

FY 2021-2026 Proposed Highway Improvement Program

Summer 2020

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Program Overview

Each year the Illinois Department of Transportation (IDOT) develops a fiscally constrained six-year program that details how it will invest transportation dollars in the state and local highway system. The Fiscal Year 2021-2026 Proposed Highway Improvement Program (sometimes referred to as the Multi-Year Plan, or MYP) totals \$21.26 billion and includes a FY 2021 annual highway program of \$3.15 billion.

Due to the unprecedented COVID-19 pandemic and national stay-at-home guidance, the reduced consumption of gas is expected to cause a decrease in motor fuel tax revenue that would be deposited into the state's Road and State Construction Fund. It is not yet known what the actual decrease will be. Therefore, no adjustments were made to the MYP. The department will continue to monitor the data and make any adjustments deemed necessary as actual revenue impacts become known.

Due to the passage of the Rebuild Illinois capital program in June 2019, IDOT's highway program is significantly larger. This much needed additional funding will allow the department to make even greater progress in achieving our goals for percentage of roads and bridges in acceptable condition in all categories. The additional funding is being provided by a combination of bond funds and an increase in gas taxes of \$.19 per gallon, diesel differential increasing by \$.05 per gallon, and motor vehicle registrations increased by \$50 or \$100, depending on class. Also, beginning July 2021, a five-year phase-in of the state portion of the sales tax on motor fuels will be deposited to the Road Fund instead of the General Funds. The additional funding along with implementation of the Transportation Asset Management philosophy, will help to make significant progress in addressing our road and bridge needs in Illinois.

Asset management is a strategic and systematic process of operating, maintaining, and improving physical assets, with a focus on engineering and economic analysis based upon quality information, to identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state of good repair over the life cycle of the assets at minimum practicable cost. (23 U.S.C. 101(a)(2), MAP-21 § 1103)

The program priorities are to maintain and preserve our existing roads and bridges, with a special emphasis on the National Highway System (NHS) and structurally deficient bridges on that system. There are 6,976 miles of state-maintained roads and 4,077 bridges (totaling 59,716,812 square feet of deck area) on the NHS. The department's focus on the NHS is due in large part to new federal performance rules that require state departments of transportation to prioritize the system's condition. New federal performance measures were developed as a way to "increase the accountability and transparency of the federal-aid highway program and provides for a framework to support improved investment decision making through a focus on performance outcomes for key national transportation goals."¹

The Federal Highway Administration, through the Moving Ahead for Progress in the 21st Century Act (MAP-21), also requires states to develop and implement a risk-based Transportation Asset

¹ <https://www.fhwa.dot.gov/tpm/rule.cfm>

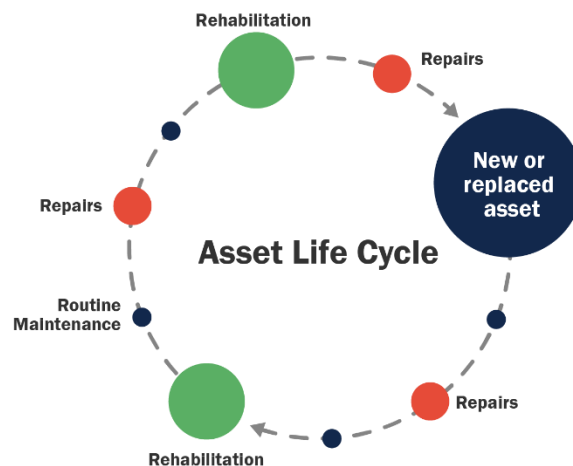
Management Plan (TAMP), for the NHS to improve or preserve the condition of the assets and the performance of the system. Illinois' TAMP was completed in 2019 and expands beyond the NHS to include all pavements and bridges under IDOT's jurisdiction. The TAMP outlines IDOT's process to consider the entire life-cycle cost of roads and bridges. The projects in the FY 2021-2026 MYP have been programmed following the prescribed treatment for the condition of that asset.

Under asset management, a data-driven decision process has been developed and implemented that supports the use of analysis tools and life-cycle strategies to reduce the rate of system deterioration as cost effectively as possible. The department will continue to address road and bridge needs to ensure our system is safe but will also spend money on low-cost treatments to preserve those roads and bridges and keep them in acceptable condition.

IDOT has updated its Long-Range Transportation Plan, which establishes a set of policies to guide the future development of the transportation system rather than the specific improvements programmed separately and released in this document. The goals of the long-range plan – economy, livability, mobility, resiliency and stewardship – also provide the broad framework for decision-making and analysis tools, like the asset management plan. Tools such as this support data-driven decision-making and will serve to implement the goals, objectives and strategies of this plan.

The department has begun performing treatments in all stages of the transportation system's life cycle. The goal is to program 80% reconstruction and rehabilitation, and 20% as preservation based on the number of miles of roads and square feet of bridges programmed in each district. The preservation work focuses on keeping the good pavements and bridges in a state of acceptable condition before they fall to a lower rating and warrant a higher-cost improvement. Small, planned investments in maintenance of our roads and bridges will save the state and taxpayers money in the long run.

The implementation of asset management has meant many changes to the department's programming process. In the past, IDOT had aspirational goals that were not attainable with the level of projected funding. The TAMP provides a more realistic outlook for keeping our system in a state of acceptable condition. More details on the TAMP can be found at <https://idot.illinois.gov/transportation-system/transportation-management/planning/tamp>



Programmed Improvements

The MYP includes funding for the state-maintained system of roads and bridges as well as funding for roads and bridges maintained by local agencies. While this program includes funding amounts and proposed improvements for both the state and local program, through this planning effort, the department is primarily focused on the decisions made on the state system.

This section details how the program is developed, presents the federal and state funds available for this program and provides an overview of the funding allocations for the local program.

Asset management, along with federal Transportation Performance Measure requirements, necessitated a change to the overall philosophy of how IDOT programs projects and the manner in which we report “accomplishments.” This MYP shows the continuation of the effort to focus on preserving assets to ensure they remain in a state of acceptable condition.

It is anticipated that the FY 2021-2026 Proposed Highway Improvement Program will:

- Provide funding to reconstruct or rehabilitate 3,356 miles of state-maintained roads and replace or rehabilitate bridges totaling 8,390,194 square feet of bridge deck area.
- Allocate \$1.64 billion to lower-cost treatments to preserve state-maintained roads and bridges and keep them in a state of acceptable condition.
- Provide funding to maintain 773 miles and 998,115 square feet of bridge deck area on the locally maintained system.
- Provide funding for railroad crossing safety improvements throughout the state.
- Provide funding for traffic and safety improvements that further enhance highway safety as part of IDOT’s regular highway improvement program by targeting specific fatal and severe crash locations.
- Enhance public right-of-way accessibility as part of IDOT’s regular highway improvement program by removing barriers to accessibility as identified in the agency’s Americans with Disabilities Act (ADA) Transition Plan.

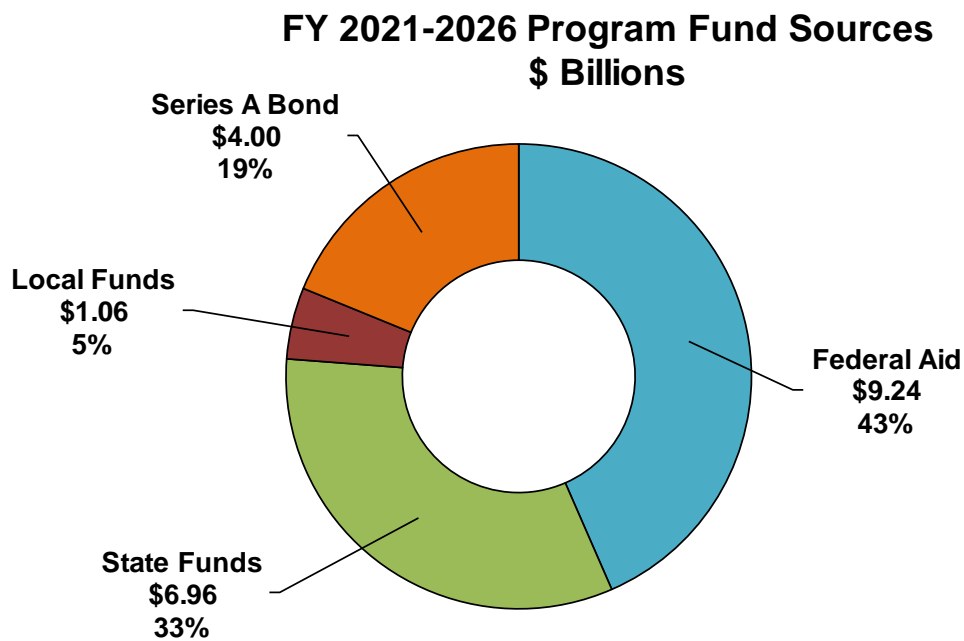
Developing IDOT’s Program: Steps in Developing the Proposed Highway Improvement Program.



Fund Sources

The most recent federal transportation bill – Fixing America’s Surface Transportation (FAST) Act - delivers an average of \$1.5 billion per year in federal funding for highways and bridges. Illinois ranks sixth in the nation in aggregate federal funding for highways and bridges under the FAST Act. The FAST Act continues to distribute nearly 93% of all federal-aid highway program funds to state transportation departments through core formula programs.

State funds totaling \$11 billion are anticipated to be available for the FY 2021-2026 MYP and are primarily generated from state motor fuel taxes and motor vehicle registration fees. This calculation of funds assumes a slight rate increase per year for both motor fuel tax and motor vehicle registration fees throughout the program period.



Asset Management's Integration into Programming

On August 29, 2019, the Federal Highway Administration determined that IDOT had developed and implemented a Transportation Asset Management Plan (TAMP) that was consistent with the requirements established by 23 U.S.C. 119 and 23 CFR part 515. The TAMP summarizes IDOT's processes to program projects through all phases of their life cycles, including initial construction, maintenance, preservation, rehabilitation and replacement. IDOT is now programming maintenance and preservation treatments early in an asset's life to keep the asset functioning at a high level and extend the life of the asset, with the goal of maximizing the overall condition of all assets.

The department is working to more accurately correlate cost with preservation and maintenance activities. Through this effort IDOT has the ability to evaluate potential investment strategies and determine how best we can reach the goals outlined in the TAMP. The goals are discussed in greater detail in the Performance Metrics and System Condition section. With the additional funding provided in Rebuild Illinois, it is anticipated that the pavement goals will be met or nearly met. However, the rate at which bridges are deteriorating will make it very difficult to meet the bridge targets, even with the additional investment provided by Rebuild Illinois. All pavement and bridge projects included in this MYP have been evaluated to ensure they are programmed for the right treatment at the right time, consistent with the life-cycle planning as described in the TAMP.

Core Work Categories

Federal asset management rules require that IDOT show a commitment to preserving and maintaining the existing system. This demonstration takes into account the alignment between the actual and planned levels of investment for various work types, which are defined as: initial construction, maintenance, preservation, rehabilitation and reconstruction. The department must be able to identify these items for both roads and bridges, therefore the following five core areas were developed to categorize projects: roadway maintenance, bridges, safety/system modernization, system expansion and a system support category that includes assets and activities supporting the transportation network. Much of the funding in this program will be used to maintain and preserve the state's existing system of roads and bridges.

- **Roadway Maintenance** includes reconstruction, resurfacing, widening and pavement preservation projects.
- **Bridges** consists of bridge replacement and rehabilitation, minor structure repairs and preservation projects. Bridge information will be discussed in terms of square feet of deck area instead of number of bridges.
- **Safety/System Modernization** consists of projects such as interchange reconstruction, interstate safety projects, and traffic and safety improvements.
- **System Expansion** includes major projects, such as new bridges on new alignment, additional lanes, new interchanges and strategic regional arterials.
- **System Support** consists of rest area and weigh station maintenance, miscellaneous districtwide projects, contract maintenance, and statewide engineering or other statewide

items, such as pavement markings, guardrail delineation, sign truss work and median barriers.

Over the six years of the MYP, the districts have programmed \$1.64 billion toward the preservation of existing roads and bridges. This does not include the dollar value from projects in which preservation was done as part of a larger improvement, as IDOT is not able to capture those amounts through current tracking mechanisms.

Under the Bridges category, the only projects considered “new” are less than or equal to 20 feet structures being replaced with greater than 20 feet structures. For the MYP, all bridges less than or equal to 20 feet, as well as culverts, are counted as bridges, which is different than the Transportation Asset Management Plan that defines bridges as those structures greater than 20 feet.

The Safety/System Modernization category includes work being done to the state system to improve safety and the flow of traffic as well as work being performed for the safety of the motoring public or to modernize the system for better flow of traffic.

System Expansion has also been revised. Any work not directly associated with the expansion of a roadway or bridge has been moved to a category that better describes it. An example would be the reconstruction of an interstate that includes adding new lanes. The costs and miles associated with the additional capacity portion of the project will count as “expansion” and the costs and miles associated with the reconstruction work will count under Roadway Maintenance.

The System Support category includes non-project specific engineering, work to maintain rest area roads, weigh stations, training, ADA standalone projects, work performed for jurisdictional transfers, etc.

Work being performed is further defined within these core categories in the department’s programming system.

State Program

The \$21.26 billion available for the FY 2021-2026 program includes \$16.57 billion for improving and maintaining the state highway system. Notable items:

FY 2021-2026 Programmed Improvements

Roadway Maintenance

Interstate NHS (miles)	502
Non-Interstate NHS (miles)	1014
Non-NHS Marked (miles)	1514
Non-NHS Unmarked (miles)	326

Bridges

Interstate NHS (Sq. Ft.)	3,610,788
Non-Interstate NHS (Sq. Ft.)	2,532,774
Non-NHS Marked (Sq. Ft.)	900,923
Non-NHS Unmarked (Sq. Ft.)	1,345,709

Safety/System Modernization

Interstate NHS (miles)	0
Non-Interstate NHS (miles)	6
Non-NHS Marked (miles)	1
Non-NHS Unmarked (miles)	3
Safety Locations (number)	325

System Expansion

Interstate NHS (miles)	40
Non-Interstate NHS (miles)	80
Non-NHS Marked (miles)	10
Non-NHS Unmarked (miles)	6
New Bridges (Sq. Ft.)	174,302

Preservation

Roads & Bridges (\$M)	1,636
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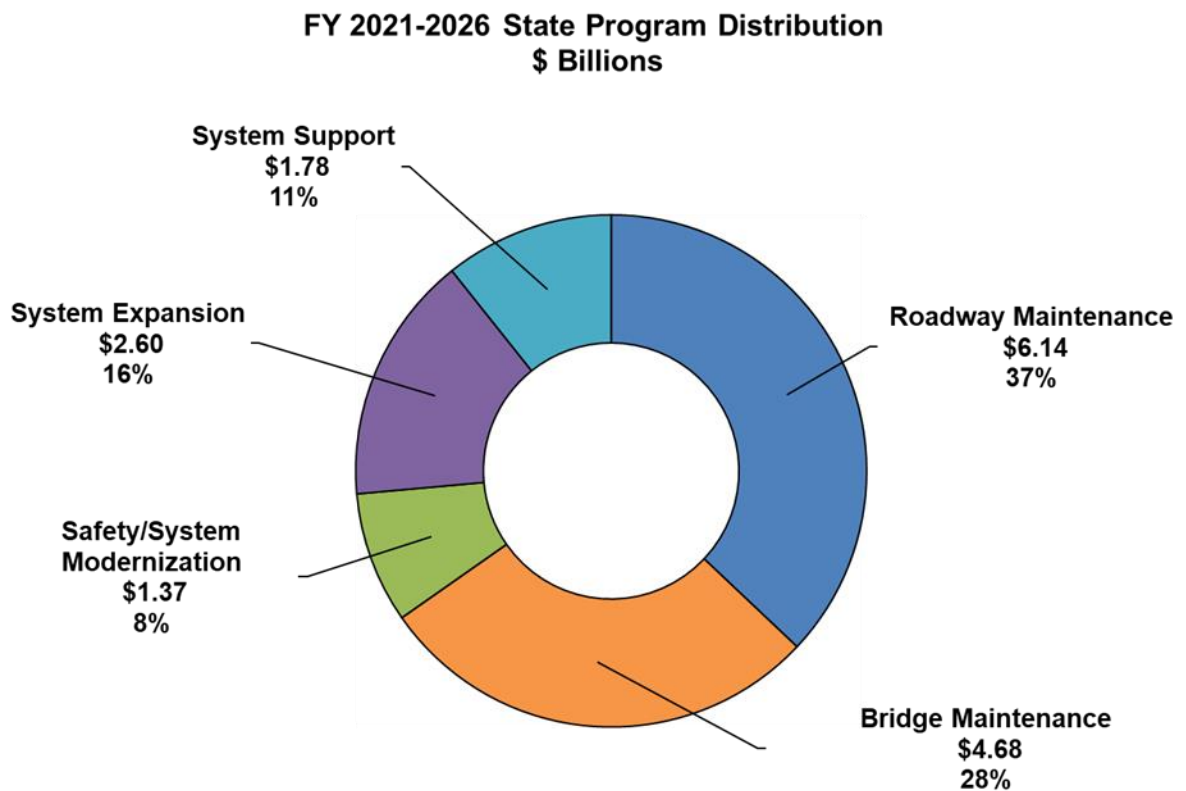
The FY 2021-2026 state program includes:

- **Roadway Maintenance** – \$6.14 billion is scheduled for reconstruction, resurfacing, widening and preservation. This includes \$1.02 billion for interstate resurfacing projects.
- **Bridges** – \$4.68 billion is planned to address bridge needs across the state, with \$884 million of this programmed for culvert replacements and repairs.
- **Safety/System Modernization** – \$1.37 billion is scheduled for projects such as interchange reconstructions, and traffic and safety improvements, of which \$909 million is specifically for safety improvements.

- **Expansion** – \$2.6 billion is planned for expansion of the system for projects that add new lanes to an existing road or new roadway on new alignment.
- **System Support** – \$1.78 billion for statewide or districtwide engineering, land acquisition, training, standalone ADA projects and various other miscellaneous types of work required to maintain our roads and bridges.

Approximately 65% of the state program is dedicated to maintaining Illinois roads and bridges, 8% allocated for safety and modernization of our system and 11% for other work required to deliver the highway program. The remaining 16% is for projects that strategically expand the system in places where the return on investment is high. The district narratives call out several of these expansion projects. The narratives are located at the beginning of each district’s project listings. The distribution of these major priorities can be seen in Figure 1.

Figure 1



Local Program

The MYP provides \$4.69 billion for improvements to an estimated 773 miles and more than 998,000 square feet of deck area. Of these, 7 miles and 116,000 square feet of deck area are on the NHS. Funding for local projects comes from federal, state and local funds for highway improvements selected by local units of government. The funding described in this document is in addition to the funds allocated directly to the local agencies through the state motor fuel tax allotments. Additional funding totaling \$1.5 billion in Series A bonds for grants to local agencies was included in Rebuild Illinois. In addition, another \$400 million annually will be distributed through the motor fuel tax distribution formula from a portion of the \$.19 gas tax increase. The department also provides local governments funding for the following special programs, which total \$622.8 million.

- \$219.7 million for the county consolidated program
- \$40.3 million for high-growth cities
- \$100.9 million for needy townships
- \$90 million for the township bridge program
- \$42 million for upgrading local truck routes
- \$39.8 million for state matching assistance
- \$90 million to foster economic development

Performance Metrics and System Condition

The following chart shows the acceptable pavement condition levels for all road system types. The acceptable condition levels for all non-interstate, state-maintained roads will be measured against the same standard. The department has determined that the standard for non-interstates will be a Condition Rating Survey (CRS) of 5.0 or higher on a scale of 1.0 to 9.0. Interstates will be held to a higher standard of a 5.5 or higher CRS. Pavements in this condition are considered to be in fair condition, which means that they can be preserved using low-cost preservation treatments.

System	Acceptable Condition (CRS)	Desired System Percentage in Acceptable Condition
Interstate	5.5 or greater	90%
Other NHS	5.0 or greater	90%
Non-NHS Marked Routes	5.0 or greater	75%
Non-NHS Unmarked Routes	5.0 or greater	50%

To align more closely with the FHWA, bridges will be discussed in terms of square feet of bridge deck area instead of number of bridges. The department will also use component ratings for determining the condition of a bridge. A component rating of 5 or higher on a scale of 0 to 9 will be used to classify a bridge as being in a state of acceptable condition.

System	Acceptable Condition (NBI Value)	Desired System Percentage in Acceptable Condition
Interstate	5 or greater	93%
Other NHS	5 or greater	93%
Bridges on Non-NHS Marked Routes	5 or greater	90%
Bridges on Non-NHS Unmarked Routes	5 or greater	90%

The TAMP outlines IDOT's strategies to shift towards a more data-driven decision process that supports the use of analysis tools and life-cycle strategies to reduce the rate of system deterioration as cost-effectively as possible.

Through the most recent federal transportation bill, the FAST Act, a greater emphasis has been placed on the condition and performance of the NHS through performance metrics established for the states. These requirements mean that no more than 5% of the interstate system lane miles can be in poor condition and no more than 10% of the bridge deck area on the NHS can be considered structurally deficient. Additionally, the department looks at road condition data, bridge inspection data, safety data, traffic data and ADA needs to evaluate priorities in each program. All of this data is used by the department to establish program goals, measure accomplishments and describe the overall state highway condition to the general public.

Another important consideration in the programming process is making improvements to meet ADA requirements. The department conducted an evaluation to identify access barriers in IDOT's programs and services. The results of this evaluation were incorporated into the department's ADA Transition Plan and set a benchmark to determine annual barrier-removal goals and accomplishments. The evaluation also identified and analyzed IDOT's policies, practices and procedures that impact accessibility in the public right-of-way.

Road Conditions and Pavement Needs

Every year, the department conducts a Condition Rating Survey (CRS) to assess pavement condition on the approximately 16,000-mile state highway system. This information is an important tool to assist the department with its pavement management activities. The CRS assigns a value to each segment of roadway to indicate the current condition of the pavement. A lower CRS value indicates the pavement is in worse condition. A higher CRS value means the pavement is in better condition. The department began collecting CRS in 1974 and has collected the data annually on alternating halves of the state, with data collected on the interstates every year.

Bridge Needs

The department manages the state bridge system using a wide-ranging process that incorporates inspection and inventory data, needs analysis and funding allocation methods to maximize the use of available funds to address the assigned condition goal. Each bridge is examined by using the structure inspection rating and appraisal data and other criteria, such as accident data, load limits 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. For each program development cycle, the bridge inventory is re-evaluated for additional bridge candidates for potential inclusion in the multi-year and annual programs as well as to verify changes in the condition and status of the bridges that were included in the previous MYP.

Other Programs

Statewide Line Items

Funds are set aside in the six-year program for specified projects and programs. The department also sets aside funding for various anticipated needs, but exact locations or other details are not known during the program's development. These are categorized into four main funding groups: engineering and environmental services, construction, maintenance and repairs, and federal programs and non-highway items. For FY 2021, \$331 million has been reserved for the state program and \$169 million has been reserved for local projects. In addition to these funds, the department manages other specially funded programs. These programs include:

Highway Safety Improvement Program

This year's program includes \$612 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 federal Highway Safety Improvement Program and can be used on state and local roads. These can be used in standalone projects or for safety features incorporated into projects.

Illinois Transportation Enhancement Program

The Illinois Transportation Enhancement Program received additional state funds of \$50 million per year as part of the capital funding package. The program will use federal dollars from a set-aside of the Surface Transportation Block Grant program to fund transportation alternatives authorized under Section 1109 of the FAST Act as well as state funds as stipulated in 20 ILCS (2705/615). Project sponsors are required to keep projects on track toward implementation or risk losing the funds. Due to the additional state funding having specific requirements, the call for projects has been postponed to late summer or early fall of 2020. ITEP awards will continue on a two-year cycle.

Congestion Mitigation/Air Quality (CMAQ) Improvement Program

The Congestion Mitigation/Air Quality Improvement Program provides federal funds 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 are developed to meet 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 select the projects. The program has a total of \$755 million available for CMAQ projects.

Illinois Special Bridge Program (ISBP)

IDOT's ISBP 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 ISBP provides federal National Highway Performance Program funds and/or Surface Transportation Program funds for up to 90% of eligible project costs. A non-federal match is required. The FY 2021-2026 program identifies \$1.1 billion for 45 local projects and 38 state projects.

National Highway Freight Program

Illinois has developed a freight investment plan using a competitive process for selecting projects from IDOT and other eligible applicants. The investment plan will decrease delays caused by congestion, crashes and accessibility to intermodal facilities. The specific program goals are bottleneck reduction, freight related safety, intermodal accessibility and technology deployment. These topics were chosen to implement the goals of the State Freight Plan. In total, IDOT received 46 applications requesting \$581 million in federal funding. Of that, 23 projects have been selected for a total award of \$241 million through federal fiscal year 2022. Of this amount,

\$94.7 million is included in FY 2021-2022. The 23 projects receiving grants will improve safety, leverage private investment and improve intermodal connections and commerce at the local level. The grants were awarded using a competitive, objective and transparent ranking process.

Public Act 101-0638 – Capital Highway Projects

Listed below are projects specifically appropriated by the 101st General Assembly and signed into law in Public Act 101-0638. These grants are appropriated to the Department of Transportation for costs associated with the following highway projects. The Department will evaluate the projects for inclusion in the highway program according to their schedule of implementation and as revenues are made available.

Highway District	Article	Section	Amount	Fund Source	Purpose
1	12	90	\$2,000,000	Road Fund	Grant to Chicago Heights for street repairs or other capital improvements, including planning and development costs
1	12	115	\$30,000,000	Road Fund	Grant to Lake County for grade separation improvements at IL 120 and IL 83
1	12	120	\$1,000,000	Road Fund	Grant to the Village of Alsip for street resurfacing and infrastructure improvements
1	44	225	\$2,500,000	Series A Bonds	Grant to the City of Countryside for costs associated with infrastructure improvements to Route 66
1	45	10	\$13,000,000	Series A Bonds	Grant to the Lake County Department of Transportation for costs associated with capital improvements to the intersection of Gilmer Road and Midlothian Road
1	45	250	\$79,900,000	Series A Bonds	For costs associated with widening and reconstruction of IL 131 between Wadsworth Road and Sunset Avenue *
1	45	255	\$29,585,000	Series A Bonds	For costs associated with widening and reconstruction of IL 120 between Ashford Dr and US Rt. 45 *
1	45	370	\$13,000,000	Series A Bonds	Grant to Cook County for costs associated with construction of sound barrier walls on Edens Expressway from Willow Road to Montrose Road
1	45	390	\$2,500,000	Series A Bonds	For costs associated with roadway improvements on IL 50 in the Town of Cicero
2	12	95	\$3,250,000	Road Fund	For costs associated with roadway improvements on IL 92 from US 67 to Centennial Expy *
2	12	100	\$3,530,000	Road Fund	For costs associated with roadway improvements on IL 92 from Centennial Expy to western city limit of Andalusia *
2	12	105	\$13,100,000	Road Fund	For costs associated with IL 92 from Hauberg Trail to IL Route 192
2	45	145	\$9,000,000	Series A Bonds	For costs associated with Phase II of IL 5/Interstate 74 Interchange *
4	12	130	\$20,000,000	Road Fund	Grant to the City of Pekin for costs associated with street resurfacing and capital improvements on Court Street in Pekin
8	45	165	\$15,000,000	Series A Bonds	For costs associated with Phase I of Southwestern Illinois Connector Highway
8	45	495	\$2,250,000	Road Fund	For costs associated with the realignment of IL 159 at the intersection of Huntwood Road and Grimming Road
9	12	110	\$2,000,000	Road Fund	For costs associated with Phase I and II of 44th St. project in Mt. Vernon
9	12	135	\$10,000,000	Road Fund	Grant to Williamson County for costs associated with Reed Station Road extension

*this denotes project or a portion of the project is included in the following FY 21-26 MYP district listings.

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 all transportation programs. Every year, IDOT solicits feedback on the Multi-Year Plan and considers these comments during development of the next six-year program cycle. The public is encouraged to participate in the planning and development of transportation planning across the state.

For more information on this and past programs, please visit <http://www.idot.illinois.gov/transportation-system/transportation-management/transportation-improvement-programs-/multi-modal-transportation-improvement-program/index>

This document also includes a public comment form on the following page. The completed form can be sent to the appropriate district office at the address listed on IDOT's Region and District Boundaries map or to IDOT's Central Office at:

Illinois Department of Transportation
Office of Planning and Programming
Bureau of Programming
2300 S. Dirksen Parkway, Room 307
Springfield, Ill. 62764

Individuals can also call IDOT concerning planning, programming and public involvement issues at 1-800-493-3434. People with hearing impairments can comment by phone through the Ameritech Illinois relay number: 1-800-526-0844.



Issue / Comment

Questions / Comments

Please Print

Submitted By		Telephone ()	
Street Address	City	State	Zip Code
E-mail Address			

For Office Use Only
Detailed Location Description

Return To:
Illinois Department of Transportation
Bureau of Programming
Room 307
2300 S. Dirksen Parkway
Springfield, Illinois 62764
Printed 7/13/2020 OPP 2241 (Rev. 04/01/16)

Date Received:	
Reviewed By:	

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 21st 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		
ICC	Illinois Commerce Commission		
IDNR	Illinois Department of Natural Resources		
IDOT	Illinois Department of Transportation		

IHPA	Illinois Historic Preservation Agency	TAMP	Transportation Asset Management Plan
		TEA-21	Transportation Equity Act for the 21st Century
ILL	Illinois Route		
I&M	Illinois & Michigan	TI	Transportation Improvements
INCL	Including	TR	Township Road
INT	Intersection	TRAF	Traffic
INTCHG	Interchange	TRIB	Tributary
IRI	International Roughness Index	TSL	Type, Size and Location Plans
ITEP	Illinois Transportation Enhancement Program	US	US Route
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991	W	West
		WB	Westbound
ISTHA	Illinois State Toll Highway Authority	WCL	West Corporate Limit

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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

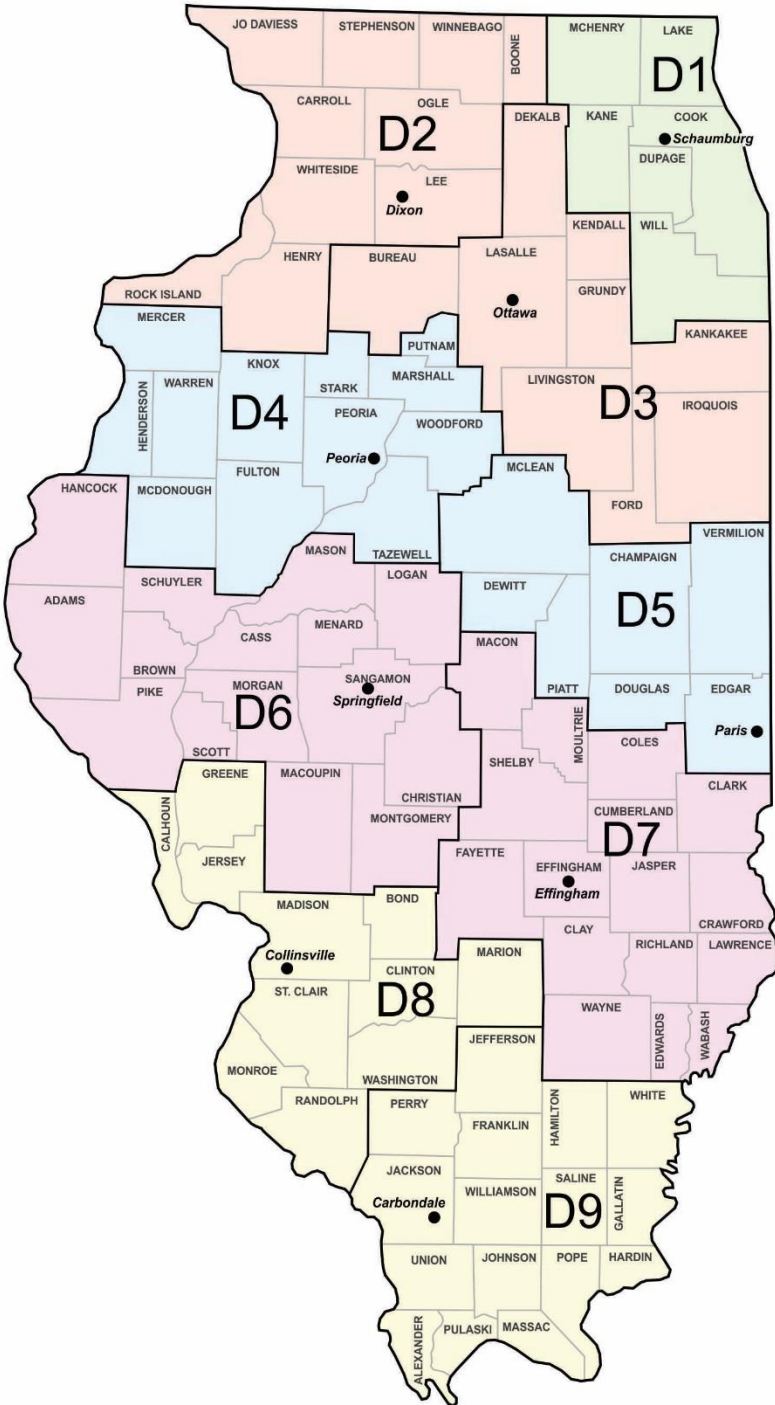
DISTRICT 6
126 EAST ASH STREET
SPRINGFIELD, ILLINOIS 62704-4792
PHONE: 217/782-7301

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 2021-2026 Proposed Highway Improvement Program are listed on the following pages. The lists are identified within IDOT's nine geographic highway districts. The map on the previous page shows individual highway district boundaries.

The following sequence is used within the district project listing:

- Interstate-marked routes in ascending numerical order
- U.S.-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 2021-2026 can vary depending on when it is implemented in the multi-year period.

The listing of projects is arranged in seven columns:

Route / Street	Location	Improvements	Est. Cost	City	MYP Years	
		TAMP Category			Past	Current

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

Location – Identifies project limits and length.

Improvements – Identifies type of improvement.

TAMP Category – Identifies the Transportation Asset Management Plan (TAMP) category that the project falls within.

Est. Cost – Identifies the estimated project cost.

City/County – Identifies city or county.

MYP Years Past – Identifies the number of years a project has appeared in the multi-year program. FY 2021-2026 is year one.

MYP Years Current –Identifies projects scheduled for FY 2021 and those scheduled for FY 2022-2026.

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

Roadway Information

Miles	AADT	Truck Pct	NHS
1.27	29,579	6.3	Y
0.36	25,267	8.4	N

Miles – Identifies project length.

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 Information

Str Number	AADT	Truck Pct	NHS
0161013	29,100	3	Y

Str Number –The unique identification number assigned to each structure.

AADT – Identifies the average volume of traffic for one day (24-hour period), also known as 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.

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