

FY 2016-2021 Proposed Highway Improvement Program

Spring 2015

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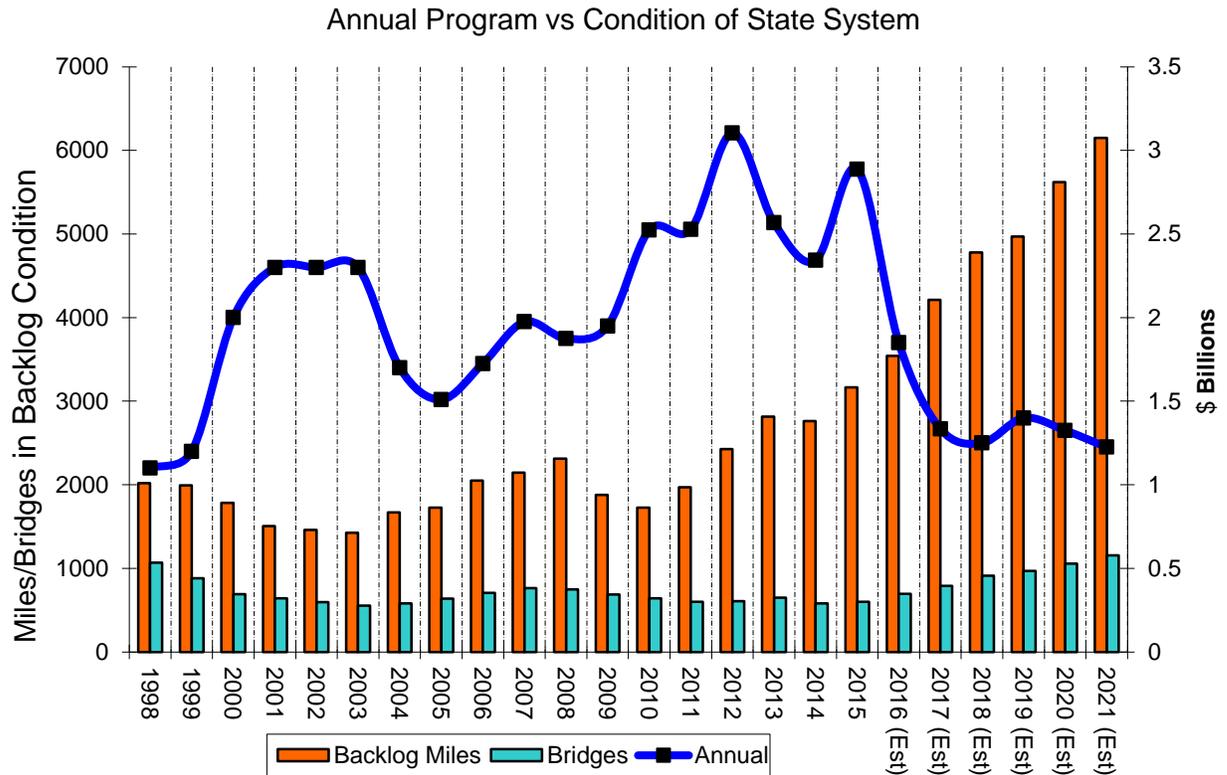
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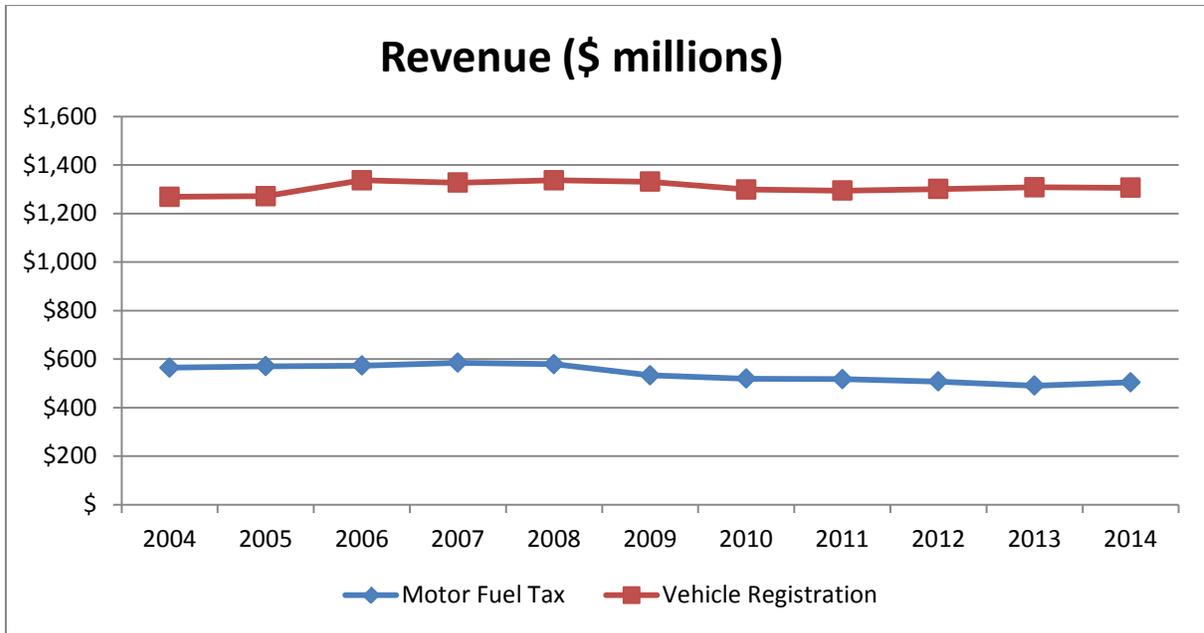
EXECUTIVE SUMMARY

The State of Illinois faces significant budgetary challenges and will struggle to provide a high-quality highway and bridge network in coming years. Funding from previous capital bills is winding down, and the Illinois Department of Transportation’s FY 2016-2021 Proposed Highway Improvement Program totals \$8.385 billion and includes a Fiscal Year (FY) 2016 annual program of \$1.850 billion.

While 83 percent of the state maintained highway system mileage and 93 percent of our bridges are in acceptable condition today, based on the latest available data, in FY 2017 and beyond, annual program levels will decline significantly. Without action, IDOT estimates a significant decline in system condition. By FY 2021, the percentage of state maintained highway system mileage in acceptable condition will drop by 21 percent, and only 86 percent of our bridges will be in acceptable condition.



IDOT’s revenue projections do not provide much hope moving forward. On the federal end, the Highway Trust Fund’s health is in serious doubt, and infusions of general funds have been required to keep it functioning. IDOT anticipates declining Motor Fuel Tax revenue collections, resuming a long running trend, and Motor Vehicle Registration fees for highway use are expected to remain stagnant.



As a result of several recent capital bond programs, IDOT was able to improve the deteriorating condition of state roads and bridges. In the development of this proposed highway improvement program, maintaining the system of roads and bridges under state jurisdiction is the primary priority. The majority of funds are allocated to projects that improve the condition of Illinois roads and bridges. A concerted effort is being made to address the bridge system condition goal and to keep roadways as safe and well-maintained as possible.

IDOT has identified four vital elements for the state highway system with roadway safety as an over-arching goal. These vital elements are:

- System Maintenance: reconstruction, resurfacing/widening and safety projects.
- Bridge Maintenance: bridge replacement and rehabilitation projects and minor structure repairs.
- Congestion Mitigation: major projects that reduce traffic congestion in urban areas and other improvements that improve traffic flow.
- System Expansion: new roads and other projects that increase access and promote economic development.

The FY 2016-2021 Proposed Highway Improvement Program will:

- Provide funding to maintain 1,431 miles of highways and replace or rehabilitate 357 bridges.
- Provide for reinvestment in downstate Illinois for interstate highways such as Interstate 70 from the abandoned railroad bridge at Altamont to the Little Wabash River west of Effingham and Interstate 57 from the Jefferson County line to 0.5 miles north of Cross Road in Marion County.
- Provide \$426 million for local benefits programs to help cities, counties and townships improve local roads and support economic development.
- Provide funding for railroad crossing safety improvements throughout the state.
- Enhance highway safety as part of IDOT's regular highway improvement program by targeting specific fatal and severe crash locations and addressing statewide safety concerns.

The following \$8.385 billion program outline for FY 2016-2021 is IDOT's six-year plan. IDOT will publish the final annual program for FY 2016 later this summer.

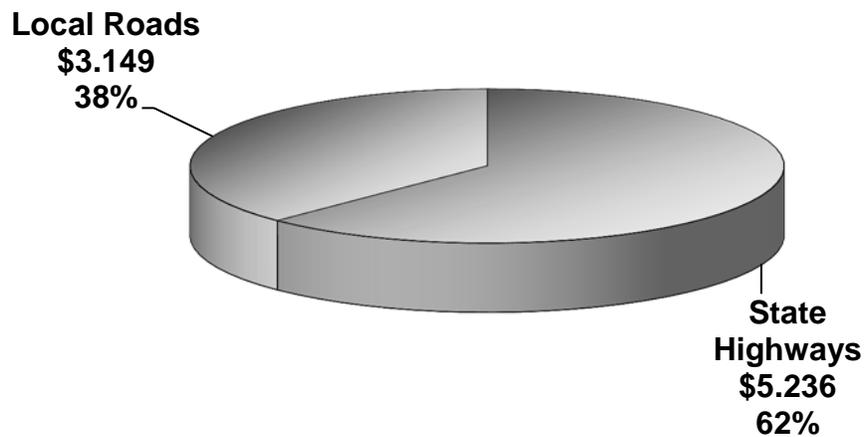
FY 2016-2021 Program Funding

The \$8.385 billion highway improvement program for FY 2016-2021 includes \$5.236 billion for improvements to the state highway system with \$3.149 billion available for the local highway system. This available funding for local system projects is over and above regular state motor fuel tax allotments made directly to local governments.

**FY 2016-2021 PROGRAM DISTRIBUTION
(\$Billions)**

<u>Program Distribution</u>	<u>FY 2016</u>	<u>Total FY 2016-2021</u>	<u>Average Annual FY 2016-2021</u>
State Highways	1.218	5.236	0.873
Local Roads and Streets	<u>0.632</u>	<u>3.149</u>	<u>0.525</u>
Total	1.850	8.385	1.398

FY 2016-2021 Program Distribution \$Billions



Federal Funding

Federal highway and highway safety programs are currently authorized under a bill commonly referred to as MAP-21 (Moving Ahead for Progress in the 21st Century). MAP-21 was signed into law in July 2012 and expired in September 2014. However, the Highway and Transportation Funding Act of 2014 extended authorizing authority and authority to expend funds from the Highway Trust Fund through an eight-month law that expires on May 31, 2015. MAP-21 did not include any earmarks and there were no built in rescissions (the reclaiming of unobligated apportionments). Furthermore, MAP-21 did not provide the Highway Trust Fund “funding guarantees” found in previous transportation authorization bills such as SAFETEA-LU and TEA-21.

Although MAP-21 was “fully funded” through Federal Fiscal Year (FFY) 2014, the bill did not address the long-term disparity between federal HTF receipts and highway/transit outlays. Currently, national outlays from the HTF exceed revenues by \$14 to \$15 billion annually and the solvency of the HTF has only been maintained through nearly \$65 billion in General Revenue fund transfers since FFY 2008. Because MAP-21 included no earmarks, MAP-21 apportioned over 92 percent of available funding to the formula programs. In contrast SAFETEA-LU only apportioned 83 percent of available funding to the apportioned programs. Overall, MAP-21 provided an emphasis on the National Highway System, restructured and consolidated many highway and transit programs, streamlined project delivery, emphasized performance-based metrics and focused on improving the nation’s freight movement system.

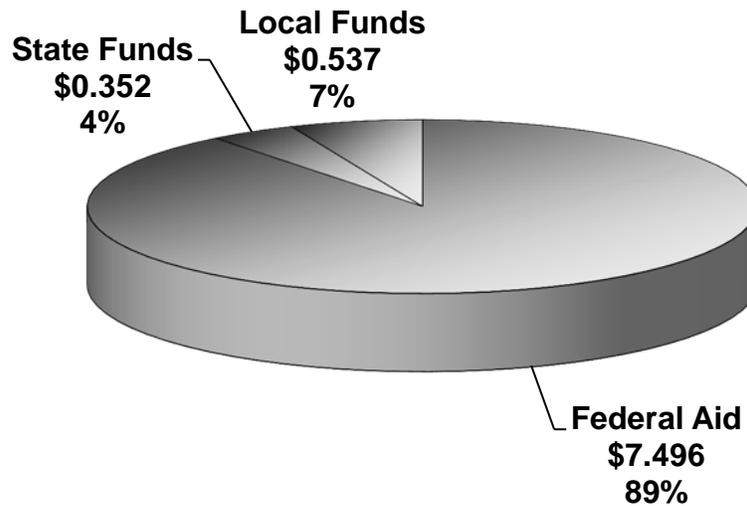
The State of Illinois highway funding fared well under MAP-21. The Illinois formula share of federal funds distributed increased to 3.67 percent of the national total from 3.3 percent under SAFETEA-LU. MAP-21 provided Illinois with its highest share of formula funding since 1997. Illinois now ranks 6th nationally in highway funding, up from 7th place previously. MAP-21 also made significant policy changes, some which require the development of performance measures that reflect more than just the condition of a facility; they include the need to examine expected socio-economic benefits related to potential major construction projects as well. IDOT will continue work on further development of such performance measures during the development of the next *Long Range Transportation Plan*.

The current six-year estimate for federal highway funding is \$7.496 billion based on anticipated apportionments and allocations at levels established in MAP-21. Federal funds available during the six-year program are estimated since they encompass a period of six-years of future federal funding and are subject to annual Congressional budget approval. For planning purposes, each fiscal year component of this MYP assumes federal formula funding at estimated apportionments. Because MAP-21 has expired and because of the solvency issues associated with the HTF, the program reasonably assumes a decreasing obligation authority ratio for program development ranging from 97 percent of estimated federal apportionments for FY 2016 to 87 percent for FY 2021. These assumptions provide a conservative projection of available funding with the recognition of significant funding issues at the federal level. Actual obligation authority has historically been slightly above 90 percent. The following table and chart summarize program funding for FY 2016-2021.

**FY 2016-2021 PROGRAM FUNDING
(\$Billions)**

<u>Fund Source</u>	<u>FY 2016</u>	<u>Total FY 2016-2021</u>	<u>Average Annual FY 2016-2021</u>
Federal Aid	1.344	7.496	1.249
State Funds	0.405	0.352	0.059
Local Funds	<u>0.101</u>	<u>0.537</u>	<u>0.090</u>
Total	1.850	8.385	1.398

FY 2016-2021 Program Fund Sources \$ Billions



Funding for State Projects

State funds for this highway program are primarily generated from motor fuel taxes and motor vehicle registration fees. The \$352 million in state funds are utilized for a variety of purposes in program development. The \$5.236 billion state highway system program continues emphasis on maintaining the existing state road and bridge system while also providing funding for needed congestion mitigation and system expansion projects. The proposed six-year program will maintain 1,431 miles of highways and replace or rehabilitate 357 bridges. Anticipated accomplishments for the FY 2016-2021 program are summarized in the following table.

**FY 2016-2021 PROGRAM ACCOMPLISHMENTS
STATE HIGHWAY SYSTEM**

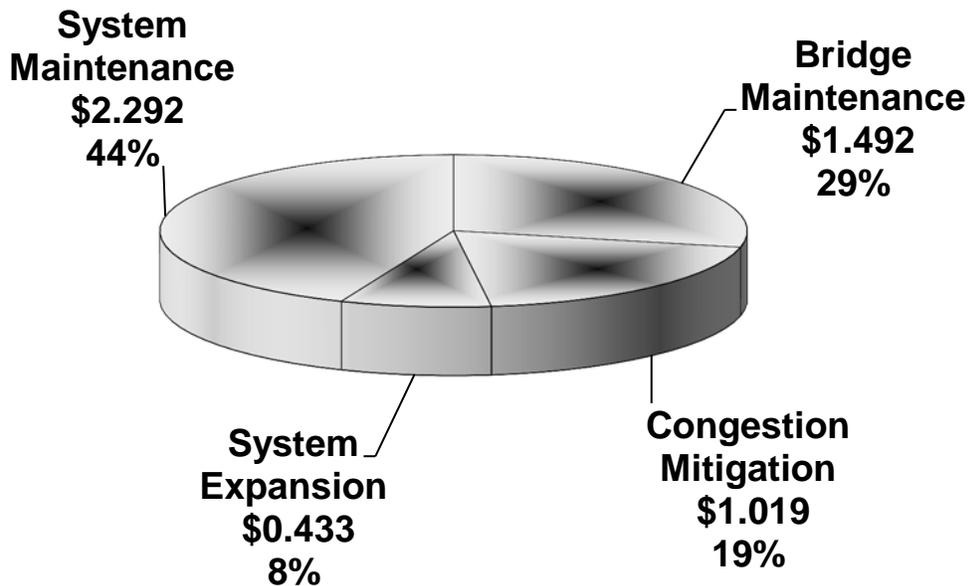
<u>System Maintenance</u>	
Interstate (miles)	276
Non-Interstate (miles)	1,155
Safety Locations (number)	43
<u>Bridge Maintenance</u>	
Interstate (number)	120
Non-Interstate (number)	237
New Bridges (number)	23
Minor Structural Repairs (number)	433
<u>Congestion Mitigation</u>	
Roads (miles)	30
Traffic Improvements (number)	126
<u>System Expansion</u>	
Roads (miles)	25
Locations (number)	0

The FY 2016-2021 state program can be summarized by four major priorities:

- System Maintenance: \$2.292 billion is scheduled for reconstruction, resurfacing/widening and safety projects. This includes \$473 million for Interstate resurfacing projects and \$409 million for safety improvements.
- Bridge Maintenance: \$1.492 billion is scheduled to address bridge needs.
- Congestion Mitigation: \$1.019 billion is scheduled to address traffic congestion. This includes \$421 million for construction of the new Interstate 74 bridge over the Mississippi River and connecting roadways in the Quad Cities.
- System Expansion: \$433 million is scheduled to build new roads to increase access and to encourage economic development.

The distribution of these major priorities can be seen in the following pie chart. About 72 percent of the state program is allocated to maintaining Illinois roads and bridges. The remaining 28 percent is for needed congestion mitigation and system expansion projects.

FY 2016-2021 State Program Distribution \$ Billions

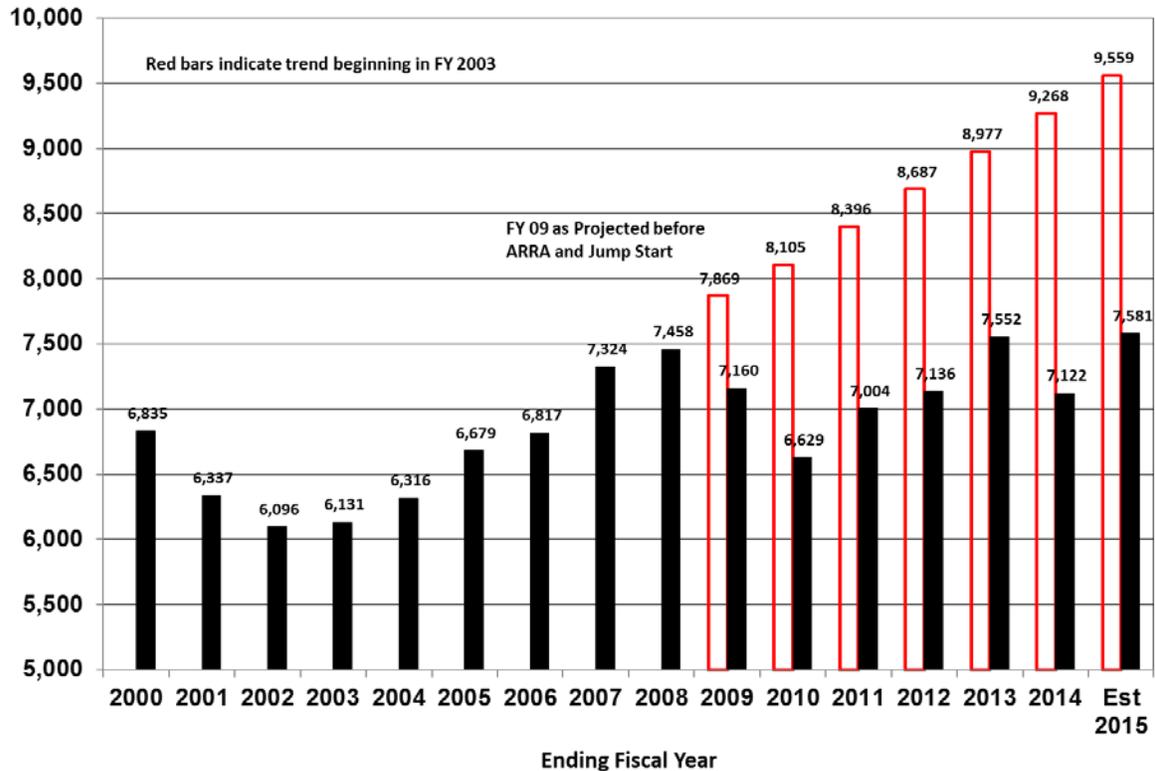


System Performance and Needs

Before the implementation of *American Recovery and Reinvestment Act (ARRA)* and the *Jump Start Capital Plan/Accelerated Construction Program* in 2009 and 2010, state roads were deteriorating quickly with little potential for system condition improvement. The backlog of roads and bridges in need of repair was increasing significantly. However, as a result of the additional funding, the department was able to temporarily improve the deteriorating condition of state roads and bridges, as noted in the bar chart on the following page. The rate of deterioration of roads and bridges was also temporarily slowed. However, one-time infusions of federal funds and bond programs are both non-sustainable revenue sources. Although the funding made available is welcome, there are also significant negative economic, performance and planning issues associated with such 'boom and bust' program cycles. As can be seen in the bar chart, the short-term infusion of funding made immediate improvements, but did not address the backlog growth of deterioration. A second example of the same effect is shown in the bar chart at FY 2014, when another infusion of bonds made an impact, but the next year the upward trend of needs resumed. The backlog of state miles that need improvement is rapidly growing and is expected to significantly grow during this proposed highway improvement program. Based on the latest available data, 83 percent of state-maintained highway system mileage is acceptable. In addition, 93 percent of state-maintained structures are in acceptable condition. Safely maintaining the system of roads and bridges under state jurisdiction is the primary priority in the development of this highway improvement program. The vast majority of funds are allocated to projects that improve the condition of Illinois roads and bridges. A concerted effort was made to maintain the department's bridge system condition and to keep roadways as safe and well-maintained as possible. However, given the current economic and budget pressures in Illinois, the considerable needs for funding for other transportation modes, and the expected uptick of

system condition needs, the department will not be able to maintain the current levels of acceptable condition on the state highway system. IDOT-maintained bridges are anticipated to be 86 percent acceptable at the end of FY 2021. In order to achieve this level, IDOT-maintained mileage is expected to drop to 62 percent acceptable at the end of FY 2021. Note that the predicted condition for roads and bridges is basically the same as the previous MYP.

6-Year Needs (State System Miles)



Based on these expected condition levels, it is estimated that an additional 4,650 miles and 590 bridges are needed to return to the 90/93 performance goals for roads and bridges, respectively. The estimated cost of the additional need is approximately \$7 billion.

Performance Metrics and System Condition

The department, through the Office of Planning and Programming, conducts a Condition Rating Survey (CRS) to assess pavement condition on the approximately 16,000-mile state highway system. The CRS is an important tool to assist the department with its pavement management activities. The CRS value, a measure of the predominant distresses for a pavement section, indicates the current condition of the pavement. The CRS serves several functions. It is a factor in highway program development, it provides an opportunity to review the highway network, it provides overall condition of the state highway system, it gives input to the legislative/budgeting process and it allows calculation of pavement needs. The department began CRS in 1974. The CRS is conducted annually on alternating halves of the state, with data collected on the interstates every year.

The CRS value is a rating on a scale from 1.0 to 9.0 where 1.0 represents a completely failed pavement and 9.0 represents a pavement in its best/new condition. Pavements in Excellent condition fall into the range of 9.0 to 7.6. Pavements in Good condition are in the range of 7.5 to 6.1. Pavements in Fair condition range from 6.0 to 4.6 and pavements in Poor condition range from 4.5 to 1.0.

The CRS value assigned to a pavement section, together with the average daily traffic the roadway carries and its functional importance, are used to prioritize roadway deficiencies or needs. The general need categories used by the department are Backlog, Accruing and Adequate. Backlog means that pavement condition has deteriorated to the level where an improvement is recommended now. If the improvement is delayed, the ultimate cost would be much higher. Accruing means that pavement condition is expected to deteriorate to Backlog condition within the highway program timeframe. Adequate means that pavement condition is not expected to deteriorate to Backlog condition within the highway program timeframe. The Acceptable percentage is the ratio of the Accruing plus Adequate mileage to the total highway mileage.

The department manages the state bridge system using a wide-ranging process that incorporates inspection and inventory data, needs analysis and funding allocation methods in order to maximize efficient use of available funds and address the defined system condition goal. The national Bridge Inspection Program (NBIP) was developed by the Federal Highway Administration (FHWA) as a result of the Federal-Aid Highway Act of 1968, which requires the inventory and inspection of the nation's bridges. Federal regulations established the requirements for inspection procedures, frequency of inspections, qualifications of personnel, inspection reports and preparation and maintenance of a state bridge inventory for bridges greater than 20.0 feet in length.

Bridge needs in Illinois are identified through the use of current inspection and inventory data. Bridge program management requires the use of a reliable method for assessing bridge needs and a uniform approach to prioritization and project selection. The department evaluates bridges and groups them into four categories: Backlog, Short-term Accruing, Long-term Accruing, and Adequate condition. Initially, each bridge is examined by using the structure inspection rating and appraisal data and other criteria such as accident data, load limits, route, and traffic volume. The timely and accurate assessment of bridge condition is critical to the identification, selection and prioritization of bridge needs in the programming process. The bridge management system used by the department to analyze and monitor bridge deficiencies and improvement programs on a statewide basis provides a logical and uniform approach to prioritizing bridge needs for repair, rehabilitation and replacement. For each program development cycle, the bridge inventory is reevaluated for additional candidate bridges for inclusion in the multi-year and annual programs and to verify changes in the condition and status of the bridges that were included in the previous MYP.

This information is not all-inclusive with respect to how projects are selected or prioritized, but it does provide some insight into the department's program development process.

The project lists for this program show a significant amount of information that is used to identify and select System Maintenance and Bridge Maintenance projects. For System Maintenance projects, some of the information includes Needs Category, International Roughness Index (IRI), Average Daily Traffic (ADT) and others. The Needs Category is divided into three subcategories: Backlog, Accruing and Adequate, as explained previously. The IRI information is generally indicative of how rough a roadway is and also divided into three subcategories: Not

Acceptable, Acceptable and Good. The ADT information indicates the number of vehicles the roadway experiences on a daily average.

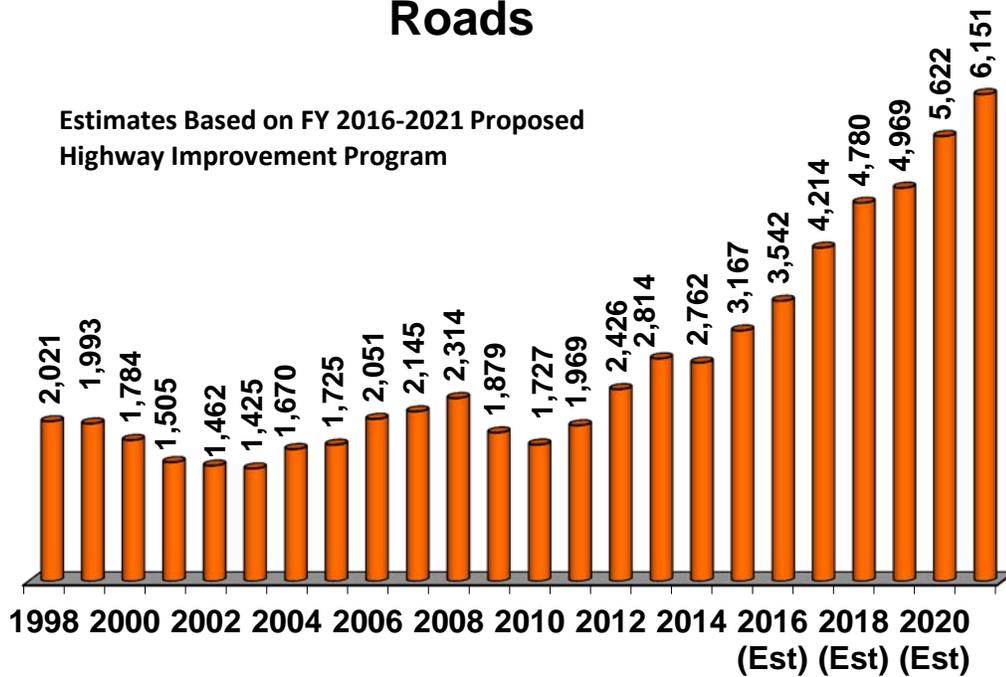
For Bridge Maintenance projects, additional information includes ADT, structure status and others. Structure status is similar to the Needs Category information for roads, with additional information regarding whether the need is structural or functional.

For both roads and bridges, it is indicated if the road or structure is included in the National Highway System (NHS). This information becomes more and more important as federal highway authorizations place more and more emphasis on the condition and performance of the NHS as a performance metric for the States.

The following bar charts compare historical backlog needs for IDOT-maintained roads and bridges beginning in 1998 with estimated backlog needs through the FY 2016-2021 program timeframe.

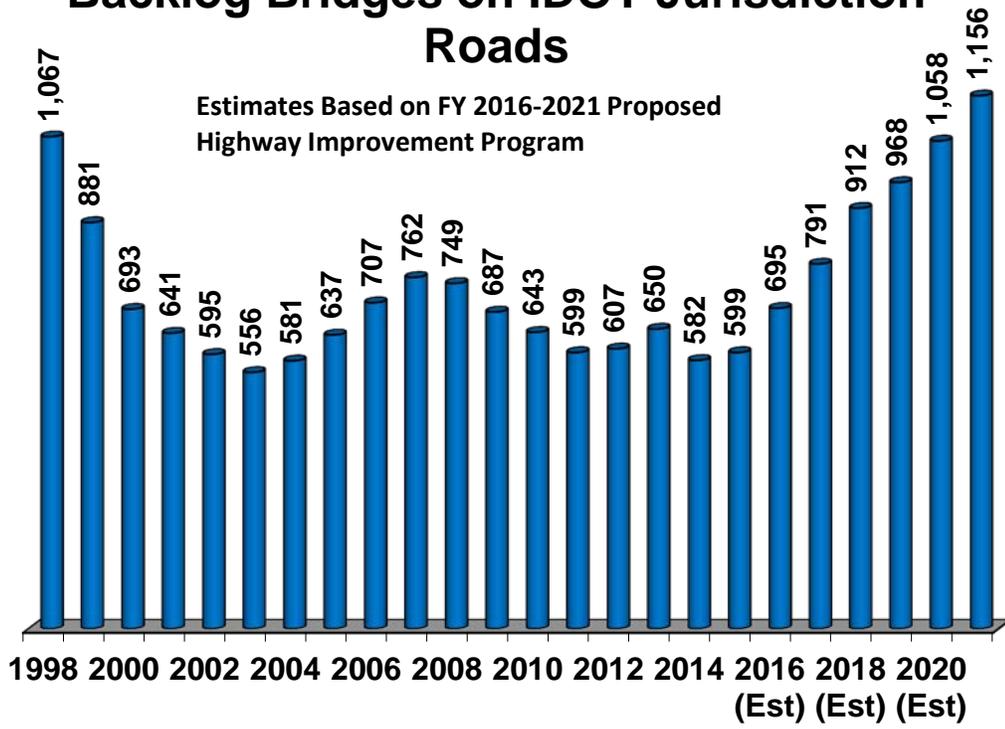
Backlog Miles on IDOT Jurisdiction Roads

Estimates Based on FY 2016-2021 Proposed Highway Improvement Program



Backlog Bridges on IDOT Jurisdiction Roads

Estimates Based on FY 2016-2021 Proposed Highway Improvement Program



ILLINOIS DEPARTMENT OF TRANSPORTATION HIGHWAY PROGRAM PLANNING AND DEVELOPMENT PROCESS

Program Objectives

- Preserve and maintain the existing highway system of roads and bridges.
- Upgrade existing facilities for congestion mitigation and safety improvements.
- Expand the system to enhance economic development.

Program Planning

- Estimate revenues from federal and state sources.
- Deduct costs for administration, maintenance and operations, certain other state agency operations and bond debt service to determine available funds. Determine the annual amount as well as the multi-year period.
- Assess highway needs for preservation, increased capacity and expansion of the highway system.
 - Assess physical condition of the highway system, including bridges, using technical data and processes.
 - Identify crash locations and safety needs.
 - Identify needed additional capacity improvements on existing roads and new major arterials to relieve congestion and enhance economic development.
- The pavement and structural condition ratings, the type and volume of traffic being served, the functional importance of the route, accident history, geometrics and public input are considered in developing proposed projects.
- Funding targets and technical guidelines are issued to the Illinois Department of Transportation's (IDOT) nine highway districts to develop, prioritize and submit projects for inclusion in the Multi-Year Program (MYP). This guarantees statewide consistency in the overall level of service and ensures that each district is achieving the overall objectives of IDOT.
- Engineering, land acquisition, utility adjustments and construction are scheduled for each project as needed.
- The anticipated fiscal year for construction is dependent on the status of preconstruction activities and availability of resources.
- An annual element is identified that forms the basis of the proposed highway improvement program for the upcoming fiscal year.
- The program is reviewed and announced on approval of the Governor.

The published MYP is a highway improvement program developed by engineers using technical data. It is presented to the General Assembly and the public for review and discussion during the appropriation process.

Major Project Highlights

The following major projects are tentatively scheduled during FY 2016-2021.

Northeastern Illinois

- **Interstate 55 (Inbound) (Stevenson Expressway) from Interstate 94 (Dan Ryan Expressway) to US 41 (Lake Shore Drive) in Chicago.** Bridge replacements, reconstruction of 1.8 miles, lighting, changeable message signs, retaining wall, land acquisition, engineering for contract plans, construction engineering, landscaping, and a railroad flagger are programmed during FY 2016-2021 at an estimated cost of \$76.4 million. Of this total, \$71.1 million is included in FY 2016 for the replacement of three structures, reconstruction of 1.8 miles, lighting, installation of changeable message signs, a retaining wall, construction engineering, engineering for contract plans, land acquisition and a railroad flagger. This project has been approved for *Illinois Major Bridge Program* funding.
- **Interstate 55 from Illinois 129 to Lorenzo Road and Interstate 55 Frontage Roads from Kavanaugh Road to Lorenzo Road in Will County.** Interchange reconstruction, bridge replacement, reconstruction of 8.1 miles, widening and resurfacing on 2.5 miles, addition of auxiliary lanes, construction engineering, engineering for contract plans, land acquisition and utility adjustments are programmed during FY 2017-2021 at an estimated cost of \$144.7 million.
- **Interstate 55 (Stevenson Expressway) from Weber Road to Willow Springs Road in Will County.** Resurfacing on 14.6 miles, bridge deck repairs, bridge joint repair and construction engineering are programmed during FY 2017-2021 at an estimated cost of \$57 million.
- **Interstate 80 from Ridge Road to US 30 (Lincoln Highway) in Joliet, New Lenox and Minooka.** Bridge superstructure, bridge replacements, substructure widening, new bridge decks, bridge widening, reconstruction of 2.8 miles, bridge rehabilitation, land acquisition and engineering for contract plans, utility adjustments and railroad flaggers are programmed during FY 2016-2021 at an estimated cost of \$82.6 million. Of this total, \$500,000 is included in FY 2016 for engineering for contract plans.
- **Interstate 90/190 (Kennedy Expressway) at Cumberland Avenue (Cumberland Flyover) in Chicago.** Resurfacing on 0.5 mile, drainage improvements, lighting, new signing, new construction, reconstruction, retaining walls and construction engineering are included in FY 2016 at an estimated cost of \$13.3 million. *Provides for efficient freight movement.*
- **Interstate 90/94 at Interstate 290/Congress Parkway (Jane Byrne Interchange) in Chicago.** Interchange reconstruction, reconstruction, retaining walls, bridge superstructure, bridge replacement, bridge rehabilitation, lighting, noise barriers, water main, landscaping, miscellaneous work, construction engineering and engineering for contract plans are programmed during FY 2016-2021 at an estimated cost of \$351 million. Of this total, \$9.7 million is included in FY 2016 for construction engineering, engineering for contract plans and miscellaneous work. The I-90/94 and I-290 Jane Byrne Interchange in downtown Chicago is one of the worst bottlenecks in the country for traffic congestion. The Jane Byrne Interchange links the Dan Ryan Expressway (I-90/94) to the south, the Eisenhower Expressway (I-290) to the west, Congress Parkway to the east and the Kennedy Expressway (I-90/94) to the north. The interchange is congested for many hours of the day causing substantial backups in every direction. *Provides for efficient freight movement.*

- **Interstate 290 (Eisenhower Expressway) at Salt Creek in Addison.** Bridge replacement, utility adjustments, engineering for contract plans and construction engineering are programmed during FY 2017-2021 at an estimated cost of \$22.1 million. This project has been approved for *Illinois Major Bridge Program* funding.
- **Interstate 290/Illinois 110 (Eisenhower Expressway) at Des Plaines River in Forest Park.** A pump station, engineering for contract plans and construction engineering are programmed during FY 2017-2021 at an estimated cost of \$36.1 million.
- **US 20 at Illinois 31 in Elgin.** Bridge replacement, land acquisition and engineering for contract plans are programmed during FY 2017-2021 at an estimated cost of \$10.3 million.
- **Illinois 21 (Milwaukee Avenue) from north of Sanders Road to south of Euclid Avenue in Glenview.** Intersection improvement, reconstruction, traffic signal modernization, signal timing, land acquisition, engineering for right-of-way and construction engineering are programmed during FY 2017-2021 at an estimated cost of \$12.2 million.
- **Illinois 22 (Half Day Road) from Quentin Road to west of Illinois 83 (Mundelein Road) in Kildeer and Long Grove.** Additional lanes for 3.5 miles, retaining wall, culvert replacement, engineering for contract plans, construction engineering, land acquisition and utility adjustments are programmed during FY 2017-2021 at an estimated cost of \$52 million. *Provides for efficient freight movement.*
- **Illinois 43 (Harlem Avenue) over US 12/20 (95th Street) 0.6 mile north of Interstate 294 (Tri-State Tollway) in Bridgeview.** Bridge rehabilitation, bridge widening, interchange reconstruction, land acquisition, a pump station, engineering for contract plans, construction engineering, lighting, a railroad flagger and utility adjustments are programmed during FY 2016-2021 at an estimated cost of \$20.5 million. Of this total, \$750,000 is included in FY 2016 for engineering for contract plans. *Provides for efficient freight movement.*
- **Illinois 43 (Harlem Avenue) from 63rd Street to BRC Railroad (65th Street) in Bedford Park and Chicago.** A railroad grade separation, land acquisition, engineering for design, location and environmental studies, engineering for contract plans and construction engineering are programmed during FY 2016-2021 at an estimated cost of \$24.7 million. Of this total, \$2.5 million is included in FY 2016 for engineering for design, location and environmental studies.
- **Illinois 47 at Kishwaukee River in McHenry County.** Bridge replacement is programmed during FY 2017-2021 at an estimated cost of \$6.5 million.
- **Illinois 53 at Illinois 56 (Butterfield Road) in DuPage County.** Intersection reconstruction, engineering for contract plans, land acquisition and utility adjustments are programmed during FY 2016-2021 at an estimated cost of \$25 million. Of this total, \$2.1 million is included in FY 2016 for engineering for contract plans. *Provides for efficient freight movement.*
- **Illinois 390 (Elgin O'Hare Expressway) from Interstate 290/Illinois 53 to O'Hare Western Bypass.** Land Acquisition is programmed during FY 2016 at an estimated cost of \$22 million. These are SAFETEA-LU Projects of National and Regional Significance. SAFETEA-LU provided a total of \$140 million for these projects.

- **Willow Road from East of Des Plaines River to Culligan Parkway in Prospect Heights and Glenview.** Reconstruction of nearly 1 mile, intersection improvement, noise barriers, land acquisition, engineering for contract plans, construction engineering and lighting are programmed during FY 2016-2021 at an estimated cost of \$19.6 million. Of this total, \$500,000 is included in FY 2016 for engineering for contract plans.
- **Wood Street from north of the Little Calumet River to south of US 6 (159th Street) in Harvey, Dixmoor, Riverdale and Blue Island.** Additional lanes for 3.7 miles, bridge repair, construction engineering, utility adjustments and a railroad flagger are programmed during FY 2017-2021 at an estimated cost of \$53.9 million. *Provides for efficient freight movement.*

Downstate Illinois

- **Interstate 74/US 6 (new bridge) over the Mississippi River in Moline.** Iowa is the lead agency on the project and Illinois will be reimbursing Iowa as projects are let for construction and work is completed. The Central Section of the new bridge will be split into 11 primary construction contracts: two contracts for the river bridge, three contracts on the Illinois side and six contracts on the Iowa side. The reimbursement to Iowa for the Central Section for construction of the new bridges across the Mississippi River including lighting and construction engineering are programmed during FY 2017-2021 at a cost of \$200 million. On the Illinois side, 5 miles of additional lanes, a new bridge, bridge replacements, reconstruction, retaining walls, construction engineering, building demolition and utility adjustments for connecting the Mississippi River to the existing Interstate 74 alignment are programmed during FY 2017-2021 at a cost of \$221.3 million. There is an additional \$800,000 programmed during FY 2017-2021 for rehabilitation of the existing bridges in order to keep them serviceable until the new bridge is open to traffic. *Provides for efficient freight movement.*
- **Interstate 80 from 0.8 mile north of Illinois 5/Illinois 92 in Rock Island County to the Iowa Interstate Railroad 1.7 miles north of US 6 in Henry County.** Resurfacing on 2.5 miles and reconstruction for a new vertical alignment over the Burlington Northern Santa Fe Railroad; a bridge replacement over Barstow Road south of Illinois 5/Illinois 92; a bridge replacement over the Green River north of US 6 and bridge joint repair over Cleveland Road and the Iowa Interstate Railroad north of US 6 are programmed in FY 2016 at a cost of \$30.8 million.
- **Interstate 88/Illinois 110 from 0.1 mile east of Sand Road to 0.6 mile west of Illinois 78 in Whiteside County.** Resurfacing and patching on 8.6 miles and ramp repairs at Albany Road are programmed during FY 2017-2021 at a cost of \$14.5 million.
- **Interstate 280 at the Mississippi River southwest of Rock Island in Rock Island County.** New bridge decks, bridge rehabilitation and engineering for contract plans are programmed during FY 2017-2021 at a cost of \$28.2 million. Of this total, engineering for contract plans is programmed in FY 2016 at a cost of \$2.2 million.

- **US 20 from Logemann Road to 0.2 mile west of Rush Street in Stockton.** Resurfacing on 1 mile, reconstruction of 2.7 miles, a bridge replacement, horizontal and vertical realignments, shoulder repair, culvert removals and replacements, land acquisition and utility adjustments are programmed during FY 2017-2021 at a cost of \$23.4 million. Of this total, land acquisition is programmed in FY 2016 at a cost of \$1.0 million.
- **US 20 (Rockford Bypass) from Simpson Road to Rock River and Illinois 2 from south of Southrock Drive to south of US 20 Interchange in Rockford.** Interchange reconstruction including a bridge replacement, reconstruction on 1.9 miles and land acquisition are programmed during FY 2017-2021 at a cost of \$17.4 million. *Provides for efficient freight movement.*
- **US 52/Illinois 64 over the Mississippi River and the Burlington Northern Santa Fe Railroad in Savanna.** A bridge replacement, 0.6 mile of reconstruction, construction engineering and utility adjustments are programmed during FY 2016-2021 at a cost of \$79.1 million. Of this total, a bridge replacement, reconstruction, construction engineering and utility adjustments are programmed in FY 2016 at a cost of \$78.6 million. Illinois is the lead agency for this project with Iowa sharing equally in the costs. *This project has been approved for Illinois Major Bridge Program funding.*
- **Interstate 55 from 1.7 miles south of Illinois 116 to 4.2 miles north of Illinois 23 in Pontiac.** Resurfacing on 9.7 miles, patching, bridge deck repair, culvert repair and underdrains are programmed during FY 2017-2021 at a cost of \$27.3 million.
- **Interstate 57 from 0.7 mile north of the Iroquois County line to south of the Illinois 50 Interchange in Bourbonnais.** Resurfacing on 11.6 miles, patching, bridge repair, culvert repair and a new bridge deck under Waldron Road at Kankakee and a bridge replacement, bridge approach spans and bridge approach roadway under North Street 2 miles north of Illinois 17 in Bradley are programmed during FY 2017-2021 at a cost of \$41.5 million. Also included within this section is engineering for contract plans from 0.9 mile north of the Illinois 17 to south of Waldron Road programmed during FY 2017-2021 at a cost of \$3 million.
- **US 34 from east of Eldamain Road to Center Parkway in Yorkville.** Reconstruction and additional lanes for 2.1 miles, a bridge replacement, culvert extension, land acquisition and construction engineering are programmed during FY 2016-2021 at a cost of \$22 million. Of this total, land acquisition is programmed in FY 2016 at a cost of \$2.5 million. *SAFETEA-LU provided NCII funding for this project. Provides for efficient freight movement.*
- **Illinois 89 over the Illinois River at Spring Valley in Putnam and Bureau Counties.** A bridge replacement and construction engineering are programmed in FY 2016 at a cost of \$29.5 million. *This project has been approved for Illinois Major Bridge Program funding.*
- **Illinois 178 over the Illinois River south of Utica.** A bridge replacement, land acquisition, utility adjustments and construction engineering are programmed during FY 2016-2021 at a cost of \$26.7 million. Of this total, land acquisition and utility adjustments are programmed in FY 2016 at a cost of \$150,000. *This project has been approved for Illinois Major Bridge Program funding.*
- **Interstate 74 from Tazewell County line to McLean County line in Woodford County.** Rubblization with an overlay on 9.2 miles and construction engineering are programmed during FY 2017-2021 at a cost of \$38.6 million.

- **Interstate 474/US 24 at the Illinois River in Peoria County.** Bridge painting and construction engineering are programmed during FY 2017-2021 at a cost of \$15.6 million. *This project has been approved for Illinois Major Bridge Program funding.*
- **US 67/Illinois 135 from Illinois 135/Alexis Road to US 34 in Monmouth.** Resurfacing and new shoulders on 4.6 miles, from Alexis Road to 270th Avenue, widening and resurfacing and new shoulders on 6.9 miles from 270th Avenue to US 34, land acquisition and engineering for contract plans are programmed during FY 2016-2021 at a cost of \$16.2 million. Of this total, engineering for contract plans is programmed in FY 2016 at a cost of \$200,000.
- **US 150 (War Memorial Drive) eastbound over the Illinois River.** A bridge replacement, engineering for contract plans, land acquisition, utility adjustments, construction engineering and railroad flagger are programmed during FY 2016-2021 at a cost of \$196.6 million. Of this total, engineering for contract plans is programmed in FY 2016 at a cost of \$8.5 million. *This project has been approved for Illinois Major Bridge Program funding.*
- **Illinois 8/Illinois 116 (Cedar Street Extension) over Peoria & Pekin Union Railway in East Peoria.** A bridge replacement, interchange reconstruction, railroad flagger, land acquisition, engineering for location, environmental and design studies, engineering for contract plans, construction engineering, utility adjustments and hazardous material mitigation are programmed during FY 2016-2021 at a cost of \$32.2 million. Of this total, engineering for location, environmental and design studies is programmed in FY 2016 at a cost of \$1.5 million. *This project has been approved for Illinois Major Bridge Program funding.*
- **Farmington Road over Kickapoo Creek and at Kickapoo Creek Road west of Peoria.** A bridge replacement, bridge approach roadway, horizontal realignment for 0.5 mile, intersection reconstruction and land acquisition are programmed during FY 2016-2021 at a cost of \$13.9 million. Of this total, land acquisition is programmed in FY 2016 at a cost of \$300,000. *Provides for efficient freight movement.*
- **Interstate 55 from south of Lexington to Livingston County line in McLean County.** Resurfacing on 10.1 miles, ramp repairs and bridge repair are programmed during FY 2017-2021 at a cost of \$17.2 million.
- **Interstate 57 from Sadorus Road to 1 mile south of Interstate 74 in Champaign.** Resurfacing on 12.1 miles, ramp repairs and bridge deck repair are programmed in FY 2016 at a cost of \$15.1 million.
- **Interstate 57 under Mattis Avenue, Interstate 74 under Mattis Avenue and Interstate 57 under US 150 northwest of Champaign.** Bridge replacements, land acquisition, utility adjustments and construction engineering are programmed during FY 2017-2021 at a cost of \$28.6 million. *These projects have been approved for Illinois Major Bridge Program funding.*
- **Interstate 74 from US 150 west of Danville to Middle Fork Vermilion River in Danville.** Reconstruction on 5.8 miles is programmed during FY 2017-2021 at a cost of \$23.0 million.

- **Interstate 74 at Salt Fork Vermilion River west of Danville in Vermilion County.** Bridge rehabilitation and construction engineering are programmed during FY 2017-2021 at a cost of \$18 million. *This project has been approved for Illinois Major Bridge Program funding.*
- **US 150/Illinois 1 from US 36 to 0.5 mile south of Gibson Road south of Paris.** Resurfacing on 16.7 miles, cold milling, pedestrian ramps/ADA, guardrails and bridge deck overlays at Brouilletts Creek and South Fork Brouilletts Creek are programmed during FY 2016-2021 at a cost of \$5.1 million. Of this total, resurfacing for 10.2 miles and guardrail from US 36 to Moss Road and bridge deck overlays at Brouilletts Creek and South Fork Brouilletts Creek are programmed in FY 2016 at a cost of \$2.7 million.
- **Interstate 55 from 0.6 miles north of Illinois 108 to 0.7 miles south of County Highway 17 at Farmersville in Montgomery County.** Resurfacing on 10.2 miles, bridge repair, bridge joint repair, ditch cleaning and rip rap are programmed during FY 2017-2021 at a cost of \$18.6 million.
- **Interstate 55 and Interstate 72 additional lanes, reconstruction and interchange reconstruction around Springfield.** Engineering for contract plans for the reconstruction of the mainline pavement, interchange reconstruction and additional lanes in each direction on Interstate 55 from south of the 6th Street Interchange to the Sherman Interchange, on Interstate 72 from Illinois 4 to Interstate 55 south of Springfield and on Interstate 72 from Interstate 55 east of Springfield to Old US 36 are programmed during FY 2017-2021 at an estimated cost of \$25 million. Phase I engineering for location, environmental and design studies is under way and is expected to be completed by FY 2017. The total unfunded cost for construction, construction engineering, land acquisition and utility adjustments for the project is estimated to range between \$600-\$650 million including \$33 million for major work needed prior to the interstate work on Interstate 55 Business/6th Street from Interstate 72 to Stanford Avenue and an intersection improvement at Sangamon Avenue and Dirksen Parkway.
- **Interstate 55/Interstate 55 Business from 1.2 miles south of Interstate 55 Business to 0.3 miles north of Illinois 10 west of Lincoln on Interstate 55 and on Interstate 55 Business from 900th Avenue to south of 1056 Avenue in Logan County.** Resurfacing on 6.6 miles and bridge joint repair are programmed during FY 2017-2021 at a cost of \$14 million.
- **Interstate 72/US 36 from 0.7 miles east of Matson Road to 0.5 mile west of the New Berlin Interchange in Morgan and Sangamon Counties.** Resurfacing on 9.7 miles, bridge repair, bridge substructure, bridge joint repair, sloped wall repair and bridge approach roadway are programmed in FY 2016 at a cost of \$18 million.
- **US 54 over the Mississippi River Bridge at Louisiana, Missouri in Pike County.** A bridge replacement and engineering for contract plans are programmed during FY 2016-2021 at a cost of \$30.8 million. Of this total, engineering for contract plans is programmed in FY 2016 at a cost of \$750,000. Missouri is the lead agency for this project with Illinois sharing equally in the costs. *This project has been approved for Illinois Major Bridge Program funding.*
- **Interstate 57 from Marion County Line to Clay County Line in Fayette County.** Resurfacing on 8.5 miles, ramp repair at Farina interchange, bridge deck repair, bridge joint repair and rip rap are programmed in FY 2016 at a cost of \$17 million.

- **Interstate 70 from abandoned railroad bridge at Altamont to Little Wabash River west of Effingham.** Rubblization with an overlay on 9.1 miles, ramp repair at Altamont interchange, bridge joint repair, bridge deck repair, bridge repair, rip rap and wing wall repair are programmed during FY 2017-2021 at a cost of \$34.1 million.
- **Interstate 70 from Township Road 258 2.1 miles east of US 45 Interchange to Cumberland County line in Effingham County.** Rubblization with an overlay on 7.1 miles, a bridge new deck, bridge repair, culvert rehabilitation and repair and bridge deck repair are programmed during FY 2017-2021 at a cost of \$28.1 million.
- **US 50 over Little Muddy Creek 0.8 mile west of the Richland County line and Big Muddy Creek at the Clay County line.** Bridge replacements are programmed during FY 2017-2021 at a cost of \$17.3 million. *These projects have been approved for Illinois Major Bridge Program funding.*
- **US 51 over the Sangamon River 1 mile south of Harristown (northbound and southbound).** A bridge superstructure replacement is programmed during FY 2016 at a cost of \$17 million. *This project has been approved for Illinois Major Bridge Program funding.*
- **Illinois 1 at Embarras River Overflow 0.5 miles north of US 50 and at Embarras River Overflow 1.0 miles north of US 50.** Bridge replacements are programmed during FY 2017-2021 at a cost of \$13.4 million. *These projects have been approved for Illinois Major Bridge Program funding.*
- **Interstate 55/Interstate 64/US 40 at Poplar Street Bridge and Illinois Approach in St. Clair County.** Bridge widening, bridge deck overlay, bridge repair and bridge joint repair are programmed in FY 2016 at a cost of \$25.1 million. This is the department's participation in the project in which Missouri is the lead agency. *Provides for efficient movement.*
- **Interstate 55/Interstate 64/US 40 at Poplar Street Collector Distributor (westbound) 0.1 mile east and 0.8 miles east of Poplar Street Bridge in St. Clair County.** Engineering for design, location and environmental studies, engineering for contract plans, engineering for bridge inspection, bridge deck overlay and pier repair are programmed during FY 2016-2021 at a cost of \$31.2 million. Of this total, engineering for design, location and environmental studies, engineering for contract plans and engineering for bridge inspection is programmed in FY 2016 at a cost of \$2 million. *Provides for efficient movement.*
- **Interstate 57 from Jefferson County line to 0.5 miles north of Cross Road in Marion County.** Resurfacing on 9.5 miles, ramp repairs at Illinois 161 interchange, bridge deck repair, bridge joint repair, bridge approach roadway, bridge deck sealing and rip rap are programmed during FY 2017-2021 at a cost of \$22 million.
- **Interstate 70/US 40 from 0.1 miles west of Prairie Road to Bond County line in Madison and Bond Counties.** Resurfacing on 6.4 miles, ramp repairs, bridge painting, bridge joint repair, bridge deck sealing, rip rap, a bridge replacement, bridge deck overlay and bridge repair are programmed during FY 2017-2021 at a cost of \$24 million.
- **Interstate 70 from 0.3 mile west of Sugar Loaf Road to Burlington Northern Railroad in Bond County.** Resurfacing on 9.2 miles, ramp repairs, bridge repair, bridge painting, bridge joint repair, bridge new deck, bridge deck sealing and rip rap are programmed during FY 2017-2021 at a cost of \$32 million.

- **US 67 at Delhi Bypass in Jersey County.** New construction of 3.2 miles of a four lane expressway for the bypass around Delhi including grading, paving, drainage, signing and lighting are programmed during FY 2017-2021 at a cost of \$23 million. *Provides for efficient movement.*
- **King Bridge Ramps over Interstate 55/64/70 westbound, Missouri Avenue, Relocated Illinois 3, Terminal Railroad Association and Union Pacific Railroads in East St. Louis 0.7 mile east of the Mississippi River.** Engineering for contract plans, land acquisition, utility adjustments and a bridge replacement are programmed during FY 2016-2021 at a cost of \$36.5 million. Of this total, engineering for contract plans is programmed in FY 2016 at a cost of \$2 million. *These projects have been approved for Illinois Major Bridge Program funding. Provides for efficient freight movement.*
- **Interstate 57/US 51 at Township Road 277 1.2 miles north of Pulaski County line in Union County.** A bridge replacement is programmed during FY 2017-2021 at a cost of \$5 million.
- **Interstate 57 at Illinois 146 Interchange in Union County.** A bridge replacement is programmed during FY 2017-2021 at a cost of \$6.1 million.
- **Interstate 57 (northbound) from 0.5 miles north of Illinois 146 to Interstate 24 in Union and Johnson Counties.** Reconstruction on 12.7 miles of the northbound lanes is programmed during FY 2017-2021 at a cost of \$18.1 million.
- **Interstate 64 from Interstate 57 to Illinois 142 east of Mt. Vernon in Jefferson County.** Resurfacing on 4.4 miles is programmed during FY 2017-2021 at a cost of \$6.9 million.
- **Interstate 64 at Wabash River in White County.** A bridge replacement, engineering for contract plans and construction engineering are programmed during FY 2016-2021 at a cost of \$76.5 million. Of this total, engineering for contract plans is programmed in FY 2016 at a cost of \$500,000. *Indiana and Illinois will share the cost equally with Illinois being the lead agency. This project has been approved for Illinois Major Bridge Program funding.*

Funding for Locally Implemented Projects

The \$3.149 billion local program includes federal, state and local funds for highway improvements identified by local units of government. Included in this program is \$426 million in state funds over six years designed to address specific local needs. This includes \$131 million for a County Consolidated Program, \$24 million for High-Growth Cities, \$60 million for Needy Townships, \$90 million for the Township Bridge Program, \$42 million for upgrading local truck routes, \$24 million for state matching assistance and \$55 million to foster economic development. Most of these funds are appropriated separately from the highway improvement program and do not appear explicitly in this program.

Grouped Projects

Funds are set aside in the six-year program for specified projects and programs. They have been grouped into the following activity categories:

- **Safety Programs.** \$560 million for safety construction activities including roadside safety improvements and rail-highway crossings. Projects are identified on an annual basis to correct severe accident locations and protect rail grade crossings. These funds are from the new federal Highway Safety Improvement Program and may be used on state and local roads. These funds are able to be used in stand-alone projects or are used for safety features incorporated in department projects.
- **Enhancement Program.** The Illinois Transportation Enhancement Program (ITEP) is funded using federal dollars from a new funding category in MAP-21 called “Transportation Alternatives”. Project sponsors are required to keep projects on track toward implementation or risk loss of enhancement funds. In April 2014, 71 projects were selected totaling \$52.8 million (federal). The next application cycle for candidate projects is undetermined.
- **Congestion Mitigation/Air Quality (CMAQ) Program.** \$582 million is available exclusively for specific traffic congestion and mitigation and air quality projects in the northeastern Illinois and Metro-East areas in accordance with federal legislation. Eligible projects will be developed to contribute to air quality standards and can include traffic flow improvements, public transportation projects and non-motorized transportation projects. A substantial amount of these funds will be used for public transportation projects. Local metropolitan planning organizations will select projects.

Major Bridge Program

IDOT’s Illinois Major Bridge Program (IMBP) targets deficient highway bridge projects that exceed replacement or rehabilitation costs of \$7.5 million for state bridges and \$1 million for local bridges. The IMBP provides federal National Highway Performance Program funds and/or Surface Transportation Program funds for up to 80 percent of eligible project costs; a 20 percent non-federal match is required. The FY 2016-2021 IMBP identifies \$804 million of federal bridge funds for 39 local projects and 25 state projects.

For the Record

Each year IDOT prepares *For the Record*; a report of accomplishments that details the status of each project in the preceding annual highway improvement program. This report will be published in fall 2015 listing the accomplishments of the FY 2015 program.

Public Involvement

Public involvement is an important component of all transportation system plans and programs. In Illinois, public input on transportation issues is fundamental to the success of the program. Every year IDOT solicits public comments for the MYP and considers these comments during development of the next six-year program cycle. The FY 2016-2021 Proposed Highway Improvement Program is the culmination of the programming process conducted by IDOT.

In 2014, IDOT held two webinars and 17 open house style public outreach meetings across the state soliciting input on the FY 2016-2021 MYP. These meetings continue to be a mainstay in the program, allowing for face-to-face interaction with IDOT staff. This is the second year the on-line outreach workshop platform was used. In addition to the 17 in-person meetings, IDOT held two on-line workshops or “webinars” covering the state’s MYP. This innovative tool allows for a large audience to hear a specific speaker or ask questions of a specific project.

IDOT will continue to refine our outreach efforts and continue to seek public feedback. Please complete the department’s Public Review and Comment Transportation Issues form on the following page. The completed form can be sent to the appropriate district office at the address listed on the Illinois Department of Transportation Region and District Boundaries map found on page 26 or you may send the completed form to IDOT’s Central Office at the below address:

Illinois Department of Transportation
Office of Planning and Programming
Bureau of Statewide Program Planning
2300 South Dirksen Parkway, Room 307
Springfield, Illinois 62764

Individuals can also contact IDOT by phone concerning planning, programming and public involvement issues at 1-800/493-3434. Hearing impaired persons can comment by phone through the Ameritech Illinois relay number 1-800/526-0844.

GLOSSARY

AADT	Annual Average Daily Traffic	JCT	Junction
ADA	Americans with Disabilities Act	LN	Lane
AVE/AV	Avenue	MAP-21	Moving Ahead for Progress in the 21 st Century
BI-DIRECT	Bi-Directional	METRA	Rail Transit System
BLDG	Building	MI	Mile(s)
BLVD	Boulevard	MO	Missouri
BUS/BUSN	Business Route	MRB	Mississippi River Bridge
BYP	Bypass	MT	Mount
CAA	Clean Air Act	MYP	Multi-Year Program
CC	Community College	N	North
CD	Collector-Distributor	NB	Northbound
CDOT	Chicago Department of Transportation	NCL	North Corporate Limit
CH	County Highway	NCIIP	National Corridor Infrastructure Improvement Program
CMAQ	Congestion Mitigation Air Quality	NE	Northeast
CO	County	NW	Northwest
CRS	Condition Rating Survey	NHS	National Highway System
CT	Court	OR	Other Road
CTA	Chicago Transit Authority	P.E.	Preliminary Engineering
DEMO	Demonstration	PE (PHASE I)	Location Studies
DIST	District	PE (PHASE II)	Plan Preparation
DR	Drive	PK	Park
E	East	PKWY	Parkway
E-W	East-West	PL	Place
EB	Eastbound	PNRS	Projects of National and Regional Significance
ECL	East Corporate Limit	RD	Road
EIS	Environmental Impact Statement	REHAB	Rehabilitation
EXPWY	Expressway	ROW	Right of Way
EXT	Extension	RR	Railroad
FAP	Federal-aid Primary	S	South
FAS	Federal-aid Secondary	SAFETEA-LU	Safe Accountable Flexible and Efficient Transportation Equity Act – Legacy for Users
FAU	Federal-aid Urban	SB	Southbound
FR	Frontage Road	SBI	State Bond Issue
FT	Feet	SCL	South Corporate Limit
FY	Fiscal Year(s)	SE	Southeast
HGTS	Heights	ST	Street
HPP	High Priority Projects Program	STA	Station
HS	High School	STR	Structure
HWY	Highway	SW	Southwest
I	Interstate Route	TEA-21	Transportation Equity Act for the 21 st Century
ICC	Illinois Commerce Commission	TI	Transportation Improvements
IDNR	Illinois Department of Natural Resources	TR	Township Road
IDOT	Illinois Department of Transportation	TRAF	Traffic
IHPA	Illinois Historic Preservation Agency	TRIB	Tributary
ILL	Illinois Route	TSL	Type, Size and Location Plans
I&M	Illinois & Michigan	US	US Route
INCL	Including	W	West
INT	Intersection	WB	Westbound
INTCHG	Interchange	WCL	West Corporate Limit
IRI	International Roughness Index		
ITEP	Illinois Transportation Enhancement Program		
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991		
ISTHA	Illinois State Toll Highway Authority		

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ILLINOIS DEPARTMENT OF TRANSPORTATION REGION and DISTRICT BOUNDARIES

Region 1

DISTRICT 1
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196-1096
PHONE: 847/705-4000

Region 2

DISTRICT 2
819 DEPOT AVENUE
DIXON, ILLINOIS 61021-3546
PHONE: 815/284-2271

DISTRICT 3
700 EAST NORRIS DRIVE
OTTAWA, ILLINOIS 61350-1628
PHONE: 815/434-6131

Region 3

DISTRICT 4
401 MAIN STREET
PEORIA, ILLINOIS 61602-1111
PHONE: 309/671-3333

DISTRICT 5
13473 IL Hwy. 133
P. O. BOX 610
PARIS, ILLINOIS 61944-0610
PHONE: 217/465-4181

Region 4

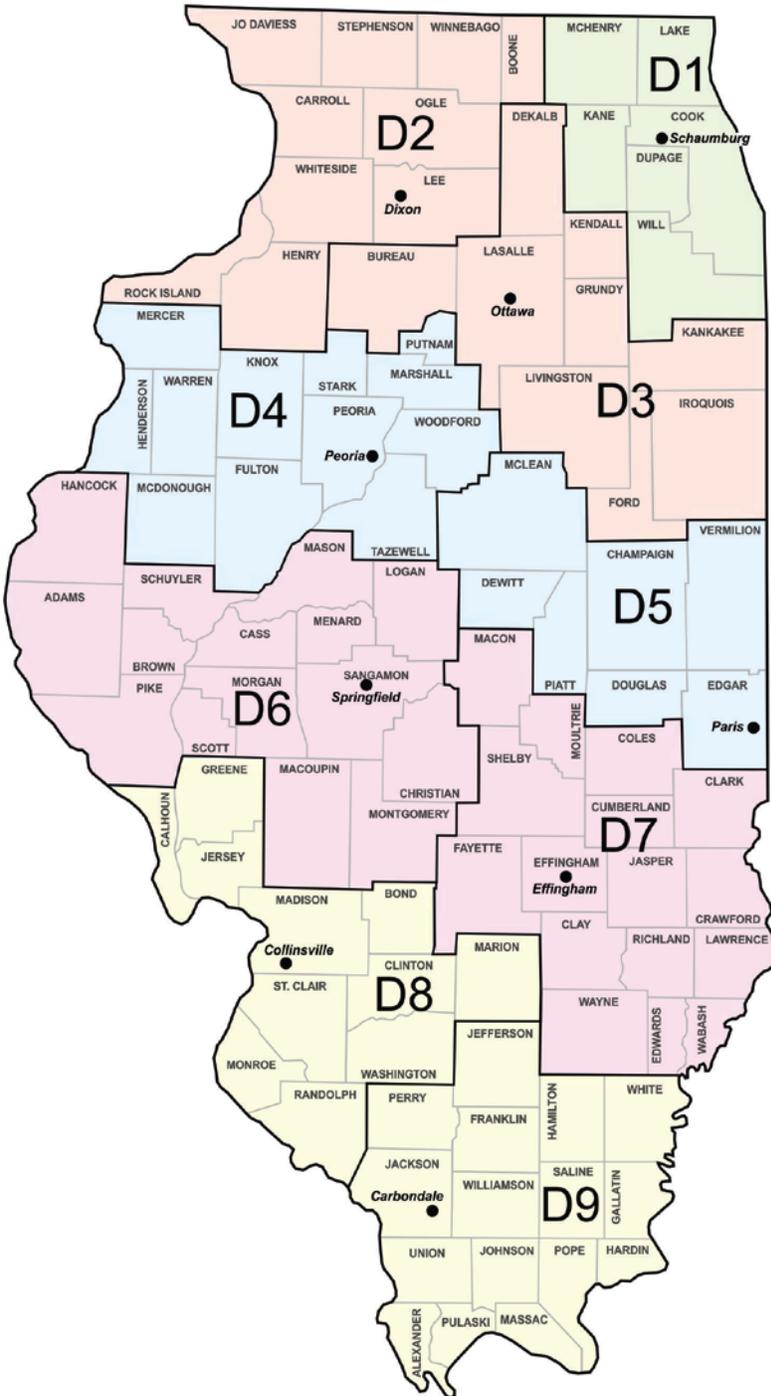
DISTRICT 6
126 EAST ASH STREET
SPRINGFIELD, ILLINOIS 62704-4792
PHONE: 217/782-7301

DISTRICT 7
400 WEST WABASH
EFFINGHAM, ILLINOIS 62401-2699
PHONE: 217/342-3951

Region 5

DISTRICT 8
1102 EASTPORT PLAZA DRIVE
COLLINSVILLE, ILLINOIS 62234-6198
PHONE: 618/346-3100

DISTRICT 9
STATE TRANSPORTATION BUILDING
P. O. BOX 100
CARBONDALE, ILLINOIS 62903-0100
PHONE: 618/549-2171



GUIDE TO HIGHWAY PROJECT LISTINGS

Projects on the state highway system identified for the FY 2016-2021 Proposed Highway Improvement Program are listed on the following pages. The lists are identified within IDOT’s nine geographic highway districts. The map on previous page shows individual highway district boundaries.

The following sequence is used within the district project listing:

Interstate marked routes in ascending numerical order

US marked routes in ascending numerical order

Illinois marked routes in ascending numerical order

Unmarked routes in alphabetical order by street name starting with numbered streets

The estimated cost of each project is shown. The actual cost of a project listed for FY 2015-2020 can vary depending on when it is implemented in the multi-year period.

The listing of projects is arranged in eight columns:

Route/Street	Location	Improvements	Objectives	Est. Cost	County	MYP Years	
						Past	Current

Route/Street – Identifies the marked route(s) and street name

Location – Identifies project limits, length, and vital element

Improvements – identifies type of improvement

Objectives – Identifies the department’s Long Term State Transportation Plan objective that this project addresses.

Est. Cost – identifies the estimated project cost

County – identifies county

MYP Years Past – identifies the number of years a project has appeared in the multi-year program. FY 1999-2003 is year one.

MYP Years Current – identifies projects scheduled for FY 2016 and those scheduled for FY 2017-2021.

Project Footnotes denote special fund sources, participation requirements, and other important, project-specific information.

Needs Category	Miles	Roughness(IRI)	Rutting	AADT	Truck Pct	NHS
BACKLOG	1.75	NOT ACCEPTABLE	0.09	97,529	12.1	Y

Needs Category – Provides an overall condition of a route. This condition is based on multiple factors including the Condition Rating Survey (CRS), the traffic a highway carries (ADT), the highways functional classification, pavement width, and the highways geographic location (northern or southern and urban or rural). This categorization is divided into three subcategories allowing the department to describe the condition in terms of acceptable, accruing, or backlog.

ADEQUATE – The condition of the highway ranges from good to excellent; no improvements are needed at this time.

ACCURING – The condition of the highway is expected to deteriorate to backlog condition within the next 6 years.

BACKLOG – The condition of the highway has deteriorated to the point where an improvement is needed now.

Miles – Identifies project length.

International Roughness Index (IRI) – A measured value that is used to determine the roughness or ride quality of a section of highway. It is the accumulation of the inches of vertical movement of a vehicle over a highway surface adjusted to reflect the rate per mile. The lower the value the smoother the ride, higher values indicate a rougher ride. This category is divided into three subcategories allowing the department to describe the condition in terms of GOOD (rating range is below 95), ACCEPTABLE (equal to fair, rating range is 95-170), and NOT ACCEPTABLE (equal to poor, rating range is above 170).

Rutting – A measured value of the longitudinal surface depressions in the highway wheel path. It is measured in inches and averaged over the highway section. Rutting is caused by compaction or lateral movement of materials due to traffic load.

AADT – Identifies the average volume of traffic for one day (24 hour period).

Truck Pct – Identifies the percentage of the average volume of total trucks compared to the average volume of total vehicles for an average day.

NHS – Shows if this route is designated as part of the National Highway System.

Structure Status	AADT	Truck Pct	Str Number	NHS
STRUCTURAL BACKLOG	61,700	8.1	0060036	N

Structure Status – Designation of the overall condition of the structure. This is divided into six subcategories –

- **ADEQUATE** – Structures that do not meet the criteria for a BAMS table, are not structurally deficient (SD) or functionally obsolete (FO) and not in any needs category for backlog or accruing.
- **FUNCTIONAL LONG TERM** - BAMS tables 15 & 16 are functionally obsolete and needs category of long term accruing.
- **FUNCTIONAL ACCRUING** - BAMS table 14 is functionally obsolete and needs category of short-term accruing.
- **STRUCTURAL ACCRUING** - BAMS tables 10-13 are structurally deficient and needs category of short-term accruing.
- **FUNCTIONAL BACKLOG** - BAMS tables 7-9 are functionally obsolete and needs category of other backlog.
- **STRUCTURAL BACKLOG** - BAMS tables 1-6 are all structurally deficient and have a needs category of critical backlog for BAMS 1-4 and other backlog for BAMS 5 & 6.

AADT – Annual Average Daily Traffic

Truck Pct – Identifies the percentage of the average volume of total trucks compared to the average volume of total vehicles for an average day.

Str Number – Unique identification number assigned to each structure.

NHS – Shows if this route is designated as part of the National Highway System.