Metropolitan Planning Council

Illinois Tollway

Wilbur Smith Associates
ENGINEERS PLANNERS ECONOMISTS

Congestion Pricing

For more information visit www.metroplanning.org or contact Peter Skosey 312.863.6004 or pskosey@metroplanning.org.

What is Congestion Pricing?

Congestion pricing is an innovative strategy used to help reduce congestion, improve the environment, and promote multimodal approaches to meet transportation needs. Successful only if coupled with significant transit improvements, congestion pricing gives people the choice to pay a fee for an uncongested commute or travel on an alternative route or mode of transit. With the Highway Trust Fund becoming increasingly unsteady and congestion in our region worsening, this fact sheet will highlight places where congestion pricing has worked and explore options to improve our transit system coupled with variations of congestion pricing practices.

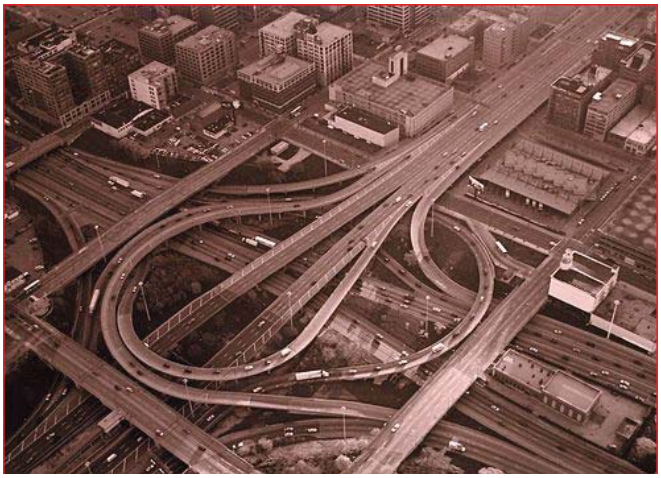
Why is congestion pricing being studied?

It's no secret traffic congestion in Chicagoland is bad and getting worse. Traffic is costing our region more than $7.3 billion every year in wasted fuel, time, and environmental damages. To compete globally, our region needs to identify transportation strategies and investments that will strengthen our communities. A coordinated strategy to increase travelers' transportation options, while reducing traffic levels and increasing speeds on both expressways and arterials, will be necessary to reduce congestion without inadvertently adding to regional air pollution. Congestion pricing is one of those strategies.

Traffic along the Kennedy Expressway

Won't the traffic move from tollways and expressways into our communities?

If done correctly, congestion pricing will increase options to encourage public transportation use. London increased transit capacity by 30 percent while Stockholm and Oslo added between 6 and 9 percent additional capacity prior to implementing congestion pricing programs.



Chicago's Concrete Jungle: Kennedy, Ryan, Eisenhower Junction

What happens to the revenues collected from congestion pricing?

Once capital development and ongoing maintenance and operations costs are covered, additional funds can be used for other transportation-related initiatives - even funding transit in the corridor to address diversion.

Is congestion pricing a regressive tax?

A study from the UCLA Transportation Studies Center concluded that using the sales tax to fund roadways shifts the burden of paying for the roads to all consumers and not the users of the road. It disproportionately favors the affluent at the expense of the improverished.

Also, since congestion pricing will only be successful with complimentary transit improvements, by adding buses and increasing transit capacity, those with limited resources would also have more options to keep their transportation costs low.

Where does congestion pricing exist?

Congestion pricing is used in many industries. Airline ticket prices, phone charges, and electricity rates, for example, vary by level of demand. Even the Washington D.C. region's Metro transit system charges users higher rates for the morning and afternoon rush hours to accommodate the influx of commuters. During the holiday season or rush hours, or in congested locations, some cities incorporate congestion pricing mechanisms into their parking policies as well. This practice encourages the use of public transportation, for example, which helps alleviate traffic problems and bottleneck conditions.

CONGESTION PRICING IN THE USA

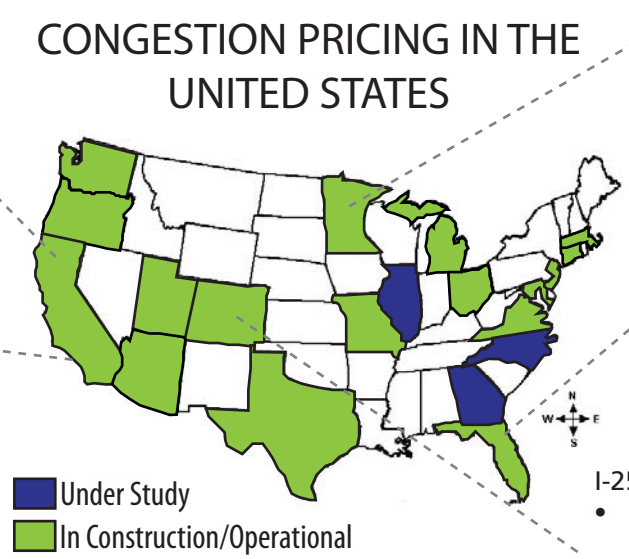
Whether a system based on peak hours or varied based on level of traffic, congestion pricing is a tool that has helped several U.S. cities address pressing traffic concerns and generate clean, healthy, and affordable alternatives for people to get where they need to go. Different approaches to congestion pricing have been tried throughout the country with varying degrees of success. Those that have produced the best results made significant investments in transit before congestion pricing techniques were introduced.

SR-91 Express Lanes

- 32 million hours saved
- $480 million in added economic productivity and quality of life benefits
- 12-13 minutes of travel time savings

I-15 HOT Lanes

- 25% increase in bus ridership financed by toll revenues
- $1.85 million capital costs, $1million in revenues
- 20-minute savings
- Capital costs defrayed from federal grants,all revenues subsidized new bus service



I-394 HOT Lanes

- 20-minute daily time savings
- 12% reduction in crashes
- 3,000 vehicle reduction in regular lanes

Fort Myers Bridges

- 71% of Lee County residents changed their driving behavior for a 25¢ discount

I-25 & US 36 HOT Lanes

- 96% on-time rating in first year of operation of HOT lanes
- 18 miles of BRT on US36 will improve time savings of 13-15 minutes between Denver and Boulder

INTERNATIONAL EXAMPLES

LONDON

Congestion pricing type:

2003 Cordon pricing

$13 charge to enter CBD

Results:

30% average drop in congestion

37% average increase in traffic speed

$174 million to reinvest in public transit

Transit

1,000 new buses to the road

85% of people entering capital take public transit

STOCKHOLM

Congestion pricing type:

2006 Cordon pricing experiment

$294 million to implement, $50 million to operate

Results:

Daily decline of 115,000 trips per day

14% reduction of exhaust emission

Removed 100,000 vehicles during peak business hours

Transit

Between 6 and 9 percent of additional capacity

197 new buses, 16 new bus lines, park-n-ride facilities

Congestion Pricing Study

For more information visit www.metroplanning.org or contact Peter Skosey 312.863.6004 or pskosey@metroplanning.org.

The Illinois Tollway, in partnership with MPC and Wilbur Smith Associates (WSA), is in the final stages of the two-year study to develop strategies that will reduce congestion in the region. The study models the impacts of congestion pricing on the Tollway, as well as IDOT expressways, and considers the diversion to local roads. It considers a range of scenarios, routes, and configurations to help reach desired goals. Some of these variables include an analysis:

1. By method: Variable (level of congestion) vs. Fixed (rush hours)
2. By time periods: Weekend vs weekday, rush hour vs. non-rush hour
3. By scenario
    a. Tollways, IDOT expressways
    b. One new lane, convert existing lane, all lanes
4. By vehicle type – cars vs. trucks

Outreach Efforts

- Met with 11 Councils of Government, CMAP transportation committee (over 350 people)
- Held focus groups with I-PASS, Cash, Non-Tollway Drivers and trucking industry
- Conducted 2 stakeholder workshops for agency representatives and elected officials
- Received almost 2,000 responses to "Stated Preference Surveys" (I-PASS users, cash users, and Talking Transit subscribers

Workshop Results

Benefits of Congestion Pricing

Public Agency Workshop	Public Officials Workshop
1. Reinvest revenues	1. Shift traffic (reduce congestion)
2. Reduce congestion	2. Potential comprehensive solution
3. Providing alternatives	3. Mode shift
4. Traffic management	4. Save money (gas consumption)
5. Increase revenues	5. Reduce pollution
6. Environmental	6. Economic benefit
	7. Create additional revenue

Obstacles to Congestion Pricing

Public Agency Workshop	Public Officials Workshop
1. Lack of transportation options	1. Social equity (affordability)
2. Public acceptance	2. Lack of options (transit/transportation)
3. Lack of political will	3. Cost of implementation
4. Diversion to arterials	4. Diversion to local roads
5. Social equity	5. Public opinion
6. Public education	6. Inability to shift work hours
7. Diversion to transit (unfunded)	7. Piecemeal approach
8. Implementation costs	8. Economic impacts (businesses)
9. Determining peak hours	9. Potential to create more congestion

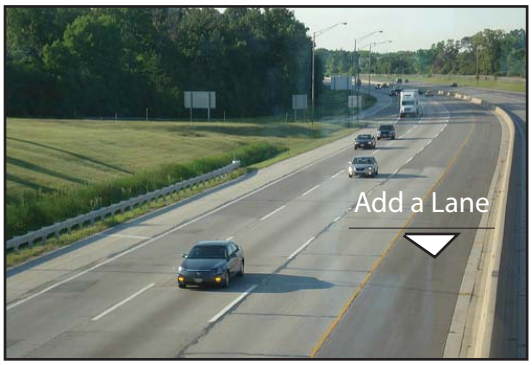
The study will produce a final written report that evaluates the traffic and revenue impacts of the various pricing scenarios. These results will be used to help guide regional decision-making on potential pricing strategies.

Phase One: Modeling Results

The first phase of modeling results considered 27 different segments along Illinois Tollways and IDOT expressways. The segments were given rankings based on two scenarios:

Inside Lane Converted to a Managed Lane:

Managed lane added in sections less than four lanes



Each of the secenarios were evaluated based on four key factors:

2007 Weekday Congestion: % severely congested VMT (speed < 35mph), # hours/day of severe congestion, average peak-period speed, reliability of time (planning time index)

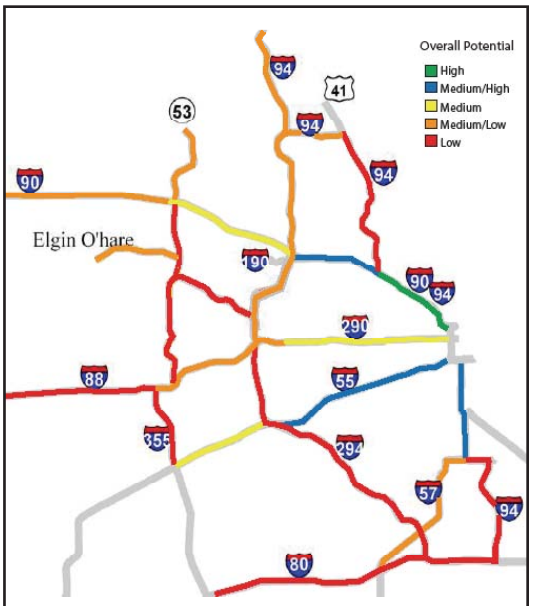
Constructability: Existing right of way, inside/outside shoulder widths, number of overpasses and underpasses, elevated sections, retaining walls, frequency of interchanges, left hand exit/entry ramps, etc.

Revenue Potential: Managed lane revenue at $0.15/mile used to rate revenue potential, compared annual managed lane revenue to annual maintenance and operating cost of $100,000/mile

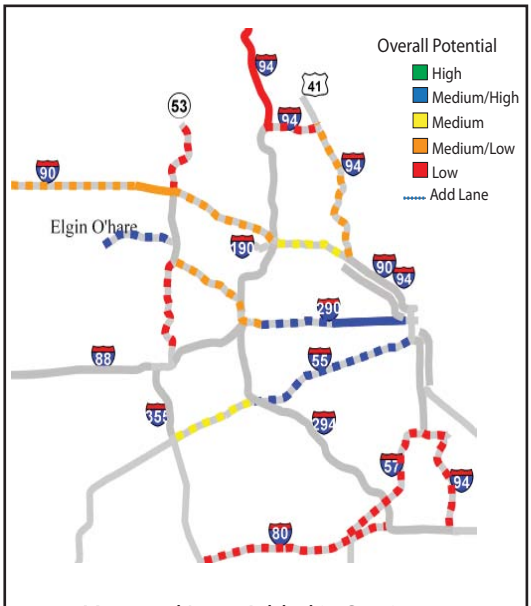
Traffic Management Potential: High utilization at low toll rates preferred (>20%), low diversion preferred (< 5-10%)

$$\text{Diversion Rate (\%)} = \frac{(VMT_{ML+GP} - VMT_{NB})}{VMT_{NB}} \times 100$$

$$\text{ML Utilization Rate (\%)} = \frac{VMT_{ML\ ONLY}}{VMT_{ML+GP}} \times 100$$



Inside Lane Converted to Managed Lane



Managed Lane Added in Sections Less than Four Lanes

Chicago Regional Congestion Pricing Study

Inside Lane Converted to Managed Lane

Scenario One

Summary Results

July 2009

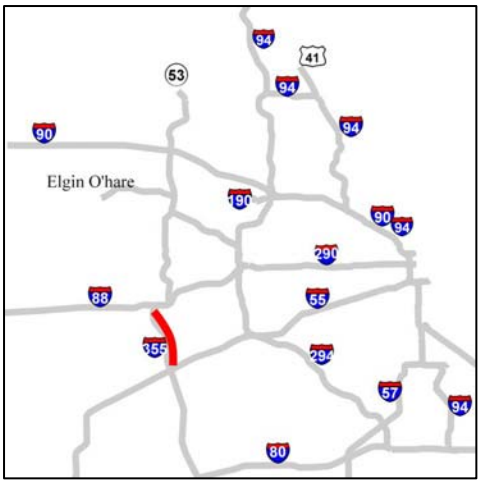
Legend: ◌ Low (1 point) ○ Low/Medium (2) ◍ Medium (3) ◉ Medium/High (4) ● High (5)

ID #	Segment	2007 Weekday Congestion	Construct-ability	Revenue Potential	Traffic Management Potential	Total Points	Overall Ranking
17	I-90 Kennedy Reversible between I-94 Edens and Ohio St. (both reversible lanes converted to managed lanes)	●	●	●	●	20	●
18a	I-90/94 Dan Ryan between I-57 and I-90 Chicago Skyway (one managed lane converted on express lanes case)	●	◌	●	●	16	◉
18b	I-90/94 Dan Ryan between I-57 and I-90 Chicago Skyway (two managed lanes converted on express lanes case)	●	◌	●	●	16	◉
15	I-90 Kennedy between I-190 and I-94 Edens	●	◌	●	◉	15	◉
20b	I-90/94 Dan Ryan Express between I-90 Chicago Skyway and I-55 (two managed lanes converted on express lanes case)	◉	◌	●	●	15	◉
24	I-55 Stevenson between I-294 and I-90/94	●	◉	◍	◍	15	◉
8	I-90 Jane Addams Tollway between I-290 and I-294	◉	◉	◍	◍	14	◍
14	I-290 Eisenhower between US-12/US-20 and I-90/94	●	◌	◉	◉	14	◍
20a	I-90/94 Dan Ryan Express between I-90 Chicago Skyway and I-55 (one managed lane converted on express lanes case)	◉	◌	◉	●	14	◍
23	I-55 Stevenson between I-355 and I-294	◉	●	○	◍	14	◍
4	I-294/I-94 Tri-State Tollway between I-90 and Lake Cook Rd.	◍*	◉	◌	●	13	○
7	I-90 Jane Addams Tollway between IL-31 and I-290	○	◉	◍	◉	13	○
25	IL-53 between I-90 and Lake Cook Rd.	◍	◉	○	◉	13	○
1	I-355 Veterans Tollway between I-55 and Ogden Ave.	◌*	◉	○	●	12	○
3	I-294/I-94 Tri-State Tollway between US-41 (Edens Spur) and IL-176	◌*	◍	◍	●	12	○
5	I-294/I-94 Tri-State Tollway between I-88 North Interchange and I-90	◉	◍	◌	◉	12	○
10	I-88 Ronald Reagan Tollway between I-355 East Interchange and I-290	◍*	◉	◌	◉	12	○
21	I-57 between I-80 and I-94	◍	○	◍	◉	12	○

26	Elgin-O'Hare between US-20 and I-290	○	○	●	●	12	○
9	I-88 Ronald Reagan Tollway between IL-31 and I-355 West Interchange	○*	●	◌	●	11	◌
13	I-290 Eisenhower between I-355 and US-12/US-20	●	◌	○	◍	11	◌
2	I-355 Veterans Tollway between Butterfield Ave. and I-290	◌	○	○	●	10	◌
6	I-294/I-94 Tri-State Tollway between I-94 and I-88 South Interchange	○*	◍	◌	●	10	◌
12	I-290 Eisenhower between I-90 and I-355	◍	○	◌	●	10	◌
22	I-94 Bishop Ford between I-80 and Dan Ryan	○	◌	●	◍	10	◌
11	I-80 between I-355 and I-294	○	○	○	◍	9	◌
27	I-94 Edens between I-90 and US-41 (Edens Spur)	●	◌	◌	○	9	◌

*Denotes study year congestion would likely be lower than 2007 congestion because of expansion

Scenario 1: Inside Lane Converted to Managed Lane



Segment 1 – I-355 Veterans Memorial Tollway Between I-55 and Ogden Ave.

OVERALL RATING = Low/Med

Segment length (mi): 7.22
Number of Lanes (2010) NB: 4 SB: 4

Overall Comments:

Criteria #1 – 2007 Weekday Congestion **Rating = Low**

	% Severely Congested VMT	# Hours/Day With Severe Congestion	Av. Daily Delay/Mile (min/veh)	AM Peak		PM Peak	
				Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
NB	0.69%	0	0.03	56.7	1.44	59.9	1.06
SB	3.05%	0	0.05	58.4	1.10	54.3	1.56

Comments: Based on three lanes NB and SB, 2010 congestion will likely be lower than 2007

Criteria #2 – Constructability **Rating = Med/High**

	Normal Shoulder Width (ft)		# Per Mile	
	Inside*	Outside*	Over-passes	Under-passes
NB	12	12	1.0	0.6
SB	12	12	1.0	0.6

Comments: *Assumed from Illinois Tollway design standards

Criteria #3 – Revenue Potential **Rating = Low/Med**

Toll ($/mile)	$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Annual Weekday Net Revenue (Thousands)	$168	$405	$710	$902	$968	$947	$760	$519

Comments: Rating based on revenue per mile at $0.15 toll rate

Criteria #4 –Peak Period Traffic Management Potential **Rating = High**

Toll ($/mile)		$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Diversion Rate	AM	-9.9%	0.5%	1.3%	2.3%	4.0%	5.2%	6.8%	9.9%
	PM	-10.3%	2.3%	3.3%	5.3%	6.8%	8.7%	9.6%	10.3%
ML Utilization Rate	AM	12.7%	12.4%	11.6%	10.7%	9.4%	8.2%	6.3%	3.5%
	PM	10.4%	9.9%	8.0%	6.0%	4.1%	2.4%	0.8%	0.2%

Comments: Rating based on diversion rate at $0.15 toll rate

Other Considerations

Existing Transit Service: None

Segment 2 – I-355 Veterans Memorial Tollway Between Butterfield Ave and I-290.

OVERALL RATING = Low

Segment length (mi): 9.10
Number of Lanes SB: 3 NB: 3

Overall Comments:

Criteria #1 – 2007 Weekday Congestion — Rating = Low

	% Severely Congested VMT	# Hours/Day With Severe Congestion	Av. Daily Delay/Mile (min/veh)	AM Peak		PM Peak	
				Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
NB	1.03%	0	0.03	56	1.47	63	1.03
SB	1.45%	0	0.05	55	1.38	60	1.24

Comments:

Criteria #2 – Constructability — Rating = Low/Med

	Normal Shoulder Width (ft)		# Per Mile	
	Inside	Outside	Over-passes	Under-passes
NB	10	10	1.1	1.0
SB	10	10	1.1	1.0

Comments: Inside shoulder 7ft at toll plaza

Criteria #3 –Revenue Potential — Rating = Low/Med

Toll ($/mile)	$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Annual Weekday Net Revenue (Thousands)	$626	$925	$1,162	$1,341	$1,181	$859	$581	$382

Comments: Rating based on revenue per mile at $0.15 toll rate

Criteria #4 –Peak Period Traffic Management Potential — Rating = High

Toll ($/mile)		$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Diversion Rate	AM	-12.0%	-5.8%	-3.1%	-0.1%	4.1%	6.6%	9.2%	12.0%
	PM	-9.5%	-4.1%	-1.9%	1.4%	4.6%	8.1%	9.3%	9.5%
Utilization Rate	AM	28.1%	26.4%	22.8%	18.4%	13.5%	10.1%	6.5%	3.5%
	PM	30.6%	17.9%	15.6%	12.1%	7.3%	2.0%	0.4%	0.0%

Comments: Rating based on diversion rate at $0.15 toll rate

Other Considerations

Existing Transit Service: None

Segment 3 – I-294/I-94 Tri-State Tollway
Between US-41 (Edens Spur) and IL-176.

OVERALL RATING = Low

Segment length (mi): 14.13
Number of Lanes (2010): 2 lanes both directions Edens Spur, 4 lanes both directions between Lake Cook Rd. and IL-176

Overall Comments:

Criteria #1 – 2007 Weekday Congestion **Rating = Low**

	% Severely Congested VMT	# Hours/Day With Severe Congestion	Av. Daily Delay/Mile (min/veh)	AM Peak		PM Peak	
				Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
EB/SB	0.51%	0	0.03	61	1.10	62	1.07
WB/NB	3.50%	0	0.06	66	0.97	52	1.67

Comments: Based on three lanes NB and SB between IL-22. and IL-176, 2010 congestion will likely be lower than 2007

Criteria #2 – Constructability **Rating = Med**

	Normal Shoulder Width (ft)		# Per Mile	
	Inside	Outside	Over-passes	Under-passes
EB/SB	4-13	12	0.9	0.4
WB/NB	4-13	12	0.9	0.4

Comments: Outside shoulder smaller on bridges and overpasses on Edens Spur and inside shoulder smaller on some bridges north of Edens Spur, inside shoulder 4ft on Edens Spur and 12-13 ft elsewhere

Criteria #3 –Revenue Potential **Rating = Med**

Toll ($/mile)	$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Annual Weekday Net Revenue (Thousands)	$1,189	$1,401	$2,372	$3,120	$3,725	$4,179	$4,621	$5,009

Comments: Rating based on revenue per mile at $0.15 toll rate

Criteria #4 –Peak Period Traffic Management Potential **Rating = High**

Toll ($/mile)		$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Diversion Rate	AM	1.1%	2.4%	3.4%	4.6%	5.4%	6.0%	6.6%	6.9%
	PM	1.5%	2.4%	4.4%	5.2%	6.0%	6.6%	7.3%	8.6%
Utilization Rate	AM	20.8%	16.1%	14.8%	13.4%	12.3%	11.8%	11.4%	10.8%
	PM	16.8%	14.7%	11.4%	9.7%	8.6%	6.9%	5.8%	3.0%

Comments: Rating based on diversion rate at $0.15 toll rate

Other Considerations

Existing Transit Service: Pace bus route 626

Segment 4 – I-294/I-94 Tri-State Tollway Between. I-90 and Lake-Cook Rd.

OVERALL RATING = Low/Med

Segment length (mi): 11.96
Number of Lanes (2010) SB: 4 NB: 4

Overall Comments:

Criteria #1 – 2007 Weekday Congestion **Rating = Med**

	% Severely Congested VMT	# Hours/Day With Severe Congestion	Av. Daily Delay/Mile (min/veh)	AM Peak		PM Peak	
				Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
SB	5.25%	0	0.10	60.6	1.22	47.4	>3
NB	1.49%	0	0.06	56.0	1.26	59.3	2.29

Comments: Based on three lanes NB and SB, 2010 congestion will likely be lower than 2007

Criteria #2 – Constructability **Rating = Med/High**

	Normal Shoulder Width (ft)		# Per Mile	
	Inside*	Outside*	Over-passes	Under-passes
SB	12	12	0.3	1.3
NB	12	12	0.3	1.3

Comments: *Assumed from Illinois Tollway design standards

Criteria #3 –Revenue Potential **Rating = Low**

Toll ($/mile)	$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Annual Weekday Net Revenue (Thousands)	$376	$565	$626	$532	$259	$52	$0	$0

Comments: Rating based on revenue per mile at $0.15 toll rate

Criteria #4 –Peak Period Traffic Management Potential **Rating = High**

Toll ($/mile)		$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Diversion Rate	AM	-0.8%	0.6%	1.7%	3.4%	4.4%	4.9%	5.2%	5.0%
	PM	0.3%	0.9%	1.8%	1.7%	1.9%	2.1%	2.5%	2.7%
Utilization Rate	AM	20.2%	13.7%	10.1%	5.8%	2.1%	0.3%	0.0%	0.0%
	PM	11.1%	5.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Comments: Rating based on diversion rate at $0.15 toll rate

Other Considerations

Existing Transit Service: None

Segment 5 – I-294/I-94 Tri-State Tollway
Between I-88 North Interchange and I-90.

OVERALL RATING = Low/Med

Segment length (mi): 9.73
Number of Lanes SB: 4 lanes between I-88 and IL-19,
5 lanes between IL-19 and I-90; NB: 4

Overall Comments:

Criteria #1 – 2007 Weekday Congestion **Rating = Med/High**

	% Severely Congested VMT	# Hours/Day With Severe Congestion	Av. Daily Delay/Mile (min/veh)	AM Peak		PM Peak	
				Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
SB	2.50%	0	0.15	55.8	1.17	48.9	1.68
NB	12.12%	2	0.28	34.1	>3	58.5	2.37

Comments:

Criteria #2 – Constructability **Rating = Med**

	Normal Shoulder Width (ft)		# Per Mile	
	Inside	Outside	Over-passes	Under-passes
SB	12	12	0.5	1.3
NB	12	12	0.5	1.3

Comments: Northern 0.91 miles SB has 3ft outside shoulder (sixth lane), inside shoulder 8ft and outside 11ft near IL-19

Criteria #3 –Revenue Potential **Rating = Low**

Toll ($/mile)	$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Annual Weekday Net Revenue (Thousands)	$542	$756	$625	$411	$93	$0	$0	$0

Comments: Rating based on revenue per mile at $0.15 toll rate

Criteria #4 –Peak Period Traffic Management Potential **Rating = Med/High**

Toll ($/mile)		$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Diversion Rate	AM	0.5%	2.4%	5.7%	7.8%	9.2%	9.4%	9.5%	9.5%
	PM	1.8%	2.7%	3.7%	3.6%	3.6%	3.8%	3.9%	3.9%
Utilization Rate	AM	20.5%	16.5%	8.7%	4.1%	0.7%	0.0%	0.0%	0.0%
	PM	10.9%	5.7%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%

Comments: Rating based on diversion rate at $0.15 toll rate

Other Considerations

Existing Transit Service: Pace bus 1012

Segment 6 – I-294/I-94 Tri-State Tollway
Between I-80 and I-88 South Interchange.

OVERALL RATING = Low

Segment length (mi): 29.02
Number of Lanes (2010) SB: 4 NB: 4

Overall Comments:

Criteria #1 – 2007 Weekday Congestion **Rating = Low/Med**

	% Severely Congested VMT	# Hours/Day With Severe Congestion	Av. Daily Delay/Mile (min/veh)	AM Peak		PM Peak	
				Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
SB	4.06%	0	0.14	57.6	1.15	50.8	2.02
NB	0.71%	0	0.07	58.2	1.48	61.7	1.07

Comments: Based on three lanes NB and SB between I-80 and US-20/US-12, 2010 congestion will likely be lower than 2007, congestion for southernmost 5.24 miles assumed

Criteria #2 – Constructability **Rating = Med**

	Normal Shoulder Width (ft)		# Per Mile	
	Inside	Outside	Over-passes	Under-passes
SB	12-13	12	1.0	1.1
NB	12-13	12	1.0	1.1

Comments: Inside shoulder 4ft at RR underpass, Oasis; Outside shoulder 8ft at RR underpass, Oasis, some bridges; No outside shoulder SB at additional lane for US 12/20 exit; Shoulders vary at toll plazas; shoulders south of US-20/US-12 assumed from Illinois Tollway design standards

Criteria #3 –Revenue Potential **Rating = Low**

Toll ($/mile)	$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Annual Weekday Net Revenue (Thousands)	$1,410	$1,404	$1,649	$1,380	$1,155	$698	$573	$458

Comments: Rating based on revenue per mile at $0.15 toll rate

Criteria #4 –Peak Period Traffic Management Potential **Rating = Med/High**

Toll ($/mile)		$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Diversion Rate	AM	3.4%	4.6%	6.8%	8.8%	10.3%	11.2%	11.3%	11.6%
	PM	2.8%	4.7%	6.7%	6.9%	7.1%	7.4%	7.5%	7.4%
Utilization Rate	AM	14.5%	11.7%	8.2%	4.5%	2.7%	1.3%	1.1%	0.7%
	PM	9.7%	4.7%	1.4%	1.0%	0.8%	0.4%	0.0%	0.0%

Comments: Rating based on diversion rate at $0.15 toll rate

Other Considerations

Existing Transit Service: Pace buses 391, 395, 877, 887, 888, 890, 891, 892, 1012

Segment 7– I-90 Jane Addams Tollway Between IL-31 and I-290.

OVERALL RATING = Low/Med

Segment length (mi): 13.47
Number of Lanes: 4 lanes both directions between I-290 and Roselle Rd. 3 lanes in both directions between Roselle Rd. and IL-31

Overall Comments:

Criteria #1 – 2007 Weekday Congestion — Rating = Low/Med

	% Severely Congested VMT	# Hours/Day With Severe Congestion	Av. Daily Delay/Mile (min/veh)	AM Peak		PM Peak	
				Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
EB	1.82%	0	0.08	50.6	1.75	60.9	1.06
WB	0.56%	0	0.04	62.3	1.02	56.7	1.38

Comments:

Criteria #2 – Constructability — Rating = Med/High

	Normal Shoulder Width (ft)		# Per Mile	
	Inside	Outside	Over-passes	Under-passes
EB	13	12	0.9	0.1
WB	13	12	0.9	0.1

Comments: Inside shoulder 8ft below some overpasses; Outside shoulder 4ft on some bridges; outside shoulder 2ft at Meacham Rd overpass

3

Criteria #3 –Revenue Potential — Rating = Med

Toll ($/mile)	$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Annual Weekday Net Revenue (Thousands)	$2,876	$5,209	$4,915	$4,436	$5,286	$5,522	$5,837	$5,277

Comments: Rating based on revenue per mile at $0.15 toll rate

Criteria #4 –Peak Period Traffic Management Potential — Rating = Med/High

Toll ($/mile)		$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Diversion Rate	AM	1.1%	2.9%	6.2%	7.8%	9.0%	10.0%	10.6%	12.2%
	PM	2.2%	4.1%	6.2%	7.8%	9.5%	11.3%	13.2%	16.4%
Utilization Rate	AM	29.9%	26.3%	21.1%	18.6%	17.3%	16.5%	15.9%	14.0%
	PM	25.6%	20.2%	17.1%	15.1%	13.3%	10.2%	7.5%	2.4%

Comments: Rating based on diversion rate at $0.15 toll rate

Other Considerations

Existing Transit Service: Pace buses 552, 556, 610, 767, 1012

Segment 8– I-90 Jane Addams Tollway Between I-290 and I-294.

OVERALL RATING = Low/Med

Segment length (mi): 10.69
Number of Lanes EB: 3 WB: 3

Overall Comments:

Criteria #1 – 2007 Weekday Congestion — Rating = Med/High

	% Severely Congested VMT	# Hours/Day With Severe Congestion	Av. Daily Delay/Mile (min/veh)	AM Peak		PM Peak	
				Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
EB	9.06%	0	0.26	49.0	2.04	48.0	2.53
WB	4.61%	0	0.10	59.1	1.16	48.7	2.12

Comments:

Criteria #2 – Constructability — Rating = Med/High

	Normal Shoulder Width (ft)		# Per Mile	
	Inside	Outside	Over-passes	Under-passes
EB	13	12	0.5	1.3
WB	12	12	0.5	1.3

Comments: 7ft outside shoulder at overpasses east of Oasis; WB I-90 has 0.67 miles with 1ft inside shoulder 1.3 miles west of I-294 (WB I-90 is four lanes for this eastern 1.3 miles of section)

Criteria #3 –Revenue Potential — Rating = Med

Toll ($/mile)	$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Annual Weekday Net Revenue (Thousands)	$1,638	$2,887	$2,687	$2,354	$2,252	$1,945	$1,647	$943

Comments: Rating based on revenue per mile at $0.15 toll rate

Criteria #4 –Peak Period Traffic Management Potential — Rating = Med

Toll ($/mile)		$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Diversion Rate	AM	1.9%	5.0%	10.7%	15.7%	17.6%	18.8%	20.1%	21.3%
	PM	2.5%	4.7%	8.9%	12.5%	15.1%	17.5%	19.0%	21.5%
Utilization Rate	AM	32.1%	28.5%	20.0%	11.6%	8.1%	5.9%	4.8%	3.6%
	PM	32.2%	27.5%	21.0%	16.7%	13.8%	9.6%	6.2%	1.3%

Comments: Rating based on diversion rate at $0.15 toll rate

Other Considerations

Existing Transit Service: Pace buses 600, 606, 610, 616, 637, 1012; Metra UP-NW

Segment 9– I-88 Reagan Memorial Tollway
Between IL-31 and I-355 West Interchange.

OVERALL RATING = Low

Segment length (mi): 14.25
Number of Lanes (2010) EB: 4 WB: 4

Overall Comments:

Criteria #1 – 2007 Weekday Congestion **Rating = Low/Med**

	% Severely Congested VMT	# Hours/Day With Severe Congestion	Av. Daily Delay/Mile (min/veh)	AM Peak		PM Peak	
				Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
EB	0.72%	0	0.10	53.9	1.44	57.1	1.37
WB	2.61%	0	0.05	60.0	1.23	54.0	1.61

Comments: Based on three lanes EB and WB, 2010 congestion will likely be lower than 2007

Criteria #2 – Constructability **Rating = Med/High**

	Normal Shoulder Width (ft)		# Per Mile	
	Inside*	Outside*	Over-passes	Under-passes
EB	12	12	0.7	0.6
WB	12	12	0.7	0.6

Comments: *Assumed from Illinois Tollway design standards

Criteria #3 –Revenue Potential **Rating = Low**

Toll ($/mile)	$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Annual Weekday Net Revenue (Thousands)	$392	$775	$1,042	$944	$497	$307	$127	$129

Comments: Rating based on revenue per mile at $0.15 toll rate

Criteria #4 –Peak Period Traffic Management Potential **Rating = Med/High**

Toll ($/mile)		$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Diversion Rate	AM	1.3%	2.1%	3.5%	5.2%	6.9%	7.1%	7.2%	7.1%
	PM	1.2%	2.2%	3.9%	5.0%	5.9%	6.6%	7.1%	7.6%
Utilization Rate	AM	9.0%	8.1%	5.7%	3.0%	0.3%	0.1%	0.0%	0.0%
	PM	13.7%	9.9%	6.6%	4.6%	2.8%	1.5%	0.5%	0.4%

Comments: Rating based on diversion rate at $0.15 toll rate

Other Considerations

Existing Transit Service: Metra BNSF

Segment 10– I-88 Reagan Memorial Tollway
Between I-355 East Interchange and I-290.

OVERALL RATING = Low/Med

Segment length (mi): 7.42
Number of Lanes (2010) EB: 4 WB: 4

Overall Comments:

Criteria #1 – 2007 Weekday Congestion **Rating = Med**

	% Severely Congested VMT	# Hours/Day With Severe Congestion	Av. Daily Delay/Mile (min/veh)	AM Peak		PM Peak	
				Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
EB	0.91%	0	0.09	55.0	1.17	53.3	1.38
WB	3.08%	0	0.10	56.9	1.19	48.9	>3

Comments: Based on three lanes EB and WB, 2010 congestion will likely be lower than 2007

Criteria #2 – Constructability **Rating = Med/High**

	Normal Shoulder Width (ft)		# Per Mile	
	Inside*	Outside*	Over-passes	Under-passes
EB	12	12	1.1	0.5
WB	12	12	1.1	0.5

Comments: *Assumed from Illinois Tollway design standards

Criteria #3 –Revenue Potential **Rating = Low**

Toll ($/mile)	$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Annual Weekday Net Revenue (Thousands)	$277	$457	$577	$456	$118	$22	$19	$13

Comments: Rating based on revenue per mile at $0.15 toll rate

Criteria #4 –Peak Period Traffic Management Potential **Rating = Med/High**

Toll ($/mile)		$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Diversion Rate	AM	1.5%	2.8%	5.3%	8.5%	11.5%	12.3%	12.4%	12.4%
	PM	1.5%	3.0%	4.3%	4.5%	4.5%	4.5%	4.5%	4.7%
Utilization Rate	AM	15.5%	13.4%	10.3%	5.6%	1.1%	0.2%	0.1%	0.1%
	PM	10.0%	3.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Comments: Rating based on diversion rate at $0.15 toll rate

Other Considerations

Existing Transit Service: Pace bus 747

Segment 11 – I-80
Between I-355 and I-294.

OVERALL RATING = Low

Segment length (mi): 15.41
Number of Lanes: 3 lanes both directions between LaGrange Rd. and I-294, 2 lanes both directions between I-355 and LaGrange Rd.

Overall Comments:

Criteria #1 – 2007 Weekday Congestion **Rating = Low/Med**

	% Severely Congested VMT	# Hours/Day With Severe Congestion	Av. Daily Delay/Mile (min/veh)	AM Peak		PM Peak	
				Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
EB	0.51%	0	0.22	52.0	1.32	50.6	1.34
WB	0.54%	0	0.16	55.0	1.22	53.7	1.29

Comments:

Criteria #2 – Constructability **Rating = Low/Med**

	Normal Shoulder Width (ft)		# Per Mile	
	Inside	Outside	Over-passes	Under-passes
EB	10	12	0.9	0.4
WB	10	12	0.9	0.4

Comments: Left hand exits at I-57 interchange

Criteria #3 –Revenue Potential **Rating = Low/Med**

Toll ($/mile)	$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Annual Weekday Net Revenue (Thousands)	$1,299	$2,008	$1,950	$2,072	$1,800	$1,093	$277	$175

Comments: Rating based on revenue per mile at $0.15 toll rate

Criteria #4 –Peak Period Traffic Management Potential **Rating = Med**

Toll ($/mile)		$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Diversion Rate	AM	6.6%	10.6%	14.8%	16.9%	18.8%	20.9%	22.6%	22.9%
	PM	3.8%	5.8%	8.6%	10.2%	11.0%	11.0%	11.3%	11.3%
Utilization Rate	AM	24.5%	17.4%	10.8%	8.4%	5.9%	2.9%	0.6%	0.3%
	PM	16.2%	9.5%	4.0%	1.5%	0.3%	0.2%	0.0%	0.0%

Comments: Rating based on diversion rate at $0.15 toll rate

Other Considerations

Existing Transit Service: Metra Rock Is.

Segment 12 – I-290 Eisenhower
Between I-90 and I-355

OVERALL RATING = Low

Segment length (mi): 6.97
Number of Lanes EB: 4 WB: 4

Overall Comments:

Criteria #1 – 2007 Weekday Congestion — Rating = Med

	% Severely Congested VMT	# Hours/Day With Severe Congestion	Av. Daily Delay/Mile (min/veh)	AM Peak		PM Peak	
				Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
EB	3.03%	0	0.09	58.6	1.23	48.4	2.31
WB	4.85%	0	0.31	55.4	1.90	54.5	1.98

Comments:

Criteria #2 – Constructability — Rating = Low/Med

	Normal Shoulder Width (ft)		# Per Mile	
	Inside	Outside	Over-passes	Under-passes
EB	18, 10	12	0.7	0.4
WB	18, 10	12	0.7	0.4

Comments: Southern 2.10 miles 18ft, 10 ft northern 4.87 miles

Criteria #3 –Revenue Potential — Rating = Low

Toll ($/mile)	$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Annual Weekday Net Revenue (Thousands)	$652	$543	$267	$144	$90	$32	$19	$14

Comments: Rating based on revenue per mile at $0.15 toll rate

Criteria #4 –Peak Period Traffic Management Potential — Rating = Med/High

Toll ($/mile)		$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Diversion Rate	AM	-0.3%	1.8%	4.7%	6.3%	7.1%	7.6%	7.8%	8.2%
	PM	-0.3%	1.3%	3.9%	4.8%	4.9%	4.9%	5.4%	5.5%
Utilization Rate	AM	15.7%	9.0%	3.3%	2.0%	0.9%	0.3%	0.1%	0.1%
	PM	8.9%	3.9%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%

Comments: Rating based on diversion rate at $0.15 toll rate

Other Considerations

Existing Transit Service: Pace buses 600, 767

Segment 13 – I-290 Eisenhower
Between I-355 and US 12/20

OVERALL RATING = Low/Med

Segment length (mi): 10.11
Number of Lanes EB: 3 WB: 3

Overall Comments:

Criteria #1 – 2007 Weekday Congestion — Rating = High

	% Severely Congested VMT	# Hours/Day With Severe Congestion	Av. Daily Delay/Mile (min/veh)	AM Peak		PM Peak	
				Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
EB	11.69%	5	0.40	48.9	2.43	34.7	>3
WB	2.25%	0	0.16	51.8	1.59	50.9	1.89

Comments:

Criteria #2 – Constructability — Rating = Low

	Normal Shoulder Width (ft)		# Per Mile	
	Inside	Outside	Over-passes	Under-passes
EB	6, 10	12	0.6	1.7
WB	6, 10	12	0.6	1.6

Comments: 6ft shoulder on eastern 5.30 miles, 10ft shoulder on western 4.81 miles

Criteria #3 –Revenue Potential — Rating = Low/Med

Toll ($/mile)	$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Annual Weekday Net Revenue (Thousands)	$1,630	$2,694	$2,165	$1,470	$940	$533	$385	$52

Comments: Rating based on revenue per mile at $0.15 toll rate

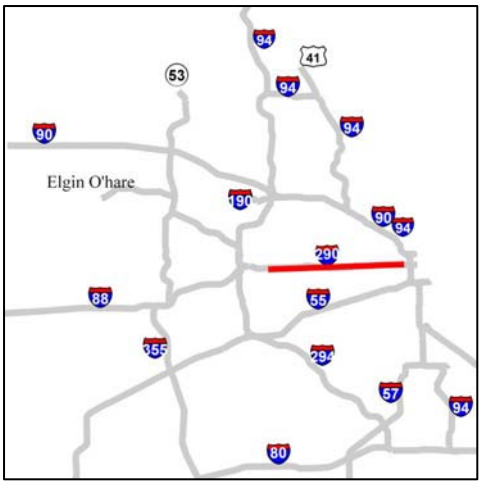
Criteria #4 –Peak Period Traffic Management Potential — Rating = Med

Toll ($/mile)		$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Diversion Rate	AM	4.6%	7.4%	12.2%	14.8%	17.2%	19.2%	20.3%	21.7%
	PM	3.6%	6.0%	11.0%	14.8%	16.2%	16.4%	16.7%	16.9%
Utilization Rate	AM	22.2%	17.6%	10.8%	7.5%	4.7%	2.2%	1.4%	0.1%
	PM	22.3%	18.3%	8.9%	2.3%	0.2%	0.1%	0.0%	0.0%

Comments: Rating based on diversion rate at $0.15 toll rate

Other Considerations

Existing Transit Service: Pace buses 391, 747, 757, 767



Segment 14 – I-290 Eisenhower
Between US 12/20 and I-90/94.

OVERALL RATING = Med

Segment length (mi): 12.33
Number of Lanes: 3 lanes both directions between US-12/20 and Austin, 4 lanes both directions between Austin and I-90/94

Overall Comments:

Criteria #1 – 2007 Weekday Congestion **Rating = High**

	% Severely Congested VMT	# Hours/Day With Severe Congestion	Av. Daily Delay/Mile (min/veh)	AM Peak		PM Peak	
				Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
EB	25.09%	10	0.54	31.2	>3	40.3	>3
WB	18.43%	7	0.44	37.3	>3	30.0	>3

Comments:

Criteria #2 – Constructability **Rating = Low**

	Normal Shoulder Width (ft)		# Per Mile	
	Inside	Outside	Over-passes	Under-passes
EB	6-10	10	4.0	0.2
WB	6-10	10	4.0	0.2

Comments: Left hand entrance and exit ramps, no inside shoulder by cemetery, train tracks next to EB direction of roadway west of Austin, train tracks in median east of Austin, inside shoulder 3ft and outside shoulder 8ft under most bridges east of Austin

Criteria #3 –Revenue Potential **Rating = Med/High**

Toll ($/mile)	$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Annual Weekday Net Revenue (Thousands)	$2,512	$5,362	$8,443	$9,346	$8,775	$7,988	$6,402	$3,435

Comments: Rating based on revenue per mile at $0.15 toll rate

Criteria #4 –Peak Period Traffic Management Potential **Rating = Med/High**

Toll ($/mile)		$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Diversion Rate	AM	-0.7%	0.5%	2.3%	4.3%	7.6%	11.3%	15.3%	19.9%
	PM	-0.3%	1.0%	3.6%	7.7%	10.9%	12.3%	13.4%	15.3%
Utilization Rate	AM	26.2%	24.9%	23.3%	20.9%	17.7%	13.6%	9.0%	2.8%
	PM	23.7%	21.9%	18.2%	13.0%	8.7%	6.6%	5.5%	2.9%

Comments: Rating based on diversion rate at $0.15 toll rate

Other Considerations

Existing Transit Service: Pace buses 391, 747, 757, 767; Metra UP-W; CTA blue line, green line

Segment 15 – I-90 Kennedy
Between I-190 and I-94 Edens.

OVERALL RATING = Med/High

Segment length (mi): 5.80
Number of Lanes EB: 3 WB: 3

Overall Comments:

Criteria #1 – 2007 Weekday Congestion — Rating = High

	% Severely Congested VMT	# Hours/Day With Severe Congestion	Av. Daily Delay/Mile (min/veh)	AM Peak		PM Peak	
				Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
EB	24.03%	3	0.41	41.5	>3	33.1	>3
WB	24.97%	7	0.47	27.1	>3	33.0	>3

Comments:

Criteria #2 – Constructability — Rating = Low

	Normal Shoulder Width (ft)		# Per Mile	
	Inside	Outside	Over-passes	Under-passes
EB	4	8	3.6	0
WB	4	8	3.6	0

Comments: Inside and outside shoulders go down to 1ft in a few spots, train tracks in median

Criteria #3 –Revenue Potential — Rating = High

Toll ($/mile)	$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Annual Weekday Net Revenue (Thousands)	$1,529	$3,420	$5,601	$6,591	$7,151	$7,248	$7,078	$7,280

Comments: Rating based on revenue per mile at $0.15 toll rate

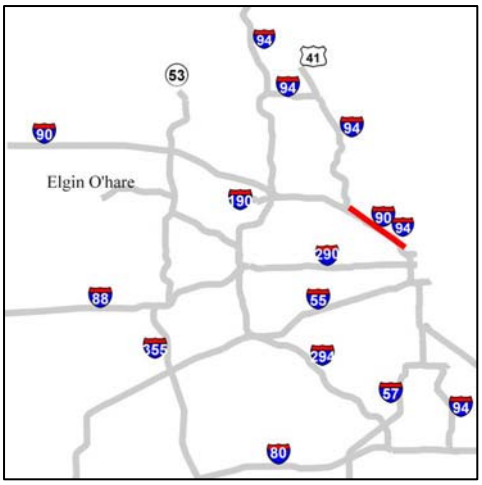
Criteria #4 –Peak Period Traffic Management Potential — Rating = Med/High

Toll ($/mile)		$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Diversion Rate	AM	1.2%	2.2%	4.7%	7.4%	9.4%	11.6%	13.3%	15.4%
	PM	1.6%	3.4%	6.1%	8.7%	10.8%	12.0%	12.8%	14.7%
Utilization Rate	AM	20.4%	14.7%	10.6%	7.5%	4.7%	3.1%	1.6%	0.6%
	PM	15.5%	12.5%	11.0%	9.6%	8.3%	6.8%	5.5%	3.2%

Comments: Rating based on diversion rate at $0.15 toll rate

Other Considerations

Existing Transit Service: Metra UP-W, CTA blue line



Segment 16 – I-90 Kennedy Local
Between I-94 Edens and Ohio St.

OVERALL RATING = NA

Segment length (mi): 7.00
Number of Lanes EB: 4 WB: 4

Overall Comments: Only the reversible lanes are considered for pricing.

Criteria #1 – 2007 Weekday Congestion **Rating = High**

	% Severely Congested VMT	# Hours/Day With Severe Congestion	Av. Daily Delay/Mile (min/veh)	AM Peak		PM Peak	
				Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
EB	26.99%	3	0.48	28.9	>3	44.3	2.94
WB	17.79%	5	0.49	34.9	>3	34.3	>3

Comments:

Criteria #2 – Constructability **Rating = NA**

Criteria #3 –Revenue Potential **Rating = NA**

Toll ($/mile)	$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Annual Weekday Net Revenue (Thousands)	$0	$0	$0	$0	$0	$0	$0	$0

Comments: Not priced

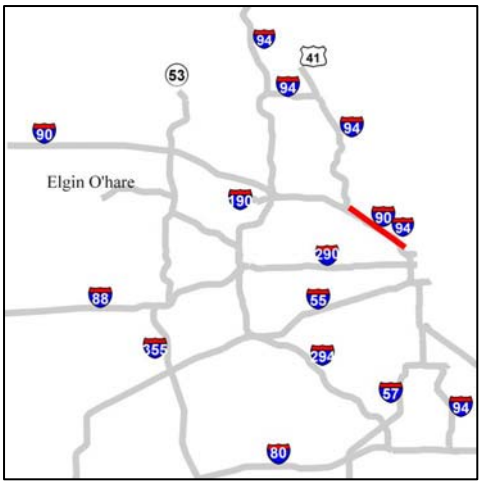
Criteria #4 –Peak Period Traffic Management Potential **Rating = High**

Toll ($/mile)		$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Diversion Rate	AM	0.4%	1.3%	2.5%	3.8%	4.9%	6.2%	7.2%	9.1%
	PM	-0.2%	1.0%	2.6%	3.5%	4.5%	5.0%	6.0%	7.6%
Utilization Rate	AM	NA	NA	NA	NA	NA	NA	NA	NA
	PM	NA	NA	NA	NA	NA	NA	NA	NA

Comments: Diversion rates are calculated a percentage of both local and reversible VMT, Rating based on diversion rate at $0.15 toll rate

Other Considerations

Existing Transit Service: Metra UP-W, CTA bus 98, CTA blue line



Segment 17 – I-90 Kennedy Reversible
Between I-94 Edens and Ohio St.

OVERALL RATING = High

Segment length (mi): 7.00
Number of Lanes EB: 2 WB: 2

Overall Comments:

Lanes inbound during AM, outbound during PM

Criteria #1 – 2007 Weekday Congestion **Rating = High**

	% Severely Congested VMT	# Hours/Day With Severe Congestion	Av. Daily Delay/Mile (min/veh)	AM Peak		PM Peak	
				Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
EB	24.81%	2	0.37	34.6	>3	68.0	0.92
WB	26.55%	4	0.68	NA	NA	31.0	>3

Comments:

Criteria #2 – Constructability **Rating = High**

Comments: Add toll collection equipment to reversible lanes.

Criteria #3 –Revenue Potential **Rating = High**

Toll ($/mile)	$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Annual Weekday Net Revenue (Thousands)	$1,621	$3,676	$6,106	$7,699	$8,879	$9,753	$9,731	$9,261

Comments: Rating based on revenue per mile at $0.15 toll rate

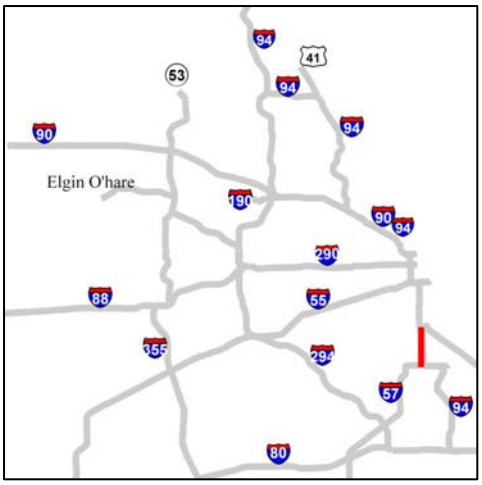
Criteria #4 –Peak Period Traffic Management Potential **Rating = High**

Toll ($/mile)		$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Diversion Rate	AM	0.4%	1.3%	2.5%	3.8%	4.9%	6.2%	7.2%	9.1%
	PM	-0.2%	1.0%	2.6%	3.5%	4.5%	5.0%	6.0%	7.6%
Utilization Rate	AM	18.7%	17.9%	16.2%	14.6%	13.0%	11.6%	10.0%	7.4%
	PM	14.9%	13.3%	10.3%	8.1%	6.9%	6.1%	4.9%	3.4%

Comments: Diversion and utilization rates are calculated a percentage of both local and reversible VMT, Rating based on diversion rate at $0.15 toll rate

Other Considerations

Existing Transit Service: Metra UP-W, CTA bus 98, CTA blue line



Segment 18a – I-90/94 Dan Ryan
Between I-57 and I-90 Chicago Skyway

OVERALL RATING = Med/High

Segment length (mi): 4.00
Number of Lanes EB: 5 WB: 5

Overall Comments:

Criteria #1 – 2007 Weekday Congestion — Rating = High

	% Severely Congested VMT	# Hours/Day With Severe Congestion	Av. Daily Delay/Mile (min/veh)	AM Peak		PM Peak	
				Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
EB	47.02%	9.25	1.36	38	>3	27	>3
WB	10.42%	0	0.32	45	2.31	54	1.54

Comments:

Criteria #2 – Constructability — Rating = Low

	Normal Shoulder Width (ft)		# Per Mile	
	Inside*	Outside*	Over-passes	Under-passes
EB	10	10	3.75	0
WB	10	10	3.75	0

Comments: *Shoulder widths assumed

Criteria #3 –Revenue Potential — Rating = High

Toll ($/mile)	$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Annual Weekday Net Revenue (Thousands)	$812	$1,812	$3,312	$4,534	$5,494	$6,423	$7,079	$7,099

Comments: Rating based on revenue per mile at $0.15 toll rate

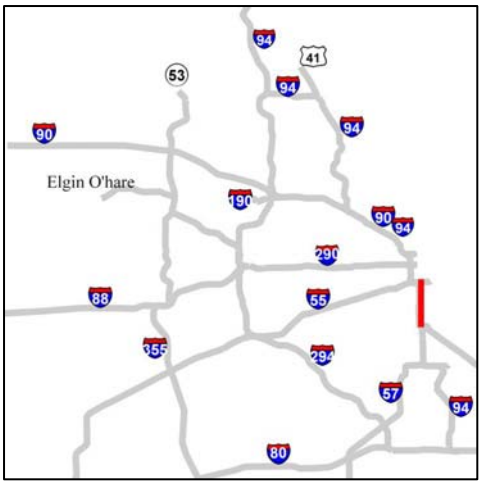
Criteria #4 –Peak Period Traffic Management Potential — Rating = High

Toll ($/mile)		$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Diversion Rate	AM	-0.9%	-0.3%	0.5%	0.5%	1.1%	0.9%	1.2%	1.5%
	PM	-1.1%	-0.6%	0.3%	0.6%	1.2%	1.4%	1.8%	2.0%
Utilization Rate	AM	10.9%	9.5%	7.5%	7.4%	7.2%	6.9%	6.8%	6.4%
	PM	12.0%	11.4%	10.1%	9.0%	8.0%	7.4%	7.3%	7.0%

Comments: Rating based on diversion rate at $0.15 toll rate

Other Considerations

Existing Transit Service: Pace bus 355, Metra Rock Is., CTA red line



Segment 19a – I-90/94 Dan Ryan Local
Between I-90 Chicago Skyway and I-55

OVERALL RATING = NA

Segment length (mi): 4.80
Number of Lanes EB: 3 WB: 3

Overall Comments: Only the express lanes are considered for pricing

Criteria #1 – 2007 Weekday Congestion **Rating = High**

	% Severely Congested VMT	# Hours/Day With Severe Congestion	Av. Daily Delay/Mile (min/veh)	AM Peak		PM Peak	
				Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
EB	31.85%	7	0.76	40.3	1.82	33.0	>3
WB	33.47%	14	0.66	36.7	2.83	42.0	1.88

Comments:

Criteria #2 – Constructability **Rating = NA**

Criteria #3 –Revenue Potential **Rating = NA**

Toll ($/mile)	$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Annual Weekday Net Revenue (Thousands)	$0	$0	$0	$0	$0	$0	$0	$0

Comments: Not priced

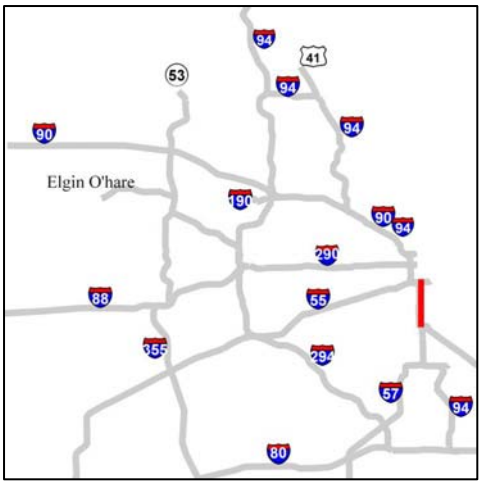
Criteria #4 –Peak Period Traffic Management Potential **Rating = High**

Toll ($/mile)		$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Diversion Rate	AM	-0.3%	0.3%	0.6%	0.4%	0.5%	0.8%	1.2%	1.4%
	PM	0.3%	0.5%	0.5%	0.6%	0.9%	1.1%	1.3%	1.4%
Utilization Rate	AM	NA	NA	NA	NA	NA	NA	NA	NA
	PM	NA	NA	NA	NA	NA	NA	NA	NA

Comments: Diversion rates are calculated a percentage of local and express VMT, Rating based on diversion rate at $0.15 toll rate

Other Considerations

Existing Transit Service: Pace bus 355; Metra Rock Is., SWS; CTA red line



Segment 20a – I-90/94 Dan Ryan Express
Between I-90 Chicago Skyway and I-55

OVERALL RATING = Med

Segment length (mi): 4.80
Number of Lanes EB: 4 WB: 3 lanes between Chicago Skyway and 47th St., 4 lanes between 47th St. and I-55

Overall Comments:

Criteria #1 – 2007 Weekday Congestion **Rating = Med/High**

	% Severely Congested VMT	# Hours/Day With Severe Congestion	Av. Daily Delay/Mile (min/veh)	AM Peak		PM Peak	
				Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
EB	6.81%	0	0.25	54.1	1.60	49.2	1.93
WB	12.41%	0	0.31	50.1	1.92	51.0	1.82

Comments:

Criteria #2 – Constructability **Rating = Low**

	Normal Shoulder Width (ft)		# Per Mile	
	Inside	Outside	Over-passes	Under-passes
EB	3-10	4-14	4.0	0.2
WB	3-10	4-14	4.0	0.2

Comments:

Criteria #3 –Revenue Potential **Rating = Med/High**

Toll ($/mile)	$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Annual Weekday Net Revenue (Thousands)	$1,056	$1,863	$2,764	$3,148	$2,363	$2,448	$2,638	$3,035

Comments: Rating based on revenue per mile at $0.15 toll rate

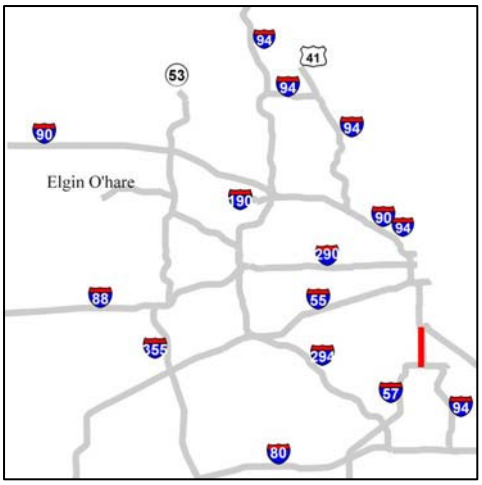
Criteria #4 –Peak Period Traffic Management Potential **Rating = High**

Toll ($/mile)		$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Diversion Rate	AM	-0.3%	0.3%	0.6%	0.4%	0.5%	0.8%	1.2%	1.4%
	PM	0.3%	0.5%	0.5%	0.6%	0.9%	1.1%	1.3%	1.4%
Utilization Rate	AM	11.9%	9.0%	8.3%	8.6%	7.7%	7.6%	7.8%	6.9%
	PM	10.1%	7.4%	6.5%	6.3%	6.1%	5.8%	5.5%	5.0%

Comments: Diversion and utilization rates are calculated as a percentage of local and express VMT, Rating based on diversion rate at $0.15 toll rate

Other Considerations

Existing Transit Service: Pace bus 355; Metra Rock Is., SWS; CTA red line



Segment 18b – I-90/94 Dan Ryan
Between I-57 and I-90 Chicago Skyway

OVERALL RATING = Med/High

Segment length (mi): 4.00
Number of Lanes EB: 5 WB: 5

Overall Comments:

Criteria #1 – 2007 Weekday Congestion — Rating = High

	% Severely Congested VMT	# Hours/Day With Severe Congestion	Av. Daily Delay/Mile (min/veh)	AM Peak		PM Peak	
				Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
EB	47.02%	9.25	1.36	38	>3	27	>3
WB	10.42%	0	0.32	45	2.31	54	1.54

Comments:

Criteria #2 – Constructability — Rating = Low

	Normal Shoulder Width (ft)		# Per Mile	
	Inside*	Outside*	Over-passes	Under-passes
EB	10	10	3.75	0
WB	10	10	3.75	0

Comments: *Shoulder widths assumed

Criteria #3 –Revenue Potential — Rating = High

Toll ($/mile)	$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Annual Weekday Net Revenue (Thousands)	$801	$1,821	$3,233	$4,405	$5,310	$6,123	$6,391	$6,655

Comments: Rating based on revenue per mile at $0.15 toll rate

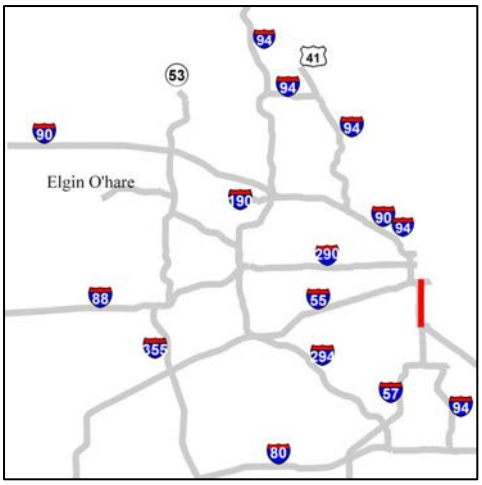
Criteria #4 –Peak Period Traffic Management Potential — Rating = High

Toll ($/mile)		$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Diversion Rate	AM	-0.7%	-0.3%	1.0%	1.1%	0.4%	0.9%	1.1%	1.3%
	PM	-1.1%	-0.5%	0.7%	1.6%	2.0%	2.4%	2.7%	3.1%
Utilization Rate	AM	11.5%	9.8%	7.7%	7.0%	7.3%	7.0%	7.0%	6.3%
	PM	11.9%	11.5%	10.0%	8.8%	7.7%	7.4%	7.3%	7.0%

Comments: Rating based on diversion rate at $0.15 toll rate

Other Considerations

Existing Transit Service: Pace bus 355, Metra Rock Is., CTA red line



Segment 19b – I-90/94 Dan Ryan Local
Between I-90 Chicago Skyway and I-55

OVERALL RATING = NA

Segment length (mi): 4.80
Number of Lanes EB: 3 WB: 3

Overall Comments: Only the express lanes are considered for pricing.

Criteria #1 – 2007 Weekday Congestion **Rating = High**

	% Severely Congested VMT	# Hours/Day With Severe Congestion	Av. Daily Delay/Mile (min/veh)	AM Peak		PM Peak	
				Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
EB	31.85%	7	0.76	40.3	1.82	33.0	>3
WB	33.47%	14	0.66	36.7	2.83	42.0	1.88

Comments:

Criteria #2 – Constructability **Rating = NA**

Criteria #3 –Revenue Potential **Rating = NA**

Toll ($/mile)	$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Annual Weekday Net Revenue (Thousands)	$0	$0	$0	$0	$0	$0	$0	$0

Comments: Not priced

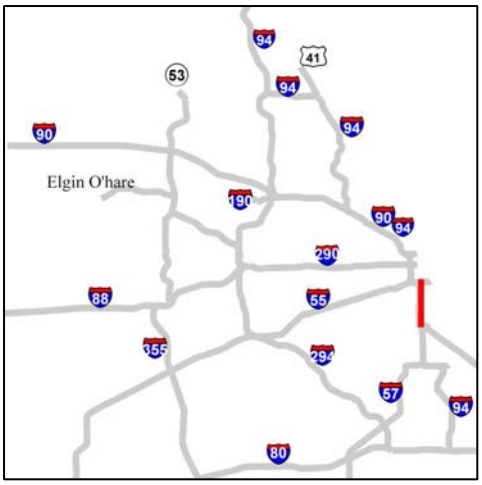
Criteria #4 –Peak Period Traffic Management Potential **Rating = High**

Toll ($/mile)		$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Diversion Rate	AM	0.3%	0.6%	1.3%	1.5%	1.3%	1.9%	2.0%	2.0%
	PM	0.3%	0.6%	0.8%	1.1%	1.4%	1.6%	1.7%	2.3%
Utilization Rate	AM	NA	NA	NA	NA	NA	NA	NA	NA
	PM	NA	NA	NA	NA	NA	NA	NA	NA

Comments: Diversion rates are calculated a percentage of local and express VMT, Rating based on diversion rate at $0.15 toll rate

Other Considerations

Existing Transit Service: Pace bus 355; Metra Rock Is., SWS; CTA red line



Segment 20b – I-90/94 Dan Ryan Express
Between I-90 Chicago Skyway and I-55

OVERALL RATING = Med/High

Segment length (mi): 4.80
Number of Lanes EB: 4 WB: 3 lanes between Chicago Skyway and 47th St., 4 lanes between 47th St. and I-55

Overall Comments:

Criteria #1 – 2007 Weekday Congestion **Rating = Med/High**

	% Severely Congested VMT	# Hours/Day With Severe Congestion	Av. Daily Delay/Mile (min/veh)	AM Peak		PM Peak	
				Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
EB	6.81%	0	0.25	54.1	1.60	49.2	1.93
WB	12.41%	0	0.31	50.1	1.92	51.0	1.82

Comments:

Criteria #2 – Constructability **Rating = Low**

	Normal Shoulder Width (ft)		# Per Mile	
	Inside	Outside	Over-passes	Under-passes
EB	3-10	4-14	4.0	0.2
WB	3-10	4-14	4.0	0.2

Comments:

Criteria #3 –Revenue Potential **Rating = High**

Toll ($/mile)	$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Annual Weekday Net Revenue (Thousands)	$1,951	$4,484	$7,559	$9,683	$11,132	$11,424	$11,224	$11,293

Comments: Rating based on revenue per mile at $0.15 toll rate

Criteria #4 –Peak Period Traffic Management Potential **Rating = High**

Toll ($/mile)		$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Diversion Rate	AM	0.3%	0.6%	1.3%	1.5%	1.3%	1.9%	2.0%	2.0%
	PM	0.3%	0.6%	0.8%	1.1%	1.4%	1.6%	1.7%	2.3%
Utilization Rate	AM	24.3%	21.8%	18.5%	16.2%	16.3%	16.3%	15.2%	15.2%
	PM	22.5%	20.1%	16.7%	14.4%	13.5%	12.6%	12.4%	11.9%

Comments: Diversion and utilization rates are calculated as a percentage of local and express VMT, Rating based on diversion rate at $0.15 toll rate

Other Considerations

Existing Transit Service: Pace bus 355; Metra Rock Is., SWS; CTA red line

Segment 21 – I-57
Between I-80 and I-94

OVERALL RATING = Low

Segment length (mi): 13.28
Number of Lanes NB: 3 SB: 3

Overall Comments:

Criteria #1 – 2007 Weekday Congestion — Rating = Med

	% Severely Congested VMT	# Hours/Day With Severe Congestion	Av. Daily Delay/Mile (min/veh)	AM Peak		PM Peak	
				Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
NB	6.83%	2	0.21	46.5	2.41	55.6	2.05
SB	0.39%	0	0.08	57.0	1.15	56.1	1.28

Comments:

Criteria #2 – Constructability — Rating = Low/Med

	Normal Shoulder Width (ft)		# Per Mile	
	Inside	Outside	Over-passes	Under-passes
NB	10	10	1.7	0.8
SB	10	10	1.7	0.7

Comments:

Criteria #3 –Revenue Potential — Rating = Med

Toll ($/mile)	$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Annual Weekday Net Revenue (Thousands)	$1,969	$3,521	$4,110	$3,787	$3,384	$2,401	$1,604	$1,183

Comments: Rating based on revenue per mile at $0.15 toll rate

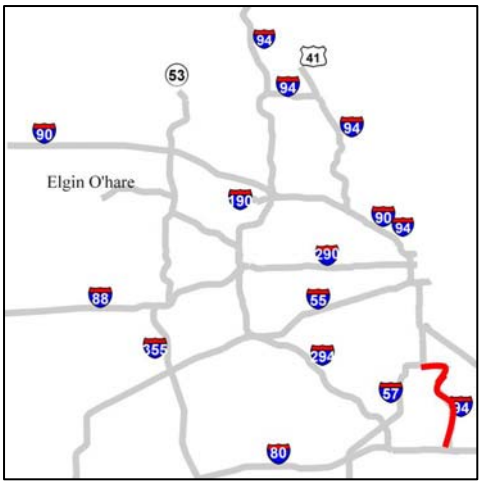
Criteria #4 –Peak Period Traffic Management Potential — Rating = Med/High

Toll ($/mile)		$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Diversion Rate	AM	1.7%	3.3%	5.4%	6.9%	8.8%	10.3%	12.8%	14.2%
	PM	1.1%	2.6%	6.1%	8.9%	11.2%	12.9%	13.8%	15.3%
Utilization Rate	AM	23.2%	17.8%	13.9%	11.3%	8.9%	6.9%	4.1%	2.3%
	PM	25.8%	21.3%	15.1%	10.3%	7.7%	5.3%	4.0%	2.2%

Comments: Rating based on diversion rate at $0.15 toll rate

Other Considerations

Existing Transit Service: Pace buses 352, 887; Metra Electric, Rock Is.



Segment 22 – I-94 Bishop Ford
Between I-80 and Dan Ryan.

OVERALL RATING = Low

Segment length (mi): 11.16
Number of Lanes: 3 lanes both directions between I-80 and Stoney Island Ave, 2 lanes both directions between Stoney Island Ave and Dan Ryan

Overall Comments:

Criteria #1 – 2007 Weekday Congestion **Rating = Low/Med**

	% Severely Congested VMT	# Hours/Day With Severe Congestion	Av. Daily Delay/Mile (min/veh)	AM Peak		PM Peak	
				Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
EB	2.31%	0	0.19	56.6	1.19	54.0	2.78
WB	2.16%	0	0.22	51.9	2.99	57.2	2.28

Comments:

Criteria #2 – Constructability **Rating = Low**

	Normal Shoulder Width (ft)		# Per Mile	
	Inside	Outside	Over-passes	Under-passes
EB	6	10	1.3	0.6
WB	6	10	1.2	0.7

Comments:

Criteria #3 –Revenue Potential **Rating = Med/High**

Toll ($/mile)	$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Annual Weekday Net Revenue (Thousands)	$2,636	$5,811	$8,461	$7,631	$7,311	$5,945	$4,128	$1,686

Comments: Rating based on revenue per mile at $0.15 toll rate

Criteria #4 –Peak Period Traffic Management Potential **Rating = Med**

Toll ($/mile)		$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Diversion Rate	AM	4.6%	6.2%	10.1%	12.4%	15.3%	18.1%	20.1%	22.0%
	PM	0.6%	2.7%	6.1%	10.2%	13.9%	17.3%	19.4%	21.3%
Utilization Rate	AM	25.6%	23.1%	18.1%	15.6%	12.4%	8.3%	5.7%	3.0%
	PM	29.1%	26.5%	22.2%	17.3%	13.2%	9.1%	6.2%	3.4%

Comments: Rating based on diversion rate at $0.15 toll rate

Other Considerations

Existing Transit Service: Pace bus 355; Metra Electric, S. Shore; CTA bus 34

Segment 23 – I-55 Stevenson
Between I-355 and I-294

OVERALL RATING = Med

Segment length (mi): 8.25
Number of Lanes NB: 3 SB: 3

Overall Comments:

Criteria #1 – 2007 Weekday Congestion **Rating = Med/High**

	% Severely Congested VMT	# Hours/Day With Severe Congestion	Av. Daily Delay/Mile (min/veh)	AM Peak		PM Peak	
				Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
NB	12.49%	0	0.29	43.9	2.64	41.1	>3
SB	4.77%	0	0.24	49.5	1.39	42.0	2.54

Comments:

Criteria #2 – Constructability **Rating = High**

	Normal Shoulder Width (ft)		# Per Mile	
	Inside	Outside	Over-passes	Under-passes
EB	18	12	1.1	0.2
WB	18	12	1.1	0.4

Comments:

Criteria #3 –Revenue Potential **Rating = Low/Med**

Toll ($/mile)	$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Annual Weekday Net Revenue (Thousands)	$941	$1,595	$1,869	$1,085	$235	$158	$8	$0

Comments: Rating based on revenue per mile at $0.15 toll rate

Criteria #4 –Peak Period Traffic Management Potential **Rating = Med**

Toll ($/mile)		$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Diversion Rate	AM	1.9%	4.4%	8.3%	11.9%	14.6%	14.7%	15.2%	15.1%
	PM	1.5%	3.7%	7.0%	10.6%	12.2%	12.7%	12.9%	13.2%
Utilization Rate	AM	19.4%	14.9%	10.0%	4.7%	0.7%	0.4%	0.0%	0.0%
	PM	16.9%	13.6%	7.8%	2.5%	0.5%	0.2%	0.0%	0.0%

Comments: Rating based on diversion rate at $0.15 toll rate

Other Considerations

Existing Transit Service: Pace bus 855, Metra Heritage

Segment 24 – I-55 Stevenson
Between I-294 and I-90/94

OVERALL RATING = Med/High

Segment length (mi): 14.80
Number of Lanes NB: 3 SB: 3

Overall Comments:

Criteria #1 – 2007 Weekday Congestion — Rating = High

	% Severely Congested VMT	# Hours/Day With Severe Congestion	Av. Daily Delay/Mile (min/veh)	AM Peak		PM Peak	
				Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
NB	9.51%	4	0.29	35.0	>3	48.4	1.90
SB	14.00%	5	0.37	49.5	2.12	33.5	>3

Comments:

Criteria #2 – Constructability — Rating = Med/High

	Normal Shoulder Width (ft)		# Per Mile	
	Inside	Outside	Over-passes	Under-passes
NB	18, 12	12	0.7	1.1
SB	18, 12	12	0.7	1.1

Comments: West 5.6 miles 18ft inside shoulder with no median, East 9.2 miles 12ft inside shoulder with grass median

Criteria #3 –Revenue Potential — Rating = Med

Toll ($/mile)	$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Annual Weekday Net Revenue (Thousands)	$2,217	$3,864	$5,334	$5,188	$3,954	$2,813	$2,527	$1,870

Comments: Rating based on revenue per mile at $0.15 toll rate

Criteria #4 –Peak Period Traffic Management Potential — Rating = Med

Toll ($/mile)		$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Diversion Rate	AM	3.5%	5.2%	7.3%	10.9%	14.0%	15.5%	15.7%	17.1%
	PM	2.0%	4.2%	7.8%	11.6%	14.2%	15.9%	16.4%	16.9%
Utilization Rate	AM	21.7%	18.4%	15.1%	11.4%	7.4%	4.9%	3.9%	2.4%
	PM	24.8%	19.5%	13.8%	8.7%	4.5%	1.9%	1.2%	0.4%

Comments: Rating based on diversion rate at $0.15 toll rate

Other Considerations

Existing Transit Service: Pace buses 855, 392; Metra Heritage; CTA bus 168; CTA yellow line

Segment 25 – IL-53
Between I-90 and Lake Cook Rd.

OVERALL RATING = Low

Segment length (mi): 7.50
Number of Lanes NB: 3 SB: 3

Overall Comments:

Criteria #1 – 2007 Weekday Congestion **Rating = Med**

	% Severely Congested VMT	# Hours/Day With Severe Congestion	Av. Daily Delay/Mile (min/veh)	AM Peak		PM Peak	
				Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
NB	0.67%	0	0.04	56.4	1.38	59.5	1.28
SB	9.64%	0	0.14	52.0	2.88	50.5	2.88

Comments:

Criteria #2 – Constructability **Rating = Med/High**

	Normal Shoulder Width (ft)		# Per Mile	
	Inside	Outside	Over-passes	Under-passes
NB	14	12	0.4	1.2
SB	14	12	0.4	1.2

Comments: Inside shoulder 10ft on bridges

Criteria #3 –Revenue Potential **Rating = Low/Med**

Toll ($/mile)	$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Annual Weekday Net Revenue (Thousands)	$844	$1,271	$1,125	$1,055	$1,048	$987	$932	$587

Comments: Rating based on revenue per mile at $0.15 toll rate

Criteria #4 –Peak Period Traffic Management Potential **Rating = Med/High**

Toll ($/mile)		$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Diversion Rate	AM	2.4%	4.1%	6.3%	7.9%	9.0%	9.8%	10.7%	11.3%
	PM	0.8%	2.1%	3.7%	5.0%	5.8%	6.4%	7.2%	9.0%
Utilization Rate	AM	18.4%	14.3%	10.3%	7.0%	4.9%	3.3%	2.3%	1.0%
	PM	18.3%	13.9%	10.2%	8.7%	7.6%	6.1%	5.2%	2.7%

Comments: Rating based on diversion rate at $0.15 toll rate

Other Considerations

Existing Transit Service: Pace bus 556

Segment 26 – Elgin-O'Hare
Between US 20 and I-290

OVERALL RATING = Low/Med

Segment length (mi): 6.50
Number of Lanes EB: 2 WB: 2

Overall Comments:

Criteria #1 – 2007 Weekday Congestion — Rating = Low/Med

	% Severely Congested VMT	# Hours/Day With Severe Congestion	Av. Daily Delay/Mile (min/veh)	AM Peak		PM Peak	
				Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
EB	1.94%	0	0.06	51.7	1.70	62.8	1.06
WB	0.97%	0	0.06	60.0	1.15	51.1	1.49

Comments:

Criteria #2 – Constructability — Rating = Low/Med

	Normal Shoulder Width (ft)		# Per Mile	
	Inside	Outside	Over-passes	Under-passes
EB	10	12	0.6	1.2
WB	10	12	0.5	1.2

Comments:

Criteria #3 –Revenue Potential — Rating = Med/High

Toll ($/mile)	$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Annual Weekday Net Revenue (Thousands)	$899	$1,889	$2,738	$3,417	$3,923	$4,253	$4,452	$4,922

Comments: Rating based on revenue per mile at $0.15 toll rate

Criteria #4 –Peak Period Traffic Management Potential — Rating = Med/High

Toll ($/mile)		$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Diversion Rate	AM	1.3%	2.1%	3.7%	5.1%	6.3%	6.8%	7.7%	9.5%
	PM	-0.6%	1.2%	3.3%	5.2%	6.5%	8.5%	9.4%	11.5%
Utilization Rate	AM	39.8%	37.8%	35.0%	33.0%	31.6%	30.5%	29.4%	27.0%
	PM	44.0%	39.8%	35.8%	33.2%	30.8%	27.9%	26.4%	22.9%

Comments: Rating based on diversion rate at $0.15 toll rate

Other Considerations

Existing Transit Service: None

Segment 27 – I-94 Edens
Between I-90 and Edens Spur

OVERALL RATING = Low/Med

Segment length (mi): 13.54
Number of Lanes EB: 3 WB: 3

Overall Comments:

Criteria #1 – 2007 Weekday Congestion — Rating = High

	% Severely Congested VMT	# Hours/Day With Severe Congestion	Av. Daily Delay/Mile (min/veh)	AM Peak		PM Peak	
				Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
EB	17.74%	4	0.45	52.0	>3	30.5	>3
WB	10.05%	2	0.25	39.9	>3	52.0	3.00

Comments:

Criteria #2 – Constructability — Rating = Low

	Normal Shoulder Width (ft)		# Per Mile	
	Inside	Outside	Over-passes	Under-passes
EB	6	12	1.8	0.4
WB	6	12	1.8	0.3

Comments:

Criteria #3 –Revenue Potential — Rating = Low

Toll ($/mile)	$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Annual Weekday Net Revenue (Thousands)	$1,439	$1,559	$1,429	$939	$359	$60	$43	$31

Comments: Rating based on revenue per mile at $0.15 toll rate

Criteria #4 –Peak Period Traffic Management Potential — Rating = Low/Med

Toll ($/mile)		$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Diversion Rate	AM	9.5%	13.0%	15.2%	16.3%	18.4%	19.5%	19.5%	19.5%
	PM	6.2%	13.6%	15.5%	17.3%	17.6%	17.7%	17.8%	18.0%
Utilization Rate	AM	17.7%	11.1%	7.1%	4.9%	1.7%	0.2%	0.1%	0.1%
	PM	19.2%	7.9%	4.3%	0.7%	0.0%	0.0%	0.0%	0.0%

Comments: Rating based on diversion rate at $0.15 toll rate

Other Considerations

Existing Transit Service: Pace bus 626, Metra Milw-N, CTA bus 98

Chicago Regional Congestion Pricing Study

Managed Lane Added in Sections Less than Four Lanes

Scenario Two

Summary Results

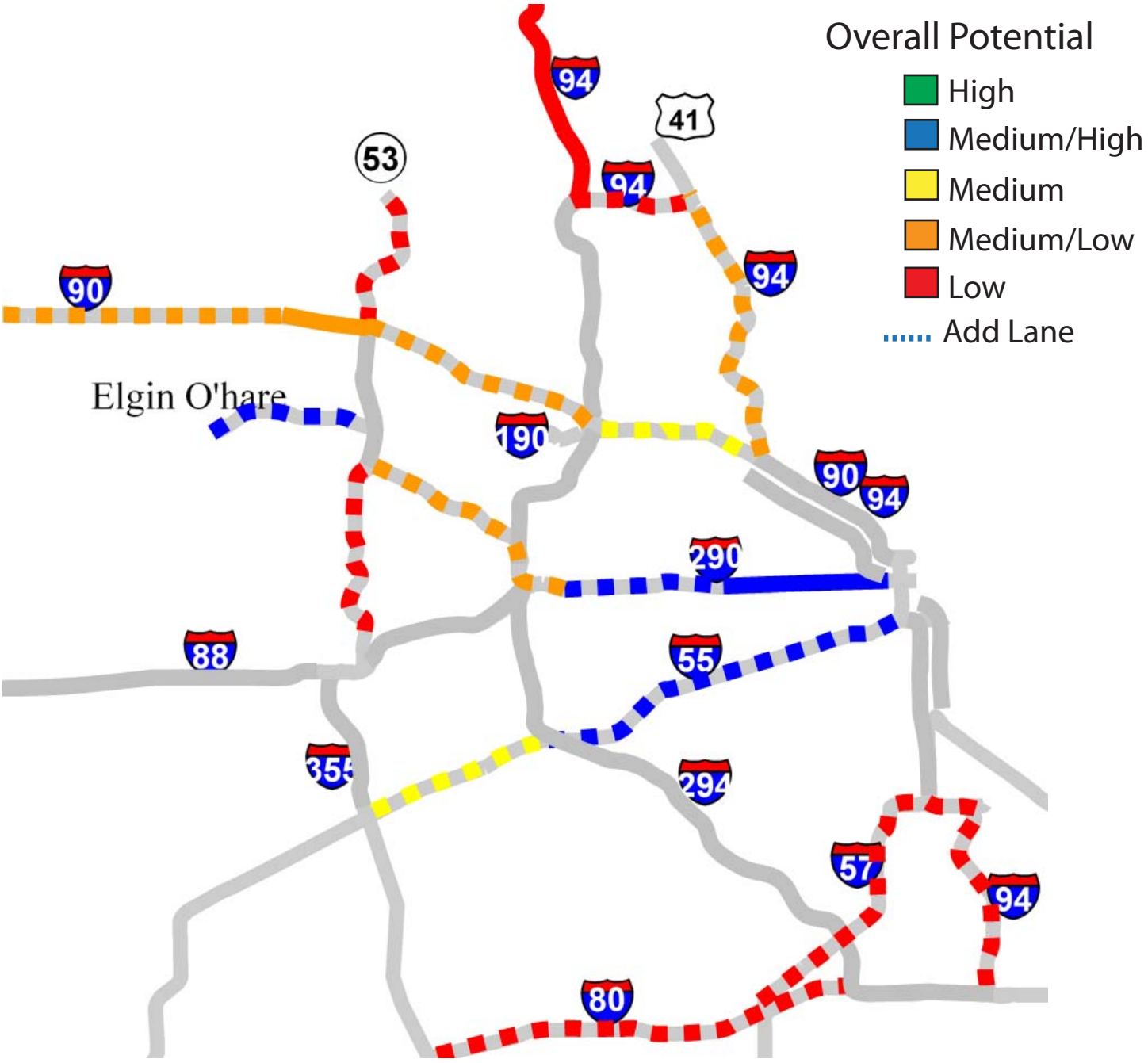
July 2009

Scenario 2: Summary – Managed Lane Only Added to Sections with Less Than Four Lanes

Legend: ◌ Low (1 point) ○ Low/Medium (2) ◍ Medium (3) ◉ Medium/High (4) ● High (5)

ID #	Segment	2007 Weekday Congestion	Construct-ability	Revenue Potential	Traffic Management Potential	Total Points	Overall Rating
14	I-290 Eisenhower between US-12/US-20 and I-90/94 (Add Lane between US-12/20 and Austin only)	●	◌	◉	●	15	◉
24	I-55 Stevenson between I-294 and I-90/94	●	◍	○	●	15	◉
26	Elgin-O'Hare between US-20 and I-290	○	●	◍	●	15	◉
15	I-90 Kennedy between I-190 and I-94 Edens	●	◌	◍	●	14	◍
23	I-55 Stevenson between I-355 and I-294	◉	◉	◌	●	14	◍
7	I-90 Jane Addams Tollway between IL-31 and I-290 (Add Lane between IL-31 and Roselle Rd. only)	○	◍	◍	●	13	○
13	I-290 Eisenhower between I-355 and US-12/US-20	●	○	◌	●	13	○
8	I-90 Jane Addams Tollway between I-290 and I-294	◉	○	◌	●	12	○
27	I-94 Edens between I-90 and US-41/Edens Spur	●	◌	◌	●	12	○
3	I-294/I-94 Tri-State Tollway between US-41 (Edens Spur) and IL-176 (Add Lane Edens Spur only)	◌	○	◍	●	11	◌
11	I-80 between I-355 and I-294	○	◍	◌	●	11	◌
22	I-94 Bishop Ford between I-80 and Dan Ryan	○	◌	◍	●	11	◌
25	IL-53 between I-90 and Lake Cook Rd.	◍	○	◌	●	11	◌
21	I-57 between I-80 and I-94	◍	◌	◌	●	10	◌
2	I-355 Veterans Tollway between Butterfield Ave. and I-290	◌	◌	◌	●	8	◌

Scenario 2: Managed Lane Only -
Added to Sections with Less than Four Lanes



Segment 2 – I-355 Veterans Memorial Tollway Between Butterfield Ave and I-290.

OVERALL RATING = Low/Med

Segment length (mi): 9.10
Number of Lanes SB: 3 NB: 3

Overall Comments:

Criteria #1 – 2007 Weekday Congestion — Rating = Low

	% Severely Congested VMT	# Hours/Day With Severe Congestion	Av. Daily Delay/Mile (min/veh)	AM Peak		PM Peak	
				Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
NB	1.03%	0	0.03	56	1.47	63	1.03
SB	1.45%	0	0.05	55	1.38	60	1.24

Comments:

Criteria #2 – Constructability — Rating = Low

	Normal ROW (ft)		Normal Shoulder Width (ft)		# Per Mile or % in Segment					
	Inside	Outside	Inside	Outside	Over-passes	Under-passes	Long Bridges	Retaining Walls	Exit Ramps	Entrance Ramps
NB	0	20	10	10	1.1	1.0	0%	7%	0.5	0.8
SB	0	20	10	10	1.1	1.0	0%	14%	0.5	0.8

Comments: Inside shoulder 7ft and 0ft outside ROW at toll plaza, northern 1.8 miles has 35ft grass median

Criteria #3 –Revenue Potential — Rating = Low

Toll ($/mile)	$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Annual Weekday Net Revenue (Thousands)	$573	$798	$615	$450	$835	$514	$319	$46

Comments: Rating based on revenue per mile at $0.15 toll rate

Criteria #4 –Peak Period Traffic Management Potential — Rating = High

Toll ($/mile)		$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Diversion Rate	AM	-12.7%	-11.3%	-9.1%	-7.6%	-5.7%	-3.5%	-1.7%	1.1%
	PM	-7.5%	-7.0%	-3.5%	0.6%	-6.0%	-0.8%	0.6%	0.9%
Utilization Rate	AM	23.0%	19.6%	10.4%	8.7%	7.0%	4.8%	3.1%	0.4%
	PM	25.0%	15.3%	9.4%	0.3%	6.5%	1.8%	0.3%	0.0%

Comments: Rating based on diversion rate at $0.15 toll rate

Other Considerations

Existing Transit Service: None

Segment 3 – I-294/I-94 Tri-State Tollway
Between US-41 (Edens Spur) and IL-176.

OVERALL RATING = Low/Med

Segment length (mi): 14.13
Number of Lanes (2010): 2 lanes both directions Edens Spur, 4 lanes both directions between Lake Cook Rd. and IL-176

Overall Comments:

Criteria #1 – 2007 Weekday Congestion **Rating = Low**

	% Severely Congested VMT	# Hours/Day With Severe Congestion	Av. Daily Delay/Mile (min/veh)	AM Peak		PM Peak	
				Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
EB/SB	0.51%	0	0.03	61	1.10	62	1.07
WB/NB	3.50%	0	0.06	66	0.97	52	1.67

Comments: Based on three lanes NB and SB between IL-22. and IL-176, 2010 congestion will likely be lower than 2007

Criteria #2 – Constructability **Rating = Low/Med**

Edens Spur:

	Normal ROW (ft)		Normal Shoulder Width (ft)		# Per Mile or % in Segment					
	Inside	Outside	Inside	Outside	Over-passes	Under-passes	Long Bridges	Retaining Walls	Exit Ramps	Entrance Ramps
EB/SB	0, 45	30	4	12	1.0	0.8	2%	0%	0.2	0.0
WB/NB	0, 45	30	4	12	1.0	0.8	2%	0%	0.0	0.2

Comments: Outside shoulder down to 8ft on bridges, 4ft under several overpasses; 0ft outside ROW at toll plaza; 0ft median western 1.6 miles, 45ft grass median eastern 3.33 miles

Between Lake Cook Rd and IL-176:

	Normal Shoulder Width (ft)		# Per Mile	
	Inside	Outside	Over-passes	Under-passes
SB	12	12	0.8	0.2
NB	12	12	0.8	0.2

Comments: Inside shoulder smaller at bridges between Lake Cook Rd and IL-22, Shoulder widths assumed from Illinois Tollway design standards between IL-22 and IL-176

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Criteria #3 –Revenue Potential **Rating = Med**

Toll ($/mile)	$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Annual Weekday Net Revenue (Thousands)	$1,002	$1,255	$2,249	$3,049	$3,701	$4,241	$4,621	$5,181

Comments: Rating based on revenue per mile at $0.15 toll rate

Criteria #4 –Peak Period Traffic Management Potential **Rating = High**

Toll ($/mile)		$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Diversion Rate	AM	0.0%	1.1%	1.5%	2.6%	3.3%	4.2%	4.6%	4.9%
	PM	0.4%	1.2%	2.5%	3.1%	3.9%	4.4%	5.3%	6.7%
Utilization Rate	AM	17.9%	14.5%	13.9%	12.5%	11.7%	11.4%	11.0%	10.7%
	PM	13.9%	12.6%	10.4%	9.8%	8.7%	7.3%	5.9%	3.4%

Comments: Rating based on diversion rate at $0.15 toll rate

Other Considerations

Existing Transit Service: Pace bus route 626

Segment 7– I-90 Jane Addams Tollway Between IL-31 and I-290.

OVERALL RATING = Med

Segment length (mi): 13.47
Number of Lanes: 4 lanes both directions between I-290 and Roselle Rd. 3 lanes in both directions between Roselle Rd. and IL-31

Overall Comments:

Criteria #1 – 2007 Weekday Congestion **Rating = Low/Med**

	% Severely Congested VMT	# Hours/Day With Severe Congestion	Av. Daily Delay/Mile (min/veh)	AM Peak		PM Peak	
				Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
EB	1.82%	0	0.08	50.6	1.75	60.9	1.06
WB	0.56%	0	0.04	62.3	1.02	56.7	1.38

Comments:

Criteria #2 – Constructability **Rating = Med**

Between IL-31 and Roselle Rd:

	Normal ROW (ft)		Normal Shoulder Width (ft)		# Per Mile or % in Segment					
	Inside	Outside	Inside	Outside	Over-passes	Under-passes	Long Bridges	Retaining Walls	Exit Ramps	Entrance Ramps
EB	0	20	13	12	0.9	0.2	2%	0%	0.3	0.5
WB	0	20	13	12	0.9	0.2	2%	0%	0.5	0.4

Comments: Inside shoulder 8ft below some overpasses; Outside shoulder 4ft on some bridges

Between Roselle Rd and I-290:

	Normal Shoulder Width (ft)		# Per Mile	
	Inside	Outside	Over-passes	Under-passes
EB	13	12	0.8	0
WB	13	12	0.8	0

Comments: Inside shoulder 8ft and outside shoulder 2ft at Meacham Rd overpass

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Criteria #3 –Revenue Potential **Rating = Med**

Toll ($/mile)	$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Annual Weekday Net Revenue (Thousands)	$1,642	$1,295	$2,043	$2,178	$2,170	$2,078	$1,806	$1,407

Comments: Rating based on revenue per mile at $0.15 toll rate

Criteria #4 –Peak Period Traffic Management Potential **Rating = High**

Toll ($/mile)		$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Diversion Rate	AM	-12.0%	-10.8%	-9.8%	-8.6%	-7.4%	-6.0%	-4.6%	-2.7%
	PM	-6.8%	-6.1%	-4.0%	-1.7%	-0.6%	0.1%	0.1%	0.1%
Utilization Rate	AM	22.7%	14.0%	13.2%	11.7%	9.9%	8.2%	6.0%	3.6%
	PM	14.3%	12.9%	8.0%	3.1%	1.0%	0.2%	0.1%	0.1%

Comments: Rating based on diversion rate at $0.15 toll rate

Other Considerations

Existing Transit Service: Pace buses 552, 556, 610, 767, 1012

Segment 8– I-90 Jane Addams Tollway Between I-290 and I-294.

OVERALL RATING = Med

Segment length (mi): 10.69
Number of Lanes EB: 3 WB: 3

Overall Comments:

Criteria #1 – 2007 Weekday Congestion — Rating = Med/High

	% Severely Congested VMT	# Hours/Day With Severe Congestion	Av. Daily Delay/Mile (min/veh)	AM Peak		PM Peak	
				Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
EB	9.06%	0	0.26	49.0	2.04	48.0	2.53
WB	4.61%	0	0.10	59.1	1.16	48.7	2.12

Comments:

Criteria #2 – Constructability — Rating = Low/Med

	Normal ROW (ft)		Normal Shoulder Width (ft)		# Per Mile or % in Segment					
	Inside	Outside	Inside	Outside	Over-passes	Under-passes	Long Bridges	Retaining Walls	Exit Ramps	Entrance Ramps
EB	0	20	13	12	0.5	1.3	0%	0%	0.2	0.7
WB	0	20	12	12	0.5	1.3	0%	0%	0.6	0.5

Comments: 7ft outside shoulder at overpasses east of Oasis; WB I-90 has 0.67 miles with 1ft inside shoulder 1.3 miles west of I-294 (WB I-90 is four lanes for this eastern 1.3 miles of section)

Criteria #3 –Revenue Potential — Rating = Low

Toll ($/mile)	$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Annual Weekday Net Revenue (Thousands)	$668	$829	$756	$481	$318	$310	$305	$249

Comments: Rating based on revenue per mile at $0.15 toll rate

Criteria #4 –Peak Period Traffic Management Potential — Rating = High

Toll ($/mile)		$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Diversion Rate	AM	-16.6%	-12.8%	-9.3%	-7.8%	-6.5%	-5.4%	-4.6%	-2.7%
	PM	-10.7%	-8.8%	-5.2%	-2.0%	-0.4%	-0.1%	-0.1%	0.0%
Utilization Rate	AM	20.2%	11.0%	4.5%	3.0%	2.0%	1.7%	1.4%	0.8%
	PM	17.8%	13.5%	7.2%	2.1%	0.5%	0.3%	0.3%	0.2%

Comments: Rating based on diversion rate at $0.15 toll rate

Other Considerations

Existing Transit Service: Pace buses 600, 606, 610, 616, 637, 1012; Metra UP-NW

Managed Lane Added

Segment 11 – I-80
Between I-355 and I-294.

OVERALL RATING = Low/Med

Segment length (mi): 15.41
Number of Lanes: 3 lanes both directions between LaGrange Rd. and I-294, 2 lanes both directions between I-355 and LaGrange Rd.

Overall Comments:

Criteria #1 – 2007 Weekday Congestion **Rating = Low/Med**

	% Severely Congested VMT	# Hours/Day With Severe Congestion	Av. Daily Delay/Mile (min/veh)	AM Peak		PM Peak	
				Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
EB	0.51%	0	0.22	52.0	1.32	50.6	1.34
WB	0.54%	0	0.16	55.0	1.22	53.7	1.29

Comments:

Criteria #2 – Constructability **Rating = Med**

	Normal ROW (ft)		Normal Shoulder Width (ft)		# Per Mile or % in Segment					
	Inside	Outside	Inside	Outside	Over-passes	Under-passes	Long Bridges	Retaining Walls	Exit Ramps	Entrance Ramps
EB	0, 25	25	10	12	0.9	0.4	0%	0%	0.5	0.6
WB	0, 25	25	10	12	0.9	0.4	0%	0%	0.5	0.5

Comments: Left hand exits at I-57 interchange, 25ft inside median western 5.81 miles, no median otherwise

Criteria #3 –Revenue Potential **Rating = Low**

Toll ($/mile)	$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Annual Weekday Net Revenue (Thousands)	$286	$157	$0	$0	$0	$0	$0	$0

Comments: Rating based on revenue per mile at $0.15 toll rate

Criteria #4 –Peak Period Traffic Management Potential **Rating = High**

Toll ($/mile)		$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Diversion Rate	AM	-0.9%	0.8%	0.9%	0.9%	0.9%	0.9%	0.9%	0.9%
	PM	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%
Utilization Rate	AM	7.0%	1.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	PM	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Comments: Rating based on diversion rate at $0.15 toll rate

Other Considerations

Existing Transit Service: Metra Rock Is.

Segment 13 – I-290 Eisenhower
Between I-355 and US 12/20

OVERALL RATING = Med

Segment length (mi): 10.11
Number of Lanes EB: 3 WB: 3

Overall Comments:

Criteria #1 – 2007 Weekday Congestion — Rating = High

	% Severely Congested VMT	# Hours/Day With Severe Congestion	Av. Daily Delay/Mile (min/veh)	AM Peak		PM Peak	
				Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
EB	11.69%	5	0.40	48.9	2.43	34.7	>3
WB	2.25%	0	0.16	51.8	1.59	50.9	1.89

Comments:

Criteria #2 – Constructability — Rating = Low/Med

	Normal ROW (ft)		Normal Shoulder Width (ft)		# Per Mile or % in Segment					
	Inside	Outside	Inside	Outside	Over-passes	Under-passes	Long Bridges	Retaining Walls	Exit Ramps	Entrance Ramps
EB	0, 15	0, 15	6, 10	12	0.6	1.7	0%	0%	0.8	0.9
WB	0, 15	0,15	6, 10	12	0.6	1.6	0%	0%	1.0	0.9

Comments: 6ft shoulder (0ft median, 0ft outside ROW) on eastern 5.30 miles, 10ft shoulder (15 ft grass median, 15ft outside ROW) on western 4.81 miles

Criteria #3 –Revenue Potential — Rating = Low

Toll ($/mile)	$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Annual Weekday Net Revenue (Thousands)	$1,040	$1,032	$437	$164	$129	$72	$25	$0

Comments: Rating based on revenue per mile at $0.15 toll rate

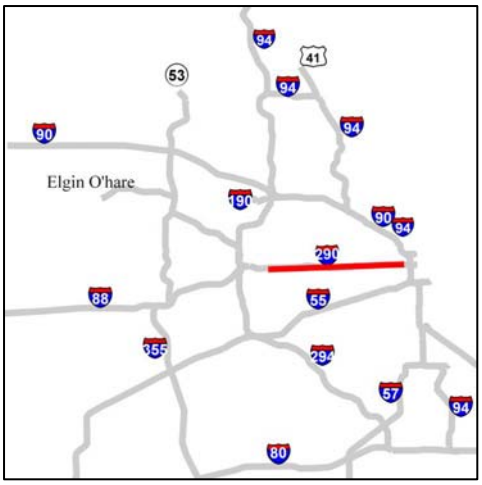
Criteria #4 –Peak Period Traffic Management Potential — Rating = High

Toll ($/mile)		$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Diversion Rate	AM	-7.5%	-4.9%	-2.1%	-0.3%	0.7%	1.3%	1.7%	2.1%
	PM	-4.3%	-1.1%	0.6%	1.0%	1.1%	1.5%	1.5%	1.5%
Utilization Rate	AM	15.5%	9.3%	3.6%	1.0%	0.6%	0.3%	0.1%	0.0%
	PM	16.7%	3.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%

Comments: Rating based on diversion rate at $0.15 toll rate

Other Considerations

Existing Transit Service: Pace buses 391, 747, 757, 767



Segment 14 – I-290 Eisenhower
Between US 12/20 and I-90/94.

OVERALL RATING = Med/High

Segment length (mi): 12.33
Number of Lanes: 3 lanes both directions between US-12/20 and Austin, 4 lanes both directions between Austin and I-90/94

Overall Comments:

Criteria #1 – 2007 Weekday Congestion **Rating = High**

	% Severely Congested VMT	# Hours/Day With Severe Congestion	Av. Daily Delay/Mile (min/veh)	AM Peak		PM Peak	
				Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
EB	25.09%	10	0.54	31.2	>3	40.3	>3
WB	18.43%	7	0.44	37.3	>3	30.0	>3

Comments:

Criteria #2 – Constructability **Rating = Low**

Between US-12/20 and Austin:

	Normal ROW (ft)		Normal Shoulder Width (ft)		# Per Mile or % in Segment					
	Inside	Outside	Inside	Outside	Over-passes	Under-passes	Long Bridges	Retaining Walls	Exit Ramps	Entrance Ramps
EB	0	0	6	10	2.8	0.4	0%	30%	1.2	1.2
WB	0	0	6	10	2.8	0.4	0%	30%	1.2	1.1

Comments: Left hand entrance and exit ramps, no inside shoulder by cemetery, train tracks next to EB direction of roadway

Between Austin and I-90/94:

	Normal Shoulder Width (ft)		# Per Mile	
	Inside	Outside	Over-passes	Under-passes
EB	10	10	4.9	0.1
WB	10	10	4.9	0.1

Comments: Train Tracks in Median, Inside shoulder 3ft under most bridges, outside shoulder 8ft under most bridges

(Cont. on Next Page)

Criteria #3 –Revenue Potential **Rating = Med**

Toll ($/mile)	$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Annual Weekday Net Revenue (Thousands)	$1,970	$3,493	$4,288	$4,568	$3,852	$2,910	$2,023	$634

Comments: Rating based on revenue per mile at $0.15 toll rate

Criteria #4 –Peak Period Traffic Management Potential **Rating = High**

Toll ($/mile)		$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Diversion Rate	AM	-10.4%	-8.9%	-7.0%	-4.0%	0.0%	2.8%	5.3%	7.8%
	PM	-5.4%	-3.2%	0.5%	2.6%	4.1%	4.9%	5.1%	5.2%
Utilization Rate	AM	21.8%	19.9%	17.7%	14.8%	10.8%	7.2%	4.4%	0.8%
	PM	18.2%	14.0%	7.3%	3.9%	1.7%	0.7%	0.4%	0.2%

Comments: Rating based on diversion rate at $0.15 toll rate

Other Considerations

Existing Transit Service: Pace buses 391, 747, 757, 767; Metra UP-W; CTA blue line, green line

Segment 15 – I-90 Kennedy
Between I-190 and I-94 Edens.

OVERALL RATING = Med

Segment length (mi): 5.80
Number of Lanes EB: 3 WB: 3

Overall Comments:

Criteria #1 – 2007 Weekday Congestion — Rating = High

	% Severely Congested VMT	# Hours/Day With Severe Congestion	Av. Daily Delay/Mile (min/veh)	AM Peak		PM Peak	
				Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
EB	24.03%	3	0.41	41.5	>3	33.1	>3
WB	24.97%	7	0.47	27.1	>3	33.0	>3

Comments:

Criteria #2 – Constructability — Rating = Low

	Normal ROW (ft)		Normal Shoulder Width (ft)		# Per Mile or % in Segment					
	Inside	Outside	Inside	Outside	Over-passes	Under-passes	Long Bridges	Retaining Walls	Exit Ramps	Entrance Ramps
EB	0	0	4	8	3.6	0	0%	34%	1.6	1.0
WB	0	0	4	8	3.6	0	0%	37%	1.0	1.7

Comments: Inside and outside shoulders go down to 1ft in a few spots, train tracks in median

Criteria #3 –Revenue Potential — Rating = Med

Toll ($/mile)	$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Annual Weekday Net Revenue (Thousands)	$975	$1,653	$2,439	$2,468	$2,279	$2,087	$1,630	$927

Comments: Rating based on revenue per mile at $0.15 toll rate

Criteria #4 –Peak Period Traffic Management Potential — Rating = High

Toll ($/mile)		$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Diversion Rate	AM	-10.9%	-8.6%	-5.4%	-3.5%	-1.2%	0.1%	1.7%	2.8%
	PM	-8.9%	-5.7%	-4.3%	-3.2%	-2.1%	-0.9%	0.2%	2.2%
Utilization Rate	AM	21.4%	16.2%	12.4%	7.6%	4.7%	3.0%	1.5%	0.9%
	PM	16.5%	13.1%	11.5%	9.8%	8.3%	6.5%	4.6%	1.9%

Comments: Rating based on diversion rate at $0.15 toll rate

Other Considerations

Existing Transit Service: Metra UP-W, CTA blue line

Managed Lane Added

Segment 21 – I-57
Between I-80 and I-94

OVERALL RATING = Low/Med

Segment length (mi): 13.28
Number of Lanes NB: 3 SB: 3

Overall Comments:

Criteria #1 – 2007 Weekday Congestion — Rating = Med

	% Severely Congested VMT	# Hours/Day With Severe Congestion	Av. Daily Delay/Mile (min/veh)	AM Peak		PM Peak	
				Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
NB	6.83%	2	0.21	46.5	2.41	55.6	2.05
SB	0.39%	0	0.08	57.0	1.15	56.1	1.28

Comments:

Criteria #2 – Constructability — Rating = Low

	Normal ROW (ft)		Normal Shoulder Width (ft)		# Per Mile or % in Segment					
	Inside	Outside	Inside	Outside	Over-passes	Under-passes	Long Bridges	Retaining Walls	Exit Ramps	Entrance Ramps
NB	12	30	10	10	1.7	0.8	6%	5%	0.8	.07
SB	12	30	10	10	1.7	0.7	6%	9%	0.8	0.8

Comments: Outside ROW down to 0-10 ft in some spots with frontage roads

Criteria #3 –Revenue Potential — Rating = Low

Toll ($/mile)	$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Annual Weekday Net Revenue (Thousands)	$737	$905	$697	$726	$590	$405	$259	$56

Comments: Rating based on revenue per mile at $0.15 toll rate

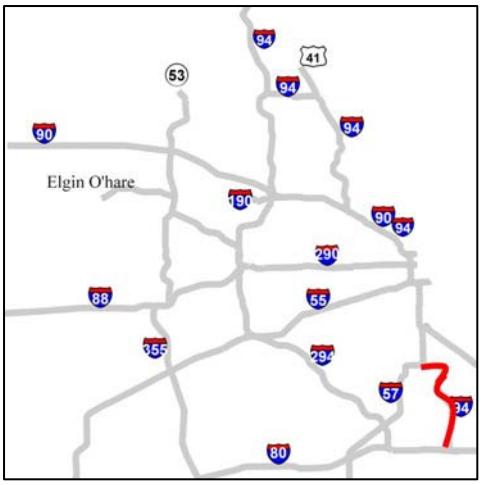
Criteria #4 –Peak Period Traffic Management Potential — Rating = High

Toll ($/mile)		$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Diversion Rate	AM	-6.5%	-5.1%	-3.5%	-2.4%	-1.4%	-0.7%	0.0%	0.5%
	PM	-4.0%	-2.7%	-1.7%	-1.2%	-0.5%	0.1%	0.4%	0.8%
Utilization Rate	AM	11.1%	8.4%	5.0%	3.8%	2.3%	1.4%	0.9%	0.2%
	PM	10.9%	5.7%	3.6%	2.3%	1.4%	0.6%	0.2%	0.0%

Comments: Rating based on diversion rate at $0.15 toll rate

Other Considerations

Existing Transit Service: Pace buses 352, 887; Metra Electric, Rock Is.



Segment 22 – I-94 Bishop Ford
Between I-80 and Dan Ryan.

OVERALL RATING = Low/Med

Segment length (mi): 11.16
Number of Lanes: 3 lanes both directions between I-80 and Stoney Island Ave, 2 lanes both directions between Stoney Island Ave and Dan Ryan

Overall Comments:

Criteria #1 – 2007 Weekday Congestion — Rating = Low/Med

	% Severely Congested VMT	# Hours/Day With Severe Congestion	Av. Daily Delay/Mile (min/veh)	AM Peak		PM Peak	
				Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
EB	2.31%	0	0.19	56.6	1.19	54.0	2.78
WB	2.16%	0	0.22	51.9	2.99	57.2	2.28

Comments:

Criteria #2 – Constructability — Rating = Low

	Normal ROW (ft)		Normal Shoulder Width (ft)		# Per Mile or % in Segment					
	Inside	Outside	Inside	Outside	Over-passes	Under-passes	Long Bridges	Retaining Walls	Exit Ramps	Entrance Ramps
EB	0, 40	25	6, 10	10	1.3	0.6	2%	0%	1.2	0.9
WB	0, 40	25	6, 10	10	1.3	0.7	2%	0%	1.0	1.3

Comments: Outside ROW goes down to 0ft at a Railroad Bridge; No median and 6ft inside shoulder on southern 8.87 miles, 40ft median and 10ft inside shoulder on northern 2.29 miles

Criteria #3 –Revenue Potential — Rating = Med

Toll ($/mile)	$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Annual Weekday Net Revenue (Thousands)	$2,043	$3,342	$4,072	$2,778	$1,895	$1,495	$908	$369

Comments: Rating based on revenue per mile at $0.15 toll rate

Criteria #4 –Peak Period Traffic Management Potential — Rating = High

Toll ($/mile)		$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Diversion Rate	AM	-9.8%	-8.0%	-5.7%	-4.3%	-3.0%	-1.6%	-0.6%	0.6%
	PM	-9.9%	-8.0%	-4.3%	-2.9%	-1.9%	-0.8%	0.4%	1.0%
Utilization Rate	AM	17.2%	13.4%	9.4%	7.1%	5.7%	3.6%	2.0%	0.5%
	PM	19.7%	15.5%	9.3%	6.8%	4.9%	3.0%	1.4%	0.5%

Comments: Rating based on diversion rate at $0.15 toll rate

Other Considerations

Existing Transit Service: Pace bus 355; Metra Electric, S. Shore; CTA bus 34

Segment 23 – I-55 Stevenson
Between I-355 and I-294

OVERALL RATING = Med

Segment length (mi): 8.25
Number of Lanes NB: 3 SB: 3

Overall Comments:

Criteria #1 – 2007 Weekday Congestion — Rating = Med/High

	% Severely Congested VMT	# Hours/Day With Severe Congestion	Av. Daily Delay/Mile (min/veh)	AM Peak		PM Peak	
				Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
NB	12.49%	0	0.29	43.9	2.64	41.1	>3
SB	4.77%	0	0.24	49.5	1.39	42.0	2.54

Comments:

Criteria #2 – Constructability — Rating = Med/High

	Normal ROW (ft)		Normal Shoulder Width (ft)		# Per Mile or % in Segment					
	Inside	Outside	Inside	Outside	Over-passes	Under-passes	Long Bridges	Retaining Walls	Exit Ramps	Entrance Ramps
NB	0	20	18	12	1.1	0.2	0%	0%	1.2	1.1
SB	0	20	18	12	1.1	0.4	0%	0%	1.1	1.2

Comments:

Criteria #3 –Revenue Potential — Rating = Low

Toll ($/mile)	$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Annual Weekday Net Revenue (Thousands)	$584	$990	$619	$48	$0	$0	$0	$0

Comments: Rating based on revenue per mile at $0.15 toll rate

Criteria #4 –Peak Period Traffic Management Potential — Rating = High

Toll ($/mile)		$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Diversion Rate	AM	-3.4%	-1.2%	2.5%	5.3%	5.5%	5.5%	5.4%	5.3%
	PM	-2.1%	-0.4%	2.1%	2.9%	3.1%	3.0%	3.0%	3.0%
Utilization Rate	AM	13.6%	10.1%	4.3%	0.3%	0.0%	0.0%	0.0%	0.0%
	PM	11.3%	7.2%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%

Comments: Rating based on diversion rate at $0.15 toll rate

Other Considerations

Existing Transit Service: Pace bus 855, Metra Heritage

Segment 24 – I-55 Stevenson
Between I-294 and I-90/94

OVERALL RATING = Med/High

Segment length (mi): 14.80
Number of Lanes NB: 3 SB: 3

Overall Comments:

Criteria #1 – 2007 Weekday Congestion — Rating = High

	% Severely Congested VMT	# Hours/Day With Severe Congestion	Av. Daily Delay/Mile (min/veh)	AM Peak		PM Peak	
				Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
NB	9.51%	4	0.29	35.0	>3	48.4	1.90
SB	14.00%	5	0.37	49.5	2.12	33.5	>3

Comments:

Criteria #2 – Constructability — Rating = Med

	Normal ROW (ft)		Normal Shoulder Width (ft)		# Per Mile or % in Segment					
	Inside	Outside	Inside	Outside	Over-passes	Under-passes	Long Bridges	Retaining Walls	Exit Ramps	Entrance Ramps
NB	0, 33	25	18, 12	12	0.7	1.1	10%	3%	0.8	0.7
SB	0, 33	25	18, 12	12	0.7	1.1	10%	3%	0.5	0.7

Comments: West 5.6 miles 18ft inside shoulder (0 median), East 9.2 miles 12ft inside shoulder (33ft grass median)

Criteria #3 –Revenue Potential — Rating = Low/Med

Toll ($/mile)	$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Annual Weekday Net Revenue (Thousands)	$1,172	$1,922	$1,682	$1,707	$1,390	$1,080	$888	$492

Comments: Rating based on revenue per mile at $0.15 toll rate

Criteria #4 –Peak Period Traffic Management Potential — Rating = High

Toll ($/mile)		$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Diversion Rate	AM	-9.4%	-7.5%	-4.0%	-3.0%	-2.3%	-0.6%	-0.3%	0.8%
	PM	-6.0%	-3.5%	-1.0%	-0.3%	0.7%	0.8%	1.1%	1.0%
Utilization Rate	AM	14.0%	11.3%	6.0%	4.4%	3.2%	2.1%	1.5%	0.6%
	PM	13.1%	7.7%	2.6%	1.4%	0.4%	0.1%	0.0%	0.0%

Comments: Rating based on diversion rate at $0.15 toll rate

Other Considerations

Existing Transit Service: Pace buses 855, 392; Metra Heritage; CTA bus 168; CTA yellow line

Segment 25 – IL-53
Between I-90 and Lake Cook Rd.

OVERALL RATING = Low/Med

Segment length (mi): 7.50
Number of Lanes NB: 3 SB: 3

Overall Comments:

Criteria #1 – 2007 Weekday Congestion — Rating = Med

	% Severely Congested VMT	# Hours/Day With Severe Congestion	Av. Daily Delay/Mile (min/veh)	AM Peak		PM Peak	
				Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
NB	0.67%	0	0.04	56.4	1.38	59.5	1.28
SB	9.64%	0	0.14	52.0	2.88	50.5	2.88

Comments:

Criteria #2 – Constructability — Rating = Low/Med

	Normal ROW (ft)		Normal Shoulder Width (ft)		# Per Mile or % in Segment					
	Inside	Outside	Inside	Outside	Over-passes	Under-passes	Long Bridges	Retaining Walls	Exit Ramps	Entrance Ramps
NB	0	25	14	12	0.4	1.2	0%	0%	1.3	0.9
SB	0	25	14	12	0.4	1.2	0%	0%	0.9	1.3

Comments: Inside shoulder 10ft on bridges

Criteria #3 –Revenue Potential — Rating = Low

Toll ($/mile)	$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Annual Weekday Net Revenue (Thousands)	$427	$413	$417	$331	$201	$152	$114	$51

Comments: Rating based on revenue per mile at $0.15 toll rate

Criteria #4 –Peak Period Traffic Management Potential — Rating = High

Toll ($/mile)		$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Diversion Rate	AM	-1.1%	0.7%	1.6%	2.6%	3.0%	3.4%	3.6%	3.7%
	PM	-1.3%	0.1%	1.1%	1.8%	2.8%	2.9%	3.3%	3.6%
Utilization Rate	AM	11.1%	7.1%	4.4%	2.3%	1.2%	0.5%	0.4%	0.3%
	PM	13.0%	8.4%	5.4%	2.9%	1.2%	1.0%	0.5%	0.0%

Comments: Rating based on diversion rate at $0.15 toll rate

Other Considerations

Existing Transit Service: Pace bus 556

Segment 26 – Elgin-O'Hare
Between US 20 and I-290

OVERALL RATING = Med/High

Segment length (mi): 6.50
Number of Lanes EB: 2 WB: 2

Overall Comments:

Criteria #1 – 2007 Weekday Congestion — Rating = Low/Med

	% Severely Congested VMT	# Hours/Day With Severe Congestion	Av. Daily Delay/Mile (min/veh)	AM Peak		PM Peak	
				Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
EB	1.94%	0	0.06	51.7	1.70	62.8	1.06
WB	0.97%	0	0.06	60.0	1.15	51.1	1.49

Comments:

Criteria #2 – Constructability — Rating = High

	Normal ROW (ft)		Normal Shoulder Width (ft)		# Per Mile or % in Segment					
	Inside	Outside	Inside	Outside	Over-passes	Under-passes	Long Bridges	Retaining Walls	Exit Ramps	Entrance Ramps
EB	60	35	10	12	0.6	1.2	2%	0%	0.5	0.9
WB	60	35	10	12	0.5	1.2	2%	0%	0.9	0.5

Comments:

Criteria #3 –Revenue Potential — Rating = Med

Toll ($/mile)	$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Annual Weekday Net Revenue (Thousands)	$411	$689	$844	$1,043	$1,201	$1,354	$1,491	$1,576

Comments: Rating based on revenue per mile at $0.15 toll rate

Criteria #4 –Peak Period Traffic Management Potential — Rating = High

Toll ($/mile)		$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Diversion Rate	AM	-12.8%	-12.2%	-10.8%	-9.6%	-9.2%	-8.4%	-7.9%	-7.1%
	PM	-8.2%	-6.6%	-5.5%	-5.4%	-4.8%	-4.4%	-3.8%	-2.7%
Utilization Rate	AM	23.8%	20.7%	16.1%	13.1%	11.6%	10.9%	10.4%	8.9%
	PM	19.5%	15.8%	11.5%	10.0%	9.2%	8.1%	7.2%	5.2%

Comments: Rating based on diversion rate at $0.15 toll rate

Other Considerations

Existing Transit Service: None

Segment 27 – I-94 Edens
Between I-90 and Edens Spur

OVERALL RATING = Med

Segment length (mi): 13.54
Number of Lanes EB: 3 WB: 3

Overall Comments:

Criteria #1 – 2007 Weekday Congestion — Rating = High

	% Severely Congested VMT	# Hours/Day With Severe Congestion	Av. Daily Delay/Mile (min/veh)	AM Peak		PM Peak	
				Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
EB	17.74%	4	0.45	52.0	>3	30.5	>3
WB	10.05%	2	0.25	39.9	>3	52.0	3.00

Comments:

Criteria #2 – Constructability — Rating = Low

	Normal ROW (ft)		Normal Shoulder Width (ft)		# Per Mile or % in Segment					
	Inside	Outside	Inside	Outside	Over-passes	Under-passes	Long Bridges	Retaining Walls	Exit Ramps	Entrance Ramps
EB	0	25	6	12	1.8	0.4	1%	0%	0.8	1.2
WB	0	25	6	12	1.8	0.3	1%	0%	1.1	0.8

Comments: Frontage roads run directly adjacent to mainline in a few spots

Criteria #3 –Revenue Potential — Rating = Low

Toll ($/mile)	$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Annual Weekday Net Revenue (Thousands)	$173	$85	$25	$21	$21	$19	$18	$3

Comments: Rating based on revenue per mile at $0.15 toll rate

Criteria #4 –Peak Period Traffic Management Potential — Rating = High

Toll ($/mile)		$0.02	$0.05	$0.10	$0.15	$0.20	$0.25	$0.30	$0.40
Diversion Rate	AM	-1.3%	0.0%	0.1%	0.3%	0.1%	0.3%	0.1%	0.2%
	PM	-0.4%	-0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Utilization Rate	AM	5.0%	0.6%	0.1%	0.1%	0.1%	0.1%	0.0%	0.0%
	PM	1.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Comments: Rating based on diversion rate at $0.15 toll rate

Other Considerations

Existing Transit Service: Pace bus 626, Metra Milw-N, CTA bus 98