2025
Consulting Engineers Report



Illinois Tollway

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February 27, 2026

Dear Manar Nashif,

Over the past year, WSP USA has proudly partnered with the Illinois Tollway as its Consulting Engineer, delivering comprehensive and transformative infrastructure inspection, maintenance and modernization services to ensure a safe and efficient system. This report summarizes the Illinois Tollway's 2025 accomplishments, including infrastructure assessments, safety enhancements and progress on key capital initiatives. In addition, this report identifies plans for operations in 2026, including continued preventative maintenance that contributes to the preservation of the system as required by the Amended and Restated Trust Indenture.

In 2025, the Illinois Tollway made significant advancements on the Central Tri-State and I-490 Tollway projects. Among the agency's many achievements, the completion of the northbound I-294 to westbound I-290 fly-under stands out as a milestone in engineering excellence, improving traffic flow while setting a benchmark for innovative design and execution in the region. The agency successfully opened five northbound and southbound lanes along I-294 between I-55 and Cermak Road, enhancing capacity and mobility for more than 220,000 daily drivers. Also, the southbound I-294 and County Line Road interchange was opened, streamlining traffic movements and reducing travel times. Lastly, the I-490 corridor saw the completion of the fourth O'Hare International Airport approach lighting system as well as new ramps and bridge decks at key interchanges, including work at the Illinois Route 390 Tollway, Franklin Avenue and Irving Park Road.

The Illinois Tollway continued advancing innovation through its digital and alternative delivery programs, LiDAR toll collection technology and safety enhancements for roadside personnel. These enhancements included improvements at salt storage facilities, piloting connected vehicle technology to support real-time communication and expanding initiatives to prevent and detect wrong way driving incidents.

Sustainability remained fundamental to the Illinois Tollway in 2025. The agency updated its Infrastructure Voluntary Evaluation Sustainability Tool (INVEST) to incorporate more ambitious, measurable criteria reflecting modern practices in climate resilience, alternative fuels and public health and launched a beaver dam pilot program to test culvert protection devices and habitat strategies that balance wildlife management with flood mitigation. Additionally, a new partnership was initiated to study microplastic release from erosion control blankets, aiming to identify alternatives that reduce environmental impacts while maintaining erosion control effectiveness.

The Illinois Tollway also continued to foster opportunities for small, diverse and veteran-owned businesses. Through targeted initiatives and ongoing outreach, the agency strengthened its partnerships and expanded access to contracting and professional service opportunities, helping to build a more inclusive and competitive industry.

Finally, the Illinois Tollway adopted a comprehensive agencywide strategic plan, *Our Bold Steps, Together*, to guide policy and provide oversight for strategic and capital planning processes into the future. The strategic plan provides a framework for how the Illinois Tollway will manage assets, invest in infrastructure and respond to changing transportation needs, centering on infrastructure, innovation and integration.

We appreciate Illinois Tollway team's collaboration and partnership in delivering a world-class transportation system. Together, we look forward to building on this momentum and driving continued progress, innovation and operational excellence in 2026.

Sincerely,

Michael K Valentino

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Project Manager

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Table of Contents

1.0 Introduction 11

2.0 Summary of the Illinois Tollway 15

2.1 The Illinois Tollway's Mission 16
2.1.1 Bold Steps Together 17
2.2 The Illinois Tollway's History 18
2.2.1 Evolution of the Roadway 19
2.2.2 Leading Technology Implementation 20
2.2.3 Forward-Thinking Safety Leader 22
2.3 Leadership 25
2.4 *Move Illinois* Capital Program 26
2.5 Bridging the Future Capital Plan 27

3.0 Transportation Asset Management System 29

3.1 Roadway Pavement 30
3.1.1 Pavement Management System 31
3.1.2 Evolution of the Pavement 31
3.1.3 Pavement Inspection Process 56
3.1.4 Pavement Inspection Summary 59
3.1.4.1 Mainline Pavement Summary 59
3.1.4.2 Ramp Pavement Summary 65
3.1.4.3 Shoulder Pavement Summary 67
3.1.5 Pavement Recommendations 68

3.2 Structural Assets 70
3.2.1 Bridges 71
3.2.1.1 Bridge Inspection Process 76
3.2.1.2 Bridge Inspection Summary 79
3.2.1.3 Bridge Recommendations 87
3.2.2 Structural Walls 88
3.2.2.1 Structural Wall Inspection Process 91
3.2.2.2 Structural Wall Inspection Summary 93
3.2.2.3 Structural Wall Recommendations 94

Table of Contents

3.2.3 Overhead Sign Structures 95
3.2.3.1 Overhead Sign Structure Inspection Process 97
3.2.3.2 Overhead Sign Structure Inspection Summary 100
3.2.3.3 Overhead Sign Structure Recommendations 102
3.2.4 Communication Towers 103
3.2.4.1 Communication Tower Inspection Process 105
3.2.4.2 Communication Tower Inspection Summary 108
3.2.4.3 Communication Tower Recommendations 109

3.3 Facilities 110
3.3.1 Facility Inspection Process 114
3.3.2 Facilities Inspection Summary 116
3.3.3 Facilities Recommendations 118

3.4 Transportation Systems Management and Operations Assets 121
3.4.1 Tolling Systems 122
3.4.1.1 Tolling System Inspection Process 126
3.4.1.2 Tolling System Inspection Summary 126
3.4.1.3 Tolling System Recommendations 128
3.4.2 Intelligent Transportation System (ITS) 129
3.4.2.1 ITS Inspection Process 133
3.4.2.2 ITS Inspection Summary 136
3.4.2.3 ITS Recommendations 140
3.4.3 Optical Fiber System 141
3.4.3.1 Fiber Optic Cable Capacity Audit Process 143
3.4.3.2 Fiber Optic Cable Capacity Audit Summary 145
3.4.3.3 Fiber Optic Recommendations 146
3.4.4 Roadway Lighting System 147

3.5 Environmental And Drainage Assets 150
3.5.1 Cross Culverts, Storm Sewers and Drainage Structures 150
3.5.2 Ditches, Embankment Slopes and Bioswales 155
3.5.3 Detention Basins 156
3.5.4 Stormwater Treatment Systems 158

Table of Contents

3.5.5 Stormwater Outfalls 160
3.5.6 Flood Mitigation 161

3.6 Safety Appurtenances 162
3.6.1 Guardrails 164
3.6.2 Attenuators 165
3.6.3 Cable Median Barriers 166
3.6.4 Concrete Barriers 167

3.7 Roadway Appurtenances 168
3.7.1 Delineators And Reflectors 169
3.7.2 Pavement Markings 170
3.7.3 Raised Pavement Markings 172
3.7.4 Right-Of-Way Fence 172
3.7.5 Traffic Signs 174
3.7.6 Crash Investigation Sites 176

4.0 2025 Accomplishments 179

4.1 Increasing Opportunity for Small and Diverse Businesses 180
4.1.1 Small Business Initiatives 181
4.1.2 Outreach and Industry Feedback 183

4.2 Construction Advancements 184
4.2.1 Digital Delivery 184
4.2.2 Alternative Delivery 187
4.2.3 Central Tri-State Tollway Project Progress: Added Capacity and I-290 Fly-Under Open 188
4.2.4 Local Access and Community Connectivity Improvements 189
4.2.5 I-490 Tollway Advancements: Approach Lighting, Rail Relocation and Interchange Work 190
4.2.6 Emergency Bridge Repairs at the Reagan Memorial Tollway (I-88) and Illinois Route 83 191
4.2.7 LiDAR Tolling Pilot Initiative 192

Table of Contents

4.3 Safety Enhancements 193
4.3.1 Wrong-Way Prevention and Detection Pilot Program 193
4.3.2 Connected Vehicle Pilot 195

4.4 Environmental Initiatives 196
4.4.1 Beaver Dam Pilot Program: Innovative Flood Mitigation 197
4.4.2 Sustainability Evaluation and Program Enhancements 198
4.4.3 Innovative Environmental Research and Emerging Solutions 198

4.5 2025 Construction and Professional Services Contracts 200
4.5.1 Construction Contracts 201
4.5.2 Professional Services Contracts 204

4.6 2026 Construction and Professional Services Contracts 206

5.0 Expansion of the System 209

6.0 Insurance 213

7.0 Renewal and Replacement Deposit 217

Appendix A The Illinois Tollway System Expansion History 221

Appendix B 2025 Active Construction Contracts 229

Appendix C 2025 Active Professional Services Contracts 241

Appendix D Capital Program Summaries 255

***Move Illinois* Capital Program Summary 256**
Bridging The Future Capital Plan Summary 261

Appendix E Mainline Pavement CRS Summary Table 265

Table of Contents

Appendix F	Bridges Condition Rating Table	269
Appendix G	Structural Walls Condition Rating Table	303
Appendix H	Overhead Sign Structures Condition Rating Table	347
Appendix I	Communication Towers Condition Rating Table	409
Appendix J	Facilities Condition Rating Table	415
Appendix K	Tolling System Condition Rating Table	425
Exhibits		497

Exhibit 1	Mainline Pavement Condition Trends by CRS Category	498
Exhibit 2	2025 Mainline Pavement Condition by CRS Category Map	499
Exhibit 3	Mainline Pavement Condition Trends by RIL Category	500
Exhibit 4	2025 Mainline Pavement Condition by RIL Category Map	501
Exhibit 5	2025 *Move Illinois* Program Construction Map	502
Exhibit 6	2025 Systemwide Corridor Construction Map	503
Exhibit 7	2026 *Move Illinois* Program Construction Highlights	504
Exhibit 8	2026 Systemwide Corridor Construction Map	505
Exhibit 9	*Move Illinois* Capital Program Summary Map	506
Exhibit 10	Bridging the Future Capital Plan Summary Map	507
Exhibit 11	Pavement Preservation Forecast Map	508
Exhibit 12	Roadway Maintenance District Map	509
Exhibit 13	Facility Maintenance District Map	510
Exhibit 14	Roadway Electric District Map	511

1.0 INTRODUCTION

The 2025 Consulting Engineers Annual Report presents the inspection processes, findings and recommendations of WSP USA, serving as the Consulting Engineers, for the Illinois Tollway. This report covers the condition and performance of the Illinois Tollway's roadway, bridges, structural components, facilities, tolling systems, intelligent transportation system and roadway appurtenances.

Prepared in accordance with the requirements of the Illinois Tollway's Amended and Restated Trust Indenture (effective March 31, 1999), this report fulfills the information needs outlined in Sections 710 and 715. The Illinois Tollway operates five toll roads totaling 2,315.8 lane miles across 12 counties in northern Illinois, connecting three international airports, the nation's second-largest rail network, inland ports and seven interstates. The system includes 294 centerline miles, 690 bridges and culverts, 1,048 structural walls, 919 overhead sign structures, 62 communication towers, 202 facilities, 2,300 intelligent transportation devices, 724 toll lanes and other roadway appurtenances.

The Consulting Engineers perform inspections on a multi-year cycle. These inspections are scheduled, recorded and tracked using a web-based transportation asset management system, ensuring immediate access to current and historical asset data. Summaries of assets and conditions as of 2025 are provided in Section 3 of this report. The Illinois Tollway continues to invest in its infrastructure, having completed the 14th year of its 16-year, $15.2 billion capital program *Move Illinois: The Illinois Tollway Driving the Future*, and launching the seven-year, $2 billion Bridging the Future capital plan.

Overall, the Illinois Tollway's system remains in Excellent condition. Through comprehensive capital programs and ongoing innovation, the Illinois Tollway delivers a safe, world-class transportation network for its customers. The 2025 annual report details the results of the year's inspections, underscoring the Illinois Tollway's commitment to system improvement and asset preservation.

In 2025, the Consulting Engineers also produced this report in conjunction with an interactive, map-centric online experience, leveraging Geographic Information Systems (GIS) technology to provide dynamic visualization and exploration of system trends. This platform enables users to intuitively navigate the Illinois Tollway's assets, view inspection results and capital improvements in spatial context and access multimedia content including photos, videos and dashboards for a richer, more comprehensive understanding of ongoing initiatives. The interactive experience empowers stakeholders to analyze historical and current data, identify emerging patterns and support data-driven decision making.



I-490, Southbound, MP 2.2



I-88, Eastbound, MP 93.3

2.0 SUMMARY OF THE ILLINOIS TOLLWAY

For more than six decades, the Illinois Tollway has supported economic growth and mobility in northern Illinois. This report demonstrates how the Illinois Tollway continues to deliver a safe, convenient and reliable transportation system that meets the economic and lifestyle needs of the region. The Illinois Tollway strives to be a model for transportation agencies nationwide, guided by its 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. As a user-financed administrative agency of the State of Illinois, the Illinois Tollway operates, maintains and services a 294-centerline-mile transportation system. By reinvesting toll revenues into infrastructure and technology, the agency provides critical resources to support safe and convenient travel for commuters and communities across northern Illinois.

2.1 THE ILLINOIS TOLLWAY'S MISSION

In 2025, the Illinois Tollway adopted an updated Mission, reflecting the agency's proactive preparation for the future:

Leading with infrastructure, innovation and integration, delivering the highest customer service and quality of life for all, to connect and safely move drivers across 12 counties in northern Illinois.

This updated Mission reflects the Illinois Tollway's role beyond transportation, emphasizing its impact on communities, economies and environments at local, regional and national levels.

The Illinois Tollway's Vision outlines aspirations that guide future outcomes:

- To be recognized as the best workplace and workforce
- To deliver diversity equitably
- To act as a sustainably supportive partner
- To lead through innovation and technology
- To accelerate opportunities that create economic and social value for all

To achieve these aspirations, the Illinois Tollway pursues five strategic Goals:

1. **Organizational Excellence:** Engage employees through a collaborative environment and support career development in pursuit of organizational and customer service efficiencies.
2. **Diversity and Equity:** Build a culture that brings diverse backgrounds and contributions to maximize organizational values broadly and equitably.
3. **Innovation and Technology:** Invest in leading technology and design that enhances safety and service and supports the opportunity to diversify sources of revenue for capital and operating investment.
4. **Mobility and Economic Investment:** Maintain and expand mobility opportunities that support all modes, create extensive economic benefits and result in a positive return on investments.
5. **Sustainability:** Support investments in human and natural environments that are healthy, and those that enhance economic investment and vitality.

Through these efforts, the Illinois Tollway demonstrates leadership in infrastructure and service delivery, reinforcing its commitment to safety, innovation and public trust.

2.1.1 BOLD STEPS TOGETHER

In 2025, the Illinois Tollway adopted a comprehensive agencywide Strategic Plan to guide policy and provide oversight for strategic and capital planning processes for the next two decades. Developed through engagement with staff, stakeholders and the Board of Directors, the Strategic Plan provides a framework for how the Illinois Tollway will manage assets, invest in infrastructure and respond to changing transportation needs.

Titled *Our Bold Steps, Together*, the plan centers on infrastructure, innovation and integration, building on the benefits of past, present and future investments to advance the agency's Mission.

The Strategic Plan organizes work into three major investment categories:

1. **Maintain and Enhance:** Supporting systemwide state of good repair improvements and targeted investments using state-of-the-art engineering and innovative technology.
2. **Expand Access:** Developing and delivering new facilities and services that increase opportunities for customers and communities to benefit from the Illinois Tollway's system.
3. **Diversify O erings:** Broadening the range of services and leveraging the Illinois Tollway's assets to provide additional value to customers, partners and the public.

Within these categories, the Strategic Plan identifies 45 specific initiatives, ranging from short-term improvements to long-term transformational projects. Initiatives span areas including asset management, safety, mobility, sustainability, technology and workforce development. The goal is to ensure every capital project, maintenance activity and operational improvement supports the Illinois Tollway's mission and delivers measurable benefits.

The Strategic Plan emphasizes periodic review and updates to remain responsive to evolving mobility requirements, technologies and community needs. By implementing this plan, the Illinois Tollway aims to maintain industry leadership in safety, customer service and innovation, while maximizing the value of investments for users and the region.



2.2 THE ILLINOIS TOLLWAY'S HISTORY

The Illinois Tollway's original 187-mile system opened to traffic in 1958, composed of what are now the Tri-State Tollway (I-294/I-94/I-80), Jane Addams Memorial Tollway (I-90) and Reagan Memorial Tollway (I-88). The system was initially envisioned as a bypass to route traffic around urban Chicago.

Over the past six decades, the Illinois Tollway has evolved and expanded through the construction of extensions, new routes and capacity improvements across northern Illinois, enhancing both regional and national mobility.

Today, the Illinois Tollway operates and maintains 294 miles of interstate tollways in 12 counties — Boone, Cook, DuPage, DeKalb, Kane, Lake, Lee, McHenry, Ogle, Whiteside, Will and Winnebago — serving northern Illinois' transportation needs.



I-294, MP 31.6

2.2.1 EVOLUTION OF THE ROADWAY

Spanning 12 counties in northern Illinois, the Illinois Tollway's system serves around 10 million residents. The Illinois Tollway is vital to the movement of people and goods in northern Illinois and functions as a major transportation hub, linking leading rail, air and roadway networks.

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

The Illinois State Toll Highway Commission, established by the Illinois General Assembly in 1953, directed the construction of the original 187-mile system, which included the Tri-State Tollway (I-294/I-94/I-80), Northwest Tollway (now Jane Addams Memorial Tollway [I-90]) and East–West Tollway (now Reagan Memorial Tollway [I-88]).

Planning for the Illinois Tollway's infrastructure investments involves coordination with regional and local stakeholders. The agency has periodically expanded its system through new routes authorized by the Illinois General Assembly.

Major system expansion milestones include:

- **1953:** Illinois State Legislature directed the Illinois State Toll Highway Commission to construct the original 187-mile system.
- **1959:** The original Illinois Tollway totaled 899 systemwide lane miles in its first full year of operation.
- **1974:** Reagan Memorial Tollway totaled 1,263 systemwide lane miles post-extension.
- **1989:** Veterans Memorial Tollway totaled 1,496 systemwide lane miles post-construction.
- **2007:** Veterans Memorial Tollway totaled 1,772.1 systemwide lane miles post-south extension.
- **2009:** Veterans Memorial, Reagan Memorial, Tri-State and Jane Addams Memorial tollways totaled 2,045.6 systemwide lane miles post-widening.
- **2017:** Total systemwide lane miles increased to 2,277 after the reconstruction and widening of the Jane Addams Memorial Tollway and the opening of the Illinois Route 390 Tollway.
- **2025:** Total systemwide lane miles increased to 2,315.8 post-reconstruction and widening of the Tri-State Tollway (I-294/I-94/I-80).

2.2.2 LEADING TECHNOLOGY IMPLEMENTATION

Electronic Tolling

The Illinois Tollway is a national leader in tolling technology, providing high levels of safety, service and reliability to its customers. The electronic tolling system performs automatic vehicle identification, toll classification and includes a violation enforcement system. As of December 2025, more than 5 million active I-PASS accounts represent nearly 9 million active transponders. In addition, 3 million pay-by-plate accounts allow customers to pay tolls based on only a license plate, without a transponder.

Key milestones in tolling technology:

- **1993:** I-PASS debuted as electronic toll collection on the North–South Tollway, now Veterans Memorial Tollway (I-355).
- **1997:** Installed I-PASS technology systemwide across all toll lanes.
- **2005:** Debuted open road tolling, introducing toll collection without tollbooths on the Tri-State Tollway (I-294/I-94/I-80), marking a turning point for customer service and convenience.
- **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.
- **2016:** Implemented all-electronic tolling on the newly opened Illinois Route 390 Tollway. Completed work on the eastern segment in 2017.
- **2020:** Transitioned to all-electronic toll collection on all routes and introduced pay-by-plate tolling.
- **2024:** Began to phase out transponders in favor of sticker tags.
- **2025:** Began testing LiDAR toll collection technology.

I-PASS Assist Program

The Illinois Tollway continues to offer the I-PASS Assist Program to help individuals realize I-PASS 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, set automatic account replenishments as low as $4 and qualify for future invoice fee dismissal through customer service for accounts in good standing.

I-PASS Assist participants receive the same toll discounts as standard I-PASS customers, including 50% off passenger vehicle tolls. To qualify, applicants must meet income guidelines (currently set at or below 250% of the Federal Poverty Guidelines) and be verified by the Illinois Department of Revenue or Department of Human Services. The Illinois Tollway continues to support and update the I-PASS Assist Program to ensure it meets the needs of customers and aligns with the agency's equity and customer service goals.

Intelligent Transportation Systems and Active Traffi Management

Since the early 2000s, the Illinois Tollway has steadily expanded its Intelligent Transportation System (ITS) and communications backbone to improve safety, efficiency and reliability across its network. The ITS program began with deploying traffic cameras, dynamic message signs and incident detection sensors, and has grown into a comprehensive, fiber-connected system that supports real-time traffic management and customer communication.

Today, the Illinois Tollway's ITS infrastructure includes hundreds of cameras, sensors and message boards, all linked by a robust fiber optic network. This backbone enables the Active Traffic Management System (ATMS), which provides real-time monitoring, lane control and incident response capabilities. SmartRoad technology, first introduced on the Jane Addams Memorial Tollway (I-90) and now expanded to the Tri-State Tollway (I-294), allows the Illinois Tollway to communicate directly with drivers about incidents, lane closures, travel times and weather conditions.



IL 390, Westbound, MP 10.6

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 everyone who works on or travels on the system is a top priority across all of the Illinois Tollway's operations.

Shaping the Future of Capital Investment

As the Illinois Tollway approaches the conclusion of its current capital plan, *Move Illinois: The Illinois Tollway Driving the Future*, planning is underway for the next generation of investments that will shape the region's transportation network. Building on more than a decade of progress, the Illinois Tollway has launched a comprehensive and collaborative process to develop a new capital plan that reflects changing mobility needs, economic priorities and environmental responsibilities.

In 2023, the Illinois Tollway established the Stakeholder Advisory Team (SAT), which included more than 40 representatives from civic, business, labor, environmental, transportation and advocacy organizations. Throughout 2024, the SAT met five times to provide input and develop a framework of priorities for the next capital plan. The team's final report, issued in December 2024, includes eight value statements and 12 recommendations to guide future investments.



I-294, Northbound, MP 29.9



I-90, Westbound, MP 56.4

The Strategic Planning Committee, a subcommittee of the Board of Directors, provided oversight and policy guidance throughout the planning process. This committee evaluates recommendations, reviews project priorities and ensures alignment with the agency's updated mission, vision and goals.

The next capital plan will be rooted in four guiding principles identified by Governor JB Pritzker:

- **Innovation:** Advance technologies and policies that deliver safe, sustainable and future-ready infrastructure
- **Equitable Economic Development:** Expand access and opportunities for all communities, with a focus on underserved and disadvantaged areas
- **Diversity and Inclusion:** Strengthen programs that support small, diverse and veteran-owned businesses and create jobs for underrepresented individuals
- **Sustainability:** Promote environmental stewardship and financial responsibility to protect resources and maintain affordability

Weigh-in-Motion and Height Detection Systems

The Illinois Tollway has expanded its use of weigh-in-motion (WIM) and height detection technology at strategic locations across its system to improve safety, protect infrastructure and support efficient freight movement. These systems automatically monitor commercial vehicles as they travel, collecting real-time data on axle weights, gross vehicle weight and vehicle height without requiring trucks to stop or slow down.

The Illinois Tollway installs WIM sensors and height detectors at key entry points and mainline segments where overweight or overheight vehicles pose risks to bridges, pavement and other assets. By continuously screening vehicles, the Illinois Tollway identifies those that exceed legal limits and shares relevant data with enforcement partners, including the Illinois State Police, to support compliance and targeted enforcement. This approach helps prevent infrastructure damage and reduces the likelihood of incidents.

Plaza Modernization and Traffic Flow Improvement

The Illinois Tollway pioneered open road tolling in the early 2000s, starting with I-PASS electronic toll collection and the first I-PASS-only lanes. By 2006, the Illinois Tollway had converted all mainline plazas to open road tolling, allowing vehicles to pay electronically at highway speeds and eliminating the need to stop at toll booths. This innovation improved traffic flow and set a new standard for safety and efficiency.

Since then, the Illinois Tollway has expanded electronic tolling to ramp plazas and completed the transition to all-electronic payments in 2020. The Illinois Tollway is now systematically removing remaining infrastructure, such as concrete barriers between toll booth lanes, at toll plazas. This phased approach was designed to create a barrier-free system, further improving safety by reducing congestion, minimizing crash risks and eliminating physical obstacles for drivers.

The program is structured in three tiers:

- **Tier 1:** Funded through *Move Illinois: The Illinois Tollway Driving the Future*, Tier 1 will improve safety and operations at more than 40 high-priority locations across the system.
- **Tier 2:** Funded under the Bridging the Future capital plan, Tier 2 will convert the remaining ramp plazas to barrier-free tolling.
- **Tier 3:** Will address the remaining mainline cash-side plazas, completing the systemwide conversion.

The Illinois Tollway prioritizes locations with high traffic volumes or upcoming repair needs, with work underway at sites across the system including Halsted Street, Markham Plaza (163rd Street) and the O'Hare International Airport Interchange on the Tri-State Tollway (I-294/I-94/I-80) as well as East Riverside and Arlington Heights Road on the Jane Addams Memorial Tollway (I-90).

2.3 LEADERSHIP

The Illinois Tollway is governed by an 11-member Board of Directors. The Governor of Illinois 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 Chair. The Board of Directors sets policies 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 $1.73 billion annual budget. They also lead more than 1,350 employees in ensuring the Illinois Tollway's 1.6 million daily drivers travel on a safe, efficient and reliable system that incorporates innovative roadway designs and advanced technology.



Illinois Tollway Quarterly Meeting

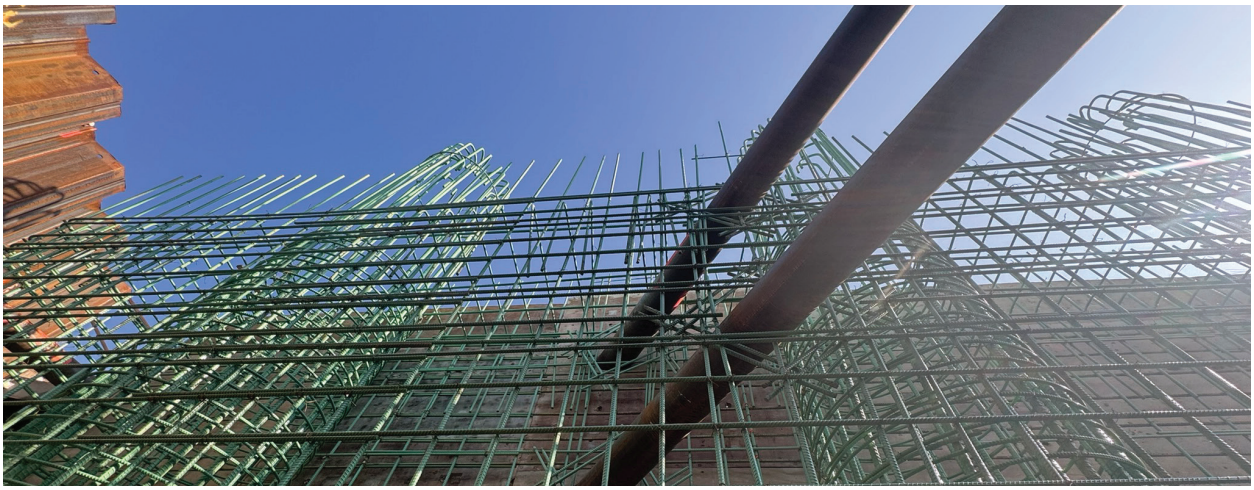
2.4 *MOVE ILLINOIS* CAPITAL PROGRAM

In 2025, the Illinois Tollway completed the 14th year of its 16-year capital program *Move Illinois: The Illinois Tollway Driving the Future*. The $15.2 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, rebuilding and widening the Jane Addams Memorial Tollway (I-90) as a state-of-the-art, 21st-century corridor and opening the new interchange connecting the Tri-State Tollway (I-294/I-94/I-80) to I-57. Progress continues as the Illinois Tollway addresses the remaining needs of its existing system, delivering the Elgin O'Hare Western Access Project, the I-490 Tollway Project and reconstruction of the Central Tri-State Tollway Project.

The agency has pledged to make *Move Illinois* the "Cleanest and Greenest" program in its history. Plans for the capital program include reducing, reusing and recycling materials during construction, incorporating renewable energy products and seeking Leadership in Energy and Environmental Design (LEED) certification. These 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 opportunities to grow and succeed through training, partnerships and investments in infrastructure. Since the inception 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 prepare the next wave of businesses and individuals for success.



I-490, MP 0.8

2.5 BRIDGING THE FUTURE CAPITAL PLAN

In 2025, the Illinois Tollway began the first year of Bridging the Future, a seven-year, $2 billion capital plan designed to complement *Move Illinois: The Illinois Tollway Driving the Future* and lay the groundwork for the next generation of capital investments.

Bridging the Future is organized around four key investment themes:

- **Connecting Infrastructure:** Advancing interchange design and construction at the Veterans Memorial Tollway (I-355) and Reagan Memorial Tollway (I-88), Illinois Route 390 Tollway at County Farm Road and the Reagan Memorial Tollway (I-88) at York Road/22nd Street to improve access for communities
- **Improving Mobility:** Completing improvements along the Central Tri-State Tollway Project and the new I-490 Tollway, investing in bridge reconstruction on the Tri-State Tollway (I-294/I-94/I-80) and the Reagan Memorial Tollway (I-88) and studying strategic roadway widening and other projects to reduce congestion and improve travel reliability
- **Modernizing the System:** Delivering systemwide improvements to maintain high standards for safety, technology and customer service, including upgrades to toll plazas, facilities and fiber networks
- **Preparing for Tomorrow:** Supporting technology, sustainability and innovation to ensure the Illinois Tollway remains ready for the future, including pilot programs, electric vehicle



Master Planning I-355 and I-88 Session

3.0 TRANSPORTATION ASSET MANAGEMENT SYSTEM

The Illinois Tollway's Transportation Asset Management System (TAMS) is a comprehensive, geographic information system (GIS)-based platform called OpenGov Asset Management (OpenGov). This system integrates asset inventory, condition assessments, maintenance management and capital planning for the entire system. OpenGov supports daily operations for Engineering, Planning and Facilities as well as Fleet Operations staff to track the condition, maintenance and performance of more than 100 asset classes, from bridges and overhead sign structures to ITS devices and fleet vehicles.

Asset conditions are determined through annual, paperless inspections using mobile devices. When a repair or maintenance need is identified and logged in real time, staff members assign the work to the appropriate Illinois Tollway unit, such as one of the Roadway Maintenance Sections (M-1 through M-16); Roadway Electric; Sign Shop; ITS contractor; Carpenter Shop; Mobile Shop; Mechanical, Electrical and Facility Maintenance or a Building Services vendor. Managers have immediate visibility into maintenance needs and progress.

As work is completed, staff record geolocation, details, labor, equipment and material usage. This enables lifecycle tracking, condition analysis, performance monitoring and cost history — providing a central data source for inspection and maintenance decision-making. The system is fully integrated with the Illinois Tollway's financial and enterprise resource planning systems and supports collaboration across departments, streamlining processes such as property recovery or infrastructure planning that span the agency.

For repairs beyond in-house capabilities, the Illinois Tollway's Engineering staff coordinates with the appropriate department to recommend work for construction contracts. Upon completion, a construction walk-through team verifies the repair was successfully completed. If necessary, staff periodically field check items identified for repair or replacement to ensure conditions have not worsened until the work is completed.

The Illinois Tollway's transition to a fully integrated, web-based asset and work management system has enhanced transparency, accountability and responsiveness. As many as 700 users now access real-time asset and maintenance history, supporting rapid response to issues and more precise planning for future investments. The system's spatial analysis capabilities allow staff to identify trends, flag high-risk locations and prioritize inspections or repairs.

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

3.1 ROADWAY PAVEMENT

The Illinois Tollway maintains more than 2,300 lane-miles of pavement, supporting safe and efficient travel across its system. Pavement assets include mainline, ramps, shoulders, plazas and access roads. Mainlines and ramps carry the highest volume of traffic. Shoulders provide emergency refuge and maintenance access, while plazas accommodate toll collection and access roads support operations.

The pavement condition is assessed annually through structural evaluations, surface condition surveys and visual inspections. These evaluations guide maintenance priorities and support long-term asset preservation. In 2025, nearly 86% of mainline pavement, approximately 1,629 lane miles, was rated Good or Excellent, reflecting the Illinois Tollway's commitment to maintaining a high-quality roadway network.

Performance projections remain strong, with more than 76% of mainline pavement estimated to have a remaining interval life (RIL) greater than nine years based on 2025 evaluations. This metric underscores the effectiveness of ongoing maintenance strategies and capital investments in sustaining pavement performance.

3.1.1 PAVEMENT MANAGEMENT SYSTEM

The Illinois Tollway maintains a pavement management system built on a georeferenced database of pavement data. The system enables staff to monitor current pavement conditions, track historical performance, forecast deterioration and plan multi-year maintenance and rehabilitation programs that keep the network in a state of good repair.

Accurate, detailed condition data is essential for generating reliable performance models and selecting the appropriate treatment strategies. Each year, the Illinois Tollway updates construction history to reflect recent improvements, including pavement thickness and materials, traffic data and projections, rehabilitation and replacement costs, condition ratings and other inputs. The Illinois Tollway periodically updates its system performance models and rehabilitation matrices to ensure they accurately represent actual roadway conditions.

The pavement management system operates at two complementary levels:

- **Network level:** Forecasts future needs and identifies optimal treatment timing to maximize user benefits while minimizing costs. Treatments are scheduled when deterioration rates begin to accelerate to avoid costly repairs caused by excessive wear.
- **Project level:** When a section is flagged for treatment, additional data is collected to refine design details, including repair quantities and thickness specifications. Engineering teams may use non-destructive testing and material sampling to assess structural capacity.

Annual inspections use a state-of-the-art vehicle to collect visual, structural and surface condition measurements. In addition to the Pavement Consultant's analysis, the Consulting Engineers integrate inspection data with observed repair conditions to develop an Overall Condition Index (OCI) for each pavement section and as well as repair decisions for future contracts or work performed by the Roadway Maintenance Division. A detailed summary of evaluations appears in the 2025 annual reports for each Maintenance Section, with section limits shown in Exhibit 11.

3.1.2 EVOLUTION OF THE PAVEMENT

The following corridor summaries highlight major milestones in pavement construction, reconstruction, widening and rehabilitation, predominant pavement sections, typical lane configurations and the next programmed rehabilitation or reconstruction under the Illinois Tollway's Pavement Asset Management Plan.

Pavement History by Corridor

Tri-State Tollway (I-94)

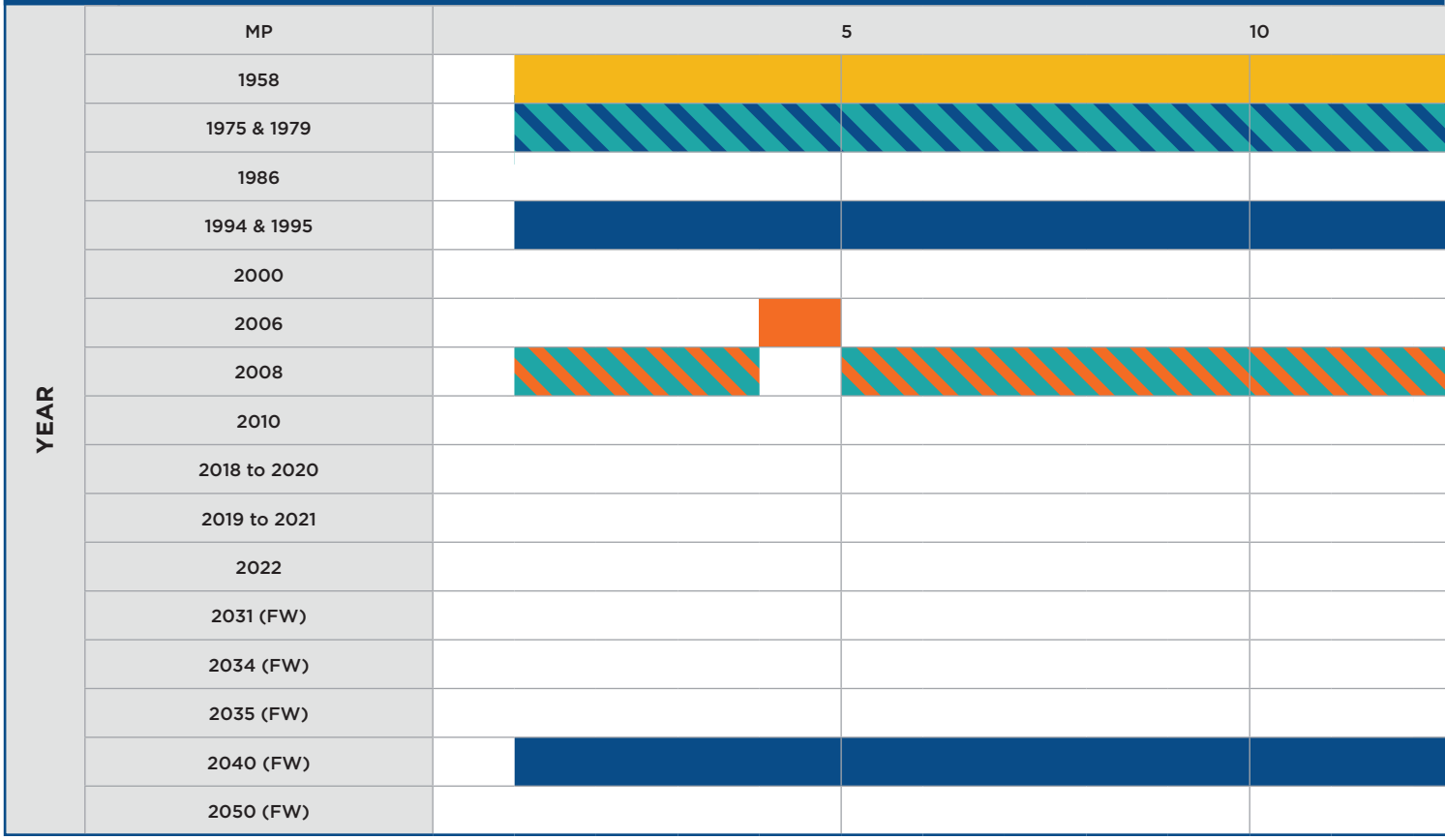
The 29.4-mile Tri-State Tollway (I-94) was originally constructed in 1958 as concrete pavement from Old U.S. 41 to the Edens Expressway with two to three lanes in each direction.

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

Through the 1980s and 1990s, additional overlays extended the pavement life.

In the 2000s, reconstruction and widening to four lanes occurred from Half Day Road to the Edens Spur ramp with concrete pavement. Later, rehabilitation removed and replaced the overlay from Pfingston Road to the Edens Expressway.

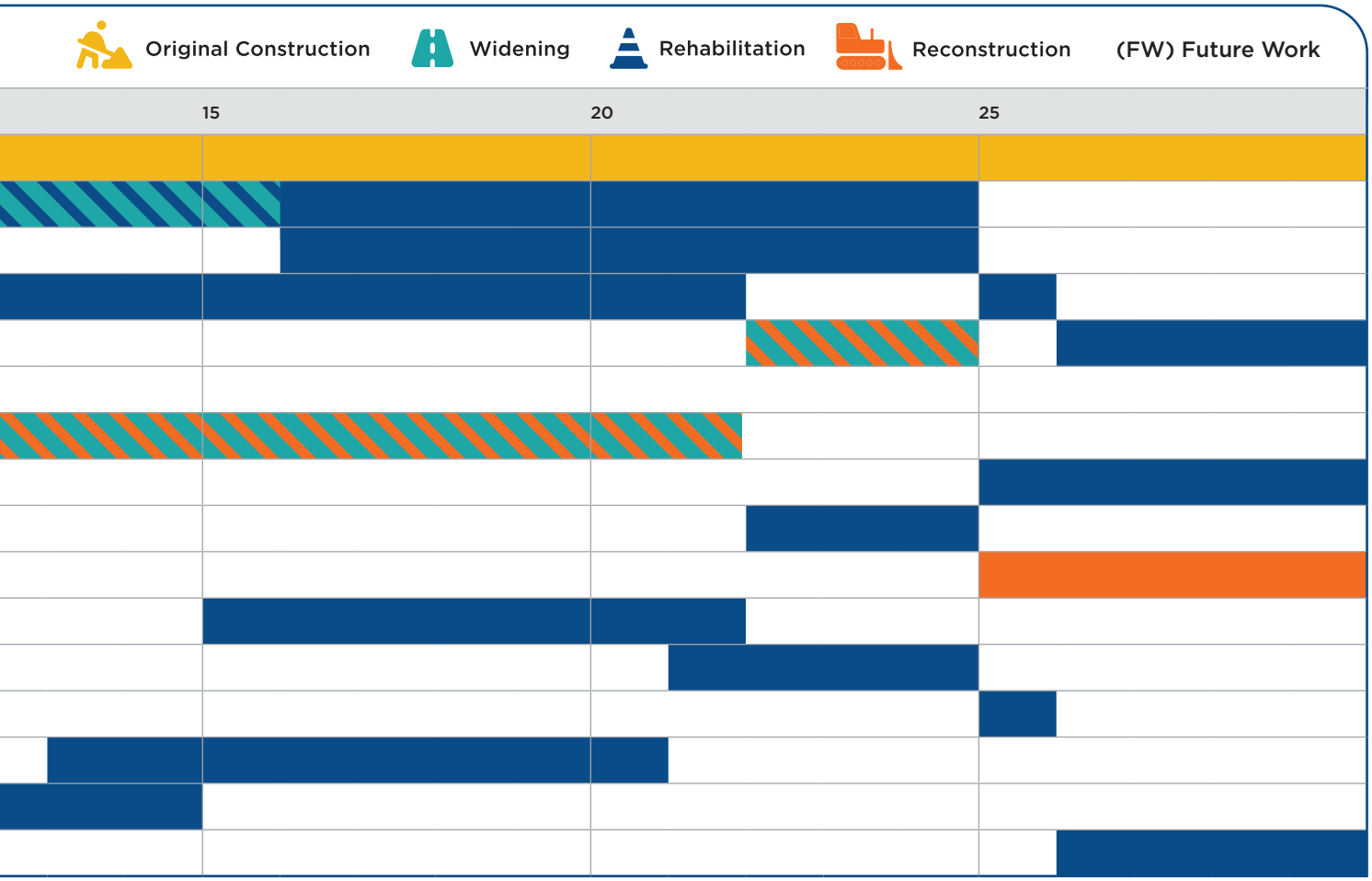
Timeline of Pavement Construction and Rehabilitation for the Mainline Pavement Section of I-94



By the late 2000s, reconstruction and widening to four lanes was completed from old U.S. 41 to Half Day Road with concrete pavement, and 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 reconstruction from the Edens Spur ramp to the Edens Expressway introduced asphalt pavement, while Atkinson Road to Half Day Road received its first overlay.

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



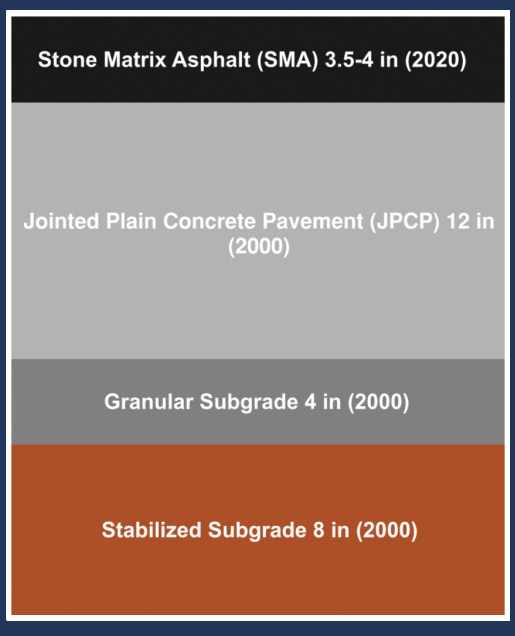
Tri-State Tollway (I-94)
Predominant Pavement Sections



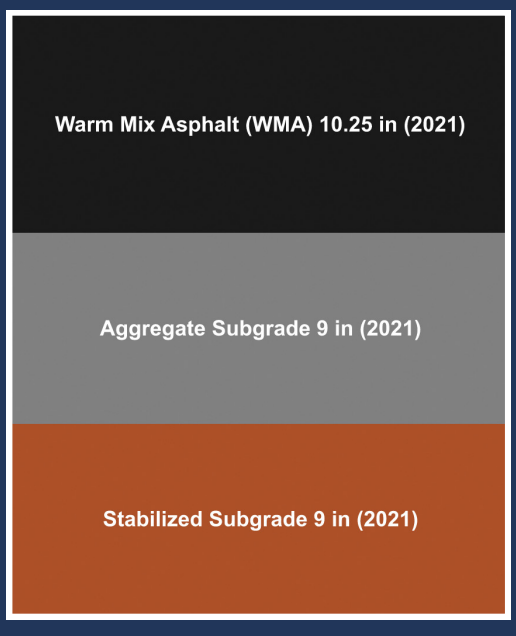
MP 0.5 to MP 16.0



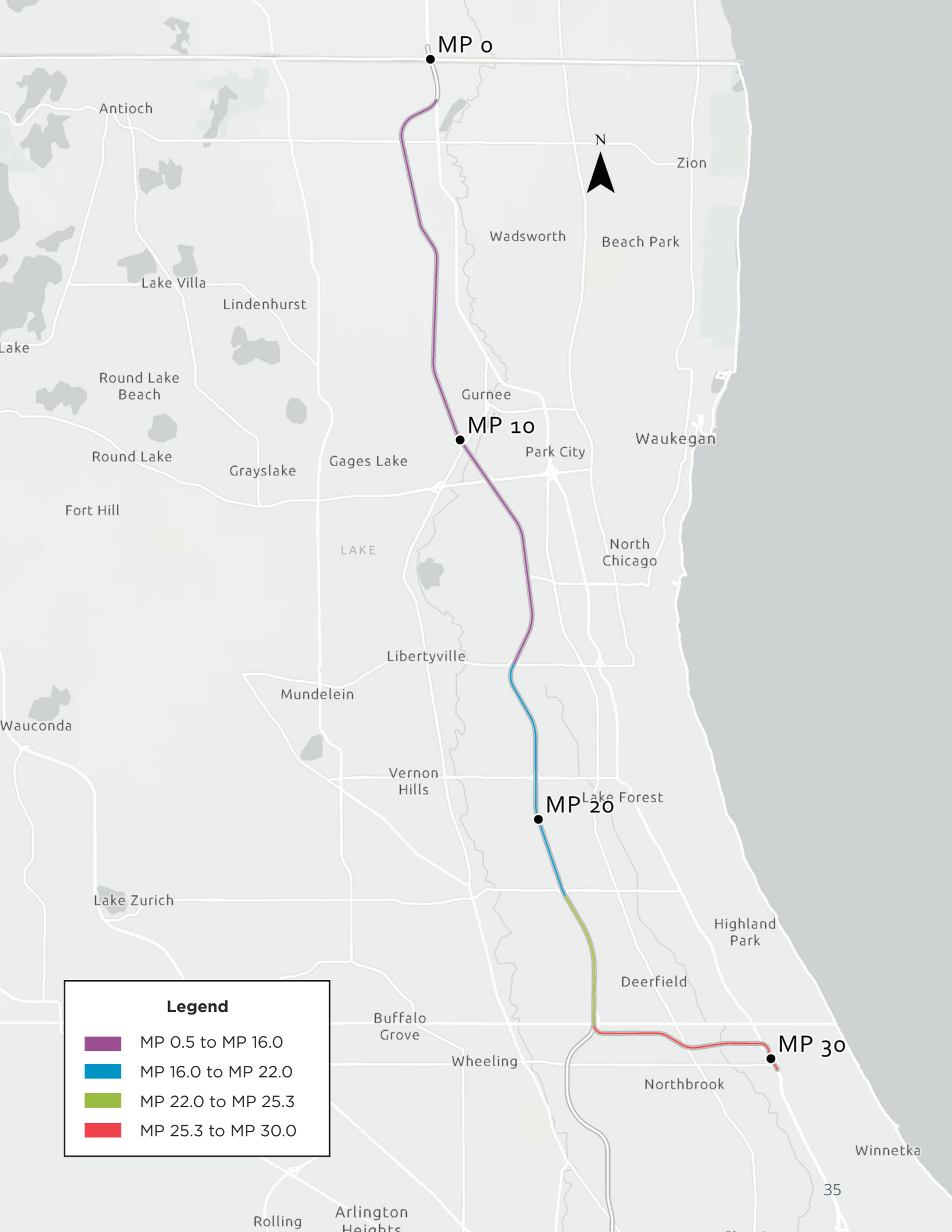
MP 16.0 to MP 22.0



MP 22.0 to MP 25.3



MP 25.3 to MP 30.0


MP 0
Antioch
N
Zion
Wadsworth
Beach Park
Lake Villa
Lindenhurst
Lake
Round Lake Beach
Gurnee
MP 10
Waukegan
Park City
Round Lake
Grayslake
Gages Lake
Fort Hill
LAKE
North Chicago
Libertyville
Mundelein
Wauconda
Vernon Hills
MP 20
Lake Forest
Lake Zurich
Highland Park
Deerfield
Buffalo Grove
MP 30
Wheeling
Northbrook
Winnetka
35
Rolling
Arlington Heights
Legend
MP 0.5 to MP 16.0
MP 16.0 to MP 22.0
MP 22.0 to MP 25.3
MP 25.3 to MP 30.0

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

The 52.7-mile Tri-State Tollway (I-294/I-80) was originally constructed in 1958 as concrete pavement, with two lanes in each direction from Illinois Route 394 to Wolf Road, three lanes from Wolf Road to O'Hare Interchange and two lanes from the O'Hare interchange to the north terminus.

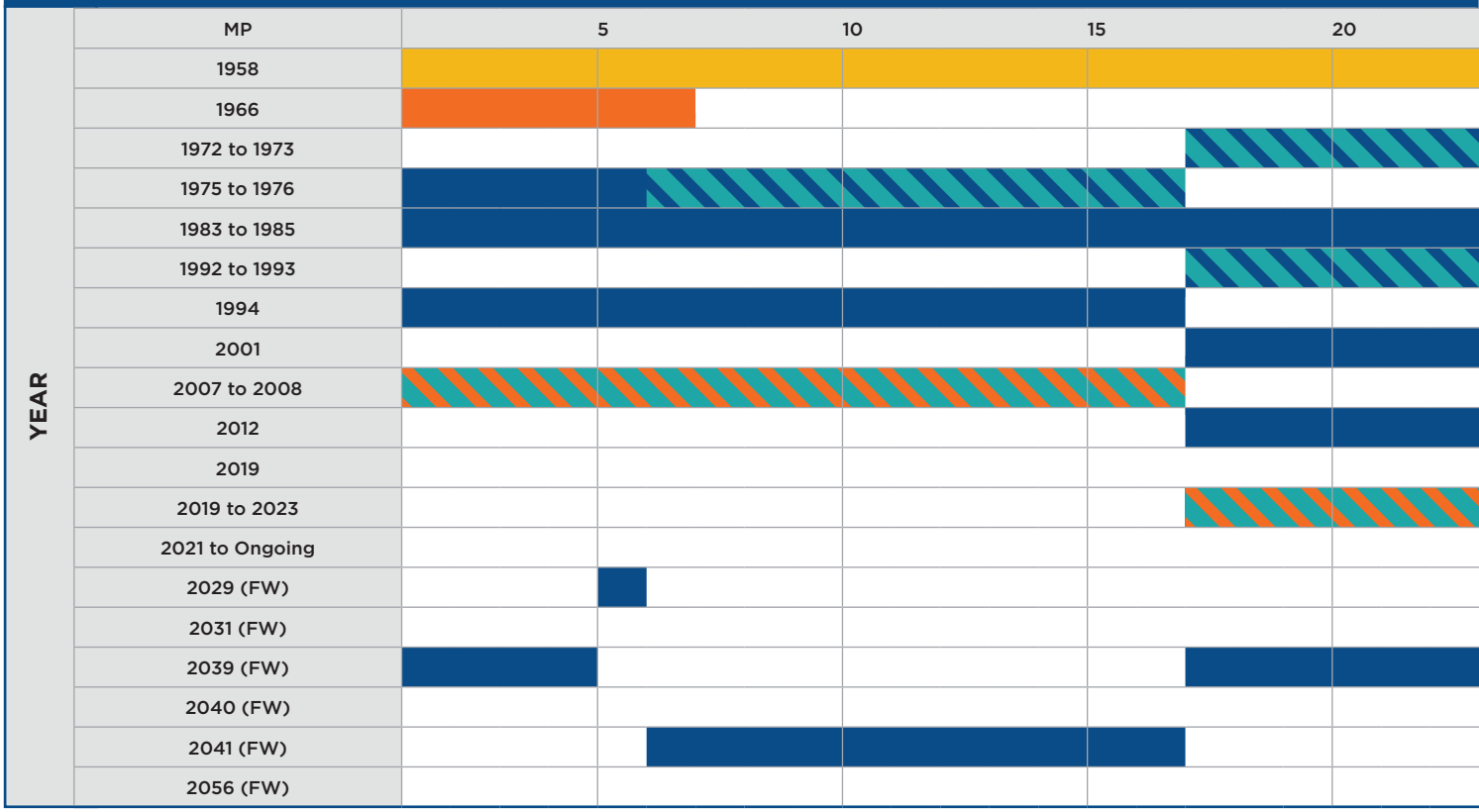
In the 1960s and 1970s, the corridor was rehabilitated and widened from Illinois Route 394 to the north terminus with an additional lane of concrete pavement in each direction and a bituminous overlay.

In the 1980s, the bituminous overlay was replaced from Illinois Route 394 to the north terminus.

In the 1990s, rehabilitation continued from Illinois Route 394 to 95th Street and from the O'Hare interchange to the north terminus, including partial reconstruction and widening to four lanes from 88th Avenue to the O'Hare interchange.

In the early 2000s, overlays were replaced from 95th Street to Plaza 35 (Cermak Road) at locations that were not fully reconstructed. In the late 2000s, full reconstruction and widening

Timeline of Pavement Construction and Rehabilitation for the Mainline Pavement Section of I-294/I-80

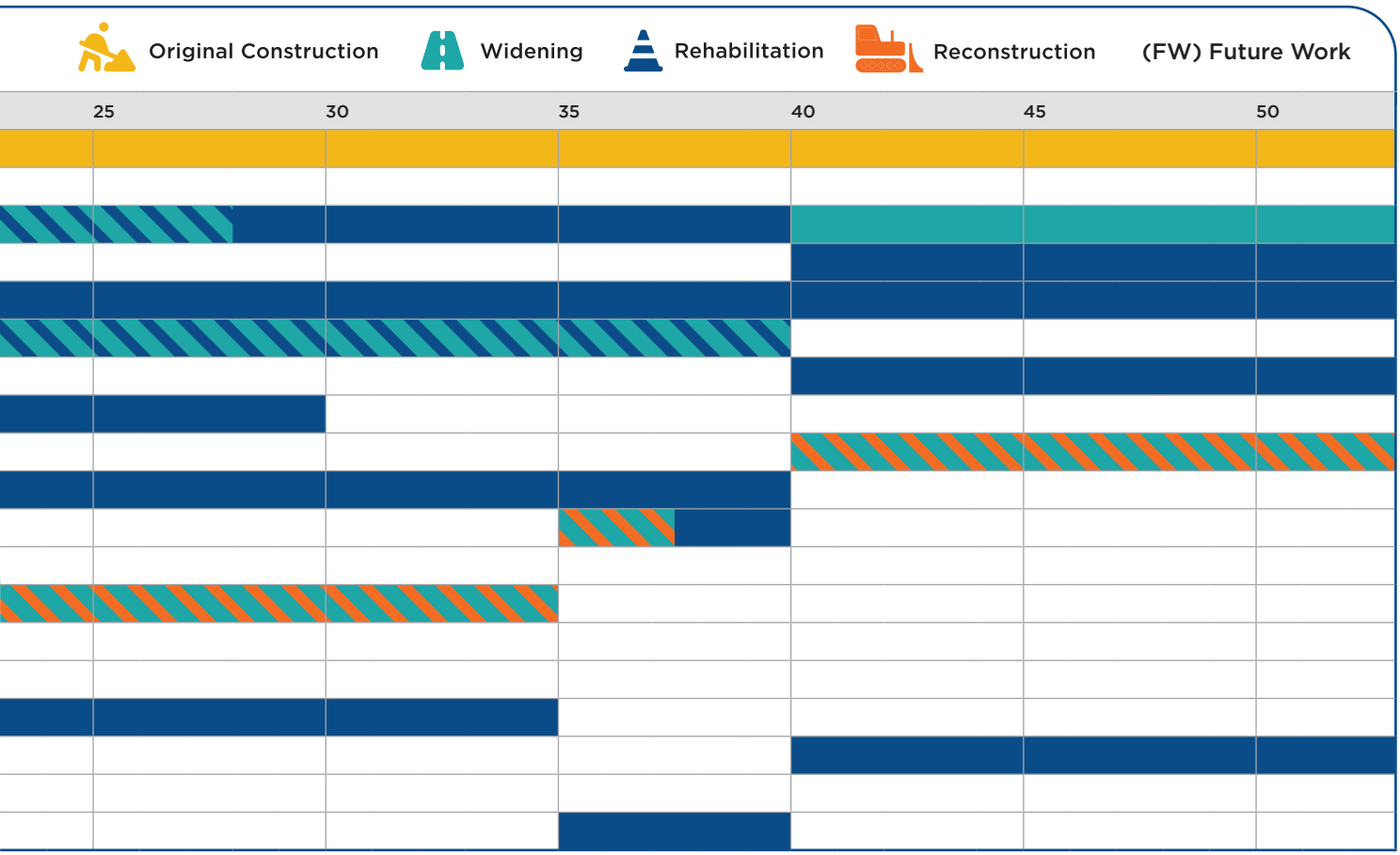


to four lanes occurred from Illinois Route 394 to 95th Street and from the O'Hare interchange to the north terminus.

In the early 2010s, one final overlay was placed from 95th Street to the O'Hare interchange to extend the pavement life until the *Move Illinois* Program developed reconstruction plans. In the late 2010s, the *Move Illinois* Program placed the first overlay on the segment from Wolf Road to Balmoral Avenue and reconfigured the southbound exit to Irving Park Road and the O'Hare Oasis.

In the early 2020s, reconstruction and widening began with the segment from 95th Street to the Stevenson Expressway (I-55) as five lanes of composite pavement. Work included the replacement of the twin mile-long bridge structures. Mid-decade, reconstruction and widening continued with the segment from North Avenue to Wolf Road as five lanes of composite pavement, followed by the completion of the five- to six-lane segment from the Stevenson Expressway (I-55) to Ogden Avenue. Work continues to widen and reconstruct the remaining segment from Ogden Avenue to North Avenue, including the I-294/I-88/I-290 interchange, with substantial completion targeted for 2027.

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



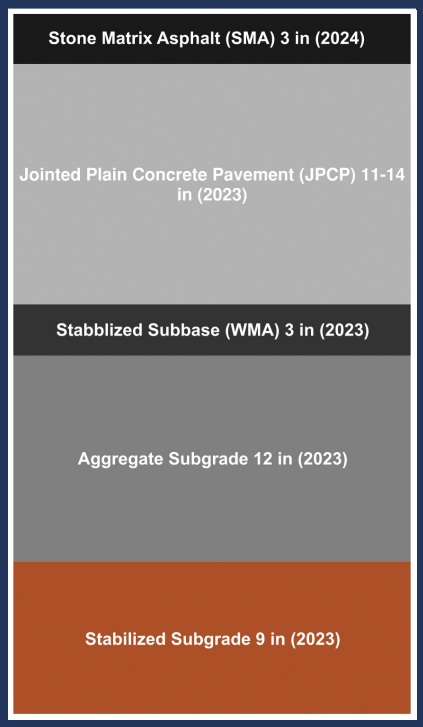
Tri-State Tollway (I-294/I-80)
Predominant Pavement Sections



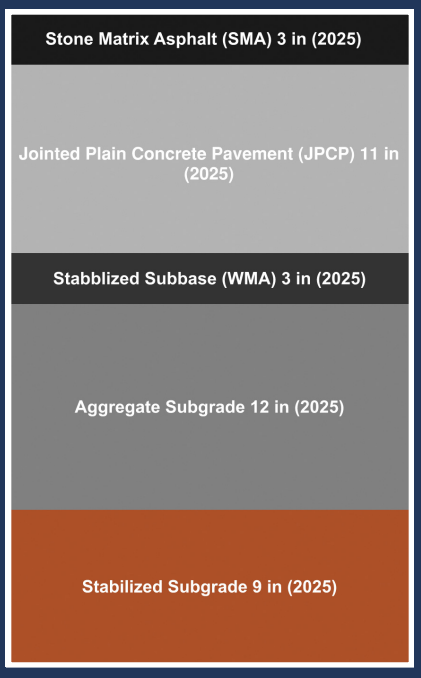
MP 0.0 to MP 6.2



MP 6.2 to MP 17.7



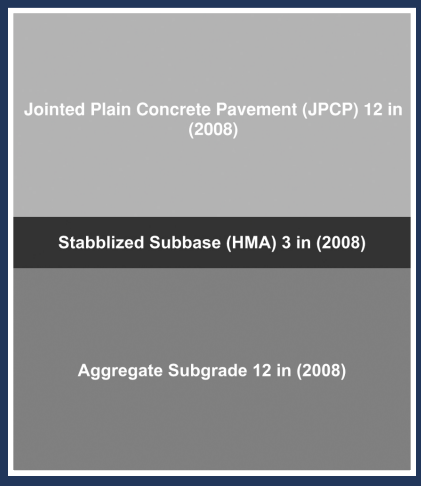
MP 17.7 to MP 23.6



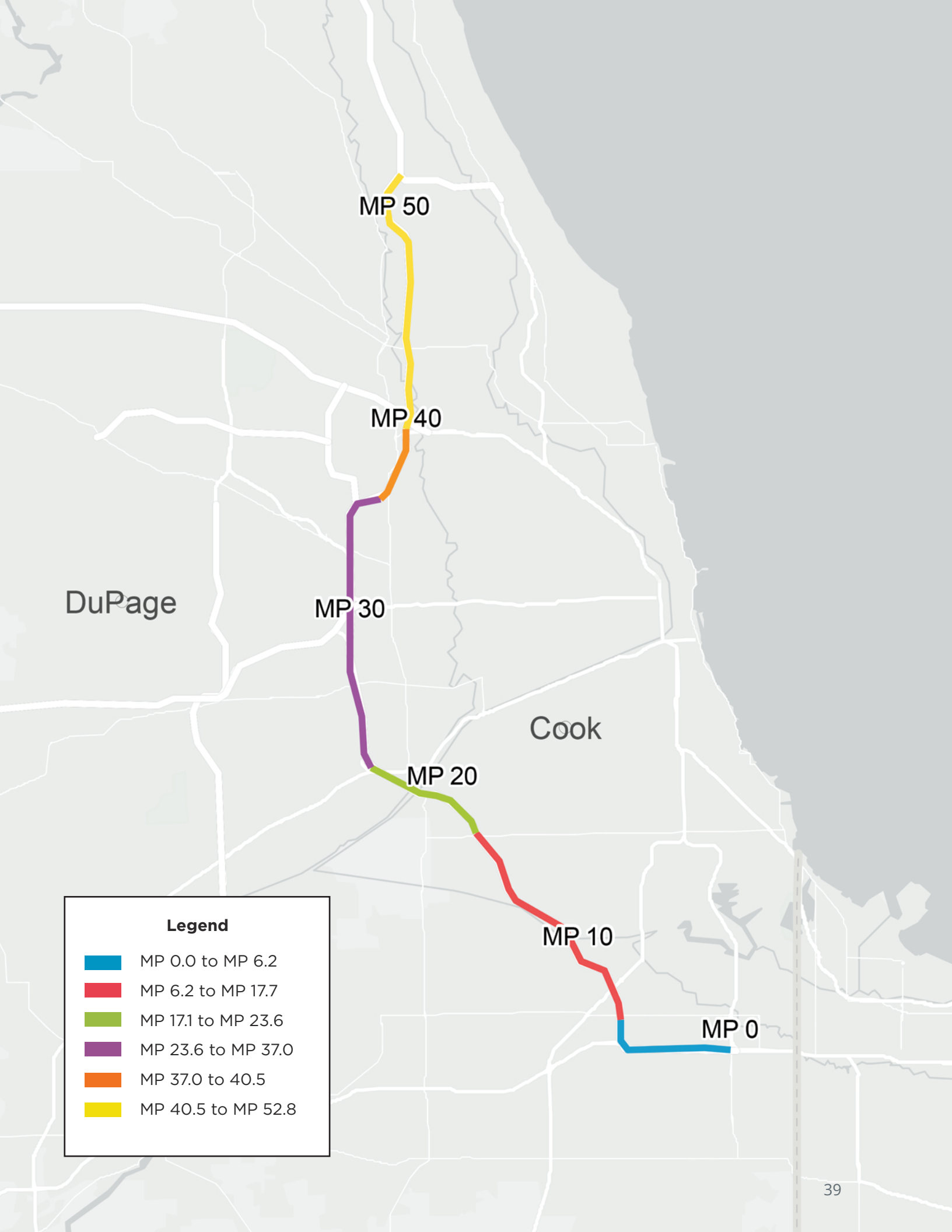
MP 23.6 to MP 37.0



MP 37.0 to MP 40.5



MP 40.5 to MP 52.8

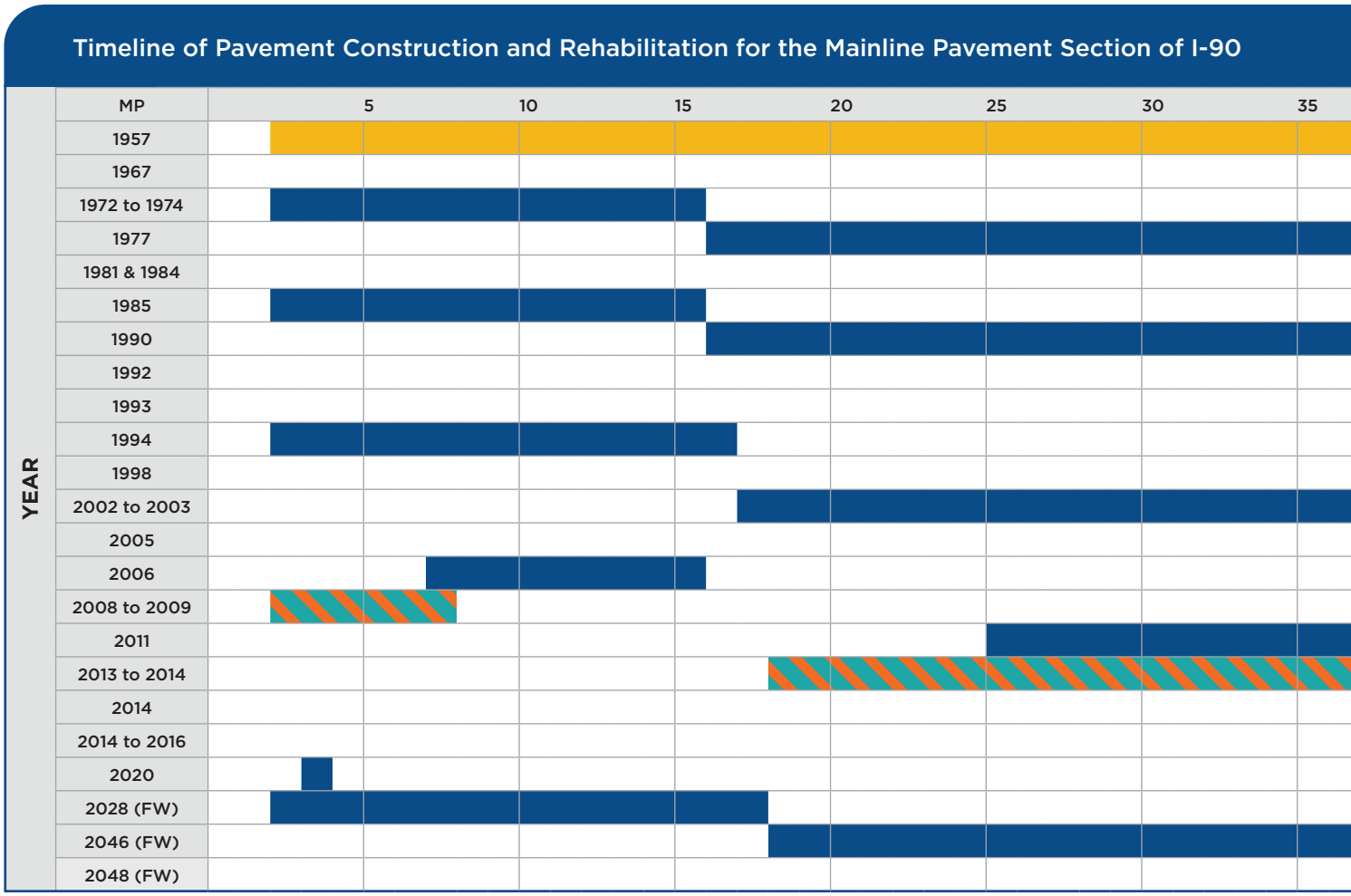

MP 50
MP 40
MP 30
MP 20
MP 10
MP 0
DuPage
Cook
Legend
MP 0.0 to MP 6.2
MP 6.2 to MP 17.7
MP 17.1 to MP 23.6
MP 23.6 to MP 37.0
MP 37.0 to 40.5
MP 40.5 to MP 52.8

Jane Addams Memorial Tollway (I-90)

The 76.3-mile Jane Addams Memorial Tollway (I-90) was originally constructed in 1957 as concrete pavement from Rockton Road to the I-190 westbound overpass with two lanes in each direction. In the late 1960s, the corridor was widened to three lanes from Meacham Road to the I-190 westbound overpass with concrete pavement.

During the 1970s and 1980s, rehabilitation included two bituminous overlays from Rockton Road to Business U.S. 20 and from Duncan Road to the I-190 westbound overpass, and one overlay from Business U.S. 20 to Duncan Road. Widening projects added one concrete lane from Barrington Road to Meacham Road and two lanes westbound from Lee Street to Devon Avenue.

In the 1990s, overlays were replaced from Rockton Road to Duncan Road and from Barrington Road to the I-190 westbound overpass. The segment was widened to three lanes from Randall Road to Barrington Road.

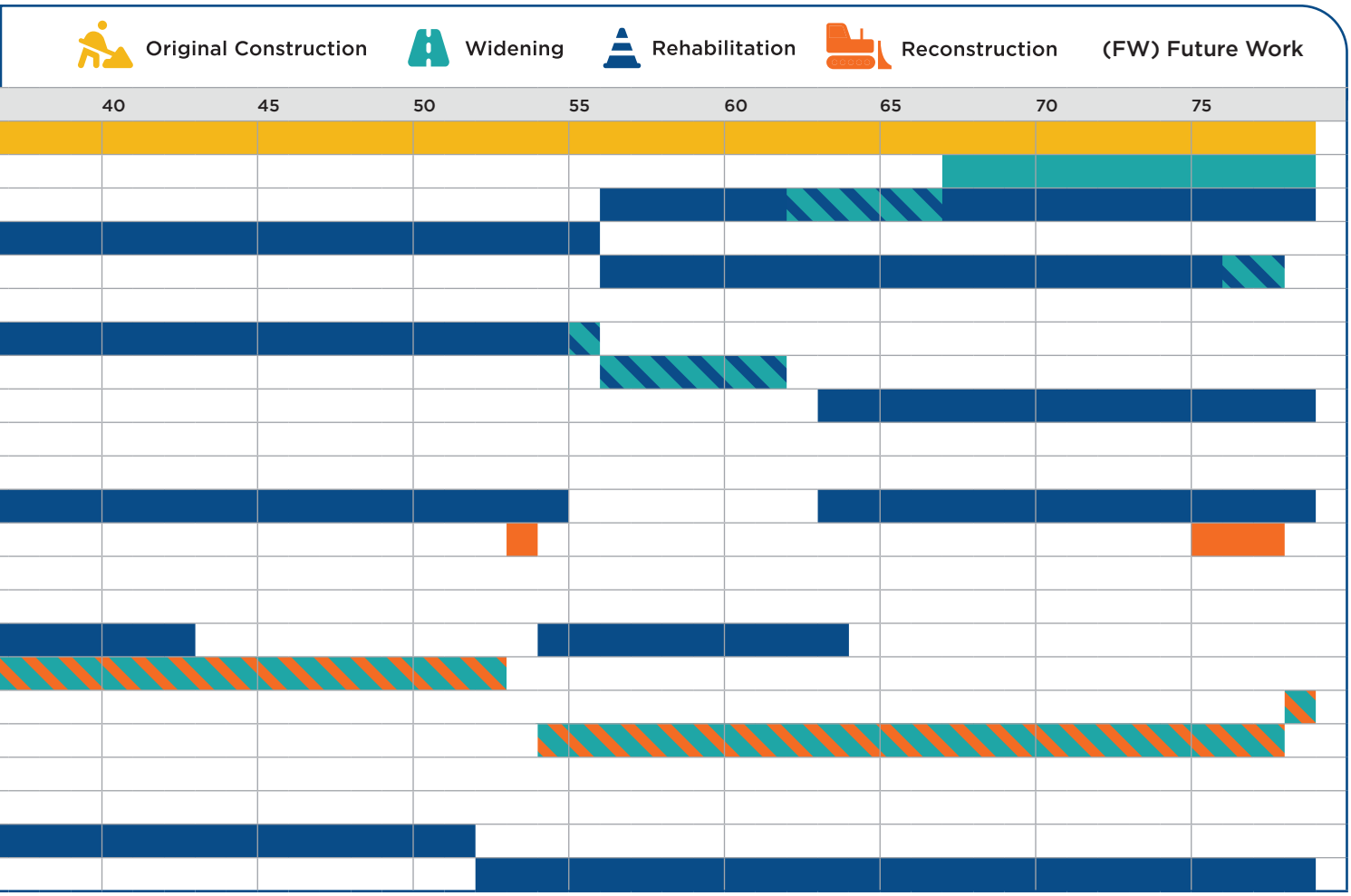


In the early 2000s, overlays were removed and replaced from Swanson Road to U.S. 20, Newburg Road to Illinois Route 31 and from Barrington Road to the I-190 westbound overpass. Reconstruction occurred as asphalt pavement from Rockton Road to Mill Road and as concrete pavement from Sleepy Hollow Road to Illinois Route 31, Mannheim Road to the Tri-State Tollway (I-94/I-294/I-80) and the Tri-State Tollway (I-94/I-294/I-80) to the I-190 westbound overpass eastbound.

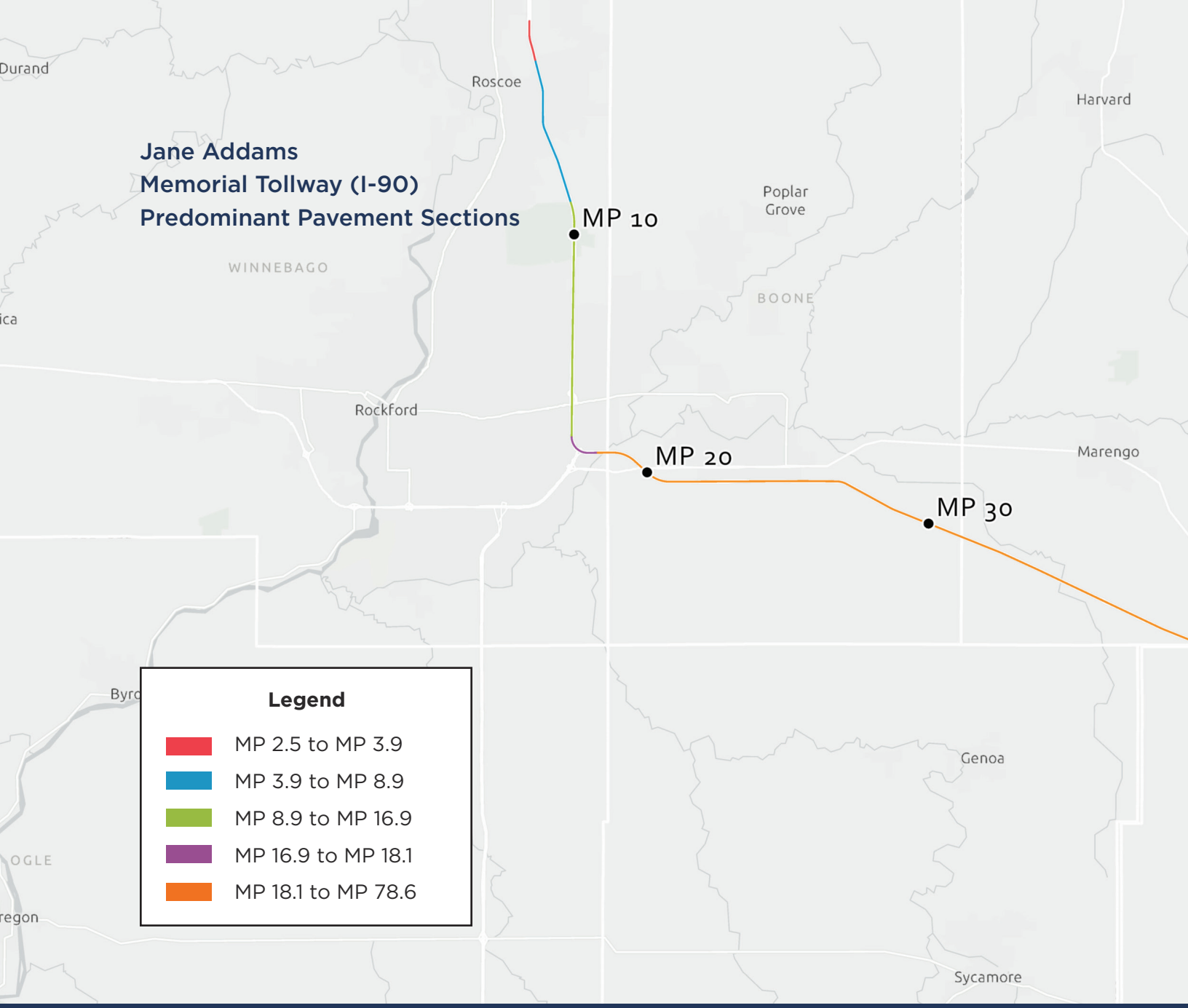
In the 2010s, overlays were replaced from Genoa Road to U.S. 20 and from Illinois Route 31 to Barrington Road. Reconstruction and widening to three lanes occurred from Mill Road to Illinois Route 31 as composite (two-lift) concrete pavement. Widening to four lanes of concrete pavement occurred from Illinois Route 31 to the Tri-State Tollway (I-94/I-294/I-80) and from the I-190 westbound overpass to the Tri-State Tollway (I-94/I-294/I-80) westbound.

In 2020, the pavement surrounding Plaza 1 (Beloit) was rehabilitated with asphalt resurfacing.

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



Jane Addams Memorial Tollway (I-90) Predominant Pavement Sections





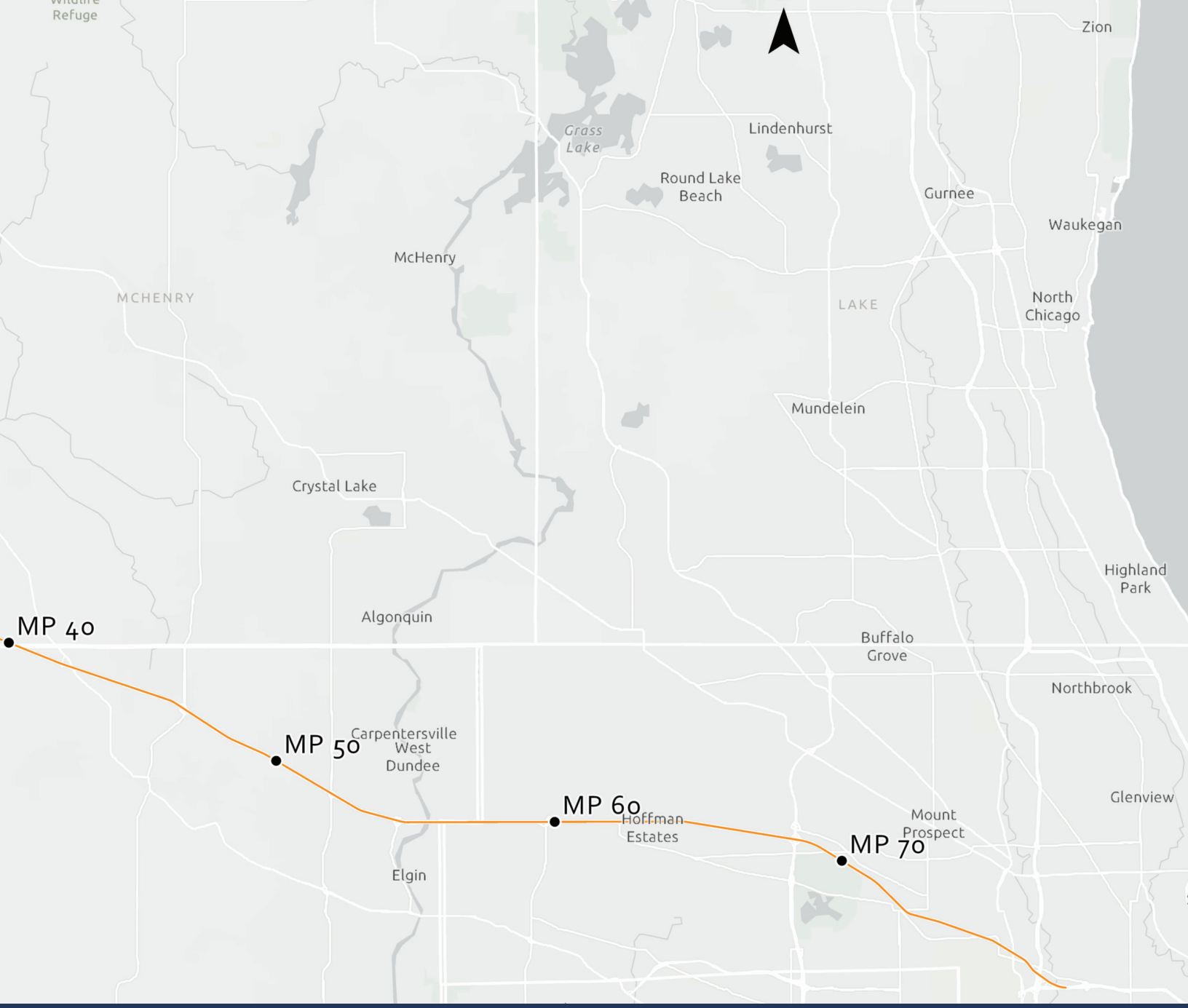
MP 2.5 to MP 3.9

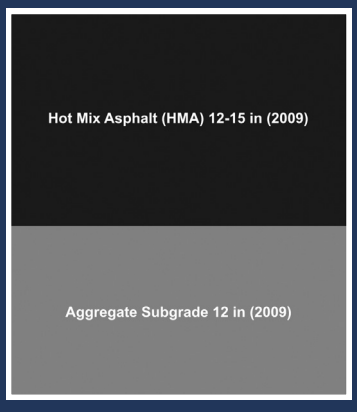


MP 3.9 to MP 8.9

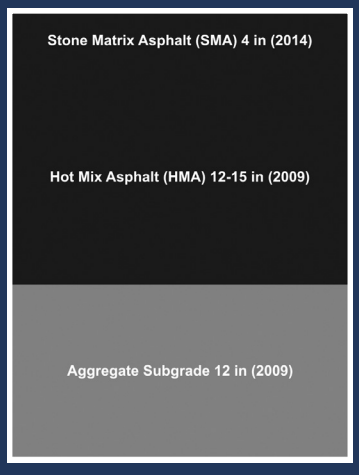


MP 8.9 to MP 16.9





MP 8.9 to MP 16.9 (Widening)



MP 16.9 to MP 18.1



MP 18.1 to MP 78.6

Reagan Memorial Tollway (I-88)

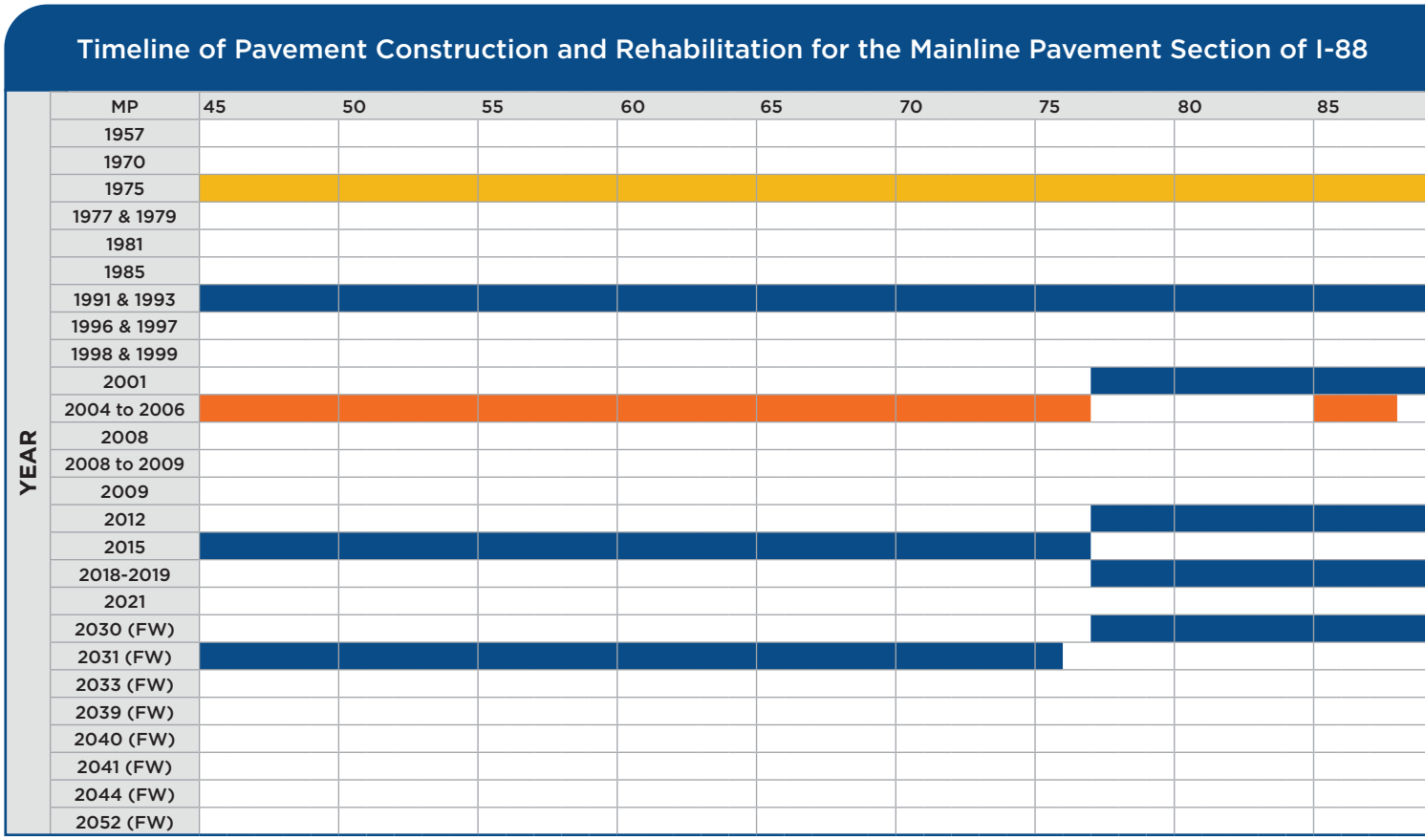
The 26.8-mile Reagan Memorial Tollway (I-88) was originally constructed in 1957 from Illinois Route 56 to the Eisenhower Expressway as two lanes of concrete pavement in each direction. It was rehabilitated from Mitchell Road to Finley Road in 1970 with a bituminous overlay.

In 1975, a 69.4-mile extension added two lanes of concrete pavement in each direction from Rock Falls Road to Illinois Route 56, bringing the total corridor length to 96.3 miles from Rock Falls Road to the Eisenhower Expressway.

In the late 1970s, the pavement was rehabilitated and widened to three lanes from Yackley Road to the Eisenhower Expressway with concrete pavement and a bituminous overlay. Additional overlays were placed from Illinois Route 56 to Mitchell Road.

In the 1980s, rehabilitation continued from Mitchell Road to Yackley Road with a concrete or bituminous overlay and from Illinois Route 56 to Plaza 61 (Aurora) with in-place bituminous rehabilitation. Widening to three lanes with concrete pavement was completed from Illinois Route 59 to Yackley Road.

In the 1990s, overlays were replaced from Illinois Route 56 to the Eisenhower Expressway and placed from Rock Falls Road to Illinois Route 31. Reconstruction with concrete pavement from



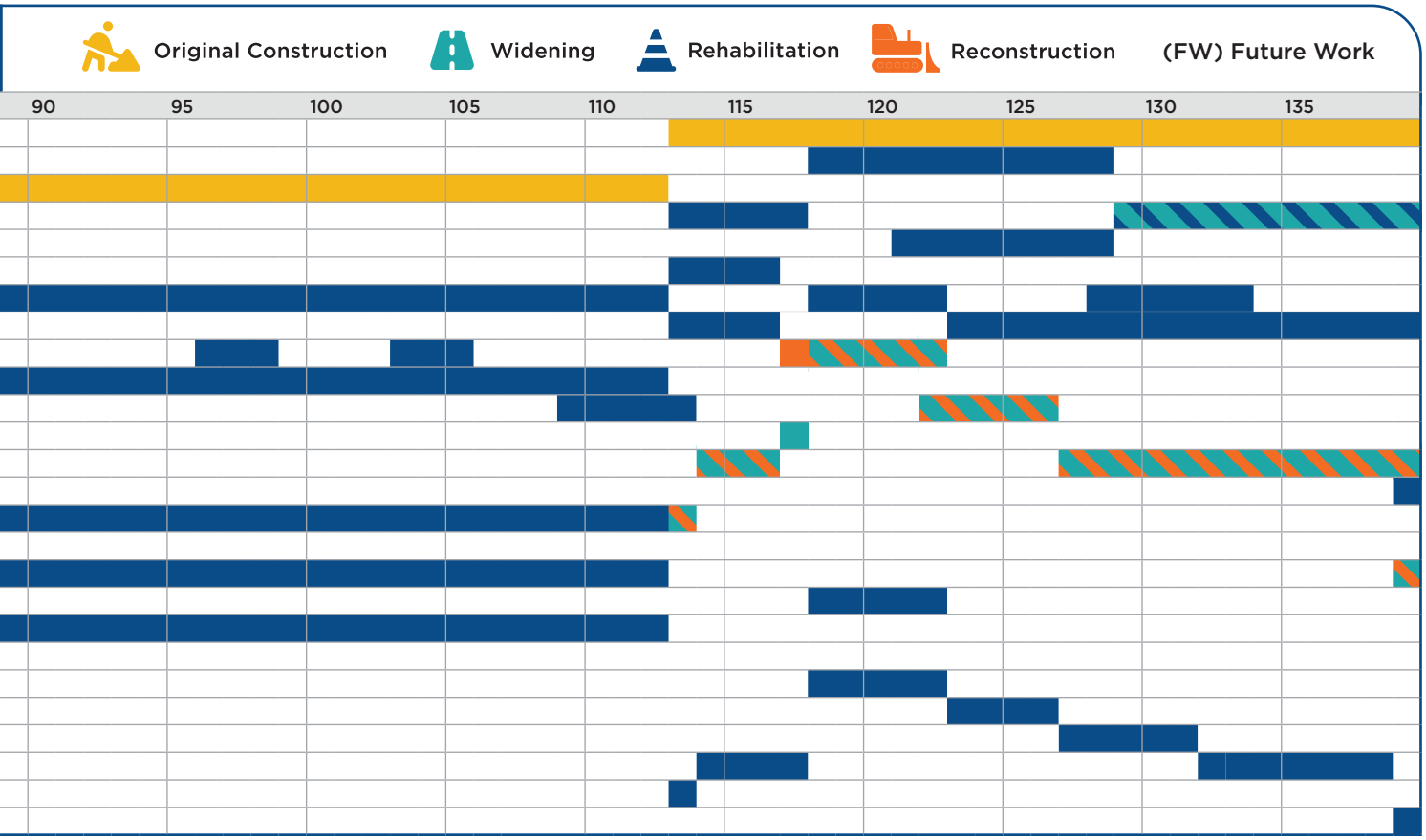
the Fox River to Illinois Route 59 and widening to three lanes from Mitchell Road to Illinois Route 59 followed, with partial reconstruction on select segments from Somonauk Road to Hinkley Road and from Watson Road to Dauberman Road eastbound.

In the 2000s, overlays were removed and replaced from Steward Road to Illinois Route 56 and from York Road to the Eisenhower Expressway. Reconstruction occurred from Rock Falls Road to Steward Road and from Shabbona Road to University Road with asphalt pavement. Meanwhile, the section from Orchard Road to Mitchell Road was reconstructed and widened to three lanes of concrete pavement followed by the section from Illinois Route 59 to York Road as four lanes of concrete pavement.

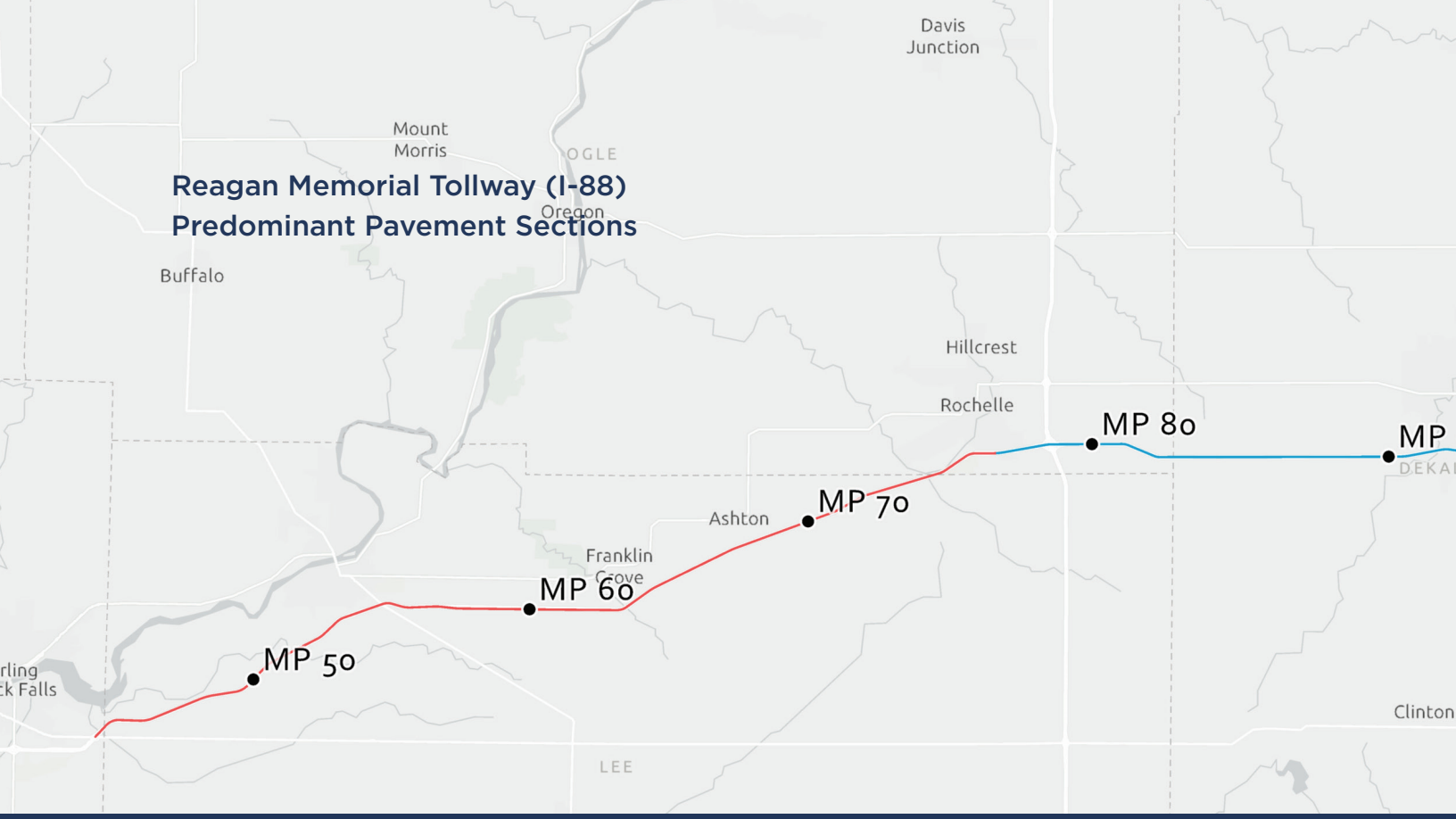
In the 2010s, overlays were applied from U.S. Route 30 to Steward Road and from Steward Road to Illinois Route 56. Reconstruction and widening to three lanes occurred from Illinois Route 56 to Orchard Road as composite (two-lift) concrete pavement and from York Road to the Eisenhower Expressway as concrete pavement.

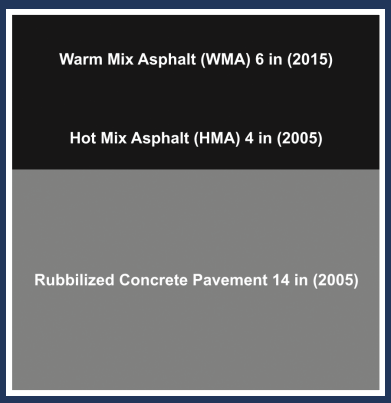
In the 2020s, rehabilitation included an asphalt overlay from Mitchell Road to Illinois Route 59.

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

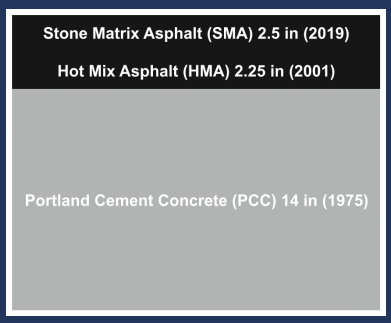


Reagan Memorial Tollway (I-88)
Predominant Pavement Sections





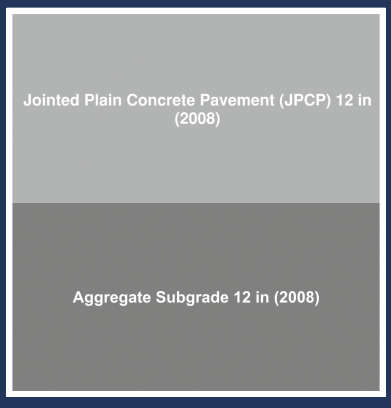
MP 44.2 to MP 76.8



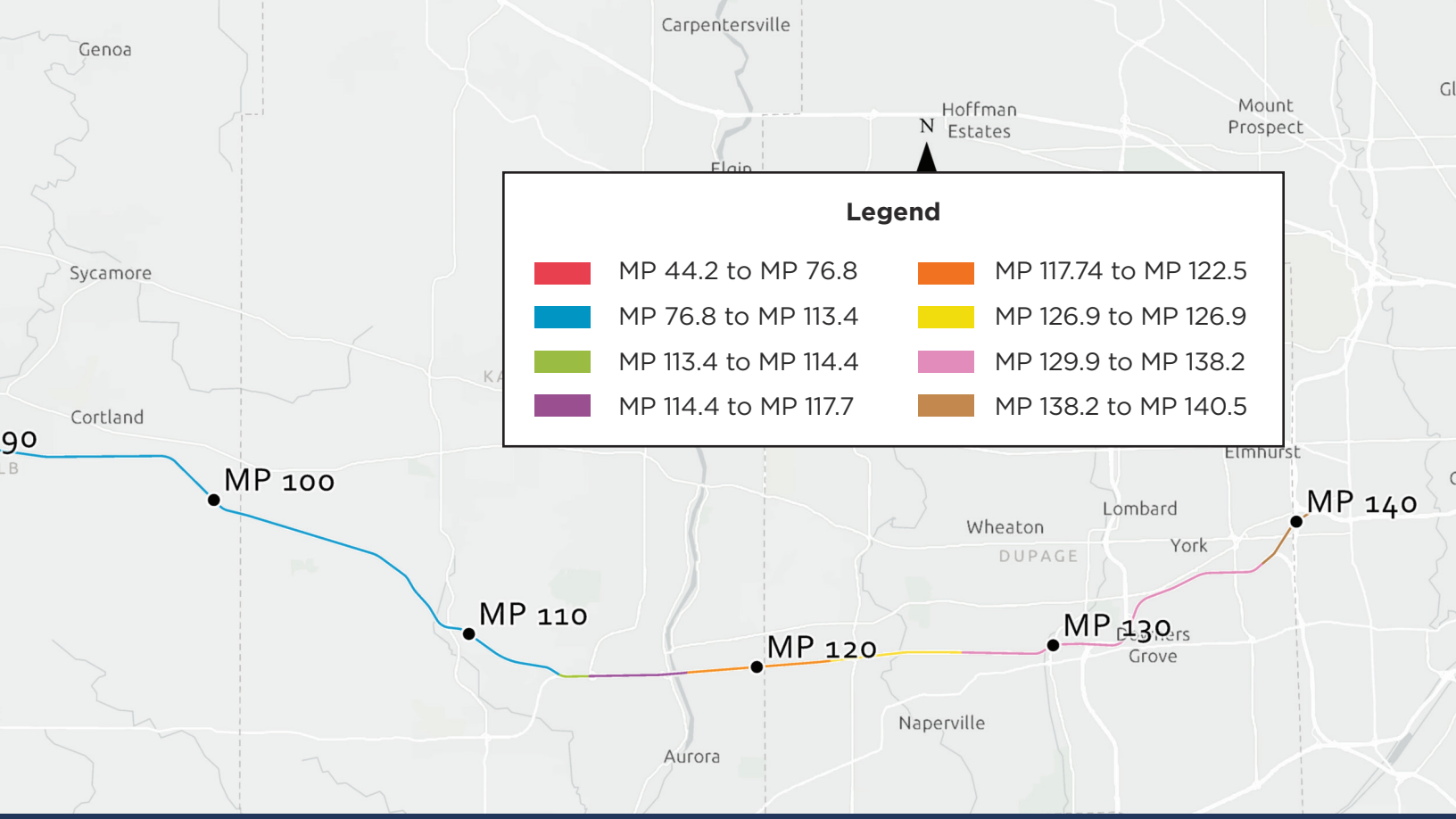
MP 76.8 to MP 113.4

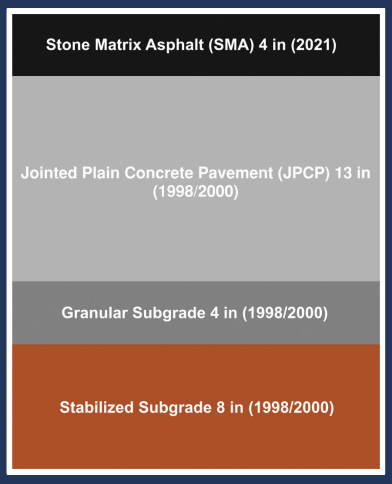


MP 113.4 to MP 114.4

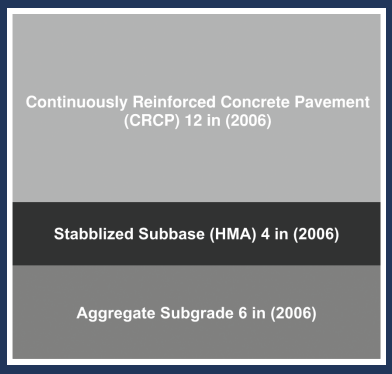


MP 114.4 to MP 117.7

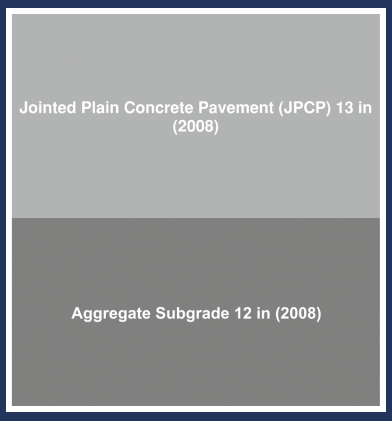




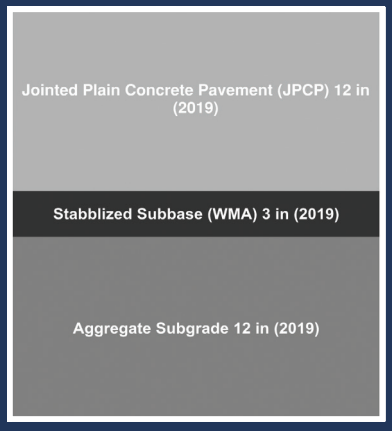
MP 117.74 to MP 122.5



MP 126.9 to MP 126.9



MP 129.9 to MP 138.2



MP 138.2 to MP 140.5

Veterans Memorial Tollway (I-355)

The 17.5-mile Veterans Memorial Tollway (I-355) was originally constructed in 1989 from I-55 to Army Trail Road 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 Avenue to Army Trail Road with concrete pavement.

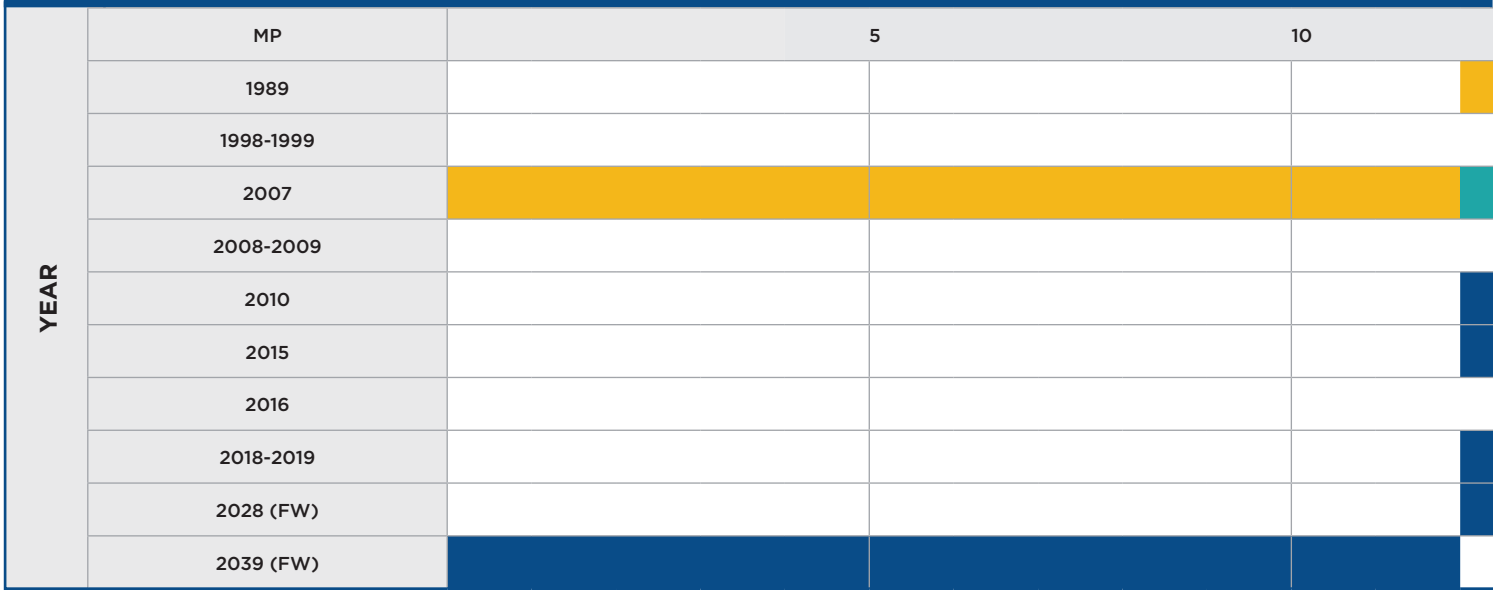
In the 2000s, the corridor was extended an additional 12.1 miles south from I-55 to I-80 as three lanes of concrete pavement. As part of the extension, it was widened to four lanes from I-55 to Boughton Road with concrete pavement and rehabilitated and widened to four lanes from 75th Street to Ogden Avenue with full-depth asphalt pavement and an asphalt overlay.

In the 2010s, asphalt overlays were replaced from I-55 to 75th Street and installed from Ogden Avenue to Army Trail Road. Additional overlay replacement occurred from I-55 to 83rd Street and from Plaza 73 to Army Trail Road. The pavement was then widened to four lanes southbound near 75th Street.

In the late 2010s, overlays were once again removed and replaced from I-55 to Army Trail Road and the section from Roosevelt Road to Butterfield Road was widened to four lanes with asphalt pavement.

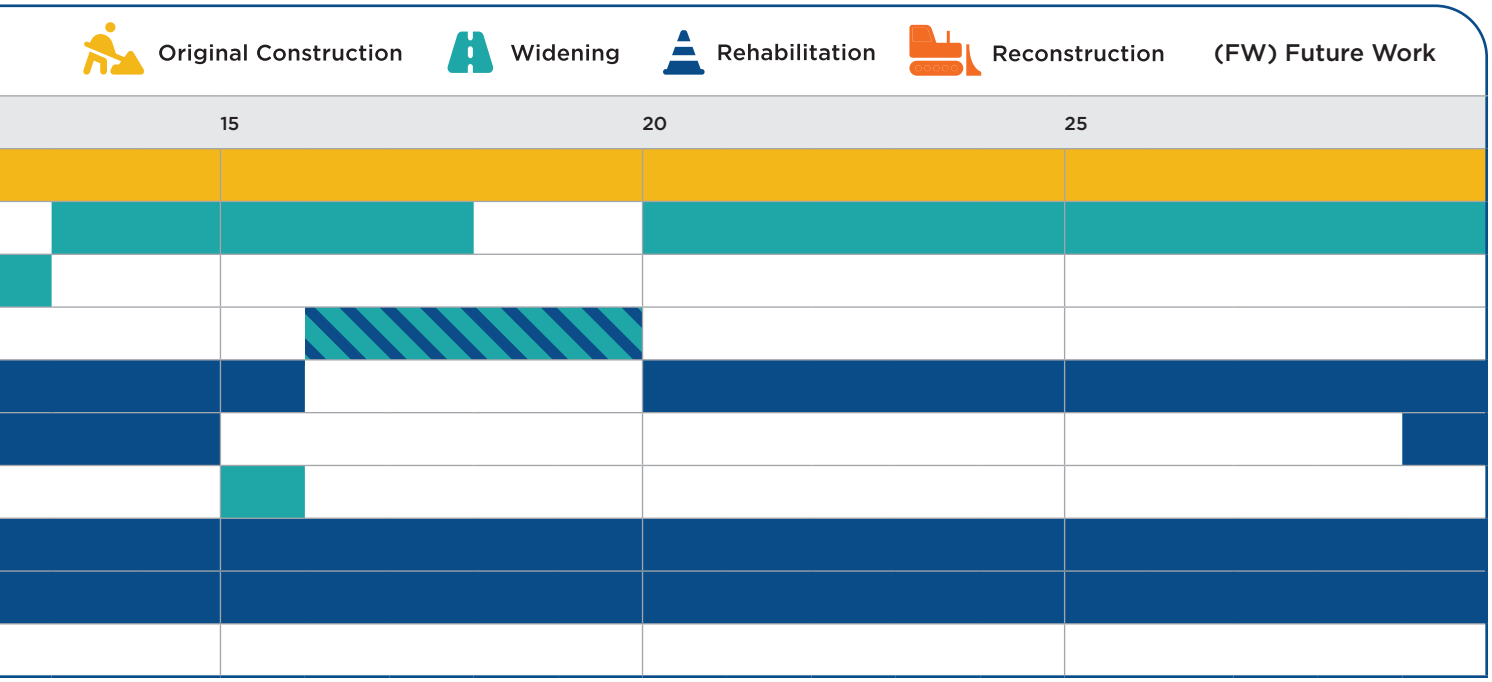
Future work, including the next reconstruction or overlay, is outlined in the Illinois Tollway's Pavement Asset Management Plan and highlighted below.

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

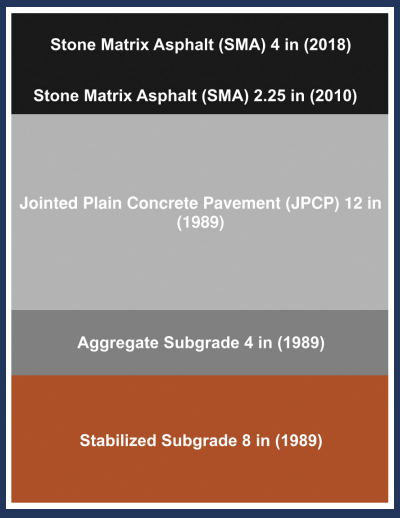




I-355, Southbound, MP 15.6



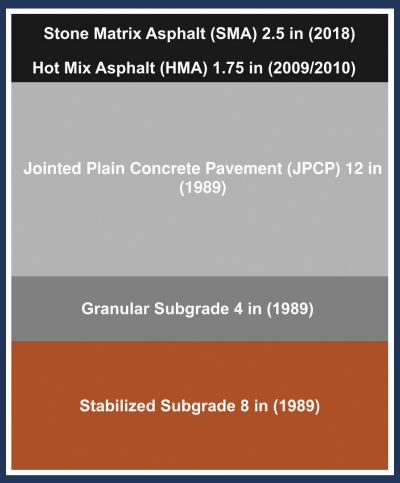
Veterans Memorial Tollway (I-355)
Predominant Pavement Sections



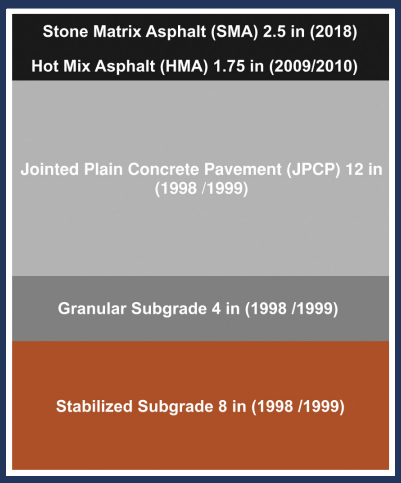
MP 20.2 to MP 29.9



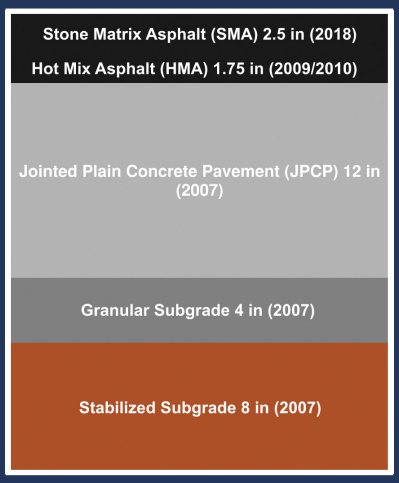
MP 20.2 to MP 29.9 (widening)



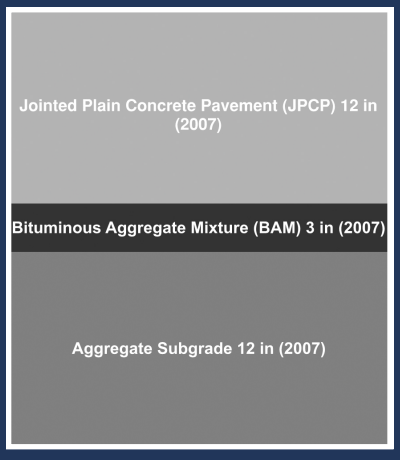
MP 12.4 to MP 20.2



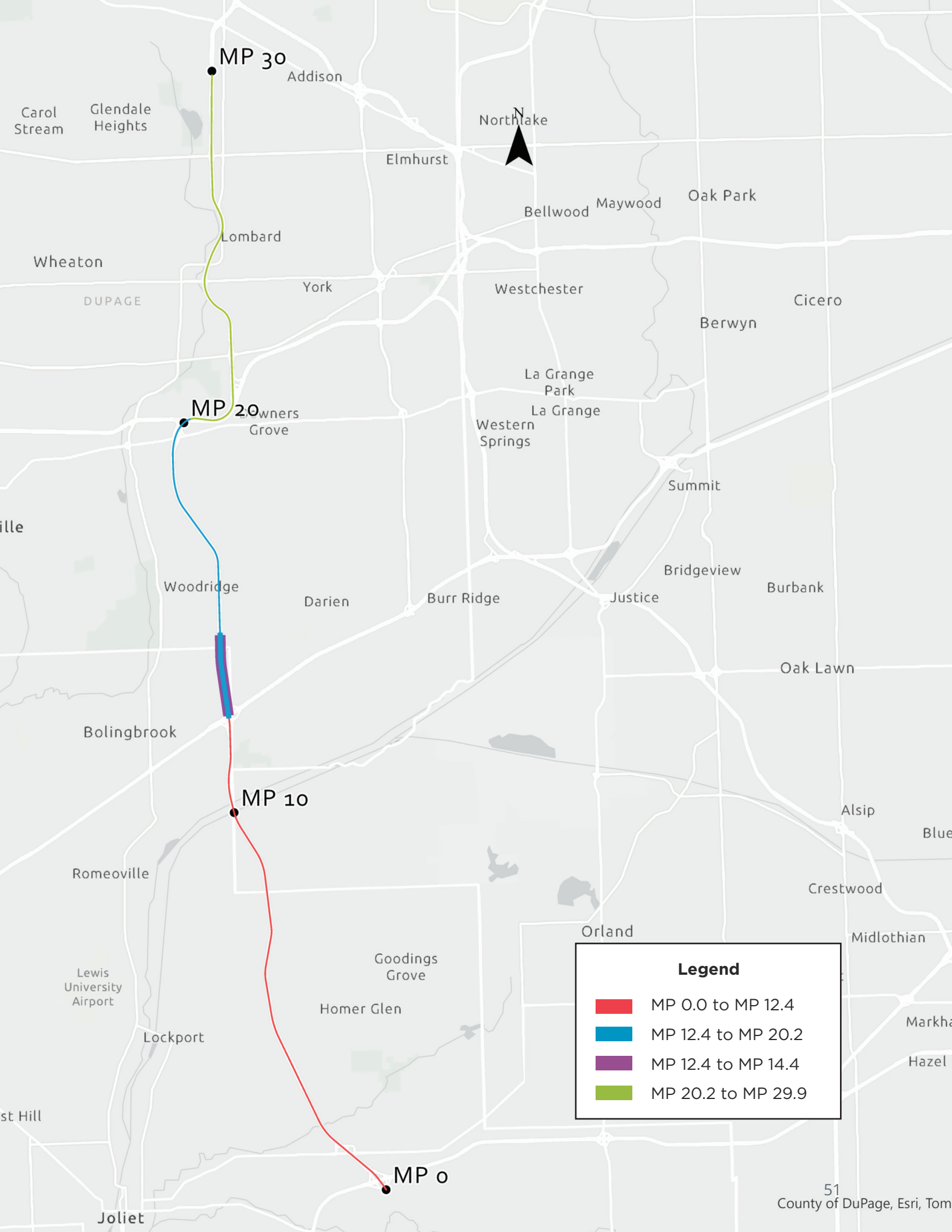
MP 12.4 to MP 20.2 (widening)



MP 12.4 to MP 14.4 (widening)



MP 0.0 to MP 12.4



County of DuPage, Esri, Tom

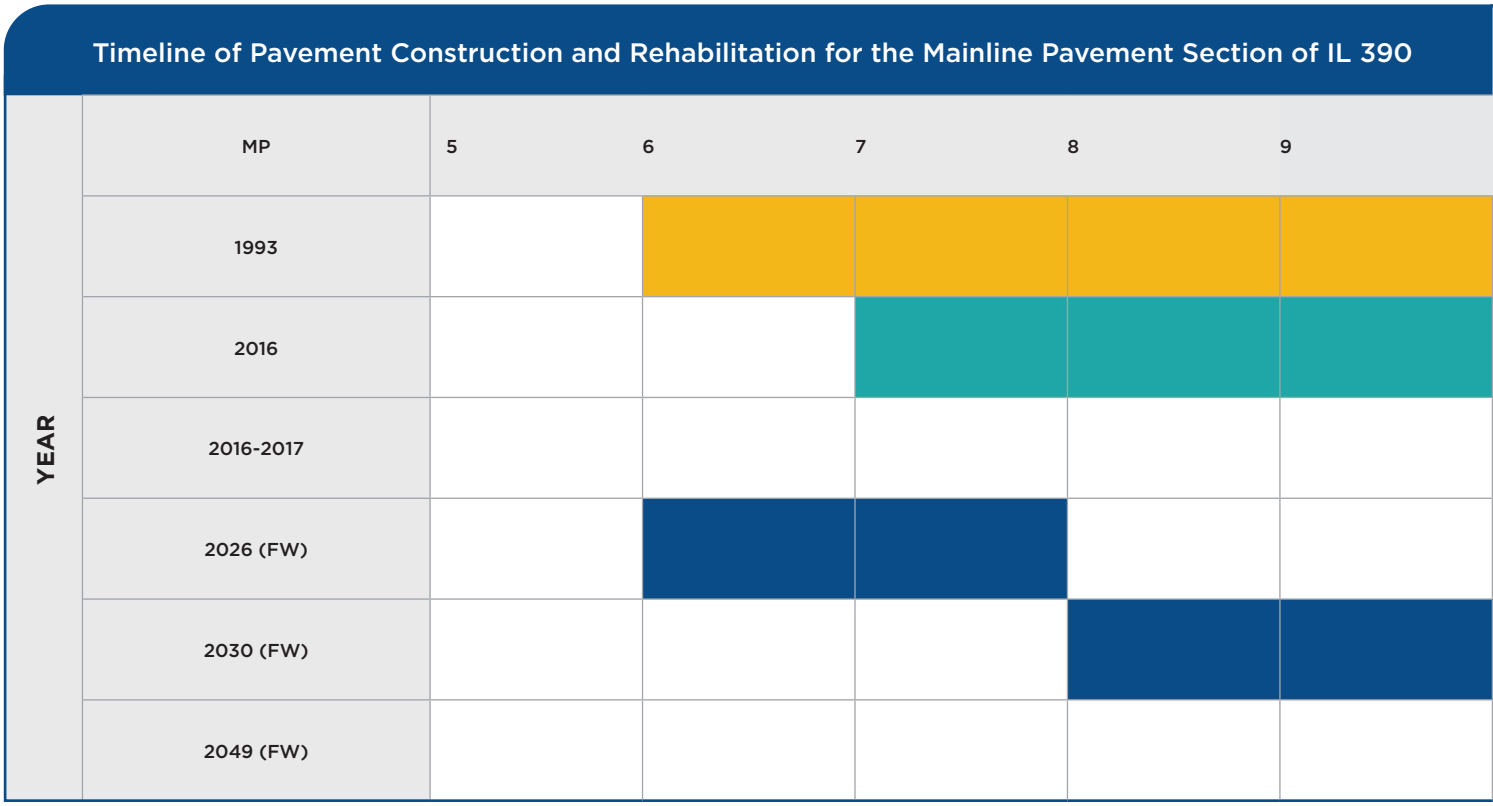
Illinois Route 390 Tollway

The 9.8-mile Illinois Route 390 Tollway was originally constructed by the Illinois Department of Transportation in 1993 as two lanes of concrete pavement in each direction from U.S. Route 20/ Lake Street to Illinois Route 53/Rohlwing Road.

In the 2010s, the corridor was extended west from Illinois Route 53/Rohlwing Road to Illinois Route 83/Busse Road with three lanes of concrete pavement. Rehabilitation included widening to three lanes from Illinois Route 19/Irving Park Road to Illinois Route 53/Rohlwing Road with asphalt pavement and the placement of an asphalt overlay on the existing pavement.

From the late 2010s to the mid-2020s, the route was extended from Illinois Route 83/Busse Road towards York Road and the future I-490 Tollway as two to three lanes of concrete pavement. Work continues on the interchange with I-490, with substantial completion targeted for 2028.

From the late 2010s to the mid-2020s, the route was extended from Illinois Route 83/Busse Road towards York Road and the future I-490 Tollway as two to three lanes of concrete pavement. Work continues on the interchange with I-490 with substantial completion targeted for 2028. Future work, including the next reconstruction or overlay, is outlined in the Illinois Tollway's Pavement Asset Management Plan and highlighted below.



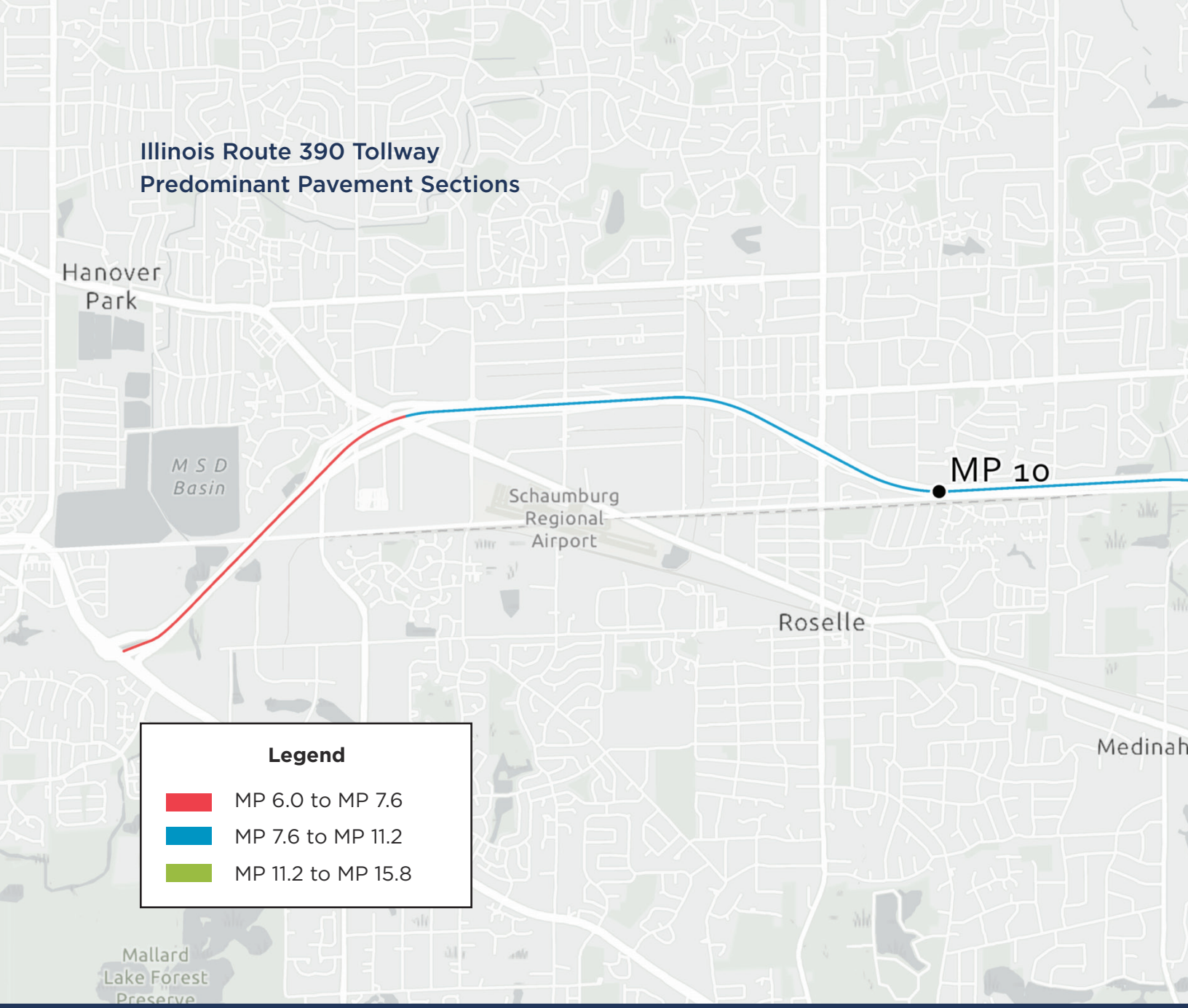


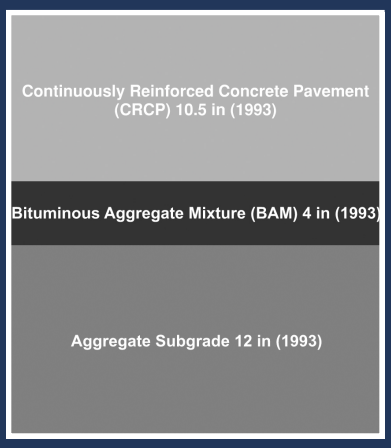
IL 390, Westbound, MP 10.6

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

10	11	12	13	14	15	16

Illinois Route 390 Tollway
Predominant Pavement Sections

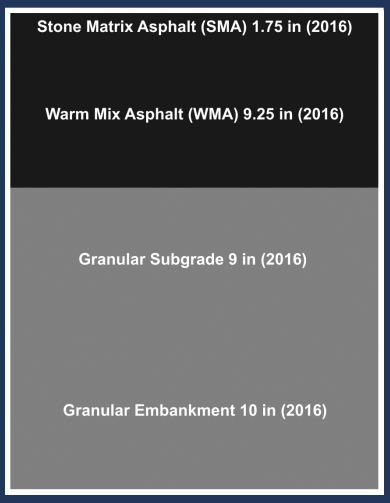




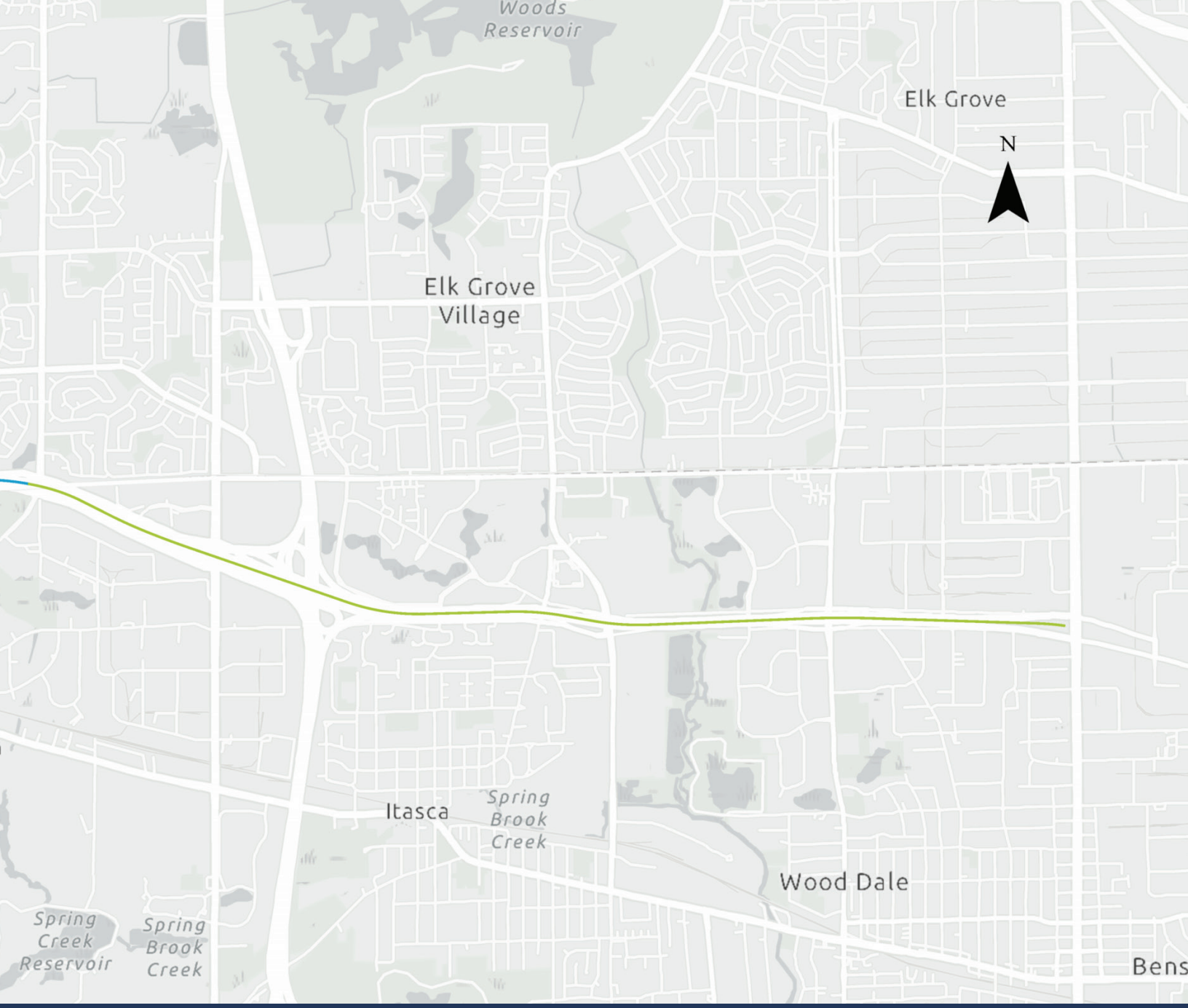
MP 6.0 to MP 7.6

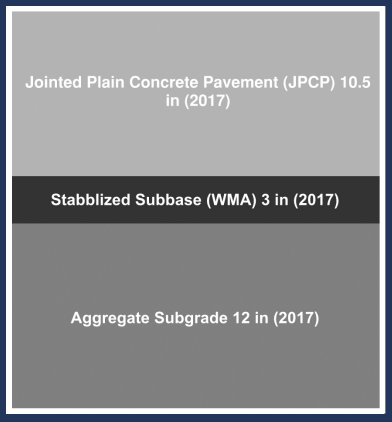


MP 7.6 to MP 11.2



MP 7.6 to MP 11.2 (widening)





MP 11.2 to MP 15.8

3.1.3 PAVEMENT INSPECTION PROCESS

The Illinois Tollway utilizes a comprehensive inspection program to ensure roadway integrity and support timely maintenance and rehabilitation planning. This program integrates visual inspections, structural evaluations and surface condition assessments, providing a holistic view of pavement performance across the mainline, ramps, toll plazas and shoulders.

Pavement Visual Inspection

Each year, the Illinois Tollway conducts a comprehensive assessment of roadway pavement to support timely maintenance and rehabilitation. In the spring and summer, crews record and document conditions from one edge of shoulder to the other edge of shoulder, then complete a full system review to identify repair activities and prioritize needs based on severity and observed condition. Quantities and cost estimates are developed to inform work planning by the Roadway Maintenance Division and to support the Engineering Department in scheduling future contracts. Based on these observations, an Overall Condition Rating (OCR) is assigned to each area. These ratings are integrated with surface and structural evaluations to produce a comprehensive condition profile for every pavement section, including mainline, ramps, plazas and shoulders.

Pavement Structural Evaluation

Structural evaluation of the Illinois Tollway's roadway pavement, performed every summer, assesses the structural integrity of mainline pavements and assists in identifying repair activities. The evaluation consists of falling weight deflectometer (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 2025 annual reports for each of the Illinois Tollway's maintenance sections.



I-88, Westboound, MP 86.2

Pavement Surface Evaluation

Surface evaluations are conducted annually on mainline pavements and every two to three years on ramp pavements. These assessments utilize 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 Condition Rating Survey (CRS) values. The CRS is a subjective measure of pavement surface condition that generates an overall rating on a one to nine scale, with nine representing newly constructed or resurfaced pavement and one 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

CRS ratings primarily guide planning and programming pavement rehabilitation projects. Pavement 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 in Good condition and 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 requires near-term immediate attention and rehabilitation.

For the Illinois Tollway, a CRS rating of 6.0 marks the end of useful service life, higher than IDOT's threshold of 5.5, due to the higher average speeds on the Illinois Tollway's system. A CRS rating of 6.0 indicates a pavement is in Transitional condition and in need of repair or rehabilitation.

CRS reflects surface condition only. It does not account for aging pavement substructure, drainage factors or other unknown conditions that may exist below the pavement surface. A newly resurfaced pavement and a recently reconstructed pavement may share a high CRS rating even though their substructures ages and condition are entirely different.

To complement CRS ratings, the Illinois Tollway developed remaining interval life (RIL) models to estimate the years of service before the pavement condition deteriorates to a point where major rehabilitation is required. RIL categories range from 0 years to 20+ years. These models consider CRS ratings, traffic volume, pavement thickness and subsurface condition.

Models were recalibrated in 2025 based on 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 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 or more years. 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.



I-88, MP 76.0

3.1.4 PAVEMENT INSPECTION SUMMARY

3.1.4.1 MAINLINE PAVEMENT SUMMARY

In 2025, 85.9% of the Illinois Tollway's mainline pavement was rated Excellent or Good, compared to 92.2% in 2024. This slight decrease is driven largely by an increase in mileage classified as Not Rated rather than a decline in pavement condition, with improvements along the Central Tri-State Tollway Project and Regan Memorial Tollway (I-88) corridor partially offsetting the overall change.

In 2025, the average pavement surface age was 10.9 years, while the average age of the underlying base was 19.2 years. Figure 3.1-2 summarizes the distribution of mainline pavement surface and base pavement ages across the system.

FIGURE 3.1-2: MAINLINE PAVEMENT SURFACE AND BASE AGE SUMMARY

	AGE OF PAVEMENT SURFACE	AGE OF CONCRETE PAVEMENT AND BASE	AGE OF PAVEMENT AND BASE
0-5 years	16.7%	10.6%	9.8%
6-10 years	35.9%	13.8%	12.1%
11-20 years	46.5%	50.4%	55.6%
21-30 years	0.3%	4.2%	4.1%
31-40 years	0.6%	12.4%	10.9%
41+ Years	0.0%	8.5%	7.5%
NETWORK AVERAGE AGE	**10.9**	**19.2**	**19.0**

Pavement base age is a key indicator of long-term structural capacity, while surface age reflects functional condition and ride quality. Nearly 47% of pavement surfaces are between 11 and 20 years old, consistent with typical resurfacing cycles, and over 77% of the pavement bases are no more than 20 years old, reflecting significant investments since 2005.

The average estimated RIL across the system is 13.2 years, reflecting strong structural capacity and effective maintenance strategies. As summarized in Figures 3.1-3 and 3.1-4, 15.2% of pavement surveyed systemwide has an RIL of eight years or less, indicating a relatively small portion of the network will require major rehabilitation within the next eight years to maintain integrity and ride quality.

FIGURE 3.1-3: SUMMARY OF MAINLINE PAVEMENT RIL VALUES

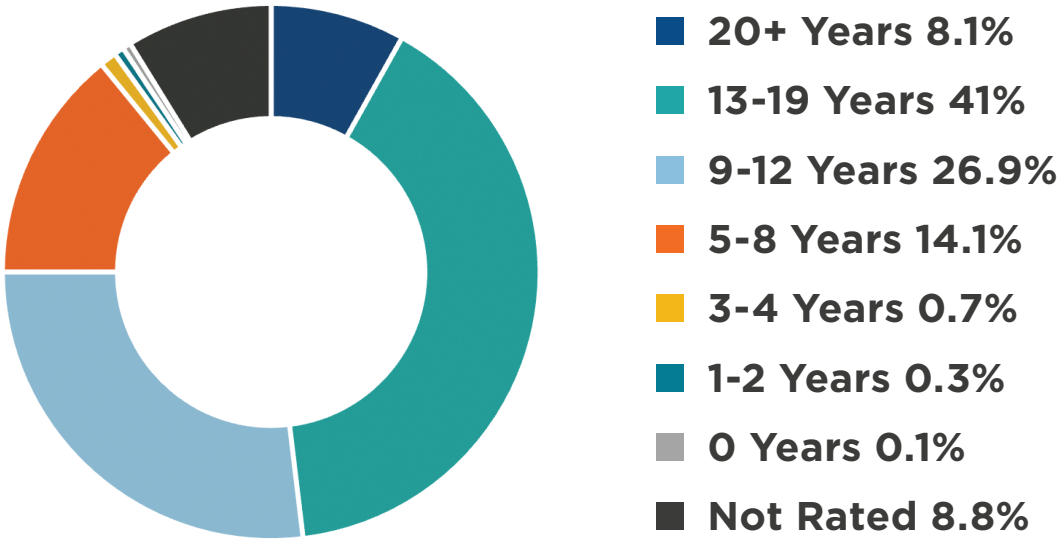
TOLLWAY	20+ YEARS	13-19 YEARS	9-12 YEARS	5-8 YEARS	3-4 YEARS	1-2 YEARS[1]	0 YEARS[1]	NOT RATED[2]
Tri-State Tollway (I-94/ I-294/I-80)	55.6	310.4	157.9	56.4	7.0	3.3	0.0	130.2
Jane Addams Memorial Tollway (I-90)	38.6	191.4	208.8	38.6	0.0	0.0	0.0	5.3
Reagan Memorial Tollway (I-88)	44.0	147.1	102.0	150.7	3.5	0.0	0.1	5.3
Veterans Memorial Tollway (I-355)	6.9	111.4	38.0	13.3	1.6	0.0	0.0	18.5
Illinois Route 390 Tollway (IL 390)	8.9	18.2	3.5	8.6	0.0	1.3	2.6	8.3
Total Lane Miles[3]	**153.9**	**778.5**	**510.3**	**267.7**	**12.2**	**4.6**	**2.7**	**167.4**
Percent of Total Lane Miles	**8.1%**	**41.0%**	**26.9%**	**14.1%**	**0.7%**	**0.3%**	**0.1%**	**8.8%**

[1] Zero to Two Years – Critical areas in need of attention: Tri-State Tollway (I-294) SB MP 4.02 to MP 4.86 (rehabilitation planned), Reagan Memorial Tollway (I-88) EB MP 122.86 to MP 122.88 (repairs planned) and Illinois Route 390 Tollway (IL 390) MP 6.0 to MP 7.6 (rehabilitation planned).

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

[3] 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.

FIGURE 3.1-4: MAINLINE PAVEMENT RIL SUMMARY



Historical trends reinforce this stability. Since 2013, pavement rated with an RIL of 9 to 20 or more years has consistently exceeded 66% of the mainline network, and in 2025 this value stands at 76.0%. This slight decrease reflects updates to the approach used to calculate the RIL, including revised long-term traffic assumptions and updated calibration factors for several pavement materials. The improvements in pavement condition associated with the Central Tri-State Tollway Project helped offset a portion of these changes.



I-90, Eastbound, MP 36.1

The share of mainline pavement rated with an RIL of 0 to 8 years decreased from 2016 to 2020, before increasing slightly and then decreasing again between 2024 and 2025. Currently, these short-life segments are concentrated on aging hot-mix asphalt (HMA) surface along the Reagan Memorial Tollway (I-88), the west end of the Jane Addams Memorial Tollway (I-90) and the areas affected by ongoing reconstruction on the Central Tri-State Project.

While the pavement network is currently performing better than the ideal condition at the system level, the Illinois Tollway continues to proactively plan and program rehabilitation work whenever pavement approaches the less than eight-year RIL threshold. Several of these areas have programmed work scheduled under upcoming capital construction contracts.

FIGURE 3.1-5: SUMMARY OF MAINLINE PAVEMENT CRS VALUES

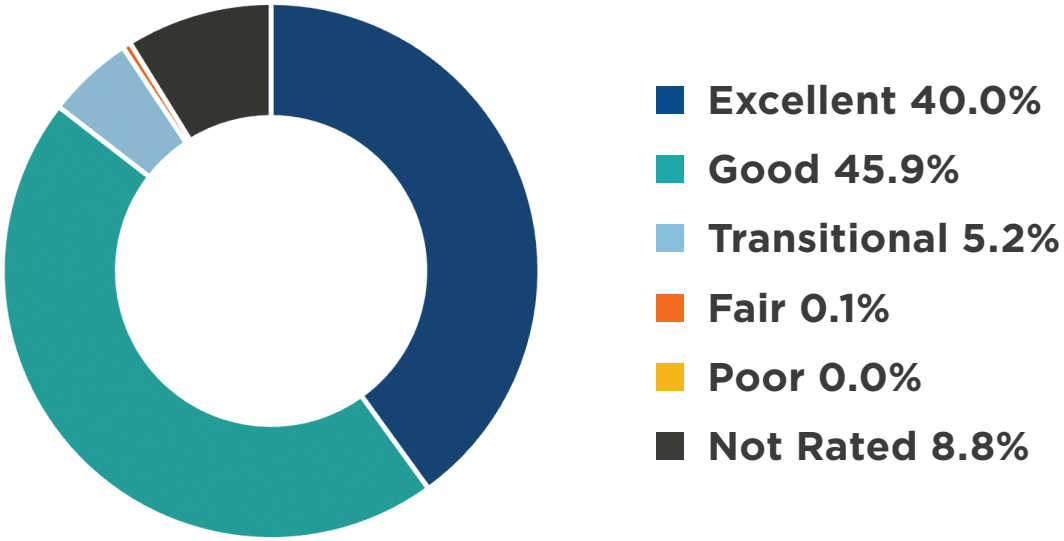
TOLLWAY	EXCELLENT >7.5	GOOD 6.6-7.4	TRANSITIONAL 6.0-6.5	FAIR 4.5-5.9	POOR 0-4.4	NOT RATED[4]
Tri-State Tollway (I-94/ I-294/I-80)	273.1	284.1	33.5	0.0	0.0	130.2
Jane Addams Memorial Tollway (I-90)	81.7	386.7	9.0	0.0	0.0	5.3
Reagan Memorial Tollway (I-88)	294.8	120.4	32.0	0.1	0.0	5.3
Veterans Memorial Tollway (I-355)	90.9	66.0	14.5	0.0	0.0	18.5
Illinois Route 390 (IL 390) Tollway	18.1	13.1	9.4	2.6	0.0	8.3
Total Lane Miles[5]	**758.4**	**870.3**	**98.4**	**2.7**	**0.0**	**167.4**
Percent of Total Lane Miles	**40.0%**	**45.9%**	**5.2%**	**0.1%**	**0.0%**	**8.8%**

[4] Not Rated - Sections that contained construction and long bridges were excluded from the survey and listed as "Not Rated."
[5] Total - Lane Miles Surveyed does not equal total actual system lane mileage



I-88, Eastbound, MP 64.8

FIGURE 3.1-6: MAINLINE PAVEMENT CRS SUMMARY



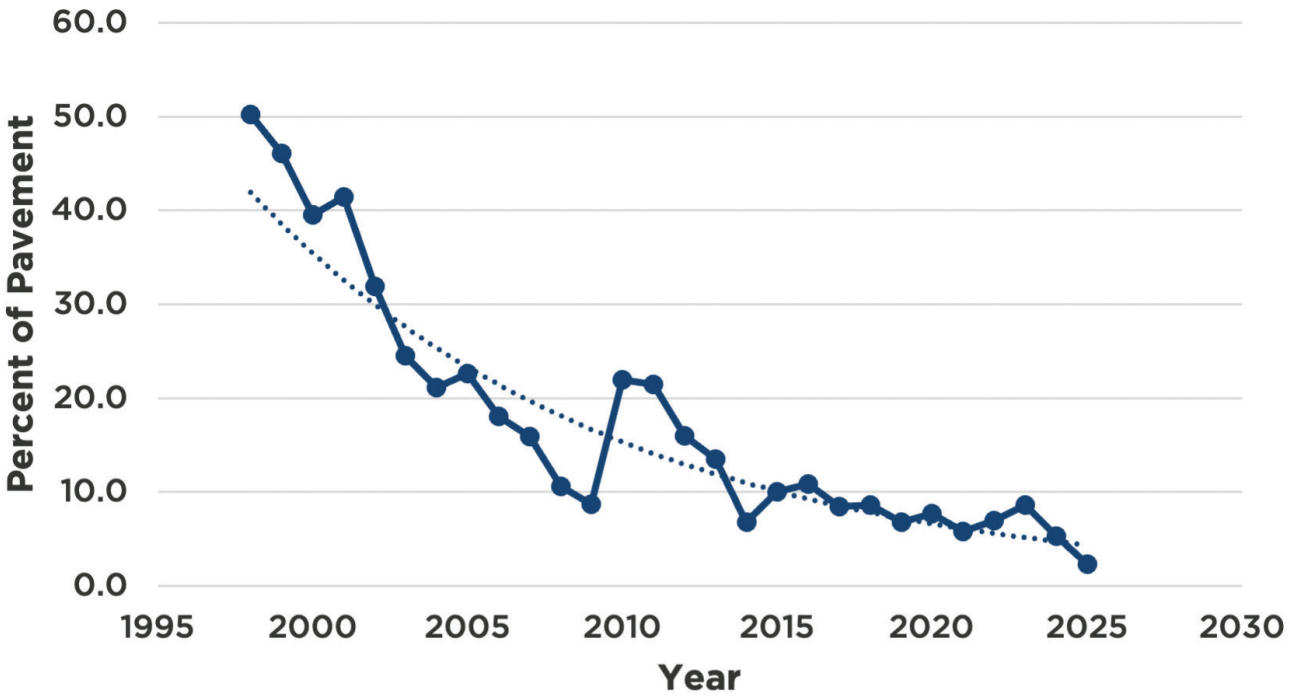
CRS results confirm strong surface performance: 85.9% of pavement is Good or Excellent, while Transitional to Poor categories have declined from 50.2% in 1998 to just 5.3% in 2025, demonstrating the long-term success of the Illinois Tollway's pavement management program. Looking ahead, the Illinois Tollway's anticipates achieving its highest percentage of pavement rated Excellent by 2028, following the conclusion of the Central Tri-State Project and the opening of the new I-490 corridor.

The performance underscores 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 illustrated in Figure 3.1-7, the proportion pavement rated Transitional to Poor has declined over the last 25 years, from 50.2% in 1998 to 5.3% in 2025, demonstrating the long-term success of the Illinois Tollway's pavement management program. A detailed overview of the pavement surface evaluation, including the of CRS rating development and RIL category assignments described above, is provided in the 2025 annual reports for each maintenance section.

Historical CRS and RIL trends are documented in Exhibits 1 and 3, which present systemwide breakdowns by rating category since 1997 and 2000, respectively. These datasets, supported by video and georeferenced digital imaging, enable verification of pavement distress and ensure accuracy in condition reporting. A spatial depiction of the Illinois Tollway's pavement within each CRS category is presented in Exhibit 2. A visual representation of the Illinois Tollway's pavement within each RIL rating range is presented in Exhibit 4.

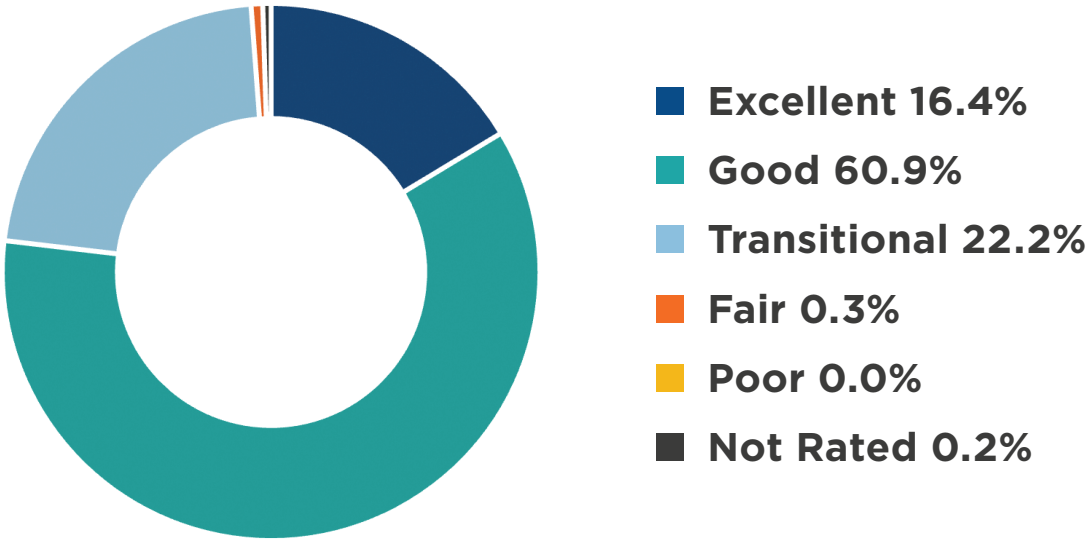
FIGURE 3.1-7: PERCENT OF TRANSITIONAL TO POOR MAINLINE PAVEMENT OVER TIME



Overall Condition Rating (OCR)

To provide a comprehensive measure of pavement health, the Illinois Tollway combines data from visual inspections, structural evaluations and surface condition assessments into a single metric, the Overall Condition Rating (OCR). This rating reflects both surface performance and underlying structural integrity, offering a more complete picture of pavement condition than CRS or RIL alone. Based on 2025 inspections, 77.3% of mainline pavement is rated Good or Excellent, 22.2% is Transitional and less than 0.3% is Fair or Poor for the OCR. These results confirm the Illinois Tollway's pavement network remains in a state of good repair, supported by proactive maintenance and rehabilitation programming. Figure 3.1-8 summarizes the distribution of OCR categories across the system.

FIGURE 3.1-8: SUMMARY OF MAINLINE PAVEMENT OVERALL CONDITION



3.1.4.2 RAMP PAVEMENT SUMMARY

The Illinois Tollway's ramp pavement network continues to perform well, with the majority of ramps maintained in a state of good repair. As of 2025, approximately 95.6% of ramp pavement surface is rated Good or Excellent. These results reflect the Illinois Tollway's proactive approach to preserving ramp pavement integrity through sealing, patching and rehabilitation contracts.

Approximately 3.2% of ramp surfaces are classified as Transitional, indicating early signs of deterioration that will require rehabilitation in the near term. Roughly 1.2% of ramp surfaces are rated Fair, and none are rated Poor, demonstrating that localized issues are addressed promptly to maintain integrity and ride quality.

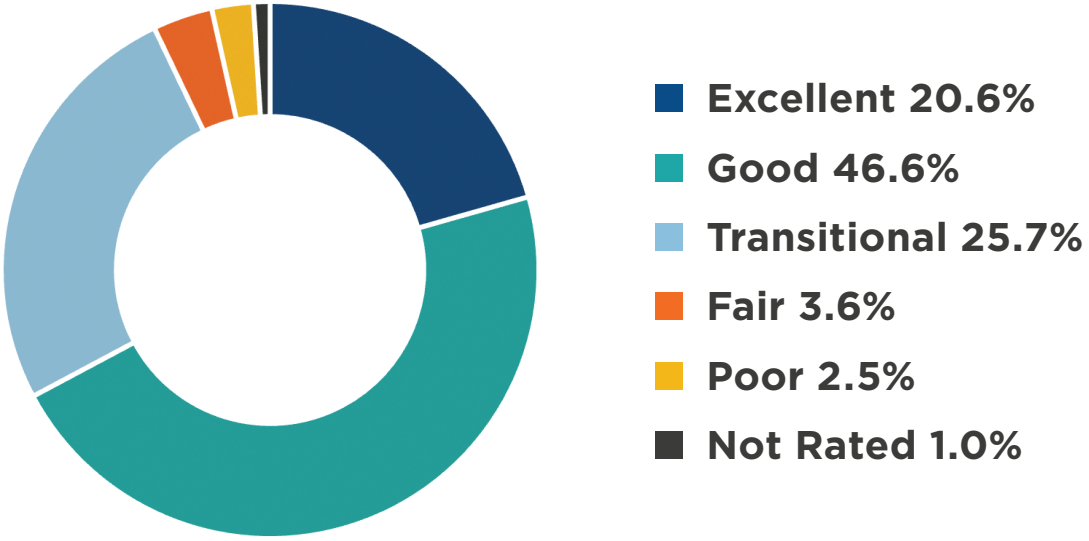
Overall, ramp pavement condition underscores the Illinois Tollway's commitment to maintaining its entire network in a state of good repair. While ramps experience lower traffic volumes and speeds compared to mainline pavement, they are monitored closely, and rehabilitation work is programmed as needed to prevent further decline and minimize lifecycle costs.

FIGURE 3.1-9: SUMMARY OF RAMP 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)	96.1	39.1	3.1	1.4	0.0	0.0
Jane Addams Memorial Tollway (I-90)	52.7	40.3	2.1	1.5	0.0	0.0
Reagan Memorial Tollway (I-88)	27.7	33.0	4.0	1.0	0.0	0.0
Veterans Memorial Tollway (I-355)	29.6	30.6	2.4	0.0	0.0	0.0
Illinois Route 390 (IL 390) Tollway	8.7	9.1	0.7	0.6	0.0	0.0
Total Lane Miles*	**214.9**	**152.1**	**12.3**	**4.6**	**0.0**	**0.0**
Percent of Total Lane Miles	**56.0%**	**39.6%**	**3.2%**	**1.2%**	**0.0%**	**0.0%**

Similar to mainline pavement, the OCR for ramps combines visual inspection results, surface condition data and structural evaluations into a single measure of pavement health. In 2025, 67.2% of ramps have an OCR of Good or Excellent, reflecting the effectiveness of preventive maintenance and rehabilitation programs. Approximately 25.7% of ramps fall into the Transitional category, indicating early signs of deterioration that will require rehabilitation in the near term. Roughly 3.6% are rated Fair and 2.5% Poor, representing localized areas of advanced distress that are prioritized for repair.

FIGURE 3.1-10: SUMMARY OF RAMP PAVEMENT OVERALL CONDITION

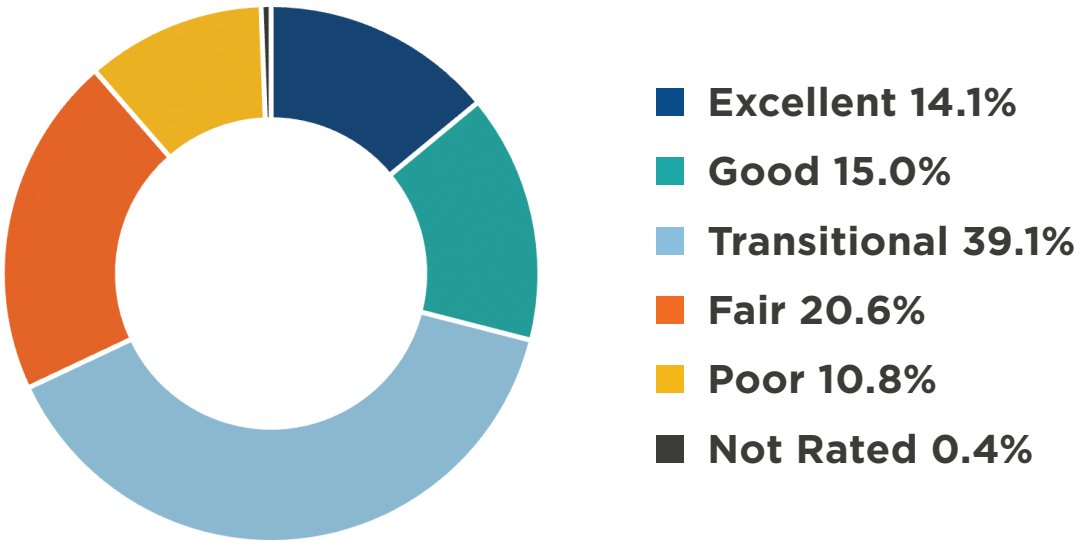


3.1.4.3 SHOULDER PAVEMENT SUMMARY

Shoulders provide critical safety and operational functions but exhibit lower overall condition due to different loading patterns and less frequent maintenance cycles. In 2025, 29.1% of shoulders are rated Good or Excellent, 39.1% are Transitional and 10.8% Poor. These segments are prioritized for repair under ongoing maintenance programs to maintain functionality and safety.

The lower overall condition compared to mainline and ramp pavement is expected, as shoulders often experience different loading patterns, environmental exposure and less frequent maintenance cycles. The Illinois Tollway continues to address shoulder pavement condition through targeted microsurfacing, patching, joint repairs and rehabilitation where necessary to ensure shoulders remain safe and operational for emergency use and maintenance access.

FIGURE 3.1-11: SUMMARY OF SHOULDER PAVEMENT OVERALL CONDITION



3.1.5 PAVEMENT RECOMMENDATIONS

The Illinois Tollway prioritizes annual maintenance to preserve the integrity of pavement sections that have not been recently rehabilitated. These efforts should continue each year and as needed to maintain the pavement in a state of good repair. Typically, this work is accomplished through small-scale maintenance projects such as patching and intermittent pavement repairs. When repairs exceed the Roadway Maintenance Division's capabilities, they should be incorporated into future contracts or programmed as part of a systemwide construction project.

While these small-scale projects extend pavement life, they are not a sustainable long-term solution due to rising construction costs, increasing repair quantities, traffic disruptions and reduced pavement performance over time. To maintain pavement integrity and to deliver an excellent level of service, the Illinois Tollway should continue to support the below:

- Allocate resources to perform the recommended treatments in the Illinois Tollway's Pavement Asset Management Plan and Ramp Asset Management Plan
- Evaluate treatment strategies in these plans for advancements in materials and methods
- Perform necessary repairs as recommended in the 2025 annual reports for each of the Illinois Tollway's maintenance sections, coordinate with the Illinois Tollway's Roadway Maintenance Division and address needs between programmed repair cycles through systemwide contracts
- Develop training programs and provide resources to enhance the Roadway Maintenance Division's proficiency with the Illinois Tollway's Transportation Asset Management System (TAMS)
- Support the Illinois Tollway's Roadway Maintenance Division in identifying and resolving issues that may need special attention beyond annual inspections
- Provide preventive and corrective maintenance annually
- Identify necessary repairs early based on data collected as part of pavement surface evaluations
- Conduct non-destructive testing, evaluation and monitoring of pavement to ensure accurate system evaluation and work estimates
- Prioritize the maintenance of aging ramps, arterials and collector pavement
- Integrate the Pavement Management System with the Illinois Tollway's TAMS for improved coordination and decision making



I-88, Eastbound, MP 62.3

3.2 STRUCTURAL ASSETS

The Illinois Tollway's structural assets, bridges, structural walls, overhead sign structures and communication towers are essential to the safety, reliability and operational efficiency of the system. These assets are managed through a robust program of scheduled inspections, condition assessments and targeted maintenance — all guided by national standards and best practices.

As of 2025, the Illinois Tollway's inventory includes 690 bridges, 1,048 structural walls (retaining, noise abatement and sight screen), 919 overhead sign structures and 62 communication towers. Each asset class is inspected on a regular cycle appropriate to its function and risk profile, with findings documented in OpenGov and used to prioritize repairs and capital improvements.

Condition ratings are assigned using asset-specific scales. Bridges use the Overall Condition Index (OCI), walls and sign structures use five-point scales and towers use a nine-point scale. Across all asset types, the majority of structural assets are rated in Good to Excellent condition, with less than 1% of any respective class rated Poor or Critical.

Inventory and condition data are updated annually to reflect changes such as new installations, removals or major rehabilitations. Inspection findings drive maintenance and rehabilitation programming, with urgent repairs addressed promptly and longer-term needs incorporated into future contracts.



I-90, Eastbound, MP 78.6



I-90, Westbound, MP 28.8

3.2.1 BRIDGES

The Illinois Tollway defines a bridge as any structure apart or crossing its system, including culverts with a span of 20 feet or greater, railroad bridges, oasis structures and pedestrian bridges.

As of 2025, there are 690 bridges in the Illinois Tollway's inventory, consisting of 614 vehicular bridges, 62 culvert bridges, 13 non-vehicular bridges and one land bridge.

FIGURE 3.2-1: NON-VEHICULAR BRIDGE INVENTORY

BRIDGE TYPE	QUANTITY	MAINTENANCE SECTION AND BRIDGE NUMBERS
Railroad bridges	7	M-1 (BN 107 and 113), M-2 (BN 261 and 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), M-14 (BN 1408 and BN 1417)
TOTAL	**13**	

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

The bridge inventory is updated as needed to reflect new construction, demolition and ownership transfers. In 2025, one vehicular bridge (Bridge 223, Ramp H [southbound I-294] over Eisenhower Expressway [I-290]) was removed from the inventory. A total of 19 bridges within the Illinois Tollway's limits are under the jurisdiction of other agencies. While formal inspections and reporting to the Federal Highway Administration (FHWA) for these bridges are conducted by the responsible agency, the Illinois Tollway performs cursory inspections to verify overall safety conditions. Bridges fully maintained by other agencies are identified in Figure 3.2-2.

FIGURE 3.2-2: NON-ILLINOIS TOLLWAY BRIDGES RESPONSIBILITY TABLE

BRIDGE ID	MAINTENANCE SECTION	DESCRIPTION	AGENCY UNIT SECTION
CHICAGO TRANSIT AUTHORITY (CTA)			
366A	M-3	Eastbound CTA O'Hare Rapid Transit	-
366B	M-3	Westbound CTA O'Hare Rapid Transit	-
366C	M-3	Ramp L under CTA O'Hare Rapid Transit	-
DUPAGE COUNTY			
823C[1]	M-8	Prairie Path (Old CA&E Railroad)	-
ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT)			
116	M-1	Ramps C and D (Southbound I-57 to Southbound I-294)	District 1
197C[1]	M-1	Prairie Creek	District 1
198	M-1	I-80 Ramp A	District 1
521	M-5	Illinois Route 53	District 1
1146	M-11	I-39 / US Route 51	District 2
1146A	M-11	I-39 / US Route 51	District 2

BRIDGE ID	MAINTENANCE SECTION	DESCRIPTION	AGENCY UNIT SECTION
1621	M-16	Ramp G1 (Eastbound I-290 to Eastbound IL 390)	District 1
1625	M-16	Ramp G5 (Westbound I-290 to Westbound IL 390)	District 1
1628	M-16	Ramp G1 (Eastbound I-290 to Eastbound IL 390)	District 1
ILLINOIS DEPARTMENT OF NATURAL RESOURCES			
702[1]	M-7	Rock Cut State Park	-
VILLAGE OF OAK BROOK			
280	M-2	Bike Path	-
PACE			
515W[1]	M-5	Walkway	-
515SW[1]	M-5	Walkway	-
515NW[1]	M-5	Walkway	-
WILL COUNTY			
14130C[1]	M-14	Trail	-

[1] Note: For certain bridges, the Illinois Tollway is responsible for inspection and reporting, even if maintenance and repair are under another agency's jurisdiction.



I-88, MP 121.9

The majority (66.7%) of bridge decks are 25 years old or less, with approximately 14.2% of bridge decks more than 40 years old and either scheduled for replacement or undergoing coordination with another agency with maintenance responsibility. Figure 3.2-3 summarizes the ages of decks, superstructures, substructures and culverts[2].

FIGURE 3.2-3: BRIDGE CONSTRUCTION AGE DISTRIBUTION

	NUMBER OF BRIDGES			
AGE	DECK	SUPERSTRUCTURE	SUBSTRUCTURE	CULVERT
0–9 YEARS	164	140	144	8
10–25 YEARS	255	154	177	7
25–40 YEARS	120	105	112	6
40–60 YEARS	54	74	71	18
>60 YEARS	35	155	124	23

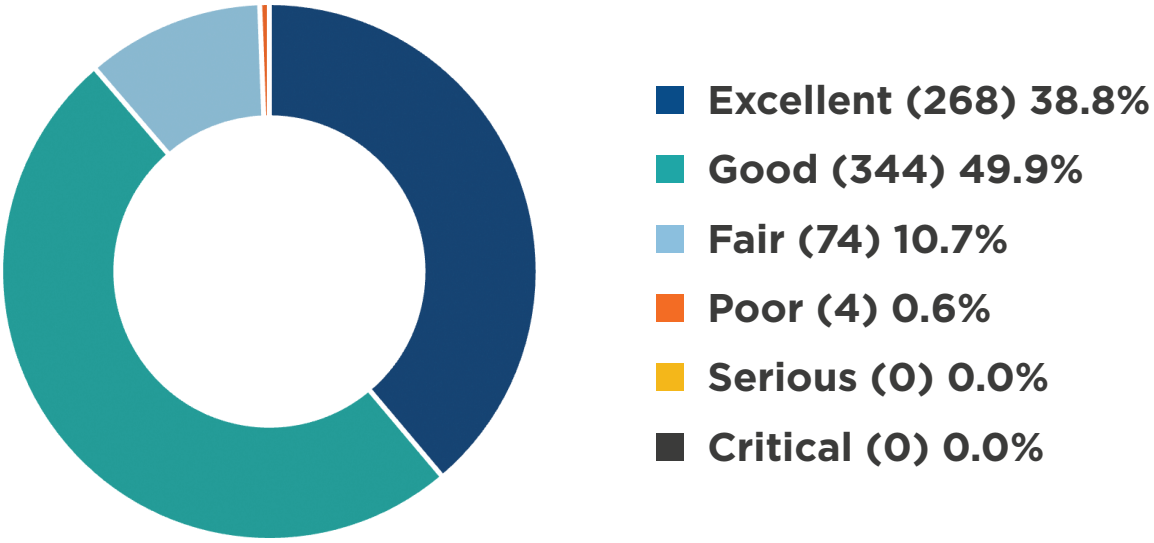
[2] The 61 assets classified as culverts have a single age while the remaining bridges have an age for deck, superstructure and substructure.



I-88, MP 131.3

The Overall Condition Index (OCI) is used to assess bridge condition. The OCI is a weighted measure based on deck, superstructure and substructure ratings. The OCI is grouped into categories and assigned an Overall Condition Rating (OCR). As of the 2025 inspection cycle, the condition of the Illinois Tollway's 690 bridges is summarized in Figure 3.2-4.

FIGURE 3.2-4: BRIDGE CONDITION SUMMARY





I-88, MP 75.9

3.2.1.1 BRIDGE INSPECTION PROCESS

Bridge inspections are conducted in accordance with the Specifications for the National Bridge Inventory (SNBI), administered by the Federal Highway Administration (FHWA). Prior to 2025, they were conducted in accordance with the National Bridge Inspection Standards (NBIS).

IDOT applies the Structural Evaluation appraisal rating, as defined in the IDOT Structure Information and Procedures (SIP) Manual. This appraisal rating is based on the lower of the superstructure or substructure condition ratings. The Illinois Tollway submits required component ratings and appraisal data to both IDOT and the NBI in accordance with these requirements.



I-88, MP 56.4

In addition to federally required ratings, the Illinois Tollway utilizes an OCI to support asset management, maintenance prioritization and lifecycle planning. The OCI is a weighted index that represents the overall structural condition of a bridge based on component condition ratings. The weighting applied in the OCI consists of 20% for the deck, 15% for the superstructure, 15% for the substructure and 50% for the minimum rating of either the superstructure or substructure.

The deck rating is given additional emphasis within the OCI calculation because bridge decks typically deteriorate more rapidly than other structural components and have a direct impact on ride quality and user safety. As a result, deck condition is a key driver in the Illinois Tollway's bridge maintenance, rehabilitation and capital planning decisions.

Figure 3.2-5 provides descriptions of the OCI scale, which ranges from 0 to 100. While the OCI offers a holistic measure of bridge condition, individual ratings for elements such as joints, diaphragms or bearings are not included in the OCI calculation. However, these element-level ratings are routinely used to identify and program future repair activities. The OCI replaced the "Overall Condition" rating previously used before 2005, providing a more nuanced and actionable framework for bridge asset management.

FIGURE 3.2-5: OVERALL BRIDGE CONDITION RATING

CONDITION RATING	CONDITION INDEX	RATING DESCRIPTION
Excellent	≥ 90	No or minor issues 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	59–40	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.

The Illinois Tollway performs multiple types of bridge inspections to address routine condition assessment, defect monitoring and special structural considerations:

Routine Inspections: Biennial inspection of entire bridge, primarily for public safety. Includes evaluation of deck, superstructure, substructure, culverts and ancillary components using SNBI condition states and documented observations.

Supplemental Inspections: Follow-up inspection typically performed at the direction of the Illinois Tollway's Structures Program Manager. Typically conducted to confirm the scope of upcoming repair contracts or to reassess bridges previously rated Poor or Serious.

Element-Level Inspections: Defect-focused inspections performed to document condition severity, extent and quantities. Used to support maintenance planning, cost estimating and development of repair tasks within OpenGov.

Initial Inspections: Planned inspection of a newly constructed bridge or a bridge that has undergone major rehabilitation.

Non-Redundant Steel Tension Member (NSTM) Inspections: Detailed inspection of non-redundant steel elements in tension to identify cracking, corrosion or fatigue-related defects that could impact structural redundancy.

Damage Inspections: Unscheduled inspection to assess structural damage resulting from environmental factors or human actions such as crashes and incidents, as needed.

FHWA Special Inspections: Monitoring inspection of identified or suspected deficiency as directed by the Illinois Tollway's Structures Program Manager.

Load-Rating Inspections: Conducted to evaluate structural capacity where damage or deterioration may impact load-carrying capability and require reassessment of load ratings.

In-Depth Inspections: A close-up, detailed inspection of specific bridge components, performed to identify deficiencies not readily detectable during routine inspections.

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, OpenGov. Repair recommendations and cost estimates are developed as needed to support maintenance and rehabilitation planning. Where applicable, the Illinois Tollway provides IDOT with memoranda and FHWA-required bridge inspection forms.

3.2.1.2 BRIDGE INSPECTION SUMMARY

In 2025, the Illinois Tollway performed 748 bridge inspections across seven different inspection types. More than one inspection type may be performed on a single bridge within a cycle. The summary below reflects inspections performed from November 16, 2024 to October 30, 2025.

FIGURE 3.2-6: INSPECTIONS PERFORMED IN 2025

INSPECTION TYPE	NUMBER OF STRUCTURES
Routine Inspections	357
Supplemental Inspections	0
Element-Level Inspections	346
Initial Inspections[3]	7
Initial Element-Level Inspections	7
Non-Redundant Steel Tension Member Inspections	2
Damage Inspections	12
FHWA Special Inspections	0
Load Rating Inspections	0
In-Depth Inspections	17
TOTAL	**748**

[3] Bridge 206 had an initial inspection after its routine inspection, and Bridge 211 had a routine inspection completed after its initial inspection.

Routine Bridge Inspections

During the 2025 inspection cycle, the Illinois Tollway completed 357 routine bridge inspections, including many bridge decks not under its direct maintenance jurisdiction but still requiring condition ratings for reporting to the IDOT. These inspections were conducted in accordance with FHWA requirements and evaluated the deck, superstructure, substructure and culvert using standardized 10-point scale condition rating criteria.

A majority of bridges inspected were found to be in Good or Excellent condition. Routine inspections identified a range of maintenance and repair needs, including concrete repairs, joint cleaning and vegetation management. Several bridges exhibited localized structural or safety-related defects, such as spalling on the underside of bridge decks or along parapet wall faces. However, as part of the routine 2025 inspections, no bridges were identified as requiring immediate structural repairs due to load-carrying capacity concerns.

Identified maintenance needs were addressed by the Roadway Maintenance Division, which completed 87 repair activities at 71 locations during the inspection cycle.

FIGURE 3.2-7 BRIDGE REPAIR ACTIVITIES COMPLETED BY MAINTENANCE IN 2025

ACTIVITY	NUMBER OF STRUCTURES
Bridge Deck Concrete Scaling	1
Bridge Deck Repair – Concrete	1
Bridge Joint Cleaning	39
Bridge Scupper Drain Cleaning	28
Bridge Structure Marking	8
Debris/Tree Removal	2
Repair	1
Tree Removal	5
Waterway Cleaning	2



I-90, Eastbound, MP 69.3

Element-Level Bridge Inspections

Element-level inspections were performed on 346 bridges, providing detailed data on the condition of primary bridge elements to support targeted maintenance planning. Element-level inspection data was collected for all bridges that received routine inspections, except for walkway structures at toll plazas and bridges maintained by or entirely under the jurisdiction of other agencies.

NSTM Bridge Inspections

Non-Redundant Steel Tension Member (NSTM) inspections were performed on two bridges in 2025. In addition to the Illinois Tollway's bridges designated as NSTM by National Bridge Inspection Standards (NBIS), the Illinois Tollway also inspects applicable railroad and pedestrian bridges systemwide according to NSTM requirements.

FIGURE 3.2-8: NTSM INSPECTIONS PERFORMED IN 2025

BRIDGE ID	LOCATION DESCRIPTION
263	Pedestrian bridge adjacent to 47th Street bridge over I-294
821	Canadian National Railroad Bridge over I-88

Damage Inspections

Damage inspections were performed on 12 bridges in response to incidents such as vehicle impacts, fires and equipment strikes. These inspections identified a range of issues, from minor scrapes and surface spalling to more significant structural concerns requiring targeted repairs. A summary of each inspection is as follows:

- **Bridge 165:** Tri-State Tollway (I-94/I-294/I-80) over Southwest Highway, Milepost 16.1
  On June 5, 2025, a truck hauling construction equipment traveling westbound on Southwest Highway (Illinois Route 7) struck the underside of the bridge beams and continued southwest. Beam 7 sustained a shallow bottom flange impact with scraping; Beam 10 had two bottom flange strikes with exposed strands but no broken wires; Beams 8 and 9 exhibited a spall and minor scrapes, respectively.
- **Bridge 183:** Tri-State Tollway (I-94/I-294/I-80) over La Grange Road, Milepost 20.88
  On August 22, 2025, a semi-truck caught fire along the right shoulder of northbound Tri-State Tollway (I-94/I-294/I-80). The parapet at span 1 sustained fire damage; soot was present over the deck area, minor delamination and spalls were observed and the adjacent noise wall and parapet expansion joint sustained heat damage.
- **Bridge 191:** Mile-Long Bridge (I-294), Milepost 21.5
  On August 7, 2025, a semi-truck caught fire on the right shoulder of northbound Tri-State Tollway (I-94/I-294/I-80). The top of the deck exhibited a heat-affected zone with delamination and spalling near the drain between the Illinois and Michigan Canal and Sanitary and Ship Canal. The parapet caulk joint melted, but no damage was observed to the steel beams below.
- **Bridge 221CD:** Tri-State Tollway (I-94/I-294/I-80) over Eisenhower Expressway (I-290), Milepost 31.65
  On October 2, 2025, a semi-truck scraped the east fascia steel girder bottom flange. The scrape was limited to the paint and did not affect the base metal.
- **Bridge 224:** I-290 under Tri-State Tollway (I-94/I-294/I-80), Milepost 31.9
  On October 21, 2025, a semi-truck bed scraped the bottom flange of the north fascia girder at the easternmost span. The scrape was limited to the paint and did not affect the base metal.
- **Bridge 233:** Lake Street (US Route 20)/ North Avenue (Illinois Route 64) under northbound Tri-State Tollway (I-94/I-294/I-80), Milepost 33.65
  On October 19, 2025, a semi-tractor trailer jackknifed, impacting the right parapet over the south abutment joint. Settlement of up to two inches was observed at the deck near the south abutment and approach slab. Spalling and delamination with exposed reinforcement were observed at the parapet and deck overhang.

- **Bridge 281:** York Road over Reagan Memorial Tollway (I-88), Milepost 139.0
  On May 23, 2025, a vehicle struck the northeast wingwall. No damage was observed to the wingwall or to other elements.
- **Bridge 526:** Jane Addams Memorial Tollway (I-90) over Golf Road, Milepost 69.45
  On July 16, 2025, a vehicle traveling westbound on Golf Road left the roadway and struck the north abutment Mechanically Stabilized Earth (MSE) wall at the east corner. The MSE wall exhibited cracking, delamination and spalling, with exposed reinforcement at the point of impact.
- **Bridge 617:** Hennig Road over Jane Addams Memorial Tollway (I-90), Milepost 44.4
  On October 18, 2025, a vehicle caught fire underneath the bridge. Soot accumulated on much of the underside of the first span. Minor surface damage was observed on three eastbound beams, consisting of shallow flaking and limited pitting. No additional structural damage was identified.
- **Bridge 717:** Rockton Road over Jane Addams Memorial Tollway (I-90), Milepost 2.7
  On July 24, 2025, a trailer hauling a box truck traveling eastbound on I-90 struck the underside of the east fascia concrete beam. The beam had spalls with eight exposed prestressing strands, four of which were severed, and exhibited horizontal cracks at the top flange and web. Adjacent beams had minor scrape marks and edge spalling.
- **Bridge 855/856:** Illinois Route 83 (Kingery Highway) over Reagan Memorial Tollway (I-88), Milepost 137.2
  On May 27, 2025, an excavator being hauled by a truck/trailer traveling westbound on I-88 toward southbound Illinois Route 83 struck concrete beams at Bridge 856, then continued west, striking Bridge 855. Both bridges had several beams with exposed and severed prestressing strands and extensive web and bottom flange cracking. Contract RR-25-4994 replaced four severely damaged beams, repaired three additional impacted beams and reconstructed impacted bridge deck and parapet areas. Traffic was restored to original configuration by October 15, 2025 following completion of repairs.

FHWA Special Inspections/Load-Rating Inspections

No FHWA special inspections or load-rating inspections were performed during the 2025 inspection cycle.

Supplemental Inspections

No supplemental inspections were performed during the 2025 inspection cycle.

In-Depth Inspections

In-depth inspections were conducted at 17 railroad bridges during the 2025 inspection cycle. These inspections consisted of close-up examinations of bearing, beam end and substructure bridge components to identify deficiencies not readily observable during routine inspections.

FIGURE 3.2-9: IN-DEPTH INSPECTIONS PERFORMED IN 2025

BRIDGE ID	LOCATION DESCRIPTION
119	Tri-State Tollway (southbound I-294) over Markham Railroad Yard, Milepost 3.8
120	Tri-State Tollway (northbound I-294) over Markham Railroad Yard, Milepost 3.8
163	Tri-State Tollway (northbound I-294) over Norfolk Southern Railroad, Milepost 15.8
164	Tri-State Tollway (southbound I-294) over Norfolk Southern Railroad, Milepost 15.8
191	Tri-State Tollway (northbound I-294) over Metra, Amtrak, BNSF, Canadian National Railroads, Milepost 21.5
192	Tri-State Tollway (southbound I-294) over Metra, Amtrak, BNSF, Canadian National Railroads, Milepost 21.5
311	Tri-State Tollway (northbound I-294) over Union Pacific Railroad, Milepost 43.5
312	Tri-State Tollway (southbound I-294) over Union Pacific Railroad, Milepost 43.5
323	Tri-State Tollway (northbound I-294) over Union Pacific Railroad, Milepost 45.9
324	Tri-State Tollway (southbound I-294) over Union Pacific Railroad, Milepost 45.9
391	Tri-State Tollway (northbound I-294) over Canadian Pacific Railroad, Milepost 39.3
392	Tri-State Tollway (southbound I-294) over Canadian Pacific Railroad, Milepost 39.3
397	Tri-State Tollway (northbound I-294) over Bensenville Railroad Yard, Milepost 37.2
415	Tri-State Tollway (northbound I-94) over Metra Railroad, Milepost 15.7
416	Tri-State Tollway (southbound I-94) over Metra Railroad, Milepost 15.7
1601	Elgin-O'Hare Expressway (eastbound IL 390) over Metra Railroad, Milepost 6.8
1602	Elgin-O'Hare Expressway (westbound IL 390) over Metra Railroad, Milepost 6.8

Initial Inspections

Initial inspections were performed on seven bridges along the Central Tri-State Tollway Project.

FIGURE 3.2-10: INITIAL BRIDGE INSPECTIONS IN 2025

BRIDGE ID	LOCATION DESCRIPTION	INSPECTION DATE
	BRIDGE REPLACEMENTS	
206	Illinois Route 38 (Roosevelt Road) (I-294, Milepost 30.55)	August 28, 2025
208	Ramp A (East Roosevelt Road to Eastbound I-290) (I-294, Milepost 30.72)	August 27, 2025
211	Illinois Route 56 (Butterfield Road) (I-294, Milepost 31.35)	April 14, 2025
219	Canadian National Railroad (I-294, Milepost 31.5)	December 16, 2024
221	I-290 (Eisenhower Expressway) (I-294, Milepost 31.65)	December 16, 2024
279	York Road (I-88, Milepost 138.68)	October 2, 2025
	NEW BRIDGES	
237	Ramps J and K1 (I-294, Milepost 31.75)	December 16, 2024



I-294, MP 40.6

In total, 232 repair activities were identified or updated during the 2025 inspection cycle, with the majority involving substructure concrete repair, approach slab repair, parapet wall repair, deck repair, bearing cleaning and joint repair. The most common repair activities, representing about 84% of all items, were:

- Substructure concrete repair at 26 bridges
- Approach slab concrete repair at 17 bridges
- Bridge curb and parapet wall repair at 10 bridges
- Bridge deck repair (concrete) at 11 bridges
- Bearing cleaning/repair at nine bridges
- Slope/erosion repairs at three bridges
- Superstructure concrete repair at seven bridges
- Tree removal at nine bridges
- Bridge joint repair at 12 bridges
- Bridge deck concrete scaling at two bridges
- Approach slab bituminous repair at two bridges
- Bridge joint replacement at three bridges
- Paint at two bridges
- Retaining wall repair at three bridges
- Downspout drain repair/replacement at three bridges
- Substructure erosion repair at four bridges
- Bearing replacement at five bridges
- Perform engineering study at three bridges
- Other repair at eight bridges
- Slope wall repair at five bridges
- Utility repair at three bridges
- Bridge approach slab (joint) repair at 17 bridges
- Partial depth substructure concrete repair at two bridges
- Steel superstructure repairs at two bridges
- Bridge scupper drain cleaning at two bridges
- Electrical repair at five bridges
- Full depth deck repair at 11 bridges
- Superstructure concrete scaling at five bridges
- Bridge deck railing repair at two bridges
- Downspout drain cleaning at three bridges

The 2025 Bridge Annual Inspection Report provides more detailed inspection results.

3.2.1.3 BRIDGE RECOMMENDATIONS

The Illinois Tollway should continue routine maintenance activities for all bridge structures, including bearing, joint, scupper drain and waterway channel cleaning; painting; patching; concrete repairs; vegetation control and tree removal. Preservation activities such as deck sealing, deck patching and joint cleaning and repairs should be included in programmed contracts to maintain existing conditions and elements.

The Illinois Tollway should also continue planning for bridge rehabilitation and capacity enhancements, including deck replacement, bridge widening, superstructure replacement and removal of Non-Redundant Steel Tension Member (NSTM) components, where applicable.

Ongoing efforts to reduce exposure to corrosive elements and to investigate new technologies for bridge preservation are recommended to extend service life and maintain industry leadership in bridge asset management.



I-294, Southbound, MP 27.5

3.2.2 STRUCTURAL WALLS

The Illinois Tollway maintains a variety of structural walls throughout its system, including retaining walls, noise abatement walls and sight screen walls. These assets support roadway operations by stabilizing grade changes, reducing traffic noise and minimizing visual impacts to adjacent communities. Structural walls are managed as part of the Illinois Tollway's asset management program and are inspected, evaluated and maintained to ensure continued performance and public safety.

Retaining Walls

Retaining walls are rigid structures designed to hold back soil at different elevations, commonly installed where space is limited or site conditions exist. Most retaining walls are constructed from cast-in-place concrete, precast concrete or Mechanically Stabilized Earth (MSE) systems. Some retaining walls also support ancillary features such as roadway lighting, overhead sign structures or other appurtenances.

Noise Abatement Walls

Noise abatement walls are solid barriers placed within the right-of-way to reduce traffic noise for adjacent residential or commercial properties. These walls are generally installed in accordance with the Illinois Tollway's Traffic Noise Study and Abatement Policy and are typically constructed from wood, masonry or precast concrete panels, supported by wood, steel or concrete posts. Noise abatement walls may also include appurtenances such as roadway signs or emergency access doors.

Sight Screen Walls

Sight screen walls are installed to minimize the visual impact of the system on neighboring properties. Their primary function is visual screening, and most are constructed from wood panels or cast-in-place concrete.

As of 2025, the Illinois Tollway's system includes 1,048 structural walls, comprising 558 retaining walls, 473 noise abatement walls and 17 sight screen walls.



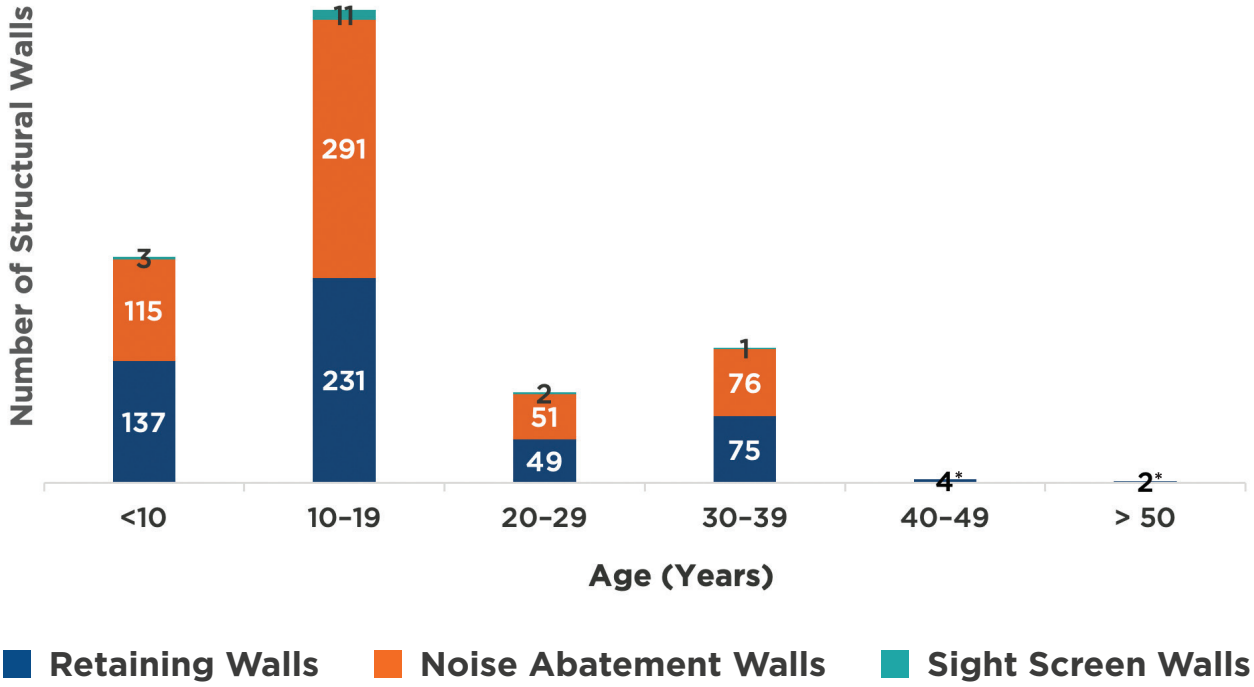
I-88, Westbound, MP 129.2

FIGURE 3.2-11: STRUCTURAL WALL TYPES

STRUCTURAL WALL TYPE	QUANTITY
Retaining Walls	558
Noise Abatement Walls	473
Sight Screen Walls	17
TOTAL	**1,048**

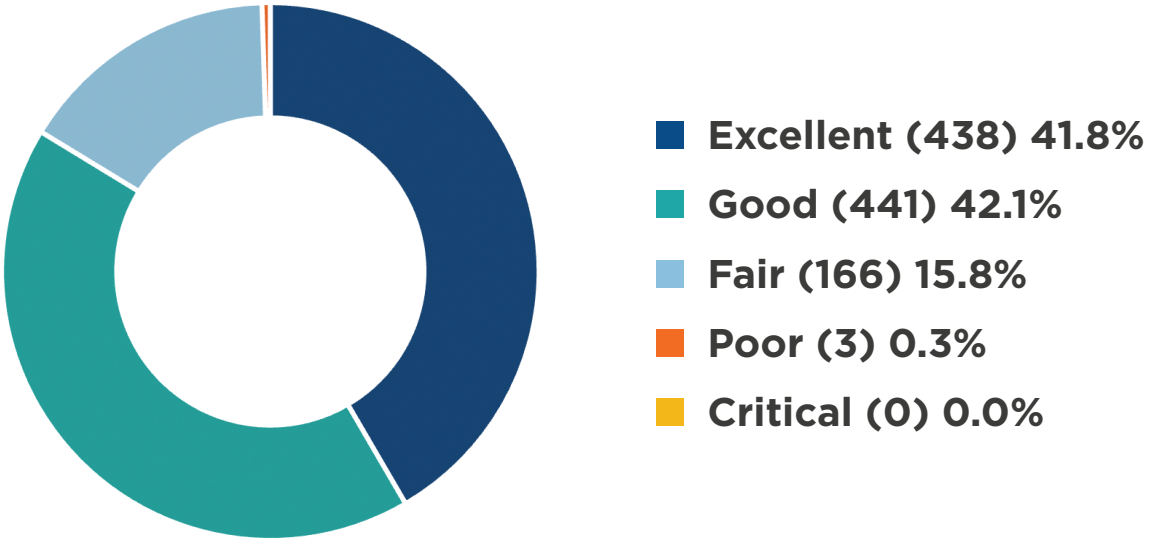
Of the total inventory, 75% of structural walls are less than 20 years old. The age distribution is summarized below.

FIGURE 3.2-12: STRUCTURAL WALL CONSTRUCTION DISTRIBUTION BY YEAR



*All walls over 40 years old are retaining walls.

FIGURE 3.2-13: STRUCTURAL WALL CONDITION SUMMARY



Based on inspections conducted during the four-year cycle from 2022 to 2025, 84% of structural walls were rated in Good to Excellent condition and less than 1% were rated Poor.

Figure 3.2-13 above summarizes the most recent condition ratings for all structural walls systemwide.



I-294, Northbound, MP 38.7

3.2.2.1 STRUCTURAL WALL INSPECTION PROCESS

Visual inspections of structural walls are conducted annually by inspection teams walking along the wall faces. All structural walls are inspected on a four-year cycle, with approximately one quarter assessed each year.

Supplemental and damage inspections are performed as needed to verify repairs or to monitor ongoing maintenance issues. Each wall receives an overall condition rating using a standardized five-point condition rating system, as shown in Figure 3.2-14. Each observed deficiency is assigned a condition rating from 1 (Excellent) to 5 (Critical).

FIGURE 3.2-14: STRUCTURAL WALL INSPECTION CONDITION RATING

RATING	CONDITION RATING	RATING DESCRIPTION
1	Excellent	No defects noted; wall functions as intended with no visible distress.
2	Good	Minor, isolated defects such as light cracking or surface weathering, small spalls or minor joint/drainage issues. No impact to performance; routine maintenance only.
3	Fair	Moderate defects present (e.g., recurring cracking, localized spalling/section loss, minor drainage deficiencies, minor erosion/undermining or early signs of movement). Repairs likely needed within the next five years.
4	Poor	Advanced deterioration affecting durability or serviceability, such as widespread cracking/spalling, notable section loss, recurring seepage or drainage failure, measurable movement/tilt or significant erosion/undermining. Wall remains stable but requires close monitoring and repair within two years.
5	Critical	Major defects affecting stability or safety, including severe movement/tilt, major loss of section, foundation instability, progressive failure indicators or conditions posing a public safety or functional concern. Requires immediate repair, stabilization or replacement.

Since 2017, the overall rating considers both the extent and severity of all deficiencies, as described in Figure 3.2-15. Walls rated Excellent to Fair are scheduled for future repair as budget and timelines allow, while walls rated Poor or Critical require more urgent attention and are programmed for repair work.

FIGURE 3.2-15: OVERALL CONDITION CATEGORIES FOR STRUCTURAL WALLS

<table>
<tr><th colspan="2">Repair Activity Rating</th><th colspan="3">Overall Condition Rating</th></tr>
<tr><td rowspan="4">Severity of Repair Activites</td><td>5 - Critical</td><td colspan="3">5 - Critical</td></tr>
<tr><td>4 - Poor</td><td>3- Fair</td><td colspan="2">4 - Poor</td></tr>
<tr><td>3 - Fair</td><td>2 - Good</td><td>3 - Fair</td><td>4 - Poor</td></tr>
<tr><td>2 - Good</td><td>1 - Excellent</td><td colspan="2">2 - Good</td></tr>
<tr><td colspan="2">Extent of Repair Activities (Percent of Wall Surface Area)</td><td>Low
< 2% of Total Wall Area</td><td>Medium
Between 2% and 50% of Total Wall Area</td><td>High
> 50% of Total Wall Area</td></tr>
</table>

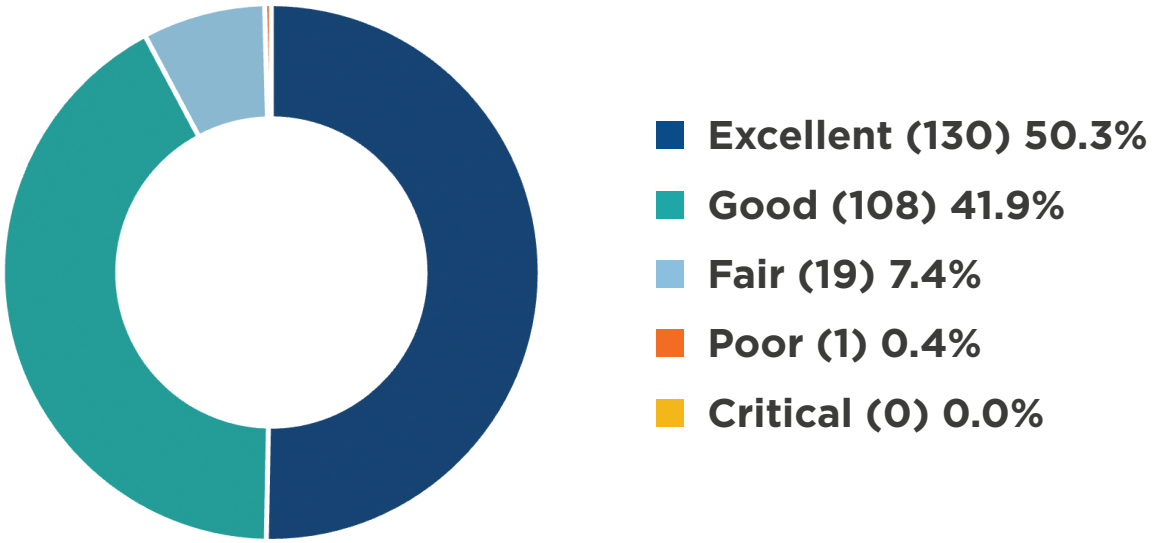


IL 390, Eastbound, MP 12.78

3.2.2.2 STRUCTURAL WALL INSPECTION SUMMARY

In 2025, 258 structural walls were inspected — 252 through routine annual inspections, and six through supplemental inspections. The majority (92%) were rated in Good to Excellent condition. One wall was rated Poor and has been programmed for repair in an upcoming contract. No structural walls were rated Critical in 2025. Figure 3.2-16 summarizes the most recent inspections and condition ratings assigned during the 2025 inspection cycle.

FIGURE 3.2-16: 2025 INSPECTIONS OF STRUCTURAL WALLS



In addition to routine inspections, damage inspections are performed as needed. In 2025, two damage inspections were completed for noise abatement walls in maintenance sections M-1 and M-14:

Structural Wall TS10.60N SB: Noise abatement wall (wood post and panel), southbound Tri-State Tollway (I-94/I-294/I-80) at Milepost 10.8. On July 3, 2025, a truck caught fire and burned three wood panels and approximately 22 feet of the header ledger, along with an access panel.

Structural Wall NS25.50N NB: Noise abatement wall (wood post and panel), northbound Veterans Memorial Tollway (I-355) at Milepost 26.1. On September 10, 2025, a vehicle left the road and damaged four wood panels approximately 40 feet across.

This year's updates to the Illinois Tollway's structural wall inventory added 56 new structural walls and removed 60. These changes were the result of construction, the identification of previously uninventoried walls in the field and the splitting or reclassification of structures based on updated definitions.

FIGURE 3.2-17: 2025 STRUCTURAL WALL INVENTORY CHANGE SUMMARY

	NOISE ABATEMENT		RETAINING		SIGHT SCREEN	
Tollway	Installed	Removed	Installed	Removed	Installed	Removed
Tri-State Tollway (I-94)	-	-	-	4	-	-
Tri-State Tollway (I-294/I-80)	14	19	27	20	1	2
Jane Addams Memorial Tollway (I-90)	-	2	-	1	-	-
Reagan Memorial Tollway (I-88)	-	-	5	2	-	-
Veterans Memorial Tollway (I-355)	1	-	-	1	-	-
Illinois Route 390 Tollway (IL 390)	1	2	6	7	-	-
TOTAL	**16**	**23**	**38**	**35**	**1**	**2**

Detailed inspection results for each structural wall along with inventory changes are included in the 2025 Structural Wall Annual Inspection Report.

3.2.2.3 STRUCTURAL WALL RECOMMENDATIONS

To maintain the structural wall inventory in a state of good repair, the Illinois Tollway should continue routine maintenance activities, including crack sealing, concrete repairs, joint cleaning, drainage repairs and vegetation management. Deficiencies beyond the scope of the Roadway Maintenance Division should be programmed for repair in construction contracts as budget and schedule allow. Ongoing monitoring and tracking of programmed repairs is recommended to ensure timely completion and continued asset performance.

3.2.3 OVERHEAD SIGN STRUCTURES

The Illinois Tollway maintains 919 overhead sign structures, including span trusses, monotube or gantries, cantilevers and bridge-mounted structures. These structures are installed where visibility, safety or clearance make shoulder-posted signs impractical. They support static signs, digital message signs (DMS), equipment for active traffic management or tolling systems and other Intelligent Transportation System (ITS) applications. Additional appurtenances, such as luminaires and tolling infrastructure, are supported as required.

The Illinois Tollway's overhead sign structures include four main types:

- Cantilever – supported by a single upright column
- Span truss – supported by two columns with multiple horizontal chords for added strength
- Monotubes and gantries – two supports connected by a single large steel tube, often used for ITS and Open Road Tolling (ORT) equipment
- Bridge mounted – attached to or positioned above bridges

Certain overhead sign structures, particularly those associated with ORT installations, are constructed as paired or "dual" monotubes that share foundations, diaphragms or catwalks. When these elements are structurally connected, the two tubes function as a single system with a shared load path and common foundation behavior.

Consistent with FHWA and the Illinois Tollway's asset management practices, such configurations are inventoried and inspected as a single structure, reflecting their true structural behavior and load interaction. Treating them as one structure ensures inspection, load evaluation and maintenance are aligned with how the system performs in the field.

FIGURE 3.2-18: OVERHEAD SIGN STRUCTURE TYPES

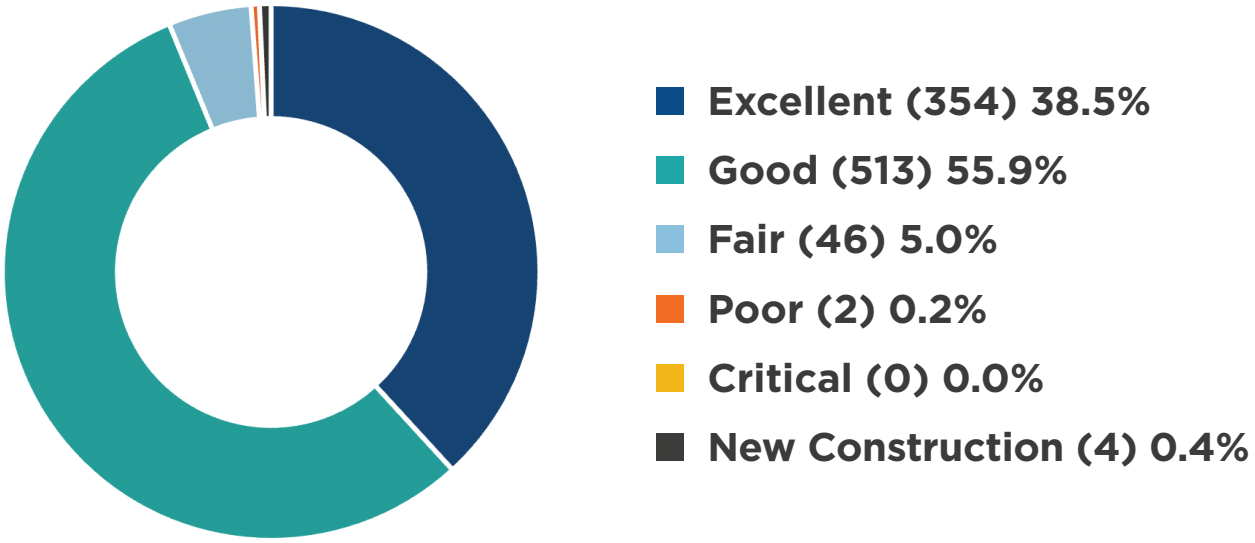
SIGN STRUCTURE TYPE	QUANTITY
Cantilever	169
Span Truss	480
Monotube or Gantry	198
Bridge Mounted	72
TOTAL	**919**

Of the total inventory, 75% of structural walls are less than 20 years old. The age distribution is summarized below.

FIGURE 3.2-19: OVERHEAD SIGN STRUCTURE CONSTRUCTION DISTRIBUTION BY YEAR

AGE	NUMBER OF SRUCTURES
< 10 Years	314
10–19 Years	414
20–29 Years	123
30–39 Years	61
> 40 Years	7
TOTAL	**919**

FIGURE 3.2-20: OVERHEAD SIGN STRUCTURE CONDITION SUMMARY



Based on inspections, 95% of overhead sign structures are rated in Good to Excellent condition, with less than 1% rated in Poor or Critical condition.

3.2.3.1 OVERHEAD SIGN STRUCTURE INSPECTION PROCESS

Overhead sign structures are inspected through a program of scheduled visual inspections intended to evaluate the condition of critical structural components. Inspections are performed at arm's length, where feasible, using lift equipment to access primary members, connections and foundations. The Illinois Tollway inspects overhead sign structures on a four-year cycle, with overhead sign structures lacking load-path redundancy inspected every two years.

Overhead sign structure inspections are classified into the following categories:

Routine Inspections

Detailed visual inspections performed at arm's length to evaluate foundations, anchorage systems, primary structural members and connection and splice details. Inspections may include concrete sounding using hammers and verification of bolt tightness, as appropriate.

Supplemental Inspections

Inspections performed more frequently than routine inspections to monitor identified deficiencies or specific structural conditions. Overhead sign structures rated Poor or Critical are scheduled for annual reinspection until corrective actions are completed.

Damage Inspections

Unscheduled inspections conducted following incidents such as vehicle impacts or other events that may affect structural integrity, including asset-recovery activities.



I-90, Westbound, MP 59.2

Two-Year Cycle Inspections

Inspections performed on structures with unique configurations, limited redundancy or other conditions that warrant shorter inspection intervals.

Safety Inspections

Inspections ordered at the discretion of the Illinois Tollway's Structures Manager to assess conditions that may pose an immediate risk to public safety.

Initial and Surety Inspections

Inspections performed as part of construction management services, including final walkthroughs and inspections conducted prior to the expiration of one-year performance bonds or warranty periods. These inspections verify conformance with contract requirements, identify defects or nonconforming work and confirm that corrective actions have been completed before bond release.

Each inspected overhead sign structure component is assigned a condition rating using a standardized five-point condition rating scale, which is used to evaluate overall structural condition and to support maintenance and repair planning.

FIGURE 3.2-21: OVERHEAD SIGN STRUCTURE CONDITION RATING

RATING INDEX	CONDITION RATING	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.



I-355, Southbound, MP 3.3

The component condition ratings are then factored into the Overall Condition Index (OCI) rating. The OCI rating is a weighted representation of a structure's individual component condition ratings, providing an evaluation of structural integrity that considers the severity and extent of inspection findings. The OCI is then grouped into categories and assigned an Overall Condition Rating (OCR).

For overhead sign structures rated in Fair to Excellent condition, identified repair activities are 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. For these structures, repair activities are prioritized and implemented through assigned maintenance work orders or inclusion in programmed repair contracts to address identified deficiencies and to maintain public safety.

3.2.3.2 OVERHEAD SIGN STRUCTURE INSPECTION SUMMARY

During the 2025 inspection cycle from October 11, 2024 to October 15, 2025, 310 overhead sign structures were inspected, including 156 routine annual inspections, 152 two-year cycle inspections and two supplemental inspections. No damage or safety inspections were required.

Of the inspected overhead sign structures, 97% were rated Good to Excellent, 2% Fair and less than 1% Poor. No overhead sign structures were rated Critical.

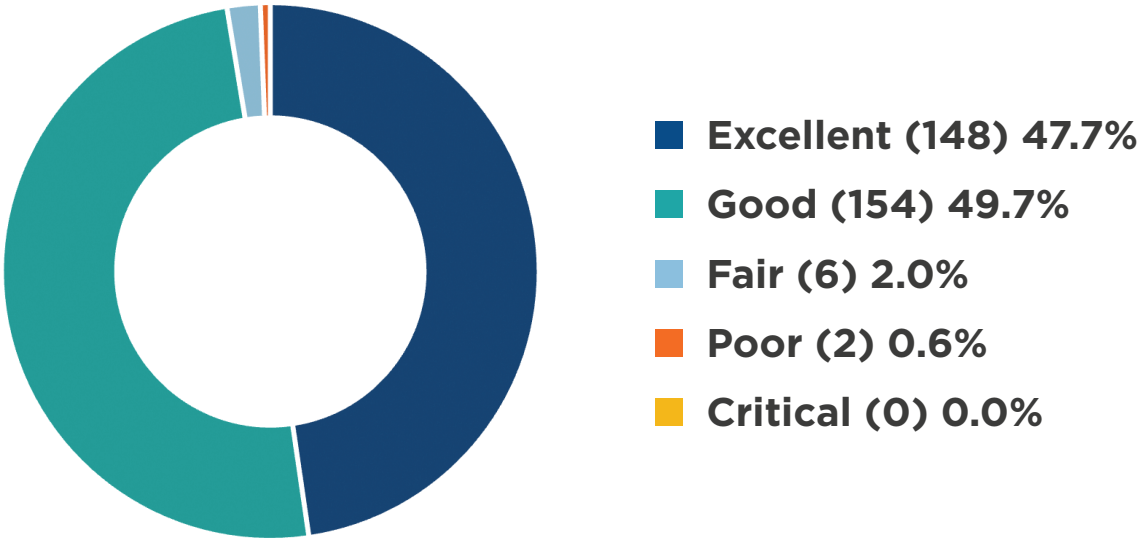
Two supplemental inspections found loose anchor and/or splice bolts identified in 2024 were still present. Repair activities for these two overhead sign structures are scheduled and the assets will continue to be monitored and included in the 2026 supplemental inspection program until corrective actions are completed.

The 2025 overhead sign structure inspection locations are summarized in Figure 3.2-22.

FIGURE 3.2-22: OVERHEAD SIGN STRUCTURE INSPECTION SUMMARY

INSPECTION TYPE	ROUTE	2025 INSPECTION QUANTITY
Routine	Tri-State Tollway (I-294)	93
	Jane Addams Memorial Tollway (I-90)	29
	Reagan Memorial Tollway (I-88)	29
	Veterans Memorial Tollway (I-355)	0
	Illinois Route 390 Tollway (IL 390)	5
Two-Year Cycle	Tri-State Tollway (I-94)	45
	Tri-State Tollway (I-294)	2
	Jane Addams Memorial Tollway (I-90)	80
	Reagan Memorial Tollway (I-88)	1
	Veterans Memorial Tollway (I-355)	12
	Illinois Route 390 Tollway (IL 390)	12
Supplemental	Tri-State Tollway (I-94)	1
	Jane Addams Memorial Tollway (I-90)	1
Damage	None	0
Safety	None	0

FIGURE 3.2-23: 2025 INSPECTIONS OF OVERHEAD SIGN STRUCTURES



During the 2025 cycle, 14 overhead sign structures were removed, and 18 overhead sign structures were constructed as part of ongoing system modernization.

FIGURE 3.2-24: 2025 OVERHEAD SIGN STRUCTURE INVENTORY CHANGE SUMMARY

ROUTE TO TOLLWAY	INSTALLED	REMOVED
Tri-State Tollway (I-294/I-80)	18	13
Jane Addams Memorial Tollway (I-90)	-	1
TOTAL	**18**	**14**

The 2025 Overhead Sign Structure Annual Inspection Report contains detailed inspection results and inventory changes for each overhead sign structure.

3.2.3.3 OVERHEAD SIGN STRUCTURE RECOMMENDATIONS

To maintain the overhead sign structure inventory in a state of good repair, the Illinois Tollway should continue routine preventative maintenance activities. Typical maintenance actions include tightening fasteners, performing concrete repairs, completing spot painting and managing vegetation to protect structural components and access.

Overhead sign structures that no longer support sign panels due to toll plaza modifications or operational changes should be evaluated for removal or repurposing, as appropriate. Repair activities that exceed the capabilities of the Illinois Tollway's Roadway Maintenance Division should be programmed into future construction contracts.

In addition, lighting and electrical systems should be maintained and upgraded as needed to support safe operations and inspection activities. Ongoing equipment replacement and maintenance are recommended to ensure timely response to identified deficiencies and to support efficient inspection and repair efforts.



I-90, Eastbound, MP 77.7

3.2.4 COMMUNICATION TOWERS

The Illinois Tollway maintains 62 communication towers, primarily located at toll plazas and adjacent to maintenance facilities. These towers support critical communications for the Illinois Tollway's host equipment for telecommunications companies or public agencies under lease agreements. Cameras are commonly mounted on the towers to support traffic and incident management. Tower heights range from 20 to 360 feet, with the majority between 50 and 200 feet. The quantity of each tower type is shown in Figure 3.2-25.

FIGURE 3.2-25: COMMUNICATION TOWER TYPES AND HEIGHTS

HEIGHT (FEET)	<= 50	51–100	101–150	151–200	201–250	251–300	301–350	>351	TOTAL
Three-Leg Self Supporting	7	12	11	9	6	5	3	-	53
Four-Leg Self Supporting	-	-	-	-	-	-	-	1	1
Monopole	-	3	1	1	-	-	-	-	5
Step-Tapered Monopole	-	1	2	-	-	-	-	-	3
TOTAL	**7**	**16**	**14**	**10**	**6**	**5**	**3**	**1**	**62**

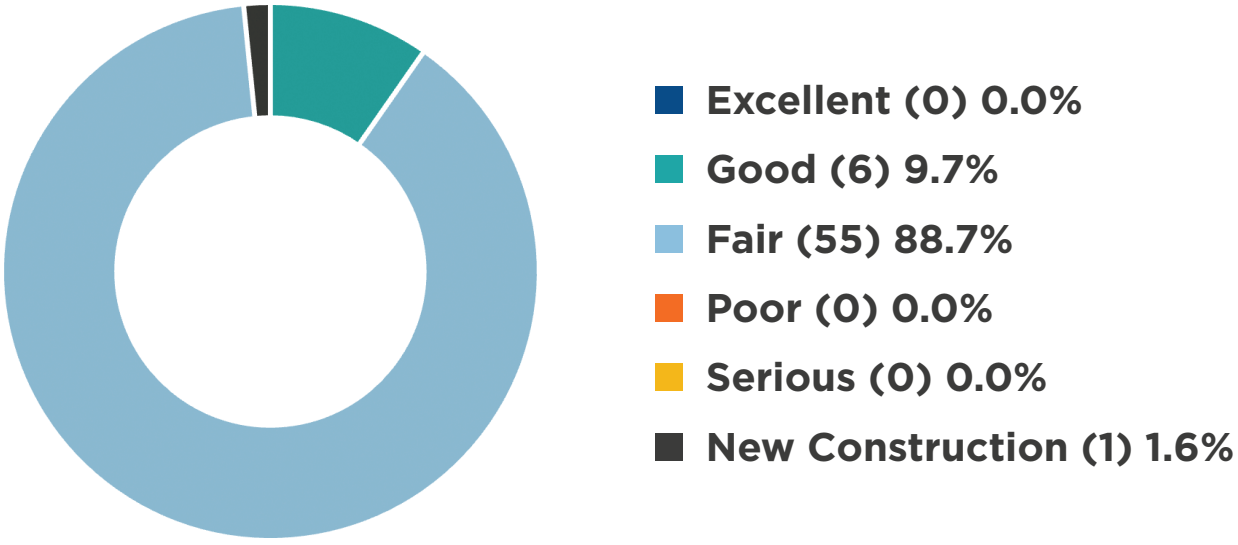
The communication tower inventory is updated as needed to reflect new construction, demolition and ownership transfers. In 2025, one tower (Plaza 31) was added to the inventory. Two towers are scheduled for demolition in 2026.

Approximately 75% of the towers are more than 20 years old. Construction dates were determined using the Federal Communications Commission (FCC)'s antenna structure registration records where available, in addition to the Illinois Tollway's asset management system records. Figure 3.2-26 illustrates the breakdown of tower construction date ranges.

FIGURE 3.2-26: COMMUNICATION TOWER CONSTRUCTION DISTRIBUTION BY YEAR

YEAR CONSTRUCTED	NUMBER OF TOWERS
Pre-1980	13
1980–1989	9
1990–1999	24
2000–2009	10
2010–2019	5
2020–Present	1

FIGURE 3.2-27: COMMUNICATION TOWER CONDITION SUMMARY



As of 2025, the majority of towers are rated Fair, with six in Good condition and one new construction.

3.2.4.1 COMMUNICATION TOWER INSPECTION PROCESS

Communication towers are inspected in accordance with 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). Visual inspections are conducted annually, with a two-year cycle established to ensure all towers receive an arms-length inspection of critical components and a full inventory of the equipment on them. All communication towers received a routine inspection in 2022 and half of the towers were inspected in 2025, with half planned for 2026 to establish a two-year inspection cycle.

All communication towers are subject to Federal Aviation Administration (FAA) regulation Title 14, Aeronautics and Space, Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace (14 CFR Part 77). Towers more than 200 feet require marker lighting and FAA-compliant paint schemes. Requirements for shorter towers are determined on a case-by-case basis. Inspections verify the presence and functionality of marker lights and paint schemes.



I-88, Westbound, MP 81.7

Inspections are classified into five categories:

- **Routine Inspections:** Detailed visual inspections performed at arm's length to examine the primary structural elements, foundations, coatings and safety items pertaining to tower maintenance.
- **Supplemental Inspections:** Conducted more frequently than routine inspections to monitor specific deficiencies. All structures rated Poor or Critical are inspected annually until repairs are complete.
- **Damage Inspections:** Performed following incidents or asset-recovery work, such as vehicle impacts or other incidents.
- **Safety Inspections:** Ordered at the discretion of the Illinois Tollway's Structures Program Manager to ensure public safety.
- **Initial and Surety Inspections:** Performed during construction management services, during final walkthroughs and prior to the expiration of one-year performance bonds or warranty periods. The purpose is to verify that work meets contract specifications, to identify any defects or non-conformance and to ensure corrective actions are completed before bond release.

Each component is assigned a condition rating using a standardized nine-point scale, and the Overall Condition Index (OCI) is calculated as a weighted average of the lowest rating in each group (structural, foundation, coating and miscellaneous). The OCI is then grouped into categories and assigned an Overall Condition Rating (OCR).



I-88, Eastbound, MP 131.2

FIGURE 3.2-28 COMMUNICATION TOWER INSPECTION CONDITION RATINGS

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)

Conditions observed during the inspection were documented for ongoing monitoring and repair activities were generated, when warranted, to facilitate repairs and corrective actions. Equipment inventories are updated during inspections, documenting the type, location, elevation and ownership of all mounted devices.

3.2.4.2 COMMUNICATION TOWER INSPECTION SUMMARY

In 2025, 31 communication towers received routine inspections. No supplemental, damage or safety inspections were required. Of these, one was rated Good and 30 were rated Fair. No structures were rated Poor or Critical.

FIGURE 3.2-29: 2025 COMMUNICATION TOWER OVERALL CONDITION RATING DISTRIBUTION

CONDITION RATING	STRUCTURAL	FOUNDATION	COATING	MISC./FAA
9	-	-	-	-
8	-	-	-	-
7	25	14	16	7
6	6	9	16	8
5	-	6	2	16
4	-	2	-	-
3	-	-	-	-
2	-	-	-	-
1	-	-	-	-

A total of 83 communication tower repair activities were identified, including 20 for FAA marker lighting, 25 for coatings or paint, 15 for inspection and maintenance access issues and 23 for other structural, foundational or miscellaneous conditions. Equipment inventories were updated, with 105 changes to individual pieces of equipment or mounting structures.

3.2.4.3 COMMUNICATION TOWER RECOMMENDATIONS

To maintain the Illinois Tollway's communication tower inventory in a state of good repair, ongoing attention to both structural and operational needs is essential. Continued emphasis should be placed on timely maintenance of marker lighting systems to ensure compliance with FAA and FCC requirements and on addressing safety concerns related to site access and tower-climbing equipment. Proactive repairs on identified maintenance tasks, including those related to coatings, structural elements and access, will help prevent deterioration and extend the service life of these assets. Vegetation management within gated areas should remain a priority to ensure safe and unobstructed access for inspection and maintenance activities. The development of a long-term preventive maintenance program for tower coatings will support regulatory compliance and asset preservation. Routine inspections and equipment inventory updates should continue to be scheduled regularly, ensuring the communication towers remain reliable components of the Illinois Tollway's infrastructure network.



I-88, Westbound, MP 50.1

3.3 FACILITIES

The Illinois Tollway owns and operates 202 facility sites across its system. These sites include administration buildings, maintenance yards, toll plazas, communication towers, Intermediate Power Distribution and Communication (IPDC) buildings, oases, transit, park-and-ride lots and pump stations. Each facility is composed of multiple asset types, such as buildings, parking lots, unmanned toll plazas, tunnels, overhead walkways, communication towers, salt storage domes and barns, chloride stations and fueling stations. These facilities support essential operations including toll collection, maintenance, telecommunications, power distribution and stormwater management.

Facilities experience normal depreciation and accelerated wear caused by exposure to traffic, salt spray, debris and occasional vehicle collisions. To address these challenges, the Illinois Tollway combines routine maintenance with strategic capital investments under *Move Illinois: The Illinois Tollway Driving the Future* and the Bridging the Future capital plan.

TABLE 3.3-1: 2025 FACILITY SITE INVENTORY

FACILITY SITE TYPE	QUANTITY
Administration	4
Maintenance	15
Toll Plaza	93
Communication Tower	8
IPDC	67
Oasis / Park-n-Ride	9
Pump Station	3
Salt Storage	3
TOTAL FACILITY SITES	**202**

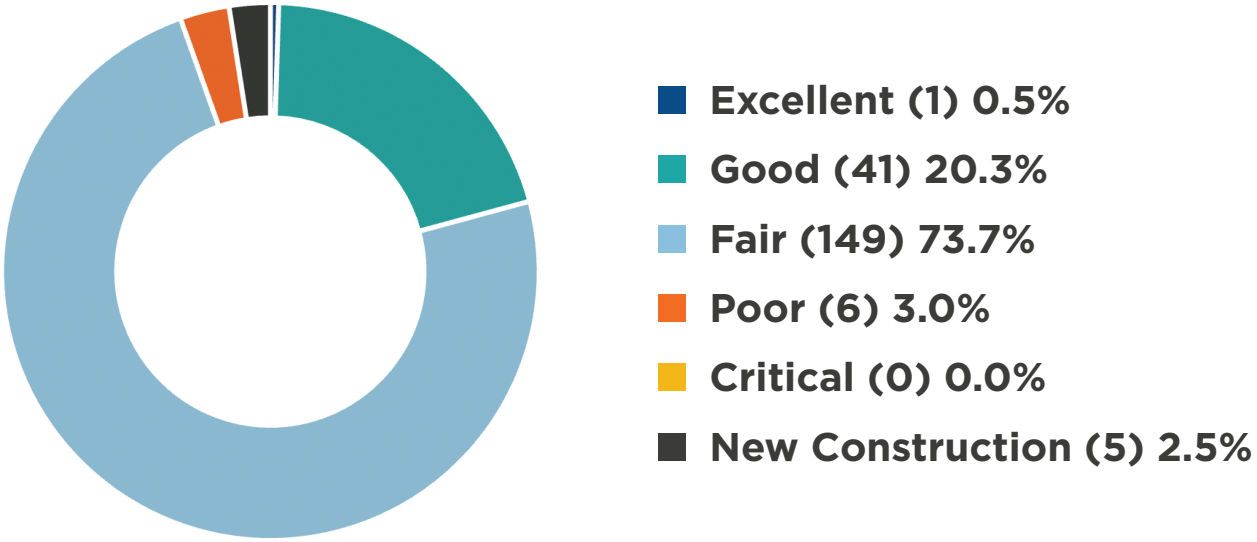
As part of the *Move Illinois* Capital Program, the Illinois Tollway completed significant upgrades to its facility network, including:

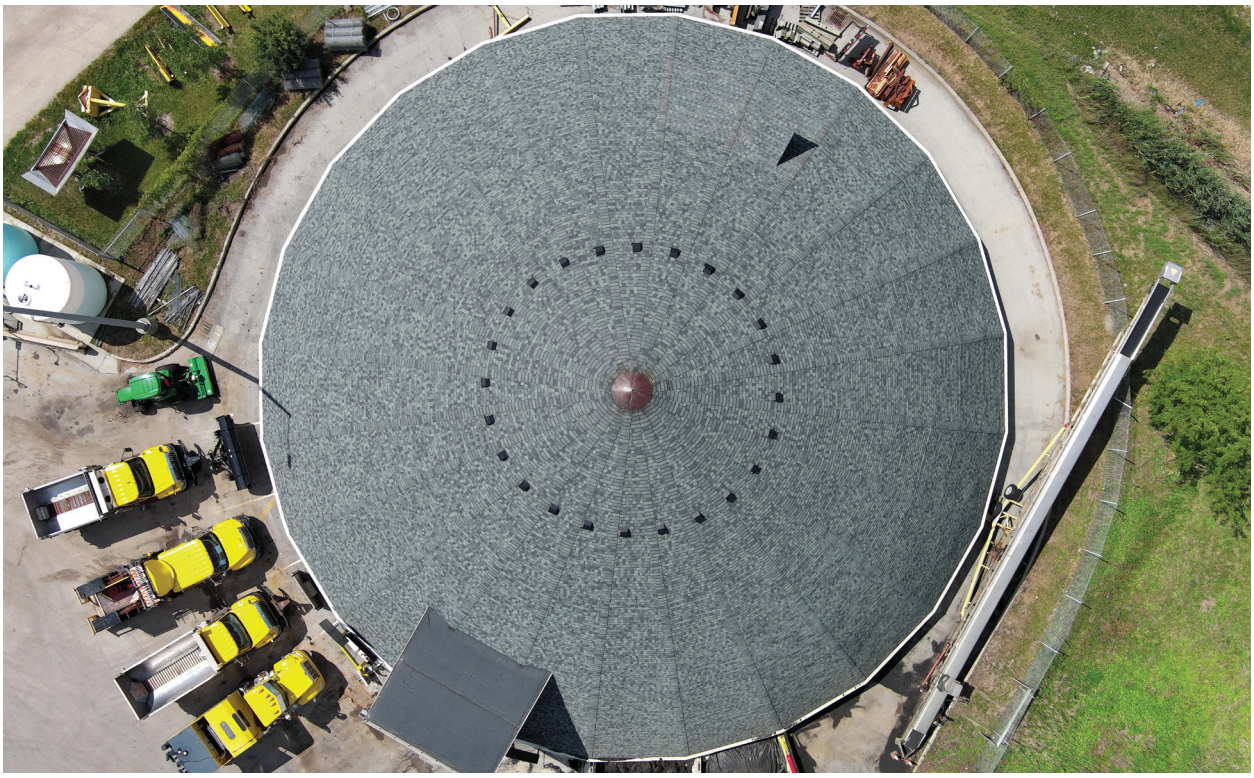
- **New or replacement Maintenance Facilities:**
  M-1, M-5, M-6, M-7, M-8 and M-16 were replaced or newly constructed to improve operational efficiency and to extend service life.
- **Renovations and expansions:**
  M-2, the Spring Creek Maintenance Annex (M-14 Annex B) and the M-4 Storage Building underwent major renovations and expansions.
- **Facilities under construction in 2025:**
  M-1 truck wash building, brine-making station and salt barn improvements are nearing completion, while 45 toll plaza grounds are under construction or about to break ground.

These investments modernize critical infrastructure and improve operational reliability. However, many facilities, particularly those over 60 years old, continue to experience deterioration in major systems such as mechanical, electrical and plumbing — resulting in higher maintenance costs. This underscores the need for ongoing inspections, proactive maintenance and long-term capital planning to sustain facility performance.

As of 2025, 97% of facilities have an OCI rating of 50 or higher, indicating most are in Fair to Good condition. Approximately 3% are rated Poor, and five sites are new and have not yet completed an initial inspection.

FIGURE 3.3-2: FACILITY CONDITION SUMMARY





I-94, Westbound, MP 8.3



I-88, Eastbound, MP 131.2



I-355, Southbound, MP 3.3

3.3.1 FACILITY INSPECTION PROCESS

Facilities are visually inspected on a two-year cycle, with approximately half of all sites assessed each year. Facilities rated Poor receive annual inspections until the condition is addressed.

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:

- Assessing the general condition of each facility and site elements
- Identifying components requiring remedial work
- Documenting existing conditions and inventory
- Applying condition ratings to facilities and associated assets
- Recommending repairs or replacements
- Estimating remaining useful life for each facility and its components

Evaluations are based on visual observations by subject matter experts, discussions with the Facility Maintenance Division and reviews of prior reports. Emphasis is placed on issues identified by on-site personnel familiar with operating conditions. During the 2025 cycle, the Consulting Engineers utilized drones to inspect canopy and building roofs, reducing the need for aerial lift equipment.

Repair activities noted during inspections are documented in OpenGov and assigned Priority Rating Codes (PRC) on a 1-to-5 scale, with the highest priority at PRC-1 and the lowest at PRC-5. They are then assigned to the Illinois Tollway's Facility Maintenance Division or included in a future contract. Any observed structural concerns, such as foundation or masonry wall cracks, are flagged for further evaluation by a qualified structural engineer.

Each facility component is assigned an Overall Condition Index (OCI), providing a standardized measure of asset condition to guide maintenance, replacement and capital-planning decisions. Figure 3.3-3 illustrates the OCI rating scale, which ranges from 0 to 100, with 100 representing a new asset in optimal condition. Values are recorded in increments of 10 for consistency. Components such as buildings, toll plazas, fueling stations, communication towers and pump stations are rated based on field inspection data and performance metrics, reflecting both physical condition and functional status.

TABLE 3.3-3: OVERALL FACILITY CONDITION DESCRIPTIONS

OVERALL CONDITION	CONDITION INDEX	OVERALL CONDITION INDEX DESCRIPTION
Excellent	90–100	New facility, element or component or condition like new Facility, element or component is performing as intended No repairs are required
Good	70–90	Facility, element or component is performing as intended Only minor repairs (i.e., paint, clean, patching, etc.) are required to return the facility, element or component to intended condition Repair costs are less than 25% of the replacement cost of the facility, element or component
Fair	50–70	Facility, element or component is performing essentially as intended Facility, element or component is within five years of estimated end of useful life Substantial repairs (i.e., component/system requiring replacement) are required to return the facility, element or component to its intended condition Repair costs are less than 40% of the replacement cost of the facility, element or component
Poor	30–50	Facility, element or component has reached its predicted end of useful life, but remains functional Major components requiring extensive repairs/replacement work to return the facility, element or component to it intended condition Repair costs are more than 40% of the replacement cost of the facility, element or component
Critical	0–30	Facility, element or component is non-functioning Components display prevalent safety or environmental concerns are prevalent; if components exhibit safety or environmental concerns, entire system will be graded as critical Repair costs are more than 50% of the replacement cost of the facility, element or component

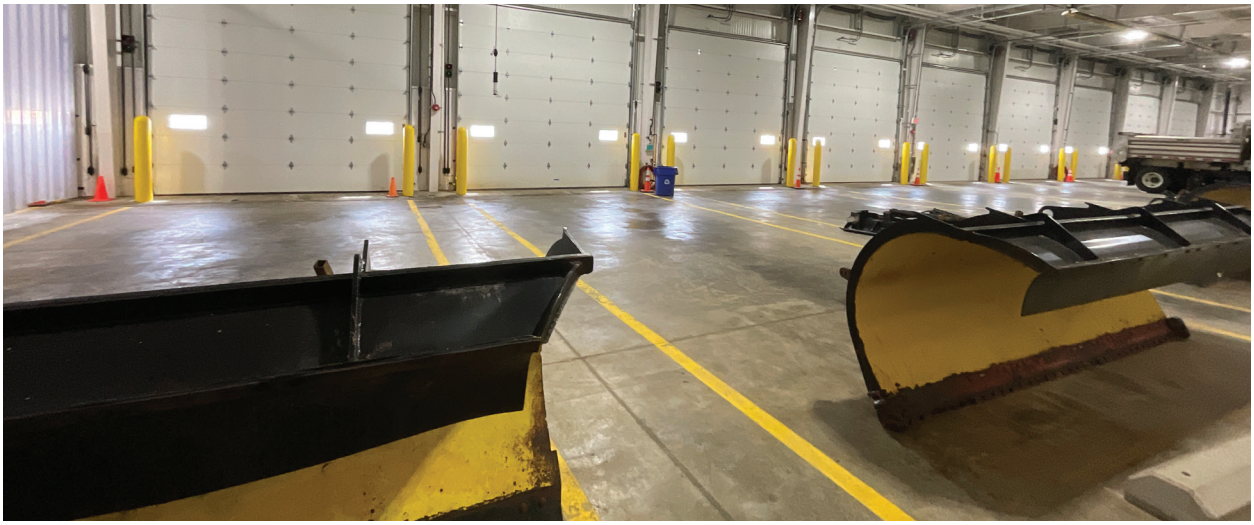
Facilities located in close proximity, such as those on both sides of a roadway or at entrance and exit ramps, are grouped as Facility Sites. The Illinois Tollway calculates a Facility Site OCI using a cost-weighted scoring method that considers the relative replacement cost of each component. This approach ensures higher-value assets have a proportionally greater influence on the overall site rating, providing a more accurate representation of site condition and supporting maintenance and investment decisions based on asset value and criticality.

3.3.2 FACILITIES INSPECTION SUMMARY

In 2025, 104 facilities were inspected, including six maintenance facilities (M-2, M-3, M-4, M-5-OLD, M-8-OLD and M-16), 28 IPDCs, five oases/park-and-ride lots and 56 toll plazas. Most facilities were rated in Fair condition.

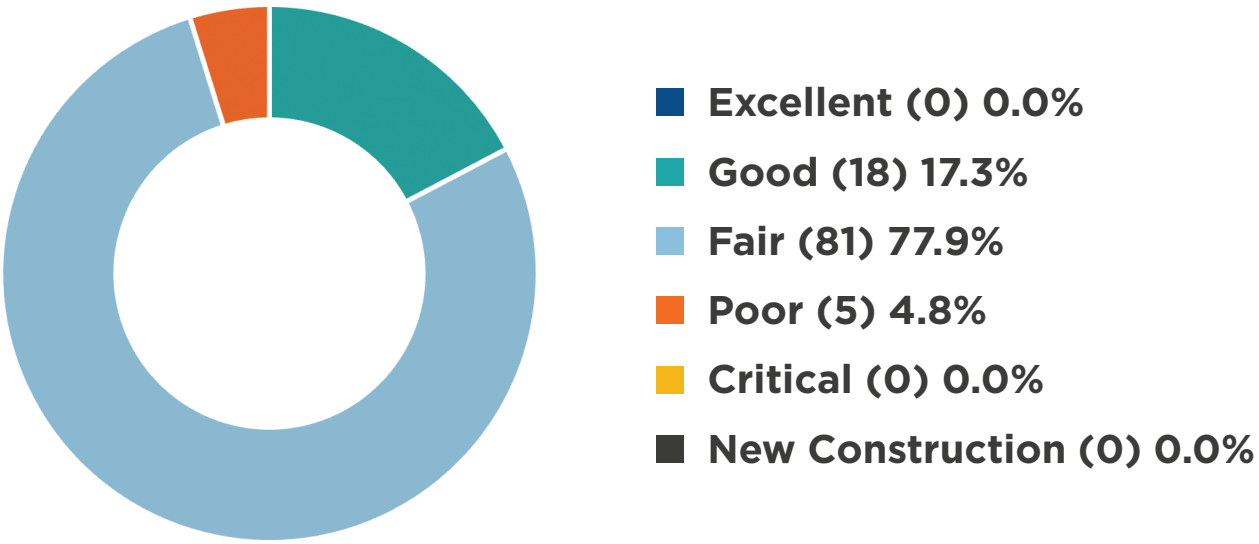
FIGURE 3.3-4: INSPECTIONS PERFORMED IN 2025

FACILITY TYPE	QUANTITY
Administration	1
Maintenance	7
Toll Plaza	55
Communication Tower	5
IPDC	28
Oasis / Park-n-Ride	5
Pump Station	2
Salt Storage	1
TOTAL	**104**



I-355, MP 3.3

FIGURE 3.3-5: 2025 FACILITY INSPECTION CONDITION SUMMARY



In 2025, there were several major construction projects underway within the Illinois Tollway's facilities. Some were recently completed, while others are ongoing. All facilities have undergo initial inspections as part of construction walkthrough activities. Several facilities in construction closeout have yet to be formally inspected.

In 2025, of the 104 facilities inspected in the Illinois Tollway's system, 18 were rated Good, 81 were rated Fair, five were rated Poor and none were rated Critical.

Facilities rated Fair typically require minor repairs, addressed by the Facility Maintenance Division or programmed into future contracts. Repairs requiring action are tracked in OpenGov and assigned work orders for completion or inclusion in upcoming projects. Facilities rated Poor or Critical receive annual follow-up inspections until conditions improve. Currently, no facilities are rated Critical.

Detailed results are provided in the 2025 Annual Facilities Inspection Report.

3.3.3 FACILITIES RECOMMENDATIONS

Each Maintenance Section and specialty shop should perform repairs and replacements identified in these inspections.

The Illinois Tollway should continue using facility inspection data to schedule component repairs and replacements, plan capital improvements and estimate costs accurately. Aging facilities, particularly those over 60 years old, continue to experience deterioration in major systems such as mechanical, electrical and plumbing, resulting in inefficiencies and higher operational costs. Proactive planning is essential to mitigate these risks.

While all major maintenance facility replacements and refurbishments under *Move Illinois* are complete, ongoing maintenance and modernization remain critical. The Illinois Tollway should:

- Continue routine preventive and corrective maintenance to maintain facilities in efficient operating condition
- Use the Job Order Contracting (JOC) Program for complex repairs and replacements beyond routine maintenance
- Schedule facility replacements and major refurbishments in advance of their useful life to control costs and minimize service disruptions
- Prioritize facilities nearing or exceeding their remaining useful life for inclusion in future capital plans
- Integrate inspection data and OCI ratings into long-term planning to align maintenance priorities with asset value and criticality

Major refurbishment or replacement projects should be planned for the following facilities within the next 10 years as they are nearing or have exceeded their remaining useful life:

- Plaza 8 (I-90/Randall Road), installed 1993
- Plaza 27 (I-294/Willow Road), installed 1972
- Plaza 34 (I-294/75th Street), installed in 1993
- Plaza 35 (I-294/Cermak Road), installed in 1992
- Plaza 37 (I-55/Joliet Road), installed in 1958
- Plaza 53 (I-88/Spring Road/22nd Street), installed in 1961
- Plaza 59 (I-88/Farnsworth Avenue), installed in 1961
- Plaza 79 (I-355/Butterfield Road), installed in 1992
- M-4 Maintenance Facility (I-94/Grand Avenue), installed 1958
- Dekalb Oasis (I-88), installed 1972

- M-11 Maintenance Facility (I-88/Annie Glidden Road), installed 1974
- M-12 Maintenance Facility (I-88/Illinois Route 26), installed 1974

Several aging toll plazas across the Illinois Tollway's system are currently undergoing rehabilitation or replacement as part of a three-tier initiative outlined in Section 2.2.3 of this report.

Facilities identified through inspections as requiring significant refurbishment or replacement should continue to be prioritized in capital planning. The following sites were flagged based on inspection findings:

- IPDC-NW27.0 (I-90, Milepost 27.0): Damaged by fire; repairs are underway through the Job Order Contracting (JOC) Program and are expected to be completed in 2026.
- IPDC-NW42.9 (I-90, Milepost 49.2): Damaged by vehicle impact; replacement is under contract and scheduled for completion in 2026.
- Plaza 47 (Halsted Street, I-294, Milepost 2.7): Facility built in 1966; replacement is scheduled for completion in 2026.
- Plaza 38 (95th Street, I-294, Milepost 17.4): Facility built in 1986; replacement is planned for 2026.
- Plaza 35 (Cermak Road, I-294, Milepost 29.9): Facility built in 1992; partial demolition is underway in 2025.
- Plaza 31 (O'Hare West, I-294, Milepost 40.30): Facility relocated in 2025.
- M-5 Maintenance Yard (Illinois Route 53): Retired maintenance facility; demolition is scheduled for completion in 2026.



I-94, Westbound, MP 18.1



I-355, Northbound, MP 29.2

Beyond scheduled replacements, the Illinois Tollway should continue evaluating opportunities to repurpose excess space at legacy toll plaza sites. Recent initiatives, such as redevelopment planning for Plaza 35 (Cermak), construction of a new customer service center at Plaza 21 (Waukegan) and expanded truck parking at Plaza 41 (Markham), demonstrate the value of aligning infrastructure investments with operational needs and community priorities.

Future efforts should include:

- Engaging local stakeholders to identify community needs
- Exploring partnerships for innovative reuse strategies
- Considering redevelopment options that support regional growth and operational efficiency

By proactively planning for modernization and adaptive reuse, the Illinois Tollway can ensure legacy infrastructure meets current and future needs, supports economic development and maximizes the value of agency resources.

3.4 TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS ASSETS

The Illinois Tollway applies Transportation Systems Management and Operations (TSMO) strategies to enhance roadway performance and customer safety. TSMO assets include Intelligent Transportation Systems (ITS), toll collection infrastructure, fiber optics and telecommunications, roadway lighting and power distribution. Together, these systems improve traffic flow, reduce congestion and support efficient incident management.

Advanced tolling technologies such as I-PASS and pay-by-plate services eliminate the need for manual toll payments, improving operational efficiency and reducing congestion. These systems also reduce maintenance requirements for toll collection infrastructure, further optimizing system performance.

Smart technology solutions including Weigh-in-Motion (WIM), Tire Anomaly Classification Systems (TACS) and Over-Height Vehicle Detection Systems (OHVDS) are deployed across key corridors, such as the Reagan Memorial Tollway (I-88), Tri-State Tollway (I-94/I-294/I-80) and Veterans Memorial Tollway (I-355). These systems help manage incidents quickly, minimize secondary crashes and improve safety.

The Illinois Tollway's fiber optic network provides high-speed data transmission for tolling, ITS and telecommunications. This infrastructure also generates revenue through lease arrangements with third parties, including telecommunications providers and local agencies.

Roadway lighting remains one of the most cost-effective safety improvements. As the Illinois Tollway approaches its full conversion to light-emitting diode (LED) roadway lighting, benefits include improved nighttime visibility, reduced energy consumption and lower maintenance costs. Properly designed and maintained lighting systems enhance safety and improve the driving experience of customers.



I-90, Westbound, MP 57.0

3.4.1 TOLLING SYSTEMS

The Illinois Tollway opened its first toll road in 1958 and has since transitioned to an all-electronic tolling network. Customers may use prepaid I-PASS accounts, along with transponders or stickers to receive discounted toll rates. Historically, tolls were collected through cash payments at designated tolling points, but as traffic volumes grew, toll collection methods evolved alongside advancements in technology.

Today, the Illinois Tollway operates a modern tolling system that integrates roadside devices including cameras, illuminators, antennas and in-pavement sensors with advanced software and algorithms to detect, classify and record vehicles. These systems enable accurate tolling and support enforcement through image capture and data processing.

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 Signals, as well as associated infrastructure such as cabinet enclosures and mounting structures. Inspection data is collected and analyzed, with findings reported to the Illinois Tollway's Business Systems Department. Repair activities are scheduled alongside preventive maintenance work to ensure the Illinois Tollway’s assets remain in a state of good repair.

In 2025, the Illinois Tollway operated 174 toll plazas across 518 active toll lanes with the following configurations:

- Open Road Tolling (ORT) Lanes
- All-Electronic Tolling (AET) Lanes

In 2025, the Illinois Tollway had 208 inactive lanes. Inactive lanes do not collect tolls and are often located at former manual toll plazas or ramp plazas. Because these lanes lack the equipment needed for active toll collection, they remain closed under normal operations but can support emergency use or be temporarily activated using supplemental equipment.



I-90, Eastbound, MP 56.3



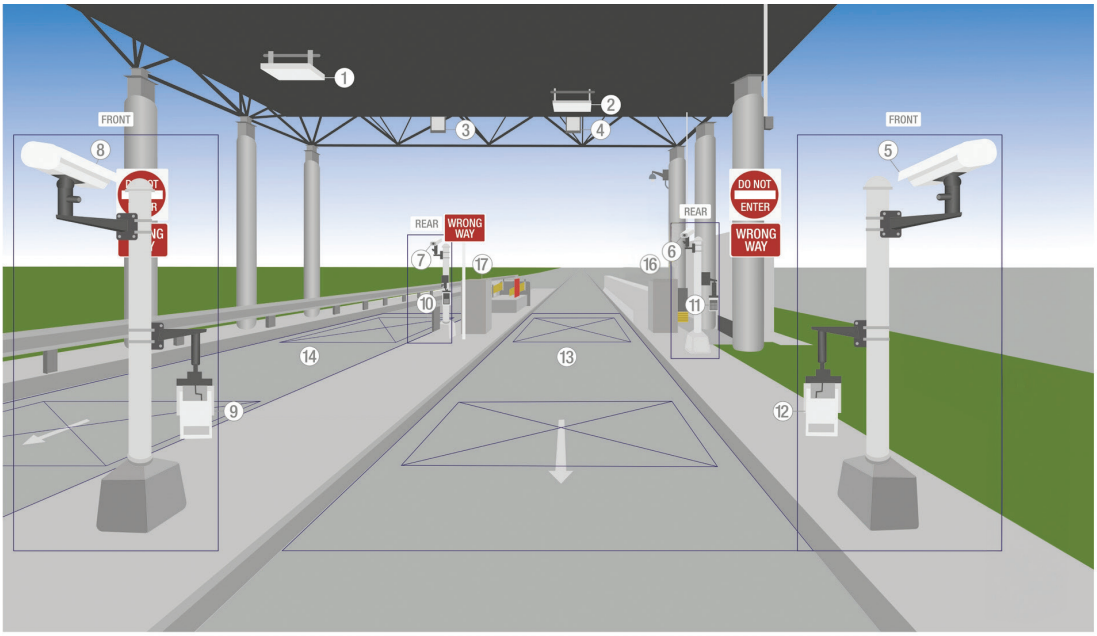
I-88, Westbound, MP 91.4

The Illinois Tollway's toll collection system comprises four subsystems:

- Violation Enforcement System (VES): Cameras and illuminators that capture license plates to identify toll violators and bill the registered owner
- Automatic Vehicle Classification (AVC): Sensors installed in toll lanes to detect and classify vehicles for proper tolling. Pavement lane configuration inductive loops installed in the pavement provide classification information when a vehicle passes
- Automatic Vehicle Identification (AVI): Primarily Radio Frequency Identification (RFID)-based antennas that identify vehicles for accurate toll collection
- Transaction Processing: Back-office systems aggregate lane data, process transactions, manage customer accounts and handle billing and violation processing

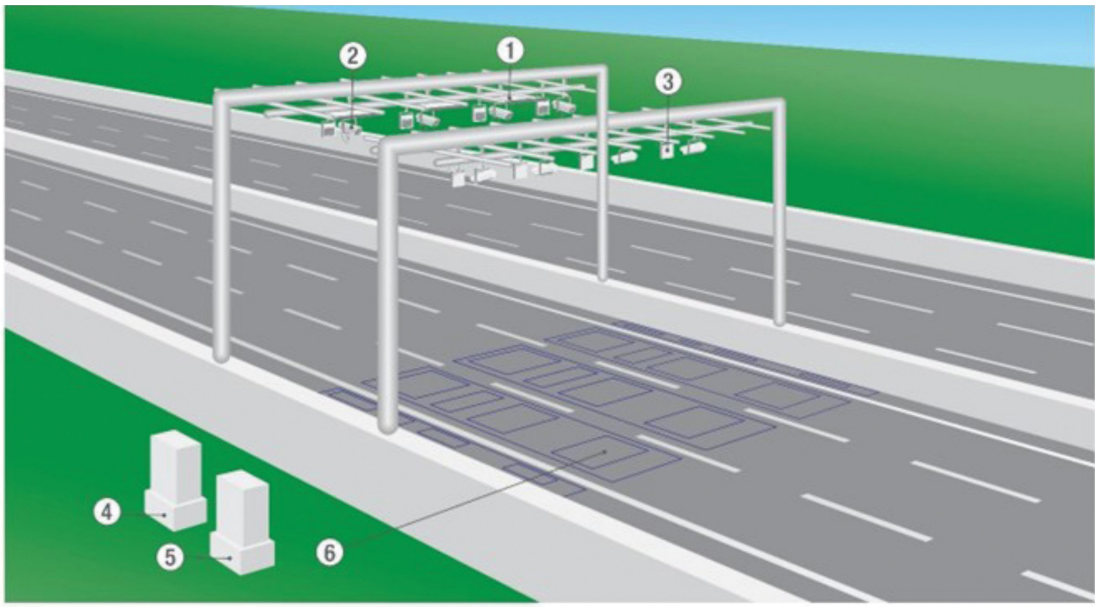
Lane controllers collect and compile information from cameras, detectors and sensors to facilitate back-office operations. Plaza control buildings and roadside cabinets house equipment that supports these systems. Together, these components enable efficient toll collection and customer service through state-of-the-art technologies across redundant facilities.

FIGURE 3.4-1: TOLLING SYSTEM LANE CONFIGURATION (AET)



① ② AVI Antenna
③ ④ Lane Control Signal
⑤ ⑥ ⑦ ⑧ VES Camera
⑨ ⑩ ⑪ ⑫ Illuminator
⑬ ⑭ Pavement Lane Configuration
⑯ ⑰ Lane Controller

FIGURE 3.4-2: TOLLING SYSTEM LANE CONFIGURATION (ORT)



① AVI Antenna
② VES Camera
③ Illuminator
④ Lane Controller
⑤ Reader Cabinet
⑥ Pavement Lane Configuration

A majority (93.5%) of the tolling lanes inspected in 2025 were rated in Good to Excellent condition. Figure 3.4-3 summarizes the most recent inspections and condition ratings assigned for the 724 tolling lanes.

FIGURE 3.4-3: TOLLING SYSTEM LANE CONDITION SUMMARY



A majority (98.5%) of the tolling cabinets were rated in Good to Excellent condition. Figure 3.4-4 summarizes the most recent inspections and condition ratings assigned for the 702 tolling cabinets.

FIGURE 3.4-4: TOLLING SYSTEM CABINET CONDITION SUMMARY



3.4.1.1 TOLLING SYSTEM INSPECTION PROCESS

Annual inspections provide the Illinois Tollway with an overall assessment of its assets and identify specific work needs and deficiencies. The following process was used to collect data, assess conditions and identify specific work needs for tolling systems.

- Asset Inventory Verification: The tolling inventory is maintained through annual reviews of all active tolling contracts and field verifications. These reviews ensure that newly installed, replaced or decommissioned assets are properly updated in the system.
- Visual Inspections: The Consulting Engineers conducted visual inspections of Tolling System assets, including Automatic Vehicle Classification (AVC), Automatic Vehicle Identification (AVI) and Violation Enforcement System (VES) components. Inspection results were recorded in OpenGov.
- Condition Assessment and Documentation: Observed conditions were documented with photographs and categorized by severity. Recommendations for repair were developed based on the findings.
- Repair Recommendations: The Consulting Engineers provided recommendations for corrective actions to be implemented by the Illinois Tollway.

Inspections are divided into two phases:

- Cabinet and Building Inspection: Evaluates enclosures, mounting structures and associated infrastructure.
- Lane Inspection: Assesses cameras, illuminators, AVI antennas, laser separators, pavement loop classification technology and lane control signals.

Due to recent investments that replaced aging roadside cabinet infrastructure, cabinets are inspected on a two-year cycle, while tolling lanes and devices exposed to the elements are inspected annually.

3.4.1.2 TOLLING SYSTEM INSPECTION SUMMARY

In 2025, 724 tolling lanes and 298 cabinets were inspected. Detailed results by route are shown in Figures 3.4-5 and 3.4-6 and listed in Appendix J.

FIGURE 3.4-5: SUMMARY OF TOLLING SYSTEM LANE CONDITIONS BY ROUTE

TOLLWAY	CONDITION					
	Excellent	Good	Fair	Poor	Critical	Under Construction
Tri-State Tollway (I-94)	35	15	3	-	-	-
Tri-State Tollway (I-294/I-80)	118	51	12	-	-	7
Jane Addams Memorial Tollway (I-90)	121	51	6	-	-	5
Reagan Memorial Tollway (I-88)	83	39	1	-	-	1
Veterans Memorial Tollway (I-355)	58	44	13	-	-	-
Illinois Route 390 Tollway (IL 390)	60	2	-	-	-	-
TOTAL	**475**	**202**	**35**	**0**	**0**	**12**

FIGURE 3.4-6: SUMMARY OF TOLLING SYSTEM CABINET CONDITIONS BY ROUTE

TOLLWAY	CONDITION					
	Excellent	Good	Fair	Poor	Critical	Not Rated
Tri-State Tollway (I-94)	49	3	3	-	-	-
Tri-State Tollway (I-294/I-80)	142	-	2	-	-	-
Jane Addams Memorial Tollway (I-90)	201	2	2	1	-	-
Reagan Memorial Tollway (I-88)	128	2	2	-	-	-
Veterans Memorial Tollway (I-355)	112	-	-	-	-	-
Illinois Route 390 Tollway (IL 390)	50	-	-	-	-	1
TOTAL	**682**	**9**	**9**	**1**	**0**	**1**



I-90, Westbound, MP 36.2

3.4.1.3 TOLLING SYSTEM RECOMMENDATIONS

The Illinois Tollway should continue its proactive maintenance program to ensure tolling assets remain in a state of good repair and support accurate toll collection. Based on 2025 inspection findings, the following actions are recommended:

- Perform maintenance on tolling lanes rated Fair to preserve or restore functionality. While most of these lanes, 31 of 35, are inactive and do not require immediate repair, they should be monitored and addressed as needed.
- Repair pavement deficiencies in active tolling lanes rated Fair. Seven lanes displayed moderate corner cracks, multiple slab cracks or joint separation. Crack sealing and partial-depth concrete patching should be performed by the Roadway Maintenance Division.
- Replace cabinets rated Fair or Critical though a contract.
- Continue preventive maintenance for tolling lanes and associated pavement to reduce deterioration and maintain system reliability.
- Continue integrating inspection data into OpenGov to track conditions, prioritize repairs and align maintenance schedules with capital planning.
- Continue advancing technology modernization initiatives, including LiDAR-based tolling pilots and upgraded violation enforcement cameras to improve accuracy and system reliability.

These recommendations will help maintain the Illinois Tollway's tolling infrastructure in optimal condition, support accurate transaction processing and extend the service life of critical assets.

3.4.2 INTELLIGENT TRANSPORTATION SYSTEM (ITS)

The Illinois Tollway's Intelligent Transportation System (ITS) exemplifies the agency's mission to lead with infrastructure, innovation and integration. ITS assets are strategically deployed across the system to monitor traffic, manage incidents and provide real-time information.

ITS technologies advance transportation safety and mobility by integrating communications into infrastructure and vehicles. Applications span both infrastructure and vehicle technology, as well as integrated systems that enable real-time monitoring and incident response. The Illinois Tollway began deploying ITS devices in the late 1980s with road weather information system (RWIS) installations. Work expanded in the 1990s with I-PASS electronic tolling and a systemwide fiber optic network and has since modernized to include a comprehensive network of communication, monitoring and traveler information tools.

Today, the ITS system is managed through the centralized Traffic and Incident Management System (TIMS), monitored by the Traffic Operations Center (TOC) at the Central Administration (CA) building. TIMS enables real-time monitoring, incident response, construction zone management and communication with first responders, staff, other traffic management centers, media and motorists. Through these investments, the Illinois Tollway continues to set the standard for integrated, innovative and customer-focused transportation solutions.



I-90, Eastbound, MP 74.6

Maintaining and modernizing the ITS network is essential to the Illinois Tollway. The network includes a range of specialized devices, each serving a unique role in supporting safe and efficient travel:

- Closed-Circuit Television (CCTV) Cameras: Monitor traffic conditions and support incident detection and response.
- Vehicle Detection Systems (VDS): Use microwave radar (MVDS) or Bluetooth VDS technology to detect traffic volumes, speeds and queues along mainline and ramps.
- Dynamic Message Signs (DMS): Electronic, remotely changeable signs that inform motorists of current traffic conditions, travel times and incident alerts.
- Roadway Weather Information Systems (RWIS): Fixed roadside sensors that measure and report environmental and pavement conditions.
- Virtual Weigh-In-Motion (VWIM) Stations: Detect and weigh trucks at speed to identify overweight vehicles for enforcement or removal.
- Queue Flasher Beacons (FB): Amber flashing lights used with queue detection to warn motorists of stopped or slow traffic ahead.
- Active Traffic Management System (ATMS) Lane Control Signs (LCS): Full-matrix display signs that provide real-time lane status and advance warnings, particularly for managed lanes or during incidents.

FIGURE 3.4-7: ITS DEVICE INVENTORY

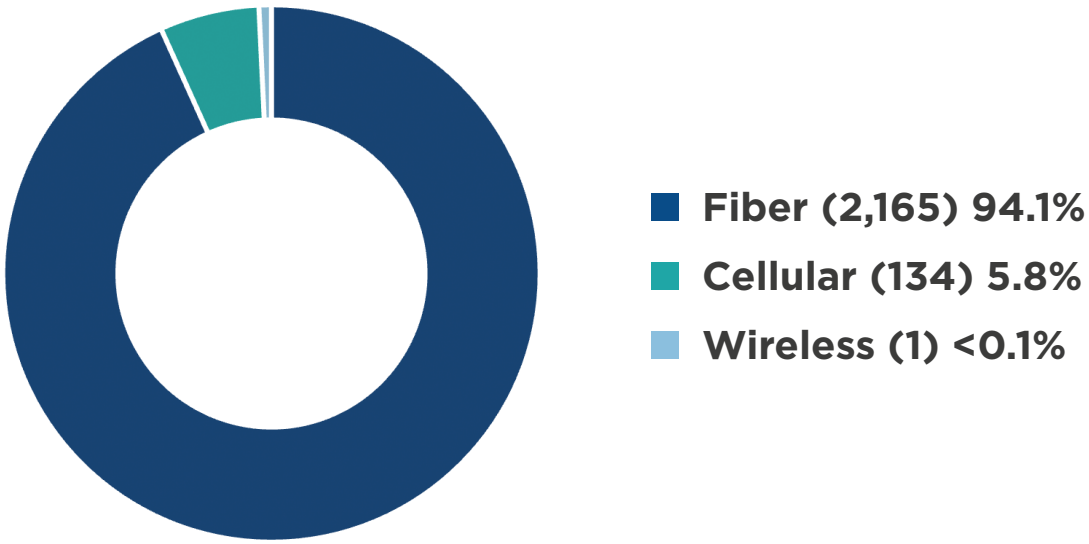
ITS ASSET TYPE	QUANTITY
CCTV Camera	1,301
MVDS	346
Bluetooth VDS	56
LCS	476
DMS	51
Queue Detection	37
Queue Flash Beacon	9
RWIS	19
VWIM	5
TOTAL	**2,300**

Supporting infrastructure, including cabinet enclosures, pole mounting structures and site foundations, ensure these devices operate reliably in all conditions. The ITS network also relies on robust communication systems, with network switches enabling devices to transmit and receive data across the Illinois Tollway's network through TIMS. ITS devices communicate using:

- Fiber Optic Communication: High-capacity cables that transport data using light, allowing for large data loads over long distances without interference.
- Cellular Communication: Wireless technology (3G/4G LTE) used where fiber is unavailable or line-of-sight is limited; typically provided by third-party service agreements.
- Wireless Radio Communication: Electromagnetic transmission between devices and receivers, best used with clear line-of-sight but subject to interference from external elements.

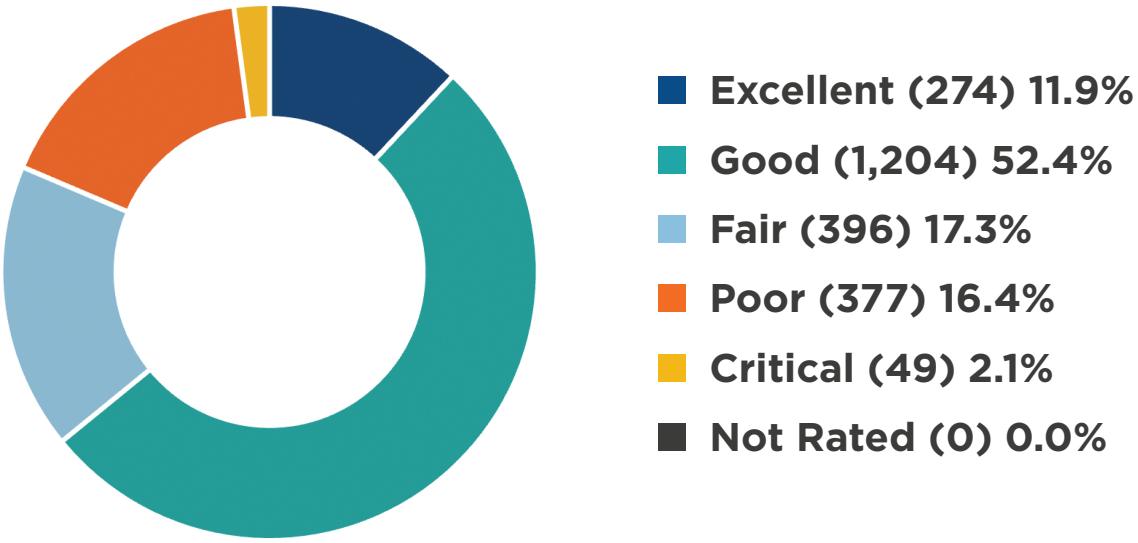
Figure 3.4-7 summarizes the ITS device inventory, while Figure 3.4-8 illustrates how the network communicates across corridors and asset types. Figure 3.4-10 shows the relative utilization of each communication method across the deployed ITS devices.

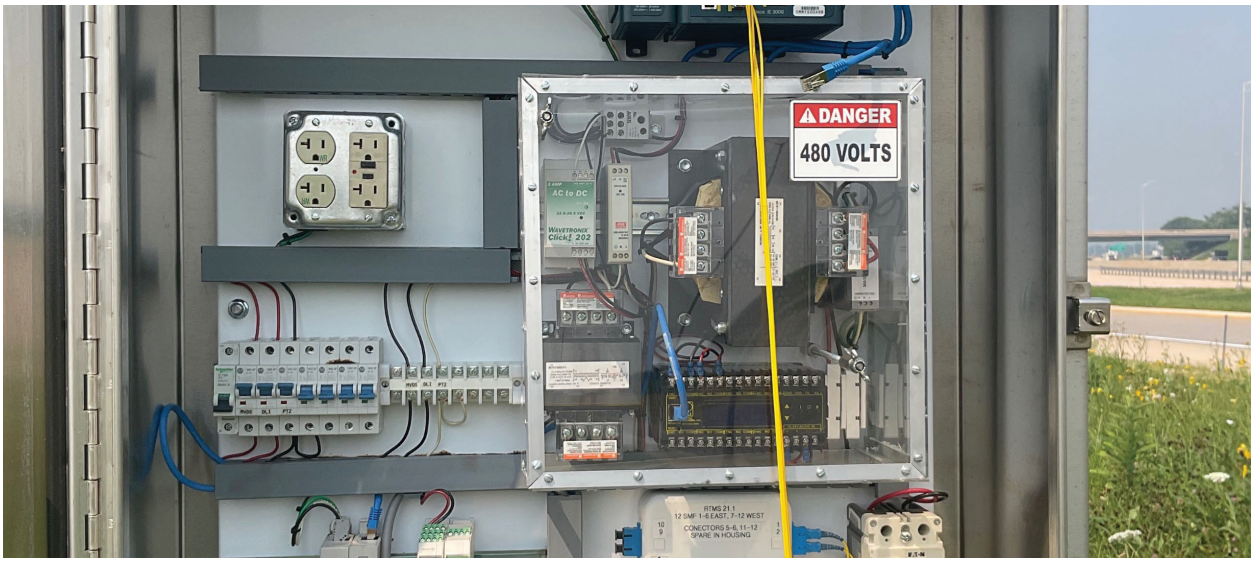
FIGURE 3.4-8: ITS DEVICE COMMUNICATION TYPE UTILIZATION



Annual inspections are vital for assessing the health and performance of ITS assets. In 2025, the Illinois Tollway deployed 2,300 ITS devices systemwide (excluding ITS-specific cabinets or enclosures). Inspections identifed that 81.5% of these devices are operating within their estimated useful life and 97.6% are performing within established Illinois Tollway performance goals. The ITS network is robust, with 94.1% of communications utilizing fiber optics, supplemented by cellular and wireless radio.

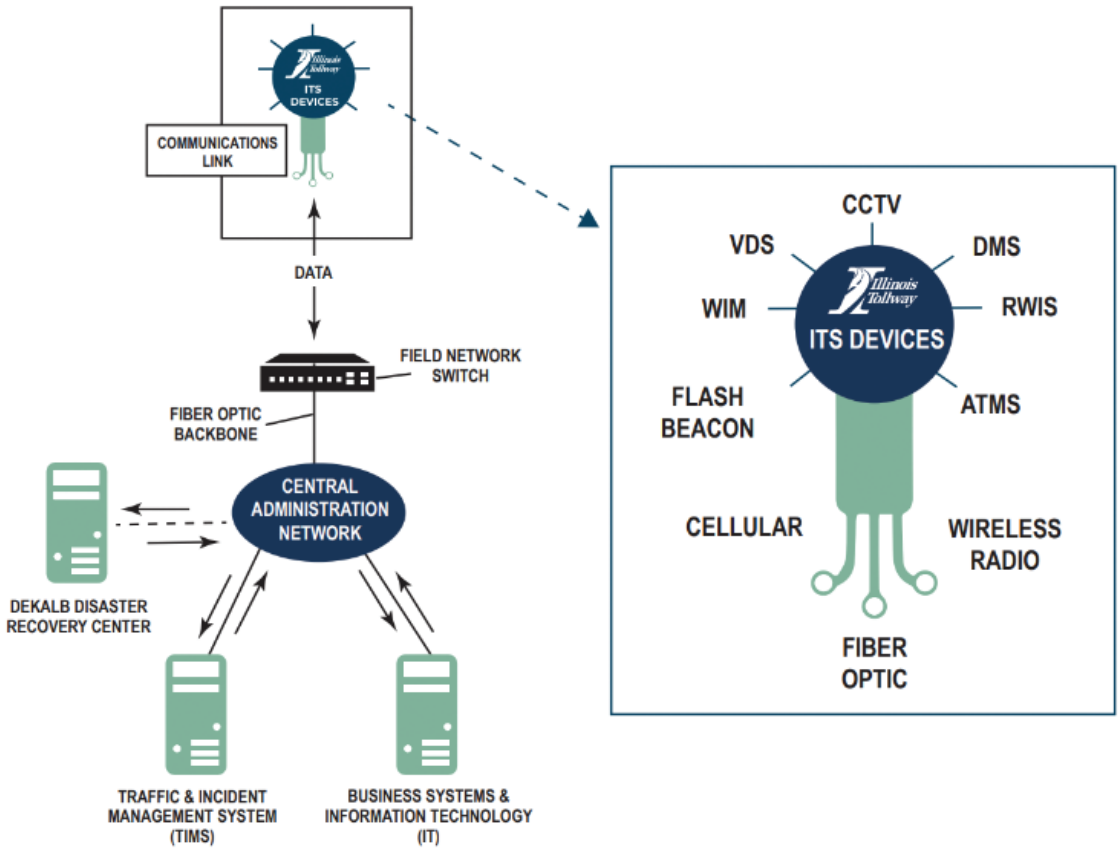
FIGURE 3.4-9: ITS DEVICE CONDITION SUMMARY





I-90, Eastbound, MP 21.0

FIGURE 3.4-10: ITS NETWORK OVERVIEW



3.4.2.1 ITS INSPECTION PROCESS

Each year, the Illinois Tollway conducts a comprehensive inspection of ITS assets to ensure the network remains reliable, safe and effective. The inspection process begins with a visual assessment of each device and its supporting infrastructure, focusing on physical condition and identifying any signs of wear or damage. Inspectors then evaluate the service life of each asset, comparing its age to the expected operational lifespan to determine if it is approaching or beyond its useful life. Network availability is assessed by measuring device uptime and connectivity against established performance targets, ensuring that each component meets the Illinois Tollway's standards for reliability. Finally, inspectors review manufacturer support status and model viability to identify devices that are obsolete or no longer supported. Neither destructive nor non-destructive testing is performed. The results of these inspections are documented in the asset management system and used to prioritize maintenance, schedule replacements and guide future investment decisions, helping the Illinois Tollway maintain a robust ITS network that supports its mission of safety, innovation and customer service.

The condition rating system used to asses each devise or enclosure is outlined in Figure 3.4-11.

FIGURE 3.4-11: ITS DEVICE AND ENCLOSURE CONDITION RATING SYSTEM

RATING	RATING CONDITION	RATING DESCRIPTION
>90	Excellent	• New device, element or component • Device, element or component is performing as intended • No repair required • Condition like new
70 to 90	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 intended condition
50 to 70	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 50	Poor	• Device, element or component has reached predicted end of useful life but is functioning • Major components requiring extensive repair/ replacement work to return the device, element or component to intended condition
<30	Critical	• Device, element or component is non-functioning • Safety, operational or environmental concerns are present

Each type of Illinois Tollway ITS device has a projected life cycle. At the end of their anticipated life, the device will be scheduled for examination by an engineer and considered for replacement. The forecasted useful life of each major device category and their ratings are outlined in Figure 3.4-12.

FIGURE 3.4-12: ITS DEVICE SERVICE LIFE RATING SYSTEM BASED ON DEVICE AGE

EXPECTED SERVICE LIFE	EXCELLENT	GOOD	FAIR	POOR
5 Years	0 to 1 Years	1 to 2 Years	2 to 3 Years	4+ Years
10 Years	0 to 2 Years	3 to 5 Years	6 to 8 Years	9+ Years
13 Years	0 to 3 Years	4 to 6 Years	7 to 9 Years	10+ Years
15 Years	0 to 4 Years	5 to 8 Years	9 to 12 Years	13+ Years

To confirm that reliability targets are being met, each ITS device is evaluated based on its measured uptime as documented in the monthly Network Status Reports. An annual total of the seconds each device is unreachable is calculated and converted into an uptime percentage, which is then compared against the established performance targets for each device type shown in Figure 3.4-13.

FIGURE 3.4-13: NETWORK AVAILABILITY CONDITION RATING SYSTEM

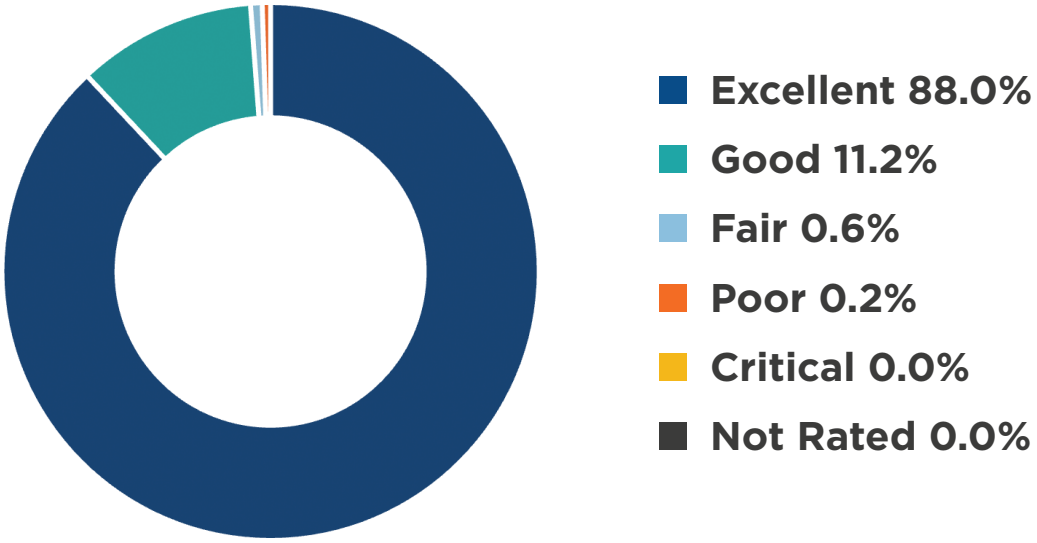
DEVICE CATEGORY	TIME UP TARGET	EXCELLENT	GOOD	FAIR	POOR
CCTV	97%	>97%	95 to 97%	90 to 94%	<90%
DMS and LCS (ATMS Gantry)	98%	>98%	96 to 98%	92 to 95%	<92%
MVDS (Fiber or Cellular)	93%	>93%	90 to 93%	85 to 89%	<85%
Network Switches	99%	>99%	97 to 99%	94 to 96%	<94%

The Consulting Engineers combine these assessments to calculate a final OCI score for each asset, reflecting its physical condition, functional status and technological viability. The OCI is derived from four weighted components: condition, service life, obsolescence and network availability. This score is then translated into an OCR, Excellent, Good, Fair, Poor or Critical, to support informed decision-making for maintenance, replacement and investment planning.

3.4.2.2 ITS INSPECTION SUMMARY

As of 2025, 99.2% of inspected ITS devices and enclosures were in Good to Excellent condition. Common repair activities included removing rodent or insect infestations, repairing doors or seals, monitoring rust or other surface deficiencies.

FIGURE 3.4-14: ITS DEVICE AND ENCLOSURE CONDITION SUMMARY



As of 2025, 81.5% of ITS devices are operating within their intended lifecycle.

FIGURE 3.4-15: ITS DEVICE SERVICE LIFE SUMMARY

DEVICE TYPE	SERVICE LIFE	EXCELLENT	GOOD	FAIR	POOR
CCTV Camera	10 Years	325	172	358	446
MVDS	10 Years	4	212	102	28
Bluetooth VDS	10 Years	-	-	56	-
LCS	15 Years	101	375	-	-
DMS	15 Years	10	35	5	1
Queue Detection	5 Years	1	11	1	24
Queue Flasher	15 Years	7	-	1	-
RWIS	13 Years	1	9	7	2
VWIM	5 Years	4	-	-	1
OVERALL		**453**	**814**	**531**	**502**



I-90, Westbound, MP 64.0

Based on the 2025 Network Status Reports 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 Figure 3.4-16. In addition to operational devices, devices the average uptime for all IP relays was 98.9% and the average uptime of a network switch was 99.9%.

FIGURE 3.4-16: NETWORK AVAILABILITY SUMMARY

DEVICE TYPE	EXCELLENT	GOOD	FAIR	POOR	NOT EVALUATED[1]
CCTV Camera	1203	12	23	43	63
MVDS	287	8	4	19	28
Bluetooth VDS	-	-	-	-	56
LCS	465	-	7	4	-
DMS	48	1	-	2	-
Queue Detection	-	-	-	-	37
Queue Flasher	8	-	-	-	1
RWIS	-	-	-	-	19
VWIM	3	-	1	1	-
OVERALL	**2,014**	**21**	**35**	**26**	**204**

[1] Approximately 9% of device hostnames could not be reconciled with an operational device so the uptime weas not included in the analysis, efforts to identify the switch or hostname will be included in the 2026 inspection cycle.

As of 2025, approximately 29.9% of ITS devices remain fully supported, while 24.7% have reached the end of their hardware and software support lifecycle. This distribution reflects the normal pace of technology turnover across the ITS industry, where devices often outlast their manufacturer support windows. Many assets rated "Poor" remain operational but are candidates for future replacement due to limited parts availability or discontinued firmware updates. Figure 3.4-17 summarizes the current obsolescence ratings across the ITS device inventory.

FIGURE 3.4-17: ITS DEVICE OBSOLESCE SUMMARY

DEVICE TYPE	GOOD	FAIR	POOR
CCTV Camera	35	702	564
MVDS	-	343	3
Bluetooth VDS	56	-	-
LCS	476	-	-
DMS	51	-	-
Queue Detection	37	-	-
Queue Flasher	9	-	-
RWIS	19	-	-
VWIM	5	-	-
OVERALL	**688**	**1,045**	**567**



I-294, Northbound, MP 39.4



I-294, Northbound, MP 48.0

3.4.2.3 ITS RECOMMENDATIONS

Given the dynamic nature of the Illinois Tollway's infrastructure and the exposure of ITS assets to weather and traffic, annual inspections and ongoing investment are essential to maintain system reliability and performance. The Illinois Tollway Consulting Engineers and ITS Maintenance Division work together to ensure the ITS network remains in a state of good repair by:

- Evaluating the condition of all ITS assets and recommending timely repairs or replacements.
- Monitoring asset performance to confirm the ITS framework operates as designed.
- Providing guidance on device replacements and upgrades for future construction projects.

Proactively replacing ITS devices that are damaged, obsolete, unsupported or past their expected service life is strongly recommended. Devices operating beyond their intended lifecycle should be prioritized for replacement within the next three years, either through systemwide maintenance contracts or targeted ITS maintenance efforts. Until replacement, these assets should continue to be inspected annually to monitor their condition and mitigate risk.

ITS devices should be replaced under the following scenarios:

- Physical damage
- Obsolescence or lack of manufacturer support
- Exceeding expected service life
- Incompatibility with Traffic Operations Center (TOC) software

Damaged devices should be replaced promptly by the ITS Maintenance Vendor, while other replacements should be scheduled through systemwide contracts.

3.4.3 OPTICAL FIBER SYSTEM

The Illinois Tollway's communication backbone is a high-capacity optical fiber network that supports critical operations, including toll collection, traffic and incident management, communications, security and building access and general information technology services. This backbone enables high-speed data between field devices and the Central Administration network.

The single-mode optical fiber infrastructure spans the Illinois Tollway's entire right-of-way and will extend to the I-490 Tollway when it is completed.

Currently, the system includes nearly 2,000 miles of duct and more than 43,700 miles of fiber optic cables owned by the Illinois Tollway, with strand counts ranging from 12 to 288.

Portions of this infrastructure are leased to government agencies, educational institutions and private businesses, generating revenue for the Illinois Tollway.

The Illinois Tollway first issued a request for proposal for fiber optic construction in April 1997. The original system was completed in 2000 and has since expanded to meet growing operational needs. The fiber optic network consists of the following major components.

FIGURE 3.4-18: FIBER HANDHOLE ELEMENTS



Fiber Optic Cable

Two types of fiber optic cable are used:

- Multimode (MM): High bandwidth over short distances
- Single mode (SM): Higher bandwidths over longer distances at faster speeds

The Illinois Tollway primarily uses single mode fiber, categorized as:

- Cables: Dedicated to the Illinois Tollway's operations
- Condo cables: Shared cables partially reserved for revenue generation through leasing
- Third-party cables: Privately owned cables installed in leased duct space

Duct

Ducts protect fiber optic cables in underground and structural installations. The Illinois Tollway uses ducts for its own fiber and revenue-generating cables. Auxiliary ducts are leased to third parties for cable installation along the Illinois Tollway's right-of-way.

Handholes

Handholes provide underground access points for fiber optic cables.

- Slack coil handholes: For storing excess cable
- Splicing handholes: For housing optical fiber optic splice closures

Fiber Optic Splicing Enclosure

Fiber optic splicing enclosures protect spliced fiber connections inside handholes, ensuring safe and reliable network continuity.

Figure 3.4-19 summarizes the cable strand counts associated with each roadway. Each roadway is broken into segments for better management of the system.

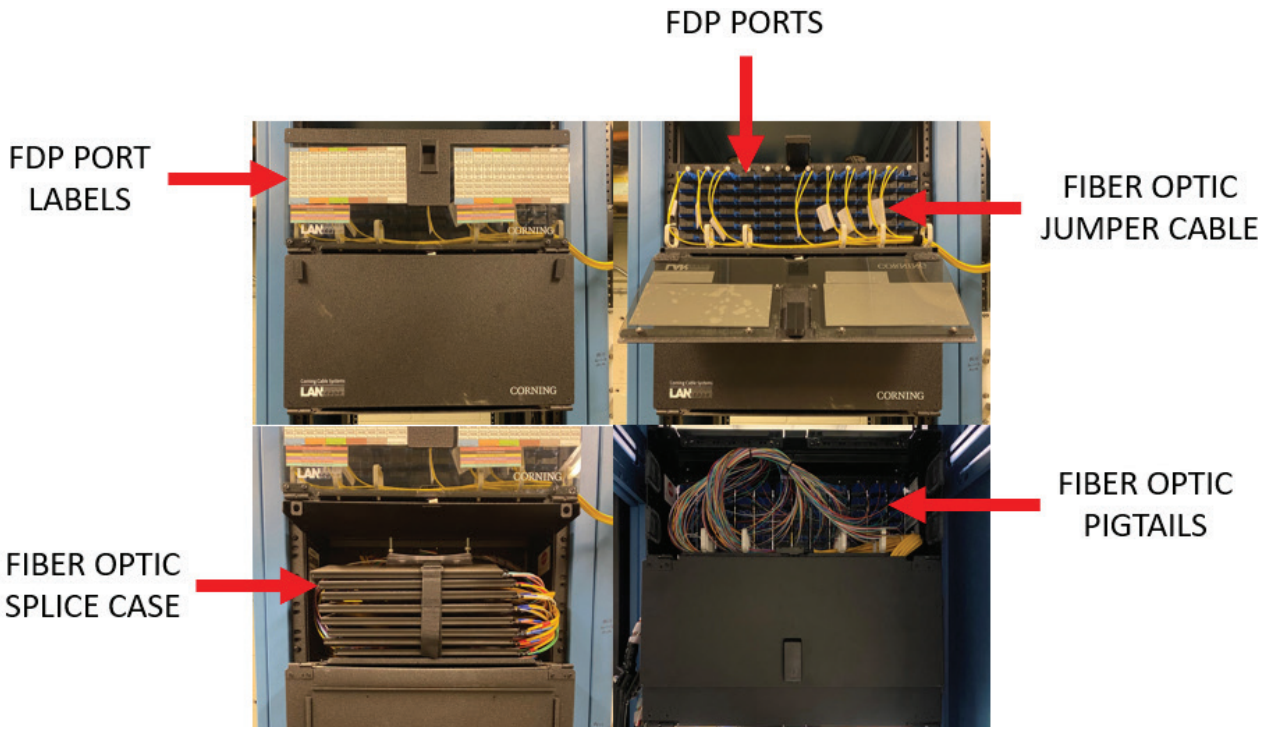
FIGURE 3.4-19: FIBER OPTIC INVENTORY OVERVIEW

ROUTE	OPTICAL FIBER STRAND CABLE COUNT
Tri-State Tollway (I-94/I-294/I-80)	24, 48, 72, 96, 144, 188, 192
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
Veterans Memorial Tollway (I-355)	12, 24, 36, 48, 72, 96, 120, 144
Illinois Route 390 Tollway (IL 390) and I-490 Tollway	48, 72, 144
I-290/I-90 to Army Trail Road	288

3.4.3.1 FIBER OPTIC CABLE CAPACITY AUDIT PROCESS

The Illinois Tollway's Consulting Engineers conducted its annual audit from January to March 2025, assessing terminated fiber optic segments between all node segments. These segments span between each plaza, maintenance yard, Intermediate Power Distribution and Communication (IPDC) building and wireless repeater site.

FIGURE 3.4-20: FIBER PANEL ELEMENTS



Audits were performed at all fiber distribution panels (FDP) connected to the Illinois Tollway's backbone cables. The process documented used ports versus total installed ports and identified usable ports for redundancy. Best practices require terminating devices on paired fibers with continuity between two nodes to ensure primary and redundant paths for data flow. A condition rating was assigned to each FDP segment and route based on the scale shown in Figure 3.4-21 below.

FIGURE 3.4-21: FIBER OPTIC CAPACITY RATINGS

RATING	% UTILIZED
Excellent	0.0–24.9
Good	25.0–49.9
Fair	50.0–74.9
Poor	75.0–100.0

3.4.3.2 FIBER OPTIC CABLE CAPACITY AUDIT SUMMARY

In 2025, 155 segments were identified where the Illinois Tollway's fiber optic backbone is terminated between two nodes. Of these, 141 segments were rated Excellent to Fair. The system was in Good condition, with an average fiber optic cable utilization of 41%. Figures 3.4-22 and 3.4-23 below provide a summary of the audit results.

FIGURE 3.4-22: AVERAGE FIBER OPTIC BACKBONE CABLE CAPACITY LEVEL BY ROUTE

ROUTE	RATING	AVG. CABLE CAPACITY (%)
Tri-State Tollway (I-94)	Fair	67.4%
Tri-State Tollway (I-294/I-80)	Fair	58.7%
Jane Addams Memorial Tollway (I-90)	Good	25.1%
Reagan Memorial Tollway (I-88)	Poor	75.0%
Veterans Memorial Tollway (I-355)	Good	49.1%
Illinois Route 390 Tollway (IL 390)	Excellent	20.0%

FIGURE 3.4-23: TOP FIVE SEGMENTS WITH HIGH FIBER BACKBONE STRAND UTILIZATION

RANKING	ROUTE	NODE 1	NODE 2	PERCENT UTILIZED	FIBER COUNT	NO. OF USABLE PORTS
1	I-88	Lisle Tower	Old Maintenance Facility M-8	95.8%	24	1
1	I-88	Ashton Repeater	Plaza 69 (Dixon)	95.8%	24	1
2	I-88	Maintenance Facility M-11	DeKalb Data Center/ Disaster Recovery Center	91.7%	24	2
2	I-88	Plaza 69 (Dixon)	Maintenance Facility M-12	91.7%	24	2
2	I-88	Maintenance Facility M-12	Dixon Repeater	91.7%	24	2
2	I-355	Central Support	Lisle Tower	91.7%	24	2
2	I-94	Plaza 22 (Townline Road)	Lake Forest Oasis	91.7%	24	2
2	I-94	Lake Forest Oasis	Plaza 20 (Buckley Road)	91.7%	24	2

3.4.3.3 FIBER OPTIC RECOMMENDATIONS

The Illinois Tollway's optical fiber system is fully operational and meets current operational needs. Enhancements to infrastructure and management will strengthen reliability, support future growth and create additional revenue opportunities. To ensure continued performance and prepare for future demands, the Illinois Tollway should pursue the following:

Capacity Optimization

Segments with high utilization should be evaluated for optimization. Installation of new fiber should be strategically planned due to costs. Recommended actions include:

- Consolidating or daisy-chaining network devices
- Removing unused fiber jumpers
- Restoring damaged ports and reterminating spliced fiber pigtails
- Using audit data for network forecasting and planning

The Illinois Tollway should continue its annual audits to maintain system integrity and to plan for future capacity needs.

System Enhancements

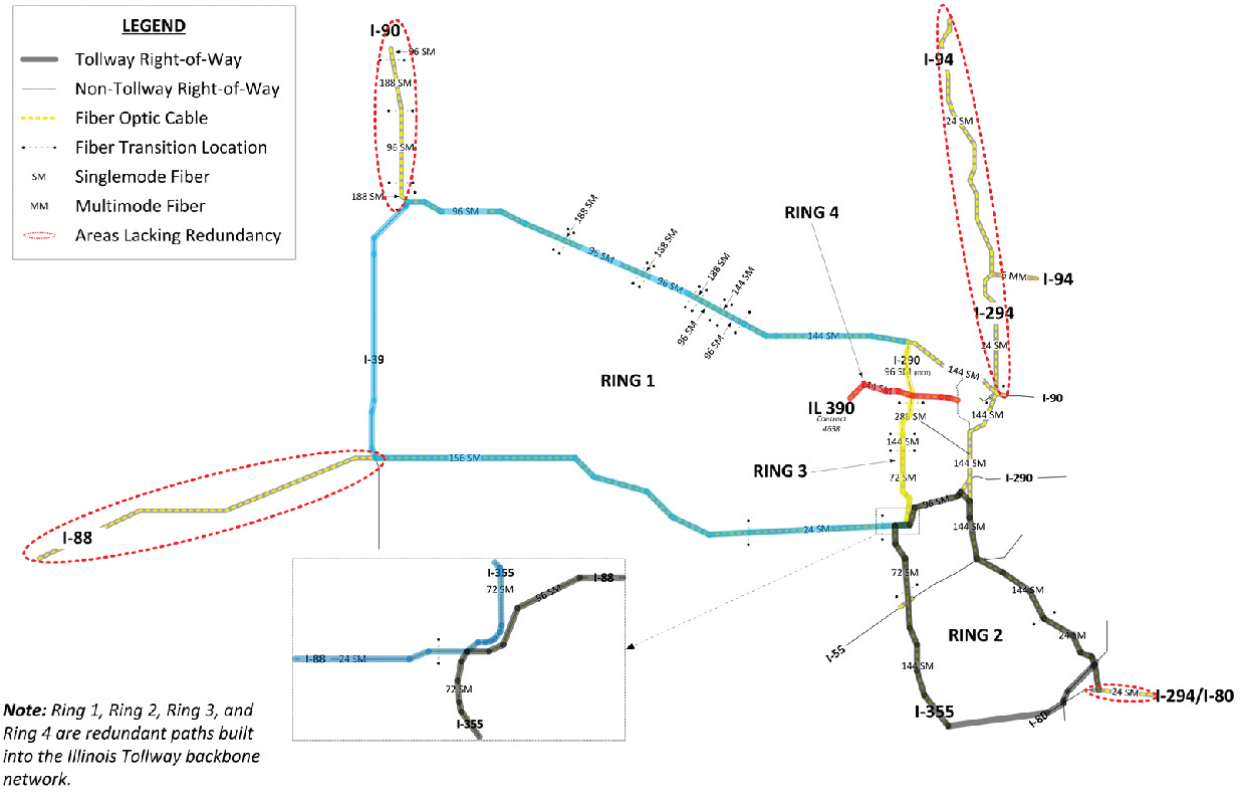
- FDP QR Code Labeling: Complete QR code labeling for all FDP panels to enable real-time access to fiber data via secure platforms
- Optical Fiber Management Database: Complete the implementation of 3GIS, a dedicated Optical Fiber Management (OFM) system, for strand-level tracking and planning. Integrate 3GIS with OpenGov for a comprehensive fiber management solution.

Infrastructure Expansion for Redundancy

Strategic investments in redundant fiber paths, supplemented by intergovernmental and third-party fiber-sharing agreements, should be considered to strengthen the resiliency of the Illinois Tollway's communication network. These improvements would reduce the risk of service disruptions along critical corridors, minimize downtime during outages and support continued operational continuity. Priority corridors for redundancy enhancements include:

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

FIGURE 3.4-24: THE ILLINOIS TOLLWAY'S NETWORK REDUNDANCY OVERVIEW



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

The recommendations will ensure the Illinois Tollway's fiber network remains robust, scalable and capable of supporting advanced technologies and revenue opportunities.

3.4.4 ROADWAY LIGHTING SYSTEM

Roadway lighting improves safety, security and visibility for all who use the Illinois Tollway. Proper lighting helps drivers identify roadway geometry and conditions at greater distances, reducing fatigue and enhancing night-time-driving comfort.

As of 2025, the Illinois Tollway's system includes more than 14,800 light poles. Measured by centerline miles, 221.7 miles (75.4%) are fully illuminated. Unlit segments include 8.3 miles (2.8%) on the Jane Addams Memorial Tollway (I-90) and 64 miles (21.8%) on the Reagan Memorial Tollway (I-88).

Roadway LED Implementation

As part of *Move Illinois: The Illinois Tollway Driving the Future*, the Illinois Tollway committed to being one of the safest and greenest agencies. In line with its commitment, the Illinois Tollway implemented a plan to retrofit or replace existing high-pressure sodium (HPS) luminaires with newer and more energy-efficient LED luminaires and technology. The Illinois Tollway estimates that by the end of 2025 LEDs will illuminate over 93% of its lit system.

LED lighting technology has been implemented along:

- Jane Addams Memorial Tollway (I-90) from I-39 to the eastern terminus
- Tri-State Tollway (I-94/I-294/I-80) from North Avenue to the northern terminus
- Tri-State Tollway (I-294/I-294/I-80) from the southern terminus to Ogden Avenue
- Tri-State Tollway (I-94/I-294/I-80) at the Reagan Memorial Tollway (I-88)
- Illinois Route 390 Tollway
- Veterans Memorial Tollway (I-355)
- Reagan Memorial Tollway (I-88)

During 2025, LED lighting work progressed along the Central Tri-State Tollway Project. Retrofits were completed at two underpasses: westbound Tri-State Tollway (I-94) to Deerfield Road and northbound Veterans Memorial Tollway (I-355) to westbound Reagan Memorial Tollway (I-88). Remaining areas not retrofit to LED lighting include the following parking lots: Illinois Route 53 salt dome, Maintenance Sections M-11 and M-12, Central Warehouse, Plaza 36, Plaza 39 and Plaza 99, as well as floodlights at the Illinois Route 251 salt dome and at Maintenance Section M-2.



I-88, Eastbound, MP 123.3



I-88, Westbound, MP 86.3

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

Specific repair activities identified during the inspections are documented in the annual inspection reports for each Maintenance Section. Corrective repairs within the Roadway Maintenance Division's capabilities should be performed promptly. Repairs beyond its scope should be programmed into future contracts.

When rehabilitation work occurs along a roadway segment, the Illinois Tollway should use inspection data and field observations to identify roadway lighting installations that are unshielded from traffic, installed at improper elevations or lacking Federal Highway Administration (FHWA)-approved breakaway devices. The appropriate repair or replacement activities should be incorporated into construction projects as warranted.

3.5 ENVIRONMENTAL AND DRAINAGE ASSETS

The Illinois Tollway's environmental and drainage inspection program supports compliance with the Clean Water Act (CWA) and the Illinois Environmental Protection Agency's (IEPA) Municipal Separate Storm Sewer System (MS4) permit, while maintaining stormwater infrastructure to protect water quality and roadway safety. Environmental and drainage facilities, including stormwater infrastructure (cross culverts, storm sewers, drainage structures, detention basins and stormwater treatment systems), drainage ditches, bioswales, embankment slopes and stormwater outfalls are inspected to identify maintenance needs and potential water quality impacts. In 2025, these assets were generally in Good to Excellent condition.

3.5.1 CROSS CULVERTS, STORM SEWERS AND DRAINAGE STRUCTURES

Storm sewers and drainage structures throughout the Illinois Tollway's system are generally in Good condition, and most embankment slopes are stable. Typical repair activities include concrete headwall repair, cleaning or repairing drainage pipes and structures, addressing gutter heaving or sinking, stabilizing rill erosion, washouts and sinkholes.



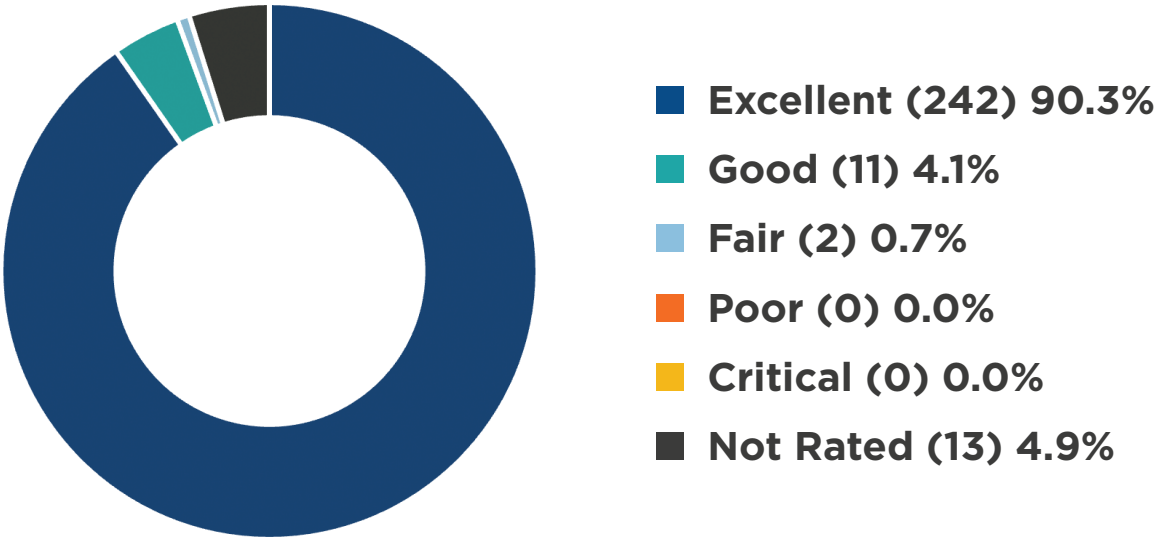
I-90, Westbound, MP 41.9

Closed drainage systems are common in urban areas where curbs and gutters control pavement drainage. These systems include more than 2.4 million linear feet of storm sewers installed beneath pavement and shoulders collecting and distributing stormwater runoff through 32,300 drainage structures. Due to access constraints, inspections of closed drainage systems are limited. Therefore, cleaning and televising should continue to be programmed before roadway rehabilitation design to ensure issues are addressed during construction.

Drainage structures, including inlets, manholes, catch basins, junction chambers and end sections, are inspected annually using high-definition 360-degree video to identify physical damage, blockages, sediment buildup, structural deterioration and improper flow. These structures are generally in Good condition. Typical repairs include cleaning, removing debris, replacing damaged grates or frames and restoring structural integrity.

Cross culverts are pipes or box structures with a diameter or span greater than four feet and less than 20 feet, generally crossing perpendicularly under the roadway to allow water to flow from one side to the other. Cross culverts are inspected on a four-year cycle for functionality, physical damage, obstructions and conveyance. Culverts classified as bridges by the Federal Highway Administration (FHWA) are included in bridge inspections. As of 2025, there are 268 cross culverts systemwide. Most are in Excellent condition, though some require cleaning or repairs for exposed reinforcement bars, misaligned wing walls, honeycombing of the concrete surface, open joints or leaching. Cross culverts not replaced during recent reconstruction or rehabilitation projects may be over 50 years old. Figure 3.5-1 summarizes cross culvert conditions.

FIGURE 3.5-1: CROSS CULVERT CONDITION SUMMARY





I-88, Eastbound, MP 124.1



I-88, Westbound, MP 74.9

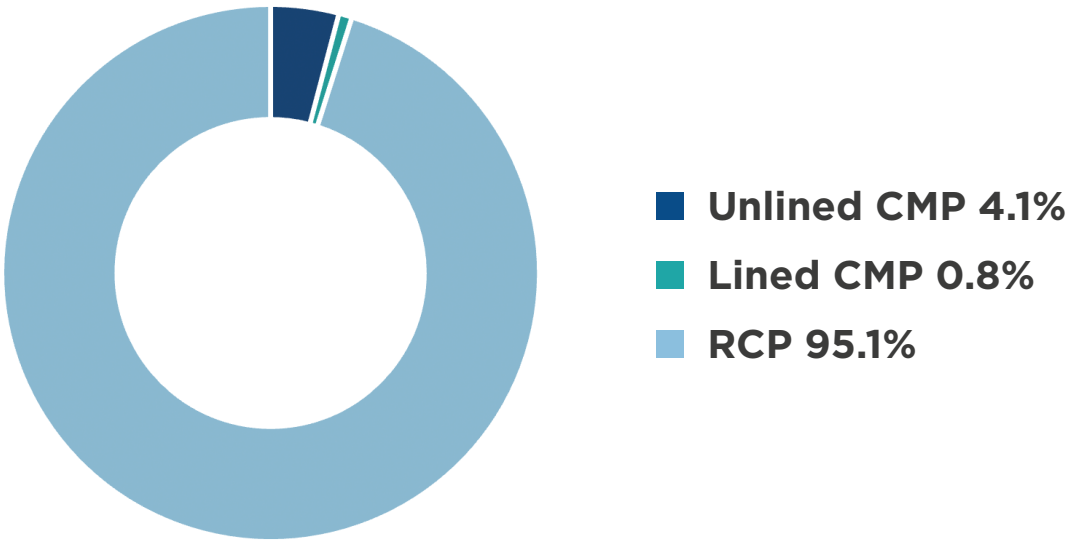


I-294, Southbound, MP 7.8

The deterioration of older corrugated metal pipes (CMP) installed during the Illinois Tollway's original construction remain a concern in unreconstructed sections. CMP deterioration typically occurs along the flow line or joints, which may lead to perforation, erosion of supporting soil and backfill, and voids beneath the roadway. As the voids increase, the probability of pavement settlement or failure rises. Although pipe ends may appear sound, internal deterioration and joint separation are common where original and new pipes join under widened roadway sections. After several CMP collapses in 2007, the Illinois Tollway completed inspections on all CMPs with a diameter of three feet or greater to identify those requiring lining, repair or replacement.

Most older CMPs have been replaced with reinforced concrete pipes (RCP) during reconstruction or rehabilitation projects. Currently, there are 455 CMP storm sewers and 13 CMP cross culverts systemwide. Existing CMPs with a diameter of three feet or greater that cross beneath pavement were repaired and lined under two maintenance contracts in 2010. While these contracts addressed many CMP concerns, smaller-diameter and non-mainline CMPs require rehabilitation or replacement in future projects. Figure 3.5-2 details the percentage of cross culverts that are unlined CMP, lined CMP or RCP.

FIGURE 3.5-2: CORRUGATED METAL PIPE MATERIAL SUMMARY

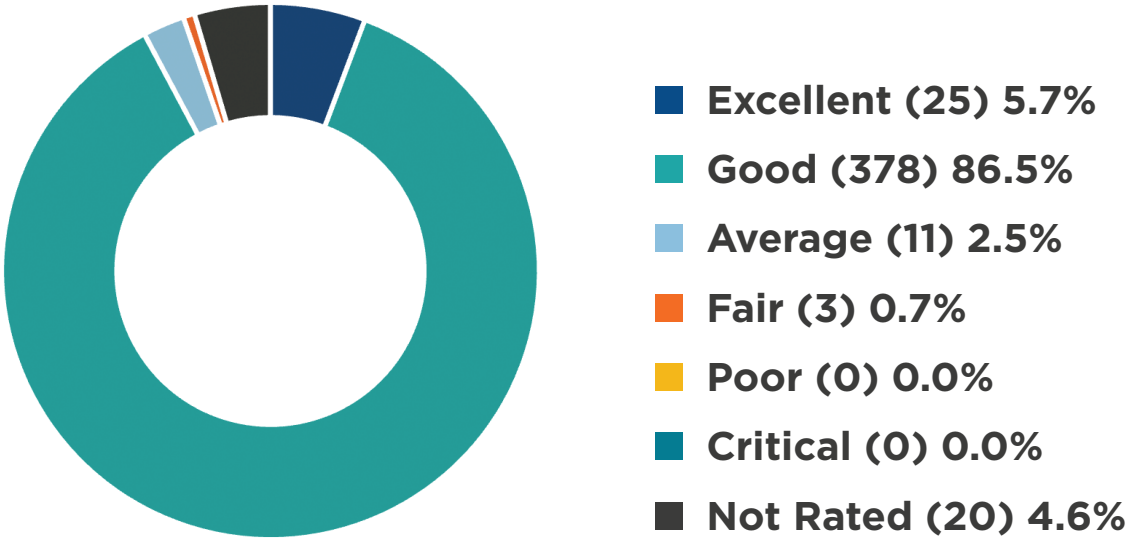


3.5.2 DITCHES, EMBANKMENT SLOPES AND BIOSWALES

Drainage ditches convey stormwater from much of the Illinois Tollway's infrastructure and often connect directly to other stormwater assets. Embankment slopes adjacent to ditches are inspected to identify erosion early, before they have the potential to compromise drainage performance and roadway stability. These areas are inspected annually using high-definition 360-degree video cameras and unmanned aerial vehicles (UAVs) to identify erosion, damage to ditch checks, prolonged standing water and large percentages of invasive vegetation or debris.

Bioswales are modified drainage ditches designed to improve water quality and provide a habitat for pollinators. They filter and infiltrate stormwater using engineered soils and native vegetation, reducing pollutants and roadway metals in runoff. As of 2025, there are 437 bioswales systemwide. Enhanced inspections occur on a four-year cycle and focus on structure, function, vegetation and natural resources. Bioswales throughout the Illinois Tollway's system are generally in Good condition. Figure 3.5-3 summarizes bioswale conditions.

FIGURE 3.5-3: BIOSWALE CONDITION SUMMARY





I-90, Eastbound, MP 23.4

Typical repair activities for ditches, embankment slopes and bioswales include debris removal, slope restoration, native plant installation, seeding and erosion control blanket installation, mowing, herbicide application and removal of woody vegetation that could impede stormwater flow.

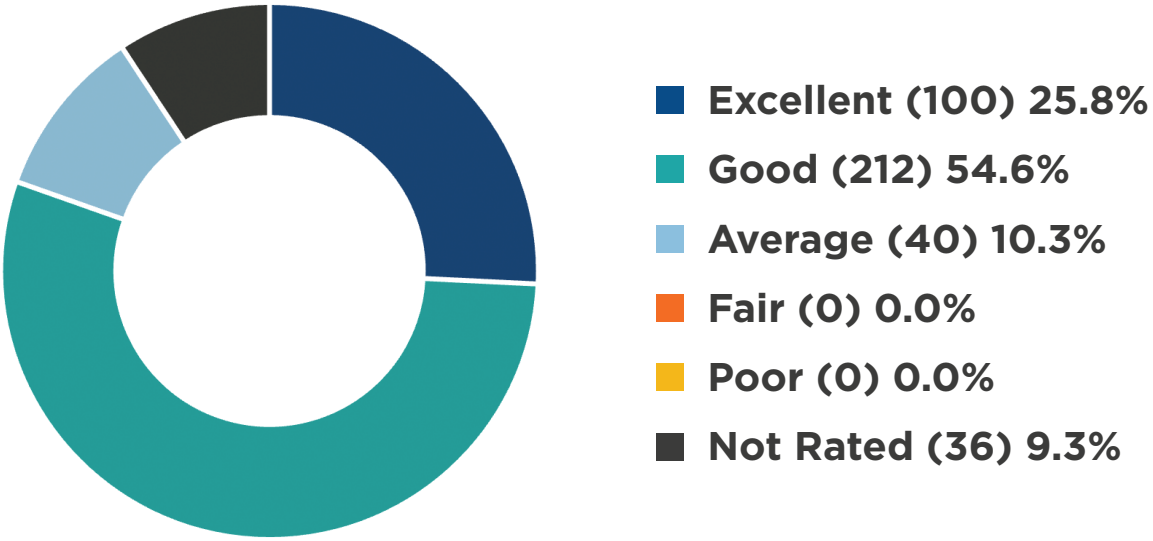
Specific repair activities identified during inspections are documented in the Annual Report for each Maintenance Section. The Illinois Tollway should perform corrective repairs within the Roadway Maintenance Division's capabilities and include other repair activities in ongoing or future contracts.

3.5.3 DETENTION BASINS

Detention basins are excavated ponds that store stormwater, reduce peak flow and remove pollutants. Dry detention basins are preferred by the Illinois Tollway for traffic safety and maintenance considerations because they do not retain standing water. Where soil conditions allow, infiltration is used to maximize water quality. Wet detention basins maintain permanent pools to improve water quality by promoting the settlement of suspended solids and biological uptake of pollutants.

The Illinois Tollway performs enhanced detention basins inspections on a four-year cycle to ensure assets and components function as intended. Inspections 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's system are generally in Good condition. As of 2025, there are 388 detention basins capable of storing over 43.1 million cubic feet of water. Figure 3.5-4 summarizes detention basin conditions.

FIGURE 3.5-4: DETENTION BASIN CONDITION SUMMARY





I-355, Northbound, MP 13.8



I-355, Northbound, MP 12.3

Inspection results inform work estimates based on Roadway Maintenance Division work codes. Routine maintenance such as mowing side slopes, clearing vegetation and removing trash at drainage structures should be performed regularly to ensure detention basins function properly.

Specific repair activities identified during inspections are documented in the Annual Report for each Maintenance Section. The Illinois Tollway should perform corrective repairs within the Roadway Maintenance Division's capabilities and include other repair activities in ongoing or future contracts.

3.5.4 STORMWATER TREATMENT SYSTEMS

The Illinois Tollway employs best management practices (BMPs) to meet water quality goals by capturing the first flush of rainfall in accordance with local, state and 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 right-of-way is unavailable or cannot be expanded to accommodate wetland detention facilities or bioswales, closed-system water quality treatment devices are used.

Closed-system stormwater treatment systems typically consist of cylindrical manholes or box-shaped structures equipped with hydrodynamic separators that trap trash, debris, sediment and hydrocarbons. These systems are designed to capture 80% of the net annual total suspended solids (TSS), based on a particle size of 50 microns for impaired and threatened waters listed under the IEPA's CWA 303(d) and 110 to 125 microns for non-impaired streams.



I-294, Northbound, MP 21.1

As of 2025, there are 20 stormwater treatment systems systemwide, with an additional 24 units under construction under the Central Tri-State Tollway Project and on the I-490 Tollway. The Illinois Tollway performs enhanced inspections annually to ensure assets and components function as intended. Inspections focus on sediment buildup, floatable trash and debris, presence of oil, blockages at the inlet and outlet pipes and damage to the structure or internal components. Stormwater treatment systems throughout the Illinois Tollway's system are generally in Good condition. The Illinois Tollway should continue required National Pollutant Discharge Elimination System (NPDES) and MS4 permit post-construction BMP monitoring. Manufacturer operation and maintenance instructions should be followed and annual maintenance should be performed to comply with IEPA requirements for post-construction BMPs.

The Illinois Tollway may consider a monitoring program to assess system effectiveness. Water samples collected at stormwater treatment systems could be analyzed for metals, chlorides and TSS concentrations.

3.5.5 STORMWATER OUTFALLS

Stormwater outfalls are 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. An Illinois Tollway MS4 outfall exists wherever any waterway or stream, indicated on United States Geological Survey [USGS] maps or previously delineated waters of the U.S., crosses the Illinois Tollway's right-of-way. In some cases where the receiving water is located beyond the right-of-way, the outfall is the point where discharge leaves the Illinois Tollway's right-of-way. Most outfalls on the Illinois Tollway are open ditches and swales.

The Illinois Tollway inspects outfalls on a five-year cycle, with annual inspections at sensitive locations. Inspections focus on detecting illicit discharges that contaminate water resources or threaten public health and the public's ability to enjoy water resources. Illicit discharges are regulated under the Illinois Tollway's MS4 permit and must be removed when detected. The Illinois EPA administers the permit under the CWA.



I-294, Northbound, MP 29.6



I-88, Westbound, MP 109.2

3.5.6 FLOOD MITIGATION

The Illinois Tollway monitors known flooding locations during or after severe rain events to protect the traveling public. These locations are documented systemwide and prioritized for long-term mitigation. Until permanent solutions are implemented, the Illinois Tollway deploys temporary measures to minimize flooding impacts.

In 2025, two flooding locations were identified, both of which are located along the Central Tri-State Tollway Project corridor. Both are programmed for remediation as part of ongoing reconstruction. Figure 3.5-5 summarizes the flooding locations and mitigation status.

FIGURE 3.5-5 FLOODING LOCATIONS AND MITIGATION STATUS

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

3.6 SAFETY APPURTENANCES

The Illinois Tollway conducts detailed safety appurtenance inspections on a four-year cycle, supplemented by routine visual assessments each year. These inspections include positive protection devices such as guardrails and end terminals, impact attenuators, cable median barriers and concrete 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 Roadway Maintenance Division for execution. The agency upholds high safety standards, requiring that guardrail and terminal safety issues or damage resulting from vehicular incidents be addressed promptly. Specific repair activities identified during inspections are documented in the Annual Report prepared for each Maintenance Section. The Illinois Tollway should perform corrective repairs within the Roadway Maintenance Division's capabilities, include other repair activities in ongoing or future contracts and maintain an on-call appurtenance repair contract to supplement in-house capabilities.



I-294, Northbound, MP 22.1



I-94, Westbound, MP 21.8

Safety appurtenances installed as part of the Illinois Tollway's major capital improvement programs, including *Move Illinois* and Open Roads for a Faster Future, were constructed to meet applicable Illinois Tollway requirements and recognized national safety standards in effect at the time of installation. Guardrail and related safety hardware standards are periodically updated to reflect evolving crash-testing criteria and industry practices, including the Manual for Assessing Safety Hardware (MASH), a nationally recognized crash-testing standard for roadway safety hardware. Existing safety appurtenances installed in accordance with standards in effect at the time of installation remain acceptable for service. The Illinois Tollway maintains an active program to evaluate legacy installations and prioritize upgrades to MASH-tested devices where appropriate. Systemwide assessments conducted in recent years have identified locations for improvement, and upgrades are being incorporated into ongoing and future projects.

3.6.1 GUARDRAILS

Guardrails are galvanized steel railings that protect vehicles from leaving the roadway, typically placed to shield errant vehicles from roadside obstacles. Terminals are treatments located at either end of the guardrail. There are more than 860,500 linear feet of guardrail (2,073 runs) and 3,986 terminals installed or under construction throughout the system.

Detailed inspections occur on a four-year cycle and focus on the physical condition of the rail, blockouts and posts. These inspections are supplemented by routine visual assessments each year. In 2025, 637 guardrails and 1,260 terminals primarily in Maintenance Sections M-3, M-5, M-6 and M-7 were inspected and found to be in Fair to Excellent condition. In addition to regular inspections, new installations and assets previously identified as Critical or Poor condition were reinspected in 2025. There are approximately 332 guardrail and terminal repair activities currently assigned to the Illinois Tollway's Roadway Maintenance Division or a contract, all of which will be reinspected in 2026. Typical repair activities identified during inspections include impacted heads or rail, bent or missing posts, and twisted or missing blockouts.



I-88, Eastbound, MP 67.3

3.6.2 ATTENUATORS

Attenuators are safety devices intended to reduce 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. There are 597 attenuators installed or under construction throughout the Illinois Tollway's system.

Detailed inspections occur on a four-year cycle and focus on full extension of the attenuator, the physical condition of the fender panels, cartridges (if applicable) and concrete base. These inspections are supplemented by routine visual assessments each year. In 2025, 189 attenuators primarily located in Maintenance Sections M-3, M-6, M-7 and M-16 were inspected and found in Fair to Excellent condition. In addition to regularly scheduled inspections, new installations and attenuators identified as Critical or Poor condition were reinspected in 2025. There are approximately 52 attenuator repair activities currently assigned to the Roadway Maintenance Division or a contract, all of which will be reinspected in 2026. Typical repair activities identified during inspections include impacted attenuators, out-of-place or missing cartridges, discontinuous fender panels and debris on the concrete pad.



I-294, Northbound, MP 39.7



IL 390, Eastbound, MP 8.5

3.6.3 CABLE MEDIAN BARRIERS

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 over 391,600 linear feet of cable median barriers (approximately 284 runs) installed throughout the system, located at the following sites:

- West of Illinois Route 56 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 Tri-State Tollway (I-294/I-94/I-80)
- Along Illinois Route 390 Tollway
- At the Illinois Route 23 interchange on the Jane Addams Memorial Tollway (I-90)
- At the east–west connector ramp between the Tri-State Tollway (I-294/I-94/I-80) and the Reagan Memorial Tollway (I-88)

Detailed inspections occur on a four-year cycle and focus on the cable condition, state of the loops, posts and turnbuckles and erosion around the terminals. These inspections are supplemented by routine visual assessments each year. Cable median barriers were not due for inspection in 2025, except those previously identified as Poor or Critical condition. During the 2025 inspections, seven cable median barrier assets were inspected and found in Good to Excellent condition, indicating most repair activities from the previous year were completed. There are approximately 11 cable median barrier repair activities assigned to the Roadway Maintenance Division or a contract, all of which will be reinspected in 2026. Typical repair activities identified during inspections include impacted cable barriers, lack of tension in the wires, missing or impacted posts and rusted turnbuckles or terminals.

3.6.4 CONCRETE BARRIERS

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

There are more than 379 miles of concrete barrier throughout the system. Due to the ongoing reconstruction of the Tri-State Tollway (I-294/I-94/I-80), this inventory is expected to increase in the coming years.

While most concrete barriers are 36 to 44 inches in height, a survey conducted in 2025 determined that approximately 18.7 miles of barriers were built to previous standards, measuring less than 36 inches in height. These sections should be adjusted or replaced when rehabilitation work is next performed in those areas.

Routine visual assessments are conducted each year. In 2025, the Illinois Tollway's concrete barriers were typically found in Good to Excellent condition, approximately 76.8%, with around 100 repair activities noted. Most repair activities result from traffic crashes, although some locations exhibit spalls and cracks due to weathered or aged barriers.



I-94, Westbound, MP 17.4

3.7 ROADWAY APPURTENANCES

Roadway appurtenances and safety appurtenances help provide a safe and comprehensive system that protects the traveling public. The Illinois Tollway conducts annual visual inspections of roadway appurtenances to identify reflectors, pavement markings, raised pavement markers, right-of-way (ROW) fencing, traffic signs and crash investigation sites that require maintenance. Inspectors review high-definition, 360-degree drone or vehicle-mounted video footage to perform inspections and quantify and prioritize repairs based on severity. These findings help the Roadway Maintenance Division schedule work activities and assist the Engineering Department in planning future contracts.

Each area receives an overall condition rating based on inspection findings. Figure 3.7-1 summarizes the overall condition ratings used for visual inspections.

FIGURE 3.7-1: ROADWAY APPURTENANCES INSPECTION RATING SUMMARY

RATING	DESCRIPTION
Excellent	No activities requiring repairs other than preventive maintenance noted.
Good	Activities requiring repairs typically within the capabilities of the Roadway Maintenance Division.
Fair	Activities requiring repairs by contract or by the 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 beyond the capabilities of the Roadway Maintenance Division due to size, quantity or repair process.
Critical	Activities beyond the scope of the 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, barrier walls or ground-mounted posts. These assets were generally in Good to Excellent condition, approximately 83.6% of the system. When present, damage likely resulted from traffic incidents or snowplows. Inspection video footage is typically captured at the end of summer when missing or damaged reflectors are most common. The Roadway Maintenance Division performs regularly scheduled maintenance on these items systemwide at least twice a year, following the winter plowing season and the summer mowing season.

Specific repair activities identified during inspections, such as bent or missing delineators, are documented in the Annual Reports prepared for each Maintenance Section. The Illinois Tollway should perform corrective repairs within the Roadway Maintenance Division's capabilities and include other repair activities in ongoing or future contracts.



I-90, Westbound, MP 58.3

3.7.2 PAVEMENT MARKINGS

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

The Illinois Tollway maintains a pavement marking database with historical installation data and retro-reflectivity values. These values are updated as new information becomes available, typically through field measurement. Pavement markings with less than 50% presence value or a retro-reflectivity value below 125 millicandelas per square meter per lux (mcd/m^2/lux), a standard measure of pavement marking visibility, are considered for replacement. Visual inspection results and age of markings are used to determine areas for inclusion in a pavement marking contract.

In 2025, the Illinois Tollway inspected 2,561 lane-miles of pavement markings. Overall, lane markings were generally in Excellent condition, with 97.3% of mainline pavement markings and 88.1% of ramp markings meeting or exceeding established thresholds. Approximately 96 repair activities are planned throughout the system. The Reagan Memorial Tollway (I-88) underwent pavement rehabilitation during the 2025 survey, but pavement markings were refreshed after crack sealing and shoulder work.

FIGURE 3.7-2 PERCENTAGE OF PAVEMENT MARKINGS EXCEEDING ESTABLISHED BENCHMARKS

ROUTE	MAINLINE MARKINGS	RAMP MARKINGS
Tri-State Tollway (I-94)	98.3%	94.9%
Tri-State Tollway (I-294/I-80)	98.6%	80.0%
Jane Addams Memorial Tollway (I-90)	97.0%	88.6%
Reagan Memorial Tollway (I-88)	90.9%	97.1%
Veterans Memorial Tollway (I-355)	100.0%	75.0%
Illinois Route 390 Tollway (IL 390)	100.0%	91.7%
SYSTEM OVERALL	**97.3%**	**88.1%**



I-88, Eastbound, MP 119.2

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

The annual pavement marking renewal program improves pavement markings throughout the Illinois Tollway's system. Since pavement marking replacement typically exceeds the Roadway Maintenance Division's capabilities, areas with deficient markings identified in visual inspections and areas with low retro-reflectivity are recommended for inclusion in a future pavement marking contract.

3.7.3 RAISED PAVEMENT MARKINGS

Raised pavement markings are low-profile reflectors affixed to the pavement, typically used with pavement markings to delineate lanes at night or in conditions with reduced visibility. Inspections note missing reflectors or castings, which typically occur after the winter season, when missing or damaged reflectors are most common due to snow plowing. The Illinois Tollway should continue to conduct regularly scheduled maintenance on these items systemwide at least every three years. This maintenance includes replacing damaged or missing reflectors and removing 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 91.1%. Typical repair activities include repairing or replacing missing or damaged reflectors.

A study initiated in 2008 reviewed the use of raised pavement markings. As a result, these markers were not installed during reconstruction projects from 2007 to 2009. Installation resumed in 2012 on contracts systemwide. In 2014, raised pavement markings were installed in sections where they were not originally included. However, as of 2019, the Illinois Tollway stopped installing markers for most construction contracts after conducting a study on their continued use. The current installation moratorium excludes rural, unlit areas, where raised pavement markings continue to be justified and installed. Existing raised pavement markings removed as part of pavement patching contracts are replaced independent of any roadway lighting.

3.7.4 RIGHT-OF-WAY FENCE

Right-of-way (ROW) fencing is installed 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.

The Illinois Tollway's ROW fencing is generally in Excellent condition systemwide, around 94.3%, with approximately 104 ROW fence repair activities planned throughout the system. Typical repair activities include repairing bent or damaged fence or replacing the fence entirely.

Many reconstruction projects include replacing 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 adjacent land development 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 upgraded to the current standard of 6-foot-high chain-link fencing. Fences in rural or less accessible areas, such as farm fields, may remain 4 feet high. As major projects are planned, the Illinois Tollway should continue upgrading all original 4-foot-high field fences to the current standard of 6-foot-high chain-link fencing.

Specific repair activities identified during inspections are documented in the Annual Report prepared for each Maintenance Section. The Illinois Tollway should perform corrective repairs within the Roadway Maintenance Division's capabilities and include other repair activities in ongoing or future contracts.



IL 390, Westbound, MP 10.6

3.7.5 TRAFFIC SIGNS

Traffic signs are traffic control devices that communicate information to road users through words, symbols or arrow legends. These signs guide and direct users safely to their destinations and do not include highway traffic signals, pavement markings, delineators or channelization devices.

In 2025, there were more than 23,200 traffic signs throughout the Illinois Tollway's system. Traffic signs are generally in Fair to Excellent condition, approximately 88.2%, with an average age of 10 years. Traffic crashes, snowplows and exposure to ultraviolet radiation are the most common causes of damage. The Illinois Tollway's Sign Shop manages the repair or replacement of these signs. Currently, approximately 91 sign repairs are planned or in progress throughout the system. In 2023, a study examined issues with peeling legends printed on certain signs. Repairs occurred in 2025, but 39 traffic signs are still pending replacement. Typical repair activities include updating faded sign panels, reerecting downed signs and replacing damaged signs.

Traffic signs are typically repaired or replaced when they have been hit or knocked down. Most of the Illinois Tollway's signs use Diamond Grade or High-Intensity Prismatic sheeting, which typically have a life span of about 12 years before reflectivity may fall below recommended thresholds. This time frame depends on weather and positioning.

FIGURE 3.7-3: TRAFFIC SIGNS CONDITION SUMMARY

OVERALL CONDITION	AGE BAND (YEARS)	PERCENT OF SIGNS
Excellent	0–5	13.5%
Good	6–10	44.6%
Fair	11–15	30.1%
Poor	16–20	11.7%
Critical	20+	0.1%



I-90, Westbound, MP 28.7

Specific repair activities identified during inspections are documented in the Annual Report prepared for each Maintenance Section. The Illinois Tollway should perform corrective repairs within the Sign Shop or Roadway Maintenance Division's capabilities, include other repair activities in ongoing or future contracts and maintain an on-call sign repair contract to supplement in-house capabilities.

3.7.6 CRASH INVESTIGATION SITES

The Illinois Tollway locates crash investigation sites along its routes to minimize or eliminate traffic delays resulting from crashes and provide an area for refuge as needed. These sites allow drivers and emergency personnel to investigate crashes without disrupting mainline traffic flow. Crash investigation sites may be located directly off the mainline, within a plaza area or within the required acceleration length of an interchange's exit or entrance ramp.

Crash investigation sites are generally in Good to Excellent condition. Specific repair activities identified during the inspections are documented in the Annual Report prepared for each Maintenance Section. The Illinois Tollway should perform corrective repairs within the Roadway Maintenance Division's capabilities and include other repair activities in ongoing or future contracts. Typical repair activities include pavement, sign and barrier (such as guardrail and attenuator) repairs.



IL 390, Eastbound, MP 12.0



I-88, Westbound, MP 50.1

Of the 84 total crash investigation sites, approximately 70% are evenly distributed between opposing directions on the Reagan Memorial Tollway (I-88) or the Jane Addams Memorial Tollway (I-90). The remaining 30% are divided between the Tri-State Tollway (I-294/I-94/I-80), Illinois Route 390 Tollway and the Veterans Memorial Tollway (I-355). At the time of the inspections, the Tri-State Tollway (I-294/I-94/I-80) had eight crash investigation sites. Of all sites located directly off the mainline, 48% are required to meet acceleration standards. The remaining 52% 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 Tri-State Tollway (I-294/I-94/I-80) is undergoing reconstruction and widening as part of *Move Illinois: The Illinois Tollway Driving the Future*. One new crash investigation site is under construction as part of the Central Tri-State Tollway Project.

The Illinois Tollway should implement additional strategically located crash investigation sites throughout the system in future projects. Additionally, the Illinois Tollway could add lighting at

4.0 2025 ACCOMPLISHMENTS

In 2025, the Illinois Tollway advanced its mission of leading with infrastructure, innovation and integration to deliver high-quality service and support quality of life across the region. Major milestones included progress on the new I-490 Tollway, which will strengthen regional connectivity and improve access to the western suburbs. Continued investment along the Tri-State Tollway (I-294), including capacity expansion and interchange improvements along one of the system's most heavily traveled corridors. These efforts were complemented by the expansion of next-generation digital delivery methods to streamline project execution and asset management.

Safety remained a cornerstone of the Illinois Tollway's operations, with initiatives designed to protect customers and employees while enhancing roadway performance. At the same time, the Illinois Tollway continued its commitment to sustainability, implementing programs that make its current *Move Illinois* program the greenest in agency history and position future operations to be even more environmentally responsible. These efforts reflect the agency's continued focus to provide safe, dependable transportation infrastructure across northern Illinois.

As an economic driver, the Illinois Tollway expanded programs that increase contract accessibility for small businesses and woman-, minority- and veteran-owned firms. Through training, education and financial assistance, these programs strengthen the pool of qualified contractors and ensure infrastructure investments deliver long-term benefits for communities across Illinois.

4.1 INCREASING OPPORTUNITY FOR SMALL AND DIVERSE BUSINESSES

In 2025, the Illinois Tollway continued to advance its Diversity Program, marking the 10th anniversary of the Diversity Council, a vital resource for small, diverse and veteran-owned businesses seeking guidance and opportunity on contracts. The agency's commitment to equity and inclusion was recognized with several prestigious awards, including:

- Black Contractors, Owners and Executives (BCOE) Advocate Award presented to Marlene Vick, Chief of Diversity and Strategic Development, for her leadership and contributions to the community and local economy
- International Bridge Tunnel and Turnpike Association (IBTTA) Outreach, Opportunity and Engagement Award recognizing the Illinois Tollway's Diversity Advisory Council for advancing racial justice, equity and inclusion
- U.S. Minority Contractors Association Government Chief Executive of the Year Award honoring Cassaundra Rouse, Executive Director, for her commitment to diversity, equity and inclusion in the construction industry
- WTS Greater Chicago Chapter and WTS International, Woman of the Year Award honoring Cassaundra Rouse, Executive Director, for her commitment to opening doors for women and minorities across the transportation industry

These honors reflect the Illinois Tollway's leadership in fostering a more inclusive transportation industry.

The Partnering for Growth (P4G), Technical Assistance (TA) and ConstructionWorks programs continued to set the standard for industry engagement and capacity building. In 2025, more than $50 million was paid to Disadvantaged Business Enterprises (DBE) and veteran-owned firms for construction projects, with African American participation nearly doubling from 2024. DBE and veteran-owned firms exceeded $60 million in professional services and nearly $15 million for goods and services, representing nearly 20% of total spend.

The P4G program approved 11 new professional service partnerships, with two firms advancing from protégé to prime vendor. Since the program's inception, more than 60 firms have transitioned from protégé to prime on the Illinois Tollway's projects. The TA program supported participants in obtaining over 100 new certifications and generated more than 70 bids from new firms, while ConstructionWorks enrolled over 100 participants, placed more than 30 in apprenticeships and generated over $200 million in bid credits for contractors hiring or retaining program participants.

4.1.1 SMALL BUSINESS INITIATIVES

The Small Business Initiative (SBI) remained a cornerstone of the Illinois Tollway's commitment to expanding opportunities for small and diverse firms. In 2025, six contracts were advertised exclusively for small and diverse businesses. The Rolling Owner-Controlled Insurance Program (ROCIP) continued to remove barriers for small, minority and veteran-owned firms, with more than 70 contracts and nearly $105 million in small business contracts covered since 2021. To qualify, contractors must be registered as a Small Business Set-Aside vendor with the Illinois Procurement Gateway. Contractors must also be part of the Illinois Tollway's SBI, a program intended to increase opportunities for small construction companies to participate in the Illinois Tollway's construction contracts.

A notable milestone in 2025 was the first Emerging Technology partnership under the SBI, between Foundation Mechanics (an SBI graduate) and Martinez Frogs (a growing small business). This collaboration introduced 3D grading technology to Martinez Frogs, demonstrating how innovation and partnerships can drive complex projects to success and position firms for future growth while benefiting everyone involved. The Emerging Technology initiative continues to equip small, diverse and veteran-owned businesses with experience in advanced tools and processes, enabling them to compete for contracting opportunities. Workshops and training sessions focused on technologies that improve collaboration, reduce costs and accelerate project timelines.



Contracting with Government Event



Contracting with Government Event

The Technical Assistance Program also played a key role in helping small businesses navigate contracts, build capacity and ultimately win work with the Illinois Tollway and other agencies. Through one-on-one coaching, estimating and building workshops, back-office support and industry-specific training, the program provided comprehensive, no-cost business development support for transportation-related construction and professional engineering firms. The program's impact was highlighted at the Illinois Tollway's quarterly meeting in October. The Technical Assistance Program ran a dynamic contest between two teams, each composed of five firms that are Partnering for Growth protégés or Technical Assistance clients. The two teams competed in five categories: Best Elevator Pitch, Best Capabilities Statement, Best Social Media Post, Best Social Media Video and Best Website. Team members demonstrated their new skills in branding, pitching and other valuable marketing skills, learning to tell their stories and to turn opportunities into growth.

4.1.2 OUTREACH AND INDUSTRY FEEDBACK

The Diversity and Strategic Development Department maintained an active outreach program in 2025, hosting or participating in nearly 110 events, including webinars, Technical Assistance meet and greets and stakeholder events that drew more than 700 participants. Two major Contracting with Government events in Elgin and Naperville attracted more than 500 attendees, providing information on the Illinois Tollway's buying plan, upcoming goods and services contracting opportunities and a host of sister agencies and transportation partners. The Illinois Tollway also shared best practices with external organizations, including the Metropolitan Water Reclamation District of Greater Chicago, the Southeastern Pennsylvania Transportation Authority and the Philadelphia mayor's office, as they explored implementing programs similar to Partnering for Growth.

To better understand industry needs, the Illinois Tollway surveyed more than 140 firms, primarily those with annual revenues under $14 million. Approximately 65% of respondents reported revenues under $5 million and 80% were certified small, Disadvantaged Business Enterprise (DBE), veteran or other diverse firms. The survey identified common barriers, including access to capital, union requirements, awareness of contracting opportunities and timely payments by prime contractors. Most respondents felt comfortable bidding on projects under $1 million, while one third indicated willingness to bid as prime on projects up to $5 million.

Based on these findings, the Illinois Tollway launched focus groups in July to address key challenges and to refine programming. Areas of emphasis include improving access to capital, providing bonding assistance and continuing efforts to unbundle contracts and create exclusive prime and subcontracting opportunities for small businesses.



Move Illinois Quarterly - Paving the Road Invitational

4.2 CONSTRUCTION ADVANCEMENTS

In 2025, the Illinois Tollway advanced its mission of leading with infrastructure, innovation and integration by making significant progress on corridor construction and project delivery. Significant milestones were achieved on the Central Tri-State Tollway Project, where expanded capacity and new interchanges improved mobility for more than 220,000 daily drivers, and on the I-490 Tollway, which will provide a critical north–south connection along O'Hare International Airport's western border. These projects represent transformative investments in regional connectivity and economic growth.

Beyond physical construction, the Illinois Tollway continued to redefine how projects are delivered. The agency advanced its digital delivery initiative, implementing model-based workflows, refining standards and introducing tools that improve efficiency and data integrity across the entire project lifecycle. Key achievements included developing a standardized roll-plan workflow, expanding the BIM Manual with a formal BIM Contractor Execution Plan (BCXP) and successfully migrating Central Tri-State Tollway Project data into a connected platform. A pilot for digital as-built integration also launched, creating richer datasets for asset management and future planning.

The Illinois Tollway also advanced its alternative delivery efforts, fine tuning requirements and exploring opportunities to apply innovative contracting methods on upcoming projects. At the same time, technology modernization continued with the LiDAR tolling pilot, testing non-intrusive vehicle detection and classification systems to improve accuracy and reduce maintenance needs. Together, these advancements modernize project delivery and strengthen the Illinois Tollway's ability to manage complex infrastructure for years to come.

4.2.1 DIGITAL DELIVERY

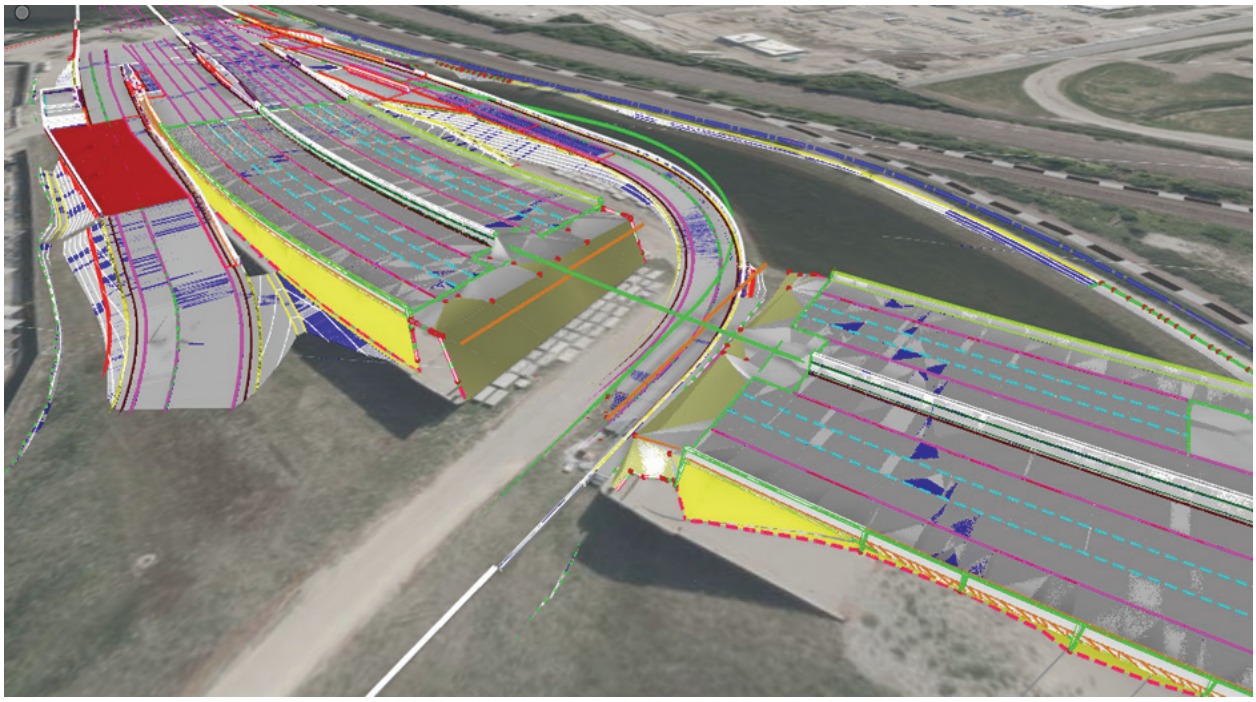
In 2025, the Illinois Tollway continued its transition toward integrated digital project delivery. Building on previous efforts, the agency focused on strengthening collaboration, refining standards and implementing tools that enabled model-based workflows across all phases of design and construction. These initiatives are designed to improve efficiency, reduce rework and create a connected data environment that supports lifecycle asset management.

One of the most significant outcomes was the development of a standardized workflow for creating roll plans, a critical component of coordinated project delivery. By analyzing pain points, mapping cross-discipline interactions and incorporating feedback from field and office teams, the Illinois Tollway established a process that improves transparency and enhances coordination across project teams. This workflow now provides project teams with a dependable framework for producing consistent, high-quality deliverables aligned with digital delivery expectations.

The Illinois Tollway expanded its BIM Manual to include a formal BCXP. This addition defines contractor responsibilities within the BIM environment and outlines how model-based coordination, information exchanges and digital deliverables should be managed throughout the project lifecycle. The BCXP serves as both a practical guide for field teams and an alignment tool that ensures all participants share a unified understanding of workflows, data requirements, quality benchmarks and collaboration protocols. The Illinois Tollway advanced the Model as a Legal Document (MALD) process by scoping five new projects for implementation and continues to evaluate additional opportunities for future adoption.



International Highway Engineering Exchange Program Conference



BIM 3D Model

Another major achievement was the successful migration of all Central Tri-State Project data from alternate sources into the Illinois Tollway's connected platform. This milestone ensures direct access to existing conditions data, as-built records and other key information from Central Tri-State Tollway Project improvements. By consolidating project files into a single environment, the Illinois Tollway eliminates version conflicts, improves coordination and accelerates decision-making, paving the way for future developments without the disruption of missing information.

Finally, the Illinois Tollway launched a pilot for digital as-built integration. This initiative converts design files into geospatial data and transfers them to contractors using a custom application that collects as-built information throughout construction. At project closeout, this process allows for a more accurate dataset that will follow the asset into operations and integrate with the Illinois Tollway's asset management systems. The pilot, conducted at four toll plazas, will inform future projects as the Illinois Tollway works to improve information accessibility across the entire infrastructure lifecycle.

Together, these advancements position the Illinois Tollway as an industry leader in digital delivery. By standardizing processes, consolidating project data and piloting innovative technologies, the agency is creating a foundation for seamless information flow from design through construction and into operations. This approach not only improves project execution today but also ensures long-term scalability and data integrity for future infrastructure investments.

4.2.2 ALTERNATIVE DELIVERY

In 2025, the Illinois Tollway continued to advance its alternative delivery efforts, strengthening the agency's ability to deliver complex projects efficiently. The program includes three delivery methods — Design Build (DB), Construction Manager/General Contractor (CM/GC) and Progressive Design Build (PDB) — that provide innovative frameworks to support schedule efficiency, risk management and collaboration across project teams.

Throughout the year, the Illinois Tollway engaged internal departments to share updates on the Innovations for Transportation Infrastructure Act, procurement processes, delivery elements and project examples. These sessions supported shared understanding of alternative delivery approaches and helped inform staff on practices associated with their application. The agency also continued developing program template materials, coordinating potential future opportunities and refining processes to support the use of alternative delivery methods.

For Design Build, the Illinois Tollway refined its program documentation based on lessons learned from its initial procurement effort. Activities included development of best practices documentation and updates to procurement-related materials to support procurement of the first Design Build project. At the end of 2025, the Illinois Tollway had advanced the procurement of its first Design Build project into the Request for Qualifications (RFQ) evaluation phase. The RFQ includes pavement and structural rehabilitation along Illinois Route 390 Tollway from Milepost 6.0 (U.S. Route 20/Lake Street) to Milepost 13.0 (I 290).

For CM/GC and PDB, the Illinois Tollway focused on strengthening internal readiness through development of program materials, delivery method evaluation activities and targeted staff training. During the year, the agency conducted project delivery method selection workshops to evaluate delivery options for a potential project, resulting in the identification of CM/GC as the preferred delivery approach.

By the end of 2025, the Illinois Tollway strengthened its internal framework for evaluating, selecting and supporting alternative delivery methods across its capital programs.

4.2.3 CENTRAL TRI-STATE TOLLWAY PROJECT PROGRESS: ADDED CAPACITY AND I-290 FLY-UNDER OPEN

The $4 billion Central Tri-State Tollway Project is reconstructing and widening 22 miles of roadway between 95th Street and Balmoral Avenue to reduce congestion, increase capacity and improve travel reliability for more than 220,000 vehicles that use the corridor daily.

In 2025, the Illinois Tollway completed paving of five northbound lanes from the I-55 interchange to Cermak Road and five southbound lanes from the I-55 interchange to Cermak Road.

Also, progress continued at the I-290/I-88/I-294 interchange, highlighted by the opening of the new I-290 fly-under ramp. This fly-under replaces a single-lane loop ramp that previously required vehicles traveling from the northbound Tri-State Tollway (I-294) to westbound I-290 to slow significantly before merging. The new ramp streamlines traffic movements between major expressways and is expected to reduce travel time from 10 minutes to just 3 minutes, significantly improving safety and reducing delays in one of the region's busiest interchange areas.

Additionally, a new ramp configuration was implemented on the ramp connecting eastbound I-290 to southbound I-294 and westbound I-88, reducing traffic weaving and improving traffic flow through the interchange.

Construction continues at the I-290/I-88/I-294 interchange and from Ogden Avenue to North Avenue, along with an asphalt overlay from the I-55 interchange to Cermak Road and installation of infrastructure to extend the SmartRoad corridor from Wolf Road south to 95th Street.



I-294, Southbound, MP 31.6



I-294, Southbound, MP 34.5

4.2.4 LOCAL ACCESS AND COMMUNITY CONNECTIVITY IMPROVEMENTS

In 2025, the Illinois Tollway advanced several key projects on the Tri-State Tollway (I-294) aimed at improving local access and strengthening connections with surrounding communities.

At County Line Road, a new southbound exit ramp was opened, providing improved access for commuters, freight traffic and emergency services serving the communities of Northlake, Elmhurst, Franklin Park and Bensenville. The new ramp improves traffic flow by providing access to North Avenue from southbound I-294, eliminating the need for drivers to use the I-290/I-88 interchange, which had contributed to congestion in the area.

Construction also progressed at the 88th Avenue/Cork Avenue interchange, which will provide a new entrance to southbound I-294 and a new exit from northbound I-294 to Cork Avenue. These improvements are intended to enhance access to the Village of Justice and surrounding communities, improve travel options and support easier access to key destinations, including SeatGeek Stadium.

In addition, the Illinois Tollway celebrated the completion of the bridges over 87th Street and Roberts Road. This project was designed to deliver community benefits by enhancing east–west connectivity and improving multimodal access. The improvements included opening space beneath the bridge structure and introducing public amenities such as outdoor fitness equipment, recreation space, seating and improved lighting. The project also improved pedestrian connections to the nearby Prairie Pond walking path and strengthened connectivity between the City of Hickory Hills and the villages of Justice and Bridgeview.

Collectively, these improvements reflect the Illinois Tollway's commitment to delivering infrastructure investments that balance regional mobility needs with tangible benefits for the communities it connects.

4.2.5 I-490 TOLLWAY ADVANCEMENTS: APPROACH LIGHTING, RAIL RELOCATION AND INTERCHANGE WORK

The $3.4 billion I-490 Tollway, together with the Illinois Route 390 Tollway, will provide a new north–south route along the western border of O'Hare International Airport (O'Hare), connecting businesses and communities with one of the nation's busiest airports, major freight hubs, distribution centers and multiple interstate highways.

In 2025, the Illinois Tollway completed the fourth and final O'Hare approach lighting bridge, a specialized structure spanning the future I-490 Tollway outside the airport boundary. These bridges support O'Hare's runway approach lighting systems by elevating lights above the new roadway while maintaining precise spacing for safe aircraft landings. The completed lighting systems were handed over to the Chicago Department of Aviation for integration with airport operations. To minimize disruption to daily flights, each bridge was constructed individually, with close coordination between the Illinois Tollway, airport authorities and airlines.

South of O'Hare, work continued on relocating the Bensenville Rail Yard to make way for the new I-490 Tollway alignment. This complex effort requires coordination with multiple rail operators, including Canadian Pacific and Union Pacific, as well as local and federal stakeholders. The work involves constructing new retaining walls, rerouting tracks and building new rail infrastructure, all while maintaining uninterrupted freight operations.

Construction also advanced along multiple segments of the I-490 Tollway corridor. Progress was made over the Metropolitan Water Reclamation District (MWRD) Touhy Avenue Reservoir, south of the future I-490 Tollway and Jane Addams Memorial Tollway (I-90) interchange. Work continued north of the Tri-State Tollway (I-94/I-294/I-80) and the newly completed flyover bridges. Construction also progressed along York Road at the Illinois Route 390 Tollway. In addition, new bridge structures are under construction at Franklin Avenue and Irving Park Road. Design and construction of mainline pavement and interchange improvements at Franklin Avenue, Irving Park Road and Touhy Avenue continued throughout the year. The project is scheduled for completion in 2028.



I-490, Southbound, MP 2.2



I-88, Westbound, MP 137.2

4.2.6 EMERGENCY BRIDGE REPAIRS AT THE REAGAN MEMORIAL TOLLWAY (I-88) AND ILLINOIS ROUTE 83

In May 2025, the Illinois Tollway responded to a significant bridge strike at the Illinois Route 83 overpass on the Reagan Memorial Tollway (I-88) in Oak Brook when a truck hauling a construction excavator struck the underside of the bridge, causing severe structural damage and requiring immediate lane and ramp closures on both I-88 and Illinois Route 83.

To ensure public safety and to restore access quickly, the Illinois Tollway issued an emergency construction contract and completed design using on-call engineers. The scope of work included removing and replacing damaged bridge beams and bearings, bridge deck and pavement as well as parapets and applying polymer-modified concrete and fiber wrap beam repairs.

Work began at the end of May 2025 with demolition starting June 6, allowing the I-88 westbound exit to southbound Illinois Route 83 to reopen. All lanes on I-88 and Illinois Route 83 reopened on October 14.

Throughout the emergency repair, the Illinois Tollway coordinated closely with the Illinois Department of Transportation and local municipalities to manage traffic impacts and to keep the public informed. This accelerated response addressed immediate safety concerns and demonstrated the Illinois Tollway's ability to mobilize resources and deliver critical infrastructure repairs under emergency conditions, minimizing disruption and maintaining regional mobility.



I-294, Northbound, MP 5.6

4.2.7 LIDAR TOLLING PILOT INITIATIVE

In 2025, the Illinois Tollway advanced its toll collection technology by studying the effectiveness of LiDAR for tolling operations. The first installation was completed at Plaza 41 (I-294 at Markham) on the northbound collector road. The pilot includes four additional plazas: Plaza 47 southbound (I-294 at Halsted Street), Plaza 28 southbound (I-294 at Golf Road), Plaza 28 northbound (I-294 at Golf Road) and Plaza 31 (I-294 at O'Hare West).

The LiDAR system is being tested to enhance vehicle detection, classification and tolling accuracy. This initiative aims to improve reliability, reduce maintenance needs and provide valuable data for future systemwide upgrades.

The current standard in tolling installation uses a combination of induction loops, narrow loops and piezo strips embedded in the pavement for vehicle detection and classification. These sensors are connected via loop junction boxes and supported by a Violation Enforcement System (VES) with front and rear cameras and an Automatic Vehicle Identification (AVI) antenna to read transponders as vehicles pass through the tolling point. All components are wired to the Business System tolling integrator network switch. The LiDAR technology will continue to be monitored and evaluated as a non-intrusive solution for toll collection.

4.3 SAFETY ENHANCEMENTS

The Illinois Tollway continues to advance roadway safety through a range of targeted programs and new technologies that benefit both workers and the traveling public. In 2025, these efforts included improving operational safety at salt storage facilities, piloting connected vehicle (CV) technology to support real-time communication and safer travel and expanding initiatives to prevent and detect wrong-way driving incidents. The following sections highlight recent progress and accomplishments in these and other ongoing safety initiatives.

4.3.1 WRONG-WAY DRIVING PREVENTION AND DETECTION PILOT PROGRAM

The Illinois Tollway is committed to customer safety by implementing innovative technologies and design strategies to address wrong-way driving incidents.

Launched in 2022, the wrong-way driver pilot program is a multi-year initiative that combines technology, active signage, and enhanced pavement markings. The program was developed though identification, technology and best practice reviews and piloting new solutions to reduce the number of wrong-way driving incidents, injuries and fatalities.



I-90, Westbound, MP 62.3



I-88, Westbound, MP 94.2

A phased plan was established to coordinate efforts across all Illinois Tollway departments:

- **Phase I:** Enhanced pavement markings and additional wrong-way signage.
- **Phase II:** Deployment of camera and detection technology for advanced notification.
- **Phase III:** Implementation of interagency coordination for crossroad improvements.
- **Phase IV:** Evaluation and implementation of geometric mitigation measures at select locations, based on recommendations from the National Cooperative Highway Research Program (NCHRP) Report 1050.

In 2025, the Illinois Tollway advanced Phase II of the wrong-way driver pilot program by assessing previously installed wrong-way camera and detection technology and illuminated wrong-way signage on the Reagan Memorial Tollway (I-88) at Peace Road. Design work is also underway for a pilot to test illuminated wrong-way signs intended to capture driver attention, with installation of three different systems across selected ramps on I-88.

Enhanced pavement markings were placed at 93 additional ramps, and updated signage and marking standards were developed for future contracts. In addition, design was completed for a contract to install additional wrong-way signage across ths system.

These ongoing improvements reflect the Illinois Tollway's commitment to proactive safety measures and continuous innovation in roadway operations.

4.3.2 CONNECTED VEHICLE PILOT

The Illinois Tollway advanced its connected vehicle (CV) pilot program by advancing testing and deployment. This initiative is designed to prepare the agency for future widescale adoption of CV technologies and to improve roadway operations and efficiency.

Efforts in 2025 focused on two-way, real-time communication between vehicles equipped with cellular vehicle-to-everything (C-V2X) technology and roadside units (RSUs) installed along designated test corridors. Data is transmitted in both directions: vehicles send information from on-board units (OBU) to RSUs that relay it to the Traffic Operations Center (TOC), and the TOC can send pertinent messages back to vehicles via RSUs. This enables dynamic, real-time sharing of information such as incident alerts, work zone notifications and travel conditions.

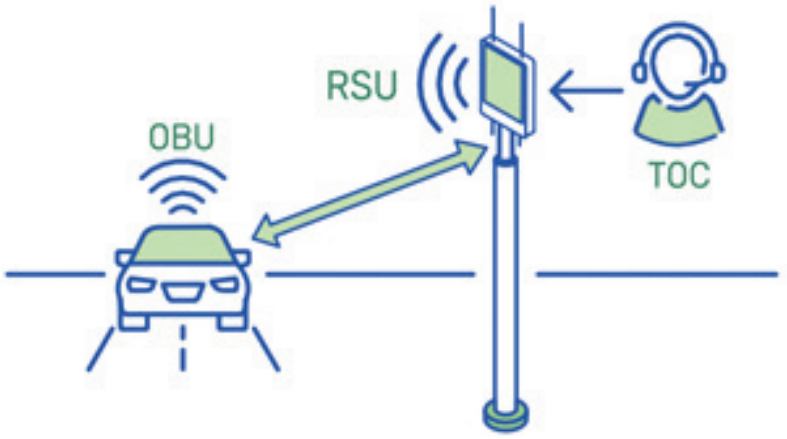
Key elements of work in 2025 include:

- Field testing CV instrumentation and two-way communications
- Integrating CV technologies with the TOC
- Developing in-house expertise and preparing for future systemwide deployment
- Partnering to test interoperability and utilize national C-V2X standards

In 2025, the Illinois Tollway successfully completed a live CV field demonstration, which delivered in-vehicle alerts from the TOC to an equipped test vehicle traveling on the Illinois Tollway.

This work builds on the success from prior years, which established proof of concept for one-way communication and collected over 2 million vehicle trajectory messages. Current testing expands on this foundation to include two-way messaging, secure data transmission and potential partnerships with vehicle manufacturers and fleet operators.

By continuing to advance CV technology testing and deployment, the Illinois Tollway is positioning itself as a leader in CV technology.



Two-way connected vehicle communications

4.4 ENVIRONMENTAL INITIATIVES

The Illinois Tollway continues to integrate sustainability into its core mission, advancing projects that protect natural resources and reduce environmental impacts while maintaining infrastructure performance. In 2025, the agency focused on updating the Infrastructure Voluntary Evaluation Sustainability Tool (INVEST) to incorporate more ambitious, measurable criteria that reflect modern practices in climate resilience, alternative fuels and public health. This update ensures sustainability metrics remain relevant and challenging, reinforcing the Illinois Tollway's leadership in green infrastructure.

Alongside program updates, the Illinois Tollway launched innovative field initiatives. A beaver dam pilot program began in Rockford to test culvert protection devices and habitat strategies that balance wildlife management with flood prevention. Research on biochar concluded with promising results for pollutant adsorption in stormwater, paving the way for a large-scale trial in 2026. Additionally, a new partnership with Northern Illinois University initiated a study on microplastic release from erosion control blankets, aiming to identify alternatives that reduce environmental harm while maintaining erosion control effectiveness. These efforts demonstrate the Illinois Tollway's commitment to sustainability through practical solutions and scientific innovation.



I-294, Southbound, MP 24.5



I-90, Eastbound, MP 13.1

4.4.1 BEAVER DAM PILOT PROGRAM: INNOVATIVE FLOOD MITIGATION

Flooding caused by beaver dams has long challenged culverts and drainage systems across the Illinois Tollway's network. Beavers, drawn to the sound of flowing water, instinctively build dams that can obstruct culverts, prevent underdrains from emptying and accelerate deterioration of roadway infrastructure. Past solutions such as trapping and seasonal dam removal proved temporary, as dams were often rebuilt within days.

To explore more permanent and environmentally sensitive solutions, the Illinois Tollway launched a pilot program in September 2025 near Rockford in Maintenance Section M-7, an area with recurrent culvert flooding. The pilot introduced culvert protection devices, commonly known as "beaver deceivers," which consist of trapezoidal or rectangular exclusionary fences installed at culvert inlets and outlets. These fences prevent beavers from accessing culvert openings while allowing water to flow freely. The system also includes a pond leveler, a flexible water control pipe that maintains a stable water level behind the dam without triggering the beavers' instinct to rebuild. This design reduces flooding risk while preserving wetland habitat.

Additional strategies include tree protection, using wire mesh or wraps around desirable roadside trees to prevent gnawing and habitat modification as a last resort to discourage dam construction near critical infrastructure. Field monitoring will continue to evaluate effectiveness and to determine whether these solutions can balance ecological benefits with roadway safety.

4.4.2 SUSTAINABILITY EVALUATION AND PROGRAM ENHANCEMENTS

In 2025, the Illinois Tollway continued advancing its sustainability program through enhancements to the Infrastructure Voluntary Evaluation Sustainability Tool (INVEST), originally developed by the Federal Highway Administration (FHWA). While INVEST originated as an FHWA tool, the Illinois Tollway now maintains a customized, agency-administered evaluation framework that reflects specific priorities and emerging sustainability practices. INVEST evaluates "above and beyond" sustainability practices across the full transportation life cycle: System Planning, Project Development and Operations and Maintenance using criteria that address social, environmental and economic outcomes.

Recognizing that long-standing criteria no longer reflected current practices or emerging priorities, the Illinois Tollway initiated a comprehensive update to INVEST in late 2023. In 2025, this effort progressed with the development of more ambitious, quantifiable metrics informed by subject matter experts, federal guidance and evolving focus areas such as alternative fuels, public health and climate resilience. The updated framework also expands the evaluation to natural assets alongside constructed assets and incorporates activities within the Illinois Tollway's Safety and Security Department.

Once finalized, the revised scoring modules will be applied to System Planning and Operations and Maintenance activities, while active Project Development contracts will complete scoring under INVEST v1.2 criteria. Planners, designers, engineers, construction managers, contractors and the Illinois Tollway's staff continue to participate in project scoring and collaborative workshops that support a comprehensive sustainability process.

Through these enhancements, the INVEST Program strengthens the Illinois Tollway's commitment to sustainability in 2025 by aligning performance measurement with current practices, delivering measurable benefits to customers and communities and promoting industrywide adoption of best practices.

4.4.3 INNOVATIVE ENVIRONMENTAL RESEARCH AND EMERGING SOLUTIONS

The Illinois Tollway has invested in water quality research for nearly a decade, seeking innovative ways to reduce pollutants in stormwater. Early studies focused on harvesting invasive plants in bioswales to absorb chlorides and heavy metals. While harvesting alone could not offset winter salting, secondary benefits included improved flood storage and biodiversity.

Recent research explored biochar, a carbon-rich material with high pollutant adsorption capacity. In partnership with the University of Illinois and Loyola University, the Illinois Tollway conducted field trials in bioswales along I-94. Results showed significant chloride adsorption, supporting a large-scale field trial planned for 2026. This innovation could enhance stormwater treatment and extend the life of engineered drainage systems.

In 2025, the Illinois Tollway partnered with Northern Illinois University to study microplastic release from erosion control blankets (ECBs), which are widely used for roadside vegetation. ECBs often contain photo-degradable plastic netting designed to stabilize soil during vegetation establishment. Over time, these plastics fragment into microplastics, which can enter waterways and pose risks to aquatic ecosystems and human health. The research aims to quantify the Illinois Tollway's contribution of microplastics from ECBs and evaluate alternative products, such as biodegradable fiber mats, that maintain erosion control effectiveness while reducing environmental harm. This study will inform future specifications for roadside stabilization materials and help the Illinois Tollway adopt practices that align with emerging environmental standards.



Environmental Research, Photodegradable Plastic Erosion Control Netting

4.5 2025 CONSTRUCTION AND PROFESSIONAL SERVICES CONTRACTS

In 2025, the Illinois Tollway continued delivering critical infrastructure improvements as part of *Move Illinois: The Illinois Tollway Driving the Future*, which completed its 14th year, and advanced the first year of the Bridging the Future capital plan. These investments maintain the Illinois Tollway's system in a state of good repair, expand access and strengthen economic connections across northern Illinois.

More than $1 billion was allocated for *Move Illinois* projects in 2025. The Illinois Tollway will have in place more than 85% of the $15.2 billion *Move Illinois* Capital Program, including reconstructing and widening the Tri-State Tollway (I-94/I-294/I-80), significant progress on the new I-490 Tollway and systemwide improvements to toll plazas.

Investments under *Move Illinois* rebuilt and widened the Jane Addams Memorial Tollway (I-90), delivered the Illinois Route 390 Tollway, completed the new interchange connecting the Tri-State Tollway (I-294/I-94/I-80) with I-57 and placed the north and south portions of the Central Tri-State Tollway Project into service.

Under the Bridging the Future capital plan, the Illinois Tollway initiated design work for Illinois Route 390 Tollway construction from Lake Street to County Farm Road, master planning at the Veterans Memorial Tollway (I-355) and Reagan Memorial Tollway (I-88) interchange and continued progress on the Central Tri-State Tollway Project.

The Illinois Tollway remains committed to providing opportunities for all business types and sizes as part of *Move Illinois: The Illinois Tollway Driving the Future* and Bridging the Future.



I-94, Westbound, MP 5.0

4.5.1 CONSTRUCTION CONTRACTS

In 2025, numerous construction contracts involved roadway, utility, facility and bridge reconstruction or rehabilitation throughout the Illinois Tollway's system. A complete list of projects is provided in Appendix B, and project locations are shown in Exhibits 5 and 6.

Highlights of 2025 construction contracts include:

Systemwide

- Structural repair and preservation
- Pavement repairs
- Pavement marking improvements
- Roadway appurtenance repairs
- Signage improvements
- Landscape improvements
- Drainage improvements
- Noise abatement wall repairs
- Facility improvements at the Central Administration Building, Sign Shop, Central Warehouse and M-1 and M-4 Maintenance Sections
- Intelligent Transportation System (ITS) and fiber optic infrastructure improvements
- Lighting repairs and improvements
- Toll plaza improvements

Jane Addams Memorial Tollway (I-90)

- Grading improvements at Barrington Road, Milepost 62.2
- Toll plaza improvements at Plaza 2 (East Riverside Boulevard), Milepost 12.6
- Toll plaza improvements from Barrington Road, Milepost 62.2 to Arlington Heights Road, Milepost 70.9
- Toll plaza improvements from US Route 31, Milepost 54.4 to Illinois Route 59, Milepost 60.1

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

- Bridge rehabilitation at Cal-Sag Channel, Milepost 11
- Northbound Plaza 41 truck parking and plaza improvements from 171st Street, Milepost 4.8 to 159th Street, Milepost 6.5
- Southbound Plaza 41 improvements and pavement repairs from 171st Street, Milepost 4.8 to 159th Street, Milepost 6.2
- Southbound roadway asphalt overlay and pavement marking from 95th Street, Milepost 17.7 to I-55, 23.1
- Roadway reconstruction and widening from Flagg Creek, Milepost 23.8 to Hinsdale Oasis, Milepost 25.0
- Roadway reconstruction and widening from Hinsdale Oasis, Milepost 25 to 47th Street, Milepost 26.4



I-294, Southbound, MP 30.5

- Roadway reconstruction and widening from 47th Street, Milepost 26.4 to Ogden Avenue, Milepost 27.8
- Roadway reconstruction and widening, Ogden Avenue, Milepost 24.8 to Cermak Road, Milepost 29.5
- Northbound roadway and bridge reconstruction from Roosevelt Road, Milepost 30.5 to St. Charles Road, Milepost 32.4
- Southbound roadway and bridge reconstruction from Cermak Road, Milepost 30.0 to St. Charles Road, Milepost 32.4
- Roadway reconstruction and widening, Milepost 32.4 to Milepost 33.5
- Roadway reconstruction and widening, from North Avenue, Milepost 33.4 to south of Grand Avenue, Milepost 35.0
- Active traffic management system installation, Wolf Road, Milepost 36.3 to Balmoral Avenue, Milepost 40.0
- Fiber installation, Flagg Creek, Milepost 23.8 to Cermak Road, Milepost 30.0
- Utility conduit installation, IL-394 to Midlothian Turnpike, Milepost 0.0 to Milepost 10.2 and Menard Avenue to Harlem Avenue, Milepost 13.5 To Milepost 16.9
- Toll plaza improvements at Plaza 34A (75th Street), Plaza 47 (Halsted Street), Plaza 19 (River Road) and Plaza 32 (O'Hare East)
- Toll plaza improvements and bridge repairs at Plaza 28 (Golf Road), Milepost 42.3
- Roadway construction, southbound entrance ramp at 88th/Cork Avenue
- Drainage improvements at 75th Street Interchange, Milepost 22.0

Veterans Memorial Tollway (I-355)

- Toll plaza improvements at Plaza 15 and Plaza 75, I-90, Milepost 68.0; I-355, Milepost 27.8 (Des Plaines River) and I-355, Milepost 27.8 (North Avenue)
- Fiber optic improvements, I-55 to Army Trail Road
- Bridge repairs, Des Plaines River Bridge, Milepost 10.2
- Grading improvements at 127th Street, Milepost 8.8

Reagan Memorial Tollway (I-88)

- Pavement repairs from IL Route 251 to IL Route 56, Milepost 76.1 to 113.6
- Bridge reconstruction York Road over I-88 ramps, Milepost 138.7
- Bridge repairs, Union Pacific Railroad, Milepost 92.6
- Toll plaza improvements from Winfield Road, Milepost 124.8 to Highland Avenue, Milepost 134.3
- Toll plaza improvements from Orchard Road, Milepost 114.5 to Farnsworth Avenue, Milepost 119.5

Illinois Route 390 (IL 390) Tollway and I-490 Tollway

- I-490 at Illinois Route 390 Tollway interchange construction, Milepost 3.2 to Milepost 3.9
- Railroad bridge construction, Union Pacific Railroad over Grand Avenue, I-490 Tollway, east of Tri-State Tollway (I-94/I-294/I-80), Milepost 35.0
- Roadway and bridge construction, I-490 Tollway, Franklin Avenue, Milepost 0.0 to Milepost 0.6
- Roadway and bridge construction, I-490 Tollway, Franklin Avenue to Irving Park Road, Milepost 0.6 to Milepost 1.0
- Railroad bridge construction, Union Pacific Railroad, I-490 Tollway, Franklin Avenue to south of Irving Park Road
- Railroad retaining wall construction, I-490 Tollway, CPR Bensenville Yard to Irving Park Road, Milepost 0.9 to Milepost 1.8
- Roadway construction, I-490 Tollway, Irving Park Road to Illinois Route 390 Tollway
- Advanced earthwork, drainage and retaining wall construction, Devon Avenue to Touhy Avenue, Milepost 4.3 to Milepost 5.6
- Railroad track relocation and retaining wall construction, south of Grand Avenue to Irving Park Road, Milepost 5.6
- Roadway construction, I-490 Tollway, Touhy Avenue, Milepost 5.8
- Bridge and interchange construction, I-490 Tollway, Touhy Avenue to I-90, Milepost 5.9 to 6.2
- Runway approach lighting and bridge construction, York Road to Taft Avenue, Milepost 1.0 to Milepost 2.6
- Roadway reconstruction, York Road, Gateway Road to Devon Avenue, Milepost 2.5 to Milepost 4.6

4.5.2 PROFESSIONAL SERVICES CONTRACTS

Professional services contracts in 2025 supported design, construction management and planning for roadway, utility, facility and bridge projects. A complete list is provided in Appendix C.

The highlights of professional services contracts in 2025 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)

- Plaza improvements
    - Phase II Engineering Services
- Roadway and bridge rehabilitation, Milepost 2.6 to Kishwaukee River
    - Phase II Engineering Services



I-490, Northbound, MP 0.3

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

- Roadway reconstruction and widening, Milepost 23.8 to Milepost 25.0
  - Phase III Engineering Services
- Roadway reconstruction and widening, Milepost 25.0 to Milepost 27.8
  - Phase III Engineering Services
- Roadway reconstruction and widening, Milepost 27.8 to Milepost 29.5
  - Phase III Engineering Services
- ITS services
  - 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, Milepost 12.3 to Milepost 22.3
  - Phase II Engineering Services
- Veterans Memorial Tollway (I-355) to Reagan Memorial Tollway (I-88) interchange improvements
  - Phase II Engineering Services

Reagan Memorial Tollway (I-88)

- Bridge reconstruction, Milepost 138.7
  - Phase II Engineering Services
  - Phase III Engineering Services
- Plaza improvements
  - Phase II Engineering Services

Illinois Route 390 Tollway (IL 390) and I-490 Tollway

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

4.6 2026 CONSTRUCTION AND PROFESSIONAL SERVICES CONTRACTS

In 2026, the Illinois Tollway will continue advancing *Move Illinois: The Illinois Tollway Driving the Future*, now entering its 15th year, and the second year of the Bridging the Future capital plan. These programs represent the largest infrastructure investment in the agency's history, designed to maintain the integrity of the Illinois Tollway's existing system, expand access and support economic growth across northern Illinois.

The 2026 Budget outlines a balanced spending plan, anticipating $1.79 billion in revenue to fund maintenance and operations, debt service and capital investments. Allocations include:

- $467.7 million for maintenance and operations
- $581.9 million for debt service transfers
- $735.9 million for capital investments, including deposits to Renewal and Replacement and Improvement accounts

Consistent with the Illinois Tollway's long-term financial plan, this budget supports roadway maintenance, customer service enhancements and operational efficiencies while reducing Maintenance and Operations spending to $467.7 million.

Capital spending for 2026 is projected at $1.3 billion, funded by toll revenue and bond proceeds. These funds will advance the 15th year of *Move Illinois* and the second year of Bridging the Future, focusing on reconstruction, widening and new interchange construction.

The Illinois Tollway's investments align with statewide priorities outlined in the Governor's Office of Management and Budget's Budgeting for Results framework, supporting outcomes such as job creation, business growth, infrastructure improvement and safer communities.

Key allocations include:

Safety and System Enhancements

- $374 million for ongoing bridge, pavement, facility and fleet maintenance, along with safety improvements across the Illinois Tollway's system
- $62.6 million for continued toll plaza upgrades and electronic toll collection system improvements
- $0.6 million for Intelligent Transportation System (ITS) initiatives, including a connected vehicle pilot and wrong-way driver detection enhancements
- $36 million for Illinois State Police support to provide comprehensive law enforcement services across 12 counties and Occupational Safety and Health Administration (OSHA) training

Technology and Customer Service

- $98.1 million to advance technology that improves resource management and operational efficiency
- $202.1 million to enhance customer service and upgrade tolling operations and business systems

Environmental and Sustainability Initiatives

- $10.1 million for facility improvements in compliance with Leadership in Energy and Environmental Design (LEED) standards, including upgrades at the Alsip (M-1) Maintenance Section, the Central Warehouse and the Sign Shop on the Reagan Memorial Tollway (I-88)
- $1.7 million for planting trees, shrubs and native vegetation throughout the Illinois Tollway's system
- $1.9 million for research and evaluation of best management practices for stormwater runoff and biological monitoring during construction

By the end of 2026, the Illinois Tollway anticipates investing $13.8 billion of the $15.2 billion *Move Illinois: The Illinois Tollway Driving the Future*, addressing critical infrastructure needs and improving access across the system. Planned projects include:

- $328.9 million for continued reconstruction and widening of the Tri-State Tollway (I-94/I-294/I-80) to relieve congestion and improve access
- $427.4 million for design and advance work on the new I-490 Tollway, construction of new interchanges and completion of portions of the I-490 Tollway/Illinois Route 390 Tollway Interchange, providing western access to O'Hare International Airport
- $4.3 million to support diversity program efforts for workforce development and technical assistance, strengthening small, diverse and veteran-owned businesses

A map of proposed construction for 2026 is shown in Exhibits 7 and 8, and a complete project list is provided in Appendix D and Exhibits 9 and 10.



I-90, MP 78.5

5.0 EXPANSION OF THE SYSTEM

In its first year of operation in 1959, the Illinois Tollway started with 899 lane miles. Since then, the system has grown by 157.6%, with 2,315.8 lane miles as of 2025. This expansion reflects the Illinois Tollway's ongoing role in supporting the northern Illinois economy, facilitating interstate travel between Illinois, Indiana and Wisconsin and connecting rapidly growing suburban areas, employment centers and O'Hare International Airport.

System growth is measured by increases in both mainline and ramp lane miles, achieved through new route construction, widening projects and interchange improvements. From 2012 to 2025, more than 266 lane miles have been added, with annual and aggregate increases tracked in OpenGov and summarized in Figure 5.0-1. Lane mile inventory is categorized by jurisdiction (Illinois Tollway, IDOT or other agency) and lane type (mainline, auxiliary, ramps and toll plaza manual lanes) and updated as projects are completed.

Looking ahead, *Move Illinois: The Illinois Tollway Driving the Future* will continue to drive system expansion through 2028, with major projects such as the Illinois Route 390 Tollway, I-490 Tollway and Central Tri-State Tollway Project expected to add new lanes and further increase total lane miles. Growth projections for 2026 to 2028, based on Design Corridor Manager estimates, anticipate an additional 3.34% increase in system lane miles, primarily driven by the Illinois Route 390 Tollway and I-490 Tollway projects. Future minor reductions in lane miles are anticipated under the Bridging the Future capital plan, as toll plaza reconfiguration plans move forward. These improvements will continue to shape the region's transportation landscape and support economic development in Chicago's northwest suburbs and beyond.

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	2024	2025
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	817.8	832.0
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	615.5	614.9
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	533.9	533.7
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	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	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	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	2,302.4	2,315.8
INCREASE - ANNUAL		3.7	79.8	5.8	121.6	17.2	0.5	13.2	1.8	0.6	3.3	3.8	2.2	13.4
% INCREASE - ANNUAL		0.18%	3.89%	0.27%	5.69%	0.76%	0.02%	0.58%	0.08%	0.03%	0.14%	0.17%	0.10%	0.58%
% INCREASE - AGGREGATE		0.2%	4.1%	4.4%	10.3%	11.1%	11.2%	11.8%	11.9%	11.9%	12.1%	12.3%	12.4%	13.0%



I-294, Southbound, MP 38.8

FIGURE 5.0-2: PROJECTED GROWTH OF THE ILLINOIS TOLLWAY'S SYSTEM PER CORRIDOR (BY LANE MILES)

TOLLWAY	2026	2027	2028
Tri-State Tollway (I-294/I-94/I-80)	836.8	841.8	841.8
Jane Addams Memorial Tollway (I-90)	614.9	614.9	617.6
Reagan Memorial Tollway (I-88)	533.7	533.7	533.7
Veterans Memorial Tollway (I-355)	261.2	261.2	261.2
Illinois Route 390 Tollway (IL 390)	74.0	74.0	85.2
I-490 Tollway (I-490)	3.8	3.8	54.0
TOTAL LANE MILES	2,324.4	2,329.4	2,393.5
INCREASE - ANNUAL	8.6	5.1	64.1
% INCREASE - ANNUAL	0.37%	0.22%	2.75%
% INCREASE - AGGREGATE	13.4%	13.7%	16.8%



I-294, Southbound, MP 32.3



I-294, Southbound, MP 25.2

6.0 INSURANCE

The Illinois Tollway maintains a comprehensive property insurance program to protect its infrastructure and ensure compliance with Section 715 of the Amended and Restated Trust Indenture, effective March 31, 1999. This program relies on accurate replacement cost estimates for system assets, which form the basis for determining appropriate coverage levels.

The Illinois Tollway's system comprises 202 facilities, including maintenance yards and oases, standalone salt storage facilities, toll plazas, telecommunication towers, Intermediate Power Distribution Centers (IPDCs), the Central Administration Building, the Central Maintenance support facility and other buildings, equipment and technology critical to operations and maintaining system integrity.

Because the Illinois Tollway's infrastructure is continually evolving under *Move Illinois: The Illinois Tollway Driving the Future*, insurance valuations must account for ongoing construction and modernization.

To simplify the valuation process, system assets are grouped into two categories: Structures, including bridges, bridge culverts, retaining walls and noise abatement walls and Real Property, which encompasses toll plazas, maintenance facilities, the Central Administration Building, oases and information technology (IT) components.

The Illinois Tollway self-insures components valued up to $1 million, while assets above this threshold are included in the property insurance program. IT components valued at more than $50,000 are insured separately, reflecting a policy that lowered the threshold from $1 million to align with updated deductibles. Pavements, lighting and drainage systems remain excluded from insurance valuation.

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
	Oasis
	Building contents

The 2025 Property Insurance Report calculated a total replacement cost of $7.7 billion, a 7.6% increase from $7.2 billion in 2024. This change was largely driven by construction cost inflation and the upgrade and modernization of over 40 toll plazas.

While these figures provide a baseline for coverage, certain costs were not included in the replacement values presented in this report. If major structures or real property were to require replacement, such as a bridge or the Central Administration Building, additional factors should be considered, including:

- 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
- Equipment, technology and code-required upgrades

These considerations ensure insurance coverage reflects the true cost of restoring critical infrastructure in the event of a loss.

FIGURE 6.0-2: 2024 INSURED INVENTORY REPLACEMENT VALUE



- Bridges ($4,773.5) 66.6%
- Retaining Walls ($1,054.0) 14.7%
- Toll Plazas ($474.9) 6.6%
- Culverts ($141.2) 2.0%
- Maintenance Facilities ($434.0) 6.1%
- Information Technology ($194.4) 2.7%
- Administration ($91.5) 1.3%

FIGURE 6.0-3: 2025 INSURED INVENTORY REPLACEMENT VALUE



- Bridges (5,171.6) 67.1%
- Retaining Walls (1,042.6) 13.5%
- Toll Plazas (560.8) 7.5%
- Culverts (172.5) 2.2%
- Maintenance Facilities (4,43.1) 5.8%
- Information Technology (204.0) 2.6%
- Administration (94.6) 1.2%

*Dollars in millions

7.0 RENEWAL AND REPLACEMENT DEPOSIT

The Illinois Tollway's Consulting Engineers reviewed renewal and replacement needs for the Illinois Tollway's system and developed recommendations for the deposit to the Renewal and Replacement (R&R) Account for 2026. The Amended and Restated Trust Indenture, dated March 31, 1999, permits the purchase of capital equipment under the R&R Account in addition to funding repair and rehabilitation needs.

The amended and restated Trust Indenture replaced the 1985 Trust Indenture in March 1999. Modifications included renaming the Major Improvement Account as the R&R Account and the Capital Improvement Account as the Improvement Account.

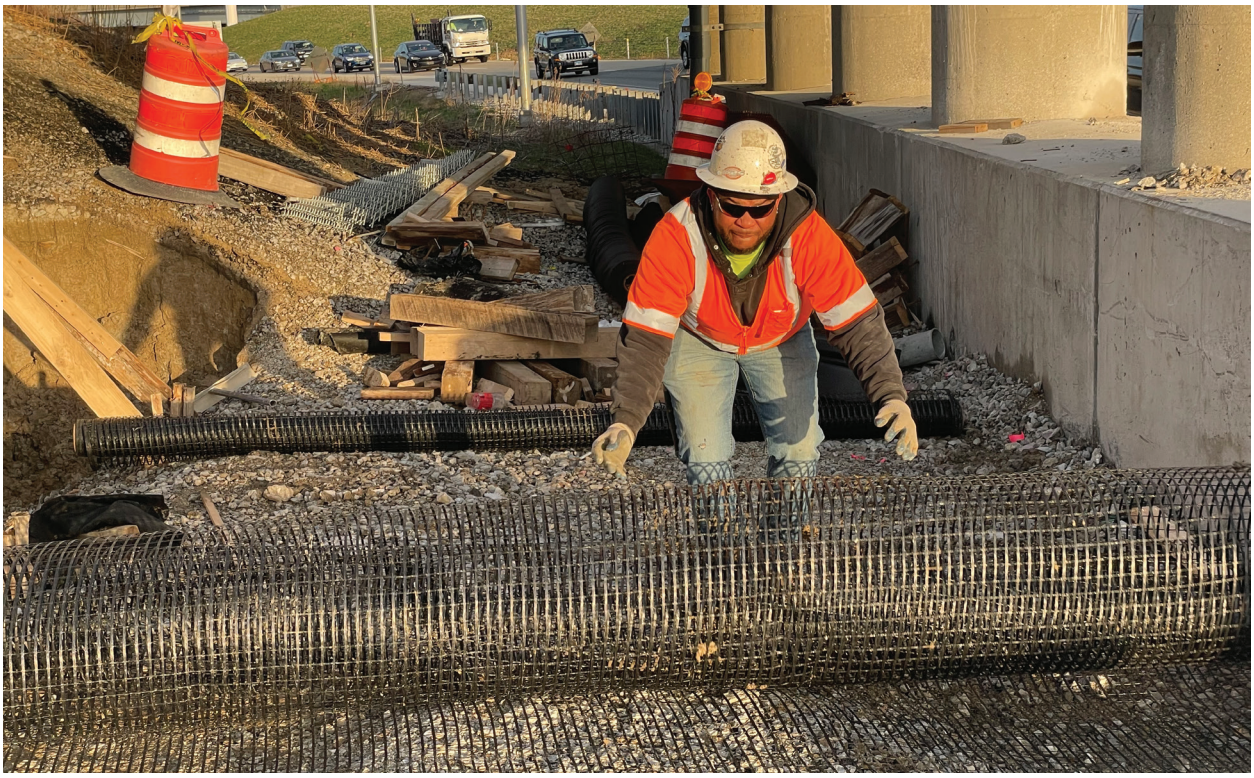
Definitions of the types of work included in each account were also revised.

On October 3, 2025, the Illinois Tollway provided its Consulting Engineers with projected annual capital expenditures for the R&R Account for 2025 through 2031. Capital expenditures beyond 2026 are not anticipated to affect the 2026 deposit; hence, they were not included in the Consulting Engineers' review.

The Illinois Tollway's Program Management Office (PMO) developed these projections using methods consistent with sound engineering practices. The Illinois Tollway estimated the projected ending balance of the R&R Account for 2025 at approximately $347 million, including the 2025 deposit. The Illinois Tollway's PMO estimated total draws for the R&R Program in 2025 at approximately $253 million.

The Consulting Engineers reviewed data provided by the Illinois Tollway to determine deposits required through 2026 to maintain reasonable account balances based on the estimated funds available and projected capital expenditures for the R&R Program. Deposits and draws on the R&R Account will fund R&R Program projects, I-PASS sticker tags, information technology projects, the ITS program and other capital projects.

On October 9, 2025, the Consulting Engineers issued a deposit letter confirming the projected annual capital expenditures appeared reasonable and recommended a deposit of $264 million into the R&R Account for 2026.



I-88, MP 138.6



I-90, Westbound, MP 49



I-90, Westbound, MP 24.4

APPENDIX A

THE ILLINOIS TOLLWAY SYSTEM EXPANSION HISTORY

Appendix A The Illinois Tollway 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 Milepost 0.0 TO Milepost 5.0; I-80 INTERCHANGE ADDED (3 RAMP-MILES).
1967	187.3	931.5	JANE ADDAMS MEMORIAL TOLLWAY WIDENED (3RD LANE) IN BOTH DIRECTIONS Milepost 2.5 TO Milepost 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) Milepost 39.0 TO Milepost 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 Milepost 16.0 TO Milepost 24.0; PLAZA 32 RAMPS.
1974	254.5	1263.0	REAGAN MEMORIAL TOLLWAY EXTENSION CONSTRUCTED; TRI-STATE TOLLWAY WIDENED (3RD LANE) IN BOTH DIRECTIONS Milepost 44.0 TO Milepost 49.0; JANE ADDAMS MEMORIAL TOLLWAY WIDENED (3RD LANE) Milepost 11.0 TO Milepost 17.0.
1975	254.5	1286.0	JANE ADDAMS MEMORIAL TOLLWAY WIDENED (3RD LANE) IN BOTH DIRECTIONS Milepost 5.0 TO Milepost 16.0; BARRINGTON Road INTERCHANGE.
1976	254.5	1310.0	TRI-STATE TOLLWAY WIDENED (3RD LANE) IN BOTH DIRECTIONS Milepost 49.0 TO Milepost 53.0 AND Milepost 62.5 TO Milepost 70.5.
1977	254.5	1332.0	REAGAN MEMORIAL TOLLWAY WIDENED (3RD LANE) IN EACH DIRECTION Milepost 145.0 TO 156.0.
1979	254.5	1345.0	TRI-STATE TOLLWAY WIDENED (3RD LANE) IN BOTH DIRECTIONS Milepost 70.5 TO Milepost 77.0.
1982	254.5	1349.5	REAGAN MEMORIAL TOLLWAY US 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 Milepost 1.2 TO Milepost 2.5 AND ROSELLE ROAD INTERCHANGE RAMPS; TRI-STATE TOLLWAY WIDENED (4TH LANE) NORTHBOUND Milepost 41.5 TO Milepost 42.5.
1986	254.5	1354.5	REAGAN MEMORIAL TOLLWAY NAPERVILLE ROAD INTERCHANGE (1 RAMP ADDED).

Appendix A The Illinois Tollway System Expansion History

Year	Centerline Miles	Lane Miles	Additions
1987	254.5	1367.0	REAGAN MEMORIAL TOLLWAY WIDENED (3RD LANE) IN BOTH DIRECTIONS Milepost 123.5 TO Milepost 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).
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 MILEPOST 16.6 TO MILEPOST 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) MILEPOST 14.4 TO MILEPOST 18.5.
1995	272.0	1583.9	LAKE COOK ROAD EXIT RAMP, TRI-STATE SOUTHBOUND BUCKLEY ROAD (ROUTE 137) INTERCHANGE, TRI-STATE ROCKTON ROAD INTERCHANGE.
1997	272.0	1603.4	VETERANS MEMORIAL TOLLWAY WIDENED (3RD LANE) IN BOTH DIRECTIONS MILEPOST 22.6 TO MILEPOST 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.

Appendix A The Illinois Tollway System Expansion History

Year	Centerline Miles	Lane Miles	Additions
1998	272.0	1622.6	REAGAN MEMORIAL TOLLWAY WIDENED MILEPOST 118.7 (PLAZA 61 – AURORA) TO MILEPOST 123.5 (ILLINOIS ROUTE 59); EDENS SPUR PLAZA 24 (EDENS SPUR); JANE ADDAMS MEMORIAL TOLLWAY FOX RIVER AND PLAZA 9 (ELGIN) WIDENING MILEPOST 21.75 TO MILEPOST 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 MILEPOST 117.6 TO MILEPOST 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 (MILEPOST 52.9 TO MILEPOST 56.4); TRI-STATE TOLLWAY PLAZA 41 (163RD STREET) I-PASS ONLY LANES AND INCREASED RAMP TAPERS TO 159TH STREET INTERCHANGE MILEPOST 5.0 TO MILEPOST 6.5.
2001	272.0	1652.5	TRI-STATE TOLLWAY WIDENED FROM PLAZA 36 (82ND STREET) TO 95TH STREET (MILEPOST 18.0 TO MILEPOST 19.8); DEERFIELD ROAD NORTHBOUND EXIT RAMP ADDED FROM EDENS SPUR AND NORTHBOUND ENTRANCE RAMP ADDED FROM LAKE COOK ROAD (MILEPOST 52.9); GRAND AVENUE INTERCHANGE RAMP ADDED (MILEPOST 69.8).
2002	272.0	1653.5	REAGAN MEMORIAL TOLLWAY PLAZA 61 (AURORA) RECONFIGURE FOR ADDITIONAL I-PASS EXPRESS LANE EASTBOUND (MILEPOST 117.6 TO MILEPOST 118.2); TRI-STATE TOLLWAY PLAZA 29 (TOUHY) ADDITIONAL I-PASS ONLY LANE NORTHBOUND (MILEPOST 41.8).
2003	272.0	1657.2	JANE ADDAMS MEMORIAL TOLLWAY PLAZA 19 (RIVER ROAD) ADDITIONAL I-PASS ONLY LANES (MILEPOST 0.6); PLAZA 17 (DEVON AVENUE) ADDITIONAL I-PASS ONLY LANES (MILEPOST 1.7); REAGAN MEMORIAL TOLLWAY PLAZA 51 (YORK ROAD) WESTBOUND CONVERT SHOULDER TO INCREASE I-PASS ONLY LANE TAPER (MILEPOST 138.2).

Appendix A The Illinois Tollway System Expansion History

Year	Centerline Miles	Lane Miles	Additions
2004	272.0	1662.3	JANE ADDAMS MEMORIAL TOLLWAY ROUTE 31 INTERCHANGE ADDITIONAL RAMP LANE AT PLAZA 11 (MILEPOST 24.1); PLAZA 9 (ELGIN) ADDITIONAL LANE IN BOTH DIRECTIONS (MILEPOST 25.0); REAGAN MEMORIAL TOLLWAY FARNSWORTH AVENUE INTERCHANGE ADDITIONAL RAMP LANE AT PLAZA 59 (MILEPOST 19.3); PLAZA 51 (YORK ROAD) CONVERTED SHOULDER EASTBOUND ON BOTH SIDES OF PLAZA (MILEPOST 138.2); VETERANS MEMORIAL TOLLWAY WIDENED NORTHBOUND FROM MAPLE AVENUE TO OGDEN AVENUE (MILEPOST 18.3 TO MILEPOST 19.5); I-55 INTERCHANGE (SOUTHBOUND EXIT TO SOUTHBOUND I-55) ADDITIONAL RAMP LANE (MILEPOST 12.3).
2005	272.0	1669.5	REAGAN MEMORIAL TOLLWAY WIDENED IN BOTH DIRECTIONS FROM ILLINOIS ROUTE 59 (MILEPOST 123.3) TO WASHINGTON STREET (MILEPOST 126.5); JANE ADDAMS MEMORIAL TOLLWAY RANDALL ROAD INTERCHANGE ADDITIONAL RAMP LANE (MILEPOST 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 (MILEPOST 79.3) RAMPS CONSTRUCTED
2008	284.1	1796.5	VETERANS MEMORIAL TOLLWAY WIDENED NORTHBOUND FROM 75TH STREET (MILEPOST 15.5) TO OGDEN AVENUE (MILEPOST 19.5); REAGAN MEMORIAL WIDENED IN BOTH DIRECTIONS FROM WASHINGTON STREET (MILEPOST 126.5) TO FINLEY ROAD (MILEPOST 132.0); TRI-STATE TOLLWAY WIDENED IN BOTH DIRECTIONS FROM STEARNS SCHOOL ROAD (MILEPOST 70.8) TO ILLINOIS ROUTE 173 (MILEPOST 75.7).
2009	284.1	2045.6	VETERAN'S MEMORIAL TOLLWAY WIDENED SOUTHBOUND FROM 75TH STREET (MILEPOST 15.5) TO OGDEN AVENUE (MILEPOST 19.5); REAGAN MEMORIAL TOLLWAY WIDENED IN BOTH DIRECTIONS FROM FINLEY ROAD (MILEPOST 132.0) TO ILLINOIS ROUTE 83 (MILEPOST 137.1); TRI-STATE TOLLWAY WIDENED IN BOTH DIRECTIONS FROM 163RD STREET (MILEPOST 6.0) TO 95TH STREET (MILEPOST 17.6) AND FROM BALMORAL AVENUE (MILEPOST 40.0) TO STEARNS SCHOOL ROAD (MILEPOST 70.8); JANE ADDAMS MEMORIAL TOLLWAY WIDENED IN BOTH DIRECTIONS FROM NEWBURG ROAD (MILEPOST 61.4) TO ROCKTON ROAD (MILEPOST 75.5); IRENE ROAD INTERCHANGE WESTBOUND EXIT RAMP CONSTRUCTED.
2010	284.1	2045.8	REAGAN MEMORIAL TOLLWAY FARNSWORTH INTERCHANGE RAMP "A" WIDENED AT PLAZA 59 FOR IPO LANE (MILEPOST 119.2).
2011	284.1	2046.4	CONSTRUCTION OF TRI-STATE TOLLWAY BALMORAL INTERCHANGE (MILEPOST 39.8) EXIT RAMP FROM NORTHBOUND I-294.

Appendix A The Illinois Tollway System Expansion History

Year	Centerline Miles	Lane Miles	Additions
2012	284.1	2048.9	REAGAN MEMORIAL TOLLWAY (I-88) ROADWAY RECONSTRUCTION AND WIDENING ILLINOIS ROUTE 56 (MILEPOST 113.4) TO RANDALL ROAD (MILEPOST 115.8).
2013	284.1	2052.6	RECONSTRUCTION/WIDENING OF THE EASTBOUND JANE ADDAMS MEMORIAL TOLLWAY (I-90) FROM WEST OF ELGIN PLAZA 9 (MILEPOST 53.8) TO MILL ROAD (MILEPOST 17.6); RECONSTRUCTION OF JANE ADDAMS MEMORIAL TOLLWAY (I-90) AND ILLINOIS ROUTE 47 INTERCHANGE (MILEPOST 46.4).
2014	284.1	2132.4	RECONSTRUCTION/WIDENING OF THE WESTBOUND JANE ADDAMS MEMORIAL TOLLWAY (I-90) FROM WEST OF ELGIN PLAZA 9 (MILEPOST 53.8) TO MILL ROAD (MILEPOST 17.6); CONSTRUCTION OF THE TRI-STATE TOLLWAY (I-294) AND INTERSTATE 57 INTERCHANGE (MILEPOST 7.6).
2015	284.1	2138.2	RECONSTRUCTION OF THE JANE ADDAMS MEMORIAL TOLLWAY (I-90) AND GENOA ROAD INTERCHANGE (MILEPOST 25.0); CONSTRUCTION OF JANE ADDAMS MEMORIAL TOLLWAY (I-90) AND IRENE ROAD INTERCHANGE RAMPS (MILEPOST 20.8); RECONSTRUCTION OF THE TRI-STATE TOLLWAY (I-94) AND GRAND AVENUE INTERCHANGE (MILEPOST 8.4); RECONSTRUCTION OF THE REAGAN MEMORIAL TOLLWAY (I-88) AND ILLINOIS ROUTE 59 INTERCHANGE (MILEPOST 123.3).
2016	290.6	2258.7	RECONSTRUCTION/WIDENING OF THE JANE ADDAMS MEMORIAL TOLLWAY (I-90) FROM EAST OF ELGIN PLAZA 9 (MILEPOST 53.8) TO EASTERN TERMINUS (MILEPOST 78.6); MODIFICATIONS OF THE REAGAN MEMORIAL TOLLWAY (I-88) AND FARNSWORTH AVENUE INTERCHANGE (MILEPOST 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 (MILEPOST 7.6) TO MEACHAM ROAD (MILEPOST 11.2); TOLLING OF EXISTING ELGIN O'HARE TOLLWAY (IL 390) FROM US ROUTE 20/LAKE STREET (MILEPOST 6.0) TO ILLINOIS ROUTE 19/ IRVING PARK ROAD (MILEPOST 7.6).
2017	294.0	2277.0	CONSTRUCTION OF NEW LANES OF THE ELGIN O'HARE TOLLWAY (IL 390) FROM MEACHAM ROAD (MILEPOST 11.2) TO EAST OF ILLINOIS ROUTE 83/BUSSE ROAD (MILEPOST 16.0).
2018	294.0	2277.5	CUMBERLAND FLYOVER RAMP FROM I-90 EB TO SB CUMBERLAND AVE OPENED.

Appendix A The Illinois Tollway System Expansion History

Year	Centerline Miles	Lane Miles	Additions
2019	294.0	2290.7	CONSTRUCTION OF NEW FULL ACCESS INTERCHANGE AT JANE ADDAMS MEMORIAL TOLLWAY (I-90) AND ILLINOIS ROUTE 23 (MILEPOST 36.2); CONSTRUCITON OF TWO ADDITIONAL INTERCHANGE RAMPS AT REAGAN MEMORIAL TOLLWAY (I-88) AND ILLINOIS 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 (MILEPOST 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 COLLECTOR 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 TRI-STATE TOLLWAY, IN ADDITION TO RAMPS AT THE I-294/I-57 INTERCHANGE.
2023	294.0	2,300.2	CONSTRUCTION OF ADDITIONAL LANES ALONG THE TRI-STATE TOLLWAY. RETIREMENT OF RAMP AT TRI- STATE TOLLWAY (I-294) AND ARCHER AVENUE.
2024	294.0	2302.4	CONSTRUCTION OF ADDITIONAL LANES ALONGS THE TRI-STATE TOLLWAY FROM NORTH AVENUE (MILEPOST 33.6) TO WOLF ROAD (MILEPOST 36.0).
2025	294.0	2,315.8	CONSTRUCTION OF ADDITIONAL LANES ALONG THE TRI-STATE TOLLWAY FROM I-55 (STEVENSON EXPRESSWAY, MILEPOST 23.6) TO CERMAK ROAD (MILEPOST 29.5), ACCOMPANIED BY INTERCHANGE IMPROVEMENTS AT I-294/ I-88/I-290 (MILEPOST 31.6), AS WELL AS A NEW EXIT RAMP AT COUNTY LINE ROAD (MILEPOST 34.5).

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.

APPENDIX B

2025 ACTIVE CONSTRUCTION CONTRACTS

Appendix B 2025 Active Construction Contracts

Project Number	Vendor	Contract Description	Award Amount
Elgin O'Hare Western Access (EOWA)			
I-16-4669	F.H. Paschen, S.N. Nielsen & Assoc., LLC	Elgin O'Hare Western Access (I-490) - Roadway and Bridge Construction Illinois Route 390 and I-490 Interchange Milepost 3.2 to Milepost 3.9	$184,253,944.05
I-17-4673	Plote Construction, Inc.	Elgin O'Hare Western Access (I-490) - Roadway Construction - Irving Park Road (Illinois Route 19) to Illinois Route 390	$33,474,192.14
I-20-4727	Lorig Construction Company	Elgin O'Hare Western Access (I-490) Roadway and Bridge Construction Franklin Avenue to Illinois Route 19 (Irving Park Road) Milepost 0.6 To Milepost 1.0	$145,407,766.87
I-21-4732	Walsh Construction Company II, LLC	Elgin O'Hare Western Access (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, Milepost 62.00 to Milepost 62.25	$214,831,567.83
I-21-4736	Judlau Contracting, Inc.	Elgin O'Hare Western Access (I-490) Railroad Bridge Construction, Union Pacific Railroad over Grand Avenue East of Tri-State Tollway (I-294), Milepost 35.0 to Milepost 35.4	$21,133,068.98
I-21-4737	Judlau Contracting, Inc.	Elgin O'Hare Western Access (I-490) Railroad Retaining Wall Construction CPR Bensenville Yard to Irving Park Road (IL 19) Milepost 0.9 to Milepost 1.8	$37,785,426.29
I-21-4738	Lorig Construction Company	Elgin O'Hare Western Access (I-490) Railroad Track Relocation UPRR from south of Grand Avenue to Irving Park Road (IL 19), Retaining Wall Const. and Earthwork from Tri-State Tollway (I-294) to Franklin Avenue and from Milepost 5.6 (Touhy Avenue Illinois 72) to Milepost 5.75 (Old Higgins Rd)	$107,409,756.98
I-21-4743	Plote Construction, Inc.	Elgin O'Hare Western Access (I-490) Roadway and Bridge Construction I-294 to Franklin Avenue Milepost 0.0 to Milepost 0.6	$78,504,918.59

Appendix B 2025 Active Construction Contracts

Project Number	Vendor	Contract Description	Award Amount
I-21-4761	Plote Construction, Inc.	Elgin O'Hare Western Access Runway 10R Approach Lighting with Sequence Flashing (ALSF) Lighting System Relocation, Grading Improvements and Bridge Construction, York Road to Taft Avenue, M.P 1.0 to M.P 2.6	$38,561,610.00
I-18-4704	Curran Contracting Company	Elgin O'Hare Western Access (I-490) Advance Earthwork, Drainage and Retaining Wall Construction, Devon Avenue to South of Touhy Ave, Milepost 4.3 to Milepost 5.6	$48,248,248.00
I-18-4705	Judlau Contracting, Inc.	Elgin O'Hare Western Access (I-490) Interchange Construction, Jane Addams Memorial Tollway (I-90) Higgins Creek to Mount Prospect Road, Milepost 73.5 to Milepost 74.7, Western Access Tollway (I-490) Touhy Avenue to I-90 Milepost 5.9 to Milepost 6.24	$83,353,068.93
I-19-4714	Dunnet Bay Construction Co.	I-490 and Illinois Route 390 Interchange Roadway and Bridge Construction Illinois Route 390 Milepost to Milepost 17.0	$23,241,093.24
I-21-4746	F.H. Paschen, S.N. Nielsen & Assoc., LLC	Elgin O'Hare Western Access (I-490) Roadway Construction at Touhy Avenue Milepost 5.75	$9,910,401.09
I-23-4758	Herlihy Mid-Continent Company	Elgin O'Hare Western Access (I-490) Bridge Construction Touhy Avenue to I-90 Milepost 5.9 to Milepost 6.2	$24,001,072.14
I-24-4760	Plote Construction, Inc.	Elgin O'Hare Western Access (I-490) York Road (C.H. 8) Reconstruction, Section #20-00171-08-FP, Gateway Road to Devon Avenue Milepost 2.5 to Milepost 4.6	$9,191,859.94
Other Emerging Projects			
I-23-4890	Aldridge Electric, Inc.	Tri-State Tollway (I-294) Utility Conduit Install IL-394 To Midlothian Turnpike Milepost 0.0 To Milepost 10.2 and Menard Avenue To Harlem Avenue Milepost 13.5 To Milepost 16.9	$8,199,000.01
RR-23-4900	F.H. Paschen, S.N. Nielsen & Assoc., LLC	Tri-State Tollway (I-294) Improvements at Plaza 36A and 75th Street Ramp C, Ramp D & Plaza 34A	$29,368,239.00
I-24-4952	Foundation Mechanics, LLC	Tri-State Tollway (I-294) Plaza Improvements at Plaza 47 (Halsted Street Plaza) Milepost 2.3 to Milepost 2.7	$8,814,479.12

Appendix B 2025 Active Construction Contracts

Project Number	Vendor	Contract Description	Award Amount
I-24-4965	Lorig Construction Company	Plaza 28 Improvements and Bridge Repairs	$8,494,261.00
I-24-4970	F.H. Paschen, S.N. Nielsen & Assoc., LLC	Plaza Improvements at Plaza 19 (River Road Plaza) and Plaza 32 (O'Hare East Plaza)	$10,929,146.00
I-24-4975	K-Five Construction Corporation	Plaza 15 and Plaza 75 Improvements, I-90, Milepost 68.0 and I-355, Milepost 27.8 (Des Plaines River) and I-355, Milepost 27.8 (North Avenue)	$15,890,125.00
I-24-4979	K-Five Construction Corporation	Plaza Improvements, I-90, Milepost 62.2 (Barrington Road) to Milepost 70.9 (Arlington Heights Road)	$13,804,907.00
I-24-4980	Meade, Inc.	Fiber Optic Improvements, I-55 to Army Trail Road	$10,815,280.00
I-24-4981	Foundation Mechanics, LLC	Southbound Entrance Ramp Construction at 88th/Cork Avenue	$3,106,106.00
I-24-4982	K-Five Construction Corporation	Plaza Improvements, I-90, Milepost 54.4 (US 31) to Milepost 60.1 (IL 59)	$13,339,716.00
I-24-4983	K-Five Construction Corporation	Plaza Improvements, I-88, Milepost 124.8 (Winfield Road) to Milepost 134.3 (Highland Avenue)	$21,678,730.00
I-25-4991	K-Five Construction Corporation	Plaza Improvements, I-88, Orchard Road to Farnsworth Avenue	$24,371,304.00
Jane Addams Memorial Tollway (I-90)			
I-23-4928	Foundation Mechanics, LLC	Grading Improvements Jane Addams Memorial Tollway (I-90) at Barrington Road Milepost 62.2 and Veterans Memorial Tollway (I-355) at 127th Street Milepost 8.8	$2,724,118.00
Reagan Memorial Tollway (I-88)			
RR-20-4549	Elite Fiber Optics LLC	Fiber Optic Construction Upon Request - Systemwide	$2,217,355.20
RR-23-4939	K-Five Construction Corporation/Denler Inc. (JV)	Reagan Memorial Tollway (I-88) Pavement Repairs Illinois Route 251 to Illinois 56 Milepost 76.1 to Milepost 113.6	$7,196,238.00
RR-24-4953	Lorig Construction Company	Reagan Memorial Tollway (I-88) Bridge Reconstruction York Road Over I-88 Ramps Milepost 138.7	$10,352,427.91
RR-24-4968	Path Construction Company, Inc.	Bridge Repairs, I-88, Milepost 92.6 (Union Pacific Railroad)	$2,857,185.00

Appendix B 2025 Active Construction Contracts

Project Number	Vendor	Contract Description	Award Amount
Systemwide Improvements (SW)			
RR-21-4587	The George Sollitt Construction Company	M-5 Maintenance Facility Jane Addams Memorial Tollway (I-90) Milepost 64.8(Central Road)	$33,810,492.00
RR-22-4858	Sheridan Plumbing & Sewer, Inc.	Jane Addams Memorial Tollway (I-90), M-5 Maintenance Facility Watermain and Sanitary Sewer Installation	$958,902.80
RR-23-4903	Agae Contractors Inc	Tri-State Tollway (I-294) M-1 Facility Improvements at Cicero Avenue Milepost 12.1	$9,753,130.00
RR-23-4921	Martinez Frogs, Inc.	Tri-State Tollway (I-94) M-4 Storage Building Removal At Grand Avenue Milepost 8.4	$860,792.90
RR-23-4922	Foundation Mechanics, LLC	Tri-State Tollway (I-94) M-4 Storage Building Construction at Grand Avenue Milepost 8.4	$2,559,918.00
RR-24-4969	The George Sollitt Construction Company	Facility Improvements at Central Warehouse and Sign Shop	$9,087,495.00
RR-19-4466	Semper Fi Yard Services, Inc.	Reagan Memorial Tollway (I-88) Landscape Planting Improvements Milepost 91.8 (First Street) to Milepost 117.2 (Fox River)	$1,749,901.61
RR-19-4468	Natural Creations Landscaping, Inc.	Reagan Memorial Tollway (I-88), Landscape Planting Improvements, Milepost 53.80 (IL Route 26) to Milepost 76.00 (IL Route 251)	$1,349,840.20
RR-19-4472	Lizzette Medina & Co.	Landscape Planting Improvements Tri-State Tollway (I-94) Illinois Route 173 to Illinois Route 120 Milepost 1.50 to Milepost 11.50	$1,268,001.50
RR-20-4553	Cardinal State, LLC	Landscape Planting Improvements Reagan Memorial Tollway (I-88) Milepost 117.2 to Milepost 140.0 (Fox River to I-294)	$792,133.74
RR-20-4556	Cardinal State, LLC	Landscape Planting Improvements Veterans Memorial Tollway (I-355) Milepost 24.90 to Milepost 29.8	$607,779.36
RR-20-4557	Natural Creations Landscaping, Inc.	Landscape Planting Improvements Veterans Memorial Tollway (I-355) Milepost 19.25 To Milepost 24.90	$999,735.00
RR-21-4581	Lizzette Medina & Co.	Landscape Planting Improvements-Tri-State Tollway and Edens Spur (I-94) Milepost 22.1 To Milepost 30.0 (Illinois Route 22 To Edens Expressway)	$619,827.20

Appendix B 2025 Active Construction Contracts

Project Number	Vendor	Contract Description	Award Amount
RR-21-4589	Aldridge Electric, Inc.	Weigh-in-Motion Replacement, Tri-State Tollway (I-94) MP. 3.1 (Illinois Route 173)	$2,357,677.00
RR-21-4591	Aldridge Electric, Inc.	Systemwide Sign Structure and Dynamic Message Sign Improvements	$2,858,552.91
RR-21-4816	Natural Creations Landscaping, Inc.	Landscape Planting Improvements Veterans Memorial Tollway (I-355) Milepost 12.0 TO Milepost 19.25 (I-55 to Ogden Avenue)	$674,357.00
RR-22-4866R	Aldridge Electric, Inc.	Jane Addams Memorial Tollway (I-90) Plaza Improvements at East Riverside Boulevard (Plaza 2) Milepost 12.6	$2,336,970.96
RR-23-4886	Meade, Inc	Systemwide CCTV Camera and Ramp Queue Detection Installation	$3,136,806.96
RR-23-4887	Semper Fi Yard Services, Inc.	Jane Addams Memorial Tollway (I-90) Landscape Planting Improvements At Us Route 20 Milepost 41.7	$409,585.40
RR-23-4902	Utility Dynamics Corp	Systemwide Lighting Repairs	$3,069,688.00
RR-23-4907	John Burns Construction Company, LLC	Systemwide LED Underpass Lighting Improvements	$3,098,423.50
RR-23-4915	Rock Road Companies, Inc.	Jane Addams Memorial Tollway (I-90) Ramp Pavement Repairs at Genoa Road Milepost 25.0	$699,083.92
RR-23-4930	Industrial Fence, Inc.	Systemwide Roadway Appurtenance Repairs	$3,406,260.83
RR-23-4931	K-Five Construction Corporation	Systemwide, Pavement Repairs	$8,053,223.72
RR-23-4932	Lorig Construction Company	Systemwide Noise Abatement Wall Repairs	$1,894,119.50
RR-23-4933	MYS, Inc.	Tri-State Tollway (I-94/I-294) Noise Abatement Wall Repairs I-94 Milepost 10.3 to Milepost 12.7, I-294 Milepost 1.2 to Milepost 52.0	$3,222,525.00
RR-23-4934	Foundation Mechanics, LLC	Systemwide Noise Abatement Wall Repair	$3,398,000.00
RR-24-4976	K-Five Construction Corporation	Systemwide Pavement Repairs	$7,703,650.00
RR-24-4977	MYS, Inc.	Jane Addams Memorial Tollway (I-90, Bridge Repairs Rockton Road to Rote Road Milepost 2.6 and Milepost 14.48	$2,509,873.00

Appendix B 2025 Active Construction Contracts

Project Number	Vendor	Contract Description	Award Amount
RR-24-4985	F.H. Paschen, S.N. Nielsen & Assoc., LLC	Pavement and Structural Preservation and Plaza Improvements, Jane Addams Memorial Tollway (I-90), Milepost 12.6 (East Riverside Boulevard) to Milepost 30.3 (Garden Prairie Road)	$11,085,225.00
RR-24-4986	Plote Construction, Inc.	Pavement and Structural Preservation, I-90, Milepost 30.3 (Garden Prairie Road) to Milepost 52.2 (Randall Road)	$11,671,000.00
RR-25-4989	Foundation Mechanics, LLC	Drainage Improvements from Atkinson Road to Townline Road	$5,190,497.00
RR-25-4990	Foundation Mechanics, LLC	Drainage Improvements, Tri-State Tollway (I-94) from Townline Road to Half Day Road and I-294 at Walters Avenue	$4,099,199.00
RR-25-4994	Lorig Construction Company	Bridge Repair Emergency - Illinois Route 83 Bridge over Reagan Memorial Tollway (I-88)	$2,000,000.00
RR-20-9228	Aldridge Electric, Inc.	Sign Panel Fabrication and Installation Upon Request - Systemwide	$2,589,883.20
RR-23-9279	Electric Conduit Construction Company	CCTV Camera Installation Tri-State Tollway (I-294) Thorn Creek To Lake Cook Road Milepost 0.6 To Milepost 52.6 and Tri-State Tollway (I-94) Wadsworth Road To Pfingsten Road Milepost 4.8 To Milepost 26.4	$5,416,248.26
RR-23-9283	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 Milepost 19.8	$2,396,000.00
RR-23-9284	Agae Contractors Inc	Veterans Memorial Tollway (I-355) General/Coordinating Traffic Operations Center and Dispatch Center Improvements at Central Administration Building Milepost 19.8	$2,057,000.00
RR-23-9288	Aldridge Electric, Inc.	I-294 Tri-State Tollway Dynamic Message Sign Installation and Plaza Improvements 163rd Street to 135th Street Milepost 5.6 to Milepost 10.9	$4,886,803.35
RR-23-9291	Meade, Inc	Systemwide, Fiber Optic System Improvements	$1,628,043.50

Appendix B 2025 Active Construction Contracts

Project Number	Vendor	Contract Description	Award Amount
RR-23-9292	Foundation Mechanics, LLC	Reagan Memorial Tollway (I-88) and Veterans Memorial Tollway (I-355) Plaza Canopy Repairs I-88 Milepost 137.8 (Spring Road) and Veteran's Memorial Tollway (I-355) Milepost 15.5 (75th Street) to Milepost 24.6 (Roosevelt Road)	$3,034,011.00
RR-23-9293	Foundation Mechanics, LLC	Tri-State Tollway (I-94 and I-294) Plaza Canopy Repairs at Plaza 21 (Waukegan) and Plaza 33 (Irving Park) Milepost 4.8 and Milepost 38.9	$1,354,999.00
RR-23-9294	Superior Road Striping, Inc.	Systemwide Pavement Marking	$4,106,301.64
RR-24-9297	RoadSafe Traffic Systems, Inc.	Systemwide Pavement Marking Improvements	$6,263,498.00
I-21-4594	Lorig Construction Company	88th/Cork Avenue at I-294 Interchange Roadway and Bridge Construction County Highway W30-Section 19-W3019-00-PV	$9,277,464.15
Tri-State Tollway (I-94/I-294/I-80)			
I-17-4339	Judlau Contracting, Inc.	Elgin O'Hare West Access (I-490) Roadway and Bridge Widening and Reconstruction	$151,574,098.56
I-18-4431	Walsh Construction Company II, LLC	Roadway and Bridge Reconstruction Tri-State Tollway (I-294) Mile Long Bridge Milepost 20.7 to Milepost 22.5	$182,606,108.43
I-19-4458	F.H. Paschen, S.N. Nielsen & Assoc., LLC	Tri-State Tollway (I-294) Roadway and Bridge Widening and Reconstruction North Avenue to South of Grand Avenue Milepost 33.44 to Milepost 35.04	$99,963,347.68
I-20-4519	F.H. Paschen, S.N. Nielsen & Assoc., LLC	Roadway and Bridge Reconstruction Tri-State Tollway (I-294) Milepost 22.3 To Milepost 24.1 75th Street To I-55 Ramps	$124,404,249.72
I-20-4533	Judlau Contracting, Inc.	Roadway and Bridge Widening and Reconstruction Tri-State Tollway (I-294) Milepost 32.4 to Milepost 33.5	$112,113,435.08
I-21-4831	Judlau Contracting, Inc.	Tri-State Tollway (I-294) Roadway Reconstruction and Widening Flagg Creek To Hinsdale Oasis Milepost 23.8 To Milepost 25.0	$81,203,159.47

Appendix B 2025 Active Construction Contracts

Project Number	Vendor	Contract Description	Award Amount
I-21-4832	F.H. Paschen, S.N. Nielsen & Assoc., LLC	Tri-State Tollway (I-294) Roadway Reconstruction and Widening Hinsdale Oasis to 47th Street Milepost 25.0 to Milepost 26.4	$97,432,590.86
I-21-4833	F.H. Paschen, S.N. Nielsen & Assoc., LLC	Tri-State Tollway (I-294), Roadway and Bridge Reconstruction and Widening, 47th Street to Ogden Ave, Milepost 26.4 to Milepost 27.8	$104,068,807.95
I-21-4834	Lorig Construction Company	Tri-State Tollway (I-294) Roadway and Bridge Reconstruction and Widening, Ogden Avenue to Cermak Road Milepost 27.8 to Milepost 29.5	$130,421,625.65
I-21-4835	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 Milepost 30.5 to Milepost 32.4	$205,907,291.50
I-21-4836	Walsh Construction Company II, LLC	Tri-State Tollway (I-294) Southbound I-294/I-290/I-88 Interchange Reconstruction Cermak Plaza 35 to St. Charles Road Milepost 30.0 to Milepost 32.4	$51,030,167.08
I-21-4837	Aldridge Electric, Inc.	Active Traffic Management (ATM) System-ITS Device and Fiber Installation; Wolf Road to Balmoral Avenue	$12,961,987.60
I-22-4845R	Hecker and Company, Inc.	Tri-State Tollway (I-294) ITS Device and Fiber Installation 95th Street to I-55 Ramps Milepost 17.5 to 24.1	$7,265,463.16
I-22-4867	Walsh Construction Company II, LLC	Tri-State Tollway (I-294) Substructure Removal Southbound Mile Long Bridge Milepost 21.1 to Milepost 21.3	$2,121,212.12
I-22-4869	Foundation Mechanics, LLC	Tri-State Tollway (I-294) Site and Access Roadway Restoration Mile Long Bridge Milepost 20.8 to Milepost 21.7	$2,962,845.02
I-22-4873R	Evergreen Supply Co.	Tri-State Tollway (I-294) ITS Device and Fiber Material Fabrication, St. Charles Road to Wolf Road Milepost 32.5 to Milepost 36.4	$602,122.00
I-23-4895	Fox Excavating, Inc.	Tri-State Tollway (I-294) Watermain Improvements at Lagrange Road Milepost 20.9	$575,390.00
RR-20-4550	Lorig Construction Company	Tri-State Tollway (I-294) Pedestrian Bridge Construction Milepost 26.5	$6,218,133.36

Appendix B 2025 Active Construction Contracts

Project Number	Vendor	Contract Description	Award Amount
RR-23-4899	Lizzette Medina & Co.	Tri-State Tollway (I-294) Landscape Planting Improvements 95th Street to Plainfield Road Milepost 17.7 to Milepost 24.5	$600,298.20
RR-23-4937	Lorig Construction Company	Tri-State Tollway (I-294) Bridge Rehabilitation Over Cal-Sag Channel Milepost 11.0	$2,897,149.64
RR-24-4964	Areatha Construction Co., Inc.	Bridge Repairs at Mile Long Bridge	$975,238.00
I-22-4855	Judlau Contracting, Inc.	Tri-State Tollway (I-294) Northbound Plaza 41 Truck Parking and Plaza Improvements 171st Street to 159th Street Milepost 4.8 to Milepost 6.5	$10,080,805.71
I-22-4860	Walsh Construction Company II, LLC	Tri-State Tollway (I-294) Southbound Plaza 41 Improvements and Pavement Repairs 171st Street to 159th Street Milepost 4.8 to Milepost 6.2	$8,980,560.15
Improving Mobility			
I-25-2013	Martinez Frogs, Inc.	Tri-State Tollway (I-294) Drainage Improvements at 75th Street Interchange	$3,288,237.00
Modernizing The System			
RR-25-2015	ICC Group, Inc.	Des Plaines River Bridge Bearing Replacement	$20,547,000

APPENDIX C

2025 ACTIVE PROFESSIONAL SERVICES CONTRACTS

Appendix C 2025 Active Professional Services Contracts

Project Number	Vendor	Contract Description	Authorized Amount
Elgin O'Hare Western Access (EOWA)			
I-17-4679R	STV, Inc.	Elgin O'Hare Western Access, Illinois Route 390 at Western Access Interchange, Construction Management Services	$13,497,967.36
I-17-4681R	Wight & Company / Orion Engineers, LLC	Elgin O'Hare Western Access, Western Access at Illinois Route 19 Interchange	$5,275,264.80
I-21-4733	Ciorba Group/Peralte-Clark, LLC	Elgin O'Hare Western Access, I-490 - York Road, Phase II Engineering Services	$2,270,092.83
I-15-4656	Alfred Benesch & Co. / Christopher B. Burke Eng, Ltd. / Lin Engineering, Ltd. (TM)	Elgin O'Hare Western Access, I-294 to I-90- Tri-State and Franklin/Green Street, Phase II Engineering Services	$30,142,011.52
I-15-4657	WSP USA Environment & Infrastructure Inc./T.Y. Lin Intl Great Lakes Inc.	Elgin O'Hare Western Access, I-294 to I-90- Franklin/Green Street and Bensenville Yard, Phase II Engineering Services	$14,876,452.94
I-15-4658	Stantec Consulting Services, Inc. / Terra Engineering, Ltd (TM)	Elgin O'Hare Western Access, I-294 to I-90- Bensenville Yard Underpass, Phase II Engineering Services	$38,286,722.77
I-18-4700	Jacobs Engineering Group, Inc.	Design Corridor Manager Services (DCM) – EOWA Corridor (Illinois Route 390/I-490)	$36,000,000.00
I-21-4734	Program Management & Control Services, LLC	Elgin O'Hare Western Access, Construction Management Services Upon Request, On-call and as-needed Construction Management Services	$3,000,000.00
I-21-4735	GSG Consultants, Inc.	Elgin O'Hare Western Access Geotechnical and Environmental Upon Request, On-call and as-needed Phase II Engineering Services	$5,000,000.00
I-21-4744	STV, Inc.	Elgin O'Hare Western Access, I-294 to I-90 - east of I-294 at Grand Avenue, Construction Management Services	$3,122,000.00
I-21-4748	BLA, Inc. (dba Bollinger, Lach & Associates., Inc.)	Elgin O'Hare Western Access, I-294 to I-90 – I-294 to Franklin Avenue, Construction Management Services	$6,549,003.38
I-22-4750	H.W. Lochner, Inc.	Elgin O'Hare Western Access, Illinois Route 390 to Irving Park Road, Phase II Engineering Services	$7,303,285.02
I-24-4759	R.M. Chin & Associates, Inc.	Elgin O'Hare Western Access (I-490), Taft Avenue to Illinois Route 19, Construction Management Services	$4,772,667.52

Appendix C 2025 Active Professional Services Contracts

Project Number	Vendor	Contract Description	Authorized Amount
I-17-4676	exp U S Services, Inc.	Elgin O'Hare Western Access, Jane Addams Memorial Tollway System Interchange	$14,948,000.00
I-17-4677	RS&H, Inc./Toltz, King, Duvall, Anderson and Associates, Inc.	Elgin O'Hare Western Access, Devon Avenue to Pratt Boulevard, Phase II Engineering	$11,646,038.16
I-17-4678	Burns & McDonnell Engineering Co., Inc.	Elgin O'Hare Western Access, Pratt Boulevard to Touhy Avenue, Phase II Engineering	$8,550,000.00
I-18-4701	Knight E/A, Inc. / V3 Companies, Ltd. (KNIV3C_TM)	Construction Corridor Manager and Owner's Representative Services (CCM/OR) – EOWA Corridor (Illinois Route 390/I-490)	$100,200,000.00
I-19-4708	Milhouse Engineering & Construction, Inc.	Elgin O'Hare Western Access, I-294 to I-90 – Devon Avenue to Touhy Avenue, Construction Management Services	$9,499,914.32
I-19-4709	T.Y. Lin International Great Lakes, Inc.	Elgin O'Hare Western Access, I-294 to I-90 – I-490 at I-90 Interchange, Construction Management Services	$10,115,993.56
I-20-4718	Primera Engineers, Ltd.	Elgin O'Hare Western Access, Design Upon Request, On-call, and as-needed Phase II Engineering Services	$5,000,000.00
I-22-4749	RS&H Inc. / Kaskaskia Engineering Group LLC. (TM)	Elgin O'Hare Western Access, I-490 Earthwork, Phase II Engineering Services	$4,384,556.25
I-23-4754	Stanley Consultants, Inc.	Elgin O'Hare Western Access, Irving Park Road to Devon Avenue, Phase II Engineering Services	$4,949,095.20
I-23-4755	d'Escoto, Inc.	Elgin O'Hare Western Access, Design Services Upon Request, On-call, and as-needed Phase II Engineering Services	$4,000,000.00
I-23-4756	Civiltech Engineering, Inc.	Elgin O'Hare Western Access (I-490), I-294 to I-90, Construction Management Services	$2,698,336.24
I-23-4757	Clark Dietz, Inc.	Elgin O'Hare Western Access (I-490), York Road, Construction Management Services	$3,999,981.57
I-24-4763	Jacobs Engineering Group, Inc.	Elgin O'Hare Western Access (I-490), I-294 to I-90, Phase II Engineering Services	$2,500,000.00
I-14-4646	Hampton, Lenzini & Renwick, Inc.	Land Acquisition and Surveying Services Upon Request - Systemwide	$3,000,000.00
I-15-4660	HDR Engineering, Inc.	Land Acquisition Services Upon Request - Systemwide, On-call and as-needed Surveying Services	$3,000,000.00

Appendix C 2025 Active Professional Services Contracts

Project Number	Vendor	Contract Description	Authorized Amount
Other Planning Studies			
RR-18-4383	Christopher B. Burke Engineering, Ltd.	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	$5,000,000.00
I-24-4944	Alfred Benesch & Company	Systemwide, Planning Studies Upon Request On-call, and as-needed Planning Services	$5,000,000.00
I-24-4945	Quigg Engineering, Inc.	Tri-State Tollway (I-94), Lake Cook Road Bridge Reconstruction and Rehabilitation and Ramp Toll Plaza Reconstruction, Milepost 25.3, Phase II Design Engineering Services	$4,850,000.00
I-24-4946	Czaplicki Lopez, PLLC/ Parsons Transportation Group, Inc.	Jane Addams Memorial Tollway (I-90), Bridge Reconstruction at UPRR (Milepost 19.5), Phase II Engineering Services	$4,117,472.60
I-24-4947	Strand Associates, Inc.	Systemwide Bridge Rehabilitation, Phase II Engineering Services	$4,636,459.78
I-24-4948	EFK Moen, LLC	Ronald Reagan Memorial Tollway (I-88), Bridge Rehabilitation, Howland Creek (Milepost 44.5) to US Route 52 (Milepost 55.0), Phase II Design Engineering Services	$3,856,898.94
I-24-4949	Infrastructure Engineering, Inc.	Ronald Reagan Memorial Tollway (I-88), Bridge Rehabilitation, Burkett Road (Milepost 56.0) to Steward Creek (Milepost 74.3), Phase II Design Engineering Services	$3,207,109.14
I-24-4958	J.A. Watts, Inc.	Tri-State Tollway (I-294) Plaza Improvements, Construction Management Services	$3,708,500.00
I-24-4959	Atlas Engineering Group, Ltd.	Reagan Memorial Tollway (I-88) Plaza Improvements, Construction Management Services	$4,629,200.00
I-24-4960	H.W. Lochner, Inc.	Systemwide, Planning Studies Upon Request On-call, and as-needed Planning Services	$3,000,000.00
I-24-4971	Terra Engineering, Ltd.	Jane Addams Memorial Tollway (I-90) Plaza Improvements, Construction Management Services	$2,600,000.00

Appendix C 2025 Active Professional Services Contracts

Project Number	Vendor	Contract Description	Authorized Amount
I-24-4972	Valdes Engineering Company dba Valdes Architecture and Engineering	Veterans Memorial Tollway (I-355), Fiber Optic Improvements, Boughton Road Milepost 13.4 to Army Trail Road (Milepost 30.1), Construction Management Services	$2,050,000.00
Reagan Memorial Tollway (I-88)			
RR-22-4847	Civiltech Engineering, Inc.	Reagan Memorial Tollway (I-88), York Road Bridge Reconstruction, Milepost 138.7, Phase II Engineering Services	$1,895,775.25
RR-24-4943	Pinpoint Precision LLC	Reagan Memorial Tollway (I-88), York Road Bridge Reconstruction, Milepost 138.7, Phase III Construction Management Services	$1,896,509.04
Systemwide Improvements			
RR-16-4267	Environmental Design International, Inc.	Maintenance Facilities Site Design	$4,350,000.00
RR-19-4460	AAA Engineering, LTD	Facilities, Design Services Upon Request, On-call, and as-needed Phase II Engineering Services.	$5,000,000.00
RR-19-4461	American Veteran Engineering, PLLC/ Bravo Company Engineering	Facilities, Construction Management Services Upon Request, On-call, and as-needed Construction Management Services.	$3,000,000.00
RR-21-4803	Legat Architects, Inc.	Systemwide, Facilities, Design Services Upon Request, On-call, and as-needed Phase II Engineering Services.	$4,000,000.00
RR-24-4974	TransLand Engineering Group, LLC	Sign Shop and Central Warehouse Improvements, Milepost 127.7 Reagan Memorial Tollway, Construction Management Services	$2,128,000.00
RR-16-4278	J.A. Watts, Inc.	Systemwide Traffic Operation and Maintenance Performance Evaluation and Enhancement Support, On-call and as-needed Traffic Operation and Maintenance Support	$2,500,000.00
RR-18-4354	2IM Group, LLC	Systemwide, Design and Construction Management Services for Landscape Services Upon Request, On-call and as-needed Phase II Engineering Services and Construction Management Services	$8,000,000.00
RR-18-4378	Interra, Inc.	Systemwide, Construction Management Upon Request, On-call and as-needed Construction Management Services	$2,500,000.00

Appendix C 2025 Active Professional Services Contracts

Project Number	Vendor	Contract Description	Authorized Amount
I-19-4469	Rubinos & Mesia Engineers, Inc.	Systemwide, Bridge Reconstruction, Bypass US Route 20 Bridge over Jane Addams Memorial Tollway (Milepost 19.8), Phase II engineering services	$2,998,226.27
RR-19-4480	Interra, Inc.	Geotechnical Services Upon Request, On-call and as-needed Geotechnical Services	$5,000,000.00
RR-20-4524	WBK Engineering, LLC (formerly Wills Burke Kelsey Associates, Ltd.)	Systemwide, Design Upon Request, On-call, and as-needed Phase II Engineering Services	$2,500,000.00
RR-20-4525	Cheri K. Lewis Engineers, LLC (dba CKL Engineers, LLC)	Systemwide, Construction Management Services Upon Request, On-call and as-needed Construction Management Services	$4,000,000.00
RR-21-4564	Hanson Professional Services, Inc.	Systemwide, Design Upon Request, On-call, and as-needed Phase II Engineering Services	$4,000,000.00
RR-21-4565	Gasperec Elberts Consulting, LLC	Systemwide, Construction Management Services Upon Request, On-call and as-needed Construction Management Services	$3,000,000.00
RR-21-4566	DLZ Illinois. Inc./ABNA of Illinois, Inc.	Systemwide, Construction Management Services Upon Request, On-call and as-needed Construction Management Services	$3,000,000.00
RR-21-4569	Atlas Engineering Group, Ltd.	Systemwide, Intelligent Transportation Systems (ITS) Services Upon Request, On-call and as-needed Construction Management Services	$3,500,000.00
RR-21-4570	HBK Engineering, LLC	Systemwide, Utility Relocation Assistance Upon Request, Subsurface and Utility Assistance Services	$3,000,000.00
RR-21-4599	Delta Engineering Group, LLC	Systemwide, Intelligent Transportation Systems (ITS) Design Services Upon Request, On-call and as-needed Phase II Engineering Services	$4,000,000.00
RR-21-4800	TranSystems Corporation	Systemwide, Construction Management Services Upon Request, On-call, and as-needed Construction Management Services	$5,000,000.00
RR-21-4801	HDR Engineering, Inc.	Systemwide, Design Services Upon Request, On-call, and as-needed Phase II Engineering Services	$5,000,000.00

Appendix C 2025 Active Professional Services Contracts

Project Number	Vendor	Contract Description	Authorized Amount
RR-21-4802	HBM Engineering Group, LLC	IL Route 390, Pavement and Structural Preservation and Rehabilitation, Milepost 6.0 (Lake Street) to Milepost 13.0 (I-290), Phase II Engineering Services.	$4,044,144.82
RR-21-4804	Singh & Associates, Inc./A. Epstein & Sons International, Inc.	Systemwide Facilities, Phase I and II Engineering Services	$4,496,515.00
RR-22-4846	Collins Engineers, Inc.	Systemwide, Construction Management Services Upon Request, On-call and as-needed Construction Management Services	$3,500,000.00
RR-22-4848	DAMA Consultants, Inc.	Systemwide, Construction Management Services Upon Request, On-call, and as-needed Construction Management Services	$3,000,000.00
RR-22-4849	Patrick Engineering Inc. / Engineering Design Source, Inc.	Systemwide, Design Upon Request, Phase II Engineering Services	$3,000,000.00
RR-22-4850	Material Solutions Laboratory	Systemwide, IT Construction Management Services Upon Request, On-Call and as-needed Construction Management Services	$3,000,000.00
RR-22-4862	Juneau Associates, Inc., P.C.	Systemwide, Construction Management Services Upon Request, On-call and as-needed Construction Management Services	$4,000,000.00
RR-22-4864	Ames Engineering, Inc.	Systemwide, Design Services Upon Request	$2,000,000.00
RR-23-4891	SW Consulting & Engineering Services, PLLC DBA SWE Solutions	Systemwide, Construction Management Services Upon Request, On-call and as-needed Construction Management Services	$2,000,000.00
RR-23-4892	SE3, LLC	Systemwide, Construction Management Services Upon Request, On-call and as-needed Construction Management Services	$3,000,000.00
RR-23-4893	Graef - USA	Systemwide, Design Services Upon Request, On-call and as-needed Phase II Engineering Services	$3,000,000.00
RR-23-4894	Farnsworth Group, Inc.	Systemwide Facilities, Phase I and II Engineering Services	$3,458,200.00
RR-23-4910	exp U S Services, Inc.	Systemwide Plaza Improvements, Phase II Engineering Services	$4,499,296.80
RR-23-4911	Ciorba Group, Inc.	Systemwide Plaza Improvements, Phase II Engineering Services	$2,499,693.13

Appendix C 2025 Active Professional Services Contracts

Project Number	Vendor	Contract Description	Authorized Amount
RR-23-4912	Accurate Group, Inc.	Systemwide, Construction Management Services Upon Request, On-call and as-needed Construction Management Services	$4,000,000.00
RR-24-4957	OSEH, Inc	Jane Addams Memorial Tollway (I-90), Pavement and Structural Preservation, Kishwaukee River (Milepost 18.3) to Randall Road (Milepost 52.2), Construction Management Services	$2,692,138.00
RR-24-4973	Bowman Consulting Group, Ltd.	Systemwide, Construction Management Services Upon Request	$5,000,000.00
RR-25-4988	WBK Engineering, LLC (formerly Wills Burke Kelsey Associates, Ltd.)	Systemwide, Design Upon Request, On-call and as-needed Phase II Engineering Services	$3,000,000.00
RR-18-9210	SRF Consulting Group, Inc./Singh & Associates (SRFSIN_TM)	Intelligent Transportation Systems (ITS) Services Upon Request, On-call and as-needed Intelligent Transportation System Services	$4,000,000.00
RR-19-9219	Atlas Engineering Group, Ltd.	Design Upon Request - Systemwide Non Roadway, On-call, and as-needed Phase II Engineering Services	$5,000,000.00
RR-21-9229	R.M. Chin & Associates, Inc.	Systemwide, Construction Management Services Upon Request - Non-Roadway, On-call and as-needed Construction Management Services	$3,000,000.00
RR-21-9240	Muller & Muller Ltd.	Systemwide, Facilities Design Services Upon Request, On-call, and as-needed Phase II Engineering Services	$3,000,000.00
RR-21-9241	Orion Engineers, PLLC	Systemwide, Design Services Upon Request, On-call, and as-needed Phase II Engineering Services	$3,000,000.00
RR-21-9242	Horner & Shifrin, Inc.	Systemwide, Design Services Upon Request, On-call and as-needed Phase II Engineering Services	$1,500,000.00
RR-21-9243	4HD, Inc.	Systemwide, Construction Management Services Upon Request, On-call and as-needed Construction Management Services	$2,000,000.00
RR-21-9245	TranSmart, LLC	Systemwide, Intelligent Transportation System (ITS) Deployment and System Management (Capital)	$750,000.00
RR-22-9269	D B Sterlin Consultants, Inc.	Program Management and Construction Management Services – Job Order Contracting (JOC) - PM	$14,300,000.00

Appendix C 2025 Active Professional Services Contracts

Project Number	Vendor	Contract Description	Authorized Amount
RR-23-9281	Bravo Company Engineering, Inc.	Systemwide Facilities, Construction Management Services Upon Request, On-call and as-needed Construction Management Services	$3,000,000.00
RR-24-9296	Cotter Consulting, Inc.	Systemwide, Construction Management Services Upon Request, On-call and as-needed Construction Management Services	$3,000,000.00
RR-20-9981	CDM Smith Inc	Traffic Engineer, Traffic Engineer Services (Trust Indenture)	$24,730,000.00
RR-21-9982	WSP USA, Inc. (formerly Known as Parsons Brinckerhoff, Inc.)	Consulting Engineers Services - Oversight and Implementation	$91,372,746.44
I-17-4093	HNTB Corporation	Program Management Core Services	$182,800,000.00
RR-21-4571	Huff & Huff, Inc./ Kaskaskia Engineering Group	Systemwide Environmental Studies Upon Request, On-call and as-needed Environmental Services	$5,000,000.00
RR-22-4851	State Materials Engineering LLC dba S.T.A.T.E. Testing, LLC	Materials Engineering Services, Systemwide	$20,311,945.47
RR-18-9015	Kristine Fallon Associates, Inc.	Document and Process Control Management Services	$7,281,915.65
Tri-State Tollway (I-94/I-294/I-80)			
RR-14-4221	H.W. Lochner Inc./HDR Engineering, Inc./Quigg Engineering Inc.	Tri-State Tollway (I-294), Bridge Rehabilitation / Reconstruction, Mile Long Bridge (Milepost 21.5)	$41,054,434.54
I-17-4300	Jacobs Engineering Group, Inc.	Tri-State Tollway (I-294), Roadway Reconstruction, Roosevelt Road (Milepost 30.5) to St Charles Road (Milepost 32.3), Phase II Engineering Services	$48,591,000.00
I-17-4301	Alfred Benesch & Company/The Roderick Group, LLC (dba Ardmore Roderick)/2IM Group, LLC	Tri-State Tollway (I-294), Roadway Reconstruction, St Charles Road (Milepost 32.3) to North Avenue / Lake Street (Milepost 33.5), Phase II Engineering Services	$16,457,000.00
I-17-4306	Rubinos & Mesia Engineers, Inc.	Tri-State Tollway (I-294), Bridge Rehabilitation, Repairs, & Demolition, Various Locations, Phase II Engineering Services	$2,715,500.00
I-17-4308	Gandhi & Associates, Inc.	Tri-State Tollway (I-294), ITS & Lighting Installation, 95th Street (Milepost 17.8) to Balmoral Avenue (Milepost 40.0), Phase II Engineering Services	$7,389,000.00

Appendix C 2025 Active Professional Services Contracts

Project Number	Vendor	Contract Description	Authorized Amount
I-17-4326	TranSystems Corp. dba TranSystems Omega LLC	Owner's (Tollway) Rep., Construction Corridor Management, & Construction Management Services – Central Tri-State	$170,300,000.00
I-18-4380	exp U S Services, Inc.	Elgin O'Hare Western Access, Tri-State Tollway (I-294 - Grand Avenue to Wolf Road), Construction Management Services	$17,492,986.41
I-18-4411	Bowman Consulting Group, LTD	Tri-State Tollway (I-294), Bridge Reconstruction, Mile Long Bridge (Milepost 21.5), Construction Management Services	$48,000,000.00
I-19-4478	HR Green, Inc.	Tri-State Tollway, Roadway Reconstruction and Widening, St. Charles Rd. (Milepost 32) to North Ave./ Lake St. (Milepost 33), Construction Management Services	$18,000,000.00
I-19-4498	Infrastructure Engineering, Inc.	Tri-State Tollway (I-294), Design Upon Request	$5,000,000.00
I-20-4526	Ciorba Group, Inc.	Tri-State Tollway (I-294), Design Upon Request, On-call, and as-needed Phase II Engineering Services	$3,000,000.00
I-20-4531	J.A. Watts, Inc.	Tri-State Tollway (I-294), Construction Management Services Upon Request (ITS Services), On-call and as-needed Construction Management Services	$7,500,000.00
I-21-4567	TransLand Engineering Group, LLC	Tri-State Tollway (I-294), Construction Management Services Upon Request, On-call, and as-needed Construction Management Services	$2,000,000.00
I-21-4568	Shannon & Wilson,Inc./ Strata Earth Services, LLC	Systemwide, Geotechnical and Environmental Services Upon Request, On-call and as-needed Phase II Engineering Services	$3,000,000.00
I-19-4710	H.W. Lochner, Inc. / d'Escoto, Inc./ Illinois Construction & Environmental (team)	Elgin O'Hare Western Access, Tri-State Tollway (I-294) to Jane Addams Memoial Tollway (I-90) – Tri-State Tollway (I-294) – North Avenue to Grand Avenue, Construction Management Services	$13,796,920.00
I-21-4807	AECOM Technical Services, Inc. / SE3, LLC	Tri-State Tollway (I-294), Roadway Reconstruction and Widening, Flagg Creek (Milepost 23.8) to Hinsdale Oasis (Milepost 25.0), Construction Management Services	$13,000,000.00

Appendix C 2025 Active Professional Services Contracts

Project Number	Vendor	Contract Description	Authorized Amount
I-21-4808	GFGCBM Team	Tri-State Tollway (I-294), Roadway Reconstruction and Widening, Hinsdale Oasis (Milepost 25.0) to Ogden Avenue (Milepost 27.8), Construction Management Services	$25,000,000.00
I-21-4809	Bowman Consulting Group, Ltd./OSEH Inc./Alfred Benesch & Company	Tri-State Tollway (I-294), Roadway Reconstruction and Widening, Ogden Avenue (Milepost 27.8) to Cermak Road (Milepost 29.5), Construction Management Services	$15,900,000.00
I-21-4810	SQN Associates, LLC	Tri-State Tollway (I-294), Construction Management Services Upon Request, On-call and as-needed Construction Management Services	$3,000,000.00
I-21-4812	ABNA Engineering Inc.	Tri-State Tollway (I-294), Design Services Upon Request, On-call, and as-needed Phase II Engineering Services	$3,000,000.00
I-21-4828	exp U S Services, Inc.	Tri-State Tollway (I-294), Design Services Upon Request, On-call, and as-needed Phase II Engineering Services	$5,000,000.00
I-22-4852	Lakeside Engineers, LLC.	Tri-State Tollway (I-294), Design Services Upon Request, On-call, and as-needed Phase II Engineering Services	$3,000,000.00
I-22-4853	Bloom Companies, LLC	Tri-State Tollway (I-294), Design Services Upon Request, On-call, and as-needed Phase II Engineering Services	$3,000,000.00
I-21-4572	Stanley Consultants, Inc.	Systemwide, Construction Management Services Upon Request, On-call, and as-need Construction Management Services	$3,000,000.00
I-21-4811	American Surveying & Engineering, Ltd.	Land Acquisition Services Upon Request	$3,000,000.00
Veterans Memorial Tollway (I-355)			
RR-16-4255	Primera Engineers, Ltd.	Roadway and Bridge Rehabilitation - Design, Veterans Memorial Tollway Milepost 12.3 (I-55) to Milepost 22.3 (STA 11260+00, Butterfield Road)	$9,253,293.29
Connecting Infrastructure			
I-24-4961	Hanson Professional Services, Inc.	Veterans Memorial Tollway (I-355) at Reagan Memorial Tollway (I-88) Interchange Improvements, Phase II Engineering Services	$35,269,281.30

Appendix C 2025 Active Professional Services Contracts

Project Number	Vendor	Contract Description	Authorized Amount
Improving Mobility			
I-25-2011	Lakeshore Engineering LLC	Tri-State Tollway (I-294), Construction Management Services Upon Request, On-call and as-needed Construction Management Services	$3,000,000.00
I-25-2012	Thomas Engineering Group, LLC	Tri-State Tollway (I-294), ITS Improvements, Construction Management Services	$5,635,498.00
Modernizing The System			
RR-25-2008	The Roderick Group, LLC	Reagan Memorial Tollway (I-88) and Veteran Memorial Tollway (I-355), Plaza Improvements, Phase II Engineering Services	$4,970,000.00
RR-25-2009	Bravo Company Engineering, Inc.	Veterans Memorial Tollway (I-355), Plaza Improvements, Phase II Engineering Services	$4,709,202.48
RR-25-2010	Crawford, Murphy & Tilly, Inc.	Jane Addams Memorial Tollway (I-90), Roadway and Bridge Rehabilitation from Rockton Road (Milepost 2.6) to Kishwaukee River (Milepost 18.3), Phase II Engineering Services	$8,715,058.94

APPENDIX D

CAPITAL PROGRAM SUMMARIES

Appendix D *Move Illinois* Capital Program Summary

Need	Project	Approximate Milepost Limits	Length (Centerline Miles)	Period	Status
Tri-State Tollway (I-294/I-80 and I-294)					
Reconstruct Infrastructure Replacement	Reconstruct and widen from eight lanes to ten lanes	95th Street to Balmoral Avenue (Milepost 17.7 to 40.0)	22.3	2019-2027	In-Progress
Restore Infrastructure Renewal	Bridge and ramp repairs	Tri-State Tollway (I-294) (Milepost 0.0 to 52.8)	52.8	2012-2027	In-Progress
Corridor	ROW acquisition	Tri-State Tollway (I-294) (Milepost 0.0 to 52.8)	52.8	2017-2027	In-Progress
Corridor	Utility and fiber optic relocation	Tri-State Tollway (I-294) (Milepost 0.0 to 52.8)	52.8	2017-2026	In-Progress
Tri-State Tollway (I-94) and Edens Spur (I-94)					
Reconstruct Infrastructure Replacement	Reconstruct four lanes	Edens spur (Milepost 25.0 to 30.0)	5	2018-2021	Complete
Restore Infrastructure Renewal	Bridge and ramp repairs	Tri-State Tollway (I-94) (Milepost 1.0 to 25.3)	25.3	2012-2027	In-Progress
Corridor	ROW acquisition	Tri-State Tollway (I-94) (Milepost 1.0 to 25.3)	25.3	2015-2022	Complete
Corridor	Utility and fiber optic relocation	Tri-State Tollway (I-94) (Milepost 1.0 to 25.3)	25.3	2017-2023	Complete
Tri-State Tollway (I-294) and Interstate 57 Interchange					
Regional Growth System Expansion	New ramps and structures	Tri-State Tollway (I-294)/I-57 Interchange New Ramps to and From Memphis and 147Th Street	-	2012-2021	Complete
Regional Growth System Expansion	ROW acquisition	Tri-State Tollway (I-294)/I-57 Interchange	-	2013-2027	In-Progress
Regional Growth System Expansion	New ramps and structures	Tri-State Tollway (I-294)/I-57 Interchange New Ramps to Complete System Interchange	-	2019-2024	Complete

Appendix D *Move Illinois* Capital Program Summary

Need	Project	Approximate Milepost Limits	Length (Centerline Miles)	Period	Status
Regional Growth System Expansion	ROW acquisition	Tri-State Tollway (I-294)/I-57 Interchange New Ramps to Complete System Interchange	-	2019-2024	Complete
Regional Growth System Expansion	Utility and fiber optic relocation	Tri-State Tollway (I-294)/I-57 Interchange	-	2013-2025	Complete
Jane Addams Memorial Tollway (I-90)					
Reconstruct Infrastructure Replacement Congestion Relief	Reconstruct and widen from four lanes to six lanes	I-39 to Illinois Route 47 (Milepost 17.5 to 46.5)	29	2013-2015	Complete
Reconstruct Infrastructure Replacement Congestion Relief	Reconstruct and widen from four lanes to six lanes	Illinois Route 47 to Elgin Toll Plaza 9 (Milepost 46.5 to 54.0)	7.5	2013-2015	Complete
Reconstruct Infrastructure Replacement Congestion Relief	Reconstruct and widen from six to eight lanes	Elgin Toll Plaza 9 to Kennedy Expressway (Milepost 54.0 to 78.6)	25	2013-2016	Complete
Reconstruct Congestion Relief	Transit accommodation	I-39 to Kennedy Expressway (Milepost 17.5 to 78.6)	61.5	2013-2015	Complete
Restore Infrastructure Renewal	Bridge and ramp repairs	I-39 to Kennedy Expressway (Milepost 17.5 to 78.6)	61.5	2013-2020	Complete
Corridor	ROW acquisition	I-39 to Kennedy Expressway (Milepost 17.5 to 78.6)	61.5	2012-2021	Complete
Corridor	Utility and fiber optic relocation	I-39 to Kennedy Expressway (Milepost 17.5 to 78.6)	61.5	2012-2016	Complete
Reagan Memorial Tollway (I-88)					
Reconstruct Infrastructure Replacement	Reconstruct four and six lanes	York Road to Eisenhower Expressway (I-290) (Milepost 139.0 to 140.5)	1.5	2018-2020	Complete
Restore Infrastructure Renewal	Mill, patch and overlay	Illinois Route 251 to Illinois Route 56 (Milepost 76.1 to 113.3)	38.1	2018-2020	Complete

Appendix D *Move Illinois* Capital Program Summary

Need	Project	Approximate Milepost Limits	Length (Centerline Miles)	Period	Status
Restore Infrastructure Renewal	Mill, patch and overlay	Aurora Toll Plaza 61 to Illinois Route 59 (Milepost 117.8 to 123.3)	5.5	2020-2022	Complete
Reconstruct Infrastructure Replacement	Reconstruct four lanes	East-West Connector Road Between I-294 and I-88	3.7	2019-2022	Complete
Restore Infrastructure Renewal	Bridge and ramp repairs	US Route 30 to Eisenhower Expressway (I-290) (Milepost 44.2 to 140.4)	96.2	2012-2027	In-Progress
Corridor	ROW acquisition	US Route 30 to Eisenhower Expressway (I-290) (Milepost 44.2 to 140.4)	96.2	2016-2023	Complete
Corridor	Utility and fiber optic relocation	US Route 30 to Eisenhower Expressway (I-290) (Milepost 44.2 to 140.4)	96.2	2018-2021	Complete
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 (Milepost 12.3 to 29.8)	17.5	2013	Complete
Restore Infrastructure Renewal	Mill, patch and overlay	I-55 to Army Trail Road (Milepost 12.3 to 29.8)	17.5	2018-2020	Complete
Restore Infrastructure Renewal	Bridge and ramp repairs	I-80 to Army Trail Road (Milepost 0.0 to 29.8)	29.8	2012-2027	In-Progress
Corridor	ROW acquisition	I-80 to Army Trail Road (Milepost 0.0 to 29.8)	29.8	2023-2026	In-Progress
Corridor	Utility and fiber optic relocation	I-80 to Army Trail Road (Milepost 0.0 to 29.8)	29.8	2016-2023	Complete
Elgin-O'Hare Western Access (IL Route 390 and I-490)					
Regional Growth System Expansion	Rehabilitate four lanes and widen to six lanes	Existing Elgin O'Hare (IL 390) Us Route 20 to Rohlwing Road	6	2013-2017	Complete

Appendix D *Move Illinois* Capital Program Summary

Need	Project	Approximate Milepost Limits	Length (Centerline Miles)	Period	Status
Regional Growth System Expansion	Construct Four Lanes	Elgin O'Hare Extension Rohlwing Road Illinois Route 83	4.8	2014-2017	Complete
Regional Growth System Expansion	Construct Four Lanes	South Leg Of Western Access Thorndale Avenue to I-294 via York Road	3	2016-2028	In-Progress
Regional Growth System Expansion	Construct Four Lanes	North Leg Of Western Access Thorndale Avenue to I-90 via York Road	3.2	2016-2028	In-Progress
Corridor	ROW acquisition	Elgin O'Hare (IL 390) US Route 20 to Rohlwing Road and Western Access I-294 to I-90	20.8	2013-2026	In-Progress
Corridor	Utility and fiber optic relocation	Elgin O'Hare (IL 390) US Route 20 to Rohlwing Road and Western Access I-294 to I-90	20.8	2013-2027	In-Progress
Planning for Other Projects					
Regional Growth System Expansion	Planning studies	Planning for other projects	-	2013-2027	In-Progress
Systemwide Improvements					
Infrastructure Renewal	Bridge, Pavement, Drainage and Safety Appurtenance Repairs	Systemwide	-	2012-2027	In-Progress
Infrastructure Enhancements	Plaza Modifications For Electronic Tolling Upgrades	Systemwide	-	2024-2027	In-Progress
Infrastructure Enhancements	Business Systems and Toll Collection Upgrades	Systemwide	-	2013-2021	Complete

Appendix D *Move Illinois* Capital Program Summary

Need	Project	Approximate Milepost Limits	Length (Centerline Miles)	Period	Status
Infrastructure Enhancements	Information Technology and Intelligent Transportations System (Its) Upgrades	Systemwide	-	2012-2027	In-Progress
Maintenance and Operations Support	Capital Requirements, Maintenance Facilities Reconstruct, Relocate and Rehabilitate	Systemwide	-	2013-2027	In-Progress
Maintenance and Operations Support	Items Critical to Tollway Operations, Technical and Administrative Contracts	Systemwide	-	2012-2027	In-Progress
Infrastructure Enhancements	Relocation Of Fiber Optic and Private Utilities Associated With Reconstruction Or Repair Projects	Systemwide	-	2014-2027	In-Progress
Infrastructure Enhancements	Right-Of-Way Acquisition Necessary For Interchange Improvements Or Mainteance Facilities	Systemwide	-	2012-2023	Complete
Access Expansion	Service Interchanges	Systemwide	-	2012-2027	In-Progress

Appendix D *Bridging The Future* Capital Plan Summary

Need	Project	Approximate Milepost Limits	Period	Status
Connecting Infrastructure				
Regional Growth System Expansion	New Ramps	Reagan Memorial Tollway (I-88) and York Road/22nd St Interchange	2029-2031	Planned
Regional Growth System Expansion	New Ramps	Elgin O'Hare (IL 390) and County Farm Road Interchange	2029-2031	Planned
Infrastructure Enhancements	Master planning and design	I-355/I-88 Interchange	2025-2030	In-Progress
Reconstruct Infrastructure Replacement	Bridge Replacement	UPRR Over Jane Addams Memorial Tollway (I-90) Bridge (Milepost 19.5)	2028-2029	Planned
Reconstruct Infrastructure Replacement	Bridge and Ramp Repairs	Tri-State Tollway (I-294) (Milepost 25.3)	2028-2029	Planned
Improving Mobility				
Reconstruct Infrastructure Replacement	Reconstruct and widen from eight lanes to ten lanes	Tri-State Tollway (I-294) 95th Street to Balmoral Avenue (Milepost 17.7 to 40.0)	2025-2030	In-Progress
Reconstruct Infrastructure Replacement	Bridge Replacement	Tri-State Tollway (I-294) (Milepost 1.2 to 2.1 and Milepost 15.6 to 16.9)	2025-2031	In-Progress
Regional Growth System Expansion	Design for operational improvements	I-88 Illinois Route 47 to I-294	2025-2031	In-Progress
Regional Growth System Expansion	Construct Four Lanes	Western Access I-294 to I-90	2026-2028	Planned
Modernizing The System				
Infrastructure Enhancements	Plaza Modifications For Electronic Tolling Upgrades	Systemwide	2025-2031	In-Progress
Restore Infrastructure Renewal	Facilities Reconstruct and Rehabilitate	Systemwide	2031	Planned

Appendix D *Bridging The Future* Capital Plan Summary

Need	Project	Approximate Milepost Limits	Period	Status
Restore Infrastructure Renewal	Bridge, Pavement, Drainage and Safety Appurtenance Repairs	Systemwide	2025-2030	In-Progress
Restore Infrastructure Renewal	Mill, Patch and Overlay	Rockton Road to I-39 (Milepost 2.7 to 18.2)	2027-2028	Planned
Preparing For Tomorrow				
Maintenance and Operations Support	Items Critical to Tollway Operations, Technical and Administrative Contracts	Systemwide	2027-2031	Planned
Infrastructure Enhancements	Toll Collection Upgrades	Systemwide	2027-2030	Planned
Infrastructure Enhancements	Research and evaluation of emerging technologies	Systemwide	2026-2031	Planned

APPENDIX E

MAINLINE PAVEMENT CRS SUMMARY TABLE

Appendix E Mainline Pavement CRS Summary Table

			Excellent	Good	Transitional	Fair	Poor	Not Rated
Maintenance Section	**Route and Limits**		**>= 7.5**	**6.6 to 7.4**	**6.0 to 6.5**	**4.5 to 5.9**	**0 to 4.4**	
M-1	Tri-State Tollway (I-94/I-294/I-80), Bishop Ford Freeway I-394 to Joliet Road	Lane Miles	129.80	45.40	9.40	0.00	0.00	21.9
		Percent	62.8%	22.0%	4.6%	0.0%	0.0%	10.6%
M-2	Tri-State Tollway (I-94/I-294/I-80), Joliet Road to Manheim Road Reagan Memorial Tollway (I-88), Plaza 51 (York Road) to I-290 Expressway	Lane Miles	41.80	4.50	2.00	0.00	0.00	95.5
		Percent	29.1%	3.1%	1.4%	0.0%	0.0%	66.4%
M-3	Tri-State Tollway (I-94/I-294/I-80), Manheim Road to Edens Spur Jane Addams Memorial Tollway (I-90), East River Road to Lee Street	Lane Miles	11.50	134.30	6.00	0.00	0.00	7.8
		Percent	7.2%	84.2%	3.7%	0.0%	0.0%	4.9%
M-4	Tri-State Tollway (I-94/I-294/I-80), Edens Expressway to Russell Road	Lane Miles	90.00	100.00	16.10	0.00	0.00	4.9
		Percent	42.6%	47.4%	7.6%	0.0%	0.0%	2.3%
M-5	Jane Addams Memorial Tollway (I-90), Lee Street to Fox River	Lane Miles	31.70	129.70	0.00	0.00	0.00	4.4
		Percent	19.1%	78.2%	0.0%	0.0%	0.0%	2.7%
M-6	Jane Addams Memorial Tollway (I-90), Fox River to Garden Prairie Road	Lane Miles	16.90	136.90	6.00	0.00	0.00	0
		Percent	10.6%	85.6%	3.8%	0.0%	0.0%	0.0%
M-7	Jane Addams Memorial Tollway (I-90), Garden Prairie Road to Rockton Road	Lane Miles	33.10	120.10	3.00	0.00	0.00	0.9
		Percent	21.1%	76.4%	1.9%	0.0%	0.0%	0.6%
M-8	Reagan Memorial Tollway (I-88), Illinois Route 56 to Plaza 51 (York Road)	Lane Miles	59.70	81.20	32.00	0.10	0.00	0.8
		Percent	34.4%	46.7%	18.4%	0.0%	0.0%	0.5%
M-11	Reagan Memorial Tollway (I-88), Steward Road to Illinois Route 56	Lane Miles	140.70	4.70	0.00	0.00	0.00	2.1
		Percent	95.4%	3.2%	0.0%	0.0%	0.0%	1.4%
M-12	Reagan Memorial Tollway (I-88), Rock Falls (US 30) to Steward Road	Lane Miles	94.30	34.50	0.00	0.00	0.00	2.4
		Percent	71.9%	26.3%	0.0%	0.0%	0.0%	1.8%
M-14	Veterans Memorial Tollway (I-355), I-55 to Army Trail Road	Lane Miles	90.90	66.00	14.50	0.00	0.00	18.5
		Percent	47.9%	34.8%	7.6%	0.0%	0.0%	9.7%
M-16	Illinois Route 390 Tollway (IL 390), Lake Street to Illinois Route 83	Lane Miles	18.10	13.10	9.40	2.60	0.00	8.3
		Percent	35.0%	25.5%	18.2%	5.2%	0.0%	16.1%
Mainline Lane Miles Surveyed			758.40	870.30	98.40	2.70	0.00	167.40
Percent Mainline Lane Miles Surveyed			40.0%	45.9%	5.2%	0.1%	0.0%	8.8%

APPENDIX F

BRIDGES CONDITION RATING TABLE

Appendix F Bridges Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Bridge Description	Last Inspection	Condition Rating	Next Scheduled Repair
108	I-294	0.00	M-1	Thorn Creek, Ramp F	2024	Excellent	2031
106	I-294	0.12	M-1	Grand Trunk Railroad, Ramp E	2024	Excellent	2030
101	I-294	0.25	M-1	Grand Trunk Railroad	2025	Good	2028
102	I-294	0.25	M-1	Grand Trunk Railroad	2025	Good	2028
103	I-294	0.58	M-1	Thorn Creek	2024	Good	2030
104	I-294	0.58	M-1	Thorn Creek	2024	Good	2028
104 O	I-294	0.80	M-1	Lincoln Oasis	2024	Excellent	2026
105	I-294	1.20	M-1	Chicago Road	2024	Good	2026
107	I-294	1.45	M-1	C&EI Railroad	2024	Good	2033
109	I-294	1.55	M-1	Vincennes Road	2024	Good	2033
111	I-294	1.80	M-1	Thornton Quarry	2025	Excellent	2031
112	I-294	1.80	M-1	Thornton Quarry	2025	Good	2031
113	I-294	2.10	M-1	CSX Railroad (Old B&O)	2024	Fair	2033
115	I-294	2.72	M-1	Illinois Route 1 (Halsted Street)	2025	Good	2033
117	I-294	3.24	M-1	ICG Railroad and Center Street	2025	Excellent	2029
118	I-294	3.24	M-1	ICG Railroad and Center Street	2025	Excellent	2029
119	I-294	3.80	M-1	ICG Railroad Markham Yards	2024	Good	2027
120	I-294	3.80	M-1	ICG Railroad Markham Yards	2024	Good	2027
121	I-294	4.24	M-1	Dixie Highway	2025	Good	2031
122	I-294	4.24	M-1	Dixie Highway	2025	Good	2031
122C	I-294	4.58	M-1	Stream	2025	Good	2033

Appendix F Bridges Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Bridge Description	Last Inspection	Condition Rating	Next Scheduled Repair
199	I-294	4.77	M-1	Western Road	2024	Good	2035
197	I-294	5.14	M-1	I-80 Ramp C	2024	Good	2032
198C	I-294	5.20	M-1	I-80 over Prairie Creek(Calumet Ditch)	2025	Good	2026
123	I-294	5.37	M-1	167th Street	2024	Good	2030
125C	I-294	6.25	M-1	159th Creek	2025	Good	2033
125	I-294	6.36	M-1	US Route 6 (159th Street)	2024	Excellent	2034
126	I-294	7.50	M-1	Ramp B (Northbound I-57 to Northbound I-294)	2025	Excellent	2029
127	I-294	7.60	M-1	I-57	2024	Excellent	2028
128	I-294	7.60	M-1	I-57 (over Ramp B)	2024	Excellent	2028
114	I-294	7.70	M-1	Ramp D (SB I-57 to NB I-294) over Detention Basin	2025	Excellent	2037
129	I-294	8.23	M-1	Illinois Route 83 (147th Street)	2024	Good	2027
129CD	I-294	8.23	M-1	Illinois Route 83 (147th Street)	2024	Good	2029
130	I-294	8.23	M-1	Illinois Route 83 (147th Street)	2024	Good	2028
131	I-294	8.80	M-1	Kedzie Avenue	2024	Good	2033
132	I-294	8.80	M-1	Kedzie Avenue	2024	Good	2033
133	I-294	9.10	M-1	CRI&P Railroad and Midlothian Creek	2024	Good	2027
134	I-294	9.10	M-1	CRI&P Railroad and Midlothian Creek	2024	Good	2034
135	I-294	9.55	M-1	Rexford Road	2024	Good	2033
136	I-294	9.55	M-1	Rexford Road	2024	Fair	2033

Appendix F Bridges Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Bridge Description	Last Inspection	Condition Rating	Next Scheduled Repair
137	I-294	10.00	M-1	Crawford Road	2024	Fair	2035
138	I-294	10.00	M-1	Crawford Road	2024	Good	2035
139	I-294	10.20	M-1	Midlothian Turnpike	2025	Excellent	2034
140	I-294	10.20	M-1	Midlothian Turnpike	2025	Excellent	2034
141	I-294	10.64	M-1	135th Street	2024	Poor	2027
142	I-294	10.64	M-1	135th Street	2024	Fair	2027
143	I-294	11.00	M-1	Cal-Sag Channel	2024	Poor	2028
144	I-294	11.00	M-1	Cal-Sag Channel	2024	Fair	2031
145	I-294	11.17	M-1	131st Street	2025	Excellent	2034
146	I-294	11.17	M-1	131st Street	2025	Good	2029
148	I-294	11.72	M-1	127th Street - Ramp J	2025	Excellent	2029
147	I-294	11.90	M-1	127th Street	2025	Good	2026
149	I-294	11.90	M-1	127th Street Over Ramp A	2025	Good	2029
151	I-294	12.04	M-1	Illinois Route 50-83 (Cicero Avenue)	2025	Good	2026
155	I-294	14.55	M-1	Ridgeland Avenue	2024	Good	2027
156	I-294	14.55	M-1	Ridgeland Avenue	2024	Good	2027
157	I-294	14.60	M-1	115th Street	2024	Fair	2028
158	I-294	14.60	M-1	115th Street	2024	Good	2028
159	I-294	15.15	M-1	111th Street	2024	Good	2035
160	I-294	15.15	M-1	111th Street	2024	Good	2034
161	I-294	15.67	M-1	107th Street	2024	Good	2033
162	I-294	15.67	M-1	107th Street	2024	Good	2033
163	I-294	15.77	M-1	NS Railroad (Old Wabash Railroad)	2025	Fair	2033
164	I-294	15.77	M-1	NS Railroad (Old Wabash Railroad)	2025	Fair	2033

Appendix F Bridges Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Bridge Description	Last Inspection	Condition Rating	Next Scheduled Repair
165	I-294	16.10	M-1	Illinois Route 7 (Southwest Highway)	2025	Good	2033
166	I-294	16.10	M-1	Illinois Route 7 (Southwest Highway)	2025	Fair	2033
164C	I-294	16.20	M-1	Stony Creek	2025	Fair	2033
167	I-294	16.80	M-1	Illinois 43 (Harlem Avenue)	2025	Good	2033
168	I-294	16.80	M-1	Illinois 43 (Harlem Avenue)	2025	Good	2033
169	I-294	17.50	M-1	US Route 12-20 (95TH Street)	2025	Excellent	2033
170	I-294	17.50	M-1	US Route 12-20 (95TH Street)	2025	Excellent	2033
171	I-294	18.70	M-1	87th Street and Roberts Road	2024	Excellent	2036
175	I-294	18.70	M-1	87th Street and Roberts Road	2024	Excellent	2038
177	I-294	20.04	M-1	88th Avenue	2024	Good	2040
179	I-294	20.30	M-1	Illinois 171 (Archer Avenue)	2024	Excellent	2036
181	I-294	20.40	M-1	Illinois 171 (Archer Avenue)	2024	Excellent	2036
183	I-294	20.88	M-1	US Route 45 (Lagrange Road)	2024	Excellent	2036
184	I-294	20.88	M-1	US Route 45 (Lagrange Road)	2024	Excellent	2036
191	I-294	21.50	M-1	Mile Long Bridge	2025	Good	2036
192	I-294	21.50	M-1	Mile Long Bridge	2025	Excellent	2037
185	I-294	22.55	M-1	5th Avenue	2025	Good	2030

Appendix F Bridges Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Bridge Description	Last Inspection	Condition Rating	Next Scheduled Repair
187	I-294	22.78	M-1	Willow Springs Road	2025	Fair	2030
189	I-294	23.12	M-1	I-55	2024	Excellent	2038
190	I-294	23.12	M-1	I-55	2024	Excellent	2036
193	I-294	23.34	M-1	Wolf Road	2025	Excellent	2038
194	I-294	23.34	M-1	Wolf Road	2025	Excellent	2036
195	I-294	23.56	M-1	Joliet Road	2025	Excellent	2038
196	I-294	23.56	M-1	Joliet Road	2025	Excellent	2036
245	I-294	23.75	M-2	Ramp AB / Sewage Disposal Road	2024	Fair	2033
243	I-294	23.77	M-2	Flagg Creek	2025	Excellent	2038
244	I-294	23.77	M-2	Flagg Creek	2025	Excellent	2036
247	I-294	24.20	M-2	Ramp A	2025	Excellent	2037
249	I-294	24.40	M-2	Plainfield Road	2025	Excellent	2038
247C	I-294	24.50	M-2	Stream	2025	Good	2031
249C	I-294	24.80	M-2	Stream	2025	Good	2034
251	I-294	25.45	M-2	55th Street	2025	Fair	2033
255	I-294	26.47	M-2	47th Street	2025	Fair	2035
259	I-294	26.50	M-2	Flagg Creek	2025	Excellent	2040
260	I-294	26.50	M-2	Flagg Creek	2025	Excellent	2040
263	I-294	26.50	M-2	Alice Fitch Gallagher Memorial Bridge	2025	Excellent	2037
261	I-294	26.65	M-2	BN Railroad (Old CB&Q)	2024	Excellent	2037
261C	I-294	26.65	M-2	Flagg Creek	2025	Good	2033
265	I-294	27.48	M-2	US Route 34 (Ogden Avenue)	2025	Excellent	2033
267	I-294	28.20	M-2	Salt Creek	2025	Excellent	2040
268	I-294	28.20	M-2	Salt Creek	2025	Good	2040
269	I-294	28.52	M-2	31st Street	2025	Good	2029
201	I-294	29.27	M-2	East-West Connector (Westbound)	2024	Good	2031
203	I-294	29.52	M-2	Cermak Road	2025	Excellent	2033

Appendix F Bridges Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Bridge Description	Last Inspection	Condition Rating	Next Scheduled Repair
205	I-294	30.55	M-2	Illinois 38 (Roosevelt Road)	2025	Excellent	2040
206	I-294	30.55	M-2	Illinois 38 (Roosevelt Road)	2025	Excellent	2042
207	I-294	30.72	M-2	Ramp A (Roosevelt Road to I-290)	2024	Excellent	2040
208	I-294	30.72	M-2	Ramp A (Roosevelt Road to I-290)	2025	Excellent	2042
209	I-294	31.05	M-2	I-88 Tri-Level Bridge	2025	Excellent	2040
209CD	I-294	31.05	M-2	I-88 Tri-Level Bridge	2025	Good	2026
210	I-294	31.05	M-2	I-88 Tri-Level Bridge	2025	Good	2042
211	I-294	31.35	M-2	Butterfield Road	2025	Excellent	2040
211CD	I-294	31.35	M-2	Butterfield Road	2025	Excellent	2037
212	I-294	31.35	M-2	Butterfield Road	2025	Fair	2042
219	I-294	31.50	M-2	CCP Railroad	2024	Excellent	2040
219CD	I-294	31.50	M-2	CCP Railroad	2024	Excellent	2037
220	I-294	31.50	M-2	CCP Railroad	2024	Fair	2042
221	I-294	31.65	M-2	I-290 (Eisenhower Expressway)	2024	Excellent	2040
221CD	I-294	31.65	M-2	I-290 (Eisenhower Expressway)	2024	Excellent	2037
222	I-294	31.65	M-2	I-290 (Eisenhower Expressway)	2024	Good	2042
224	I-294	31.90	M-2	I-290, Ramp F&H	2025	Excellent	2038
225	I-294	31.97	M-2	Electric Avenue	2024	Excellent	2040
226	I-294	31.97	M-2	Electric Avenue	2024	Fair	2042

Appendix F Bridges Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Bridge Description	Last Inspection	Condition Rating	Next Scheduled Repair
226A	I-294	31.97	M-2	Electric Avenue, Ramp F	2025	Excellent	2038
227	I-294	32.47	M-2	St Charles Road	2024	Excellent	2036
229	I-294	33.00	M-2	C&NW Railroad	2025	Fair	2040
230	I-294	33.00	M-2	UP Railroad	2025	Excellent	2040
231	I-294	33.18	M-2	C&NW Railroad	2025	Good	2040
232	I-294	33.18	M-2	UP Railroad	2025	Excellent	2040
235	I-294	33.57	M-2	I-290 Westbound - Ramp F	2024	Good	2037
233	I-294	33.65	M-2	US Route 20/ Illinois Route 64 (Lake/ North Ave)	2024	Excellent	2038
234	I-294	33.65	M-2	US Route 20/ Illinois Route 64 (Lake/ North Ave)	2024	Excellent	2037
235C	I-294	35.10	M-2	Addison Creek	2025	Fair	2033
285	I-294	35.35	M-2	Grand Avenue	2024	Excellent	2038
286	I-294	35.35	M-2	Grand Avenue	2024	Excellent	2038
287	I-294	35.80	M-2	C&NW Railroad	2025	Excellent	2038
288	I-294	35.80	M-2	C&NW Railroad	2025	Excellent	2034
289	I-294	36.35	M-2	Wolf Road	2024	Good	2045
271	I-88	138.00	M-2	Cermak Road	2024	Good	2034
272	I-88	138.00	M-2	Cermak Road	2024	Good	2034
272CD	I-88	138.00	M-2	Cermak Road	2024	Excellent	2034
213	I-88	138.10	M-2	East-West Connector under Cermak Road	2024	Fair	2026
299	I-88	138.45	M-2	East-West Connector under Windsor Drive	2024	Excellent	2036

Appendix F Bridges Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Bridge Description	Last Inspection	Condition Rating	Next Scheduled Repair
274	I-88	138.55	M-2	Harger Road	2025	Good	2029
275	I-88	138.55	M-2	Salt Creek	2024	Excellent	2027
276	I-88	138.55	M-2	Salt Creek	2024	Excellent	2027
277	I-88	138.55	M-2	Salt Creek, Ramp M	2024	Excellent	2028
273	I-88	138.65	M-2	East-West Connector	2024	Excellent	2033
279	I-88	138.68	M-2	East-West Connector under York Road	2025	Excellent	2035
281	I-88	138.96	M-2	York Road	2024	Excellent	2035
215	I-88	139.39	M-2	Illinois 38 (Roosevelt Road)	2024	Good	2030
216	I-88	139.39	M-2	Illinois 38 (Roosevelt Road)	2024	Good	2030
210T	I-88	140.05	M-2	Ramp E&D	2025	Excellent	2033
289C	I-294	37.00	M-3	Silver Creek	2025	Good	2033
396	I-294	37.20	M-3	Bensenville Yard	2024	Fair	2042
397	I-294	37.20	M-3	Bensenville Yard	2024	Fair	2042
394C	I-294	38.10	M-3	Sister Stream	2025	Good	2036
393	I-294	38.30	M-3	Illinois 19 (Irving Park Road)	2024	Good	2033
394	I-294	38.30	M-3	Illinois 19 (Irving Park Road)	2024	Good	2033
394A	I-294	38.30	M-3	Irving Park Road- Ramp A	2024	Good	2031
393C	I-294	38.40	M-3	Crystal Creek	2025	Good	2033
389	I-294	39.00	M-3	Lawrence Avenue	2024	Good	2033
390	I-294	39.00	M-3	Lawrence Avenue	2024	Good	2033

Appendix F Bridges Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Bridge Description	Last Inspection	Condition Rating	Next Scheduled Repair
391	I-294	39.30	M-3	Soo Line Railroad-Metra (CP Railroad)	2024	Good	2029
392	I-294	39.30	M-3	Soo Line Railroad-Metra	2024	Good	2029
363	I-294	39.82	M-3	63rd. Street (Balmoral)	2024	Good	2028
364B	I-294	40.26	M-3	I-190 (Kennedy Expressway Eastbound)	2024	Fair	2026
364D	I-294	40.26	M-3	I-190 (Kennedy Expressway Eastbound Ramp L)	2024	Fair	2026
399	I-294	40.26	M-3	I-190 (Kennedy Expressway Eastbound) Ramp J	2024	Fair	2034
364A	I-294	40.35	M-3	I-190 (Kennedy Expressway Westbound)	2025	Poor	2030
364C	I-294	40.35	M-3	I-190(Kennedy Expressway Westbound Ramp L)	2024	Fair	2040
365C	I-294	40.60	M-3	Willow Creek	2025	Good	2034
367C	I-294	40.60	M-3	Willow Creek, Ramp E	2025	Good	2029
365	I-294	40.68	M-3	Ramp F over Ramp G	2024	Excellent	2027
367	I-294	40.80	M-3	I-90 Tollway	2024	Good	2034
368	I-294	40.80	M-3	I-90 Tollway	2024	Good	2034
369	I-294	40.80	M-3	Ramp B, Tri-Level	2024	Good	2030
370	I-294	40.80	M-3	Ramp D, Tri-Level	2024	Good	2030
371	I-294	41.00	M-3	Higgins Road	2025	Good	2029
372	I-294	41.00	M-3	Higgins Road	2025	Good	2029
373	I-294	41.16	M-3	Devon Avenue	2025	Good	2029
374	I-294	41.16	M-3	Devon Avenue	2025	Good	2029

Appendix F Bridges Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Bridge Description	Last Inspection	Condition Rating	Next Scheduled Repair
301	I-294	42.05	M-3	Des Plaines River Road	2025	Good	2034
301CD	I-294	42.05	M-3	Des Plaines River Road	2025	Good	2032
302	I-294	42.05	M-3	Des Plaines River Road	2025	Excellent	2026
303	I-294	42.19	M-3	Touhy Avenue	2025	Excellent	2026
303CD	I-294	42.19	M-3	Touhy Avenue	2025	Good	2032
304	I-294	42.19	M-3	Touhy Avenue	2025	Fair	2033
305	I-294	42.70	M-3	Des Plaines River	2024	Fair	2033
306	I-294	42.70	M-3	Des Plaines River	2024	Fair	2033
307	I-294	43.20	M-3	Oakton Street	2025	Excellent	2030
308	I-294	43.20	M-3	Oakton Street	2025	Good	2030
309	I-294	43.35	M-3	Algonquin Road	2025	Good	2033
310	I-294	43.35	M-3	Algonquin Road	2025	Good	2033
311	I-294	43.52	M-3	C&NW Railroad And Busse Highway	2025	Good	2033
312	I-294	43.52	M-3	C&NW Railroad And Busse Highway	2025	Good	2033
315	I-294	44.08	M-3	Northwest Highway	2025	Good	2028
316	I-294	44.08	M-3	Northwest Highway	2025	Good	2033
313C	I-294	44.15	M-3	Drainage Ditch	2025	Good	2033
313	I-294	44.23	M-3	US Route 14 (Dempster Street)	2025	Good	2033
314	I-294	44.23	M-3	US Route 14 (Dempster Street)	2025	Fair	2033
319	I-294	44.56	M-3	Ballard Road	2025	Excellent	2030
320	I-294	44.56	M-3	Ballard Road	2025	Good	2026

Appendix F Bridges Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Bridge Description	Last Inspection	Condition Rating	Next Scheduled Repair
317	I-294	45.24	M-3	Golf Road (Illinois Route 58), Ramp	2025	Good	2028
321	I-294	45.24	M-3	Illinois Route 58 (Golf Road)	2025	Excellent	2029
322	I-294	45.24	M-3	Illinois Route 58 (Golf Road)	2025	Good	2035
323	I-294	45.90	M-3	C&NW Railroad	2025	Good	2033
324	I-294	45.90	M-3	C&NW Railroad	2025	Good	2033
325	I-294	46.10	M-3	Central Road	2025	Good	2029
326	I-294	46.10	M-3	Central Road	2025	Good	2029
327	I-294	47.25	M-3	Illinois Route 21/US Route 45 (Milwaukee Avenue)	2025	Excellent	2029
328	I-294	47.25	M-3	Illinois Route 21/US Route 45 (Milwaukee Avenue)	2025	Good	2029
329	I-294	47.58	M-3	Lake Avenue	2025	Good	2029
330	I-294	47.58	M-3	Lake Avenue	2025	Good	2029
331	I-294	48.90	M-3	Willow Road	2025	Good	2027
332	I-294	49.85	M-3	Sanders Road	2025	Good	2026
333	I-294	49.85	M-3	Sanders Road	2025	Fair	2027
335	I-294	51.50	M-3	Illinois 68 (Dundee Road)	2025	Good	2027
337	I-294	52.02	M-3	Sanders Road	2025	Good	2029
338	I-294	52.02	M-3	Sanders Road	2025	Good	2029
381	I-90	76.73	M-3	US Route 12-45 (Mannheim Road)	2025	Excellent	2030
382	I-90	76.73	M-3	US Route 12-45 (Mannheim Road)	2025	Good	2033
383	I-90	76.88	M-3	WCL Railroad (Soo Line Railroad)	2025	Good	2031

Appendix F Bridges Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Bridge Description	Last Inspection	Condition Rating	Next Scheduled Repair
384	I-90	76.88	M-3	WCL Railroad (Soo Line Railroad)	2025	Good	2033
385	I-90	77.38	M-3	Higgins Road	2025	Excellent	2031
386	I-90	77.38	M-3	Higgins Road	2025	Good	2029
376C	I-90	78.05	M-3	Willow Creek	2025	Good	2033
375	I-90	78.30	M-3	Des Plaines River Road	2025	Excellent	2029
375A	I-90	78.30	M-3	Des Plaines River Road, Ramp A	2025	Excellent	2029
376	I-90	78.30	M-3	Des Plaines River Road	2025	Excellent	2029
377	I-90	78.55	M-3	Des Plaines River	2025	Good	2028
378	I-90	78.55	M-3	Des Plaines River	2025	Excellent	2028
379	I-90	78.65	M-3	I-190 WB (Kennedy Expressway)	2024	Fair	2028
380	I-90	79.00	M-3	Cumberland Flyover	2024	Excellent	2033
447	I-94	1.08	M-4	US Route 41 (Relocated)	2025	Good	2026
443	I-94	1.24	M-4	US Route 41 (Skokie Road)	2025	Good	2035
445	I-94	1.24	M-4	US Route 41 (Skokie Road)	2025	Good	2027
441	I-94	2.40	M-4	Illinois Route 173 (Rosecrans Road)	2025	Good	2030
437	I-94	5.10	M-4	Wadsworth Road	2024	Excellent	2031
435	I-94	5.90	M-4	Mill Creek	2024	Good	2027
436	I-94	5.90	M-4	Mill Creek	2024	Good	2027
433	I-94	7.58	M-4	Stearn School Road	2024	Good	2036
431	I-94	8.45	M-4	Illinois Route 132 (Grand Avenue)	2025	Good	2034

Appendix F Bridges Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Bridge Description	Last Inspection	Condition Rating	Next Scheduled Repair
429	I-94	9.70	M-4	Washington Street	2025	Good	2028
430	I-94	9.70	M-4	Washington Street	2025	Good	2028
427	I-94	10.18	M-4	Illinois 21 (Milwaukee Avenue)	2024	Fair	2030
425	I-94	10.55	M-4	Des Plaines River	2024	Good	2027
426	I-94	10.55	M-4	Des Plaines River	2024	Good	2027
424	I-94	11.23	M-4	Illinois Route 120 (Belvidere Road)	2025	Good	2028
423	I-94	11.24	M-4	Illinois Route 120 (Belvidere Road)	2025	Good	2028
421	I-94	12.00	M-4	O'Plaine Road	2024	Excellent	2034
419	I-94	13.80	M-4	Illinois Route 137 (Buckley Road)	2024	Fair	2028
417	I-94	15.24	M-4	Atkinson Road	2024	Good	2026
415	I-94	15.71	M-4	WCL Railroad (Soo Line Railroad)	2025	Fair	2035
416	I-94	15.71	M-4	WCL Railroad (Soo Line Railroad)	2025	Fair	2035
413	I-94	16.09	M-4	Illinois Route 176 (Rockland Road)	2025	Excellent	2040
414	I-94	16.09	M-4	Illinois Route 176 (Rockland Road)	2025	Good	2040
411	I-94	16.62	M-4	EJ&E Railroad	2025	Good	2035
412	I-94	16.62	M-4	EJ&E Railroad	2025	Good	2035
409	I-94	17.30	M-4	Bradley Road	2024	Excellent	2034
407 O	I-94	18.10	M-4	Lake Forest Oasis	2024	Fair	2040
407	I-94	18.98	M-4	Illinois Route 60 (Town Line Road)	2024	Good	2033

Appendix F Bridges Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Bridge Description	Last Inspection	Condition Rating	Next Scheduled Repair
405	I-94	20.27	M-4	Everett Road	2024	Fair	2026
403	I-94	21.82	M-4	Illinois Route 22 (Halfday Road)	2025	Good	2028
401	I-94	22.70	M-4	Duffy Lane	2024	Fair	2028
360C	I-94	23.08	M-4	Stream	2025	Good	2033
360	I-94	24.26	M-4	Deerfield Road	2024	Good	2028
449	I-94	24.95	M-4	Deerfield Road, Ramp F	2024	Excellent	2029
341	I-94	25.28	M-4	Lake-Cook Road	2025	Fair	2041
343	I-94	25.28	M-4	Lake-Cook Road	2025	Excellent	2027
339	I-94	25.42	M-4	I-294	2024	Good	2030
340	I-94	25.47	M-4	Lake-Cook Road, Ramp B	2025	Good	2031
345	I-94	26.75	M-4	Pfingsten Road	2025	Excellent	2035
347	I-94	27.00	M-4	West Fork Chicago River	2024	Excellent	2034
348	I-94	27.00	M-4	West Fork Chicago River	2024	Excellent	2034
349	I-94	27.25	M-4	Metra-Soo Line Railroad	2024	Excellent	2034
350	I-94	27.25	M-4	Metra-Soo Line Railroad	2024	Excellent	2034
351	I-94	27.77	M-4	Illinois Route 43 (Waukegan Road)	2025	Fair	2033
353	I-94	28.60	M-4	East Fork Chicago River	2024	Excellent	2034
354	I-94	28.60	M-4	East Fork Chicago River	2024	Excellent	2034
355	I-94	29.31	M-4	C&NW Railroad	2024	Excellent	2036
356	I-94	29.31	M-4	C&NW Railroad	2024	Excellent	2035
359	I-94	29.48	M-4	Skokie Highway	2024	Excellent	2035

Appendix F Bridges Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Bridge Description	Last Inspection	Condition Rating	Next Scheduled Repair
357	I-94	29.50	M-4	Skokie Highway	2024	Good	2035
361	I-94	29.60	M-4	US Route 41 (Edens Expressway)	2024	Excellent	2035
549	I-90	55.70	M-5	Fox River	2025	Excellent	2031
550	I-90	55.70	M-5	Fox River	2025	Good	2031
501	I-90	56.10	M-5	Illinois Route 25	2025	Excellent	2031
503	I-90	56.35	M-5	Illinois Route 25 (Ramp)	2025	Excellent	2031
505	I-90	58.15	M-5	Beverly Road	2025	Good	2030
507	I-90	59.15	M-5	EJ&E (WCL) Railroad	2025	Excellent	2031
508	I-90	59.15	M-5	EJ&E (WCL) Railroad	2025	Excellent	2031
509	I-90	59.70	M-5	Illinois Route 59 (Sutton Road)	2025	Good	2035
511	I-90	60.40	M-5	Bartlett Road	2025	Excellent	2030
513A	I-90	61.32	M-5	Illinois Route 72 (Higgins Road)	2024	Excellent	2031
513	I-90	61.37	M-5	Illinois Route 72 (Higgins Road)	2024	Excellent	2030
515C	I-90	61.68	M-5	Poplar Creek	2025	Excellent	2031
515	I-90	62.20	M-5	Barrington Road	2025	Excellent	2031
516	I-90	63.90	M-5	Land Bridge	2024	Excellent	2031
516C	I-90	63.90	M-5	Poplar Creek East Branch	2025	Excellent	2032
517	I-90	65.55	M-5	Roselle Road	2025	Excellent	2031
519	I-90	67.38	M-5	Meacham Road	2024	Good	2031
519CD	I-90	67.38	M-5	Meacham Road (over CD Ramp)	2024	Fair	2027
523	I-90	69.30	M-5	Salt Creek	2025	Excellent	2031
524	I-90	69.30	M-5	Salt Creek	2025	Excellent	2031

Appendix F Bridges Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Bridge Description	Last Inspection	Condition Rating	Next Scheduled Repair
525	I-90	69.45	M-5	Golf Road	2025	Excellent	2031
526	I-90	69.45	M-5	Golf Road	2025	Excellent	2031
527	I-90	70.82	M-5	Arlington Heights Road	2025	Excellent	2036
528	I-90	70.82	M-5	Arlington Heights Road	2025	Good	2036
530C	I-90	71.40	M-5	Stream	2025	Excellent	2031
529	I-90	72.47	M-5	Busse Road	2025	Excellent	2030
530	I-90	72.47	M-5	Busse Road	2025	Excellent	2030
531	I-90	72.73	M-5	Oakton Street	2024	Excellent	2030
532	I-90	72.73	M-5	Oakton Street	2024	Excellent	2030
533C	I-90	73.40	M-5	Higgins Creek, Tributary A	2025	Good	2031
533	I-90	73.60	M-5	Elmhurst Road	2025	Excellent	2031
534	I-90	73.60	M-5	Elmhurst Road	2025	Excellent	2030
535	I-90	74.02	M-5	Higgins Creek	2025	Excellent	2031
535CD	I-90	74.02	M-5	Higgins Creek (Ramp X1)	2025	Excellent	2034
536	I-90	74.02	M-5	Higgins Creek	2025	Excellent	2031
536CD	I-90	74.02	M-5	Higgins Creek (Ramp X4)	2025	Excellent	2034
537	I-90	74.68	M-5	Mount Prospect Road	2025	Excellent	2031
538	I-90	74.68	M-5	Mount Prospect Road	2025	Excellent	2031
539	I-90	74.77	M-5	C&NW (UP) Railroad	2025	Excellent	2030
540	I-90	74.77	M-5	C&NW (UP) Railroad	2025	Excellent	2030
541	I-90	75.06	M-5	C&NW (UP) Railroad Spur	2025	Excellent	2031
542	I-90	75.06	M-5	C&NW (UP) Railroad Spur	2025	Excellent	2031
543	I-90	75.30	M-5	Wolf Road	2025	Excellent	2031
544	I-90	75.30	M-5	Wolf Road	2025	Excellent	2031
545	I-90	75.55	M-5	Touhy Avenue	2025	Excellent	2031
546	I-90	75.55	M-5	Touhy Avenue	2025	Excellent	2031
547	I-90	76.12	M-5	Lee Street	2025	Excellent	2030

Appendix F Bridges Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Bridge Description	Last Inspection	Condition Rating	Next Scheduled Repair
651	I-90	30.30	M-6	Garden Prairie Road	2024	Good	2040
651C	I-90	30.50	M-6	Stream	2025	Excellent	2031
653	I-90	31.20	M-6	County Line Road	2024	Good	2032
655	I-90	33.36	M-6	Anthony Road	2024	Excellent	2030
601	I-90	34.90	M-6	Coon Creek	2024	Excellent	2028
602	I-90	34.90	M-6	Coon Creek	2024	Excellent	2028
603	I-90	35.26	M-6	Harmony-Riley Road	2024	Excellent	2030
605	I-90	36.12	M-6	Illinois Route 23	2024	Excellent	2032
607	I-90	37.50	M-6	Getty Road	2024	Excellent	2029
609	I-90	40.77	M-6	Harmony Road	2024	Excellent	2040
611C	I-90	41.20	M-6	Stream	2025	Excellent	2029
611	I-90	41.90	M-6	US Route 20 (Ramp)	2025	Excellent	2031
613	I-90	42.35	M-6	US Route 20	2025	Excellent	2029
614	I-90	42.35	M-6	US Route 20	2025	Excellent	2032
615	I-90	43.70	M-6	Brier Hill Road	2024	Excellent	2028
617	I-90	44.40	M-6	Hennig Road	2024	Excellent	2029
619	I-90	45.00	M-6	Sandwald Road	2024	Excellent	2028
621	I-90	46.40	M-6	Illinois Route 47	2024	Good	2040
621C	I-90	47.45	M-6	Eakin Creek/ South Kishwaukee River	2025	Excellent	2029
623	I-90	47.90	M-6	Powers Road	2024	Good	2032
625	I-90	49.45	M-6	Illinois Route 72	2024	Excellent	2031
627	I-90	50.15	M-6	UP Railroad	2024	Excellent	2028
628	I-90	50.15	M-6	UP Railroad	2024	Excellent	2029
629	I-90	50.74	M-6	Illinois Route 59 (Tyrell Road)	2024	Excellent	2030
631	I-90	52.20	M-6	Randall Road	2025	Good	2045

Appendix F Bridges Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Bridge Description	Last Inspection	Condition Rating	Next Scheduled Repair
633	I-90	53.29	M-6	Sleepy Hollow Road	2024	Excellent	2028
634	I-90	53.29	M-6	Sleepy Hollow Road	2024	Excellent	2029
635	I-90	54.65	M-6	Illinois Route 31	2024	Excellent	2031
636	I-90	54.65	M-6	Illinois Route 31	2024	Excellent	2030
717	I-90	2.70	M-7	Rockton Road	2024	Fair	2030
715C	I-90	3.08	M-7	Stream	2025	Good	2033
715	I-90	3.73	M-7	McCurry Road	2025	Good	2031
713C	I-90	4.24	M-7	North Kinnikinnick Creek	2025	Excellent	2033
713	I-90	4.76	M-7	Elevator Road	2024	Good	2040
711	I-90	5.40	M-7	Burr Oak Road	2025	Good	2029
712	I-90	5.40	M-7	Burr Oak Road	2025	Good	2029
707C	I-90	5.68	M-7	North Kinnikinnick Creek	2025	Excellent	2033
709	I-90	5.95	M-7	Stone Bridge Trail	2025	Good	2026
710	I-90	5.95	M-7	Stone Bridge Trail	2025	Good	2026
707	I-90	6.30	M-7	Belvidere Road	2025	Good	2029
705C	I-90	7.00	M-7	Stream	2025	Fair	2033
705	I-90	7.58	M-7	Swanson Road	2025	Good	2029
703	I-90	8.95	M-7	Illinois Route 173	2025	Excellent	2031
704	I-90	8.95	M-7	Illinois Route 173	2025	Excellent	2031
702C	I-90	10.10	M-7	Stream	2025	Excellent	2033
701	I-90	10.76	M-7	Harlem Road	2024	Fair	2033
727C	I-90	12.35	M-7	Stream	2025	Good	2033
727	I-90	12.48	M-7	East Riverside Boulevard	2025	Good	2034
725C	I-90	13.08	M-7	Stream	2025	Excellent	2033

Appendix F Bridges Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Bridge Description	Last Inspection	Condition Rating	Next Scheduled Repair
725	I-90	13.48	M-7	Hunter Road(Spring Creek Road)	2024	Fair	2026
723	I-90	14.48	M-7	Rote Road (Guilford Road)	2024	Fair	2033
721	I-90	15.48	M-7	US Route 20 (Bus.) Ramp A	2025	Good	2029
719	I-90	15.75	M-7	US Route 20 (Bus.)	2025	Excellent	2034
720	I-90	15.75	M-7	US Route 20 (Bus.)	2025	Excellent	2034
729	I-90	16.98	M-7	Newburg Road	2025	Excellent	2034
732	I-90	17.35	M-7	I-39, Ramp G	2024	Good	2034
731	I-90	17.40	M-7	US Route 20 Ramp F	2025	Excellent	2034
733	I-90	17.69	M-7	Mill Road	2025	Excellent	2028
735	I-90	18.30	M-7	Kishwaukee River	2025	Good	2028
736	I-90	18.30	M-7	Kishwaukee River	2025	Good	2028
737	I-90	19.50	M-7	C&NW (UP) Railroad	2024	Poor	2026
739	I-90	19.78	M-7	US Route 20	2025	Fair	2030
739A	I-90	19.80	M-7	US Route 20	2025	Good	2030
741C	I-90	20.31	M-7	Stream	2025	Good	2029
741	I-90	20.80	M-7	Irene Road	2025	Excellent	2028
743	I-90	21.80	M-7	Townhall Road	2025	Excellent	2029
743C	I-90	22.23	M-7	Stream	2025	Good	2029
745	I-90	22.80	M-7	Stone Quarry Road	2025	Good	2028
745C	I-90	23.40	M-7	Stream	2025	Good	2029
747	I-90	23.82	M-7	Pearl Street	2025	Good	2029
747 O	I-90	24.20	M-7	Belvidere Oasis	2024	Fair	2040
749	I-90	24.58	M-7	Calhoun Road (Tripp Road)	2024	Excellent	2031
751	I-90	25.02	M-7	Genoa Road	2025	Excellent	2029
755	I-90	26.52	M-7	Johnson Road	2025	Excellent	2029

Appendix F Bridges Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Bridge Description	Last Inspection	Condition Rating	Next Scheduled Repair
756	I-90	27.40	M-7	Mosquito Creek	2024	Good	2028
757	I-90	27.40	M-7	Mosquito Creek	2024	Excellent	2028
759	I-90	27.97	M-7	Spring Center Road	2025	Excellent	2031
761	I-90	28.80	M-7	Shattuck Road	2025	Excellent	2029
857	I-88	113.37	M-8	Illinois Route 56	2024	Fair	2033
858C	I-88	113.38	M-8	Lake Run	2025	Good	2033
857C	I-88	113.40	M-8	Lake Run, Ramp B	2025	Good	2033
801	I-88	114.20	M-8	Deerpath Road	2024	Excellent	2036
802	I-88	114.40	M-8	Orchard Road	2024	Fair	2030
803	I-88	115.75	M-8	Randall Road	2024	Good	2030
807	I-88	116.90	M-8	Illinois Route 31 Ramp	2024	Good	2027
809	I-88	117.10	M-8	Illinois Route 31	2024	Excellent	2027
811	I-88	117.30	M-8	Fox River	2024	Good	2032
812	I-88	117.30	M-8	Fox River	2024	Good	2027
813	I-88	118.25	M-8	Mitchell Road	2024	Excellent	2030
815	I-88	118.86	M-8	Church Road	2025	Good	2029
817	I-88	119.25	M-8	Farnsworth Avenue	2025	Excellent	2033
817C	I-88	119.60	M-8	Creek	2025	Excellent	2033
819	I-88	121.42	M-8	Eola Road	2024	Good	2028
821	I-88	121.94	M-8	EJ&E Railroad	2025	Fair	2029
825	I-88	123.30	M-8	Illinois Route 59	2025	Good	2030
826	I-88	123.30	M-8	Illinois Route 59	2025	Excellent	2030
827	I-88	124.10	M-8	River Road (Raymond Drive)	2025	Good	2029
829	I-88	124.75	M-8	West Branch DuPage River	2025	Fair	2033

Appendix F Bridges Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Bridge Description	Last Inspection	Condition Rating	Next Scheduled Repair
830	I-88	124.75	M-8	West Branch DuPage River	2025	Good	2033
861	I-88	125.20	M-8	Winfield Road	2025	Good	2029
862	I-88	125.20	M-8	Winfield Road	2025	Good	2029
831	I-88	125.74	M-8	Mill Street - West Avenue	2024	Excellent	2030
833	I-88	126.52	M-8	Washington Street	2025	Good	2029
835	I-88	127.40	M-8	Freedom Drive	2024	Excellent	2032
836	I-88	127.40	M-8	Freedom Drive	2024	Excellent	2033
837	I-88	127.70	M-8	Naperville-Wheaton Road	2024	Good	2032
838	I-88	127.70	M-8	Naperville-Wheaton Road	2024	Excellent	2033
839	I-88	129.11	M-8	Yackley Road	2024	Good	2028
840	I-88	129.11	M-8	Yackley Road	2024	Good	2026
841	I-88	129.68	M-8	East Branch DuPage River	2024	Excellent	2028
842	I-88	129.68	M-8	East Branch DuPage River	2024	Excellent	2033
843	I-88	129.80	M-8	Warrenville Road	2024	Excellent	2032
844	I-88	129.80	M-8	Warrenville Road	2024	Good	2033
845	I-88	130.05	M-8	Illinois Route 53	2024	Good	2033
846	I-88	130.05	M-8	Illinois Route 53	2024	Excellent	2033
849	I-88	134.30	M-8	Highland Avenue	2024	Good	2028
851	I-88	135.40	M-8	Meyers Road	2024	Excellent	2026
853	I-88	136.42	M-8	Midwest Road	2025	Good	2029
855	I-88	137.20	M-8	Illinois Route 83	2024	Good	2035
856	I-88	137.20	M-8	Illinois Route 83	2024	Good	2035
1149	I-88	76.90	M-11	South Main Street	2024	Good	2030

Appendix F Bridges Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Bridge Description	Last Inspection	Condition Rating	Next Scheduled Repair
1147	I-88	77.40	M-11	Soo Line and BN Railroad	2024	Good	2026
1148	I-88	77.40	M-11	Soo Line and BN Railroad	2024	Fair	2033
1145	I-88	79.70	M-11	Mulford Road	2024	Good	2030
1143	I-88	80.70	M-11	Locust Road	2024	Good	2030
1141	I-88	81.75	M-11	Woodlawn Road	2024	Good	2033
1139C	I-88	83.40	M-11	Stream	2025	Good	2033
1139	I-88	83.60	M-11	Tower Road	2024	Good	2033
1137	I-88	84.60	M-11	Willrett Road	2025	Good	2030
1135	I-88	85.62	M-11	Shabbona Road	2025	Good	2032
1135C	I-88	87.20	M-11	Stream	2025	Good	2033
1133	I-88	87.62	M-11	University Road	2025	Good	2030
1133C	I-88	89.30	M-11	Stream	2025	Good	2033
1131	I-88	91.42	M-11	Annie Glidden (Dekalb West Road)	2024	Good	2030
1129	I-88	91.69	M-11	Kishwaukee River	2024	Excellent	2033
1130	I-88	91.69	M-11	Kishwaukee River	2024	Excellent	2033
1127	I-88	91.71	M-11	South First Street	2024	Excellent	2033
1125	I-88	92.50	M-11	Illinois Route 23 (4th Street)	2025	Excellent	2033
1126	I-88	92.50	M-11	Illinois Route 23 (4th Street)	2025	Excellent	2033
1123	I-88	92.60	M-11	C&NW Railroad	2025	Fair	2027
1124	I-88	92.60	M-11	C&NW Railroad	2025	Good	2030
1121	I-88	93.12	M-11	Ramp E and F to Dekalb Oasis	2025	Good	2029
1119	I-88	94.02	M-11	Peace Road (Airport Road)	2024	Good	2033

Appendix F Bridges Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Bridge Description	Last Inspection	Condition Rating	Next Scheduled Repair
1117	I-88	95.80	M-11	Somonauk Road	2024	Fair	2030
1115	I-88	98.50	M-11	Hinckley Road	2025	Good	2033
1113	I-88	100.02	M-11	Keslinger Road	2025	Excellent	2033
1111	I-88	101.03	M-11	County Line Road	2025	Good	2030
1111C	I-88	101.90	M-11	Youngs Creek	2025	Excellent	2033
1109	I-88	103.20	M-11	Watson Road	2025	Good	2030
1109C	I-88	103.65	M-11	Big Rock Creek	2025	Excellent	2033
1107	I-88	105.02	M-11	Dauberman Road	2025	Good	2030
1107C	I-88	106.20	M-11	Welch Creek	2025	Excellent	2033
1105	I-88	107.20	M-11	Main Street	2024	Good	2026
1103	I-88	108.70	M-11	Blackberry Creek	2024	Good	2033
1104	I-88	108.70	M-11	Blackberry Creek	2024	Good	2033
1101	I-88	109.30	M-11	Illinois Route 47	2024	Good	2027
859	I-88	111.60	M-11	Bliss Road	2025	Good	2029
1257	I-88	44.50	M-12	Howland Creek	2024	Excellent	2026
1258	I-88	44.50	M-12	Howland Creek	2024	Good	2026
1255	I-88	45.70	M-12	C&NW (UP) Railroad	2024	Good	2026
1256	I-88	45.70	M-12	C&NW (UP) Railroad	2024	Good	2026
1253	I-88	46.27	M-12	Nelson Road	2025	Good	2029
1251	I-88	47.31	M-12	Bollman Road	2025	Good	2029
1249C	I-88	48.80	M-12	Stream	2025	Good	2033
1249	I-88	48.90	M-12	Harmon Road	2025	Fair	2029
1247	I-88	50.02	M-12	Atkinson Road	2025	Good	2029
1245	I-88	51.32	M-12	Hoyle Road	2025	Good	2029
1243	I-88	51.60	M-12	Three Mile Creek	2024	Excellent	2027

Appendix F Bridges Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Bridge Description	Last Inspection	Condition Rating	Next Scheduled Repair
1244	I-88	51.60	M-12	Three Mile Creek	2024	Good	2027
1241	I-88	52.41	M-12	Pump Factory Road	2025	Fair	2029
1237	I-88	53.90	M-12	Illinois Route 26	2024	Excellent	2027
1238	I-88	53.90	M-12	Illinois Route 26	2024	Good	2027
1235	I-88	54.35	M-12	Dixon Ramp A and B	2024	Good	2027
1233	I-88	55.04	M-12	US Route 52	2024	Good	2026
1234	I-88	55.04	M-12	US Route 52	2024	Good	2026
1231	I-88	56.00	M-12	Burkett Road	2025	Excellent	2029
1229	I-88	56.77	M-12	Red Brick Road	2025	Good	2029
1227	I-88	58.30	M-12	Nachusa Road	2025	Good	2029
1225	I-88	59.80	M-12	Robbins Road	2025	Good	2029
1223	I-88	60.80	M-12	Rocky Ford Road	2025	Good	2029
1221	I-88	62.27	M-12	Franklin Road	2024	Fair	2026
1219	I-88	63.10	M-12	Whitney Road	2024	Good	2026
1217	I-88	64.50	M-12	Reynolds Road	2024	Good	2027
1215	I-88	67.30	M-12	Midway Road	2024	Good	2026
1213	I-88	68.35	M-12	Ashton Road	2024	Excellent	2027
1213C	I-88	69.50	M-12	Beach Creek	2025	Fair	2033
1211	I-88	70.50	M-12	Meridian Road	2024	Good	2026
1211C	I-88	70.50	M-12	Cleary Lateral Creek	2025	Good	2029
1209	I-88	71.50	M-12	Brooklyn Road	2024	Good	2026
1207	I-88	72.60	M-12	Thorpe Road	2024	Good	2026
1205C	I-88	73.10	M-12	Beach Creek	2025	Good	2033
1205	I-88	73.11	M-12	Beach Creek	2024	Good	2027
1206	I-88	73.11	M-12	Beach Creek	2024	Good	2027
1206C	I-88	73.12	M-12	Beach Creek	2025	Good	2033
1203	I-88	73.62	M-12	Brush Grove Road	2024	Good	2026

Appendix F Bridges Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Bridge Description	Last Inspection	Condition Rating	Next Scheduled Repair
1203C	I-88	74.24	M-12	Rickelson Creek	2025	Good	2033
1201	I-88	74.25	M-12	Rickelson Creek	2024	Good	2027
1202	I-88	74.25	M-12	Rickelson Creek	2024	Good	2027
1201C	I-88	74.26	M-12	Rickelson Creek	2025	Fair	2033
1202C	I-88	74.90	M-12	Stream	2025	Good	2033
1152C	I-88	75.90	M-12	Stream (Ramp)	2025	Excellent	2033
1151C	I-88	76.00	M-12	Stream	2025	Good	2033
1151	I-88	76.15	M-12	Illinois Route 251	2024	Fair	2026
1152	I-88	76.15	M-12	Illinois Route 251	2024	Fair	2026
14137	I-355	-0.25	M-14	Ramp S-E over E-N	2025	Good	2032
14137C	I-355	-0.25	M-14	Ramp E-N Culvert	2024	Good	2032
14135	I-355	0.00	M-14	Ramp S-E over I-80	2025	Good	2029
14136	I-355	0.00	M-14	Ramp E-N over I-80	2025	Excellent	2032
14134	I-355	0.40	M-14	Cedar Road	2025	Excellent	2029
14133	I-355	0.80	M-14	U.S. Route 6	2025	Good	2032
14129	I-355	1.80	M-14	Spring Creek	2024	Good	2032
14130	I-355	1.80	M-14	Spring Creek	2024	Good	2032
14126	I-355	2.68	M-14	Bruce Road	2025	Excellent	2032
14126C	I-355	3.36	M-14	North Fraction Run Creek	2025	Fair	2032
14121	I-355	3.76	M-14	167th Street (Division St)	2025	Excellent	2032
14120	I-355	4.15	M-14	Gougar Road	2024	Excellent	2032
14119	I-355	4.30	M-14	163rd Street	2025	Excellent	2032
14118	I-355	4.82	M-14	159th/Illinois Route 7 Street	2025	Good	2032
14116	I-355	5.35	M-14	Fiddyment Creek	2024	Excellent	2032

Appendix F Bridges Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Bridge Description	Last Inspection	Condition Rating	Next Scheduled Repair
14117	I-355	5.35	M-14	Fiddyment Creek	2024	Excellent	2032
14113	I-355	5.82	M-14	151st Street	2025	Excellent	2032
14108	I-355	6.83	M-14	143rd Street	2025	Excellent	2032
14105	I-355	7.39	M-14	Illinois Route 171 (Archer Avenue)	2025	Good	2032
14101	I-355	7.84	M-14	135th Street/ Long Run Creek	2024	Excellent	2032
14102	I-355	7.84	M-14	135th Street/ Long Run Creek	2024	Excellent	2032
1496	I-355	8.90	M-14	127th Street	2024	Excellent	2032
1489	I-355	10.20	M-14	Des Plaines River Valley	2024	Good	2027
1490	I-355	10.20	M-14	Des Plaines River Valley	2024	Good	2027
1485	I-355	11.45	M-14	Internationale Parkway	2025	Good	2030
1486	I-355	11.45	M-14	Internationale Parkway	2025	Good	2029
1483	I-355	11.75	M-14	BNSF Railroad	2025	Good	2032
1484	I-355	11.75	M-14	BNSF Railroad	2025	Good	2032
1477	I-355	12.20	M-14	Ramp I-N	2024	Excellent	2032
1478	I-355	12.20	M-14	Ramp I-N	2024	Good	2027
1479	I-355	12.32	M-14	Ramp S-I (Southbound I-355 to Northbound I-55)	2024	Good	2027
1480	I-355	12.32	M-14	I-55, Ramp I-N (Northbound I55 to Northbound I355)	2024	Good	2027
1475	I-355	12.40	M-14	I-55	2024	Good	2030
1476	I-355	12.40	M-14	I-55	2024	Good	2027

Appendix F Bridges Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Bridge Description	Last Inspection	Condition Rating	Next Scheduled Repair
1481	I-355	12.60	M-14	Ramp O-S (Southbound I-55 to Southbound I-355)	2024	Good	2027
1475C	I-355	13.30	M-14	Lily Cache Creek	2025	Good	2029
1473	I-355	13.85	M-14	Boughton Road	2024	Good	2030
1471	I-355	14.60	M-14	83rd Street	2024	Good	2027
1469	I-355	15.60	M-14	75th Street	2024	Good	2030
1470	I-355	15.60	M-14	75th Street	2024	Good	2030
1467	I-355	16.10	M-14	71st Street	2024	Fair	2028
1467C	I-355	17.14	M-14	Prentiss Creek	2025	Good	2029
1465	I-355	17.25	M-14	63rd Street	2024	Fair	2028
1463	I-355	17.50	M-14	Jackson Road	2024	Good	2029
1464	I-355	17.50	M-14	Jackson Road	2024	Good	2029
1461	I-355	18.35	M-14	Maple Avenue	2024	Good	2030
1462	I-355	18.35	M-14	Maple Avenue	2024	Good	2030
1459	I-355	18.88	M-14	Hitchcock Avenue	2024	Good	2029
1460	I-355	18.88	M-14	Hitchcock Avenue	2024	Good	2029
1460C	I-355	19.00	M-14	ST. Joseph Creek	2025	Good	2029
1457	I-355	19.10	M-14	BN Railroad	2024	Excellent	2035
1458	I-355	19.10	M-14	BN Railroad	2024	Good	2035
1453	I-355	19.58	M-14	NW and NE Ramp over Ogden Avenue	2024	Good	2027
1455	I-355	19.58	M-14	US Route 34 (Ogden Avenue)	2024	Good	2027
1456	I-355	19.58	M-14	US Route 34 (Ogden Avenue)	2024	Good	2030
1451	I-355	19.80	M-14	ES Ramp over South Connector	2024	Fair	2030

Appendix F Bridges Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Bridge Description	Last Inspection	Condition Rating	Next Scheduled Repair
1447	I-355	19.89	M-14	NW Ramp under Warrenville Road	2024	Good	2030
1449	I-355	19.90	M-14	Warrenville Road	2025	Fair	2030
1445	I-355	19.92	M-14	I-88 over NW Ramp	2024	Good	2033
1443	I-355	20.10	M-14	I-88	2024	Good	2033
1435	I-355	20.80	M-14	Finley Road (along EW)	2024	Good	2029
1436	I-355	20.80	M-14	Finley Road (along EW)	2024	Good	2030
1436C	I-355	21.40	M-14	Lacey Creek	2025	Good	2029
1437	I-355	21.40	M-14	I-88 Tollway, Ramp EN	2024	Good	2030
1431	I-355	21.72	M-14	WS Ramp, Finley Road	2024	Fair	2030
1432	I-355	21.72	M-14	WS Ramp, Finley Road	2024	Fair	2029
1439	I-355	21.80	M-14	SW Ramp (over Finley Road)	2024	Good	2030
1441	I-355	21.90	M-14	SE Ramp (over I-88 and Finley Road)	2024	Good	2030
1433	I-355	22.00	M-14	Finley Road (Ramp WN)	2024	Fair	2030
1429	I-355	22.65	M-14	Illinois Route 56 (Butterfield Road)	2025	Good	2030
1430	I-355	22.65	M-14	Illinois Route 56 (Butterfield Road)	2025	Fair	2030
1427	I-355	23.45	M-14	22nd Street	2024	Excellent	2029
1428	I-355	23.45	M-14	22nd Street	2024	Good	2029
1425	I-355	23.58	M-14	Foxworth Boulevard	2024	Good	2029
1426	I-355	23.58	M-14	Foxworth Boulevard	2024	Good	2029

Appendix F Bridges Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Bridge Description	Last Inspection	Condition Rating	Next Scheduled Repair
1423	I-355	24.00	M-14	Oak Creek Drive	2024	Good	2030
1424	I-355	24.00	M-14	Oak Creek Drive	2024	Good	2030
1421	I-355	24.70	M-14	Illinois Route 38 (Roosevelt Road)	2024	Good	2030
1422	I-355	24.70	M-14	Illinois Route 38 (Roosevelt Road)	2024	Good	2030
1419	I-355	25.10	M-14	Illinois Route 53	2024	Good	2030
1420	I-355	25.10	M-14	Illinois Route 53	2024	Fair	2030
1420C	I-355	25.20	M-14	Stream	2025	Good	2029
1417	I-355	26.30	M-14	Prairie Path	2025	Good	2029
1415	I-355	26.48	M-14	Hill Avenue	2024	Good	2030
1411	I-355	26.50	M-14	Crescent Boulevard	2024	Good	2030
1413	I-355	26.50	M-14	C&NW Railroad	2024	Good	2030
1409	I-355	26.88	M-14	St Charles Road	2025	Good	2030
1408	I-355	27.12	M-14	Great Western Trail	2024	Excellent	2036
1407	I-355	27.48	M-14	Pleasant Lane	2025	Good	2030
1405	I-355	27.90	M-14	Illinois Route 64 (North Avenue)	2025	Good	2030
1406	I-355	27.90	M-14	Illinois Route 64 (North Avenue)	2025	Good	2030
1403	I-355	28.90	M-14	Fullerton Avenue/CC&P Railroad	2024	Good	2030
1404	I-355	28.90	M-14	Fullerton Avenue/CC&P Railroad	2024	Good	2030
1401	I-355	29.84	M-14	Army Trail Road	2024	Excellent	2029
1402	I-355	29.84	M-14	Army Trail Road	2024	Good	2029

Appendix F Bridges Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Bridge Description	Last Inspection	Condition Rating	Next Scheduled Repair
1649	I-490	3.60	M-16	Ramps 1&8 (Northbound I-490 to Westbound Illinois Route 390)	2025	Excellent	2036
1681	I-490	6.25	M-16	I-90	2024	Excellent	2035
1682	I-490	6.25	M-16	I-90	2024	Excellent	2035
1600	IL 390	5.98	M-16	Lake Street - US Route 20	2025	Good	2032
1602C	IL 390	6.30	M-16	West Branch DuPage River	2025	Good	2032
1601	IL 390	6.75	M-16	RR - Metra	2025	Fair	2033
1602	IL 390	6.75	M-16	RR - Metra	2025	Good	2033
1604	IL 390	7.14	M-16	Southbound Gary Avenue - Ramp	2025	Good	2032
1603	IL 390	7.16	M-16	Northbound Gary Avenue	2025	Good	2032
1605	IL 390	7.33	M-16	Springingsguth Road	2025	Good	2032
1606	IL 390	7.33	M-16	Springingsguth Road	2025	Good	2032
1606A	IL 390	7.35	M-16	Springingsguth Road- Ramp	2025	Excellent	2032
1607	IL 390	7.60	M-16	Illinois Route 19 (Irving Park Road)	2025	Good	2032
1608	IL 390	7.60	M-16	Illinois Route 19 (Irving Park Road)	2025	Good	2032
1609	IL 390	7.90	M-16	Rodenberg Road	2024	Good	2032
1610	IL 390	7.90	M-16	Rodenberg Road	2024	Excellent	2032
1611	IL 390	8.30	M-16	Wright Boulevard	2024	Good	2032
1612	IL 390	8.30	M-16	Wright Boulevard	2024	Excellent	2032
1613	IL 390	8.80	M-16	Mitchell Boulevard	2024	Excellent	2032

Appendix F Bridges Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Bridge Description	Last Inspection	Condition Rating	Next Scheduled Repair
1614	IL 390	8.80	M-16	Mitchell Boulevard	2024	Good	2032
1615	IL 390	8.90	M-16	RR - CP Spur	2024	Good	2032
1616	IL 390	8.90	M-16	RR - CP Spur	2024	Good	2032
1617	IL 390	9.45	M-16	Roselle Road	2024	Good	2033
1618	IL 390	10.50	M-16	Plum Grove Road	2024	Good	2028
1619	IL 390	11.20	M-16	Meacham/ Medinah Road	2025	Good	2028
1620	IL 390	11.20	M-16	Meacham/ Medinah Road	2025	Good	2032
1622	IL 390	12.10	M-16	Illinois 53./ Rohlwing Road	2024	Good	2030
1623	IL 390	12.20	M-16	Rohlwing Road, Ramp K2	2024	Excellent	2031
1624	IL 390	12.30	M-16	Ramp G2&G5, Eastbound/ Westbound I-290 to Westbound IL 390	2024	Excellent	2031
1626	IL 390	12.60	M-16	I-290 (Eisenhower)	2024	Excellent	2031
1627	IL 390	12.60	M-16	I-290 (Eisenhower)	2024	Excellent	2031
1629	IL 390	12.60	M-16	I-290 (Eastbound 390 CD to Westbound I-290)	2024	Excellent	2031
1631	IL 390	13.10	M-16	Hamilton Lakes Drive	2024	Excellent	2032
1632	IL 390	13.10	M-16	Hamilton Lakes Drive	2024	Excellent	2031
1633	IL 390	13.51	M-16	Arlington Heights Road	2024	Excellent	2032
1634	IL 390	13.51	M-16	Arlington Heights Road	2024	Excellent	2031
1635	IL 390	13.80	M-16	Prospect Avenue	2024	Excellent	2034

Appendix F Bridges Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Bridge Description	Last Inspection	Condition Rating	Next Scheduled Repair
1636	IL 390	13.80	M-16	Prospect Avenue	2024	Good	2034
1637	IL 390	14.21	M-16	Salt Creek	2024	Excellent	2031
1638	IL 390	14.21	M-16	Salt Creek	2024	Excellent	2032
1639	IL 390	14.41	M-16	Mittel Boulevard	2024	Excellent	2031
1640	IL 390	14.41	M-16	Mittel Boulevard	2024	Excellent	2032
1641	IL 390	14.77	M-16	Wood Dale Road	2024	Excellent	2031
1642	IL 390	15.27	M-16	Lively Boulevard	2024	Excellent	2032
1643	IL 390	15.27	M-16	Lively Boulevard	2024	Excellent	2032
1644	IL 390	15.85	M-16	Busse Road (Illinois Route 83)	2025	Excellent	2031
1645	IL 390	15.85	M-16	Busse Road (Illinois Route 83)	2025	Excellent	2031
1646	IL 390	16.12	M-16	CTM Railroad	2024	Excellent	2036
1647	IL 390	16.12	M-16	CTM Railroad	2024	Excellent	2036
1654	IL 390	16.20	M-16	Supreme Drive	2024	Excellent	2036
1655	IL 390	16.20	M-16	Supreme Drive	2024	Excellent	2036
1674	IL 390	16.60	M-16	Westbound Illinois Route 390 Ramp 5 and Ramp 04	2024	Excellent	2039
1650C	IL 390	16.80	M-16	Elgin-O'Hare (Ramps P1, P2, P8 and South Frontage Road.)	2024	Excellent	2031
1678	IL 390	16.80	M-16	South Thorndale Avenue (Ramp Q9)	20231	Excellent	2038
1649C	IL 390	16.85	M-16	Elgin-O'Hare (Ramps P5, O4, and Q1)	2024	Good	2031

[1] This structure was completed and accepted in 2023, but it does not carry traffic and has not been cataloged with the FHWA. It is scheduled for a routine safety inspection during 2026.

APPENDIX G

STRUCTURAL WALLS CONDITION RATING TABLE

Appendix G Structural Walls Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Wall Function	Last Inspection Date	Condition Rating	Next Scheduled Repair
TS19.30S,NB	I-294	19.30	M-1	Sight Screen Wall	2022	Good	2026
TS5.40N,SB	I-294	5.40	M-1	Noise Abatement Wall	2022	Good	2026
TS6.21N,SB(R)	I-294	6.21	M-1	Noise Abatement Wall	2022	Excellent	2026
TS19.31S,NB	I-294	19.31	M-1	Sight Screen Wall	2023	Fair	2026
TS4.06R,NB(R)	I-294	4.06	M-1	Retaining Wall	2022	Good	2027
TS10.80N,SB	I-294	10.80	M-1	Noise Abatement Wall	2022	Good	2027
TS11.50N,SB(R)	I-294	11.50	M-1	Noise Abatement Wall	2022	Excellent	2027
TS11.70N,SB(R)	I-294	11.70	M-1	Noise Abatement Wall	2022	Good	2027
TS10.80N,NB	I-294	10.80	M-1	Noise Abatement Wall	2022	Fair	2027
TS11.60N,SB(R)	I-294	11.60	M-1	Noise Abatement Wall	2022	Excellent	2027
TS11.55N,SB(R)	I-294	11.55	M-1	Noise Abatement Wall	2022	Excellent	2027
TS11.20N,SB	I-294	11.20	M-1	Noise Abatement Wall	2022	Good	2027
TS17.45R,SB(R)	I-294	17.45	M-1	Retaining Wall	2022	Excellent	2027
TS10.75N,NB	I-294	10.75	M-1	Noise Abatement Wall	2022	Excellent	2027
TS10.70N,NB	I-294	10.70	M-1	Noise Abatement Wall	2022	Good	2029
TS0.02N,SB(R)	I-294	-0.02	M-1	Noise Abatement Wall	2022	Good	2029
TS3.22N,SB	I-294	3.25	M-1	Noise Abatement Wall	2022	Fair	2030
TS3.20N,SB	I-294	3.20	M-1	Noise Abatement Wall	2022	Good	2030
TS0.90N,SB(R)	I-294	0.90	M-1	Noise Abatement Wall	2022	Excellent	2030
TS4.90N,NB(R)	I-294	4.90	M-1	Noise Abatement Wall	2022	Good	2030
TS3.95N,SB	I-294	3.95	M-1	Noise Abatement Wall	2022	Excellent	2030
TS4.00N,NB(R)	I-294	4.00	M-1	Noise Abatement Wall	2022	Excellent	2030

Appendix G Structural Walls Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Wall Function	Last Inspection Date	Condition Rating	Next Scheduled Repair
TS0.85N,NB(R)	I-294	0.85	M-1	Noise Abatement Wall	2022	Good	2030
TS4.05N,NB(R)	I-294	4.05	M-1	Noise Abatement Wall	2022	Good	2030
TS1.20N,SB	I-294	1.20	M-1	Noise Abatement Wall	2022	Good	2030
TS3.00N,SB(R)	I-294	3.00	M-1	Noise Abatement Wall	2022	Fair	2030
TS3.95N,NB	I-294	3.95	M-1	Noise Abatement Wall	2022	Excellent	2030
TS4.20N,SB	I-294	4.20	M-1	Noise Abatement Wall	2022	Excellent	2030
TS4.80N,NB(R)	I-294	4.80	M-1	Noise Abatement Wall	2022	Good	2030
TS4.00N,SB	I-294	4.00	M-1	Noise Abatement Wall	2024	Good	2030
TS4.20N,NB	I-294	4.20	M-1	Noise Abatement Wall	2022	Good	2030
TS4.00N,NB	I-294	4.00	M-1	Noise Abatement Wall	2024	Good	2030
TS1.00N,SB(R)	I-294	1.00	M-1	Noise Abatement Wall	2022	Good	2030
TS3.65N,SB	I-294	3.65	M-1	Noise Abatement Wall	2022	Excellent	2030
TS4.25N,NB	I-294	4.25	M-1	Noise Abatement Wall	2022	Good	2030
TS4.40N,NB	I-294	4.40	M-1	Noise Abatement Wall	2022	Fair	2030
TS1.21N,SB	I-294	1.20	M-1	Noise Abatement Wall	2022	Good	2030
TS1.20N,NB	I-294	1.20	M-1	Noise Abatement Wall	2022	Fair	2030
TS4.60N,NB(R)	I-294	4.60	M-1	Noise Abatement Wall	2022	Good	2030
TS4.25N,SB	I-294	4.25	M-1	Noise Abatement Wall	2024	Good	2030
TS15.70N,SB	I-294	15.70	M-1	Noise Abatement Wall	2022	Good	2033
TS15.15N,SB	I-294	15.15	M-1	Noise Abatement Wall	2023	Good	2033
TS9.20N,SB	I-294	9.15	M-1	Noise Abatement Wall	2022	Fair	2033

Appendix G Structural Walls Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Wall Function	Last Inspection Date	Condition Rating	Next Scheduled Repair
TS10.25N,NB	I-294	10.20	M-1	Noise Abatement Wall	2022	Good	2033
TS8.95N,SB	I-294	8.95	M-1	Noise Abatement Wall	2022	Good	2033
TS10.20N,NB	I-294	10.15	M-1	Noise Abatement Wall	2022	Good	2033
TS22.45R,SB	I-294	22.45	M-1	Retaining Wall	2022	Excellent	2033
TS7.60S,NB(R)	I-294	7.60	M-1	Sight Screen Wall	2022	Good	2033
TS10.15N,SB	I-294	10.15	M-1	Noise Abatement Wall	2022	Good	2033
TS14.65N,SB	I-294	14.65	M-1	Noise Abatement Wall	2022	Fair	2033
TS19.70R,SB	I-294	19.70	M-1	Retaining Wall	2022	Good	2033
TS15.75N,SB	I-294	15.75	M-1	Noise Abatement Wall	2022	Fair	2033
TS14.00N,SB	I-294	14.00	M-1	Noise Abatement Wall	2024	Good	2033
TS10.55N,SB	I-294	10.60	M-1	Noise Abatement Wall	2022	Good	2033
TS6.25N,SB(R)	I-294	6.20	M-1	Noise Abatement Wall	2022	Good	2033
TS15.20N,SB	I-294	15.20	M-1	Noise Abatement Wall	2022	Fair	2033
TS14.60N,SB	I-294	14.60	M-1	Noise Abatement Wall	2022	Good	2033
TS16.15N,SB	I-294	16.15	M-1	Noise Abatement Wall	2022	Good	2033
TS15.65N,SB	I-294	15.65	M-1	Noise Abatement Wall	2022	Good	2033
TS10.20N,SB	I-294	10.20	M-1	Noise Abatement Wall	2022	Excellent	2033
TS15.80N,SB	I-294	15.80	M-1	Noise Abatement Wall	2022	Fair	2033
TS14.50N,SB	I-294	14.50	M-1	Noise Abatement Wall	2022	Fair	2033
TS16.10N,SB	I-294	16.10	M-1	Noise Abatement Wall	2022	Good	2033
TS14.55N,SB	I-294	14.55	M-1	Noise Abatement Wall	2022	Good	2033

Appendix G Structural Walls Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Wall Function	Last Inspection Date	Condition Rating	Next Scheduled Repair
TS10.25N,SB	I-294	10.20	M-1	Noise Abatement Wall	2023	Fair	2033
TS9.10N,SB	I-294	9.10	M-1	Noise Abatement Wall	2022	Good	2033
TS17.70R,SB(R)	I-294	17.70	M-1	Retaining Wall	2022	Excellent	2033
TS19.51R,NB	I-294	19.50	M-1	Retaining Wall	2024	Excellent	2033
TS10.60N,SB	I-294	10.65	M-1	Noise Abatement Wall	2025	Fair	2033
TS15.15N,NB	I-294	15.10	M-1	Noise Abatement Wall	2022	Good	2034
TS16.15N,NB	I-294	16.10	M-1	Noise Abatement Wall	2022	Good	2034
TS10.15N,NB	I-294	10.15	M-1	Noise Abatement Wall	2022	Good	2034
TS15.75N,NB	I-294	15.75	M-1	Noise Abatement Wall	2024	Fair	2034
TS9.50N,NB	I-294	9.50	M-1	Noise Abatement Wall	2022	Good	2034
TS15.20N,NB	I-294	15.15	M-1	Noise Abatement Wall	2024	Fair	2034
TS16.16N,NB	I-294	16.15	M-1	Noise Abatement Wall	2022	Good	2034
TS9.05N,NB	I-294	9.05	M-1	Noise Abatement Wall	2022	Good	2034
TS10.60N,NB	I-294	10.60	M-1	Noise Abatement Wall	2022	Good	2034
TS16.50N,NB	I-294	16.45	M-1	Noise Abatement Wall	2024	Fair	2034
TS15.80N,NB	I-294	15.80	M-1	Noise Abatement Wall	2025	Good	2034
TS14.55N,NB	I-294	14.55	M-1	Noise Abatement Wall	2022	Good	2034
TS10.85S,SB	I-294	10.85	M-1	Sight Screen Wall	2022	Good	2034
TS10.65N,NB	I-294	10.65	M-1	Noise Abatement Wall	2022	Excellent	2034
TS9.55N,NB	I-294	9.55	M-1	Noise Abatement Wall	2022	Good	2034
TS16.85N,NB	I-294	16.85	M-1	Noise Abatement Wall	2022	Good	2034

Appendix G Structural Walls Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Wall Function	Last Inspection Date	Condition Rating	Next Scheduled Repair
TS9.10N,NB	I-294	9.14	M-1	Noise Abatement Wall	2022	Good	2034
TS15.70N,NB	I-294	15.70	M-1	Noise Abatement Wall	2022	Good	2034
TS15.65N,NB	I-294	15.65	M-1	Noise Abatement Wall	2022	Fair	2034
TS14.60N,NB	I-294	14.60	M-1	Noise Abatement Wall	2022	Good	2034
TS16.80N,NB	I-294	16.80	M-1	Noise Abatement Wall	2022	Excellent	2035
TS8.25N,SB	I-294	8.30	M-1	Noise Abatement Wall	2022	Good	2039
TS8.85N,NB	I-294	8.85	M-1	Noise Abatement Wall	2024	Good	2039
TS8.25N,NB(R)	I-294	8.20	M-1	Noise Abatement Wall	2022	Good	2039
TS5.40R,SB	I-294	5.38	M-1	Retaining Wall	2022	Excellent	2039
TS5.70R,SB	I-294	5.68	M-1	Retaining Wall	2022	Good	2039
TS7.65N,NB(R)	I-294	7.68	M-1	Noise Abatement Wall	2022	Excellent	2039
TS8.22N,NB	I-294	8.22	M-1	Noise Abatement Wall	2023	Good	2039
TS8.60N,SB(R)	I-294	8.68	M-1	Noise Abatement Wall	2022	Good	2039
TS7.80N,NB(R)	I-294	7.80	M-1	Noise Abatement Wall	2023	Good	2039
TS8.40N,SB	I-294	8.20	M-1	Noise Abatement Wall	2022	Excellent	2039
TS8.20N,SB	I-294	8.20	M-1	Noise Abatement Wall	2022	Good	2039
TS8.20N,NB	I-294	8.20	M-1	Noise Abatement Wall	2023	Excellent	2039
TS23.75N,SB(R)	I-294	23.75	M-1	Noise Abatement Wall	2025	Excellent	2041
TS23.80N,SB(R)	I-294	23.80	M-1	Noise Abatement Wall	2025	Good	2041
TS11.79R,NB(R)	I-294	11.79	M-1	Retaining Wall	2022	Good	2041
TS11.85R,NB(R)	I-294	11.85	M-1	Retaining Wall	2022	Excellent	2041
TS11.80R,NB(R)	I-294	11.80	M-1	Retaining Wall	2022	Good	2041

Appendix G Structural Walls Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Wall Function	Last Inspection Date	Condition Rating	Next Scheduled Repair
TS22.05S,NB(R)	I-294	22.05	M-1	Sight Screen Wall	2022	Fair	2042
TS5.70N,SB	I-294	5.68	M-1	Noise Abatement Wall	2022	Excellent	2042
TS0.75N,SB(R)	I-294	0.75	M-1	Noise Abatement Wall	2022	Good	2042
TS18.44N,NB	I-294	18.44	M-1	Noise Abatement Wall	2022	Excellent	2042
TS19.65N,SB	I-294	19.65	M-1	Noise Abatement Wall	2022	Excellent	2042
TS23.70N,SB(R)	I-294	23.70	M-1	Noise Abatement Wall	2022	Excellent	2042
TS11.55R,NB	I-294	11.55	M-1	Retaining Wall	2022	Good	2042
TS11.61R,SB(R)	I-294	11.61	M-1	Retaining Wall	2022	Good	2042
TS12.30R,SB(R)	I-294	12.35	M-1	Retaining Wall	2022	Good	2042
TS11.50R,NB	I-294	11.50	M-1	Retaining Wall	2022	Good	2042
TS11.65R,SB(R)	I-294	11.65	M-1	Retaining Wall	2023	Excellent	2042
TS23.35N,NB	I-294	23.35	M-1	Noise Abatement Wall	2023	Excellent	2043
TS18.60N,SB	I-294	18.70	M-1	Noise Abatement Wall	2023	Excellent	2043
TS4.00R,SB	I-294	4.00	M-1	Retaining Wall	2022	Good	2044
TS0.02R,SB(R)	I-294	-0.02	M-1	Retaining Wall	2022	Fair	2044
TS22.91N,NB	I-294	22.90	M-1	Noise Abatement Wall	2025	Good	2044
TS22.90S,NB	I-294	22.90	M-1	Sight Screen Wall	2025	Excellent	2045
TS1.85R,SB	I-294	1.85	M-1	Retaining Wall	2022	Good	2045
TS20.74N,NB	I-294	20.74	M-1	Noise Abatement Wall	2025	Good	2045
TS1.60R,NB	I-294	1.60	M-1	Retaining Wall	2022	Good	2045
TS4.50R,SB	I-294	4.50	M-1	Retaining Wall	2022	Excellent	2045
TS4.00R,NB	I-294	4.00	M-1	Retaining Wall	2022	Good	2045
TS1.60R,SB	I-294	1.60	M-1	Retaining Wall	2022	Good	2045
TS2.70R,NB(R)	I-294	2.70	M-1	Retaining Wall	2022	Good	2045
TS0.05R,NB	I-294	0.05	M-1	Retaining Wall	2025	Good	2045
TS4.05R,NB(R)	I-294	4.05	M-1	Retaining Wall	2022	Good	2045
TS4.90R,NB(R)	I-294	4.90	M-1	Retaining Wall	2022	Excellent	2045

Appendix G Structural Walls Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Wall Function	Last Inspection Date	Condition Rating	Next Scheduled Repair
TS1.85R,NB	I-294	1.85	M-1	Retaining Wall	2022	Good	2045
TS2.35R,NB(R)	I-294	2.35	M-1	Retaining Wall	2022	Excellent	2045
TS3.25R,NB	I-294	3.25	M-1	Retaining Wall	2022	Fair	2045
TS4.40R,NB	I-294	4.40	M-1	Retaining Wall	2022	Good	2045
TS0.05R,SB	I-294	0.04	M-1	Retaining Wall	2025	Good	2045
TS20.82N,NB	I-294	20.80	M-1	Noise Abatement Wall	2025	Excellent	2045
TS3.00R,NB	I-294	3.00	M-1	Retaining Wall	2022	Excellent	2045
TS22.20N,NB(R)	I-294	22.20	M-1	Noise Abatement Wall	2022	Excellent	2046
TS20.40N,NB	I-294	20.40	M-1	Noise Abatement Wall	2023	Excellent	2046
TS7.70N,NB(R)	I-294	7.70	M-1	Noise Abatement Wall	2023	Excellent	2046
TS18.67N,NB	I-294	18.66	M-1	Noise Abatement Wall	2023	Excellent	2046
TS20.38N,NB	I-294	20.38	M-1	Noise Abatement Wall	2023	Excellent	2046
TS17.75N,NB	I-294	17.75	M-1	Noise Abatement Wall	2023	Good	2046
TS5.25R,NB(R)	I-294	5.22	M-1	Retaining Wall	2022	Excellent	2046
TS19.45R,NB	I-294	19.45	M-1	Retaining Wall	2024	Excellent	2046
TS19.70N,NB	I-294	19.72	M-1	Noise Abatement Wall	2023	Excellent	2046
TS20.04N,SB	I-294	20.04	M-1	Noise Abatement Wall	2023	Good	2046
TS8.80R,NB	I-294	8.80	M-1	Retaining Wall	2022	Excellent	2046
TS19.33N,NB	I-294	19.33	M-1	Noise Abatement Wall	2023	Excellent	2046
TS19.50N,NB	I-294	19.50	M-1	Noise Abatement Wall	2023	Excellent	2046
TS7.75N,NB(R)	I-294	7.73	M-1	Noise Abatement Wall	2023	Excellent	2046
TS17.96N,NB	I-294	17.96	M-1	Noise Abatement Wall	2023	Excellent	2046
TS19.40N,NB	I-294	19.40	M-1	Noise Abatement Wall	2023	Excellent	2046
TS17.83N,NB	I-294	17.83	M-1	Noise Abatement Wall	2023	Excellent	2046

Appendix G Structural Walls Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Wall Function	Last Inspection Date	Condition Rating	Next Scheduled Repair
TS18.77N,NB	I-294	18.77	M-1	Noise Abatement Wall	2023	Good	2046
TS7.79N,NB(R)	I-294	7.79	M-1	Noise Abatement Wall	2023	Excellent	2046
TS10.25R,SB	I-294	10.20	M-1	Retaining Wall	2022	Good	2046
TS5.30R,NB(R)	I-294	5.28	M-1	Retaining Wall	2022	Excellent	2046
TS22.24N,NB(R)	I-294	22.24	M-1	Noise Abatement Wall	2022	Excellent	2046
TS22.11N,NB(R)	I-294	22.10	M-1	Noise Abatement Wall	2022	Excellent	2046
TS17.60N,NB(R)	I-294	17.62	M-1	Noise Abatement Wall	2023	Excellent	2046
TS15.80R,NB	I-294	15.80	M-1	Retaining Wall	2022	Fair	2047
TS9.00R,SB	I-294	9.00	M-1	Retaining Wall	2022	Excellent	2047
TS15.60R,SB	I-294	15.55	M-1	Retaining Wall	2022	Good	2047
TS15.00R,SB	I-294	15.00	M-1	Retaining Wall	2022	Good	2047
TS14.55R,NB	I-294	14.55	M-1	Retaining Wall	2022	Good	2047
TS16.15R,NB	I-294	16.15	M-1	Retaining Wall	2022	Excellent	2047
TS9.20R,NB	I-294	9.20	M-1	Retaining Wall	2022	Excellent	2047
TS10.20R,NB	I-294	10.20	M-1	Retaining Wall	2022	Good	2047
TS6.55R,SB(R)	I-294	6.57	M-1	Retaining Wall	2022	Good	2047
TS9.55R,NB	I-294	9.55	M-1	Retaining Wall	2022	Good	2047
TS14.65R,NB	I-294	14.60	M-1	Retaining Wall	2022	Excellent	2047
TS10.15R,SB	I-294	10.14	M-1	Retaining Wall	2022	Good	2047
TS14.45R,SB	I-294	14.45	M-1	Retaining Wall	2022	Good	2047
TS16.15R,SB	I-294	16.15	M-1	Retaining Wall	2022	Good	2047
TS9.40R,NB	I-294	9.40	M-1	Retaining Wall	2022	Good	2047
TS16.70R,NB	I-294	16.70	M-1	Retaining Wall	2024	Fair	2047
TS15.20R,SB	I-294	15.15	M-1	Retaining Wall	2022	Good	2047
TS16.85R,NB	I-294	16.90	M-1	Retaining Wall	2022	Good	2047
TS15.80R,SB	I-294	15.80	M-1	Retaining Wall	2022	Good	2047
TS14.65R,SB	I-294	14.65	M-1	Retaining Wall	2022	Good	2047
TS11.15R,NB	I-294	11.15	M-1	Retaining Wall	2022	Good	2047
TS15.70R,SB	I-294	15.70	M-1	Retaining Wall	2022	Good	2047
TS16.55R,NB	I-294	16.55	M-1	Retaining Wall	2022	Good	2047

Appendix G Structural Walls Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Wall Function	Last Inspection Date	Condition Rating	Next Scheduled Repair
TS9.15R,SB	I-294	9.15	M-1	Retaining Wall	2022	Excellent	2047
TS15.20R,NB	I-294	15.15	M-1	Retaining Wall	2022	Good	2047
TS12.75R,SB(R)	I-294	12.65	M-1	Retaining Wall	2022	Good	2047
TS15.00R,NB	I-294	15.00	M-1	Retaining Wall	2022	Excellent	2047
TS14.55R,SB	I-294	14.55	M-1	Retaining Wall	2022	Good	2047
TS22.60N,SB	I-294	22.59	M-1	Noise Abatement Wall	2023	Excellent	2048
TS22.55N,NB(R)	I-294	22.55	M-1	Noise Abatement Wall	2023	Excellent	2048
TS22.95N,SB(R)	I-294	22.95	M-1	Noise Abatement Wall	2023	Excellent	2048
TS22.30N,SB	I-294	22.30	M-1	Noise Abatement Wall	2023	Excellent	2048
TS7.29N,NB(R)	I-294	7.29	M-1	Noise Abatement Wall	2024	Excellent	2048
TS7.44N,NB(R)	I-294	7.45	M-1	Noise Abatement Wall	2024	Excellent	2048
TS7.35N,NB(R)	I-294	7.35	M-1	Noise Abatement Wall	2024	Good	2048
TS17.75N,SB	I-294	17.75	M-1	Noise Abatement Wall	2024	Excellent	2048
TS19.03N,SB	I-294	19.00	M-1	Noise Abatement Wall	2024	Excellent	2048
TS18.40N,SB	I-294	18.55	M-1	Noise Abatement Wall	2023	Fair	2048
TS18.75N,SB	I-294	18.75	M-1	Noise Abatement Wall	2023	Excellent	2048
TS18.80R,SB	I-294	18.75	M-1	Retaining Wall	2024	Excellent	2049
TS17.65N,SB(R)	I-294	17.65	M-1	Noise Abatement Wall	2025	Excellent	2049
TS17.30R,SB(R)	I-294	17.35	M-1	Retaining Wall	2022	Good	2049
TS12.05R,NB(R)	I-294	12.00	M-1	Retaining Wall	2022	Good	2049
TS17.20R,SB(R)	I-294	17.20	M-1	Retaining Wall	2022	Fair	2049
TS11.90R,NB(R)	I-294	11.95	M-1	Retaining Wall	2022	Good	2049
TS11.65R,NB(R)	I-294	11.65	M-1	Retaining Wall	2022	Good	2049
TS17.60N,SB (R)	I-294	17.60	M-1	Noise Abatement Wall	2025	Excellent	2050
TS20.87N,SB	I-294	20.80	M-1	Noise Abatement Wall	2025	Excellent	2050

Appendix G Structural Walls Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Wall Function	Last Inspection Date	Condition Rating	Next Scheduled Repair
TS19.90N,NB	I-294	19.70	M-1	Noise Abatement Wall	2025	Good	2050
TS19.10N,SB	I-294	19.04	M-1	Noise Abatement Wall	2025	Good	2050
TS7.50R,NB(R)	I-294	7.50	M-1	Retaining Wall	2022	Excellent	2053
TS7.30R,NB(R)	I-294	7.35	M-1	Retaining Wall	2022	Excellent	2053
TS7.60R,NB(R)	I-294	7.60	M-1	Retaining Wall	2022	Good	2053
TS7.40R,NB(R)	I-294	7.40	M-1	Retaining Wall	2022	Excellent	2053
TS7.80R,NB(R)	I-294	7.80	M-1	Retaining Wall	2023	Good	2054
TS7.65R,NB(R)	I-294	7.65	M-1	Retaining Wall	2022	Excellent	2054
TS8.20R,NB(R)	I-294	8.20	M-1	Retaining Wall	2022	Excellent	2054
TS8.20R,SB(R)	I-294	8.20	M-1	Retaining Wall	2022	Good	2054
TS8.40R,SB(R)	I-294	8.35	M-1	Retaining Wall	2022	Good	2054
TS8.30R,NB(R)	I-294	8.25	M-1	Retaining Wall	2022	Good	2054
TS8.70R,SB(R)	I-294	8.70	M-1	Retaining Wall	2022	Excellent	2054
TS20.75R,NB	I-294	20.73	M-1	Retaining Wall	2025	Good	2060
TS20.81R,NB	I-294	20.81	M-1	Retaining Wall	2025	Excellent	2060
TS21.97R,NB	I-294	21.97	M-1	Retaining Wall	2025	Good	2060
TS20.88R,SB	I-294	20.90	M-1	Retaining Wall	2025	Excellent	2060
TS20.83R,NB	I-294	20.83	M-1	Retaining Wall	2025	Excellent	2060
TS20.31R,SB(R)	I-294	20.31	M-1	Retaining Wall	2023	Excellent	2061
TS20.40R,SB(R)	I-294	20.39	M-1	Retaining Wall	2023	Excellent	2061
TS20.34R,NB(R)	I-294	20.33	M-1	Retaining Wall	2023	Excellent	2061
TS20.28R,NB(R)	I-294	20.28	M-1	Retaining Wall	2023	Excellent	2061
TS20.90R,NB	I-294	20.90	M-1	Retaining Wall	2025	Excellent	2061
TS20.04R,NB	I-294	20.04	M-1	Retaining Wall	2023	Excellent	2061
TS21.03R,NB	I-294	21.02	M-1	Retaining Wall	2025	Excellent	2061
TS7.70R,NB(R)	I-294	7.72	M-1	Retaining Wall	2023	Excellent	2061
TS20.20R,NB	I-294	20.21	M-1	Retaining Wall	2023	Excellent	2061
TS20.01R,SB	I-294	20.01	M-1	Retaining Wall	2023	Excellent	2061
TS20.33R,NB(R)	I-294	20.33	M-1	Retaining Wall	2023	Excellent	2061
TS20.25R,NB(R)	I-294	20.25	M-1	Retaining Wall	2023	Excellent	2061
TS18.21R,NB	I-294	18.22	M-1	Retaining Wall	2022	Excellent	2061
TS7.44R,NB(R)	I-294	7.44	M-1	Retaining Wall	2023	Excellent	2061

Appendix G Structural Walls Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Wall Function	Last Inspection Date	Condition Rating	Next Scheduled Repair
TS20.07R,NB	I-294	20.08	M-1	Retaining Wall	2023	Excellent	2061
TS7.29R,NB(R)	I-294	7.29	M-1	Retaining Wall	2023	Excellent	2061
TS19.08R,NB(R)	I-294	19.08	M-1	Retaining Wall	2023	Excellent	2061
TS7.79R,NB	I-294	7.79	M-1	Retaining Wall	2023	Excellent	2061
TS18.75R,NB	I-294	18.75	M-1	Retaining Wall	2022	Excellent	2061
TS7.35R,SB	I-294	7.35	M-1	Retaining Wall	2023	Excellent	2062
TS20.06R,NB	I-294	20.06	M-1	Retaining Wall	2023	Good	2062
TS20.50R,NB	I-294	20.53	M-1	Retaining Wall	2022	Good	2062
TS23.35R,SB	I-294	23.33	M-1	Retaining Wall	2022	Excellent	2062
TS23.30R,SB	I-294	23.30	M-1	Retaining Wall	2023	Excellent	2063
TS22.95R,SB	I-294	22.95	M-1	Retaining Wall	2023	Good	2063
TS7.23R,SB(R)	I-294	7.23	M-1	Retaining Wall	2024	Excellent	2063
TS23.77R,SB	I-294	23.77	M-1	Retaining Wall	2022	Excellent	2064
TS18.40R,SB	I-294	18.43	M-1	Retaining Wall	2025	Good	2064
TS19.52R,SB	I-294	19.52	M-1	Retaining Wall	2025	Excellent	2064
EW76.00R,WB	I-88	76.00	M-12	Retaining Wall	2023	Good	2055
NS16.10N,NB	I-355	16.10	M-14	Noise Abatement Wall	2023	Fair	2026
NS24.50N,SB	I-355	24.50	M-14	Noise Abatement Wall	2023	Fair	2026
NS28.55N,SB(R)	I-355	28.55	M-14	Noise Abatement Wall	2025	Fair	2026
NS16.10N,SB	I-355	16.10	M-14	Noise Abatement Wall	2023	Fair	2026
NS25.50N,NB	I-355	25.50	M-14	Noise Abatement Wall	2025	Fair	2026
NS25.15N,SB	I-355	25.15	M-14	Noise Abatement Wall	2024	Good	2026
NS29.25N,SB(R)	I-355	29.25	M-14	Noise Abatement Wall	2024	Fair	2026
NS27.60N,SB(R)	I-355	27.60	M-14	Noise Abatement Wall	2024	Fair	2026
NS22.90N,SB(R)	I-355	22.90	M-14	Noise Abatement Wall	2022	Fair	2026
NS14.60N,SB(R)	I-355	14.60	M-14	Noise Abatement Wall	2023	Good	2026
NS19.15N,NB(R)	I-355	19.15	M-14	Noise Abatement Wall	2023	Fair	2026

Appendix G Structural Walls Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Wall Function	Last Inspection Date	Condition Rating	Next Scheduled Repair
NS25.15N,NB	I-355	25.15	M-14	Noise Abatement Wall	2024	Fair	2026
NS25.10N,NB	I-355	25.10	M-14	Noise Abatement Wall	2024	Fair	2026
NS19.60N,SB(R)	I-355	19.60	M-14	Noise Abatement Wall	2022	Fair	2026
NS28.20N,NB(R)	I-355	28.20	M-14	Noise Abatement Wall	2024	Fair	2026
NS27.65N,NB(R)	I-355	27.65	M-14	Noise Abatement Wall	2024	Fair	2026
NS23.00N,NB	I-355	23.00	M-14	Noise Abatement Wall	2024	Fair	2026
NS15.30N,SB(R)	I-355	15.30	M-14	Noise Abatement Wall	2023	Fair	2026
NS28.00N,SB(R)	I-355	28.00	M-14	Noise Abatement Wall	2023	Fair	2027
NS17.55N,NB	I-355	17.55	M-14	Noise Abatement Wall	2023	Fair	2027
NS23.55N,SB(R)	I-355	23.55	M-14	Noise Abatement Wall	2023	Fair	2027
NS24.28N,SB	I-355	24.28	M-14	Noise Abatement Wall	2023	Good	2027
NS24.40N,NB	I-355	24.40	M-14	Noise Abatement Wall	2023	Fair	2027
NS17.55N,SB	I-355	17.55	M-14	Noise Abatement Wall	2023	Fair	2027
NS24.29N,NB(R)	I-355	24.29	M-14	Noise Abatement Wall	2023	Fair	2027
NS24.85N,NB(R)	I-355	24.85	M-14	Noise Abatement Wall	2024	Fair	2027
NS24.65N,NB	I-355	24.65	M-14	Noise Abatement Wall	2023	Fair	2027
NS23.40N,SB(R)	I-355	23.40	M-14	Noise Abatement Wall	2023	Fair	2027
NS24.70N,NB	I-355	24.70	M-14	Noise Abatement Wall	2023	Fair	2027
NS15.25N,NB(R)	I-355	15.25	M-14	Noise Abatement Wall	2023	Fair	2027
NS24.35R,SB(R)	I-355	24.35	M-14	Retaining Wall	2023	Good	2027
NS24.25R,SB(R)	I-355	24.25	M-14	Retaining Wall	2023	Excellent	2028
NS23.60R,NB	I-355	23.60	M-14	Retaining Wall	2023	Good	2028

Appendix G Structural Walls Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Wall Function	Last Inspection Date	Condition Rating	Next Scheduled Repair
NS21.45R,NB(R)	I-355	21.45	M-14	Retaining Wall	2023	Fair	2029
NS21.30R,NB	I-355	21.30	M-14	Retaining Wall	2023	Good	2029
NS25.00R,SB(R)	I-355	25.00	M-14	Retaining Wall	2024	Excellent	2029
NS20.15R,SB	I-355	20.15	M-14	Retaining Wall	2023	Fair	2029
NS26.00R,SB	I-355	26.00	M-14	Retaining Wall	2024	Good	2029
EW131.15R,NB(R)	I-88	131.15	M-14	Retaining Wall	2022	Fair	2029
NS22.00R,SB(R)	I-355	22.00	M-14	Retaining Wall	2023	Fair	2029
NS29.00R,SB(R)	I-355	28.95	M-14	Retaining Wall	2024	Fair	2029
NS20.20R,NB	I-355	20.20	M-14	Retaining Wall	2023	Fair	2029
NS19.14R,SB(R)	I-355	19.15	M-14	Retaining Wall	2023	Good	2029
NS19.80R,SB(R)	I-355	19.80	M-14	Retaining Wall	2023	Good	2029
NS4.35N,NB	I-355	4.35	M-14	Noise Abatement Wall	2024	Fair	2031
NS7.90N,NB	I-355	7.90	M-14	Noise Abatement Wall	2022	Fair	2031
NS12.00N,SB	I-355	12.00	M-14	Noise Abatement Wall	2023	Excellent	2032
NS8.15N,NB	I-355	8.15	M-14	Noise Abatement Wall	2024	Good	2032
NS0.23N,SB(R)	I-355	0.23	M-14	Noise Abatement Wall	2023	Good	2032
NS17.45N,SB(R)	I-355	17.45	M-14	Noise Abatement Wall	2023	Fair	2033
NS17.45N,NB	I-355	17.45	M-14	Noise Abatement Wall	2023	Good	2033
NS17.35N,NB(R)	I-355	17.35	M-14	Noise Abatement Wall	2023	Fair	2033
NS3.55N,SB(R)	I-355	3.70	M-14	Noise Abatement Wall	2024	Fair	2033
NS18.85N,SB(R)	I-355	18.85	M-14	Noise Abatement Wall	2023	Good	2033
NS17.50N,SB(R)	I-355	17.50	M-14	Noise Abatement Wall	2023	Fair	2033
NS18.75N,SB(R)	I-355	18.75	M-14	Noise Abatement Wall	2023	Fair	2033
NS18.50N,SB(R)	I-355	18.50	M-14	Noise Abatement Wall	2023	Good	2033
NS0.22N,SB(R)	I-355	0.22	M-14	Noise Abatement Wall	2023	Good	2033

Appendix G Structural Walls Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Wall Function	Last Inspection Date	Condition Rating	Next Scheduled Repair
NS0.20N,SB(R)	I-355	0.20	M-14	Noise Abatement Wall	2023	Excellent	2033
NS7.85N,NB	I-355	7.85	M-14	Noise Abatement Wall	2024	Good	2033
NS18.90N,SB(R)	I-355	18.90	M-14	Noise Abatement Wall	2023	Good	2033
NS21.55R,SB	I-355	21.55	M-14	Retaining Wall	2025	Good	2036
NS14.38R,NB	I-355	14.38	M-14	Retaining Wall	2023	Excellent	2037
NS14.39R,NB	I-355	14.35	M-14	Retaining Wall	2023	Good	2037
NS28.95R,NB	I-355	28.95	M-14	Retaining Wall	2025	Fair	2038
NS29.25R,SB(R)	I-355	29.25	M-14	Retaining Wall	2024	Fair	2038
NS28.55R,SB(R)	I-355	28.55	M-14	Retaining Wall	2024	Good	2038
NS28.55N,NB	I-355	28.55	M-14	Noise Abatement Wall	2024	Good	2040
NS26.80N,NB	I-355	26.80	M-14	Noise Abatement Wall	2024	Good	2041
NS27.60N,NB(R)	I-355	27.60	M-14	Noise Abatement Wall	2024	Good	2041
NS15.11N,NB	I-355	15.10	M-14	Noise Abatement Wall	2023	Excellent	2043
NS14.59N,SB(R)	I-355	14.60	M-14	Noise Abatement Wall	2023	Good	2043
NS23.45N,SB(R)	I-355	23.45	M-14	Noise Abatement Wall	2023	Fair	2043
NS23.57N,SB	I-355	23.57	M-14	Noise Abatement Wall	2023	Fair	2043
NS18.40R,NB	I-355	18.40	M-14	Retaining Wall	2023	Good	2043
NS23.45N,NB	I-355	23.45	M-14	Noise Abatement Wall	2023	Good	2044
NS23.55N,NB	I-355	23.55	M-14	Noise Abatement Wall	2023	Excellent	2044
NS23.40N,NB	I-355	23.40	M-14	Noise Abatement Wall	2023	Excellent	2044
NS24.02N,NB(R)	I-355	24.05	M-14	Noise Abatement Wall	2023	Good	2044
NS24.05N,SB	I-355	24.05	M-14	Noise Abatement Wall	2023	Excellent	2044
NS23.72N,SB	I-355	23.72	M-14	Noise Abatement Wall	2022	Excellent	2044

Appendix G Structural Walls Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Wall Function	Last Inspection Date	Condition Rating	Next Scheduled Repair
NS23.90N,SB	I-355	23.90	M-14	Noise Abatement Wall	2022	Excellent	2044
NS24.00N,NB	I-355	24.00	M-14	Noise Abatement Wall	2023	Excellent	2044
NS23.28N,NB	I-355	23.26	M-14	Noise Abatement Wall	2022	Excellent	2044
NS23.35N,NB	I-355	23.35	M-14	Noise Abatement Wall	2022	Excellent	2044
NS23.60N,SB	I-355	23.60	M-14	Noise Abatement Wall	2023	Good	2044
NS23.95N,SB	I-355	23.95	M-14	Noise Abatement Wall	2023	Excellent	2044
NS23.95N,NB	I-355	23.95	M-14	Noise Abatement Wall	2023	Excellent	2044
NS23.59N,NB	I-355	23.60	M-14	Noise Abatement Wall	2023	Excellent	2044
NS4.20R,NB	I-355	4.20	M-14	Retaining Wall	2025	Excellent	2046
NS4.05R,SB	I-355	4.05	M-14	Retaining Wall	2025	Good	2046
NS27.13N,NB(R)	I-355	27.13	M-14	Noise Abatement Wall	2022	Fair	2047
NS12.10R,SB	I-355	12.10	M-14	Retaining Wall	2023	Excellent	2047
NS17.35R,SB	I-355	17.35	M-14	Retaining Wall	2023	Good	2048
NS16.10R,NB	I-355	16.10	M-14	Retaining Wall	2023	Fair	2048
NS18.80R,SB(R)	I-355	18.80	M-14	Retaining Wall	2023	Good	2048
NS16.10R,SB	I-355	16.10	M-14	Retaining Wall	2025	Fair	2048
NS18.90R,SB(R)	I-355	18.90	M-14	Retaining Wall	2023	Good	2048
NS19.15R,SB(R)	I-355	19.15	M-14	Retaining Wall	2023	Good	2048
NS15.09N,NB	I-355	15.09	M-14	Noise Abatement Wall	2025	Excellent	2049
NS23.82R,NB	I-355	23.82	M-14	Retaining Wall	2022	Excellent	2059
NS23.35R,NB	I-355	23.35	M-14	Retaining Wall	2022	Excellent	2059
NS23.45R,NB	I-355	23.45	M-14	Retaining Wall	2022	Excellent	2059
NS23.71R,SB	I-355	23.71	M-14	Retaining Wall	2022	Excellent	2059
NS22.02R,NB(R)	I-355	22.02	M-14	Retaining Wall	2024	Excellent	2059
EO9.40R,WB(R)	IL 390	9.31	M-16	Retaining Wall	2025	Good	2032
EO9.60N,WB(R)	IL 390	9.60	M-16	Noise Abatement Wall	2025	Good	2038

Appendix G Structural Walls Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Wall Function	Last Inspection Date	Condition Rating	Next Scheduled Repair
EO9.80N,EB	IL 390	9.80	M-16	Noise Abatement Wall	2025	Excellent	2038
EO9.90N,EB	IL 390	9.90	M-16	Noise Abatement Wall	2023	Fair	2038
EO10.30N,EB	IL 390	10.30	M-16	Noise Abatement Wall	2025	Excellent	2038
EO9.55N,WB(R)	IL 390	9.70	M-16	Noise Abatement Wall	2025	Excellent	2038
EO12.78N,EB(R)	IL 390	12.78	M-16	Noise Abatement Wall	2022	Fair	2038
EO10.35N,WB	IL 390	10.35	M-16	Noise Abatement Wall	2025	Fair	2038
EO9.70N,WB(R)	IL 390	9.70	M-16	Noise Abatement Wall	2025	Excellent	2038
EO10.30N,WB	IL 390	10.30	M-16	Noise Abatement Wall	2025	Excellent	2038
EO10.60N,WB	IL 390	10.60	M-16	Noise Abatement Wall	2025	Good	2038
EO10.50N,WB	IL 390	10.50	M-16	Noise Abatement Wall	2025	Excellent	2038
EO10.40N,EB	IL 390	10.40	M-16	Noise Abatement Wall	2025	Excellent	2039
EO10.50N,EB	IL 390	10.50	M-16	Noise Abatement Wall	2025	Good	2039
EO11.10N,WB(R)	IL 390	11.15	M-16	Noise Abatement Wall	2025	Good	2040
EO10.51N,WB	IL 390	10.60	M-16	Noise Abatement Wall	2025	Excellent	2040
EO11.10N,WB	IL 390	11.10	M-16	Noise Abatement Wall	2025	Excellent	2040
EO12.6N,EB(R)	IL 390	12.60	M-16	Noise Abatement Wall	2025	Good	2040
EO12.75N,EB	IL 390	12.75	M-16	Noise Abatement Wall	2025	Good	2041
EO12.76N,EB(R)	IL 390	12.76	M-16	Noise Abatement Wall	2025	Excellent	2041
EO12.71N,EB(R)	IL 390	12.71	M-16	Noise Abatement Wall	2025	Excellent	2041
EO12.70N,EB(R)	IL 390	12.70	M-16	Noise Abatement Wall	2025	Good	2041
EO8.90N,EB	IL 390	8.92	M-16	Noise Abatement Wall	2025	Good	2041

Appendix G Structural Walls Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Wall Function	Last Inspection Date	Condition Rating	Next Scheduled Repair
EO9.50N,EB(R)	IL 390	9.51	M-16	Noise Abatement Wall	2025	Good	2041
EO11.25N,WB	IL 390	11.40	M-16	Noise Abatement Wall	2025	Excellent	2041
EO11.22N,WB	IL 390	11.23	M-16	Noise Abatement Wall	2025	Good	2041
EO12.68N,EB(R)	IL 390	12.68	M-16	Noise Abatement Wall	2025	Good	2050
EO8.90R,EB	IL 390	8.92	M-16	Retaining Wall	2025	Good	2053
EO6.50R,EB	IL 390	6.56	M-16	Retaining Wall	2025	Fair	2053
EO6.50R,WB	IL 390	6.47	M-16	Retaining Wall	2025	Good	2053
EO12.67R,EB(R)	IL 390	12.67	M-16	Retaining Wall	2025	Good	2054
EO12.55R,EB(R)	IL 390	12.60	M-16	Retaining Wall	2025	Excellent	2055
EO12.68R,EB(R)	IL 390	12.68	M-16	Retaining Wall	2025	Good	2056
EO15.30R,EB	IL 390	15.29	M-16	Retaining Wall	2025	Good	2056
EO15.20R,EB(R)	IL 390	15.14	M-16	Retaining Wall	2025	Excellent	2056
EO7.80R,WB(R)	IL 390	7.73	M-16	Retaining Wall	2025	Good	2056
EO8.92R,WB	IL 390	8.92	M-16	Retaining Wall	2025	Good	2056
EO11.25R,WB	IL 390	11.47	M-16	Retaining Wall	2025	Good	2056
EO14.50R,EB(R)	IL 390	14.44	M-16	Retaining Wall	2025	Excellent	2056
EO14.32R,EB	IL 390	14.28	M-16	Retaining Wall	2025	Good	2056
EO15.30R,WB	IL 390	15.28	M-16	Retaining Wall	2025	Good	2058
EO13.10R,EB	IL 390	13.11	M-16	Retaining Wall	2025	Excellent	2058
EO12.78R,WB(R)	IL 390	12.77	M-16	Retaining Wall	2025	Excellent	2058
EO12.77R,WB	IL 390	12.77	M-16	Retaining Wall	2025	Good	2058
EO13.50R,EB	IL 390	13.54	M-16	Retaining Wall	2025	Excellent	2058
EO12.13R,EB(R)	IL 390	12.13	M-16	Retaining Wall	2025	Good	2058
EO12.08R,WB(R)	IL 390	12.08	M-16	Retaining Wall	2025	Good	2058
EO13.84R,WB	IL 390	13.84	M-16	Retaining Wall	2025	Excellent	2059
EO16.02R,WB	IL 390	16.03	M-16	Retaining Wall	2025	Good	2060
EO16.67R,WB(R)	IL 390	16.64	M-16	Retaining Wall	2025	Good	2060
EO16.12R,WB	IL 390	16.13	M-16	Retaining Wall	2025	Good	2060
EO16.22R,WB	IL 390	16.22	M-16	Retaining Wall	2025	Good	2060
EO16.57R,WB(R)	IL 390	16.57	M-16	Retaining Wall	2025	Excellent	2060
EO16.69R,WB(R)	IL 390	16.62	M-16	Retaining Wall	2023	Excellent	2061

Appendix G Structural Walls Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Wall Function	Last Inspection Date	Condition Rating	Next Scheduled Repair
EO15.98R,EB(R)	IL 390	15.98	M-16	Retaining Wall	2025	Excellent	2065
EO12.77R,EB(R)	IL 390	12.77	M-16	Retaining Wall	2025	Excellent	2065
EO16.23R,EB	IL 390	16.23	M-16	Retaining Wall	2025	Good	2065
EO16.14R,EB	IL 390	16.14	M-16	Retaining Wall	2025	Good	2065
EO12.14R,EB(R)	IL 390	12.14	M-16	Retaining Wall	2025	Excellent	2065
EO12.56R,EB(R)	IL 390	12.56	M-16	Retaining Wall	2025	Excellent	2065
TS26.65N,SB	I-294	26.65	M-2	Noise Abatement Wall	2022	Fair	2026
TS30.70N,SB retire	I-294	30.70	M-2	Noise Abatement Wall	20211	Fair	2026
TS27.10N,SB(R)	I-294	27.10	M-2	Noise Abatement Wall	2022	Fair	2026
TS24.65N,SB retire	I-294	24.65	M-2	Noise Abatement Wall	2022	Fair	2026
TS31.50N,SB	I-294	31.50	M-2	Noise Abatement Wall	20211	Fair	2026
TS25.30N,NB retired	I-294	25.30	M-2	Noise Abatement Wall	2022	Fair	2026
TS31.55N,SB(R) retire	I-294	31.55	M-2	Noise Abatement Wall	20191	Fair	2026
TS31.35N,SB	I-294	31.35	M-2	Noise Abatement Wall	2022	Poor	2026
TS31.34N,SB	I-294	31.35	M-2	Noise Abatement Wall	20211	Fair	2026
TS30.05N,NB	I-294	30.05	M-2	Noise Abatement Wall	2025	Good	2026
TS30.45N,SB retire	I-294	30.45	M-2	Noise Abatement Wall	20211	Fair	2026
TS32.80N,NB	I-294	32.80	M-2	Noise Abatement Wall	20211	Fair	2026
TS32.55N,NB	I-294	32.55	M-2	Noise Abatement Wall	20211	Good	2026
TS37.40N,NB	I-294	37.40	M-2	Noise Abatement Wall	2025	Fair	2026
TS31.05N,SB	I-294	31.05	M-2	Noise Abatement Wall	2022	Poor	2026
TS30.05N,SB retired	I-294	30.05	M-2	Noise Abatement Wall	2022	Good	2026
TS23.75R,NB(R)	I-294	23.75	M-2	Retaining Wall	2024	Good	2027
TS23.65R,NB(R)	I-294	23.65	M-2	Retaining Wall	2024	Good	2027

Appendix G Structural Walls Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Wall Function	Last Inspection Date	Condition Rating	Next Scheduled Repair
TS27.50R,NB(R)	I-294	27.50	M-2	Retaining Wall	2025	Excellent	2033
TS30.00R,SB	I-294	30.00	M-2	Retaining Wall	2025	Fair	2033
TS27.25R,NB	I-294	27.20	M-2	Retaining Wall	2022	Good	2033
TS27.40R,SB(R)	I-294	27.40	M-2	Retaining Wall	2025	Excellent	2033
TS27.45R,NB(R)	I-294	27.45	M-2	Retaining Wall	2025	Excellent	2033
TS27.60R,SB(R)	I-294	27.60	M-2	Retaining Wall	2025	Good	2033
TS30.85R,SB	I-294	30.85	M-2	Retaining Wall	20211	Good	2034
TS32.80R,NB	I-294	32.80	M-2	Retaining Wall	20211	Good	2034
TS33.70R,NB	I-294	33.70	M-2	Retaining Wall	2025	Excellent	2034
TS30.10R,SB	I-294	30.10	M-2	Retaining Wall	2025	Fair	2034
TS33.25R,NB	I-294	33.25	M-2	Retaining Wall	20211	Excellent	2034
TS33.15R,SB	I-294	33.15	M-2	Retaining Wall	20211	Good	2034
TS31.35R,SB Retire?	I-294	31.35	M-2	Retaining Wall	20211	Good	2034
TS33.05R,NB	I-294	33.05	M-2	Retaining Wall	20211	Excellent	2034
TS31.12R,NB(R)	I-294	31.11	M-2	Retaining Wall	2025	Good	2034
TS32.55R,NB	I-294	32.55	M-2	Retaining Wall	20211	Good	2034
TS36.35R,SB	I-294	36.35	M-2	Retaining Wall	2025	Good	2034
TS32.30R,SB	I-294	32.30	M-2	Retaining Wall	20211	Good	2034
TS31.00R,NB	I-294	31.00	M-2	Retaining Wall	2025	Good	2034
TS32.00R,NB	I-294	32.00	M-2	Retaining Wall	2025	Excellent	2034
TS30.45R,NB	I-294	30.45	M-2	Retaining Wall	2025	Excellent	2034
TS31.13R,NB(R)	I-294	31.11	M-2	Retaining Wall	20211	Good	2034
TS30.35R,NB	I-294	30.35	M-2	Retaining Wall	2025	Good	2034
TS31.63N,SB(R)	I-294	31.58	M-2	Noise Abatement Wall	2025	Excellent	2035
TS24.18R,NB(R)	I-294	24.18	M-2	Retaining Wall	2022	Excellent	2035
TS24.35N,NB(R)	I-294	24.35	M-2	Noise Abatement Wall	2024	Excellent	2038
TS29.00N,SB(R)	I-294	29.00	M-2	Noise Abatement Wall	2025	Excellent	2041
TS32.50N,NB	I-294	32.50	M-2	Noise Abatement Wall	20211	Good	2041
TS30.44N,SB(R)	I-294	30.45	M-2	Noise Abatement Wall	2025	Good	2041

Appendix G Structural Walls Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Wall Function	Last Inspection Date	Condition Rating	Next Scheduled Repair
TS25.10S,SB(R)	I-294	25.10	M-2	Sight Screen Wall	20211	Excellent	2041
TS25.11S,SB(R)	I-294	25.11	M-2	Sight Screen Wall	20201	Fair	2041
TS27.23N,NB	I-294	27.23	M-2	Noise Abatement Wall	2022	Good	2042
TS23.90N,SB(R) - retire	I-294	23.90	M-2	Noise Abatement Wall	2022	Excellent	2042
TS27.25N,NB	I-294	27.20	M-2	Noise Abatement Wall	2022	Good	2042
TS25.40N,SB	I-294	25.40	M-2	Noise Abatement Wall	2022	Excellent	2042
TS23.61N,NB	I-294	23.61	M-2	Noise Abatement Wall	2023	Excellent	2043
TS23.75N,NB	I-294	23.75	M-2	Noise Abatement Wall	2023	Excellent	2043
EW139.05N,EB	I-88	139.05	M-2	Noise Abatement Wall	2023	Fair	2044
EW139.27N,WB	I-88	139.27	M-2	Noise Abatement Wall	2023	Excellent	2044
EW139.40N,WB	I-88	139.40	M-2	Noise Abatement Wall	2023	Excellent	2044
EW 139.27N,WB	I-88	139.27	M-2	Noise Abatement Wall	2023	Excellent	2044
TS31.76N,NB(R)	I-294	31.76	M-2	Noise Abatement Wall	2025	Excellent	2045
TS25.11N,NB(R)	I-294	25.11	M-2	Noise Abatement Wall	2025	Excellent	2045
TS25.15N,SB(R)	I-294	25.10	M-2	Noise Abatement Wall	2022	Excellent	2046
TS25.15N,NB(R)	I-294	25.15	M-2	Noise Abatement Wall	2022	Good	2046
TS24.95N,NB(R)	I-294	24.95	M-2	Noise Abatement Wall	2024	Excellent	2046
TS20.33N,NB(R)	I-294	20.33	M-2	Noise Abatement Wall	2023	Excellent	2046
TS24.21N,NB(R)	I-294	24.21	M-2	Noise Abatement Wall	2023	Excellent	2046
TS24.15N,SB	I-294	24.16	M-2	Noise Abatement Wall	2022	Excellent	2047
EW138.45R,WB(R)	I-88	138.45	M-2	Retaining Wall	2022	Excellent	2047

Appendix G Structural Walls Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Wall Function	Last Inspection Date	Condition Rating	Next Scheduled Repair
TS23.88N,NB	I-294	23.86	M-2	Noise Abatement Wall	2023	Excellent	2047
TS23.79N,NB	I-294	23.79	M-2	Noise Abatement Wall	2023	Excellent	2047
EW138.20R,WB(R)	I-88	138.20	M-2	Retaining Wall	2025	Fair	2047
TS24.10N,SB(R)	I-294	24.06	M-2	Noise Abatement Wall	2022	Excellent	2047
EW138.70R,WB(R)	I-88	138.70	M-2	Retaining Wall	2025	Excellent	2047
TS23.55N,NB	I-294	23.55	M-2	Noise Abatement Wall	2023	Excellent	2047
EW138.55R,WB(R)	I-88	138.55	M-2	Retaining Wall	2025	Fair	2047
EW138.25R,EB(R)	I-88	138.25	M-2	Retaining Wall	2025	Excellent	2047
TS24.43N,NB(R)	I-294	24.43	M-2	Noise Abatement Wall	2023	Excellent	2048
TS23.82N,NB	I-294	23.82	M-2	Noise Abatement Wall	2023	Excellent	2048
TS27.30N,NB(R)	I-294	27.33	M-2	Noise Abatement Wall	2023	Excellent	2048
TS26.75N,NB	I-294	26.75	M-2	Noise Abatement Wall	2024	Excellent	2048
TS27.10N,NB	I-294	27.10	M-2	Noise Abatement Wall	2022	Good	2048
TS30.35N,NB	I-294	30.35	M-2	Noise Abatement Wall	2022	Fair	2048
TS26.30N,NB	I-294	26.30	M-2	Noise Abatement Wall	2024	Excellent	2048
TS25.40N,NB retire	I-294	25.40	M-2	Noise Abatement Wall	2022	Fair	2048
TS24.30N,NB	I-294	24.30	M-2	Noise Abatement Wall	2024	Excellent	2049
TS24.50N,NB(R)	I-294	24.50	M-2	Noise Abatement Wall	2024	Excellent	2049
TS24.70N,NB(R)	I-294	24.70	M-2	Noise Abatement Wall	2024	Excellent	2049
TS24.80N,NB(R)	I-294	24.82	M-2	Noise Abatement Wall	2024	Excellent	2049
TS26.70N,NB	I-294	27.60	M-2	Noise Abatement Wall	2024	Excellent	2049
TS25.70N,NB	I-294	25.70	M-2	Noise Abatement Wall	2024	Excellent	2049

Appendix G Structural Walls Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Wall Function	Last Inspection Date	Condition Rating	Next Scheduled Repair
TS23.95N,NB(R)	I-294	23.95	M-2	Noise Abatement Wall	2023	Excellent	2049
TS31.45N,NB(R)	I-294	31.45	M-2	Noise Abatement Wall	2025	Excellent	2049
TS31.36N,NB(R)	I-294	31.36	M-2	Noise Abatement Wall	2025	Excellent	2049
TS31.30N,NB(R)	I-294	31.30	M-2	Noise Abatement Wall	2025	Excellent	2049
TS30.45N,NB(R)	I-294	30.45	M-2	Noise Abatement Wall	2025	Excellent	2050
TS32.00N,NB(R)	I-294	32.00	M-2	Noise Abatement Wall	2025	Excellent	2050
TS30.50R,NB	I-294	30.50	M-2	Retaining Wall	2025	Excellent	2054
TS35.90R,SB	I-294	35.90	M-2	Retaining Wall	2025	Excellent	2058
EW139.50R,WB	I-88	139.50	M-2	Retaining Wall	2025	Excellent	2059
EW139.40R,WB	I-88	139.40	M-2	Retaining Wall	2025	Good	2059
TS26.65R,NB	I-294	26.65	M-2	Retaining Wall	20201	Excellent	2059
TS26.64R,NB	I-294	26.64	M-2	Retaining Wall	20201	Excellent	2059
TS36.39R,NB	I-294	36.40	M-2	Retaining Wall	2023	Excellent	2060
TS32.77R,SB	I-294	32.77	M-2	Retaining Wall	2025	Good	2060
TS32.60R,SB	I-294	32.54	M-2	Retaining Wall	20211	Excellent	2060
TS24.15R,SB	I-294	24.15	M-2	Retaining Wall	2023	Excellent	2061
TS33.69R,SB	I-294	33.70	M-2	Retaining Wall	2022	Excellent	2062
TS31.19R,NB(R)	I-294	31.18	M-2	Retaining Wall	2025	Excellent	2062
TS28.50R,NB	I-294	28.51	M-2	Retaining Wall	2023	Excellent	2062
TS23.56R,NB	I-294	23.57	M-2	Retaining Wall	2023	Excellent	2062
TS24.43R,NB(R)	I-294	24.43	M-2	Retaining Wall	2024	Excellent	2063
TS24.35R,NB(R)	I-294	24.35	M-2	Retaining Wall	2024	Excellent	2063
TS31.74R,SB	I-294	31.74	M-2	Retaining Wall	2025	Excellent	2063
TS35.12R,SB	I-294	35.04	M-2	Retaining Wall	2025	Excellent	2064
TS35.35R,SB	I-294	35.35	M-2	Retaining Wall	2025	Excellent	2064
TS35.10R,SB	I-294	35.13	M-2	Retaining Wall	2025	Good	2064
TS25.79R,NB	I-294	25.79	M-2	Retaining Wall	2024	Excellent	2064
TS24.42R,NB(R)	I-294	24.42	M-2	Retaining Wall	2023	Excellent	2064
TS24.04R,SB(R)	I-294	24.04	M-2	Retaining Wall	2023	Excellent	2064
TS31.93R,SB(R)	I-294	31.92	M-2	Retaining Wall	2023	Excellent	2064

Appendix G Structural Walls Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Wall Function	Last Inspection Date	Condition Rating	Next Scheduled Repair
TS24.01R,SB(R)	I-294	24.01	M-2	Retaining Wall	2023	Excellent	2064
TS24.40R,SB	I-294	24.40	M-2	Retaining Wall	2023	Excellent	2064
TS24.16R,NB(R)	I-294	24.16	M-2	Retaining Wall	2023	Excellent	2064
TS31.51R,NB(R)	I-294	31.50	M-2	Retaining Wall	2025	Excellent	2064
TS31.36R,NB(R)	I-294	31.37	M-2	Retaining Wall	2025	Excellent	2064
TS35.84R,NB	I-294	35.84	M-2	Retaining Wall	2025	Good	2064
TS35.36R,SB	I-294	35.35	M-2	Retaining Wall	2025	Excellent	2064
TS31.76R,SB(R)	I-294	31.74	M-2	Retaining Wall	2025	Excellent	2064
TS31.25R,NB(R)	I-294	31.25	M-2	Retaining Wall	2025	Excellent	2064
TS31.87R,SB(R)	I-294	31.89	M-2	Retaining Wall	2025	Good	2064
TS35.35R,NB(R)	I-294	35.36	M-2	Retaining Wall	2025	Good	2064
TS35.15R,NB	I-294	35.15	M-2	Retaining Wall	2025	Good	2064
TS35.85R,SB	I-294	35.85	M-2	Retaining Wall	2025	Good	2064
TS34.53R,SB	I-294	34.53	M-2	Retaining Wall	2025	Good	2064
TS32.99R,NB	I-294	32.39	M-2	Retaining Wall	2025	Excellent	2065
TS31.66R,NB(R)	I-294	31.66	M-2	Retaining Wall	2025	Excellent	2065
TS31.99R,NB	I-294	32.00	M-2	Retaining Wall	2025	Excellent	2065
TS30.80R,NB(R)	I-294	30.80	M-2	Retaining Wall	2025	Excellent	2065
TS31.13R,NB	I-294	31.13	M-2	Retaining Wall	2025	Excellent	2065
TS31.97R,NB(R)	I-294	31.97	M-2	Retaining Wall	2025	Excellent	2065
TS32.10R,NB	I-294	32.10	M-2	Retaining Wall	2025	Excellent	2065
TS39.39N,NB	I-294	39.39	M-3	Noise Abatement Wall	2024	Fair	2026
TS39.00N,NB	I-294	39.00	M-3	Noise Abatement Wall	2025	Poor	2026
TS39.20N,NB	I-294	39.20	M-3	Noise Abatement Wall	2022	Fair	2026
TS45.25N,NB(R)	I-294	45.25	M-3	Noise Abatement Wall	2023	Fair	2027
TS39.40N,NB	I-294	39.40	M-3	Noise Abatement Wall	2023	Fair	2027
TS45.40N,NB(R)	I-294	45.40	M-3	Noise Abatement Wall	2024	Fair	2027
NW76.95R,WB	I-90	77.10	M-3	Retaining Wall	2024	Fair	2027
NW77.10R,WB(R)	I-90	77.30	M-3	Retaining Wall	2024	Fair	2027

Appendix G Structural Walls Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Wall Function	Last Inspection Date	Condition Rating	Next Scheduled Repair
TS45.40N,SB	I-294	45.40	M-3	Noise Abatement Wall	2023	Fair	2027
TS39.30N,NB	I-294	39.30	M-3	Noise Abatement Wall	2024	Fair	2027
TS52.60R,NB(R)	I-294	52.60	M-3	Retaining Wall	2024	Good	2029
TS52.55R,SB	I-294	52.55	M-3	Retaining Wall	2024	Good	2029
TS52.50R,NB(R)	I-294	52.50	M-3	Retaining Wall	2024	Excellent	2029
TS44.10N,NB(R)	I-294	44.10	M-3	Noise Abatement Wall	2024	Fair	2032
TS43.45N,NB(R)	I-294	43.45	M-3	Noise Abatement Wall	2024	Good	2032
TS42.70N,NB	I-294	42.70	M-3	Noise Abatement Wall	2023	Fair	2032
TS44.15N,NB(R)	I-294	44.15	M-3	Noise Abatement Wall	2024	Good	2032
TS43.46N,NB(R)	I-294	43.46	M-3	Noise Abatement Wall	2024	Good	2032
TS43.55N,NB(R)	I-294	43.55	M-3	Noise Abatement Wall	2024	Fair	2032
TS37.55R,SB	I-294	37.55	M-3	Retaining Wall	2022	Fair	2033
TS51.55N,NB	I-294	51.55	M-3	Noise Abatement Wall	2024	Excellent	2033
TS38.25R,NB(R)	I-294	38.25	M-3	Retaining Wall	2025	Excellent	2033
TS38.20R,NB	I-294	38.20	M-3	Retaining Wall	2025	Good	2033
TS47.60N,NB	I-294	47.60	M-3	Noise Abatement Wall	2024	Good	2033
TS51.10N,NB	I-294	51.10	M-3	Noise Abatement Wall	2023	Excellent	2033
TS38.35R,SB(R)	I-294	38.37	M-3	Retaining Wall	2024	Excellent	2033
TS42.10N,SB(R)	I-294	42.10	M-3	Noise Abatement Wall	2024	Excellent	2033
TS39.45R,SB	I-294	39.45	M-3	Retaining Wall	2025	Good	2033
TS47.75N,NB	I-294	47.75	M-3	Noise Abatement Wall	2024	Good	2033
TS52.00N,NB	I-294	52.00	M-3	Noise Abatement Wall	2024	Excellent	2033
TS52.05N,NB	I-294	52.05	M-3	Noise Abatement Wall	2024	Excellent	2033
TS38.21R,NB	I-294	38.21	M-3	Retaining Wall	2025	Good	2033

Appendix G Structural Walls Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Wall Function	Last Inspection Date	Condition Rating	Next Scheduled Repair
TS39.00R,SB	I-294	39.00	M-3	Retaining Wall	2024	Good	2033
TS39.65R,SB(R)	I-294	39.65	M-3	Retaining Wall	2022	Fair	2033
TS39.35R,SB	I-294	39.35	M-3	Retaining Wall	2025	Good	2033
TS51.75N,NB	I-294	51.75	M-3	Noise Abatement Wall	2024	Good	2033
TS36.70R,SB	I-294	36.80	M-3	Retaining Wall	2024	Excellent	2034
TS52.00N,SB	I-294	52.00	M-3	Noise Abatement Wall	2024	Good	2034
TS52.10N,SB	I-294	52.10	M-3	Noise Abatement Wall	2024	Excellent	2034
TS39.00R,NB	I-294	39.00	M-3	Retaining Wall	2025	Good	2034
TS51.95N,SB	I-294	51.95	M-3	Noise Abatement Wall	2024	Excellent	2034
TS49.95N,SB	I-294	49.95	M-3	Noise Abatement Wall	2024	Excellent	2034
TS37.70R,SB	I-294	37.70	M-3	Retaining Wall	2024	Excellent	2034
TS39.10R,SB	I-294	39.10	M-3	Retaining Wall	2024	Good	2034
TS40.38N,SB(R)	I-294	40.60	M-3	Noise Abatement Wall	2024	Excellent	2034
TS49.85N,SB	I-294	49.86	M-3	Noise Abatement Wall	2024	Excellent	2034
TS40.70N,NB(R)	I-294	40.70	M-3	Noise Abatement Wall	2024	Excellent	2034
TS52.20N,SB	I-294	52.21	M-3	Noise Abatement Wall	2024	Excellent	2034
TS45.85N,SB	I-294	45.85	M-3	Noise Abatement Wall	2025	Excellent	2034
TS39.30R,NB	I-294	39.30	M-3	Retaining Wall	2024	Good	2034
TS52.05N,SB	I-294	52.05	M-3	Noise Abatement Wall	2024	Excellent	2034
TS38.20R,SB(R)	I-294	38.20	M-3	Retaining Wall	2025	Excellent	2034
TS45.90N,SB	I-294	45.90	M-3	Noise Abatement Wall	2024	Good	2035
TS50.40N,NB	I-294	50.40	M-3	Noise Abatement Wall	2024	Excellent	2035
TS41.65N,SB	I-294	41.65	M-3	Noise Abatement Wall	2024	Excellent	2035
TS41.01N,SB	I-294	41.02	M-3	Noise Abatement Wall	2023	Good	2036

Appendix G Structural Walls Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Wall Function	Last Inspection Date	Condition Rating	Next Scheduled Repair
TS49.00R,SB	I-294	49.00	M-3	Retaining Wall	2024	Good	2039
TS45.40R,NB(R)	I-294	45.40	M-3	Retaining Wall	2024	Good	2039
TS45.80R,NB	I-294	45.80	M-3	Retaining Wall	2024	Good	2039
TS49.04R,SB(R)	I-294	49.04	M-3	Retaining Wall	2024	Good	2039
TS49.03R,SB(R)	I-294	49.03	M-3	Retaining Wall	2024	Excellent	2039
TS45.40R,SB	I-294	45.40	M-3	Retaining Wall	2024	Excellent	2039
TS45.60R,NB(R)	I-294	45.60	M-3	Retaining Wall	2024	Fair	2039
TS47.30R,SB	I-294	47.30	M-3	Retaining Wall	2024	Excellent	2039
TS37.95N,NB(R)	I-294	37.97	M-3	Noise Abatement Wall	2024	Excellent	2040
TS38.99N,NB	I-294	39.00	M-3	Noise Abatement Wall	2024	Excellent	2040
TS39.50N,NB	I-294	39.50	M-3	Noise Abatement Wall	2024	Excellent	2040
TS45.35N,SB(R)	I-294	45.35	M-3	Noise Abatement Wall	2024	Good	2040
NW77.40N,EB	I-90	77.40	M-3	Noise Abatement Wall	2024	Good	2040
NW77.30N,EB	I-90	77.30	M-3	Noise Abatement Wall	2024	Excellent	2040
NW77.77N,EB	I-90	77.77	M-3	Noise Abatement Wall	2024	Good	2040
TS48.95N,NB(R)	I-294	48.95	M-3	Noise Abatement Wall	2025	Good	2041
TS41.00R,NB	I-294	41.00	M-3	Retaining Wall	2024	Excellent	2041
TS37.50N,NB	I-294	37.50	M-3	Noise Abatement Wall	2022	Excellent	2042
TS44.60N,NB	I-294	44.60	M-3	Noise Abatement Wall	2024	Excellent	2042
TS44.78N,NB	I-294	44.78	M-3	Noise Abatement Wall	2024	Excellent	2042
TS45.01N,NB	I-294	45.01	M-3	Noise Abatement Wall	2024	Excellent	2042
TS46.10N,SB	I-294	46.07	M-3	Noise Abatement Wall	2024	Excellent	2044
TS44.91N,NB	I-294	45.02	M-3	Noise Abatement Wall	2024	Excellent	2044
TS38.30N,NB(R)	I-294	38.33	M-3	Noise Abatement Wall	2022	Good	2044

Appendix G Structural Walls Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Wall Function	Last Inspection Date	Condition Rating	Next Scheduled Repair
TS38.60N,NB	I-294	38.60	M-3	Noise Abatement Wall	2022	Excellent	2044
TS38.50N,NB(R)	I-294	38.50	M-3	Noise Abatement Wall	2025	Good	2045
TS38.26N,NB(R)	I-294	38.24	M-3	Noise Abatement Wall	2023	Good	2046
TS37.70N,NB(R)	I-294	37.70	M-3	Noise Abatement Wall	2023	Excellent	2046
NW76.85R,WB(R)	I-90	76.87	M-3	Retaining Wall	2024	Fair	2046
NW76.75R,WB(R)	I-90	76.75	M-3	Retaining Wall	2024	Good	2046
NW76.50R,WB(R)	I-90	76.50	M-3	Retaining Wall	2024	Good	2046
NW78.41R,EB(R)	I-90	78.40	M-3	Retaining Wall	2022	Good	2046
NW78.20R,EB(R)	I-90	78.20	M-3	Retaining Wall	2022	Fair	2046
TS43.70R,NB(R)	I-294	43.75	M-3	Retaining Wall	2024	Good	2047
TS43.35R,NB	I-294	43.35	M-3	Retaining Wall	2024	Excellent	2047
TS43.20R,NB	I-294	43.20	M-3	Retaining Wall	2024	Good	2047
TS43.55R,NB(R)	I-294	43.55	M-3	Retaining Wall	2025	Good	2047
TS44.30R,NB	I-294	44.30	M-3	Retaining Wall	2024	Good	2047
TS44.10R,NB(R)	I-294	44.10	M-3	Retaining Wall	2024	Excellent	2047
TS43.10R,NB	I-294	43.10	M-3	Retaining Wall	2024	Good	2047
TS43.25R,NB	I-294	43.25	M-3	Retaining Wall	2024	Good	2047
TS47.15R,NB	I-294	47.15	M-3	Retaining Wall	2024	Excellent	2048
TS42.12R,SB	I-294	42.12	M-3	Retaining Wall	2025	Good	2048
TS40.25R,NB(R)	I-294	40.25	M-3	Retaining Wall	2024	Good	2048
TS44.55R,NB	I-294	44.55	M-3	Retaining Wall	2024	Good	2048
TS44.43R,SB	I-294	44.43	M-3	Retaining Wall	2025	Good	2048
TS52.05R,NB	I-294	52.05	M-3	Retaining Wall	2024	Excellent	2048
TS52.05R,SB	I-294	52.05	M-3	Retaining Wall	2024	Excellent	2048
TS40.35R,NB(R)	I-294	40.34	M-3	Retaining Wall	2024	Good	2048
TS47.29R,SB	I-294	47.29	M-3	Retaining Wall	2024	Good	2049
TS41.80R,NB(R)	I-294	41.80	M-3	Retaining Wall	2024	Good	2049
TS41.10R,NB(R)	I-294	41.10	M-3	Retaining Wall	2024	Good	2049
TS40.90R,NB(R)	I-294	40.90	M-3	Retaining Wall	2024	Good	2049
TS41.01R,NB	I-294	41.01	M-3	Retaining Wall	2024	Excellent	2049
TS42.10R,NB(R)	I-294	42.10	M-3	Retaining Wall	2024	Good	2049

Appendix G Structural Walls Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Wall Function	Last Inspection Date	Condition Rating	Next Scheduled Repair
TS41.65R,SB	I-294	41.65	M-3	Retaining Wall	2024	Excellent	2050
TS39.70R,NB(R)	I-294	39.70	M-3	Retaining Wall	2025	Good	2051
TS39.56R,NB(R)	I-294	39.50	M-3	Retaining Wall	2025	Good	2051
TS39.80R,NB(R)	I-294	39.80	M-3	Retaining Wall	2025	Excellent	2051
TS39.70R,SB	I-294	39.90	M-3	Retaining Wall	2024	Good	2051
TS39.50R,NB	I-294	39.50	M-3	Retaining Wall	2024	Excellent	2051
NW76.90R,EB	I-90	76.93	M-3	Retaining Wall	2024	Fair	2055
NW76.75R,EB	I-90	76.75	M-3	Retaining Wall	2024	Good	2055
NW76.91R,EB	I-90	77.02	M-3	Retaining Wall	2024	Good	2055
NW78.30R,WB	I-90	78.33	M-3	Retaining Wall	2024	Excellent	2055
NW76.60R,WB	I-90	76.55	M-3	Retaining Wall	2024	Excellent	2055
NW78.25R,WB	I-90	78.27	M-3	Retaining Wall	2024	Excellent	2055
NW77.35R,EB	I-90	77.38	M-3	Retaining Wall	2024	Excellent	2055
NW76.30R,EB(R)	I-90	76.28	M-3	Retaining Wall	2024	Good	2055
TS38.29R,NB	I-294	38.33	M-3	Retaining Wall	2025	Excellent	2058
TS38.12R,SB	I-294	38.10	M-3	Retaining Wall	2024	Excellent	2059
TS38.00R,SB(R)	I-294	38.00	M-3	Retaining Wall	2024	Excellent	2059
TS38.42R,SB(R)	I-294	38.44	M-3	Retaining Wall	2022	Excellent	2059
TS38.70R,NB	I-294	38.70	M-3	Retaining Wall	2025	Good	2059
TS38.25R,NB	I-294	38.25	M-3	Retaining Wall	2022	Excellent	2059
TS36.68R,NB	I-294	36.68	M-3	Retaining Wall	2023	Excellent	2060
TS36.82R,NB	I-294	36.83	M-3	Retaining Wall	2023	Excellent	2060
TS36.58R,SB	I-294	36.65	M-3	Retaining Wall	2024	Excellent	2060
TS38.40R,NB(R)	I-294	38.39	M-3	Retaining Wall	2025	Excellent	2060
TS38.80R,NB	I-294	38.80	M-3	Retaining Wall	2024	Good	2060
TS37.60R,NB	I-294	37.65	M-3	Retaining Wall	2024	Excellent	2060
TS44.25R,SB(R)	I-294	44.26	M-3	Retaining Wall	2024	Excellent	2063
TS44.35R,SB	I-294	44.38	M-3	Retaining Wall	2024	Excellent	2063
TN22.75N,EB	I-94	22.75	M-4	Noise Abatement Wall	2025	Fair	2026
TN23.25N,WB	I-94	23.25	M-4	Noise Abatement Wall	2025	Fair	2026
TN22.30N,EB	I-94	22.30	M-4	Noise Abatement Wall	2025	Fair	2026

Appendix G Structural Walls Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Wall Function	Last Inspection Date	Condition Rating	Next Scheduled Repair
TN4.35S,WB	I-94	4.35	M-4	Sight Screen Wall	2024	Fair	2027
TN4.65S,EB(R)	I-94	4.65	M-4	Sight Screen Wall	2024	Fair	2028
TN18.10S,EB(R)	I-94	18.10	M-4	Sight Screen Wall	2024	Excellent	2028
TN4.85S,WB(R)	I-94	4.85	M-4	Sight Screen Wall	2023	Fair	2029
TN4.55S,WB	I-94	4.55	M-4	Sight Screen Wall	2022	Fair	2029
TN4.00S,WB	I-94	4.00	M-4	Sight Screen Wall	2023	Fair	2029
TN4.25S,WB	I-94	4.25	M-4	Sight Screen Wall	2024	Fair	2029
TN4.80S,EB(R)	I-94	4.80	M-4	Sight Screen Wall	2024	Fair	2029
TN12.15N,EB	I-94	12.15	M-4	Noise Abatement Wall	2024	Good	2032
TN24.20N,WB	I-94	24.20	M-4	Noise Abatement Wall	2024	Good	2032
TN15.75N,EB	I-94	15.75	M-4	Noise Abatement Wall	2024	Good	2032
TN24.60N,WB(R)	I-94	24.60	M-4	Noise Abatement Wall	2024	Fair	2032
TN15.70N,EB	I-94	15.70	M-4	Noise Abatement Wall	2024	Good	2033
TN12.00N,WB	I-94	12.00	M-4	Noise Abatement Wall	2024	Excellent	2033
TN23.75N,EB	I-94	23.75	M-4	Noise Abatement Wall	2024	Excellent	2033
TN7.60N,WB(R)	I-94	7.60	M-4	Noise Abatement Wall	2024	Good	2033
TN12.05N,WB	I-94	12.05	M-4	Noise Abatement Wall	2024	Fair	2033
TN15.25N,EB	I-94	15.25	M-4	Noise Abatement Wall	2024	Good	2034
TN15.94N,EB(R)	I-94	15.94	M-4	Noise Abatement Wall	2024	Fair	2034
TN17.80N,EB(R)	I-94	17.80	M-4	Noise Abatement Wall	2024	Fair	2034
TN24.85N,WB(R)	I-94	24.85	M-4	Noise Abatement Wall	2024	Good	2034

Appendix G Structural Walls Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Wall Function	Last Inspection Date	Condition Rating	Next Scheduled Repair
TN24.55N,WB(R)	I-94	24.55	M-4	Noise Abatement Wall	2024	Excellent	2034
ES28.25N,WB	I-94 SPUR	28.25	M-4	Noise Abatement Wall	2024	Fair	2037
ES27.90N,WB	I-94 SPUR	27.90	M-4	Noise Abatement Wall	2024	Good	2037
ES28.70N,EB	I-94 SPUR	28.70	M-4	Noise Abatement Wall	2024	Good	2037
ES28.65N,WB	I-94 SPUR	28.65	M-4	Noise Abatement Wall	2024	Fair	2037
ES28.65N,EB	I-94 SPUR	28.65	M-4	Noise Abatement Wall	2024	Good	2037
TN23.85R,EB	I-94	23.85	M-4	Retaining Wall	2025	Good	2039
TN11.60N,WB	I-94	11.60	M-4	Noise Abatement Wall	2025	Excellent	2046
TN24.80R,WB(R)	I-94	24.80	M-4	Retaining Wall	2024	Good	2047
TN25.02R,WB(R)	I-94	25.02	M-4	Retaining Wall	2024	Good	2047
TN1.05R,EB	I-94	1.05	M-4	Retaining Wall	2024	Good	2047
TN23.25R,WB	I-94	23.25	M-4	Retaining Wall	2024	Good	2047
TN10.45R,EB	I-94	10.45	M-4	Retaining Wall	2023	Good	2047
TN15.95R,EB(R)	I-94	15.95	M-4	Retaining Wall	2024	Good	2047
TN8.80R,WB(R)	I-94	8.80	M-4	Retaining Wall	2024	Good	2047
TN1.25R,EB	I-94	1.25	M-4	Retaining Wall	2024	Excellent	2047
ES26.20R,EB(R)	I-94 SPUR	26.20	M-4	Retaining Wall	2024	Fair	2047
TN22.10R,EB(R)	I-94	22.10	M-4	Retaining Wall	2024	Fair	2047
TN24.10R,WB	I-94	24.10	M-4	Retaining Wall	2024	Good	2048
TN15.95R,WB(R)	I-94	15.95	M-4	Retaining Wall	2024	Excellent	2048
TN9.70R,EB(R)	I-94	9.70	M-4	Retaining Wall	2024	Good	2048
TN24.90R,EB(R)	I-94	24.90	M-4	Retaining Wall	2024	Good	2048
TN24.60R,WB(R)	I-94	24.60	M-4	Retaining Wall	2024	Good	2048
ES26.40R,EB(R)	I-94 SPUR	26.40	M-4	Retaining Wall	2024	Good	2048
TN24.75R,WB(R)	I-94	24.75	M-4	Retaining Wall	2024	Fair	2049
TN25.05R,WB(R)	I-94	25.05	M-4	Retaining Wall	2024	Good	2049
TN25.01R,WB(R)	I-94	25.01	M-4	Retaining Wall	2024	Good	2049
TN25.00R,WB(R)	I-94	25.00	M-4	Retaining Wall	2024	Good	2049

Appendix G Structural Walls Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Wall Function	Last Inspection Date	Condition Rating	Next Scheduled Repair
TN23.85R,WB	I-94	23.85	M-4	Retaining Wall	2024	Good	2049
TN22.15R,WB(R)	I-94	22.15	M-4	Retaining Wall	2024	Fair	2049
NW68.05R,WB(R)	I-90	68.05	M-5	Retaining Wall	2024	Fair	2027
NW70.70R,WB(R)	I-90	70.70	M-5	Retaining Wall	2023	Good	2034
NW70.75R,WB(R)	I-90	70.75	M-5	Retaining Wall	2023	Good	2034
NW58.40R,EB	I-90	58.40	M-5	Retaining Wall	2023	Good	2035
NW65.65R,WB(R)	I-90	65.65	M-5	Retaining Wall	2023	Good	2037
NW62.45R,WB(R)	I-90	62.45	M-5	Retaining Wall	2023	Fair	2037
NW65.66R,WB(R)	I-90	65.66	M-5	Retaining Wall	2023	Excellent	2037
NW64.70N,EB	I-90	64.62	M-5	Noise Abatement Wall	2023	Excellent	2040
NW68.00N,WB(R)	I-90	68.00	M-5	Noise Abatement Wall	2023	Good	2040
NW64.20N,EB	I-90	64.10	M-5	Noise Abatement Wall	2023	Good	2040
NW65.24N,EB	I-90	65.20	M-5	Noise Abatement Wall	2023	Excellent	2040
NW63.41N,EB	I-90	63.39	M-5	Noise Abatement Wall	2023	Excellent	2040
NW75.65N,WB	I-90	75.65	M-5	Noise Abatement Wall	2023	Excellent	2040
NW71.75N,WB	I-90	71.72	M-5	Noise Abatement Wall	2023	Excellent	2040
NW69.00N,WB	I-90	68.91	M-5	Noise Abatement Wall	2023	Excellent	2040
NW56.35N,EB(R)	I-90	56.35	M-5	Noise Abatement Wall	2023	Good	2040
NW63.95N,EB	I-90	63.91	M-5	Noise Abatement Wall	2023	Excellent	2040
NW58.70N,EB	I-90	58.72	M-5	Noise Abatement Wall	2023	Good	2040
NW63.90N,EB	I-90	63.89	M-5	Noise Abatement Wall	2023	Excellent	2040
NW63.40N,EB	I-90	63.36	M-5	Noise Abatement Wall	2023	Excellent	2040
NW58.50N,EB	I-90	58.49	M-5	Noise Abatement Wall	2023	Excellent	2040
NW58.25N,EB(R)	I-90	58.27	M-5	Noise Abatement Wall	2023	Excellent	2040

Appendix G Structural Walls Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Wall Function	Last Inspection Date	Condition Rating	Next Scheduled Repair
NW71.51N,WB	I-90	71.50	M-5	Noise Abatement Wall	2023	Excellent	2040
NW63.30N,EB	I-90	63.30	M-5	Noise Abatement Wall	2023	Excellent	2040
NW67.77N,WB(R)	I-90	67.77	M-5	Noise Abatement Wall	2023	Good	2040
NW64.29N,EB	I-90	64.27	M-5	Noise Abatement Wall	2023	Excellent	2040
NW65.10N,EB	I-90	64.95	M-5	Noise Abatement Wall	2023	Excellent	2040
NW71.80N,WB	I-90	71.75	M-5	Noise Abatement Wall	2023	Good	2040
NW71.50N,WB	I-90	71.51	M-5	Noise Abatement Wall	2023	Good	2040
NW64.80N,EB	I-90	64.72	M-5	Noise Abatement Wall	2023	Good	2040
NW58.90N,EB	I-90	58.93	M-5	Noise Abatement Wall	2023	Excellent	2040
NW64.11N,EB	I-90	64.10	M-5	Noise Abatement Wall	2023	Good	2040
NW65.15N,EB	I-90	65.07	M-5	Noise Abatement Wall	2023	Excellent	2040
NW74.10N,EB	I-90	74.10	M-5	Noise Abatement Wall	2024	Excellent	2040
NW67.90N,WB(R)	I-90	67.86	M-5	Noise Abatement Wall	2023	Good	2040
NW65.00N,EB	I-90	64.95	M-5	Noise Abatement Wall	2023	Fair	2040
NW67.70N,WB(R)	I-90	67.70	M-5	Noise Abatement Wall	2023	Excellent	2040
NW64.50N,EB	I-90	64.51	M-5	Noise Abatement Wall	2023	Good	2040
NW64.90N,EB	I-90	64.84	M-5	Noise Abatement Wall	2023	Excellent	2040
NW64.31N,EB	I-90	64.31	M-5	Noise Abatement Wall	2023	Excellent	2040
NW63.80N,EB	I-90	63.83	M-5	Noise Abatement Wall	2023	Excellent	2040
NW64.91N,EB	I-90	64.87	M-5	Noise Abatement Wall	2023	Excellent	2040
NW64.30N,EB	I-90	64.27	M-5	Noise Abatement Wall	2023	Excellent	2040

Appendix G Structural Walls Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Wall Function	Last Inspection Date	Condition Rating	Next Scheduled Repair
NW75.25N,WB	I-90	75.25	M-5	Noise Abatement Wall	2023	Excellent	2040
NW57.75N,EB	I-90	57.74	M-5	Noise Abatement Wall	2023	Excellent	2040
NW75.30N,WB	I-90	75.30	M-5	Noise Abatement Wall	2023	Excellent	2040
NW75.55N,WB	I-90	75.55	M-5	Noise Abatement Wall	2023	Excellent	2040
NW56.65N,EB	I-90	56.63	M-5	Noise Abatement Wall	2023	Excellent	2040
NW75.35N,WB	I-90	75.35	M-5	Noise Abatement Wall	2023	Excellent	2040
NW57.40N,EB	I-90	57.40	M-5	Noise Abatement Wall	2023	Good	2040
NW58.80N,EB	I-90	58.82	M-5	Noise Abatement Wall	2023	Excellent	2040
NW56.75N,EB	I-90	56.75	M-5	Noise Abatement Wall	2023	Good	2040
NW56.45N,EB	I-90	56.47	M-5	Noise Abatement Wall	2023	Good	2040
NW72.77N,WB	I-90	72.77	M-5	Noise Abatement Wall	2023	Excellent	2042
NW72.73N,WB	I-90	72.73	M-5	Noise Abatement Wall	2023	Excellent	2044
NW72.45N,WB	I-90	72.45	M-5	Noise Abatement Wall	2023	Excellent	2044
NW74.10N,EB(R)	I-90	74.10	M-5	Noise Abatement Wall	2024	Excellent	2044
NW74.50R,EB	I-90	74.50	M-5	Retaining Wall	2023	Excellent	2055
NW69.50R,EB	I-90	69.46	M-5	Retaining Wall	2023	Good	2055
NW58.80R,WB	I-90	58.90	M-5	Retaining Wall	2023	Fair	2055
NW55.60R,WB	I-90	55.60	M-5	Retaining Wall	2023	Excellent	2055
NW75.10R,EB	I-90	75.10	M-5	Retaining Wall	2023	Fair	2055
NW65.20R,EB	I-90	65.20	M-5	Retaining Wall	2023	Excellent	2055
NW58.70R,EB	I-90	58.71	M-5	Retaining Wall	2023	Excellent	2055
NW57.40R,EB	I-90	57.39	M-5	Retaining Wall	2023	Excellent	2055
NW67.40R,EB(R)	I-90	67.39	M-5	Retaining Wall	2023	Excellent	2055
NW64.90R,WB	I-90	64.88	M-5	Retaining Wall	2023	Good	2055
NW74.80R,EB	I-90	74.80	M-5	Retaining Wall	2023	Fair	2055

Appendix G Structural Walls Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Wall Function	Last Inspection Date	Condition Rating	Next Scheduled Repair
NW72.50R,EB	I-90	72.51	M-5	Retaining Wall	2023	Good	2055
NW69.40R,WB	I-90	69.33	M-5	Retaining Wall	2023	Excellent	2055
NW62.25R,WB(R)	I-90	62.24	M-5	Retaining Wall	2023	Good	2055
NW73.10R,EB	I-90	73.10	M-5	Retaining Wall	2023	Good	2055
NW67.20R,WB(R)	I-90	67.20	M-5	Retaining Wall	2023	Excellent	2055
NW74.70R,EB	I-90	74.70	M-5	Retaining Wall	2023	Excellent	2055
NW62.70R,WB	I-90	62.74	M-5	Retaining Wall	2023	Good	2055
NW63.31R, EB	I-90	63.28	M-5	Retaining Wall	2023	Good	2055
NW68.50R,WB(R)	I-90	68.55	M-5	Retaining Wall	2023	Excellent	2055
NW64.50R,EB	I-90	64.51	M-5	Retaining Wall	2023	Good	2055
NW70.40R,WB(R)	I-90	70.35	M-5	Retaining Wall	2023	Good	2055
NW67.40R,WB(R)	I-90	67.37	M-5	Retaining Wall	2023	Excellent	2055
NW56.75R,EB	I-90	56.75	M-5	Retaining Wall	2023	Good	2055
NW67.30R,WB(R)	I-90	67.23	M-5	Retaining Wall	2023	Good	2055
NW68.50R,EB(R)	I-90	68.46	M-5	Retaining Wall	2023	Excellent	2055
NW72.80R,WB	I-90	72.80	M-5	Retaining Wall	2023	Fair	2055
NW67.38R,WB(R)	I-90	67.38	M-5	Retaining Wall	2023	Good	2055
NW74.70R,WB	I-90	74.70	M-5	Retaining Wall	2023	Excellent	2055
NW60.40R,WB	I-90	60.44	M-5	Retaining Wall	2023	Good	2055
NW64.20R,WB	I-90	64.19	M-5	Retaining Wall	2023	Good	2055
NW61.60R,EB	I-90	61.64	M-5	Retaining Wall	2023	Good	2055
NW75.30R,EB	I-90	75.30	M-5	Retaining Wall	2023	Good	2055
NW64.10R,EB	I-90	64.10	M-5	Retaining Wall	2023	Good	2055
NW70.00R,WB	I-90	69.95	M-5	Retaining Wall	2023	Good	2055
NW73.60R,WB(R)	I-90	73.60	M-5	Retaining Wall	2023	Good	2055
NW72.25R,EB	I-90	72.23	M-5	Retaining Wall	2023	Fair	2055
NW66.77R,WB(R)	I-90	66.77	M-5	Retaining Wall	2023	Good	2055
NW69.50R,WB	I-90	69.50	M-5	Retaining Wall	2023	Good	2055
NW59.80R,EB(R)	I-90	59.86	M-5	Retaining Wall	2023	Good	2055
NW56.30R,EB(R)	I-90	56.34	M-5	Retaining Wall	2023	Good	2055
NW68.50N,WB	I-90	68.54	M-5	Retaining Wall	2023	Excellent	2055
NW62.20R,EB	I-90	62.16	M-5	Retaining Wall	2023	Good	2055
NW64.60R,WB	I-90	64.58	M-5	Retaining Wall	2023	Good	2055

Appendix G Structural Walls Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Wall Function	Last Inspection Date	Condition Rating	Next Scheduled Repair
NW63.40R,EB	I-90	63.39	M-5	Retaining Wall	2023	Good	2055
NW68.70R,EB(R)	I-90	68.71	M-5	Retaining Wall	2023	Good	2055
NW55.85R,EB	I-90	55.93	M-5	Retaining Wall	2023	Good	2055
NW61.54R,WB	I-90	61.51	M-5	Retaining Wall	2023	Good	2055
NW65.00R,EB	I-90	64.95	M-5	Retaining Wall	2023	Good	2055
NW75.70R,WB	I-90	75.64	M-5	Retaining Wall	2023	Fair	2055
NW65.70R,EB(R)	I-90	65.66	M-5	Retaining Wall	2023	Good	2055
NW72.75R,EB	I-90	72.74	M-5	Retaining Wall	2023	Good	2055
NW58.90R,EB	I-90	58.95	M-5	Retaining Wall	2023	Excellent	2055
NW71.00R,EB	I-90	71.00	M-5	Retaining Wall	2023	Good	2055
NW63.50R,WB	I-90	63.49	M-5	Retaining Wall	2023	Fair	2055
NW67.30R,EB(R)	I-90	67.35	M-5	Retaining Wall	2023	Good	2055
NW64.80R,EB	I-90	64.72	M-5	Retaining Wall	2023	Good	2055
NW68.60R,WB(R)	I-90	68.75	M-5	Retaining Wall	2023	Fair	2055
NW56.30R,WB(R)	I-90	56.07	M-5	Retaining Wall	2023	Good	2055
NW59.20R,EB	I-90	59.17	M-5	Retaining Wall	2022	Good	2055
NW69.40R,EB	I-90	69.33	M-5	Retaining Wall	2023	Good	2055
NW72.10R,WB	I-90	72.10	M-5	Retaining Wall	2023	Good	2055
NW75.30R,WB	I-90	75.35	M-5	Retaining Wall	2023	Excellent	2055
NW56.79R,WB	I-90	56.79	M-5	Retaining Wall	2023	Excellent	2055
NW73.20R,WB(R)	I-90	73.25	M-5	Retaining Wall	2023	Good	2055
NW63.80R,EB	I-90	63.83	M-5	Retaining Wall	2023	Excellent	2055
NW56.00R,WB	I-90	55.88	M-5	Retaining Wall	2023	Good	2055
NW67.50R,EB(R)	I-90	67.53	M-5	Retaining Wall	2023	Good	2055
NW68.00R,EB(R)	I-90	67.99	M-5	Retaining Wall	2023	Excellent	2055
NW75.10R,WB	I-90	75.08	M-5	Retaining Wall	2023	Fair	2055
NW56.40R,WB(R)	I-90	56.42	M-5	Retaining Wall	2023	Good	2055
NW60.41R,EB	I-90	60.41	M-5	Retaining Wall	2023	Excellent	2055
NW75.60R,EB	I-90	75.60	M-5	Retaining Wall	2023	Good	2055
NW64.90R,EB	I-90	64.87	M-5	Retaining Wall	2023	Excellent	2055
NW72.50R,WB	I-90	72.45	M-5	Retaining Wall	2023	Excellent	2055
NW62.20R,WB	I-90	62.16	M-5	Retaining Wall	2023	Good	2055
NW74.80R,WB	I-90	74.80	M-5	Retaining Wall	2023	Excellent	2055

Appendix G Structural Walls Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Wall Function	Last Inspection Date	Condition Rating	Next Scheduled Repair
NW56.56R,WB(R)	I-90	56.56	M-5	Retaining Wall	2023	Good	2055
NW70.72R,WB(R)	I-90	70.73	M-5	Retaining Wall	2023	Excellent	2055
NW63.90R,EB	I-90	63.91	M-5	Retaining Wall	2023	Good	2055
NW73.40R,WB(R)	I-90	73.45	M-5	Retaining Wall	2023	Fair	2055
NW61.30R,EB	I-90	61.34	M-5	Retaining Wall	2023	Good	2055
NW64.30R,WB	I-90	64.31	M-5	Retaining Wall	2023	Good	2055
NW70.30R,EB	I-90	70.28	M-5	Retaining Wall	2023	Good	2055
NW63.40R,WB	I-90	63.41	M-5	Retaining Wall	2023	Good	2055
NW65.80R,EB(R)	I-90	65.76	M-5	Retaining Wall	2023	Good	2055
NW71.00R,WB	I-90	71.03	M-5	Retaining Wall	2023	Good	2055
NW61.20R,WB	I-90	61.22	M-5	Retaining Wall	2023	Good	2055
NW56.25R,EB(R)	I-90	56.25	M-5	Retaining Wall	2023	Good	2055
NW56.80R,WB	I-90	56.79	M-5	Retaining Wall	2023	Good	2055
NW73.15R,EB	I-90	73.13	M-5	Retaining Wall	2023	Good	2055
NW68.75R,EB(R)	I-90	68.75	M-5	Retaining Wall	2023	Fair	2055
NW66.80R,WB(R)	I-90	66.80	M-5	Retaining Wall	2022	Excellent	2055
NW59.10R,EB	I-90	59.10	M-5	Retaining Wall	2022	Fair	2055
NW56.45R,EB	I-90	56.47	M-5	Retaining Wall	2023	Good	2055
NW70.00R,EB	I-90	69.94	M-5	Retaining Wall	2023	Good	2055
NW58.73R,WB	I-90	58.73	M-5	Retaining Wall	2022	Good	2055
NW71.30R,EB	I-90	71.30	M-5	Retaining Wall	2023	Good	2056
NW71.50R,WB	I-90	71.48	M-5	Retaining Wall	2023	Excellent	2056
NW70.60R,WB(R)	I-90	70.60	M-5	Retaining Wall	2023	Good	2056
NW73.78R,WB(R)	I-90	73.72	M-5	Retaining Wall	2025	Excellent	2060
NW74.05R,WB(R)	I-90	74.06	M-5	Retaining Wall	2025	Good	2060
NW74.28R,WB(R)	I-90	74.28	M-5	Retaining Wall	2023	Excellent	2064
NW74.40R,WB	I-90	74.48	M-5	Retaining Wall	2023	Good	2064
NW49.40N,WB	I-90	49.40	M-6	Noise Abatement Wall	2024	Excellent	2039
NW38.20N,WB	I-90	38.20	M-6	Noise Abatement Wall	2024	Good	2039
NW55.00N,EB(R)	I-90	54.97	M-6	Noise Abatement Wall	2024	Excellent	2040
NW55.00N,EB	I-90	55.16	M-6	Noise Abatement Wall	2025	Excellent	2040

Appendix G Structural Walls Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Wall Function	Last Inspection Date	Condition Rating	Next Scheduled Repair
NW54.00R,WB	I-90	54.00	M-6	Retaining Wall	2024	Fair	2046
NW53.80R,WB	I-90	53.80	M-6	Retaining Wall	2024	Good	2046
NW53.40R,WB	I-90	53.40	M-6	Retaining Wall	2024	Good	2054
NW49.90R,EB	I-90	49.90	M-6	Retaining Wall	2024	Good	2054
NW49.80R,WB	I-90	49.80	M-6	Retaining Wall	2024	Good	2054
NW50.10R,WB	I-90	50.10	M-6	Retaining Wall	2024	Good	2054
NW55.50R,WB	I-90	55.50	M-6	Retaining Wall	2023	Excellent	2055
NW50.20R,EB	I-90	50.20	M-6	Retaining Wall	2024	Excellent	2055
NW50.30R,WB	I-90	50.30	M-6	Retaining Wall	2024	Fair	2055
NW55.45R,EB	I-90	55.45	M-6	Retaining Wall	2024	Excellent	2055
NW4.11S,WB	I-90	4.11	M-7	Sight Screen Wall	2024	Fair	2029
NW3.75N,WB	I-90	3.75	M-7	Noise Abatement Wall	2024	Fair	2031
NW17.40R,EB(R)	I-90	17.40	M-7	Retaining Wall	2024	Fair	2031
NW23.30N,WB(R)	I-90	23.30	M-7	Noise Abatement Wall	2024	Good	2031
NW22.95N,WB(R)	I-90	22.95	M-7	Noise Abatement Wall	2024	Fair	2032
NW4.90N,WB	I-90	4.90	M-7	Noise Abatement Wall	2024	Good	2033
NW6.25N,EB	I-90	6.30	M-7	Noise Abatement Wall	2024	Good	2033
NW6.55N,EB	I-90	6.55	M-7	Noise Abatement Wall	2024	Fair	2033
NW13.60N,WB	I-90	13.60	M-7	Noise Abatement Wall	2024	Fair	2034
NW16.00N,EB	I-90	15.95	M-7	Noise Abatement Wall	2024	Good	2034
NW13.00N,EB	I-90	13.00	M-7	Noise Abatement Wall	2024	Excellent	2036
NW23.50N,WB	I-90	23.50	M-7	Noise Abatement Wall	2024	Excellent	2040
NW23.40N,WB(R)	I-90	23.40	M-7	Noise Abatement Wall	2024	Good	2040
NW17.10R,WB(R)	I-90	17.10	M-7	Retaining Wall	2024	Good	2049
NW17.05R,WB	I-90	17.00	M-7	Retaining Wall	2024	Excellent	2049
NW17.11R,WB(R)	I-90	17.05	M-7	Retaining Wall	2024	Fair	2049

Appendix G Structural Walls Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Wall Function	Last Inspection Date	Condition Rating	Next Scheduled Repair
NW17.15R,WB(R)	I-90	17.40	M-7	Retaining Wall	2024	Excellent	2055
EW132.55N,EB	I-88	132.55	M-8	Noise Abatement Wall	2025	Good	2026
EW130.95R,WB(R)	I-88	130.95	M-8	Retaining Wall	2025	Good	2029
EW132.55R,EB(R)	I-88	132.55	M-8	Retaining Wall	2025	Excellent	2029
EW133.50R,EB(R)	I-88	133.50	M-8	Retaining Wall	2025	Good	2029
EW133.30R,WB(R)	I-88	133.30	M-8	Retaining Wall	2025	Good	2029
EW133.30R,EB	I-88	133.30	M-8	Retaining Wall	2025	Fair	2029
EW132.40R,EB(R)	I-88	132.40	M-8	Retaining Wall	2025	Good	2029
EW133.30R,EB(R)	I-88	133.30	M-8	Retaining Wall	2025	Excellent	2029
EW131.03R,WB(R)	I-88	131.03	M-8	Retaining Wall	2025	Good	2029
EW127.65N,WB(R)	I-88	127.65	M-8	Noise Abatement Wall	2025	Fair	2031
EW129.15N,EB	I-88	129.15	M-8	Noise Abatement Wall	2024	Fair	2032
EW129.25N,EB	I-88	129.25	M-8	Noise Abatement Wall	2025	Excellent	2032
EW137.05N,EB(R)	I-88	137.05	M-8	Noise Abatement Wall	2025	Good	2032
EW133.25N,EB	I-88	133.25	M-8	Noise Abatement Wall	2025	Excellent	2032
EW129.00N,EB	I-88	129.00	M-8	Noise Abatement Wall	2025	Excellent	2032
EW129.10N,EB	I-88	129.10	M-8	Noise Abatement Wall	2025	Good	2032
EW134.75N,EB(R)	I-88	134.75	M-8	Noise Abatement Wall	2025	Good	2032
EW134.70N,EB(R)	I-88	134.70	M-8	Noise Abatement Wall	2022	Fair	2033
EW129.25N,WB	I-88	129.25	M-8	Noise Abatement Wall	2025	Excellent	2033
EW136.50N,EB(R)	I-88	136.50	M-8	Noise Abatement Wall	2025	Excellent	2033
EW136.70N,EB(R)	I-88	136.70	M-8	Noise Abatement Wall	2022	Good	2033
EW136.60N,EB(R)	I-88	136.60	M-8	Noise Abatement Wall	2025	Excellent	2033
EW128.90N,WB	I-88	128.90	M-8	Noise Abatement Wall	2022	Excellent	2033

Appendix G Structural Walls Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Wall Function	Last Inspection Date	Condition Rating	Next Scheduled Repair
EW136.55N,EB(R)	I-88	136.55	M-8	Noise Abatement Wall	2025	Fair	2033
EW135.40N,EB	I-88	135.40	M-8	Noise Abatement Wall	2025	Excellent	2033
EW127.70N,EB(R)	I-88	127.70	M-8	Noise Abatement Wall	2025	Excellent	2033
EW136.95N,EB	I-88	136.95	M-8	Noise Abatement Wall	2025	Excellent	2033
EW135.75N,EB	I-88	135.75	M-8	Noise Abatement Wall	2025	Excellent	2033
EW136.80N,EB(R)	I-88	136.80	M-8	Noise Abatement Wall	2025	Good	2033
EW133.30N,EB(R)	I-88	133.30	M-8	Noise Abatement Wall	2025	Excellent	2033
EW132.20N,EB(R)	I-88	132.20	M-8	Noise Abatement Wall	2025	Good	2033
EW129.10N,WB	I-88	129.10	M-8	Noise Abatement Wall	2025	Good	2033
EW129.15N,WB	I-88	129.15	M-8	Noise Abatement Wall	2025	Excellent	2033
EW127.75N,EB(R)	I-88	127.75	M-8	Noise Abatement Wall	2025	Good	2033
EW135.80N,EB	I-88	135.80	M-8	Noise Abatement Wall	2025	Excellent	2033
EW128.35N,EB	I-88	128.35	M-8	Noise Abatement Wall	2023	Good	2033
EW136.45N,EB(R)	I-88	136.45	M-8	Noise Abatement Wall	2025	Excellent	2033
EW132.55N,EB(R)	I-88	132.55	M-8	Noise Abatement Wall	2025	Excellent	2033
EW133.31N,EB(R)	I-88	133.31	M-8	Noise Abatement Wall	2025	Excellent	2033
EW129.45N,EB	I-88	129.45	M-8	Noise Abatement Wall	2025	Excellent	2034
EW132.85R,EB	I-88	132.85	M-8	Retaining Wall	2025	Good	2038
EW117.45R,EB(R)	I-88	117.45	M-8	Retaining Wall	2022	Good	2040
EW132.75N,EB	I-88	132.75	M-8	Noise Abatement Wall	2025	Excellent	2041
EW133.00N,EB	I-88	133.00	M-8	Noise Abatement Wall	2025	Excellent	2041
EW130.10R,EB(R)	I-88	130.10	M-8	Retaining Wall	2025	Good	2046

Appendix G Structural Walls Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Wall Function	Last Inspection Date	Condition Rating	Next Scheduled Repair
EW123.34R,WB(R)	I-88	123.34	M-8	Retaining Wall	2025	Excellent	2046
EW129.50R,EB	I-88	129.50	M-8	Retaining Wall	2025	Excellent	2046
EW123.52R,EB	I-88	123.51	M-8	Retaining Wall	2025	Good	2046
EW136.45R,EB(R)	I-88	136.45	M-8	Retaining Wall	2025	Good	2046
EW114.50R,EB(R)	I-88	114.50	M-8	Retaining Wall	2025	Good	2046
EW129.15R,EB	I-88	129.15	M-8	Retaining Wall	2025	Good	2046
EW129.00R,EB	I-88	129.00	M-8	Retaining Wall	2025	Excellent	2046
EW119.25R,WB(R)	I-88	119.25	M-8	Retaining Wall	2025	Excellent	2046
EW129.70R,EB	I-88	129.70	M-8	Retaining Wall	2025	Excellent	2046
EW127.65R,EB(R)	I-88	127.65	M-8	Retaining Wall	2025	Excellent	2046
EW137.45R,EB(R)	I-88	137.45	M-8	Retaining Wall	2025	Excellent	2046
EW136.70R,EB(R)	I-88	136.70	M-8	Retaining Wall	2025	Good	2046
EW119.30R,WB(R)	I-88	119.30	M-8	Retaining Wall	2025	Excellent	2046
EW136.55R,EB(R)	I-88	136.55	M-8	Retaining Wall	2025	Good	2046
EW114.45R,WB(R)	I-88	114.45	M-8	Retaining Wall	2025	Good	2046
EW127.60R,WB(R)	I-88	127.60	M-8	Retaining Wall	2025	Fair	2046
EW127.70R,WB(R)	I-88	127.70	M-8	Retaining Wall	2025	Fair	2047
EW137.25R,EB(R)	I-88	137.25	M-8	Retaining Wall	2025	Fair	2047
EW138.00R,WB(R)	I-88	138.00	M-8	Retaining Wall	2025	Good	2047
EW127.55R,EB(R)	I-88	127.55	M-8	Retaining Wall	2025	Excellent	2047
EW134.80R EB	I-88	134.80	M-8	Retaining Wall	2025	Good	2047
EW134.75R,EB(R)	I-88	134.75	M-8	Retaining Wall	2025	Good	2047
EW136.90R,WB(R)	I-88	136.90	M-8	Retaining Wall	2025	Excellent	2047
EW128.05R,EB	I-88	128.05	M-8	Retaining Wall	2022	Good	2047
EW137.90R,EB(R)	I-88	137.90	M-8	Retaining Wall	2025	Good	2047
EW127.30R,WB(R)	I-88	127.30	M-8	Retaining Wall	2025	Excellent	2047
EW137.80R,WB(R)	I-88	137.80	M-8	Retaining Wall	2025	Good	2047
EW127.70R,EB	I-88	127.70	M-8	Retaining Wall	2022	Good	2047
EW138.30R,EB(R)	I-88	138.30	M-8	Retaining Wall	2025	Excellent	2047
EW127.20R,EB	I-88	127.20	M-8	Retaining Wall	2022	Good	2047
EW116.70R,EB(R)	I-88	116.70	M-8	Retaining Wall	2025	Excellent	2047
EW121.40R,WB(R)	I-88	121.40	M-8	Retaining Wall	2025	Excellent	2048
EW128.00R,WB	I-88	128.00	M-8	Retaining Wall	2025	Good	2048

Appendix G Structural Walls Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Wall Function	Last Inspection Date	Condition Rating	Next Scheduled Repair
EW127.75R,EB(R)	I-88	127.75	M-8	Retaining Wall	2022	Fair	2048
EW127.20R,WB	I-88	127.20	M-8	Retaining Wall	2025	Good	2048
EW127.10R,WB(R)	I-88	127.10	M-8	Retaining Wall	2025	Good	2048
EW129.15R,WB	I-88	129.15	M-8	Retaining Wall	2025	Excellent	2049
EW130.05R,WB	I-88	130.05	M-8	Retaining Wall	2025	Excellent	2049
EW129.50R,WB	I-88	129.50	M-8	Retaining Wall	2025	Excellent	2049
EW129.80R,WB	I-88	129.80	M-8	Retaining Wall	2025	Excellent	2049
EW130.15R,WB(R)	I-88	130.15	M-8	Retaining Wall	2025	Excellent	2049
EW129.70R,WB	I-88	129.70	M-8	Retaining Wall	2025	Excellent	2049
EW128.90R,WB	I-88	128.90	M-8	Retaining Wall	2025	Excellent	2049
EW119.50R,WB(R)	I-88	119.50	M-8	Retaining Wall	2025	Excellent	2050
EW131.09R,WB(R)	I-88	131.09	M-8	Retaining Wall	2025	Good	2054
EW131.08R,WB(R)	I-88	131.08	M-8	Retaining Wall	2025	Good	2054
EW117.41R,WB	I-88	117.41	M-8	Retaining Wall	2023	Excellent	2062
EW130.06R,WB	I-88	130.06	M-8	Retaining Wall	2025	Good	2065
EW127.08R,EB-R	I-88	127.08	M-8	Retaining Wall	2025	Good	2065
EW134.94R EB	I-88	134.94	M-8	Retaining Wall	2025	Excellent	2065
EW134.90R EB	I-88	134.90	M-8	Retaining Wall	2025	Excellent	2065

[1] An inspection was attempted in 2025, but due to construction in the area, the inspection was not possible. The structure will be scheduled for inspection in 2026.

APPENDIX H

OVERHEAD SIGN STRUCTURES CONDITION RATING TABLE

Appendix H Overhead Sign Structures Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection	Condition Rating	Next Scheduled Repair
TS0.1T,SB(R)	I-294	0.1	M-1	Span, 3-chord truss, aluminum	2024	Good	2030
TS0.3C,NB	I-294	0.3	M-1	Cantilever, 4-chord truss, steel	2024	Good	2039
TS0.3C,SB	I-294	0.3	M-1	Cantilever, 4-chord truss, steel	2024	Good	2030
TS0.4T,SB	I-294	0.4	M-1	Span, 3-chord truss, aluminum	2024	Good	2039
TS0.6C,SB	I-294	0.6	M-1	Cantilever, 4-chord truss, steel	2024	Good	2039
TS0.6C,NB	I-294	0.6	M-1	Cantilever, 4-chord truss, steel	2024	Good	2030
TS1.0T,SB	I-294	1.0	M-1	Span, 3-chord truss, aluminum	2024	Good	2030
TS1.2B,NB	I-294	1.2	M-1	Bridge Mounted	2024	Excellent	2030
TS1.4T,SB	I-294	1.4	M-1	Span, 3-chord truss, aluminum	2024	Good	2039
TS2.1B,NB	I-294	2.1	M-1	Bridge Mounted	2024	Excellent	2030
TS2.3T,NB	I-294	2.3	M-1	Span, 3-chord truss, aluminum	2024	Good	2039
TS2.5T,NB(R)	I-294	2.5	M-1	Span, 3-chord truss, aluminum	2024	Good	2039
TS2.6T,NB(R)	I-294	2.6	M-1	Span, 3-chord truss, aluminum	2024	Good	2039
TS2.7T,NB	I-294	2.7	M-1	Span, 4-chord truss, steel	2024	Excellent	2035
TS2.7B,NB(R)	I-294	2.7	M-1	Bridge Mounted	2024	Excellent	2032
TS2.7B,SB(R)	I-294	2.7	M-1	Bridge Mounted	2024	Good	2039
TS3.0T,SB(R)	I-294	3.0	M-1	Span, 3-chord truss, aluminum	2024	Good	2030

Appendix H Overhead Sign Structures Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection	Condition Rating	Next Scheduled Repair
TS3.2T,SB	I-294	3.2	M-1	Span, 3-chord truss, aluminum	2024	Good	2030
TS3.6C,SB	I-294	3.6	M-1	Cantilever, 4-chord truss, steel	2024	Good	2035
TS3.7T,NB	I-294	3.7	M-1	Span, 3-chord truss, aluminum	2024	Good	2039
TS4.1C,SB	I-294	4.1	M-1	Cantilever, 4-chord truss, steel	2024	Good	2039
TS4.3T,NB	I-294	4.3	M-1	Span, 3-chord truss, aluminum	2024	Good	2039
TS4.4T,SB(R)	I-294	4.4	M-1	Span, 3-chord truss, aluminum	2024	Good	2039
TS4.4C,NB	I-294	4.4	M-1	Cantilever, 4-chord truss, steel	2024	Excellent	2039
TS4.5T,NB	I-294	4.5	M-1	Span, 3-chord truss, aluminum	2024	Good	2030
TS4.7T,NB(R)	I-294	4.7	M-1	Span, 3-chord truss, aluminum	2024	Good	2039
TS4.8B,NB(R)	I-294	4.8	M-1	Bridge Mounted	2024	Good	2039
TS4.8B,NB	I-294	4.8	M-1	Bridge Mounted	2024	Fair	2039
TS4.8B,SB(R)	I-294	4.8	M-1	Bridge Mounted	2024	Good	2039
TS4.8B,SB	I-294	4.8	M-1	Bridge Mounted	2024	Good	2032
TS5.0T,SB(R)	I-294	5.0	M-1	Span, 4-chord truss, steel	2024	Good	2035
TS5.0T,NB	I-294	5.0	M-1	Span, 3-chord truss, aluminum	2024	Excellent	2040
TS5.0C,SB	I-294	5.0	M-1	Cantilever, 4-chord truss, steel	2024	Excellent	2030
TS5.0T,NB(R)	I-294	5.0	M-1	Span, 4-chord truss, steel	2024	Good	2035

Appendix H Overhead Sign Structures Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection	Condition Rating	Next Scheduled Repair
TS5.1T,SB(R)	I-294	5.1	M-1	Span, 3-chord truss, aluminum	2024	Good	2040
TS5.2T,SB(R)	I-294	5.2	M-1	Span, 3-chord truss, aluminum	2024	Excellent	2040
TS5.3T,SB(R)	I-294	5.3	M-1	Span, 3-chord truss, aluminum	2024	Good	2040
TS5.3B,NB	I-294	5.3	M-1	Bridge Mounted	2024	Good	2032
TS5.4T,SB(R)	I-294	5.4	M-1	Span, 4-chord truss, steel	2024	Good	2035
TS5.4B,SB	I-294	5.4	M-1	Bridge Mounted	2024	Good	2030
TS5.5T,NB	I-294	5.5	M-1	Span, 3-chord truss, aluminum	2024	Excellent	2030
TS5.6M,NB(R)	I-294	5.6	M-1	Span, round monotube, steel	2025	Excellent	2045
TS5.6M,SB	I-294	5.6	M-1	Span, round monotube, steel	2025	Excellent	2039
TS5.7M,NB	I-294	5.7	M-1	Span, round monotube, steel	2025	Good	2030
TS5.9T,SB	I-294	5.9	M-1	Span, 3-chord truss, aluminum	2024	Excellent	2030
TS6.0T,SB	I-294	6.0	M-1	Span, 3-chord truss, aluminum	2024	Excellent	2030
TS6.1T,NB	I-294	6.1	M-1	Span, 3-chord truss, aluminum	2023	Fair	2030
TS6.2C,NB	I-294	6.2	M-1	Cantilever, 4-chord truss, steel	2023	Good	2039
TS6.2T,SB	I-294	6.2	M-1	Span, 3-chord truss, aluminum	2023	Good	2040
TS6.4B,SB	I-294	6.4	M-1	Bridge Mounted	2023	Good	2027
TS6.4B,NB	I-294	6.4	M-1	Bridge Mounted	2023	Good	2032

Appendix H Overhead Sign Structures Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection	Condition Rating	Next Scheduled Repair
TS6.4B,SB(R)	I-294	6.4	M-1	Bridge Mounted	2023	Good	2027
TS6.4B,NB(R)	I-294	6.4	M-1	Bridge Mounted	2023	Excellent	2032
TS6.6T,SB(R)	I-294	6.6	M-1	Span, 3-chord truss, aluminum	2023	Excellent	2040
TS6.8T,SB	I-294	6.8	M-1	Span, 3-chord truss, aluminum	2023	Good	2027
TS6.8C,SB	I-294	6.8	M-1	Cantilever, 4-chord truss, steel	2024	Fair	2039
TS6.9T,NB	I-294	6.9	M-1	Span, 3-chord truss, aluminum	2024	Excellent	2040
TS7.2C,SB	I-294	7.2	M-1	Cantilever, 4-chord truss, steel	2024	Excellent	2035
TS7.2T,SB	I-294	7.2	M-1	Span, 4-chord truss, steel	2023	Good	2039
TS7.3C,NB	I-294	7.3	M-1	Cantilever, 4-chord truss, steel	2024	Good	2035
TS7.7M,SB(R)	I-294	7.7	M-1	Span, round monotube, steel	2024	Excellent	2030
TS7.8M,SB(R)	I-294	7.8	M-1	Span, round monotube, steel	2025	Excellent	2029
TS7.9T,SB(R)	I-294	7.9	M-1	Span, 3-chord truss, aluminum	2024	Excellent	2040
TS8.0T,SB	I-294	8.0	M-1	Span, 3-chord truss, aluminum	2022	Good	2027
TS8.2M,NB(R)	I-294	8.2	M-1	Span, round monotube, steel	2025	Excellent	2030
TS8.3M,NB(R)	I-294	8.3	M-1	Span, round monotube, steel	2025	Good	2039
TS8.3M,SB(R)	I-294	8.3	M-1	Span, round monotube, steel	2025	Good	2030

Appendix H Overhead Sign Structures Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection	Condition Rating	Next Scheduled Repair
TS8.4T,SB	I-294	8.4	M-1	Span, 3-chord truss, aluminum	2023	Good	2040
TS8.7T,SB	I-294	8.7	M-1	Span, 3-chord truss, aluminum	2023	Good	2029
TS9.2T,SB	I-294	9.2	M-1	Span, 3-chord truss, aluminum	2023	Good	2039
TS9.6C,SB	I-294	9.6	M-1	Cantilever, 4-chord truss, steel	2023	Good	2027
TS10.1T,SB	I-294	10.1	M-1	Span, 3-chord truss, aluminum	2023	Excellent	2040
TS10.7C,NB	I-294	10.7	M-1	Cantilever, 4-chord truss, steel	2023	Fair	2039
TS11.5T,NB	I-294	11.5	M-1	Span, 3-chord truss, aluminum	2023	Good	2027
TS11.7C,NB(R)	I-294	11.7	M-1	Cantilever, 4-chord truss, steel	2023	Excellent	2035
TS12.3C,SB(R)	I-294	12.3	M-1	Cantilever, 4-chord truss, steel	2023	Fair	2039
TS12.5T,SB	I-294	12.5	M-1	Span, 3-chord truss, aluminum	2023	Good	2027
TS12.9C,SB	I-294	12.9	M-1	Cantilever, 4-chord truss, steel	2023	Fair	2039
TS15.2C,NB	I-294	15.2	M-1	Cantilever, 4-chord truss, steel	2023	Good	2035
TS16.5C,NB	I-294	16.5	M-1	Cantilever, 4-chord truss, steel	2023	Good	2039
TS17.2T,NB	I-294	17.2	M-1	Span, 3-chord truss, aluminum	2025	Good	2040
TS17.4T,SB(R)	I-294	17.5	M-1	Span, 3-chord truss, aluminum	2025	Good	2029
TS17.5T,SB(R)	I-294	17.5	M-1	Span, 3-chord truss, aluminum	2025	Excellent	2040

Appendix H Overhead Sign Structures Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection	Condition Rating	Next Scheduled Repair
TS17.6C,SB	I-294	17.6	M-1	Cantilever, 4-chord truss, steel	2024	Excellent	2027
TS17.7T,SB	I-294	17.7	M-1	Span, 3-chord truss, aluminum	2025	Good	2028
TS17.9M,NB	I-294	18.0	M-1	Span, rectangular ITS gantry, steel	2025	Good	2045
TS17.9M,SB	I-294	18.0	M-1	Span, rectangular ITS gantry, steel	2025	Good	2045
TS18.1T,SB	I-294	18.1	M-1	Span, 3-chord truss, aluminum	2023	Good	2027
TS18.1T,NB	I-294	18.1	M-1	Span, 3-chord truss, aluminum	2023	Excellent	2027
TS18.3M,NB	I-294	18.4	M-1	Span, rectangular ITS gantry, steel	2025	Excellent	2045
TS18.4M,SB	I-294	18.4	M-1	Span, rectangular ITS gantry, steel	2025	Excellent	2045
TS18.5T,SB	I-294	18.5	M-1	Span, 3-chord truss, aluminum	2023	Fair	2027
TS18.8M,NB	I-294	18.8	M-1	Span, rectangular ITS gantry, steel	2025	Excellent	2045
TS18.8M,SB	I-294	18.8	M-1	Span, rectangular ITS gantry, steel	2025	Excellent	2045
TS19.0T,NB	I-294	19.0	M-1	Span, 3-chord truss, aluminum	2023	Good	2027
TS19.0T,SB	I-294	19.0	M-1	Span, 4-chord truss, steel	2023	Excellent	2027
TS19.3M,NB	I-294	19.3	M-1	Span, round monotube, steel	2025	Excellent	2027

Appendix H Overhead Sign Structures Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection	Condition Rating	Next Scheduled Repair
TS19.3M,SB	I-294	19.4	M-1	Span, rectangular ITS gantry, steel	2025	Excellent	2045
TS19.4C,SB	I-294	19.4	M-1	Cantilever, 4-chord truss, steel	2025	Good	2027
TS19.7M,SB	I-294	19.7	M-1	Span, round monotube, steel	2025	Good	2027
TS19.9T,NB	I-294	19.9	M-1	Span, 3-chord truss, aluminum	2023	Excellent	2027
TS20.1T,SB	I-294	20.1	M-1	Span, 3-chord truss, aluminum	2023	Good	2027
TS20.2C,SB(R)	I-294	20.2	M-1	Cantilever, 4-chord truss, steel	2025	Good	2039
TS20.4M,NB(R)	I-294	20.4	M-1	Span, round monotube, steel	2025	Good	2045
TS20.75T,NB	I-294	20.8	M-1	Span, 3-chord truss, aluminum	2025	Excellent	2045
TS21.33T,NB	I-294	21.3	M-1	Span, 3-chord truss, aluminum	2025	Good	2044
TS21.08T,NB	I-294	21.8	M-2	Span, 3-chord truss, aluminum	2025	Excellent	2044
TS22.24C NB	I-294	22.2	M-1	Cantilever, 4-chord truss, steel	2025	Good	2043
TS22.40T,NB	I-294	22.4	M-1	Span, 4-chord truss, aluminum	2025	Good	2045
TS22.40T,SB	I-294	22.4	M-1	Span, 3-chord truss, aluminum	2025	Excellent	2044
TS22.5T,NB	I-294	22.5	M-1	Span, 3-chord truss, aluminum	2023	Excellent	2027
TS23.2C,NB-R	I-294	23.2	M-1	Cantilever, 4-chord truss, steel	2025	Excellent	2045

Appendix H Overhead Sign Structures Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection	Condition Rating	Next Scheduled Repair
TS23.2T,NB-R	I-294	23.3	M-1	Span, 3-chord truss, aluminum	2023	Excellent	2027
TS23.4C,SB	I-294	23.4	M-1	Cantilever, 4-chord truss, steel	2023	Good	2027
TS23.6T,SB(R)	I-294	23.7	M-2	Span, 3-chord truss, aluminum	2025	Excellent	2027
TS23.7T,SB(R)	I-294	23.7	M-2	Span, 4-chord truss, steel	2025	Good	2028
TS23.8M,NB(R)	I-294	23.8	M-2	Span, round monotube, steel	2025	Excellent	2027
TS23.8M,SB(R)	I-294	23.8	M-2	Span, round monotube, steel	2025	Excellent	2027
TS23.9T,SB(R)	I-294	23.9	M-2	Span, 3-chord truss, aluminum	2025	Good	2027
TS25.24C,SB(R)	I-294	25.3	M-2	Cantilever, 4-chord truss, steel	2025	Excellent	2050
TS25.35C,NB	I-294	25.4	M-2	Cantilever, 4-chord truss, aluminum	2025	Excellent	2049
TS25.4B,SB	I-294	25.4	M-2	Bridge Mounted	2025	Good	2027
TS26.18C,NB	I-294	26.2	M-2	Cantilever, 4-chord truss, aluminum	2025	Excellent	2044
TS27.5B,NB	I-294	27.5	M-2	Bridge Mounted	2025	Good	2027
TS27.5B,SB	I-294	27.5	M-2	Bridge Mounted	2025	Good	2027
TS27.73C,NB	I-294	27.7	M-2	Cantilever, 4-chord truss, steel	N/A	New Con-struction	2044
TS28.10C,NB	I-294	28.1	M-2	Cantilever, 4-chord truss, aluminum	N/A	New Con-struction	2044
TS28.5B,NB	I-294	28.5	M-2	Bridge Mounted	2025	Good	2027
TS28.5B,SB	I-294	28.5	M-2	Bridge Mounted	2025	Good	2040

Appendix H Overhead Sign Structures Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection	Condition Rating	Next Scheduled Repair
TS29.3T,NB	I-294	29.4	M-2	Span, 3-chord truss, aluminum	2025	Good	2027
TS29.5B,NB	I-294	29.5	M-2	Bridge Mounted	2025	Good	2027
TS29.8B,NB(R)	I-294	29.6	M-2	Bridge Mounted	2024	Excellent	2027
TS30.0B,NB(R)	I-294	29.6	M-2	Bridge Mounted	2024	Good	2027
EW138.8B,EB(R)	I-294	29.6	M-2	Bridge Mounted	2024	Good	2039
TS29.6T,NB	I-294	29.6	M-2	Span, 3-chord truss, aluminum	2025	Good	2039
TS29.6T,SB	I-294	29.6	M-2	Span, 3-chord truss, aluminum	2025	Good	2027
TS29.7T,NB(R)	I-294	29.7	M-2	Span, 3-chord truss, aluminum	2025	Good	2027
TS29.9M,NB	I-294	29.9	M-2	Span, round monotube, steel	2025	Good	2027
TS29.9M,SB	I-294	29.9	M-2	Span, round monotube, steel	2025	Good	2027
TS30.1T,SB(R)	I-294	30.1	M-2	Span, 3-chord truss, aluminum	20211	Excellent	2027
TS30.1C,NB	I-294	30.1	M-2	Cantilever, 4-chord truss, steel	2025	Good	2027
TS30.2T,NB(R)	I-294	30.2	M-2	Span, 3-chord truss, aluminum	2025	Good	2027
TS30.2T,SB	I-294	30.2	M-2	Span, 4-chord truss, steel	2025	Excellent	2027
TS30.3T,NB	I-294	30.4	M-2	Span, 3-chord truss, aluminum	20211	Excellent	2027
TS30.58C,NB	I-294	30.6	M-2	Cantilever, 4-chord truss, aluminum	N/A	New Con-struction	2044
TS30.88C,NB	I-294	30.9	M-2	Cantilever, 4-chord truss, aluminum	N/A	New Con-struction	2044

Appendix H Overhead Sign Structures Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection	Condition Rating	Next Scheduled Repair
TS30.9T,SB	I-294	30.9	M-2	Span, 3-chord truss, aluminum	20211	Good	2027
EW140.0T,EB(R)	I-294	31.0	M-2	Span, 3-chord truss, aluminum	2024	Fair	2026
TS31.2T,SB	I-294	31.2	M-2	Span, 3-chord truss, aluminum	20211	Good	2027
TS31.5C,SB	I-294	31.5	M-2	Cantilever, 4-chord truss, steel	20211	Excellent	2027
TS31.8T,SB-R	I-294	31.8	M-2	Span, 3-chord truss, aluminum	2023	Fair	2027
TS32.1T,SB-R	I-294	32.1	M-2	Span, 3-chord truss, aluminum	2023	Fair	2027
TS32.5M,SB	I-294	32.5	M-2	Span, rectangular ITS gantry, steel	2025	Excellent	2045
TS32.73T,SB	I-294	32.7	M-2	Span, 3-chord truss, aluminum	2025	Excellent	2044
TS33.6T,SB	I-294	33.6	M-2	Span, 3-chord truss, aluminum	2024	Good	2044
TS33.88M,NB	I-294	33.9	M-2	Span, rectangular ITS gantry, steel	2025	Excellent	2044
TS33.88M,SB	I-294	33.9	M-2	Span, rectangular ITS gantry, steel	2025	Excellent	2042
TS34.03T, NB	I-294	34.0	M-2	Span, 4-chord truss, aluminum	2025	Excellent	2044
TS34.2T,SB	I-294	34.2	M-2	Span, 3-chord truss, aluminum	2024	Excellent	2044
TS34.32T,SB	I-294	34.3	M-2	Span, 4-chord truss, steel	2025	Good	2044
TS34.40M,NB	I-294	34.4	M-2	Span, rectangular ITS gantry, steel	2025	Excellent	2044

Appendix H Overhead Sign Structures Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection	Condition Rating	Next Scheduled Repair
TS34.41T(R),SB	I-294	34.4	M-2	Span, 3-chord truss, aluminum	2025	Good	2045
TS34.49T(R),SB	I-294	34.5	M-2	Span, round monotube, steel	2025	Excellent	2045
TS34.5M,SB	I-294	34.5	M-2	Span, rectangular ITS gantry, steel	2025	Excellent	2042
TS34.62T,SB	I-294	34.6	M-2	Span, 3-chord truss, aluminum	2025	Good	2044
TS35.00M,NB	I-294	35.0	M-2	Span, rectangular ITS gantry, steel	2025	Good	2044
TS35.0M,SB	I-294	35.0	M-2	Span, rectangular ITS gantry, steel	2025	Good	2042
TS35.78C,NB	I-294	35.8	M-2	Cantilever, 4-chord truss, aluminum	2025	Excellent	2044
TS36.31M,NB	I-294	36.3	M-2	Span, rectangular ITS gantry, steel	2025	Excellent	2044
TS36.38M,SB	I-294	36.4	M-2	Span, rectangular ITS gantry, steel	2025	Excellent	2044
TS36.7T,NB	I-294	36.7	M-3	Span, 3-chord truss, aluminum	2023	Good	2040
TS36.89M,SB	I-294	36.9	M-3	Span, rectangular ITS gantry, steel	2025	Excellent	2044
TS36.92M,NB	I-294	36.9	M-2	Span, rectangular ITS gantry, steel	2025	Excellent	2044
TS37.78M,SB	I-294	37.8	M-3	Span, rectangular ITS gantry, steel	2025	Excellent	2044

Appendix H Overhead Sign Structures Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection	Condition Rating	Next Scheduled Repair
TS37.86M,NB	I-294	37.9	M-2	Span, rectangular ITS gantry, steel	2025	Good	2044
TS38.1C, SB (R)	I-294	38.1	M-3	Cantilever, 4-chord truss, steel	2025	Excellent	2035
TS38.20M,SB	I-294	38.2	M-3	Span, rectangular ITS gantry, steel	2025	Excellent	2044
TS38.3C,SB (R)	I-294	38.3	M-3	Cantilever, 4-chord truss, steel	2025	Excellent	2035
TS38.35M,NB	I-294	38.4	M-2	Span, rectangular ITS gantry, steel	2025	Excellent	2044
TS38.5T,SB (R)	I-294	38.5	M-3	Span, 3-chord truss, aluminum	2025	Excellent	2040
TS38.6T,NB	I-294	38.6	M-3	Span, 3-chord truss, aluminum	2025	Excellent	2040
TS38.6T,SB (R)	I-294	38.6	M-3	Span, 3-chord truss, aluminum	2025	Excellent	2040
TS38.62M,SB	I-294	38.6	M-3	Span, rectangular ITS gantry, steel	2025	Excellent	2044
TS38.8M,SB	I-294	38.8	M-3	Span, round monotube, steel	2025	Good	2039
TS38.85M,NB	I-294	38.9	M-2	Span, rectangular ITS gantry, steel	2025	Excellent	2044
TS38.9T,SB	I-294	38.9	M-3	Span, 3-chord truss, aluminum	2025	Fair	2040
TS39.1T,SB	I-294	39.1	M-3	Span, 3-chord truss, aluminum	2025	Excellent	2039
TS39.2C,NB	I-294	39.2	M-3	Cantilever, 4-chord truss, steel	2025	Excellent	2035

Appendix H Overhead Sign Structures Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection	Condition Rating	Next Scheduled Repair
TS39.23M,SB	I-294	39.2	M-3	Span, rectangular ITS gantry, steel	2025	Excellent	2044
TS39.39M,NB	I-294	39.4	M-2	Span, rectangular ITS gantry, steel	2025	Excellent	2044
TS39.4T,SB	I-294	39.4	M-3	Span, 3-chord truss, aluminum	2025	Good	2040
TS39.6T,NB	I-294	39.6	M-3	Span, 4-chord truss, aluminum	2025	Excellent	2040
TS39.7M,NB(R)	I-294	39.7	M-3	Span, round monotube, steel	2025	Good	2030
TS39.73M,SB	I-294	39.7	M-3	Span, rectangular ITS gantry, steel	2025	Excellent	2044
TS39.82M,NB	I-294	39.8	M-3	Span, rectangular ITS gantry, steel	2025	Excellent	2044
TS39.9T,NB	I-294	39.9	M-3	Span, 3-chord truss, aluminum	2025	Good	2040
TS39.9T,SB	I-294	39.9	M-3	Span, 3-chord truss, aluminum	2025	Excellent	2040
TS40.1T,NB(R)	I-294	40.1	M-3	Span, 3-chord truss, aluminum	2025	Excellent	2030
TS40.2B,NB(R)	I-294	40.3	M-3	Bridge Mounted	2025	Good	2032
TS40.3B,NB	I-294	40.3	M-3	Bridge Mounted	2025	Good	2032
TS40.3B,NB(R)	I-294	40.4	M-3	Bridge Mounted	2025	Good	2032
TS40.4T,NB(R)	I-294	40.4	M-3	Span, 3-chord truss, aluminum	2025	Excellent	2026
TS40.5T,NB	I-294	40.5	M-3	Span, 3-chord truss, aluminum	2025	Good	2040

Appendix H Overhead Sign Structures Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection	Condition Rating	Next Scheduled Repair
TS40.6C,NB	I-294	40.6	M-3	Cantilever, 4-chord truss, steel	2025	Excellent	2040
TS40.6T,NB(R)	I-294	40.6	M-3	Span, 3-chord truss, aluminum	2025	Good	2030
NW77.7T,EB(R)	I-294	40.8	M-3	Span, 3-chord truss, aluminum	2025	Excellent	2040
TS40.8C,SB	I-294	40.8	M-3	Cantilever, 4-chord truss, steel	2025	Excellent	2039
NW77.6T,WB(R)	I-294	40.9	M-3	Span, 3-chord truss, aluminum	2025	Excellent	2040
TS40.9T,NB	I-294	41.0	M-3	Span, 3-chord truss, aluminum	2025	Good	2040
TS41.0T,SB(R)	I-294	41.0	M-3	Span, 3-chord truss, aluminum	2025	Good	2040
TS41.1C,NB	I-294	41.1	M-3	Cantilever, 4-chord truss, steel	2025	Excellent	2039
TS41.1T,SB	I-294	41.1	M-3	Span, 3-chord truss, aluminum	2025	Excellent	2040
TS41.2T,NB	I-294	41.2	M-3	Span, 3-chord truss, aluminum	2025	Good	2040
TS41.2T,SB	I-294	41.2	M-3	Span, 3-chord truss, aluminum	2025	Good	2040
TS41.4T,NB	I-294	41.4	M-3	Span, 3-chord truss, aluminum	2025	Good	2040
TS41.4T,SB	I-294	41.4	M-3	Span, 3-chord truss, aluminum	2025	Good	2040
TS41.5T,NB(R)	I-294	41.5	M-3	Span, 4-chord truss, aluminum	2025	Good	2040
TS41.6M,NB	I-294	41.6	M-3	Span, round monotube, steel	2025	Good	2030
TS41.7T,SB	I-294	41.7	M-3	Span, 3-chord truss, aluminum	2025	Good	2040

Appendix H Overhead Sign Structures Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection	Condition Rating	Next Scheduled Repair
TS41.8T,NB(R)	I-294	41.8	M-3	Span, 3-chord truss, aluminum	2024	Good	2040
TS42.0T,SB	I-294	42.0	M-3	Span, 3-chord truss, aluminum	2024	Good	2040
TS42.0T,NB(R)	I-294	42.0	M-3	Span, 3-chord truss, aluminum	2024	Good	2040
TS42.2T,NB	I-294	42.2	M-3	Span, 4-chord truss, aluminum	2024	Good	2040
TS42.2T,NB(R)	I-294	42.2	M-3	Span, 3-chord truss, aluminum	2024	Good	2040
TS42.7T,SB	I-294	42.7	M-3	Span, 3-chord truss, aluminum	2024	Good	2040
TS43.0T,SB	I-294	43.0	M-3	Span, 4-chord truss, steel	2024	Good	2035
TS43.5C,NB	I-294	43.5	M-3	Cantilever, 4-chord truss, steel	2024	Excellent	2039
TS44.0T,NB	I-294	44.0	M-3	Span, 3-chord truss, aluminum	2024	Excellent	2041
TS44.2T,NB	I-294	44.2	M-3	Span, 3-chord truss, aluminum	2024	Good	2041
TS45.8T,SB	I-294	45.8	M-3	Span, 3-chord truss, aluminum	2024	Good	2041
TS46.7C,NB	I-294	46.7	M-3	Cantilever, 4-chord truss, steel	2024	Fair	2041
TS47.5C,NB	I-294	47.5	M-3	Cantilever, 4-chord truss, steel	2024	Fair	2041
TS48.0T,NB	I-294	48.0	M-3	Span, 3-chord truss, steel	2024	Good	2041
TS48.2C,NB	I-294	48.2	M-3	Cantilever, 4-chord truss, steel	2024	Good	2035
TS48.4C,NB	I-294	48.4	M-3	Cantilever, 4-chord truss, steel	2024	Good	2035

Appendix H Overhead Sign Structures Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection	Condition Rating	Next Scheduled Repair
TS48.6T,NB	I-294	48.6	M-3	Span, 3-chord truss, aluminum	2024	Good	2040
TS49.3T,SB	I-294	49.3	M-3	Span, 3-chord truss, aluminum	2024	Good	2041
TS49.9C,SB	I-294	49.9	M-3	Cantilever, 4-chord truss, steel	2024	Good	2035
TS50.3C,SB	I-294	50.3	M-3	Cantilever, 4-chord truss, steel	2024	Good	2035
TS52.0C,NB	I-294	52.0	M-3	Cantilever, 4-chord truss, steel	2024	Good	2035
TS52.3C,NB	I-294	52.3	M-3	Cantilever, 4-chord truss, steel	2024	Good	2035
TS52.5T,NB	I-294	52.5	M-3	Span, 3-chord truss, aluminum	2024	Good	2040
TS52.8B,NB	I-294	52.7	M-4	Bridge Mounted	2024	Good	2032
TS30.0T,NB(R)	I-294	138.7	M-2	Span, 3-chord truss, aluminum	2024	Good	2040
EW139.2T,EB	I-294	139.2	M-2	Span, 3-chord truss, aluminum	2024	Excellent	2040
NS0.3T,SB	I-355	0.3	M-14	Span, 3-chord truss, aluminum	2025	Good	2028
NS0.7T,SB	I-355	0.7	M-14	Span, 3-chord truss, aluminum	2025	Good	2040
NS0.8M,NB(R)	I-355	0.8	M-14	Span, round monotube, steel	2025	Good	2040
NS0.8T,NB	I-355	0.8	M-14	Span, 3-chord truss, aluminum	2025	Excellent	2040
NS1.1M,SB(R)	I-355	1.1	M-14	Span, round monotube, steel	2025	Excellent	2030
NS1.4T,SB	I-355	1.4	M-14	Span, 3-chord truss, aluminum	2025	Excellent	2040

Appendix H Overhead Sign Structures Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection	Condition Rating	Next Scheduled Repair
NS1.9T,NB	I-355	1.9	M-14	Span, 3-chord truss, aluminum	2025	Excellent	2028
NS2.0T,SB	I-355	2.0	M-14	Span, 4-chord truss, steel	2025	Excellent	2035
NS2.2T,NB	I-355	2.2	M-14	Span, 4-chord truss, steel	2025	Excellent	2040
NS2.4T,NB	I-355	2.4	M-14	Span, 3-chord truss, aluminum	2025	Excellent	2040
NS2.4T,SB	I-355	2.4	M-14	Span, 3-chord truss, aluminum	2025	Excellent	2040
NS2.9T,NB	I-355	2.9	M-14	Span, 3-chord truss, aluminum	2025	Good	2040
NS3.1T,NB(R)	I-355	3.1	M-14	Span, 3-chord truss, aluminum	2025	Excellent	2040
NS3.3M,NB	I-355	3.3	M-14	Span, round monotube, steel	2025	Good	2030
NS3.3M,SB	I-355	3.3	M-14	Span, round monotube, steel	2025	Good	2030
NS3.4T,SB(R)	I-355	3.4	M-14	Span, 3-chord truss, aluminum	2025	Good	2040
NS3.6T,SB	I-355	3.6	M-14	Span, 3-chord truss, aluminum	2025	Good	2040
NS4.0C,NB	I-355	4.0	M-14	Cantilever, 4-chord truss, steel	2025	Good	2040
NS4.0T,SB	I-355	4.0	M-14	Span, 3-chord truss, aluminum	2025	Good	2040
NS4.4T,SB	I-355	4.4	M-14	Span, 3-chord truss, aluminum	2025	Excellent	2040
NS4.5T,NB	I-355	4.5	M-14	Span, 3-chord truss, aluminum	2025	Good	2040
NS5.0M,NB(R)	I-355	5.0	M-14	Span, round monotube, steel	2025	Good	2030

Appendix H Overhead Sign Structures Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection	Condition Rating	Next Scheduled Repair
NS5.0M,SB(R)	I-355	5.0	M-14	Span, round monotube, steel	2025	Good	2030
NS5.3T,SB	I-355	5.3	M-14	Span, 3-chord truss, aluminum	2025	Good	2040
NS6.5T,NB	I-355	6.5	M-14	Span, 3-chord truss, aluminum	2025	Good	2040
NS7.4M,SB(R)	I-355	7.4	M-14	Span, round monotube, steel	2025	Good	2040
NS7.5M,NB(R)	I-355	7.5	M-14	Span, round monotube, steel	2025	Good	2040
NS7.8T,SB	I-355	7.8	M-14	Span, 3-chord truss, aluminum	2025	Good	2040
NS8.3T,NB	I-355	8.3	M-14	Span, 4-chord truss, steel	2025	Excellent	2035
NS8.3T,SB	I-355	8.3	M-14	Span, 4-chord truss, steel	2025	Good	2040
NS8.6T,NB	I-355	8.6	M-14	Span, 3-chord truss, aluminum	2025	Excellent	2040
NS9.0M,NB(R)	I-355	9.0	M-14	Span, round monotube, steel	2025	Good	2030
NS9.1M,SB(R)	I-355	9.1	M-14	Span, round monotube, steel	2025	Good	2030
NS9.4T,SB	I-355	9.4	M-14	Span, 3-chord truss, aluminum	2025	Good	2040
NS9.9C,SB	I-355	9.9	M-14	Cantilever, 4-chord truss, steel	2025	Good	2035
NS10.4C,SB	I-355	10.4	M-14	Cantilever, 4-chord truss, steel	2025	Good	2035
NS11.7T,NB	I-355	11.7	M-14	Span, 3-chord truss, aluminum	2025	Good	2040
NS12.1T,NB	I-355	12.1	M-14	Span, 3-chord truss, aluminum	2025	Good	2040

Appendix H Overhead Sign Structures Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection	Condition Rating	Next Scheduled Repair
NS12.5T,SB(R)	I-355	12.5	M-14	Span, 3-chord truss, aluminum	2022	Good	2027
NS12.5C,NB	I-355	12.5	M-14	Cantilever, 4-chord truss, steel	2025	Good	2035
NS12.8T,SB	I-355	12.8	M-14	Span, 3-chord truss, aluminum	2022	Good	2037
NS13.1T,SB	I-355	13.1	M-14	Span, 3-chord truss, aluminum	2022	Good	2037
NS13.2T,NB	I-355	13.2	M-14	Span, 3-chord truss, aluminum	2022	Excellent	2037
NS13.3C,NB	I-355	13.3	M-14	Cantilever, 4-chord truss, steel	2022	Good	2037
NS13.5T,NB	I-355	13.5	M-14	Span, 4-chord truss, steel	2022	Good	2027
NS13.6T,SB	I-355	13.6	M-14	Span, 3-chord truss, aluminum	2022	Good	2037
NS13.8B,NB	I-355	13.8	M-14	Bridge Mounted	2022	Good	2037
NS14.1T,NB(R)	I-355	14.1	M-14	Span, 3-chord truss, aluminum	2022	Good	2029
NS14.1T,SB(R)	I-355	14.1	M-14	Span, 3-chord truss, aluminum	2022	Good	2030
NS14.3C,SB(R)	I-355	14.3	M-14	Cantilever, 4-chord truss, steel	2022	Good	2035
NS14.4M,NB	I-355	14.4	M-14	Span, round monotube, steel	2025	Good	2037
NS14.4M,SB	I-355	14.4	M-14	Span, round monotube, steel	2025	Good	2037
NS14.6B,SB	I-355	14.6	M-14	Bridge Mounted	2022	Good	2037
NS14.6B,NB	I-355	14.6	M-14	Bridge Mounted	2022	Excellent	2032
NS14.7T,SB	I-355	14.7	M-14	Span, 3-chord truss, aluminum	2022	Good	2027

Appendix H Overhead Sign Structures Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection	Condition Rating	Next Scheduled Repair
NS15.0C,NB	I-355	15.0	M-14	Cantilever, 4-chord truss, steel	2022	Good	2035
NS15.2T,NB	I-355	15.2	M-14	Span, 3-chord truss, aluminum	2022	Good	2037
NS15.2T,SB	I-355	15.2	M-14	Span, 3-chord truss, aluminum	2022	Excellent	2037
NS15.6B,SB	I-355	15.6	M-14	Bridge Mounted	2022	Excellent	2037
NS16.0T,SB	I-355	16.0	M-14	Span, 3-chord truss, aluminum	2022	Good	2027
NS16.1B,NB	I-355	16.1	M-14	Bridge Mounted	2022	Excellent	2032
NS16.2C,SB	I-355	16.2	M-14	Cantilever, 4-chord truss, steel	2022	Good	2037
NS16.4C,SB	I-355	16.4	M-14	Cantilever, 4-chord truss, steel	2022	Excellent	2037
NS16.6C,SB	I-355	16.6	M-14	Cantilever, 4-chord truss, steel	2022	Excellent	2037
NS16.6C,NB	I-355	16.6	M-14	Cantilever, 4-chord truss, steel	2022	Excellent	2037
NS16.9T,NB	I-355	16.9	M-14	Span, 3-chord truss, aluminum	2022	Good	2037
NS17.2T,NB	I-355	17.2	M-14	Span, 4-chord truss, aluminum	2022	Good	2030
NS17.3T,SB	I-355	17.3	M-14	Span, 4-chord truss, aluminum	2022	Good	2037
NS17.5T,SB	I-355	17.5	M-14	Span, 3-chord truss, aluminum	2022	Excellent	2037
NS18T,NB	I-355	18.0	M-14	Span, 3-chord truss, aluminum	2022	Good	2037
NS18.3B,NB	I-355	18.3	M-14	Bridge Mounted	2022	Good	2037

Appendix H Overhead Sign Structures Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection	Condition Rating	Next Scheduled Repair
NS18.8T,SB	I-355	18.8	M-14	Span, 3-chord truss, aluminum	2022	Good	2027
NS18.8T,NB	I-355	18.8	M-14	Span, 3-chord truss, aluminum	2022	Good	2037
NS19.1C,SB	I-355	19.1	M-14	Cantilever, 4-chord truss, steel	2022	Good	2037
NS19.1T,NB	I-355	19.1	M-14	Span, 3-chord truss, aluminum	2022	Excellent	2037
NS19.3T,NB	I-355	19.3	M-14	Span, 3-chord truss, aluminum	2022	Good	2037
NS19.5T,NB(R)	I-355	19.5	M-14	Span, 3-chord truss, aluminum	2022	Fair	2027
NS19.7T,NB(R)	I-355	19.7	M-14	Span, 3-chord truss, aluminum	2022	Good	2037
NS19.6T,NB(R)	I-355	19.7	M-14	Span, 3-chord truss, aluminum	2022	Good	2037
NS20T,SB	I-355	20.0	M-14	Span, 3-chord truss, aluminum	2022	Good	2037
NS20.1B,SB	I-355	20.1	M-14	Bridge Mounted	2022	Good	2032
NS20.5C,NB	I-355	20.5	M-14	Cantilever, 4-chord truss, steel	2024	Good	2037
NS21.8C,NB	I-355	21.8	M-14	Cantilever, 4-chord truss, steel	2023	Fair	2030
NS22.0T,SB(R)	I-355	22.0	M-14	Span, 3-chord truss, aluminum	2022	Good	2027
NS22.1T,NB	I-355	22.1	M-14	Span, 3-chord truss, aluminum	2022	Good	2037
NS22.2T,SB(R)	I-355	22.2	M-14	Span, 3-chord truss, aluminum	2022	Fair	2037
NS22.2T,NB(R)	I-355	22.2	M-14	Span, 3-chord truss, aluminum	2022	Fair	2027

Appendix H Overhead Sign Structures Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection	Condition Rating	Next Scheduled Repair
NS22.3T,NB(R)	I-355	22.3	M-14	Span, 3-chord truss, aluminum	2022	Good	2037
NS22.4T,SB(R)	I-355	22.4	M-14	Span, 3-chord truss, aluminum	2022	Good	2027
NS22.6B,NB	I-355	22.6	M-14	Bridge Mounted	2022	Good	2032
NS23.0T,SB(R)	I-355	23.0	M-14	Span, 3-chord truss, aluminum	2022	Fair	2027
NS23.3T,SB	I-355	23.3	M-14	Span, 3-chord truss, aluminum	2022	Good	2037
NS23.5C,NB	I-355	23.5	M-14	Cantilever, 4-chord truss, steel	2022	Good	2037
NS23.6T,SB	I-355	23.6	M-14	Span, 3-chord truss, aluminum	2022	Excellent	2037
NS23.9C,NB	I-355	23.9	M-14	Cantilever, 4-chord truss, steel	2022	Good	2037
NS24.1T,SB	I-355	24.1	M-14	Span, 3-chord truss, aluminum	2022	Excellent	2037
NS24.2T,NB	I-355	24.2	M-14	Span, 3-chord truss, aluminum	2022	Good	2037
NS24.7B,SB	I-355	24.7	M-14	Bridge Mounted	2022	Good	2032
NS24.7B,NB	I-355	24.7	M-14	Bridge Mounted	2022	Fair	2027
NS25.1T,SB	I-355	25.1	M-14	Span, 3-chord truss, aluminum	2022	Good	2030
NS25.6T,SB	I-355	25.6	M-14	Span, 4-chord truss, aluminum	2022	Good	2037
NS25.8T,NB	I-355	25.8	M-14	Span, 4-chord truss, aluminum	2022	Good	2037
NS27.3C,NB	I-355	27.3	M-14	Cantilever, 4-chord truss, steel	2022	Good	2035

Appendix H Overhead Sign Structures Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection	Condition Rating	Next Scheduled Repair
NS27.6T,NB	I-355	27.6	M-14	Span, 3-chord truss, aluminum	2022	Good	2027
NS27.9B,NB	I-355	27.9	M-14	Bridge Mounted	2022	Fair	2037
NS28.3T,SB	I-355	28.3	M-14	Span, 3-chord truss, aluminum	2022	Good	2027
NS28.4T,NB	I-355	28.4	M-14	Span, 3-chord truss, aluminum	2022	Good	2037
NS28.7C,SB	I-355	28.7	M-14	Cantilever, 4-chord truss, steel	2022	Fair	2027
NS28.9T,NB	I-355	28.9	M-14	Span, 3-chord truss, aluminum	2022	Good	2037
NS29.0T,NB	I-355	29.0	M-14	Span, 3-chord truss, aluminum	2022	Fair	2027
NS29.2M,SB	I-355	29.2	M-14	Span, round monotube, steel	2024	Excellent	2037
NS29.2M,NB	I-355	29.2	M-14	Span, round monotube, steel	2024	Excellent	2037
NS29.3C,NB(R)	I-355	29.3	M-14	Cantilever, 4-chord truss, steel	2022	Excellent	2037
NS29.4T,NB(R)	I-355	29.4	M-14	Span, 3-chord truss, aluminum	2022	Good	2030
NS29.5T,SB	I-355	29.5	M-14	Span, 4-chord truss, aluminum	2022	Good	2027
NS29.6T,SB	I-355	29.6	M-14	Span, 4-chord truss, aluminum	2022	Good	2037
NS29.8B,SB	I-355	29.9	M-14	Bridge Mounted	2022	Good	2027
NS29.9B,NB	I-355	29.9	M-14	Bridge Mounted	2022	Good	2032
NS30.0T,SB	I-355	30.0	M-14	Span, 3-chord truss, aluminum	2022	Good	2041

Appendix H Overhead Sign Structures Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection	Condition Rating	Next Scheduled Repair
NS30.5T,SB	I-355	30.5	M-14	Span, 3-chord truss, aluminum	2022	Good	2040
EW54.0C,EB	I-88	54.0	M-12	Cantilever, 4-chord truss, steel	2022	Excellent	2039
EW54.1T,WB(R)	I-88	54.1	M-12	Span, 3-chord truss, aluminum	2022	Good	2041
EW54.2T,WB(R)	I-88	54.2	M-12	Span, 3-chord truss, aluminum	2022	Good	2040
EW55.3T,EB	I-88	55.3	M-12	Span, 3-chord truss, aluminum	2022	Excellent	2040
EW55.7T,EB	I-88	55.7	M-12	Span, 3-chord truss, aluminum	2022	Good	2026
EW56.2T,EB	I-88	56.2	M-12	Span, 3-chord truss, aluminum	2022	Good	2029
EW56.3T,EB	I-88	56.3	M-12	Span, 3-chord truss, aluminum	2022	Excellent	2026
EW56.4M,WB	I-88	56.4	M-12	Span, round monotube, steel	2024	Good	2039
EW56.4M,EB	I-88	56.4	M-12	Span, round monotube, steel	2024	Good	2031
EW56.5T,WB	I-88	56.5	M-12	Span, 3-chord truss, aluminum	2022	Good	2026
EW56.7T,WB	I-88	56.7	M-12	Span, 3-chord truss, aluminum	2022	Good	2041
EW57.1T,WB	I-88	57.1	M-12	Span, 3-chord truss, aluminum	2022	Good	2026
EW57.6T,WB	I-88	57.6	M-12	Span, 3-chord truss, aluminum	2022	Good	2029
EW73.9T,EB	I-88	73.9	M-12	Span, 4-chord truss, aluminum	2022	Good	2029
EW75.7T,EB	I-88	75.7	M-12	Span, 3-chord truss, aluminum	2022	Fair	2029

Appendix H Overhead Sign Structures Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection	Condition Rating	Next Scheduled Repair
EW76.5T,WB	I-88	76.5	M-12	Span, 3-chord truss, aluminum	2022	Fair	2026
EW78.2T,EB	I-88	78.2	M-11	Span, 3-chord truss, aluminum	2022	Excellent	2030
EW78.6C,EB	I-88	78.6	M-11	Cantilever, 4-chord truss, steel	2022	Good	2030
EW78.7C,WB	I-88	78.7	M-11	Cantilever, 4-chord truss, steel	2023	Good	2030
EW79.0T,WB	I-88	79.0	M-11	Span, 3-chord truss, aluminum	2022	Good	2030
EW80.7T,WB	I-88	80.7	M-11	Span, 4-chord truss, aluminum	2022	Excellent	2030
EW85.1T,EB	I-88	85.1	M-11	Span, 3-chord truss, aluminum	2022	Excellent	2030
EW85.5T,EB	I-88	85.5	M-11	Span, 3-chord truss, aluminum	2022	Excellent	2026
EW85.7T,EB	I-88	85.7	M-11	Span, 3-chord truss, aluminum	2022	Excellent	2026
EW86T,EB	I-88	86.0	M-11	Span, 3-chord truss, aluminum	2022	Excellent	2030
EW86.2M,WB	I-88	86.2	M-11	Span, round monotube, steel	2024	Good	2030
EW86.2T,EB(R)	I-88	86.2	M-11	Span, 3-chord truss, aluminum	2022	Excellent	2026
EW86.3M,EB	I-88	86.3	M-11	Span, round monotube, steel	2024	Excellent	2030
EW86.4T,WB(R)	I-88	86.4	M-11	Span, 3-chord truss, aluminum	2022	Good	2026
EW86.5T,WB	I-88	86.5	M-11	Span, 3-chord truss, aluminum	2022	Good	2030
EW86.8T,WB	I-88	86.8	M-11	Span, 3-chord truss, aluminum	2022	Good	2026

Appendix H Overhead Sign Structures Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection	Condition Rating	Next Scheduled Repair
EW86.9T,WB	I-88	86.9	M-11	Span, 3-chord truss, aluminum	2022	Excellent	2026
EW87.4T,WB	I-88	87.4	M-11	Span, 3-chord truss, aluminum	2022	Excellent	2030
EW91.0C,EB	I-88	91.0	M-11	Cantilever, 4-chord truss, steel	2022	Good	2030
EW91.4M,EB(R)	I-88	91.4	M-11	Span, round monotube, steel	2024	Excellent	2030
EW91.5M,WB(R)	I-88	91.5	M-11	Span, round monotube, steel	2024	Excellent	2030
EW91.5T,WB(R)	I-88	91.5	M-11	Span, 3-chord truss, aluminum	2022	Good	2030
EW91.7B,WB	I-88	91.7	M-11	Bridge Mounted	2022	Good	2030
EW92.9T,EB	I-88	92.9	M-11	Span, 3-chord truss, aluminum	2022	Good	2030
EW94B,EB	I-88	94.0	M-11	Bridge Mounted	2022	Excellent	2030
EW94.4T,WB	I-88	94.4	M-11	Span, 3-chord truss, aluminum	2022	Fair	2030
EW109.3C,WB(R)	I-88	109.3	M-11	Cantilever, 4-chord truss, steel	2024	Excellent	2030
EW109.4M,WB(R)	I-88	109.4	M-11	Span, round monotube, steel	2024	Excellent	2030
EW109.4M,EB(R)	I-88	109.4	M-11	Span, round monotube, steel	2024	Good	2030
EW109.7T,WB	I-88	109.7	M-11	Span, 3-chord truss, aluminum	2024	Excellent	2030
EW113.9T,WB	I-88	113.9	M-8	Span, 3-chord truss, aluminum	2022	Excellent	2040
EW114.2B,WB	I-88	114.2	M-8	Bridge Mounted	2022	Excellent	2032
EW114.4B,EB	I-88	114.4	M-8	Bridge Mounted	2022	Excellent	2032

Appendix H Overhead Sign Structures Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection	Condition Rating	Next Scheduled Repair
EW114.9T,WB	I-88	114.9	M-8	Span, 3-chord truss, aluminum	2022	Good	2041
EW115.3C,WB	I-88	115.3	M-8	Cantilever, 4-chord truss, steel	2022	Fair	2039
EW115.4T,EB	I-88	115.4	M-8	Span, 4-chord truss, aluminum	2022	Excellent	2040
EW115.4T,WB	I-88	115.4	M-8	Span, 4-chord truss, aluminum	2022	Excellent	2040
EW115.8C,WB	I-88	115.8	M-8	Cantilever, 4-chord truss, steel	2022	Good	2040
EW116.6T,EB	I-88	116.6	M-8	Span, 3-chord truss, aluminum	2022	Good	2041
EW116.9B,WB	I-88	116.9	M-8	Bridge Mounted	2022	Excellent	2041
EW116.9T,EB(R)	I-88	116.9	M-8	Span, 4-chord truss, aluminum	2022	Excellent	2040
EW116.9B,EB	I-88	116.9	M-8	Bridge Mounted	2022	Excellent	2032
EW117.0T,WB(R)	I-88	117.0	M-8	Span, 3-chord truss, aluminum	2022	Excellent	2040
EW117.1B,WB	I-88	117.1	M-8	Bridge Mounted	2022	Good	2030
EW117.4C,WB	I-88	117.4	M-8	Cantilever, 4-chord truss, steel	2022	Excellent	2035
EW117.6T,EB	I-88	117.6	M-8	Span, 3-chord truss, aluminum	2022	Excellent	2040
EW117.7T,EB(R)	I-88	117.8	M-8	Span, 3-chord truss, aluminum	2022	Excellent	2026
EW117.8M,WB	I-88	117.8	M-8	Span, round monotube, steel	2024	Good	2041
EW117.8M,EB	I-88	117.9	M-8	Span, round monotube, steel	2024	Good	2043

Appendix H Overhead Sign Structures Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection	Condition Rating	Next Scheduled Repair
EW117.9T,WB(R)	I-88	117.9	M-8	Span, 3-chord truss, aluminum	2022	Excellent	2026
EW118.1T,WB	I-88	118.1	M-8	Span, 3-chord truss, aluminum	2022	Good	2040
EW118.3B,WB	I-88	118.3	M-8	Bridge Mounted	2022	Excellent	2043
EW118.6T,WB	I-88	118.6	M-8	Span, 3-chord truss, aluminum	2022	Excellent	2026
EW118.9B,WB	I-88	118.9	M-8	Bridge Mounted	2022	Excellent	2043
EW119T,EB	I-88	119.0	M-8	Span, 3-chord truss, aluminum	2022	Good	2027
EW119.2M,EB(R)	I-88	119.2	M-8	Span, round monotube, steel	2024	Good	2043
EW119.2B,WB	I-88	119.3	M-8	Bridge Mounted	2022	Good	2043
EW119.4M,WB(R)	I-88	119.3	M-8	Span, round monotube, steel	2024	Good	2031
EW119.5T,WB	I-88	119.5	M-8	Span, 3-chord truss, aluminum	2022	Good	2040
EW120.0T,WB	I-88	120.0	M-8	Span, 4-chord truss, aluminum	2022	Good	2040
EW120.8T,EB	I-88	120.8	M-8	Span, 3-chord truss, aluminum	2022	Good	2043
EW121.0M,EB(R)	I-88	121.1	M-8	Span, round monotube, steel	2024	Excellent	2043
EW121.2M,WB(R)	I-88	121.2	M-8	Span, round monotube, steel	2024	Good	2043
EW121.6T,WB	I-88	121.6	M-8	Span, 3-chord truss, aluminum	2022	Excellent	2043
EW123.0T,EB	I-88	123.0	M-8	Span, 3-chord truss, aluminum	2022	Excellent	2040

Appendix H Overhead Sign Structures Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection	Condition Rating	Next Scheduled Repair
EW123.2T,EB(R)	I-88	123.2	M-8	Span, 3-chord truss, aluminum	2022	Good	2040
EW123.3T,WB(R)	I-88	123.4	M-8	Span, 3-chord truss, aluminum	2022	Good	2041
EW123.7T,WB	I-88	123.7	M-8	Span, 3-chord truss, aluminum	2022	Fair	2028
EW123.9C,WB	I-88	123.9	M-8	Cantilever, 4-chord truss, steel	2022	Good	2035
EW124.1B,WB	I-88	124.1	M-8	Bridge Mounted	2022	Good	2032
EW124.9T,EB	I-88	124.9	M-8	Span, 3-chord truss, aluminum	2022	Good	2040
EW125.6T,WB	I-88	125.6	M-8	Span, 3-chord truss, aluminum	2022	Excellent	2039
EW126.7C,EB	I-88	126.7	M-8	Cantilever, 4-chord truss, steel	2022	Good	2035
EW127T,EB	I-88	127.0	M-8	Span, 3-chord truss, aluminum	2022	Good	2040
EW127.2M,WB(R)	I-88	127.2	M-8	Span, round monotube, steel	2024	Good	2039
EW127.2M,EB(R)	I-88	127.3	M-8	Span, round monotube, steel	2024	Good	2027
EW127.4B,EB(R)	I-88	127.4	M-8	Bridge Mounted	2022	Good	2032
EW127.4C,WB(R)	I-88	127.4	M-8	Cantilever, 4-chord truss, steel	2022	Good	2035
EW127.8T,WB	I-88	127.8	M-8	Span, 3-chord truss, aluminum	2022	Excellent	2040
EW128.0C,WB	I-88	128.0	M-8	Cantilever, 4-chord truss, steel	2022	Excellent	2035
EW128.2C,WB	I-88	128.2	M-8	Cantilever, 4-chord truss, steel	2022	Excellent	2035

Appendix H Overhead Sign Structures Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection	Condition Rating	Next Scheduled Repair
EW129T,EB	I-88	129.0	M-8	Span, 4-chord truss, steel	2022	Good	2035
EW129.9T,EB	I-88	129.9	M-8	Span, 3-chord truss, aluminum	2022	Good	2040
EW130.3T,WB	I-88	130.3	M-8	Span, 3-chord truss, aluminum	2022	Excellent	2040
EW130.5C,EB	I-88	130.4	M-8	Cantilever, 4-chord truss, steel	2022	Good	2035
EW130.6C,WB	I-88	130.6	M-8	Cantilever, 4-chord truss, steel	2022	Good	2035
EW130.9T,EB	I-88	130.9	M-8	Span, 3-chord truss, aluminum	2022	Good	2028
EW131.1T,EB(R)	I-88	131.1	M-8	Span, 3-chord truss, aluminum	2022	Good	2040
EW131.7C,EB	I-88	131.7	M-8	Cantilever, 4-chord truss, steel	2022	Excellent	2035
EW132C,EB	I-88	132.0	M-8	Cantilever, 4-chord truss, steel	2022	Good	2035
EW132.2T,EB	I-88	132.2	M-8	Span, 3-chord truss, aluminum	2022	Good	2040
EW133.3T,WB	I-88	133.3	M-8	Span, 3-chord truss, aluminum	2022	Good	2040
EW133.5T,WB	I-88	133.5	M-8	Span, 3-chord truss, aluminum	2022	Good	2040
EW133.8T,WB	I-88	133.8	M-8	Span, 3-chord truss, aluminum	2022	Excellent	2040
EW133.8T,EB	I-88	133.8	M-8	Span, 3-chord truss, aluminum	2022	Good	2040
EW134.0T,EB	I-88	134.0	M-8	Span, 3-chord truss, aluminum	2022	Good	2040
EW134.4T,EB	I-88	134.4	M-8	Span, 3-chord truss, aluminum	2022	Good	2026

Appendix H Overhead Sign Structures Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection	Condition Rating	Next Scheduled Repair
EW134.6T,WB	I-88	134.6	M-8	Span, 3-chord truss, aluminum	2022	Excellent	2040
EW134.8T,WB	I-88	134.8	M-8	Span, 4-chord truss, aluminum	2022	Good	2040
EW134.8T,EB	I-88	134.9	M-8	Span, 3-chord truss, aluminum	2022	Good	2040
EW135.0T,EB(R)	I-88	135.0	M-8	Span, 3-chord truss, aluminum	2022	Fair	2026
EW135.2M,EB	I-88	135.1	M-8	Span, round monotube, steel	2024	Good	2041
EW135.5T,WB	I-88	135.5	M-8	Span, 3-chord truss, aluminum	2022	Good	2040
EW136.3C,EB	I-88	136.3	M-8	Cantilever, 4-chord truss, steel	2022	Good	2035
EW136.5M,EB(R)	I-88	136.6	M-8	Span, round monotube, steel	2024	Good	2041
EW137.2B,WB	I-88	137.2	M-8	Bridge Mounted	2023	Fair	2039
EW137.3T,WB	I-88	137.3	M-8	Span, 3-chord truss, aluminum	2022	Good	2040
EW137.3M,EB(R)	I-88	137.3	M-8	Span, round monotube, steel	2025	Good	2041
EW137.4C,WB	I-88	137.4	M-8	Cantilever, 4-chord truss, steel	2022	Good	2035
EW137.6T,EB	I-88	137.6	M-8	Span, 4-chord truss, steel	2022	Good	2035
EW137.9C,WB(R)	I-88	137.9	M-8	Cantilever, 4-chord truss, steel	2022	Excellent	2035
EW137.9T,EB	I-88	137.9	M-8	Span, 3-chord truss, aluminum	2022	Good	2040
EW138.1M,WB	I-88	138.1	M-2	Span, round monotube, steel	2024	Good	2030

Appendix H Overhead Sign Structures Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection	Condition Rating	Next Scheduled Repair
EW138.1C,WB	I-88	138.1	M-8	Cantilever, 4-chord truss, steel	2022	Excellent	2035
EW138.1C,EB	I-88	138.1	M-8	Cantilever, 4-chord truss, steel	2022	Excellent	2035
EW138.3T,WB(R)	I-88	138.3	M-2	Span, 3-chord truss, aluminum	2024	Excellent	2040
EW138.2T,EB	I-88	138.3	M-2	Span, 3-chord truss, aluminum	2024	Good	2040
EW138.9T,WB(R)	I-88	138.6	M-2	Span, 3-chord truss, aluminum	2024	Excellent	2040
EW138.6T,EB	I-88	138.6	M-2	Span, 3-chord truss, aluminum	2024	Good	2041
EW138.9T,EB	I-88	138.9	M-2	Span, 3-chord truss, aluminum	2024	Good	2041
EW139.0T,WB	I-88	139.0	M-2	Span, 3-chord truss, aluminum	2024	Excellent	2040
EW139.3T,WB	I-88	139.3	M-2	Span, 3-chord truss, aluminum	2024	Good	2040
EW139.7T,EB	I-88	139.7	M-2	Span, 3-chord truss, aluminum	2024	Excellent	2040
EW139.7T,WB	I-88	139.7	M-2	Span, 3-chord truss, aluminum	2024	Excellent	2040
EW139.9T,EB	I-88	139.9	M-2	Span, 3-chord truss, aluminum	2024	Excellent	2040
EW1401.T,EB	I-88	140.1	M-2	Span, 3-chord truss, aluminum	2024	Excellent	2040
NW0.75T,EB	I-90	0.8	M-7	Span, 4-chord truss, steel	2022	Excellent	2035
NW2.2T,EB	I-90	2.2	M-7	Span, 3-chord truss, aluminum	2024	Excellent	2040
NW2.4T,EB	I-90	2.4	M-7	Span, 3-chord truss, aluminum	2024	Good	2040

Appendix H Overhead Sign Structures Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection	Condition Rating	Next Scheduled Repair
NW2.8T,EB	I-90	2.8	M-7	Span, 3-chord truss, aluminum	2024	Good	2040
NW3.1T,EB	I-90	3.1	M-7	Span, 3-chord truss, aluminum	2024	Good	2040
NW3.0T,WB	I-90	3.1	M-7	Span, 3-chord truss, aluminum	2024	Good	2040
NW3.3C,WB	I-90	3.3	M-7	Cantilever, 4-chord truss, steel	2024	Good	2035
NW3.3T,EB	I-90	3.3	M-7	Span, 3-chord truss, aluminum	2024	Excellent	2030
NW3.5M,WB	I-90	3.5	M-7	Span, round monotube, steel	2024	Excellent	2030
NW3.5M,EB	I-90	3.6	M-7	Span, round monotube, steel	2024	Excellent	2030
NW3.7B,WB	I-90	3.7	M-7	Bridge Mounted	2024	Good	2030
NW4.0T,WB	I-90	4.0	M-7	Span, 3-chord truss, aluminum	2024	Excellent	2040
NW4.2T,WB	I-90	4.2	M-7	Span, 3-chord truss, aluminum	2024	Excellent	2026
NW4.8B,WB	I-90	4.8	M-7	Bridge Mounted	2024	Excellent	2032
NW8.3T,EB	I-90	8.4	M-7	Span, 3-chord truss, aluminum	2024	Excellent	2040
NW8.8M,EB(R)	I-90	8.7	M-7	Span, round monotube, steel	2024	Good	2030
NW9.0M,WB(R)	I-90	9.0	M-7	Span, round monotube, steel	2024	Good	2030
NW9.3T,WB	I-90	9.3	M-7	Span, 3-chord truss, aluminum	2024	Good	2040
NW11.2C,EB	I-90	11.1	M-7	Cantilever, 4-chord truss, steel	2024	Excellent	2035

Appendix H Overhead Sign Structures Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection	Condition Rating	Next Scheduled Repair
NW12.2T,EB	I-90	12.2	M-7	Span, 3-chord truss, aluminum	2024	Excellent	2040
NW12.7C,WB	I-90	12.7	M-7	Cantilever, 4-chord truss, steel	2024	Good	2035
NW12.8T,WB	I-90	12.8	M-7	Span, 3-chord truss, aluminum	2024	Good	2027
NW15.2T,EB	I-90	15.2	M-7	Span, 3-chord truss, aluminum	2024	Good	2040
NW15.5B,EB	I-90	15.5	M-7	Bridge Mounted	2024	Good	2039
NW15.6T,WB	I-90	15.6	M-7	Span, 3-chord truss, aluminum	2024	Excellent	2040
NW15.7B,EB	I-90	15.8	M-7	Bridge Mounted	2024	Good	2032
NW16.1T,EB	I-90	16.1	M-7	Span, 4-chord truss, steel	2024	Good	2035
NW16.2T,EB	I-90	16.2	M-7	Span, 3-chord truss, aluminum	2024	Good	2040
NW16.7T,EB	I-90	16.7	M-7	Span, 3-chord truss, aluminum	2024	Excellent	2040
NW17.2T,EB	I-90	17.2	M-7	Span, 3-chord truss, aluminum	2024	Good	2040
NW17.4T,EB(R)	I-90	17.4	M-7	Span, 3-chord truss, aluminum	20201	Excellent	2040
NW17.4T,WB(R)	I-90	17.5	M-7	Span, 3-chord truss, aluminum	2024	Excellent	2039
NW17.5T,WB(R)	I-90	17.5	M-7	Span, 4-chord truss, aluminum	2025	Excellent	2040
NW17.7B,WB	I-90	17.7	M-7	Bridge Mounted	2025	Poor	2032
NW18.2T,WB	I-90	18.2	M-7	Span, 3-chord truss, aluminum	2024	Good	2040
NW18.7T,WB	I-90	18.7	M-7	Span, 3-chord truss, aluminum	2024	Good	2031

Appendix H Overhead Sign Structures Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection	Condition Rating	Next Scheduled Repair
NW19.8T,WB	I-90	19.9	M-7	Span, 4-chord truss, aluminum	2024	Excellent	2040
NW20.7M,WB(R)	I-90	20.7	M-7	Span, round monotube, steel	2024	Excellent	2027
NW20.8M,EB(R)	I-90	20.8	M-7	Span, round monotube, steel	2024	Excellent	2027
NW20.8B,EB	I-90	20.8	M-7	Bridge Mounted	2024	Excellent	2039
NW21.2T,WB	I-90	21.2	M-7	Span, 3-chord truss, aluminum	2024	Excellent	2040
NW23.3M,WB	I-90	23.2	M-7	Span, round monotube, steel	2024	Good	2030
NW23.4T,WB(R)	I-90	23.3	M-7	Span, 3-chord truss, aluminum	2024	Excellent	2026
NW23.3C,EB	I-90	23.3	M-7	Cantilever, 4-chord truss, aluminum	2024	Excellent	2040
NW23.5T,WB	I-90	23.5	M-7	Span, 3-chord truss, aluminum	2024	Excellent	2040
NW23.8B,EB	I-90	23.8	M-7	Bridge Mounted	2024	Good	2032
NW24.6B,WB	I-90	24.6	M-7	Bridge Mounted	2024	Excellent	2032
NW25.0B,EB	I-90	25.0	M-7	Bridge Mounted	2024	Good	2039
NW25M,WB(R)	I-90	25.1	M-7	Span, round monotube, steel	2024	Good	2027
NW25.1M,EB(R)	I-90	25.2	M-7	Span, round monotube, steel	2024	Excellent	2027
NW25.5T,WB	I-90	25.5	M-7	Span, 3-chord truss, aluminum	2025	Excellent	2039
NW27.5C,WB	I-90	27.5	M-7	Cantilever, 4-chord truss, aluminum	2025	Excellent	2040
NW34.1T,WB	I-90	34.1	M-6	Cantilever, 4-chord truss, aluminum	2023	Good	2027

Appendix H Overhead Sign Structures Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection	Condition Rating	Next Scheduled Repair
NW34.3C,EB	I-90	34.3	M-6	Cantilever, 4-chord truss, aluminum	2023	Excellent	2027
NW36.2B,EB	I-90	36.2	M-6	Bridge Mounted	2023	Good	2032
NW36.2M,WB(R)	I-90	36.2	M-6	Span, round monotube, steel	2024	Excellent	2027
NW36.3M,EB(R)	I-90	36.3	M-6	Span, round monotube, steel	2024	Excellent	2027
NW36.3M,WB(R)	I-90	36.3	M-6	Span, round monotube, steel	2024	Excellent	2027
NW36.5T,WB	I-90	36.5	M-6	Span, 3-chord truss, aluminum	2023	Excellent	2040
NW36.6T,EB	I-90	36.6	M-6	Span, 3-chord truss, aluminum	2024	Excellent	2040
NW37.1T,EB	I-90	37.1	M-6	Span, 3-chord truss, aluminum	2023	Good	2026
NW37.5B,EB	I-90	37.5	M-6	Bridge Mounted	2023	Fair	2030
NW37.6T,EB(R)	I-90	37.7	M-6	Span, 3-chord truss, aluminum	2023	Good	2026
NW37.8M,EB	I-90	37.8	M-6	Span, round monotube, steel	2025	Good	2027
NW39.7C,EB	I-90	39.7	M-6	Cantilever, 4-chord truss, aluminum	2023	Excellent	2027
NW41.9B,EB	I-90	41.9	M-6	Bridge Mounted	2023	Excellent	2027
NW42.1T,WB	I-90	42.1	M-6	Span, 3-chord truss, aluminum	2023	Good	2040
NW43.7C,EB	I-90	43.7	M-6	Cantilever, 4-chord truss, aluminum	2023	Excellent	2027
NW44.5T,WB	I-90	44.5	M-6	Cantilever, 4-chord truss, aluminum	2023	Excellent	2027

Appendix H Overhead Sign Structures Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection	Condition Rating	Next Scheduled Repair
NW46.1C,EB	I-90	46.1	M-6	Cantilever, 4-chord truss, steel	2023	Excellent	2035
NW46.2M,WB(R)	I-90	46.2	M-6	Span, round monotube, steel	2024	Excellent	2039
NW46.3M,EB(R)	I-90	46.3	M-6	Span, round monotube, steel	2025	Excellent	2027
NW46.6T,WB(R)	I-90	46.6	M-6	Span, 3-chord truss, aluminum	2023	Good	2040
NW46.8M,WB(R)	I-90	46.7	M-6	Span, round monotube, steel	2025	Excellent	2027
NW46.8M,EB(R)	I-90	46.8	M-6	Span, round monotube, steel	2025	Good	2027
NW46.9T,WB	I-90	46.9	M-6	Span, 4-chord truss, aluminum	2023	Good	2040
NW47.0C,WB	I-90	47.0	M-6	Cantilever, 4-chord truss, steel	2023	Good	2035
NW47.4C,WB	I-90	47.4	M-6	Cantilever, 4-chord truss, steel	2023	Good	2035
NW49.7T,WB	I-90	49.7	M-6	Cantilever, 4-chord truss, aluminum	2023	Excellent	2039
NW49.8T,EB	I-90	49.8	M-6	Span, 4-chord truss, aluminum	2023	Excellent	2027
NW51.9T,EB	I-90	51.9	M-6	Span, 3-chord truss, aluminum	2023	Excellent	2040
NW52.5T,WB	I-90	52.5	M-6	Span, 3-chord truss, aluminum	2023	Excellent	2040
NW52.6T,EB	I-90	52.6	M-6	Span, 3-chord truss, aluminum	2023	Good	2027
NW53.0T,EB	I-90	53.0	M-6	Span, 3-chord truss, aluminum	2023	Excellent	2040
NW53.0C,WB	I-90	53.0	M-6	Cantilever, 4-chord truss, steel	2023	Good	2027

Appendix H Overhead Sign Structures Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection	Condition Rating	Next Scheduled Repair
NW53.3C,EB	I-90	53.3	M-6	Cantilever, 4-chord truss, steel	2023	Good	2035
NW53.3C,WB	I-90	53.4	M-6	Cantilever, 4-chord truss, steel	2023	Good	2027
NW53.5T,EB	I-90	53.5	M-6	Span, 3-chord truss, aluminum	2023	Good	2040
NW53.7C,EB	I-90	53.7	M-6	Cantilever, 4-chord truss, steel	2023	Good	2027
NW53.8M,EB	I-90	53.8	M-6	Span, round monotube, steel	2025	Good	2030
NW53.8M,WB	I-90	53.8	M-6	Span, round monotube, steel	2025	Good	2030
NW54.0C,EB(R)	I-90	54.0	M-6	Cantilever, 4-chord truss, steel	2023	Good	2027
NW54.0C,WB(R)	I-90	54.0	M-6	Cantilever, 4-chord truss, steel	2023	Good	2035
NW54.2C,EB	I-90	54.2	M-6	Cantilever, 4-chord truss, steel	2023	Good	2027
NW54.2T,WB	I-90	54.2	M-6	Span, 3-chord truss, aluminum	2023	Good	2040
NW54.3T,EB	I-90	54.3	M-6	Span, 3-chord truss, aluminum	2023	Good	2029
NW54.6T,WB	I-90	54.6	M-6	Span, 3-chord truss, aluminum	2023	Good	2040
NW54.6M,EB(R)	I-90	54.6	M-6	Span, round monotube, steel	2025	Good	2027
NW54.6M,WB(R)	I-90	54.6	M-6	Span, round monotube, steel	2025	Excellent	2027
NW54.7C,EB	I-90	54.7	M-6	Cantilever, 4-chord truss, steel	2023	Good	2027
NW54.7M,WB(R)	I-90	54.7	M-6	Span, round monotube, steel	2025	Good	2027

Appendix H Overhead Sign Structures Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection	Condition Rating	Next Scheduled Repair
NW54.8M,EB(R)	I-90	54.8	M-6	Span, round monotube, steel	2025	Good	2027
NW55.0T,WB	I-90	55.0	M-6	Span, 3-chord truss, aluminum	2023	Good	2027
NW55.5C,EB	I-90	55.5	M-5	Cantilever, 4-chord truss, steel	2025	Excellent	2035
NW55.6T,WB	I-90	55.6	M-5	Span, 3-chord truss, aluminum	2025	Excellent	2040
NW56.1T,EB	I-90	56.1	M-5	Span, 3-chord truss, aluminum	2025	Excellent	2040
NW56.4M,WB(R)	I-90	56.3	M-5	Span, round monotube, steel	2025	Good	2027
NW56.4M,EB(R)	I-90	56.4	M-5	Span, round monotube, steel	2025	Good	2027
NW56.6T,WB	I-90	56.6	M-5	Span, 3-chord truss, aluminum	2025	Excellent	2041
NW57.0T,WB	I-90	57.1	M-5	Span, 4-chord truss, aluminum	2025	Good	2040
NW57.7C,EB	I-90	57.7	M-5	Cantilever, 4-chord truss, steel	2025	Good	2035
NW58.1B,EB	I-90	58.1	M-5	Bridge Mounted	2025	Excellent	2032
NW58.5T,WB	I-90	58.5	M-5	Span, 3-chord truss, aluminum	2025	Excellent	2040
NW58.7M,EB	I-90	58.6	M-5	Cantilever, rectangular ITS gantry, steel	2025	Good	2030
NW58.8C,EB	I-90	58.8	M-5	Cantilever, 4-chord truss, steel	2025	Good	2035
NW58.8C,WB	I-90	58.8	M-5	Cantilever, 4-chord truss, steel	2025	Good	2041
NW59.2T,WB	I-90	59.2	M-5	Span, 3-chord truss, aluminum	2025	Good	2028

Appendix H Overhead Sign Structures Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection	Condition Rating	Next Scheduled Repair
NW59.3T,EB	I-90	59.3	M-5	Span, 3-chord truss, aluminum	2025	Good	2040
NW60.2T,WB	I-90	60.2	M-5	Span, 3-chord truss, aluminum	2025	Excellent	2040
NW60.6M,EB	I-90	60.6	M-5	Cantilever, rectangular ITS gantry, steel	2025	Good	2030
NW61.2T,EB	I-90	61.2	M-5	Span, 3-chord truss, aluminum	2025	Good	2040
NW61.6C,WB	I-90	61.6	M-5	Cantilever, 4-chord truss, steel	2025	Good	2027
NW61.7T,EB	I-90	61.7	M-5	Span, 3-chord truss, aluminum	2025	Good	2040
NW62.0M,EB	I-90	62.0	M-5	Span, rectangular ITS gantry, steel	2025	Excellent	2030
NW62.0M,EB(R)	I-90	62.0	M-5	Span, round monotube, steel	2025	Good	2027
NW62.0M,WB	I-90	62.0	M-5	Span, rectangular ITS gantry, steel	2025	Excellent	2030
NW62.1M,WB(R)	I-90	62.1	M-5	Span, round monotube, steel	2025	Excellent	2027
NW62.1T,EB(R)	I-90	62.1	M-5	Span, 3-chord truss, aluminum	2025	Good	2040
NW62.3T,WB(R)	I-90	62.3	M-5	Span, 3-chord truss, aluminum	2024	Excellent	2040
NW62.3M,EB(R)	I-90	62.3	M-5	Span, round monotube, steel	2025	Excellent	2030
NW62.4M,EB	I-90	62.4	M-5	Span, rectangular ITS gantry, steel	2025	Excellent	2030

Appendix H Overhead Sign Structures Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection	Condition Rating	Next Scheduled Repair
NW62.4M,WB	I-90	62.4	M-5	Span, rectangular ITS gantry, steel	2025	Excellent	2030
NW62.5M,WB(R)	I-90	62.5	M-5	Span, round monotube, steel	2025	Excellent	2027
NW62.7T,WB	I-90	62.7	M-5	Span, 3-chord truss, aluminum	2025	Good	2040
NW62.9C,WB	I-90	62.9	M-5	Cantilever, 4-chord truss, steel	2025	Good	2040
NW63.0M,EB	I-90	63.0	M-5	Span, rectangular ITS gantry, steel	2025	Excellent	2030
NW63.0M,WB	I-90	63.0	M-5	Span, rectangular ITS gantry, steel	2025	Excellent	2030
NW63.2T,WB	I-90	63.2	M-5	Span, 3-chord truss, aluminum	2025	Excellent	2040
NW63.2T,EB	I-90	63.3	M-5	Span, 3-chord truss, aluminum	2025	Good	2040
NW63.5M,EB	I-90	63.5	M-5	Span, rectangular ITS gantry, steel	2025	Excellent	2030
NW63.5M,WB	I-90	63.5	M-5	Span, rectangular ITS gantry, steel	2025	Excellent	2030
NW63.8T,WB	I-90	63.8	M-5	Span, 3-chord truss, aluminum	2025	Good	2027
NW64.0M,EB	I-90	64.0	M-5	Span, rectangular ITS gantry, steel	2025	Excellent	2030
NW64.0M,WB	I-90	64.0	M-5	Span, rectangular ITS gantry, steel	2025	Excellent	2030
NW64.2T,EB	I-90	64.2	M-5	Span, 3-chord truss, aluminum	2023	Good	2027

Appendix H Overhead Sign Structures Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection	Condition Rating	Next Scheduled Repair
NW64.3M,EB	I-90	64.3	M-5	Span, rectangular ITS gantry, steel	2025	Excellent	2030
NW64.3M,WB	I-90	64.3	M-5	Span, rectangular ITS gantry, steel	2025	Excellent	2030
NW64.5T,EB	I-90	64.5	M-5	Span, 4-chord truss, steel	2023	Good	2029
NW64.7T,EB	I-90	64.7	M-5	Span, 3-chord truss, aluminum	2023	Excellent	2040
NW64.9M,EB	I-90	64.9	M-5	Span, rectangular ITS gantry, steel	2025	Excellent	2030
NW64.9M,WB	I-90	64.9	M-5	Span, rectangular ITS gantry, steel	2025	Excellent	2030
NW65.2M,EB	I-90	65.2	M-5	Span, rectangular ITS gantry, steel	2025	Excellent	2030
NW65.2M,WB	I-90	65.2	M-5	Span, rectangular ITS gantry, steel	2025	Excellent	2030
NW65.2M,WB(R)	I-90	65.2	M-5	Span, round monotube, steel	2025	Excellent	2057
NW65.4T,EB	I-90	65.4	M-5	Span, 3-chord truss, aluminum	2023	Good	2039
NW65.5M,EB(R)	I-90	65.5	M-5	Span, round monotube, steel	2025	Excellent	2027
NW65.6M,EB(R)	I-90	65.7	M-5	Span, round monotube, steel	2025	Excellent	2027
NW65.9T,WB	I-90	65.9	M-5	Span, 3-chord truss, aluminum	2023	Excellent	2040
NW66.1M,EB	I-90	66.1	M-5	Span, rectangular ITS gantry, steel	2025	Good	2030

Appendix H Overhead Sign Structures Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection	Condition Rating	Next Scheduled Repair
NW66.1M,WB	I-90	66.1	M-5	Span, rectangular ITS gantry, steel	2025	Good	2030
NW66.3C,WB	I-90	66.3	M-5	Cantilever, 4-chord truss, steel	2023	Fair	2027
NW66.3T,EB	I-90	66.3	M-5	Span, 3-chord truss, aluminum	2023	Good	2040
NW66.5M,EB	I-90	66.5	M-5	Span, rectangular ITS gantry, steel	2025	Excellent	2030
NW66.5M,WB	I-90	66.5	M-5	Span, rectangular ITS gantry, steel	2025	Good	2030
NW66.8T,EB	I-90	66.8	M-5	Span, 3-chord truss, aluminum	2023	Good	2027
NW66.9T,WB	I-90	66.9	M-5	Span, 3-chord truss, aluminum	2023	Excellent	2040
NW67.1M,EB	I-90	67.1	M-5	Span, rectangular ITS gantry, steel	2025	Good	2027
NW67.1M,WB	I-90	67.1	M-5	Span, rectangular ITS gantry, steel	2025	Excellent	2030
NW67.2T,EB	I-90	67.2	M-5	Span, 3-chord truss, aluminum	2023	Excellent	2040
NW67.2M,WB(R)	I-90	67.2	M-5	Span, round monotube, steel	2025	Good	2029
NW67.5M,WB(R)	I-90	67.5	M-5	Span, round monotube, steel	2025	Good	2027
NW67.6M,EB	I-90	67.6	M-5	Span, rectangular ITS gantry, steel	2025	Excellent	2030
NW67.6M,WB	I-90	67.6	M-5	Span, rectangular ITS gantry, steel	2025	Excellent	2030

Appendix H Overhead Sign Structures Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection	Condition Rating	Next Scheduled Repair
NW67.8T,WB	I-90	67.8	M-5	Span, 3-chord truss, aluminum	2023	Excellent	2040
NW67.8T,EB(R)	I-90	67.8	M-5	Span, 3-chord truss, aluminum	2023	Good	2040
NW68.0M,EB	I-90	68.0	M-5	Span, rectangular ITS gantry, steel	2025	Excellent	2030
NW68.0M,WB	I-90	68.0	M-5	Span, rectangular ITS gantry, steel	2025	Excellent	2030
NW68.1M,EB(R)	I-90	68.1	M-5	Span, round monotube, steel	2025	Good	2027
NW68.2B,EB(R)	I-90	68.2	M-5	Bridge Mounted	2023	Fair	2027
NW68.2B,WB(R)	I-90	68.3	M-5	Bridge Mounted	2023	Excellent	2032
NW68.2B,WB	I-90	68.3	M-5	Bridge Mounted	2023	Excellent	2039
NW68.5T,WB(R)	I-90	68.5	M-5	Span, 3-chord truss, aluminum	2023	Good	2040
NW68.6M,EB	I-90	68.6	M-5	Span, rectangular ITS gantry, steel	2025	Excellent	2030
NW68.6M,WB	I-90	68.6	M-5	Span, rectangular ITS gantry, steel	2025	Good	2030
NW68.6T,WB (R)	I-90	68.7	M-5	Span, 3-chord truss, aluminum	2023	Good	2040
NW68.8T,WB	I-90	68.8	M-5	Span, 3-chord truss, aluminum	2023	Good	2027
NW69.0T,EB	I-90	69.0	M-5	Span, 3-chord truss, aluminum	2023	Good	2040
NW69.2M,EB	I-90	69.2	M-5	Span, rectangular ITS gantry, steel	2025	Good	2030

Appendix H Overhead Sign Structures Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection	Condition Rating	Next Scheduled Repair
NW69.2M,WB	I-90	69.2	M-5	Span, rectangular ITS gantry, steel	2025	Good	2030
NW69.4C,WB	I-90	69.3	M-5	Cantilever, 4-chord truss, steel	2023	Good	2027
NW69.6C,EB	I-90	69.6	M-5	Cantilever, 4-chord truss, steel	2023	Good	2035
NW69.7T,WB	I-90	69.7	M-5	Span, 3-chord truss, aluminum	2023	Good	2027
NW70.0M,EB	I-90	70.0	M-5	Span, rectangular ITS gantry, steel	2025	Good	2030
NW70.0M,WB	I-90	70.0	M-5	Span, rectangular ITS gantry, steel	2025	Good	2030
NW70.2T,EB	I-90	70.2	M-5	Span, 3-chord truss, aluminum	2023	Good	2039
NW70.4M,EB	I-90	70.4	M-5	Span, rectangular ITS gantry, steel	2025	Excellent	2030
NW70.4M,WB	I-90	70.5	M-5	Span, rectangular ITS gantry, steel	2025	Excellent	2030
NW70.6M,WB(R)	I-90	70.6	M-5	Span, round monotube, steel	2023	Fair	2030
NW70.6T,EB	I-90	70.6	M-5	Span, 3-chord truss, aluminum	2023	Good	2027
NW70.8B,EB	I-90	70.8	M-5	Bridge Mounted	2023	Good	2027
NW70.8B,WB(R)	I-90	70.8	M-5	Bridge Mounted	2023	Good	2027
NW70.8M,EB	I-90	70.8	M-5	Span, rectangular ITS gantry, steel	2025	Good	2030

Appendix H Overhead Sign Structures Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection	Condition Rating	Next Scheduled Repair
NW70.8M,WB	I-90	70.8	M-5	Span, rectangular ITS gantry, steel	2025	Excellent	2030
NW70.9T,WB(R)	I-90	70.9	M-5	Span, 2-chord truss	2023	Good	2030
NW71.1T,WB	I-90	71.1	M-5	Span, 3-chord truss, aluminum	2023	Excellent	2040
NW71.3M,EB	I-90	71.3	M-5	Span, rectangular ITS gantry, steel	2025	Excellent	2030
NW71.3M,WB	I-90	71.3	M-5	Span, rectangular ITS gantry, steel	2025	Excellent	2030
NW71.5C,WB	I-90	71.5	M-5	Cantilever, 4-chord truss, steel	2023	Good	2039
NW71.9M,EB	I-90	71.9	M-5	Span, rectangular ITS gantry, steel	2025	Excellent	2030
NW71.9M,WB	I-90	71.9	M-5	Span, rectangular ITS gantry, steel	2025	Excellent	2030
NW72.0C,WB	I-90	72.0	M-5	Cantilever, 4-chord truss, steel	2023	Fair	2039
NW72.1C,EB	I-90	72.1	M-5	Cantilever, 4-chord truss, steel	2023	Good	2027
NW72.2T,WB	I-90	72.2	M-5	Span, 4-chord truss, steel	2023	Good	2035
NW72.4M,EB	I-90	72.4	M-5	Span, rectangular ITS gantry, steel	2025	Excellent	2030
NW72.4M,WB	I-90	72.4	M-5	Span, rectangular ITS gantry, steel	2025	Good	2027
NW72.6T,EB	I-90	72.6	M-5	Span, 3-chord truss, aluminum	2023	Excellent	2040

Appendix H Overhead Sign Structures Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection	Condition Rating	Next Scheduled Repair
NW72.9M,EB	I-90	72.9	M-5	Span, rectangular ITS gantry, steel	2025	Good	2030
NW72.9M,WB	I-90	72.9	M-5	Span, rectangular ITS gantry, steel	2025	Good	2030
NW73.1T,EB	I-90	73.1	M-5	Span, 3-chord truss, aluminum	2023	Excellent	2040
NW73.2T,WB	I-90	73.2	M-5	Span, 3-chord truss, aluminum	2023	Good	2040
NW73.3T,EB	I-90	73.3	M-5	Span, 3-chord truss, aluminum	2023	Good	2027
NW73.4M,EB	I-90	73.4	M-5	Span, rectangular ITS gantry, steel	2025	Excellent	2030
NW73.4M,WB	I-90	73.4	M-5	Span, rectangular ITS gantry, steel	2025	Good	2030
NW73.5M,EB(R)	I-90	73.5	M-5	Span, round monotube, steel	2025	Excellent	2027
NW73.5M,WB(R)	I-90	73.5	M-5	Span, round monotube, steel	2025	Excellent	2027
NW73.55T,EB	I-90	73.6	M-5	Span, 3-chord truss, aluminum	2023	Good	2040
NW73.6T,EB(R)	I-90	73.6	M-5	Span, 3-chord truss, aluminum	2023	Fair	2026
NW73.7T,WB(R)	I-90	73.7	M-5	Span, 3-chord truss, aluminum	2023	Good	2027
NW73.9T, EB (R)	I-90	73.9	M-5	Span, 3-chord truss, aluminum	2025	Excellent	2040
NW73.9T,WB(R)	I-90	73.9	M-5	Span, 3-chord truss, aluminum	2025	Excellent	2040

Appendix H Overhead Sign Structures Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection	Condition Rating	Next Scheduled Repair
NW74.0M,EB	I-90	74.0	M-5	Span, rectangular ITS gantry, steel	2025	Excellent	2030
NW74.0M,WB	I-90	74.0	M-5	Span, rectangular ITS gantry, steel	2025	Excellent	2030
NW74.1T, EB (R)	I-90	74.1	M-5	Span, 3-chord truss, aluminum	2025	Excellent	2040
NW74.1T,WB(R)	I-90	74.1	M-5	Span, 3-chord truss, aluminum	2025	Excellent	2040
NW74.4,T,WB	I-90	74.3	M-5	Span, 3-chord truss, aluminum	2023	Excellent	2027
NW74.4T,EB	I-90	74.4	M-5	Span, 3-chord truss, aluminum	2023	Good	2040
NW74.6M,EB	I-90	74.6	M-5	Span, rectangular ITS gantry, steel	2025	Good	2030
NW74.6M,WB	I-90	74.6	M-5	Span, rectangular ITS gantry, steel	2025	Excellent	2030
NW74.8C,EB	I-90	74.8	M-5	Cantilever, 4-chord truss, steel	2024	Excellent	2040
NW74.9T,WB	I-90	74.9	M-5	Span, 3-chord truss, aluminum	2023	Good	2040
NW75.0T,EB	I-90	75.0	M-5	Span, 4-chord truss, aluminum	2023	Good	2027
NW75.2M,EB	I-90	75.2	M-5	Span, rectangular ITS gantry, steel	2025	Excellent	2030
NW75.2M,WB	I-90	75.2	M-5	Span, rectangular ITS gantry, steel	2025	Good	2030
NW75.4T,WB	I-90	75.4	M-5	Span, 3-chord truss, aluminum	2023	Good	2040

Appendix H Overhead Sign Structures Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection	Condition Rating	Next Scheduled Repair
NW75.4T,EB	I-90	75.4	M-5	Span, 3-chord truss, aluminum	2023	Good	2027
NW75.8M,EB	I-90	75.8	M-5	Span, rectangular ITS gantry, steel	2025	Excellent	2030
NW75.8M,WB	I-90	75.8	M-5	Span, rectangular ITS gantry, steel	2025	Excellent	2030
NW76.0T,WB	I-90	76.0	M-5	Span, 3-chord truss, aluminum	2023	Good	2040
NW76.3T,EB	I-90	76.3	M-3	Span, 3-chord truss, aluminum	2025	Good	2040
NW76.4T,WB	I-90	76.4	M-3	Span, 3-chord truss, aluminum	2025	Good	2040
NW76.6M,WB	I-90	76.6	M-3	Span, rectangular ITS gantry, steel	2024	Good	2030
NW76.6M,EB	I-90	76.6	M-3	Span, rectangular ITS gantry, steel	2024	Excellent	2030
NW76.8T,EB	I-90	76.8	M-3	Span, 3-chord truss, aluminum	2025	Good	2040
NW77.0C,WB	I-90	77.0	M-3	Cantilever, 4-chord truss, steel	2025	Good	2035
NW77.1M,WB	I-90	77.1	M-3	Span, round monotube, steel	2025	Good	2030
NW77.1T,EB	I-90	77.1	M-3	Span, 3-chord truss, aluminum	2025	Good	2040
NW77.2M,EB	I-90	77.2	M-3	Span, rectangular ITS gantry, steel	2024	Good	2030
NW77.2T,WB(R)	I-90	77.2	M-3	Span, 3-chord truss, aluminum	2025	Good	2040

Appendix H Overhead Sign Structures Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection	Condition Rating	Next Scheduled Repair
NW77.3C,EB	I-90	77.3	M-3	Cantilever, 4-chord truss, steel	2025	Excellent	2040
NW77.3T,WB	I-90	77.3	M-3	Span, 3-chord truss, aluminum	2025	Good	2027
NW77.4T,EB	I-90	77.4	M-3	Span, 3-chord truss, aluminum	2025	Good	2040
NW77.6T,EB	I-90	77.6	M-3	Span, 3-chord truss, aluminum	2025	Good	2040
NW77.7T,EB	I-90	77.8	M-3	Span, 3-chord truss, aluminum	2025	Excellent	2028
NW77.8T,WB	I-90	77.8	M-3	Span, 3-chord truss, aluminum	2025	Good	2040
NW77.9B,EB	I-90	77.9	M-3	Bridge Mounted	2025	Excellent	2032
NW78.1T,EB	I-90	78.1	M-3	Span, 3-chord truss, aluminum	2025	Good	2027
NW78.1T,WB	I-90	78.1	M-3	Span, 3-chord truss, aluminum	2025	Good	2040
NW78.3T,WB	I-90	78.3	M-3	Span, 3-chord truss, aluminum	2025	Good	2040
NW78.4T,EB(R)	I-90	78.4	M-3	Span, 3-chord truss, aluminum	2025	Excellent	2040
NW78.5C,WB	I-90	78.5	M-3	Cantilever, 4-chord truss, steel	2023	Excellent	2035
NW78.5M,EB	I-90	78.5	M-3	Span, round monotube, steel	2025	Good	2029
NW78.6C,EB(R)	I-90	78.6	M-3	Cantilever, 4-chord truss, steel	2025	Excellent	2039
NW78.7T,WB	I-90	78.7	M-3	Span, 3-chord truss, aluminum	2025	Good	2027
TN0.1T,EB	I-94	0.0	M-4	Span, 4-chord truss, aluminum	2023	Excellent	2040

Appendix H Overhead Sign Structures Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection	Condition Rating	Next Scheduled Repair
TN1.4C,EB(R)	I-94	1.4	M-4	Cantilever, 4-chord truss, steel	2023	Excellent	2027
TN1.5C,WB	I-94	1.5	M-4	Cantilever, 4-chord truss, steel	2023	Excellent	2035
TN2.7T,WB	I-94	2.7	M-4	Span, 3-chord truss, aluminum	2023	Good	2027
TN3.3C,WB	I-94	3.3	M-4	Cantilever, 4-chord truss, steel	2023	Good	2041
TN3.6T,EB	I-94	3.6	M-4	Span, 3-chord truss, aluminum	2023	Excellent	2030
TN3.8C,WB	I-94	3.8	M-4	Cantilever, 4-chord truss, steel	2023	Good	2039
TN4.1T,EB	I-94	4.1	M-4	Span, 3-chord truss, aluminum	2023	Good	2030
TN4.6T,EB	I-94	4.6	M-4	Span, 3-chord truss, aluminum	2023	Good	2040
TN4.7T,EB(R)	I-94	4.7	M-4	Span, 3-chord truss, aluminum	2023	Good	2027
TN4.8M,EB	I-94	4.9	M-4	Span, round monotube, steel	2025	Good	2041
TN4.8M,WB	I-94	4.9	M-4	Span, round monotube, steel	2025	Good	2030
TN5.0T,WB(R)	I-94	5.0	M-4	Span, 3-chord truss, aluminum	2023	Good	2030
TN5.2T,WB	I-94	5.2	M-4	Span, 3-chord truss, aluminum	2023	Good	2027
TN5.7T,WB	I-94	5.6	M-4	Span, 3-chord truss, aluminum	2023	Good	2041
TN6.1T,WB	I-94	6.1	M-4	Span, 3-chord truss, aluminum	2023	Good	2027
TN8.0T,EB	I-94	8.0	M-4	Span, 3-chord truss, aluminum	2023	Good	2041

Appendix H Overhead Sign Structures Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection	Condition Rating	Next Scheduled Repair
TN8.4C,EB(R)	I-94	8.4	M-4	Cantilever, 4-chord truss, steel	2023	Good	2035
TN8.4C,EB	I-94	8.4	M-4	Cantilever, 4-chord truss, steel	2023	Good	2035
TN8.5C,WB(R)	I-94	8.5	M-4	Cantilever, 4-chord truss, steel	2022	Fair	2039
TN8.8C,WB	I-94	8.8	M-4	Cantilever, 4-chord truss, steel	2022	Fair	2039
TN9.2T,WB	I-94	9.2	M-4	Span, 3-chord truss, aluminum	2023	Good	2040
TN9.5C,WB	I-94	9.4	M-4	Cantilever, 4-chord truss, steel	2023	Excellent	2035
TN9.8T,EB	I-94	9.8	M-4	Span, 3-chord truss, aluminum	2023	Good	2040
TN11.3C,WB	I-94	11.3	M-4	Cantilever, 4-chord truss, steel	2023	Good	2039
TN11.4T,WB	I-94	11.4	M-4	Span, 3-chord truss, aluminum	2023	Good	2040
TN13.2C,WB	I-94	13.2	M-4	Cantilever, 4-chord truss, aluminum	2022	Fair	2039
TN13.5T,EB	I-94	13.4	M-4	Span, 3-chord truss, aluminum	2023	Good	2040
TN14.1T,WB	I-94	14.1	M-4	Span, 3-chord truss, aluminum	2023	Good	2041
TN16.0T,WB	I-94	16.0	M-4	Span, 3-chord truss, aluminum	2023	Good	2040
TN18.6C,WB	I-94	18.6	M-4	Cantilever, 4-chord truss, aluminum	2023	Good	2039
TN18.7T,EB	I-94	18.7	M-4	Span, 3-chord truss, aluminum	2023	Good	2041
TN19.2T,WB	I-94	19.2	M-4	Span, 3-chord truss, aluminum	2023	Good	2040

Appendix H Overhead Sign Structures Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection	Condition Rating	Next Scheduled Repair
TN19.4C,WB	I-94	19.4	M-4	Cantilever, 4-chord truss, aluminum	2023	Good	2040
TN19.8C,WB	I-94	19.8	M-4	Cantilever, 4-chord truss, steel	2022	Fair	2027
TN21.0C,EB	I-94	21.0	M-4	Cantilever, 4-chord truss, steel	2023	Excellent	2041
TN21.3C,EB	I-94	21.3	M-4	Cantilever, 4-chord truss, aluminum	2023	Good	2041
TN21.5T,EB	I-94	21.5	M-4	Span, 3-chord truss, aluminum	2023	Good	2030
TN21.7M,WB(R)	I-94	21.7	M-4	Span, round monotube, steel	2025	Poor	2026
TN22.1T,WB	I-94	22.1	M-4	Span, 3-chord truss, aluminum	2024	Good	2040
TN22.3C,WB	I-94	22.3	M-4	Cantilever, 4-chord truss, aluminum	2024	Good	2040
TN22.5T,EB	I-94	22.5	M-4	Span, 4-chord truss, steel	2024	Excellent	2039
TN22.6C,WB	I-94	22.6	M-4	Cantilever, 4-chord truss, steel	2024	Good	2031
TN23.1T,EB	I-94	23.1	M-4	Span, 3-chord truss, aluminum	2024	Good	2031
TN23.1C,WB	I-94	23.1	M-4	Cantilever, 4-chord truss, steel	2024	Good	2035
TN24.2T,EB	I-94	24.2	M-4	Span, 3-chord truss, aluminum	2024	Good	2031
TN24.5T,EB	I-94	24.5	M-4	Span, 3-chord truss, aluminum	2024	Good	2031
TN24.6T,WB	I-94	24.6	M-4	Span, 3-chord truss, aluminum	2024	Good	2030
TN24.8T,EB	I-94	24.8	M-4	Span, 3-chord truss, aluminum	2024	Good	2031

Appendix H Overhead Sign Structures Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection	Condition Rating	Next Scheduled Repair
ES25.0C,WB	I-94	25.0	M-4	Cantilever, 4-chord truss, steel	2024	Good	2031
TN25.2T,EB	I-94	25.1	M-4	Span, 3-chord truss, aluminum	2024	Good	2031
ES25.2C,WB	I-94	25.3	M-4	Cantilever, 4-chord truss, steel	2024	Good	2031
ES25.5C,WB	I-94	25.5	M-4	Cantilever, 4-chord truss, steel	2024	Excellent	2035
ES25.7T,EB	I-94	25.7	M-4	Span, 3-chord truss, aluminum	2024	Excellent	2031
ES26.0T,EB	I-94	26.0	M-4	Span, 3-chord truss, aluminum	2024	Good	2040
ES26.1T,EB	I-94	26.1	M-4	Span, 3-chord truss, aluminum	2024	Good	2026
ES26.4M,WB	I-94	26.4	M-4	Span, round monotube, steel	2024	Fair	2030
ES26.4M,EB	I-94	26.4	M-4	Span, round monotube, steel	2024	Good	2027
ES26.7T,WB	I-94	26.7	M-4	Span, 3-chord truss, aluminum	2024	Excellent	2026
ES26.8T,WB	I-94	26.8	M-4	Span, 3-chord truss, aluminum	2024	Good	2040
ES27.2T,WB	I-94	27.2	M-4	Span, 3-chord truss, aluminum	2024	Excellent	2026
ES27.6T,EB	I-94	27.6	M-4	Span, 3-chord truss, aluminum	2024	Excellent	2040
ES27.8T,WB	I-94	27.8	M-4	Span, 3-chord truss, aluminum	2024	Excellent	2040
ES28.6T,EB	I-94	28.6	M-4	Span, 3-chord truss, aluminum	2024	Good	2040
ES31.2T,WB	I-94	31.2	M-4	Span, 4-chord truss, steel	2024	Excellent	2035

Appendix H Overhead Sign Structures Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection	Condition Rating	Next Scheduled Repair
EO6.0VC,EB	IL 390	6.0	M-16	Cantilever, Vierendeel truss, steel	2025	Good	2030
EO6.0VC,WB	IL 390	6.0	M-16	Cantilever, Vierendeel truss, steel	2025	Fair	2030
EO6.3VT,WB	IL 390	6.3	M-16	Span, Vierendeel truss, steel	2025	Good	2030
EO6.5C,EB	IL 390	6.5	M-16	Cantilever, 4-chord truss, steel	2024	Good	2039
EO6.6M,EB	IL 390	6.6	M-16	Span, round monotube, steel	2024	Good	2030
EO6.6M,WB	IL 390	6.6	M-16	Span, round monotube, steel	2024	Excellent	2030
EO6.9VT,EB	IL 390	6.9	M-16	Span, Vierendeel truss, steel	2025	Fair	2030
EO7.0T,WB	IL 390	7.0	M-16	Span, 3-chord truss, aluminum	2024	Excellent	2040
EO7.5VT,WB	IL 390	7.5	M-16	Span, Vierendeel truss, steel	2025	Good	2030
EO7.6T,WB(R)	IL 390	7.6	M-16	Span, 3-chord truss, aluminum	2024	Good	2040
EO7.9T,WB	IL 390	7.9	M-16	Span, 3-chord truss, aluminum	2024	Good	2039
EO8.0C,EB	IL 390	8.1	M-16	Butterfly, 4-chord truss, steel	2022	Excellent	2035
EO8.2VC,EB	IL 390	8.2	M-16	Cantilever, Vierendeel truss, steel	2025	Fair	2030
EO8.2VT,WB	IL 390	8.2	M-16	Span, Vierendeel truss, steel	2025	Good	2030
EO8.4C,WB	IL 390	8.4	M-16	Butterfly, 4-chord truss, steel	2022	Excellent	2035
EO8.7VT,WB	IL 390	8.7	M-16	Span, Vierendeel truss, steel	2025	Excellent	2030

Appendix H Overhead Sign Structures Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection	Condition Rating	Next Scheduled Repair
EO8.8T,EB	IL 390	8.8	M-16	Span, 3-chord truss, aluminum	2024	Good	2040
EO8.9T,WB	IL 390	8.9	M-16	Span, 3-chord truss, aluminum	2024	Excellent	2040
EO9.0M,WB	IL 390	9.0	M-16	Span, round monotube, steel	2024	Excellent	2027
EO9.0M,EB	IL 390	9.0	M-16	Span, round monotube, steel	2024	Good	2039
EO9.2VT,EB	IL 390	9.2	M-16	Span, Vierendeel truss, steel	2025	Good	2030
EO9.5T,EB	IL 390	9.4	M-16	Span, 3-chord truss, aluminum	2024	Excellent	2040
EO9.8VT,WB	IL 390	9.8	M-16	Span, Vierendeel truss, steel	2025	Fair	2030
EO10.3T,EB	IL 390	10.3	M-16	Span, 4-chord truss, aluminum	2024	Excellent	2040
EO10.3VC,WB	IL 390	10.3	M-16	Cantilever, Vierendeel truss, steel	2025	Fair	2030
EO10.4T,EB	IL 390	10.4	M-16	Span, 3-chord truss, aluminum	2024	Good	2030
EO10.6M,WB	IL 390	10.6	M-16	Span, round monotube, steel	2024	Good	2027
EO10.6M,EB	IL 390	10.6	M-16	Span, round monotube, steel	2024	Excellent	2030
EO10.7T,WB	IL 390	10.7	M-16	Span, 3-chord truss, aluminum	2024	Good	2040
EO10.9VT,EB	IL 390	10.9	M-16	Span, Vierendeel truss, steel	2025	Good	2030
EO11.1T,EB	IL 390	11.1	M-16	Span, 3-chord truss, aluminum	2024	Good	2039
EO11.5T,EB	IL 390	11.5	M-16	Span, 3-chord truss, aluminum	2024	Good	2030

Appendix H Overhead Sign Structures Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection	Condition Rating	Next Scheduled Repair
EO11.6T,WB	IL 390	11.6	M-16	Span, 3-chord truss, aluminum	2024	Good	2039
EO11.9T,WB	IL 390	11.9	M-16	Span, 3-chord truss, aluminum	2024	Good	2039
EO12.1T,EB(R)	IL 390	12.1	M-16	Span, 3-chord truss, aluminum	2024	Excellent	2040
EO12.3T,EB(R)	IL 390	12.3	M-16	Span, 3-chord truss, aluminum	2024	Excellent	2039
EO12.5T,WB	IL 390	12.4	M-16	Span, 3-chord truss, aluminum	2024	Good	2030
EO12.4C,EB	IL 390	12.4	M-16	Cantilever, 4-chord truss, steel	2024	Excellent	2039
EO12.6T,WB	IL 390	12.6	M-16	Span, 3-chord truss, aluminum	2024	Good	2039
EO12.8T,EB	IL 390	12.8	M-16	Span, 3-chord truss, aluminum	2024	Good	2031
EO12.8T,WB	IL 390	12.9	M-16	Span, 3-chord truss, aluminum	2024	Excellent	2039
EO13.0T,WB	IL 390	13.0	M-16	Span, 3-chord truss, aluminum	2024	Good	2040
EO13.1T,EB	IL 390	13.1	M-16	Span, 3-chord truss, aluminum	2024	Excellent	2040
EO13.2M,EB	IL 390	13.2	M-16	Span, round monotube, steel	2024	Good	2030
EO13.2T,WB	IL 390	13.2	M-16	Span, 3-chord truss, aluminum	2024	Excellent	2039
EO13.4T,EB	IL 390	13.4	M-16	Span, 3-chord truss, aluminum	2024	Excellent	2039
EO13.4T,WB	IL 390	13.4	M-16	Span, 3-chord truss, aluminum	2024	Excellent	2040
EO13.3M,WB(R)	IL 390	13.4	M-16	Span, round monotube, steel	2024	Good	2030

Appendix H Overhead Sign Structures Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection	Condition Rating	Next Scheduled Repair
EO13.3M,WB	IL 390	13.4	M-16	Span, round monotube, steel	2024	Good	2027
EO13.6T,WB	IL 390	13.6	M-16	Span, 3-chord truss, aluminum	2024	Excellent	2040
EO13.8C,WB(R)	IL 390	13.7	M-16	Cantilever, 4-chord truss, steel	2024	Excellent	2035
EO13.8T,EB(R)	IL 390	13.8	M-16	Span, 3-chord truss, aluminum	2024	Fair	2026
EO14.1T,WB	IL 390	14.1	M-16	Span, 3-chord truss, aluminum	2024	Excellent	2040
EO14.1T,EB	IL 390	14.1	M-16	Span, 3-chord truss, aluminum	2024	Excellent	2039
EO14.2T,WB	IL 390	14.3	M-16	Span, 4-chord truss, aluminum	2024	Excellent	2040
EO14.3M,EB	IL 390	14.3	M-16	Span, round monotube, steel	2024	Good	2030
EO14.3M,WB	IL 390	14.3	M-16	Span, round monotube, steel	2024	Good	2030
EO14.4C,EB	IL 390	14.4	M-16	Cantilever, 4-chord truss, steel	2024	Excellent	2035
EO14.5C,WB	IL 390	14.5	M-16	Cantilever, 4-chord truss, steel	2024	Excellent	2035
EO14.7C,WB	IL 390	14.7	M-16	Cantilever, 4-chord truss, steel	2024	Excellent	2039
EO14.6T,EB	IL 390	14.7	M-16	Span, 3-chord truss, aluminum	2024	Good	2040
EO14.8C,EB(R)	IL 390	14.8	M-16	Cantilever, 4-chord truss, steel	2024	Excellent	2039
EO14.9T,WB	IL 390	14.9	M-16	Span, 3-chord truss, aluminum	2024	Good	2040
EO15C,WB	IL 390	15.0	M-16	Cantilever, 4-chord truss, steel	2024	Excellent	2035

Appendix H Overhead Sign Structures Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection	Condition Rating	Next Scheduled Repair
EO15.1T,EB	IL 390	15.1	M-16	Span, 3-chord truss, aluminum	2024	Good	2040
EO15.2M,EB	IL 390	15.2	M-16	Span, round monotube, steel	2024	Excellent	2039
EO15.2T,WB	IL 390	15.2	M-16	Span, 3-chord truss, aluminum	2024	Excellent	2040
EO15.4M,WB	IL 390	15.4	M-16	Span, round monotube, steel	2024	Excellent	2039
EO15.4T,EB	IL 390	15.4	M-16	Span, 3-chord truss, aluminum	2024	Good	2031
EO15.5T,WB	IL 390	15.5	M-16	Span, 3-chord truss, aluminum	2024	Excellent	2039
EO15.7C,WB (R)	IL 390	15.7	M-16	Cantilever, 4-chord truss, steel	2025	Excellent	2040
EO15.9C,EB(R)	IL 390	15.9	M-16	Cantilever, 4-chord truss, steel	2025	Excellent	2040
EO15.9C,WB	IL 390	15.9	M-16	Cantilever, 4-chord truss, steel	2025	Excellent	2040
EO16.3T,EB	IL 390	16.3	M-16	Span, 3-chord truss, aluminum	2025	Excellent	2039
EO16.5T,EB(R)	IL 390	16.5	M-16	Span, 3-chord truss, aluminum	2025	Excellent	2027

[1] An inspection was attempted in 2025, but due to construction in the area, the inspection was not possible. The structure will be scheduled for inspection in 2026.

APPENDIX I

COMMUNICATION TOWERS CONDITION RATING TABLE

Appendix I Communication Towers Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection Date	Condition Rating	Next Scheduled Repair
P47-TWR	I-294	2.5	M-1	3 Leg Self Supporting	2022	Fair	2026
P41-TWR	I-294	5.6	M-1	3 Leg Self Supporting	2022	Fair	2026
P40-TWR	I-294	6.5	M-1	3 Leg Self Supporting	2022	Fair	2026
M01-TWR	I-294	12.2	M-1	3 Leg Self Supporting	2022	Good	2032
P38-TWR	I-294	17.4	M-1	3 Leg Self Supporting	2022	Fair	2026
P39-TWR	I-294	19.35	M-1	3 Leg Self Supporting	2022	Fair	2032
P36-TWR	I-294	19.7	M-1	3 Leg Self Supporting	2022	Fair	2026
P34-TWR	I-294	22.2	M-1	3 Leg Self Supporting	2022	Fair	2026
P37-TWR	I-294	23.8	M-2	3 Leg Self Supporting	2022	Fair	2032
WSTWR-TWR	I-294	25.4	M-2	Monopole	2022	Fair	2026
P35-TWR	I-294	29.9	M-2	3 Leg Self Supporting	2022	Fair	2026
P33-TWR	I-294	38.75	M-3	3 Leg Self Supporting	2025	Fair	2026
P31-TWR	I-294	40.25	M-3	Monopole	2025	Fair	N/A
P31-TWR-New	I-294	40.25	M-3	Monopole	N/A	New Construction	2045
P32-TWR	I-294	40.5	M-3	3 Leg Self Supporting	2025	Fair	2026
P29-TWR	I-294	41.6	M-3	3 Leg Self Supporting	2025	Fair	2026
P28-TWR	I-294	45.35	M-3	Step Tapered Monopole	2025	Fair	2026
WL-WRP-TWR	I-294	48.05	M-3	3 Leg Self Supporting	2025	Fair	2026
P99-TWR	I-355	3.3	M-14	3 Leg Self Supporting	2025	Fair	2026
127TW-TWR	I-355	9.1	M-14	3 Leg Self Supporting	2025	Fair	2026
P89-TWR	I-355	14.4	M-14	3 Leg Self Supporting	2025	Fair	2026
P79-TWR	I-355	22.55	M-14	3 Leg Self Supporting	2022	Good	2032

Appendix I Communication Towers Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection Date	Condition Rating	Next Scheduled Repair
P73-TWR	I-355	29.2	M-14	3 Leg Self Supporting	2022	Fair	2026
DXNRP-TWR	I-88	50.1	M-12	3 Leg Self Supporting	2025	Fair	2026
M12-TWR	I-88	54.2	M-12	3 Leg Self Supporting	2025	Fair	2026
ASHRP-TWR	I-88	67.32	M-12	3 Leg Self Supporting	2025	Fair	2026
RCHRP-TWR	I-88	81.7	M-11	3 Leg Self Supporting	2025	Fair	2026
M11-TWR	I-88	91.6	M-11	3 Leg Self Supporting	2025	Fair	2026
P65-TWR-2	I-88	94.1	M-11	3 Leg Self Supporting	2025	Fair	2026
P65-TWR-1	I-88	94.1	M-11	3 Leg Self Supporting	2025	Good	2032
P64-TWR	I-88	114.5	M-8	3 Leg Self Supporting	2025	Fair	2026
P63-TWR	I-88	116.9	M-8	Step Tapered Monopole	2025	Fair	2026
P61-TWR	I-88	117.85	M-8	3 Leg Self Supporting	2025	Fair	2026
P58-TWR	I-88	125.3	M-8	3 Leg Self Supporting	2025	Fair	2026
M08-OLD-TWR	I-88	127.6	M-8	3 Leg Self Supporting	2025	Fair	2026
LSLTW-TWR	I-88	131.2	M-14	4 Leg Self Supporting	2025	Fair	2026
P56A-TWR	I-88	133.7	M-8	3 Leg Self Supporting	2022	Fair	2026
P51-TWR	I-88	138.1	M-8	3 Leg Self Supporting	2022	Fair	2032
P1-TWR	I-90	3.6	M-7	3 Leg Self Supporting	2022	Fair	2026
P2-TWR	I-90	12.5	M-7	3 Leg Self Supporting	2022	Fair	2026
M07-TWR	I-90	15.6	M-7	3 Leg Self Supporting	2022	Fair	2026
P5-TWR	I-90	23.3	M-7	3 Leg Self Supporting	2022	Fair	2026
P7-TWR	I-90	37.77	M-6	3 Leg Self Supporting	2022	Good	2032

Appendix I Communication Towers Condition Rating Table

Inventory ID	Route	Milepost	Maintenance Section	Structure Type	Last Inspection Date	Condition Rating	Next Scheduled Repair
M06-TWR	I-90	41.9	M-6	3 Leg Self Supporting	2022	Fair	2026
P8-TWR	I-90	52.1	M-6	3 Leg Self Supporting	2022	Fair	2026
P9-TWR	I-90	53.8	M-6	Monopole	2022	Good	2032
P13-TWR	I-90	56.18	M-5	3 Leg Self Supporting	2022	Fair	2026
P14-TWR	I-90	59.42	M-5	3 Leg Self Supporting	2022	Fair	2026
P10-TWR	I-90	62.3	M-5	3 Leg Self Supporting	2022	Fair	2026
P12-TWR	I-90	65.7	M-5	3 Leg Self Supporting	2022	Good	2032
P15-TWR	I-90	68.1	M-5	3 Leg Self Supporting	2022	Fair	2026
M05-OLD-TWR	I-90	68.1	M-5	3 Leg Self Supporting	2022	Fair	N/A
P18-TWR	I-90	70.62	M-5	3 Leg Self Supporting	2022	Fair	2026
P17-TWR	I-90	77.1	M-3	Monopole	2025	Fair	2026
P19-TWR	I-90	78.5	M-3	3 Leg Self Supporting	2025	Fair	2032
P21-TWR	I-94	4.85	M-4	3 Leg Self Supporting	2025	Fair	2026
M04-TWR	I-94	8.35	M-4	3 Leg Self Supporting	2025	Fair	2032
P20-TWR	I-94	13.7	M-4	3 Leg Self Supporting	2025	Fair	2026
P22-TWR	I-94	18.89	M-4	3 Leg Self Supporting	2025	Fair	2026
P23-TWR	I-94	21.75	M-4	3 Leg Self Supporting	2025	Fair	2026
DRFRP-TWR	I-94	24.6	M-4	3 Leg Self Supporting	2025	Fair	2026
P24-TWR	I-94	26.4	M-4	Step Tapered Monopole	2025	Fair	2026

APPENDIX J

FACILITIES CONDITION RATING TABLE

Appendix J Facilities Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Facility Type	Last Inspection Date	Condition Rating	Next Scheduled Repair
LNCOS	I-294	Northbound/ Southbound	0.80	M-1	Oasis	2024	Good	2036
P47	I-294	Northbound/ Southbound	2.70	M-1	Ramp Plaza	2025	Poor	2026
P43	I-294	Northbound	5.10	M-1	Ramp Plaza	2024	Fair	2028
P45	I-294	Southbound	5.10	M-1	Ramp Plaza	2024	Fair	2028
P41	I-294	Northbound/ Southbound	5.65	M-1	Mainline Plaza	2024	Fair	2026
P40	I-294	Northbound/ Southbound	6.40	M-1	Ramp Plaza	2024	Fair	2028
P42	I-294	Northbound/ Southbound	7.80	M-1	Ramp Plaza - AET	2024	Fair	2028
M01	I-294	Northbound	12.10	M-1	Maintenance	2024	Fair	2028
P38	I-294	Northbound/ Southbound	17.40	M-1	Ramp Plaza	2025	Poor	2026
I294-IPDC18.1	I-294	Northbound	18.10	M-1	IPDC	2025	Good	2039
P39	I-294	Northbound	19.40	M-1	Mainline Plaza	2024	Fair	2029
P36	I-294	Southbound	19.70	M-1	Mainline Plaza	2024	Fair	2032
P36A	I-294	Northbound	20.40	M-1	Ramp Plaza - AET	2025	Good	2039
P34	I-294	Northbound/ Southbound	22.20	M-1	Ramp Plaza	2024	Fair	2030
I294-IPDC23.3	I-294	Northbound	23.30	M-1	IPDC	2025	Good	2039
I294-IPDC25.1	I-294	Northbound	25.10	M-1	IPDC	N/A	New Construction	2040
I294-IPDC26.3	I-294	Northbound	26.30	M-1	IPDC	N/A	New Construction	2040
I294-IPDC27.4	I-294	Northbound	27.40	M-1	IPDC	N/A	New Construction	2040
RCHRP	I-88	Westbound	81.70	M-11	Communication Tower	2024	Fair	2028
P66	I-88	Eastbound/ Westbound	86.25	M-11	Mainline Plaza	2024	Good	2028
DKBDC	I-88	Eastbound	91.20	M-11	Administrative	2024	Fair	2028
M11	I-88	Eastbound/ Westbound	91.40	M-11	Maintenance	2024	Fair	2028
P67	I-88	Eastbound/ Westbound	91.40	M-11	Ramp Plaza - AET	2024	Fair	2028
DKBOS	I-88	Eastbound	93.20	M-11	Oasis	2024	Fair	2035
P65	I-88	Eastbound/ Westbound	94.10	M-11	Ramp Plaza	2024	Fair	2028
047SD	I-88	Westbound	109.20	M-11	Salt Dome	2024	Fair	2027
P64A	I-88	Eastbound/ Westbound	109.40	M-11	Ramp Plaza - AET	2025	Good	2040
DXNRP	I-88	Westbound	50.10	M-12	Communication Tower	2024	Fair	2028
M12	I-88	Westbound	54.10	M-12	Maintenance	2024	Fair	2028

Appendix J Facilities Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Facility Type	Last Inspection Date	Condition Rating	Next Scheduled Repair
P69	I-88	Eastbound/ Westbound	56.40	M-12	Mainline Plaza	2024	Fair	2028
ASHRP	I-88	Westbound	67.30	M-12	Communication Tower	2024	Fair	2028
251SD	I-88	Westbound	76.10	M-12	Salt Dome	2024	Fair	2028
P101	I-355	Northbound/ Southbound	0.80	M-14	Ramp Plaza - AET	2025	Fair	2037
SCMNT	I-355	Northbound	3.20	M-14	Maintenance	2025	Good	2037
P99	I-355	Northbound/ Southbound	3.30	M-14	Mainline Plaza	2025	Fair	2037
P97	I-355	Northbound/ Southbound	5.00	M-14	Ramp Plaza	2025	Fair	2037
P95	I-355	Northbound/ Southbound	7.50	M-14	Ramp Plaza	2025	Fair	2038
P93	I-355	Northbound/ Southbound	9.10	M-14	Ramp Plaza - AET	2025	Fair	2037
127TW	I-355	Southbound	9.10	M-14	Communication Tower	2025	Fair	2037
P90	I-355	Northbound/ Southbound	13.75	M-14	Ramp Plaza	2025	Fair	2028
P89	I-355	Northbound/ Southbound	14.40	M-14	Mainline Plaza	2025	Fair	2028
PND6PS	I-355	Southbound	15.70	M-14	Pump Station	2024	Fair	2028
P87	I-355	Northbound/ Southbound	15.75	M-14	Ramp Plaza	2024	Fair	2028
P85	I-355	Northbound/ Southbound	17.30	M-14	Ramp Plaza	2024	Fair	2028
P83	I-355	Northbound/ Southbound	18.50	M-14	Ramp Plaza	2024	Fair	2028
P81	I-355	Northbound/ Southbound	19.70	M-14	Ramp Plaza	2024	Fair	2028
CNTAD	I-355	Northbound	19.80	M-14	Administrative	2024	Fair	2028
CNTSP	I-355	Northbound	21.90	M-14	Administrative	2024	Fair	2028
M14	I-355	Northbound	22.00	M-14	Maintenance	2024	Fair	2028
P79	I-355	Northbound/ Southbound	22.50	M-14	Ramp Plaza	2025	Fair	2028
P77	I-355	Northbound/ Southbound	24.60	M-14	Ramp Plaza	2025	Fair	2028
P75	I-355	Northbound/ Southbound	27.80	M-14	Ramp Plaza	2025	Fair	2028
P73	I-355	Northbound/ Southbound	29.20	M-14	Mainline Plaza	2025	Fair	2030
P308	I-490	Eastbound/ Westbound	2.80	M-16	Mainline Plaza - AET	N/A	New Construction	2041
P330	IL 390	Eastbound/ Westbound	6.60	M-16	Mainline Plaza - AET	2025	Good	2047
P328	IL 390	Eastbound/ Westbound	9.00	M-16	Mainline Plaza - AET	2025	Fair	2047
P326	IL 390	Eastbound/ Westbound	10.60	M-16	Mainline Plaza - AET	2025	Fair	2047

Appendix J Facilities Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Facility Type	Last Inspection Date	Condition Rating	Next Scheduled Repair
PLGPS	IL 390	Westbound	10.75	M-16	Pump Station	2025	Fair	2028
P324	IL 390	Eastbound/ Westbound	13.30	M-16	Mainline Plaza - AET	2025	Good	2047
P325	IL 390	Westbound	13.50	M-16	Ramp Plaza - AET	2025	Good	2047
P322	IL 390	Eastbound/ Westbound	14.30	M-16	Mainline Plaza - AET	2025	Good	2047
P320	IL 390	Eastbound/ Westbound	15.30	M-16	Mainline Plaza - AET	2025	Good	2047
M16	IL 390	Westbound	16.40	M-16	Maintenance	2025	Good	2028
P37	I-294	Northbound/ Southbound	23.80	M-2	Ramp Plaza	2025	Fair	2025
HNSOS	I-294	Southbound	25.00	M-2	Oasis	2025	Fair	2028
WSTWR	I-294	Northbound	25.40	M-2	Communication Tower	2025	Fair	2030
I294-IPDC29.1	I-294	Northbound	29.10	M-2	IPDC	N/A	New Con-struction	2041
M02	I-294	Northbound	29.70	M-2	Maintenance	2025	Good	2028
P35	I-294	Northbound/ Southbound	29.90	M-2	Mainline Plaza	2025	Poor	2026
I294-IPDC33.9	I-294	Northbound	33.90	M-2	IPDC	2025	Good	2039
P300	I-294	Southbound	34.50	M-2	Ramp Plaza - AET	2025	Good	2039
I294-IPDC35.2	I-294	Northbound	35.20	M-2	IPDC	2025	Good	2039
I294-IPDC36.4	I-294	Northbound	36.40	M-2	IPDC	2025	Good	2039
I294-IPDC37.8	I-294	Northbound	37.80	M-2	IPDC	2025	Good	2039
ORDOS	I-294	Northbound/ Southbound	37.90	M-2	Oasis	2025	Fair	2024
P33	I-294	Southbound	38.80	M-3	Mainline Plaza	2025	Fair	2024
P30	I-294	Northbound	39.70	M-3	Ramp Plaza - AET	2025	Fair	2040
P31	I-294	Southbound	40.30	M-3	Ramp Plaza	2025	Poor	2026
P32	I-294	Northbound	40.50	M-3	Ramp Plaza	2025	Fair	2024
P29	I-294	Northbound	41.60	M-3	Mainline Plaza	2025	Fair	2038
M03	I-294	Northbound	41.65	M-3	Maintenance	2025	Fair	2028
P28	I-294	Northbound/ Southbound	45.50	M-3	Ramp Plaza	2025	Fair	2024
WLWRP	I-294	Northbound	48.80	M-3	Communication Tower	2025	Fair	2032
P27	I-294	Northbound/ Southbound	48.90	M-3	Ramp Plaza	2025	Fair	2028
I90-IPDC76.6	I-90	Westbound	76.60	M-3	IPDC	2025	Fair	2040
P17	I-90	Westbound	77.10	M-3	Mainline Plaza	2025	Fair	2027
P19	I-90	Eastbound	78.50	M-3	Mainline Plaza	2025	Fair	2024

Appendix J Facilities Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Facility Type	Last Inspection Date	Condition Rating	Next Scheduled Repair
P21	I-94	Eastbound/ Westbound	4.80	M-4	Mainline Plaza	2025	Fair	2028
M04	I-94	Westbound	8.30	M-4	Maintenance	2025	Fair	2027
P20	I-94	Eastbound/ Westbound	13.70	M-4	Ramp Plaza	2025	Fair	2028
LKFOS	I-94	Eastbound/ Westbound	18.10	M-4	Oasis	2025	Fair	2034
P22	I-94	Eastbound/ Westbound	18.90	M-4	Ramp Plaza	2025	Fair	2026
P23	I-94	Eastbound/ Westbound	21.70	M-4	Ramp Plaza	2025	Fair	2027
DRFRP	I-94	Eastbound	24.60	M-4	Communication Tower	2025	Fair	2025
DRFPS	I-94	Westbound	25.10	M-4	Pump Station	2025	Fair	2025
DRFSD	I-94	Westbound	25.40	M-4	Salt Dome	2025	Fair	2025
P24	I-94	Eastbound/ Westbound	26.40	M-4	Mainline Plaza	2025	Fair	2040
P26	I-94	Northbound/ Southbound	52.60	M-4	Ramp Plaza	2025	Fair	2024
I90-IPDC56.1	I-90	Westbound	56.10	M-5	IPDC	2025	Fair	2038
025PR	I-90	Eastbound	56.20	M-5	Park-n-Ride	2025	Fair	2047
P13	I-90	Eastbound/ Westbound	56.40	M-5	Ramp Plaza - AET	2025	Fair	2028
I90-IPDC56.8	I-90	Westbound	56.80	M-5	IPDC	2025	Fair	2038
I90-IPDC57.8	I-90	Westbound	57.80	M-5	IPDC	2025	Fair	2030
P16B	I-90	Westbound	58.40	M-5	Ramp Plaza	2025	Fair	2029
I90-IPDC59.1	I-90	Westbound	59.10	M-5	IPDC	2025	Fair	2038
P14	I-90	Eastbound	59.40	M-5	Ramp Plaza	2025	Fair	2029
I90-IPDC60.0	I-90	Westbound	60.00	M-5	IPDC	2025	Fair	2038
P16A	I-90	Westbound	60.10	M-5	Ramp Plaza	2025	Fair	2028
I90-IPDC61.0	I-90	Westbound	61.00	M-5	IPDC	2025	Fair	2030
I90-IPDC62.0	I-90	Westbound	62.00	M-5	IPDC	2025	Fair	2038
P10	I-90	Westbound	62.20	M-5	Ramp Plaza - AET	2025	Fair	2028
BRGPR	I-90	Eastbound/ Westbound	62.30	M-5	Park-n-Ride	2025	Good	2047
I90-IPDC62.4	I-90	Westbound	62.40	M-5	IPDC	2025	Fair	2038
I90-IPDC63.5	I-90	Westbound	63.50	M-5	IPDC	2025	Fair	2038
I90-IPDC64.3	I-90	Westbound	64.30	M-5	IPDC	2025	Fair	2038
M05	I-90	Westbound	64.90	M-5	Maintenance	2024	Good	2049

Appendix J Facilities Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Facility Type	Last Inspection Date	Condition Rating	Next Scheduled Repair
I90-IPDC65.2	I-90	Westbound	65.20	M-5	IPDC	2025	Fair	2038
P12	I-90	Eastbound/ Westbound	65.60	M-5	Ramp Plaza	2025	Fair	2028
I90-IPDC66.5	I-90	Westbound	66.50	M-5	IPDC	2025	Fair	2038
I90-IPDC67.1	I-90	Westbound	67.10	M-5	IPDC	2025	Fair	2038
P12A	I-90	Westbound	67.40	M-5	Ramp Plaza - AET	2025	Fair	2046
I90-IPDC67.9	I-90	Westbound	67.90	M-5	IPDC	2025	Fair	2038
P15	I-90	Eastbound	67.95	M-5	Ramp Plaza	2025	Fair	2027
M05-OLD	I-90	Eastbound	68.10	M-5	Maintenance	2025	Poor	2026
I90-IPDC68.6	I-90	Westbound	68.60	M-5	IPDC	2025	Fair	2038
I90-IPDC70.0	I-90	Westbound	70.00	M-5	IPDC	2025	Fair	2038
P18	I-90	Eastbound/ Westbound	70.70	M-5	Ramp Plaza	2025	Fair	2029
I90-IPDC70.8	I-90	Westbound	70.80	M-5	IPDC	2025	Fair	2038
I90-IPDC71.9	I-90	Westbound	71.90	M-5	IPDC	2025	Fair	2038
I90-IPDC72.9	I-90	Westbound	72.90	M-5	IPDC	2025	Fair	2038
P18A	I-90	Eastbound/ Westbound	73.60	M-5	Ramp Plaza - AET	2025	Fair	2047
I90-IPDC74.0	I-90	Westbound	74.00	M-5	IPDC	2025	Fair	2038
I90-IPDC75.2	I-90	Westbound	75.20	M-5	IPDC	2025	Fair	2038
I90-IPDC29.8	I-90	Westbound	29.80	M-6	IPDC	2024	Good	2040
I90-IPDC30.9	I-90	Westbound	30.90	M-6	IPDC	2024	Fair	2040
I90-IPDC32.0	I-90	Westbound	32.00	M-6	IPDC	2024	Good	2040
I90-IPDC33.2	I-90	Westbound	33.20	M-6	IPDC	2024	Good	2040
I90-IPDC34.3	I-90	Westbound	34.30	M-6	IPDC	2024	Good	2040
I90-IPDC35.2	I-90	Westbound	35.20	M-6	IPDC	2024	Fair	2040
P7A	I-90	Eastbound/ Westbound	36.30	M-6	Ramp Plaza - AET	2024	Good	2040
I90-IPDC36.4	I-90	Westbound	36.40	M-6	IPDC	2024	Fair	2040
I90-IPDC37.4	I-90	Westbound	37.40	M-6	IPDC	2024	Good	2040
P7	I-90	Eastbound	37.80	M-6	Mainline Plaza	2024	Fair	2028

Appendix J Facilities Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Facility Type	Last Inspection Date	Condition Rating	Next Scheduled Repair
I90-IPDC38.6	I-90	Westbound	38.60	M-6	IPDC	2024	Fair	2028
I90-IPDC39.5	I-90	Westbound	39.50	M-6	IPDC	2024	Fair	2028
I90-IPDC40.7	I-90	Westbound	40.70	M-6	IPDC	2024	Good	2028
M06	I-90	Eastbound/ Westbound	41.90	M-6	Maintenance	2024	Good	2028
I90-IPDC42.0	I-90	Westbound	42.00	M-6	IPDC	2024	Fair	2028
I90-IPDC42.9	I-90	Westbound	42.90	M-6	IPDC	2024	Fair	2028
I90-IPDC43.6	I-90	Westbound	43.60	M-6	IPDC	2024	Fair	2028
I90-IPDC44.6	I-90	Westbound	44.60	M-6	IPDC	2024	Fair	2028
I90-IPDC45.5	I-90	Westbound	45.50	M-6	IPDC	2024	Fair	2028
P6	I-90	Eastbound/ Westbound	46.30	M-6	Ramp Plaza - AET	2024	Fair	2044
I90-IPDC46.6	I-90	Westbound	46.60	M-6	IPDC	2024	Fair	2028
I90-IPDC48.0	I-90	Westbound	48.00	M-6	IPDC	2024	Fair	2028
I90-IPDC48.7	I-90	Westbound	48.70	M-6	IPDC	2024	Fair	2028
I90-IPDC49.7	I-90	Westbound	49.70	M-6	IPDC	2024	Fair	2028
I90-IPDC50.8	I-90	Westbound	50.80	M-6	IPDC	2024	Fair	2028
I90-IPDC52.1	I-90	Westbound	52.10	M-6	IPDC	2024	Fair	2028
P8	I-90	Eastbound/ Westbound	52.10	M-6	Ramp Plaza	2024	Fair	2029
RRDPR	I-90	Eastbound/ Westbound	52.20	M-6	Park-n-Ride	2024	Fair	2040
I90-IPDC53.1	I-90	Westbound	53.10	M-6	IPDC	2024	Fair	2028
P9	I-90	Eastbound/ Westbound	53.80	M-6	Mainline Plaza	2024	Fair	2028
P11	I-90	Eastbound/ Westbound	54.60	M-6	Ramp Plaza - AET	2024	Fair	2028
I90-IPDC54.8	I-90	Westbound	54.80	M-6	IPDC	2024	Fair	2038
P1	I-90	Eastbound/ Westbound	3.55	M-7	Mainline Plaza	2024	Fair	2028
P4	I-90	Eastbound/ Westbound	8.90	M-7	Ramp Plaza	2024	Fair	2028
P2	I-90	Eastbound/ Westbound	12.50	M-7	Ramp Plaza	2025	Fair	2028
M07	I-90	Westbound	15.60	M-7	Maintenance	2024	Good	2039

Appendix J Facilities Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Facility Type	Last Inspection Date	Condition Rating	Next Scheduled Repair
I90-IPDC18.5	I-90	Westbound	18.50	M-7	IPDC	2024	Good	2028
I90-IPDC19.9	I-90	Westbound	19.90	M-7	IPDC	2024	Good	2028
P5A	I-90	Eastbound/ Westbound	20.80	M-7	Ramp Plaza - AET	2024	Good	2028
I90-IPDC21.0	I-90	Westbound	21.00	M-7	IPDC	2024	Good	2028
I90-IPDC21.8	I-90	Westbound	21.80	M-7	IPDC	2024	Good	2028
I90-IPDC22.8	I-90	Westbound	22.80	M-7	IPDC	2024	Good	2028
P5	I-90	Westbound	23.30	M-7	Mainline Plaza	2024	Fair	2028
I90-IPDC23.9	I-90	Westbound	23.90	M-7	IPDC	2024	Good	2028
BLVOS	I-90	Eastbound/ Westbound	24.20	M-7	Oasis	2024	Fair	2028
I90-IPDC25.0	I-90	Westbound	25.00	M-7	IPDC	2024	Fair	2028
P3	I-90	Eastbound/ Westbound	25.10	M-7	Ramp Plaza - AET	2024	Good	2070
I90-IPDC25.9	I-90	Westbound	25.90	M-7	IPDC	2024	Fair	2028
I90-IPDC27.0	I-90	Westbound	27.00	M-7	IPDC	2024	Poor	2026
I90-IPDC27.9	I-90	Westbound	27.90	M-7	IPDC	2024	Good	2028
I90-IPDC28.8	I-90	Westbound	28.80	M-7	IPDC	2024	Fair	2028
P64	I-88	Eastbound/ Westbound	114.50	M-8	Ramp Plaza	2025	Fair	2032
P63	I-88	Eastbound/ Westbound	116.90	M-8	Ramp Plaza	2024	Fair	2028
M08	I-88	Eastbound	117.80	M-8	Maintenance	20221	Excellent	2028
P61	I-88	Eastbound/ Westbound	117.85	M-8	Mainline Plaza	2024	Fair	2028
P59	I-88	Eastbound/ Westbound	119.25	M-8	Ramp Plaza	2024	Fair	2028
P60	I-88	Eastbound/ Westbound	121.20	M-8	Ramp Plaza - AET	2024	Fair	2028
P58	I-88	Eastbound/ Westbound	125.10	M-8	Ramp Plaza	2024	Fair	2028
P57	I-88	Eastbound	127.60	M-8	Ramp Plaza	2024	Fair	2024
M08-OLD	I-88	Westbound	127.60	M-8	Maintenance	2025	Fair	2028
SSWHS	I-88	Westbound	127.70	M-8	Administrative	2025	Fair	2025
LSLTW	I-88	Westbound	131.20	M-8	Communication Tower	2025	Fair	2038
P56A	I-88	Westbound	133.70	M-8	Ramp Plaza	2024	Fair	2028
P56B	I-88	Eastbound	134.20	M-8	Ramp Plaza	2024	Fair	2028
P52	I-88	Eastbound	135.10	M-8	Mainline Plaza	2025	Fair	2038

Appendix J Facilities Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Facility Type	Last Inspection Date	Condition Rating	Next Scheduled Repair
P55	I-88	Eastbound	136.50	M-8	Ramp Plaza	2024	Good	2028
P54	I-88	Eastbound	137.30	M-8	Ramp Plaza	2024	Good	2028
P53	I-88	Westbound	137.70	M-8	Ramp Plaza	2025	Fair	2028
P51	I-88	Westbound	138.10	M-8	Mainline Plaza	2025	Fair	2028

[1] Facility was accepted and inspected in the winter of 2022. Because it is new construction and is expected to remain in excellent condition, its first routine inspection will be scheduled in 2026.

APPENDIX K

TOLLING SYSTEM CONDITION RATING TABLE

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
294S002.70TSLR-HLSTD-4	I-294	Southbound	2.70	M-1	Plaza 47 - Ramp E - Halsted Street	AET Lane	2025	Excellent	Active
294S002.70TSLR-HLSTD-5	I-294	Southbound	2.70	M-1	Plaza 47 - Ramp E - Halsted Street	Decommissioned Lane	2024	Under Construction	Inactive
294S002.70TSLR-HLSTD-6	I-294	Southbound	2.70	M-1	Plaza 47 - Ramp E - Halsted Street	Decommissioned Lane	2024	Under Construction	Inactive
P47-TPE-DC-1	I-294	Southbound	2.70	M-1	Plaza 47 - Ramp E - Halsted Street	Stainless Steel Cabinet	2024	Excellent	Active
P47-TPE-PC-1	I-294	Southbound	2.70	M-1	Plaza 47 - Ramp E - Halsted Street	Stainless Steel Cabinet	2024	Excellent	Active
P47-TPE-RC-1	I-294	Southbound	2.70	M-1	Plaza 47 - Ramp E - Halsted Street	Painted Steel Cabinet	2024	Excellent	Active
294N002.70TSLR-HLSTD-1	I-294	Northbound	2.70	M-1	Plaza 47 - Ramp F - Halsted Street	IPO Lane	2025	Excellent	Inactive
294N002.70TSLR-HLSTD-2	I-294	Northbound	2.70	M-1	Plaza 47 - Ramp F - Halsted Street	Decommissioned Lane	2025	Good	Inactive
294N002.70TSLR-HLSTD-3	I-294	Northbound	2.70	M-1	Plaza 47 - Ramp F - Halsted Street	IPO Lane	2025	Excellent	Active
P47-TPW-DC-1	I-294	Northbound	2.70	M-1	Plaza 47 - Ramp F - Halsted Street	Rack Mounted Cabinet	2024	Excellent	Active
P47-TPW-DC-1	I-294	Northbound	2.70	M-1	Plaza 47 - Ramp F - Halsted Street	Rack Mounted Cabinet	2024	Excellent	Active
P47-TPW-RC-1	I-294	Northbound	2.70	M-1	Plaza 47 - Ramp F - Halsted Street	Stainless Steel Cabinet	2024	Excellent	Active
294N005.60TSLM-163ST-51	I-294	Northbound	5.60	M-1	Plaza 41 - Markham	Shoulder Lane	2025	Excellent	Active
294N005.60TSLM-163ST-52	I-294	Northbound	5.60	M-1	Plaza 41 - Markham	ORT Lane	2025	Excellent	Active
294N005.60TSLM-163ST-53	I-294	Northbound	5.60	M-1	Plaza 41 - Markham	ORT Lane	2025	Excellent	Active
294N005.60TSLM-163ST-54	I-294	Northbound	5.60	M-1	Plaza 41 - Markham	ORT Lane	2025	Excellent	Active
294N005.60TSLM-163ST-55	I-294	Northbound	5.60	M-1	Plaza 41 - Markham	ORT Lane	2025	Excellent	Active
294N005.60TSLM-163ST-56	I-294	Northbound	5.60	M-1	Plaza 41 - Markham	Shoulder Lane	2025	Excellent	Active
294N005.60TSLM-163ST-71	I-294	Northbound	5.60	M-1	Plaza 41 - Markham	Shoulder Lane	2025	Excellent	Active
294N005.60TSLM-163ST-72	I-294	Northbound	5.60	M-1	Plaza 41 - Markham	ORT Lane	2025	Excellent	Active
294N005.60TSLM-163ST-73	I-294	Northbound	5.60	M-1	Plaza 41 - Markham	ORT Lane	2025	Excellent	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
294N005.60TSLM-163ST-74	I-294	Northbound	5.60	M-1	Plaza 41 - Markham	Shoulder Lane	2025	Excellent	Active
P41-TPN-DC-1	I-294	Northbound	5.60	M-1	Plaza 41 - Markham	Stainless Steel Cabinet	2024	Excellent	Active
P41-TPN-DC-2	I-294	Northbound	5.60	M-1	Plaza 41 - Markham	Rack Mounted Cabinet	2024	Excellent	Active
P41-TPN-PC-1	I-294	Northbound	5.60	M-1	Plaza 41 - Markham	Stainless Steel Cabinet	2024	Excellent	Active
P41-TPN-PC-2	I-294	Northbound	5.60	M-1	Plaza 41 - Markham	Rack Mounted Cabinet	2024	Excellent	Active
P41-TPN-RC-1	I-294	Northbound	5.60	M-1	Plaza 41 - Markham	Stainless Steel Cabinet	2024	Excellent	Active
P41-TPN-RC-2	I-294	Northbound	5.60	M-1	Plaza 41 - Markham	Painted Steel Cabinet	2024	Excellent	Active
P41-TPN-WC	I-294	Northbound	5.60	M-1	Plaza 41 - Markham	Stainless Steel Cabinet	2024	Excellent	Active
294S005.60TSLM-163ST-81	I-294	Southbound	5.60	M-1	Plaza 41 - Markham	Shoulder Lane	2025	Excellent	Active
294S005.60TSLM-163ST-82	I-294	Southbound	5.60	M-1	Plaza 41 - Markham	Shoulder Lane	2025	Excellent	Active
294S005.60TSLM-163ST-83	I-294	Southbound	5.60	M-1	Plaza 41 - Markham	ORT Lane	2025	Excellent	Active
294S005.60TSLM-163ST-84	I-294	Southbound	5.60	M-1	Plaza 41 - Markham	ORT Lane	2025	Excellent	Active
294S005.60TSLM-163ST-85	I-294	Southbound	5.60	M-1	Plaza 41 - Markham	ORT Lane	2025	Excellent	Active
294S005.60TSLM-163ST-86	I-294	Southbound	5.60	M-1	Plaza 41 - Markham	ORT Lane	2025	Excellent	Active
294S005.60TSLM-163ST-87	I-294	Southbound	5.60	M-1	Plaza 41 - Markham	ORT Lane	2025	Excellent	Active
294S005.60TSLM-163ST-88	I-294	Southbound	5.60	M-1	Plaza 41 - Markham	Shoulder Lane	2025	Excellent	Active
294S005.60TSLM-163ST-89	I-294	Southbound	5.60	M-1	Plaza 41 - Markham	Decommissioned Lane	2025	Excellent	Inactive
P41-TPS-DC-1	I-294	Southbound	5.60	M-1	Plaza 41 - Markham	Stainless Steel Cabinet	2024	Excellent	Active
P41-TPS-DC-2	I-294	Southbound	5.60	M-1	Plaza 41 - Markham	Rack Mounted Cabinet	2024	Excellent	Active
P41-TPS-PC-1	I-294	Southbound	5.60	M-1	Plaza 41 - Markham	Rack Mounted Cabinet	2024	Excellent	Active
P41-TPS-PC-2	I-294	Southbound	5.60	M-1	Plaza 41 - Markham	Stainless Steel Cabinet	2024	Excellent	Active
P41-TPS-RC-1	I-294	Southbound	5.60	M-1	Plaza 41 - Markham	Stainless Steel Cabinet	2024	Excellent	Active
P41-TPS-RC-2	I-294	Southbound	5.60	M-1	Plaza 41 - Markham	Painted Steel Cabinet	2024	Excellent	Active
P41-TPS-WC	I-294	Southbound	5.60	M-1	Plaza 41 - Markham	Stainless Steel Cabinet	2024	Excellent	Active
294S006.30TSLR-159ST-7	I-294	Southbound	6.30	M-1	Plaza 40 - Ramp E - 159th Street	IPO Lane	2025	Good	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
294S006.30TSLR-159ST-8	I-294	Southbound	6.30	M-1	Plaza 40 - Ramp E - 159th Street	Decommissioned Lane	2025	Good	Inactive
P40-TPE-DC-1	I-294	Southbound	6.30	M-1	Plaza 40 - Ramp E - 159th Street	Rack Mounted Cabinet	2024	Excellent	Active
P40-TPE-PC-1	I-294	Southbound	6.30	M-1	Plaza 40 - Ramp E - 159th Street	Rack Mounted Cabinet	2024	Excellent	Active
P40-TPE-RC-1	I-294	Southbound	6.30	M-1	Plaza 40 - Ramp E - 159th Street	Stainless Steel Cabinet	2024	Excellent	Active
294N006.30TSLR-159ST-1	I-294	Northbound	6.30	M-1	Plaza 40 - Ramp F - 159th Street	IPO Lane	2025	Good	Active
294N006.30TSLR-159ST-2	I-294	Northbound	6.30	M-1	Plaza 40 - Ramp F - 159th Street	Decommissioned Lane	2025	Excellent	Inactive
P40-TPF-DC-1	I-294	Northbound	6.30	M-1	Plaza 40 - Ramp F - 159th Street	Stainless Steel Cabinet	2024	Excellent	Active
P40-TPF-PC-1	I-294	Northbound	6.30	M-1	Plaza 40 - Ramp F - 159th Street	Stainless Steel Cabinet	2024	Excellent	Active
P40-TPF-RC-1	I-294	Northbound	6.30	M-1	Plaza 40 - Ramp F - 159th Street	Stainless Steel Cabinet	2024	Excellent	Active
294N006.30TSLR-159ST-3	I-294	Northbound	6.30	M-1	Plaza 40 - Ramp G - 159th Street	Decommissioned Lane	2025	Excellent	Inactive
294N006.30TSLR-159ST-4	I-294	Northbound	6.30	M-1	Plaza 40 - Ramp G - 159th Street	IPO Lane	2025	Excellent	Active
P40-TPG-DC-1	I-294	Northbound	6.30	M-1	Plaza 40 - Ramp G - 159th Street	Stainless Steel Cabinet	2024	Excellent	Active
P40-TPG-PC-1	I-294	Northbound	6.30	M-1	Plaza 40 - Ramp G - 159th Street	Stainless Steel Cabinet	2024	Excellent	Active
P40-TPG-RC-1	I-294	Northbound	6.30	M-1	Plaza 40 - Ramp G - 159th Street	Stainless Steel Cabinet	2024	Excellent	Active
294S006.30TSLR-159ST-5	I-294	Southbound	6.30	M-1	Plaza 40 - Ramp H - 159th Street	Decommissioned Lane	2025	Excellent	Inactive
294S006.30TSLR-159ST-6	I-294	Southbound	6.30	M-1	Plaza 40 - Ramp H - 159th Street	IPO Lane	2025	Good	Active
P40-TPH-DC-1	I-294	Southbound	6.30	M-1	Plaza 40 - Ramp H - 159th Street	Stainless Steel Cabinet	2024	Excellent	Active
P40-TPH-PC-1	I-294	Southbound	6.30	M-1	Plaza 40 - Ramp H - 159th Street	Stainless Steel Cabinet	2024	Excellent	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
P40-TPH-RC-1	I-294	Southbound	6.30	M-1	Plaza 40 - Ramp H - 159th Street	Stainless Steel Cabinet	2024	Excellent	Active
P42-TPM-DC-1	I-294	Southbound	6.60	M-1	Plaza 42 - Ramp M - I-57	Rack Mounted Cabinet	2024	Excellent	Active
P42-TPM-PC-1	I-294	Southbound	6.60	M-1	Plaza 42 - Ramp M - I-57	Rack Mounted Cabinet	2024	Excellent	Active
P42-TPM-RC-1	I-294	Southbound	6.60	M-1	Plaza 42 - Ramp M - I-57	Rack Mounted Cabinet	2024	Excellent	Active
P42-TPM-WC	I-294	Southbound	6.60	M-1	Plaza 42 - Ramp M - I-57	Stainless Steel Cabinet	2024	Excellent	Active
P42-TPB-DC-1	I-294	Northbound	7.60	M-1	Plaza 42 - Ramp B - I-57	Rack Mounted Cabinet	2024	Excellent	Active
P42-TPB-PC-1	I-294	Northbound	7.60	M-1	Plaza 42 - Ramp B - I-57	Rack Mounted Cabinet	2024	Excellent	Active
P42-TPB-RC-1	I-294	Northbound	7.60	M-1	Plaza 42 - Ramp B - I-57	Rack Mounted Cabinet	2024	Excellent	Active
P42-TPB-WC	I-294	Northbound	7.60	M-1	Plaza 42 - Ramp B - I-57	Stainless Steel Cabinet	2024	Excellent	Active
P42-TPN-DC-1	I-294	Northbound	7.60	M-1	Plaza 42 - Ramp N - I-57	Stainless Steel Cabinet	2024	Excellent	Active
P42-TPN-PC-1	I-294	Northbound	7.60	M-1	Plaza 42 - Ramp N - I-57	Rack Mounted Cabinet	2024	Excellent	Active
P42-TPN-RC-1	I-294	Northbound	7.60	M-1	Plaza 42 - Ramp N - I-57	Rack Mounted Cabinet	2024	Excellent	Active
P42-TPN-WC	I-294	Northbound	7.60	M-1	Plaza 42 - Ramp N - I-57	Stainless Steel Cabinet	2024	Excellent	Active
P42-TPX-DC-1	I-294	Southbound	7.60	M-1	Plaza 42 - Ramp X - I-57	Rack Mounted Cabinet	2024	Excellent	Active
P42-TPX-DC-1	I-294	Southbound	7.60	M-1	Plaza 42 - Ramp X - I-57	Rack Mounted Cabinet	2024	Excellent	Active
P42-TPX-RC-1	I-294	Southbound	7.60	M-1	Plaza 42 - Ramp X - I-57	Rack Mounted Cabinet	2024	Excellent	Active
P42-TPX-WC	I-294	Southbound	7.60	M-1	Plaza 42 - Ramp X - I-57	Stainless Steel Cabinet	2024	Excellent	Active
294S007.70TSLR-I57	I-294	Southbound	7.70	M-1	Plaza 42 - Ramp L - I-57	AET Lane	2025	Good	Active
294S007.70TSLR-I57-2	I-294	Southbound	7.70	M-1	Plaza 42 - Ramp L - I-57	AET Lane	2025	Excellent	Active
P42-TPL-DC-1	I-294	Southbound	7.70	M-1	Plaza 42 - Ramp L - I-57	Rack Mounted Cabinet	2025	Excellent	Active
P42-TPL-PC-1	I-294	Southbound	7.70	M-1	Plaza 42 - Ramp L - I-57	Rack Mounted Cabinet	2025	Excellent	Active
P42-TPL-RC-1	I-294	Southbound	7.70	M-1	Plaza 42 - Ramp L - I-57	Rack Mounted Cabinet	2025	Excellent	Active
P42-TPL-WC	I-294	Southbound	7.70	M-1	Plaza 42 - Ramp L - I-57	Stainless Steel Cabinet	2025	Excellent	Active
294S006.60TSLR-I57-64	I-294	Southbound	7.75	M-1	Plaza 42 - Ramp M - I-57	Shoulder Lane	2025	Excellent	Inactive
294S006.60TSLR-I57-65	I-294	Southbound	7.75	M-1	Plaza 42 - Ramp M - I-57	AET Lane	2025	Good	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
294S006.60TSLR-I57-66	I-294	Southbound	7.75	M-1	Plaza 42 - Ramp M - I-57	AET Lane	2025	Fair	Active
294N007.60TSLR-I57-54	I-294	Northbound	8.25	M-1	Plaza 42 - Ramp B - I-57	Shoulder Lane	2025	Excellent	Active
294N007.60TSLR-I57-55	I-294	Northbound	8.25	M-1	Plaza 42 - Ramp B - I-57	AET Lane	2025	Excellent	Active
294N007.60TSLR-I57-56	I-294	Northbound	8.25	M-1	Plaza 42 - Ramp B - I-57	AET Lane	2025	Excellent	Active
294N007.60TSLR-I57-51	I-294	Northbound	8.25	M-1	Plaza 42 - Ramp N - I-57	Shoulder Lane	2025	Excellent	Active
294N007.60TSLR-I57-52	I-294	Northbound	8.25	M-1	Plaza 42 - Ramp N - I-57	AET Lane	2025	Excellent	Active
294N007.60TSLR-I57-53	I-294	Northbound	8.25	M-1	Plaza 42 - Ramp N - I-57	AET Lane	2025	Good	Active
294S007.60TSLR-I57-61	I-294	Southbound	8.25	M-1	Plaza 42 - Ramp X - I-57	AET Lane	2025	Excellent	Active
294S007.60TSLR-I57-62	I-294	Southbound	8.25	M-1	Plaza 42 - Ramp X - I-57	AET Lane	2025	Excellent	Active
294S007.60TSLR-I57-63	I-294	Southbound	8.25	M-1	Plaza 42 - Ramp X - I-57	Shoulder Lane	2025	Excellent	Active
294N017.50TSLR-95ST-1	I-294	Northbound	17.50	M-1	Plaza 38- Ramp N - 95th Street	IPO Lane	2025	Good	Active
294N017.50TSLR-95ST-2	I-294	Northbound	17.50	M-1	Plaza 38- Ramp N - 95th Street	IPO Lane	2025	Good	Active
P38-TPN-DC-1	I-294	Northbound	17.50	M-1	Plaza 38- Ramp N - 95th Street	Rack Mounted Cabinet	2024	Excellent	Active
P38-TPN-PC-1	I-294	Northbound	17.50	M-1	Plaza 38- Ramp N - 95th Street	Rack Mounted Cabinet	2024	Excellent	Active
P38-TPN-RC-1	I-294	Northbound	17.50	M-1	Plaza 38- Ramp N - 95th Street	Rack Mounted Cabinet	2024	Excellent	Active
294S017.50TSLR-95ST-3	I-294	Southbound	17.50	M-1	Plaza 38- Ramp S - 95th Street	IPO Lane	2025	Good	Inactive
294S017.50TSLR-95ST-4	I-294	Southbound	17.50	M-1	Plaza 38- Ramp S - 95th Street	IPO Lane	2025	Good	Active
P38-TPS-DC-1	I-294	Southbound	17.50	M-1	Plaza 38- Ramp S - 95th Street	Stainless Steel Cabinet	2024	Excellent	Active
P38-TPS-PC-1	I-294	Southbound	17.50	M-1	Plaza 38- Ramp S - 95th Street	Stainless Steel Cabinet	2024	Excellent	Active
P38-TPS-RC-1	I-294	Southbound	17.50	M-1	Plaza 38- Ramp S - 95th Street	Stainless Steel Cabinet	2024	Excellent	Active
294N019.30TSLM-83ST-51	I-294	Northbound	19.30	M-1	Plaza 39 - 83rd Street	Shoulder Lane	2025	Excellent	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
294N019.30TSLM-83ST-52	I-294	Northbound	19.30	M-1	Plaza 39 - 83rd Street	ORT Lane	2025	Excellent	Active
294N019.30TSLM-83ST-53	I-294	Northbound	19.30	M-1	Plaza 39 - 83rd Street	ORT Lane	2025	Excellent	Active
294N019.30TSLM-83ST-54	I-294	Northbound	19.30	M-1	Plaza 39 - 83rd Street	ORT Lane	2025	Excellent	Active
294N019.30TSLM-83ST-55	I-294	Northbound	19.30	M-1	Plaza 39 - 83rd Street	ORT Lane	2025	Excellent	Active
294N019.30TSLM-83ST-56	I-294	Northbound	19.30	M-1	Plaza 39 - 83rd Street	Shoulder Lane	2025	Excellent	Active
294N019.30TSLM-83ST-57	I-294	Northbound	19.30	M-1	Plaza 39 - 83rd Street	Shoulder Lane	2025	Excellent	Active
294N019.30TSLM-83ST-71	I-294	Northbound	19.30	M-1	Plaza 39 - 83rd Street	Decommissioned Lane	2025	Excellent	Active
294N019.30TSLM-83ST-72	I-294	Northbound	19.30	M-1	Plaza 39 - 83rd Street	Decommissioned Lane	2025	Excellent	Inactive
294N019.30TSLM-83ST-73	I-294	Northbound	19.30	M-1	Plaza 39 - 83rd Street	Decommissioned Lane	2025	Excellent	Inactive
294N019.30TSLM-83ST-74	I-294	Northbound	19.30	M-1	Plaza 39 - 83rd Street	Decommissioned Lane	2025	Excellent	Inactive
294N019.30TSLM-83ST-75	I-294	Northbound	19.30	M-1	Plaza 39 - 83rd Street	IPO Lane	2025	Excellent	Inactive
294N019.30TSLM-83ST-76	I-294	Northbound	19.30	M-1	Plaza 39 - 83rd Street	IPO Lane	2025	Excellent	Inactive
P39-TP-RC-1	I-294	Northbound	19.33	M-1	Plaza 39 - 83rd Street	Rack Mounted Cabinet	2024	Excellent	Active
P39-TP-WC	I-294	Northbound	19.33	M-1	Plaza 39 - 83rd Street	Stainless Steel Cabinet	2024	Excellent	Active
P39-TP-DC-1	I-294	Northbound	19.34	M-1	Plaza 39 - 83rd Street	Rack Mounted Cabinet	2024	Excellent	Active
P39-TP-DC-2	I-294	Northbound	19.34	M-1	Plaza 39 - 83rd Street	Rack Mounted Cabinet	2024	Excellent	Active
P39-TP-PC-1	I-294	Northbound	19.34	M-1	Plaza 39 - 83rd Street	Rack Mounted Cabinet	2024	Excellent	Active
P39-TP-PC-2	I-294	Northbound	19.34	M-1	Plaza 39 - 83rd Street	Rack Mounted Cabinet	2024	Excellent	Active
P39-TP-RC-2	I-294	Northbound	19.34	M-1	Plaza 39 - 83rd Street	Painted Steel Cabinet	2024	Excellent	Active
294S019.70TSLM-82ST-51	I-294	Southbound	19.70	M-2	Plaza 36 - 82nd Street	Shoulder Lane	2025	Excellent	Active
294S019.70TSLM-82ST-52	I-294	Southbound	19.70	M-2	Plaza 36 - 82nd Street	ORT Lane	2025	Excellent	Active
294S019.70TSLM-82ST-53	I-294	Southbound	19.70	M-2	Plaza 36 - 82nd Street	ORT Lane	2025	Excellent	Active
294S019.70TSLM-82ST-54	I-294	Southbound	19.70	M-2	Plaza 36 - 82nd Street	ORT Lane	2025	Excellent	Active
294S019.70TSLM-82ST-55	I-294	Southbound	19.70	M-2	Plaza 36 - 82nd Street	ORT Lane	2025	Excellent	Active
294S019.70TSLM-82ST-56	I-294	Southbound	19.70	M-2	Plaza 36 - 82nd Street	Shoulder Lane	2025	Excellent	Active
294S019.70TSLM-82ST-71	I-294	Southbound	19.70	M-2	Plaza 36 - 82nd Street	Decommissioned Lane	2025	Excellent	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
294S019.70TSLM-82ST-72	I-294	Southbound	19.70	M-2	Plaza 36 - 82nd Street	Decommissioned Lane	2025	Excellent	Inactive
294S019.70TSLM-82ST-73	I-294	Southbound	19.70	M-2	Plaza 36 - 82nd Street	Decommissioned Lane	2025	Excellent	Inactive
294S019.70TSLM-82ST-74	I-294	Southbound	19.70	M-2	Plaza 36 - 82nd Street	Decommissioned Lane	2025	Excellent	Inactive
294S019.70TSLM-82ST-75	I-294	Southbound	19.70	M-2	Plaza 36 - 82nd Street	Decommissioned Lane	2025	Excellent	Inactive
294S019.70TSLM-82ST-76	I-294	Southbound	19.70	M-2	Plaza 36 - 82nd Street	IPO Lane	2025	Excellent	Inactive
P36-TP-DC-1	I-294	Southbound	19.70	M-2	Plaza 36 - 82nd Street	Stainless Steel Cabinet	2024	Excellent	Active
P36-TP-DC-2	I-294	Southbound	19.70	M-2	Plaza 36 - 82nd Street	Rack Mounted Cabinet	2024	Excellent	Active
P36-TP-PC-1	I-294	Southbound	19.70	M-2	Plaza 36 - 82nd Street	Stainless Steel Cabinet	2024	Excellent	Active
P36-TP-PC-2	I-294	Southbound	19.70	M-2	Plaza 36 - 82nd Street	Rack Mounted Cabinet	2024	Excellent	Active
P36-TP-RC-1	I-294	Southbound	19.70	M-2	Plaza 36 - 82nd Street	Stainless Steel Cabinet	2024	Excellent	Active
P36-TP-RC-2	I-294	Southbound	19.70	M-2	Plaza 36 - 82nd Street	Stainless Steel Cabinet	2024	Excellent	Active
P36-TP-WC	I-294	Southbound	19.70	M-2	Plaza 36 - 82nd Street	Stainless Steel Cabinet	2024	Excellent	Active
294N20.40TSLR-ARCH-1	I-294	Northbound	20.40	M-1	Plaza 36A - Archer Avenue	Shoulder Lane	2024	Under Construction	Inactive
294N20.40TSLR-ARCH-2	I-294	Northbound	20.40	M-1	Plaza 36A - Archer Avenue	AET Lane	2024	Under Construction	Inactive
294N20.40TSLR-ARCH-3	I-294	Northbound	20.40	M-1	Plaza 36A - Archer Avenue	AET Lane	2024	Under Construction	Inactive
294N022.00TSLR-75ST-4	I-294	Northbound	22.00	M-2	Plaza 34 -Ramp D - 75th Street	IPO Lane	2025	Good	Active
294N022.00TSLR-75ST-5	I-294	Northbound	22.00	M-2	Plaza 34 -Ramp D - 75th Street	IPO Lane	2025	Excellent	Active
294N022.00TSLR-75ST-6	I-294	Northbound	22.00	M-2	Plaza 34 -Ramp D - 75th Street	Decommissioned Lane	2025	Excellent	Inactive
P34-TPD-DC-1	I-294	Northbound	22.00	M-2	Plaza 34 -Ramp D - 75th Street	Stainless Steel Cabinet	2024	Excellent	Active
P34-TPD-PC-1	I-294	Northbound	22.00	M-2	Plaza 34 -Ramp D - 75th Street	Painted Steel Cabinet	2025	Good	Active
P34-TPD-RC-1	I-294	Northbound	22.00	M-2	Plaza 34 -Ramp D - 75th Street	Stainless Steel Cabinet	2024	Excellent	Active
294S022.22TSLR-75ST-1	I-294	Southbound	22.22	M-1	Plaza 34 -Ramp A - 75th Street	IPO Lane	2025	Excellent	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
294S022.22TSLR-75ST-2	I-294	Southbound	22.22	M-1	Plaza 34 -Ramp A - 75th Street	Decommissioned Lane	2025	Excellent	Inactive
294S022.22TSLR-75ST-3	I-294	Southbound	22.22	M-1	Plaza 34 -Ramp A - 75th Street	IPO Lane	2025	Good	Active
P34-TPA-DC-1	I-294	Southbound	22.22	M-1	Plaza 34 -Ramp A - 75th Street	Painted Steel Cabinet	2024	Excellent	Active
P34-TPA-RC-1	I-294	Southbound	22.22	M-1	Plaza 34 -Ramp A - 75th Street	Stainless Steel Cabinet	2024	Excellent	Active
P34-TPA-PC-1	I-294	Southbound	22.23	M-1	Plaza 34 -Ramp A - 75th Street	Rack Mounted Cabinet	2024	Excellent	Active
294N024.10TSLR-I55S-10	I-294	Northbound	24.10	M-2	Plaza 37 - Ramp A - I-55	IPO Lane	2025	Good	Active
294N024.10TSLR-I55S-6	I-294	Northbound	24.10	M-2	Plaza 37 - Ramp A - I-55	IPO Lane	2025	Excellent	Inactive
294N024.10TSLR-I55S-7	I-294	Northbound	24.10	M-2	Plaza 37 - Ramp A - I-55	IPO Lane	2025	Excellent	Active
294N024.10TSLR-I55S-8	I-294	Northbound	24.10	M-2	Plaza 37 - Ramp A - I-55	Decommissioned Lane	2025	Excellent	Active
294N024.10TSLR-I55S-9	I-294	Northbound	24.10	M-2	Plaza 37 - Ramp A - I-55	Decommissioned Lane	2025	Good	Inactive
P37-TPA-RC-1	I-294	Northbound	24.10	M-2	Plaza 37 - Ramp A - I-55	Stainless Steel Cabinet	2024	Excellent	Active
294S024.10TSLR-I55S-1	I-294	Southbound	24.10	M-2	Plaza 37 - Ramp B - I-55	IPO Lane	2025	Excellent	Inactive
294S024.10TSLR-I55S-2	I-294	Southbound	24.10	M-2	Plaza 37 - Ramp B - I-55	AET Lane	2025	Excellent	Active
294S024.10TSLR-I55S-3	I-294	Southbound	24.10	M-2	Plaza 37 - Ramp B - I-55	AET Lane	2025	Excellent	Active
294S024.10TSLR-I55S-4	I-294	Southbound	24.10	M-2	Plaza 37 - Ramp B - I-55	Decommissioned Lane	2025	Good	Inactive
294S024.10TSLR-I55S-5	I-294	Southbound	24.10	M-2	Plaza 37 - Ramp B - I-55	Decommissioned Lane	2025	Excellent	Inactive
P37-TPB-DC-1	I-294	Southbound	24.10	M-2	Plaza 37 - Ramp B - I-55	Stainless Steel Cabinet	2024	Excellent	Active
P37-TPB-PC-1	I-294	Southbound	24.10	M-2	Plaza 37 - Ramp B - I-55	Rack Mounted Cabinet	2024	Excellent	Active
P37-TPB-RC-1	I-294	Southbound	24.10	M-2	Plaza 37 - Ramp B - I-55	Stainless Steel Cabinet	2024	Excellent	Active
294N029.90TSLM-CRMKR-51	I-294	Northbound	29.90	M-2	Plaza 35 - Cermak Road	Shoulder Lane	2025	Excellent	Active
294N029.90TSLM-CRMKR-52	I-294	Northbound	29.90	M-2	Plaza 35 - Cermak Road	ORT Lane	2025	Excellent	Active
294N029.90TSLM-CRMKR-53	I-294	Northbound	29.90	M-2	Plaza 35 - Cermak Road	ORT Lane	2025	Excellent	Active
294N029.90TSLM-CRMKR-54	I-294	Northbound	29.90	M-2	Plaza 35 - Cermak Road	ORT Lane	2025	Excellent	Active
294N029.90TSLM-CRMKR-55	I-294	Northbound	29.90	M-2	Plaza 35 - Cermak Road	ORT Lane	2025	Excellent	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
294N029.90TSLM-CRMKR-56	I-294	Northbound	29.90	M-2	Plaza 35 - Cermak Road	Shoulder Lane	2025	Excellent	Active
294N029.90TSLM-CRMKR-71	I-294	Northbound	29.90	M-2	Plaza 35 - Cermak Road	Decommissioned Lane	2025	Excellent	Inactive
294N029.90TSLM-CRMKR-72	I-294	Northbound	29.90	M-2	Plaza 35 - Cermak Road	Decommissioned Lane	2025	Good	Inactive
294N029.90TSLM-CRMKR-73	I-294	Northbound	29.90	M-2	Plaza 35 - Cermak Road	Decommissioned Lane	2025	Excellent	Inactive
294N029.90TSLM-CRMKR-74	I-294	Northbound	29.90	M-2	Plaza 35 - Cermak Road	Decommissioned Lane	2025	Good	Inactive
294N029.90TSLM-CRMKR-75	I-294	Northbound	29.90	M-2	Plaza 35 - Cermak Road	Decommissioned Lane	2025	Good	Inactive
294N029.90TSLM-CRMKR-76	I-294	Northbound	29.90	M-2	Plaza 35 - Cermak Road	Decommissioned Lane	2025	Good	Inactive
294N029.90TSLM-CRMKR-77	I-294	Northbound	29.90	M-2	Plaza 35 - Cermak Road	IPO Lane	2025	Good	Active
P35-TPN-DC-1	I-294	Northbound	29.90	M-2	Plaza 35 - Cermak Road	Stainless Steel Cabinet	2024	Excellent	Active
P35-TPN-DC-2	I-294	Northbound	29.90	M-2	Plaza 35 - Cermak Road	Rack Mounted Cabinet	2024	Excellent	Active
P35-TPN-PC-1	I-294	Northbound	29.90	M-2	Plaza 35 - Cermak Road	Stainless Steel Cabinet	2024	Excellent	Active
P35-TPN-PC-2	I-294	Northbound	29.90	M-2	Plaza 35 - Cermak Road	Rack Mounted Cabinet	2024	Excellent	Active
P35-TPN-RC-1	I-294	Northbound	29.90	M-2	Plaza 35 - Cermak Road	Stainless Steel Cabinet	2024	Good	Active
P35-TPN-RC-2	I-294	Northbound	29.90	M-2	Plaza 35 - Cermak Road	Painted Steel Cabinet	2024	Excellent	Active
P35-TPN-WC	I-294	Northbound	29.90	M-2	Plaza 35 - Cermak Road	Stainless Steel Cabinet	2024	Excellent	Active
294S029.90TSLM-CRMKR-61	I-294	Southbound	29.90	M-2	Plaza 35 - Cermak Road	Shoulder Lane	2025	Excellent	Active
294S029.90TSLM-CRMKR-62	I-294	Southbound	29.90	M-2	Plaza 35 - Cermak Road	ORT Lane	2025	Excellent	Active
294S029.90TSLM-CRMKR-63	I-294	Southbound	29.90	M-2	Plaza 35 - Cermak Road	ORT Lane	2025	Excellent	Active
294S029.90TSLM-CRMKR-64	I-294	Southbound	29.90	M-2	Plaza 35 - Cermak Road	ORT Lane	2025	Excellent	Active
294S029.90TSLM-CRMKR-65	I-294	Southbound	29.90	M-2	Plaza 35 - Cermak Road	ORT Lane	2025	Excellent	Active
294S029.90TSLM-CRMKR-66	I-294	Southbound	29.90	M-2	Plaza 35 - Cermak Road	Shoulder Lane	2025	Excellent	Active
294S029.90TSLM-CRMKR-81	I-294	Southbound	29.90	M-2	Plaza 35 - Cermak Road	IPO Lane	2025	Excellent	Active
294S029.90TSLM-CRMKR-82	I-294	Southbound	29.90	M-2	Plaza 35 - Cermak Road	Decommissioned Lane	2025	Good	Inactive
294S029.90TSLM-CRMKR-83	I-294	Southbound	29.90	M-2	Plaza 35 - Cermak Road	Decommissioned Lane	2025	Good	Inactive
294S029.90TSLM-CRMKR-84	I-294	Southbound	29.90	M-2	Plaza 35 - Cermak Road	Decommissioned Lane	2025	Good	Inactive
294S029.90TSLM-CRMKR-85	I-294	Southbound	29.90	M-2	Plaza 35 - Cermak Road	Decommissioned Lane	2025	Good	Inactive

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
294S029.90TSLM-CRMKR-86	I-294	Southbound	29.90	M-2	Plaza 35 - Cermak Road	Decommissioned Lane	2025	Fair	Inactive
294S029.90TSLM-CRMKR-87	I-294	Southbound	29.90	M-2	Plaza 35 - Cermak Road	Decommissioned Lane	2025	Good	Inactive
P35-TPS-DC-1	I-294	Southbound	29.90	M-2	Plaza 35 - Cermak Road	Stainless Steel Cabinet	2024	Excellent	Active
P35-TPS-PC-1	I-294	Southbound	29.90	M-2	Plaza 35 - Cermak Road	Stainless Steel Cabinet	2024	Excellent	Active
P35-TPS-PC-2	I-294	Southbound	29.90	M-2	Plaza 35 - Cermak Road	Rack Mounted Cabinet	2024	Excellent	Active
P35-TPS-RC--2	I-294	Southbound	29.90	M-2	Plaza 35 - Cermak Road	Painted Steel Cabinet	2024	Excellent	Active
P35-TPS-RC-1	I-294	Southbound	29.90	M-2	Plaza 35 - Cermak Road	Stainless Steel Cabinet	2024	Excellent	Active
P35-TPS-WC	I-294	Southbound	29.90	M-2	Plaza 35 - Cermak Road	Stainless Steel Cabinet	2024	Excellent	Active
294S34.50TSLR-CNTYL-1	I-294	Southbound	34.50	M-2	Plaza 300 - County Line Road	Shoulder Lane	2025	Excellent	Active
294S34.50TSLR-CNTYL-2	I-294	Southbound	34.50	M-2	Plaza 300 - County Line Road	AET Lane	2025	Excellent	Active
294S34.50TSLR-CNTYL-3	I-294	Southbound	34.50	M-2	Plaza 300 - County Line Road	Shoulder Lane	2025	Excellent	Active
294S038.90TSLM-IRVPK-51	I-294	Southbound	38.90	M-3	Plaza 33 - Irving Park Road	Shoulder Lane	2025	Excellent	Active
294S038.90TSLM-IRVPK-52	I-294	Southbound	38.90	M-3	Plaza 33 - Irving Park Road	ORT Lane	2025	Excellent	Active
294S038.90TSLM-IRVPK-53	I-294	Southbound	38.90	M-3	Plaza 33 - Irving Park Road	ORT Lane	2025	Excellent	Active
294S038.90TSLM-IRVPK-54	I-294	Southbound	38.90	M-3	Plaza 33 - Irving Park Road	ORT Lane	2025	Excellent	Active
294S038.90TSLM-IRVPK-55	I-294	Southbound	38.90	M-3	Plaza 33 - Irving Park Road	ORT Lane	2025	Excellent	Active
294S038.90TSLM-IRVPK-56	I-294	Southbound	38.90	M-3	Plaza 33 - Irving Park Road	Shoulder Lane	2025	Excellent	Active
294S038.90TSLM-IRVPK-71	I-294	Southbound	38.90	M-3	Plaza 33 - Irving Park Road	IPO Lane	2025	Excellent	Active
294S038.90TSLM-IRVPK-72	I-294	Southbound	38.90	M-3	Plaza 33 - Irving Park Road	Decommissioned Lane	2025	Good	Inactive
294S038.90TSLM-IRVPK-73	I-294	Southbound	38.90	M-3	Plaza 33 - Irving Park Road	Decommissioned Lane	2025	Fair	Inactive

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
294S038.90TSLM-IRVPK-74	I-294	Southbound	38.90	M-3	Plaza 33 - Irving Park Road	Decommissioned Lane	2025	Excellent	Inactive
294S038.90TSLM-IRVPK-75	I-294	Southbound	38.90	M-3	Plaza 33 - Irving Park Road	Decommissioned Lane	2025	Good	Inactive
294S038.90TSLM-IRVPK-76	I-294	Southbound	38.90	M-3	Plaza 33 - Irving Park Road	Decommissioned Lane	2025	Excellent	Inactive
294S038.90TSLM-IRVPK-77	I-294	Southbound	38.90	M-3	Plaza 33 - Irving Park Road	IPO Lane	2025	Fair	Active
P33-TP-DC-1	I-294	Southbound	38.90	M-3	Plaza 33 - Irving Park Road	Stainless Steel Cabinet	2024	Excellent	Active
P33-TP-DC-2	I-294	Southbound	38.90	M-3	Plaza 33 - Irving Park Road	Rack Mounted Cabinet	2024	Excellent	Active
P33-TP-PC-1	I-294	Southbound	38.90	M-3	Plaza 33 - Irving Park Road	Stainless Steel Cabinet	2024	Excellent	Active
P33-TP-PC-2	I-294	Southbound	38.90	M-3	Plaza 33 - Irving Park Road	Rack Mounted Cabinet	2024	Excellent	Active
P33-TP-RC-1	I-294	Southbound	38.90	M-3	Plaza 33 - Irving Park Road	Stainless Steel Cabinet	2024	Excellent	Active
P33-TP-RC-2	I-294	Southbound	38.90	M-3	Plaza 33 - Irving Park Road	Painted Steel Cabinet	2024	Excellent	Active
P33-TP-WC	I-294	Southbound	38.90	M-3	Plaza 33 - Irving Park Road	Stainless Steel Cabinet	2024	Excellent	Active
294N039.70TSLR-BLMRL-51	I-294	Northbound	39.70	M-3	Plaza 30 - Balmoral Avenue	Shoulder Lane	2025	Excellent	Active
294N039.70TSLR-BLMRL-52	I-294	Northbound	39.70	M-3	Plaza 30 - Balmoral Avenue	AET Lane	2025	Excellent	Active
294N039.70TSLR-BLMRL-53	I-294	Northbound	39.70	M-3	Plaza 30 - Balmoral Avenue	AET Lane	2025	Excellent	Active
P30-TP-DC-1	I-294	Northbound	39.70	M-3	Plaza 30 - Balmoral Avenue	Stainless Steel Cabinet	2024	Excellent	Active
P30-TP-PC-1	I-294	Northbound	39.70	M-3	Plaza 30 - Balmoral Avenue	Stainless Steel Cabinet	2024	Excellent	Active
P30-TP-RC-1	I-294	Northbound	39.70	M-3	Plaza 30 - Balmoral Avenue	Stainless Steel Cabinet	2024	Excellent	Active
P30-TP-WC	I-294	Northbound	39.70	M-3	Plaza 30 - Balmoral Avenue	Stainless Steel Cabinet	2024	Excellent	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
294S040.20TSLR-OHRW-1	I-294	Southbound	40.20	M-3	Plaza 31 - O'Hare West	IPO Lane	2025	Fair	Active
294S040.20TSLR-OHRW-2	I-294	Southbound	40.20	M-3	Plaza 31 - O'Hare West	IPO Lane	2025	Fair	Active
294S040.20TSLR-OHRW-3	I-294	Southbound	40.20	M-3	Plaza 31 - O'Hare West	Decommissioned Lane	2025	Fair	Inactive
294S040.20TSLR-OHRW-4	I-294	Southbound	40.20	M-3	Plaza 31 - O'Hare West	Decommissioned Lane	2025	Good	Inactive
P31-TP-DC-1	I-294	Southbound	40.20	M-3	Plaza 31 - O'Hare West	Rack Mounted Cabinet	2024	Excellent	Active
P31-TP-PC-1	I-294	Southbound	40.20	M-3	Plaza 31 - O'Hare West	Rack Mounted Cabinet	2024	Excellent	Active
P31-TP-RC-1	I-294	Southbound	40.20	M-3	Plaza 31 - O'Hare West	Rack Mounted Cabinet	2024	Excellent	Active
294N040.50TSLR-OHRE-1	I-294	Northbound	40.50	M-3	Plaza 32 - O'Hare East	IPO Lane	2025	Fair	Active
294N040.50TSLR-OHRE-2	I-294	Northbound	40.50	M-3	Plaza 32 - O'Hare East	AET Lane	2025	Excellent	Active
294N040.50TSLR-OHRE-3	I-294	Northbound	40.50	M-3	Plaza 32 - O'Hare East	Decommissioned Lane	2024	Under Construction	Inactive
294N040.50TSLR-OHRE-4	I-294	Northbound	40.50	M-3	Plaza 32 - O'Hare East	Decommissioned Lane	2024	Under Construction	Inactive
P32-TP-DC-1	I-294	Northbound	40.50	M-3	Plaza 32 - O'Hare East	Rack Mounted Cabinet	2024	Excellent	Active
P32-TP-PC-1	I-294	Northbound	40.50	M-3	Plaza 32 - O'Hare East	Rack Mounted Cabinet	2024	Excellent	Active
P32-TP-RC-1	I-294	Northbound	40.50	M-3	Plaza 32 - O'Hare East	Painted Steel Cabinet	2024	Excellent	Active
294N041.60TSLM-TOUHY-51	I-294	Northbound	41.60	M-3	Plaza 29 - Touhy Avenue	Shoulder Lane	2025	Excellent	Active
294N041.60TSLM-TOUHY-52	I-294	Northbound	41.60	M-3	Plaza 29 - Touhy Avenue	ORT Lane	2025	Excellent	Active
294N041.60TSLM-TOUHY-53	I-294	Northbound	41.60	M-3	Plaza 29 - Touhy Avenue	ORT Lane	2025	Excellent	Active
294N041.60TSLM-TOUHY-54	I-294	Northbound	41.60	M-3	Plaza 29 - Touhy Avenue	ORT Lane	2025	Excellent	Active
294N041.60TSLM-TOUHY-55	I-294	Northbound	41.60	M-3	Plaza 29 - Touhy Avenue	ORT Lane	2025	Excellent	Active
294N041.60TSLM-TOUHY-56	I-294	Northbound	41.60	M-3	Plaza 29 - Touhy Avenue	Shoulder Lane	2025	Excellent	Active
294N041.60TSLM-TOUHY-71	I-294	Northbound	41.60	M-3	Plaza 29 - Touhy Avenue	AET Lane	2025	Good	Active
294N041.60TSLM-TOUHY-72	I-294	Northbound	41.60	M-3	Plaza 29 - Touhy Avenue	Decommissioned Lane	2025	Good	Inactive
294N041.60TSLM-TOUHY-73	I-294	Northbound	41.60	M-3	Plaza 29 - Touhy Avenue	Decommissioned Lane	2025	Good	Inactive
294N041.60TSLM-TOUHY-74	I-294	Northbound	41.60	M-3	Plaza 29 - Touhy Avenue	Decommissioned Lane	2025	Good	Inactive
294N041.60TSLM-TOUHY-75	I-294	Northbound	41.60	M-3	Plaza 29 - Touhy Avenue	Decommissioned Lane	2025	Good	Inactive
294N041.60TSLM-TOUHY-77	I-294	Northbound	41.60	M-3	Plaza 29 - Touhy Avenue	IPO Lane	2025	Excellent	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
P29-TP-DC-1	I-294	Northbound	41.60	M-3	Plaza 29 - Touhy Avenue	Stainless Steel Cabinet	2024	Excellent	Active
P29-TP-DC-2	I-294	Northbound	41.60	M-3	Plaza 29 - Touhy Avenue	Rack Mounted Cabinet	2024	Excellent	Active
P29-TP-PC-1	I-294	Northbound	41.60	M-3	Plaza 29 - Touhy Avenue	Stainless Steel Cabinet	2024	Excellent	Active
P29-TP-PC-2	I-294	Northbound	41.60	M-3	Plaza 29 - Touhy Avenue	Rack Mounted Cabinet	2024	Excellent	Active
P29-TP-RC-1	I-294	Northbound	41.60	M-3	Plaza 29 - Touhy Avenue	Stainless Steel Cabinet	2024	Excellent	Active
P29-TP-RC-2	I-294	Northbound	41.60	M-3	Plaza 29 - Touhy Avenue	Painted Steel Cabinet	2024	Excellent	Active
P29-TP-WC	I-294	Northbound	41.60	M-3	Plaza 29 - Touhy Avenue	Stainless Steel Cabinet	2024	Excellent	Active
294N045.20TSLR-GLFRD-1	I-294	Northbound	45.20	M-3	Plaza 28 - Ramp A - Golf Road	IPO Lane	2025	Fair	Active
294N045.20TSLR-GLFRD-2	I-294	Northbound	45.20	M-3	Plaza 28 - Ramp A - Golf Road	Decommissioned Lane	2025	Good	Inactive
294N045.20TSLR-GLFRD-3	I-294	Northbound	45.20	M-3	Plaza 28 - Ramp A - Golf Road	IPO Lane	2025	Fair	Active
P28-TPA-PC-1	I-294	Northbound	45.20	M-3	Plaza 28 - Ramp A - Golf Road	Rack Mounted Cabinet	2024	Excellent	Active
P28-TPA-RC-1	I-294	Northbound	45.20	M-3	Plaza 28 - Ramp A - Golf Road	Stainless Steel Cabinet	2024	Excellent	Active
294S045.20TSLR-GLFRD-4	I-294	Southbound	45.20	M-3	Plaza 28 - Ramp B - Golf Road	IPO Lane	2025	Good	Inactive
294S045.20TSLR-GLFRD-5	I-294	Southbound	45.20	M-3	Plaza 28 - Ramp B - Golf Road	IPO Lane	2025	Good	Inactive
294S045.20TSLR-GLFRD-6	I-294	Southbound	45.20	M-3	Plaza 28 - Ramp B - Golf Road	Decommissioned Lane	2025	Good	Active
P28-TPB-DC-1	I-294	Southbound	45.20	M-3	Plaza 28 - Ramp B - Golf Road	Stainless Steel Cabinet	2024	Excellent	Active
P28-TPB-PC-1	I-294	Southbound	45.20	M-3	Plaza 28 - Ramp B - Golf Road	Stainless Steel Cabinet	2024	Excellent	Active
P28-TPB-RC-1	I-294	Southbound	45.20	M-3	Plaza 28 - Ramp B - Golf Road	Stainless Steel Cabinet	2024	Excellent	Active
P28-TPA-DC-1	I-294	Northbound	45.38	M-3	Plaza 28 - Ramp A - Golf Road	Rack Mounted Cabinet	2024	Excellent	Active
294N048.90TSLR-WLLRD-10	I-294	Northbound	48.90	M-3	Plaza 27 - Ramp B - Willow Road	IPO Lane	2025	Excellent	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
294N048.90TSLR-WLLRD-11	I-294	Northbound	48.90	M-3	Plaza 27 - Ramp B - Willow Road	IPO Lane	2025	Good	Active
294N048.90TSLR-WLLRD-9	I-294	Northbound	48.90	M-3	Plaza 27 - Ramp B - Willow Road	Decommissioned Lane	2025	Good	Inactive
P27-TPB-DC-1	I-294	Northbound	48.90	M-3	Plaza 27 - Ramp B - Willow Road	Stainless Steel Cabinet	2024	Excellent	Active
P27-TPB-PC-1	I-294	Northbound	48.90	M-3	Plaza 27 - Ramp B - Willow Road	Stainless Steel Cabinet	2024	Excellent	Active
P27-TPB-RC-1	I-294	Northbound	48.90	M-3	Plaza 27 - Ramp B - Willow Road	Stainless Steel Cabinet	2024	Excellent	Active
294S048.90TSLR-WLLRD-12	I-294	Southbound	48.90	M-3	Plaza 27 - Ramp C - Willow Road	IPO Lane	2025	Good	Active
294S048.90TSLR-WLLRD-13	I-294	Southbound	48.90	M-3	Plaza 27 - Ramp C - Willow Road	Decommissioned Lane	2025	Good	Inactive
294S048.90TSLR-WLLRD-14	I-294	Southbound	48.90	M-3	Plaza 27 - Ramp C - Willow Road	IPO Lane	2025	Good	Active
P27-TPC-DC-1	I-294	Southbound	48.90	M-3	Plaza 27 - Ramp C - Willow Road	Stainless Steel Cabinet	2024	Excellent	Active
P27-TPC-PC-1	I-294	Southbound	48.90	M-3	Plaza 27 - Ramp C - Willow Road	Stainless Steel Cabinet	2024	Excellent	Active
P27-TPC-RC-1	I-294	Southbound	48.90	M-3	Plaza 27 - Ramp C - Willow Road	Stainless Steel Cabinet	2024	Excellent	Active
355N000.80TSLR-RT6-1	I-355	Northbound	0.80	M-14	Plaza 101 - US Route 6	IPO Lane	2025	Good	Inactive
355N000.80TSLR-RT6-2	I-355	Northbound	0.80	M-14	Plaza 101 - US Route 6	Decommissioned Lane	2025	Excellent	Inactive
P101-TPB-DC-1	I-355	Northbound	0.80	M-14	Plaza 101 - US Route 6	Rack Mounted Cabinet	2025	Excellent	Active
P101-TPB-PC-1	I-355	Northbound	0.80	M-14	Plaza 101 - US Route 6	Rack Mounted Cabinet	2025	Excellent	Active
P101-TPB-RC-1	I-355	Northbound	0.80	M-14	Plaza 101 - US Route 6	Rack Mounted Cabinet	2025	Excellent	Active
355S000.80TSLR-RT6-3	I-355	Southbound	0.80	M-14	Plaza 101 - US Route 6	Decommissioned Lane	2025	Good	Inactive
355S000.80TSLR-RT6-4	I-355	Southbound	0.80	M-14	Plaza 101 - US Route 6	IPO Lane	2025	Excellent	Active
P101-TPC-DC-1	I-355	Southbound	0.80	M-14	Plaza 101 - US Route 6	Stainless Steel Cabinet	2025	Excellent	Active
P101-TPC-PC-1	I-355	Southbound	0.80	M-14	Plaza 101 - US Route 6	Stainless Steel Cabinet	2025	Excellent	Active
P101-TPC-RC-1	I-355	Southbound	0.80	M-14	Plaza 101 - US Route 6	Stainless Steel Cabinet	2025	Excellent	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
P99-TPN-WC	I-355	Northbound	3.10	M-14	Plaza 99 - Spring Creek	Stainless Steel Cabinet	2025	Excellent	Active
P99-TPS-WC	I-355	Southbound	3.10	M-14	Plaza 99 - Spring Creek	Stainless Steel Cabinet	2025	Excellent	Active
355N003.30TSLM-SPRCK-51	I-355	Northbound	3.30	M-14	Plaza 99 - Spring Creek	Shoulder Lane	2025	Excellent	Active
355N003.30TSLM-SPRCK-52	I-355	Northbound	3.30	M-14	Plaza 99 - Spring Creek	ORT Lane	2025	Excellent	Active
355N003.30TSLM-SPRCK-53	I-355	Northbound	3.30	M-14	Plaza 99 - Spring Creek	ORT Lane	2025	Excellent	Active
355N003.30TSLM-SPRCK-54	I-355	Northbound	3.30	M-14	Plaza 99 - Spring Creek	ORT Lane	2025	Excellent	Active
355N003.30TSLM-SPRCK-55	I-355	Northbound	3.30	M-14	Plaza 99 - Spring Creek	Shoulder Lane	2025	Excellent	Active
355N003.30TSLM-SPRCK-71	I-355	Northbound	3.30	M-14	Plaza 99 - Spring Creek	IPO Lane	2025	Good	Active
355N003.30TSLM-SPRCK-72	I-355	Northbound	3.30	M-14	Plaza 99 - Spring Creek	Decommissioned Lane	2025	Good	Inactive
355N003.30TSLM-SPRCK-73	I-355	Northbound	3.30	M-14	Plaza 99 - Spring Creek	Decommissioned Lane	2025	Excellent	Inactive
P99-TPN-DC-1	I-355	Northbound	3.30	M-14	Plaza 99 - Spring Creek	Rack Mounted Cabinet	2025	Excellent	Active
P99-TPN-DC-2	I-355	Northbound	3.30	M-14	Plaza 99 - Spring Creek	Stainless Steel Cabinet	2025	Excellent	Active
P99-TPN-PC-1	I-355	Northbound	3.30	M-14	Plaza 99 - Spring Creek	Rack Mounted Cabinet	2025	Excellent	Active
P99-TPN-PC-2	I-355	Northbound	3.30	M-14	Plaza 99 - Spring Creek	Stainless Steel Cabinet	2025	Excellent	Active
P99-TPN-RC-1	I-355	Northbound	3.30	M-14	Plaza 99 - Spring Creek	Rack Mounted Cabinet	2025	Excellent	Active
P99-TPN-RC-2	I-355	Northbound	3.30	M-14	Plaza 99 - Spring Creek	Stainless Steel Cabinet	2025	Excellent	Active
355S003.30TSLM-SPRCK-61	I-355	Southbound	3.30	M-14	Plaza 99 - Spring Creek	Shoulder Lane	2025	Excellent	Active
355S003.30TSLM-SPRCK-62	I-355	Southbound	3.30	M-14	Plaza 99 - Spring Creek	ORT Lane	2025	Excellent	Active
355S003.30TSLM-SPRCK-63	I-355	Southbound	3.30	M-14	Plaza 99 - Spring Creek	ORT Lane	2025	Excellent	Active
355S003.30TSLM-SPRCK-64	I-355	Southbound	3.30	M-14	Plaza 99 - Spring Creek	ORT Lane	2025	Excellent	Active
355S003.30TSLM-SPRCK-65	I-355	Southbound	3.30	M-14	Plaza 99 - Spring Creek	Shoulder Lane	2025	Excellent	Active
355S003.30TSLM-SPRCK-81	I-355	Southbound	3.30	M-14	Plaza 99 - Spring Creek	Decommissioned Lane	2025	Excellent	Inactive
355S003.30TSLM-SPRCK-82	I-355	Southbound	3.30	M-14	Plaza 99 - Spring Creek	Decommissioned Lane	2025	Good	Inactive
355S003.30TSLM-SPRCK-83	I-355	Southbound	3.30	M-14	Plaza 99 - Spring Creek	AET Lane	2025	Excellent	Active
P99-TPS-DC-1	I-355	Southbound	3.30	M-14	Plaza 99 - Spring Creek	Rack Mounted Cabinet	2025	Excellent	Active
P99-TPS-DC-2	I-355	Southbound	3.30	M-14	Plaza 99 - Spring Creek	Stainless Steel Cabinet	2025	Excellent	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
P99-TPS-PC-1	I-355	Southbound	3.30	M-14	Plaza 99 - Spring Creek	Rack Mounted Cabinet	2025	Excellent	Active
P99-TPS-PC-2	I-355	Southbound	3.30	M-14	Plaza 99 - Spring Creek	Stainless Steel Cabinet	2025	Excellent	Active
P99-TPS-RC-1	I-355	Southbound	3.30	M-14	Plaza 99 - Spring Creek	Rack Mounted Cabinet	2025	Excellent	Active
P99-TPS-RC-2	I-355	Southbound	3.30	M-14	Plaza 99 - Spring Creek	Stainless Steel Cabinet	2025	Excellent	Active
355N004.80TSLR-RT7-3	I-355	Northbound	4.80	M-14	Plaza 97 - Illinois Route 7	IPO Lane	2025	Good	Active
355N004.80TSLR-RT7-4	I-355	Northbound	4.80	M-14	Plaza 97 - Illinois Route 7	IPO Lane	2025	Good	Active
P97-TPD-DC-1	I-355	Northbound	4.80	M-14	Plaza 97 - Illinois Route 7	Stainless Steel Cabinet	2025	Excellent	Active
P97-TPD-PC-1	I-355	Northbound	4.80	M-14	Plaza 97 - Illinois Route 7	Stainless Steel Cabinet	2025	Excellent	Active
P97-TPD-RC-1	I-355	Northbound	4.80	M-14	Plaza 97 - Illinois Route 7	Stainless Steel Cabinet	2025	Excellent	Active
355S004.80TSLR-RT7-1	I-355	Southbound	4.80	M-14	Plaza 97 - Illinois Route 7	IPO Lane	2025	Excellent	Active
355S004.80TSLR-RT7-2	I-355	Southbound	4.80	M-14	Plaza 97 - Illinois Route 7	IPO Lane	2025	Excellent	Active
P97-TPA-DC-1	I-355	Southbound	4.80	M-14	Plaza 97 - Illinois Route 7	Rack Mounted Cabinet	2025	Excellent	Active
P97-TPA-PC-1	I-355	Southbound	4.80	M-14	Plaza 97 - Illinois Route 7	Rack Mounted Cabinet	2025	Excellent	Active
P97-TPA-RC-1	I-355	Southbound	4.80	M-14	Plaza 97 - Illinois Route 7	Rack Mounted Cabinet	2025	Excellent	Active
355N007.30TSLR-ARCHR-3	I-355	Northbound	7.30	M-14	Plaza 95 - Archer Avenue	IPO Lane	2025	Excellent	Active
355N007.30TSLR-ARCHR-4	I-355	Northbound	7.30	M-14	Plaza 95 - Archer Avenue	IPO Lane	2025	Good	Active
P95-TPD-DC-1	I-355	Northbound	7.30	M-14	Plaza 95 - Archer Avenue	Stainless Steel Cabinet	2025	Excellent	Active
P95-TPD-PC-1	I-355	Northbound	7.30	M-14	Plaza 95 - Archer Avenue	Stainless Steel Cabinet	2025	Excellent	Active
P95-TPD-RC-1	I-355	Northbound	7.30	M-14	Plaza 95 - Archer Avenue	Stainless Steel Cabinet	2025	Excellent	Active
355S007.30TSLR-ARCHR-1	I-355	Southbound	7.30	M-14	Plaza 95 - Archer Avenue	IPO Lane	2025	Good	Active
355S007.30TSLR-ARCHR-2	I-355	Southbound	7.30	M-14	Plaza 95 - Archer Avenue	IPO Lane	2025	Excellent	Active
P95-TPA-DC-1	I-355	Southbound	7.30	M-14	Plaza 95 - Archer Avenue	Rack Mounted Cabinet	2025	Excellent	Active
P95-TPA-PC-1	I-355	Southbound	7.30	M-14	Plaza 95 - Archer Avenue	Rack Mounted Cabinet	2025	Excellent	Active
P95-TPA-RC-1	I-355	Southbound	7.30	M-14	Plaza 95 - Archer Avenue	Stainless Steel Cabinet	2025	Excellent	Active
355N008.90TSLR-127ST-3	I-355	Northbound	8.90	M-14	Plaza 93 - 127th Street	Decommissioned Lane	2025	Excellent	Inactive
355N008.90TSLR-127ST-4	I-355	Northbound	8.90	M-14	Plaza 93 - 127th Street	IPO Lane	2025	Good	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
P93-TPC-DC-1	I-355	Northbound	8.90	M-14	Plaza 93 - 127th Street	Stainless Steel Cabinet	2025	Excellent	Active
P93-TPC-PC-1	I-355	Northbound	8.90	M-14	Plaza 93 - 127th Street	Stainless Steel Cabinet	2025	Excellent	Active
P93-TPC-RC-1	I-355	Northbound	8.90	M-14	Plaza 93 - 127th Street	Stainless Steel Cabinet	2025	Excellent	Active
355S008.90TSLR-127ST-1	I-355	Southbound	8.90	M-14	Plaza 93 - 127th Street	IPO Lane	2025	Excellent	Active
355S008.90TSLR-127ST-2	I-355	Southbound	8.90	M-14	Plaza 93 - 127th Street	Decommissioned Lane	2025	Excellent	Inactive
P93-TPB-DC-1	I-355	Southbound	8.90	M-14	Plaza 93 - 127th Street	Rack Mounted Cabinet	2025	Excellent	Active
P93-TPB-PC-1	I-355	Southbound	8.90	M-14	Plaza 93 - 127th Street	Rack Mounted Cabinet	2025	Excellent	Active
P93-TPB-RC-1	I-355	Southbound	8.90	M-14	Plaza 93 - 127th Street	Stainless Steel Cabinet	2025	Excellent	Active
355N013.80TSLR-BGHTN-3	I-355	Northbound	13.80	M-14	Plaza 90 - Boughton Road Ramp	IPO Lane	2025	Fair	Active
355N013.80TSLR-BGHTN-4	I-355	Northbound	13.80	M-14	Plaza 90 - Boughton Road Ramp	IPO Lane	2025	Good	Active
P90-TPB-DC-1	I-355	Northbound	13.80	M-14	Plaza 90 - Boughton Road Ramp	Stainless Steel Cabinet	2025	Excellent	Active
P90-TPB-PC-1	I-355	Northbound	13.80	M-14	Plaza 90 - Boughton Road Ramp	Stainless Steel Cabinet	2025	Excellent	Active
P90-TPB-RC-1	I-355	Northbound	13.80	M-14	Plaza 90 - Boughton Road Ramp	Stainless Steel Cabinet	2025	Excellent	Active
355S013.80TSLR-BGHTN-1	I-355	Southbound	13.80	M-14	Plaza 90 - Boughton Road Ramp	IPO Lane	2025	Good	Active
355S013.80TSLR-BGHTN-2	I-355	Southbound	13.80	M-14	Plaza 90 - Boughton Road Ramp	IPO Lane	2025	Excellent	Active
P90-TPC-DC-1	I-355	Southbound	13.80	M-14	Plaza 90 - Boughton Road Ramp	Stainless Steel Cabinet	2025	Excellent	Active
P90-TPC-PC-1	I-355	Southbound	13.80	M-14	Plaza 90 - Boughton Road Ramp	Stainless Steel Cabinet	2025	Excellent	Active
P90-TPC-RC-1	I-355	Southbound	13.80	M-14	Plaza 90 - Boughton Road Ramp	Stainless Steel Cabinet	2025	Excellent	Active
355N014.40TSLM-BGTNM-61	I-355	Northbound	14.40	M-14	Plaza 89 - Boughton Road Mainline	Shoulder Lane	2025	Excellent	Active
355N014.40TSLM-BGTNM-62	I-355	Northbound	14.40	M-14	Plaza 89 - Boughton Road Mainline	ORT Lane	2025	Excellent	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
355N014.40TSLM-BGTNM-63	I-355	Northbound	14.40	M-14	Plaza 89 - Boughton Road Mainline	ORT Lane	2025	Excellent	Active
355N014.40TSLM-BGTNM-64	I-355	Northbound	14.40	M-14	Plaza 89 - Boughton Road Mainline	ORT Lane	2025	Excellent	Active
355N014.40TSLM-BGTNM-65	I-355	Northbound	14.40	M-14	Plaza 89 - Boughton Road Mainline	Shoulder Lane	2025	Excellent	Active
355N014.40TSLM-BGTNM-81	I-355	Northbound	14.40	M-14	Plaza 89 - Boughton Road Mainline	IPO Lane	2025	Fair	Active
355N014.40TSLM-BGTNM-82	I-355	Northbound	14.40	M-14	Plaza 89 - Boughton Road Mainline	IPO Lane	2025	Fair	Active
355N014.40TSLM-BGTNM-83	I-355	Northbound	14.40	M-14	Plaza 89 - Boughton Road Mainline	Decommissioned Lane	2025	Good	Inactive
355N014.40TSLM-BGTNM-84	I-355	Northbound	14.40	M-14	Plaza 89 - Boughton Road Mainline	Decommissioned Lane	2025	Good	Inactive
355N014.40TSLM-BGTNM-85	I-355	Northbound	14.40	M-14	Plaza 89 - Boughton Road Mainline	Decommissioned Lane	2025	Excellent	Inactive
355N014.40TSLM-BGTNM-86	I-355	Northbound	14.40	M-14	Plaza 89 - Boughton Road Mainline	Decommissioned Lane	2025	Excellent	Inactive
P89-TPN-DC-1	I-355	Northbound	14.40	M-14	Plaza 89 - Boughton Road Mainline	Stainless Steel Cabinet	2025	Excellent	Active
P89-TPN-DC-2	I-355	Northbound	14.40	M-14	Plaza 89 - Boughton Road Mainline	Painted Steel Cabinet	2025	Excellent	Active
P89-TPN-PC-1	I-355	Northbound	14.40	M-14	Plaza 89 - Boughton Road Mainline	Stainless Steel Cabinet	2025	Excellent	Active
P89-TPN-PC-2	I-355	Northbound	14.40	M-14	Plaza 89 - Boughton Road Mainline	Rack Mounted Cabinet	2025	Excellent	Active
P89-TPN-RC-1	I-355	Northbound	14.40	M-14	Plaza 89 - Boughton Road Mainline	Stainless Steel Cabinet	2025	Excellent	Active
P89-TPN-RC-2	I-355	Northbound	14.40	M-14	Plaza 89 - Boughton Road Mainline	Rack Mounted Cabinet	2025	Excellent	Active
P89-TPN-WC	I-355	Northbound	14.40	M-14	Plaza 89 - Boughton Road Mainline	Stainless Steel Cabinet	2025	Excellent	Active
355S014.40TSLM-BGTNM-51	I-355	Southbound	14.40	M-14	Plaza 89 - Boughton Road Mainline	Shoulder Lane	2025	Excellent	Active
355S014.40TSLM-BGTNM-52	I-355	Southbound	14.40	M-14	Plaza 89 - Boughton Road Mainline	ORT Lane	2025	Excellent	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
355S014.40TSLM-BGTNM-53	I-355	Southbound	14.40	M-14	Plaza 89 - Boughton Road Mainline	ORT Lane	2025	Excellent	Active
355S014.40TSLM-BGTNM-54	I-355	Southbound	14.40	M-14	Plaza 89 - Boughton Road Mainline	ORT Lane	2025	Excellent	Active
355S014.40TSLM-BGTNM-55	I-355	Southbound	14.40	M-14	Plaza 89 - Boughton Road Mainline	Shoulder Lane	2025	Excellent	Active
355S014.40TSLM-BGTNM-71	I-355	Southbound	14.40	M-14	Plaza 89 - Boughton Road Mainline	Decommissioned Lane	2025	Excellent	Inactive
355S014.40TSLM-BGTNM-72	I-355	Southbound	14.40	M-14	Plaza 89 - Boughton Road Mainline	Decommissioned Lane	2025	Excellent	Inactive
355S014.40TSLM-BGTNM-73	I-355	Southbound	14.40	M-14	Plaza 89 - Boughton Road Mainline	Decommissioned Lane	2025	Excellent	Inactive
355S014.40TSLM-BGTNM-74	I-355	Southbound	14.40	M-14	Plaza 89 - Boughton Road Mainline	IPO Lane	2025	Good	Inactive
355S014.40TSLM-BGTNM-75	I-355	Southbound	14.40	M-14	Plaza 89 - Boughton Road Mainline	IPO Lane	2025	Good	Active
355S014.40TSLM-BGTNM-76	I-355	Southbound	14.40	M-14	Plaza 89 - Boughton Road Mainline	IPO Lane	2025	Good	Inactive
P89-TPS-DC-1	I-355	Southbound	14.40	M-14	Plaza 89 - Boughton Road Mainline	Rack Mounted Cabinet	2025	Excellent	Active
P89-TPS-DC-2	I-355	Southbound	14.40	M-14	Plaza 89 - Boughton Road Mainline	Stainless Steel Cabinet	2025	Excellent	Active
P89-TPS-PC-1	I-355	Southbound	14.40	M-14	Plaza 89 - Boughton Road Mainline	Rack Mounted Cabinet	2025	Excellent	Active
P89-TPS-PC-2	I-355	Southbound	14.40	M-14	Plaza 89 - Boughton Road Mainline	Stainless Steel Cabinet	2025	Excellent	Active
P89-TPS-RC-1	I-355	Southbound	14.40	M-14	Plaza 89 - Boughton Road Mainline	Rack Mounted Cabinet	2025	Excellent	Active
P89-TPS-RC-2	I-355	Southbound	14.40	M-14	Plaza 89 - Boughton Road Mainline	Stainless Steel Cabinet	2025	Excellent	Active
P89-TPS-WC	I-355	Southbound	14.40	M-14	Plaza 89 - Boughton Road Mainline	Stainless Steel Cabinet	2025	Excellent	Active
355N015.50TSLR-75ST-1	I-355	Northbound	15.50	M-14	Plaza 87 - 75th Street	IPO Lane	2025	Good	Active
355N015.50TSLR-75ST-2	I-355	Northbound	15.50	M-14	Plaza 87 - 75th Street	IPO Lane	2025	Fair	Active
355N015.50TSLR-75ST-3	I-355	Northbound	15.50	M-14	Plaza 87 - 75th Street	IPO Lane	2025	Good	Inactive

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
P87-TPD-DC-1	I-355	Northbound	15.50	M-14	Plaza 87 - 75th Street	Painted Steel Cabinet	2025	Excellent	Active
P87-TPD-PC-1	I-355	Northbound	15.50	M-14	Plaza 87 - 75th Street	Rack Mounted Cabinet	2025	Excellent	Active
P87-TPD-RC-1	I-355	Northbound	15.50	M-14	Plaza 87 - 75th Street	Stainless Steel Cabinet	2025	Excellent	Active
P87-TPA-DC-1	I-355	Southbound	15.50	M-14	Plaza 87 - 75th Street	Stainless Steel Cabinet	2025	Excellent	Active
P87-TPA-PC-1	I-355	Southbound	15.50	M-14	Plaza 87 - 75th Street	Stainless Steel Cabinet	2025	Excellent	Active
P87-TPA-RC-1	I-355	Southbound	15.50	M-14	Plaza 87 - 75th Street	Stainless Steel Cabinet	2025	Excellent	Active
355N017.20TSLR-63ST-1	I-355	Northbound	17.20	M-14	Plaza 85 - 63rd Street	IPO Lane	2025	Fair	Active
355N017.20TSLR-63ST-2	I-355	Northbound	17.20	M-14	Plaza 85 - 63rd Street	IPO Lane	2025	Fair	Active
355N017.20TSLR-63ST-3	I-355	Northbound	17.20	M-14	Plaza 85 - 63rd Street	IPO Lane	2025	Good	Inactive
P85-TPD-DC-1	I-355	Northbound	17.20	M-14	Plaza 85 - 63rd Street	Painted Steel Cabinet	2025	Excellent	Active
P85-TPD-PC-1	I-355	Northbound	17.20	M-14	Plaza 85 - 63rd Street	Rack Mounted Cabinet	2025	Excellent	Active
P85-TPD-RC-1	I-355	Northbound	17.20	M-14	Plaza 85 - 63rd Street	Stainless Steel Cabinet	2025	Excellent	Active
355S017.20TSLR-63ST-4	I-355	Southbound	17.20	M-14	Plaza 85 - 63rd Street	IPO Lane	2025	Good	Active
355S017.20TSLR-63ST-5	I-355	Southbound	17.20	M-14	Plaza 85 - 63rd Street	Decommissioned Lane	2025	Good	Inactive
355S017.20TSLR-63ST-6	I-355	Southbound	17.20	M-14	Plaza 85 - 63rd Street	IPO Lane	2025	Good	Active
P85-TPA-DC-1	I-355	Southbound	17.20	M-14	Plaza 85 - 63rd Street	Stainless Steel Cabinet	2025	Excellent	Active
P85-TPA-PC-1	I-355	Southbound	17.20	M-14	Plaza 85 - 63rd Street	Stainless Steel Cabinet	2025	Excellent	Active
P85-TPA-RC-1	I-355	Southbound	17.20	M-14	Plaza 85 - 63rd Street	Stainless Steel Cabinet	2025	Excellent	Active
355S017.20TSLR-75ST-4	I-355	Southbound	17.20	M-14	Plaza 87 - 75th Street	IPO Lane	2025	Good	Active
355S017.20TSLR-75ST-5	I-355	Southbound	17.20	M-14	Plaza 87 - 75th Street	Decommissioned Lane	2025	Good	Inactive
355S017.20TSLR-75ST-6	I-355	Southbound	17.20	M-14	Plaza 87 - 75th Street	IPO Lane	2025	Good	Active
355N018.30TSLR-MPLE-4	I-355	Northbound	18.30	M-14	Plaza 83 - Maple Road	IPO Lane	2025	Fair	Active
355N018.30TSLR-MPLE-5	I-355	Northbound	18.30	M-14	Plaza 83 - Maple Road	Decommissioned Lane	2025	Good	Inactive
355N018.30TSLR-MPLE-6	I-355	Northbound	18.30	M-14	Plaza 83 - Maple Road	IPO Lane	2025	Fair	Active
P83-TPD-DC-1	I-355	Northbound	18.30	M-14	Plaza 83 - Maple Road	Stainless Steel Cabinet	2025	Excellent	Active
P83-TPD-PC-1	I-355	Northbound	18.30	M-14	Plaza 83 - Maple Road	Stainless Steel Cabinet	2025	Excellent	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
P83-TPD-RC-1	I-355	Northbound	18.30	M-14	Plaza 83 - Maple Road	Stainless Steel Cabinet	2025	Excellent	Active
355S018.30TSLR-MPLE-1	I-355	Southbound	18.30	M-14	Plaza 83 - Maple Road	IPO Lane	2025	Excellent	Active
355S018.30TSLR-MPLE-2	I-355	Southbound	18.30	M-14	Plaza 83 - Maple Road	Decommissioned Lane	2025	Excellent	Inactive
355S018.30TSLR-MPLE-3	I-355	Southbound	18.30	M-14	Plaza 83 - Maple Road	IPO Lane	2025	Good	Active
P83-TPA-DC-1	I-355	Southbound	18.30	M-14	Plaza 83 - Maple Road	Painted Steel Cabinet	2025	Excellent	Active
P83-TPA-PC-1	I-355	Southbound	18.30	M-14	Plaza 83 - Maple Road	Rack Mounted Cabinet	2025	Excellent	Active
P83-TPA-RC-1	I-355	Southbound	18.30	M-14	Plaza 83 - Maple Road	Stainless Steel Cabinet	2025	Excellent	Active
355N019.50TSLR-OGDN-3	I-355	Northbound	19.50	M-14	Plaza 81 - Ogden Avenue	Decommissioned Lane	2025	Good	Inactive
355N019.50TSLR-OGDN-4	I-355	Northbound	19.50	M-14	Plaza 81 - Ogden Avenue	IPO Lane	2025	Excellent	Active
P81-TPK-OW-DC-1	I-355	Northbound	19.50	M-14	Plaza 81 - Ogden Avenue	Stainless Steel Cabinet	2025	Excellent	Active
P81-TPK-OW-PC-1	I-355	Northbound	19.50	M-14	Plaza 81 - Ogden Avenue	Stainless Steel Cabinet	2025	Excellent	Active
P81-TPK-OW-RC-1	I-355	Northbound	19.50	M-14	Plaza 81 - Ogden Avenue	Stainless Steel Cabinet	2025	Excellent	Active
355S019.50TSLR-OGDN-1	I-355	Southbound	19.50	M-14	Plaza 81 - Ogden Avenue	Decommissioned Lane	2025	Good	Inactive
355S019.50TSLR-OGDN-2	I-355	Southbound	19.50	M-14	Plaza 81 - Ogden Avenue	IPO Lane	2025	Good	Active
P81-TPN-EO-DC-1	I-355	Southbound	19.50	M-14	Plaza 81 - Ogden Avenue	Rack Mounted Cabinet	2025	Excellent	Active
P81-TPN-EO-PC-1	I-355	Southbound	19.50	M-14	Plaza 81 - Ogden Avenue	Rack Mounted Cabinet	2025	Excellent	Active
P81-TPN-EO-RC-1	I-355	Southbound	19.50	M-14	Plaza 81 - Ogden Avenue	Stainless Steel Cabinet	2025	Excellent	Active
355N022.60TSLR-BTFLD-3	I-355	Northbound	22.60	M-14	Plaza 79 - Butterfield Road	IPO Lane	2025	Good	Active
355N022.60TSLR-BTFLD-4	I-355	Northbound	22.60	M-14	Plaza 79 - Butterfield Road	IPO Lane	2025	Fair	Active
P79-TPB-DC-1	I-355	Northbound	22.60	M-14	Plaza 79 - Butterfield Road	Stainless Steel Cabinet	2025	Excellent	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
P79-TPB-PC-1	I-355	Northbound	22.60	M-14	Plaza 79 - Butterfield Road	Stainless Steel Cabinet	2025	Excellent	Active
P79-TPB-RC-1	I-355	Northbound	22.60	M-14	Plaza 79 - Butterfield Road	Stainless Steel Cabinet	2025	Excellent	Active
355S022.60TSLR-BTFLD-1	I-355	Southbound	22.60	M-14	Plaza 79 - Butterfield Road	IPO Lane	2025	Fair	Active
355S022.60TSLR-BTFLD-2	I-355	Southbound	22.60	M-14	Plaza 79 - Butterfield Road	IPO Lane	2025	Fair	Active
P79-TPC-DC-1	I-355	Southbound	22.60	M-14	Plaza 79 - Butterfield Road	Painted Steel Cabinet	2025	Excellent	Active
P79-TPC-PC-1	I-355	Southbound	22.60	M-14	Plaza 79 - Butterfield Road	Rack Mounted Cabinet	2025	Excellent	Active
P79-TPC-RC-1	I-355	Southbound	22.60	M-14	Plaza 79 - Butterfield Road	Stainless Steel Cabinet	2025	Excellent	Active
355N024.60TSLR-RSVLT-3	I-355	Northbound	24.60	M-14	Plaza 77 - Roosevelt Road	IPO Lane	2025	Good	Active
355N024.60TSLR-RSVLT-4	I-355	Northbound	24.60	M-14	Plaza 77 - Roosevelt Road	Decommissioned Lane	2025	Good	Inactive
P77-TPB-DC-1	I-355	Northbound	24.60	M-14	Plaza 77 - Roosevelt Road	Stainless Steel Cabinet	2025	Excellent	Active
P77-TPB-PC-1	I-355	Northbound	24.60	M-14	Plaza 77 - Roosevelt Road	Stainless Steel Cabinet	2025	Excellent	Active
P77-TPB-RC-1	I-355	Northbound	24.60	M-14	Plaza 77 - Roosevelt Road	Stainless Steel Cabinet	2025	Excellent	Active
355S024.60TSLR-RSVLT-1	I-355	Southbound	24.60	M-14	Plaza 77 - Roosevelt Road	Decommissioned Lane	2025	Excellent	Inactive
355S024.60TSLR-RSVLT-2	I-355	Southbound	24.60	M-14	Plaza 77 - Roosevelt Road	IPO Lane	2025	Good	Active
P77-TPC-DC-1	I-355	Southbound	24.60	M-14	Plaza 77 - Roosevelt Road	Painted Steel Cabinet	2025	Excellent	Active
P77-TPC-PC-1	I-355	Southbound	24.60	M-14	Plaza 77 - Roosevelt Road	Rack Mounted Cabinet	2025	Excellent	Active
P77-TPC-RC-1	I-355	Southbound	24.60	M-14	Plaza 77 - Roosevelt Road	Stainless Steel Cabinet	2025	Excellent	Active
P75-TPB-DC-1	I-355	Northbound	27.70	M-14	Plaza 75 - North Avenue	Rack Mounted Cabinet	2025	Excellent	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
P75-TPB-PC-1	I-355	Northbound	27.70	M-14	Plaza 75 - North Avenue	Rack Mounted Cabinet	2025	Excellent	Active
P75-TPB-RC-1	I-355	Northbound	27.70	M-14	Plaza 75 - North Avenue	Stainless Steel Cabinet	2025	Excellent	Active
P75-TPC-DC-1	I-355	Southbound	27.70	M-14	Plaza 75 - North Avenue	Rack Mounted Cabinet	2025	Excellent	Active
P75-TPC-PC-1	I-355	Southbound	27.70	M-14	Plaza 75 - North Avenue	Rack Mounted Cabinet	2025	Excellent	Active
P75-TPC-RC-1	I-355	Southbound	27.70	M-14	Plaza 75 - North Avenue	Stainless Steel Cabinet	2025	Excellent	Active
355N027.90TSLR-NRTHV-1	I-355	Northbound	27.90	M-14	Plaza 75 - North Avenue	IPO Lane	2025	Excellent	Active
355N027.90TSLR-NRTHV-2	I-355	Northbound	27.90	M-14	Plaza 75 - North Avenue	IPO Lane	2025	Excellent	Active
355N027.90TSLR-NRTHV-3	I-355	Northbound	27.90	M-14	Plaza 75 - North Avenue	IPO Lane	2025	Excellent	Active
355S027.90TSLR-NRTHV-4	I-355	Southbound	27.90	M-14	Plaza 75 - North Avenue	IPO Lane	2025	Good	Inactive
355S027.90TSLR-NRTHV-5	I-355	Southbound	27.90	M-14	Plaza 75 - North Avenue	IPO Lane	2025	Excellent	Active
355S027.90TSLR-NRTHV-6	I-355	Southbound	27.90	M-14	Plaza 75 - North Avenue	IPO Lane	2025	Fair	Active
355N029.20TSLM-ARMYT-61	I-355	Northbound	29.20	M-14	Plaza 73 - Army Trail Road	Shoulder Lane	2025	Excellent	Active
355N029.20TSLM-ARMYT-62	I-355	Northbound	29.20	M-14	Plaza 73 - Army Trail Road	ORT Lane	2025	Excellent	Active
355N029.20TSLM-ARMYT-63	I-355	Northbound	29.20	M-14	Plaza 73 - Army Trail Road	ORT Lane	2025	Excellent	Active
355N029.20TSLM-ARMYT-64	I-355	Northbound	29.20	M-14	Plaza 73 - Army Trail Road	ORT Lane	2025	Excellent	Active
355N029.20TSLM-ARMYT-65	I-355	Northbound	29.20	M-14	Plaza 73 - Army Trail Road	Shoulder Lane	2025	Excellent	Active
355N029.20TSLM-ARMYT-81	I-355	Northbound	29.20	M-14	Plaza 73 - Army Trail Road	IPO Lane	2025	Good	Inactive
355N029.20TSLM-ARMYT-82	I-355	Northbound	29.20	M-14	Plaza 73 - Army Trail Road	Decommissioned Lane	2025	Good	Inactive
355N029.20TSLM-ARMYT-83	I-355	Northbound	29.20	M-14	Plaza 73 - Army Trail Road	Decommissioned Lane	2025	Fair	Inactive
355N029.20TSLM-ARMYT-84	I-355	Northbound	29.20	M-14	Plaza 73 - Army Trail Road	Decommissioned Lane	2025	Excellent	Inactive
355N029.20TSLM-ARMYT-85	I-355	Northbound	29.20	M-14	Plaza 73 - Army Trail Road	IPO Lane	2025	Excellent	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
P73-TPN-DC-1	I-355	Northbound	29.20	M-14	Plaza 73 - Army Trail Road	Stainless Steel Cabinet	2025	Excellent	Active
P73-TPN-PC-1	I-355	Northbound	29.20	M-14	Plaza 73 - Army Trail Road	Stainless Steel Cabinet	2025	Excellent	Active
P73-TPN-RC-1	I-355	Northbound	29.20	M-14	Plaza 73 - Army Trail Road	Stainless Steel Cabinet	2025	Excellent	Active
P73-TPN-RC-2	I-355	Northbound	29.20	M-14	Plaza 73 - Army Trail Road	Painted Steel Cabinet	2025	Excellent	Active
P73-TPN-WC	I-355	Northbound	29.20	M-14	Plaza 73 - Army Trail Road	Stainless Steel Cabinet	2025	Excellent	Active
355S029.20TSLM-ARMYT-51	I-355	Southbound	29.20	M-14	Plaza 73 - Army Trail Road	Shoulder Lane	2025	Excellent	Active
355S029.20TSLM-ARMYT-52	I-355	Southbound	29.20	M-14	Plaza 73 - Army Trail Road	ORT Lane	2025	Excellent	Active
355S029.20TSLM-ARMYT-53	I-355	Southbound	29.20	M-14	Plaza 73 - Army Trail Road	ORT Lane	2025	Excellent	Active
355S029.20TSLM-ARMYT-54	I-355	Southbound	29.20	M-14	Plaza 73 - Army Trail Road	ORT Lane	2025	Excellent	Active
355S029.20TSLM-ARMYT-55	I-355	Southbound	29.20	M-14	Plaza 73 - Army Trail Road	Shoulder Lane	2025	Excellent	Active
355S029.20TSLM-ARMYT-71	I-355	Southbound	29.20	M-14	Plaza 73 - Army Trail Road	IPO Lane	2025	Good	Active
355S029.20TSLM-ARMYT-72	I-355	Southbound	29.20	M-14	Plaza 73 - Army Trail Road	Decommissioned Lane	2025	Good	Inactive
355S029.20TSLM-ARMYT-73	I-355	Southbound	29.20	M-14	Plaza 73 - Army Trail Road	Decommissioned Lane	2025	Good	Inactive
355S029.20TSLM-ARMYT-74	I-355	Southbound	29.20	M-14	Plaza 73 - Army Trail Road	Decommissioned Lane	2025	Good	Inactive
355S029.20TSLM-ARMYT-75	I-355	Southbound	29.20	M-14	Plaza 73 - Army Trail Road	IPO Lane	2025	Good	Inactive
355S029.20TSLM-ARMYT-76	I-355	Southbound	29.20	M-14	Plaza 73 - Army Trail Road	IPO Lane	2025	Good	Inactive
P73-TPS-DC-1	I-355	Southbound	29.20	M-14	Plaza 73 - Army Trail Road	Rack Mounted Cabinet	2025	Excellent	Active
P73-TPS-DC-2	I-355	Southbound	29.20	M-14	Plaza 73 - Army Trail Road	Stainless Steel Cabinet	2025	Excellent	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
P73-TPS-PC-1	I-355	Southbound	29.20	M-14	Plaza 73 - Army Trail Road	Stainless Steel Cabinet	2025	Excellent	Active
P73-TPS-PC-2	I-355	Southbound	29.20	M-14	Plaza 73 - Army Trail Road	Rack Mounted Cabinet	2025	Excellent	Active
P73-TPS-RC-1	I-355	Southbound	29.20	M-14	Plaza 73 - Army Trail Road	Stainless Steel Cabinet	2025	Excellent	Active
P73-TPS-RC-2	I-355	Southbound	29.20	M-14	Plaza 73 - Army Trail Road	Painted Steel Cabinet	2025	Excellent	Active
P73-TPS-WC	I-355	Southbound	29.20	M-14	Plaza 73 - Army Trail Road	Stainless Steel Cabinet	2025	Excellent	Active
080W005.10TSLR-I80W-51	I-80	Westbound	5.10	M-1	Plaza 43 - Ramp D - I-80 West	Shoulder Lane	2025	Excellent	Active
080W005.10TSLR-I80W-52	I-80	Westbound	5.10	M-1	Plaza 43 - Ramp D - I-80 West	ORT Lane	2025	Excellent	Active
080W005.10TSLR-I80W-53	I-80	Westbound	5.10	M-1	Plaza 43 - Ramp D - I-80 West	ORT Lane	2025	Excellent	Active
080W005.10TSLR-I80W-54	I-80	Westbound	5.10	M-1	Plaza 43 - Ramp D - I-80 West	Shoulder Lane	2025	Good	Active
080W005.10TSLR-I80W-71	I-80	Westbound	5.10	M-1	Plaza 43 - Ramp D - I-80 West	AET Lane	2025	Good	Active
080W005.10TSLR-I80W-72	I-80	Westbound	5.10	M-1	Plaza 43 - Ramp D - I-80 West	Decommissioned Lane	2025	Good	Inactive
080W005.10TSLR-I80W-73	I-80	Westbound	5.10	M-1	Plaza 43 - Ramp D - I-80 West	Decommissioned Lane	2025	Fair	Inactive
080W005.10TSLR-I80W-74	I-80	Westbound	5.10	M-1	Plaza 43 - Ramp D - I-80 West	Decommissioned Lane	2025	Fair	Inactive
P43-TP-DC-1	I-80	Westbound	5.10	M-1	Plaza 43 - Ramp D - I-80 West	Stainless Steel Cabinet	2024	Excellent	Active
P43-TP-DC-2	I-80	Westbound	5.10	M-1	Plaza 43 - Ramp D - I-80 West	Rack Mounted Cabinet	2024	Excellent	Active
P43-TP-PC-1	I-80	Westbound	5.10	M-1	Plaza 43 - Ramp D - I-80 West	Stainless Steel Cabinet	2024	Excellent	Active
P43-TP-PC-2	I-80	Westbound	5.10	M-1	Plaza 43 - Ramp D - I-80 West	Rack Mounted Cabinet	2024	Excellent	Active
P43-TP-RC-1	I-80	Westbound	5.10	M-1	Plaza 43 - Ramp D - I-80 West	Stainless Steel Cabinet	2024	Excellent	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
P43-TP-WC	I-80	Westbound	5.10	M-1	Plaza 43 - Ramp D - I-80 West	Stainless Steel Cabinet	2024	Excellent	Active
080E005.10TSLR-I80E-51	I-80	Eastbound	5.10	M-1	Plaza 45 - Ramp C - I-80 East	Shoulder Lane	2025	Excellent	Active
080E005.10TSLR-I80E-52	I-80	Eastbound	5.10	M-1	Plaza 45 - Ramp C - I-80 East	ORT Lane	2025	Excellent	Active
080E005.10TSLR-I80E-53	I-80	Eastbound	5.10	M-1	Plaza 45 - Ramp C - I-80 East	ORT Lane	2025	Excellent	Active
080E005.10TSLR-I80E-54	I-80	Eastbound	5.10	M-1	Plaza 45 - Ramp C - I-80 East	Shoulder Lane	2025	Excellent	Active
080E005.10TSLR-I80E-71	I-80	Eastbound	5.10	M-1	Plaza 45 - Ramp C - I-80 East	IPO Lane	2025	Good	Active
080E005.10TSLR-I80E-72	I-80	Eastbound	5.10	M-1	Plaza 45 - Ramp C - I-80 East	Decommissioned Lane	2025	Good	Inactive
080E005.10TSLR-I80E-73	I-80	Eastbound	5.10	M-1	Plaza 45 - Ramp C - I-80 East	Decommissioned Lane	2025	Good	Inactive
080E005.10TSLR-I80E-74	I-80	Eastbound	5.10	M-1	Plaza 45 - Ramp C - I-80 East	Decommissioned Lane	2025	Good	Inactive
P45-TP-DC-3	I-80	Eastbound	5.10	M-1	Plaza 45 - Ramp C - I-80 East	Stainless Steel Cabinet	2024	Excellent	Active
P45-TP-DC-4	I-80	Eastbound	5.10	M-1	Plaza 45 - Ramp C - I-80 East	Rack Mounted Cabinet	2024	Excellent	Active
P45-TP-PC-1	I-80	Eastbound	5.10	M-1	Plaza 45 - Ramp C - I-80 East	Stainless Steel Cabinet	2024	Excellent	Active
P45-TP-PC-2	I-80	Eastbound	5.10	M-1	Plaza 45 - Ramp C - I-80 East	Rack Mounted Cabinet	2024	Excellent	Active
P45-TP-RC-1	I-80	Eastbound	5.10	M-1	Plaza 45 - Ramp C - I-80 East	Stainless Steel Cabinet	2024	Excellent	Active
P45-TP-RC-2	I-80	Eastbound	5.10	M-1	Plaza 45 - Ramp C - I-80 East	Painted Steel Cabinet	2024	Excellent	Active
P45-TP-WC	I-80	Eastbound	5.10	M-1	Plaza 45 - Ramp C - I-80 East	Stainless Steel Cabinet	2024	Excellent	Active
088E056.40TSLM-DIXNM-61	I-88	Eastbound	56.40	M-12	Plaza 69 - Dixon	Shoulder Lane	2025	Excellent	Active
088E056.40TSLM-DIXNM-62	I-88	Eastbound	56.40	M-12	Plaza 69 - Dixon	ORT Lane	2025	Excellent	Active
088E056.40TSLM-DIXNM-63	I-88	Eastbound	56.40	M-12	Plaza 69 - Dixon	ORT Lane	2025	Excellent	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
088E056.40TSLM-DIXNM-64	I-88	Eastbound	56.40	M-12	Plaza 69 - Dixon	Shoulder Lane	2025	Excellent	Active
088E056.40TSLM-DIXNM-81	I-88	Eastbound	56.40	M-12	Plaza 69 - Dixon	Decommissioned Lane	2025	Excellent	Inactive
088E056.40TSLM-DIXNM-82	I-88	Eastbound	56.40	M-12	Plaza 69 - Dixon	Decommissioned Lane	2025	Good	Inactive
088E056.40TSLM-DIXNM-83	I-88	Eastbound	56.40	M-12	Plaza 69 - Dixon	IPO Lane	2025	Good	Active
P69-TPE-DC-2	I-88	Eastbound	56.40	M-12	Plaza 69 - Dixon	Rack Mounted Cabinet	2025	Excellent	Active
P69-TPE-PC-1	I-88	Eastbound	56.40	M-12	Plaza 69 - Dixon	Stainless Steel Cabinet	2025	Excellent	Active
P69-TPE-PC-2	I-88	Eastbound	56.40	M-12	Plaza 69 - Dixon	Rack Mounted Cabinet	2025	Excellent	Active
P69-TPE-RC-1	I-88	Eastbound	56.40	M-12	Plaza 69 - Dixon	Stainless Steel Cabinet	2025	Excellent	Active
P69-TPE-RC-2	I-88	Eastbound	56.40	M-12	Plaza 69 - Dixon	Rack Mounted Cabinet	2025	Excellent	Active
P69-TPE-WC	I-88	Eastbound	56.40	M-12	Plaza 69 - Dixon	Stainless Steel Cabinet	2025	Excellent	Active
088W056.40TSLM-DIXNM-51	I-88	Westbound	56.40	M-12	Plaza 69 - Dixon	Shoulder Lane	2025	Excellent	Active
088W056.40TSLM-DIXNM-52	I-88	Westbound	56.40	M-12	Plaza 69 - Dixon	ORT Lane	2025	Excellent	Active
088W056.40TSLM-DIXNM-53	I-88	Westbound	56.40	M-12	Plaza 69 - Dixon	ORT Lane	2025	Excellent	Active
088W056.40TSLM-DIXNM-54	I-88	Westbound	56.40	M-12	Plaza 69 - Dixon	Shoulder Lane	2025	Excellent	Active
088W056.40TSLM-DIXNM-71	I-88	Westbound	56.40	M-12	Plaza 69 - Dixon	IPO Lane	2025	Good	Inactive
088W056.40TSLM-DIXNM-72	I-88	Westbound	56.40	M-12	Plaza 69 - Dixon	Decommissioned Lane	2025	Good	Inactive
088W056.40TSLM-DIXNM-73	I-88	Westbound	56.40	M-12	Plaza 69 - Dixon	Decommissioned Lane	2024	Under Construction	Inactive
P69-TPE-DC-1	I-88	Westbound	56.40	M-12	Plaza 69 - Dixon	Stainless Steel Cabinet	2025	Excellent	Active
P69-TPW-DC-3	I-88	Westbound	56.40	M-12	Plaza 69 - Dixon	Rack Mounted Cabinet	2025	Excellent	Active
P69-TPW-DC-4	I-88	Westbound	56.40	M-12	Plaza 69 - Dixon	Stainless Steel Cabinet	2025	Excellent	Active
P69-TPW-PC-1	I-88	Westbound	56.40	M-12	Plaza 69 - Dixon	Stainless Steel Cabinet	2025	Excellent	Active
P69-TPW-PC-2	I-88	Westbound	56.40	M-12	Plaza 69 - Dixon	Rack Mounted Cabinet	2025	Excellent	Active
P69-TPW-RC-1	I-88	Westbound	56.40	M-12	Plaza 69 - Dixon	Stainless Steel Cabinet	2025	Excellent	Active
P69-TPW-RC-2	I-88	Westbound	56.40	M-12	Plaza 69 - Dixon	Rack Mounted Cabinet	2025	Excellent	Active
P69-TPW-WC	I-88	Westbound	56.40	M-12	Plaza 69 - Dixon	Stainless Steel Cabinet	2025	Excellent	Active
088E086.20TSLM-DKLBM-51	I-88	Eastbound	86.20	M-11	Plaza 66 - DeKalb	Shoulder Lane	2025	Excellent	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
088E086.20TSLM-DKLBM-52	I-88	Eastbound	86.20	M-11	Plaza 66 - DeKalb	ORT Lane	2025	Excellent	Active
088E086.20TSLM-DKLBM-53	I-88	Eastbound	86.20	M-11	Plaza 66 - DeKalb	ORT Lane	2025	Excellent	Active
088E086.20TSLM-DKLBM-54	I-88	Eastbound	86.20	M-11	Plaza 66 - DeKalb	Shoulder Lane	2025	Excellent	Active
088E086.20TSLM-DKLBM-71	I-88	Eastbound	86.20	M-11	Plaza 66 - DeKalb	IPO Lane	2025	Excellent	Active
088E086.20TSLM-DKLBM-72	I-88	Eastbound	86.20	M-11	Plaza 66 - DeKalb	Decommissioned Lane	2025	Excellent	Inactive
088E086.20TSLM-DKLBM-73	I-88	Eastbound	86.20	M-11	Plaza 66 - DeKalb	Decommissioned Lane	2025	Excellent	Inactive
P66-TPE-DC-1	I-88	Eastbound	86.20	M-11	Plaza 66 - DeKalb	Rack Mounted Cabinet	2025	Excellent	Active
P66-TPE-DC-2	I-88	Eastbound	86.20	M-11	Plaza 66 - DeKalb	Stainless Steel Cabinet	2025	Excellent	Active
P66-TPE-PC-1	I-88	Eastbound	86.20	M-11	Plaza 66 - DeKalb	Rack Mounted Cabinet	2025	Excellent	Active
P66-TPE-PC-2	I-88	Eastbound	86.20	M-11	Plaza 66 - DeKalb	Stainless Steel Cabinet	2025	Excellent	Active
P66-TPE-RC-1	I-88	Eastbound	86.20	M-11	Plaza 66 - DeKalb	Stainless Steel Cabinet	2025	Excellent	Active
P66-TPE-RC-2	I-88	Eastbound	86.20	M-11	Plaza 66 - DeKalb	Rack Mounted Cabinet	2025	Excellent	Active
P66-TPE-WC	I-88	Eastbound	86.20	M-11	Plaza 66 - DeKalb	Stainless Steel Cabinet	2025	Excellent	Active
088W086.20TSLM-DKLBM-61	I-88	Westbound	86.20	M-11	Plaza 66 - DeKalb	Shoulder Lane	2025	Excellent	Active
088W086.20TSLM-DKLBM-62	I-88	Westbound	86.20	M-11	Plaza 66 - DeKalb	ORT Lane	2025	Excellent	Active
088W086.20TSLM-DKLBM-63	I-88	Westbound	86.20	M-11	Plaza 66 - DeKalb	ORT Lane	2025	Excellent	Active
088W086.20TSLM-DKLBM-64	I-88	Westbound	86.20	M-11	Plaza 66 - DeKalb	Shoulder Lane	2025	Excellent	Active
088W086.20TSLM-DKLBM-81	I-88	Westbound	86.20	M-11	Plaza 66 - DeKalb	IPO Lane	2025	Excellent	Inactive
088W086.20TSLM-DKLBM-82	I-88	Westbound	86.20	M-11	Plaza 66 - DeKalb	Decommissioned Lane	2025	Excellent	Inactive
088W086.20TSLM-DKLBM-83	I-88	Westbound	86.20	M-11	Plaza 66 - DeKalb	AET Lane	2025	Good	Active
P66-TPW-DC-3	I-88	Westbound	86.20	M-11	Plaza 66 - DeKalb	Rack Mounted Cabinet	2025	Excellent	Active
P66-TPW-DC-4	I-88	Westbound	86.20	M-11	Plaza 66 - DeKalb	Stainless Steel Cabinet	2025	Excellent	Active
P66-TPW-PC-1	I-88	Westbound	86.20	M-11	Plaza 66 - DeKalb	Rack Mounted Cabinet	2025	Excellent	Active
P66-TPW-PC-2	I-88	Westbound	86.20	M-11	Plaza 66 - DeKalb	Stainless Steel Cabinet	2025	Excellent	Active
P66-TPW-RC-1	I-88	Westbound	86.20	M-11	Plaza 66 - DeKalb	Stainless Steel Cabinet	2025	Excellent	Active
P66-TPW-RC-2	I-88	Westbound	86.20	M-11	Plaza 66 - DeKalb	Rack Mounted Cabinet	2025	Excellent	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
P66-TPW-WC	I-88	Westbound	86.20	M-11	Plaza 66 - DeKalb	Stainless Steel Cabinet	2025	Excellent	Active
088W091.40TSLR-DKLBW-3	I-88	Westbound	91.40	M-11	Plaza 67 - Ramp B - Annie Glidden Road	IPO Lane	2025	Excellent	Active
088W091.40TSLR-DKLBW-4	I-88	Westbound	91.40	M-11	Plaza 67 - Ramp B - Annie Glidden Road	Decommissioned Lane	2025	Excellent	Inactive
P67-TPB-DC-1	I-88	Westbound	91.40	M-11	Plaza 67 - Ramp B - Annie Glidden Road	Stainless Steel Cabinet	2025	Excellent	Active
P67-TPB-PC-1	I-88	Westbound	91.40	M-11	Plaza 67 - Ramp B - Annie Glidden Road	Stainless Steel Cabinet	2025	Excellent	Active
P67-TPB-RC-1	I-88	Westbound	91.40	M-11	Plaza 67 - Ramp B - Annie Glidden Road	Painted Steel Cabinet	2025	Good	Active
088E091.40TSLR-DKLBW-1	I-88	Eastbound	91.40	M-11	Plaza 67 - Ramp C - Annie Glidden Road	Decommissioned Lane	2025	Good	Inactive
088E091.40TSLR-DKLBW-2	I-88	Eastbound	91.40	M-11	Plaza 67 - Ramp C - Annie Glidden Road	IPO Lane	2025	Excellent	Active
P67-TPC-DC-1	I-88	Eastbound	91.40	M-11	Plaza 67 - Ramp C - Annie Glidden Road	Stainless Steel Cabinet	2025	Excellent	Active
P67-TPC-PC-1	I-88	Eastbound	91.40	M-11	Plaza 67 - Ramp C - Annie Glidden Road	Stainless Steel Cabinet	2025	Excellent	Active
P67-TPC-RC-1	I-88	Eastbound	91.40	M-11	Plaza 67 - Ramp C - Annie Glidden Road	Stainless Steel Cabinet	2025	Excellent	Active
088W094.00TSLR-DKLBE-1	I-88	Westbound	94.00	M-11	Plaza 65 - Ramp J - Peace Road	IPO Lane	2025	Excellent	Active
088W094.00TSLR-DKLBE-2	I-88	Westbound	94.00	M-11	Plaza 65 - Ramp J - Peace Road	IPO Lane	2025	Excellent	Active
P65-TPJ-DC-1	I-88	Westbound	94.00	M-11	Plaza 65 - Ramp J - Peace Road	Rack Mounted Cabinet	2025	Excellent	Active
P65-TPJ-PC-1	I-88	Westbound	94.00	M-11	Plaza 65 - Ramp J - Peace Road	Rack Mounted Cabinet	2025	Excellent	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
P65-TPJ-RC-1	I-88	Westbound	94.00	M-11	Plaza 65 - Ramp J - Peace Road	Stainless Steel Cabinet	2025	Excellent	Active
088E094.00TSLR-DKLBE-3	I-88	Eastbound	94.00	M-11	Plaza 65 - Ramp K - Peace Road	IPO Lane	2025	Excellent	Active
088E094.00TSLR-DKLBE-4	I-88	Eastbound	94.00	M-11	Plaza 65 - Ramp K - Peace Road	IPO Lane	2025	Good	Active
P65-TPK-DC-1	I-88	Eastbound	94.00	M-11	Plaza 65 - Ramp K - Peace Road	Stainless Steel Cabinet	2025	Excellent	Active
P65-TPK-PC-1	I-88	Eastbound	94.00	M-11	Plaza 65 - Ramp K - Peace Road	Stainless Steel Cabinet	2025	Excellent	Active
P65-TPK-RC-1	I-88	Eastbound	94.00	M-11	Plaza 65 - Ramp K - Peace Road	Stainless Steel Cabinet	2025	Excellent	Active
088E109.39TSLR-RTE47-51	I-88	Eastbound	109.39	M-11	Plaza 64A - Illinois Route 47	Shoulder Lane	2025	Excellent	Active
088E109.39TSLR-RTE47-52	I-88	Eastbound	109.39	M-11	Plaza 64A - Illinois Route 47	AET Lane	2025	Excellent	Active
088E109.39TSLR-RTE47-53	I-88	Eastbound	109.39	M-11	Plaza 64A - Illinois Route 47	AET Lane	2025	Excellent	Active
088E109.39TSLR-RTE47-54	I-88	Eastbound	109.39	M-11	Plaza 64A - Illinois Route 47	Shoulder Lane	2025	Excellent	Active
P64A-TPC-DC-1	I-88	Eastbound	109.39	M-11	Plaza 64A - Illinois Route 47	Rack Mounted Cabinet	2025	Excellent	Active
P64A-TPC-PC-1	I-88	Eastbound	109.39	M-11	Plaza 64A - Illinois Route 47	Rack Mounted Cabinet	2025	Excellent	Active
P64A-TPC-RC-1	I-88	Eastbound	109.39	M-11	Plaza 64A - Illinois Route 47	Rack Mounted Cabinet	2025	Excellent	Active
P64A-TPC-WC	I-88	Eastbound	109.39	M-11	Plaza 64A - Illinois Route 47	Stainless Steel Cabinet	2025	Excellent	Active
088W109.39TSLR-RTE47-61	I-88	Westbound	109.39	M-11	Plaza 64A - Illinois Route 47	Shoulder Lane	2025	Excellent	Active
088W109.39TSLR-RTE47-62	I-88	Westbound	109.39	M-11	Plaza 64A - Illinois Route 47	AET Lane	2025	Excellent	Active
088W109.39TSLR-RTE47-63	I-88	Westbound	109.39	M-11	Plaza 64A - Illinois Route 47	Shoulder Lane	2025	Excellent	Active
P64A-TPD-DC-1	I-88	Westbound	109.39	M-11	Plaza 64A - Illinois Route 47	Rack Mounted Cabinet	2025	Excellent	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
P64A-TPD-PC-1	I-88	Westbound	109.39	M-11	Plaza 64A - Illinois Route 47	Rack Mounted Cabinet	2025	Excellent	Active
P64A-TPD-RC-1	I-88	Westbound	109.39	M-11	Plaza 64A - Illinois Route 47	Rack Mounted Cabinet	2025	Excellent	Active
P64A-TPD-WC	I-88	Westbound	109.39	M-11	Plaza 64A - Illinois Route 47	Stainless Steel Cabinet	2025	Excellent	Active
088E114.40TSLR-ORCH-3	I-88	Eastbound	114.40	M-8	Plaza 64 - Ramp C - Orchard Road	IPO Lane	2025	Good	Active
088E114.40TSLR-ORCH-4	I-88	Eastbound	114.40	M-8	Plaza 64 - Ramp C - Orchard Road	Decommissioned Lane	2025	Good	Inactive
P64-TPC-DC-1	I-88	Eastbound	114.40	M-8	Plaza 64 - Ramp C - Orchard Road	Stainless Steel Cabinet	2025	Excellent	Active
P64-TPC-PC-1	I-88	Eastbound	114.40	M-8	Plaza 64 - Ramp C - Orchard Road	Rack Mounted Cabinet	2025	Excellent	Active
P64-TPC-RC-1	I-88	Eastbound	114.40	M-8	Plaza 64 - Ramp C - Orchard Road	Stainless Steel Cabinet	2025	Excellent	Active
088W114.40TSLR-ORCH-1	I-88	Westbound	114.40	M-8	Plaza 64 - Ramp D - Orchard Road	Decommissioned Lane	2025	Good	Inactive
088W114.40TSLR-ORCH-2	I-88	Westbound	114.40	M-8	Plaza 64 - Ramp D - Orchard Road	IPO Lane	2025	Good	Active
P64-TPD-DC-1	I-88	Westbound	114.40	M-8	Plaza 64 - Ramp D - Orchard Road	Rack Mounted Cabinet	2025	Excellent	Active
P64-TPD-PC-1	I-88	Westbound	114.40	M-8	Plaza 64 - Ramp D - Orchard Road	Rack Mounted Cabinet	2025	Excellent	Active
P64-TPD-RC-1	I-88	Westbound	114.40	M-8	Plaza 64 - Ramp D - Orchard Road	Stainless Steel Cabinet	2025	Excellent	Active
088W117.00TSLR-RT31E-1	I-88	Westbound	117.00	M-8	Plaza 63 - Ramp A - Illinois Route 31	IPO Lane	2025	Good	Active
P63-TPA-DC-1	I-88	Westbound	117.00	M-8	Plaza 63 - Ramp A - Illinois Route 31	Rack Mounted Cabinet	2025	Excellent	Active
P63-TPA-PC-1	I-88	Westbound	117.00	M-8	Plaza 63 - Ramp A - Illinois Route 31	Rack Mounted Cabinet	2025	Excellent	Active
P63-TPA-RC-1	I-88	Westbound	117.00	M-8	Plaza 63 - Ramp A - Illinois Route 31	Stainless Steel Cabinet	2025	Excellent	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
088E117.00TSLR-RT31E-2	I-88	Eastbound	117.00	M-8	Plaza 63 - Ramp C - Illinois Route 31	IPO Lane	2025	Good	Active
088E117.80TSLM-AUROR-51	I-88	Eastbound	117.80	M-8	Plaza 61 - Aurora	Shoulder Lane	2025	Excellent	Active
088E117.80TSLM-AUROR-52	I-88	Eastbound	117.80	M-8	Plaza 61 - Aurora	ORT - Closed Lane	2025	Excellent	Active
088E117.80TSLM-AUROR-53	I-88	Eastbound	117.80	M-8	Plaza 61 - Aurora	ORT Lane	2025	Excellent	Active
088E117.80TSLM-AUROR-54	I-88	Eastbound	117.80	M-8	Plaza 61 - Aurora	ORT Lane	2025	Excellent	Active
088E117.80TSLM-AUROR-55	I-88	Eastbound	117.80	M-8	Plaza 61 - Aurora	ORT Lane	2025	Excellent	Active
088E117.80TSLM-AUROR-56	I-88	Eastbound	117.80	M-8	Plaza 61 - Aurora	Shoulder Lane	2025	Excellent	Active
088E117.80TSLM-AUROR-71	I-88	Eastbound	117.80	M-8	Plaza 61 - Aurora	IPO Lane	2025	Good	Active
088E117.80TSLM-AUROR-72	I-88	Eastbound	117.80	M-8	Plaza 61 - Aurora	Decommissioned Lane	2025	Good	Inactive
088E117.80TSLM-AUROR-73	I-88	Eastbound	117.80	M-8	Plaza 61 - Aurora	Decommissioned Lane	2025	Excellent	Inactive
088E117.80TSLM-AUROR-74	I-88	Eastbound	117.80	M-8	Plaza 61 - Aurora	Decommissioned Lane	2025	Good	Inactive
P61-TPE-DC-1	I-88	Eastbound	117.80	M-8	Plaza 61 - Aurora	Rack Mounted Cabinet	2025	Excellent	Active
P61-TPE-DC-2	I-88	Eastbound	117.80	M-8	Plaza 61 - Aurora	Stainless Steel Cabinet	2025	Excellent	Active
P61-TPE-PC-1	I-88	Eastbound	117.80	M-8	Plaza 61 - Aurora	Stainless Steel Cabinet	2025	Excellent	Active
P61-TPE-PC-2	I-88	Eastbound	117.80	M-8	Plaza 61 - Aurora	Rack Mounted Cabinet	2025	Excellent	Active
P61-TPE-RC-1	I-88	Eastbound	117.80	M-8	Plaza 61 - Aurora	Stainless Steel Cabinet	2025	Excellent	Active
P61-TPE-RC-2	I-88	Eastbound	117.80	M-8	Plaza 61 - Aurora	Rack Mounted Cabinet	2025	Excellent	Active
P61-TPE-WC	I-88	Eastbound	117.80	M-8	Plaza 61 - Aurora	Stainless Steel Cabinet	2025	Excellent	Active
088W117.80TSLM-AUROR-61	I-88	Westbound	117.80	M-8	Plaza 61 - Aurora	Shoulder Lane	2025	Excellent	Active
088W117.80TSLM-AUROR-62	I-88	Westbound	117.80	M-8	Plaza 61 - Aurora	ORT Lane	2025	Excellent	Active
088W117.80TSLM-AUROR-63	I-88	Westbound	117.80	M-8	Plaza 61 - Aurora	ORT Lane	2025	Excellent	Active
088W117.80TSLM-AUROR-64	I-88	Westbound	117.80	M-8	Plaza 61 - Aurora	ORT Lane	2025	Excellent	Active
088W117.80TSLM-AUROR-65	I-88	Westbound	117.80	M-8	Plaza 61 - Aurora	ORT - Closed Lane	2025	Excellent	Active
088W117.80TSLM-AUROR-66	I-88	Westbound	117.80	M-8	Plaza 61 - Aurora	Shoulder Lane	2025	Excellent	Active
088W117.80TSLM-AUROR-83	I-88	Westbound	117.80	M-8	Plaza 61 - Aurora	Decommissioned Lane	2025	Good	Inactive

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
088W117.80TSLM-AUROR-84	I-88	Westbound	117.80	M-8	Plaza 61 - Aurora	Decommissioned Lane	2025	Excellent	Inactive
088W117.80TSLM-AUROR-85	I-88	Westbound	117.80	M-8	Plaza 61 - Aurora	Decommissioned Lane	2025	Excellent	Inactive
088W117.80TSLM-AUROR-86	I-88	Westbound	117.80	M-8	Plaza 61 - Aurora	IPO Lane	2025	Excellent	Active
P61-TPW-DC-1	I-88	Westbound	117.80	M-8	Plaza 61 - Aurora	Stainless Steel Cabinet	2025	Excellent	Active
P61-TPW-DC-2	I-88	Westbound	117.80	M-8	Plaza 61 - Aurora	Painted Steel Cabinet	2025	Excellent	Active
P61-TPW-PC-1	I-88	Westbound	117.80	M-8	Plaza 61 - Aurora	Stainless Steel Cabinet	2025	Excellent	Active
P61-TPW-PC-2	I-88	Westbound	117.80	M-8	Plaza 61 - Aurora	Rack Mounted Cabinet	2025	Excellent	Active
P61-TPW-RC-1	I-88	Westbound	117.80	M-8	Plaza 61 - Aurora	Stainless Steel Cabinet	2025	Excellent	Active
P61-TPW-RC-2	I-88	Westbound	117.80	M-8	Plaza 61 - Aurora	Rack Mounted Cabinet	2025	Excellent	Active
P61-TPW-WC	I-88	Westbound	117.80	M-8	Plaza 61 - Aurora	Stainless Steel Cabinet	2025	Excellent	Active
088E119.20TSLR-FRNSW-3	I-88	Eastbound	119.20	M-8	Plaza 59-Ramp A - Farnsworth Road	Decommissioned Lane	2025	Good	Inactive
088E119.20TSLR-FRNSW-7	I-88	Eastbound	119.20	M-8	Plaza 59-Ramp A - Farnsworth Road	IPO Lane	2025	Excellent	Active
P59-TPA-DC-1	I-88	Eastbound	119.20	M-8	Plaza 59-Ramp A - Farnsworth Road	Stainless Steel Cabinet	2025	Excellent	Active
P59-TPA-PC-1	I-88	Eastbound	119.20	M-8	Plaza 59-Ramp A - Farnsworth Road	Stainless Steel Cabinet	2025	Excellent	Active
P59-TPA-RC-1	I-88	Eastbound	119.20	M-8	Plaza 59-Ramp A - Farnsworth Road	Stainless Steel Cabinet	2025	Excellent	Active
088W119.20TSLR-FRNSW-4	I-88	Westbound	119.20	M-8	Plaza 59-Ramp D - Farnsworth Road	IPO Lane	2025	Good	Active
P59-TPD-DC-1	I-88	Westbound	119.20	M-8	Plaza 59-Ramp D - Farnsworth Road	Stainless Steel Cabinet	2025	Excellent	Active
P59-TPD-PC-1	I-88	Westbound	119.20	M-8	Plaza 59-Ramp D - Farnsworth Road	Stainless Steel Cabinet	2025	Excellent	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
P59-TPD-RC-1	I-88	Westbound	119.20	M-8	Plaza 59- Ramp D - Farnsworth Road	Stainless Steel Cabinet	2025	Excellent	Active
088E119.20TSLR-FRNSW-2	I-88	Eastbound	119.20	M-8	Plaza 59- Ramp F - Farnsworth Road	IPO Lane	2025	Excellent	Active
P59-TPF-DC-1	I-88	Eastbound	119.20	M-8	Plaza 59- Ramp F - Farnsworth Road	Stainless Steel Cabinet	2025	Excellent	Active
P59-TPF-RC-1	I-88	Eastbound	119.20	M-8	Plaza 59- Ramp F - Farnsworth Road	Stainless Steel Cabinet	2025	Excellent	Active
088W119.20TSLR-FRNSW-1	I-88	Westbound	119.20	M-8	Plaza 59- Ramp G - Farnsworth Road	Decommissioned Lane	2025	Good	Inactive
088W119.20TSLR-FRNSW-5	I-88	Westbound	119.20	M-8	Plaza 59- Ramp G - Farnsworth Road	IPO Lane	2025	Good	Active
P59-TPG-DC-1	I-88	Westbound	119.29	M-8	Plaza 59- Ramp G - Farnsworth Road	Stainless Steel Cabinet	2025	Excellent	Active
P59-TPG-PC-1	I-88	Westbound	119.29	M-8	Plaza 59- Ramp G - Farnsworth Road	Stainless Steel Cabinet	2025	Excellent	Active
P59-TPG-RC-1	I-88	Westbound	119.29	M-8	Plaza 59- Ramp G - Farnsworth Road	Stainless Steel Cabinet	2025	Excellent	Active
P59-TPF-PC-1	I-88	Westbound	119.35	M-8	Plaza 59- Ramp F - Farnsworth Road	Stainless Steel Cabinet	2025	Excellent	Active
088E121.40TSLR-EOLA-61	I-88	Eastbound	121.40	M-8	Plaza 60 - Eola Road	Shoulder Lane	2025	Excellent	Active
088E121.40TSLR-EOLA-62	I-88	Eastbound	121.40	M-8	Plaza 60 - Eola Road	AET Lane	2025	Excellent	Active
088E121.40TSLR-EOLA-63	I-88	Eastbound	121.40	M-8	Plaza 60 - Eola Road	AET Lane	2025	Excellent	Active
P60-TPA-WC	I-88	Eastbound	121.40	M-8	Plaza 60 - Eola Road	Stainless Steel Cabinet	2025	Excellent	Active
P60-TPB-DC-1	I-88	Eastbound	121.40	M-8	Plaza 60 - Eola Road	Stainless Steel Cabinet	2025	Excellent	Active
P60-TPB-PC-1	I-88	Eastbound	121.40	M-8	Plaza 60 - Eola Road	Stainless Steel Cabinet	2025	Excellent	Active
P60-TPB-RC-1	I-88	Eastbound	121.40	M-8	Plaza 60 - Eola Road	Stainless Steel Cabinet	2025	Excellent	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
P60-TPB-WC	I-88	Eastbound	121.40	M-8	Plaza 60 - Eola Road	Stainless Steel Cabinet	2025	Excellent	Active
088W121.40TSLR-EOLA-51	I-88	Westbound	121.40	M-8	Plaza 60 - Eola Road	Shoulder Lane	2025	Excellent	Active
088W121.40TSLR-EOLA-52	I-88	Westbound	121.40	M-8	Plaza 60 - Eola Road	AET Lane	2025	Excellent	Active
088W121.40TSLR-EOLA-53	I-88	Westbound	121.40	M-8	Plaza 60 - Eola Road	AET Lane	2025	Excellent	Active
P60-TPA-DC-1	I-88	Westbound	121.40	M-8	Plaza 60 - Eola Road	Rack Mounted Cabinet	2025	Excellent	Active
P60-TPA-PC-1	I-88	Westbound	121.40	M-8	Plaza 60 - Eola Road	Rack Mounted Cabinet	2025	Excellent	Active
P60-TPA-RC-1	I-88	Westbound	121.40	M-8	Plaza 60 - Eola Road	Rack Mounted Cabinet	2025	Excellent	Active
088E125.20TSLR-WNFLD-5	I-88	Eastbound	125.20	M-8	Plaza 58 - Ramp C - Winfield Road	Decommissioned Lane	2025	Fair	Inactive
088E125.20TSLR-WNFLD-6	I-88	Eastbound	125.20	M-8	Plaza 58 - Ramp C - Winfield Road	IPO Lane	2025	Good	Active
P58-TPC-DC-1	I-88	Eastbound	125.20	M-8	Plaza 58 - Ramp C - Winfield Road	Stainless Steel Cabinet	2025	Excellent	Active
P58-TPC-PC-1	I-88	Eastbound	125.20	M-8	Plaza 58 - Ramp C - Winfield Road	Stainless Steel Cabinet	2025	Excellent	Active
P58-TPC-RC-1	I-88	Eastbound	125.20	M-8	Plaza 58 - Ramp C - Winfield Road	Painted Steel Cabinet	2025	Excellent	Active
088W125.20TSLR-WNFLD-7	I-88	Westbound	125.20	M-8	Plaza 58 - Ramp D - Winfield Road	Decommissioned Lane	2025	Good	Inactive
088W125.20TSLR-WNFLD-8	I-88	Westbound	125.20	M-8	Plaza 58 - Ramp D - Winfield Road	IPO Lane	2025	Good	Active
P58-TPD-DC-1	I-88	Westbound	125.20	M-8	Plaza 58 - Ramp D - Winfield Road	Stainless Steel Cabinet	2025	Excellent	Active
P58-TPD-PC-1	I-88	Westbound	125.20	M-8	Plaza 58 - Ramp D - Winfield Road	Stainless Steel Cabinet	2025	Excellent	Active
P58-TPD-RC-1	I-88	Westbound	125.20	M-8	Plaza 58 - Ramp D - Winfield Road	Painted Steel Cabinet	2025	Excellent	Active
088E127.40TSLR-NPRVL-1	I-88	Eastbound	127.40	M-8	Plaza 57 - Ramp B - Naperville Road	IPO Lane	2025	Excellent	Active
088E127.40TSLR-NPRVL-2	I-88	Eastbound	127.40	M-8	Plaza 57 - Ramp B - Naperville Road	Decommissioned Lane	2025	Excellent	Inactive

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
088E127.40TSLR-NPRVL-3	I-88	Eastbound	127.40	M-8	Plaza 57 - Ramp B - Naperville Road	IPO Lane	2025	Excellent	Active
P57-TPB-DC-1	I-88	Eastbound	127.40	M-8	Plaza 57 - Ramp B - Naperville Road	Stainless Steel Cabinet	2025	Excellent	Active
P57-TPB-PC-1	I-88	Eastbound	127.40	M-8	Plaza 57 - Ramp B - Naperville Road	Stainless Steel Cabinet	2025	Excellent	Active
P57-TPB-RC-1	I-88	Eastbound	127.40	M-8	Plaza 57 - Ramp B - Naperville Road	Stainless Steel Cabinet	2025	Excellent	Active
088W127.40TSLR-NPRVL-4	I-88	Westbound	127.40	M-8	Plaza 57 - Ramp C - Naperville Road	IPO Lane	2025	Good	Active
088W127.40TSLR-NPRVL-5	I-88	Westbound	127.40	M-8	Plaza 57 - Ramp C - Naperville Road	Decommissioned Lane	2025	Excellent	Inactive
088W127.40TSLR-NPRVL-6	I-88	Westbound	127.40	M-8	Plaza 57 - Ramp C - Naperville Road	IPO Lane	2025	Excellent	Active
P57-TPC-DC-1	I-88	Westbound	127.40	M-8	Plaza 57 - Ramp C - Naperville Road	Stainless Steel Cabinet	2025	Excellent	Active
P57-TPC-PC-1	I-88	Westbound	127.40	M-8	Plaza 57 - Ramp C - Naperville Road	Stainless Steel Cabinet	2025	Excellent	Active
P57-TPC-RC-1	I-88	Westbound	127.40	M-8	Plaza 57 - Ramp C - Naperville Road	Painted Steel Cabinet	2025	Excellent	Active
088W133.70TSLR-HGLND-1	I-88	Westbound	133.70	M-8	Plaza 56- Ramp D - Highland Road	Decommissioned Lane	2025	Good	Inactive
088W133.70TSLR-HGLND-2	I-88	Westbound	133.70	M-8	Plaza 56- Ramp D - Highland Road	IPO Lane	2025	Good	Active
P56A-TPD-DC-1	I-88	Westbound	133.70	M-8	Plaza 56- Ramp D - Highland Road	Rack Mounted Cabinet	2025	Excellent	Active
P56A-TPD-PC-1	I-88	Westbound	133.70	M-8	Plaza 56- Ramp D - Highland Road	Rack Mounted Cabinet	2025	Excellent	Active
P56A-TPD-RC-1	I-88	Westbound	133.70	M-8	Plaza 56- Ramp D - Highland Road	Stainless Steel Cabinet	2025	Excellent	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
P56B-TPC-PC-1	I-88	Westbound	133.70	M-8	Plaza 56- Ramp D - Highland Road	Stainless Steel Cabinet	2023	Excellent	Active
088E134.30TSLR-HGLND-3	I-88	Eastbound	134.30	M-8	Plaza 56- Ramp C - Highland Road	IPO Lane	2025	Good	Active
088E134.30TSLR-HGLND-4	I-88	Eastbound	134.30	M-8	Plaza 56- Ramp C - Highland Road	IPO Lane	2025	Good	Active
P56B-TPC-DC-1	I-88	Eastbound	134.30	M-8	Plaza 56- Ramp C - Highland Road	Stainless Steel Cabinet	2025	Excellent	Active
P56B-TPC-RC-1	I-88	Eastbound	134.30	M-8	Plaza 56- Ramp C - Highland Road	Stainless Steel Cabinet	2025	Excellent	Active
088E135.10TSLM-MEYER-51	I-88	Eastbound	135.10	M-8	Plaza 52 - Meyers Road	Shoulder Lane	2025	Excellent	Active
088E135.10TSLM-MEYER-52	I-88	Eastbound	135.10	M-8	Plaza 52 - Meyers Road	ORT Lane	2025	Excellent	Active
088E135.10TSLM-MEYER-53	I-88	Eastbound	135.10	M-8	Plaza 52 - Meyers Road	ORT Lane	2025	Excellent	Active
088E135.10TSLM-MEYER-54	I-88	Eastbound	135.10	M-8	Plaza 52 - Meyers Road	ORT Lane	2025	Excellent	Active
088E135.10TSLM-MEYER-55	I-88	Eastbound	135.10	M-8	Plaza 52 - Meyers Road	ORT Lane	2025	Excellent	Active
088E135.10TSLM-MEYER-56	I-88	Eastbound	135.10	M-8	Plaza 52 - Meyers Road	Shoulder Lane	2025	Excellent	Active
088E135.10TSLM-MEYER-71	I-88	Eastbound	135.10	M-8	Plaza 52 - Meyers Road	AET Lane	2025	Good	Active
088E135.10TSLM-MEYER-72	I-88	Eastbound	135.10	M-8	Plaza 52 - Meyers Road	Decommissioned Lane	2025	Good	Inactive
088E135.10TSLM-MEYER-73	I-88	Eastbound	135.10	M-8	Plaza 52 - Meyers Road	Decommissioned Lane	2025	Excellent	Inactive
088E135.10TSLM-MEYER-74	I-88	Eastbound	135.10	M-8	Plaza 52 - Meyers Road	Decommissioned Lane	2025	Good	Inactive
P52-TP-DC-1	I-88	Eastbound	135.10	M-8	Plaza 52 - Meyers Road	Rack Mounted Cabinet	2025	Excellent	Active
P52-TP-DC-2	I-88	Eastbound	135.10	M-8	Plaza 52 - Meyers Road	Stainless Steel Cabinet	2025	Excellent	Active
P52-TP-PC-1	I-88	Eastbound	135.10	M-8	Plaza 52 - Meyers Road	Stainless Steel Cabinet	2025	Excellent	Active
P52-TP-PC-2	I-88	Eastbound	135.10	M-8	Plaza 52 - Meyers Road	Rack Mounted Cabinet	2025	Excellent	Active
P52-TP-RC-1	I-88	Eastbound	135.10	M-8	Plaza 52 - Meyers Road	Stainless Steel Cabinet	2025	Excellent	Active
P52-TP-RC-2	I-88	Eastbound	135.10	M-8	Plaza 52 - Meyers Road	Rack Mounted Cabinet	2025	Excellent	Active
P52-TP-WC	I-88	Eastbound	135.10	M-8	Plaza 52 - Meyers Road	Stainless Steel Cabinet	2025	Excellent	Active
088E136.40TSLR-MDWRD-1	I-88	Eastbound	136.40	M-8	Plaza 55 - Midwest Road	Decommissioned Lane	2025	Excellent	Inactive
088E136.40TSLR-MDWRD-2	I-88	Eastbound	136.40	M-8	Plaza 55 - Midwest Road	IPO Lane	2025	Excellent	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
P55-TP-DC-1	I-88	Eastbound	136.40	M-8	Plaza 55 - Midwest Road	Stainless Steel Cabinet	2025	Excellent	Active
P55-TP-PC-1	I-88	Eastbound	136.40	M-8	Plaza 55 - Midwest Road	Stainless Steel Cabinet	2025	Excellent	Active
P55-TP-RC-1	I-88	Eastbound	136.40	M-8	Plaza 55 - Midwest Road	Painted Steel Cabinet	2025	Excellent	Active
088E137.10TSLR-RT83-1	I-88	Eastbound	137.10	M-8	Plaza 54 - Ramp B - Illinois Route 83	IPO Lane	2025	Good	Active
088E137.10TSLR-RT83-2	I-88	Eastbound	137.10	M-8	Plaza 54 - Ramp B - Illinois Route 83	Decommissioned Lane	2025	Excellent	Inactive
088E137.10TSLR-RT83-3	I-88	Eastbound	137.10	M-8	Plaza 54 - Ramp B - Illinois Route 83	IPO Lane	2025	Excellent	Active
P54-TP-DC-1	I-88	Eastbound	137.10	M-8	Plaza 54 - Ramp B - Illinois Route 83	Stainless Steel Cabinet	2025	Excellent	Active
P54-TP-PC-1	I-88	Eastbound	137.10	M-8	Plaza 54 - Ramp B - Illinois Route 83	Stainless Steel Cabinet	2025	Excellent	Active
P54-TP-RC-1	I-88	Eastbound	137.10	M-8	Plaza 54 - Ramp B - Illinois Route 83	Painted Steel Cabinet	2025	Good	Active
088W137.80TSLR-SPRNG-1	I-88	Westbound	137.80	M-8	Plaza 53 - Ramp A - Spring Road	IPO Lane	2025	Good	Inactive
088W137.80TSLR-SPRNG-2	I-88	Westbound	137.80	M-8	Plaza 53 - Ramp A - Spring Road	IPO Lane	2025	Good	Active
088W137.80TSLR-SPRNG-3	I-88	Westbound	137.80	M-8	Plaza 53 - Ramp A - Spring Road	IPO Lane	2025	Excellent	Active
P53-TPA-DC-1	I-88	Westbound	137.80	M-8	Plaza 53 - Ramp A - Spring Road	Stainless Steel Cabinet	2025	Excellent	Active
P53-TPA-PC-1	I-88	Westbound	137.80	M-8	Plaza 53 - Ramp A - Spring Road	Stainless Steel Cabinet	2025	Excellent	Active
P53-TPA-RC-1	I-88	Westbound	137.80	M-8	Plaza 53 - Ramp A - Spring Road	Stainless Steel Cabinet	2025	Excellent	Active
088W138.10TSLM-YORKR-51	I-88	Westbound	138.10	M-8	Plaza 51 - York Road	Shoulder Lane	2025	Excellent	Active
088W138.10TSLM-YORKR-52	I-88	Westbound	138.10	M-8	Plaza 51 - York Road	ORT Lane	2025	Excellent	Active
088W138.10TSLM-YORKR-53	I-88	Westbound	138.10	M-8	Plaza 51 - York Road	ORT Lane	2025	Excellent	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
088W138.10TSLM-YORKR-54	I-88	Westbound	138.10	M-8	Plaza 51 - York Road	ORT Lane	2025	Excellent	Active
088W138.10TSLM-YORKR-55	I-88	Westbound	138.10	M-8	Plaza 51 - York Road	ORT Lane	2025	Excellent	Active
088W138.10TSLM-YORKR-56	I-88	Westbound	138.10	M-8	Plaza 51 - York Road	Shoulder Lane	2025	Excellent	Active
088W138.10TSLM-YORKR-71	I-88	Westbound	138.10	M-8	Plaza 51 - York Road	IPO Lane	2025	Good	Active
088W138.10TSLM-YORKR-72	I-88	Westbound	138.10	M-8	Plaza 51 - York Road	AET Lane	2025	Good	Active
088W138.10TSLM-YORKR-73	I-88	Westbound	138.10	M-8	Plaza 51 - York Road	Decommissioned Lane	2025	Good	Inactive
088W138.10TSLM-YORKR-74	I-88	Westbound	138.10	M-8	Plaza 51 - York Road	Decommissioned Lane	2025	Excellent	Inactive
088W138.10TSLM-YORKR-75	I-88	Westbound	138.10	M-8	Plaza 51 - York Road	Decommissioned Lane	2025	Good	Inactive
P51-TPW-DC-1	I-88	Westbound	138.10	M-8	Plaza 51 - York Road	Stainless Steel Cabinet	2025	Excellent	Active
P51-TPW-PC-1	I-88	Westbound	138.10	M-8	Plaza 51 - York Road	Stainless Steel Cabinet	2025	Excellent	Active
P51-TPW-RC-1	I-88	Westbound	138.10	M-8	Plaza 51 - York Road	Stainless Steel Cabinet	2025	Excellent	Active
P51-TPW-RC-2	I-88	Westbound	138.10	M-8	Plaza 51 - York Road	Painted Steel Cabinet	2025	Excellent	Active
P51-TPW-WC	I-88	Westbound	138.10	M-8	Plaza 51 - York Road	Stainless Steel Cabinet	2025	Excellent	Active
090E003.50TSLM-SBLT-51	I-90	Eastbound	3.50	M-7	Plaza 1 - South Beloit	Shoulder Lane	2025	Excellent	Active
090E003.50TSLM-SBLT-52	I-90	Eastbound	3.50	M-7	Plaza 1 - South Beloit	ORT Lane	2025	Excellent	Active
090E003.50TSLM-SBLT-53	I-90	Eastbound	3.50	M-7	Plaza 1 - South Beloit	ORT Lane	2025	Excellent	Active
090E003.50TSLM-SBLT-54	I-90	Eastbound	3.50	M-7	Plaza 1 - South Beloit	ORT Lane	2025	Excellent	Active
090E003.50TSLM-SBLT-55	I-90	Eastbound	3.50	M-7	Plaza 1 - South Beloit	Shoulder Lane	2025	Excellent	Active
090E003.50TSLM-SBLT-71	I-90	Eastbound	3.50	M-7	Plaza 1 - South Beloit	IPO Lane	2025	Excellent	Active
090E003.50TSLM-SBLT-72	I-90	Eastbound	3.50	M-7	Plaza 1 - South Beloit	Decommissioned Lane	2025	Excellent	Inactive
090E003.50TSLM-SBLT-73	I-90	Eastbound	3.50	M-7	Plaza 1 - South Beloit	Decommissioned Lane	2025	Good	Inactive
090E003.50TSLM-SBLT-74	I-90	Eastbound	3.50	M-7	Plaza 1 - South Beloit	IPO Lane	2025	Good	Active
090E003.50TSLM-SBLT-75	I-90	Eastbound	3.50	M-7	Plaza 1 - South Beloit	Decommissioned Lane	2025	Excellent	Inactive
P1-TPE-DC-1	I-90	Eastbound	3.50	M-7	Plaza 1 - South Beloit	Stainless Steel Cabinet	2024	Excellent	Active
P1-TPE-DC-2	I-90	Eastbound	3.50	M-7	Plaza 1 - South Beloit	Rack Mounted Cabinet	2024	Excellent	Active
P1-TPE-PC-1	I-90	Eastbound	3.50	M-7	Plaza 1 - South Beloit	Stainless Steel Cabinet	2024	Excellent	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
P1-TPE-PC-2	I-90	Eastbound	3.50	M-7	Plaza 1 - South Beloit	Rack Mounted Cabinet	2024	Excellent	Active
P1-TPE-RC-1	I-90	Eastbound	3.50	M-7	Plaza 1 - South Beloit	Stainless Steel Cabinet	2024	Excellent	Active
P1-TPE-RC-2	I-90	Eastbound	3.50	M-7	Plaza 1 - South Beloit	Rack Mounted Cabinet	2024	Excellent	Active
P1-TPE-WC	I-90	Eastbound	3.50	M-7	Plaza 1 - South Beloit	Stainless Steel Cabinet	2024	Excellent	Active
090W003.50TSLM-SBLT-61	I-90	Westbound	3.50	M-7	Plaza 1 - South Beloit	Shoulder Lane	2025	Excellent	Active
090W003.50TSLM-SBLT-62	I-90	Westbound	3.50	M-7	Plaza 1 - South Beloit	ORT Lane	2025	Excellent	Active
090W003.50TSLM-SBLT-63	I-90	Westbound	3.50	M-7	Plaza 1 - South Beloit	ORT Lane	2025	Excellent	Active
090W003.50TSLM-SBLT-64	I-90	Westbound	3.50	M-7	Plaza 1 - South Beloit	ORT Lane	2025	Excellent	Active
090W003.50TSLM-SBLT-65	I-90	Westbound	3.50	M-7	Plaza 1 - South Beloit	Shoulder Lane	2025	Excellent	Active
090W003.50TSLM-SBLT-81	I-90	Westbound	3.50	M-7	Plaza 1 - South Beloit	Decommissioned Lane	2025	Excellent	Inactive
090W003.50TSLM-SBLT-82	I-90	Westbound	3.50	M-7	Plaza 1 - South Beloit	Decommissioned Lane	2025	Excellent	Inactive
090W003.50TSLM-SBLT-83	I-90	Westbound	3.50	M-7	Plaza 1 - South Beloit	Decommissioned Lane	2025	Excellent	Inactive
090W003.50TSLM-SBLT-84	I-90	Westbound	3.50	M-7	Plaza 1 - South Beloit	Decommissioned Lane	2025	Good	Inactive
090W003.50TSLM-SBLT-85	I-90	Westbound	3.50	M-7	Plaza 1 - South Beloit	IPO Lane	2025	Excellent	Active
P1-TPW-DC-1	I-90	Westbound	3.50	M-7	Plaza 1 - South Beloit	Stainless Steel Cabinet	2024	Excellent	Active
P1-TPW-DC-2	I-90	Westbound	3.50	M-7	Plaza 1 - South Beloit	Rack Mounted Cabinet	2024	Excellent	Active
P1-TPW-PC-1	I-90	Westbound	3.50	M-7	Plaza 1 - South Beloit	Stainless Steel Cabinet	2024	Excellent	Active
P1-TPW-PC-2	I-90	Westbound	3.50	M-7	Plaza 1 - South Beloit	Rack Mounted Cabinet	2024	Excellent	Active
P1-TPW-RC-1	I-90	Westbound	3.50	M-7	Plaza 1 - South Beloit	Stainless Steel Cabinet	2024	Excellent	Active
P1-TPW-RC-2	I-90	Westbound	3.50	M-7	Plaza 1 - South Beloit	Painted Steel Cabinet	2024	Excellent	Active
P1-TPW-WC	I-90	Westbound	3.50	M-7	Plaza 1 - South Beloit	Stainless Steel Cabinet	2024	Excellent	Active
090E008.90TSLR-RT173-1	I-90	Eastbound	8.90	M-7	Plaza 4 - Illinois Route 173	Decommissioned Lane	2025	Excellent	Inactive
090E008.90TSLR-RT173-2	I-90	Eastbound	8.90	M-7	Plaza 4 - Illinois Route 173	IPO Lane	2025	Excellent	Active
P4-TPB-DC-1	I-90	Eastbound	8.90	M-7	Plaza 4 - Illinois Route 173	Rack Mounted Cabinet	2024	Excellent	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
P4-TPB-PC-1	I-90	Eastbound	8.90	M-7	Plaza 4 - Illinois Route 173	Rack Mounted Cabinet	2024	Excellent	Active
P4-TPB-RC-1	I-90	Eastbound	8.90	M-7	Plaza 4 - Illinois Route 173	Rack Mounted Cabinet	2024	Excellent	Active
090W008.90TSLR-RT173-3	I-90	Westbound	8.90	M-7	Plaza 4 - Illinois Route 173	Decommissioned Lane	2025	Excellent	Inactive
090W008.90TSLR-RT173-4	I-90	Westbound	8.90	M-7	Plaza 4 - Illinois Route 173	IPO Lane	2025	Excellent	Active
P4-TPD-DC-1	I-90	Westbound	8.90	M-7	Plaza 4 - Illinois Route 173	Stainless Steel Cabinet	2024	Excellent	Active
P4-TPD-PC-1	I-90	Westbound	8.90	M-7	Plaza 4 - Illinois Route 173	Stainless Steel Cabinet	2024	Excellent	Active
P4-TPD-RC-1	I-90	Westbound	8.90	M-7	Plaza 4 - Illinois Route 173	Stainless Steel Cabinet	2024	Excellent	Active
090E012.30TSLR-RVRSD-3	I-90	Eastbound	12.30	M-7	Plaza 2 - Riverside Drive	Decommissioned Lane	2025	Excellent	Active
090E012.30TSLR-RVRSD-4	I-90	Eastbound	12.30	M-7	Plaza 2 - Riverside Drive	IPO Lane	2025	Excellent	Active
P2-TPA-DC-1	I-90	Eastbound	12.30	M-7	Plaza 2 - Riverside Drive	Painted Steel Cabinet	2024	Fair	Active
P2-TPA-PC-1	I-90	Eastbound	12.30	M-7	Plaza 2 - Riverside Drive	Stainless Steel Cabinet	2025	Excellent	Active
P2-TPA-RC-1	I-90	Eastbound	12.30	M-7	Plaza 2 - Riverside Drive	Stainless Steel Cabinet	2024	Excellent	Active
090W012.30TSLR-RVRSD-1	I-90	Westbound	12.30	M-7	Plaza 2 - Riverside Drive	AET Lane	2025	Excellent	Active
090W012.30TSLR-RVRSD-2	I-90	Westbound	12.30	M-7	Plaza 2 - Riverside Drive	IPO Lane	2025	Excellent	Active
P2-TPB-DC-1	I-90	Westbound	12.30	M-7	Plaza 2 - Riverside Drive	Rack Mounted Cabinet	2024	Excellent	Active
P2-TPB-PC-1	I-90	Westbound	12.30	M-7	Plaza 2 - Riverside Drive	Rack Mounted Cabinet	2024	Excellent	Active
P2-TPB-RC-1	I-90	Westbound	12.30	M-7	Plaza 2 - Riverside Drive	Rack Mounted Cabinet	2024	Excellent	Active
P5A-TPA-PC-1	I-90	Westbound	20.70	M-7	Plaza 5A - Irene Road	Rack Mounted Cabinet	2024	Excellent	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
090E020.80TSLR-IRENE-51	I-90	Eastbound	20.80	M-7	Plaza 5A - Irene Road	Shoulder Lane	2025	Excellent	Active
090E020.80TSLR-IRENE-52	I-90	Eastbound	20.80	M-7	Plaza 5A - Irene Road	AET Lane	2025	Excellent	Active
090E020.80TSLR-IRENE-53	I-90	Eastbound	20.80	M-7	Plaza 5A - Irene Road	AET Lane	2025	Excellent	Active
P5A-TPC-DC-1	I-90	Eastbound	20.80	M-7	Plaza 5A - Irene Road	Rack Mounted Cabinet	2024	Excellent	Active
P5A-TPC-RC-1	I-90	Eastbound	20.80	M-7	Plaza 5A - Irene Road	Rack Mounted Cabinet	2024	Excellent	Active
P5A-TPC-WC	I-90	Eastbound	20.80	M-7	Plaza 5A - Irene Road	Stainless Steel Cabinet	2024	Excellent	Active
090W020.80TSLR-IRENE-61	I-90	Westbound	20.80	M-7	Plaza 5A - Irene Road	AET Lane	2025	Excellent	Active
090W020.80TSLR-IRENE-62	I-90	Westbound	20.80	M-7	Plaza 5A - Irene Road	AET Lane	2025	Excellent	Active
P5A-TPA-DC-1	I-90	Westbound	20.80	M-7	Plaza 5A - Irene Road	Rack Mounted Cabinet	2024	Excellent	Active
P5A-TPA-RC-1	I-90	Westbound	20.80	M-7	Plaza 5A - Irene Road	Rack Mounted Cabinet	2024	Excellent	Active
P5A-TPA-WC	I-90	Westbound	20.80	M-7	Plaza 5A - Irene Road	Stainless Steel Cabinet	2024	Excellent	Active
P5A-TPC-PC-1	I-90	Eastbound	20.90	M-7	Plaza 5A - Irene Road	Rack Mounted Cabinet	2024	Excellent	Active
P5-TP-WC	I-90	Westbound	23.20	M-7	Plaza 5 - Belvidere	Stainless Steel Cabinet	2024	Excellent	Active
090W023.30TSLM-BLVDR-51	I-90	Westbound	23.30	M-7	Plaza 5 - Belvidere	Shoulder Lane	2025	Excellent	Active
090W023.30TSLM-BLVDR-52	I-90	Westbound	23.30	M-7	Plaza 5 - Belvidere	ORT Lane	2025	Excellent	Active
090W023.30TSLM-BLVDR-53	I-90	Westbound	23.30	M-7	Plaza 5 - Belvidere	ORT Lane	2025	Excellent	Active
090W023.30TSLM-BLVDR-54	I-90	Westbound	23.30	M-7	Plaza 5 - Belvidere	ORT Lane	2025	Excellent	Active
090W023.30TSLM-BLVDR-55	I-90	Westbound	23.30	M-7	Plaza 5 - Belvidere	Shoulder Lane	2025	Excellent	Active
090W023.30TSLM-BLVDR-71	I-90	Westbound	23.30	M-7	Plaza 5 - Belvidere	AET Lane	2025	Good	Active
090W023.30TSLM-BLVDR-72	I-90	Westbound	23.30	M-7	Plaza 5 - Belvidere	Decommissioned Lane	2025	Good	Inactive
090W023.30TSLM-BLVDR-73	I-90	Westbound	23.30	M-7	Plaza 5 - Belvidere	Decommissioned Lane	2025	Good	Inactive
P5-TP-DC-1	I-90	Westbound	23.30	M-7	Plaza 5 - Belvidere	Stainless Steel Cabinet	2024	Excellent	Active
P5-TP-DC-2	I-90	Westbound	23.30	M-7	Plaza 5 - Belvidere	Rack Mounted Cabinet	2024	Excellent	Active
P5-TP-PC-1	I-90	Westbound	23.30	M-7	Plaza 5 - Belvidere	Stainless Steel Cabinet	2024	Excellent	Active
P5-TP-PC-2	I-90	Westbound	23.30	M-7	Plaza 5 - Belvidere	Rack Mounted Cabinet	2024	Excellent	Active
P5-TP-RC-1	I-90	Westbound	23.30	M-7	Plaza 5 - Belvidere	Stainless Steel Cabinet	2024	Excellent	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
P5-TP-RC-2	I-90	Westbound	23.30	M-7	Plaza 5 - Belvidere	Rack Mounted Cabinet	2024	Excellent	Active
090E025.30TSLR-Genoa-2	I-90	Eastbound	25.30	M-7	Plaza 3 - Genoa Road	Decommissioned Lane	2025	Excellent	Inactive
090E025.30TSLR-Genoa-61	I-90	Eastbound	25.30	M-7	Plaza 3 - Genoa Road	Shoulder Lane	2025	Excellent	Active
090E025.30TSLR-Genoa-62	I-90	Eastbound	25.30	M-7	Plaza 3 - Genoa Road	AET Lane	2025	Excellent	Active
P3-TPA-DC-1	I-90	Eastbound	25.30	M-7	Plaza 3 - Genoa Road	Rack Mounted Cabinet	2024	Excellent	Active
P3-TPA-PC-1	I-90	Eastbound	25.30	M-7	Plaza 3 - Genoa Road	Rack Mounted Cabinet	2024	Excellent	Active
P3-TPA-RC-1	I-90	Eastbound	25.30	M-7	Plaza 3 - Genoa Road	Rack Mounted Cabinet	2024	Excellent	Active
P3-TPA-WC	I-90	Eastbound	25.30	M-7	Plaza 3 - Genoa Road	Stainless Steel Cabinet	2024	Excellent	Active
090W025.30TSLR-Genoa-1	I-90	Westbound	25.30	M-7	Plaza 3 - Genoa Road	Decommissioned Lane	2025	Excellent	Inactive
090W025.30TSLR-Genoa-51	I-90	Westbound	25.30	M-7	Plaza 3 - Genoa Road	Shoulder Lane	2025	Excellent	Active
090W025.30TSLR-Genoa-52	I-90	Westbound	25.30	M-7	Plaza 3 - Genoa Road	AET Lane	2025	Excellent	Active
P3-TPD-DC-1	I-90	Westbound	25.30	M-7	Plaza 3 - Genoa Road	Rack Mounted Cabinet	2024	Excellent	Active
P3-TPD-PC-1	I-90	Westbound	25.30	M-7	Plaza 3 - Genoa Road	Rack Mounted Cabinet	2024	Excellent	Active
P3-TPD-RC-1	I-90	Westbound	25.30	M-7	Plaza 3 - Genoa Road	Rack Mounted Cabinet	2024	Excellent	Active
P3-TPD-WC	I-90	Westbound	25.30	M-7	Plaza 3 - Genoa Road	Stainless Steel Cabinet	2024	Excellent	Active
090W036.20TSLR-RTE23-65	I-90	Westbound	36.20	M-6	Plaza 7A - Ramp D - Illinois Route 23	Shoulder Lane	2025	Excellent	Active
090W036.20TSLR-RTE23-66	I-90	Westbound	36.20	M-6	Plaza 7A - Ramp D - Illinois Route 23	AET Lane	2025	Excellent	Active
090W036.20TSLR-RTE23-67	I-90	Westbound	36.20	M-6	Plaza 7A - Ramp D - Illinois Route 23	Shoulder Lane	2025	Excellent	Active
P7A-TPD-DC-1	I-90	Westbound	36.20	M-6	Plaza 7A - Ramp D - Illinois Route 23	Rack Mounted Cabinet	2024	Excellent	Active
P7A-TPD-RC-1	I-90	Westbound	36.20	M-6	Plaza 7A - Ramp D - Illinois Route 23	Rack Mounted Cabinet	2024	Excellent	Active
P7A-TPD-WC	I-90	Westbound	36.20	M-6	Plaza 7A - Ramp D - Illinois Route 23	Stainless Steel Cabinet	2024	Excellent	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
090E036.29TSLR-RTE23-51	I-90	Eastbound	36.29	M-6	Plaza 7A - Ramp C - Illinois Route 23	Shoulder Lane	2025	Excellent	Active
090E036.29TSLR-RTE23-52	I-90	Eastbound	36.29	M-6	Plaza 7A - Ramp C - Illinois Route 23	AET Lane	2025	Excellent	Active
090E036.29TSLR-RTE23-53	I-90	Eastbound	36.29	M-6	Plaza 7A - Ramp C - Illinois Route 23	Shoulder Lane	2025	Excellent	Active
P7A-TPC-DC-1	I-90	Eastbound	36.29	M-6	Plaza 7A - Ramp C - Illinois Route 23	Rack Mounted Cabinet	2024	Excellent	Active
P7A-TPC-RC-1	I-90	Eastbound	36.29	M-6	Plaza 7A - Ramp C - Illinois Route 23	Rack Mounted Cabinet	2024	Excellent	Active
P7A-TPC-WC	I-90	Eastbound	36.29	M-6	Plaza 7A - Ramp C - Illinois Route 23	Stainless Steel Cabinet	2024	Excellent	Active
P7A-TPA-PC-1	I-90	Westbound	36.30	M-6	Plaza 7A - Ramp A - Illinois Route 23	Rack Mounted Cabinet	2024	Excellent	Active
P7A-TPC-PC-1	I-90	Eastbound	36.30	M-6	Plaza 7A - Ramp C - Illinois Route 23	Rack Mounted Cabinet	2024	Excellent	Active
P7A-TPD-PC-1	I-90	Westbound	36.30	M-6	Plaza 7A - Ramp D - Illinois Route 23	Rack Mounted Cabinet	2024	Excellent	Active
090W036.31TSLR-RTE23-61	I-90	Westbound	36.31	M-6	Plaza 7A - Ramp A - Illinois Route 23	Shoulder Lane	2025	Excellent	Active
090W036.31TSLR-RTE23-62	I-90	Westbound	36.31	M-6	Plaza 7A - Ramp A - Illinois Route 23	AET Lane	2025	Excellent	Active
090W036.31TSLR-RTE23-63	I-90	Westbound	36.31	M-6	Plaza 7A - Ramp A - Illinois Route 23	Shoulder Lane	2025	Excellent	Active
P7A-TPA-DC-1	I-90	Westbound	36.31	M-6	Plaza 7A - Ramp A - Illinois Route 23	Rack Mounted Cabinet	2024	Excellent	Active
P7A-TPA-RC-1	I-90	Westbound	36.31	M-6	Plaza 7A - Ramp A - Illinois Route 23	Rack Mounted Cabinet	2024	Excellent	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
P7A-TPA-WC	I-90	Westbound	36.31	M-6	Plaza 7A - Ramp A - Illinois Route 23	Stainless Steel Cabinet	2024	Excellent	Active
090E037.80TSLM-MRNGO-51	I-90	Eastbound	37.80	M-6	Plaza 7 - Marengo	Shoulder Lane	2025	Excellent	Active
090E037.80TSLM-MRNGO-52	I-90	Eastbound	37.80	M-6	Plaza 7 - Marengo	ORT Lane	2025	Excellent	Active
090E037.80TSLM-MRNGO-53	I-90	Eastbound	37.80	M-6	Plaza 7 - Marengo	ORT Lane	2025	Excellent	Active
090E037.80TSLM-MRNGO-54	I-90	Eastbound	37.80	M-6	Plaza 7 - Marengo	ORT Lane	2025	Excellent	Active
090E037.80TSLM-MRNGO-55	I-90	Eastbound	37.80	M-6	Plaza 7 - Marengo	Shoulder Lane	2025	Excellent	Active
090E037.80TSLM-MRNGO-71	I-90	Eastbound	37.80	M-6	Plaza 7 - Marengo	AET Lane	2025	Excellent	Active
090E037.80TSLM-MRNGO-72	I-90	Eastbound	37.80	M-6	Plaza 7 - Marengo	Decommissioned Lane	2025	Good	Inactive
090E037.80TSLM-MRNGO-73	I-90	Eastbound	37.80	M-6	Plaza 7 - Marengo	Decommissioned Lane	2025	Good	Inactive
P7-TP-DC-1	I-90	Eastbound	37.80	M-6	Plaza 7 - Marengo	Rack Mounted Cabinet	2024	Excellent	Active
P7-TP-DC-2	I-90	Eastbound	37.80	M-6	Plaza 7 - Marengo	Stainless Steel Cabinet	2024	Excellent	Active
P7-TP-PC-1	I-90	Eastbound	37.80	M-6	Plaza 7 - Marengo	Stainless Steel Cabinet	2024	Excellent	Active
P7-TP-PC-2	I-90	Eastbound	37.80	M-6	Plaza 7 - Marengo	Rack Mounted Cabinet	2024	Excellent	Active
P7-TP-RC-1	I-90	Eastbound	37.80	M-6	Plaza 7 - Marengo	Rack Mounted Cabinet	2024	Excellent	Active
P7-TP-RC-2	I-90	Eastbound	37.80	M-6	Plaza 7 - Marengo	Stainless Steel Cabinet	2024	Excellent	Active
P7-TP-WC	I-90	Eastbound	37.80	M-6	Plaza 7 - Marengo	Stainless Steel Cabinet	2024	Excellent	Active
P6-TPF-DC-1	I-90	Westbound	46.20	M-6	Plaza 6 - Ramp F - Illinois Route 47	Rack Mounted Cabinet	2024	Excellent	Active
P6-TPF-PC-1	I-90	Westbound	46.20	M-6	Plaza 6 - Ramp F - Illinois Route 47	Rack Mounted Cabinet	2024	Excellent	Active
P6-TPD-PC-1	I-90	Eastbound	46.30	M-6	Plaza 6 - Ramp D - Illinois Route 47	Rack Mounted Cabinet	2024	Excellent	Active
090W046.40TSLR-RT47-51	I-90	Westbound	46.40	M-6	Plaza 6 - Ramp A - Illinois Route 47	Shoulder Lane	2025	Excellent	Active
090W046.40TSLR-RT47-52	I-90	Westbound	46.40	M-6	Plaza 6 - Ramp A - Illinois Route 47	AET Lane	2025	Excellent	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
090W046.40TSLR-RT47-53	I-90	Westbound	46.40	M-6	Plaza 6 - Ramp A - Illinois Route 47	AET Lane	2025	Excellent	Active
090E046.40TSLR-RT47-61	I-90	Eastbound	46.40	M-6	Plaza 6 - Ramp B - Illinois Route 47	Shoulder Lane	2025	Excellent	Active
090E046.40TSLR-RT47-62	I-90	Eastbound	46.40	M-6	Plaza 6 - Ramp B - Illinois Route 47	AET Lane	2025	Excellent	Active
090E046.40TSLR-RT47-63	I-90	Eastbound	46.40	M-6	Plaza 6 - Ramp B - Illinois Route 47	AET Lane	2025	Excellent	Active
P6-TPB-DC-1	I-90	Eastbound	46.40	M-6	Plaza 6 - Ramp B - Illinois Route 47	Rack Mounted Cabinet	2024	Excellent	Active
P6-TPB-PC-1	I-90	Eastbound	46.40	M-6	Plaza 6 - Ramp B - Illinois Route 47	Rack Mounted Cabinet	2024	Excellent	Active
P6-TPB-RC-1	I-90	Eastbound	46.40	M-6	Plaza 6 - Ramp B - Illinois Route 47	Rack Mounted Cabinet	2024	Excellent	Active
P6-TPB-WC	I-90	Eastbound	46.40	M-6	Plaza 6 - Ramp B - Illinois Route 47	Stainless Steel Cabinet	2024	Excellent	Active
P6-TPA-DC-1	I-90	Westbound	46.40	M-6	Plaza 6 - Ramp B - Illinois Route 47	Rack Mounted Cabinet	2024	Excellent	Active
P6-TPA-RC-1	I-90	Westbound	46.40	M-6	Plaza 6 - Ramp B - Illinois Route 47	Rack Mounted Cabinet	2024	Excellent	Active
090E046.40TSLR-RT47-64	I-90	Eastbound	46.40	M-6	Plaza 6 - Ramp D - Illinois Route 47	AET Lane	2025	Excellent	Active
090E046.40TSLR-RT47-65	I-90	Eastbound	46.40	M-6	Plaza 6 - Ramp D - Illinois Route 47	Shoulder Lane	2025	Excellent	Active
P6-TPD-DC-1	I-90	Eastbound	46.40	M-6	Plaza 6 - Ramp D - Illinois Route 47	Rack Mounted Cabinet	2024	Excellent	Active
P6-TPD-RC-1	I-90	Eastbound	46.40	M-6	Plaza 6 - Ramp D - Illinois Route 47	Rack Mounted Cabinet	2024	Excellent	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
P6-TPD-WC	I-90	Eastbound	46.40	M-6	Plaza 6 - Ramp D - Illinois Route 47	Stainless Steel Cabinet	2024	Excellent	Active
090W046.40TSLR-RT47-54	I-90	Westbound	46.40	M-6	Plaza 6 - Ramp F - Illinois Route 47	AET Lane	2025	Good	Active
090W046.40TSLR-RT47-55	I-90	Westbound	46.40	M-6	Plaza 6 - Ramp F - Illinois Route 47	Shoulder Lane	2025	Excellent	Active
P6-TPF-RC-1	I-90	Westbound	46.40	M-6	Plaza 6 - Ramp F - Illinois Route 47	Rack Mounted Cabinet	2024	Excellent	Active
P6-TPF-WC	I-90	Westbound	46.40	M-6	Plaza 6 - Ramp F - Illinois Route 47	Stainless Steel Cabinet	2024	Excellent	Active
P6-TPA-WC	I-90	Westbound	46.75	M-6	Plaza 6 - Ramp B - Illinois Route 47	Stainless Steel Cabinet	2024	Excellent	Active
P6-TPA-PC-1	I-90	Westbound	46.80	M-6	Plaza 6 - Ramp B - Illinois Route 47	Rack Mounted Cabinet	2024	Excellent	Active
090E052.10TSLR-RNDLL-1	I-90	Eastbound	52.10	M-6	Plaza 8 - Ramp C - Randall Road	IPO Lane	2025	Good	Active
090E052.10TSLR-RNDLL-2	I-90	Eastbound	52.10	M-6	Plaza 8 - Ramp C - Randall Road	AET Lane	2025	Good	Active
P8-TPC-DC-1	I-90	Eastbound	52.10	M-6	Plaza 8 - Ramp C - Randall Road	Rack Mounted Cabinet	2024	Excellent	Active
P8-TPC-PC-1	I-90	Eastbound	52.10	M-6	Plaza 8 - Ramp C - Randall Road	Rack Mounted Cabinet	2024	Excellent	Active
P8-TPC-RC-1	I-90	Eastbound	52.10	M-6	Plaza 8 - Ramp C - Randall Road	Stainless Steel Cabinet	2024	Excellent	Active
090W052.10TSLR-RNDLL-3	I-90	Westbound	52.10	M-6	Plaza 8 - Ramp D - Randall Road	Decommissioned Lane	2025	Good	Inactive
090W052.10TSLR-RNDLL-4	I-90	Westbound	52.10	M-6	Plaza 8 - Ramp D - Randall Road	IPO Lane	2025	Excellent	Active
P8-TPD-DC-1	I-90	Westbound	52.10	M-6	Plaza 8 - Ramp D - Randall Road	Stainless Steel Cabinet	2024	Excellent	Active
P8-TPD-PC-1	I-90	Westbound	52.10	M-6	Plaza 8 - Ramp D - Randall Road	Stainless Steel Cabinet	2024	Excellent	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
P8-TPD-RC-1	I-90	Westbound	52.10	M-6	Plaza 8 - Ramp D - Randall Road	Stainless Steel Cabinet	2024	Excellent	Active
090E053.80TSLM-ELGNR-61	I-90	Eastbound	53.80	M-6	Plaza 9 - Elgin	Shoulder Lane	2025	Excellent	Active
090E053.80TSLM-ELGNR-62	I-90	Eastbound	53.80	M-6	Plaza 9 - Elgin	ORT Lane	2025	Good	Active
090E053.80TSLM-ELGNR-63	I-90	Eastbound	53.80	M-6	Plaza 9 - Elgin	ORT Lane	2025	Good	Active
090E053.80TSLM-ELGNR-64	I-90	Eastbound	53.80	M-6	Plaza 9 - Elgin	ORT Lane	2025	Good	Active
090E053.80TSLM-ELGNR-65	I-90	Eastbound	53.80	M-6	Plaza 9 - Elgin	Shoulder Lane	2025	Excellent	Active
090E053.80TSLM-ELGNR-81	I-90	Eastbound	53.80	M-6	Plaza 9 - Elgin	IPO Lane	2025	Good	Inactive
090E053.80TSLM-ELGNR-82	I-90	Eastbound	53.80	M-6	Plaza 9 - Elgin	Decommissioned Lane	2025	Good	Inactive
090E053.80TSLM-ELGNR-83	I-90	Eastbound	53.80	M-6	Plaza 9 - Elgin	Decommissioned Lane	2025	Good	Inactive
090E053.80TSLM-ELGNR-84	I-90	Eastbound	53.80	M-6	Plaza 9 - Elgin	Decommissioned Lane	2025	Good	Inactive
090E053.80TSLM-ELGNR-85	I-90	Eastbound	53.80	M-6	Plaza 9 - Elgin	AET Lane	2025	Excellent	Active
P9-TPE-DC-1	I-90	Eastbound	53.80	M-6	Plaza 9 - Elgin	Stainless Steel Cabinet	2024	Excellent	Active
P9-TPE-DC-2	I-90	Eastbound	53.80	M-6	Plaza 9 - Elgin	Rack Mounted Cabinet	2024	Excellent	Active
P9-TPE-PC-1	I-90	Eastbound	53.80	M-6	Plaza 9 - Elgin	Stainless Steel Cabinet	2023	Excellent	Active
P9-TPE-PC-2	I-90	Eastbound	53.80	M-6	Plaza 9 - Elgin	Rack Mounted Cabinet	2024	Excellent	Active
P9-TPE-RC-1	I-90	Eastbound	53.80	M-6	Plaza 9 - Elgin	Stainless Steel Cabinet	2024	Excellent	Active
P9-TPE-RC-2	I-90	Eastbound	53.80	M-6	Plaza 9 - Elgin	Rack Mounted Cabinet	2024	Excellent	Active
P9-TPE-WC	I-90	Eastbound	53.80	M-6	Plaza 9 - Elgin	Stainless Steel Cabinet	2024	Excellent	Active
090W053.80TSLM-ELGNR-51	I-90	Westbound	53.80	M-6	Plaza 9 - Elgin	Shoulder Lane	2025	Excellent	Active
090W053.80TSLM-ELGNR-52	I-90	Westbound	53.80	M-6	Plaza 9 - Elgin	ORT Lane	2025	Good	Active
090W053.80TSLM-ELGNR-53	I-90	Westbound	53.80	M-6	Plaza 9 - Elgin	ORT Lane	2025	Excellent	Active
090W053.80TSLM-ELGNR-54	I-90	Westbound	53.80	M-6	Plaza 9 - Elgin	ORT Lane	2025	Excellent	Active
090W053.80TSLM-ELGNR-55	I-90	Westbound	53.80	M-6	Plaza 9 - Elgin	Shoulder Lane	2025	Excellent	Active
090W053.80TSLM-ELGNR-71	I-90	Westbound	53.80	M-6	Plaza 9 - Elgin	IPO Lane	2025	Good	Active
090W053.80TSLM-ELGNR-72	I-90	Westbound	53.80	M-6	Plaza 9 - Elgin	Decommissioned Lane	2025	Good	Inactive
090W053.80TSLM-ELGNR-73	I-90	Westbound	53.80	M-6	Plaza 9 - Elgin	Decommissioned Lane	2025	Good	Inactive

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
090W053.80TSLM-ELGNR-74	I-90	Westbound	53.80	M-6	Plaza 9 - Elgin	Decommissioned Lane	2025	Good	Inactive
090W053.80TSLM-ELGNR-75	I-90	Westbound	53.80	M-6	Plaza 9 - Elgin	IPO Lane	2025	Good	Inactive
P9-TPW-DC-1	I-90	Westbound	53.80	M-6	Plaza 9 - Elgin	Stainless Steel Cabinet	2024	Excellent	Active
P9-TPW-DC-2	I-90	Westbound	53.80	M-6	Plaza 9 - Elgin	Rack Mounted Cabinet	2024	Excellent	Active
P9-TPW-PC-1	I-90	Westbound	53.80	M-6	Plaza 9 - Elgin	Stainless Steel Cabinet	2024	Excellent	Active
P9-TPW-PC-2	I-90	Westbound	53.80	M-6	Plaza 9 - Elgin	Rack Mounted Cabinet	2024	Excellent	Active
P9-TPW-RC-1	I-90	Westbound	53.80	M-6	Plaza 9 - Elgin	Stainless Steel Cabinet	2024	Excellent	Active
P9-TPW-RC-2	I-90	Westbound	53.80	M-6	Plaza 9 - Elgin	Rack Mounted Cabinet	2024	Excellent	Active
P9-TPW-WC	I-90	Westbound	53.80	M-6	Plaza 9 - Elgin	Stainless Steel Cabinet	2024	Excellent	Active
090E054.60TSLR-RT31N-3	I-90	Eastbound	54.60	M-6	Plaza 11 - Ramp C - Illinois Route 31	IPO Lane	2025	Excellent	Active
P11-TPC-DC-1	I-90	Eastbound	54.60	M-6	Plaza 11 - Ramp C - Illinois Route 31	Rack Mounted Cabinet	2024	Excellent	Active
P11-TPC-PC-1	I-90	Eastbound	54.60	M-6	Plaza 11 - Ramp C - Illinois Route 31	Rack Mounted Cabinet	2024	Excellent	Active
P11-TPC-RC-1	I-90	Eastbound	54.60	M-6	Plaza 11 - Ramp C - Illinois Route 31	Rack Mounted Cabinet	2024	Excellent	Active
090W054.60TSLR-RT31N-4	I-90	Westbound	54.60	M-6	Plaza 11 - Ramp D - Illinois Route 31	IPO Lane	2025	Excellent	Active
P11-TPD-DC-1	I-90	Westbound	54.60	M-6	Plaza 11 - Ramp D - Illinois Route 31	Rack Mounted Cabinet	2024	Excellent	Active
P11-TPD-PC-1	I-90	Westbound	54.60	M-6	Plaza 11 - Ramp D - Illinois Route 31	Rack Mounted Cabinet	2024	Excellent	Active
P11-TPD-RC-1	I-90	Westbound	54.60	M-6	Plaza 11 - Ramp D - Illinois Route 31	Rack Mounted Cabinet	2024	Excellent	Active
090W054.60TSLR-RT31N-1	I-90	Westbound	54.60	M-6	Plaza 11 - Ramp E - Illinois Route 31	Decommissioned Lane	2025	Good	Inactive

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
090W054.60TSLR-RT31N-5	I-90	Westbound	54.60	M-6	Plaza 11 - Ramp E - Illinois Route 31	IPO Lane	2025	Good	Active
P11-TPE-DC-1	I-90	Westbound	54.60	M-6	Plaza 11 - Ramp E - Illinois Route 31	Rack Mounted Cabinet	2024	Excellent	Active
P11-TPE-PC-1	I-90	Westbound	54.60	M-6	Plaza 11 - Ramp E - Illinois Route 31	Rack Mounted Cabinet	2024	Excellent	Active
P11-TPE-RC-1	I-90	Westbound	54.60	M-6	Plaza 11 - Ramp E - Illinois Route 31	Rack Mounted Cabinet	2024	Excellent	Active
090E054.60TSLR-RT31N-2	I-90	Eastbound	54.60	M-6	Plaza 11 - Ramp F - Illinois Route 31	Decommissioned Lane	2025	Excellent	Inactive
090E054.60TSLR-RT31N-51	I-90	Eastbound	54.60	M-6	Plaza 11 - Ramp F - Illinois Route 31	AET Lane	2025	Excellent	Active
090E054.60TSLR-RT31N-52	I-90	Eastbound	54.60	M-6	Plaza 11 - Ramp F - Illinois Route 31	Shoulder Lane	2025	Excellent	Active
P11-TPF-DC-1	I-90	Eastbound	54.60	M-6	Plaza 11 - Ramp F - Illinois Route 31	Rack Mounted Cabinet	2024	Excellent	Active
P11-TPF-PC-1	I-90	Eastbound	54.60	M-6	Plaza 11 - Ramp F - Illinois Route 31	Rack Mounted Cabinet	2024	Excellent	Active
P11-TPF-RC-1	I-90	Eastbound	54.60	M-6	Plaza 11 - Ramp F - Illinois Route 31	Rack Mounted Cabinet	2024	Excellent	Active
P11-TPF-WC	I-90	Eastbound	54.60	M-6	Plaza 11 - Ramp F - Illinois Route 31	Stainless Steel Cabinet	2024	Excellent	Active
090W056.30TSLR-RT25-2	I-90	Westbound	56.30	M-5	Plaza 13 - Ramp B - Illinois Route 25	Decommissioned Lane	2025	Excellent	Inactive
P13-TPB-DC-1	I-90	Westbound	56.30	M-5	Plaza 13 - Ramp B - Illinois Route 25	Rack Mounted Cabinet	2024	Excellent	Active
P13-TPB-PC-1	I-90	Westbound	56.30	M-5	Plaza 13 - Ramp B - Illinois Route 25	Rack Mounted Cabinet	2024	Excellent	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
P13-TPB-RC-1	I-90	Westbound	56.30	M-5	Plaza 13 - Ramp B - Illinois Route 25	Rack Mounted Cabinet	2024	Excellent	Active
090W056.30TSLR-RT25-4	I-90	Westbound	56.30	M-5	Plaza 13 - Ramp B - Route Illinois 25	IPO Lane	2025	Good	Active
090E056.30TSLR-RT25-1	I-90	Eastbound	56.30	M-5	Plaza 13 - Ramp D - Illinois Route 25	Decommissioned Lane	2025	Excellent	Inactive
090E056.30TSLR-RT25-3	I-90	Eastbound	56.30	M-5	Plaza 13 - Ramp D - Illinois Route 25	IPO Lane	2025	Good	Active
P13-TPD-DC-1	I-90	Eastbound	56.30	M-5	Plaza 13 - Ramp D - Illinois Route 25	Rack Mounted Cabinet	2024	Excellent	Active
P13-TPD-RC-1	I-90	Eastbound	56.30	M-5	Plaza 13 - Ramp D - Illinois Route 25	Rack Mounted Cabinet	2024	Excellent	Active
P13-TPD-PC-1	I-90	Eastbound	56.40	M-5	Plaza 13 - Ramp D - Illinois Route 25	Rack Mounted Cabinet	2024	Excellent	Active
090E059.70TSLR-RT59-6	I-90	Eastbound	58.10	M-5	Plaza 14 - Illinois Route 59	IPO Lane	2025	Good	Active
090W058.10TSLR-BVLRY-10	I-90	Westbound	58.10	M-5	Plaza 16B - Beverly Road	IPO Lane	2025	Good	Active
090W058.10TSLR-BVLRY-11	I-90	Westbound	58.10	M-5	Plaza 16B - Beverly Road	IPO Lane	2025	Good	Active
090W059.70TSLR-BVLRY-7	I-90	Westbound	58.10	M-5	Plaza 16B - Beverly Road	IPO Lane	2025	Excellent	Active
090W059.70TSLR-BVLRY-8	I-90	Westbound	58.10	M-5	Plaza 16B - Beverly Road	Decommissioned Lane	2025	Fair	Inactive
P16B-TP-DC-1	I-90	Westbound	58.10	M-5	Plaza 16B - Beverly Road	Stainless Steel Cabinet	2024	Excellent	Active
P16B-TP-PC-1	I-90	Westbound	58.10	M-5	Plaza 16B - Beverly Road	Stainless Steel Cabinet	2024	Excellent	Active
P16B-TP-RC-1	I-90	Westbound	58.10	M-5	Plaza 16B - Beverly Road	Stainless Steel Cabinet	2024	Excellent	Active
090E059.70TSLR-RT59-4	I-90	Eastbound	59.70	M-5	Plaza 14 - Illinois Route 59	IPO Lane	2025	Fair	Active
090E059.70TSLR-RT59-5	I-90	Eastbound	59.70	M-5	Plaza 14 - Illinois Route 59	Decommissioned Lane	2025	Good	Inactive
P14-TP-DC-1	I-90	Eastbound	59.70	M-5	Plaza 14 - Illinois Route 59	Stainless Steel Cabinet	2024	Excellent	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
P14-TP-PC-1	I-90	Eastbound	59.70	M-5	Plaza 14 - Illinois Route 59	Stainless Steel Cabinet	2024	Excellent	Active
P14-TP-RC-1	I-90	Eastbound	59.70	M-5	Plaza 14 - Illinois Route 59	Stainless Steel Cabinet	2024	Excellent	Active
090W059.70TSLR-BVLRY-9	I-90	Westbound	59.70	M-5	Plaza 16B - Beverly Road	IPO Lane	2025	Good	Active
P16A-TP-DC-1	I-90	Westbound	59.70	M-5	Plaza 16B - Beverly Road	Stainless Steel Cabinet	2024	Excellent	Active
P16A-TP-PC-1	I-90	Westbound	59.70	M-5	Plaza 16B - Beverly Road	Stainless Steel Cabinet	2024	Excellent	Active
P16A-TP-RC-1	I-90	Westbound	59.70	M-5	Plaza 16B - Beverly Road	Stainless Steel Cabinet	2024	Good	Active
P10-TPD-PC-1	I-90	Eastbound	62.00	M-5	Plaza 10 - Ramp D - Barrington Road	Rack Mounted Cabinet	2024	Excellent	Active
090W062.20TSLR-BARRN-1	I-90	Westbound	62.20	M-5	Plaza 10 - Ramp A - Barrington Road	IPO Lane	2025	Excellent	Active
090W062.20TSLR-BARRN-2	I-90	Westbound	62.20	M-5	Plaza 10 - Ramp A - Barrington Road	Decommissioned Lane	2025	Excellent	Inactive
090W062.20TSLR-BARRN-3	I-90	Westbound	62.20	M-5	Plaza 10 - Ramp A - Barrington Road	IPO Lane	2025	Fair	Active
P10-TPA-DC-1	I-90	Westbound	62.20	M-5	Plaza 10 - Ramp A - Barrington Road	Rack Mounted Cabinet	2023	Excellent	Active
P10-TPA-RC-1	I-90	Westbound	62.20	M-5	Plaza 10 - Ramp A - Barrington Road	Rack Mounted Cabinet	2023	Excellent	Active
090W062.20TSLR-BARRN-61	I-90	Westbound	62.20	M-5	Plaza 10 - Ramp C - Barrington Road	AET Lane	2025	Excellent	Active
090W062.20TSLR-BARRN-62	I-90	Westbound	62.20	M-5	Plaza 10 - Ramp C - Barrington Road	AET Lane	2025	Excellent	Active
090W062.20TSLR-BARRN-63	I-90	Westbound	62.20	M-5	Plaza 10 - Ramp C - Barrington Road	Shoulder Lane	2025	Excellent	Active
P10-TPC-DC-1	I-90	Westbound	62.20	M-5	Plaza 10 - Ramp C - Barrington Road	Rack Mounted Cabinet	2024	Excellent	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
P10-TPC-PC-1	I-90	Westbound	62.20	M-5	Plaza 10 - Ramp C - Barrington Road	Rack Mounted Cabinet	2024	Excellent	Active
P10-TPC-RC-1	I-90	Westbound	62.20	M-5	Plaza 10 - Ramp C - Barrington Road	Rack Mounted Cabinet	2024	Excellent	Active
P10-TPC-WC	I-90	Westbound	62.20	M-5	Plaza 10 - Ramp C - Barrington Road	Stainless Steel Cabinet	2024	Excellent	Active
090E062.20TSLR-BARRN-51	I-90	Eastbound	62.20	M-5	Plaza 10 - Ramp D - Barrington Road	AET Lane	2025	Excellent	Active
090E062.20TSLR-BARRN-52	I-90	Eastbound	62.20	M-5	Plaza 10 - Ramp D - Barrington Road	AET Lane	2025	Excellent	Active
P10-TPD-DC-1	I-90	Eastbound	62.20	M-5	Plaza 10 - Ramp D - Barrington Road	Rack Mounted Cabinet	2024	Excellent	Active
P10-TPD-RC-1	I-90	Eastbound	62.20	M-5	Plaza 10 - Ramp D - Barrington Road	Rack Mounted Cabinet	2024	Excellent	Active
P10-TPD-WC	I-90	Eastbound	62.20	M-5	Plaza 10 - Ramp D - Barrington Road	Stainless Steel Cabinet	2024	Excellent	Active
090E062.20TSLR-BARRN-4	I-90	Eastbound	62.20	M-5	Plaza 10 - Ramp M - Barrington Road	Decommissioned Lane	2025	Excellent	Inactive
090E062.20TSLR-BARRN-54	I-90	Eastbound	62.20	M-5	Plaza 10 - Ramp M - Barrington Road	AET Lane	2025	Excellent	Active
090E062.20TSLR-BARRN-55	I-90	Eastbound	62.20	M-5	Plaza 10 - Ramp M - Barrington Road	AET Lane	2025	Excellent	Active
090E062.20TSLR-BARRN-56	I-90	Eastbound	62.20	M-5	Plaza 10 - Ramp M - Barrington Road	Shoulder Lane	2025	Excellent	Active
P10-TPM-DC-1	I-90	Eastbound	62.20	M-5	Plaza 10 - Ramp M - Barrington Road	Rack Mounted Cabinet	2024	Excellent	Active
P10-TPM-RC-1	I-90	Eastbound	62.20	M-5	Plaza 10 - Ramp M - Barrington Road	Rack Mounted Cabinet	2024	Excellent	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
P10-TPM-WC	I-90	Eastbound	62.20	M-5	Plaza 10 - Ramp M - Barrington Road	Stainless Steel Cabinet	2024	Excellent	Active
P10-TPM-PC-1	I-90	Eastbound	62.30	M-5	Plaza 10 - Ramp M - Barrington Road	Rack Mounted Cabinet	2024	Excellent	Active
P10-TPA-PC-1	I-90	Westbound	63.20	M-5	Plaza 10 - Ramp A - Barrington Road	Rack Mounted Cabinet	2023	Excellent	Active
P12-TPC-WC	I-90	Westbound	65.20	M-5	Plaza 12 - Ramp C - Roselle Road	Stainless Steel Cabinet	2024	Excellent	Active
090W065.50TSLR-RSLL-1	I-90	Westbound	65.50	M-5	Plaza 12 - Ramp A - Roselle Road	IPO Lane	2025	Good	Active
090W065.50TSLR-RSLL-2	I-90	Westbound	65.50	M-5	Plaza 12 - Ramp A - Roselle Road	Decommissioned Lane	2025	Good	Inactive
090W065.50TSLR-RSLL-3	I-90	Westbound	65.50	M-5	Plaza 12 - Ramp A - Roselle Road	IPO Lane	2025	Good	Active
P12-TPA-DC-1	I-90	Westbound	65.50	M-5	Plaza 12 - Ramp A - Roselle Road	Rack Mounted Cabinet	2024	Excellent	Active
P12-TPA-PC-1	I-90	Westbound	65.50	M-5	Plaza 12 - Ramp A - Roselle Road	Rack Mounted Cabinet	2024	Excellent	Active
P12-TPA-RC-1	I-90	Westbound	65.50	M-5	Plaza 12 - Ramp A - Roselle Road	Stainless Steel Cabinet	2024	Good	Active
090E065.50TSLR-RSLL-4	I-90	Eastbound	65.50	M-5	Plaza 12 - Ramp B - Roselle Road	Decommissioned Lane	2025	Excellent	Inactive
090E065.50TSLR-RSLL-54	I-90	Eastbound	65.50	M-5	Plaza 12 - Ramp B - Roselle Road	AET Lane	2025	Excellent	Active
090E065.50TSLR-RSLL-55	I-90	Eastbound	65.50	M-5	Plaza 12 - Ramp B - Roselle Road	AET Lane	2025	Excellent	Active
P12-TPB-DC-1	I-90	Eastbound	65.50	M-5	Plaza 12 - Ramp B - Roselle Road	Rack Mounted Cabinet	2024	Excellent	Active
P12-TPB-RC-1	I-90	Eastbound	65.50	M-5	Plaza 12 - Ramp B - Roselle Road	Rack Mounted Cabinet	2024	Excellent	Active
P12-TPB-WC	I-90	Eastbound	65.50	M-5	Plaza 12 - Ramp B - Roselle Road	Stainless Steel Cabinet	2024	Excellent	Active
090W065.50TSLR-RSLL-61	I-90	Westbound	65.50	M-5	Plaza 12 - Ramp C - Roselle Road	Shoulder Lane	2025	Excellent	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
090W065.50TSLR-RSLL-62	I-90	Westbound	65.50	M-5	Plaza 12 - Ramp C - Roselle Road	AET Lane	2025	Excellent	Active
090W065.50TSLR-RSLL-63	I-90	Westbound	65.50	M-5	Plaza 12 - Ramp C - Roselle Road	AET Lane	2025	Excellent	Active
P12-TPC-DC-1	I-90	Westbound	65.50	M-5	Plaza 12 - Ramp C - Roselle Road	Rack Mounted Cabinet	2024	Excellent	Active
P12-TPC-PC-1	I-90	Westbound	65.50	M-5	Plaza 12 - Ramp C - Roselle Road	Rack Mounted Cabinet	2024	Excellent	Active
P12-TPC-RC-1	I-90	Westbound	65.50	M-5	Plaza 12 - Ramp C - Roselle Road	Rack Mounted Cabinet	2024	Excellent	Active
090E065.50TSLR-RSLL-51	I-90	Eastbound	65.50	M-5	Plaza 12 - Ramp D - Roselle Road	AET Lane	2025	Excellent	Active
090E065.50TSLR-RSLL-52	I-90	Eastbound	65.50	M-5	Plaza 12 - Ramp D - Roselle Road	AET Lane	2025	Excellent	Active
P12-TPD-DC-1	I-90	Eastbound	65.50	M-5	Plaza 12 - Ramp D - Roselle Road	Rack Mounted Cabinet	2024	Excellent	Active
P12-TPD-PC-1	I-90	Eastbound	65.50	M-5	Plaza 12 - Ramp D - Roselle Road	Rack Mounted Cabinet	2024	Excellent	Active
P12-TPD-RC-1	I-90	Eastbound	65.50	M-5	Plaza 12 - Ramp D - Roselle Road	Rack Mounted Cabinet	2024	Excellent	Active
P12-TPD-WC	I-90	Eastbound	65.50	M-5	Plaza 12 - Ramp D - Roselle Road	Stainless Steel Cabinet	2024	Excellent	Active
P12-TPB-PC-1	I-90	Eastbound	65.60	M-5	Plaza 12 - Ramp B - Roselle Road	Rack Mounted Cabinet	2024	Excellent	Active
090W067.40TSLR-MEACH-63	I-90	Westbound	67.40	M-5	Plaza 12A - Ramp A - Meacham Road	AET Lane	2025	Excellent	Active
P12A-TPA-DC-1	I-90	Westbound	67.40	M-5	Plaza 12A - Ramp A - Meacham Road	Rack Mounted Cabinet	2024	Excellent	Active
P12A-TPA-PC-1	I-90	Westbound	67.40	M-5	Plaza 12A - Ramp A - Meacham Road	Rack Mounted Cabinet	2024	Excellent	Active
P12A-TPA-RC-1	I-90	Westbound	67.40	M-5	Plaza 12A - Ramp A - Meacham Road	Rack Mounted Cabinet	2024	Excellent	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
P12A-TPA-WC	I-90	Westbound	67.40	M-5	Plaza 12A - Ramp A - Meacham Road	Stainless Steel Cabinet	2024	Excellent	Active
090W067.40TSLR-MEACH-61	I-90	Westbound	67.40	M-5	Plaza 12A - Ramp C - Meacham Road	AET Lane	2025	Fair	Active
P12A-TPC-DC-1	I-90	Westbound	67.40	M-5	Plaza 12A - Ramp C - Meacham Road	Rack Mounted Cabinet	2024	Excellent	Active
P12A-TPC-PC-1	I-90	Westbound	67.40	M-5	Plaza 12A - Ramp C - Meacham Road	Rack Mounted Cabinet	2024	Excellent	Active
P12A-TPC-RC-1	I-90	Westbound	67.40	M-5	Plaza 12A - Ramp C - Meacham Road	Rack Mounted Cabinet	2024	Excellent	Active
P12A-TPC-WC	I-90	Westbound	67.40	M-5	Plaza 12A - Ramp C - Meacham Road	Stainless Steel Cabinet	2024	Excellent	Active
090E068.20TSLR-RT53-1	I-90	Eastbound	68.20	M-5	Plaza 15 - Ramp A - Illinois Route 53	IPO Lane	2024	Under Construction	Inactive
090E068.20TSLR-RT53-2	I-90	Eastbound	68.20	M-5	Plaza 15 - Ramp A - Illinois Route 53	IPO Lane	2025	Good	Active
P15-TPA-DC-1	I-90	Eastbound	68.20	M-5	Plaza 15 - Ramp A - Illinois Route 53	Rack Mounted Cabinet	2024	Excellent	Active
P15-TPA-PC-1	I-90	Eastbound	68.20	M-5	Plaza 15 - Ramp A - Illinois Route 53	Rack Mounted Cabinet	2024	Excellent	Active
P15-TPA-RC-1	I-90	Eastbound	68.20	M-5	Plaza 15 - Ramp A - Illinois Route 53	Painted Steel Cabinet	2024	Excellent	Active
090E068.20TSLR-RT53-4	I-90	Eastbound	68.20	M-5	Plaza 15 - Ramp B - Illinois Route 53	Decommissioned Lane	2025	Good	Inactive
090E068.20TSLR-RT53-5	I-90	Eastbound	68.20	M-5	Plaza 15 - Ramp B - Illinois Route 53	Decommissioned Lane	2025	Good	Inactive
090E068.20TSLR-RT53-6	I-90	Eastbound	68.20	M-5	Plaza 15 - Ramp B - Illinois Route 53	IPO Lane	2025	Fair	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
090E068.20TSLR-RT53-7	I-90	Eastbound	68.20	M-5	Plaza 15 - Ramp B - Illinois Route 53	IPO Lane	2025	Good	Active
P15-TPB-DC-1	I-90	Eastbound	68.20	M-5	Plaza 15 - Ramp B - Illinois Route 53	Stainless Steel Cabinet	2024	Excellent	Active
P15-TPB-PC-1	I-90	Eastbound	68.20	M-5	Plaza 15 - Ramp B - Illinois Route 53	Stainless Steel Cabinet	2024	Excellent	Active
P15-TPB-RC-1	I-90	Eastbound	68.20	M-5	Plaza 15 - Ramp B - Illinois Route 53	Stainless Steel Cabinet	2024	Excellent	Active
090W070.70TSLR-ARLINH-1	I-90	Westbound	70.70	M-5	Plaza 18 - Ramp D - Arlington Heights Road	IPO Lane	2025	Good	Active
090W070.70TSLR-ARLINH-2	I-90	Westbound	70.70	M-5	Plaza 18 - Ramp D - Arlington Heights Road	Decommissioned Lane	2025	Excellent	Inactive
090W070.70TSLR-ARLINH-3	I-90	Westbound	70.70	M-5	Plaza 18 - Ramp D - Arlington Heights Road	IPO Lane	2025	Good	Active
P18-TPD-DC-1	I-90	Westbound	70.70	M-5	Plaza 18 - Ramp D - Arlington Heights Road	Rack Mounted Cabinet	2024	Excellent	Active
P18-TPD-PC-1	I-90	Westbound	70.70	M-5	Plaza 18 - Ramp D - Arlington Heights Road	Rack Mounted Cabinet	2024	Excellent	Active
P18-TPD-RC-1	I-90	Westbound	70.70	M-5	Plaza 18 - Ramp D - Arlington Heights Road	Rack Mounted Cabinet	2024	Excellent	Active
090E070.70TSLR-ARLINH-4	I-90	Eastbound	70.70	M-5	Plaza 18 - Ramp E - Arlington Heights Road	IPO Lane	2025	Good	Active
090E070.70TSLR-ARLINH-5	I-90	Eastbound	70.70	M-5	Plaza 18 - Ramp E - Arlington Heights Road	Decommissioned Lane	2025	Good	Inactive
090E070.70TSLR-ARLINH-6	I-90	Eastbound	70.70	M-5	Plaza 18 - Ramp E - Arlington Heights Road	IPO Lane	2025	Fair	Active
P18-TPE-DC-1	I-90	Eastbound	70.70	M-5	Plaza 18 - Ramp E - Arlington Heights Road	Stainless Steel Cabinet	2024	Excellent	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
P18-TPE-PC-1	I-90	Eastbound	70.70	M-5	Plaza 18 - Ramp E - Arlington Heights Road	Stainless Steel Cabinet	2024	Excellent	Active
P18-TPE-RC-1	I-90	Eastbound	70.70	M-5	Plaza 18 - Ramp E - Arlington Heights Road	Stainless Steel Cabinet	2024	Excellent	Active
090E073.50TSLR-ELMT-4	I-90	Eastbound	73.50	M-5	Plaza 18A - Ramp B - Elmhurst Road	AET Lane	2025	Excellent	Active
090E073.50TSLR-ELMT-5	I-90	Eastbound	73.50	M-5	Plaza 18A - Ramp B - Elmhurst Road	AET Lane	2025	Excellent	Active
P18A-TPB-DC-1	I-90	Eastbound	73.50	M-5	Plaza 18A - Ramp B - Elmhurst Road	Rack Mounted Cabinet	2024	Excellent	Active
P18A-TPB-PC-1	I-90	Eastbound	73.50	M-5	Plaza 18A - Ramp B - Elmhurst Road	Rack Mounted Cabinet	2024	Excellent	Active
P18A-TPB-RC-1	I-90	Eastbound	73.50	M-5	Plaza 18A - Ramp B - Elmhurst Road	Rack Mounted Cabinet	2024	Excellent	Active
P18A-TPB-WC	I-90	Eastbound	73.50	M-5	Plaza 18A - Ramp B - Elmhurst Road	Stainless Steel Cabinet	2024	Excellent	Active
090W073.50TSLR-ELMT-1	I-90	Westbound	73.50	M-5	Plaza 18A - Ramp C - Elmhurst Road	Shoulder Lane	2025	Excellent	Active
090W073.50TSLR-ELMT-2	I-90	Westbound	73.50	M-5	Plaza 18A - Ramp C - Elmhurst Road	AET Lane	2025	Excellent	Active
090W073.50TSLR-ELMT-3	I-90	Westbound	73.50	M-5	Plaza 18A - Ramp C - Elmhurst Road	AET Lane	2025	Excellent	Active
P18A-TPC-DC-1	I-90	Westbound	73.50	M-5	Plaza 18A - Ramp C - Elmhurst Road	Rack Mounted Cabinet	2024	Excellent	Active
P18A-TPC-PC-1	I-90	Westbound	73.50	M-5	Plaza 18A - Ramp C - Elmhurst Road	Rack Mounted Cabinet	2024	Excellent	Active
P18A-TPC-RC-1	I-90	Westbound	73.50	M-5	Plaza 18A - Ramp C - Elmhurst Road	Rack Mounted Cabinet	2024	Excellent	Active
P18A-TPC-WC	I-90	Westbound	73.50	M-5	Plaza 18A - Ramp C - Elmhurst Road	Stainless Steel Cabinet	2024	Excellent	Active
090W077.10TSLM-DEVNA-51	I-90	Westbound	77.10	M-3	Plaza 17 - Devon Avenue	Shoulder Lane	2025	Excellent	Active
090W077.10TSLM-DEVNA-52	I-90	Westbound	77.10	M-3	Plaza 17 - Devon Avenue	ORT Lane	2025	Excellent	Active
090W077.10TSLM-DEVNA-53	I-90	Westbound	77.10	M-3	Plaza 17 - Devon Avenue	ORT Lane	2025	Excellent	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
090W077.10TSLM-DEVNA-54	I-90	Westbound	77.10	M-3	Plaza 17 - Devon Avenue	ORT Lane	2025	Excellent	Active
090W077.10TSLM-DEVNA-55	I-90	Westbound	77.10	M-3	Plaza 17 - Devon Avenue	ORT Lane	2025	Excellent	Active
090W077.10TSLM-DEVNA-56	I-90	Westbound	77.10	M-3	Plaza 17 - Devon Avenue	Shoulder Lane	2025	Excellent	Active
090W077.10TSLM-DEVNA-71	I-90	Westbound	77.10	M-3	Plaza 17 - Devon Avenue	AET Lane	2025	Good	Active
090W077.10TSLM-DEVNA-72	I-90	Westbound	77.10	M-3	Plaza 17 - Devon Avenue	Decommissioned Lane	2025	Good	Inactive
090W077.10TSLM-DEVNA-73	I-90	Westbound	77.10	M-3	Plaza 17 - Devon Avenue	Decommissioned Lane	2025	Excellent	Inactive
090W077.10TSLM-DEVNA-74	I-90	Westbound	77.10	M-3	Plaza 17 - Devon Avenue	Decommissioned Lane	2025	Excellent	Inactive
090W077.10TSLM-DEVNA-75	I-90	Westbound	77.10	M-3	Plaza 17 - Devon Avenue	Decommissioned Lane	2025	Excellent	Inactive
090W077.10TSLM-DEVNA-76	I-90	Westbound	77.10	M-3	Plaza 17 - Devon Avenue	IPO Lane	2025	Good	Active
P17-TP-DC-1	I-90	Westbound	77.10	M-3	Plaza 17 - Devon Avenue	Stainless Steel Cabinet	2024	Excellent	Active
P17-TP-DC-2	I-90	Westbound	77.10	M-3	Plaza 17 - Devon Avenue	Rack Mounted Cabinet	2024	Excellent	Active
P17-TP-PC-1	I-90	Westbound	77.10	M-3	Plaza 17 - Devon Avenue	Stainless Steel Cabinet	2024	Excellent	Active
P17-TP-PC-2	I-90	Westbound	77.10	M-3	Plaza 17 - Devon Avenue	Rack Mounted Cabinet	2024	Excellent	Active
P17-TP-RC-1	I-90	Westbound	77.10	M-3	Plaza 17 - Devon Avenue	Stainless Steel Cabinet	2024	Excellent	Active
P17-TP-RC-2	I-90	Westbound	77.10	M-3	Plaza 17 - Devon Avenue	Painted Steel Cabinet	2024	Excellent	Active
P17-TP-WC	I-90	Westbound	77.10	M-3	Plaza 17 - Devon Avenue	Stainless Steel Cabinet	2024	Excellent	Active
090E078.50TSLM-RIVRR-51	I-90	Eastbound	78.50	M-3	Plaza 19 - River Road	Shoulder Lane	2025	Excellent	Active
090E078.50TSLM-RIVRR-52	I-90	Eastbound	78.50	M-3	Plaza 19 - River Road	ORT Lane	2025	Excellent	Active
090E078.50TSLM-RIVRR-53	I-90	Eastbound	78.50	M-3	Plaza 19 - River Road	ORT Lane	2025	Excellent	Active
090E078.50TSLM-RIVRR-54	I-90	Eastbound	78.50	M-3	Plaza 19 - River Road	ORT Lane	2025	Excellent	Active
090E078.50TSLM-RIVRR-55	I-90	Eastbound	78.50	M-3	Plaza 19 - River Road	Shoulder Lane	2025	Excellent	Active
090E078.50TSLM-RIVRR-71	I-90	Eastbound	78.50	M-3	Plaza 19 - River Road	Decommissioned Lane	2025	Good	Inactive
090E078.50TSLM-RIVRR-72	I-90	Eastbound	78.50	M-3	Plaza 19 - River Road	AET Lane	2025	Good	Active
090E078.50TSLM-RIVRR-73	I-90	Eastbound	78.50	M-3	Plaza 19 - River Road	IPO Lane	2025	Good	Active
090E078.50TSLM-RIVRR-74	I-90	Eastbound	78.50	M-3	Plaza 19 - River Road	Decommissioned Lane	2024	Under Construction	Inactive
090E078.50TSLM-RIVRR-75	I-90	Eastbound	78.50	M-3	Plaza 19 - River Road	Decommissioned Lane	2024	Under Construction	Inactive

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
090E078.50TSLM-RIVRR-76	I-90	Eastbound	78.50	M-3	Plaza 19 - River Road	Decommissioned Lane	2024	Under Construction	Inactive
P19-TP-DC-1	I-90	Eastbound	78.50	M-3	Plaza 19 - River Road	Stainless Steel Cabinet	2024	Excellent	Active
P19-TP-DC-2	I-90	Eastbound	78.50	M-3	Plaza 19 - River Road	Rack Mounted Cabinet	2024	Excellent	Active
P19-TP-PC-1	I-90	Eastbound	78.50	M-3	Plaza 19 - River Road	Painted Steel Cabinet	2024	Excellent	Active
P19-TP-PC-2	I-90	Eastbound	78.50	M-3	Plaza 19 - River Road	Rack Mounted Cabinet	2024	Excellent	Active
P19-TP-RC-1	I-90	Eastbound	78.50	M-3	Plaza 19 - River Road	Stainless Steel Cabinet	2024	Excellent	Active
P19-TP-RC-2	I-90	Eastbound	78.50	M-3	Plaza 19 - River Road	Painted Steel Cabinet	2024	Excellent	Active
P19-TP-WC	I-90	Eastbound	78.50	M-3	Plaza 19 - River Road	Stainless Steel Cabinet	2024	Excellent	Active
094E004.80TSLM-WKGN-61	I-94	Eastbound	4.80	M-4	Plaza 21 - Waukegan	Shoulder Lane	2025	Excellent	Active
094E004.80TSLM-WKGN-62	I-94	Eastbound	4.80	M-4	Plaza 21 - Waukegan	ORT Lane	2025	Excellent	Active
094E004.80TSLM-WKGN-63	I-94	Eastbound	4.80	M-4	Plaza 21 - Waukegan	ORT Lane	2025	Excellent	Active
094E004.80TSLM-WKGN-64	I-94	Eastbound	4.80	M-4	Plaza 21 - Waukegan	ORT Lane	2025	Excellent	Active
094E004.80TSLM-WKGN-65	I-94	Eastbound	4.80	M-4	Plaza 21 - Waukegan	Shoulder Lane	2025	Excellent	Active
094E004.80TSLM-WKGN-81	I-94	Eastbound	4.80	M-4	Plaza 21 - Waukegan	Decommissioned Lane	2025	Good	Inactive
094E004.80TSLM-WKGN-82	I-94	Eastbound	4.80	M-4	Plaza 21 - Waukegan	IPO Lane	2025	Excellent	Inactive
094E004.80TSLM-WKGN-83	I-94	Eastbound	4.80	M-4	Plaza 21 - Waukegan	Decommissioned Lane	2025	Good	Inactive
094E004.80TSLM-WKGN-84	I-94	Eastbound	4.80	M-4	Plaza 21 - Waukegan	Decommissioned Lane	2025	Good	Inactive
094E004.80TSLM-WKGN-85	I-94	Eastbound	4.80	M-4	Plaza 21 - Waukegan	IPO Lane	2025	Good	Active
P21-TPS-DC-1	I-94	Eastbound	4.80	M-4	Plaza 21 - Waukegan	Stainless Steel Cabinet	2024	Excellent	Active
P21-TPS-DC-2	I-94	Eastbound	4.80	M-4	Plaza 21 - Waukegan	Rack Mounted Cabinet	2024	Excellent	Active
P21-TPS-PC-1	I-94	Eastbound	4.80	M-4	Plaza 21 - Waukegan	Stainless Steel Cabinet	2024	Excellent	Active
P21-TPS-RC-1	I-94	Eastbound	4.80	M-4	Plaza 21 - Waukegan	Stainless Steel Cabinet	2024	Excellent	Active
P21-TPS-RC-2	I-94	Eastbound	4.80	M-4	Plaza 21 - Waukegan	Rack Mounted Cabinet	2024	Excellent	Active
P21-TPS-WC	I-94	Eastbound	4.80	M-4	Plaza 21 - Waukegan	Stainless Steel Cabinet	2024	Excellent	Active
P21-TPS-PC-2	I-94	Southbound	4.80	M-4	Plaza 21 - Waukegan	Rack Mounted Cabinet	2024	Excellent	Active
094W004.80TSLM-WKGN-51	I-94	Westbound	4.80	M-4	Plaza 21 - Waukegan	Shoulder Lane	2025	Excellent	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
094W004.80TSLM-WKGN-52	I-94	Westbound	4.80	M-4	Plaza 21 - Waukegan	ORT Lane	2025	Excellent	Active
094W004.80TSLM-WKGN-53	I-94	Westbound	4.80	M-4	Plaza 21 - Waukegan	ORT Lane	2025	Excellent	Active
094W004.80TSLM-WKGN-54	I-94	Westbound	4.80	M-4	Plaza 21 - Waukegan	ORT Lane	2025	Excellent	Active
094W004.80TSLM-WKGN-55	I-94	Westbound	4.80	M-4	Plaza 21 - Waukegan	Shoulder Lane	2025	Excellent	Active
094W004.80TSLM-WKGN-71	I-94	Westbound	4.80	M-4	Plaza 21 - Waukegan	IPO Lane	2025	Excellent	Active
094W004.80TSLM-WKGN-72	I-94	Westbound	4.80	M-4	Plaza 21 - Waukegan	Decommissioned Lane	2025	Good	Inactive
094W004.80TSLM-WKGN-73	I-94	Westbound	4.80	M-4	Plaza 21 - Waukegan	Decommissioned Lane	2025	Fair	Inactive
094W004.80TSLM-WKGN-74	I-94	Westbound	4.80	M-4	Plaza 21 - Waukegan	Decommissioned Lane	2025	Fair	Inactive
P21-TPN-DC-1	I-94	Westbound	4.80	M-4	Plaza 21 - Waukegan	Stainless Steel Cabinet	2024	Excellent	Active
P21-TPN-DC-2	I-94	Westbound	4.80	M-4	Plaza 21 - Waukegan	Rack Mounted Cabinet	2024	Excellent	Active
P21-TPN-PC-1	I-94	Westbound	4.80	M-4	Plaza 21 - Waukegan	Stainless Steel Cabinet	2024	Excellent	Active
P21-TPN-PC-2	I-94	Westbound	4.80	M-4	Plaza 21 - Waukegan	Rack Mounted Cabinet	2024	Excellent	Active
P21-TPN-RC-1	I-94	Westbound	4.80	M-4	Plaza 21 - Waukegan	Stainless Steel Cabinet	2024	Excellent	Active
P21-TPN-RC-2	I-94	Westbound	4.80	M-4	Plaza 21 - Waukegan	Rack Mounted Cabinet	2024	Excellent	Active
P21-TPN-WC	I-94	Westbound	4.80	M-4	Plaza 21 - Waukegan	Stainless Steel Cabinet	2024	Excellent	Active
094W014.00TSLR-BCKLY-1	I-94	Westbound	14.00	M-4	Plaza 20 - Ramp C - Buckley Road	Decommissioned Lane	2025	Excellent	Inactive
094W014.00TSLR-BCKLY-2	I-94	Westbound	14.00	M-4	Plaza 20 - Ramp C - Buckley Road	IPO Lane	2025	Good	Active
P20-TPC-DC-1	I-94	Westbound	14.00	M-4	Plaza 20 - Ramp C - Buckley Road	Rack Mounted Cabinet	2024	Excellent	Active
P20-TPC-PC-1	I-94	Westbound	14.00	M-4	Plaza 20 - Ramp C - Buckley Road	Rack Mounted Cabinet	2024	Excellent	Active
P20-TPC-RC-1	I-94	Westbound	14.00	M-4	Plaza 20 - Ramp C - Buckley Road	Stainless Steel Cabinet	2024	Excellent	Active
094E014.00TSLR-BCKLY-3	I-94	Eastbound	14.00	M-4	Plaza 20 - Ramp D - Buckley Road	IPO Lane	2025	Good	Active
094E014.00TSLR-BCKLY-4	I-94	Eastbound	14.00	M-4	Plaza 20 - Ramp D - Buckley Road	IPO Lane	2025	Good	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
P20-TPD-DC-1	I-94	Eastbound	14.00	M-4	Plaza 20 - Ramp D - Buckley Road	Stainless Steel Cabinet	2024	Excellent	Active
P20-TPD-PC-1	I-94	Eastbound	14.00	M-4	Plaza 20 - Ramp D - Buckley Road	Stainless Steel Cabinet	2024	Excellent	Active
P20-TPD-RC-1	I-94	Eastbound	14.00	M-4	Plaza 20 - Ramp D - Buckley Road	Stainless Steel Cabinet	2024	Excellent	Active
094W019.00TSLR-RT60-1	I-94	Westbound	19.00	M-4	Plaza 22 - Ramp C - Illinois Route 60	Decommissioned Lane	2025	Fair	Inactive
094W019.00TSLR-RT60-2	I-94	Westbound	19.00	M-4	Plaza 22 - Ramp C - Illinois Route 60	IPO Lane	2025	Excellent	Active
P22-TPC-DC-1	I-94	Westbound	19.00	M-4	Plaza 22 - Ramp C - Illinois Route 60	Rack Mounted Cabinet	2024	Excellent	Active
P22-TPC-PC-1	I-94	Westbound	19.00	M-4	Plaza 22 - Ramp C - Illinois Route 60	Painted Steel Cabinet	2024	Good	Active
P22-TPC-PC-2	I-94	Westbound	19.00	M-4	Plaza 22 - Ramp C - Illinois Route 60	Rack Mounted Cabinet	2024	Excellent	Active
P22-TPC-RC-1	I-94	Westbound	19.00	M-4	Plaza 22 - Ramp C - Illinois Route 60	Rack Mounted Cabinet	2024	Excellent	Active
094E019.00TSLR-RT60-3	I-94	Eastbound	19.00	M-4	Plaza 22 - Ramp D - Illinois Route 60	IPO Lane	2025	Good	Active
094E019.00TSLR-RT60-4	I-94	Eastbound	19.00	M-4	Plaza 22 - Ramp D - Illinois Route 60	IPO Lane	2025	Excellent	Active
P22-TPD-DC-1	I-94	Eastbound	19.00	M-4	Plaza 22 - Ramp D - Illinois Route 60	Stainless Steel Cabinet	2024	Excellent	Active
P22-TPD-PC-1	I-94	Eastbound	19.00	M-4	Plaza 22 - Ramp D - Illinois Route 60	Stainless Steel Cabinet	2024	Excellent	Active
P22-TPD-RC-1	I-94	Eastbound	19.00	M-4	Plaza 22 - Ramp D - Illinois Route 60	Stainless Steel Cabinet	2024	Excellent	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
094W022.00TSLR-HLFDY-1	I-94	Westbound	22.00	M-4	Plaza 23 - Ramp B - Half Day Road	Decommissioned Lane	2025	Excellent	Inactive
094W022.00TSLR-HLFDY-2	I-94	Westbound	22.00	M-4	Plaza 23 - Ramp B - Half Day Road	IPO Lane	2025	Excellent	Active
P23-TPB-DC-1	I-94	Westbound	22.00	M-4	Plaza 23 - Ramp B - Half Day Road	Rack Mounted Cabinet	2024	Excellent	Active
P23-TPB-PC-1	I-94	Westbound	22.00	M-4	Plaza 23 - Ramp B - Half Day Road	Painted Steel Cabinet	2024	Good	Active
P23-TPB-PC-2	I-94	Westbound	22.00	M-4	Plaza 23 - Ramp B - Half Day Road	Rack Mounted Cabinet	2024	Excellent	Active
P23-TPB-RC-1	I-94	Westbound	22.00	M-4	Plaza 23 - Ramp B - Half Day Road	Rack Mounted Cabinet	2024	Excellent	Active
094E022.00TSLR-HLFDY-3	I-94	Eastbound	22.00	M-4	Plaza 23 - Ramp C - Half Day Road	IPO Lane	2025	Excellent	Active
094E022.00TSLR-HLFDY-4	I-94	Eastbound	22.00	M-4	Plaza 23 - Ramp C - Half Day Road	IPO Lane	2025	Excellent	Active
P23-TPC-DC-1	I-94	Eastbound	22.00	M-4	Plaza 23 - Ramp C - Half Day Road	Stainless Steel Cabinet	2024	Excellent	Active
P23-TPC-PC-1	I-94	Eastbound	22.00	M-4	Plaza 23 - Ramp C - Half Day Road	Stainless Steel Cabinet	2024	Excellent	Active
P23-TPC-RC-1	I-94	Eastbound	22.00	M-4	Plaza 23 - Ramp C - Half Day Road	Stainless Steel Cabinet	2024	Excellent	Active
094E025.20TSLR-LKCK-7	I-94	Eastbound	25.20	M-4	Plaza 26 - Ramp C - Lake Cook Road	IPO Lane	2025	Excellent	Active
094E025.20TSLR-LKCK-8	I-94	Eastbound	25.20	M-4	Plaza 26 - Ramp C - Lake Cook Road	Decommissioned Lane	2025	Excellent	Inactive
094E025.20TSLR-LKCK-9	I-94	Eastbound	25.20	M-4	Plaza 26 - Ramp C - Lake Cook Road	IPO Lane	2025	Good	Active
P26-TPC-DC-1	I-94	Eastbound	25.20	M-4	Plaza 26 - Ramp C - Lake Cook Road	Stainless Steel Cabinet	2024	Excellent	Active
P26-TPC-PC-1	I-94	Eastbound	25.20	M-4	Plaza 26 - Ramp C - Lake Cook Road	Stainless Steel Cabinet	2024	Excellent	Active
P26-TPC-RC-1	I-94	Eastbound	25.20	M-4	Plaza 26 - Ramp C - Lake Cook Road	Stainless Steel Cabinet	2024	Excellent	Active
094W025.20TSLR-LKCK-10	I-94	Westbound	25.20	M-4	Plaza 26 - Ramp D - Lake Cook Road	IPO Lane	2025	Good	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
094W025.20TSLR-LKCK-11	I-94	Westbound	25.20	M-4	Plaza 26 - Ramp D - Lake Cook Road	Decommissioned Lane	2025	Excellent	Inactive
094W025.20TSLR-LKCK-12	I-94	Westbound	25.20	M-4	Plaza 26 - Ramp D - Lake Cook Road	IPO Lane	2025	Excellent	Active
P26-TPD-DC-1	I-94	Westbound	25.20	M-4	Plaza 26 - Ramp D - Lake Cook Road	Stainless Steel Cabinet	2024	Excellent	Active
P26-TPD-PC-1	I-94	Westbound	25.20	M-4	Plaza 26 - Ramp D - Lake Cook Road	Stainless Steel Cabinet	2024	Excellent	Active
P26-TPD-RC-1	I-94	Westbound	25.20	M-4	Plaza 26 - Ramp D - Lake Cook Road	Stainless Steel Cabinet	2024	Excellent	Active
094E026.40TSLM-EDNSP-51	I-94	Eastbound	26.40	M-4	Plaza 24 - Edens Spur	Shoulder Lane	2025	Excellent	Active
094E026.40TSLM-EDNSP-52	I-94	Eastbound	26.40	M-4	Plaza 24 - Edens Spur	ORT Lane	2025	Excellent	Active
094E026.40TSLM-EDNSP-53	I-94	Eastbound	26.40	M-4	Plaza 24 - Edens Spur	ORT Lane	2025	Excellent	Active
094E026.40TSLM-EDNSP-54	I-94	Eastbound	26.40	M-4	Plaza 24 - Edens Spur	Shoulder Lane	2025	Excellent	Active
094E026.40TSLM-EDNSP-71	I-94	Eastbound	26.40	M-4	Plaza 24 - Edens Spur	AET Lane	2025	Good	Active
094E026.40TSLM-EDNSP-72	I-94	Eastbound	26.40	M-4	Plaza 24 - Edens Spur	Decommissioned Lane	2025	Good	Inactive
094E026.40TSLM-EDNSP-73	I-94	Eastbound	26.40	M-4	Plaza 24 - Edens Spur	Decommissioned Lane	2025	Excellent	Inactive
094E026.40TSLM-EDNSP-74	I-94	Eastbound	26.40	M-4	Plaza 24 - Edens Spur	Decommissioned Lane	2025	Good	Inactive
P24-TPE-DC-1	I-94	Eastbound	26.40	M-4	Plaza 24 - Edens Spur	Stainless Steel Cabinet	2024	Excellent	Active
P24-TPE-DC-2	I-94	Eastbound	26.40	M-4	Plaza 24 - Edens Spur	Rack Mounted Cabinet	2024	Good	Active
P24-TPE-PC-1	I-94	Eastbound	26.40	M-4	Plaza 24 - Edens Spur	Stainless Steel Cabinet	2024	Excellent	Active
P24-TPE-PC-2	I-94	Eastbound	26.40	M-4	Plaza 24 - Edens Spur	Rack Mounted Cabinet	2024	Excellent	Active
P24-TPE-RC-1	I-94	Eastbound	26.40	M-4	Plaza 24 - Edens Spur	Stainless Steel Cabinet	2024	Excellent	Active
P24-TPE-RC-2	I-94	Eastbound	26.40	M-4	Plaza 24 - Edens Spur	Painted Steel Cabinet	2024	Excellent	Active
P24-TPE-WC	I-94	Eastbound	26.40	M-4	Plaza 24 - Edens Spur	Stainless Steel Cabinet	2024	Excellent	Active
094W026.40TSLM-EDNSP-61	I-94	Westbound	26.40	M-4	Plaza 24 - Edens Spur	Shoulder Lane	2025	Excellent	Active
094W026.40TSLM-EDNSP-62	I-94	Westbound	26.40	M-4	Plaza 24 - Edens Spur	ORT Lane	2025	Excellent	Active
094W026.40TSLM-EDNSP-63	I-94	Westbound	26.40	M-4	Plaza 24 - Edens Spur	ORT Lane	2025	Excellent	Active
094W026.40TSLM-EDNSP-64	I-94	Westbound	26.40	M-4	Plaza 24 - Edens Spur	Shoulder Lane	2025	Excellent	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
094W026.40TSLM-EDNSP-81	I-94	Westbound	26.40	M-4	Plaza 24 - Edens Spur	Decommissioned Lane	2025	Good	Inactive
094W026.40TSLM-EDNSP-82	I-94	Westbound	26.40	M-4	Plaza 24 - Edens Spur	Decommissioned Lane	2025	Excellent	Inactive
094W026.40TSLM-EDNSP-83	I-94	Westbound	26.40	M-4	Plaza 24 - Edens Spur	Decommissioned Lane	2025	Excellent	Inactive
094W026.40TSLM-EDNSP-84	I-94	Westbound	26.40	M-4	Plaza 24 - Edens Spur	AET Lane	2025	Excellent	Active
P24-TPW-DC-1	I-94	Westbound	26.40	M-4	Plaza 24 - Edens Spur	Stainless Steel Cabinet	2024	Excellent	Active
P24-TPW-PC-1	I-94	Westbound	26.40	M-4	Plaza 24 - Edens Spur	Stainless Steel Cabinet	2024	Excellent	Active
P24-TPW-RC-1	I-94	Westbound	26.40	M-4	Plaza 24 - Edens Spur	Stainless Steel Cabinet	2024	Excellent	Active
P24-TPW-RC-2	I-94	Westbound	26.40	M-4	Plaza 24 - Edens Spur	Painted Steel Cabinet	2024	Excellent	Active
P24-TPW-WC	I-94	Westbound	26.40	M-4	Plaza 24 - Edens Spur	Stainless Steel Cabinet	2024	Excellent	Active
390E006.60TSLM-LAKE-51	IL 390	Eastbound	6.60	M-16	Plaza 330 - Lake Street	Shoulder Lane	2025	Excellent	Active
390E006.60TSLM-LAKE-52	IL 390	Eastbound	6.60	M-16	Plaza 330 - Lake Street	AET Lane	2025	Excellent	Active
390E006.60TSLM-LAKE-53	IL 390	Eastbound	6.60	M-16	Plaza 330 - Lake Street	AET Lane	2025	Excellent	Active
390E006.60TSLM-LAKE-54	IL 390	Eastbound	6.60	M-16	Plaza 330 - Lake Street	AET Lane	2025	Excellent	Active
390E006.60TSLM-LAKE-55	IL 390	Eastbound	6.60	M-16	Plaza 330 - Lake Street	Shoulder Lane	2025	Excellent	Active
P330-TPE-DC-1	IL 390	Eastbound	6.60	M-16	Plaza 330 - Lake Street	Rack Mounted Cabinet	2025	Excellent	Active
P330-TPE-PC-1	IL 390	Eastbound	6.60	M-16	Plaza 330 - Lake Street	Rack Mounted Cabinet	2025	Excellent	Active
P330-TPE-RC-1	IL 390	Eastbound	6.60	M-16	Plaza 330 - Lake Street	Rack Mounted Cabinet	2025	Excellent	Active
P330-TPE-WC	IL 390	Eastbound	6.60	M-16	Plaza 330 - Lake Street	Stainless Steel Cabinet	2025	Excellent	Active
390W006.60TSLM-LAKE-61	IL 390	Westbound	6.60	M-16	Plaza 330 - Lake Street	Shoulder Lane	2025	Good	Active
390W006.60TSLM-LAKE-62	IL 390	Westbound	6.60	M-16	Plaza 330 - Lake Street	Shoulder Lane	2025	Good	Active
390W006.60TSLM-LAKE-63	IL 390	Westbound	6.60	M-16	Plaza 330 - Lake Street	AET Lane	2025	Excellent	Active
390W006.60TSLM-LAKE-64	IL 390	Westbound	6.60	M-16	Plaza 330 - Lake Street	AET Lane	2025	Excellent	Active
390W006.60TSLM-LAKE-65	IL 390	Westbound	6.60	M-16	Plaza 330 - Lake Street	Shoulder Lane	2025	Excellent	Active
P330-TPW-DC-1	IL 390	Westbound	6.60	M-16	Plaza 330 - Lake Street	Rack Mounted Cabinet	2025	Excellent	Active
P330-TPW-PC-1	IL 390	Westbound	6.60	M-16	Plaza 330 - Lake Street	Rack Mounted Cabinet	2025	Excellent	Active
P330-TPW-RC-1	IL 390	Westbound	6.60	M-16	Plaza 330 - Lake Street	Rack Mounted Cabinet	2025	Excellent	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
P330-TPW-WC	IL 390	Westbound	6.60	M-16	Plaza 330 - Lake Street	Stainless Steel Cabinet	2025	Excellent	Active
390E009.00TSLM-MITCH-51	IL 390	Eastbound	9.00	M-16	Plaza 328 - Mitchell Road	Shoulder Lane	2025	Excellent	Active
390E009.00TSLM-MITCH-52	IL 390	Eastbound	9.00	M-16	Plaza 328 - Mitchell Road	AET Lane	2025	Excellent	Active
390E009.00TSLM-MITCH-53	IL 390	Eastbound	9.00	M-16	Plaza 328 - Mitchell Road	AET Lane	2025	Excellent	Active
390E009.00TSLM-MITCH-54	IL 390	Eastbound	9.00	M-16	Plaza 328 - Mitchell Road	AET Lane	2025	Excellent	Active
390E009.00TSLM-MITCH-55	IL 390	Eastbound	9.00	M-16	Plaza 328 - Mitchell Road	Shoulder Lane	2025	Excellent	Active
P328-TPE-DC-1	IL 390	Eastbound	9.00	M-16	Plaza 328 - Mitchell Road	Rack Mounted Cabinet	2025	Excellent	Active
P328-TPE-PC-1	IL 390	Eastbound	9.00	M-16	Plaza 328 - Mitchell Road	Rack Mounted Cabinet	2025	Excellent	Active
P328-TPE-RC-1	IL 390	Eastbound	9.00	M-16	Plaza 328 - Mitchell Road	Rack Mounted Cabinet	2025	Excellent	Active
P328-TPE-WC	IL 390	Eastbound	9.00	M-16	Plaza 328 - Mitchell Road	Stainless Steel Cabinet	2025	Excellent	Active
390W009.00TSLM-MITCH-61	IL 390	Westbound	9.00	M-16	Plaza 328 - Mitchell Road	Shoulder Lane	2025	Excellent	Active
390W009.00TSLM-MITCH-62	IL 390	Westbound	9.00	M-16	Plaza 328 - Mitchell Road	AET Lane	2025	Excellent	Active
390W009.00TSLM-MITCH-63	IL 390	Westbound	9.00	M-16	Plaza 328 - Mitchell Road	AET Lane	2025	Excellent	Active
390W009.00TSLM-MITCH-64	IL 390	Westbound	9.00	M-16	Plaza 328 - Mitchell Road	AET Lane	2025	Excellent	Active
390W009.00TSLM-MITCH-65	IL 390	Westbound	9.00	M-16	Plaza 328 - Mitchell Road	Shoulder Lane	2025	Excellent	Active
P328-TPW-DC-1	IL 390	Westbound	9.00	M-16	Plaza 328 - Mitchell Road	Rack Mounted Cabinet	2025	Excellent	Active
P328-TPW-PC-1	IL 390	Westbound	9.00	M-16	Plaza 328 - Mitchell Road	Rack Mounted Cabinet	2025	Excellent	Active
P328-TPW-RC-1	IL 390	Westbound	9.00	M-16	Plaza 328 - Mitchell Road	Rack Mounted Cabinet	2025	Excellent	Active
P328-TPW-WC	IL 390	Westbound	9.00	M-16	Plaza 328 - Mitchell Road	Stainless Steel Cabinet	2025	Excellent	Active
P326-TPE-PC-1	IL 390	Eastbound	10.60	M-16	Plaza 326 - Plum Grove	Rack Mounted Cabinet	2025	Excellent	Active
P326-TPW-PC-1	IL 390	Westbound	10.60	M-16	Plaza 326 - Plum Grove	Rack Mounted Cabinet	2025	Excellent	Active
390W010.62TSLM-LPMGR-61	IL 390	Westbound	10.62	M-16	Plaza 326 - Plum Grove	Shoulder Lane	2025	Excellent	Active
390W010.62TSLM-LPMGR-62	IL 390	Westbound	10.62	M-16	Plaza 326 - Plum Grove	AET Lane	2025	Excellent	Active
390W010.62TSLM-LPMGR-63	IL 390	Westbound	10.62	M-16	Plaza 326 - Plum Grove	AET Lane	2025	Excellent	Active
390W010.62TSLM-LPMGR-64	IL 390	Westbound	10.62	M-16	Plaza 326 - Plum Grove	AET Lane	2025	Excellent	Active
390W010.62TSLM-LPMGR-65	IL 390	Westbound	10.62	M-16	Plaza 326 - Plum Grove	Shoulder Lane	2025	Excellent	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
P326-TPW-DC-1	IL 390	Westbound	10.62	M-16	Plaza 326 - Plum Grove	Rack Mounted Cabinet	2025	Excellent	Active
P326-TPW-RC-1	IL 390	Westbound	10.62	M-16	Plaza 326 - Plum Grove	Rack Mounted Cabinet	2025	Excellent	Active
P326-TPW-WC	IL 390	Westbound	10.62	M-16	Plaza 326 - Plum Grove	Stainless Steel Cabinet	2025	Excellent	Active
390E010.63TSLM-PLMGR-51	IL 390	Eastbound	10.63	M-16	Plaza 326 - Plum Grove	Shoulder Lane	2025	Excellent	Active
390E010.63TSLM-PLMGR-52	IL 390	Eastbound	10.63	M-16	Plaza 326 - Plum Grove	AET Lane	2025	Excellent	Active
390E010.63TSLM-PLMGR-53	IL 390	Eastbound	10.63	M-16	Plaza 326 - Plum Grove	AET Lane	2025	Excellent	Active
390E010.63TSLM-PLMGR-54	IL 390	Eastbound	10.63	M-16	Plaza 326 - Plum Grove	AET Lane	2025	Excellent	Active
390E010.63TSLM-PLMGR-55	IL 390	Eastbound	10.63	M-16	Plaza 326 - Plum Grove	Shoulder Lane	2025	Excellent	Active
P326-TPE-DC-1	IL 390	Eastbound	10.63	M-16	Plaza 326 - Plum Grove	Rack Mounted Cabinet	2025	Excellent	Active
P326-TPE-RC-1	IL 390	Eastbound	10.63	M-16	Plaza 326 - Plum Grove	Rack Mounted Cabinet	2025	Excellent	Active
P326-TPE-WC	IL 390	Eastbound	10.63	M-16	Plaza 326 - Plum Grove	Stainless Steel Cabinet	2025	Excellent	Active
P324-TPE-PC-1	IL 390	Eastbound	13.20	M-16	Plaza 324 - Hamilton Lakes Drive	Rack Mounted Cabinet	2025	Excellent	Active
390E013.22TSLM-HMLBD-51	IL 390	Eastbound	13.22	M-16	Plaza 324 - Hamilton Lakes Drive	Shoulder Lane	2025	Excellent	Active
390E013.22TSLM-HMLBD-52	IL 390	Eastbound	13.22	M-16	Plaza 324 - Hamilton Lakes Drive	AET Lane	2025	Excellent	Active
390E013.22TSLM-HMLBD-53	IL 390	Eastbound	13.22	M-16	Plaza 324 - Hamilton Lakes Drive	AET Lane	2025	Excellent	Active
390E013.22TSLM-HMLBD-54	IL 390	Eastbound	13.22	M-16	Plaza 324 - Hamilton Lakes Drive	AET Lane	2025	Excellent	Active
390E013.22TSLM-HMLBD-55	IL 390	Eastbound	13.22	M-16	Plaza 324 - Hamilton Lakes Drive	Shoulder Lane	2025	Excellent	Active
P324-TPE-DC-1	IL 390	Eastbound	13.22	M-16	Plaza 324 - Hamilton Lakes Drive	Rack Mounted Cabinet	2025	Excellent	Active
P324-TPE-RC-1	IL 390	Eastbound	13.22	M-16	Plaza 324 - Hamilton Lakes Drive	Rack Mounted Cabinet	2025	Excellent	Active
P324-TPE-WC	IL 390	Eastbound	13.22	M-16	Plaza 324 - Hamilton Lakes Drive	Stainless Steel Cabinet	2025	Excellent	Active
390W013.36TSLM-HMLBD-61	IL 390	Westbound	13.36	M-16	Plaza 324 - Hamilton Lakes Drive	Shoulder Lane	2025	Excellent	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
390W013.36TSLM-HMLBD-62	IL 390	Westbound	13.36	M-16	Plaza 324 - Hamilton Lakes Drive	AET Lane	2025	Excellent	Active
390W013.36TSLM-HMLBD-63	IL 390	Westbound	13.36	M-16	Plaza 324 - Hamilton Lakes Drive	AET Lane	2025	Excellent	Active
390W013.36TSLM-HMLBD-64	IL 390	Westbound	13.36	M-16	Plaza 324 - Hamilton Lakes Drive	AET Lane	2025	Excellent	Active
390W013.36TSLM-HMLBD-65	IL 390	Westbound	13.36	M-16	Plaza 324 - Hamilton Lakes Drive	Shoulder Lane	2025	Excellent	Active
P324-TPW-RC-1	IL 390	Westbound	13.36	M-16	Plaza 324 - Hamilton Lakes Drive	Rack Mounted Cabinet	2025	Excellent	Active
P324-TPW-WC	IL 390	Westbound	13.36	M-16	Plaza 324 - Hamilton Lakes Drive	Stainless Steel Cabinet	2025	Critical	Active
P325-TP-DC-1	IL 390	Westbound	13.36	M-16	Plaza 324 - Hamilton Lakes Drive	Rack Mounted Cabinet	2025	Excellent	Active
390W013.37TSLR-KTTR-61	IL 390	Westbound	13.37	M-16	Plaza 325 - Ketter Drive	AET Lane	2025	Excellent	Active
390W013.37TSLR-KTTR-62	IL 390	Westbound	13.37	M-16	Plaza 325 - Ketter Drive	Shoulder Lane	2025	Excellent	Active
P325-TP-DC-2	IL 390	Westbound	13.37	M-16	Plaza 325 - Ketter Drive	Rack Mounted Cabinet	2025	Excellent	Active
P325-TP-RC-1	IL 390	Westbound	13.37	M-16	Plaza 325 - Ketter Drive	Rack Mounted Cabinet	2025	Excellent	Active
P325-TP-WC	IL 390	Westbound	13.37	M-16	Plaza 325 - Ketter Drive	Stainless Steel Cabinet	2025	Excellent	Active
P325-TP-PC-1	IL 390	Westbound	13.40	M-16	Plaza 324 - Hamilton Lakes Drive	Rack Mounted Cabinet	2025	Excellent	Active
390E014.28TSLM-MITDR-51	IL 390	Eastbound	14.28	M-16	Plaza 322 - Mittel Drive	Shoulder Lane	2025	Excellent	Active
390E014.28TSLM-MITDR-52	IL 390	Eastbound	14.28	M-16	Plaza 322 - Mittel Drive	AET Lane	2025	Excellent	Active
390E014.28TSLM-MITDR-53	IL 390	Eastbound	14.28	M-16	Plaza 322 - Mittel Drive	AET Lane	2025	Excellent	Active
390E014.28TSLM-MITDR-54	IL 390	Eastbound	14.28	M-16	Plaza 322 - Mittel Drive	AET Lane	2025	Excellent	Active
390E014.28TSLM-MITDR-55	IL 390	Eastbound	14.28	M-16	Plaza 322 - Mittel Drive	Shoulder Lane	2025	Excellent	Active
P322-TPE-DC-1	IL 390	Eastbound	14.28	M-16	Plaza 322 - Mittel Drive	Rack Mounted Cabinet	2025	Excellent	Active
P322-TPE-RC-1	IL 390	Eastbound	14.28	M-16	Plaza 322 - Mittel Drive	Rack Mounted Cabinet	2025	Excellent	Active
P322-TPE-WC	IL 390	Eastbound	14.28	M-16	Plaza 322 - Mittel Drive	Stainless Steel Cabinet	2025	Excellent	Active
P322-TPE-PC-1	IL 390	Eastbound	14.30	M-16	Plaza 322 - Mittel Drive	Rack Mounted Cabinet	2025	Excellent	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
P322-TPW-PC-1	IL 390	Westbound	14.30	M-16	Plaza 322 - Mittel Drive	Rack Mounted Cabinet	2025	Excellent	Active
390W014.32TSLM-MITDR-61	IL 390	Westbound	14.32	M-16	Plaza 322 - Mittel Drive	Shoulder Lane	2025	Excellent	Active
390W014.32TSLM-MITDR-62	IL 390	Westbound	14.32	M-16	Plaza 322 - Mittel Drive	AET Lane	2025	Excellent	Active
390W014.32TSLM-MITDR-63	IL 390	Westbound	14.32	M-16	Plaza 322 - Mittel Drive	AET Lane	2025	Excellent	Active
390W014.32TSLM-MITDR-64	IL 390	Westbound	14.32	M-16	Plaza 322 - Mittel Drive	AET Lane	2025	Excellent	Active
390W014.32TSLM-MITDR-65	IL 390	Westbound	14.32	M-16	Plaza 322 - Mittel Drive	Shoulder Lane	2025	Excellent	Active
P322-TPW-DC-1	IL 390	Westbound	14.32	M-16	Plaza 322 - Mittel Drive	Rack Mounted Cabinet	2025	Excellent	Active
P322-TPW-RC-1	IL 390	Westbound	14.32	M-16	Plaza 322 - Mittel Drive	Rack Mounted Cabinet	2025	Excellent	Active
P322-TPW-WC	IL 390	Westbound	14.32	M-16	Plaza 322 - Mittel Drive	Stainless Steel Cabinet	2025	Excellent	Active
P320-TPE-PC-1	IL 390	Eastbound	15.20	M-16	Plaza 320 - Lively Boulevard	Rack Mounted Cabinet	2025	Excellent	Active
390E015.22TSLM-LIVLY-51	IL 390	Eastbound	15.22	M-16	Plaza 320 - Lively Boulevard	Shoulder Lane	2025	Excellent	Active
390E015.22TSLM-LIVLY-52	IL 390	Eastbound	15.22	M-16	Plaza 320 - Lively Boulevard	AET Lane	2025	Excellent	Active
390E015.22TSLM-LIVLY-53	IL 390	Eastbound	15.22	M-16	Plaza 320 - Lively Boulevard	AET Lane	2025	Excellent	Active
390E015.22TSLM-LIVLY-54	IL 390	Eastbound	15.22	M-16	Plaza 320 - Lively Boulevard	AET Lane	2025	Excellent	Active
390E015.22TSLM-LIVLY-55	IL 390	Eastbound	15.22	M-16	Plaza 320 - Lively Boulevard	Shoulder Lane	2025	Excellent	Active
P320-TPE-DC-1	IL 390	Eastbound	15.22	M-16	Plaza 320 - Lively Boulevard	Rack Mounted Cabinet	2025	Excellent	Active
P320-TPE-RC-1	IL 390	Eastbound	15.22	M-16	Plaza 320 - Lively Boulevard	Rack Mounted Cabinet	2025	Excellent	Active
P320-TPE-WC	IL 390	Eastbound	15.22	M-16	Plaza 320 - Lively Boulevard	Stainless Steel Cabinet	2025	Excellent	Active
390W015.38TSLM-LIVLY-61	IL 390	Westbound	15.38	M-16	Plaza 320 - Lively Boulevard	Shoulder Lane	2025	Excellent	Active
390W015.38TSLM-LIVLY-62	IL 390	Westbound	15.38	M-16	Plaza 320 - Lively Boulevard	AET Lane	2025	Excellent	Active
390W015.38TSLM-LIVLY-63	IL 390	Westbound	15.38	M-16	Plaza 320 - Lively Boulevard	AET Lane	2025	Excellent	Active

Appendix K Tolling System Condition Rating Table

Inventory ID	Route	Direction	Milepost	Maintenance Section	Plaza Number - Description	Configuration	Last Inspection	Condition Rating	Status
390W015.38TSLM-LIVLY-64	IL 390	Westbound	15.38	M-16	Plaza 320 - Lively Boulevard	AET Lane	2025	Excellent	Active
390W015.38TSLM-LIVLY-65	IL 390	Westbound	15.38	M-16	Plaza 320 - Lively Boulevard	Shoulder Lane	2025	Excellent	Active
P320-TPW-DC-1	IL 390	Westbound	15.38	M-16	Plaza 320 - Lively Boulevard	Rack Mounted Cabinet	2025	Excellent	Active
P320-TPW-RC-1	IL 390	Westbound	15.38	M-16	Plaza 320 - Lively Boulevard	Rack Mounted Cabinet	2025	Excellent	Active
P320-TPW-WC	IL 390	Westbound	15.38	M-16	Plaza 320 - Lively Boulevard	Stainless Steel Cabinet	2025	Excellent	Active
P320-TPW-PC-1	IL 390	Westbound	15.40	M-16	Plaza 320 - Lively Boulevard	Rack Mounted Cabinet	2025	Excellent	Active

EXHIBITS

EXHIBIT 1 MAINLINE PAVEMENT CONDITION TRENDS BY CRS CATEGORY

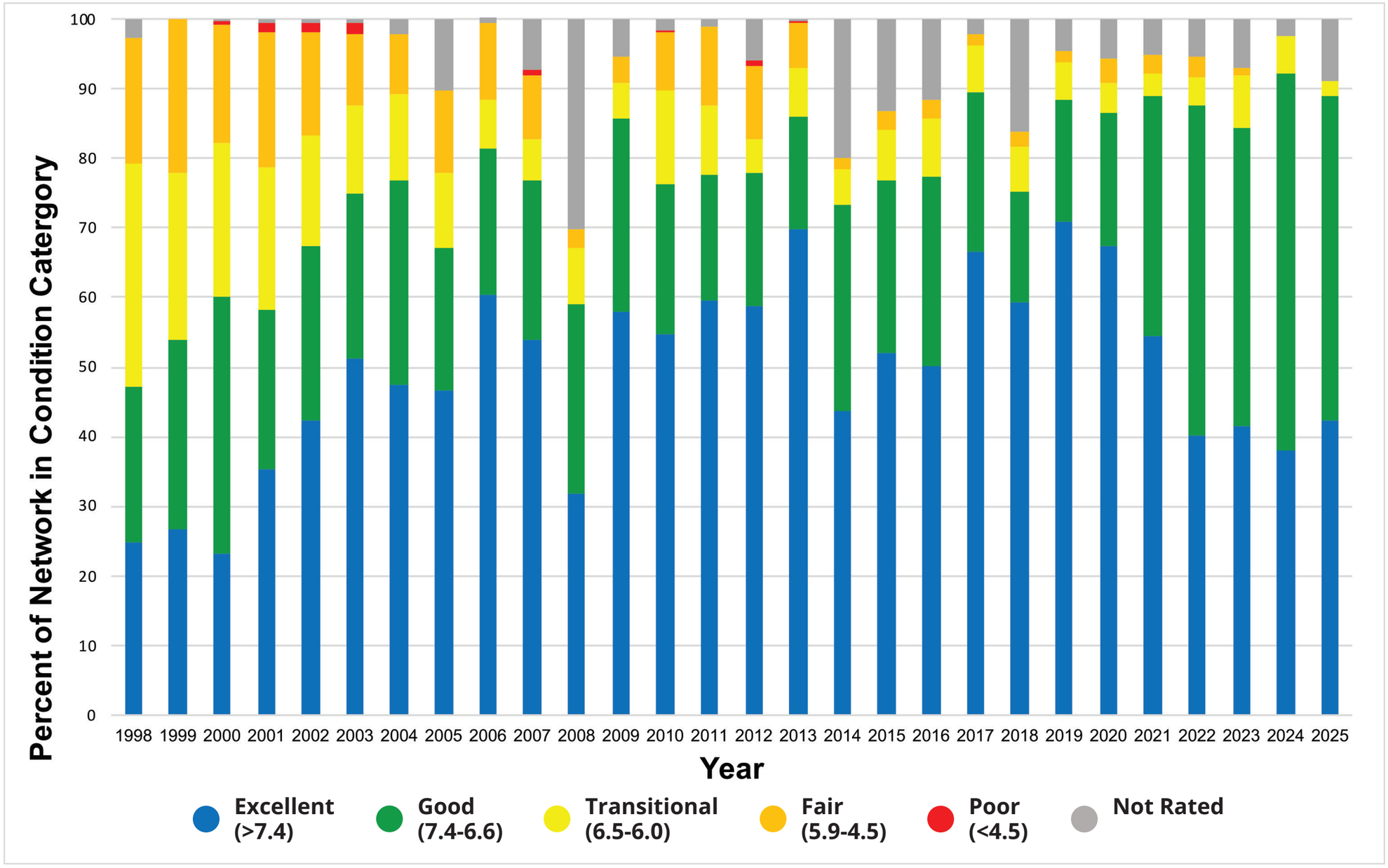


EXHIBIT 2 2025 MAINLINE PAVEMENT CONDITION BY CRS CATEGORY MAP

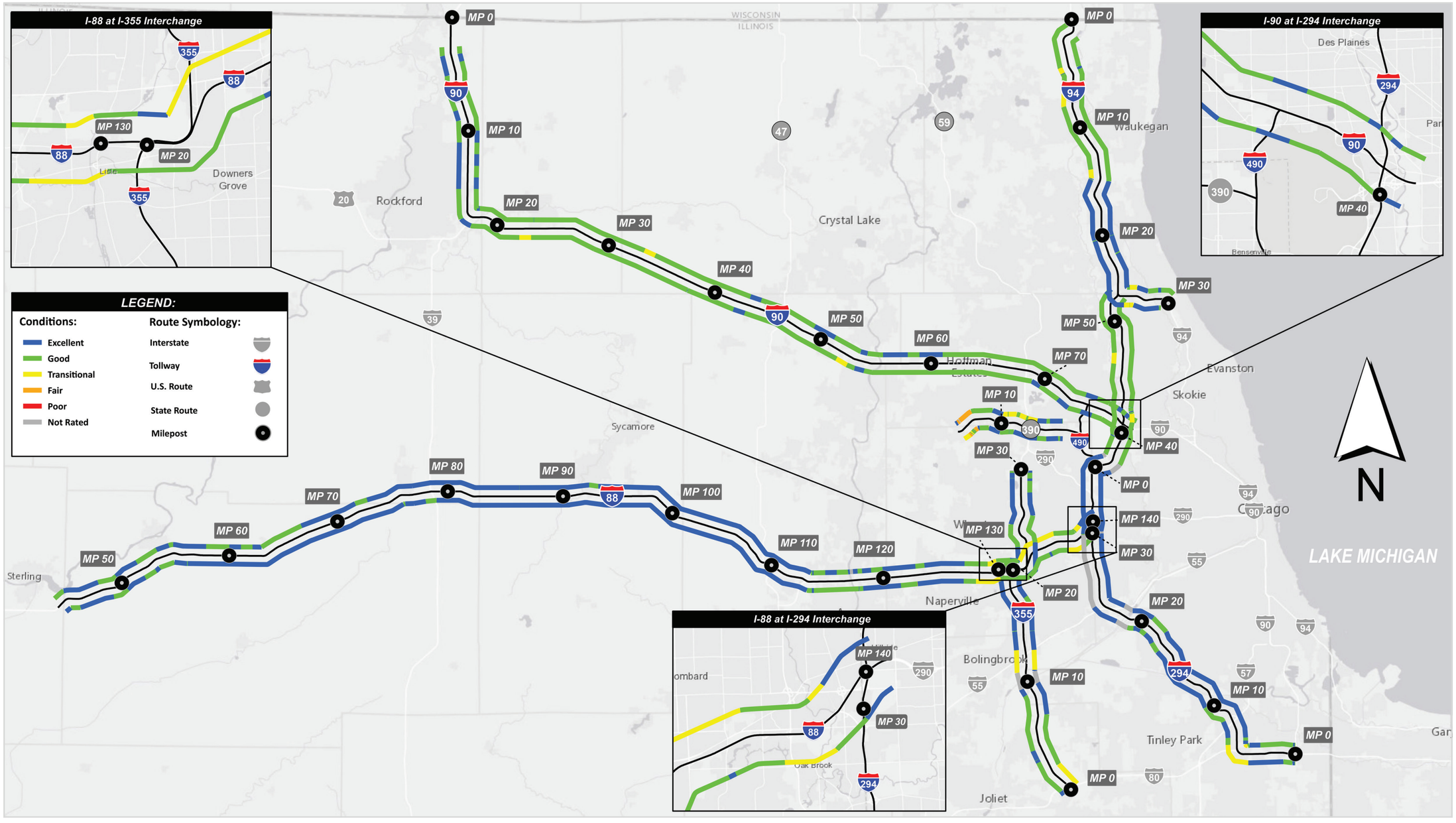


EXHIBIT 3 MAINLINE PAVEMENT CONDITION TRENDS BY RIL CATEGORY

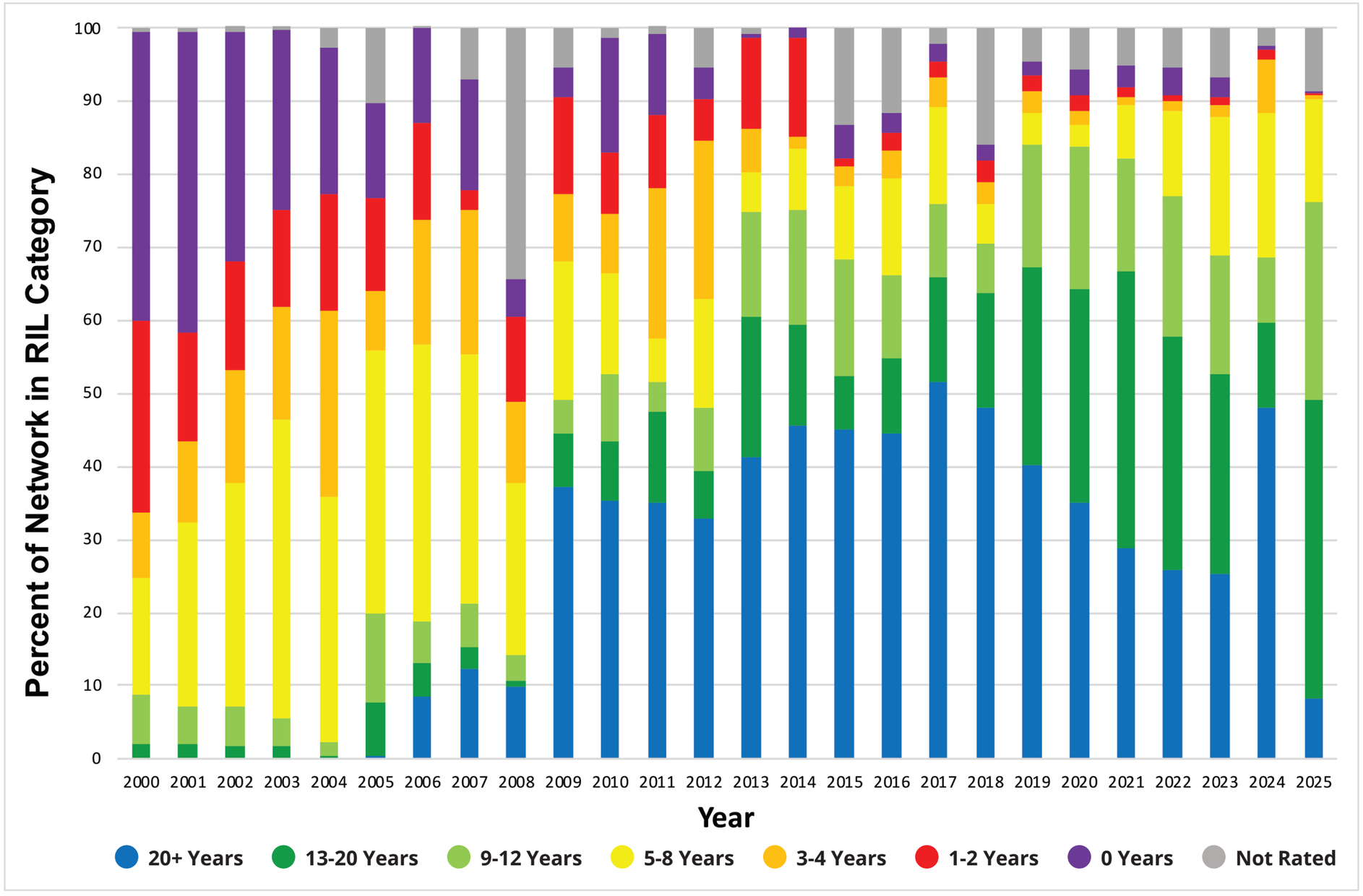


EXHIBIT 4 2025 MAINLINE PAVEMENT CONDITION BY RIL CATEGORY MAP

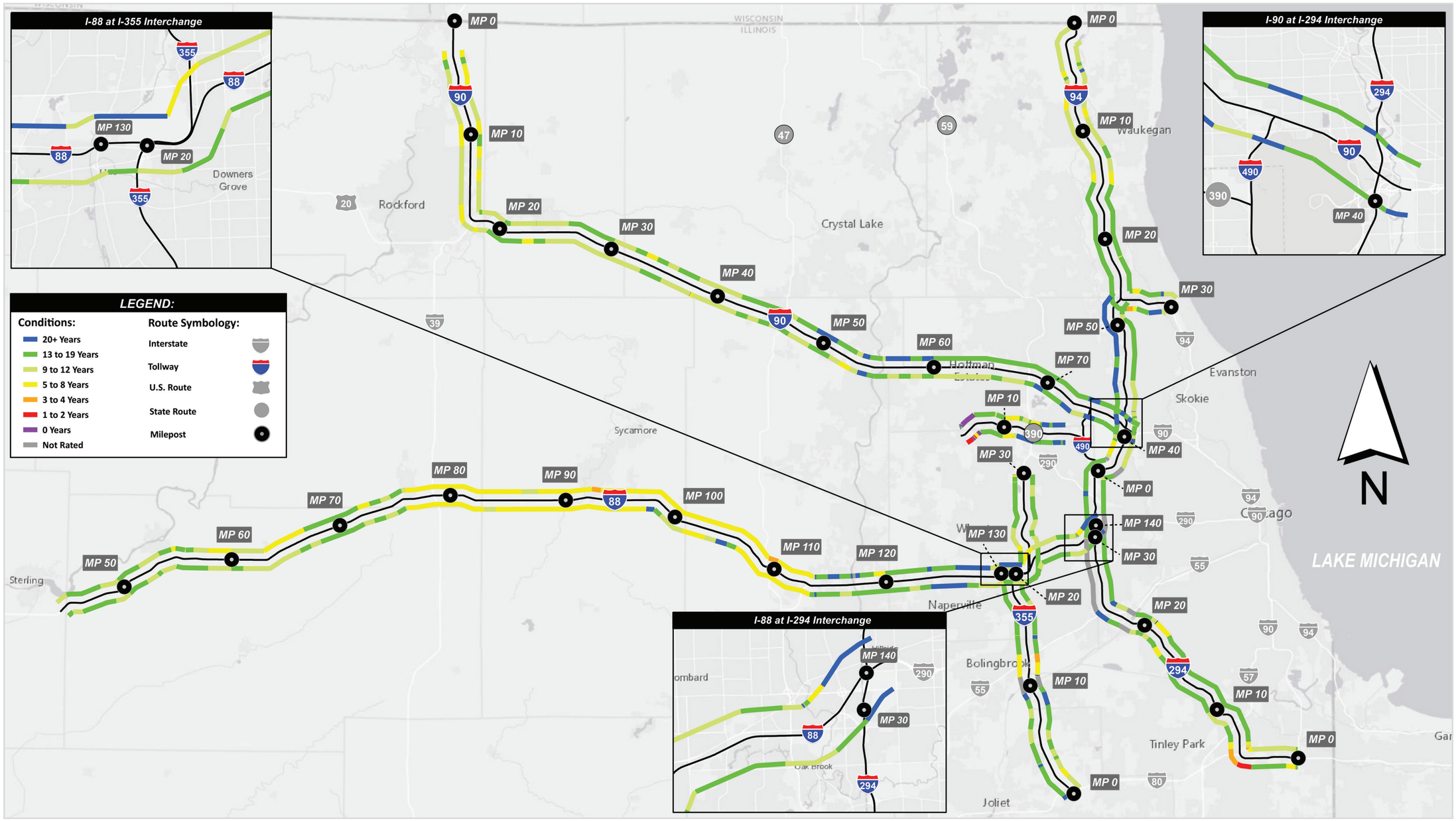


EXHIBIT 5 2025 *MOVE ILLINOIS* PROGRAM CONSTRUCTION MAP

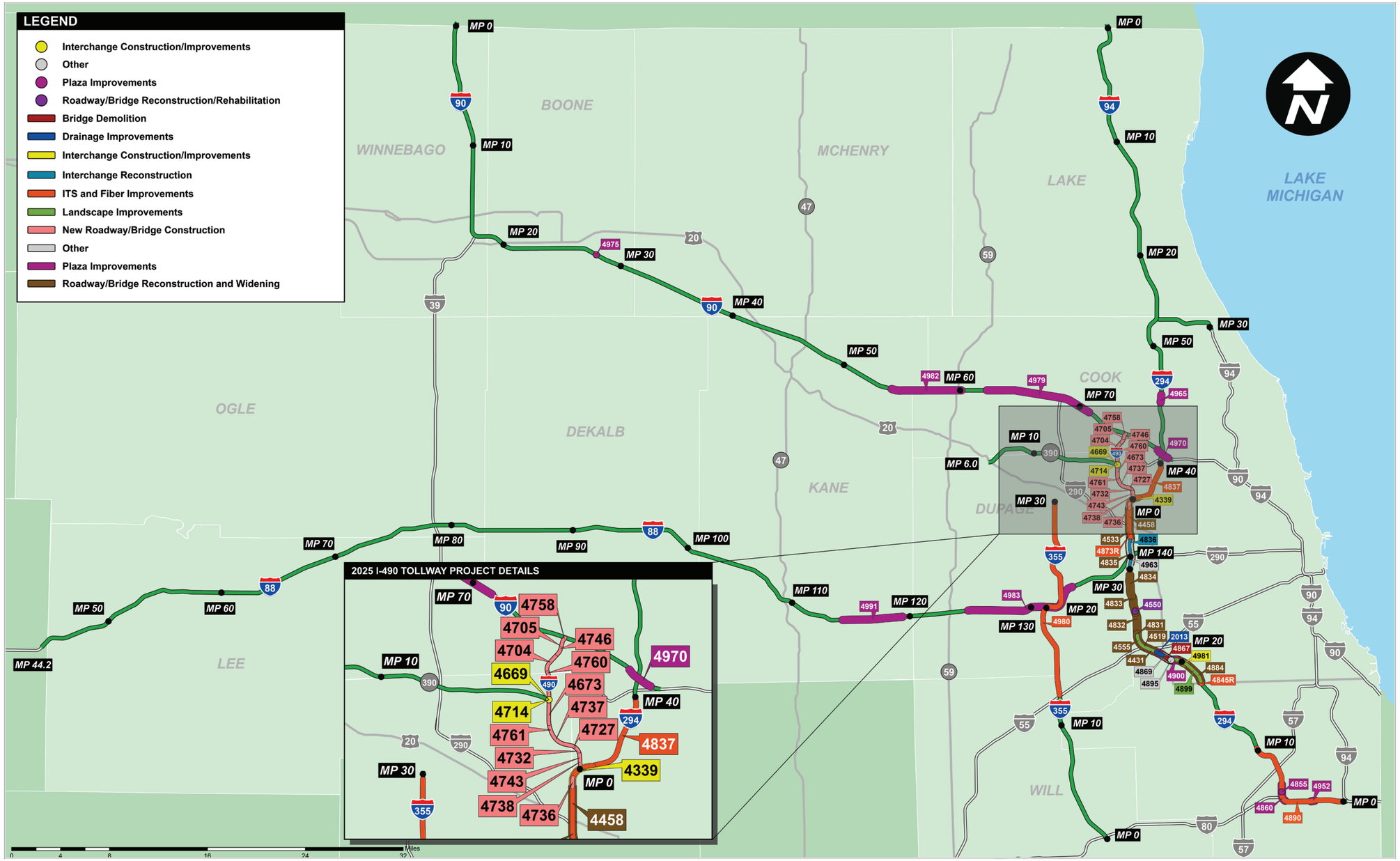


EXHIBIT 6 2025 SYSTEMWIDE CORRIDOR CONSTRUCTION MAP

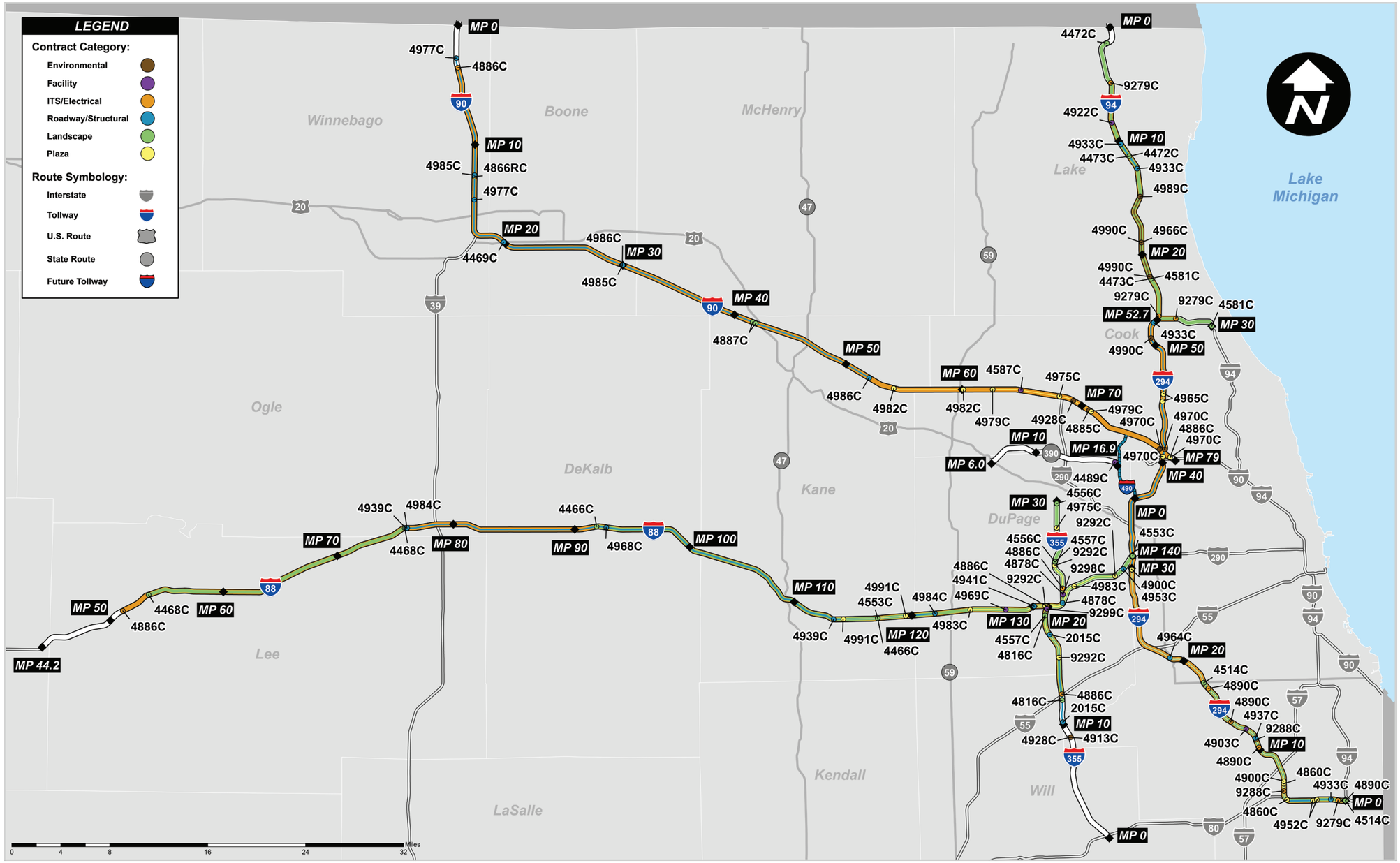


EXHIBIT 7 2026 CAPITAL PROGRAM CONSTRUCTION HIGHLIGHTS

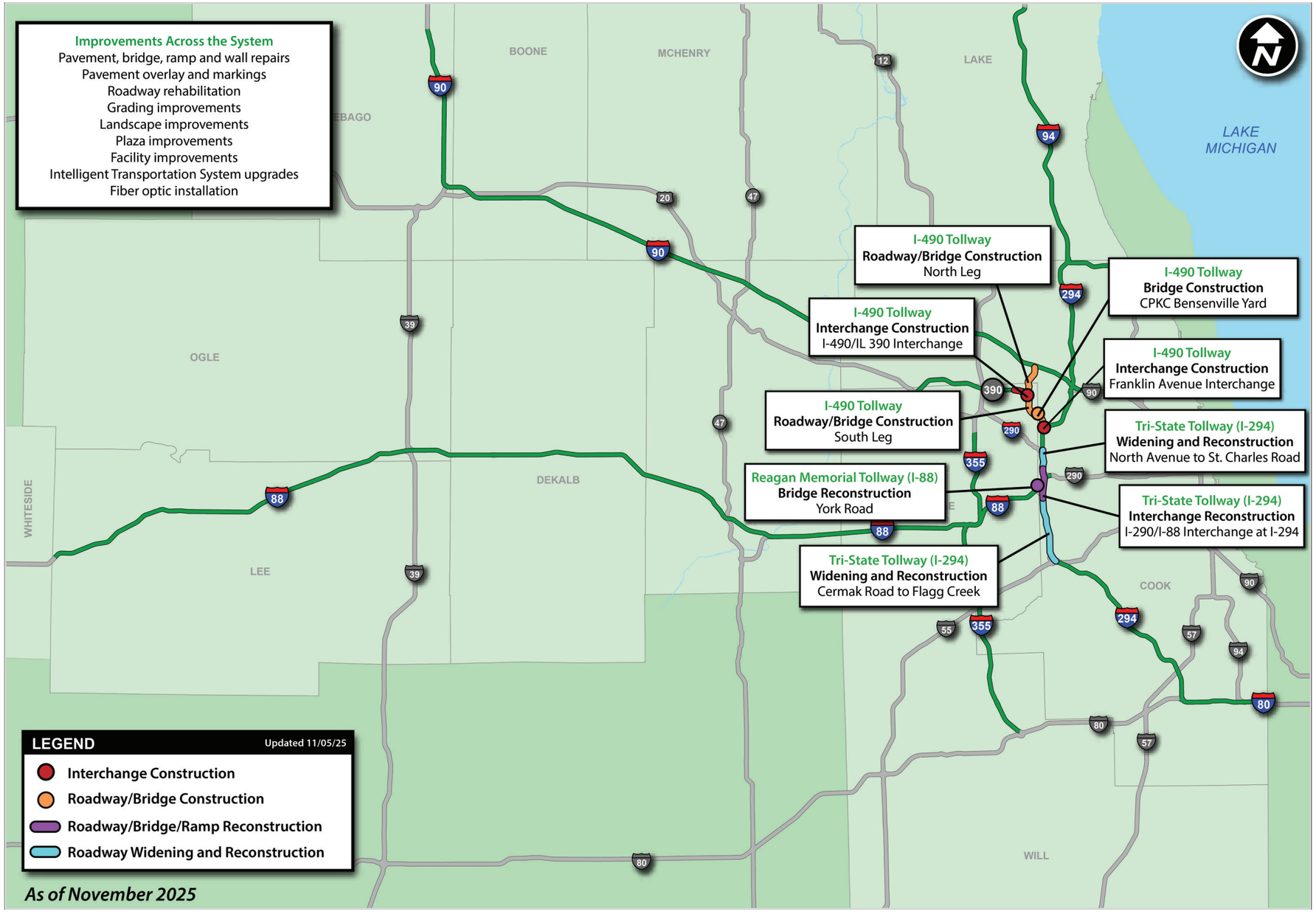


EXHIBIT 8 2026 SYSTEMWIDE CORRIDOR CONSTRUCTION MAP

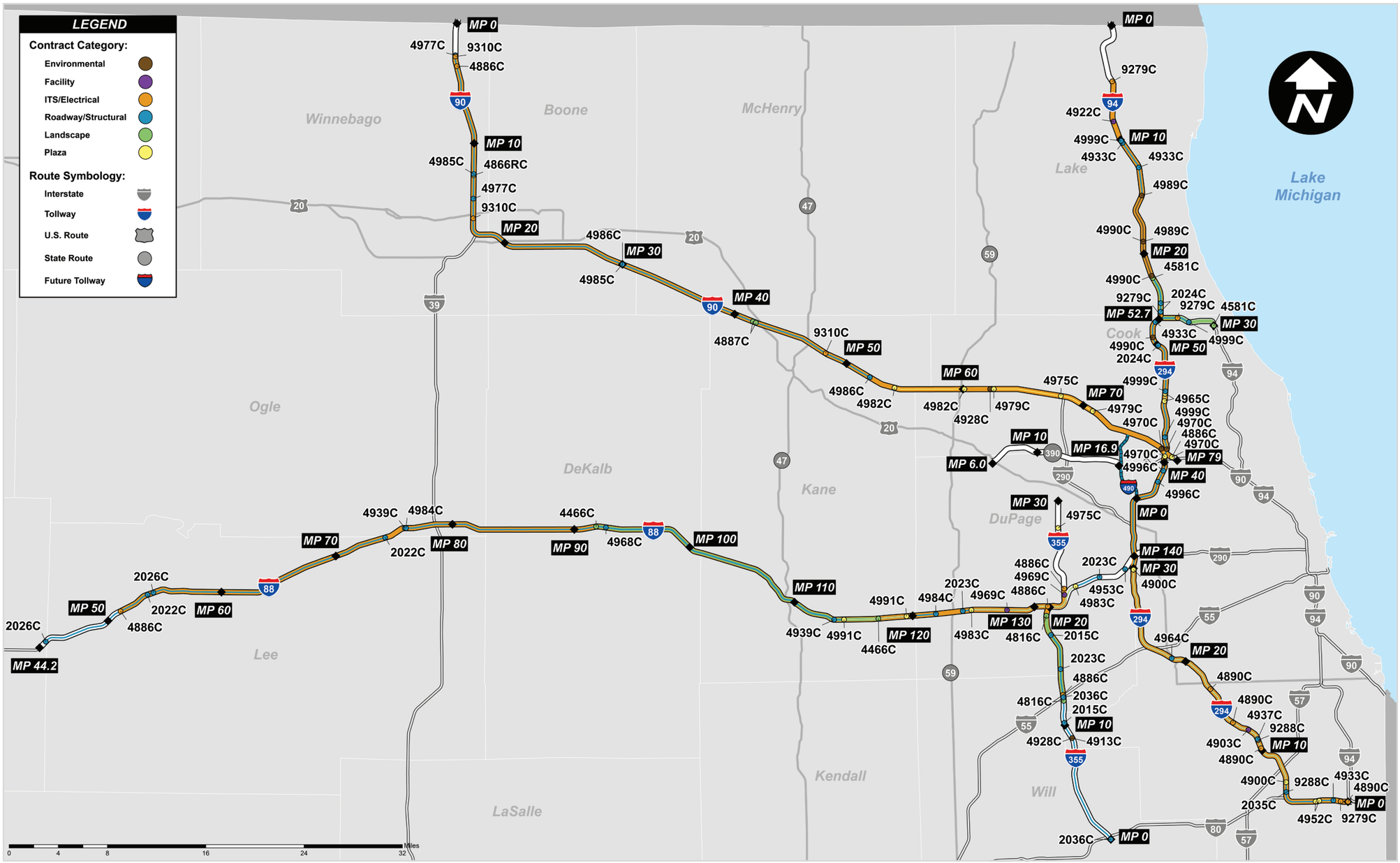


EXHIBIT 9 *MOVE ILLINOIS* CAPITAL PROGRAM SUMMARY MAP

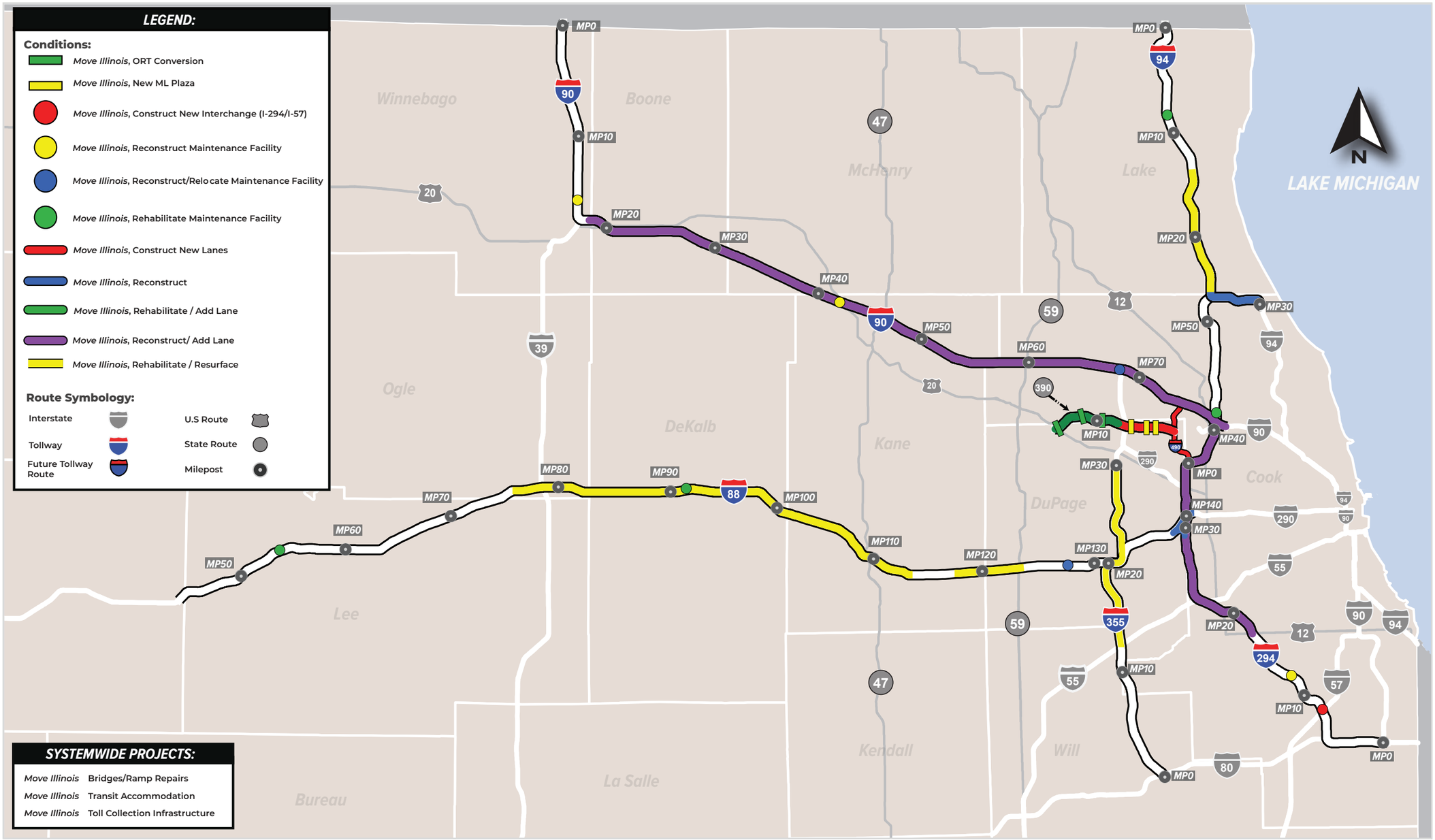


EXHIBIT 10 BRIDGING THE FUTURE CAPITAL PLAN SUMMARY MAP

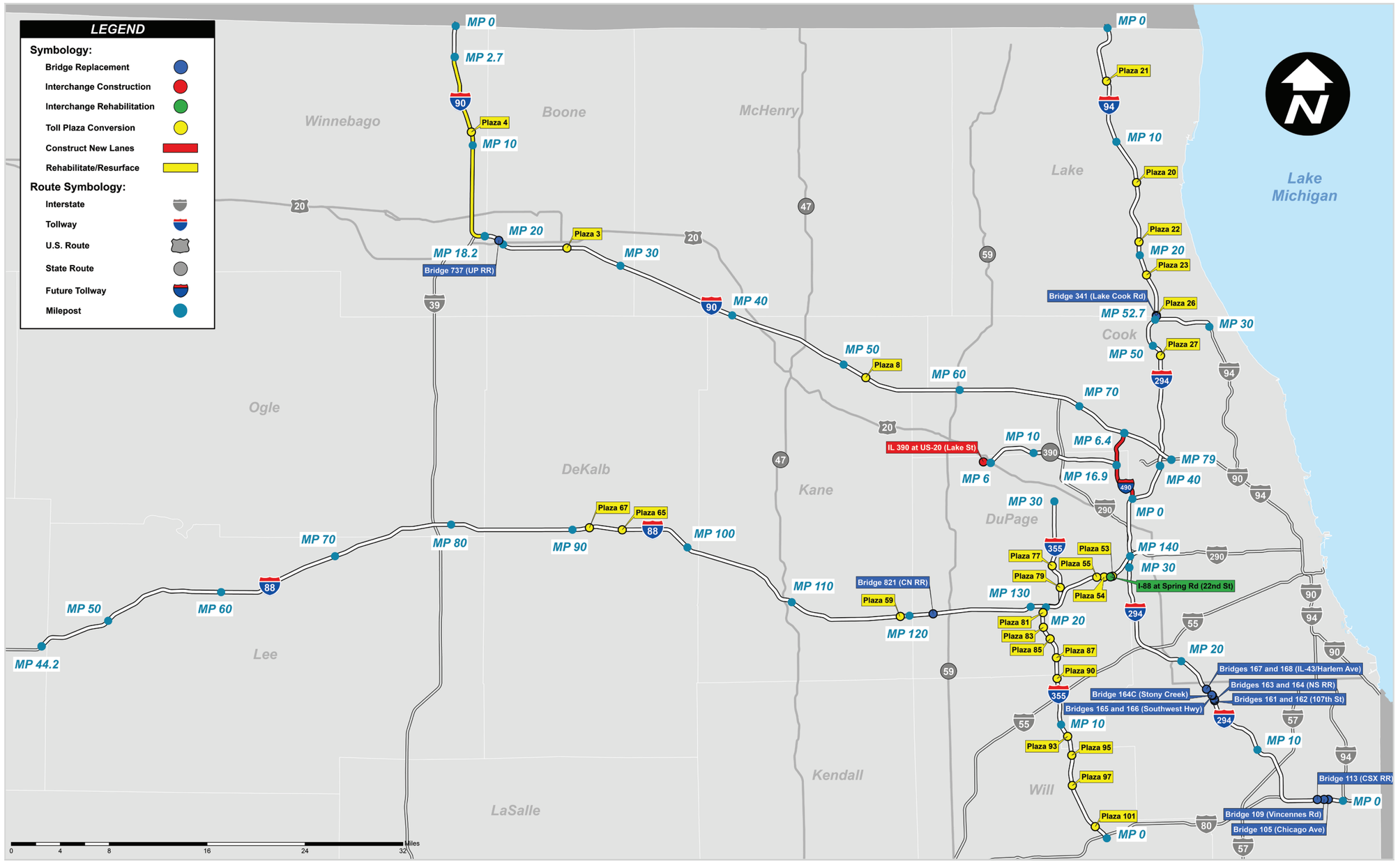


EXHIBIT 11 PAVEMENT PRESERVATION FORECAST MAP

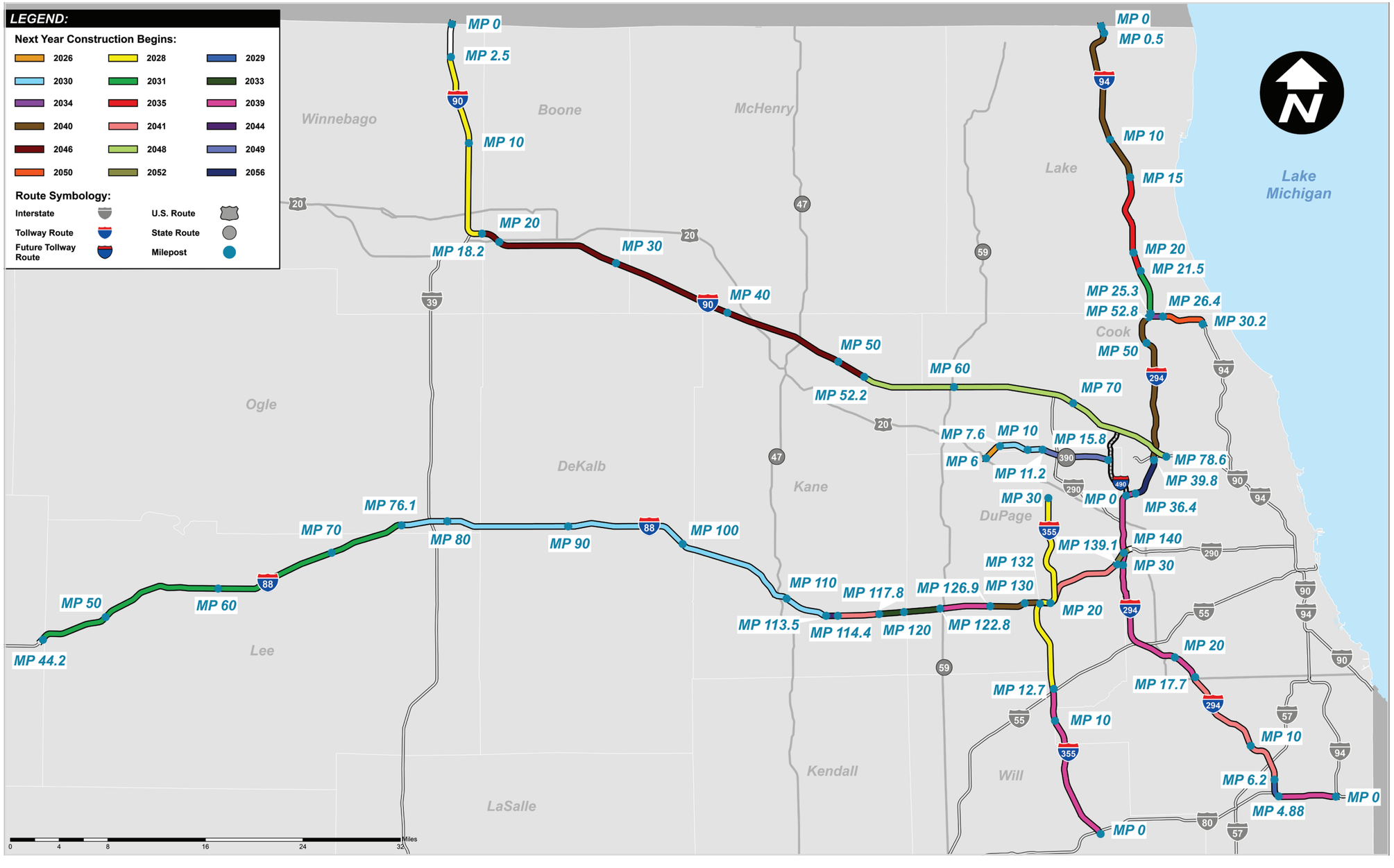


EXHIBIT 12 ROADWAY MAINTENANCE DISTRICT MAP

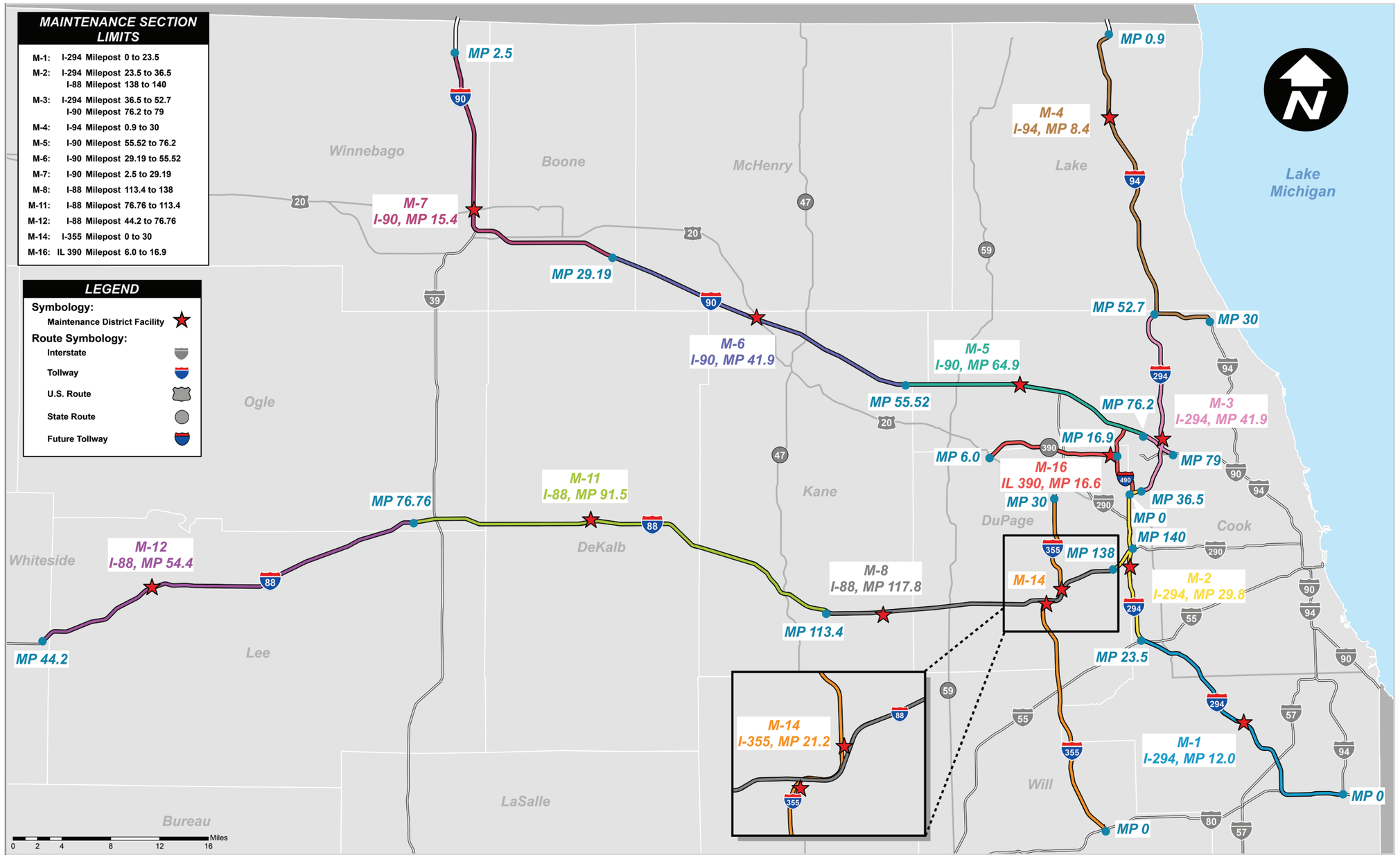


EXHIBIT 13 FACILITY MAINTENANCE DISTRICT MAP

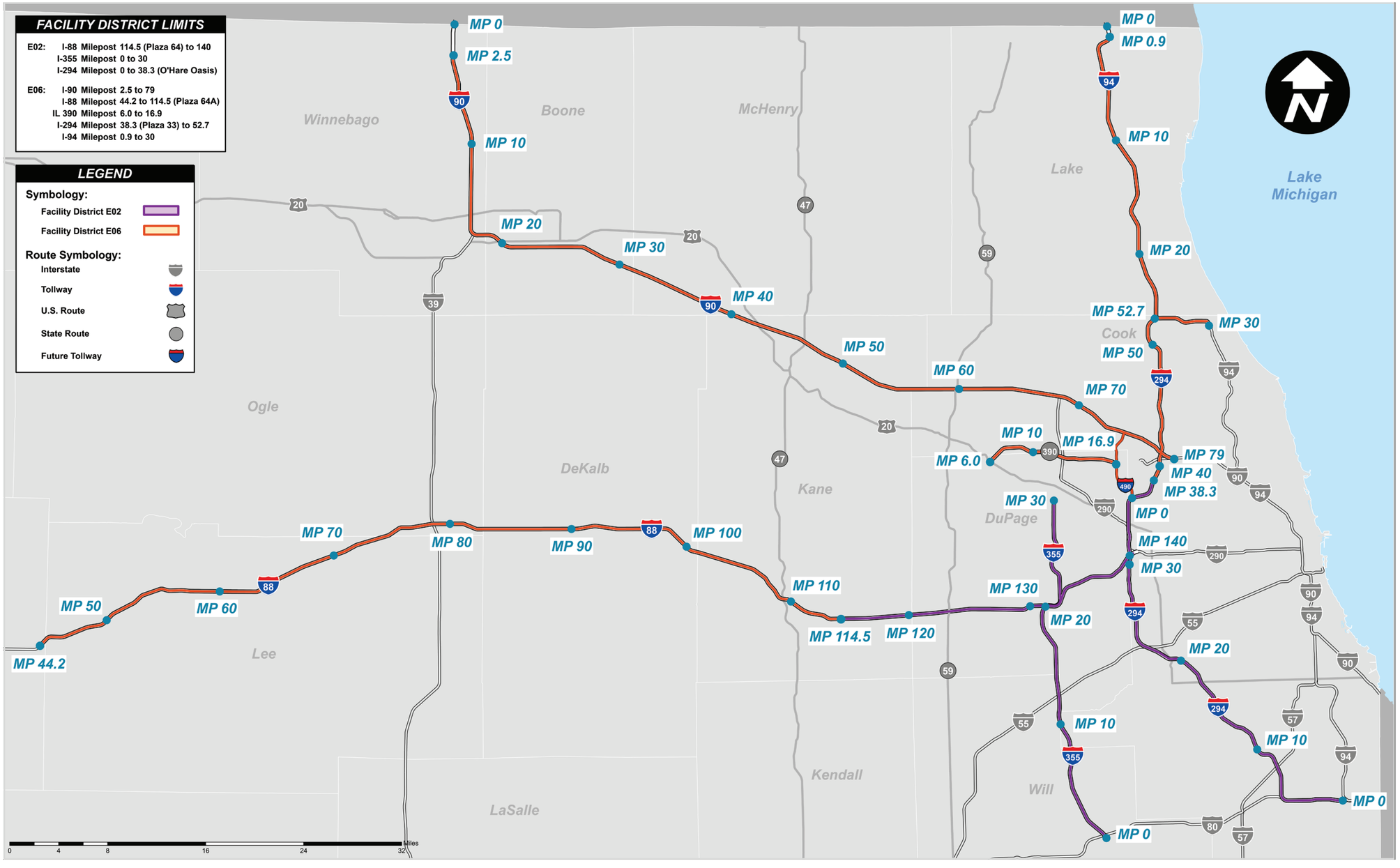
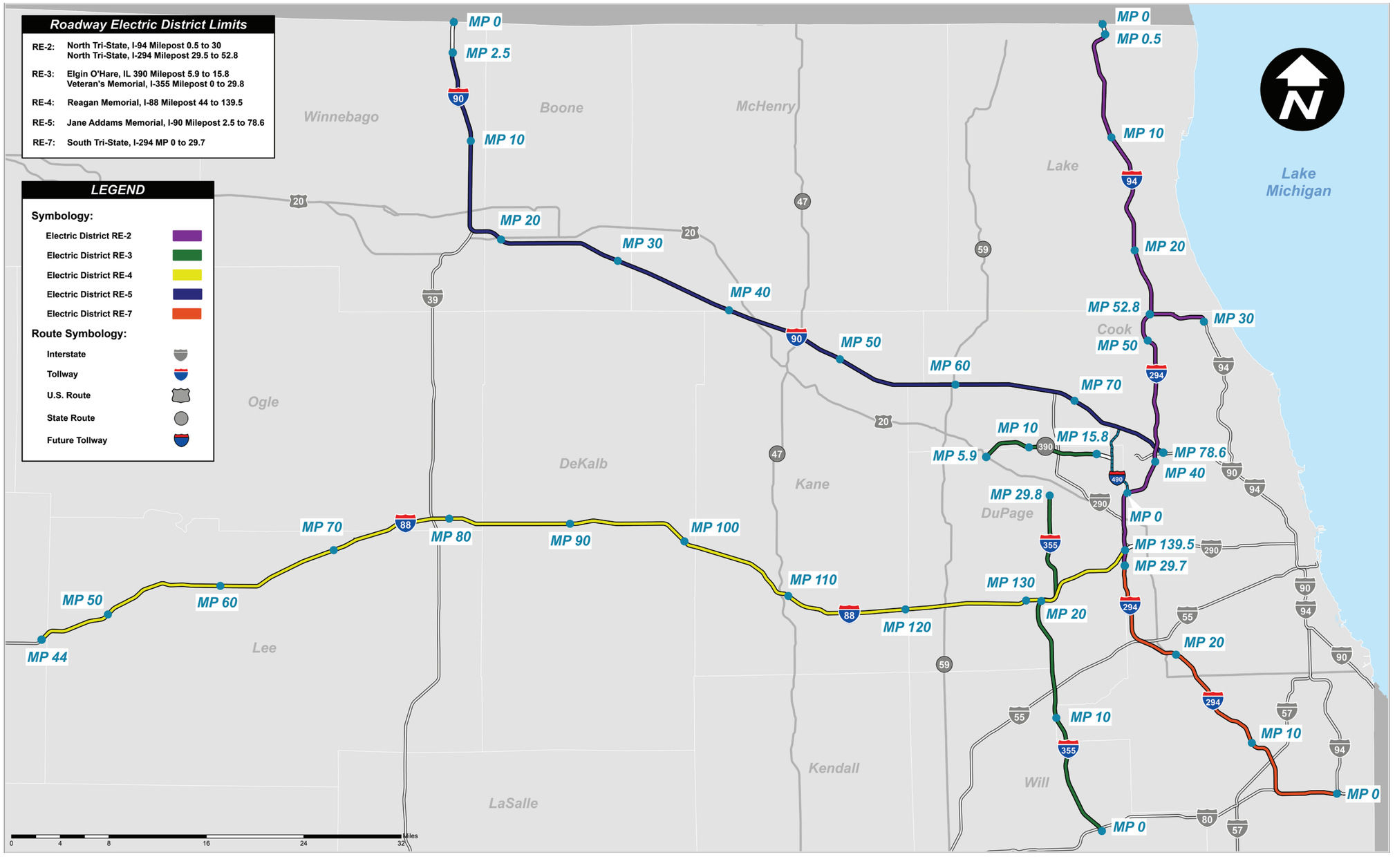


EXHIBIT 14 ROADWAY ELECTRIC DISTRICT MAP





Illinois Tollway

WSP

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