

PCL Definitions for the Local Program

Projects that are administered by the Central Bureau of Local Roads. Engineering, utilities and land acquisition are coded with the PCL for the type of construction work.

J01 3R Policy

- Most of these projects will use either Improvement Type code 130 (Designed Overlay) or code 131 (Standard Overlay).
- When applicable, the improvement type 141 (Widening Existing Pavement) is to be used in conjunction with the appropriate overlay improvement.

J04 3P Policy

- Most of these projects will use either Improvement Type code 130 (Designed Overlay) or code 131 (Standard Overlay).
- When applicable, the improvement type 141 (Widening Existing Pavement) is to be used in conjunction with the appropriate overlay improvement.

J06 Local Bridges and Township Bridge Program

- As a result of asset management, beginning with the FY 2020-2023 Local Program, additional bridge improvement types will be utilized to further designate between the various work categories of new, reconstruction and rehabilitation including RR Grade Separations if not funded with Rail-Highway Crossing. *Not used for preservation or reactive maintenance bridge projects.*
- See the table for **Bridge Work Activities** for a list of improvement types

J07 Local Safety Program

Projects partially or entirely funded by HSIP funds.

J08 Local Traffic Improvements and Miscellaneous Work

- Includes intersection improvements, parking improvements, traffic signals, lighting and sidewalks.
- Includes the statewide line items for individual local Illinois Transportation Enhancement Program (ITEP) and Safe Routes to School Program projects.

J09 Local Major Construction

- Includes add lanes, new construction, reconstruction, paving or other major work.

J10 Chicago Program

- Statewide line item used for placeholder for funding identified as part of the Chicago Agreement. Used by the Bureau of Programming only.

J11 Park Roads Program

J12 Local Rail-Highway Crossing

- To be used when funding Rail-Highway Safety funding is used.
- Can be used for RR crossing improvements, RR grade separations and RR protection improvement projects.

J13 Local Truck Routes

- To be used when funding TARP projects administered by the Bureau of Local Roads and Streets.

J14 Local Various Engineering

Includes the following statewide line items:

- Manual update and various engineering tasks
- Environmental surveys for local agencies
- Archaeological surveys for local agency projects

J15 Local Various Land Acquisition

J16 Local Special Bridges

- Bridges that are selected to be funded by the ISBP

J17 Commuter Rail Grade Crossing and Highway Access to Rail Crossings

- (Office of Intermodal Project Implementation - D-1 only)

J18 Local Pavement Preservation Methods

- See the table **Pavement Preservation or Reactive Maintenance** for a list of improvement types
- Make sure to include miles with full-width pavement applications
- Patching: Not to be used as a stand-alone preservation treatment. When used for preservation purposes, patching must be done in conjunction with another surface treatment that is meant for keeping a good pavement good.

J20 MYP Local Program

- Statewide line item used for placeholder of funding for local program. Used for the Bureau of Programming only.

J21 Local Competitive Freight Projects

- To be used when funding any Competitive Freight projects administered by the Bureau of Local Roads and Streets.

J22 Local Bridge Preservation

- Used when projects are predominately bridge preservation improvement types.
- See the table for **Bridge Work Activities** for a list of improvement types

J23 Local Reactive Maintenance

- Includes reactive maintenance projects that may be using preservation-type work activities, but these improvements are being utilized on poor pavements or bridge work that does not meet preservation criteria.
- See the table **Pavement Preservation or Reactive Maintenance** for a list of improvement types
- See the table for **Bridge Work Activities** for a list of improvement types

K02 Economic Development Program

- To be used when funding any Economic Development projects administered by the Bureau of Local Roads and Streets.

Pavement Preservation/Reactive Maintenance Improvement Types

<i>Treatment</i>	<i>PCL (Preservation)</i>	<i>PCL (Reactive Maintenance)</i>
Crack & Joint Sealing	J18	N/A
Fog Seal	J18	J23
Sand Seal	J18	N/A
Slurry Seal	J18	N/A
Microsurfacing (Includes Microsurfacing 1, Microsurface 2, and Microsurface Joint Repair)	J18	J23
Bituminous Surface Treatment (BST) – [also known as Chip Seal]	J18	J23
Cape Seal	J18	J23
Cold In-Place Recycling (CIR)	J18	J23
Hot In-Place Recycling (HIR)	J18	J23
SMART Overlay (Standard Overlay if Preservation and Contract Maintenance if Reactive Maintenance)	J18	J23
Half-SMART Overlay	J18	J23
Ultra-thin Bonded Wearing Course	J18	J23
Grinding	J18	J23
Diamond Grooving	J18	N/A
Patching	J18	J23
Longitudinal Joint Repair	J18	J23

CL 2018-21 STP FUNDS FOR STRUCTURE PRESERVATION
STP - Structure Work Activities

Work Activities	Improvement Types (IT)	BCCs	Culvert Condition	Deck Condition		Superstructure Condition	Substructure Condition	Age	Other Criteria/ Comments
Construction	New Structure or Culvert	1							
Reconstruction	Complete Bridge or Culvert Replacement	2		≤4		≤4	≤4	Any	
				≤4	OR	≤4	≥5	≥60	
		2	≤4					Any	
Rehabilitation	Deck Replacement	3		≤4	OR	≤4	≥5	<60	
	Superstructure Replacement	3							
	Major Substructure Rehabilitation	3		≥5		≥5	≤4		
	Bridge Widening (with/without adding beams) - this includes super and/or sub widening	3							
Preservation (eligible for STP funds)	Bridge Washing	5		≥5					Main or Approach Material type - Steel. Painting projects with a Superstructure Condition of '3' or below must be reviewed by Bureau of Bridges and Structures.
	Bridge Deck Sealing	5		≥5					
	Bridge Painting (cost not to be added to rehabilitation cost when coinciding with rehabilitation)	5				≥3*			
	Bridge Expansion Joint Replacement	4		≥5					
	Bridge Deck Overlay (includes deck patching and keyway repair if needed)	4		≥5				Deck Patching considered preservation only if included with an overlay.	
	Scour Mitigation	4						The action being taken must be to prevent scour from affecting an essentially <u>good</u> streambed and substructure units.	
Reactive Maintenance (not eligible for federal funds unless a minor part of an eligible project)	Bridge Repair (includes bearing replacement, steel repair, concrete repair)	4							Usually involves a vehicle impact situation. However, it can also be associated with substantial deterioration of the beam. If severe scour has already occurred, resulting in a low scour critical rating, and possibly low substructure condition rating. This Improvement Type is provided for information only, and is generally not allowed for Federal or State funds; providing Engineered Design for Timber Pile Repairs is problematic.
	Bridge Deck Patching	4						Considered reactive maintenance if stand-alone activity with no overlay included.	
	Bridge Expansion Joint Repair/Replacement	4		≤4					
	Bridge Beam Replacement	4							
	Scour Mitigation	4							
	Bridge Deck Overlay (includes deck patching and keyway repair if needed)	4		≤4					
	Pile Repair - NOT ALLOWED			≤4					