Task Order No. 2
REPORT

RAMP TOLL PLAZA CONVERSION

SYSTEMWIDE

ILLINOIS TOLLWAY

Project No. I-06-5511

FEBRUARY 2008

DLZ

DLZ ILLINOIS, INC. 85 WEST ALGONQUIN ROAD, SUITE 220 ARLINGTON HEIGHTS, IL 60005
PHONE: (847) 640-0840 FAX: (847) 640-0856
WITH OFFICES THROUGHOUT THE MIDWEST
WWW.DLZCORP.COM

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I-06-5511 **Task Order No. 2 Report**

1. Project Purpose

To provide Phase II and Phase III engineering services for the electronic toll plaza conversion of ramp plazas on the on the North-South, Tri-State, Northwest, and East-West Tollways in Will, DuPage, Cook, Lake, Winnebago, DeKalb, and Kane Counties, Illinois.

The scope generally encompasses all appurtenant work related to electronic toll collection conversion of systemwide ramp toll plazas for the Illinois State Toll Highway Authority (the Tollway).

2. Task Order No. 2 Purpose

The scope for this second phase of the project was to collect the ramp toll plazas condition survey data systemwide and to develop a database that encompasses the field inventory element and recorded data; the database is to be used for the development of a feasibility report, in the next phase.

This task order report presents a preliminary set of direct findings and interpretations of data focusing mainly on determining the plazas' pavement condition for the purpose of immediate electronic conversion updates.

3. Location and Limits

The Task Order No. 2's location and limits on the North-South, Tri-State, Northwest, and East-West Tollways are established in Exhibit A and represent a total of 88 Ramp Toll Plazas (RTP), including 8 RTP on the new I-355 extension. Tollway's naming convention has been used in identifying the ramp toll plazas.

RTP distribution is presented below:

Tollway	Ramp Tollway Plazas
Tri-State	24
Northwest	19
East-West	23
North-South	22

Table 3.1

4. Methodology

The 'Ramp Toll Plaza Survey' form was used in the field for collecting viable data with respect to the collection inventory elements and with respect to pavement distresses for a total of 88 ramp toll plazas.

The collected field information, along with field photographs, traffic data, and collected data from record drawings were entered into a Microsoft Access database (Toll Plaza Database.mdb) for the systemwide toll ramp plazas. A sample of a populated 'Ramp Toll Plaza Survey' form is presented in Exhibit B.

The method for establishing pavement conditions at the ramp toll plazas was based on evaluating two criteria: A. Plaza Pavement Condition and B. Record Data.

A. Plaza Pavement Condition

The section surveyed is represented by a typical continuously reinforced concrete pavement (CRCP) plaza lane, typically 12" thick and 76-feet or 88-feet long.

The reinforcement depth has been noted from record drawings and entered into the database. Instances of 10" thick pavement and of full depth repair with a 12" jointed-reinforced concrete pavement (JRCP) were encountered and noted.

The most important four elements for visual structural distress for CRCP were collected:

- Transverse Cracking
- Durability Cracking
- Punchouts
- Patched Areas

1. CRCP is designed to manifest uncontrolled transversal cracking and a low deterioration hair-line (0.04 inches) cracking is considered part of an excellent pavement condition.
The condition deteriorates as the transversal cracking widens and exhibits loss of material. The number and severity of the transverse cracking has been surveyed and entered into the database. Once the transversal crack is 0.25 inch or greater it was considered a high severity

crack where the reinforcement function has been lost and no load transfer occurs.

The factor that translates the distress is the Cracks Adjustment Factor (F_C)

2. The number and severity of durability cracking, manifested around the transversal cracking in a closely spaced, crescent-shaped hairline cracking pattern, has been surveyed and entered into the database. The factor that translates the distress is the Durability Adjustment Factor (F_{DUR}).

3. Since punchouts are the primary mode of distress in CRCP, and if eliminated the performance of the CRCP would be excellent, the number and severity of the punchout has been surveyed and entered into the database. The factor that translates this distress is the Fatigue Damage Adjustment Factor (F_{FAT}).

4. The patched area in a pavement represents a clear indication that a punchout or a similar distress has been encountered and has been repaired. The patched area has been surveyed and entered into the database. The factor that translates this distress is the Rehabilitation Factor (F_R).

Those four associated structural factors were used for a calculating of a simplified pavement condition index (PCI) to be used in determining the suitability for electronic conversion.

However, the PCI does not convey a complete determination as given by additional analysis and methods that include the exposure to traffic data and other environmental and constructability factors, and pavement coring. The PCI has been calculated as follows:

$$PCI = 100\times(F_C\times F_{DUR}\times F_{FAT}\times F_R)$$

PCI distribution is presented below:

Pavement Condition Index	**Index Value**	
Excellent	99.0	97.1
Good	97.0	93.2
Fair	93.1	83.0
Poor	82.9	76.6
Insufficient	76.5	50.0

Table 4-1.

B. Record Data

Record data has been obtained from queries on the server at http://www.illinoisvirtualtollway.com/

The recorded data covered the following elements and was entered in the database:

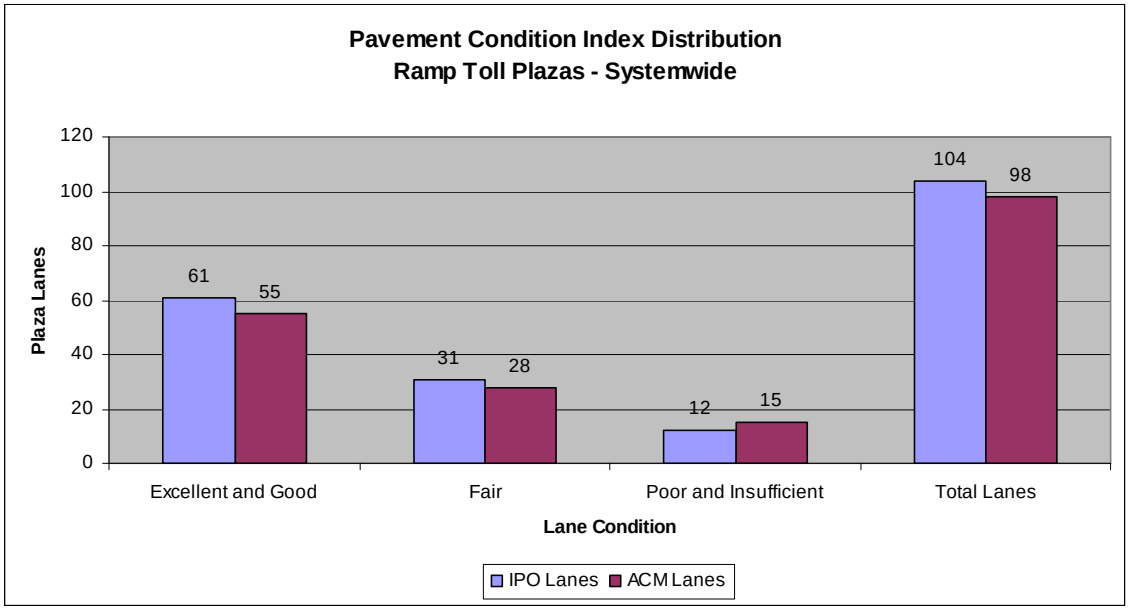
i. The Most Recent Construction Contract Name
ii. Record Drawing Date for the Most Recent Construction Contract
iii. The Most Recent Rehabilitation Contact Name
iv. Record Drawing Date for the Most Recent Rehabilitation Contact
v. Description of the Most Recent Rehabilitation
vi. Plaza Pavement Thickness
vii. Reinforcement Depth

5. Findings

A number of 88 ramp toll plazas have been surveyed and entered into the database, for a total of 202 plaza lanes. (104 IPO and 98 ACM). Most of the recorded data has been entered into the database; however newer information and certain older plans were not obtainable for review. Consequently recorded data regarding pavement thickness, reinforcement depth and pavement age has been obtained for approximately 90% of the data.

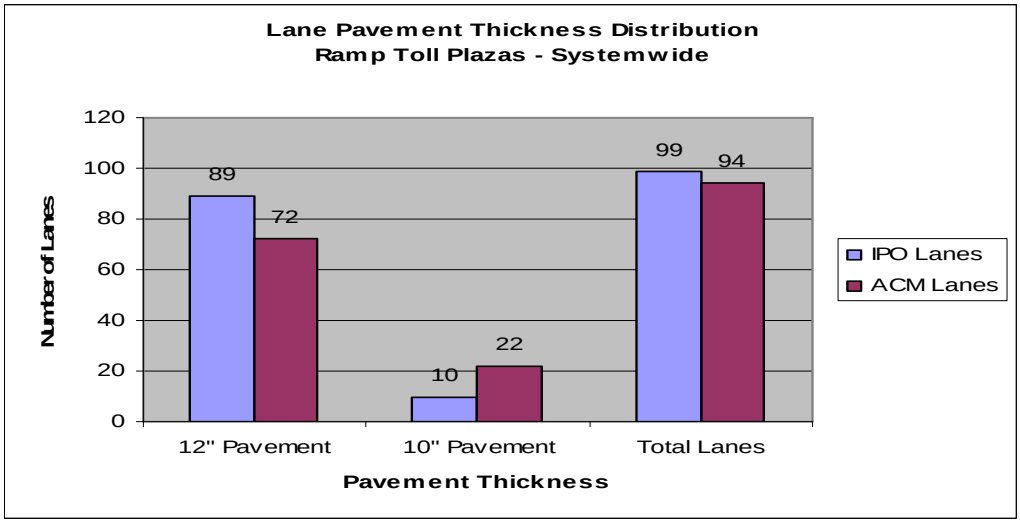
PAVEMENT CONDITION INDEX

The pavement condition distribution, as obtained, is presented below:



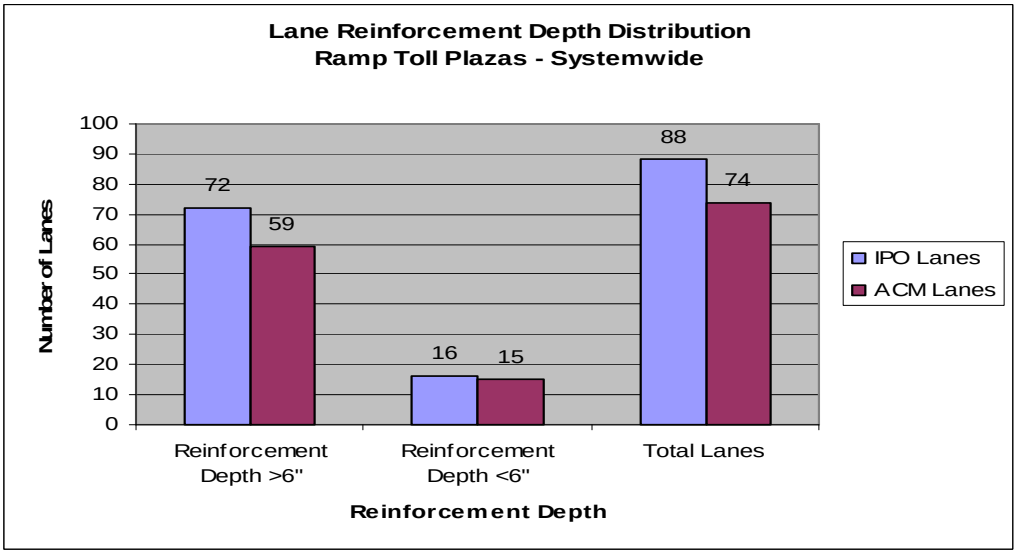
PAVEMENT THICKNESS

At this time, pavement thickness from record data has been obtained for 193 plaza lanes, or 95.5% of total. A 12"-thick continuously reinforced concrete pavement (CRCP) is present in 83% of recorded pavement data. Presently, the pavement thickness distribution is presented below:



PAVEMENT REINFORCEMENT

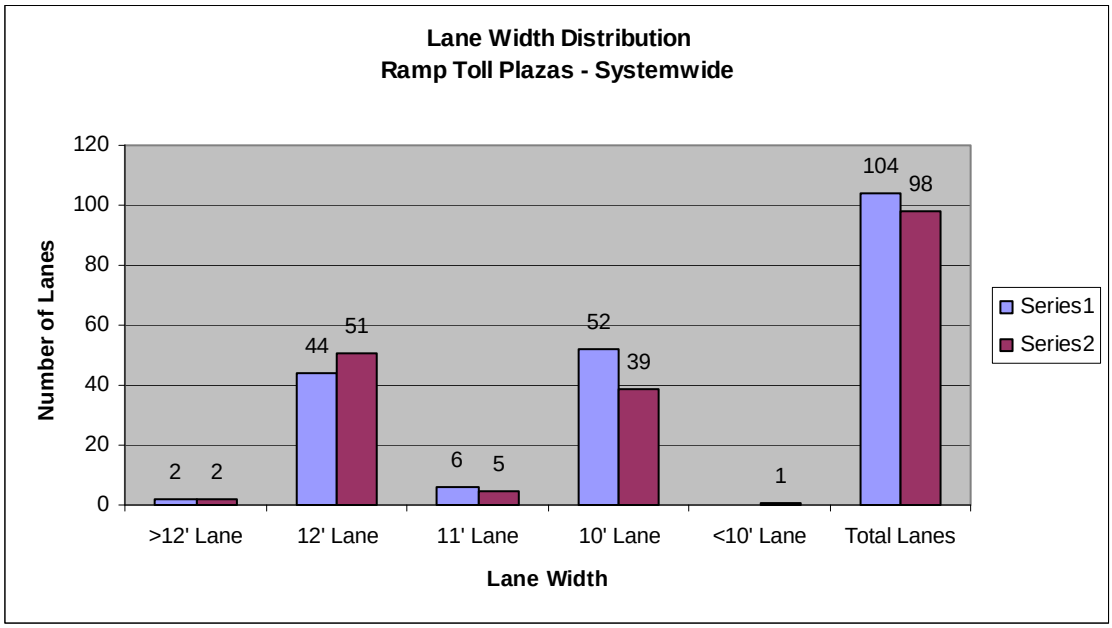
At this time, pavement reinforcement depth from record data has been obtained for 162 plaza lanes, or 80.9% of total. A 6-inch pavement reinforcement depth was present in 80.2% of recorded pavement data. Presently, the pavement reinforcement depth distribution is presented below:



LANE WIDTH

10'-lanes represent 45.5% of the lanes. 12'-lanes represent 47% of the lanes.

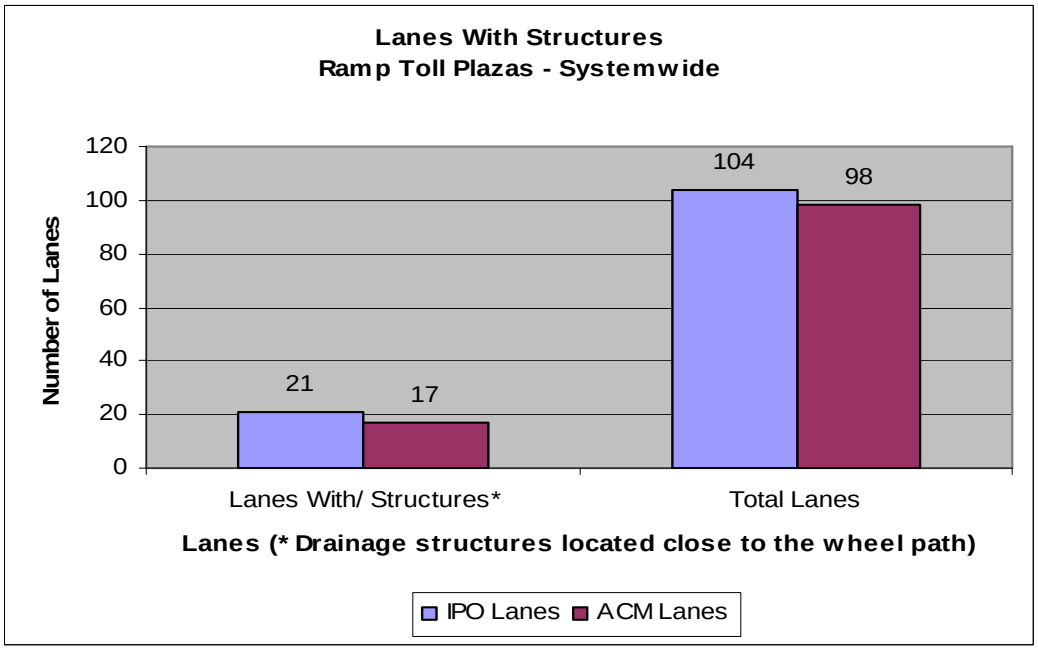
Presently, the distribution of lane widths is presented below:



LANE DRAINAGE STRUCTURES

Drainage structures are present in 18.8% of the lanes.

Presently, the distribution of the drainage structures is presented below:



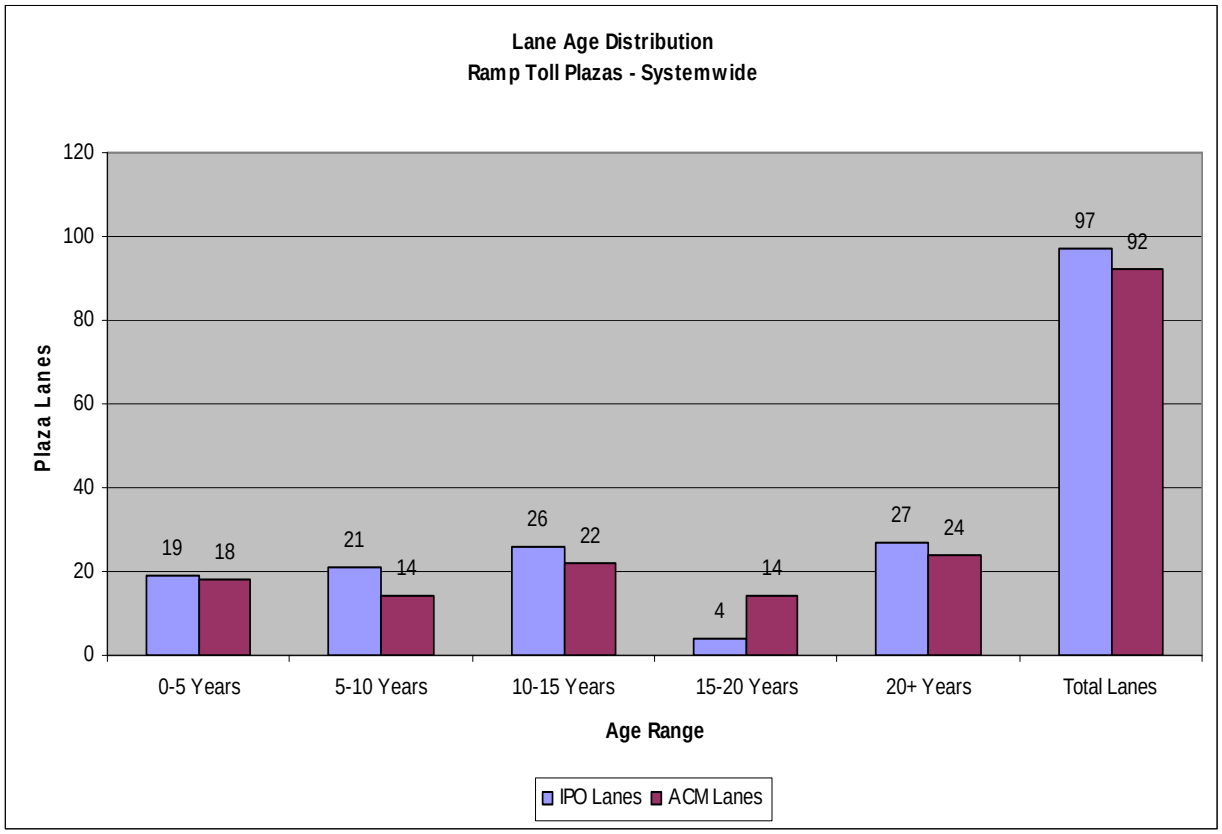
SINGLE LANE PLAZAS

The following plazas were identified:

Tollway	MP	Dir	Interchange	Plaza	Ramp
East-West	117.1	WB	Route 31	63	A
East-West	117.1	EB	Route 31	63	C
East-West	119.3	EB	Farnsworth Ave	59	A
East-West	119.3	WB	Farnsworth Ave	59	D
East-West	119.3	EB	Farnsworth Ave	59	F
Northwest	22.7	WB	Route 25	13	B
Northwest	22.7	EB	Route 25	13	D
Northwest	24.1	EB	Route 31	11	C
Northwest	24.1	WB	Route 31	11	D
Northwest	24.1	EB	Route 31	11	F

PAVEMENT AGE

At this time, pavement age from record data has been obtained for 189 plaza lanes, or 93.6% of total. Pavement older than 20-years represents 27% of the recorded pavement data. Presently, the pavement age distribution is presented below:



DUAL-LANE PLAZAS / NO DEDICATED IPO

The following plazas were identified:

Tollway	MP	Dir	Interchange	Plaza	Ramp
East-West	134.3	EB	Highland Ave	56C	C
Tri-State	6.5	NB	159th Street (US 6)	40	G
Tri-State	6.5	SB	159th Street (US 6)	40	H

6. Conclusion

About Pavement:

A. The plaza lanes having a PCI condition of excellent, good and fair are possible candidates for immediate short-term electronic conversion actions. Plaza lanes having indices of poor and insufficient need either localized full depth repairs or overlays; depending on the pavement age, poor and insufficient plaza lanes may be reconstructed. Exhibit C presents a comprehensive view of all plaza lanes.

B. The 12”-CRCP plaza section, with lateral support, is an extremely strong pavement, and generally presented no signs of deficiencies or structural failure even under a long term exposure to traffic and is suitable to immediate electronic conversion actions. Possibly, in this system, a 30-year old plaza payment is close to the end-of-life cycle and should be continuously scrutinized during the next few years for distresses that could signal the need for pavement rehabilitation.

C. The 10”-CRCP section is a strong pavement that generally presented no signs of deficiencies or structural failure. However, analysis of when the older pavement will attain the end of life-time exposure to traffic is beyond the scope.

D. The pavement conditions on approach and departure aprons and ramps has been observed and determined that it is in need of rehabilitation more often than the plaza pavement. Usually, the JRCP panels immediately before and after the plaza exhibit mid-panel cracks that need repairs.

E. The plaza lanes where drainage structures were observed were noted for

possible interference with electronic conversion implementation.

About System:

F. Overall, very few rehabilitation and repairs have been observed on the plaza lane pavement that leads to the conclusion that the plaza pavement condition is such that is not a determining factor in selecting the plazas for rehabilitation. RTP have been mostly relocated or reconfigured before the pavement was in need of rehabilitation.

G. Single-lane RTP represents an impediment in the access, functionality and safety of the plaza and presents a problematic component in the integrity of the system. Single-lane RTP is not consistent with the Open Road Tolling concept.

H. Dual-lane RTP that do not offer an electronic collection only lane is not consistent with the Open Road Tolling concept.

I. Other measures of plaza functionality (lane width, etc.) and pavement serviceability (tining condition, age etc.) need to be consider for establishing electronic conversion feasibility and for determining long term rehabilitation measures, and will be addressed in the Task Order No.3's Feasibility Report.

About Task Order 3:

The next task will prepare a feasibility report that will address electronic toll plaza conversion based on economic analysis and other long term rehabilitations and reconstruction needs for system-wide ramp toll plazas.

In order to begin this task, we have identified the following to be addressed by the Tollway:

1. Established design criteria for ramp toll plazas electronic conversion
2. Established policies on ORT for ramp toll plaza
3. Established decision on canopy retrofit
4. Established decision on signage upgrades
5. Established pavement rehabilitation policies
6. Established specific ancillary upgrades desired at each ramp toll plaza

Exhibit A

Ramp Toll Plazas

EXHIBIT A

RAMP TOLL PLAZAS

TRI-STATE TOLLWAY

NO. OF PLAZAS	M.P.	RAMP	INTERCHANGE	PLAZA NO.	MOVEMENT
	2.9	C,E	Halsted Street (Rt 1)	Plaza 47	NB, SB Halsted St. to SB I-294
2	2.9	D,F	Halsted Street (Rt 1)	Plaza 47	NB I-294 to SB, NB Halsted St.
	6.5	E	159th Street (US 6)	Plaza 40	SB I-294 to WB 159th St.
	6.5	F	159th Street (US 6)	Plaza 40	WB 159th St. to NB I-294
	6.5	G	159th Street (US 6)	Plaza 40	EB 159th St. to NB I-294
4	6.5	H	159th Street (US 6)	Plaza 40	SB I-294 to EB 159th St.
	17.6	N	95th Street (US 12-20)	Plaza 38	NB I-294 to 95th St.
2	17.6	S	95th Street (US 12-20)	Plaza 38	95th St. to SB I-294
	22.1	A	75th St/Willow Springs Rd	Plaza 34	SB I-294 to 75th/Willow Springs
2	22.1	D	75th St/Willow Springs Rd	Plaza 34	75th/Willow Springs to NB I-294
1	40.5	F	O'Hare West	Plaza 31	SB I-294 to WB I-190-O'Hare
1	40.5	P	O'Hare East	Plaza 32	NB I-294 to WB I-190-O'Hare
	45.3	A, C	Golf Road (Rt 58)	Plaza 28	EB, WB Golf Rd. to NB I-294
2	45.3	B	Golf Road (Rt 58)	Plaza 28	SB I-294 to Golf Rd.
	49.0	B	Willow Road	Plaza 27	Willow Rd. to NB I-294
2	49.0	C	Willow Road	Plaza 27	SB I-294 to Willow Rd.
	52.9	C	Lake-Cook Road	Plaza 26	SB I-94 to Lake-Cook Rd.
2	52.9	D	Lake-Cook Road	Plaza 26	Lake-Cook Rd. to NB I-94
	56.5	B	Route 22 (Half Day Road)	Plaza 23	Half Day Rd. to NB I-94
2	56.5	C	Route 22 (Half Day Road)	Plaza 23	SB I-94 to Half Day Rd.
	59.2	C	Route 60 (Town Line Road)	Plaza 22	Town Line Rd. to NB I-94
2	59.2	D	Route 60 (Town Line Road)	Plaza 22	SB I-94 to Town Line Rd.
	64.4	C	Route 137 (Buckley Road)	Plaza 20	Buckley Rd. to NB I-94
2	64.4	D	Route 137 (Buckley Road)	Plaza 20	SB I-94 to Buckley Rd.
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EXHIBIT A

NORTHWEST TOLLWAY

NO. OF PLAZAS	M.P.	RAMP	INTERCHANGE	PLAZA NO.	MOVEMENT
	8.0	D,F	Arlington Heights Road	Plaza 18	SB, NB Arlington Hts Rd. to WB I-90
2	8.0	E	Arlington Heights Road	Plaza 18	EB I-90 to Arlington Hts Rd.
	10.6	B	I-290/Route 53	Plaza 15A	EB I-90 to NB Rt. 53
2	10.6	E	I-290/Route 53	Plaza 15B	EB I-90 to SB I-290/Rt. 53
1	13.3	A	Roselle Road	Plaza 12	WB I-90 to Roselle Rd.
1	16.6	B,C	Barrington Road	Plaza 10	WB I-90 to NB, SB Barrington Rd.
1	19.0	A	Route 59	Plaza 16A	EB I-90 to Rt. 59
1	19.2	C	Route 59	Plaza 14	WB I-90 to Rt. 59
1	20.7	A	Beverly Road	Plaza 16B	WB I-90 to Beverly Rd.
	22.7	B	Route 25	Plaza 13	WB I-90 to Rt.25
2	22.7	D	Route 25	Plaza 13	Rt. 25 to EB I-90
	24.1	C	Route 31	Plaza 11	SB Rt. 31 to EB I-90
	24.1	D	Route 31	Plaza 11	WB I-90 to SB Rt. 31
	24.1	E	Route 31	Plaza 11	WB I-90 to NB Rt. 31
4	24.1	F	Route 31	Plaza 11	NB Rt. 31 to EB I-90
	26.7	C	Randall Road	Plaza 8	EB I-90 to Randall Rd.
2	26.7	D	Randall Road	Plaza 8	Randall Rd. to WB I-90
	66.3	A	E. Riverside Blvd	Plaza 2	SB E. Riverside Blvd. to EB I-90
2	66.3	B	E. Riverside Blvd	Plaza 2	WB I-90 to NB E. Riverside Blvd.
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EXHIBIT A

EAST-WEST TOLLWAY

NO. OF PLAZAS	M.P.	RAMP	INTERCHANGE	PLAZA NO.	MOVEMENT
1	138.0	A	Spring Rd (22nd St)	Plaza 53	Cermak/Spring to WB I-88
1	137.2	A, B	Route 83	Plaza 54	SB, NB Rt. 83 to EB I-88
1	136.5	S	Midwest Road	Plaza 55	Midwest Rd. to EB I-88
	134.3	C	Highland Avenue	Plaza 56	EB I-88 to Highland Av.
2	133.7	D	Highland Avenue	Plaza 56	Downers Dr. to WB I-88
	131.0	EO	Ogden Av (US 34)	Plaza 81	EB I-88 to Ogden Av.
2	131.0	OW	Ogden Av (US 34)	Plaza 81	Ogden Av. to WB I-88
	127.8	B	Naperville Road	Plaza 57	EB I-88 to Naperville Rd.
2	127.8	C	Naperville Road	Plaza 57	Naperville Rd. to WB I-88
	125.3	C	Winfield Road	Plaza 58	EB I-88 to Winfield Rd.
2	125.3	D	Winfield Road	Plaza 58	Winfield Rd. to WB I-88
	119.3	A	Farnsworth Av	Plaza 59	SB Farnsworth Av. to EB I-88
	119.3	D	Farnsworth Av	Plaza 59	WB I-88 to SB Farnsworth Av.
	119.3	F	Farnsworth Av	Plaza 59	NB Farnsworth Av. to EB I-88
4	119.3	G	Farnsworth Av	Plaza 59	WB I-88 to NB Farnsworth Av.
	117.1	A	Route 31	Plaza 63	Rt. 31 to WB I-88
2	117.1	C	Route 31	Plaza 63	EB I-88 to Rt. 31
	115.5	C	Orchard Road	Plaza 64	EB I-88 to Orchard Rd.
2	115.5	D	Orchard Road	Plaza 64	Orchard Rd. to WB I-88
	94.1	J	Peace Road	Plaza 65	WB I-88 to Peace Rd.
2	94.1	K	Peace Road	Plaza 65	Peace Rd. to EB I-88
	91.5	B	Annie Glidden Rd	Plaza 67	WB I-88 to NB Annie Glidden Rd.
2	91.5	C	Annie Glidden Rd	Plaza 67	NB Annie Glidden Rd. to EB I-88
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EXHIBIT A

NORTH - SOUTH TOLLWAY

NO. OF PLAZAS	M.P.	RAMP	INTERCHANGE	PLAZA NO.	MOVEMENT
	13.8	B	Boughton Road	Plaza 90	NB I-355 to Boughton Rd
2	13.8	C	Boughton Road	Plaza 90	Boughton Rd. to SB I-355
	15.5	A	75th Street	Plaza 87	SB I-355 to 75th St.
2	15.5	D	75th Street	Plaza 87	75th St. to NB I-355
	17.2	A	63rd Street	Plaza 85	SB I-355 to 63rd St.
2	17.2	D	63rd Street	Plaza 85	63rd St. to NB I-355
	18.3	A	Maple Avenue	Plaza 83	SB I-355 to Maple Av.
2	18.3	D	Maple Avenue	Plaza 83	Maple Av. to NB I-355
	22.6	B	Route 56 (Butterfield Road)	Plaza 79	NB I-355 to Butterfield Rd.
2	22.6	C	Route 56 (Butterfield Road)	Plaza 79	Butterfield Rd. to SB I-355
	24.6	B	Route 38 (Roosevelt Road)	Plaza 77	NB I-355 to Roosevelt Rd.
2	24.6	C	Route 38 (Roosevelt Road)	Plaza 77	Roosevelt Rd. to SB I-355
	27.9	B	Route 64 (North Avenue)	Plaza 75	NB I-355 to North Av.
2	27.9	C	Route 64 (North Avenue)	Plaza 75	North Av. to SB I-355
2	1	N	Southwest Hwy (US 6)	Plaza 101	NB I-355 to Southwest Hwy
	1	S	Southwest Hwy (US 6)	Plaza 101	Southwest Hwy to SB I-355
2	5	A	159th Street (Rt 7)	Plaza 97	SB I-355 to 159th St
	5	D	159th Street (Rt 7)	Plaza 97	159th St to NB I-355
2	7.5	A	Archer Ave (Rt 171)	Plaza 95	SB I-355 to Archer
	7.5	D	Archer Ave (Rt 171)	Plaza 95	Archer to NB I-355
2	9	A	127th Street	Plaza 93	SB I-355 to 127th St
	9	D	127th Street	Plaza 93	127th St to NB I-355
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Exhibit B

Ramp Toll Plaza Survey Form
Populated Sample

Plaza No.:	10	**Tollway:**	Northwest
Ramp:	B,C	**Mile Post:**	16.6

Ramp Toll Plaza Survey

Survey Information

Company:	DLZ		
Date:	1 /31/2008	**Contract No.:**	I-06-5511
Time:	11:30 AM	**Survey Crew:**	SO, GH

Comments

Movement

From:	Northwest	☐ NB	☐ SB	☐ EB	☑ WB
To:	Barrington Rd	☑ NB	☑ SB	☐ EB	☐ WB

Utilities

Light Pole and Luminaire:	◉ Yes ○ No
Toll Plaza Lighting:	◉ Yes ○ No

Notes

Light pole/luminaire on shoulder
Toll Plaza lighting on canopy

Approach/Departure Configuration

No. of Ramps to Plaza:	1
No. of Ramps from Plaza:	2

Notes

Approach Pavement

Constant-width Length (ft):	100
Pavement Type:	◉ Rigid ○ Flexible
Condition Rating (G/F/P):	Good

Departure Pavement

Constant-width Length (ft):	100
Pavement Type:	◉ Rigid ○ Flexible
Condition Rating (G/F/P):	Good

Safety

Surveillance Camera:	◉ Yes ○ No
Impact Attenuators:	○ Yes ◉ No
Guardrail:	◉ Yes ○ No
Concrete Barrier:	◉ Yes ○ No
Roadway Delineators:	◉ Yes ○ No
Guard Rail Delineator:	○ Yes ◉ No
Concrete Barrier Wall Delineators:	◉ Yes ○ No

Notes: Guardrail on islands

Structural Configuration

Frame Type:	◉ Canopy ○ Tubular
Control Building:	○ Yes ◉ No
Systems:	☐ HVAC ☑ Electrical ☑ Data ☐ DVR

Notes

EXHIBIT B

Plaza No.:	10	Tollway:	Northwest
Ramp:	B,C	Mile Post:	16.6

Ramp Toll Plaza Survey

Plaza Configuration

I-Pass Cabinet:	◉ Yes ○ No
Data Cabinet:	◉ Yes ○ No
Power Cabinet:	◉ Yes ○ No
Pavement Type:	◉ Rigid ○ Flexible
Ramp Plaza Length (ft):	76
No. of Plaza Lanes:	4

Notes

- Guide arrow not visible @ lane 2
- Control oak wood is split
- Missing flexible channelizor for island 2

Lane Configuration

Plaza Lane	Lane Type (IPO/ACM)	Width (ft)	No. of Storm Structures	No. of ACM Loops	Treadle with Frame	Treadle without Frame	Idris Loop	I-Pass Antenna	Control Signal (LED)	Control Gate
Lane 1	IPO	12	0		☑	☐	☐	☑	☑	☑
Lane 2	ACM	10	0	1	☑	☐	☐	☑	☑	☑
Lane 3	ACM	10	0	1	☑	☐	☐	☑	☑	☑
Lane 4	IPO	10	0		☑	☐	☐	☑	☑	☑

Pavement Condition

Plaza Lane	Transverse Cracking		Durability Cracking		Punchouts		Patched Area (ft^2)	Tining Condition (G/F/P/N)	Riding Comfort Index (G/F/P)
	No. of Low/Mod.	No. of High	No. of Cracking	Severity (L/M/H)	No. of Punchouts	Severity (L/M/H)			
Lane 1	6	0	0		0		0	Fair	Good
Lane 2	4	0	0		0		0	Fair	Good
Lane 3	3	0	0		0		0	Poor	Good
Lane 4	4	0	0		0		0	Poor	Good

Island Configuration

No. of Islands:	4	Length from CL of ACM to End of Island (ft):	36

Island (left of lane)	Length (ft)	Condition Rating (G/F/P)	ACM	ACM Guard	Lane Control Cabinet	Treadle Junction Box	Stop Sign	Flexible Channelizers	Front Camera (OCR)	Rear Camera (OCR)	Rear Light (OCR)	Blue/ Amber Light	Red/ Green Signal	Barrier Warning Light
Island 1		Poor	☐	☐	☑	☑	☑	☑	☑	☑	☑	☑	☐	☑
Island 2		Fair	☑	☑	☐	☑	☑	■	☑	☑	☑	☑	☑	☑
Island 3		Fair	☑	☑	☐	☑	☐	☑	☑	☑	☑	☑	☑	☑
Island 4	61	Fair	☐	☐	☑	☑	☐	☐	☑	☑	☑	☑	☐	☐

EXHIBIT B

Exhibit C

Summary Report

Ramp Plaza Summary Report

East-West Tollway

Mile Post	Mainline Direction	Interchange	Plaza No.	Ramp	Lane No.	Lane Type	Plaza Length (ft)	Width (ft)	Pavement Type	Constructed / Improved	Pavement Thickness (in)	Reinforcement Depth (in)	Pavement Condition Index
91.5	WB	Annie Glidden Rd	67	B	1	ACM	86	12	CRCP	2000	12		Fair
					2	IPO	86	12	CRCP	2000	12		Excellent
91.5	EB	Annie Glidden Rd	67	C	1	ACM	87	12	CRCP	2000	12		Good
					2	IPO	87	12	CRCP	2000	12		Good
94.1	WB	Peace Rd	65	J	1	IPO	76	12	CRCP	/ 1998	12	7.75	Fair
					2	ACM	76	10	CRCP	/ 1998	12	7.75	Fair
94.1	EB	Peace Rd	65	K	1	ACM	76	12	CRCP	/ 1998	12	7.75	Excellent
					2	IPO	76	10	CRCP	/ 1998	12	7.75	Excellent
115.5	EB	Orchard Rd	64	C	1	IPO	76	12	CRCP				Good
					2	ACM	76	10	CRCP				Fair
115.5	WB	Orchard Rd	64	D	1	ACM	78	12	CRCP				Fair
					2	IPO	78	11	CRCP				Fair
117.1	WB	Route 31	63	A	1	ACM	81	14	Flexible	/ 1997	10	5.75	HMA Overlay
117.1	EB	Route 31	63	C	1	ACM	86	12	Flexible	/ 1997	10	5.75	HMA Overlay
119.3	EB	Farnsworth Ave	59	A	1	ACM	58	12	JRCP	/ 1997	10	5.75	Excellent
119.3	WB	Farnsworth Ave	59	D	1	ACM	57	12	JRCP	/ 1997	10	5.75	Excellent
119.3	EB	Farnsworth Ave	59	F	1	ACM	72	11	JRCP	/ 1997	10	5.75	Excellent
119.3	WB	Farnsworth Ave	59	G	1	ACM	76	12	CRCP	/ 2004	12	7.75	Excellent
					2	IPO	76	12	CRCP	/ 2004	12	7.75	Excellent
125.3	EB	Winfield Rd	58	C	1	ACM	76	12	CRCP	1993	12	9	Fair
					2	IPO	76	10	CRCP	1993	12	9	Good

East-West Tollway

Mile Post	Mainline Direction	Interchange	Plaza No.	Ramp	Lane No.	Lane Type	Plaza Length (ft)	Width (ft)	Pavement Type	Constructed / Improved	Pavement Thickness (in)	Reinforcement Depth (in)	Pavement Condition Index
125.3	WB	Winfield Rd	58	D	1	ACM	76	12	CRCP	1993	12	9	Fair
					2	IPO	76	10	CRCP	1993	12	9	Fair
127.8	EB	Naperville Rd	57	B	1	IPO	88	12	CRCP	2006	12	7.75	Excellent
					2	ACM	88	10	CRCP	2006	12	7.75	Excellent
					3	IPO	88	10	CRCP	2006	12	7.75	Excellent
127.8	WB	Naperville Rd	57	C	1	IPO	88	12	CRCP	2006	12	7.75	Excellent
					2	ACM	88	10	CRCP	2006	12	7.75	Excellent
					3	IPO	88	10	CRCP	2006	12	7.75	Excellent
131	EB	Ogden Ave (US 34)	81	EO	1	ACM	76	12	CRCP				Fair
					2	IPO	76	11	CRCP				Fair
131	WB	Ogden Ave (US 34)	81	OW	1	IPO	76	12	CRCP				Excellent
					2	ACM	76	11	CRCP				Fair
133.7	WB	Downers Dr	56D	D	1	ACM	76	12	CRCP	1982	10		Insufficient
					2	IPO	76	11	CRCP	1982	10		Fair
134.3	EB	Highland Ave	56C	C	1	ACM	75	12	CRCP	1982	10		Poor
					2	ACM	75	11	CRCP	1982	10		Poor
136.5	EB	Midwest Rd	55	S	1	ACM	88	12	CRCP	2006	12	7.75	Excellent
					2	IPO	88	12	CRCP	2006	12	7.75	Excellent
137.2	EB	Route 83	54	A,B	1	IPO	88	14	CRCP	2006	12	7.75	Excellent
					2	ACM	88	13	CRCP	2006	12	7.75	Excellent
					3	IPO	88	13	CRCP	2006	12	7.75	Excellent
138	WB	Spring Rd (22nd St)	53	A	1	IPO	76	11	CRCP	1962	10	6	Poor
					2	ACM	76	11	CRCP	1962	10	6	Poor
					3	IPO	76	11	CRCP	1962	10	6	Poor
1	NB	Maple Rd (US 6)	101	N	1	ACM	88	12	CRCP	2007	12	7.75	Excellent
					2	IPO	88	12	CRCP	2007	12	7.75	Excellent

North-South Tollway

Mile Post	Mainline Direction	Interchange	Plaza No.	Ramp	Lane No.	Lane Type	Plaza Length (ft)	Width (ft)	Pavement Type	Constructed / Improved	Pavement Thickness (in)	Reinforcement Depth (in)	Pavement Condition Index
1	SB	Maple Rd (US 6)	101	S	1	ACM	88	12	CRCP	2007	12	7.75	Excellent
					2	IPO	88	12	CRCP	2007	12	7.75	Excellent
5	SB	159th Street (Rt 7)	97	A	1	IPO	88	12	CRCP	2007	12	7.75	Excellent
					2	ACM	88	12	CRCP	2007	12	7.75	Excellent
5	NB	159th Street (Rt 7)	97	D	1	IPO	88	12	CRCP	2007	12	7.75	Excellent
					2	ACM	88	12	CRCP	2007	12	7.75	Excellent
7.5	SB	Archer Ave (Rt 171)	95	A	1	IPO	88	12	CRCP	2007	12	7.75	Excellent
					2	ACM	88	12	CRCP	2007	12	7.75	Excellent
7.5	NB	Archer Ave (Rt 171)	95	D	1	IPO	88	12	CRCP	2007	12	7.75	Excellent
					2	ACM	88	12	CRCP	2007	12	7.75	Excellent
9	SB	127th Street	93	A	1	IPO	88	12	CRCP	2007	12	7.75	Excellent
					2	ACM	88	12	CRCP	2007	12	7.75	Excellent
9	NB	127th Street	93	D	1	IPO	88	12	CRCP	2007	12	7.75	Excellent
					2	ACM	88	12	CRCP	2007	12	7.75	Excellent
13.8	NB	Boughton Rd	90	B	1	ACM	76	12	CRCP		12	7.75	Good
					2	IPO	76	10	CRCP		12	7.75	Good
13.8	SB	Boughton Rd	90	C	1	ACM	76	12	CRCP		12	7.75	Fair
					2	IPO	76	10	CRCP		12	7.75	Good
15.5	SB	75th Street	87	A	1	IPO	76	12	JRCP	1987	12	7.75	Excellent
					2	ACM	76	10	JRCP	1987	12	7.75	Insufficient
					3	IPO	76	10	JRCP	1987	12	7.75	Poor
15.5	NB	75th Street	87	D	1	IPO	76	12	JRCP	1987	12	7.75	Fair
					2	ACM	76	10	JRCP	1987	12	7.75	Poor
					3	IPO	76	10	JRCP	1987	12	7.75	Excellent

North-South Tollway

Mile Post	Mainline Direction	Interchange	Plaza No.	Ramp	Lane No.	Lane Type	Plaza Length (ft)	Width (ft)	Pavement Type	Constructed / Improved	Pavement Thickness (in)	Reinforcement Depth (in)	Pavement Condition Index
17.2	SB	63rd Street	85	A	1	IPO	76	12	JRCP	1986	12	7.75	Excellent
					2	ACM	76	10	JRCP	1986	12	7.75	Good
					3	IPO	76	10	CRCP	1997	12	7.75	Poor*
17.2	NB	63rd Street	85	D	1	IPO	78	12	JRCP	1986	12	7.75	Fair
					2	ACM	78	10	JRCP	1986	12	7.75	Excellent
					3	IPO	78	10	CRCP	1997	12	7.75	Fair
18.3	SB	Maple Ave	83	A	1	IPO	76	12	JRCP	1986	12	7.75	Fair
					2	ACM	76	10	JRCP	1986	12	7.75	Fair
					3	IPO	76	10	JRCP	1986	12	7.75	Good
18.3	NB	Maple Ave	83	D	1	IPO	78	12	JRCP	1986	12	7.75	Fair
					2	ACM	78	10	JRCP	1986	12	7.75	Fair
					3	IPO	78	10	JRCP	1986	12	7.75	Poor
22.6	NB	Butterfield Rd (Rt 56)	79	B	1	IPO	74	12	JRCP	1987	12	7.75	Fair
					2	ACM	74	10	JRCP	1987	12	7.75	Excellent
22.6	SB	Butterfield Rd (Rt 56)	79	C	1	ACM	76	12	JRCP	1987	12	7.75	Fair
					2	IPO	76	10	JRCP	1987	12	7.75	Excellent
24.6	NB	Roosevelt Rd (Rt 38)	77	B	1	ACM	76	12	JRCP	1987	12	7.75	Excellent
					2	IPO	76	10	JRCP	1987	12	7.75	Excellent
24.6	SB	Roosevelt Rd (Rt 38)	77	C	1	ACM	76	12	JRCP	1987	12	7.75	Fair
					2	IPO	76	10	JRCP	1987	12	7.75	Fair
27.9	NB	North Ave (Rt 64)	75	B	1	IPO	76	12	CRCP	1987	12	7.75	Poor
					2	ACM	76	10	CRCP	1987	12	7.75	Fair
					3	IPO	76	10	CRCP	1987	12	7.75	Insufficient
27.9	SB	North Ave (Rt 64)	75	C	1	ACM	76	12	CRCP	1987	12	7.75	Insufficient
					2	IPO	76	10	CRCP	1987	12	7.75	Poor
					3	IPO	76	10	CRCP	1987	12	7.75	Insufficient

Northwest Tollway

Mile Post	Mainline Direction	Interchange	Plaza No.	Ramp	Lane No.	Lane Type	Plaza Length (ft)	Width (ft)	Pavement Type	Constructed / Improved	Pavement Thickness (in)	Reinforcement Depth (in)	Pavement Condition Index
8	WB	Arlington Hts Rd	18	D,F	1	IPO	76	12	CRCP	1997	12	7.75	Good
					2	ACM	76	10	CRCP	1997	12	7.75	Fair
					3	IPO	76	10	CRCP	1997	12	7.75	Fair
8	EB	Arlington Hts Rd	18	E	1	IPO	76	11	CRCP	1997	12	7.75	Poor*
					2	ACM	76	10	CRCP	1997	12	7.75	Good
					3	IPO	76	10	CRCP	1997	12	7.75	Good
10.6	EB	I-290 / Route 53	15A	B	1	IPO	76	12	CRCP	1999	12	7.75	Good
					2	IPO	76	10	CRCP	1999	12	7.75	Fair
					3	ACM	76	10	CRCP	1999	12	7.75	Fair
10.6	EB	I-290 / Route 53	15B	E	1	IPO	76	12	CRCP	1999	12	7.75	Fair
					2	IPO	76	10	CRCP	1999	12	7.75	Fair
					3	ACM	76	10	CRCP	1999	12	7.75	Good
					4	ACM	76	11	CRCP	1999	12	7.75	Good
13.3	WB	Roselle Rd	12	A	1	IPO	76	12	CRCP	1996	12	6.4375	Good
					2	ACM	76	10	CRCP	1996	12	6.4375	Fair
					3	IPO	76	10	CRCP	1996	12	6.4375	Good
16.6	WB	Barrington Rd	10	B,C	1	IPO	76	12	CRCP	1996	12	6.4375	Fair
					2	ACM	76	10	CRCP	1996	12	6.4375	Good
					3	ACM	76	10	CRCP	1996	12	6.4375	Excellent
					4	IPO	76	10	CRCP	1996	12	6.4375	Good
19	EB	Route 59	16A	A	1	IPO	76	12	CRCP	1997	12	7.75	Excellent
					2	ACM	76	10	CRCP	1997	12	7.75	Good
					3	IPO	76	10	CRCP	1997	12	7.75	Fair
19.2	WB	Route 59	14	C	1	IPO	76	12	CRCP	1994	12	9	Good
					2	ACM	76	10	CRCP	1994	12	9	Good
					3	IPO	76	10	CRCP	1994	12	9	Fair

Northwest Tollway

Mile Post	Mainline Direction	Interchange	Plaza No.	Ramp	Lane No.	Lane Type	Plaza Length (ft)	Width (ft)	Pavement Type	Constructed / Improved	Pavement Thickness (in)	Reinforcement Depth (in)	Pavement Condition Index
20.7	WB	Beverly Rd	16B	A	1	IPO	76	12	CRCP	1997	12	7.75	Excellent
					2	ACM	76	10	CRCP	1997	12	7.75	Fair
22.7	WB	Route 25	13	B	1	ACM	87	10	CRCP	1962 / 1991	12		Good
22.7	EB	Route 25	13	D	1	ACM	76	12	CRCP	1962 / 1991	12		Good
24.1	EB	Route 31	11	C	1	ACM	77	12	CRCP	1957 / 1988	10		Good
24.1	WB	Route 31	11	D	1	ACM	76	12	CRCP	1957 / 1988	10		Excellent
24.1	WB	Route 31	11	E	1	ACM	76	12	CRCP	1957 / 2004	12	7.75	Excellent
					2	IPO	76	12	CRCP	1957 / 2004	12	7.75	Good
24.1	EB	Route 31	11	F	1	ACM	76	12	CRCP	1957 / 1988	10		Fair
26.7	EB	Randall Rd	8	C	1	ACM	76	12	CRCP	1995	12	7.75	Fair
					2	IPO	76	10	CRCP	1995	12	7.75	Good
26.7	WB	Randall Rd	8	D	1	ACM	76	12	CRCP	1995	12	7.75	Good
					2	IPO	76	10	CRCP	1995	12	7.75	Fair
66.3	EB	E Riverside Blvd	2	A	1	ACM	76	12	CRCP	1986	10		Poor*
					2	IPO	76	10	CRCP	1986	10		Good
66.3	WB	E Riverside Blvd	2	B	1	ACM	76	12	CRCP	1986	10		Good
					2	IPO	76	10	CRCP	1986	10		Good
2.9	SB	Halsted St (Rt 1)	47	C,E	1	ACM	90	12	CRCP	2004	12	7	Excellent
					2	ACM	90	10	CRCP	2004	12	7	Excellent
					3	IPO	90	10	CRCP	2005	12	7	Excellent
2.9	NB	Halsted St (Rt 1)	47	D,F	1	ACM	80	12	CRCP	1966 / 2004	12	7	Excellent
					2	ACM	80	10	CRCP	1966 / 2004	12	7	Good
					3	IPO	80	10	CRCP	1966 / 2004	12	7	Good
6.5	SB	159th Street (US 6)	40	E	1	ACM	95	12	JRCP	1990	12	7.75	Excellent
					2	IPO	95	10	JRCP	1990	12	7.75	Excellent

Tri-State Tollway

Mile Post	Mainline Direction	Interchange	Plaza No.	Ramp	Lane No.	Lane Type	Plaza Length (ft)	Width (ft)	Pavement Type	Constructed / Improved	Pavement Thickness (in)	Reinforcement Depth (in)	Pavement Condition Index
6.5	NB	159th Street (US 6)	40	F	1	ACM	98	12	JRCP	1990	12	7.75	Excellent
					2	IPO	98	10	JRCP	1990	12	7.75	Fair
6.5	NB	159th Street (US 6)	40	G	1	ACM	78	12	JRCP	1990	12	7.75	Excellent
					2	ACM	78	10	JRCP	1990	12	7.75	Good
6.5	SB	159th Street (US 6)	40	H	1	ACM	82	12	JRCP	1990	12	7.75	Fair
					2	ACM	82	10	JRCP	1990	12	7.75	Excellent
17.6	NB	95th Street (US 12-20)	38	N	1	IPO	76	12	CRCP	1985	10		Fair
					2	ACM	76	10	CRCP	1995	12		Fair
17.6	SB	95th Street (US 12-20)	38	S	1	ACM	76	12	CRCP	1985	10		Fair
					2	IPO	76	10	CRCP	1995	12		Excellent
22.1	SB	75th St / Willow Springs Rd	34	A	1	IPO	94	12	CRCP	1993	12	7	Good
					2	ACM	94	10	CRCP	1993	12	7	Good
					3	IPO	94	10	CRCP	1993	12	7	Good
22.1	NB	75th St / Willow Springs Rd	34	D	1	ACM	76	12	CRCP	1993	12	7	Good
					2	IPO	76	10	CRCP	1993	12	7	Good
					3	IPO	76	10	CRCP	1993	12	7	Good
40.5	SB	O'Hare West (I-190)	31	F	1	IPO	85	12	CRCP	1979	10		Insufficient
					2	ACM	85	10	CRCP	1959	10		Insufficient
					3	ACM	85	10	CRCP	1959	10		Insufficient
					4	ACM	85	8.5	CRCP	1965	10		Poor
40.5	NB	O'Hare East (I-190)	32	P	1	IPO	76	12	CRCP				Fair
					2	ACM	76	10	CRCP	1974 / 1989	10	6	Poor
					3	ACM	76	10	CRCP	1974 / 1989	10	6	Fair
					4	IPO	76	10	CRCP	1974 / 1989	10	6	Good

Tri-State Tollway

Mile Post	Mainline Direction	Interchange	Plaza No.	Ramp	Lane No.	Lane Type	Plaza Length (ft)	Width (ft)	Pavement Type	Constructed / Improved	Pavement Thickness (in)	Reinforcement Depth (in)	Pavement Condition Index
45.3	NB	Golf Rd (Rt 58)	28	A,C	1	IPO	76	12	CRCP	1998	12	6	Excellent
					2	ACM	76	10	CRCP	1998	12	6	Good
					3	IPO	76	10	CRCP	1998	12	6	Excellent
45.3	SB	Golf Rd (Rt 58)	28	B	1	ACM	76	12	CRCP	1998	12	6	Fair
					2	IPO	76	10	CRCP	1998	12	6	Fair
					3	IPO	76	10	CRCP	1998	12	6	Fair
49	NB	Willow Rd	27	B	1	ACM	76	12	CRCP	1998	12	6	Good
					2	IPO	76	10	CRCP	1998	12	6	Good
					3	IPO	76	10	CRCP	1998	12	6	Excellent
49	SB	Willow Rd	27	C	1	IPO	76	12	CRCP	1998	12	6	Excellent
					2	ACM	76	10	CRCP	1998	12	6	Good
					3	IPO	76	10	CRCP	1998	12	6	Good
52.9	SB	Lake Cook Rd	26	C	1	IPO	76	12	CRCP	1998	12	6	Fair
					2	ACM	76	10	JRCP	1998	12	6	Fair
					3	IPO	76	10	CRCP	1998	12	6	Fair
52.9	NB	Lake Cook Rd	26	D	1	IPO	76	12	CRCP	2000	12	6	Excellent
					2	ACM	76	10	CRCP	2000	12	6	Excellent
					3	IPO	76	10	CRCP	2000	12	6	Excellent
56.5	NB	Half Day Rd (Rt 22)	23	B	1	ACM	76	12	JRCP	1958 / 1986	10		Insufficient
					2	IPO	76	10	JRCP	1985 / 1986	10		Fair
56.5	SB	Half Day Rd (Rt 22)	23	C	1	IPO	76	12	JRCP	1958 / 1986	10		Insufficient
					2	ACM	76	10	JRCP	1985 / 1986	10		Fair
59.2	NB	Town Line Rd (Rt 60)	22	C	1	ACM	76	10	CRCP	1998	12	6	Good
					2	IPO	76	12	JRCP	1989	12		Excellent
59.2	SB	Town Line Rd (Rt 60)	22	D	1	IPO	76	10	CRCP	1998	12	6	Fair
					2	ACM	76	12	JRCP	1989	12		Excellent

Tri-State Tollway

Mile Post	Mainline Direction	Interchange	Plaza No.	Ramp	Lane No.	Lane Type	Plaza Length (ft)	Width (ft)	Pavement Type	Constructed / Improved	Pavement Thickness (in)	Reinforcement Depth (in)	Pavement Condition Index
64.4	NB	Buckley Rd (Rt 137)	20	C	1	ACM	76	12	CRCP	1994	12	7	Fair
					2	IPO	76	10	CRCP	1994	12	7	Fair
64.4	SB	Buckley Rd (Rt 137)	20	D	1	ACM	78	12	CRCP	1994	12	7	Good
					2	IPO	78	10	CRCP	1994	12	7	Fair

** Needs localized full-depth repair*