROUTE 20/LAKE STREET (MP 6.0) TO ILLINOIS ROUTE 19/IRVING PARK ROAD (MP 7.6)
2017	294.0	2277.0	CONSTRUCT NEW LANES OF THE ELGIN O'HARE TOLLWAY (IL 390) FROM MEACHAM ROAD (MP 11.2) TO EAST OF ILLINOIS ROUTE 83/BUSSE ROAD (MP 16.0)

Appendix A The Illinois Tollway's System Expansion History

YEAR	CENTERLINE MILES	LANE MILES*	ADDITIONS
2018	294.0	2277.5	CUMBERLAND FLYOVER RAMP FROM I-90 EB TO SB CUMBERLAND AVE OPENED
2019	294.0	2290.7	CONSTRUCTION OF NEW FULL ACCESS INTERCHANGE AT JANE ADDAMS MEMORIAL TOLLWAY (I-90) AND IL ROUTE 23 (MP 36.2) CONSTRUCITON OF TWO ADDITIONAL INTERCHANGE RAMPS AT REAGAN MEMORIAL TOLLWAY (I-88) AND IL ROUTE 47 CENTRAL TRI-STATE (I-294 EXPANSION BETWEEN O'HARE OASIS AND BALMORAL AVENUE) ROADWAY RECONSTRUCTION AND WIDENING CONSTRUCTION OF ADDITIONAL LANES ON THE VETERANS MEMORIAL TOLLWAY (I-355) FROM ROOSEVELT ROAD (MP 24.4) TO SOUTH OF 22ND STREET
2020	294.0	2292.5	CONSTRUCTION OF ADDITIONAL RAMP LANES ON I-90 NEAR ELMHURST ROAD AND THE FUTURE I-490 INTERCHANGE
2021	294.0	2293.1	CONSTRUCTION OF ADDITIONAL RAMP LANES AND CD ROADS ON I-90 NEAR ELMHURST ROAD AND THE FUTURE I-490 INTERCHANGE
2022	294.0	2,296.4	CONSTRUCTION OF EXTERIOR LANES ALONG THE CENTRAL TRI-STATE, IN ADDITION TO RAMPS T THE I-294/I-57 INTERCHANGE
2023	294.0	2,300.2	CONSTRUCTION OF ADDITIONAL LANES ALONG THE CENTRAL TRI-STATE. RETIREMENT OF RAMP AT TRI-STATE TOLLWAY (I-294) AND ARCHER AVENUE.

PLEASE NOTE, THIS SUMMARY DESCRIBES PAST EXPANSION PROJECTS IN TERMS OF THE MILEPOST CONVENTION IN PLACE AT THE TIME OF CONSTRUCTION. ON OCTOBER 6, 2010, MILEPOSTS WERE CONVERTED TO A NEW CONVENTION.

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APPENDIX B

2023 ACTIVE CONSTRUCTION CONTRACTS

PROJECT NUMBER	CATEGORY	VENDOR	CONTRACT DESCRIPTION	AWARD AMOUNT
ELGIN O'HARE WESTERN ACCESS (EOWA)				
I-17-4673	CONSTRUCTION	PLOTE CONSTRUCTION, INC.	WESTERN ACCESS TOLLWAY (I-490) - ROADWAY CONSTRUCTION - IRVING PARK ROAD (ILLINOIS ROUTE 19) TO ILLINOIS ROUTE 390	$36,114,360.75
I-18-4704	CONSTRUCTION	CURRAN CONTRACTING COMPANY	WESTERN ACCESS TOLLWAY (I-490) ADVANCE EARTHWORK, DRAINAGE AND RETAINING WALL CONSTRUCTION, DEVON AVE TO SOUTH OF TOUHY AVE, MP 4.3 TO MP 5.6	$47,212,749.70
I-18-4705	CONSTRUCTION	JUDLAU CONTRACTING, INC.	ELGIN O'HARE WESTERN ACCESS TOLLWAY (I-490) INTERCHANGE CONSTRUCTION, JANE ADDAMS MEMORIAL TOLLWAY (I-90) HIGGINS CREEK TO MOUNT PROSPECT ROAD, MP 73.5 TO MP 74.7, WESTERN ACCESS TOLLWAY (I-490) TOUHY AVE TO I-90 MP 5.9 TO MP 6.24	$90,510,838.39
I-19-4714	CONSTRUCTION	DUNNET BAY CONSTRUCTION CO.	I-490 AND IL RTE 390 INTERCHANGE ROADWAY AND BRIDGE CONSTRUCTION IL 390 M.P. TO M.P. 17.0	$24,376,298.89
I-20-4727	CONSTRUCTION	LORIG CONSTRUCTION COMPANY	ELGIN O'HARE WESTERN ACCESS (I-490) ROADWAY AND BRIDGE CONSTRUCTION FRANKLIN AVENUE TO ILLINOIS ROUTE 19 (IRVING PARK ROAD) MILE POST 0.6 TO MILE POST 1.0	$145,463,465.26
I-21-4732	CONSTRUCTION	WALSH CONSTRUCTION COMPANY II, LLC	ELGIN O'HARE WESTERN ACCESS TOLLWAY (I-490), RAILROAD BRIDGE CONSTRUCTION, UNION PACIFIC RAILROAD, FRANKLIN AVE. TO SOUTH OF IRVING PARK ROAD (IL 19), EARTHWORK JANE ADDAMS MEMORIAL TOLLWAY (I-90), BARRINGTON ROAD, M.P. 62.00 TO M.P. 62.25	$228,157,201.91
I-21-4736	CONSTRUCTION	JUDLAU CONTRACTING, INC.	ELGIN O'HARE WESTERN ACCESS TOLLWAY (I-490) RAILROAD BRIDGE CONSTRUCTION, UNION PACIFIC RAILROAD OVER GRAND AVENUE EAST OF TRI-STATE TOLLWAY (I-294), MP 35.0 TO MP 35.4	$21,267,155.38
I-21-4737	CONSTRUCTION	JUDLAU CONTRACTING, INC.	ELGIN O'HARE WESTERN ACCESS TOLLWAY (I-490) RAILROAD RETAINING WALL CONSTRUCTION CPR BENSENVILLE YARD TO IRVING PARK ROAD (IL 19) M.P. 0.9 TO M.P. 1.8	$40,590,715.14

PROJECT NUMBER	CATEGORY	VENDOR	CONTRACT DESCRIPTION	AWARD AMOUNT
I-21-4738	CONSTRUCTION	LORIG CONSTRUCTION COMPANY	EOWA I-490 RAILROAD TRACK RELOCATION AND RETAINING WALL CONSTRUCTION, S OF GRAND AVE TO IRVING PARK RD	$114,475,382.52
I-21-4741	CONSTRUCTION	MERU CORPORATION	UTLILITY RELOCATION UNDER UNION PACIFIC RAILROAD ELGIN O'HARE WESTERN ACCESS TOLLWAY (I-490) M.P. 0.36	$1,770,387.13
I-20-4724	CONSTRUCTION	FOUNDATION MECHANICS, LLC	ELGIN O'HARE WESTERN ACCESS (I-490) EARTHWORK AND DRAINAGE IMPROVEMENTS AT TAFT AVENUE MILE POST 1.0	$2,372,362.23
I-20-4729	CONSTRUCTION	FOUNDATION MECHANICS, LLC	ELGIN O'HARE WESTERN ACCESS (I-490) THOMAS DRIVE RECONSTRUCTION AT I-490 AND ROUTE 390 INTERCHANGE IL 390 M.P. 16.8	$4,009,731.09
I-21-4746	CONSTRUCTION	F.H. PASCHEN, S.N. NIELSEN & ASSOC., LLC	ELGIN O'HARE WESTERN ACCESS (I-490) ROADWAY CONSTRUCTION AT TOUHY AVENUE MILE POST 5.75	$10,138,021.16
I-22-4753	CONSTRUCTION	ALDRIDGE ELECTRIC, INC.	ELGIN O'HARE WESTERN ACCESS (I-490), RUNWAY 9L APPROACH LIGHTING SYSTEM WITH SEQUENCE FLASHING (ALSF), LIGHTING SYSTEM RELOCATION, NORTH OF COYLE AVENUE AND EAST OF CARMEN DRIVE M.P. 5.4	$6,624,355.02
OTHER EMERGING PROJECTS				
I-22-4877	CONSTRUCTION	ENGINEERED SERVICES, INC. DBA POWERLINK ELECTRIC	TRI-STATE TOLLWAY (I-294) UTILITY CONDUIT INSTALLATION HARLEM AVE TO 95TH. STREET MILE POST 16.9 TO MILE POST 17.6	$802,943.30
I-23-4888	CONSTRUCTION	ENGINEERED SERVICES, INC. DBA POWERLINK ELECTRIC	TRI-STATE TOLLWAY (I-294) UITILITY CONDUIT INSTALLATION MIDLOTHIAN TURNPIKE TO MENARD AVENUE MILE POST 10.2 TO MILE POST 13.5	$3,264,341.61
JANE ADDAMS MEMORIAL TOLLWAY (I-90)				
I-21-4818	CONSTRUCTION	FOUNDATION MECHANICS, LLC	WATERMAIN CATHODIC PROTECTION INSTALLATION, JANE ADAMS TOLLWAY (I-90), ILLINOIS ROUTE 59 TO ILLINOIS ROUTE 83, MP 59.0 TO MP 73.5	$1,820,267.50
I-22-4885	CONSTRUCTION	FOUNDATION MECHANICS, LLC	JANE ADDAMS MEMORIAL TOLLWAY (I-90) GRADING IMPROVEMENTS AT ARLINGTON HEIGHTS ROAD MILE POST 70.7	$4,949,999.00

Appendix B 2023 Active Construction Contracts

PROJECT NUMBER	CATEGORY	VENDOR	CONTRACT DESCRIPTION	AWARD AMOUNT
REAGAN MEMORIAL TOLLWAY (I-88)				
RR-20-4549	CONSTRUCTION	ELITE FIBER OPTICS LLC	FIBER OPTIC CONSTRUCTION UPON REQUEST - SYSTEMWIDE	$2,217,355.20
RR-22-4879	CONSTRUCTION	K-FIVE CONSTRUCTION CORPORATION	REAGAN MEMORIAL TOLLWAY I-88 RAMP PAVEMENT REPAIRS AT IL ROUTE 31 MILE POST 117.0	$1,307,449.43
SYSTEMWIDE IMPROVEMENTS (SW)				
RR-18-4443	CONSTRUCTION	CARDINAL STATE, LLC	LANDSCAPING PLANTING IMPROVEMENTS - JANE ADDAMS MEMORIAL TOLLWAY (I-90) - PLAZA 1 TO EAST RIVERSIDE BLVD - MILE POST 3.3 TO MILE POST 13.	$725,961.55
RR-18-4444	CONSTRUCTION	SEMPER FI YARD SERVICES, INC.	LANDSCAPE PLANTING IMPROVEMENTS JANE ADDAMS MEMORIAL TOLLWAY (I-90). MILE POST 13.00 (EAST RIVERSIDE BOULEVARD) TO MILE POST 25.40 (EAST OF GENOA ROAD).	$1,362,004.17
RR-19-4466	CONSTRUCTION	SEMPER FI YARD SERVICES, INC.	REAGAN MEMORIAL TOLLWAY (I-88) LANDSCAPE PLANTING IMPROVEMENTS, M.P. 91.8 (1ST STREET) TO M.P. 117.2 (FOX RIVER)	$1,757,617.41
RR-19-4467	CONSTRUCTION	SEMPER FI YARD SERVICES, INC.	REAGAN MEMORIAL TOLLWAY (I-88) LANDSCAPE PLANTING IMPROVEMENTS, M.P. 44.2 (US RT 30) TO M.P. 53.9 (IL 26)	$749,508.04
RR-19-4468	CONSTRUCTION	NATURAL CREATIONS LANDSCAPING, INC.	REAGAN MEMORIAL TOLLWAY (I-88) LANDSCAPE PLANTING IMPROVEMENTS, M.P. 53.9 (IL 26) TO M.P. 76.1 (IL 251)	$1,345,580.43
RR-19-4472	CONSTRUCTION	LIZZETTE MEDINA & CO.	LANDSCAPE PLANTING IMPROVEMENTS, TRI-STATE TOLLWAY (I-94), M.P. 1.50 (NORTH OF ILLINOIS ROUTE 173) TO M.P. 11.50 (SOUTH OF ILLINOIS ROUTE 120)	$1,103,249.78
RR-19-4473	CONSTRUCTION	NATURAL CREATIONS LANDSCAPING, INC.	LANDSCAPE PLANTING IMPROVEMENTS, TRI-STATE TOLLWAY (I-94), 11.50 (SOUTH OF ILLINOIS ROUTE 120) TO 22.10 (SOUTH OF ILLINOIS ROUTE 22)	$883,434.00
RR-19-4505	CONSTRUCTION	DEMARC ELECTRIC AND COMMUNICATIONS, LLC	LIGHTING UPGRADES AND LED RETROFIT, JANE ADDAMS MEMORIAL TOLLWAY (I-90), MP 2.5 TO 9.6	$1,655,706.62
RR-20-4514	CONSTRUCTION	NATURAL CREATIONS LANDSCAPING, INC.	LANDSCAPE PLANTING IMPROVEMENTS, TRI-STATE TOLLWAY (I-294), M.P. 0.0 TO 17.5	$1,269,391.26

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PROJECT NUMBER	CATEGORY	VENDOR	CONTRACT DESCRIPTION	AWARD AMOUNT
RR-20-4515	CONSTRUCTION	CARDINAL STATE, LLC	LANDSCAPE PLANTING IMPROVEMENTS, TRI-STATE TOLLWAY (I-294), M.P. 41.0 TO M.P. 52.50	$447,739.98
RR-20-4553	CONSTRUCTION	CARDINAL STATE, LLC	LANDSCAPE PLANTING IMPROVEMENTS, REAGAN MEMORIAL TOLLWAY (I-88) MP 117.5 TO MP 131.5	$808,663.74
RR-20-4556	CONSTRUCTION	CARDINAL STATE, LLC	LANDSCAPE PLANTING IMPROVEMENTS, I-355, MP 24.9 (ROOSEVELT ROAD) TO MP 29.8 (ARMY TRAIL ROAD)	$587,768.94
RR-20-4557	CONSTRUCTION	NATURAL CREATIONS LANDSCAPING, INC.	LANDSCAPE PLANTING IMPROVEMENTS, I-355, MP 19.8 (OGDEN AVENUE) TO MP 24.9 (ROOSEVELT ROAD)	$849,522.00
RR-20-9228	CONSTRUCTION	ALDRIDGE ELECTRIC, INC.	SIGN PANEL FABRICATION AND INSTALLATION UPON REQUEST - SYSTEMWIDE	$2,589,883.20
RR-21-4581	CONSTRUCTION	LIZZETTE MEDINA & CO.	LANDSCAPE PLANTING IMPROVEMENTS, TRI-STATE TOLLWAY (I-294) AND EDENS SPUR (I-94), M.P. 22.1 TO M.P. 30.0	$625,660.00
RR-21-4586	CONSTRUCTION	DEMARC ELECTRIC AND COMMUNICATIONS, LLC	SYSTEMWIDE ITS PRESERVATION AND REHABILITATION	$1,316,531.53
RR-21-4587	CONSTRUCTION	THE GEORGE SOLLITT CONSTRUCTION COMPANY	M-5 MAINTENANCE FACILITY, I-90, MP 64.8 (CENTRAL ROAD)	$34,754,597.00
RR-21-9257R	CONSTRUCTION	CRAFT MECHANICAL LLC	HEATING, VENTILATING, AND AIR CONDITIONING (HVAC) TRAFFIC OPERATIONS CENTER AND DISPATCH CENTER RENOVATION VETERANS MEMORIAL TOLLWAY (I-355) MILEPOST 19.8 (CENTRAL ADMINISTRATION BUILDING)	$356,196.82
RR-21-9258R	CONSTRUCTION	ENGINEERED SERVICES, INC. DBA POWERLINK ELECTRIC	ELECTRICAL/INFORMATION TECHNOLOGY TRAFFIC CENTER AND DISPATCH CENTER RENOVATION VETERANS MEMORIAL TOLLWAY (I-355) MILEPOST 19.8 (CENTRAL ADMINISTRATION BUILDING)	$4,160,222.86
I-21-4594	CONSTRUCTION	LORIG CONSTRUCTION COMPANY	88TH/CORK AVENUE AT I-294 INTERCHANGE ROADWAY AND BRIDGE CONSTRUCTION COUNTY HIGHWAY W30-SECTION 19-W3019-00-PV	$9,930,573.89
RR-21-4591	CONSTRUCTION	ALDRIDGE ELECTRIC, INC.	SYSTEMWIDE SIGN STRUCTURE AND DYNAMIC MESSAGE SIGN IMPROVEMENTS	$2,879,167.43

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PROJECT NUMBER	CATEGORY	VENDOR	CONTRACT DESCRIPTION	AWARD AMOUNT
RR-21-4583R	CONSTRUCTION	FOUNDATION MECHANICS, LLC	WEIGH-IN-MOTION REPLACEMENT, VETERANS MEMORIAL TOLLWAY (I-355), MILE POST 2.2 (BRUCE ROAD)	$1,903,311.81
RR-21-4589	CONSTRUCTION	ALDRIDGE ELECTRIC, INC.	WEIGH-IN-MONTION REPLACEMENT TRI-STATE TOLLWAY (I-94), M.P. 3.1 (IL 173)	$2,385,854.12
RR-21-4816	CONSTRUCTION	NATURAL CREATIONS LANDSCAPING, INC.	LANDSCAPE PLANTING IMPROVEMENTS VETERANS MEMORIAL TOLLWAY (I-355) M.P. 12.0 TO M.P. 19.25 (I-55 TO OGDEN AVENUE)	$626,677.00
RR-21-4824R	CONSTRUCTION	FENCE MASTERS, INC.	SYSTEMWIDE ROADWAY APPURTANCE REPAIRS: SYSTEMWIDE	$3,838,664.11
RR-21-4822	CONSTRUCTION	PATH CONSTRUCTION COMPANY, INC.	STRUCTURAL REHAB TRI-STATE (I-294) M.P. 40.8 (I-90) AND IL. RT 390 M.P. 7.14 M.P.15.27	$3,128,450.22
RR-21-9230	CONSTRUCTION	MARKING SPECIALISTS CORPORATION	SYSTEMWIDE PAVEMENT MARKING	$1,634,873.48
RR-21-9237	CONSTRUCTION	UTILITY DYNAMICS CORP	I-88 AND I-90 CCTV CAMERA INSTALLATION, REAGAN MEMORIAL TOLLWAY (I-88) M.P. 59.0 - 91.2, JANE ADDAMS MEMORIAL TOLLWAY (I-90) M.P. 5.1 - 26.4	$2,878,014.54
RR-22-4843	CONSTRUCTION	SUMIT CONSTRUCTION CO., INC.	CONCRETE PAVEMENT REPAIRS; JANE ADDAMS MEMORIAL TOLLWAY (I-90); MP 18.5 (KISHWAUKEE RIVER) TO MP 78.9 (RIVER ROAD)	$6,375,558.00
RR-21-4588	CONSTRUCTION	UTILITY DYNAMICS CORP	SYSTEMWIDE LIGHTING REPAIRS, SYSTEMWIDE	$2,067,324.00
RR-22-4842	CONSTRUCTION	MYS, INC.	M-5 MAINTENANCE FACILITY ACCESS IMPROVEMENTS JANE ADDAMS MEMORIAL TOLLWAY (I-90) MILE POST 64.8 (CENTRAL ROAD)	$839,926.16
RR-22-4857	CONSTRUCTION	AREATHA CONSTRUCTION CO., INC.	JANE ADDAMS MEMORIAL TOLLWAY (I-90) BRIDGE REPAIRS TOWN HALL ROAD TO IL 47 MILE POST 21.8 TO MILE POST 46.4	$912,032.91
RR-22-4858	CONSTRUCTION	SHERIDAN PLUMBING & SEWER, INC.	I-90, M-5 MAINTENANCE FACILITY WATERMAIN AND SANITARY SEWER INSTALLATION	$1,162,330.70
RR-22-4865	CONSTRUCTION	ROADSAFE TRAFFIC SYSTEMS, INC.	SYSTEMWIDE SIGNING IMPROVEMENTS	$1,320,474.16
RR-22-4872	CONSTRUCTION	HERLIHY MID-CONTINENT COMPANY	VETERANS MEMORIAL TOLLWAY (I-355) BRIDGE REHABILITATION OVER BNSF RAILWAY MILE POST 19.1	$4,033,066.02

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PROJECT NUMBER	CATEGORY	VENDOR	CONTRACT DESCRIPTION	AWARD AMOUNT
RR-22-4874	CONSTRUCTION	AREATHA CONSTRUCTION CO., INC.	SYSTEMWIDE BRIDGE AND ROADWAY REPAIRS	$1,033,160.61
RR-22-4875	CONSTRUCTION	PLOTE CONSTRUCTION, INC.	SYSTEM PAVEMENT REPAIRS FOR THE ILLINOIS TOLLWAY	$4,864,390.71
RR-22-4876	CONSTRUCTION	SHERIDAN PLUMBING & SEWER, INC.	CLEAN TELEVISE DRAINAGE SYSTEM, IL 390 M.P. 5.8 (LAKE STREET) M.P. 7.7 (IRVING PARK ROAD)	$1,258,554.50
RR-22-4880	CONSTRUCTION	AREATHA CONSTRUCTION CO., INC.	JANE ADDAMS MEMORIAL TOLLWAY (I-90) RAMP PAVEMENT REPAIRS AT EAST RIVERSIDE BOULEVARD MILE POST 12.3	$1,054,717.96
RR-22-9244	CONSTRUCTION	JOHN BURNS CONSTRUCTION COMPANY, LLC	WEIGH-IN MOTION INSTALLATION REAGAN MEMORIAL TOLLWAY (I-88) ORCHARD ROAD TO EOLA ROAD MILE POST 115.4 TO MILE POST 120.3	$3,250,647.76
RR-22-9265	CONSTRUCTION	MAINTENANCE COATINGS CO.	PAVEMENT MARKING INSTALLATION JANE ADDAMS MEMORIAL TOLLWAY (I-90) KISHAUKEE RIVER TO DES PLAINES RIVER MILE POST 18.9 TO MILE POST 78.5	$3,150,779.78
RR-22-9266	CONSTRUCTION	ROADSAFE TRAFFIC SYSTEMS, INC.	SYSTEMWIDE PAVEMENT MARKING INSTALLATION	$3,874,111.50
RR-22-9267	CONSTRUCTION	MEADE, INC	SYSTEMWIDE ITS DEVICE INSTALLATION AND MATERIAL FABRICATION	$1,202,369.87
RR-23-4886	CONSTRUCTION	MEADE, INC	SYSTEMWIDE CCTV CAMERA AND RAMP QUEUE DETECTION INSTALLATION	$3,136,806.96
RR-23-4887	CONSTRUCTION	SEMPER FI YARD SERVICES, INC.	JANE ADDAMS MEMORIAL TOLLWAY (I-90) LANDSCAPE PLANTING IMPROVEMENTS AT US ROUTE 20 MILE POST 41.7	$409,585.40
RR-23-9279	CONSTRUCTION	ELECTRIC CONDUIT CONSTRUCTION COMPANY	CCTV CAMERA INSTALLATION TRI-STATE TOLLWAY (I-294) THORN CREEK TO LAKE COOK ROAD MILE POST 0.6 TO MILE POST 52.6 AND TRI-STATE TOLLWAY (I-94) WADSWORTH ROAD TO PFINGSTEN ROAD MILE POST 4.8 TO MILE POST 26.4	$5,416,248.26
RR-23-9283	CONSTRUCTION	WILLIAM T. CONNELLY, INC. DBA CONNELLY ELECTRIC CO.	VETERANS MEMORIAL TOLLWAY (I-355) ELECTRICAL TRAFFIC OPERATIONS CENTER AND DISPATCH CENTER IMPROVEMENTS AT CENTRAL ADMINISTRATION BUILDING MILE POST 19.8	$2,396,000.00

Appendix B 2023 Active Construction Contracts

PROJECT NUMBER	CATEGORY	VENDOR	CONTRACT DESCRIPTION	AWARD AMOUNT
RR-23-9284	CONSTRUCTION	AGAE CONTRACTORS INC	VETERANS MEMORIAL TOLLWAY (I-355) GENERAL/ COORDINATING TRAFFIC OPERATIONS CENTER AND DISPATCH CENTER IMPROVEMENTS AT CENTRAL ADMINISTRATION BUILDING MILE POST 19.8	$2,057,000.00
TRI-STATE (I-294)/I-57 INTERCHANGE				
I-19-4464	CONSTRUCTION	JUDLAU CONTRACTING, INC.	"I-57 ROADWAY AND BRIDGE WIDENING (KEDZIE AVE TO CSX RR) CD ROADS A & C, I-294 RAMP CONSTRUCTION AND RAMP L TOLL PLAZA TRI-STATE TOLLWAY (I-294) MILE POST SB- 350.0; NB-349.0 TO MILE POST 350.6."	$68,079,527.85
I-19-4475	CONSTRUCTION	DUNNET BAY CONSTRUCTION CO.	I-57 WIDENING OVER CSX AND B&OCT RR BRIDGE AND I-57 RESTRIPING	$22,422,099.73
I-19-4495	CONSTRUCTION	DUNNET BAY CONSTRUCTION CO.	I-294 WIDENING RAMP C FLYOVER, DIXIE CREEK BRIDGE AND RAMP F2	$47,629,689.98
I-20-4520	CONSTRUCTION	DUNNET BAY CONSTRUCTION CO.	RAMP D ROADWAY AND BRIDGE TRI-STATE TOLLWAY (I-294) MILE POST 7.7 TO MILE POST 8.2	$9,182,079.77
I-22-4882	CONSTRUCTION	MARTINEZ FROGS, INC.	PAVEMENT REPAIRS, I-294 MP 7.5 TO MP 8.1 AND I-57 MP 349.5 TO MP 351.0	$856,783.09
TRI-STATE TOLLWAY (I-94/I-294/I-80)				
I-17-4339	CONSTRUCTION	JUDLAU CONTRACTING, INC.	ELGIN O'HARE WEST ACCESS TOLLWAY (I-490) ROADWAY AND BRIDGE WIDENING AND RECONSTRUCTION	$165,236,546.03
I-18-4431	CONSTRUCTION	WALSH CONSTRUCTION COMPANY II, LLC	ROADWAY AND BRIDGE RECONSTRUCTION TRI-STATE TOLLWAY (I-294) MILE LONG BRIDGE MILE POST 20.7 TO MILE POST 22.5	$190,005,944.17
I-19-4458	CONSTRUCTION	F.H. PASCHEN, S.N. NIELSEN & ASSOC., LLC	I-294 ROADWAY, BRIDGE WIDENING AND RECONSTRUCTION FROM NORTH AVENUE TO SOUTH OF GRAND AVENUE	$110,626,279.86
I-19-4476	CONSTRUCTION	PLOTE CONSTRUCTION, INC. / DUNNET BAY CONSTRUCTION CO., JV	TRI-STATE (I-294) ST. CHARLES ROAD INTERCHANGE	$33,122,224.07
I-19-4481	CONSTRUCTION	LORIG CONSTRUCTION COMPANY	ROADWAY AND BRIDGE RECONSTRUCTION, TRI-STATE TOLLWAY (I-294), ARCHER AVE. (IL-171) INTERCHANGE MP 19.4 TO MP 20.7	$43,252,797.86
I-19-4491	CONSTRUCTION	WALSH CONSTRUCTION COMPANY II, LLC	TRI-STATE TOLLWAY, BRDG RECON I-55 RAMP A OVER I-294	$27,653,356.10

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PROJECT NUMBER	CATEGORY	VENDOR	CONTRACT DESCRIPTION	AWARD AMOUNT
I-20-4517	CONSTRUCTION	F.H. PASCHEN, S.N. NIELSEN & ASSOC., LLC / TOLLWAY - IGA PROJECTS	TRI-STATE TOLLWAY (I-294) RDWY RECON & BRDG REPLACE 95TH ST TO PLAZAS 36/39 - INTERSECT IMPVMT 87TH ST & ROBERTS RD	$132,943,760.71
I-20-4518	CONSTRUCTION	WALSH CONSTRUCTION COMPANY II, LLC	TRI-STATE TOLLWAY (I-294) RDWY RECON PLAZAS 36/39 TO 75TH ST	$80,836,318.06
I-20-4519	CONSTRUCTION	F.H. PASCHEN, S.N. NIELSEN & ASSOC., LLC	"ROADWAY AND BRIDGE RECONSTRUCTION TRI-STATE TOLLWAY (I-294) MILE POST 22.3 TO MILE POST 24.1 75TH STREET TO I-55 RAMPS"	$137,543,243.87
I-20-4533	CONSTRUCTION	JUDLAU CONTRACTING, INC.	TRI-STATE TOLLWAY (I-294) RDWY/BRDG RECON/WIDEN - ST. CHARLES RD TO NORTH AVE/LAKE ST	$122,720,565.33
I-20-4535	CONSTRUCTION	JUDLAU CONTRACTING, INC./ S&J CONSTRUCTION CO., INC.	BEAM FABRICATION TRI-STATE TOLLWAY (I-294) OVER GRAND AVE. BRIDGE NUMBERS 285 AND 286 MILE POST 35.30	$2,459,228.00
I-21-4582	CONSTRUCTION	LORIG CONSTRUCTION COMPANY	TRI-STATE TOLLWAY (I-294) RDWY/BRDG RECON - RAMP F SOUTH OF I-290 TO SOUTH OF ST. CHARLES RD	$49,763,853.45
RR-20-4550	CONSTRUCTION	LORIG CONSTRUCTION COMPANY	TRI-STATE TOLLWAY (I-294) PEDESTRIAN BRIDGE CONSTRUCTION MP 26.5	$7,016,468.95
RR-20-4551	CONSTRUCTION	CITY ESCAPE GARDEN & DESIGN, LLC	I-294 LANDSCAPE PLANTINGS- O'HARE OASIS TO UPRR TRI-STATE TOLLWAY M.P. 38.0 TO M.P. 39.3	$237,160.09
RR-20-4554	CONSTRUCTION	MARTAM CONSTRUCTION, INC.	TRI-STATE TOLLWAY (I-294) BOX CULVERT CONSTRUCTION - OGDEN AVE TO CERMAK RD	$14,566,664.97
RR-20-4555	CONSTRUCTION	LORIG CONSTRUCTION COMPANY	TRI-STATE TOLLWAY (I-294) BRDG RECON - PLAINFIELD RD	$23,921,444.11
I-19-4456	CONSTRUCTION	WALSH CONSTRUCTION COMPANY II, LLC	HINSDALE OASIS BRIDGE DEMOLITION, GRADING AND BUILDING AND COMMUNICATION TOWER REMOVAL, TRI-STATE TOLLWAY (I-294), BRIDGE NO. 249-O, M.P. 25.0 TO M.P. 25.1 AND M.P. 31.0	$4,382,240.84
I-20-4534	CONSTRUCTION	JUDLAU CONTRACTING, INC./ S&J CONSTRUCTION CO., INC.	BRIDGE PCC BEAM FABRICATION TRI-STATE TOLLWAY (I-294) OVER UNION PACIFIC RAILROAD (UPRR) MILE POST 35.80 BRIDGE NUMBERS 287 & 288	$6,329,607.38
I-21-4597	CONSTRUCTION	ENLIGHT CONTRACTING, LLC	TRI-STATE TOLLWAY (I-294) WATER MAIN CONSTRUCTION AT MILE LONG BRIDGE	$2,209,939.10

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PROJECT NUMBER	CATEGORY	VENDOR	CONTRACT DESCRIPTION	AWARD AMOUNT
I-21-4598	CONSTRUCTION	MARTAM CONSTRUCTION, INC.	TRI-STATE TOLLWAY (I-294) ROADWAY RECONSTRUCTION AND BRIDGE REHABILITATION AT OGDEN AVENUE (MP 27.40 TO MP 27.55)	$4,417,268.96
I-21-4817	CONSTRUCTION	AREATHA CONSTRUCTION CO., INC.	TRI-STATE TOLLWAY (I-294) REPLACEMENT OF NOISE ABATEMENT WALL NB I-294 TO EB OGDEN AVENUE RAMP M.P. 27.3 TO M.P. 27.5	$1,738,436.65
I-21-4826	CONSTRUCTION	HECKER AND COMPANY, INC.	TRI-STATE TOLLWAY (I-294) MATERIAL FABRICATION AND STORAGE FOR INTELLIGENT TRANSPORTATION SYSTEMS (ITS) 95TH STREET TO FLAGG CREEK MILE POST 17.8 TO 23.8	$1,475,533.15
I-21-4830	CONSTRUCTION	SCHWARTZ EXCAVATING, INC.	TRI-STATE TOLLWAY (I-294) GRADING AND DRAINAGE IMPROVEMENTS M.P. 5.0 (167TH STREET) TO M.P. 6.0 (159TH STREET) COOK COUNTY	$929,809.76
I-21-4837	CONSTRUCTION	ALDRIDGE ELECTRIC, INC.	ACTIVE TRAFFIC MANAGEMENT (ATM) SYSTEM-ITS DEVICE AND FIBER INSTALLATION; WOLF RD TO BALMORAL AVE	$13,021,663.65
I-21-4838	CONSTRUCTION	NATURAL CREATIONS LANDSCAPING, INC.	TRI-STATE TOLLWAY (I-294) LANDSCAPE PANTING IMPROVEMENTS AT BURLINGTON NORTHERN SANTA FE RAILWAY (BNSF) MILE POST 26.5 TO MILE POST 26.8	$531,413.53
RR-21-4819	CONSTRUCTION	PLOTE CONSTRUCTION, INC.	TRI-STATE TOLLWAY (I-294) PAVEMENT AND SHOULDER REHABILITATION FLAGG CREEK TO CERMAK ROAD	$16,983,575.06
RR-21-4821	CONSTRUCTION	K-FIVE CONSTRUCTION CORPORATION	SYSTEMWIDE PAVEMENT REPAIRS, TRI-STATE TOLLWAY (I-294) M.P. 23.1 (I-55) TO M.P. 39.8 (BALMORAL AVENUE) AND SYSTEMWIDE	$5,811,483.90
RR-21-4827	CONSTRUCTION	PLOTE CONSTRUCTION, INC/ PETER BAKER & SON CO.	PAVEMENT REHAB. TRI-STATE (I-94) HALF DAY RD TO ATKINSON RD. M.P. 21.90 TO M.P. 15.00	$30,196,681.41
RR-22-4839	CONSTRUCTION	FOUNDATION MECHANICS, LLC	DRAINAGE IMPROVEMENTS TRI-STATE TOLLWAY(I-94) HALF DAY ROAD TO ATKINSON ROAD MILE POST 15.0 TO MILE POST 21.9	$1,369,046.35
RR-22-4856	CONSTRUCTION	PLOTE CONSTRUCTION, INC.	TRI-STATE TOLLWAY (I-294) PLAZA IMPROVEMENTS AT I-55 (PLAZA 37) M.P. 23.8	$2,551,047.75

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PROJECT NUMBER	CATEGORY	VENDOR	CONTRACT DESCRIPTION	AWARD AMOUNT
I-19-4485	CONSTRUCTION	SCHWARTZ EXCAVATING, INC.	TRI-STATE TOLLWAY (I-294), GRADING AND DRAINAGE IMPROVEMENTS AT THE ELMHURST QUARRY	$2,370,339.73
I-21-4825	CONSTRUCTION	FOUNDATION MECHANICS, LLC	ROADWAY DRAINAGE & LANDSCAPE IMPROVEMENTS & BRIDGE MODIFICATIONS MANNHEIM RD TO BALMORAL AVE MP37.5 TO MP 40	$738,451.00
I-21-4831	CONSTRUCTION	JUDLAU CONTRACTING, INC.	TRI-STATE TOLLWAY (I-294) ROADWAY RECONSTRUCTION AND WIDENING FLAGG CREEK TO HINSDALE OASIS MILE POST 23.8 TO MILE POST 25.0	$82,772,318.64
I-21-4832	CONSTRUCTION	F.H. PASCHEN, S.N. NIELSEN & ASSOC., LLC	TRI-STATE TOLLWAY (I-294) ROADWAY RECONSTRUCTION AND WIDENING HINSDALE OASIS TO 47TH STREET MILE POST 25.0 TO MILE POST 26.4	$98,098,214.29
I-21-4833	CONSTRUCTION	F.H. PASCHEN, S.N. NIELSEN & ASSOC., LLC	TRI-STATE TOLLWAY (I-294), ROADWAY AND BRIDGE RECONSTRUCTION AND WIDENING, 47TH STREET TO OGDEN AVE, MILE POST 26.4 TO MILE POST 27.8	$105,046,113.98
I-21-4834	CONSTRUCTION	LORIG CONSTRUCTION COMPANY	"TRI-STATE TOLLWAY (I-294) ROADWAY AND BRIDGE RECONSTRUCTION AND WIDENING, OGDEN AVENUE TO CERMAK ROAD M.P. 27.8 TO M.P. 29.5"	$134,344,068.98
I-21-4835	CONSTRUCTION	WALSH CONSTRUCTION COMPANY II, LLC	TRI-STATE TOLLWAY (I-294) ROADWAY AND BRIDGE RECONSTRUCTION NORTHBOUND I-294/I-290/I-88 INTERCHANGE ROOSEVELT ROAD TO ST. CHARLES ROAD MILE POST 30.5 TO MILE POST 32.4	$209,309,568.47
I-22-4845	CONSTRUCTION	HECKER AND COMPANY, INC.	ITS DEVICE AND FIBER INSTALLATION 95TH STREET TO PLAINFIELD ROAD MP 17.5 TO MP 24.1	$7,270,463.16
I-22-4854	CONSTRUCTION	MEADE, INC	TRI-STATE TOLLWAY (I-294) FIBER INSTALLATION FLAGG CREEK TO PLAZA 35 (CERMAK ROAD PLAZA) M.P. 23.8 TO M.P. 30.0	$4,001,543.35
I-22-4855	CONSTRUCTION	JUDLAU CONTRACTING, INC.	TRI-STATE TOLLWAY (I-294) NORTHBOUND PLAZA 41 TRUCK PARKING AND PLAZA IMPROVEMENTS 171ST STREET TO 159TH STREET M.P. 4.8 TO M.P. 6.5	$10,736,487.21
I-22-4859	CONSTRUCTION	CONSTRUCTION, INC.	TRI-STATE TOLLWAY I-294 PLAZA 41 BUILDING IMPROVEMENTS AT 163RD STREET MILE POST 5.6	$1,263,828.23

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PROJECT NUMBER	CATEGORY	VENDOR	CONTRACT DESCRIPTION	AWARD AMOUNT
I-22-4860	CONSTRUCTION	WALSH CONSTRUCTION COMPANY II, LLC	TRI-STATE TOLLWAY (I-294) SOUTHBOUND PLAZA 41 IMPROVEMENTS AND PAVEMENT REPAIRS 171ST STREET TO 159TH STREET MILE POST 4.8 TO MILE POST 6.2	$8,984,770.56
I-22-4867	CONSTRUCTION	WALSH CONSTRUCTION COMPANY II, LLC	TRI-STATE TOLLWAY (I-294) SUBSTRUCTURE REMOVAL SOUTHBOUND MILE LONG BRIDGE MILE POST 21.1 TO MILE POST 21.3	$2,121,212.12
I-22-4868	CONSTRUCTION	MERU CORPORATION	TRI-STATE TOLLWAY (I-294) SUBSTRUCTURE REMOVAL SOUTHBOUND MILE LONG BRIDGE MILE POST 21.3 TO MILE POST 21.5	$1,938,205.42
I-22-4869	CONSTRUCTION	FOUNDATION MECHANICS, LLC	TRI-STATE TOLLWAY (I-294) SITE AND ACCESS ROADWAY RESTORATION MILE LONG BRIDGE MILE POST 20.8 TO MILE POST 21.7	$3,022,845.02
I-22-4873	CONSTRUCTION	EVERGREEN SUPPLY CO.	ITS AND FIBER FABRICATION AND STORAGE, ST. CHARLES ROAD TO WOLF ROAD MP 32.5 TO MP 36.4	$602,122.00
I-22-4883	CONSTRUCTION	PLOTE CONSTRUCTION, INC.	TRI-STATE TOLLWAY (I-294) NORTHBOUND ROADWAY ASPHALT OVERLAY AND PAVEMENT MARKING 95TH STREET TO I-55 M.P. 17.7 TO M.P. 23.1	$7,633,058.46
I-22-4884	CONSTRUCTION	K-FIVE CONSTRUCTION CORPORATION	"TRI-STATE TOLLWAY (I-294) SOUTHBOUND ROADWAY ASPHALT OVERLAY AND PAVEMENT MARKING 95TH STREET TO I-55 MILE POST 17.7 TO MILE 23.1"	$6,197,170.71
VETERANS MEMORIAL TOLLWAY (I-355)				
RR-21-4823R	CONSTRUCTION	RAUSCH INFRASTRUCTURE, LLC	VETERANS MEMORIAL TOLLWAY (I-355), NOISE ABATEMENT WALL REPAIRS, 83RD STREET TO ARMY TRAIL ROAD, MP 14.95 TO MP 29.8	$2,284,765.00
RR-22-4878	CONSTRUCTION	LORIG CONSTRUCTION COMPANY	VETERANS MEMORIAL TOLLWAY (I-355) ROADWAY AND BRIDGE REHABILITATION AT I-88 RAMPS MILE POST 21.3 TO MILE POST 22.0	$3,428,193.55

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APPENDIX C

2023 ACTIVE PROFESSIONAL SERVICES CONTRACTS

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CONTRACT NUMBER	ACCOUNT	CONTRACT DESCRIPTION	PRIME VENDOR NAME	AUTHORIZED AMOUNT
ELGIN O'HARE WESTERN ACCESS (EOWA)				
I-13-4622	DESIGN	ELGIN O'HARE WESTERN ACCESS, WESTERN TERMINAL INTERCHANGE	STANLEY CONSULTANTS, INC.	$39,510,825.00
I-13-4623	DESIGN	ELGIN O'HARE WESTERN ACCESS, IL 19 (WEST IRVING PARK ROAD) INTERCHANGE	KNIGHT E/A, INC.	$8,326,800.72
I-14-4646	DESIGN	LAND ACQUISITION AND SURVEYING SERVICES UPON REQUEST - SYSTEMWIDE	HAMPTON, LENZINI & RENWICK, INC.	$3,000,000.00
I-15-4656	DESIGN	EOWA, I-294 TO I-90- TRI-STATE AND FRANKLIN/ GREEN STREET. PHASE II ENGINEERING SERVICES.	ALFRED BENESCH & CO. / CHRISTOPHER B. BURKE ENG, LTD. / LIN ENGINEERING, LTD. (TM)	$30,142,011.52
I-15-4657	DESIGN	EOWA, I-294 TO I-90- FRANKLIN/GREEN STREET AND BENSENVILLE YARD. PHASE II ENGINEERING SERVICES.	WOOD ENVIRONMENT & INFRASTRUCTURE/T.Y. LIN INTL GREAT LAKES INC	$13,491,452.94
I-15-4658	DESIGN	EOWA, I-294 TO I-90- BENSENVILLE YARD UNDERPASS. PHASE II ENGINEERING SERVICES.	STANTEC CONSULTING SERVICES, INC. / TERRA ENGINEERING, LTD (TM)	$35,803,003.19
I-15-4660	DESIGN	LAND ACQUISITION SERVICES UPON REQUEST - SYSTEMWIDE. ON-CALL AND AS-NEEDED SURVEYING SERVICES.	HDR ENGINEERING, INC.	$3,000,000.00
I-17-4676	DESIGN	EOWA JANE ADDAMS MEMORIAL TOLLWAY SYSTEM INTERCHANGE	EXP U S SERVICES, INC.	$14,948,000.00
I-17-4677	DESIGN	ELGIN O'HARE WESTERN ACCESS, DEVON AVENUE TO PRATT BOULEVARD. PHASE II ENGINEERING.	RS&H, INC./TOLTZ, KING, DUVALL, ANDERSON AND ASSOCIATES, INC.	$9,133,538.16
I-17-4678	DESIGN	ELGIN O'HARE WESTERN ACCESS, PRATT BOULEVARD TO TOUHY AVENUE. PHASE II ENGINEERING.	BURNS & MCDONNELL ENGINEERING CO., INC.	$6,450,000.00
I-17-4681R	INSPECTION	ELGIN O'HARE WESTERN ACCESS, WESTERN ACCESS AT IL 19 INTERCHANGE	WIGHT & COMPANY / ORION ENGINEERS, LLC	$4,550,000.00
I-17-4682	INSPECTION	ELGIN O'HARE WESTERN ACCESS, CONSTRUCTION MANAGEMENT UPON REQUEST. ON CALL AND AS NEEDED CONSTRUCTION MANAGEMENT SERVICES.	HAMPTON, LENZINI & RENWICK, INC.	$6,000,000.00
I-18-4698	INSPECTION	I-490, DESIGN AND CONSTRUCTION MANAGEMENT SERVICES UPON REQUEST. ON-CALL, AND AS-NEEDED PHASE II ENGINEERING AND CONSTRUCTION MANAGEMENT SERVICES.	ESI CONSULTANTS, LTD.	$8,990,462.94

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CONTRACT NUMBER	ACCOUNT	CONTRACT DESCRIPTION	PRIME VENDOR NAME	AUTHORIZED AMOUNT
I-18-4700	DESIGN	DESIGN CORRIDOR MANAGER SERVICES (DCM) – EOWA CORRIDOR (ILLINOIS ROUTE 390/I-490)	JACOBS ENGINEERING GROUP, INC.	$36,000,000.00
I-18-4701	PROJECT / PROGRAM MANAGEMENT	CONSTRUCTION CORRIDOR MANAGER AND OWNER'S REPRESENTATIVE SERVICES (CCM/OR) – EOWA CORRIDOR (ILLINOIS ROUTE 390/I-490). (OR SERVICES – LUMP SUM)	KNIGHT E/A, INC. / V3 COMPANIES, LTD. (KNIV3C_ TM)	$14,122,398.60
I-18-4701	INSPECTION	CONSTRUCTION CORRIDOR MANAGER AND OWNER'S REPRESENTATIVE SERVICES (CCM/OR) – EOWA CORRIDOR (ILLINOIS ROUTE 390/I-490). (CCM AND CM SERVICES – DIRECT LABOR MULTIPLIER)	KNIGHT E/A, INC. / V3 COMPANIES, LTD. (KNIV3C_ TM)	$86,077,601.40
I-19-4708	INSPECTION	ELGIN O'HARE WESTERN ACCESS, I-294 TO I-90 – DEVON AVENUE TO TOUHY AVENUE, CONSTRUCTION MANAGEMENT SERVICES.	MILHOUSE ENGINEERING & CONSTRUCTION, INC.	$9,499,914.32
I-19-4709	INSPECTION	ELGIN O'HARE WESTERN ACCESS, I-294 TO I-90 – I-490 AT I-90 INTERCHANGE, CONSTRUCTION MANAGEMENT SERVICES. CONSTRUCTION MANAGEMENT SERVICES.	T.Y. LIN INTERNATIONAL GREAT LAKES, INC.	$10,115,993.56
I-20-4718	DESIGN	ELGIN O'HARE WESTERN ACCESS, DESIGN UPON REQUEST. ON-CALL, AND AS-NEEDED PHASE II ENGINEERING SERVICES.	PRIMERA ENGINEERS, LTD.	$5,000,000.00
I-21-4733	DESIGN	ELGIN O'HARE WESTERN ACCESS, I-490- YORK ROAD. PHASE II ENGINEERING SERVICES.	CIORBA GROUP/PERALTE-CLARK, LLC	$2,270,092.83
I-21-4734	INSPECTION	ELGIN O'HARE WESTERN ACCESS, CONSTRUCTION MANAGEMENT SERVICES UPON REQUEST. ON CALL AND AS-NEEDED CONSTRUCTION MANAGEMENT SERVICES.	PROGRAM MANAGEMENT & CONTROL SERVICES, LLC	$3,000,000.00
I-21-4735	DESIGN	ELGIN O'HARE WESTERN ACCESS GEOTECHNICAL AND ENVIRONMENTAL UPON REQUEST. ON-CALL AND AS-NEEDED PHASE II ENGINEERING SERVICES.	GSG CONSULTANTS, INC.	$5,000,000.00
I-21-4744	INSPECTION	ELGIN O'HARE WESTERN ACCESS, I-294 TO I-90 - EAST OF I-294 AT GRAND AVENUE; CONSTRUCTION MANAGEMENT SERVICES	STV, INC.	$3,122,000.00
I-22-4749	DESIGN	ELGIN O'HARE WESTERN ACCESS, I-490 EARTHWORK, PHASE II ENGINEERING SERVICES.	RS&H INC. / KASKASKIA ENGINEERING GROUP LLC. (TM)	$4,384,556.25

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CONTRACT NUMBER	ACCOUNT	CONTRACT DESCRIPTION	PRIME VENDOR NAME	AUTHORIZED AMOUNT
I-22-4750	DESIGN	ELGIN O'HARE WESTERN ACCESS, IL 390 TO IRVING PARK ROAD, PHASE II ENGINEERING SERVICES	H.W. LOCHNER, INC.	$7,303,285.02
ILLINOIS ROUTE 53/120 EXTENSION AND OTHER PLANNING STUDIES				
I-18-4361	MASTER PLAN	ELGIN O'HARE WESTERN ACCESS, WEST EXTENSION. PHASE I ENGINEERING SERVICES FOR PLANNING STUDIES AND MASTER PLAN SERVICES	PARSONS TRANSPORTATION GROUP, INC.	$3,655,606.72
RR-18-4383	STUDY	TRI-STATE TOLLWAY, 95TH STREET TO BALMORAL AVENUE, PLANNING STUDIES UPON REQUEST. ON-CALL AND AS-NEEDED PHASE I ENGINEERING SERVICES FOR PLANNING STUDIES AND MASTER PLAN SERVICES.	CHRISTOPHER B. BURKE, ENGINEERING, LTD.	$5,000,000.00
REAGAN MEMORIAL TOLLWAY (I-88)				
RR-22-4847	DESIGN	REAGAN MEMORIAL TOLLWAY, YORK ROAD BRIDGE RECONSTRUCTION, MP 138.7. PHASE II ENGINEERING SERVICES.	CIVILTECH ENGINEERING, INC.	$1,895,775.25
SYSTEMWIDE IMPROVEMENTS (SW)				
I-14-4225	DESIGN	LAND ACQUISITION AND SURVEYING SERVICES UPON REQUEST - SYSTEMWIDE	MATHEWSON RIGHT OF WAY COMPANY/DYNASTY GROUP, INC.	$3,000,000.00
RR-14-5703	DESIGN	DESIGN UPON REQUEST - SYSTEMWIDE - MOVE ILLINOIS	SINGH & ASSOCIATES, INC.	$2,500,000.00
I-16-4257	STUDY	ENVIRONMENTAL STUDIES UPON REQUEST	HUFF & HUFF, INC.	$5,000,000.00
RR-16-4267	DESIGN	MAINTENANCE FACILITIES SITE DESIGN	ENVIRONMENTAL DESIGN INTERNATIONAL, INC.	$4,350,000.00
RR-16-4278	DESIGN	"SYSTEMWIDE TRAFFIC OPERATION AND MAINTENANCE PERFORMANCE EVALUATION AND ENHANCEMENT SUPPORT. ON-CALL AND AS-NEEDED TRAFFIC OPERATION AND MAINTENANCE SUPPORT."	J.A. WATTS, INC.	$2,500,000.00
RR-16-9194	PROJECT / PROGRAM MANAGEMENT	"ITS MAINTENANCE AND NETWORK DEPLOYMENT GUIDANCE AND SUPPORT MANAGEMENT CONTRACT (TECHNICAL FUND 51)"	PARSONS TRANSPORTATION GROUP, INC.	$1,661,212.49
I-17-4093	PROJECT / PROGRAM MANAGEMENT	PROGRAM MANAGEMENT CORE SERVICES (LUMP SUM)	HNTB CORPORATION	$70,600,000.00

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CONTRACT NUMBER	ACCOUNT	CONTRACT DESCRIPTION	PRIME VENDOR NAME	AUTHORIZED AMOUNT
I-17-4093	PROJECT / PROGRAM MANAGEMENT	PMO CONTRACT. PROGRAM MANAGEMENT OFFICE AND TECHNICAL/ ADMINISTRATIVE SERVICES	HNTB CORPORATION	$135,000,000.00
RR-16-9197	DESIGN	SYSTEMWIDE DESIGN SERVICES UPON REQUEST NON ROADWAY. ON-CALL AND AS-NEEDED PHASE II ENGINEE		$1,980,076.11
RR-18-4354	DESIGN	SYSTEMWIDE, DESIGN AND CONSTRUCTION MANAGEMENT SERVICES FOR LANDSCAPE SERVICES UPON REQUEST. ON CALL AND AS-NEEDED PHASE II ENGINEERING SERVICES AND CONSTRUCTION MANAGEMENT SERVICES	2IM GROUP, LLC	$8,000,000.00
RR-18-4355	DESIGN	INTELLIGENT TRANSPORTATION SYSTEMS (ITS) SERVICES UPON REQUEST. ON CALL AND AS-NEEDED PHASE II ENGINEERING SERVICES AND CONSTRUCTION MANAGEMENT SERVICES	EJM ENGINEERING, INC. / TRANSMART TECHNOLOGIES, INC. (TM)	$2,341,504.16
RR-18-4378	INSPECTION	SYSTEMWIDE, CONSTRUCTION MANAGEMENT UPON REQUEST. ON-CALL AND AS-NEEDED CONSTRUCTION MANAGEMENT SERVICES.	INTERRA INC.	$2,500,000.00
RR-18-4435	INSPECTION	JANE ADDAMS MEMORIAL TOLLWAY, PAVEMENT AND BRIDGE PRESERVATION M.P. 2.6 (ROCKTON ROAD) TO M.P. 18.3 (KISHWAUKEE RIVER BRIDGE), CONSTRUCTION MANAGEMENT	COLLINS ENGINEERS, INC.	$2,499,800.00
RR-18-9008	DESIGN	SYSTEMWIDE, DESIGN UPON REQUEST, NON-ROADWAY. PHASE II ENGINEERING SERVICES.	SINGH & ASSOCIATES, INC.	$2,000,000.00
RR-18-9015	PROJECT / PROGRAM MANAGEMENT	DOCUMENT AND PROCESS CONTROL MANAGEMENT SERVICES.	KRISTINE FALLON ASSOCIATES, INC.	$7,281,915.65
RR-18-9206	INSPECTION	MATERIALS ENGINEERING SERVICES, SYSTEMWIDE	STATE MATERIALS ENGINEERING LLC DBA S.T.A.T.E. TESTING, LLC	$25,147,185.60
RR-18-9210	DESIGN	INTELLIGENT TRANSPORTATION SYSTEMS (ITS) SERVICES UPON REQUEST. ON-CALL AND AS-NEEDED INTELLIGENT TRANSPORTATION SYSTEM SERVICES.	SRF CONSULTING GROUP, INC./SINGH & ASSOCIATES (SRFSIN_TM)	$4,000,000.00

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CONTRACT NUMBER	ACCOUNT	CONTRACT DESCRIPTION	PRIME VENDOR NAME	AUTHORIZED AMOUNT
I-19-4469	DESIGN	SYSTEMWIDE, BRIDGE RECONSTRUCTION, BYPASS U.S. 20 BRIDGE OVER JANE ADDAMS MEMORIAL TOLLWAY (M.P. 19.8). PHASE II ENGINEERING SERVICES.	RUBINOS & MESIA ENGINEERS, INC.	$2,998,226.27
RR-19-9217	INSPECTION	SYSTEMWIDE, CONSTRUCTION MANAGEMENT SERVICES UPON REQUEST - NON ROADWAY. ON-CALL AND AS-NEEDED CONSTRUCTION MANAGEMENT SERVICES.	DB STERLIN CONSULTANTS, INC.	$12,500,000.00
RR-19-4460	DESIGN	FACILITIES, DESIGN SERVICES UPON REQUEST. ON-CALL, AND AS-NEEDED PHASE II ENGINEERING SERVICES.	AAA ENGINEERING, LTD	$5,000,000.00
RR-19-4461	INSPECTION	FACILITIES, CONSTRUCTION MANAGEMENT SERVICES UPON REQUEST. ON-CALL, AND AS-NEEDED CONSTRUCTION MANAGEMENT SERVICES.	AMERICAN VETERAN INDUSTRIES, LLC/BRAVO COMPANY ENGINEERING	$3,000,000.00
RR-19-4480	DESIGN	GEOTECHNICAL SERVICES UPON REQUEST. ON-CALL AND AS-NEEDED GEOTECHNICAL SERVICES.	INTERRA INC.	$5,000,000.00
RR-19-9218	INSPECTION	CONSTRUCTION MANAGEMENT UPON REQUEST – SYSTEMWIDE NON ROADWAY. ON-CALL, AND AS-NEEDED CONSTRUCTION MANAGEMENT SERVICES.	ARCADIS U.S., INC.	$4,000,000.00
RR-19-9219	DESIGN	DESIGN UPON REQUEST - SYSTEMWIDE NON ROADWAY. ON-CALL, AND AS-NEEDED PHASE II ENGINEERING SERVICES	ATLAS ENGINEERING GROUP, LTD.	$5,000,000.00
RR-20-4524	DESIGN	SYSTEMWIDE, DESIGN UPON REQUEST. ON-CALL, AND AS-NEEDED PHASE II ENGINEERING SERVICES.	WBK ENGINEERING, LLC	$2,500,000.00
RR-20-4525	INSPECTION	SYSTEMWIDE, CONSTRUCTION MANAGEMENT SERVICES UPON REQUEST. ON-CALL AND AS-NEEDED CONSTRUCTION MANAGEMENT SERVICES.	CHERI K. LEWIS ENGINEER	$4,000,000.00
RR-20-4522	INSPECTION	SYSTEMWIDE, MAINTENANCE FACILITIES, CONSTRUCTION MANAGEMENT SERVICES UPON REQUEST. ON-CALL AND AS-NEEDED CONSTRUCTION MANAGEMENT SERVICES	ESI CONSULTANTS, LTD./THE RODERICK GROUP D/B/A ARDMORE RODERICK	$5,000,000.00
RR-21-4564	DESIGN	SYSTEMWIDE, DESIGN UPON REQUEST. ON-CALL, AND AS-NEEDED PHASE II ENGINEERING SERVICES.	HANSON PROFESSIONAL SERVICES, INC.	$4,000,000.00

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CONTRACT NUMBER	ACCOUNT	CONTRACT DESCRIPTION	PRIME VENDOR NAME	AUTHORIZED AMOUNT
RR-21-4565	INSPECTION	SYSTEMWIDE, CONSTRUCTION MANAGEMENT SERVICES UPON REQUEST. ON-CALL AND AS-NEEDED CONSTRUCTION MANAGEMENT SERVICES	GASPEREC ELBERTS CONSULTING, LLC	$3,000,000.00
RR-21-4566	INSPECTION	SYSTEMWIDE, CONSTRUCTION MANAGEMENT SERVICES UPON REQUEST. ON-CALL AND AS-NEEDED CONSTRUCTION MANAGEMENT SERVICE	DLZ ILLINOIS. INC./ABNA OF ILLINOIS, INC.	$3,000,000.00
RR-21-4569	INSPECTION	SYSTEMWIDE, INTELLIGENT TRANSPORTATION SYSTEMS (ITS) SERVICES UPON REQUEST. ON-CALL AND AS-NEEDED CONSTRUCTION MANAGEMENT SERVICES	ATLAS ENGINEERING GROUP, LTD.	$3,500,000.00
RR-21-4570	DESIGN	SYSTEMWIDE, UTILITY RELOCATION ASSISTANCE UPON REQUEST. SUBSURFACE AND UTILITY ASSISTANCE SERVICES.	HBK ENGINEERING, LLC	$3,000,000.00
RR-21-4571	DESIGN - STUDY	SYSTEMWIDE ENVIRONMENTAL STUDIES UPON REQUEST. ON-CALL AND AS-NEEDED ENVIRONMENTAL SERVICES	HUFF & HUFF, INC./KASKASKIA ENGINEERING GROUP	$5,000,000.00
RR-21-4800	INSPECTION	SYSTEMWIDE, CONSTRUCTION MANAGEMENT SERVICES UPON REQUEST. ON-CALL, AND AS-NEEDED CONSTRUCTION MANAGEMENT SERVICES.	TRANSYSTEMS CORPORATION	$5,000,000.00
RR-21-4801	DESIGN	SYSTEMWIDE, DESIGN SERVICES UPON REQUEST. ON-CALL, AND AS-NEEDED PHASE II ENGINEERING SERVICES.	HDR ENGINEERING, INC.	$5,000,000.00
RR-21-4802	DESIGN	IL 390, PAVEMENT AND STRUCTURAL PRESERVATION AND REHABILITATION, M.P. 6.0 (LAKE STREET) TO M.P. 13.0 (I-290). PHASE II ENGINEERING SERVICES.	HBM ENGINEERING GROUP, LLC	$3,345,926.00
RR-21-9229	INSPECTION	SYSTEMWIDE, CONSTRUCTION MANAGEMENT SERVICES UPON REQUEST - NON-ROADWAY. ON-CALL AND AS-NEEDED CONSTRUCTION MANAGEMENT SERVICES.	R.M. CHIN & ASSOCIATES, INC.	$3,000,000.00
RR-21-9240	DESIGN	SYSTEMWIDE, FACILITIES DESIGN SERVICES UPON REQUEST. ON-CALL, AND AS-NEEDED PHASE II ENGINEERING SERVICES	MULLER & MULLER LTD.	$3,000,000.00
RR-21-9241	DESIGN	SYSTEMWIDE, DESIGN SERVICES UPON REQUEST. ON-CALL, AND AS-NEEDED PHASE II ENGINEERING SERVICES	ORION ENGINEERS, PLLC	$3,000,000.00

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CONTRACT NUMBER	ACCOUNT	CONTRACT DESCRIPTION	PRIME VENDOR NAME	AUTHORIZED AMOUNT
I-21-4805	INSPECTION	TRI-STATE TOLLWAY, CONSTRUCTION MANAGEMENT SERVICES UPON REQUEST. ON-CALL, AND AS-NEEDED CONSTRUCTION MANAGEMENT SERVICES.	PATRICK ENGINEERING, INC.	$3,000,000.00
MO-22-1282	DESIGN	UNDERWATER INSPECTION AND SCOUR ANALYSIS OF TOLLWAY BRIDGES SYSTEMWIDE	ORION ENGINEERS, PLLC	$482,347.80
RR-21-4599	DESIGN	SYSTEMWIDE, INTELLIGENT TRANSPORTATION SYSTEMS (ITS) DESIGN SERVICES UPON REQUEST; ON-CALL AND AS-NEEDED PHASE II ENGINEERING SERVICES	DELTA ENGINEERING GROUP, LLC	$4,000,000.00
RR-21-4804	DESIGN	SYSTEMWIDE FACILITIES, PHASE I AND II ENGINEERING SERVICES.	SINGH & ASSOCIATES, INC./A. EPSTEIN & SONS INTERNATIONAL, INC.	$4,496,515.00
RR-21-9242	DESIGN	SYSTEMWIDE, DESIGN SERVICES UPON REQUEST. ON-CALL AND AS-NEEDED PHASE II ENGINEERING SERVICES	HORNER & SHIFRIN, INC.	$1,500,000.00
RR-21-9243	INSPECTION	SYSTEMWIDE, CONSTRUCTION MANAGEMENT SERVICES UPON REQUEST. ON-CALL AND AS-NEEDED CONSTRUCTION MANAGEMENT SERVICES	4HD, INC.	$2,000,000.00
RR-22-4846	INSPECTION	SYSTEMWIDE, CONSTRUCTION MANAGEMENT SERVICES UPON REQUEST. ON-CALL AND AS-NEEDED CONSTRUCTION MANAGEMENT SERVICES.	COLLINS ENGINEERS, INC.	$3,500,000.00
RR-22-4848	INSPECTION	SYSTEMWIDE, CONSTRUCTION MANAGEMENT SERVICES UPON REQUEST. ON-CALL, AND AS-NEEDED CONSTRUCTION MANAGEMENT SERVICES.	DAMA CONSULTANTS, INC.	$3,000,000.00
RR-22-4849	DESIGN	SYSTEMWIDE, DESIGN UPON REQUEST. PHASE II ENGINEERING SERVICES.	PATRICK ENGINEERING INC. / ENGINEERING DESIGN SOURCE, INC.	$3,000,000.00
RR-22-4850	INSPECTION	SYSTEMWIDE, IT CONSTRUCTION MANAGEMENT SERVICES UPON REQUEST, ON-CALL AND AS-NEEDE CONSTRUCTION MANAGEMENT SERVICES.	MATERIAL SOLUTIONS LABORATORY	$3,000,000.00
RR-22-4862	INSPECTION	SYSTEMWIDE, CONSTRUCTION MANAGEMENT SERVICES UPON REQUEST. ON-CALL AND AS-NEEDED CONSTRUCTION MANAGEMENT SERVICES	JUNEAU ASSOCIATES, INC., P.C.	$4,000,000.00

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CONTRACT NUMBER	ACCOUNT	CONTRACT DESCRIPTION	PRIME VENDOR NAME	AUTHORIZED AMOUNT
RR-22-4863	INSPECTION	IL 390, PAVEMENT AND STRUCTURAL PRESERVATION AND REHABILITATION, LAKE STREET (M.P. 6.0) TO I-290 (M.P. 13.0), CONSTRUCTION MANAGEMENT SERVICES	TECMA ASSOCIATES, INC.	$4,075,564.68
RR-22-4864	DESIGN	SYSTEMWIDE, DESIGN SERVICES UPON REQUEST	AMES ENGINEERING, INC.	$2,000,000.00
TRI-STATE (I-294)/I-57 INTERCHANGE				
I-18-4420	INSPECTION	I-294 / I-57 INTERCHANGE, TRI-STATE TOLLWAY M.P. 7.6 (I-57), CONSTRUCTION MANAGEMENT SERVICES.	WIGHT & COMPANY	$15,318,231.41
TRI-STATE TOLLWAY (I-94/I-294/I-80)				
I-17-4298	DESIGN	TRI-STATE TOLLWAY, ROADWAY RECONSTRUCTION, I-55 RAMPS (M.P. 24.1) TO OGDEN AVENUE (M.P. 27.8). PHASE II ENGINEERING SERVICES.	TRANSYSTEMS CORPORATION/HANSON PROFESSIONAL SERVICES, INC.	$27,562,500.00
I-17-4299	DESIGN	TRI-STATE TOLLWAY, ROADWAY RECONSTRUCTION, EW CONNECTOR (M.P. 29.1) TO ROOSEVELT ROAD (M.P. 30.5). PHASE II ENGINEERING SERVICES.	QUIGG ENGINEERING, INC.	$3,325,000.00
I-17-4300	DESIGN	TRI-STATE TOLLWAY, ROADWAY RECONSTRUCTION, ROOSEVELT ROAD (M.P. 30.5) TO ST CHARLES ROAD (M.P. 32.3). PHASE II ENGINEERING SERVICES.	JACOBS ENGINEERING GROUP, INC.	$46,941,000.00
I-17-4301	DESIGN	TRI-STATE TOLLWAY, ROADWAY RECONSTRUCTION, ST CHARLES ROAD (M.P. 32.3) TO NORTH AVENUE / LAKE STREET (M.P. 33.5). PHASE II ENGINEERING SERVICES.	ALFRED BENESCH & COMPANY/THE RODERICK GROUP, INC. (DBA ARDMORE RODERICK)/2IM GROUP, LLC	$16,457,000.00
I-17-4306	DESIGN	TRI-STATE TOLLWAY, BRIDGE REHABILITATION, REPAIRS, & DEMOLITION, VARIOUS LOCATIONS. PHASE II ENGINEERING SERVICES.	RUBINOS & MESIA ENGINEERS, INC.	$2,715,500.00
I-17-4308	DESIGN	TRI-STATE TOLLWAY, ITS & LIGHTING INSTALLATION, 95TH STREET (M.P. 17.8) TO BALMORAL AVENUE (M.P. 40.0). PHASE II ENGINEERING SERVICES.	GANDHI & ASSOCIATES, INC.	$7,389,000.00
I-17-4311	DESIGN	TRI-STATE TOLLWAY, GEOTECHNICAL UPON REQUEST, 95TH STREET (M.P. 17.8) TO BALMORAL AVENUE (M.P. 40.0). PHASE II ENGINEERING SERVICES.	GEO SERVICES, INC	$4,987,696.76

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CONTRACT NUMBER	ACCOUNT	CONTRACT DESCRIPTION	PRIME VENDOR NAME	AUTHORIZED AMOUNT
I-17-4315	INSPECTION	TRI-STATE TOLLWAY, CONSTRUCTION MANAGEMENT UPON REQUEST. PHASE III ENGINEERING SERVICES.	GLOBETROTTERS ENGINEERING CORPORATION	$5,000,000.00
I-17-4326	PROJECT / PROGRAM MANAGEMENT	OWNER'S (TOLLWAY) REP., CONSTRUCTION CORRIDOR MANAGEMENT, & CONSTRUCTION MANAGEMENT SERVICES – CENTRAL TRI-STATE (FLAT RATE AND SUBS)	OMEGA & ASSOCIATES, INC.	$107,913,680.91
I-17-4326	PROJECT / PROGRAM MANAGEMENT	OWNER'S (TOLLWAY) REP., CONSTRUCTION CORRIDOR MANAGEMENT, & CONSTRUCTION MANAGEMENT SERVICES – CENTRAL TRI-STATE (LUMP SUM)	OMEGA & ASSOCIATES, INC.	$49,086,319.09
I-18-4380	INSPECTION	ELGIN O'HARE WESTERN ACCESS, I-294 (GRAND AVENUE TO WOLF ROAD). CONSTRUCTION MANAGEMENT SERVICES.	EXP U S SERVICES, INC.	$17,492,986.41
I-18-4411	INSPECTION	TRI-STATE TOLLWAY (I-294), BRIDGE RECONSTRUCTION, MILE LONG BRIDGE (M.P. 21.5). CONSTRUCTION MANAGEMENT SERVICES	BOWMAN CONSULTING GROUP, LTD	$48,000,000.00
I-18-4412	INSPECTION	TRI-STATE TOLLWAY (I-294), BRIDGE RECONSTRUCTION, BURLINGTON NORTHERN SANTA FE (BNSF) RAILROAD BRIDGE (M.P. 26.6). CONSTRUCTION MANAGEMENT SERVICES.	TRANSYSTEMS CORP./HR GREEN, INC. (TSCHRG_TM)	$8,285,200.00
I-18-4414	INSPECTION	I-294, CONSTRUCTION MANAGEMENT SERVICES UPON REQUEST. ON-CALL , AND AS-NEEDED CONSTUCTION MANAGEMENT SERVICES.	JUNEAU ASSOCIATES, INC., P.C.	$5,000,000.00
I-18-4415	DESIGN	UTILITY LOCATION AND IDENTIFICATION ASSISTANCE UPON REQUEST. SUB SURFACE AND UTILITY ASSISTANCE SERVICES	AMERICAN SURVEYING & ENGINEERING, P.C.	$3,000,000.00
I-18-4424	DESIGN	TRI-STATE TOLLWAY, DESIGN UPON REQUEST	TERRA ENGINEERING, LTD.	$5,000,000.00
I-19-4462	INSPECTION	TRI-STATE TOLLWAY, ARCHER AVENUE INTERSTATE BRIDGES AT I-294 (M.P. 20.5), CONSTRUCTION MANAGEMENT SERVICES	SE3, LLC	$5,970,013.74

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CONTRACT NUMBER	ACCOUNT	CONTRACT DESCRIPTION	PRIME VENDOR NAME	AUTHORIZED AMOUNT
I-19-4478	INSPECTION	TRI-STATE TOLLWAY, ROADWAY RECONSTRUCTION AND WIDENING, ST. CHARLES RD. (M.P. 32) TO NORTH AVE./LAKE ST. (M.P. 33), CONSTRUCTION MANAGEMENT SERVICES. CONSTRUCTION MANAGEMENT SERVICES.	HR GREEN, INC.	$15,500,000.00
I-19-4479	INSPECTION	TRI-STATE TOLLWAY, ROADWAY RECONSTRUCTION AND WIDENING, 75TH STREET (M.P. 22) TO I-55 RAMPS (M.P. 24), CONSTRUCTION MANAGEMENT SERVICES	GLOBETROTTERS ENGINEERING CORPORATION	$17,900,000.00
I-19-4482	INSPECTION	TRI-STATE TOLLWAY, ROADWAY RECONSTRUCTION AND WIDENING, 95TH STREET (M.P. 17) TO LAGRANGE ROAD (M.P. 21), CONSTRUCTION MANAGEMENT SERVICES.	BURNS & MCDONNELL ENGINEERING/RM CHIN & ASSOCIATES/SE3, LLC	$24,000,000.00
I-19-4498	DESIGN	TRI-STATE TOLLWAY, DESIGN UPON REQUEST	INFRASTRUCTURE ENGINEERING, INC.	$5,000,000.00
I-19-4710	INSPECTION	ELGIN O'HARE WESTERN ACCESS, I-294 TO I-90 – I-294 – NORTH AVENUE TO GRAND AVENUE, CONSTRUCTION MANAGEMENT SERVICES.	H.W. LOCHNER, INC. / D'ESCOTO, INC./ ILLINOIS CONSTRUCTION & ENVIRONMENTAL (TEAM)	$11,996,920.00
I-20-4527	INSPECTION	TRI-STATE TOLLWAY, CONSTRUCTION MANAGEMENT SERVICES UPON REQUEST. ON-CALL AND AS-NEEDED CONSTRUCTION MANAGEMENT SERVICES.	COTTER CONSULTING, INC.	$5,000,000.00
RR-14-4221	DESIGN	TRI-STATE TOLLWAY, BRIDGE REHABILITATION / RECONSTRUCTION, MILE-LONG BRIDGE (MP 21.5)	H.W. LOCHNER INC./HDR ENGINEERING, INC./QUIGG ENGINEERING INC.	$41,054,434.54
RR-14-4224	DESIGN	TRI-STATE TOLLWAY, ROADWAY STUDY, CERMAK ROAD (M.P. 29.5) TO BALMORAL AVENUE (M.P. 40.0).	JACOBS ENGINEERING GROUP, INC/EFK MOEN, LLC/HANSON PROFESSIONAL SERVICES, INC.	$38,347,635.66
RR-16-4265	DESIGN	TRI-STATE TOLLWAY, DESIGN CORRIDOR MANAGEMENT. PROJECT MANAGEMENT AND PHASE II ENGINEERING.	AECOM TECHNICAL SERVICES, INC.	$87,012,076.00
I-20-4531	INSPECTION	TRI-STATE TOLLWAY, CONSTRUCTION MANAGEMENT SERVICES UPON REQUEST (ITS SERVICES). ON-CALL AND AS-NEEDED CONSTRUCTION MANAGEMENT SERVICES.	J.A. WATTS, INC.	$7,500,000.00

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CONTRACT NUMBER	ACCOUNT	CONTRACT DESCRIPTION	PRIME VENDOR NAME	AUTHORIZED AMOUNT
I-20-4548	INSPECTION	"TRI-STATE TOLLWAY, CONSTRUCTION MANAGEMENT SERVICES UPON REQUEST. ON-CALL, AND AS-NEEDED CONSTRUCTION MANAGEMENT SERVICES."	GONZALEZ COMPANIES, LLC	$6,000,000.00
I-21-4567	INSPECTION	TRI-STATE TOLLWAY, CONSTRUCTION MANAGEMENT SERVICES UPON REQUEST. ON CALL, AND AS-NEEDED CONSTRUCTION MANAGEMENT SERVICES.	TRANSLAND ENGINEERING GROUP, LLC	$2,000,000.00
I-21-4811	DESIGN	LAND ACQUISITION SERVICES UPON REQUEST	AMERICAN SURVEYING & ENGINEERING, P.C.	$3,000,000.00
I-21-4572	INSPECTION	SYSTEMWIDE, CONSTRUCTION MANAGEMENT SERVICES UPON REQUEST. ON CALL, AND AS-NEED CONSTRUCTION MANAGEMENT SERVICES.	STANLEY CONSULTANTS, INC.	$3,000,000.00
I-21-4828	DESIGN	TRI-STATE TOLLWAY, DESIGN SERVICES UPON REQUEST. ON-CALL, AND AS-NEEDED PHASE II ENGINEERING SERVICES.	EXP U S SERVICES, INC.	$5,000,000.00
I-21-4568	DESIGN	SYSTEMWIDE, GEOTECHNICAL AND ENVIRONMENTAL SERVICES UPON REQUEST. ON-CALL AND AS-NEEDED PHASE II ENGINEERING SERVICES	SHANNON & WILSON,INC./ STRATA EARTH SERVICES, LLC	$3,000,000.00
I-21-4809	INSPECTION	TRI-STATE TOLLWAY, ROADWAY RECONSTRUCTION AND WIDENING, OGDEN AVENUE (M.P. 27.8) TO CERMAK ROAD (M.P. 29.5), CONSTRUCTION MANAGEMENT SERVICES.	BOWMAN CONSULTING GROUP, LTD./OSEH INC./ ALFRED BENESCH & COMPANY	$15,900,000.00
I-21-4807	INSPECTION	TRI-STATE TOLLWAY, ROADWAY RECONSTRUCTION AND WIDENING, FLAGG CREEK (M.P. 23.8) TO HINSDALE OASIS (M.P. 25.0), CONSTRUCTION MANAGEMENT SERVICES.	AECOM TECHNICAL SERVICES, INC. / SE3, LLC	$13,000,000.00
I-21-4808	INSPECTION	TRI-STATE TOLLWAY, ROADWAY RECONSTRUCTION AND WIDENING, HINSDALE OASIS (M.P. 25.0) TO OGDEN AVENUE (M.P. 27.8), CONSTRUCTION MANAGEMENT SERVICES.	GFGCBM TEAM	$25,000,000.00
I-21-4810	INSPECTION	TRI-STATE TOLLWAY, CONSTRUCTION MANAGEMENT SERVICES UPON REQUEST. ON-CALL AND AS-NEEDED CONSTRUCTION MANAGEMENT SERVICES.	SQN ASSOCIATES, LLC	$3,000,000.00

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CONTRACT NUMBER	ACCOUNT	CONTRACT DESCRIPTION	PRIME VENDOR NAME	AUTHORIZED AMOUNT
I-21-4812	DESIGN	TRI-STATE TOLLWAY, DESIGN SERVICES UPON REQUEST. ON-CALL, AND AS-NEEDED PHASE II ENGINEERING SERVICES.	ABNA ENGINEERING INC.	$3,000,000.00
I-22-4852	DESIGN	TRI-STATE TOLLWAY, DESIGN SERVICES UPON REQUEST. ON-CALL, AND AS-NEEDED PHASE II ENGINEERING SERVICES.	LAKESIDE ENGINEERS, LLC.	$3,000,000.00
I-22-4853	DESIGN	TRI-STATE TOLLWAY, DESIGN SERVICES UPON REQUEST. ON-CALL, AND AS-NEEDED PHASE II ENGINEERING SERVICES.	BLOOM COMPANIES, LLC	$3,000,000.00
VETERANS MEMORIAL TOLLWAY (I-355)				
RR-16-4255	DESIGN	ROADWAY AND BRIDGE REHABILITATION - DESIGN, VETERANS MEMORIAL TOLLWAY M.P. 12.3 (I-55) TO M.P. 22.3 (STA 11260+00, BUTTERFIELD ROAD)	PRIMERA ENGINEERS, LTD.	$9,253,293.29
RR-16-4256	DESIGN	ROADWAY AND BRIDGE REHABILITATION - DESIGN, VETERANS MEMORIAL TOLLWAY M.P. 22.3 (STA 11260+00, BUTTERFIELD ROAD) TO M.P. 29.8 (ARMY TRAIL ROAD)	PATRICK ENGINEERING, INC.	$5,954,232.28

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APPENDIX D

MOVE ILLINOIS
PROGRAM SUMMARY

NEED	PROJECT	SCOPE & APPROX. MP LIMITS	LENGTH (CENTERLINE MILES)	ESTIMATED CONSTRUCTION PERIOD	STATUS
TRI-STATE TOLLWAY (I-294/I-80 & I-294)					
"RECONSTRUCT INFRASTRUCTURE REPLACEMENT"	"RECONSTRUCT 8 LANES ADD 2 LANES"	"95TH STREET TO BALMORAL AVENUE (MP 17.7 TO 40.0)"	22.3	2019-2026	IN-PROGRESS
"RESTORE INFRASTRUCTURE RENEWAL"	"BRIDGE AND RAMP REPAIRS"	"TRI-STATE TOLLWAY (I-294) (MP 0.0 TO 52.8)"	52.8	2012-2026	IN-PROGRESS
CORRIDOR	ROW ACQUISITION	"TRI-STATE TOLLWAY (I-294) (MP 0.0 TO 52.8)"	52.8	2017-2026	IN-PROGRESS
CORRIDOR	"UTILITY AND FIBER OPTIC RELOCATION"	"TRI-STATE TOLLWAY (I-294) (MP 0.0 TO 52.8)"	52.8	2017-2026	IN-PROGRESS
TRI-STATE TOLLWAY (I-94) & EDENS SPUR (I-94)					
"RECONSTRUCT INFRASTRUCTURE REPLACEMENT"	RECONSTRUCT 4 LANES	"EDENS SPUR (MP 25.0 TO 30.0)"	5.0	2018-2020	COMPLETE
"RESTORE INFRASTRUCTURE RENEWAL"	"BRIDGE AND RAMP REPAIRS"	"TRI-STATE TOLLWAY (I-94) (MP 1.0 TO 25.3)"	25.3	2012-2026	IN-PROGRESS
CORRIDOR	ROW ACQUISITION	"TRI-STATE TOLLWAY (I-94) (MP 1.0 TO 25.3)"	25.3	2015-2022	IN-PROGRESS
CORRIDOR	"UTILITY AND FIBER OPTIC RELOCATION"	"TRI-STATE TOLLWAY (I-94) (MP 1.0 TO 25.3)"	25.3	2017-2023	IN-PROGRESS
TRI-STATE TOLLWAY (I-294) & INTERSTATE 57 INTERCHANGE					
"REGIONAL GROWTH SYSTEM EXPANSION"	"NEW RAMPS, STRUCTURES AND TOLL PLAZAS"	"TRI-STATE TOLLWAY (I-294)/I-57 INTERCHANGE NEW RAMPS TO AND FROM MEMPHIS AND 147TH STREET"	-	2012-2014	COMPLETE
"REGIONAL GROWTH SYSTEM EXPANSION"	ROW ACQUISITION	TRI-STATE TOLLWAY (I-294)/I-57 INTERCHANGE	-	2013-2017	COMPLETE
"REGIONAL GROWTH SYSTEM EXPANSION"	"UTILITY AND FIBER OPTIC RELOCATION"	TRI-STATE TOLLWAY (I-294)/I-57 INTERCHANGE	-	2013-2015	COMPLETE
"REGIONAL GROWTH SYSTEM EXPANSION"	"NEW RAMPS AND STRUCTURES"	"TRI-STATE TOLLWAY (I-294)/I-57 INTERCHANGE NEW RAMPS TO COMPLETE SYSTEM INTERCHANGE"	-	2019-2024	IN-PROGRESS
"REGIONAL GROWTH SYSTEM EXPANSION"	ROW ACQUISITION	"TRI-STATE TOLLWAY (I-294)/I-57 INTERCHANGE NEW RAMPS TO COMPLETE SYSTEM INTERCHANGE"	-	2019-2024	IN-PROGRESS

NEED	PROJECT	SCOPE & APPROX. MP LIMITS	LENGTH (CENTERLINE MILES)	ESTIMATED CONSTRUCTION PERIOD	STATUS
"REGIONAL GROWTH SYSTEM EXPANSION"	"UTILITY AND FIBER OPTIC RELOCATION"	"TRI-STATE TOLLWAY (I-294)/I-57 INTERCHANGE NEW RAMPS TO COMPLETE SYSTEM INTERCHANGE"	-	2019-2025	IN-PROGRESS
JANE ADDAMS MEMORIAL TOLLWAY (I-90)					
"RECONSTRUCT INFRASTRUCTURE REPLACEMENT CONGESTION RELIEF"	RECONSTRUCT 4 LANES ADD 2 LANES	"I-39 TO ILLINOIS ROUTE 47 (MP 17.5 TO 46.5)"	29	2013-2015	COMPLETE
"RECONSTRUCT INFRASTRUCTURE REPLACEMENT CONGESTION RELIEF"	RECONSTRUCT 4 LANES ADD 2 LANES	"ILLINOIS ROUTE 47 TO ELGIN TOLL PLAZA 9 (MP 46.5 TO 54.0)"	7.5	2013-2015	COMPLETE
"RECONSTRUCT INFRASTRUCTURE REPLACEMENT CONGESTION RELIEF"	RECONSTRUCT 6 LANES ADD 2 LANES	"ELGIN TOLL PLAZA 9 TO KENNEDY EXPRESSWAY (MP 54.0 TO 78.6)"	24.6	2013-2016	COMPLETE
"RECONSTRUCT CONGESTION RELIEF"	TRANSIT ACCOMMODATION	"I-39 TO KENNEDY EXPRESSWAY (MP 17.5 TO 78.6)"	61.1	2013-2015	COMPLETE
"RESTORE INFRASTRUCTURE RENEWAL"	BRIDGE AND RAMP REPAIRS	"I-39 TO KENNEDY EXPRESSWAY (MP 17.5 TO 78.6)"	61.1	2013-2026	IN-PROGRESS
CORRIDOR	ROW ACQUISITION	"I-39 TO KENNEDY EXPRESSWAY (MP 17.5 TO 78.6)"	61.1	2012-2016	COMPLETE
CORRIDOR	"UTILITY AND FIBER OPTIC RELOCATION"	"I-39 TO KENNEDY EXPRESSWAY (MP 17.5 TO 78.6)"	61.1	2012-2016	COMPLETE
REAGAN MEMORIAL TOLLWAY (I-88)					
"RECONSTRUCT INFRASTRUCTURE REPLACEMENT"	RECONSTRUCT 6 LANES	"YORK ROAD TO EISENHOWER EXPRESSWAY (I-290) (MP 139.0 TO 140.5)"	1.5	2018-2019	COMPLETE
"RESTORE INFRASTRUCTURE RENEWAL"	MILL, PATCH AND OVERLAY	"ILLINOIS ROUTE 251 TO ILLINOIS ROUTE 56 (MP 76.1 TO 113.3)"	37.2	2018-2019	COMPLETE
"RESTORE INFRASTRUCTURE RENEWAL"	MILL, PATCH AND OVERLAY	"AURORA TOLL PLAZA 61 TO ILLINOIS ROUTE 59 (MP 117.8 TO 123.3)"	5.5	2020-2021	COMPLETE
"RECONSTRUCT INFRASTRUCTURE REPLACEMENT"	RECONSTRUCT 4 LANES	EAST-WEST CONNECTOR ROAD BETWEEN I-294 AND I-88	3.7	2018-2020	COMPLETE
"RESTORE INFRASTRUCTURE RENEWAL"	BRIDGE AND RAMP REPAIRS	"US ROUTE 30 TO EISENHOWER EXPRESSWAY (I-290 (MP 44.2 TO 140.4)"	96.2	2012-2026	IN-PROGRESS
CORRIDOR	ROW ACQUISITION	"US ROUTE 30 TO EISENHOWER EXPRESSWAY (I-290 (MP 44.2 TO 140.4)"	96.2	2016-2024	IN-PROGRESS

NEED	PROJECT	SCOPE & APPROX. MP LIMITS	LENGTH (CENTERLINE MILES)	ESTIMATED CONSTRUCTION PERIOD	STATUS
CORRIDOR	"UTILITY AND FIBER OPTIC RELOCATION"	"US ROUTE 30 TO EISENHOWER EXPRESSWAY (I-290 (MP 44.2 TO 140.4)"	96.2	2018-2022	IN-PROGRESS
VETERANS MEMORIAL TOLLWAY (I-355)					
"RESTORE INFRASTRUCTURE RENEWAL"	MILL, PATCH AND OVERLAY	"I-55 TO BOUGHTON ROAD, COLLECTOR-DISTRIBUTOR ROADS, NORTH AVENUE TO ARMY TRAIL ROAD (MP 12.3 TO 29.8)"	17.5	2013	COMPLETE
"RESTORE INFRASTRUCTURE RENEWAL"	MILL, PATCH AND OVERLAY	"I-55 TO ARMY TRAIL ROAD (MP 12.3 TO 29.8)"	17.5	2018-2019	COMPLETE
"RESTORE INFRASTRUCTURE RENEWAL"	BRIDGE AND RAMP REPAIRS	"I-80 TO ARMY TRAIL ROAD (MP 0.0 TO 29.8)"	29.8	2012-2026	IN-PROGRESS
CORRIDOR	ROW ACQUISITION	"I-80 TO ARMY TRAIL ROAD (MP 0.0 TO 29.8)"	29.8	2019	COMPLETE
CORRIDOR	"UTILITY AND FIBER OPTIC RELOCATION"	"I-80 TO ARMY TRAIL ROAD (MP 0.0 TO 29.8)"	29.8	2018-2019	COMPLETE
ELGIN-O'HARE WESTERN ACCESS (IL 390 & I-490)					
"REGIONAL GROWTH SYSTEM EXPANSION"	REHABILITATE 4 LANES ADD 2 LANES	"EXISTING ELGIN O'HARE (IL-390) US ROUTE 20 TO ROHLWING ROAD"	6	2013-2017	COMPLETE
"REGIONAL GROWTH SYSTEM EXPANSION"	CONSTRUCT 4 NEW LANES	ELGIN O'HARE EXTENSION ROHLWING ROAD TO YORK ROAD VIA THORNDALE AVENUE	4.8	2014-2025	IN-PROGRESS
"REGIONAL GROWTH SYSTEM EXPANSION"	CONSTRUCT 4 NEW LANES	SOUTH LEG OF WESTERN ACCESS THORNDALE AVENUE TO I-294 VIA YORK ROAD	3.0	2016-2026	IN-PROGRESS
"REGIONAL GROWTH SYSTEM EXPANSION"	CONSTRUCT 4 NEW LANES	NORTH LEG OF WESTERN ACCESS THORNDALE AVENUE TO I-90 VIA YORK ROAD	3.2	2015-2026	IN-PROGRESS
"REGIONAL GROWTH SYSTEM EXPANSION"	CONSTRUCT 4 NEW LANES	"ELGIN O'HARE WEST BYPASS (I-490) - NORTH LEG THORNDALE AVENUE TO I-90 VIA YORK ROAD"	3.2	2016-2026	IN-PROGRESS
"REGIONAL GROWTH SYSTEM EXPANSION"	TOLL COLLECTION INFRASTRUCTURE	US ROUTE 20 TO ELGIN O'HARE WEST BYPASS	-	2014-2025	IN-PROGRESS

NEED	PROJECT	SCOPE & APPROX. MP LIMITS	LENGTH (CENTERLINE MILES)	ESTIMATED CONSTRUCTION PERIOD	STATUS
SYSTEMWIDE IMPROVEMENTS					
"INFRASTRUCTURE RENEWAL"	"BRIDGE, PAVEMENT, DRAINAGE AND SAFETY APPURTENANCE REPAIRS"	SYSTEMWIDE	-	2012-2026	IN-PROGRESS
"INFRASTRUCTURE ENHANCEMENTS"	"BUSINESS SYSTEMS AND TOLL COLLECTION UPGRADES"	SYSTEMWIDE	-	2013-2026	IN-PROGRESS
"INFRASTRUCTURE ENHANCEMENTS"	"INFORMATION TECHNOLOGY AND INTELLIGENT TRANSPORTATIONS SYSTEM (ITS) UPGRADES"	SYSTEMWIDE	-	2012-2026	IN-PROGRESS
"MAINTENANCE AND OPERATIONS SUPPORT"	CAPITAL REQUIREMENTS, MAINTENANCE FACILITIES RECONSTRUCT, RELOCATE AND REHABILITATE	SYSTEMWIDE	-	2013-2026	IN-PROGRESS
"MAINTENANCE AND OPERATIONS SUPPORT"	ITEMS CRITICAL TO TOLLWAY OPERATIONS, TECHNICAL AND ADMINISTRATIVE CONTRACTS	SYSTEMWIDE	-	2012-2026	IN-PROGRESS
"INFRASTRUCTURE ENHANCEMENTS"	RELOCATION OF FIBER OPTIC AND PRIVATE UTILITIES ASSOCIATED WITH RECONSTRUCTION OR REPAIR PROJECTS.	SYSTEMWIDE	-	2014-2026	IN-PROGRESS
"INFRASTRUCTURE ENHANCEMENTS"	RIGHT-OF-WAY ACQUISITION NECESSARY FOR INTERCHANGE IMPROVEMENTS OR MAINTEANCE FACILITIES	SYSTEMWIDE	-	2012-2026	IN-PROGRESS
ACCESS EXPANSION	SERVICE INTERCHANGES	SYSTEMWIDE	-	2012-2026	IN-PROGRESS

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APPENDIX E

MAINLINE PAVEMENT CRS SUMMARY TABLE

Appendix E Mainline Pavement CRS Summary Table

Maintenance Section			Mainline Lane Miles within Each CRS Category					
			Excellent	Good	Transitional	Fair	Poor	Not
			>= 7.5	6.6 To 7.4	6.0 To 6.5	4.5 To 5.9	0 To 4.4	Rated
M-1	Tri-State Tollway, Bishop Ford Freeway I-394 to Joliet Road	Lane Miles	88.24	49.52	18.16	13.72	0.00	19.16
		% of Total	46.74	26.23	9.62	7.27	0.00	10.15
M-2	Tri-State Tollway, Joliet Road to Mannheim Road East-West Tollway, Plaza 51 (York Road) to I-290 Expressway	Lane Miles	15.42	9.43	0.60	0.00	0.00	91.24
		% of Total	13.21	8.08	0.51	0.00	0.00	78.19
M-3	Tri-State Tollway, Mannheim Road to Edens Spur Northwest Tollway, East River Road to Lee Street	Lane Miles	26.10	96.52	17.62	0.00	0.00	8.32
		% of Total	17.57	64.97	11.86	0.00	0.00	5.60
M-4	Tri-State Tollway, Edens Spur to Russell Road Edens Spur, Edens Expressway to Tri-State Tollway	Lane Miles	95.91	96.44	17.48	0.96	0.00	0.00
		% of Total	45.50	45.75	8.29	0.46	0.00	0.00
M-5	Northwest Tollway, Lee Street to Fox River	Lane Miles	32.52	134.68	0.00	0.00	0.00	0.00
		% of Total	19.45	80.55	0.00	0.00	0.00	0.00
M-6	Northwest Tollway, Fox River to Garden Prairie Road	Lane Miles	30.07	126.92	1.68	0.00	0.00	0.00
		% of Total	18.95	79.99	1.06	0.00	0.00	0.00
M-7	Northwest Tollway, Garden Prairie Road to Rockton Road	Lane Miles	15.56	122.79	16.86	3.00	0.00	0.00
		% of Total	9.84	77.61	10.66	1.90	0.00	0.00
M-8	East-West Tollway, Illinois Route 56 to Plaza 51 (York Road)	Lane Miles	47.31	82.48	44.00	0.00	0.00	0.81
		% of Total	27.10	47.24	25.20	0.00	0.00	0.46
M-11	East-West Tollway Extension, Steward Road to Illinois Route 56	Lane Miles	135.62	11.78	0.00	0.00	0.00	0.00
		% of Total	92.01	7.99	0.00	0.00	0.00	0.00
M-12	East-West Tollway Extension, Rock Falls (US 30) to Steward Road	Lane Miles	84.86	45.94	0.00	0.00	0.00	0.00
		% of Total	64.88	35.12	0.00	0.00	0.00	0.00
M-14	North-South Tollway, I-55 to Army Trail Road	Lane Miles	101.25	63.36	11.97	4.83	0.00	7.68
		% of Total	53.55	33.51	6.33	2.55	0.00	4.06
M-16	Elgin-O'hare Tollway, Lake Street to EOWA	Lane Miles	30.47	12.09	7.46	1.20	0.00	0.00
		% of Total	59.49	23.60	14.56	2.34	0.00	0.00
Total Mainline Lane Miles Surveyed			**703.33**	**851.95**	**135.83**	**23.71**	**0.00**	**127.21**
% Total			38.18%	46.25%	7.37%	1.29%	0.00%	6.91%

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APPENDIX F

BRIDGE CONDITION RATING TABLE

Appendix F Bridge Condition Rating Table

M SECTION	ROUTE	MP	BRIDGE NUMBER	BRIDGE NAME	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR (YEAR)
M-1	I-294	0.25	101	GRAND TRUNK RR.	2023	EXCELLENT	2026
M-1	I-294	0.25	102	GRAND TRUNK RR.	2023	GOOD	2024
M-1	I-294	0.58	103	THORN CREEK	2022	EXCELLENT	2026
M-1	I-294	0.58	104	THORN CREEK	2022	EXCELLENT	2026
M-1	I-294	1.2	105	CHICAGO RD.	2022	GOOD	2024
M-1	I-294	0.12	106	GRAND TRUNK RR. RAMP E	2022	EXCELLENT	2026
M-1	I-294	1.45	107	C&EI RR.	2022	EXCELLENT	2026
M-1	I-294	0	108	THORN CREEK, RAMP F	2022	EXCELLENT	2026
M-1	I-294	1.55	109	VINCENNES RD.	2022	GOOD	2024
M-1	I-294	1.8	111	THORNTON QUARRY	2023	EXCELLENT	2026
M-1	I-294	1.8	112	THORNTON QUARRY	2023	EXCELLENT	2026
M-1	I-294	2.1	113	CSX RR. (OLD B&O)	2022	GOOD	2025
M-1	I-294	7.7	114	RAMP D (SB I-57 TO NB I-294) OVER DET. BASIN	2023	EXCELLENT	2034
M-1	I-294	2.72	115	IL 1 (HALSTED ST.)	2023	GOOD	2025
M-1	I-294	3.24	117	ICG RR. & CENTER ST.	2023	EXCELLENT	2026
M-1	I-294	3.24	118	ICG RR. & CENTER ST.	2023	EXCELLENT	2026
M-1	I-294	3.8	119	ICG RR. MARKHAM YARDS	2022	EXCELLENT	2026
M-1	I-294	3.8	120	ICG RR. MARKHAM YARDS	2022	GOOD	2024
M-1	I-294	4.24	121	DIXIE HIGHWAY	2023	EXCELLENT	2026
M-1	I-294	4.24	122	DIXIE HIGHWAY	2023	EXCELLENT	2026
M-1	I-294	5.37	123	167TH ST.	2022	EXCELLENT	2026
M-1	I-294	6.36	125	US 6 (159TH ST.)	2022	EXCELLENT	2034
M-1	I-294	7.5	126	RAMP B (NB I-57 TO NB I-294)	2023	EXCELLENT	2034
M-1	I-294	7.6	127	I-57	2022	EXCELLENT	2034
M-1	I-294	7.6	128	I-57 (OVER RAMP B)	2022	EXCELLENT	2034
M-1	I-294	8.23	129	IL 83 (147TH ST.)	2022	EXCELLENT	2026
M-1	I-294	8.23	130	IL 83 (147TH ST.)	2022	EXCELLENT	2034

Appendix F Bridge Condition Rating Table

M SECTION	ROUTE	MP	BRIDGE NUMBER	BRIDGE NAME	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR (YEAR)
M-1	I-294	8.8	131	KEDZIE AVE.	2022	EXCELLENT	2026
M-1	I-294	8.8	132	KEDZIE AVE.	2022	EXCELLENT	2026
M-1	I-294	9.1	133	CRI&P RR.& MIDLOTHIAN CR.	2022	EXCELLENT	2026
M-1	I-294	9.1	134	CRI&P RR.& MIDLOTHIAN CR.	2022	GOOD	2024
M-1	I-294	9.55	135	REXFORD RD.	2022	GOOD	2024
M-1	I-294	9.55	136	REXFORD RD.	2022	GOOD	2024
M-1	I-294	10	137	CRAWFORD RD.	2022	GOOD	2024
M-1	I-294	10	138	CRAWFORD RD.	2022	EXCELLENT	2026
M-1	I-294	10.2	139	MIDLOTHIAN TPK.	2023	EXCELLENT	2026
M-1	I-294	10.2	140	MIDLOTHIAN TPK.	2023	EXCELLENT	2026
M-1	I-294	10.64	141	135TH ST.	2022	FAIR	2024
M-1	I-294	10.64	142	135TH ST.	2022	GOOD	2024
M-1	I-294	11	143	CAL-SAG CHANNEL	2022	EXCELLENT	2026
M-1	I-294	11	144	CAL-SAG CHANNEL	2022	EXCELLENT	2026
M-1	I-294	11.17	145	131ST ST.	2023	EXCELLENT	2024
M-1	I-294	11.17	146	131ST ST.	2023	GOOD	2024
M-1	I-294	11.9	147	127TH ST.	2023	EXCELLENT	2024
M-1	I-294	11.72	148	127TH ST. - RAMP J	2023	EXCELLENT	2024
M-1	I-294	11.9	149	127TH ST. OVER RAMP A	2023	EXCELLENT	2024
M-1	I-294	12.04	151	IL 50-83 (CICERO AVE.)	2023	EXCELLENT	2024
M-1	I-294	14.55	155	RIDGELAND AVE.	2022	GOOD	2024
M-1	I-294	14.55	156	RIDGELAND AVE.	2022	EXCELLENT	2024
M-1	I-294	14.6	157	115TH ST.	2022	EXCELLENT	2024
M-1	I-294	14.6	158	115TH ST.	2022	EXCELLENT	2024
M-1	I-294	15.15	159	111TH ST.	2022	EXCELLENT	2024
M-1	I-294	15.15	160	111TH ST.	2022	EXCELLENT	2024
M-1	I-294	15.67	161	107TH ST.	2022	GOOD	2024
M-1	I-294	15.67	162	107TH ST.	2022	FAIR	2024
M-1	I-294	15.77	163	NS RR. (OLD WABASH RR.)	2023	GOOD	2025
M-1	I-294	15.77	164	NS RR. (OLD WABASH RR.)	2023	GOOD	2024
M-1	I-294	16.1	165	IL 7 (SOUTHWEST HWY.)	2023	GOOD	2024
M-1	I-294	16.1	166	IL 7 (SOUTHWEST HWY.)	2023	SERIOUS	2024

Appendix F Bridge Condition Rating Table

M SECTION	ROUTE	MP	BRIDGE NUMBER	BRIDGE NAME	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR (YEAR)
M-1	I-294	16.8	167	IL 43 (HARLEM AVE.)	2023	GOOD	2024
M-1	I-294	16.8	168	IL 43 (HARLEM AVE.)	2023	GOOD	2024
M-1	I-294	17.5	169	US 12-20 (95TH ST.)	2023	EXCELLENT	2024
M-1	I-294	17.5	170	US 12-20 (95TH ST.)	2023	EXCELLENT	2024
M-1	I-294	18.7	171	87TH ST. & ROBERTS RD.	2022	EXCELLENT	2034
M-1	I-294	18.7	175	87TH ST. & ROBERTS RD .	2023	EXCELLENT	2034
M-1	I-294	20.04	177	88TH AVE.	2022	GOOD	2024
M-1	I-294	20.3	179	IL 171 (ARCHER AVE.)	2022	EXCELLENT	2034
M-1	I-294	20.4	181	IL 171 (ARCHER AVE.)	2022	EXCELLENT	2034
M-1	I-294	20.88	183	US 45 (LAGRANGE RD.)	2022	EXCELLENT	2034
M-1	I-294	20.88	184	US 45 (LAGRANGE RD.)	2022	EXCELLENT	2034
M-1	I-294	22.55	185	5TH AVE.	2023	EXCELLENT	2026
M-1	I-294	22.78	187	WILLOW SPRINGS RD.	2023	GOOD	2026
M-1	I-294	23.12	189	I-55	2023	EXCELLENT	2034
M-1	I-294	23.12	190	I-55	2022	EXCELLENT	2034
M-1	I-294	21.5	191	MILE LONG BRIDGE	2023	EXCELLENT	2034
M-1	I-294	21.5	192	MILE LONG BRIDGE	2023	EXCELLENT	2034
M-1	I-294	23.34	193	WOLF RD.	2023	EXCELLENT	2034
M-1	I-294	23.34	194	WOLF RD.	2023	EXCELLENT	2030
M-1	I-294	23.56	195	JOLIET RD.	2023	EXCELLENT	2034
M-1	I-294	23.56	196	JOLIET RD.	2023	EXCELLENT	2034
M-1	I-294	5.14	197	I-80 RAMP C	2022	EXCELLENT	2024
M-1	I-294	4.77	199	WESTERN RD.	2022	EXCELLENT	2024
M-2	I-294	29.27	201	E-W CONNECTOR (WB)	2022	EXCELLENT	2025
M-2	I-294	29.52	203	CERMAK RD.	2023	EXCELLENT	2025
M-2	I-294	30.55	205	IL 38 (ROOSEVELT RD.)	2023	GOOD	2024
M-2	I-294	30.55	206	IL 38 (ROOSEVELT RD.)	2023	FAIR	2024
M-2	I-294	30.72	207	RAMP A (ROOS-I290)	2022	GOOD	2024

Appendix F Bridge Condition Rating Table

M SECTION	ROUTE	MP	BRIDGE NUMBER	BRIDGE NAME	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR (YEAR)
M-2	I-294	30.72	208	RAMP A (ROOS-I290)	2022	GOOD	2027
M-2	I-294	31.05	209	E-W TOLLWAY	2023	EXCELLENT	2024
M-2	I-294	31.05	210	E-W TOLLWAY	2023	EXCELLENT	2024
M-2	I-294	31.35	211	BUTTERFIELD RD.	2023	GOOD	2024
M-2	I-294	31.35	212	BUTTERFIELD RD.	2023	GOOD	2027
M-2	I-88	138.1	213	EW CONNECTOR-U-CERMAK RD.	2022	FAIR	2024
M-2	I-88	139.39	215	IL 38 (ROOSEVELT RD.)	2022	GOOD	2026
M-2	I-88	139.39	216	IL 38 (ROOSEVELT RD.)	2022	GOOD	2033
M-2	I-294	31.5	219	CCP.RR	2022	GOOD	2024
M-2	I-294	31.5	220	CCP.RR	2022	FAIR	2024
M-2	I-294	31.65	221	I-290 (EISENHOWER EXP)	2022	EXCELLENT	2024
M-2	I-294	31.65	222	I-290 (EISENHOWER EXP)	2022	EXCELLENT	2024
M-2	I-294	31.8	223	RAMP H OVER I-290	2022	POOR	2024
M-2	I-294	31.9	224	I-290, RAMP F&H	2023	EXCELLENT	2034
M-2	I-294	31.97	225	ELECTRIC AVE.	2022	POOR	2024
M-2	I-294	31.97	226	ELECTRIC AVE.	2022	FAIR	2024
M-2	I-294	32.47	227	ST. CHARLES RD.	2022	EXCELLENT	2034
M-2	I-294	33	229	C&NW RR.	2023	FAIR	2024
M-2	I-294	33	230	C&NW RR.	2023	EXCELLENT	2034
M-2	I-294	33.18	231	C&NW RR.	2023	EXCELLENT	2024
M-2	I-294	33.18	232	C&NW RR.	2023	EXCELLENT	2034
M-2	I-294	33.65	233	US20/IL64 (LAKE/NORTH AVE)	2023	EXCELLENT	2034
M-2	I-294	33.65	234	US20/IL64 (LAKE/NORTH AVE)	2022	EXCELLENT	2034
M-2	I-294	33.57	235	I-290 WB - RAMP F	2022	EXCELLENT	2034
M-2	I-294	23.77	243	FLAGG CREEK	2023	EXCELLENT	2034
M-2	I-294	23.77	244	FLAGG CREEK	2023	EXCELLENT	2034
M-2	I-294	23.75	245	RAMP AB / SEWAGE DISP. RD.	2022	FAIR	2024
M-2	I-294	24.2	247	RAMP A	2023	EXCELLENT	2034
M-2	I-294	24.4	249	PLAINFIELD RD.	2023	EXCELLENT	2034

Appendix F Bridge Condition Rating Table

M SECTION	ROUTE	MP	BRIDGE NUMBER	BRIDGE NAME	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR (YEAR)
M-2	I-294	25.45	251	55TH ST.	2023	EXCELLENT	2025
M-2	I-294	26.47	255	47TH ST.	2023	EXCELLENT	2025
M-2	I-294	26.5	259	FLAGG CREEK	2023	EXCELLENT	2025
M-2	I-294	26.5	260	FLAGG CREEK	2023	EXCELLENT	2025
M-2	I-294	26.65	261	BN RR. (OLD CB&Q)	2022	EXCELLENT	2034
M-2	I-294	26.5	263	ALICE FITCH GALLAGHER MEMORIAL BRIDGE	2023	EXCELLENT	2034
M-2	I-294	27.48	265	US 34 (OGDEN AVE.)	2023	EXCELLENT	2025
M-2	I-294	28.2	267	SALT CREEK	2023	FAIR	2024
M-2	I-294	28.2	268	SALT CREEK	2023	GOOD	2024
M-2	I-294	28.52	269	31ST ST.	2023	GOOD	2024
M-2	I-88	138	271	CERMAK RD.	2022	EXCELLENT	2026
M-2	I-88	138	272	CERMAK RD.	2022	EXCELLENT	2026
M-2	I-88	138.65	273	E-W CONNECTOR	2022	EXCELLENT	2026
M-2	I-88	138.55	274	HARGER RD.(OFF TOLLWAY)	2023	FAIR	2024
M-2	I-88	138.55	275	SALT CREEK	2022	EXCELLENT	2026
M-2	I-88	138.55	276	SALT CREEK	2022	EXCELLENT	2026
M-2	I-88	138.55	277	SALT CREEK, RAMP M	2022	EXCELLENT	2026
M-2	I-88	138.68	279	EW CONNECTOR-U-YORK RD.	2022	POOR	2024
M-2	I-88	138.96	281	YORK RD.	2022	EXCELLENT	2030
M-2	I-294	35.35	285	GRAND AVE.	2023	EXCELLENT	2034
M-2	I-294	35.35	286	GRAND AVE.	2022	EXCELLENT	2034
M-2	I-294	35.8	287	C&NW RR.	2023	EXCELLENT	2034
M-2	I-294	35.8	288	C&NW RR.	2023	EXCELLENT	2034
M-2	I-294	36.35	289	WOLF RD.	2022	EXCELLENT	2024
M-2	I-88	138.45	299	EW CONNECTOR-U-WINDSOR DR.	2022	EXCELLENT	2034
M-3	I-294	42.05	301	DES PLAINES RIVER RD.	2023	EXCELLENT	2025
M-3	I-294	42.05	302	DES PLAINES RIVER RD.	2023	EXCELLENT	2025
M-3	I-294	42.19	303	TOUHY AVE.	2023	EXCELLENT	2025
M-3	I-294	42.19	304	TOUHY AVE.	2023	GOOD	2026
M-3	I-294	42.7	305	DES PLAINES RIVER	2022	EXCELLENT	2025
M-3	I-294	42.7	306	DES PLAINES RIVER	2022	EXCELLENT	2025

Appendix F Bridge Condition Rating Table

M SECTION	ROUTE	MP	BRIDGE NUMBER	BRIDGE NAME	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR (YEAR)
M-3	I-294	43.2	307	OAKTON ST.	2023	EXCELLENT	2026
M-3	I-294	43.2	308	OAKTON ST.	2023	EXCELLENT	2026
M-3	I-294	43.35	309	ALGONQUIN RD.	2023	EXCELLENT	2026
M-3	I-294	43.35	310	ALGONQUIN RD.	2023	GOOD	2027
M-3	I-294	43.52	311	C&NW RR. AND BUSSE HWY.	2023	EXCELLENT	2026
M-3	I-294	43.52	312	C&NW RR. AND BUSSE HWY.	2023	EXCELLENT	2026
M-3	I-294	44.23	313	US 14 (DEMPSTER ST.)	2023	EXCELLENT	2026
M-3	I-294	44.23	314	US 14 (DEMPSTER ST.)	2023	GOOD	2026
M-3	I-294	44.08	315	NORTHWEST HWY.	2023	EXCELLENT	2026
M-3	I-294	44.08	316	NORTHWEST HWY.	2023	EXCELLENT	2026
M-3	I-294	45.24	317	GOLF RD.(IL.58),RAMP	2023	EXCELLENT	2026
M-3	I-294	44.56	319	BALLARD RD.	2023	EXCELLENT	2026
M-3	I-294	44.56	320	BALLARD RD.	2023	GOOD	2026
M-3	I-294	45.24	321	IL 58 (GOLF RD.)	2023	EXCELLENT	2026
M-3	I-294	45.24	322	IL 58 (GOLF RD.)	2023	EXCELLENT	2026
M-3	I-294	45.9	323	C&NW RR.	2023	EXCELLENT	2026
M-3	I-294	45.9	324	C&NW RR.	2023	GOOD	2026
M-3	I-294	46.1	325	CENTRAL RD.	2023	EXCELLENT	2026
M-3	I-294	46.1	326	CENTRAL RD.	2023	GOOD	2026
M-3	I-294	47.25	327	IL 21/US 45 (MILWAUKEE AVE.)	2023	EXCELLENT	2026
M-3	I-294	47.25	328	IL 21/US 45 (MILWAUKEE AVE.)	2023	EXCELLENT	2026
M-3	I-294	47.58	329	LAKE AVE.	2023	EXCELLENT	2026
M-3	I-294	47.58	330	LAKE AVE.	2023	EXCELLENT	2026
M-3	I-294	48.9	331	WILLOW RD.	2023	EXCELLENT	2027
M-3	I-294	49.85	332	SANDERS RD.	2023	EXCELLENT	2026
M-3	I-294	49.85	333	SANDERS RD.	2023	GOOD	2026
M-3	I-294	51.5	335	IL 68 (DUNDEE RD.)	2023	GOOD	2026
M-3	I-294	52.02	337	SANDERS RD.	2023	GOOD	2027
M-3	I-294	52.02	338	SANDERS RD.	2023	GOOD	2033
M-4	I-94	25.42	339	I-294	2022	EXCELLENT	2032
M-4	I-94 SPUR	25.47	340	LAKE-COOK RD. RAMP B	2023	GOOD	2030

Appendix F Bridge Condition Rating Table

M SECTION	ROUTE	MP	BRIDGE NUMBER	BRIDGE NAME	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR (YEAR)
M-4	I-94	25.28	341	LAKE-COOK RD.	2023	FAIR	2024
M-4	I-94	25.28	343	LAKE-COOK RD.	2023	EXCELLENT	2025
M-4	I-94 SPUR	26.75	345	PFINGSTEN RD.	2023	EXCELLENT	2030
M-4	I-94 SPUR	27	347	W. FORK CHICAGO RIVER	2022	EXCELLENT	2030
M-4	I-94 SPUR	27	348	W. FORK CHICAGO RIVER	2022	EXCELLENT	2030
M-4	I-94 SPUR	27.25	349	METRA-SOO LINE RR.	2022	EXCELLENT	2030
M-4	I-94 SPUR	27.25	350	METRA-SOO LINE RR.	2022	EXCELLENT	2030
M-4	I-94 SPUR	27.77	351	IL 43 (WAUKEGAN RD.)	2023	GOOD	2031
M-4	I-94 SPUR	28.6	353	E. FORK CHICAGO RIVER	2022	EXCELLENT	2030
M-4	I-94 SPUR	28.6	354	E. FORK CHICAGO RIVER	2022	EXCELLENT	2030
M-4	I-94 SPUR	29.31	355	C&NW RR.	2022	EXCELLENT	2030
M-4	I-94 SPUR	29.31	356	C&NW RR.	2022	EXCELLENT	2030
M-4	I-94 SPUR	29.5	357	SKOKIE HWY.	2022	EXCELLENT	2030
M-4	I-94 SPUR	29.48	359	SKOKIE HWY.	2022	EXCELLENT	2030
M-4	I-94	24.26	360	DEERFIELD RD.	2022	EXCELLENT	2030
M-4	I-94 SPUR	29.6	361	US 41 (EDENS EXPRESSWAY)	2022	EXCELLENT	2030
M-3	I-294	39.82	363	63RD. ST. (BALMORAL)	2022	GOOD	2025
M-3	I-294	40.68	365	RAMP F OVER RAMP G	2022	EXCELLENT	2024
M-3	I-294	40.8	367	NORTHWEST TOLLWAY	2022	EXCELLENT	2024
M-3	I-294	40.8	368	NORTHWEST TOLLWAY	2022	EXCELLENT	2025
M-3	I-294	40.8	369	RAMP B,TRI-LEVEL	2022	GOOD	2026
M-3	I-294	40.8	370	RAMP D,TRI-LEVEL	2022	GOOD	2026
M-3	I-294	41	371	HIGGINS RD.	2023	EXCELLENT	2025
M-3	I-294	41	372	HIGGINS RD.	2023	EXCELLENT	2026
M-3	I-294	41.16	373	DEVON AVE.	2023	EXCELLENT	2026
M-3	I-294	41.16	374	DEVON AVE.	2023	EXCELLENT	2026
M-3	I-90	78.3	375	DES PLAINES RIVER RD.	2023	EXCELLENT	2026
M-3	I-90	78.3	376	DES PLAINES RIVER RD.	2023	EXCELLENT	2026
M-3	I-90	78.55	377	DES PLAINES RIVER	2023	GOOD	2027

Appendix F Bridge Condition Rating Table

M SECTION	ROUTE	MP	BRIDGE NUMBER	BRIDGE NAME	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR (YEAR)
M-3	I-90	78.55	378	DES PLAINES RIVER	2023	EXCELLENT	2026
M-3	I-90	78.65	379	I-190 WB (KENNEDY EXP.)	2022	FAIR	2024
M-3	I-90	79	380	CUMBERLAND FLYOVER	2022	EXCELLENT	2028
M-3	I-90	76.73	381	US 12-45 (MANNHEIM RD.)	2023	EXCELLENT	2028
M-3	I-90	76.73	382	US 12-45 (MANNHEIM RD.)	2023	EXCELLENT	2026
M-3	I-90	76.88	383	WCL RR. (SOO LINE RR.)	2023	EXCELLENT	2028
M-3	I-90	76.88	384	WCL RR. (SOO LINE RR.)	2023	GOOD	2027
M-3	I-90	77.38	385	HIGGINS RD.	2023	EXCELLENT	2028
M-3	I-90	77.38	386	HIGGINS RD.	2023	EXCELLENT	2026
M-3	I-294	39	389	LAWRENCE AVE.	2022	GOOD	2026
M-3	I-294	39	390	LAWRENCE AVE.	2022	GOOD	2026
M-3	I-294	39.3	391	SOO LINE RR.--METRA (CP RR)	2022	EXCELLENT	2025
M-3	I-294	39.3	392	SOO LINE RR.--METRA	2022	GOOD	2025
M-3	I-294	38.3	393	IL 19 (IRVING PARK RD.)	2022	EXCELLENT	2034
M-3	I-294	38.3	394	IL 19 (IRVING PARK RD.)	2022	EXCELLENT	2034
M-3	I-294	37.2	396	BENSENVILLE YARD	2022	GOOD	2024
M-3	I-294	37.2	397	BENSENVILLE YARD	2022	GOOD	2024
M-3	I-294	40.26	399	I-190 (KENNEDY EXP. EB)RAMP J	2022	EXCELLENT	2024
M-4	I-94	22.7	401	DUFFY LANE	2022	EXCELLENT	2030
M-4	I-94	21.82	403	IL 22 (HALFDAY RD.)	2023	GOOD	2027
M-4	I-94	20.27	405	EVERETT RD.	2022	FAIR	2027
M-4	I-94	18.98	407	IL 60 (TOWN LINE RD.)	2022	EXCELLENT	2026
M-4	I-94	17.3	409	BRADLEY RD.	2022	EXCELLENT	2030
M-4	I-94	16.62	411	EJ&E RR.	2023	GOOD	2027
M-4	I-94	16.62	412	EJ&E RR.	2023	GOOD	2026
M-4	I-94	16.09	413	IL 176 (ROCKLAND RD.)	2023	EXCELLENT	2026
M-4	I-94	16.09	414	IL 176 (ROCKLAND RD.)	2023	EXCELLENT	2026
M-4	I-94	15.71	415	WCL RR. (SOO LINE RR.)	2023	GOOD	2026

Appendix F Bridge Condition Rating Table

M SECTION	ROUTE	MP	BRIDGE NUMBER	BRIDGE NAME	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR (YEAR)
M-4	I-94	15.71	416	WCL RR. (SOO LINE RR.)	2023	EXCELLENT	2026
M-4	I-94	15.24	417	ATKINSON RD.	2022	FAIR	2026
M-4	I-94	13.8	419	IL 137 (BUCKLEY RD.)	2022	EXCELLENT	2026
M-4	I-94	12	421	O'PLAINE RD.	2022	EXCELLENT	2028
M-4	I-94	11.24	423	IL 120 (BELVIDERE RD.)	2023	GOOD	2025
M-4	I-94	11.23	424	IL 120 (BELVIDERE RD.)	2023	EXCELLENT	2030
M-4	I-94	10.55	425	DES PLAINES RIVER	2022	EXCELLENT	2026
M-4	I-94	10.55	426	DES PLAINES RIVER	2022	EXCELLENT	2026
M-4	I-94	10.18	427	IL 21 (MILWAUKEE AVE.)	2022	FAIR	2026
M-4	I-94	9.7	429	WASHINGTON ST.	2023	EXCELLENT	2026
M-4	I-94	9.7	430	WASHINGTON ST.	2023	EXCELLENT	2026
M-4	I-94	8.45	431	IL 132 (GRAND AVE.)	2023	EXCELLENT	2027
M-4	I-94	7.58	433	STEARN SCHOOL RD.	2022	GOOD	2036
M-4	I-94	5.9	435	MILL CREEK	2022	EXCELLENT	2024
M-4	I-94	5.9	436	MILL CREEK	2022	EXCELLENT	2026
M-4	I-94	5.1	437	WADSWORTH RD.	2022	EXCELLENT	2026
M-4	I-94	2.4	441	IL 173 (ROSECRANS RD.)	2023	EXCELLENT	2026
M-4	I-94	1.24	443	US 41 (SKOKIE RD.)	2023	GOOD	2026
M-4	I-94	1.24	445	US 41 (SKOKIE RD.)	2023	GOOD	2026
M-4	I-94	1.08	447	US 41 (RELOCATED)	2023	GOOD	2026
M-4	I-94	24.95	449	DEERFIELD RD. RAMP F	2022	EXCELLENT	2030
M-5	I-90	56.1	501	IL 25	2023	EXCELLENT	2028
M-5	I-90	56.35	503	IL 25 (RAMP)	2023	EXCELLENT	2028
M-5	I-90	58.15	505	BEVERLY RD.	2023	GOOD	2027
M-5	I-90	59.15	507	EJ&E (WCL)RR.	2023	EXCELLENT	2028
M-5	I-90	59.15	508	EJ&E (WCL)RR.	2023	EXCELLENT	2028
M-5	I-90	59.7	509	IL 59 (SUTTON RD.)	2023	GOOD	2024
M-5	I-90	60.4	511	BARTLETT RD.	2023	EXCELLENT	2028
M-5	I-90	61.37	513	IL 72 (HIGGINS RD.)	2022	EXCELLENT	2028

Appendix F Bridge Condition Rating Table

M SECTION	ROUTE	MP	BRIDGE NUMBER	BRIDGE NAME	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR (YEAR)
M-5	I-90	62.2	515	BARRINGTON RD.	2023	EXCELLENT	2028
M-5	I-90	63.9	516	LAND BRIDGE	2022		2027
M-5	I-90	65.55	517	ROSELLE RD.	2023	EXCELLENT	2028
M-5	I-90	67.38	519	MEACHAM RD.	2022	EXCELLENT	2028
M-5	I-90	69.3	523	SALT CREEK	2023	EXCELLENT	2028
M-5	I-90	69.3	524	SALT CREEK	2023	EXCELLENT	2028
M-5	I-90	69.45	525	GOLF RD.	2023	EXCELLENT	2028
M-5	I-90	69.45	526	GOLF RD.	2023	EXCELLENT	2028
M-5	I-90	70.82	527	ARLINGTON HEIGHTS RD.	2023	EXCELLENT	2028
M-5	I-90	70.82	528	ARLINGTON HEIGHTS RD.	2023	EXCELLENT	2028
M-5	I-90	72.47	529	BUSSE RD.	2023	EXCELLENT	2028
M-5	I-90	72.47	530	BUSSE RD.	2023	EXCELLENT	2028
M-5	I-90	72.73	531	OAKTON ST.	2022	EXCELLENT	2028
M-5	I-90	72.73	532	OAKTON ST.	2022	EXCELLENT	2028
M-5	I-90	73.6	533	ELMHURST RD.	2023	EXCELLENT	2028
M-5	I-90	73.6	534	ELMHURST RD.	2023	EXCELLENT	2028
M-5	I-90	74.02	535	HIGGINS CREEK	2023	EXCELLENT	2028
M-5	I-90	74.02	536	HIGGINS CREEK	2023	EXCELLENT	2028
M-5	I-90	74.68	537	MT. PROSPECT RD.	2023	EXCELLENT	2028
M-5	I-90	74.68	538	MT. PROSPECT RD.	2023	EXCELLENT	2028
M-5	I-90	74.77	539	C&NW (UP) RR.	2023	EXCELLENT	2028
M-5	I-90	74.77	540	C&NW (UP) RR.	2023	EXCELLENT	2028
M-5	I-90	75.06	541	C&NW (UP) RR. SPUR	2023	EXCELLENT	2028
M-5	I-90	75.06	542	C&NW (UP) RR. SPUR	2023	EXCELLENT	2028
M-5	I-90	75.3	543	WOLF RD.	2023	EXCELLENT	2028
M-5	I-90	75.3	544	WOLF RD.	2023	EXCELLENT	2028
M-5	I-90	75.55	545	TOUHY AVE.	2023	EXCELLENT	2028
M-5	I-90	75.55	546	TOUHY AVE.	2023	EXCELLENT	2028
M-5	I-90	76.12	547	LEE ST.	2023	EXCELLENT	2028
M-5	I-90	55.7	549	FOX RIVER	2023	EXCELLENT	2028
M-5	I-90	55.7	550	FOX RIVER	2023	EXCELLENT	2028
M-6	I-90	34.9	601	COON CREEK	2022	EXCELLENT	2028
M-6	I-90	34.9	602	COON CREEK	2022	EXCELLENT	2028
M-6	I-90	35.26	603	HARMONY-RILEY RD.	2022	EXCELLENT	2028
M-6	I-90	36.12	605	IL 23	2022	EXCELLENT	2028

Appendix F Bridge Condition Rating Table

M SECTION	ROUTE	MP	BRIDGE NUMBER	BRIDGE NAME	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR (YEAR)
M-6	I-90	37.5	607	GETTY RD.	2022	EXCELLENT	2028
M-6	I-90	40.77	609	HARMONY RD.	2022	EXCELLENT	2028
M-6	I-90	41.9	611	US 20 (RAMP)	2023	EXCELLENT	2026
M-6	I-90	42.35	613	US 20	2023	EXCELLENT	2028
M-6	I-90	42.35	614	US 20	2023	EXCELLENT	2028
M-6	I-90	43.7	615	BRIER HILL RD.	2022	EXCELLENT	2028
M-6	I-90	44.4	617	HENNIG RD.	2022	EXCELLENT	2028
M-6	I-90	45	619	SANDWALD RD.	2022	EXCELLENT	2028
M-6	I-90	46.4	621	IL 47	2022	GOOD	2027
M-6	I-90	47.9	623	POWERS RD.	2022	EXCELLENT	2028
M-6	I-90	49.45	625	IL 72	2022	EXCELLENT	2027
M-6	I-90	50.15	627	UP RR.	2022	EXCELLENT	2028
M-6	I-90	50.15	628	UP RR.	2022	EXCELLENT	2028
M-6	I-90	50.74	629	IL 59 (TYRELL RD.)	2022	EXCELLENT	2028
M-6	I-90	52.2	631	RANDALL RD.	2023	GOOD	2027
M-6	I-90	53.29	633	SLEEPY HOLLOW RD.	2022	EXCELLENT	2028
M-6	I-90	53.29	634	SLEEPY HOLLOW RD.	2022	EXCELLENT	2028
M-6	I-90	54.65	635	IL 31	2022	EXCELLENT	2028
M-6	I-90	54.65	636	IL 31	2022	EXCELLENT	2028
M-6	I-90	30.3	651	GARDEN PRAIRIE RD.	2022	GOOD	2027
M-6	I-90	31.2	653	COUNTY LINE RD.	2022	EXCELLENT	2028
M-6	I-90	33.36	655	ANTHONY RD.	2022	EXCELLENT	2028
M-7	I-90	10.76	701	HARLEM RD.	2022	GOOD	2024
M-7	I-90	8.95	703	IL 173	2023	EXCELLENT	2026
M-7	I-90	8.95	704	IL 173	2023	EXCELLENT	2026
M-7	I-90	7.58	705	SWANSON RD.	2023	GOOD	2027
M-7	I-90	6.3	707	BELVIDERE RD.	2023	GOOD	2027
M-7	I-90	5.95	709	STONE BRIDGE TRAIL	2023	EXCELLENT	2026
M-7	I-90	5.95	710	STONE BRIDGE TRAIL	2023	GOOD	2027
M-7	I-90	5.4	711	BURR OAK RD.	2023	EXCELLENT	2026
M-7	I-90	5.4	712	BURR OAK RD.	2023	GOOD	2027
M-7	I-90	4.76	713	ELEVATOR RD.	2022	GOOD	2033
M-7	I-90	3.73	715	MCCURRY RD.	2023	EXCELLENT	2026
M-7	I-90	2.7	717	ROCKTON RD.	2022	FAIR	2025
M-7	I-90	15.75	719	US 20 (BUS.)	2023	EXCELLENT	2026

Appendix F Bridge Condition Rating Table

M SECTION	ROUTE	MP	BRIDGE NUMBER	BRIDGE NAME	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR (YEAR)
M-7	I-90	15.75	720	US 20 (BUS.)	2023	EXCELLENT	2026
M-7	I-90	15.48	721	US 20 (BUS.) RAMP A	2023	GOOD	2027
M-7	I-90	14.48	723	ROTE RD. (GUILFORD RD.)	2022	FAIR	2028
M-7	I-90	13.48	725	HUNTER RD.(SPRING CREEK RD.)	2022	FAIR	2024
M-7	I-90	12.48	727	EAST RIVERSIDE BLVD.	2023	EXCELLENT	2026
M-7	I-90	16.98	729	NEWBURG RD.	2023	EXCELLENT	2026
M-7	I-90	17.4	731	US 20 RAMP F	2023	EXCELLENT	2026
M-7	I-90	17.35	732	I-39, RAMP G	2022	EXCELLENT	2026
M-7	I-90	17.69	733	MILL RD.	2023	EXCELLENT	2028
M-7	I-90	18.3	735	KISHWAUKEE RIVER	2023	EXCELLENT	2028
M-7	I-90	18.3	736	KISHWAUKEE RIVER	2023	EXCELLENT	2028
M-7	I-90	19.5	737	C&NW (UP) RR.	2022	POOR	2024
M-7	I-90	19.78	739	US 20	2023	FAIR	2027
M-7	I-90	20.8	741	IRENE RD.	2023	EXCELLENT	2028
M-7	I-90	21.8	743	TOWNHALL RD.	2023	EXCELLENT	2028
M-7	I-90	22.8	745	STONE QUARRY RD.	2023	GOOD	2027
M-7	I-90	23.82	747	PEARL ST.	2023	EXCELLENT	2028
M-7	I-90	24.58	749	CALHOUN RD. (TRIPP RD.)	2022	EXCELLENT	2028
M-7	I-90	25.02	751	GENOA RD.	2023	EXCELLENT	2028
M-7	I-90	26.52	755	JOHNSON RD.	2023	EXCELLENT	2028
M-7	I-90	27.4	756	MOSQUITO CREEK	2022	EXCELLENT	2028
M-7	I-90	27.4	757	MOSQUITO CREEK	2022	EXCELLENT	2028
M-7	I-90	27.97	759	SPRING CENTER RD.	2023	EXCELLENT	2028
M-7	I-90	28.8	761	SHATTUCK RD.	2023	EXCELLENT	2028
M-8	I-88	114.2	801	DEERPATH RD.	2022	EXCELLENT	2034
M-8	I-88	114.4	802	ORCHARD RD.	2022	EXCELLENT	2027
M-8	I-88	115.75	803	RANDALL RD.	2022	EXCELLENT	2027
M-8	I-88	116.9	807	IL 31 RAMP	2022	EXCELLENT	2027
M-8	I-88	117.1	809	IL 31	2022	EXCELLENT	2027
M-8	I-88	117.3	811	FOX RIVER	2022	EXCELLENT	2027
M-8	I-88	117.3	812	FOX RIVER	2022	EXCELLENT	2027

Appendix F Bridge Condition Rating Table

M SECTION	ROUTE	MP	BRIDGE NUMBER	BRIDGE NAME	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR (YEAR)
M-8	I-88	118.25	813	MITCHELL RD.	2022	EXCELLENT	2030
M-8	I-88	118.86	815	CHURCH RD.	2023	EXCELLENT	2030
M-8	I-88	119.25	817	FARNSWORTH AVE.	2023	EXCELLENT	2030
M-8	I-88	121.42	819	EOLA RD.	2022	EXCELLENT	2025
M-8	I-88	121.94	821	EJ&E RR.	2023	FAIR	2025
M-8	I-88	123.3	825	IL 59	2023	EXCELLENT	2030
M-8	I-88	123.3	826	IL 59	2023	EXCELLENT	2030
M-8	I-88	124.1	827	RIVER RD.(RAYMOND DR.)	2023	EXCELLENT	2026
M-8	I-88	124.75	829	W. BRANCH DUPAGE RIVER	2023	GOOD	2025
M-8	I-88	124.75	830	W. BRANCH DUPAGE RIVER	2023	GOOD	2025
M-8	I-88	125.74	831	MILL ST. - WEST AVE.	2022	EXCELLENT	2025
M-8	I-88	126.52	833	WASHINGTON ST.	2023	GOOD	2024
M-8	I-88	127.4	835	FREEDOM DRIVE	2022	EXCELLENT	2025
M-8	I-88	127.4	836	FREEDOM DRIVE	2022	EXCELLENT	2025
M-8	I-88	127.7	837	NAPERVILLE-WHEATON RD.	2022	EXCELLENT	2025
M-8	I-88	127.7	838	NAPERVILLE-WHEATON RD.	2022	EXCELLENT	2025
M-8	I-88	129.11	839	YACKLEY RD.	2022	EXCELLENT	2026
M-8	I-88	129.11	840	YACKLEY RD.	2022	EXCELLENT	2026
M-8	I-88	129.68	841	E. BRANCH DUPAGE RIVER	2022	EXCELLENT	2026
M-8	I-88	129.68	842	E. BRANCH DUPAGE RIVER	2022	EXCELLENT	2026
M-8	I-88	129.8	843	WARRENVILLE RD.	2022	EXCELLENT	2026
M-8	I-88	129.8	844	WARRENVILLE RD.	2022	EXCELLENT	2026
M-8	I-88	130.05	845	IL 53	2022	EXCELLENT	2026
M-8	I-88	130.05	846	IL 53	2022	EXCELLENT	2026
M-8	I-88	134.3	849	HIGHLAND AVE.	2022	EXCELLENT	2026
M-8	I-88	135.4	851	MEYERS RD.	2022	EXCELLENT	2026
M-8	I-88	136.42	853	MIDWEST RD.	2023	EXCELLENT	2026
M-8	I-88	137.2	855	IL 83	2022	EXCELLENT	2026
M-8	I-88	137.2	856	IL 83	2022	EXCELLENT	2026
M-8	I-88	113.37	857	US 30 / IL 56	2022	FAIR	2024
M-11	I-88	111.6	859	BLISS RD.	2023	GOOD	2025
M-8	I-88	125.2	861	WINFIELD RD.	2023	GOOD	2024

Appendix F Bridge Condition Rating Table

M SECTION	ROUTE	MP	BRIDGE NUMBER	BRIDGE NAME	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR (YEAR)
M-8	I-88	125.2	862	WINFIELD RD.	2023	EXCELLENT	2026
M-11	I-88	109.3	1101	IL 47	2022	EXCELLENT	2026
M-11	I-88	108.7	1103	BLACKBERRY CREEK	2022	EXCELLENT	2026
M-11	I-88	108.7	1104	BLACKBERRY CREEK	2022	EXCELLENT	2026
M-11	I-88	107.2	1105	MAIN ST.	2022	EXCELLENT	2026
M-11	I-88	105.02	1107	DAUBERMAN RD.	2023	GOOD	2025
M-11	I-88	103.2	1109	WATSON RD.	2023	GOOD	2025
M-11	I-88	101.03	1111	COUNTY LINE RD.	2023	EXCELLENT	2025
M-11	I-88	100.02	1113	KESLINGER RD.	2023	EXCELLENT	2025
M-11	I-88	98.5	1115	HINCKLEY RD.	2023	GOOD	2025
M-11	I-88	95.8	1117	SOMONAUK RD.	2022	EXCELLENT	2026
M-11	I-88	94.02	1119	PEACE RD./ AIRPORT RD.	2022	EXCELLENT	2026
M-11	I-88	93.12	1121	RAMP E & F TO DEKALB OASIS	2023	GOOD	2025
M-11	I-88	92.6	1123	C&NW RR.	2023	FAIR	2024
M-11	I-88	92.6	1124	C&NW RR.	2023	GOOD	2024
M-11	I-88	92.5	1125	IL 23 (4TH ST.)	2023	EXCELLENT	2025
M-11	I-88	92.5	1126	IL 23 (4TH ST.)	2023	EXCELLENT	2025
M-11	I-88	91.71	1127	S. FIRST ST.	2022	EXCELLENT	2025
M-11	I-88	91.69	1129	KISHWAUKEE RIVER	2022	EXCELLENT	2025
M-11	I-88	91.69	1130	KISHWAUKEE RIVER	2022	EXCELLENT	2025
M-11	I-88	91.42	1131	ANNIE GLIDDEN (DEKALB WEST RD.)	2022	GOOD	2024
M-11	I-88	87.62	1133	UNIVERSITY RD.	2023	GOOD	2025
M-11	I-88	85.62	1135	SHABBONA RD.	2023	EXCELLENT	2025
M-11	I-88	84.6	1137	WILLRETT RD.	2023	GOOD	2025
M-11	I-88	83.6	1139	TOWER RD.	2022	EXCELLENT	2026
M-11	I-88	81.75	1141	WOODLAWN RD.	2022	EXCELLENT	2026
M-11	I-88	80.7	1143	LOCUST RD.	2022	EXCELLENT	2026
M-11	I-88	79.7	1145	MULFORD RD.	2022	EXCELLENT	2026
M-11	I-88	77.4	1147	SOO LINE & BN RR.	2022	EXCELLENT	2026
M-11	I-88	77.4	1148	SOO LINE & BN RR.	2022	GOOD	2024
M-11	I-88	76.9	1149	S. MAIN ST.	2022	EXCELLENT	2026
M-12	I-88	76.15	1151	IL 251	2022	GOOD	2024
M-12	I-88	76.15	1152	IL 251	2022	GOOD	2024

Appendix F Bridge Condition Rating Table

M SECTION	ROUTE	MP	BRIDGE NUMBER	BRIDGE NAME	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR (YEAR)
M-12	I-88	74.25	1201	RICKELSON CREEK	2022	EXCELLENT	2025
M-12	I-88	74.25	1202	RICKELSON CREEK	2022	EXCELLENT	2025
M-12	I-88	73.62	1203	BRUSH GROVE RD.	2022	EXCELLENT	2026
M-12	I-88	73.11	1205	BEACH CREEK	2022	EXCELLENT	2025
M-12	I-88	73.11	1206	BEACH CREEK	2022	EXCELLENT	2025
M-12	I-88	72.6	1207	THORPE RD.	2022	EXCELLENT	2026
M-12	I-88	71.5	1209	BROOKLYN RD.	2022	EXCELLENT	2025
M-12	I-88	70.5	1211	MERIDIAN RD.	2022	EXCELLENT	2025
M-12	I-88	68.35	1213	ASHTON RD.	2022	EXCELLENT	2025
M-12	I-88	67.3	1215	MIDWAY RD.	2022	EXCELLENT	2026
M-12	I-88	64.5	1217	REYNOLDS RD.	2022	EXCELLENT	2025
M-12	I-88	63.1	1219	WHITNEY RD.	2022	GOOD	2024
M-12	I-88	62.27	1221	FRANKLIN RD.	2022	GOOD	2024
M-12	I-88	60.8	1223	ROCKY FORD RD.	2023	GOOD	2024
M-12	I-88	59.8	1225	ROBBINS RD.	2023	GOOD	2024
M-12	I-88	58.3	1227	NACHUSA RD.	2023	EXCELLENT	2026
M-12	I-88	56.77	1229	RED BRICK RD.	2023	GOOD	2025
M-12	I-88	56	1231	BURKETT RD.	2023	EXCELLENT	2025
M-12	I-88	55.04	1233	US 52	2022	EXCELLENT	2026
M-12	I-88	55.04	1234	US 52	2022	EXCELLENT	2026
M-12	I-88	54.35	1235	DIXON RAMP A & B	2022	EXCELLENT	2025
M-12	I-88	53.9	1237	IL 26	2022	EXCELLENT	2025
M-12	I-88	53.9	1238	IL 26	2022	EXCELLENT	2025
M-12	I-88	52.41	1241	PUMP FACTORY RD.	2023	FAIR	2025
M-12	I-88	51.6	1243	THREE MILE CREEK	2022	EXCELLENT	2025
M-12	I-88	51.6	1244	THREE MILE CREEK	2022	EXCELLENT	2025
M-12	I-88	51.32	1245	HOYLE RD.	2023	GOOD	2025
M-12	I-88	50.02	1247	ATKINSON RD.	2023	GOOD	2025
M-12	I-88	48.9	1249	HARMON RD.	2023	FAIR	2025
M-12	I-88	47.31	1251	BOLLMAN RD.	2023	GOOD	2025
M-12	I-88	46.27	1253	NELSON RD.	2023	EXCELLENT	2025
M-12	I-88	45.7	1255	C&NW (UP) RR.	2022	EXCELLENT	2025
M-12	I-88	45.7	1256	C&NW (UP) RR.	2022	GOOD	2024
M-12	I-88	44.5	1257	HOWLAND CREEK	2022	EXCELLENT	2026

Appendix F Bridge Condition Rating Table

M SECTION	ROUTE	MP	BRIDGE NUMBER	BRIDGE NAME	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR (YEAR)
M-12	I-88	44.5	1258	HOWLAND CREEK	2022	EXCELLENT	2025
M-14	I-355	29.84	1401	ARMY TRAIL RD.	2022	EXCELLENT	2027
M-14	I-355	29.84	1402	ARMY TRAIL RD.	2022	EXCELLENT	2028
M-14	I-355	28.9	1403	FULLERTON AVE./ CC&P RR.	2022	EXCELLENT	2027
M-14	I-355	28.9	1404	FULLERTON AVE./ CC&P RR.	2022	EXCELLENT	2027
M-14	I-355	27.9	1405	IL 64 (NORTH AVE.)	2023	EXCELLENT	2027
M-14	I-355	27.9	1406	IL 64 (NORTH AVE.)	2023	GOOD	2024
M-14	I-355	27.48	1407	PLEASANT LANE.	2023	EXCELLENT	2027
M-14	I-355	27.12	1408	GREAT WESTERN TRAIL	2022	EXCELLENT	2027
M-14	I-355	26.88	1409	ST. CHARLES RD.	2023	GOOD	2028
M-14	I-355	26.5	1411	CRESCENT BLVD.	2022	EXCELLENT	2027
M-14	I-355	26.5	1413	C&NW RR.	2022	EXCELLENT	2027
M-14	I-355	26.48	1415	HILL AVE.	2022	EXCELLENT	2027
M-14	I-355	26.3	1417	PRAIRIE PATH	2023	EXCELLENT	2027
M-14	I-355	25.1	1419	IL 53	2022	EXCELLENT	2027
M-14	I-355	25.1	1420	IL 53	2022	GOOD	2027
M-14	I-355	24.7	1421	IL 38 (ROOSEVELT RD.)	2022	EXCELLENT	2028
M-14	I-355	24.7	1422	IL 38 (ROOSEVELT RD.)	2022	EXCELLENT	2027
M-14	I-355	24	1423	OAK CREEK DR.	2022	EXCELLENT	2028
M-14	I-355	24	1424	OAK CREEK DR.	2022	EXCELLENT	2027
M-14	I-355	23.58	1425	FOXWORTH BLVD.	2022	EXCELLENT	2028
M-14	I-355	23.58	1426	FOXWORTH BLVD.	2022	EXCELLENT	2027
M-14	I-355	23.45	1427	22ND ST.	2022	EXCELLENT	2028
M-14	I-355	23.45	1428	22ND ST.	2022	EXCELLENT	2029
M-14	I-355	22.65	1429	IL 56 (BUTTERFIELD RD.)	2023	EXCELLENT	2027
M-14	I-355	22.65	1430	IL 56 (BUTTERFIELD RD.)	2023	EXCELLENT	2027
M-14	I-355	21.72	1431	WS RAMP, FINLEY RD.	2022	EXCELLENT	2027
M-14	I-355	21.72	1432	WS RAMP, FINLEY RD.	2022	EXCELLENT	2027
M-14	I-355	22	1433	FINLEY RD. (RAMP WN)	2022	GOOD	2027

Appendix F Bridge Condition Rating Table

M SECTION	ROUTE	MP	BRIDGE NUMBER	BRIDGE NAME	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR (YEAR)
M-14	I-355	20.8	1435	FINLEY RD. (ALONG EW)	2022	EXCELLENT	2027
M-14	I-355	20.8	1436	FINLEY RD. (ALONG EW)	2022	EXCELLENT	2027
M-14	I-355	21.4	1437	EW TOLLWAY, RAMP EN	2022	EXCELLENT	2027
M-14	I-355	21.8	1439	SW RAMP (& OVER FINLEY RD.)	2022	GOOD	2027
M-14	I-355	21.9	1441	SE RAMP (OVER EW & FINLEY RD.)	2022	GOOD	2024
M-14	I-355	20.1	1443	E-W [TUNNEL]	2022	GOOD	2024
M-14	I-355	19.92	1445	E-W OVER NW RAMP [TUNNEL]	2022	EXCELLENT	2027
M-14	I-355	19.89	1447	NW.RAMP - U - WARRENVILLE RD.	2022	EXCELLENT	2027
M-14	I-355	19.9	1449	WARRENVILLE RD.	2023	FAIR	2025
M-14	I-355	19.8	1451	ES RAMP OVER S. CONNECTOR	2022	EXCELLENT	2027
M-14	I-355	19.58	1453	NW & NE RAMP OVER OGDEN AVE.	2022	EXCELLENT	2027
M-14	I-355	19.58	1455	US 34 (OGDEN AVE.)	2022	GOOD	2027
M-14	I-355	19.58	1456	US 34 (OGDEN AVE.)	2022	GOOD	2027
M-14	I-355	19.1	1457	BN RR.	2022	EXCELLENT	2027
M-14	I-355	19.1	1458	BN RR.	2022	GOOD	2024
M-14	I-355	18.88	1459	HITCHCOCK AVE.	2022	EXCELLENT	2027
M-14	I-355	18.88	1460	HITCHCOCK AVE.	2022	EXCELLENT	2027
M-14	I-355	18.35	1461	MAPLE AVE.	2022	EXCELLENT	2027
M-14	I-355	18.35	1462	MAPLE AVE.	2022	EXCELLENT	2027
M-14	I-355	17.5	1463	JACKSON RD.	2022	EXCELLENT	2027
M-14	I-355	17.5	1464	JACKSON RD.	2022	EXCELLENT	2027
M-14	I-355	17.25	1465	63RD ST.	2022	EXCELLENT	2027
M-14	I-355	16.1	1467	71ST ST.	2022	EXCELLENT	2027
M-14	I-355	15.6	1469	75TH ST.	2022	EXCELLENT	2027
M-14	I-355	15.6	1470	75TH ST.	2022	EXCELLENT	2027
M-14	I-355	14.6	1471	83RD ST.	2022	EXCELLENT	2027
M-14	I-355	13.85	1473	BOUGHTON RD.	2022	EXCELLENT	2027
M-14	I-355	12.4	1475	I-55	2022	EXCELLENT	2027
M-14	I-355	12.4	1476	I-55	2022	EXCELLENT	2025
M-14	I-355	12.2	1477	RAMP I-N	2022	EXCELLENT	2025

Appendix F Bridge Condition Rating Table

M SECTION	ROUTE	MP	BRIDGE NUMBER	BRIDGE NAME	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR (YEAR)
M-14	I-355	12.2	1478	RAMP I-N	2022	EXCELLENT	2025
M-14	I-355	12.32	1479	RAMP S-I (SB I-355 TO NB I-55)	2022	EXCELLENT	2025
M-14	I-355	12.32	1480	I-55, RAMP I-N (N I55 TO N I355)	2022	EXCELLENT	2025
M-14	I-355	12.6	1481	RAMP O-S (SB I-55 TO SB I-355)	2022	EXCELLENT	2027
M-14	I-355	11.75	1483	BNSF RR.	2023	GOOD	2025
M-14	I-355	11.75	1484	BNSF RR.	2023	EXCELLENT	2025
M-14	I-355	11.45	1485	INTERNATIONALE PKWY	2023	EXCELLENT	2025
M-14	I-355	11.45	1486	INTERNATIONALE PKWY	2023	EXCELLENT	2025
M-14	I-355	10.2	1489	DES PLAINES RIVER VALLEY	2022	EXCELLENT	2025
M-14	I-355	10.2	1490	DES PLAINES RIVER VALLEY	2022	GOOD	2025
M-14	I-355	8.9	1496	127TH STREET	2022	EXCELLENT	2025
M-16	IL 390	5.98	1600	LAKE ST. - US 20	2023	EXCELLENT	2030
M-16	IL 390	6.75	1601	RR - METRA	2023	GOOD	2025
M-16	IL 390	6.75	1602	RR - METRA	2023	GOOD	2025
M-16	IL 390	7.16	1603	NB GARY AVE.	2023	EXCELLENT	2030
M-16	IL 390	7.14	1604	SB. GARY AVE - RAMP	2023	EXCELLENT	2030
M-16	IL 390	7.33	1605		2023	EXCELLENT	2027
M-16	IL 390	7.33	1606		2023	EXCELLENT	2030
M-16	IL 390	7.6	1607	IL 19 (IRVING PARK RD.)	2023	EXCELLENT	2027
M-16	IL 390	7.6	1608	IL 19 (IRVING PARK RD.)	2023	EXCELLENT	2030
M-16	IL 390	7.9	1609	RODENBERG RD.	2022	EXCELLENT	2030
M-16	IL 390	7.9	1610	RODENBERG RD.	2022	EXCELLENT	2030
M-16	IL 390	8.3	1611	WRIGHT BLVD.	2022	EXCELLENT	2030
M-16	IL 390	8.3	1612	WRIGHT BLVD.	2022	EXCELLENT	2030
M-16	IL 390	8.8	1613	MITCHELL BLVD.	2022	EXCELLENT	2030
M-16	IL 390	8.8	1614	MITCHELL BLVD.	2022	EXCELLENT	2030
M-16	IL 390	8.9	1615	RR - CP SPUR	2022	GOOD	2025
M-16	IL 390	8.9	1616	RR - CP SPUR	2022	EXCELLENT	2030
M-16	IL 390	9.45	1617	ROSELLE RD.	2022	EXCELLENT	2030
M-16	IL 390	10.5	1618	PLUM GROVE RD.	2022	EXCELLENT	2030
M-16	IL 390	11.2	1619	MEACHAM/ MEDINAH RD.	2023	GOOD	2027
M-16	IL 390	11.2	1620	MEACHAM/ MEDINAH RD.	2023	EXCELLENT	2030

Appendix F Bridge Condition Rating Table

M SECTION	ROUTE	MP	BRIDGE NUMBER	BRIDGE NAME	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR (YEAR)
M-16	IL 390	12.1	1622	IL 53./ROHLWING RD.	2022	EXCELLENT	2034
M-16	IL 390	12.2	1623	ROHLWING RD, RAMP K2.	2022	EXCELLENT	2034
M-16	IL 390	12.3	1624	RAMP G2&G5,EB/ WB290 TO WB390	2022	EXCELLENT	2034
M-16	IL 390	12.6	1626	I-290 (EISENHOWER)	2022	EXCELLENT	2034
M-16	IL 390	12.6	1627	I-290 (EISENHOWER)	2022	EXCELLENT	2034
M-16	IL 390	12.6	1629	I-290 (EB 390 CD TO WB 290)	2022	EXCELLENT	2034
M-16	IL 390	13.1	1631	HAMILTON LAKES DR.	2022	EXCELLENT	2034
M-16	IL 390	13.1	1632	HAMILTON LAKES DR.	2022	EXCELLENT	2034
M-16	IL 390	13.51	1633	ARLINGTON HGTS. RD.	2022	EXCELLENT	2034
M-16	IL 390	13.51	1634	ARLINGTON HGTS. RD.	2022	EXCELLENT	2034
M-16	IL 390	13.8	1635	PROSPECT AVE.	2022	EXCELLENT	2034
M-16	IL 390	13.8	1636	PROSPECT AVE.	2022	EXCELLENT	2034
M-16	IL 390	14.21	1637	SALT CREEK	2022	EXCELLENT	2034
M-16	IL 390	14.21	1638	SALT CREEK	2022	EXCELLENT	2034
M-16	IL 390	14.41	1639	MITTEL BLVD.	2022	EXCELLENT	2034
M-16	IL 390	14.41	1640	MITTEL BLVD.	2022	EXCELLENT	2034
M-16	IL 390	14.77	1641	WOOD DALE RD.	2022	EXCELLENT	2034
M-16	IL 390	15.27	1642	LIVELY BLVD.	2022	EXCELLENT	2034
M-16	IL 390	15.27	1643	LIVELY BLVD.	2022	EXCELLENT	2034
M-16	IL 390	15.85	1644	BUSSE ROAD (IL 83)	2023	EXCELLENT	2034
M-16	IL 390	15.85	1645	BUSSE ROAD (IL 83)	2023	EXCELLENT	2034
M-16	IL 390	16.12	1646	CTM RR	2022	EXCELLENT	2034
M-16	IL 390	16.12	1647	CTM RR	2022	EXCELLENT	2034
M-16	I-490	3.6	1649	RAMPS 1&8 (NB I-490 TO WB IL 390)	2023	EXCELLENT	2034
M-16	IL 390	16.2	1654	SUPREME DRIVE	2022	EXCELLENT	2034
M-16	IL 390	16.2	1655	SUPREME DRIVE	2022	EXCELLENT	2034
M-16	IL 390	16.8	1678	SOUTH THORNDALE AVE. (RAMP Q9)	2023	EXCELLENT	2034
M-16	I-490	6.25	1681	I-90	2022	EXCELLENT	2035
M-16	I-490	6.25	1682	I-90	2022	EXCELLENT	2035

Appendix F Bridge Condition Rating Table

M SECTION	ROUTE	MP	BRIDGE NUMBER	BRIDGE NAME	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR (YEAR)
M-14	I-355	7.84	14101	135TH ST./ LONG RUN CR.	2022	EXCELLENT	2025
M-14	I-355	7.84	14102	135TH ST./ LONG RUN CR.	2022	EXCELLENT	2025
M-14	I-355	7.39	14105	IL 171 (ARCHER AVE.)	2023	GOOD	2027
M-14	I-355	6.83	14108	143RD ST.	2023	EXCELLENT	2025
M-14	I-355	5.82	14113	151ST. ST.	2023	EXCELLENT	2025
M-14	I-355	5.35	14116	FIDDYMENT CREEK	2022	EXCELLENT	2025
M-14	I-355	5.35	14117	FIDDYMENT CREEK	2022	EXCELLENT	2025
M-14	I-355	4.82	14118	159TH/IL 7 ST.	2023	EXCELLENT	2025
M-14	I-355	4.3	14119	163RD ST.	2023	EXCELLENT	2025
M-14	I-355	4.15	14120	GOUGAR RD.	2022	EXCELLENT	2025
M-14	I-355	3.76	14121	167TH. ST.(DIVISION ST)	2023	EXCELLENT	2025
M-14	I-355	2.68	14126	BRUCE RD.	2023	EXCELLENT	2025
M-14	I-355	1.8	14129	SPRING CREEK	2022	EXCELLENT	2025
M-14	I-355	1.8	14130	SPRING CREEK	2022	EXCELLENT	2028
M-14	I-355	0.8	14133	U.S. ROUTE 6	2023	EXCELLENT	2025
M-14	I-355	0.4	14134	CEDAR RD.	2023	EXCELLENT	2028
M-14	I-355	0	14135	RAMP S-E OVER I-80	2023	GOOD	2027
M-14	I-355	0	14136	RAMP E-N OVER I-80	2023	EXCELLENT	2028
M-14	I-355	-0.25	14137	RAMP S-E OVER E-N	2023	GOOD	2027
M-1	I-294	0.8	104 O	LINCOLN OASIS	2022	EXCELLENT	2025
M-11	I-88	106.2	1107C	WELCH CREEK	2023	EXCELLENT	2025
M-11	I-88	103.65	1109C	BIG ROCK CREEK	2023	EXCELLENT	2025
M-11	I-88	101.9	1111C	YOUNGS CREEK	2023	EXCELLENT	2025
M-11	I-88	89.3	1133C	STREAM	2023	GOOD	2025
M-11	I-88	87.2	1135C	STREAM	2023	EXCELLENT	2025
M-11	I-88	83.4	1139C	STREAM	2023	GOOD	2024
M-12	I-88	76	1151C	STREAM	2023	GOOD	2024
M-12	I-88	75.9	1152C	STREAM (RAMP)	2023	EXCELLENT	2026
M-12	I-88	74.26	1201C	RICKELSON CREEK	2023	FAIR	2024
M-12	I-88	74.9	1202C	STREAM	2023	GOOD	2024
M-12	I-88	74.24	1203C	RICKELSON CREEK	2023	EXCELLENT	2025
M-12	I-88	73.1	1205C	BEACH CREEK	2023	GOOD	2024

Appendix F Bridge Condition Rating Table

M SECTION	ROUTE	MP	BRIDGE NUMBER	BRIDGE NAME	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR (YEAR)
M-12	I-88	73.12	1206C	BEACH CREEK	2023	GOOD	2024
M-12	I-88	70.5	1211C	CLEARY LATERAL CR.	2023	EXCELLENT	2026
M-12	I-88	69.5	1213C	BEACH CREEK	2023	FAIR	2024
M-1	I-294	4.58	122C	STREAM	2023	GOOD	2024
M-12	I-88	48.8	1249C	STREAM	2023	EXCELLENT	2039
M-1	I-294	6.25	125C	159TH CREEK	2023	GOOD	2025
M-1	I-294	8.23	129CD	IL 83 (147TH ST.)	2022	EXCELLENT	2034
M-14	I-355	3.36	14126C	NORTH FRACTION RUN CREEK	2023	FAIR	2027
M-14	I-355	-0.25	14137C	RAMP E-N CULVERT	2022	EXCELLENT	2025
M-14	I-355	25.2	1420C	STREAM	2023	EXCELLENT	2028
M-14	I-355	21.4	1436C	LACEY CREEK	2023	GOOD	2027
M-14	I-355	19	1460C	ST. JOSEPH CREEK	2023	GOOD	2027
M-14	I-355	17.14	1467C	PRENTISS CREEK	2023	GOOD	2027
M-14	I-355	13.3	1475C	LILY CACHE CREEK	2023	GOOD	2029
M-16	IL 390	6.3	1602C	W. BRANCH DUPAGE RIVER	2023	GOOD	2024
M-16	IL 390	7.35	1606A		2023	EXCELLENT	2027
M-16	IL 390	16.85	1649C	ELGIN-O'HARE (RAMPS P5, 04, & Q1)	2022	GOOD	2031
M-1	I-294	16.2	164C	STONY CREEK	2023	FAIR	2025
M-16	IL 390	16.8	1650C	ELGIN-O'HARE (RAMPS P1, P2, P8 & S. FRONTAGE ROAD.)	2022	EXCELLENT	2028
M-1	I-294	5.2	198C	I-80 OVER PRAIRIE CR.(CALUMET DITCH)	2023	GOOD	2024
M-2	I-294	31.05	209CD	E-W TOLLWAY	2023	GOOD	2024
M-2	I-88	140.05	210T	RAMP E&D	2023	GOOD	2026
M-2	I-294	31.35	211CD	BUTTERFIELD RD.	2023	EXCELLENT	2034
M-2	I-294	31.5	219CD	CCP.RR	2022	GOOD	2037
M-2	I-294	31.65	221CD	I-290 (EISENHOWER)	2022	EXCELLENT	2034
M-2	I-294	31.97	226A	ELECTRIC AVENUE, RAMP F	2023	EXCELLENT	2034
M-2	I-294	35.1	235C	ADDISON CREEK	2023	FAIR	2024
M-2	I-294	24.5	247C	STREAM	2023	EXCELLENT	2025

Appendix F Bridge Condition Rating Table

M SECTION	ROUTE	MP	BRIDGE NUMBER	BRIDGE NAME	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR (YEAR)
M-2	I-294	24.8	249C	STREAM	2023	EXCELLENT	2025
M-2	I-294	26.65	261C	FLAGG CREEK	2023	GOOD	2027
M-2	I-88	138	272CD	CERMAK RD.	2022	EXCELLENT	2026
M-3	I-294	37	289C	SILVER CR.	2023	GOOD	2024
M-3	I-294	42.05	301CD	DES PLAINES RIVER RD.	2023	EXCELLENT	2025
M-3	I-294	42.19	303CD	TOUHY AVE.	2023	EXCELLENT	2025
M-3	I-294	44.15	313C	DRAINAGE DITCH	2023	GOOD	2026
M-4	I-94	23.08	360C	STREAM	2023	GOOD	2029
M-3	I-294	40.35	364A	I-190 (KENNEDY EXP. WB)	2022	FAIR	2024
M-3	I-294	40.26	364B	I-190 (KENNEDY EXP. EB)	2022	FAIR	2024
M-3	I-294	40.35	364C	I-190(KENNEDY EXP.WB RAMP L)	2022	FAIR	2024
M-3	I-294	40.26	364D	I-190 (KENNEDY EXP. EB RAMP L)	2022	FAIR	2026
M-3	I-294	40.6	365C	WILLOW CREEK	2023	EXCELLENT	2024
M-3	I-294	40.6	367C	WILLOW CR.(RAMP E)	2023	EXCELLENT	2025
M-3	I-90	78.3	375A	DES PLAINES RIVER RD. RAMP A	2023	EXCELLENT	2026
M-3	I-90	78.05	376C	WILLOW CREEK	2023	EXCELLENT	2026
M-3	I-294	38.4	393C	CRYSTAL CR.	2023	GOOD	2026
M-3	I-294	38.3	394A	IRVING PARK RD.- RAMP A	2022	EXCELLENT	2026
M-3	I-294	38.1	394C	SISTER STREAM	2023	GOOD	2036
M-4	I-94	18.1	407 O	LAKE FOREST OASIS	2022	GOOD	2026
M-5	I-90	61.32	513A	IL 72 (HIGGINS RD.)	2022	EXCELLENT	2028
M-5	I-90	61.68	515C	POPLAR CREEK	2023	EXCELLENT	2026
M-5	I-90	63.9	516C	POPLAR CR. E. BRANCH	2023	EXCELLENT	2026
M-5	I-90	67.38	519CD	MEACHAM RD. (OVER CD RAMP)	2022	EXCELLENT	2028
M-5	I-90	71.4	530C	STREAM	2023	EXCELLENT	2026
M-5	I-90	73.4	533C	HIGGINS CREEK, TRIBUTARY A	2023	GOOD	2027
M-5	I-90	74.02	535CD	HIGGINS CREEK (RAMP X1)	2023	EXCELLENT	2028
M-5	I-90	74.02	536CD	HIGGINS CREEK (RAMP X4)	2023	EXCELLENT	2028
M-6	I-90	41.2	611C	STREAM	2023	EXCELLENT	2026

Appendix F Bridge Condition Rating Table

M SECTION	ROUTE	MP	BRIDGE NUMBER	BRIDGE NAME	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR (YEAR)
M-6	I-90	47.45	621C	EAKIN CR./S.BR. KISHWAUKEE RV.	2023	EXCELLENT	2026
M-6	I-90	30.5	651C	STREAM	2023	EXCELLENT	2026
M-7	I-90	10.1	702C	STREAM	2023	EXCELLENT	2026
M-7	I-90	7	705C	STREAM	2023	FAIR	2027
M-7	I-90	5.68	707C	S.KINNIKINNICK CR.	2023	EXCELLENT	2026
M-7	I-90	4.24	713C	N.KINNIKINNICK CR.	2023	EXCELLENT	2026
M-7	I-90	3.08	715C	STREAM	2023	GOOD	2033
M-7	I-90	13.08	725C	STREAM	2023	EXCELLENT	2026
M-7	I-90	12.35	727C	STREAM	2023	GOOD	2033
M-7	I-90	19.8	739A	US 20	2023	GOOD	2024
M-7	I-90	20.31	741C	STREAM	2023	GOOD	2027
M-7	I-90	22.23	743C	STREAM	2023	EXCELLENT	2026
M-7	I-90	23.4	745C	STREAM	2023	GOOD	2029
M-7	I-90	24.2	747 O	BELVIDERE OASIS	2022	GOOD	2027
M-8	I-88	119.6	817C	CREEK	2023	EXCELLENT	2028
M-8	I-88	113.4	857C	LAKE RUN,RAMP B	2023	GOOD	2025
M-8	I-88	113.38	858C	LAKE RUN	2023	GOOD	2026

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APPENDIX G

STRUCTURAL WALL CONDITION RATING TABLE

Appendix G Structural Wall Condition Rating Table

M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-1	I-294	22.95	TS22.95R,SB	RETAINING WALL	2023	GOOD	4/15/2024
M-1	I-294	16.10	TS16.10N,SB	NOISE ABATEMENT WALL	2022	GOOD	9/12/2024
M-1	I-294	15.75	TS15.75N,NB	NOISE ABATEMENT WALL	2023	POOR	12/31/2024
M-1	I-294	4.90	TS4.90N,NB(R)	NOISE ABATEMENT WALL	2022	GOOD	12/31/2024
M-1	I-294	16.15	TS16.15R,SB	RETAINING WALL	2022	GOOD	12/31/2024
M-1	I-294	4.80	TS4.80N,NB(R)	NOISE ABATEMENT WALL	2022	GOOD	12/31/2024
M-1	I-294	14.45	TS14.45R,SB	RETAINING WALL	2022	GOOD	12/31/2024
M-1	I-294	17.20	TS17.20R,SB(R)	RETAINING WALL	2022	FAIR	12/31/2024
M-1	I-294	14.55	TS14.55R,SB	RETAINING WALL	2022	GOOD	12/31/2024
M-1	I-294	11.50	TS11.50R,NB	RETAINING WALL	2022	GOOD	12/31/2024
M-1	I-294	8.20	TS8.20R,SB(R)	RETAINING WALL	2022	GOOD	12/31/2024
M-1	I-294	9.40	TS9.40R,NB	RETAINING WALL	2022	GOOD	12/31/2024
M-1	I-294	10.20	TS10.20N,SB	NOISE ABATEMENT WALL	2022	EXCELLENT	12/31/2024
M-1	I-294	15.15	TS15.20N,NB	NOISE ABATEMENT WALL	2023	POOR	12/31/2024
M-1	I-294	6.60	TS6.55R,SB(R)	RETAINING WALL	2022	GOOD	12/31/2024
M-1	I-294	4.00	TS4.00R,SB	RETAINING WALL	2022	GOOD	12/31/2024
M-1	I-294	4.05	TS4.05N,NB(R)	NOISE ABATEMENT WALL	2022	GOOD	12/31/2024
M-1	I-294	10.20	TS10.20R,NB	RETAINING WALL	2022	GOOD	12/31/2024
M-1	I-294	10.60	TS10.55N,SB	NOISE ABATEMENT WALL	2022	GOOD	12/31/2024
M-1	I-294	16.45	TS16.50N,NB	NOISE ABATEMENT WALL	2023	POOR	12/31/2024
M-1	I-294	1.20	TS1.20N,NB	NOISE ABATEMENT WALL	2022	FAIR	12/31/2024
M-1	I-294	3.00	TS3.00N,SB(R)	NOISE ABATEMENT WALL	2022	FAIR	12/31/2024
M-1	I-294	17.59	TS17.60N,NB(R)	NOISE ABATEMENT WALL	2023	EXCELLENT	12/31/2024
M-1	I-294	8.80	TS8.80R,NB	RETAINING WALL	2022	EXCELLENT	12/31/2024

Appendix G Structural Wall Condition Rating Table

M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-1	I-294	0.05	TS0.05R,NB	RETAINING WALL	2022	FAIR	12/31/2024
M-1	I-294	8.30	TS8.30R,NB(R)	RETAINING WALL	2022	GOOD	12/31/2024
M-1	I-294	15.55	TS15.60R,SB	RETAINING WALL	2022	GOOD	12/31/2024
M-1	I-294	14.65	TS14.65R,SB	RETAINING WALL	2022	GOOD	12/31/2024
M-1	I-294	18.77	TS18.77N,NB	NOISE ABATEMENT WALL	2023	GOOD	12/31/2024
M-1	I-294	14.65	TS14.65N,SB	NOISE ABATEMENT WALL	2022	FAIR	12/31/2024
M-1	I-294	10.15	TS10.15R,SB	RETAINING WALL	2022	GOOD	12/31/2024
M-1	I-294	15.80	TS15.80N,NB	NOISE ABATEMENT WALL	2023	POOR	12/31/2024
M-1	I-294	11.20	TS11.20N,SB	NOISE ABATEMENT WALL	2022	GOOD	12/31/2024
M-1	I-294	11.65	TS11.65R,SB(R)	RETAINING WALL	2023	EXCELLENT	12/31/2024
M-1	I-294	12.00	TS12.05R,NB(R)	RETAINING WALL	2022	GOOD	12/31/2024
M-1	I-294	10.80	TS10.80N,NB	NOISE ABATEMENT WALL	2022	FAIR	12/31/2024
M-1	I-294	15.15	TS15.20R,SB	RETAINING WALL	2022	GOOD	12/31/2024
M-1	I-294	3.25	TS3.22N,SB	NOISE ABATEMENT WALL	2022	FAIR	12/31/2024
M-1	I-294	11.60	TS11.60N,SB(R)	NOISE ABATEMENT WALL	2022	EXCELLENT	12/31/2024
M-1	I-294	7.70	TS7.65N,NB(R)	NOISE ABATEMENT WALL	2022	EXCELLENT	12/31/2024
M-1	I-294	16.70	TS16.70R,NB	RETAINING WALL	2023	POOR	12/31/2024
M-1	I-294	4.05	TS4.05R,NB(R)	RETAINING WALL	2022	GOOD	12/31/2024
M-1	I-294	15.80	TS15.80R,SB	RETAINING WALL	2022	GOOD	12/31/2024
M-1	I-294	4.25	TS4.25N,NB	NOISE ABATEMENT WALL	2022	GOOD	12/31/2024
M-1	I-294	4.40	TS4.40N,NB	NOISE ABATEMENT WALL	2022	FAIR	12/31/2024
M-1	I-294	4.00	TS4.00N,NB	NOISE ABATEMENT WALL	2023	GOOD	12/31/2024
M-1	I-294	4.06	TS4.06R,NB(R)	RETAINING WALL	2022	GOOD	12/31/2024
M-1	I-294	11.15	TS11.15R,NB	RETAINING WALL	2022	GOOD	12/31/2024
M-1	I-294	1.00	TS1.00N,SB(R)	NOISE ABATEMENT WALL	2022	GOOD	12/31/2024

Appendix G Structural Wall Condition Rating Table

M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-1	I-294	3.25	TS3.25R,NB	RETAINING WALL	2022	FAIR	12/31/2024
M-1	I-294	11.61	TS11.61R,SB(R)	RETAINING WALL	2022	GOOD	12/31/2024
M-1	I-294	0.05	TS0.05R,SB	RETAINING WALL	2022	GOOD	12/31/2024
M-1	I-294	4.00	TS4.00N,SB	NOISE ABATEMENT WALL	2022	FAIR	12/31/2024
M-1	I-294	11.55	TS11.55R,NB	RETAINING WALL	2022	GOOD	12/31/2024
M-1	I-294	11.70	TS11.70N,SB(R)	NOISE ABATEMENT WALL	2022	GOOD	12/31/2024
M-1	I-294	9.15	TS9.20N,SB	NOISE ABATEMENT WALL	2022	FAIR	12/31/2024
M-1	I-294	4.60	TS4.60N,NB(R)	NOISE ABATEMENT WALL	2022	GOOD	12/31/2024
M-1	I-294	19.00	TS19.05N,SB	NOISE ABATEMENT WALL	2022	FAIR	12/31/2024
M-1	I-294	19.70	TS19.70R,SB	RETAINING WALL	2022	GOOD	12/31/2025
M-1	I-294	8.30	TS8.25N,SB	NOISE ABATEMENT WALL	2022	GOOD	6/21/2026
M-1	I-294	8.20	TS8.25N,NB(R)	NOISE ABATEMENT WALL	2022	GOOD	12/1/2026
M-1	I-294	18.55	TS18.55N,SB	NOISE ABATEMENT WALL	2023	FAIR	12/31/2026
M-1	I-294	10.80	TS10.80N,SB	NOISE ABATEMENT WALL	2022	GOOD	12/31/2026
M-1	I-294	15.80	TS15.80N,SB	NOISE ABATEMENT WALL	2022	FAIR	12/31/2026
M-1	I-294	15.15	TS15.20R,NB	RETAINING WALL	2022	GOOD	12/31/2026
M-1	I-294	5.40	TS5.40N,SB	NOISE ABATEMENT WALL	2022	GOOD	12/31/2026
M-1	I-294	4.20	TS4.20N,SB	NOISE ABATEMENT WALL	2022	EXCELLENT	12/31/2026
M-1	I-294	9.15	TS9.10N,NB	NOISE ABATEMENT WALL	2022	GOOD	12/31/2026
M-1	I-294	15.70	TS15.70N,NB	NOISE ABATEMENT WALL	2022	GOOD	12/31/2026
M-1	I-294	1.60	TS1.60R,SB	RETAINING WALL	2022	GOOD	12/31/2026
M-1	I-294	15.75	TS15.75N,SB	NOISE ABATEMENT WALL	2022	FAIR	12/31/2026

Appendix G Structural Wall Condition Rating Table

M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-1	I-294	15.65	TS15.65N,NB	NOISE ABATEMENT WALL	2022	FAIR	12/31/2026
M-1	I-294	15.20	TS15.20N,SB	NOISE ABATEMENT WALL	2022	FAIR	12/31/2026
M-1	I-294	22.05	TS22.05S,NB(R)	SIGHT SCREEN WALL	2022	FAIR	12/31/2026
M-1	I-294	16.15	TS16.15N,SB	NOISE ABATEMENT WALL	2022	GOOD	12/31/2026
M-1	I-294	15.80	TS15.80R,NB	RETAINING WALL	2022	FAIR	12/31/2026
M-1	I-294	19.07	TS19.07N,NB	NOISE ABATEMENT WALL	2022	EXCELLENT	12/31/2026
M-1	I-294	6.20	TS6.25N,SB(R)	NOISE ABATEMENT WALL	2022	GOOD	12/31/2026
M-1	I-294	8.60	TS8.60N,SB(R)	NOISE ABATEMENT WALL	2022	GOOD	12/31/2026
M-1	I-294	4.00	TS4.00R,NB	RETAINING WALL	2022	GOOD	12/31/2026
M-1	I-294	9.55	TS9.55R,NB	RETAINING WALL	2022	GOOD	12/31/2026
M-1	I-294	12.35	TS12.30R,SB(R)	RETAINING WALL	2022	GOOD	12/31/2026
M-1	I-294	20.50	TS20.50R,NB	RETAINING WALL	2022	GOOD	12/31/2026
M-1	I-294	4.20	TS4.20N,NB	NOISE ABATEMENT WALL	2022	GOOD	12/31/2026
M-1	I-294	7.40	TS7.40R,NB(R)	RETAINING WALL	2022	EXCELLENT	12/31/2026
M-1	I-294	4.40	TS4.40R,NB	RETAINING WALL	2022	GOOD	12/31/2026
M-1	I-294	-0.02	TS0.02R, SB(R)	RETAINING WALL	2022	FAIR	12/31/2026
M-1	I-294	6.21	TS6.21N,SB(R)	NOISE ABATEMENT WALL	2022	EXCELLENT	12/31/2026
M-1	I-294	8.40	TS8.40R,SB(R)	RETAINING WALL	2022	GOOD	12/31/2026
M-1	I-294	23.35	TS23.35R,NB	RETAINING WALL	2022	FAIR	12/31/2026
M-1	I-294	2.70	TS2.70R,NB(R)	RETAINING WALL	2022	GOOD	12/31/2026
M-1	I-294	14.50	TS14.50N,SB	NOISE ABATEMENT WALL	2022	FAIR	12/31/2026
M-1	I-294	-0.02	TS0.02N, SB(R)	NOISE ABATEMENT WALL	2022	GOOD	12/31/2026
M-1	I-294	23.30	TS23.30R,SB	RETAINING WALL	2023	EXCELLENT	2/23/2027
M-1	I-294	7.80	TS7.80N,NB(R)	NOISE ABATEMENT WALL	2023	GOOD	3/17/2027
M-1	I-294	8.22	TS8.22N,NB	NOISE ABATEMENT WALL	2023	GOOD	11/30/2027

Appendix G Structural Wall Condition Rating Table

M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-1	I-294	10.20	TS10.25N,SB	NOISE ABATEMENT WALL	2023	FAIR	12/31/2027
M-1	I-294	10.65	TS10.60N,SB	NOISE ABATEMENT WALL	2023	FAIR	12/31/2027
M-1	I-294	20.05	TS20.05N,NB	NOISE ABATEMENT WALL	2018	FAIR	6/7/2038
M-1	I-294	14.00	TS14.00N,SB	NOISE ABATEMENT WALL	2020	FAIR	6/25/2038
M-1	I-294	20.85	TS20.85N,SB	NOISE ABATEMENT WALL	2020	EXCELLENT	7/10/2040
M-1	I-294	4.25	TS4.25N,SB	NOISE ABATEMENT WALL	2020	GOOD	7/13/2040
M-1	I-294	8.85	TS8.85N,NB	NOISE ABATEMENT WALL	2020	GOOD	7/13/2040
M-1	I-294	20.83	TS20.83R,NB	RETAINING WALL	2021	EXCELLENT	8/23/2041
M-1	I-294	20.87	TS20.87R, SB	RETAINING WALL	2021	EXCELLENT	8/23/2041
M-1	I-294	20.80	TS20.80R,SB	RETAINING WALL	2021	EXCELLENT	8/23/2041
M-1	I-294	21.97	TS21.97R NB	RETAINING WALL	2021	EXCELLENT	8/23/2041
M-1	I-294	20.88	TS20.88R SB	RETAINING WALL	2021	EXCELLENT	8/23/2041
M-1	I-294	22.90	TS22.90 N NB	NOISE ABATEMENT WALL	2021	EXCELLENT	8/23/2041
M-1	I-294	20.90	TS20.90R,NB	RETAINING WALL	2021	EXCELLENT	8/23/2041
M-1	I-294	18.75	TS18.75R,SB	RETAINING WALL	2021	FAIR	8/23/2041
M-1	I-294	20.81	TS20.81R,NB	RETAINING WALL	2021	EXCELLENT	8/29/2041
M-1	I-294	23.75	TS23.75N,SB(R)	NOISE ABATEMENT WALL	2021	EXCELLENT	8/29/2041
M-1	I-294	23.80	TS23.80N,SB(R)	NOISE ABATEMENT WALL	2021	GOOD	11/8/2041
M-1	I-294	20.74	TS20.74N NB	NOISE ABATEMENT WALL	2021	EXCELLENT	11/8/2041
M-1	I-294	20.75	TS20.75R	RETAINING WALL	2021	EXCELLENT	11/8/2041
M-1	I-294	21.03	TS21.03R NB	RETAINING WALL	2021	EXCELLENT	11/8/2041
M-1	I-294	20.82	TS20.82N NB	NOISE ABATEMENT WALL	2021	EXCELLENT	11/8/2041
M-1	I-294	18.75	TS18.75R,NB	RETAINING WALL	2022	EXCELLENT	3/9/2042
M-1	I-294	22.20	TS22.20N,NB	NOISE ABATEMENT WALL	2022	EXCELLENT	11/8/2042

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M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-1	I-294	1.20	TS1.21N,SB	NOISE ABATEMENT WALL	2022	GOOD	11/30/2042
M-1	I-294	8.40	TS8.40N,SB	NOISE ABATEMENT WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	7.65	TS7.65R,NB(R)	RETAINING WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	12.65	TS12.75R,SB(R)	RETAINING WALL	2022	GOOD	11/30/2042
M-1	I-294	11.95	TS11.90R,NB(R)	RETAINING WALL	2022	GOOD	11/30/2042
M-1	I-294	11.50	TS11.50N,SB(R)	NOISE ABATEMENT WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	7.60	TS7.60S,NB(R)	SIGHT SCREEN WALL	2022	GOOD	11/30/2042
M-1	I-294	1.85	TS1.85R,NB	RETAINING WALL	2022	GOOD	11/30/2042
M-1	I-294	22.45	TS22.45R,SB	RETAINING WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	18.21	TS18.21R,NB	RETAINING WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	10.65	TS10.65N,NB	NOISE ABATEMENT WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	23.70	TS23.70N,SB(R)	NOISE ABATEMENT WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	9.55	TS9.55N,NB	NOISE ABATEMENT WALL	2022	GOOD	11/30/2042
M-1	I-294	19.65	TS19.65N,SB	NOISE ABATEMENT WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	2.35	TS2.35R,NB(R)	RETAINING WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	11.80	TS11.80R,NB(R)	RETAINING WALL	2022	GOOD	11/30/2042
M-1	I-294	8.20	TS8.20N,SB	NOISE ABATEMENT WALL	2022	GOOD	11/30/2042
M-1	I-294	15.70	TS15.70R,SB	RETAINING WALL	2022	GOOD	11/30/2042
M-1	I-294	16.90	TS16.85R,NB	RETAINING WALL	2022	GOOD	11/30/2042
M-1	I-294	3.20	TS3.20N,SB	NOISE ABATEMENT WALL	2022	GOOD	11/30/2042
M-1	I-294	5.40	TS5.40R,SB	RETAINING WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	17.35	TS17.30R,SB(R)	RETAINING WALL	2022	GOOD	11/30/2042
M-1	I-294	8.20	TS8.20R,NB(R)	RETAINING WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	15.10	TS15.15N,NB	NOISE ABATEMENT WALL	2022	GOOD	11/30/2042
M-1	I-294	11.55	TS11.55N,SB(R)	NOISE ABATEMENT WALL	2022	EXCELLENT	11/30/2042

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M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-1	I-294	9.10	TS9.10N,SB	NOISE ABATEMENT WALL	2022	GOOD	11/30/2042
M-1	I-294	0.90	TS0.90N,SB(R)	NOISE ABATEMENT WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	16.55	TS16.55R,NB	RETAINING WALL	2022	GOOD	11/30/2042
M-1	I-294	3.65	TS3.65N,SB	NOISE ABATEMENT WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	4.90	TS4.90R,NB(R)	RETAINING WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	17.70	TS17.70R,SB(R)	RETAINING WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	5.70	TS5.70R,SB	RETAINING WALL	2022	GOOD	11/30/2042
M-1	I-294	5.25	TS5.25R,NB(R)	RETAINING WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	18.55	TS18.55R,SB	RETAINING WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	10.20	TS10.25N,NB	NOISE ABATEMENT WALL	2022	GOOD	11/30/2042
M-1	I-294	8.95	TS8.95N,SB	NOISE ABATEMENT WALL	2022	GOOD	11/30/2042
M-1	I-294	10.15	TS10.20N,NB	NOISE ABATEMENT WALL	2022	GOOD	11/30/2042
M-1	I-294	10.20	TS10.25R,SB	RETAINING WALL	2022	GOOD	11/30/2042
M-1	I-294	8.70	TS8.70R,SB(R)	RETAINING WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	1.20	TS1.20N,SB	NOISE ABATEMENT WALL	2022	GOOD	11/30/2042
M-1	I-294	4.50	TS4.50R,SB	RETAINING WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	14.60	TS14.65R,NB	RETAINING WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	11.85	TS11.85R,NB(R)	RETAINING WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	22.24	TS22.25N,NB	NOISE ABATEMENT WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	1.85	TS1.85R,SB	RETAINING WALL	2022	GOOD	11/30/2042
M-1	I-294	7.30	TS7.30R,NB(R)	RETAINING WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	14.55	TS14.55R,NB	RETAINING WALL	2022	GOOD	11/30/2042
M-1	I-294	1.60	TS1.60R,NB	RETAINING WALL	2022	GOOD	11/30/2042
M-1	I-294	14.60	TS14.60N,SB	NOISE ABATEMENT WALL	2022	GOOD	11/30/2042
M-1	I-294	5.70	TS5.70N,SB	NOISE ABATEMENT WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	0.75	TS0.75N,SB(R)	NOISE ABATEMENT WALL	2022	GOOD	11/30/2042

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M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-1	I-294	15.00	TS15.00R,SB	RETAINING WALL	2022	GOOD	11/30/2042
M-1	I-294	22.10	TS22.10N,NB(R)	NOISE ABATEMENT WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	10.75	TS10.75N,NB	NOISE ABATEMENT WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	9.00	TS9.00R,SB	RETAINING WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	11.65	TS11.65R,NB(R)	RETAINING WALL	2022	GOOD	11/30/2042
M-1	I-294	17.45	TS17.45R,SB(R)	RETAINING WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	16.85	TS16.85N,NB	NOISE ABATEMENT WALL	2022	GOOD	11/30/2042
M-1	I-294	19.30	TS19.30S,NB	SIGHT SCREEN WALL	2022	GOOD	11/30/2042
M-1	I-294	15.00	TS15.00R,NB	RETAINING WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	3.00	TS3.00R,NB	RETAINING WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	9.90	TS9.95R,SB	RETAINING WALL	2022	GOOD	11/30/2042
M-1	I-294	9.15	TS9.15R,SB	RETAINING WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	0.85	TS0.85N,NB(R)	NOISE ABATEMENT WALL	2022	GOOD	11/30/2042
M-1	I-294	10.60	TS10.60N,NB	NOISE ABATEMENT WALL	2022	GOOD	11/30/2042
M-1	I-294	9.20	TS9.20R,NB	RETAINING WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	14.55	TS14.55N,NB	NOISE ABATEMENT WALL	2022	GOOD	11/30/2042
M-1	I-294	7.50	TS7.50R,NB(R)	RETAINING WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	3.95	TS3.95N,NB	NOISE ABATEMENT WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	23.34	TS23.35R,SB	RETAINING WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	11.79	TS11.79R,NB(R)	RETAINING WALL	2022	GOOD	11/30/2042
M-1	I-294	10.15	TS10.15N,SB	NOISE ABATEMENT WALL	2022	GOOD	11/30/2042
M-1	I-294	17.55	TS17.55N,SB(R)	NOISE ABATEMENT WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	16.80	TS16.80N,NB	NOISE ABATEMENT WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	10.00	TS10.00R,NB	RETAINING WALL	2022	GOOD	11/30/2042
M-1	I-294	18.44	TS18.44, NB	NOISE ABATEMENT WALL	2022	EXCELLENT	11/30/2042

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M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-1	I-294	23.77	TS23.77R,SB	RETAINING WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	9.50	TS9.50N,NB	NOISE ABATEMENT WALL	2022	GOOD	11/30/2042
M-1	I-294	14.55	TS14.55N,SB	NOISE ABATEMENT WALL	2022	GOOD	11/30/2042
M-1	I-294	16.10	TS16.15N,NB	NOISE ABATEMENT WALL	2022	GOOD	11/30/2042
M-1	I-294	10.15	TS10.15N,NB	NOISE ABATEMENT WALL	2022	GOOD	11/30/2042
M-1	I-294	16.15	TS16.16N,NB	NOISE ABATEMENT WALL	2022	GOOD	11/30/2042
M-1	I-294	7.60	TS7.60R,NB(R)	RETAINING WALL	2022	GOOD	11/30/2042
M-1	I-294	9.05	TS9.05N,NB	NOISE ABATEMENT WALL	2022	GOOD	11/30/2042
M-1	I-294	14.60	TS14.60N,NB	NOISE ABATEMENT WALL	2022	GOOD	11/30/2042
M-1	I-294	6.65	TS6.65R,SB(R)	RETAINING WALL	2022	GOOD	11/30/2042
M-1	I-294	3.95	TS3.95N,SB	NOISE ABATEMENT WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	17.70	TS17.70N,SB(R)	NOISE ABATEMENT WALL	2022	EXCELLENT	12/13/2042
M-1	I-294	16.15	TS16.15R,NB	RETAINING WALL	2022	EXCELLENT	12/13/2042
M-1	I-294	10.70	TS10.70N,NB	NOISE ABATEMENT WALL	2022	GOOD	12/13/2042
M-1	I-294	4.00	TS4.00N,NB(R)	NOISE ABATEMENT WALL	2022	EXCELLENT	12/13/2042
M-1	I-294	15.65	TS15.65N,SB	NOISE ABATEMENT WALL	2022	GOOD	12/13/2042
M-1	I-294	5.30	TS5.30R,NB(R)	RETAINING WALL	2022	EXCELLENT	12/13/2042
M-1	I-294	15.70	TS15.70N,SB	NOISE ABATEMENT WALL	2022	GOOD	12/13/2042
M-1	I-294	0.04	TS0.04R,SB	RETAINING WALL	2021	FAIR	1/11/2043
M-1	I-294	15.15	TS15.15N,SB	NOISE ABATEMENT WALL	2023	GOOD	1/26/2043
M-1	I-294	23.35	TS23.35N,NB	NOISE ABATEMENT WALL	2023	EXCELLENT	2/7/2043

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M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-1	I-294	22.30	TS22.30N,SB	NOISE ABATEMENT WALL	2023	EXCELLENT	2/8/2043
M-1	I-294	20.19	TS22.20N,NB(R)	NOISE ABATEMENT WALL	2023	EXCELLENT	2/8/2043
M-1	I-294	22.95	TS22.95N,SB(R)	NOISE ABATEMENT WALL	2023	EXCELLENT	2/8/2043
M-1	I-294	22.58	TS22.60N,SB	NOISE ABATEMENT WALL	2023	EXCELLENT	2/8/2043
M-1	I-294	22.55	TS22.55N,NB(R)	NOISE ABATEMENT WALL	2023	EXCELLENT	2/8/2043
M-1	I-294	20.31	TS20.31R,SB(R)	RETAINING WALL	2023	EXCELLENT	3/13/2043
M-1	I-294	20.04	TS20.04N,SB	NOISE ABATEMENT WALL	2023	GOOD	3/13/2043
M-1	I-294	7.44	TS7.44R,NB - R	RETAINING WALL	2023	EXCELLENT	3/13/2043
M-1	I-294	20.39	TS20.40R,SB-R	RETAINING WALL	2023	EXCELLENT	3/13/2043
M-1	I-294	20.01	TS20.01R,SB	RETAINING WALL	2023	EXCELLENT	3/13/2043
M-1	I-294	7.75	TS7.75N,NB(R)	NOISE ABATEMENT WALL	2023	EXCELLENT	3/14/2043
M-1	I-294	7.35	TS7.35R,SB	RETAINING WALL	2023	EXCELLENT	3/14/2043
M-1	I-294	7.79	TS7.79N,NB(R)	NOISE ABATEMENT WALL	2023	EXCELLENT	3/14/2043
M-1	I-294	2.40	TS2.40R,SB(R)	RETAINING WALL	2023	GOOD	3/14/2043
M-1	I-294	8.20	TS8.20N,NB	NOISE ABATEMENT WALL	2023	EXCELLENT	3/14/2043
M-1	I-294	7.70	TS7.70R,NB(R)	RETAINING WALL	2023	EXCELLENT	3/14/2043
M-1	I-294	7.29	TS7.29R,NB - R	RETAINING WALL	2023	EXCELLENT	3/14/2043
M-1	I-294	7.79	TS7.79R,NB	RETAINING WALL	2023	EXCELLENT	3/14/2043
M-1	I-294	17.83	TS17.83N,NB	NOISE ABATEMENT WALL	2023	EXCELLENT	4/10/2043
M-1	I-294	17.96	TS17.96N,NB	NOISE ABATEMENT WALL	2023	EXCELLENT	4/11/2043
M-1	I-294	18.67	TS18.67N,NB	NOISE ABATEMENT WALL	2023	EXCELLENT	4/12/2043
M-1	I-294	19.45	TS19.45R,NB	RETAINING WALL	2023	GOOD	5/18/2043
M-1	I-294	19.33	TS19.33N,NB	NOISE ABATEMENT WALL	2023	EXCELLENT	5/18/2043

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M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-1	I-294	20.06	TS20.06R,NB	RETAINING WALL	2023	GOOD	5/21/2043
M-1	I-294	7.70	TS7.70N,NB(R)	NOISE ABATEMENT WALL	2023	EXCELLENT	5/21/2043
M-1	I-294	20.25	TS20.25R,NB(R)	RETAINING WALL	2023	EXCELLENT	5/21/2043
M-1	I-294	19.08	TS19.08R,NB(R)	RETAINING WALL	2023	EXCELLENT	5/21/2043
M-1	I-294	20.33	TS20.34R-NB-R	RETAINING WALL	2023	EXCELLENT	5/21/2043
M-1	I-294	20.20	TS20.20R,NB	RETAINING WALL	2023	EXCELLENT	5/21/2043
M-1	I-294	20.07	TS20.07R,NB	RETAINING WALL	2023	EXCELLENT	5/21/2043
M-1	I-294	20.28	TS20.28R,NB(R)	RETAINING WALL	2023	EXCELLENT	5/21/2043
M-1	I-294	19.40	TS19.40N,NB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/17/2043
M-1	I-294	17.75	TS17.75N,NB	NOISE ABATEMENT WALL	2023	GOOD	10/17/2043
M-1	I-294	19.72	TS19.70N,NB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/17/2043
M-1	I-294	19.31	TS19.31S,NB	SIGHT SCREEN WALL	2023	FAIR	10/17/2043
M-1	I-294	19.50	TS19.50N,NB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/17/2043
M-1	I-294	19.50	TS19.50R,NB	RETAINING WALL	2023	EXCELLENT	10/17/2043
M-1	I-294	20.04	TS20.04R,NB	RETAINING WALL	2023	EXCELLENT	10/18/2043
M-1	I-294	7.80	TS7.80R,NB(R)	RETAINING WALL	2023	GOOD	10/20/2043
M-1	I-294	10.85	TS10.85S,SB	SIGHT SCREEN WALL	2022	GOOD	10/25/2043
M-1	I-294	8.90	TS8.90N, NB	NOISE ABATEMENT WALL	2020	FAIR	10/25/2043
M-1	I-294	18.70	TS18.70N,SB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/27/2043
M-1	I-294	18.75	TS18.75N,SB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/27/2043
M-1	I-294	20.33	TS20.33R,NB(R)	RETAINING WALL	2023	EXCELLENT	10/27/2043
M-1	I-294	20.38	TS20.38N,NB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/27/2043
M-1	I-294	17.75	TS17.75N,SB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/27/2043
M-1	I-294	20.40	TS20.40N,NB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/27/2043

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M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-1	I-294	19.00	TS19.03N SB	NOISE ABATEMENT WALL	2024	GOOD	12/31/2044
TOTAL STRUCTURAL WALLS IN M-1: 265							
M-12	I-88	76.00	EW76.00R,WB	RETAINING WALL	2023	GOOD	4/3/2043
TOTAL STRUCTURAL WALLS IN M-12: 1							
M-14	I-355	17.45	NS17.45N,SB(R)	NOISE ABATEMENT WALL	2023	FAIR	11/30/2024
M-14	I-355	28.20	NS28.20N,NB(R)	NOISE ABATEMENT WALL	2022	FAIR	12/31/2024
M-14	I-355	25.15	NS25.15N,NB	NOISE ABATEMENT WALL	2021	FAIR	12/31/2024
M-14	I-355	27.65	NS27.65N,NB(R)	NOISE ABATEMENT WALL	2021	FAIR	12/31/2024
M-14	I-355	20.20	NS20.20R,NB	RETAINING WALL	2023	FAIR	12/31/2024
M-14	I-355	19.15	NS19.15N,NB(R)	NOISE ABATEMENT WALL	2023	FAIR	12/31/2024
M-14	I-355	3.70	NS3.55N,SB(R)	NOISE ABATEMENT WALL	2021	FAIR	12/31/2024
M-14	I-355	19.60	NS19.60N,SB(R)	NOISE ABATEMENT WALL	2022	FAIR	12/31/2024
M-14	I-355	25.10	NS25.10N,NB	NOISE ABATEMENT WALL	2020	FAIR	12/31/2024
M-14	I-355	23.00	NS23.00N,NB	NOISE ABATEMENT WALL	2023	FAIR	12/31/2024
M-14	I-355	15.30	NS15.30N,SB(R)	NOISE ABATEMENT WALL	2023	FAIR	12/31/2024
M-14	I-355	23.60	NS23.60N,SB	NOISE ABATEMENT WALL	2023	GOOD	12/31/2024
M-14	I-355	14.60	NS14.60N,SB(R)	NOISE ABATEMENT WALL	2023	GOOD	12/31/2024
M-14	I-355	22.90	NS22.90N,SB(R)	NOISE ABATEMENT WALL	2022	FAIR	12/31/2024
M-14	I-355	27.13	NS27.13N,NB(R)	NOISE ABATEMENT WALL	2022	FAIR	12/31/2024
M-14	I-355	7.90	NS7.90N,NB	NOISE ABATEMENT WALL	2022	FAIR	12/31/2024

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M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-14	I-355	16.10	NS16.10N,SB	NOISE ABATEMENT WALL	2023	FAIR	12/31/2024
M-14	I-355	17.50	NS17.50N,SB(R)	NOISE ABATEMENT WALL	2023	FAIR	12/31/2024
M-14	I-355	4.35	NS4.35N,NB	NOISE ABATEMENT WALL	2022	FAIR	12/31/2024
M-14	I-355	28.55	NS28.55N,SB(R)	NOISE ABATEMENT WALL	2021	FAIR	12/31/2024
M-14	I-355	25.50	NS25.50N,NB	NOISE ABATEMENT WALL	2023	FAIR	12/31/2024
M-14	I-355	29.25	NS29.25N,SB(R)	NOISE ABATEMENT WALL	2023	POOR	12/31/2025
M-14	I-355	27.60	NS27.60N,SB(R)	NOISE ABATEMENT WALL	2023	POOR	12/31/2025
M-14	I-355	0.22	NS0.22N,SB(R)	NOISE ABATEMENT WALL	2023	GOOD	11/30/2026
M-14	I-355	16.10	NS16.10N,NB	NOISE ABATEMENT WALL	2023	FAIR	11/30/2026
M-14	I-355	24.50	NS24.50N,SB	NOISE ABATEMENT WALL	2023	FAIR	12/31/2026
M-14	I-355	25.15	NS25.15N,SB	NOISE ABATEMENT WALL	2022	FAIR	12/31/2026
M-14	I-355	28.95	NS28.95R,NB	RETAINING WALL	2021	FAIR	12/31/2026
M-14	I-88	131.15	EW131.15R,NB(R)	RETAINING WALL	2022	FAIR	12/31/2026
M-14	I-355	28.00	NS28.00N,SB(R)	NOISE ABATEMENT WALL	2023	FAIR	3/9/2027
M-14	I-355	17.55	NS17.55N,NB	NOISE ABATEMENT WALL	2023	FAIR	3/11/2027
M-14	I-355	23.55	NS23.55N,SB(R)	NOISE ABATEMENT WALL	2023	FAIR	4/3/2027
M-14	I-355	24.28	NS24.28N,SB	NOISE ABATEMENT WALL	2023	GOOD	4/3/2027
M-14	I-355	20.15	NS20.15R,SB	RETAINING WALL	2023	FAIR	5/1/2027
M-14	I-355	22.00	NS22.00R,SB(R)	RETAINING WALL	2023	FAIR	5/1/2027
M-14	I-355	14.38	NS14.38R,NB	RETAINING WALL	2023	EXCELLENT	12/31/2027
M-14	I-355	14.35	NS14.39R,NB	RETAINING WALL	2023	GOOD	12/31/2027

Appendix G Structural Wall Condition Rating Table

M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-14	I-355	0.23	NS0.23N,SB(R)	NOISE ABATEMENT WALL	2023	GOOD	12/31/2027
M-14	I-355	24.40	NS24.40N,NB	NOISE ABATEMENT WALL	2023	FAIR	12/31/2027
M-14	I-355	24.85	NS24.85N,NB(R)	NOISE ABATEMENT WALL	2023	FAIR	12/31/2027
M-14	I-355	24.65	NS24.65N,NB	NOISE ABATEMENT WALL	2023	FAIR	12/31/2027
M-14	I-355	23.40	NS23.40N,SB(R)	NOISE ABATEMENT WALL	2023	FAIR	12/31/2027
M-14	I-355	24.70	NS24.70N,NB	NOISE ABATEMENT WALL	2023	FAIR	12/31/2027
M-14	I-355	18.85	NS18.85N,SB(R)	NOISE ABATEMENT WALL	2023	GOOD	12/31/2027
M-14	I-355	16.10	NS16.10R,NB	RETAINING WALL	2023	FAIR	12/31/2027
M-14	I-355	16.10	NS16.10R,NB	RETAINING WALL	2023	FAIR	12/31/2027
M-14	I-355	29.25	NS29.25R,SB(R)	RETAINING WALL	2022	POOR	12/31/2027
M-14	I-355	17.35	NS17.35N,NB(R)	NOISE ABATEMENT WALL	2023	FAIR	12/31/2027
M-14	I-355	21.45	NS21.45R,NB(R)	RETAINING WALL	2023	FAIR	12/31/2027
M-14	I-355	24.35	NS24.35R,SB(R)	RETAINING WALL	2023	GOOD	12/31/2027
M-14	I-355	15.25	NS15.25N,NB(R)	NOISE ABATEMENT WALL	2023	FAIR	12/31/2027
M-14	I-355	19.15	NS19.15R,SB(R)	RETAINING WALL	2023	GOOD	12/31/2027
M-14	I-355	17.55	NS17.55N,SB	NOISE ABATEMENT WALL	2023	FAIR	12/31/2027
M-14	I-355	24.29	NS24.29N,NB(R)	NOISE ABATEMENT WALL	2023	FAIR	12/31/2027
M-14	I-355	16.10	NS16.10R,SB	RETAINING WALL	2023	POOR	12/31/2027
M-14	I-355	17.35	NS17.35R,SB	RETAINING WALL	2023	GOOD	2/22/2028
M-14	I-355	28.55	NS28.55N,NB	NOISE ABATEMENT WALL	2020	GOOD	4/7/2040
M-14	I-355	25.00	NS25.00R,SB(R)	RETAINING WALL	2020	EXCELLENT	6/29/2040
M-14	I-355	22.02	NS22.0R NB - R	RETAINING WALL	2020	EXCELLENT	6/29/2040
M-14	I-355	28.55	NS28.55R,SB(R)	RETAINING WALL	2020	EXCELLENT	6/29/2040
M-14	I-355	26.00	NS26.00R,SB	RETAINING WALL	2020	GOOD	6/29/2040
M-14	I-355	4.20	NS4.20R,NB	RETAINING WALL	2020	GOOD	6/30/2040

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M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-14	I-355	8.15	NS8.15N,NB	NOISE ABATEMENT WALL	2020	GOOD	6/30/2040
M-14	I-355	4.05	NS4.05R,SB	RETAINING WALL	2020	GOOD	6/30/2040
M-14	I-355	28.95	NS29.00R,SB(R)	RETAINING WALL	2020	GOOD	8/19/2040
M-14	I-355	27.60	NS27.60N,NB(R)	NOISE ABATEMENT WALL	2020	FAIR	9/6/2041
M-14	I-355	26.80	NS26.80N,NB	NOISE ABATEMENT WALL	2020	FAIR	9/6/2041
M-14	I-355	21.55	NS21.55R,SB	RETAINING WALL	2021	EXCELLENT	11/8/2041
M-14	I-355	7.85	NS7.85N,NB	NOISE ABATEMENT WALL	2020	FAIR	11/26/2041
M-14	I-355	23.35	NS23.35R,NB	RETAINING WALL	2022	EXCELLENT	11/30/2042
M-14	I-355	23.90	NS23.90N,SB	NOISE ABATEMENT WALL	2022	EXCELLENT	11/30/2042
M-14	I-355	23.45	NS23.45R,NB	RETAINING WALL	2022	EXCELLENT	11/30/2042
M-14	I-355	23.82	NS23.82R,NB	RETAINING WALL	2022	EXCELLENT	11/30/2042
M-14	I-355	23.71	NS23.71R,SB	RETAINING WALL	2022	EXCELLENT	11/30/2042
M-14	I-355	23.26	NS23.26N,NB	NOISE ABATEMENT WALL	2022	EXCELLENT	11/30/2042
M-14	I-355	23.72	NS23.72N,SB	NOISE ABATEMENT WALL	2022	EXCELLENT	11/30/2042
M-14	I-355	23.35	NS23.35N,NB	NOISE ABATEMENT WALL	2022	EXCELLENT	11/30/2042
M-14	I-355	12.10	NS12.10R,SB	RETAINING WALL	2023	EXCELLENT	2/6/2043
M-14	I-355	15.10	NS15.11N,NB	NOISE ABATEMENT WALL	2023	EXCELLENT	2/6/2043
M-14	I-355	15.10	NS15.10N,NB	NOISE ABATEMENT WALL	2023	EXCELLENT	2/6/2043
M-14	I-355	0.20	NS0.20N,SB(R)	NOISE ABATEMENT WALL	2023	EXCELLENT	2/6/2043
M-14	I-355	12.00	NS12.00N,SB	NOISE ABATEMENT WALL	2023	EXCELLENT	2/6/2043
M-14	I-355	17.45	NS17.45N,NB	NOISE ABATEMENT WALL	2023	GOOD	2/21/2043
M-14	I-355	23.60	NS23.60R,NB	RETAINING WALL	2023	GOOD	2/27/2043

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M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-14	I-355	14.60	NS14.59N,SB(R)	NOISE ABATEMENT WALL	2023	GOOD	4/3/2043
M-14	I-355	18.90	NS18.90N,SB(R)	NOISE ABATEMENT WALL	2023	GOOD	4/3/2043
M-14	I-355	19.80	NS19.80R,SB(R)	RETAINING WALL	2023	GOOD	4/6/2043
M-14	I-355	27.14	DOT,NS27.15N,SB	NOISE ABATEMENT WALL	2023	EXCELLENT	4/6/2043
M-14	I-355	19.15	NS19.14R,SB(R)	RETAINING WALL	2023	GOOD	4/6/2043
M-14	I-355	18.90	NS18.90R,SB(R)	RETAINING WALL	2023	GOOD	4/6/2043
M-14	I-355	23.45	NS23.45N,NB	NOISE ABATEMENT WALL	2023	GOOD	4/6/2043
M-14	I-355	18.40	NS18.40R,NB	RETAINING WALL	2023	GOOD	10/18/2043
M-14	I-355	23.45	NS23.45N,SB(R)	NOISE ABATEMENT WALL	2023	FAIR	10/18/2043
M-14	I-355	24.05	NS24.05N,NB(R)	NOISE ABATEMENT WALL	2023	GOOD	10/18/2043
M-14	I-355	23.60	NS23.60N,NB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/18/2043
M-14	I-355	24.00	NS24.00N,NB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/18/2043
M-14	I-355	23.40	NS23.40N,NB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/18/2043
M-14	I-355	24.25	NS24.25R,SB(R)	RETAINING WALL	2023	EXCELLENT	10/19/2043
M-14	I-355	21.30	NS21.30R,NB	RETAINING WALL	2023	GOOD	10/19/2043
M-14	I-355	23.95	NS23.95N,SB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/19/2043
M-14	I-355	24.05	NS24.05N,SB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/19/2043
M-14	I-355	23.95	NS23.95N,NB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/19/2043
M-14	I-355	23.57	NS23.57N,SB	NOISE ABATEMENT WALL	2023	FAIR	10/20/2043
M-14	I-355	23.55	NS23.55N,NB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/20/2043

Appendix G Structural Wall Condition Rating Table

M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-14	I-355	18.75	NS18.75N,SB(R)	NOISE ABATEMENT WALL	2023	FAIR	10/20/2043
M-14	I-355	18.50	NS18.50N,SB(R)	NOISE ABATEMENT WALL	2023	GOOD	10/20/2043
M-14	I-355	18.80	NS18.80R,SB(R)	RETAINING WALL	2023	GOOD	10/20/2043
TOTAL STRUCTURAL WALLS IN M-14: 106							
M-16	IL 390	12.60	E012.6R,EB(R)	RETAINING WALL	2021	GOOD	3/31/2024
M-16	IL 390	10.60	E010.51N,WB	NOISE ABATEMENT WALL	2021	EXCELLENT	9/30/2024
M-16	IL 390	12.37	E012.37R,WB(R)	RETAINING WALL	2021	FAIR	12/31/2024
M-16	IL 390	11.23	E011.25N,WB	NOISE ABATEMENT WALL	2021	GOOD	12/31/2024
M-16	IL 390	10.30	E010.30N,WB	NOISE ABATEMENT WALL	2021	EXCELLENT	12/31/2024
M-16	IL 390	12.00	E012.00R,EB(R)	RETAINING WALL	2021	GOOD	12/31/2024
M-16	IL 390	12.78	E012.78N,EB(R)	NOISE ABATEMENT WALL	2022	FAIR	12/31/2024
M-16	IL 390	10.40	E010.40N,EB	NOISE ABATEMENT WALL	2021	EXCELLENT	3/28/2025
M-16	IL 390	12.60	E012.6N,EB(R)	RETAINING WALL	2021	EXCELLENT	3/31/2025
M-16	IL 390	10.50	E010.50N,EB	NOISE ABATEMENT WALL	2021	GOOD	9/30/2025
M-16	IL 390	12.70	E012.70N,EB(R)	NOISE ABATEMENT WALL	2021	EXCELLENT	9/30/2025
M-16	IL 390	12.71	E012.71N,EB(R)	NOISE ABATEMENT WALL	2021	EXCELLENT	12/31/2025
M-16	IL 390	12.10	E012.08R,WB(R)	RETAINING WALL	2021	FAIR	12/31/2025
M-16	IL 390	8.90	E08.90N,EB	NOISE ABATEMENT WALL	2021	FAIR	12/31/2026
M-16	IL 390	8.90	E08.90R,EB	RETAINING WALL	2021	GOOD	12/31/2026
M-16	IL 390	13.55	E013.50R,EB	RETAINING WALL	2021	EXCELLENT	12/31/2026
M-16	IL 390	9.90	E09.90N,EB	NOISE ABATEMENT WALL	2023	FAIR	12/31/2027
M-16	IL 390	11.40	E011.40N,WB	NOISE ABATEMENT WALL	2021	EXCELLENT	3/22/2041
M-16	IL 390	12.77	E012.75R,WB(R)	RETAINING WALL	2021	EXCELLENT	3/30/2041

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M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-16	IL 390	15.28	E015.30R,EB	RETAINING WALL	2021	EXCELLENT	3/30/2041
M-16	IL 390	15.30	E015.30R,WB	RETAINING WALL	2021	EXCELLENT	3/30/2041
M-16	IL 390	13.11	E013.10R,EB	RETAINING WALL	2021	EXCELLENT	3/30/2041
M-16	IL 390	12.73	E012.73R,EB(R)	RETAINING WALL	2021	EXCELLENT	3/30/2041
M-16	IL 390	13.70	E013.70R,WB	RETAINING WALL	2021	EXCELLENT	3/30/2041
M-16	IL 390	14.50	E014.50R,EB(R)	RETAINING WALL	2021	EXCELLENT	3/30/2041
M-16	IL 390	13.70	E013.70R,EW	RETAINING WALL	2021	EXCELLENT	3/30/2041
M-16	IL 390	15.17	E015.20R,EB(R)	RETAINING WALL	2021	EXCELLENT	3/31/2041
M-16	IL 390	12.12	E012.10R,EB(R)	RETAINING WALL	2021	GOOD	3/31/2041
M-16	IL 390	7.80	E07.80R,WB(R)	RETAINING WALL	2021	EXCELLENT	3/31/2041
M-16	IL 390	12.67	E012.67R,EB(R)	RETAINING WALL	2021	EXCELLENT	3/31/2041
M-16	IL 390	11.40	E011.40R,WB	RETAINING WALL	2021	GOOD	3/31/2041
M-16	IL 390	9.10	E09.10R,WB	RETAINING WALL	2021	EXCELLENT	3/31/2041
M-16	IL 390	15.87	E015.87R,EW	RETAINING WALL	2021	EXCELLENT	3/31/2041
M-16	IL 390	11.10	E011.10N,WB	NOISE ABATEMENT WALL	2021	EXCELLENT	3/31/2041
M-16	IL 390	16.60	E016.6R,WB(R)	RETAINING WALL	2021	EXCELLENT	3/31/2041
M-16	IL 390	16.20	E016.2R,EW	RETAINING WALL	2021	EXCELLENT	3/31/2041
M-16	IL 390	11.10	E011.10N,WB(R)	NOISE ABATEMENT WALL	2021	EXCELLENT	3/31/2041
M-16	IL 390	12.15	E012.10R,WB(R)	RETAINING WALL	2021	EXCELLENT	3/31/2041
M-16	IL 390	6.47	E06.50R WB	RETAINING WALL	2021	GOOD	3/31/2041
M-16	IL 390	10.30	E010.30N,EB	NOISE ABATEMENT WALL	2021	EXCELLENT	3/31/2041
M-16	IL 390	9.80	E09.80N,EB	NOISE ABATEMENT WALL	2021	EXCELLENT	3/31/2041
M-16	IL 390	14.32	E014.32R,EB	RETAINING WALL	2021	EXCELLENT	3/31/2041
M-16	IL 390	16.67	E016.67R,WB(R)	RETAINING WALL	2021	EXCELLENT	3/31/2041
M-16	IL 390	12.36	E012.36R,WB(R)	RETAINING WALL	2021	EXCELLENT	3/31/2041
M-16	IL 390	10.60	E010.60N,WB	NOISE ABATEMENT WALL	2021	EXCELLENT	3/31/2041
M-16	IL 390	6.56	E06.50R EB	RETAINING WALL	2021	EXCELLENT	3/31/2041
M-16	IL 390	16.12	E016.12R,EW	RETAINING WALL	2021	EXCELLENT	3/31/2041
M-16	IL 390	10.35	E010.35N,WB	NOISE ABATEMENT WALL	2021	EXCELLENT	3/31/2041
M-16	IL 390	10.50	E010.50N,WB	NOISE ABATEMENT WALL	2021	EXCELLENT	3/31/2041
M-16	IL 390	15.81	E015.80R,EW	RETAINING WALL	2021	EXCELLENT	3/31/2041

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M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-16	IL 390	9.70	E09.55N,WB(R)	NOISE ABATEMENT WALL	2021	EXCELLENT	3/31/2041
M-16	IL 390	9.70	E09.70N,WB(R)	NOISE ABATEMENT WALL	2021	EXCELLENT	3/31/2041
M-16	IL 390	12.35	E012.35R,WB(R)	RETAINING WALL	2021	EXCELLENT	3/31/2041
M-16	IL 390	12.68	E012.68R,EB(R)	RETAINING WALL	2021	EXCELLENT	8/17/2041
M-16	IL 390	9.60	E09.60N,WB(R)	NOISE ABATEMENT WALL	2021	EXCELLENT	8/17/2041
M-16	IL 390	9.40	E09.40R,WB(R)	RETAINING WALL	2021	GOOD	8/29/2041
M-16	IL 390	12.75	E012.75N EB	NOISE ABATEMENT WALL	2021	EXCELLENT	8/29/2041
M-16	IL 390	9.50	E09.50N,EB(R)	NOISE ABATEMENT WALL	2021	EXCELLENT	11/8/2041
M-16	IL 390	16.62	E016.62R,WB(R)	RETAINING WALL	2023	EXCELLENT	10/19/2043
TOTAL STRUCTURAL WALLS IN M-16: 59							
M-2	I-294	31.12	TS31.12R,NB	RETAINING WALL	2021	FAIR	2/13/2024
M-2	I-294	32.00	TS32.00N,NB	NOISE ABATEMENT WALL	2021	GOOD	2/13/2024
M-2	I-294	30.35	TS30.35R,NB	RETAINING WALL	2021	FAIR	11/30/2024
M-2	I-294	31.50	TS31.50N,SB	NOISE ABATEMENT WALL	2021	FAIR	12/31/2024
M-2	I-294	30.00	TS30.00R,SB	RETAINING WALL	2023	POOR	12/31/2024
M-2	I-294	30.45	TS30.45R,NB	RETAINING WALL	2021	GOOD	12/31/2024
M-2	I-294	30.45	TS30.45N,NB	NOISE ABATEMENT WALL	2021	GOOD	12/31/2024
M-2	I-294	25.45	TS25.45N,NB	NOISE ABATEMENT WALL	2022	FAIR	12/31/2024
M-2	I-294	30.70	TS30.70N,SB	NOISE ABATEMENT WALL	2021	FAIR	12/31/2024
M-2	I-294	31.05	TS31.05N,SB	NOISE ABATEMENT WALL	2022	POOR	12/31/2024
M-2	I-294	36.35	TS36.35R,SB	RETAINING WALL	2021	GOOD	12/31/2024
M-2	I-294	30.05	TS30.05N,SB	NOISE ABATEMENT WALL	2022	GOOD	12/31/2024
M-2	I-294	23.65	TS23.65N,NB(R)	RETAINING WALL	2020	FAIR	12/31/2024
M-2	I-294	30.50	TS30.50R,NB	RETAINING WALL	2021	GOOD	12/31/2024

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M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-2	I-294	31.55	TS31.55N,SB(R)	NOISE ABATEMENT WALL	2019	FAIR	12/31/2024
M-2	I-294	24.15	TS24.15R,SB	RETAINING WALL	2023	EXCELLENT	12/31/2024
M-2	I-294	37.40	TS37.40N,NB	NOISE ABATEMENT WALL	2021	GOOD	12/31/2024
M-2	I-294	30.00	TS30.00N,SB	NOISE ABATEMENT WALL	2021	GOOD	12/31/2024
M-2	I-294	23.75	TS23.75R,NB(R)	RETAINING WALL	2020	FAIR	12/31/2024
M-2	I-294	32.80	TS32.80N,NB	NOISE ABATEMENT WALL	2021	FAIR	12/31/2024
M-2	I-294	32.35	TS32.35N,NB	NOISE ABATEMENT WALL	2021	GOOD	12/31/2024
M-2	I-294	30.80	TS30.80R,NB(R)	RETAINING WALL	2021	FAIR	12/31/2024
M-2	I-294	30.10	TS30.10R,SB	RETAINING WALL	2021	FAIR	12/31/2024
M-2	I-294	32.55	TS32.55N,NB	NOISE ABATEMENT WALL	2021	GOOD	12/31/2024
M-2	I-294	30.45	TS30.45N,SB	NOISE ABATEMENT WALL	2021	FAIR	12/31/2024
M-2	I-88	139.05	EW139.05N,EB	NOISE ABATEMENT WALL	2023	FAIR	12/31/2024
M-2	I-294	27.15	TS27.15N,NB	NOISE ABATEMENT WALL	2022	GOOD	12/31/2024
M-2	I-294	30.10	TS30.10N,SB	NOISE ABATEMENT WALL	2021	GOOD	12/31/2024
M-2	I-294	25.45	TS25.45N,SB	NOISE ABATEMENT WALL	2020	FAIR	12/31/2024
M-2	I-294	31.35	TS31.34N,SB	NOISE ABATEMENT WALL	2021	FAIR	12/31/2024
M-2	I-294	33.70	TS33.70R,NB	RETAINING WALL	2021	GOOD	12/31/2024
M-2	I-294	35.20	TS35.20R,NB	RETAINING WALL	2021	GOOD	12/31/2024
M-2	I-294	24.15	TS24.15N,SB	NOISE ABATEMENT WALL	2022	EXCELLENT	12/31/2024
M-2	I-294	31.35	TS31.35N,SB	NOISE ABATEMENT WALL	2022	POOR	12/31/2024

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M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-2	I-294	30.35	TS30.35N,NB	NOISE ABATEMENT WALL	2022	FAIR	12/31/2024
M-2	I-294	25.75	TS25.75N,SB	NOISE ABATEMENT WALL	2022	GOOD	12/31/2025
M-2	I-294	27.60	TS27.60R,SB(R)	RETAINING WALL	2021	GOOD	12/31/2025
M-2	I-88	138.20		RETAINING WALL	2021	EXCELLENT	12/31/2025
M-2	I-294	27.80	TS27.80N,SB	NOISE ABATEMENT WALL	2021	GOOD	12/31/2025
M-2	I-294	28.20	TS28.20N,SB	NOISE ABATEMENT WALL	2021	GOOD	12/31/2025
M-2	I-294	31.35	TS31.35R,SB	RETAINING WALL	2021	GOOD	12/31/2025
M-2	I-294	31.75	TS31.75N,NB(R)	NOISE ABATEMENT WALL	2021	FAIR	12/31/2025
M-2	I-294	27.40	TS27.40R,SB(R)	RETAINING WALL	2021	FAIR	12/31/2025
M-2	I-294	28.90	TS28.90N,SB	NOISE ABATEMENT WALL	2021	FAIR	12/31/2025
M-2	I-294	27.80	TS27.80R,SB	RETAINING WALL	2021	GOOD	12/31/2025
M-2	I-294	27.50	TS27.50R,NB(R)	RETAINING WALL	2021	GOOD	12/31/2025
M-2	I-294	28.20	TS28.20R,SB	RETAINING WALL	2021	EXCELLENT	12/31/2025
M-2	I-294	28.55	TS28.55R,SB	RETAINING WALL	2021	GOOD	12/31/2025
M-2	I-294	25.11	TS25.11S,SB(R)	SIGHT SCREEN WALL	2020	FAIR	12/31/2025
M-2	I-294	27.10	TS27.10N,SB(R)	NOISE ABATEMENT WALL	2022	FAIR	12/31/2025
M-2	I-294	24.65	TS24.65N,SB	NOISE ABATEMENT WALL	2022	FAIR	12/31/2025
M-2	I-294	26.65	TS26.65N,SB	NOISE ABATEMENT WALL	2022	FAIR	12/31/2025
M-2	I-294	25.35	TS25.35N,NB	NOISE ABATEMENT WALL	2022	FAIR	12/31/2026
M-2	I-294	26.25	TS26.25N,NB	NOISE ABATEMENT WALL	2020	FAIR	12/31/2026
M-2	I-294	24.40	TS24.40N,SB	NOISE ABATEMENT WALL	2022	GOOD	12/31/2026
M-2	I-294	33.69	TS33.69R,SB	RETAINING WALL	2022	EXCELLENT	12/31/2026
M-2	I-88	138.45		RETAINING WALL	2022	EXCELLENT	12/31/2026

Appendix G Structural Wall Condition Rating Table

M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-2	I-294	25.15	TS25.15N,NB(R)	NOISE ABATEMENT WALL	2022	GOOD	12/31/2026
M-2	I-294	30.05	TS30.05N,NB	NOISE ABATEMENT WALL	2021	GOOD	12/31/2026
M-2	I-294	27.45	TS27.45R,NB(R)	RETAINING WALL	2020	GOOD	12/31/2026
M-2	I-294	26.75	TS26.75N,NB	NOISE ABATEMENT WALL	2019	GOOD	3/5/2039
M-2	I-294	31.97	TS31.97R,NB(R)	RETAINING WALL	2020	EXCELLENT	4/14/2040
M-2	I-294	26.64	TS26.64R, NB	RETAINING WALL	2020	EXCELLENT	4/16/2040
M-2	I-294	26.63	TS26.63R, NB	RETAINING WALL	2020	EXCELLENT	4/16/2040
M-2	I-294	26.65	TS26.65R, NB	RETAINING WALL	2020	EXCELLENT	4/16/2040
M-2	I-88	139.40	EW139.40R,WB	RETAINING WALL	2020	EXCELLENT	7/20/2040
M-2	I-88	139.50	EW139.50R,WB	RETAINING WALL	2020	EXCELLENT	8/19/2040
M-2	I-294	28.20	TS28.20R,NB	RETAINING WALL	2021	GOOD	8/29/2041
M-2	I-294	28.00	TS28.00R,NB	RETAINING WALL	2021	GOOD	8/29/2041
M-2	I-294	27.85	TS27.85R,NB	RETAINING WALL	2021	GOOD	8/29/2041
M-2	I-294	28.55	TS28.55R,NB	RETAINING WALL	2021	GOOD	8/29/2041
M-2	I-294	32.60	TS32.60R,SB	RETAINING WALL	2021	EXCELLENT	8/29/2041
M-2	I-294	32.77	TS32.77R,SB	RETAINING WALL	2021	EXCELLENT	8/29/2041
M-2	I-294	35.35	TS35.35R,SB	RETAINING WALL	2021	GOOD	8/29/2041
M-2	I-88	138.70		RETAINING WALL	2021	GOOD	8/29/2041
M-2	I-294	35.90	TS35.90R SB	RETAINING WALL	2021	EXCELLENT	8/29/2041
M-2	I-294	31.00	TS31.00R,NB	RETAINING WALL	2021	GOOD	8/31/2041
M-2	I-294	31.10	TS31.10R,NB	RETAINING WALL	2021	GOOD	8/31/2041
M-2	I-294	35.10	TS35.20R,SB	RETAINING WALL	2021	EXCELLENT	8/31/2041
M-2	I-294	29.00	TS29.00N,SB(R)	NOISE ABATEMENT WALL	2021	EXCELLENT	8/31/2041
M-2	I-294	30.85	TS30.85R,SB	RETAINING WALL	2021	GOOD	8/31/2041
M-2	I-294	31.35	TS31.36N,NB	NOISE ABATEMENT WALL	2021	GOOD	8/31/2041
M-2	I-294	33.15	TS33.15R,SB	RETAINING WALL	2021	GOOD	8/31/2041
M-2	I-88	138.25	EW138.25R,EB(R)	RETAINING WALL	2021	EXCELLENT	8/31/2041
M-2	I-294	33.10	TS33.10R,SB	RETAINING WALL	2021	EXCELLENT	8/31/2041
M-2	I-88	138.55		RETAINING WALL	2021	EXCELLENT	8/31/2041
M-2	I-294	32.00	TS32.00R,NB	RETAINING WALL	2021	GOOD	8/31/2041
M-2	I-294	31.45	TS31.45N,NB	NOISE ABATEMENT WALL	2021	GOOD	8/31/2041
M-2	I-294	32.30	TS32.30R,SB	RETAINING WALL	2021	GOOD	8/31/2041

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M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-2	I-294	28.55	TS28.55N,SB	NOISE ABATEMENT WALL	2021	GOOD	8/31/2041
M-2	I-294	31.11	TS31.11R,NB	RETAINING WALL	2021	GOOD	8/31/2041
M-2	I-294	31.95	TS31.95N,NB	NOISE ABATEMENT WALL	2021	GOOD	8/31/2041
M-2	I-294	25.10	TS25.10S,SB(R)	SIGHT SCREEN WALL	2021	EXCELLENT	9/1/2041
M-2	I-294	30.45	TS30.44N,SB(R)	NOISE ABATEMENT WALL	2021	GOOD	9/1/2041
M-2	I-294	36.00	TS36.00R,NB	RETAINING WALL	2021	GOOD	9/1/2041
M-2	I-294	35.85	TS35.85R,NB	RETAINING WALL	2021	GOOD	9/1/2041
M-2	I-294	32.50	TS32.50N,NB	NOISE ABATEMENT WALL	2021	GOOD	9/1/2041
M-2	I-294	32.55	TS32.55R,NB	RETAINING WALL	2021	GOOD	9/1/2041
M-2	I-294	34.00	TS34.00S,NB	RETAINING WALL	2021	GOOD	9/1/2041
M-2	I-294	35.35	TS35.35R,NB	RETAINING WALL	2021	GOOD	9/1/2041
M-2	I-294	33.05	TS33.05R,NB	RETAINING WALL	2021	EXCELLENT	9/1/2041
M-2	I-294	33.25	TS33.25R,NB	RETAINING WALL	2021	EXCELLENT	9/1/2041
M-2	I-294	32.80	TS32.80R,NB	RETAINING WALL	2021	GOOD	9/1/2041
M-2	I-294	24.95	TS24.95S,SB(R)	SIGHT SCREEN WALL	2021	EXCELLENT	9/1/2041
M-2	I-294	24.95	TS24.95N,NB(R)	NOISE ABATEMENT WALL	2021	EXCELLENT	9/8/2041
M-2	I-294	25.11	TS25.11N,NB(R)	NOISE ABATEMENT WALL	2021	EXCELLENT	9/8/2041
M-2	I-294	32.10	TS32.10R,NB	RETAINING WALL	2021	FAIR	6/23/2042
M-2	I-294	24.10	TS24.10N,SB(R)	NOISE ABATEMENT WALL	2022	EXCELLENT	11/30/2042
M-2	I-294	25.10	TS25.15N,SB(R)	NOISE ABATEMENT WALL	2022	EXCELLENT	11/30/2042
M-2	I-294	27.20	TS27.25N,NB	NOISE ABATEMENT WALL	2022	GOOD	11/30/2042
M-2	I-294	24.15	TS24.15R,NB	RETAINING WALL	2022	GOOD	11/30/2042
M-2	I-294	25.40	TS25.40N,SB	NOISE ABATEMENT WALL	2022	EXCELLENT	11/30/2042
M-2	I-294	27.20	TS27.25R,NB	RETAINING WALL	2022	GOOD	11/30/2042

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M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-2	I-294	27.23	TS27.23N,NB	NOISE ABATEMENT WALL	2022	GOOD	11/30/2042
M-2	I-294	24.18	TS24.18R,NB(R)	RETAINING WALL	2022	EXCELLENT	11/30/2042
M-2	I-294	23.90	TS23.90N,SB(R)	NOISE ABATEMENT WALL	2022	EXCELLENT	11/30/2042
M-2	I-294	23.61	TS23.61N,NB	NOISE ABATEMENT WALL	2023	EXCELLENT	2/7/2043
M-2	I-294	23.75	TS23.75N,NB	NOISE ABATEMENT WALL	2023	EXCELLENT	2/7/2043
M-2	I-294	24.21	TS24.21N,NB(R)	NOISE ABATEMENT WALL	2023	EXCELLENT	2/7/2043
M-2	I-294	23.79	TS23.79N,NB	NOISE ABATEMENT WALL	2023	EXCELLENT	2/7/2043
M-2	I-294	23.82	TS23.82NNB	NOISE ABATEMENT WALL	2023	EXCELLENT	2/7/2043
M-2	I-294	24.43	TS24.43N,NB(R)	NOISE ABATEMENT WALL	2023	EXCELLENT	2/7/2043
M-2	I-294	23.55	TS23.55N,NB	NOISE ABATEMENT WALL	2023	EXCELLENT	2/7/2043
M-2	I-294	23.57	TS23.56R,NB	RETAINING WALL	2023	EXCELLENT	2/7/2043
M-2	I-294	24.16	TS24.16R,NB(R)	RETAINING WALL	2023	EXCELLENT	2/8/2043
M-2	I-294	23.95	TS23.95N,NB(R)	NOISE ABATEMENT WALL	2023	EXCELLENT	2/10/2043
M-2	I-294	23.80	TS23.88N, NB	NOISE ABATEMENT WALL	2023	EXCELLENT	2/10/2043
M-2	I-294	24.35	TS24.35N,NB(R)	NOISE ABATEMENT WALL	2023	EXCELLENT	4/11/2043
M-2	I-294	31.91	TS31.93R SB-R	RETAINING WALL	2023	EXCELLENT	10/17/2043
M-2	I-88	139.27	EW139.27N, WB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/20/2043
M-2	I-88	139.40	EW139.40N,WB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/20/2043
M-2	I-88	139.27	EW 139.27N,WB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/20/2043
M-2	I-294	27.33	TS27.30N,NB(R)	NOISE ABATEMENT WALL	2023	EXCELLENT	10/20/2043

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M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-2	I-294	28.51	TS28.51R NB	RETAINING WALL	2023	EXCELLENT	10/20/2043
M-2	I-294	36.40	TS36.39R,NB	RETAINING WALL	2023	EXCELLENT	10/20/2043
M-2	I-294	24.40	TS24.40R,SB	RETAINING WALL	2023	EXCELLENT	10/24/2043
M-2	I-294	24.04	TS24.04R,SB(R)	RETAINING WALL	2023	EXCELLENT	10/24/2043
M-2	I-294	24.01	TS24.01R,SB(R)	RETAINING WALL	2023	EXCELLENT	10/27/2043
M-2	I-294	24.42	TS24.42R,NB(R)	RETAINING WALL	2023	EXCELLENT	10/27/2043
M-2	I-294	20.33	TS20.33N NB - R	NOISE ABATEMENT WALL	2023	EXCELLENT	10/27/2043
M-2	I-294	31.50	TS31.50R,NB - R	RETAINING WALL	2024	GOOD	12/31/2044
M-2	I-294	24.43	TS24.43R,NB(R)	RETAINING WALL	2024	GOOD	12/31/2044
M-2	I-294	24.35	TS24.35R,NB(R)	RETAINING WALL	2024	GOOD	12/31/2044
M-2	I-294	34.53	TS34.53R,SB	RETAINING WALL	2024	GOOD	12/31/2044
M-2	I-294	31.78	TS31.76R SB -R	RETAINING WALL	2024	GOOD	12/31/2044
M-2	I-294	31.36	TS31.36R,NB - R	RETAINING WALL	2024	GOOD	12/31/2044
M-2	I-294	31.80	TS31.80R SB (R)	RETAINING WALL	2024	GOOD	12/31/2044
M-2	I-294	31.87	TS31.87 R SB-R	RETAINING WALL	2024	GOOD	12/31/2044
M-2	I-294	31.18	TS31.18R,NB - R	RETAINING WALL	2024	GOOD	12/31/2044
TOTAL STRUCTURAL WALLS IN M-2: 149							
M-3	I-294	41.00	TS41.00R,NB	RETAINING WALL	2020	GOOD	8/31/2024
M-3	I-294	42.70	TS42.70N,NB	NOISE ABATEMENT WALL	2023	FAIR	12/31/2024
M-3	I-294	38.21	TS38.21R,NB	RETAINING WALL	2020	FAIR	12/31/2024
M-3	I-294	43.46	TS43.46N,NB(R)	NOISE ABATEMENT WALL	2021	FAIR	12/31/2024
M-3	I-294	52.00	TS52.00N,SB	NOISE ABATEMENT WALL	2020	FAIR	12/31/2024
M-3	I-294	39.39	TS39.39N,NB	NOISE ABATEMENT WALL	2020	FAIR	12/31/2024
M-3	I-294	39.35	TS39.35R,SB	RETAINING WALL	2020	FAIR	12/31/2024
M-3	I-294	43.55	TS43.55N,NB(R)	NOISE ABATEMENT WALL	2022	POOR	12/31/2024
M-3	I-294	44.10	TS44.10N,NB(R)	NOISE ABATEMENT WALL	2020	FAIR	12/31/2024
M-3	I-294	38.50	TS38.50N NB R	RETAINING WALL	2021	EXCELLENT	12/31/2024
M-3	I-294	39.00	TS39.00R,NB	RETAINING WALL	2021	EXCELLENT	12/31/2024
M-3	I-294	38.30	TS38.30N,NB(R)	NOISE ABATEMENT WALL	2022	GOOD	12/31/2024

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M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-3	I-294	39.00	TS39.00R,SB	RETAINING WALL	2020	FAIR	12/31/2024
M-3	I-294	39.65	TS39.65R,SB(R)	RETAINING WALL	2022	FAIR	12/31/2024
M-3	I-90	78.20	NW78.2R,EB-R	RETAINING WALL	2022	FAIR	12/31/2024
M-3	I-294	41.10	TS41.10R,NB(R)	RETAINING WALL	2020	FAIR	12/31/2024
M-3	I-294	39.20	TS39.20N,NB	NOISE ABATEMENT WALL	2022	FAIR	12/31/2024
M-3	I-294	39.56	TS39.56R,NB(R)	RETAINING WALL	2020	FAIR	12/31/2024
M-3	I-294	38.20	TS38.20R,SB(R)	RETAINING WALL	2020	FAIR	12/31/2024
M-3	I-294	39.80	TS39.80R,NB(R)	RETAINING WALL	2020	GOOD	12/31/2024
M-3	I-294	39.45	TS39.45R,SB	RETAINING WALL	2020	FAIR	12/31/2024
M-3	I-294	40.70	TS40.70N,NB(R)	NOISE ABATEMENT WALL	2020	EXCELLENT	12/31/2024
M-3	I-294	39.10	TS39.10R,SB	RETAINING WALL	2020	FAIR	12/31/2024
M-3	I-294	38.25	TS38.25R,NB	RETAINING WALL	2022	EXCELLENT	12/31/2024
M-3	I-294	39.30	TS39.30R,NB	RETAINING WALL	2020	FAIR	12/31/2024
M-3	I-294	38.40	TS38.40R NB R	RETAINING WALL	2021	EXCELLENT	12/31/2024
M-3	I-294	37.55	TS37.55R,SB	RETAINING WALL	2022	FAIR	12/31/2024
M-3	I-294	39.00	TS39.00N,NB	NOISE ABATEMENT WALL	2023	POOR	12/31/2024
M-3	I-294	38.60	TS38.60N,NB	NOISE ABATEMENT WALL	2022	EXCELLENT	12/31/2026
M-3	I-294	40.25	TS40.25R,NB(R)	RETAINING WALL	2020	FAIR	12/31/2026
M-3	I-294	40.35	TS40.35R,NB(R)	RETAINING WALL	2020	FAIR	12/31/2026
M-3	I-294	40.90	TS40.90R,NB(R)	RETAINING WALL	2020	EXCELLENT	12/31/2026
M-3	I-294	52.55	TS52.55R,SB	RETAINING WALL	2020	GOOD	12/31/2026
M-3	I-294	45.25	TS45.25N,NB(R)	NOISE ABATEMENT WALL	2023	FAIR	5/5/2027
M-3	I-90	76.85	NW76.85R,WB(R)	RETAINING WALL	2020	EXCELLENT	12/31/2027
M-3	I-294	39.40	TS39.40N,NB	NOISE ABATEMENT WALL	2023	FAIR	12/31/2027
M-3	I-294	45.60	TS45.60R,NB(R)	RETAINING WALL	2023	GOOD	12/31/2027
M-3	I-294	45.40	TS45.40N,NB(R)	NOISE ABATEMENT WALL	2023	FAIR	12/31/2027
M-3	I-294	45.40	TS45.40N,SB	NOISE ABATEMENT WALL	2023	FAIR	12/31/2027
M-3	I-294	39.30	TS39.30N,NB	NOISE ABATEMENT WALL	2023	FAIR	12/31/2027

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M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-3	I-294	41.02	TS41.0N,SB	NOISE ABATEMENT WALL	2023	GOOD	12/31/2027
M-3	I-90	77.30	NW77.10R,WB(R)	RETAINING WALL	2020	FAIR	12/31/2027
M-3	I-90	77.10	NW76.95R,WB	RETAINING WALL	2020	FAIR	12/31/2027
M-3	I-294	45.90	TS45.90N,SB	NOISE ABATEMENT WALL	2020	EXCELLENT	3/16/2038
M-3	I-294	39.70	TS39.70R,NB(R)	RETAINING WALL	2020	GOOD	4/28/2040
M-3	I-294	43.45	TS43.45N,NB(R)	NOISE ABATEMENT WALL	2020	EXCELLENT	4/28/2040
M-3	I-294	37.95	TS37.95N,NB(R)	NOISE ABATEMENT WALL	2020	EXCELLENT	4/28/2040
M-3	I-294	43.35	TS43.35R,NB	RETAINING WALL	2020	EXCELLENT	4/28/2040
M-3	I-294	37.60	TS37.60R,NB	RETAINING WALL	2020	EXCELLENT	4/28/2040
M-3	I-294	39.00	TS38.99N,NB	NOISE ABATEMENT WALL	2020	EXCELLENT	4/28/2040
M-3	I-294	39.50	TS39.50N,NB	NOISE ABATEMENT WALL	2020	EXCELLENT	4/28/2040
M-3	I-294	52.05	TS52.05R,NB	RETAINING WALL	2020	EXCELLENT	5/12/2040
M-3	I-294	52.05	TS52.05R,SB	RETAINING WALL	2020	EXCELLENT	5/12/2040
M-3	I-294	45.35	TS45.35N,SB(R)	NOISE ABATEMENT WALL	2020	GOOD	5/12/2040
M-3	I-294	49.00	TS49.00R,SB	RETAINING WALL	2020	GOOD	5/12/2040
M-3	I-294	52.05	TS52.05N,SB	NOISE ABATEMENT WALL	2020	GOOD	5/12/2040
M-3	I-294	51.95	TS51.95N,SB	NOISE ABATEMENT WALL	2020	EXCELLENT	5/12/2040
M-3	I-294	45.40	TS45.40R,SB	RETAINING WALL	2020	GOOD	5/12/2040
M-3	I-294	46.07	TS46.10N SB	NOISE ABATEMENT WALL	2020	EXCELLENT	5/12/2040
M-3	I-294	52.10	TS52.10N,SB	NOISE ABATEMENT WALL	2020	EXCELLENT	5/12/2040
M-3	I-294	49.95	TS49.95N,SB	NOISE ABATEMENT WALL	2020	EXCELLENT	5/12/2040
M-3	I-294	52.05	TS52.05N,NB	NOISE ABATEMENT WALL	2020	EXCELLENT	5/13/2040

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M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-3	I-294	52.00	TS52.00N,NB	NOISE ABATEMENT WALL	2020	EXCELLENT	5/13/2040
M-3	I-294	52.60	TS52.60R,NB(R)	RETAINING WALL	2020	GOOD	5/13/2040
M-3	I-294	47.60	TS47.60N,NB	NOISE ABATEMENT WALL	2020	EXCELLENT	5/13/2040
M-3	I-294	52.50	TS52.50R,NB(R)	RETAINING WALL	2020	FAIR	5/13/2040
M-3	I-294	51.75	TS51.75N,NB	NOISE ABATEMENT WALL	2020	GOOD	5/13/2040
M-3	I-294	51.55	TS51.55N,NB	NOISE ABATEMENT WALL	2020	EXCELLENT	5/13/2040
M-3	I-294	49.04	TS49.04R,SB(R)	RETAINING WALL	2020	GOOD	5/15/2040
M-3	I-294	44.78	TS44.78N,NB	NOISE ABATEMENT WALL	2020	EXCELLENT	5/15/2040
M-3	I-294	41.65	TS41.65R,SB	RETAINING WALL	2020	EXCELLENT	5/15/2040
M-3	I-294	42.10	TS42.10N,SB(R)	NOISE ABATEMENT WALL	2020	EXCELLENT	5/15/2040
M-3	I-294	45.01	TS45.01N,NB	NOISE ABATEMENT WALL	2020	EXCELLENT	5/15/2040
M-3	I-294	40.60	TS40.38N,SB(R)	NOISE ABATEMENT WALL	2020	EXCELLENT	5/15/2040
M-3	I-294	44.60	TS44.60N,NB	NOISE ABATEMENT WALL	2020	EXCELLENT	5/15/2040
M-3	I-294	41.65	TS41.65N,SB	NOISE ABATEMENT WALL	2020	GOOD	5/15/2040
M-3	I-294	45.02	TS44.91N,NB	NOISE ABATEMENT WALL	2020	EXCELLENT	5/15/2040
M-3	I-294	44.55	TS44.55R,NB	RETAINING WALL	2020	GOOD	5/15/2040
M-3	I-294	49.03	TS49.03R,SB(R)	RETAINING WALL	2020	EXCELLENT	5/15/2040
M-3	I-294	38.20	TS38.20R,NB	RETAINING WALL	2020	GOOD	6/17/2040
M-3	I-294	39.50	TS39.50R,NB	RETAINING WALL	2020	EXCELLENT	6/17/2040
M-3	I-294	38.80	TS38.80R,NB	RETAINING WALL	2020	EXCELLENT	6/17/2040
M-3	I-294	38.25	TS38.25R,NB(R)	RETAINING WALL	2020	FAIR	6/17/2040
M-3	I-294	41.80	TS41.80R,NB(R)	RETAINING WALL	2020	GOOD	6/22/2040
M-3	I-294	43.20	TS43.20R,NB	RETAINING WALL	2020	GOOD	6/23/2040
M-3	I-294	44.10	TS44.10R,NB(R)	RETAINING WALL	2020	EXCELLENT	6/23/2040
M-3	I-294	43.75	TS43.70R,NB(R)	RETAINING WALL	2020	GOOD	6/23/2040
M-3	I-294	44.30	TS44.30R,NB	RETAINING WALL	2020	GOOD	6/23/2040

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M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-3	I-294	42.10	TS42.10R,NB(R)	RETAINING WALL	2020	GOOD	6/23/2040
M-3	I-294	43.25	TS43.25R,NB	RETAINING WALL	2020	GOOD	6/23/2040
M-3	I-294	39.90	TS39.70R,SB	RETAINING WALL	2020	GOOD	6/24/2040
M-3	I-294	47.29	TS47.29R,SB	RETAINING WALL	2020	GOOD	6/24/2040
M-3	I-294	37.70	TS37.70R,SB	RETAINING WALL	2020	GOOD	6/25/2040
M-3	I-294	36.65	TS36.58R,SB	RETAINING WALL	2020	FAIR	6/25/2040
M-3	I-294	36.70	TS36.70R,SB	RETAINING WALL	2020	EXCELLENT	6/25/2040
M-3	I-294	38.10	TS38.12R,SB	RETAINING WALL	2020	EXCELLENT	6/25/2040
M-3	I-294	38.00	TS38.00R,SB(R)	RETAINING WALL	2020	EXCELLENT	6/25/2040
M-3	I-294	38.35	TS38.35R,SB(R)	RETAINING WALL	2020	EXCELLENT	6/25/2040
M-3	I-294	45.80	TS45.80R,NB	RETAINING WALL	2020	GOOD	6/25/2040
M-3	I-294	47.15	TS47.15R,NB	RETAINING WALL	2020	EXCELLENT	6/25/2040
M-3	I-90	76.90	NW76.91R,EB	RETAINING WALL	2020	GOOD	7/6/2040
M-3	I-90	77.30	NW77.30N,EB	NOISE ABATEMENT WALL	2020	EXCELLENT	7/6/2040
M-3	I-90	76.75	NW76.75R,EB	RETAINING WALL	2020	EXCELLENT	7/6/2040
M-3	I-90	76.93	NW76.90R,EB	RETAINING WALL	2020	EXCELLENT	7/6/2040
M-3	I-90	76.28	NW76.30R,EB(R)	RETAINING WALL	2020	GOOD	7/6/2040
M-3	I-90	77.40	NW77.40N,EB	NOISE ABATEMENT WALL	2020	GOOD	7/7/2040
M-3	I-90	78.33	NW78.30R,WB	RETAINING WALL	2020	EXCELLENT	7/7/2040
M-3	I-90	77.38	NW77.35R,EB	RETAINING WALL	2020	EXCELLENT	7/7/2040
M-3	I-90	78.27	NW78.25R,WB	RETAINING WALL	2020	EXCELLENT	7/7/2040
M-3	I-90	76.50		RETAINING WALL	2020	GOOD	7/8/2040
M-3	I-90	76.75	NW76.75R,WB(R)	RETAINING WALL	2020	EXCELLENT	7/8/2040
M-3	I-90	76.55	NW76.60R,WB	RETAINING WALL	2020	EXCELLENT	7/8/2040
M-3	I-294	45.40	TS45.40R,NB(R)	RETAINING WALL	2020	GOOD	8/18/2040
M-3	I-294	52.20	TS52.20N,SB	NOISE ABATEMENT WALL	2020	GOOD	11/20/2040
M-3	I-294	49.85	TS49.85N,SB	NOISE ABATEMENT WALL	2020	GOOD	11/24/2040
M-3	I-294	50.40	TS50.40N,NB	NOISE ABATEMENT WALL	2020	EXCELLENT	11/24/2040
M-3	I-294	47.75	TS47.75N,NB	NOISE ABATEMENT WALL	2020	GOOD	11/24/2040
M-3	I-294	41.01	TS41.01R,NB	RETAINING WALL	2020	GOOD	11/25/2040
M-3	I-294	47.30	TS47.30R,SB	RETAINING WALL	2020	EXCELLENT	11/25/2040

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M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-3	I-294	44.15	TS44.15N,NB(R)	NOISE ABATEMENT WALL	2020	GOOD	11/25/2040
M-3	I-294	43.10	TS43.10R,NB	RETAINING WALL	2020	EXCELLENT	11/25/2040
M-3	I-294	38.70	TS38.70R NB	RETAINING WALL	2021	EXCELLENT	8/29/2041
M-3	I-294	42.12	TS42.12R SB	RETAINING WALL	2021	EXCELLENT	8/29/2041
M-3	I-294	38.29	TS38.29R NB	RETAINING WALL	2021	EXCELLENT	8/29/2041
M-3	I-294	43.55	TS43.55R,NB(R)	RETAINING WALL	2021	EXCELLENT	9/1/2041
M-3	I-294	48.95	TS48.95N,NB(R)	NOISE ABATEMENT WALL	2021	GOOD	9/1/2041
M-3	I-294	45.85	TS45.85N,SB	NOISE ABATEMENT WALL	2021	EXCELLENT	9/1/2041
M-3	I-294	44.43	TS44.43R SB	RETAINING WALL	2021	GOOD	11/8/2041
M-3	I-90	78.40	NW78.4R,EB-R	RETAINING WALL	2022	GOOD	11/30/2042
M-3	I-90	77.77	NW77.77N,EB	NOISE ABATEMENT WALL	2020	GOOD	12/8/2042
M-3	I-294	37.50	TS37.50N,NB	NOISE ABATEMENT WALL	2022	EXCELLENT	12/13/2042
M-3	I-294	38.44	TS38.42R,SB(R)	RETAINING WALL	2022	EXCELLENT	12/13/2042
M-3	I-294	51.10	TS51.10N,NB	NOISE ABATEMENT WALL	2023	EXCELLENT	4/4/2043
M-3	I-294	36.82	TS36.82R,NB	RETAINING WALL	2023	EXCELLENT	10/20/2043
M-3	I-294	37.70	TS37.70N,NB(R)	NOISE ABATEMENT WALL	2023	EXCELLENT	10/27/2043
M-3	I-294	36.68	TS36.68R,NB	RETAINING WALL	2023	EXCELLENT	10/27/2043
M-3	I-294	38.26	TS38.26N,NB(R)	NOISE ABATEMENT WALL	2023	GOOD	10/27/2043
M-3	I-294	44.25	TS44.25R SB - R	RETAINING WALL	2024	GOOD	11/9/2043
M-3	I-294	44.35	TS44.35R SB	RETAINING WALL	2024	GOOD	12/31/2044
TOTAL STRUCTURAL WALLS IN M-3: 139							
M-4	I-94	15.94	TN15.94N,EB (R)	NOISE ABATEMENT WALL	2020	FAIR	12/31/2024
M-4	I-94	17.80	TN17.80N,EB(R)	NOISE ABATEMENT WALL	2021	FAIR	12/31/2024
M-4	I-94	4.55	TN4.55S,WB	SIGHT SCREEN WALL	2022	FAIR	12/31/2024
M-4	I-94	23.75	TN23.75N,EB	NOISE ABATEMENT WALL	2020	GOOD	12/31/2024

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M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-4	I-94	15.75	TN15.75N,EB	NOISE ABATEMENT WALL	2020	GOOD	12/31/2024
M-4	I-94	24.80	TN24.80R,WB(R)	RETAINING WALL	2020	FAIR	12/31/2024
M-4	I-94	23.25	TN23.25N,WB	NOISE ABATEMENT WALL	2021	FAIR	12/31/2024
M-4	I-94	4.35	TN4.35S,WB	SIGHT SCREEN WALL	2020	FAIR	12/31/2024
M-4	I-94	15.25	TN15.25N,EB	NOISE ABATEMENT WALL	2020	GOOD	12/31/2024
M-4	I-94	22.75	TN22.75N,EB	NOISE ABATEMENT WALL	2021	FAIR	12/31/2024
M-4	I-94	7.60	TN7.60N,WB(R)	NOISE ABATEMENT WALL	2020	GOOD	12/31/2024
M-4	I-94	4.65	TN4.65S,EB(R)	SIGHT SCREEN WALL	2022	FAIR	12/31/2024
M-4	I-94 SPUR	26.20	ES26.20R,EB(R)	RETAINING WALL	2022	FAIR	12/31/2024
M-4	I-94 SPUR	28.65	ES28.65N,WB	NOISE ABATEMENT WALL	2020	EXCELLENT	12/31/2024
M-4	I-94	18.10	TN18.10S,EB(R)	SIGHT SCREEN WALL	2020	FAIR	12/31/2024
M-4	I-94	24.20	TN24.20N,WB	NOISE ABATEMENT WALL	2020	EXCELLENT	12/31/2024
M-4	I-94	4.80	TN4.80S,EB(R)	SIGHT SCREEN WALL	2022	FAIR	12/31/2024
M-4	I-94	4.85	TN4.85S,WB(R)	SIGHT SCREEN WALL	2023	FAIR	3/28/2026
M-4	I-94	23.85	TN23.85R,EB	RETAINING WALL	2021	FAIR	12/31/2026
M-4	I-94	10.45	TN10.45R,EB	RETAINING WALL	2023	GOOD	12/31/2026
M-4	I-94	10.60	TN10.60R,EB	RETAINING WALL	2020	GOOD	12/31/2026
M-4	I-94	22.30	TN22.30N,EB	NOISE ABATEMENT WALL	2023	POOR	12/31/2026
M-4	I-94	8.80	TN8.80R,WB(R)	RETAINING WALL	2020	FAIR	12/31/2026
M-4	I-94	4.00	TN4.00S,WB	SIGHT SCREEN WALL	2023	FAIR	12/31/2027
M-4	I-94	12.05	TN12.05N,WB	NOISE ABATEMENT WALL	2023	GOOD	12/31/2027
M-4	I-94	23.25	TN23.25R,WB	RETAINING WALL	2020	FAIR	12/31/2031
M-4	I-94	24.75	TN24.75R,WB(R)	RETAINING WALL	2020	FAIR	12/31/2031
M-4	I-94 SPUR	26.40	ES26.40R,EB(R)	RETAINING WALL	2020	GOOD	12/31/2031
M-4	I-94	23.85	TN23.85R,WB	RETAINING WALL	2020	FAIR	12/31/2031

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M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-4	I-94	24.90	TN24.90R,EB(R)	RETAINING WALL	2020	GOOD	12/31/2031
M-4	I-94	25.01	TN25.01R,WB(R)	RETAINING WALL	2020	FAIR	12/31/2031
M-4	I-94	25.02	TN25.02R,WB(R)	RETAINING WALL	2020	FAIR	12/31/2031
M-4	I-94	25.05	TN25.05R,WB(R)	RETAINING WALL	2020	GOOD	12/31/2031
M-4	I-94	22.15	TN22.15R,WB(R)	RETAINING WALL	2020	FAIR	12/31/2031
M-4	I-94	1.25	TN1.25R,EB	RETAINING WALL	2020	EXCELLENT	3/25/2040
M-4	I-94	12.00	TN12.00N,WB	NOISE ABATEMENT WALL	2020	EXCELLENT	3/25/2040
M-4	I-94	1.05	TN1.05R,EB	RETAINING WALL	2020	GOOD	3/25/2040
M-4	I-94	2.31	TN17.30N,WB	RETAINING WALL	2020	EXCELLENT	3/25/2040
M-4	I-94	10.50	TN10.50R,WB	RETAINING WALL	2020	EXCELLENT	3/26/2040
M-4	I-94	10.55	TN10.55R,WB	RETAINING WALL	2020	EXCELLENT	3/26/2040
M-4	I-94	17.30	TN17.30N,EB	RETAINING WALL	2020	EXCELLENT	3/26/2040
M-4	I-94	15.70	TN15.70N,EB	NOISE ABATEMENT WALL	2020	GOOD	4/6/2040
M-4	I-94	22.10	TN22.10R,EB(R)	RETAINING WALL	2020	GOOD	4/6/2040
M-4	I-94	24.60	TN24.60N,WB(R)	NOISE ABATEMENT WALL	2020	FAIR	7/1/2040
M-4	I-94 SPUR	28.25	ES28.25N,WB	NOISE ABATEMENT WALL	2020	GOOD	7/1/2040
M-4	I-94	24.55	TN24.55N,WB(R)	NOISE ABATEMENT WALL	2020	EXCELLENT	7/1/2040
M-4	I-94	24.85	TN24.85N,WB(R)	NOISE ABATEMENT WALL	2020	GOOD	7/1/2040
M-4	I-94 SPUR	27.90	ES27.90N,WB	NOISE ABATEMENT WALL	2020	EXCELLENT	7/1/2040
M-4	I-94	24.60	TN24.60R,WB(R)	RETAINING WALL	2020	GOOD	7/1/2040
M-4	I-94	25.00	TN25.00R,WB(R)	RETAINING WALL	2020	EXCELLENT	7/1/2040
M-4	I-94 SPUR	28.70	ES28.70N,EB	NOISE ABATEMENT WALL	2020	EXCELLENT	7/2/2040
M-4	I-94 SPUR	28.65	ES28.65N,EB	NOISE ABATEMENT WALL	2020	EXCELLENT	7/2/2040
M-4	I-94	15.95	TN15.95R,WB(R)	RETAINING WALL	2020	EXCELLENT	7/2/2040
M-4	I-94	24.10	TN24.10R,WB	RETAINING WALL	2020	GOOD	7/2/2040
M-4	I-94	15.95	TN15.95R,EB(R)	RETAINING WALL	2020	EXCELLENT	8/18/2040
M-4	I-94	12.15	TN12.15N,EB	NOISE ABATEMENT WALL	2020	FAIR	7/13/2041

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M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-4	I-94	11.60	TN11.6N,WB	NOISE ABATEMENT WALL	2021	EXCELLENT	9/24/2041
M-4	I-94	9.70	TN9.70R,EB(R)	RETAINING WALL	2020	GOOD	11/23/2041
M-4	I-94	4.25	TN4.25S,WB	SIGHT SCREEN WALL	2023	FAIR	4/6/2043
TOTAL STRUCTURAL WALLS IN M-4: 59							
M-5	I-90	65.65		RETAINING WALL	2023	GOOD	2/15/2023
M-5	I-90	70.28	NW70.30R,EB	RETAINING WALL	2023	GOOD	3/9/2023
M-5	I-90	63.28	NW63.3R, EB	RETAINING WALL	2023	GOOD	3/16/2023
M-5	I-90	68.55		RETAINING WALL	2023	EXCELLENT	3/22/2023
M-5	I-90	72.10	NW72.10R,WB	RETAINING WALL	2023	GOOD	4/26/2023
M-5	I-90	55.60	NW55.60R,WB	RETAINING WALL	2023	EXCELLENT	1/18/2024
M-5	I-90	67.86		NOISE ABATEMENT WALL	2023	GOOD	12/31/2024
M-5	I-90	75.74	NW75.70R,WB	RETAINING WALL	2023	FAIR	12/31/2024
M-5	I-90	58.27	NW58.25N,EB(R)	NOISE ABATEMENT WALL	2023	EXCELLENT	12/31/2024
M-5	I-90	73.45		RETAINING WALL	2023	FAIR	12/31/2024
M-5	I-90	71.30	NW71.30R, EB	RETAINING WALL	2023	GOOD	11/30/2027
M-5	I-90	67.38	NW67.38R,WB(R)	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	72.23	NW72.25R,EB	RETAINING WALL	2023	FAIR	12/31/2027
M-5	I-90	69.50	NW69.50R,WB	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	56.34	NW56.30R,EB(R)	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	59.86	NW59.80R,EB(R)	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	64.51	NW64.50N,EB	NOISE ABATEMENT WALL	2023	GOOD	12/31/2027
M-5	I-90	64.87	NW64.91N,EB	NOISE ABATEMENT WALL	2023	EXCELLENT	12/31/2027
M-5	I-90	68.50	NW68.50N,WB	RETAINING WALL	2023	EXCELLENT	12/31/2027
M-5	I-90	62.16	NW62.20R,EB	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	75.30	NW75.30R,EB	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	68.05		RETAINING WALL	2023	POOR	12/31/2027
M-5	I-90	61.64	NW61.60R,EB	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	58.40	NW58.40R,EB	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	61.34	NW61.30R,EB	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	56.56		RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	75.60	NW75.60R,EB	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	56.25	NW56.25R,EB(R)	RETAINING WALL	2023	GOOD	12/31/2027

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M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-5	I-90	56.79	NW56.80R,WB	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	68.00		NOISE ABATEMENT WALL	2023	GOOD	12/31/2027
M-5	I-90	65.66	NW65.66R,WB(R)	RETAINING WALL	2023	EXCELLENT	12/31/2027
M-5	I-90	65.76	NW65.80R,EB(R)	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	63.91	NW63.90R,EB	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	70.70		RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	70.75	NW70.75R,WB(R)	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	62.16	NW62.20R,WB	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	68.75	NW68.75R,EB(R)	RETAINING WALL	2023	FAIR	12/31/2027
M-5	I-90	63.91	NW63.95N,EB	NOISE ABATEMENT WALL	2023	EXCELLENT	12/31/2027
M-5	I-90	60.41	NW60.41R,EB	RETAINING WALL	2023	EXCELLENT	12/31/2027
M-5	I-90	57.84	NW57.40N,EB	NOISE ABATEMENT WALL	2023	GOOD	12/31/2027
M-5	I-90	72.74	NW72.75R,EB	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	64.95	NW65.10N,EB	NOISE ABATEMENT WALL	2023	EXCELLENT	12/31/2027
M-5	I-90	70.60		RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	75.35	NW75.35N,WB	NOISE ABATEMENT WALL	2023	EXCELLENT	12/31/2027
M-5	I-90	74.28	NW74.28R,WB(R)	RETAINING WALL	2023	EXCELLENT	12/31/2027
M-5	I-90	67.77	NW67.77N,WB(R)	NOISE ABATEMENT WALL	2023	GOOD	12/31/2027
M-5	I-90	71.00	NW71.00R,EB	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	55.93	NW55.85R,EB	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	63.49	NW63.50R,WB	RETAINING WALL	2023	FAIR	12/31/2027
M-5	I-90	59.10	NW59.10R EB	RETAINING WALL	2022	FAIR	12/31/2027
M-5	I-90	56.07		RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	58.72	NW58.70N,EB	NOISE ABATEMENT WALL	2023	GOOD	12/31/2027
M-5	I-90	61.22	NW61.20R,WB	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	56.42		RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	72.80	NW72.80R,WB	RETAINING WALL	2023	FAIR	12/31/2027
M-5	I-90	56.75	NW56.75R EB	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	68.46	NW68.50R,EB(R)	RETAINING WALL	2023	EXCELLENT	12/31/2027
M-5	I-90	67.23	NW67.30R,WB(R)	RETAINING WALL	2023	GOOD	12/31/2027

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M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-5	I-90	71.03	NW71.00R,WB	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	67.53	NW67.50R,EB(R)	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	62.74	NW62.70R,WB	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	74.48	NW74.40R,WB	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	64.95	NW65.00N,EB	NOISE ABATEMENT WALL	2023	FAIR	12/31/2027
M-5	I-90	58.73	NW58.73R WB	RETAINING WALL	2022	GOOD	12/31/2027
M-5	I-90	63.89	NW63.90N,EB	NOISE ABATEMENT WALL	2023	EXCELLENT	12/31/2027
M-5	I-90	59.17	NW59.20R,EB	RETAINING WALL	2022	GOOD	12/31/2027
M-5	I-90	75.10	NW75.10R,EB	RETAINING WALL	2023	FAIR	12/31/2027
M-5	I-90	64.72	NW64.80N,EB	NOISE ABATEMENT WALL	2023	GOOD	12/31/2027
M-5	I-90	60.44	NW60.40R,WB	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	68.75		RETAINING WALL	2023	FAIR	12/31/2027
M-5	I-90	62.45		RETAINING WALL	2023	FAIR	12/31/2027
M-5	I-90	58.90	NW58.80R,WB	RETAINING WALL	2023	FAIR	12/31/2027
M-5	I-90	69.45	NW69.50R,EB	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	74.80	NW74.80R,EB	RETAINING WALL	2023	FAIR	12/31/2027
M-5	I-90	72.50	NW72.50R,EB	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	61.51	NW61.54R,WB	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	64.72	NW64.80R,EB	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	64.95	NW65.00R,EB	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	64.10	NW64.1N, EB	NOISE ABATEMENT WALL	2023	GOOD	12/31/2027
M-5	I-90	64.31	NW64.30R,WB	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	57.39	NW57.40R,EB	RETAINING WALL	2023	EXCELLENT	12/31/2027
M-5	I-90	65.07	NW65.15N,EB	NOISE ABATEMENT WALL	2023	EXCELLENT	12/31/2027
M-5	I-90	64.88	NW64.90R,WB	RETAINING WALL	2023	GOOD	12/31/2028
M-5	I-90	56.47	NW56.45R,EB	RETAINING WALL	2023	GOOD	12/31/2028
M-5	I-90	64.58	NW64.60R,WB	RETAINING WALL	2023	GOOD	12/31/2028
M-5	I-90	56.75	NW56.75N,EB	NOISE ABATEMENT WALL	2023	GOOD	12/31/2028
M-5	I-90	56.47	NW56.45N,EB	NOISE ABATEMENT WALL	2023	GOOD	12/31/2028

Appendix G Structural Wall Condition Rating Table

M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-5	I-90	74.10	NW74.10N,EB(R)	NOISE ABATEMENT WALL	2020	EXCELLENT	7/24/2040
M-5	I-90	74.10	NW74.10N,EB	NOISE ABATEMENT WALL	2020	EXCELLENT	7/24/2040
M-5	I-90	74.42	NW74.42R,WB	RETAINING WALL	2021	EXCELLENT	8/31/2041
M-5	I-90	73.05	NW74.05R,WB(R)	RETAINING WALL	2021	EXCELLENT	8/31/2041
M-5	I-90	73.72	NW73.78,WB(R)	RETAINING WALL	2021	EXCELLENT	8/31/2041
M-5	I-90	74.41	NW74.41R,EB	RETAINING WALL	2021	EXCELLENT	8/31/2041
M-5	I-90	66.80	NW66.80R WB - R	RETAINING WALL	2022	EXCELLENT	11/30/2042
M-5	I-90	55.84	NW56.00R,WB	RETAINING WALL	2023	GOOD	4/3/2043
M-5	I-90	56.79	NW56.79R,WB	RETAINING WALL	2023	EXCELLENT	4/3/2043
M-5	I-90	58.49	NW58.50N,EB	NOISE ABATEMENT WALL	2023	EXCELLENT	4/3/2043
M-5	I-90	57.74	NW57.75N,EB	NOISE ABATEMENT WALL	2023	EXCELLENT	4/3/2043
M-5	I-90	58.71	NW58.70R,EB	RETAINING WALL	2023	EXCELLENT	4/3/2043
M-5	I-90	58.82	NW58.80N,EB	NOISE ABATEMENT WALL	2023	EXCELLENT	4/3/2043
M-5	I-90	56.63	NW56.65N,EB	NOISE ABATEMENT WALL	2023	EXCELLENT	4/3/2043
M-5	I-90	58.93	NW58.90N,EB	NOISE ABATEMENT WALL	2023	EXCELLENT	4/4/2043
M-5	I-90	63.41	NW63.40R,WB	RETAINING WALL	2023	GOOD	4/4/2043
M-5	I-90	58.95	NW58.90R,EB	RETAINING WALL	2023	EXCELLENT	4/4/2043
M-5	I-90	64.19	NW64.20R,WB	RETAINING WALL	2023	GOOD	4/4/2043
M-5	I-90	56.35	NW56.35N,EB(R)	NOISE ABATEMENT WALL	2023	GOOD	4/5/2043
M-5	I-90	74.70	NW74.70R,EB	RETAINING WALL	2023	EXCELLENT	4/12/2043
M-5	I-90	67.35	NW67.30R,EB(R)	RETAINING WALL	2023	GOOD	4/12/2043
M-5	I-90	64.27	NW64.29N,EB	NOISE ABATEMENT WALL	2023	EXCELLENT	4/12/2043
M-5	I-90	63.36	NW63.40N,EB	NOISE ABATEMENT WALL	2023	EXCELLENT	4/13/2043
M-5	I-90	63.83	NW63.80R,EB	RETAINING WALL	2023	EXCELLENT	4/13/2043
M-5	I-90	63.39	NW63.41N,EB	NOISE ABATEMENT WALL	2023	EXCELLENT	4/13/2043

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M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-5	I-90	63.83	NW63.80N,EB	NOISE ABATEMENT WALL	2023	EXCELLENT	4/13/2043
M-5	I-90	66.77		RETAINING WALL	2023	GOOD	4/13/2043
M-5	I-90	64.27	NW64.3N,EB	NOISE ABATEMENT WALL	2023	EXCELLENT	4/13/2043
M-5	I-90	67.70	NW67.70N,WB(R)	NOISE ABATEMENT WALL	2023	EXCELLENT	4/13/2043
M-5	I-90	65.66	NW65.70R,EB(R)	RETAINING WALL	2023	GOOD	4/13/2043
M-5	I-90	74.50	NW74.50R,EB	RETAINING WALL	2023	EXCELLENT	4/13/2043
M-5	I-90	62.24		RETAINING WALL	2023	GOOD	4/13/2043
M-5	I-90	67.39	NW67.40R,EB(R)	RETAINING WALL	2023	EXCELLENT	4/13/2043
M-5	I-90	72.72	NW72.70R,EB	RETAINING WALL	2023	GOOD	10/20/2043
M-5	I-90	75.30	NW75.30N,WB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/20/2043
M-5	I-90	75.55	NW75.55N,WB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/20/2043
M-5	I-90	71.75	NW71.80N,WB	NOISE ABATEMENT WALL	2023	GOOD	10/20/2043
M-5	I-90	69.33	NW69.40R,WB	RETAINING WALL	2023	EXCELLENT	10/20/2043
M-5	I-90	71.51	NW71.50N,WB	NOISE ABATEMENT WALL	2023	GOOD	10/20/2043
M-5	I-90	65.20	NW65.20R,EB	RETAINING WALL	2023	EXCELLENT	10/20/2043
M-5	I-90	72.73	NW72.73N,WB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/20/2043
M-5	I-90	70.35		RETAINING WALL	2023	GOOD	10/20/2043
M-5	I-90	64.51	NW64.50R,EB	RETAINING WALL	2023	GOOD	10/20/2043
M-5	I-90	67.37	NW67.40R,WB(R)	RETAINING WALL	2023	EXCELLENT	10/20/2043
M-5	I-90	65.20	NW65.2N,EB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/20/2043
M-5	I-90	64.10	NW64.20N,EB	NOISE ABATEMENT WALL	2023	GOOD	10/20/2043
M-5	I-90	74.70	NW74.70R,WB	RETAINING WALL	2023	EXCELLENT	10/20/2043
M-5	I-90	67.20	NW67.20R,WB(R)	RETAINING WALL	2023	EXCELLENT	10/20/2043
M-5	I-90	73.10	NW73.10R,EB	RETAINING WALL	2023	GOOD	10/20/2043
M-5	I-90	75.25	NW75.25N,WB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/20/2043

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M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-5	I-90	73.15	NW73.15R,EB	RETAINING WALL	2023	GOOD	10/20/2043
M-5	I-90	69.33	NW69.40R,EB	RETAINING WALL	2023	GOOD	10/20/2043
M-5	I-90	72.45	NW72.50R,WB	RETAINING WALL	2023	EXCELLENT	10/20/2043
M-5	I-90	64.62	NW64.70N,EB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/20/2043
M-5	I-90	73.60		RETAINING WALL	2023	GOOD	10/20/2043
M-5	I-90	64.84	NW64.90N,EB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/20/2043
M-5	I-90	64.31	NW64.30N,EB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/20/2043
M-5	I-90	69.95	NW70.00R,WB	RETAINING WALL	2023	GOOD	10/20/2043
M-5	I-90	64.10	NW64.10R,EB	RETAINING WALL	2023	GOOD	10/20/2043
M-5	I-90	75.65	NW75.65N WB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/20/2043
M-5	I-90	75.35	NW75.30R,WB	RETAINING WALL	2023	EXCELLENT	10/20/2043
M-5	I-90	70.73	NW70.72R,WB(R)	RETAINING WALL	2023	EXCELLENT	10/20/2043
M-5	I-90	64.87	NW64.90R,EB	RETAINING WALL	2023	EXCELLENT	10/20/2043
M-5	I-90	74.80	NW74.80R,WB	RETAINING WALL	2023	EXCELLENT	10/20/2043
M-5	I-90	73.25		RETAINING WALL	2023	GOOD	10/20/2043
M-5	I-90	68.91	NW69.00N,WB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/20/2043
M-5	I-90	72.77	NW72.77N,WB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/20/2043
M-5	I-90	71.72	NW71.75N,WB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/20/2043
M-5	I-90	63.39	NW63.40R,EB	RETAINING WALL	2023	GOOD	10/20/2043
M-5	I-90	75.10	NW75.10R,WB	RETAINING WALL	2023	FAIR	10/20/2043
M-5	I-90	72.45	NW72.45N,WB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/20/2043
M-5	I-90	67.99	NW68.00R,EB(R)	RETAINING WALL	2023	EXCELLENT	10/20/2043
M-5	I-90	69.94	NW70.00R,EB	RETAINING WALL	2023	GOOD	10/20/2043
M-5	I-90	63.30	NW63.30N,EB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/20/2043
M-5	I-90	68.71	NW68.70R,EB(R)	RETAINING WALL	2023	GOOD	10/20/2043
M-5	I-90	71.50	NW71.51N,WB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/20/2043
M-5	I-90	71.45	NW71.50R,WB	RETAINING WALL	2023	EXCELLENT	10/20/2043

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M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
TOTAL STRUCTURAL WALLS IN M-5: 164							
M-6	I-90	55.16	NW55.00N,EB	NOISE ABATEMENT WALL	2022	FAIR	12/31/2024
M-6	I-90	38.20	NW38.20N,WB	NOISE ABATEMENT WALL	2023	FAIR	12/31/2027
M-6	I-90	54.00	NW54.00R,WB	RETAINING WALL	2020	GOOD	12/31/2027
M-6	I-90	53.40	NW53.40R,WB	RETAINING WALL	2020	FAIR	12/31/2027
M-6	I-90	54.97	NW55.00N,EB(R)	NOISE ABATEMENT WALL	2020	EXCELLENT	12/30/2035
M-6	I-90	50.20	NW50.20R,EB	RETAINING WALL	2020	EXCELLENT	3/11/2040
M-6	I-90	49.90	NW49.90R,EB	RETAINING WALL	2020	EXCELLENT	3/11/2040
M-6	I-90	50.10	NW50.10R,WB	RETAINING WALL	2020	EXCELLENT	3/12/2040
M-6	I-90	49.80	NW49.80R,WB	RETAINING WALL	2020	EXCELLENT	3/12/2040
M-6	I-90	53.80	NW53.80R,WB	RETAINING WALL	2020	EXCELLENT	3/12/2040
M-6	I-90	50.30	NW50.30R,WB	RETAINING WALL	2020	EXCELLENT	3/12/2040
M-6	I-90	55.45	NW55.45R,EB	RETAINING WALL	2020	EXCELLENT	8/17/2040
M-6	I-90	49.40	NW49.40N,WB	NOISE ABATEMENT WALL	2020	EXCELLENT	11/25/2040
M-6	I-90	55.50	NW55.50R,WB	RETAINING WALL	2023	EXCELLENT	4/3/2043
TOTAL STRUCTURAL WALLS IN M-6: 14							
M-7	I-90	4.90	NW4.90N,WB	NOISE ABATEMENT WALL	2020	GOOD	12/31/2024
M-7	I-90	15.95	NW16.00N,EB	NOISE ABATEMENT WALL	2020	GOOD	12/31/2024
M-7	I-90	6.55	NW6.55N,EB	NOISE ABATEMENT WALL	2020	FAIR	12/31/2024
M-7	I-90	6.30	NW6.25N,EB	NOISE ABATEMENT WALL	2020	EXCELLENT	12/31/2024
M-7	I-90	4.11	NW4.11S,WB	SIGHT SCREEN WALL	2021	FAIR	12/31/2024
M-7	I-90	3.75	NW3.75N,WB	NOISE ABATEMENT WALL	2020	EXCELLENT	12/31/2024
M-7	I-90	17.40	NW17.40R,EB(R)	RETAINING WALL	2020	FAIR	12/31/2025
M-7	I-90	17.05	NW17.11R,WB(R)	RETAINING WALL	2021	GOOD	12/31/2025
M-7	I-90	23.50	NW23.50N,WB	NOISE ABATEMENT WALL	2020	GOOD	3/3/2040

Appendix G Structural Wall Condition Rating Table

M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-7	I-90	13.60	NW13.60N,WB	NOISE ABATEMENT WALL	2020	EXCELLENT	3/3/2040
M-7	I-90	23.30		NOISE ABATEMENT WALL	2020	EXCELLENT	3/3/2040
M-7	I-90	17.00	NW17.05R,WB	RETAINING WALL	2020	EXCELLENT	3/3/2040
M-7	I-90	17.40	NW17.15R,WB(R)	RETAINING WALL	2020	EXCELLENT	3/5/2040
M-7	I-90	13.00	NW13.00N,EB	NOISE ABATEMENT WALL	2020	GOOD	3/5/2040
M-7	I-90	17.10	NW17.10R,WB(R)	RETAINING WALL	2020	EXCELLENT	8/17/2040
M-7	I-90	23.40		NOISE ABATEMENT WALL	2020	EXCELLENT	8/18/2040
M-7	I-90	22.95		NOISE ABATEMENT WALL	2020	EXCELLENT	11/19/2040
TOTAL STRUCTURAL WALLS IN M-7: 17							
M-8	I-88	127.70		RETAINING WALL	2021	GOOD	1/1/2023
M-8	I-88	127.20	EW127.20R,WB	RETAINING WALL	2021	GOOD	2/13/2023
M-8	I-88	127.10	EW127.10R,WB(R)	RETAINING WALL	2021	GOOD	2/13/2023
M-8	I-88	134.75	EW134.75R,EB(R)	RETAINING WALL	2021	GOOD	10/31/2023
M-8	I-88	133.30		RETAINING WALL	2021	EXCELLENT	12/31/2023
M-8	I-88	132.55	EW132.55R,EB(R)	RETAINING WALL	2021	EXCELLENT	12/31/2023
M-8	I-88	138.00		RETAINING WALL	2021	GOOD	12/31/2023
M-8	I-88	137.25	EW137.25R,EB(R)	RETAINING WALL	2021	FAIR	12/31/2024
M-8	I-88	129.15	EW129.15N,EB	NOISE ABATEMENT WALL	2022	FAIR	12/31/2024
M-8	I-88	133.31	EW133.31N,EB(R)	NOISE ABATEMENT WALL	2021	GOOD	12/31/2024
M-8	I-88	127.75	EW127.75N,EB(R)	NOISE ABATEMENT WALL	2021	FAIR	12/31/2024
M-8	I-88	130.95		RETAINING WALL	2021	FAIR	12/31/2024
M-8	I-88	132.20	EW132.20N,EB(R)	NOISE ABATEMENT WALL	2021	EXCELLENT	12/31/2024
M-8	I-88	129.15	EW129.15N,WB	NOISE ABATEMENT WALL	2021	FAIR	12/31/2024
M-8	I-88	117.45	EW117.45R,EB(R)	RETAINING WALL	2022	GOOD	12/31/2024
M-8	I-88	135.80	EW135.80N,EB	NOISE ABATEMENT WALL	2021	EXCELLENT	12/31/2024

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M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-8	I-88	132.55	EW132.55N,EB	NOISE ABATEMENT WALL	2021	EXCELLENT	12/31/2024
M-8	I-88	127.65		NOISE ABATEMENT WALL	2021	GOOD	12/31/2024
M-8	I-88	127.30		RETAINING WALL	2021	GOOD	9/30/2025
M-8	I-88	132.40	EW132.40R,EB(R)	RETAINING WALL	2021	FAIR	12/31/2025
M-8	I-88	121.40		RETAINING WALL	2021	GOOD	12/31/2025
M-8	I-88	130.15	EW130.15R,WB(R)	RETAINING WALL	2021	EXCELLENT	12/31/2025
M-8	I-88	131.03	EW131.03R,WB(R)	RETAINING WALL	2021	GOOD	12/31/2025
M-8	I-88	133.30	EW133.30R,EB	RETAINING WALL	2021	GOOD	12/31/2025
M-8	I-88	133.50	EW133.50R,EB(R)	RETAINING WALL	2021	GOOD	12/31/2025
M-8	I-88	131.09		RETAINING WALL	2021	FAIR	12/31/2025
M-8	I-88	128.05	EW128.05R,EB	RETAINING WALL	2022	GOOD	12/31/2026
M-8	I-88	136.55	EW136.55R,EB(R)	RETAINING WALL	2021	GOOD	12/31/2026
M-8	I-88	127.60		RETAINING WALL	2021	FAIR	12/31/2026
M-8	I-88	134.70	EW134.70N,EB(R)	NOISE ABATEMENT WALL	2022	FAIR	12/31/2026
M-8	I-88	136.70	EW136.70N,EB(R)	NOISE ABATEMENT WALL	2022	GOOD	12/31/2026
M-8	I-88	127.75	EW127.75R,EB(R)	RETAINING WALL	2022	FAIR	12/31/2026
M-8	I-88	127.20	EW127.20R,EB	RETAINING WALL	2022	GOOD	12/31/2026
M-8	I-88	127.70	EW127.70R,EB	RETAINING WALL	2022	GOOD	12/31/2026
M-8	I-88	128.35	EW128.35N,EB	NOISE ABATEMENT WALL	2023	GOOD	12/31/2027
M-8	I-88	136.95	EW136.95N,EB	NOISE ABATEMENT WALL	2021	EXCELLENT	3/11/2041
M-8	I-88	127.65	EW127.65R,EB(R)	RETAINING WALL	2021	EXCELLENT	5/21/2041
M-8	I-88	136.45	EW136.45N,EB(R)	NOISE ABATEMENT WALL	2021	EXCELLENT	8/3/2041
M-8	I-88	129.50	EW129.50R,WB	RETAINING WALL	2021	EXCELLENT	8/3/2041
M-8	I-88	114.45		RETAINING WALL	2021	EXCELLENT	8/9/2041
M-8	I-88	119.30		RETAINING WALL	2021	EXCELLENT	8/16/2041
M-8	I-88	128.00	EW128.00R,WB	RETAINING WALL	2021	EXCELLENT	8/16/2041
M-8	I-88	119.50		RETAINING WALL	2021	EXCELLENT	8/16/2041
M-8	I-88	127.55		RETAINING WALL	2021	EXCELLENT	8/16/2041
M-8	I-88	123.34		RETAINING WALL	2021	EXCELLENT	8/16/2041
M-8	I-88	119.25	EW119.25R,WB(R)	RETAINING WALL	2021	EXCELLENT	8/16/2041

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M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-8	I-88	128.80	EW128.80N,WB	NOISE ABATEMENT WALL	2021	EXCELLENT	8/16/2041
M-8	I-88	135.40	EW135.40N,EB	NOISE ABATEMENT WALL	2021	EXCELLENT	8/29/2041
M-8	I-88	129.70	EW129.70R,EB	RETAINING WALL	2021	GOOD	8/29/2041
M-8	I-88	129.00	EW129.00N,EB	NOISE ABATEMENT WALL	2021	EXCELLENT	8/29/2041
M-8	I-88	129.15	EW129.15R,EB	RETAINING WALL	2021	EXCELLENT	8/29/2041
M-8	I-88	135.75	EW135.75N,EB	NOISE ABATEMENT WALL	2021	EXCELLENT	8/29/2041
M-8	I-88	129.00	EW129.00R,EB	RETAINING WALL	2021	EXCELLENT	8/29/2041
M-8	I-88	129.25	EW129.25N,EB	NOISE ABATEMENT WALL	2021	EXCELLENT	8/29/2041
M-8	I-88	130.10	EW130.10R,EB(R)	RETAINING WALL	2021	EXCELLENT	8/29/2041
M-8	I-88	129.10	EW129.10N,EB	NOISE ABATEMENT WALL	2021	EXCELLENT	8/29/2041
M-8	I-88	137.05	EW137.05N,EB(R)	NOISE ABATEMENT WALL	2021	EXCELLENT	8/29/2041
M-8	I-88	127.55	EW127.55R,EB(R)	RETAINING WALL	2021	EXCELLENT	8/31/2041
M-8	I-88	123.51	EW123.5R,EB	RETAINING WALL	2021	EXCELLENT	8/31/2041
M-8	I-88	116.70	EW116.70R,EB(R)	RETAINING WALL	2021	EXCELLENT	8/31/2041
M-8	I-88	114.50	EW114.50R,EB(R)	RETAINING WALL	2021	GOOD	8/31/2041
M-8	I-88	127.70	EW127.70N,EB(R)	NOISE ABATEMENT WALL	2021	EXCELLENT	8/31/2041
M-8	I-88	129.15	EW129.15R,WB	RETAINING WALL	2021	GOOD	11/8/2041
M-8	I-88	128.90	EW128.90R,WB	RETAINING WALL	2021	EXCELLENT	11/8/2041
M-8	I-88	136.90		RETAINING WALL	2021	EXCELLENT	11/8/2041
M-8	I-88	137.90	EW137.90R,EB(R)	RETAINING WALL	2021	EXCELLENT	11/8/2041
M-8	I-88	131.08		RETAINING WALL	2021	GOOD	11/8/2041
M-8	I-88	136.55	EW136.55N,EB(R)	NOISE ABATEMENT WALL	2021	EXCELLENT	11/8/2041
M-8	I-88	137.80		RETAINING WALL	2021	EXCELLENT	11/8/2041
M-8	I-88	138.30	EW138.30R,EB(R)	RETAINING WALL	2021	EXCELLENT	11/8/2041
M-8	I-88	133.25	EW133.25N,EB	NOISE ABATEMENT WALL	2021	EXCELLENT	11/8/2041
M-8	I-88	136.80		NOISE ABATEMENT WALL	2021	EXCELLENT	11/8/2041

Appendix G Structural Wall Condition Rating Table

M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-8	I-88	129.70	EW129.70R,WB	RETAINING WALL	2021	EXCELLENT	11/8/2041
M-8	I-88	137.45	EW137.45R,EB(R)	RETAINING WALL	2021	EXCELLENT	11/8/2041
M-8	I-88	133.00	EW133.00N,EB	NOISE ABATEMENT WALL	2021	GOOD	11/8/2041
M-8	I-88	136.60		NOISE ABATEMENT WALL	2021	EXCELLENT	11/8/2041
M-8	I-88	136.45	EW136.45R,EB(R)	RETAINING WALL	2021	EXCELLENT	11/8/2041
M-8	I-88	133.30	EW133.30N,EB(R)	NOISE ABATEMENT WALL	2021	EXCELLENT	11/8/2041
M-8	I-88	129.10	EW129.10N,WB	NOISE ABATEMENT WALL	2021	EXCELLENT	11/8/2041
M-8	I-88	132.75	EW132.75N,EB	NOISE ABATEMENT WALL	2021	EXCELLENT	11/8/2041
M-8	I-88	133.30	EW133.30R,EB(R)	RETAINING WALL	2021	EXCELLENT	11/8/2041
M-8	I-88	134.75	EW134.75N,EB(R)	NOISE ABATEMENT WALL	2021	EXCELLENT	11/8/2041
M-8	I-88	129.50	EW129.50R,EB	RETAINING WALL	2021	EXCELLENT	11/8/2041
M-8	I-88	129.50	EW129.50R,EB	RETAINING WALL	2021	EXCELLENT	11/8/2041
M-8	I-88	129.25	EW129.25N,WB	NOISE ABATEMENT WALL	2021	EXCELLENT	11/8/2041
M-8	I-88	136.50		NOISE ABATEMENT WALL	2021	EXCELLENT	11/8/2041
M-8	I-88	132.55	EW132.55N,EB(R)	NOISE ABATEMENT WALL	2021	EXCELLENT	11/8/2041
M-8	I-88	129.80	EW129.80R,WB	RETAINING WALL	2021	EXCELLENT	11/8/2041
M-8	I-88	129.45	EW129.45N,EB	NOISE ABATEMENT WALL	2021	EXCELLENT	11/8/2041
M-8	I-88	136.70	EW136.70R,EB(R)	RETAINING WALL	2021	EXCELLENT	11/8/2041
M-8	I-88	130.05	EW130.05R,WB	RETAINING WALL	2021	EXCELLENT	11/8/2041
M-8	I-88	128.90	EW128.90N,WB	NOISE ABATEMENT WALL	2022	EXCELLENT	11/30/2042
M-8	I-88	117.41	EW117.41R,WB	RETAINING WALL	2023	EXCELLENT	4/3/2043
TOTAL STRUCTURAL WALLS IN M-8: 92							

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APPENDIX H

OVERHEAD SIGN STRUCTURE (OHSS) CONDITION RATING TABLE

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-1	I-294	0.1	TS0.1T,SB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2024
M-1	I-294	0.3	TS0.3C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2020	GOOD	2024
M-1	I-294	0.3	TS0.3C,SB	CANTILEVER, 4-CHORD TRUSS, STEEL	2020	GOOD	2024
M-1	I-294	0.4	TS0.4T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	EXCELLENT	2024
M-1	I-294	0.6	TS0.6C,SB	CANTILEVER, 4-CHORD TRUSS, STEEL	2020	GOOD	2024
M-1	I-294	0.6	TS0.6C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2020	EXCELLENT	2024
M-1	I-294	1.0	TS1.0T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2040
M-1	I-294	1.2	TS1.2B,NB	BRIDGE MOUNTED	2020	EXCELLENT	2032
M-1	I-294	1.4	TS1.4T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2024
M-1	I-294	2.1	TS2.1B,NB	BRIDGE MOUNTED	2020	EXCELLENT	2032
M-1	I-294	2.3	TS2.3T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2024
M-1	I-294	2.5	TS2.5T,NB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	EXCELLENT	2024
M-1	I-294	2.6	TS2.6T,NB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2024
M-1	I-294	2.7	TS2.7B,NB(R)	BRIDGE MOUNTED	2020	EXCELLENT	2032
M-1	I-294	2.7	TS2.7T,NB	SPAN, 4-CHORD TRUSS, STEEL	2020	EXCELLENT	2035

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-1	I-294	2.7	TS2.7B,SB(R)	BRIDGE MOUNTED	2020	GOOD	2024
M-1	I-294	3.0	TS3.0T,SB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2024
M-1	I-294	3.2	TS3.2T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2040
M-1	I-294	3.6	TS3.6C,SB	CANTILEVER, 4-CHORD TRUSS, STEEL	2020	GOOD	2035
M-1	I-294	3.7	TS3.7T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	EXCELLENT	2024
M-1	I-294	4.1	TS4.1C,SB	CANTILEVER, 4-CHORD TRUSS, STEEL	2020	GOOD	2024
M-1	I-294	4.3	TS4.3T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2024
M-1	I-294	4.4	TS4.4T,SB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2024
M-1	I-294	4.4	TS4.4C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2020	GOOD	2024
M-1	I-294	4.5	TS4.5T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2040
M-1	I-294	4.7	TS4.7T,NB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2024
M-1	I-294	4.8	TS4.8B,SB(R)	BRIDGE MOUNTED	2020	GOOD	2024
M-1	I-294	4.8	TS4.8B,NB	BRIDGE MOUNTED	2020	GOOD	2024
M-1	I-294	4.8	TS4.8B,SB	BRIDGE MOUNTED	2020	GOOD	2032
M-1	I-294	4.8	TS4.8B,NB(R)	BRIDGE MOUNTED	2020	GOOD	2024
M-1	I-294	5.0	TS5.0C,SB	CANTILEVER, 4-CHORD TRUSS, STEEL	2020	EXCELLENT	2035

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-1	I-294	5.0	TS5.0T,NB(R)	SPAN, 4-CHORD TRUSS, STEEL	2020	GOOD	2035
M-1	I-294	5.0	TS5.0T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2040
M-1	I-294	5.0	TS5.0T,SB(R)	SPAN, 4-CHORD TRUSS, STEEL	2020	GOOD	2035
M-1	I-294	5.1	TS5.1T,SB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2040
M-1	I-294	5.2	TS5.2T,SB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	EXCELLENT	2040
M-1	I-294	5.3	TS5.3T,SB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2040
M-1	I-294	5.3	TS5.3B,NB	BRIDGE MOUNTED	2020	GOOD	2032
M-1	I-294	5.4	TS5.4T,SB(R)	SPAN, 4-CHORD TRUSS, STEEL	2020	EXCELLENT	2035
M-1	I-294	5.4	TS5.4B,SB	BRIDGE MOUNTED	2020	GOOD	2032
M-1	I-294	5.5	TS5.5C,SB(R)	CANTILEVER, 4-CHORD TRUSS, STEEL	2020	GOOD	2035
M-1	I-294	5.5	TS5.5T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2024
M-1	I-294	5.6	TS5.6M,SB	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2024
M-1	I-294	5.7	TS5.7M,NB	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2030
M-1	I-294	5.8	TS5.8T,SB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2024
M-1	I-294	5.8	TS5.8C,NB(R)	CANTILEVER, 4-CHORD TRUSS, STEEL	2020	GOOD	2035
M-1	I-294	5.9	TS5.9T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	EXCELLENT	2024

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-1	I-294	6.0	TS6.0T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	EXCELLENT	2024
M-1	I-294	6.1	TS6.1T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	FAIR	2025
M-1	I-294	6.2	TS6.2C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	GOOD	2024
M-1	I-294	6.2	TS6.2T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2040
M-1	I-294	6.4	TS6.4B,NB	BRIDGE MOUNTED	2023	GOOD	2032
M-1	I-294	6.4	TS6.4B,SB	BRIDGE MOUNTED	2023	GOOD	2027
M-1	I-294	6.4	TS6.4B,NB(R)	BRIDGE MOUNTED	2023	EXCELLENT	2032
M-1	I-294	6.4	TS6.4B,SB(R)	BRIDGE MOUNTED	2023	GOOD	2027
M-1	I-294	6.6	TS6.6T,SB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	EXCELLENT	2040
M-1	I-294	6.8	TS6.8T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2027
M-1	I-294	6.8	TS6.8C,SB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	FAIR	2024
M-1	I-294	6.9	TS6.9T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	EXCELLENT	2040
M-1	I-294	7.2	TS7.2C,SB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	GOOD	2035
M-1	I-294	7.2	TS7.2T,SB	SPAN, 4-CHORD TRUSS, STEEL	2023	GOOD	2024
M-1	I-294	7.3	TS7.3C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	GOOD	2035
M-1	I-294	7.7	TS7.7M,SB(R)	SPAN, ROUND MONOTUBE, STEEL	2022	EXCELLENT	2030

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-1	I-294	7.8	TS7.8M,SB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	FAIR	2024
M-1	I-294	7.9	TS7.9T,SB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2040
M-1	I-294	8.0	TS8.0T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2027
M-1	I-294	8.2	TS8.2M,NB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2030
M-1	I-294	8.3	TS8.3M,SB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2030
M-1	I-294	8.3	TS8.3M,NB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2024
M-1	I-294	8.4	TS8.4T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2040
M-1	I-294	8.7	TS8.7T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2024
M-1	I-294	9.2	TS9.2T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2024
M-1	I-294	9.6	TS9.6C,SB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	GOOD	2027
M-1	I-294	10.1	TS10.1T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	EXCELLENT	2040
M-1	I-294	10.7	TS10.7C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	FAIR	2024
M-1	I-294	11.5	TS11.5T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2027
M-1	I-294	11.7	TS11.7C,NB(R)	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	EXCELLENT	2035

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-1	I-294	12.3	TS12.3C,SB(R)	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	FAIR	2024
M-1	I-294	12.5	TS12.5T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2027
M-1	I-294	12.9	TS12.9C,SB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	FAIR	2024
M-1	I-294	15.2	TS15.2C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	GOOD	2035
M-1	I-294	16.5	TS16.5C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	GOOD	2024
M-1	I-294	17.2	TS17.2T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-1	I-294	17.5	TS17.5T,SB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-1	I-294	17.5	TS17.4T,SB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2040
M-1	I-294	17.6	TS17.6C,SB	CANTILEVER, 4-CHORD TRUSS, STEEL	2020	EXCELLENT	2027
M-1	I-294	17.7	TS17.7T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2025
M-1	I-294	18.1	TS18.1T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	EXCELLENT	2027
M-1	I-294	18.1	TS18.1T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2027
M-1	I-294	18.5	TS18.5T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	FAIR	2027
M-1	I-294	19.0	TS19.0T,SB	SPAN, 4-CHORD TRUSS, STEEL	2023	EXCELLENT	2027
M-1	I-294	19.0	TS19.0T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2027

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-1	I-294	19.3	TS19.3M,NB	SPAN, ROUND MONOTUBE, STEEL	2023	EXCELLENT	2027
M-1	I-294	19.4	TS19.4C,SB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	GOOD	2027
M-1	I-294	19.7	TS19.7M,SB	SPAN, ROUND MONOTUBE, STEEL	2021	EXCELLENT	2027
M-1	I-294	19.9	TS19.9T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	EXCELLENT	2027
M-1	I-294	20.1	TS20.1T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2027
M-1	I-294	20.2	TS20.2C,SB(R)	CANTILEVER, 4-CHORD TRUSS, STEEL	2021	GOOD	2024
M-1	I-294	22.5	TS22.5T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	EXCELLENT	2027
M-1	I-294	23.3	TS23.2T,NB-R	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	EXCELLENT	2027
M-1	I-294	23.4	TS23.4C,SB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	GOOD	2027
M-11	I-88	78.2	EW78.2T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2026
M-11	I-88	78.6	EW78.6C,EB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	GOOD	2035
M-11	I-88	78.7	EW78.7C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	GOOD	2035
M-11	I-88	79.0	EW79.0T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2024
M-11	I-88	80.7	EW80.7T,WB	SPAN, 4-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2040

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-11	I-88	85.1	EW85.1T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2040
M-11	I-88	85.5	EW85.5T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2040
M-11	I-88	85.7	EW85.7T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2040
M-11	I-88	86.0	EW86T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2040
M-11	I-88	86.2	EW86.2T,EB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2040
M-11	I-88	86.2	EW86.2M,WB	SPAN, ROUND MONOTUBE, STEEL	2022	EXCELLENT	2030
M-11	I-88	86.3	EW86.3M,EB	SPAN, ROUND MONOTUBE, STEEL	2022	GOOD	2025
M-11	I-88	86.4	EW86.4T,WB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-11	I-88	86.5	EW86.5T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-11	I-88	86.8	EW86.8T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-11	I-88	86.9	EW86.9T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2040
M-11	I-88	87.4	EW87.4T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2040
M-11	I-88	91.0	EW91.0C,EB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	GOOD	2035
M-11	I-88	91.4	EW91.4M,EB(R)	SPAN, ROUND MONOTUBE, STEEL	2022	EXCELLENT	2030

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-11	I-88	91.5	EW91.5T,WB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-11	I-88	91.5	EW91.5M,WB(R)	SPAN, ROUND MONOTUBE, STEEL	2022	EXCELLENT	2030
M-11	I-88	91.7	EW91.7B,WB	BRIDGE MOUNTED	2022	GOOD	2032
M-11	I-88	92.9	EW92.9T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-11	I-88	94.0	EW94B,EB	BRIDGE MOUNTED	2022	EXCELLENT	2032
M-11	I-88	94.4	EW94.4T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	FAIR	2024
M-11	I-88	109.3	EW109.3C,WB(R)	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	EXCELLENT	2035
M-11	I-88	109.4	EW109.4M,EB(R)	SPAN, ROUND MONOTUBE, STEEL	2022	EXCELLENT	2030
M-11	I-88	109.4	EW109.4M,WB(R)	SPAN, ROUND MONOTUBE, STEEL	2022	EXCELLENT	2030
M-11	I-88	109.7	EW109.7T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2040
M-12	I-88	54.0	EW54.0C,EB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	EXCELLENT	2024
M-12	I-88	54.1	EW54.1T,WB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2026
M-12	I-88	54.2	EW54.2T,WB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2025
M-12	I-88	55.3	EW55.3T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2040
M-12	I-88	55.7	EW55.7T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-12	I-88	56.2	EW56.2T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-12	I-88	56.3	EW56.3T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2024
M-12	I-88	56.4	EW56.4M,WB	SPAN, ROUND MONOTUBE, STEEL	2022	EXCELLENT	2024
M-12	I-88	56.4	EW56.4M,EB	SPAN, ROUND MONOTUBE, STEEL	2022	EXCELLENT	2024
M-12	I-88	56.5	EW56.5T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-12	I-88	56.7	EW56.7T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2026
M-12	I-88	57.1	EW57.1T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2026
M-12	I-88	57.6	EW57.6T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2026
M-12	I-88	73.9	EW73.9T,EB	SPAN, 4-CHORD TRUSS, ALUMINUM	2022	GOOD	2025
M-12	I-88	75.7	EW75.7T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	FAIR	2024
M-12	I-88	76.5	EW76.5T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	FAIR	2024
M-14	I-355	0.3	NS0.3T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2025
M-14	I-355	0.7	NS0.7T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2025
M-14	I-355	0.8	NS0.8T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2025

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-14	I-355	0.8	NS0.8M,NB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2025
M-14	I-355	1.1	NS1.1M,SB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	EXCELLENT	2030
M-14	I-355	1.4	NS1.4T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-14	I-355	1.9	NS1.9T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2040
M-14	I-355	2.0	NS2.0T,SB	SPAN, 4-CHORD TRUSS, STEEL	2021	EXCELLENT	2035
M-14	I-355	2.2	NS2.2T,NB	SPAN, 4-CHORD TRUSS, STEEL	2021	EXCELLENT	2025
M-14	I-355	2.4	NS2.4T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2025
M-14	I-355	2.4	NS2.4T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2025
M-14	I-355	2.9	NS2.9T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2025
M-14	I-355	3.1	NS3.1T,NB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2025
M-14	I-355	3.3	NS3.3M,NB	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2030
M-14	I-355	3.3	NS3.3M,SB	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2030
M-14	I-355	3.4	NS3.4T,SB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-14	I-355	3.6	NS3.6T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2025
M-14	I-355	4.0	NS4.0T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2025

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-14	I-355	4.0	NS4.0C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2021	GOOD	2025
M-14	I-355	4.4	NS4.4T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2040
M-14	I-355	4.5	NS4.5T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-14	I-355	5.0	NS5.0M,SB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2025
M-14	I-355	5.0	NS5.0M,NB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2024
M-14	I-355	5.3	NS5.3T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2025
M-14	I-355	6.5	NS6.5T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2025
M-14	I-355	7.4	NS7.4M,SB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2025
M-14	I-355	7.5	NS7.5M,NB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2025
M-14	I-355	7.8	NS7.8T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2025
M-14	I-355	8.3	NS8.3T,NB	SPAN, 4-CHORD TRUSS, STEEL	2021	EXCELLENT	2035
M-14	I-355	8.3	NS8.3T,SB	SPAN, 4-CHORD TRUSS, STEEL	2021	GOOD	2025
M-14	I-355	8.6	NS8.6T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2025
M-14	I-355	9.0	NS9.0M,NB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	FAIR	2024
M-14	I-355	9.1	NS9.1M,SB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2024

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-14	I-355	9.4	NS9.4T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2025
M-14	I-355	9.9	NS9.9C,SB	CANTILEVER, 4-CHORD TRUSS, STEEL	2021	EXCELLENT	2035
M-14	I-355	10.4	NS10.4C,SB	CANTILEVER, 4-CHORD TRUSS, STEEL	2021	GOOD	2035
M-14	I-355	11.7	NS11.7T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2025
M-14	I-355	12.1	NS12.1T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2025
M-14	I-355	12.5	NS12.5T,SB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2027
M-14	I-355	12.5	NS12.5C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2021	GOOD	2035
M-14	I-355	12.8	NS12.8T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2026
M-14	I-355	13.1	NS13.1T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-14	I-355	13.2	NS13.2T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2040
M-14	I-355	13.3	NS13.3C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	GOOD	2027
M-14	I-355	13.5	NS13.5T,NB	SPAN, 4-CHORD TRUSS, STEEL	2022	GOOD	2027
M-14	I-355	13.6	NS13.6T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2026
M-14	I-355	13.8	NS13.8B,NB	BRIDGE MOUNTED	2022	GOOD	2032
M-14	I-355	14.1	NS14.1T,SB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-14	I-355	14.1	NS14.1T,NB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2024
M-14	I-355	14.3	NS14.3C,SB(R)	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	GOOD	2035
M-14	I-355	14.4	NS14.4M,SB	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2027
M-14	I-355	14.4	NS14.4M,NB	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2024
M-14	I-355	14.6	NS14.6B,NB	BRIDGE MOUNTED	2022	EXCELLENT	2032
M-14	I-355	14.6	NS14.6B,SB	BRIDGE MOUNTED	2022	GOOD	2032
M-14	I-355	14.7	NS14.7T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2027
M-14	I-355	15.0	NS15.0C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	GOOD	2035
M-14	I-355	15.2	NS15.2T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2040
M-14	I-355	15.2	NS15.2T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-14	I-355	15.6	NS15.6B,SB	BRIDGE MOUNTED	2022	EXCELLENT	2032
M-14	I-355	16.0	NS16.0T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2027
M-14	I-355	16.1	NS16.1B,NB	BRIDGE MOUNTED	2022	EXCELLENT	2032
M-14	I-355	16.2	NS16.2C,SB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	GOOD	2035
M-14	I-355	16.4	NS16.4C,SB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	EXCELLENT	2035

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-14	I-355	16.6	NS16.6C,SB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	EXCELLENT	2035
M-14	I-355	16.6	NS16.6C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	EXCELLENT	2035
M-14	I-355	16.9	NS16.9T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-14	I-355	17.2	NS17.2T,NB	SPAN, 4-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-14	I-355	17.3	NS17.3T,SB	SPAN, 4-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-14	I-355	17.5	NS17.5T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2040
M-14	I-355	18.0	NS18T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-14	I-355	18.3	NS18.3B,NB	BRIDGE MOUNTED	2022	GOOD	2032
M-14	I-355	18.8	NS18.8T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-14	I-355	18.8	NS18.8T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2027
M-14	I-355	19.1	NS19.1T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2040
M-14	I-355	19.1	NS19.1C,SB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	GOOD	2035
M-14	I-355	19.3	NS19.3T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-14	I-355	19.5	NS19.5T,NB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	FAIR	2027
M-14	I-355	19.7	NS19.7T,NB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-14	I-355	19.7	NS19.6T,NB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-14	I-355	20.0	NS20T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-14	I-355	20.1	NS20.1B,SB	BRIDGE MOUNTED	2022	GOOD	2032
M-14	I-355	20.5	NS20.5C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	FAIR	2024
M-14	I-355	21.8	NS21.8C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	FAIR	2027
M-14	I-355	22.0	NS22.0T,SB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2027
M-14	I-355	22.1	NS22.1T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-14	I-355	22.2	NS22.2T,NB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	FAIR	2027
M-14	I-355	22.2	NS22.2T,SB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	FAIR	2040
M-14	I-355	22.3	NS22.3T,NB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-14	I-355	22.4	NS22.4T,SB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2027
M-14	I-355	22.6	NS22.6B,NB	BRIDGE MOUNTED	2022	GOOD	2032
M-14	I-355	23.0	NS23.0T,SB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	FAIR	2027
M-14	I-355	23.3	NS23.3T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-14	I-355	23.5	NS23.5C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	GOOD	2035

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-14	I-355	23.6	NS23.6T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2040
M-14	I-355	23.9	NS23.9C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	GOOD	2035
M-14	I-355	24.1	NS24.1T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2024
M-14	I-355	24.2	NS24.2T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-14	I-355	24.7	NS24.7B,SB	BRIDGE MOUNTED	2022	GOOD	2032
M-14	I-355	24.7	NS24.7B,NB	BRIDGE MOUNTED	2022	FAIR	2027
M-14	I-355	25.1	NS25.1T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-14	I-355	25.6	NS25.6T,SB	SPAN, 4-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-14	I-355	25.8	NS25.8T,NB	SPAN, 4-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-14	I-355	27.3	NS27.3C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	GOOD	2035
M-14	I-355	27.6	NS27.6T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2027
M-14	I-355	27.9	NS27.9B,NB	BRIDGE MOUNTED	2022	FAIR	2027
M-14	I-355	28.3	NS28.3T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2027
M-14	I-355	28.4	NS28.4T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-14	I-355	28.7	NS28.7C,SB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	FAIR	2027

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-14	I-355	28.9	NS28.9T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-14	I-355	29.0	NS29.0T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	FAIR	2027
M-14	I-355	29.2	NS29.2M,SB	SPAN, ROUND MONOTUBE, STEEL	2022	EXCELLENT	2030
M-14	I-355	29.2	NS29.2M,NB	SPAN, ROUND MONOTUBE, STEEL	2022	EXCELLENT	2027
M-14	I-355	29.3	NS29.3C,NB(R)	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	EXCELLENT	2035
M-14	I-355	29.4	NS29.4T,NB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-14	I-355	29.5	NS29.5T,SB	SPAN, 4-CHORD TRUSS, ALUMINUM	2022	GOOD	2027
M-14	I-355	29.6	NS29.6T,SB	SPAN, 4-CHORD TRUSS, ALUMINUM	2022	GOOD	2026
M-14	I-355	29.9	NS29.9B,NB	BRIDGE MOUNTED	2022	GOOD	2032
M-14	I-355	29.9	NS29.8B,SB	BRIDGE MOUNTED	2022	GOOD	2027
M-14	I-355	30.0	NS30.0T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2026
M-14	I-355	30.5	NS30.5T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-16	IL 390	6.0	E06.0VC,WB	CANTILEVER, VIERENDEEL TRUSS, STEEL	2022	FAIR	2024
M-16	IL 390	6.0	E06.0VC,EB	CANTILEVER, VIERENDEEL TRUSS, STEEL	2022	GOOD	2030
M-16	IL 390	6.3	E06.3VT,WB	SPAN, VIERENDEEL TRUSS, STEEL	2022	EXCELLENT	2025

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-16	IL 390	6.5	E06.5C,EB	CANTILEVER, 4-CHORD TRUSS, STEEL	2020	GOOD	2024
M-16	IL 390	6.6	E06.6M,EB	SPAN, ROUND MONOTUBE, STEEL	2022	GOOD	2030
M-16	IL 390	6.6	E06.6M,WB	SPAN, ROUND MONOTUBE, STEEL	2022	EXCELLENT	2030
M-16	IL 390	6.9	E06.9VT,EB	SPAN, VIERENDEEL TRUSS, STEEL	2022	FAIR	2025
M-16	IL 390	7.0	E07.0T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	EXCELLENT	2040
M-16	IL 390	7.5	E07.5VT,WB	SPAN, VIERENDEEL TRUSS, STEEL	2022	GOOD	2030
M-16	IL 390	7.6	E07.6T,WB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	EXCELLENT	2040
M-16	IL 390	7.9	E07.9T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2024
M-16	IL 390	8.1	E08.0C,EB	BUTTERFLY, 4-CHORD TRUSS, STEEL	2022	EXCELLENT	2035
M-16	IL 390	8.2	E08.2VT,WB	SPAN, VIERENDEEL TRUSS, STEEL	2022	GOOD	2030
M-16	IL 390	8.2	E08.2VC,EB	CANTILEVER, VIERENDEEL TRUSS, STEEL	2022	FAIR	2024
M-16	IL 390	8.4	E08.4C,WB	BUTTERFLY, 4-CHORD TRUSS, STEEL	2022	EXCELLENT	2035
M-16	IL 390	8.7	E08.7VT,WB	SPAN, VIERENDEEL TRUSS, STEEL	2022	EXCELLENT	2030
M-16	IL 390	8.8	E08.8T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2040

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-16	IL 390	8.9	E08.9T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	EXCELLENT	2040
M-16	IL 390	9.0	E09.0M,EB	SPAN, ROUND MONOTUBE, STEEL	2022	GOOD	2024
M-16	IL 390	9.0	E09.0M,WB	SPAN, ROUND MONOTUBE, STEEL	2022	FAIR	2027
M-16	IL 390	9.2	E09.2VT,EB	SPAN, VIERENDEEL TRUSS, STEEL	2022	EXCELLENT	2030
M-16	IL 390	9.4	E09.5T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	EXCELLENT	2040
M-16	IL 390	9.8	E09.8VT,WB	SPAN, VIERENDEEL TRUSS, STEEL	2022	FAIR	2024
M-16	IL 390	10.3	E010.3VC,WB	CANTILEVER, VIERENDEEL TRUSS, STEEL	2022	FAIR	2024
M-16	IL 390	10.3	E010.3T,EB	SPAN, 4-CHORD TRUSS, ALUMINUM	2020	EXCELLENT	2040
M-16	IL 390	10.4	E010.4T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	EXCELLENT	2040
M-16	IL 390	10.6	E010.6M,WB	SPAN, ROUND MONOTUBE, STEEL	2022	GOOD	2027
M-16	IL 390	10.6	E010.6M,EB	SPAN, ROUND MONOTUBE, STEEL	2022	EXCELLENT	2030
M-16	IL 390	10.7	E010.7T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2040
M-16	IL 390	10.9	E010.9VT,EB	SPAN, VIERENDEEL TRUSS, STEEL	2022	GOOD	2030
M-16	IL 390	11.1	E011.1T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2024

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-16	IL 390	11.5	E011.5T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	EXCELLENT	2040
M-16	IL 390	11.6	E011.6T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2024
M-16	IL 390	11.9	E011.9T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2024
M-16	IL 390	12.1	E012.1T,EB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	EXCELLENT	2040
M-16	IL 390	12.3	E012.3T,EB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	EXCELLENT	2024
M-16	IL 390	12.4	E012.4C,EB	CANTILEVER, 4-CHORD TRUSS, STEEL	2020	FAIR	2024
M-16	IL 390	12.4	E012.5T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	EXCELLENT	2040
M-16	IL 390	12.6	E012.6T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2024
M-16	IL 390	12.8	E012.8T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	EXCELLENT	2040
M-16	IL 390	12.9	E012.8T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2024
M-16	IL 390	13.0	E013.0T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	EXCELLENT	2040
M-16	IL 390	13.1	E013.1T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	EXCELLENT	2040
M-16	IL 390	13.2	E013.2M,EB	SPAN, ROUND MONOTUBE, STEEL	2022	GOOD	2030
M-16	IL 390	13.2	E013.2T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2024

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-16	IL 390	13.4	E013.3M,WB	SPAN, ROUND MONOTUBE, STEEL	2022	GOOD	2027
M-16	IL 390	13.4	E013.4T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	EXCELLENT	2040
M-16	IL 390	13.4	E013.3M,WB(R)	SPAN, ROUND MONOTUBE, STEEL	2022	GOOD	2030
M-16	IL 390	13.4	E013.4T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	EXCELLENT	2024
M-16	IL 390	13.6	E013.6T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	EXCELLENT	2040
M-16	IL 390	13.7	E013.8C,WB(R)	CANTILEVER, 4-CHORD TRUSS, STEEL	2019	GOOD	2035
M-16	IL 390	13.8	E013.8T,EB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2019	EXCELLENT	2040
M-16	IL 390	14.1	E014.1T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	EXCELLENT	2024
M-16	IL 390	14.1	E014.1T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	EXCELLENT	2040
M-16	IL 390	14.3	E014.3M,EB	SPAN, ROUND MONOTUBE, STEEL	2022	EXCELLENT	2030
M-16	IL 390	14.3	E014.3M,WB	SPAN, ROUND MONOTUBE, STEEL	2022	EXCELLENT	2030
M-16	IL 390	14.3	E014.2T,WB	SPAN, 4-CHORD TRUSS, ALUMINUM	2020	EXCELLENT	2040
M-16	IL 390	14.4	E014.4C,EB	CANTILEVER, 4-CHORD TRUSS, STEEL	2019	GOOD	2035
M-16	IL 390	14.5	E014.5C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2019	GOOD	2035

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-16	IL 390	14.7	EO14.7C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2020	FAIR	2024
M-16	IL 390	14.7	EO14.6T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	EXCELLENT	2040
M-16	IL 390	14.8	EO14.8C,EB(R)	CANTILEVER, 4-CHORD TRUSS, STEEL	2020	GOOD	2024
M-16	IL 390	14.9	EO14.9T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2040
M-16	IL 390	15.0	EO15C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2019	GOOD	2035
M-16	IL 390	15.1	EO15.1T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2040
M-16	IL 390	15.2	EO15.2T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	EXCELLENT	2040
M-16	IL 390	15.2	EO15.2M,EB	SPAN, ROUND MONOTUBE, STEEL	2021	GOOD	2024
M-16	IL 390	15.4	EO15.4T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2019	EXCELLENT	2040
M-16	IL 390	15.4	EO15.4M,WB	SPAN, ROUND MONOTUBE, STEEL	2021	GOOD	2024
M-16	IL 390	15.5	EO15.5T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2019	FAIR	2024
M-16	IL 390	15.7	EO15.7C,WB (R)	CANTILEVER, 4-CHORD TRUSS, STEEL	2021	GOOD	2025
M-16	IL 390	15.9	EO15.9C,EB(R)	CANTILEVER, 4-CHORD TRUSS, STEEL	2021	GOOD	2024
M-16	IL 390	15.9	EO15.9C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2021	GOOD	2025

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-16	IL 390	16.3	EO16.3T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2024
M-16	IL 390	16.5	EO16.5T,EB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2025
M-2	I-294	23.7	TS23.6T,SB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2027
M-2	I-294	23.7	TS23.7T,SB(R)	SPAN, 4-CHORD TRUSS, STEEL	2021	GOOD	2025
M-2	I-294	23.8	TS23.8M,NB(R)	SPAN, ROUND MONOTUBE, STEEL	2021	GOOD	2027
M-2	I-294	23.8	TS23.8M,SB(R)	SPAN, ROUND MONOTUBE, STEEL	2021	GOOD	2027
M-2	I-294	23.9	TS23.9T,SB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2027
M-2	I-294	24.0	TS23.9C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2021	FAIR	2024
M-2	I-294	24.2	TS24.2T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2027
M-2	I-294	24.7	TS24.6C,SB	CANTILEVER, 4-CHORD TRUSS, STEEL	2021	GOOD	2025
M-2	I-294	25.2	TS25.2T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	FAIR	2027
M-2	I-294	25.4	TS25.4B,SB	BRIDGE MOUNTED	2021	GOOD	2027
M-2	I-294	26.4	TS26.4B,NB	BRIDGE MOUNTED	2021	GOOD	2026
M-2	I-294	27.2	TS27.2T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2026
M-2	I-294	27.5	TS27.5B,SB	BRIDGE MOUNTED	2021	GOOD	2027

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-2	I-294	27.5	TS27.5B,NB	BRIDGE MOUNTED	2021	GOOD	2027
M-2	I-294	27.8	TS27.8T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2027
M-2	I-294	27.9	TS27.9C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2021	GOOD	2027
M-2	I-294	28.5	TS28.5B,SB	BRIDGE MOUNTED	2021	GOOD	2025
M-2	I-294	28.5	TS28.5B,NB	BRIDGE MOUNTED	2021	GOOD	2027
M-2	I-294	28.9	TS28.9T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2024
M-2	I-294	29.4	TS29.3T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2027
M-2	I-294	29.5	TS29.5B,NB	BRIDGE MOUNTED	2021	GOOD	2027
M-2	I-294	29.6	TS29.6T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2027
M-2	I-294	29.6	TS29.6T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2024
M-2	I-294	29.6	EW138.8B,EB(R)	BRIDGE MOUNTED	2020	GOOD	2024
M-2	I-294	29.6	TS30.0B,NB(R)	BRIDGE MOUNTED	2020	GOOD	2027
M-2	I-294	29.6	TS29.8B,NB(R)	BRIDGE MOUNTED	2020	EXCELLENT	2027
M-2	I-294	29.7	TS29.7T,NB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2027
M-2	I-294	29.9	TS29.9M,NB	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2027
M-2	I-294	29.9	TS29.9M,SB	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2027

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-2	I-294	30.1	TS30.1T,SB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2027
M-2	I-294	30.1	TS30.1C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2021	GOOD	2027
M-2	I-294	30.2	TS30.2T,SB	SPAN, 4-CHORD TRUSS, STEEL	2021	GOOD	2027
M-2	I-294	30.2	TS30.2T,NB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2027
M-2	I-294	30.4	TS30.4T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2027
M-2	I-294	30.4	TS30.3T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2027
M-2	I-294	30.6	TS30.6T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2027
M-2	I-294	30.7	TS30.7T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2025
M-2	I-294	30.9	TS30.9T,NB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2025
M-2	I-294	30.9	TS30.9T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2027
M-2	I-294	31.0	EW140.0T,EB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2027
M-2	I-294	31.2	TS31.2T,NB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2027
M-2	I-294	31.2	TS31.2T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2027
M-2	I-294	31.5	TS31.5C,SB	CANTILEVER, 4-CHORD TRUSS, STEEL	2021	EXCELLENT	2027

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-2	I-294	31.8	TS31.8T,SB-R	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	FAIR	2027
M-2	I-294	32.1	TS32.1T,SB-R	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	FAIR	2027
M-2	I-294	35.1	TS35.1T,NB	SPAN, 4-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2027
M-2	I-294	138.7	TS30.0T,NB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2040
M-2	I-294	139.2	EW139.2T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	EXCELLENT	2040
M-2	I-88	138.1	EW138.1M,WB	SPAN, ROUND MONOTUBE, STEEL	2022	EXCELLENT	2030
M-2	I-88	138.3	EW138.3T,WB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2040
M-2	I-88	138.3	EW138.2T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2040
M-2	I-88	138.6	EW138.6T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2026
M-2	I-88	138.6	EW138.9T,WB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2040
M-2	I-88	138.9	EW138.9T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	EXCELLENT	2026
M-2	I-88	139.0	EW139.0T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	EXCELLENT	2040
M-2	I-88	139.3	EW139.3T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	EXCELLENT	2040
M-2	I-88	139.7	EW139.7T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2040

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-2	I-88	139.7	EW139.7T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	EXCELLENT	2040
M-2	I-88	139.9	EW139.9T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2040
M-2	I-88	140.1	EW1401.T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2040
M-3	I-294	36.7	TS36.7T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2040
M-3	I-294	38.1	TS38.1C, SB (R)	CANTILEVER, 4-CHORD TRUSS, STEEL	2021	EXCELLENT	2035
M-3	I-294	38.3	TS38.3C,SB (R)	CANTILEVER, 4-CHORD TRUSS, STEEL	2021	EXCELLENT	2035
M-3	I-294	38.5	TS38.5T,SB (R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-3	I-294	38.6	TS38.6T,SB (R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-3	I-294	38.6	TS38.6T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-3	I-294	38.8	TS38.8M,SB	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2024
M-3	I-294	38.9	TS38.9T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2025
M-3	I-294	39.1	TS39.1T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2024
M-3	I-294	39.2	TS39.2C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2021	EXCELLENT	2035
M-3	I-294	39.4	TS39.4T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2025

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-3	I-294	39.6	TS39.6T,NB	SPAN, 4-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-3	I-294	39.7	TS39.7M,NB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2030
M-3	I-294	39.9	TS39.9T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-3	I-294	39.9	TS39.9T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2025
M-3	I-294	40.1	TS40.1T,NB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-3	I-294	40.3	TS40.2B,NB(R)	BRIDGE MOUNTED	2021	GOOD	2032
M-3	I-294	40.3	TS40.3B,NB	BRIDGE MOUNTED	2021	GOOD	2032
M-3	I-294	40.4	TS40.4T,NB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-3	I-294	40.4	TS40.3B,NB(R)	BRIDGE MOUNTED	2021	GOOD	2032
M-3	I-294	40.5	TS40.5T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2040
M-3	I-294	40.6	TS40.6T,NB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2040
M-3	I-294	40.6	TS40.6C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2021	EXCELLENT	2025
M-3	I-294	40.8	TS40.8C,SB	CANTILEVER, 4-CHORD TRUSS, STEEL	2021	GOOD	2024
M-3	I-294	40.8	NW77.7T,EB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-3	I-294	40.9	NW77.6T,WB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040

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M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-3	I-294	41.0	TS40.9T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-3	I-294	41.0	TS41.0T,SB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-3	I-294	41.1	TS41.1T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-3	I-294	41.1	TS41.1C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2021	GOOD	2024
M-3	I-294	41.2	TS41.2T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-3	I-294	41.2	TS41.2T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-3	I-294	41.4	TS41.4T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2040
M-3	I-294	41.4	TS41.4T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2040
M-3	I-294	41.5	TS41.5T,NB(R)	SPAN, 4-CHORD TRUSS, ALUMINUM	2021	GOOD	2040
M-3	I-294	41.6	TS41.6M,NB	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2030
M-3	I-294	41.7	TS41.7T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-3	I-294	41.8	TS41.8T,NB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2040
M-3	I-294	42.0	TS42.0T,NB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2040
M-3	I-294	42.0	TS42.0T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2040

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M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-3	I-294	42.2	TS42.2T,NB	SPAN, 4-CHORD TRUSS, ALUMINUM	2020	GOOD	2040
M-3	I-294	42.2	TS42.2T,NB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2040
M-3	I-294	42.7	TS42.7T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2040
M-3	I-294	43.0	TS43.0T,SB	SPAN, 4-CHORD TRUSS, STEEL	2020	EXCELLENT	2035
M-3	I-294	43.5	TS43.5C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2020	EXCELLENT	2024
M-3	I-294	44.0	TS44.0T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	EXCELLENT	2026
M-3	I-294	44.2	TS44.2T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2026
M-3	I-294	45.8	TS45.8T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2026
M-3	I-294	46.7	TS46.7C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2020	FAIR	2026
M-3	I-294	47.5	TS47.5C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2020	FAIR	2026
M-3	I-294	48.0	TS48.0T,NB	SPAN, 3-CHORD TRUSS, STEEL	2020	GOOD	2026
M-3	I-294	48.2	TS48.2C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2020	EXCELLENT	2035
M-3	I-294	48.4	TS48.4C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2020	EXCELLENT	2035
M-3	I-294	48.6	TS48.6T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2040
M-3	I-294	49.3	TS49.3T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2026

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M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-3	I-294	49.9	TS49.9C,SB	CANTILEVER, 4-CHORD TRUSS, STEEL	2020	GOOD	2035
M-3	I-294	50.3	TS50.3C,SB	CANTILEVER, 4-CHORD TRUSS, STEEL	2020	EXCELLENT	2035
M-3	I-294	52.0	TS52.0C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2020	GOOD	2035
M-3	I-294	52.3	TS52.3C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2020	GOOD	2035
M-3	I-294	52.5	TS52.5T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2040
M-3	I-90	76.3	NW76.3T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-3	I-90	76.4	NW76.4T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-3	I-90	76.6	NW76.6M,WB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2022	EXCELLENT	2030
M-3	I-90	76.6	NW76.6M,EB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2022	EXCELLENT	2030
M-3	I-90	76.8	NW76.8T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-3	I-90	77.0	NW77.0C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2021	EXCELLENT	2035
M-3	I-90	77.1	NW77.1M,WB	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2030
M-3	I-90	77.1	NW77.1T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-3	I-90	77.2	NW77.2T,WB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-3	I-90	77.2	NW77.2M,EB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2022	EXCELLENT	2030
M-3	I-90	77.3	NW77.3C,EB	CANTILEVER, 4-CHORD TRUSS, STEEL	2021	EXCELLENT	2025
M-3	I-90	77.3	NW77.3T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2027
M-3	I-90	77.4	NW77.4T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-3	I-90	77.6	NW77.6T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2025
M-3	I-90	77.8	NW77.8T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2040
M-3	I-90	77.8	NW77.7T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2024
M-3	I-90	77.9	NW77.9B,EB	BRIDGE MOUNTED	2021	EXCELLENT	2032
M-3	I-90	78.1	NW78.1T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2027
M-3	I-90	78.1	NW78.1T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-3	I-90	78.3	NW78.3T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-3	I-90	78.4	NW78.4T,EB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2025
M-3	I-90	78.5	NW78.5M,EB	SPAN, ROUND MONOTUBE, STEEL	2023	FAIR	2025
M-3	I-90	78.5	NW78.5C	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	EXCELLENT	2035

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-3	I-90	78.6	NW78.6C,EB(R)	CANTILEVER, 4-CHORD TRUSS, STEEL	2021	FAIR	2024
M-3	I-90	78.7	NW78.7T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2027
M-4	I-294	52.7	TS52.8B,NB	BRIDGE MOUNTED	2020	EXCELLENT	2032
M-4	I-94	0.0	TN0.1T,EB	SPAN, 4-CHORD TRUSS, ALUMINUM	2023	EXCELLENT	2040
M-4	I-94	1.4	TN1.4C,EB(R)	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	EXCELLENT	2027
M-4	I-94	1.5	TN1.5C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	EXCELLENT	2035
M-4	I-94	2.7	TN2.7T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2027
M-4	I-94	3.3	TN3.3C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	GOOD	2026
M-4	I-94	3.6	TN3.6T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	EXCELLENT	2040
M-4	I-94	3.8	TN3.8C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	GOOD	2024
M-4	I-94	4.1	TN4.1T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2026
M-4	I-94	4.6	TN4.6T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2040
M-4	I-94	4.7	TN4.7T,EB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2027
M-4	I-94	4.9	TN4.8M,EB	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2026
M-4	I-94	4.9	TN4.8M,WB	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2030

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-4	I-94	5.0	TN5.0T,WB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2027
M-4	I-94	5.2	TN5.2T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2027
M-4	I-94	5.6	TN5.7T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2026
M-4	I-94	6.1	TN6.1T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2027
M-4	I-94	8.0	TN8.0T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2026
M-4	I-94	8.4	TN8.4C,EB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	GOOD	2035
M-4	I-94	8.4	TN8.4C,EB(R)	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	GOOD	2035
M-4	I-94	8.5	TN8.5C,WB(R)	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	FAIR	2024
M-4	I-94	8.8	TN8.8C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	FAIR	2024
M-4	I-94	9.2	TN9.2T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2040
M-4	I-94	9.4	TN9.5C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	EXCELLENT	2035
M-4	I-94	9.8	TN9.8T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2040
M-4	I-94	11.3	TN11.3C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	GOOD	2024
M-4	I-94	11.4	TN11.4T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2040

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-4	I-94	13.2	TN13.2C,WB	CANTILEVER, 4-CHORD TRUSS, ALUMINUM	2022	FAIR	2024
M-4	I-94	13.4	TN13.5T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2040
M-4	I-94	14.1	TN14.1T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2026
M-4	I-94	16.0	TN16.0T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2040
M-4	I-94	18.6	TN18.6C,WB	CANTILEVER, 4-CHORD TRUSS, ALUMINUM	2023	GOOD	2024
M-4	I-94	18.7	TN18.7T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2026
M-4	I-94	19.2	TN19.2T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2040
M-4	I-94	19.4	TN19.4C,WB	CANTILEVER, 4-CHORD TRUSS, ALUMINUM	2023	GOOD	2040
M-4	I-94	19.8	TN19.8C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	FAIR	2027
M-4	I-94	21.0	TN21.0C,EB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	EXCELLENT	2026
M-4	I-94	21.3	TN21.3C,EB	CANTILEVER, 4-CHORD TRUSS, ALUMINUM	2023	GOOD	2026
M-4	I-94	21.5	TN21.5T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2024
M-4	I-94	21.7	TN21.7M,WB(R)	SPAN, ROUND MONOTUBE, STEEL	2022	FAIR	2027
M-4	I-94	22.1	TN22.1T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2040

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-4	I-94	22.3	TN22.3C,WB	CANTILEVER, 4-CHORD TRUSS, ALUMINUM	2020	GOOD	2040
M-4	I-94	22.5	TN22.5T,EB	SPAN, 4-CHORD TRUSS, STEEL	2020	EXCELLENT	2024
M-4	I-94	22.6	TN22.6C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2020	GOOD	2031
M-4	I-94	23.1	TN23.1C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2020	GOOD	2035
M-4	I-94	23.1	TN23.1T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2040
M-4	I-94	24.2	TN24.2T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2031
M-4	I-94	24.5	TN24.5T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2031
M-4	I-94	24.6	TN24.6T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2040
M-4	I-94	24.8	TN24.8T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	EXCELLENT	2031
M-4	I-94	25.0	ES25.0C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2020	GOOD	2031
M-4	I-94	25.1	TN25.2T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2031
M-4	I-94	25.3	ES25.3B,EB	BRIDGE MOUNTED	2020	GOOD	2032
M-4	I-94	25.3	ES25.2C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2020	GOOD	2031
M-4	I-94	31.2	ES31.2T,WB	SPAN, 4-CHORD TRUSS, STEEL	2020	EXCELLENT	2035
M-4	I-94 SPUR	25.5	ES25.5C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2020	EXCELLENT	2035

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-4	I-94 SPUR	25.7	ES25.7T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	EXCELLENT	2031
M-4	I-94 SPUR	26.0	ES26.0T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	EXCELLENT	2040
M-4	I-94 SPUR	26.1	ES26.1T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2040
M-4	I-94 SPUR	26.4	ES26.4M,WB	SPAN, ROUND MONOTUBE, STEEL	2022	GOOD	2030
M-4	I-94 SPUR	26.4	ES26.4M,EB	SPAN, ROUND MONOTUBE, STEEL	2022	GOOD	2027
M-4	I-94 SPUR	26.7	ES26.7T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	EXCELLENT	2031
M-4	I-94 SPUR	26.8	ES26.8T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2040
M-4	I-94 SPUR	27.2	ES27.2T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2040
M-4	I-94 SPUR	27.6	ES27.6T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	EXCELLENT	2040
M-4	I-94 SPUR	27.8	ES27.8T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	EXCELLENT	2040
M-4	I-94 SPUR	28.6	ES28.6T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	EXCELLENT	2040
M-5	I-90	55.5	NW55.5C,EB	CANTILEVER, 4-CHORD TRUSS, STEEL	2021	EXCELLENT	2035
M-5	I-90	55.6	NW55.6T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2040
M-5	I-90	56.1	NW56.1T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-5	I-90	56.3	NW56.4M,WB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	FAIR	2027
M-5	I-90	56.4	NW56.4M,EB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2027
M-5	I-90	56.6	NW56.6T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2026
M-5	I-90	57.1	NW57.0T,WB	SPAN, 4-CHORD TRUSS, ALUMINUM	2021	GOOD	2025
M-5	I-90	57.7	NW57.7C,EB	CANTILEVER, 4-CHORD TRUSS, STEEL	2021	EXCELLENT	2035
M-5	I-90	58.1	NW58.1B,EB	BRIDGE MOUNTED	2021	EXCELLENT	2032
M-5	I-90	58.5	NW58.5T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-5	I-90	58.6	NW58.7M,EB	CANTILEVER, RECTANGULAR ITS GANTRY, STEEL	2023	GOOD	2030
M-5	I-90	58.8	NW58.8C,EB	CANTILEVER, 4-CHORD TRUSS, STEEL	2021	EXCELLENT	2035
M-5	I-90	58.8	NW58.8C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2021	GOOD	2026
M-5	I-90	59.2	NW59.2T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	FAIR	2026
M-5	I-90	59.3	NW59.3T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2040
M-5	I-90	60.2	NW60.2T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2025
M-5	I-90	60.6	NW60.6M,EB	CANTILEVER, RECTANGULAR ITS GANTRY, STEEL	2023	GOOD	2030

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-5	I-90	61.2	NW61.2T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-5	I-90	61.6	NW61.6C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2021	EXCELLENT	2027
M-5	I-90	61.7	NW61.7T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2025
M-5	I-90	62.0	NW62.0M,EB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2027
M-5	I-90	62.0	NW62.0M,EB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	62.0	NW62.0M,WB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	62.1	NW62.1T,EB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2025
M-5	I-90	62.1	NW62.1M,WB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	FAIR	2027
M-5	I-90	62.3	NW62.3M,EB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2030
M-5	I-90	62.3	NW62.3T,WB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	EXCELLENT	2040
M-5	I-90	62.4	NW62.4M,WB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	62.4	NW62.4M,EB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	62.5	NW62.5M,WB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	FAIR	2027

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-5	I-90	62.7	NW62.7T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2040
M-5	I-90	62.9	NW62.9C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2021	GOOD	2025
M-5	I-90	63.0	NW63.0M,WB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	63.0	NW63.0M,EB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	63.2	NW63.2T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-5	I-90	63.3	NW63.2T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-5	I-90	63.5	NW63.5M,EB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	63.5	NW63.5M,WB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	63.8	NW63.8T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2027
M-5	I-90	64.0	NW64.0M,WB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	64.0	NW64.0M,EB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	64.2	NW64.2T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2027
M-5	I-90	64.3	NW64.3M,WB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-5	I-90	64.3	NW64.3M,EB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	64.5	NW64.5T,EB	SPAN, 4-CHORD TRUSS, STEEL	2023	GOOD	2035
M-5	I-90	64.7	NW64.7T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	EXCELLENT	2040
M-5	I-90	64.9	NW64.9M,EB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	64.9	NW64.9M,WB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	65.2	NW65.2M,WB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	65.2	NW65.2M,EB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	65.2	NW65.2M,WB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	FAIR	2027
M-5	I-90	65.4	NW65.4T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2024
M-5	I-90	65.5	NW65.5M,EB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2027
M-5	I-90	65.7	NW65.6M,EB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	FAIR	2027
M-5	I-90	65.9	NW65.9T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	EXCELLENT	2040
M-5	I-90	66.1	NW66.1M,WB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	GOOD	2030

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-5	I-90	66.1	NW66.1M,EB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	GOOD	2030
M-5	I-90	66.3	NW66.3T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2025
M-5	I-90	66.3	NW66.3C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	FAIR	2027
M-5	I-90	66.5	NW66.5M,EB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	66.5	NW66.5M,WB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	GOOD	2030
M-5	I-90	66.8	NW66.8T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2027
M-5	I-90	66.9	NW66.9T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	EXCELLENT	2040
M-5	I-90	67.1	NW67.1M,EB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	GOOD	2027
M-5	I-90	67.1	NW67.1M,WB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	67.2	NW67.2T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	EXCELLENT	2040
M-5	I-90	67.2	NW67.2M,WB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	FAIR	2024
M-5	I-90	67.5	NW67.5M,WB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2027
M-5	I-90	67.6	NW67.6M,WB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-5	I-90	67.6	NW67.6M,EB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	67.8	NW67.8T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	EXCELLENT	2040
M-5	I-90	67.8	NW67.8T,EB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2040
M-5	I-90	68.0	NW68.0M,EB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	68.0	NW68.0M,WB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	68.1	NW68.1M,EB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	FAIR	2027
M-5	I-90	68.2	NW68.2B,EB(R)	BRIDGE MOUNTED	2023	FAIR	2027
M-5	I-90	68.3	NW68.2B,WB	BRIDGE MOUNTED	2023	EXCELLENT	2024
M-5	I-90	68.3	NW68.2B,WB(R)	BRIDGE MOUNTED	2023	EXCELLENT	2032
M-5	I-90	68.5	NW68.5T,WB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2040
M-5	I-90	68.6	NW68.6M,WB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	GOOD	2030
M-5	I-90	68.6	NW68.6M,EB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	68.7	NW68.6T,WB (R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2040
M-5	I-90	68.8	NW68.8T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2027

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-5	I-90	69.0	NW69.0T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2040
M-5	I-90	69.2	NW69.2M,WB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	GOOD	2030
M-5	I-90	69.2	NW69.2M,EB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	GOOD	2030
M-5	I-90	69.3	NW69.4C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	GOOD	2027
M-5	I-90	69.6	NW69.6C,EB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	GOOD	2035
M-5	I-90	69.7	NW69.7T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2027
M-5	I-90	70.0	NW70.0M,EB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	70.0	NW70.0M,WB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	70.2	NW70.2T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2024
M-5	I-90	70.4	NW70.4M,EB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	70.5	NW70.4M,WB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	GOOD	2030
M-5	I-90	70.6	NW70.6M,WB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	FAIR	2024
M-5	I-90	70.6	NW70.6T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2027

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-5	I-90	70.8	NW70.8B,EB	BRIDGE MOUNTED	2023	GOOD	2027
M-5	I-90	70.8	NW70.8M,EB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	GOOD	2030
M-5	I-90	70.8	NW70.8M,WB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	70.8	NW70.8B,WB(R)	BRIDGE MOUNTED	2023	GOOD	2027
M-5	I-90	70.9	NW70.9T,WB(R)	SPAN, 2-CHORD MONOTUBE	2023	GOOD	2030
M-5	I-90	71.1	NW71.1T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	EXCELLENT	2040
M-5	I-90	71.3	NW71.3M,WB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	71.3	NW71.3M,EB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	71.5	NW71.5C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	GOOD	2024
M-5	I-90	71.9	NW71.9M,WB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	71.9	NW71.9M,EB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	72.0	NW72.0C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	FAIR	2024
M-5	I-90	72.1	NW72.1C,EB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	GOOD	2027
M-5	I-90	72.2	NW72.2T,WB	SPAN, 4-CHORD TRUSS, STEEL	2023	GOOD	2035

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-5	I-90	72.4	NW72.4M,EB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	72.4	NW72.4M,WB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	GOOD	2027
M-5	I-90	72.6	NW72.6T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	EXCELLENT	2040
M-5	I-90	72.9	NW72.9M,WB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	GOOD	2030
M-5	I-90	72.9	NW72.9M,EB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	GOOD	2030
M-5	I-90	73.1	NW73.1T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	EXCELLENT	2040
M-5	I-90	73.2	NW73.2T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2040
M-5	I-90	73.3	NW73.3T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2027
M-5	I-90	73.4	NW73.4M,EB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	73.4	NW73.4M,WB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	GOOD	2030
M-5	I-90	73.5	NW73.5M,WB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2027
M-5	I-90	73.5	NW73.5M,EB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2027
M-5	I-90	73.6	NW73.55T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2040

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-5	I-90	73.6	NW73.6T,EB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	FAIR	2027
M-5	I-90	73.7	NW73.7T,WB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2027
M-5	I-90	73.9	NW73.9T,WB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-5	I-90	73.9	NW73.9T, EB (R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2025
M-5	I-90	74.0	NW74.0M,WB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	74.0	NW74.0M,EB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	74.1	NW74.1T, EB (R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-5	I-90	74.1	NW74.1T,WB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-5	I-90	74.3	NW74.4,T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	EXCELLENT	2027
M-5	I-90	74.4	NW74.4T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2040
M-5	I-90	74.6	NW74.6M,EB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	GOOD	2030
M-5	I-90	74.6	NW74.6M,WB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	GOOD	2030
M-5	I-90	74.8	NW74.8C,EB	CANTILEVER, 4-CHORD TRUSS, STEEL	2019	EXCELLENT	2035

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-5	I-90	74.9	NW74.9T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2040
M-5	I-90	75.0	NW75.0T,EB	SPAN, 4-CHORD TRUSS, ALUMINUM	2023	GOOD	2027
M-5	I-90	75.2	NW75.2M,EB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	75.2	NW75.2M,WB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	GOOD	2030
M-5	I-90	75.4	NW75.4T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2040
M-5	I-90	75.4	NW75.4T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2027
M-5	I-90	75.8	NW75.8M,EB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	75.8	NW75.8M,WB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	76.0	NW76.0T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2040
M-6	I-90	34.1	NW34.1T,WB	CANTILEVER, 4-CHORD TRUSS, ALUMINUM	2023	GOOD	2027
M-6	I-90	34.3	NW34.3C,EB	CANTILEVER, 4-CHORD TRUSS, ALUMINUM	2023	EXCELLENT	2027
M-6	I-90	36.2	NW36.2M,WB(R)	SPAN, ROUND MONOTUBE, STEEL	2022	EXCELLENT	2027
M-6	I-90	36.2	NW36.2B,EB	BRIDGE MOUNTED	2023	GOOD	2032

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-6	I-90	36.3	NW36.3M,EB(R)	SPAN, ROUND MONOTUBE, STEEL	2022	EXCELLENT	2027
M-6	I-90	36.3	NW36.3M,WB(R)	SPAN, ROUND MONOTUBE, STEEL	2022	GOOD	2027
M-6	I-90	36.5	NW36.5T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	EXCELLENT	2040
M-6	I-90	36.6	NW36.6T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	EXCELLENT	2040
M-6	I-90	37.1	NW37.1T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2040
M-6	I-90	37.5	NW37.5B,EB	BRIDGE MOUNTED	2023	FAIR	2024
M-6	I-90	37.7	NW37.6T,EB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2024
M-6	I-90	37.8	NW37.8M,EB	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2027
M-6	I-90	39.7	NW39.7C,EB	CANTILEVER, 4-CHORD TRUSS, ALUMINUM	2023	EXCELLENT	2027
M-6	I-90	41.9	NW41.9B,EB	BRIDGE MOUNTED	2023	EXCELLENT	2027
M-6	I-90	42.1	NW42.1T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2040
M-6	I-90	43.7	NW43.7C,EB	CANTILEVER, 4-CHORD TRUSS, ALUMINUM	2023	EXCELLENT	2027
M-6	I-90	44.5	NW44.5T,WB	CANTILEVER, 4-CHORD TRUSS, ALUMINUM	2023	EXCELLENT	2027
M-6	I-90	46.1	NW46.1C,EB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	EXCELLENT	2035
M-6	I-90	46.2	NW46.2M,WB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	POOR	2024

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-6	I-90	46.3	NW46.3M,EB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	FAIR	2027
M-6	I-90	46.6	NW46.6T,WB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2025
M-6	I-90	46.7	NW46.8M,WB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	FAIR	2027
M-6	I-90	46.8	NW46.8M,EB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2027
M-6	I-90	46.9	NW46.9T,WB	SPAN, 4-CHORD TRUSS, ALUMINUM	2023	GOOD	2040
M-6	I-90	47.0	NW47.0C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	GOOD	2035
M-6	I-90	47.4	NW47.4C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	GOOD	2035
M-6	I-90	49.7	NW49.7T,WB	CANTILEVER, 4-CHORD TRUSS, ALUMINUM	2023	EXCELLENT	2024
M-6	I-90	49.8	NW49.8T,EB	SPAN, 4-CHORD TRUSS, ALUMINUM	2023	EXCELLENT	2027
M-6	I-90	51.9	NW51.9T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	EXCELLENT	2040
M-6	I-90	52.5	NW52.5T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	EXCELLENT	2040
M-6	I-90	52.6	NW52.6T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2027
M-6	I-90	53.0	NW53.0C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	GOOD	2027
M-6	I-90	53.0	NW53.0T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	EXCELLENT	2040

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-6	I-90	53.3	NW53.3C,EB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	GOOD	2035
M-6	I-90	53.4	NW53.3C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	GOOD	2027
M-6	I-90	53.5	NW53.5T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2040
M-6	I-90	53.7	NW53.7C,EB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	GOOD	2027
M-6	I-90	53.8	NW53.8M,WB	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2030
M-6	I-90	53.8	NW53.8M,EB	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2030
M-6	I-90	54.0	NW54.0C,EB(R)	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	GOOD	2027
M-6	I-90	54.0	NW54.0C,WB(R)	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	GOOD	2035
M-6	I-90	54.2	NW54.2T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2040
M-6	I-90	54.2	NW54.2C,EB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	GOOD	2027
M-6	I-90	54.3	NW54.3T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2040
M-6	I-90	54.6	NW54.6M,EB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2027
M-6	I-90	54.6	NW54.6M,WB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2027
M-6	I-90	54.6	NW54.6T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2040

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-6	I-90	54.7	NW54.7C,EB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	GOOD	2027
M-6	I-90	54.7	NW54.7M,WB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	FAIR	2027
M-6	I-90	54.8	NW54.8M,EB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	FAIR	2027
M-6	I-90	55.0	NW55.0T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2027
M-7	I-90	0.8	NW0.75T,EB	SPAN, 4-CHORD TRUSS, STEEL	2022	EXCELLENT	2035
M-7	I-90	2.2	NW2.2T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2040
M-7	I-90	2.4	NW2.4T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	EXCELLENT	2040
M-7	I-90	2.8	NW2.8T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2040
M-7	I-90	3.1	NW3.1T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2040
M-7	I-90	3.1	NW3.0T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2040
M-7	I-90	3.3	NW3.3C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2020	EXCELLENT	2035
M-7	I-90	3.3	NW3.3T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	EXCELLENT	2040
M-7	I-90	3.5	NW3.5M,WB	SPAN, ROUND MONOTUBE, STEEL	2022	GOOD	2030
M-7	I-90	3.6	NW3.5M,EB	SPAN, ROUND MONOTUBE, STEEL	2022	GOOD	2030
M-7	I-90	3.7	NW3.7B,WB	BRIDGE MOUNTED	2020	GOOD	2032

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-7	I-90	4.0	NW4.0T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2040
M-7	I-90	4.2	NW4.2T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2040
M-7	I-90	4.8	NW4.8B,WB	BRIDGE MOUNTED	2020	FAIR	2032
M-7	I-90	8.4	NW8.3T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2040
M-7	I-90	8.7	NW8.8M,EB(R)	SPAN, ROUND MONOTUBE, STEEL	2022	GOOD	2030
M-7	I-90	9.0	NW9.0M,WB(R)	SPAN, ROUND MONOTUBE, STEEL	2022	GOOD	2030
M-7	I-90	9.3	NW9.3T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2040
M-7	I-90	11.1	NW11.2C,EB	CANTILEVER, 4-CHORD TRUSS, STEEL	2020	GOOD	2035
M-7	I-90	12.2	NW12.2T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2040
M-7	I-90	12.7	NW12.7C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2020	EXCELLENT	2035
M-7	I-90	12.8	NW12.8T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2027
M-7	I-90	15.2	NW15.2T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	EXCELLENT	2040
M-7	I-90	15.5	NW15.5B,EB	BRIDGE MOUNTED	2020	GOOD	2024
M-7	I-90	15.6	NW15.6T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	EXCELLENT	2040
M-7	I-90	15.8	NW15.7B,EB	BRIDGE MOUNTED	2020	GOOD	2032

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-7	I-90	16.1	NW16.1T,EB	SPAN, 4-CHORD TRUSS, STEEL	2020	GOOD	2035
M-7	I-90	16.2	NW16.2T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	EXCELLENT	2040
M-7	I-90	16.7	NW16.7T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2040
M-7	I-90	17.2	NW17.2T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2040
M-7	I-90	17.4	NW17.4T,EB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	EXCELLENT	2040
M-7	I-90	17.5	NW17.4C,WB(R)	CANTILEVER, 4-CHORD TRUSS, STEEL	2020	FAIR	2024
M-7	I-90	17.5	NW17.4T,WB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2024
M-7	I-90	17.5	NW17.5T,WB(R)	SPAN, 4-CHORD TRUSS, ALUMINUM	2020	EXCELLENT	2040
M-7	I-90	17.7	NW17.7B,WB	BRIDGE MOUNTED	2020	GOOD	2032
M-7	I-90	18.2	NW18.2T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2040
M-7	I-90	18.7	NW18.7T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2040
M-7	I-90	19.9	NW19.8T,WB	SPAN, 4-CHORD TRUSS, ALUMINUM	2020	EXCELLENT	2040
M-7	I-90	20.7	NW20.7M,WB(R)	SPAN, ROUND MONOTUBE, STEEL	2022	GOOD	2027
M-7	I-90	20.8	NW20.8M,EB(R)	SPAN, ROUND MONOTUBE, STEEL	2022	FAIR	2027
M-7	I-90	20.8	NW20.8B,EB	BRIDGE MOUNTED	2020	GOOD	2024

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-7	I-90	21.2	NW21.2T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	EXCELLENT	2040
M-7	I-90	23.2	NW23.3M,WB	SPAN, ROUND MONOTUBE, STEEL	2022	GOOD	2030
M-7	I-90	23.3	NW23.3C,EB	CANTILEVER, 4-CHORD TRUSS, ALUMINUM	2020	EXCELLENT	2040
M-7	I-90	23.3	NW23.4T,WB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	GOOD	2040
M-7	I-90	23.5	NW23.5T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	EXCELLENT	2040
M-7	I-90	23.8	NW23.8B,EB	BRIDGE MOUNTED	2020	EXCELLENT	2032
M-7	I-90	23.8	NW23.8B,WB	BRIDGE MOUNTED	2020	EXCELLENT	2032
M-7	I-90	24.6	NW24.6B,WB	BRIDGE MOUNTED	2020	EXCELLENT	2032
M-7	I-90	25.0	NW25.0B,EB	BRIDGE MOUNTED	2020	GOOD	2024
M-7	I-90	25.1	NW25M,WB(R)	SPAN, ROUND MONOTUBE, STEEL	2022	GOOD	2027
M-7	I-90	25.2	NW25.1M,EB(R)	SPAN, ROUND MONOTUBE, STEEL	2022	FAIR	2027
M-7	I-90	25.5	NW25.5T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	EXCELLENT	2024
M-7	I-90	27.5	NW27.5C,WB	CANTILEVER, 4-CHORD TRUSS, ALUMINUM	2020	EXCELLENT	2040
M-8	I-88	113.9	EW113.9T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2040
M-8	I-88	114.2	EW114.2B,WB	BRIDGE MOUNTED	2022	EXCELLENT	2032
M-8	I-88	114.4	EW114.4B,EB	BRIDGE MOUNTED	2022	EXCELLENT	2032

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-8	I-88	114.9	EW114.9T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2026
M-8	I-88	115.3	EW115.3C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	FAIR	2024
M-8	I-88	115.4	EW115.4T,WB	SPAN, 4-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2040
M-8	I-88	115.4	EW115.4T,EB	SPAN, 4-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2040
M-8	I-88	115.8	EW115.8C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	GOOD	2025
M-8	I-88	116.6	EW116.6T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2026
M-8	I-88	116.9	EW116.9T,EB(R)	SPAN, 4-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2025
M-8	I-88	116.9	EW116.9B,WB	BRIDGE MOUNTED	2022	EXCELLENT	2026
M-8	I-88	116.9	EW116.9B,EB	BRIDGE MOUNTED	2022	EXCELLENT	2032
M-8	I-88	117.0	EW117.0T,WB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2040
M-8	I-88	117.1	EW117.1B,WB	BRIDGE MOUNTED	2022	GOOD	2032
M-8	I-88	117.4	EW117.4C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	EXCELLENT	2035
M-8	I-88	117.6	EW117.6T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2040
M-8	I-88	117.8	EW117.7T,EB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2040
M-8	I-88	117.8	EW117.8M,WB	SPAN, ROUND MONOTUBE, STEEL	2022	GOOD	2026

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-8	I-88	117.9	EW117.8M,EB	SPAN, ROUND MONOTUBE, STEEL	2022	EXCELLENT	2027
M-8	I-88	117.9	EW117.9T,WB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2040
M-8	I-88	118.1	EW118.1T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2025
M-8	I-88	118.3	EW118.3B,WB	BRIDGE MOUNTED	2022	EXCELLENT	2032
M-8	I-88	118.6	EW118.6T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2025
M-8	I-88	118.9	EW118.9B,WB	BRIDGE MOUNTED	2022	EXCELLENT	2032
M-8	I-88	119.0	EW119T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2027
M-8	I-88	119.2	EW119.2M,EB(R)	SPAN, ROUND MONOTUBE, STEEL	2022	GOOD	2026
M-8	I-88	119.3	EW119.4M,WB(R)	SPAN, ROUND MONOTUBE, STEEL	2022	GOOD	2025
M-8	I-88	119.3	EW119.2B,WB	BRIDGE MOUNTED	2022	GOOD	2026
M-8	I-88	119.5	EW119.5T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2025
M-8	I-88	120.0	EW120.0T,WB	SPAN, 4-CHORD TRUSS, ALUMINUM	2022	GOOD	2025
M-8	I-88	120.8	EW120.8T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-8	I-88	121.1	EW121.0M,EB(R)	SPAN, ROUND MONOTUBE, STEEL	2022	GOOD	2027
M-8	I-88	121.2	EW121.2M,WB(R)	SPAN, ROUND MONOTUBE, STEEL	2022	EXCELLENT	2026

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-8	I-88	121.6	EW121.6T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2040
M-8	I-88	123.0	EW123.0T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2040
M-8	I-88	123.2	EW123.2T,EB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-8	I-88	123.4	EW123.3T,WB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2026
M-8	I-88	123.7	EW123.7T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	FAIR	2026
M-8	I-88	123.9	EW123.9C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	GOOD	2035
M-8	I-88	124.1	EW124.1B,WB	BRIDGE MOUNTED	2022	GOOD	2032
M-8	I-88	124.9	EW124.9T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-8	I-88	125.6	EW125.6T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2024
M-8	I-88	126.7	EW126.7C,EB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	GOOD	2035
M-8	I-88	127.0	EW127T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-8	I-88	127.2	EW127.2M,WB(R)	SPAN, ROUND MONOTUBE, STEEL	2022	GOOD	2024
M-8	I-88	127.3	EW127.2M,EB(R)	SPAN, ROUND MONOTUBE, STEEL	2022	GOOD	2027
M-8	I-88	127.4	EW127.4B,EB(R)	BRIDGE MOUNTED	2022	GOOD	2032
M-8	I-88	127.4	EW127.4C,WB(R)	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	GOOD	2035

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-8	I-88	127.8	EW127.8T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2040
M-8	I-88	128.0	EW128.0C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	EXCELLENT	2035
M-8	I-88	128.2	EW128.2C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	EXCELLENT	2035
M-8	I-88	129.0	EW129T,EB	SPAN, 4-CHORD TRUSS, STEEL	2022	GOOD	2035
M-8	I-88	129.9	EW129.9T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-8	I-88	130.3	EW130.3T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2040
M-8	I-88	130.4	EW130.5C,EB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	GOOD	2035
M-8	I-88	130.6	EW130.6C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	GOOD	2035
M-8	I-88	130.9	EW130.9T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-8	I-88	131.1	EW131.1T,EB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-8	I-88	131.7	EW131.7C,EB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	EXCELLENT	2035
M-8	I-88	132.0	EW132C,EB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	GOOD	2035
M-8	I-88	132.2	EW132.2T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-8	I-88	133.3	EW133.3T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-8	I-88	133.5	EW133.5T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-8	I-88	133.8	EW133.8T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-8	I-88	133.8	EW133.8T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2040
M-8	I-88	134.0	EW134.0T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-8	I-88	134.4	EW134.4T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-8	I-88	134.6	EW134.6T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2025
M-8	I-88	134.8	EW134.8T,WB	SPAN, 4-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-8	I-88	134.9	EW134.8T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-8	I-88	135.0	EW135.0T,EB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	FAIR	2026
M-8	I-88	135.1	EW135.2M,EB	SPAN, ROUND MONOTUBE, STEEL	2022	GOOD	2026
M-8	I-88	135.5	EW135.5T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-8	I-88	136.3	EW136.3C,EB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	GOOD	2035
M-8	I-88	136.6	EW136.5M,EB(R)	SPAN, ROUND MONOTUBE, STEEL	2022	GOOD	2026
M-8	I-88	137.2	EW137.2B,WB	BRIDGE MOUNTED	2023	FAIR	2024
M-8	I-88	137.3	EW137.3T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-8	I-88	137.3	EW137.3M,EB(R)	SPAN, ROUND MONOTUBE, STEEL	2022	GOOD	2026
M-8	I-88	137.4	EW137.4C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	GOOD	2035
M-8	I-88	137.6	EW137.6T,EB	SPAN, 4-CHORD TRUSS, STEEL	2022	GOOD	2035
M-8	I-88	137.9	EW137.9T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-8	I-88	137.9	EW137.9C,WB(R)	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	EXCELLENT	2035
M-8	I-88	138.1	EW138.1C,EB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	EXCELLENT	2035
M-8	I-88	138.1	EW138.1C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	EXCELLENT	2035

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APPENDIX I

COMMUNICATION TOWER CONDITION RATING TABLE

Appendix I Communication Tower Condition Rating Table

M SECTION	ROUTE	MP	TOWER ID	TOWER TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-12	I-88	67.32	ASHRP-TWR	3 LEG SELF	2022	FAIR	2023
M-4	I-94	24.6	DEERFIELD	3 LEG SELF	2022	FAIR	2023
M-12	I-88	50.1	DXNRP-TWR	3 LEG SELF	2022	FAIR	2023
M-14	I-88	131.2	LISLE TOWER	4 LEG SELF	2022	FAIR	2023
M-1	I-294	12.2	M-1	3 LEG SELF	2022	GOOD	2032
M-4	I-94	8.35	M04-FG-TWR	3 LEG SELF	2022	GOOD	2032
M-5	I-90	68.1	M05-TWR	3 LEG SELF	2022	FAIR	2023
M-6	I-90	41.9	M06-TWR	3 LEG SELF	2022	FAIR	2026
M-7	I-90	15.6	M07-FG-TWR	3 LEG SELF	2022	FAIR	2023
M-8	I-88	127.6	M08-OLD-TWR	3 LEG SELF	2022	FAIR	2023
M-11	I-88	91.6	M11-TWR	3 LEG SELF	2022	FAIR	2023
M-12	I-88	54.2	M12-TWR	3 LEG SELF	2022	FAIR	2023
M-7	I-90	3.6	P1-TWR	3 LEG SELF	2022	FAIR	2023
M-5	I-90	56.18	P13-TWR	3 LEG SELF	2022	FAIR	2023
M-7	I-90	12.5	P2-TWR	3 LEG SELF	2022	FAIR	2023
M-4	I-94	13.7	P20-TWR	3 LEG SELF	2022	FAIR	2023
M-4	I-94	18.89	P22-TWR	3 LEG SELF	2022	FAIR	2023
M-7	I-90	23.3	P5-TWR	3 LEG SELF	2022	FAIR	2023
M-8	I-88	138.1	P51-TWRE	3 LEG SELF	2022	FAIR	2032
M-8	I-88	133.7	P56A-TWRD	3 LEG SELF	2022	FAIR	2023
M-8	I-88	125.3	P58-TWR	3 LEG SELF	2022	FAIR	2023
M-8	I-88	117.9	P61-TWRE	3 LEG SELF	2022	FAIR	2023
M-8	I-88	116.9	P63-TWRA	STEP TAPERED	2022	FAIR	2023
M-11	I-88	94.1	P65-FGJ-TWRA	3 LEG SELF	2022	GOOD	2032
M-11	I-88	94.1	P65-FGJ-TWRB	3 LEG SELF	2022	FAIR	2026
M-6	I-90	37.77	P7-TWR	3 LEG SELF	2022	GOOD	2032

Appendix I Communication Tower Condition Rating Table

M SECTION	ROUTE	MP	TOWER ID	TOWER TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-14	I-355	22.55	P79-TWR	3 LEG SELF	2022	GOOD	2032
M-5	I-90	62.3	PLAZA 10	3 LEG SELF	2022	FAIR	2023
M-5	I-90	65.7	PLAZA 12	3 LEG SELF	2022	GOOD	2032
M-5	I-90	59.42	PLAZA 14	3 LEG SELF	2022	FAIR	2023
M-5	I-90	68.1	PLAZA 15	3 LEG SELF	2022	FAIR	2023
M-3	I-90	77.1	PLAZA 17	MONOPOLE	2022	FAIR	2024
M-5	I-90	70.62	PLAZA 18	3 LEG SELF	2022	FAIR	2023
M-3	I-90	78.5	PLAZA 19	3 LEG SELF	2022	FAIR	2032
M-4	I-94	4.85	PLAZA 21	3 LEG SELF	2022	FAIR	2024
M-4	I-94	21.75	PLAZA 23	3 LEG SELF	2022	FAIR	2023
M-4	I-94	26.4	PLAZA 24	STEP TAPERED	2022	FAIR	2023
M-3	I-294	45.35	PLAZA 28	STEP TAPERED	2022	FAIR	2023
M-3	I-294	41.6	PLAZA 29	3 LEG SELF	2022	FAIR	2023
M-3	I-294	40.25	PLAZA 31	MONOPOLE	2022	FAIR	2024
M-3	I-294	40.5	PLAZA 32	3 LEG SELF	2022	FAIR	2026
M-3	I-294	38.75	PLAZA 33	3 LEG SELF	2022	FAIR	2023
M-1	I-294	22.2	PLAZA 34	3 LEG SELF	2022	FAIR	2023
M-2	I-294	29.9	PLAZA 35	3 LEG SELF	2022	FAIR	2023
M-1	I-294	19.7	PLAZA 36	3 LEG SELF	2022	FAIR	2023
M-2	I-294	23.8	PLAZA 37	3 LEG SELF	2022	FAIR	2032
M-1	I-294	17.4	PLAZA 38	3 LEG SELF	2022	FAIR	2023
M-1	I-294	19.35	PLAZA 39	3 LEG SELF	2022	FAIR	2032
M-1	I-294	6.5	PLAZA 40	3 LEG SELF	2022	FAIR	2023
M-1	I-294	5.6	PLAZA 41	3 LEG SELF	2022	FAIR	2023
M-1	I-294	2.5	PLAZA 47	3 LEG SELF	2022	FAIR	2023
M-8	I-88	114.5	PLAZA 64	3 LEG SELF	2022	FAIR	2023

Appendix I Communication Tower Condition Rating Table

M SECTION	ROUTE	MP	TOWER ID	TOWER TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-14	I-355	29.2	PLAZA 73	3 LEG SELF	2022	FAIR	2023
M-6	I-90	52.1	PLAZA 8	3 LEG SELF	2022	FAIR	2023
M-14	I-355	14.4	PLAZA 89	3 LEG SELF	2022	FAIR	2023
M-6	I-90	53.8	PLAZA 9	MONOPOLE	2022	GOOD	2032
M-14	I-355	9.1	PLAZA 93	3 LEG SELF	2022	FAIR	2023
M-14	I-355	3.3	PLAZA 99	3 LEG SELF	2022	FAIR	2023
M-11	I-88	81.7	RCHRP-TWR	3 LEG SELF	2022	FAIR	2023
M-2	I-294	25.4	WESTERN	MONOPOLE	2022	FAIR	2024
M-3	I-294	48.05	WILLOW TOWER	3 LEG SELF	2022	FAIR	2023

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APPENDIX J

FACILITY CONDITION RATING TABLE

Appendix J Facility Site Inspection Schedule Report

FAC SITE ID	FAC TYPE	ROUTE	DIRECTION	MP	M SEC.	LAST INSP.	CONDITION	NEXT SCH. REPAIR
LNCOS	OASIS	I-294	NORTH/SOUTH	0.80	M-1	2023	GOOD	2030
P47	RAMP PLAZA	I-294	NORTH/SOUTH	2.70	M-1	2022	FAIR	2024
P45	MAINLINE PLAZA	I-294	SOUTHBOUND	5.10	M-1	2022	GOOD	2024
P43	RAMP PLAZA	I-294	NORTHBOUND	5.10	M-1	2022	GOOD	2024
P41	MAINLINE PLAZA	I-294	NORTH/SOUTH	5.65	M-1	2022	GOOD	2026
P40	RAMP PLAZA	I-294	NORTH/SOUTH	6.40	M-1	2022	GOOD	2024
P42	RAMP PLAZA - AET	I-294	NORTH/SOUTH	7.80	M-1	2022	GOOD	2024
M01	MAINT. GARAGE	I-294	NORTHBOUND	12.10	M-1	2023	GOOD	2036
P38	RAMP PLAZA	I-294	NORTH/SOUTH	17.40	M-1	2023	POOR	2032
P39	MAINLINE PLAZA	I-294	NORTHBOUND	19.40	M-1	2023	FAIR	2027
P36	MAINLINE PLAZA	I-294	SOUTHBOUND	19.70	M-1	2023	FAIR	2027
P34	RAMP PLAZA	I-294	NORTH/SOUTH	22.20	M-1	2023	FAIR	2026
P37	RAMP PLAZA	I-294	NORTH/SOUTH	23.80	M-2	2023	FAIR	2025
HNSOS	OASIS	I-294	SOUTHBOUND	25.00	M-2	2023	FAIR	2025
WSTWR	COMM. TOWER	I-294	NORTHBOUND	25.40	M-2	2023	FAIR	2040
M02	MAINT. GARAGE	I-294	NORTHBOUND	29.70	M-2	2022	GOOD	2024
P35	MAINLINE PLAZA	I-294	NORTH/SOUTH	29.90	M-2	2023	POOR	2025
ORDOS	OASIS	I-294	NORTH/SOUTH	37.90	M-3	2023	FAIR	2035
P33	MAINLINE PLAZA	I-294	SOUTHBOUND	38.80	M-3	2023	FAIR	2025
P30	RAMP PLAZA - AET	I-294	NORTHBOUND	39.70	M-3	2023	FAIR	2041
P31	RAMP PLAZA	I-294	SOUTHBOUND	40.30	M-3	2023	POOR	2024
P32	RAMP PLAZA	I-294	NORTHBOUND	40.50	M-3	2023	FAIR	2024
P29	MAINLINE PLAZA	I-294	NORTHBOUND	41.60	M-3	2022	GOOD	2038
M03	MAINT. GARAGE	I-294	NORTHBOUND	41.65	M-3	2022	GOOD	2024
P28	RAMP PLAZA	I-294	NORTHBOUND	45.20	M-3	2023	FAIR	2026
WLWRP	COMM. TOWER	I-294	NORTHBOUND	48.80	M-3	2023	FAIR	2025
P27	RAMP PLAZA	I-294	NORTH/SOUTH	48.90	M-3	2022	FAIR	2024
NW76.6	IPDC	I-90	WESTBOUND	76.60	M-3	2023	GOOD	2046
P17	MAINLINE PLAZA	I-90	WESTBOUND	77.10	M-3	2023	GOOD	2030
P19	MAINLINE PLAZA	I-90	EASTBOUND	78.50	M-3	2023	FAIR	2025
P21	MAINLINE PLAZA	I-94	EAST/WEST	4.80	M-4	2023	FAIR	2024

Appendix J Facility Site Inspection Schedule Report

FAC SITE ID	FAC TYPE	ROUTE	DIRECTION	MP	M SEC.	LAST INSP.	CONDITION	NEXT SCH. REPAIR
M04	MAINT. GARAGE	I-94	WESTBOUND	8.30	M-4	2023	FAIR	2025
P20	RAMP PLAZA	I-94	EAST/WEST	13.70	M-4	2022	GOOD	2024
LKFOS	OASIS	I-94	EAST/WEST	18.10	M-4	2023	GOOD	2035
P22	RAMP PLAZA	I-94	EAST/WEST	18.90	M-4	2022	FAIR	2026
P23	RAMP PLAZA	I-94	EAST/WEST	21.70	M-4	2023	FAIR	2040
DRFRP	COMM. TOWER	I-94	EASTBOUND	24.60	M-4	2023	FAIR	2025
DRFPS	PUMP STATION	I-94	WESTBOUND	25.10	M-4	2023	FAIR	2030
P26	RAMP PLAZA	I-94	EAST/WEST	25.20	M-4	2023	FAIR	2024
DRFSD	SALT DOME	I-94	WESTBOUND	25.40	M-4	2023	FAIR	2055
P24	MAINLINE PLAZA	I-94 SPUR	EAST/WEST	26.40	M-4	2023	FAIR	2025
NW56.1	IPDC	I-90	WESTBOUND	56.10	M-5	2023	FAIR	2046
025PR	PARK-N-RIDE	I-90	EASTBOUND	56.20	M-5	2023	FAIR	2047
P13	RAMP PLAZA - AET	I-90	EAST/WEST	56.40	M-5	2022	GOOD	2024
NW56.8	IPDC	I-90	WESTBOUND	56.80	M-5	2023	FAIR	2046
NW57.8	IPDC	I-90	WESTBOUND	57.80	M-5	2023	FAIR	2046
P16B	RAMP PLAZA	I-90	WESTBOUND	58.40	M-5	2023	FAIR	2035
NW59.1	IPDC	I-90	WESTBOUND	59.10	M-5	2023	FAIR	2046
P14	RAMP PLAZA	I-90	EASTBOUND	59.40	M-5	2023	FAIR	2024
NW60.0	IPDC	I-90	WESTBOUND	60.00	M-5	2023	FAIR	2046
P16A	RAMP PLAZA	I-90	WESTBOUND	60.10	M-5	2023	FAIR	2024
NW61.0	IPDC	I-90	WESTBOUND	61.00	M-5	2023	FAIR	2046
NW62.0	IPDC	I-90	WESTBOUND	62.00	M-5	2023	FAIR	2046
P10	RAMP PLAZA - AET	I-90	WESTBOUND	62.20	M-5	2023	FAIR	2027
BRGPR	PARK-N-RIDE	I-90	EAST/WEST	62.30	M-5	2023	GOOD	2047
NW62.4	IPDC	I-90	WESTBOUND	62.40	M-5	2023	FAIR	2046
NW63.5	IPDC	I-90	WESTBOUND	63.50	M-5	2023	FAIR	2046
NW64.3	IPDC	I-90	WESTBOUND	64.30	M-5	2023	FAIR	2031
NW65.2	IPDC	I-90	WESTBOUND	65.20	M-5	2023	FAIR	2046
P12	RAMP PLAZA	I-90	EAST/WEST	65.60	M-5	2023	FAIR	2024
NW66.5	IPDC	I-90	WESTBOUND	66.50	M-5	2023	FAIR	2046
NW67.1	IPDC	I-90	WESTBOUND	67.10	M-5	2023	FAIR	2046
P12A	RAMP PLAZA - AET	I-90	WESTBOUND	67.40	M-5	2023	FAIR	2046
NW67.9	IPDC	I-90	WESTBOUND	67.90	M-5	2023	FAIR	2046
P15	RAMP PLAZA	I-90	EASTBOUND	67.95	M-5	2023	FAIR	2026
M05-OLD	MAINT. GARAGE	I-90	EASTBOUND	68.10	M-5	2023	POOR	2025
NW68.6	IPDC	I-90	WESTBOUND	68.60	M-5	2023	FAIR	2046

Appendix J Facility Site Inspection Schedule Report

FAC SITE ID	FAC TYPE	ROUTE	DIRECTION	MP	M SEC.	LAST INSP.	CONDITION	NEXT SCH. REPAIR
NW70.0	IPDC	I-90	WESTBOUND	70.00	M-5	2023	FAIR	2046
P18	RAMP PLAZA	I-90	EAST/WEST	70.70	M-5	2023	FAIR	2025
NW70.8	IPDC	I-90	WESTBOUND	70.80	M-5	2023	FAIR	2046
NW71.9	IPDC	I-90	WESTBOUND	71.90	M-5	2023	FAIR	2046
NW72.9	IPDC	I-90	WESTBOUND	72.90	M-5	2023	FAIR	2046
P18A	RAMP PLAZA - AET	I-90	EAST/WEST	73.60	M-5	2023	GOOD	2046
NW74.0	IPDC	I-90	WESTBOUND	74.00	M-5	2023	FAIR	2046
NW75.2	IPDC	I-90	WESTBOUND	75.20	M-5	2023	FAIR	2046
NW29.8	IPDC	I-90	WESTBOUND	29.80	M-6	2022	GOOD	2040
NW30.9	IPDC	I-90	WESTBOUND	30.90	M-6	2022	FAIR	2040
NW32.0	IPDC	I-90	WESTBOUND	32.00	M-6	2022	GOOD	2040
NW33.2	IPDC	I-90	WESTBOUND	33.20	M-6	2022	GOOD	2040
NW34.3	IPDC	I-90	WESTBOUND	34.30	M-6	2022	GOOD	2040
NW35.2	IPDC	I-90	WESTBOUND	35.20	M-6	2022	GOOD	2040
P7A	RAMP PLAZA - AET	I-90	EAST/WEST	36.30	M-6	2022	GOOD	2040
NW36.4	IPDC	I-90	WESTBOUND	36.40	M-6	2022	GOOD	2040
NW37.4	IPDC	I-90	WESTBOUND	37.40	M-6	2022	GOOD	2040
P7	MAINLINE PLAZA	I-90	EASTBOUND	37.80	M-6	2022	FAIR	2024
NW38.6	IPDC	I-90	WESTBOUND	38.60	M-6	2022	FAIR	2024
NW39.5	IPDC	I-90	WESTBOUND	39.50	M-6	2022	GOOD	2024
NW40.7	IPDC	I-90	WESTBOUND	40.70	M-6	2022	GOOD	2024
M06	MAINT. GARAGE	I-90	WESTBOUND	41.90	M-6	2022	GOOD	2024
NW42.0	IPDC	I-90	WESTBOUND	42.00	M-6	2022	GOOD	2024
NW42.9	IPDC	I-90	WESTBOUND	42.90	M-6	2022	GOOD	2024
NW43.6	IPDC	I-90	WESTBOUND	43.60	M-6	2022	GOOD	2024
NW44.6	IPDC	I-90	WESTBOUND	44.60	M-6	2022	GOOD	2024
NW45.5	IPDC	I-90	WESTBOUND	45.50	M-6	2022	GOOD	2024
P6	RAMP PLAZA - AET	I-90	EAST/WEST	46.30	M-6	2023	FAIR	2044
NW46.6	IPDC	I-90	WESTBOUND	46.60	M-6	2022	FAIR	2024
NW48.0	IPDC	I-90	WESTBOUND	48.00	M-6	2022	GOOD	2024
NW48.7	IPDC	I-90	WESTBOUND	48.70	M-6	2022	GOOD	2024
NW49.7	IPDC	I-90	WESTBOUND	49.70	M-6	2022	GOOD	2024
NW50.8	IPDC	I-90	WESTBOUND	50.80	M-6	2022	GOOD	2024
NW52.1	IPDC	I-90	WESTBOUND	52.10	M-6	2022	GOOD	2024
P8	RAMP PLAZA	I-90	EAST/WEST	52.10	M-6	2023	FAIR	2025
RRDPR	PARK-N-RIDE	I-90	WESTBOUND	52.20	M-6	2023	GOOD	2025

Appendix J Facility Site Inspection Schedule Report

FAC SITE ID	FAC TYPE	ROUTE	DIRECTION	MP	M SEC.	LAST INSP.	CONDITION	NEXT SCH. REPAIR
NW53.1	IPDC	I-90	WESTBOUND	53.10	M-6	2022	GOOD	2024
P9	MAINLINE PLAZA	I-90	EAST/WEST	53.80	M-6	2022	GOOD	2024
P11	RAMP PLAZA - AET	I-90	EAST/WEST	54.60	M-6	2022	GOOD	2024
NW54.8	IPDC	I-90	WESTBOUND	54.80	M-6	2023	FAIR	2046
P1	MAINLINE PLAZA	I-90	EAST/WEST	3.50	M-7	2022	GOOD	2024
P4	RAMP PLAZA	I-90	EAST/WEST	8.90	M-7	2022	GOOD	2024
P2	RAMP PLAZA	I-90	EAST/WEST	12.50	M-7	2023	POOR	2024
M07	MAINT. GARAGE	I-90	WESTBOUND	15.60	M-7	2023	GOOD	2037
NW18.5	IPDC	I-90	WESTBOUND	18.55	M-7	2022	GOOD	2024
NW19.9	IPDC	I-90	WESTBOUND	19.90	M-7	2022	GOOD	2024
P5A	RAMP PLAZA - AET	I-90	EAST/WEST	20.80	M-7	2022	GOOD	2024
NW21.0	IPDC	I-90	WESTBOUND	21.00	M-7	2022	GOOD	2024
NW21.8	IPDC	I-90	WESTBOUND	21.80	M-7	2022	GOOD	2024
NW22.8	IPDC	I-90	WESTBOUND	22.80	M-7	2022	GOOD	2024
P5	MAINLINE PLAZA	I-90	WESTBOUND	23.30	M-7	2022	GOOD	2024
NW23.9	IPDC	I-90	WESTBOUND	23.90	M-7	2022	GOOD	2024
BLVOS	OASIS	I-90	EAST/WEST	24.20	M-7	2022	GOOD	2024
NW25.0	IPDC	I-90	WESTBOUND	25.00	M-7	2022	GOOD	2024
P3	RAMP PLAZA - AET	I-90	EAST/WEST	25.10	M-7	2022	GOOD	2070
NW25.9	IPDC	I-90	WESTBOUND	25.90	M-7	2022	GOOD	2024
NW27.0	IPDC	I-90	WESTBOUND	27.00	M-7	2022	GOOD	2024
NW27.9	IPDC	I-90	WESTBOUND	27.90	M-7	2022	GOOD	2024
NW28.8	IPDC	I-90	WESTBOUND	28.80	M-7	2022	GOOD	2024
P64	RAMP PLAZA	I-88	EAST/WEST	114.50	M-8	2023	FAIR	2027
P63	RAMP PLAZA	I-88	EAST/WEST	116.90	M-8	2022	FAIR	2024
M08	MAINT. GARAGE	I-88	EASTBOUND	117.80	M-8	2022	EXCELLENT	2024
P61	MAINLINE PLAZA	I-88	EAST/WEST	117.85	M-8	2022	FAIR	2024
P59	RAMP PLAZA	I-88	EAST/WEST	119.25	M-8	2022	FAIR	2024
P60	RAMP PLAZA - AET	I-88	EAST/WEST	121.20	M-8	2022	GOOD	2024
P58	RAMP PLAZA	I-88	EAST/WEST	125.10	M-8	2022	GOOD	2024
M08-OLD	MAINT.	I-88	WESTBOUND	127.60	M-8	2023	FAIR	2025
P57	RAMP PLAZA	I-88	EASTBOUND	127.60	M-8	2022	FAIR	2024
SSWHS		I-88	WESTBOUND	127.70	M-8	2023	FAIR	2024
LSLTW	COMM. TOWER	I-88	WESTBOUND	131.20	M-8	2023	FAIR	2030

Appendix J Facility Site Inspection Schedule Report

FAC SITE ID	FAC TYPE	ROUTE	DIRECTION	MP	M SEC.	LAST INSP.	CONDITION	NEXT SCH. REPAIR
P56A	RAMP PLAZA	I-88	WESTBOUND	133.70	M-8	2022	FAIR	2024
P56B	RAMP PLAZA	I-88	EASTBOUND	134.20	M-8	2022	FAIR	2024
P52	MAINLINE PLAZA	I-88	EASTBOUND	135.10	M-8	2023	FAIR	2026
P55	RAMP PLAZA	I-88	EASTBOUND	136.50	M-8	2022	GOOD	2024
P54	RAMP PLAZA	I-88	EASTBOUND	137.30	M-8	2022	GOOD	2024
P53	RAMP PLAZA	I-88	WESTBOUND	137.70	M-8	2022	FAIR	2024
P51	MAINLINE PLAZA	I-88	WESTBOUND	138.10	M-8	2022	FAIR	2024
RCHRP	COMM. TOWER	I-88	WESTBOUND	81.70	M-11	2022	FAIR	2024
P66	MAINLINE PLAZA	I-88	EAST/WEST	86.25	M-11	2022	GOOD	2024
DKBDC		I-88	EASTBOUND	91.20	M-11	2022	FAIR	2024
P67	RAMP PLAZA	I-88	EAST/WEST	91.40	M-11	2023	GOOD	2024
M11	MAINT. GARAGE	I-88	EAST/WEST	91.40	M-11	2022	FAIR	2024
DKBOS	OASIS	I-88	EASTBOUND	93.20	M-11	2023	FAIR	2024
P65	RAMP PLAZA	I-88	EAST/WEST	94.10	M-11	2022	GOOD	2024
047SD	SALT DOME	I-88	WESTBOUND	109.20	M-11	2023	FAIR	2030
P64A	RAMP PLAZA - AET	I-88	EAST/WEST	109.40	M-11	2023	GOOD	2050
DXNRP	COMM. TOWER	I-88	WESTBOUND	50.10	M-12	2022	FAIR	2024
M12	MAINT. GARAGE	I-88	WESTBOUND	54.10	M-12	2022	FAIR	2024
P69	MAINLINE PLAZA	I-88	EAST/WEST	56.40	M-12	2022	FAIR	2024
ASHRP	COMM. TOWER	I-88	WESTBOUND	67.30	M-12	2022	GOOD	2024
251SD	SALT DOME	I-88	WESTBOUND	76.10	M-12	2022	FAIR	2024
P101	RAMP PLAZA - AET	I-355	NORTH/SOUTH	0.80	M-14	2023	GOOD	2025
SCMNT	SALT DOME	I-355	NORTHBOUND	3.20	M-14	2023	GOOD	2025
P99	MAINLINE PLAZA	I-355	NORTH/SOUTH	3.30	M-14	2023	GOOD	2037
P97	RAMP PLAZA	I-355	NORTH/SOUTH	5.00	M-14	2023	GOOD	2037
P95	RAMP PLAZA	I-355	NORTH/SOUTH	7.50	M-14	2023	FAIR	2037
P93	RAMP PLAZA - AET	I-355	NORTH/SOUTH	9.10	M-14	2023	FAIR	2037
127TW	COMM. TOWER	I-355	SOUTHBOUND	9.10	M-14	2023	FAIR	2037
P90	RAMP PLAZA	I-355	NORTH/SOUTH	13.75	M-14	2023	FAIR	2026
P89	MAINLINE PLAZA	I-355	NORTH/SOUTH	14.40	M-14	2023	FAIR	2026
P87	RAMP PLAZA	I-355	NORTH/SOUTH	15.50	M-14	2022	FAIR	2024
PND6PS	PUMP STATION	I-355	SOUTHBOUND	15.70	M-14	2022	FAIR	2024
P85	RAMP PLAZA	I-355	NORTH/SOUTH	17.30	M-14	2022	FAIR	2024

Appendix J Facility Site Inspection Schedule Report

FAC SITE ID	FAC TYPE	ROUTE	DIRECTION	MP	M SEC.	LAST INSP.	CONDITION	NEXT SCH. REPAIR
P83	RAMP PLAZA	I-355	NORTH/SOUTH	18.50	M-14	2022	FAIR	2024
P81	RAMP PLAZA	I-355	NORTH/SOUTH	19.70	M-14	2022	GOOD	2024
CNTAD		I-355	NORTHBOUND	19.80	M-14	2022	GOOD	2024
M14	MAINT. GARAGE	I-355	NORTHBOUND	21.00	M-14	2022	GOOD	2024
CNTSP		I-355	NORTHBOUND	21.90	M-14	2022	FAIR	2024
P79	RAMP PLAZA	I-355	NORTH/SOUTH	22.50	M-14	2023	POOR	2024
P77	RAMP PLAZA	I-355	NORTH/SOUTH	24.60	M-14	2022	FAIR	2024
P75	RAMP PLAZA	I-355	NORTH/SOUTH	27.80	M-14	2023	FAIR	2024
P73	MAINLINE PLAZA	I-355	NORTH/SOUTH	29.20	M-14	2023	FAIR	2024
P330	MAINLINE PLAZA - AET	IL 390	EAST/WEST	6.60	M-16	2023	GOOD	2046
P328	MAINLINE PLAZA - AET	IL 390	EAST/WEST	9.00	M-16	2023	GOOD	2024
P326	MAINLINE PLAZA - AET	IL 390	EAST/WEST	10.60	M-16	2023	GOOD	2024
PLGPS	PUMP STATION	IL 390	WESTBOUND	10.75	M-16	2022	FAIR	2024
P324	MAINLINE PLAZA - AET	IL 390	EAST/WEST	13.30	M-16	2023	GOOD	2048
P325	RAMP PLAZA - AET	IL 390	WESTBOUND	13.50	M-16	2023	GOOD	2048
P322	MAINLINE PLAZA - AET	IL 390	EAST/WEST	14.30	M-16	2023	GOOD	2048
P320	MAINLINE PLAZA - AET	IL 390	EAST/WEST	15.30	M-16	2023	GOOD	2048
M16	MAINT. GARAGE	IL 390	WESTBOUND	16.40	M-16	2022	EXCELLENT	2026

TOTAL # OF FACILITY SITES INSPECTED IN 2023: 96

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APPENDIX K

TOLLING SYSTEM CONDITION RATING TABLE

Appendix K Tolling System Condition Rating Table

PLAZA	PLAZA ESCRIPTION	ROADWAY LOCATION	BUS LANE ID	LANE CONFIGURATION	ROUTE	DIR.	MP	M-SECTION	CONDITION	ACTIVE VS INACTIVE
PLAZA 45C	I80E	RAMP - ENTRANCE	080E005.10TSLR-I80E-51	SHOULDER	I-80	EB	5.1	M-1	EXCELLENT	ACTIVE
PLAZA 45C	I80E	RAMP - ENTRANCE	080E005.10TSLR-I80E-52	ORT	I-80	EB	5.1	M-1	EXCELLENT	ACTIVE
PLAZA 45C	I80E	RAMP - ENTRANCE	080E005.10TSLR-I80E-53	ORT	I-80	EB	5.1	M-1	EXCELLENT	ACTIVE
PLAZA 45C	I80E	RAMP - ENTRANCE	080E005.10TSLR-I80E-54	SHOULDER	I-80	EB	5.1	M-1	EXCELLENT	ACTIVE
PLAZA 45C	I80E	RAMP - ENTRANCE	080E005.10TSLR-I80E-71	IPO	I-80	EB	5.1	M-1	EXCELLENT	ACTIVE
PLAZA 45C	I80E	RAMP - ENTRANCE	080E005.10TSLR-I80E-72	MLT	I-80	EB	5.1	M-1	EXCELLENT	INACTIVE
PLAZA 45C	I80E	RAMP - ENTRANCE	080E005.10TSLR-I80E-73	MLT	I-80	EB	5.1	M-1	EXCELLENT	ACTIVE
PLAZA 45C	I80E	RAMP - ENTRANCE	080E005.10TSLR-I80E-74	MLT	I-80	EB	5.1	M-1	GOOD	INACTIVE
PLAZA 43D	I80W	RAMP - EXIT	080W005.10TSLR-I80W-51	SHOULDER	I-80	WB	5.1	M-1	EXCELLENT	ACTIVE
PLAZA 43D	I80W	RAMP - EXIT	080W005.10TSLR-I80W-52	ORT	I-80	WB	5.1	M-1	EXCELLENT	ACTIVE
PLAZA 43D	I80W	RAMP - EXIT	080W005.10TSLR-I80W-53	ORT	I-80	WB	5.1	M-1	EXCELLENT	ACTIVE
PLAZA 43D	I80W	RAMP - EXIT	080W005.10TSLR-I80W-54	SHOULDER	I-80	WB	5.1	M-1	EXCELLENT	ACTIVE
PLAZA 43D	I80W	RAMP - EXIT	080W005.10TSLR-I80W-71	MLT	I-80	WB	5.1	M-1	GOOD	ACTIVE
PLAZA 43D	I80W	RAMP - EXIT	080W005.10TSLR-I80W-72	MLT	I-80	WB	5.1	M-1	GOOD	INACTIVE
PLAZA 43D	I80W	RAMP - EXIT	080W005.10TSLR-I80W-73	MLT	I-80	WB	5.1	M-1	GOOD	INACTIVE
PLAZA 43D	I80W	RAMP - EXIT	080W005.10TSLR-I80W-74	MLT	I-80	WB	5.1	M-1	GOOD	INACTIVE
PLAZA 47F	HALSTED ST	RAMP - EXIT	294N002.70TSLR-HLSTD-1	IPO	I-294	NB	2.7	M-1	EXCELLENT	ACTIVE
PLAZA 47F	HALSTED ST	RAMP - EXIT	294N002.70TSLR-HLSTD-2	ACM	I-294	NB	2.7	M-1	GOOD	INACTIVE
PLAZA 47F	HALSTED ST	RAMP - EXIT	294N002.70TSLR-HLSTD-3	IPO	I-294	NB	2.7	M-1	EXCELLENT	ACTIVE
PLAZA 41	163RD ST	MAINLINE	294N005.60TSLM-163ST-51	SHOULDER	I-294	NB	5.6	M-1	EXCELLENT	ACTIVE
PLAZA 41	163RD ST	MAINLINE	294N005.60TSLM-163ST-52	ORT	I-294	NB	5.6	M-1	EXCELLENT	ACTIVE
PLAZA 41	163RD ST	MAINLINE	294N005.60TSLM-163ST-53	ORT	I-294	NB	5.6	M-1	EXCELLENT	ACTIVE
PLAZA 41	163RD ST	MAINLINE	294N005.60TSLM-163ST-54	ORT	I-294	NB	5.6	M-1	EXCELLENT	ACTIVE
PLAZA 41	163RD ST	MAINLINE	294N005.60TSLM-163ST-55	ORT	I-294	NB	5.6	M-1	EXCELLENT	ACTIVE
PLAZA 41	163RD ST	MAINLINE	294N005.60TSLM-163ST-56	SHOULDER	I-294	NB	5.6	M-1	EXCELLENT	ACTIVE

Appendix K Tolling System Condition Rating Table

PLAZA	PLAZA ESCRIPTION	ROADWAY LOCATION	BUS LANE ID	LANE CONFIGURATION	ROUTE	DIR.	MP	M-SECTION	CONDITION	ACTIVE VS INACTIVE
PLAZA 41	163RD ST	MAINLINE	294N005.60TSLM-163ST-71	MLT	I-294	NB	5.6	M-1	EXCELLENT	INACTIVE
PLAZA 41	163RD ST	MAINLINE	294N005.60TSLM-163ST-72	MLT	I-294	NB	5.6	M-1	EXCELLENT	INACTIVE
PLAZA 41	163RD ST	MAINLINE	294N005.60TSLM-163ST-73	MLT	I-294	NB	5.6	M-1	GOOD (2022)	INACTIVE
PLAZA 41	163RD ST	MAINLINE	294N005.60TSLM-163ST-74	MLT	I-294	NB	5.6	M-1	GOOD (2022)	INACTIVE
PLAZA 41	163RD ST	MAINLINE	294N005.60TSLM-163ST-75	IPO	I-294	NB	5.6	M-1	GOOD (2022)	INACTIVE
PLAZA 40F	159TH ST	RAMP - ENTRANCE	294N006.30TSLR-159ST-1	IPO	I-294	NB	6.3	M-1	EXCELLENT	ACTIVE
PLAZA 40F	159TH ST	RAMP - ENTRANCE	294N006.30TSLR-159ST-2	ATPM	I-294	NB	6.3	M-1	EXCELLENT	INACTIVE
PLAZA 40G	159TH ST	RAMP - ENTRANCE	294N006.30TSLR-159ST-3	ATPM	I-294	NB	6.3	M-1	EXCELLENT	INACTIVE
PLAZA 40G	159TH ST	RAMP - ENTRANCE	294N006.30TSLR-159ST-4	IPO	I-294	NB	6.3	M-1	EXCELLENT	ACTIVE
PLAZA 42N	I-57	RAMP - ENTRANCE		SHOULDER	I-294	NB	8.25	M-1	EXCELLENT	ACTIVE
PLAZA 42N	I-57	RAMP - ENTRANCE		AET	I-294	NB	8.25	M-1	EXCELLENT	ACTIVE
PLAZA 42N	I-57	RAMP - ENTRANCE		AET	I-294	NB	8.25	M-1	EXCELLENT	ACTIVE
PLAZA 42B	I-57	RAMP - ENTRANCE		SHOULDER	I-294	NB	8.25	M-1	EXCELLENT	ACTIVE
PLAZA 42B	I-57	RAMP - ENTRANCE		AET	I-294	NB	8.25	M-1	EXCELLENT	ACTIVE
PLAZA 42B	I-57	RAMP - ENTRANCE		AET	I-294	NB	8.25	M-1	EXCELLENT	ACTIVE
PLAZA 38N	95TH ST	RAMP - EXIT	294N017.50TSLR-95ST-1	IPO	I-294	NB	17.5	M-1	GOOD	ACTIVE
PLAZA 38N	95TH ST	RAMP - EXIT	294N017.50TSLR-95ST-2	IPO	I-294	NB	17.5	M-1	EXCELLENT	ACTIVE
PLAZA 39	83RD ST	MAINLINE	294N019.30TSLM-83ST-51	SHOULDER	I-294	NB	19.3	M-1	EXCELLENT	ACTIVE
PLAZA 39	83RD ST	MAINLINE	294N019.30TSLM-83ST-52	ORT	I-294	NB	19.3	M-1	EXCELLENT	ACTIVE
PLAZA 39	83RD ST	MAINLINE	294N019.30TSLM-83ST-53	ORT	I-294	NB	19.3	M-1	EXCELLENT	ACTIVE
PLAZA 39	83RD ST	MAINLINE	294N019.30TSLM-83ST-54	ORT	I-294	NB	19.3	M-1	EXCELLENT	ACTIVE
PLAZA 39	83RD ST	MAINLINE	294N019.30TSLM-83ST-55	ORT	I-294	NB	19.3	M-1	EXCELLENT	ACTIVE
PLAZA 39	83RD ST	MAINLINE	294N019.30TSLM-83ST-56	SHOULDER	I-294	NB	19.3	M-1	EXCELLENT	ACTIVE
PLAZA 39	83RD ST	MAINLINE	294N019.30TSLM-83ST-57	SHOULDER	I-294	NB	19.3	M-1	EXCELLENT	ACTIVE
PLAZA 39	83RD ST	MAINLINE	294N019.30TSLM-83ST-71	MLT	I-294	NB	19.3	M-1	EXCELLENT	INACTIVE

Appendix K Tolling System Condition Rating Table

PLAZA	PLAZA ESCRIPTION	ROADWAY LOCATION	BUS LANE ID	LANE CONFIGURATION	ROUTE	DIR.	MP	M-SECTION	CONDITION	ACTIVE VS INACTIVE
PLAZA 39	83RD ST	MAINLINE	294N019.30TSLM-83ST-72	MLT	I-294	NB	19.3	M-1	EXCELLENT	INACTIVE
PLAZA 39	83RD ST	MAINLINE	294N019.30TSLM-83ST-73	MLT	I-294	NB	19.3	M-1	EXCELLENT	INACTIVE
PLAZA 39	83RD ST	MAINLINE	294N019.30TSLM-83ST-74	MLT	I-294	NB	19.3	M-1	EXCELLENT	INACTIVE
PLAZA 39	83RD ST	MAINLINE	294N019.30TSLM-83ST-75	IPO	I-294	NB	19.3	M-1	EXCELLENT	INACTIVE
PLAZA 39	83RD ST	MAINLINE	294N019.30TSLM-83ST-76	IPO	I-294	NB	19.3	M-1	EXCELLENT	INACTIVE
PLAZA 47E	HALSTED ST	RAMP - ENTRANCE	294S002.70TSLR-HLSTD-4	IPO	I-294	SB	2.7	M-1	EXCELLENT	ACTIVE
PLAZA 47E	HALSTED ST	RAMP - ENTRANCE	294S002.70TSLR-HLSTD-5	ACM	I-294	SB	2.7	M-1	EXCELLENT	ACTIVE
PLAZA 47E	HALSTED ST	RAMP - ENTRANCE	294S002.70TSLR-HLSTD-6	IPO	I-294	SB	2.7	M-1	EXCELLENT	ACTIVE
PLAZA 41	163RD ST	MAINLINE	294S005.60TSLM-163ST-61	SHOULDER	I-294	SB	5.6	M-1	EXCELLENT	ACTIVE
PLAZA 41	163RD ST	MAINLINE	294S005.60TSLM-163ST-62	ORT	I-294	SB	5.6	M-1	EXCELLENT	ACTIVE
PLAZA 41	163RD ST	MAINLINE	294S005.60TSLM-163ST-63	ORT	I-294	SB	5.6	M-1	EXCELLENT	ACTIVE
PLAZA 41	163RD ST	MAINLINE	294S005.60TSLM-163ST-64	ORT	I-294	SB	5.6	M-1	EXCELLENT	ACTIVE
PLAZA 41	163RD ST	MAINLINE	294S005.60TSLM-163ST-65	ORT	I-294	SB	5.6	M-1	EXCELLENT	ACTIVE
PLAZA 41	163RD ST	MAINLINE	294S005.60TSLM-163ST-66	SHOULDER	I-294	SB	5.6	M-1	EXCELLENT	ACTIVE
PLAZA 41	163RD ST	MAINLINE	294S005.60TSLM-163ST-81	IPO	I-294	SB	5.6	M-1	EXCELLENT	ACTIVE
PLAZA 41	163RD ST	MAINLINE	294S005.60TSLM-163ST-82	MLT	I-294	SB	5.6	M-1	EXCELLENT	INACTIVE
PLAZA 41	163RD ST	MAINLINE	294S005.60TSLM-163ST-83	MLT	I-294	SB	5.6	M-1	EXCELLENT	INACTIVE
PLAZA 41	163RD ST	MAINLINE	294S005.60TSLM-163ST-84	MLT	I-294	SB	5.6	M-1	GOOD	INACTIVE
PLAZA 41	163RD ST	MAINLINE	294S005.60TSLM-163ST-85	MLT	I-294	SB	5.6	M-1	EXCELLENT	INACTIVE
PLAZA 40H	159TH ST	RAMP - EXIT	294S006.30TSLR-159ST-5	ATPM	I-294	SB	6.3	M-1	EXCELLENT	INACTIVE
PLAZA 40H	159TH ST	RAMP - EXIT	294S006.30TSLR-159ST-6	IPO	I-294	SB	6.3	M-1	EXCELLENT	ACTIVE
PLAZA 40E	159TH ST	RAMP - EXIT	294S006.30TSLR-159ST-7	IPO	I-294	SB	6.3	M-1	EXCELLENT	ACTIVE
PLAZA 40E	159TH ST	RAMP - EXIT	294S006.30TSLR-159ST-8	ATPM	I-294	SB	6.3	M-1	EXCELLENT	INACTIVE
PLAZA 42M	I-57	RAMP - EXIT		SHOULDER	I-294	SB	7.75	M-1	EXCELLENT	ACTIVE
PLAZA 42M	I-57	RAMP - EXIT		AET	I-294	SB	7.75	M-1	EXCELLENT	ACTIVE

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PLAZA	PLAZA ESCRIPTION	ROADWAY LOCATION	BUS LANE ID	LANE CONFIGURATION	ROUTE	DIR.	MP	M-SECTION	CONDITION	ACTIVE VS INACTIVE
PLAZA 42M	I-57	RAMP - EXIT		AET	I-294	SB	7.75	M-1	EXCELLENT	ACTIVE
PLAZA 42X	I-57	RAMP - EXIT		AET	I-294	SB	8.25	M-1	EXCELLENT	ACTIVE
PLAZA 42X	I-57	RAMP - EXIT		AET	I-294	SB	8.25	M-1	EXCELLENT	ACTIVE
PLAZA 42X	I-57	RAMP - EXIT		SHOULDER	I-294	SB	8.25	M-1	EXCELLENT	ACTIVE
PLAZA 38S	95TH ST	RAMP - ENTRANCE	294S017.50TSLR-95ST-3	IPO	I-294	SB	17.5	M-1	GOOD	INACTIVE
PLAZA 38S	95TH ST	RAMP - ENTRANCE	294S017.50TSLR-95ST-4	IPO	I-294	SB	17.5	M-1	FAIR	ACTIVE
PLAZA 34A	75TH ST	RAMP - EXIT	294S022.22TSLR-75ST-1	IPO	I-294	SB	22.22	M-1	EXCELLENT	ACTIVE
PLAZA 34A	75TH ST	RAMP - EXIT	294S022.22TSLR-75ST-2	ATPM	I-294	SB	22.22	M-1	GOOD	INACTIVE
PLAZA 34A	75TH ST	RAMP - EXIT	294S022.22TSLR-75ST-3	IPO	I-294	SB	22.22	M-1	EXCELLENT	ACTIVE
PLAZA 34D	75TH ST	RAMP - ENTRANCE	294N022.00TSLR-75ST-4	IPO	I-294	NB	22	M-2	EXCELLENT	ACTIVE
PLAZA 34D	75TH ST	RAMP - ENTRANCE	294N022.00TSLR-75ST-5	IPO	I-294	NB	22	M-2	EXCELLENT	ACTIVE
PLAZA 34D	75TH ST	RAMP - ENTRANCE	294N022.00TSLR-75ST-6	ATPM	I-294	NB	22	M-2	GOOD	INACTIVE
PLAZA 37A	I55	RAMP - ENTRANCE	294N024.10TSLR-I55S-10	IPO	I-294	NB	24.1	M-2	EXCELLENT	ACTIVE
PLAZA 37A	I55	RAMP - ENTRANCE	294N024.10TSLR-I55S-6	IPO	I-294	NB	24.1	M-2	EXCELLENT	ACTIVE
PLAZA 37A	I55	RAMP - ENTRANCE	294N024.10TSLR-I55S-7	IPO	I-294	NB	24.1	M-2	EXCELLENT	INACTIVE
PLAZA 37A	I55	RAMP - ENTRANCE	294N024.10TSLR-I55S-8	ACM	I-294	NB	24.1	M-2	EXCELLENT	INACTIVE
PLAZA 37A	I55	RAMP - ENTRANCE	294N024.10TSLR-I55S-9	ACM	I-294	NB	24.1	M-2	EXCELLENT	INACTIVE
PLAZA 35	CERMAK ROAD	MAINLINE	294N029.90TSLM-CRMKR-51	SHOULDER	I-294	NB	29.9	M-2	EXCELLENT	ACTIVE
PLAZA 35	CERMAK ROAD	MAINLINE	294N029.90TSLM-CRMKR-52	ORT	I-294	NB	29.9	M-2	EXCELLENT	ACTIVE
PLAZA 35	CERMAK ROAD	MAINLINE	294N029.90TSLM-CRMKR-53	ORT	I-294	NB	29.9	M-2	EXCELLENT	ACTIVE
PLAZA 35	CERMAK ROAD	MAINLINE	294N029.90TSLM-CRMKR-54	ORT	I-294	NB	29.9	M-2	EXCELLENT	ACTIVE
PLAZA 35	CERMAK ROAD	MAINLINE	294N029.90TSLM-CRMKR-55	ORT	I-294	NB	29.9	M-2	EXCELLENT	ACTIVE
PLAZA 35	CERMAK ROAD	MAINLINE	294N029.90TSLM-CRMKR-56	SHOULDER	I-294	NB	29.9	M-2	EXCELLENT	ACTIVE
PLAZA 35	CERMAK ROAD	MAINLINE	294N029.90TSLM-CRMKR-71	MLT	I-294	NB	29.9	M-2	EXCELLENT	INACTIVE
PLAZA 35	CERMAK ROAD	MAINLINE	294N029.90TSLM-CRMKR-72	MLT	I-294	NB	29.9	M-2	EXCELLENT	INACTIVE
PLAZA 35	CERMAK ROAD	MAINLINE	294N029.90TSLM-CRMKR-73	MLT	I-294	NB	29.9	M-2	EXCELLENT	INACTIVE

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PLAZA	PLAZA ESCRIPTION	ROADWAY LOCATION	BUS LANE ID	LANE CONFIGURATION	ROUTE	DIR.	MP	M-SECTION	CONDITION	ACTIVE VS INACTIVE
PLAZA 35	CERMAK ROAD	MAINLINE	294N029.90TSLM-CRMKR-74	MLT	I-294	NB	29.9	M-2	EXCELLENT	INACTIVE
PLAZA 35	CERMAK ROAD	MAINLINE	294N029.90TSLM-CRMKR-75	MLT	I-294	NB	29.9	M-2	EXCELLENT	INACTIVE
PLAZA 35	CERMAK ROAD	MAINLINE	294N029.90TSLM-CRMKR-76	MLT	I-294	NB	29.9	M-2	EXCELLENT	INACTIVE
PLAZA 35	CERMAK ROAD	MAINLINE	294N029.90TSLM-CRMKR-77	IPO	I-294	NB	29.9	M-2	EXCELLENT	ACTIVE
PLAZA 36	82ND ST	MAINLINE	294S019.70TSLM-82ST-51	SHOULDER	I-294	SB	19.7	M-2	EXCELLENT	ACTIVE
PLAZA 36	82ND ST	MAINLINE	294S019.70TSLM-82ST-52	ORT	I-294	SB	19.7	M-2	EXCELLENT	ACTIVE
PLAZA 36	82ND ST	MAINLINE	294S019.70TSLM-82ST-53	ORT	I-294	SB	19.7	M-2	EXCELLENT	ACTIVE
PLAZA 36	82ND ST	MAINLINE	294S019.70TSLM-82ST-54	ORT	I-294	SB	19.7	M-2	EXCELLENT	ACTIVE
PLAZA 36	82ND ST	MAINLINE	294S019.70TSLM-82ST-55	ORT	I-294	SB	19.7	M-2	EXCELLENT	ACTIVE
PLAZA 36	82ND ST	MAINLINE	294S019.70TSLM-82ST-56	SHOULDER	I-294	SB	19.7	M-2	EXCELLENT	ACTIVE
PLAZA 36	82ND ST	MAINLINE	294S019.70TSLM-82ST-71	MLT	I-294	SB	19.7	M-2	EXCELLENT	INACTIVE
PLAZA 36	82ND ST	MAINLINE	294S019.70TSLM-82ST-72	MLT	I-294	SB	19.7	M-2	EXCELLENT	INACTIVE
PLAZA 36	82ND ST	MAINLINE	294S019.70TSLM-82ST-73	MLT	I-294	SB	19.7	M-2	EXCELLENT	INACTIVE
PLAZA 36	82ND ST	MAINLINE	294S019.70TSLM-82ST-74	MLT	I-294	SB	19.7	M-2	EXCELLENT	INACTIVE
PLAZA 36	82ND ST	MAINLINE	294S019.70TSLM-82ST-75	MLT	I-294	SB	19.7	M-2	EXCELLENT	INACTIVE
PLAZA 36	82ND ST	MAINLINE	294S019.70TSLM-82ST-76	IPO	I-294	SB	19.7	M-2	EXCELLENT	INACTIVE
PLAZA 37B	I55	RAMP - EXIT	294S024.10TSLR-I55S-1	IPO	I-294	SB	24.1	M-2	EXCELLENT	ACTIVE
PLAZA 37B	I55	RAMP - EXIT	294S024.10TSLR-I55S-2	ACM	I-294	SB	24.1	M-2	EXCELLENT (2022)	INACTIVE
PLAZA 37B	I55	RAMP - EXIT	294S024.10TSLR-I55S-3	ACM	I-294	SB	24.1	M-2	GOOD (2022)	INACTIVE
PLAZA 37B	I55	RAMP - EXIT	294S024.10TSLR-I55S-4	ACM	I-294	SB	24.1	M-2	GOOD (2022)	INACTIVE
PLAZA 37B	I55	RAMP - EXIT	294S024.10TSLR-I55S-5	IPO	I-294	SB	24.1	M-2	EXCELLENT	ACTIVE
PLAZA 35	CERMAK ROAD	MAINLINE	294S029.90TSLM-CRMKR-61	SHOULDER	I-294	SB	29.9	M-2	EXCELLENT	ACTIVE
PLAZA 35	CERMAK ROAD	MAINLINE	294S029.90TSLM-CRMKR-62	ORT	I-294	SB	29.9	M-2	EXCELLENT	ACTIVE
PLAZA 35	CERMAK ROAD	MAINLINE	294S029.90TSLM-CRMKR-63	ORT	I-294	SB	29.9	M-2	EXCELLENT	ACTIVE
PLAZA 35	CERMAK ROAD	MAINLINE	294S029.90TSLM-CRMKR-64	ORT	I-294	SB	29.9	M-2	EXCELLENT	ACTIVE

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PLAZA	PLAZA ESCRIPTION	ROADWAY LOCATION	BUS LANE ID	LANE CONFIGURATION	ROUTE	DIR.	MP	M-SECTION	CONDITION	ACTIVE VS INACTIVE
PLAZA 35	CERMAK ROAD	MAINLINE	294S029.90TSLM-CRMKR-65	ORT	I-294	SB	29.9	M-2	EXCELLENT	ACTIVE
PLAZA 35	CERMAK ROAD	MAINLINE	294S029.90TSLM-CRMKR-66	SHOULDER	I-294	SB	29.9	M-2	EXCELLENT	ACTIVE
PLAZA 35	CERMAK ROAD	MAINLINE	294S029.90TSLM-CRMKR-81	IPO	I-294	SB	29.9	M-2	EXCELLENT	ACTIVE
PLAZA 35	CERMAK ROAD	MAINLINE	294S029.90TSLM-CRMKR-82	MLT	I-294	SB	29.9	M-2	GOOD	INACTIVE
PLAZA 35	CERMAK ROAD	MAINLINE	294S029.90TSLM-CRMKR-83	MLT	I-294	SB	29.9	M-2	EXCELLENT	INACTIVE
PLAZA 35	CERMAK ROAD	MAINLINE	294S029.90TSLM-CRMKR-84	MLT	I-294	SB	29.9	M-2	EXCELLENT	INACTIVE
PLAZA 35	CERMAK ROAD	MAINLINE	294S029.90TSLM-CRMKR-85	MLT	I-294	SB	29.9	M-2	EXCELLENT	INACTIVE
PLAZA 35	CERMAK ROAD	MAINLINE	294S029.90TSLM-CRMKR-86	MLT	I-294	SB	29.9	M-2	EXCELLENT	INACTIVE
PLAZA 35	CERMAK ROAD	MAINLINE	294S029.90TSLM-CRMKR-87	MLT	I-294	SB	29.9	M-2	EXCELLENT	INACTIVE
PLAZA 19	RIVER ROAD	MAINLINE	090E078.50TSLM-RIVRR-51	SHOULDER	I-90	EB	78.5	M-3	EXCELLENT	ACTIVE
PLAZA 19	RIVER ROAD	MAINLINE	090E078.50TSLM-RIVRR-52	ORT	I-90	EB	78.5	M-3	EXCELLENT	ACTIVE
PLAZA 19	RIVER ROAD	MAINLINE	090E078.50TSLM-RIVRR-53	ORT	I-90	EB	78.5	M-3	EXCELLENT	ACTIVE
PLAZA 19	RIVER ROAD	MAINLINE	090E078.50TSLM-RIVRR-54	ORT	I-90	EB	78.5	M-3	EXCELLENT	ACTIVE
PLAZA 19	RIVER ROAD	MAINLINE	090E078.50TSLM-RIVRR-55	SHOULDER	I-90	EB	78.5	M-3	EXCELLENT	ACTIVE
PLAZA 19	RIVER ROAD	MAINLINE	090E078.50TSLM-RIVRR-71	MLT	I-90	EB	78.5	M-3	GOOD	INACTIVE
PLAZA 19	RIVER ROAD	MAINLINE	090E078.50TSLM-RIVRR-72	MLT	I-90	EB	78.5	M-3	GOOD	ACTIVE
PLAZA 19	RIVER ROAD	MAINLINE	090E078.50TSLM-RIVRR-73	MLT	I-90	EB	78.5	M-3	GOOD	ACTIVE
PLAZA 19	RIVER ROAD	MAINLINE	090E078.50TSLM-RIVRR-74	ATPM	I-90	EB	78.5	M-3	GOOD	INACTIVE
PLAZA 19	RIVER ROAD	MAINLINE	090E078.50TSLM-RIVRR-75	ATPM	I-90	EB	78.5	M-3	GOOD	INACTIVE
PLAZA 19	RIVER ROAD	MAINLINE	090E078.50TSLM-RIVRR-76	IPO	I-90	EB	78.5	M-3	EXCELLENT	ACTIVE
PLAZA 19	RIVER ROAD	MAINLINE	090E078.50TSLM-RIVRR-77	IPO	I-90	EB	78.5	M-3	EXCELLENT	ACTIVE
PLAZA 17	DEVON AVENUE	MAINLINE	090W077.10TSLM-DEVNA-51	SHOULDER	I-90	WB	77.1	M-3	GOOD	ACTIVE
PLAZA 17	DEVON AVENUE	MAINLINE	090W077.10TSLM-DEVNA-52	ORT	I-90	WB	77.1	M-3	EXCELLENT	ACTIVE
PLAZA 17	DEVON AVENUE	MAINLINE	090W077.10TSLM-DEVNA-53	ORT	I-90	WB	77.1	M-3	EXCELLENT	ACTIVE
PLAZA 17	DEVON AVENUE	MAINLINE	090W077.10TSLM-DEVNA-54	ORT	I-90	WB	77.1	M-3	EXCELLENT	ACTIVE

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PLAZA	PLAZA ESCRIPTION	ROADWAY LOCATION	BUS LANE ID	LANE CONFIGURATION	ROUTE	DIR.	MP	M-SECTION	CONDITION	ACTIVE VS INACTIVE
PLAZA 17	DEVON AVENUE	MAINLINE	090W077.10TSLM-DEVNA-55	ORT	I-90	WB	77.1	M-3	EXCELLENT	ACTIVE
PLAZA 17	DEVON AVENUE	MAINLINE	090W077.10TSLM-DEVNA-56	SHOULDER	I-90	WB	77.1	M-3	EXCELLENT	ACTIVE
PLAZA 17	DEVON AVENUE	MAINLINE	090W077.10TSLM-DEVNA-71	MLT	I-90	WB	77.1	M-3	EXCELLENT	ACTIVE
PLAZA 17	DEVON AVENUE	MAINLINE	090W077.10TSLM-DEVNA-72	MLT	I-90	WB	77.1	M-3	GOOD	INACTIVE
PLAZA 17	DEVON AVENUE	MAINLINE	090W077.10TSLM-DEVNA-73	MLT	I-90	WB	77.1	M-3	GOOD	INACTIVE
PLAZA 17	DEVON AVENUE	MAINLINE	090W077.10TSLM-DEVNA-74	MLT	I-90	WB	77.1	M-3	GOOD	INACTIVE
PLAZA 17	DEVON AVENUE	MAINLINE	090W077.10TSLM-DEVNA-75	MLT	I-90	WB	77.1	M-3	GOOD	INACTIVE
PLAZA 17	DEVON AVENUE	MAINLINE	090W077.10TSLM-DEVNA-76	IPO	I-90	WB	77.1	M-3	EXCELLENT	ACTIVE
PLAZA 30	BALMORAL	RAMP - EXIT	294N039.70TSLR-BLMRL-51	SHOULDER	I-294	NB	39.7	M-3	EXCELLENT	ACTIVE
PLAZA 30	BALMORAL	RAMP - EXIT	294N039.70TSLR-BLMRL-52	AET	I-294	NB	39.7	M-3	EXCELLENT	ACTIVE
PLAZA 30	BALMORAL	RAMP - EXIT	294N039.70TSLR-BLMRL-53	AET	I-294	NB	39.7	M-3	EXCELLENT	ACTIVE
PLAZA 32	O'HARE EAST	RAMP - EXIT	294N040.50TSLR-OHRE-1	IPO	I-294	NB	40.5	M-3	EXCELLENT	ACTIVE
PLAZA 32	O'HARE EAST	RAMP - EXIT	294N040.50TSLR-OHRE-2	ACM	I-294	NB	40.5	M-3	EXCELLENT	INACTIVE
PLAZA 32	O'HARE EAST	RAMP - EXIT	294N040.50TSLR-OHRE-3	ACM	I-294	NB	40.5	M-3	EXCELLENT	INACTIVE
PLAZA 32	O'HARE EAST	RAMP - EXIT	294N040.50TSLR-OHRE-4	IPO	I-294	NB	40.5	M-3	EXCELLENT	ACTIVE
PLAZA 29	TOUHY RD	MAINLINE	294N041.60TSLM-TOUHY-51	SHOULDER	I-294	NB	41.6	M-3	EXCELLENT	ACTIVE
PLAZA 29	TOUHY RD	MAINLINE	294N041.60TSLM-TOUHY-52	ORT	I-294	NB	41.6	M-3	EXCELLENT	ACTIVE
PLAZA 29	TOUHY RD	MAINLINE	294N041.60TSLM-TOUHY-53	ORT	I-294	NB	41.6	M-3	EXCELLENT	ACTIVE
PLAZA 29	TOUHY RD	MAINLINE	294N041.60TSLM-TOUHY-54	ORT	I-294	NB	41.6	M-3	EXCELLENT	ACTIVE
PLAZA 29	TOUHY RD	MAINLINE	294N041.60TSLM-TOUHY-55	ORT	I-294	NB	41.6	M-3	EXCELLENT	ACTIVE
PLAZA 29	TOUHY RD	MAINLINE	294N041.60TSLM-TOUHY-56	SHOULDER	I-294	NB	41.6	M-3	EXCELLENT	ACTIVE
PLAZA 29	TOUHY RD	MAINLINE	294N041.60TSLM-TOUHY-71	MLT	I-294	NB	41.6	M-3	EXCELLENT	ACTIVE
PLAZA 29	TOUHY RD	MAINLINE	294N041.60TSLM-TOUHY-72	MLT	I-294	NB	41.6	M-3	GOOD	INACTIVE
PLAZA 29	TOUHY RD	MAINLINE	294N041.60TSLM-TOUHY-73	MLT	I-294	NB	41.6	M-3	GOOD	INACTIVE
PLAZA 29	TOUHY RD	MAINLINE	294N041.60TSLM-TOUHY-74	MLT	I-294	NB	41.6	M-3	GOOD	INACTIVE

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PLAZA	PLAZA ESCRIPTION	ROADWAY LOCATION	BUS LANE ID	LANE CONFIGURATION	ROUTE	DIR.	MP	M-SECTION	CONDITION	ACTIVE VS INACTIVE
PLAZA 29	TOUHY RD	MAINLINE	294N041.60TSLM-TOUHY-75	MLT	I-294	NB	41.6	M-3	GOOD	INACTIVE
PLAZA 29	TOUHY RD	MAINLINE	294N041.60TSLM-TOUHY-77	IPO	I-294	NB	41.6	M-3	EXCELLENT	ACTIVE
PLAZA 28 - RAMP A	GOLF ROAD	RAMP - ENTRANCE	294N045.20TSLR-GLFRD-1	IPO	I-294	NB	45.2	M-3	EXCELLENT	ACTIVE
PLAZA 28 - RAMP A	GOLF ROAD	RAMP - ENTRANCE	294N045.20TSLR-GLFRD-2	ATPM	I-294	NB	45.2	M-3	GOOD	INACTIVE
PLAZA 28 - RAMP A	GOLF ROAD	RAMP - ENTRANCE	294N045.20TSLR-GLFRD-3	IPO	I-294	NB	45.2	M-3	EXCELLENT	ACTIVE
PLAZA 27B	WILLOW RD	RAMP - ENTRANCE	294N048.90TSLR-WLLRD-10	IPO	I-294	NB	48.9	M-3	EXCELLENT	ACTIVE
PLAZA 27B	WILLOW RD	RAMP - ENTRANCE	294N048.90TSLR-WLLRD-11	IPO	I-294	NB	48.9	M-3	EXCELLENT	ACTIVE
PLAZA 27B	WILLOW RD	RAMP - ENTRANCE	294N048.90TSLR-WLLRD-9	ATPM	I-294	NB	48.9	M-3	GOOD	INACTIVE
PLAZA 33	IRVING PARK RD	MAINLINE	294S038.90TSLM-IRVPK-51	SHOULDER	I-294	SB	38.9	M-3	EXCELLENT	ACTIVE
PLAZA 33	IRVING PARK RD	MAINLINE	294S038.90TSLM-IRVPK-52	ORT	I-294	SB	38.9	M-3	EXCELLENT	ACTIVE
PLAZA 33	IRVING PARK RD	MAINLINE	294S038.90TSLM-IRVPK-53	ORT	I-294	SB	38.9	M-3	EXCELLENT	ACTIVE
PLAZA 33	IRVING PARK RD	MAINLINE	294S038.90TSLM-IRVPK-54	ORT	I-294	SB	38.9	M-3	EXCELLENT	ACTIVE
PLAZA 33	IRVING PARK RD	MAINLINE	294S038.90TSLM-IRVPK-55	ORT	I-294	SB	38.9	M-3	EXCELLENT	ACTIVE
PLAZA 33	IRVING PARK RD	MAINLINE	294S038.90TSLM-IRVPK-56	SHOULDER	I-294	SB	38.9	M-3	EXCELLENT	INACTIVE
PLAZA 33	IRVING PARK RD	MAINLINE	294S038.90TSLM-IRVPK-71	IPO	I-294	SB	38.9	M-3	EXCELLENT	ACTIVE
PLAZA 33	IRVING PARK RD	MAINLINE	294S038.90TSLM-IRVPK-72	MLT	I-294	SB	38.9	M-3	EXCELLENT	ACTIVE
PLAZA 33	IRVING PARK RD	MAINLINE	294S038.90TSLM-IRVPK-73	MLT	I-294	SB	38.9	M-3	EXCELLENT	INACTIVE
PLAZA 33	IRVING PARK RD	MAINLINE	294S038.90TSLM-IRVPK-74	MLT	I-294	SB	38.9	M-3	EXCELLENT	INACTIVE
PLAZA 33	IRVING PARK RD	MAINLINE	294S038.90TSLM-IRVPK-75	MLT	I-294	SB	38.9	M-3	EXCELLENT	ACTIVE
PLAZA 33	IRVING PARK RD	MAINLINE	294S038.90TSLM-IRVPK-76	MLT	I-294	SB	38.9	M-3	EXCELLENT	ACTIVE
PLAZA 33	IRVING PARK RD	MAINLINE	294S038.90TSLM-IRVPK-77	IPO	I-294	SB	38.9	M-3	GOOD	ACTIVE
PLAZA 31	O'HARE WEST	RAMP - EXIT	294S040.20TSLR-OHRW-1	IPO	I-294	SB	40.2	M-3	GOOD	ACTIVE
PLAZA 31	O'HARE WEST	RAMP - EXIT	294S040.20TSLR-OHRW-2	IPO	I-294	SB	40.2	M-3	EXCELLENT	ACTIVE
PLAZA 31	O'HARE WEST	RAMP - EXIT	294S040.20TSLR-OHRW-3	ACM	I-294	SB	40.2	M-3	EXCELLENT	INACTIVE
PLAZA 31	O'HARE WEST	RAMP - EXIT	294S040.20TSLR-OHRW-4	ACM	I-294	SB	40.2	M-3	GOOD	INACTIVE

Appendix K Tolling System Condition Rating Table

PLAZA	PLAZA ESCRIPTION	ROADWAY LOCATION	BUS LANE ID	LANE CONFIGURATION	ROUTE	DIR.	MP	M-SECTION	CONDITION	ACTIVE VS INACTIVE
PLAZA 28 - RAMP B	GOLF RD	RAMP - EXIT	294S045.20TSLR-GLFRD-4	IPO	I-294	SB	45.2	M-3	EXCELLENT	ACTIVE
PLAZA 28 - RAMP B	GOLF RD	RAMP - EXIT	294S045.20TSLR-GLFRD-5	IPO	I-294	SB	45.2	M-3	EXCELLENT	ACTIVE
PLAZA 28 - RAMP B	GOLF RD	RAMP - EXIT	294S045.20TSLR-GLFRD-6	ATPM	I-294	SB	45.2	M-3	GOOD	INACTIVE
PLAZA 27C	WILLOW RD	RAMP - EXIT	294S048.90TSLR-WLLRD-12	IPO	I-294	SB	48.9	M-3	EXCELLENT	ACTIVE
PLAZA 27C	WILLOW RD	RAMP - EXIT	294S048.90TSLR-WLLRD-13	ATPM	I-294	SB	48.9	M-3	EXCELLENT	INACTIVE
PLAZA 27C	WILLOW RD	RAMP - EXIT	294S048.90TSLR-WLLRD-14	IPO	I-294	SB	48.9	M-3	EXCELLENT	ACTIVE
PLAZA 21	WAUKEGAN	MAINLINE	094E004.80TSLM-WKGN-61	SHOULDER	I-94	EB	4.8	M-4	EXCELLENT	ACTIVE
PLAZA 21	WAUKEGAN	MAINLINE	094E004.80TSLM-WKGN-62	ORT	I-94	EB	4.8	M-4	EXCELLENT	ACTIVE
PLAZA 21	WAUKEGAN	MAINLINE	094E004.80TSLM-WKGN-63	ORT	I-94	EB	4.8	M-4	EXCELLENT	ACTIVE
PLAZA 21	WAUKEGAN	MAINLINE	094E004.80TSLM-WKGN-64	ORT	I-94	EB	4.8	M-4	EXCELLENT	ACTIVE
PLAZA 21	WAUKEGAN	MAINLINE	094E004.80TSLM-WKGN-65	SHOULDER	I-94	EB	4.8	M-4	GOOD	ACTIVE
PLAZA 21	WAUKEGAN	MAINLINE	094E004.80TSLM-WKGN-81	MLT	I-94	EB	4.8	M-4	EXCELLENT	INACTIVE
PLAZA 21	WAUKEGAN	MAINLINE	094E004.80TSLM-WKGN-82	IPO	I-94	EB	4.8	M-4	EXCELLENT	INACTIVE
PLAZA 21	WAUKEGAN	MAINLINE	094E004.80TSLM-WKGN-83	MLT	I-94	EB	4.8	M-4	EXCELLENT	INACTIVE
PLAZA 21	WAUKEGAN	MAINLINE	094E004.80TSLM-WKGN-84	MLT	I-94	EB	4.8	M-4	EXCELLENT	INACTIVE
PLAZA 21	WAUKEGAN	MAINLINE	094E004.80TSLM-WKGN-85	IPO	I-94	EB	4.8	M-4	EXCELLENT	ACTIVE
PLAZA 20D	BUCKLEY ROAD	RAMP - EXIT	094E014.00TSLR-BCKLY-3	IPO	I-94	EB	14	M-4	GOOD	ACTIVE
PLAZA 20D	BUCKLEY ROAD	RAMP - EXIT	094E014.00TSLR-BCKLY-4	IPO	I-94	EB	14	M-4	GOOD	ACTIVE
PLAZA 22D	RT 60	RAMP - EXIT	094E019.00TSLR-RT60-3	IPO	I-94	EB	19	M-4	GOOD	ACTIVE
PLAZA 22D	RT 60	RAMP - EXIT	094E019.00TSLR-RT60-4	IPO	I-94	EB	19	M-4	GOOD	ACTIVE
PLAZA 23C	HALF DAY ROAD	RAMP - EXIT	094E022.00TSLR-HLFDY-3	IPO	I-94	EB	22	M-4	EXCELLENT	ACTIVE
PLAZA 23C	HALF DAY ROAD	RAMP - EXIT	094E022.00TSLR-HLFDY-4	IPO	I-94	EB	22	M-4	EXCELLENT	ACTIVE
PLAZA 26C	LAKE COOK RD	RAMP - EXIT	094E025.20TSLR-LKCK-7	IPO	I-94	EB	25.2	M-4	GOOD	ACTIVE
PLAZA 26C	LAKE COOK RD	RAMP - EXIT	094E025.20TSLR-LKCK-8	ATPM	I-94	EB	25.2	M-4	FAIR	INACTIVE
PLAZA 26C	LAKE COOK RD	RAMP - EXIT	094E025.20TSLR-LKCK-9	IPO	I-94	EB	25.2	M-4	GOOD	ACTIVE

Appendix K Tolling System Condition Rating Table

PLAZA	PLAZA ESCRIPTION	ROADWAY LOCATION	BUS LANE ID	LANE CONFIGURATION	ROUTE	DIR.	MP	M-SECTION	CONDITION	ACTIVE VS INACTIVE
PLAZA 24	EDENS SPUR	MAINLINE	094E026.40TSLM-EDNSP-51	SHOULDER	I-94	EB	26.4	M-4	GOOD	ACTIVE
PLAZA 24	EDENS SPUR	MAINLINE	094E026.40TSLM-EDNSP-52	ORT	I-94	EB	26.4	M-4	EXCELLENT	ACTIVE
PLAZA 24	EDENS SPUR	MAINLINE	094E026.40TSLM-EDNSP-53	ORT	I-94	EB	26.4	M-4	EXCELLENT	ACTIVE
PLAZA 24	EDENS SPUR	MAINLINE	094E026.40TSLM-EDNSP-54	SHOULDER	I-94	EB	26.4	M-4	GOOD	ACTIVE
PLAZA 24	EDENS SPUR	MAINLINE	094E026.40TSLM-EDNSP-71	MLT	I-94	EB	26.4	M-4	GOOD	ACTIVE
PLAZA 24	EDENS SPUR	MAINLINE	094E026.40TSLM-EDNSP-72	MLT	I-94	EB	26.4	M-4	EXCELLENT	INACTIVE
PLAZA 24	EDENS SPUR	MAINLINE	094E026.40TSLM-EDNSP-73	ATPM	I-94	EB	26.4	M-4	EXCELLENT	INACTIVE
PLAZA 24	EDENS SPUR	MAINLINE	094E026.40TSLM-EDNSP-74	ATPM	I-94	EB	26.4	M-4	GOOD	INACTIVE
PLAZA 21	WAUKEGAN	MAINLINE	094W004.80TSLM-WKGN-51	SHOULDER	I-94	WB	4.8	M-4	GOOD	ACTIVE
PLAZA 21	WAUKEGAN	MAINLINE	094W004.80TSLM-WKGN-52	ORT	I-94	WB	4.8	M-4	EXCELLENT	ACTIVE
PLAZA 21	WAUKEGAN	MAINLINE	094W004.80TSLM-WKGN-53	ORT	I-94	WB	4.8	M-4	EXCELLENT	ACTIVE
PLAZA 21	WAUKEGAN	MAINLINE	094W004.80TSLM-WKGN-54	ORT	I-94	WB	4.8	M-4	EXCELLENT	ACTIVE
PLAZA 21	WAUKEGAN	MAINLINE	094W004.80TSLM-WKGN-55	SHOULDER	I-94	WB	4.8	M-4	GOOD	ACTIVE
PLAZA 21	WAUKEGAN	MAINLINE	094W004.80TSLM-WKGN-71	IPO	I-94	WB	4.8	M-4	EXCELLENT	ACTIVE
PLAZA 21	WAUKEGAN	MAINLINE	094W004.80TSLM-WKGN-72	MLT	I-94	WB	4.8	M-4	GOOD	INACTIVE
PLAZA 21	WAUKEGAN	MAINLINE	094W004.80TSLM-WKGN-73	MLT	I-94	WB	4.8	M-4	GOOD	INACTIVE
PLAZA 21	WAUKEGAN	MAINLINE	094W004.80TSLM-WKGN-74	MLT	I-94	WB	4.8	M-4	GOOD	INACTIVE
PLAZA 20C	BUCKLEY ROAD	RAMP - ENTRANCE	094W014.00TSLR-BCKLY-1	ATPM	I-94	WB	14	M-4	GOOD	INACTIVE
PLAZA 20C	BUCKLEY ROAD	RAMP - ENTRANCE	094W014.00TSLR-BCKLY-2	IPO	I-94	WB	14	M-4	EXCELLENT	ACTIVE
PLAZA 22C	RT 60	RAMP - ENTRANCE	094W019.00TSLR-RT60-1	ATPM	I-94	WB	19	M-4	GOOD	INACTIVE
PLAZA 22C	RT 60	RAMP - ENTRANCE	094W019.00TSLR-RT60-2	IPO	I-94	WB	19	M-4	EXCELLENT	ACTIVE
PLAZA 23B	HALF DAY ROAD	RAMP - ENTRANCE	094W022.00TSLR-HLFDY-1	ATPM	I-94	WB	22	M-4	GOOD	INACTIVE
PLAZA 23B	HALF DAY ROAD	RAMP - ENTRANCE	094W022.00TSLR-HLFDY-2	IPO	I-94	WB	22	M-4	EXCELLENT	ACTIVE
PLAZA 26D	LAKE COOK RD	RAMP - ENTRANCE	094W025.20TSLR-LKCK-10	IPO	I-94	WB	25.2	M-4	GOOD	ACTIVE
PLAZA 26D	LAKE COOK RD	RAMP - ENTRANCE	094W025.20TSLR-LKCK-11	ATPM	I-94	WB	25.2	M-4	GOOD	INACTIVE

Appendix K Tolling System Condition Rating Table

PLAZA	PLAZA ESCRIPTION	ROADWAY LOCATION	BUS LANE ID	LANE CONFIGURATION	ROUTE	DIR.	MP	M-SECTION	CONDITION	ACTIVE VS INACTIVE
PLAZA 26D	LAKE COOK RD	RAMP - ENTRANCE	094W025.20TSLR-LKCK-12	IPO	I-94	WB	25.2	M-4	EXCELLENT	ACTIVE
PLAZA 24	EDENS SPUR	MAINLINE	094W026.40TSLM-EDNSP-61	SHOULDER	I-94	WB	26.4	M-4	EXCELLENT	ACTIVE
PLAZA 24	EDENS SPUR	MAINLINE	094W026.40TSLM-EDNSP-62	ORT	I-94	WB	26.4	M-4	EXCELLENT	ACTIVE
PLAZA 24	EDENS SPUR	MAINLINE	094W026.40TSLM-EDNSP-63	ORT	I-94	WB	26.4	M-4	EXCELLENT	ACTIVE
PLAZA 24	EDENS SPUR	MAINLINE	094W026.40TSLM-EDNSP-64	SHOULDER	I-94	WB	26.4	M-4	EXCELLENT	ACTIVE
PLAZA 24	EDENS SPUR	MAINLINE	094W026.40TSLM-EDNSP-81	ATPM	I-94	WB	26.4	M-4	EXCELLENT	INACTIVE
PLAZA 24	EDENS SPUR	MAINLINE	094W026.40TSLM-EDNSP-82	ATPM	I-94	WB	26.4	M-4	EXCELLENT	INACTIVE
PLAZA 24	EDENS SPUR	MAINLINE	094W026.40TSLM-EDNSP-83	MLT	I-94	WB	26.4	M-4	EXCELLENT	INACTIVE
PLAZA 24	EDENS SPUR	MAINLINE	094W026.40TSLM-EDNSP-84	MLT	I-94	WB	26.4	M-4	EXCELLENT	ACTIVE
PLAZA 13 - RAMP D	RT 25	RAMP - ENTRANCE	090E056.30TSLR-RT25-1	ATPM	I-90	EB	56.3	M-5	EXCELLENT	INACTIVE
PLAZA 13 - RAMP D	RT 25	RAMP - ENTRANCE	090E056.30TSLR-RT25-3	IPO	I-90	EB	56.3	M-5	EXCELLENT	ACTIVE
PLAZA 14	RT 59	RAMP - EXIT	090E059.70TSLR-RT59-4	IPO	I-90	EB	59.7	M-5	GOOD	ACTIVE
PLAZA 14	RT 59	RAMP - EXIT	090E059.70TSLR-RT59-5	ATPM	I-90	EB	59.7	M-5	EXCELLENT	INACTIVE
PLAZA 14	RT 59	RAMP - EXIT	090E059.70TSLR-RT59-6	IPO	I-90	EB	59.7	M-5	EXCELLENT	ACTIVE
PLAZA 10 - MAIN	BARRINGTON ROAD	RAMP - ENTRANCE	090E062.20TSLR-BARRN-4	ATPM	I-90	EB	62.2	M-5	EXCELLENT	INACTIVE
PLAZA 10 - RAMP D	BARRINGTON ROAD	RAMP - EXIT	090E062.20TSLR-BARRN-51	AET	I-90	EB	62.2	M-5	EXCELLENT	ACTIVE
PLAZA 10 - RAMP D	BARRINGTON ROAD	RAMP - EXIT	090E062.20TSLR-BARRN-52	AET	I-90	EB	62.2	M-5	EXCELLENT	ACTIVE
PLAZA 10 - MAIN	BARRINGTON ROAD	RAMP - ENTRANCE	090E062.20TSLR-BARRN-54	AET	I-90	EB	62.2	M-5	EXCELLENT	ACTIVE
PLAZA 10 - MAIN	BARRINGTON ROAD	RAMP - ENTRANCE	090E062.20TSLR-BARRN-55	AET	I-90	EB	62.2	M-5	GOOD	ACTIVE
PLAZA 10 - MAIN	BARRINGTON ROAD	RAMP - ENTRANCE	090E062.20TSLR-BARRN-56	SHOULDER	I-90	EB	62.2	M-5	EXCELLENT	ACTIVE
PLAZA 12 - RAMP B	ROSELLE ROAD	RAMP - ENTRANCE	090E065.50TSLR-RSLL-4	ATPM	I-90	EB	65.5	M-5	EXCELLENT	INACTIVE
PLAZA 12 - RAMP D	ROSELLE ROAD	RAMP - EXIT	090E065.50TSLR-RSLL-51	AET	I-90	EB	65.5	M-5	EXCELLENT	ACTIVE
PLAZA 12 - RAMP D	ROSELLE ROAD	RAMP - EXIT	090E065.50TSLR-RSLL-52	AET	I-90	EB	65.5	M-5	EXCELLENT	ACTIVE
PLAZA 12 - RAMP B	ROSELLE ROAD	RAMP - ENTRANCE	090E065.50TSLR-RSLL-54	AET	I-90	EB	65.5	M-5	EXCELLENT	ACTIVE
PLAZA 12 - RAMP B	ROSELLE ROAD	RAMP - ENTRANCE	090E065.50TSLR-RSLL-55	AET	I-90	EB	65.5	M-5	GOOD	ACTIVE

Appendix K Tolling System Condition Rating Table

PLAZA	PLAZA ESCRIPTION	ROADWAY LOCATION	BUS LANE ID	LANE CONFIGURATION	ROUTE	DIR.	MP	M-SECTION	CONDITION	ACTIVE VS INACTIVE
PLAZA 15 - RAMP A	RT 53	RAMP - EXIT	090E068.20TSLR-RT53-1	IPO	I-90	EB	68.2	M-5	EXCELLENT	INACTIVE
PLAZA 15 - RAMP A	RT 53	RAMP - EXIT	090E068.20TSLR-RT53-2	IPO	I-90	EB	68.2	M-5	EXCELLENT	ACTIVE
PLAZA 15 - RAMP B	RT 53	RAMP - EXIT	090E068.20TSLR-RT53-4	ACM	I-90	EB	68.2	M-5	GOOD	INACTIVE
PLAZA 15 - RAMP B	RT 53	RAMP - EXIT	090E068.20TSLR-RT53-5	ACM	I-90	EB	68.2	M-5	GOOD	INACTIVE
PLAZA 15 - RAMP B	RT 53	RAMP - EXIT	090E068.20TSLR-RT53-6	IPO	I-90	EB	68.2	M-5	EXCELLENT	ACTIVE
PLAZA 15 - RAMP B	RT 53	RAMP - EXIT	090E068.20TSLR-RT53-7	IPO	I-90	EB	68.2	M-5	EXCELLENT	ACTIVE
PLAZA 18 - RAMP E	ARLINGTON HTS ROAD	RAMP - EXIT	090E070.70TSLR-ARLINH-4	IPO	I-90	EB	70.7	M-5	GOOD	ACTIVE
PLAZA 18 - RAMP E	ARLINGTON HTS ROAD	RAMP - EXIT	090E070.70TSLR-ARLINH-5	ATPM	I-90	EB	70.7	M-5	GOOD	INACTIVE
PLAZA 18 - RAMP E	ARLINGTON HTS ROAD	RAMP - EXIT	090E070.70TSLR-ARLINH-6	IPO	I-90	EB	70.7	M-5	GOOD	ACTIVE
PLAZA 18A - RAMP B	ELMHURST RD	RAMP - EXIT	090E073.50TSLR-ELMT-4	AET	I-90	EB	73.5	M-5	EXCELLENT	ACTIVE
PLAZA 18A - RAMP B	ELMHURST RD	RAMP - EXIT	090E073.50TSLR-ELMT-5	AET	I-90	EB	73.5	M-5	EXCELLENT	ACTIVE
PLAZA 13 - RAMP B	RT 25	RAMP - EXIT	090W056.30TSLR-RT25-2	ATPM	I-90	WB	56.3	M-5	EXCELLENT	INACTIVE
PLAZA 13 - RAMP B	RT 25	RAMP - EXIT	090W056.30TSLR-RT25-4	IPO	I-90	WB	56.3	M-5	EXCELLENT	ACTIVE
PLAZA 16B	BEVERLY ROAD	RAMP - EXIT	090W058.10TSLR-BVLRY-10	IPO	I-90	WB	58.1	M-5	GOOD	ACTIVE
PLAZA 16B	BEVERLY ROAD	RAMP - EXIT	090W058.10TSLR-BVLRY-11	IPO	I-90	WB	58.1	M-5	EXCELLENT	ACTIVE
PLAZA 16A	RT 59	RAMP - EXIT	090W059.70TSLR-BVLRY-7	IPO	I-90	WB	59.7	M-5	EXCELLENT	ACTIVE
PLAZA 16A	RT 59	RAMP - EXIT	090W059.70TSLR-BVLRY-8	ATPM	I-90	WB	59.7	M-5	EXCELLENT	INACTIVE
PLAZA 16A	RT 59	RAMP - EXIT	090W059.70TSLR-BVLRY-9	IPO	I-90	WB	59.7	M-5	EXCELLENT	ACTIVE
PLAZA 10 - RAMP A	BARRINGTON ROAD	RAMP - EXIT	090W062.20TSLR-BARRN-1	IPO	I-90	WB	62.2	M-5	EXCELLENT	ACTIVE
PLAZA 10 - RAMP A	BARRINGTON ROAD	RAMP - EXIT	090W062.20TSLR-BARRN-2	ATPM	I-90	WB	62.2	M-5	EXCELLENT	INACTIVE
PLAZA 10 - RAMP A	BARRINGTON ROAD	RAMP - EXIT	090W062.20TSLR-BARRN-3	IPO	I-90	WB	62.2	M-5	GOOD	ACTIVE
PLAZA 10 - RAMP C	BARRINGTON ROAD	RAMP - ENTRANCE	090W062.20TSLR-BARRN-61	AET	I-90	WB	62.2	M-5	EXCELLENT	ACTIVE
PLAZA 10 - RAMP C	BARRINGTON ROAD	RAMP - ENTRANCE	090W062.20TSLR-BARRN-62	AET	I-90	WB	62.2	M-5	EXCELLENT	ACTIVE
PLAZA 10 - RAMP C	BARRINGTON ROAD	RAMP - ENTRANCE	090W062.20TSLR-BARRN-63	SHOULDER	I-90	WB	62.2	M-5	EXCELLENT	ACTIVE
PLAZA 12 - RAMP A	ROSELLE ROAD	RAMP - EXIT	090W065.50TSLR-RSLL-1	IPO	I-90	WB	65.5	M-5	EXCELLENT	ACTIVE

Appendix K Tolling System Condition Rating Table

PLAZA	PLAZA ESCRIPTION	ROADWAY LOCATION	BUS LANE ID	LANE CONFIGURATION	ROUTE	DIR.	MP	M-SECTION	CONDITION	ACTIVE VS INACTIVE
PLAZA 12 - RAMP A	ROSELLE ROAD	RAMP - EXIT	090W065.50TSLR-RSLL-2	ATPM	I-90	WB	65.5	M-5	GOOD	INACTIVE
PLAZA 12 - RAMP A	ROSELLE ROAD	RAMP - EXIT	090W065.50TSLR-RSLL-3	IPO	I-90	WB	65.5	M-5	GOOD	ACTIVE
PLAZA 12 - RAMP C	ROSELLE ROAD	RAMP - ENTRANCE	090W065.50TSLR-RSLL-61	SHOULDER	I-90	WB	65.5	M-5	EXCELLENT	ACTIVE
PLAZA 12 - RAMP C	ROSELLE ROAD	RAMP - ENTRANCE	090W065.50TSLR-RSLL-62	AET	I-90	WB	65.5	M-5	EXCELLENT	ACTIVE
PLAZA 12 - RAMP C	ROSELLE ROAD	RAMP - ENTRANCE	090W065.50TSLR-RSLL-63	AET	I-90	WB	65.5	M-5	EXCELLENT	ACTIVE
PLAZA 12A - RAMP C	MEACHAM RD	RAMP - EXIT	090W067.40TSLR-MEACH-61	AET	I-90	WB	67.4	M-5	EXCELLENT	ACTIVE
PLAZA 12A - RAMP A	MEACHAM RD	RAMP - EXIT	090W067.40TSLR-MEACH-63	AET	I-90	WB	67.4	M-5	EXCELLENT	ACTIVE
PLAZA 18 - RAMP D	ARLINGTON HTS ROAD	RAMP - ENTRANCE	090W070.70TSLR-ARLINH-1	IPO	I-90	WB	70.7	M-5	EXCELLENT	ACTIVE
PLAZA 18 - RAMP D	ARLINGTON HTS ROAD	RAMP - ENTRANCE	090W070.70TSLR-ARLINH-2	ATPM	I-90	WB	70.7	M-5	EXCELLENT	INACTIVE
PLAZA 18 - RAMP D	ARLINGTON HTS ROAD	RAMP - ENTRANCE	090W070.70TSLR-ARLINH-3	IPO	I-90	WB	70.7	M-5	EXCELLENT	ACTIVE
PLAZA 18A - RAMP C	ELMHURST RD	RAMP - ENTRANCE	090W073.50TSLR-ELMT-1	SHOULDER	I-90	WB	73.5	M-5	EXCELLENT	ACTIVE
PLAZA 18A - RAMP C	ELMHURST RD	RAMP - ENTRANCE	090W073.50TSLR-ELMT-2	AET	I-90	WB	73.5	M-5	EXCELLENT	ACTIVE
PLAZA 18A - RAMP C	ELMHURST RD	RAMP - ENTRANCE	090W073.50TSLR-ELMT-3	AET	I-90	WB	73.5	M-5	EXCELLENT	ACTIVE
PLAZA 7A - RAMP C	IL ROUTE 23	RAMP - EXIT	090E036.29TSLR-RTE23-51	SHOULDER	I-90	EB	36.29	M-6	EXCELLENT	ACTIVE
PLAZA 7A - RAMP C	IL ROUTE 23	RAMP - EXIT	090E036.29TSLR-RTE23-52	AET	I-90	EB	36.29	M-6	EXCELLENT	ACTIVE
PLAZA 7A - RAMP C	IL ROUTE 23	RAMP - EXIT	090E036.29TSLR-RTE23-53	SHOULDER	I-90	EB	36.29	M-6	EXCELLENT	ACTIVE
PLAZA 7	MARENGO	MAINLINE	090E037.80TSLM-MRNGO-51	SHOULDER	I-90	EB	37.8	M-6	EXCELLENT	ACTIVE
PLAZA 7	MARENGO	MAINLINE	090E037.80TSLM-MRNGO-52	ORT	I-90	EB	37.8	M-6	EXCELLENT	ACTIVE
PLAZA 7	MARENGO	MAINLINE	090E037.80TSLM-MRNGO-53	ORT	I-90	EB	37.8	M-6	EXCELLENT	ACTIVE
PLAZA 7	MARENGO	MAINLINE	090E037.80TSLM-MRNGO-54	ORT	I-90	EB	37.8	M-6	EXCELLENT	ACTIVE
PLAZA 7	MARENGO	MAINLINE	090E037.80TSLM-MRNGO-55	SHOULDER	I-90	EB	37.8	M-6	EXCELLENT	ACTIVE
PLAZA 7	MARENGO	MAINLINE	090E037.80TSLM-MRNGO-71	MLT	I-90	EB	37.8	M-6	EXCELLENT	ACTIVE
PLAZA 7	MARENGO	MAINLINE	090E037.80TSLM-MRNGO-72	MLT	I-90	EB	37.8	M-6	GOOD	INACTIVE
PLAZA 7	MARENGO	MAINLINE	090E037.80TSLM-MRNGO-73	ATPM	I-90	EB	37.8	M-6	GOOD	INACTIVE
PLAZA 6	RT 47	RAMP - ENTRANCE	090E046.40TSLR-RT47-61	SHOULDER	I-90	EB	46.4	M-6	EXCELLENT	ACTIVE

Appendix K Tolling System Condition Rating Table

PLAZA	PLAZA ESCRIPTION	ROADWAY LOCATION	BUS LANE ID	LANE CONFIGURATION	ROUTE	DIR.	MP	M-SECTION	CONDITION	ACTIVE VS INACTIVE
PLAZA 6	RT 47	RAMP - ENTRANCE	090E046.40TSLR-RT47-62	AET	I-90	EB	46.4	M-6	EXCELLENT	ACTIVE
PLAZA 6	RT 47	RAMP - ENTRANCE	090E046.40TSLR-RT47-63	AET	I-90	EB	46.4	M-6	EXCELLENT	ACTIVE
PLAZA 6 - RAMP D	RT 47	RAMP - EXIT	090E046.40TSLR-RT47-64	AET	I-90	EB	46.4	M-6	EXCELLENT	ACTIVE
PLAZA 6 - RAMP D	RT 47	RAMP - EXIT	090E046.40TSLR-RT47-65	SHOULDER	I-90	EB	46.4	M-6	EXCELLENT	ACTIVE
PLAZA 8 - RAMP C	RANDALL ROAD	RAMP - EXIT	090E052.10TSLR-RNDLL-1	IPO	I-90	EB	52.1	M-6	EXCELLENT	ACTIVE
PLAZA 8 - RAMP C	RANDALL ROAD	RAMP - EXIT	090E052.10TSLR-RNDLL-2	ATPM	I-90	EB	52.1	M-6	EXCELLENT	ACTIVE
PLAZA 9	ELGIN	MAINLINE	090E053.80TSLM-ELGNR-61	SHOULDER	I-90	EB	53.8	M-6	EXCELLENT	ACTIVE
PLAZA 9	ELGIN	MAINLINE	090E053.80TSLM-ELGNR-62	ORT	I-90	EB	53.8	M-6	EXCELLENT	ACTIVE
PLAZA 9	ELGIN	MAINLINE	090E053.80TSLM-ELGNR-63	ORT	I-90	EB	53.8	M-6	EXCELLENT	ACTIVE
PLAZA 9	ELGIN	MAINLINE	090E053.80TSLM-ELGNR-64	ORT	I-90	EB	53.8	M-6	EXCELLENT	ACTIVE
PLAZA 9	ELGIN	MAINLINE	090E053.80TSLM-ELGNR-65	SHOULDER	I-90	EB	53.8	M-6	EXCELLENT	ACTIVE
PLAZA 9	ELGIN	MAINLINE	090E053.80TSLM-ELGNR-81	IPO	I-90	EB	53.8	M-6	GOOD	INACTIVE
PLAZA 9	ELGIN	MAINLINE	090E053.80TSLM-ELGNR-82	ATPM	I-90	EB	53.8	M-6	GOOD	INACTIVE
PLAZA 9	ELGIN	MAINLINE	090E053.80TSLM-ELGNR-83	ATPM	I-90	EB	53.8	M-6	GOOD	INACTIVE
PLAZA 9	ELGIN	MAINLINE	090E053.80TSLM-ELGNR-84	MLT	I-90	EB	53.8	M-6	GOOD	INACTIVE
PLAZA 9	ELGIN	MAINLINE	090E053.80TSLM-ELGNR-85	MLT	I-90	EB	53.8	M-6	EXCELLENT	ACTIVE
PLAZA 11 - RAMP F	RT 31	RAMP - ENTRANCE	090E054.60TSLR-RT31N-2	ACM	I-90	EB	54.6	M-6	EXCELLENT	INACTIVE
PLAZA 11 - RAMP C	RT 31	RAMP - ENTRANCE	090E054.60TSLR-RT31N-3	IPO	I-90	EB	54.6	M-6	EXCELLENT	ACTIVE
PLAZA 11 - RAMP F	RT 31	RAMP - ENTRANCE	090E054.60TSLR-RT31N-51	AET	I-90	EB	54.6	M-6	EXCELLENT	ACTIVE
PLAZA 11 - RAMP F	RT 31	RAMP - ENTRANCE	090E054.60TSLR-RT31N-52	AET	I-90	EB	54.6	M-6	GOOD	ACTIVE
PLAZA 7A - RAMP D	IL ROUTE 23	RAMP - ENTRANCE	090W036.20TSLR-RTE23-65	SHOULDER	I-90	WB	36.2	M-6	EXCELLENT	ACTIVE
PLAZA 7A - RAMP D	IL ROUTE 23	RAMP - ENTRANCE	090W036.20TSLR-RTE23-66	AET	I-90	WB	36.2	M-6	EXCELLENT	ACTIVE
PLAZA 7A - RAMP D	IL ROUTE 23	RAMP - ENTRANCE	090W036.20TSLR-RTE23-67	SHOULDER	I-90	WB	36.2	M-6	EXCELLENT	ACTIVE
PLAZA 7A - RAMP A	IL ROUTE 23	RAMP - EXIT	090W036.31TSLR-RTE23-61	SHOULDER	I-90	WB	36.31	M-6	EXCELLENT	ACTIVE
PLAZA 7A - RAMP A	IL ROUTE 23	RAMP - EXIT	090W036.31TSLR-RTE23-62	AET	I-90	WB	36.31	M-6	EXCELLENT	ACTIVE

Appendix K Tolling System Condition Rating Table

PLAZA	PLAZA ESCRIPTION	ROADWAY LOCATION	BUS LANE ID	LANE CONFIGURATION	ROUTE	DIR.	MP	M-SECTION	CONDITION	ACTIVE VS INACTIVE
PLAZA 7A - RAMP A	IL ROUTE 23	RAMP - EXIT	090W036.31TSLR-RTE23-63	SHOULDER	I-90	WB	36.31	M-6	EXCELLENT	ACTIVE
PLAZA 6	RT 47	RAMP - EXIT	090W046.40TSLR-RT47-51	SHOULDER	I-90	WB	46.4	M-6	EXCELLENT	ACTIVE
PLAZA 6	RT 47	RAMP - EXIT	090W046.40TSLR-RT47-52	AET	I-90	WB	46.4	M-6	EXCELLENT	ACTIVE
PLAZA 6	RT 47	RAMP - EXIT	090W046.40TSLR-RT47-53	AET	I-90	WB	46.4	M-6	EXCELLENT	ACTIVE
PLAZA 6 - RAMP F	RT 47	RAMP - ENTRANCE	090W046.40TSLR-RT47-54	AET	I-90	WB	46.4	M-6	GOOD	ACTIVE
PLAZA 6 - RAMP F	RT 47	RAMP - ENTRANCE	090W046.40TSLR-RT47-55	SHOULDER	I-90	WB	46.4	M-6	EXCELLENT	ACTIVE
PLAZA 8 - RAMP D	RANDALL ROAD	RAMP - ENTRANCE	090W052.10TSLR-RNDLL-3	ATPM	I-90	WB	52.1	M-6	GOOD	INACTIVE
PLAZA 8 - RAMP D	RANDALL ROAD	RAMP - ENTRANCE	090W052.10TSLR-RNDLL-4	IPO	I-90	WB	52.1	M-6	GOOD	ACTIVE
PLAZA 9	ELGIN	MAINLINE	090W053.80TSLM-ELGNR-51	SHOULDER	I-90	WB	53.8	M-6	EXCELLENT	ACTIVE
PLAZA 9	ELGIN	MAINLINE	090W053.80TSLM-ELGNR-52	ORT	I-90	WB	53.8	M-6	EXCELLENT	ACTIVE
PLAZA 9	ELGIN	MAINLINE	090W053.80TSLM-ELGNR-53	ORT	I-90	WB	53.8	M-6	EXCELLENT	ACTIVE
PLAZA 9	ELGIN	MAINLINE	090W053.80TSLM-ELGNR-54	ORT	I-90	WB	53.8	M-6	EXCELLENT	ACTIVE
PLAZA 9	ELGIN	MAINLINE	090W053.80TSLM-ELGNR-55	SHOULDER	I-90	WB	53.8	M-6	EXCELLENT	ACTIVE
PLAZA 9	ELGIN	MAINLINE	090W053.80TSLM-ELGNR-71	IPO	I-90	WB	53.8	M-6	EXCELLENT	ACTIVE
PLAZA 9	ELGIN	MAINLINE	090W053.80TSLM-ELGNR-72	MLT	I-90	WB	53.8	M-6	GOOD	INACTIVE
PLAZA 9	ELGIN	MAINLINE	090W053.80TSLM-ELGNR-73	ATPM	I-90	WB	53.8	M-6	GOOD	INACTIVE
PLAZA 9	ELGIN	MAINLINE	090W053.80TSLM-ELGNR-74	ATPM	I-90	WB	53.8	M-6	GOOD	INACTIVE
PLAZA 9	ELGIN	MAINLINE	090W053.80TSLM-ELGNR-75	IPO	I-90	WB	53.8	M-6	GOOD	INACTIVE
PLAZA 11 - RAMP E	RT 31	RAMP - EXIT	090W054.60TSLR-RT31N-1	ACM	I-90	WB	54.6	M-6	GOOD	INACTIVE
PLAZA 11 - RAMP D	RT 31	RAMP - EXIT	090W054.60TSLR-RT31N-4	IPO	I-90	WB	54.6	M-6	EXCELLENT	ACTIVE
PLAZA 11 - RAMP E	RT 31	RAMP - EXIT	090W054.60TSLR-RT31N-5	IPO	I-90	WB	54.6	M-6	EXCELLENT	ACTIVE
PLAZA 1	SOUTH BELOIT	MAINLINE	090E003.50TSLM-SBLT-51	SHOULDER	I-90	EB	3.5	M-7	EXCELLENT	ACTIVE
PLAZA 1	SOUTH BELOIT	MAINLINE	090E003.50TSLM-SBLT-52	ORT	I-90	EB	3.5	M-7	EXCELLENT	ACTIVE
PLAZA 1	SOUTH BELOIT	MAINLINE	090E003.50TSLM-SBLT-53	ORT	I-90	EB	3.5	M-7	EXCELLENT	ACTIVE
PLAZA 1	SOUTH BELOIT	MAINLINE	090E003.50TSLM-SBLT-54	ORT	I-90	EB	3.5	M-7	EXCELLENT	ACTIVE

Appendix K Tolling System Condition Rating Table

PLAZA	PLAZA ESCRIPTION	ROADWAY LOCATION	BUS LANE ID	LANE CONFIGURATION	ROUTE	DIR.	MP	M-SECTION	CONDITION	ACTIVE VS INACTIVE
PLAZA 1	SOUTH BELOIT	MAINLINE	090E003.50TSLM-SBLT-55	SHOULDER	I-90	EB	3.5	M-7	EXCELLENT	ACTIVE
PLAZA 1	SOUTH BELOIT	MAINLINE	090E003.50TSLM-SBLT-71	IPO	I-90	EB	3.5	M-7	EXCELLENT	ACTIVE
PLAZA 1	SOUTH BELOIT	MAINLINE	090E003.50TSLM-SBLT-72	MLT	I-90	EB	3.5	M-7	GOOD	INACTIVE
PLAZA 1	SOUTH BELOIT	MAINLINE	090E003.50TSLM-SBLT-73	MLT	I-90	EB	3.5	M-7	GOOD	INACTIVE
PLAZA 1	SOUTH BELOIT	MAINLINE	090E003.50TSLM-SBLT-74	IPO	I-90	EB	3.5	M-7	EXCELLENT	ACTIVE
PLAZA 1	SOUTH BELOIT	MAINLINE	090E003.50TSLM-SBLT-75	MLT	I-90	EB	3.5	M-7	GOOD	INACTIVE
PLAZA 4	RT 173	RAMP - ENTRANCE	090E008.90TSLR-RT173-1	ATPM	I-90	EB	8.9	M-7	EXCELLENT	INACTIVE
PLAZA 4	RT 173	RAMP - ENTRANCE	090E008.90TSLR-RT173-2	IPO	I-90	EB	8.9	M-7	EXCELLENT	ACTIVE
PLAZA 2	RIVERSIDE DRIVE	RAMP - ENTRANCE	090E012.30TSLR-RVRSD-3	ATPM	I-90	EB	12.3	M-7	EXCELLENT	INACTIVE
PLAZA 2	RIVERSIDE DRIVE	RAMP - ENTRANCE	090E012.30TSLR-RVRSD-4	IPO	I-90	EB	12.3	M-7	EXCELLENT	ACTIVE
PLAZA 5A	IRENE RD	RAMP - EXIT	090E020.80TSLR-IRENE-51	SHOULDER	I-90	EB	20.8	M-7	EXCELLENT	ACTIVE
PLAZA 5A	IRENE RD	RAMP - EXIT	090E020.80TSLR-IRENE-52	AET	I-90	EB	20.8	M-7	EXCELLENT	ACTIVE
PLAZA 5A	IRENE RD	RAMP - EXIT	090E020.80TSLR-IRENE-53	AET	I-90	EB	20.8	M-7	EXCELLENT	ACTIVE
PLAZA 3	GENOA RD	RAMP - EXIT	090E025.30TSLR-GENOA-2	ATPM	I-90	EB	25.3	M-7	EXCELLENT	INACTIVE
PLAZA 3	GENOA RD	RAMP - EXIT	090E025.30TSLR-GENOA-61	SHOULDER	I-90	EB	25.3	M-7	EXCELLENT	ACTIVE
PLAZA 3	GENOA RD	RAMP - EXIT	090E025.30TSLR-GENOA-62	AET	I-90	EB	25.3	M-7	EXCELLENT	ACTIVE
PLAZA 1	SOUTH BELOIT	MAINLINE	090W003.50TSLM-SBLT-61	SHOULDER	I-90	WB	3.5	M-7	EXCELLENT	ACTIVE
PLAZA 1	SOUTH BELOIT	MAINLINE	090W003.50TSLM-SBLT-62	ORT	I-90	WB	3.5	M-7	EXCELLENT	ACTIVE
PLAZA 1	SOUTH BELOIT	MAINLINE	090W003.50TSLM-SBLT-63	ORT	I-90	WB	3.5	M-7	EXCELLENT	ACTIVE
PLAZA 1	SOUTH BELOIT	MAINLINE	090W003.50TSLM-SBLT-64	ORT	I-90	WB	3.5	M-7	EXCELLENT	ACTIVE
PLAZA 1	SOUTH BELOIT	MAINLINE	090W003.50TSLM-SBLT-65	SHOULDER	I-90	WB	3.5	M-7	EXCELLENT	ACTIVE
PLAZA 1	SOUTH BELOIT	MAINLINE	090W003.50TSLM-SBLT-81	MLT	I-90	WB	3.5	M-7	EXCELLENT	INACTIVE
PLAZA 1	SOUTH BELOIT	MAINLINE	090W003.50TSLM-SBLT-82	MLT	I-90	WB	3.5	M-7	GOOD	INACTIVE
PLAZA 1	SOUTH BELOIT	MAINLINE	090W003.50TSLM-SBLT-83	MLT	I-90	WB	3.5	M-7	GOOD	INACTIVE
PLAZA 1	SOUTH BELOIT	MAINLINE	090W003.50TSLM-SBLT-84	MLT	I-90	WB	3.5	M-7	GOOD	INACTIVE

Appendix K Tolling System Condition Rating Table

PLAZA	PLAZA ESCRIPTION	ROADWAY LOCATION	BUS LANE ID	LANE CONFIGURATION	ROUTE	DIR.	MP	M-SECTION	CONDITION	ACTIVE VS INACTIVE
PLAZA 1	SOUTH BELOIT	MAINLINE	090W003.50TSLM-SBLT-85	IPO	I-90	WB	3.5	M-7	GOOD	ACTIVE
PLAZA 4	RT 173	RAMP - EXIT	090W008.90TSLR-RT173-3	ATPM	I-90	WB	8.9	M-7	EXCELLENT	INACTIVE
PLAZA 4	RT 173	RAMP - EXIT	090W008.90TSLR-RT173-4	IPO	I-90	WB	8.9	M-7	EXCELLENT	ACTIVE
PLAZA 2	RIVERSIDE DRIVE	RAMP - EXIT	090W012.30TSLR-RVRSD-1	AET	I-90	WB	12.3	M-7	EXCELLENT (2022)	ACTIVE
PLAZA 2	RIVERSIDE DRIVE	RAMP - EXIT	090W012.30TSLR-RVRSD-2	IPO	I-90	WB	12.3	M-7	EXCELLENT (2022)	INACTIVE
PLAZA 5A	IRENE RD	RAMP - ENTRANCE	090W020.80TSLR-IRENE-61	AET	I-90	WB	20.8	M-7	EXCELLENT	ACTIVE
PLAZA 5A	IRENE RD	RAMP - ENTRANCE	090W020.80TSLR-IRENE-62	AET	I-90	WB	20.8	M-7	EXCELLENT	ACTIVE
PLAZA 5	BELVIDERE	MAINLINE	090W023.30TSLM-BLVDR-51	SHOULDER	I-90	WB	23.3	M-7	EXCELLENT	ACTIVE
PLAZA 5	BELVIDERE	MAINLINE	090W023.30TSLM-BLVDR-52	ORT	I-90	WB	23.3	M-7	EXCELLENT	ACTIVE
PLAZA 5	BELVIDERE	MAINLINE	090W023.30TSLM-BLVDR-53	ORT	I-90	WB	23.3	M-7	EXCELLENT	ACTIVE
PLAZA 5	BELVIDERE	MAINLINE	090W023.30TSLM-BLVDR-54	ORT	I-90	WB	23.3	M-7	EXCELLENT	ACTIVE
PLAZA 5	BELVIDERE	MAINLINE	090W023.30TSLM-BLVDR-55	SHOULDER	I-90	WB	23.3	M-7	EXCELLENT	ACTIVE
PLAZA 5	BELVIDERE	MAINLINE	090W023.30TSLM-BLVDR-71	MLT	I-90	WB	23.3	M-7	GOOD	ACTIVE
PLAZA 5	BELVIDERE	MAINLINE	090W023.30TSLM-BLVDR-72	MLT	I-90	WB	23.3	M-7	GOOD	ACTIVE
PLAZA 5	BELVIDERE	MAINLINE	090W023.30TSLM-BLVDR-73	ATPM	I-90	WB	23.3	M-7	GOOD	INACTIVE
PLAZA 3	GENOA RD	RAMP - EXIT	090W025.30TSLR-GENOA-1	ATPM	I-90	WB	25.3	M-7	EXCELLENT	INACTIVE
PLAZA 3	GENOA RD	RAMP - EXIT	090W025.30TSLR-GENOA-51	SHOULDER	I-90	WB	25.3	M-7	EXCELLENT	ACTIVE
PLAZA 3	GENOA RD	RAMP - EXIT	090W025.30TSLR-GENOA-52	AET	I-90	WB	25.3	M-7	EXCELLENT	ACTIVE
PLAZA 64C	ORCHARD RD	RAMP - EXIT	088E114.40TSLR-ORCH-3	IPO	I-88	EB	114.4	M-8	EXCELLENT	ACTIVE
PLAZA 64C	ORCHARD RD	RAMP - EXIT	088E114.40TSLR-ORCH-4	ATPM	I-88	EB	114.4	M-8	GOOD	INACTIVE
PLAZA 63C	RT 31	RAMP - EXIT	088E117.00TSLR-RT31E-2	IPO	I-88	EB	117	M-8	GOOD	ACTIVE
PLAZA 61	AURORA	MAINLINE	088E117.80TSLM-AUROR-51	SHOULDER	I-88	EB	117.8	M-8	EXCELLENT	ACTIVE
PLAZA 61	AURORA	MAINLINE	088E117.80TSLM-AUROR-52	CLOSED ORT	I-88	EB	117.8	M-8	EXCELLENT	ACTIVE
PLAZA 61	AURORA	MAINLINE	088E117.80TSLM-AUROR-53	ORT	I-88	EB	117.8	M-8	EXCELLENT	ACTIVE
PLAZA 61	AURORA	MAINLINE	088E117.80TSLM-AUROR-54	ORT	I-88	EB	117.8	M-8	EXCELLENT	ACTIVE

Appendix K Tolling System Condition Rating Table

PLAZA	PLAZA ESCRIPTION	ROADWAY LOCATION	BUS LANE ID	LANE CONFIGURATION	ROUTE	DIR.	MP	M-SECTION	CONDITION	ACTIVE VS INACTIVE
PLAZA 61	AURORA	MAINLINE	088E117.80TSLM-AUROR-55	ORT	I-88	EB	117.8	M-8	EXCELLENT	ACTIVE
PLAZA 61	AURORA	MAINLINE	088E117.80TSLM-AUROR-56	SHOULDER	I-88	EB	117.8	M-8	EXCELLENT	ACTIVE
PLAZA 61	AURORA	MAINLINE	088E117.80TSLM-AUROR-71	IPO	I-88	EB	117.8	M-8	EXCELLENT	INACTIVE
PLAZA 61	AURORA	MAINLINE	088E117.80TSLM-AUROR-72	MLT	I-88	EB	117.8	M-8	EXCELLENT	INACTIVE
PLAZA 61	AURORA	MAINLINE	088E117.80TSLM-AUROR-73	MLT	I-88	EB	117.8	M-8	EXCELLENT	INACTIVE
PLAZA 61	AURORA	MAINLINE	088E117.80TSLM-AUROR-74	ATPM	I-88	EB	117.8	M-8	EXCELLENT	INACTIVE
PLAZA 59F	FARNSWORTH RD	RAMP - ENTRANCE	088E119.20TSLR-FRNSW-2	IPO	I-88	EB	119.2	M-8	GOOD	ACTIVE
PLAZA 59A	FARNSWORTH RD	RAMP - ENTRANCE	088E119.20TSLR-FRNSW-3	ACM	I-88	EB	119.2	M-8	EXCELLENT	INACTIVE
PLAZA 59A	FARNSWORTH RD	RAMP - ENTRANCE	088E119.20TSLR-FRNSW-7	IPO	I-88	EB	119.2	M-8	EXCELLENT	ACTIVE
PLAZA 60	EOLA RD	RAMP - ENTRANCE	088E121.40TSLR-EOLA-61	SHOULDER	I-88	EB	121.4	M-8	EXCELLENT	ACTIVE
PLAZA 60	EOLA RD	RAMP - ENTRANCE	088E121.40TSLR-EOLA-62	AET	I-88	EB	121.4	M-8	GOOD	ACTIVE
PLAZA 60	EOLA RD	RAMP - ENTRANCE	088E121.40TSLR-EOLA-63	AET	I-88	EB	121.4	M-8	EXCELLENT	ACTIVE
PLAZA 58C	WINFIELD RD	RAMP - EXIT	088E125.20TSLR-WNFLD-5	ATPM	I-88	EB	125.2	M-8	FAIR	INACTIVE
PLAZA 58C	WINFIELD RD	RAMP - EXIT	088E125.20TSLR-WNFLD-6	IPO	I-88	EB	125.2	M-8	GOOD	ACTIVE
PLAZA 57B	NAPERVILLE RD	RAMP - EXIT	088E127.40TSLR-NPRVL-1	IPO	I-88	EB	127.4	M-8	EXCELLENT	ACTIVE
PLAZA 57B	NAPERVILLE RD	RAMP - EXIT	088E127.40TSLR-NPRVL-2	ATPM	I-88	EB	127.4	M-8	GOOD	INACTIVE
PLAZA 57B	NAPERVILLE RD	RAMP - EXIT	088E127.40TSLR-NPRVL-3	IPO	I-88	EB	127.4	M-8	EXCELLENT	ACTIVE
PLAZA 56C	HIGHLAND RD	RAMP - EXIT	088E134.30TSLR-HGLND-3	IPO	I-88	EB	134.3	M-8	EXCELLENT	ACTIVE
PLAZA 56C	HIGHLAND RD	RAMP - EXIT	088E134.30TSLR-HGLND-4	IPO	I-88	EB	134.3	M-8	EXCELLENT	ACTIVE
PLAZA 52	MEYERS RD	MAINLINE	088E135.10TSLM-MEYER-51	SHOULDER	I-88	EB	135.1	M-8	EXCELLENT	ACTIVE
PLAZA 52	MEYERS RD	MAINLINE	088E135.10TSLM-MEYER-52	ORT	I-88	EB	135.1	M-8	EXCELLENT	ACTIVE
PLAZA 52	MEYERS RD	MAINLINE	088E135.10TSLM-MEYER-53	ORT	I-88	EB	135.1	M-8	EXCELLENT	ACTIVE
PLAZA 52	MEYERS RD	MAINLINE	088E135.10TSLM-MEYER-54	ORT	I-88	EB	135.1	M-8	EXCELLENT	ACTIVE
PLAZA 52	MEYERS RD	MAINLINE	088E135.10TSLM-MEYER-55	ORT	I-88	EB	135.1	M-8	EXCELLENT	ACTIVE
PLAZA 52	MEYERS RD	MAINLINE	088E135.10TSLM-MEYER-56	SHOULDER	I-88	EB	135.1	M-8	EXCELLENT	ACTIVE

Appendix K Tolling System Condition Rating Table

PLAZA	PLAZA ESCRIPTION	ROADWAY LOCATION	BUS LANE ID	LANE CONFIGURATION	ROUTE	DIR.	MP	M-SECTION	CONDITION	ACTIVE VS INACTIVE
PLAZA 52	MEYERS RD	MAINLINE	088E135.10TSLM-MEYER-71	MLT	I-88	EB	135.1	M-8	GOOD	ACTIVE
PLAZA 52	MEYERS RD	MAINLINE	088E135.10TSLM-MEYER-72	MLT	I-88	EB	135.1	M-8	GOOD	INACTIVE
PLAZA 52	MEYERS RD	MAINLINE	088E135.10TSLM-MEYER-73	MLT	I-88	EB	135.1	M-8	GOOD	INACTIVE
PLAZA 52	MEYERS RD	MAINLINE	088E135.10TSLM-MEYER-74	MLT	I-88	EB	135.1	M-8	GOOD	INACTIVE
PLAZA 55S	MIDWEST RD	RAMP - ENTRANCE	088E136.40TSLR-MDWRD-1	ATPM	I-88	EB	136.4	M-8	EXCELLENT	INACTIVE
PLAZA 55S	MIDWEST RD	RAMP - ENTRANCE	088E136.40TSLR-MDWRD-2	IPO	I-88	EB	136.4	M-8	EXCELLENT	ACTIVE
PLAZA 54B	ROUTE 83	RAMP - ENTRANCE	088E137.10TSLR-RT83-1	IPO	I-88	EB	137.1	M-8	GOOD	ACTIVE
PLAZA 54B	ROUTE 83	RAMP - ENTRANCE	088E137.10TSLR-RT83-2	ATPM	I-88	EB	137.1	M-8	EXCELLENT	INACTIVE
PLAZA 54B	ROUTE 83	RAMP - ENTRANCE	088E137.10TSLR-RT83-3	IPO	I-88	EB	137.1	M-8	EXCELLENT	ACTIVE
PLAZA 64D	ORCHARD RD	RAMP - ENTRANCE	088W114.40TSLR-ORCH-1	ATPM	I-88	WB	114.4	M-8	EXCELLENT	INACTIVE
PLAZA 64D	ORCHARD RD	RAMP - ENTRANCE	088W114.40TSLR-ORCH-2	IPO	I-88	WB	114.4	M-8	EXCELLENT	ACTIVE
PLAZA 63A	RT 31	RAMP - ENTRANCE	088W117.00TSLR-RT31E-1	IPO	I-88	WB	117	M-8	GOOD	ACTIVE
PLAZA 61	AURORA	MAINLINE	088W117.80TSLM-AUROR-61	SHOULDER	I-88	WB	117.8	M-8	EXCELLENT	ACTIVE
PLAZA 61	AURORA	MAINLINE	088W117.80TSLM-AUROR-62	ORT	I-88	WB	117.8	M-8	EXCELLENT	ACTIVE
PLAZA 61	AURORA	MAINLINE	088W117.80TSLM-AUROR-63	ORT	I-88	WB	117.8	M-8	EXCELLENT	ACTIVE
PLAZA 61	AURORA	MAINLINE	088W117.80TSLM-AUROR-64	ORT	I-88	WB	117.8	M-8	EXCELLENT	ACTIVE
PLAZA 61	AURORA	MAINLINE	088W117.80TSLM-AUROR-65	CLOSED ORT	I-88	WB	117.8	M-8	EXCELLENT	ACTIVE
PLAZA 61	AURORA	MAINLINE	088W117.80TSLM-AUROR-66	SHOULDER	I-88	WB	117.8	M-8	GOOD	ACTIVE
PLAZA 61	AURORA	MAINLINE	088W117.80TSLM-AUROR-83	ATPM	I-88	WB	117.8	M-8	EXCELLENT	INACTIVE
PLAZA 61	AURORA	MAINLINE	088W117.80TSLM-AUROR-84	MLT	I-88	WB	117.8	M-8	EXCELLENT	INACTIVE
PLAZA 61	AURORA	MAINLINE	088W117.80TSLM-AUROR-85	MLT	I-88	WB	117.8	M-8	EXCELLENT	INACTIVE
PLAZA 61	AURORA	MAINLINE	088W117.80TSLM-AUROR-86	IPO	I-88	WB	117.8	M-8	EXCELLENT	INACTIVE
PLAZA 59G	FARNSWORTH RD	RAMP - EXIT	088W119.20TSLR-FRNSW-1	ACM	I-88	WB	119.2	M-8	GOOD	INACTIVE
PLAZA 59D	FARNSWORTH RD	RAMP - EXIT	088W119.20TSLR-FRNSW-4	IPO	I-88	WB	119.2	M-8	GOOD	ACTIVE
PLAZA 59G	FARNSWORTH RD	RAMP - EXIT	088W119.20TSLR-FRNSW-5	IPO	I-88	WB	119.2	M-8	GOOD	ACTIVE

Appendix K Tolling System Condition Rating Table

PLAZA	PLAZA ESCRIPTION	ROADWAY LOCATION	BUS LANE ID	LANE CONFIGURATION	ROUTE	DIR.	MP	M-SECTION	CONDITION	ACTIVE VS INACTIVE
PLAZA 60	EOLA RD	RAMP - EXIT	088W121.40TSLR-EOLA-51	SHOULDER	I-88	WB	121.4	M-8	EXCELLENT	ACTIVE
PLAZA 60	EOLA RD	RAMP - EXIT	088W121.40TSLR-EOLA-52	AET	I-88	WB	121.4	M-8	EXCELLENT	ACTIVE
PLAZA 60	EOLA RD	RAMP - EXIT	088W121.40TSLR-EOLA-53	AET	I-88	WB	121.4	M-8	EXCELLENT	ACTIVE
PLAZA 58D	WINFIELD RD	RAMP - ENTRANCE	088W125.20TSLR-WNFLD-7	ATPM	I-88	WB	125.2	M-8	FAIR	INACTIVE
PLAZA 58D	WINFIELD RD	RAMP - ENTRANCE	088W125.20TSLR-WNFLD-8	IPO	I-88	WB	125.2	M-8	GOOD	ACTIVE
PLAZA 57C	NAPERVILLE RD	RAMP - ENTRANCE	088W127.40TSLR-NPRVL-4	IPO	I-88	WB	127.4	M-8	EXCELLENT	ACTIVE
PLAZA 57C	NAPERVILLE RD	RAMP - ENTRANCE	088W127.40TSLR-NPRVL-5	ATPM	I-88	WB	127.4	M-8	EXCELLENT	INACTIVE
PLAZA 57C	NAPERVILLE RD	RAMP - ENTRANCE	088W127.40TSLR-NPRVL-6	IPO	I-88	WB	127.4	M-8	EXCELLENT	ACTIVE
PLAZA 56D	HIGHLAND RD	RAMP - ENTRANCE	088W133.70TSLR-HGLND-1	ATPM	I-88	WB	133.7	M-8	GOOD	INACTIVE
PLAZA 56D	HIGHLAND RD	RAMP - ENTRANCE	088W133.70TSLR-HGLND-2	IPO	I-88	WB	133.7	M-8	GOOD	ACTIVE
PLAZA 53A	SPRING RD	RAMP - ENTRANCE	088W137.80TSLR-SPRNG-1	IPO	I-88	WB	137.8	M-8	GOOD	INACTIVE
PLAZA 53A	SPRING RD	RAMP - ENTRANCE	088W137.80TSLR-SPRNG-2	IPO	I-88	WB	137.8	M-8	EXCELLENT	ACTIVE
PLAZA 53A	SPRING RD	RAMP - ENTRANCE	088W137.80TSLR-SPRNG-3	IPO	I-88	WB	137.8	M-8	EXCELLENT	ACTIVE
PLAZA 51	YORK RD	MAINLINE	088W138.10TSLM-YORKR-51	SHOULDER	I-88	WB	138.1	M-8	EXCELLENT	ACTIVE
PLAZA 51	YORK RD	MAINLINE	088W138.10TSLM-YORKR-52	ORT	I-88	WB	138.1	M-8	EXCELLENT	ACTIVE
PLAZA 51	YORK RD	MAINLINE	088W138.10TSLM-YORKR-53	ORT	I-88	WB	138.1	M-8	EXCELLENT	ACTIVE
PLAZA 51	YORK RD	MAINLINE	088W138.10TSLM-YORKR-54	ORT	I-88	WB	138.1	M-8	EXCELLENT	ACTIVE
PLAZA 51	YORK RD	MAINLINE	088W138.10TSLM-YORKR-55	ORT	I-88	WB	138.1	M-8	EXCELLENT	ACTIVE
PLAZA 51	YORK RD	MAINLINE	088W138.10TSLM-YORKR-56	SHOULDER	I-88	WB	138.1	M-8	EXCELLENT	ACTIVE
PLAZA 51	YORK RD	MAINLINE	088W138.10TSLM-YORKR-71	IPO	I-88	WB	138.1	M-8	EXCELLENT	ACTIVE
PLAZA 51	YORK RD	MAINLINE	088W138.10TSLM-YORKR-72	MLT	I-88	WB	138.1	M-8	GOOD	ACTIVE
PLAZA 51	YORK RD	MAINLINE	088W138.10TSLM-YORKR-73	MLT	I-88	WB	138.1	M-8	GOOD	INACTIVE
PLAZA 51	YORK RD	MAINLINE	088W138.10TSLM-YORKR-74	MLT	I-88	WB	138.1	M-8	GOOD	INACTIVE
PLAZA 51	YORK RD	MAINLINE	088W138.10TSLM-YORKR-75	MLT	I-88	WB	138.1	M-8	GOOD	INACTIVE
PLAZA 66	DEKALB	MAINLINE	088E086.20TSLM-DKLBM-51	SHOULDER	I-88	EB	86.2	M-11	EXCELLENT	ACTIVE

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PLAZA	PLAZA ESCRIPTION	ROADWAY LOCATION	BUS LANE ID	LANE CONFIGURATION	ROUTE	DIR.	MP	M-SECTION	CONDITION	ACTIVE VS INACTIVE
PLAZA 66	DEKALB	MAINLINE	088E086.20TSLM-DKLBM-52	ORT	I-88	EB	86.2	M-11	EXCELLENT	ACTIVE
PLAZA 66	DEKALB	MAINLINE	088E086.20TSLM-DKLBM-53	ORT	I-88	EB	86.2	M-11	EXCELLENT	ACTIVE
PLAZA 66	DEKALB	MAINLINE	088E086.20TSLM-DKLBM-54	SHOULDER	I-88	EB	86.2	M-11	EXCELLENT	ACTIVE
PLAZA 66	DEKALB	MAINLINE	088E086.20TSLM-DKLBM-71	IPO	I-88	EB	86.2	M-11	EXCELLENT	ACTIVE
PLAZA 66	DEKALB	MAINLINE	088E086.20TSLM-DKLBM-72	MLT	I-88	EB	86.2	M-11	EXCELLENT	INACTIVE
PLAZA 66	DEKALB	MAINLINE	088E086.20TSLM-DKLBM-73	MLT	I-88	EB	86.2	M-11	GOOD	INACTIVE
PLAZA 67C	ANNIE GLIDDEN RD	RAMP - ENTRANCE	088E091.40TSLR-DKLBW-1	ATPM	I-88	EB	91.4	M-11	FAIR	INACTIVE
PLAZA 67C	ANNIE GLIDDEN RD	RAMP - ENTRANCE	088E091.40TSLR-DKLBW-2	IPO	I-88	EB	91.4	M-11	EXCELLENT	ACTIVE
PLAZA 65K	PEACE RD	RAMP - ENTRANCE	088E094.00TSLR-DKLBE-3	IPO	I-88	EB	94	M-11	EXCELLENT	ACTIVE
PLAZA 65K	PEACE RD	RAMP - ENTRANCE	088E094.00TSLR-DKLBE-4	IPO	I-88	EB	94	M-11	EXCELLENT	ACTIVE
PLAZA 64A	I-88/RTE 47	RAMP - ENTRANCE	088E109.39TSLR-RTE47-51	SHOULDER	I-88	EB	109.39	M-11	EXCELLENT	ACTIVE
PLAZA 64A	I-88/RTE 47	RAMP - ENTRANCE	088E109.39TSLR-RTE47-52	AET	I-88	EB	109.39	M-11	EXCELLENT	ACTIVE
PLAZA 64A	I-88/RTE 47	RAMP - ENTRANCE	088E109.39TSLR-RTE47-53	AET	I-88	EB	109.39	M-11	EXCELLENT	ACTIVE
PLAZA 64A	I-88/RTE 47	RAMP - ENTRANCE	088E109.39TSLR-RTE47-54	SHOULDER	I-88	EB	109.39	M-11	EXCELLENT	ACTIVE
PLAZA 66	DEKALB	MAINLINE	088W086.20TSLM-DKLBM-61	SHOULDER	I-88	WB	86.2	M-11	EXCELLENT	ACTIVE
PLAZA 66	DEKALB	MAINLINE	088W086.20TSLM-DKLBM-62	ORT	I-88	WB	86.2	M-11	EXCELLENT	ACTIVE
PLAZA 66	DEKALB	MAINLINE	088W086.20TSLM-DKLBM-63	ORT	I-88	WB	86.2	M-11	EXCELLENT	ACTIVE
PLAZA 66	DEKALB	MAINLINE	088W086.20TSLM-DKLBM-64	SHOULDER	I-88	WB	86.2	M-11	EXCELLENT	ACTIVE
PLAZA 66	DEKALB	MAINLINE	088W086.20TSLM-DKLBM-81	IPO	I-88	WB	86.2	M-11	EXCELLENT	INACTIVE
PLAZA 66	DEKALB	MAINLINE	088W086.20TSLM-DKLBM-82	MLT	I-88	WB	86.2	M-11	EXCELLENT	INACTIVE
PLAZA 66	DEKALB	MAINLINE	088W086.20TSLM-DKLBM-83	ATPM	I-88	WB	86.2	M-11	EXCELLENT	ACTIVE
PLAZA 67B	ANNIE GLIDDEN RD	RAMP - EXIT	088W091.40TSLR-DKLBW-3	IPO	I-88	WB	91.4	M-11	GOOD	ACTIVE
PLAZA 67B	ANNIE GLIDDEN RD	RAMP - EXIT	088W091.40TSLR-DKLBW-4	ATPM	I-88	WB	91.4	M-11	GOOD	INACTIVE
PLAZA 65J	PEACE RD	RAMP - EXIT	088W094.00TSLR-DKLBE-1	IPO	I-88	WB	94	M-11	EXCELLENT	ACTIVE
PLAZA 65J	PEACE RD	RAMP - EXIT	088W094.00TSLR-DKLBE-2	IPO	I-88	WB	94	M-11	EXCELLENT	ACTIVE

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PLAZA	PLAZA ESCRIPTION	ROADWAY LOCATION	BUS LANE ID	LANE CONFIGURATION	ROUTE	DIR.	MP	M-SECTION	CONDITION	ACTIVE VS INACTIVE
PLAZA 64A	I-88/RTE 47	RAMP - EXIT	088W109.39TSLR-RTE47-61	SHOULDER	I-88	WB	109.39	M-11	EXCELLENT	ACTIVE
PLAZA 64A	I-88/RTE 47	RAMP - EXIT	088W109.39TSLR-RTE47-62	AET	I-88	WB	109.39	M-11	EXCELLENT	ACTIVE
PLAZA 64A	I-88/RTE 47	RAMP - EXIT	088W109.39TSLR-RTE47-63	SHOULDER	I-88	WB	109.39	M-11	EXCELLENT	ACTIVE
PLAZA 69	DIXON	MAINLINE	088E056.40TSLM-DIXNM-61	SHOULDER	I-88	EB	56.4	M-12	EXCELLENT	ACTIVE
PLAZA 69	DIXON	MAINLINE	088E056.40TSLM-DIXNM-62	ORT	I-88	EB	56.4	M-12	EXCELLENT	ACTIVE
PLAZA 69	DIXON	MAINLINE	088E056.40TSLM-DIXNM-63	ORT	I-88	EB	56.4	M-12	EXCELLENT	ACTIVE
PLAZA 69	DIXON	MAINLINE	088E056.40TSLM-DIXNM-64	SHOULDER	I-88	EB	56.4	M-12	EXCELLENT	ACTIVE
PLAZA 69	DIXON	MAINLINE	088E056.40TSLM-DIXNM-81	MLT	I-88	EB	56.4	M-12	EXCELLENT	INACTIVE
PLAZA 69	DIXON	MAINLINE	088E056.40TSLM-DIXNM-82	ATPM	I-88	EB	56.4	M-12	EXCELLENT	INACTIVE
PLAZA 69	DIXON	MAINLINE	088E056.40TSLM-DIXNM-83	IPO	I-88	EB	56.4	M-12	EXCELLENT	ACTIVE
PLAZA 69	DIXON	MAINLINE	088W056.40TSLM-DIXNM-51	SHOULDER	I-88	WB	56.4	M-12	EXCELLENT	ACTIVE
PLAZA 69	DIXON	MAINLINE	088W056.40TSLM-DIXNM-52	ORT	I-88	WB	56.4	M-12	EXCELLENT	ACTIVE
PLAZA 69	DIXON	MAINLINE	088W056.40TSLM-DIXNM-53	ORT	I-88	WB	56.4	M-12	EXCELLENT	ACTIVE
PLAZA 69	DIXON	MAINLINE	088W056.40TSLM-DIXNM-54	SHOULDER	I-88	WB	56.4	M-12	EXCELLENT	ACTIVE
PLAZA 69	DIXON	MAINLINE	088W056.40TSLM-DIXNM-71	IPO	I-88	WB	56.4	M-12	EXCELLENT	INACTIVE
PLAZA 69	DIXON	MAINLINE	088W056.40TSLM-DIXNM-72	ATPM	I-88	WB	56.4	M-12	GOOD	INACTIVE
PLAZA 69	DIXON	MAINLINE	088W056.40TSLM-DIXNM-73	MLT	I-88	WB	56.4	M-12	EXCELLENT	INACTIVE
PLAZA 101	RTE 6	RAMP - EXIT	355N000.80TSLR-RT6-1	IPO	I-355	NB	0.8	M-14	EXCELLENT	ACTIVE
PLAZA 101	RTE 6	RAMP - EXIT	355N000.80TSLR-RT6-2	ATPM	I-355	NB	0.8	M-14	FAIR	INACTIVE
PLAZA 99	SPRING CREEK	MAINLINE	355N003.30TSLM-SPRCK-51	SHOULDER	I-355	NB	3.3	M-14	EXCELLENT	ACTIVE
PLAZA 99	SPRING CREEK	MAINLINE	355N003.30TSLM-SPRCK-52	ORT	I-355	NB	3.3	M-14	EXCELLENT	ACTIVE
PLAZA 99	SPRING CREEK	MAINLINE	355N003.30TSLM-SPRCK-53	ORT	I-355	NB	3.3	M-14	EXCELLENT	ACTIVE
PLAZA 99	SPRING CREEK	MAINLINE	355N003.30TSLM-SPRCK-54	ORT	I-355	NB	3.3	M-14	EXCELLENT	ACTIVE
PLAZA 99	SPRING CREEK	MAINLINE	355N003.30TSLM-SPRCK-55	SHOULDER	I-355	NB	3.3	M-14	EXCELLENT	ACTIVE
PLAZA 99	SPRING CREEK	MAINLINE	355N003.30TSLM-SPRCK-71	IPO	I-355	NB	3.3	M-14	EXCELLENT	INACTIVE

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PLAZA	PLAZA ESCRIPTION	ROADWAY LOCATION	BUS LANE ID	LANE CONFIGURATION	ROUTE	DIR.	MP	M-SECTION	CONDITION	ACTIVE VS INACTIVE
PLAZA 99	SPRING CREEK	MAINLINE	355N003.30TSLM-SPRCK-72	ATPM	I-355	NB	3.3	M-14	EXCELLENT	INACTIVE
PLAZA 99	SPRING CREEK	MAINLINE	355N003.30TSLM-SPRCK-73	ATPM	I-355	NB	3.3	M-14	EXCELLENT	INACTIVE
PLAZA 97	RTE 7	RAMP - ENTRANCE	355N004.80TSLR-RT7-3	IPO	I-355	NB	4.8	M-14	EXCELLENT	ACTIVE
PLAZA 97	RTE 7	RAMP - ENTRANCE	355N004.80TSLR-RT7-4	IPO	I-355	NB	4.8	M-14	EXCELLENT	ACTIVE
PLAZA 95	ARCHER AVE	RAMP - ENTRANCE	355N007.30TSLR-ARCHR-3	IPO	I-355	NB	7.3	M-14	EXCELLENT	ACTIVE
PLAZA 95	ARCHER AVE	RAMP - ENTRANCE	355N007.30TSLR-ARCHR-4	IPO	I-355	NB	7.3	M-14	EXCELLENT	ACTIVE
PLAZA 93	127TH ST	RAMP - ENTRANCE	355N008.90TSLR-127ST-3	ATPM	I-355	NB	8.9	M-14	EXCELLENT	ACTIVE
PLAZA 93	127TH ST	RAMP - ENTRANCE	355N008.90TSLR-127ST-4	IPO	I-355	NB	8.9	M-14	EXCELLENT	ACTIVE
PLAZA 90	BOUGHTON RD RAMP	RAMP - EXIT	355N013.80TSLR-BGHTN-3	IPO	I-355	NB	13.8	M-14	GOOD	ACTIVE
PLAZA 90	BOUGHTON RD RAMP	RAMP - EXIT	355N013.80TSLR-BGHTN-4	IPO	I-355	NB	13.8	M-14	EXCELLENT	ACTIVE
PLAZA 89	BOUGHTON RD MAINLINE	MAINLINE	355N014.40TSLM-BGTNM-61	SHOULDER	I-355	NB	14.4	M-14	EXCELLENT	ACTIVE
PLAZA 89	BOUGHTON RD MAINLINE	MAINLINE	355N014.40TSLM-BGTNM-62	ORT	I-355	NB	14.4	M-14	EXCELLENT	ACTIVE
PLAZA 89	BOUGHTON RD MAINLINE	MAINLINE	355N014.40TSLM-BGTNM-63	ORT	I-355	NB	14.4	M-14	EXCELLENT	ACTIVE
PLAZA 89	BOUGHTON RD MAINLINE	MAINLINE	355N014.40TSLM-BGTNM-64	ORT	I-355	NB	14.4	M-14	EXCELLENT	ACTIVE
PLAZA 89	BOUGHTON RD MAINLINE	MAINLINE	355N014.40TSLM-BGTNM-65	SHOULDER	I-355	NB	14.4	M-14	EXCELLENT	ACTIVE
PLAZA 89	BOUGHTON RD MAINLINE	MAINLINE	355N014.40TSLM-BGTNM-81	IPO	I-355	NB	14.4	M-14	EXCELLENT	ACTIVE
PLAZA 89	BOUGHTON RD MAINLINE	MAINLINE	355N014.40TSLM-BGTNM-82	IPO	I-355	NB	14.4	M-14	EXCELLENT	ACTIVE
PLAZA 89	BOUGHTON RD MAINLINE	MAINLINE	355N014.40TSLM-BGTNM-83	MLT	I-355	NB	14.4	M-14	GOOD	INACTIVE
PLAZA 89	BOUGHTON RD MAINLINE	MAINLINE	355N014.40TSLM-BGTNM-84	ATPM	I-355	NB	14.4	M-14	GOOD	INACTIVE
PLAZA 89	BOUGHTON RD MAINLINE	MAINLINE	355N014.40TSLM-BGTNM-85	MLT	I-355	NB	14.4	M-14	GOOD	INACTIVE
PLAZA 89	BOUGHTON RD MAINLINE	MAINLINE	355N014.40TSLM-BGTNM-86	MLT	I-355	NB	14.4	M-14	GOOD	INACTIVE
PLAZA 87	75TH ST	RAMP - ENTRANCE	355N015.50TSLR-75ST-1	IPO	I-355	NB	15.5	M-14	EXCELLENT	ACTIVE
PLAZA 87	75TH ST	RAMP - ENTRANCE	355N015.50TSLR-75ST-2	IPO	I-355	NB	15.5	M-14	EXCELLENT	ACTIVE
PLAZA 87	75TH ST	RAMP - ENTRANCE	355N015.50TSLR-75ST-3	IPO	I-355	NB	15.5	M-14	FAIR	INACTIVE
PLAZA 85	63RD ST	RAMP - ENTRANCE	355N017.20TSLR-63ST-1	IPO	I-355	NB	17.2	M-14	EXCELLENT	ACTIVE

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PLAZA	PLAZA ESCRIPTION	ROADWAY LOCATION	BUS LANE ID	LANE CONFIGURATION	ROUTE	DIR.	MP	M-SECTION	CONDITION	ACTIVE VS INACTIVE
PLAZA 85	63RD ST	RAMP - ENTRANCE	355N017.20TSLR-63ST-2	IPO	I-355	NB	17.2	M-14	GOOD	ACTIVE
PLAZA 85	63RD ST	RAMP - ENTRANCE	355N017.20TSLR-63ST-3	IPO	I-355	NB	17.2	M-14	GOOD	INACTIVE
PLAZA 83	MAPLE RD	RAMP - ENTRANCE	355N018.30TSLR-MPLE-4	IPO	I-355	NB	18.3	M-14	EXCELLENT	ACTIVE
PLAZA 83	MAPLE RD	RAMP - ENTRANCE	355N018.30TSLR-MPLE-5	ATPM	I-355	NB	18.3	M-14	FAIR	INACTIVE
PLAZA 83	MAPLE RD	RAMP - ENTRANCE	355N018.30TSLR-MPLE-6	IPO	I-355	NB	18.3	M-14	GOOD	ACTIVE
PLAZA 81	OGDEN AVE	RAMP - ENTRANCE	355N019.50TSLR-OGDN-3	ATPM	I-355	NB	19.5	M-14	FAIR	INACTIVE
PLAZA 81	OGDEN AVE	RAMP - ENTRANCE	355N019.50TSLR-OGDN-4	IPO	I-355	NB	19.5	M-14	EXCELLENT	ACTIVE
PLAZA 79	BUTTERFIELD RD	RAMP - EXIT	355N022.60TSLR-BTFLD-3	IPO	I-355	NB	22.6	M-14	EXCELLENT	ACTIVE
PLAZA 79	BUTTERFIELD RD	RAMP - EXIT	355N022.60TSLR-BTFLD-4	IPO	I-355	NB	22.6	M-14	EXCELLENT	ACTIVE
PLAZA 77	ROOSEVELT RD	RAMP - EXIT	355N024.60TSLR-RSVLT-3	IPO	I-355	NB	24.6	M-14	GOOD	ACTIVE
PLAZA 77	ROOSEVELT RD	RAMP - EXIT	355N024.60TSLR-RSVLT-4	ATPM	I-355	NB	24.6	M-14	FAIR	INACTIVE
PLAZA 75	NORTH AVE	RAMP - EXIT	355N027.90TSLR-NRTHV-1	IPO	I-355	NB	27.9	M-14	EXCELLENT	ACTIVE
PLAZA 75	NORTH AVE	RAMP - EXIT	355N027.90TSLR-NRTHV-2	IPO	I-355	NB	27.9	M-14	EXCELLENT	ACTIVE
PLAZA 75	NORTH AVE	RAMP - EXIT	355N027.90TSLR-NRTHV-3	IPO	I-355	NB	27.9	M-14	EXCELLENT	ACTIVE
PLAZA 73	ARMY TRAIL RD	MAINLINE	355N029.20TSLM-ARMYT-61	SHOULDER	I-355	NB	29.2	M-14	EXCELLENT	ACTIVE
PLAZA 73	ARMY TRAIL RD	MAINLINE	355N029.20TSLM-ARMYT-62	ORT	I-355	NB	29.2	M-14	EXCELLENT	ACTIVE
PLAZA 73	ARMY TRAIL RD	MAINLINE	355N029.20TSLM-ARMYT-63	ORT	I-355	NB	29.2	M-14	EXCELLENT	ACTIVE
PLAZA 73	ARMY TRAIL RD	MAINLINE	355N029.20TSLM-ARMYT-64	ORT	I-355	NB	29.2	M-14	EXCELLENT	ACTIVE
PLAZA 73	ARMY TRAIL RD	MAINLINE	355N029.20TSLM-ARMYT-65	SHOULDER	I-355	NB	29.2	M-14	EXCELLENT	ACTIVE
PLAZA 73	ARMY TRAIL RD	MAINLINE	355N029.20TSLM-ARMYT-81	IPO	I-355	NB	29.2	M-14	GOOD	INACTIVE
PLAZA 73	ARMY TRAIL RD	MAINLINE	355N029.20TSLM-ARMYT-82	ATPM	I-355	NB	29.2	M-14	GOOD	INACTIVE
PLAZA 73	ARMY TRAIL RD	MAINLINE	355N029.20TSLM-ARMYT-83	ATPM	I-355	NB	29.2	M-14	FAIR	INACTIVE
PLAZA 73	ARMY TRAIL RD	MAINLINE	355N029.20TSLM-ARMYT-84	MLT	I-355	NB	29.2	M-14	GOOD	INACTIVE
PLAZA 73	ARMY TRAIL RD	MAINLINE	355N029.20TSLM-ARMYT-85	IPO	I-355	NB	29.2	M-14	EXCELLENT	ACTIVE
PLAZA 101	RTE 6	RAMP - ENTRANCE	355S000.80TSLR-RT6-3	ATPM	I-355	SB	0.8	M-14	EXCELLENT	INACTIVE

Appendix K Tolling System Condition Rating Table

PLAZA	PLAZA ESCRIPTION	ROADWAY LOCATION	BUS LANE ID	LANE CONFIGURATION	ROUTE	DIR.	MP	M-SECTION	CONDITION	ACTIVE VS INACTIVE
PLAZA 101	RTE 6	RAMP - ENTRANCE	355S000.80TSLR-RT6-4	IPO	I-355	SB	0.8	M-14	EXCELLENT	ACTIVE
PLAZA 99	SPRING CREEK	MAINLINE	355S003.30TSLM-SPRCK-61	SHOULDER	I-355	SB	3.3	M-14	EXCELLENT	ACTIVE
PLAZA 99	SPRING CREEK	MAINLINE	355S003.30TSLM-SPRCK-62	ORT	I-355	SB	3.3	M-14	EXCELLENT	ACTIVE
PLAZA 99	SPRING CREEK	MAINLINE	355S003.30TSLM-SPRCK-63	ORT	I-355	SB	3.3	M-14	EXCELLENT	ACTIVE
PLAZA 99	SPRING CREEK	MAINLINE	355S003.30TSLM-SPRCK-64	ORT	I-355	SB	3.3	M-14	EXCELLENT	ACTIVE
PLAZA 99	SPRING CREEK	MAINLINE	355S003.30TSLM-SPRCK-65	SHOULDER	I-355	SB	3.3	M-14	EXCELLENT	INACTIVE
PLAZA 99	SPRING CREEK	MAINLINE	355S003.30TSLM-SPRCK-81	MLT	I-355	SB	3.3	M-14	GOOD	INACTIVE
PLAZA 99	SPRING CREEK	MAINLINE	355S003.30TSLM-SPRCK-82	ATPM	I-355	SB	3.3	M-14	GOOD	INACTIVE
PLAZA 99	SPRING CREEK	MAINLINE	355S003.30TSLM-SPRCK-83	ATPM	I-355	SB	3.3	M-14	EXCELLENT	ACTIVE
PLAZA 97	RTE 7	RAMP - EXIT	355S004.80TSLR-RT7-1	IPO	I-355	SB	4.8	M-14	EXCELLENT	ACTIVE
PLAZA 97	RTE 7	RAMP - EXIT	355S004.80TSLR-RT7-2	IPO	I-355	SB	4.8	M-14	GOOD	ACTIVE
PLAZA 95	ARCHER AVE	RAMP - EXIT	355S007.30TSLR-ARCHR-1	IPO	I-355	SB	7.3	M-14	GOOD	ACTIVE
PLAZA 95	ARCHER AVE	RAMP - EXIT	355S007.30TSLR-ARCHR-2	IPO	I-355	SB	7.3	M-14	EXCELLENT	ACTIVE
PLAZA 93	127TH ST	RAMP - EXIT	355S008.90TSLR-127ST-1	IPO	I-355	SB	8.9	M-14	GOOD	ACTIVE
PLAZA 93	127TH ST	RAMP - EXIT	355S008.90TSLR-127ST-2	ATPM	I-355	SB	8.9	M-14	GOOD	INACTIVE
PLAZA 90	BOUGHTON RD RAMP	RAMP - ENTRANCE	355S013.80TSLR-BGHTN-1	IPO	I-355	SB	13.8	M-14	EXCELLENT	ACTIVE
PLAZA 90	BOUGHTON RD RAMP	RAMP - ENTRANCE	355S013.80TSLR-BGHTN-2	IPO	I-355	SB	13.8	M-14	GOOD	ACTIVE
PLAZA 89	BOUGHTON RD MAINLINE	MAINLINE	355S014.40TSLM-BGTNM-51	SHOULDER	I-355	SB	14.4	M-14	EXCELLENT	ACTIVE
PLAZA 89	BOUGHTON RD MAINLINE	MAINLINE	355S014.40TSLM-BGTNM-52	ORT	I-355	SB	14.4	M-14	EXCELLENT	ACTIVE
PLAZA 89	BOUGHTON RD MAINLINE	MAINLINE	355S014.40TSLM-BGTNM-53	ORT	I-355	SB	14.4	M-14	EXCELLENT	ACTIVE
PLAZA 89	BOUGHTON RD MAINLINE	MAINLINE	355S014.40TSLM-BGTNM-54	ORT	I-355	SB	14.4	M-14	EXCELLENT	ACTIVE
PLAZA 89	BOUGHTON RD MAINLINE	MAINLINE	355S014.40TSLM-BGTNM-55	SHOULDER	I-355	SB	14.4	M-14	EXCELLENT	ACTIVE
PLAZA 89	BOUGHTON RD MAINLINE	MAINLINE	355S014.40TSLM-BGTNM-71	MLT	I-355	SB	14.4	M-14	GOOD	INACTIVE
PLAZA 89	BOUGHTON RD MAINLINE	MAINLINE	355S014.40TSLM-BGTNM-72	MLT	I-355	SB	14.4	M-14	FAIR	INACTIVE
PLAZA 89	BOUGHTON RD MAINLINE	MAINLINE	355S014.40TSLM-BGTNM-73	ATPM	I-355	SB	14.4	M-14	GOOD	INACTIVE

Appendix K Tolling System Condition Rating Table

PLAZA	PLAZA ESCRIPTION	ROADWAY LOCATION	BUS LANE ID	LANE CONFIGURATION	ROUTE	DIR.	MP	M-SECTION	CONDITION	ACTIVE VS INACTIVE
PLAZA 89	BOUGHTON RD MAINLINE	MAINLINE	355S014.40TSLM-BGTNM-74	IPO	I-355	SB	14.4	M-14	GOOD	ACTIVE
PLAZA 89	BOUGHTON RD MAINLINE	MAINLINE	355S014.40TSLM-BGTNM-75	IPO	I-355	SB	14.4	M-14	EXCELLENT	ACTIVE
PLAZA 89	BOUGHTON RD MAINLINE	MAINLINE	355S014.40TSLM-BGTNM-76	IPO	I-355	SB	14.4	M-14	GOOD	INACTIVE
PLAZA 85	63RD ST	RAMP - EXIT	355S017.20TSLR-63ST-4	IPO	I-355	SB	17.2	M-14	EXCELLENT	ACTIVE
PLAZA 85	63RD ST	RAMP - EXIT	355S017.20TSLR-63ST-5	ATPM	I-355	SB	17.2	M-14	FAIR	INACTIVE
PLAZA 85	63RD ST	RAMP - EXIT	355S017.20TSLR-63ST-6	IPO	I-355	SB	17.2	M-14	EXCELLENT	ACTIVE
PLAZA 87	75TH ST	RAMP - EXIT	355S017.20TSLR-75ST-4	IPO	I-355	SB	17.2	M-14	GOOD	ACTIVE
PLAZA 87	75TH ST	RAMP - EXIT	355S017.20TSLR-75ST-5	ATPM	I-355	SB	17.2	M-14	GOOD	INACTIVE
PLAZA 87	75TH ST	RAMP - EXIT	355S017.20TSLR-75ST-6	IPO	I-355	SB	17.2	M-14	GOOD	ACTIVE
PLAZA 83	MAPLE RD	RAMP - EXIT	355S018.30TSLR-MPLE-1	IPO	I-355	SB	18.3	M-14	GOOD	ACTIVE
PLAZA 83	MAPLE RD	RAMP - EXIT	355S018.30TSLR-MPLE-2	ATPM	I-355	SB	18.3	M-14	GOOD	INACTIVE
PLAZA 83	MAPLE RD	RAMP - EXIT	355S018.30TSLR-MPLE-3	IPO	I-355	SB	18.3	M-14	GOOD	ACTIVE
PLAZA 81	OGDEN AVE	RAMP - EXIT	355S019.50TSLR-OGDN-1	ATPM	I-355	SB	19.5	M-14	GOOD	INACTIVE
PLAZA 81	OGDEN AVE	RAMP - EXIT	355S019.50TSLR-OGDN-2	IPO	I-355	SB	19.5	M-14	GOOD	ACTIVE
PLAZA 79	BUTTERFIELD RD	RAMP - ENTRANCE	355S022.60TSLR-BTFLD-1	IPO	I-355	SB	22.6	M-14	GOOD	ACTIVE
PLAZA 79	BUTTERFIELD RD	RAMP - ENTRANCE	355S022.60TSLR-BTFLD-2	IPO	I-355	SB	22.6	M-14	EXCELLENT	ACTIVE
PLAZA 77	ROOSEVELT RD	RAMP - ENTRANCE	355S024.60TSLR-RSVLT-1	ATPM	I-355	SB	24.6	M-14	EXCELLENT	INACTIVE
PLAZA 77	ROOSEVELT RD	RAMP - ENTRANCE	355S024.60TSLR-RSVLT-2	IPO	I-355	SB	24.6	M-14	GOOD	ACTIVE
PLAZA 75	NORTH AVE	RAMP - ENTRANCE	355S027.90TSLR-NRTHV-4	IPO	I-355	SB	27.9	M-14	EXCELLENT	INACTIVE
PLAZA 75	NORTH AVE	RAMP - ENTRANCE	355S027.90TSLR-NRTHV-5	IPO	I-355	SB	27.9	M-14	EXCELLENT	ACTIVE
PLAZA 75	NORTH AVE	RAMP - ENTRANCE	355S027.90TSLR-NRTHV-6	IPO	I-355	SB	27.9	M-14	EXCELLENT	ACTIVE
PLAZA 73	ARMY TRAIL RD	MAINLINE	355S029.20TSLM-ARMYT-51	SHOULDER	I-355	SB	29.2	M-14	EXCELLENT	ACTIVE
PLAZA 73	ARMY TRAIL RD	MAINLINE	355S029.20TSLM-ARMYT-52	ORT	I-355	SB	29.2	M-14	EXCELLENT	ACTIVE
PLAZA 73	ARMY TRAIL RD	MAINLINE	355S029.20TSLM-ARMYT-53	ORT	I-355	SB	29.2	M-14	EXCELLENT	ACTIVE
PLAZA 73	ARMY TRAIL RD	MAINLINE	355S029.20TSLM-ARMYT-54	ORT	I-355	SB	29.2	M-14	EXCELLENT	ACTIVE

Appendix K Tolling System Condition Rating Table

PLAZA	PLAZA ESCRIPTION	ROADWAY LOCATION	BUS LANE ID	LANE CONFIGURATION	ROUTE	DIR.	MP	M-SECTION	CONDITION	ACTIVE VS INACTIVE
PLAZA 73	ARMY TRAIL RD	MAINLINE	355S029.20TSLM-ARMYT-55	SHOULDER	I-355	SB	29.2	M-14	EXCELLENT	ACTIVE
PLAZA 73	ARMY TRAIL RD	MAINLINE	355S029.20TSLM-ARMYT-71	IPO	I-355	SB	29.2	M-14	EXCELLENT	ACTIVE
PLAZA 73	ARMY TRAIL RD	MAINLINE	355S029.20TSLM-ARMYT-72	MLT	I-355	SB	29.2	M-14	GOOD	INACTIVE
PLAZA 73	ARMY TRAIL RD	MAINLINE	355S029.20TSLM-ARMYT-73	ATPM	I-355	SB	29.2	M-14	EXCELLENT	INACTIVE
PLAZA 73	ARMY TRAIL RD	MAINLINE	355S029.20TSLM-ARMYT-74	ATPM	I-355	SB	29.2	M-14	GOOD	INACTIVE
PLAZA 73	ARMY TRAIL RD	MAINLINE	355S029.20TSLM-ARMYT-75	IPO	I-355	SB	29.2	M-14	GOOD	INACTIVE
PLAZA 73	ARMY TRAIL RD	MAINLINE	355S029.20TSLM-ARMYT-76	IPO	I-355	SB	29.2	M-14	GOOD	ACTIVE
PLAZA 330	LAKE ST	MAINLINE	390E006.60TSLM-LAKE-51	SHOULDER	IL 390	EB	6.6	M-16	EXCELLENT	ACTIVE
PLAZA 330	LAKE ST	MAINLINE	390E006.60TSLM-LAKE-52	AET	IL 390	EB	6.6	M-16	EXCELLENT	ACTIVE
PLAZA 330	LAKE ST	MAINLINE	390E006.60TSLM-LAKE-53	AET	IL 390	EB	6.6	M-16	EXCELLENT	ACTIVE
PLAZA 330	LAKE ST	MAINLINE	390E006.60TSLM-LAKE-54	AET	IL 390	EB	6.6	M-16	EXCELLENT	ACTIVE
PLAZA 330	LAKE ST	MAINLINE	390E006.60TSLM-LAKE-55	SHOULDER	IL 390	EB	6.6	M-16	EXCELLENT	ACTIVE
PLAZA 328	MITCHELL RD	MAINLINE	390E009.00TSLM-MITCH-51	SHOULDER	IL 390	EB	9	M-16	EXCELLENT	ACTIVE
PLAZA 328	MITCHELL RD	MAINLINE	390E009.00TSLM-MITCH-52	AET	IL 390	EB	9	M-16	EXCELLENT	ACTIVE
PLAZA 328	MITCHELL RD	MAINLINE	390E009.00TSLM-MITCH-53	AET	IL 390	EB	9	M-16	EXCELLENT	ACTIVE
PLAZA 328	MITCHELL RD	MAINLINE	390E009.00TSLM-MITCH-54	AET	IL 390	EB	9	M-16	EXCELLENT	ACTIVE
PLAZA 328	MITCHELL RD	MAINLINE	390E009.00TSLM-MITCH-55	SHOULDER	IL 390	EB	9	M-16	EXCELLENT	ACTIVE
PLAZA 326	PLUM GROVE	MAINLINE	390E010.63TSLM-PLMGR-51	SHOULDER	IL 390	EB	10.63	M-16	EXCELLENT	ACTIVE
PLAZA 326	PLUM GROVE	MAINLINE	390E010.63TSLM-PLMGR-52	AET	IL 390	EB	10.63	M-16	EXCELLENT	ACTIVE
PLAZA 326	PLUM GROVE	MAINLINE	390E010.63TSLM-PLMGR-53	AET	IL 390	EB	10.63	M-16	EXCELLENT	ACTIVE
PLAZA 326	PLUM GROVE	MAINLINE	390E010.63TSLM-PLMGR-54	AET	IL 390	EB	10.63	M-16	EXCELLENT	ACTIVE
PLAZA 326	PLUM GROVE	MAINLINE	390E010.63TSLM-PLMGR-55	SHOULDER	IL 390	EB	10.63	M-16	EXCELLENT	ACTIVE
PLAZA 324	HAMILTON LAKES DRIVE	MAINLINE	390E013.22TSLM-HMLBD-51	SHOULDER	IL 390	EB	13.22	M-16	GOOD	ACTIVE
PLAZA 324	HAMILTON LAKES DRIVE	MAINLINE	390E013.22TSLM-HMLBD-52	AET	IL 390	EB	13.22	M-16	EXCELLENT	ACTIVE
PLAZA 324	HAMILTON LAKES DRIVE	MAINLINE	390E013.22TSLM-HMLBD-53	AET	IL 390	EB	13.22	M-16	EXCELLENT	ACTIVE

Appendix K Tolling System Condition Rating Table

PLAZA	PLAZA ESCRIPTION	ROADWAY LOCATION	BUS LANE ID	LANE CONFIGURATION	ROUTE	DIR.	MP	M-SECTION	CONDITION	ACTIVE VS INACTIVE
PLAZA 324	HAMILTON LAKES DRIVE	MAINLINE	390E013.22TSLM-HMLBD-54	AET	IL 390	EB	13.22	M-16	EXCELLENT	ACTIVE
PLAZA 324	HAMILTON LAKES DRIVE	MAINLINE	390E013.22TSLM-HMLBD-55	SHOULDER	IL 390	EB	13.22	M-16	EXCELLENT	ACTIVE
PLAZA 322	MITTEL DRIVE	MAINLINE	390E014.28TSLM-MITDR-51	SHOULDER	IL 390	EB	14.28	M-16	EXCELLENT	ACTIVE
PLAZA 322	MITTEL DRIVE	MAINLINE	390E014.28TSLM-MITDR-52	AET	IL 390	EB	14.28	M-16	EXCELLENT	ACTIVE
PLAZA 322	MITTEL DRIVE	MAINLINE	390E014.28TSLM-MITDR-53	AET	IL 390	EB	14.28	M-16	EXCELLENT	ACTIVE
PLAZA 322	MITTEL DRIVE	MAINLINE	390E014.28TSLM-MITDR-54	AET	IL 390	EB	14.28	M-16	EXCELLENT	ACTIVE
PLAZA 322	MITTEL DRIVE	MAINLINE	390E014.28TSLM-MITDR-55	SHOULDER	IL 390	EB	14.28	M-16	GOOD	ACTIVE
PLAZA 320	LIVELY BOULEVARD	MAINLINE	390E015.22TSLM-LIVLY-51	SHOULDER	IL 390	EB	15.22	M-16	EXCELLENT	ACTIVE
PLAZA 320	LIVELY BOULEVARD	MAINLINE	390E015.22TSLM-LIVLY-52	AET	IL 390	EB	15.22	M-16	EXCELLENT	ACTIVE
PLAZA 320	LIVELY BOULEVARD	MAINLINE	390E015.22TSLM-LIVLY-53	AET	IL 390	EB	15.22	M-16	EXCELLENT	ACTIVE
PLAZA 320	LIVELY BOULEVARD	MAINLINE	390E015.22TSLM-LIVLY-54	AET	IL 390	EB	15.22	M-16	EXCELLENT	ACTIVE
PLAZA 320	LIVELY BOULEVARD	MAINLINE	390E015.22TSLM-LIVLY-55	SHOULDER	IL 390	EB	15.22	M-16	EXCELLENT	ACTIVE
PLAZA 330	LAKE ST	MAINLINE	390W006.60TSLM-LAKE-61	SHOULDER	IL 390	WB	6.6	M-16	EXCELLENT	ACTIVE
PLAZA 330	LAKE ST	MAINLINE	390W006.60TSLM-LAKE-62	SHOULDER	IL 390	WB	6.6	M-16	GOOD	ACTIVE
PLAZA 330	LAKE ST	MAINLINE	390W006.60TSLM-LAKE-63	AET	IL 390	WB	6.6	M-16	EXCELLENT	ACTIVE
PLAZA 330	LAKE ST	MAINLINE	390W006.60TSLM-LAKE-64	AET	IL 390	WB	6.6	M-16	EXCELLENT	ACTIVE
PLAZA 330	LAKE ST	MAINLINE	390W006.60TSLM-LAKE-65	SHOULDER	IL 390	WB	6.6	M-16	EXCELLENT	ACTIVE
PLAZA 328	MITCHELL RD	MAINLINE	390W009.00TSLM-MITCH-61	SHOULDER	IL 390	WB	9	M-16	EXCELLENT	ACTIVE
PLAZA 328	MITCHELL RD	MAINLINE	390W009.00TSLM-MITCH-62	AET	IL 390	WB	9	M-16	EXCELLENT	ACTIVE
PLAZA 328	MITCHELL RD	MAINLINE	390W009.00TSLM-MITCH-63	AET	IL 390	WB	9	M-16	EXCELLENT	ACTIVE
PLAZA 328	MITCHELL RD	MAINLINE	390W009.00TSLM-MITCH-64	AET	IL 390	WB	9	M-16	EXCELLENT	ACTIVE
PLAZA 328	MITCHELL RD	MAINLINE	390W009.00TSLM-MITCH-65	SHOULDER	IL 390	WB	9	M-16	EXCELLENT	ACTIVE
PLAZA 326	PLUM GROVE	MAINLINE	390W010.62TSLM-LPMGR-61	SHOULDER	IL 390	WB	10.62	M-16	EXCELLENT	ACTIVE
PLAZA 326	PLUM GROVE	MAINLINE	390W010.62TSLM-LPMGR-62	AET	IL 390	WB	10.62	M-16	EXCELLENT	ACTIVE
PLAZA 326	PLUM GROVE	MAINLINE	390W010.62TSLM-LPMGR-63	AET	IL 390	WB	10.62	M-16	EXCELLENT	ACTIVE

Appendix K Tolling System Condition Rating Table

PLAZA	PLAZA ESCRIPTION	ROADWAY LOCATION	BUS LANE ID	LANE CONFIGURATION	ROUTE	DIR.	MP	M-SECTION	CONDITION	ACTIVE VS INACTIVE
PLAZA 326	PLUM GROVE	MAINLINE	390W010.62TSLM-LPMGR-64	AET	IL 390	WB	10.62	M-16	EXCELLENT	ACTIVE
PLAZA 326	PLUM GROVE	MAINLINE	390W010.62TSLM-LPMGR-65	SHOULDER	IL 390	WB	10.62	M-16	EXCELLENT	ACTIVE
PLAZA 324	HAMILTON LAKES DRIVE	MAINLINE	390W013.36TSLM-HMLBD-61	SHOULDER	IL 390	WB	13.36	M-16	EXCELLENT	ACTIVE
PLAZA 324	HAMILTON LAKES DRIVE	MAINLINE	390W013.36TSLM-HMLBD-62	AET	IL 390	WB	13.36	M-16	EXCELLENT	ACTIVE
PLAZA 324	HAMILTON LAKES DRIVE	MAINLINE	390W013.36TSLM-HMLBD-63	AET	IL 390	WB	13.36	M-16	EXCELLENT	ACTIVE
PLAZA 324	HAMILTON LAKES DRIVE	MAINLINE	390W013.36TSLM-HMLBD-64	AET	IL 390	WB	13.36	M-16	EXCELLENT	ACTIVE
PLAZA 324	HAMILTON LAKES DRIVE	MAINLINE	390W013.36TSLM-HMLBD-65	SHOULDER	IL 390	WB	13.36	M-16	EXCELLENT	ACTIVE
PLAZA 325	KETTER DRIVE	RAMP - ENTRANCE	390W013.37TSLR-KTTR-61	AET	IL 390	WB	13.37	M-16	EXCELLENT	ACTIVE
PLAZA 325	KETTER DRIVE	RAMP - ENTRANCE	390W013.37TSLR-KTTR-62	SHOULDER	IL 390	WB	13.37	M-16	EXCELLENT	ACTIVE
PLAZA 322	MITTEL DRIVE	MAINLINE	390W014.32TSLM-MITDR-61	SHOULDER	IL 390	WB	14.32	M-16	EXCELLENT	ACTIVE
PLAZA 322	MITTEL DRIVE	MAINLINE	390W014.32TSLM-MITDR-62	AET	IL 390	WB	14.32	M-16	EXCELLENT	ACTIVE
PLAZA 322	MITTEL DRIVE	MAINLINE	390W014.32TSLM-MITDR-63	AET	IL 390	WB	14.32	M-16	EXCELLENT	ACTIVE
PLAZA 322	MITTEL DRIVE	MAINLINE	390W014.32TSLM-MITDR-64	AET	IL 390	WB	14.32	M-16	EXCELLENT	ACTIVE
PLAZA 322	MITTEL DRIVE	MAINLINE	390W014.32TSLM-MITDR-65	SHOULDER	IL 390	WB	14.32	M-16	EXCELLENT	ACTIVE
PLAZA 320	LIVELY BOULEVARD	MAINLINE	390W015.38TSLM-LIVLY-61	SHOULDER	IL 390	WB	15.38	M-16	EXCELLENT	ACTIVE
PLAZA 320	LIVELY BOULEVARD	MAINLINE	390W015.38TSLM-LIVLY-62	AET	IL 390	WB	15.38	M-16	EXCELLENT	ACTIVE
PLAZA 320	LIVELY BOULEVARD	MAINLINE	390W015.38TSLM-LIVLY-63	AET	IL 390	WB	15.38	M-16	EXCELLENT	ACTIVE
PLAZA 320	LIVELY BOULEVARD	MAINLINE	390W015.38TSLM-LIVLY-64	AET	IL 390	WB	15.38	M-16	EXCELLENT	ACTIVE
PLAZA 320	LIVELY BOULEVARD	MAINLINE	390W015.38TSLM-LIVLY-65	SHOULDER	IL 390	WB	15.38	M-16	EXCELLENT	ACTIVE

EXHIBIT 1 - Percent of Mainline Pavement Within Each CRS Range (Systemwide)

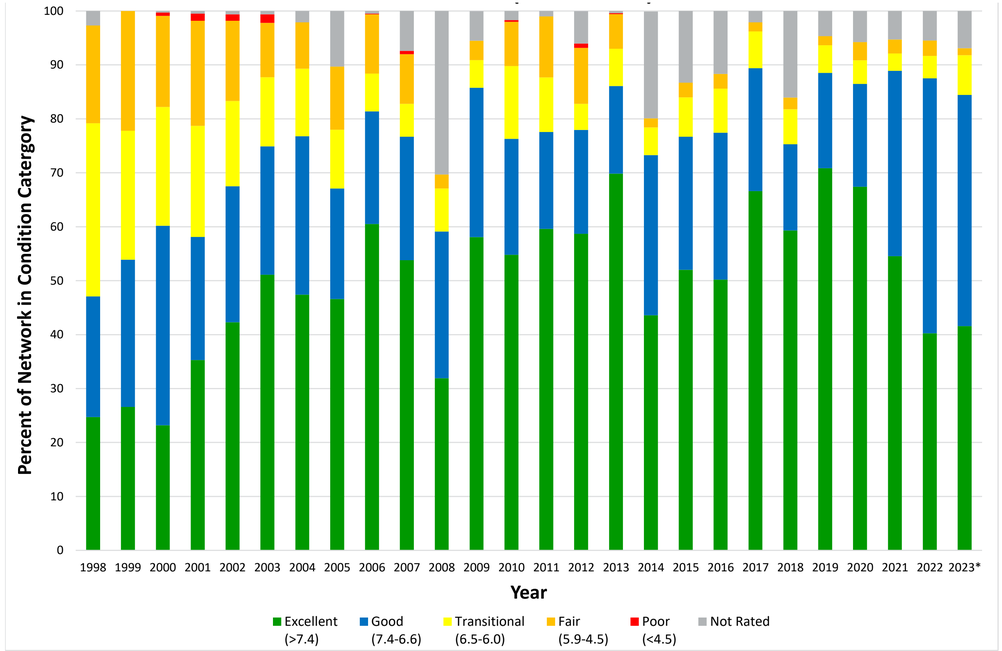

EXHIBIT 2 Mainline Pavement CRS Systemwide Map

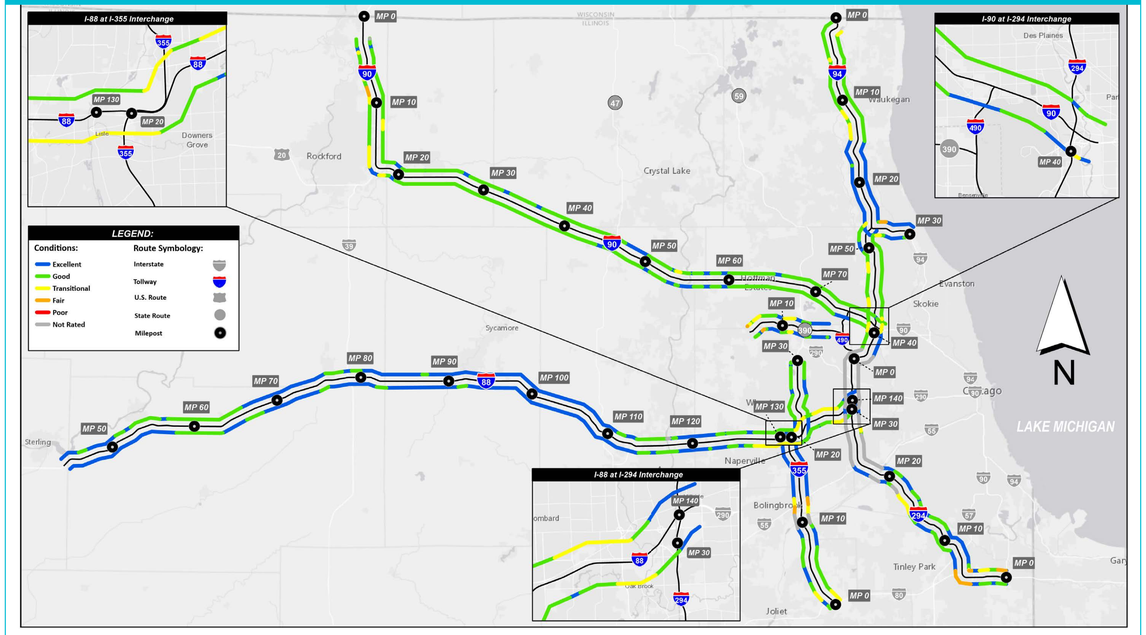

EXHIBIT 3 Percent of Mainline Pavement Within Each RIL Range (Systemwide)

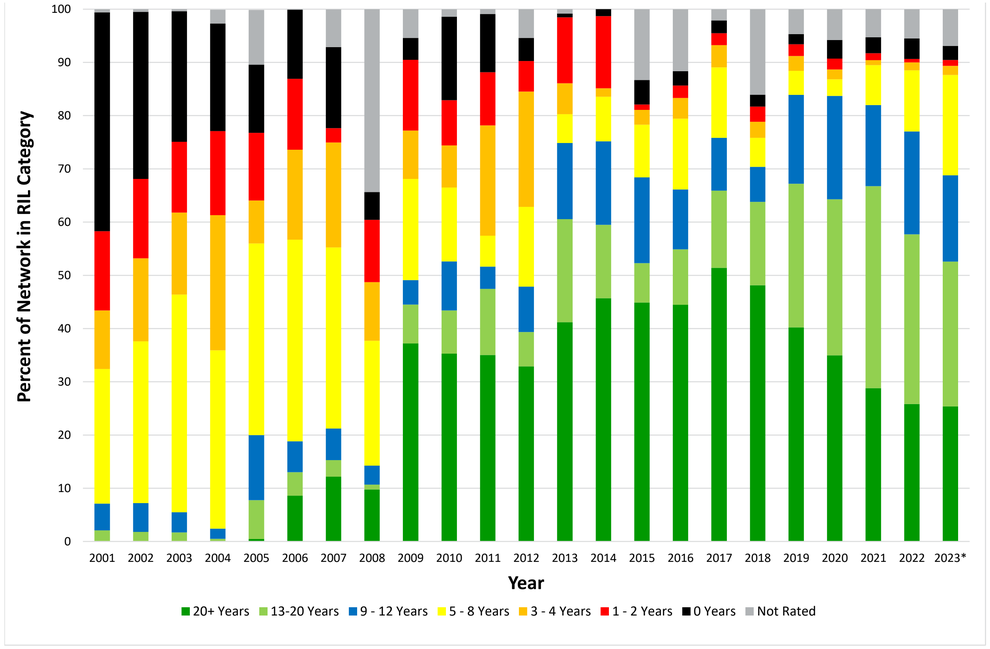

EXHIBIT 4 Mainline Pavement RIL Systemwide Map

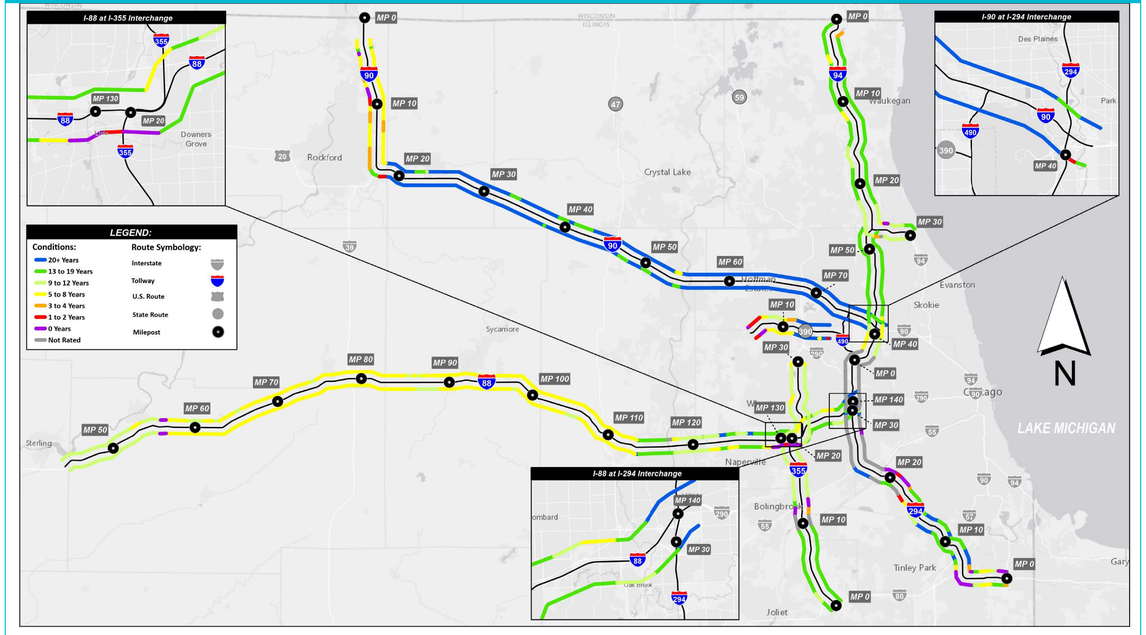

EXHIBIT 5 2023 Capital Program Construction Map

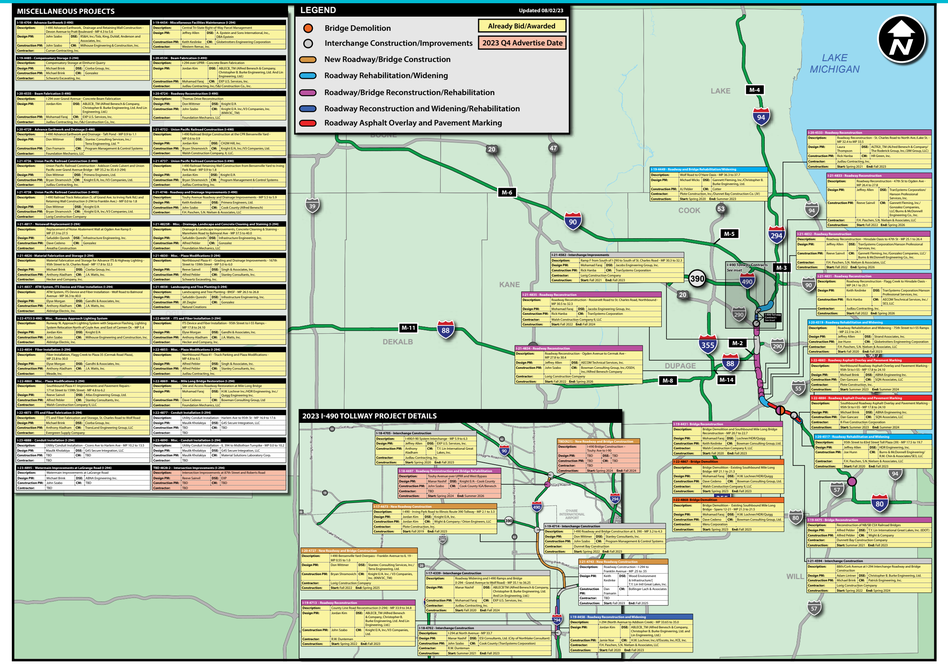

EXHIBIT 6 2023 Systemwide Corridor Construction Map

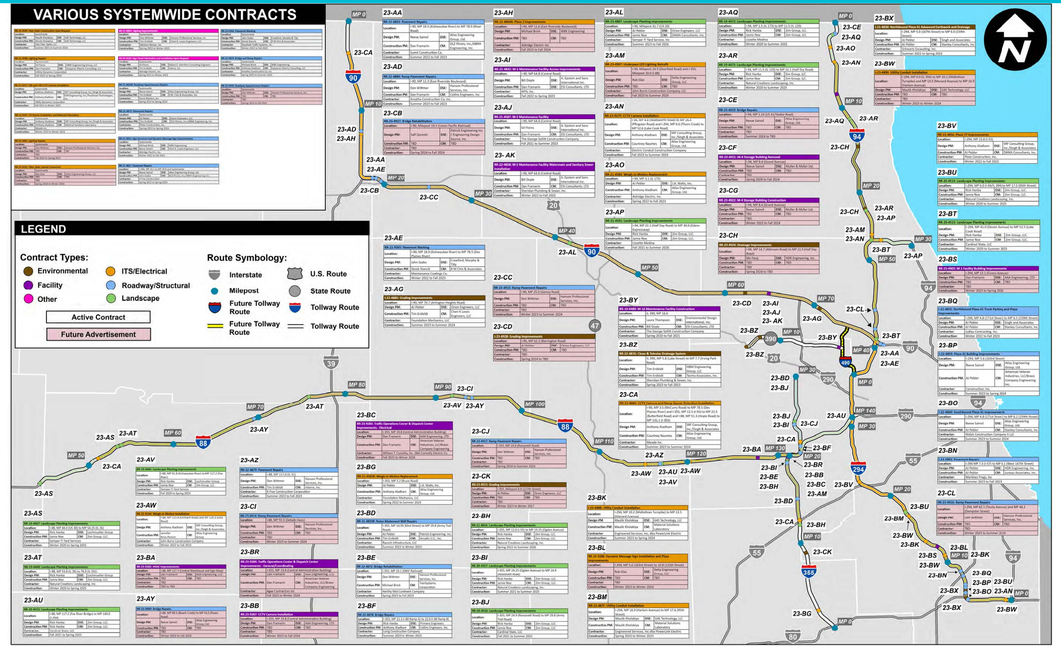

EXHIBIT 7 2024 Budget Book Construction Project Map

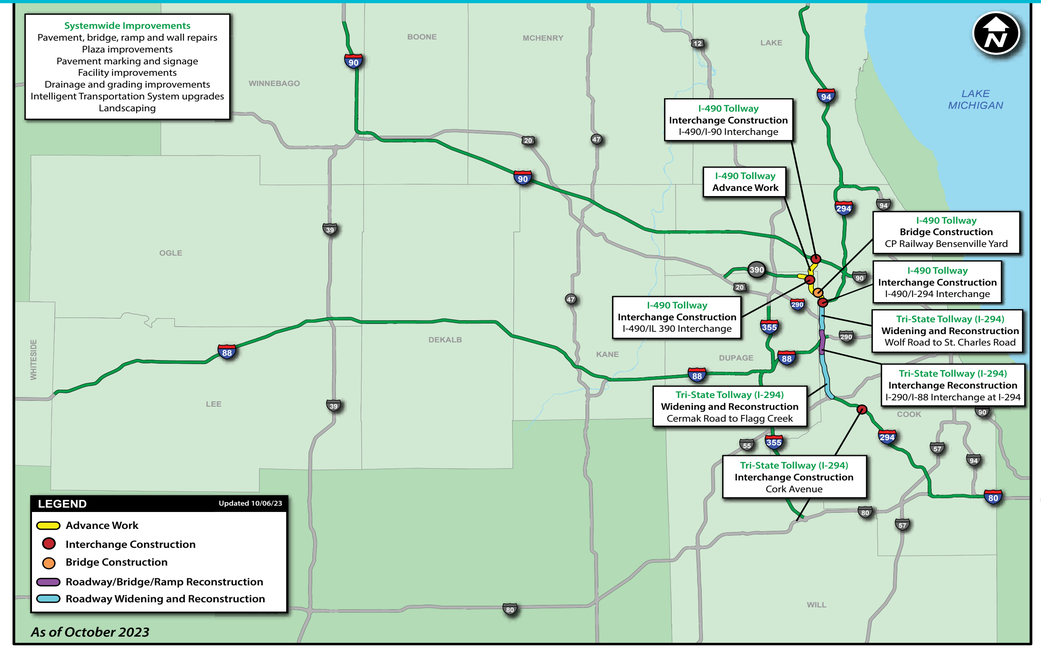

EXHIBIT 8 2024 Systemwide Corridor Construction Map

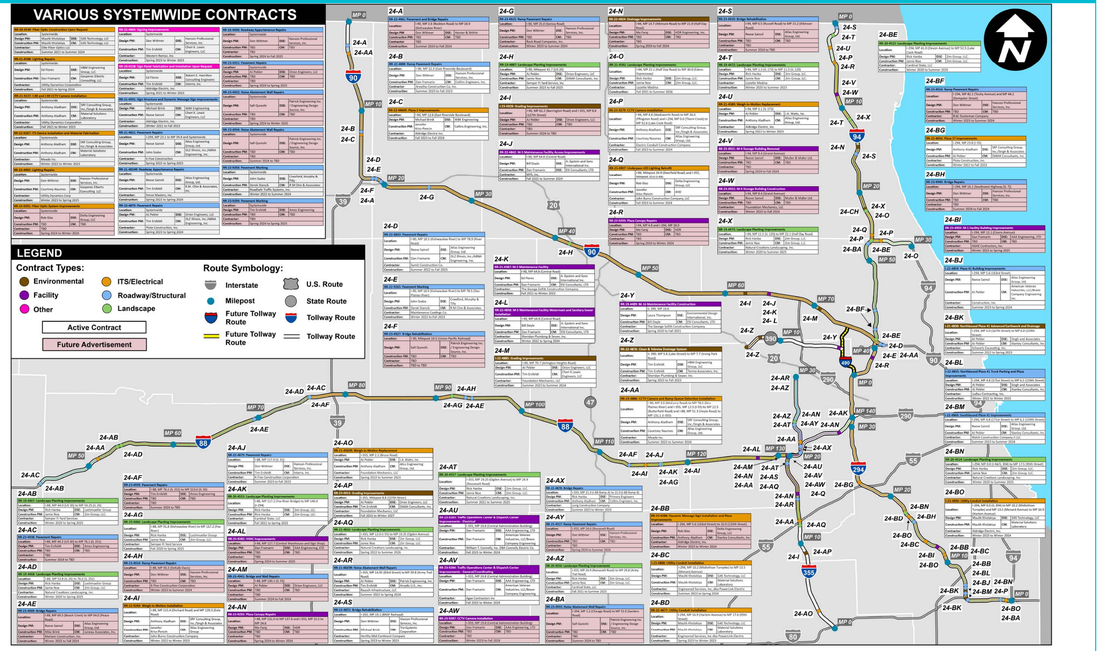

EXHIBIT 9 *Move Illinois* Capital Program Summary Map

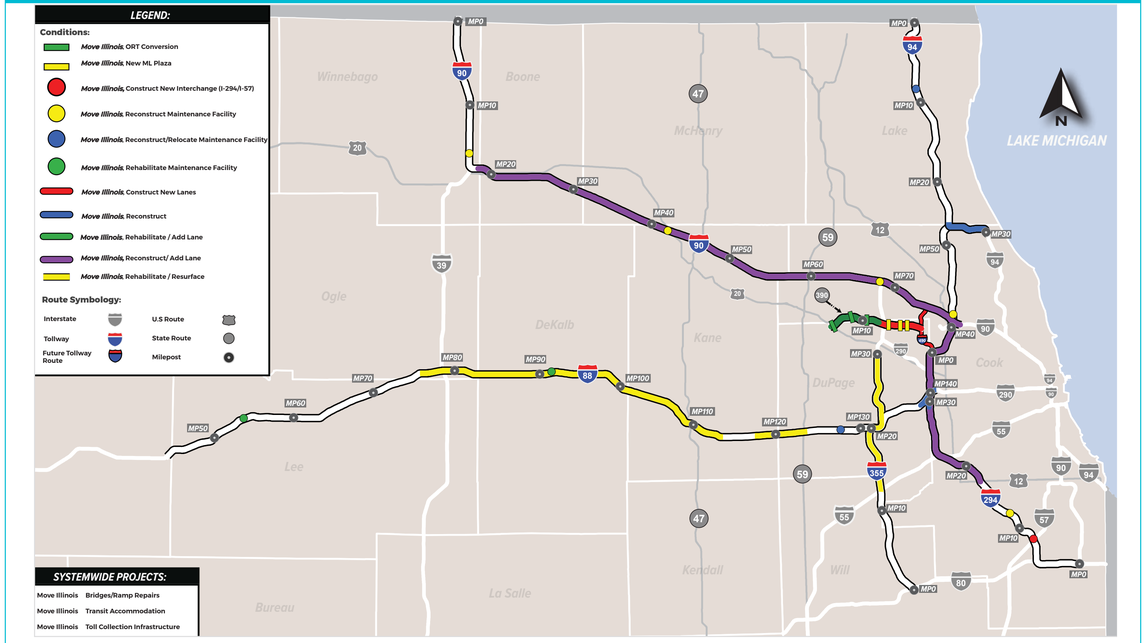

EXHIBIT 10 Pavement Preservation Forecast Map

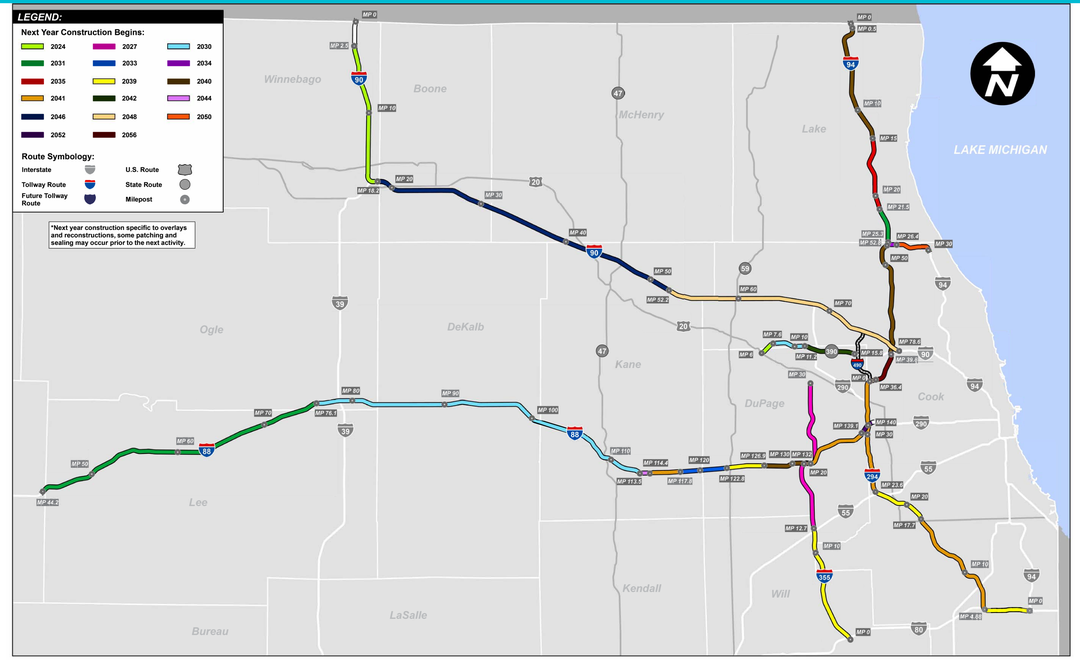

EXHIBIT 11 Roadway Maintenance District Map

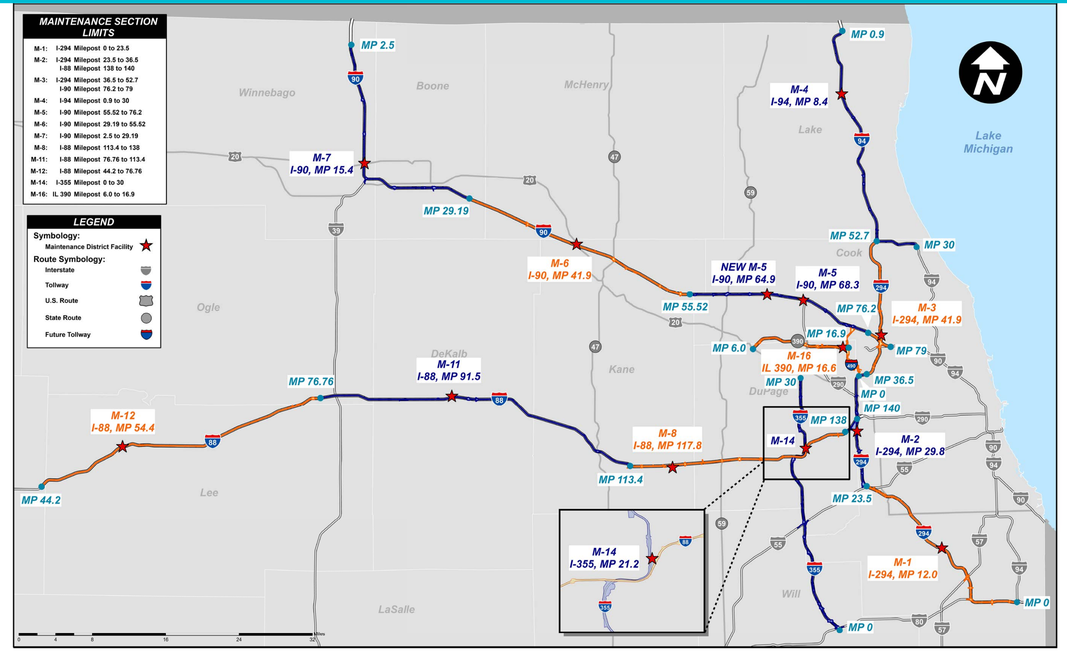

EXHIBIT 12 Facility Maintenance District Map

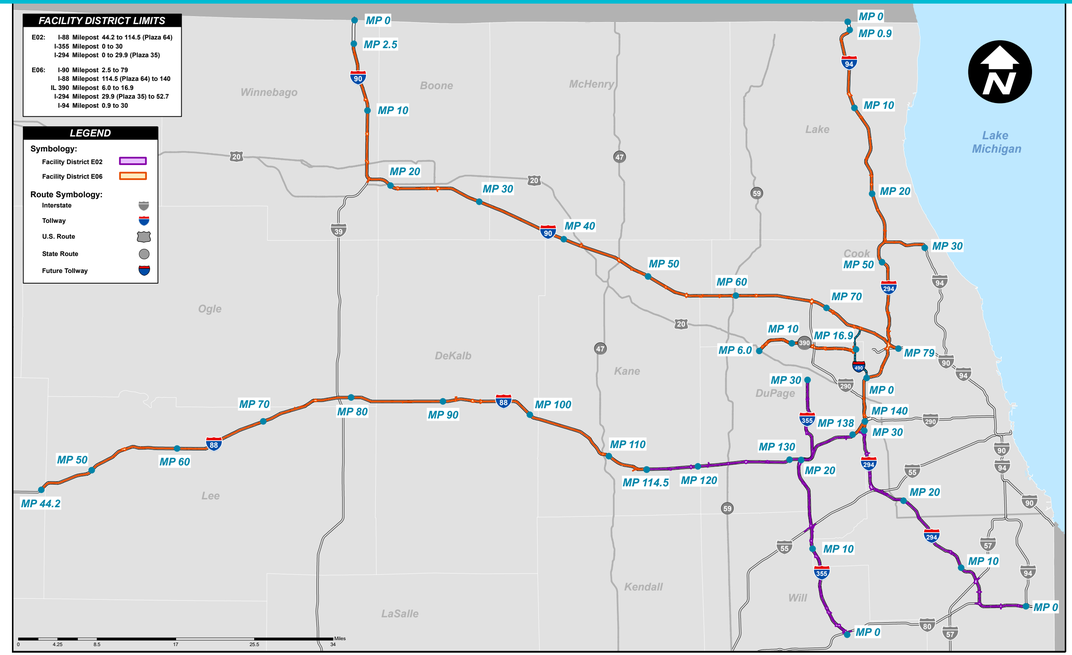

EXHIBIT 13 Roadway Electric District Map