2024

CONSULTING ENGINEERS REPORT

Illinois Tollway

WSP

ILLINOIS TOLLWAY GEC

ILLINOIS
TOLLWAY GEC

March 6, 2025

Dear Manar Nashif,

Over the past year, WSP USA has served as the General Engineering Consultant (GEC) for the Illinois Tollway, aiding in maintenance, inspection and modernization of the Illinois Tollway's system. This report summarizes our work and findings over the past year.

This report includes in-depth and timely information on the physical conditions found during our annual inspections, updates to infrastructure and safety measures and accomplishments from the 13th year of the Illinois Tollway's 16-year, $15.2 billion Capital Program *Move Illinois: The Illinois Tollway Driving the Future*. In addition, this report lays out the plans for the next year of operations, including the Capital Program projects in 2025 and the Illinois Tollway's continued preventive maintenance program that contributes to the preservation of the system, as required by the Amended and Restated Trust Indenture, effective March 31, 1999.

In 2024, the Illinois Tollway made significant progress on the Central Tri-State and I-490 Tollway projects. On the Central Tri-State Project, the Illinois Tollway opened five lanes to southbound traffic between Irving Park Road and North Avenue in September, followed by the activation of SmartRoad technology from Balmoral Avenue to Wolf Road in November. Additionally, the Illinois Tollway made steady progress on construction of the I-490 Tollway, including work over the Touhy Avenue Reservoir near the Jane Addams Memorial Tollway (I-90) interchange, new ramps east of York Road at the Illinois Route 390 Tollway (IL 390) interchange and bridge decks over the Tri-State Tollway (I-294) at the I-490/I-294 Tollway interchange.

The Illinois Tollway expanded its use of innovative tools and technologies that continue to make the Illinois Tollway a leader in the transportation industry. This expansion included advancements in project delivery methods through its Digital and Alternative Delivery Programs, the roll out of a modern maintenance management system and the implementation and pilot testing of safety enhancements for roadside personnel. These safety enhancements range from wearable technology and smart flares to debris-clearing blades. Additionally, the Illinois Tollway introduced measures to reduce wrong-way driving incidents and upgraded the Illinois Tollway's Traffic Operations and Dispatch Centers.

The agency also expanded and increased its outreach, engagement and development of programs focusing on diversity, equity and inclusion, which allows the Illinois Tollway to grow the professional and construction services pool of vendors to support its work and mission. This occurred via the progression of many Illinois Tollway programs, including its Small Business Initiative (SBI), the Rolling Owner-Controlled Insurance Program (ROCIP), the emerging technologies workshops and through its ConstructionWorks Program. By helping to grow the pool of available contractors, the Illinois Tollway is ensuring continued expertise on future projects while maintaining competitive costs for customers.

Finally, the Illinois Tollway assembled a group of stakeholders and solicited community feedback to shape the future of the agency with its new multi-year capital plan, *Bridging the Future*, a $2 billion initiative over seven years from 2025 to 2031. We appreciate and thank Illinois Tollway staff for their continued assistance and guidance, allowing us to create a world-class roadway system for everyone. We look forward to continuing this growth and progress in 2025.

Sincerely,

Jeff Heilstedt
Project Manager, WSP USA

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TABLE OF CONTENTS

2024

TABLE OF CONTENTS

2024

TABLE OF CONTENTS

2024

TABLE OF CONTENTS

2024

APPENDICES 247

EXHIBITS 466

1.0
INTRODUCTION

The 2024 Consulting Engineer's Annual Report summarizes the 2024 inspection processes, findings and recommendations of the Consulting Engineer, WSP USA, for the Illinois Tollway's roadway, bridges, structural components, facilities, tolling systems, intelligent transportation devices and roadway appurtenances.

This report is pursuant to requirements of the Illinois Tollway Amended and Restated Trust Indenture, effective March 31, 1999. This report summarizes the annual inspections, as well as current and programmed work, providing necessary information required by Trust Indenture Sections 710 and 715. The Illinois Tollway operates five toll roads comprising 2,302.4 total lane miles throughout 12 counties in Northern Illinois. These roads connect three international airports, the nation's second largest rail network, inland ports and seven interstates. The system consists of 294 centerline miles, 691 bridges and culverts, 1,055 structural walls, 915 overhead sign structures, 200 facilities, 2,349 intelligent transportation devices, 527 active toll lanes and other roadway appurtenances.

The Consulting Engineer performs inspections along the Illinois Tollway's system on a multi-year cycle. These inspections are scheduled, recorded, tracked and maintained through a web-based transportation asset management system, allowing immediate access to current and historic information on system assets. System assets and conditions' summaries as of 2024 are found in Section 3 of this report. The Illinois Tollway continues to invest in its infrastructure, having completed the 13th year of its 16-year, $15.2 billion Capital Program *Move Illinois*: *The Illinois Tollway Driving the Future*, and developing the Bridging the Future Capital Plan.

The Illinois Tollway's system is in Excellent condition overall. By maintaining an aggressive and comprehensive capital program, the Illinois Tollway delivers a safe, world-class transportation system to its customers, while promoting innovation across the organization. The 2024 annual report details the result of the year's inspections, showcasing the Illinois Tollway's commitment to system improvement and preservation.

2.0

SUMMARY OF THE ILLINOIS TOLLWAY

For over six decades, the Illinois Tollway has facilitated economic activity in Northern Illinois, encouraging growth for the region. This report demonstrates how the Illinois Tollway continually works for its customers and partners to create a safe, convenient and reliable transportation system that serves the economic and lifestyle needs of the region. The Illinois Tollway accomplishes this all while setting out to be a model transportation agency for agencies across the country. Led 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. The Illinois Tollway is a user-financed administrative agency, of the state of Illinois, whose purpose is to operate, maintain and service a roadway system making up 294 centerline miles. By reinvesting tolls collected into infrastructure and technology, the agency provides critical resources to support safe and convenient services for commuters and communities in Northern Illinois.

2.1 THE ILLINOIS TOLLWAY'S MISSION

The Illinois Tollway's mission is to provide and promote a safe and efficient highway system, while ensuring the highest level of customer service. The Illinois Tollway continued fulfilling its mission in 2024 by exploring and integrating new technologies, furthering environmental initiatives and advancing economic opportunities for all. Under the Board of Directors' and Executive Staff's leadership, the Illinois Tollway is committed to achieving the following goals:

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

2.2 THE ILLINOIS TOLLWAY'S HISTORY

The Illinois Tollway's original 187-mile system opened to traffic in 1958 on what is now known as the Tri-State Tollway (I-294), 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 next six decades, the Illinois Tollway evolved and expanded via the construction of extensions, new routes and capacity improvements throughout Northern Illinois, which enhanced regional and national mobility. The Illinois Tollway currently operates and maintains 294 miles of interstate tollways in 12 counties (Boone, Cook, DuPage, DeKalb, Kane, Lake, Lee, McHenry, Ogle, Whiteside, Will and Winnebago) in Northern Illinois.

2.2.1 EVOLUTION OF THE ROADWAY

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

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

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

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

Major system expansion milestones include:

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

2.2.2 LEADING TECHNOLOGY IMPLEMENTATION

Tolling

The Illinois Tollway is a national leader in tolling technology and provides the highest levels of safety, service and reliability to its customers. The Illinois Tollway's electronic tolling system performs automatic vehicle identification, toll classification and includes a violation enforcement system. As of December 2024, more than 5 million active I-PASS accounts represent nearly 9 million active transponders. In addition to the 3 million pay-by-plate accounts, these are customers who have registered to pay for tolls based on license plate only, without a transponder.

- In 1993, the Illinois Tollway debuted I-PASS electronic toll collection on the North-South Tollway, now known as the Veterans Memorial Tollway (I-355).
- In 1997, I-PASS technology was installed systemwide across all toll lanes.
- In 2005, the Illinois Tollway debuted open road tolling – toll collection without tollbooths – on the Tri-State Tollway (I-294), a turning point for customer service and convenience.
- In 2006, Illinois became the first state to complete, in less than two years, a total mainline conversion from a traditional barrier system to an end-to-end open road tolling system, saving drivers an average of 10 minutes per trip.
- In 2016, the newly opened Illinois Route 390 Tollway (IL 390) implemented all-electronic tolling. The eastern segment was completed in 2017.
- In 2020, the Illinois Tollway went all-electronic for toll collection on all of its roadways and introduced pay-by-plate tolling.
- In 2024, the Illinois Tollway began to phase out transponders in favor of sticker tags.

I-PASS Assist Program

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

In 2024, the Illinois Tollway won the International Bridge Tunnel and Turnpike Association's (IBTTA) Toll Excellence Award for its IPASS Assist Program. The IPASS Assist Program won IBTTA's Toll Excellence Award under its Customer Service and Marketing category. This was not the only award won with IBTTA, while the IPASS Assist Program also won IBTTA's President's Award, IBTTA's top honor award.

I-PASS Sticker Tags

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

I-294, Southbound, MP 38.75

2.2.3 FORWARD-THINKING SAFETY LEADER

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

Planning Council

In 2023, the Illinois Tollway began envisioning what the future of its system will look like as it continued into the 13th year of its ongoing *Move Illinois* Capital Program. This vision gave way to the development of groups that will turn that vision into a reality. The first was the Stakeholder Advisory Team (SAT), which consisted of 43 members that represented various organizations (notably non-profit, civic, business, labor, environment, transportation and advocacy groups). This SAT helped the Illinois Tollway to drive goals and input on behalf of the program as it comes to fruition. Throughout 2024, the Illinois Tollway held five meetings with this team.

The second is the Strategic Planning Committee, which is the sub-committee of the Illinois Tollway's Board of Directors. This committee, consisting of five board members, guides policies on behalf of the strategic plan's development and reviews recommendations that come out of the planning meetings formulated by the planning processes. Additionally, this committee provides oversight for the capital plan processes relating to strategy and capital planning, as well as evaluate potential projects and what those projects will prioritize as part of future capital plans.

Enhanced Roadside Assistance

The Illinois Tollway provides 24/7 motorist assistance through *999, supported by Roadway Maintenance and Illinois State Police. To ensure driver safety during extreme weather conditions and high traffic periods, the Illinois Tollway has implemented additional measures. The Highway Emergency Lane Patrol (H.E.L.P.) service operates Monday through Friday from 4 a.m. to 8 p.m., offering incident response and motorist assistance. During periods of extreme cold, when temperatures or wind chills fall below zero degrees, the Illinois Tollway deploys 24-hour Zero Weather Road Patrols. These patrols, along with H.E.L.P. trucks, provide prompt roadside assistance to drivers experiencing mechanical issues or who are stranded. Similarly, during high temperatures, the Illinois Tollway operates Hot Weather Patrols around the clock to assist stranded drivers and provide a cool place wait for a tow truck. Service hours are also extended during holidays to ensure support is available when more vehicles are on the road.

2.3 LEADERSHIP

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

The Illinois Tollway's daily operations are managed by its Executive Director, who oversees the agency's $1.72 billion annual budget and leads over 1,360 employees in ensuring the Illinois Tollway's 1.6 million daily drivers travel on a safe, efficient and reliable highway system that incorporates innovative roadway designs and cutting-edge technology.

Stakeholder Advisory Team, Illinois Tollway Executive Director

2.4 *MOVE ILLINOIS* CAPITAL PROGRAM

In 2024, the Illinois Tollway completed the 13th year of its 16-year Capital Program *Move Illinois: The Illinois Tollway Driving the Future*. This $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 (IL 390), rebuilding and widening the Jane Addams Memorial Tollway (I-90) as a state-of-the-art 21st century corridor (which occurred in 2016) and opening the new interchange connecting the Tri-State Tollway (I-294) to I-57. Progress continues within the project as the Illinois Tollway addresses the remaining needs of the existing system, delivering the Elgin O'Hare Western Access Project, the I-490 Tollway Project and reconstruction of the Central Tri-State Project. The agency has pledged to make *Move Illinois* the "Cleanest and Greenest" program" in the agency's history. Plans for the capital program include attempting to reduce, reuse and recycle materials during construction, incorporate renewable energy products (i.e., solar panels, wind turbines and geothermal systems) and seek Leadership in Energy and Environmental Design (LEED) certification. Such efforts protect the natural environment, reduce costs and increase social benefits to the communities served by the Illinois Tollway.

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

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

I-490 Tollway Project

2.5 BRIDGING THE FUTURE CAPITAL PLAN

In 2024, the Illinois Tollway approved a seven-year, $2 billion Capital Plan Bridging the Future. This plan will serve as a bridge between the *Move Illinois* Capital Program and future capital programs and will position the agency to continue to advance projects that connect infrastructure, improve mobility, modernize the infrastructure and prepare the agency for the future. Highlights of the plan include:

Connecting Infrastructure

- Interchange design and construction

Improving Mobility

- Widening projects and investments
- Bridge reconstruction

Modernizing the System

- System improvements and priorities
- Bridge repair
- Toll plazas, facilities and fiber upgrades

Preparing for Tomorrow

- Technology investments and studies
- Electric Vehicles/ In-pavement charging
- Active Traffic Management

3.0

TRANSPORTATION ASSET MANAGEMENT SYSTEM

The Illinois Tollway continues investing in its robust Transportation asset management system (TAMS). Currently, the Illinois Tollway uses OpenGov – Cartegraph Asset Management (OpenGov) as its primary Transportation asset management system for the Illinois Tollway's Engineering, Planning and Operations departments. This technology helps track asset inventory, conditions, repairs that require attention systemwide and long-term rehabilitation and replacement plans to ensure all assets remain in a state of good repair with minimal impact to customers.

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

These repair tasks are investigated by the appropriate staff based on the activity or asset type requiring repair, ensuring the Illinois Tollway always maintains the highest level of operations. All repair tasks are sorted into work orders that indicate the party responsible for completing the repairs. Generally, tasks are fulfilled by the Illinois Tollway's Roadway Maintenance Sections (M-1 through M-16), Roadway Electric, Sign Shop, Intelligent Transportation System contractor, Carpenter Shop, Mobile Shop, Mechanical Electrical and Facility Maintenance units. Repair activities immediately appear in the relevant manager's dashboard as they are identified.

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

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

I-88, Westbound, MP 120

I - 94, Westbound, MP 18.0

3.1 ROADWAY PAVEMENT

The Illinois Tollway's roadway pavement is inspected annually, including a structural evaluation, pavement surface evaluation and a visual inspection that aids the Illinois Tollway in prioritization areas needing repair. The Illinois Tollway is committed to maintaining safe and reliable roadway pavement. Nearly 92% of its pavement assets, approximately 1,735 lane miles, are rated in Good or Excellent condition.

Over 79% of the mainline pavement on the system has a 2024 estimated Remaining Interval Life (RIL) of greater than nine years. This high pavement condition rating shows that the Illinois Tollway provides a reliable transportation system for the region that is fundamental for moving people and goods safely and efficiently.

I-90, MP 3.5 - Plaza 1

3.1.1 PAVEMENT MANAGEMENT SYSTEM

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

Accurate and detailed pavement condition data is required for generating dependable performance models and identifying the appropriate treatment matrices. This data forms the basis of the pavement management system and is used to update the history of in-place pavements, quantify the latest traffic conditions and refine pavement performance models.

Annual updates of the Illinois Tollway's pavement management system begin with updating the construction history to reflect recent improvements, including pavement thickness and material, traffic data and projections, rehabilitation and replacement costs, condition data and other information. The Illinois Tollway periodically updates its system performance models and rehabilitation matrices to ensure they accurately represent actual roadway conditions by modeling data that has been amassed over the years in the pavement management system.

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

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

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

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

A detailed summary of the visual, structural and pavement surface evaluations, including the results of these inspections, is presented in the 2024 annual reports for each of the Illinois Tollway's maintenance sections. Maintenance section limits are depicted in Exhibit 12.

3.1.2 EVOLUTION OF THE PAVEMENT

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

Pavement History by Corridor

Tri-State Tollway (I-94)

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

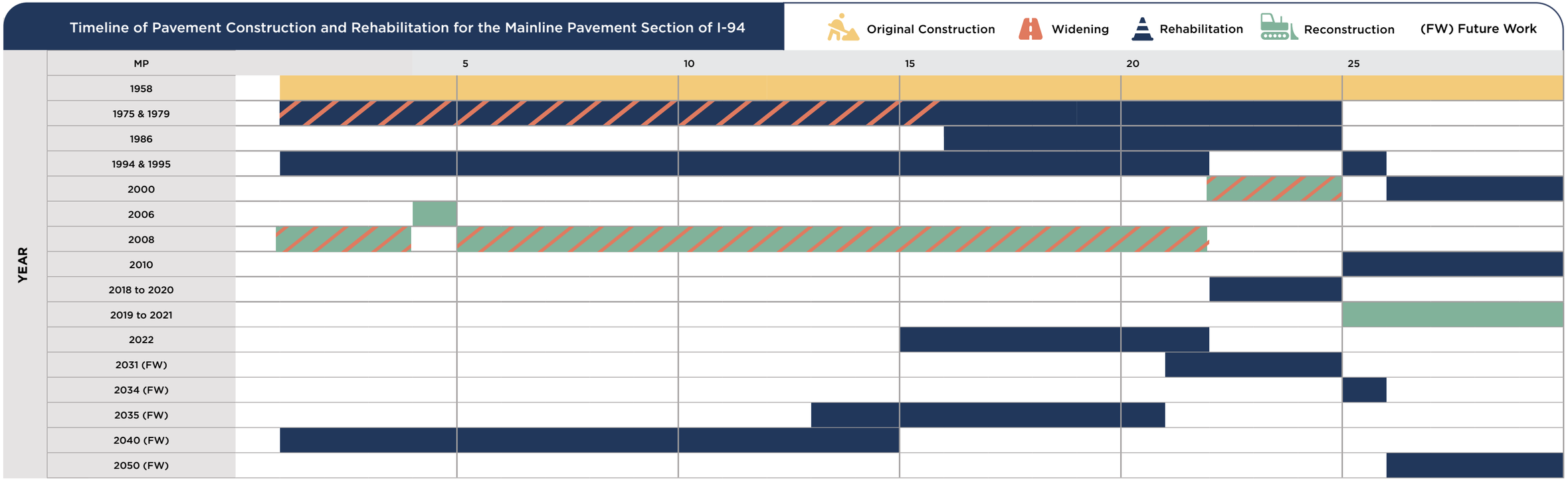
In the 1970s, the pavement was rehabilitated and widened to three lanes from old U.S. 41 to Rockland Road with concrete pavement and a bituminous overlay. A bituminous overlay was subsequently placed from Rockland Road to the Edens Expressway. Throughout the 1980s and 1990s, the Tri-State Tollway (I-94) was rehabilitated with bituminous overlays to help extend the life of the pavement.

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

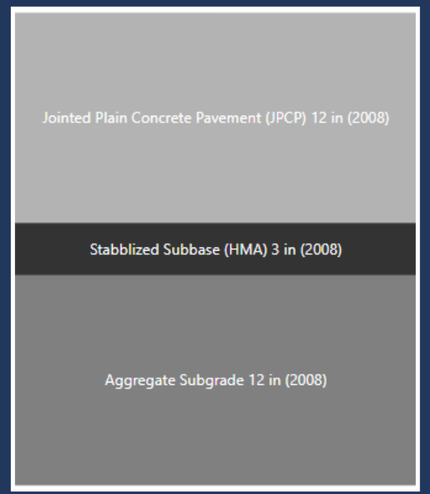
In the late 2000s, the Tri-State Tollway (I-94) was reconstructed and widened to four lanes from old U.S. 41 to Half Day Road as concrete pavement. Additionally, the concrete pavement surrounding Plaza 21 (Waukegan) was reconstructed.

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

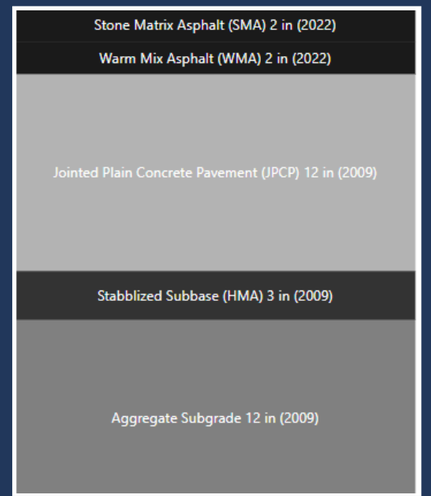
Future work, including the next reconstruction or overlay outlined in the Illinois Tollway's Pavement Asset Management Plan, is highlighted below.



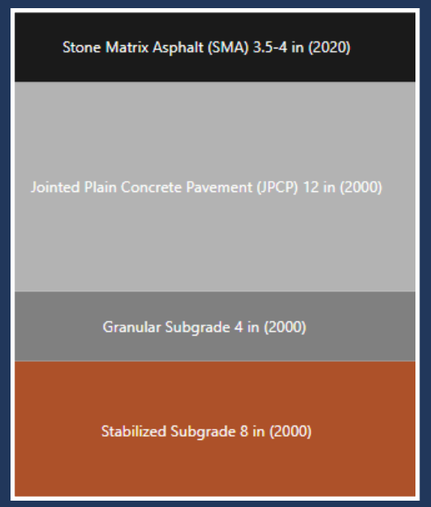
Tri-State Tollway (I-94)
Predominant Pavement Sections



MP 0.0 to MP16.0

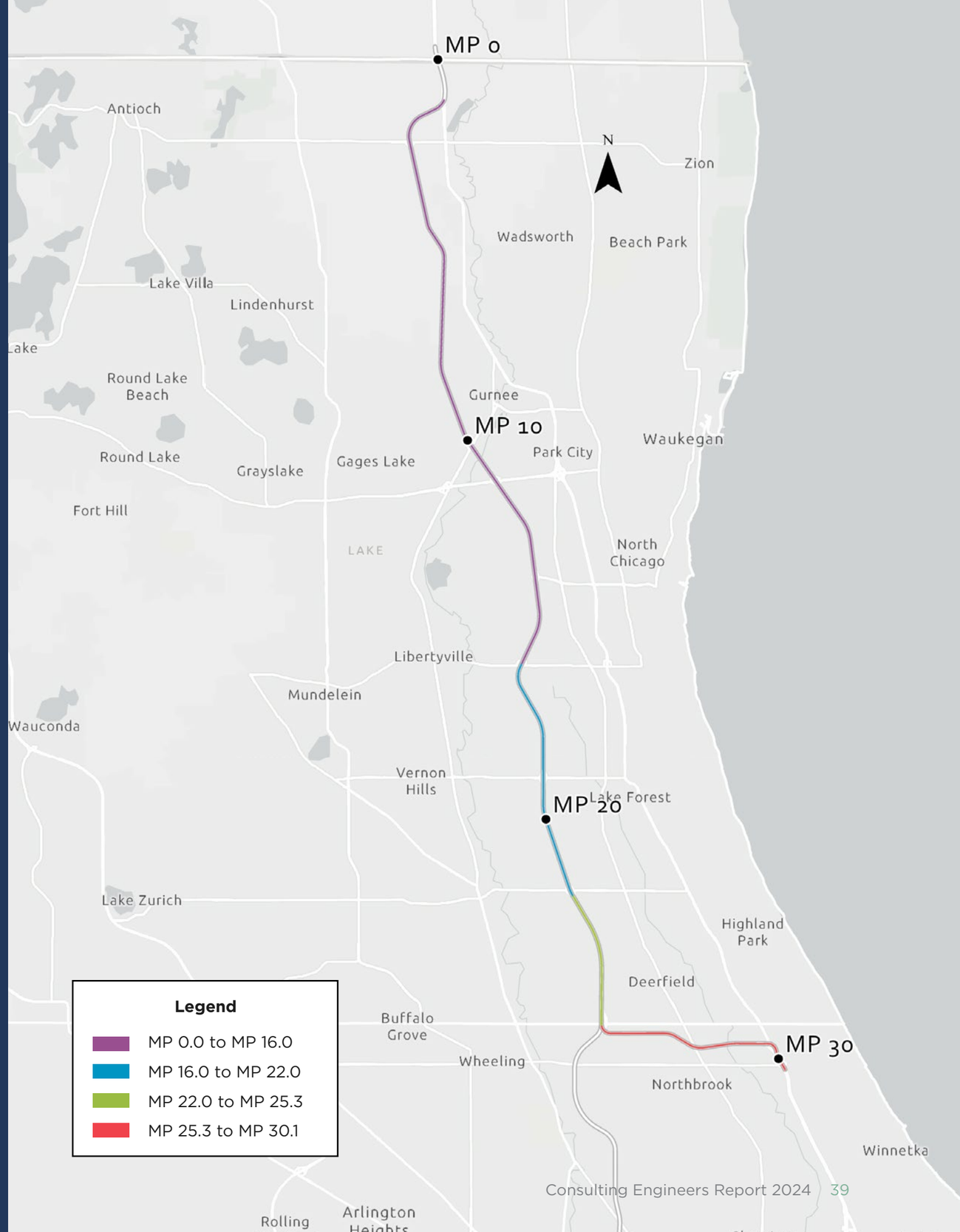


MP 16.0 to MP 22.0



MP 22.0 to MP 25.3

MP 25.3 to MP 30.1



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

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

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

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

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

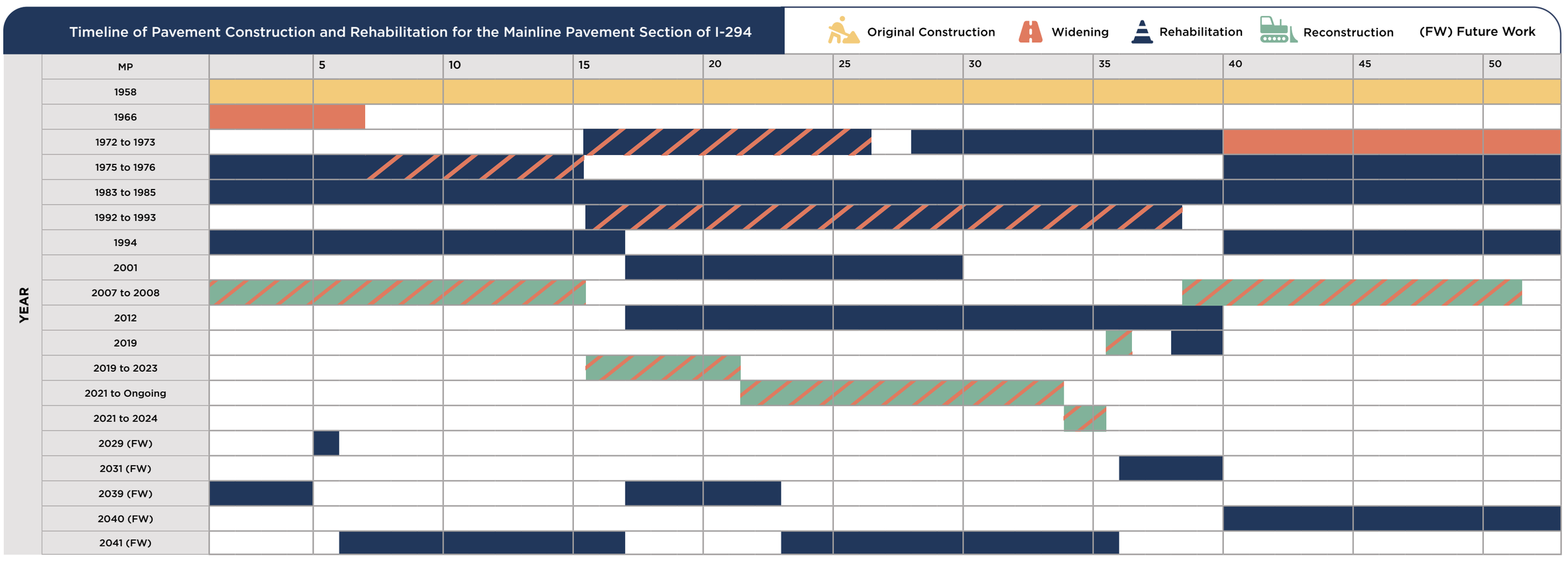
In the 2010s, funding from the *Move Illinois* Capital Program rehabilitated the pavement from 95th Street to the O'Hare interchange with an overlay replacement until reconstruction could be completed. The pavement from Wolf Road to Balmoral Avenue was rehabilitated with its first overlay.

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

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

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

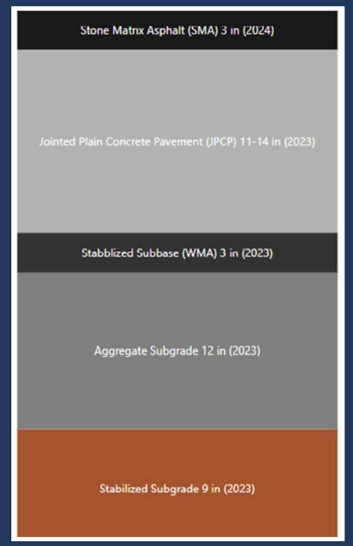
Original Construction · Widening · Rehabilitation · Reconstruction · (FW) Future Work



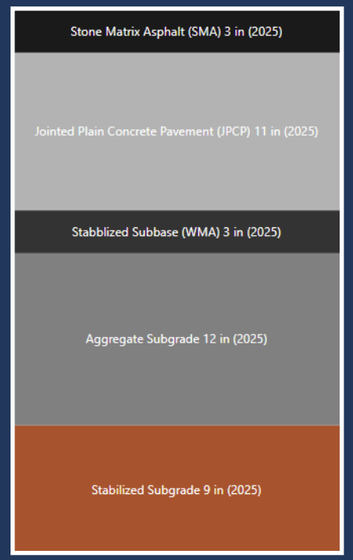
Tri-State Tollway (I-294/I-80)
Predominant Pavement Sections

MP 0.0 to MP 6.2

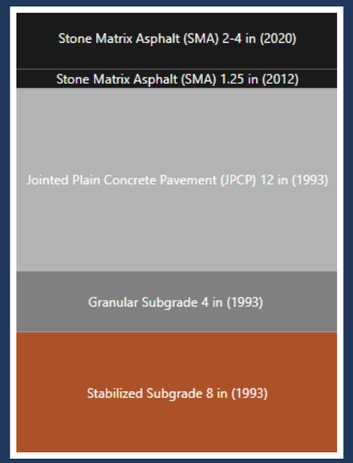
MP 6.2 to MP 17.7



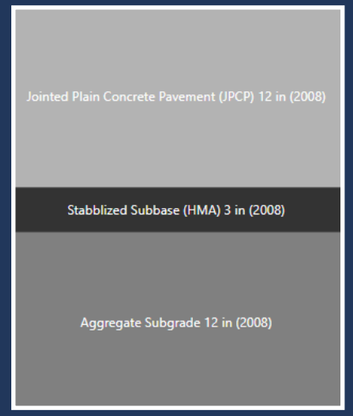
MP 17.7 to MP 23.6



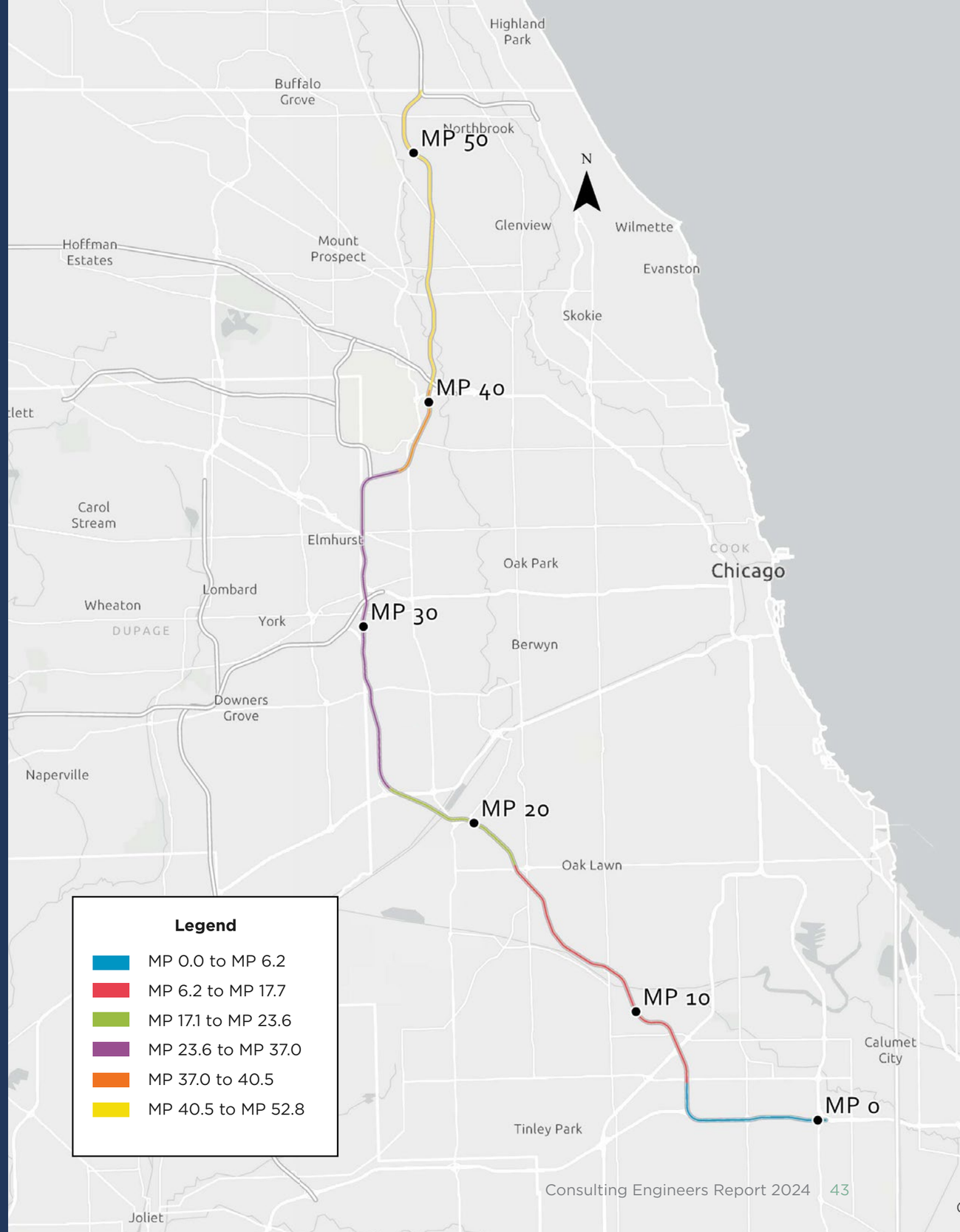
MP 23.6 to MP 37.0



MP 37.0 to MP 40.5



MP 40.5 to MP 52.8



Jane Addams Memorial Tollway (I-90)

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

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

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

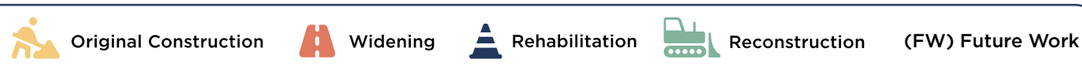
In the early 2000s, the Jane Addams Memorial Tollway (I-90) was rehabilitated from Swanson Road to U.S. 20, Newburg Road to IL-31 and Barrington Road to the I-190 westbound overpass with the removal and replacement of the bituminous overlay. Additionally, it was reconstructed from East Rockton Road to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

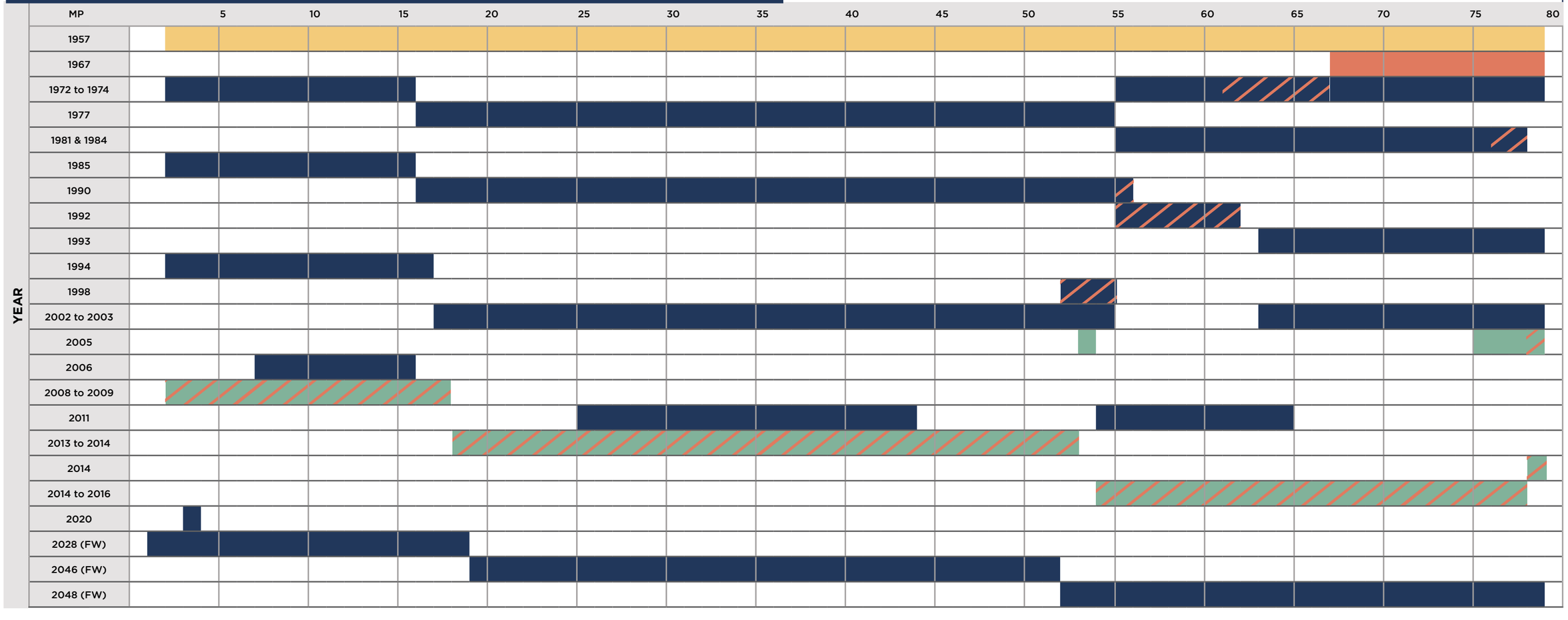
In the 2010s, the Jane Addams Memorial Tollway (I-90) was rehabilitated from Genoa Road to U.S. 20 and from IL-31 to Barrington Road with the removal and replacement of the asphalt surface. It was later reconstructed and widened to three lanes from Mill Road to IL-31 as composite (two lift) concrete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

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

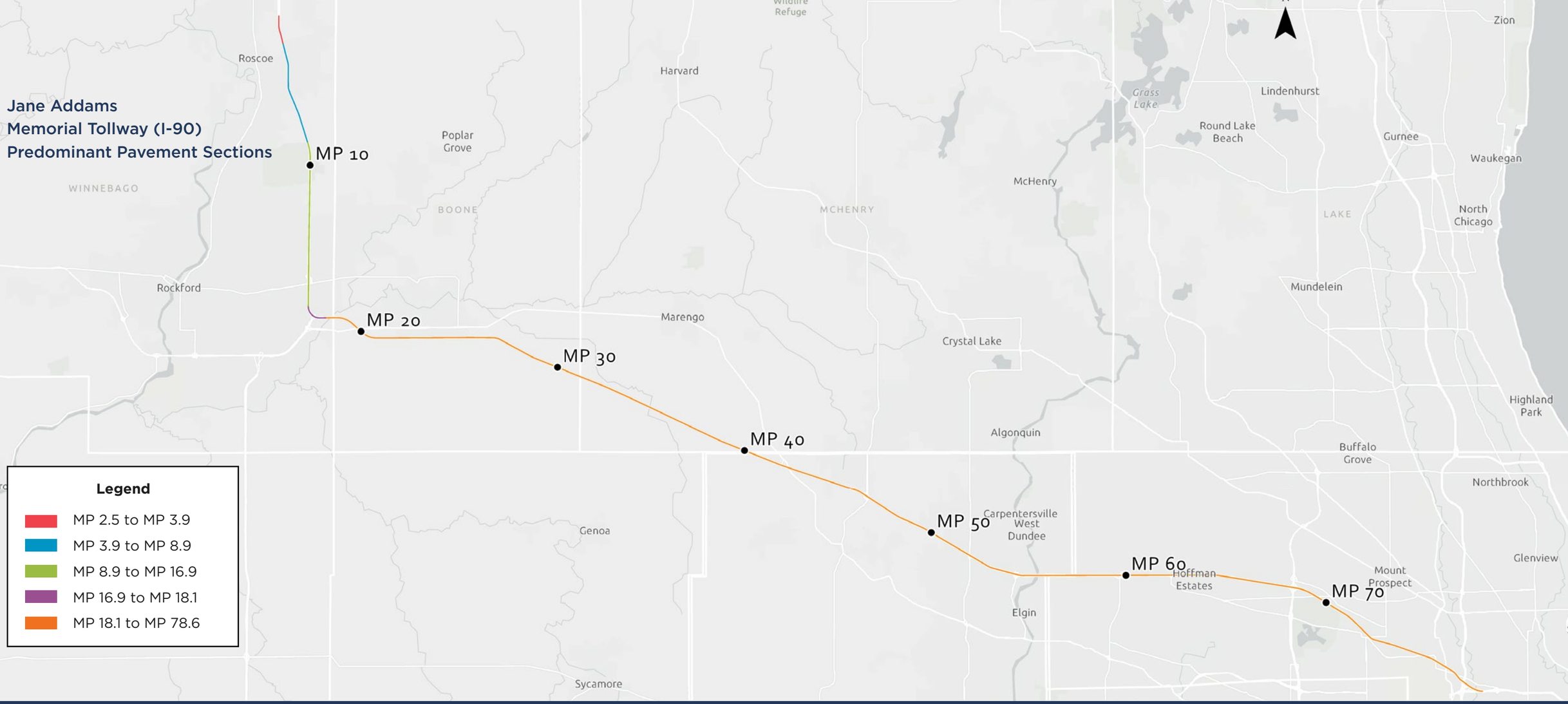
Future work, including the next rehabilitation or overlay as outlined in the Illinois Tollway's Pavement Asset Management Plan, is highlighted below.

Timeline of Pavement Construction and Rehabilitation for the Mainline Pavement Section of I-90

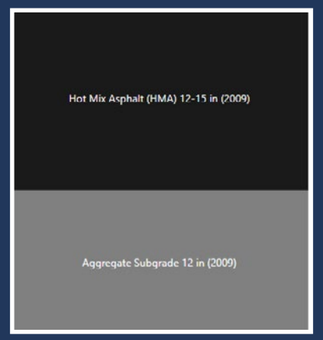




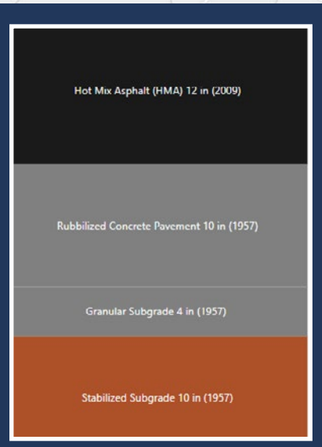
Jane Addams Memorial Tollway (I-90) Predominant Pavement Sections



MP 2.5 to MP 3.9

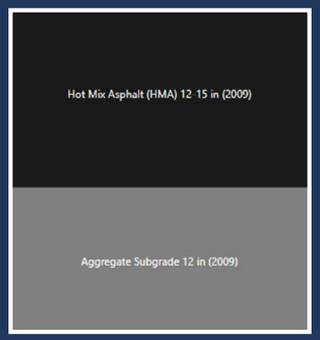


MP 3.9 to MP 8.9

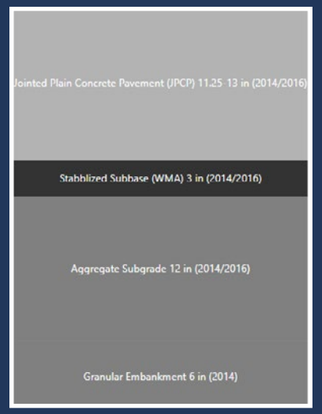


MP 8.9 to MP 16.9

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 27.1-mile Reagan Memorial Tollway (I-88) was originally constructed in 1957 from IL 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.

A 69.2-mile extension added two lanes of concrete pavement in each direction from Rock Falls Road to IL Route 56 in 1975. With the extension, the Reagan Memorial Tollway (I-88) totals 96.3-miles from Rock Falls Road to the 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. It was subsequently rehabilitated from IL Route 56 to Mitchell Road with a bituminous overlay.

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

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

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

I-88, Westbound, MP 56.4

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

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

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

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

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

Veterans Memorial Tollway (I-355)

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

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

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

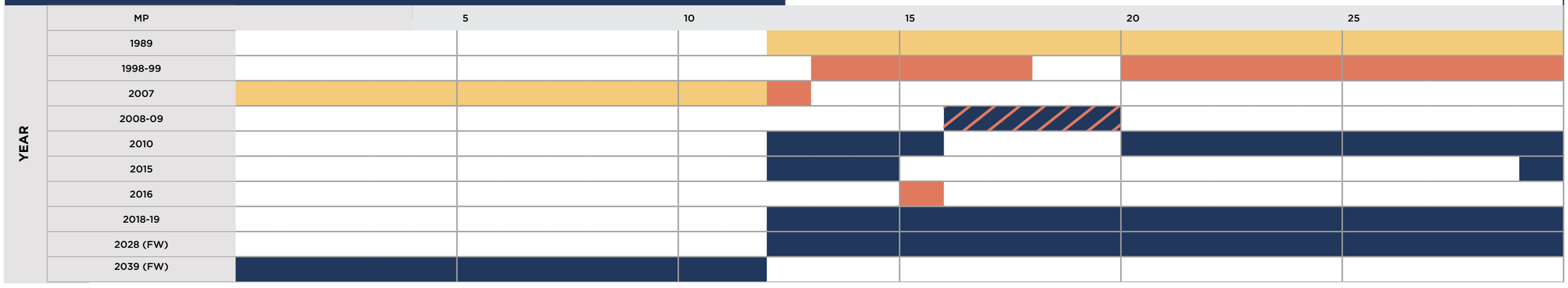
In the late 2010s, it was once again rehabilitated from I-55 to Army Trail Road with the removal and replacement of the asphalt overlay.

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

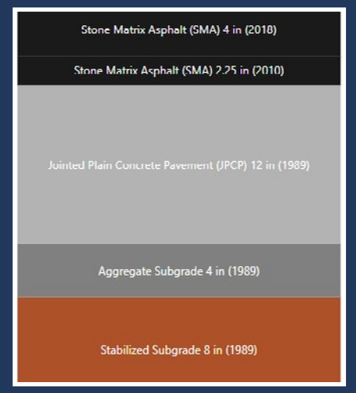
I-355, Northbound, MP 12.06

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

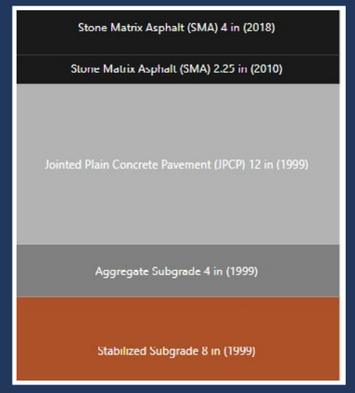
Original Construction · Widening · Rehabilitation · Reconstruction · (FW) Future Work



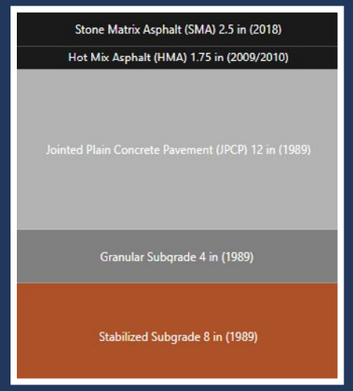
Veterans Memorial Tollway (I-355)
Predominant Pavement Sections



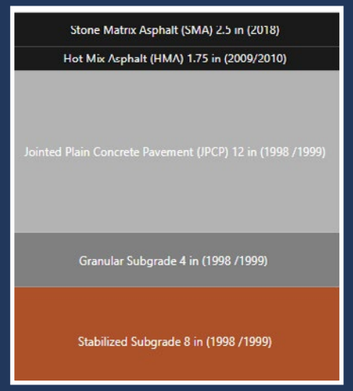
MP 20.2 to MP 29.9



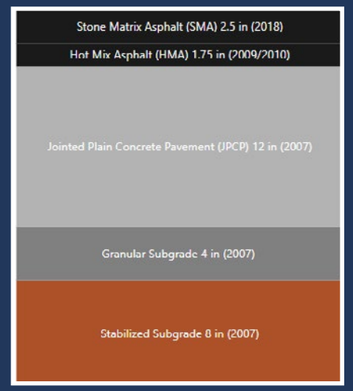
MP 20.2 to MP 29.9 (widening)



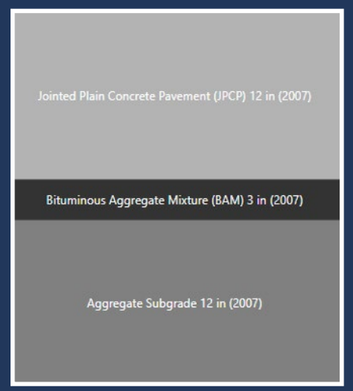
MP 12.4 to MP 20.2



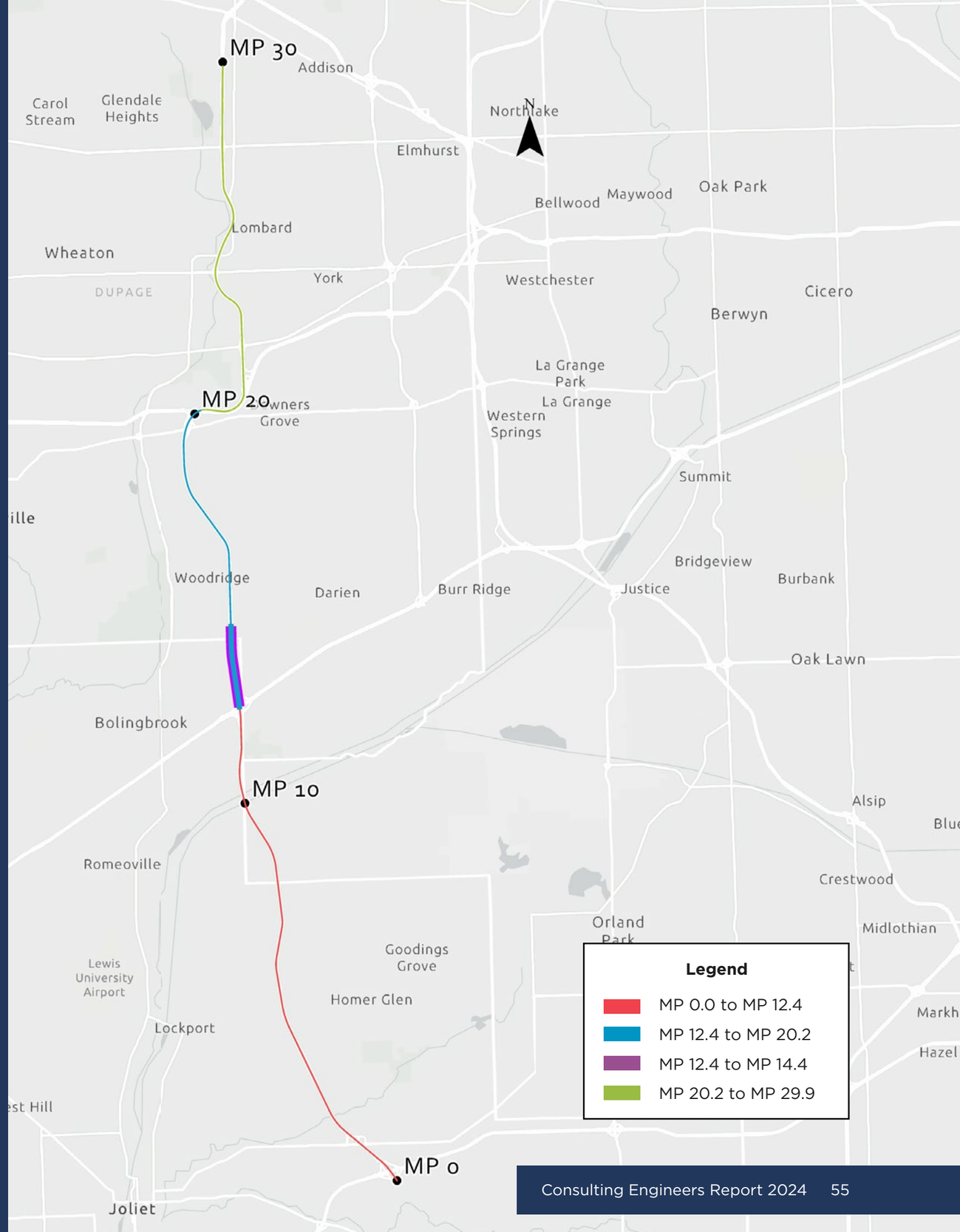
MP 12.4 to MP 20.2 (widening)

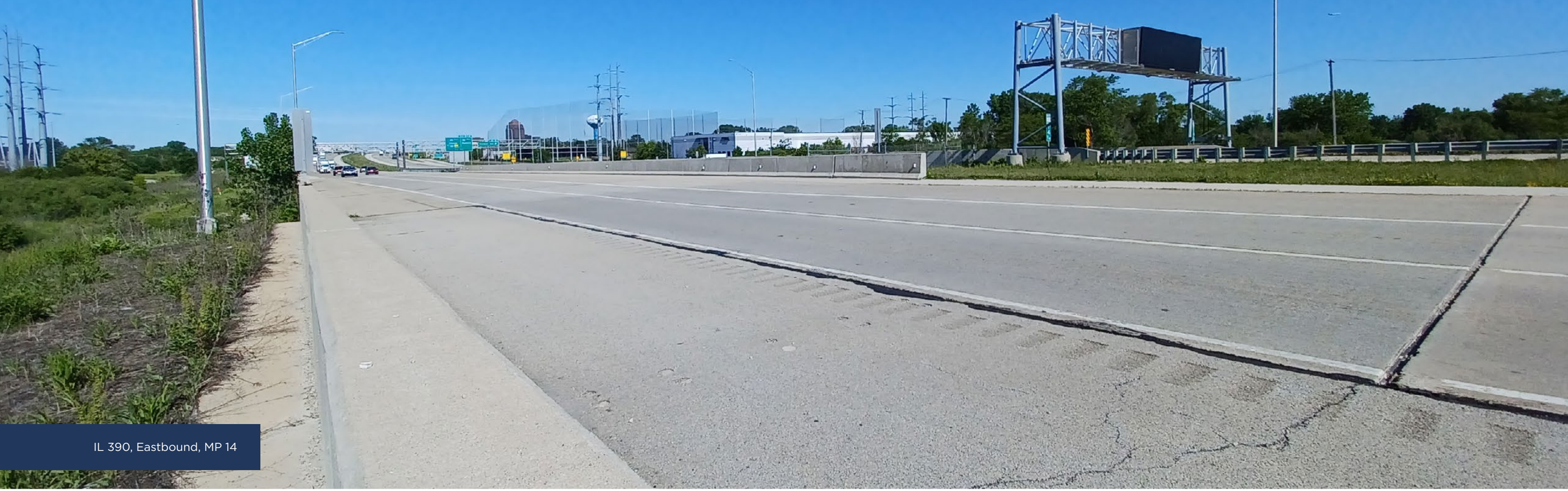


MP 12.4 to MP 14.4 (widening)



MP 0.0 to MP 12.4





IL 390, Eastbound, MP 14

Illinois Route 390 Tollway

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

In the 2010s, Illinois Route 390 Tollway (IL 390) was extended west from IL-53/ Rohlwing Road to IL Route 83/Busse Road as three lanes of concrete pavement.

It was also rehabilitated and widened to three lanes from IL Route 19/Irving Park Road to IL Route 53/Rohlwing Road with asphalt pavement and an asphalt overlay on the existing pavement.

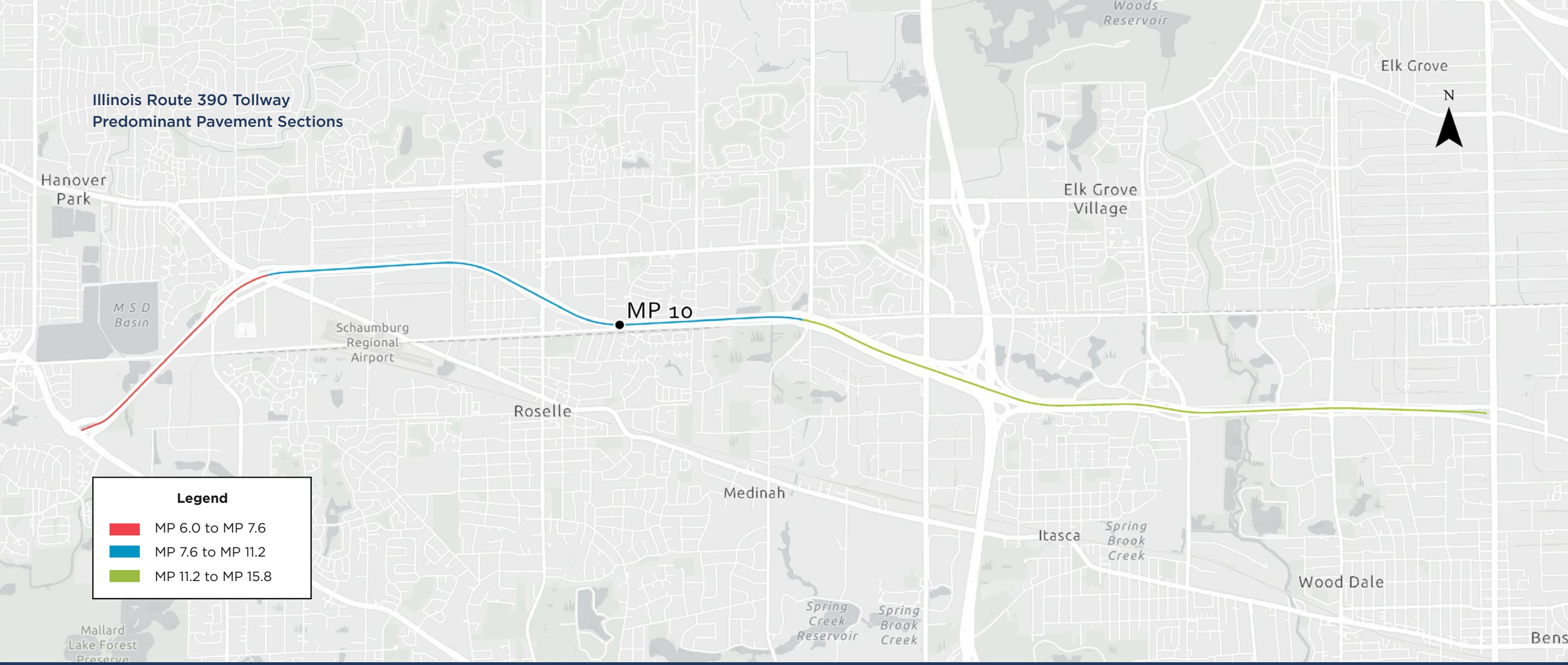
Future work, including the next rehabilitation or overlay as outlined in the Illinois Tollway's Pavement Asset Management Plan, is highlighted below. The future work in 2025 was planned for 2023 and is currently on hold.

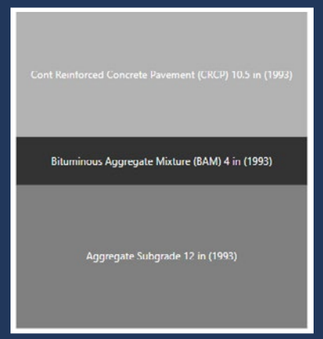
Timeline of Pavement Construction and Rehabilitation for the Mainline Pavement Section of IL 390

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

YEAR	MP 5	6	7	8	9	10	11	12	13	14	15	16
1993												
2016												
2016-2017												
2025 (FW)												
2030 (FW)												
2049 (FW)												

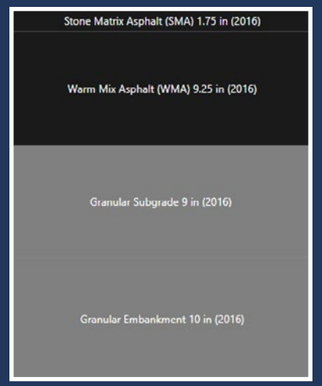
Illinois Route 390 Tollway
Predominant Pavement Sections



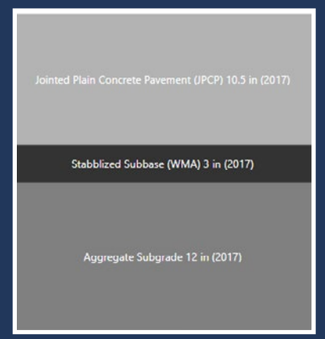


MP 6.0 to MP 7.6

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 SUMMARY

Pavement Visual Inspection

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

Pavement Structural Evaluation

Structural evaluation of the Illinois Tollway's roadway pavement, performed every summer and fall, assesses the structural integrity of mainline pavements and assists in identifying repair activities. The evaluation consists of 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 2024 annual reports for each of the Illinois Tollway's maintenance sections.

Pavement Surface Evaluation

The pavement surface evaluation of the Illinois Tollway's roadway system is performed every summer and fall. This evaluation utilizes electronic and visual surveillance of the pavement surface to determine the extent of pavement distress. The Illinois Tollway utilizes a pavement inspection and evaluation system, similar to that of the Illinois Department of Transportation (IDOT), that categorizes pavement conditions using CRS values. The CRS is a subjective measure of pavement surface condition that generates an overall rating on a 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.

I-90, Westbound, MP 24.2

I-294, Southbound, MP 2.7 (Plaza 41)

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

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

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

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

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

The Illinois Tollway's RIL categories include: 0 years; 1–2 years; 3–4 years; 5–8 years; 9–12 years; 13–19 years and 20 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.

The 2024 roadway pavement inspections determined that 92.2% of the Illinois Tollway's roadway pavement surveyed is in either Excellent or Good condition. Compared to 84.4% in 2023, this represents a 7.8% increase in lane miles rated Good or better.

This change may be attributed to several changes in the calculation of the RIL, including adjustments in long-term traffic projections and changes to calibration factors for several pavement materials. Additionally, the change may also be attributed to the completion of significant portions of the Central Tri-State Project and progress elsewhere on the project along with patching performed at various locations throughout the system.

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

As of 2024, the current average surface age of the Illinois Tollway's pavement is 10.56 years, while the average base pavement age is 19.06 years. Figure 3.1-2 summarizes the current systemwide pavement surface and base pavement ages as of 2024.

Figure 3.1-2: Surface and Base Pavement Age Summary

2024	0—5 YEARS	6—10 YEARS	11—20 YEARS	21—30 YEARS	31—40 YEARS	41+ YEARS	NETWORK AVERAGE
Age of Pavement Surface	14.4%	40.7%	43.4%	0.8%	0.7%	0.0%	10.56 Years
Age of Pavement and Base	6.3%	21.6%	47.7%	4.1%	10.7%	9.5%	19.06 Years
Age of Pavement and Base	6.0%	18.7%	52.7%	3.6%	10.3%	8.7%	19.11 Years

The age of the pavement base is an indicator of the original pavement's age since its last reconstruction or original construction, regardless of subsequent resurfacing. As of 2024, approximately 27.9% of the Illinois Tollway's pavement base is zero to 10 years old and more than 6.3% is zero to five years old.

The average estimated RIL of the Illinois Tollway's pavement is 18.73 years, as of end 2024. As summarized in Figures 3.1-3 and 3.1-4, only 18.4% of pavement surveyed systemwide in 2024 had an RIL of eight years or less. This indicates a small portion of the Illinois Tollway's pavement sections will require repairs within the next eight years to maintain integrity.

Figure 3.1-3: Summary of Mainline Pavement RIL Values

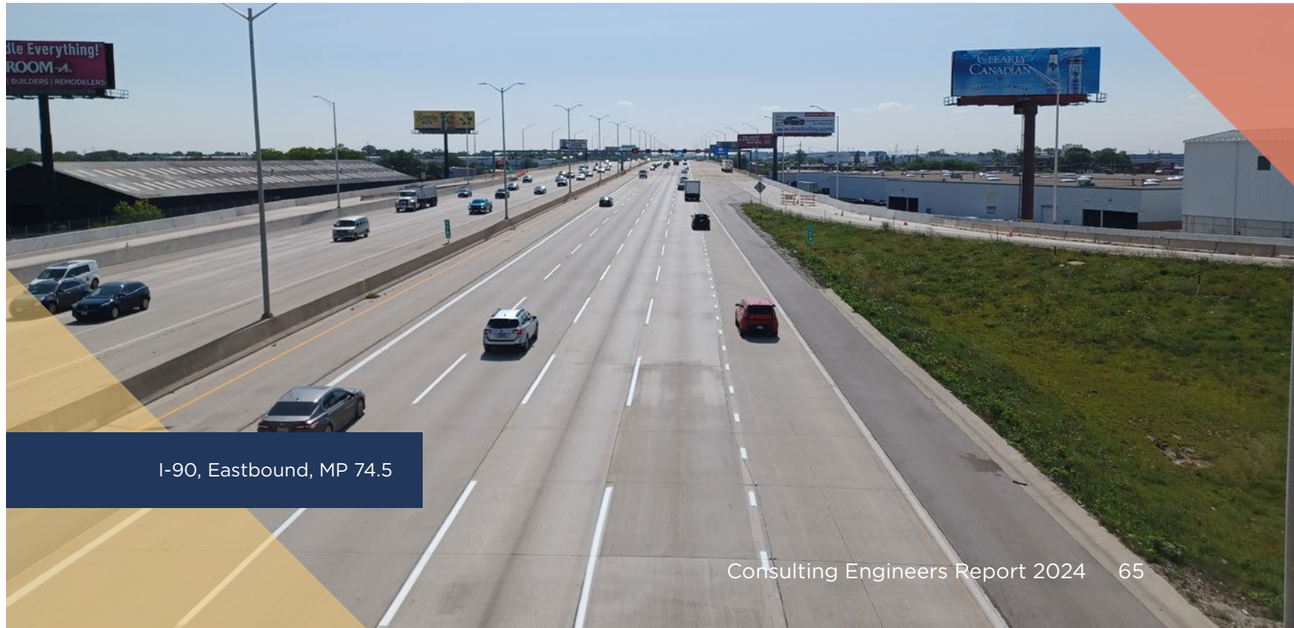
TOLLWAY	20+ YEARS	13—19 YEARS	9—12 YEARS	5—8 YEARS	3—4 YEARS	1—2 YEARS*	0 YEARS*	NOT RATED***
Tri-State Tollway (I-94/I-294/I-80)	284.0	210.2	79.8	41.3	12.6	11.6	12.5	34.0
Jane Addams Memorial Tollway (I-90)	365.1	29.1	16.2	63.6	3.6	0.0	5.2	2.6
Reagan Memorial Tollway (I-88)	101.4	119.1	81.5	124.2	19.5	6.0	0.1	0.8
Veterans Memorial Tollway (I-355)	49.2	37.2	61.8	29.2	3.1	0.1	0.6	7.9
Illinois Route 390 Tollway (IL 390)	23.6	11.6	5.0	1.9	0.6	5.8	2.9	2.1
TOTAL**	823.2	407.1	244.3	260.2	39.3	23.5	21.3	47.4
TOTAL %	44.2%	21.8%	13.1%	13.9%	2.1%	1.3%	1.1%	2.5%

*Zero to Two Years – Critical areas in need of attention:

Veterans Memorial Tollway (I-355) SB MP 29.2 to 29.85; Tri-State Tollway (I-294) at various locations MP 26.54 to MP 34.0 (within ongoing Central Tri-State Reconstruction limits) and SB MP 38.76 to MP 39.80; Tri-State Tollway (I-94) NB MP 25.94 to MP 26.4 and SB MP 26.41 to 26.92; Jane Addams Memorial Tollway (I-90) EB MP 2.54 to MP 3.24, MP 12 to MP 13 (preservation work ongoing), and MP 53.83 (Plaza 9, preservation work planned); Reagan Memorial Tollway (I-88) EB MP 136 to MP 137, MP 138 to MP 138.54 (patching planned), and WB MP 52 to MP 53.0 (preservation work ongoing); and Illinois Route 390 Tollway (IL 390) MP 6.0 to MP 7.6 and MP 10 to MP 11.22 (rehabilitation planned).

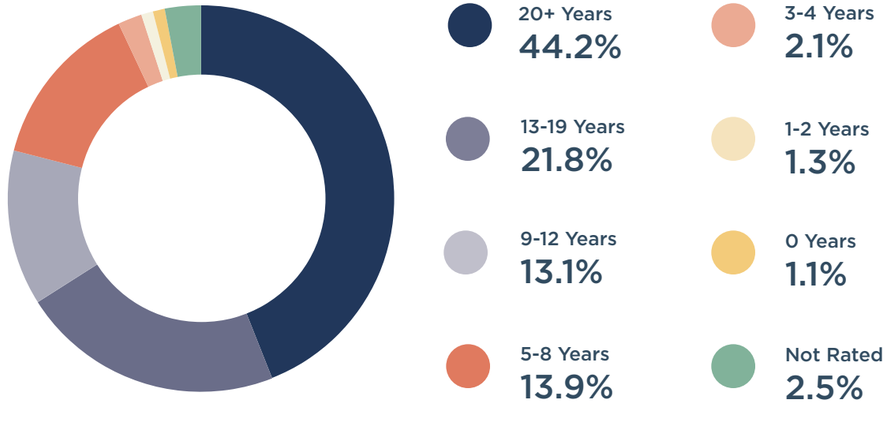
**Total – Lane Miles Surveyed does not equal total actual system lane mileage due to approximate beginning and ending points of the field survey and the exclusion of auxiliary lanes and other lane types.

***Not Rated – Roadway sections that were under construction (the Central Tri-State 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".



I-90, Eastbound, MP 74.5

Figure 3.1-4: Pavement Remaining Interval Life Summary



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

Since 2013, the amount of the system's mainline pavement rated with an RIL of nine to 20 or more years has been maintained above 66% of the mainline, with 2024 showcasing 79.0% of the mainline with an RIL of nine to 20 or more years. This is an increase from 2023, showcasing the effect of preservation work and the Central Tri-State Project construction that will continue to raise the RIL.

The amount of mainline pavement rated with an RIL of zero to eight years decreased from 2016 to 2020, before increasing again in 2024. Currently, 18.4% of the system's mainline pavement is rated with an RIL of zero to eight years due to aging Hot-Mix Asphalt (HMA) surface on the Reagan Memorial Tollway (I-88), aging HMA surface on the west end of the Jane Addams Memorial Tollway (I-90) and the ongoing reconstruction and widening on the Central Tri-State Project. While the pavement is currently performing better than the ideal condition at the network level, the Illinois Tollway continues to plan and program work whenever pavement begins to reach the less than eight years threshold, and several of these areas have program work planned.

I-88, Westbound, MP 83.5

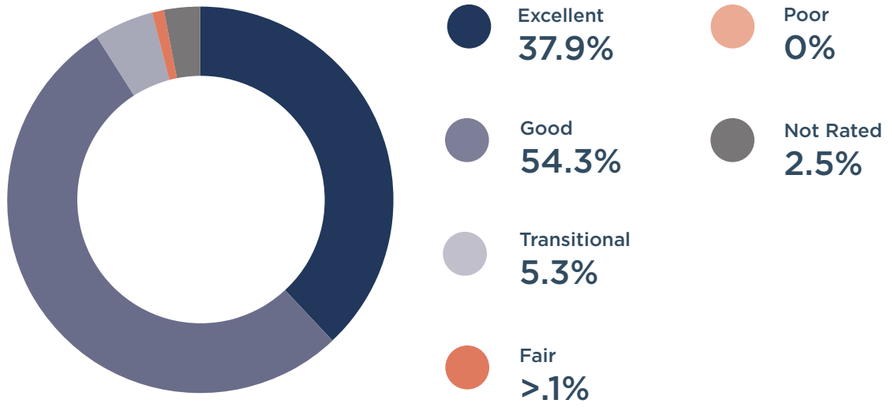
Figure 3.1-5: Summary of Mainline Pavement CRS Values

TOLLWAY	EXCELLENT >7.5	GOOD 6.6—7.4	TRANSITIONAL 6.0—6.5	FAIR 4.5—5.9	POOR 0—4.4	NOT RATED**
Tri-State Tollway (I-94/I-294/I-80)	347.4	293.9	10.7	0.0	0.0	34.0
Jane Addams Memorial Tollway (I-90)	47.0	426.9	8.8	0.0	0.0	2.6
Reagan Memorial Tollway (I-88)	219.7	174.8	57.2	0.1	0.0	0.8
Veterans Memorial Tollway (I-355)	63.6	105.1	12.4	0.0	0.0	7.8
Illinois Route 390 Tollway	30.2	11.8	9.5	0.0	0.0	2.1
TOTAL**	707.8	1012.5	98.5	0.1	0.0	47.4
TOTAL %	37.9%	54.3%	5.3%	0.0%	0.0%	2.5%

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

** Not Rated - Sections that contained construction and long bridges were excluded from the survey and listed as "Not Rated."
Note: This evaluation does not include auxiliary or ramp lanes that are required for entering and exiting the Illinois Tollway. Due to this, route and system totals may not match information in other sections of the report. Percentages may not add up to 100% due to rounding.

Figure 3.1-6: Pavement Condition Rating System Summary



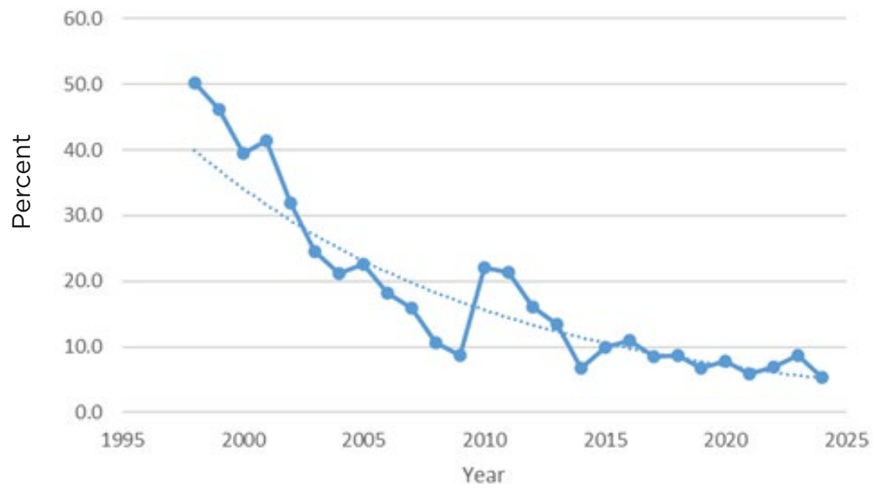
In 2024, the Illinois Tollway maintained 92.2% of its pavement in Good to Excellent condition. Conversely, 5.3% of the pavement is rated Transitional and 2.5% is Not Rated. The Illinois Tollway's pavement is expected to reach its highest percentage of pavement rated Excellent in 2026, upon conclusion of the Central Tri-State Project. The pavement condition reflects the Illinois Tollway's commitment to maintaining pavement integrity through regular monitoring and intermittent rehabilitation or repairs to maintain high CRS ratings until programmed major rehabilitation or reconstruction occurs.

As shown in Figure 3.1-7, the percent of Transitional to Poor pavement has declined over the last 25 years (from 50.2% in 1998 to 5.3% in 2024), as the Illinois Tollway continues to work towards maintaining its' pavement in Good or Excellent condition.

A detailed overview of the pavement surface evaluation, particularly on the development of CRS ratings and RIL categories described above, is included in the 2024 annual reports for each of the Illinois Tollway's maintenance sections.

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

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



3.1.4 PAVEMENT RECOMMENDATIONS

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

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

- Allocate resources to perform the recommended treatments in the Illinois Tollway's Pavement Asset Management Plan and Ramp Asset Management Plan
- Evaluate the treatments in the Illinois Tollway's Pavement Asset Management Plan and Ramp Asset Management Plan for advancements in material treatments
- Perform necessary repairs as recommended in the 2024 annual reports for each of the Illinois Tollway's maintenance sections, communicate with the Illinois Tollway's Roadway Maintenance Divisions and address the necessary repairs between programmed repair cycles and through a systemwide contract
- Develop training techniques and provide resources to elevate the Illinois Tollway's Roadway Maintenance Division's proficiency with the Illinois Tollway's Transportation asset management system (TAMS)
- Provide support to the Illinois Tollway's Roadway Maintenance Division as it identifies issues that may need special attention beyond annual inspections
- Provide preventative and corrective maintenance annually
- Identify necessary repairs early based on data provided by the Pavement Infrastructure Management Consultant
- Perform non-destructive testing, evaluation and monitoring of pavement to ensure accurate system evaluation and work estimates
- Prioritize the maintenance of ramps, arterials and collector pavement
- Integrate the Pavement Management System into the overall Illinois Tollway TAMS

3.2 STRUCTURAL ASSETS

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

I-294 to I-88, East West Connector MP 29.8

3.2.1 BRIDGES

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

Currently, 691 structures are classified as bridges throughout the Illinois Tollway's system. These include 616 vehicular bridges, 61 culvert bridges, 13 non-vehicular bridges and one land bridge.

Figure 3.2-1: Non-Vehicular Bridge Inventory

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

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

The Illinois Tollway's bridge inventory is updated, as needed, to account for new construction, demolition and ownership transfers to or from other agencies. The 2024 inventory revisions for bridge structures under the jurisdiction of the Illinois Tollway include:

Vehicular Bridges (One Added):

1. 1674 (M-16): Ramp 5 (WB IL 390) Over Ramp 4 (WB IL 390)

Several bridges within the Illinois Tollway's limits are entirely under another agency's jurisdiction. As of 2024, 17 such bridges were omitted from the Illinois Tollway's bridge inventory. However, the Illinois Tollway performs cursory inspections of these bridges to ensure safety since they cross over the Illinois Tollway's system.

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

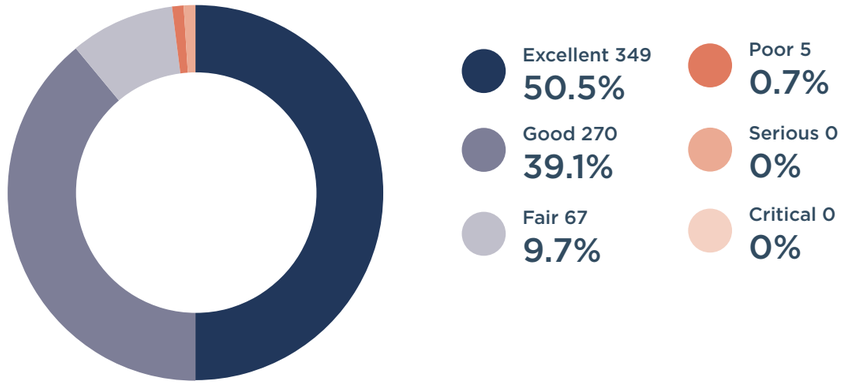
Figure 3.2-2: Non-Illinois Tollway Bridges Responsibility Table

BRIDGE ID	MAINTENANCE SECTION	LOCATION DESCRIPTION	AGENCY UNIT
CHICAGO TRANSIT AUTHORITY (CTA)			
366A	M-3	EB CTA O'Hare Rapid Transit	
366B	M-3	WB CTA O'Hare Rapid Transit	
366C	M-3	Ramp L under CTA O'Hare	
DUPAGE COUNTY			
823C	M-8	Prairie Path (Old CA&E RR.)	
ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT)			
116	M-1	Ramps C&D (SB I-57 to SB I-294)	District 1
1621	M-16	Ramp G1 (EB I-290 to EB IL 390)	District 1
1625	M-16	Ramp G5 (WB I-290 to WB IL 390)	District 1
1628	M-16	Ramp G1 (EB I-290 to EB IL 390)	District 1
197C	M-1	Prairie Creek	District 1
198	M-1	I-80 Ramp A	District 1
521	M-5	IL 53	District 1
1146	M-11	I-39 / US 51	District 2
1146A	M-11	I-39 / US 51	District 2
ILLINOIS DEPARTMENT OF NATURAL RESOURCES			
702*	M-7	Rock Cut State Park	
VILLAGE OF OAK BROOK			
280	M-2	Bike Path	
PACE			
515W	M-5	Walkway	
WILL COUNTY			
14130C	M-14	Trail	

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

The following data summarizes the Overall Condition Index (OCI) for all 691 of the Illinois Tollway's bridges. Since bridges are on a 24-month inspection cycle, Figure 3.2-3 data provides the index ratings for the 2023 and 2024 inspection cycles.

Figure 3.2-3: Bridge Condition Summary



As of 2024, of the 691 structures classified as bridges that received an OCI rating, 89.6% had a rating of 80 or higher, indicating that the majority of the Illinois Tollway's bridges are in Good to Excellent condition. Approximately 9.7% are rated in Fair condition, five bridges are rated in Poor condition.

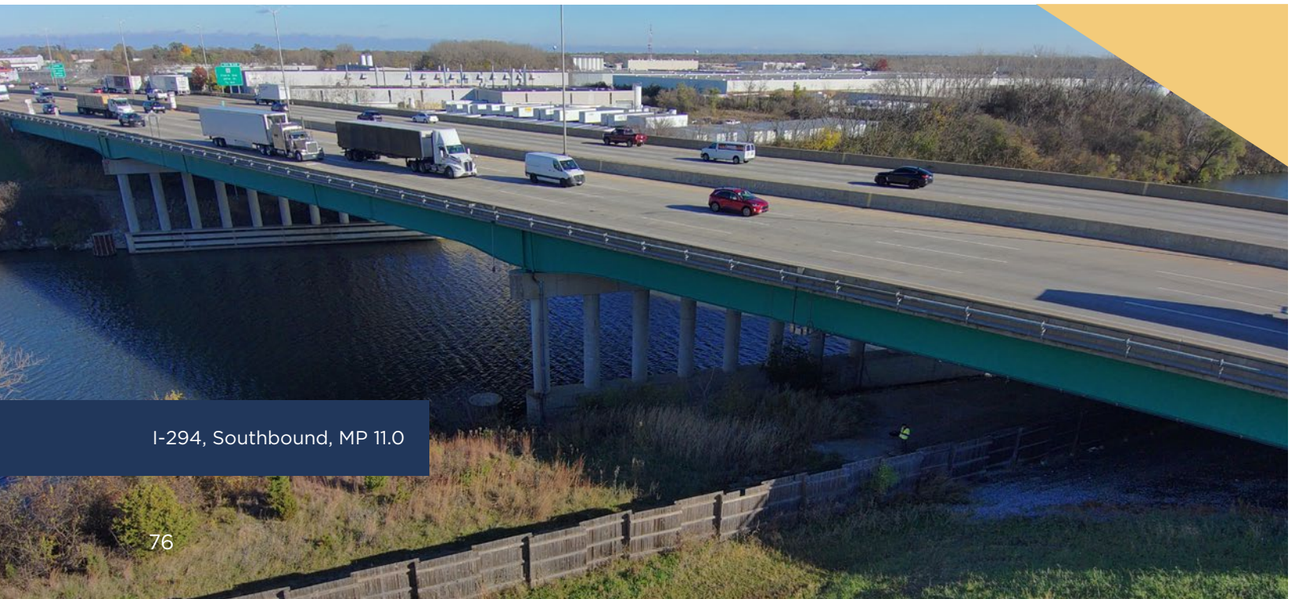
The condition of the Illinois Tollway's infrastructure continues to improve. Of the 691 bridges under the Illinois Tollway's jurisdiction, only five (0.75%) are categorized as structurally deficient, according to the FHWA's definition. These bridges are scheduled for repair or replacement or programmed for repair. Nationwide, 42,067 bridges out of 623,147 bridges, or about 6.75%, are structurally deficient based on the most recent data from 2024.

3.2.1.1 BRIDGE INSPECTION PROCESS

The federal process for bridge condition ratings is governed by the National Bridge Inspection Standards (NBIS), overseen by the Federal Highway Administration (FHWA). These standards mandate regular inspections and condition assessments of all public highway bridges in the United States, which are recorded in the National Bridge Inventory (NBI). The NBI includes condition ratings for bridge components such as the deck, superstructure, substructure, or culvert, with the overall condition based on the lowest rating among these components.

The Illinois Department of Transportation (IDOT) uses the Structural Evaluation appraisal rating as outlined in the IDOT SIP Manual. This rating is determined by the lower of the condition ratings of the superstructure or substructure. The Illinois Tollway reports these component ratings to IDOT and the NBI but uses an Overall Condition Index (OCI) to assess the condition of its bridges. The OCI is a weighted representation of the bridge deck, superstructure, and substructure ratings. It provides an overall indication of the structural integrity of a bridge. The weights used in the OCI are 20% for the deck rating, 15% for the superstructure rating, 15% for the substructure rating, and 50% for the minimum rating of either the superstructure or substructure. The deck rating is given significant consideration because bridge decks tend to deteriorate faster than other components and impact ride quality and driver safety. Due to these factors, the bridge deck is considered an integral factor in the overall bridge condition rating. Consequently, the Illinois Tollway prioritizes the programming of bridge deck repairs.

Figure 3.2-4 provides descriptions of the bridge OCI numbers, which range from 0 to 100. The individual ratings of elements, such as joints, diaphragms or bearings, are not included in the OCI calculation. However, these ratings are generally used to develop future repair contracts. The OCI replaced the “Overall Condition” rating used before 2005 to classify the bridges.

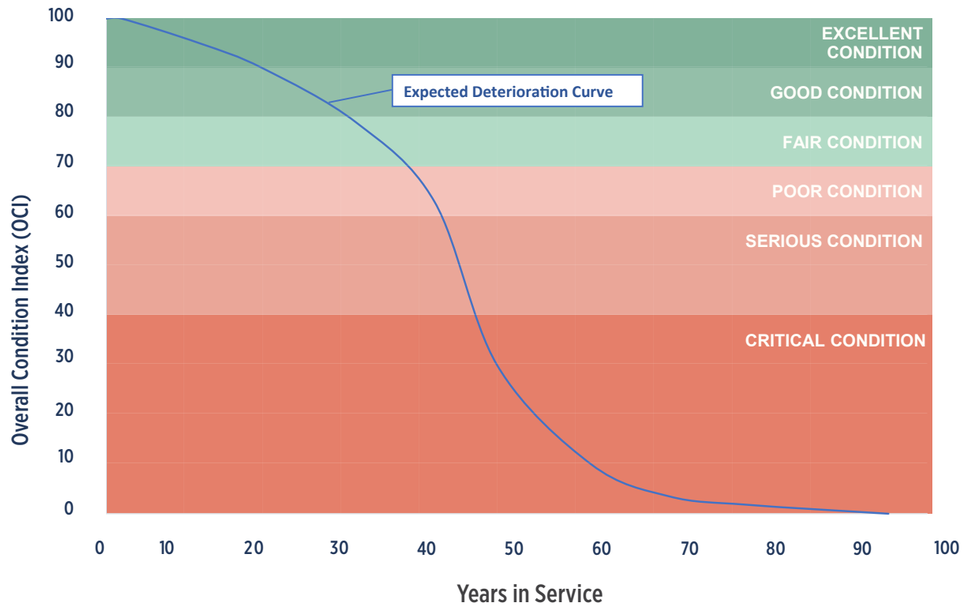


I-294, Southbound, MP 11.0

Figure 3.2-4: Bridges' Overall Condition Descriptions

OVERALL CONDITION	CONDITION INDEX	OVERALL CONDITION INDEX DESCRIPTION
Excellent	≥ 90	No problems or some minor problems noted. Generally, no action required.
Good	89—80	Some areas of minor deterioration. Minor repairs would prevent or delay additional deterioration.
Fair	79—70	Structural elements are generally sound, but exhibit minor section loss or deterioration. Repair contract likely needed within five years.
Poor	69—60	Advanced section loss. Repair contract should be initiated within two years.
Serious	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.

Figure 3.2-5: Bridge Performance Curve



The Illinois Tollway performs the following types of inspections:

Routine inspections, element level inspections, Nonredundant Steel Tension Member inspections, Damage inspections, Initial inspections, FHWA special inspections and supplemental inspections.

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

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

During every routine inspection, the Illinois Tollway verifies and updates element-level inspection data for each bridge in its system that was inspected that year.

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

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

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

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

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

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

I-355, Southbound, MP 10.2

3.2.1.2 BRIDGE INSPECTION SUMMARY

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

In 2024, the Illinois Tollway performed 728 bridge inspections for eight different inspection types. More than one type of inspection may be performed on a given bridge during an inspection cycle, depending on various factors, as previously discussed. As such, the total number of inspections performed exceeds the number of bridges inspected during the cycle. The bridges inspected from November 16, 2023, to November 15, 2024, are included in this summary. Any bridges inspected after November 15, 2024, will be included in the 2025 inspection summary.

Figure 3.2-6: Inspections Performed in 2024

INSPECTION TYPE	NO. OF STRUCTURES
Routine Inspections*	358
Supplemental Inspections	1
Element-Level Inspections	349
Initial Inspections**	7
Nonredundant Steel Tension Member Inspections	4
Damage Inspections	6
FHWA Special Inspections	3
Load Rating Inspections	0
TOTAL	720

** Bridges 207 and 225 also had routine inspections completed after initial inspections in 2024.

I-88, Westbound, MP 81.75

I-294, MP 37.2

2024 Routine Bridge Inspections

During the 2024 inspection cycle, 358 routine bridge inspections were completed. Many of the bridge decks that pass over the Illinois Tollway are not under the Illinois Tollway's jurisdiction for maintenance and repair. However, these bridge decks are included in inspections to report the ratings to IDOT. These condition ratings (deck, superstructure, substructure and culvert) are based on a 10-point rating scale under FHWA's guidelines.

Of the inspected bridges during the 2024 inspection cycle, several exhibited structural or safety defects, including spalling of the underside of the bridge deck or the vertical face of the parapet wall. However, no bridges were identified as requiring immediate structural repairs due to the bridge's load-carrying capacity. The Illinois Tollway's Maintenance Division completed 87 repairs at 75 locations. These 75 bridges are identified in Figure 3.2-7.

Figure 3.2-7: Bridge Repairs by Maintenance in 2024

Bridge ID	Bridge Defect Description	Task ID and Priority	Year
101	Debris / Tree Removal	23-085076 (PRC-2)	2024
105	Superstructure Concrete Scaling	20-28320 (PRC-1)	2024
109	Superstructure Concrete Scaling	19-64221 (PRC-1)	2024
163	Superstructure Concrete Scaling	21-74250 (PRC-1)	2024
271	Bridge Scupper Drain Cleaning	24-240304 (PRC-3)	2024
274	Waterway Cleaning	34303 (PRC-1)	2024
341	Bridge Deck Concrete Scaling	18-11575 (PRC-1)	2024
349	Bridge Scupper Drain Cleaning	24-250196 (PRC-3)	2024
350	Bridge Scupper Drain Cleaning	24-250209 (PRC-3)	2024
353	Bridge Scupper Drain Cleaning	24-250198 (PRC-3)	2024
354	Bridge Scupper Drain Cleaning	24-250208 (PRC-3)	2024
355	Bridge Scupper Drain Cleaning	24-250199 (PRC-3)	2024
356	Bridge Scupper Drain Cleaning	24-250205 (PRC-3)	2024
359	Bridge Scupper Drain Cleaning	24-250201 (PRC-3)	2024
361	Bridge Scupper Drain Cleaning	24-250202 (PRC-3)	2024
369	Bridge Scupper Drain Cleaning	24-250987 (PRC-3)	2024
370	Bridge Scupper Drain Cleaning	24-251001 (PRC-3)	2024
396	Bridge Scupper Drain Cleaning	24-263911 (PRC-3)	2024
397	Bridge Scupper Drain Cleaning	24-254468 (PRC-3)	2024
413	Bridge Scupper Drain Cleaning	24-250210 (PRC-3)	2024
414	Bridge Scupper Drain Cleaning	24-250194 (PRC-3)	2024
415	Bridge Scupper Drain Cleaning	24-250214 (PRC-3)	2024
416	Bridge Scupper Drain Cleaning	24-250193 (PRC-3)	2024
423	Bridge Scupper Drain Cleaning	24-238941 (PRC-2)	2024
443	Bridge Scupper Drain Cleaning	24-250215 (PRC-3)	2024
445	Bridge Scupper Drain Cleaning	24-250190 (PRC-3)	2024
447	Bridge Scupper Drain Cleaning	24-250217 (PRC-3)	2024
513	Tree Removal	24-244365 (PRC-2)	2024
538	Tree Removal	21-83558 (PRC-2)	2024
613	Guardrail Repair Or Replacement	21-78422 (PRC-4)	2024
623	Bridge Substructure Concrete Removal	23-089281 (PRC-1)	2024
703	Bridge Joint Cleaning	24-241831 (PRC-3)	2024
704	Bridge Joint Cleaning	24-255642 (PRC-3)	2024
704	Bridge Joint Cleaning	24-241832 (PRC-3)	2024
705	Bridge Scupper Drain Cleaning	24-200693 (PRC-2)	2024
707	Bridge Scupper Drain Cleaning	24-200694 (PRC-2)	2024
709	Bridge Joint Cleaning	24-241833 (PRC-3)	2024
709	Bridge Joint Cleaning	24-255643 (PRC-3)	2024
710	Bridge Joint Cleaning	24-255645 (PRC-3)	2024
710	Bridge Joint Cleaning	24-241834 (PRC-3)	2024
711	Bridge Joint Cleaning	24-255646 (PRC-3)	2024
712	Bridge Joint Cleaning	24-255647 (PRC-3)	2024
713	Bridge Scupper Drain Cleaning	24-200695 (PRC-2)	2024
719	Bridge Joint Cleaning	24-241829 (PRC-3)	2024
720	Bridge Joint Cleaning	24-241828 (PRC-3)	2024
721	Bridge Joint Cleaning	24-241830 (PRC-3)	2024
731	Bridge Joint Cleaning	24-255649 (PRC-3)	2024
732	Bridge Joint Cleaning	24-255648 (PRC-3)	2024
735	Bridge Joint Cleaning	24-255650 (PRC-3)	2024
736	Bridge Joint Cleaning	24-255651 (PRC-3)	2024
756	Bridge Joint Cleaning	24-255653 (PRC-3)	2024
757	Bridge Joint Cleaning	24-255652 (PRC-3)	2024
807	Bridge Joint Cleaning	24-254664 (PRC-3)	2024
811	Bridge Joint Cleaning	24-254660 (PRC-3)	2024
812	Bridge Joint Cleaning	24-240560 (PRC-3)	2024
812	Bridge Scupper Drain Cleaning	24-237965 (PRC-3)	2024
829	Bridge Scupper Drain Cleaning	24-240303 (PRC-3)	2024
830	Bridge Scupper Drain Cleaning	24-240891 (PRC-3)	2024
835	Bridge Scupper Drain Cleaning	24-239687 (PRC-3)	2024
835	Bridge Scupper Drain Cleaning	24-240297 (PRC-3)	2024
837	Bridge Scupper Drain Cleaning	24-240294 (PRC-3)	2024
839	Bridge Substructure Concrete Removal	18-60231 (PRC-1)	2024
839	Bridge Substructure Concrete Removal	24-201879 (PRC-3)	2024
843	Bridge Scupper Drain Cleaning	24-240300 (PRC-3)	2024
844	Bridge Scupper Drain Cleaning	24-240890 (PRC-3)	2024
844	Bridge Scupper Drain Cleaning	24-240935 (PRC-3)	2024
1101	Bridge Deck Concrete Scaling	22-81360 (PRC-4)	2024
1107	Bridge Substructure Concrete Removal	23-075605 (PRC-1)	2024
1127	Bearing Cleaning/Repair	22-80581 (PRC-4)	2024
1133	Guardrail Repair Or Replacement	23-065475 (PRC-2)	2024
1151	Bridge Substructure Concrete Removal	24-223020 (PRC-1)	2024
1221	Bridge Substructure Concrete Removal	22-74656 (PRC-2)	2024
1431	Bridge Scupper Drain Cleaning	24-252007 (PRC-3)	2024
1432	Bridge Joint Cleaning	24-236733 (PRC-1)	2024
1436	Bridge Curb And Parapet Wall Repair	22-61417 (PRC-1)	2024
1436	Tree Removal	24-236204 (PRC-2)	2024
1441	Superstructure Concrete Scaling	22-64000 (PRC-3)	2024
1489	Bridge Scupper Drain Cleaning	24-241622 (PRC-3)	2024
1489	Bridge Scupper Drain Cleaning	24-241625 (PRC-3)	2024
1489	Bridge Scupper Drain Cleaning	24-241771 (PRC-3)	2024
1489	Bridge Scupper Drain Cleaning	24-240973 (PRC-3)	2024
1489	Bridge Scupper Drain Cleaning	24-241774 (PRC-3)	2024
1603	Guardrail Repair Or Replacement	23-032875 (PRC-1)	2024
1606	Bridge Structure Marking	23-036520 (PRC-2)	2024
1620	Bridge Substructure Concrete Removal	23-034110 (PRC-1)	2024
14101	Bridge Scupper Drain Cleaning	24-241265 (PRC-3)	2024
211CD	Bridge Structure Marking	23-036580 (PRC-2)	2024

2024 Element-Level Bridge Inspections

During the 2024 inspection cycle, 349 element-level bridges within the Illinois Tollway's system were inspected. Element-level inspection data was collected for every bridge where routine inspections were performed, except for walkway structures at toll plazas and bridges maintained by or entirely under the jurisdiction of other agencies. The inspection data is submitted to the Illinois Tollway's structures program manager; it will then be submitted to IDOT for submission to FHWA. Inspection data includes quantity and element information from available plans and quantity breakdowns of the bridge components by defect condition states, which are available from field inspections.

2024 NSTM Bridge Inspections

NSTM inspections were performed on four bridges within the Illinois Tollway's system as part of the 2024 inspection cycle, as noted in Figure 3.2-9. In addition to the Illinois Tollway's bridges designated as NSTM by the NBIS, the Illinois Tollway also inspects applicable railroad and pedestrian bridges systemwide according to the NSTM requirements.

Figure 3.2-8: NTSM Inspections Performed in 2024

NON-HIGHWAY BRIDGES (NON-NBIS)	
BRIDGE ID	LOCATION DESCRIPTION
369	Ramp B Tri-Level Bridge over I-90/I-294
370	Ramp D Tri-Level Bridge over I-90/I-294
737	Union Pacific RR (UP RR) over I-90
1413	Union Pacific RR (UP RR) over I-355

2024 Damage Inspections

Damage inspections were performed on six bridges within the Illinois Tollway's system as part of the 2024 inspection cycle, from November 16, 2023 through November 15, 2024. Details of these inspections are as follows:

Bridge 339: Northbound I-94 over Edens Spur Ramp, I-94 Milepost 25.42
On September 7, 2024, a car traveling eastbound on I-94 at milepost 25.42 left the roadway and struck the south abutment of Bridge 339 including the bearings area and wing wall. The incident caused insignificant damage. OpenGov OMS Task ID 24-264541 was created to record the condition. No repairs have been assigned due to the minor nature of the damage.

Bridge 360: Deerfield Road over I-94, I-94 Milepost 24.26
On May 9, 2024, a box truck traveling westbound on I-94 near milepost 24.26 left the roadway, impacting the underside of Bridge 360 and the Noise Abatement Wall TN24.20N, WB. OpenGov OMS Task ID 24-199405 was created to track repairs. Repairs will be planned through a design-upon-request contract repair.

Bridge 603: Harmony-Riley Road over I-90, I-90 Milepost 35.26
On September 25, 2024, a vehicle fire occurred on the right shoulder of westbound I-90 near milepost 35.26, under Bridge 603 (Harmony-Riley Road). OpenGov OMS Task ID 24-244060 was created to track repairs. While the bridge sustained no structural damage, moderate damage to the shoulder pavement below was noted. Completion of repairs will be planned through a design-upon-request contract repair.

Bridge 651: Garden Prairie Road over I-90, I-90 Milepost 30.30
On July 27th, 2024, a vehicle traveling westbound on I-90 near milepost 30.30 left the roadway, striking the underside of Bridge 651 and causing scrapes on the bottom flanges of the west five of six prestressed concrete beam lines near the north abutment. OpenGov OMS Task ID 24-223935 was created to track repairs. Completion of repairs will be planned through a design-upon-request contract repair.

Bridge 1461/1462: Maple Avenue over Veterans Memorial Tollway (I-355), Milepost 18.35
October 3, 2024, a truck towing a trailer with three vehicles caught fire while traveling southbound on I-355 and pulled over under the Maple Ave bridges near milepost 18.35. The fire did not cause structural damage to the bridges; however, smoke staining is present on beams 3-4 and the underside of the deck in bays 2-4 above the right shoulder. OpenGov OMS Task ID 24-244120 was created to record the condition.

Bridge 1618: Plum Grove Road over IL 390, IL 390 Milepost 10.50
On June 27, 2024, a car struck Bridge 1618. The northeast cheek wall sustained impact damage, resulting in a small spall. No other structural damage was reported. OpenGov OMS Task ID 24-215972 was created to record the condition.

2024 FHWA special inspections/load rating inspections
Three FHWA special inspections were performed on the same bridge throughout the Illinois Tollway's system as part of the 2024 inspection cycle. One bridge had 3 FHWA Special Inspections performed at a 3-month interval.

Bridge 166: Tri-State Tollway (I-294) Southbound over IL 7 (Southwest Highway), Tri-State Tollway (I-294), Milepost 16.1
Following beam damage from a vehicle impact noted in the 2023 routine inspection, this bridge has undergone additional 3-month interval inspections to monitor for delaminations, spalls or cracks. These FHWA special inspections are a precaution to ensure structural integrity until repairs are made. In the current year, two of these inspections have been performed. OpenGov AMS Tasks 23-103292, 24-174658 and 24-271932 were created to track progress and condition. Repairs have been performed, and the special inspections are no longer required to monitor the damage.

2024 Supplemental Inspections
One (1) supplemental inspection was conducted within the Illinois Tollway's system as part of the 2024 inspection cycle.

Bridge 1409: St. Charles Road over Veterans Memorial Tollway (I-355), Milepost 26.9

2024 Initial inspections
Seven bridges were initially inspected within the Illinois Tollway's system as part of the 2024 inspection cycle.

I-90, Eastbound, MP 33.36

Figure 3.2-9: Initial Bridge Inspections in 2024

BRIDGE REPLACEMENTS		
BRIDGE ID	LOCATION DESCRIPTION	INSPECTION DATE
205	IL 38 (Roosevelt Road) (I-294 Milepost 30.55)	August 2, 2024
207	Ramp A (ROOS-I290) (I-294 Milepost 30.72)	December 15, 2023
209	I-88 Tri-Level Bridge (I-294 Milepost 31.05)	November 12, 2024
225	Electric Avenue (I-294 Milepost 31.97)	May 15, 2024
259	Flagg Creek (I-294 Milepost 26.50)	December 20, 2023
267	Salt Creek (I-294 Milepost 28.2)	January 20, 2024
NEW BRIDGE ASSETS		
BRIDGE ID	LOCATION DESCRIPTION	INSPECTION DATE
1674	Ramp 5 (IL 390 Milepost 16.60)	September 6, 2024

A total of 229 repair activities were identified and/or updated during the bridge inspections and logged into the OpenGov OMS database. The most common defects, representing about 88% of all repair activities, were:

- Substructure Concrete Repair at 34 bridges
- Approach Slab Concrete Repair at 16 bridges
- Bridge Curb And Parapet Wall Repair at 13 bridges
- Bridge Deck Repair - Concrete at 11 bridges
- Bearing Cleaning/Repair at 11 bridges
- Slope/Erosion Repairs at 11 bridges
- Superstructure Concrete Repair at 11 bridges
- Tree Removal at 11 bridges
- Bridge Joint Repair at 10 bridges
- Bridge Deck Concrete Scaling at 7 bridges
- Approach Slab Bituminous Repair at 7 bridges
- Bridge Structure Marking at 5 bridges
- Paint at 5 bridges
- Retaining Wall Repair at 4 bridges
- Downspout Drain Repair And/Or Replacement at 4 bridges
- Substructure Erosion Repair at 4 bridges
- Bearing Replacement at 3 bridges
- Perform Engineering Study at 3 bridges
- Repair at 3 bridges
- Slope Wall Repair at 3 bridges
- Utility Repair at 3 bridges
- Bridge Approach Slab - Joint Repair at 3 bridges
- Partial Depth Substructure Concrete Repair at 3 bridges
- Steel Superstructure Repairs at 3 bridges
- Bridge Scupper Drain Cleaning at 3 bridges
- Bridge Deck Seal at 3 bridges
- Full Depth Deck Repair at 2 bridges
- Superstructure Concrete Scaling at 2 bridges
- Bridge Deck Railing Repair at 2 bridges
- Downspout Drain Cleaning at 2 bridges

Subsequent sections summarize inspection findings and further details. The 2024 Bridge Annual Field Inspection Report provides more detailed inspection results.

3.2.1.3 BRIDGE RECOMMENDATIONS

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

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

I-90, Westbound, MP 67.38

3.2.2 STRUCTURAL WALLS

The Illinois Tollway maintains various structural wall types across its system, including retaining walls, noise abatement walls, and sight screen walls.

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

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

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

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

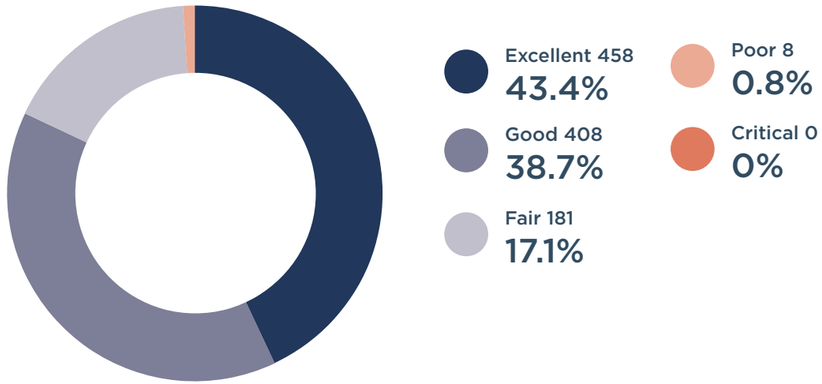
In total, the Illinois Tollway has 1,055 structural walls.

Figure 3.2-10: Structural Wall Types

STRUCTURAL WALL TYPE	QUANTITY
Retaining Walls	574
Noise Abatement Walls	480
Sight Screen Walls	17
TOTAL STRUCTURAL WALLS	1,055

I-94, Westbound, MP 27.90

Figure 3.2-11: Structural Wall Condition Summary



As of 2024, the majority (82%) of the 1,055 systemwide structural walls were rated in Good to Excellent condition based on the four-year inspection period from 2021 through 2024.

In total, less than 1% of the Illinois Tollway's structural walls were rated in Poor condition. Figure 3.2-11 summarizes the latest condition ratings assigned to the 1,055 structural walls systemwide.

3.2.2.1 STRUCTURAL WALL INSPECTION PROCESS

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

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

Approximately one-quarter of the Illinois Tollway's structural walls are inspected each year. Additional inspections are conducted as needed to confirm repairs or to monitor outstanding repair activities. An overall condition rating is assigned to each structural wall inspected. To improve objectivity and uniformity between the Illinois Tollway's Maintenance Divisions and inspectors, a condition rating system is used for structural wall inspections. The condition ratings are based on a five-point scale, as described in Figure 3.2-12.

Figure 3.2-12: Structural Wall Inspection Condition Rating

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

I-90, Westbound, MP 22.95

I-294, Southbound, MP 18.80

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

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

3.2.2.2 STRUCTURAL WALL INSPECTION SUMMARY

In 2024, 238 structural walls were inspected; 225 were inspected as part of routine annual inspections and 13 were supplemental inspections.

A majority (77%) of the structural walls inspected in 2024 were rated in Good to Excellent condition. Figure 3.2-14 summarizes the most recent inspections and condition ratings assigned for the 238 structural walls inspected during the 2024 inspection cycle.

Figure 3.2-13: Overall Condition Categories for Structural Walls

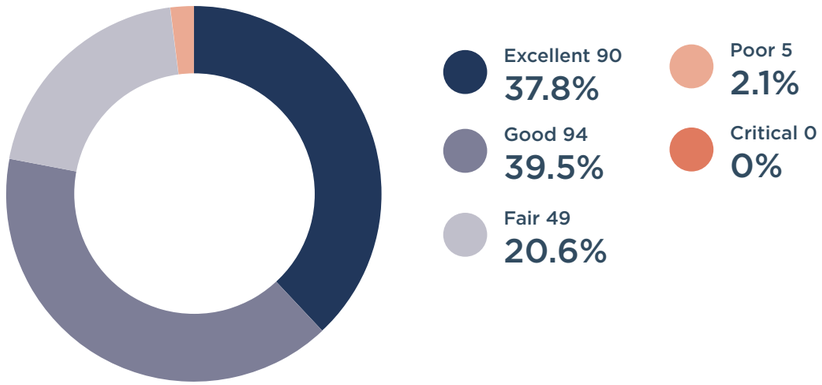
<table>
<tr><td rowspan="4">Severity</td><td>5 - Critical</td><td colspan="3">5 - Critical</td></tr>
<tr><td>4 - Poor</td><td>3- Fair</td><td colspan="2">4 - Poor</td></tr>
<tr><td>3 - Fair</td><td>2 - Good</td><td>3 - Fair</td><td></td></tr>
<tr><td>2 - Good</td><td>1 - Excellent</td><td colspan="2">2 - Good</td></tr>
<tr><td colspan="2" rowspan="2">Individual Deficiencies</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>
<tr><td colspan="3">Extent</td></tr>
</table>

Figure 3.2-14: 2024 Inspections of Structural Walls



I-90, Westbound, MP 50.30

The 2024 annual structural wall inspections resulted in 5 structural walls rated Poor and none rated Critical. All structural walls identified as being in Poor condition have been programmed for repair. In some cases, repairs have been deferred to coincide with other planned work in the area. Some of the structural walls rated Poor in 2024 have been transmitted to the Illinois Tollway's Roadway Maintenance Division for repair.

The remaining walls are programmed for inclusion in upcoming repair contracts. In addition to routine structural wall inspections, the Illinois Tollway performs damage inspections as needed for asset recovery services. In 2024, the Illinois Tollway's Consulting Engineer performed three damage inspections for three structural walls throughout the Illinois Tollway's system, located in sections M-4, M-8 and M-14:

M-4:

- TN12.05N WB: Noise abatement wall, steel post and concrete panel, westbound I-94, MP 12.70 Vehicular incident on February 23, 2024

M-8:

- EW136.55N EB – R: Noise abatement wall, steel post and concrete panel, eastbound I-88, MP 136.60 Vehicular incident on June 20, 2024

M-14:

- NS23.00N NB: Noise abatement wall, steel post and concrete panel, northbound I-355, MP 23.00 Vehicle incident on February 26, 2024

Detailed inspection results for each structural wall are contained in the 2024 Structural Wall Annual Field Inspection Report, submitted under a separate cover.

In addition, the following 15 structural walls, listed in Figure 3.2-15, were removed during the 2024 inspection cycle and are not included in the 2024 structural wall inventory. The following 12 structural walls, listed in Figure 3.2-16, were installed during the 2024 inspection cycle and are included in the 2024 structural wall inventory.

Figure 3.2-15: Structural Walls Removed in 2024

Inventory ID	Wall Function	Wall Type	Route/Direction	
TS23.35R,NB	Retaining Wall	MSE. Concrete Panel	I-294/Northbound	23.50
TS10.00R,NB	Retaining Wall	MSE. Concrete Panel	I-294/Northbound	10.00
TS9.95R,SB	Retaining Wall	Concrete Cantilever	I-294/Southbound	9.90
TS6.65R,SB(R)	Retaining Wall	MSE. Concrete Panel	I-294/Southbound	6.70
TS8.90N,NB	Noise Abatement Wall	Wood Post and Wood Panel	I-294/Northbound	8.90
TS19.50R,NB	Retaining Wall	Concrete Cantilever	I-294/Northbound	19.70
TS20.05N,NB	Noise Abatement Wall	Concrete Post and Concrete Panel	I-294/Northbound	20.10
TS31.34N,NB	Noise Abatement Wall	Steel Post and Concrete Panel	I-294/Northbound	31.34
TS31.45N,NB	Noise Abatement Wall	Steel Post and Concrete Panel	I-294/Northbound	31.45
TS18.55R,SB	Retaining Wall	Concrete Cantilever	I-294/Southbound	18.60
TS35.16R,NB	Retaining Wall	MSE. Concrete Panel	I-294/Northbound	35.30
TN17.30N,EB	Noise Abatement Wall	MSE. Concrete Panel	I-94/Eastbound	17.30
TS36.00R,NB	Retaining Wall	MSE. Concrete Panel	I-294/Northbound	36.00
TS35.35R,NB	Retaining Wall	Concrete Cantilever	I-294/Northbound	35.35
TS35.85R,NB	Retaining Wall	MSE. Concrete Panel	I-294/Northbound	35.85

Figure 3.2-16: Structural Walls Installed in 2024

Inventory ID	Wall Function	Wall Type	Route/Direction	
TS24.30N,NB	Noise Abatement Wall	Steel Post and Concrete Panel	I-294/Northbound	24.30
TS24.50N,NB(R)	Noise Abatement Wall	Steel Post and Concrete Panel	I-294/Northbound	24.50
TS24.70N,NB(R)	Noise Abatement Wall	Steel Post and Concrete Panel	I-294/Northbound	23.70
TS24.80N,NB(R)	Noise Abatement Wall	Steel Post and Concrete Panel	I-294/Northbound	24.80
TS25.70N,NB	Noise Abatement Wall	Steel Post and Concrete Panel	I-294/Northbound	25.70
TS25.79R,NB	Retaining Wall	MSE. Concrete Panel	I-294/Northbound	25.79
TS26.70N,NB	Noise Abatement Wall	Steel Post and Concrete Panel	I-294/Northbound	26.70
TS35.12R,SB	Retaining Wall	Concrete Cantilever	I-294/Southbound	35.12
TS7.23R,SB(R)	Retaining Wall	Soldier Piles with Precast Concrete Panels	I-294/Southbound	7.23
TS7.29N,NB(R)	Noise Abatement Wall	Steel Post and Concrete Panel	I-294/Northbound	7.29
TS7.35N,NB(R)	Noise Abatement Wall	Steel Post and Concrete Panel	I-294/Northbound	7.35
TS7.44N,NB(R)	Noise Abatement Wall	Steel Post and Concrete Panel	I-294/Northbound	7.44

3.2.2.3 STRUCTURAL WALL RECOMMENDATIONS

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

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

I-294, Southbound, MP 37.70

I-88, Eastbound, MP 132.25

3.2.3 OVERHEAD SIGN STRUCTURES

Overhead sign structures, sometimes referred to as gantries or sign trusses, are typically installed at locations where visibility, safety or clearance make shoulder posted signs non-ideal. They are also installed as part of the Illinois Tollway's active traffic management or tolling systems. Overhead signs are classified as signs over any portion of the traveled way, including shoulders, which require vertical clearance to allow vehicles to pass underneath. They provide clear information directly above the roadway, under a variety of conditions, to the traveling public.

The Illinois Tollway's overhead sign structures include the following four groups: cantilever structures (one support), span truss structures (two supports with at least two main truss chords), monotubes and gantries (two supports with one main steel member) and bridge-mounted structures either above the Illinois Tollway or attached to the Illinois Tollway's bridges. Typically, sign structures support static signs, digital message signs (DMS) or equipment for the Active Traffic Management System (ATMS). Other equipment including luminaries, tolling infrastructure and components of the intelligent transportation system (ITS) are supported, as necessary, by sign structures.

I-94, Eastbound, MP 24.2

Figure 3.2-17: Overhead Sign Structure Types

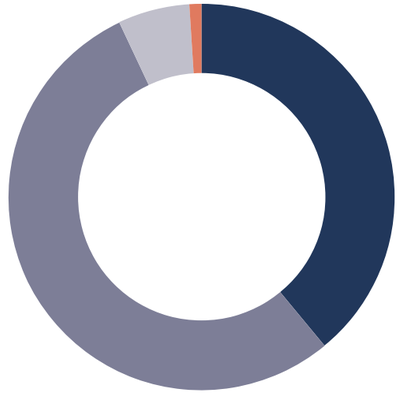
SIGN STRUCTURE TYPE	
Span Truss	486
Monotube and Gantry	185
Cantilever	171
Bridge-Mounted	73
TOTAL SIGN STRUCTURES	**915**

In total, the Illinois Tollway currently maintains 915 overhead sign structures of varying ages within its system. Of these, 82% are less than 20 years old. Figure 3.2-18 summarizes the sign ages across the entire system.

Figure 3.2-18: Age of Overhead Sign Structures

AGE	NUMBER OF SIGNS	PERCENT OF OVERALL INVENTORY
0– 9 Years	359	39.2%
10 – 19 Years	391	42.8%
20 – 29 Years	90	9.8%
30 – 39 Years	68	7.4%
> 40 Years	7	0.8%
TOTAL	915	**100%**

Figure 3.2-19: Overhead Sign Structure Condition Summary



Excellent 354
38.7%

Poor 2
0.2%

Good 496
54.2%

Critical 0
0%

Fair 63
6.9%

** Poor real condition rating percent is .22%. Graphic depicting as <1%*

I-88, Westbound, MP 109.4

3.2.3.1 OVERHEAD SIGN STRUCTURE INSPECTION PROCESS

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

The overhead sign structure inspection schedule is coordinated as a joint effort between the Illinois Tollway's inspectors and the Illinois Tollway's Sign Shop, with the intent of addressing minor repairs or adjustments during field inspection, such as tightening sign clips or connection bolts. Lift equipment required for field inspection is coordinated with the Illinois Tollway's Sign Shop and Roadway Electric team, depending on availability. The 2024 inspection cycle was supplemented with the rental of a 45' lift truck.

To verify the structural adequacy of overhead sign structures, the following inspection types are conducted to confirm repairs, check specific structural features or monitor known defects for select overhead sign structures: routine, supplemental, damage, two-year cycle and safety inspections.

I-294, Southbound, MP 17.6

Routine Annual Inspections

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

Supplemental Inspections

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

Damage Inspections

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

Two-Year Cycle Inspections

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

Safety Inspections

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

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

Figure 3.2-20: Overhead Sign Structure Condition Rating

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

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

The majority—850 out of 915, or roughly 93%—of overhead sign structures inspected during the inspection cycle (2021 to 2024) were rated in Good to Excellent condition.

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

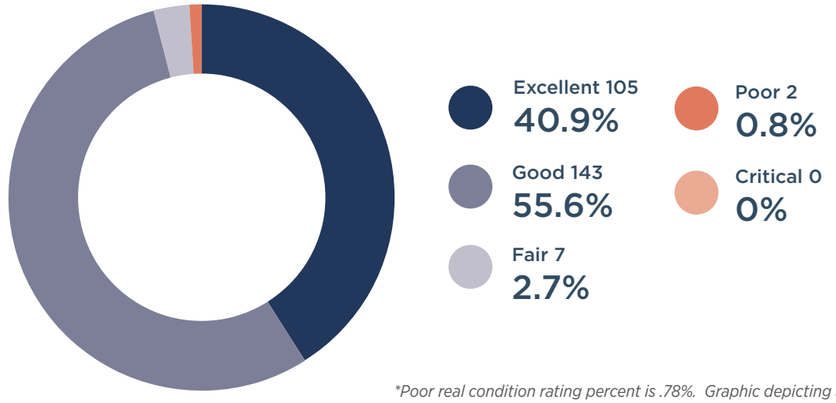
Of the 257 overhead sign structures inspected in 2024, 97% were rated in Good to Excellent condition and 3% were rated in Fair condition. Two sign structures were rated as Poor. None of the overhead sign structures inspected in 2024 were deemed to be in Critical condition. Repairs for the two structures rated as Poor are being programmed.

3.2.3.2 OVERHEAD SIGN STRUCTURE INSPECTION SUMMARY

Figure 3.2-21: Overhead Sign Structure Inspection Summary

INSPECTION TYPE	ROUTE	2024 INSPECTION QUANTITY
Routine	Tri-State Tollway (I-294)	91
	Tri-State Tollway (I-94)	25
	Jane Addams Memorial Tollway (I-90)	41
	Reagan Memorial Tollway (I-88)	4
	Illinois Route 390 Tollway (IL 390)	43
Two-Year Cycle	Tri-State Tollway (I-294)	5
	Tri-State Tollway (I-94)	3
	Jane Addams Memorial Tollway (I-90)	12
	Reagan Memorial Tollway (I-88)	16
	Veterans Memorial Tollway (I-355)	3
	Illinois Route 390 Tollway (IL 390)	13
Inspection - Supplemental	Jane Addams Memorial Tollway (I-90)	1
Damage	None	0

Figure 3.2-22: 2024 Inspections of Overhead Sign Structures



**Poor real condition rating percent is .78%. Graphic depicting as <1%*

In 2024, the Illinois Tollway inspected 257 of its 915 overhead sign structures. This included 204 signs as part of routine annual inspections, 52 two-year cycle inspections, one supplemental inspection, no damage inspections and no safety inspections. In 2024, 12 structures were retired and 33 structures were installed.

The 2024 overhead sign structure inspection locations are summarized in Figure 3.2-21.

In 2024, 97% of the inspected overhead sign structures are in Good to Excellent condition (not including assets removed during the 2024 inspection cycle). Of the remaining signs, 3% are in Fair condition and less than 1% are in Poor condition.

In addition, the following 12 sign structures, listed in Figure 3.2-23, were removed during the 2024 inspection cycle and are not included in the 2024 sign structure inventory. The following 33 sign structures, listed in Figure 3.2-24, were installed during the 2024 inspection cycle and are included in the 2024 sign structure inventory.

Figure 3.2-23: Removed Sign Structures In 2024

INVENTORY ID	ASSET ID	STRUCTURE TYPE AND LOCATION
TS23.9C,NB	10200	4-chord Cantilever truss, Tri-State Tollway (I-294) northbound ramp at MP 23.9
TS24.4B,NB-R	10201	Bridge-Mounted sign, Tri-State Tollway (I-294) northbound ramp at MP 24.4
TS20.7T,NB	10139	3-chord Span truss, Tri-State Tollway (I-294) northbound at MP 20.7
TS21.9T,NB	10140	3-chord Span truss, Tri-State Tollway (I-294) northbound at MP 21.9
TS24.0C,SB-R	10230	4-chord Cantilever truss, Tri-State Tollway (I-294) southbound ramp at MP 24.0
NW73.8C,WB-R	5049	4-chord Cantilever truss, Jane Addams Memorial Tollway (I-90) westbound ramp at MP 73.8
TS5.8C,NB-R	10120	4-chord Cantilever truss, Tri-State Tollway (I-294) northbound ramp at MP 5.8
TS5.8T,SB-R	10164	3-chord Span truss, Tri-State Tollway (I-294) southbound ramp at MP 5.8
TS5.5C,SB-R	10162	4-chord Cantilever truss, Tri-State Tollway (I-294) southbound ramp at MP 5.5
TS31.2T,NB-R	10225	3-chord Span truss, Tri-State Tollway (I-294) northbound ramp at MP 31.2
ES25.3B,EB	10445	Bridge-Mounted sign, Tri-State Tollway (I-94) eastbound at MP 25.3
NW23.8B,WB	10758	Bridge-Mounted sign, Jane Addams Memorial Tollway (I-90) westbound at MP 23.8

Figure 3.2-24: Installed Sign Structures in 2024

INVENTORY ID	ASSET ID	STRUCTURE TYPE AND LOCATION
TS21.33T,NB	10010	3-chord span truss, Tri-State Tollway (I-294) Northbound at MP 21.33
TS22.40T,SB	10191	3-chord span truss, Tri-State Tollway (I-294) Southbound at MP 22.4
TS34.40M,NB	G345N	ITS Gantry, Tri-State Tollway (I-294) Northbound at MP 34.4
TS33.7M,NB	G339N	ITS Gantry, Tri-State Tollway (I-294) Northbound at MP 33.7
TS37.86M,NB	G071N	ITS Gantry, Tri-State Tollway (I-294) Northbound at MP 37.86
TS27.73C,NB	20008	Cantilever, Tri-State Tollway (I-294) Northbound at MP 27.73
TS28.10C,NB	20010	Cantilever, Tri-State Tollway (I-294) Northbound at MP 28.1
TS38.85M,NB	G075N	ITS Gantry, Tri-State Tollway (I-294) Northbound at MP 38.85
TS35.78C,NB	20022	Cantilever, Tri-State Tollway (I-294) Northbound at MP 35.78
TS35.00M,NB	G350N	ITS Gantry, Tri-State Tollway (I-294) Northbound at MP 35
TS30.88C,NB	20014	Cantilever, Tri-State Tollway (I-294) Northbound at MP 30.88
TS30.58C,NB	20012	Cantilever, Tri-State Tollway (I-294) Northbound at MP 30.58
TS35.0M,SB	G350S	ITS Gantry, Tri-State Tollway (I-294) Southbound at MP 35
TS32.73T,SB	20083	3-chord span truss, Tri-State Tollway (I-294) Southbound at MP 32.73
TS33.9M,SB	G339S	ITS Gantry, Tri-State Tollway (I-294) Southbound at MP 33.9
TS34.62T,SB	20080	3-chord span truss, Tri-State Tollway (I-294) Southbound at MP 34.62
TS34.5M,SB	G345S	ITS Gantry, Tri-State Tollway (I-294) Southbound at MP 34.5
TS39.39M,NB	G077N	ITS Gantry, Tri-State Tollway (I-294) Northbound at MP 39.39
TS36.38M,SB	G068S	ITS Gantry, Tri-State Tollway (I-294) Southbound at MP 36.38
TS26.18C,NB	20004	Cantilever, Tri-State Tollway (I-294) Northbound at MP 26.18
TS34.32T,SB	20081	4-chord span truss, Tri-State Tollway (I-294) Southbound at MP 34.32
TS36.31M,NB	G067N	ITS Gantry, Tri-State Tollway (I-294) Northbound at MP 36.31
TS38.35M,NB	G073N	ITS Gantry, Tri-State Tollway (I-294) Northbound at MP 38.35
TS21.08T,NB	10011	3-chord span truss, Tri-State Tollway (I-294) Northbound at MP 21.8
TS36.92M,NB	G069N	ITS Gantry, Tri-State Tollway (I-294) Northbound at MP 36.92
TS25.35C,NB	20002	Cantilever, Tri-State Tollway (I-294) Northbound at MP 25.35
TS39.73M,SB	G080S	ITS Gantry, Tri-State Tollway (I-294) Southbound at MP 39.73
TS39.23M,SB	G078S	ITS Gantry, Tri-State Tollway (I-294) Southbound at MP 39.23
TS39.82M,NB	G079N	ITS Gantry, Tri-State Tollway (I-294) Northbound at MP 39.82
TS37.78M,SB	G072S	ITS Gantry, Tri-State Tollway (I-294) Southbound at MP 37.78
TS38.20M,SB	G074S	ITS Gantry, Tri-State Tollway (I-294) Southbound at MP 38.2
TS36.89M,SB	G070S	ITS Gantry, Tri-State Tollway (I-294) Southbound at MP 36.89
TS38.62M,SB	G076S	ITS Gantry, Tri-State Tollway (I-294) Southbound at MP 38.62

The 2024 Overhead Sign Structure Annual Field Inspection Report contains detailed inspection results for each overhead sign structure.

Supplemental, Two-Year Cycle and Damage Inspections

Each year, overhead sign structure inspections are performed in addition to the regular annual inspections to monitor signs previously identified as being in Poor or Critical condition, to monitor signs based on age and structure type or to inspect signs that sustained damage. In 2024, the following additional inspections were performed:

- One supplemental inspection for an asset identified in Poor or Critical condition during the 2023 inspections
- No supplemental inspections for assets identified with defects to be inspected every two years until repaired
- 52 assets had two-year cycle inspections for monotube or gantry structures
- No damage inspections in response to incidents

The one sign structure identified as being in Poor condition in 2023 has been repaired, as scheduled. In 2024, two additional assets were identified as being in Poor condition and will be programmed for repair. These two assets will be included as part of the 2025 supplemental inspections.

3.2.3.3 OVERHEAD SIGN STRUCTURE RECOMMENDATIONS

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

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

IL 390, Eastbound, MP 12.3

3.2.4 COMMUNICATION TOWERS

Communication towers, under the jurisdiction of the Illinois Tollway, are usually situated at toll plazas or adjacent to maintenance facilities along the Illinois Tollway. These towers primarily serve to support communication equipment for both the Illinois Tollway and telecommunications companies that lease space on them. Cameras are typically mounted on the towers to provide specific traffic views along the Illinois Tollway. The quantity of each tower type is shown in Figure 3.2-25.

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

Figure 3.2-25: Communication Tower Structure Types and Tower Heights

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

The Illinois Tollway's system comprises 61 communication towers, with approximately 75% (46 towers) being more than 20 years old.

The year of construction for these towers was determined based on the Federal Communications Commission's (FCC) antenna structure registration record, where available. Out of the 61 communication towers, 37 were registered with the FCC and their construction dates were noted. For the remaining 24 towers, construction dates were obtained from the original entry in the Illinois Tollway's asset management system, as FCC registration data was unavailable. Two communication towers have unknown construction dates with no previous construction record. Figure 3.2-26 illustrates the breakdown of known tower construction date ranges.

I-88, Eastbound, MP 131.20

Figure 3.2-26: Communication Tower Construction Range

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

3.2.4.1 COMMUNICATION TOWER INSPECTION PROCESS

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

Tower Inspections

The detailed inspections focused on the towers' primary structural elements, foundations, coatings and safety items pertaining to tower maintenance. Conditions observed during the inspection were documented for ongoing monitoring and defective tasks were generated, when warranted, to facilitate repairs and corrective actions. A breakdown of specific tower elements and their components is provided in Figure 3.2-27.

I-294, Northbound, MP 25

I-294, Northbound, MP 25.0

Figure 3.2-27: Example of Tower Elements and Overall Conditions (From the 2022 Lisle Tower Inspection Report)

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

Tower elements were rated using a 9-point condition rating system, as shown in Figure 3.2-28. The OCR is generated by taking a weighted average of the overall condition categories.

Figure 3.2-28: 9-Point Condition Ratings

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

I-88, Westbound, MP 133.7

Equipment Inventory

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

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

Communication Tower Federal Aviation Administration (FAA) Compliance

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

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

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

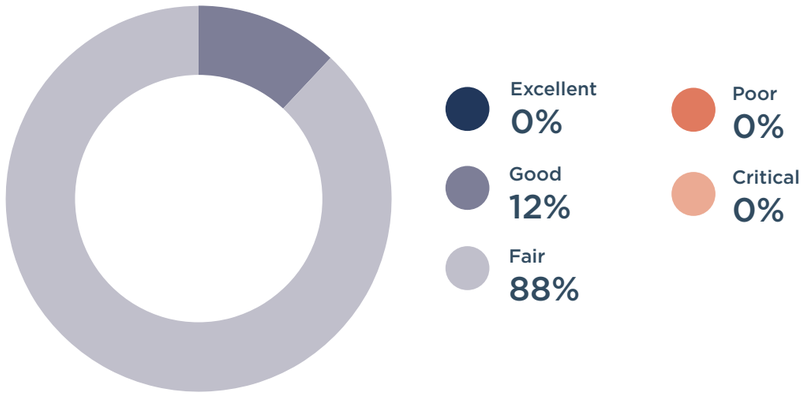
During the 2022 inspections of the communication towers, the elevation and location of marker lights affixed to the towers were recorded. The inspection report also noted the absence of marker lights and assessed the functionality of both daytime and nighttime operation of the tower marker lights. For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

I-88, Westbound, MP 50.1

3.2.4.2 COMMUNICATION TOWER INSPECTION SUMMARY

During the 2022 communication tower inspections, 54 towers were rated Fair overall, while seven were rated Good overall, as shown in Figure 3.2-29. A breakdown of the individual categories for the towers is shown in Figure 3.2-30.

Figure 3.2-29: Overall Condition Rating Chart



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

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

Figure 3.2-30: Overall Condition Rating Distribution

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

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

3.2.4.3 COMMUNICATION TOWER RECOMMENDATIONS

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

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

I-88, Eastbound, MP 54.1

3.3 FACILITIES ASSETS

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

3.3.1 FACILITIES INVENTORY

Throughout the Illinois Tollway's system, there are 200 various types of facilities owned and operated by the Illinois Tollway. These include administration facilities, maintenance yards, toll plazas, communication towers, Intermediate Power Distribution and Communication (IPDC) buildings, oases, park-and ride lots and pump station facilities. Each facility is comprised of various facility asset types, including buildings, parking lots, unmanned toll plazas, tunnels, overhead walkways, communication towers, salt storage domes and barns, chloride stations and fuel stations.

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

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

3.3.2 FACILITIES INSPECTION PROCESS

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

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

- Assess the general condition of each facility and its associated site elements
- Identify elements in need of remedial work
- Document existing conditions and take inventory of facility assets
- Assess and apply condition ratings on the general condition of the Illinois Tollway's facilities and associated site elements
- Make recommendations for asset repairs and replacements
- Assess the remaining useful life of each facility and associated elements or assets

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

During the 2024 inspection cycle, the Illinois Tollway's Consulting Engineer utilized drones to visually document facilities, canopy roofs and building roofs that historically required the use of lifts operated by the Illinois Tollway's personnel.

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

Operations Management and Rating System

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

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

A detailed explanation of OCI and PRC ratings, which are utilized for visual inspections of facilities, can be found in the 2024 Annual Facilities Inspection Report.

DeKalb Oasis, I-88, Eastbound, MP 93.2

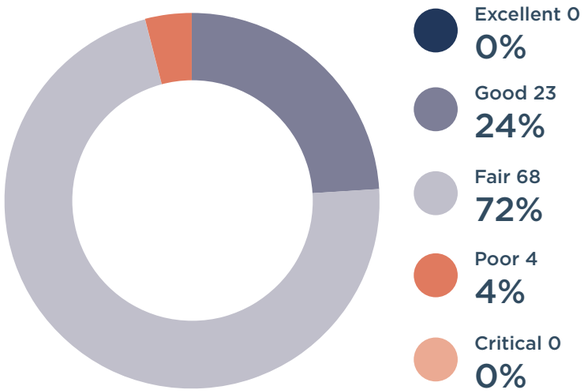
3.3.3 FACILITIES INSPECTION SUMMARY

The 2024 facility inspection ratings showed that the Illinois Tollway's facilities are generally in Fair condition. In 2024, 95 of the 200 facilities were inspected; these include the maintenance facilities M-1, M-5, M-6, M-7, M-11, M-12 and M-14; 35 of the 65 IPDCs, three of the oases and many toll plazas throughout the Illinois Tollway's system.

Figure 3.3-1: 2024 Facility Inspection Types

FACILITY TYPE	QUANTITY
Administration Buildings	3
Maintenance Facilities	7
Toll Plazas	40
Telecommunications Towers	3
IPDCs	35
Oasis/Park n Rides	4
Pump Stations	1
Salt Storages	2
TOTAL FACILITIES:	95

Figure 3.3-2: 2024 Inspections of Facilities



In 2024, there were several major construction projects underway within the Illinois Tollway's facilities systemwide. Some were recently completed, while others are ongoing. All facilities have undergone initial inspections as part of construction walkthrough activities and were rated Excellent. Nevertheless, a few facilities have yet to be formally inspected.

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

In 2024, of the 200 total facilities in the Illinois Tollway's system, zero were rated Excellent, 47 were rated Good, 134 were rated Fair, 8 were rated Poor and zero were rated Critical, and 11 not rated IPDCs or plazas that are new or under construction.

Additional inspection details for all of the Illinois Tollway's facilities are available in the 2024 Annual Facilities Field Inspection Report.

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

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

In addition, any facilities rated Critical or Poor are annually field checked by the Illinois Tollway Consulting Engineer to establish whether the condition has worsened, until repairs can be performed.

Currently, none of the Illinois Tollway's facilities have a Critical rating. The Illinois Tollway utilizes facility inspection data to schedule replacements and repairs for facility components, and to plan and estimate maintenance or repairs.

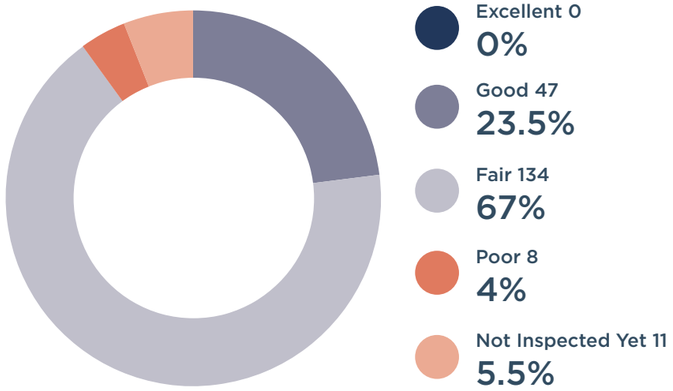
As inspections occur throughout the year, ratings developed and included in the report should only be used as estimates. Any active maintenance activities and contracts during the inspection cycle may have led to repairs of some conditions prior to this report's release.

I-90, Westbound, MP 52.1

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

Detailed inspection results for each facility are contained in the 2024 annual reports for each of the Illinois Tollway's maintenance sections, which are submitted separately.

Figure 3.3-3: 2024 Overall Facility Condition Summary



3.3.4 FACILITIES RECOMMENDATIONS

Complete facility inspection reports are provided in the 2024 Annual Facilities Field Inspection Report. These reports are supplemented with additional inventory information, inspection results, photographs and other condition descriptions on OpenGov, searchable by facility name and/or task number. Each of the Illinois Tollway's maintenance sections are recommended to perform the necessary repair activities and replacements identified within its inspection report.

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

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

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

- M-1
- M-5
- M-6
- M-7
- M-8
- M-16

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

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

The following maintenance facilities were under construction in 2024:

- M-4 Storage Building
- M-1 Truck Wash and Brine Making Station

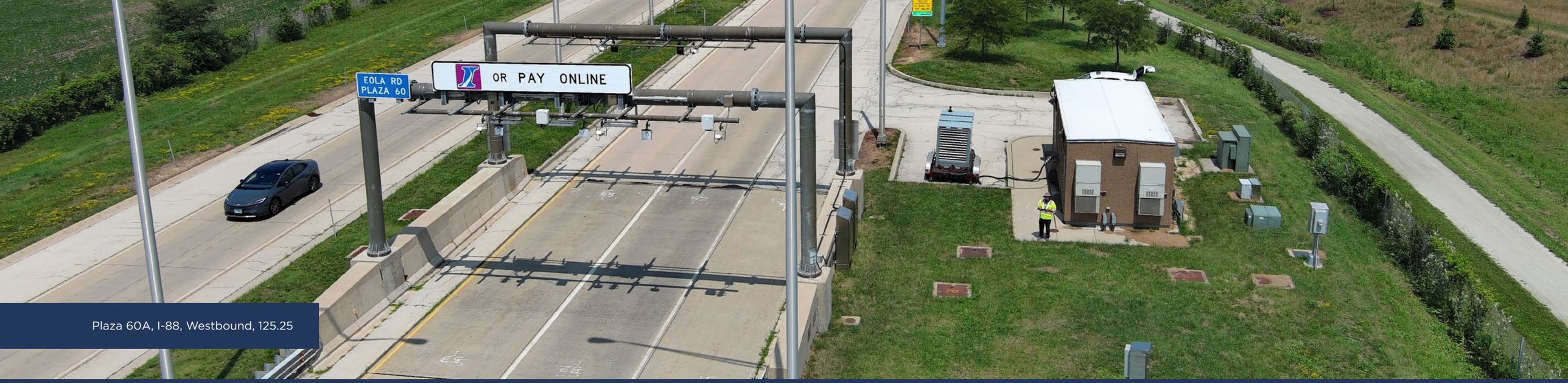
All construction work for maintenance facility replacements and major refurbishments done as part of the *Move Illinois* Capital Program are complete.

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

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

- **Plaza 2 (I-90/East Riverside Blvd), installed in 1988**
- Plaza 8 (I-90/Randall Rd), installed 1993
- Plaza 10 (I-90/Barrington Rd), installed in 1993
- Plaza 11 (I-90/IL Rt 31), installed in 2014
- Plaza 12 (I-90/Roselle Rd), installed in 1993
- Plaza 14 (I-90/IL Rt 59), installed in 1993
- Plaza 15 (I-90/IL Rt 53), installed in 1998
- Plaza 16A (I-90/IL Rt 59), installed in 1993
- Plaza 16B (I-90/Beverly Rd), installed in 1993
- Plaza 18 (I-90/Arlington Heights Rd), installed in 1993
- Plaza 19 (I-90/River Rd), installed in 1974
- Plaza 27 (I-294/Willow Rd), installed 1972
- Plaza 28 (I-294/Golf Rd), installed in 1998
- Plaza 31 (I-294/O'Hare West), installed in 1962
- Plaza 32 (I-294/River Rd/O'Hare East), installed in 1979
- Plaza 34 (I-294/75th St), installed in 1993
- Plaza 35 (I-294/Cermak Rd), installed in 1992
- Plaza 37 (I-55/Joliet Rd), installed in 1958
- **Plaza 38 (I-294/95th St), installed in 1979**
- Plaza 40 (I-294/159th St), installed in 1989
- **Plaza 47 (I-294/Halsted St), installed in 1960**
- Plaza 53 (I-88/Spring Rd/22nd St), installed in 1961
- Plaza 56A (I-88/Downers Dr), installed in 1958
- Plaza 56B (I-88/Highland Ave), installed in 1958
- Plaza 59 (I-88/Farnsworth Ave), installed in 1961
- Plaza 63 (I-88/IL Rt 31), installed in 1960
- Plaza 75 (I-355/North Ave), installed in 1993
- Plaza 79 (I-355/Butterfield Rd), installed in 1992
- M05-OLD (I-90/IL-53), installed in 1958, (decommissioned in 2024, all assets except the Salt Storage are scheduled to be demolished in 2025.)
- **IPDC-NW27.0 (I-90/MP27.0), installed in 2014**

**** The above bolded facilities were rated Poor in 2024 ****



Plaza 60A, I-88, Westbound, 125.25

3.4 TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS ASSETS

The Illinois Tollway is dedicated to enhancing the performance of both its existing and proposed roadway facilities. In this effort, Transportation Systems Management and Operations (TSMO) strategies play a crucial role by offering comprehensive and effective solutions that not only help maximize the utilization of available funding, but also deliver substantial benefits to customers.

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

The I-PASS or pay-by-plate tolling technologies implemented on the Illinois Tollway help deliver benefits to TSMO by fostering reliable traffic flow, alleviating congestion and enhancing overall safety. Through these advanced tolling systems, customers are no longer required to stop at toll booths to make manual payments. Instead, they are able to seamlessly pay their tolls electronically through I-PASS or pay-by-plate services. This significantly improves the operational efficiency of the entire roadway network. Moreover, these innovative tolling solutions have led to a notable reduction in the maintenance requirements of toll collection infrastructure, further optimizing system performance.

The prompt clearance of incidents through the use of smart technology solutions offers the potential to greatly alleviate congestion on the system, as well as minimize secondary incidents caused by stopped or slowed traffic. The implementation of smart technology not only results in substantial cost and time savings for Illinois Tollway customers, but also reduces the likelihood of secondary incidents, enhancing overall roadway safety and efficiency.

Intelligent technology, such as the Weigh in Motion (WIM), Tire Anomaly Classification System (TACS), Over Height Vehicle Detection (OHVDS) and many others, are vital to the Illinois Tollway system. New WIMs, TACS and/or OHVDS are deployed on the Reagan Memorial Tollway (I-88), Tri-State Tollway (I-94/I-294) and Veterans Memorial Tollway (I-355). With the existing and proposed devices, ITS continues to help improve the efficiency of resources, reduces congestion, reduces fuel consumption, reduces air pollution and boosts the regional economy.

The Illinois Tollway's fiber optic infrastructure serves as a vital foundation for the high-speed transmission of data, supporting tolling, information technology and smart technology operations. Without this infrastructure, the implementation of TSMO strategies would be significantly hindered. Additionally, the Illinois Tollway generates revenue by leasing available space within its fiber optic duct banks and available fiber strands to third parties, including telecommunications companies, counties and other entities.

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

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

I-355, Northbound, MP 15.75

3.4.1 TOLLING SYSTEMS

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

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

The Illinois Tollway annually inspects tolling assets, including cameras, illuminators, laser separators, Pavement Loop Classification Technology (IDRIS/Quantum), Automatic Vehicle Identification (AVI) antennas and Lane Control Signal, as well as associated infrastructure at each device (i.e., cabinet enclosures, mounting structures, etc.). Data is collected and analyzed, with findings reported to the Illinois Tollway's Business Systems Department.

All defect tasks are compared with upcoming preventative maintenance work to ensure the Illinois Tollway's assets remain in a state of good repair.

3.4.1.1 ELECTRONIC TOLLING SYSTEM

The Illinois Tollway is spread across 294 centerline miles; it includes 137 toll plazas and 527 active toll lanes governed by different configurations and generations of toll collection technology. These include:

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

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

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

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

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

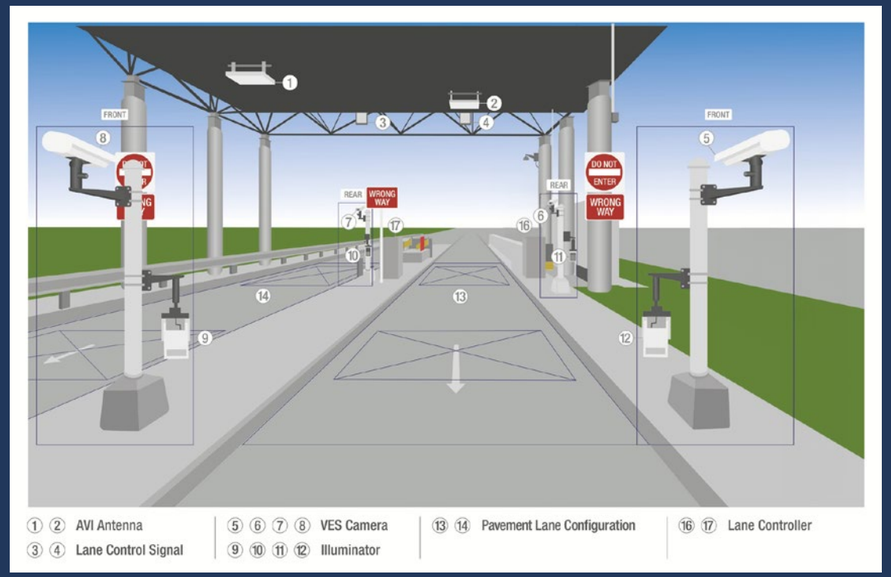
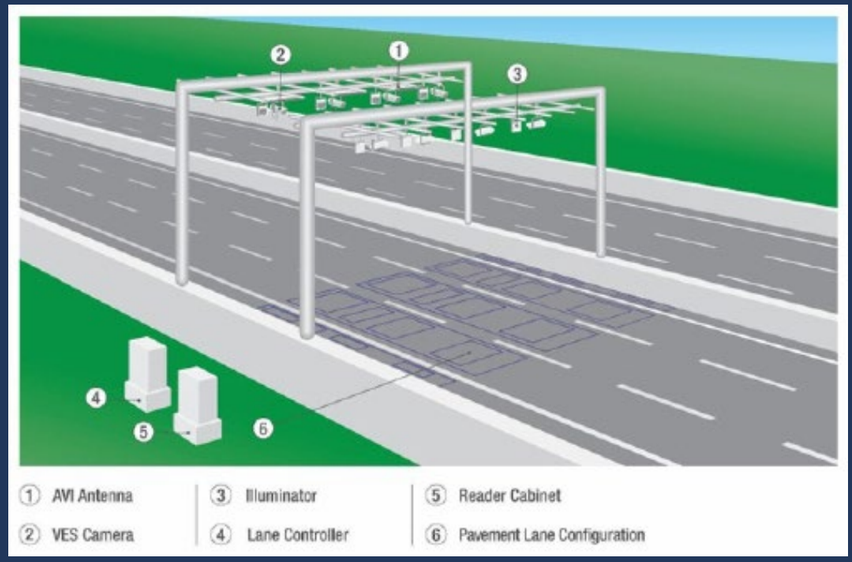


Figure 3.4-2: Tolling System Lane Configuration (ORT)



3.4.1.2 TOLLING SYSTEM INSPECTION PROCESS

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

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

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

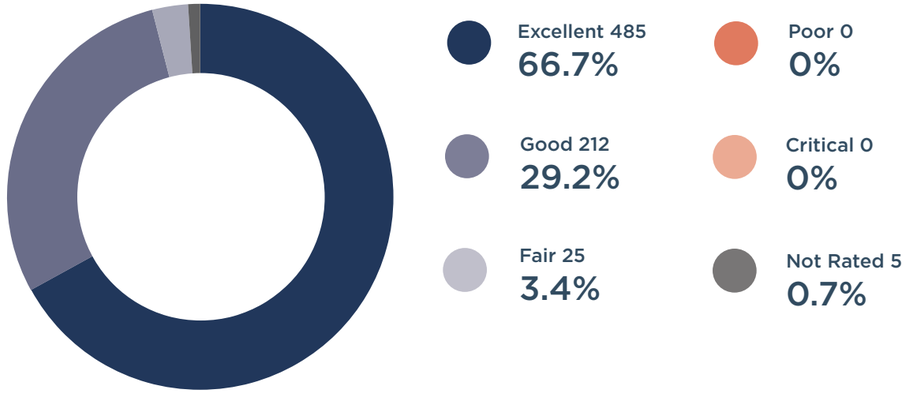
Due recent investments that replaced much of the aging roadside cabinet infrastructure, tolling cabinets throughout the system are inspected on a two-year cycle. Tolling lanes and the devices susceptible to the elements continue to be evaluated annually. During 2024, 722 tolling lanes and 284 cabinets were inspected. Appendix J lists the condition of all plaza locations, with a summary of inspection results based on systemwide and individual routes listed in Figures 3.4-3 and 3.4-4.

In 2024:

- None of the tolling lanes were rated Critical or Poor
- A total of 25 of the tolling lanes were rated Fair
- A total of 212 of the tolling lanes were rated Good
- A total of 485 of the tolling lanes were rated Excellent
- Five tolling lanes were not inspected due to active construction

IL 390, Eastbound, MP 9

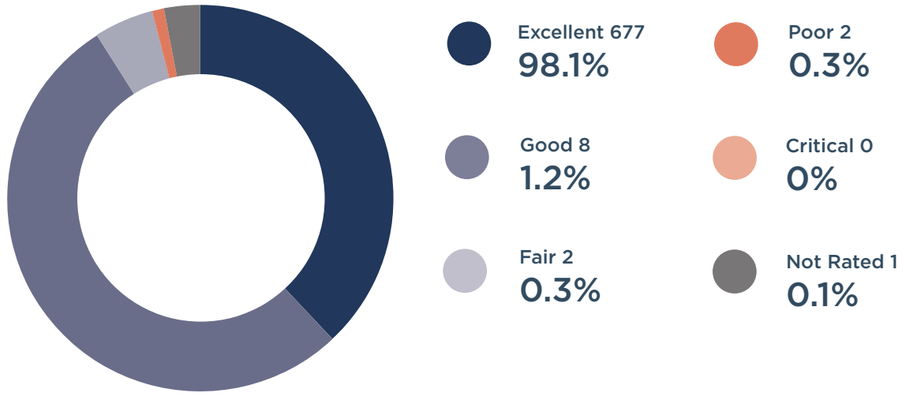
Figure 3.4-3: Tolling System Lane Condition Summary



In 2024:

- A total of 2 of the cabinets were rated Fair
- A total of 5 of the cabinets were rated Good
- A total of 277 of the cabinets were rated Excellent
- 406 cabinets were inspected in 2023 and are next scheduled for inspection in 2025
- One new cabinet will be inspected in 2025 for the first time

Figure 3.4-4: Tolling System Cabinet Condition Summary



3.4.1.3 TOLLING SYSTEM RECOMMENDATIONS

Based on the 2024 visual inspections, 25 tolling lanes were rated Fair. Tolling lanes rated Fair possessed an appearance below acceptable levels and maintenance should be performed on any active lane in question, although expedited repair is not urgent. As 68% of tolling lanes rated Fair are currently inactive, repairs are not urgent, but should continue to be monitored.

The pavement condition of three tolling lanes were rated as Poor, and 30 tolling lanes were noted to be in Fair condition based on detailed inspections; displaying moderate signs of corner cracks, multiple slab cracks and visible signs of joint separation. For these lanes, crack sealing and partial depth concrete patching are recommended to be performed as needed by the Illinois Tollway's Roadway Maintenance Division. The number of pavement repairs indicate that preventative maintenance activities should be performed more consistently to ensure the Illinois Tollway system's reliability and accuracy. A total of two cabinets were rated Fair; these cabinets are scheduled for replacement in the fall of 2024 under the Tolling Maintenance contract.

I-355, Northbound, MP 18.4

I-88, Eastbound, MP 117.8

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

TOLLWAY	CONDITION					
	NOT RATED	CRITICAL	POOR	FAIR	GOOD	EXCELLENT
Illinois Route 390 Tollway (IL 390)	0	0	0	0	13	49
Reagan Memorial Tollway (I-88)	0	0	0	4	35	85
Veterans Memorial Tollway (I-355)	0	0	0	2	53	60
Jane Addams Memorial (I-90)	0	0	0	14	67	102
Tri-State Tollway (I-94)	0	0	0	2	27	34
Tri-State Tollway (I-294/I-80)	5	0	0	3	27	155
Sub-Total	**5**	**0**	**0**	**25**	**212**	**485**

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

ROUTE	CONDITION					
	NOT RATED	CRITICAL	POOR	FAIR	GOOD	EXCELLENT
Illinois Route 390 Tollway (IL 390)	0	0	0	0	1	50
Reagan Memorial Tollway (I-88)	0	0	0	0	2	126
Veterans Memorial Tollway (I-355)	0	0	0	0	0	111
Jane Addams Memorial (I-90)	1	0	1	1	2	199
Tri-State Tollway (I-94)	0	0	0	0	2	50
Tri-State Tollway (I-294/I-80)	0	0	1	1	1	141
Sub-Total	**1**	**0**	**2**	**2**	**8**	**677**

I-90, Westbound, MP 64.0

3.4.2 INTELLIGENT TRANSPORTATION SYSTEM (ITS)

Because of its importance to vehicle operator safety, it is crucial to ensure that the Illinois Tollway's investment in the intelligent transportation system (ITS) is well maintained. Annual inspections are vital to assessing and reporting on the condition and health of Illinois Tollway's assets in the field, as the ITS network is constantly being improved. The ITS system is comprised of a collection of assets, including closed-circuit television (CCTV) cameras, vehicle detection system (VDS), dynamic messaging signs (DMS), roadway weather information system (RWIS), virtual weigh-in-motion (VWIM), advance warning flasher beacons (FB) and active traffic management systems lane control signs (LCS). Additionally, the supporting infrastructure for these devices, including the cabinet enclosures, pole mounting structures and site foundations, are evaluated.

As of 2024, the Illinois Tollway's system has 2,349 ITS assets deployed systemwide (excluding ITS-specific cabinets or enclosures). The 2024 inspections found that 81.7% of these ITS devices are operating within their estimated useful life.

The ITS network is robust, with 93.7% of the communication utilizing fiber optics, supplemented by cellular and wireless radio communications. 96.0% of the devices are performing within established Illinois Tollway performance goals, as reported by the ITS Network Maintenance consultant.

To maintain the system in good repair, it is estimated that $5,131,000 per year, over the next 5 years, will be needed for device replacement. These replacements are based on the projected lifecycle of each device type.

I-90, Eastbound, MP 49.8

3.4.2.1 ITS INVENTORY

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

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

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

There are seven types of ITS devices and component systems, each with their own specific attributes deployed throughout the Illinois Tollway. These include:

- Closed-Circuit Television (CCTV) Camera: Used to monitor traffic conditions and to determine appropriate incident responses
- Vehicle Detection System (VDS): Device that utilizes either microwave radar or Bluetooth technology for traffic and queue detection along the mainline and ramps
- Advance Warning Flasher Beacon (FB): Amber flashing warning lights used in conjunction with queue detection
- Dynamic Message Sign (DMS): Electronic, remotely changeable signs that inform motorists of current traffic conditions, including travel times
- Virtual Weigh-In-Motion (VWIM) Stations: Vehicle detection and weigh scales that identify overweight trucks operating at speed to establish probable cause for a fine or removal from roadway
- Roadway Weather Information System (RWIS): A field data collection system comprised of fixed roadside sensors that measure and report environmental and pavement conditions
- Active Traffic Management System (ATMS): An operational concept that uses smaller DMS with a highly specialized purpose of informing motorists of current lane conditions for advance warnings. These smaller DMS are known as lane control signs (LCS), which are full matrix display signs. The LCS, in conjunction with smaller Type 2 DMS, is three characters high by nine characters wide. The ATMS concept is along the Jane Addams Memorial Tollway (I-90) within the M-5 maintenance section and will be deployed on sections of the Central Tri-State Tollway and are being deployed as part of the Central Tri-State Project

These devices and associated component systems are part of the Illinois Tollway's centralized Traffic and Incident Management System (TIMS), which the Traffic Operations Center (TOC) monitors and controls from the Central Administration building. TIMS is a comprehensive system management platform that is used to monitor traffic and roadway conditions in real-time, manage response to and clearance of incidents, monitor construction zones and efficiently communicate with a variety of stakeholders, including first responders, Illinois Tollway staff, other Traffic Management Centers, the media and directly to motorists. The following table summarizes the primary type and number of Illinois Tollway ITS devices that are deployed systemwide as of January 2025.

Figure 3.4-7: ITS Devices Quantity

ITS ASSET TYPE	QUANTITY
CCTV	1345
MVDS	365
ATM Gantry	476
DMS	51
Queue Detection Puck	35
Bluetooth VDS	43
RWIS	19
Queue Flasher	8
VWIM	7
Total	2,349

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

Figure 3.4-8: ITS Asset to Device

ITS Asset Types	Jane Addams Memorial Tollway (I-90)	Tri-State Tollway (I-94/ I-294/I-80)	Reagan Memorial Tollway (I-88)	Veterans Memorial Tollway (I-355)	Illinois Route 390 Tollway (IL 390)	IDOT	Total	Total (%)
CCTV	433	437	259	165	48	3	1345	57.23%
MVDS	150	77	50	32	55	1	365	15.53%
ATM Gantry	376	100	-	-	-	-	476	20.26%
DMS	19	9	8	8	4	3	51	2.17%
Queue Detection Puck	9	15	10	1	-	-	35	1.49%
Bluetooth VDS	-	43	-	-	-	-	43	1.83%
RWIS	3	5	6	3	2	-	19	0.85%
Flasher Beacon	-	2	3	-	-	-	8	0.34%
VWIM	2	5	2	1	-	-	7	0.30%
Total	992	693	338	210	109	7	2,349	
TOTAL (%)	42.21%	29.53%	14.38%	8.94%	4.91%	0.30%		

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

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

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

Figure 3.4-9: Communication Type Utilization-ITS Devices Development

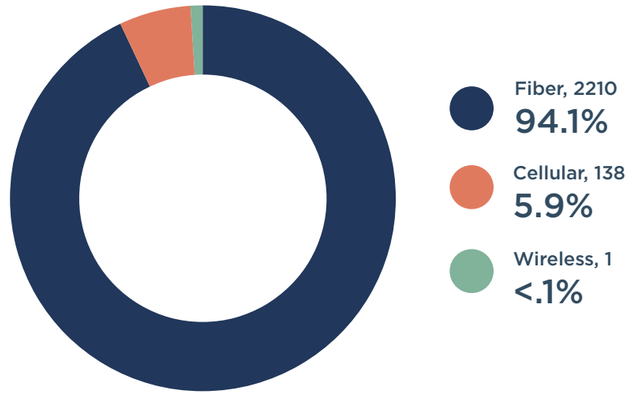
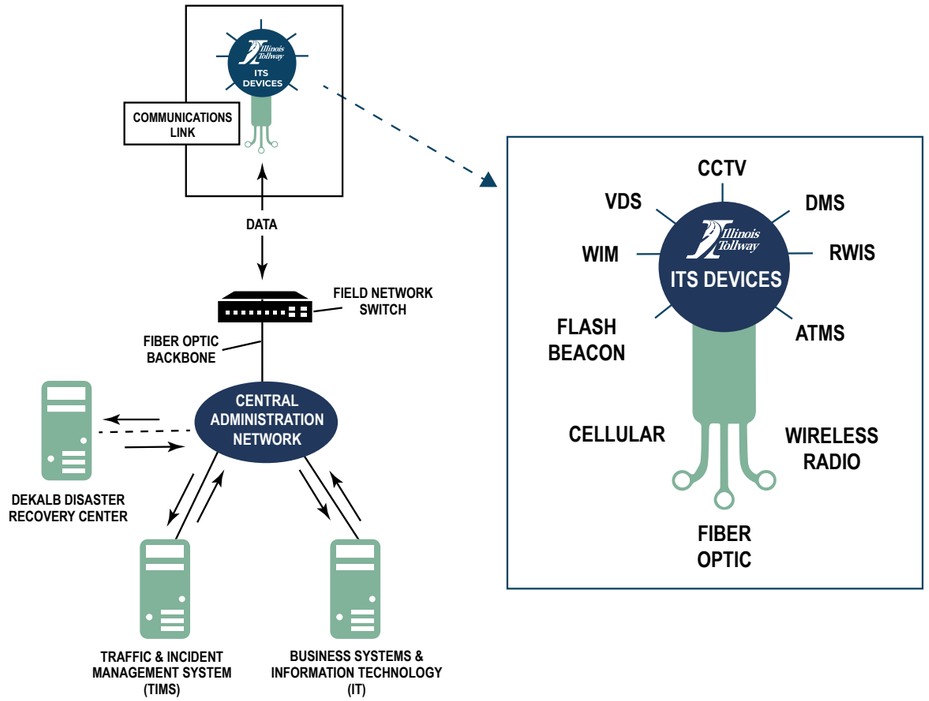


Figure 3.4-10: Illinois Tollway ITS Network Overview



I-90, Westbound, MP 43.7

3.4.2.2 ITS INSPECTION PROCESS

The Illinois Tollway Consulting Engineer plans inspections efficiently, allowing inspectors to methodically evaluate every ITS site systemwide. This process begins by assigning inspections by corridor and systematically assessing one ITS site after another. Inspectors identify ITS sites in the field and compare against existing data to ensure accuracy of the database. Assets in construction zones or deemed unsafe due to safety risk were not inspected and will take priority next year.

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

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

Inspections were performed, per the ITS Inspection Manual, that is updated by the Illinois Tollway Consulting Engineer each year prior to the inspection season. This manual sets forth the inspection criteria for each ITS asset, as is referenced in the 2024 ITS Annual Report.

The 2024 inspection season focused on ensuring data and information in the Illinois Tollway's OpenGov OMS database was as accurate as possible, as well as reporting defects associated with any ITS site. The process began by visiting each ITS site and taking pictures of its cabinet (both inside and outside), general location, external disconnect switch (if equipped) and devices. These pictures were uploaded to the OpenGov OMS database, documenting any changes that might have occurred over the past year. If a defect was identified, then a maintenance ticket was be submitted to the Illinois Tollway's ITS Maintenance crew.

The devices were then linked to their respective cabinet enclosures to enable an accurate inventory of what devices are in each cabinet. The device information was verified or updated, as devices are frequently upgraded and/or changed.

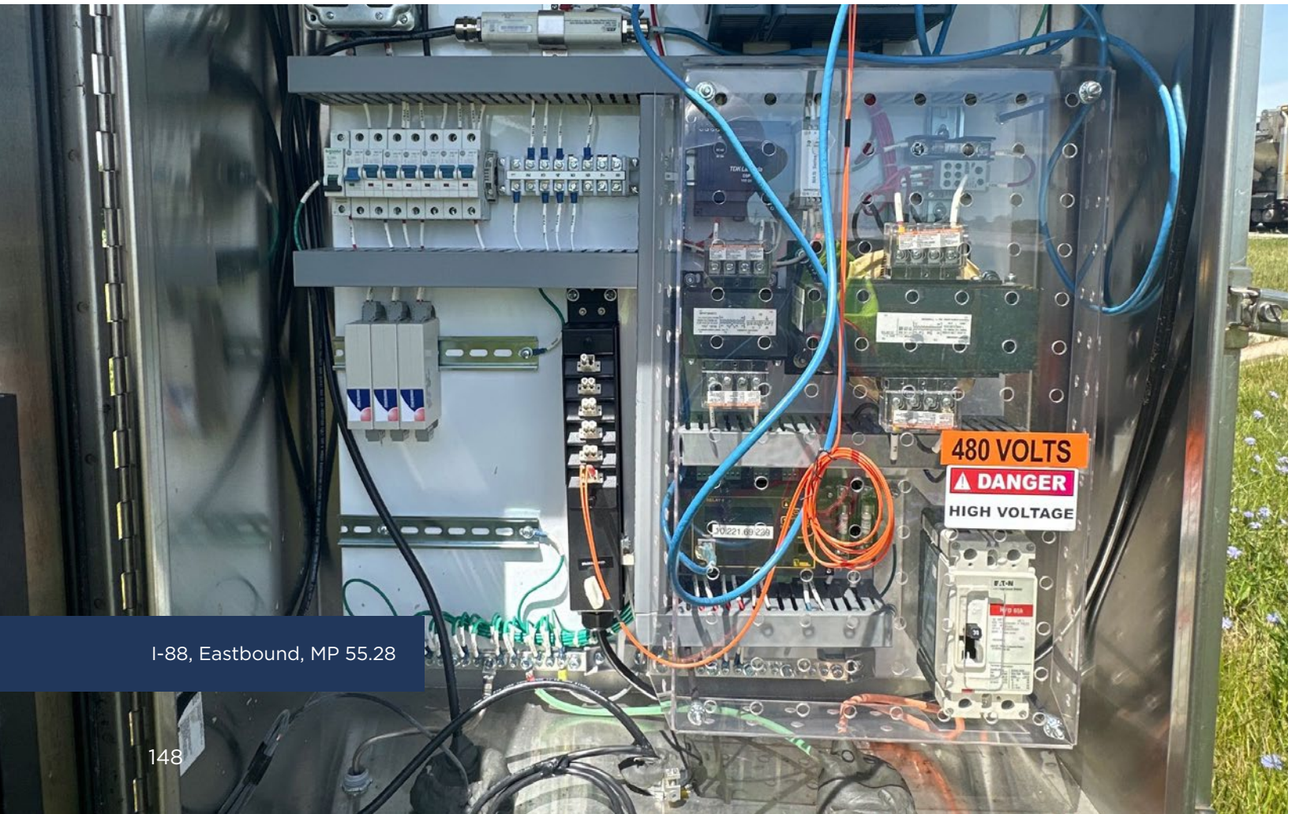
3.4.2.3 ITS ANALYSIS OVERVIEW

The ITS device review consists of analyzing the service life and uptime of each device type. It is important for public agencies to maintain an updated record of assets and their conditions in a transportation asset management system. To manage assets in an effective and efficient manner, an agency must ensure that all assets are being maintained correctly and are not at risk of becoming a liability. For the Illinois Tollway, this means ensuring that assets are kept in a satisfactory condition for the safety, quality and usefulness. The information collected during the review is expressed using the following condition rating system:

Figure 3.4-11: ITS Device Condition Rating System

	5 Year Service Life	10 Years Service Life	13 Years Service Life	15 Year Service Life
Excellent	0-1	0-2	0-3	0-4
Good	2	3-5	4-6	5-8
Fair	3	6-8	7-9	9-12
Poor	4+	9+	10+	13+

All devices that are deemed problematic based off their uptime reports will be documented as “Critical.”



I-88, Eastbound, MP 55.28

Figure 3.4-12: Illinois Tollway ITS Network Overview

Roadway	CCTV	MVDS	LCS	DMS	Queue Detection Puck	Bluetooth VDS	RWIS	Flash Beacons	VWIM Bending Plate	VWIM Quartz
Jane Addams Memorial Tollway (I-90)	Fair (6.9)	Good (4.9)	Good (7)	Good (5.8)	Good (2.7)	-	Fair (9)	-	Fair (7)	-
Tri-State Tollway (I-94/I 294/ I-80)	Fair (6.8)	Good (4.9)	-	Good (5.7)	Poor (6.8)	Good (5)	Good (4)	Good (5)	-	Fair (3.5)
Reagan Memorial Tollway (I-88)	Fair (6.3)	Good (4)	-	Good (4.8)	Poor (4.3)	-	Good (3.5)	Excellent (1)	-	Excellent (0)
Veterans Memorial Tollway (I-355)	Fair (7.4)	Good (4.5)	-	Good (6)	Excellent (1)	-	Good (5)	-	-	Excellent (0)
Illinois Route 390 Tollway (IL 390)	Fair (6.4)	Good (4.3)	-	Good (7.5)	-	-	Fair (7)	-	-	-
IDOT Right-of-Way	Fair (7.3)	Good (3)	-	Fair (9.7)	-	-	-	-	-	-
System Overall Rating	**Fair (6.9)**	**Good (4.3)**	**Good (7)**	**Good (6.6)**	**Good (3.7)**	**Good (5)**	**Good (5.7)**	**Excellent (3)**	**Fair (7)**	**Good (1.2)**

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 a design engineer and considered for replacement under a systemwide contract. The forecasted useful life of each major device category and the number of devices operating beyond their life cycle over the total number of devices is as follows:

Figure 3.4-13: Illinois Tollway's ITS Devices Operating Beyond Their Estimated Lifecycle

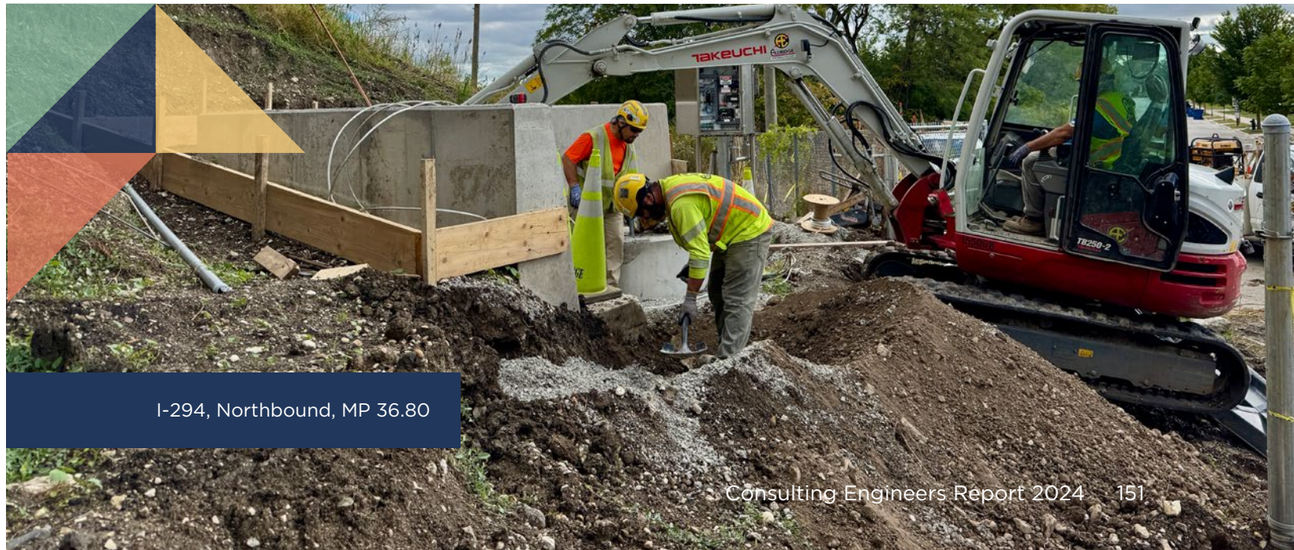
Roadway	CCTV 10 Yrs	MVDS 10 Yrs	LCS 15 Yrs	DMS 15 Yrs	Queue Detection Puck 5 Yrs	Bluetooth VDS 10 Yrs	RWIS 13 Yrs	Flash Beacons 15 Yrs	VWIM (Bending Plate) 10 Yrs	VWIM (Quartz) 5 Yrs
Jane Addams Memorial Tollway (I-90)	21.7%	0.7%	0.0%	0.0%	0.0%	-	0.0%	-	0.0%	-
Tri-State Tollway (I-94/I-294/I-80)	38.0%	1.3%	-	0.0%	53.3%	0.0%	0.0%	0.0%	-	0.0%
Reagan Memorial Tollway (I-88)	31.4%	0.0%	-	0.0%	20.0%	-	0.0%	0.0%	-	0.0%
Veterans Memorial Tollway (I-355)	13.3%	0.0%	-	0.0%	0.0%	-	0.0%	-	-	0.0%
Illinois Route 390 Tollway (IL 390)	2.1%	0.0%	-	0.0%	-	-	0.0%	-	-	-
IDOT Right-of-Way	0.0%	0.0%	-	33.3%	-	-	-	-	-	-
System Overall Rating	**29.3%**	**0.5%**	**0.0%**	**2.0%**	**28.6%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**

As of 2024, 81.7% of existing Illinois Tollway ITS devices are operating within their intended lifecycle. Based on the 2024 Third Quarter Nagios Network Status Report provided by the ITS Network Maintenance consultant, a majority of the ITS-managed devices are performing within the Illinois Tollway's established performance goals, as documented in the below table. The documented status report is an overview of the average uptime/availability of each category of devices and can be referenced in the 2024 ITS Annual Report.

Figure 3.4-14: Nagios Availability Report Summary Third Quarter

Device Category (Time Up target)	Time Up (%)	Rating
Cameras (>97%)	96.44%	Poor
DMS (>98%)	98.72%	Fair
I-90 Gantry (>98%)	100.00%	Good
I-294 Gantry (>98%)	61.28%	Poor
Fiber MVDS (>93%)	95.33%	Good
Cellular MVDS (>93%)	77.87%	Poor
IP Relays (>97%)	95.18%	Poor
Plaza-IPDC 3X50 Switches (>99%)	99.46%	Fair
Roadside Switches (>99%)	94.97%	Poor
Overall Average	**92.92%**	**Poor**

(>XX%) = Illinois Tollway-Established Performance Goal for ITS Devices (Percentage Uptime)
Good = Within Illinois Tollway-Established Performance Goals for ITS Devices
Fair = Slightly Outside Illinois Tollway-Established Performance Goals for ITS Devices
Poor = Well Outside Illinois Tollway-Established Performance Goals for ITS Devices



I-294, Northbound, MP 36.80

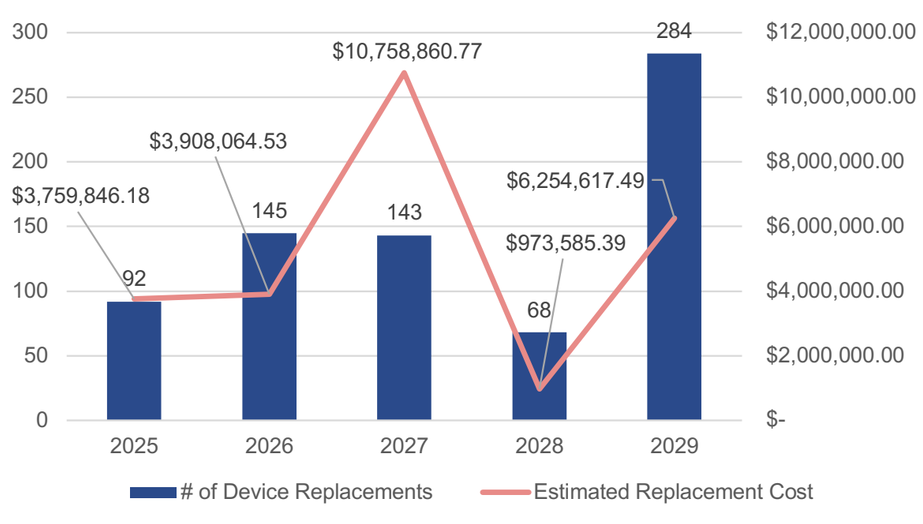
3.4.2.4 DEVICE REPLACEMENT OUTLOOK

ITS devices are typically replaced with respect to the following scenarios:

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

Devices that are deemed damaged are replaced by the Illinois Tollway's ITS Maintenance Vendor. In all other scenarios, devices are replaced under scheduled systemwide contracts. Below is a 5-year outlook displaying the number of devices that are due for replacement each year based on their service life and the estimated amount of funding needed to replace them regarding utilizing a systemwide contract.

Figure 3.4-15: Five Year ITS Device Replacement and Cost Outlook



Over the next five years, it is estimated that $5,131,000, per year, will be needed for device replacements. These replacements are based on the projected lifecycle of each device type. Most of the devices scheduled for replacement in the next five years are those with an estimated lifespan of 10 years. These devices typically cost less than $50,000 to replace. After 2027, replacement costs are expected to drop to less than $15,000, per device, as most of the ITS enclosures will have been upgraded to accommodate, resulting in an estimated $35,000 savings, per ITS site. The spike in costs in 2027 is due to the forecasted replacement of two VWIM systems (estimated at $800,000, per site) and a significant amount of roadside CCTV cameras and MVDS. In 2032 and 2033, the devices with an estimated lifespan of 15 years are scheduled to be replaced.

3.4.2.5 ITS RECOMMENDATIONS

Given the ever-changing infrastructure and the exposure of assets to the elements, annual inspections and continuous investment are necessary to ensure system operation is stable.

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

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

Detailed inspection and recommendation results for each ITS asset inspected in this cycle are detailed in the appendices of the 2024 ITS Annual Report. The ITS devices operating past their intended service lifecycle are recommended to be replaced within the next three years as part of a systemwide maintenance or ITS maintenance contract. All ITS assets operating beyond their lifespan should be inspected every year until they are replaced to allow the Illinois Tollway to monitor the deteriorating condition of those assets.

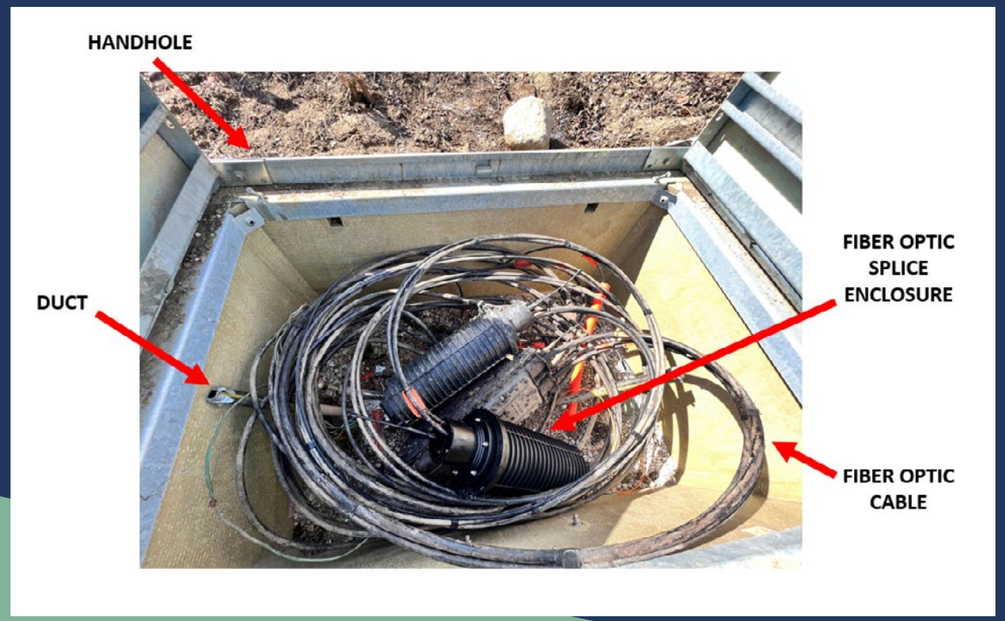
3.4.3 OPTICAL FIBER SYSTEM

The Illinois Tollway's communication backbone network is a high-capacity infrastructure that serves as the primary link for various operations, including toll collections, traffic and incident management, Illinois State Police, security and building access and general IT support services. This backbone network facilitates the exchange of information at various bandwidth speeds between these operations and the Central Administration building's network. This single mode optical fiber infrastructure spans the Illinois Tollway's entire right-of-way and will eventually include the I-490 Tollway when it is completed in 2027. Currently, the system consists of nearly 2,000 miles of duct and over 43,700 miles of Illinois Tollway-owned fiber optic cables, with strand counts ranging from 24 to 288. This optical fiber infrastructure is utilized by other entities, such as governmental agencies, educational institutions and private businesses, typically for a fee.

3.4.3.1 OPTICAL FIBER INVENTORY

In April of 1997, the Illinois Tollway issued its very first request for proposal (RFP) for the construction of a fiber optic system. In October of 1997, the contract was awarded, and the original system was completed in 2000. The Illinois Tollway's fiber optic infrastructure is made up of the following major components:

Figure 3.4-16 Fiber Handhole Elements



Fiber Optic Cable
There are two types of fiber optics: multimode (MM) and single mode (SM). Multimode fiber provides high bandwidth over short distances, while single mode fiber provides higher bandwidths over longer distances at faster speeds. The Illinois Tollway's optical fiber is primarily single mode, categorized into three types: Illinois Tollway, Condo and Third Party. Illinois Tollway cables are for the exclusive use of Illinois Tollway operations. Condo cables are shared cables, where a portion has been reserved for revenue generating purposes through the process of leasing and the other portion is used for Illinois Tollway operations. Third Party cables are privately owned, lease duct space from the Illinois Tollway and are managed by the Fiber Optic Maintenance Vendor.

Duct
Ducts are conduits that protect fiber optic cables in underground and structural installations. The Illinois Tollway uses ducts primarily to house owned fiber cables and revenue generating cables. Auxiliary ducts are leased to third party agencies to pull cable along the Illinois Tollway's right-of-way.

Handhole
Handholes are underground access points for fiber optic cables. They facilitate the installation of fiber optic cables through ducts. The Illinois Tollway categorizes handholes into two types. Slack coil handholes house excess cabling and splicing handholes house optical fiber splice closures.

Fiber Optic Splicing Enclosure
A fiber optic splicing enclosure provides space and protection for fiber optic cables spliced together. It connects and stores optical fibers safely inside a handhole.

The following table summarizes the associated cable strand counts with each roadway. Each roadway is broken into segments for better management of the system.

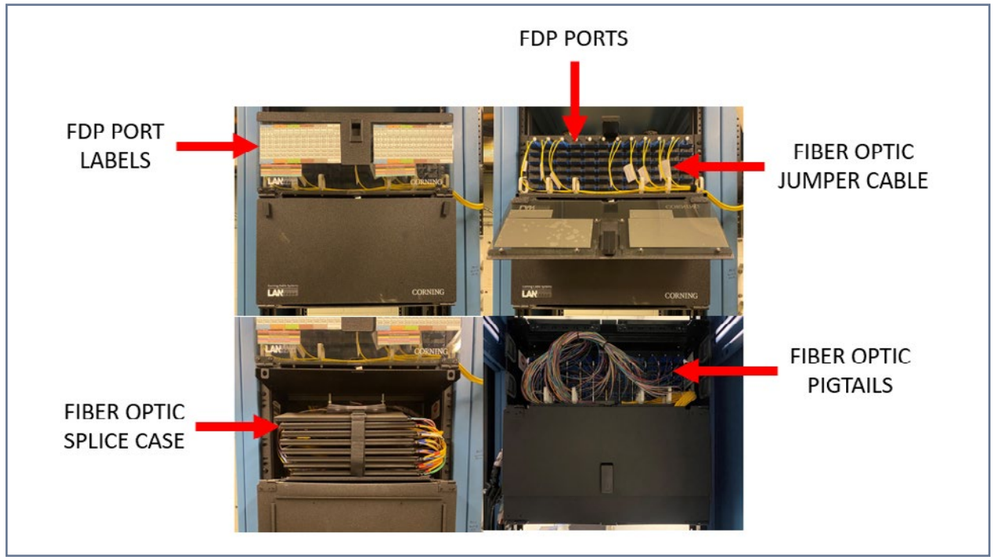
Figure 3.4-17: Illinois Tollway-Owned Fiber Inventory Overview

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

3.4.3.1 FIBER OPTIC CABLE CAPACITY AUDIT

The Illinois Tollway Consulting Engineer initiated its annual audit in January 2024, which lasted three months. The audit aimed to identify the capacity levels of the terminated fiber optic infrastructure between all node segments. These segments span between each plaza, maintenance yard, intermediate power distribution and communication (IPDC) building and wireless repeater sites.

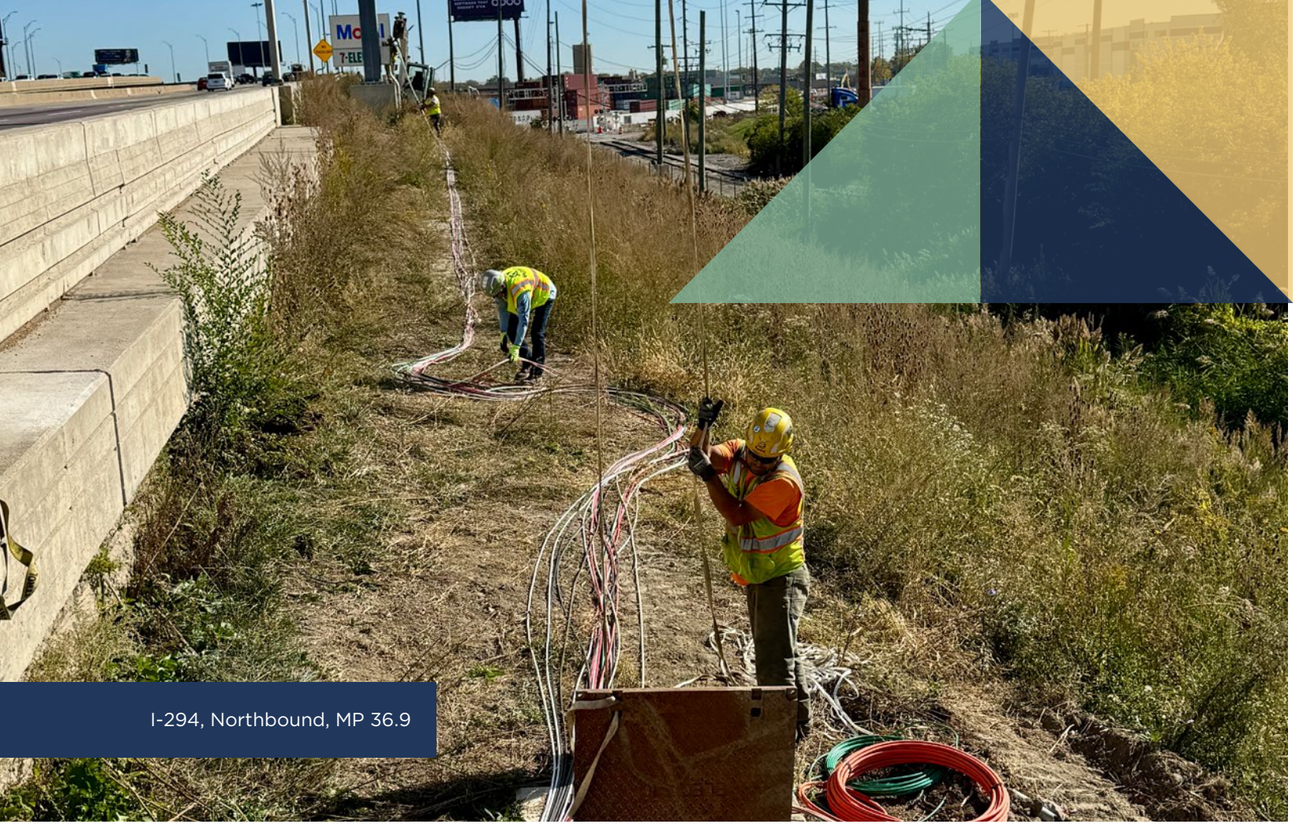
Figure 3.4.18 Fiber Panel Elements



The fiber capacity audit was conducted at all fiber distribution panels (FDP) connected to Illinois Tollway-owned backbone cables. The audit documented the number of used ports relative to the total number of installed ports. Usable ports were identified as pairs of open ports with corresponding open ports either upstream or downstream. Best practices for integrating a device onto the Illinois Tollway's network involve terminating it onto a pair of fiber optic with continuity between two node locations. This endures a primary and a redundant path for flow of data. The following rating system was utilized to measure the condition of Illinois Tollway-owned fiber optic backbone cable.

Figure 3.4-19 – Illinois Tollway Fiber Optic Capacity Ratings

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



I-294, Northbound, MP 36.9

3.4.3.2 FIBER OPTIC CABLE CAPACITY SUMMARY

As of 2024, 197 segments were identified where Illinois Tollway-owned fiber optic backbone is terminated between two nodes. 180 of those segments have a condition rating ranging from Excellent to Fair. The entire system was documented as being in Good condition with an average fiber optic cable utilization of 30.2%. Figures 3.4-17 and 3.4-18 below provide a summary of the audit results.

Figure 3.4-20: Average Fiber Optic Backbone Cable Capacity Level by Route

ROUTE	RATING	AVG. CABLE CAPACITY (%)
Tri-State Tollway (I-94)	Fair	61%
Reagan Memorial Tollway (I-88)	Fair	59%
Tri-State Tollway (I-294)	Fair	52%
Veterans Memorial Tollway (I-355)	Good	36%
Jane Addams Memorial Tollway (I-90)	Excellent	21%
Illinois Route 390 Tollway (IL 390)	Excellent	16%

Figure 3.4-21: Top Five Segments with High Fiber Backbone Strand Utilization

RANKING	ROUTE	NODE 1	NODE 2	CAPACITY	FIBER COUNT	NO. OF USABLE PORTS
1	I-88	Maintenance Facility M-8	Lisle Tower	96%	24	1
	I-88	Maintenance Facility M-11 (Plaza 67)	DeKalb Disaster Recovery Center (Old Plaza 66)	96%	24	1
2	I-88	Plaza 60 – Eola Road	Plaza 58 – Winfield Repeater	92%	24	2
	I-94	Lake Forest Oasis	Plaza 20 – Buckley Road	92%	24	2
	I-94	Lake Forest Oasis	Plaza 22 – Town Line Road	92%	24	2
	I-294	Plaza 36 – 82nd Street*	Plaza 34 – 75th Street*	92%	24	2
	I-355	Central Support (Central Shop)	Lisle Tower	92%	24	2
3	I-294	Plaza 35 – Cermak Road*	Western Springs Tower*	88%	24	3
	I-88	Maintenance Facility M-8	Plaza 58 – Winfield Repeater	88%	24	3
	I-88	Plaza 52 – Meyers Road	Plaza 51 – York Road	88%	24	3
4	I-88	Plaza 69 – Dixon	Maintenance Facility M-12	84%	24	4
	I-88	Plaza 56A – Highland Avenue	Lisle Tower	84%	24	4
	I-294	Plaza 29 – Touhy Avenue	Plaza 28 – Golf Road	84%	24	4
5	I-88	Maintenance Facility M-11	DeKalb Oasis	80%	24	5
	I-88	Plaza 69 – Dixon	Ashton Repeater	80%	24	5
	I-94	Deerfield Repeater (Plaza 25)	Plaza 26 – Lake-Cook Road	80%	24	5

*New fiber will be installed under the Central Tri-State Project.

I-294, Southbound, MP 26.6

3.4.3.3 OPTICAL FIBER HIGH UTILIZATION RECOMMENDATIONS

Segments with a high utilization of Illinois Tollway-owned fiber optic backbone should be evaluated to identify opportunities to free up fiber strands. Installation of new fiber optic cable should be strategically planned due to the associated construction costs. Below are some budget conscious remedies that could be considered and coordinated between Illinois Tollway IT and ITS, Illinois Tollway Consulting Engineer and the Fiber Optic Maintenance Vendor:

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

The data collected during the 2024 fiber capacity audit should be utilized for effective planning involving Illinois Tollway-owned fiber optic infrastructure. The collection of FDP port information can also aid in network forecasting. Due to the constant integration of network devices, the Illinois Tollway Consulting Engineer will continue to perform this audit annually as part of the yearly inspection of the system.

3.4.3.4 FUTURE SYSTEM ENHANCEMENTS

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

Fiber Distribution Panel QR Code Label

Current fiber distribution panels, that do not already have a QR code, will be labeled as part of the next phase in this project. Last year, most FDP panels were labeled with a QR code that is linked back to the Illinois Tollway's secure SharePoint network. Main FDP panels in the field have been retrofitted with QR codes, and only auxiliary FDP panels remain to be labeled. This innovation replaces standard fiber distribution panel labeling. Current panel labels were either missing or outdated due to field changes. This effort will update all static labels on the panels and provide a dynamic system. The QR code will grant users access to a robust platform of specific fiber information and allow for edits to be made in real-time that will keep the information up-to-date. This initiative is currently underway and will continue into 2025.

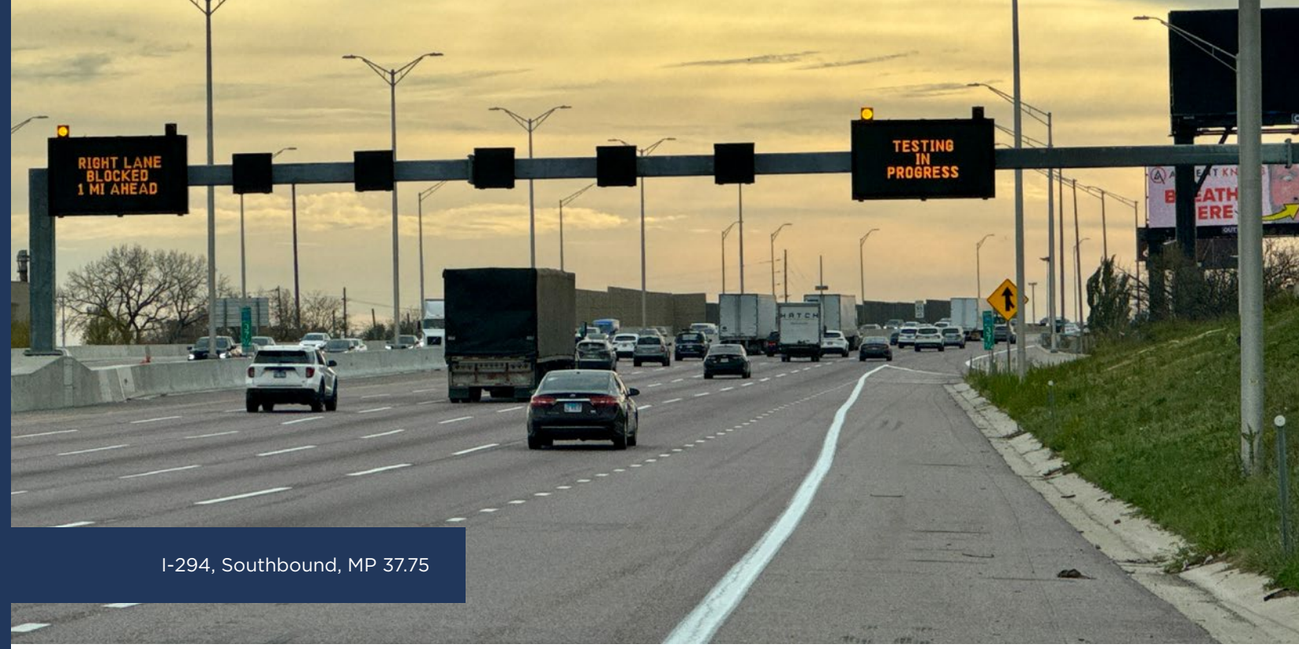
Optical Fiber Management Database
Instead of utilizing CAD drawings and spreadsheets to store fiber network and splicing information, the Illinois Tollway should transition toward utilizing an Optical Fiber Management (OFM) system. An OFM system will assist with the planning, design building, operations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

The Illinois Tollway's maintenance staff, program or system managers and outside contractors currently use OpenGov, a GIS-based asset management system to house conduit, handholes, fiber distribution panels and fiber cable attribute data. While OpenGov is efficient for general asset management, it lacks features for managing fiber optics at the strand level—features that other fiber-specialized management software offers.

Infrastructure Expansion – Network Redundancy
There are areas along the Illinois Tollway's system with redundancy challenges associated in the fiber optic network. A disruption in service due to a cut in an optical fiber cable could cause significant downtime for devices that assist with the safety of Illinois Tollway users and potential financial losses in the from the lack of toll collections. The following locations are prioritized for addressing redundancy challenges:

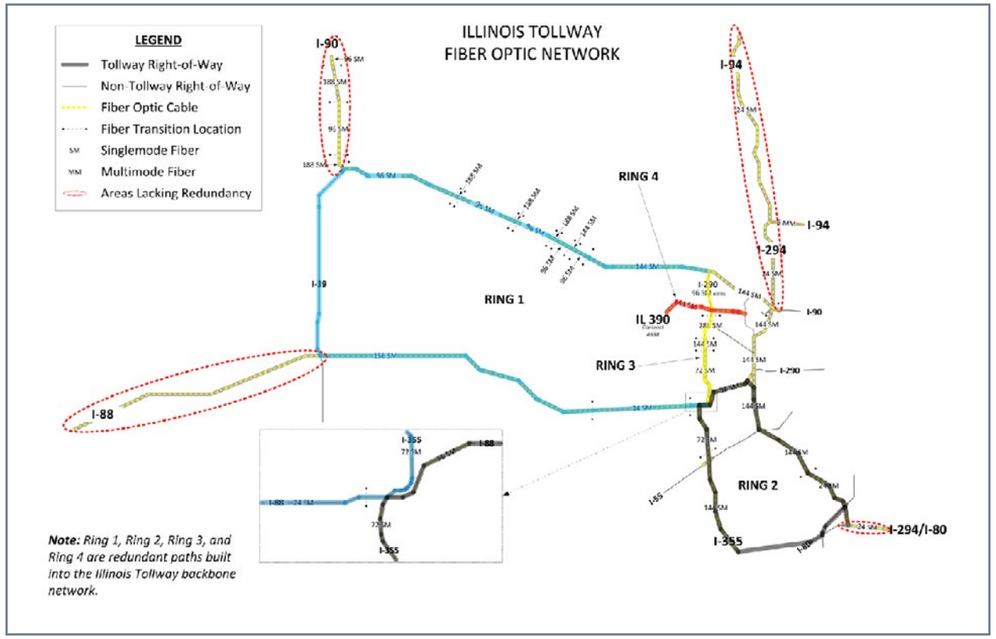
- Tri-State Tollway (I-294/I-94/I-94 Spur) from the Jane Addams Memorial Tollway (I-90) to IL 173
- Jane Addams Memorial Tollway (I-90) from I-39 to Rockton Road
- Reagan Memorial Tollway (I-88) from I-39 to US-30
- Tri-State Tollway (I-294) from I-80 to IL-394

I-294, Northbound, MP 29.0



I-294, Southbound, MP 37.75

Figure 3.4-22: Illinois Tollway Network Redundancy Overview



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

I-294, Southbound, MP 22.0

3.4.4 ROADWAY LIGHTING SYSTEM

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

As of 2024, there were over 14,000 light poles on the Illinois Tollway's system. Measured by centerline miles, 221.75 (75.4%) miles are fully illuminated, with 8.25 unlit miles (2.8%) on the Jane Addams Memorial Tollway (I-90) and 64 unlit miles (21.8%) on the Reagan Memorial Tollway (I-88).

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

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

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

Roadway LED Implementation
The Illinois Tollway has committed to being one of the safest and greenest agencies through the *Move Illinois* Capital Program. In keeping with its commitment, the Illinois Tollway implemented its plan to retrofit or replace existing high-pressure sodium (HPS) luminaires with newer, brighter and more energy-efficient LED luminaires and technology. The Illinois Tollway estimates that, by the end of 2024, LEDs will illuminate over 90% of its system.

As of 2024, LED lighting technology on the Illinois Tollway's system has been implemented along:

- Jane Addams Memorial Tollway (I-90) from milepost 17.9 to the eastern terminus
- Tri-State Tollway (I-94/I-294/I-80) from Bensenville Bridge to the northern terminus
- Tri-State Tollway (I-294/I-80) from southern terminus to the I-55 Stevenson Expressway
- Tri-State Tollway (I-94/I-294/I-80) at the Reagan Memorial Tollway (I-88)
- Illinois Route 390 Tollway (IL 390)
- Veterans Memorial Tollway (I-355)
- Reagan Memorial Tollway (I-88)

During 2024, LED lighting retrofit work progressed along the Central Tri-State Project, at the Deerfield Road underpass, and at the Veterans Memorial Tollway (I-355) to Reagan Memorial Tollway (I-88) underpass.

By the end of 2024, the remaining areas needing retrofitting include the following parking lots: M-11, M-12, Central Warehouse, Plaza 36, Plaza 39 and Plaza 99. Other locations include the Illinois Route 251 salt dome, M-2 flood lights and the Central Tri-State Project. The parking lot at the prior M-5 facility in Schaumburg will be addressed as part of demolition of the legacy facility in a contract scheduled to begin in 2025.

IL 390, Eastbound, MP 7.45

3.5 ENVIRONMENTAL AND DRAINAGE ASSETS

The Illinois Tollway's Environmental and Drainage Program coordinates regulatory compliance under the Clean Water Act (CWA). Environmental and drainage facilities, which include stormwater infrastructure (culverts, storm sewers, detention basins and stormwater treatment systems), drainage ditches, bioswales, embankment slopes and stormwater outfalls, are inspected to identify any required maintenance and potential water quality impacts. In 2024, these assets were generally rated Good to Excellent.

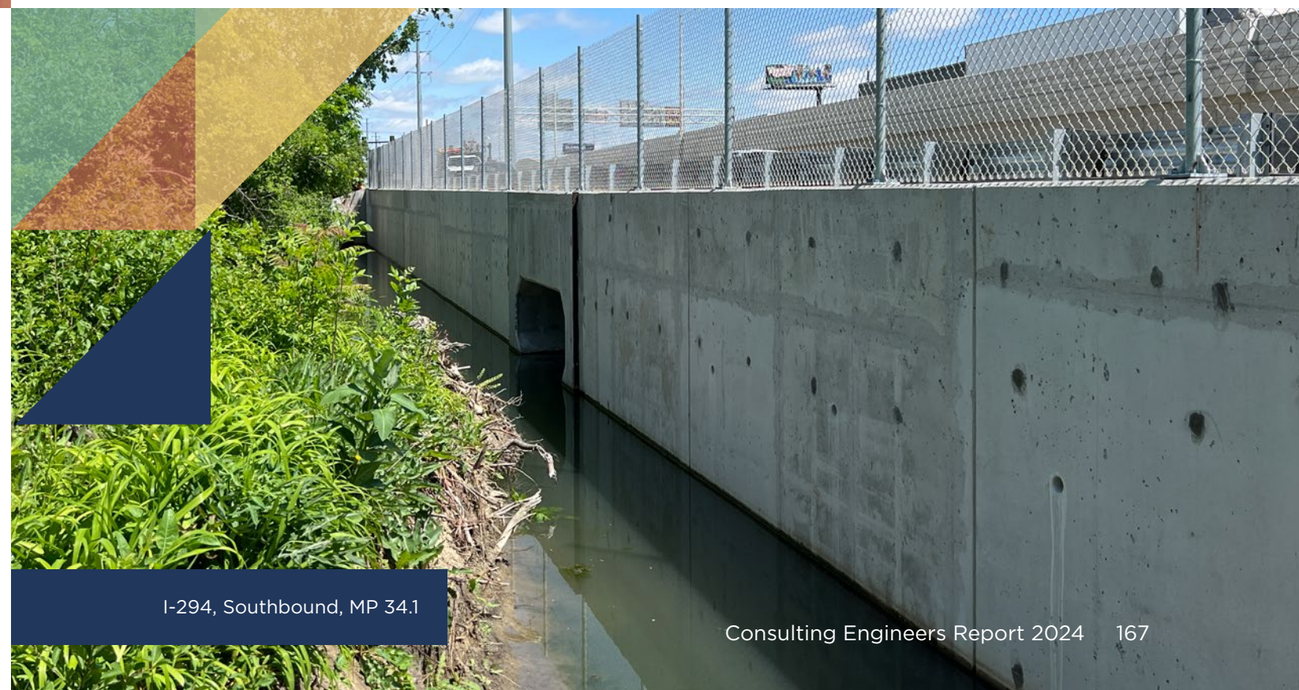
IL 390, Westbound, MP 10.8

3.5.1 CULVERTS AND STORM SEWERS

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

Closed drainage systems are typical throughout urban areas where curbs and gutters are used along the roadway to control pavement drainage. These systems typically consist of storm sewers installed under roadway pavement and shoulders that receive stormwater runoff via storm sewer catch basins. Only limited inspections can be performed on closed drainage systems due to access constraints. Therefore, it is recommended that systems be cleaned and televised to better determine their condition. The televising of closed drainage systems to identify areas of concern is programmed prior to the development of designs for roadway rehabilitation, so issues are addressed as part of programmed roadway construction. As of 2024, there are 26,229 storm sewers systemwide mapped in OpenGov.

Cross culverts are pipes or box structures with a diameter or span greater than 4 feet and less than 20 feet, that generally cross perpendicularly under the roadway, allowing water to continue flowing from one side of the roadway to the other. Culverts are inspected on a four-year cycle for functionality, physical damage, obstructions and conveyance. As of 2024, there are 272 culverts systemwide mapped in OpenGov.



I-294, Southbound, MP 34.1

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

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

Over time, most of the older CMPs have been replaced with reinforced concrete pipes as part of reconstruction or rehabilitation contracts. Currently, there are 609 CMP storm sewers and 13 CMP culverts systemwide. Existing CMPs, with a diameter of 3 feet or greater, that cross beneath the pavement were repaired and lined as part of two maintenance contracts completed in 2010. Although these contracts addressed many CMP concerns, smaller-diameter and some non-mainline-crossing CMPs still require repair or replacement as part of future projects.

I-90, Westbound, MP 41.54

3.5.2 DITCHES AND BIOSWALES

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

Bioswales are modified drainage ditches that are designed to improve water quality as well as habitat. This is achieved through filtration and infiltration of stormwater by utilizing engineered soils and native vegetation. Pollutants and roadway metals often accumulate in surface water runoff and are reduced through the use of bioswales. There are currently 433 bioswales systemwide. Inspections of these assets occur on a four-year cycle and focus on four overall categories: Structure, Function, Vegetation and Natural Resources. Bioswales throughout the Illinois Tollway's system are generally in Excellent condition.

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

3.5.3 DETENTION BASINS

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

Detention basins are subject to enhanced physical inspections. The Illinois Tollway's inspection program is designed to ensure that the detention basin assets and its components are functioning as intended. Inspections of these assets occur on a four-year cycle and focus on physical damage, erosion or unstable banks, sediment buildup, trash and debris, standing water, invasive plants, outlet blockage and overall functionality. Detention basins throughout the Illinois Tollway's system are generally in Good condition. As of 2024, there are 387 detention basins systemwide mapped in OpenGov.

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

I-90, Westbound, MP 65.0

3.5.4 STORMWATER TREATMENT SYSTEMS

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

These closed-system water quality treatment devices typically consist of cylindrical manholes or box-shaped structures equipped with hydrodynamic separators to keep and trap trash, debris, sediment and hydrocarbons separated from stormwater runoff. Stormwater treatment systems on the Illinois Tollway are designed to capture 80% of the net annual total suspended solids (TSS) based on a particle size of 50-microns for impaired and threatened waters listed in the Illinois Environmental Protection Agency's (EPA) CWA Section 303(d) and 110-125-microns for non-impaired streams.

As of 2024, there are **20 stormwater treatment systems** mapped systemwide in OpenGov.

Another 24 units are currently under construction on the Central Tri-State Project and the I-490 Tollways. The National Pollutant Discharge Elimination System (NPDES) and Municipal Separate Storm Sewer System (MS4) permit requires post-construction BMP monitoring.

The manufacturer's operation and maintenance instructions should be followed for the maintenance of stormwater treatment system facilities. At a minimum, inspections should be performed twice per year and annual maintenance is recommended to comply with Illinois EPA's requirement for maintenance of post-construction BMPs.

In addition, the Illinois Tollway is considering a monitoring program to determine the effectiveness of stormwater treatment systems. Water samples taken at the stormwater treatment systems will be tested to monitor metal, chloride and TSS levels.

I-88, Eastbound, MP 62.30

3.5.5 STORMWATER OUTFALLS

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

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

During 2024 drainage inspections, no illicit discharges were identified. A previous suspected illicit discharge along the west bank of the Fox River along the Jane Addams Memorial Tollway (I-90), westbound at milepost 55.7, was ruled out as an illicit discharge. During the 2024 inspection and previous inspections, a heavy rainbow sheen was detected and accompanied by an orange discoloration of the water in the Illinois Tollway's ditch and along the banks of a detention basin on a private commercial property in an industrial area. The sheen was presumed to be from a synthetic oil. In February 2024, the Illinois Tollway Environmental Unit contacted the City of Elgin, who stated that they have no previous reports of an illicit discharge in this area. The City of Elgin followed-up with an inspection that reported there was no sign of oil during their inspection and only very minor sheen in a couple spots along the ditch tributary to the outfall that could be residual or natural causes. No sheen was located on the detention basin.

Upon closer investigation, the rainbow sheen is most likely produced from the bacteria Leptothrix Discophora. This bacterium oxidizes dissolved iron and manganese. The orange discoloration is produced by the bacteria Ferrihydrite, which reduces iron. The groundwater in this area is understood to be rich in iron and is providing an environment for these bacteria to thrive. This outfall is located at a sensitive location and will continue to be inspected annually.

3.5.6 FLOOD MITIGATION

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

In 2024, two flooding locations were identified across the Illinois Tollway's system. Both locations lie along the Central Tri-State Project corridor and are programmed for remediation as part of ongoing reconstruction. Figure 3.5-1 details the flooding locations and their mitigation statuses.

Figure 3.5-1: Flooding Locations and Mitigation

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

3.6 SAFETY APPURTENANCES

The Illinois Tollway conducts safety appurtenance inspections on a four-year cycle, which includes positive protection devices, such as guardrails, 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 Illinois Tollway Maintenance Division for execution. The Illinois Tollway upholds high safety standards, including the policy indicating guardrail and terminal safety or damage resulting from vehicular incidents be addressed promptly. Specific repair activities identified during inspections are documented in the Annual Field Inspection Report prepared for each Maintenance Section. It is recommended that the Illinois Tollway Roadway Maintenance Division handles corrective repairs within its capabilities, while all other repair activities are suggested for inclusion in future contracts.

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

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

MASH represents an update to NCHRP Report 350, aimed at evaluating new safety hardware devices, primarily based on vehicle fleet changes. Any new or modified highway safety hardware in development as of the October 15, 2009, publication of MASH can still undergo testing using NCHRP Report 350 criteria. However, the Federal Highway Administration (FHWA) stopped accepting or reviewing requests for new or revised highway safety hardware tested using NCHRP 350 criteria after January 1, 2011. In the summer of 2015, the American Association of State Highway and Transportation Officials (AASHTO) established sunset dates for the use of NCHRP Report 350 devices in construction, requiring that new roadway safety products comply with the new MASH requirements.

I-88, Eastbound, MP 117.8

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

3.6.1 GUARDRAIL ASSETS

Guardrails are galvanized steel railings that protect vehicles from leaving the roadway, typically placed to shield an errant vehicle from colliding with obstacles on the roadside. Terminals are treatments at either end of the guardrail. There are currently 2,048 guardrail runs, with 3,944 terminals installed or under construction throughout the system.

Detailed inspections are performed on guardrails and terminals on a four-year cycle, in addition to drive-by inspections performed each year. In 2024, 262 guardrails and 520 terminals located in Illinois Tollway Maintenance Section four were inspected and found to be in Fair to Excellent condition. In addition to regularly scheduled inspections, new installations, as well as guardrails and terminals determined to be in Critical or Poor condition in the previous year's inspections, were re-inspected in 2024. There are approximately 263 guardrail and terminal repair tasks currently assigned to the Illinois Tollway Roadway Maintenance Division or a contract, all of which will be re-inspected in 2025.

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

I-94, Eastbound, MP 13.7

I-94, Eastbound, MP 4.9

3.6.2 ATTENUATOR ASSETS

Attenuators are safety devices intended to reduce the damage to structures, vehicles and motorists when a vehicle leaves the roadway. Attenuators are designed to absorb the energy of a colliding vehicle and safely redirect it. Currently, there are 594 attenuators installed or under construction throughout the system.

Detailed inspections are performed on attenuators on a four-year cycle, in addition to drive-by inspections performed each year. Attenuators located in Illinois Tollway Maintenance Section two were inspected in 2024. During the 2024 inspections, 111 attenuator assets were inspected and found to be in Fair to Excellent condition. In addition to regularly scheduled inspections, new installations and attenuators determined to be in Critical or Poor condition in the previous year's inspections were re-inspected in 2024. There are approximately 66 attenuator repair tasks currently throughout the system assigned to the Illinois Tollway Roadway Maintenance Division or a contract, all of which will be re-inspected in 2025.

3.6.3 CABLE MEDIAN BARRIER ASSETS

Cable median barriers consist of tensioned cables in grassy medians to minimize the occurrence of vehicles crossing into oncoming traffic. There are few federal standards for cable median barriers; however, all installations are inspected to ensure they meet current industry practices. The Illinois Tollway's cable median barriers are in Good to Excellent condition, as most were replaced or newly installed as of 2018. There are currently 284 cable median barriers installed throughout the system, located at the following sites:

I-294 to I-88, Northbound to Westbound, MP 29.8

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

Detailed inspections are performed on cable median barriers on a four-year cycle, in addition to drive-by inspections performed each year. Cable median barriers located in Illinois Tollway Maintenance Sections two, six, eight, 11, 12, 14 and 16 were inspected in 2024. During the 2024 inspections, 280 cable median barrier assets were inspected and found to be in Good to Excellent condition. There are approximately 19 cable median barrier repair tasks currently throughout the system assigned to the Illinois Tollway Roadway Maintenance Division or a contract, all of which will be re-inspected in 2025.

3.6.4 CONCRETE BARRIER ASSETS

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 concrete barriers are designed to separate lanes of opposing traffic and minimize vehicles crossing into oncoming traffic. The concrete barriers along the Illinois Tollway are typically in areas where opposing traffic is within a standard clear zone, requiring a stronger material than a cable median barrier to keep traffic on the correct side of the road. However, there are concrete barriers on the right-hand side of the road when guardrails do not provide adequate protection, typically at bridges.

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

The Illinois Tollway's concrete barriers are typically in Good to Excellent condition, with approximately 102 repair activities noted throughout the system. These activities are most commonly caused by traffic crashes, but there are locations with spalls and cracks due to weathered or aged barriers.

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

I-88, Westbound, MP 116.9

I-88, Westbound, MP 94.1

3.7 ROADWAY APPURTENANCES

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

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

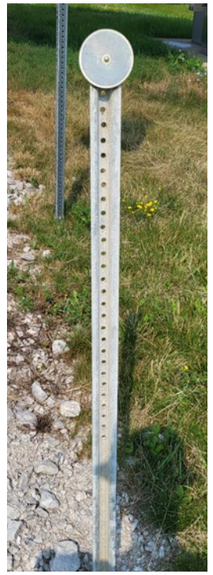
Figure 3.7-1: Roadway Appurtenances Inspection Rating Summary

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

3.7.1 DELINEATORS AND REFLECTORS

Delineators and reflectors are installed throughout the Illinois Tollway's system, typically affixed to guardrails, barrier walls or ground-mounted posts. These assets were generally (about 87.8% of the system) found to be in Good to Excellent condition. Damage to delineators and reflectors is typically caused by traffic incidents or snowplows. Inspections on these devices are safely conducted through a close review of high-definition camera footage, typically captured at the end of summer, as finding large quantities of missing or damaged reflectors is common during that time. The Illinois Tollway's Roadway Maintenance Division performs regularly scheduled maintenance on these items systemwide at least bi-annually, following the winter plowing season and the summer mowing season.

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



I-88, Westbound, MP 114.7

3.7.2 PAVEMENT MARKINGS

Pavement markings generally 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, which contains historical installation data and retro-reflectivity values. These values are updated as new information becomes available, typically through field measurement of reflectivity. Generally, pavement markings with less than 50% presence value or a retro-reflectivity value less than 125 mcd/m2/lux are considered for replacement, but visual inspection results and the age of markings are utilized by the Illinois Tollway to determine areas for inclusion in future contracts.

In 2024, 2,427 lane-miles of pavement markings were field-inspected, and the identified repair activities were communicated to the Illinois Tollway. Overall, lane markings were generally found to be in Fair condition, with 64% of mainline pavement markings and 71.2% of ramp markings meeting or exceeding the established marking thresholds. Approximately 191 repair activities are planned throughout the system. The Reagan Memorial Tollway (I-88) was undergoing pavement rehabilitation at the time of the 2024 survey. Pavement marking was refreshed at the conclusion of crack sealing and shoulder work.

I-294, Southbound, MP 38.5

Figure 3.7– 2 Pavement Marking Meeting or Exceeding Standards

ROUTE	MAINLINE MARKINGS	RAMP MARKINGS
Reagan Memorial Tollway (I-88)	13.2%	74.3%
Jane Addams Memorial Tollway (I-90)	75.4%	80.0%
Tri-State Tollway (I-294)	98.7%	80.0%
Tri-State Tollway (I-94)	83.2%	64.1%
Veterans Memorial Tollway (I-355)	70.3%	70.0%
Illinois Route 390 Tollway (IL 390)	100.0%	50.0%
System Overall	**64.0%**	**71.2%**

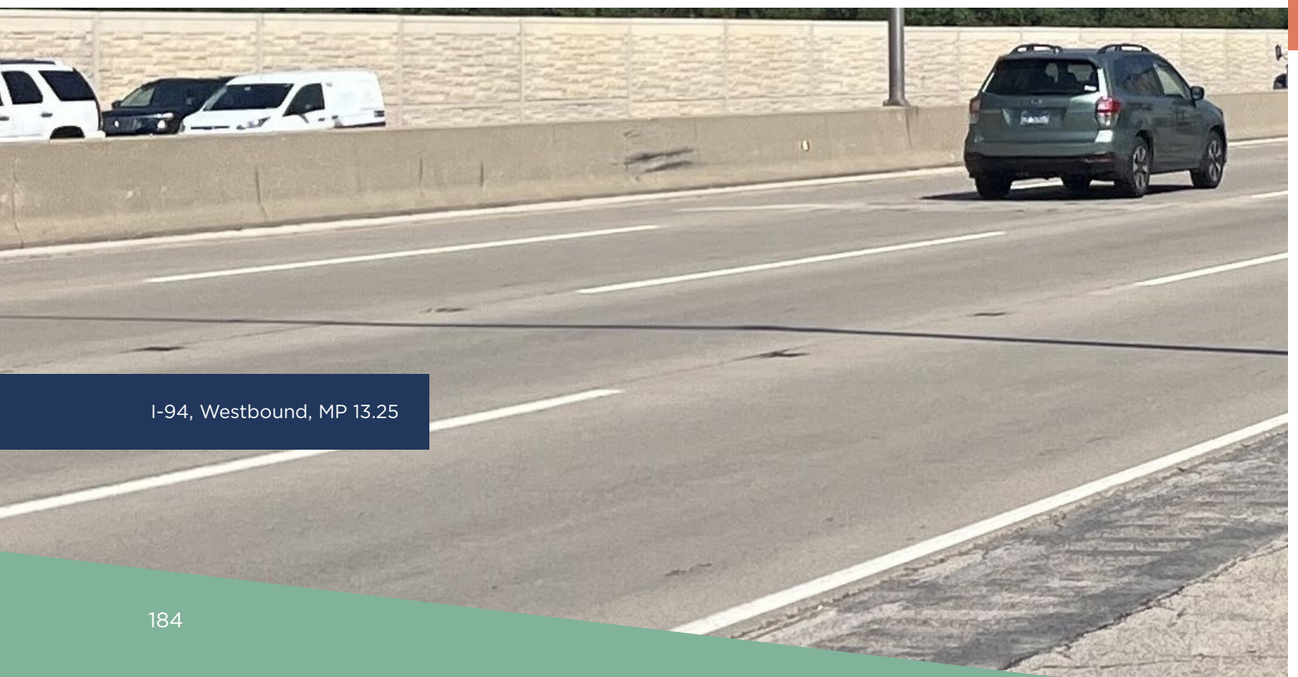
Typical repair activities included refreshing missing or damaged sections of pavement markings. Specific repair activities identified during the inspections are documented in the Annual Field Inspection Report prepared for each maintenance section.

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

3.7.3 RAISED PAVEMENT MARKINGS

Raised pavement markings are low-profile reflectors affixed to the pavement, typically used in conjunction with pavement markings to delineate lanes at night or in other conditions with reduced visibility. Areas with missing reflectors or castings are noted during inspections, which typically occur at the end of the winter season, when finding significant numbers of missing or damaged reflectors is common due to snow plowing. The Illinois Tollway conducts regularly scheduled maintenance on these items systemwide every three years within each Illinois Tollway maintenance section. This maintenance includes the replacement of damaged or missing reflectors and the removal of any damaged or loose castings. Due to these regularly scheduled inspections and maintenance activities, raised pavement markings throughout the Illinois Tollway's system are generally in Fair to Excellent condition (about 89.3%).

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



I-94, Westbound, MP 13.25

I-90, Westbound, MP 47.25

3.7.4 RIGHT-OF-WAY FENCE

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

ROW fence inspections are conducted by reviewing high-definition, 360-degree drone video footage. Based on the 2024 review, the Illinois Tollway's ROW fencing is generally in Good to Excellent condition systemwide, with approximately 125 ROW fence repair tasks planned throughout the system.

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

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

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

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

3.7.5 GROUND-MOUNTED TRAFFIC SIGNS

In 2024, there were 19,203 ground-mounted traffic signs throughout the Illinois Tollway's system. The ground-mounted signs are generally in Good to Excellent condition (approximately 99%). Traffic crashes, snowplows and exposure to ultraviolet radiation are the usual causes of damage to these signs. The Illinois Tollway's Sign Shop manages the repair or replacement of these signs when damage is reported. Currently, there are approximately 89 sign repairs planned or in progress throughout the system. In 2023, a supplemental inventory was completed to examine issues with peeling legends printed on certain signs. Repairs were conducted in 2024, but 40 signs are still pending replacement.

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

I-88, Eastbound, MP 94.1

I-355, Southbound, MP 22.5

3.7.6 CRASH INVESTIGATION SITES

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

In 2024, there were 84 crash investigation sites throughout the Illinois Tollway's system. The crash investigation sites are generally in Good to Excellent condition. Damage to crash investigation sites is recorded in the Annual Field Inspection Reports prepared for each Illinois Tollway maintenance section. The Illinois Tollway's Roadway Maintenance Division is recommended to perform corrective repairs within its capabilities. All repair activities beyond the Illinois Tollway's Roadway Maintenance Division's capabilities are recommended for inclusion in future contracts.

Of the 84 total crash investigation sites, approximately 70% of the sites are evenly distributed between opposing directions on either the Reagan Memorial Tollway (I-88) or the Jane Addams Memorial Tollway (I-90). The remaining 30% are divided between the Tri-State Tollway (I-294), the Illinois Route 390 Tollway (IL 390) and the Veterans Memorial Tollway (I-355). At the time of the investigation, the Tri-State Tollway (I-294) had eight crash investigation sites. As these crash investigation sites are typically located directly off the Illinois Tollway's mainline, 48% of these sites are required to meet acceleration standards. The remaining 52% of the sites are situated either within a plaza or within the required acceleration length of an interchange's exit or entrance ramp, making the acceleration calculation unnecessary. For all sites located directly off the mainline, the acceleration usability was found to be adequate.

The Tri-State Tollway (I-294) is currently undergoing reconstruction and widening as part of the *Move Illinois* Capital Program. One new crash investigation site is currently under construction as part of the Central Tri-State Project.

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

4.0

2024 ACCOMPLISHMENTS

In 2024, the Illinois Tollway continued striving to grow and expand its world-class transportation system for its customers. Progress was made in developing next-generation digital delivery methods, and milestones were reached in connecting the western suburbs via the new I-490 Tollway. The Illinois Tollway also invested in safety initiatives benefiting customers and employees alike. Additionally, efforts are ongoing to make the current construction program the greenest in agency history, while ensuing future operations are even more environmentally friendly.

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

4.1 INCREASING OPPORTUNITY FOR SMALL AND DIVERSE BUSINESSES

The Illinois Tollway's Diversity Program saw a year of opportunity and growth in 2024. Not only did they demonstrate marked improvement in their Partnering for Growth (P4G) and Technical Assistance Programs, but they also recognized progress in their Veteran-Owned Small Business Program and Small Business Initiative (SBI). These efforts continue to set the Illinois Tollway apart, which was aptly recognized when the Illinois Tollway Department of Diversity and Strategic Development won three prestigious awards from the Hispanic American Industry Association (HACIA), including:

- 2024 Agency of the Year
- 2024 Toll Excellence Awards
- Diversity, Equity and Inclusion Award

The **Partnering for Growth Program (P4G)** approved 15 professional service partnerships and four construction-related partnerships. Six partnerships were extended as part of the program, along with five firms going from protégé to prime during the course of the year. The Illinois Tollway also saw its second construction protégé to mentor partnership in 2024.

The **Technical Assistance Program** also thrived, generating more than 120 bids from new firms, while 115 firms also received assistance with their certification. As the year ended, 30 new firms signed up for the Technical Assistance Program for their chance to bid on Illinois Tollway work.

Small businesses make up a large portion of the Illinois Tollway's work, and in 2024, nearly 260 firms signed up for the **Small Business Initiative**. This initiative is designed to increase opportunities for small construction companies with gross revenues of $14 million or less annually to participate on Illinois Tollway construction contracts. Of those 260 firms, more than 75% are diverse or veteran-owned firms.

From its inception in 2021, nearly $80 million in contracts have been awarded through the Small Business Initiative.

I-294, Northbound, MP 30.8

Drone Training Workshop, Central Administration Building, MP 19.8

4.1.1 SMALL BUSINESS INITIATIVES

The Illinois Tollway Small Business Initiative (SBI) continued to offer the Rolling Owner-Controlled Insurance Program (ROCIP). ROCIP is offered to contractors who are enrolled in Illinois Tollway construction contracts under its SBI, and removes a potential barrier for small, diverse, minority and veteran-owned firms, as well as increases that pool of contractors looking to bid on Illinois Tollway projects.

To qualify, contractors must be registered as a Small Business Set-Aside vendor (i.e., have its CPO certification) with the Illinois Procurement Gateway and in the Illinois Tollway's Small Business Initiative, a program intended to increase opportunities for small construction companies to participate in the Illinois Tollway's construction contracts.

Since its inception 2021, nearly 70 contracts have been awarded through ROCIP and nearly $100 million in small business contracts have been covered by ROCIP.

In 2024, the program was renewed for $70 million dollars and a new insurance company was named, providing even more opportunities for small and diverse contractors to pursue Illinois Tollway work.

Key changes to the program were able to be negotiated due to the Illinois Tollway's excellent loss history and overall program success, including a reduction in premiums, a decrease in deductible (from $100,000 to $25,000), removal of the need for collateral and an update to the loss fund requirement. These changes allowed nearly $100 million to new contractors to benefit from the program, all of which were certified small, diverse, minority and/or veteran-owned firms.

4.1.2 EMERGING TECHNOLOGY PROGRAM

Through its Emerging Technology Program, the Illinois Tollway offers training on cutting-edge technologies that empowers small, diverse and veteran-owned firms to gain the necessary experience to pursue subcontracting opportunities. Sessions from the first two years of the program have included training on 3D grading technology (with the ASIP Local 150) and CCTV camera installation (with Axis Communications).

In 2024, the Illinois Tollway hosted the first ever Drone Training Workshop, where representatives from small contractors and consultants turned out to learn about FAA regulations, Illinois Tollway specifications and contract provisions, including allowances for purchasing drone equipment and software on select Small Business Initiative construction contracts.

The training demonstrated various ways drones can be used on construction and maintenance projects, including communication and collaboration, site surveying, project documentation, inspections, monitoring and safety management. In each of these applications, drone technology highlighted the benefits for contractors, including cost and time savings and improved safety, communications and collaboration. The Drone Training Workshop also offered guidance on how to get certified as a drone pilot. During these workshops, attendees not only learned about these drone applications through classroom-style training, but were provided real-time demonstrations of drones in action through live flight demonstrations and exhibitions.

As the Illinois Tollway continues to grow this program, it continues identifying opportunities to support small, diverse and veteran-owned firms through implementing future trainings and identifying areas to include these technologies in future contracts.

4.1.3 OUTREACH

The Illinois Tollway Department of Diversity and Strategic Development actively engages with diverse communities through various outreach and networking events, aiming to increase opportunities for small, diverse, minority and veteran-owned businesses.

IPDC HVAC Installation

In 2024, the department hosted or participated in over 120 events. This included virtual events through the Illinois Tollway's Building for Success webinar series, job fairs, professional services bulletin pre-proposal meetings and various networking events. The Illinois Tollway also offered various workshops related to its Emerging Technology Program (please see section 4.1.2 of this report for further training information).

One of the key outreach efforts is the Illinois Tollway's Building for Success webinar series. Each webinar is designed to help firms learn more about what is offered, including electrical work, towing and road services, contract compliance, IDOT statements of interest, job order contracting and more. In 2024, more than 750 people attended 14 webinars.

4.1.4 CONSTRUCTIONWORKS

The Illinois Tollway's ConstructionWorks Program provides comprehensive training, job placement and retention assistance for individuals seeking careers in the heavy highway and construction-related industry. Funded by the Illinois Tollway and administered by the Chicago Cook Workforce Partnership, the program connects a diverse pool of candidates with construction contractors, offering support services to help overcome employment barriers.

The Illinois Tollway's ConstructionWorks Program hosted five events throughout 2024, with the goal of preparing individuals (including minorities, women and veterans) for entry into union apprenticeships and training programs that lead to stable jobs and careers in the construction industry. ConstructionWorks participants are supported throughout the program with hands-on career coaching and guided through applications and union entry, as well as linked to hiring construction contractors.

In 2024, ConstructionWorks enrolled more than 286 participants, including more than 26 entering unions and nearly 72 entering careers in construction. Since launching the program in 2018, more than 1,400 participants have enrolled in the program, with nearly 500 participants gaining employment within the construction sector, including 80 participants working on Illinois Tollway construction contracts.

The program provides benefits beyond its candidates, benefiting contractors as well. For every hour worked by a ConstructionWorks-hired candidate on Illinois Tollway projects, contractors can receive a $15 cash reimbursement. The maximum limit for this reimbursement can be up to $100,000, depending on the contract. Contractors and subcontractors can also receive bid credits, which are virtual dollars that can be accumulated and used to lower their bids and increase their chances of winning future Illinois Tollway contracts. Bid credits are awarded by the type of construction worker, including operating engineers and structural steel workers at $0.75, skilled trades and fabrication at $0.65 and laborers at $0.55. First-time hires also earn an additional $5.00 bid credit bonus after 160 work hour.

I-490 over MWRD, Touhy Avenue Reservoir

4.2 CONSTRUCTION ADVANCEMENTS

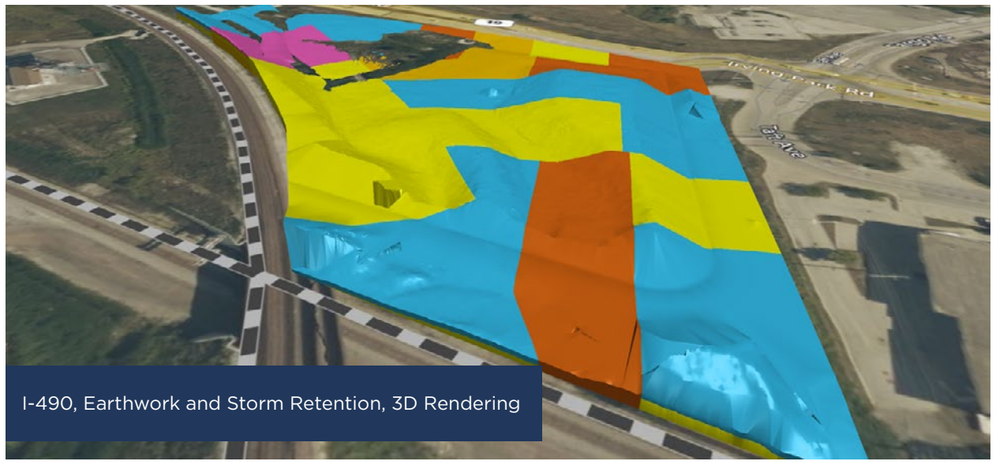
The Illinois Tollway saw advancements in the construction space of its programs, focusing on innovations, corridor construction and project delivery. These advancements spanned from major construction progress and improvements on both the Central Tri-State Project and I-490 Tollways (including openings and large interchange work) to developments in both its digital and alternative delivery methods and programs. Throughout the year, the Illinois Tollway made strides to advance its Digital Delivery program, setting goals, developing various tools and implementing best practices and engaging a wide range of partners through committee meetings, workshops, trainings and project opportunities to continue educating and involving industry staff on how the Illinois Tollway is advancing BIM and the use of its applications. The Illinois Tollway also continued the development of its Alternative Delivery Program, fine-tuning program requirements and procedures, as well as exploring future opportunities for use on its projects. As the Illinois Tollway progresses through major milestones on both construction of its projects and advancement of its programs, the agency continues setting the stage for major infrastructure projects, cutting-edge technologies and innovative project delivery.

4.2.1 DIGITAL DESIGN DELIVERY

The Illinois Tollway made strides in advancing its digital delivery efforts with BIM, which utilizes a shared, comprehensive digital representation to effectively plan, design, construct, operate, maintain and manage assets. This year, the Illinois Tollway focused on engaging industry to train them on these tools and gather its feedback on operability, as well as look at the future of BIM by identifying new design projects and setting goals for 2025 and beyond.

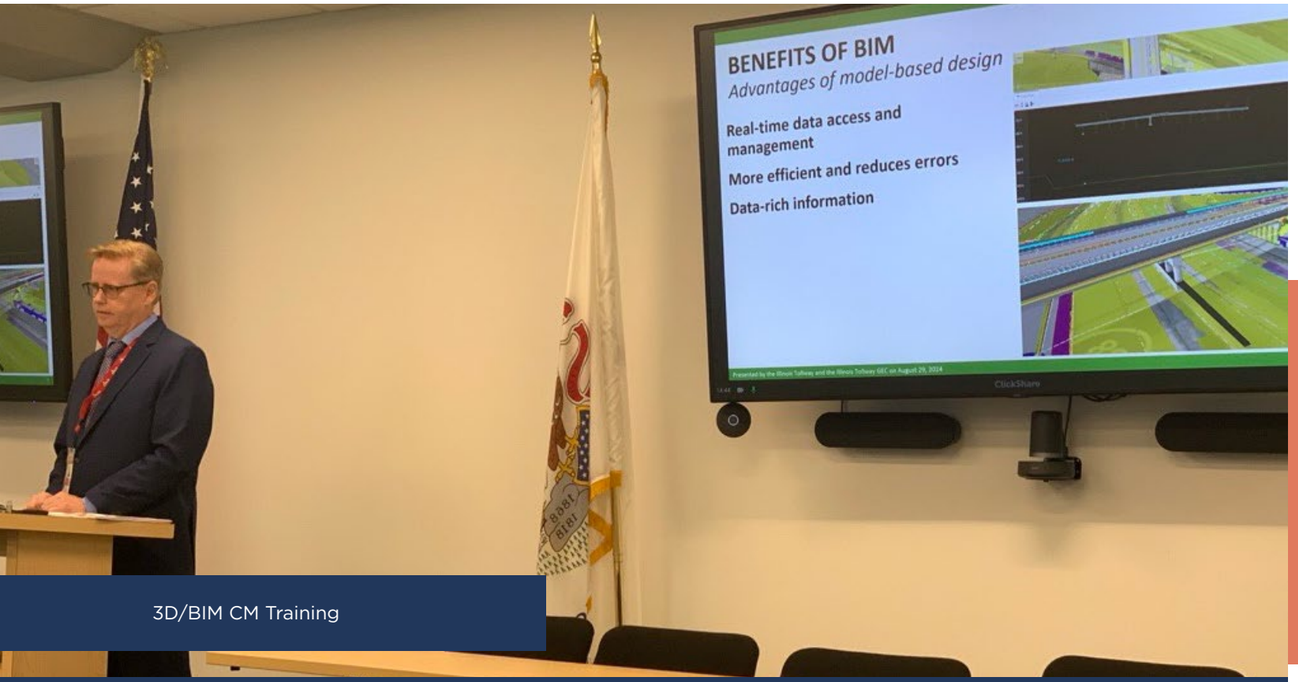
In collaboration with industry, the Illinois Tollway distributed a comprehensive survey to obtain the level of knowledge and the industry's comfortability in using 3D models, as well as obtain its feedback on the ways each industry discipline utilizes this technology. This feedback was evaluated and discussed through an industry-wide meeting that brought together designers, contractors, construction managers and agency members to collaborate on each discipline's use and how the technology can be molded to fit each group's needs.

The Illinois Tollway additionally held various trainings on the use of 3D/BIM technology, including a training tailored towards construction managers using this technology on projects in the field. This in-class training educated construction managers on the use of this technology, as well as discussed how the Illinois Tollway is progressing its 3D/BIM program and continuing to implement its use on future contracts. The Illinois Tollway also highlighted its 3D/BIM program and features at some of its Emerging Technology workshops (see section 4.1.2 Emerging Technology Program for more details). The engagement, training and program development that occurred throughout the year has allowed the Illinois Tollway to continue shaping future goals. With these goals being set, the Illinois Tollway can evaluate future trainings and engagement opportunities to continue



I-490, Earthwork and Storm Retention, 3D Rendering

elevating industry members to use these on future Illinois Tollway projects.
As the Illinois Tollway progresses its 3D/BIM program, the agency continues to be in lockstep with IDOT throughout its own 3D/BIM program progression. One of the major developments that occurred through this collaboration was the development of a single workspace. This single workspace, housed on IDOT's website, allows for Illinois Tollway and IDOT files and program elements to be accessed and coordinated in a single location. The Illinois Tollway also made the transition to evaluate all new design projects via Model as a Legal Document (MALD). This transition uses a Level of Development (LOD) table to define the model's development category and to assist with the scoping of projects and setting measurable expectations for the agency's design milestone reviews. As the Illinois Tollway progresses its 3D/BIM program, future projects will continue being evaluated via MALD using the LOD table. Future progression of the program occurred this year as well, with the Illinois Tollway advertising additional pilot projects. These pilot projects included work at the Elmhurst quarry, Taft Avenue pond, Touhy Avenue and the Jane Addams Memorial Tollway (I-90) at Arlington Heights Road.



3D/BIM CM Training

As the Illinois Tollway looks ahead, 3D/BIM represents a significant advancement in engineering technology, efficiently creating and executing a complete, high-quality digital footprint from design through construction.

IL 390, Eastbound, MP 9.5

4.2.2 ALTERNATIVE DELIVERY

As the Illinois Tollway continued to progress its Alternative Delivery Program, 2024 was another pivotal year. The Illinois Tollway kicked off the remaining two delivery methods, Construction Manager/General Contractor (CM/GC) and Progressive Design-Build (PDB). This included in-person and virtual meetings with Illinois Tollway departments to inform them of each delivery methods' inclusion in the Innovations for Transportation Infrastructure Act (SB 2981), procurement processes, delivery elements, key considerations and project examples. As these delivery methods progress, the Illinois Tollway will continue driving each forward by developing program template documents, coordinating potential future opportunities and working to refine each method to be used in the best way to benefit the Illinois Tollway and its stakeholders.

Along with the rollout of the remaining CM/GC and PDB methods, the Illinois Tollway continued structuring its program through the development of manuals and coordination of various trainings. In relation to manual development, the Illinois Tollway began developing an Alternative Delivery Manual, as well as a Procurement Manual. The Alternative Delivery Manual outlines and details the requirements and processes for implementing these types of projects for both internal and external parties, while the Procurement Manual is an internal-facing document that outlines procurement processes and procedures for use by the Illinois Tollway. Beyond manuals, the Illinois Tollway went through various trainings to educate its staff on elements, processes, procedures and requirements related to the different delivery methods' procurements. These trainings continue to position the Illinois Tollway and its staff to best implement these delivery methods across the agency and its projects.

For Design-Build, the Illinois Tollway continued molding its project template documents, refining requirements and processes. Furthermore, the Illinois Tollway launched a procurement process for a potential pilot project. This included developing project-specific procurement documents, engaging industry partners, disadvantaged business enterprises (DBE), construction managers, designers, etc. through various workshops and working through the procurement steps, as required by the legislation. As the year comes to a completion, the Illinois Tollway will continue working through next steps for this pilot and future opportunities with Design-Build.

I-294, Southbound, MP 38.7

4.2.3 CENTRAL TRI-STATE PROJECT PROGRESS: OPENING OF FIVE LANES AND ACTIVATION OF SMARTROAD TECHNOLOGY

The $4 billion Central Tri-State 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 the more than 220,000 vehicles that use the Central Tri-State Project daily.

Once complete, the project will provide:

- Five lanes in each direction between the O'Hare oasis and Wolf Road
- Six southbound lanes and five northbound lanes between St. Charles Road and Wolf Road
- Five lanes in each direction between I-55 and 75th Street
- Five lanes in each direction between La Grange Road and 95th Street
- An active traffic management system including a flex lane and 80 high-tech gantries, 144 sensors, 83 cameras and 541 lane control signs

In 2024, five lanes opened southbound from Irving Park Road to North Avenue. This follows the fall 2023 opening of five lanes northbound and southbound from 95th Street to the I-55 interchange over the reconstructed Mile Long Bridge. Work continues to reconfigure the I-290/I-88/I-294 and Ogden Avenue interchanges. Along the Central Tri-State Project, construction continues from the I-55 to North Avenue and from North Avenue to Wolf Road northbound. New ramps are under construction at the Archer Avenue, Cork Avenue and County Line Road interchanges to unlock new access and relieve congestion in the area.

Following the opening of the of the new fifth lane for southbound traffic, the Illinois Tollway activated its latest SmartRoad between Wolf Road and Balmoral Avenue. This infrastructure and technology enables the Illinois Tollway to communicate with drivers in real-time to provide traffic incident information, lane closures, traffic pattern changes and travel times. The newly activated 14 over-the-road SmartRoad gantries provide real-time information to drivers on message boards specific to each lane of traffic, including the nature and status of traffic incidents, advisory speeds, real-time lane closure notifications and traffic pattern changes. This technology enables the Illinois Tollway to activate the flex lane on the inside shoulder to direct traffic around an incident to keep traffic flowing. The signs are activated with the help of wireless traffic sensors, a high-definition roadway camera system and weather stations that provide hyper-local pavement and weather conditions.

Drivers on the Illinois Tollway may be familiar with this technology. The Jane Addams Memorial Tollway (I-90) SmartRoad between the Central Tri-State Project and Barrington Road opened in 2017. When the Central Tri-State Project is complete, the Central Tri-State Project SmartRoad will stretch from 95th Street to Balmoral Avenue.

I-294, Southbound, MP 35.5

4.2.4 I-490 TOLLWAY INTERCHANGES TAKE SHAPE

Three new interchanges are taking shape along the planned I-490 Tollway. The new $3.4 billion I-490 Tollway, coupled with the Illinois Route 390 Tollway, will provide a north-south route around the western border of O'Hare International Airport, connecting businesses and communities with one of the nation's busiest airport, transit facilities, major freight transportation hubs, distribution centers and multiple interstate highways.

North Terminus: Jane Addams Memorial Tollway (I-90) and I-490 Tollway At the northern terminus, where Jane Addams Memorial Tollway (I-90) meets the I-490 Tollway, the construction of four interchange-to-interchange ramps is complete. These ramps are now connected via bridges that span the Metropolitan Water Reclamation District (MWRD) Touhy Avenue Reservoir, effectively linking the Jane Addams Memorial Tollway (I-90) with Touhy Avenue.

Illinois Route 390 Tollway (IL 390)/York Road and I-490 Tollway In the vicinity of Illinois Route 390 Tollway (IL 390) and York Road, eight ramps have been constructed to the east of York Road. Construction will continue in 2025 on six of those ramps over York Road towards the proposed I-490 Tollway mainline pavement.

South Terminus: Tri-State Tollway (I-294) and I-490 Tollway At the southern terminus, where the Tri-State Tollway (I-294) intersects with the I-490 Tollway, the construction of two flyover bridges continued in 2024 with the completion of both bridge decks.

Mainline Pavement and Additional Interchanges The first section of mainline pavement was poured between the Illinois Route 390 Tollway (IL 390) and Irving Park Road, beneath two new O'Hare International Airport approach lighting (ALSF) bridges. The design and construction of additional mainline pavement and interchanges at Franklin Avenue, Irving Park Road and Touhy Avenue are ongoing, with the goal of completing the project by 2027.

I-490 / I-90 Interchange Project

4.3 SAFETY ENHANCEMENTS

The Illinois Tollway is a continuous leader in roadway safety, not only for employees, but also championing statewide public safety awareness efforts. These innovative programs include the construction of a state-of-the-art dispatch and traffic operations center, taking proactive measures to minimize wrong-way driving, a paperless work management system, a new fleet of roadside emergency patrol vehicles and new technologies to improve safety for workers and motorists.

4.3.1 TRAFFIC OPERATIONS AND DISPATCH CENTER IMPROVEMENTS

The Illinois Tollway Traffic Operations Center (TOC) monitors traffic, weather conditions and incidents using nearly 1,000 closed-circuit cameras and 400 remote sensors to gather details about congestion, incidents, road work and lane closures. This information is communicated to incident responders, customers, media and Illinois Tollway staff to facilitate quick responses and clear incidents from live lanes through various communication channels.

The Dispatch Center manages over 215,000 incidents annually, monitoring alarms, answering motorist calls (including *999 motorist assistance) and operating an integrated notification system. It handles all radio communication with Illinois Tollway Roadway Maintenance and Traffic Operations Center, and coordinates with fire departments, tow companies, and other emergency responders. Dispatchers send Highway Emergency Lane Patrol trucks, Roadway Maintenance or other responders to address issues like disabled vehicles, debris, potholes, motorist assistance requests, non-injury crashes, flat tires and lost drivers.

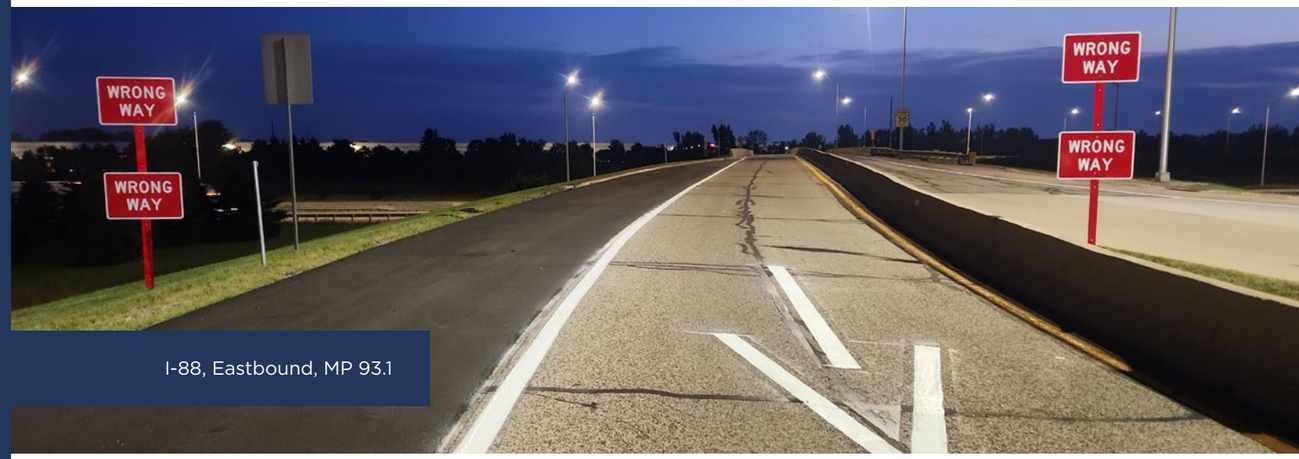
To meet the growing demands of these operations, a yearlong renovation at the Central Administration building in Downers Grove updated both facilities with state-of-the-art technology, enhancing safety for everyone using the system. The renovation included additional workstations, a larger video wall and more support space to accommodate the expanding needs of the TOC and Dispatch Center units.

4.3.2 WRONG-WAY PREVENTION AND DETECTION PILOT PROGRAM

The Illinois Tollway is committed to ensuring customer safety by implementing both cutting-edge and innovative technologies.

In 2022, the Illinois Tollway launched its Wrong-Way Driver Pilot Program, a multi-year initiative utilizing technology, active signage and effective pavement markings. This program emerged from a committee, tasked with identifying, researching and piloting these new technologies to decrease the number of incidents, injuries and fatalities.

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



I-88, Eastbound, MP 93.1

During 2024, the Illinois Tollway focused its attention on the implementation of the first and second phases, which included the following actions:

- A contract for the design and construction of enhanced pavement markings at 108 ramps
- Implementation of the additional signage and enhanced pavement marking requirements in construction contracts
- Coordination for the deployment of wrong-way camera and detection technology for advanced notification
- Coordination for the design and deployment of auto detected illuminated wrong-way signage on the Reagan Memorial Tollway (I-88)

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

Past technology and tools piloted include:

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

4.3.3 NEW MAINTENANCE MANAGEMENT SYSTEM AND PAPERLESS WORK ORDER TRANSITION

The Illinois Tollway completed a two-year transition from its legacy work management system to a paperless, web-based system. This new system, built on the OpenGov / Cartegraph Asset Management (OpenGov) platform, which has a long history in the Illinois Tollway Engineering Department, now integrates maintenance management and asset management processes into a single platform.

Up to 400 users in the Illinois Tollway Engineering, Facilities and Fleet Departments now get assignments and track their work using mobile devices or workstations at their facilities. The work management system tracks labor, material and equipment usage and is fully integrated with the Illinois Tollway's financial and ERP systems. Staff in Illinois Tollway Facilities, Fleet, Roadway Maintenance, Roadway Electric, Mobile Shop, Carpenter Shop, Sign Shop, Warehouse and Risk (Finance) now have access to real-time asset and maintenance history, enabling them to respond swiftly to any issues that arise.

The system was designed with a forward-thinking approach, enabling data-driven decisions based on newly available spatial patterns and trends. Spatial analysis will allow for more precise planning and quicker responses to potential safety hazards. For instance, if a specific location exhibits a higher incidence of maintenance issues, the system can flag this area for more frequent inspections or preemptive repairs, thereby reducing the risk of accidents.

The transition was a collaborative effort involving the Illinois Tollway IT department, management and end users in Illinois Tollway Engineering, Facilities and Fleet departments, and the General Engineering Consultant. This 20-month process included gathering system requirements, system design, progressive testing, report building, documentation and training with stakeholders from across the Illinois Tollway.

Key features of the system include:

- **Fleet Management:** A comprehensive fleet system with equipment inventory integration with the agency's fixed asset system. It includes up-to-date fuel history, repair history, preventative maintenance plans, and risk assessment to optimize fleet replacement timing and size
- **Roadway Maintenance:** Hour-by-hour snow and ice reporting and metrics for every maintenance yard to meet seasonal needs and a process to track Highway Emergency Lane Patrol (H.E.L.P.) truck and motorist aid logs to streamline incident management documentation
- **Sign Shop:** A process to assist with planning sign fabrication—from request or contract, to design and cutting in the sign shop computer room, to fabrication on the shop floor, installation by contractors or internal crews and sign inventory updates
- **Mobile Shop:** A process to assist with vehicle radio installations and changes. Incorporates multi-stage process where hours, equipment and parts are tracked, distinguishing labor responsible for each edition
- **Roadway Electric:** A process to track work accomplished, down to the pole and luminaire, in order to more efficiently track issues related to the LED upgrades deployed in the *Move Illinois* Capital Program

This buildout complements the existing work management system for the Illinois Tollway's ITS maintenance and the comprehensive asset management system deployed by the Illinois Tollway's Engineering Department. The latter maintains a database of over 100 asset classes, from bridges to toll enforcement cameras, tracking repair history, inspections, predictive failures, replacement costs and preventative maintenance and rehabilitation plans.

By transitioning to this new system, the Illinois Tollway enhances safety through more efficient and accurate tracking of maintenance activities, ensuring timely repairs and maintenance and reducing the risk of incidents.

Refreshed H.E.L.P. Truck Fleet, M-5 Maintenance Yard, I-90, MP 64.75

4.3.4 ILLINOIS TOLLWAY H.E.L.P. TRUCK ENHANCEMENTS

The Illinois Tollway's Highway Emergency Lane Patrol (H.E.L.P.) trucks provide roadway assistance to customers in need. The trucks patrol the Illinois Tollway system from 5 a.m. until 8 p.m. Monday through Friday, and typically respond to a call within 15 minutes. H.E.L.P. trucks often serve as first responders to crash scenes and assist Illinois Tollway customers with everyday tasks, such as changing flat tires or adding fuel to disabled vehicles. This year alone, H.E.L.P. trucks assisted more than 29,000 drivers.

In 2024, all 12 trucks were replaced with new models featuring enhanced lighting, brighter paint and an automated message board system that can be updated with a tap of a screen. The improved lighting allows for better illumination of incident scenes, while the digital message boards enable operators to quickly post alerts to divert drivers away from crashes, debris and other roadway hazards. These messages prompt drivers to slow down and change lanes, all without the operator having pull over.

The new trucks are also equipped with heavy-duty front bumpers with a "lane blade" for a safer, quicker and more efficient way to clear debris. This retractable device functions like a snowplow, allowing the operators to clear debris from the roadway without leaving the vehicle. Cameras are positioned to monitor the cleanup progress.

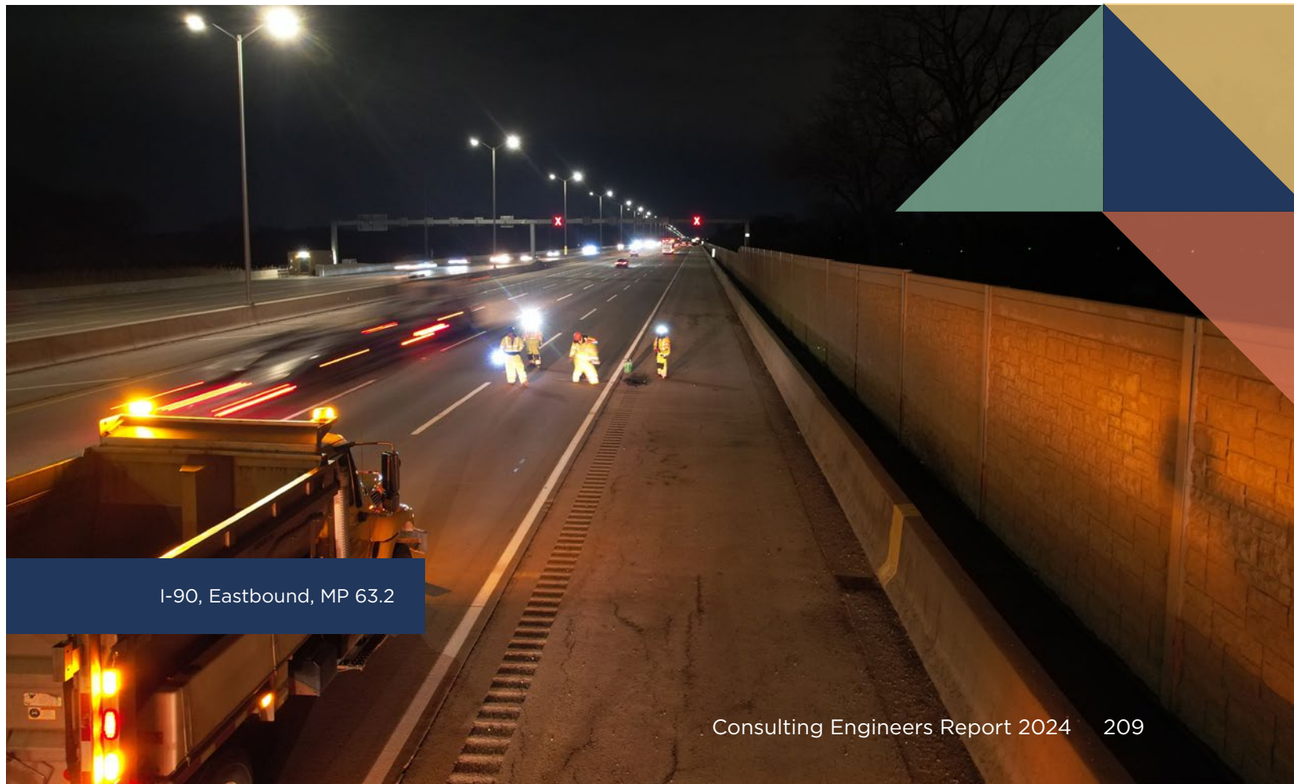
These upgrades were made possible through a 2023 partnership with GEICO, which provided the support needed to enhance this unique service and promote roadway safety.

4.3.5 LED SMART FLARE DEPLOYMENT AND ROADSIDE WORKER VISIBILITY PILOTS

The Illinois Tollway is committed to enhancing road safety for both maintenance workers and customers. As part of this ongoing commitment, several technologies to increase the visibility of workers on the road were evaluated.

Following a successful pilot in 2023, Pi-Lit's Smart Sequential Road flares were deployed at all 12 maintenance yards. Studies have shown that roadside flares reduce the speed of passing vehicles and increase the lateral distance at which they pass, benefiting motorists, disabled vehicles and workers on the road. These light-emitting diode (LED) safety flares offer several advantages over traditional safety flares, including a longer lifespan, reusability, increased visibility and additional lighting patterns that enhance guidance and safety. They can be controlled remotely from the cab of a truck and are connected to the Traffic Operations Center, which is immediately notified when they are deployed, allowing notifications to be sent to online navigation software.

Additionally, three new technologies were tested to improve the visibility of workers on the road. The first was a wearable LED beacon called the Guardian Angel. The second was a hard-hat-mounted LED light with a rearward-facing brake light called the Halo SL. The final technology was an illuminated safety vest. Based on the outcomes of these pilots, these technologies will be evaluated for deployment on the system in the coming year.



I-90, Eastbound, MP 63.2

4.4 ENVIRONMENTAL INITIATIVES

The Illinois Tollway is committed to environmental protection and sustainability. This dedication is evident through a variety of innovative projects aimed at reducing its carbon footprint and promoting green practices.

In 2024, the Illinois Tollway continued its environmental research and revision of the Federal Highway Administration's (FHWA) Infrastructure Voluntary Evaluation Sustainability Tool (INVEST) Program Scorecard to further enhance its operations by reducing its environmental impact. On the Tri-State Tollway (I-294), the Illinois Tollway implemented recycling practices to reduce waste and promote reuse during the corridor's reconstruction. On the Reagan Memorial Tollway (I-88), shoulder rejuvenators were utilized to extend the life of the pavement.

At the new Plaza 41 Customer Service Center, the introduction of EV charging stations, shore power and a solar farm, alongside ongoing fleet electronification initiatives demonstrate the Illinois Tollway's commitment to reducing emissions and exploring alternative energy sources. Additionally, the Illinois Tollway's efforts were recognized by the Illinois American Society of Civil Engineers (ASCE) with the Illinois Sustainability in Civil Engineering Achievement Award for the Systemwide on LED Lighting Program.

Through these projects, the Illinois Tollway is not only reducing its carbon footprint, but also setting a standard for environmental responsibility in infrastructure development.

4.4.1 ENVIRONMENTAL RESEARCH

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

Biochar is a type of pure carbon charcoal that is produced from super-heating or cooking plant matter and is primarily used as a soil enhancer in the agricultural industry. Many studies have demonstrated its usefulness in pollutant capture as well, due to its high surface area and cation exchange potential. In 2022, the University of Illinois and Loyola University teamed up to begin a new research project. The team provided a literature review of the previously conducted research, performed a field study and analyzed water chemistry to determine biochar's potential for capturing roadway pollutants in stormwater within a sample set of the Illinois Tollway's bioswales. Through this partnership, the team aimed to enhance the pollutant-capturing ability and thereby lengthen the life of the environmentally beneficial engineered drainage features. The hypothesis was that biochar may enhance plant growth, which would result in plants having an increased ability to hold heavy metals and chlorides.

Pre-treatment soil and vegetation samples were collected in fall of 2022. In 2023, field work for the new study commenced. Sensors were placed in the bioswales to record water depth and conductivity data. Biochar was added at the end of each experimental block (located just upstream of the water control structure). Initial findings indicate that biochar enhanced Typha spp (cattail) growth, but an undesired side effect of this was a decrease in plant species diversity. The findings also suggest that heavy metal retention was not significantly influenced by biochar application, nor annual harvest treatments. However, current sampling data indicated that the use of biochar increased the holding capacity of chloride in the soil. While sampling for 2024 is not yet complete, the findings about soil chloride uptake are significant and could provide future opportunities for enhanced Illinois Tollway environmental practices. The project has been extended through March 2025, when the final conclusions and report will be submitted.

I-88, Westbound, MP 76.0

Environmental Research - Application of Biochar

4.4.2 INVEST PROGRAM UPDATE

Since 2013, the Illinois Tollway has evaluated the agency's sustainability with FHWA's INVEST.

This self-evaluation tool is focused on "above and beyond" efforts in 419 different criteria in three modules that cover the full life cycle of transportation services: System Planning, Project Development and Operations and Maintenance.

Each criterion in INVEST contributes to sustainability by benefiting different combinations of the triple bottom line principles: Social, Environmental and Economic. System Planning and Operations and Maintenance scorecards are completed annually, while Project Development scorecards, used from planning through design and finalized in construction, evaluate individual projects with an estimated construction cost exceeding $10 million. In 2015, the Illinois Tollway customized the INVEST program by incorporating supplements to existing FHWA criteria and, in some cases, by creating entirely new scoring criteria. Several of these revisions were adopted by FHWA in their 2016 v1.2 update.

Over time, the Illinois Tollway's scores have plateaued, and many criteria no longer reflect current sustainable practices. Technological and environmental advances require the implementation of more ambitious sustainability metrics. In 2023, the Illinois Tollway began an update of the INVEST program, with the intent of creating more challenging and quantifiable criteria. These revisions are underway and include consultation with subject matter experts and research on the latest federal guidelines and advancements in, for example, alternative fuels, public health and climate resilience. New criteria are also being developed to include the scope of the Illinois Tollway's newly established Safety and Security department and to evaluate the Illinois Tollway's natural assets similarly to its constructed assets.

Once this revision is complete, the Illinois Tollway's efforts for 2023 will be scored with the new scoring modules for System Planning and Operations and Maintenance. For Project Development, contracts already being scored with v1.2 will complete scoring using those criteria.

EV Charging Station, M-6 Maintenance Yard, I-90, MP 41.9

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

4.4.3 RECYCLING PRACTICES ON CENTRAL TRI-STATE PROJECT

I-294, Northbound, MP 18.0 (On-site Concrete Recycling)

Environmentally conscious recycling and reuse practices have been implemented in current construction projects throughout the Central Tri-State Project corridor. These practices promote the salvage and reuse of usable components removed during construction, support the use of recycled construction materials and incorporate industrial by-products into new construction. The environmental benefits include reducing landfill waste, lowering emissions and offsetting the cost of new materials. Many of these practices are highlighted within the INVEST compendium of criteria.

Several contracts have implemented the salvage of parts from removed safety, lighting and right-of-way fence assets. These components can be reused in future installations or for repairing existing assets. Similarly, existing pavements, structural elements or substructures may be reused when the proposed load is equal to or less than the previous load. This practice was executed during the Cork Avenue reconstruction, where the existing substructure was reused.

Industrial by-products are often reused in pavement materials, ancillary structures and other roadway elements. Throughout the Central Tri-State Project corridor, fly-ash—a residue from coal combustion used to power electric utility or industrial boilers—was reused in concrete and pavement mixes. This reuse improves the durability and lifespan of roads, while reducing greenhouse gas emissions compared to using manufactured cement. Another by-product, slag, is a waste product from the pyrometallurgical processing of ores. Construction projects on the Central Tri-State Project used slag in fine aggregate bedding and backfill, which was more cost-effective than alternative materials.

I-294, Southbound, MP 20.25 (Recycled Asphalt Pavement Shoulders)

Recycled construction materials have been used in many contracts throughout the corridor. These include reclaimed asphalt pavement (RAP) and recycled concrete aggregate (RCA), as well as sub-base granular material. These materials can originate from the project and be recycled onsite or offsite, or from an offsite source. Several contracts have implemented a higher percentage of fractioned reclaimed asphalt pavement (FRAP) compared to RAP in hot mix asphalt. FRAP allows for more control during production, since multiple particle sizes are used, improving the consistency of particle sizes and binder content. Sub-base granular material from existing pavement has been reused in subgrade embankments or as part of the subbase of new pavement structures.

Topsoil or spoils have frequently been reused during the reconstruction of the corridor, eliminating the need for trucking and the cost of disposal. As long as topsoil is free of hazardous material, it may be reused onsite or in other locations within the corridor. Spoil material can also be reused as fill within the project corridor and is specified in the plans and specifications. Where possible, topsoil was preserved by maintaining or increasing depth to an appropriate level for the plant communities within planting areas.

These environmentally conscious practices not only contribute to the sustainability of the Illinois Tollway's construction projects, but also set a benchmark for future projects. By prioritizing recycling, reuse and the incorporation of industrial by-products, the Illinois Tollway is making significant strides in reducing its environmental impact and promoting a greener future.

I-294, Northbound MP, 5.6 (Plaza 41, Customer Service Center)

4.4.4 EV CHARGING, SHORE POWER, AND SOLAR FARM AT PLAZA 41 CUSTOMER SERVICE CENTER

The Illinois Tollway transformed Plaza 41, located near the Illinois-Indiana border on the Tri-State Tollway (I-294), into a modern Customer Service Center and truck parking. This repurposing project, completed in 2024, includes several sustainable and innovative features aimed at supporting both passenger and commercial vehicles.

As part of the project, four electric vehicle (EV) charging stations have been installed, providing convenient charging options for EV drivers. These stations are part of the Illinois Tollway's broader initiative to promote the use of EV and reduce emissions.

For commercial truck drivers, the Illinois Tollway has installed eight semi-truck shore power stations. These stations allow truck drivers to power their vehicles' systems without idling, significantly reducing fuel consumption and emissions. This feature not only supports the environment, but also provides a more comfortable and efficient rest stop experience for truck drivers.

Additionally, a 222-panel solar array was installed at Plaza 41 to array generate renewable energy to power the facilities, further reducing the Illinois Tollway's carbon footprint and operational costs. The use of solar energy aligns with the Illinois Tollway's commitment to sustainability and energy efficiency.

The repurposing of Plaza 41 into a Customer Service Center and truck parking with these green initiatives demonstrates the Illinois Tollway's dedication to environmental stewardship and innovation in infrastructure reuse.

4.4.5 SHOULDER REJUVENATORS ON REAGAN MEMORIAL TOLLWAY

As part of a pilot project, the Illinois Tollway utilized shoulder rejuvenators for the first time on a stretch of the Reagan Memorial Tollway (I-88) from milepost 76.1 to 113.6. This innovative approach involved chemically treating both the inside and outside shoulder to extend its lifespan. The use of shoulder rejuvenators represents a significant advancement in pavement maintenance, offering a more sustainable and cost-effective solution compared to traditional methods.

Under the current treatment guidelines, the shoulders would have been microsurfaced, a process that involves applying a thin layer of asphalt emulsion and aggregate to the pavement surface. In contrast, shoulder rejuvenators penetrate the existing pavement, restoring its flexibility and durability without the need for additional layers.

The successful implementation of shoulder rejuvenators on this stretch of the Reagan Memorial Tollway (I-88) highlights the Illinois Tollway's commitment to adopting innovative technologies and practices that enhance the longevity and performance of its infrastructure. By investing in such advanced maintenance techniques, the Illinois Tollway continues to improve the efficiency and sustainability of its operations, ultimately benefiting both the environment and traveling public.

I-355, Southbound, MP 27.0 (Electric Channel Truck Pilot)

I-355, Northbound to I-88, Westbound MP 20.0 (LED Lighting Installation)

4.4.6 FLEET ELECTRIFICATION ADVANCEMENTS

The Illinois Tollway has been a pioneer in adopting EVs within its fleet, adding its first EV back in 2012. This early adoption marked the beginning of the Illinois Tollway's commitment to reducing emissions and promoting sustainable transportation.

In 2024, the Illinois Tollway's Roadway Maintenance Division took a significant step forward by piloting several electric trucks throughout the system. This pilot program is part of a broader initiative to transition the maintenance fleet to electric vehicles, further reducing the Illinois Tollway's carbon footprint and operational costs.

To support these electric trucks, level two chargers were installed at six of the twelve maintenance facilities built over the last decade. These chargers provide the necessary infrastructure to keep the electric trucks operational. The Illinois Tollway plans to expand this infrastructure by installing additional charging stations at the M-14 Maintenance Yard and Central Auto Garage in 2025. These locations will serve as the base for the fleet's first electric pickup trucks and channel truck.

This ongoing commitment to electrifying the fleet and building the necessary charging infrastructure underscores the Illinois Tollway's dedication to environmental stewardship and innovation in transportation. By continuing to invest in electric vehicles and supporting technologies, the Illinois Tollway is setting a standard for sustainable practices in roadway maintenance and operations.

4.4.7 ASCE ILLINOIS SUSTAINABILITY IN CIVIL ENGINEERING ACHIEVEMENT AWARD FOR LED LIGHTING PROGRAM

The Illinois Tollway was honored by the American Society of Civil Engineers (ASCE) with the Illinois Sustainability in Civil Engineering Achievement Award for the LED Lighting Program implementation throughout the system. This initiative significantly enhanced energy efficiency and sustainability by converting approximately 20,000 light fixtures to LED technology, resulting in substantial energy and cost savings. The program reduced energy usage by half, saving an estimated $700,000 annually and eliminating over 5,200 tons of carbon emissions each year.

The program also stands out for its impact on maintenance and safety. LEDs last four times longer than traditional high-pressure sodium (HPS) bulbs, reducing replacement frequency and costs, minimizing disruptions and providing clearer, brighter lighting that improves driver safety. This has led to a 28% reduction in nighttime crashes.

Additionally, the Illinois Tollway's participation in the ComEd Energy Efficiency Program has generated over $2 million in incentives, showcasing the financial benefits of the LED conversion. The program's integration of smart technologies, such as adaptive lighting, further optimizes energy use and enhances roadway safety.

4.5 2024 CONSTRUCTION AND PROFESSIONAL SERVICES CONTRACTS

The Illinois Tollway is committed to providing opportunities for all business types and sizes as part of the *Move Illinois* Capital Program, which completed its 13th year in 2024. Contracting activities provided a variety of work to maintain the Illinois Tollway's system and ensure it remains in a state of good repair while linking economies throughout the region. Some of the biggest projects included continued success on the reconstruction of the Central-Tri State Tollway (I-294) and significant progress on the construction of the new I-490 Tollway.

Nearly $1.4 billion was allocated for *Move Illinois* projects for fiscal year 2024. By the end of the year, the Illinois Tollway will have work in place for more than 83% of the $15.2 billion *Move Illinois* Capital Program budget, investing in projects to address the needs of the Illinois Tollway's existing system, such as rebuilding and widening the Jane Addams Memorial Tollway (I-90) to become a state-of-the-art, 21st century corridor and continuing work on the new Illinois Route 390 Tollway (IL 390).

4.5.1 CONSTRUCTION CONTRACTS

Numerous construction contracts involving roadway, utility, facility and bridge reconstruction or rehabilitation throughout the Illinois Tollway's system were completed or active in 2024. A complete list of these projects is included in Appendix B of this report. A map indicating the locations of these projects is depicted in Exhibits 5 and 6.
The highlights of construction contracts active in 2024 include:

Systemwide

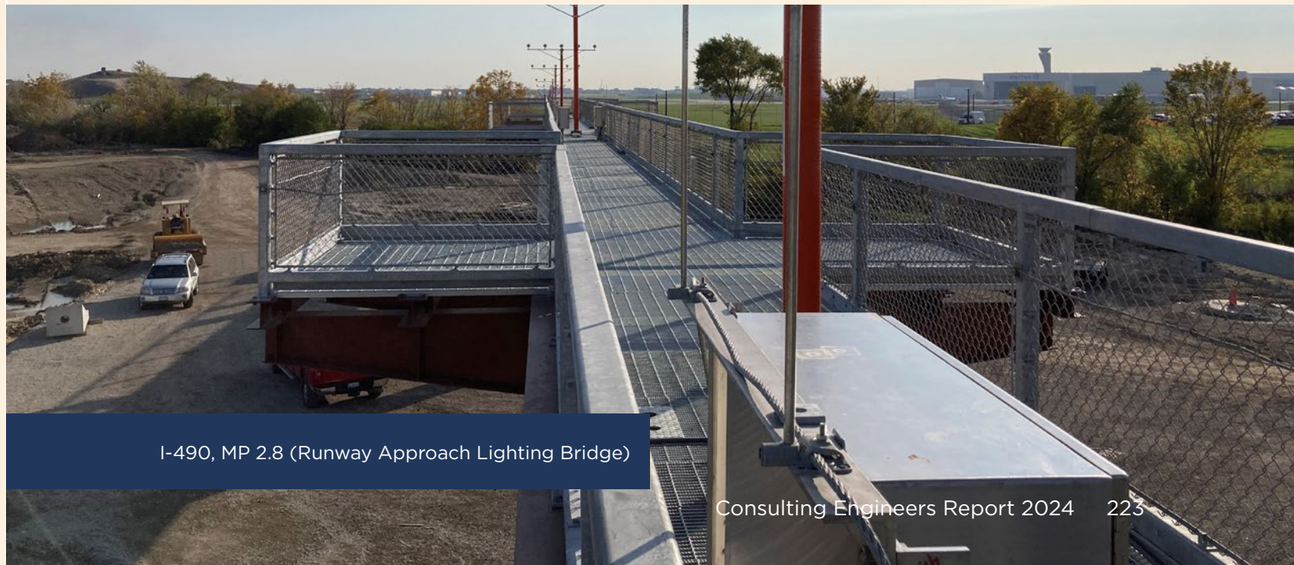
- Structural repair and preservation
- Pavement repairs
- Pavement marking improvements
- Signage improvements
- Landscape improvements
- Drainage improvements
- Facility improvements at Central Administration Building, M-1, M-4 and M-5
- ITS and fiber optic infrastructure improvements
- Lighting repairs and improvements
- Toll plaza repairs and improvements

Jane Addams Memorial Tollway (I-90)

- Watermain cathodic protection installation from Illinois Route 59 to Illinois Route 83, MP 59.0 to MP 73.5
- Grading improvements at Arlington Heights Road, MP 70.7
- Grading improvements at Barrington Road, MP 62.2
- Ramp pavement repairs, Genoa Road, MP 25.0
- Toll Plaza improvements, East Riverside Boulevard, Plaza 2, MP 12.6

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

- Toll plaza improvements at Plaza 47, MP 2.3 to MP 2.7
- Utility conduit installation from IL 394 to 95th Street, MP 0.0 to MP 17.6
- Bridge Rehabilitation, Cal-Sag Channel, MP 11.0
- Northbound Plaza 41 truck parking and plaza improvements from 171st Street to 159th Street, MP 4.8 to MP 6.5
- Southbound Plaza 41 improvements and pavement repairs from 171st Street to 159th Street, MP 4.8 to MP 6.2
- Interchange construction Cork Avenue, MP 19.88
- Northbound roadway asphalt overlay and pavement marking from 95th Street to I-55, MP 17.7 to MP 23.1
- Southbound roadway asphalt overlay and pavement marking from 95th Street to I-55, MP 17.7 to MP 23.1
- Dynamic messaging sign installation and plaza improvements, 163rd Street to 135th Street, MP 5.6 to MP 10.9
- Roadway reconstruction and widening from Flagg Creek To Hinsdale Oasis, MP 23.8 to MP 25.0
- Roadway reconstruction and widening from Hinsdale Oasis to 47th Street, MP 25.0 to MP 26.4
- Roadway reconstruction and widening from 47th Street to Ogden Avenue, MP 26.4 to MP 27.8
- Roadway reconstruction and widening, Ogden Avenue to Cermak Road, MP 24.8 to MP 29.5
- Northbound roadway and bridge reconstruction from Roosevelt Road to St. Charles Road, MP 30.5 to MP 32.4
- Southbound roadway and bridge reconstruction from Cermak Road to St. Charles Road, MP 30.0 to MP 32.4
- Roadway reconstruction and widening, I-290 to St Charles Road, MP 30.3 to MP 32.3
- Roadway reconstruction and widening, MP 32.4 to MP 33.5
- Active traffic management system installation, Wolf Road to Balmoral Avenue, MP 36.3 to MP 40.0
- ITS device and fiber installation, 95th Street to I-55, MP 17.5 to MP 24.1
- Fiber installation, Flagg Creek to Cermak Road, MP 23.8 to 30.0
- CCTV camera installation, Thorn Creek to Lake-Cook Road and Wadsworth Road to Pfingsten Road, MP 0.6 to 52.6 and MP 4.8 to 26.4



I-490, MP 2.8 (Runway Approach Lighting Bridge)

- Ramp pavement repairs at Touhy Avenue and Dempster Street, MP 42.1 and 44.2
- Bridge Rehabilitation, I-94 Russell Road to Atkinson Road, MP 0.5 to 15.2

Veterans Memorial Tollway (I-355)

- Noise abatement wall repairs from 83rd Street to Army Trail Road, MP 14.95 to MP 29.8
- Bridge and pavement rehabilitation at I-88 ramps, MP 21.3
- Ramp pavement repairs at Roosevelt Road, MP 24.6
- Bridge rehabilitation over BNSF railroad, MP 19.1

Reagan Memorial Tollway (I-88)

- Ramp pavement repairs at DeKalb Oasis, MP 93.3
- Bridge rehabilitation from Beach Creek to Peace Road, MP 69.5 to 94.0
- Pavement repairs from US 30 to IL 251, MP 44.2 to 76.1
- Pavement repairs from IL 251 to IL 56, MP 76.1 to 113.6
- Bridge and wall repairs at IL 53, MP 130.1
- Bridge reconstruction York Road over I-88 ramps, MP 138.7

Illinois Route 390 Tollway and I-490 Tollway

- I-490 at Jane Addams Memorial Tollway (I-90) interchange construction
- I-490 at Illinois Route 390 Tollway interchange construction
- I-490 at Tri-State Tollway (I-294) interchange construction
- Railroad bridge construction, Union Pacific Railroad over Grand Avenue, I-490, east of Tri-State Tollway, MP 35.0
- Roadway and bridge construction, I-490, Franklin Avenue, MP 0.0 to 0.6
- Roadway and bridge construction, I-490, Franklin Avenue to Irving Park Road, MP 0.6 to 1.0
- Railroad bridge construction, Union Pacific Railroad, I-490, Franklin Avenue to South of Irving Park Road• Railroad retaining wall construction, I-490, CPR Bensenville Yard to Irving Park Road, M.P. 0.9 to M.P. 1.8
- Roadway construction, I-490, Irving Park Road to Illinois Route 390
- Advanced earthwork, drainage and retaining wall construction, Deveon Avenue to Touhy Avenue, MP 4.3 to 5.6
- Railroad track relocation and retaining wall construction, South of Grand Avenue to Irving Park Road, MP 5.6
- Roadway construction, I-490, Touhy Avenue, MP 5.75
- Bridge construction, I-490, Touhy Avenue to I-90, MP 5.9 to 6.2

4.5.2 PROFESSIONAL SERVICES CONTRACTS

Numerous professional services contracts involving roadway, utility, facility and bridge reconstruction or rehabilitation throughout the Illinois Tollway's system were completed or active in 2024. Professional services contracts include design, construction management and planning of study contracts. A complete list of these professional services contracts is provided in Appendix C of this report.

The highlights of professional services contracts in 2024 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
  - o Phase II Engineering Services

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

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

Veterans Memorial Tollway (I-355)

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

Reagan Memorial Tollway (I-88)

- Bridge reconstruction, MP 138.7
  - o Phase II Engineering Services
  - o Phase III Engineering Services
- Bridge rehabilitation, MP 44.5 to MP 74.3

Illinois Route 390 Tollway and I-490 Tollway

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

I-490/I-90 Interchange

4.6 2025 CONSTRUCTION AND PROFESSIONAL SERVICES CONTRACTS

The Illinois Tollway's 2025 construction contracts aim to help achieve desired outcomes outlined in the Governor's Office of Management and Budget's 'Budgeting for Results' report. The outcomes outlined include: increasing employment; attracting, retaining and growing businesses; improving infrastructure; creating safer communities; supporting basic functions of government and strengthening cultural and environmental vitality.

The *Move Illinois* Capital Program will enter its 14th year in 2025. The Illinois Tollway will continue expanding and improving its system, implementing technological innovations, expanding opportunities for small, diverse and veteran-owned firms and striving to exceed the needs of its customers and communities. Thanks to the senior leadership team, low relative operational expenses and ongoing realization of savings throughout the *Move Illinois* Capital Program, the Illinois Tollway is on track to maintain all scheduled infrastructure investments. In addition to investing toll dollars for the five roadways that make up the Illinois Tollway's system, the 2025 budget presents a responsible spending plan resulting from the agency's strong fiscal management of its day-to-day operations and will allow the Illinois Tollway to support customer service, security and safety, as well as employee investments to improve efficiency, during the implementation of the largest capital program in the agency's history while kicking off its next Capital Plan, Bridging the Future.

The Illinois Tollway's current leadership team has been working to ensure the agency reflects the communities it serves, both inside and out. The 2025 budget supports projects and initiatives to ensure that minority engagement on the Illinois Tollway's contracts continues to increase. Minority-owned business participation in the Illinois Tollway's contracts continues to increase due to an overwhelming response from contracting and professional service communities.

I-294, Stabilization, MP 23.8

The 2025 budget outlines a balanced spending plan, anticipating $1.72 billion in revenue to fund the Illinois Tollway's Maintenance and Operations Budget, *Move Illinois* Capital Program and the new Bridging the Future Capital Plan needs for the fiscal year, with the collective goal of serving customers and communities and contributing to business and economic development opportunities for the state. The 2025 budget allocates $1.72 billion of revenues as follows:

- $471 million for funding maintenance and operations
- $537 million for debt service transfers
- $712 million for the 2025 Capital Program and capital investments (deposits to Renewal and Replacement and Improvement accounts)

Consistent with the Illinois Tollway's long-term financial plan, the 2025 budget accommodates expenditures to maintain roadway and customer service activities and increases maintenance and operations spending to $470.6 million.

In 2025, the Illinois Tollway plans to invest $1.15 billion in capital spending funded by toll revenue and bond proceeds. These capital funds are allocated to fund the 14th year of the agency's 16-year *Move Illinois* Capital Program and first year of the Bridging the Future Capital Plan.

The greatest value that the Illinois Tollway provides the communities it serves is access. Mobility is essential for new economic activity for communities fueling development, transporting goods and services and growing jobs. The Illinois Tollway is committed to investing in roadway infrastructure, technical assistance and workforce development that supports communities, businesses and workers by creating jobs and stimulating the local and state economies. The 2025 budget includes:

- $287.9 million to continue with construction, design, utility and right-of-way activities to support planned reconstruction and congestion relief for the Central Tri-State Project
- $412.6 million to continue planning and construction for the I-490 Tollway, construction of new interchanges connecting with the Jane Addams Memorial Tollway (I-90) and the Central Tri-State Project and for construction of portions of the I-490/Illinois Route 390 Tollway Interchange providing western access into O'Hare International Airport
- $4.7 million to support the Illinois Tollway's workforce development and diversity programs to strengthen the capacity for small, diverse and veteran-owned businesses and individuals to grow and succeed in competing for Illinois Tollway contracts through training programs and strategic partnerships
- $1 million for ongoing and future pilot programs supporting various intelligent transportation systems (ITS) initiatives, including a small-scale pilot program to test connected vehicles and plan for any associated system enhancements

The Illinois Tollway is dedicated to providing and promoting a safe and efficient system of highways while ensuring the highest possible level of service to customers. The Tollway is investing in infrastructure, technology and services that help improve quality of life by saving drivers time and money and promoting safe travel. Examples of new enhancements for 2025 include:

- $363.8 million for ongoing bridge, pavement, facilities and fleet maintenance along with infrastructure and safety improvements on the existing Illinois Tollway system
- $38.8 million for Occupational Safety and Health Administration-related training and other safety training requirements and for Illinois State Police support to patrol the Illinois Tollway system across 12 counties in Northern Illinois and provide comprehensive law enforcement services

The Illinois Tollway continues to work to find new ways to increase transparency and accountability to its customers and the communities it serves. Operating more like a business than a government agency, the Illinois Tollway relies on toll revenue to fund operations, so the agency has adopted a customer-driven approach and is committed to understanding customers' needs and expectations. By developing technology and systems, we are able to better support the needs of employees and customers by enabling efficient access to data and resources. Examples in the 2025 budget include:

- $110.4 million in support of new technology to enable the Illinois Tollway to maximize resources and manage its business functions more efficiently and effectively
- $204.1 million to support customer service and enhancements systemwide for the Illinois Tollway's tolling operations and business systems

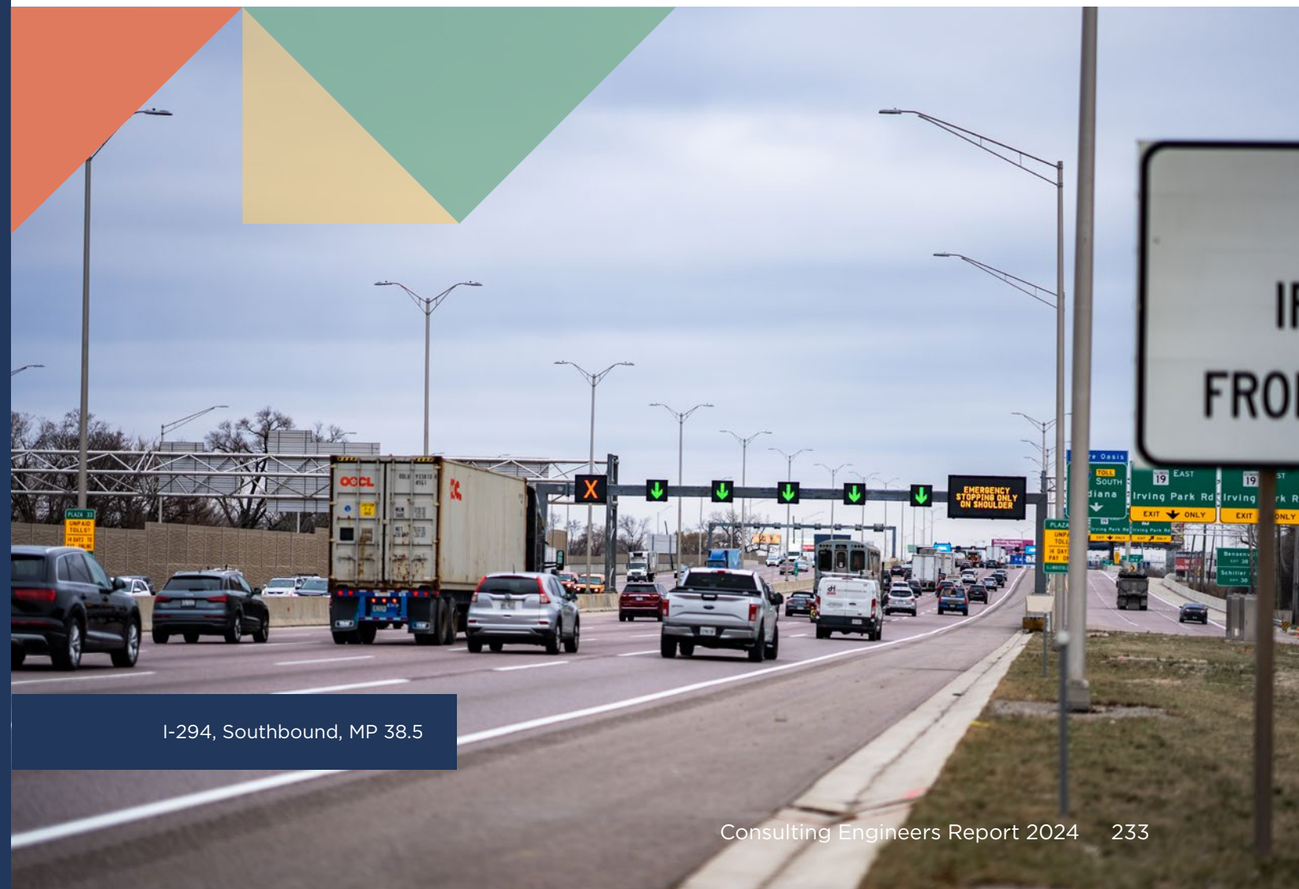
The 2025 budget has investments to make the Illinois Tollway more resilient to changes in the environment and preserve our natural, historic and cultural resources to make Illinois a more attractive place for people to visit, live and work. Examples of investments planned for 2025 include:

- $17.7 million to continue improvements to Illinois Tollway facilities systemwide, in compliance with Leadership in Energy and Environmental Design (LEED)-certified building standards, including beginning improvements on the Alsip (M-1) maintenance facility and at the Illinois Tollway Sign Shop on the Reagan Memorial Tollway (I-88)
- $1 million to install electric vehicle chargers at four Illinois Tollway maintenance sites, as part of a program to add EV charging stations across the system to support an increase in the agency's fleet of EV vehicles and equipment and reduce fuel costs and greenhouse gases
- $1.1 million to support planting trees, shrubs and other native plants as part of Illinois Tollway's Landscape Master Plan
- $1.6 million for research and evaluation of best management practices for roadway stormwater runoff and biological monitoring associated with construction activities

By the end of 2025, the Illinois Tollway anticipates that it will have spent $12.9 billion of the $15.2 billion *Move Illinois* Capital Program budget investing in projects that are addressing the needs of the existing Illinois Tollway system, including rebuilding and widening the Jane Addams Memorial Tollway (I-90) as a state-of-the-art 21st century corridor, delivering the new Illinois Route 390 Tollway and completing the new interchange connecting the Tri-State Tollway (I-294) and I-57. Ongoing work includes reconstructing the Central Tri-State Project and delivering the new I-490 Tollway.

This section highlights the *Move Illinois* Capital Program and Bridging the Future Capital Plan projects anticipated to be under construction in 2025. This information is updated with the most recent data available from the Illinois Tollway's Program Management Office. With these projects, the Illinois Tollway will continue to better serve the needs of its customers.

The *Move Illinois* Capital Program and Bridging the Future Capital Plan consists of projects required to maintain the integrity of the existing system's infrastructure, provide new interchanges, improve access to and from the Illinois Tollway's system, address congestion areas across the system and evaluate the construction of new routes. A map of the proposed construction for 2025 is contained in Exhibits 7 and 8 of this report. A complete project list for the *Move Illinois* Capital Program and Bridging the Future Capital Plan can be found in Appendix D and in Exhibit 9 and 10 of this report.



I-294, Southbound, MP 38.5

IN 2024, THE SYSTEM HAS GROWN TO
2,302.4 lane miles,
MARKING A 11.9% INCREASE SINCE 2012.

5.0
EXPANSION OF THE SYSTEM

The Illinois Tollway's first year of operation was in 1959, with 899 lane miles. In 2024, the system has grown to 2,302.4 lane miles, marking a 11.9% increase since 2012. The system has and continues to play a key role in the development of the northern Illinois economy, providing rapid and reliable interstate travel between northern Illinois, Indiana and Wisconsin.

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

The expansion of the Illinois Tollway's system is measured by an increase in both mainline and ramp lane miles. Since its inception, lane miles have been progressively added through the construction of new routes, expansion of existing routes, interstate widening and interchange projects. Since 2012, the Illinois Tollway has grown by more than 253 lane miles, as shown in Figure 5.0-1. An overall timeline of the Illinois Tollway's system expansion can be found in Appendix A.

I-490, Interchange Construction, MP 6.2

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

The Illinois Tollway's system will continue growing as the *Move Illinois* Capital Program runs through 2027. Improvement projects, such as the Illinois Route 390 Tollway, the I-490 Tollway Project and the Central Tri-State Project will add new lanes, and the total lane mile values will be updated accordingly in future versions of relevant reports based on the evolution of those projects' designs. Growth projections of the Illinois Tollway's system from 2025 to 2027 are based on calculations provided by the Illinois Tollway's Design Corridor Manager (DCM) for the respective improvement projects.

Based on the proposed project scopes, specifically those that increase capacity on the Illinois Tollway's mainline, add interchange ramps and add mainline elements, the overall system lane mile total is expected to grow by an additional 4.2% from 2025 to 2027. The current projected growth of the Illinois Tollway's system is largely driven by the Illinois Route 390 Tollway (IL 390) and I-490 Tollway projects. These projects will continue to change the face of Chicago's northwest suburbs, the Midwest region 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
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
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
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
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
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
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
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
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
% Increase - Annual		0.18%	3.89%	0.27%	5.69%	0.76%	0.02%	0.58%	0.08%	0.03%	0.14%	0.17%	.10%
% Increase - Aggregate		0.2%	4.1%	4.3%	10.0%	10.8%	10.8%	11.4%	11.5%	11.5%	11.6%	11.8%	11.9%

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

TOLLWAY	2025	2026	2027
Tri-State Tollway (I-294/I-94/I-80)	837.3	837.8	846.0
Jane Addams Memorial Tollway (I-90)	615.5	615.5	618.2
Reagan Memorial Tollway (I-88)	533.9	533.9	533.9
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)	0.0	3.8	54.0
TOTAL LANE MILES	2,321.9	2,326.2	2,398.5
INCREASE - ANNUAL	19.5	4.3	72.3
% INCREASE - ANNUAL	0.85%	0.19%	3.11%
% INCREASE - AGGREGATE	12.7%	12.9%	16.0%

6.0

INSURANCE

The 2024 Property Insurance Report provides crucial information for deriving the estimated replacement costs of the Illinois Tollway's system assets. These estimates enable the Illinois Tollway to determine the amount of insurance coverage needed to meet the requirements of Section 715 of the Amended and Restated Trust Indenture of the Illinois State Toll Highway Authority, effective March 31, 1999.

The Illinois Tollway's system comprises 200 facilities, including maintenance yards, oases, one maintenance annex facility (a smaller maintenance yard), standalone salt storage facilities, toll plazas, telecommunication towers, intermediate power distribution Centers, the Central Administration Building, the Central Maintenance support facility and other miscellaneous facilities that support the maintenance and operations of the Illinois Tollway's system. These facilities include buildings, equipment and hardware necessary to operate and maintain the integrity of the system.

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

The Illinois Tollway has opted to self-insure components valued up to $1 million. Consequently, the 2024 Property Insurance Report lists Structures and Real Property components with estimated replacement costs exceeding $1 million. Information Technology components, valued at more than $50 thousand, are insured separately from other real property. Mainline pavements, ramp pavements and drainage systems are additional assets not included in the asset valuation for insurance purposes.

The adjusted cost values, combined with updates to the inventory of assets, resulted in a 2024 replacement cost value of $7,164,999,000. That is 12.27% greater than the replacement cost value of $6,381,677,000 shown in the 2023 report. This change was largely driven by construction cost inflation factors, an increase in the number of insured structural walls and a change in the valuation method for older bridge and bridge culvert structures. The threshold to insure Information Technology components was decreased from $1 million to $50 thousand to align with the policy deductible, which increased both the number of locations and insured value. The Illinois Tollway should consider additional factors if major structures or real property, such as a bridge or the Central Administration Building, require replacement. These factors have not been included in the replacement costs presented in this report. If the Illinois Tollway determines it's appropriate to obtain insurance coverage for such additional factors, the following percentages should be added to the replacement costs:

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

Figure 6.0-1: Structures and Real Property Components

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

Figure 6.0-2: Property Insurance 2023

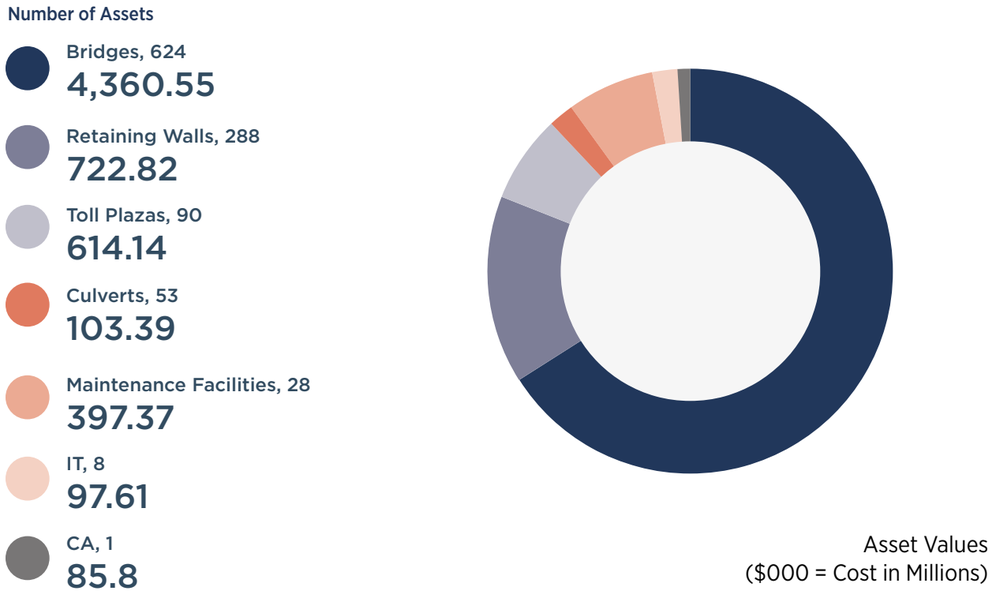
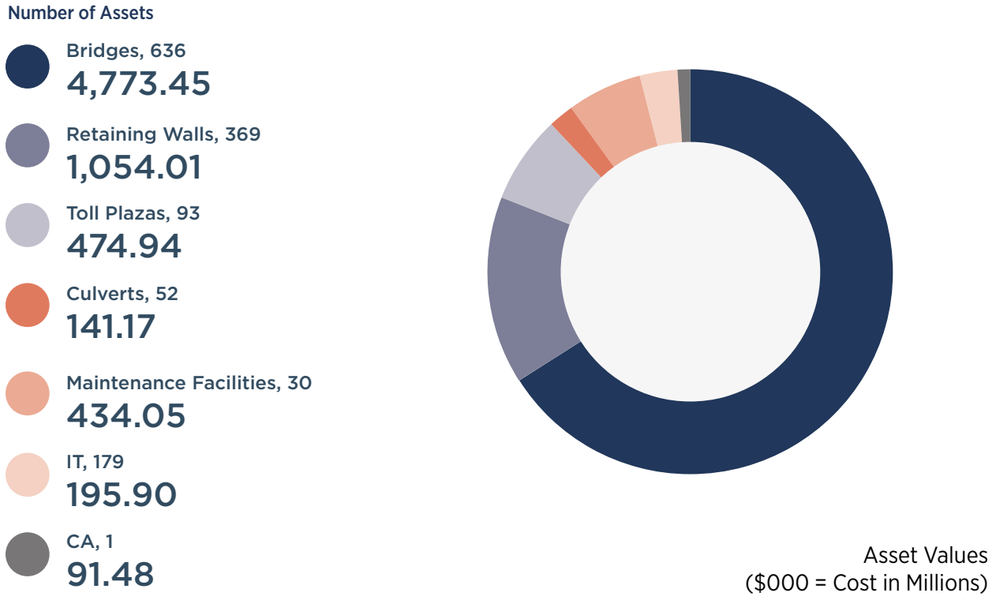


Figure 6.0-3: Property Insurance 2024



7.0
RENEWAL AND REPLACEMENT DEPOSIT

The Illinois Tollway Consulting Engineers reviewed the renewal and replacement needs of the Illinois Tollway's system and developed recommendations for the deposit to the Renewal and Replacement (R&R) Account in 2025. In addition to the maintenance and rehabilitation needs of the system, the Amended and Restated Trust Indenture, dated March 31, 1999, also permits the purchase of capital equipment under the R&R Account.

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

On October 7, 2024, the Illinois Tollway provided the Consulting Engineers with projected annual capital expenditures for the R&R Account for 2024 through 2027. Capital expenditures beyond 2025 are not anticipated to impact the 2025 R&R deposit; hence, they were not included in the Consulting Engineers' review.

I-88, Eastbound, MP 54.0

These projected expenditures were developed by the Illinois Tollway Program Management Office (PMO) based on methods consistent with sound engineering practices. The Illinois Tollway identified the projected ending balance of the R&R Account for 2024 to be approximately $370 million, including the 2024 R&R deposit. The Illinois Tollway PMO estimated total draws for the R&R Program in 2024 to be approximately $243 million.

The Consulting Engineers reviewed the data provided by the Illinois Tollway to identify the estimated deposits, through 2025, required to maintain reasonable account balances based on the estimated funds available and potential capital expenditures for the R&R Program. The combination of deposits and draws on the cash balance of the R&R Account will fund R&R Program projects, I-PASS sticker tags, information technology projects, the ITS program and other capital projects.

The Consulting Engineers prepared a R&R deposit letter for the Illinois Tollway on October 8, 2024, confirming that values in the projected annual capital expenditures appeared reasonable and recommended a deposit of $198 million into the R&R Account for 2025.

APPENDIX A

THE ILLINOIS TOLLWAY'S SYSTEM EXPANSION HISTORY

Appendix A The Illinois Tollway's System Expansion History

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

Appendix A The Illinois Tollway's System Expansion History

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

Appendix A The Illinois Tollway's System Expansion History

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

Appendix A The Illinois Tollway's System Expansion History

YEAR	CENTERLINE MILES	LANE MILES*	ADDITIONS
2018	294.0	2277.5	CUMBERLAND FLYOVER RAMP FROM I-90 EB TO SB CUMBERLAND AVE OPENED
2019	294.0	2290.7	CONSTRUCTION OF NEW FULL ACCESS INTERCHANGE AT JANE ADDAMS MEMORIAL TOLLWAY (I-90) AND IL ROUTE 23 (MP 36.2) CONSTRUCITON OF TWO ADDITIONAL INTERCHANGE RAMPS AT REAGAN MEMORIAL TOLLWAY (I-88) AND IL ROUTE 47 CENTRAL TRI-STATE (I-294 EXPANSION BETWEEN O'HARE OASIS AND BALMORAL AVENUE) ROADWAY RECONSTRUCTION AND WIDENING CONSTRUCTION OF ADDITIONAL LANES ON THE VETERANS MEMORIAL TOLLWAY (I-355) FROM ROOSEVELT ROAD (MP 24.4) TO SOUTH OF 22ND STREET
2020	294.0	2292.5	CONSTRUCTION OF ADDITIONAL RAMP LANES ON I-90 NEAR ELMHURST ROAD AND THE FUTURE I-490 INTERCHANGE
2021	294.0	2293.1	CONSTRUCTION OF ADDITIONAL RAMP LANES AND CD ROADS ON I-90 NEAR ELMHURST ROAD AND THE FUTURE I-490 INTERCHANGE
2022	294.0	2,296.4	CONSTRUCTION OF EXTERIOR LANES ALONG THE CENTRAL TRI-STATE, IN ADDITION TO RAMPS T THE I-294/I-57 INTERCHANGE
2023	294.0	2,300.2	CONSTRUCTION OF ADDITIONAL LANES ALONG THE CENTRAL TRI-STATE. RETIREMENT OF RAMP AT TRI-STATE TOLLWAY (I-294) AND ARCHER AVENUE.
2024	294.0	2302.4	CONSTRUCTION OF ADDITIONAL LANES ALONGS THE CENTRAL TRI-STATE FROM NORTH AVENUE (MP 33.6) TO WOLF ROAD MP (36.0).

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

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APPENDIX B

2024 ACTIVE CONSTRUCTION CONTRACTS

Appendix B 2024 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 IL 390 AND I-490 INTERCHANGE MILE POST 3.2 TO MILE POST 3.9	$184,253,944.05
I-17-4673	PLOTE CONSTRUCTION, INC.	WESTERN ACCESS TOLLWAY (I-490) - ROADWAY CONSTRUCTION - IRVING PARK ROAD (ILLINOIS ROUTE 19) TO ILLINOIS ROUTE 390	$33,474,192.14
I-20-4724	FOUNDATION MECHANICS, LLC	ELGIN O'HARE WESTERN ACCESS (I-490) THOMAS DRIVE RECONSTRUCTION AT I-490 AND ROUTE 390 INTERCHANGE IL 390 M.P. 16.8	$2,149,416.56
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) MILE POST 0.6 TO MILE POST 1.0	$145,407,766.87
I-20-4729	FOUNDATION MECHANICS, LLC	ELGIN O'HARE WESTERN ACCESS (I-490) EARTHWORK AND DRAINAGE IMPROVEMENTS AT TAFT AVENUE MILE POST 1.0	$3,958,573.40
I-21-4732	WALSH CONSTRUCTION COMPANY II, LLC	ELGIN O'HARE WESTERN ACCESS TOLLWAY (I-490), RAILROAD BRIDGE CONSTRUCTION, UNION PACIFIC RAILROAD, FRANKLIN AVE. TO SOUTH OF IRVING PARK ROAD (IL 19), EARTHWORK JANE ADDAMS MEMORIAL TOLLWAY (I-90), BARRINGTON ROAD, M.P. 62.00 TO M.P. 62.25	$214,831,567.83
I-21-4736	JUDLAU CONTRACTING, INC.	ELGIN O'HARE WESTERN ACCESS TOLLWAY (I-490) RAILROAD BRIDGE CONSTRUCTION, UNION PACIFIC RAILROAD OVER GRAND AVENUE EAST OF TRI-STATE TOLLWAY (I-294), MP 35.0 TO MP 35.4	$21,133,068.98
I-21-4737	JUDLAU CONTRACTING, INC.	ELGIN O'HARE WESTERN ACCESS TOLLWAY (I-490) RAILROAD RETAINING WALL CONSTRUCTION CPR BENSENVILLE YARD TO IRVING PARK ROAD (IL 19) M.P. 0.9 TO M.P. 1.8	$37,785,426.29
I-21-4738	LORIG CONSTRUCTION COMPANY	EOWA (I-490) RAILROAD TRACK RELOCATION UPRR FROM SOUTH OF GRAND AVE TO IRVING PARK RD (IL 19), RETAINING WALL CONST. AND EARTHWORK FROM TRI-STATE TOLLWAY (I-294) TO FRANKLIN AVE AND FROM MP 5.6 (TOUHY AVE IL 72) TO MP 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 MILE POST 0.0 TO MILE POST 0.6	$78,504,918.59
I-18-4704	CURRAN CONTRACTING COMPANY	WESTERN ACCESS TOLLWAY (I-490) ADVANCE EARTHWORK, DRAINAGE AND RETAINING WALL CONSTRUCTION, DEVON AVE TO SOUTH OF TOUHY AVE, MP 4.3 TO MP 5.6	$48,248,248.00
I-18-4705	JUDLAU CONTRACTING, INC.	ELGIN O'HARE WESTERN ACCESS TOLLWAY (I-490) INTERCHANGE CONSTRUCTION, JANE ADDAMS MEMORIAL TOLLWAY (I-90) HIGGINS CREEK TO MOUNT PROSPECT ROAD, MP 73.5 TO MP 74.7, WESTERN ACCESS TOLLWAY (I-490) TOUHY AVE TO I-90 MP 5.9 TO MP 6.24	$83,353,068.93
I-19-4714	DUNNET BAY CONSTRUCTION CO.	I-490 AND IL RTE 390 INTERCHANGE ROADWAY AND BRIDGE CONSTRUCTION IL 390 M.P. TO M.P. 17.0	$23,241,093.24
I-20-4722	SUPERIOR CONSTRUCTION CO., INC.	BRIDGE CONSTRUCTION O'HARE TO WESTBOUND IL RT 390 RAMP AT I-490AND IL RT 390 INTERCHANGE MILE POST 16.7 TO MILE POST 16.9	$7,854,846.25
I-21-4746	F.H. PASCHEN, S.N. NIELSEN & ASSOC., LLC	ELGIN O'HARE WESTERN ACCESS (I-490) ROADWAY CONSTRUCTION AT TOUHY AVENUE MILE POST 5.75	$9,910,401.09
I-22-4753	ALDRIDGE ELECTRIC, INC.	ELGIN O'HARE WESTERN ACCESS (I-490), RUNWAY 9L APPROACH LIGHTING SYSTEM WITH SEQUENCE FLASHING (ALSF), LIGHTING SYSTEM RELOCATION, NORTH OF COYLE AVENUE AND EAST OF CARMEN DRIVE M.P. 5.4	$6,547,955.02

Appendix B 2024 Active Construction Contracts

PROJECT NUMBER	VENDOR	CONTRACT DESCRIPTION	AWARD AMOUNT
I-23-4758	HERLIHY MID-CONTINENT COMPANY	ELGIN O'HARE WESTERN ACCESS (I-490) BRIDGE CONSTRUCTION TOUHY AVENUE TO I-90 MILE POST 5.9 TO MILE POST 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 MILE POST 2.5 TO MILE POST 4.6	$9,191,859.94
OTHER EMERGING PROJECTS			
I-22-4877	ENGINEERED SERVICES, INC. DBA POWERLINK ELECTRIC	TRI-STATE TOLLWAY (I-294) UTILITY CONDUIT INSTALLATION HARLEM AVE TO 95TH. STREET MILE POST 16.9 TO MILE POST 17.6	$802,943.30
I-23-4888	ENGINEERED SERVICES, INC. DBA POWERLINK ELECTRIC	TRI-STATE TOLLWAY (I-294) UITILITY CONDUIT INSTALLATION MIDLOTHIAN TURNPIKE TO MENARD AVENUE MILE POST 10.2 TO MILE POST 13.5	$3,264,341.61
I-23-4890	ALDRIDGE ELECTRIC, INC.	TRI-STATE (I-294) UTILITY CONDUIT INSTALL LL-394 TO MIDLOTHIAN TURNPIKE MILE POST 0.0 TO MILE POST 10.2 AND MENARD AVE TO HARLEM AVE MILE POST 13.5 TO MILE POST 16.9	$8,199,000.01
I-24-4952	FOUNDATION MECHANICS, LLC	TRI-STATE TOLLWAY (I-294) PLAZA IMPROVEMENTS AT PLAZA 47 (HALSTED STREET PLAZA) MILE POST 2.3 TO MILE POST 2.7	$8,814,479.12
JANE ADDAMS MEMORIAL TOLLWAY (I-90)			
I-21-4818	FOUNDATION MECHANICS, LLC	WATERMAIN CATHODIC PROTECTION INSTALLATION, JANE ADAMS TOLLWAY (I-90), ILLINOIS ROUTE 59 TO ILLINOIS ROUTE 83, MP 59.0 TO MP 73.5	$1,820,267.50
I-22-4885	FOUNDATION MECHANICS, LLC	JANE ADDAMS MEMORIAL TOLLWAY (I-90) GRADING IMPROVEMENTS AT ARLINGTON HEIGHTS ROAD MILE POST 70.7	$4,949,999.00
I-23-4928	FOUNDATION MECHANICS, LLC	GRADING IMPROVEMENTS JANE ADDAMS MEMORIAL TOLLWAY (I-90) AT BARRINGTON ROAD MILE POST 62.2 AND VETERANS MEMORIAL TOLLWAY (I-355) AT 127TH STREET MILE POST 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-23-4909	MARTAM CONSTRUCTION, INC.	REAGAN MEMORIAL TOLLWAY (I-88) BRIDGE REHABILITATION BEACH CREEK TO PEACE ROAD MILE POST 69.5 TO MILE POST 94.0	$1,204,704.93
RR-23-4917	CURRAN CONTRACTING COMPANY	REAGAN MEMORIAL TOLLWAY (I-88) RAMP PAVEMENT REPAIRS AT DEKALB OASIS MILE POST 93.3	$873,623.45
RR-23-4938	BYRNE AND JONES HOLDING COMPANY DBA MICROSURFACING CONTRACTORS, LLC	REAGAN MEMORIAL TOLLWAY (I-88) PAVEMENT REPAIRS US 30 TO IL 251 MILE POST 44.2 TO MILE POST 76.1	$4,966,009.99
RR-23-4939	K-FIVE CONSTRUCTION CORPORATION/DENLER INC. (JV)	REAGAN MEMORIAL TOLLWAY (I-88)PAVEMENT REPAIRS IL 251 TO IL 56 MILE POST 76.1 TO MILE POST 113.6	$7,196,238.00
RR-23-4941	TERRAZAS, LLC	RONALD REAGAN MEMORIAL TOLLWAY (I-88) BRIDGE AND WALL REPAIRS AT IL-53 MILE POST 130.1	$353,942.00
RR-24-4953	LORIG CONSTRUCTION COMPANY	REAGAN MEMORIAL TOLLWAY (I-88) BRIDGE RECONSTRUCTION YORK ROAD OVER I-88 RAMPS MILE POST 138.7	$10,352,427.91
SYSTEMWIDE IMPROVEMENTS (SW)			
RR-21-4587	THE GEORGE SOLLITT CONSTRUCTION COMPANY	M-5 MAINTENANCE FACILITY FACILITY JANE ADDAMS MEMORIAL TOLLWAY (I-90) MILEPOST 64.8(CENTRAL ROAD)	$33,810,492.00
RR-22-4858	SHERIDAN PLUMBING & SEWER, INC.	I-90, M-5 MAINTENANCE FACILITY WATERMAIN AND SANITARY SEWER INSTALLATION	$958,902.80

Appendix B 2024 Active Construction Contracts

PROJECT NUMBER	VENDOR	CONTRACT DESCRIPTION	AWARD AMOUNT
RR-23-4903	AGAE CONTRACTORS INC	TRI-STATE TOLLWAY (I-294) M-1 FACILITY IMPROVEMENTS AT CICERO AVENUE MILE POST 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 MILE POST 8.4	$860,792.90
RR-23-4922	FOUNDATION MECHANICS, LLC	TRI-STATE TOLLWAY (I-94) M-4 STORAGE BUILDING CONSTRUCTION AT GRAND AVENUE MILE POST 8.4	$2,559,918.00
RR-18-4444	SEMPER FI YARD SERVICES, INC.	LANDSCAPE PLANTING IMPROVEMENTS JANE ADDAMS MEMORIAL TOLLWAY (I-90). MILE POST 13.00 (EAST RIVERSIDE BOULEVARD) TO MILE POST 25.40 (EAST OF GENOA ROAD).	$1,429,406.57
RR-19-4466	SEMPER FI YARD SERVICES, INC.	REAGAN MEMORIAL TOLLWAY (I-88) LANDSCAPE PLANTING IMPROVEMENTS MILE POST 91.8 (FIRST STREET) TO MILE POST 117.2 (FOX RIVER)	$1,749,901.61
RR-19-4467	SEMPER FI YARD SERVICES, INC.	REAGAN MEMORIAL TOLLWAY (I-88) LANDSCAPE PLANTING IMPROVEMENTS, MILE POST 43.6 (US ROUTE 30) TO MILE POST 53.8 (ILLINOIS ROUTE 26)	$758,369.49
RR-19-4468	NATURAL CREATIONS LANDSCAPING, INC.	REAGAN MEMORIAL TOLLWAY (I-88), LANDSCAPE PLANTING IMPROVEMENTS, M.P. 53.80 (IL ROUTE 26) TO M.P. 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 MILE POST 1.50 TO MILE POST 11.50	$1,268,001.50
RR-19-4473	NATURAL CREATIONS LANDSCAPING, INC.	LANDSCAPE PLANTING IMPROVEMENTS, TRI-STATE TOLLWAY (I-94) ILLINOIS ROUTE 120 TO ILLINOIS ROUTE 22 M.P. 11.50 TO M.P. 22.10	$999,000.00
RR-20-4514	NATURAL CREATIONS LANDSCAPING, INC.	LANDSCAPE PLANTING IMPROVEMENTS TRI-STATE TOLLWAY (I-294) MILE POST 0.0 TO MILE POST 17.5 (I-94/IL-394 TO US 12/ US 20/95TH STREET)	$1,396,994.00
RR-20-4515	CARDINAL STATE, LLC	LANDSCAPE PLANTING IMPROVEMENTS TRI-STATE TOLLWAY (I-294) DEVON AVE. TO EDENS SPUR/TRI-STATE/LAKE COOK RD. MILE POST 41.0 TO MILE POST 52.5	$497,377.00
RR-20-4553	CARDINAL STATE, LLC	LANDSCAPE PLANTING IMPROVEMENTS REAGAN MEMORIAL TOLLWAY (I-88) MILE POST 117.2 TO MILE POST 140.0 (FOX RIVER TO I-294)	$792,133.74
RR-20-4556	CARDINAL STATE, LLC	LANDSCAPE PLANTING IMPROVEMENTS VETERANS MEMORIAL TOLLWAY (I-355) M.P. 24.90 TO M.P. 29.8	$607,779.36
RR-20-4557	NATURAL CREATIONS LANDSCAPING, INC.	LANDSCAPE PLANTING IMPROVEMENTS VETERANS MEMORIAL TOLLWAY (I-355) MP 19.25 TO MP 24.90	$999,735.00
RR-21-4581	LIZZETTE MEDINA & CO.	"LANDSCAPE PLANTING IMPROVEMENTS-TRI-STATE TOLLWAY AND EDENS SPUR (I-94) M.P. 22.1 TO M.P. 30.0 (ILLINOIS ROUTE 22 TO EDENS EXPRESSWAY)"	$619,827.20
RR-21-4583R	FOUNDATION MECHANICS, LLC	WEIGH-IN-MOTION REPLACEMENT, VETERANS MEMORIAL TOLLWAY (I-355), MILE POST 2.2 (BRUCE ROAD)	$1,844,255.56
RR-21-4588R	UTILITY DYNAMICS CORP	SYSTEMWIDE LIGHTING REPAIRS, SYSTEMWIDE	$1,956,226.00
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) M.P. 12.0 TO M.P. 19.25 (I-55 TO OGDEN AVENUE)	$674,357.00
RR-21-4824R	FENCE MASTERS, INC.	SYSTEMWIDE ROADWAY APPURTANCE REPAIRS: SYSTEMWIDE	$3,839,207.00
RR-22-4842	MYS, INC.	M-5 MAINTENANCE FACILITY ACCESS IMPROVEMENTS JANE ADDAMS MEMORIAL TOLLWAY (I-90) MILE POST 64.8 (CENTRAL ROAD)	$839,926.16

Appendix B 2024 Active Construction Contracts

PROJECT NUMBER	VENDOR	CONTRACT DESCRIPTION	AWARD AMOUNT
RR-22-4865	ROADSAFE TRAFFIC SYSTEMS, INC.	SYSTEMWIDE SIGNING IMPROVEMENTS	$1,200,014.40
RR-22-4866R	ALDRIDGE ELECTRIC, INC.	JANE ADDAMS MEMORIAL TOLLWAY (I-90) PLAZA IMPROVEMENTS AT EAST RIVERSIDE BOULEVARD (PLAZA 2) MILE POST 12.6	$2,336,970.96
RR-22-4872	HERLIHY MID-CONTINENT COMPANY	VETERANS MEMORIAL TOLLWAY (I-355) BRIDGE REHABILITATION OVER BNSF RAILWAY MILE POST 19.1	$3,931,139.00
RR-22-4875	PLOTE CONSTRUCTION, INC.	SYSTEM PAVEMENT REPAIRS FOR THE ILLINOIS TOLLWAY	$4,366,235.30
RR-22-4876	SHERIDAN PLUMBING & SEWER, INC.	CLEAN TELEVISE DRAINAGE SYSTEM, IL 390 M.P. 5.8 (LAKE STREET) M.P. 7.7 (IRVING PARK ROAD)	$1,242,054.50
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 MILE POST 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-23-4913	FOUNDATION MECHANICS, LLC	EARTHWORK AND GRADING IMPROVEMENTS AT 127TH STREET, MILE POST 8.8	$593,395.00
RR-23-4915	ROCK ROAD COMPANIES, INC.	JANE ADDAMS MEMORIAL TOLLWAY (I-90) RAMP PAVEMENT REPAIRS AT GENOA ROAD MILE POST 25.0	$699,083.92
RR-23-4916	R.W. DUNTEMAN COMPANY	VETERANS MEMORIAL TOLLWAY (I-355) RAMP PAVEMENT REPAIRS AT ROOSEVELT ROAD (IL ROUTE 38) MILE POST 24.6	$630,000.00
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 MILE POST 10.3 TO MILE POST 12.7, I-294 MILE POST 1.2 TO MILE POST 52.0	$3,222,525.00
RR-23-4934	FOUNDATION MECHANICS, LLC	SYSTEMWIDE NOISE ABATEMENT WALL REPAIR	$3,398,000.00
RR-23-4940	AREATHA CONSTRUCTION CO., INC.	TRI-STATE TOLLWAY (I-294) BRIDGE REHABILITATION OVER SOUTHWEST HIGHWAY MILE POST 16.1	$382,078.23
RR-24-4950	LORIG CONSTRUCTION COMPANY	JANE ADDAMS MEMORIAL TOLLWAY (I-90) SEWER REPAIR AT ARLINGTION HEIGHTS ROAD MILE POST 70.3	$1,239,283.68
RR-20-9228	ALDRIDGE ELECTRIC, INC.	SIGN PANEL FABRICATION AND INSTALLATION UPON REQUEST - SYSTEMWIDE	$2,589,883.20
RR-22-9244	JOHN BURNS CONSTRUCTION COMPANY, LLC	WEIGH-IN MOTION INSTALLATION REAGAN MEMORIAL TOLLWAY (I-88) ORCHARD ROAD TO EOLA ROAD MILE POST 115.4 TO MILE POST 120.3	$3,228,784.36
RR-22-9265	MAINTENANCE COATINGS CO.	PAVEMENT MARKING INSTALLATION JANE ADDAMS MEMORIAL TOLLWAY (I-90) KISHAUKEE RIVER TO DES PLAINES RIVER MILE POST 18.9 TO MILE POST 78.5	$3,150,779.78
RR-22-9266	ROADSAFE TRAFFIC SYSTEMS, INC.	SYSTEMWIDE PAVEMENT MARKING INSTALLATION	$3,883,491.00
RR-22-9267	MEADE, INC	SYSTEMWIDE ITS DEVICE INSTALLATION AND MATERIAL FABRICATION	$1,192,676.21

PROJECT NUMBER	VENDOR	CONTRACT DESCRIPTION	AWARD AMOUNT
RR-23-9279	ELECTRIC CONDUIT CONSTRUCTION COMPANY	CCTV CAMERA INSTALLATION TRI-STATE TOLLWAY (I-294) THORN CREEK TO LAKE COOK ROAD MILE POST 0.6 TO MILE POST 52.6 AND TRI-STATE TOLLWAY (I-94) WADSWORTH ROAD TO PFINGSTEN ROAD MILE POST 4.8 TO MILE POST 26.4	$5,416,248.26
RR-23-9283	WILLIAM T. CONNELLY, INC. DBA CONNELLY ELECTRIC CO.	VETERANS MEMORIAL TOLLWAY (I-355) ELECTRICAL TRAFFIC OPERATIONS CENTER AND DISPATCH CENTER IMPROVEMENTS AT CENTRAL ADMINISTRATION BUILDING MILE POST 19.8	$2,396,000.00
RR-23-9284	AGAE CONTRACTORS INC	VETERANS MEMORIAL TOLLWAY (I-355) GENERAL/ COORDINATING TRAFFIC OPERATIONS CENTER AND DISPATCH CENTER IMPROVEMENTS AT CENTRAL ADMINISTRATION BUILDING MILE POST 19.8	$2,057,000.00
RR-23-9287	CONSTRUCTION, INC.	VETERANS MEMORIAL TOLLWAY (I-355) CCTV CAMERA INSTALLATION AT CENTRAL ADMINISTRATION BUILDING MILE POST 19.8	$355,500.00
RR-23-9288	ALDRIDGE ELECTRIC, INC.	I-294 TRI-STATE TOLLWAY DYNAMIC MESSAGE SIGN INSTALLATION AND PLAZA IMPROVEMENTS 163RD STREET TO 135TH STREET MILE POST 5.6 TO MILE POST 10.9	$4,886,803.35
RR-23-9291	MEADE, INC	SYSTEMWIDE, FIBER OPTIC SYSTEM IMPROVEMENTS	$1,628,043.50
RR-23-9292	FOUNDATION MECHANICS, LLC	REAGAN MEMORIAL TOLLWAY (I-88) AND VETERANS MEMORIAL TOLLWAY (I-355) PLAZA CANOPY REPAIRS I-88 MILE POST 137.8 (SPRING ROAD) AND I-355 MILE POST 15.5 (75TH STREET) TO MILE POST 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) MILE POST 4.8 AND MILE POST 38.9	$1,354,999.00
RR-23-9294	SUPERIOR ROAD STRIPING, INC.	SYSTEMWIDE PAVEMENT MARKING	$4,106,301.64
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 (I-294)/I-57 INTERCHANGE			
I-19-4464	JUDLAU CONTRACTING, INC.	"I-57 ROADWAY AND BRIDGE WIDENING (KEDZIE AVE TO CSX RR) CD ROADS A & C, I-294 RAMP CONSTRUCTION AND RAMP L TOLL PLAZA TRI-STATE TOLLWAY (I-294) MILE POST SB- 350.0; NB-349.0 TO MILE POST 350.6."	$68,079,527.85
I-19-4475	DUNNET BAY CONSTRUCTION CO.	I-57 WIDENING OVER CSX AND B&OCT RR BRIDGE AND I-57 RESTRIPING	$22,422,099.73
I-19-4495	DUNNET BAY CONSTRUCTION CO.	I-294 WIDENING RAMP C FLYOVER, DIXIE CREEK BRIDGE AND RAMP F2	$47,629,689.98
TRI-STATE TOLLWAY (I-94/I-294/I-80)			
I-17-4339	JUDLAU CONTRACTING, INC.	ELGIN O'HARE WEST ACCESS TOLLWAY (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 MILE POST 20.7 TO MILE POST 22.5	$182,606,108.43
I-19-4458	F.H. PASCHEN, S.N. NIELSEN & ASSOC., LLC	I-294 ROADWAY AND BRIDGE WIDENING AND RECONSTRUCTION NORTH AVENUE TO SOUTH OF GRAND AVENUE M.P. 33.44 TO M.P. 35.04	$99,963,347.68
I-19-4485	SCHWARTZ EXCAVATING, INC.	TRI-STATE TOLLWAY (I-294), GRADING AND DRAINAGE IMPROVEMENTS AT THE ELMHURST QUARRY	$2,305,239.73

PROJECT NUMBER	VENDOR	CONTRACT DESCRIPTION	AWARD AMOUNT
I-20-4517	F.H. PASCHEN, S.N. NIELSEN & ASSOC., LLC	ROADWAY AND BRIDGE RECONSTRUCTION TRI-STATE TOLLWAY (I-294) 95TH STREET TO PLAZA 36 (82ND STREET TOLL PLAZA) MILE POST 17.5 TO19.7	$124,441,582.77
I-20-4518	WALSH CONSTRUCTION COMPANY II, LLC	ROADWAY RECONSTRUCTION AND WIDENING TRI-STATE TOLLWAY (I-294) MILE POST 19.3 (PLAZA 39) TO MILE POST 22.3 (75TH STREET)	$70,518,407.28
I-20-4519	F.H. PASCHEN, S.N. NIELSEN & ASSOC., LLC	ROADWAY AND BRIDGE RECONSTRUCTION TRI-STATE TOLLWAY (I-294) MILE POST 22.3 TO MILE POST 24.1 75TH STREET TO I-55 RAMPS	$124,404,249.72
I-20-4533	JUDLAU CONTRACTING, INC.	ROADWAY AND BRIDGE WIDENING AND RECONSTRUCTION TRI-STATE TOLLWAY (I-294) M.P. 32.4 TO M.P. 33.5	$112,113,435.08
I-20-4534	JUDLAU CONTRACTING, INC./ S&J CONSTRUCTION CO., INC.	BRIDGE PCC BEAM FABRICATION TRI-STATE TOLLWAY (I-294) OVER UNION PACIFIC RAILROAD (UPRR) MILE POST 35.80 BRIDGE NUMBERS 287 & 288	$6,321,107.38
I-20-4535	JUDLAU CONTRACTING, INC./ S&J CONSTRUCTION CO., INC.	BEAM FABRICATION TRI-STATE TOLLWAY (I-294) OVER GRAND AVE. BRIDGE NUMBERS 285 AND 286 MILE POST 35.30	$2,459,200.00
I-21-4582	LORIG CONSTRUCTION COMPANY	ROADWAY AND BRIDGE RECONSTRUCTION TRI-STATE TOLLWAY (I-294), RAMP F FROM SOUTH OF I-290 TO SOUTH OF ST. CHARLES ROAD, MILEPOST 30.3 TO MILEPOST 32.3	$43,486,390.70
I-21-4597	ENLIGHT CONTRACTING, LLC	TRI-STATE TOLLWAY (I-294) WATER MAIN CONSTRUCTION AT MILE LONG BRIDGE	$2,208,210.47
I-21-4825R	FOUNDATION MECHANICS, LLC	TRI-STATE TOLLWAY (I-294) LANDSCAPING, FENCING AND DRAINAGE IMPROVEMENTS MANNHEIM ROAD TO BALMORAL AVENUE MILE POST 37.5 TO MILE POST 40.0	$708,951.00
I-21-4831	JUDLAU CONTRACTING, INC.	TRI-STATE TOLLWAY (I-294) ROADWAY RECONSTRUCTION AND WIDENING FLAGG CREEK TO HINSDALE OASIS MILE POST 23.8 TO MILE POST 25.0	$81,203,159.47
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 MILE POST 25.0 TO MILE POST 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, MILE POST 26.4 TO MILE POST 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 M.P. 27.8 TO M.P. 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 MILE POST 30.5 TO MILE POST 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 MILE POST 30.0 TO MILE POST 32.4	$51,030,167.08
I-21-4837	ALDRIDGE ELECTRIC, INC.	ACTIVE TRAFFIC MANAGEMENT (ATM) SYSTEM-ITS DEVICE AND FIBER INSTALLATION; WOLF RD TO BALMORAL AVE	$12,961,987.60
I-21-4838	NATURAL CREATIONS LANDSCAPING, INC.	TRI-STATE TOLLWAY (I-294) LANDSCAPE PANTING IMPROVEMENTS AT BURLINGTON NORTHERN SANTA FE RAILWAY (BNSF) MILE POST 26.5 TO MILE POST 26.8	$494,907.00
I-22-4845R	HECKER AND COMPANY, INC.	TRI-STATE TOLLWAY (I-294) ITS DEVICE AND FIBER INSTALLATION 95TH STREET TO I-55 RAMPS M.P. 17.5 TO 24.1	$7,265,463.16
I-22-4854	MEADE, INC	TRI-STATE TOLLWAY (I-294) FIBER INSTALLATION FLAGG CREEK TO PLAZA 35 (CERMAK ROAD PLAZA) M.P. 23.8 TO M.P. 30.0	$4,001,543.35

Appendix B 2024 Active Construction Contracts

PROJECT NUMBER	VENDOR	CONTRACT DESCRIPTION	AWARD AMOUNT
I-22-4867	WALSH CONSTRUCTION COMPANY II, LLC	TRI-STATE TOLLWAY (I-294) SUBSTRUCTURE REMOVAL SOUTHBOUND MILE LONG BRIDGE MILE POST 21.1 TO MILE POST 21.3	$2,121,212.12
I-22-4868	MERU CORPORATION	TRI-STATE TOLLWAY (I-294) SUBSTRUCTURE REMOVAL SOUTHBOUND MILE LONG BRIDGE MILE POST 21.3 TO MILE POST 21.5	$1,988,205.42
I-22-4869	FOUNDATION MECHANICS, LLC	TRI-STATE TOLLWAY (I-294) SITE AND ACCESS ROADWAY RESTORATION MILE LONG BRIDGE MILE POST 20.8 TO MILE POST 21.7	$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 MILE POST 32.5 TO MILE POST 36.4"	$602,122.00
I-23-4895	FOX EXCAVATING, INC.	TRI-STATE TOLLWAY (I-294) WATERMAIN IMPROVEMENTS AT LAGRANGE ROAD MILE POST 20.9	$575,390.00
I-24-4962	ROADSAFE TRAFFIC SYSTEMS, INC.	EMERGENCY PURCHASE I-290/294 MAINTAIN THE TRAFFIC CONTROL	$613,500.00
I-24-4963	METROMEX CONTRACTORS	EMERGENCY PURCHASE I-290 BETWEEN NORTH AVE AND BUTTERFIELD ROAD	$500,000.00
RR-20-4550	LORIG CONSTRUCTION COMPANY	TRI-STATE TOLLWAY (I-294) PEDESTRIAN BRIDGE CONSTRUCTION MP 26.5	$6,218,133.36
RR-20-4551	CITY ESCAPE GARDEN & DESIGN, LLC	I-294 LANDSCAPE PLANTINGS- O'HARE OASIS TO UPRR TRI-STATE TOLLWAY M.P. 38.0 TO M.P. 39.3	$233,274.59
RR-20-4555	LORIG CONSTRUCTION COMPANY	BRIDGE REPLACEMENT TRI-STATE TOLLWAY (I-294) PLAINFIELD ROAD OVER I-294 AND FLAGG CREEK M.P. 24.3 TO M.P. 24.6	$21,283,514.09
RR-22-4856	PLOTE CONSTRUCTION, INC.	TRI-STATE TOLLWAY (I-294) PLAZA IMPROVEMENTS AT I-55 (PLAZA 37) M.P. 23.8	$2,529,535.93
I-22-4883	PLOTE CONSTRUCTION, INC.	TRI-STATE TOLLWAY (I-294) NORTHBOUND ROADWAY ASPHALT OVERLAY AND PAVEMENT MARKING 95TH STREET TO I-55 M.P. 17.7 TO M.P. 23.1	$7,335,432.41
I-22-4884	K-FIVE CONSTRUCTION CORPORATION	"TRI-STATE TOLLWAY (I-294) SOUTHBOUND ROADWAY ASPHALT OVERLAY AND PAVEMENT MARKING 95TH STREET TO I-55 MILE POST 17.7 TO MILE 23.1"	$6,167,993.61
RR-23-4899	LIZZETTE MEDINA & CO.	TRI-STATE TOLLWAY (I-294) LANDSCAPE PLANTING IMPROVEMENTS 95TH STREET TO PLAINFIELD ROAD MILE POST 17.7 TO MILE POST 24.5	$600,298.20
RR-23-4914	K-FIVE CONSTRUCTION CORPORATION	TRI-STATE TOLLWAY (I-294) RAMP PAVEMENT REPAIRS TOUHY AVE AND DEMPSTER ST (US ROUTE 14) MILE POST 42.1 & MILE POST 44.2	$1,109,697.00
RR-23-4919	LORIG CONSTRUCTION COMPANY	TRI-STATE TOLLWAY I-94 BRIDGE REHABILITATION RUSSELL ROAD TO ATKINSON ROAD MILE POST 0.5 TO MILE POST 15.2	$2,214,722.00
RR-23-4937	LORIG CONSTRUCTION COMPANY	TRI-STATE TOLLWAY (I-294) BRIDGE REHABILITATION OVER CAL-SAG CHANNEL MILE POST 11.0	$2,897,149.64
I-22-4855	JUDLAU CONTRACTING, INC.	TRI-STATE TOLLWAY (I-294) NORTHBOUND PLAZA 41 TRUCK PARKING AND PLAZA IMPROVEMENTS 171ST STREET TO 159TH STREET M.P. 4.8 TO M.P. 6.5	$10,080,805.71
I-22-4859	CONSTRUCTION, INC.	TRI-STATE TOLLWAY I-294 PLAZA 41 BUILDING IMPROVEMENTS AT 163RD STREET MILE POST 5.6	$1,100,000.00
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 MILE POST 4.8 TO MILE POST 6.2	$8,980,560.15

Appendix B 2024 Active Construction Contracts

PROJECT NUMBER	VENDOR	CONTRACT DESCRIPTION	AWARD AMOUNT
VETERANS MEMORIAL TOLLWAY (I-355)			
RR-21-4823R	RAUSCH INFRASTRUCTURE, LLC	VETERANS MEMORIAL TOLLWAY (I-355), NOISE ABATEMENT WALL REPAIRS, 83RD STREET TO ARMY TRAIL ROAD, MP 14.95 TO MP 29.8	$2,284,765.00
RR-22-4878	LORIG CONSTRUCTION COMPANY	VETERANS MEMORIAL TOLLWAY (I-355) ROADWAY AND BRIDGE REHABILITATION AT I-88 RAMPS MILE POST 21.3 TO MILE POST 22.0	$3,428,193.55

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APPENDIX C

2024 ACTIVE PROFESSIONAL SERVICES CONTRACTS

Appendix C 2024 Active Professional Service Contracts

CONTRACT NUMBER	ACCOUNT	CONTRACT DESCRIPTION	PRIME VENDOR NAME	AUTHORIZED AMOUNT
ELGIN O'HARE WESTERN ACCESS (EOWA)				
I-13-4622	DESIGN	ELGIN O'HARE WESTERN ACCESS, WESTERN TERMINAL INTERCHANGE	STANLEY CONSULTANTS, INC.	$39,510,825.00
I-17-4679R	INSPECTION	ELGIN O'HARE WESTERN ACCESS, IL 390 AT WESTERN ACCESS INTERCHANGE. CONSTRUCTION MANAGEMENT SERVICES.	STV, INC.	$13,497,967.36
I-17-4681R	INSPECTION	ELGIN O'HARE WESTERN ACCESS, WESTERN ACCESS AT IL 19 INTERCHANGE	WIGHT & COMPANY / ORION ENGINEERS, LLC	$4,550,000.00
I-21-4733	DESIGN	ELGIN O'HARE WESTERN ACCESS, I-490- YORK ROAD. PHASE II ENGINEERING SERVICES.	CIORBA GROUP/PERALTE-CLARK, LLC	$2,270,092.83
I-13-4623	DESIGN	ELGIN O'HARE WESTERN ACCESS, IL 19 (WEST IRVING PARK ROAD) INTERCHANGE	KNIGHT E/A, INC.	$8,162,091.32
I-15-4656	DESIGN	EOWA, I-294 TO I-90- TRI-STATE AND FRANKLIN/ GREEN STREET. PHASE II ENGINEERING SERVICES.	ALFRED BENESCH & CO. / CHRISTOPHER B. BURKE ENG, LTD. / LIN ENGINEERING, LTD. (TM)	$30,142,011.52
I-15-4657	DESIGN	EOWA, I-294 TO I-90- FRANKLIN/GREEN STREET AND BENSENVILLE YARD. PHASE II ENGINEERING SERVICES.	WSP USA ENVIRONMENT & INFRASTRUCTURE INC./T.Y. LIN INTL GREAT LAKES INC.	$14,876,452.94
I-15-4658	DESIGN	EOWA, I-294 TO I-90- BENSENVILLE YARD UNDERPASS. PHASE II ENGINEERING SERVICES.	STANTEC CONSULTING SERVICES, INC. / TERRA ENGINEERING, LTD (TM)	$35,803,003.19
I-17-4682	INSPECTION	ELGIN O'HARE WESTERN ACCESS, CONSTRUCTION MANAGEMENT UPON REQUEST. ON CALL AND AS NEEDED CONSTRUCTION MANAGEMENT SERVICES.	HAMPTON, LENZINI & RENWICK, INC	$5,999,433.96
I-18-4700	DESIGN	DESIGN CORRIDOR MANAGER SERVICES (DCM) – EOWA CORRIDOR (ILLINOIS ROUTE 390/I-490)	JACOBS ENGINEERING GROUP, INC.	$36,000,000.00
I-21-4734	INSPECTION	ELGIN O'HARE WESTERN ACCESS, CONSTRUCTION MANAGEMENT SERVICES UPON REQUEST. ON CALL AND AS-NEEDED CONSTRUCTION MANAGEMENT SERVICES.	PROGRAM MANAGEMENT & CONTROL SERVICES, LLC	$3,000,000.00
I-21-4735	DESIGN	ELGIN O'HARE WESTERN ACCESS GEOTECHNICAL AND ENVIRONMENTAL UPON REQUEST. ON-CALL AND AS-NEEDED PHASE II ENGINEERING SERVICES.	GSG CONSULTANTS, INC.	$5,000,000.00

Appendix C 2024 Active Professional Service Contracts

CONTRACT NUMBER	ACCOUNT	CONTRACT DESCRIPTION	PRIME VENDOR NAME	AUTHORIZED AMOUNT
I-21-4744	INSPECTION	ELGIN O'HARE WESTERN ACCESS, I-294 TO I-90 - EAST OF I-294 AT GRAND AVENUE; CONSTRUCTION MANAGEMENT SERVICES	STV, INC.	$3,122,000.00
I-21-4748	INSPECTION	ELGIN O'HARE WESTERN ACCESS, I-294 TO I-90 – I-294 TO FRANKLIN AVENUE, CONSTRUCTION MANAGEMENT SERVICES.	BLA, INC. (DBA BOLLINGER, LACH & ASSOCIATES., INC.)	$6,549,003.38
I-22-4750	DESIGN	ELGIN O'HARE WESTERN ACCESS, IL 390 TO IRVING PARK ROAD, PHASE II ENGINEERING SERVICES	H.W. LOCHNER, INC.	$7,303,285.02
I-17-4676	DESIGN	EOWA JANE ADDAMS MEMORIAL TOLLWAY SYSTEM INTERCHANGE	EXP U S SERVICES, INC.	$14,948,000.00
I-17-4677	DESIGN	ELGIN O'HARE WESTERN ACCESS, DEVON AVENUE TO PRATT BOULEVARD. PHASE II ENGINEERING.	RS&H, INC./TOLTZ, KING, DUVALL, ANDERSON AND ASSOCIATES, INC.	$9,133,538.16
I-17-4678	DESIGN	ELGIN O'HARE WESTERN ACCESS, PRATT BOULEVARD TO TOUHY AVENUE. PHASE II ENGINEERING.	BURNS & MCDONNELL ENGINEERING CO., INC.	$6,450,000.00
I-18-4698	INSPECTION	I-490, DESIGN AND CONSTRUCTION MANAGEMENT SERVICES UPON REQUEST. ON-CALL, AND AS-NEEDED PHASE II ENGINEERING AND CONSTRUCTION MANAGEMENT SERVICES.	GONZALEZ COMPANIES, LLC	$8,990,462.94
I-18-4701	INSPECTION	CONSTRUCTION CORRIDOR MANAGER AND OWNER'S REPRESENTATIVE SERVICES (CCM/OR) – EOWA CORRIDOR (ILLINOIS ROUTE 390/I-490). (CCM AND CM SERVICES – DIRECT LABOR MULTIPLIER)	KNIGHT E/A, INC. / V3 COMPANIES, LTD. (KNIV3C_ TM)	$86,077,601.40
I-18-4701	CONSULTING SERVICES - PROJECT / PROGRAM MANAGEMENT	CONSTRUCTION CORRIDOR MANAGER AND OWNER'S REPRESENTATIVE SERVICES (CCM/OR) – EOWA CORRIDOR (ILLINOIS ROUTE 390/I-490). (CCM AND CM SERVICES – DIRECT LABOR MULTIPLIER)	KNIGHT E/A, INC. / V3 COMPANIES, LTD. (KNIV3C_ TM)	$14,122,398.60
I-19-4708	INSPECTION	ELGIN O'HARE WESTERN ACCESS, I-294 TO I-90 – DEVON AVENUE TO TOUHY AVENUE, CONSTRUCTION MANAGEMENT SERVICES.	MILHOUSE ENGINEERING & CONSTRUCTION, INC.	$9,499,914.32
I-19-4709	INSPECTION	ELGIN O'HARE WESTERN ACCESS, I-294 TO I-90 – I-490 AT I-90 INTERCHANGE, CONSTRUCTION MANAGEMENT SERVICES. CONSTRUCTION MANAGEMENT SERVICES.	T.Y. LIN INTERNATIONAL GREAT LAKES, INC.	$10,115,993.56

Appendix C 2024 Active Professional Service Contracts

CONTRACT NUMBER	ACCOUNT	CONTRACT DESCRIPTION	PRIME VENDOR NAME	AUTHORIZED AMOUNT
I-20-4718	DESIGN	ELGIN O'HARE WESTERN ACCESS, DESIGN UPON REQUEST. ON-CALL, AND AS-NEEDED PHASE II ENGINEERING SERVICES.	PRIMERA ENGINEERS, LTD.	$5,000,000.00
I-22-4749	DESIGN	ELGIN O'HARE WESTERN ACCESS, I-490 EARTHWORK, PHASE II ENGINEERING SERVICES.	RS&H INC. / KASKASKIA ENGINEERING GROUP LLC. (TM)	$4,384,556.25
I-23-4754	DESIGN	ELGIN O'HARE WESTERN ACCESS, IRVING PARK ROAD TO DEVON AVENUE, PHASE II ENGINEERING SERVICES	STANLEY CONSULTANTS, INC.	$4,949,095.20
I-23-4756	INSPECTION	ELGIN O'HARE WESTERN ACCESS (I-490), I-294 TO I-90 CONSTRUCTION MANAGEMENT SERVICES	CIVILTECH ENGINEERING, INC.	$2,698,336.24
I-23-4757	INSPECTION	ELGIN O'HARE WESTERN ACCESS (I-490), YORK ROAD, CONSTRUCTION MANAGEMENT SERVICES	CLARK DIETZ, INC.	$3,999,981.57
I-14-4646	DESIGN	LAND ACQUISITION AND SURVEYING SERVICES UPON REQUEST - SYSTEMWIDE	HAMPTON, LENZINI & RENWICK, INC.	$3,000,000.00
I-15-4660	DESIGN	LAND ACQUISITION SERVICES UPON REQUEST - SYSTEMWIDE. ON-CALL AND AS-NEEDED SURVEYING SERVICES.	HDR ENGINEERING, INC.	$3,000,000.00
ILLINOIS ROUTE 53/120 EXTENSION AND OTHER PLANNING STUDIES				
RR-18-4383	DESIGN - STUDY	TRI-STATE TOLLWAY, 95TH STREET TO BALMORAL AVENUE, PLANNING STUDIES UPON REQUEST. ON-CALL AND AS-NEEDED PHASE I ENGINEERING SERVICES FOR PLANNING STUDIES AND MASTER PLAN SERVICES.	CHRISTOPHER B. BURKE, ENGINEERING, LTD.	$5,000,000.00
I-18-4361	DESIGN - MASTER PLAN	ELGIN O'HARE WESTERN ACCESS, WEST EXTENSION. PHASE I ENGINEERING SERVICES FOR PLANNING STUDIES AND MASTER PLAN SERVICES	PARSONS TRANSPORTATION GROUP, INC.	$3,655,606.72
I-24-4944	DESIGN - STUDY	SYSTEMWIDE, PLANNING STUDIES UPON REQUEST ON-CALL, AND AS-NEEDED PLANNING SERVICES.	ALFRED BENESCH & COMPANY	$5,000,000.00
I-24-4947	DESIGN	SYSTEMWIDE BRIDGE REHABILITATION, PHASE II ENGINEERING SERVICES	STRAND ASSOCIATES, INC.	$4,636,459.78
I-24-4948	DESIGN	RONALD REAGAN MEMORIAL TOLLWAY (I-88), BRIDGE REHABILITATION, HOWLAND CREEK (MP 44.5) TO US 52 (MP 55.0), PHASE II DESIGN ENGINEERING SERVICES	EFK MOEN, LLC	$3,856,898.94

Appendix C 2024 Active Professional Service Contracts

CONTRACT NUMBER	ACCOUNT	CONTRACT DESCRIPTION	PRIME VENDOR NAME	AUTHORIZED AMOUNT
I-24-4949	DESIGN	RONALD REAGAN MEMORIAL TOLLWAY (I-88), BRIDGE REHABILITATION, BURKETT ROAD (MP 56.0) TO STEWARD CREEK (MP 74.3), PHASE II DESIGN ENGINEERING SERVICES	INFRASTRUCTURE ENGINEERING, INC.	$3,207,109.14
REAGAN MEMORIAL TOLLWAY (I-88)				
RR-22-4847	DESIGN	REAGAN MEMORIAL TOLLWAY, YORK ROAD BRIDGE RECONSTRUCTION, MP 138.7. PHASE II ENGINEERING SERVICES.	CIVILTECH ENGINEERING, INC.	$1,895,775.25
RR-24-4943	INSPECTION	REAGAN MEMORIAL TOLLWAY (I-88), YORK ROAD BRIDGE RECONSTRUCTION, MP 138.7, PHASE III CONSTRUCTION MANAGEMENT SERVICES	PINPOINT PRECISION LLC	$1,366,509.04
SYSTEMWIDE IMPROVEMENTS (SW)				
RR-16-4267	DESIGN	MAINTENANCE FACILITIES SITE DESIGN	ENVIRONMENTAL DESIGN INTERNATIONAL, INC.	$4,350,000.00
RR-19-4460	DESIGN	FACILITIES, DESIGN SERVICES UPON REQUEST. ON-CALL, AND AS-NEEDED PHASE II ENGINEERING SERVICES.	AAA ENGINEERING, LTD	$5,000,000.00
RR-19-4461	INSPECTION	FACILITIES, CONSTRUCTION MANAGEMENT SERVICES UPON REQUEST. ON-CALL, AND AS-NEEDED CONSTRUCTION MANAGEMENT SERVICES.	AMERICAN VETERAN ENGINEERING, PLLC/BRAVO COMPANY ENGINEERING	$3,000,000.00
RR-20-4522	INSPECTION	SYSTEMWIDE, MAINTENANCE FACILITIES, CONSTRUCTION MANAGEMENT SERVICES UPON REQUEST. ON-CALL AND AS-NEEDED CONSTRUCTION MANAGEMENT SERVICES	GONZALEZ COMPANIES, LLC/ THE RODERICK GROUP D/B/A ARDMORE RODERICK	$5,000,000.00
RR-21-4803	DESIGN	SYSTEMWIDE, FACILITIES, DESIGN SERVICES UPON REQUEST. ON-CALL, AND AS-NEEDED PHASE II ENGINEERING SERVICES.	LEGAT ARCHITECTS, INC.	$4,000,000.00
RR-16-4278	DESIGN	SYSTEMWIDE TRAFFIC OPERATION AND MAINTENANCE PERFORMANCE EVALUATION AND ENHANCEMENT SUPPORT. ON-CALL AND AS-NEEDED TRAFFIC OPERATION AND MAINTENANCE SUPPORT.	J.A. WATTS, INC.	$2,500,000.00

Appendix C 2024 Active Professional Service Contracts

CONTRACT NUMBER	ACCOUNT	CONTRACT DESCRIPTION	PRIME VENDOR NAME	AUTHORIZED AMOUNT
RR-18-4354	DESIGN	SYSTEMWIDE, DESIGN AND CONSTRUCTION MANAGEMENT SERVICES FOR LANDSCAPE SERVICES UPON REQUEST. ON CALL AND AS-NEEDED PHASE II ENGINEERING SERVICES AND CONSTRUCTION MANAGEMENT SERVICES	2IM GROUP, LLC	$8,000,000.00
RR-18-4378	INSPECTION	SYSTEMWIDE, CONSTRUCTION MANAGEMENT UPON REQUEST. ON-CALL AND AS-NEEDED CONSTRUCTION MANAGEMENT SERVICES.	INTERRA, INC.	$2,500,000.00
RR-19-4480	DESIGN	GEOTECHNICAL SERVICES UPON REQUEST. ON-CALL AND AS-NEEDED GEOTECHNICAL SERVICES.	INTERRA, INC.	$5,000,000.00
RR-20-4524	DESIGN	SYSTEMWIDE, DESIGN UPON REQUEST. ON-CALL, AND AS-NEEDED PHASE II ENGINEERING SERVICES.	WBK ENGINEERING, LLC (FORMERLY WILLS BURKE KELSEY ASSOCIATES, LTD.)	$2,500,000.00
RR-20-4525	INSPECTION	SYSTEMWIDE, CONSTRUCTION MANAGEMENT SERVICES UPON REQUEST. ON-CALL AND AS-NEEDED CONSTRUCTION MANAGEMENT SERVICES.	CHERI K. LEWIS ENGINEERS, LLC (DBA CKL ENGINEERS, LLC)	$4,000,000.00
RR-21-4564	DESIGN	SYSTEMWIDE, DESIGN UPON REQUEST. ON-CALL, AND AS-NEEDED PHASE II ENGINEERING SERVICES.	HANSON PROFESSIONAL SERVICES, INC.	$4,000,000.00
RR-21-4565	INSPECTION	SYSTEMWIDE, CONSTRUCTION MANAGEMENT SERVICES UPON REQUEST. ON-CALL AND AS-NEEDED CONSTRUCTION MANAGEMENT SERVICES	GASPEREC ELBERTS CONSULTING, LLC	$3,000,000.00
RR-21-4566	INSPECTION	SYSTEMWIDE, CONSTRUCTION MANAGEMENT SERVICES UPON REQUEST. ON-CALL AND AS-NEEDED CONSTRUCTION MANAGEMENT SERVICE	DLZ ILLINOIS. INC./ABNA OF ILLINOIS, INC.	$3,000,000.00
RR-21-4569	INSPECTION	SYSTEMWIDE, INTELLIGENT TRANSPORTATION SYSTEMS (ITS) SERVICES UPON REQUEST. ON-CALL AND AS-NEEDED CONSTRUCTION MANAGEMENT SERVICES	ATLAS ENGINEERING GROUP, LTD.	$3,500,000.00
RR-21-4570	DESIGN	SYSTEMWIDE, UTILITY RELOCATION ASSISTANCE UPON REQUEST. SUBSURFACE AND UTILITY ASSISTANCE SERVICES.	HBK ENGINEERING, LLC	$3,000,000.00

Appendix C 2024 Active Professional Service Contracts

CONTRACT NUMBER	ACCOUNT	CONTRACT DESCRIPTION	PRIME VENDOR NAME	AUTHORIZED AMOUNT
RR-21-4599	DESIGN	SYSTEMWIDE, INTELLIGENT TRANSPORTATION SYSTEMS (ITS) DESIGN SERVICES UPON REQUEST; ON-CALL AND AS-NEEDED PHASE II ENGINEERING SERVICES	DELTA ENGINEERING GROUP, LLC	$4,000,000.00
RR-21-4800	INSPECTION	SYSTEMWIDE, CONSTRUCTION MANAGEMENT SERVICES UPON REQUEST. ON-CALL, AND AS-NEEDED CONSTRUCTION MANAGEMENT SERVICES.	TRANSYSTEMS CORPORATION	$5,000,000.00
RR-21-4801	DESIGN	SYSTEMWIDE, DESIGN SERVICES UPON REQUEST. ON-CALL, AND AS-NEEDED PHASE II ENGINEERING SERVICES.	HDR ENGINEERING, INC.	$5,000,000.00
RR-21-4802	DESIGN	IL 390, PAVEMENT AND STRUCTURAL PRESERVATION AND REHABILITATION, M.P. 6.0 (LAKE STREET) TO M.P. 13.0 (I-290). PHASE II ENGINEERING SERVICES.	HBM ENGINEERING GROUP, LLC	$3,345,926.00
RR-21-4804	DESIGN	SYSTEMWIDE FACILITIES, PHASE I AND II ENGINEERING SERVICES.	SINGH & ASSOCIATES, INC./A. EPSTEIN & SONS INTERNATIONAL, INC.	$4,496,515.00
RR-22-4846	INSPECTION	SYSTEMWIDE, CONSTRUCTION MANAGEMENT SERVICES UPON REQUEST. ON-CALL AND AS-NEEDED CONSTRUCTION MANAGEMENT SERVICES.	COLLINS ENGINEERS, INC.	$3,500,000.00
RR-22-4848	INSPECTION	SYSTEMWIDE, CONSTRUCTION MANAGEMENT SERVICES UPON REQUEST. ON-CALL, AND AS-NEEDED CONSTRUCTION MANAGEMENT SERVICES.	DAMA CONSULTANTS, INC.	$3,000,000.00
RR-22-4849	DESIGN	SYSTEMWIDE, DESIGN UPON REQUEST. PHASE II ENGINEERING SERVICES.	PATRICK ENGINEERING INC. / ENGINEERING DESIGN SOURCE, INC.	$3,000,000.00
RR-22-4850	INSPECTION	SYSTEMWIDE, IT CONSTRUCTION MANAGEMENT SERVICES UPON REQUEST, ON-CALL AND AS-NEEDE CONSTRUCTION MANAGEMENT SERVICES.	MATERIAL SOLUTIONS LABORATORY	$3,000,000.00
RR-22-4862	INSPECTION	SYSTEMWIDE, CONSTRUCTION MANAGEMENT SERVICES UPON REQUEST. ON-CALL AND AS-NEEDED CONSTRUCTION MANAGEMENT SERVICES	JUNEAU ASSOCIATES, INC., P.C.	$4,000,000.00

Appendix C 2024 Active Professional Service Contracts

CONTRACT NUMBER	ACCOUNT	CONTRACT DESCRIPTION	PRIME VENDOR NAME	AUTHORIZED AMOUNT
RR-22-4863	INSPECTION	IL 390, PAVEMENT AND STRUCTURAL PRESERVATION AND REHABILITATION, LAKE STREET (M.P. 6.0) TO I-290 (M.P. 13.0), CONSTRUCTION MANAGEMENT SERVICES	TECMA ASSOCIATES, INC.	$4,075,564.68
RR-22-4864	DESIGN	SYSTEMWIDE, DESIGN SERVICES UPON REQUEST	AMES ENGINEERING, INC.	$2,000,000.00
RR-23-4891	INSPECTION	SYSTEMWIDE, CONSTRUCTION MANAGEMENT SERVICES UPON REQUEST. ON-CALL AND AS-NEEDED CONSTRUCTION MANAGEMENT SERVICES.	SW CONSULTING & ENGINEERING SERVICES, PLLC DBA SWE SOLUTIONS	$2,000,000.00
RR-23-4892	INSPECTION	SYSTEMWIDE, CONSTRUCTION MANAGEMENT SERVICES UPON REQUEST. ON-CALL AND AS-NEEDED CONSTRUCTION MANAGEMENT SERVICES.	SE3, LLC	$3,000,000.00
RR-23-4893	DESIGN	SYSTEMWIDE, DESIGN SERVICES UPON REQUEST. ON-CALL AND AS-NEEDED PHASE II ENGINEERING SERVICES.	GRAEF - USA	$3,000,000.00
RR-23-4894	DESIGN	SYSTEMWIDE FACILITIES, PHASE I AND II ENGINEERING SERVICES.	FARNSWORTH GROUP, INC.	$3,458,200.00
RR-23-4910	DESIGN	SYSTEMWIDE PLAZA IMPROVEMENTS, PHASE II ENGINEERING SERVICES	EXP U S SERVICES, INC.	$4,499,296.80
RR-23-4911	DESIGN	SYSTEMWIDE PLAZA IMPROVEMENTS, PHASE II ENGINEERING SERVICES	CIORBA GROUP, INC.	$2,499,693.13
RR-14-5703	DESIGN	DESIGN UPON REQUEST - SYSTEMWIDE - MOVE ILLINOIS	SINGH & ASSOCIATES, INC.	$2,000,000.00
RR-18-9210	DESIGN	INTELLIGENT TRANSPORTATION SYSTEMS (ITS) SERVICES UPON REQUEST. ON-CALL AND AS-NEEDED INTELLIGENT TRANSPORTATION SYSTEM SERVICES.	SRF CONSULTING GROUP, INC./SINGH & ASSOCIATES (SRFSIN_TM)	$4,000,000.00
RR-19-9218	INSPECTION	CONSTRUCTION MANAGEMENT UPON REQUEST – SYSTEMWIDE NON ROADWAY. ON-CALL, AND AS-NEEDED CONSTRUCTION MANAGEMENT SERVICES.	ARCADIS U.S., INC.	$4,000,000.00
RR-19-9219	DESIGN	DESIGN UPON REQUEST - SYSTEMWIDE NON ROADWAY. ON-CALL, AND AS-NEEDED PHASE II ENGINEERING SERVICES	ATLAS ENGINEERING GROUP, LTD.	$5,000,000.00

Appendix C 2024 Active Professional Service Contracts

CONTRACT NUMBER	ACCOUNT	CONTRACT DESCRIPTION	PRIME VENDOR NAME	AUTHORIZED AMOUNT
RR-21-9229	INSPECTION	SYSTEMWIDE, CONSTRUCTION MANAGEMENT SERVICES UPON REQUEST - NON-ROADWAY. ON-CALL AND AS-NEEDED CONSTRUCTION MANAGEMENT SERVICES.	R.M. CHIN & ASSOCIATES, INC.	$3,000,000.00
RR-21-9240	DESIGN	SYSTEMWIDE, FACILITIES DESIGN SERVICES UPON REQUEST. ON-CALL, AND AS-NEEDED PHASE II ENGINEERING SERVICES	MULLER & MULLER LTD.	$3,000,000.00
RR-21-9241	DESIGN	SYSTEMWIDE, DESIGN SERVICES UPON REQUEST. ON-CALL, AND AS-NEEDED PHASE II ENGINEERING SERVICES	ORION ENGINEERS, PLLC	$3,000,000.00
RR-21-9242	DESIGN	SYSTEMWIDE, DESIGN SERVICES UPON REQUEST. ON-CALL AND AS-NEEDED PHASE II ENGINEERING SERVICES	HORNER & SHIFRIN, INC.	$1,500,000.00
RR-21-9243	INSPECTION	SYSTEMWIDE, CONSTRUCTION MANAGEMENT SERVICES UPON REQUEST. ON-CALL AND AS-NEEDED CONSTRUCTION MANAGEMENT SERVICES	4HD, INC.	$2,000,000.00
RR-21-9245	DESIGN	SYSTEMWIDE, INTELLIGENT TRANSPORTATION SYSTEM (ITS) DEPLOYMENT AND SYSTEM MANAGEMENT (CAPITAL)	TRANSMART, LLC	$750,000.00
RR-22-9269	INSPECTION	PROGRAM MANAGEMENT AND CONSTRUCTION MANAGEMENT SERVICES – JOB ORDER CONTRACTING (JOC) - PM	D B STERLIN CONSULTANTS, INC.	$14,300,000.00
RR-23-9281	INSPECTION	SYSTEMWIDE FACILITIES, CONSTRUCTION MANAGEMENT SERVICES UPON REQUEST. ON-CALL AND AS-NEEDED CONSTRUCTION MANAGEMENT SERVICES.	BRAVO COMPANY ENGINEERING, INC.	$3,000,000.00
RR-20-9981	CONSULTING SERVICES - PROJECT / PROGRAM MANAGEMENT	TRAFFIC ENGINEER, TRAFFIC ENGINEER SERVICES (TRUST INDENTURE)	CDM SMITH INC	$24,730,000.00
RR-21-9982	CONSULTING SERVICES - PROJECT / PROGRAM MANAGEMENT	CONSULTING ENGINEER SERVICES -OVERSIGHT AND IMPLEMENTATION(FUND51)	WSP USA, INC. (FORMERLY KNOWN AS PARSONS BRINCKERHOFF, INC.)	$23,882,120.46
I-21-4805	INSPECTION	TRI-STATE TOLLWAY, CONSTRUCTION MANAGEMENT SERVICES UPON REQUEST. ON-CALL, AND AS-NEEDED CONSTRUCTION MANAGEMENT SERVICES.	PATRICK ENGINEERING, INC.	$3,000,000.00

Appendix C 2024 Active Professional Service Contracts

CONTRACT NUMBER	ACCOUNT	CONTRACT DESCRIPTION	PRIME VENDOR NAME	AUTHORIZED AMOUNT
I-17-4093	CONSULTING SERVICES - PROJECT / PROGRAM MANAGEMENT	PROGRAM MANAGEMENT CORE SERVICES (LUMP SUM)	HNTB CORPORATION	$135,000,000.00
I-14-4225	DESIGN	LAND ACQUISITION AND SURVEYING SERVICES UPON REQUEST - SYSTEMWIDE	MATHEWSON RIGHT OF WAY COMPANY/DYNASTY GROUP, INC.	$3,000,000.00
I-16-4257	DESIGN - STUDY	ENVIRONMENTAL STUDIES UPON REQUEST	HUFF & HUFF, INC.	$5,000,000.00
RR-21-4571	DESIGN - STUDY	SYSTEMWIDE ENVIRONMENTAL STUDIES UPON REQUEST. ON-CALL AND AS-NEEDED ENVIRONMENTAL SERVICES	HUFF & HUFF, INC./ KASKASKIA ENGINEERING GROUP	$5,000,000.00
RR-22-4851	INSPECTION	MATERIALS ENGINEERING SERVICES, SYSTEMWIDE	STATE MATERIALS ENGINEERING LLC DBA S.T.A.T.E. TESTING, LLC	$20,311,945.47
RR-18-9015	CONSULTING SERVICES - PROJECT / PROGRAM MANAGEMENT	DOCUMENT AND PROCESS CONTROL MANAGEMENT SERVICES.	KRISTINE FALLON ASSOCIATES, INC.	$7,281,915.65
RR-18-9206	INSPECTION	MATERIALS ENGINEERING SERVICES, SYSTEMWIDE	STATE MATERIALS ENGINEERING LLC DBA S.T.A.T.E. TESTING, LLC	$25,147,184.60
TRI-STATE (I-294)/I-57 INTERCHANGE				
I-18-4420	INSPECTION	I-294 / I-57 INTERCHANGE, TRI-STATE TOLLWAY M.P. 7.6 (I-57), CONSTRUCTION MANAGEMENT SERVICES.	WIGHT & COMPANY	$15,318,231.41
TRI-STATE TOLLWAY (I-94/I-294/I-80)				
RR-14-4221	DESIGN	TRI-STATE TOLLWAY, BRIDGE REHABILITATION / RECONSTRUCTION, MILE-LONG BRIDGE (MP 21.5)	H.W. LOCHNER INC./HDR ENGINEERING, INC./QUIGG ENGINEERING INC.	$41,054,434.54
RR-14-4224	DESIGN - MASTER PLAN	TRI-STATE TOLLWAY, ROADWAY STUDY, CERMAK ROAD (M.P. 29.5) TO BALMORAL AVENUE (M.P. 40.0).	JACOBS ENGINEERING GROUP, INC/EFK MOEN, LLC/HANSON PROFESSIONAL SERVICES, INC.	$38,347,635.66
RR-16-4265	DESIGN	TRI-STATE TOLLWAY, DESIGN CORRIDOR MANAGEMENT. PROJECT MANAGEMENT AND PHASE II ENGINEERING.	AECOM TECHNICAL SERVICES, INC.	$87,012,076.00
I-17-4300	DESIGN	TRI-STATE TOLLWAY, ROADWAY RECONSTRUCTION, ROOSEVELT ROAD (M.P. 30.5) TO ST CHARLES ROAD (M.P. 32.3). PHASE II ENGINEERING SERVICES.	JACOBS ENGINEERING GROUP, INC.	$46,941,000.00
I-17-4301	DESIGN	TRI-STATE TOLLWAY, ROADWAY RECONSTRUCTION, ST CHARLES ROAD (M.P. 32.3) TO NORTH AVENUE / LAKE STREET (M.P. 33.5). PHASE II ENGINEERING SERVICES.	ALFRED BENESCH & COMPANY/THE RODERICK GROUP, LLC (DBA ARDMORE RODERICK)/2IM GROUP, LLC	$16,457,000.00

Appendix C 2024 Active Professional Service Contracts

CONTRACT NUMBER	ACCOUNT	CONTRACT DESCRIPTION	PRIME VENDOR NAME	AUTHORIZED AMOUNT
I-17-4308	DESIGN	TRI-STATE TOLLWAY, ITS & LIGHTING INSTALLATION, 95TH STREET (M.P. 17.8) TO BALMORAL AVENUE (M.P. 40.0). PHASE II ENGINEERING SERVICES.	GANDHI & ASSOCIATES, INC.	$7,389,000.00
I-17-4326	CONSULTING SERVICES - PROJECT / PROGRAM MANAGEMENT	OWNER'S (TOLLWAY) REP., CONSTRUCTION CORRIDOR MANAGEMENT, & CONSTRUCTION MANAGEMENT SERVICES – CENTRAL TRI-STATE (FLAT RATE AND SUBS)	TRANSYSTEMS CORP. DBA TRANSYSTEMS OMEGA LLC	$121,213,680.91
I-18-4380	INSPECTION	ELGIN O'HARE WESTERN ACCESS, I-294 (GRAND AVENUE TO WOLF ROAD). CONSTRUCTION MANAGEMENT SERVICES.	EXP U S SERVICES, INC.	$17,492,986.41
I-18-4411	INSPECTION	TRI-STATE TOLLWAY (I-294), BRIDGE RECONSTRUCTION, MILE LONG BRIDGE (M.P. 21.5). CONSTRUCTION MANAGEMENT SERVICES	BOWMAN CONSULTING GROUP, LTD	$48,000,000.00
I-19-4478	INSPECTION	TRI-STATE TOLLWAY, ROADWAY RECONSTRUCTION AND WIDENING, ST. CHARLES RD. (M.P. 32) TO NORTH AVE./LAKE ST. (M.P. 33), CONSTRUCTION MANAGEMENT SERVICES. CONSTRUCTION MANAGEMENT SERVICES.	HR GREEN, INC.	$18,000,000.00
I-19-4479	INSPECTION	TRI-STATE TOLLWAY, ROADWAY RECONSTRUCTION AND WIDENING, 75TH STREET (M.P. 22) TO I-55 RAMPS (M.P. 24), CONSTRUCTION MANAGEMENT SERVICES	GLOBETROTTERS ENGINEERING CORPORATION	$17,900,000.00
I-19-4482	INSPECTION	TRI-STATE TOLLWAY, ROADWAY RECONSTRUCTION AND WIDENING, 95TH STREET (M.P. 17) TO LAGRANGE ROAD (M.P. 21), CONSTRUCTION MANAGEMENT SERVICES.	BURNS & MCDONNELL ENGINEERING/RM CHIN & ASSOCIATES/SE3, LLC	$24,000,000.00
I-19-4498	DESIGN	TRI-STATE TOLLWAY, DESIGN UPON REQUEST	INFRASTRUCTURE ENGINEERING, INC.	$5,000,000.00
I-20-4526	DESIGN	TRI-STATE TOLLWAY, DESIGN UPON REQUEST. ON-CALL, AND AS-NEEDED PHASE II ENGINEERING SERVICES.	CIORBA GROUP, INC.	$3,000,000.00
I-20-4531	INSPECTION	TRI-STATE TOLLWAY, CONSTRUCTION MANAGEMENT SERVICES UPON REQUEST (ITS SERVICES). ON-CALL AND AS-NEEDED CONSTRUCTION MANAGEMENT SERVICES.	J.A. WATTS, INC.	$7,500,000.00

Appendix C 2024 Active Professional Service Contracts

CONTRACT NUMBER	ACCOUNT	CONTRACT DESCRIPTION	PRIME VENDOR NAME	AUTHORIZED AMOUNT
I-21-4567	INSPECTION	TRI-STATE TOLLWAY, CONSTRUCTION MANAGEMENT SERVICES UPON REQUEST. ON CALL, AND AS-NEEDED CONSTRUCTION MANAGEMENT SERVICES.	TRANSLAND ENGINEERING GROUP, LLC	$2,000,000.00
I-21-4568	DESIGN	SYSTEMWIDE, GEOTECHNICAL AND ENVIRONMENTAL SERVICES UPON REQUEST. ON-CALL AND AS-NEEDED PHASE II ENGINEERING SERVICES	SHANNON & WILSON,INC./ STRATA EARTH SERVICES, LLC	$3,000,000.00
I-19-4710	INSPECTION	ELGIN O'HARE WESTERN ACCESS, I-294 TO I-90 – I-294 – NORTH AVENUE TO GRAND AVENUE, CONSTRUCTION MANAGEMENT SERVICES.	H.W. LOCHNER, INC. / D'ESCOTO, INC./ ILLINOIS CONSTRUCTION & ENVIRONMENTAL (TEAM)	$13,796,920.00
I-21-4807	INSPECTION	TRI-STATE TOLLWAY, ROADWAY RECONSTRUCTION AND WIDENING, FLAGG CREEK (M.P. 23.8) TO HINSDALE OASIS (M.P. 25.0), CONSTRUCTION MANAGEMENT SERVICES.	AECOM TECHNICAL SERVICES, INC. / SE3, LLC	$13,000,000.00
I-21-4808	INSPECTION	TRI-STATE TOLLWAY, ROADWAY RECONSTRUCTION AND WIDENING, HINSDALE OASIS (M.P. 25.0) TO OGDEN AVENUE (M.P. 27.8), CONSTRUCTION MANAGEMENT SERVICES.	GFGCBM TEAM	$25,000,000.00
I-21-4809	INSPECTION	TRI-STATE TOLLWAY, ROADWAY RECONSTRUCTION AND WIDENING, OGDEN AVENUE (M.P. 27.8) TO CERMAK ROAD (M.P. 29.5), CONSTRUCTION MANAGEMENT SERVICES.	BOWMAN CONSULTING GROUP, LTD./OSEH INC./ ALFRED BENESCH & COMPANY	$15,900,000.00
I-21-4810	INSPECTION	TRI-STATE TOLLWAY, CONSTRUCTION MANAGEMENT SERVICES UPON REQUEST. ON-CALL AND AS-NEEDED CONSTRUCTION MANAGEMENT SERVICES.	SQN ASSOCIATES, LLC	$3,000,000.00
I-21-4812	DESIGN	TRI-STATE TOLLWAY, DESIGN SERVICES UPON REQUEST. ON-CALL, AND AS-NEEDED PHASE II ENGINEERING SERVICES.	ABNA ENGINEERING INC.	$3,000,000.00
I-21-4828	DESIGN	TRI-STATE TOLLWAY, DESIGN SERVICES UPON REQUEST. ON-CALL, AND AS-NEEDED PHASE II ENGINEERING SERVICES.	EXP U S SERVICES, INC.	$5,000,000.00
I-22-4852	DESIGN	TRI-STATE TOLLWAY, DESIGN SERVICES UPON REQUEST. ON-CALL, AND AS-NEEDED PHASE II ENGINEERING SERVICES.	LAKESIDE ENGINEERS, LLC.	$3,000,000.00

Appendix C 2024 Active Professional Service Contracts

CONTRACT NUMBER	ACCOUNT	CONTRACT DESCRIPTION	PRIME VENDOR NAME	AUTHORIZED AMOUNT
I-22-4853	DESIGN	TRI-STATE TOLLWAY, DESIGN SERVICES UPON REQUEST. ON-CALL, AND AS-NEEDED PHASE II ENGINEERING SERVICES.	BLOOM COMPANIES, LLC	$3,000,000.00
I-21-4572	INSPECTION	SYSTEMWIDE, CONSTRUCTION MANAGEMENT SERVICES UPON REQUEST. ON CALL, AND AS-NEED CONSTRUCTION MANAGEMENT SERVICES.	STANLEY CONSULTANTS, INC.	$3,000,000.00
I-21-4811	DESIGN	LAND ACQUISITION SERVICES UPON REQUEST	AMERICAN SURVEYING & ENGINEERING, LTD.	$3,000,000.00
VETERANS MEMORIAL TOLLWAY (I-355)				
RR-16-4255	DESIGN	ROADWAY AND BRIDGE REHABILITATION - DESIGN, VETERANS MEMORIAL TOLLWAY M.P. 12.3 (I-55) TO M.P. 22.3 (STA 11260+00, BUTTERFIELD ROAD)	PRIMERA ENGINEERS, LTD.	$9,253,293.29

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APPENDIX D

CAPITAL PROGRAM SUMMARY

Appendix D *Move Illinois* Capital Program Summary

NEED	PROJECT	SCOPE & APPROX. MP LIMITS	LENGTH (CENTERLINE MILES)	ESTIMATED CONSTRUCTION PERIOD	STATUS
TRI-STATE TOLLWAY (I-294/I-80 & I-294)					
RECONSTRUCT INFRASTRUCTURE REPLACEMENT	RECONSTRUCT 8 LANES ADD 2 LANES	95TH STREET TO BALMORAL AVENUE (MP 17.7 TO 40.0)	22.3	2019-2027	IN-PROGRESS
RESTORE INFRASTRUCTURE RENEWAL	BRIDGE AND RAMP REPAIRS	TRI-STATE TOLLWAY (I-294) (MP 0.0 TO 52.8)	52.8	2012-2027	IN-PROGRESS
CORRIDOR	ROW ACQUISITION	TRI-STATE TOLLWAY (I-294) (MP 0.0 TO 52.8)	52.8	2017-2027	IN-PROGRESS
CORRIDOR	UTILITY AND FIBER OPTIC RELOCATION	TRI-STATE TOLLWAY (I-294) (MP 0.0 TO 52.8)	52.8	2017-2027	IN-PROGRESS
TRI-STATE TOLLWAY (I-94) & EDENS SPUR (I-94)					
RECONSTRUCT INFRASTRUCTURE REPLACEMENT	RECONSTRUCT 4 LANES	EDENS SPUR (MP 25.0 TO 30.0)	5.0	2018-2020	COMPLETE
RESTORE INFRASTRUCTURE RENEWAL	BRIDGE AND RAMP REPAIRS	TRI-STATE TOLLWAY (I-94) (MP 1.0 TO 25.3)	25.3	2012-2026	IN-PROGRESS
CORRIDOR	ROW ACQUISITION	TRI-STATE TOLLWAY (I-94) (MP 1.0 TO 25.3)	25.3	2015-2022	COMPLETE
CORRIDOR	UTILITY AND FIBER OPTIC RELOCATION	TRI-STATE TOLLWAY (I-94) (MP 1.0 TO 25.3)	25.3	2017-2023	COMPLETE
TRI-STATE TOLLWAY (I-294) & INTERSTATE 57 INTERCHANGE					
REGIONAL GROWTH SYSTEM EXPANSION	NEW RAMPS, STRUCTURES AND TOLL PLAZAS	TRI-STATE TOLLWAY (I-294)/I-57 INTERCHANGE NEW RAMPS TO AND FROM MEMPHIS AND 147TH STREET	-	2012-2014	COMPLETE
REGIONAL GROWTH SYSTEM EXPANSION	ROW ACQUISITION	TRI-STATE TOLLWAY (I-294)/I-57 INTERCHANGE	-	2013-2017	COMPLETE
REGIONAL GROWTH SYSTEM EXPANSION	UTILITY AND FIBER OPTIC RELOCATION	TRI-STATE TOLLWAY (I-294)/I-57 INTERCHANGE	-	2013-2015	COMPLETE
REGIONAL GROWTH SYSTEM EXPANSION	NEW RAMPS AND STRUCTURES	TRI-STATE TOLLWAY (I-294)/I-57 INTERCHANGE NEW RAMPS TO COMPLETE SYSTEM INTERCHANGE	-	2019-2024	COMPLETE
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 NEW RAMPS TO COMPLETE SYSTEM INTERCHANGE	-	2019-2026	IN-PROGRESS

Appendix D *Move Illinois* Capital Program Summary

NEED	PROJECT	SCOPE & APPROX. MP LIMITS	LENGTH (CENTERLINE MILES)	ESTIMATED CONSTRUCTION PERIOD	STATUS
JANE ADDAMS MEMORIAL TOLLWAY (I-90)					
RECONSTRUCT INFRASTRUCTURE REPLACEMENT CONGESTION RELIEF	RECONSTRUCT 4 LANES ADD 2 LANES	I-39 TO ILLINOIS ROUTE 47 (MP 17.5 TO 46.5)	29	2013-2015	COMPLETE
RECONSTRUCT INFRASTRUCTURE REPLACEMENT CONGESTION RELIEF	RECONSTRUCT 4 LANES ADD 2 LANES	ILLINOIS ROUTE 47 TO ELGIN TOLL PLAZA 9 (MP 46.5 TO 54.0)	7.5	2013-2015	COMPLETE
RECONSTRUCT INFRASTRUCTURE REPLACEMENT CONGESTION RELIEF	RECONSTRUCT 6 LANES ADD 2 LANES	ELGIN TOLL PLAZA 9 TO KENNEDY EXPRESSWAY (MP 54.0 TO 78.6)	24.6	2013-2016	COMPLETE
RECONSTRUCT CONGESTION RELIEF	TRANSIT ACCOMMODATION	I-39 TO KENNEDY EXPRESSWAY (MP 17.5 TO 78.6)	61.1	2013-2015	COMPLETE
RESTORE INFRASTRUCTURE RENEWAL	BRIDGE AND RAMP REPAIRS	I-39 TO KENNEDY EXPRESSWAY (MP 17.5 TO 78.6)	61.1	2013-2027	IN-PROGRESS
CORRIDOR	ROW ACQUISITION	I-39 TO KENNEDY EXPRESSWAY (MP 17.5 TO 78.6)	61.1	2012-2016	COMPLETE
CORRIDOR	UTILITY AND FIBER OPTIC RELOCATION	I-39 TO KENNEDY EXPRESSWAY (MP 17.5 TO 78.6)	61.1	2012-2016	COMPLETE
REAGAN MEMORIAL TOLLWAY (I-88)					
RECONSTRUCT INFRASTRUCTURE REPLACEMENT	RECONSTRUCT 6 LANES	YORK ROAD TO EISENHOWER EXPRESSWAY (I-290) (MP 139.0 TO 140.5)	1.5	2018-2019	COMPLETE
RESTORE INFRASTRUCTURE RENEWAL	MILL, PATCH AND OVERLAY	ILLINOIS ROUTE 251 TO ILLINOIS ROUTE 56 (MP 76.1 TO 113.3)	37.2	2018-2019	COMPLETE
RESTORE INFRASTRUCTURE RENEWAL	MILL, PATCH AND OVERLAY	AURORA TOLL PLAZA 61 TO ILLINOIS ROUTE 59 (MP 117.8 TO 123.3)	5.5	2020-2021	COMPLETE
RECONSTRUCT INFRASTRUCTURE REPLACEMENT	RECONSTRUCT 4 LANES	EAST-WEST CONNECTOR ROAD BETWEEN I-294 AND I-88	3.7	2018-2020	COMPLETE
RESTORE INFRASTRUCTURE RENEWAL	BRIDGE AND RAMP REPAIRS	US ROUTE 30 TO EISENHOWER EXPRESSWAY (I-290 (MP 44.2 TO 140.4)	96.2	2012-2026	IN-PROGRESS
CORRIDOR	ROW ACQUISITION	US ROUTE 30 TO EISENHOWER EXPRESSWAY (I-290 (MP 44.2 TO 140.4)	96.2	2016-2027	IN-PROGRESS
CORRIDOR	UTILITY AND FIBER OPTIC RELOCATION	US ROUTE 30 TO EISENHOWER EXPRESSWAY (I-290 (MP 44.2 TO 140.4)	96.2	2018-2024	COMPLETE

Appendix D *Move Illinois* Capital Program Summary

NEED	PROJECT	SCOPE & APPROX. MP LIMITS	LENGTH (CENTERLINE MILES)	ESTIMATED CONSTRUCTION PERIOD	STATUS
VETERANS MEMORIAL TOLLWAY (I-355)					
RESTORE INFRASTRUCTURE RENEWAL	MILL, PATCH AND OVERLAY	I-55 TO BOUGHTON ROAD, COLLECTOR-DISTRIBUTOR ROADS, NORTH AVENUE TO ARMY TRAIL ROAD (MP 12.3 TO 29.8)	17.5	2013	COMPLETE
RESTORE INFRASTRUCTURE RENEWAL	MILL, PATCH AND OVERLAY	I-55 TO ARMY TRAIL ROAD (MP 12.3 TO 29.8)	17.5	2018-2019	COMPLETE
RESTORE INFRASTRUCTURE RENEWAL	BRIDGE AND RAMP REPAIRS	I-80 TO ARMY TRAIL ROAD (MP 0.0 TO 29.8)	29.8	2012-2026	IN-PROGRESS
CORRIDOR	ROW ACQUISITION	I-80 TO ARMY TRAIL ROAD (MP 0.0 TO 29.8)	29.8	2019	COMPLETE
CORRIDOR	UTILITY AND FIBER OPTIC RELOCATION	I-80 TO ARMY TRAIL ROAD (MP 0.0 TO 29.8)	29.8	2018-2019	COMPLETE
ELGIN-O'HARE WESTERN ACCESS (IL 390 & I-490)					
REGIONAL GROWTH SYSTEM EXPANSION	REHABILITATE 4 LANES ADD 2 LANES	EXISTING ELGIN O'HARE (IL 390) US ROUTE 20 TO ROHLWING ROAD	6	2013-2017	COMPLETE
REGIONAL GROWTH SYSTEM EXPANSION	CONSTRUCT 4 NEW LANES	ELGIN O'HARE EXTENSION ROHLWING ROAD TO YORK ROAD VIA THORNDALE AVENUE	4.8	2014-2027	IN-PROGRESS
REGIONAL GROWTH SYSTEM EXPANSION	CONSTRUCT 4 NEW LANES	SOUTH LEG OF WESTERN ACCESS THORNDALE AVENUE TO I-294 VIA YORK ROAD	3.0	2016-2027	IN-PROGRESS
REGIONAL GROWTH SYSTEM EXPANSION	CONSTRUCT 4 NEW LANES	NORTH LEG OF WESTERN ACCESS THORNDALE AVENUE TO I-90 VIA YORK ROAD	3.2	2015-2027	IN-PROGRESS
REGIONAL GROWTH SYSTEM EXPANSION	CONSTRUCT 4 NEW LANES	ELGIN O'HARE WEST BYPASS (I-490) - NORTH LEG THORNDALE AVENUE TO I-90 VIA YORK ROAD	3.2	2016-2027	IN-PROGRESS
REGIONAL GROWTH SYSTEM EXPANSION	TOLL COLLECTION INFRASTRUCTURE	US ROUTE 20 TO ELGIN O'HARE WEST BYPASS	-	2014-2027	IN-PROGRESS

Appendix D *Move Illinois* Capital Program Summary

NEED	PROJECT	SCOPE & APPROX. MP LIMITS	LENGTH (CENTERLINE MILES)	ESTIMATED CONSTRUCTION PERIOD	STATUS
SYSTEMWIDE IMPROVEMENTS					
INFRASTRUCTURE RENEWAL	BRIDGE, PAVEMENT, DRAINAGE AND SAFETY APPURTENANCE REPAIRS	SYSTEMWIDE	-	2012-2027	IN-PROGRESS
INFRASTRUCTURE ENHANCEMENTS	PLAZA MODIFICATIONS FOR ELECTRONIC TOLLING UPGRADES	SYSTEMWIDE	-	2024-2026	IN-PROGRESS
INFRASTRUCTURE ENHANCEMENTS	BUSINESS SYSTEMS AND TOLL COLLECTION UPGRADES	SYSTEMWIDE	-	2013-2023	COMPLETE
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	-	2014-2026	IN-PROGRESS
INFRASTRUCTURE ENHANCEMENTS	RIGHT-OF-WAY ACQUISITION NECESSARY FOR INTERCHANGE IMPROVEMENTS OR MAINTEANCE FACILITIES	SYSTEMWIDE	-	2012-2027	IN-PROGRESS
ACCESS EXPANSION	SERVICE INTERCHANGES	SYSTEMWIDE	-	2012-2026	IN-PROGRESS

Appendix D *Bridging The Future* Plan Summary

NEED	PROJECT	SCOPE & APPROXIMATE MILEPOST LIMITS	ESTIMATED CONSTRUCTION PERIOD	STATUS
TRI-STATE TOLLWAY (I-294/I-80 & I-294)				
IMPROVING MOBILITY	BRIDGE REPLACEMENT	TRI-STATE TOLLWAY (I-294) (MP 15.6 TO 16.9)	2029-2031	PLANNED
IMPROVING MOBILITY	BRIDGE REPLACEMENT	TRI-STATE TOLLWAY (I-294) (MP 1.2 TO 2.1)	2029-2031	PLANNED
IMPROVING MOBILITY	RECONSTRUCT 8 LANES ADD 2 LANES	TRI-STATE TOLLWAY (I-294) 95TH STREET TO BALMORAL AVENUE (MP 17.7 TO 40.0)	2026-2028	PLANNED
TRI-STATE TOLLWAY (I-94) & EDENS SPUR (I-94)				
CONNECTING INFRASTRUCTURE	BRIDGE AND RAMP REPAIRS	TRI-STATE TOLLWAY (I-294) (MP 25.3)	2028-2029	PLANNED
JANE ADDAMS MEMORIAL TOLLWAY (I-90)				
CONNECTING INFRASTRUCTURE	BRIDGE REPLACEMENT	UPRR OVER JANE ADDAMS MEMORIAL TOLLWAY (I-90) BRIDGE (MP 19.5)	2028-2029	PLANNED
MODERNIZING THE SYSTEM	MILL, PATCH AND OVERLAY	ROCKTON ROAD TO I-39 (MP 2.7 TO 18.2)	2027-2028	PLANNED
REAGAN MEMORIAL TOLLWAY (I-88)				
CONNECTING INFRASTRUCTURE	NEW RAMPS	REAGAN MEMORIAL TOLLWAY (I-88) AND YORK ROAD/22ND ST INTERCHANGE	2029-2031	PLANNED
ELGIN-O'HARE WESTERN ACCESS (IL 390 & I-490)				
CONNECTING INFRASTRUCTURE	NEW RAMPS	ELGIN O'HARE (IL 390) AND COUNTY FARM ROAD INTERCHANGE	2029-2031	PLANNED
SYSTEMWIDE IMPROVEMENTS				
MODERNIZING THE SYSTEM	BRIDGE, PAVEMENT, DRAINAGE AND SAFETY APPURTENANCE REPAIRS	SYSTEMWIDE	2026-2030	PLANNED
MODERNIZING THE SYSTEM	PLAZA MODIFICATIONS FOR ELECTRONIC TOLLING UPGRADES	SYSTEMWIDE	2029-2031	PLANNED
MODERNIZING THE SYSTEM	FACILITIES RECONSTRUCT AND REHABILITATE	SYSTEMWIDE	2030-2031	PLANNED
PREPARING FOR TOMORROW	TOLL COLLECTION UPGRADES	SYSTEMWIDE	2027-2030	PLANNED
PREPARING FOR TOMORROW	ITEMS CRITICAL TO TOLLWAY OPERATIONS, TECHNICAL AND ADMINISTRATIVE CONTRACTS	SYSTEMWIDE	2027-2030	PLANNED

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APPENDIX E

MAINLINE PAVEMENT CRS SUMMARY TABLE

Appendix E Mainline Pavement CRS Summary Table

Maintenance Section			Mainline Lane Miles within Each CRS Category					
			Excellent	Good	Transitional	Fair	Poor	Not
			>= 7.5	6.6 To 7.4	6.0 To 6.5	4.5 To 5.9	0 To 4.4	Rated
M-1	Tri-State Tollway, Bishop Ford Freeway I-394 to Joliet Road	Lane Miles	149.44	31.48	3.12	0.00	0.00	10.56
		% of Total	76.79	16.18	1.60	0.00	0.00	5.43
M-2	Tri-State Tollway, Joliet Road to Manheim Road East-West Tollway, Plaza 51 (York Road) to I-290 Expressway	Lane Miles	106.22	0.8	5.55	0.00	0.00	15.83
		% of Total	82.73	0.62	4.32	0.00	0.00	12.33
M-3	Tri-State Tollway, Manheim Road to Edens Spur Northwest Tollway, East River Road to Lee Street	Lane Miles	8.47	138.38	0.00	0.00	0.00	5.34
		% of Total	5.57	90.93	0.00	0.00	0.00	3.51
M-4	Tri-State Tollway, Edens Spur to Russell Road Edens Spur, Edens Expressway to Tri-State Tollway	Lane Miles	83.28	123.25	1.98	0.00	0.00	2.28
		% of Total	39.51	58.47	0.94	0.00	0.00	1.08
M-5	Northwest Tollway, Lee Street to Fox River	Lane Miles	25.72	140.08	0.00	0.00	0.00	1.4
		% of Total	15.38	83.78	0.00	0.00	0.00	0.84
M-6	Northwest Tollway,Fox River to Garden Prairie Road	Lane Miles	13.23	146.52	0.09	0.00	0.00	0.00
		% of Total	8.28	91.67	0.06	0.00	0.00	0.00
M-7	Northwest Tollway, Garden Prairie Road to Rockton Road	Lane Miles	8.03	140.28	8.7	0.00	0.00	1.2
		% of Total	5.08	88.67	5.50	0.00	0.00	0.76
M-8	East-West Tollway, Illinois Route 56 to Plaza 51 (York Road)	Lane Miles	43.53	74.24	55.14	0.06	0.00	0.83
		% of Total	25.05	42.72	31.73	0.03	0.00	0.48
M-11	East-West Tollway Extension, Steward Road to Illinois Route 56	Lane Miles	117.28	30.16	0.04	0.00	0.00	0.00
		% of Total	79.52	20.45	0.03	0.00	0.00	0.00
M-12	East-West Tollway Extension, Rock Falls (US 30) to Steward Road	Lane Miles	58.86	70.36	2	0.00	0.00	0.00
		% of Total	44.86	53.62	1.52	0.00	0.00	0.00
M-14	North-South Tollway, I-55 to Army Trail Road	Lane Miles	63.61	105.14	12.4	0.00	0.00	7.85
		% of Total	33.66	55.63	6.56	0.00	0.00	4.15
M-16	Elgin-O'hare Tollway, Lake Street to EOWA	Lane Miles	30.15	11.78	9.47	0.00	0.00	2.1
		% of Total	56.36	22.02	17.70	0.00	0.00	3.93
Total Mainline Lane Miles Surveyed			**707.82**	**1012.47**	**98.49**	**0.06**	**0.00**	**47.39**
% Total			**37.93%**	**54.25%**	**5.28%**	**0.00%**	**0.00%**	**2.54%**

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APPENDIX F

BRIDGE CONDITION RATING TABLE

Appendix F Bridge Condition Rating Table

M SECTION	ROUTE	MP	BRIDGE NUMBER	BRIDGE NAME	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR (YEAR)
M-1	I-294	0	108	THORN CREEK, RAMP F	2024	GOOD	2031
M-1	I-294	0.12	106	GRAND TRUNK RR. RAMP E	2024	GOOD	2030
M-1	I-294	0.25	101	GRAND TRUNK RR.	2023	EXCELLENT	2025
M-1	I-294	0.25	102	GRAND TRUNK RR.	2023	GOOD	2025
M-1	I-294	0.58	103	THORN CREEK	2024	GOOD	2030
M-1	I-294	0.58	104	THORN CREEK	2024	GOOD	2025
M-1	I-294	0.8	104 O	LINCOLN OASIS	2024	GOOD	2026
M-1	I-294	1.2	105	CHICAGO RD.	2024	GOOD	2025
M-1	I-294	1.45	107	C&EI RR.	2024	GOOD	2033
M-1	I-294	1.55	109	VINCENNES RD.	2024	GOOD	2033
M-1	I-294	1.8	111	THORNTON QUARRY	2023	GOOD	2031
M-1	I-294	1.8	112	THORNTON QUARRY	2023	GOOD	2031
M-1	I-294	2.1	113	CSX RR. (OLD B&O)	2024	FAIR	2033
M-1	I-294	2.72	115	IL 1 (HALSTED ST.)	2023	GOOD	2033
M-1	I-294	3.24	117	ICG RR. & CENTER ST.	2023	EXCELLENT	2025
M-1	I-294	3.24	118	ICG RR. & CENTER ST.	2023	EXCELLENT	2025
M-1	I-294	3.8	119	ICG RR. MARKHAM YARDS	2024	GOOD	2025
M-1	I-294	3.8	120	ICG RR. MARKHAM YARDS	2024	GOOD	2025
M-1	I-294	4.24	121	DIXIE HIGHWAY	2023	EXCELLENT	2031
M-1	I-294	4.24	122	DIXIE HIGHWAY	2023	EXCELLENT	2031
M-1	I-294	4.58	122C	STREAM	2023	GOOD	2033
M-1	I-294	4.77	199	WESTERN RD.	2024	GOOD	2035
M-1	I-294	5.14	197	I-80 RAMP C	2024	GOOD	2032
M-1	I-294	5.2	198C	I-80 OVER PRAIRIE CR.(CALUMET DITCH)	2023	GOOD	2026
M-1	I-294	5.37	123	167TH ST.	2024	GOOD	2030
M-1	I-294	6.25	125C	159TH CREEK	2023	GOOD	2033
M-1	I-294	6.36	125	US 6 (159TH ST.)	2024	GOOD	2034
M-1	I-294	7.5	126	RAMP B (NB I-57 TO NB I-294)	2023	EXCELLENT	2029

Appendix F Bridge Condition Rating Table

M SECTION	ROUTE	MP	BRIDGE NUMBER	BRIDGE NAME	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR (YEAR)
M-1	I-294	7.6	127	I-57	2024	GOOD	2028
M-1	I-294	7.6	128	I-57 (OVER RAMP B)	2024	EXCELLENT	2028
M-1	I-294	7.7	114	RAMP D (SB I-57 TO NB I-294) OVER DET. BASIN	2023	EXCELLENT	2037
M-1	I-294	8.23	129	IL 83 (147TH ST.)	2024	GOOD	2027
M-1	I-294	8.23	129CD	IL 83 (147TH ST.)	2024	GOOD	2029
M-1	I-294	8.23	130	IL 83 (147TH ST.)	2024	GOOD	2028
M-1	I-294	8.8	131	KEDZIE AVE.	2024	GOOD	2033
M-1	I-294	8.8	132	KEDZIE AVE.	2024	GOOD	2033
M-1	I-294	9.1	133	CRI&P RR.& MIDLOTHIAN CR.	2024	GOOD	2025
M-1	I-294	9.1	134	CRI&P RR.& MIDLOTHIAN CR.	2024	GOOD	2034
M-1	I-294	9.55	135	REXFORD RD.	2024	GOOD	2033
M-1	I-294	9.55	136	REXFORD RD.	2024	FAIR	2033
M-1	I-294	10	137	CRAWFORD RD.	2024	FAIR	2035
M-1	I-294	10	138	CRAWFORD RD.	2024	GOOD	2035
M-1	I-294	10.2	139	MIDLOTHIAN TPK.	2023	EXCELLENT	2034
M-1	I-294	10.2	140	MIDLOTHIAN TPK.	2023	EXCELLENT	2034
M-1	I-294	10.64	141	135TH ST.	2024	POOR	2025
M-1	I-294	10.64	142	135TH ST.	2024	FAIR	2025
M-1	I-294	11	143	CAL-SAG CHANNEL	2024	POOR	2028
M-1	I-294	11	144	CAL-SAG CHANNEL	2024	FAIR	2031
M-1	I-294	11.17	145	131ST ST.	2023	EXCELLENT	2034
M-1	I-294	11.17	146	131ST ST.	2023	GOOD	2025
M-1	I-294	11.72	148	127TH ST. - RAMP J	2023	EXCELLENT	2025
M-1	I-294	11.9	147	127TH ST.	2023	EXCELLENT	2026
M-1	I-294	11.9	149	127TH ST. OVER RAMP A	2023	EXCELLENT	2025
M-1	I-294	12.04	151	IL 50-83 (CICERO AVE.)	2023	EXCELLENT	2026
M-1	I-294	14.55	155	RIDGELAND AVE.	2024	GOOD	2025
M-1	I-294	14.55	156	RIDGELAND AVE.	2024	GOOD	2025
M-1	I-294	14.6	157	115TH ST.	2024	FAIR	2028
M-1	I-294	14.6	158	115TH ST.	2024	GOOD	2028
M-1	I-294	15.15	159	111TH ST.	2024	GOOD	2035
M-1	I-294	15.15	160	111TH ST.	2024	GOOD	2034
M-1	I-294	15.67	161	107TH ST.	2024	GOOD	2033

Appendix F Bridge Condition Rating Table

M SECTION	ROUTE	MP	BRIDGE NUMBER	BRIDGE NAME	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR (YEAR)
M-1	I-294	15.67	162	107TH ST.	2024	GOOD	2033
M-1	I-294	15.77	163	NS RR. (OLD WABASH RR.)	2023	GOOD	2033
M-1	I-294	15.77	164	NS RR. (OLD WABASH RR.)	2023	GOOD	2033
M-1	I-294	16.1	165	IL 7 (SOUTHWEST HWY.)	2023	GOOD	2033
M-1	I-294	16.1	166	IL 7 (SOUTHWEST HWY.)	2024	FAIR	2033
M-1	I-294	16.2	164C	STONY CREEK	2023	FAIR	2033
M-1	I-294	16.8	167	IL 43 (HARLEM AVE.)	2023	GOOD	2033
M-1	I-294	16.8	168	IL 43 (HARLEM AVE.)	2023	GOOD	2033
M-1	I-294	17.5	169	US 12-20 (95TH ST.)	2023	EXCELLENT	2033
M-1	I-294	17.5	170	US 12-20 (95TH ST.)	2023	EXCELLENT	2033
M-1	I-294	18.7	171	87TH ST. & ROBERTS RD.	2024	EXCELLENT	2036
M-1	I-294	18.7	175	87TH ST. & ROBERTS RD .	2024	EXCELLENT	2038
M-1	I-294	20.04	177	88TH AVE.	2024	GOOD	2040
M-1	I-294	20.3	179	IL 171 (ARCHER AVE.)	2024	EXCELLENT	2036
M-1	I-294	20.4	181	IL 171 (ARCHER AVE.)	2024	EXCELLENT	2036
M-1	I-294	20.88	183	US 45 (LAGRANGE RD.)	2024	EXCELLENT	2036
M-1	I-294	20.88	184	US 45 (LAGRANGE RD.)	2024	EXCELLENT	2036
M-1	I-294	21.5	191	MILE LONG BRIDGE	2023	EXCELLENT	2036
M-1	I-294	21.5	192	MILE LONG BRIDGE	2023	EXCELLENT	2037
M-1	I-294	22.55	185	5TH AVE.	2023	EXCELLENT	2030
M-1	I-294	22.78	187	WILLOW SPRINGS RD.	2023	GOOD	2030
M-1	I-294	23.12	189	I-55	2024	EXCELLENT	2038
M-1	I-294	23.12	190	I-55	2024	EXCELLENT	2036
M-1	I-294	23.34	193	WOLF RD.	2023	EXCELLENT	2038
M-1	I-294	23.34	194	WOLF RD.	2023	EXCELLENT	2036
M-1	I-294	23.56	195	JOLIET RD.	2023	EXCELLENT	2038
M-1	I-294	23.56	196	JOLIET RD.	2023	EXCELLENT	2036
M-2	I-294	23.75	245	RAMP AB / SEWAGE DISP. RD.	2024	FAIR	2033

Appendix F Bridge Condition Rating Table

M SECTION	ROUTE	MP	BRIDGE NUMBER	BRIDGE NAME	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR (YEAR)
M-2	I-294	23.77	243	FLAGG CREEK	2023	EXCELLENT	2038
M-2	I-294	23.77	244	FLAGG CREEK	2023	EXCELLENT	2036
M-2	I-294	24.2	247	RAMP A	2023	EXCELLENT	2037
M-2	I-294	24.4	249	PLAINFIELD RD.	2023	EXCELLENT	2038
M-2	I-294	24.5	247C	STREAM	2023	GOOD	2031
M-2	I-294	24.8	249C	STREAM	2023	GOOD	2034
M-2	I-294	25.45	251	55TH ST.	2023	EXCELLENT	2033
M-2	I-294	26.47	255	47TH ST.	2023	EXCELLENT	2035
M-2	I-294	26.5	259	FLAGG CREEK	2023	EXCELLENT	2040
M-2	I-294	26.5	260	FLAGG CREEK	2023	EXCELLENT	2040
M-2	I-294	26.5	263	ALICE FITCH GALLAGHER MEMORIAL BRIDGE	2023	EXCELLENT	2037
M-2	I-294	26.65	261	BN RR. (OLD CB&Q)	2024	EXCELLENT	2037
M-2	I-294	26.65	261C	FLAGG CREEK	2023	GOOD	2033
M-2	I-294	27.48	265	US 34 (OGDEN AVE.)	2023	EXCELLENT	2033
M-2	I-294	28.2	267	SALT CREEK	2023	FAIR	2040
M-2	I-294	28.2	268	SALT CREEK	2023	GOOD	2040
M-2	I-294	28.52	269	31ST ST.	2023	GOOD	2025
M-2	I-294	29.27	201	E-W CONNECTOR (WB)	2024	GOOD	2031
M-2	I-294	29.52	203	CERMAK RD.	2023	EXCELLENT	2033
M-2	I-294	30.55	205	IL 38 (ROOSEVELT RD.)	2023	GOOD	2040
M-2	I-294	30.55	206	IL 38 (ROOSEVELT RD.)	2023	FAIR	2042
M-2	I-294	30.72	207	RAMP A (ROOS-I290)	2024	EXCELLENT	2040
M-2	I-294	30.72	208	RAMP A (ROOS-I290)	2024	FAIR	2042
M-2	I-294	31.05	209	E-W TOLLWAY	2023	EXCELLENT	2040
M-2	I-294	31.05	209CD	E-W TOLLWAY	2023	GOOD	2026
M-2	I-294	31.05	210	E-W TOLLWAY	2023	EXCELLENT	2042
M-2	I-294	31.35	211	BUTTERFIELD RD.	2023	GOOD	2040
M-2	I-294	31.35	211CD	BUTTERFIELD RD.	2023	EXCELLENT	2037
M-2	I-294	31.35	212	BUTTERFIELD RD.	2023	GOOD	2042
M-2	I-294	31.5	219	CCP.RR	2024	FAIR	2040

Appendix F Bridge Condition Rating Table

M SECTION	ROUTE	MP	BRIDGE NUMBER	BRIDGE NAME	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR (YEAR)
M-2	I-294	31.5	219CD	CCP.RR	2024	EXCELLENT	2037
M-2	I-294	31.5	220	CCP.RR	2024	FAIR	2042
M-2	I-294	31.65	221	I-290 (EISENHOWER EXP)	2024	GOOD	2040
M-2	I-294	31.65	221CD	I-290 (EISENHOWER)	2024	EXCELLENT	2037
M-2	I-294	31.65	222	I-290 (EISENHOWER EXP)	2024	GOOD	2042
M-2	I-294	31.8	223	RAMP H OVER I-290	2024	POOR	2034
M-2	I-294	31.9	224	I-290, RAMP F&H	2023	EXCELLENT	2038
M-2	I-294	31.97	225	ELECTRIC AVE.	2024	EXCELLENT	2040
M-2	I-294	31.97	226	ELECTRIC AVE.	2024	FAIR	2042
M-2	I-294	31.97	226A	ELECTRIC AVENUE, RAMP F	2023	EXCELLENT	2038
M-2	I-294	32.47	227	ST. CHARLES RD.	2024	EXCELLENT	2036
M-2	I-294	33	229	C&NW RR.	2023	FAIR	2040
M-2	I-294	33	230	UPRR	2023	FAIR	2040
M-2	I-294	33.18	231	C&NW RR.	2023	EXCELLENT	2040
M-2	I-294	33.18	232	UP RR	2023	GOOD	2040
M-2	I-294	33.57	235	I-290 WB - RAMP F	2024	GOOD	2037
M-2	I-294	33.65	233	US20/IL64 (LAKE/NORTH AVE)	2024	EXCELLENT	2038
M-2	I-294	33.65	234	US20/IL64 (LAKE/NORTH AVE)	2024	EXCELLENT	2037
M-2	I-294	35.1	235C	ADDISON CREEK	2023	FAIR	2033
M-2	I-294	35.35	285	GRAND AVE.	2024	EXCELLENT	2038
M-2	I-294	35.35	286	GRAND AVE.	2024	EXCELLENT	2038
M-2	I-294	35.8	287	C&NW RR.	2023	FAIR	2038
M-2	I-294	35.8	288	C&NW RR.	2023	EXCELLENT	2034
M-2	I-294	36.35	289	WOLF RD.	2024	GOOD	2045
M-2	I-88	138	271	CERMAK RD.	2024	GOOD	2034
M-2	I-88	138	272	CERMAK RD.	2024	GOOD	2034
M-2	I-88	138	272CD	CERMAK RD.	2024	GOOD	2034
M-2	I-88	138.1	213	EW CONNECTOR-U-CERMAK RD.	2024	FAIR	2025
M-2	I-88	138.45	299	EW CONNECTOR-U-WINDSOR DR.	2024	EXCELLENT	2036
M-2	I-88	138.55	274	HARGER RD.(OFF TOLLWAY)	2023	FAIR	2025

Appendix F Bridge Condition Rating Table

M SECTION	ROUTE	MP	BRIDGE NUMBER	BRIDGE NAME	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR (YEAR)
M-2	I-88	138.55	275	SALT CREEK	2024	GOOD	2027
M-2	I-88	138.55	276	SALT CREEK	2024	GOOD	2027
M-2	I-88	138.55	277	SALT CREEK, RAMP M	2024	GOOD	2025
M-2	I-88	138.65	273	E-W CONNECTOR	2024	GOOD	2033
M-2	I-88	138.68	279	EW CONNECTOR-U-YORK RD.	2024	POOR	2035
M-2	I-88	138.96	281	YORK RD.	2024	EXCELLENT	2035
M-2	I-88	139.39	215	IL 38 (ROOSEVELT RD.)	2024	GOOD	2030
M-2	I-88	139.39	216	IL 38 (ROOSEVELT RD.)	2024	GOOD	2030
M-2	I-88	140.05	210T	RAMP E&D	2023	GOOD	2033
M-3	I-294	37	289C	SILVER CR.	2023	GOOD	2033
M-3	I-294	37.2	396	BENSENVILLE YARD	2024	FAIR	2042
M-3	I-294	37.2	397	BENSENVILLE YARD	2024	FAIR	2042
M-3	I-294	38.1	394C	SISTER STREAM	2023	GOOD	2036
M-3	I-294	38.3	393	IL 19 (IRVING PARK RD.)	2024	GOOD	2033
M-3	I-294	38.3	394	IL 19 (IRVING PARK RD.)	2024	GOOD	2033
M-3	I-294	38.3	394A	IRVING PARK RD.- RAMP A	2024	GOOD	2031
M-3	I-294	38.4	393C	CRYSTAL CR.	2023	GOOD	2033
M-3	I-294	39	389	LAWRENCE AVE.	2024	GOOD	2033
M-3	I-294	39	390	LAWRENCE AVE.	2024	GOOD	2033
M-3	I-294	39.3	391	SOO LINE RR.--METRA (CP RR)	2024	GOOD	2025
M-3	I-294	39.3	392	SOO LINE RR.--METRA	2024	GOOD	2025
M-3	I-294	39.82	363	63RD. ST. (BALMORAL)	2024	GOOD	2025
M-3	I-294	40.26	364B	I-190 (KENNEDY EXP. EB)	2024	FAIR	2025
M-3	I-294	40.26	364D	I-190 (KENNEDY EXP. EB RAMP L)	2024	FAIR	2025
M-3	I-294	40.26	399	I-190 (KENNEDY EXP. EB)RAMP J	2024	FAIR	2034
M-3	I-294	40.35	364A	I-190 (KENNEDY EXP. WB)	2024	POOR	2025
M-3	I-294	40.35	364C	I-190(KENNEDY EXP.WB RAMP L)	2024	FAIR	2040
M-3	I-294	40.6	365C	WILLOW CREEK	2023	GOOD	2034

Appendix F Bridge Condition Rating Table

M SECTION	ROUTE	MP	BRIDGE NUMBER	BRIDGE NAME	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR (YEAR)
M-3	I-294	40.6	367C	WILLOW CR.(RAMP E)	2023	GOOD	2025
M-3	I-294	40.68	365	RAMP F OVER RAMP G	2024	GOOD	2025
M-3	I-294	40.8	367	NORTHWEST TOLLWAY	2024	GOOD	2034
M-3	I-294	40.8	368	NORTHWEST TOLLWAY	2024	GOOD	2034
M-3	I-294	40.8	369	RAMP B,TRI-LEVEL	2024	GOOD	2030
M-3	I-294	40.8	370	RAMP D,TRI-LEVEL	2024	GOOD	2030
M-3	I-294	41	371	HIGGINS RD.	2023	EXCELLENT	2025
M-3	I-294	41	372	HIGGINS RD.	2023	EXCELLENT	2025
M-3	I-294	41.16	373	DEVON AVE.	2023	EXCELLENT	2025
M-3	I-294	41.16	374	DEVON AVE.	2023	EXCELLENT	2025
M-3	I-294	42.05	301	DES PLAINES RIVER RD.	2023	GOOD	2034
M-3	I-294	42.05	301CD	DES PLAINES RIVER RD.	2023	EXCELLENT	2032
M-3	I-294	42.05	302	DES PLAINES RIVER RD.	2023	EXCELLENT	2026
M-3	I-294	42.19	303	TOUHY AVE.	2023	EXCELLENT	2025
M-3	I-294	42.19	303CD	TOUHY AVE.	2023	EXCELLENT	2032
M-3	I-294	42.19	304	TOUHY AVE.	2023	GOOD	2033
M-3	I-294	42.7	305	DES PLAINES RIVER	2024	FAIR	2033
M-3	I-294	42.7	306	DES PLAINES RIVER	2024	FAIR	2033
M-3	I-294	43.2	307	OAKTON ST.	2023	EXCELLENT	2030
M-3	I-294	43.2	308	OAKTON ST.	2023	EXCELLENT	2030
M-3	I-294	43.35	309	ALGONQUIN RD.	2023	GOOD	2033
M-3	I-294	43.35	310	ALGONQUIN RD.	2023	GOOD	2033
M-3	I-294	43.52	311	C&NW RR. AND BUSSE HWY.	2023	EXCELLENT	2033
M-3	I-294	43.52	312	C&NW RR. AND BUSSE HWY.	2023	GOOD	2033
M-3	I-294	44.08	315	NORTHWEST HWY.	2023	EXCELLENT	2025
M-3	I-294	44.08	316	NORTHWEST HWY.	2023	EXCELLENT	2033
M-3	I-294	44.15	313C	DRAINAGE DITCH	2023	GOOD	2033
M-3	I-294	44.23	313	US 14 (DEMPSTER ST.)	2023	EXCELLENT	2033
M-3	I-294	44.23	314	US 14 (DEMPSTER ST.)	2023	GOOD	2033

Appendix F Bridge Condition Rating Table

M SECTION	ROUTE	MP	BRIDGE NUMBER	BRIDGE NAME	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR (YEAR)
M-3	I-294	44.56	319	BALLARD RD.	2023	EXCELLENT	2025
M-3	I-294	44.56	320	BALLARD RD.	2023	GOOD	2025
M-3	I-294	45.24	317	GOLF RD.(IL.58),RAMP	2023	EXCELLENT	2025
M-3	I-294	45.24	321	IL 58 (GOLF RD.)	2023	EXCELLENT	2025
M-3	I-294	45.24	322	IL 58 (GOLF RD.)	2023	EXCELLENT	2035
M-3	I-294	45.9	323	C&NW RR.	2023	GOOD	2033
M-3	I-294	45.9	324	C&NW RR.	2023	GOOD	2033
M-3	I-294	46.1	325	CENTRAL RD.	2023	EXCELLENT	2025
M-3	I-294	46.1	326	CENTRAL RD.	2023	GOOD	2025
M-3	I-294	47.25	327	IL 21/US 45 (MILWAUKEE AVE.)	2023	EXCELLENT	2025
M-3	I-294	47.25	328	IL 21/US 45 (MILWAUKEE AVE.)	2023	EXCELLENT	2025
M-3	I-294	47.58	329	LAKE AVE.	2023	EXCELLENT	2025
M-3	I-294	47.58	330	LAKE AVE.	2023	EXCELLENT	2025
M-3	I-294	48.9	331	WILLOW RD.	2023	EXCELLENT	2027
M-3	I-294	49.85	332	SANDERS RD.	2023	EXCELLENT	2026
M-3	I-294	49.85	333	SANDERS RD.	2023	GOOD	2027
M-3	I-294	51.5	335	IL 68 (DUNDEE RD.)	2023	GOOD	2027
M-3	I-294	52.02	337	SANDERS RD.	2023	GOOD	2025
M-3	I-294	52.02	338	SANDERS RD.	2023	GOOD	2025
M-3	I-90	76.73	381	US 12-45 (MANNHEIM RD.)	2023	EXCELLENT	2030
M-3	I-90	76.73	382	US 12-45 (MANNHEIM RD.)	2023	EXCELLENT	2033
M-3	I-90	76.88	383	WCL RR. (SOO LINE RR.)	2023	EXCELLENT	2031
M-3	I-90	76.88	384	WCL RR. (SOO LINE RR.)	2023	GOOD	2033
M-3	I-90	77.38	385	HIGGINS RD.	2023	EXCELLENT	2031
M-3	I-90	77.38	386	HIGGINS RD.	2023	EXCELLENT	2025
M-3	I-90	78.05	376C	WILLOW CREEK	2023	GOOD	2033
M-3	I-90	78.3	375	DES PLAINES RIVER RD.	2023	EXCELLENT	2025
M-3	I-90	78.3	375A	DES PLAINES RIVER RD. RAMP A	2023	EXCELLENT	2025
M-3	I-90	78.3	376	DES PLAINES RIVER RD.	2023	EXCELLENT	2025
M-3	I-90	78.55	377	DES PLAINES RIVER	2023	GOOD	2025

Appendix F Bridge Condition Rating Table

M SECTION	ROUTE	MP	BRIDGE NUMBER	BRIDGE NAME	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR (YEAR)
M-3	I-90	78.55	378	DES PLAINES RIVER	2023	EXCELLENT	2025
M-3	I-90	78.65	379	I-190 WB (KENNEDY EXP.)	2024	FAIR	2025
M-3	I-90	79	380	CUMBERLAND FLYOVER	2024	EXCELLENT	2033
M-4	I-94	1.08	447	US 41 (RELOCATED)	2023	GOOD	2026
M-4	I-94	1.24	443	US 41 (SKOKIE RD.)	2023	GOOD	2035
M-4	I-94	1.24	445	US 41 (SKOKIE RD.)	2023	GOOD	2025
M-4	I-94	2.4	441	IL 173 (ROSECRANS RD.)	2023	EXCELLENT	2030
M-4	I-94	5.1	437	WADSWORTH RD.	2024	GOOD	2031
M-4	I-94	5.9	435	MILL CREEK	2024	GOOD	2025
M-4	I-94	5.9	436	MILL CREEK	2024	GOOD	2025
M-4	I-94	7.58	433	STEARN SCHOOL RD.	2024	GOOD	2036
M-4	I-94	8.45	431	IL 132 (GRAND AVE.)	2023	EXCELLENT	2034
M-4	I-94	9.7	429	WASHINGTON ST.	2023	EXCELLENT	2025
M-4	I-94	9.7	430	WASHINGTON ST.	2023	EXCELLENT	2025
M-4	I-94	10.18	427	IL 21 (MILWAUKEE AVE.)	2024	FAIR	2030
M-4	I-94	10.55	425	DES PLAINES RIVER	2024	GOOD	2025
M-4	I-94	10.55	426	DES PLAINES RIVER	2024	GOOD	2025
M-4	I-94	11.23	424	IL 120 (BELVIDERE RD.)	2023	EXCELLENT	2025
M-4	I-94	11.24	423	IL 120 (BELVIDERE RD.)	2023	GOOD	2025
M-4	I-94	12	421	O'PLAINE RD.	2024	GOOD	2034
M-4	I-94	13.8	419	IL 137 (BUCKLEY RD.)	2024	FAIR	2025
M-4	I-94	15.24	417	ATKINSON RD.	2024	GOOD	2025
M-4	I-94	15.71	415	WCL RR. (SOO LINE RR.)	2023	GOOD	2035
M-4	I-94	15.71	416	WCL RR. (SOO LINE RR.)	2023	EXCELLENT	2035
M-4	I-94	16.09	413	IL 176 (ROCKLAND RD.)	2023	EXCELLENT	2040
M-4	I-94	16.09	414	IL 176 (ROCKLAND RD.)	2023	EXCELLENT	2040

Appendix F Bridge Condition Rating Table

M SECTION	ROUTE	MP	BRIDGE NUMBER	BRIDGE NAME	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR (YEAR)
M-4	I-94	16.62	411	EJ&E RR.	2023	GOOD	2035
M-4	I-94	16.62	412	EJ&E RR.	2023	GOOD	2035
M-4	I-94	17.3	409	BRADLEY RD.	2024	GOOD	2034
M-4	I-94	18.1	407 O	LAKE FOREST OASIS	2024	FAIR	2040
M-4	I-94	18.98	407	IL 60 (TOWN LINE RD.)	2024	GOOD	2033
M-4	I-94	20.27	405	EVERETT RD.	2024	FAIR	2025
M-4	I-94	21.82	403	IL 22 (HALFDAY RD.)	2023	GOOD	2025
M-4	I-94	22.7	401	DUFFY LANE	2024	FAIR	2025
M-4	I-94	23.08	360C	STREAM	2023	GOOD	2033
M-4	I-94	24.26	360	DEERFIELD RD.	2024	GOOD	2025
M-4	I-94	24.95	449	DEERFIELD RD. RAMP F	2024	GOOD	2025
M-4	I-94	25.28	341	LAKE-COOK RD.	2023	FAIR	2026
M-4	I-94	25.28	343	LAKE-COOK RD.	2023	EXCELLENT	2025
M-4	I-94	25.42	339	I-294	2024	GOOD	2030
M-4	I-94 SPUR	25.47	340	LAKE-COOK RD. RAMP B	2023	GOOD	2025
M-4	I-94 SPUR	26.75	345	PFINGSTEN RD.	2023	EXCELLENT	2035
M-4	I-94 SPUR	27	347	W. FORK CHICAGO RIVER	2024	EXCELLENT	2034
M-4	I-94 SPUR	27	348	W. FORK CHICAGO RIVER	2024	EXCELLENT	2034
M-4	I-94 SPUR	27.25	349	METRA-SOO LINE RR.	2024	EXCELLENT	2034
M-4	I-94 SPUR	27.25	350	METRA-SOO LINE RR.	2024	EXCELLENT	2034
M-4	I-94 SPUR	27.77	351	IL 43 (WAUKEGAN RD.)	2023	GOOD	2033
M-4	I-94 SPUR	28.6	353	E. FORK CHICAGO RIVER	2024	EXCELLENT	2034
M-4	I-94 SPUR	28.6	354	E. FORK CHICAGO RIVER	2024	EXCELLENT	2034
M-4	I-94 SPUR	29.31	355	C&NW RR.	2024	EXCELLENT	2036
M-4	I-94 SPUR	29.31	356	C&NW RR.	2024	EXCELLENT	2035
M-4	I-94 SPUR	29.48	359	SKOKIE HWY.	2024	EXCELLENT	2035
M-4	I-94 SPUR	29.5	357	SKOKIE HWY.	2024	GOOD	2035
M-4	I-94 SPUR	29.6	361	US 41 (EDENS EXPRESSWAY)	2024	EXCELLENT	2035
M-5	I-90	55.7	549	FOX RIVER	2023	EXCELLENT	2031
M-5	I-90	55.7	550	FOX RIVER	2023	EXCELLENT	2031
M-5	I-90	56.1	501	IL 25	2023	EXCELLENT	2031

Appendix F Bridge Condition Rating Table

M SECTION	ROUTE	MP	BRIDGE NUMBER	BRIDGE NAME	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR (YEAR)
M-5	I-90	58.15	505	BEVERLY RD.	2023	GOOD	2025
M-5	I-90	59.15	507	EJ&E (WCL)RR.	2023	EXCELLENT	2031
M-5	I-90	59.15	508	EJ&E (WCL)RR.	2023	EXCELLENT	2031
M-5	I-90	59.7	509	IL 59 (SUTTON RD.)	2023	GOOD	2035
M-5	I-90	60.4	511	BARTLETT RD.	2023	EXCELLENT	2030
M-5	I-90	61.32	513A	IL 72 (HIGGINS RD.)	2024	EXCELLENT	2031
M-5	I-90	61.37	513	IL 72 (HIGGINS RD.)	2024	EXCELLENT	2030
M-5	I-90	61.68	515C	POPLAR CREEK	2023	EXCELLENT	2031
M-5	I-90	62.2	515	BARRINGTON RD.	2023	EXCELLENT	2031
M-5	I-90	63.9	516	LAND BRIDGE	2024	EXCELLENT	2031
M-5	I-90	63.9	516C	POPLAR CR. E. BRANCH	2023	GOOD	2032
M-5	I-90	65.55	517	ROSELLE RD.	2023	EXCELLENT	2031
M-5	I-90	67.38	519	MEACHAM RD.	2024	GOOD	2031
M-5	I-90	67.38	519CD	MEACHAM RD. (OVER CD RAMP)	2024	FAIR	2025
M-5	I-90	69.3	523	SALT CREEK	2023	EXCELLENT	2031
M-5	I-90	69.3	524	SALT CREEK	2023	EXCELLENT	2031
M-5	I-90	69.45	525	GOLF RD.	2023	EXCELLENT	2031
M-5	I-90	69.45	526	GOLF RD.	2023	EXCELLENT	2031
M-5	I-90	70.82	527	ARLINGTON HEIGHTS RD.	2023	EXCELLENT	2036
M-5	I-90	70.82	528	ARLINGTON HEIGHTS RD.	2023	EXCELLENT	2036
M-5	I-90	71.4	530C	STREAM	2023	EXCELLENT	2031
M-5	I-90	72.47	529	BUSSE RD.	2023	EXCELLENT	2030
M-5	I-90	72.47	530	BUSSE RD.	2023	EXCELLENT	2030
M-5	I-90	72.73	531	OAKTON ST.	2024	EXCELLENT	2030
M-5	I-90	72.73	532	OAKTON ST.	2024	EXCELLENT	2030
M-5	I-90	73.4	533C	HIGGINS CREEK, TRIBUTARY A	2023	GOOD	2031
M-5	I-90	73.6	533	ELMHURST RD.	2023	EXCELLENT	2031
M-5	I-90	73.6	534	ELMHURST RD.	2023	EXCELLENT	2030
M-5	I-90	74.02	535	HIGGINS CREEK	2023	EXCELLENT	2031
M-5	I-90	74.02	535CD	HIGGINS CREEK (RAMP X1)	2023	EXCELLENT	2034
M-5	I-90	74.02	536	HIGGINS CREEK	2023	EXCELLENT	2031
M-5	I-90	74.02	536CD	HIGGINS CREEK (RAMP X4)	2023	EXCELLENT	2034

Appendix F Bridge Condition Rating Table

M SECTION	ROUTE	MP	BRIDGE NUMBER	BRIDGE NAME	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR (YEAR)
M-5	I-90	74.68	537	MT. PROSPECT RD.	2023	EXCELLENT	2031
M-5	I-90	74.68	538	MT. PROSPECT RD.	2023	EXCELLENT	2031
M-5	I-90	74.77	539	C&NW (UP) RR.	2023	EXCELLENT	2030
M-5	I-90	74.77	540	C&NW (UP) RR.	2023	EXCELLENT	2030
M-5	I-90	75.06	541	C&NW (UP) RR. SPUR	2023	EXCELLENT	2031
M-5	I-90	75.06	542	C&NW (UP) RR. SPUR	2023	EXCELLENT	2031
M-5	I-90	75.3	543	WOLF RD.	2023	EXCELLENT	2031
M-5	I-90	75.3	544	WOLF RD.	2023	EXCELLENT	2031
M-5	I-90	75.55	545	TOUHY AVE.	2023	EXCELLENT	2031
M-5	I-90	75.55	546	TOUHY AVE.	2023	EXCELLENT	2031
M-5	I-90	76.12	547	LEE ST.	2023	EXCELLENT	2030
M-6	I-90	30.3	651	GARDEN PRAIRIE RD.	2024	GOOD	2040
M-6	I-90	30.5	651C	STREAM	2023	EXCELLENT	2031
M-6	I-90	31.2	653	COUNTY LINE RD.	2024	GOOD	2032
M-6	I-90	33.36	655	ANTHONY RD.	2024	EXCELLENT	2030
M-6	I-90	34.9	601	COON CREEK	2024	GOOD	2028
M-6	I-90	34.9	602	COON CREEK	2024	EXCELLENT	2028
M-6	I-90	35.26	603	HARMONY-RILEY RD.	2024	GOOD	2030
M-6	I-90	36.12	605	IL 23	2024	EXCELLENT	2032
M-6	I-90	37.5	607	GETTY RD.	2024	EXCELLENT	2029
M-6	I-90	40.77	609	HARMONY RD.	2024	EXCELLENT	2040
M-6	I-90	41.2	611C	STREAM	2023	EXCELLENT	2029
M-6	I-90	41.9	611	US 20 (RAMP)	2023	EXCELLENT	2031
M-6	I-90	42.35	613	US 20	2023	GOOD	2025
M-6	I-90	42.35	614	US 20	2023	EXCELLENT	2032
M-6	I-90	43.7	615	BRIER HILL RD.	2024	EXCELLENT	2028
M-6	I-90	44.4	617	HENNIG RD.	2024	EXCELLENT	2029
M-6	I-90	45	619	SANDWALD RD.	2024	EXCELLENT	2028
M-6	I-90	46.4	621	IL 47	2024	GOOD	2040
M-6	I-90	47.45	621C	EAKIN CR./S.BR. KISHWAUKEE RV.	2023	EXCELLENT	2029
M-6	I-90	47.9	623	POWERS RD.	2024	GOOD	2032
M-6	I-90	49.45	625	IL 72	2024	GOOD	2031
M-6	I-90	50.15	627	UP RR.	2024	EXCELLENT	2028
M-6	I-90	50.15	628	UP RR.	2024	EXCELLENT	2029

Appendix F Bridge Condition Rating Table

M SECTION	ROUTE	MP	BRIDGE NUMBER	BRIDGE NAME	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR (YEAR)
M-6	I-90	50.74	629	IL 59 (TYRELL RD.)	2024	EXCELLENT	2030
M-6	I-90	52.2	631	RANDALL RD.	2023	GOOD	2045
M-6	I-90	53.29	633	SLEEPY HOLLOW RD.	2024	EXCELLENT	2028
M-6	I-90	53.29	634	SLEEPY HOLLOW RD.	2024	EXCELLENT	2029
M-6	I-90	54.65	635	IL 31	2024	EXCELLENT	2031
M-6	I-90	54.65	636	IL 31	2024	EXCELLENT	2030
M-7	I-90	2.7	717	ROCKTON RD.	2024	FAIR	2030
M-7	I-90	3.08	715C	STREAM	2023	GOOD	2033
M-7	I-90	3.73	715	MCCURRY RD.	2023	EXCELLENT	2031
M-7	I-90	4.24	713C	N.KINNIKINNICK CR.	2023	EXCELLENT	2033
M-7	I-90	4.76	713	ELEVATOR RD.	2024	GOOD	2040
M-7	I-90	5.4	711	BURR OAK RD.	2023	EXCELLENT	2025
M-7	I-90	5.4	712	BURR OAK RD.	2023	GOOD	2025
M-7	I-90	5.68	707C	S.KINNIKINNICK CR.	2023	EXCELLENT	2033
M-7	I-90	5.95	709	STONE BRIDGE TRAIL	2023	EXCELLENT	2026
M-7	I-90	5.95	710	STONE BRIDGE TRAIL	2023	GOOD	2026
M-7	I-90	6.3	707	BELVIDERE RD.	2023	GOOD	2025
M-7	I-90	7	705C	STREAM	2023	FAIR	2033
M-7	I-90	7.58	705	SWANSON RD.	2023	GOOD	2025
M-7	I-90	8.95	703	IL 173	2023	EXCELLENT	2031
M-7	I-90	8.95	704	IL 173	2023	EXCELLENT	2031
M-7	I-90	10.1	702C	STREAM	2023	EXCELLENT	2033
M-7	I-90	10.76	701	HARLEM RD.	2024	FAIR	2033
M-7	I-90	12.35	727C	STREAM	2023	GOOD	2033
M-7	I-90	12.48	727	EAST RIVERSIDE BLVD.	2023	EXCELLENT	2034
M-7	I-90	13.08	725C	STREAM	2023	EXCELLENT	2033
M-7	I-90	13.48	725	HUNTER RD.(SPRING CREEK RD.)	2024	FAIR	2025
M-7	I-90	14.48	723	ROTE RD. (GUILFORD RD.)	2024	FAIR	2033
M-7	I-90	15.48	721	US 20 (BUS.) RAMP A	2023	GOOD	2025
M-7	I-90	15.75	719	US 20 (BUS.)	2023	EXCELLENT	2034
M-7	I-90	15.75	720	US 20 (BUS.)	2023	EXCELLENT	2034
M-7	I-90	16.98	729	NEWBURG RD.	2023	EXCELLENT	2034

Appendix F Bridge Condition Rating Table

M SECTION	ROUTE	MP	BRIDGE NUMBER	BRIDGE NAME	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR (YEAR)
M-7	I-90	17.35	732	I-39, RAMP G	2024	GOOD	2034
M-7	I-90	17.4	731	US 20 RAMP F	2023	EXCELLENT	2034
M-7	I-90	17.69	733	MILL RD.	2023	EXCELLENT	2028
M-7	I-90	18.3	735	KISHWAUKEE RIVER	2023	EXCELLENT	2028
M-7	I-90	18.3	736	KISHWAUKEE RIVER	2023	EXCELLENT	2028
M-7	I-90	19.5	737	C&NW (UP) RR.	2024	POOR	2026
M-7	I-90	19.78	739	US 20	2023	FAIR	2030
M-7	I-90	19.8	739A	US 20	2023	GOOD	2030
M-7	I-90	20.31	741C	STREAM	2023	GOOD	2029
M-7	I-90	20.8	741	IRENE RD.	2023	EXCELLENT	2028
M-7	I-90	21.8	743	TOWNHALL RD.	2023	EXCELLENT	2029
M-7	I-90	22.23	743C	STREAM	2023	EXCELLENT	2029
M-7	I-90	22.8	745	STONE QUARRY RD.	2023	GOOD	2028
M-7	I-90	23.4	745C	STREAM	2023	GOOD	2029
M-7	I-90	23.82	747	PEARL ST.	2023	EXCELLENT	2029
M-7	I-90	24.2	747 O	BELVIDERE OASIS	2024	FAIR	2040
M-7	I-90	24.58	749	CALHOUN RD. (TRIPP RD.)	2024	EXCELLENT	2031
M-7	I-90	25.02	751	GENOA RD.	2023	EXCELLENT	2029
M-7	I-90	26.52	755	JOHNSON RD.	2023	EXCELLENT	2029
M-7	I-90	27.4	756	MOSQUITO CREEK	2024	GOOD	2028
M-7	I-90	27.4	757	MOSQUITO CREEK	2024	EXCELLENT	2028
M-7	I-90	27.97	759	SPRING CENTER RD.	2023	EXCELLENT	2031
M-7	I-90	28.8	761	SHATTUCK RD.	2023	EXCELLENT	2029
M-8	I-88	113.37	857	IL 56	2024	FAIR	2033
M-8	I-88	113.38	858C	LAKE RUN	2023	GOOD	2033
M-8	I-88	113.4	857C	LAKE RUN,RAMP B	2023	GOOD	2033
M-8	I-88	114.2	801	DEERPATH RD.	2024	EXCELLENT	2036
M-8	I-88	114.4	802	ORCHARD RD.	2024	FAIR	2030
M-8	I-88	115.75	803	RANDALL RD.	2024	GOOD	2030
M-8	I-88	116.9	807	IL 31 RAMP	2024	GOOD	2025
M-8	I-88	117.1	809	IL 31	2024	GOOD	2025
M-8	I-88	117.3	811	FOX RIVER	2024	GOOD	2032
M-8	I-88	117.3	812	FOX RIVER	2024	GOOD	2025
M-8	I-88	118.25	813	MITCHELL RD.	2024	EXCELLENT	2030

Appendix F Bridge Condition Rating Table

M SECTION	ROUTE	MP	BRIDGE NUMBER	BRIDGE NAME	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR (YEAR)
M-8	I-88	118.86	815	CHURCH RD.	2023	EXCELLENT	2029
M-8	I-88	119.25	817	FARNSWORTH AVE.	2023	EXCELLENT	2033
M-8	I-88	119.6	817C	CREEK	2023	EXCELLENT	2033
M-8	I-88	121.42	819	EOLA RD.	2024	GOOD	2025
M-8	I-88	121.94	821	EJ&E RR.	2023	FAIR	2025
M-8	I-88	123.3	825	IL 59	2023	EXCELLENT	2030
M-8	I-88	123.3	826	IL 59	2023	GOOD	2030
M-8	I-88	124.1	827	RIVER RD.(RAYMOND DR.)	2023	EXCELLENT	2025
M-8	I-88	124.75	829	W. BRANCH DUPAGE RIVER	2023	GOOD	2033
M-8	I-88	124.75	830	W. BRANCH DUPAGE RIVER	2023	GOOD	2033
M-8	I-88	125.2	861	WINFIELD RD.	2023	GOOD	2025
M-8	I-88	125.2	862	WINFIELD RD.	2023	EXCELLENT	2025
M-8	I-88	125.74	831	MILL ST. - WEST AVE.	2024	GOOD	2030
M-8	I-88	126.52	833	WASHINGTON ST.	2023	GOOD	2025
M-8	I-88	127.4	835	FREEDOM DRIVE	2024	GOOD	2032
M-8	I-88	127.4	836	FREEDOM DRIVE	2024	GOOD	2033
M-8	I-88	127.7	837	NAPERVILLE-WHEATON RD.	2024	GOOD	2032
M-8	I-88	127.7	838	NAPERVILLE-WHEATON RD.	2024	GOOD	2033
M-8	I-88	129.11	839	YACKLEY RD.	2024	GOOD	2025
M-8	I-88	129.11	840	YACKLEY RD.	2024	GOOD	2026
M-8	I-88	129.68	841	E. BRANCH DUPAGE RIVER	2024	GOOD	2025
M-8	I-88	129.68	842	E. BRANCH DUPAGE RIVER	2024	GOOD	2033
M-8	I-88	129.8	843	WARRENVILLE RD.	2024	GOOD	2032
M-8	I-88	129.8	844	WARRENVILLE RD.	2024	GOOD	2033
M-8	I-88	130.05	845	IL 53	2024	GOOD	2033
M-8	I-88	130.05	846	IL 53	2024	GOOD	2033
M-8	I-88	134.3	849	HIGHLAND AVE.	2024	GOOD	2025
M-8	I-88	135.4	851	MEYERS RD.	2024	GOOD	2026
M-8	I-88	136.42	853	MIDWEST RD.	2023	EXCELLENT	2025
M-8	I-88	137.2	855	IL 83	2024	GOOD	2035
M-8	I-88	137.2	856	IL 83	2024	GOOD	2035
M-11	I-88	76.9	1149	S. MAIN ST.	2024	GOOD	2030

Appendix F Bridge Condition Rating Table

M SECTION	ROUTE	MP	BRIDGE NUMBER	BRIDGE NAME	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR (YEAR)
M-11	I-88	77.4	1147	SOO LINE & BN RR.	2024	GOOD	2025
M-11	I-88	77.4	1148	SOO LINE & BN RR.	2024	FAIR	2033
M-11	I-88	79.7	1145	MULFORD RD.	2024	GOOD	2030
M-11	I-88	80.7	1143	LOCUST RD.	2024	GOOD	2030
M-11	I-88	81.75	1141	WOODLAWN RD.	2024	GOOD	2033
M-11	I-88	83.4	1139C	STREAM	2023	GOOD	2033
M-11	I-88	83.6	1139	TOWER RD.	2024	GOOD	2033
M-11	I-88	84.6	1137	WILLRETT RD.	2023	GOOD	2030
M-11	I-88	85.62	1135	SHABBONA RD.	2023	EXCELLENT	2032
M-11	I-88	87.2	1135C	STREAM	2023	EXCELLENT	2033
M-11	I-88	87.62	1133	UNIVERSITY RD.	2023	GOOD	2030
M-11	I-88	89.3	1133C	STREAM	2023	GOOD	2033
M-11	I-88	91.42	1131	ANNIE GLIDDEN (DEKALB WEST RD.)	2024	GOOD	2030
M-11	I-88	91.69	1129	KISHWAUKEE RIVER	2024	EXCELLENT	2033
M-11	I-88	91.69	1130	KISHWAUKEE RIVER	2024	EXCELLENT	2033
M-11	I-88	91.71	1127	S. FIRST ST.	2024	GOOD	2033
M-11	I-88	92.5	1125	IL 23 (4TH ST.)	2023	EXCELLENT	2033
M-11	I-88	92.5	1126	IL 23 (4TH ST.)	2023	EXCELLENT	2033
M-11	I-88	92.6	1123	C&NW RR.	2023	FAIR	2025
M-11	I-88	92.6	1124	C&NW RR.	2023	GOOD	2025
M-11	I-88	93.12	1121	RAMP E & F TO DEKALB OASIS	2023	GOOD	2025
M-11	I-88	94.02	1119	PEACE RD./ AIRPORT RD.	2024	GOOD	2033
M-11	I-88	95.8	1117	SOMONAUK RD.	2024	FAIR	2030
M-11	I-88	98.5	1115	HINCKLEY RD.	2023	GOOD	2033
M-11	I-88	100.02	1113	KESLINGER RD.	2023	EXCELLENT	2033
M-11	I-88	101.03	1111	COUNTY LINE RD.	2023	EXCELLENT	2030
M-11	I-88	101.9	1111C	YOUNGS CREEK	2023	EXCELLENT	2033
M-11	I-88	103.2	1109	WATSON RD.	2023	GOOD	2030
M-11	I-88	103.65	1109C	BIG ROCK CREEK	2023	EXCELLENT	2033
M-11	I-88	105.02	1107	DAUBERMAN RD.	2023	GOOD	2030
M-11	I-88	106.2	1107C	WELCH CREEK	2023	EXCELLENT	2033
M-11	I-88	107.2	1105	MAIN ST.	2024	GOOD	2025
M-11	I-88	108.7	1103	BLACKBERRY CREEK	2024	GOOD	2033

Appendix F Bridge Condition Rating Table

M SECTION	ROUTE	MP	BRIDGE NUMBER	BRIDGE NAME	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR (YEAR)
M-11	I-88	108.7	1104	BLACKBERRY CREEK	2024	GOOD	2033
M-11	I-88	109.3	1101	IL 47	2024	GOOD	2025
M-11	I-88	111.6	859	BLISS RD.	2023	GOOD	2025
M-12	I-88	44.5	1257	HOWLAND CREEK	2024	GOOD	2025
M-12	I-88	44.5	1258	HOWLAND CREEK	2024	GOOD	2025
M-12	I-88	45.7	1255	C&NW (UP) RR.	2024	GOOD	2025
M-12	I-88	45.7	1256	C&NW (UP) RR.	2024	GOOD	2025
M-12	I-88	46.27	1253	NELSON RD.	2023	EXCELLENT	2025
M-12	I-88	47.31	1251	BOLLMAN RD.	2023	GOOD	2025
M-12	I-88	48.8	1249C	STREAM	2023	GOOD	2033
M-12	I-88	48.9	1249	HARMON RD.	2023	FAIR	2025
M-12	I-88	50.02	1247	ATKINSON RD.	2023	GOOD	2025
M-12	I-88	51.32	1245	HOYLE RD.	2023	GOOD	2025
M-12	I-88	51.6	1243	THREE MILE CREEK	2024	GOOD	2025
M-12	I-88	51.6	1244	THREE MILE CREEK	2024	GOOD	2025
M-12	I-88	52.41	1241	PUMP FACTORY RD.	2023	FAIR	2025
M-12	I-88	53.9	1237	IL 26	2024	EXCELLENT	2025
M-12	I-88	53.9	1238	IL 26	2024	GOOD	2025
M-12	I-88	54.35	1235	DIXON RAMP A & B	2024	GOOD	2025
M-12	I-88	55.04	1233	US 52	2024	GOOD	2025
M-12	I-88	55.04	1234	US 52	2024	GOOD	2025
M-12	I-88	56	1231	BURKETT RD.	2023	EXCELLENT	2025
M-12	I-88	56.77	1229	RED BRICK RD.	2023	GOOD	2025
M-12	I-88	58.3	1227	NACHUSA RD.	2023	EXCELLENT	2025
M-12	I-88	59.8	1225	ROBBINS RD.	2023	GOOD	2025
M-12	I-88	60.8	1223	ROCKY FORD RD.	2023	GOOD	2025
M-12	I-88	62.27	1221	FRANKLIN RD.	2024	FAIR	2025
M-12	I-88	63.1	1219	WHITNEY RD.	2024	GOOD	2025
M-12	I-88	64.5	1217	REYNOLDS RD.	2024	GOOD	2025
M-12	I-88	67.3	1215	MIDWAY RD.	2024	GOOD	2025
M-12	I-88	68.35	1213	ASHTON RD.	2024	GOOD	2025
M-12	I-88	69.5	1213C	BEACH CREEK	2023	FAIR	2033
M-12	I-88	70.5	1211	MERIDIAN RD.	2024	GOOD	2025
M-12	I-88	70.5	1211C	CLEARY LATERAL CR.	2023	EXCELLENT	2025

Appendix F Bridge Condition Rating Table

M SECTION	ROUTE	MP	BRIDGE NUMBER	BRIDGE NAME	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR (YEAR)
M-12	I-88	71.5	1209	BROOKLYN RD.	2024	GOOD	2025
M-12	I-88	72.6	1207	THORPE RD.	2024	GOOD	2025
M-12	I-88	73.1	1205C	BEACH CREEK	2023	GOOD	2033
M-12	I-88	73.11	1205	BEACH CREEK	2024	GOOD	2025
M-12	I-88	73.11	1206	BEACH CREEK	2024	GOOD	2025
M-12	I-88	73.12	1206C	BEACH CREEK	2023	GOOD	2033
M-12	I-88	73.62	1203	BRUSH GROVE RD.	2024	GOOD	2025
M-12	I-88	74.24	1203C	RICKELSON CREEK	2023	GOOD	2033
M-12	I-88	74.25	1201	RICKELSON CREEK	2024	GOOD	2025
M-12	I-88	74.25	1202	RICKELSON CREEK	2024	GOOD	2025
M-12	I-88	74.26	1201C	RICKELSON CREEK	2023	FAIR	2033
M-12	I-88	74.9	1202C	STREAM	2023	GOOD	2033
M-12	I-88	75.9	1152C	STREAM (RAMP)	2023	EXCELLENT	2033
M-12	I-88	76	1151C	STREAM	2023	GOOD	2033
M-12	I-88	76.15	1151	IL 251	2024	FAIR	2025
M-12	I-88	76.15	1152	IL 251	2024	FAIR	2025
M-14	I-355	-0.25	14137	RAMP S-E OVER E-N	2023	GOOD	2032
M-14	I-355	-0.25	14137C	RAMP E-N CULVERT	2024	GOOD	2032
M-14	I-355	0	14135	RAMP S-E OVER I-80	2023	GOOD	2025
M-14	I-355	0	14136	RAMP E-N OVER I-80	2023	EXCELLENT	2032
M-14	I-355	0.4	14134	CEDAR RD.	2023	EXCELLENT	2025
M-14	I-355	0.8	14133	U.S. ROUTE 6	2023	EXCELLENT	2032
M-14	I-355	1.8	14129	SPRING CREEK	2024	GOOD	2032
M-14	I-355	1.8	14130	SPRING CREEK	2024	GOOD	2032
M-14	I-355	2.68	14126	BRUCE RD.	2023	EXCELLENT	2032
M-14	I-355	3.36	14126C	NORTH FRACTION RUN CREEK	2023	FAIR	2032
M-14	I-355	3.76	14121	167TH. ST.(DIVISION ST)	2023	EXCELLENT	2032
M-14	I-355	4.15	14120	GOUGAR RD.	2024	GOOD	2032
M-14	I-355	4.3	14119	163RD ST.	2023	EXCELLENT	2032
M-14	I-355	4.82	14118	159TH/IL 7 ST.	2023	EXCELLENT	2032
M-14	I-355	5.35	14116	FIDDYMENT CREEK	2024	EXCELLENT	2032

Appendix F Bridge Condition Rating Table

M SECTION	ROUTE	MP	BRIDGE NUMBER	BRIDGE NAME	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR (YEAR)
M-14	I-355	5.35	14117	FIDDYMENT CREEK	2024	EXCELLENT	2032
M-14	I-355	5.82	14113	151ST. ST.	2023	EXCELLENT	2032
M-14	I-355	6.83	14108	143RD ST.	2023	EXCELLENT	2032
M-14	I-355	7.39	14105	IL 171 (ARCHER AVE.)	2023	GOOD	2032
M-14	I-355	7.84	14101	135TH ST./ LONG RUN CR.	2024	EXCELLENT	2032
M-14	I-355	7.84	14102	135TH ST./ LONG RUN CR.	2024	EXCELLENT	2032
M-14	I-355	8.9	1496	127TH STREET	2024	EXCELLENT	2032
M-14	I-355	10.2	1489	DES PLAINES RIVER VALLEY	2024	GOOD	2025
M-14	I-355	10.2	1490	DES PLAINES RIVER VALLEY	2024	GOOD	2025
M-14	I-355	11.45	1485	INTERNATIONALE PKWY	2023	EXCELLENT	2030
M-14	I-355	11.45	1486	INTERNATIONALE PKWY	2023	EXCELLENT	2025
M-14	I-355	11.75	1483	BNSF RR.	2023	GOOD	2032
M-14	I-355	11.75	1484	BNSF RR.	2023	EXCELLENT	2032
M-14	I-355	12.2	1477	RAMP I-N	2024	GOOD	2032
M-14	I-355	12.2	1478	RAMP I-N	2024	GOOD	2025
M-14	I-355	12.32	1479	RAMP S-I (SB I-355 TO NB I-55)	2024	GOOD	2025
M-14	I-355	12.32	1480	I-55, RAMP I-N (N I55 TO N I355)	2024	GOOD	2025
M-14	I-355	12.4	1475	I-55	2024	GOOD	2030
M-14	I-355	12.4	1476	I-55	2024	GOOD	2025
M-14	I-355	12.6	1481	RAMP O-S (SB I-55 TO SB I-355)	2024	GOOD	2025
M-14	I-355	13.3	1475C	LILY CACHE CREEK	2023	GOOD	2029
M-14	I-355	13.85	1473	BOUGHTON RD.	2024	GOOD	2030
M-14	I-355	14.6	1471	83RD ST.	2024	GOOD	2025
M-14	I-355	15.6	1469	75TH ST.	2024	GOOD	2030
M-14	I-355	15.6	1470	75TH ST.	2024	GOOD	2030
M-14	I-355	16.1	1467	71ST ST.	2024	FAIR	2025
M-14	I-355	17.14	1467C	PRENTISS CREEK	2023	GOOD	2029
M-14	I-355	17.25	1465	63RD ST.	2024	FAIR	2025
M-14	I-355	17.5	1463	JACKSON RD.	2024	GOOD	2029
M-14	I-355	17.5	1464	JACKSON RD.	2024	GOOD	2029
M-14	I-355	18.35	1461	MAPLE AVE.	2024	GOOD	2030
M-14	I-355	18.35	1462	MAPLE AVE.	2024	GOOD	2030

Appendix F Bridge Condition Rating Table

M SECTION	ROUTE	MP	BRIDGE NUMBER	BRIDGE NAME	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR (YEAR)
M-14	I-355	18.88	1459	HITCHCOCK AVE.	2024	GOOD	2029
M-14	I-355	18.88	1460	HITCHCOCK AVE.	2024	GOOD	2029
M-14	I-355	19	1460C	ST. JOSEPH CREEK	2023	GOOD	2029
M-14	I-355	19.1	1457	BN RR.	2024	GOOD	2035
M-14	I-355	19.1	1458	BN RR.	2024	GOOD	2035
M-14	I-355	19.58	1453	NW & NE RAMP OVER OGDEN AVE.	2024	GOOD	2025
M-14	I-355	19.58	1455	US 34 (OGDEN AVE.)	2024	GOOD	2025
M-14	I-355	19.58	1456	US 34 (OGDEN AVE.)	2024	GOOD	2030
M-14	I-355	19.8	1451	ES RAMP OVER S. CONNECTOR	2024	FAIR	2030
M-14	I-355	19.89	1447	NW.RAMP - U - WARRENVILLE RD.	2024	GOOD	2030
M-14	I-355	19.9	1449	WARRENVILLE RD.	2023	FAIR	2030
M-14	I-355	19.92	1445	E-W OVER NW RAMP [TUNNEL]	2024	GOOD	2033
M-14	I-355	20.1	1443	E-W [TUNNEL]	2024	GOOD	2033
M-14	I-355	20.8	1435	FINLEY RD. (ALONG EW)	2024	GOOD	2029
M-14	I-355	20.8	1436	FINLEY RD. (ALONG EW)	2024	GOOD	2030
M-14	I-355	21.4	1436C	LACEY CREEK	2023	GOOD	2029
M-14	I-355	21.4	1437	EW TOLLWAY, RAMP EN	2024	GOOD	2030
M-14	I-355	21.72	1431	WS RAMP, FINLEY RD.	2024	FAIR	2030
M-14	I-355	21.72	1432	WS RAMP, FINLEY RD.	2024	FAIR	2029
M-14	I-355	21.8	1439	SW RAMP (& OVER FINLEY RD.)	2024	GOOD	2030
M-14	I-355	21.9	1441	SE RAMP (OVER EW & FINLEY RD.)	2024	GOOD	2030
M-14	I-355	22	1433	FINLEY RD. (RAMP WN)	2024	FAIR	2030
M-14	I-355	22.65	1429	IL 56 (BUTTERFIELD RD.)	2023	EXCELLENT	2030
M-14	I-355	22.65	1430	IL 56 (BUTTERFIELD RD.)	2023	EXCELLENT	2030

Appendix F Bridge Condition Rating Table

M SECTION	ROUTE	MP	BRIDGE NUMBER	BRIDGE NAME	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR (YEAR)
M-14	I-355	23.45	1427	22ND ST.	2024	GOOD	2029
M-14	I-355	23.45	1428	22ND ST.	2024	GOOD	2029
M-14	I-355	23.58	1425	FOXWORTH BLVD.	2024	GOOD	2029
M-14	I-355	23.58	1426	FOXWORTH BLVD.	2024	GOOD	2029
M-14	I-355	24	1423	OAK CREEK DR.	2024	GOOD	2030
M-14	I-355	24	1424	OAK CREEK DR.	2024	GOOD	2030
M-14	I-355	24.7	1421	IL 38 (ROOSEVELT RD.)	2024	GOOD	2030
M-14	I-355	24.7	1422	IL 38 (ROOSEVELT RD.)	2024	GOOD	2030
M-14	I-355	25.1	1419	IL 53	2024	GOOD	2030
M-14	I-355	25.1	1420	IL 53	2024	FAIR	2030
M-14	I-355	25.2	1420C	STREAM	2023	GOOD	2029
M-14	I-355	26.3	1417	PRAIRIE PATH	2023	EXCELLENT	2029
M-14	I-355	26.48	1415	HILL AVE.	2024	GOOD	2030
M-14	I-355	26.5	1411	CRESCENT BLVD.	2024	GOOD	2030
M-14	I-355	26.5	1413	C&NW RR.	2024	GOOD	2030
M-14	I-355	26.88	1409	ST. CHARLES RD.	2023	GOOD	2030
M-14	I-355	27.12	1408	GREAT WESTERN TRAIL	2024	GOOD	2036
M-14	I-355	27.48	1407	PLEASANT LANE.	2023	EXCELLENT	2030
M-14	I-355	27.9	1405	IL 64 (NORTH AVE.)	2023	EXCELLENT	2030
M-14	I-355	27.9	1406	IL 64 (NORTH AVE.)	2023	GOOD	2030
M-14	I-355	28.9	1403	FULLERTON AVE./ CC&P RR.	2024	GOOD	2030
M-14	I-355	28.9	1404	FULLERTON AVE./ CC&P RR.	2024	GOOD	2030
M-14	I-355	29.84	1401	ARMY TRAIL RD.	2024	GOOD	2029
M-14	I-355	29.84	1402	ARMY TRAIL RD.	2024	GOOD	2029
M-16	I-490	3.6	1649	RAMPS 1&8 (NB I-490 TO WB IL 390)	2023	EXCELLENT	2036
M-16	I-490	6.25	1681	I-90	2024	EXCELLENT	2035
M-16	I-490	6.25	1682	I-90	2024	GOOD	2035
M-16	IL 390	5.98	1600	LAKE ST. - US 20	2023	GOOD	2032
M-16	IL 390	6.3	1602C	W. BRANCH DUPAGE RIVER	2023	GOOD	2032
M-16	IL 390	6.75	1601	RR - METRA	2023	GOOD	2033
M-16	IL 390	6.75	1602	RR - METRA	2023	GOOD	2033
M-16	IL 390	7.14	1604	SB. GARY AVE - RAMP	2023	EXCELLENT	2032

Appendix F Bridge Condition Rating Table

M SECTION	ROUTE	MP	BRIDGE NUMBER	BRIDGE NAME	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR (YEAR)
M-16	IL 390	7.16	1603	NB GARY AVE.	2023	EXCELLENT	2032
M-16	IL 390	7.33	1605		2023	EXCELLENT	2032
M-16	IL 390	7.33	1606		2023	EXCELLENT	2032
M-16	IL 390	7.35	1606A		2023	EXCELLENT	2032
M-16	IL 390	7.6	1607	IL 19 (IRVING PARK RD.)	2023	EXCELLENT	2032
M-16	IL 390	7.6	1608	IL 19 (IRVING PARK RD.)	2023	EXCELLENT	2032
M-16	IL 390	7.9	1609	RODENBERG RD.	2024	GOOD	2032
M-16	IL 390	7.9	1610	RODENBERG RD.	2024	GOOD	2032
M-16	IL 390	8.3	1611	WRIGHT BLVD.	2024	GOOD	2032
M-16	IL 390	8.3	1612	WRIGHT BLVD.	2024	GOOD	2032
M-16	IL 390	8.8	1613	MITCHELL BLVD.	2024	GOOD	2032
M-16	IL 390	8.8	1614	MITCHELL BLVD.	2024	GOOD	2032
M-16	IL 390	8.9	1615	RR - CP SPUR	2024	GOOD	2032
M-16	IL 390	8.9	1616	RR - CP SPUR	2024	GOOD	2032
M-16	IL 390	9.45	1617	ROSELLE RD.	2024	GOOD	2033
M-16	IL 390	10.5	1618	PLUM GROVE RD.	2024	GOOD	2025
M-16	IL 390	11.2	1619	MEACHAM/ MEDINAH RD.	2023	GOOD	2025
M-16	IL 390	11.2	1620	MEACHAM/ MEDINAH RD.	2023	EXCELLENT	2032
M-16	IL 390	12.1	1622	IL 53./ROHLWING RD.	2024	GOOD	2030
M-16	IL 390	12.2	1623	ROHLWING RD, RAMP K2.	2024	EXCELLENT	2031
M-16	IL 390	12.3	1624	RAMP G2&G5,EB/ WB290 TO WB390	2024	GOOD	2031
M-16	IL 390	12.6	1626	I-290 (EISENHOWER)	2024	GOOD	2031
M-16	IL 390	12.6	1627	I-290 (EISENHOWER)	2024	GOOD	2031
M-16	IL 390	12.6	1629	I-290 (EB 390 CD TO WB 290)	2024	GOOD	2031
M-16	IL 390	13.1	1631	HAMILTON LAKES DR.	2024	EXCELLENT	2032
M-16	IL 390	13.1	1632	HAMILTON LAKES DR.	2024	EXCELLENT	2031
M-16	IL 390	13.51	1633	ARLINGTON HGTS. RD.	2024	EXCELLENT	2032
M-16	IL 390	13.51	1634	ARLINGTON HGTS. RD.	2024	EXCELLENT	2031

Appendix F Bridge Condition Rating Table

M SECTION	ROUTE	MP	BRIDGE NUMBER	BRIDGE NAME	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR (YEAR)
M-16	IL 390	13.8	1635	PROSPECT AVE.	2024	EXCELLENT	2034
M-16	IL 390	13.8	1636	PROSPECT AVE.	2024	GOOD	2034
M-16	IL 390	14.21	1637	SALT CREEK	2024	EXCELLENT	2031
M-16	IL 390	14.21	1638	SALT CREEK	2024	GOOD	2032
M-16	IL 390	14.41	1639	MITTEL BLVD.	2024	EXCELLENT	2031
M-16	IL 390	14.41	1640	MITTEL BLVD.	2024	EXCELLENT	2032
M-16	IL 390	14.77	1641	WOOD DALE RD.	2024	GOOD	2031
M-16	IL 390	15.27	1642	LIVELY BLVD.	2024	GOOD	2032
M-16	IL 390	15.27	1643	LIVELY BLVD.	2024	EXCELLENT	2032
M-16	IL 390	15.85	1644	BUSSE ROAD (IL 83)	2023	EXCELLENT	2031
M-16	IL 390	15.85	1645	BUSSE ROAD (IL 83)	2023	EXCELLENT	2031
M-16	IL 390	16.12	1646	CTM RR	2024	EXCELLENT	2036
M-16	IL 390	16.12	1647	CTM RR	2024	EXCELLENT	2036
M-16	IL 390	16.2	1654	SUPREME DRIVE	2024	EXCELLENT	2036
M-16	IL 390	16.2	1655	SUPREME DRIVE	2024	EXCELLENT	2036
M-16	IL 390	16.6	1674	WB IL 390 RAMP 5 & RAMP 04	2024	EXCELLENT	2039
M-16	IL 390	16.8	1650C	ELGIN-O'HARE (RAMPS P1, P2, P8 & S. FRONTAGE ROAD.)	2024	GOOD	2031
M-16	IL 390	16.8	1678	SOUTH THORNDALE AVE. (RAMP Q9)	2023	EXCELLENT	2038
M-16	IL 390	16.85	1649C	ELGIN-O'HARE (RAMPS P5, 04, & Q1)	2024	GOOD	2031

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APPENDIX G

STRUCTURAL WALL CONDITION RATING TABLE

Appendix G Structural Wall Condition Rating Table

M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-1	I-294	6.60	TS6.55R,SB(R)	RETAINING WALL	2022	GOOD	12/31/2024
M-1	I-294	4.00	TS4.00R,SB	RETAINING WALL	2022	GOOD	12/31/2024
M-1	I-294	4.05	TS4.05N,NB(R)	NOISE ABATEMENT WALL	2022	GOOD	12/31/2024
M-1	I-294	10.20	TS10.20R,NB	RETAINING WALL	2022	GOOD	12/31/2024
M-1	I-294	10.60	TS10.55N,SB	NOISE ABATEMENT WALL	2022	GOOD	12/31/2024
M-1	I-294	16.45	TS16.50N,NB	NOISE ABATEMENT WALL	2024	FAIR	12/31/2024
M-1	I-294	3.00	TS3.00N,SB(R)	NOISE ABATEMENT WALL	2022	FAIR	12/31/2024
M-1	I-294	17.59	TS17.60N,NB(R)	NOISE ABATEMENT WALL	2023	EXCELLENT	12/31/2024
M-1	I-294	8.80	TS8.80R,NB	RETAINING WALL	2022	EXCELLENT	12/31/2024
M-1	I-294	0.05	TS0.05R,NB	RETAINING WALL	2022	FAIR	12/31/2024
M-1	I-294	8.30	TS8.30R,NB(R)	RETAINING WALL	2022	GOOD	12/31/2024
M-1	I-294	15.55	TS15.60R,SB	RETAINING WALL	2022	GOOD	12/31/2024
M-1	I-294	14.65	TS14.65R,SB	RETAINING WALL	2022	GOOD	12/31/2024
M-1	I-294	18.77	TS18.77N,NB	NOISE ABATEMENT WALL	2023	GOOD	12/31/2024
M-1	I-294	14.65	TS14.65N,SB	NOISE ABATEMENT WALL	2022	FAIR	12/31/2024
M-1	I-294	10.15	TS10.15R,SB	RETAINING WALL	2022	GOOD	12/31/2024
M-1	I-294	15.80	TS15.80N,NB	NOISE ABATEMENT WALL	2024	POOR	12/31/2024
M-1	I-294	11.20	TS11.20N,SB	NOISE ABATEMENT WALL	2022	GOOD	12/31/2024
M-1	I-294	11.65	TS11.65R,SB(R)	RETAINING WALL	2023	EXCELLENT	12/31/2024
M-1	I-294	12.00	TS12.05R,NB(R)	RETAINING WALL	2022	GOOD	12/31/2024
M-1	I-294	14.45	TS14.45R,SB	RETAINING WALL	2022	GOOD	12/31/2024
M-1	I-294	4.80	TS4.80N,NB(R)	NOISE ABATEMENT WALL	2022	GOOD	12/31/2024
M-1	I-294	17.20	TS17.20R,SB(R)	RETAINING WALL	2022	FAIR	12/31/2024
M-1	I-294	14.55	TS14.55R,SB	RETAINING WALL	2022	GOOD	12/31/2024
M-1	I-294	15.75	TS15.75N,NB	NOISE ABATEMENT WALL	2024	FAIR	12/31/2024
M-1	I-294	4.90	TS4.90N,NB(R)	NOISE ABATEMENT WALL	2022	GOOD	12/31/2024

Appendix G Structural Wall Condition Rating Table

M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-1	I-294	16.15	TS16.15R,SB	RETAINING WALL	2022	GOOD	12/31/2024
M-1	I-294	11.50	TS11.50R,NB	RETAINING WALL	2022	GOOD	12/31/2024
M-1	I-294	8.20	TS8.20R,SB(R)	RETAINING WALL	2022	GOOD	12/31/2024
M-1	I-294	9.40	TS9.40R,NB	RETAINING WALL	2022	GOOD	12/31/2024
M-1	I-294	10.20	TS10.20N,SB	NOISE ABATEMENT WALL	2022	EXCELLENT	12/31/2024
M-1	I-294	15.15	TS15.20N,NB	NOISE ABATEMENT WALL	2024	FAIR	12/31/2024
M-1	I-294	10.80	TS10.80N,NB	NOISE ABATEMENT WALL	2022	FAIR	12/31/2024
M-1	I-294	15.15	TS15.20R,SB	RETAINING WALL	2022	GOOD	12/31/2024
M-1	I-294	3.25	TS3.22N,SB	NOISE ABATEMENT WALL	2022	FAIR	12/31/2024
M-1	I-294	11.60	TS11.60N,SB(R)	NOISE ABATEMENT WALL	2022	EXCELLENT	12/31/2024
M-1	I-294	7.70	TS7.65N,NB(R)	NOISE ABATEMENT WALL	2022	EXCELLENT	12/31/2024
M-1	I-294	16.70	TS16.70R,NB	RETAINING WALL	2024	FAIR	12/31/2024
M-1	I-294	4.05	TS4.05R,NB(R)	RETAINING WALL	2022	GOOD	12/31/2024
M-1	I-294	15.80	TS15.80R,SB	RETAINING WALL	2022	GOOD	12/31/2024
M-1	I-294	4.25	TS4.25N,NB	NOISE ABATEMENT WALL	2022	GOOD	12/31/2024
M-1	I-294	4.40	TS4.40N,NB	NOISE ABATEMENT WALL	2022	FAIR	12/31/2024
M-1	I-294	4.00	TS4.00N,NB	NOISE ABATEMENT WALL	2024	GOOD	12/31/2024
M-1	I-294	4.06	TS4.06R,NB(R)	RETAINING WALL	2022	GOOD	12/31/2024
M-1	I-294	11.15	TS11.15R,NB	RETAINING WALL	2022	GOOD	12/31/2024
M-1	I-294	1.00	TS1.00N,SB(R)	NOISE ABATEMENT WALL	2022	GOOD	12/31/2024
M-1	I-294	3.25	TS3.25R,NB	RETAINING WALL	2022	FAIR	12/31/2024
M-1	I-294	11.61	TS11.61R,SB(R)	RETAINING WALL	2022	GOOD	12/31/2024
M-1	I-294	0.05	TS0.05R,SB	RETAINING WALL	2022	GOOD	12/31/2024
M-1	I-294	4.00	TS4.00N,SB	NOISE ABATEMENT WALL	2024	GOOD	12/31/2024
M-1	I-294	11.55	TS11.55R,NB	RETAINING WALL	2022	GOOD	12/31/2024
M-1	I-294	11.70	TS11.70N,SB(R)	NOISE ABATEMENT WALL	2022	GOOD	12/31/2024

Appendix G Structural Wall Condition Rating Table

M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-1	I-294	9.15	TS9.20N,SB	NOISE ABATEMENT WALL	2022	FAIR	12/31/2024
M-1	I-294	19.00	TS19.05N,SB	NOISE ABATEMENT WALL	2022	FAIR	12/31/2024
M-1	I-294	1.20	TS1.20N,NB	NOISE ABATEMENT WALL	2022	FAIR	12/31/2024
M-1	I-294	4.60	TS4.60N,NB(R)	NOISE ABATEMENT WALL	2022	GOOD	12/31/2024
M-1	I-294	19.50	TS19.5R,NB	RETAINING WALL	2024	EXCELLENT	12/31/2025
M-1	I-294	19.70	TS19.70R,SB	RETAINING WALL	2022	GOOD	12/31/2025
M-1	I-294	22.95	TS22.95R,SB	RETAINING WALL	2023	GOOD	12/31/2025
M-1	I-294	8.30	TS8.25N,SB	NOISE ABATEMENT WALL	2022	GOOD	6/21/2026
M-1	I-294	8.20	TS8.25N,NB(R)	NOISE ABATEMENT WALL	2022	GOOD	12/1/2026
M-1	I-294	18.55	TS18.55N,SB	NOISE ABATEMENT WALL	2023	FAIR	12/31/2026
M-1	I-294	10.80	TS10.80N,SB	NOISE ABATEMENT WALL	2022	GOOD	12/31/2026
M-1	I-294	2.70	TS2.70R,NB(R)	RETAINING WALL	2022	GOOD	12/31/2026
M-1	I-294	6.21	TS6.21N,SB(R)	NOISE ABATEMENT WALL	2022	EXCELLENT	12/31/2026
M-1	I-294	15.80	TS15.80N,SB	NOISE ABATEMENT WALL	2022	FAIR	12/31/2026
M-1	I-294	14.50	TS14.50N,SB	NOISE ABATEMENT WALL	2022	FAIR	12/31/2026
M-1	I-294	-0.02	TS0.02N, SB(R)	NOISE ABATEMENT WALL	2022	GOOD	12/31/2026
M-1	I-294	9.55	TS9.55R,NB	RETAINING WALL	2022	GOOD	12/31/2026
M-1	I-294	4.00	TS4.00R,NB	RETAINING WALL	2022	GOOD	12/31/2026
M-1	I-294	6.20	TS6.25N,SB(R)	NOISE ABATEMENT WALL	2022	GOOD	12/31/2026
M-1	I-294	8.60	TS8.60N,SB(R)	NOISE ABATEMENT WALL	2022	GOOD	12/31/2026
M-1	I-294	16.15	TS16.15N,SB	NOISE ABATEMENT WALL	2022	GOOD	12/31/2026

Appendix G Structural Wall Condition Rating Table

M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-1	I-294	15.20	TS15.20N,SB	NOISE ABATEMENT WALL	2022	FAIR	12/31/2026
M-1	I-294	15.80	TS15.80R,NB	RETAINING WALL	2022	FAIR	12/31/2026
M-1	I-294	19.07	TS19.07N,NB	NOISE ABATEMENT WALL	2022	EXCELLENT	12/31/2026
M-1	I-294	22.05	TS22.05S,NB(R)	SIGHT SCREEN WALL	2022	FAIR	12/31/2026
M-1	I-294	15.75	TS15.75N,SB	NOISE ABATEMENT WALL	2022	FAIR	12/31/2026
M-1	I-294	15.65	TS15.65N,NB	NOISE ABATEMENT WALL	2022	FAIR	12/31/2026
M-1	I-294	5.40	TS5.40N,SB	NOISE ABATEMENT WALL	2022	GOOD	12/31/2026
M-1	I-294	4.20	TS4.20N,SB	NOISE ABATEMENT WALL	2022	EXCELLENT	12/31/2026
M-1	I-294	1.60	TS1.60R,SB	RETAINING WALL	2022	GOOD	12/31/2026
M-1	I-294	12.35	TS12.30R,SB(R)	RETAINING WALL	2022	GOOD	12/31/2026
M-1	I-294	9.15	TS9.10N,NB	NOISE ABATEMENT WALL	2022	GOOD	12/31/2026
M-1	I-294	15.70	TS15.70N,NB	NOISE ABATEMENT WALL	2022	GOOD	12/31/2026
M-1	I-294	20.50	TS20.50R,NB	RETAINING WALL	2022	GOOD	12/31/2026
M-1	I-294	15.15	TS15.20R,NB	RETAINING WALL	2022	GOOD	12/31/2026
M-1	I-294	4.20	TS4.20N,NB	NOISE ABATEMENT WALL	2022	GOOD	12/31/2026
M-1	I-294	7.40	TS7.40R,NB(R)	RETAINING WALL	2022	EXCELLENT	12/31/2026
M-1	I-294	4.40	TS4.40R,NB	RETAINING WALL	2022	GOOD	12/31/2026
M-1	I-294	-0.02	TS0.02R,SB(R)	RETAINING WALL	2022	FAIR	12/31/2026
M-1	I-294	8.40	TS8.40R,SB(R)	RETAINING WALL	2022	GOOD	12/31/2026
M-1	I-294	23.30	TS23.30R,SB	RETAINING WALL	2023	EXCELLENT	2/23/2027
M-1	I-294	7.80	TS7.80N,NB(R)	NOISE ABATEMENT WALL	2023	GOOD	3/17/2027
M-1	I-294	8.22	TS8.22N,NB	NOISE ABATEMENT WALL	2023	GOOD	11/30/2027
M-1	I-294	10.65	TS10.60N,SB	NOISE ABATEMENT WALL	2023	FAIR	12/31/2027
M-1	I-294	10.20	TS10.25N,SB	NOISE ABATEMENT WALL	2023	FAIR	12/31/2027

Appendix G Structural Wall Condition Rating Table

M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-1	I-294	16.10	TS16.10N,SB	NOISE ABATEMENT WALL	2022	GOOD	12/31/2028
M-1	I-294	7.23	TS7.23R,SB(R)	RETAINING WALL	2024	EXCELLENT	12/31/2028
M-1	I-294	14.00	TS14.00N,SB	NOISE ABATEMENT WALL	2024	GOOD	6/25/2038
M-1	I-294	20.85	TS20.85N,SB	NOISE ABATEMENT WALL	2024	EXCELLENT	7/10/2040
M-1	I-294	4.25	TS4.25N,SB	NOISE ABATEMENT WALL	2024	GOOD	7/13/2040
M-1	I-294	8.85	TS8.85N,NB	NOISE ABATEMENT WALL	2024	GOOD	7/13/2040
M-1	I-294	20.90	TS20.90R,NB	RETAINING WALL	2021	EXCELLENT	8/23/2041
M-1	I-294	20.83	TS20.83R,NB	RETAINING WALL	2021	EXCELLENT	8/23/2041
M-1	I-294	20.87	TS20.87R, SB	RETAINING WALL	2021	EXCELLENT	8/23/2041
M-1	I-294	18.75	TS18.80R,SB	RETAINING WALL	2024	EXCELLENT	8/23/2041
M-1	I-294	20.80	TS20.80R,SB	RETAINING WALL	2021	EXCELLENT	8/23/2041
M-1	I-294	22.90	TS22.90 N NB	NOISE ABATEMENT WALL	2021	EXCELLENT	8/23/2041
M-1	I-294	21.97	TS21.97R NB	RETAINING WALL	2021	EXCELLENT	8/23/2041
M-1	I-294	20.88	TS20.88R SB	RETAINING WALL	2021	EXCELLENT	8/23/2041
M-1	I-294	20.81	TS20.81R,NB	RETAINING WALL	2021	EXCELLENT	8/29/2041
M-1	I-294	23.75	TS23.75N,SB(R)	NOISE ABATEMENT WALL	2021	EXCELLENT	8/29/2041
M-1	I-294	20.75	TS20.75R	RETAINING WALL	2021	EXCELLENT	11/8/2041
M-1	I-294	23.80	TS23.80N,SB(R)	NOISE ABATEMENT WALL	2021	GOOD	11/8/2041
M-1	I-294	20.74	TS20.74N NB	NOISE ABATEMENT WALL	2021	EXCELLENT	11/8/2041
M-1	I-294	20.82	TS20.82N NB	NOISE ABATEMENT WALL	2021	EXCELLENT	11/8/2041
M-1	I-294	21.03	TS21.03R NB	RETAINING WALL	2021	EXCELLENT	11/8/2041
M-1	I-294	18.75	TS18.75R,NB	RETAINING WALL	2022	EXCELLENT	3/9/2042
M-1	I-294	22.20	TS22.20N,NB	NOISE ABATEMENT WALL	2022	EXCELLENT	11/8/2042
M-1	I-294	1.20	TS1.21N,SB	NOISE ABATEMENT WALL	2022	GOOD	11/30/2042
M-1	I-294	8.40	TS8.40N,SB	NOISE ABATEMENT WALL	2022	EXCELLENT	11/30/2042

Appendix G Structural Wall Condition Rating Table

M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-1	I-294	11.95	TS11.90R,NB(R)	RETAINING WALL	2022	GOOD	11/30/2042
M-1	I-294	11.50	TS11.50N,SB(R)	NOISE ABATEMENT WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	7.60	TS7.60S,NB(R)	SIGHT SCREEN WALL	2022	GOOD	11/30/2042
M-1	I-294	11.80	TS11.80R,NB(R)	RETAINING WALL	2022	GOOD	11/30/2042
M-1	I-294	16.85	TS16.85N,NB	NOISE ABATEMENT WALL	2022	GOOD	11/30/2042
M-1	I-294	11.65	TS11.65R,NB(R)	RETAINING WALL	2022	GOOD	11/30/2042
M-1	I-294	16.55	TS16.55R,NB	RETAINING WALL	2022	GOOD	11/30/2042
M-1	I-294	9.15	TS9.15R,SB	RETAINING WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	23.77	TS23.77R,SB	RETAINING WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	7.65	TS7.65R,NB(R)	RETAINING WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	12.65	TS12.75R,SB(R)	RETAINING WALL	2022	GOOD	11/30/2042
M-1	I-294	15.00	TS15.00R,NB	RETAINING WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	14.60	TS14.60N,NB	NOISE ABATEMENT WALL	2022	GOOD	11/30/2042
M-1	I-294	3.00	TS3.00R,NB	RETAINING WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	17.70	TS17.70R,SB(R)	RETAINING WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	9.10	TS9.10N,SB	NOISE ABATEMENT WALL	2022	GOOD	11/30/2042
M-1	I-294	0.90	TS0.90N,SB(R)	NOISE ABATEMENT WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	11.55	TS11.55N,SB(R)	NOISE ABATEMENT WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	3.65	TS3.65N,SB	NOISE ABATEMENT WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	5.70	TS5.70R,SB	RETAINING WALL	2022	GOOD	11/30/2042
M-1	I-294	4.90	TS4.90R,NB(R)	RETAINING WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	1.85	TS1.85R,NB	RETAINING WALL	2022	GOOD	11/30/2042
M-1	I-294	5.25	TS5.25R,NB(R)	RETAINING WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	8.20	TS8.20N,SB	NOISE ABATEMENT WALL	2022	GOOD	11/30/2042
M-1	I-294	15.70	TS15.70R,SB	RETAINING WALL	2022	GOOD	11/30/2042
M-1	I-294	10.20	TS10.25N,NB	NOISE ABATEMENT WALL	2022	GOOD	11/30/2042
M-1	I-294	8.95	TS8.95N,SB	NOISE ABATEMENT WALL	2022	GOOD	11/30/2042

Appendix G Structural Wall Condition Rating Table

M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-1	I-294	10.15	TS10.20N,NB	NOISE ABATEMENT WALL	2022	GOOD	11/30/2042
M-1	I-294	22.45	TS22.45R,SB	RETAINING WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	18.21	TS18.21R,NB	RETAINING WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	9.55	TS9.55N,NB	NOISE ABATEMENT WALL	2022	GOOD	11/30/2042
M-1	I-294	19.65	TS19.65N,SB	NOISE ABATEMENT WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	2.35	TS2.35R,NB(R)	RETAINING WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	10.65	TS10.65N,NB	NOISE ABATEMENT WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	23.70	TS23.70N,SB(R)	NOISE ABATEMENT WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	10.20	TS10.25R,SB	RETAINING WALL	2022	GOOD	11/30/2042
M-1	I-294	8.70	TS8.70R,SB(R)	RETAINING WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	1.20	TS1.20N,SB	NOISE ABATEMENT WALL	2022	GOOD	11/30/2042
M-1	I-294	4.50	TS4.50R,SB	RETAINING WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	14.60	TS14.65R,NB	RETAINING WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	11.85	TS11.85R,NB(R)	RETAINING WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	22.24	TS22.25N,NB	NOISE ABATEMENT WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	7.35	TS7.30R,NB(R)	RETAINING WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	14.60	TS14.60N,SB	NOISE ABATEMENT WALL	2022	GOOD	11/30/2042
M-1	I-294	14.55	TS14.55R,NB	RETAINING WALL	2022	GOOD	11/30/2042
M-1	I-294	1.60	TS1.60R,NB	RETAINING WALL	2022	GOOD	11/30/2042
M-1	I-294	5.70	TS5.70N,SB	NOISE ABATEMENT WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	0.75	TS0.75N,SB(R)	NOISE ABATEMENT WALL	2022	GOOD	11/30/2042
M-1	I-294	1.85	TS1.85R,SB	RETAINING WALL	2022	GOOD	11/30/2042
M-1	I-294	9.00	TS9.00R,SB	RETAINING WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	15.00	TS15.00R,SB	RETAINING WALL	2022	GOOD	11/30/2042
M-1	I-294	22.10	TS22.10N,NB(R)	NOISE ABATEMENT WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	10.75	TS10.75N,NB	NOISE ABATEMENT WALL	2022	EXCELLENT	11/30/2042

Appendix G Structural Wall Condition Rating Table

M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-1	I-294	17.45	TS17.45R,SB(R)	RETAINING WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	23.34	TS23.35R,SB	RETAINING WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	11.79	TS11.79R,NB(R)	RETAINING WALL	2022	GOOD	11/30/2042
M-1	I-294	17.55	TS17.55N,SB(R)	NOISE ABATEMENT WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	0.85	TS0.85N,NB(R)	NOISE ABATEMENT WALL	2022	GOOD	11/30/2042
M-1	I-294	10.60	TS10.60N,NB	NOISE ABATEMENT WALL	2022	GOOD	11/30/2042
M-1	I-294	9.20	TS9.20R,NB	RETAINING WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	14.55	TS14.55N,NB	NOISE ABATEMENT WALL	2022	GOOD	11/30/2042
M-1	I-294	3.95	TS3.95N,NB	NOISE ABATEMENT WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	7.50	TS7.50R,NB(R)	RETAINING WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	19.30	TS19.30S,NB	SIGHT SCREEN WALL	2022	GOOD	11/30/2042
M-1	I-294	16.90	TS16.85R,NB	RETAINING WALL	2022	GOOD	11/30/2042
M-1	I-294	3.20	TS3.20N,SB	NOISE ABATEMENT WALL	2022	GOOD	11/30/2042
M-1	I-294	8.20	TS8.20R,NB(R)	RETAINING WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	15.10	TS15.15N,NB	NOISE ABATEMENT WALL	2022	GOOD	11/30/2042
M-1	I-294	17.35	TS17.30R,SB(R)	RETAINING WALL	2022	GOOD	11/30/2042
M-1	I-294	5.40	TS5.40R,SB	RETAINING WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	7.60	TS7.60R,NB(R)	RETAINING WALL	2022	GOOD	11/30/2042
M-1	I-294	16.15	TS16.16N,NB	NOISE ABATEMENT WALL	2022	GOOD	11/30/2042
M-1	I-294	9.05	TS9.05N,NB	NOISE ABATEMENT WALL	2022	GOOD	11/30/2042
M-1	I-294	3.95	TS3.95N,SB	NOISE ABATEMENT WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	14.55	TS14.55N,SB	NOISE ABATEMENT WALL	2022	GOOD	11/30/2042
M-1	I-294	10.15	TS10.15N,NB	NOISE ABATEMENT WALL	2022	GOOD	11/30/2042
M-1	I-294	16.10	TS16.15N,NB	NOISE ABATEMENT WALL	2022	GOOD	11/30/2042

Appendix G Structural Wall Condition Rating Table

M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-1	I-294	10.15	TS10.15N,SB	NOISE ABATEMENT WALL	2022	GOOD	11/30/2042
M-1	I-294	18.44	TS18.44N,NB	NOISE ABATEMENT WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	16.80	TS16.80N,NB	NOISE ABATEMENT WALL	2022	EXCELLENT	11/30/2042
M-1	I-294	9.50	TS9.50N,NB	NOISE ABATEMENT WALL	2022	GOOD	11/30/2042
M-1	I-294	17.70	TS17.70N,SB(R)	NOISE ABATEMENT WALL	2022	EXCELLENT	12/13/2042
M-1	I-294	4.00	TS4.00N,NB(R)	NOISE ABATEMENT WALL	2022	EXCELLENT	12/13/2042
M-1	I-294	16.15	TS16.15R,NB	RETAINING WALL	2022	EXCELLENT	12/13/2042
M-1	I-294	15.65	TS15.65N,SB	NOISE ABATEMENT WALL	2022	GOOD	12/13/2042
M-1	I-294	5.30	TS5.30R,NB(R)	RETAINING WALL	2022	EXCELLENT	12/13/2042
M-1	I-294	10.70	TS10.70N,NB	NOISE ABATEMENT WALL	2022	GOOD	12/13/2042
M-1	I-294	15.70	TS15.70N,SB	NOISE ABATEMENT WALL	2022	GOOD	12/13/2042
M-1	I-294	0.04	TS0.04R,SB	RETAINING WALL	2021	FAIR	1/11/2043
M-1	I-294	15.15	TS15.15N,SB	NOISE ABATEMENT WALL	2023	GOOD	1/26/2043
M-1	I-294	23.35	TS23.35N,NB	NOISE ABATEMENT WALL	2023	EXCELLENT	2/7/2043
M-1	I-294	22.30	TS22.30N,SB	NOISE ABATEMENT WALL	2023	EXCELLENT	2/8/2043
M-1	I-294	20.19	TS22.20N,NB(R)	NOISE ABATEMENT WALL	2023	EXCELLENT	2/8/2043
M-1	I-294	22.55	TS22.55N,NB(R)	NOISE ABATEMENT WALL	2023	EXCELLENT	2/8/2043
M-1	I-294	22.95	TS22.95N,SB(R)	NOISE ABATEMENT WALL	2023	EXCELLENT	2/8/2043
M-1	I-294	22.58	TS22.60N,SB	NOISE ABATEMENT WALL	2023	EXCELLENT	2/8/2043
M-1	I-294	20.31	TS20.31R,SB(R)	RETAINING WALL	2023	EXCELLENT	3/13/2043

Appendix G Structural Wall Condition Rating Table

M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-1	I-294	20.04	TS20.04N,SB	NOISE ABATEMENT WALL	2023	GOOD	3/13/2043
M-1	I-294	7.44	TS7.44R,NB(R)	RETAINING WALL	2023	EXCELLENT	3/13/2043
M-1	I-294	20.39	TS20.40R,SB-R	RETAINING WALL	2023	EXCELLENT	3/13/2043
M-1	I-294	20.01	TS20.01R,SB	RETAINING WALL	2023	EXCELLENT	3/13/2043
M-1	I-294	7.75	TS7.75N,NB(R)	NOISE ABATEMENT WALL	2023	EXCELLENT	3/14/2043
M-1	I-294	7.29	TS7.29R,NB(R)	RETAINING WALL	2023	EXCELLENT	3/14/2043
M-1	I-294	7.79	TS7.79R,NB	RETAINING WALL	2023	EXCELLENT	3/14/2043
M-1	I-294	7.79	TS7.79N,NB(R)	NOISE ABATEMENT WALL	2023	EXCELLENT	3/14/2043
M-1	I-294	2.40	TS2.40R,SB(R)	RETAINING WALL	2023	GOOD	3/14/2043
M-1	I-294	8.20	TS8.20N,NB	NOISE ABATEMENT WALL	2023	EXCELLENT	3/14/2043
M-1	I-294	7.70	TS7.70R,NB(R)	RETAINING WALL	2023	EXCELLENT	3/14/2043
M-1	I-294	7.35	TS7.35R,SB	RETAINING WALL	2023	EXCELLENT	3/14/2043
M-1	I-294	17.83	TS17.83N,NB	NOISE ABATEMENT WALL	2023	EXCELLENT	4/10/2043
M-1	I-294	17.96	TS17.96N,NB	NOISE ABATEMENT WALL	2023	EXCELLENT	4/11/2043
M-1	I-294	18.67	TS18.67N,NB	NOISE ABATEMENT WALL	2023	EXCELLENT	4/12/2043
M-1	I-294	19.45	TS19.45R,NB	RETAINING WALL	2024	EXCELLENT	5/18/2043
M-1	I-294	19.33	TS19.33N,NB	NOISE ABATEMENT WALL	2023	EXCELLENT	5/18/2043
M-1	I-294	7.70	TS7.70N,NB(R)	NOISE ABATEMENT WALL	2023	EXCELLENT	5/21/2043
M-1	I-294	20.20	TS20.20R,NB	RETAINING WALL	2023	EXCELLENT	5/21/2043
M-1	I-294	20.06	TS20.06R,NB	RETAINING WALL	2023	GOOD	5/21/2043
M-1	I-294	20.33	TS20.34R-NB-R	RETAINING WALL	2023	EXCELLENT	5/21/2043
M-1	I-294	19.08	TS19.08R,NB(R)	RETAINING WALL	2023	EXCELLENT	5/21/2043
M-1	I-294	20.25	TS20.25R,NB(R)	RETAINING WALL	2023	EXCELLENT	5/21/2043
M-1	I-294	20.07	TS20.07R,NB	RETAINING WALL	2023	EXCELLENT	5/21/2043
M-1	I-294	20.28	TS20.28R,NB(R)	RETAINING WALL	2023	EXCELLENT	5/21/2043
M-1	I-294	19.40	TS19.40N,NB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/17/2043
M-1	I-294	19.31	TS19.31S,NB	SIGHT SCREEN WALL	2023	FAIR	10/17/2043

Appendix G Structural Wall Condition Rating Table

M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-1	I-294	17.75	TS17.75N,NB	NOISE ABATEMENT WALL	2023	GOOD	10/17/2043
M-1	I-294	19.50	TS19.50N,NB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/17/2043
M-1	I-294	19.72	TS19.70N,NB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/17/2043
M-1	I-294	20.04	TS20.04R,NB	RETAINING WALL	2023	EXCELLENT	10/18/2043
M-1	I-294	7.80	TS7.80R,NB(R)	RETAINING WALL	2023	GOOD	10/20/2043
M-1	I-294	10.85	TS10.85S,SB	SIGHT SCREEN WALL	2022	GOOD	10/25/2043
M-1	I-294	20.40	TS20.40N,NB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/27/2043
M-1	I-294	17.75	TS17.75N,SB	NOISE ABATEMENT WALL	2024	EXCELLENT	10/27/2043
M-1	I-294	20.38	TS20.38N,NB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/27/2043
M-1	I-294	20.33	TS20.33R,NB(R)	RETAINING WALL	2023	EXCELLENT	10/27/2043
M-1	I-294	18.75	TS18.75N,SB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/27/2043
M-1	I-294	18.70	TS18.70N,SB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/27/2043
M-1	I-294	19.00	TS19.03N,SB	NOISE ABATEMENT WALL	2024	EXCELLENT	12/31/2044
M-1	I-294	7.29	TS7.29N,NB(R)	NOISE ABATEMENT WALL	2024	EXCELLENT	12/31/2046
M-1	I-294	7.35	TS7.35N,NB(R)	NOISE ABATEMENT WALL	2024	GOOD	12/31/2046
M-1	I-294	7.44	TS7.44N,NB(R)	NOISE ABATEMENT WALL	2024	EXCELLENT	12/31/2046
TOTAL STRUCTURAL WALLS IN M-1: 262							
M-12	I-88	76.00	EW76.00R,WB	RETAINING WALL	2023	GOOD	4/3/2043
TOTAL STRUCTURAL WALLS IN M-12: 1							
M-14	I-355	19.60	NS19.60N,SB(R)	NOISE ABATEMENT WALL	2022	FAIR	12/31/2024
M-14	I-355	28.20	NS28.20N,NB(R)	NOISE ABATEMENT WALL	2024	FAIR	12/31/2024

Appendix G Structural Wall Condition Rating Table

M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-14	I-355	15.30	NS15.30N,SB(R)	NOISE ABATEMENT WALL	2023	FAIR	12/31/2024
M-14	I-355	23.00	NS23.00N,NB	NOISE ABATEMENT WALL	2024	FAIR	12/31/2024
M-14	I-355	19.15	NS19.15N,NB(R)	NOISE ABATEMENT WALL	2023	FAIR	12/31/2024
M-14	I-355	25.15	NS25.15N,NB	NOISE ABATEMENT WALL	2024	FAIR	12/31/2024
M-14	I-355	27.65	NS27.65N,NB(R)	NOISE ABATEMENT WALL	2024	FAIR	12/31/2024
M-14	I-355	20.20	NS20.20R,NB	RETAINING WALL	2023	FAIR	12/31/2024
M-14	I-355	28.55	NS28.55N,SB(R)	NOISE ABATEMENT WALL	2021	FAIR	12/31/2024
M-14	I-355	27.13	NS27.13N,NB(R)	NOISE ABATEMENT WALL	2022	FAIR	12/31/2024
M-14	I-355	16.10	NS16.10N,SB	NOISE ABATEMENT WALL	2023	FAIR	12/31/2024
M-14	I-355	22.90	NS22.90N,SB(R)	NOISE ABATEMENT WALL	2022	FAIR	12/31/2024
M-14	I-355	17.50	NS17.50N,SB(R)	NOISE ABATEMENT WALL	2023	FAIR	12/31/2024
M-14	I-355	14.60	NS14.60N,SB(R)	NOISE ABATEMENT WALL	2023	GOOD	12/31/2024
M-14	I-355	23.60	NS23.60N,SB	NOISE ABATEMENT WALL	2023	GOOD	12/31/2024
M-14	I-355	25.50	NS25.50N,NB	NOISE ABATEMENT WALL	2023	FAIR	12/31/2024
M-14	I-355	7.90	NS7.90N,NB	NOISE ABATEMENT WALL	2022	FAIR	12/31/2024
M-14	I-355	4.35	NS4.35N,NB	NOISE ABATEMENT WALL	2024	FAIR	12/31/2024
M-14	I-355	29.25	NS29.25N,SB(R)	NOISE ABATEMENT WALL	2024	FAIR	12/31/2025
M-14	I-355	27.60	NS27.60N,SB(R)	NOISE ABATEMENT WALL	2024	FAIR	12/31/2025

Appendix G Structural Wall Condition Rating Table

M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-14	I-355	16.10	NS16.10N,NB	NOISE ABATEMENT WALL	2023	FAIR	11/30/2026
M-14	I-355	0.22	NS0.22N,SB(R)	NOISE ABATEMENT WALL	2023	GOOD	11/30/2026
M-14	I-355	24.50	NS24.50N,SB	NOISE ABATEMENT WALL	2023	FAIR	12/31/2026
M-14	I-355	28.95	NS28.95R,NB	RETAINING WALL	2021	FAIR	12/31/2026
M-14	I-355	25.15	NS25.15N,SB	NOISE ABATEMENT WALL	2024	GOOD	12/31/2026
M-14	I-88	131.15	EW131.15R,NB(R)	RETAINING WALL	2022	FAIR	12/31/2026
M-14	I-355	28.00	NS28.00N,SB(R)	NOISE ABATEMENT WALL	2023	FAIR	3/9/2027
M-14	I-355	17.55	NS17.55N,NB	NOISE ABATEMENT WALL	2023	FAIR	3/11/2027
M-14	I-355	24.28	NS24.28N,SB	NOISE ABATEMENT WALL	2023	GOOD	4/3/2027
M-14	I-355	23.55	NS23.55N,SB(R)	NOISE ABATEMENT WALL	2023	FAIR	4/3/2027
M-14	I-355	20.15	NS20.15R,SB	RETAINING WALL	2023	FAIR	5/1/2027
M-14	I-355	22.00	NS22.00R,SB(R)	RETAINING WALL	2023	FAIR	5/1/2027
M-14	I-355	23.40	NS23.40N,SB(R)	NOISE ABATEMENT WALL	2023	FAIR	12/31/2027
M-14	I-355	24.70	NS24.70N,NB	NOISE ABATEMENT WALL	2023	FAIR	12/31/2027
M-14	I-355	18.85	NS18.85N,SB(R)	NOISE ABATEMENT WALL	2023	GOOD	12/31/2027
M-14	I-355	24.85	NS24.85N,NB(R)	NOISE ABATEMENT WALL	2024	FAIR	12/31/2027
M-14	I-355	24.65	NS24.65N,NB	NOISE ABATEMENT WALL	2023	FAIR	12/31/2027
M-14	I-355	19.15	NS19.15R,SB(R)	RETAINING WALL	2023	GOOD	12/31/2027
M-14	I-355	16.10	NS16.10R,NB	RETAINING WALL	2023	FAIR	12/31/2027
M-14	I-355	29.25	NS29.25R,SB(R)	RETAINING WALL	2024	FAIR	12/31/2027
M-14	I-355	0.23	NS0.23N,SB(R)	NOISE ABATEMENT WALL	2023	GOOD	12/31/2027
M-14	I-355	17.35	NS17.35N,NB(R)	NOISE ABATEMENT WALL	2023	FAIR	12/31/2027

Appendix G Structural Wall Condition Rating Table

M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-14	I-355	21.45	NS21.45R,NB(R)	RETAINING WALL	2023	FAIR	12/31/2027
M-14	I-355	15.25	NS15.25N,NB(R)	NOISE ABATEMENT WALL	2023	FAIR	12/31/2027
M-14	I-355	24.35	NS24.35R,SB(R)	RETAINING WALL	2023	GOOD	12/31/2027
M-14	I-355	17.55	NS17.55N,SB	NOISE ABATEMENT WALL	2023	FAIR	12/31/2027
M-14	I-355	24.29	NS24.29N,NB(R)	NOISE ABATEMENT WALL	2023	FAIR	12/31/2027
M-14	I-355	16.10	NS16.10R,SB	RETAINING WALL	2024	POOR	12/31/2027
M-14	I-355	14.38	NS14.38R,NB	RETAINING WALL	2023	EXCELLENT	12/31/2027
M-14	I-355	24.40	NS24.40N,NB	NOISE ABATEMENT WALL	2023	FAIR	12/31/2027
M-14	I-355	14.35	NS14.39R,NB	RETAINING WALL	2023	GOOD	12/31/2027
M-14	I-355	17.35	NS17.35R,SB	RETAINING WALL	2023	GOOD	2/22/2028
M-14	I-355	17.45	NS17.45N,SB(R)	NOISE ABATEMENT WALL	2023	FAIR	12/31/2030
M-14	I-355	28.55	NS28.55N,NB	NOISE ABATEMENT WALL	2024	GOOD	4/7/2040
M-14	I-355	26.00	NS26.00R,SB	RETAINING WALL	2024	GOOD	6/29/2040
M-14	I-355	25.00	NS25.00R,SB(R)	RETAINING WALL	2024	EXCELLENT	6/29/2040
M-14	I-355	22.02	NS22.0R NB - R	RETAINING WALL	2024	EXCELLENT	6/29/2040
M-14	I-355	28.55	NS28.55R,SB(R)	RETAINING WALL	2024	GOOD	6/29/2040
M-14	I-355	8.15	NS8.15N,NB	NOISE ABATEMENT WALL	2024	GOOD	6/30/2040
M-14	I-355	4.20	NS4.20R,NB	RETAINING WALL		NEW CONSTRUCTION	6/30/2040
M-14	I-355	4.05	NS4.05R,SB	RETAINING WALL		NEW CONSTRUCTION	6/30/2040
M-14	I-355	28.95	NS29.00R,SB(R)	RETAINING WALL	2024	FAIR	8/19/2040
M-14	I-355	26.80	NS26.80N,NB	NOISE ABATEMENT WALL	2024	GOOD	9/6/2041
M-14	I-355	27.60	NS27.60N,NB(R)	NOISE ABATEMENT WALL	2024	GOOD	9/6/2041
M-14	I-355	21.55	NS21.55R,SB	RETAINING WALL	2021	EXCELLENT	11/8/2041
M-14	I-355	7.85	NS7.85N,NB	NOISE ABATEMENT WALL	2024	GOOD	11/26/2041
M-14	I-355	23.90	NS23.90N,SB	NOISE ABATEMENT WALL	2022	EXCELLENT	11/30/2042

Appendix G Structural Wall Condition Rating Table

M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-14	I-355	23.82	NS23.82R,NB	RETAINING WALL	2022	EXCELLENT	11/30/2042
M-14	I-355	23.35	NS23.35R,NB	RETAINING WALL	2022	EXCELLENT	11/30/2042
M-14	I-355	23.45	NS23.45R,NB	RETAINING WALL	2022	EXCELLENT	11/30/2042
M-14	I-355	23.71	NS23.71R,SB	RETAINING WALL	2022	EXCELLENT	11/30/2042
M-14	I-355	23.26	NS23.26N,NB	NOISE ABATEMENT WALL	2022	EXCELLENT	11/30/2042
M-14	I-355	23.72	NS23.72N,SB	NOISE ABATEMENT WALL	2022	EXCELLENT	11/30/2042
M-14	I-355	23.35	NS23.35N,NB	NOISE ABATEMENT WALL	2022	EXCELLENT	11/30/2042
M-14	I-355	12.10	NS12.10R,SB	RETAINING WALL	2023	EXCELLENT	2/6/2043
M-14	I-355	15.10	NS15.11N,NB	NOISE ABATEMENT WALL	2023	EXCELLENT	2/6/2043
M-14	I-355	15.10	NS15.10N,NB	NOISE ABATEMENT WALL	2023	EXCELLENT	2/6/2043
M-14	I-355	0.20	NS0.20N,SB(R)	NOISE ABATEMENT WALL	2023	EXCELLENT	2/6/2043
M-14	I-355	12.00	NS12.00N,SB	NOISE ABATEMENT WALL	2023	EXCELLENT	2/6/2043
M-14	I-355	17.45	NS17.45N,NB	NOISE ABATEMENT WALL	2023	GOOD	2/21/2043
M-14	I-355	23.60	NS23.60R,NB	RETAINING WALL	2023	GOOD	2/27/2043
M-14	I-355	14.60	NS14.59N,SB(R)	NOISE ABATEMENT WALL	2023	GOOD	4/3/2043
M-14	I-355	18.90	NS18.90N,SB(R)	NOISE ABATEMENT WALL	2023	GOOD	4/3/2043
M-14	I-355	23.45	NS23.45N,NB	NOISE ABATEMENT WALL	2023	GOOD	4/6/2043
M-14	I-355	19.15	NS19.14R,SB(R)	RETAINING WALL	2023	GOOD	4/6/2043
M-14	I-355	19.80	NS19.80R,SB(R)	RETAINING WALL	2023	GOOD	4/6/2043
M-14	I-355	18.90	NS18.90R,SB(R)	RETAINING WALL	2023	GOOD	4/6/2043
M-14	I-355	24.05	NS24.05N,NB(R)	NOISE ABATEMENT WALL	2023	GOOD	10/18/2043
M-14	I-355	23.60	NS23.60N,NB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/18/2043
M-14	I-355	24.00	NS24.00N,NB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/18/2043

Appendix G Structural Wall Condition Rating Table

M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-14	I-355	18.40	NS18.40R,NB	RETAINING WALL	2023	GOOD	10/18/2043
M-14	I-355	23.40	NS23.40N,NB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/18/2043
M-14	I-355	23.45	NS23.45N,SB(R)	NOISE ABATEMENT WALL	2023	FAIR	10/18/2043
M-14	I-355	24.05	NS24.05N,SB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/19/2043
M-14	I-355	24.25	NS24.25R,SB(R)	RETAINING WALL	2023	EXCELLENT	10/19/2043
M-14	I-355	23.95	NS23.95N,NB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/19/2043
M-14	I-355	21.30	NS21.30R,NB	RETAINING WALL	2023	GOOD	10/19/2043
M-14	I-355	23.95	NS23.95N,SB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/19/2043
M-14	I-355	23.55	NS23.55N,NB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/20/2043
M-14	I-355	23.57	NS23.57N,SB	NOISE ABATEMENT WALL	2023	FAIR	10/20/2043
M-14	I-355	18.75	NS18.75N,SB(R)	NOISE ABATEMENT WALL	2023	FAIR	10/20/2043
M-14	I-355	18.50	NS18.50N,SB(R)	NOISE ABATEMENT WALL	2023	GOOD	10/20/2043
M-14	I-355	18.80	NS18.80R,SB(R)	RETAINING WALL	2023	GOOD	10/20/2043
TOTAL STRUCTURAL WALLS IN M-14: 105							
M-16	IL 390	12.37	E012.37R,WB(R)	RETAINING WALL	2021	FAIR	12/31/2024
M-16	IL 390	10.30	E010.30N,WB	NOISE ABATEMENT WALL	2021	EXCELLENT	12/31/2024
M-16	IL 390	11.23	E011.25N,WB	NOISE ABATEMENT WALL	2021	GOOD	12/31/2024
M-16	IL 390	12.78	E012.78N,EB(R)	NOISE ABATEMENT WALL	2022	FAIR	12/31/2024
M-16	IL 390	10.40	E010.40N,EB	NOISE ABATEMENT WALL	2021	EXCELLENT	3/28/2025
M-16	IL 390	12.60	E012.6N,EB(R)	NOISE ABATEMENT WALL	2021	EXCELLENT	3/31/2025
M-16	IL 390	12.70	E012.70N,EB(R)	NOISE ABATEMENT WALL	2021	EXCELLENT	9/30/2025

Appendix G Structural Wall Condition Rating Table

M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-16	IL 390	10.50	E010.50N,EB	NOISE ABATEMENT WALL	2021	GOOD	9/30/2025
M-16	IL 390	12.10	E012.08R,WB(R)	RETAINING WALL	2021	FAIR	12/31/2025
M-16	IL 390	12.71	E012.71N,EB(R)	NOISE ABATEMENT WALL	2021	EXCELLENT	12/31/2025
M-16	IL 390	13.55	E013.50R,EB	RETAINING WALL	2021	EXCELLENT	12/31/2026
M-16	IL 390	8.90	E08.90R,EB	RETAINING WALL	2021	GOOD	12/31/2026
M-16	IL 390	10.60	E010.51N,WB	NOISE ABATEMENT WALL	2021	EXCELLENT	12/31/2026
M-16	IL 390	8.90	E08.90N,EB	NOISE ABATEMENT WALL	2021	FAIR	12/31/2026
M-16	IL 390	9.90	E09.90N,EB	NOISE ABATEMENT WALL	2023	FAIR	12/31/2027
M-16	IL 390	12.60	E012.6R,EB(R)	RETAINING WALL	2021	GOOD	12/31/2030
M-16	IL 390	11.40	E011.40N,WB	NOISE ABATEMENT WALL	2021	EXCELLENT	3/22/2041
M-16	IL 390	14.50	E014.50R,EB(R)	RETAINING WALL	2021	EXCELLENT	3/30/2041
M-16	IL 390	13.70	E013.70R,EW	RETAINING WALL	2021	EXCELLENT	3/30/2041
M-16	IL 390	15.28	E015.30R,EB	RETAINING WALL	2021	EXCELLENT	3/30/2041
M-16	IL 390	13.11	E013.10R,EB	RETAINING WALL	2021	EXCELLENT	3/30/2041
M-16	IL 390	15.30	E015.30R,WB	RETAINING WALL	2021	EXCELLENT	3/30/2041
M-16	IL 390	12.77	E012.75R,WB(R)	RETAINING WALL	2021	EXCELLENT	3/30/2041
M-16	IL 390	13.70	E013.70R,WB	RETAINING WALL	2021	EXCELLENT	3/30/2041
M-16	IL 390	12.73	E012.73R,EB(R)	RETAINING WALL	2021	EXCELLENT	3/30/2041
M-16	IL 390	10.60	E010.60N,WB	NOISE ABATEMENT WALL	2021	EXCELLENT	3/31/2041
M-16	IL 390	6.56	E06.50R EB	RETAINING WALL	2021	EXCELLENT	3/31/2041
M-16	IL 390	16.67	E016.67R,WB(R)	RETAINING WALL	2021	EXCELLENT	3/31/2041
M-16	IL 390	12.35	E012.35R,WB(R)	RETAINING WALL	2021	EXCELLENT	3/31/2041
M-16	IL 390	12.36	E012.36R,WB(R)	RETAINING WALL	2021	EXCELLENT	3/31/2041
M-16	IL 390	10.50	E010.50N,WB	NOISE ABATEMENT WALL	2021	EXCELLENT	3/31/2041
M-16	IL 390	15.81	E015.80R,EW	RETAINING WALL	2021	EXCELLENT	3/31/2041
M-16	IL 390	10.35	E010.35N,WB	NOISE ABATEMENT WALL	2021	EXCELLENT	3/31/2041
M-16	IL 390	12.15	E012.10R,WB(R)	RETAINING WALL	2021	EXCELLENT	3/31/2041
M-16	IL 390	16.12	E016.12R,EW	RETAINING WALL	2021	EXCELLENT	3/31/2041
M-16	IL 390	16.20	E016.2R,EW	RETAINING WALL	2021	EXCELLENT	3/31/2041

Appendix G Structural Wall Condition Rating Table

M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-16	IL 390	11.10	E011.10N,WB(R)	NOISE ABATEMENT WALL	2021	EXCELLENT	3/31/2041
M-16	IL 390	16.60	E016.6R,WB(R)	RETAINING WALL	2021	EXCELLENT	3/31/2041
M-16	IL 390	15.17	E015.20R,EB(R)	RETAINING WALL	2021	EXCELLENT	3/31/2041
M-16	IL 390	9.70	E09.70N,WB(R)	NOISE ABATEMENT WALL	2021	EXCELLENT	3/31/2041
M-16	IL 390	9.80	E09.80N,EB	NOISE ABATEMENT WALL	2021	EXCELLENT	3/31/2041
M-16	IL 390	7.80	E07.80R,WB(R)	RETAINING WALL	2021	EXCELLENT	3/31/2041
M-16	IL 390	12.12	E012.10R,EB(R)	RETAINING WALL	2021	GOOD	3/31/2041
M-16	IL 390	11.10	E011.10N,WB	NOISE ABATEMENT WALL	2021	EXCELLENT	3/31/2041
M-16	IL 390	11.40	E011.40R,WB	RETAINING WALL	2021	GOOD	3/31/2041
M-16	IL 390	12.67	E012.67R,EB(R)	RETAINING WALL	2021	EXCELLENT	3/31/2041
M-16	IL 390	15.87	E015.87R,EW	RETAINING WALL	2021	EXCELLENT	3/31/2041
M-16	IL 390	9.10	E09.10R,WB	RETAINING WALL	2021	EXCELLENT	3/31/2041
M-16	IL 390	10.30	E010.30N,EB	NOISE ABATEMENT WALL	2021	EXCELLENT	3/31/2041
M-16	IL 390	6.47	E06.50R,WB	RETAINING WALL	2021	GOOD	3/31/2041
M-16	IL 390	9.70	E09.55N,WB(R)	NOISE ABATEMENT WALL	2021	EXCELLENT	3/31/2041
M-16	IL 390	14.32	E014.32R,EB	RETAINING WALL	2021	EXCELLENT	3/31/2041
M-16	IL 390	9.60	E09.60N,WB(R)	NOISE ABATEMENT WALL	2021	EXCELLENT	8/17/2041
M-16	IL 390	12.68	E012.68R,EB(R)	RETAINING WALL	2021	EXCELLENT	8/17/2041
M-16	IL 390	12.75	E012.75N EB	NOISE ABATEMENT WALL	2021	EXCELLENT	8/29/2041
M-16	IL 390	9.40	E09.40R,WB(R)	RETAINING WALL	2021	GOOD	8/29/2041
M-16	IL 390	9.50	E09.50N,EB(R)	NOISE ABATEMENT WALL	2021	EXCELLENT	11/8/2041
M-16	IL 390	16.62	E016.62R,WB(R)	RETAINING WALL	2023	EXCELLENT	10/19/2043
TOTAL STRUCTURAL WALLS IN M-16: 59							
M-2	I-294	31.11	TS31.11R,NB(R)	RETAINING WALL	2021	FAIR	2/13/2024
M-2	I-294	32.00	TS32.00N,NB	NOISE ABATEMENT WALL	2021	GOOD	2/13/2024
M-2	I-294	30.35	TS30.35R,NB	RETAINING WALL	2021	FAIR	11/30/2024

Appendix G Structural Wall Condition Rating Table

M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-2	I-294	31.50	TS31.50N,SB	NOISE ABATEMENT WALL	2021	FAIR	12/31/2024
M-2	I-294	30.05	TS30.05N,SB	NOISE ABATEMENT WALL	2022	GOOD	12/31/2024
M-2	I-294	30.70	TS30.70N,SB	NOISE ABATEMENT WALL	2021	FAIR	12/31/2024
M-2	I-294	31.05	TS31.05N,SB	NOISE ABATEMENT WALL	2022	POOR	12/31/2024
M-2	I-294	36.35	TS36.35R,SB	RETAINING WALL	2021	GOOD	12/31/2024
M-2	I-294	30.50	TS30.50R,NB	RETAINING WALL	2021	GOOD	12/31/2024
M-2	I-294	30.00	TS30.00R,SB	RETAINING WALL	2023	POOR	12/31/2024
M-2	I-294	31.55	TS31.55N,SB(R)	NOISE ABATEMENT WALL	2019	FAIR	12/31/2024
M-2	I-294	24.15	TS24.15R,SB	RETAINING WALL	2023	EXCELLENT	12/31/2024
M-2	I-294	30.45	TS30.45R,NB	RETAINING WALL	2021	GOOD	12/31/2024
M-2	I-88	139.05	EW139.05N,EB	NOISE ABATEMENT WALL	2023	FAIR	12/31/2024
M-2	I-294	24.15	TS24.15N,SB	NOISE ABATEMENT WALL	2022	EXCELLENT	12/31/2024
M-2	I-294	23.75	TS23.75R,NB(R)	RETAINING WALL	2024	GOOD	12/31/2024
M-2	I-294	37.40	TS37.40N,NB	NOISE ABATEMENT WALL	2021	GOOD	12/31/2024
M-2	I-294	30.00	TS30.00N,SB	NOISE ABATEMENT WALL	2021	GOOD	12/31/2024
M-2	I-294	32.55	TS32.55N,NB	NOISE ABATEMENT WALL	2021	GOOD	12/31/2024
M-2	I-294	32.35	TS32.35N,NB	NOISE ABATEMENT WALL	2021	GOOD	12/31/2024
M-2	I-294	32.80	TS32.80N,NB	NOISE ABATEMENT WALL	2021	FAIR	12/31/2024
M-2	I-294	30.10	TS30.10R,SB	RETAINING WALL	2021	FAIR	12/31/2024
M-2	I-294	30.45	TS30.45N,NB	NOISE ABATEMENT WALL	2021	GOOD	12/31/2024
M-2	I-294	30.45	TS30.45N,SB	NOISE ABATEMENT WALL	2021	FAIR	12/31/2024
M-2	I-294	31.35	TS31.35N,SB	NOISE ABATEMENT WALL	2022	POOR	12/31/2024

Appendix G Structural Wall Condition Rating Table

M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-2	I-294	27.10	TS27.10N,NB	NOISE ABATEMENT WALL	2022	GOOD	12/31/2024
M-2	I-294	30.10	TS30.10N,SB	NOISE ABATEMENT WALL	2021	GOOD	12/31/2024
M-2	I-294	25.45	TS25.45N,SB	NOISE ABATEMENT WALL	2020	FAIR	12/31/2024
M-2	I-294	31.35	TS31.34N,SB	NOISE ABATEMENT WALL	2021	FAIR	12/31/2024
M-2	I-294	33.70	TS33.70R,NB	RETAINING WALL	2021	GOOD	12/31/2024
M-2	I-294	27.80	TS27.80N,SB	NOISE ABATEMENT WALL	2021	GOOD	12/31/2025
M-2	I-88	138.20		RETAINING WALL	2021	EXCELLENT	12/31/2025
M-2	I-294	27.60	TS27.60R,SB(R)	RETAINING WALL	2021	GOOD	12/31/2025
M-2	I-294	25.75	TS25.75N,SB	NOISE ABATEMENT WALL	2022	GOOD	12/31/2025
M-2	I-294	28.20	TS28.20R,SB	RETAINING WALL	2021	EXCELLENT	12/31/2025
M-2	I-294	28.55	TS28.55R,SB	RETAINING WALL	2021	GOOD	12/31/2025
M-2	I-294	31.75	TS31.75N,NB(R)	NOISE ABATEMENT WALL	2021	FAIR	12/31/2025
M-2	I-294	28.20	TS28.20N,SB	NOISE ABATEMENT WALL	2021	GOOD	12/31/2025
M-2	I-294	31.35	TS31.35R,SB	RETAINING WALL	2021	GOOD	12/31/2025
M-2	I-294	27.40	TS27.40R,SB(R)	RETAINING WALL	2021	FAIR	12/31/2025
M-2	I-294	27.80	TS27.80R,SB	RETAINING WALL	2021	GOOD	12/31/2025
M-2	I-294	28.90	TS28.90N,SB	NOISE ABATEMENT WALL	2021	FAIR	12/31/2025
M-2	I-294	24.65	TS24.65N,SB	NOISE ABATEMENT WALL	2022	FAIR	12/31/2025
M-2	I-294	27.10	TS27.10N,SB(R)	NOISE ABATEMENT WALL	2022	FAIR	12/31/2025
M-2	I-294	26.65	TS26.65N,SB	NOISE ABATEMENT WALL	2022	FAIR	12/31/2025
M-2	I-294	27.50	TS27.50R,NB(R)	RETAINING WALL	2021	GOOD	12/31/2025
M-2	I-294	25.11	TS25.11S,SB(R)	SIGHT SCREEN WALL	2020	FAIR	12/31/2025
M-2	I-88	138.45		RETAINING WALL	2022	EXCELLENT	12/31/2026
M-2	I-294	25.30	TS25.30N,NB	NOISE ABATEMENT WALL	2022	FAIR	12/31/2026

Appendix G Structural Wall Condition Rating Table

M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-2	I-294	24.40	TS24.40N,SB	NOISE ABATEMENT WALL	2022	GOOD	12/31/2026
M-2	I-294	33.69	TS33.69R,SB	RETAINING WALL	2022	EXCELLENT	12/31/2026
M-2	I-294	25.15	TS25.15N,NB(R)	NOISE ABATEMENT WALL	2022	GOOD	12/31/2026
M-2	I-294	30.05	TS30.05N,NB	NOISE ABATEMENT WALL	2021	GOOD	12/31/2026
M-2	I-294	27.45	TS27.45R,NB(R)	RETAINING WALL	2020	GOOD	12/31/2026
M-2	I-294	25.70	TS25.70N,NB	NOISE ABATEMENT WALL	2024	EXCELLENT	1/1/2033
M-2	I-294	25.79	TS25.79R,NB	RETAINING WALL	2024	EXCELLENT	1/1/2033
M-2	I-294	27.60	TS26.70N,NB	NOISE ABATEMENT WALL	2024	EXCELLENT	1/1/2033
M-2	I-294	28.00	TS28.00R,NB	RETAINING WALL	2021	GOOD	8/29/2033
M-2	I-294	30.35	TS30.35N,NB	NOISE ABATEMENT WALL	2022	FAIR	8/31/2033
M-2	I-294	31.95	TS31.95N,NB	NOISE ABATEMENT WALL	2021	GOOD	8/31/2033
M-2	I-294	24.80	TS24.80N,NB(R)	NOISE ABATEMENT WALL	2024	EXCELLENT	12/31/2033
M-2	I-294	24.50	TS24.50N,NB(R)	NOISE ABATEMENT WALL	2024	EXCELLENT	12/31/2033
M-2	I-294	24.30	TS24.30N,NB	NOISE ABATEMENT WALL	2024	EXCELLENT	12/31/2033
M-2	I-294	35.12	TS35.12R,SB	RETAINING WALL	2025	NEW CONSTRUCTION	12/31/2033
M-2	I-294	25.40	TS25.40N,NB	NOISE ABATEMENT WALL	2022	FAIR	12/31/2033
M-2	I-294	30.80	TS30.80R,NB(R)	RETAINING WALL	2021	FAIR	12/31/2033
M-2	I-294	26.25	TS26.30N,NB	NOISE ABATEMENT WALL	2024	EXCELLENT	12/31/2033
M-2	I-294	24.70	TS24.70N,NB(R)	NOISE ABATEMENT WALL	2024	EXCELLENT	12/31/2033
M-2	I-294	26.75	TS26.75N,NB	NOISE ABATEMENT WALL	2024	EXCELLENT	3/5/2039
M-2	I-294	31.97	TS31.97R,NB(R)	RETAINING WALL	2020	EXCELLENT	4/14/2040
M-2	I-294	26.64	TS26.64R, NB	RETAINING WALL	2020	EXCELLENT	4/16/2040

Appendix G Structural Wall Condition Rating Table

M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-2	I-294	26.63	TS26.63R, NB	RETAINING WALL	2020	EXCELLENT	4/16/2040
M-2	I-294	26.65	TS26.65R, NB	RETAINING WALL	2020	EXCELLENT	4/16/2040
M-2	I-88	139.40	EW139.40R,WB	RETAINING WALL	2020	EXCELLENT	7/20/2040
M-2	I-88	139.50	EW139.50R,WB	RETAINING WALL	2020	EXCELLENT	8/19/2040
M-2	I-294	28.28	TS28.28R,NB	RETAINING WALL	2021	GOOD	8/29/2041
M-2	I-294	32.77	TS32.77R,SB	RETAINING WALL	2021	EXCELLENT	8/29/2041
M-2	I-294	35.90	TS35.90R SB	RETAINING WALL	2021	EXCELLENT	8/29/2041
M-2	I-294	32.60	TS32.60R,SB	RETAINING WALL	2021	EXCELLENT	8/29/2041
M-2	I-294	35.35	TS35.35R,SB	RETAINING WALL	2021	GOOD	8/29/2041
M-2	I-294	27.85	TS27.85R,NB	RETAINING WALL	2021	GOOD	8/29/2041
M-2	I-294	28.55	TS28.55R,NB	RETAINING WALL	2021	GOOD	8/29/2041
M-2	I-88	138.70		RETAINING WALL	2021	GOOD	8/29/2041
M-2	I-294	35.10	TS35.10R,SB	RETAINING WALL	2024	GOOD	8/31/2041
M-2	I-294	29.00	TS29.00N,SB(R)	NOISE ABATEMENT WALL	2021	EXCELLENT	8/31/2041
M-2	I-294	31.13	TS31.13R,NB	RETAINING WALL	2021	GOOD	8/31/2041
M-2	I-294	30.85	TS30.85R,SB	RETAINING WALL	2021	GOOD	8/31/2041
M-2	I-294	33.15	TS33.15R,SB	RETAINING WALL	2021	GOOD	8/31/2041
M-2	I-88	138.55		RETAINING WALL	2021	EXCELLENT	8/31/2041
M-2	I-88	138.25	EW138.25R,EB(R)	RETAINING WALL	2021	EXCELLENT	8/31/2041
M-2	I-294	33.10	TS33.10R,SB	RETAINING WALL	2021	EXCELLENT	8/31/2041
M-2	I-294	31.11	TS31.11R,NB	RETAINING WALL	2021	GOOD	8/31/2041
M-2	I-294	32.00	TS32.00R,NB	RETAINING WALL	2021	GOOD	8/31/2041
M-2	I-294	31.00	TS31.00R,NB	RETAINING WALL	2021	GOOD	8/31/2041
M-2	I-294	32.30	TS32.30R,SB	RETAINING WALL	2021	GOOD	8/31/2041
M-2	I-294	28.55	TS28.55N,SB	NOISE ABATEMENT WALL	2021	GOOD	8/31/2041
M-2	I-294	30.45	TS30.44N,SB(R)	NOISE ABATEMENT WALL	2021	GOOD	9/1/2041
M-2	I-294	25.10	TS25.10S,SB(R)	SIGHT SCREEN WALL	2021	EXCELLENT	9/1/2041
M-2	I-294	32.50	TS32.50N,NB	NOISE ABATEMENT WALL	2021	GOOD	9/1/2041
M-2	I-294	32.55	TS32.55R,NB	RETAINING WALL	2021	GOOD	9/1/2041
M-2	I-294	34.00	TS34.00S,NB	RETAINING WALL	2021	GOOD	9/1/2041
M-2	I-294	33.05	TS33.05R,NB	RETAINING WALL	2021	EXCELLENT	9/1/2041
M-2	I-294	33.25	TS33.25R,NB	RETAINING WALL	2021	EXCELLENT	9/1/2041
M-2	I-294	24.95	TS24.95S,SB(R)	SIGHT SCREEN WALL	2021	EXCELLENT	9/1/2041

Appendix G Structural Wall Condition Rating Table

M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-2	I-294	32.80	TS32.80R,NB	RETAINING WALL	2021	GOOD	9/1/2041
M-2	I-294	24.95	TS24.95N,NB(R)	NOISE ABATEMENT WALL	2024	EXCELLENT	9/8/2041
M-2	I-294	25.11	TS25.11N,NB(R)	NOISE ABATEMENT WALL	2021	EXCELLENT	9/8/2041
M-2	I-294	32.10	TS32.10R,NB	RETAINING WALL	2021	FAIR	6/23/2042
M-2	I-294	24.10	TS24.10N,SB(R)	NOISE ABATEMENT WALL	2022	EXCELLENT	11/30/2042
M-2	I-294	25.10	TS25.15N,SB(R)	NOISE ABATEMENT WALL	2022	EXCELLENT	11/30/2042
M-2	I-294	27.20	TS27.25N,NB	NOISE ABATEMENT WALL	2022	GOOD	11/30/2042
M-2	I-294	24.15	TS24.15R,NB	RETAINING WALL	2022	GOOD	11/30/2042
M-2	I-294	25.40	TS25.40N,SB	NOISE ABATEMENT WALL	2022	EXCELLENT	11/30/2042
M-2	I-294	27.20	TS27.25R,NB	RETAINING WALL	2022	GOOD	11/30/2042
M-2	I-294	27.23	TS27.23N,NB	NOISE ABATEMENT WALL	2022	GOOD	11/30/2042
M-2	I-294	23.90	TS23.90N,SB(R)	NOISE ABATEMENT WALL	2022	EXCELLENT	11/30/2042
M-2	I-294	24.18	TS24.18R,NB(R)	RETAINING WALL		NEW CONSTRUCTION	11/30/2042
M-2	I-294	23.75	TS23.75N,NB	NOISE ABATEMENT WALL	2023	EXCELLENT	2/7/2043
M-2	I-294	23.61	TS23.61N,NB	NOISE ABATEMENT WALL	2023	EXCELLENT	2/7/2043
M-2	I-294	24.21	TS24.21N,NB(R)	NOISE ABATEMENT WALL	2023	EXCELLENT	2/7/2043
M-2	I-294	23.79	TS23.79N,NB	NOISE ABATEMENT WALL	2023	EXCELLENT	2/7/2043
M-2	I-294	23.82	TS23.82NNB	NOISE ABATEMENT WALL	2023	EXCELLENT	2/7/2043
M-2	I-294	23.57	TS23.56R,NB	RETAINING WALL	2023	EXCELLENT	2/7/2043
M-2	I-294	24.43	TS24.43N,NB(R)	NOISE ABATEMENT WALL	2023	EXCELLENT	2/7/2043
M-2	I-294	23.55	TS23.55N,NB	NOISE ABATEMENT WALL	2023	EXCELLENT	2/7/2043

Appendix G Structural Wall Condition Rating Table

M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-2	I-294	24.16	TS24.16R,NB(R)	RETAINING WALL	2023	EXCELLENT	2/8/2043
M-2	I-294	23.80	TS23.88N, NB	NOISE ABATEMENT WALL	2023	EXCELLENT	2/10/2043
M-2	I-294	23.95	TS23.95N,NB(R)	NOISE ABATEMENT WALL	2023	EXCELLENT	2/10/2043
M-2	I-294	24.35	TS24.35N,NB(R)	NOISE ABATEMENT WALL	2024	EXCELLENT	4/11/2043
M-2	I-294	31.91	TS31.93R,SB(R)	RETAINING WALL	2023	EXCELLENT	10/17/2043
M-2	I-88	139.27	EW139.27N, WB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/20/2043
M-2	I-88	139.40	EW139.40N,WB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/20/2043
M-2	I-88	139.27	EW 139.27N,WB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/20/2043
M-2	I-294	27.33	TS27.30N,NB(R)	NOISE ABATEMENT WALL	2023	EXCELLENT	10/20/2043
M-2	I-294	28.51	TS28.51R NB	RETAINING WALL	2023	EXCELLENT	10/20/2043
M-2	I-294	36.40	TS36.39R,NB	RETAINING WALL	2023	EXCELLENT	10/20/2043
M-2	I-294	24.40	TS24.40R,SB	RETAINING WALL	2023	EXCELLENT	10/24/2043
M-2	I-294	24.04	TS24.04R,SB(R)	RETAINING WALL	2023	EXCELLENT	10/24/2043
M-2	I-294	24.42	TS24.42R,NB(R)	RETAINING WALL	2023	EXCELLENT	10/27/2043
M-2	I-294	24.01	TS24.01R,SB(R)	RETAINING WALL	2023	EXCELLENT	10/27/2043
M-2	I-294	20.33	TS20.33N NB - R	NOISE ABATEMENT WALL	2023	EXCELLENT	10/27/2043
M-2	I-294	24.43	TS24.43R,NB(R)	RETAINING WALL	2024	EXCELLENT	12/31/2044
M-2	I-294	24.35	TS24.35R,NB(R)	RETAINING WALL	2024	EXCELLENT	12/31/2044
TOTAL STRUCTURAL WALLS IN M-2: 144							
M-3	I-294	41.00	TS41.00R,NB	RETAINING WALL	2024	EXCELLENT	8/31/2024
M-3	I-294	42.70	TS42.70N,NB	NOISE ABATEMENT WALL	2023	FAIR	12/31/2024
M-3	I-294	39.00	TS39.00R,SB	RETAINING WALL	2024	GOOD	12/31/2024
M-3	I-294	39.65	TS39.65R,SB(R)	RETAINING WALL	2022	FAIR	12/31/2024
M-3	I-294	38.21	TS38.21R,NB	RETAINING WALL	2020	FAIR	12/31/2024
M-3	I-294	52.00	TS52.00N,SB	NOISE ABATEMENT WALL	2024	GOOD	12/31/2024
M-3	I-294	39.39	TS39.39N,NB	NOISE ABATEMENT WALL	2024	FAIR	12/31/2024
M-3	I-294	39.35	TS39.35R,SB	RETAINING WALL	2020	FAIR	12/31/2024

Appendix G Structural Wall Condition Rating Table

M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-3	I-294	44.10	TS44.10N,NB(R)	NOISE ABATEMENT WALL	2024	FAIR	12/31/2024
M-3	I-294	38.50	TS38.50N NB R	NOISE ABATEMENT WALL	2021	EXCELLENT	12/31/2024
M-3	I-90	78.20	NW78.2R,EB-R	RETAINING WALL	2022	FAIR	12/31/2024
M-3	I-294	41.10	TS41.10R,NB(R)	RETAINING WALL	2024	GOOD	12/31/2024
M-3	I-294	39.00	TS39.00R,NB	RETAINING WALL	2021	EXCELLENT	12/31/2024
M-3	I-294	38.30	TS38.30N,NB(R)	NOISE ABATEMENT WALL	2022	GOOD	12/31/2024
M-3	I-294	40.70	TS40.70N,NB(R)	NOISE ABATEMENT WALL	2024	EXCELLENT	12/31/2024
M-3	I-294	43.46	TS43.46N,NB(R)	NOISE ABATEMENT WALL	2024	GOOD	12/31/2024
M-3	I-294	39.45	TS39.45R,SB	RETAINING WALL	2020	FAIR	12/31/2024
M-3	I-294	39.80	TS39.80R,NB(R)	RETAINING WALL	2020	GOOD	12/31/2024
M-3	I-294	39.10	TS39.10R,SB	RETAINING WALL	2024	GOOD	12/31/2024
M-3	I-294	38.25	TS38.25R,NB	RETAINING WALL	2022	EXCELLENT	12/31/2024
M-3	I-294	39.20	TS39.20N,NB	NOISE ABATEMENT WALL	2022	FAIR	12/31/2024
M-3	I-294	37.55	TS37.55R,SB	RETAINING WALL	2022	FAIR	12/31/2024
M-3	I-294	39.56	TS39.56R,NB(R)	RETAINING WALL	2020	FAIR	12/31/2024
M-3	I-294	39.30	TS39.30R,NB	RETAINING WALL	2024	GOOD	12/31/2024
M-3	I-294	38.40	TS38.40R NB R	RETAINING WALL	2021	EXCELLENT	12/31/2024
M-3	I-294	38.20	TS38.20R,SB(R)	RETAINING WALL	2020	FAIR	12/31/2024
M-3	I-294	39.00	TS39.00N,NB	NOISE ABATEMENT WALL	2024	POOR	12/31/2025
M-3	I-294	38.60	TS38.60N,NB	NOISE ABATEMENT WALL	2022	EXCELLENT	12/31/2026
M-3	I-294	40.25	TS40.25R,NB(R)	RETAINING WALL	2024	GOOD	12/31/2026
M-3	I-294	40.90	TS40.90R,NB(R)	RETAINING WALL	2024	GOOD	12/31/2026
M-3	I-294	40.35	TS40.35R,NB(R)	RETAINING WALL	2024	GOOD	12/31/2026
M-3	I-294	52.55	TS52.55R,SB	RETAINING WALL	2024	GOOD	12/31/2026
M-3	I-294	45.25	TS45.25N,NB(R)	NOISE ABATEMENT WALL	2023	FAIR	5/5/2027
M-3	I-90	76.85	NW76.85R,WB(R)	RETAINING WALL	2024	FAIR	12/31/2027
M-3	I-294	39.40	TS39.40N,NB	NOISE ABATEMENT WALL	2023	FAIR	12/31/2027

Appendix G Structural Wall Condition Rating Table

M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-3	I-294	45.40	TS45.40N,NB(R)	NOISE ABATEMENT WALL	2024	FAIR	12/31/2027
M-3	I-90	77.30	NW77.10R,WB(R)	RETAINING WALL	2024	FAIR	12/31/2027
M-3	I-294	45.40	TS45.40N,SB	NOISE ABATEMENT WALL	2023	FAIR	12/31/2027
M-3	I-294	39.30	TS39.30N,NB	NOISE ABATEMENT WALL	2024	FAIR	12/31/2027
M-3	I-294	45.60	TS45.60R,NB(R)	RETAINING WALL	2024	FAIR	12/31/2027
M-3	I-294	41.02	TS41.0N,SB	NOISE ABATEMENT WALL	2023	GOOD	12/31/2027
M-3	I-90	77.10	NW76.95R,WB	RETAINING WALL	2024	FAIR	12/31/2027
M-3	I-294	45.90	TS45.90N,SB	NOISE ABATEMENT WALL	2024	GOOD	3/16/2038
M-3	I-294	39.70	TS39.70R,NB(R)	RETAINING WALL	2020	GOOD	4/28/2040
M-3	I-294	39.00	TS38.99N,NB	NOISE ABATEMENT WALL	2024	EXCELLENT	4/28/2040
M-3	I-294	43.45	TS43.45N,NB(R)	NOISE ABATEMENT WALL	2024	GOOD	4/28/2040
M-3	I-294	37.95	TS37.95N,NB(R)	NOISE ABATEMENT WALL	2024	EXCELLENT	4/28/2040
M-3	I-294	43.35	TS43.35R,NB	RETAINING WALL	2024	EXCELLENT	4/28/2040
M-3	I-294	37.60	TS37.60R,NB	RETAINING WALL	2024	EXCELLENT	4/28/2040
M-3	I-294	39.50	TS39.50N,NB	NOISE ABATEMENT WALL	2024	EXCELLENT	4/28/2040
M-3	I-294	52.05	TS52.05R,NB	RETAINING WALL	2024	EXCELLENT	5/12/2040
M-3	I-294	52.05	TS52.05R,SB	RETAINING WALL	2024	EXCELLENT	5/12/2040
M-3	I-294	49.00	TS49.00R,SB	RETAINING WALL	2024	GOOD	5/12/2040
M-3	I-294	52.05	TS52.05N,SB	NOISE ABATEMENT WALL	2024	EXCELLENT	5/12/2040
M-3	I-294	45.35	TS45.35N,SB(R)	NOISE ABATEMENT WALL	2024	GOOD	5/12/2040
M-3	I-294	45.40	TS45.40R,SB	RETAINING WALL	2024	EXCELLENT	5/12/2040
M-3	I-294	46.07	TS46.10N SB	NOISE ABATEMENT WALL	2024	EXCELLENT	5/12/2040
M-3	I-294	51.95	TS51.95N,SB	NOISE ABATEMENT WALL	2024	EXCELLENT	5/12/2040

Appendix G Structural Wall Condition Rating Table

M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-3	I-294	52.10	TS52.10N,SB	NOISE ABATEMENT WALL	2024	EXCELLENT	5/12/2040
M-3	I-294	49.95	TS49.95N,SB	NOISE ABATEMENT WALL	2024	EXCELLENT	5/12/2040
M-3	I-294	52.60	TS52.60R,NB(R)	RETAINING WALL	2024	GOOD	5/13/2040
M-3	I-294	52.00	TS52.00N,NB	NOISE ABATEMENT WALL	2024	EXCELLENT	5/13/2040
M-3	I-294	52.05	TS52.05N,NB	NOISE ABATEMENT WALL	2024	EXCELLENT	5/13/2040
M-3	I-294	52.50	TS52.50R,NB(R)	RETAINING WALL	2024	EXCELLENT	5/13/2040
M-3	I-294	51.75	TS51.75N,NB	NOISE ABATEMENT WALL	2024	GOOD	5/13/2040
M-3	I-294	47.60	TS47.60N,NB	NOISE ABATEMENT WALL	2024	GOOD	5/13/2040
M-3	I-294	51.55	TS51.55N,NB	NOISE ABATEMENT WALL	2024	EXCELLENT	5/13/2040
M-3	I-294	41.65	TS41.65R,SB	RETAINING WALL	2024	EXCELLENT	5/15/2040
M-3	I-294	49.04	TS49.04R,SB(R)	RETAINING WALL	2024	GOOD	5/15/2040
M-3	I-294	44.78	TS44.78N,NB	NOISE ABATEMENT WALL	2024	EXCELLENT	5/15/2040
M-3	I-294	44.55	TS44.55R,NB	RETAINING WALL	2024	GOOD	5/15/2040
M-3	I-294	45.02	TS44.91N,NB	NOISE ABATEMENT WALL	2024	EXCELLENT	5/15/2040
M-3	I-294	44.60	TS44.60N,NB	NOISE ABATEMENT WALL	2024	EXCELLENT	5/15/2040
M-3	I-294	41.65	TS41.65N,SB	NOISE ABATEMENT WALL	2024	EXCELLENT	5/15/2040
M-3	I-294	49.03	TS49.03R,SB(R)	RETAINING WALL	2024	EXCELLENT	5/15/2040
M-3	I-294	45.01	TS45.01N,NB	NOISE ABATEMENT WALL	2024	EXCELLENT	5/15/2040
M-3	I-294	42.10	TS42.10N,SB(R)	NOISE ABATEMENT WALL	2024	EXCELLENT	5/15/2040
M-3	I-294	40.60	TS40.38N,SB(R)	NOISE ABATEMENT WALL	2024	EXCELLENT	5/15/2040
M-3	I-294	38.20	TS38.20R,NB	RETAINING WALL	2020	GOOD	6/17/2040
M-3	I-294	39.50	TS39.50R,NB	RETAINING WALL	2024	EXCELLENT	6/17/2040

Appendix G Structural Wall Condition Rating Table

M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-3	I-294	38.25	TS38.25R,NB(R)	RETAINING WALL	2020	FAIR	6/17/2040
M-3	I-294	38.80	TS38.80R,NB	RETAINING WALL	2024	GOOD	6/17/2040
M-3	I-294	41.80	TS41.80R,NB(R)	RETAINING WALL	2024	GOOD	6/22/2040
M-3	I-294	43.20	TS43.20R,NB	RETAINING WALL	2024	GOOD	6/23/2040
M-3	I-294	44.30	TS44.30R,NB	RETAINING WALL	2024	GOOD	6/23/2040
M-3	I-294	44.10	TS44.10R,NB(R)	RETAINING WALL	2024	EXCELLENT	6/23/2040
M-3	I-294	43.75	TS43.70R,NB(R)	RETAINING WALL	2024	GOOD	6/23/2040
M-3	I-294	42.10	TS42.10R,NB(R)	RETAINING WALL	2024	GOOD	6/23/2040
M-3	I-294	43.25	TS43.25R,NB	RETAINING WALL	2024	GOOD	6/23/2040
M-3	I-294	39.90	TS39.70R,SB	RETAINING WALL	2024	GOOD	6/24/2040
M-3	I-294	47.29	TS47.29R,SB	RETAINING WALL	2024	GOOD	6/24/2040
M-3	I-294	37.70	TS37.70R,SB	RETAINING WALL	2024	EXCELLENT	6/25/2040
M-3	I-294	38.35	TS38.35R,SB(R)	RETAINING WALL	2024	EXCELLENT	6/25/2040
M-3	I-294	36.65	TS36.58R,SB	RETAINING WALL	2024	EXCELLENT	6/25/2040
M-3	I-294	36.70	TS36.70R,SB	RETAINING WALL	2024	EXCELLENT	6/25/2040
M-3	I-294	38.10	TS38.12R,SB	RETAINING WALL	2024	EXCELLENT	6/25/2040
M-3	I-294	38.00	TS38.00R,SB(R)	RETAINING WALL	2024	EXCELLENT	6/25/2040
M-3	I-294	45.80	TS45.80R,NB	RETAINING WALL	2024	GOOD	6/25/2040
M-3	I-294	47.15	TS47.15R,NB	RETAINING WALL	2024	EXCELLENT	6/25/2040
M-3	I-90	76.90	NW76.91R,EB	RETAINING WALL	2024	GOOD	7/6/2040
M-3	I-90	76.75	NW76.75R,EB	RETAINING WALL	2024	GOOD	7/6/2040
M-3	I-90	76.93	NW76.90R,EB	RETAINING WALL	2024	FAIR	7/6/2040
M-3	I-90	77.30	NW77.30N,EB	NOISE ABATEMENT WALL	2024	EXCELLENT	7/6/2040
M-3	I-90	76.28	NW76.30R,EB(R)	RETAINING WALL	2024	GOOD	7/6/2040
M-3	I-90	78.33	NW78.30R,WB	RETAINING WALL	2024	EXCELLENT	7/7/2040
M-3	I-90	77.38	NW77.35R,EB	RETAINING WALL	2024	EXCELLENT	7/7/2040
M-3	I-90	78.27	NW78.25R,WB	RETAINING WALL	2024	EXCELLENT	7/7/2040
M-3	I-90	77.40	NW77.40N,EB	NOISE ABATEMENT WALL	2024	GOOD	7/7/2040
M-3	I-90	76.75	NW76.75R,WB(R)	RETAINING WALL	2024	GOOD	7/8/2040
M-3	I-90	76.50	NW76.50R,WB(R)	RETAINING WALL	2024	GOOD	7/8/2040
M-3	I-90	76.55	NW76.60R,WB	RETAINING WALL	2024	EXCELLENT	7/8/2040
M-3	I-294	45.40	TS45.40R,NB(R)	RETAINING WALL	2024	GOOD	8/18/2040
M-3	I-294	52.20	TS52.20N,SB	NOISE ABATEMENT WALL	2024	EXCELLENT	11/20/2040
M-3	I-294	49.85	TS49.85N,SB	NOISE ABATEMENT WALL	2024	EXCELLENT	11/24/2040

Appendix G Structural Wall Condition Rating Table

M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-3	I-294	47.75	TS47.75N,NB	NOISE ABATEMENT WALL	2024	GOOD	11/24/2040
M-3	I-294	50.40	TS50.40N,NB	NOISE ABATEMENT WALL	2024	EXCELLENT	11/24/2040
M-3	I-294	44.15	TS44.15N,NB(R)	NOISE ABATEMENT WALL	2024	GOOD	11/25/2040
M-3	I-294	47.30	TS47.30R,SB	RETAINING WALL	2024	EXCELLENT	11/25/2040
M-3	I-294	43.10	TS43.10R,NB	RETAINING WALL	2024	GOOD	11/25/2040
M-3	I-294	41.01	TS41.01R,NB	RETAINING WALL	2024	EXCELLENT	11/25/2040
M-3	I-294	38.70	TS38.70R NB	RETAINING WALL	2021	EXCELLENT	8/29/2041
M-3	I-294	42.12	TS42.12R SB	RETAINING WALL	2021	EXCELLENT	8/29/2041
M-3	I-294	38.29	TS38.29R NB	RETAINING WALL	2021	EXCELLENT	8/29/2041
M-3	I-294	43.55	TS43.55R,NB(R)	RETAINING WALL	2021	EXCELLENT	9/1/2041
M-3	I-294	48.95	TS48.95N,NB(R)	NOISE ABATEMENT WALL	2021	GOOD	9/1/2041
M-3	I-294	45.85	TS45.85N,SB	NOISE ABATEMENT WALL	2021	EXCELLENT	9/1/2041
M-3	I-294	44.43	TS44.43R SB	RETAINING WALL	2021	GOOD	11/8/2041
M-3	I-90	78.40	NW78.4R,EB-R	RETAINING WALL	2022	GOOD	11/30/2042
M-3	I-90	77.77	NW77.77N,EB	NOISE ABATEMENT WALL	2024	GOOD	12/8/2042
M-3	I-294	37.50	TS37.50N,NB	NOISE ABATEMENT WALL	2022	EXCELLENT	12/13/2042
M-3	I-294	38.44	TS38.42R,SB(R)	RETAINING WALL	2022	EXCELLENT	12/13/2042
M-3	I-294	51.10	TS51.10N,NB	NOISE ABATEMENT WALL	2023	EXCELLENT	4/4/2043
M-3	I-294	36.82	TS36.82R,NB	RETAINING WALL	2023	EXCELLENT	10/20/2043
M-3	I-294	37.70	TS37.70N,NB(R)	NOISE ABATEMENT WALL	2023	EXCELLENT	10/27/2043
M-3	I-294	36.68	TS36.68R,NB	RETAINING WALL	2023	EXCELLENT	10/27/2043
M-3	I-294	38.26	TS38.26N,NB(R)	NOISE ABATEMENT WALL	2023	GOOD	10/27/2043
M-3	I-294	44.25	TS44.25R SB - R	RETAINING WALL	2024	EXCELLENT	11/9/2043
M-3	I-294	44.35	TS44.35R SB	RETAINING WALL	2024	EXCELLENT	12/31/2044
TOTAL STRUCTURAL WALLS IN M-3: 139							
M-4	I-94	15.94	TN15.94N,EB(R)	NOISE ABATEMENT WALL	2024	FAIR	12/31/2024

Appendix G Structural Wall Condition Rating Table

M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-4	I-94	17.80	TN17.80N,EB(R)	NOISE ABATEMENT WALL	2024	FAIR	12/31/2024
M-4	I-94	4.55	TN4.55S,WB	SIGHT SCREEN WALL	2022	FAIR	12/31/2024
M-4	I-94	23.25	TN23.25N,WB	NOISE ABATEMENT WALL	2021	FAIR	12/31/2024
M-4	I-94	24.80	TN24.80R,WB(R)	RETAINING WALL	2024	GOOD	12/31/2024
M-4	I-94	4.35	TN4.35S,WB	SIGHT SCREEN WALL	2024	FAIR	12/31/2024
M-4	I-94	15.25	TN15.25N,EB	NOISE ABATEMENT WALL	2024	GOOD	12/31/2024
M-4	I-94	15.75	TN15.75N,EB	NOISE ABATEMENT WALL	2024	GOOD	12/31/2024
M-4	I-94	22.75	TN22.75N,EB	NOISE ABATEMENT WALL	2021	FAIR	12/31/2024
M-4	I-94	7.60	TN7.60N,WB(R)	NOISE ABATEMENT WALL	2024	GOOD	12/31/2024
M-4	I-94	4.65	TN4.65S,EB(R)	SIGHT SCREEN WALL	2024	FAIR	12/31/2024
M-4	I-94 SPUR	26.20	ES26.20R,EB(R)	RETAINING WALL	2024	FAIR	12/31/2024
M-4	I-94 SPUR	28.65	ES28.65N,WB	NOISE ABATEMENT WALL	2024	FAIR	12/31/2024
M-4	I-94	24.20	TN24.20N,WB	NOISE ABATEMENT WALL	2024	GOOD	12/31/2024
M-4	I-94	18.10	TN18.10S,EB(R)	SIGHT SCREEN WALL	2024	EXCELLENT	12/31/2024
M-4	I-94	4.80	TN4.80S,EB(R)	SIGHT SCREEN WALL	2024	FAIR	12/31/2024
M-4	I-94	22.30	TN22.30N,EB	NOISE ABATEMENT WALL	2024	POOR	12/31/2025
M-4	I-94	4.85	TN4.85S,WB(R)	SIGHT SCREEN WALL	2023	FAIR	3/28/2026
M-4	I-94	23.85	TN23.85R,EB	RETAINING WALL	2021	FAIR	12/31/2026
M-4	I-94	10.45	TN10.45R,EB	RETAINING WALL	2023	GOOD	12/31/2026
M-4	I-94	10.60	TN10.60R,EB	RETAINING WALL		NEW CONSTRUCTION	12/31/2026
M-4	I-94	8.80	TN8.80R,WB(R)	RETAINING WALL	2024	GOOD	12/31/2026
M-4	I-94	4.00	TN4.00S,WB	SIGHT SCREEN WALL	2023	FAIR	12/31/2027
M-4	I-94	12.05	TN12.05N,WB	NOISE ABATEMENT WALL	2024	FAIR	12/31/2027

Appendix G Structural Wall Condition Rating Table

M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-4	I-94	23.25	TN23.25R,WB	RETAINING WALL	2024	GOOD	12/31/2031
M-4	I-94	24.90	TN24.90R,EB(R)	RETAINING WALL	2024	GOOD	12/31/2031
M-4	I-94	25.01	TN25.01R,WB(R)	RETAINING WALL	2024	GOOD	12/31/2031
M-4	I-94	23.85	TN23.85R,WB	RETAINING WALL	2024	GOOD	12/31/2031
M-4	I-94 SPUR	26.40	ES26.40R,EB(R)	RETAINING WALL	2024	GOOD	12/31/2031
M-4	I-94	24.75	TN24.75R,WB(R)	RETAINING WALL	2024	FAIR	12/31/2031
M-4	I-94	25.05	TN25.05R,WB(R)	RETAINING WALL	2024	GOOD	12/31/2031
M-4	I-94	22.15	TN22.15R,WB(R)	RETAINING WALL	2024	FAIR	12/31/2031
M-4	I-94	25.02	TN25.02R,WB(R)	RETAINING WALL	2024	GOOD	12/31/2031
M-4	I-94	2.31	TN17.30N,WB	RETAINING WALL		NEW CONSTRUCTION	3/25/2040
M-4	I-94	1.05	TN1.05R,EB	RETAINING WALL	2024	GOOD	3/25/2040
M-4	I-94	1.25	TN1.25R,EB	RETAINING WALL	2024	EXCELLENT	3/25/2040
M-4	I-94	12.00	TN12.00N,WB	NOISE ABATEMENT WALL	2024	EXCELLENT	3/25/2040
M-4	I-94	10.50	TN10.50R,WB	RETAINING WALL	2024	GOOD	3/26/2040
M-4	I-94	10.55	TN10.55R,WB	RETAINING WALL	2024	EXCELLENT	3/26/2040
M-4	I-94	22.10	TN22.10R,EB(R)	RETAINING WALL	2024	FAIR	4/6/2040
M-4	I-94	15.70	TN15.70N,EB	NOISE ABATEMENT WALL	2024	GOOD	4/6/2040
M-4	I-94	24.60	TN24.60N,WB(R)	NOISE ABATEMENT WALL	2024	FAIR	7/1/2040
M-4	I-94 SPUR	27.90	ES27.90N,WB	NOISE ABATEMENT WALL	2024	GOOD	7/1/2040
M-4	I-94	24.85	TN24.85N,WB(R)	NOISE ABATEMENT WALL	2024	GOOD	7/1/2040
M-4	I-94 SPUR	28.25	ES28.25N,WB	NOISE ABATEMENT WALL	2024	FAIR	7/1/2040
M-4	I-94	24.55	TN24.55N,WB(R)	NOISE ABATEMENT WALL	2024	EXCELLENT	7/1/2040
M-4	I-94	25.00	TN25.00R,WB(R)	RETAINING WALL	2024	GOOD	7/1/2040
M-4	I-94	24.60	TN24.60R,WB(R)	RETAINING WALL	2024	GOOD	7/1/2040
M-4	I-94 SPUR	28.65	ES28.65N,EB	NOISE ABATEMENT WALL	2024	GOOD	7/2/2040
M-4	I-94 SPUR	28.70	ES28.70N,EB	NOISE ABATEMENT WALL	2024	GOOD	7/2/2040
M-4	I-94	24.10	TN24.10R,WB	RETAINING WALL	2024	GOOD	7/2/2040
M-4	I-94	15.95	TN15.95R,WB(R)	RETAINING WALL	2024	EXCELLENT	7/2/2040

Appendix G Structural Wall Condition Rating Table

M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-4	I-94	15.95	TN15.95R,EB(R)	RETAINING WALL	2024	GOOD	8/18/2040
M-4	I-94	12.15	TN12.15N,EB	NOISE ABATEMENT WALL	2024	GOOD	7/13/2041
M-4	I-94	11.60	TN11.6N,WB	NOISE ABATEMENT WALL	2021	EXCELLENT	9/24/2041
M-4	I-94	9.70	TN9.70R,EB(R)	RETAINING WALL	2024	GOOD	11/23/2041
M-4	I-94	4.25	TN4.25S,WB	SIGHT SCREEN WALL	2024	FAIR	4/6/2043
TOTAL STRUCTURAL WALLS IN M-4: 58							
M-5	I-90	65.65	NW65.65R,WB(R)	RETAINING WALL	2023	GOOD	2/15/2023
M-5	I-90	70.28	NW70.30R,EB	RETAINING WALL	2023	GOOD	3/9/2023
M-5	I-90	63.28	NW63.3R, EB	RETAINING WALL	2023	GOOD	3/16/2023
M-5	I-90	68.55	NW68.50R,WB(R)	RETAINING WALL	2023	EXCELLENT	3/22/2023
M-5	I-90	72.10	NW72.10R,WB	RETAINING WALL	2023	GOOD	4/26/2023
M-5	I-90	55.60	NW55.60R,WB	RETAINING WALL	2023	EXCELLENT	1/18/2024
M-5	I-90	67.86	NW67.90N,WB(R)	NOISE ABATEMENT WALL	2023	GOOD	12/31/2024
M-5	I-90	75.74	NW75.70R,WB	RETAINING WALL	2023	FAIR	12/31/2024
M-5	I-90	58.27	NW58.25N,EB(R)	NOISE ABATEMENT WALL	2023	EXCELLENT	12/31/2024
M-5	I-90	71.30	NW71.30R, EB	RETAINING WALL	2023	GOOD	11/30/2027
M-5	I-90	67.38	NW67.38R,WB(R)	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	72.80	NW72.80R,WB	RETAINING WALL	2023	FAIR	12/31/2027
M-5	I-90	56.42	NW56.40R,WB(R)	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	61.22	NW61.20R,WB	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	68.46	NW68.50R,EB(R)	RETAINING WALL	2023	EXCELLENT	12/31/2027
M-5	I-90	71.03	NW71.00R,WB	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	67.23	NW67.30R,WB(R)	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	58.72	NW58.70N,EB	NOISE ABATEMENT WALL	2023	GOOD	12/31/2027
M-5	I-90	56.75	NW56.75R EB	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	64.87	NW64.91N,EB	NOISE ABATEMENT WALL	2023	EXCELLENT	12/31/2027
M-5	I-90	68.50	NW68.50N,WB	RETAINING WALL	2023	EXCELLENT	12/31/2027
M-5	I-90	62.16	NW62.20R,EB	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	56.34	NW56.30R,EB(R)	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	72.23	NW72.25R,EB	RETAINING WALL	2023	FAIR	12/31/2027
M-5	I-90	69.50	NW69.50R,WB	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	59.86	NW59.80R,EB(R)	RETAINING WALL	2023	GOOD	12/31/2027

Appendix G Structural Wall Condition Rating Table

M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-5	I-90	67.53	NW67.50R,EB(R)	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	62.74	NW62.70R,WB	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	58.73	NW58.73R WB	RETAINING WALL	2022	GOOD	12/31/2027
M-5	I-90	68.75		RETAINING WALL	2023	FAIR	12/31/2027
M-5	I-90	64.95	NW65.00N,EB	NOISE ABATEMENT WALL	2023	FAIR	12/31/2027
M-5	I-90	62.45	NW62.45R,WB(R)	RETAINING WALL	2023	FAIR	12/31/2027
M-5	I-90	69.45	NW69.50R,EB	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	58.90	NW58.80R,WB	RETAINING WALL	2023	FAIR	12/31/2027
M-5	I-90	74.80	NW74.80R,EB	RETAINING WALL	2023	FAIR	12/31/2027
M-5	I-90	72.50	NW72.50R,EB	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	75.10	NW75.10R,EB	RETAINING WALL	2023	FAIR	12/31/2027
M-5	I-90	64.72	NW64.80N,EB	NOISE ABATEMENT WALL	2023	GOOD	12/31/2027
M-5	I-90	64.31	NW64.30R,WB	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	64.10	NW64.1N, EB	NOISE ABATEMENT WALL	2023	GOOD	12/31/2027
M-5	I-90	57.39	NW57.40R,EB	RETAINING WALL	2023	EXCELLENT	12/31/2027
M-5	I-90	65.07	NW65.15N,EB	NOISE ABATEMENT WALL	2023	EXCELLENT	12/31/2027
M-5	I-90	63.91	NW63.90R,EB	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	63.91	NW63.95N,EB	NOISE ABATEMENT WALL	2023	EXCELLENT	12/31/2027
M-5	I-90	62.16	NW62.20R,WB	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	68.75	NW68.75R,EB(R)	RETAINING WALL	2023	FAIR	12/31/2027
M-5	I-90	70.75	NW70.75R,WB(R)	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	70.70	NW70.70R,WB(R)	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	58.40	NW58.40R,EB	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	61.34	NW61.30R,EB	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	75.60	NW75.60R,EB	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	56.56	NW56.56R,WB(R)	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	60.41	NW60.41R,EB	RETAINING WALL	2023	EXCELLENT	12/31/2027
M-5	I-90	60.44	NW60.40R,WB	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	65.76	NW65.80R,EB(R)	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	56.25	NW56.25R,EB(R)	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	56.79	NW56.80R,WB	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	68.00		NOISE ABATEMENT WALL	2023	GOOD	12/31/2027

Appendix G Structural Wall Condition Rating Table

M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-5	I-90	65.66	NW65.66R,WB(R)	RETAINING WALL	2023	EXCELLENT	12/31/2027
M-5	I-90	68.05	NW68.05R,WB(R)	RETAINING WALL	2024	FAIR	12/31/2027
M-5	I-90	61.64	NW61.60R,EB	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	75.30	NW75.30R,EB	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	64.51	NW64.50N,EB	NOISE ABATEMENT WALL	2023	GOOD	12/31/2027
M-5	I-90	70.60	NW70.60R,WB(R)	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	75.35	NW75.35N,WB	NOISE ABATEMENT WALL	2023	EXCELLENT	12/31/2027
M-5	I-90	74.28	NW74.28R,WB(R)	RETAINING WALL	2023	EXCELLENT	12/31/2027
M-5	I-90	67.77	NW67.77N,WB(R)	NOISE ABATEMENT WALL	2023	GOOD	12/31/2027
M-5	I-90	64.95	NW65.10N,EB	NOISE ABATEMENT WALL	2023	EXCELLENT	12/31/2027
M-5	I-90	71.00	NW71.00R,EB	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	72.74	NW72.75R,EB	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	57.84	NW57.40N,EB	NOISE ABATEMENT WALL	2023	GOOD	12/31/2027
M-5	I-90	64.95	NW65.00R,EB	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	55.93	NW55.85R,EB	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	61.51	NW61.54R,WB	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	74.48	NW74.40R,WB	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	64.72	NW64.80R,EB	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	59.17	NW59.20R,EB	RETAINING WALL	2022	GOOD	12/31/2027
M-5	I-90	59.10	NW59.10R EB	RETAINING WALL	2022	FAIR	12/31/2027
M-5	I-90	63.49	NW63.50R,WB	RETAINING WALL	2023	FAIR	12/31/2027
M-5	I-90	56.07	NW56.30R,WB(R)	RETAINING WALL	2023	GOOD	12/31/2027
M-5	I-90	63.89	NW63.90N,EB	NOISE ABATEMENT WALL	2023	EXCELLENT	12/31/2027
M-5	I-90	56.47	NW56.45R,EB	RETAINING WALL	2023	GOOD	12/31/2028
M-5	I-90	64.58	NW64.60R,WB	RETAINING WALL	2023	GOOD	12/31/2028
M-5	I-90	56.75	NW56.75N,EB	NOISE ABATEMENT WALL	2023	GOOD	12/31/2028
M-5	I-90	56.47	NW56.45N,EB	NOISE ABATEMENT WALL	2023	GOOD	12/31/2028
M-5	I-90	64.88	NW64.90R,WB	RETAINING WALL	2023	GOOD	12/31/2028

Appendix G Structural Wall Condition Rating Table

M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-5	I-90	74.10	NW74.10N,EB(R)	NOISE ABATEMENT WALL	2024	EXCELLENT	7/24/2040
M-5	I-90	74.10	NW74.10N,EB	NOISE ABATEMENT WALL	2024	EXCELLENT	7/24/2040
M-5	I-90	74.41	NW74.41R,EB	RETAINING WALL	2021	EXCELLENT	8/31/2041
M-5	I-90	73.72	NW73.78,WB(R)	RETAINING WALL	2021	EXCELLENT	8/31/2041
M-5	I-90	73.05	NW74.05R,WB(R)	RETAINING WALL	2021	EXCELLENT	8/31/2041
M-5	I-90	74.42	NW74.42R,WB	RETAINING WALL	2021	EXCELLENT	8/31/2041
M-5	I-90	66.80	NW66.80R WB - R	RETAINING WALL	2022	EXCELLENT	11/30/2042
M-5	I-90	55.84	NW56.00R,WB	RETAINING WALL	2023	GOOD	4/3/2043
M-5	I-90	56.79	NW56.79R,WB	RETAINING WALL	2023	EXCELLENT	4/3/2043
M-5	I-90	58.49	NW58.50N,EB	NOISE ABATEMENT WALL	2023	EXCELLENT	4/3/2043
M-5	I-90	58.82	NW58.80N,EB	NOISE ABATEMENT WALL	2023	EXCELLENT	4/3/2043
M-5	I-90	58.71	NW58.70R,EB	RETAINING WALL	2023	EXCELLENT	4/3/2043
M-5	I-90	57.74	NW57.75N,EB	NOISE ABATEMENT WALL	2023	EXCELLENT	4/3/2043
M-5	I-90	56.63	NW56.65N,EB	NOISE ABATEMENT WALL	2023	EXCELLENT	4/3/2043
M-5	I-90	58.93	NW58.90N,EB	NOISE ABATEMENT WALL	2023	EXCELLENT	4/4/2043
M-5	I-90	58.95	NW58.90R,EB	RETAINING WALL	2023	EXCELLENT	4/4/2043
M-5	I-90	64.19	NW64.20R,WB	RETAINING WALL	2023	GOOD	4/4/2043
M-5	I-90	63.41	NW63.40R,WB	RETAINING WALL	2023	GOOD	4/4/2043
M-5	I-90	56.35	NW56.35N,EB(R)	NOISE ABATEMENT WALL	2023	GOOD	4/5/2043
M-5	I-90	67.35	NW67.30R,EB(R)	RETAINING WALL	2023	GOOD	4/12/2043
M-5	I-90	74.70	NW74.70R,EB	RETAINING WALL	2023	EXCELLENT	4/12/2043
M-5	I-90	64.27	NW64.29N,EB	NOISE ABATEMENT WALL	2023	EXCELLENT	4/12/2043
M-5	I-90	63.36	NW63.40N,EB	NOISE ABATEMENT WALL	2023	EXCELLENT	4/13/2043
M-5	I-90	65.66	NW65.70R,EB(R)	RETAINING WALL	2023	GOOD	4/13/2043
M-5	I-90	63.39	NW63.41N,EB	NOISE ABATEMENT WALL	2023	EXCELLENT	4/13/2043

Appendix G Structural Wall Condition Rating Table

M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-5	I-90	63.83	NW63.80R,EB	RETAINING WALL	2023	EXCELLENT	4/13/2043
M-5	I-90	67.70	NW67.70N,WB(R)	NOISE ABATEMENT WALL	2023	EXCELLENT	4/13/2043
M-5	I-90	63.83	NW63.80N,EB	NOISE ABATEMENT WALL	2023	EXCELLENT	4/13/2043
M-5	I-90	66.77	NW66.77R,WB(R)	RETAINING WALL	2023	GOOD	4/13/2043
M-5	I-90	64.27	NW64.3N,EB	NOISE ABATEMENT WALL	2023	EXCELLENT	4/13/2043
M-5	I-90	74.50	NW74.50R,EB	RETAINING WALL	2023	EXCELLENT	4/13/2043
M-5	I-90	62.24	NW62.25R,WB(R)	RETAINING WALL	2023	GOOD	4/13/2043
M-5	I-90	67.39	NW67.40R,EB(R)	RETAINING WALL	2023	EXCELLENT	4/13/2043
M-5	I-90	72.72	NW72.70R,EB	RETAINING WALL	2023	GOOD	10/20/2043
M-5	I-90	75.30	NW75.30N,WB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/20/2043
M-5	I-90	71.51	NW71.50N,WB	NOISE ABATEMENT WALL	2023	GOOD	10/20/2043
M-5	I-90	75.55	NW75.55N,WB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/20/2043
M-5	I-90	69.33	NW69.40R,WB	RETAINING WALL	2023	EXCELLENT	10/20/2043
M-5	I-90	65.20	NW65.2N,EB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/20/2043
M-5	I-90	64.10	NW64.20N,EB	NOISE ABATEMENT WALL	2023	GOOD	10/20/2043
M-5	I-90	65.20	NW65.20R,EB	RETAINING WALL	2023	EXCELLENT	10/20/2043
M-5	I-90	73.60	NW73.60R,WB(R)	RETAINING WALL	2023	GOOD	10/20/2043
M-5	I-90	64.84	NW64.90N,EB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/20/2043
M-5	I-90	64.31	NW64.30N,EB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/20/2043
M-5	I-90	67.37	NW67.40R,WB(R)	RETAINING WALL	2023	EXCELLENT	10/20/2043
M-5	I-90	72.73	NW72.73N,WB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/20/2043
M-5	I-90	70.35	NW70.40R,WB(R)	RETAINING WALL	2023	GOOD	10/20/2043
M-5	I-90	64.51	NW64.50R,EB	RETAINING WALL	2023	GOOD	10/20/2043
M-5	I-90	67.20	NW67.20R,WB(R)	RETAINING WALL	2023	EXCELLENT	10/20/2043
M-5	I-90	73.10	NW73.10R,EB	RETAINING WALL	2023	GOOD	10/20/2043
M-5	I-90	75.25	NW75.25N,WB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/20/2043

Appendix G Structural Wall Condition Rating Table

M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-5	I-90	69.95	NW70.00R,WB	RETAINING WALL	2023	GOOD	10/20/2043
M-5	I-90	64.10	NW64.10R,EB	RETAINING WALL	2023	GOOD	10/20/2043
M-5	I-90	73.15	NW73.15R,EB	RETAINING WALL	2023	GOOD	10/20/2043
M-5	I-90	74.70	NW74.70R,WB	RETAINING WALL	2023	EXCELLENT	10/20/2043
M-5	I-90	73.25	NW73.20R,WB(R)	RETAINING WALL	2023	GOOD	10/20/2043
M-5	I-90	72.77	NW72.77N,WB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/20/2043
M-5	I-90	75.65	NW75.65N WB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/20/2043
M-5	I-90	75.35	NW75.30R,WB	RETAINING WALL	2023	EXCELLENT	10/20/2043
M-5	I-90	74.80	NW74.80R,WB	RETAINING WALL	2023	EXCELLENT	10/20/2043
M-5	I-90	70.73	NW70.72R,WB(R)	RETAINING WALL	2023	EXCELLENT	10/20/2043
M-5	I-90	64.62	NW64.70N,EB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/20/2043
M-5	I-90	64.87	NW64.90R,EB	RETAINING WALL	2023	EXCELLENT	10/20/2043
M-5	I-90	72.45	NW72.50R,WB	RETAINING WALL	2023	EXCELLENT	10/20/2043
M-5	I-90	71.45	NW71.50R,WB	RETAINING WALL	2023	EXCELLENT	10/20/2043
M-5	I-90	71.75	NW71.80N,WB	NOISE ABATEMENT WALL	2023	GOOD	10/20/2043
M-5	I-90	71.72	NW71.75N,WB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/20/2043
M-5	I-90	68.91	NW69.00N,WB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/20/2043
M-5	I-90	67.99	NW68.00R,EB(R)	RETAINING WALL	2023	EXCELLENT	10/20/2043
M-5	I-90	68.71	NW68.70R,EB(R)	RETAINING WALL	2023	GOOD	10/20/2043
M-5	I-90	63.39	NW63.40R,EB	RETAINING WALL	2023	GOOD	10/20/2043
M-5	I-90	75.10	NW75.10R,WB	RETAINING WALL	2023	FAIR	10/20/2043
M-5	I-90	72.45	NW72.45N,WB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/20/2043
M-5	I-90	63.30	NW63.30N,EB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/20/2043
M-5	I-90	71.50	NW71.51N,WB	NOISE ABATEMENT WALL	2023	EXCELLENT	10/20/2043
M-5	I-90	69.33	NW69.40R,EB	RETAINING WALL	2023	GOOD	10/20/2043
M-5	I-90	69.94	NW70.00R,EB	RETAINING WALL	2023	GOOD	10/20/2043
TOTAL STRUCTURAL WALLS IN M-5: 164							

Appendix G Structural Wall Condition Rating Table

M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-6	I-90	55.16	NW55.00N,EB	NOISE ABATEMENT WALL	2024	POOR	12/31/2025
M-6	I-90	38.20	NW38.20N,WB	NOISE ABATEMENT WALL	2024	GOOD	12/31/2027
M-6	I-90	53.40	NW53.40R,WB	RETAINING WALL	2024	GOOD	12/31/2027
M-6	I-90	54.00	NW54.00R,WB	RETAINING WALL	2024	FAIR	12/31/2027
M-6	I-90	54.97	NW55.00N,EB(R)	NOISE ABATEMENT WALL	2024	EXCELLENT	12/30/2035
M-6	I-90	49.90	NW49.90R,EB	RETAINING WALL	2024	GOOD	3/11/2040
M-6	I-90	50.20	NW50.20R,EB	RETAINING WALL	2024	EXCELLENT	3/11/2040
M-6	I-90	50.10	NW50.10R,WB	RETAINING WALL	2024	GOOD	3/12/2040
M-6	I-90	50.30	NW50.30R,WB	RETAINING WALL	2024	FAIR	3/12/2040
M-6	I-90	49.80	NW49.80R,WB	RETAINING WALL	2024	GOOD	3/12/2040
M-6	I-90	55.45	NW55.45R,EB	RETAINING WALL	2024	EXCELLENT	8/17/2040
M-6	I-90	49.40	NW49.40N,WB	NOISE ABATEMENT WALL	2024	EXCELLENT	11/25/2040
M-6	I-90	55.50	NW55.50R,WB	RETAINING WALL	2023	EXCELLENT	4/3/2043
TOTAL STRUCTURAL WALLS IN M-6: 14							
M-7	I-90	4.90	NW4.90N,WB	NOISE ABATEMENT WALL	2024	GOOD	12/31/2024
M-7	I-90	15.95	NW16.00N,EB	NOISE ABATEMENT WALL	2024	GOOD	12/31/2024
M-7	I-90	6.55	NW6.55N,EB	NOISE ABATEMENT WALL	2024	FAIR	12/31/2024
M-7	I-90	6.30	NW6.25N,EB	NOISE ABATEMENT WALL	2024	GOOD	12/31/2024
M-7	I-90	4.11	NW4.11S,WB	SIGHT SCREEN WALL	2024	FAIR	12/31/2024
M-7	I-90	3.75	NW3.75N,WB	NOISE ABATEMENT WALL	2024	FAIR	12/31/2024
M-7	I-90	17.40	NW17.40R,EB(R)	RETAINING WALL	2024	FAIR	12/31/2025
M-7	I-90	17.05	NW17.11R,WB(R)	RETAINING WALL	2024	FAIR	12/31/2025
M-7	I-90	23.50	NW23.50N,WB	NOISE ABATEMENT WALL	2024	EXCELLENT	3/3/2040
M-7	I-90	13.60	NW13.60N,WB	NOISE ABATEMENT WALL	2024	FAIR	3/3/2040
M-7	I-90	17.00	NW17.05R,WB	RETAINING WALL	2024	EXCELLENT	3/3/2040

Appendix G Structural Wall Condition Rating Table

M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-7	I-90	17.40	NW17.15R,WB(R)	RETAINING WALL	2024	EXCELLENT	3/5/2040
M-7	I-90	13.00	NW13.00N,EB	NOISE ABATEMENT WALL	2024	EXCELLENT	3/5/2040
M-7	I-90	17.10	NW17.10R,WB(R)	RETAINING WALL	2024	GOOD	8/17/2040
M-7	I-90	23.40	NW23.40N,WB(R)	NOISE ABATEMENT WALL	2024	GOOD	8/18/2040
M-7	I-90	22.95	NW22.95N,WB(R)	NOISE ABATEMENT WALL	2024	FAIR	11/19/2040
TOTAL STRUCTURAL WALLS IN M-7: 17							
M-8	I-88	127.70	EW127.70R,WB(R)	RETAINING WALL	2021	GOOD	1/1/2023
M-8	I-88	127.10	EW127.10R,WB(R)	RETAINING WALL	2021	GOOD	2/13/2023
M-8	I-88	127.20	EW127.20R,WB	RETAINING WALL	2021	GOOD	2/13/2023
M-8	I-88	134.75	EW134.75R,EB(R)	RETAINING WALL	2021	GOOD	10/31/2023
M-8	I-88	138.00		RETAINING WALL	2021	GOOD	12/31/2023
M-8	I-88	133.30		RETAINING WALL	2021	EXCELLENT	12/31/2023
M-8	I-88	132.55	EW132.55R,EB(R)	RETAINING WALL	2021	EXCELLENT	12/31/2023
M-8	I-88	132.20	EW132.20N,EB(R)	NOISE ABATEMENT WALL	2021	EXCELLENT	12/31/2024
M-8	I-88	135.80	EW135.80N,EB	NOISE ABATEMENT WALL	2021	EXCELLENT	12/31/2024
M-8	I-88	137.25	EW137.25R,EB(R)	RETAINING WALL	2021	FAIR	12/31/2024
M-8	I-88	129.15	EW129.15N,EB	NOISE ABATEMENT WALL	2024	FAIR	12/31/2024
M-8	I-88	117.45	EW117.45R,EB(R)	RETAINING WALL	2022	GOOD	12/31/2024
M-8	I-88	133.31	EW133.31N,EB(R)	NOISE ABATEMENT WALL	2021	GOOD	12/31/2024
M-8	I-88	130.95		RETAINING WALL	2021	FAIR	12/31/2024
M-8	I-88	129.15	EW129.15N,WB	NOISE ABATEMENT WALL	2021	FAIR	12/31/2024
M-8	I-88	127.75	EW127.75N,EB(R)	NOISE ABATEMENT WALL	2021	FAIR	12/31/2024
M-8	I-88	132.55	EW132.55N,EB	NOISE ABATEMENT WALL	2021	EXCELLENT	12/31/2024
M-8	I-88	127.30	EW127.30R,WB(R)	RETAINING WALL	2021	GOOD	9/30/2025
M-8	I-88	132.40	EW132.40R,EB(R)	RETAINING WALL	2021	FAIR	12/31/2025
M-8	I-88	121.40	EW121.40R,WB(R)	RETAINING WALL	2021	GOOD	12/31/2025
M-8	I-88	130.15	EW130.15R,WB(R)	RETAINING WALL	2021	EXCELLENT	12/31/2025
M-8	I-88	131.09	EW131.09R,WB(R)	RETAINING WALL	2021	FAIR	12/31/2025

Appendix G Structural Wall Condition Rating Table

M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-8	I-88	133.30	EW133.30R,EB	RETAINING WALL	2021	GOOD	12/31/2025
M-8	I-88	131.03	EW131.03R,WB(R)	RETAINING WALL	2021	GOOD	12/31/2025
M-8	I-88	133.50	EW133.50R,EB(R)	RETAINING WALL	2021	GOOD	12/31/2025
M-8	I-88	127.60		RETAINING WALL	2021	FAIR	12/31/2026
M-8	I-88	128.05	EW128.05R,EB	RETAINING WALL	2022	GOOD	12/31/2026
M-8	I-88	136.55	EW136.55R,EB(R)	RETAINING WALL	2021	GOOD	12/31/2026
M-8	I-88	136.70	EW136.70N,EB(R)	NOISE ABATEMENT WALL	2022	GOOD	12/31/2026
M-8	I-88	127.75	EW127.75R,EB(R)	RETAINING WALL	2022	FAIR	12/31/2026
M-8	I-88	134.70	EW134.70N,EB(R)	NOISE ABATEMENT WALL	2022	FAIR	12/31/2026
M-8	I-88	127.20	EW127.20R,EB	RETAINING WALL	2022	GOOD	12/31/2026
M-8	I-88	127.70	EW127.70R,EB	RETAINING WALL	2022	GOOD	12/31/2026
M-8	I-88	128.35	EW128.35N,EB	NOISE ABATEMENT WALL	2023	GOOD	12/31/2027
M-8	I-88	136.95	EW136.95N,EB	NOISE ABATEMENT WALL	2021	EXCELLENT	3/11/2041
M-8	I-88	127.65	EW127.65R,EB(R)	RETAINING WALL	2021	EXCELLENT	5/21/2041
M-8	I-88	129.50	EW129.50R,WB	RETAINING WALL	2021	EXCELLENT	8/3/2041
M-8	I-88	136.45	EW136.45N,EB(R)	NOISE ABATEMENT WALL	2021	EXCELLENT	8/3/2041
M-8	I-88	114.45	EW114.45R,WB(R)	RETAINING WALL	2021	EXCELLENT	8/9/2041
M-8	I-88	128.00	EW128.00R,WB	RETAINING WALL	2021	EXCELLENT	8/16/2041
M-8	I-88	119.30	EW119.30R,WB(R)	RETAINING WALL	2021	EXCELLENT	8/16/2041
M-8	I-88	119.25	EW119.25R,WB(R)	RETAINING WALL	2021	EXCELLENT	8/16/2041
M-8	I-88	128.80	EW128.80N,WB	NOISE ABATEMENT WALL	2021	EXCELLENT	8/16/2041
M-8	I-88	123.34		RETAINING WALL	2021	EXCELLENT	8/16/2041
M-8	I-88	119.50	EW119.50R,WB(R)	RETAINING WALL	2021	EXCELLENT	8/16/2041
M-8	I-88	127.55	EW127.55R,WB(R)	RETAINING WALL	2021	EXCELLENT	8/16/2041
M-8	I-88	130.10	EW130.10R,EB(R)	RETAINING WALL	2021	EXCELLENT	8/29/2041
M-8	I-88	129.25	EW129.25N,EB	NOISE ABATEMENT WALL	2021	EXCELLENT	8/29/2041
M-8	I-88	135.40	EW135.40N,EB	NOISE ABATEMENT WALL	2021	EXCELLENT	8/29/2041
M-8	I-88	129.70	EW129.70R,EB	RETAINING WALL	2021	GOOD	8/29/2041
M-8	I-88	129.00	EW129.00N,EB	NOISE ABATEMENT WALL	2021	EXCELLENT	8/29/2041

Appendix G Structural Wall Condition Rating Table

M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-8	I-88	135.75	EW135.75N,EB	NOISE ABATEMENT WALL	2021	EXCELLENT	8/29/2041
M-8	I-88	129.00	EW129.00R,EB	RETAINING WALL	2021	EXCELLENT	8/29/2041
M-8	I-88	129.15	EW129.15R,EB	RETAINING WALL	2021	EXCELLENT	8/29/2041
M-8	I-88	129.10	EW129.10N,EB	NOISE ABATEMENT WALL	2021	EXCELLENT	8/29/2041
M-8	I-88	137.05	EW137.05N,EB(R)	NOISE ABATEMENT WALL	2021	EXCELLENT	8/29/2041
M-8	I-88	127.55	EW127.55R,EB(R)	RETAINING WALL	2021	EXCELLENT	8/31/2041
M-8	I-88	114.50	EW114.50R,EB(R)	RETAINING WALL	2021	GOOD	8/31/2041
M-8	I-88	127.70	EW127.70N,EB(R)	NOISE ABATEMENT WALL	2021	EXCELLENT	8/31/2041
M-8	I-88	116.70	EW116.70R,EB(R)	RETAINING WALL	2021	EXCELLENT	8/31/2041
M-8	I-88	123.51	EW123.5R,EB	RETAINING WALL	2021	EXCELLENT	8/31/2041
M-8	I-88	133.30	EW133.30R,EB(R)	RETAINING WALL	2021	EXCELLENT	11/8/2041
M-8	I-88	132.75	EW132.75N,EB	NOISE ABATEMENT WALL	2021	EXCELLENT	11/8/2041
M-8	I-88	134.75	EW134.75N,EB(R)	NOISE ABATEMENT WALL	2021	EXCELLENT	11/8/2041
M-8	I-88	129.50	EW129.50R,EB	RETAINING WALL	2021	EXCELLENT	11/8/2041
M-8	I-88	129.70	EW129.70R,WB	RETAINING WALL	2021	EXCELLENT	11/8/2041
M-8	I-88	133.00	EW133.00N,EB	NOISE ABATEMENT WALL	2021	GOOD	11/8/2041
M-8	I-88	136.60	EW136.60N,EB(R)	NOISE ABATEMENT WALL	2021	EXCELLENT	11/8/2041
M-8	I-88	136.45	EW136.45R,EB(R)	RETAINING WALL	2021	EXCELLENT	11/8/2041
M-8	I-88	133.30	EW133.30N,EB(R)	NOISE ABATEMENT WALL	2021	EXCELLENT	11/8/2041
M-8	I-88	128.90	EW128.90R,WB	RETAINING WALL	2021	EXCELLENT	11/8/2041
M-8	I-88	129.15	EW129.15R,WB	RETAINING WALL	2021	GOOD	11/8/2041
M-8	I-88	137.90	EW137.90R,EB(R)	RETAINING WALL	2021	EXCELLENT	11/8/2041
M-8	I-88	136.90		RETAINING WALL	2021	EXCELLENT	11/8/2041
M-8	I-88	136.80	EW136.80N,EB(R)	NOISE ABATEMENT WALL	2021	EXCELLENT	11/8/2041
M-8	I-88	136.55	EW136.55N,EB(R)	NOISE ABATEMENT WALL	2024	FAIR	11/8/2041
M-8	I-88	138.30	EW138.30R,EB(R)	RETAINING WALL	2021	EXCELLENT	11/8/2041

Appendix G Structural Wall Condition Rating Table

M SECTION	ROUTE	MP	WALL NUMBER	WALL FUNCTION	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-8	I-88	137.80	EW137.80R,WB(R)	RETAINING WALL	2021	EXCELLENT	11/8/2041
M-8	I-88	132.55	EW132.55N,EB(R)	NOISE ABATEMENT WALL	2021	EXCELLENT	11/8/2041
M-8	I-88	129.25	EW129.25N,WB	NOISE ABATEMENT WALL	2021	EXCELLENT	11/8/2041
M-8	I-88	136.50	EW136.50N,EB(R)	NOISE ABATEMENT WALL	2021	EXCELLENT	11/8/2041
M-8	I-88	129.80	EW129.80R,WB	RETAINING WALL	2021	EXCELLENT	11/8/2041
M-8	I-88	133.25	EW133.25N,EB	NOISE ABATEMENT WALL	2021	EXCELLENT	11/8/2041
M-8	I-88	130.05	EW130.05R,WB	RETAINING WALL	2021	EXCELLENT	11/8/2041
M-8	I-88	136.70	EW136.70R,EB(R)	RETAINING WALL	2021	EXCELLENT	11/8/2041
M-8	I-88	129.10	EW129.10N,WB	NOISE ABATEMENT WALL	2021	EXCELLENT	11/8/2041
M-8	I-88	131.08	EW131.08R,WB(R)	RETAINING WALL	2021	GOOD	11/8/2041
M-8	I-88	129.45	EW129.45N,EB	NOISE ABATEMENT WALL	2021	EXCELLENT	11/8/2041
M-8	I-88	137.45	EW137.45R,EB(R)	RETAINING WALL	2021	EXCELLENT	11/8/2041
M-8	I-88	128.90	EW128.90N,WB	NOISE ABATEMENT WALL	2022	EXCELLENT	11/30/2042
M-8	I-88	117.41	EW117.41R,WB	RETAINING WALL	2023	EXCELLENT	4/3/2043
M-8	I-88	129.25	NOISE ABATEMENT WALL	EXCELLENT	11/8/2041		
M-8	I-88	136.50	NOISE ABATEMENT WALL	EXCELLENT	11/8/2041		
M-8	I-88	132.55	NOISE ABATEMENT WALL	EXCELLENT	11/8/2041		
M-8	I-88	129.80	RETAINING WALL	EXCELLENT	11/8/2041		
M-8	I-88	129.45	NOISE ABATEMENT WALL	EXCELLENT	11/8/2041		
M-8	I-88	136.70	RETAINING WALL	EXCELLENT	11/8/2041		
M-8	I-88	130.05	RETAINING WALL	EXCELLENT	11/8/2041		
M-8	I-88	128.90	NOISE ABATEMENT WALL	EXCELLENT	11/30/2042		
M-8	I-88	117.41	RETAINING WALL	EXCELLENT	4/3/2043		
TOTAL STRUCTURAL WALLS IN M-8: 92							

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APPENDIX H

OVERHEAD SIGN STRUCTURE (OHSS) CONDITION RATING TABLE

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-1	I-294	0.1	TS0.1T,SB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2025
M-1	I-294	0.3	TS0.3C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2024	GOOD	2025
M-1	I-294	0.3	TS0.3C,SB	CANTILEVER, 4-CHORD TRUSS, STEEL	2024	GOOD	2025
M-1	I-294	0.4	TS0.4T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2025
M-1	I-294	0.6	TS0.6C,SB	CANTILEVER, 4-CHORD TRUSS, STEEL	2024	GOOD	2025
M-1	I-294	0.6	TS0.6C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2024	GOOD	2025
M-1	I-294	1	TS1.0T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2040
M-1	I-294	1.2	TS1.2B,NB	BRIDGE MOUNTED	2024	EXCELLENT	2032
M-1	I-294	1.4	TS1.4T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2025
M-1	I-294	2.1	TS2.1B,NB	BRIDGE MOUNTED	2024	EXCELLENT	2032
M-1	I-294	2.3	TS2.3T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2025
M-1	I-294	2.5	TS2.5T,NB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2025
M-1	I-294	2.6	TS2.6T,NB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2025
M-1	I-294	2.7	TS2.7T,NB	SPAN, 4-CHORD TRUSS, STEEL	2024	EXCELLENT	2035
M-1	I-294	2.7	TS2.7B,NB(R)	BRIDGE MOUNTED	2024	EXCELLENT	2032
M-1	I-294	2.7	TS2.7B,SB(R)	BRIDGE MOUNTED	2024	GOOD	2025

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-1	I-294	3	TS3.0T,SB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2025
M-1	I-294	3.2	TS3.2T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2040
M-1	I-294	3.6	TS3.6C,SB	CANTILEVER, 4-CHORD TRUSS, STEEL	2024	GOOD	2035
M-1	I-294	3.7	TS3.7T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2025
M-1	I-294	4.1	TS4.1C,SB	CANTILEVER, 4-CHORD TRUSS, STEEL	2024	GOOD	2049
M-1	I-294	4.3	TS4.3T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2025
M-1	I-294	4.4	TS4.4T,SB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2025
M-1	I-294	4.4	TS4.4C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2024	EXCELLENT	2049
M-1	I-294	4.5	TS4.5T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2040
M-1	I-294	4.7	TS4.7T,NB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2025
M-1	I-294	4.8	TS4.8B,NB(R)	BRIDGE MOUNTED	2024	GOOD	2025
M-1	I-294	4.8	TS4.8B,NB	BRIDGE MOUNTED	2024	FAIR	2025
M-1	I-294	4.8	TS4.8B,SB(R)	BRIDGE MOUNTED	2024	GOOD	2025
M-1	I-294	4.8	TS4.8B,SB	BRIDGE MOUNTED	2024	GOOD	2032
M-1	I-294	5	TS5.0T,SB(R)	SPAN, 4-CHORD TRUSS, STEEL	2024	GOOD	2035
M-1	I-294	5	TS5.0T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	EXCELLENT	2040

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-1	I-294	5	TS5.0C,SB	CANTILEVER, 4-CHORD TRUSS, STEEL	2024	EXCELLENT	2035
M-1	I-294	5	TS5.0T,NB(R)	SPAN, 4-CHORD TRUSS, STEEL	2024	GOOD	2035
M-1	I-294	5.1	TS5.1T,SB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2040
M-1	I-294	5.2	TS5.2T,SB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	EXCELLENT	2040
M-1	I-294	5.25	TS5.3T,SB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2040
M-1	I-294	5.3	TS5.3B,NB	BRIDGE MOUNTED	2024	GOOD	2032
M-1	I-294	5.35	TS5.4T,SB(R)	SPAN, 4-CHORD TRUSS, STEEL	2024	GOOD	2035
M-1	I-294	5.4	TS5.4B,SB	BRIDGE MOUNTED	2024	GOOD	2032
M-1	I-294	5.5	TS5.5T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	EXCELLENT	2025
M-1	I-294	5.6	TS5.6M,SB	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2025
M-1	I-294	5.7	TS5.7M,NB	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2030
M-1	I-294	5.9	TS5.9T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	EXCELLENT	2025
M-1	I-294	6	TS6.0T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	EXCELLENT	2025
M-1	I-294	6.1	TS6.1T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	FAIR	2025
M-1	I-294	6.2	TS6.2C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	GOOD	2025
M-1	I-294	6.2	TS6.2T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2040

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-1	I-294	6.4	TS6.4B,SB	BRIDGE MOUNTED	2023	GOOD	2027
M-1	I-294	6.4	TS6.4B,NB	BRIDGE MOUNTED	2023	GOOD	2032
M-1	I-294	6.4	TS6.4B,SB(R)	BRIDGE MOUNTED	2023	GOOD	2027
M-1	I-294	6.4	TS6.4B,NB(R)	BRIDGE MOUNTED	2023	EXCELLENT	2032
M-1	I-294	6.6	TS6.6T,SB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	EXCELLENT	2040
M-1	I-294	6.8	TS6.8T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2027
M-1	I-294	6.8	TS6.8C,SB	CANTILEVER, 4-CHORD TRUSS, STEEL	2024	FAIR	2025
M-1	I-294	6.9	TS6.9T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	EXCELLENT	2040
M-1	I-294	7.2	TS7.2C,SB	CANTILEVER, 4-CHORD TRUSS, STEEL	2024	EXCELLENT	2035
M-1	I-294	7.2	TS7.2T,SB	SPAN, 4-CHORD TRUSS, STEEL	2023	GOOD	2025
M-1	I-294	7.3	TS7.3C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2024	GOOD	2035
M-1	I-294	7.7	TS7.7M,SB(R)	SPAN, ROUND MONOTUBE, STEEL	2024	EXCELLENT	2030
M-1	I-294	7.8	TS7.8M,SB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	FAIR	2049
M-1	I-294	7.9	TS7.9T,SB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	EXCELLENT	2040
M-1	I-294	8	TS8.0T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2027
M-1	I-294	8.2	TS8.2M,NB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2030

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-1	I-294	8.3	TS8.3M,SB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2030
M-1	I-294	8.3	TS8.3M,NB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2025
M-1	I-294	8.4	TS8.4T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2040
M-1	I-294	8.7	TS8.7T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2025
M-1	I-294	9.2	TS9.2T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2025
M-1	I-294	9.6	TS9.6C,SB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	GOOD	2027
M-1	I-294	10.1	TS10.1T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	EXCELLENT	2040
M-1	I-294	10.7	TS10.7C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	FAIR	2025
M-1	I-294	11.5	TS11.5T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2027
M-1	I-294	11.7	TS11.7C,NB(R)	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	EXCELLENT	2035
M-1	I-294	12.3	TS12.3C,SB(R)	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	FAIR	2025
M-1	I-294	12.5	TS12.5T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2027
M-1	I-294	12.9	TS12.9C,SB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	FAIR	2025
M-1	I-294	15.2	TS15.2C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	GOOD	2035
M-1	I-294	16.5	TS16.5C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	GOOD	2025

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-1	I-294	17.2	TS17.2T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-1	I-294	17.5	TS17.5T,SB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-1	I-294	17.5	TS17.4T,SB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2040
M-1	I-294	17.6	TS17.6C,SB	CANTILEVER, 4-CHORD TRUSS, STEEL	2024	EXCELLENT	2027
M-1	I-294	17.7	TS17.7T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2025
M-1	I-294	18.1	TS18.1T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2027
M-1	I-294	18.1	TS18.1T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	EXCELLENT	2027
M-1	I-294	18.5	TS18.5T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	FAIR	2027
M-1	I-294	19	TS19.0T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2027
M-1	I-294	19	TS19.0T,SB	SPAN, 4-CHORD TRUSS, STEEL	2023	EXCELLENT	2027
M-1	I-294	19.3	TS19.3M,NB	SPAN, ROUND MONOTUBE, STEEL	2023	EXCELLENT	2027
M-1	I-294	19.4	TS19.4C,SB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	GOOD	2027
M-1	I-294	19.7	TS19.7M,SB	SPAN, ROUND MONOTUBE, STEEL	2021	EXCELLENT	2027
M-1	I-294	19.9	TS19.9T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	EXCELLENT	2027
M-1	I-294	20.1	TS20.1T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2027

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-1	I-294	20.2	TS20.2C,SB(R)	CANTILEVER, 4-CHORD TRUSS, STEEL	2021	GOOD	2049
M-1	I-294	21.33	TS21.33T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	INSTALLED	EXCELLENT	2049
M-1	I-294	22.4	TS22.40T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	INSTALLED	EXCELLENT	2049
M-1	I-294	22.5	TS22.5T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	EXCELLENT	2027
M-1	I-294	23.25	TS23.2T,NB-R	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	EXCELLENT	2027
M-1	I-294	23.4	TS23.4C,SB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	GOOD	2027
M-2	I-294	21.8	TS21.08T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	INSTALLED	EXCELLENT	2049
M-2	I-294	23.7	TS23.6T,SB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2027
M-2	I-294	23.7	TS23.7T,SB(R)	SPAN, 4-CHORD TRUSS, STEEL	2021	GOOD	2025
M-2	I-294	23.8	TS23.8M,NB(R)	SPAN, ROUND MONOTUBE, STEEL	2021	GOOD	2027
M-2	I-294	23.8	TS23.8M,SB(R)	SPAN, ROUND MONOTUBE, STEEL	2021	GOOD	2027
M-2	I-294	23.9	TS23.9T,SB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2027
M-2	I-294	24.2	TS24.2T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2027
M-2	I-294	24.7	TS24.6C,SB	CANTILEVER, 4-CHORD TRUSS, STEEL	2021	GOOD	2025
M-2	I-294	25.2	TS25.2T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	FAIR	2027

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-2	I-294	25.35	T25.35C,NB	CANTILEVER, 4-CHORD TRUSS, ALUMINUM	INSTALLED	EXCELLENT	2049
M-2	I-294	25.4	TS25.4B,SB	BRIDGE MOUNTED	2021	GOOD	2027
M-2	I-294	26.18	TS26.18C,NB	CANTILEVER, 4-CHORD TRUSS, ALUMINUM	INSTALLED	EXCELLENT	2049
M-2	I-294	26.4	TS26.4B,NB	BRIDGE MOUNTED	2021	GOOD	2026
M-2	I-294	27.2	TS27.2T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2026
M-2	I-294	27.5	TS27.5B,SB	BRIDGE MOUNTED	2021	GOOD	2027
M-2	I-294	27.5	TS27.5B,NB	BRIDGE MOUNTED	2021	GOOD	2027
M-2	I-294	27.73	TS27.73C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	INSTALLED	EXCELLENT	2049
M-2	I-294	27.8	TS27.8T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2027
M-2	I-294	27.9	TS27.9C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2021	GOOD	2027
M-2	I-294	28.1	TS28.10C,NB	CANTILEVER, 4-CHORD TRUSS, ALUMINUM	INSTALLED	EXCELLENT	2049
M-2	I-294	28.5	TS28.5B,NB	BRIDGE MOUNTED	2021	GOOD	2027
M-2	I-294	28.5	TS28.5B,SB	BRIDGE MOUNTED	2021	GOOD	2025
M-2	I-294	28.9	TS28.9T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2025
M-2	I-294	29.4	TS29.3T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2027
M-2	I-294	29.5	TS29.5B,NB	BRIDGE MOUNTED	2021	GOOD	2027
M-2	I-294	29.6	TS29.6T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2025

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-2	I-294	29.6	TS29.8B,NB(R)	BRIDGE MOUNTED	2024	EXCELLENT	2027
M-2	I-294	29.6	TS30.0B,NB(R)	BRIDGE MOUNTED	2024	GOOD	2027
M-2	I-294	29.6	EW138.8B,EB(R)	BRIDGE MOUNTED	2024	GOOD	2025
M-2	I-294	29.6	TS29.6T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2027
M-2	I-294	29.7	TS29.7T,NB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2027
M-2	I-294	29.9	TS29.9M,NB	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2027
M-2	I-294	29.9	TS29.9M,SB	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2027
M-2	I-294	30.1	TS30.1C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2021	GOOD	2027
M-2	I-294	30.1	TS30.1T,SB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2027
M-2	I-294	30.2	TS30.2T,SB	SPAN, 4-CHORD TRUSS, STEEL	2021	GOOD	2027
M-2	I-294	30.2	TS30.2T,NB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2027
M-2	I-294	30.4	TS30.4T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2027
M-2	I-294	30.4	TS30.3T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2027
M-2	I-294	30.58	TS30.58C,NB	CANTILEVER, 4-CHORD TRUSS, ALUMINUM	INSTALLED	EXCELLENT	2049
M-2	I-294	30.6	TS30.6T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2027
M-2	I-294	30.7	TS30.7T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2025

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-2	I-294	30.88	TS30.88C,NB	CANTILEVER, 4-CHORD TRUSS, ALUMINUM	INSTALLED	EXCELLENT	2049
M-2	I-294	30.9	TS30.9T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2027
M-2	I-294	30.9	TS30.9T,NB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2025
M-2	I-294	31	EW140.0T,EB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	FAIR	2027
M-2	I-294	31.2	TS31.2T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2027
M-2	I-294	31.5	TS31.5C,SB	CANTILEVER, 4-CHORD TRUSS, STEEL	2021	EXCELLENT	2027
M-2	I-294	31.8	TS31.8T,SB-R	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	FAIR	2027
M-2	I-294	32.1	TS32.1T,SB-R	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	FAIR	2027
M-2	I-294	32.73	TS32.73T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	INSTALLED	EXCELLENT	2049
M-2	I-294	33.6	TS33.6T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2049
M-2	I-294	33.7	TS33.7M,NB	SPAN, RECTANGULAR ITS GANTRY, STEEL	INSTALLED	EXCELLENT	2049
M-2	I-294	33.9	TS33.9M,SB	SPAN, RECTANGULAR ITS GANTRY, STEEL	INSTALLED	EXCELLENT	2047
M-2	I-294	34.2	TS34.2T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	EXCELLENT	2049
M-2	I-294	34.32	TS34.32T,SB	SPAN, 4-CHORD TRUSS, STEEL	INSTALLED	EXCELLENT	2049

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-2	I-294	34.4	TS34.40M,NB	SPAN, RECTANGULAR ITS GANTRY, STEEL	INSTALLED	EXCELLENT	2049
M-2	I-294	34.5	TS34.5M,SB	SPAN, RECTANGULAR ITS GANTRY, STEEL	INSTALLED	EXCELLENT	2047
M-2	I-294	34.62	TS34.62T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	INSTALLED	EXCELLENT	2049
M-2	I-294	35	TS35.00M,NB	SPAN, RECTANGULAR ITS GANTRY, STEEL	INSTALLED	EXCELLENT	2049
M-2	I-294	35	TS35.0M,SB	SPAN, RECTANGULAR ITS GANTRY, STEEL	INSTALLED	EXCELLENT	2047
M-2	I-294	35.1	TS35.1T,NB	SPAN, 4-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2027
M-2	I-294	35.78	TS35.78C,NB	CANTILEVER, 4-CHORD TRUSS, ALUMINUM	INSTALLED	EXCELLENT	2049
M-2	I-294	36.31	TS36.31M,NB	SPAN, RECTANGULAR ITS GANTRY, STEEL	INSTALLED	EXCELLENT	2049
M-2	I-294	36.38	TS36.38M,SB	SPAN, RECTANGULAR ITS GANTRY, STEEL	INSTALLED	EXCELLENT	2049
M-2	I-294	36.92	TS36.92M,NB	SPAN, RECTANGULAR ITS GANTRY, STEEL	INSTALLED	EXCELLENT	2049
M-2	I-294	37.86	TS37.86M,NB	SPAN, RECTANGULAR ITS GANTRY, STEEL	INSTALLED	EXCELLENT	2049
M-2	I-294	38.35	TS38.35M,NB	SPAN, RECTANGULAR ITS GANTRY, STEEL	INSTALLED	EXCELLENT	2049

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-2	I-294	38.85	TS38.85M,NB	SPAN, RECTANGULAR ITS GANTRY, STEEL	INSTALLED	EXCELLENT	2049
M-2	I-294	39.39	TS39.39M,NB	SPAN, RECTANGULAR ITS GANTRY, STEEL	INSTALLED	EXCELLENT	2049
M-2	I-88	138.1	EW138.1M,WB	SPAN, ROUND MONOTUBE, STEEL	2024	GOOD	2030
M-2	I-88	138.3	EW138.3T,WB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	EXCELLENT	2040
M-2	I-88	138.3	EW138.2T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2040
M-2	I-88	138.6	EW138.9T,WB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	EXCELLENT	2040
M-2	I-88	138.6	EW138.6T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2026
M-2	I-294	138.7	TS30.0T,NB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2040
M-2	I-88	138.9	EW138.9T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2026
M-2	I-88	139	EW139.0T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	EXCELLENT	2040
M-2	I-294	139.2	EW139.2T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	EXCELLENT	2040
M-2	I-88	139.3	EW139.3T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2040
M-2	I-88	139.7	EW139.7T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	EXCELLENT	2040
M-2	I-88	139.7	EW139.7T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	EXCELLENT	2040

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-2	I-88	139.9	EW139.9T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	EXCELLENT	2040
M-2	I-88	140.1	EW1401.T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	EXCELLENT	2040
M-3	I-294	36.7	TS36.7T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2040
M-3	I-294	36.89	TS36.89M,SB	SPAN, RECTANGULAR ITS GANTRY, STEEL	INSTALLED	EXCELLENT	2049
M-3	I-294	37.78	TS37.78M,SB	SPAN, RECTANGULAR ITS GANTRY, STEEL	INSTALLED	EXCELLENT	2049
M-3	I-294	38.1	TS38.1C, SB (R)	CANTILEVER, 4-CHORD TRUSS, STEEL	2021	EXCELLENT	2035
M-3	I-294	38.2	TS38.20M,SB	SPAN, RECTANGULAR ITS GANTRY, STEEL	INSTALLED	EXCELLENT	2049
M-3	I-294	38.3	TS38.3C,SB (R)	CANTILEVER, 4-CHORD TRUSS, STEEL	2021	EXCELLENT	2035
M-3	I-294	38.5	TS38.5T,SB (R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-3	I-294	38.6	TS38.6T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-3	I-294	38.6	TS38.6T,SB (R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-3	I-294	38.62	TS38.62M,SB	SPAN, RECTANGULAR ITS GANTRY, STEEL	INSTALLED	EXCELLENT	2049
M-3	I-294	38.8	TS38.8M,SB	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2025
M-3	I-294	38.9	TS38.9T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2025

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-3	I-294	39.1	TS39.1T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2049
M-3	I-294	39.2	TS39.2C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2021	EXCELLENT	2035
M-3	I-294	39.23	TS39.23M,SB	SPAN, RECTANGULAR ITS GANTRY, STEEL	INSTALLED	EXCELLENT	2049
M-3	I-294	39.4	TS39.4T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2025
M-3	I-294	39.6	TS39.6T,NB	SPAN, 4-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-3	I-294	39.7	TS39.7M,NB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2030
M-3	I-294	39.73	TS39.73M,SB	SPAN, RECTANGULAR ITS GANTRY, STEEL	INSTALLED	EXCELLENT	2049
M-3	I-294	39.82	TS39.82M,NB	SPAN, RECTANGULAR ITS GANTRY, STEEL	INSTALLED	EXCELLENT	2049
M-3	I-294	39.9	TS39.9T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2025
M-3	I-294	39.9	TS39.9T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-3	I-294	40.1	TS40.1T,NB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-3	I-294	40.3	TS40.3B,NB	BRIDGE MOUNTED	2021	GOOD	2032
M-3	I-294	40.3	TS40.2B,NB(R)	BRIDGE MOUNTED	2021	GOOD	2032
M-3	I-294	40.4	TS40.3B,NB(R)	BRIDGE MOUNTED	2021	GOOD	2032
M-3	I-294	40.4	TS40.4T,NB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-3	I-294	40.5	TS40.5T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2040
M-3	I-294	40.6	TS40.6T,NB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2040
M-3	I-294	40.6	TS40.6C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2021	EXCELLENT	2025
M-3	I-294	40.8	NW77.7T,EB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-3	I-294	40.8	TS40.8C,SB	CANTILEVER, 4-CHORD TRUSS, STEEL	2021	GOOD	2049
M-3	I-294	40.9	NW77.6T,WB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-3	I-294	41	TS41.0T,SB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-3	I-294	41	TS40.9T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-3	I-294	41.1	TS41.1T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-3	I-294	41.1	TS41.1C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2021	GOOD	2049
M-3	I-294	41.2	TS41.2T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-3	I-294	41.2	TS41.2T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-3	I-294	41.4	TS41.4T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2040
M-3	I-294	41.4	TS41.4T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2040
M-3	I-294	41.5	TS41.5T,NB(R)	SPAN, 4-CHORD TRUSS, ALUMINUM	2021	GOOD	2040

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-3	I-294	41.6	TS41.6M,NB	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2030
M-3	I-294	41.7	TS41.7T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-3	I-294	41.8	TS41.8T,NB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2040
M-3	I-294	42	TS42.0T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2040
M-3	I-294	42	TS42.0T,NB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2040
M-3	I-294	42.2	TS42.2T,NB	SPAN, 4-CHORD TRUSS, ALUMINUM	2024	GOOD	2040
M-3	I-294	42.2	TS42.2T,NB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2040
M-3	I-294	42.7	TS42.7T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2040
M-3	I-294	43	TS43.0T,SB	SPAN, 4-CHORD TRUSS, STEEL	2024	GOOD	2035
M-3	I-294	43.5	TS43.5C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2024	EXCELLENT	2049
M-3	I-294	44	TS44.0T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	EXCELLENT	2026
M-3	I-294	44.2	TS44.2T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2026
M-3	I-294	45.8	TS45.8T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2026
M-3	I-294	46.7	TS46.7C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2024	FAIR	2026
M-3	I-294	47.5	TS47.5C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2024	FAIR	2026

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-3	I-294	48	TS48.0T,NB	SPAN, 3-CHORD TRUSS, STEEL	2024	GOOD	2026
M-3	I-294	48.2	TS48.2C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2024	GOOD	2035
M-3	I-294	48.4	TS48.4C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2024	GOOD	2035
M-3	I-294	48.6	TS48.6T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2040
M-3	I-294	49.3	TS49.3T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2026
M-3	I-294	49.9	TS49.9C,SB	CANTILEVER, 4-CHORD TRUSS, STEEL	2024	GOOD	2035
M-3	I-294	50.3	TS50.3C,SB	CANTILEVER, 4-CHORD TRUSS, STEEL	2024	GOOD	2035
M-3	I-294	52	TS52.0C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2024	GOOD	2035
M-3	I-294	52.3	TS52.3C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2024	GOOD	2035
M-3	I-294	52.5	TS52.5T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2040
M-3	I-90	76.3	NW76.3T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-3	I-90	76.4	NW76.4T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-3	I-90	76.6	NW76.6M,WB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2024	GOOD	2030
M-3	I-90	76.6	NW76.6M,EB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2024	EXCELLENT	2030

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-3	I-90	76.8	NW76.8T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-3	I-90	77	NW77.0C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2021	EXCELLENT	2035
M-3	I-90	77.1	NW77.1T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-3	I-90	77.1	NW77.1M,WB	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2030
M-3	I-90	77.2	NW77.2T,WB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-3	I-90	77.2	NW77.2M,EB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2024	GOOD	2030
M-3	I-90	77.3	NW77.3C,EB	CANTILEVER, 4-CHORD TRUSS, STEEL	2021	EXCELLENT	2025
M-3	I-90	77.3	NW77.3T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2027
M-3	I-90	77.4	NW77.4T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-3	I-90	77.6	NW77.6T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2025
M-3	I-90	77.8	NW77.8T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2040
M-3	I-90	77.8	NW77.7T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2049
M-3	I-90	77.9	NW77.9B,EB	BRIDGE MOUNTED	2021	EXCELLENT	2032
M-3	I-90	78.1	NW78.1T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2027
M-3	I-90	78.1	NW78.1T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-3	I-90	78.3	NW78.3T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-3	I-90	78.4	NW78.4T,EB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2025
M-3	I-90	78.5	NW78.5C	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	EXCELLENT	2035
M-3	I-90	78.5	NW78.5M,EB	SPAN, ROUND MONOTUBE, STEEL	2023	FAIR	2025
M-3	I-90	78.6	NW78.6C,EB(R)	CANTILEVER, 4-CHORD TRUSS, STEEL	2021	FAIR	2049
M-3	I-90	78.7	NW78.7T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2027
M-4	I-94	0	TN0.1T,EB	SPAN, 4-CHORD TRUSS, ALUMINUM	2023	EXCELLENT	2040
M-4	I-94	1.4	TN1.4C,EB(R)	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	EXCELLENT	2027
M-4	I-94	1.5	TN1.5C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	EXCELLENT	2035
M-4	I-94	2.7	TN2.7T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2027
M-4	I-94	3.3	TN3.3C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	GOOD	2026
M-4	I-94	3.6	TN3.6T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	EXCELLENT	2040
M-4	I-94	3.8	TN3.8C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	GOOD	2049
M-4	I-94	4.1	TN4.1T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2026
M-4	I-94	4.6	TN4.6T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2040

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-4	I-94	4.7	TN4.7T,EB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2027
M-4	I-94	4.9	TN4.8M,WB	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2030
M-4	I-94	4.9	TN4.8M,EB	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2026
M-4	I-94	5	TN5.0T,WB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2027
M-4	I-94	5.2	TN5.2T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2027
M-4	I-94	5.6	TN5.7T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2026
M-4	I-94	6.1	TN6.1T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2027
M-4	I-94	8	TN8.0T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2026
M-4	I-94	8.4	TN8.4C,EB(R)	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	GOOD	2035
M-4	I-94	8.4	TN8.4C,EB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	GOOD	2035
M-4	I-94	8.5	TN8.5C,WB(R)	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	FAIR	2049
M-4	I-94	8.8	TN8.8C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	FAIR	2049
M-4	I-94	9.2	TN9.2T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2040
M-4	I-94	9.4	TN9.5C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	EXCELLENT	2035
M-4	I-94	9.8	TN9.8T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2040

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-4	I-94	11.3	TN11.3C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	GOOD	2025
M-4	I-94	11.4	TN11.4T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2040
M-4	I-94	13.2	TN13.2C,WB	CANTILEVER, 4-CHORD TRUSS, ALUMINUM	2022	FAIR	2049
M-4	I-94	13.4	TN13.5T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2040
M-4	I-94	14.1	TN14.1T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2026
M-4	I-94	16	TN16.0T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2040
M-4	I-94	18.6	TN18.6C,WB	CANTILEVER, 4-CHORD TRUSS, ALUMINUM	2023	GOOD	2049
M-4	I-94	18.7	TN18.7T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2026
M-4	I-94	19.2	TN19.2T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2040
M-4	I-94	19.4	TN19.4C,WB	CANTILEVER, 4-CHORD TRUSS, ALUMINUM	2023	GOOD	2040
M-4	I-94	19.8	TN19.8C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	FAIR	2027
M-4	I-94	21	TN21.0C,EB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	EXCELLENT	2026
M-4	I-94	21.3	TN21.3C,EB	CANTILEVER, 4-CHORD TRUSS, ALUMINUM	2023	GOOD	2026
M-4	I-94	21.5	TN21.5T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2049
M-4	I-94	21.7	TN21.7M,WB(R)	SPAN, ROUND MONOTUBE, STEEL	2024	POOR	2027

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-4	I-94	22.1	TN22.1T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2040
M-4	I-94	22.3	TN22.3C,WB	CANTILEVER, 4-CHORD TRUSS, ALUMINUM	2024	GOOD	2040
M-4	I-94	22.5	TN22.5T,EB	SPAN, 4-CHORD TRUSS, STEEL	2024	EXCELLENT	2025
M-4	I-94	22.6	TN22.6C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2024	GOOD	2031
M-4	I-94	23.1	TN23.1T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2040
M-4	I-94	23.1	TN23.1C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2024	GOOD	2035
M-4	I-94	24.2	TN24.2T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2031
M-4	I-94	24.5	TN24.5T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2031
M-4	I-94	24.6	TN24.6T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2040
M-4	I-94	24.8	TN24.8T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2031
M-4	I-94	25	ES25.0C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2024	GOOD	2031
M-4	I-94	25.1	TN25.2T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2031
M-4	I-94	25.3	ES25.2C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2024	GOOD	2031
M-4	I-94 SPUR	25.5	ES25.5C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2024	EXCELLENT	2035
M-4	I-94 SPUR	25.7	ES25.7T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	EXCELLENT	2031

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-4	I-94 SPUR	26	ES26.0T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2040
M-4	I-94 SPUR	26.1	ES26.1T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2040
M-4	I-94 SPUR	26.4	ES26.4M,WB	SPAN, ROUND MONOTUBE, STEEL	2024	FAIR	2030
M-4	I-94 SPUR	26.4	ES26.4M,EB	SPAN, ROUND MONOTUBE, STEEL	2024	GOOD	2027
M-4	I-94 SPUR	26.7	ES26.7T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	EXCELLENT	2031
M-4	I-94 SPUR	26.8	ES26.8T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2040
M-4	I-94 SPUR	27.2	ES27.2T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	EXCELLENT	2040
M-4	I-94 SPUR	27.6	ES27.6T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	EXCELLENT	2040
M-4	I-94 SPUR	27.8	ES27.8T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	EXCELLENT	2040
M-4	I-94 SPUR	28.6	ES28.6T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2040
M-4	I-94	31.2	ES31.2T,WB	SPAN, 4-CHORD TRUSS, STEEL	2024	EXCELLENT	2035
M-4	I-294	52.7	TS52.8B,NB	BRIDGE MOUNTED	2024	GOOD	2032
M-5	I-90	55.5	NW55.5C,EB	CANTILEVER, 4-CHORD TRUSS, STEEL	2021	EXCELLENT	2035
M-5	I-90	55.6	NW55.6T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2040
M-5	I-90	56.1	NW56.1T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-5	I-90	56.3	NW56.4M,WB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	FAIR	2027
M-5	I-90	56.4	NW56.4M,EB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2027
M-5	I-90	56.6	NW56.6T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2026
M-5	I-90	57.1	NW57.0T,WB	SPAN, 4-CHORD TRUSS, ALUMINUM	2021	GOOD	2025
M-5	I-90	57.7	NW57.7C,EB	CANTILEVER, 4-CHORD TRUSS, STEEL	2021	EXCELLENT	2035
M-5	I-90	58.1	NW58.1B,EB	BRIDGE MOUNTED	2021	EXCELLENT	2032
M-5	I-90	58.5	NW58.5T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-5	I-90	58.6	NW58.7M,EB	CANTILEVER, RECTANGULAR ITS GANTRY, STEEL	2023	GOOD	2030
M-5	I-90	58.8	NW58.8C,EB	CANTILEVER, 4-CHORD TRUSS, STEEL	2021	EXCELLENT	2035
M-5	I-90	58.8	NW58.8C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2021	GOOD	2026
M-5	I-90	59.2	NW59.2T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	FAIR	2026
M-5	I-90	59.3	NW59.3T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2040
M-5	I-90	60.2	NW60.2T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2025
M-5	I-90	60.6	NW60.6M,EB	CANTILEVER, RECTANGULAR ITS GANTRY, STEEL	2023	GOOD	2030

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-5	I-90	61.2	NW61.2T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-5	I-90	61.6	NW61.6C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2021	EXCELLENT	2027
M-5	I-90	61.7	NW61.7T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2025
M-5	I-90	62	NW62.0M,EB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2027
M-5	I-90	62	NW62.0M,EB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	62	NW62.0M,WB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	62.1	NW62.1T,EB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2025
M-5	I-90	62.1	NW62.1M,WB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	FAIR	2027
M-5	I-90	62.3	NW62.3T,WB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	EXCELLENT	2040
M-5	I-90	62.3	NW62.3M,EB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2030
M-5	I-90	62.4	NW62.4M,EB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	62.4	NW62.4M,WB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	62.5	NW62.5M,WB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	FAIR	2027
M-5	I-90	62.7	NW62.7T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2040

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-5	I-90	62.9	NW62.9C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2021	GOOD	2025
M-5	I-90	63	NW63.0M,WB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	63	NW63.0M,EB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	63.2	NW63.2T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-5	I-90	63.3	NW63.2T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-5	I-90	63.5	NW63.5M,EB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	63.5	NW63.5M,WB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	63.8	NW63.8T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2027
M-5	I-90	64	NW64.0M,WB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	64	NW64.0M,EB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	64.2	NW64.2T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2027
M-5	I-90	64.3	NW64.3M,EB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-5	I-90	64.3	NW64.3M,WB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	64.5	NW64.5T,EB	SPAN, 4-CHORD TRUSS, STEEL	2023	GOOD	2035
M-5	I-90	64.7	NW64.7T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	EXCELLENT	2040
M-5	I-90	64.9	NW64.9M,EB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	64.9	NW64.9M,WB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	65.2	NW65.2M,WB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	FAIR	2027
M-5	I-90	65.2	NW65.2M,EB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	65.2	NW65.2M,WB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	65.4	NW65.4T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2025
M-5	I-90	65.5	NW65.5M,EB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2027
M-5	I-90	65.7	NW65.6M,EB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	FAIR	2027
M-5	I-90	65.9	NW65.9T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	EXCELLENT	2040
M-5	I-90	66.1	NW66.1M,EB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	GOOD	2030

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-5	I-90	66.1	NW66.1M,WB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	GOOD	2030
M-5	I-90	66.3	NW66.3C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	FAIR	2027
M-5	I-90	66.3	NW66.3T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2025
M-5	I-90	66.5	NW66.5M,EB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	66.5	NW66.5M,WB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	GOOD	2030
M-5	I-90	66.8	NW66.8T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2027
M-5	I-90	66.9	NW66.9T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	EXCELLENT	2040
M-5	I-90	67.1	NW67.1M,EB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	GOOD	2027
M-5	I-90	67.1	NW67.1M,WB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	67.2	NW67.2M,WB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	FAIR	2049
M-5	I-90	67.2	NW67.2T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	EXCELLENT	2040
M-5	I-90	67.5	NW67.5M,WB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2027
M-5	I-90	67.6	NW67.6M,EB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-5	I-90	67.6	NW67.6M,WB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	67.8	NW67.8T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	EXCELLENT	2040
M-5	I-90	67.8	NW67.8T,EB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2040
M-5	I-90	68	NW68.0M,WB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	68	NW68.0M,EB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	68.1	NW68.1M,EB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	FAIR	2027
M-5	I-90	68.2	NW68.2B,EB(R)	BRIDGE MOUNTED	2023	FAIR	2027
M-5	I-90	68.3	NW68.2B,WB(R)	BRIDGE MOUNTED	2023	EXCELLENT	2032
M-5	I-90	68.3	NW68.2B,WB	BRIDGE MOUNTED	2023	EXCELLENT	2049
M-5	I-90	68.5	NW68.5T,WB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2040
M-5	I-90	68.6	NW68.6M,EB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	68.6	NW68.6M,WB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	GOOD	2030
M-5	I-90	68.7	NW68.6T,WB (R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2040
M-5	I-90	68.8	NW68.8T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2027

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-5	I-90	69	NW69.0T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2040
M-5	I-90	69.2	NW69.2M,EB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	GOOD	2030
M-5	I-90	69.2	NW69.2M,WB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	GOOD	2030
M-5	I-90	69.3	NW69.4C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	GOOD	2027
M-5	I-90	69.6	NW69.6C,EB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	GOOD	2035
M-5	I-90	69.7	NW69.7T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2027
M-5	I-90	70	NW70.0M,WB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	70	NW70.0M,EB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	70.2	NW70.2T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2049
M-5	I-90	70.4	NW70.4M,EB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	70.5	NW70.4M,WB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	GOOD	2030
M-5	I-90	70.6	NW70.6M,WB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	FAIR	2049
M-5	I-90	70.6	NW70.6T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2027

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-5	I-90	70.8	NW70.8B,EB	BRIDGE MOUNTED	2023	GOOD	2027
M-5	I-90	70.8	NW70.8M,EB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	GOOD	2030
M-5	I-90	70.8	NW70.8B,WB(R)	BRIDGE MOUNTED	2023	GOOD	2027
M-5	I-90	70.8	NW70.8M,WB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	70.9	NW70.9T,WB(R)	SPAN, 2-CHORD TRUSS	2023	GOOD	2030
M-5	I-90	71.1	NW71.1T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	EXCELLENT	2040
M-5	I-90	71.3	NW71.3M,EB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	71.3	NW71.3M,WB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	71.5	NW71.5C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	GOOD	2049
M-5	I-90	71.9	NW71.9M,EB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	71.9	NW71.9M,WB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	72	NW72.0C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	FAIR	2049
M-5	I-90	72.1	NW72.1C,EB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	GOOD	2027
M-5	I-90	72.2	NW72.2T,WB	SPAN, 4-CHORD TRUSS, STEEL	2023	GOOD	2035

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-5	I-90	72.4	NW72.4M,WB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	GOOD	2027
M-5	I-90	72.4	NW72.4M,EB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	72.6	NW72.6T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	EXCELLENT	2040
M-5	I-90	72.9	NW72.9M,EB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	GOOD	2030
M-5	I-90	72.9	NW72.9M,WB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	GOOD	2030
M-5	I-90	73.1	NW73.1T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	EXCELLENT	2040
M-5	I-90	73.2	NW73.2T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2040
M-5	I-90	73.3	NW73.3T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2027
M-5	I-90	73.4	NW73.4M,WB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	GOOD	2030
M-5	I-90	73.4	NW73.4M,EB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	73.5	NW73.5M,EB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2027
M-5	I-90	73.5	NW73.5M,WB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2027
M-5	I-90	73.55	NW73.55T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2040

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-5	I-90	73.6	NW73.6T,EB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	FAIR	2027
M-5	I-90	73.7	NW73.7T,WB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2027
M-5	I-90	73.9	NW73.9T, EB (R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2025
M-5	I-90	73.9	NW73.9T,WB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-5	I-90	74	NW74.0M,WB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	74	NW74.0M,EB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	74.1	NW74.1T,WB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-5	I-90	74.1	NW74.1T, EB (R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-5	I-90	74.3	NW74.4,T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	EXCELLENT	2027
M-5	I-90	74.4	NW74.4T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2040
M-5	I-90	74.6	NW74.6M,WB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	GOOD	2030
M-5	I-90	74.6	NW74.6M,EB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	GOOD	2030
M-5	I-90	74.8	NW74.8C,EB	CANTILEVER, 4-CHORD TRUSS, STEEL	2024	EXCELLENT	2035
M-5	I-90	74.9	NW74.9T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2040

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-5	I-90	75	NW75.0T,EB	SPAN, 4-CHORD TRUSS, ALUMINUM	2023	GOOD	2027
M-5	I-90	75.2	NW75.2M,WB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	GOOD	2030
M-5	I-90	75.2	NW75.2M,EB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	75.4	NW75.4T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2040
M-5	I-90	75.4	NW75.4T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2027
M-5	I-90	75.8	NW75.8M,EB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	75.8	NW75.8M,WB	SPAN, RECTANGULAR ITS GANTRY, STEEL	2023	EXCELLENT	2030
M-5	I-90	76	NW76.0T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2040
M-6	I-90	34.1	NW34.1T,WB	CANTILEVER, 4-CHORD TRUSS, ALUMINUM	2023	GOOD	2027
M-6	I-90	34.3	NW34.3C,EB	CANTILEVER, 4-CHORD TRUSS, ALUMINUM	2023	EXCELLENT	2027
M-6	I-90	36.2	NW36.2B,EB	BRIDGE MOUNTED	2023	GOOD	2032
M-6	I-90	36.2	NW36.2M,WB(R)	SPAN, ROUND MONOTUBE, STEEL	2024	EXCELLENT	2027
M-6	I-90	36.3	NW36.3M,EB(R)	SPAN, ROUND MONOTUBE, STEEL	2024	EXCELLENT	2027
M-6	I-90	36.3	NW36.3M,WB(R)	SPAN, ROUND MONOTUBE, STEEL	2024	EXCELLENT	2027

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-6	I-90	36.5	NW36.5T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	EXCELLENT	2040
M-6	I-90	36.6	NW36.6T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	EXCELLENT	2040
M-6	I-90	37.1	NW37.1T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2040
M-6	I-90	37.5	NW37.5B,EB	BRIDGE MOUNTED	2023	FAIR	2049
M-6	I-90	37.7	NW37.6T,EB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2049
M-6	I-90	37.8	NW37.8M,EB	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2027
M-6	I-90	39.7	NW39.7C,EB	CANTILEVER, 4-CHORD TRUSS, ALUMINUM	2023	EXCELLENT	2027
M-6	I-90	41.9	NW41.9B,EB	BRIDGE MOUNTED	2023	EXCELLENT	2027
M-6	I-90	42.1	NW42.1T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2040
M-6	I-90	43.7	NW43.7C,EB	CANTILEVER, 4-CHORD TRUSS, ALUMINUM	2023	EXCELLENT	2027
M-6	I-90	44.5	NW44.5T,WB	CANTILEVER, 4-CHORD TRUSS, ALUMINUM	2023	EXCELLENT	2027
M-6	I-90	46.1	NW46.1C,EB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	EXCELLENT	2035
M-6	I-90	46.2	NW46.2M,WB(R)	SPAN, ROUND MONOTUBE, STEEL	2024	EXCELLENT	2049
M-6	I-90	46.3	NW46.3M,EB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	FAIR	2027
M-6	I-90	46.6	NW46.6T,WB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2025

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-6	I-90	46.7	NW46.8M,WB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	FAIR	2027
M-6	I-90	46.8	NW46.8M,EB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2027
M-6	I-90	46.9	NW46.9T,WB	SPAN, 4-CHORD TRUSS, ALUMINUM	2023	GOOD	2040
M-6	I-90	47	NW47.0C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	GOOD	2035
M-6	I-90	47.4	NW47.4C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	GOOD	2035
M-6	I-90	49.7	NW49.7T,WB	CANTILEVER, 4-CHORD TRUSS, ALUMINUM	2023	EXCELLENT	2049
M-6	I-90	49.8	NW49.8T,EB	SPAN, 4-CHORD TRUSS, ALUMINUM	2023	EXCELLENT	2027
M-6	I-90	51.9	NW51.9T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	EXCELLENT	2040
M-6	I-90	52.5	NW52.5T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	EXCELLENT	2040
M-6	I-90	52.6	NW52.6T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2027
M-6	I-90	53	NW53.0T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	EXCELLENT	2040
M-6	I-90	53	NW53.0C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	GOOD	2027
M-6	I-90	53.3	NW53.3C,EB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	GOOD	2035
M-6	I-90	53.4	NW53.3C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	GOOD	2027
M-6	I-90	53.5	NW53.5T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2040

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-6	I-90	53.7	NW53.7C,EB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	GOOD	2027
M-6	I-90	53.8	NW53.8M,WB	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2030
M-6	I-90	53.8	NW53.8M,EB	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2030
M-6	I-90	54	NW54.0C,EB(R)	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	GOOD	2027
M-6	I-90	54	NW54.0C,WB(R)	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	GOOD	2035
M-6	I-90	54.2	NW54.2C,EB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	GOOD	2027
M-6	I-90	54.2	NW54.2T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2040
M-6	I-90	54.3	NW54.3T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2040
M-6	I-90	54.6	NW54.6M,EB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2027
M-6	I-90	54.6	NW54.6T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2040
M-6	I-90	54.6	NW54.6M,WB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2027
M-6	I-90	54.7	NW54.7C,EB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	GOOD	2027
M-6	I-90	54.7	NW54.7M,WB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	FAIR	2027
M-6	I-90	54.8	NW54.8M,EB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	FAIR	2027
M-6	I-90	55	NW55.0T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2023	GOOD	2027

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-7	I-90	0.75	NW0.75T,EB	SPAN, 4-CHORD TRUSS, STEEL	2022	EXCELLENT	2035
M-7	I-90	2.2	NW2.2T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	EXCELLENT	2040
M-7	I-90	2.4	NW2.4T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2040
M-7	I-90	2.8	NW2.8T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2040
M-7	I-90	3.1	NW3.1T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2040
M-7	I-90	3.1	NW3.0T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2040
M-7	I-90	3.3	NW3.3C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2024	GOOD	2035
M-7	I-90	3.3	NW3.3T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	EXCELLENT	2040
M-7	I-90	3.5	NW3.5M,WB	SPAN, ROUND MONOTUBE, STEEL	2024	EXCELLENT	2030
M-7	I-90	3.6	NW3.5M,EB	SPAN, ROUND MONOTUBE, STEEL	2024	EXCELLENT	2030
M-7	I-90	3.7	NW3.7B,WB	BRIDGE MOUNTED	2024	GOOD	2032
M-7	I-90	4	NW4.0T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	EXCELLENT	2040
M-7	I-90	4.2	NW4.2T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	EXCELLENT	2040
M-7	I-90	4.8	NW4.8B,WB	BRIDGE MOUNTED	2024	EXCELLENT	2032
M-7	I-90	8.4	NW8.3T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	EXCELLENT	2040

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-7	I-90	8.7	NW8.8M,EB(R)	SPAN, ROUND MONOTUBE, STEEL	2024	GOOD	2030
M-7	I-90	9	NW9.0M,WB(R)	SPAN, ROUND MONOTUBE, STEEL	2024	GOOD	2030
M-7	I-90	9.3	NW9.3T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2040
M-7	I-90	11.1	NW11.2C,EB	CANTILEVER, 4-CHORD TRUSS, STEEL	2024	EXCELLENT	2035
M-7	I-90	12.2	NW12.2T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	EXCELLENT	2040
M-7	I-90	12.7	NW12.7C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2024	GOOD	2035
M-7	I-90	12.8	NW12.8T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2027
M-7	I-90	15.2	NW15.2T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2040
M-7	I-90	15.5	NW15.5B,EB	BRIDGE MOUNTED	2024	GOOD	2025
M-7	I-90	15.6	NW15.6T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	EXCELLENT	2040
M-7	I-90	15.8	NW15.7B,EB	BRIDGE MOUNTED	2024	GOOD	2032
M-7	I-90	16.1	NW16.1T,EB	SPAN, 4-CHORD TRUSS, STEEL	2024	GOOD	2035
M-7	I-90	16.2	NW16.2T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2040
M-7	I-90	16.7	NW16.7T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	EXCELLENT	2040
M-7	I-90	17.2	NW17.2T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2040

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-7	I-90	17.4	NW17.4T,EB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	EXCELLENT	2040
M-7	I-90	17.5	NW17.5T,WB(R)	SPAN, 4-CHORD TRUSS, ALUMINUM	2020	EXCELLENT	2040
M-7	I-90	17.5	NW17.4T,WB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	EXCELLENT	2025
M-7	I-90	17.5	NW17.4C,WB(R)	CANTILEVER, 4-CHORD TRUSS, STEEL	2020	FAIR	2049
M-7	I-90	17.7	NW17.7B,WB	BRIDGE MOUNTED	2024	POOR	2032
M-7	I-90	18.2	NW18.2T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2040
M-7	I-90	18.7	NW18.7T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2040
M-7	I-90	19.9	NW19.8T,WB	SPAN, 4-CHORD TRUSS, ALUMINUM	2024	EXCELLENT	2040
M-7	I-90	20.7	NW20.7M,WB(R)	SPAN, ROUND MONOTUBE, STEEL	2024	EXCELLENT	2027
M-7	I-90	20.8	NW20.8M,EB(R)	SPAN, ROUND MONOTUBE, STEEL	2024	EXCELLENT	2027
M-7	I-90	20.8	NW20.8B,EB	BRIDGE MOUNTED	2024	EXCELLENT	2049
M-7	I-90	21.2	NW21.2T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	EXCELLENT	2040
M-7	I-90	23.2	NW23.3M,WB	SPAN, ROUND MONOTUBE, STEEL	2024	GOOD	2030
M-7	I-90	23.3	NW23.4T,WB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	EXCELLENT	2040
M-7	I-90	23.3	NW23.3C,EB	CANTILEVER, 4-CHORD TRUSS, ALUMINUM	2024	EXCELLENT	2040

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-7	I-90	23.5	NW23.5T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	EXCELLENT	2040
M-7	I-90	23.8	NW23.8B,EB	BRIDGE MOUNTED	2024	GOOD	2032
M-7	I-90	24.6	NW24.6B,WB	BRIDGE MOUNTED	2024	EXCELLENT	2032
M-7	I-90	25	NW25.0B,EB	BRIDGE MOUNTED	2024	GOOD	2049
M-7	I-90	25.1	NW25M,WB(R)	SPAN, ROUND MONOTUBE, STEEL	2024	GOOD	2027
M-7	I-90	25.2	NW25.1M,EB(R)	SPAN, ROUND MONOTUBE, STEEL	2024	EXCELLENT	2027
M-7	I-90	25.5	NW25.5T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2020	EXCELLENT	2049
M-7	I-90	27.5	NW27.5C,WB	CANTILEVER, 4-CHORD TRUSS, ALUMINUM	2020	EXCELLENT	2040
M-16	IL 390	6	E06.0VC,WB	CANTILEVER, VIERENDEEL TRUSS, STEEL	2022	FAIR	2025
M-16	IL 390	6	E06.0VC,EB	CANTILEVER, VIERENDEEL TRUSS, STEEL	2022	GOOD	2030
M-16	IL 390	6.3	E06.3VT,WB	SPAN, VIERENDEEL TRUSS, STEEL	2022	EXCELLENT	2025
M-16	IL 390	6.5	E06.5C,EB	CANTILEVER, 4-CHORD TRUSS, STEEL	2024	GOOD	2049
M-16	IL 390	6.6	E06.6M,EB	SPAN, ROUND MONOTUBE, STEEL	2024	GOOD	2030
M-16	IL 390	6.6	E06.6M,WB	SPAN, ROUND MONOTUBE, STEEL	2024	EXCELLENT	2030
M-16	IL 390	6.9	E06.9VT,EB	SPAN, VIERENDEEL TRUSS, STEEL	2022	FAIR	2025

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-16	IL 390	7	E07.0T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	EXCELLENT	2040
M-16	IL 390	7.5	E07.5VT,WB	SPAN, VIERENDEEL TRUSS, STEEL	2022	GOOD	2030
M-16	IL 390	7.6	E07.6T,WB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2040
M-16	IL 390	7.9	E07.9T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2025
M-16	IL 390	8.1	E08.0C,EB	BUTTERFLY, 4-CHORD TRUSS, STEEL	2022	EXCELLENT	2035
M-16	IL 390	8.2	E08.2VC,EB	CANTILEVER, VIERENDEEL TRUSS, STEEL	2022	FAIR	2025
M-16	IL 390	8.2	E08.2VT,WB	SPAN, VIERENDEEL TRUSS, STEEL	2022	GOOD	2030
M-16	IL 390	8.4	E08.4C,WB	BUTTERFLY, 4-CHORD TRUSS, STEEL	2022	EXCELLENT	2035
M-16	IL 390	8.7	E08.7VT,WB	SPAN, VIERENDEEL TRUSS, STEEL	2022	EXCELLENT	2030
M-16	IL 390	8.8	E08.8T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2040
M-16	IL 390	8.9	E08.9T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	EXCELLENT	2040
M-16	IL 390	9	E09.0M,WB	SPAN, ROUND MONOTUBE, STEEL	2024	EXCELLENT	2027
M-16	IL 390	9	E09.0M,EB	SPAN, ROUND MONOTUBE, STEEL	2024	GOOD	2049
M-16	IL 390	9.2	E09.2VT,EB	SPAN, VIERENDEEL TRUSS, STEEL	2022	EXCELLENT	2030
M-16	IL 390	9.4	E09.5T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	EXCELLENT	2040

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-16	IL 390	9.8	E09.8VT,WB	SPAN, VIERENDEEL TRUSS, STEEL	2022	FAIR	2025
M-16	IL 390	10.3	E010.3T,EB	SPAN, 4-CHORD TRUSS, ALUMINUM	2024	EXCELLENT	2040
M-16	IL 390	10.3	E010.3VC,WB	CANTILEVER, VIERENDEEL TRUSS, STEEL	2022	FAIR	2025
M-16	IL 390	10.4	E010.4T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2040
M-16	IL 390	10.6	E010.6M,WB	SPAN, ROUND MONOTUBE, STEEL	2024	GOOD	2027
M-16	IL 390	10.6	E010.6M,EB	SPAN, ROUND MONOTUBE, STEEL	2024	EXCELLENT	2030
M-16	IL 390	10.7	E010.7T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2040
M-16	IL 390	10.9	E010.9VT,EB	SPAN, VIERENDEEL TRUSS, STEEL	2022	GOOD	2030
M-16	IL 390	11.1	E011.1T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2049
M-16	IL 390	11.5	E011.5T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2040
M-16	IL 390	11.6	E011.6T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2025
M-16	IL 390	11.9	E011.9T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2025
M-16	IL 390	12.1	E012.1T,EB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	EXCELLENT	2040
M-16	IL 390	12.3	E012.3T,EB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	EXCELLENT	2025
M-16	IL 390	12.4	E012.5T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2040

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-16	IL 390	12.4	E012.4C,EB	CANTILEVER, 4-CHORD TRUSS, STEEL	2024	EXCELLENT	2049
M-16	IL 390	12.6	E012.6T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2049
M-16	IL 390	12.8	E012.8T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2040
M-16	IL 390	12.9	E012.8T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	EXCELLENT	2049
M-16	IL 390	13	E013.0T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2040
M-16	IL 390	13.1	E013.1T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	EXCELLENT	2040
M-16	IL 390	13.2	E013.2M,EB	SPAN, ROUND MONOTUBE, STEEL	2024	GOOD	2030
M-16	IL 390	13.2	E013.2T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	EXCELLENT	2049
M-16	IL 390	13.4	E013.4T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	EXCELLENT	2049
M-16	IL 390	13.4	E013.4T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	EXCELLENT	2040
M-16	IL 390	13.4	E013.3M,WB(R)	SPAN, ROUND MONOTUBE, STEEL	2024	GOOD	2030
M-16	IL 390	13.4	E013.3M,WB	SPAN, ROUND MONOTUBE, STEEL	2024	GOOD	2027
M-16	IL 390	13.6	E013.6T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	EXCELLENT	2040
M-16	IL 390	13.7	E013.8C,WB(R)	CANTILEVER, 4-CHORD TRUSS, STEEL	2024	EXCELLENT	2035
M-16	IL 390	13.8	E013.8T,EB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	FAIR	2040

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-16	IL 390	14.1	E014.1T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	EXCELLENT	2040
M-16	IL 390	14.1	E014.1T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	EXCELLENT	2049
M-16	IL 390	14.3	E014.2T,WB	SPAN, 4-CHORD TRUSS, ALUMINUM	2024	EXCELLENT	2040
M-16	IL 390	14.3	E014.3M,EB	SPAN, ROUND MONOTUBE, STEEL	2024	GOOD	2030
M-16	IL 390	14.3	E014.3M,WB	SPAN, ROUND MONOTUBE, STEEL	2024	GOOD	2030
M-16	IL 390	14.4	E014.4C,EB	CANTILEVER, 4-CHORD TRUSS, STEEL	2024	EXCELLENT	2035
M-16	IL 390	14.5	E014.5C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2024	EXCELLENT	2035
M-16	IL 390	14.7	E014.7C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2024	EXCELLENT	2049
M-16	IL 390	14.7	E014.6T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2040
M-16	IL 390	14.8	E014.8C,EB(R)	CANTILEVER, 4-CHORD TRUSS, STEEL	2024	EXCELLENT	2049
M-16	IL 390	14.9	E014.9T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2040
M-16	IL 390	15	E015C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2024	EXCELLENT	2035
M-16	IL 390	15.1	E015.1T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2040
M-16	IL 390	15.2	E015.2M,EB	SPAN, ROUND MONOTUBE, STEEL	2024	EXCELLENT	2049
M-16	IL 390	15.2	E015.2T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	EXCELLENT	2040

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-16	IL 390	15.4	E015.4M,WB	SPAN, ROUND MONOTUBE, STEEL	2024	EXCELLENT	2049
M-16	IL 390	15.4	E015.4T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	GOOD	2040
M-16	IL 390	15.5	E015.5T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	EXCELLENT	2049
M-16	IL 390	15.7	E015.7C,WB (R)	CANTILEVER, 4-CHORD TRUSS, STEEL	2021	GOOD	2025
M-16	IL 390	15.9	E015.9C,EB(R)	CANTILEVER, 4-CHORD TRUSS, STEEL	2021	GOOD	2025
M-16	IL 390	15.9	E015.9C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2021	GOOD	2025
M-16	IL 390	16.3	E016.3T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2025
M-16	IL 390	16.5	E016.5T,EB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2025
M-14	I-355	0.3	NS0.3T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2025
M-14	I-355	0.7	NS0.7T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2025
M-14	I-355	0.8	NS0.8T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2025
M-14	I-355	0.8	NS0.8M,NB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2025
M-14	I-355	1.1	NS1.1M,SB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	EXCELLENT	2030
M-14	I-355	1.4	NS1.4T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-14	I-355	1.9	NS1.9T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2040

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-14	I-355	2	NS2.0T,SB	SPAN, 4-CHORD TRUSS, STEEL	2021	EXCELLENT	2035
M-14	I-355	2.2	NS2.2T,NB	SPAN, 4-CHORD TRUSS, STEEL	2021	EXCELLENT	2025
M-14	I-355	2.4	NS2.4T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2025
M-14	I-355	2.4	NS2.4T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2025
M-14	I-355	2.9	NS2.9T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2025
M-14	I-355	3.1	NS3.1T,NB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2025
M-14	I-355	3.3	NS3.3M,SB	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2030
M-14	I-355	3.3	NS3.3M,NB	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2030
M-14	I-355	3.4	NS3.4T,SB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-14	I-355	3.6	NS3.6T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2025
M-14	I-355	4	NS4.0C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2021	GOOD	2025
M-14	I-355	4	NS4.0T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2025
M-14	I-355	4.4	NS4.4T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2040
M-14	I-355	4.5	NS4.5T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2040
M-14	I-355	5	NS5.0M,NB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2049

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-14	I-355	5	NS5.0M,SB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2025
M-14	I-355	5.3	NS5.3T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2025
M-14	I-355	6.5	NS6.5T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2025
M-14	I-355	7.4	NS7.4M,SB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2025
M-14	I-355	7.5	NS7.5M,NB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2025
M-14	I-355	7.8	NS7.8T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2025
M-14	I-355	8.3	NS8.3T,SB	SPAN, 4-CHORD TRUSS, STEEL	2021	GOOD	2025
M-14	I-355	8.3	NS8.3T,NB	SPAN, 4-CHORD TRUSS, STEEL	2021	EXCELLENT	2035
M-14	I-355	8.6	NS8.6T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	EXCELLENT	2025
M-14	I-355	9	NS9.0M,NB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	FAIR	2049
M-14	I-355	9.1	NS9.1M,SB(R)	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2049
M-14	I-355	9.4	NS9.4T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2025
M-14	I-355	9.9	NS9.9C,SB	CANTILEVER, 4-CHORD TRUSS, STEEL	2021	EXCELLENT	2035
M-14	I-355	10.4	NS10.4C,SB	CANTILEVER, 4-CHORD TRUSS, STEEL	2021	GOOD	2035
M-14	I-355	11.7	NS11.7T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2025

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-14	I-355	12.1	NS12.1T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2021	GOOD	2025
M-14	I-355	12.5	NS12.5C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2021	GOOD	2035
M-14	I-355	12.5	NS12.5T,SB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2027
M-14	I-355	12.8	NS12.8T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2026
M-14	I-355	13.1	NS13.1T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-14	I-355	13.2	NS13.2T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2040
M-14	I-355	13.3	NS13.3C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	GOOD	2027
M-14	I-355	13.5	NS13.5T,NB	SPAN, 4-CHORD TRUSS, STEEL	2022	GOOD	2027
M-14	I-355	13.6	NS13.6T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2026
M-14	I-355	13.8	NS13.8B,NB	BRIDGE MOUNTED	2022	GOOD	2032
M-14	I-355	14.1	NS14.1T,NB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2025
M-14	I-355	14.1	NS14.1T,SB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-14	I-355	14.3	NS14.3C,SB(R)	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	GOOD	2035
M-14	I-355	14.4	NS14.4M,SB	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2027
M-14	I-355	14.4	NS14.4M,NB	SPAN, ROUND MONOTUBE, STEEL	2023	GOOD	2049

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-14	I-355	14.6	NS14.6B,SB	BRIDGE MOUNTED	2022	GOOD	2032
M-14	I-355	14.6	NS14.6B,NB	BRIDGE MOUNTED	2022	EXCELLENT	2032
M-14	I-355	14.7	NS14.7T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2027
M-14	I-355	15	NS15.0C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	GOOD	2035
M-14	I-355	15.2	NS15.2T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-14	I-355	15.2	NS15.2T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2040
M-14	I-355	15.6	NS15.6B,SB	BRIDGE MOUNTED	2022	EXCELLENT	2032
M-14	I-355	16	NS16.0T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2027
M-14	I-355	16.1	NS16.1B,NB	BRIDGE MOUNTED	2022	EXCELLENT	2032
M-14	I-355	16.2	NS16.2C,SB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	GOOD	2035
M-14	I-355	16.4	NS16.4C,SB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	EXCELLENT	2035
M-14	I-355	16.6	NS16.6C,SB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	EXCELLENT	2035
M-14	I-355	16.6	NS16.6C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	EXCELLENT	2035
M-14	I-355	16.9	NS16.9T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-14	I-355	17.2	NS17.2T,NB	SPAN, 4-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-14	I-355	17.3	NS17.3T,SB	SPAN, 4-CHORD TRUSS, ALUMINUM	2022	GOOD	2040

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-14	I-355	17.5	NS17.5T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2040
M-14	I-355	18	NS18T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-14	I-355	18.3	NS18.3B,NB	BRIDGE MOUNTED	2022	GOOD	2032
M-14	I-355	18.8	NS18.8T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2027
M-14	I-355	18.8	NS18.8T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-14	I-355	19.1	NS19.1C,SB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	GOOD	2035
M-14	I-355	19.1	NS19.1T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2040
M-14	I-355	19.3	NS19.3T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-14	I-355	19.5	NS19.5T,NB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	FAIR	2027
M-14	I-355	19.7	NS19.7T,NB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-14	I-355	19.7	NS19.6T,NB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-14	I-355	20	NS20T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-14	I-355	20.1	NS20.1B,SB	BRIDGE MOUNTED	2022	GOOD	2032
M-14	I-355	20.5	NS20.5C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2024	GOOD	2049
M-14	I-355	21.8	NS21.8C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	FAIR	2027

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-14	I-355	22	NS22.0T,SB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2027
M-14	I-355	22.1	NS22.1T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-14	I-355	22.2	NS22.2T,SB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	FAIR	2040
M-14	I-355	22.2	NS22.2T,NB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	FAIR	2027
M-14	I-355	22.3	NS22.3T,NB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-14	I-355	22.4	NS22.4T,SB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2027
M-14	I-355	22.6	NS22.6B,NB	BRIDGE MOUNTED	2022	GOOD	2032
M-14	I-355	23	NS23.0T,SB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	FAIR	2027
M-14	I-355	23.3	NS23.3T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-14	I-355	23.5	NS23.5C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	GOOD	2035
M-14	I-355	23.6	NS23.6T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2040
M-14	I-355	23.9	NS23.9C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	GOOD	2035
M-14	I-355	24.1	NS24.1T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2025
M-14	I-355	24.2	NS24.2T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-14	I-355	24.7	NS24.7B,SB	BRIDGE MOUNTED	2022	GOOD	2032

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-14	I-355	24.7	NS24.7B,NB	BRIDGE MOUNTED	2022	FAIR	2027
M-14	I-355	25.1	NS25.1T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-14	I-355	25.6	NS25.6T,SB	SPAN, 4-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-14	I-355	25.8	NS25.8T,NB	SPAN, 4-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-14	I-355	27.3	NS27.3C,NB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	GOOD	2035
M-14	I-355	27.6	NS27.6T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2027
M-14	I-355	27.9	NS27.9B,NB	BRIDGE MOUNTED	2022	FAIR	2027
M-14	I-355	28.3	NS28.3T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2027
M-14	I-355	28.4	NS28.4T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-14	I-355	28.7	NS28.7C,SB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	FAIR	2027
M-14	I-355	28.9	NS28.9T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-14	I-355	29	NS29.0T,NB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	FAIR	2027
M-14	I-355	29.2	NS29.2M,SB	SPAN, ROUND MONOTUBE, STEEL	2024	EXCELLENT	2030
M-14	I-355	29.2	NS29.2M,NB	SPAN, ROUND MONOTUBE, STEEL	2024	EXCELLENT	2027
M-14	I-355	29.3	NS29.3C,NB(R)	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	EXCELLENT	2035

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-14	I-355	29.4	NS29.4T,NB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-14	I-355	29.5	NS29.5T,SB	SPAN, 4-CHORD TRUSS, ALUMINUM	2022	GOOD	2027
M-14	I-355	29.6	NS29.6T,SB	SPAN, 4-CHORD TRUSS, ALUMINUM	2022	GOOD	2026
M-14	I-355	29.9	NS29.8B,SB	BRIDGE MOUNTED	2022	GOOD	2027
M-14	I-355	29.9	NS29.9B,NB	BRIDGE MOUNTED	2022	GOOD	2032
M-14	I-355	30	NS30.0T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2026
M-14	I-355	30.5	NS30.5T,SB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-8	I-88	113.9	EW113.9T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2040
M-8	I-88	114.2	EW114.2B,WB	BRIDGE MOUNTED	2022	EXCELLENT	2032
M-8	I-88	114.4	EW114.4B,EB	BRIDGE MOUNTED	2022	EXCELLENT	2032
M-8	I-88	114.9	EW114.9T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2026
M-8	I-88	115.3	EW115.3C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	FAIR	2049
M-8	I-88	115.4	EW115.4T,EB	SPAN, 4-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2040
M-8	I-88	115.4	EW115.4T,WB	SPAN, 4-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2040
M-8	I-88	115.8	EW115.8C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	GOOD	2025
M-8	I-88	116.6	EW116.6T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2026

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-8	I-88	116.9	EW116.9B,WB	BRIDGE MOUNTED	2022	EXCELLENT	2026
M-8	I-88	116.9	EW116.9T,EB(R)	SPAN, 4-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2025
M-8	I-88	116.9	EW116.9B,EB	BRIDGE MOUNTED	2022	EXCELLENT	2032
M-8	I-88	117	EW117.0T,WB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2040
M-8	I-88	117.1	EW117.1B,WB	BRIDGE MOUNTED	2022	GOOD	2032
M-8	I-88	117.4	EW117.4C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	EXCELLENT	2035
M-8	I-88	117.6	EW117.6T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2040
M-8	I-88	117.8	EW117.7T,EB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2040
M-8	I-88	117.8	EW117.8M,WB	SPAN, ROUND MONOTUBE, STEEL	2024	GOOD	2026
M-8	I-88	117.9	EW117.8M,EB	SPAN, ROUND MONOTUBE, STEEL	2024	GOOD	2027
M-8	I-88	117.9	EW117.9T,WB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2040
M-8	I-88	118.1	EW118.1T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2025
M-8	I-88	118.3	EW118.3B,WB	BRIDGE MOUNTED	2022	EXCELLENT	2032
M-8	I-88	118.6	EW118.6T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2025
M-8	I-88	118.9	EW118.9B,WB	BRIDGE MOUNTED	2022	EXCELLENT	2032
M-8	I-88	119	EW119T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2027

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-8	I-88	119.2	EW119.2M,EB(R)	SPAN, ROUND MONOTUBE, STEEL	2024	GOOD	2026
M-8	I-88	119.3	EW119.2B,WB	BRIDGE MOUNTED	2022	GOOD	2026
M-8	I-88	119.3	EW119.4M,WB(R)	SPAN, ROUND MONOTUBE, STEEL	2024	GOOD	2025
M-8	I-88	119.5	EW119.5T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2025
M-8	I-88	120	EW120.0T,WB	SPAN, 4-CHORD TRUSS, ALUMINUM	2022	GOOD	2025
M-8	I-88	120.8	EW120.8T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-8	I-88	121.1	EW121.0M,EB(R)	SPAN, ROUND MONOTUBE, STEEL	2024	EXCELLENT	2027
M-8	I-88	121.2	EW121.2M,WB(R)	SPAN, ROUND MONOTUBE, STEEL	2024	GOOD	2026
M-8	I-88	121.6	EW121.6T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2040
M-8	I-88	123	EW123.0T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2040
M-8	I-88	123.2	EW123.2T,EB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-8	I-88	123.4	EW123.3T,WB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2026
M-8	I-88	123.7	EW123.7T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	FAIR	2026
M-8	I-88	123.9	EW123.9C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	GOOD	2035
M-8	I-88	124.1	EW124.1B,WB	BRIDGE MOUNTED	2022	GOOD	2032

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-8	I-88	124.9	EW124.9T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-8	I-88	125.6	EW125.6T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2025
M-8	I-88	126.7	EW126.7C,EB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	GOOD	2035
M-8	I-88	127	EW127T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-8	I-88	127.2	EW127.2M,WB(R)	SPAN, ROUND MONOTUBE, STEEL	2024	GOOD	2025
M-8	I-88	127.3	EW127.2M,EB(R)	SPAN, ROUND MONOTUBE, STEEL	2024	GOOD	2027
M-8	I-88	127.4	EW127.4B,EB(R)	BRIDGE MOUNTED	2022	GOOD	2032
M-8	I-88	127.4	EW127.4C,WB(R)	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	GOOD	2035
M-8	I-88	127.8	EW127.8T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2040
M-8	I-88	128	EW128.0C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	EXCELLENT	2035
M-8	I-88	128.2	EW128.2C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	EXCELLENT	2035
M-8	I-88	129	EW129T,EB	SPAN, 4-CHORD TRUSS, STEEL	2022	GOOD	2035
M-8	I-88	129.9	EW129.9T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-8	I-88	130.3	EW130.3T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2040
M-8	I-88	130.4	EW130.5C,EB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	GOOD	2035

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-8	I-88	130.6	EW130.6C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	GOOD	2035
M-8	I-88	130.9	EW130.9T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-8	I-88	131.1	EW131.1T,EB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-8	I-88	131.7	EW131.7C,EB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	EXCELLENT	2035
M-8	I-88	132	EW132C,EB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	GOOD	2035
M-8	I-88	132.2	EW132.2T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-8	I-88	133.3	EW133.3T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-8	I-88	133.5	EW133.5T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-8	I-88	133.8	EW133.8T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2040
M-8	I-88	133.8	EW133.8T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-8	I-88	134	EW134.0T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-8	I-88	134.4	EW134.4T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-8	I-88	134.6	EW134.6T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2025
M-8	I-88	134.8	EW134.8T,WB	SPAN, 4-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-8	I-88	134.9	EW134.8T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-8	I-88	135	EW135.0T,EB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	FAIR	2026
M-8	I-88	135.1	EW135.2M,EB	SPAN, ROUND MONOTUBE, STEEL	2024	GOOD	2026
M-8	I-88	135.5	EW135.5T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-8	I-88	136.3	EW136.3C,EB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	GOOD	2035
M-8	I-88	136.6	EW136.5M,EB(R)	SPAN, ROUND MONOTUBE, STEEL	2024	GOOD	2026
M-8	I-88	137.2	EW137.2B,WB	BRIDGE MOUNTED	2023	FAIR	2025
M-8	I-88	137.3	EW137.3M,EB(R)	SPAN, ROUND MONOTUBE, STEEL	2022	GOOD	2026
M-8	I-88	137.3	EW137.3T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-8	I-88	137.4	EW137.4C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	GOOD	2035
M-8	I-88	137.6	EW137.6T,EB	SPAN, 4-CHORD TRUSS, STEEL	2022	GOOD	2035
M-8	I-88	137.9	EW137.9C,WB(R)	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	EXCELLENT	2035
M-8	I-88	137.9	EW137.9T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-8	I-88	138.1	EW138.1C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	EXCELLENT	2035
M-8	I-88	138.1	EW138.1C,EB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	EXCELLENT	2035
M-11	I-88	78.2	EW78.2T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2026

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-11	I-88	78.6	EW78.6C,EB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	GOOD	2035
M-11	I-88	78.7	EW78.7C,WB	CANTILEVER, 4-CHORD TRUSS, STEEL	2023	GOOD	2035
M-11	I-88	79	EW79.0T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2049
M-11	I-88	80.7	EW80.7T,WB	SPAN, 4-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2040
M-11	I-88	85.1	EW85.1T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2040
M-11	I-88	85.5	EW85.5T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2040
M-11	I-88	85.7	EW85.7T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2040
M-11	I-88	86	EW86T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2040
M-11	I-88	86.2	EW86.2M,WB	SPAN, ROUND MONOTUBE, STEEL	2024	GOOD	2030
M-11	I-88	86.2	EW86.2T,EB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2040
M-11	I-88	86.3	EW86.3M,EB	SPAN, ROUND MONOTUBE, STEEL	2024	EXCELLENT	2025
M-11	I-88	86.4	EW86.4T,WB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-11	I-88	86.5	EW86.5T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-11	I-88	86.8	EW86.8T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-11	I-88	86.9	EW86.9T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2040

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

M SECTION	ROUTE	MP	OHSS NUMBER	OHSS TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-11	I-88	87.4	EW87.4T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2040
M-11	I-88	91	EW91.0C,EB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	GOOD	2035
M-11	I-88	91.4	EW91.4M,EB(R)	SPAN, ROUND MONOTUBE, STEEL	2024	EXCELLENT	2030
M-11	I-88	91.5	EW91.5M,WB(R)	SPAN, ROUND MONOTUBE, STEEL	2024	EXCELLENT	2030
M-11	I-88	91.5	EW91.5T,WB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-11	I-88	91.7	EW91.7B,WB	BRIDGE MOUNTED	2022	GOOD	2032
M-11	I-88	92.9	EW92.9T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040
M-11	I-88	94	EW94B,EB	BRIDGE MOUNTED	2022	EXCELLENT	2032
M-11	I-88	94.4	EW94.4T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	FAIR	2025
M-11	I-88	109.3	EW109.3C,WB(R)	CANTILEVER, 4-CHORD TRUSS, STEEL	2024	EXCELLENT	2035
M-11	I-88	109.4	EW109.4M,WB(R)	SPAN, ROUND MONOTUBE, STEEL	2024	EXCELLENT	2030
M-11	I-88	109.4	EW109.4M,EB(R)	SPAN, ROUND MONOTUBE, STEEL	2024	GOOD	2030
M-11	I-88	109.7	EW109.7T,WB	SPAN, 3-CHORD TRUSS, ALUMINUM	2024	EXCELLENT	2040
M-12	I-88	54	EW54.0C,EB	CANTILEVER, 4-CHORD TRUSS, STEEL	2022	EXCELLENT	2049
M-12	I-88	54.1	EW54.1T,WB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2026
M-12	I-88	54.2	EW54.2T,WB(R)	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2025
M-12	I-88	55.3	EW55.3T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	EXCELLENT	2040
M-12	I-88	55.7	EW55.7T,EB	SPAN, 3-CHORD TRUSS, ALUMINUM	2022	GOOD	2040

Appendix H Overhead Sign Structure (OHSS) Condition Rating Table

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

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APPENDIX I

COMMUNICATION TOWER CONDITION RATING TABLE

Appendix I Communication Tower Condition Rating Table

M SECTION	ROUTE	MP	TOWER ID	TOWER TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-12	I-88	67.32	ASHRP-TWR	3 LEG SELF SUPPORTING	2022	FAIR	2025
M-4	I-94	24.6	DEERFIELD REPEATER COMM TOWER	3 LEG SELF SUPPORTING	2022	FAIR	2025
M-12	I-88	50.1	DXNRP-TWR	3 LEG SELF SUPPORTING	2022	FAIR	2025
M-14	I-88	131.2	LISLE TOWER	4 LEG SELF SUPPORTING	2022	FAIR	2025
M-1	I-294	12.2	M-1	3 LEG SELF SUPPORTING	2022	GOOD	2032
M-4	I-94	8.35	M04-FG-TWR	3 LEG SELF SUPPORTING	2022	GOOD	2032
M-5	I-90	68.1	M05-TWR	3 LEG SELF SUPPORTING	2022	FAIR	2025
M-6	I-90	41.9	M06-TWR	3 LEG SELF SUPPORTING	2022	FAIR	2026
M-7	I-90	15.6	M07-FG-TWR	3 LEG SELF SUPPORTING	2022	FAIR	2025
M-8	I-88	127.6	M08-OLD-TWR	3 LEG SELF SUPPORTING	2022	FAIR	2025
M-11	I-88	91.6	M11-TWR	3 LEG SELF SUPPORTING	2022	FAIR	2025
M-12	I-88	54.2	M12-TWR	3 LEG SELF SUPPORTING	2022	FAIR	2025
M-7	I-90	3.6	P1-TWR	3 LEG SELF SUPPORTING	2022	FAIR	2025
M-5	I-90	56.18	P13-TWR	3 LEG SELF SUPPORTING	2022	FAIR	2025
M-7	I-90	12.5	P2-TWR	3 LEG SELF SUPPORTING	2022	FAIR	2025
M-4	I-94	13.7	P20-TWR	3 LEG SELF SUPPORTING	2022	FAIR	2025
M-4	I-94	18.89	P22-TWR	3 LEG SELF SUPPORTING	2022	FAIR	2025
M-7	I-90	23.3	P5-TWR	3 LEG SELF SUPPORTING	2022	FAIR	2025
M-8	I-88	138.1	P51-TWRE	3 LEG SELF SUPPORTING	2022	FAIR	2032
M-8	I-88	133.7	P56A-TWRD	3 LEG SELF SUPPORTING	2022	FAIR	2025
M-8	I-88	125.3	P58-TWR	3 LEG SELF SUPPORTING	2022	FAIR	2025
M-8	I-88	117.9	P61-TWRE	3 LEG SELF SUPPORTING	2022	FAIR	2025
M-8	I-88	116.9	P63-TWRA	STEP TAPERED MONOPOLE	2022	FAIR	2025
M-11	I-88	94.1	P65-FGJ-TWRA	3 LEG SELF SUPPORTING	2022	GOOD	2032
M-11	I-88	94.1	P65-FGJ-TWRB	3 LEG SELF SUPPORTING	2022	FAIR	2026
M-6	I-90	37.77	P7-TWR	3 LEG SELF SUPPORTING	2022	GOOD	2032

Appendix I Communication Tower Condition Rating Table

M SECTION	ROUTE	MP	TOWER ID	TOWER TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-14	I-355	22.55	P79-TWR	3 LEG SELF SUPPORTING	2022	GOOD	2032
M-5	I-90	62.3	PLAZA 10	3 LEG SELF SUPPORTING	2022	FAIR	2025
M-5	I-90	65.7	PLAZA 12	3 LEG SELF SUPPORTING	2022	GOOD	2032
M-5	I-90	59.42	PLAZA 14	3 LEG SELF SUPPORTING	2022	FAIR	2025
M-5	I-90	68.1	PLAZA 15	3 LEG SELF SUPPORTING	2022	FAIR	2025
M-3	I-90	77.1	PLAZA 17	MONOPOLE	2022	FAIR	2025
M-5	I-90	70.62	PLAZA 18	3 LEG SELF SUPPORTING	2022	FAIR	2025
M-3	I-90	78.5	PLAZA 19	3 LEG SELF SUPPORTING	2022	FAIR	2032
M-4	I-94	4.85	PLAZA 21	3 LEG SELF SUPPORTING	2022	FAIR	2025
M-4	I-94	21.75	PLAZA 23	3 LEG SELF SUPPORTING	2022	FAIR	2025
M-4	I-94	26.4	PLAZA 24	STEP TAPERED MONOPOLE	2022	FAIR	2025
M-3	I-294	45.35	PLAZA 28	STEP TAPERED MONOPOLE	2022	FAIR	2025
M-3	I-294	41.6	PLAZA 29	3 LEG SELF SUPPORTING	2022	FAIR	2025
M-3	I-294	40.25	PLAZA 31	MONOPOLE	2022	FAIR	2025
M-3	I-294	40.5	PLAZA 32	3 LEG SELF SUPPORTING	2022	FAIR	2026
M-3	I-294	38.75	PLAZA 33	3 LEG SELF SUPPORTING	2022	FAIR	2025
M-1	I-294	22.2	PLAZA 34	3 LEG SELF SUPPORTING	2022	FAIR	2025
M-2	I-294	29.9	PLAZA 35	3 LEG SELF SUPPORTING	2022	FAIR	2025
M-1	I-294	19.7	PLAZA 36	3 LEG SELF SUPPORTING	2022	FAIR	2025
M-2	I-294	23.8	PLAZA 37	3 LEG SELF SUPPORTING	2022	FAIR	2032
M-1	I-294	17.4	PLAZA 38	3 LEG SELF SUPPORTING	2022	FAIR	2025
M-1	I-294	19.35	PLAZA 39	3 LEG SELF SUPPORTING	2022	FAIR	2032
M-1	I-294	6.5	PLAZA 40	3 LEG SELF SUPPORTING	2022	FAIR	2025
M-1	I-294	5.6	PLAZA 41	3 LEG SELF SUPPORTING	2022	FAIR	2025
M-1	I-294	2.5	PLAZA 47	3 LEG SELF SUPPORTING	2022	FAIR	2025
M-8	I-88	114.5	PLAZA 64	3 LEG SELF SUPPORTING	2022	FAIR	2025
M-14	I-355	29.2	PLAZA 73	3 LEG SELF SUPPORTING	2022	FAIR	2025

Appendix I Communication Tower Condition Rating Table

M SECTION	ROUTE	MP	TOWER ID	TOWER TYPE	LAST INSPECTION	CONDITION	NEXT SCHEDULED REPAIR
M-6	I-90	52.1	PLAZA 8	3 LEG SELF SUPPORTING	2022	FAIR	2025
M-14	I-355	14.4	PLAZA 89	3 LEG SELF SUPPORTING	2022	FAIR	2025
M-6	I-90	53.8	PLAZA 9	MONOPOLE	2022	GOOD	2032
M-14	I-355	9.1	PLAZA 93	3 LEG SELF SUPPORTING	2022	FAIR	2025
M-14	I-355	3.3	PLAZA 99	3 LEG SELF SUPPORTING	2022	FAIR	2025
M-11	I-88	81.7	RCHRP-TWR	3 LEG SELF SUPPORTING	2022	FAIR	2025
M-2	I-294	25.4	WESTERN SPRINGS TOWER	MONOPOLE	2022	FAIR	2025

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APPENDIX J

FACILITY CONDITION RATING TABLE

Appendix J Facility Condition Rating Table

FAC SITE ID	FAC TYPE	ROUTE	DIRECTION	MP	M SEC.	LAST INSP.	CONDITION	NEXT SCH. REPAIR
LINCOLN OASIS	OASIS	I-294	N/S	0.80	M-1	2024	GOOD	2036
PLAZA 47	RAMP PLAZA	I-294	N/S	2.70	M-1	2024	POOR	2023
PLAZA 43	RAMP PLAZA	I-294	N	5.10	M-1	2024	FAIR	2023
PLAZA 45	MAINLINE PLAZA	I-294	S	5.10	M-1	2024	FAIR	2023
PLAZA 41	MAINLINE PLAZA	I-294	N/S	5.65	M-1	2024	FAIR	2026
PLAZA 40	RAMP PLAZA	I-294	N/S	6.40	M-1	2024	FAIR	2023
PLAZA 42	RAMP PLAZA - AET	I-294	N/S	7.80	M-1	2024	FAIR	2023
M01 MAINTENANCE FACILITY	MAINTENANCE	I-294	N	12.10	M-1	2024	FAIR	2023
PLAZA 38	RAMP PLAZA	I-294	N/S	17.40	M-1	2024	POOR	2023
IPDC-I294 18.1	IPDC	I-294	N	18.10	M-1	N/A	NOT INSPECTED YET	N/A
PLAZA 39	MAINLINE PLAZA	I-294	N	19.40	M-1	2024	FAIR	2029
PLAZA 36	MAINLINE PLAZA	I-294	S	19.70	M-1	2024	FAIR	2032
PLAZA 36A	RAMP PLAZA - AET	I-294	N	20.40	M-1	N/A	NOT INSPECTED YET	N/A
IPDC-I294 22.1	IPDC	I-294	N	22.10	M-1	N/A	NOT INSPECTED YET	N/A
PLAZA 34	RAMP PLAZA	I-294	N/S	22.20	M-1	2024	FAIR	2030
IPDC-I294 23.3	IPDC	I-294	N	23.30	M-1	N/A	NOT INSPECTED YET	N/A
IPDC-I294 25.1	IPDC	I-294	N	25.10	M-1	N/A	NOT INSPECTED YET	N/A
IPDC-I294 26.3	IPDC	I-294	N	26.30	M-1	N/A	NOT INSPECTED YET	N/A
IPDC-I294 27.4	IPDC	I-294	N	27.40	M-1	N/A	NOT INSPECTED YET	N/A
IPDC-I294 36.4	IPDC	I-294	N	36.40	M-1	N/A	NOT INSPECTED YET	N/A
IPDC-I294 37.8	IPDC	I-294	N	37.80	M-1	N/A	NOT INSPECTED YET	N/A
ROCHELLE REPEATER	COMM. TOWER	I-88	W	81.70	M-11	2024	FAIR	2023
PLAZA 66	MAINLINE PLAZA	I-88	E/W	86.25	M-11	2024	GOOD	2023
DEKALB DATA CENTER	ADMINISTRATIVE	I-88	E	91.20	M-11	2024	FAIR	2023
M11 MAINTENANCE FACILITY	MAINTENANCE	I-88	E/W	91.40	M-11	2024	FAIR	2023
PLAZA 67	RAMP PLAZA	I-88	E/W	91.40	M-11	2024	FAIR	2023
DEKALB OASIS	OASIS	I-88	E	93.20	M-11	2024	FAIR	2035
PLAZA 65	RAMP PLAZA	I-88	E/W	94.10	M-11	2024	FAIR	2023
IL ROUTE 47 SALT DOME	SALT DOME	I-88	W	109.20	M-11	2024	FAIR	2027
PLAZA 64A	RAMP PLAZA - AET	I-88	E/W	109.40	M-11	2023	GOOD	2040
DIXON REPEATER	COMM. TOWER	I-88	W	50.10	M-12	2024	FAIR	2023
M12 MAINTENANCE FACILITY	MAINTENANCE	I-88	W	54.10	M-12	2024	FAIR	2023
PLAZA 69	MAINLINE PLAZA	I-88	E/W	56.40	M-12	2024	FAIR	2023
ASHTON REPEATER	COMM. TOWER	I-88	W	67.30	M-12	2024	FAIR	2023
IL ROUTE 251 SALT DOME	SALT DOME	I-88	W	76.10	M-12	2024	FAIR	2023

Appendix J Facility Condition Rating Table

FAC SITE ID	FAC TYPE	ROUTE	DIRECTION	MP	M SEC.	LAST INSP.	CONDITION	NEXT SCH. REPAIR
PLAZA 101	RAMP PLAZA - AET	I-355	N/S	0.80	M-14	2023	GOOD	2037
SPRING CREEK MAINTENANCE ANNEX	SALT DOME	I-355	N	3.20	M-14	2023	GOOD	2037
PLAZA 99	MAINLINE PLAZA	I-355	N/S	3.30	M-14	2023	GOOD	2037
PLAZA 97	RAMP PLAZA	I-355	N/S	5.00	M-14	2023	GOOD	2037
PLAZA 95	RAMP PLAZA	I-355	N/S	7.50	M-14	2023	FAIR	2038
PLAZA 93	RAMP PLAZA - AET	I-355	N/S	9.10	M-14	2023	FAIR	2037
127TH STREET TOWER	COMM. TOWER	I-355	S	9.10	M-14	2023	FAIR	2037
PLAZA 90	RAMP PLAZA	I-355	N/S	13.75	M-14	2023	FAIR	2028
PLAZA 89	MAINLINE PLAZA	I-355	N/S	14.40	M-14	2023	FAIR	2023
POND 6 PUMP STATION	PUMP STATION	I-355	S	15.70	M-14	2024	FAIR	2023
PLAZA 87	RAMP PLAZA	I-355	N/S	15.75	M-14	2024	FAIR	2023
PLAZA 85	RAMP PLAZA	I-355	N/S	17.30	M-14	2024	FAIR	2023
PLAZA 83	RAMP PLAZA	I-355	N/S	18.50	M-14	2024	FAIR	2023
PLAZA 81	RAMP PLAZA	I-355	N/S	19.70	M-14	2024	FAIR	2023
CENTRAL ADMINISTRATION	ADMINISTRATIVE	I-355	N	19.80	M-14	2024	FAIR	2023
M14 MAINTENANCE FACILITY	MAINTENANCE	I-355	N	21.00	M-14	2024	FAIR	2023
CENTRAL SUPPORT GARAGE	ADMINISTRATIVE	I-355	N	21.90	M-14	2024	FAIR	2023
PLAZA 79	RAMP PLAZA	I-355	N/S	22.50	M-14	2023	POOR	2023
PLAZA 77	RAMP PLAZA	I-355	N/S	24.60	M-14	2022	FAIR	2023
PLAZA 75	RAMP PLAZA	I-355	N/S	27.80	M-14	2023	FAIR	2023
PLAZA 73	MAINLINE PLAZA	I-355	N/S	29.20	M-14	2023	FAIR	2030
PLAZA 306	MAINLINE PLAZA - AET	I-490	E/W	2.80	M-16	N/A	NOT INSPECTED YET	N/A
PLAZA 330	MAINLINE PLAZA - AET	IL 390	E/W	6.60	M-16	2023	GOOD	2047
PLAZA 328	MAINLINE PLAZA - AET	IL 390	E/W	9.00	M-16	2023	GOOD	2047
PLAZA 326	MAINLINE PLAZA - AET	IL 390	E/W	10.60	M-16	2023	GOOD	2047
PLUM GROVE PUMP STATION	PUMP STATION	IL 390	W	10.75	M-16	2022	FAIR	2028
PLAZA 324	MAINLINE PLAZA - AET	IL 390	E/W	13.30	M-16	2023	GOOD	2047
PLAZA 325	RAMP PLAZA - AET	IL 390	W	13.50	M-16	2023	GOOD	2047
PLAZA 322	MAINLINE PLAZA - AET	IL 390	E/W	14.30	M-16	2023	GOOD	2047
PLAZA 320	MAINLINE PLAZA - AET	IL 390	E/W	15.30	M-16	2023	GOOD	2047
M16 MAINTENANCE FACILITY	MAINTENANCE	IL 390	W	16.40	M-16	2022	EXCELLENT	2023
PLAZA 37	RAMP PLAZA	I-294	N/S	23.80	M-2	2023	FAIR	2025
HINSDALE OASIS FACILITY SITE	OASIS	I-294	S	25.00	M-2	2023	FAIR	2023

Appendix J Facility Condition Rating Table

FAC SITE ID	FAC TYPE	ROUTE	DIRECTION	MP	M SEC.	LAST INSP.	CONDITION	NEXT SCH. REPAIR
WESTERN SPRINGS TOWER	COMM. TOWER	I-294	N	25.40	M-2	2023	FAIR	2030
M02 MAINTENANCE FACILITY	MAINTENANCE	I-294	N	29.70	M-2	2022	GOOD	2023
PLAZA 35	MAINLINE PLAZA	I-294	N/S	29.90	M-2	2023	POOR	2023
PLAZA 300	RAMP PLAZA - AET	I-294	S	34.40	M-2	N/A	NOT INSPECTED YET	N/A
O'HARE OASIS	OASIS	I-294	N/S	37.90	M-3	2023	FAIR	2024
PLAZA 33	MAINLINE PLAZA	I-294	S	38.80	M-3	2023	FAIR	2024
PLAZA 30	RAMP PLAZA - AET	I-294	N	39.70	M-3	2023	FAIR	2040
PLAZA 31	RAMP PLAZA	I-294	S	40.30	M-3	2023	POOR	2024
PLAZA 32	RAMP PLAZA	I-294	N	40.50	M-3	2023	FAIR	2024
PLAZA 29	MAINLINE PLAZA	I-294	N	41.60	M-3	2022	GOOD	2038
M03 MAINTENANCE FACILITY	MAINTENANCE	I-294	N	41.65	M-3	2022	GOOD	2023
PLAZA 28	RAMP PLAZA	I-294	N	45.20	M-3	2023	FAIR	2024
WILLOW REPEATER	COMM. TOWER	I-294	N	48.80	M-3	2023	FAIR	2032
PLAZA 27	RAMP PLAZA	I-294	N/S	48.90	M-3	2022	FAIR	2023
IPDC-NW76.6	IPDC	I-90	W	76.60	M-3	2023	GOOD	2040
PLAZA 17	MAINLINE PLAZA	I-90	W	77.10	M-3	2023	GOOD	2027
PLAZA 19	MAINLINE PLAZA	I-90	E	78.50	M-3	2023	FAIR	2024
PLAZA 21	MAINLINE PLAZA	I-94	E/W	4.80	M-4	2023	FAIR	2023
M04 MAINTENANCE FACILITY	MAINTENANCE	I-94	W	8.30	M-4	2023	FAIR	2027
PLAZA 20	RAMP PLAZA	I-94	E/W	13.70	M-4	2022	GOOD	2023
LAKE FOREST OASIS	OASIS	I-94	E/W	18.10	M-4	2023	GOOD	2034
PLAZA 22	RAMP PLAZA	I-94	E/W	18.90	M-4	2022	FAIR	2026
PLAZA 23	RAMP PLAZA	I-94	E/W	21.70	M-4	2023	FAIR	2027
DEERFIELD REPEATER	COMM. TOWER	I-94	E	24.60	M-4	2023	FAIR	2025
DEERFIELD PUMP STATION	PUMP STATION	I-94	W	25.10	M-4	2023	FAIR	2025
DEERFIELD SALT DOME	SALT DOME	I-94	W	25.40	M-4	2023	FAIR	2025
PLAZA 26	RAMP PLAZA	I-94	N/S	52.60	M-4	2023	FAIR	2024
PLAZA 24	MAINLINE PLAZA	I-94 SPUR	E/W	26.40	M-4	2023	FAIR	2040
IPDC-NW56.1	IPDC	I-90	W	56.10	M-5	2023	FAIR	2038
IL 25 PARK-N-RIDE	PARK-N-RIDE	I-90	E	56.20	M-5	2023	FAIR	2047
PLAZA 13	RAMP PLAZA - AET	I-90	E/W	56.40	M-5	2022	GOOD	2023
IPDC-NW56.8	IPDC	I-90	W	56.80	M-5	2023	FAIR	2038
IPDC-NW57.8	IPDC	I-90	W	57.80	M-5	2023	FAIR	2030
PLAZA 16B	RAMP PLAZA	I-90	W	58.40	M-5	2023	FAIR	2029

Appendix J Facility Condition Rating Table

FAC SITE ID	FAC TYPE	ROUTE	DIRECTION	MP	M SEC.	LAST INSP.	CONDITION	NEXT SCH. REPAIR
IPDC-NW59.1	IPDC	I-90	W	59.10	M-5	2023	FAIR	2038
PLAZA 14	RAMP PLAZA	I-90	E	59.40	M-5	2023	FAIR	2029
IPDC-NW60.0	IPDC	I-90	W	60.00	M-5	2023	FAIR	2038
PLAZA 16A	RAMP PLAZA	I-90	W	60.10	M-5	2023	FAIR	2028
IPDC-NW61.0	IPDC	I-90	W	61.00	M-5	2023	FAIR	2030
IPDC-NW62.0	IPDC	I-90	W	62.00	M-5	2023	FAIR	2038
PLAZA 10	RAMP PLAZA - AET	I-90	W	62.20	M-5	2023	FAIR	2028
BARRINGTON PARK-N-RIDE	PARK-N-RIDE	I-90	E/W	62.30	M-5	2023	GOOD	2047
IPDC-NW62.4	IPDC	I-90	W	62.40	M-5	2023	FAIR	2038
IPDC-NW63.5	IPDC	I-90	W	63.50	M-5	2023	FAIR	2038
IPDC-NW64.3	IPDC	I-90	W	64.30	M-5	2023	FAIR	2038
M05 MAINTENANCE FACILITY	MAINTENANCE	I-90	W	64.90	M-5	2024	GOOD	
IPDC-NW65.2	IPDC	I-90	W	65.20	M-5	2023	FAIR	2038
PLAZA 12	RAMP PLAZA	I-90	E/W	65.60	M-5	2023	FAIR	2028
IPDC-NW66.5	IPDC	I-90	W	66.50	M-5	2023	FAIR	2038
IPDC-NW67.1	IPDC	I-90	W	67.10	M-5	2023	FAIR	2038
PLAZA 12A	RAMP PLAZA - AET	I-90	W	67.40	M-5	2023	FAIR	2046
IPDC-NW67.9	IPDC	I-90	W	67.90	M-5	2023	FAIR	2038
PLAZA 15	RAMP PLAZA	I-90	E	67.95	M-5	2023	FAIR	2027
M05-OLD MAINTENANCE FACILITY	MAINTENANCE	I-90	E	68.10	M-5	2023	POOR	2023
IPDC-NW68.6	IPDC	I-90	W	68.60	M-5	2023	FAIR	2038
IPDC-NW70.0	IPDC	I-90	W	70.00	M-5	2023	FAIR	2038
PLAZA 18	RAMP PLAZA	I-90	E/W	70.70	M-5	2023	FAIR	2029
IPDC-NW70.8	IPDC	I-90	W	70.80	M-5	2023	FAIR	2038
IPDC-NW71.9	IPDC	I-90	W	71.90	M-5	2023	FAIR	2038
IPDC-NW72.9	IPDC	I-90	W	72.90	M-5	2023	FAIR	2038
PLAZA 18A	RAMP PLAZA - AET	I-90	E/W	73.60	M-5	2023	GOOD	2047
IPDC-NW74.0	IPDC	I-90	W	74.00	M-5	2023	FAIR	2038
IPDC-NW75.2	IPDC	I-90	W	75.20	M-5	2023	FAIR	2038
IPDC NW29.8	IPDC	I-90	W	29.80	M-6	2024	GOOD	2040
IPDC NW30.9	IPDC	I-90	W	30.90	M-6	2024	FAIR	2040
IPDC NW32.0	IPDC	I-90	W	32.00	M-6	2024	GOOD	2040
IPDC NW33.2	IPDC	I-90	W	33.20	M-6	2024	GOOD	2040
IPDC NW34.3	IPDC	I-90	W	34.30	M-6	2024	GOOD	2040
IPDC NW35.2	IPDC	I-90	W	35.20	M-6	2024	FAIR	2040
PLAZA 7A	RAMP PLAZA - AET	I-90	E/W	36.30	M-6	2024	GOOD	2040

Appendix J Facility Condition Rating Table

FAC SITE ID	FAC TYPE	ROUTE	DIRECTION	MP	M SEC.	LAST INSP.	CONDITION	NEXT SCH. REPAIR
IPDC NW36.4	IPDC	I-90	W	36.40	M-6	2024	FAIR	2040
IPDC NW37.4	IPDC	I-90	W	37.40	M-6	2024	GOOD	2040
PLAZA 7	MAINLINE PLAZA	I-90	E	37.80	M-6	2024	FAIR	2023
IPDC NW38.6	IPDC	I-90	W	38.60	M-6	2024	FAIR	2023
IPDC NW39.5	IPDC	I-90	W	39.50	M-6	2024	FAIR	2023
IPDC NW40.7	IPDC	I-90	W	40.70	M-6	2024	GOOD	2023
M06 MAINTENANCE FACILITY	MAINTENANCE	I-90	W	41.90	M-6	2024	GOOD	2023
IPDC NW42.0	IPDC	I-90	W	42.00	M-6	2024	FAIR	2023
IPDC NW42.9	IPDC	I-90	W	42.90	M-6	2024	FAIR	2023
IPDC NW43.6	IPDC	I-90	W	43.60	M-6	2024	FAIR	2023
IPDC NW44.6	IPDC	I-90	W	44.60	M-6	2024	FAIR	2023
IPDC NW45.5	IPDC	I-90	W	45.50	M-6	2024	FAIR	2023
PLAZA 6	RAMP PLAZA - AET	I-90	E/W	46.30	M-6	2024	FAIR	2044
IPDC NW46.6	IPDC	I-90	W	46.60	M-6	2024	FAIR	2023
IPDC NW48.0	IPDC	I-90	W	48.00	M-6	2024	FAIR	2023
IPDC NW48.7	IPDC	I-90	W	48.70	M-6	2024	FAIR	2023
IPDC NW49.7	IPDC	I-90	W	49.70	M-6	2024	FAIR	2023
IPDC NW50.8	IPDC	I-90	W	50.80	M-6	2024	FAIR	2023
IPDC NW52.1	IPDC	I-90	W	52.10	M-6	2024	FAIR	2023
PLAZA 8	RAMP PLAZA	I-90	E/W	52.10	M-6	2024	FAIR	2029
RANDALL ROAD PARK-N-RIDE	PARK-N-RIDE	I-90	E/W	52.20	M-6	2024	FAIR	2040
IPDC NW53.1	IPDC	I-90	W	53.10	M-6	2024	FAIR	2023
PLAZA 9	MAINLINE PLAZA	I-90	E/W	53.80	M-6	2024	FAIR	2023
PLAZA 11	RAMP PLAZA - AET	I-90	E/W	54.60	M-6	2024	FAIR	2023
IPDC-NW54.8	IPDC	I-90	W	54.80	M-6	2024	FAIR	2038
PLAZA 1	MAINLINE PLAZA	I-90	E/W	3.50	M-7	2024	FAIR	2023
PLAZA 4	RAMP PLAZA	I-90	E/W	8.90	M-7	2024	FAIR	2023
PLAZA 2	RAMP PLAZA	I-90	E/W	12.50	M-7	2024	POOR	2023
M07 MAINTENANCE FACILITY	MAINTENANCE	I-90	W	15.60	M-7	2024	GOOD	2039
IPDC NW18.5	IPDC	I-90	W	18.55	M-7	2024	GOOD	2023
IPDC NW19.9	IPDC	I-90	W	19.90	M-7	2024	GOOD	2023
PLAZA 5A	RAMP PLAZA - AET	I-90	E/W	20.80	M-7	2024	GOOD	2023
IPDC NW21.0	IPDC	I-90	W	21.00	M-7	2024	GOOD	2023
IPDC NW21.8	IPDC	I-90	W	21.80	M-7	2024	GOOD	2023
IPDC NW22.8	IPDC	I-90	W	22.80	M-7	2024	GOOD	2023
PLAZA 5	MAINLINE PLAZA	I-90	W	23.30	M-7	2024	FAIR	2023
IPDC NW23.9	IPDC	I-90	W	23.90	M-7	2024	GOOD	2023

Appendix J Facility Condition Rating Table

FAC SITE ID	FAC TYPE	ROUTE	DIRECTION	MP	M SEC.	LAST INSP.	CONDITION	NEXT SCH. REPAIR
BELVIDERE OASIS	OASIS	I-90	E/W	24.20	M-7	2024	FAIR	2023
IPDC NW25.0	IPDC	I-90	W	25.00	M-7	2024	FAIR	2023
PLAZA 3	RAMP PLAZA - AET	I-90	E/W	25.10	M-7	2024	GOOD	2070
IPDC NW25.9	IPDC	I-90	W	25.90	M-7	2024	FAIR	2023
IPDC NW27.0	IPDC	I-90	W	27.00	M-7	2024	POOR	2023
IPDC NW27.9	IPDC	I-90	W	27.90	M-7	2024	GOOD	2023
IPDC NW28.8	IPDC	I-90	W	28.80	M-7	2024	FAIR	2023
PLAZA 64	RAMP PLAZA	I-88	E/W	114.50	M-8	2023	FAIR	2032
PLAZA 63	RAMP PLAZA	I-88	E/W	116.90	M-8	2024	FAIR	2023
PLAZA 61	MAINLINE PLAZA	I-88	E/W	117.85	M-8	2024	FAIR	
PLAZA 59	RAMP PLAZA	I-88	E/W	119.25	M-8	2024	FAIR	2023
PLAZA 60	RAMP PLAZA - AET	I-88	E/W	121.20	M-8	2024	FAIR	2023
PLAZA 58	RAMP PLAZA	I-88	E/W	125.10	M-8	2024	FAIR	2023
PLAZA 57	RAMP PLAZA	I-88	E	127.60	M-8	2024	FAIR	2024
M08-OLD MAINTENANCE FACILITY	MAINTENANCE	I-88	W	127.60	M-8	2023	FAIR	
SIGN SHOP & WAREHOUSE	ADMINISTRATIVE	I-88	W	127.70	M-8	2023	FAIR	2025
LISLE TOWER	COMM. TOWER	I-88	W	131.20	M-8	2023	FAIR	2038
PLAZA 56A	RAMP PLAZA	I-88	W	133.70	M-8	2024	FAIR	2023
PLAZA 56B	RAMP PLAZA	I-88	E	134.20	M-8	2024	FAIR	2023
PLAZA 52	MAINLINE PLAZA	I-88	E	135.10	M-8	2023	FAIR	2038
PLAZA 55	RAMP PLAZA	I-88	E	136.50	M-8	2024	GOOD	2023
PLAZA 54	RAMP PLAZA	I-88	E	137.30	M-8	2024	GOOD	2023
PLAZA 53	RAMP PLAZA	I-88	W	137.70	M-8	2022	FAIR	2023
PLAZA 51	MAINLINE PLAZA	I-88	W	138.10	M-8	2022	FAIR	2023

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APPENDIX K

TOLLING SYSTEM CONDITION RATING TABLE

Appendix K Tolling System Condition Rating Table

PLAZA	PLAZA ESCRIPTION	ROADWAY LOCATION	BUS LANE ID	LANE CONFIGURATION	ROUTE	DIR.	MP	M-SECTION	CONDITION	ACTIVE VS INACTIVE
PLAZA 45C	I80E	RAMP - ENTRANCE	080E005.10TSLR-I80E-51	SHOULDER	I-80	EB	5.1	M-1	EXCELLENT	ACTIVE
PLAZA 45C	I80E	RAMP - ENTRANCE	080E005.10TSLR-I80E-52	ORT	I-80	EB	5.1	M-1	EXCELLENT	ACTIVE
PLAZA 45C	I80E	RAMP - ENTRANCE	080E005.10TSLR-I80E-53	ORT	I-80	EB	5.1	M-1	EXCELLENT	ACTIVE
PLAZA 45C	I80E	RAMP - ENTRANCE	080E005.10TSLR-I80E-54	SHOULDER	I-80	EB	5.1	M-1	EXCELLENT	ACTIVE
PLAZA 45C	I80E	RAMP - ENTRANCE	080E005.10TSLR-I80E-71	IPO	I-80	EB	5.1	M-1	EXCELLENT	ACTIVE
PLAZA 45C	I80E	RAMP - ENTRANCE	080E005.10TSLR-I80E-72	MLT	I-80	EB	5.1	M-1	EXCELLENT	INACTIVE
PLAZA 45C	I80E	RAMP - ENTRANCE	080E005.10TSLR-I80E-73	MLT	I-80	EB	5.1	M-1	EXCELLENT	ACTIVE
PLAZA 45C	I80E	RAMP - ENTRANCE	080E005.10TSLR-I80E-74	MLT	I-80	EB	5.1	M-1	GOOD	INACTIVE
PLAZA 43D	I80W	RAMP - EXIT	080W005.10TSLR-I80W-51	SHOULDER	I-80	WB	5.1	M-1	EXCELLENT	ACTIVE
PLAZA 43D	I80W	RAMP - EXIT	080W005.10TSLR-I80W-52	ORT	I-80	WB	5.1	M-1	EXCELLENT	ACTIVE
PLAZA 43D	I80W	RAMP - EXIT	080W005.10TSLR-I80W-53	ORT	I-80	WB	5.1	M-1	EXCELLENT	ACTIVE
PLAZA 43D	I80W	RAMP - EXIT	080W005.10TSLR-I80W-54	SHOULDER	I-80	WB	5.1	M-1	EXCELLENT	ACTIVE
PLAZA 43D	I80W	RAMP - EXIT	080W005.10TSLR-I80W-71	MLT	I-80	WB	5.1	M-1	GOOD	ACTIVE
PLAZA 43D	I80W	RAMP - EXIT	080W005.10TSLR-I80W-72	MLT	I-80	WB	5.1	M-1	GOOD	INACTIVE
PLAZA 43D	I80W	RAMP - EXIT	080W005.10TSLR-I80W-73	MLT	I-80	WB	5.1	M-1	GOOD	INACTIVE
PLAZA 43D	I80W	RAMP - EXIT	080W005.10TSLR-I80W-74	MLT	I-80	WB	5.1	M-1	GOOD	INACTIVE
PLAZA 47F	HALSTED ST	RAMP - EXIT	294N002.70TSLR-HLSTD-1	IPO	I-294	NB	2.7	M-1	EXCELLENT	ACTIVE
PLAZA 47F	HALSTED ST	RAMP - EXIT	294N002.70TSLR-HLSTD-2	ACM	I-294	NB	2.7	M-1	GOOD	INACTIVE
PLAZA 47F	HALSTED ST	RAMP - EXIT	294N002.70TSLR-HLSTD-3	IPO	I-294	NB	2.7	M-1	EXCELLENT	ACTIVE
PLAZA 41	163RD ST	MAINLINE	294N005.60TSLM-163ST-51	SHOULDER	I-294	NB	5.6	M-1	EXCELLENT	ACTIVE
PLAZA 41	163RD ST	MAINLINE	294N005.60TSLM-163ST-52	ORT	I-294	NB	5.6	M-1	EXCELLENT	ACTIVE
PLAZA 41	163RD ST	MAINLINE	294N005.60TSLM-163ST-53	ORT	I-294	NB	5.6	M-1	EXCELLENT	ACTIVE
PLAZA 41	163RD ST	MAINLINE	294N005.60TSLM-163ST-54	ORT	I-294	NB	5.6	M-1	EXCELLENT	ACTIVE
PLAZA 41	163RD ST	MAINLINE	294N005.60TSLM-163ST-55	ORT	I-294	NB	5.6	M-1	EXCELLENT	ACTIVE
PLAZA 41	163RD ST	MAINLINE	294N005.60TSLM-163ST-56	SHOULDER	I-294	NB	5.6	M-1	EXCELLENT	ACTIVE
PLAZA 41	163RD ST	MAINLINE	294N005.60TSLM-163ST-71	MLT	I-294	NB	5.6	M-1	EXCELLENT	INACTIVE

Appendix K Tolling System Condition Rating Table

PLAZA	PLAZA ESCRIPTION	ROADWAY LOCATION	BUS LANE ID	LANE CONFIGURATION	ROUTE	DIR.	MP	M-SECTION	CONDITION	ACTIVE VS INACTIVE
PLAZA 41	163RD ST	MAINLINE	294N005.60TSLM-163ST-72	MLT	I-294	NB	5.6	M-1	EXCELLENT	INACTIVE
PLAZA 41	163RD ST	MAINLINE	294N005.60TSLM-163ST-73	MLT	I-294	NB	5.6	M-1	GOOD (2022)	INACTIVE
PLAZA 41	163RD ST	MAINLINE	294N005.60TSLM-163ST-74	MLT	I-294	NB	5.6	M-1	GOOD (2022)	INACTIVE
PLAZA 41	163RD ST	MAINLINE	294N005.60TSLM-163ST-75	IPO	I-294	NB	5.6	M-1	GOOD (2022)	INACTIVE
PLAZA 40F	159TH ST	RAMP - ENTRANCE	294N006.30TSLR-159ST-1	IPO	I-294	NB	6.3	M-1	EXCELLENT	ACTIVE
PLAZA 40F	159TH ST	RAMP - ENTRANCE	294N006.30TSLR-159ST-2	ATPM	I-294	NB	6.3	M-1	EXCELLENT	INACTIVE
PLAZA 40G	159TH ST	RAMP - ENTRANCE	294N006.30TSLR-159ST-3	ATPM	I-294	NB	6.3	M-1	EXCELLENT	INACTIVE
PLAZA 40G	159TH ST	RAMP - ENTRANCE	294N006.30TSLR-159ST-4	IPO	I-294	NB	6.3	M-1	EXCELLENT	ACTIVE
PLAZA 42N	I-57	RAMP - ENTRANCE	294N007.60TSLR-I57-51	SHOULDER	I-294	NB	8.25	M-1	EXCELLENT	ACTIVE
PLAZA 42N	I-57	RAMP - ENTRANCE	294N007.60TSLR-I57-52	AET	I-294	NB	8.25	M-1	EXCELLENT	ACTIVE
PLAZA 42N	I-57	RAMP - ENTRANCE	294N007.60TSLR-I57-53	AET	I-294	NB	8.25	M-1	EXCELLENT	ACTIVE
PLAZA 42B	I-57	RAMP - ENTRANCE	294N007.60TSLR-I57-54	SHOULDER	I-294	NB	8.25	M-1	EXCELLENT	ACTIVE
PLAZA 42B	I-57	RAMP - ENTRANCE	294N007.60TSLR-I57-55	AET	I-294	NB	8.25	M-1	EXCELLENT	ACTIVE
PLAZA 42B	I-57	RAMP - ENTRANCE	294N007.60TSLR-I57-56	AET	I-294	NB	8.25	M-1	EXCELLENT	ACTIVE
PLAZA 38N	95TH ST	RAMP - EXIT	294N017.50TSLR-95ST-1	IPO	I-294	NB	17.5	M-1	GOOD	ACTIVE
PLAZA 38N	95TH ST	RAMP - EXIT	294N017.50TSLR-95ST-2	IPO	I-294	NB	17.5	M-1	EXCELLENT	ACTIVE
PLAZA 39	83RD ST	MAINLINE	294N019.30TSLM-83ST-51	SHOULDER	I-294	NB	19.3	M-1	EXCELLENT	ACTIVE
PLAZA 39	83RD ST	MAINLINE	294N019.30TSLM-83ST-52	ORT	I-294	NB	19.3	M-1	EXCELLENT	ACTIVE
PLAZA 39	83RD ST	MAINLINE	294N019.30TSLM-83ST-53	ORT	I-294	NB	19.3	M-1	EXCELLENT	ACTIVE
PLAZA 39	83RD ST	MAINLINE	294N019.30TSLM-83ST-54	ORT	I-294	NB	19.3	M-1	EXCELLENT	ACTIVE
PLAZA 39	83RD ST	MAINLINE	294N019.30TSLM-83ST-55	ORT	I-294	NB	19.3	M-1	EXCELLENT	ACTIVE
PLAZA 39	83RD ST	MAINLINE	294N019.30TSLM-83ST-56	SHOULDER	I-294	NB	19.3	M-1	EXCELLENT	ACTIVE
PLAZA 39	83RD ST	MAINLINE	294N019.30TSLM-83ST-57	SHOULDER	I-294	NB	19.3	M-1	EXCELLENT	ACTIVE
PLAZA 39	83RD ST	MAINLINE	294N019.30TSLM-83ST-71	MLT	I-294	NB	19.3	M-1	EXCELLENT	INACTIVE
PLAZA 39	83RD ST	MAINLINE	294N019.30TSLM-83ST-72	MLT	I-294	NB	19.3	M-1	EXCELLENT	INACTIVE
PLAZA 39	83RD ST	MAINLINE	294N019.30TSLM-83ST-73	MLT	I-294	NB	19.3	M-1	EXCELLENT	INACTIVE

Appendix K Tolling System Condition Rating Table

PLAZA	PLAZA ESCRIPTION	ROADWAY LOCATION	BUS LANE ID	LANE CONFIGURATION	ROUTE	DIR.	MP	M-SECTION	CONDITION	ACTIVE VS INACTIVE
PLAZA 39	83RD ST	MAINLINE	294N019.30TSLM-83ST-74	MLT	I-294	NB	19.3	M-1	EXCELLENT	INACTIVE
PLAZA 39	83RD ST	MAINLINE	294N019.30TSLM-83ST-75	IPO	I-294	NB	19.3	M-1	EXCELLENT	INACTIVE
PLAZA 39	83RD ST	MAINLINE	294N019.30TSLM-83ST-76	IPO	I-294	NB	19.3	M-1	EXCELLENT	INACTIVE
PLAZA 47E	HALSTED ST	RAMP - ENTRANCE	294S002.70TSLR-HLSTD-4	IPO	I-294	SB	2.7	M-1	EXCELLENT	ACTIVE
PLAZA 47E	HALSTED ST	RAMP - ENTRANCE	294S002.70TSLR-HLSTD-5	ACM	I-294	SB	2.7	M-1	EXCELLENT	ACTIVE
PLAZA 47E	HALSTED ST	RAMP - ENTRANCE	294S002.70TSLR-HLSTD-6	IPO	I-294	SB	2.7	M-1	EXCELLENT	ACTIVE
PLAZA 41	163RD ST	MAINLINE	294S005.60TSLM-163ST-61	SHOULDER	I-294	SB	5.6	M-1	EXCELLENT	ACTIVE
PLAZA 41	163RD ST	MAINLINE	294S005.60TSLM-163ST-62	ORT	I-294	SB	5.6	M-1	EXCELLENT	ACTIVE
PLAZA 41	163RD ST	MAINLINE	294S005.60TSLM-163ST-63	ORT	I-294	SB	5.6	M-1	EXCELLENT	ACTIVE
PLAZA 41	163RD ST	MAINLINE	294S005.60TSLM-163ST-64	ORT	I-294	SB	5.6	M-1	EXCELLENT	ACTIVE
PLAZA 41	163RD ST	MAINLINE	294S005.60TSLM-163ST-65	ORT	I-294	SB	5.6	M-1	EXCELLENT	ACTIVE
PLAZA 41	163RD ST	MAINLINE	294S005.60TSLM-163ST-66	SHOULDER	I-294	SB	5.6	M-1	EXCELLENT	ACTIVE
PLAZA 41	163RD ST	MAINLINE	294S005.60TSLM-163ST-81	IPO	I-294	SB	5.6	M-1	EXCELLENT	ACTIVE
PLAZA 41	163RD ST	MAINLINE	294S005.60TSLM-163ST-82	MLT	I-294	SB	5.6	M-1	EXCELLENT	INACTIVE
PLAZA 41	163RD ST	MAINLINE	294S005.60TSLM-163ST-83	MLT	I-294	SB	5.6	M-1	EXCELLENT	INACTIVE
PLAZA 41	163RD ST	MAINLINE	294S005.60TSLM-163ST-84	MLT	I-294	SB	5.6	M-1	GOOD	INACTIVE
PLAZA 41	163RD ST	MAINLINE	294S005.60TSLM-163ST-85	MLT	I-294	SB	5.6	M-1	EXCELLENT	INACTIVE
PLAZA 40H	159TH ST	RAMP - EXIT	294S006.30TSLR-159ST-5	ATPM	I-294	SB	6.3	M-1	EXCELLENT	INACTIVE
PLAZA 40H	159TH ST	RAMP - EXIT	294S006.30TSLR-159ST-6	IPO	I-294	SB	6.3	M-1	EXCELLENT	ACTIVE
PLAZA 40E	159TH ST	RAMP - EXIT	294S006.30TSLR-159ST-7	IPO	I-294	SB	6.3	M-1	EXCELLENT	ACTIVE
PLAZA 40E	159TH ST	RAMP - EXIT	294S006.30TSLR-159ST-8	ATPM	I-294	SB	6.3	M-1	EXCELLENT	INACTIVE
PLAZA 42M	I-57	RAMP - EXIT	294S006.60TS LR-I57-64	SHOULDER	I-294	SB	7.75	M-1	EXCELLENT	ACTIVE
PLAZA 42M	I-57	RAMP - EXIT	294S006.60TSLR-I57-65	AET	I-294	SB	7.75	M-1	EXCELLENT	ACTIVE
PLAZA 42M	I-57	RAMP - EXIT	294S006.60TSLR-I57-66	AET	I-294	SB	7.75	M-1	EXCELLENT	ACTIVE
PLAZA 42X	I-57	RAMP - EXIT	294S007.60TSLR-I57-61	AET	I-294	SB	8.25	M-1	EXCELLENT	ACTIVE
PLAZA 42X	I-57	RAMP - EXIT	294S007.60TSLR-I57-62	AET	I-294	SB	8.25	M-1	EXCELLENT	ACTIVE

Appendix K Tolling System Condition Rating Table

PLAZA	PLAZA ESCRIPTION	ROADWAY LOCATION	BUS LANE ID	LANE CONFIGURATION	ROUTE	DIR.	MP	M-SECTION	CONDITION	ACTIVE VS INACTIVE
PLAZA 42X	I-57	RAMP - EXIT	294S007.60TSLR -I57-63	SHOULDER	I-294	SB	8.25	M-1	EXCELLENT	ACTIVE
PLAZA 38S	95TH ST	RAMP - ENTRANCE	294S017.50TSLR-95ST-3	IPO	I-294	SB	17.5	M-1	GOOD	INACTIVE
PLAZA 38S	95TH ST	RAMP - ENTRANCE	294S017.50TSLR-95ST-4	IPO	I-294	SB	17.5	M-1	FAIR	ACTIVE
PLAZA 34A	75TH ST	RAMP - EXIT	294S022.22TSLR-75ST-1	IPO	I-294	SB	22.22	M-1	EXCELLENT	ACTIVE
PLAZA 34A	75TH ST	RAMP - EXIT	294S022.22TSLR-75ST-2	ATPM	I-294	SB	22.22	M-1	GOOD	INACTIVE
PLAZA 34A	75TH ST	RAMP - EXIT	294S022.22TSLR-75ST-3	IPO	I-294	SB	22.22	M-1	EXCELLENT	ACTIVE
PLAZA 34D	75TH ST	RAMP - ENTRANCE	294N022.00TSLR-75ST-4	IPO	I-294	NB	22	M-2	EXCELLENT	ACTIVE
PLAZA 34D	75TH ST	RAMP - ENTRANCE	294N022.00TSLR-75ST-5	IPO	I-294	NB	22	M-2	EXCELLENT	ACTIVE
PLAZA 34D	75TH ST	RAMP - ENTRANCE	294N022.00TSLR-75ST-6	ATPM	I-294	NB	22	M-2	GOOD	INACTIVE
PLAZA 37A	I55	RAMP - ENTRANCE	294N024.10TSLR-I55S-10	IPO	I-294	NB	24.1	M-2	EXCELLENT	ACTIVE
PLAZA 37A	I55	RAMP - ENTRANCE	294N024.10TSLR-I55S-6	IPO	I-294	NB	24.1	M-2	EXCELLENT	ACTIVE
PLAZA 37A	I55	RAMP - ENTRANCE	294N024.10TSLR-I55S-7	IPO	I-294	NB	24.1	M-2	EXCELLENT	INACTIVE
PLAZA 37A	I55	RAMP - ENTRANCE	294N024.10TSLR-I55S-8	ACM	I-294	NB	24.1	M-2	EXCELLENT	INACTIVE
PLAZA 37A	I55	RAMP - ENTRANCE	294N024.10TSLR-I55S-9	ACM	I-294	NB	24.1	M-2	EXCELLENT	INACTIVE
PLAZA 35	CERMAK ROAD	MAINLINE	294N029.90TSLM-CRMKR-51	SHOULDER	I-294	NB	29.9	M-2	EXCELLENT	ACTIVE
PLAZA 35	CERMAK ROAD	MAINLINE	294N029.90TSLM-CRMKR-52	ORT	I-294	NB	29.9	M-2	EXCELLENT	ACTIVE
PLAZA 35	CERMAK ROAD	MAINLINE	294N029.90TSLM-CRMKR-53	ORT	I-294	NB	29.9	M-2	EXCELLENT	ACTIVE
PLAZA 35	CERMAK ROAD	MAINLINE	294N029.90TSLM-CRMKR-54	ORT	I-294	NB	29.9	M-2	EXCELLENT	ACTIVE
PLAZA 35	CERMAK ROAD	MAINLINE	294N029.90TSLM-CRMKR-55	ORT	I-294	NB	29.9	M-2	EXCELLENT	ACTIVE
PLAZA 35	CERMAK ROAD	MAINLINE	294N029.90TSLM-CRMKR-56	SHOULDER	I-294	NB	29.9	M-2	EXCELLENT	ACTIVE
PLAZA 35	CERMAK ROAD	MAINLINE	294N029.90TSLM-CRMKR-71	MLT	I-294	NB	29.9	M-2	EXCELLENT	INACTIVE
PLAZA 35	CERMAK ROAD	MAINLINE	294N029.90TSLM-CRMKR-72	MLT	I-294	NB	29.9	M-2	EXCELLENT	INACTIVE
PLAZA 35	CERMAK ROAD	MAINLINE	294N029.90TSLM-CRMKR-73	MLT	I-294	NB	29.9	M-2	EXCELLENT	INACTIVE
PLAZA 35	CERMAK ROAD	MAINLINE	294N029.90TSLM-CRMKR-74	MLT	I-294	NB	29.9	M-2	EXCELLENT	INACTIVE
PLAZA 35	CERMAK ROAD	MAINLINE	294N029.90TSLM-CRMKR-75	MLT	I-294	NB	29.9	M-2	EXCELLENT	INACTIVE
PLAZA 35	CERMAK ROAD	MAINLINE	294N029.90TSLM-CRMKR-76	MLT	I-294	NB	29.9	M-2	EXCELLENT	INACTIVE

Appendix K Tolling System Condition Rating Table

PLAZA	PLAZA ESCRIPTION	ROADWAY LOCATION	BUS LANE ID	LANE CONFIGURATION	ROUTE	DIR.	MP	M-SECTION	CONDITION	ACTIVE VS INACTIVE
PLAZA 35	CERMAK ROAD	MAINLINE	294N029.90TSLM-CRMKR-77	IPO	I-294	NB	29.9	M-2	EXCELLENT	ACTIVE
PLAZA 36	82ND ST	MAINLINE	294S019.70TSLM-82ST-51	SHOULDER	I-294	SB	19.7	M-2	EXCELLENT	ACTIVE
PLAZA 36	82ND ST	MAINLINE	294S019.70TSLM-82ST-52	ORT	I-294	SB	19.7	M-2	EXCELLENT	ACTIVE
PLAZA 36	82ND ST	MAINLINE	294S019.70TSLM-82ST-53	ORT	I-294	SB	19.7	M-2	EXCELLENT	ACTIVE
PLAZA 36	82ND ST	MAINLINE	294S019.70TSLM-82ST-54	ORT	I-294	SB	19.7	M-2	EXCELLENT	ACTIVE
PLAZA 36	82ND ST	MAINLINE	294S019.70TSLM-82ST-55	ORT	I-294	SB	19.7	M-2	EXCELLENT	ACTIVE
PLAZA 36	82ND ST	MAINLINE	294S019.70TSLM-82ST-56	SHOULDER	I-294	SB	19.7	M-2	EXCELLENT	ACTIVE
PLAZA 36	82ND ST	MAINLINE	294S019.70TSLM-82ST-71	MLT	I-294	SB	19.7	M-2	EXCELLENT	INACTIVE
PLAZA 36	82ND ST	MAINLINE	294S019.70TSLM-82ST-72	MLT	I-294	SB	19.7	M-2	EXCELLENT	INACTIVE
PLAZA 36	82ND ST	MAINLINE	294S019.70TSLM-82ST-73	MLT	I-294	SB	19.7	M-2	EXCELLENT	INACTIVE
PLAZA 36	82ND ST	MAINLINE	294S019.70TSLM-82ST-74	MLT	I-294	SB	19.7	M-2	EXCELLENT	INACTIVE
PLAZA 36	82ND ST	MAINLINE	294S019.70TSLM-82ST-75	MLT	I-294	SB	19.7	M-2	EXCELLENT	INACTIVE
PLAZA 36	82ND ST	MAINLINE	294S019.70TSLM-82ST-76	IPO	I-294	SB	19.7	M-2	EXCELLENT	INACTIVE
PLAZA 37B	I55	RAMP - EXIT	294S024.10TSLR-I55S-1	IPO	I-294	SB	24.1	M-2	EXCELLENT	ACTIVE
PLAZA 37B	I55	RAMP - EXIT	294S024.10TSLR-I55S-2	ACM	I-294	SB	24.1	M-2	EXCELLENT (2022)	INACTIVE
PLAZA 37B	I55	RAMP - EXIT	294S024.10TSLR-I55S-3	ACM	I-294	SB	24.1	M-2	GOOD (2022)	INACTIVE
PLAZA 37B	I55	RAMP - EXIT	294S024.10TSLR-I55S-4	ACM	I-294	SB	24.1	M-2	GOOD (2022)	INACTIVE
PLAZA 37B	I55	RAMP - EXIT	294S024.10TSLR-I55S-5	IPO	I-294	SB	24.1	M-2	EXCELLENT	ACTIVE
PLAZA 35	CERMAK ROAD	MAINLINE	294S029.90TSLM-CRMKR-61	SHOULDER	I-294	SB	29.9	M-2	EXCELLENT	ACTIVE
PLAZA 35	CERMAK ROAD	MAINLINE	294S029.90TSLM-CRMKR-62	ORT	I-294	SB	29.9	M-2	EXCELLENT	ACTIVE
PLAZA 35	CERMAK ROAD	MAINLINE	294S029.90TSLM-CRMKR-63	ORT	I-294	SB	29.9	M-2	EXCELLENT	ACTIVE
PLAZA 35	CERMAK ROAD	MAINLINE	294S029.90TSLM-CRMKR-64	ORT	I-294	SB	29.9	M-2	EXCELLENT	ACTIVE
PLAZA 35	CERMAK ROAD	MAINLINE	294S029.90TSLM-CRMKR-65	ORT	I-294	SB	29.9	M-2	EXCELLENT	ACTIVE
PLAZA 35	CERMAK ROAD	MAINLINE	294S029.90TSLM-CRMKR-66	SHOULDER	I-294	SB	29.9	M-2	EXCELLENT	ACTIVE
PLAZA 35	CERMAK ROAD	MAINLINE	294S029.90TSLM-CRMKR-81	IPO	I-294	SB	29.9	M-2	EXCELLENT	ACTIVE
PLAZA 35	CERMAK ROAD	MAINLINE	294S029.90TSLM-CRMKR-82	MLT	I-294	SB	29.9	M-2	GOOD	INACTIVE

Appendix K Tolling System Condition Rating Table

PLAZA	PLAZA ESCRIPTION	ROADWAY LOCATION	BUS LANE ID	LANE CONFIGURATION	ROUTE	DIR.	MP	M-SECTION	CONDITION	ACTIVE VS INACTIVE
PLAZA 35	CERMAK ROAD	MAINLINE	294S029.90TSLM-CRMKR-83	MLT	I-294	SB	29.9	M-2	EXCELLENT	INACTIVE
PLAZA 35	CERMAK ROAD	MAINLINE	294S029.90TSLM-CRMKR-84	MLT	I-294	SB	29.9	M-2	EXCELLENT	INACTIVE
PLAZA 35	CERMAK ROAD	MAINLINE	294S029.90TSLM-CRMKR-85	MLT	I-294	SB	29.9	M-2	EXCELLENT	INACTIVE
PLAZA 35	CERMAK ROAD	MAINLINE	294S029.90TSLM-CRMKR-86	MLT	I-294	SB	29.9	M-2	EXCELLENT	INACTIVE
PLAZA 35	CERMAK ROAD	MAINLINE	294S029.90TSLM-CRMKR-87	MLT	I-294	SB	29.9	M-2	EXCELLENT	INACTIVE
PLAZA 19	RIVER ROAD	MAINLINE	090E078.50TSLM-RIVRR-51	SHOULDER	I-90	EB	78.5	M-3	EXCELLENT	ACTIVE
PLAZA 19	RIVER ROAD	MAINLINE	090E078.50TSLM-RIVRR-52	ORT	I-90	EB	78.5	M-3	EXCELLENT	ACTIVE
PLAZA 19	RIVER ROAD	MAINLINE	090E078.50TSLM-RIVRR-53	ORT	I-90	EB	78.5	M-3	EXCELLENT	ACTIVE
PLAZA 19	RIVER ROAD	MAINLINE	090E078.50TSLM-RIVRR-54	ORT	I-90	EB	78.5	M-3	EXCELLENT	ACTIVE
PLAZA 19	RIVER ROAD	MAINLINE	090E078.50TSLM-RIVRR-55	SHOULDER	I-90	EB	78.5	M-3	EXCELLENT	ACTIVE
PLAZA 19	RIVER ROAD	MAINLINE	090E078.50TSLM-RIVRR-71	MLT	I-90	EB	78.5	M-3	GOOD	INACTIVE
PLAZA 19	RIVER ROAD	MAINLINE	090E078.50TSLM-RIVRR-72	MLT	I-90	EB	78.5	M-3	GOOD	ACTIVE
PLAZA 19	RIVER ROAD	MAINLINE	090E078.50TSLM-RIVRR-73	MLT	I-90	EB	78.5	M-3	GOOD	ACTIVE
PLAZA 19	RIVER ROAD	MAINLINE	090E078.50TSLM-RIVRR-74	ATPM	I-90	EB	78.5	M-3	GOOD	INACTIVE
PLAZA 19	RIVER ROAD	MAINLINE	090E078.50TSLM-RIVRR-75	ATPM	I-90	EB	78.5	M-3	GOOD	INACTIVE
PLAZA 19	RIVER ROAD	MAINLINE	090E078.50TSLM-RIVRR-76	IPO	I-90	EB	78.5	M-3	EXCELLENT	ACTIVE
PLAZA 19	RIVER ROAD	MAINLINE	090E078.50TSLM-RIVRR-77	IPO	I-90	EB	78.5	M-3	EXCELLENT	ACTIVE
PLAZA 17	DEVON AVENUE	MAINLINE	090W077.10TSLM-DEVNA-51	SHOULDER	I-90	WB	77.1	M-3	GOOD	ACTIVE
PLAZA 17	DEVON AVENUE	MAINLINE	090W077.10TSLM-DEVNA-52	ORT	I-90	WB	77.1	M-3	EXCELLENT	ACTIVE
PLAZA 17	DEVON AVENUE	MAINLINE	090W077.10TSLM-DEVNA-53	ORT	I-90	WB	77.1	M-3	EXCELLENT	ACTIVE
PLAZA 17	DEVON AVENUE	MAINLINE	090W077.10TSLM-DEVNA-54	ORT	I-90	WB	77.1	M-3	EXCELLENT	ACTIVE
PLAZA 17	DEVON AVENUE	MAINLINE	090W077.10TSLM-DEVNA-55	ORT	I-90	WB	77.1	M-3	EXCELLENT	ACTIVE
PLAZA 17	DEVON AVENUE	MAINLINE	090W077.10TSLM-DEVNA-56	SHOULDER	I-90	WB	77.1	M-3	EXCELLENT	ACTIVE
PLAZA 17	DEVON AVENUE	MAINLINE	090W077.10TSLM-DEVNA-71	MLT	I-90	WB	77.1	M-3	EXCELLENT	ACTIVE
PLAZA 17	DEVON AVENUE	MAINLINE	090W077.10TSLM-DEVNA-72	MLT	I-90	WB	77.1	M-3	GOOD	INACTIVE

Appendix K Tolling System Condition Rating Table

PLAZA	PLAZA ESCRIPTION	ROADWAY LOCATION	BUS LANE ID	LANE CONFIGURATION	ROUTE	DIR.	MP	M-SECTION	CONDITION	ACTIVE VS INACTIVE
PLAZA 17	DEVON AVENUE	MAINLINE	090W077.10TSLM-DEVNA-73	MLT	I-90	WB	77.1	M-3	GOOD	INACTIVE
PLAZA 17	DEVON AVENUE	MAINLINE	090W077.10TSLM-DEVNA-74	MLT	I-90	WB	77.1	M-3	GOOD	INACTIVE
PLAZA 17	DEVON AVENUE	MAINLINE	090W077.10TSLM-DEVNA-75	MLT	I-90	WB	77.1	M-3	GOOD	INACTIVE
PLAZA 17	DEVON AVENUE	MAINLINE	090W077.10TSLM-DEVNA-76	IPO	I-90	WB	77.1	M-3	EXCELLENT	ACTIVE
PLAZA 30	BALMORAL	RAMP - EXIT	294N039.70TSLR-BLMRL-51	SHOULDER	I-294	NB	39.7	M-3	EXCELLENT	ACTIVE
PLAZA 30	BALMORAL	RAMP - EXIT	294N039.70TSLR-BLMRL-52	AET	I-294	NB	39.7	M-3	EXCELLENT	ACTIVE
PLAZA 30	BALMORAL	RAMP - EXIT	294N039.70TSLR-BLMRL-53	AET	I-294	NB	39.7	M-3	EXCELLENT	ACTIVE
PLAZA 32	O'HARE EAST	RAMP - EXIT	294N040.50TSLR-OHRE-1	IPO	I-294	NB	40.5	M-3	EXCELLENT	ACTIVE
PLAZA 32	O'HARE EAST	RAMP - EXIT	294N040.50TSLR-OHRE-2	ACM	I-294	NB	40.5	M-3	EXCELLENT	INACTIVE
PLAZA 32	O'HARE EAST	RAMP - EXIT	294N040.50TSLR-OHRE-3	ACM	I-294	NB	40.5	M-3	EXCELLENT	INACTIVE
PLAZA 32	O'HARE EAST	RAMP - EXIT	294N040.50TSLR-OHRE-4	IPO	I-294	NB	40.5	M-3	EXCELLENT	ACTIVE
PLAZA 29	TOUHY RD	MAINLINE	294N041.60TSLM-TOUHY-51	SHOULDER	I-294	NB	41.6	M-3	EXCELLENT	ACTIVE
PLAZA 29	TOUHY RD	MAINLINE	294N041.60TSLM-TOUHY-52	ORT	I-294	NB	41.6	M-3	EXCELLENT	ACTIVE
PLAZA 29	TOUHY RD	MAINLINE	294N041.60TSLM-TOUHY-53	ORT	I-294	NB	41.6	M-3	EXCELLENT	ACTIVE
PLAZA 29	TOUHY RD	MAINLINE	294N041.60TSLM-TOUHY-54	ORT	I-294	NB	41.6	M-3	EXCELLENT	ACTIVE
PLAZA 29	TOUHY RD	MAINLINE	294N041.60TSLM-TOUHY-55	ORT	I-294	NB	41.6	M-3	EXCELLENT	ACTIVE
PLAZA 29	TOUHY RD	MAINLINE	294N041.60TSLM-TOUHY-56	SHOULDER	I-294	NB	41.6	M-3	EXCELLENT	ACTIVE
PLAZA 29	TOUHY RD	MAINLINE	294N041.60TSLM-TOUHY-71	MLT	I-294	NB	41.6	M-3	EXCELLENT	ACTIVE
PLAZA 29	TOUHY RD	MAINLINE	294N041.60TSLM-TOUHY-72	MLT	I-294	NB	41.6	M-3	GOOD	INACTIVE
PLAZA 29	TOUHY RD	MAINLINE	294N041.60TSLM-TOUHY-73	MLT	I-294	NB	41.6	M-3	GOOD	INACTIVE
PLAZA 29	TOUHY RD	MAINLINE	294N041.60TSLM-TOUHY-74	MLT	I-294	NB	41.6	M-3	GOOD	INACTIVE
PLAZA 29	TOUHY RD	MAINLINE	294N041.60TSLM-TOUHY-75	MLT	I-294	NB	41.6	M-3	GOOD	INACTIVE
PLAZA 29	TOUHY RD	MAINLINE	294N041.60TSLM-TOUHY-77	IPO	I-294	NB	41.6	M-3	EXCELLENT	ACTIVE
PLAZA 28 - RAMP A	GOLF ROAD	RAMP - ENTRANCE	294N045.20TSLR-GLFRD-1	IPO	I-294	NB	45.2	M-3	EXCELLENT	ACTIVE
PLAZA 28 - RAMP A	GOLF ROAD	RAMP - ENTRANCE	294N045.20TSLR-GLFRD-2	ATPM	I-294	NB	45.2	M-3	GOOD	INACTIVE
PLAZA 28 - RAMP A	GOLF ROAD	RAMP - ENTRANCE	294N045.20TSLR-GLFRD-3	IPO	I-294	NB	45.2	M-3	EXCELLENT	ACTIVE

Appendix K Tolling System Condition Rating Table

PLAZA	PLAZA ESCRIPTION	ROADWAY LOCATION	BUS LANE ID	LANE CONFIGURATION	ROUTE	DIR.	MP	M-SECTION	CONDITION	ACTIVE VS INACTIVE
PLAZA 27B	WILLOW RD	RAMP - ENTRANCE	294N048.90TSLR-WLLRD-10	IPO	I-294	NB	48.9	M-3	EXCELLENT	ACTIVE
PLAZA 27B	WILLOW RD	RAMP - ENTRANCE	294N048.90TSLR-WLLRD-11	IPO	I-294	NB	48.9	M-3	EXCELLENT	ACTIVE
PLAZA 27B	WILLOW RD	RAMP - ENTRANCE	294N048.90TSLR-WLLRD-9	ATPM	I-294	NB	48.9	M-3	GOOD	INACTIVE
PLAZA 33	IRVING PARK RD	MAINLINE	294S038.90TSLM-IRVPK-51	SHOULDER	I-294	SB	38.9	M-3	EXCELLENT	ACTIVE
PLAZA 33	IRVING PARK RD	MAINLINE	294S038.90TSLM-IRVPK-52	ORT	I-294	SB	38.9	M-3	EXCELLENT	ACTIVE
PLAZA 33	IRVING PARK RD	MAINLINE	294S038.90TSLM-IRVPK-53	ORT	I-294	SB	38.9	M-3	EXCELLENT	ACTIVE
PLAZA 33	IRVING PARK RD	MAINLINE	294S038.90TSLM-IRVPK-54	ORT	I-294	SB	38.9	M-3	EXCELLENT	ACTIVE
PLAZA 33	IRVING PARK RD	MAINLINE	294S038.90TSLM-IRVPK-55	ORT	I-294	SB	38.9	M-3	EXCELLENT	ACTIVE
PLAZA 33	IRVING PARK RD	MAINLINE	294S038.90TSLM-IRVPK-56	SHOULDER	I-294	SB	38.9	M-3	EXCELLENT	INACTIVE
PLAZA 33	IRVING PARK RD	MAINLINE	294S038.90TSLM-IRVPK-71	IPO	I-294	SB	38.9	M-3	EXCELLENT	ACTIVE
PLAZA 33	IRVING PARK RD	MAINLINE	294S038.90TSLM-IRVPK-72	MLT	I-294	SB	38.9	M-3	EXCELLENT	ACTIVE
PLAZA 33	IRVING PARK RD	MAINLINE	294S038.90TSLM-IRVPK-73	MLT	I-294	SB	38.9	M-3	EXCELLENT	INACTIVE
PLAZA 33	IRVING PARK RD	MAINLINE	294S038.90TSLM-IRVPK-74	MLT	I-294	SB	38.9	M-3	EXCELLENT	INACTIVE
PLAZA 33	IRVING PARK RD	MAINLINE	294S038.90TSLM-IRVPK-75	MLT	I-294	SB	38.9	M-3	EXCELLENT	ACTIVE
PLAZA 33	IRVING PARK RD	MAINLINE	294S038.90TSLM-IRVPK-76	MLT	I-294	SB	38.9	M-3	EXCELLENT	ACTIVE
PLAZA 33	IRVING PARK RD	MAINLINE	294S038.90TSLM-IRVPK-77	IPO	I-294	SB	38.9	M-3	GOOD	ACTIVE
PLAZA 31	O'HARE WEST	RAMP - EXIT	294S040.20TSLR-OHRW-1	IPO	I-294	SB	40.2	M-3	GOOD	ACTIVE
PLAZA 31	O'HARE WEST	RAMP - EXIT	294S040.20TSLR-OHRW-2	IPO	I-294	SB	40.2	M-3	EXCELLENT	ACTIVE
PLAZA 31	O'HARE WEST	RAMP - EXIT	294S040.20TSLR-OHRW-3	ACM	I-294	SB	40.2	M-3	EXCELLENT	INACTIVE
PLAZA 31	O'HARE WEST	RAMP - EXIT	294S040.20TSLR-OHRW-4	ACM	I-294	SB	40.2	M-3	GOOD	INACTIVE
PLAZA 28 - RAMP B	GOLF RD	RAMP - EXIT	294S045.20TSLR-GLFRD-4	IPO	I-294	SB	45.2	M-3	EXCELLENT	ACTIVE
PLAZA 28 - RAMP B	GOLF RD	RAMP - EXIT	294S045.20TSLR-GLFRD-5	IPO	I-294	SB	45.2	M-3	EXCELLENT	ACTIVE
PLAZA 28 - RAMP B	GOLF RD	RAMP - EXIT	294S045.20TSLR-GLFRD-6	ATPM	I-294	SB	45.2	M-3	GOOD	INACTIVE
PLAZA 27C	WILLOW RD	RAMP - EXIT	294S048.90TSLR-WLLRD-12	IPO	I-294	SB	48.9	M-3	EXCELLENT	ACTIVE
PLAZA 27C	WILLOW RD	RAMP - EXIT	294S048.90TSLR-WLLRD-13	ATPM	I-294	SB	48.9	M-3	EXCELLENT	INACTIVE
PLAZA 27C	WILLOW RD	RAMP - EXIT	294S048.90TSLR-WLLRD-14	IPO	I-294	SB	48.9	M-3	EXCELLENT	ACTIVE

Appendix K Tolling System Condition Rating Table

PLAZA	PLAZA ESCRIPTION	ROADWAY LOCATION	BUS LANE ID	LANE CONFIGURATION	ROUTE	DIR.	MP	M-SECTION	CONDITION	ACTIVE VS INACTIVE
PLAZA 21	WAUKEGAN	MAINLINE	094E004.80TSLM-WKGN-61	SHOULDER	I-94	EB	4.8	M-4	EXCELLENT	ACTIVE
PLAZA 21	WAUKEGAN	MAINLINE	094E004.80TSLM-WKGN-62	ORT	I-94	EB	4.8	M-4	EXCELLENT	ACTIVE
PLAZA 21	WAUKEGAN	MAINLINE	094E004.80TSLM-WKGN-63	ORT	I-94	EB	4.8	M-4	EXCELLENT	ACTIVE
PLAZA 21	WAUKEGAN	MAINLINE	094E004.80TSLM-WKGN-64	ORT	I-94	EB	4.8	M-4	EXCELLENT	ACTIVE
PLAZA 21	WAUKEGAN	MAINLINE	094E004.80TSLM-WKGN-65	SHOULDER	I-94	EB	4.8	M-4	GOOD	ACTIVE
PLAZA 21	WAUKEGAN	MAINLINE	094E004.80TSLM-WKGN-81	MLT	I-94	EB	4.8	M-4	EXCELLENT	INACTIVE
PLAZA 21	WAUKEGAN	MAINLINE	094E004.80TSLM-WKGN-82	IPO	I-94	EB	4.8	M-4	EXCELLENT	INACTIVE
PLAZA 21	WAUKEGAN	MAINLINE	094E004.80TSLM-WKGN-83	MLT	I-94	EB	4.8	M-4	EXCELLENT	INACTIVE
PLAZA 21	WAUKEGAN	MAINLINE	094E004.80TSLM-WKGN-84	MLT	I-94	EB	4.8	M-4	EXCELLENT	INACTIVE
PLAZA 21	WAUKEGAN	MAINLINE	094E004.80TSLM-WKGN-85	IPO	I-94	EB	4.8	M-4	EXCELLENT	ACTIVE
PLAZA 20D	BUCKLEY ROAD	RAMP - EXIT	094E014.00TSLR-BCKLY-3	IPO	I-94	EB	14	M-4	GOOD	ACTIVE
PLAZA 20D	BUCKLEY ROAD	RAMP - EXIT	094E014.00TSLR-BCKLY-4	IPO	I-94	EB	14	M-4	GOOD	ACTIVE
PLAZA 22D	RT 60	RAMP - EXIT	094E019.00TSLR-RT60-3	IPO	I-94	EB	19	M-4	GOOD	ACTIVE
PLAZA 22D	RT 60	RAMP - EXIT	094E019.00TSLR-RT60-4	IPO	I-94	EB	19	M-4	GOOD	ACTIVE
PLAZA 23C	HALF DAY ROAD	RAMP - EXIT	094E022.00TSLR-HLFDY-3	IPO	I-94	EB	22	M-4	EXCELLENT	ACTIVE
PLAZA 23C	HALF DAY ROAD	RAMP - EXIT	094E022.00TSLR-HLFDY-4	IPO	I-94	EB	22	M-4	EXCELLENT	ACTIVE
PLAZA 26C	LAKE COOK RD	RAMP - EXIT	094E025.20TSLR-LKCK-7	IPO	I-94	EB	25.2	M-4	GOOD	ACTIVE
PLAZA 26C	LAKE COOK RD	RAMP - EXIT	094E025.20TSLR-LKCK-8	ATPM	I-94	EB	25.2	M-4	FAIR	INACTIVE
PLAZA 26C	LAKE COOK RD	RAMP - EXIT	094E025.20TSLR-LKCK-9	IPO	I-94	EB	25.2	M-4	GOOD	ACTIVE
PLAZA 24	EDENS SPUR	MAINLINE	094E026.40TSLM-EDNSP-51	SHOULDER	I-94	EB	26.4	M-4	GOOD	ACTIVE
PLAZA 24	EDENS SPUR	MAINLINE	094E026.40TSLM-EDNSP-52	ORT	I-94	EB	26.4	M-4	EXCELLENT	ACTIVE
PLAZA 24	EDENS SPUR	MAINLINE	094E026.40TSLM-EDNSP-53	ORT	I-94	EB	26.4	M-4	EXCELLENT	ACTIVE
PLAZA 24	EDENS SPUR	MAINLINE	094E026.40TSLM-EDNSP-54	SHOULDER	I-94	EB	26.4	M-4	GOOD	ACTIVE
PLAZA 24	EDENS SPUR	MAINLINE	094E026.40TSLM-EDNSP-71	MLT	I-94	EB	26.4	M-4	GOOD	ACTIVE
PLAZA 24	EDENS SPUR	MAINLINE	094E026.40TSLM-EDNSP-72	MLT	I-94	EB	26.4	M-4	EXCELLENT	INACTIVE

Appendix K Tolling System Condition Rating Table

PLAZA	PLAZA ESCRIPTION	ROADWAY LOCATION	BUS LANE ID	LANE CONFIGURATION	ROUTE	DIR.	MP	M-SECTION	CONDITION	ACTIVE VS INACTIVE
PLAZA 24	EDENS SPUR	MAINLINE	094E026.40TSLM-EDNSP-73	ATPM	I-94	EB	26.4	M-4	EXCELLENT	INACTIVE
PLAZA 24	EDENS SPUR	MAINLINE	094E026.40TSLM-EDNSP-74	ATPM	I-94	EB	26.4	M-4	GOOD	INACTIVE
PLAZA 21	WAUKEGAN	MAINLINE	094W004.80TSLM-WKGN-51	SHOULDER	I-94	WB	4.8	M-4	GOOD	ACTIVE
PLAZA 21	WAUKEGAN	MAINLINE	094W004.80TSLM-WKGN-52	ORT	I-94	WB	4.8	M-4	EXCELLENT	ACTIVE
PLAZA 21	WAUKEGAN	MAINLINE	094W004.80TSLM-WKGN-53	ORT	I-94	WB	4.8	M-4	EXCELLENT	ACTIVE
PLAZA 21	WAUKEGAN	MAINLINE	094W004.80TSLM-WKGN-54	ORT	I-94	WB	4.8	M-4	EXCELLENT	ACTIVE
PLAZA 21	WAUKEGAN	MAINLINE	094W004.80TSLM-WKGN-55	SHOULDER	I-94	WB	4.8	M-4	GOOD	ACTIVE
PLAZA 21	WAUKEGAN	MAINLINE	094W004.80TSLM-WKGN-71	IPO	I-94	WB	4.8	M-4	EXCELLENT	ACTIVE
PLAZA 21	WAUKEGAN	MAINLINE	094W004.80TSLM-WKGN-72	MLT	I-94	WB	4.8	M-4	GOOD	INACTIVE
PLAZA 21	WAUKEGAN	MAINLINE	094W004.80TSLM-WKGN-73	MLT	I-94	WB	4.8	M-4	GOOD	INACTIVE
PLAZA 21	WAUKEGAN	MAINLINE	094W004.80TSLM-WKGN-74	MLT	I-94	WB	4.8	M-4	GOOD	INACTIVE
PLAZA 20C	BUCKLEY ROAD	RAMP - ENTRANCE	094W014.00TSLR-BCKLY-1	ATPM	I-94	WB	14	M-4	GOOD	INACTIVE
PLAZA 20C	BUCKLEY ROAD	RAMP - ENTRANCE	094W014.00TSLR-BCKLY-2	IPO	I-94	WB	14	M-4	EXCELLENT	ACTIVE
PLAZA 22C	RT 60	RAMP - ENTRANCE	094W019.00TSLR-RT60-1	ATPM	I-94	WB	19	M-4	GOOD	INACTIVE
PLAZA 22C	RT 60	RAMP - ENTRANCE	094W019.00TSLR-RT60-2	IPO	I-94	WB	19	M-4	EXCELLENT	ACTIVE
PLAZA 23B	HALF DAY ROAD	RAMP - ENTRANCE	094W022.00TSLR-HLFDY-1	ATPM	I-94	WB	22	M-4	GOOD	INACTIVE
PLAZA 23B	HALF DAY ROAD	RAMP - ENTRANCE	094W022.00TSLR-HLFDY-2	IPO	I-94	WB	22	M-4	EXCELLENT	ACTIVE
PLAZA 26D	LAKE COOK RD	RAMP - ENTRANCE	094W025.20TSLR-LKCK-10	IPO	I-94	WB	25.2	M-4	GOOD	ACTIVE
PLAZA 26D	LAKE COOK RD	RAMP - ENTRANCE	094W025.20TSLR-LKCK-11	ATPM	I-94	WB	25.2	M-4	GOOD	INACTIVE
PLAZA 26D	LAKE COOK RD	RAMP - ENTRANCE	094W025.20TSLR-LKCK-12	IPO	I-94	WB	25.2	M-4	EXCELLENT	ACTIVE
PLAZA 24	EDENS SPUR	MAINLINE	094W026.40TSLM-EDNSP-61	SHOULDER	I-94	WB	26.4	M-4	EXCELLENT	ACTIVE
PLAZA 24	EDENS SPUR	MAINLINE	094W026.40TSLM-EDNSP-62	ORT	I-94	WB	26.4	M-4	EXCELLENT	ACTIVE
PLAZA 24	EDENS SPUR	MAINLINE	094W026.40TSLM-EDNSP-63	ORT	I-94	WB	26.4	M-4	EXCELLENT	ACTIVE
PLAZA 24	EDENS SPUR	MAINLINE	094W026.40TSLM-EDNSP-64	SHOULDER	I-94	WB	26.4	M-4	EXCELLENT	ACTIVE
PLAZA 24	EDENS SPUR	MAINLINE	094W026.40TSLM-EDNSP-81	ATPM	I-94	WB	26.4	M-4	EXCELLENT	INACTIVE

Appendix K Tolling System Condition Rating Table

PLAZA	PLAZA ESCRIPTION	ROADWAY LOCATION	BUS LANE ID	LANE CONFIGURATION	ROUTE	DIR.	MP	M-SECTION	CONDITION	ACTIVE VS INACTIVE
PLAZA 24	EDENS SPUR	MAINLINE	094W026.40TSLM-EDNSP-82	ATPM	I-94	WB	26.4	M-4	EXCELLENT	INACTIVE
PLAZA 24	EDENS SPUR	MAINLINE	094W026.40TSLM-EDNSP-83	MLT	I-94	WB	26.4	M-4	EXCELLENT	INACTIVE
PLAZA 24	EDENS SPUR	MAINLINE	094W026.40TSLM-EDNSP-84	MLT	I-94	WB	26.4	M-4	EXCELLENT	ACTIVE
PLAZA 13 - RAMP D	RT 25	RAMP - ENTRANCE	090E056.30TSLR-RT25-1	ATPM	I-90	EB	56.3	M-5	EXCELLENT	INACTIVE
PLAZA 13 - RAMP D	RT 25	RAMP - ENTRANCE	090E056.30TSLR-RT25-3	IPO	I-90	EB	56.3	M-5	EXCELLENT	ACTIVE
PLAZA 14	RT 59	RAMP - EXIT	090E059.70TSLR-RT59-4	IPO	I-90	EB	59.7	M-5	GOOD	ACTIVE
PLAZA 14	RT 59	RAMP - EXIT	090E059.70TSLR-RT59-5	ATPM	I-90	EB	59.7	M-5	EXCELLENT	INACTIVE
PLAZA 14	RT 59	RAMP - EXIT	090E059.70TSLR-RT59-6	IPO	I-90	EB	59.7	M-5	EXCELLENT	ACTIVE
PLAZA 10 - MAIN	BARRINGTON ROAD	RAMP - ENTRANCE	090E062.20TSLR-BARRN-4	ATPM	I-90	EB	62.2	M-5	EXCELLENT	INACTIVE
PLAZA 10 - RAMP D	BARRINGTON ROAD	RAMP - EXIT	090E062.20TSLR-BARRN-51	AET	I-90	EB	62.2	M-5	EXCELLENT	ACTIVE
PLAZA 10 - RAMP D	BARRINGTON ROAD	RAMP - EXIT	090E062.20TSLR-BARRN-52	AET	I-90	EB	62.2	M-5	EXCELLENT	ACTIVE
PLAZA 10 - MAIN	BARRINGTON ROAD	RAMP - ENTRANCE	090E062.20TSLR-BARRN-54	AET	I-90	EB	62.2	M-5	EXCELLENT	ACTIVE
PLAZA 10 - MAIN	BARRINGTON ROAD	RAMP - ENTRANCE	090E062.20TSLR-BARRN-55	AET	I-90	EB	62.2	M-5	GOOD	ACTIVE
PLAZA 10 - MAIN	BARRINGTON ROAD	RAMP - ENTRANCE	090E062.20TSLR-BARRN-56	SHOULDER	I-90	EB	62.2	M-5	EXCELLENT	ACTIVE
PLAZA 12 - RAMP B	ROSELLE ROAD	RAMP - ENTRANCE	090E065.50TSLR-RSLL-4	ATPM	I-90	EB	65.5	M-5	EXCELLENT	INACTIVE
PLAZA 12 - RAMP D	ROSELLE ROAD	RAMP - EXIT	090E065.50TSLR-RSLL-51	AET	I-90	EB	65.5	M-5	EXCELLENT	ACTIVE
PLAZA 12 - RAMP D	ROSELLE ROAD	RAMP - EXIT	090E065.50TSLR-RSLL-52	AET	I-90	EB	65.5	M-5	EXCELLENT	ACTIVE
PLAZA 12 - RAMP B	ROSELLE ROAD	RAMP - ENTRANCE	090E065.50TSLR-RSLL-54	AET	I-90	EB	65.5	M-5	EXCELLENT	ACTIVE
PLAZA 12 - RAMP B	ROSELLE ROAD	RAMP - ENTRANCE	090E065.50TSLR-RSLL-55	AET	I-90	EB	65.5	M-5	GOOD	ACTIVE
PLAZA 15 - RAMP A	RT 53	RAMP - EXIT	090E068.20TSLR-RT53-1	IPO	I-90	EB	68.2	M-5	EXCELLENT	INACTIVE
PLAZA 15 - RAMP A	RT 53	RAMP - EXIT	090E068.20TSLR-RT53-2	IPO	I-90	EB	68.2	M-5	EXCELLENT	ACTIVE
PLAZA 15 - RAMP B	RT 53	RAMP - EXIT	090E068.20TSLR-RT53-4	ACM	I-90	EB	68.2	M-5	GOOD	INACTIVE
PLAZA 15 - RAMP B	RT 53	RAMP - EXIT	090E068.20TSLR-RT53-5	ACM	I-90	EB	68.2	M-5	GOOD	INACTIVE
PLAZA 15 - RAMP B	RT 53	RAMP - EXIT	090E068.20TSLR-RT53-6	IPO	I-90	EB	68.2	M-5	EXCELLENT	ACTIVE
PLAZA 15 - RAMP B	RT 53	RAMP - EXIT	090E068.20TSLR-RT53-7	IPO	I-90	EB	68.2	M-5	EXCELLENT	ACTIVE

Appendix K Tolling System Condition Rating Table

PLAZA	PLAZA ESCRIPTION	ROADWAY LOCATION	BUS LANE ID	LANE CONFIGURATION	ROUTE	DIR.	MP	M-SECTION	CONDITION	ACTIVE VS INACTIVE
PLAZA 18 - RAMP E	ARLINGTON HTS ROAD	RAMP - EXIT	090E070.70TSLR-ARLINH-4	IPO	I-90	EB	70.7	M-5	GOOD	ACTIVE
PLAZA 18 - RAMP E	ARLINGTON HTS ROAD	RAMP - EXIT	090E070.70TSLR-ARLINH-5	ATPM	I-90	EB	70.7	M-5	GOOD	INACTIVE
PLAZA 18 - RAMP E	ARLINGTON HTS ROAD	RAMP - EXIT	090E070.70TSLR-ARLINH-6	IPO	I-90	EB	70.7	M-5	GOOD	ACTIVE
PLAZA 18A - RAMP B	ELMHURST RD	RAMP - EXIT	090E073.50TSLR-ELMT-4	AET	I-90	EB	73.5	M-5	EXCELLENT	ACTIVE
PLAZA 18A - RAMP B	ELMHURST RD	RAMP - EXIT	090E073.50TSLR-ELMT-5	AET	I-90	EB	73.5	M-5	EXCELLENT	ACTIVE
PLAZA 13 - RAMP B	RT 25	RAMP - EXIT	090W056.30TSLR-RT25-2	ATPM	I-90	WB	56.3	M-5	EXCELLENT	INACTIVE
PLAZA 13 - RAMP B	RT 25	RAMP - EXIT	090W056.30TSLR-RT25-4	IPO	I-90	WB	56.3	M-5	EXCELLENT	ACTIVE
PLAZA 16B	BEVERLY ROAD	RAMP - EXIT	090W058.10TSLR-BVLRY-10	IPO	I-90	WB	58.1	M-5	GOOD	ACTIVE
PLAZA 16B	BEVERLY ROAD	RAMP - EXIT	090W058.10TSLR-BVLRY-11	IPO	I-90	WB	58.1	M-5	EXCELLENT	ACTIVE
PLAZA 16A	RT 59	RAMP - EXIT	090W059.70TSLR-BVLRY-7	IPO	I-90	WB	59.7	M-5	EXCELLENT	ACTIVE
PLAZA 16A	RT 59	RAMP - EXIT	090W059.70TSLR-BVLRY-8	ATPM	I-90	WB	59.7	M-5	EXCELLENT	INACTIVE
PLAZA 16A	RT 59	RAMP - EXIT	090W059.70TSLR-BVLRY-9	IPO	I-90	WB	59.7	M-5	EXCELLENT	ACTIVE
PLAZA 10 - RAMP A	BARRINGTON ROAD	RAMP - EXIT	090W062.20TSLR-BARRN-1	IPO	I-90	WB	62.2	M-5	EXCELLENT	ACTIVE
PLAZA 10 - RAMP A	BARRINGTON ROAD	RAMP - EXIT	090W062.20TSLR-BARRN-2	ATPM	I-90	WB	62.2	M-5	EXCELLENT	INACTIVE
PLAZA 10 - RAMP A	BARRINGTON ROAD	RAMP - EXIT	090W062.20TSLR-BARRN-3	IPO	I-90	WB	62.2	M-5	GOOD	ACTIVE
PLAZA 10 - RAMP C	BARRINGTON ROAD	RAMP - ENTRANCE	090W062.20TSLR-BARRN-61	AET	I-90	WB	62.2	M-5	EXCELLENT	ACTIVE
PLAZA 10 - RAMP C	BARRINGTON ROAD	RAMP - ENTRANCE	090W062.20TSLR-BARRN-62	AET	I-90	WB	62.2	M-5	EXCELLENT	ACTIVE
PLAZA 10 - RAMP C	BARRINGTON ROAD	RAMP - ENTRANCE	090W062.20TSLR-BARRN-63	SHOULDER	I-90	WB	62.2	M-5	EXCELLENT	ACTIVE
PLAZA 12 - RAMP A	ROSELLE ROAD	RAMP - EXIT	090W065.50TSLR-RSLL-1	IPO	I-90	WB	65.5	M-5	EXCELLENT	ACTIVE
PLAZA 12 - RAMP A	ROSELLE ROAD	RAMP - EXIT	090W065.50TSLR-RSLL-2	ATPM	I-90	WB	65.5	M-5	GOOD	INACTIVE
PLAZA 12 - RAMP A	ROSELLE ROAD	RAMP - EXIT	090W065.50TSLR-RSLL-3	IPO	I-90	WB	65.5	M-5	GOOD	ACTIVE
PLAZA 12 - RAMP C	ROSELLE ROAD	RAMP - ENTRANCE	090W065.50TSLR-RSLL-61	SHOULDER	I-90	WB	65.5	M-5	EXCELLENT	ACTIVE
PLAZA 12 - RAMP C	ROSELLE ROAD	RAMP - ENTRANCE	090W065.50TSLR-RSLL-62	AET	I-90	WB	65.5	M-5	EXCELLENT	ACTIVE
PLAZA 12 - RAMP C	ROSELLE ROAD	RAMP - ENTRANCE	090W065.50TSLR-RSLL-63	AET	I-90	WB	65.5	M-5	EXCELLENT	ACTIVE
PLAZA 12A - RAMP C	MEACHAM RD	RAMP - EXIT	090W067.40TSLR-MEACH-61	AET	I-90	WB	67.4	M-5	EXCELLENT	ACTIVE
PLAZA 12A - RAMP A	MEACHAM RD	RAMP - EXIT	090W067.40TSLR-MEACH-63	AET	I-90	WB	67.4	M-5	EXCELLENT	ACTIVE

Appendix K Tolling System Condition Rating Table

PLAZA	PLAZA ESCRIPTION	ROADWAY LOCATION	BUS LANE ID	LANE CONFIGURATION	ROUTE	DIR.	MP	M-SECTION	CONDITION	ACTIVE VS INACTIVE
PLAZA 18 - RAMP D	ARLINGTON HTS ROAD	RAMP - ENTRANCE	090W070.70TSLR-ARLINH-1	IPO	I-90	WB	70.7	M-5	EXCELLENT	ACTIVE
PLAZA 18 - RAMP D	ARLINGTON HTS ROAD	RAMP - ENTRANCE	090W070.70TSLR-ARLINH-2	ATPM	I-90	WB	70.7	M-5	EXCELLENT	INACTIVE
PLAZA 18 - RAMP D	ARLINGTON HTS ROAD	RAMP - ENTRANCE	090W070.70TSLR-ARLINH-3	IPO	I-90	WB	70.7	M-5	EXCELLENT	ACTIVE
PLAZA 18A - RAMP C	ELMHURST RD	RAMP - ENTRANCE	090W073.50TSLR-ELMT-1	SHOULDER	I-90	WB	73.5	M-5	EXCELLENT	ACTIVE
PLAZA 18A - RAMP C	ELMHURST RD	RAMP - ENTRANCE	090W073.50TSLR-ELMT-2	AET	I-90	WB	73.5	M-5	EXCELLENT	ACTIVE
PLAZA 18A - RAMP C	ELMHURST RD	RAMP - ENTRANCE	090W073.50TSLR-ELMT-3	AET	I-90	WB	73.5	M-5	EXCELLENT	ACTIVE
PLAZA 7A - RAMP C	IL ROUTE 23	RAMP - EXIT	090E036.29TSLR-RTE23-51	SHOULDER	I-90	EB	36.29	M-6	EXCELLENT	ACTIVE
PLAZA 7A - RAMP C	IL ROUTE 23	RAMP - EXIT	090E036.29TSLR-RTE23-52	AET	I-90	EB	36.29	M-6	EXCELLENT	ACTIVE
PLAZA 7A - RAMP C	IL ROUTE 23	RAMP - EXIT	090E036.29TSLR-RTE23-53	SHOULDER	I-90	EB	36.29	M-6	EXCELLENT	ACTIVE
PLAZA 7	MARENGO	MAINLINE	090E037.80TSLM-MRNGO-51	SHOULDER	I-90	EB	37.8	M-6	EXCELLENT	ACTIVE
PLAZA 7	MARENGO	MAINLINE	090E037.80TSLM-MRNGO-52	ORT	I-90	EB	37.8	M-6	EXCELLENT	ACTIVE
PLAZA 7	MARENGO	MAINLINE	090E037.80TSLM-MRNGO-53	ORT	I-90	EB	37.8	M-6	EXCELLENT	ACTIVE
PLAZA 7	MARENGO	MAINLINE	090E037.80TSLM-MRNGO-54	ORT	I-90	EB	37.8	M-6	EXCELLENT	ACTIVE
PLAZA 7	MARENGO	MAINLINE	090E037.80TSLM-MRNGO-55	SHOULDER	I-90	EB	37.8	M-6	EXCELLENT	ACTIVE
PLAZA 7	MARENGO	MAINLINE	090E037.80TSLM-MRNGO-71	MLT	I-90	EB	37.8	M-6	EXCELLENT	ACTIVE
PLAZA 7	MARENGO	MAINLINE	090E037.80TSLM-MRNGO-72	MLT	I-90	EB	37.8	M-6	GOOD	INACTIVE
PLAZA 7	MARENGO	MAINLINE	090E037.80TSLM-MRNGO-73	ATPM	I-90	EB	37.8	M-6	GOOD	INACTIVE
PLAZA 6	RT 47	RAMP - ENTRANCE	090E046.40TSLR-RT47-61	SHOULDER	I-90	EB	46.4	M-6	EXCELLENT	ACTIVE
PLAZA 6	RT 47	RAMP - ENTRANCE	090E046.40TSLR-RT47-62	AET	I-90	EB	46.4	M-6	EXCELLENT	ACTIVE
PLAZA 6	RT 47	RAMP - ENTRANCE	090E046.40TSLR-RT47-63	AET	I-90	EB	46.4	M-6	EXCELLENT	ACTIVE
PLAZA 6 - RAMP D	RT 47	RAMP - EXIT	090E046.40TSLR-RT47-64	AET	I-90	EB	46.4	M-6	EXCELLENT	ACTIVE
PLAZA 6 - RAMP D	RT 47	RAMP - EXIT	090E046.40TSLR-RT47-65	SHOULDER	I-90	EB	46.4	M-6	EXCELLENT	ACTIVE
PLAZA 8 - RAMP C	RANDALL ROAD	RAMP - EXIT	090E052.10TSLR-RNDLL-1	IPO	I-90	EB	52.1	M-6	EXCELLENT	ACTIVE
PLAZA 8 - RAMP C	RANDALL ROAD	RAMP - EXIT	090E052.10TSLR-RNDLL-2	ATPM	I-90	EB	52.1	M-6	EXCELLENT	ACTIVE
PLAZA 9	ELGIN	MAINLINE	090E053.80TSLM-ELGNR-61	SHOULDER	I-90	EB	53.8	M-6	EXCELLENT	ACTIVE

Appendix K Tolling System Condition Rating Table

PLAZA	PLAZA ESCRIPTION	ROADWAY LOCATION	BUS LANE ID	LANE CONFIGURATION	ROUTE	DIR.	MP	M-SECTION	CONDITION	ACTIVE VS INACTIVE
PLAZA 9	ELGIN	MAINLINE	090E053.80TSLM-ELGNR-62	ORT	I-90	EB	53.8	M-6	EXCELLENT	ACTIVE
PLAZA 9	ELGIN	MAINLINE	090E053.80TSLM-ELGNR-63	ORT	I-90	EB	53.8	M-6	EXCELLENT	ACTIVE
PLAZA 9	ELGIN	MAINLINE	090E053.80TSLM-ELGNR-64	ORT	I-90	EB	53.8	M-6	EXCELLENT	ACTIVE
PLAZA 9	ELGIN	MAINLINE	090E053.80TSLM-ELGNR-65	SHOULDER	I-90	EB	53.8	M-6	EXCELLENT	ACTIVE
PLAZA 9	ELGIN	MAINLINE	090E053.80TSLM-ELGNR-81	IPO	I-90	EB	53.8	M-6	GOOD	INACTIVE
PLAZA 9	ELGIN	MAINLINE	090E053.80TSLM-ELGNR-82	ATPM	I-90	EB	53.8	M-6	GOOD	INACTIVE
PLAZA 9	ELGIN	MAINLINE	090E053.80TSLM-ELGNR-83	ATPM	I-90	EB	53.8	M-6	GOOD	INACTIVE
PLAZA 9	ELGIN	MAINLINE	090E053.80TSLM-ELGNR-84	MLT	I-90	EB	53.8	M-6	GOOD	INACTIVE
PLAZA 9	ELGIN	MAINLINE	090E053.80TSLM-ELGNR-85	MLT	I-90	EB	53.8	M-6	EXCELLENT	ACTIVE
PLAZA 11 - RAMP F	RT 31	RAMP - ENTRANCE	090E054.60TSLR-RT31N-2	ACM	I-90	EB	54.6	M-6	EXCELLENT	INACTIVE
PLAZA 11 - RAMP C	RT 31	RAMP - ENTRANCE	090E054.60TSLR-RT31N-3	IPO	I-90	EB	54.6	M-6	EXCELLENT	ACTIVE
PLAZA 11 - RAMP F	RT 31	RAMP - ENTRANCE	090E054.60TSLR-RT31N-51	AET	I-90	EB	54.6	M-6	EXCELLENT	ACTIVE
PLAZA 11 - RAMP F	RT 31	RAMP - ENTRANCE	090E054.60TSLR-RT31N-52	AET	I-90	EB	54.6	M-6	GOOD	ACTIVE
PLAZA 7A - RAMP D	IL ROUTE 23	RAMP - ENTRANCE	090W036.20TSLR-RTE23-65	SHOULDER	I-90	WB	36.2	M-6	EXCELLENT	ACTIVE
PLAZA 7A - RAMP D	IL ROUTE 23	RAMP - ENTRANCE	090W036.20TSLR-RTE23-66	AET	I-90	WB	36.2	M-6	EXCELLENT	ACTIVE
PLAZA 7A - RAMP D	IL ROUTE 23	RAMP - ENTRANCE	090W036.20TSLR-RTE23-67	SHOULDER	I-90	WB	36.2	M-6	EXCELLENT	ACTIVE
PLAZA 7A - RAMP A	IL ROUTE 23	RAMP - EXIT	090W036.31TSLR-RTE23-61	SHOULDER	I-90	WB	36.31	M-6	EXCELLENT	ACTIVE
PLAZA 7A - RAMP A	IL ROUTE 23	RAMP - EXIT	090W036.31TSLR-RTE23-62	AET	I-90	WB	36.31	M-6	EXCELLENT	ACTIVE
PLAZA 7A - RAMP A	IL ROUTE 23	RAMP - EXIT	090W036.31TSLR-RTE23-63	SHOULDER	I-90	WB	36.31	M-6	EXCELLENT	ACTIVE
PLAZA 6	RT 47	RAMP - EXIT	090W046.40TSLR-RT47-51	SHOULDER	I-90	WB	46.4	M-6	EXCELLENT	ACTIVE
PLAZA 6	RT 47	RAMP - EXIT	090W046.40TSLR-RT47-52	AET	I-90	WB	46.4	M-6	EXCELLENT	ACTIVE
PLAZA 6	RT 47	RAMP - EXIT	090W046.40TSLR-RT47-53	AET	I-90	WB	46.4	M-6	EXCELLENT	ACTIVE
PLAZA 6 - RAMP F	RT 47	RAMP - ENTRANCE	090W046.40TSLR-RT47-54	AET	I-90	WB	46.4	M-6	GOOD	ACTIVE
PLAZA 6 - RAMP F	RT 47	RAMP - ENTRANCE	090W046.40TSLR-RT47-55	SHOULDER	I-90	WB	46.4	M-6	EXCELLENT	ACTIVE
PLAZA 8 - RAMP D	RANDALL ROAD	RAMP - ENTRANCE	090W052.10TSLR-RNDLL-3	ATPM	I-90	WB	52.1	M-6	GOOD	INACTIVE

Appendix K Tolling System Condition Rating Table

PLAZA	PLAZA ESCRIPTION	ROADWAY LOCATION	BUS LANE ID	LANE CONFIGURATION	ROUTE	DIR.	MP	M-SECTION	CONDITION	ACTIVE VS INACTIVE
PLAZA 8 - RAMP D	RANDALL ROAD	RAMP - ENTRANCE	090W052.10TSLR-RNDLL-4	IPO	I-90	WB	52.1	M-6	GOOD	ACTIVE
PLAZA 9	ELGIN	MAINLINE	090W053.80TSLM-ELGNR-51	SHOULDER	I-90	WB	53.8	M-6	EXCELLENT	ACTIVE
PLAZA 9	ELGIN	MAINLINE	090W053.80TSLM-ELGNR-52	ORT	I-90	WB	53.8	M-6	EXCELLENT	ACTIVE
PLAZA 9	ELGIN	MAINLINE	090W053.80TSLM-ELGNR-53	ORT	I-90	WB	53.8	M-6	EXCELLENT	ACTIVE
PLAZA 9	ELGIN	MAINLINE	090W053.80TSLM-ELGNR-54	ORT	I-90	WB	53.8	M-6	EXCELLENT	ACTIVE
PLAZA 9	ELGIN	MAINLINE	090W053.80TSLM-ELGNR-55	SHOULDER	I-90	WB	53.8	M-6	EXCELLENT	ACTIVE
PLAZA 9	ELGIN	MAINLINE	090W053.80TSLM-ELGNR-71	IPO	I-90	WB	53.8	M-6	EXCELLENT	ACTIVE
PLAZA 9	ELGIN	MAINLINE	090W053.80TSLM-ELGNR-72	MLT	I-90	WB	53.8	M-6	GOOD	INACTIVE
PLAZA 9	ELGIN	MAINLINE	090W053.80TSLM-ELGNR-73	ATPM	I-90	WB	53.8	M-6	GOOD	INACTIVE
PLAZA 9	ELGIN	MAINLINE	090W053.80TSLM-ELGNR-74	ATPM	I-90	WB	53.8	M-6	GOOD	INACTIVE
PLAZA 9	ELGIN	MAINLINE	090W053.80TSLM-ELGNR-75	IPO	I-90	WB	53.8	M-6	GOOD	INACTIVE
PLAZA 11 - RAMP E	RT 31	RAMP - EXIT	090W054.60TSLR-RT31N-1	ACM	I-90	WB	54.6	M-6	GOOD	INACTIVE
PLAZA 11 - RAMP D	RT 31	RAMP - EXIT	090W054.60TSLR-RT31N-4	IPO	I-90	WB	54.6	M-6	EXCELLENT	ACTIVE
PLAZA 11 - RAMP E	RT 31	RAMP - EXIT	090W054.60TSLR-RT31N-5	IPO	I-90	WB	54.6	M-6	EXCELLENT	ACTIVE
PLAZA 1	SOUTH BELOIT	MAINLINE	090E003.50TSLM-SBLT-51	SHOULDER	I-90	EB	3.5	M-7	EXCELLENT	ACTIVE
PLAZA 1	SOUTH BELOIT	MAINLINE	090E003.50TSLM-SBLT-52	ORT	I-90	EB	3.5	M-7	EXCELLENT	ACTIVE
PLAZA 1	SOUTH BELOIT	MAINLINE	090E003.50TSLM-SBLT-53	ORT	I-90	EB	3.5	M-7	EXCELLENT	ACTIVE
PLAZA 1	SOUTH BELOIT	MAINLINE	090E003.50TSLM-SBLT-54	ORT	I-90	EB	3.5	M-7	EXCELLENT	ACTIVE
PLAZA 1	SOUTH BELOIT	MAINLINE	090E003.50TSLM-SBLT-55	SHOULDER	I-90	EB	3.5	M-7	EXCELLENT	ACTIVE
PLAZA 1	SOUTH BELOIT	MAINLINE	090E003.50TSLM-SBLT-71	IPO	I-90	EB	3.5	M-7	EXCELLENT	ACTIVE
PLAZA 1	SOUTH BELOIT	MAINLINE	090E003.50TSLM-SBLT-72	MLT	I-90	EB	3.5	M-7	GOOD	INACTIVE
PLAZA 1	SOUTH BELOIT	MAINLINE	090E003.50TSLM-SBLT-73	MLT	I-90	EB	3.5	M-7	GOOD	INACTIVE
PLAZA 1	SOUTH BELOIT	MAINLINE	090E003.50TSLM-SBLT-74	IPO	I-90	EB	3.5	M-7	EXCELLENT	ACTIVE
PLAZA 1	SOUTH BELOIT	MAINLINE	090E003.50TSLM-SBLT-75	MLT	I-90	EB	3.5	M-7	GOOD	INACTIVE
PLAZA 4	RT 173	RAMP - ENTRANCE	090E008.90TSLR-RT173-1	ATPM	I-90	EB	8.9	M-7	EXCELLENT	INACTIVE
PLAZA 4	RT 173	RAMP - ENTRANCE	090E008.90TSLR-RT173-2	IPO	I-90	EB	8.9	M-7	EXCELLENT	ACTIVE

Appendix K Tolling System Condition Rating Table

PLAZA	PLAZA ESCRIPTION	ROADWAY LOCATION	BUS LANE ID	LANE CONFIGURATION	ROUTE	DIR.	MP	M-SECTION	CONDITION	ACTIVE VS INACTIVE
PLAZA 2	RIVERSIDE DRIVE	RAMP - ENTRANCE	090E012.30TSLR-RVRSD-3	ATPM	I-90	EB	12.3	M-7	EXCELLENT	INACTIVE
PLAZA 2	RIVERSIDE DRIVE	RAMP - ENTRANCE	090E012.30TSLR-RVRSD-4	IPO	I-90	EB	12.3	M-7	EXCELLENT	ACTIVE
PLAZA 5A	IRENE RD	RAMP - EXIT	090E020.80TSLR-IRENE-51	SHOULDER	I-90	EB	20.8	M-7	EXCELLENT	ACTIVE
PLAZA 5A	IRENE RD	RAMP - EXIT	090E020.80TSLR-IRENE-52	AET	I-90	EB	20.8	M-7	EXCELLENT	ACTIVE
PLAZA 5A	IRENE RD	RAMP - EXIT	090E020.80TSLR-IRENE-53	AET	I-90	EB	20.8	M-7	EXCELLENT	ACTIVE
PLAZA 3	GENOA RD	RAMP - EXIT	090E025.30TSLR-GENOA-2	ATPM	I-90	EB	25.3	M-7	EXCELLENT	INACTIVE
PLAZA 3	GENOA RD	RAMP - EXIT	090E025.30TSLR-GENOA-61	SHOULDER	I-90	EB	25.3	M-7	EXCELLENT	ACTIVE
PLAZA 3	GENOA RD	RAMP - EXIT	090E025.30TSLR-GENOA-62	AET	I-90	EB	25.3	M-7	EXCELLENT	ACTIVE
PLAZA 1	SOUTH BELOIT	MAINLINE	090W003.50TSLM-SBLT-61	SHOULDER	I-90	WB	3.5	M-7	EXCELLENT	ACTIVE
PLAZA 1	SOUTH BELOIT	MAINLINE	090W003.50TSLM-SBLT-62	ORT	I-90	WB	3.5	M-7	EXCELLENT	ACTIVE
PLAZA 1	SOUTH BELOIT	MAINLINE	090W003.50TSLM-SBLT-63	ORT	I-90	WB	3.5	M-7	EXCELLENT	ACTIVE
PLAZA 1	SOUTH BELOIT	MAINLINE	090W003.50TSLM-SBLT-64	ORT	I-90	WB	3.5	M-7	EXCELLENT	ACTIVE
PLAZA 1	SOUTH BELOIT	MAINLINE	090W003.50TSLM-SBLT-65	SHOULDER	I-90	WB	3.5	M-7	EXCELLENT	ACTIVE
PLAZA 1	SOUTH BELOIT	MAINLINE	090W003.50TSLM-SBLT-81	MLT	I-90	WB	3.5	M-7	EXCELLENT	INACTIVE
PLAZA 1	SOUTH BELOIT	MAINLINE	090W003.50TSLM-SBLT-82	MLT	I-90	WB	3.5	M-7	GOOD	INACTIVE
PLAZA 1	SOUTH BELOIT	MAINLINE	090W003.50TSLM-SBLT-83	MLT	I-90	WB	3.5	M-7	GOOD	INACTIVE
PLAZA 1	SOUTH BELOIT	MAINLINE	090W003.50TSLM-SBLT-84	MLT	I-90	WB	3.5	M-7	GOOD	INACTIVE
PLAZA 1	SOUTH BELOIT	MAINLINE	090W003.50TSLM-SBLT-85	IPO	I-90	WB	3.5	M-7	GOOD	ACTIVE
PLAZA 4	RT 173	RAMP - EXIT	090W008.90TSLR-RT173-3	ATPM	I-90	WB	8.9	M-7	EXCELLENT	INACTIVE
PLAZA 4	RT 173	RAMP - EXIT	090W008.90TSLR-RT173-4	IPO	I-90	WB	8.9	M-7	EXCELLENT	ACTIVE
PLAZA 2	RIVERSIDE DRIVE	RAMP - EXIT	090W012.30TSLR-RVRSD-1	AET	I-90	WB	12.3	M-7	EXCELLENT (2022)	ACTIVE
PLAZA 2	RIVERSIDE DRIVE	RAMP - EXIT	090W012.30TSLR-RVRSD-2	IPO	I-90	WB	12.3	M-7	EXCELLENT (2022)	INACTIVE
PLAZA 5A	IRENE RD	RAMP - ENTRANCE	090W020.80TSLR-IRENE-61	AET	I-90	WB	20.8	M-7	EXCELLENT	ACTIVE
PLAZA 5A	IRENE RD	RAMP - ENTRANCE	090W020.80TSLR-IRENE-62	AET	I-90	WB	20.8	M-7	EXCELLENT	ACTIVE
PLAZA 5	BELVIDERE	MAINLINE	090W023.30TSLM-BLVDR-51	SHOULDER	I-90	WB	23.3	M-7	EXCELLENT	ACTIVE

Appendix K Tolling System Condition Rating Table

PLAZA	PLAZA ESCRIPTION	ROADWAY LOCATION	BUS LANE ID	LANE CONFIGURATION	ROUTE	DIR.	MP	M-SECTION	CONDITION	ACTIVE VS INACTIVE
PLAZA 5	BELVIDERE	MAINLINE	090W023.30TSLM-BLVDR-52	ORT	I-90	WB	23.3	M-7	EXCELLENT	ACTIVE
PLAZA 5	BELVIDERE	MAINLINE	090W023.30TSLM-BLVDR-53	ORT	I-90	WB	23.3	M-7	EXCELLENT	ACTIVE
PLAZA 5	BELVIDERE	MAINLINE	090W023.30TSLM-BLVDR-54	ORT	I-90	WB	23.3	M-7	EXCELLENT	ACTIVE
PLAZA 5	BELVIDERE	MAINLINE	090W023.30TSLM-BLVDR-55	SHOULDER	I-90	WB	23.3	M-7	EXCELLENT	ACTIVE
PLAZA 5	BELVIDERE	MAINLINE	090W023.30TSLM-BLVDR-71	MLT	I-90	WB	23.3	M-7	GOOD	ACTIVE
PLAZA 5	BELVIDERE	MAINLINE	090W023.30TSLM-BLVDR-72	MLT	I-90	WB	23.3	M-7	GOOD	ACTIVE
PLAZA 5	BELVIDERE	MAINLINE	090W023.30TSLM-BLVDR-73	ATPM	I-90	WB	23.3	M-7	GOOD	INACTIVE
PLAZA 3	GENOA RD	RAMP - EXIT	090W025.30TSLR-GENOA-1	ATPM	I-90	WB	25.3	M-7	EXCELLENT	INACTIVE
PLAZA 3	GENOA RD	RAMP - EXIT	090W025.30TSLR-GENOA-51	SHOULDER	I-90	WB	25.3	M-7	EXCELLENT	ACTIVE
PLAZA 3	GENOA RD	RAMP - EXIT	090W025.30TSLR-GENOA-52	AET	I-90	WB	25.3	M-7	EXCELLENT	ACTIVE
PLAZA 64C	ORCHARD RD	RAMP - EXIT	088E114.40TSLR-ORCH-3	IPO	I-88	EB	114.4	M-8	EXCELLENT	ACTIVE
PLAZA 64C	ORCHARD RD	RAMP - EXIT	088E114.40TSLR-ORCH-4	ATPM	I-88	EB	114.4	M-8	GOOD	INACTIVE
PLAZA 63C	RT 31	RAMP - EXIT	088E117.00TSLR-RT31E-2	IPO	I-88	EB	117	M-8	GOOD	ACTIVE
PLAZA 61	AURORA	MAINLINE	088E117.80TSLM-AUROR-51	SHOULDER	I-88	EB	117.8	M-8	EXCELLENT	ACTIVE
PLAZA 61	AURORA	MAINLINE	088E117.80TSLM-AUROR-52	CLOSED ORT	I-88	EB	117.8	M-8	EXCELLENT	ACTIVE
PLAZA 61	AURORA	MAINLINE	088E117.80TSLM-AUROR-53	ORT	I-88	EB	117.8	M-8	EXCELLENT	ACTIVE
PLAZA 61	AURORA	MAINLINE	088E117.80TSLM-AUROR-54	ORT	I-88	EB	117.8	M-8	EXCELLENT	ACTIVE
PLAZA 61	AURORA	MAINLINE	088E117.80TSLM-AUROR-55	ORT	I-88	EB	117.8	M-8	EXCELLENT	ACTIVE
PLAZA 61	AURORA	MAINLINE	088E117.80TSLM-AUROR-56	SHOULDER	I-88	EB	117.8	M-8	EXCELLENT	ACTIVE
PLAZA 61	AURORA	MAINLINE	088E117.80TSLM-AUROR-71	IPO	I-88	EB	117.8	M-8	EXCELLENT	INACTIVE
PLAZA 61	AURORA	MAINLINE	088E117.80TSLM-AUROR-72	MLT	I-88	EB	117.8	M-8	EXCELLENT	INACTIVE
PLAZA 61	AURORA	MAINLINE	088E117.80TSLM-AUROR-73	MLT	I-88	EB	117.8	M-8	EXCELLENT	INACTIVE
PLAZA 61	AURORA	MAINLINE	088E117.80TSLM-AUROR-74	ATPM	I-88	EB	117.8	M-8	EXCELLENT	INACTIVE
PLAZA 59F	FARNSWORTH RD	RAMP - ENTRANCE	088E119.20TSLR-FRNSW-2	IPO	I-88	EB	119.2	M-8	GOOD	ACTIVE
PLAZA 59A	FARNSWORTH RD	RAMP - ENTRANCE	088E119.20TSLR-FRNSW-3	ACM	I-88	EB	119.2	M-8	EXCELLENT	INACTIVE
PLAZA 59A	FARNSWORTH RD	RAMP - ENTRANCE	088E119.20TSLR-FRNSW-7	IPO	I-88	EB	119.2	M-8	EXCELLENT	ACTIVE

Appendix K Tolling System Condition Rating Table

PLAZA	PLAZA ESCRIPTION	ROADWAY LOCATION	BUS LANE ID	LANE CONFIGURATION	ROUTE	DIR.	MP	M-SECTION	CONDITION	ACTIVE VS INACTIVE
PLAZA 60	EOLA RD	RAMP - ENTRANCE	088E121.40TSLR-EOLA-61	SHOULDER	I-88	EB	121.4	M-8	EXCELLENT	ACTIVE
PLAZA 60	EOLA RD	RAMP - ENTRANCE	088E121.40TSLR-EOLA-62	AET	I-88	EB	121.4	M-8	GOOD	ACTIVE
PLAZA 60	EOLA RD	RAMP - ENTRANCE	088E121.40TSLR-EOLA-63	AET	I-88	EB	121.4	M-8	EXCELLENT	ACTIVE
PLAZA 58C	WINFIELD RD	RAMP - EXIT	088E125.20TSLR-WNFLD-5	ATPM	I-88	EB	125.2	M-8	FAIR	INACTIVE
PLAZA 58C	WINFIELD RD	RAMP - EXIT	088E125.20TSLR-WNFLD-6	IPO	I-88	EB	125.2	M-8	GOOD	ACTIVE
PLAZA 57B	NAPERVILLE RD	RAMP - EXIT	088E127.40TSLR-NPRVL-1	IPO	I-88	EB	127.4	M-8	EXCELLENT	ACTIVE
PLAZA 57B	NAPERVILLE RD	RAMP - EXIT	088E127.40TSLR-NPRVL-2	ATPM	I-88	EB	127.4	M-8	GOOD	INACTIVE
PLAZA 57B	NAPERVILLE RD	RAMP - EXIT	088E127.40TSLR-NPRVL-3	IPO	I-88	EB	127.4	M-8	EXCELLENT	ACTIVE
PLAZA 56C	HIGHLAND RD	RAMP - EXIT	088E134.30TSLR-HGLND-3	IPO	I-88	EB	134.3	M-8	EXCELLENT	ACTIVE
PLAZA 56C	HIGHLAND RD	RAMP - EXIT	088E134.30TSLR-HGLND-4	IPO	I-88	EB	134.3	M-8	EXCELLENT	ACTIVE
PLAZA 52	MEYERS RD	MAINLINE	088E135.10TSLM-MEYER-51	SHOULDER	I-88	EB	135.1	M-8	EXCELLENT	ACTIVE
PLAZA 52	MEYERS RD	MAINLINE	088E135.10TSLM-MEYER-52	ORT	I-88	EB	135.1	M-8	EXCELLENT	ACTIVE
PLAZA 52	MEYERS RD	MAINLINE	088E135.10TSLM-MEYER-53	ORT	I-88	EB	135.1	M-8	EXCELLENT	ACTIVE
PLAZA 52	MEYERS RD	MAINLINE	088E135.10TSLM-MEYER-54	ORT	I-88	EB	135.1	M-8	EXCELLENT	ACTIVE
PLAZA 52	MEYERS RD	MAINLINE	088E135.10TSLM-MEYER-55	ORT	I-88	EB	135.1	M-8	EXCELLENT	ACTIVE
PLAZA 52	MEYERS RD	MAINLINE	088E135.10TSLM-MEYER-56	SHOULDER	I-88	EB	135.1	M-8	EXCELLENT	ACTIVE
PLAZA 52	MEYERS RD	MAINLINE	088E135.10TSLM-MEYER-71	MLT	I-88	EB	135.1	M-8	GOOD	ACTIVE
PLAZA 52	MEYERS RD	MAINLINE	088E135.10TSLM-MEYER-72	MLT	I-88	EB	135.1	M-8	GOOD	INACTIVE
PLAZA 52	MEYERS RD	MAINLINE	088E135.10TSLM-MEYER-73	MLT	I-88	EB	135.1	M-8	GOOD	INACTIVE
PLAZA 52	MEYERS RD	MAINLINE	088E135.10TSLM-MEYER-74	MLT	I-88	EB	135.1	M-8	GOOD	INACTIVE
PLAZA 55S	MIDWEST RD	RAMP - ENTRANCE	088E136.40TSLR-MDWRD-1	ATPM	I-88	EB	136.4	M-8	EXCELLENT	INACTIVE
PLAZA 55S	MIDWEST RD	RAMP - ENTRANCE	088E136.40TSLR-MDWRD-2	IPO	I-88	EB	136.4	M-8	EXCELLENT	ACTIVE
PLAZA 54B	ROUTE 83	RAMP - ENTRANCE	088E137.10TSLR-RT83-1	IPO	I-88	EB	137.1	M-8	GOOD	ACTIVE
PLAZA 54B	ROUTE 83	RAMP - ENTRANCE	088E137.10TSLR-RT83-2	ATPM	I-88	EB	137.1	M-8	EXCELLENT	INACTIVE
PLAZA 54B	ROUTE 83	RAMP - ENTRANCE	088E137.10TSLR-RT83-3	IPO	I-88	EB	137.1	M-8	EXCELLENT	ACTIVE
PLAZA 64D	ORCHARD RD	RAMP - ENTRANCE	088W114.40TSLR-ORCH-1	ATPM	I-88	WB	114.4	M-8	EXCELLENT	INACTIVE

Appendix K Tolling System Condition Rating Table

PLAZA	PLAZA ESCRIPTION	ROADWAY LOCATION	BUS LANE ID	LANE CONFIGURATION	ROUTE	DIR.	MP	M-SECTION	CONDITION	ACTIVE VS INACTIVE
PLAZA 64D	ORCHARD RD	RAMP - ENTRANCE	088W114.40TSLR-ORCH-2	IPO	I-88	WB	114.4	M-8	EXCELLENT	ACTIVE
PLAZA 63A	RT 31	RAMP - ENTRANCE	088W117.00TSLR-RT31E-1	IPO	I-88	WB	117	M-8	GOOD	ACTIVE
PLAZA 61	AURORA	MAINLINE	088W117.80TSLM-AUROR-61	SHOULDER	I-88	WB	117.8	M-8	EXCELLENT	ACTIVE
PLAZA 61	AURORA	MAINLINE	088W117.80TSLM-AUROR-62	ORT	I-88	WB	117.8	M-8	EXCELLENT	ACTIVE
PLAZA 61	AURORA	MAINLINE	088W117.80TSLM-AUROR-63	ORT	I-88	WB	117.8	M-8	EXCELLENT	ACTIVE
PLAZA 61	AURORA	MAINLINE	088W117.80TSLM-AUROR-64	ORT	I-88	WB	117.8	M-8	EXCELLENT	ACTIVE
PLAZA 61	AURORA	MAINLINE	088W117.80TSLM-AUROR-65	CLOSED ORT	I-88	WB	117.8	M-8	EXCELLENT	ACTIVE
PLAZA 61	AURORA	MAINLINE	088W117.80TSLM-AUROR-66	SHOULDER	I-88	WB	117.8	M-8	GOOD	ACTIVE
PLAZA 61	AURORA	MAINLINE	088W117.80TSLM-AUROR-83	ATPM	I-88	WB	117.8	M-8	EXCELLENT	INACTIVE
PLAZA 61	AURORA	MAINLINE	088W117.80TSLM-AUROR-84	MLT	I-88	WB	117.8	M-8	EXCELLENT	INACTIVE
PLAZA 61	AURORA	MAINLINE	088W117.80TSLM-AUROR-85	MLT	I-88	WB	117.8	M-8	EXCELLENT	INACTIVE
PLAZA 61	AURORA	MAINLINE	088W117.80TSLM-AUROR-86	IPO	I-88	WB	117.8	M-8	EXCELLENT	INACTIVE
PLAZA 59G	FARNSWORTH RD	RAMP - EXIT	088W119.20TSLR-FRNSW-1	ACM	I-88	WB	119.2	M-8	GOOD	INACTIVE
PLAZA 59D	FARNSWORTH RD	RAMP - EXIT	088W119.20TSLR-FRNSW-4	IPO	I-88	WB	119.2	M-8	GOOD	ACTIVE
PLAZA 59G	FARNSWORTH RD	RAMP - EXIT	088W119.20TSLR-FRNSW-5	IPO	I-88	WB	119.2	M-8	GOOD	ACTIVE
PLAZA 60	EOLA RD	RAMP - EXIT	088W121.40TSLR-EOLA-51	SHOULDER	I-88	WB	121.4	M-8	EXCELLENT	ACTIVE
PLAZA 60	EOLA RD	RAMP - EXIT	088W121.40TSLR-EOLA-52	AET	I-88	WB	121.4	M-8	EXCELLENT	ACTIVE
PLAZA 60	EOLA RD	RAMP - EXIT	088W121.40TSLR-EOLA-53	AET	I-88	WB	121.4	M-8	EXCELLENT	ACTIVE
PLAZA 58D	WINFIELD RD	RAMP - ENTRANCE	088W125.20TSLR-WNFLD-7	ATPM	I-88	WB	125.2	M-8	FAIR	INACTIVE
PLAZA 58D	WINFIELD RD	RAMP - ENTRANCE	088W125.20TSLR-WNFLD-8	IPO	I-88	WB	125.2	M-8	GOOD	ACTIVE
PLAZA 57C	NAPERVILLE RD	RAMP - ENTRANCE	088W127.40TSLR-NPRVL-4	IPO	I-88	WB	127.4	M-8	EXCELLENT	ACTIVE
PLAZA 57C	NAPERVILLE RD	RAMP - ENTRANCE	088W127.40TSLR-NPRVL-5	ATPM	I-88	WB	127.4	M-8	EXCELLENT	INACTIVE
PLAZA 57C	NAPERVILLE RD	RAMP - ENTRANCE	088W127.40TSLR-NPRVL-6	IPO	I-88	WB	127.4	M-8	EXCELLENT	ACTIVE
PLAZA 56D	HIGHLAND RD	RAMP - ENTRANCE	088W133.70TSLR-HGLND-1	ATPM	I-88	WB	133.7	M-8	GOOD	INACTIVE
PLAZA 56D	HIGHLAND RD	RAMP - ENTRANCE	088W133.70TSLR-HGLND-2	IPO	I-88	WB	133.7	M-8	GOOD	ACTIVE
PLAZA 53A	SPRING RD	RAMP - ENTRANCE	088W137.80TSLR-SPRNG-1	IPO	I-88	WB	137.8	M-8	GOOD	INACTIVE

Appendix K Tolling System Condition Rating Table

PLAZA	PLAZA ESCRIPTION	ROADWAY LOCATION	BUS LANE ID	LANE CONFIGURATION	ROUTE	DIR.	MP	M-SECTION	CONDITION	ACTIVE VS INACTIVE
PLAZA 53A	SPRING RD	RAMP - ENTRANCE	088W137.80TSLR-SPRNG-2	IPO	I-88	WB	137.8	M-8	EXCELLENT	ACTIVE
PLAZA 53A	SPRING RD	RAMP - ENTRANCE	088W137.80TSLR-SPRNG-3	IPO	I-88	WB	137.8	M-8	EXCELLENT	ACTIVE
PLAZA 51	YORK RD	MAINLINE	088W138.10TSLM-YORKR-51	SHOULDER	I-88	WB	138.1	M-8	EXCELLENT	ACTIVE
PLAZA 51	YORK RD	MAINLINE	088W138.10TSLM-YORKR-52	ORT	I-88	WB	138.1	M-8	EXCELLENT	ACTIVE
PLAZA 51	YORK RD	MAINLINE	088W138.10TSLM-YORKR-53	ORT	I-88	WB	138.1	M-8	EXCELLENT	ACTIVE
PLAZA 51	YORK RD	MAINLINE	088W138.10TSLM-YORKR-54	ORT	I-88	WB	138.1	M-8	EXCELLENT	ACTIVE
PLAZA 51	YORK RD	MAINLINE	088W138.10TSLM-YORKR-55	ORT	I-88	WB	138.1	M-8	EXCELLENT	ACTIVE
PLAZA 51	YORK RD	MAINLINE	088W138.10TSLM-YORKR-56	SHOULDER	I-88	WB	138.1	M-8	EXCELLENT	ACTIVE
PLAZA 51	YORK RD	MAINLINE	088W138.10TSLM-YORKR-71	IPO	I-88	WB	138.1	M-8	EXCELLENT	ACTIVE
PLAZA 51	YORK RD	MAINLINE	088W138.10TSLM-YORKR-72	MLT	I-88	WB	138.1	M-8	GOOD	ACTIVE
PLAZA 51	YORK RD	MAINLINE	088W138.10TSLM-YORKR-73	MLT	I-88	WB	138.1	M-8	GOOD	INACTIVE
PLAZA 51	YORK RD	MAINLINE	088W138.10TSLM-YORKR-74	MLT	I-88	WB	138.1	M-8	GOOD	INACTIVE
PLAZA 51	YORK RD	MAINLINE	088W138.10TSLM-YORKR-75	MLT	I-88	WB	138.1	M-8	GOOD	INACTIVE
PLAZA 66	DEKALB	MAINLINE	088E086.20TSLM-DKLBM-51	SHOULDER	I-88	EB	86.2	M-11	EXCELLENT	ACTIVE
PLAZA 66	DEKALB	MAINLINE	088E086.20TSLM-DKLBM-52	ORT	I-88	EB	86.2	M-11	EXCELLENT	ACTIVE
PLAZA 66	DEKALB	MAINLINE	088E086.20TSLM-DKLBM-53	ORT	I-88	EB	86.2	M-11	EXCELLENT	ACTIVE
PLAZA 66	DEKALB	MAINLINE	088E086.20TSLM-DKLBM-54	SHOULDER	I-88	EB	86.2	M-11	EXCELLENT	ACTIVE
PLAZA 66	DEKALB	MAINLINE	088E086.20TSLM-DKLBM-71	IPO	I-88	EB	86.2	M-11	EXCELLENT	ACTIVE
PLAZA 66	DEKALB	MAINLINE	088E086.20TSLM-DKLBM-72	MLT	I-88	EB	86.2	M-11	EXCELLENT	INACTIVE
PLAZA 66	DEKALB	MAINLINE	088E086.20TSLM-DKLBM-73	MLT	I-88	EB	86.2	M-11	GOOD	INACTIVE
PLAZA 67C	ANNIE GLIDDEN RD	RAMP - ENTRANCE	088E091.40TSLR-DKLBW-1	ATPM	I-88	EB	91.4	M-11	FAIR	INACTIVE
PLAZA 67C	ANNIE GLIDDEN RD	RAMP - ENTRANCE	088E091.40TSLR-DKLBW-2	IPO	I-88	EB	91.4	M-11	EXCELLENT	ACTIVE
PLAZA 65K	PEACE RD	RAMP - ENTRANCE	088E094.00TSLR-DKLBE-3	IPO	I-88	EB	94	M-11	EXCELLENT	ACTIVE
PLAZA 65K	PEACE RD	RAMP - ENTRANCE	088E094.00TSLR-DKLBE-4	IPO	I-88	EB	94	M-11	EXCELLENT	ACTIVE
PLAZA 64A	I-88/RTE 47	RAMP - ENTRANCE	088E109.39TSLR-RTE47-51	SHOULDER	I-88	EB	109.39	M-11	EXCELLENT	ACTIVE
PLAZA 64A	I-88/RTE 47	RAMP - ENTRANCE	088E109.39TSLR-RTE47-52	AET	I-88	EB	109.39	M-11	EXCELLENT	ACTIVE

Appendix K Tolling System Condition Rating Table

PLAZA	PLAZA ESCRIPTION	ROADWAY LOCATION	BUS LANE ID	LANE CONFIGURATION	ROUTE	DIR.	MP	M-SECTION	CONDITION	ACTIVE VS INACTIVE
PLAZA 64A	I-88/RTE 47	RAMP - ENTRANCE	088E109.39TSLR-RTE47-53	AET	I-88	EB	109.39	M-11	EXCELLENT	ACTIVE
PLAZA 64A	I-88/RTE 47	RAMP - ENTRANCE	088E109.39TSLR-RTE47-54	SHOULDER	I-88	EB	109.39	M-11	EXCELLENT	ACTIVE
PLAZA 66	DEKALB	MAINLINE	088W086.20TSLM-DKLBM-61	SHOULDER	I-88	WB	86.2	M-11	EXCELLENT	ACTIVE
PLAZA 66	DEKALB	MAINLINE	088W086.20TSLM-DKLBM-62	ORT	I-88	WB	86.2	M-11	EXCELLENT	ACTIVE
PLAZA 66	DEKALB	MAINLINE	088W086.20TSLM-DKLBM-63	ORT	I-88	WB	86.2	M-11	EXCELLENT	ACTIVE
PLAZA 66	DEKALB	MAINLINE	088W086.20TSLM-DKLBM-64	SHOULDER	I-88	WB	86.2	M-11	EXCELLENT	ACTIVE
PLAZA 66	DEKALB	MAINLINE	088W086.20TSLM-DKLBM-81	IPO	I-88	WB	86.2	M-11	EXCELLENT	INACTIVE
PLAZA 66	DEKALB	MAINLINE	088W086.20TSLM-DKLBM-82	MLT	I-88	WB	86.2	M-11	EXCELLENT	INACTIVE
PLAZA 66	DEKALB	MAINLINE	088W086.20TSLM-DKLBM-83	ATPM	I-88	WB	86.2	M-11	EXCELLENT	ACTIVE
PLAZA 67B	ANNIE GLIDDEN RD	RAMP - EXIT	088W091.40TSLR-DKLBW-3	IPO	I-88	WB	91.4	M-11	GOOD	ACTIVE
PLAZA 67B	ANNIE GLIDDEN RD	RAMP - EXIT	088W091.40TSLR-DKLBW-4	ATPM	I-88	WB	91.4	M-11	GOOD	INACTIVE
PLAZA 65J	PEACE RD	RAMP - EXIT	088W094.00TSLR-DKLBE-1	IPO	I-88	WB	94	M-11	EXCELLENT	ACTIVE
PLAZA 65J	PEACE RD	RAMP - EXIT	088W094.00TSLR-DKLBE-2	IPO	I-88	WB	94	M-11	EXCELLENT	ACTIVE
PLAZA 64A	I-88/RTE 47	RAMP - EXIT	088W109.39TSLR-RTE47-61	SHOULDER	I-88	WB	109.39	M-11	EXCELLENT	ACTIVE
PLAZA 64A	I-88/RTE 47	RAMP - EXIT	088W109.39TSLR-RTE47-62	AET	I-88	WB	109.39	M-11	EXCELLENT	ACTIVE
PLAZA 64A	I-88/RTE 47	RAMP - EXIT	088W109.39TSLR-RTE47-63	SHOULDER	I-88	WB	109.39	M-11	EXCELLENT	ACTIVE
PLAZA 69	DIXON	MAINLINE	088E056.40TSLM-DIXNM-61	SHOULDER	I-88	EB	56.4	M-12	EXCELLENT	ACTIVE
PLAZA 69	DIXON	MAINLINE	088E056.40TSLM-DIXNM-62	ORT	I-88	EB	56.4	M-12	EXCELLENT	ACTIVE
PLAZA 69	DIXON	MAINLINE	088E056.40TSLM-DIXNM-63	ORT	I-88	EB	56.4	M-12	EXCELLENT	ACTIVE
PLAZA 69	DIXON	MAINLINE	088E056.40TSLM-DIXNM-64	SHOULDER	I-88	EB	56.4	M-12	EXCELLENT	ACTIVE
PLAZA 69	DIXON	MAINLINE	088E056.40TSLM-DIXNM-81	MLT	I-88	EB	56.4	M-12	EXCELLENT	INACTIVE
PLAZA 69	DIXON	MAINLINE	088E056.40TSLM-DIXNM-82	ATPM	I-88	EB	56.4	M-12	EXCELLENT	INACTIVE
PLAZA 69	DIXON	MAINLINE	088E056.40TSLM-DIXNM-83	IPO	I-88	EB	56.4	M-12	EXCELLENT	ACTIVE
PLAZA 69	DIXON	MAINLINE	088W056.40TSLM-DIXNM-51	SHOULDER	I-88	WB	56.4	M-12	EXCELLENT	ACTIVE
PLAZA 69	DIXON	MAINLINE	088W056.40TSLM-DIXNM-52	ORT	I-88	WB	56.4	M-12	EXCELLENT	ACTIVE
PLAZA 69	DIXON	MAINLINE	088W056.40TSLM-DIXNM-53	ORT	I-88	WB	56.4	M-12	EXCELLENT	ACTIVE

Appendix K Tolling System Condition Rating Table

PLAZA	PLAZA ESCRIPTION	ROADWAY LOCATION	BUS LANE ID	LANE CONFIGURATION	ROUTE	DIR.	MP	M-SECTION	CONDITION	ACTIVE VS INACTIVE
PLAZA 69	DIXON	MAINLINE	088W056.40TSLM-DIXNM-54	SHOULDER	I-88	WB	56.4	M-12	EXCELLENT	ACTIVE
PLAZA 69	DIXON	MAINLINE	088W056.40TSLM-DIXNM-71	IPO	I-88	WB	56.4	M-12	EXCELLENT	INACTIVE
PLAZA 69	DIXON	MAINLINE	088W056.40TSLM-DIXNM-72	ATPM	I-88	WB	56.4	M-12	GOOD	INACTIVE
PLAZA 69	DIXON	MAINLINE	088W056.40TSLM-DIXNM-73	MLT	I-88	WB	56.4	M-12	EXCELLENT	INACTIVE
PLAZA 101	RTE 6	RAMP - EXIT	355N000.80TSLR-RT6-1	IPO	I-355	NB	0.8	M-14	EXCELLENT	ACTIVE
PLAZA 101	RTE 6	RAMP - EXIT	355N000.80TSLR-RT6-2	ATPM	I-355	NB	0.8	M-14	FAIR	INACTIVE
PLAZA 99	SPRING CREEK	MAINLINE	355N003.30TSLM-SPRCK-51	SHOULDER	I-355	NB	3.3	M-14	EXCELLENT	ACTIVE
PLAZA 99	SPRING CREEK	MAINLINE	355N003.30TSLM-SPRCK-52	ORT	I-355	NB	3.3	M-14	EXCELLENT	ACTIVE
PLAZA 99	SPRING CREEK	MAINLINE	355N003.30TSLM-SPRCK-53	ORT	I-355	NB	3.3	M-14	EXCELLENT	ACTIVE
PLAZA 99	SPRING CREEK	MAINLINE	355N003.30TSLM-SPRCK-54	ORT	I-355	NB	3.3	M-14	EXCELLENT	ACTIVE
PLAZA 99	SPRING CREEK	MAINLINE	355N003.30TSLM-SPRCK-55	SHOULDER	I-355	NB	3.3	M-14	EXCELLENT	ACTIVE
PLAZA 99	SPRING CREEK	MAINLINE	355N003.30TSLM-SPRCK-71	IPO	I-355	NB	3.3	M-14	EXCELLENT	INACTIVE
PLAZA 99	SPRING CREEK	MAINLINE	355N003.30TSLM-SPRCK-72	ATPM	I-355	NB	3.3	M-14	EXCELLENT	INACTIVE
PLAZA 99	SPRING CREEK	MAINLINE	355N003.30TSLM-SPRCK-73	ATPM	I-355	NB	3.3	M-14	EXCELLENT	INACTIVE
PLAZA 97	RTE 7	RAMP - ENTRANCE	355N004.80TSLR-RT7-3	IPO	I-355	NB	4.8	M-14	EXCELLENT	ACTIVE
PLAZA 97	RTE 7	RAMP - ENTRANCE	355N004.80TSLR-RT7-4	IPO	I-355	NB	4.8	M-14	EXCELLENT	ACTIVE
PLAZA 95	ARCHER AVE	RAMP - ENTRANCE	355N007.30TSLR-ARCHR-3	IPO	I-355	NB	7.3	M-14	EXCELLENT	ACTIVE
PLAZA 95	ARCHER AVE	RAMP - ENTRANCE	355N007.30TSLR-ARCHR-4	IPO	I-355	NB	7.3	M-14	EXCELLENT	ACTIVE
PLAZA 93	127TH ST	RAMP - ENTRANCE	355N008.90TSLR-127ST-3	ATPM	I-355	NB	8.9	M-14	EXCELLENT	ACTIVE
PLAZA 93	127TH ST	RAMP - ENTRANCE	355N008.90TSLR-127ST-4	IPO	I-355	NB	8.9	M-14	EXCELLENT	ACTIVE
PLAZA 90	BOUGHTON RD RAMP	RAMP - EXIT	355N013.80TSLR-BGHTN-3	IPO	I-355	NB	13.8	M-14	GOOD	ACTIVE
PLAZA 90	BOUGHTON RD RAMP	RAMP - EXIT	355N013.80TSLR-BGHTN-4	IPO	I-355	NB	13.8	M-14	EXCELLENT	ACTIVE
PLAZA 89	BOUGHTON RD MAINLINE	MAINLINE	355N014.40TSLM-BGTNM-61	SHOULDER	I-355	NB	14.4	M-14	EXCELLENT	ACTIVE
PLAZA 89	BOUGHTON RD MAINLINE	MAINLINE	355N014.40TSLM-BGTNM-62	ORT	I-355	NB	14.4	M-14	EXCELLENT	ACTIVE
PLAZA 89	BOUGHTON RD MAINLINE	MAINLINE	355N014.40TSLM-BGTNM-63	ORT	I-355	NB	14.4	M-14	EXCELLENT	ACTIVE

Appendix K Tolling System Condition Rating Table

PLAZA	PLAZA ESCRIPTION	ROADWAY LOCATION	BUS LANE ID	LANE CONFIGURATION	ROUTE	DIR.	MP	M-SECTION	CONDITION	ACTIVE VS INACTIVE
PLAZA 89	BOUGHTON RD MAINLINE	MAINLINE	355N014.40TSLM-BGTNM-64	ORT	I-355	NB	14.4	M-14	EXCELLENT	ACTIVE
PLAZA 89	BOUGHTON RD MAINLINE	MAINLINE	355N014.40TSLM-BGTNM-65	SHOULDER	I-355	NB	14.4	M-14	EXCELLENT	ACTIVE
PLAZA 89	BOUGHTON RD MAINLINE	MAINLINE	355N014.40TSLM-BGTNM-81	IPO	I-355	NB	14.4	M-14	EXCELLENT	ACTIVE
PLAZA 89	BOUGHTON RD MAINLINE	MAINLINE	355N014.40TSLM-BGTNM-82	IPO	I-355	NB	14.4	M-14	EXCELLENT	ACTIVE
PLAZA 89	BOUGHTON RD MAINLINE	MAINLINE	355N014.40TSLM-BGTNM-83	MLT	I-355	NB	14.4	M-14	GOOD	INACTIVE
PLAZA 89	BOUGHTON RD MAINLINE	MAINLINE	355N014.40TSLM-BGTNM-84	ATPM	I-355	NB	14.4	M-14	GOOD	INACTIVE
PLAZA 89	BOUGHTON RD MAINLINE	MAINLINE	355N014.40TSLM-BGTNM-85	MLT	I-355	NB	14.4	M-14	GOOD	INACTIVE
PLAZA 89	BOUGHTON RD MAINLINE	MAINLINE	355N014.40TSLM-BGTNM-86	MLT	I-355	NB	14.4	M-14	GOOD	INACTIVE
PLAZA 87	75TH ST	RAMP - ENTRANCE	355N015.50TSLR-75ST-1	IPO	I-355	NB	15.5	M-14	EXCELLENT	ACTIVE
PLAZA 87	75TH ST	RAMP - ENTRANCE	355N015.50TSLR-75ST-2	IPO	I-355	NB	15.5	M-14	EXCELLENT	ACTIVE
PLAZA 87	75TH ST	RAMP - ENTRANCE	355N015.50TSLR-75ST-3	IPO	I-355	NB	15.5	M-14	FAIR	INACTIVE
PLAZA 85	63RD ST	RAMP - ENTRANCE	355N017.20TSLR-63ST-1	IPO	I-355	NB	17.2	M-14	EXCELLENT	ACTIVE
PLAZA 85	63RD ST	RAMP - ENTRANCE	355N017.20TSLR-63ST-2	IPO	I-355	NB	17.2	M-14	GOOD	ACTIVE
PLAZA 85	63RD ST	RAMP - ENTRANCE	355N017.20TSLR-63ST-3	IPO	I-355	NB	17.2	M-14	GOOD	INACTIVE
PLAZA 83	MAPLE RD	RAMP - ENTRANCE	355N018.30TSLR-MPLE-4	IPO	I-355	NB	18.3	M-14	EXCELLENT	ACTIVE
PLAZA 83	MAPLE RD	RAMP - ENTRANCE	355N018.30TSLR-MPLE-5	ATPM	I-355	NB	18.3	M-14	FAIR	INACTIVE
PLAZA 83	MAPLE RD	RAMP - ENTRANCE	355N018.30TSLR-MPLE-6	IPO	I-355	NB	18.3	M-14	GOOD	ACTIVE
PLAZA 81	OGDEN AVE	RAMP - ENTRANCE	355N019.50TSLR-OGDN-3	ATPM	I-355	NB	19.5	M-14	FAIR	INACTIVE
PLAZA 81	OGDEN AVE	RAMP - ENTRANCE	355N019.50TSLR-OGDN-4	IPO	I-355	NB	19.5	M-14	EXCELLENT	ACTIVE
PLAZA 79	BUTTERFIELD RD	RAMP - EXIT	355N022.60TSLR-BTFLD-3	IPO	I-355	NB	22.6	M-14	EXCELLENT	ACTIVE
PLAZA 79	BUTTERFIELD RD	RAMP - EXIT	355N022.60TSLR-BTFLD-4	IPO	I-355	NB	22.6	M-14	EXCELLENT	ACTIVE
PLAZA 77	ROOSEVELT RD	RAMP - EXIT	355N024.60TSLR-RSVLT-3	IPO	I-355	NB	24.6	M-14	GOOD	ACTIVE
PLAZA 77	ROOSEVELT RD	RAMP - EXIT	355N024.60TSLR-RSVLT-4	ATPM	I-355	NB	24.6	M-14	FAIR	INACTIVE
PLAZA 75	NORTH AVE	RAMP - EXIT	355N027.90TSLR-NRTHV-1	IPO	I-355	NB	27.9	M-14	EXCELLENT	ACTIVE
PLAZA 75	NORTH AVE	RAMP - EXIT	355N027.90TSLR-NRTHV-2	IPO	I-355	NB	27.9	M-14	EXCELLENT	ACTIVE
PLAZA 75	NORTH AVE	RAMP - EXIT	355N027.90TSLR-NRTHV-3	IPO	I-355	NB	27.9	M-14	EXCELLENT	ACTIVE

Appendix K Tolling System Condition Rating Table

PLAZA	PLAZA ESCRIPTION	ROADWAY LOCATION	BUS LANE ID	LANE CONFIGURATION	ROUTE	DIR.	MP	M-SECTION	CONDITION	ACTIVE VS INACTIVE
PLAZA 73	ARMY TRAIL RD	MAINLINE	355N029.20TSLM-ARMYT-61	SHOULDER	I-355	NB	29.2	M-14	EXCELLENT	ACTIVE
PLAZA 73	ARMY TRAIL RD	MAINLINE	355N029.20TSLM-ARMYT-62	ORT	I-355	NB	29.2	M-14	EXCELLENT	ACTIVE
PLAZA 73	ARMY TRAIL RD	MAINLINE	355N029.20TSLM-ARMYT-63	ORT	I-355	NB	29.2	M-14	EXCELLENT	ACTIVE
PLAZA 73	ARMY TRAIL RD	MAINLINE	355N029.20TSLM-ARMYT-64	ORT	I-355	NB	29.2	M-14	EXCELLENT	ACTIVE
PLAZA 73	ARMY TRAIL RD	MAINLINE	355N029.20TSLM-ARMYT-65	SHOULDER	I-355	NB	29.2	M-14	EXCELLENT	ACTIVE
PLAZA 73	ARMY TRAIL RD	MAINLINE	355N029.20TSLM-ARMYT-81	IPO	I-355	NB	29.2	M-14	GOOD	INACTIVE
PLAZA 73	ARMY TRAIL RD	MAINLINE	355N029.20TSLM-ARMYT-82	ATPM	I-355	NB	29.2	M-14	GOOD	INACTIVE
PLAZA 73	ARMY TRAIL RD	MAINLINE	355N029.20TSLM-ARMYT-83	ATPM	I-355	NB	29.2	M-14	FAIR	INACTIVE
PLAZA 73	ARMY TRAIL RD	MAINLINE	355N029.20TSLM-ARMYT-84	MLT	I-355	NB	29.2	M-14	GOOD	INACTIVE
PLAZA 73	ARMY TRAIL RD	MAINLINE	355N029.20TSLM-ARMYT-85	IPO	I-355	NB	29.2	M-14	EXCELLENT	ACTIVE
PLAZA 101	RTE 6	RAMP - ENTRANCE	355S000.80TSLR-RT6-3	ATPM	I-355	SB	0.8	M-14	EXCELLENT	INACTIVE
PLAZA 101	RTE 6	RAMP - ENTRANCE	355S000.80TSLR-RT6-4	IPO	I-355	SB	0.8	M-14	EXCELLENT	ACTIVE
PLAZA 99	SPRING CREEK	MAINLINE	355S003.30TSLM-SPRCK-61	SHOULDER	I-355	SB	3.3	M-14	EXCELLENT	ACTIVE
PLAZA 99	SPRING CREEK	MAINLINE	355S003.30TSLM-SPRCK-62	ORT	I-355	SB	3.3	M-14	EXCELLENT	ACTIVE
PLAZA 99	SPRING CREEK	MAINLINE	355S003.30TSLM-SPRCK-63	ORT	I-355	SB	3.3	M-14	EXCELLENT	ACTIVE
PLAZA 99	SPRING CREEK	MAINLINE	355S003.30TSLM-SPRCK-64	ORT	I-355	SB	3.3	M-14	EXCELLENT	ACTIVE
PLAZA 99	SPRING CREEK	MAINLINE	355S003.30TSLM-SPRCK-65	SHOULDER	I-355	SB	3.3	M-14	EXCELLENT	INACTIVE
PLAZA 99	SPRING CREEK	MAINLINE	355S003.30TSLM-SPRCK-81	MLT	I-355	SB	3.3	M-14	GOOD	INACTIVE
PLAZA 99	SPRING CREEK	MAINLINE	355S003.30TSLM-SPRCK-82	ATPM	I-355	SB	3.3	M-14	GOOD	INACTIVE
PLAZA 99	SPRING CREEK	MAINLINE	355S003.30TSLM-SPRCK-83	ATPM	I-355	SB	3.3	M-14	EXCELLENT	ACTIVE
PLAZA 97	RTE 7	RAMP - EXIT	355S004.80TSLR-RT7-1	IPO	I-355	SB	4.8	M-14	EXCELLENT	ACTIVE
PLAZA 97	RTE 7	RAMP - EXIT	355S004.80TSLR-RT7-2	IPO	I-355	SB	4.8	M-14	GOOD	ACTIVE
PLAZA 95	ARCHER AVE	RAMP - EXIT	355S007.30TSLR-ARCHR-1	IPO	I-355	SB	7.3	M-14	GOOD	ACTIVE
PLAZA 95	ARCHER AVE	RAMP - EXIT	355S007.30TSLR-ARCHR-2	IPO	I-355	SB	7.3	M-14	EXCELLENT	ACTIVE
PLAZA 93	127TH ST	RAMP - EXIT	355S008.90TSLR-127ST-1	IPO	I-355	SB	8.9	M-14	GOOD	ACTIVE
PLAZA 93	127TH ST	RAMP - EXIT	355S008.90TSLR-127ST-2	ATPM	I-355	SB	8.9	M-14	GOOD	INACTIVE

Appendix K Tolling System Condition Rating Table

PLAZA	PLAZA ESCRIPTION	ROADWAY LOCATION	BUS LANE ID	LANE CONFIGURATION	ROUTE	DIR.	MP	M-SECTION	CONDITION	ACTIVE VS INACTIVE
PLAZA 90	BOUGHTON RD RAMP	RAMP - ENTRANCE	355S013.80TSLR-BGHTN-1	IPO	I-355	SB	13.8	M-14	EXCELLENT	ACTIVE
PLAZA 90	BOUGHTON RD RAMP	RAMP - ENTRANCE	355S013.80TSLR-BGHTN-2	IPO	I-355	SB	13.8	M-14	GOOD	ACTIVE
PLAZA 89	BOUGHTON RD MAINLINE	MAINLINE	355S014.40TSLM-BGTNM-51	SHOULDER	I-355	SB	14.4	M-14	EXCELLENT	ACTIVE
PLAZA 89	BOUGHTON RD MAINLINE	MAINLINE	355S014.40TSLM-BGTNM-52	ORT	I-355	SB	14.4	M-14	EXCELLENT	ACTIVE
PLAZA 89	BOUGHTON RD MAINLINE	MAINLINE	355S014.40TSLM-BGTNM-53	ORT	I-355	SB	14.4	M-14	EXCELLENT	ACTIVE
PLAZA 89	BOUGHTON RD MAINLINE	MAINLINE	355S014.40TSLM-BGTNM-54	ORT	I-355	SB	14.4	M-14	EXCELLENT	ACTIVE
PLAZA 89	BOUGHTON RD MAINLINE	MAINLINE	355S014.40TSLM-BGTNM-55	SHOULDER	I-355	SB	14.4	M-14	EXCELLENT	ACTIVE
PLAZA 89	BOUGHTON RD MAINLINE	MAINLINE	355S014.40TSLM-BGTNM-71	MLT	I-355	SB	14.4	M-14	GOOD	INACTIVE
PLAZA 89	BOUGHTON RD MAINLINE	MAINLINE	355S014.40TSLM-BGTNM-72	MLT	I-355	SB	14.4	M-14	FAIR	INACTIVE
PLAZA 89	BOUGHTON RD MAINLINE	MAINLINE	355S014.40TSLM-BGTNM-73	ATPM	I-355	SB	14.4	M-14	GOOD	INACTIVE
PLAZA 89	BOUGHTON RD MAINLINE	MAINLINE	355S014.40TSLM-BGTNM-74	IPO	I-355	SB	14.4	M-14	GOOD	ACTIVE
PLAZA 89	BOUGHTON RD MAINLINE	MAINLINE	355S014.40TSLM-BGTNM-75	IPO	I-355	SB	14.4	M-14	EXCELLENT	ACTIVE
PLAZA 89	BOUGHTON RD MAINLINE	MAINLINE	355S014.40TSLM-BGTNM-76	IPO	I-355	SB	14.4	M-14	GOOD	INACTIVE
PLAZA 85	63RD ST	RAMP - EXIT	355S017.20TSLR-63ST-4	IPO	I-355	SB	17.2	M-14	EXCELLENT	ACTIVE
PLAZA 85	63RD ST	RAMP - EXIT	355S017.20TSLR-63ST-5	ATPM	I-355	SB	17.2	M-14	FAIR	INACTIVE
PLAZA 85	63RD ST	RAMP - EXIT	355S017.20TSLR-63ST-6	IPO	I-355	SB	17.2	M-14	EXCELLENT	ACTIVE
PLAZA 87	75TH ST	RAMP - EXIT	355S017.20TSLR-75ST-4	IPO	I-355	SB	17.2	M-14	GOOD	ACTIVE
PLAZA 87	75TH ST	RAMP - EXIT	355S017.20TSLR-75ST-5	ATPM	I-355	SB	17.2	M-14	GOOD	INACTIVE
PLAZA 87	75TH ST	RAMP - EXIT	355S017.20TSLR-75ST-6	IPO	I-355	SB	17.2	M-14	GOOD	ACTIVE
PLAZA 83	MAPLE RD	RAMP - EXIT	355S018.30TSLR-MPLE-1	IPO	I-355	SB	18.3	M-14	GOOD	ACTIVE
PLAZA 83	MAPLE RD	RAMP - EXIT	355S018.30TSLR-MPLE-2	ATPM	I-355	SB	18.3	M-14	GOOD	INACTIVE
PLAZA 83	MAPLE RD	RAMP - EXIT	355S018.30TSLR-MPLE-3	IPO	I-355	SB	18.3	M-14	GOOD	ACTIVE
PLAZA 81	OGDEN AVE	RAMP - EXIT	355S019.50TSLR-OGDN-1	ATPM	I-355	SB	19.5	M-14	GOOD	INACTIVE
PLAZA 81	OGDEN AVE	RAMP - EXIT	355S019.50TSLR-OGDN-2	IPO	I-355	SB	19.5	M-14	GOOD	ACTIVE
PLAZA 79	BUTTERFIELD RD	RAMP - ENTRANCE	355S022.60TSLR-BTFLD-1	IPO	I-355	SB	22.6	M-14	GOOD	ACTIVE
PLAZA 79	BUTTERFIELD RD	RAMP - ENTRANCE	355S022.60TSLR-BTFLD-2	IPO	I-355	SB	22.6	M-14	EXCELLENT	ACTIVE

Appendix K Tolling System Condition Rating Table

PLAZA	PLAZA ESCRIPTION	ROADWAY LOCATION	BUS LANE ID	LANE CONFIGURATION	ROUTE	DIR.	MP	M-SECTION	CONDITION	ACTIVE VS INACTIVE
PLAZA 77	ROOSEVELT RD	RAMP - ENTRANCE	355S024.60TSLR-RSVLT-1	ATPM	I-355	SB	24.6	M-14	EXCELLENT	INACTIVE
PLAZA 77	ROOSEVELT RD	RAMP - ENTRANCE	355S024.60TSLR-RSVLT-2	IPO	I-355	SB	24.6	M-14	GOOD	ACTIVE
PLAZA 75	NORTH AVE	RAMP - ENTRANCE	355S027.90TSLR-NRTHV-4	IPO	I-355	SB	27.9	M-14	EXCELLENT	INACTIVE
PLAZA 75	NORTH AVE	RAMP - ENTRANCE	355S027.90TSLR-NRTHV-5	IPO	I-355	SB	27.9	M-14	EXCELLENT	ACTIVE
PLAZA 75	NORTH AVE	RAMP - ENTRANCE	355S027.90TSLR-NRTHV-6	IPO	I-355	SB	27.9	M-14	EXCELLENT	ACTIVE
PLAZA 73	ARMY TRAIL RD	MAINLINE	355S029.20TSLM-ARMYT-51	SHOULDER	I-355	SB	29.2	M-14	EXCELLENT	ACTIVE
PLAZA 73	ARMY TRAIL RD	MAINLINE	355S029.20TSLM-ARMYT-52	ORT	I-355	SB	29.2	M-14	EXCELLENT	ACTIVE
PLAZA 73	ARMY TRAIL RD	MAINLINE	355S029.20TSLM-ARMYT-53	ORT	I-355	SB	29.2	M-14	EXCELLENT	ACTIVE
PLAZA 73	ARMY TRAIL RD	MAINLINE	355S029.20TSLM-ARMYT-54	ORT	I-355	SB	29.2	M-14	EXCELLENT	ACTIVE
PLAZA 73	ARMY TRAIL RD	MAINLINE	355S029.20TSLM-ARMYT-55	SHOULDER	I-355	SB	29.2	M-14	EXCELLENT	ACTIVE
PLAZA 73	ARMY TRAIL RD	MAINLINE	355S029.20TSLM-ARMYT-71	IPO	I-355	SB	29.2	M-14	EXCELLENT	ACTIVE
PLAZA 73	ARMY TRAIL RD	MAINLINE	355S029.20TSLM-ARMYT-72	MLT	I-355	SB	29.2	M-14	GOOD	INACTIVE
PLAZA 73	ARMY TRAIL RD	MAINLINE	355S029.20TSLM-ARMYT-73	ATPM	I-355	SB	29.2	M-14	EXCELLENT	INACTIVE
PLAZA 73	ARMY TRAIL RD	MAINLINE	355S029.20TSLM-ARMYT-74	ATPM	I-355	SB	29.2	M-14	GOOD	INACTIVE
PLAZA 73	ARMY TRAIL RD	MAINLINE	355S029.20TSLM-ARMYT-75	IPO	I-355	SB	29.2	M-14	GOOD	INACTIVE
PLAZA 73	ARMY TRAIL RD	MAINLINE	355S029.20TSLM-ARMYT-76	IPO	I-355	SB	29.2	M-14	GOOD	ACTIVE
PLAZA 330	LAKE ST	MAINLINE	390E006.60TSLM-LAKE-51	SHOULDER	IL 390	EB	6.6	M-16	EXCELLENT	ACTIVE
PLAZA 330	LAKE ST	MAINLINE	390E006.60TSLM-LAKE-52	AET	IL 390	EB	6.6	M-16	EXCELLENT	ACTIVE
PLAZA 330	LAKE ST	MAINLINE	390E006.60TSLM-LAKE-53	AET	IL 390	EB	6.6	M-16	EXCELLENT	ACTIVE
PLAZA 330	LAKE ST	MAINLINE	390E006.60TSLM-LAKE-54	AET	IL 390	EB	6.6	M-16	EXCELLENT	ACTIVE
PLAZA 330	LAKE ST	MAINLINE	390E006.60TSLM-LAKE-55	SHOULDER	IL 390	EB	6.6	M-16	EXCELLENT	ACTIVE
PLAZA 328	MITCHELL RD	MAINLINE	390E009.00TSLM-MITCH-51	SHOULDER	IL 390	EB	9	M-16	EXCELLENT	ACTIVE
PLAZA 328	MITCHELL RD	MAINLINE	390E009.00TSLM-MITCH-52	AET	IL 390	EB	9	M-16	EXCELLENT	ACTIVE
PLAZA 328	MITCHELL RD	MAINLINE	390E009.00TSLM-MITCH-53	AET	IL 390	EB	9	M-16	EXCELLENT	ACTIVE
PLAZA 328	MITCHELL RD	MAINLINE	390E009.00TSLM-MITCH-54	AET	IL 390	EB	9	M-16	EXCELLENT	ACTIVE

Appendix K Tolling System Condition Rating Table

PLAZA	PLAZA ESCRIPTION	ROADWAY LOCATION	BUS LANE ID	LANE CONFIGURATION	ROUTE	DIR.	MP	M-SECTION	CONDITION	ACTIVE VS INACTIVE
PLAZA 328	MITCHELL RD	MAINLINE	390E009.00TSLM-MITCH-55	SHOULDER	IL 390	EB	9	M-16	EXCELLENT	ACTIVE
PLAZA 326	PLUM GROVE	MAINLINE	390E010.63TSLM-PLMGR-51	SHOULDER	IL 390	EB	10.63	M-16	EXCELLENT	ACTIVE
PLAZA 326	PLUM GROVE	MAINLINE	390E010.63TSLM-PLMGR-52	AET	IL 390	EB	10.63	M-16	EXCELLENT	ACTIVE
PLAZA 326	PLUM GROVE	MAINLINE	390E010.63TSLM-PLMGR-53	AET	IL 390	EB	10.63	M-16	EXCELLENT	ACTIVE
PLAZA 326	PLUM GROVE	MAINLINE	390E010.63TSLM-PLMGR-54	AET	IL 390	EB	10.63	M-16	EXCELLENT	ACTIVE
PLAZA 326	PLUM GROVE	MAINLINE	390E010.63TSLM-PLMGR-55	SHOULDER	IL 390	EB	10.63	M-16	EXCELLENT	ACTIVE
PLAZA 324	HAMILTON LAKES DRIVE	MAINLINE	390E013.22TSLM-HMLBD-51	SHOULDER	IL 390	EB	13.22	M-16	GOOD	ACTIVE
PLAZA 324	HAMILTON LAKES DRIVE	MAINLINE	390E013.22TSLM-HMLBD-52	AET	IL 390	EB	13.22	M-16	EXCELLENT	ACTIVE
PLAZA 324	HAMILTON LAKES DRIVE	MAINLINE	390E013.22TSLM-HMLBD-53	AET	IL 390	EB	13.22	M-16	EXCELLENT	ACTIVE
PLAZA 324	HAMILTON LAKES DRIVE	MAINLINE	390E013.22TSLM-HMLBD-54	AET	IL 390	EB	13.22	M-16	EXCELLENT	ACTIVE
PLAZA 324	HAMILTON LAKES DRIVE	MAINLINE	390E013.22TSLM-HMLBD-55	SHOULDER	IL 390	EB	13.22	M-16	EXCELLENT	ACTIVE
PLAZA 322	MITTEL DRIVE	MAINLINE	390E014.28TSLM-MITDR-51	SHOULDER	IL 390	EB	14.28	M-16	EXCELLENT	ACTIVE
PLAZA 322	MITTEL DRIVE	MAINLINE	390E014.28TSLM-MITDR-52	AET	IL 390	EB	14.28	M-16	EXCELLENT	ACTIVE
PLAZA 322	MITTEL DRIVE	MAINLINE	390E014.28TSLM-MITDR-53	AET	IL 390	EB	14.28	M-16	EXCELLENT	ACTIVE
PLAZA 322	MITTEL DRIVE	MAINLINE	390E014.28TSLM-MITDR-54	AET	IL 390	EB	14.28	M-16	EXCELLENT	ACTIVE
PLAZA 322	MITTEL DRIVE	MAINLINE	390E014.28TSLM-MITDR-55	SHOULDER	IL 390	EB	14.28	M-16	GOOD	ACTIVE
PLAZA 320	LIVELY BOULEVARD	MAINLINE	390E015.22TSLM-LIVLY-51	SHOULDER	IL 390	EB	15.22	M-16	EXCELLENT	ACTIVE
PLAZA 320	LIVELY BOULEVARD	MAINLINE	390E015.22TSLM-LIVLY-52	AET	IL 390	EB	15.22	M-16	EXCELLENT	ACTIVE
PLAZA 320	LIVELY BOULEVARD	MAINLINE	390E015.22TSLM-LIVLY-53	AET	IL 390	EB	15.22	M-16	EXCELLENT	ACTIVE
PLAZA 320	LIVELY BOULEVARD	MAINLINE	390E015.22TSLM-LIVLY-54	AET	IL 390	EB	15.22	M-16	EXCELLENT	ACTIVE
PLAZA 320	LIVELY BOULEVARD	MAINLINE	390E015.22TSLM-LIVLY-55	SHOULDER	IL 390	EB	15.22	M-16	EXCELLENT	ACTIVE
PLAZA 330	LAKE ST	MAINLINE	390W006.60TSLM-LAKE-61	SHOULDER	IL 390	WB	6.6	M-16	EXCELLENT	ACTIVE
PLAZA 330	LAKE ST	MAINLINE	390W006.60TSLM-LAKE-62	SHOULDER	IL 390	WB	6.6	M-16	GOOD	ACTIVE
PLAZA 330	LAKE ST	MAINLINE	390W006.60TSLM-LAKE-63	AET	IL 390	WB	6.6	M-16	EXCELLENT	ACTIVE
PLAZA 330	LAKE ST	MAINLINE	390W006.60TSLM-LAKE-64	AET	IL 390	WB	6.6	M-16	EXCELLENT	ACTIVE
PLAZA 330	LAKE ST	MAINLINE	390W006.60TSLM-LAKE-65	SHOULDER	IL 390	WB	6.6	M-16	EXCELLENT	ACTIVE

Appendix K Tolling System Condition Rating Table

PLAZA	PLAZA ESCRIPTION	ROADWAY LOCATION	BUS LANE ID	LANE CONFIGURATION	ROUTE	DIR.	MP	M-SECTION	CONDITION	ACTIVE VS INACTIVE
PLAZA 328	MITCHELL RD	MAINLINE	390W009.00TSLM-MITCH-61	SHOULDER	IL 390	WB	9	M-16	EXCELLENT	ACTIVE
PLAZA 328	MITCHELL RD	MAINLINE	390W009.00TSLM-MITCH-62	AET	IL 390	WB	9	M-16	EXCELLENT	ACTIVE
PLAZA 328	MITCHELL RD	MAINLINE	390W009.00TSLM-MITCH-63	AET	IL 390	WB	9	M-16	EXCELLENT	ACTIVE
PLAZA 328	MITCHELL RD	MAINLINE	390W009.00TSLM-MITCH-64	AET	IL 390	WB	9	M-16	EXCELLENT	ACTIVE
PLAZA 328	MITCHELL RD	MAINLINE	390W009.00TSLM-MITCH-65	SHOULDER	IL 390	WB	9	M-16	EXCELLENT	ACTIVE
PLAZA 326	PLUM GROVE	MAINLINE	390W010.62TSLM-LPMGR-61	SHOULDER	IL 390	WB	10.62	M-16	EXCELLENT	ACTIVE
PLAZA 326	PLUM GROVE	MAINLINE	390W010.62TSLM-LPMGR-62	AET	IL 390	WB	10.62	M-16	EXCELLENT	ACTIVE
PLAZA 326	PLUM GROVE	MAINLINE	390W010.62TSLM-LPMGR-63	AET	IL 390	WB	10.62	M-16	EXCELLENT	ACTIVE
PLAZA 326	PLUM GROVE	MAINLINE	390W010.62TSLM-LPMGR-64	AET	IL 390	WB	10.62	M-16	EXCELLENT	ACTIVE
PLAZA 326	PLUM GROVE	MAINLINE	390W010.62TSLM-LPMGR-65	SHOULDER	IL 390	WB	10.62	M-16	EXCELLENT	ACTIVE
PLAZA 324	HAMILTON LAKES DRIVE	MAINLINE	390W013.36TSLM-HMLBD-61	SHOULDER	IL 390	WB	13.36	M-16	EXCELLENT	ACTIVE
PLAZA 324	HAMILTON LAKES DRIVE	MAINLINE	390W013.36TSLM-HMLBD-62	AET	IL 390	WB	13.36	M-16	EXCELLENT	ACTIVE
PLAZA 324	HAMILTON LAKES DRIVE	MAINLINE	390W013.36TSLM-HMLBD-63	AET	IL 390	WB	13.36	M-16	EXCELLENT	ACTIVE
PLAZA 324	HAMILTON LAKES DRIVE	MAINLINE	390W013.36TSLM-HMLBD-64	AET	IL 390	WB	13.36	M-16	EXCELLENT	ACTIVE
PLAZA 324	HAMILTON LAKES DRIVE	MAINLINE	390W013.36TSLM-HMLBD-65	SHOULDER	IL 390	WB	13.36	M-16	EXCELLENT	ACTIVE
PLAZA 325	KETTER DRIVE	RAMP - ENTRANCE	390W013.37TSLR-KTTR-61	AET	IL 390	WB	13.37	M-16	EXCELLENT	ACTIVE
PLAZA 325	KETTER DRIVE	RAMP - ENTRANCE	390W013.37TSLR-KTTR-62	SHOULDER	IL 390	WB	13.37	M-16	EXCELLENT	ACTIVE
PLAZA 322	MITTEL DRIVE	MAINLINE	390W014.32TSLM-MITDR-61	SHOULDER	IL 390	WB	14.32	M-16	EXCELLENT	ACTIVE
PLAZA 322	MITTEL DRIVE	MAINLINE	390W014.32TSLM-MITDR-62	AET	IL 390	WB	14.32	M-16	EXCELLENT	ACTIVE

EXHIBIT 1 Percent of Mainline Pavement Within Each CRS Range (Systemwide)

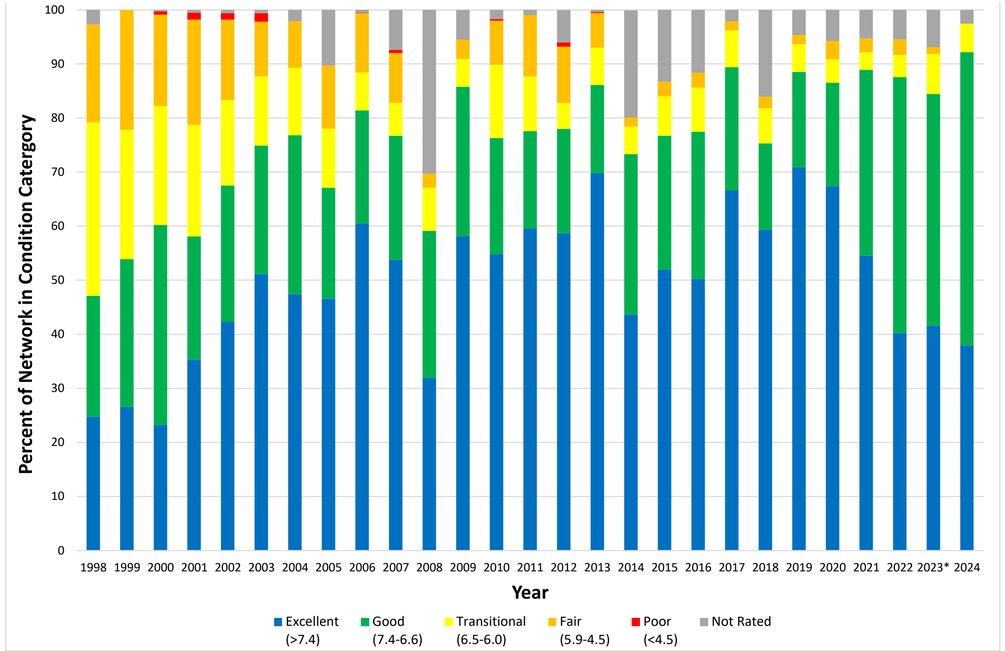

EXHIBIT 2 Mainline Pavement CRS Systemwide Map

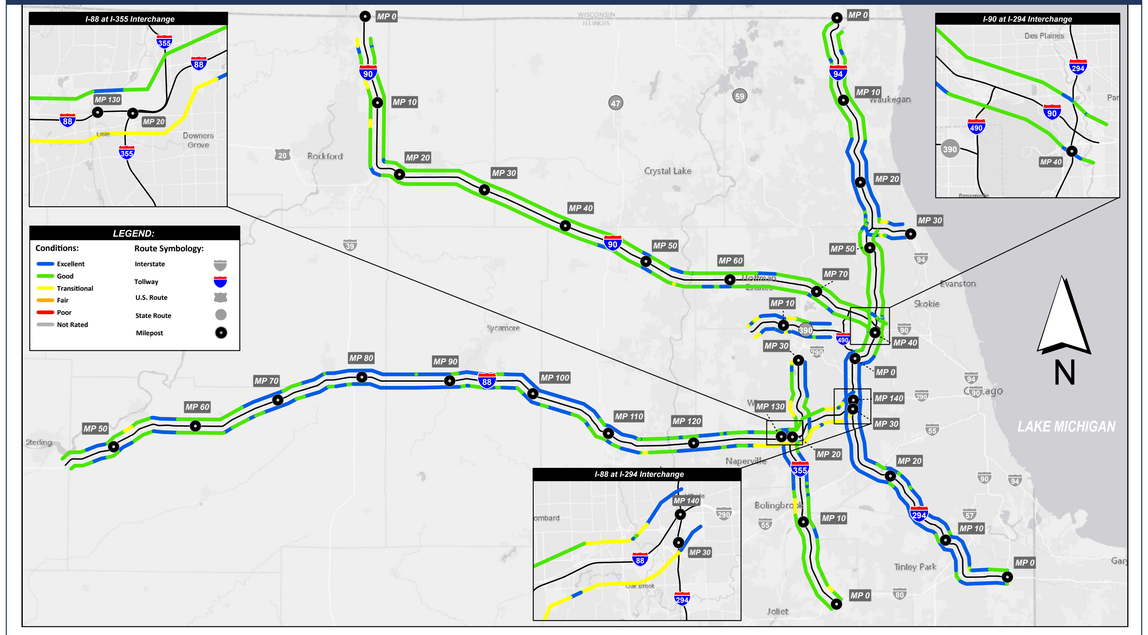

EXHIBIT 3 Percent of Mainline Pavement Within Each RIL Range (Systemwide)

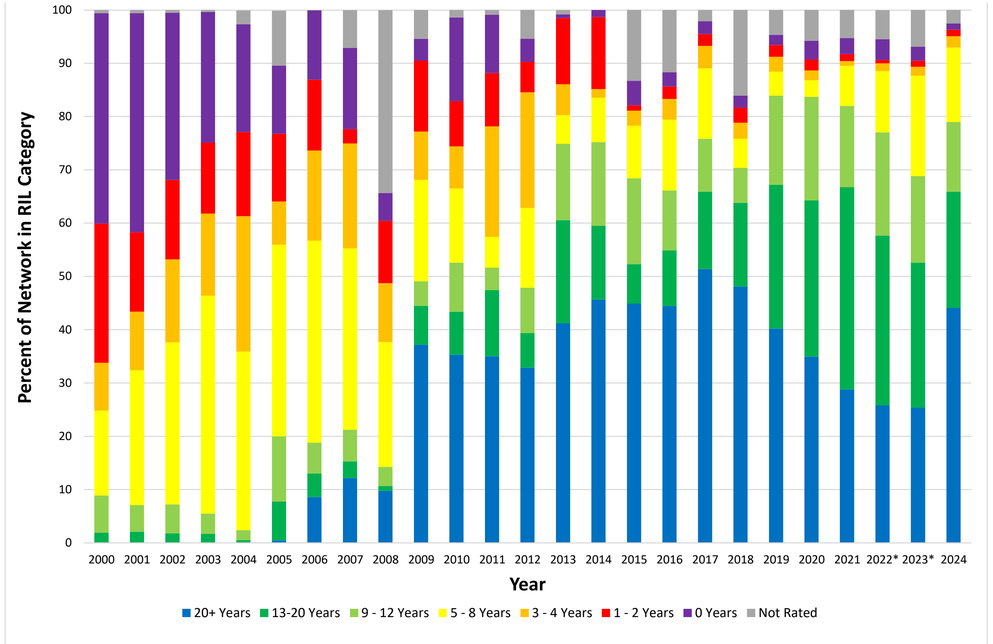

EXHIBIT 4 Mainline Pavement RIL Systemwide Map

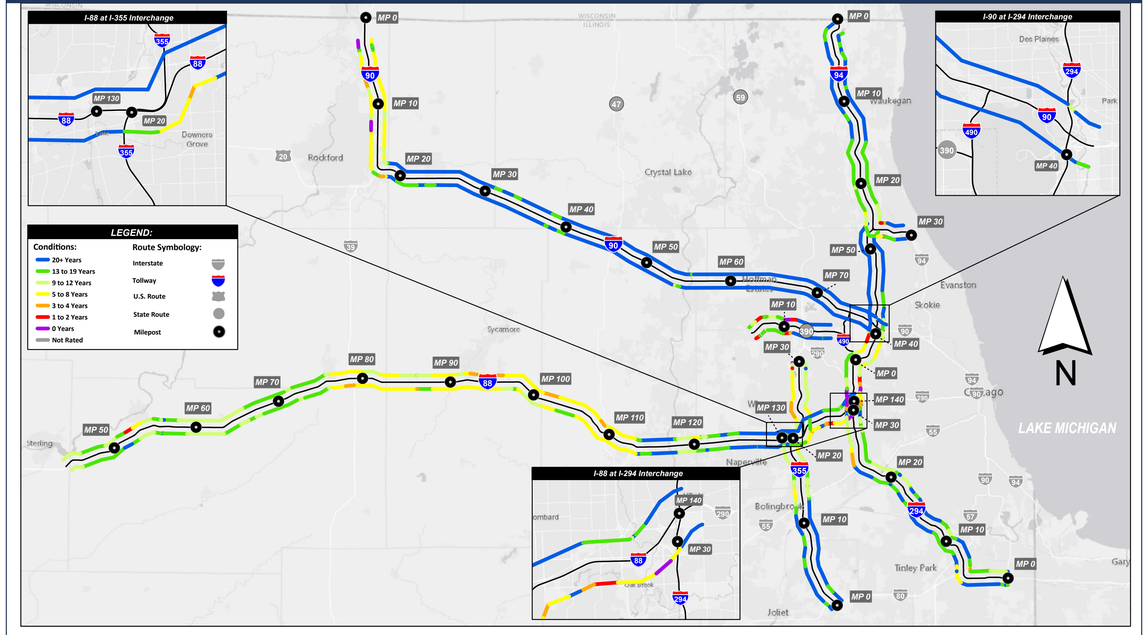

EXHIBIT 5 2024 *Move Illinois* Capital Program Construction Map

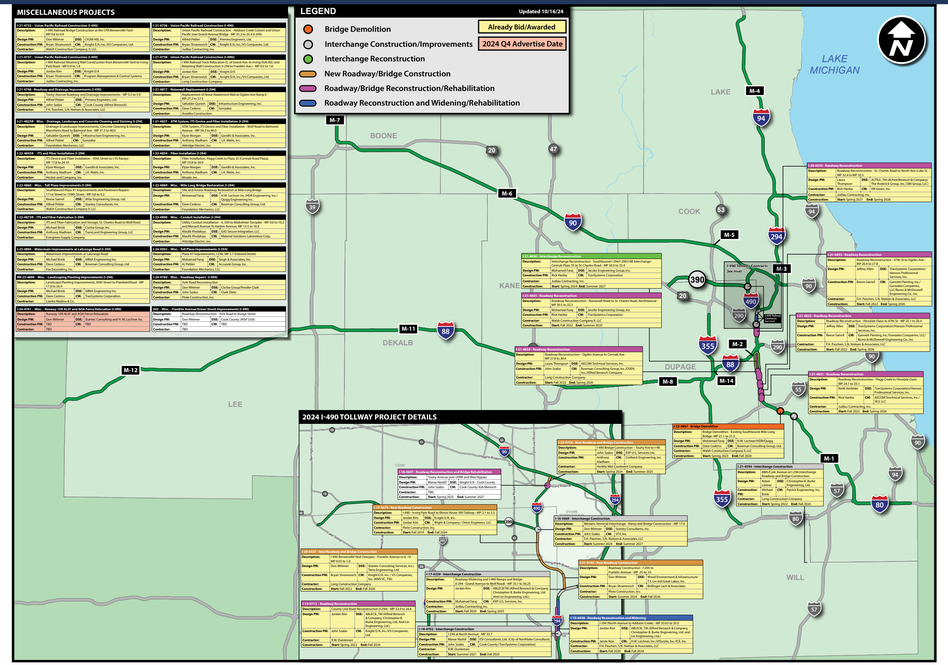

EXHIBIT 6 2024 Systemwide Corridor Construction Map

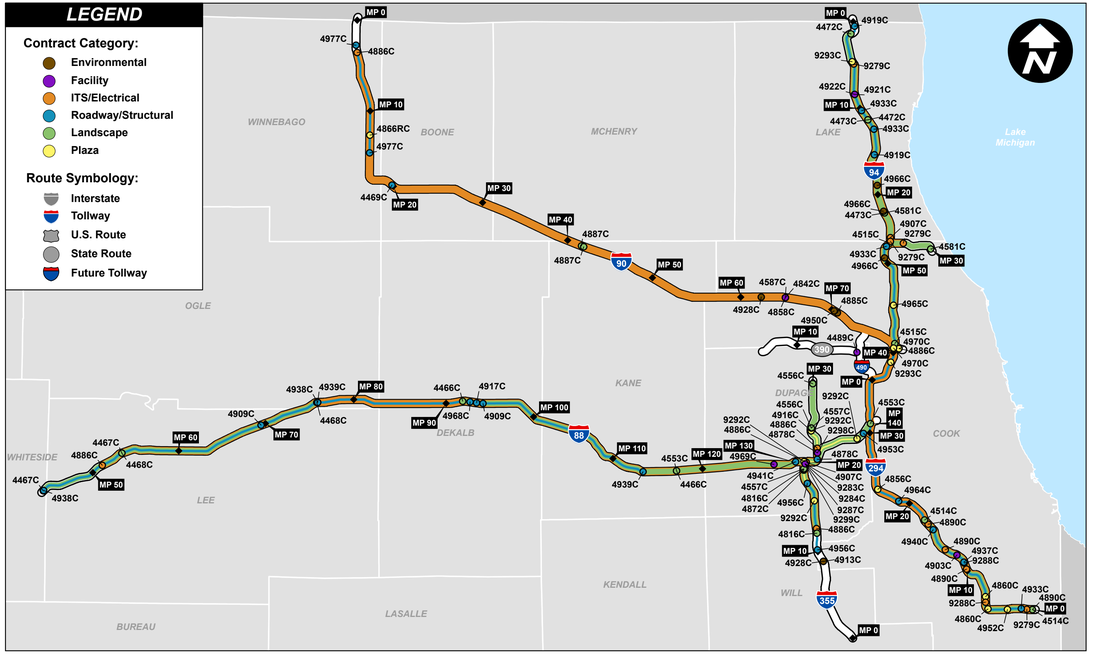

EXHIBIT 7 2025 *Move Illinois* Capital Program Construction Highlights

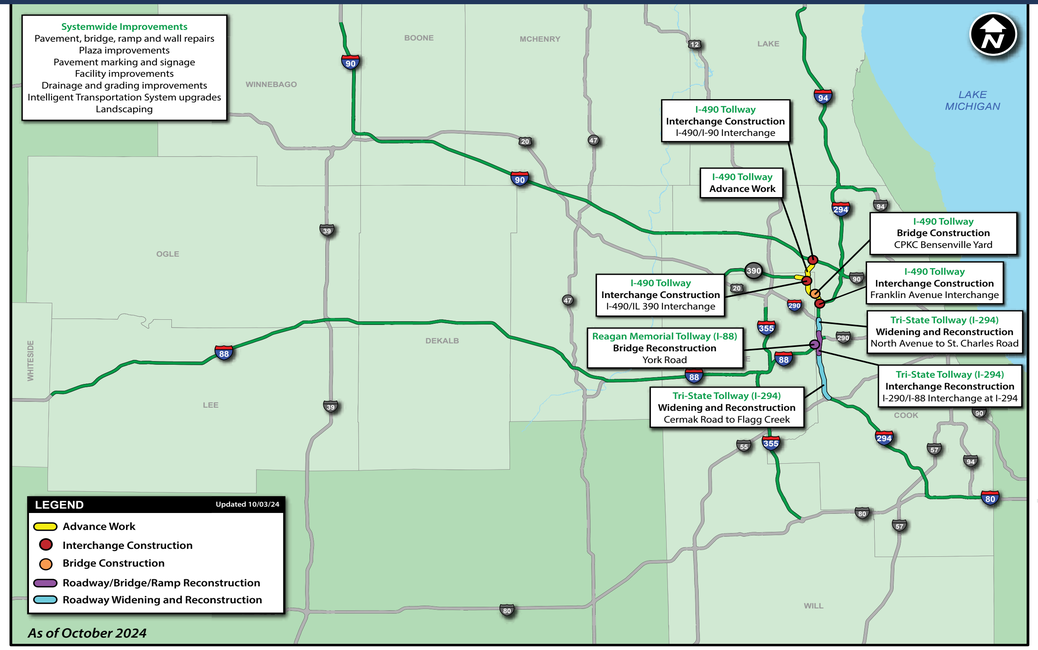

EXHIBIT 8 2025 Systemwide Corridor Construction Map

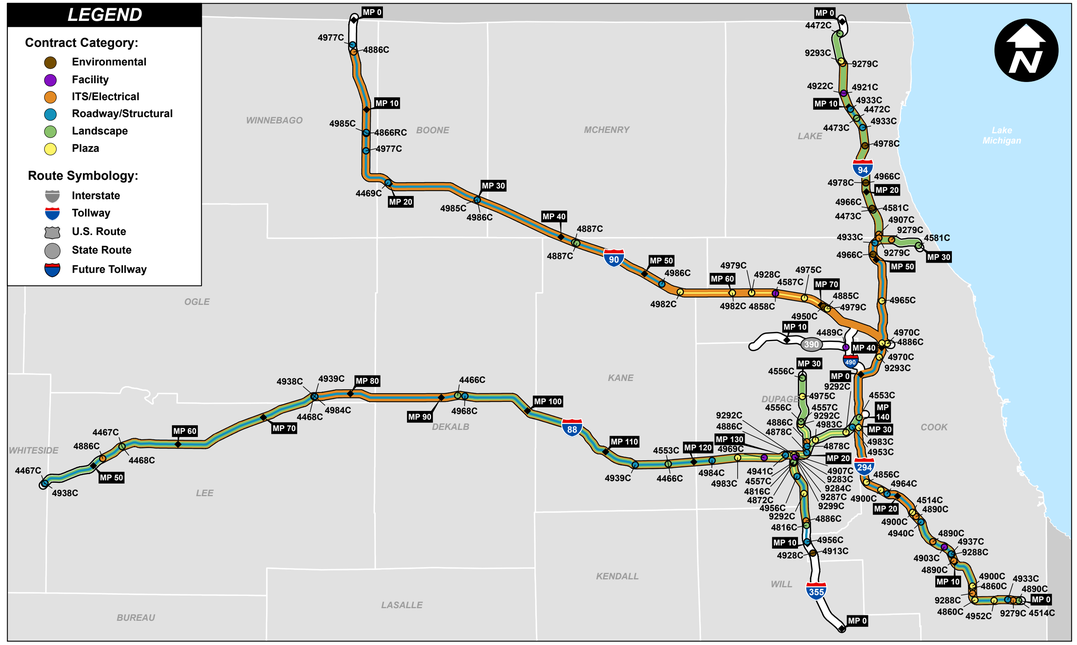

EXHIBIT 9 *Move Illinois* Capital Program Summary Map

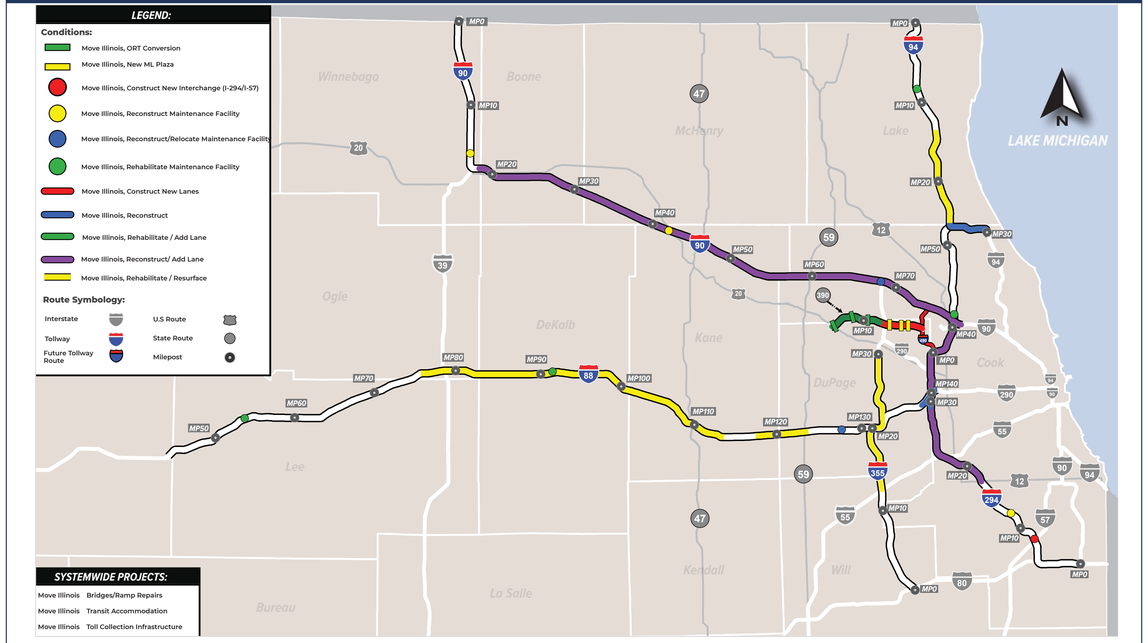

EXHIBIT 10 Bridging the Future Capital Plan Summary Map

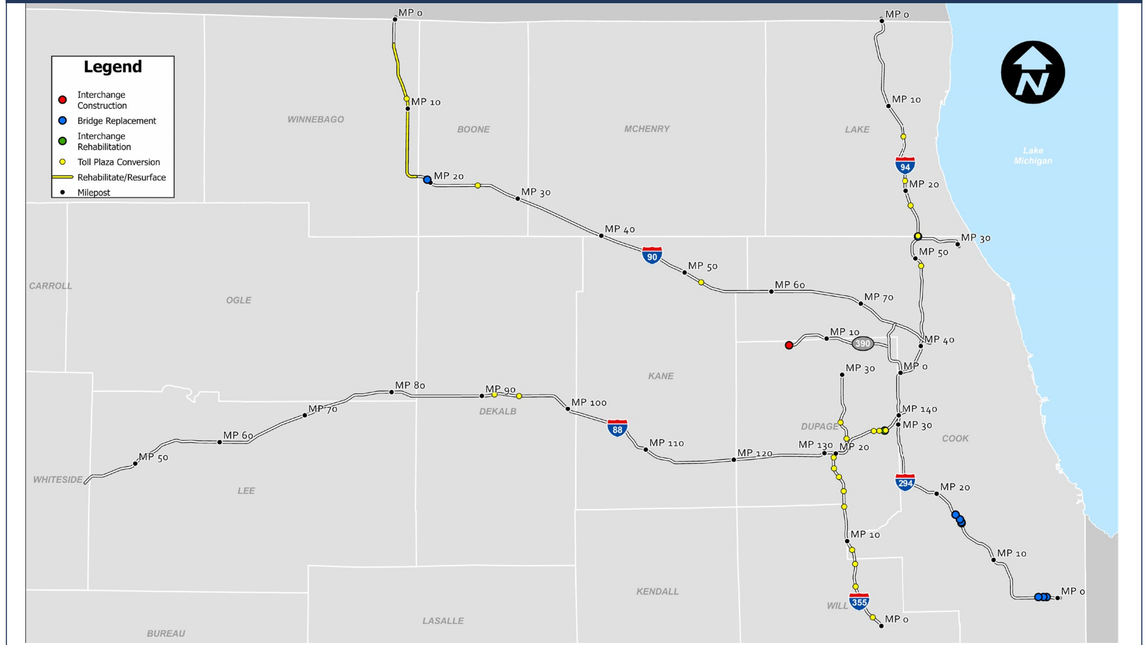

EXHIBIT 11 Pavement Preservation Forecast Map

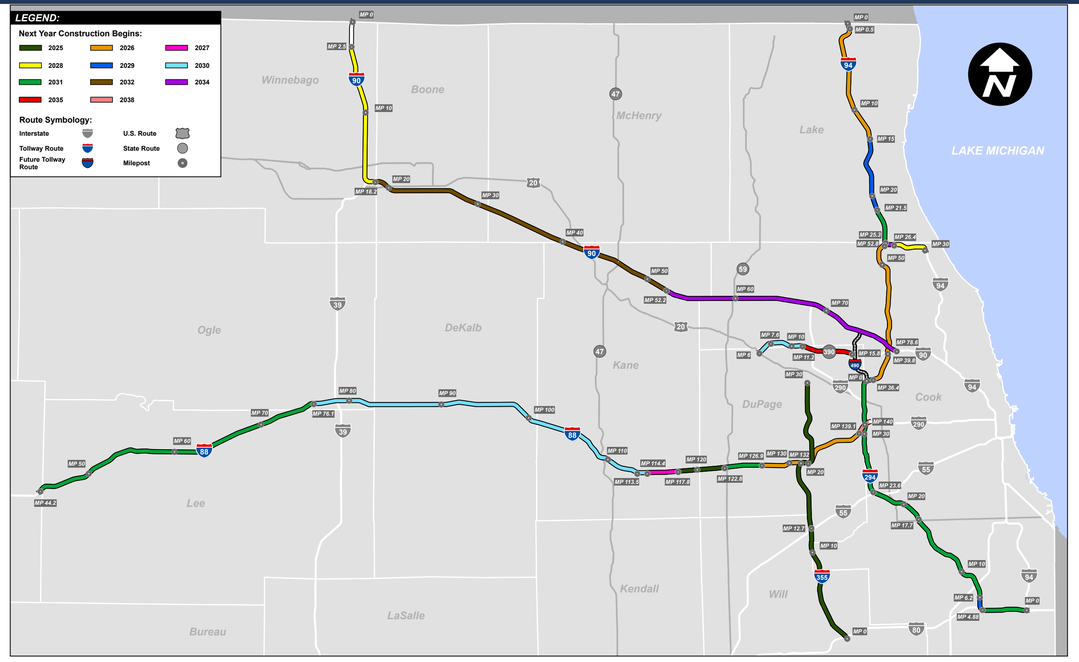

EXHIBIT 12 Roadway Maintenance District Map

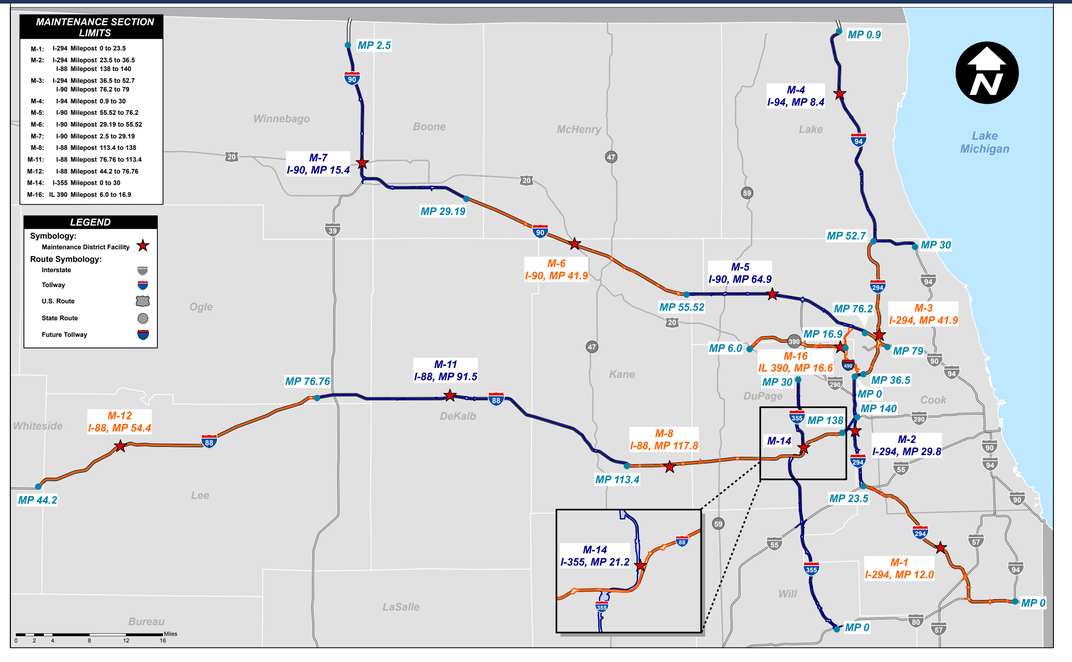

EXHIBIT 13 Facility Maintenance District Map

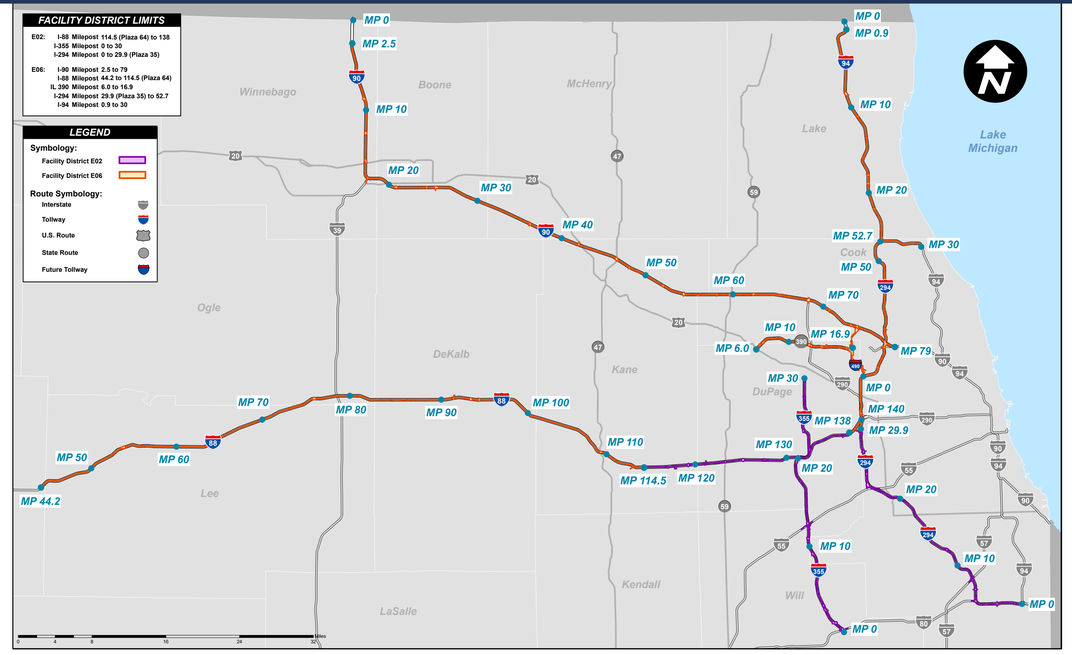

EXHIBIT 14 Roadway Electric District Map