

# 2012

## Annual Report



*Transforming Transportation for Tomorrow*

# HELPFUL ACRONYMS

Advanced Traffic Management System.....	<b>ATMS</b>	Green Governments Coordinating Council.....	<b>GGCC</b>
Airport Improvement Program.....	<b>AIP</b>	Hazardous Materials OR Highway Maintainer .....	<b>HM</b>
American Association of State Highway and Transportation Officials .....	<b>AASHTO</b>	High Risk Rural Roads Program = High Risk Rural Roads ..	<b>HRRR</b>
American Recovery and Reinvestment Act .....	<b>ARRA</b>	High Speed Rail.....	<b>HSR</b>
Americans with Disabilities Act .....	<b>ADA</b>	Highway Construction Careers Training Program.....	<b>HCCTP</b>
Burlington Northern Santa Fe.....	<b>BNSF</b>	Highway Railroad Grade Crossing Improvement .....	<b>RR HWY</b>
Calendar Year .....	<b>CY</b>	Highway Safety Improvement Program .....	<b>HSIP</b>
Capital Development Board.....	<b>CDB</b>	Hot Mix Asphalt.....	<b>HMA</b>
Chicago Metropolitan Agency for Planning.....	<b>CMAP</b>	Illinois Department of Transportation.....	<b>IDOT</b>
Chicago Region Environmental & Transportation Efficiency Program.....	<b>CREATE</b>	Illinois State Police.....	<b>ISP</b>
Chicago Transit Authority.....	<b>CTA</b>	Instrument Flight Rules .....	<b>IFR</b>
Closed Circuit Television .....	<b>CCTV</b>	Intelligent Transportation Systems.....	<b>ITS</b>
Commercial Drivers License.....	<b>CDL</b>	Leadership in Energy and Environmental Design .....	<b>LEED</b>
Computer Aided Dispatch.....	<b>CAD</b>	Mid America Association of State Transportation Officials.....	<b>MASSTO</b>
Congestion Mitigation and Air Quality Improvement Program .....	<b>CMAQ</b>	Mississippi River Bridge .....	<b>MRB</b>
Consolidated Vehicle Procurement.....	<b>CVP</b>	National Environmental Policy Act .....	<b>NEPA</b>
Department of Natural Resources .....	<b>DNR</b>	National Highway Traffic Safety Administration.....	<b>NHTSA</b>
Department of Transportation.....	<b>DOT</b>	North Atlantic Treaty Organization .....	<b>NATO</b>
Disadvantaged Business Enterprise .....	<b>DBE</b>	Office Occupational Trainee.....	<b>OOT</b>
Dynamic Message Sign.....	<b>DMS</b>	Professional Engineers .....	<b>PE</b>
Emergency Patrol Vehicle .....	<b>EPV</b>	Public Service Announcement.....	<b>PSA</b>
Emergency Traffic Patrol.....	<b>ETP</b>	Railroads, Bureau of.....	<b>RR</b>
Engineer Technician Training Program.....	<b>ETTP</b>	Record of Decision .....	<b>ROD</b>
Environmental Impact Statement .....	<b>EIS</b>	Reclaimed Asphalt Pavement .....	<b>RAP</b>
Federal Aviation Administration .....	<b>FAA</b>	Recycled Asphalt Shingles.....	<b>RAS</b>
Federal Fiscal Year.....	<b>FFY</b>	Regional Transportation Authority.....	<b>RTA</b>
Federal Highway Administration .....	<b>FHWA</b>	Request for Information.....	<b>RFI</b>
Federal Motor Carrier Safety Administration .....	<b>FMCSA</b>	Request for Payment OR Request for Proposal.....	<b>RFP</b>
Federal Transit Administration.....	<b>FTA</b>	Federal Rail Association.....	<b>FRA</b>
Final Environmental Impact Statement.....	<b>FEIS</b>	South Suburban Airport.....	<b>SSA</b>
Fiscal Year (State).....	<b>FY</b>	United States Department of Transportation.....	<b>USDOT</b>
Flashing Yellow Arrow.....	<b>FYA</b>	University of Illinois - Champaign.....	<b>U of I</b>
		Visual Flight Rules.....	<b>VFR</b>
		Women's Transportation Seminar .....	<b>WTS</b>



IDOT Air Operations in Springfield



## OUR MISSION

We provide safe, cost-effective transportation for Illinois in ways that enhance quality of life, promote economic prosperity, and demonstrate respect for our environment.

## OUR GUIDING PRINCIPLES

We will accomplish our mission while making the following principles the hallmark of all our work:

- Safety • Integrity • Diversity • Responsiveness
- Quality • Innovation

## OUR VISION

The Illinois Department of Transportation will be recognized as the premier state department of transportation in the nation.

## QUALITY POLICY

IDOT will consistently provide safe, cost-effective transportation for Illinois that meets or exceeds the requirements and expectations of our customers. We will actively pursue ever improving quality through programs that enable each employee to continually strive to do their job right the first time, every time.

## QUALITY STATEMENT

Do it right the first time, every time.

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# A MESSAGE FROM ILLINOIS GOVERNOR PAT QUINN

I am pleased to present the Illinois Department of Transportation's (IDOT) 2012 Annual Report – Transforming Transportation for Tomorrow. I am proud of the work done by Transportation Secretary Ann Schneider and her entire IDOT team for their continued commitment to maintaining and improving the Illinois transportation network. We have put thousands of men and women to work, and reduced congestion and travel times for parents, students, and commuters. Hundreds of minority-owned, women-owned, and disabled-owned businesses have been provided with the opportunity to participate on transportation projects across Illinois with a commitment of more than \$344 million to disadvantaged business enterprises in federal fiscal year 2012.

Illinois has one of the most diverse multi-modal transportation systems in the nation, which includes the fourth largest roadway system, third largest interstate system, second largest rail freight system, second largest public transportation system in the nation and third largest in North America, a growing intercity passenger rail network, and one of the busiest airports in the world. Each year, IDOT strives to ensure that this system remains one of the best in the nation and to guarantee that it accommodates travelers and businesses by connecting millions of people and millions of tons of freight with destinations across the nation and around the world.

Thousands of businesses and millions of people throughout the nation rely on Illinois' vast network of roads and bridges, airports, transit systems, railways, walkways, intercity passenger rail, and bikeways to travel, ship goods, and conduct business effectively. The Illinois transportation system represents the foundation for the state's economic engine, as it enables the safe and effective movement of people and goods to and from every corner of our state and the nation.

IDOT's success has ranged from achieving speeds of 110-mph for the first time on Illinois' passenger rail system to awarding the first construction contract on the \$646 million infrastructure and station rehabilitation of the CTA Red Line as well as the completion of numerous road and bridge projects including Wacker Drive in Chicago and the new Mississippi River Bridge in East St. Louis. IDOT also published the state's first multi-modal transportation multi-year program, promising a more complete vision for the planning and implementation of more integrated transportation projects in the years to come.

IDOT's momentum moving into 2013 will only gain strength as Secretary Schneider and her team continue to provide safe, cost-effective transportation for Illinois in ways that enhance quality of life, promote economic prosperity, and demonstrate respect for our environment.

Sincerely,



Pat Quinn  
Governor of Illinois



IDOT's Chicago Career Day



IL RTE 255 Ribbon Cutting



Galesburg Rail Project Announcement



IL RTE 40 Bridge Replacement Ribbon Cutting

# A MESSAGE FROM IDOT SECRETARY ANN L. SCHNEIDER

I want to thank each and every employee of IDOT for all their hard work in 2012. It has been a challenging year, but we have made great strides, and I am privileged to lead such a diligent and qualified team. Safety, integrity, diversity, responsiveness, quality and innovation constitute the foundation of our great state and it is IDOT's goal to integrate these principles into everything it does. We at IDOT are privileged to serve the Illinois traveling public as we head into an era that promises remarkable transportation innovations.

Our triumphs in 2012 spanned the state and many attracted national attention. Illinois Jobs Now!, the Governor's bold capital program for Illinois public infrastructure, ended its fourth year delivering hundreds of needed projects. We did our best to strengthen and monitor our minority participation in transportation construction. Illinois' transportation system has been made safer for users and sustained a fourth year under 1,000 traffic fatalities, based on provisional data. Innovative and sustainable milestones were achieved by developing an IDOT sustainability plan and, for the first time, a 100 percent recyclable pavement material for use in projects. And, additional resources of \$675 million were identified that could be put to work in the current FY 2013.

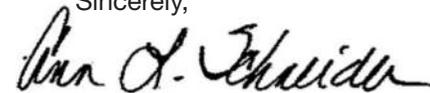
Our Illinois passenger-rail service from Chicago to St. Louis reached 110-mph speeds for the first time. We completed a number of major projects such as Wacker Drive reconstruction in Chicago, and started others such as the reconstruction and upgrade of the Circle Interchange, also in Chicago. Progress is being made toward bringing passenger rail to both the Quad Cities and Rockford for the first time in 30 years. We have federal records of decision for double tracking the high-speed rail corridor, the Elgin O'Hare Western Access and the Illiana Expressway. We are making great progress on Federal Aviation Administration approvals for the South Suburban Airport Master Plan. We have provided funding for the reconstruction of the Chicago Transit Authority Dan Ryan Red Line reconstruction, which includes our innovative construction training and hiring incentive.

In southern Illinois we completed the largest stimulus highway project in Illinois, the Route 162 interchange on I-55. The new Mississippi River Bridge has made tremendous progress while using a diverse workforce throughout the project. We were on the front lines during the aftermath of the Harrisburg tornado and other natural disasters; and we will continue to help communities rebuild.

We have integrated Illinois' diverse modes of transportation, successfully moving toward a multi-modal vision for the planning, programming, construction and operation of a well connected and coordinated transportation system. We have issued the first ever multi-modal multi-year transportation program and developed a cutting edge Long-Range State Transportation Plan that includes specific goals and action plans. We did all of this on top of the regular work we do every day. We did it for you, the public, to provide safe, efficient and reliable transportation to the people and businesses of Illinois and the nation. This year IDOT has tried to capture what matters most to the public, by introducing you to what IDOT does, why it does it and how it does it. The report presents the inner workings of IDOT by providing details on 2012 accomplishments and ongoing initiatives, and it highlights where IDOT hopes to go in the future. It embodies our commitment to a safe, sustainable, and integrated multi-modal transportation system.

Thank you for your interest in the Illinois Department of Transportation's 2012 Annual Report: Transforming Transportation for Tomorrow. I have quickly shared a few of our top achievements from this past year. We hope you will take away a new perspective on IDOT, its employees, and how the department does business for and with the state of Illinois.

Sincerely,



Ann L. Schneider

Illinois Secretary of Transportation

# OVERVIEW

IDOT is responsible for building and maintaining the state's highways, supporting air, rail and public transportation projects. The department also strives to encourage multi-modal transportation safety, which enables the avenues of commerce and travel to remain open and accessible to all of Illinois.



# ILLINOIS TRANSPORTATION SYSTEM

Transportation is part of everyone's daily life. Illinois businesses, residents and visitors have access to one of the greatest multi-modal transportation systems in the nation including the second largest public transportation system, the second largest rail system, the third largest interstate system, the fourth largest highway system, and one of the busiest airport systems. The success of Illinois, its residents, businesses, visitors, and neighboring states all rely on a safe, effective, accessible, and progressive transportation system where all modes make connections in ways that improve ease of travel and help build communities.

Illinois' network of 7,400 railroad miles helps freight trains carry more than 300 million tons of freight into and out of Illinois. Approximately 1,100 miles of navigable waterways allow barges to carry more than 120 million tons of freight. The state's 140,000 miles of roads and 26,000 bridges are used by commercial truckers transporting another 300 million tons of freight. Illinois' regional airport system processes more than 670,000 tons of freight. That is a lot of economic activity navigating into and out of Illinois, and it happens each year.

Illinois is the fifth most populated state, with approximately 12.9 million people. Illinois roads have felt the impact of usage to the tune of 103.4 million vehicle miles in 2012, according to IDOT's most recent information. Forty years ago, the number of miles traveled was only half of what it is today. Amtrak's passenger rail services transported 1.8 million people to and from destinations across Illinois in 2012, almost double that of only six years ago. More than 42 million people flew on commercial flights to and from Illinois airports, plus millions more on general aviation or corporate flights.

IDOT also plays a vital role in the state's tourism activities through the "National Scenic Byways" program which recognizes roads that possess outstanding scenic, historic, recreational, cultural, archeological and natural qualities by designating them as either National Scenic Byways or All-American Roads. Generally, tourism in Illinois could not exist without the state transportation system.

From walking to flying, it is safe to say that all of these people, regardless of age, have benefited from Illinois' transportation system. Put simply, pretty much all people have some type of routine in which they rely upon transportation to help them reach a destination: home, work, school, daycare, shopping, health care, parks and many others.



*Illinois is home to seven scenic byways: The Great River Road, The Lincoln Highway, Meeting of the Great Rivers, Historic National Road in Illinois, Ohio River Scenic Route, Illinois River Road and Historic Route 66 in Illinois.*



# IDOT SUMMARY

Whether traveling by car, train or plane, the Illinois highway system, transit services, rail lines and airports keep travelers on route to their destinations. No matter what method of travel, if you are an Illinois resident or just visiting, it is IDOT's responsibility to ensure that each of Illinois' transportation modes complement each other and enrich lives across the state and nation. IDOT wants to improve each person's quality of life through safe, accessible, sustainable, and innovative means of travel, and works to ensure this happens.

## FISCAL OVERVIEW

Since Governor Quinn took office in January 2009, through his IJN! state capital program and additional federal commitments from the American Recovery and Reinvestment Act of 2009, IDOT has invested more than \$22 billion in improvements for highways, transit, rail, and airport projects across the state, a four-year capital investment that is unsurpassed in Illinois history. These investments have created or supported more than 180,000 direct construction and construction-related jobs in

all transportation modes through 2012, and have enhanced the statewide economy and quality of life by improving Illinois' world-class transportation system.

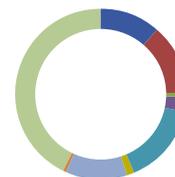
### ILLINOIS JOBS NOW! Accomplishments

*Governor Quinn's Four-Year Capital Transportation Program:*

- \$11.7 billion invested in road and bridge projects
  - Improved almost 6,700 miles of road
  - Improved/maintained over 1,000 bridges
  - \$300 million granted to local governments
  - Over 360 airport improvement projects totaling \$420 million in project costs
  - \$1.7 billion in rehabilitation, reconstruction, and improvements for transit projects
  - \$800 million in rail investments including High-Speed Rail, New Rail Corridors and CREATE projects
- Supported more than 180,000 direct construction jobs.*

For 2012, new appropriations from the annual budget pay for public transportation operating assistance, state-supported rail passenger service, highway maintenance and traffic operations, roadway safety programs, the pass through of motor fuel taxes to local governments, and administrative costs for all modes. It also contains the capital appropriations for the current year of the multi-year program. The new appropriations represent only about one quarter of the department's total budget. The majority of the budget and most of the spending on capital projects are in reappropriations of previous capital appropriations for the multi-year program which spends out over many years. The information in the following charts represent IDOT's FY 2012 and FY2013 appropriations.

### FY2012 New Appropriations by Program \$4,550 Million



In Millions of Dollars

	FY2012
Highway Maintenance & Traffic	526, 12%
Motor Fuel Tax to Local Governments	608, 13%
Rail	30, 1%
Aeronautics	137, 3%
Transit Operating Assistance	692, 15%
Transit Capital Assistance	59, 1%
Multi-modal Administration	538, 12%
Traffic Safety Grants	23, 1%
Highway Construction	1,937, 43%
<b>TOTAL</b>	<b>4,550</b>

### FY2013 New Appropriations by Program \$4,029 Million

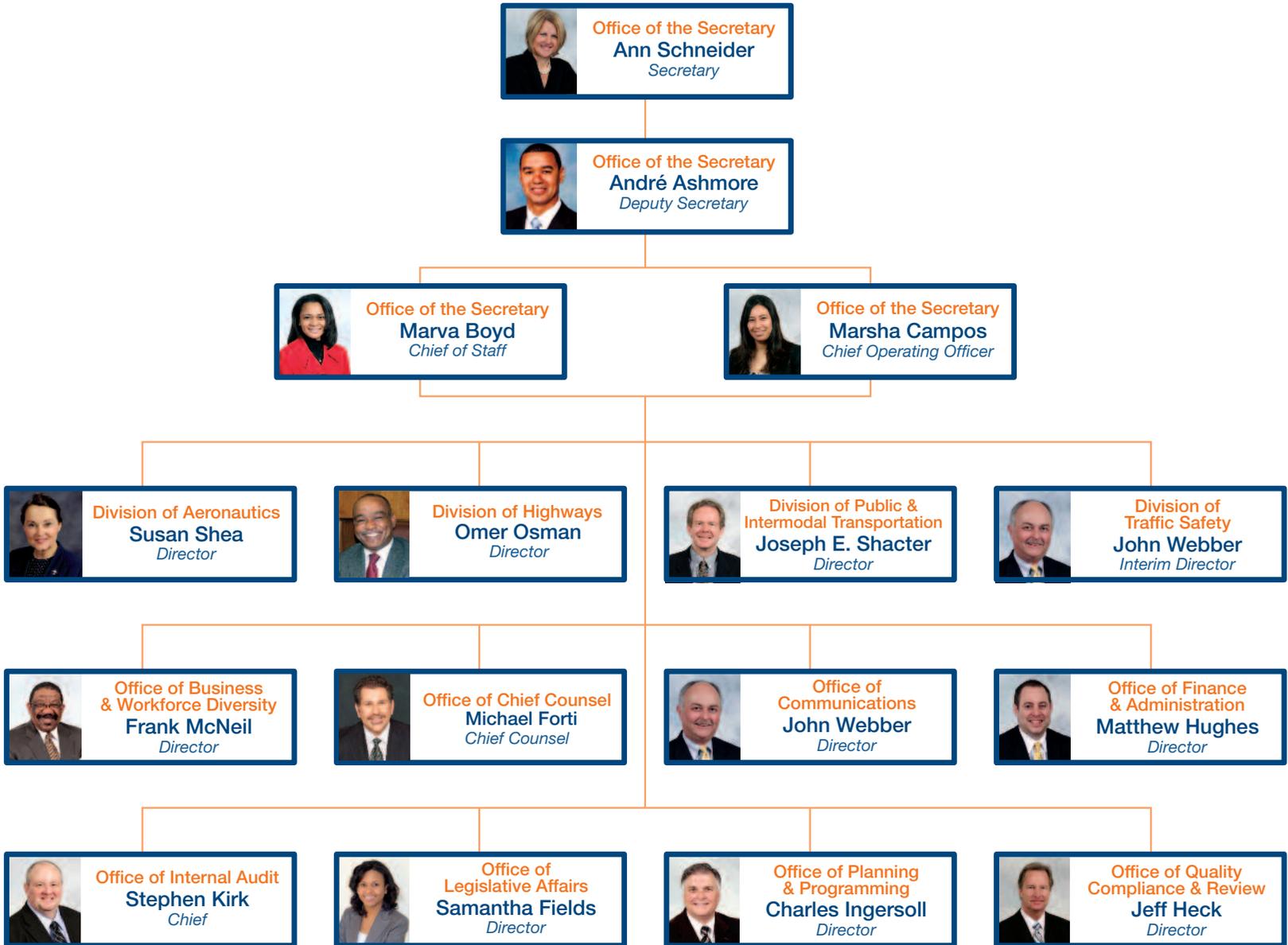


In Millions of Dollars

	FY2013
Highway Maintenance & Traffic	521, 13%
Motor Fuel Tax to Local Governments	608, 15%
Rail	431, 11%
Aeronautics	130, 3%
Transit Operating Assistance	612, 15%
Transit Capital Assistance	49, 1%
Multi-modal Administration	522, 13%
Traffic Safety Grants	19, 0%
Highway Construction	1,137, 28%
<b>TOTAL</b>	<b>4,029</b>

# ORGANIZATIONAL OVERVIEW

IDOT consists of four divisions and eight supporting offices. Under the Division of Highways, there are nine transportation districts in five regions across the state. The following organization chart represents the department's senior management at time of publication; to view the organization chart and region map online, please visit IDOT's website.



# EMPLOYEE OVERVIEW\*

IDOT employees take pride in serving Illinois and each of the state's residents and visitors. The department employs approximately 5,099 full-time permanent staff members, approximately 80 percent male and 20 percent female. Nearly 42 percent are civil engineers or engineering technicians. 42 percent of IDOT's 1,077 civil engineers are licensed Professional Engineers (PE), 21 of whom are structural engineers. IDOT also employs geologists, land surveyors, auditors, accountants, pilots, bridge tenders, chemists, attorneys, appraisers, and highway maintainers. This list continues and spans many specialty fields, all of which help IDOT accomplish its mission.

IDOT diligently works to make sure its own workforce demographics are representative of Illinois and efficiently trained and accommodated in order to best meet the demands of the state's transportation system. The faces of IDOT, similar to the position titles, illustrate the diversity of the state. IDOT has seen a percentage increase in African American, Hispanic, and Asian employees since the end of 2011. The overall percentage of minorities employed by IDOT has gone from 15.9 percent in 2011 to 16.8 percent in 2012. From those serving in his or her first few years (19 year old employee in District 1) to serving more than 60 years (an 85 year old in District 8), IDOT has 779 employees who have been on the job for more than 25 years and 3,761 for more than 10 years in a full-time or part-time permanent capacity.

*\*Please note, unless communicated, all employee statistics reflect 2012 year end, full-time permanent employees.*



IDOT at Work on a Jobsite



Senior Managers: Charles Ingersoll, Kevin Schoeben, & Omer Osman



IDOT's 25 Year Ceremony - Secretary Schneider and IDOT's 2012 Outstanding Service recipient Deputy Director Bola Delano



IDOT 25 Year Ceremony - District 1 with Secretary Schneider



IDOT at Work in the Community



IDOT at Work at Florence Bridge



IDOT at Work at Springfield Air Ops



IDOT at Work in the Field

# IDOT AT WORK

IDOT's responsibilities as a state agency can be completed only with the dedication and diligence of each and every IDOT employee. Each day, IDOT employees work toward a common goal: to provide safe, cost-effective transportation for Illinois in ways that enhance quality of life, promote economic prosperity, and demonstrate respect for our environment. If you read the first part of this report, you might think: "Isn't this IDOT's mission statement?" Yes! Each employee has a role in the execution of this mission and each day, through the inner workings of the department, the employee's responsibilities weave together to accomplish this mission.

Some IDOT employees take to the roads to maintain the state's highways by clearing debris, repairing and patching concrete, bituminous and other roadway surfaces, loading and unloading trucks, spreading salt, sand, gravel and asphalt, filling in shoulder ruts, and cleaning and repairing bridges. These same employees are also ready to tackle natural disasters and traffic related issues such as crashes, flat tires, or breakdowns.

Many employees focus on the condition and effectiveness of the state's roadways, bridges, and airport pavements. They assist with the analysis and collection of data and needs identification. Across the state, employees prioritize these needs and the higher priority needs often become projects. Employees oversee planning, design, and construction work for the state's highway, transit, rail and airport projects.

While a portion of IDOT employees assess, review, plan, design, and oversee the construction of the state's multi-modal transportation system, others are looking for innovative ways to implement new projects, upgrade current infrastructure, and improve the way we do business with our business partners. Some ensure IDOT is fiscally and ethically accountable in external and internal business practices.

Employees guarantee the Governor and General Assembly have the best resources to serve and advocate for the transportation-related needs of Illinois residents and visitors. Employees monitor, assess, and provide assurance on the level of fiscal integrity and construction contract compliance in IDOT business partnerships. Some prosecute and defend all litigation for IDOT. Others provide assurances on the adequacy of the internal control systems put in place by management to manage risk; ensure compliance with applicable laws, rules regulations, policies, procedures and requirements; and to effectively accomplish IDOT's mission.

Some perform research in all areas of transportation to make more effective decisions and apply new and innovative technology. Others conduct material tests to evaluate products used in building the state's roads, bridges, runways, and more to ensure Illinois is getting durable and environmentally safe products with limited resources. Some are working with communities to make sure we are meeting their needs and hearing their voices; some are out in communities spreading the word about traffic safety and sustainable practices, and educating business partners, specifically disadvantaged business enterprises, on IDOT processes, applications, and programs in an effort to increase their opportunities to do business with the state. Other employees hold conferences and workshops, and attend many more to learn and share new approaches and innovations in the transportation industry. They recruit bright new faces for the IDOT team, and spread the word to middle school, high school, and college students that the transportation industry is a great place to build a career with endless rewarding opportunities.

There are many faces to IDOT. Every one of them has a role in making this department one of the best in the nation. Throughout this report, there will be more information capturing the impact of what IDOT employees do across the state.

*Harrisburg Mayor Eric Gregg, IDOT's Secretary Schneider, Senior Management and District 9 Harrisburg Maintenance Yard Staff*



# 2012 ACCOMPLISHMENTS

IDOT was Illinois' first agency to be headed by a "Secretary" when formed in 1972, and in July 2011, Governor Quinn appointed Ann L. Schneider as Illinois' first female Secretary of Transportation. Secretary Schneider's first full year leading the IDOT team was full of activity and accomplishments. IDOT, with its diligent staff, and state and federal funding allocations, accomplished a variety of objectives in 2012. It was a busy, successful year at IDOT, with improvements to Illinois' transportation system, and enhancements to transportation planning and transportation options throughout the state and across all modes. Additionally, the department worked hard to maintain safety on Illinois roads, improve communication and outreach with all public and private partners, implement and advance human capital programs, and utilize sustainable and technological resources.



# SYSTEM IMPROVEMENTS

Each year IDOT and its transportation partners work within and around Illinois' great communities to improve and enhance the state's transportation system. In cooperation with federal, state, regional, and local agencies and the public, IDOT develops and maintains a comprehensive and multi-modal (highway, public transportation, rail and airport) integrated planning and programming process for efficient, economical, and sustainable transportation services. Hundreds of projects are being worked on simultaneously across the state. Each year, these efforts are presented in the department's Annual Program, For the Record and Multi-Year Transportation Improvement Program. The following 12 multi-modal transportation projects are only a few of the many IDOT accomplishments from 2012.



1

ST. LOUIS DOWNTOWN AIRPORT (CPS)



2

QUAD CITY INTERNATIONAL AIRPORT (MLI)



3

EDGAR COUNTY AIRPORT (PRG)



4

WACKER DRIVE



5

CONGRESS PARKWAY



6

IL RTE 162, I-55 AND 70 (METRO EAST AREA)



7

IL RTE 255



8

IL RTE 40



9

CTA RED LINE



10

BELMONT ROAD GRADE SEPARATION PROJECT



11

PROVISO 3RD MAIN

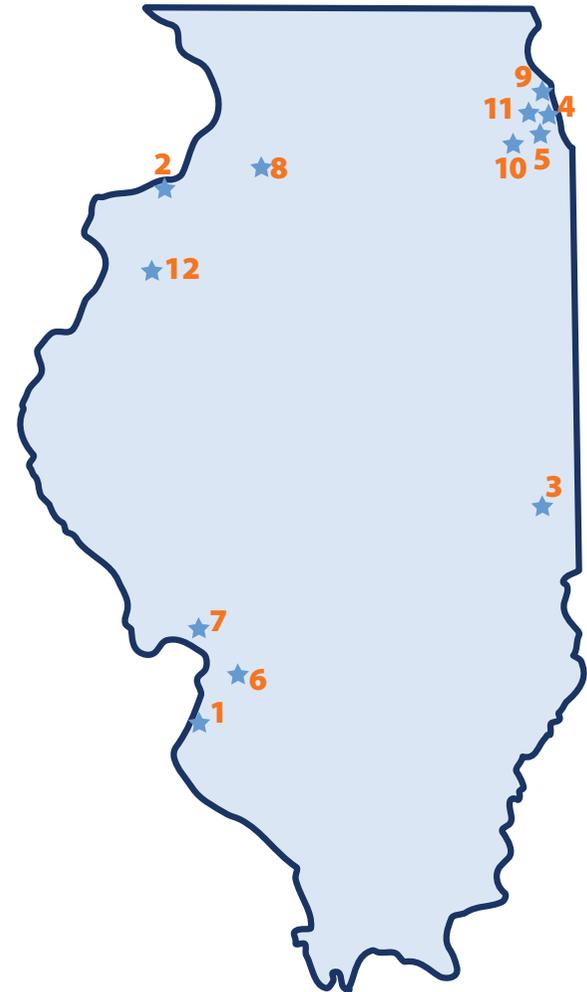


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GALESBURG MITIGATION PROJECT

## DID YOU KNOW?

IDOT has hundreds of ongoing or recently completed projects. You can visit IDOT's website, [www.GettingAroundIllinois.com](http://www.GettingAroundIllinois.com), to search the entire state for active and future transportation projects in your area or the entire state.





# AIRPORTS

IDOT's Airport Improvement Program (AIP) (Federal/State/Local) for FY 2012 included more than 110 projects totaling more than \$180 million in anticipated project costs.

## DID YOU KNOW?

The Disadvantaged Business Enterprise Program (DBE) provides contracting opportunities to small businesses owned and managed by socially or economically disadvantaged individuals. DBE certification provides small businesses with additional opportunities on transportation related contracts. DBE goals are placed on highway, airport and rail contracts and only businesses certified as DBEs can be utilized to meet those contract goals.



## WORKING WITH DBEs

IDOT works hard to make sure the department operates in an equal and diverse manner in all of its business processes. Through the DBE program, IDOT is able to ensure diversity goals are tracked and the department will continue to work to meet their goals.

Federal Fiscal Year (FFY) 2012 Stats:

- Overall Aspirational DBE Statewide Goal: 22.77%
- Total Contract Awards: \$2,184,242,886
- Total DBE Commitments: \$498,557,004 (15.76%)



Circle Interchange - Chicago

### 1. ST. LOUIS DOWNTOWN AIRPORT (CPS) – WIDEN & STRENGTHEN RUNWAY 12R/30L:

CPS is located in Cahokia/Sauget and is just minutes from downtown St. Louis. CPS is home to a major international aircraft maintenance/ repair/ overhaul business, a university flight school, news helicopters, and dozens of corporate and private aircraft. The widening and strengthening of the primary runway enhances safety and allows larger, more capable aircraft to use CPS. This increased capability already has attracted new users and will position businesses on the airfield to expand their clientele to larger operators, creating jobs and increasing revenues.



### 2. QUAD CITY INTERNATIONAL AIRPORT (MLI) – RECONSTRUCT RUNWAY 9/27:

Located in Moline, MLI is the largest commercial service airport in Illinois outside Chicago. The reconstruction of primary runway 9/27 was an ambitious multi-



year project that included several innovative concepts. With each of the three runways at MLI intersecting in one location, a temporary runway – complete with navigational instrumentation – was constructed to allow the airport to operate while the “bulls-eye” was being reconstructed. This temporary runway was then transformed into a taxiway

that now effectively serves corporate users. This project required extensive coordination with the Federal Aviation Administration (FAA) Control Tower, airlines and other users to ensure the highest levels of safety throughout the entire process.

### 3. EDGAR COUNTY AIRPORT (PRG) - NEW CROSSWIND RUNWAY:

PRG is located just north of Paris, and is the only publicly owned airport in Edgar County. Prior to this project, the airport had a single general aviation runway. The addition of this runway increased safety by allowing aircraft to land more safely in certain crosswind conditions. The construction of an all-new runway is a rare accomplishment, especially in a mature and robust aviation system such as the one here in Illinois. PRG's crosswind runway was the only new runway constructed in Illinois in 2012 and one of only a handful of all-new runways across the United States.

# ROADS AND BRIDGES

In 2012, IDOT accomplished 2,498 highway projects totaling \$2.819 billion. This included the improvement of 921 miles of pavement and the repair or reconstruction of 262 bridges.

**4. WACKER DRIVE:** This \$303 million project serving downtown Chicago created or supported 3,100 jobs and was completed on time and on budget. It completes the modernization of historic Lower and Upper Wacker Drive from Randolph Street to Congress Boulevard, and reconfigures the busy Congress Parkway Interchange. The completion of this project will benefit motorists and pedestrians in the Chicago area. Congestion will decrease, navigation will increase, and access will improve. Additionally, by utilizing state-of-the-art engineering and technology, travelers will experience improved safety.



## DID YOU KNOW?

Reconstruction is the removal and replacement of a roadway or bridge in its entirety.

**5. CONGRESS PARKWAY:** The scope of work for Congress Parkway over the South Branch of the Chicago River involved the rehabilitation of the existing movable bascule bridge which consists of four movable steel leaves and is located along Interstate 290 at its terminus location at the east outskirts of Chicago in Cook County. The project was put out for bid on August 14, 2009 at an estimated cost of \$33 million. It was stage constructed over two and a half construction seasons. The first phase of construction started in spring 2010 and was substantially completed in spring 2012.



**6. ILLINOIS ROUTE 162, INTERSTATES 55 AND 70 IN METRO EAST AREA:** The \$23.5 million bridge reconstruction and single-point diamond interchange at Illinois Route 162 and Interstate 55/70 in Troy was completed in late 2012. The single-point urban diamond interchange offers improved



traffic-carrying capabilities, safer operations, and reduced right-of-way needs under certain conditions when compared to other interchange configurations. The project created or supported more than 300 jobs, will reduce congestion and improve safety, including widened overpass clearance to assist with oversize loads.

**7. ILLINOIS ROUTE 255:** The extension of Illinois Route 255 from Seminary Road to US 67 in Godfrey included adding four lane pavement and a diamond interchange at Humbert Road and Illinois Route 111. This new corridor creates a direct connection from the Alton-Godfrey area to the metro-east and St. Louis area. This will decrease travel times for commuters, improve safety and reduce costs associated with crashes, vehicle operation and travel time. This also creates an opportunity for a new economic development area. Project cost was approximately \$21.9 million and was completed in October 2012.



**8. ILLINOIS ROUTE 40:** This project involved the replacement of the bridge over the Rock River between Sterling and Rock Falls. The existing bridge was in poor condition. The new structure also provides a bicycle/pedestrian multi-use path to connect recreational paths on both sides of the river. Project cost was approximately \$27 million, and it was completed in November 2012.



## 2012 Road & Bridge Statistics

**1,234** Land Acquisition Parcels

**880** Projects Let

**876** Projects Awarded through Letting

**\$1.5 billion** Letting Award Amount

# RAIL AND PUBLIC TRANSIT

IDOT oversees the state's public transportation network and its passenger and freight rail system. The FY 2012 Rail Improvement Program identified \$159.2 million in funding from the capital program in current state and federal revenues for improving passenger service and for freight improvement projects; additionally, \$26 million was identified in operating subsidies for the state-supported trains between Chicago and Carbondale, Quincy, St. Louis and Milwaukee.

**9. CTA RED LINE:** IDOT is working with Regional Transportation Authority (RTA) and Chicago Transit Authority (CTA) on the largest transit grant in the history of the state: \$646 million CTA Red Line infrastructure and station rehabilitation that will eliminate slow zones and replace outdated track, signals and stations. The project's completion will result in an improved, faster, and safer ride for passengers.

The project includes the \$426 million rebuild of the South Red Line, often called the Dan Ryan branch. Scope of the project includes the complete rebuild of tracks and ties, new ballast and drainage for entire Dan Ryan branch from Cermak to 95th Street, station rehabilitation and more. Construction is slated to begin in spring 2013 and is scheduled to last approximately five months. Completion of this project will bring enhanced accommodations to those who use the line including faster commutes, more reliability, increased accessibility, and improved safety.

The \$200 million complete rehabilitation of the Wilson Station on the North Red Line is included in this project as well. The first construction contract was awarded in October 2012 for the track and civil work portion of the project. Overall, the Wilson Station rehabilitation will provide for a new and modern station, better train movement, and improved passenger accessibility and safety.



## 10. BELMONT ROAD GRADE SEPARATION PROJECT (CREATE):

Located near the Burlington Northern Santa Fe (BNSF) Metra tracks in Downers Grove is 96 percent complete. On October 17, 2012 Governor Pat Quinn, Secretary Ann L. Schneider, DuPage County and local officials, and railroad executives dedicated the new rail bridge. IDOT Highway formula funds of \$19.8 million matched a \$19.8 million investment from Metra. Other funds consisted of, \$12 million from the Grade Cross-



ing Protection fund that is administered by the Illinois Commerce Commission, \$2.7 million from BNSF and \$5.3 million from the Federal Transit Administration's (FTA) Congestion Mitigation and Air Quality Improvement Program (CMAQ).

## 11. PROVISO 3RD MAIN (CREATE):



The \$17.3 million project, located in Bellwood/Berkley, is scheduled to be completed in 2013 and at the close of 2012, was 70 percent complete. The new project features two pedestrian tunnels. One 34-foot long tunnel is located at the Berkley Station. The Bellwood Station tunnel is 79-feet long. Both tunnels will allow train traffic to move more freely while providing a safe passageway below

for pedestrian traffic. Additionally, new rain shelters and updated walkways are included in the project.

## 12. GALESBURG MITIGATION PROJECT:

Construction continued this year on the Galesburg Mitigation Relief Project that will improve reliability for Amtrak trains operating between Chicago-Galesburg and Quincy. The \$45 million project, which is funded from the IJN! state capital program, will reduce schedules by five minutes and satisfies a commitment the state made when the number of daily round-trips on the corridor was doubled in 2006. At the close of 2012, the project is slightly under budget and on schedule. Three staging tracks have been built and work is now taking place on the new connection and the third track addition at the Galesburg Station.

**40** State Grade Crossing Projects

**\$5.6 million**

State Grade Crossing Worth

**50** Local Grade Crossing Projects

**\$8.2 million**

Local Grade Crossing Worth



## MEGA PROJECTS

Each year, IDOT has several projects that hold a special interest to a specific region of the state or the entire state. These projects, designated as mega projects, significantly impact communities by improving travel times, decreasing congestion, enhancing safety, creating jobs and strengthening area economies by supplying new or improved travel options. This year IDOT has completed, begun, and continued working on several mega projects.

### mega project websites!

- [www.createprogram.org](http://www.createprogram.org)
- [www.idothsr.org](http://www.idothsr.org)
- [www.circleinterchange.org](http://www.circleinterchange.org)
- [www.newriverbridge.org](http://www.newriverbridge.org)
- [www.illianacorridor.org](http://www.illianacorridor.org)
- [www.southsuburbanairport.com](http://www.southsuburbanairport.com)

## HIGH-SPEED RAIL (HSR)

2012 has been a great year for Illinois' HSR initiative. In 2012, safety diagnostic reviews were completed for the corridor, ensuring that both trains and motor vehicles can operate safely at highway – railroad grade crossings. On December 18, 2012, the Federal Rail Administration (FRA) issued two Record of Decisions (ROD) for the required National Environmental Policy Act (NEPA) analysis on the Chicago-St. Louis HSR corridor. FRA selected the Rock Island Corridor as the most efficient route between Joliet and Chicago and chose a consolidated route along 10th Street through Springfield.

These decisions allow Illinois to further design/engineer additional infrastructure improvements beyond the current Chicago to St. Louis project that will, once built, make the corridor eligible for additional trains and daily round-trips. In general, the HSR initiative will make the corridor eligible for new trains and improved frequencies as it helps improve on-time performance, and ultimately reduce travel time to less than four hours.

### NEW RAIL CARS!

Contract preparations for the equipment procurement of 88 new rail cars between California, Illinois and Sumitomo Corporation/Nippon Sharyo of Rochelle, Illinois (vendor) have been completed, and Governor Quinn held a contract signature ceremony with the vendor in Rochelle on November 19, 2012. Initial kickoff meetings with IDOT, Caltrans, and Sumitomo took place on November 28 and 29 at the manufacturing facility. Design reviews will begin over the next several months.

The Request for Proposal (RFP) for the locomotive procurement will be drafted and issued this winter or early spring by the Joint Procurement Task Force, based on information provided to them by the Request for Information (RFI) responses. A lead entity for the locomotive RFP has not been established.

In 2012, the department received additional grants, including \$268 million for new railcars and locomotive equipment that will be furnished between 2015-18 to the Chicago-St. Louis, Quincy, Carbondale, Moline, and Rockford-Dubuque corridors.



<b>Overall Project Start Date</b>	January 2010 – Illinois was selected to receive over \$1 billion in ARRA funds for high-speed passenger rail. Only two states received this level of funding – Illinois and California.
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<b>Construction Start Date</b>	September 2010
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<b>Tentative Project Completion Date</b>	Fall 2015 for Phase 1 of 110 mph service: Dwight-Alton Fall 2017 for Phase 2: Dwight-Joliet
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<b>Estimated Project Cost</b>	\$1.6 billion, with 90 percent from federal grants
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<b>2012 Year-End Status &amp; Accomplishments</b>	<p>Since 2010:</p> <ul style="list-style-type: none"> <li>• Installed some 475 track-miles of new rail.</li> <li>• Installed 619,813 new concrete ties.</li> <li>• Spread 1,252,129 tons of stone ballast.</li> <li>• Renewed 235 crossing surfaces and approaches.</li> </ul> <p>Rail upgrades paved the way for a public demonstration of 110 mph service between Dwight and Pontiac in the fall of 2012, the first glimpse of high-speed travel on this corridor and statewide. When possible, this section of the corridor is operating for the general public at 110 mph speeds.</p>
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# NEW MISSISSIPPI RIVER BRIDGE (MRB)

The MRB project includes the construction of a four-lane cable stayed bridge over the Mississippi River from the Metro East in Illinois to north St. Louis in Missouri, construction of relocated Interstate 70 from the Interstate 55/70/64 (Tri-Level) Interchange to the new bridge, and numerous improvements to the local street network to accommodate the new construction. The new bridge is necessary to increase safety in and around the downtown area, relieve congestion on the Poplar Street Bridge and provide additional options in the transportation system.

Construction has been ongoing since 2009; 15 contracts have been completed. In 2012, construction was completed on the 15th Street Bridge, along with the grading between 1st Street and Industrial Drive, the demolition of railroad piers along Interstate 55/70 and the demolition of a structure at 9th Street and Baugh Avenue. Construction is continuing on the Illinois approach structure, including paving from 1st Street to Industrial Drive, the 1st Street Bridge, the eastbound and westbound flyover bridges in the Tri-Level Interchange, the relocated Illinois Route 3 Interchange and bridge, the 9th Street Bridge, and resurfacing on Interstate 55/70 and Interstate 64.

## DID YOU KNOW?

At the end of 2012, 23.6 percent of the workforce was African American. IDOT continues to work with contractors and unions to ensure the federal workforce goals of 14.7 percent for minorities and 6.9 percent for females are met or exceeded.



**Overall Project Start Date** The Federal Highway Administration (FHWA) issued a ROD in 2001, Bi-State Agreement with Missouri was signed February 2008

**Construction Start Date** First Illinois contracts started in summer 2009, Main Span Contract administered by Missouri started in February 2010

**Tentative Project Completion Date** January 2014

**Estimated Project Cost** Overall project including design, land acquisition, utility and railroad (RR) relocations and construction costs \$703.6 million (including Missouri); Illinois project construction cost \$266.5 million

**2012 Year-End Status & Accomplishments** Project includes 37 contracts – 32 in Illinois and five in Missouri; of these, 32 have been awarded and 15 are complete. The remaining five landscaping contracts in Illinois will be put out for bid in 2013.

Five contracts were awarded and four were completed during calendar year 2012.

# ILLIANA

Recognizing the increasing population and intermodal operations in Will County and neighboring Indiana towns, IDOT and the Indiana Department of Transportation are evaluating the potential of a new transportation option that would link the two states, increasing travel access, economic opportunity, and quality of life for area communities.

IDOT has received the Tier One ROD/ FEIS for the ILLIANA, which is the first project in the nation to take advantage of the Moving Ahead for Progress in the 21st Century Act (MAP 21) streamlining that combines the FEIS and ROD. If a Public-Private Partnership is utilized, the aim is to have a financial closing by September 2014.

Legislatively, enactment of PA 97-0808 allows IDOT to acquire property for the Illiana Expressway project using quick-take powers. This will allow the Illiana project to proceed on the accelerated schedule agreed upon by Illinois and Indiana, while preserving all affected property owners' rights under the law.

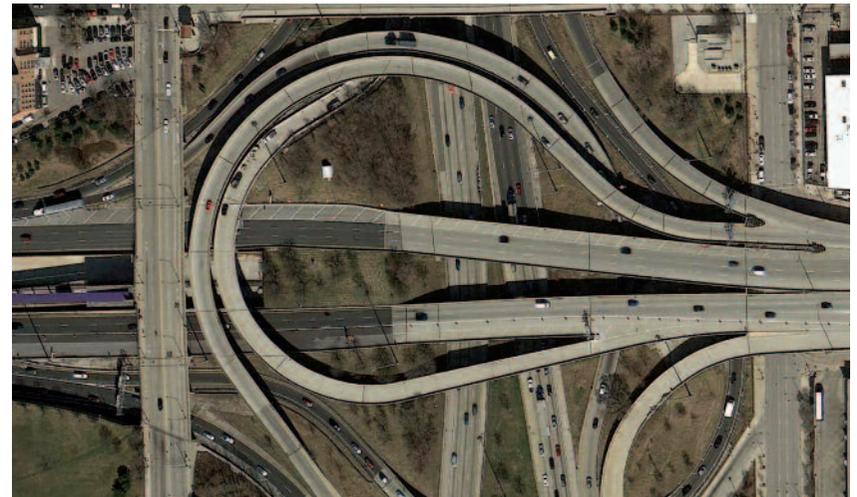


<b>Overall Project Start Date</b>	June, 2011 (IDOT)
<b>Construction Start Date</b>	Late 2014 - spring, 2016
<b>Tentative Project Completion Date</b>	2018/2019
<b>Estimated Project Cost</b>	\$1.25 billion
<b>2012 Year-End Status &amp; Accomplishments</b>	Tier 1 Final Environmental Impact Statement (FEIS)/ROD submitted to FHWA for approval

# CIRCLE INTERCHANGE

The I-90/94 at I-290 Circle Interchange is located in the heart of downtown Chicago, adjacent to the west end of the central business district. It is the most congested interchange in the nation with average daily traffic at 250,000. The interchange is more than 50 years old and at the end of its engineering life. Reconstruction will be done to meet current standards and to accommodate the potential for managed lanes on the expressways it serves.

The Circle Interchange Project is a two-year planning and design project which will identify the scope of improvements, the potential cost and construction schedule. Currently, the planning (Phase I) and design (Phase II) phases are funded in IDOT's 2013-2018 Multi-Year Highway Improvement Program. The Circle Interchange is critical to the nation's transportation system, particularly for freight movement on our Interstate and arterial roadways, as well as regional railroads and waterways.



<b>Overall Project Start Date</b>	June, 2012 (IDOT)
<b>Construction Start Date</b>	2014
<b>Tentative Project Completion Date</b>	2017
<b>Estimated Project Cost</b>	\$450 million
<b>2012 Year-End Status &amp; Accomplishments</b>	Identified Preferred Alternative Public Hearing scheduled for spring, 2013

# SOUTH SUBURBAN AIRPORT (SSA)

The state has invested more than \$30 million toward the purchase of 2,320 acres for the inaugural airport. The inaugural airport footprint will be approximately 5,800 acres. The South Suburban Airport's 9,500-foot runway has been designed to routinely handle aircraft such as the Boeing 737 and Airbus A320, but will also be able to accommodate limited operations of larger, wide-body aircraft like the Boeing 767, Airbus A340 and Boeing 747.

Significant progress continues to be made on the Airport Master Plan with all but two chapters turned into the FAA and environmental studies supporting the FAA's Tier 2 EIS moving forward. In 2012, the department reached major milestones toward approval of the South Suburban Airport by submitting the draft Airport Access Plan (July 2012), a draft Airport Layout Plan (September 2012) and the draft Environment Considerations Report (December 2012) to the FAA for review. These reports add to those already approved or accepted by the FAA; the Existing Conditions Report, the Aviation Forecasts, the Facility Requirements Report, and the Alternatives Development and Evaluation Report. This continued progress on the Master Plan further demonstrates Governor Quinn's commitment to building the critical airport as soon as possible.

**Overall Project Start Date** O'Hare ROD in mid 1980s started the search for a supplemental air carrier airport to serve Chicago. Several site studies and environmental studies occurred throughout the 1990s. SSA's Tier 1 Environmental Impact Statement (EIS) ROD in 2002 said that Peotone was the preferred site. This solidified SSA's location and role and is when the current Master Plan started.

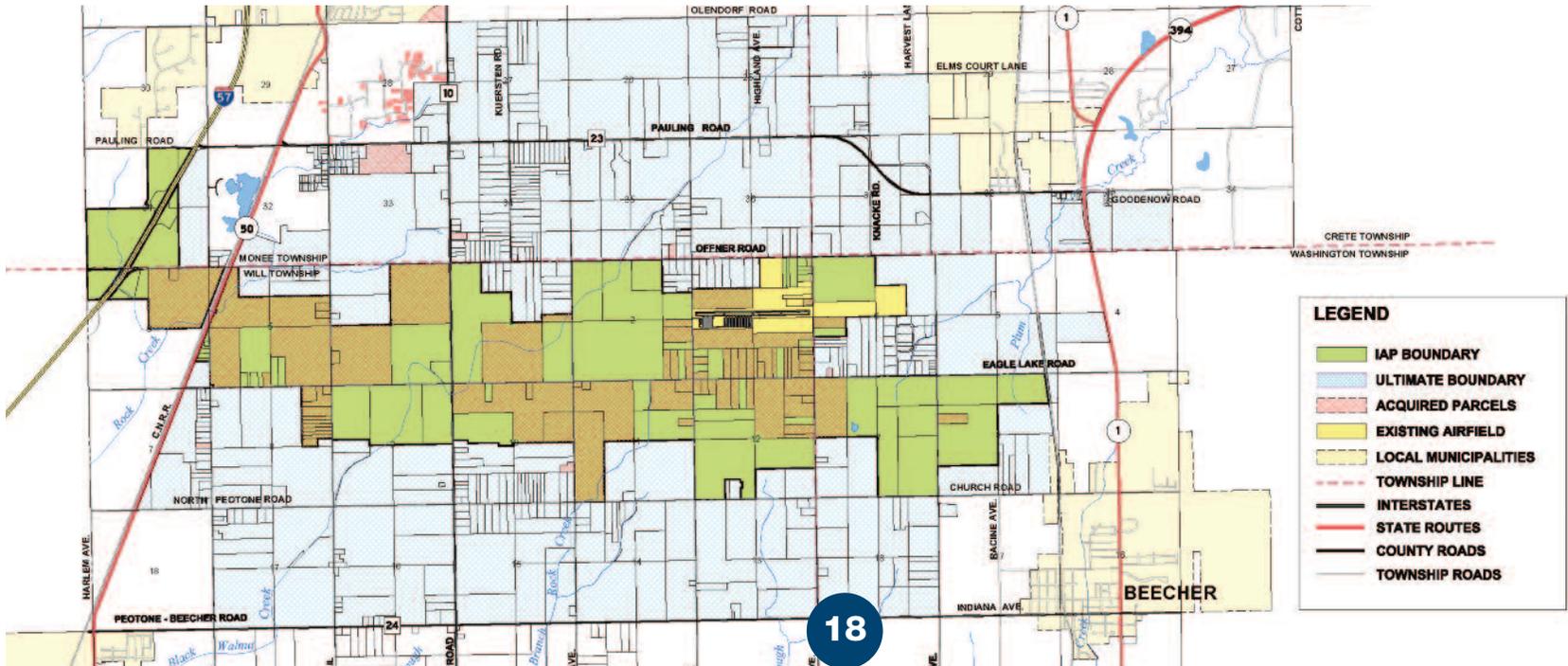
**Construction Start Date** Construction is expected to begin when the FAA issues the Tier 2 EIS ROD.

**Tentative Project Completion Date** Construction will likely take several construction seasons.

**Estimated Project Cost** Cost schedules are being developed as part of the ongoing Master Plan effort.

**2012 Year-End Status & Accomplishments** Several components of the Master Plan were either approved or submitted and are currently under FAA review.

Land Acquisition: 6 Total Parcels (over 214 Acres) purchased in 2012. There are several active negotiations.



# ENHANCED TRANSPORTATION PLANNING

IDOT started, continued, and completed many projects throughout 2012. While some of IDOT's employees and business partners were focusing on the projects, others were focusing on enhancing transportation planning to ensure that Illinois, its residents, and its visitors are served by a comprehensive, multi-modal transportation system that is safe, sustainable, accessible and innovative for years to come.

## MULTI-YEAR, MULTI-MODAL PROGRAM

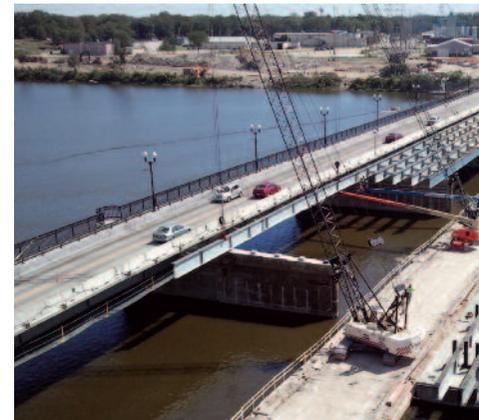
In early 2012, Governor Quinn unveiled "Transforming Transportation for Tomorrow," the state's first multi-modal transportation improvement program. The new program document combined IDOT's newly proposed multi-year highway program for FY 2013-2018 with the proposed multi-year programs for public transportation (FY 2013-2017), rail (FY 2013-2017) and aeronautics (FY 2013-2015). This year, the department made progress across the state and across modes, continuing to move forward with the understanding that the people of Illinois and the nation can best be served by a comprehensive, integrated modal infrastructure, designed to work together.

## STATEWIDE AVIATION ECONOMIC IMPACT STUDY

IDOT also sponsored the Statewide Aviation Economic Impact Study of airports in Illinois, which concluded in July 2012 with the publication of the study. The study found that Illinois' system of 116 airports supports more than 337,000 jobs with a combined payroll of \$12.8 billion and economic output of \$40.9 billion. The study was designed to show the economic impact of Illinois' regional airport system and to present how these airports provide vital links among transportation modes, enabling people and businesses to travel and conduct business more effectively and efficiently. The most recent similar study was published in 2002 using data from 1998.

## 220 MPH RAIL SERVICE FEASIBILITY STUDY

In summer 2011, Governor Quinn announced that the University of Illinois-Champaign and Chicago campuses were selected to work with IDOT on a feasibility study of potential "bullet train" service in Illinois, with rail service to reach speeds of 220 mph. The tentative route being studied would begin at O'Hare Airport, go through downtown Chicago, stop at the McCormick Place convention center, and then continue to Champaign-Urbana, with possible extensions to Indianapolis or St. Louis, or both. A draft study was completed in 2012 and is under review by IDOT.



## LONG-RANGE STATE TRANSPORTATION PLAN

IDOT understands comprehensive planning is crucial for advancement in an industry as expansive as transportation. Through this long-range planning process, IDOT, Illinois citizens, businesses, communities, and government partners have recognized the importance of innovative ideas, environmental stewardship, investment in human capital and the support of economic development across all modes of transportation. A comprehensive, multi-modal transportation system for Illinois and the nation is vital for maintaining our economic viability and global competitiveness. The plan also includes a freight mobility plan that aims to facilitate and enhance the mobility and connectivity of Illinois transportation system for improved freight movement.

To comply with state and federal regulations, in 2012, IDOT updated the Long-Range State Transportation Plan that was last updated in December 2007. Throughout the update process, public meetings were hosted across the state to seek input to ensure that transportation policies reflect the needs of Illinois citizens and transportation users. A total of 20 meetings were held in IDOT's nine districts.

The plan provides a progressive and action oriented framework for IDOT as they move forward. Goals and action items are clearly presented and have been developed to help guide IDOT in the development of the state transportation system. IDOT will strive to ensure each goal is achieved and every action is completed.

### Eight policy factors help guide the Long-Range Plan:

1. Safety for all transportation users.
2. Preserving and managing the existing infrastructure.
3. Accommodating future growth in population and employment.
4. Support of global economic competitiveness.
5. Transportation for underserved populations such as the elderly, low-income and persons with disabilities.
6. Protecting the environment.
7. Securing adequate funding for maintaining, improving and ensuring efficient operation of the transportation systems.
8. Security to protect the state's valuable assets and ensure the continued operation of the system.



Public Meeting

### Meetings were held in:

1. Carlyle
2. Carterville
3. Chicago
4. Collinsville
5. Crystal Lake
6. Decatur
7. Dixon
8. East Hazel Crest
9. Effingham
10. Marion
11. Moline
12. Mundelein
13. Peoria
14. Peru
15. Rockford
16. Romeoville
17. Schaumburg
18. Springfield
19. St. Charles
20. Urbana



# INCREASED MOBILITY OPTIONS

IDOT strives to ensure Illinois provides its residents and visitors with a variety of travel options. Illinois has cities that range in population from under 100 to more than 2.7 million. Regardless of the town size or location, urban or rural, it is IDOT's responsibility to make sure the state is doing all it can to help provide for the transportation needs of all communities across the state. The following represent several of IDOT's endeavors that have been planned, developed, implemented or completed in 2012; each aims to increase mobility, accessibility, sustainability and quality of transportation within the state.

## BUS ON SHOULDER

The Bus on Shoulder program, implemented in 2011, was created to meet the needs of increasing ridership and reducing congestion on roads, starting with a pilot project utilizing Interstate 55, the Stevenson Expressway. Pace, an RTA service board, is expanding to accommodate increased ridership with the 755 and 855 routes carrying a combined daily average of 560 passengers in 2012. Route 755, which operates between the southwest suburbs with the Illinois Medical District and the University of Illinois-Chicago, will be extended to Union Station. Route 855, which links the southwest suburbs, the Loop, and North Michigan Avenue, will have additional inbound and outbound trips. Since the pilot project began, on time performance went from 68 percent to 92 percent and ridership more than doubled.

## AMERICANS WITH DISABILITIES ACT ACCESSIBILITY

Both the Greater Peoria Mass Transit District and Bloomington-Normal initiated the purchase of five (each) 35-foot, low-floor ADA accessible buses; and Illinois' Consolidated Vehicle Procurement (CVP) program purchased and delivered 257 paratransit vehicles statewide at a cost of \$1.7 million funded through IJN! and additional funding from various federal funding.



CREATE project G15 - aerial view with image of truss shown in place

## CREATE

Chicago is one of the most active business rail hubs in the nation, including freight and passenger rail. The \$3.2 billion, 70-project program includes projects that will help reduce train and roadway traffic delays throughout the Chicago area by focusing rail traffic on four rail corridors that will be improved to handle passenger and freight traffic more efficiently. The program is investing billions in critically

needed capital improvements to increase the efficiency of the region's rail infrastructure. Seven projects began in 2012 and three were completed. At the end of 2012, 23 percent of the planned CREATE projects have been completed. As of publication, 16 are complete, 21 are in design/ engineering, and 12 are in construction.

## ENGLEWOOD FLYOVER

Construction began in the summer of 2012 on the Englewood Flyover, a \$133 million project funded with a \$126 million federal high-speed rail grant and nearly \$7 million in matching IJN! funds. The completion of this project will improve quality of life for tens of thousands of people. It is a vital component of the CREATE freight/passenger rail infrastructure improvement program in Northeastern Illinois, and will permanently eliminate the Norfolk-Southern/Metra crossing on Chicago's South Side that is notorious for delaying freight and passenger trains. It is also a key bottleneck to fix as Illinois, Michigan and Indiana prepare for the construction of the new Chicago-Detroit 110 mph corridor, the Tier 1 EIS for which is now under way. Michigan DOT is leading this effort.

## RESTORING PASSENGER RAIL SERVICE TO NORTHWEST ILLINOIS

IDOT is pleased to be working with the FRA, the freight railroads, and Amtrak on building new passenger rail corridors to the Quad Cities and Rockford-Dubuque (Iowa). The department is pleased to be leading the design and engineering of these corridors, both of which will operate at maximum speeds of 79 mph. Construction on the Chicago-Moline corridor will begin in 2013, and our goal is for construction to start on Rockford-Dubuque in 2013 as well. Service on both corridors is planned to begin in 2015, which will be the first time rail service has been provided to those areas in 30 years.

On the new Chicago to Moline corridor, design/engineering/environmental work is under way and IDOT anticipates service to begin in fall 2015. Design work will begin in the near future on the Chicago – Rockford – Dubuque corridor.

## HSR SERVICE – CHICAGO TO ST. LOUIS



IDOT and its business partners understand the need to provide a more balanced transportation system between two major Midwest urban areas: St. Louis and Chicago. To accommodate this need, IDOT has been working hard to ensure the Midwest HSR project is a

success. The completion of this project will result in a reduction in travel time and it will attract travelers across Illinois and the nation. It will shear an entire hour off the Chicago to St. Louis express service and 45 minutes off the service with more frequent stops.

On October 19, 2012, Governor Quinn and Secretary Schneider welcomed US Transportation Secretary Ray LaHood, US Sen. Dick Durbin, FRA Administrator Joe Szabo, and other federal, state and local dignitaries to the inaugural run of 110 mph passenger rail service along the Chicago – St. Louis corridor. In November, just in time for holiday travel, the higher speed was implemented on regular route service, allowing Amtrak riders to experience the 110-mph HSR on a 15-mile segment of the Chicago to St. Louis corridor.

## AMTRAK

In addition to high-speed rail efforts, IDOT and Amtrak are working together to improve passenger rail service across the state's four corridors; as well as improve customer service to encourage additional ridership growth and an increase in the subsidy frequency in order to maintain the rail system. At the close of FY 2012, ridership grew 4.2 percent on the state's Chicago-Carbondale, Quincy, Milwaukee, and St. Louis trains, continuing a surge of ridership increases totaling more than 92 percent since FY 2006. Ridership on the St. Louis line led the way with 225 percent growth in that six-year period. Ridership continues to show substantial year-over-year increases as travelers seek out viable and cost-effective travel alternatives that significantly reduce Illinois' carbon footprint, as well as the state's dependence on imported energy.

### Passenger Rail Corridors

CHICAGO TO...

• ST. LOUIS • QUINCY • MILWAUKEE • CARBONDALE

## ROCKFORD EAST-SIDE TRANSFER CENTER

In May 2012, the new transfer facility for the Rockford Mass Transit District opened its doors. The new building, which features several LEED elements in its construction, cost \$8.1 million to build. Governor Quinn's IJN! Capital Program provided \$734,000 of the funding. The transfer center provides a convenient transfer option for service between Belvidere and Rockford, and also creates an intercity bus stop just off the Jane Addams Tollway.

## MACOMB TRANSIT FACILITY

The new Macomb Transit Facility, a \$10.8 million Bus Transfer Center, opened its doors in 2012. The completion of this project provides an area for buses to be stored indoors and protected from the elements and will provide more reliable bus service. Additionally, air quality will be improved through reduced emissions. Indoor storage will eliminate the need for buses to idle for long periods of time outside during cold weather. This facility will add versatility and additional accessibility to the western part of Illinois.

## NON-MOTORIZED TRAVEL

IDOT's focus on improving quality of life, safety, and travel accessibility, and opportunities for Illinois travelers extends into all facets of transportation including non-motorized forms such as bicycling. Across the state, in rural and urban areas including Chicago, bicyclists utilize state and local routes for recreational purposes and as a means of transport from one location to another.



Chicago - 55th St. Bike Lanes

This year has been busy for the department's planning teams in terms of bike developments. IDOT began the process of developing Illinois' first state bike plan. The goals of this plan will be to identify existing bikeway accommodations, future needs, and required investments to meet those needs. Additionally, new messaging and outreach tools were used such as the new IDOT Bicycling Listserve launched to communicate with stakeholders. The Governor's Office launched the "Bicycling in the State of Illinois" website including subpages outlining bike laws, agency efforts, safety information, events, and regional maps. A Bike-on-Transit in Illinois guide and Bicycling Associations in Illinois database were developed as well. IDOT is excited to continue integrating non-motorized travel to advance transportation options across the state.

# IMPROVED COMMUNICATION & OUTREACH

As a public service agency, IDOT thrives on working with Illinois communities to ensure their needs are being met in an effective and efficient manner. The department wants you involved in one or more of its activities, from public outreach meetings to IDOT's social media presence.

## PUBLIC OUTREACH MEETINGS AND INVOLVEMENT

Each year, IDOT holds public outreach meetings to discuss the development of the department's Multi-Year Transportation Improvement Program. Beginning in September 2012, IDOT started a schedule of public outreach meetings to begin development of the Fiscal Year 2014-2019 Proposed Multi-modal Transportation Improvement Program. IDOT has scheduled these meetings early in the program development phase so public input can be taken into consideration along with the pavement and bridge needs analyses, other performance measures, and other project initiatives already presented to the department in development of this program.

IDOT welcomes public involvement. Activities include responding to thousands of letters and emails sent by citizens covering a variety of transportation topics, such as specific projects, IDOT's performance, and transportation services. IDOT responds to all correspondence and takes appropriate action as needed. IDOT issues an average of 300 news releases annually to advise the public on transportation proposals, studies, safety issues and projects. Other public outreach activities by IDOT include focus group sessions, surveys, questionnaires, public comment forms, and newsletters and brochures on programs, initiatives or issues. Each year IDOT conducts a Motorist Survey to gauge public perception of the Illinois state transportation system. Information on the 2012 survey can be found on IDOT's website.

With most major projects and proposals, IDOT engages a community involvement process to enable interest groups and individuals to participate through work groups, task forces and committees. In addition, IDOT holds public hearings in conjunction with the preparation of federally required Environmental Impact Statements, Environmental Assessments, and on most projects that involve significant right-of-way acquisition. Information on these activities is advertised in the major newspapers whose circulation encompasses the location of a project or proposal, and letters are mailed to people and businesses that may be affected, along with providing information via the Internet.

## SOCIAL MEDIA & SUBSCRIPTION SERVICES

IDOT utilizes several types of social media and email subscriptions to provide real-time information to interested residents and travelers. IDOT regularly provides notifications and updates through these tools: Facebook, Twitter, LinkedIn, YouTube, and IDOT's free subscription service, IDOT in Motion.



## ON THE MOVE

IDOT produced a new video series in 2012 entitled, "On the Move," featuring Illinois Transportation Secretary Ann L. Schneider. During this series, Secretary Schneider periodically talks about key IDOT transportation initiatives or topical transportation issues. "On the Move" gives the public an insider's look at IDOT and showcases a variety of topics that are timely and relevant to the public. In 2012, five volumes have been recorded and published on YouTube and all are available for viewing on the IDOT website.

### Get Involved!

The department specifically sought comments concerning three areas:

1. Overall transportation system performance in your regions;
2. Regional transportation priorities that might affect the development of the next Multi-modal Transportation Improvement Program; and
3. Specific comments concerning projects that should be considered for inclusion in the program

## DID YOU KNOW?

The results of the 2012 Motorist Survey revealed that the most positive ratings were in the areas of traffic signage, electronic message board alerts on traffic delays, and roadside lighting and reflectors. IDOT works diligently to improve roadway safety and quality of life for all residents and visitors.

## PRESS CONFERENCES & TESTIMONY

From ribbon cuttings, to groundbreakings, to announcements, to public outreach meetings, conferences, and workshops, Secretary Schneider and her team traveled throughout Illinois to support projects, Illinois' transportation infrastructure, and communities. Secretary Schneider spoke at conferences and gave testimony in front of the U.S. House Committee on Transportation and Infrastructure regarding HSR. She organized several meetings with transportation industry partners to bring together state, federal and local agencies, and agriculture and coal business leaders, to discuss and assess one of the worst droughts in the region's history and its effects on freight movement on the Mississippi River. She addressed human capital needs with college/university leaders, and worked to strengthen partnerships with legislators, other agencies, businesses, and community groups across the state.

IDOT's Chief of Staff Marva Boyd spoke at many events throughout 2012, including the Illinois Black Chamber of Commerce Conference in August and various Hispanic American Construction Industry Association events. IDOT directors and staff spoke at hundreds of events such as an entrepreneurs' conference, a hometown heroes event, AT&Ts "No Texting on Board" events, annual conferences, and public meetings, briefings, or press conferences.



*IDOT Safety Press Conference*



*HRS Press Conference at Uptown Station in Bloomington - Normal*



*IDOT Aeronautic's Career Day*

### **Illinois Board of Higher Education President's Council**

On September 25, 2012, Secretary Schneider spoke with the President's Council at Waubensee Community College. She expressed the need to cultivate human capital, to ensure that a diverse pool of qualified people is available to be trained into transportation jobs of the future, including professions such as urban planners, marine specialists, environmental specialists, logistics specialists, and industrial engineers looking at sustainable construction strategies. She recognized the use of direct approaches such as IDOT's HCCTP, and partnerships with communities and institutions, such as the Englewood-Flyover-Worker Incentive Program. Secretary Schneider looks forward to strengthening and forging partnerships to ensure that the state and country's transportation human capital needs are addressed, connecting the state's diverse workforce to transportation career opportunities.

# INCREASED HUMAN CAPITAL

IDOT believes in the development of human capital through specific skill sets needed to ensure that the current and future transportation industry workforce is properly equipped to meet industry and societal demands. IDOT wants to ensure that the transportation industry can utilize a workforce that is ready and able to work when industry needs arise. The department is designing a human capital plan to ensure that the transportation industry's workforce needs are incorporated in advance of major transportation programs and projects. In 2012, IDOT facilitated a variety of human capital programs intended to spur each participant's growth in the transportation industry as well as increase goal achievement through work experience, training, business support and incentives. The programs span education levels to ensure all age levels and demographics are exposed to transportation industry opportunities. The following IDOT programs provide a quick glimpse into several of the 2012 efforts.

## CAREER DAY

Increasing the visibility and widening the scope of transportation careers in Illinois middle and high schools is important at DOTs across the nation. In 2012, IDOT organized and executed Career Day Events in Peoria and Chicago. Career Day is a workforce development tool designed to introduce middle and high school students to careers in the transportation industry and support the pipeline that will provide the professionals of tomorrow. To achieve this initiative, IDOT utilized hands-on activities including bridge building contests, chocolate asphalt, transportation trivia, exhibits, and heavy-equipment demonstrations that engaged students and gave them the opportunity to learn about transportation-related careers.

### Student Responses

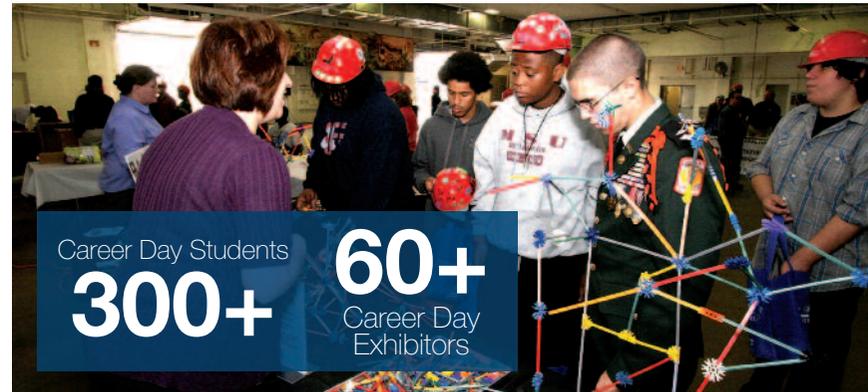
*"I think it's pretty nice, it's pretty informational and it has me thinking about what I would like to do in the future"*

*"I think it's very impressive what all they do, that they help the community to be better and everything."*

*"How they make the streets, that's pretty cool, I never knew that."*

## INCENTIVE PROGRAMS

In 2012, had ongoing efforts to provide incentives to contractors who utilize and support HCCTP. This IDOT program provides highway construction industry trade and life skills training to its participants and assists and places training graduates into Illinois highway construction trade unions, apprenticeship programs, or with IDOT construction contractors. A District 8 (East St. Louis area) program provides incentives for contractors when they hire HCCTP program graduates on any applicable construction projects. In July, FHWA approved this initiative for federally funded projects. As of December 2012, IDOT has paid out 415.5 incentive hours, totaling \$41,550. The program will be expanded statewide.



Another incentive effort is on the Englewood Flyover project. It guarantees that Metra will add up to 20,000 hours with a \$10 per hour incentive on the Englewood Flyover project to encourage more apprentice training hours for graduates of the IDOT HCCTP training program. With this incentive, additional qualified local residents can be recruited to participate in IDOT's existing eight to 10 week preapprentice training program administered in cooperation with the Illinois Community College Board and provided in the Chicago area by Dawson Tech at Kennedy King College. Once trainees have graduated, they are eligible to work on the Englewood Flyover project through a union with the lead contractor receiving the \$10 an hour state incentive to help pay their wages and meet required trainee hours.

## CONSTRUCTION & CONSULTANT MENTOR PROTÉGÉ PROGRAMS

The Construction/Consultant Mentor Protégé Program centers on business collaborations between mentor firms and protégé firms (DBE certified socially and economically disadvantaged businesses) to provide developmental assistance to enhance the protégé's business and technical capabilities to do more complex work.

**Construction:** In response to the highway industry's strong interest and to encourage maximum competition and enhance the capabilities of socially and economically disadvantaged businesses to perform highway construction projects, IDOT developed a Construction Mentor-Protégé Program that was approved by FHWA on September 12, 2006. A pilot program started in April 2007 and the department is now in its sixth year of administering the program. In February 2012, FHWA made this program permanent.

**Consultant:** A similar mentor-protégé program has been added to encourage more of the department's engineering consultants to develop mentoring partnerships with disadvantaged engineering business firms and help them become more competitive by growing their capacity and strengthening their businesses.

## IDOT 2012 Human Capital initiatives include:

- Career Day
- Engineering Academy Program
- Engineer Technician Training Program (ETTP)
- Diversity in Engineering Scholarship Program
- Highway Construction Careers Training Program (HCCTP)
- Incentive Programs
- IDOT Supportive Services
- Mentor – Protégé Programs
- Technical Trainee Program
- Office Occupations Trainee (OOT) Program
- Illinois Technology Transfer Center Program

For more information visit IDOT's website.

Construction Protégés

42

25

Construction Mentors

Consultant Protégés

35

44

Consultant Mentors

21

2012  
ETTP  
Grads

4,700

Illinois Technology Transfer Center Student Attendees

37

HCCTP  
Enrollees  
(Year-End 2012)

9

HCCTP  
Colleges

69

Supportive  
Services  
Workshops

65

Engineering  
Academy  
Students

Winter Tech Trainees

109

127

Summer Tech  
Trainees (engineering)

243

Summer Tech  
Trainees (non-engineering)

29

OOTs

# ENSURED SAFETY ON ILLINOIS ROADS

IDOT ensures safety in all modes of transportation: in the air, on the roads, and on the rails. In 2012, IDOT reached across the state to inform Illinois communities about traveling safely to and from destinations. IDOT also facilitated training, seminars, and conferences to ensure pilots, drivers, and rail operators are mindful of each and every life's significance. Internally, the department is utilizing public outreach, safety engineering strategies, traffic/incident management via Intelligent Transportation Systems (ITS), communication centers, highway maintenance, minutemen programs, and the permit office to enhance safety on Illinois roads.



Under Secretary Schneider's direction, IDOT organized two executive Safety Summits with a focus on "Driving Zero Fatalities to a Reality." Participants included Illinois State Police (ISP), Office of Secretary of State, and Federal Agency Partners: FHWA, National Highway Traffic Safety Administration (NHTSA), and Federal Motor Carriers Safety Administration (FMCSA).

As a result of the initial summit, IDOT utilized dynamic message signs, to display and provide daily updates of the state's traffic fatality numbers. The numbers were captured on these signs and on the IDOT website throughout the year. In the months following the May safety summit, (early June through December) the number of traffic fatalities in 2012 dropped a net of 30 fatalities from the same period in 2011. Based on provisional data, the number of fatalities is 961, up 43 from 2011.

Secretary Schneider is a passionate advocate and a strong leader when it comes to safety on Illinois roads and has revitalized Illinois Strategic Highway Safety Plan (SHSP) Executive Committee to engage safety partners in the commitment to make Illinois roadways safer. The Illinois SHSP is the guiding document for the safety efforts and programs to reduce fatalities on Illinois roadways. It was developed through collaboration with stakeholders nationwide. Based on provisional data, 2012 was the fourth consecutive year in which motor

vehicle fatalities are under 1,000, the first time that has happened in Illinois since records started being kept in 1921.

Governor Quinn and Secretary Schneider do not take the loss of life on Illinois' transportation system lightly. One fatality is one too many. On Illinois roads, IDOT's goal is to drive fatalities to zero and with safety outreach and partnerships active all year, IDOT hopes to drive these goals into the hearts of each and every traveler on Illinois roads.

More than 500 state and local law enforcement agencies participated in the May 2012 Click it or Ticket program. More than 19,500 motorcyclists received training in 2012. 105 high schools were selected to apply to the Operation Teen Safe Driving program. Approximately 400 people attended the Occupant Protection Statewide Child Passenger Safety conference in November 2012. Approximately 110,000 Yellow Dot packets have been distributed since the program started in late November 2011. Thousands of truck/trailer, school bus, and diesel emission inspections were conducted removing non-compliant vehicles from Illinois roads. Many more efforts occurred throughout the state reaching millions of people each year.

## Safety Programs

- Operation Teen Safe Driving
- Yellow Dot Program
- Digital Messaging on Fatalities
- Drive Sober or Get Pulled Over
- Click it or Ticket
- Slow Moving Vehicle Awareness
- Work Zone Safety
- National Child Passenger Safety Week
- "Drive Now. Text Later." and "It Can Wait" Anti-texting Campaigns
- Motorcycle Safety Program
- Light Sport Aircraft and Ultralight Seminar
- Inspection Authorization Renewal and Maintenance Seminar
- Flight Instructor Standardization Clinic
- Regular publication of Safety First! And Illinois Aviation
- Road Safety Assessments
- Highway Safety Improvement Program
- SHSP Implementation

**63** State HSIP Projects  
**\$32.3 million**  
State HSIP Project Amount

**16** Local HSIP Projects  
**\$6.0 million**  
Local HSIP Project Amount

**8** High Risk Rural Roads (HRRR) Projects  
**\$2.8 million**  
HRRR Project Amount  
**3,500+**  
Bridge Inspections

## DID YOU KNOW?

The SHSP was developed with representation from a wide range of safety stakeholders statewide. It identifies multi-discipline 4E strategies and sets forth annual targeted reductions of traffic-related fatalities and serious injuries with an ultimate goal of zero fatalities, which is in line with the national strategy for safety.

## 4Es

- Engineering
- Enforcement
- Education
- Emergency Medical Services

**104**  
FYAs in District 4

Additionally, IDOT worked to ensure safety in the skies. In January 2012, IDOT held a Super Safety Seminar that provided technical training for general aviation pilots with a focus on flying safe and the Chicago Aviation Expo IFR/VFR, Helicopter, and Companions Seminar with discussions on accident causal factors, situational awareness, fatigue, and stress. In July 2012, IDOT also conducted the WINGS Weekend Pilot Proficiency Program, in which IDOT's dedicated group of volunteer flight instructors provide instruction to participating pilots to meet the flight training requirements for the WINGS pilot proficiency program. Many other activities were conducted to keep Illinois skies safe!

Safety outreach and campaigns are essential in driving the importance of traffic safety and awareness into communities across Illinois. There is another element that is crucial for safety on Illinois roads that engages outreach and engineering strategies. IDOT recognizes this area as safety engineering. Ensuring Illinois' physical transportation system is as safe as possible is accomplished in part through a series of engineering strategies outlined by the Illinois SHSP and Highway Safety Improvement Program. Proven safety strategies such as median cable rail or rumblestrips continue to be installed on Illinois roadways, contributing to the reduction in traffic related fatalities and serious injuries.

This year, IDOT has continued to implement the addition of flashing yellow arrow (FYA) lights at intersections in Illinois. Peoria is the most recent city that has opted to integrate this option. In the areas utilizing the flashing yellow arrow, the driver yields to oncoming traffic, then makes the decision to proceed with the left turn once traffic is clear. Preliminary research findings support a 26 percent reduction of total crashes at intersections with a 34 percent reduction in left turn only crashes. Additionally, this research project has national significance in that crash modification factors for safety analysis will be available nationally in a FHWA clearinghouse. It will also be under consideration for use as part of the American Association of State Highway and Transportation Officials (AASHTO) Highway Safety Manual (HSM) at

the project's completion. IDOT hopes to continue evaluating the usage of this option and the effects it has on safety. At the close of 2012, an additional 40 FYAs were programmed for the local system.



Across the state, each county engineer from Illinois' 102 counties has been supplied with electronic versions of data decision trees and heat maps. Data trees help determine what types of crashes are predominant and on what type of roads (state vs. local and urban vs. rural) and allows the local agencies and districts to better direct efforts and resources to data-driven issues. Heat maps are another tool used to identify areas of focus for both non-engineering and engineering safety strategies. These allow users (state and local agencies) to identify areas experiencing high levels of severe crashes for specific points of focus (alcohol, speed, driver age, pedestrians, etc). Both of these tools help community leaders pinpoint critical crash types and areas, ultimately enabling them to better manage their safety and outreach efforts.

## ITS AND FIBER OPTICS

IDOT is a leader in the development and deployment of ITS to improve the safety, mobility, and operational efficiency of the Illinois surface transportation network. IDOT highway districts have traffic management/operations centers (communication centers) that manage traffic for interstate and arterial highway systems under IDOT's jurisdiction. In addition, IDOT makes traveler information available to transportation users and third parties (including media) via traveler information websites, phone numbers, and radio stations.

IDOT is also a pre-eminent

### Ongoing ITS initiatives include:

- Expansion of Closed Circuit Television (CCTV) cameras, Dynamic Message Signs (DMS), fiber optic cable, communication links, and vehicle detection.
- Upgrade and replacement of Advanced Traffic Management System (ATMS) hardware and software.
- Traffic signal interconnect upgrades and expansion.
- Enhancing incident management systems.
- Computer-Aided-Dispatch (CAD) integration/interfaces for incident management.
- Expansion of the existing Gateway Traveler Information System and Travel Midwest website ([www.travelmidwest.com](http://www.travelmidwest.com)) to provide traveler information for the Interstate 94 corridor stretching from Minneapolis, Minnesota, to Detroit, Michigan (along with all interstates in the Minneapolis/St. Paul and Detroit metropolitan areas). Currently, Travel Midwest encompasses 51 counties in southern Wisconsin, northern Illinois, northern Indiana, and southwestern Michigan.
- Continued enhancements and releases for the Travel Midwest mobile application that was initially deployed on iOS (iPhones) and Android devices in October 2012.
- And many more!

leader in the development and deployment of incident management approaches and freeway service patrols to safely and promptly clear incidents so that traffic mobility may be restored expeditiously (through highway maintenance and emergency traffic patrol). IDOT officials are also very active in local, regional, state, multi-state, and international ITS coalitions and committees.

**FIBER:** IDOT is also active in the installation and utilization of fiber throughout the state. IDOT aims to ultimately improve the distribution of information technology resources to Illinois communities and to use the new fiber optic cable infrastructures as a core network for ITS communication integration across the state. From 2010 to 2012, IDOT has facilitated the installation of 3,100 miles of fiber optic cable throughout Illinois. IDOT has 45 miles of leasable conduit for fiber-optic cable currently under construction between Peoria and Bloomington. The following three corridors were chosen to fill in gaps in the fiber-optic network that is currently being constructed under the Illinois Broadband Opportunity Partnership: Macomb to Galesburg to Moline (using US 67 and Interstate 74); Robinson to Effingham (along Illinois 33), and Alton to Jacksonville (using US 67). The Macomb to Galesburg to Moline route will consist of an 80 mile system that will be leasable to private businesses. The route was split into two projects and placed on the June 2012 letting. Bids came in under the estimate and construction began in fall 2012; at close of 2012, five miles had been installed.

## COMMUNICATIONS CENTERS

IDOT has Communications Centers (Comm Centers) located across the state – in each of the department’s nine districts and central office. Four of the Comm Centers operate 24 hours, seven days a week: Station-1 (Springfield), District 1 (Chicago area), District 4 (Peoria area), and District 8 (East St. Louis area). Each is organized to receive critical information from various federal, state, local, and private industry sources and relay the information to authorized IDOT staff for appropriate action.

All nine IDOT districts, 21 ISP districts, including city and county law enforcements, are in daily communications with Station-1 regarding highway/road and right of way related issues. Station-1 maintains road construction and winter road condition information on the 800-452-IDOT Emergency Phone line as well as the IDOT website GettingAroundIllinois.com. Information and requests are constantly streaming through all centers across the state. It is the responsibility of each Comm Center to dispatch IDOT crews to scenes of accidents, and they are ready when the time comes.



**166** IDOT  
Maintenance Facilities

**1,572** IDOT  
Highway Maintainers

**116**  
Emergency Repairs

**\$5.6 million**  
Emergency Repair Cost

### DID YOU KNOW?

Rest areas are designed to help manage roadway traffic. Illinois has 30 rest areas across the state. If travelers are feeling fatigue, need to use the restroom, are feeling hungry, or just need to stretch, Illinois rest areas are there for the public’s use.

## HIGHWAY MAINTENANCE

Road debris, potholes, right-of-ways, inclement weather situations, cracked roads -- each of these and more are maintained by IDOT Highway Maintainers (HMs). HMs operate Commercial Drivers License (CDL) Class “A” licensed vehicles including maintenance trucks, pavement marking equipment, tractors, mowing machines, snow plows, salt spreaders, as well as other equipment including compressors, jack hammers and generators. HMs perform labor relating to maintenance of roadways including but not limited to repairing and patching concrete, bituminous and other roadway surfaces, loading and unloading trucks, spreading salt, sand, gravel and asphalt, filling in shoulder ruts, and cleaning and repairing bridges.

In addition to day-to-day highway maintenance, HMs assist with traffic incidents across northwestern, northeastern, central, and downstate Illinois. Those faced with traffic incidents are met with respect and commitment from IDOT employees, specifically HMs. IDOT Comm Centers, primarily the 24-7 Station-1 in communication with the other centers, dispatch crews of HMs to assist travelers in these areas. By ensuring travelers are able to quickly get on their way, the ease and safety of traffic for all people traveling on Illinois roads are improved. HM crews are also ready to help in the event of natural disasters. In 2012, area maintainers quickly went to the aid of Harrisburg after a devastating tornado swept through the area. IDOT equipment and 35 employees went into Harrisburg assisting with access and damage control, with 60 to 90 additional IDOT employees on standby.

## CHICAGO AND EAST ST. LOUIS METRO-AREA MINUTEMEN

Keeping Illinois' roadways safe is one of the department's highest priorities. In 1960, the state decided to pilot a program that would focus on ensuring traffic lanes were kept clear. Through this initial goal of moving slower traffic, it was realized safety enhancement was also a large by-product of the program. Early in 1961, a proposal was made by Chicago area state highway officials to make the program permanent and expand it to other, heavily traveled parts of the Chicago expressway network. The program, Emergency Traffic Patrol (ETP), quickly grew, gaining local and national praise.

During the latter half of 1961, ETP responded to a total of 4,150 assists. In 1962, its first full year of operation, 18,736 assists were recorded. By 1985, that number had swelled to over 107,000. From its inception through 2011, the ETP Program in the Chicago Metropolitan area has assisted nearly 4.4 million motorists. More than a quarter of these assists – more than 1.1 million - have occurred in the last 10 years.

This type of program began to spread across the state and nation. Today, included in the thousands of highway maintainers across the state that patrol and maintain Illinois' roads and bridges ensuring safe and accessible travel, Chicago and East St. Louis deploy Minutemen to all types of emergency traffic situations utilizing the department's emergency patrol vehicles. Using the latest data (2012), IDOT estimates, between these two areas, 10,500 to 14,000 motorists are assisted each month, potentially reaching 160,000 each year!

In September 2012, WFYI, the PBS affiliate in Indianapolis, requested hi-resolution copies of photos from IDOT's website on the history of the Minutemen (ETP) in Chicago for an upcoming documentary on the history of the Hoosier Helpers. Hoosier Helpers is Indiana DOT's roadside assistance program that was modeled after the Minutemen. Many major metropolitan area expressway systems in the United States have established some variation of an ETP program today, including Philadelphia, Seattle, Miami, and Atlantic City among others. The program has its overseas counterparts as well, as far away as Singapore.

### APRIL 2012 CHICAGO SUN-TIMES ARTICLE

*Dan Giglio, one of IDOT's Minutemen who had just saved a woman from a burning vehicle, shrugged off any suggestion that he is a hero. 'I did what we do every day. I did what I had to do,' he said. 'I did what any of the minutemen in this place would've done. It's our job. It's what we're trained to do.'*

Many travelers have never had to call for assistance from IDOT's minutemen or been stranded roadside and spotted by one of the patrol vehicles, but even these travelers have reaped benefits. The thousands of assists the minutemen execute help the motorist in need, and keep traffic moving, allowing all travelers safer and quicker passage to their destinations. Each year, IDOT receives nearly 1,000 "thank you" letters from the motoring public. Chicago and East St. Louis are well manned and ready, willing and able to assist whenever the need arises.

### DID YOU KNOW?

Chicago and East St. Louis traffic patrollers are known as Minutemen; the Chicago program is called Emergency Traffic Patrol (ETP) and the East St. Louis program is called Emergency Patrol Vehicle (EPV) Unit.

### What are Assists?

Assists include vehicle disabilities such as tire failure/flats, engine/mechanical failure, out of gas, etc, and the following:

- Abandoned Vehicles
- Accidents
- Debris
- Non-Disabilities
- Pedestrians
- Fires
- Miscellaneous incidents/assists

**120,929**  
ETP Assists in 2012





Weigh Station Inspections

## PERMITS

IDOT issues vehicle oversize/overweight permits in accordance with state and federal regulations. Failure to properly oversee vehicle oversize/overweight permits would jeopardize Illinois' federal transportation dollars. Failure to issue vehicle oversize/overweight permits in a timely manner would have a detrimental effect on Illinois' (and the nation's) economy as the movement of vehicles and objects exceeding maximum legal dimension without a permit violates state and federal regulations, and can cause significant damage to roads and bridges, in addition to safety concerns. In 2012, more than 5.3 million trucks were weighed on weight enforcement scales and more than 214,000 permits were issued with approximately \$19.3 million in permit fees collected.

## 25th NATO SUMMIT

In mid-2011, planning began for the 2012 Chicago NATO Summit. On the day of the event, it was estimated that two to three million people were moved on Chicago area roads within two to three hours. In addition to the remarkable efforts and professionalism of ISP, Chicago Police Department and National Guard Soldiers and Airmen, IDOT and multiple other state and local agencies conducted table-top exercises to prepare for a series of potential issues including bomb threats and hijackings that could hinder the safety, accessibility, and mobility of all transportation modes weaving through the greater Chicago area. IDOT had staff stationed at the NATO location throughout the planning process and event. Conference calls were held daily to ensure the Chicago area was being safely and effectively monitored. There were rolling road closures while dignitaries from across the world entered the city, but traffic kept flowing. In the end, the event was seamless: dignitaries, as well as Chicago area residents and visitors made it to their destinations without incidents.

### DID YOU KNOW?

The North Atlantic Treaty Organization (NATO) held its 25th summit in Chicago. More than 60 heads of state and government met to discuss security and stability in the Euro-Atlantic area.



*"The Committee has done tremendous work providing TIM leadership in IL and setting an example for the Nation...It's the work of your Committee and others around the Country that is changing the way that traffic incidents are handled in this Country."*

Paul Jodoin, FHWA Traffic Incident Management Program Manager, on IDOT's Traffic Incident Management Committee

# INTEGRATED SUSTAINABLE RESOURCES

Governor Quinn and Secretary Schneider are committed to long-term sustainability in meeting current and future transportation needs. They understand it is not only about what we do, but how we do it. IDOT strives to be a leader in conservation, efficiency, and environmental stewardship in Illinois and throughout the nation through the integration of green practices in everyday business, construction and design functions, while participating in and leading innovative initiatives.

## DID YOU KNOW?

IDOT supports electric vehicles and charging station utilizing both across the state in an effort to decrease fuel consumption and air pollution. IDOT plans to continue looking for ways to integrate electric vehicles and charging stations at state facilities.

## PROJECTS WITH SUSTAINABLE COMPONENTS

### *US Route 30, Will County*

The US Route 30 corridor consists of approximately eight miles of pavement reconstruction. The existing two lane roadway consisted of a concrete base course with an asphalt overlay. The final roadway provides a five lane concrete pavement with curb and gutter and several large landscaped medians. Contract specifications provided several opportunities for the incorporation of existing materials. Following is a summary of materials re-used in the final improvement:

- The millings generated by removal of the existing asphalt surface were stockpiled and incorporated back into the project as capping stone for the aggregate base or as temporary access for the driveways located throughout the corridor. The existing concrete base was crushed and also was incorporated into the aggregate base. Approximately 62,000 tons of millings and 110,000 tons of crushed concrete were generated from the removal operations and fully incorporated into the final improvement.
- The typical section for the proposed pavement included hot mix asphalt (HMA) base course. The contract special provisions allowed the use of up to 40 percent reclaimed asphalt pavement (RAP) in this material. Approximately 30,000 tons of RAP was incorporated into the HMA base course.
- Throughout the corridor, topsoil was stripped prior to the start of the pavement construction. The topsoil was stockpiled and is being re-spread in the final landscaping. Approximately, 70,000 cubic yards of topsoil are expected to be re-spread by the completion of the contract.

### *Illinois Route 56 (Butterfield Road), DuPage County*

This reconstruction project is located in Wheaton and Warrenville. Project limits were from East of Naperville Road to West of the Illinois 59, a total distance of 6.23 miles along Illinois Route 56 (Butterfield Road). This project is a roadway widening and reconstruction to

accommodate a four lane divided arterial with a 30-foot grassed barrier median. Major intersections were improved by adding turn lanes. Improvements include traffic signal modernization and interconnect to increase traffic flow. The new pavement is a full depth HMA, 14-inches thick. The project also consists of one bridge replacement, box culverts replacement and the construction of noise walls. Other improvements include traffic signals, roadway lighting, storm sewers, guardrail and landscaping.

The former two-lane asphalt pavement was salvaged by milling and stockpiling the material on site for use as base material. This resulted in savings of fuel and the expense of hauling the material off site. Approximately 80,000 tons of material was salvaged and reused that otherwise would have been removed and replaced. Additional features of this project are HMA mixes that used 96,630 tons of RAP salvaged from other state projects. In addition, HMA mixes used 12,621 tons of

## Going Green – Capital Improvements

In 2012, IDOT enabled 47 sustainable or green building upgrade projects for department facilities, in coordination with the Illinois Capital Development Board (CDB). Facilities include the IDOT's central office in Springfield, district offices, and maintenance yards throughout the state.

- 27 buildings with lighting upgrades – Upgrades from T-12 to T-8 or LED lighting for energy efficiency
- 9 oil water separator projects – Separates the oil from wastewater
- 4 white roof projects – Reflects heat to improve cooling efficiency
- 3 insulation projects – Improves heating and cooling efficiency
- 1 LEED Certified Building project – IDOT Eisenhower
- 1 tankless water heater project
- 1 high efficiency boiler project – Replace older, inefficient boiler
- 1 high efficiency HVAC system project – Replace older, inefficient system



*The First Recycled Asphalt Pavement in Illinois*

reclaimed asphalt shingles (RAS) that were salvaged from the waste stream which would have otherwise been land filled. The aggregate content of RAP and RAS materials used totaled approximately 101,646 tons. The usage of RAP and RAS together reclaimed 7,605 tons of liquid asphalt that did not need to be refined from imported oil.

Throughout the corridor, topsoil was stripped prior to the start of the pavement construction. The topsoil was stockpiled and is being re-spread in the final landscaping. Approximately, 102,000 cubic yards of topsoil are expected to be re-spread by the completion of the contract. For noise mitigation, 130,000 square feet of the noise wall have been constructed.

### *Illinois Route 171, Cook County*

This is a HMA resurfacing project on Illinois Route 171 from 44th place to the Interstate 55 interchange. The project also included a HMA overlay of the frontage road of Illinois Route 171 from 44th Place to 47th Street.

While not a large recycle project in quantity, this project contains one of the first IDOT high asphalt binder replacement surface mixes that reached 30 percent replacement. Typically surface mixes contain low amounts of recycled material (10 percent) with higher amounts allowed with depth in the pavement. This high amount of replacement was achieved by using 1,739 tons of RAP and 727 tons of RAS. The liquid asphalt replaced was 247 tons while the aggregate reclaimed was 2,219 tons. Currently liquid asphalt is indexed at approximately \$600 per ton and aggregate is valued at \$12 per ton making the total value of the salvaged material \$174,828.

## SWITCHGRASS INITIATIVE

IDOT is working with the U of I to implement a switchgrass initiative to utilize IDOT's right-of-way. Grasses can be converted into vehicle fuel (E85) and in pelletized form can be used for heat or electricity generation. A one year Interagency Agreement has been signed by IDOT and the U of I. The test plot has been planted in Champaign County on the edge of Rantoul. Another planting took place in late fall 2012. The initiative could implement productive use of land that is either mowed or is now unproductive, provide fuel self sufficiency to a state agency, and reduce dependency on foreign oil. There are many possibilities to expand this initiative in the coming years.

## WIND TURBINE INITIATIVE

There is potential to have a wind turbine installed for green energy to the Mississippi Rapids Welcome Center at Interstate 80 near the Illinois-Iowa border. The feasibility study was completed in 2012.



### Environmental Statistics

**443** Natural Resources  
– Biological Reviews

**500** Cultural Resources  
– Cultural Reviews

**240** Special Water Resources –  
Special Water Reviews

**8,000** Acres of  
IDOT Right-of-Way Identified  
for possible cellulosic grass  
implementation

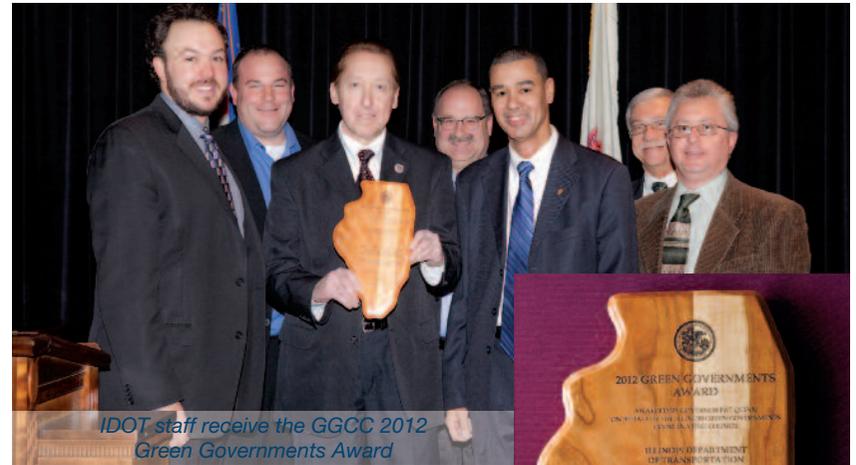
# ACCOLADES

IDOT strives to be the premier transportation agency in the nation and takes pride in a job well done. Department staff and management work hard to meet and exceed the needs of Illinois visitors and residents. This year, the department was recognized for several initiatives from outreach to innovation.

- Secretary Ann Schneider was selected as one of the “2012 Women of the Year” by the Women’s Transportation Seminar (WTS) Greater Chicago Chapter.
- IDOT was awarded the Rosa Parks Diversity Award along with Missouri Department of Transportation for the Mississippi River Bridge project diversity effort by WTS’ St. Louis Chapter.
- The department received an award for “Best Innovation” for the Interstate 55 Reconstruction Project in Madison County from the Mid America Regional America’s Transportation Awards (MAASTO) competition. Innovations included the use of a computer-assisted traffic control system that monitored real-time traffic conditions and automatically updated dynamic messages for driving instructions and delay times for applicable locations.



- In early 2012, Governor Quinn along with Secretary Schneider unveiled the new highway signs for the Tuskegee Airmen Memorial Trail. A dedication ceremony was held to honor the fighter group’s valiant service to the United States during World War II. The trail is the stretch of Interstate 57 between Exit 339 at Sauk Trail Road and Exit 358 at Wentworth Avenue in Chicago.



- IDOT won the TransComm 2012 Skill Award in the Advertising-TV Commercial-With Consultant category. IDOT won for the Reverse Stop Motion - “You Drink You Drive You Lose” ad. The TransComm Skills Contest is conducted annually by the AASHTO Subcommittee on Transportation Communications to recognize the outstanding work of its public relations practitioners and facilitate an exchange of ideas.
- The Illinois Green Government Council evaluated nominations for their yearly awards and announced that IDOT was selected as a recipient for the 2012 Green Governments Awards for efforts in designing the rain barrel competition, energy crop production, and producing total recycle asphalt that demonstrate environmental leadership in Illinois. An IDOT employee was also featured in the Green Governments Coordinating Council (GGCC) Annual Report’s “caught green handed” section for his sustainable practices and leadership.
- Illinois received a “5 star rating”—the highest rating possible in Mothers Against Drunk Driving’s Report to the Nation.

- In October, the “Embrace the Orange” campaign featuring Seymour Signs was nominated for “Outstanding Achievement for Community/ Public Service Announcements (PSAs)- Single Spot/Campaign” Emmy by the Chicago/Midwest Chapter of the National Academy of Television Arts and Sciences.



- The department won a first-place ribbon for Best of Show with their float for the Illinois State Fair. The parade theme, “family fun for everyone,” was portrayed by having a vehicle travel the road and arrive safely at its destination using traffic safety messages, signs and slogans along the way.
- During the AASHTO Subcommittee on Transportation Communication Annual Skills Contest, which took place in Raleigh, North Carolina, September 30 – October 3, Illinois received the award for “IDOT Drive Sober or Get Pulled Over: Choices.” The Skills Contest is conducted annually by the AASHTO Subcommittee on Transportation Communication to recognize the outstanding work of its public relations practitioners and facilitate an exchange of ideas. The contest is considered the premier competition in the transportation industry and the awards have become a standard of public relations excellence amongst state departments of transportation. Winners demonstrate the very best examples of innovation, planning, production, execution and evaluation of results and budget.



# WHAT'S NEXT?

What a busy year for the department! Progress has been made across the state, but more can be done. As the U.S. and global transportation systems continue to transform, we must position Illinois as a leader at the forefront of the next great transportation transformation for the benefit of our businesses and people.



# CONCLUSION

The next transformational change in transportation is due now. And, during the past year, at Governor Quinn's direction, IDOT has been preparing for this transformation by entering a new era of research, planning, development, and the implementation of a strategic vision that will cultivate the evolution and preservation of our transportation system, enabling it to work as a cohesive multi-modal network. Through this vision we hope to enhance accessibility, mobility and safety while revitalizing the economy and quality of life for Illinois residents and visitors.

Recently, the department has taken a more active role in the state's waterway system, understanding its important role in freight movement for Illinois business and the agriculture, manufacturing, and energy industries. IDOT will continue to look for ways to assist in the coming year to help ensure all modes of transportation are integrated into the planning and development of Illinois' great transportation system. IDOT will look to add staff competencies in multi-modal planning, identify how we can maximize funding available through the United States Department of Transportation (USDOT) from the Federal Maritime Administration, support funding for needed infrastructure improvements for the locks and dams on our inland waterway system, and develop a state funding strategy to improve the system to ensure its availability for the commodities shipments that depend on it.

Transportation systems need to be developed, nurtured and improved continually. A safe, well-developed, efficient transportation network is essential to a globally competitive economy. A dependable system of highways, railroads, mass transit, waterways and airports provides the means of distributing Illinois goods, services and people. The ongoing challenge of maintaining and updating Illinois' vital transportation network is staggering. Transportation facilities and equipment are in constant need of repair and rehabilitation due to age and use. Travel continues to grow despite the economic downturn, yet revenues needed to keep pace are stagnating. The department has started and will continue to refine comprehensive lists of transportation projects that will move us forward towards a world class transportation multi-modal system. IDOT will do all it can to ensure Illinois' transportation needs are met in an effective and efficient manner. Secretary Schneider, her senior management team and her staff, in partnership with the Office of the Governor, have been actively planning and evaluating how to transition into 2013 and continue the implementation of this vision.

## 2013 Goals

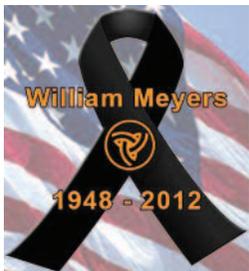
- Initiate a small business initiative for professional services
- Continue IDOT's safety leadership with Drive Zero Fatalities to a Reality
- Create corridor community groups to support transportation improvements and funding; and to find ways to leverage transportation assets to create economic opportunity
- Continue to meet with IDOT partners and constituents to develop, implement and reach new diversity goals
- Implement a multi-modal, sustainability scorecard for all IDOT projects
- Goals related to the department's FY 2013 Program include (as scheduled):
  - Completion of 379 miles of highway
  - Improvement or construction of 162 bridges
  - Safety and traffic improvements at 79 locations
  - Initiation of nine CREATE projects
  - One smart highway project
  - Three recycled pavement projects

## Vision

- Drive zero fatalities to a reality;
- Enable performance measurements for increased accountability and transparency – but more importantly to help us make the necessary improvements to meet or exceed our goals;
- Integrate sustainable practices to make the best use of existing resources, preserve our natural resources, recycle and reuse materials, provide more sustainable transportation options all while reducing costs and improving durability;
- Facilitate a human capital plan designed to ensure the transportation industry's workforce needs are incorporated in advance of major transportation projects; and,
- Improve communication and strengthen partnerships with stakeholders, the public and business partners because all of us together are stronger and smarter than any of us



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961 Traffic Deaths in 2012, Drive Safely This Year and Always



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