

FY 2016-2021 Highway Improvement Program

53RD SENATE DIST.

State Highways

Jason Barickman

| Route/Street | Location | Improvements | Objectives | Est. Cost | County | MYP Years | | | | | | | | | | | | | | | |
|--|---|---|---------------------------|--------------|----------------------|-----------|-----------|----------------|-------|----------------|---------|------|-----------|-----|----------|-------|------------|------|--------|------|---|
| | | | | | | Past | Current | | | | | | | | | | | | | | |
| I 55 | VARIOUS LOCATIONS IN LIVINGSTON CO System Maintenance | PATCHING COLD MILLING | SAFETY PRESERVE SYSTEM | \$500,000 | LIVINGSTON | 1 | 2016 | | | | | | | | | | | | | | |
| I 55 | 1.7 MI S OF ILL 116 TO 4.2 MI N OF ILL 23 IN PONTIAC Miles = 9.72 System Maintenance | RESURFACING BRIDGE DECK REPAIRS CULVERT REPAIR UNDERDRAINS | SAFETY PRESERVE SYSTEM | \$27,310,000 | LIVINGSTON | 2 | 2017-2021 | | | | | | | | | | | | | | |
| <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Needs Category</th> <th>Miles</th> <th>Roughness(IRI)</th> <th>Rutting</th> <th>AADT</th> <th>Truck Pct</th> <th>NHS</th> </tr> </thead> <tbody> <tr> <td style="color: red;">BACKLOG</td> <td>9.72</td> <td>GOOD</td> <td>0.11</td> <td>19,825</td> <td>34.1</td> <td>Y</td> </tr> </tbody> </table> | | | | | | | | Needs Category | Miles | Roughness(IRI) | Rutting | AADT | Truck Pct | NHS | BACKLOG | 9.72 | GOOD | 0.11 | 19,825 | 34.1 | Y |
| Needs Category | Miles | Roughness(IRI) | Rutting | AADT | Truck Pct | NHS | | | | | | | | | | | | | | | |
| BACKLOG | 9.72 | GOOD | 0.11 | 19,825 | 34.1 | Y | | | | | | | | | | | | | | | |
| I 55 | S OF LEXINGTON TO LIVINGSTON CO LINE Miles = 10.05 System Maintenance | RESURFACING BRIDGE REPAIR | SAFETY PRESERVE SYSTEM | \$16,000,000 | MCLEAN | 1 | 2017-2021 | | | | | | | | | | | | | | |
| <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Needs Category</th> <th>Miles</th> <th>Roughness(IRI)</th> <th>Rutting</th> <th>AADT</th> <th>Truck Pct</th> <th>NHS</th> </tr> </thead> <tbody> <tr> <td style="color: red;">BACKLOG</td> <td>10.05</td> <td>GOOD</td> <td>0.13</td> <td>23,530</td> <td>25.6</td> <td>Y</td> </tr> </tbody> </table> | | | | | | | | Needs Category | Miles | Roughness(IRI) | Rutting | AADT | Truck Pct | NHS | BACKLOG | 10.05 | GOOD | 0.13 | 23,530 | 25.6 | Y |
| Needs Category | Miles | Roughness(IRI) | Rutting | AADT | Truck Pct | NHS | | | | | | | | | | | | | | | |
| BACKLOG | 10.05 | GOOD | 0.13 | 23,530 | 25.6 | Y | | | | | | | | | | | | | | | |
| I 55 | S OF LEXINGTON TO LIVINGSTON CO LINE System Maintenance | RAMP REPAIR | SAFETY PRESERVE SYSTEM | \$1,200,000 | MCLEAN | 1 | 2017-2021 | | | | | | | | | | | | | | |
| I 55 | 1.7 MI S OF ILL 17 TO 1.4 MI S OF ILL 17 Miles = 0.34 System Maintenance | RECONSTRUCTION | SAFETY PRESERVE SYSTEM | \$3,200,000 | LIVINGSTON | 1 | 2017-2021 | | | | | | | | | | | | | | |
| <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Needs Category</th> <th>Miles</th> <th>Roughness(IRI)</th> <th>Rutting</th> <th>AADT</th> <th>Truck Pct</th> <th>NHS</th> </tr> </thead> <tbody> <tr> <td>ADEQUATE</td> <td>0.34</td> <td>ACCEPTABLE</td> <td>0.10</td> <td>19,000</td> <td>31.2</td> <td>Y</td> </tr> </tbody> </table> | | | | | | | | Needs Category | Miles | Roughness(IRI) | Rutting | AADT | Truck Pct | NHS | ADEQUATE | 0.34 | ACCEPTABLE | 0.10 | 19,000 | 31.2 | Y |
| Needs Category | Miles | Roughness(IRI) | Rutting | AADT | Truck Pct | NHS | | | | | | | | | | | | | | | |
| ADEQUATE | 0.34 | ACCEPTABLE | 0.10 | 19,000 | 31.2 | Y | | | | | | | | | | | | | | | |
| I 55 | 1.4 MI S OF ILL 17 TO 1.2 MI N OF ILL 47 System Maintenance | PATCHING BRIDGE REPAIR CULVERT REPAIR UNDERDRAINS | SAFETY PRESERVE SYSTEM | \$1,800,000 | LIVINGSTON GRUNDY | 12 | 2017-2021 | | | | | | | | | | | | | | |

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| Route/Street | Location | Improvements | Objectives | Est. Cost | County | MYP Years | | | | | | | | | | | | | | | |
|---|--|---|---------------------------|--------------|-----------|-----------|-----------|------------------|-------|----------------|------------|------|---------------------|-----|----------|---------|------|------|--------|------|---|
| | | | | | | Past | Current | | | | | | | | | | | | | | |
| I 55 BUS | COMMERCE PKWY TO CLEARWATER AVE Miles = 3.52 | RESURFACING System Maintenance | SAFETY PRESERVE SYSTEM | \$5,150,000 | MCLEAN | 1 | 2017-2021 | | | | | | | | | | | | | | |
| <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Needs Category</th> <th>Miles</th> <th>Roughness(IRI)</th> <th>Rutting</th> <th>AADT</th> <th>Truck Pct</th> <th>NHS</th> </tr> </thead> <tbody> <tr> <td>ACCRUING</td> <td>3.52</td> <td>GOOD</td> <td>0.21</td> <td>37,047</td> <td>1.9</td> <td>Y</td> </tr> </tbody> </table> | | | | | | | | Needs Category | Miles | Roughness(IRI) | Rutting | AADT | Truck Pct | NHS | ACCRUING | 3.52 | GOOD | 0.21 | 37,047 | 1.9 | Y |
| Needs Category | Miles | Roughness(IRI) | Rutting | AADT | Truck Pct | NHS | | | | | | | | | | | | | | | |
| ACCRUING | 3.52 | GOOD | 0.21 | 37,047 | 1.9 | Y | | | | | | | | | | | | | | | |
| I 55 BUS VETERANS PKWY | AT ILL 9 IN BLOOMINGTON Congestion Mitigation | P.E. (PHASE I) | | \$2,500,000 | MCLEAN | 5 | 2017-2021 | | | | | | | | | | | | | | |
| I 57 | CHAMPAIGN CO LINE TO IROQUOIS CO LINE Miles = 6.35 | RESURFACING BRIDGE REPAIR CULVERT REPAIR | SAFETY PRESERVE SYSTEM | \$15,500,000 | FORD | 7 | 2017-2021 | | | | | | | | | | | | | | |
| <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Needs Category</th> <th>Miles</th> <th>Roughness(IRI)</th> <th>Rutting</th> <th>AADT</th> <th>Truck Pct</th> <th>NHS</th> </tr> </thead> <tbody> <tr> <td>BACKLOG</td> <td>6.35</td> <td>GOOD</td> <td>0.14</td> <td>15,893</td> <td>33.8</td> <td>Y</td> </tr> </tbody> </table> | | | | | | | | Needs Category | Miles | Roughness(IRI) | Rutting | AADT | Truck Pct | NHS | BACKLOG | 6.35 | GOOD | 0.14 | 15,893 | 33.8 | Y |
| Needs Category | Miles | Roughness(IRI) | Rutting | AADT | Truck Pct | NHS | | | | | | | | | | | | | | | |
| BACKLOG | 6.35 | GOOD | 0.14 | 15,893 | 33.8 | Y | | | | | | | | | | | | | | | |
| I 57 | FORD CO LINE TO 1.2 MI N OF ILL 54 IN ONARGA System Maintenance | MICROSURFACING JOINT REPAIR | SAFETY PRESERVE SYSTEM | \$50,000 | IROQUOIS | 1 | 2016 | | | | | | | | | | | | | | |
| I 57 | CH 9 AT BUCKLEY INTCHG Bridge Maintenance | BRIDGE NEW DECK | SAFETY PRESERVE SYSTEM | \$2,000,000 | IROQUOIS | 3 | 2017-2021 | | | | | | | | | | | | | | |
| <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Structure Status</th> <th>AADT</th> <th>Truck Pct</th> <th>Str Number</th> <th>NHS</th> </tr> </thead> <tbody> <tr> <td>STRUCTURAL ACCRUING</td> <td>900</td> <td>N/A</td> <td>0380076</td> <td>N</td> </tr> </tbody> </table> | | | | | | | | Structure Status | AADT | Truck Pct | Str Number | NHS | STRUCTURAL ACCRUING | 900 | N/A | 0380076 | N | | | | |
| Structure Status | AADT | Truck Pct | Str Number | NHS | | | | | | | | | | | | | | | | | |
| STRUCTURAL ACCRUING | 900 | N/A | 0380076 | N | | | | | | | | | | | | | | | | | |
| I 74 | WOODFORD CO LINE TO CARLOCK Miles = 1.69 | RESURFACING BRIDGE DECK REPAIRS BRIDGE NEW DECK | SAFETY PRESERVE SYSTEM | \$4,060,000 | MCLEAN | 1 | 2016 | | | | | | | | | | | | | | |
| <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Needs Category</th> <th>Miles</th> <th>Roughness(IRI)</th> <th>Rutting</th> <th>AADT</th> <th>Truck Pct</th> <th>NHS</th> </tr> </thead> <tbody> <tr> <td>BACKLOG</td> <td>1.69</td> <td>GOOD</td> <td>0.12</td> <td>24,218</td> <td>19.1</td> <td>Y</td> </tr> </tbody> </table> | | | | | | | | Needs Category | Miles | Roughness(IRI) | Rutting | AADT | Truck Pct | NHS | BACKLOG | 1.69 | GOOD | 0.12 | 24,218 | 19.1 | Y |
| Needs Category | Miles | Roughness(IRI) | Rutting | AADT | Truck Pct | NHS | | | | | | | | | | | | | | | |
| BACKLOG | 1.69 | GOOD | 0.12 | 24,218 | 19.1 | Y | | | | | | | | | | | | | | | |
| I 74 | WOODFORD CO LINE TO CARLOCK System Maintenance | RAMP REPAIR | SAFETY PRESERVE SYSTEM | \$600,000 | MCLEAN | 1 | 2016 | | | | | | | | | | | | | | |

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| Route/Street | Location | Improvements | Objectives | Est. Cost | County | MYP Years | | | | | | | | | | | | | | | |
|---|---|--|---|--------------|-----------|-----------|-----------|------------------|-------|----------------|------------|------|--------------------|-------|---------|---------|------|------|--------|------|---|
| | | | | | | Past | Current | | | | | | | | | | | | | | |
| I 74 | TAZEWELL CO LINE TO MCLEAN CO LINE Miles = 9.24 | RUBBLIZATION/OVERLAY System Maintenance | SAFETY PRESERVE SYSTEM | \$37,000,000 | WOODFORD | 3 | 2017-2021 | | | | | | | | | | | | | | |
| <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Needs Category</th> <th>Miles</th> <th>Roughness(IRI)</th> <th>Rutting</th> <th>AADT</th> <th>Truck Pct</th> <th>NHS</th> </tr> </thead> <tbody> <tr> <td>BACKLOG</td> <td>9.24</td> <td>GOOD</td> <td>0.11</td> <td>24,471</td> <td>20.2</td> <td>Y</td> </tr> </tbody> </table> | | | | | | | | Needs Category | Miles | Roughness(IRI) | Rutting | AADT | Truck Pct | NHS | BACKLOG | 9.24 | GOOD | 0.11 | 24,471 | 20.2 | Y |
| Needs Category | Miles | Roughness(IRI) | Rutting | AADT | Truck Pct | NHS | | | | | | | | | | | | | | | |
| BACKLOG | 9.24 | GOOD | 0.11 | 24,471 | 20.2 | Y | | | | | | | | | | | | | | | |
| I 74 | TAZEWELL CO LINE TO MCLEAN CO LINE System Maintenance | CONSTRUCTION ENGINEERING | | \$1,600,000 | WOODFORD | 2 | 2017-2021 | | | | | | | | | | | | | | |
| US 24 | DITCH 1 MI & 1.2 MI E OF EL PASO & 2.5 MI E OF WOODFORD CO LINE Bridge Maintenance | CULVERT REPLACEMENT | SAFETY PRESERVE SYSTEM | \$1,125,000 | MCLEAN | 7 | 2017-2021 | | | | | | | | | | | | | | |
| US 24 | INTERMITTENT STREAM 1 MI W OF CHENOA Bridge Maintenance | BRIDGE REPLACEMENT | SAFETY PRESERVE SYSTEM | \$1,555,000 | MCLEAN | 6 | 2017-2021 | | | | | | | | | | | | | | |
| <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Structure Status</th> <th>AADT</th> <th>Truck Pct</th> <th>Str Number</th> <th>NHS</th> </tr> </thead> <tbody> <tr> <td>STRUCTURAL BACKLOG</td> <td>3,300</td> <td>29</td> <td>0570070</td> <td>Y</td> </tr> </tbody> </table> | | | | | | | | Structure Status | AADT | Truck Pct | Str Number | NHS | STRUCTURAL BACKLOG | 3,300 | 29 | 0570070 | Y | | | | |
| Structure Status | AADT | Truck Pct | Str Number | NHS | | | | | | | | | | | | | | | | | |
| STRUCTURAL BACKLOG | 3,300 | 29 | 0570070 | Y | | | | | | | | | | | | | | | | | |
| US 45 US 52 | DRAINAGE DITCH 3.5 MI N OF US 52 Bridge Maintenance | BRIDGE REPLACEMENT | SAFETY PRESERVE SYSTEM | \$600,000 | IROQUOIS | 2 | 2017-2021 | | | | | | | | | | | | | | |
| <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Structure Status</th> <th>AADT</th> <th>Truck Pct</th> <th>Str Number</th> <th>NHS</th> </tr> </thead> <tbody> <tr> <td>STRUCTURAL BACKLOG</td> <td>4,200</td> <td>15</td> <td>0380116</td> <td>N</td> </tr> </tbody> </table> | | | | | | | | Structure Status | AADT | Truck Pct | Str Number | NHS | STRUCTURAL BACKLOG | 4,200 | 15 | 0380116 | N | | | | |
| Structure Status | AADT | Truck Pct | Str Number | NHS | | | | | | | | | | | | | | | | | |
| STRUCTURAL BACKLOG | 4,200 | 15 | 0380116 | N | | | | | | | | | | | | | | | | | |
| US 45 | BIG FOUR DITCH 3 MI S OF ILL 9 Bridge Maintenance | BRIDGE REPLACEMENT | SAFETY PRESERVE SYSTEM | \$2,700,000 | FORD | 2 | 2017-2021 | | | | | | | | | | | | | | |
| <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Structure Status</th> <th>AADT</th> <th>Truck Pct</th> <th>Str Number</th> <th>NHS</th> </tr> </thead> <tbody> <tr> <td>STRUCTURAL BACKLOG</td> <td>3,400</td> <td>11</td> <td>0270012</td> <td>N</td> </tr> </tbody> </table> | | | | | | | | Structure Status | AADT | Truck Pct | Str Number | NHS | STRUCTURAL BACKLOG | 3,400 | 11 | 0270012 | N | | | | |
| Structure Status | AADT | Truck Pct | Str Number | NHS | | | | | | | | | | | | | | | | | |
| STRUCTURAL BACKLOG | 3,400 | 11 | 0270012 | N | | | | | | | | | | | | | | | | | |
| ILL 1 | UNDER CSX RR 0.9 MI N OF MILFORD Bridge Maintenance | RR CROSSING IMPROVEMENT | SAFETY PRESERVE SYSTEM MODAL CONNECTIVITY | \$1,000,000 | IROQUOIS | 1 | 2017-2021 | | | | | | | | | | | | | | |

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|--|--|--|---|-------------|----------------|-----------|-----------|----------------|-------|----------------|---------|------|-----------|-----|----------|------|----------------|------|--------|------|---|---------|-------|------------|------|-------|------|---|
| | | | | | | Past | Current | | | | | | | | | | | | | | | | | | | | | |
| ILL 1 | IROQUOIS CO LINE TO 0.2 MI N OF ROSSVILLE SCL Miles = 8.24 System Maintenance | RESURFACING COLD MILLING GUARDRAIL PEDESTRIAN RAMPS/ADA | SAFETY PRESERVE SYSTEM TRANSPORTATION OPS | \$3,570,000 | VERMILION | 3 | 2017-2021 | | | | | | | | | | | | | | | | | | | | | |
| <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Needs Category</th> <th>Miles</th> <th>Roughness(IRI)</th> <th>Rutting</th> <th>AADT</th> <th>Truck Pct</th> <th>NHS</th> </tr> </thead> <tbody> <tr> <td>BACKLOG</td> <td>8.24</td> <td>ACCEPTABLE</td> <td>0.15</td> <td>5,039</td> <td>10.7</td> <td>Y</td> </tr> </tbody> </table> | | | | | | | | Needs Category | Miles | Roughness(IRI) | Rutting | AADT | Truck Pct | NHS | BACKLOG | 8.24 | ACCEPTABLE | 0.15 | 5,039 | 10.7 | Y | | | | | | | |
| Needs Category | Miles | Roughness(IRI) | Rutting | AADT | Truck Pct | NHS | | | | | | | | | | | | | | | | | | | | | | |
| BACKLOG | 8.24 | ACCEPTABLE | 0.15 | 5,039 | 10.7 | Y | | | | | | | | | | | | | | | | | | | | | | |
| ILL 1 | CREEK 2 MI S OF HOOPESTON & N FORK VERMILION RIVER 1.4 MI N OF ROSSVILLE Bridge Maintenance | BRIDGE DECK OVERLAY | SAFETY PRESERVE SYSTEM | \$390,000 | VERMILION | 2 | 2017-2021 | | | | | | | | | | | | | | | | | | | | | |
| ILL 1 | UNDER CSX RR 0.9 MI N OF MILFORD Bridge Maintenance | BRIDGE REPLACEMENT | SAFETY PRESERVE SYSTEM | \$4,500,000 | IROQUOIS | 2 | 2017-2021 | | | | | | | | | | | | | | | | | | | | | |
| ILL 1 | STREAM 1.5 MI S OF MILFORD Bridge Maintenance | CULVERT REPLACEMENT | SAFETY PRESERVE SYSTEM | \$500,000 | IROQUOIS | 2 | 2017-2021 | | | | | | | | | | | | | | | | | | | | | |
| ILL 9 US 150 | E OF I-74 TO ROYAL POINTE DR IN BLOOMINGTON Miles = 5.05 System Maintenance | RESURFACING | SAFETY PRESERVE SYSTEM | \$2,620,000 | MCLEAN | 1 | 2017-2021 | | | | | | | | | | | | | | | | | | | | | |
| <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Needs Category</th> <th>Miles</th> <th>Roughness(IRI)</th> <th>Rutting</th> <th>AADT</th> <th>Truck Pct</th> <th>NHS</th> </tr> </thead> <tbody> <tr> <td>BACKLOG</td> <td>5.05</td> <td>NOT ACCEPTABLE</td> <td>0.18</td> <td>13,645</td> <td>7.3</td> <td>Y</td> </tr> </tbody> </table> | | | | | | | | Needs Category | Miles | Roughness(IRI) | Rutting | AADT | Truck Pct | NHS | BACKLOG | 5.05 | NOT ACCEPTABLE | 0.18 | 13,645 | 7.3 | Y | | | | | | | |
| Needs Category | Miles | Roughness(IRI) | Rutting | AADT | Truck Pct | NHS | | | | | | | | | | | | | | | | | | | | | | |
| BACKLOG | 5.05 | NOT ACCEPTABLE | 0.18 | 13,645 | 7.3 | Y | | | | | | | | | | | | | | | | | | | | | | |
| ILL 9 | ARROWSMITH RD TO FORD CO LINE Miles = 10.53 System Maintenance | RESURFACING SAFETY IMPROVEMENTS | SAFETY PRESERVE SYSTEM | \$6,100,000 | MCLEAN FORD | 6 | 2017-2021 | | | | | | | | | | | | | | | | | | | | | |
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| Needs Category | Miles | Roughness(IRI) | Rutting | AADT | Truck Pct | NHS | | | | | | | | | | | | | | | | | | | | | | |
| ACCRUING | 0.44 | ACCEPTABLE | 0.18 | 1,500 | 18.3 | N | | | | | | | | | | | | | | | | | | | | | | |
| BACKLOG | 10.09 | ACCEPTABLE | 0.14 | 1,546 | 11.1 | N | | | | | | | | | | | | | | | | | | | | | | |
| ILL 47 | DITCH 1.6 MI N OF ILL 9 (W) Bridge Maintenance | CULVERT REPLACEMENT | SAFETY PRESERVE SYSTEM | \$350,000 | FORD | 3 | 2017-2021 | | | | | | | | | | | | | | | | | | | | | |

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| Route/Street | Location | Improvements | Objectives | Est. Cost | County | MYP Years | | | | | | | | | | | | | | | |
|--|--|---------------------|---------------------------|--|-----------|-----------|-----------|------------------|-------|----------------|------------|------|--------------------|-------|---------|---------|------------|------|-------|------|---|
| | | | | | | Past | Current | | | | | | | | | | | | | | |
| ILL 49 | DRAINAGE DITCH 0.5 MI N OF US 136 (E) Bridge Maintenance | BRIDGE REPLACEMENT | SAFETY PRESERVE SYSTEM | \$500,000 | VERMILION | 1 | 2017-2021 | | | | | | | | | | | | | | |
| | | | | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Structure Status</td> <td>AADT</td> <td>Truck Pct</td> <td>Str Number</td> <td>NHS</td> </tr> <tr> <td>STRUCTURAL BACKLOG</td> <td>2,000</td> <td>18</td> <td>0920060</td> <td>N</td> </tr> </table> | | | | Structure Status | AADT | Truck Pct | Str Number | NHS | STRUCTURAL BACKLOG | 2,000 | 18 | 0920060 | N | | | | |
| Structure Status | AADT | Truck Pct | Str Number | NHS | | | | | | | | | | | | | | | | | |
| STRUCTURAL BACKLOG | 2,000 | 18 | 0920060 | N | | | | | | | | | | | | | | | | | |
| ILL 54 | BIG FOUR DITCH 7.7 MI N OF ILL 9 Bridge Maintenance | BRIDGE REPLACEMENT | SAFETY PRESERVE SYSTEM | \$1,200,000 | FORD | 8 | 2016 | | | | | | | | | | | | | | |
| | | | | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Structure Status</td> <td>AADT</td> <td>Truck Pct</td> <td>Str Number</td> <td>NHS</td> </tr> <tr> <td>STRUCTURAL BACKLOG</td> <td>1,350</td> <td>19</td> <td>0270077</td> <td>N</td> </tr> </table> | | | | Structure Status | AADT | Truck Pct | Str Number | NHS | STRUCTURAL BACKLOG | 1,350 | 19 | 0270077 | N | | | | |
| Structure Status | AADT | Truck Pct | Str Number | NHS | | | | | | | | | | | | | | | | | |
| STRUCTURAL BACKLOG | 1,350 | 19 | 0270077 | N | | | | | | | | | | | | | | | | | |
| ILL 54 | DITCH 7.1 MI N OF ILL 9 Bridge Maintenance | BRIDGE REPLACEMENT | SAFETY PRESERVE SYSTEM | \$500,000 | FORD | 3 | 2016 | | | | | | | | | | | | | | |
| | | | | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Structure Status</td> <td>AADT</td> <td>Truck Pct</td> <td>Str Number</td> <td>NHS</td> </tr> <tr> <td>STRUCTURAL BACKLOG</td> <td>1,350</td> <td>19</td> <td>0270021</td> <td>N</td> </tr> </table> | | | | Structure Status | AADT | Truck Pct | Str Number | NHS | STRUCTURAL BACKLOG | 1,350 | 19 | 0270021 | N | | | | |
| Structure Status | AADT | Truck Pct | Str Number | NHS | | | | | | | | | | | | | | | | | |
| STRUCTURAL BACKLOG | 1,350 | 19 | 0270021 | N | | | | | | | | | | | | | | | | | |
| ILL 54 | DRAINAGE DITCH 2.3 MI N OF ILL 9 Bridge Maintenance | BRIDGE REPLACEMENT | SAFETY PRESERVE SYSTEM | \$1,200,000 | FORD | 8 | 2016 | | | | | | | | | | | | | | |
| | | | | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Structure Status</td> <td>AADT</td> <td>Truck Pct</td> <td>Str Number</td> <td>NHS</td> </tr> <tr> <td>STRUCTURAL BACKLOG</td> <td>1,600</td> <td>14</td> <td>0270070</td> <td>N</td> </tr> </table> | | | | Structure Status | AADT | Truck Pct | Str Number | NHS | STRUCTURAL BACKLOG | 1,600 | 14 | 0270070 | N | | | | |
| Structure Status | AADT | Truck Pct | Str Number | NHS | | | | | | | | | | | | | | | | | |
| STRUCTURAL BACKLOG | 1,600 | 14 | 0270070 | N | | | | | | | | | | | | | | | | | |
| ILL 115 | STREAM 4.1 MI S OF US 24 Bridge Maintenance | CULVERT REPLACEMENT | SAFETY PRESERVE SYSTEM | \$500,000 | FORD | 4 | 2016 | | | | | | | | | | | | | | |
| ILL 116 | JCT ILL 117 (N) TO JCT I-39 Miles = 5.27 System Maintenance | RESURFACING | SAFETY PRESERVE SYSTEM | \$2,000,000 | WOODFORD | 1 | 2016 | | | | | | | | | | | | | | |
| <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Needs Category</td> <td>Miles</td> <td>Roughness(IRI)</td> <td>Rutting</td> <td>AADT</td> <td>Truck Pct</td> <td>NHS</td> </tr> <tr> <td>BACKLOG</td> <td>5.27</td> <td>ACCEPTABLE</td> <td>0.14</td> <td>1,664</td> <td>17.9</td> <td>N</td> </tr> </table> | | | | | | | | Needs Category | Miles | Roughness(IRI) | Rutting | AADT | Truck Pct | NHS | BACKLOG | 5.27 | ACCEPTABLE | 0.14 | 1,664 | 17.9 | N |
| Needs Category | Miles | Roughness(IRI) | Rutting | AADT | Truck Pct | NHS | | | | | | | | | | | | | | | |
| BACKLOG | 5.27 | ACCEPTABLE | 0.14 | 1,664 | 17.9 | N | | | | | | | | | | | | | | | |

FY 2016-2021 Highway Improvement Program

53RD SENATE DIST.

State Highways

Jason Barickman

| Route/Street | Location | Improvements | Objectives | Est. Cost | County | MYP Years | | | | | | | | | | | | | | | |
|--|---|--------------------------------------|---------------------------|--|------------|-----------|-----------|------------------|-------|----------------|------------|------|--------------------|-------|---------|---------|------------|------|-----|------|---|
| | | | | | | Past | Current | | | | | | | | | | | | | | |
| ILL 116 | STREAM 1.7 MI W OF I-55 Bridge Maintenance | CULVERT REPLACEMENT | SAFETY PRESERVE SYSTEM | \$300,000 | LIVINGSTON | 2 | 2017-2021 | | | | | | | | | | | | | | |
| ILL 116 | STREAM 3.1 MI W OF ILL 47 Bridge Maintenance | CULVERT REPLACEMENT | SAFETY PRESERVE SYSTEM | \$300,000 | LIVINGSTON | 4 | 2016 | | | | | | | | | | | | | | |
| ILL 116 | DRAINAGE DITCH 2.2 MI W OF I-57 Bridge Maintenance | CULVERT (NEW) | SAFETY | \$600,000 | IROQUOIS | 5 | 2016 | | | | | | | | | | | | | | |
| ILL 116 ILL 117 | W BRANCH PANTHER CREEK IN ROANOKE Bridge Maintenance | BRIDGE REPLACEMENT | SAFETY PRESERVE SYSTEM | \$695,000 | WOODFORD | 8 | 2017-2021 | | | | | | | | | | | | | | |
| | | | | <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Structure Status</th> <th>AADT</th> <th>Truck Pct</th> <th>Str Number</th> <th>NHS</th> </tr> </thead> <tbody> <tr> <td style="color: red;">STRUCTURAL BACKLOG</td> <td>2,650</td> <td>22</td> <td>1020042</td> <td>N</td> </tr> </tbody> </table> | | | | Structure Status | AADT | Truck Pct | Str Number | NHS | STRUCTURAL BACKLOG | 2,650 | 22 | 1020042 | N | | | | |
| Structure Status | AADT | Truck Pct | Str Number | NHS | | | | | | | | | | | | | | | | | |
| STRUCTURAL BACKLOG | 2,650 | 22 | 1020042 | N | | | | | | | | | | | | | | | | | |
| ILL 116 ILL 117 | W BRANCH PANTHER CREEK IN ROANOKE Bridge Maintenance | UTILITY ADJUSTMENT | | \$20,000 | WOODFORD | 8 | 2017-2021 | | | | | | | | | | | | | | |
| ILL 116 ILL 117 | W BRANCH PANTHER CREEK IN ROANOKE Bridge Maintenance | LAND ACQUISITION | | \$10,000 | WOODFORD | 8 | 2017-2021 | | | | | | | | | | | | | | |
| ILL 117 | CR 700 N NEAR EUREKA TO N OF RAYMOND ST IN GOODFIELD System Maintenance | NEW SHOULDERS MILLED RUMBLE STRIP | SAFETY | \$1,010,000 | WOODFORD | 1 | 2017-2021 | | | | | | | | | | | | | | |
| ILL 165 | COLFAX TO FORD CO LINE Miles = 8.77 System Maintenance | RESURFACING | SAFETY PRESERVE SYSTEM | \$2,575,000 | MCLEAN | 1 | 2017-2021 | | | | | | | | | | | | | | |
| <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Needs Category</th> <th>Miles</th> <th>Roughness(IRI)</th> <th>Rutting</th> <th>AADT</th> <th>Truck Pct</th> <th>NHS</th> </tr> </thead> <tbody> <tr> <td style="color: red;">BACKLOG</td> <td>8.77</td> <td>ACCEPTABLE</td> <td>0.17</td> <td>545</td> <td>17.1</td> <td>N</td> </tr> </tbody> </table> | | | | | | | | Needs Category | Miles | Roughness(IRI) | Rutting | AADT | Truck Pct | NHS | BACKLOG | 8.77 | ACCEPTABLE | 0.17 | 545 | 17.1 | N |
| Needs Category | Miles | Roughness(IRI) | Rutting | AADT | Truck Pct | NHS | | | | | | | | | | | | | | | |
| BACKLOG | 8.77 | ACCEPTABLE | 0.17 | 545 | 17.1 | N | | | | | | | | | | | | | | | |

FY 2016-2021 Highway Improvement Program

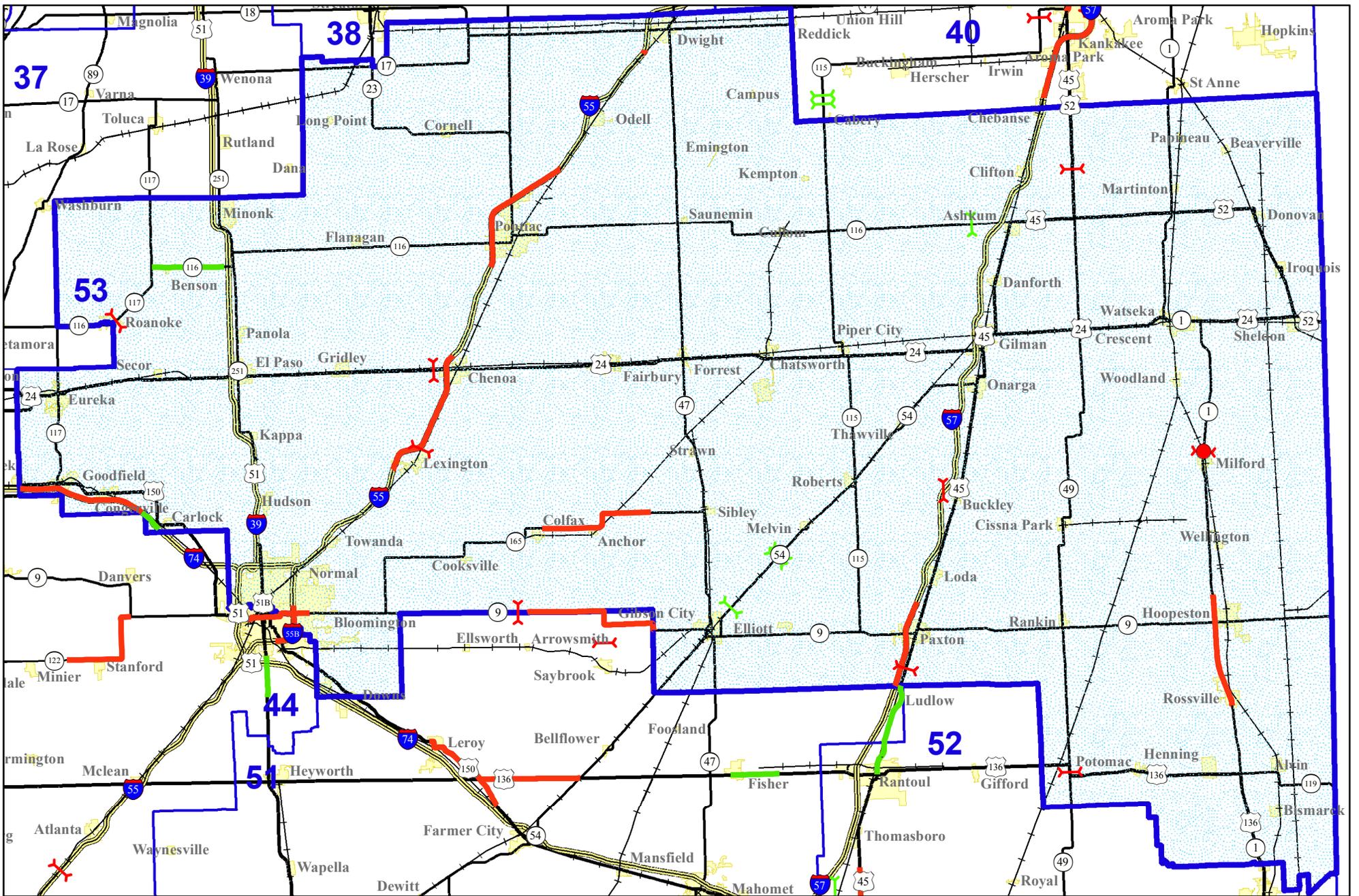
53RD SENATE DIST.

State Highways

Jason Barickman

| Route/Street | Location | Improvements | Objectives | Est. Cost | County | MYP Years | | | | | | | | | | | |
|--------------------|--|--|---------------------------|---|----------------------|-----------|-----------|------------------|------|-----------|------------|-----|--------------------|-------|---|---------|---|
| | | | | | | Past | Current | | | | | | | | | | |
| ILL 165 | NE OF ANCHOR Bridge Maintenance | CULVERT REPLACEMENT | SAFETY PRESERVE SYSTEM | \$160,000 | MCLEAN | 1 | 2017-2021 | | | | | | | | | | |
| EASTERN BYP | ILL 6 TO I-74 System Expansion | P.E. SURVEYS (PHASE I) P.E. (PHASE I) | | \$1,000,000 | TAZEWELL WOODFORD | 3 | 2017-2021 | | | | | | | | | | |
| OLD US 66 | STREAM AT NCL OF LEXINGTON Bridge Maintenance | BRIDGE REPLACEMENT | SAFETY PRESERVE SYSTEM | \$613,000 | MCLEAN | 11 | 2017-2021 | | | | | | | | | | |
| | | | | <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Structure Status</th> <th>AADT</th> <th>Truck Pct</th> <th>Str Number</th> <th>NHS</th> </tr> </thead> <tbody> <tr> <td style="color: red;">STRUCTURAL BACKLOG</td> <td>1,750</td> <td>6</td> <td>0570037</td> <td>N</td> </tr> </tbody> </table> | | | | Structure Status | AADT | Truck Pct | Str Number | NHS | STRUCTURAL BACKLOG | 1,750 | 6 | 0570037 | N |
| Structure Status | AADT | Truck Pct | Str Number | NHS | | | | | | | | | | | | | |
| STRUCTURAL BACKLOG | 1,750 | 6 | 0570037 | N | | | | | | | | | | | | | |
| OLD US 66 | STREAM 6.2 MI S OF US 24 Bridge Maintenance | BRIDGE REMOVAL/DEMOLITION | | \$62,000 | MCLEAN | 1 | 2017-2021 | | | | | | | | | | |

| | FY | Projects | Miles | Est. Cost |
|--------------------------|-----------|----------|-------|---------------|
| 53RD SENATE DIST. | 2016 | 11 | 6.96 | \$11,510,000 |
| | 2017-2021 | 34 | 71.81 | \$145,215,000 |
| | 2016-2021 | 45 | 78.77 | \$156,725,000 |



Senate District 53
 Jason A. Barickman

State Highway Projects
 Programmed in FY 2016-21

