

Figure 1 PRT Deployment Site: Rosemont

Figure 2 Rosemont PRT System Configuration in 1997

Figure 3 Rosemont PRT System Configuration in 1998

Figure 4 Vehicle Component Multiple Regression Analysis

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Figure 6 MCF Component Multiple Regression Analysis

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Figure 8 Component Cost Distribution

Figure 9 System Unit Cost Comparison

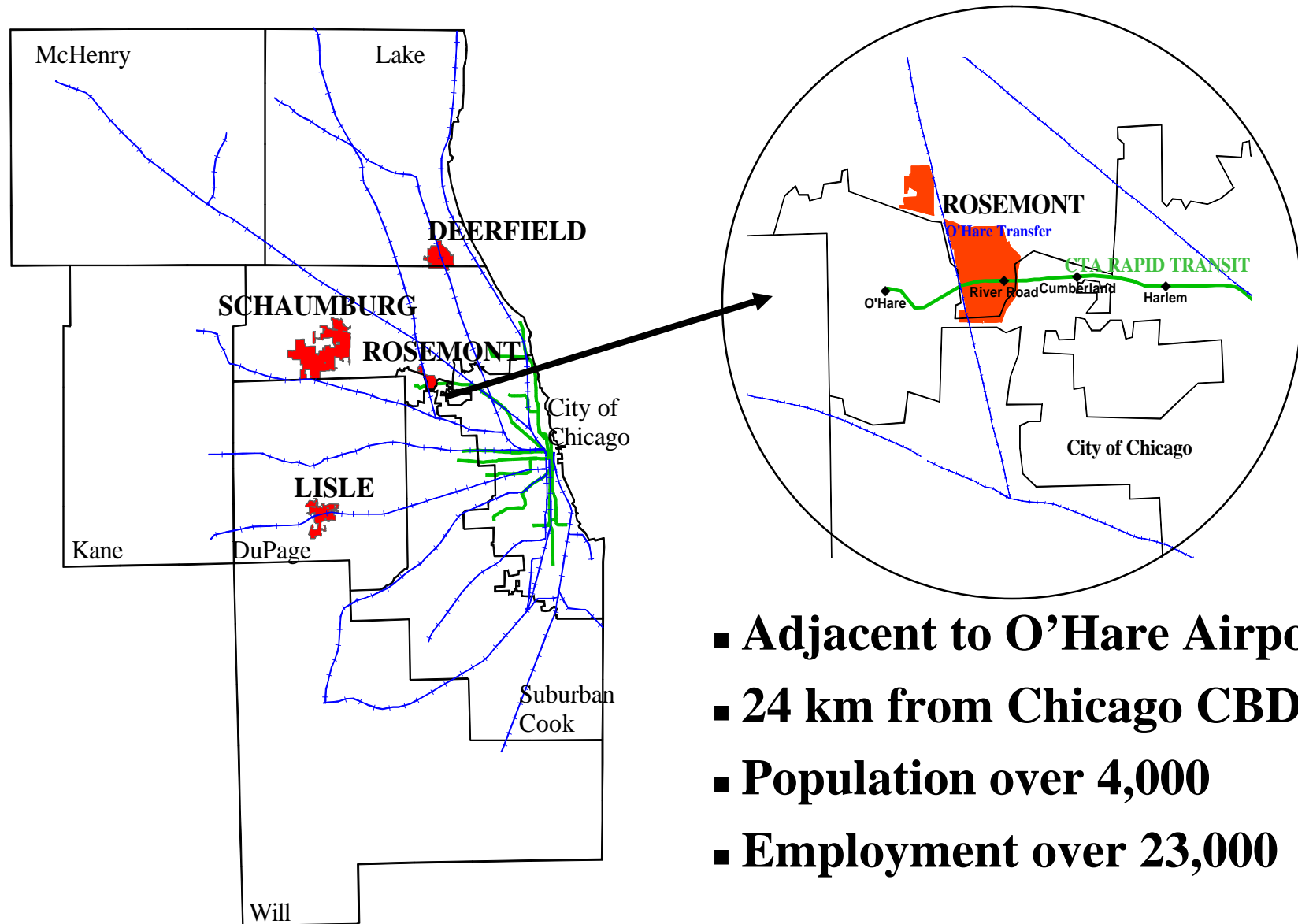
Figure 10 Estimated Year 2000 Average Weekday Station Ridership

Figure 11 Estimated Year 2000 Weekday PRT Trip Destinations from CTA Station

FIGURE 1

Yoder

# PRT Deployment Site: Rosemont



- Adjacent to O'Hare Airport
- 24 km from Chicago CBD
- Population over 4,000
- Employment over 23,000

## Rosemont PRT System Configuration in 1997

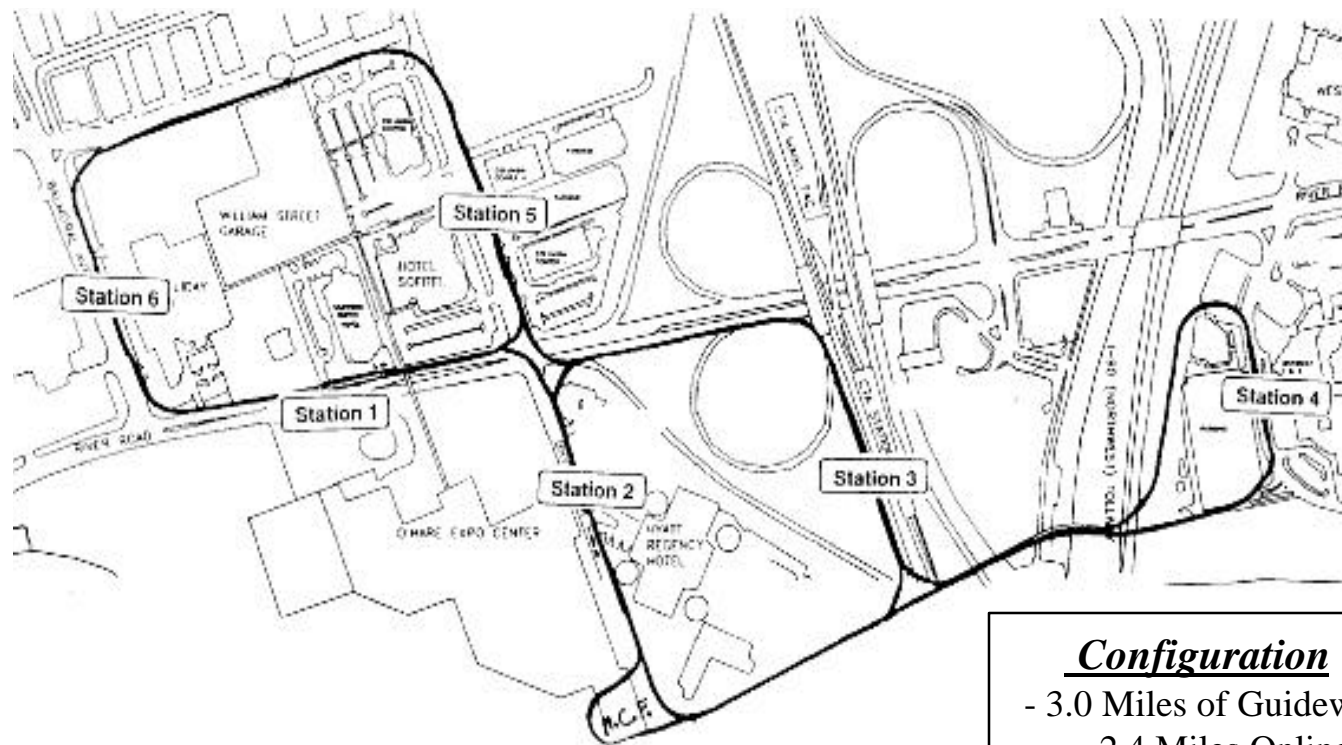


- |  |
|--|
| <p><b><u>Configuration</u></b></p> <ul style="list-style-type: none"><li>- 3.4 Miles of Guideway<br/>    2.9 Miles Online<br/>    0.5 Miles Offline</li><li>- 7 Stations</li></ul> |
|--|

1 mile=1.61 kilometers

FIGURE 3

## Rosemont PRT System Configuration in 1998



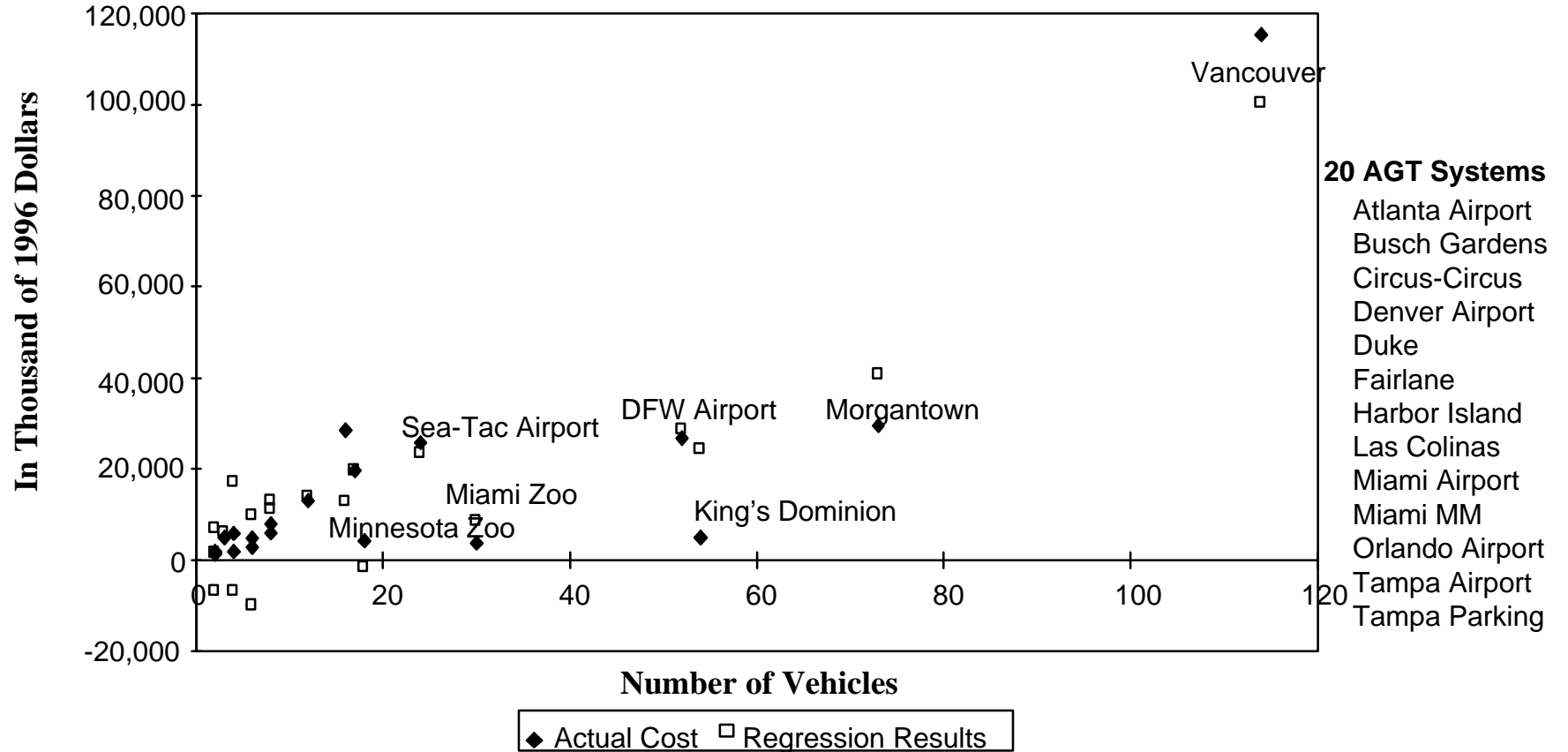
- Configuration**
- 3.0 Miles of Guideway  
2.4 Miles Online  
0.6 Miles Offline
  - 6 Stations

1 mile=1.61 kilometers

**FIGURE 4**

# Vehicle Component Multiple Regression Analysis

## Total Vehicle Cost vs. Fleet Size

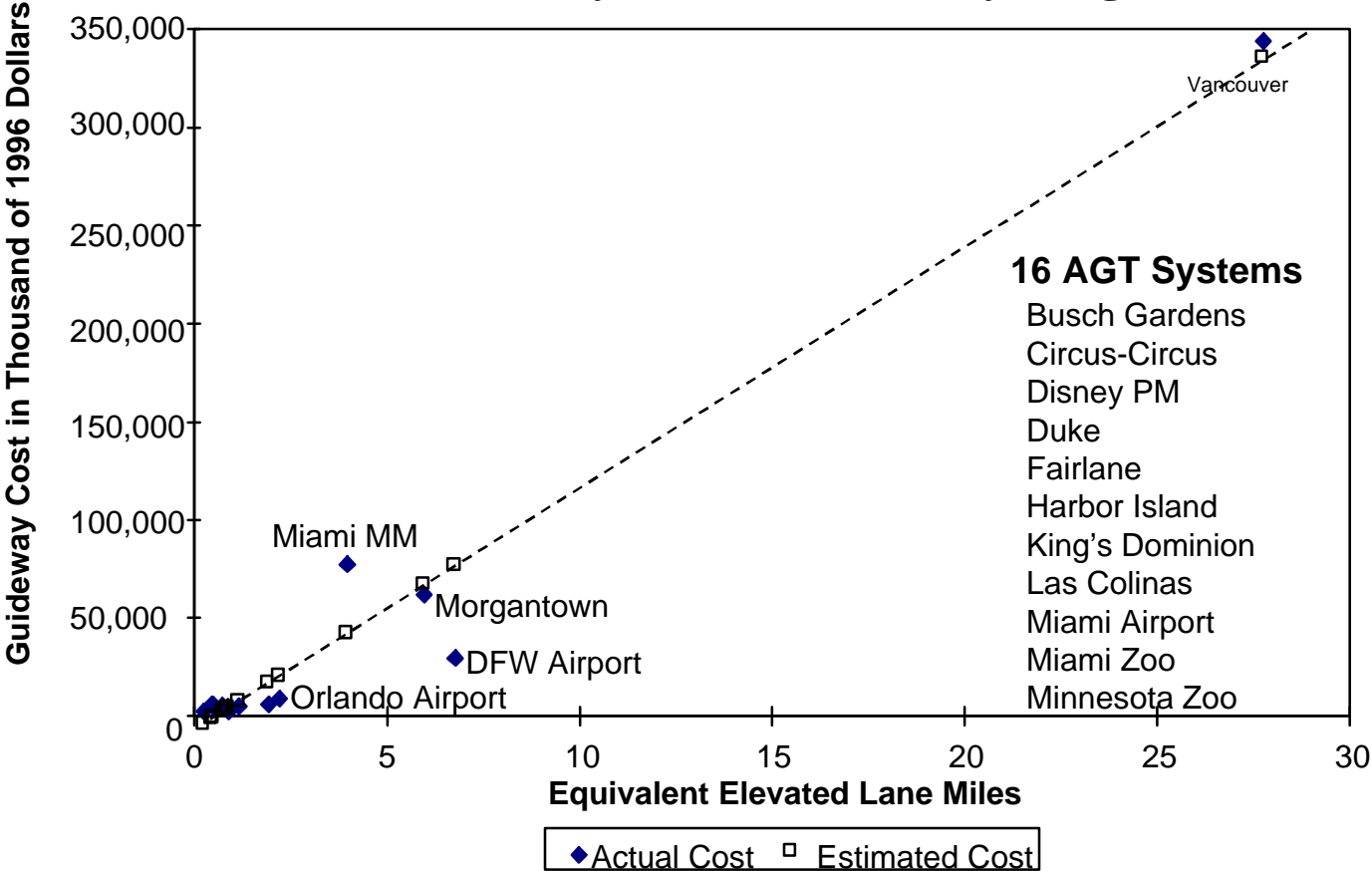


NOTE: The multiple regression analysis was based on 20 North American AGT systems with three independent variables: Fleet Size, Equivalent Vehicle Seated Spaces, and Type of Motors (Rotary DC vs Linear Induction Motors). The multiple regression had R-Square value of 0.858.

FIGURE 5

# Guideway Component Regression Analysis

## AGT Guideway Cost vs. Guideway Length



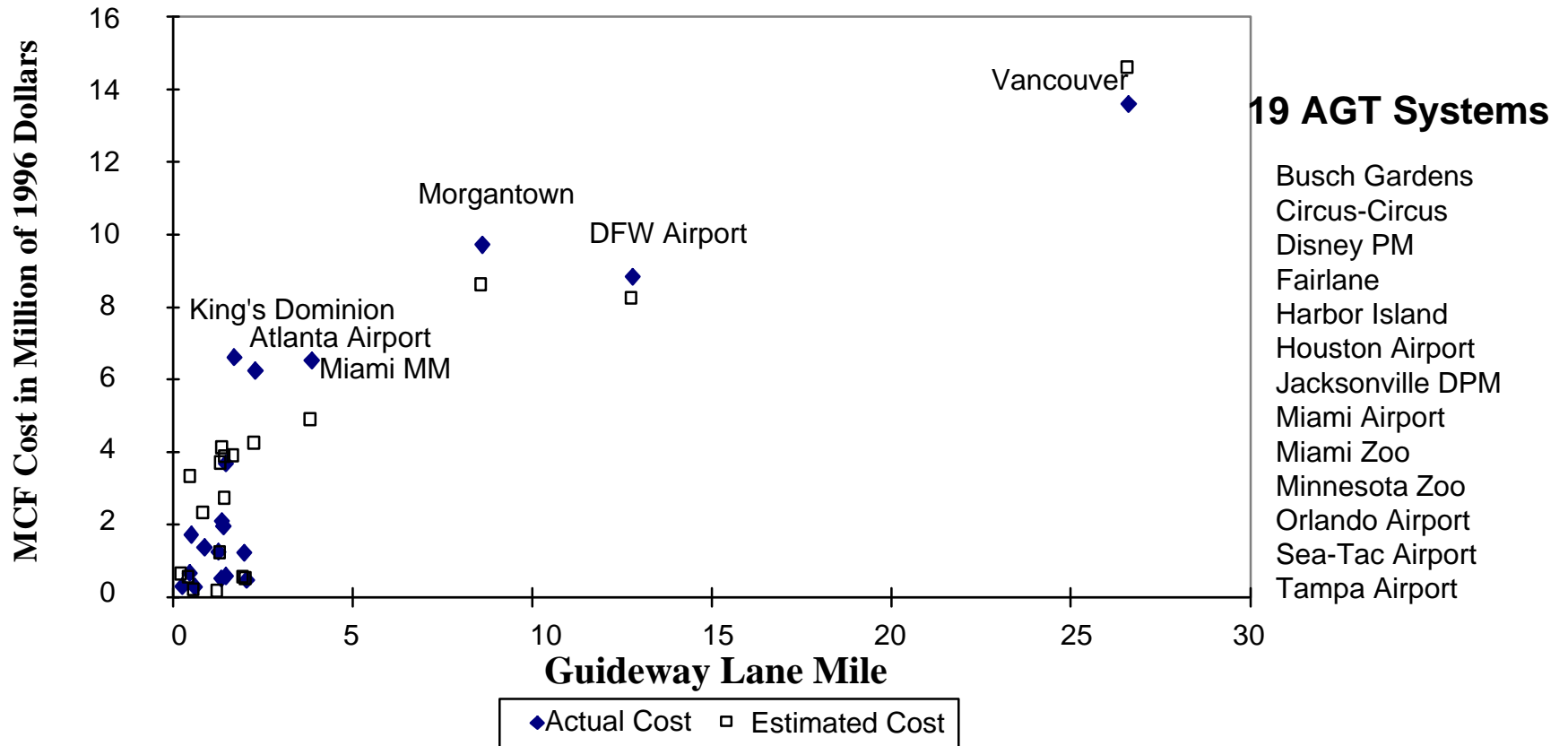
**NOTE:**

- 1). Both at-grade and underground guideway lane miles were converted to Equivalent Elevated Lane Miles using factors calculated from FTA studies (1 mile=1.61 kilometers)
- 2). The simple regression analysis was based on 16 North American AGT systems and had R-Square value of 0.964.

**FIGURE 6**

# MCF Component Multiple Regression Analysis

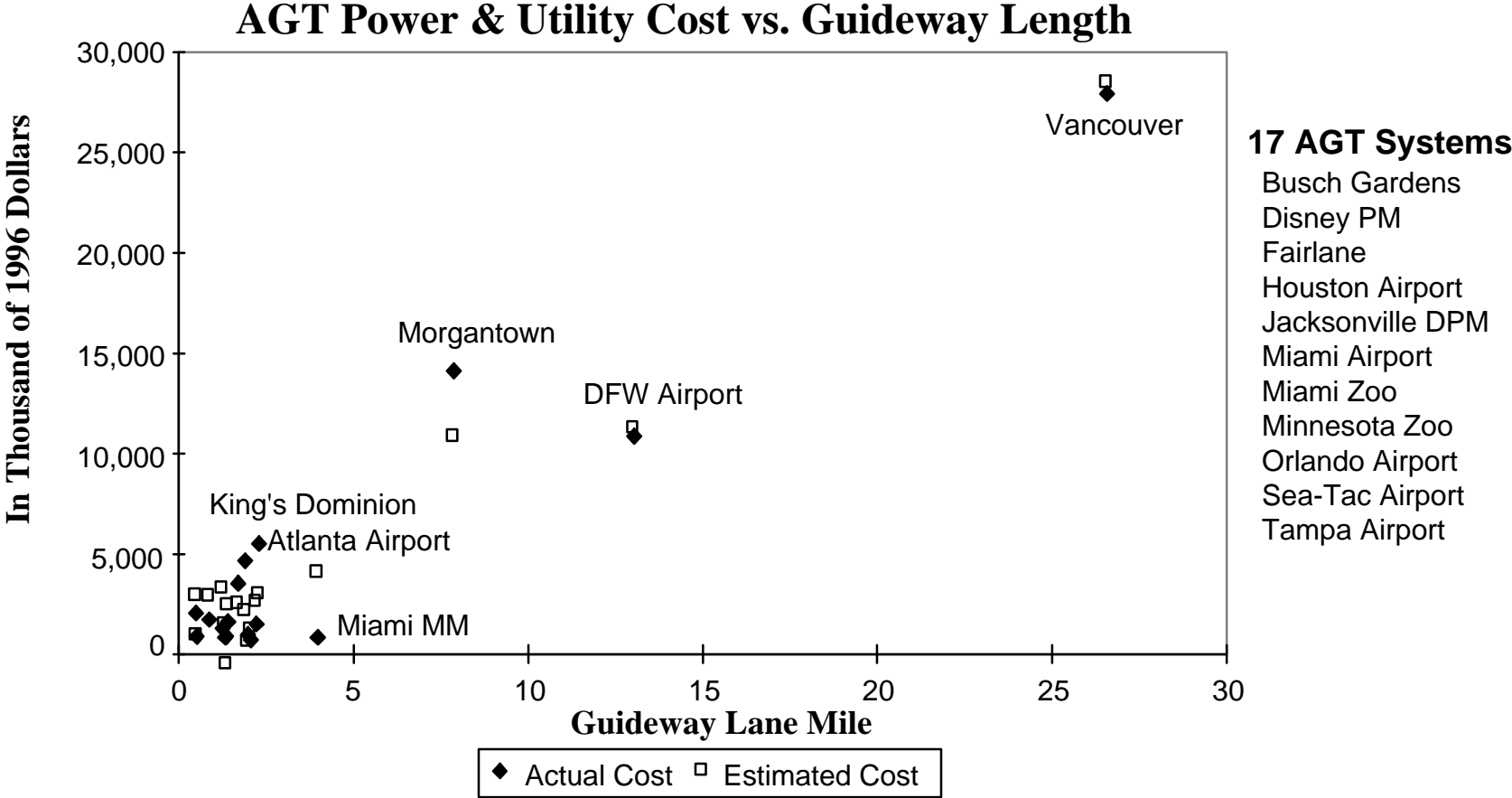
## AGT MCF Capital Cost vs. Guideway Length



NOTE: The multiple regression analysis was based on 19 North American AGT systems with three independent variables: Guideway Lane Mile, System Complexity Index, and Equivalent Vehicle Seated Spaces. The multiple regression had R-Square value of 0.873.  
(1 mile=1.61 kilometers)

**FIGURE 7**

# Power & Utility Component Multiple Regression Analysis



NOTE: The multiple regression analysis was based on 17 North American AGT systems with four independent variables: Guideway Lane Mile, Fleet Size, Equivalent Vehicle Seated Spaces, and Snow/Ice Removal Dummy. The multiple regression had R-Square value of 0.943.  
(1 mile=1.61 kilometers)



**FIGURE 8**

# Component Cost Distribution

**PERCENT OF TOTAL SYSTEM COST**  
Comparison of Raytheon's PRT, Comparable AGT  
and Average of 17 AGT Systems

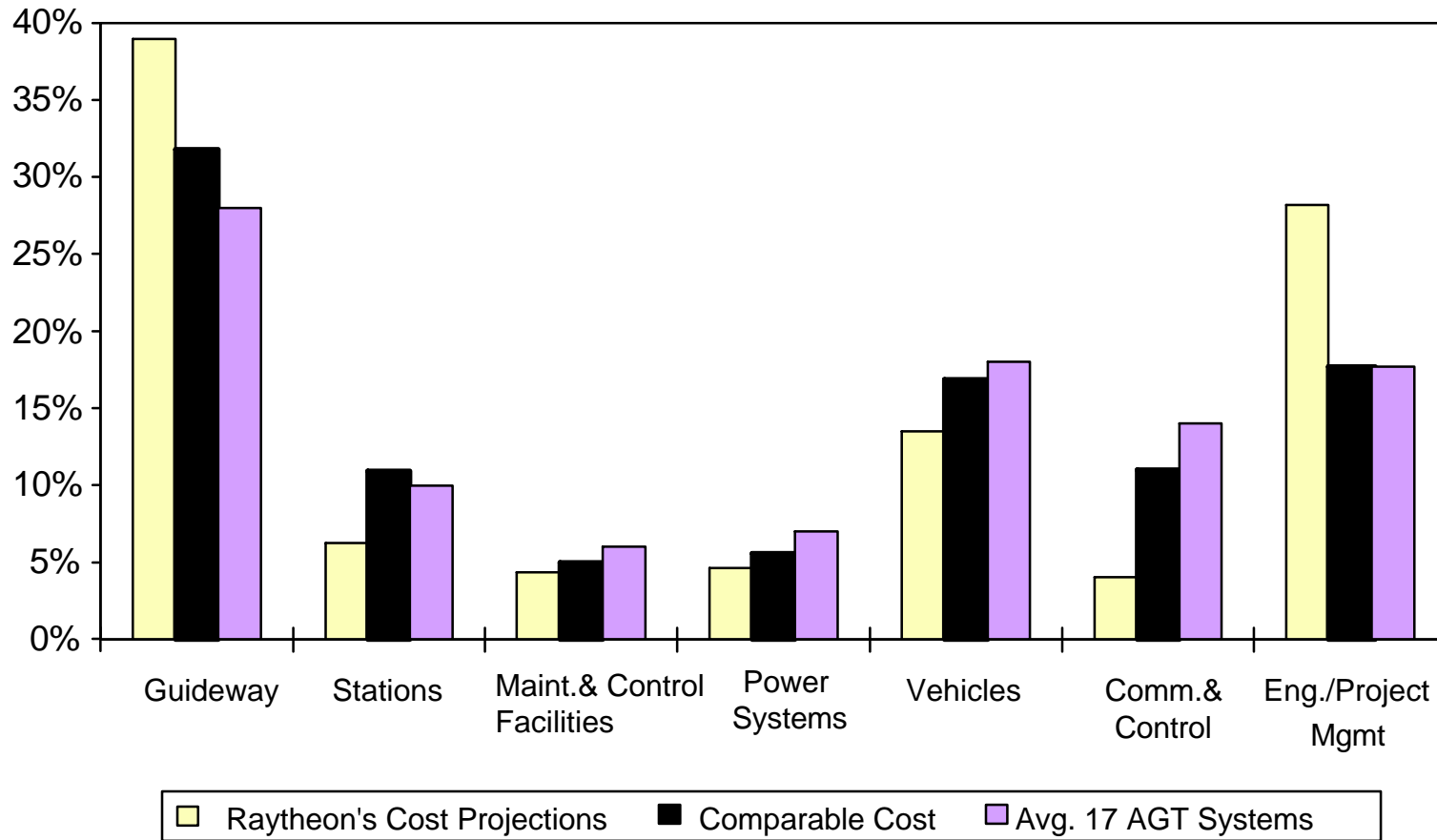
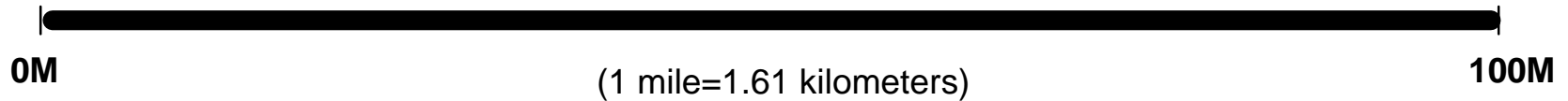
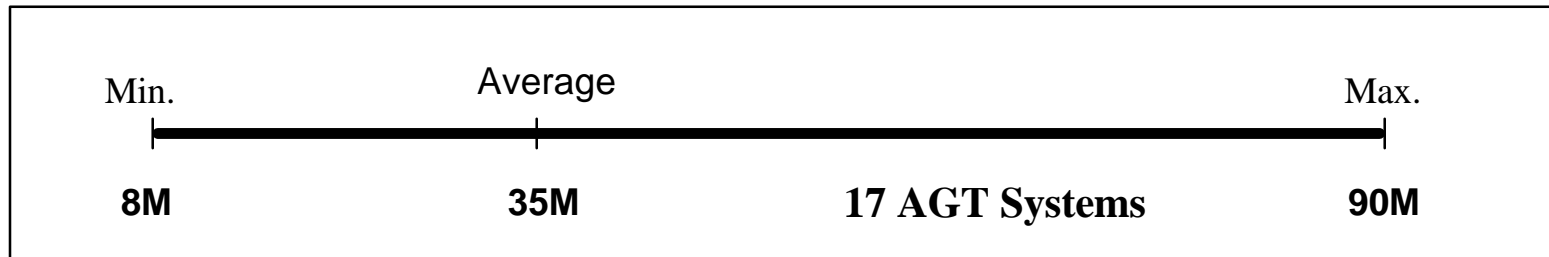
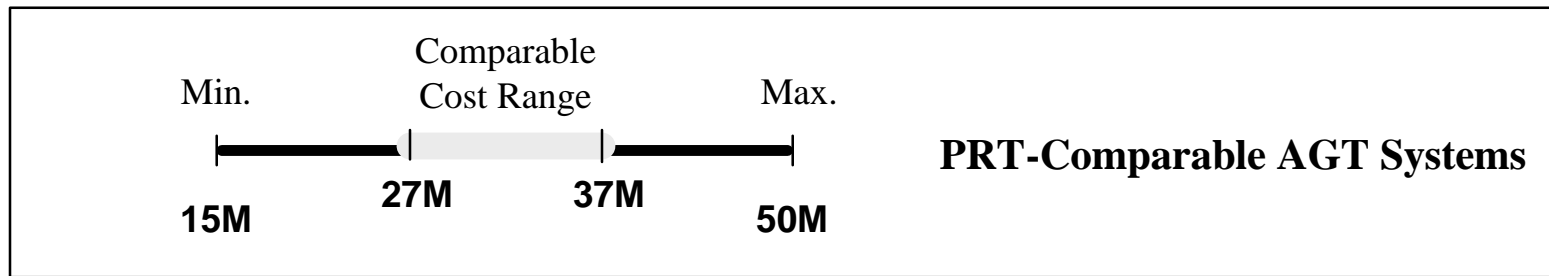


FIGURE 9

# System Unit Cost Comparison

## Cost per Guideway Lane Mile in 1996 Dollars



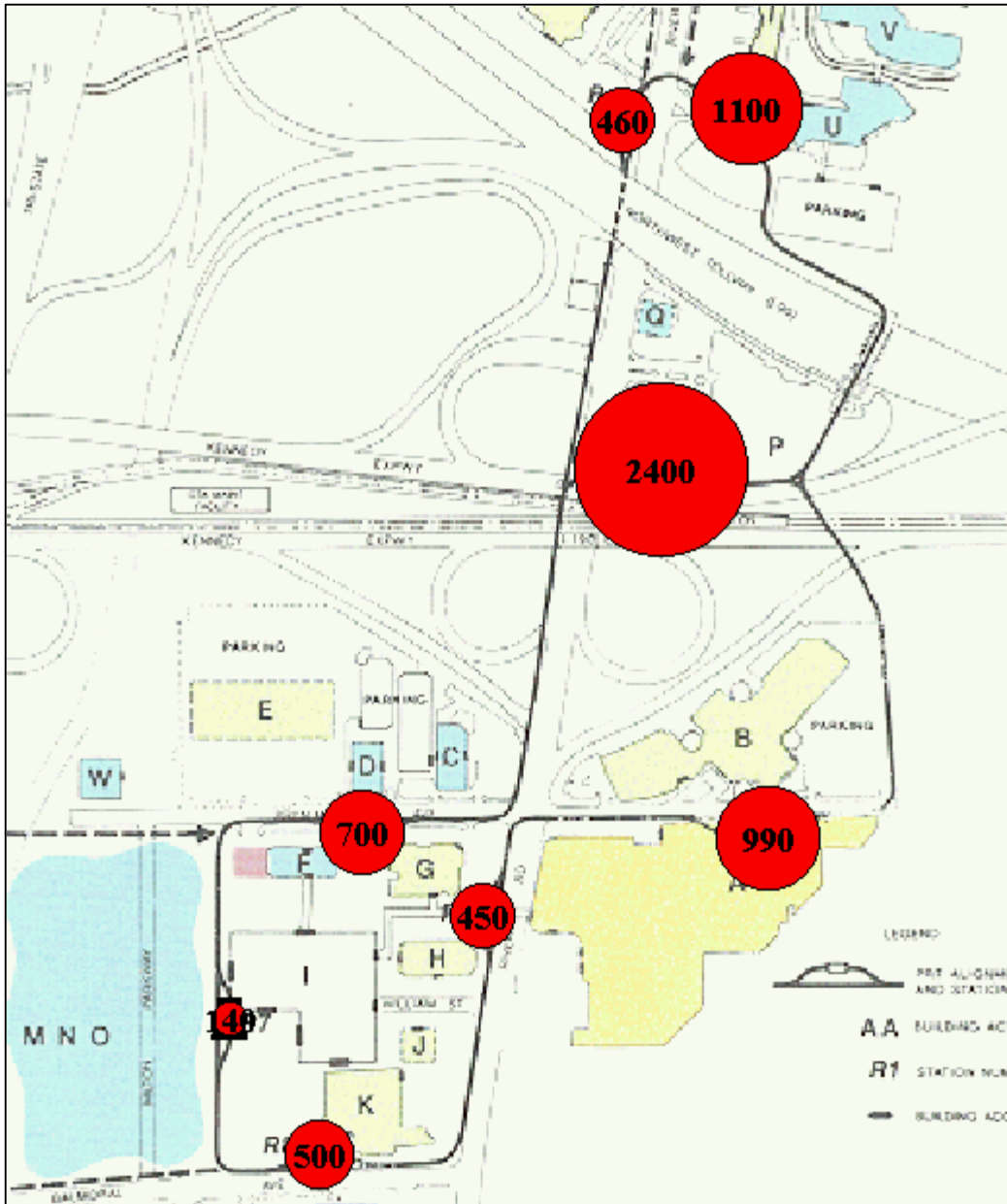


FIGURE 10

# Estimated Year 2000 Average Weekday Station Ridership

(Trade Show at  
Convention Center)

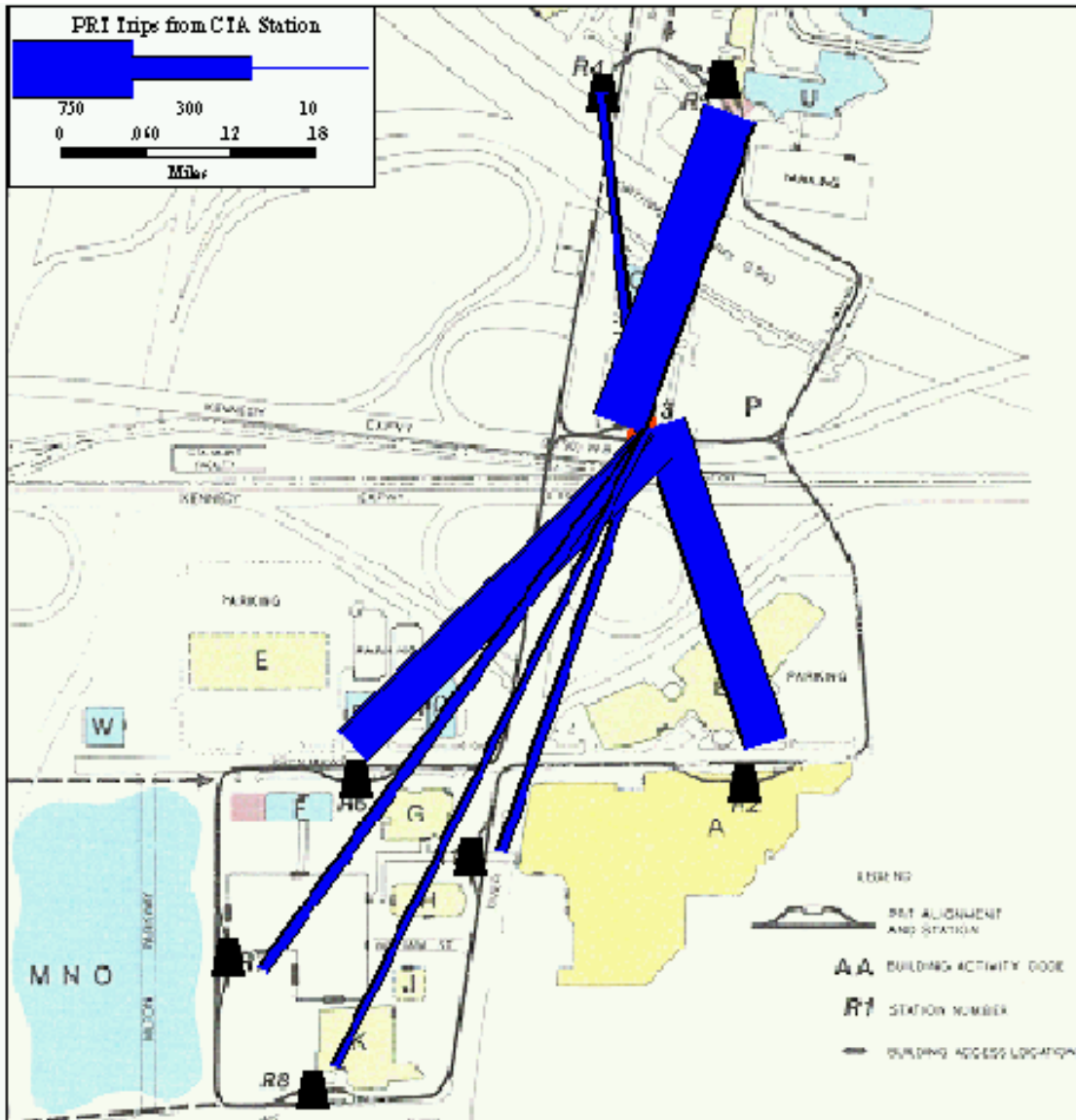


FIGURE 11

**Estimated  
Year 2000  
Weekday  
PRT Trip  
Destinations  
from CTA  
Station  
  
(Trade Show at  
Convention Center)**