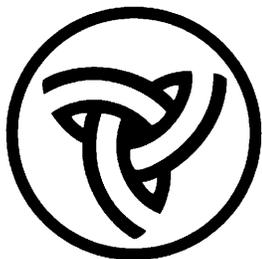


# Statewide Transportation Improvement Program

**FY 2021-2024**

Proposed Highway & Transit Improvement Program

**DRAFT**



**Illinois Department  
of Transportation**

**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
For FY 2021-2024**

**October 2020**

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# FY 2021-2024 Statewide Transportation Improvement Program

## Introduction

The Statewide Transportation Improvement Program (STIP) is a four-year program of highway, transit, and inner city rail projects developed to fulfill the requirements set forth in 49 Code of Federal Regulations (CFR) part 613, subpart B, and 23 CFR part 450, subpart B. These transportation planning regulations require that the STIP be updated at least once every four years. The Illinois Department of Transportation (IDOT) updates the STIP on a three-year cycle.

Each time IDOT updates the STIP, the funding and project information for highway improvements is taken from the first four years of the most recently developed six-year Proposed Highway Improvement Program, also known as the Multi-Year Plan (MYP). The MYP is a state required document that is updated annually in the spring and is critical to the development of the STIP. The MYP also serves as a focus for public review and comment in that it is presented to the General Assembly and the public for review and discussion during the appropriation process. Each year between official updates to the STIP (three-year cycle), and after publishing the MYP, IDOT revises the STIP through an amendment to include the most recent funding and project information available.

The Fiscal Year (FY) 2021-2024 STIP is based upon funding and project information taken from the first four years of the FY 2021-2026 MYP. The STIP indicates total transportation improvement costs of \$34.273 billion. This includes \$13.900 billion for highway improvements, \$19.334 billion for transit capital improvements and operating assistance, and \$1.039 billion for intercity rail. The FY 2021-2026 MYP has not been adjusted for actual revenue changes due to the COVID-19 pandemic at the current time.

The [FY 2021-2026 Proposed Highway Improvement Program](http://www.idot.illinois.gov/MYP2021-2026) can be found on IDOT's website at:

<http://www.idot.illinois.gov/MYP2021-2026>

The publication of the FY 2021-2024 STIP is based on the department's program planning process which focuses on policies and goals outlined in the 2012 Long Range State Transportation Plan (LRTP), which was last fully updated in 2013. The 2012 LRTP complies with all Federal regulations and was developed with input and information from assessment of needs, Metropolitan Planning Organizations (MPOs), public comments, the Governor, members of the General Assembly, and local officials. The planning process is being carried out in accordance with the requirements of 49 CFR part 613, subpart B, and 23 CFR part 450, subpart B. The STIP is fiscally constrained by year with funding estimates based on anticipated federal, state, and local resources and is consistent with the LRTP. The LRTP is also constrained by the funding resources estimated to be available for the foreseeable future and the tradeoffs that reflect the fiscal capabilities of the department's budget.

The 2012 LRTP can be found on IDOT's website at:

<http://www.idot.illinois.gov/transportation-system/transportation-management/planning/illinois-state-transportation-plan>

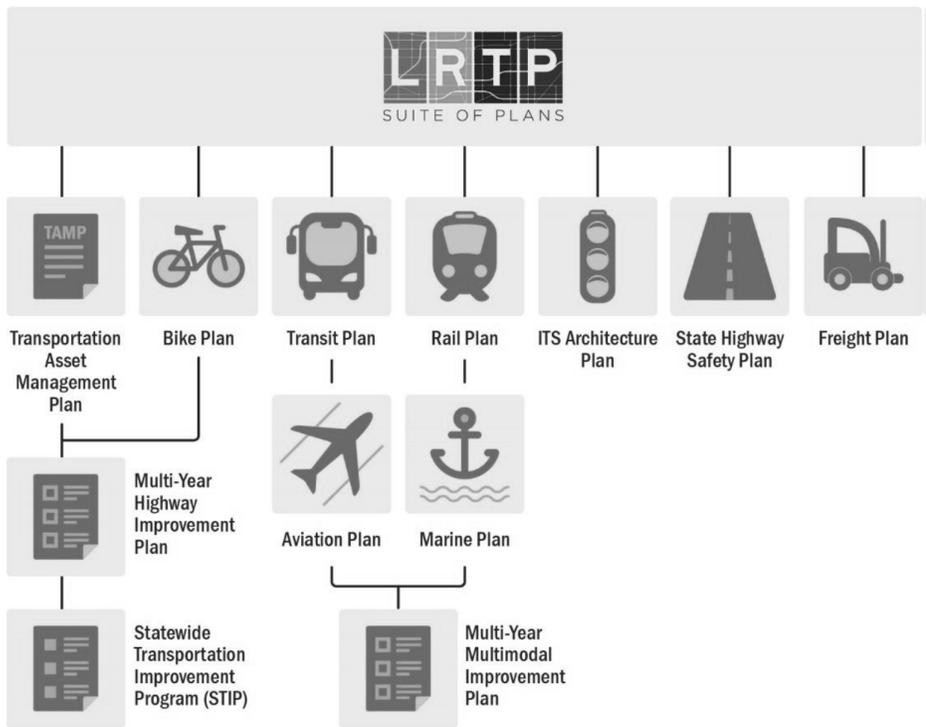
IDOT is currently in the process of updating the LRTP. Information on the draft updated LRTP can be found at:

<http://www.idot.illinois.gov/transportation-system/transportation-management/planning/index>

Beginning with the FY 2019-2024 MYP and continuing through the FY 2021-2026 MYP, IDOT is working towards performing treatments in all stages of the transportation system's life cycle. The goal is to work toward 80 percent reconstruction and rehabilitation, with 20 percent preservation work based on the number of miles of roads and square feet of bridges programmed in each district. The preservation work will focus 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 FY 2021-2026 MYP weighs the need to preserve the existing system in a state of acceptable condition with the need to enhance or expand the highway network to address congestion and economic development demands. Before being included in the highway program, improvements are evaluated by the Office of Planning and Programming (OPP) based on goals, needs, and available resources. IDOT's TAMP provides the link between the LRTP and its shorter-term (6-year) bridge and pavement programs in the MYP.

Once investment levels are established, OPP works with the districts to select projects that will enable IDOT to meet its performance objectives. In the absence of pavement and bridge management tools, IDOT will use a spreadsheet tool to evaluate the impacts of different investment options for both pavements and bridges. The tool facilitates the analysis of programming funds for preservation, rehabilitation, and reconstruction at both the State and district levels using assumed rates of deterioration and treatment costs. The districts use pavement and bridge condition information and established guidelines to select the projects that best match the intended investments. The final list of projects is incorporated into the STIP. The published MYP is presented to the General Assembly and made public each spring.

The following figure illustrates how the programs are connected.



The highway portion of the STIP contains three specific categories which are titled Metropolitan Planning Organization (MPO), Significant, and Grouped. The following describe each category:

**MPO Category:** The MPO category contains projects that reside in one of the 16 defined MPO boundaries in the State of Illinois. A MPO is an agency created by federal law to provide local elected officials input into the planning and implementation of federal transportation funds to metropolitan areas with populations of greater than 50,000. A MPO must plan for regional transportation planning and expenditures and are responsible for the continuing, cooperative, and comprehensive transportation planning processes for their urbanized area. The policy leadership, committees, professional staff, and consultants, combined with the administrative capability to support MPO planning processes, constitute the core elements of MPO activities. IDOT is a member of the policy board for each MPO in Illinois and is involved in the planning processes that occur at each.

**Significant Category:** The Significant category contains projects which provide increased capacity, have regional impact or require special funding, and are not in an MPO area. Projects are considered Significant if any one of the following criteria is met: Major Construction, Principal Arterial, Illinois Major Bridge Program, and/or special federal funds: i.e. location-specific federal earmark funding.

All Significant highway projects are summarized by year, type of improvement, funding/amount, and programmed amount.

**Grouped Category:** The Grouped category contains those projects that are neither in the MPO nor in the Significant category.

The transit element of the STIP contains the transit projects that are grouped into operating and capital categories. They are summarized for urbanized areas (population over 50,000), rural-small urban areas, statewide and all regionally significant transportation projects requiring an action by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA) regardless of anticipated funding source (local, state or federal).

Transportation programming in metropolitan areas with a population over 50,000 is a collaborative process, led by an MPO and other key stakeholders in the regional transportation system. The current federally approved Transportation Improvement Programs (TIPs) for each of Illinois' 16 MPOs is incorporated into this document by reference. A list of the 16 MPOs is included in Appendix A.

The department has developed the STIP by building upon ongoing programming activities and good working relationships with state and local officials and MPOs. The multi-year and annual highway improvement programs are published each year. These programs plus other normal budget funding for administration and maintenance allow the existing transportation system to be operated and maintained with the revenues that are provided by federal, state and local sources. The multi-year and annual highway improvement programs receive widespread media attention and are made readily available for public review and comment.

Projects included in the STIP can be advanced to or deferred from the first annual element without additional action or approvals. Projects being added to or deleted from the STIP that

are of significant scale for individual identification are considered amendments and require an opportunity for public review and comment with final approval by FHWA and/or FTA. The implementing agency is responsible for public involvement on STIP amendments in accordance with the department's public involvement procedures. The notifications of amendments to the STIP are published in the predominant (by circulation) newspapers serving the area impacted by the project being amended and/or by being published on IDOT's social media sites.

Copies of STIP amendments and notifications can be found on IDOT's STIP website at:  
<http://www.idot.illinois.gov/transportation-system/transportation-management/transportation-improvement-programs-/stip/index>

All comments and/or questions regarding the STIP may be sent to:  
[DOT.STIP@Illinois.gov](mailto:DOT.STIP@Illinois.gov).

## **Transportation Asset Management Plan and Performance Measures**

### **Transportation Asset Management Plan**

MAP-21 established requirements and the FAST Act subsequently continued these requirements for each state to develop a transportation asset management plan (TAMP). The plan is to address the condition of National Highway System (NHS) assets and the overall performance of the system of NHS roads and bridges. The NHS is a network of strategic highways within the United States, including the Interstate Highway System and other roads serving major airports, ports, rail or truck terminals, railway stations, pipeline terminals, and other strategic transportation facilities.

In addition to the TAMP requirement, seven national goals for transportation performance were established in 23 U.S.C 150 (b). The national goals are as follows:

- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduced project delivery delays

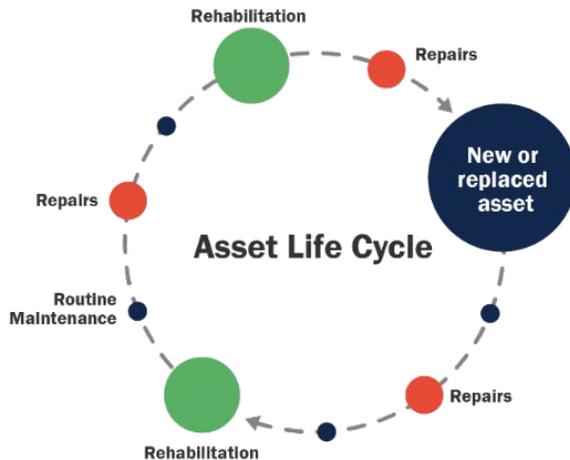
Illinois' TAMP was completed in 2019 and expands beyond the NHS to include all pavements and bridges under IDOT's jurisdiction.<sup>1</sup> The TAMP outlines IDOT's process to consider the entire life cycle of roads and bridges in order to maximize the performance of each asset, and therefore the entire highway network. IDOT's TAMP details a 10-year investment strategy in support of the national goals, with specific attention to infrastructure condition. The projects in the FY 2021-2026 MYP, and subsequent FY 2021-2024 STIP have been programmed following the life-cycle planning method and investment strategy described in the TAMP.

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 and will also spend money on low-cost treatments to preserve those roads and bridges and keep them in acceptable condition. A visualization of this process is shown in the figure below.

The goal is to program 80 percent as reconstruction and rehabilitation, and 20 percent as preservation work 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 for maintenance of our roads and bridges will save the state and taxpayers money in the long run.

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<sup>1</sup> <http://www.idot.illinois.gov/transportation-system/transportation-management/planning/tamp>



The implementation of asset management has meant many changes to the department's programming process. In the past, IDOT had aspirational goals that were never attainable with the levels of funding projected to be available. The TAMP provides a more realistic outlook for keeping our system in a state of acceptable condition.

### **Performance Measures**

To measure progress toward the national goals, performance measures have been established by the FHWA in 3 main areas: safety, infrastructure condition, and system performance. The performance measures allow the FHWA to be able to compare progress across all 50 states. IDOT's Long Range Transportation Plan (LRTP) presents IDOT's targets for each of the performance measures.

IDOT's TAMP provides the link between the LRTP and its shorter-term (six-year) bridge and pavement programs in the MYP. In accordance with 23 CFR 515.9(h), both the MYP, and the MYP derived STIP demonstrate that the TAMP has been integrated into the planning processes beginning in SFY 2019. The current state approved TAMP was determined by the FHWA to meet the requirements of 23 U.S.C. 119 and 23 CFR 515 on August 29, 2019.

Along with the TAMP, IDOT must also meet new federally required performance measures. The measures are more area specific compared to the overall system that the TAMP covers. The performance measures are for the areas of Transit Asset Management, Safety, Infrastructure Condition, and System Performance. For each performance measure established under each of these areas, IDOT must set targets and track their progress in meeting these targets.

Per MAP-21 legislation, the FTA was mandated to create the Transit Asset Management (TAM). In July 2016, the FTA released the final ruling to IDOT for implementing the TAM which occurred in January 2017. IDOT is to meet set targets and track the conditions of assets for equipment, facilities, infrastructure, and rolling stock.

For Safety, IDOT must report on the number of fatalities, number of non-motorized fatalities and non-motorized serious injuries, number of serious injuries, rate of fatalities per 100 million vehicle miles traveled (VMT), and rate of serious injuries per 100 million VMT. The IDOT

targets for each of these five Safety performance measures are updated every year by the end of August for inclusion in our Highway Safety Improvement Plan.

For Infrastructure Condition, IDOT must define targets and report the specific percentage of interstate pavements in both good and poor condition, non-interstate NHS pavements in both good and poor condition, and NHS bridges classified as both in good and poor condition. IDOT established targets for each of the three Pavement and Bridge performance measures on May 20, 2018. Due to current funding levels at that time, the Department has targets that show little to no change for pavements and slightly worse for bridges during the years covered by this STIP.

For System Performance, IDOT must define targets and report on a percentage of person-miles traveled on the interstate and non-interstate NHS, a Truck Travel Time Reliability Index, annual hours of peak hours of excessive delay per capita, percentage of non-single occupancy vehicle travel, and total emission reductions. IDOT established targets for each of the six system performance measures on May 20, 2018.

### **Infrastructure Condition Performance Targets**

IDOT's TAMP established performance metrics and targets based on the internal measures in use for decades. These metrics work alongside the federal performance measures discussed above to ensure the best possible network condition within the constraints of a constrained budget and an aged highway system. The federal measures only apply to pavements and bridges on the National Highway System, while IDOT's internal measures are used for all pavements and bridges in the State. The federal requirements allow for no more than 5 percent of the interstate system lane miles to be in poor condition and no more than 10 percent of the bridge deck area on the NHS to be considered structurally deficient.

#### ***Pavement Targets***

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.

The chart below 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%

IDOT's targets for pavements using the federal performance measures are included in the following table:

Performance Measure	Baseline Value	2020 Target (%)	2022 Target (%)
Percent Interstate Pavement in Good condition	Not required in 2018	Not required in 2018	65
Percent Interstate Pavement in Poor condition	Not required in 2018	Not required in 2018	4.9
Percent Non-Interstate NHS Pavement in Good condition	37.6	27	27
Percent Non-Interstate NHS Pavement in Poor condition	19.4	6	6

**Bridge Targets**

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 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.

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%

Using the federal measures, IDOT set the NHS bridge targets identified in the following table.

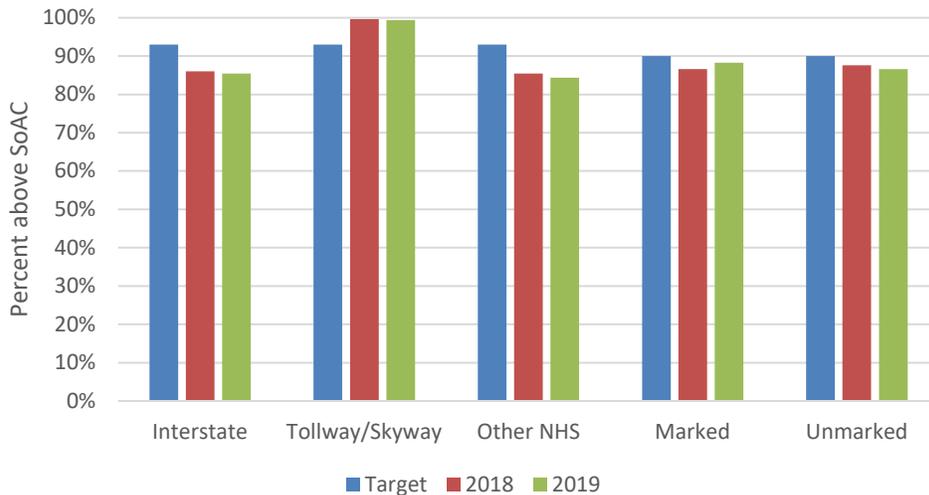
Performance Measure	Baseline Value (%)	2020 Target (%)	2022 Target (%)
Percent NHS Bridges in Good condition	29	28	27
Percent NHS Bridges in Poor condition	11.6	13	14

### ***Pavement and Bridge Performance***

The two figures below include the 2018 and 2019 conditions using IDOT’s internal metrics. Local NHS performance is included in the Other NHS data. The 2018 and 2019 performance reflects the spending in years prior to the adoption of the Rebuild Illinois capital program. In spite of the low program size, the condition of the non-Interstate NHS pavements improved due to the implementation of the TAMP and its emphasis on NHS pavements. Bridge conditions were fairly stable in spite of the constrained program size.



*Percent of pavement centerline miles meeting the State of Acceptable Condition using IDOT's performance metrics.*



*Percent of total bridge deck area meeting the State of Acceptable Condition using IDOT's performance metrics.*

The following table includes the 2018 and 2019 pavement results using the federal performance metrics. The federal pavement results are based on the 2018 and 2019 HPMS report cards. The percent of NHS in good and poor condition includes those under the jurisdiction of the State, the Illinois Tollway, the Chicago Skyway, and the local agencies. Again, the 2018 and 2019 performance reflects expenditures in years prior to the adoption of the Rebuild Illinois capital program, which were very fiscally constrained. With the Rebuild Illinois program in place, interstate pavement conditions are expected to reverse the 2018 to 2019 trend and make progress toward the national goal for infrastructure condition. Non-interstate NHS pavements are expected to continue to improve.

*IDOT's 2-year pavement target and 2018 and 2019 performance for federal reporting.*

<b>Performance Measure</b>	<b>2020 Target (%)</b>	<b>2018 (%)</b>	<b>2019 (%)</b>
Percent Interstate Pavement in Good Condition	N/A	63.8	61.1
Percent Interstate Pavement in Poor Condition	N/A	0.4	0.7
Percent Non-Interstate NHS Pavement in Good Condition	27	24.2	24.3
Percent Non-Interstate NHS Pavement in Poor Condition	6	8.7	8.6

The following table includes the 2018 and 2019 bridge results using the federal performance metrics. In spite of the constrained budget, the percentage of bridge deck area in poor condition was slightly reduced from 2018 to 2019. In accordance with the TAMP, emphasis is placed in the programming process on addressing structurally deficient bridges on the NHS system. The increased revenue from the Rebuild Illinois capital program is expected to help IDOT maintain conditions on the NHS bridges.

*IDOT's 2-year bridge target and 2018 and 2019 performance for federal reporting.*

<b>Performance Measure</b>	<b>2020 Target (%)</b>	<b>2018 (%)</b>	<b>2019 (%)</b>
Percent NHS Bridges in Good Condition	28	28.5	26.5
Percent NHS Bridges in Poor Condition	13	13.7	13.3

### **Projects in Support of Other Performance Measures**

In addition to the projects in support of the infrastructure condition performance measures, the MYP and STIP also include projects in support of the other performance measures. In the FY 2021 to 2026 MYP, 66 percent of spending is in support of infrastructure condition (PM2 performance measures). In addition, 13 percent is devoted to safety projects (PM1 performance measures) and 17 percent is used to make progress with respect to measures of system performance (PM3 performance measures). The remaining 4 percent is applied to other types of projects.

## STIP Certification

The Illinois Department of Transportation (IDOT), as the Governor's designee, certifies that the transportation planning process is being carried out in accordance with all applicable requirements of the following as described in Section 450.218 of the statewide Planning Regulations dated February 14, 2007 and in accordance with the intent of the FAST Act:

1. 23 U.S.C. 135 and 49 U.S.C. 5304;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
3. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1001 (b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
5. 23 CFR part 230, regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
7. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C., regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
11. 23 CFR part 515, regarding a Total Asset Management Plan and related performance measures.

IDOT also certifies that the transportation planning process is being carried out with consideration of the FHWA approved Strategic Highway Safety Plan approved in 2017. IDOT concurs with the MPO's determination that the air quality conformity analysis has been completed by the necessary MPOs and has been reviewed and accepted by the State of Illinois.

## **IDOT FINANCIAL PLAN FOR THE PROPOSED HIGHWAY ELEMENT OF THE STIP**

The principal financial assumption made for available federal revenue sources for the development of this STIP is the anticipated level of federal revenue sources provided under the FAST Act authorizations, which was signed into law December 4, 2015 and expires September 30, 2020. A continuing resolution is anticipated. In addition to these federal funds, anticipated state and local funds available for the life of this STIP have been projected. Under these reasonable financial assumptions, there are sufficient federal, state, and local funds to implement all the projects covered in the FY 2021-2024 STIP and fiscal constraint as required by 23 CFR part 450, subpart B is demonstrated. However, these requirements are deemed sufficiently flexible to permit the selection of projects from the second, third, and fourth year of the STIP to replace projects selected for the first year of the STIP. It should be noted that due to the COVID-19 pandemic, actual revenues may change from those forecasted.

**Federal Funding:** The FAST Act requires that the federal-aid highway and federal-aid transit projects in the STIP be based on funding reasonably expected to be available. The federal-aid revenues are based on estimates of apportionment (formula), allocations, high priority project funding, August Redistribution, and the Transportation Infrastructure Finance Innovation Act Redistribution.

**Federal-Aid Highway Formula Funding:** A surface transportation authorization act (currently the FAST Act) provides federal highway funding levels over an established period of time. These authorized funds are then distributed by formulas established in law to the states through an annual apportionment process as authorized by the FAST Act. In conjunction with these apportionments, there is an obligation limitation that provides the ceiling for the amount of apportionment the state may obligate through a given fiscal year. The obligation limitations can vary from year to year. As such, IDOT has estimated the obligation limitations for the life of this STIP.

Under the FAST Act, IDOT estimates the obligation limitation for the total five-year bill to be \$7.53 billion with an average of \$1.51 billion per year for the life of the current legislation. While the current federal funding bill will expire prior to the conclusion of this STIP, IDOT anticipates new federal legislation with similar funding assumptions to the FAST Act which will allow IDOT to fulfill the current project funding estimates. Since IDOT will be revisiting and updating the STIP every year, future federal funding levels will be addressed at that time to maintain fiscal constraint of the STIP.

**Federal-Aid Highway Allocation Funding:** Funding available from allocations is included in the STIP. Federal-aid highway allocation funding is distributed to the states by administrative formula or by means of a competitive application. Allocated funds include many varied categories of federal-aid, including, but not limited to, Transportation Investment Generating Economic Recovery (TIGER) and Federal Land Access. Allocations of categorical funding generally are distributed to specific areas of the state. Annual allocations to individual projects or categories of funding are routinely added to the STIP but due to the timing of project identification may require amendments to be processed.

**Federal-Aid Highway Earmarked Funding:** Earmarks are funds designated by Congress for the completion of specific projects within the state. Earmarked funding is generally subject to its own obligation limitation that is available until spent. The actual level of funding committed to these projects each year varies based on project delivery schedules and rules on spending these funds. To date, the majority of Illinois' earmarked funding has been spent and the projects have been completed. The FAST Act does not include any new earmarks, and earmarks have not been recently included in an annual appropriation bill.

In recent appropriations acts, Congress has included a provision to repurpose certain earmarks based on their age, obligation level, and completion status. This provision allows unused earmark funding to be utilized on designated projects rather than sitting idle or being returned to FHWA. While this provision does provide additional contract authority, it may not provide additional obligation limitation in each instance. Since the repurposing provision is dependent upon Congressional inclusion in annual appropriations acts, IDOT does not make any assumptions regarding repurposing funds.

**Advanced Construction (AC):** AC is a federal authorization method that allows IDOT to secure approval from FHWA to construct Federal-aid projects without requiring the associated federal obligation which would use both contract authority and obligation limitation. This allows IDOT to advance projects in anticipation of available contract authority and obligation limitation. To maximize flexibility in use of contract authority and limitation, IDOT establishes all projects in AC status unless a specific federal program funding will not allow it, or the Department deems current funding (obligation) at project onset is the best use of available federal balances. AC projects are converted to current federal funding with the first expenditure of contract authority and when limitation is available. To ensure that the STIP and TIPs reflect the correct status of a project, IDOT notifies both MPO and programming staff when a project is converted, so administrative modifications can be completed.

The Department's use of AC authorizations and conversions complements the intent to maximize the number of federally reimbursable projects. The fiscal constraint model accounts for the level of planned conversions compared to the available obligation limitation, but the Department also forecasts the conversion rate to manage cash flows from federal reimbursements. Under this method, the STIP's fiscal constraint is an approximate amount of planned AC conversions to utilize the estimated annual obligation limitation.

**State Funds:** Funds for highway projects are primarily generated from motor fuel taxes (MFT), motor vehicle registration (MVR) fees, and bonds. For the FY 2021-2026 MYP, the department continued with increased estimates for state MFT and MVR receipts due to Illinois Senate Bill 1939 being signed into law as part of the Rebuild Illinois capital program. Illinois SB 1939 increased the MFT for the first time since 1990 which was effective July 1, 2019, and also increased the MVR fees to all vehicles which will be effective January 1, 2020. Of the first .19¢ collected from motor fuel taxes, 45.6 percent is provided to the state for highway improvements. Of the Rebuild Illinois increase, 48% is provided to the State Construction Account and 20% is provided to Transit through the Capital Improvement Fund. In addition, the state receives reimbursement from the Highway Trust Fund (HTF) and local agencies. Beginning July 2021, a five-year phase in of the state portion of the sales tax on motor fuels will be deposited into the Road Fund instead of the General Funds.

**Local Funds:** Local funds for highway projects are also generated from MFT. Of the first 19¢ of funds collected from MFT, 54.4 percent is provided to the local agency for highway improvements. Of the Rebuild Illinois increase, 32% is provided to local agencies. Rebuild Illinois bonds were also dispersed in May of 2020 and July of 2020. More information can be found at:

<http://www.idot.illinois.gov/transportation-system/local-transportation-partners/county-engineers-and-local-public-agencies/mft-distribution/index>

**Financial Model:** The financial model used for development of the MYP is also used for the development of the STIP. The model is designed to account for several factors including but not limited to revenue trends and changes to federal and state law. The Department's revenue

is derived primarily from MVR, MFT, HTF reimbursements, and reimbursements from local units of governments.

Although the actual process to determine annual program size is more complicated, in simplified terms IDOT uses a three-step approach:

Step one is to estimate all available revenue sources including state funds from MVR and MFT, federal funds from reimbursement of existing projects, future funding assumptions, and local project reimbursement. Step two is to subtract expenses which include debt service, operating, administrative, other agency, and those associated with existing construction projects from prior annual program elements. Step three is to appropriately size the annual element to fit within remaining resources to assure fiscal constraint.

### **Proposed Highway Element for the FY 2021-2024 STIP**

As mentioned earlier, Congress distributes authorized federal funds to the states by formulas through an annual apportionment. These apportionments establish an obligation limitation that may vary from year to year. This results in IDOT having to estimate obligation limitations for the life of the STIP. For the FY 2021-2024 STIP, the obligation limitation IDOT is assuming is 100 percent for FY's 2021, 2022, 2023, and 2024. The STIP will be updated annually with current funding assumptions if they should change.

### **Funding for State Projects**

The \$10.961 billion of state funds in the published FY 2021-2026 MYP are utilized for a variety of purposes in program development. The \$21.255 billion state highway system program in the MYP 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 3,502 miles of highways and replace or rehabilitate 8,564,496 square feet of bridges.

Available revenue for the FY 2021-2024 highway portion of the STIP will total approximately \$14.210 billion which includes \$6.181 billion of federal funds, \$6.879 billion of state funds, \$310 million of re-appropriations and \$840 million of local funds. This program assumes an obligation ceiling of 100 percent of apportioned funds for FYs 2021, 2022, 2023 and 2024. The following table provides a breakdown of anticipated available revenue by fiscal year. Planned AC conversions are included in the total anticipated federal revenue amounts. While State funds account for 48.9% of the total funds in the FY 2021-2024 STIP, projects will be shown split at 80/20 both to maximize Federal funds and allow the flexibility to convert to federal dollars if needed.

**FY 2021-2024 Available Revenue (Table 1)**  
**(\$Millions)**

<b>FUND SOURCE</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2021-2024</b>
Federal Obligation Limit	\$1,641	\$1,518	\$1,512	\$1,510	\$6,181
State	\$1,218	\$1,543	\$1,790	\$2,328	\$6,879
State Re-appropriations	\$310	\$0	\$0	\$0	\$310
Local	\$291	\$189	\$198	\$162	\$840
<b>TOTAL</b>	<b>\$3,460</b>	<b>\$3,250</b>	<b>\$3,500</b>	<b>\$4,000</b>	<b>\$14,210</b>

The proposed obligations for the highway element of the FY 2021-2024 STIP are summarized in the following table for each category. This program includes \$7.383 billion of projects in the MPO TIP's, \$1.301 million of projects of significant scale to be identified individually and \$5.216 billion of grouped projects.

**FY 2021-2024 Proposed Project Obligations (Table 2)**  
**(\$Millions)**

	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2021-2024</b>
MPO TIPs	\$2,052	\$1,624	\$1,607	\$2,100	\$7,383
Significant Projects*	\$173	\$308	\$372	\$448	\$1,301
Grouped Projects*	\$925	\$1,318	\$1,521	\$1,452	\$5,216
<b>TOTAL</b>	<b>\$3,150</b>	<b>\$3,250</b>	<b>\$3,500</b>	<b>\$4,000</b>	<b>\$13,900</b>

\*(Not in MPO TIPs)

As shown in the above two tables, the obligations are equal to or less than the available funding, and fiscal constraint by fiscal year is demonstrated for this STIP.

## FY 2021-2024 Grouped Projects

The following tables represent the grouped projects which are broken into five specific categories which are: Resurfacing, Bridges, Safety, Transportation Alternatives Programs (TAP) and Other. The tables are identified by work type/function and provide anticipated level of accomplishments with associated dollars shown in millions. All federal aid projects will begin in AC status. Funding shown at an 80/20 split in order to maximize Federal funds but is subject to change with increase of State funds.

### RESURFACING (Table 3)

The resurfacing category includes pavement resurfacing, rehabilitation and/or reconstruction, widening narrow pavements without adding travel lanes, truck-climbing lanes outside the urbanized area, shoulder improvements, increasing sight distance and other associated activities.

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2021-2024
Number of Miles	827	718	556	491	2,592
<b>Federal Funds (AC)</b>	\$315	\$370	\$459	\$508	\$1,652
State/Local Funds	\$79	\$93	\$115	\$127	\$414
<b>Total Funds (in Millions)</b>	<b>\$394</b>	<b>\$463</b>	<b>\$574</b>	<b>\$635</b>	<b>\$2,066</b>

### BRIDGES (Table 4)

The bridge category includes the repair, rehabilitation or reconstruction of existing bridges, or the construction of a grade separation to replace existing at-grade railroad crossings and other associated activities.

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2021-2024
Sq. Ft. of Structures*	172,775	285,679	358,072	173,810	518,532
<b>Federal Funds (AC)</b>	\$119	\$160	\$167	\$213	\$659
State/Local Funds	\$30	\$40	\$42	\$53	\$165
<b>Total Funds (in Millions)</b>	<b>\$149</b>	<b>\$200</b>	<b>\$209</b>	<b>\$266</b>	<b>\$824</b>

\*Square Footage of structures was previously showing a total of all categories. Due to better reporting methods, IDOT can now show the Square Footage that makes up the Grouped Category only to better correlate to the funds projected to be spent.

**SAFETY (Table 5)**

The safety category includes highway safety or traffic operation improvement projects including signalization and other intersection improvements, skid proofing, railroad/highway crossing improvements, median barrier cable and other associated activities.

	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2021-2024</b>
<b>Federal Funds (AC)</b>	\$66	\$71	\$70	\$60	\$267
State/Local Funds	\$17	\$18	\$18	\$15	\$69
<b>Total Funds (in Millions)</b>	<b>\$83</b>	<b>\$89</b>	<b>\$88</b>	<b>\$75</b>	<b>\$336</b>

**TRANSPORTATION ALTERNATIVES PROGRAM (TAP) (Table 6)**

The TAP category includes state appropriations sized for anticipated readiness for projects selected as part of the Illinois Transportation Enhancement Program (ITEP), Safe Routes to Schools Program and Recreational Trails Program. The Safe Routes to School category includes infrastructure and non-infrastructure activities for enforcement, encouragement, evaluation, educational and engineering efforts to enable and encourage children in primary and secondary schools to walk and bike safely to and from school.

	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2021-2024</b>
<b>Federal Funds (AC)</b>	\$30	\$30	\$30	\$30	\$120
State/Local Funds	\$32	\$32	\$32	\$32	\$128
<b>Total Funds (in Millions)</b>	<b>\$62</b>	<b>\$62</b>	<b>\$62</b>	<b>\$62</b>	<b>\$248</b>

**OTHER (Table 7)**

The Other category includes miscellaneous projects, statewide line items, other engineering and land acquisition associated with non-specific projects that can be grouped including emergency relief, lighting, rest areas and weigh stations.

	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2021-2024</b>
<b>Federal Funds (AC)</b>	\$9	\$9	\$9	\$9	\$36
State/Local Funds	\$228	\$495	\$579	\$405	\$1,857
<b>Total Funds (in Millions)</b>	<b>\$159</b>	<b>\$504</b>	<b>\$588</b>	<b>\$414</b>	<b>\$1,893</b>

## FY 2021-2024 Significant Projects

The State and Local Highway Project Listing Guide, Glossary, and Fund Types for significant projects and other highway projects are located in Appendix H. Significant projects for the FY 2021-2024 STIP are listed in Appendix I. Projects are considered Significant if any one of the following criteria is met: Major Construction, Principal Arterial, Illinois Special Bridge Program and/or special federal funds; i.e. location-specific federal earmark funding. The department has provided the estimated schedule for improvements and designated the proposed source of funds to satisfy the FAST Act requirements. The actual fiscal year in which a project is implemented may change for various reasons. Factors influencing the timing of an improvement include environmental considerations, land acquisition, plan preparation, utility movements, hazardous waste clean-up, climate, level of public support and available funding. The department has published the FY 2021-2026 MYP program and will work to accomplish all the projects included in that program.

The website address for the FY 2021-2026 Proposed Highway Improvement Program is: <http://www.idot.illinois.gov/MYP2021-2026>

### Amendments and Modifications to the STIP

An amendment will occur for projects being added or deleted from the STIP that fall within the Significant Category and will require an opportunity for a 15-day public review and comment period and approval by FHWA. The implementing state or local agency will be responsible for public involvement on STIP amendments. The 15-day comment period is for state and local projects outside of an MPO area; projects within an MPO area must follow the MPO's public involvement procedures. In addition, amendments are required when cost changes for significant projects exceed the percentages listed. For example, if the cost of the project is \$5M and it is increased to \$6.250M which is a 25 percent increase, an amendment is required.

Requirements for amendments are based on the percent of change from cost as shown below.

<u>Percent Change</u>	<u>Federal Project of Project Group Cost (\$1,000)</u>
100%	\$0 - \$999
50%	\$1,000 - \$4,999
25%	\$5,000 - \$9,999
20%	\$10,000 or greater

An administrative modification occurs when federally funded projects within the Significant category have minor scope, fund type, project limit changes or project cost changes that do not exceed the percentages listed above. IDOT is required to submit administrative modifications to FHWA for informational purposes.

## Projects with Special State Appropriation

### *Local SAFETEA-LU Earmarks*

Separate state appropriation from FY 2007 remains available for local SAFETEA-LU High Priority Project (HPP) earmarks, which includes the required match. The remaining earmarks are listed in Appendix B.

### *FFY 2010 Appropriation Earmark*

Separate state appropriation remains available for the FFY 2010 Appropriation earmark. This earmark is listed in Appendix C.

## **IDOT FINANCIAL PLAN FOR THE PROPOSED TRANSIT ELEMENT OF THE STIP**

**Federal Programs:** Federal funds are available for transit projects through Chapter 53 of the FAST Act. This act authorized funding for FFY 2016-2020, for each year the FTA publishes interim guidance as part of its annual apportionments notice/funding. The department expects the federal government will extend the funding provided by the last year of the FAST Act until a new federal transportation funding bill is issued.

**Section 5307 & 5340:** These urbanized area formula funds are available to urbanized areas for planning, capital and operating assistance. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census. While these funds are apportioned to the states on the basis of population and population density, grantees (transit agencies) apply directly to FTA for these funds. IDOT has the responsibility of contract and fund use oversight which is met through on-site inspections.

**Section 5309:** Fixed Guideway Capital Investment Grants provides discretionary funding for fixed guideway investments such as new and expanded rapid commuter rail, light rail, streetcars, bus rapid transit and ferries, as well as corridor-base bus rapid transit investment that emulate the features of rail. There are four categories of eligible projects under the program: 1) New Start; 2) Small Starts; 3) Core Capacity; and, 4) Programs of Interrelated Projects. Grantees (transit agencies) apply directly to FTA for these funds. IDOT has the responsibility of contract and fund use oversight which is met through on-site inspections. 5309 funding was not made available for FY 2018; however, if at some point funds become available, an amendment to the STIP will be processed.

**Section 5310:** Enhanced Mobility of Seniors and Individuals with Disabilities funds are used to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. Funds for urbanized area (population over 200,000) and small urbanized area (population of 50,000–199,999) are received directly from FTA. Funds for rural area (population under 50,000), IDOT is the designated state agency to receive and disperse these funds.

**Section 5311:** Rural areas (population under 50,000) funds are available for general public transportation in non-urbanized areas for operating, capital, administrative and planning expenses. IDOT administers these funds through agreements with local governmental agencies.

**Section 5337:** State of Good Repair Grants provide financial assistance to public transit agencies that operate rail fixed-guideway and high-intensity motorbus systems for the

maintenance, replacement, and rehabilitation of capital assets, along with the development and implementation of transit asset management plans. Grantees (transit agencies) apply directly to FTA for these funds.

**Section 5339:** Grants for Bus and Facilities funds are used to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles of facilities. Grantees (transit agencies) apply directly to FTA for these funds. IDOT has the responsibility of contract and fund use oversight which is met through on-site inspections.

**CARES Act:** On Friday, March 27, 2020, President Trump signed the Coronavirus Aid, Relief, and Economic Security (CARES) Act into law. The CARES Act provides recipients of urbanized area (5307) and rural area (5311) formula programs with additional funding to support capital, operating, and other expenses generally eligible under those programs to prevent, prepare for, and respond to COVID-19. The 5307 program will receive approximately \$1.585 billion and the 5311 program will receive approximately \$57 million. Funding will be provided at a 100-percent federal share, with no local match required.

**State Funding:** Funding is provided by legislative authorizations for capital programs and is available for transit projects. There are three funds approved by IDOT which are: 1) Series B Bonds issued by the state to fund capital transit projects and are primarily used to match FTA capital funds; 2) Strategic Capital Improvement Program (SCIP) which in 1990 the legislature authorized the Regional Transportation Authority (RTA) to issue an additional \$1.3 billion for a second SCIP program for northeast Illinois; and, 3) General Revenue Funds may be appropriated to fund capital projects that are not eligible for Series B bonds.

The Rebuild Illinois Capital improvement program created a new Multi-modal Transportation Bond Fund, Downstate Mass Transportation Capital Improvement Fund, and Regional Transportation Authority Capital Improvement Fund. Collectively, these new bond authorization programs will add approximately \$4.423 Billion to statewide capital programs over a six year period, or approximately \$737m per year.

For operating programs, the state provides significant operating assistance to 56 transit systems in the state. State legislation specifies the formula for determining the amount of operating assistance for each system. Programs described here are: 1) Public Transportation funds which are appropriated annually to assist local transit systems in funding operating expenses; 2) Reduced Fare Reimbursement funds which reimburse transit systems for the loss in revenue incurred by providing reduced fares to students, the elderly and persons with disabilities; and, 3) Additional State Assistance/Additional Financial Assistance funds provides additional funding assistance to RTA to offset the debt service payments associated with RTA's issuance of SCIP bonds.

**Local Funding:** Funding for capital programs for transit projects are derived from a variety of sources which are: 1) RTA bonds for northeast Illinois; 2) RTA General Funds for when RTA has revenues in excess of that required to fund its own operations and the operating programs of its three service boards; 3) RTA Service Board Excess Operating Funds is when the statutory apportionment of sales tax to a service board exceeds the funding required for operating purposes, that service board may transfer those funds to its capital program; and, 4) St. Clair County Sales Tax in the Metro East area of St. Louis, St. Clair County which levies a sales tax to fund the debt service for the capital bonds it has issued for its MetroLink light rail project.

Local operating funds for transit projects are generated from a variety of sources which are: 1) RTA Sales Tax which is a regional sales tax to assist in funding its own operating program

and that of its three service boards; 2) Service Board Fares by state statute. RTA's three service boards collectively must annually recover 50% of their operating expenses from the farebox; 3) Metro East Sales Tax in the Metro East area of St. Louis. St. Clair County and Madison County levy a sales tax to assist in funding their operating expenses; 4) Various downstate local sources which allows downstate transit providers to receive revenues from dedicated property taxes to local government appropriations; and, 5) Farebox Revenue which are the transit system funds collected from the riders for using the transit service.

**FY 2021-2024 PROPOSED TRANSIT ELEMENT OF THE STIP**

The FY 2021-2024 transit portion of the STIP totals \$19.344 billion. Of that amount, \$1.824 billion in anticipated federal dollars is matched with an estimated \$5.718 billion of state funds. The remaining \$11.792 billion is from local funding sources. The following table provides a breakdown of available funds by fiscal year.

**FY 2021-2024 Funding (Table 8)  
(\$Millions)**

FUND SOURCE	FY 2021	FY 2022	FY 2023	FY 2024	FY 2021-2024
<b>Federal</b>	\$546	\$426	\$426	\$426	\$1,824
<b>State</b>	\$1,516	\$1,375	\$1,434	\$1,393	\$5,718
<b>Local</b>	\$2,853	\$2,929	\$2,979	\$3,038	\$11,792
<b>TOTAL</b>	<b>\$4,915</b>	<b>\$4,723</b>	<b>\$4,839</b>	<b>\$4,857</b>	<b>\$19,334</b>

The FY 2021-2024 STIP-Transit is summarized in the following table. The program includes \$14.552 billion identified in operating assistance with \$14.258 billion identified in the MPO TIPs and \$294 million estimated for rural and small urban areas. In addition, \$4.782 billion is programmed for capital projects. This includes \$4.543 billion in the MPO TIPs, \$221 million for rural and small urban areas and \$18 million for non-urbanized areas statewide.

**FY 2021-2024 Program (Table 9)  
(\$ Millions)**

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2021-2024
<b>Operating</b>					
<b>MPOs –TIPs</b>	\$3,498	\$3,520	\$3,586	\$3,654	\$14,258
<b>Rural-Small Urban</b>	\$117	\$59	\$59	\$59	\$294
<b>Capital</b>					
<b>MPOs-TIPs</b>	\$1,167	\$1,117	\$1,142	\$1,117	\$4,543
<b>Rural-Small Urban</b>	\$124	\$24	\$49	\$24	\$221
<b>Statewide</b>	\$9	\$3	\$3	\$3	\$18
<b>TOTAL</b>	<b>\$4,915</b>	<b>\$4,723</b>	<b>\$4,839</b>	<b>\$4,857</b>	<b>\$19,334</b>

The federally funded projects are programmed in the MPO's TIP's and the amounts of federal funds are known or reasonably expected to be available for the program of projects and demonstrating that the transit projects is fiscally constrained.

## **IDOT FINANCIAL PLAN FOR THE PROPOSED INTERCITY RAIL ELEMENT OF THE STIP**

**Federal Capital Funding:** Federal funds are available for intercity passenger rail capital projects through Federal Railroad Administration (FRA) competitive grant programs. IDOT currently administers FRA grants awarded through the American Recovery and Reinvestment Act (ARRA) of 2009 and Omnibus Appropriations Acts of 2009 (FY 2009) and 2010 (FY 2010). All of the FRA competitive grant funding is provided on a reimbursement basis. These grants require a state funding match that varies from 0% to 25% depending on the grant, which is funded by state Series B Bonds.

**ARRA:** The ARRA legislation included a federal funding expiration corresponding to the end of the FFY 2017 (September 30, 2017). The ARRA grants administered by IDOT include a Tapered Match grant modification that permit the grant's FRA funds to be spent first, by the expiration date and then the state matching funds to follow. FRA funds expire in the SFY 2017, but the Tapered Match currently allows these ARRA grants to use the state funding match through SFY 2021.

**Omnibus Appropriations Acts:** The legislation in the Omnibus Appropriations Acts of 2009 and 2010 does not have a federal funding expiration date. The FY 2009 and FY 2010 grants administered by IDOT anticipate funding through SFY 2021.

**State Capital Funding:** Funding is provided by legislative authorizations for intercity passenger rail capital programs through two funds which are approved by IDOT: the Federal High Speed Rail Trust Fund (433 Fund) issued to provide positive cash-flow for FRA grants; and Series B Bonds issued by the state to fund capital intercity passenger rail projects and are primarily used to match FRA funds. The FRA grants require IDOT to pay vendors (i.e. consultants, railroads, local municipalities) the federal portion of FRA grants via the 433 Fund and then receive reimbursement from FRA funds.

**State Operating Funding:** Funding is provided by legislative authorizations for operations of intercity passenger rail programs by state road fund appropriations on an annual basis. These programs include operations of the existing Amtrak state-supported services (i.e. Chicago-Champaign-Carbondale, Chicago-Galesburg-Quincy, Chicago-Normal-Springfield-St. Louis, and Chicago-Milwaukee) and maintenance of the Chicago-Normal-Springfield-St. Louis High Speed Rail corridor.

### **FY 2021-2024 Proposed Intercity Rail Element of the STIP**

Passenger rail in Illinois is comprised of intercity, commuter rail, and light and heavy rail transit. However, the Passenger Rail Improvement and Investment Act (PRIIA) of 2008 defined passenger rail as consisting of intercity and commuter rail.

The State of Illinois has contracted with Amtrak to subsidize passenger rail service since 1971. PRIIA requires an equitable arrangement of cost sharing between Amtrak and state or public agency partners that provide funding for short-distance intercity passenger rail services. By agreement with Amtrak, the State of Illinois supports the operation of trains on three routes between Chicago and downstate Illinois: Chicago and St. Louis (Lincoln Service), Chicago to Carbondale (Saluki/Illini), and Chicago to Quincy (Carl Sandburg/Illinois Zephyr). In addition, Illinois and the State of Wisconsin jointly support seven daily round trip trains between Chicago and Milwaukee on the Hiawatha Service. The state's operating subsidy with Amtrak was approximately \$50 million in SFY 2020. In FY 2020, ridership declined 29.5% from FY 2019 with a total of 4.3 million riders at Illinois stations. This marked decline in ridership was

due to the COVID-19 pandemic, and frequency of service has been temporarily adjusted to reflect this reduction in demand. The first 6 months of FY2020 had a total of 3.1 million riders at Illinois stations, on pace with the previous fiscal year.

Since the ARRA 2010 grant that initially funded the Chicago-St. Louis High Speed Rail Project (\$1.2 billion), Illinois' signature high-speed rail route has received an additional \$300 million of federal and state funds for corridor improvements between Joliet and St. Louis. Upon completion of construction on the Chicago-St. Louis corridor, the corridor will feature much improved service reliability and safety with 4-quadrant gates at grade crossings and Positive Train Control (PTC) and increased top speeds of 110 mph once PTC has been completed. In addition, Illinois and a consortium of partner Midwest states has procured and placed into service new locomotives for intercity passenger rail services. The same consortium of Midwest states anticipates new passenger cars starting to get placed into service in FY 2021.

Additional federal and state funds, including state funds from the Rebuild Illinois Capital Infrastructure Bill, have been applied to these other passenger rail projects of significance:

- Chicago to Quad Cities Intercity Passenger Rail Expansion which totals \$448 million of federal and state funding for construction of necessary improvements to establish passenger rail service including a new intermediate station in Geneseo;
- Chicago to Rockford Intercity Passenger Rail Expansion which totals \$275 million of state funding for construction of necessary improvements to establish passenger rail service including new intermediate stations in Elgin, Huntley, and Belvidere;
- Chicago to Carbondale Passenger Rail Improvement Project which totals \$100 million of state funding for construction of improvements to improve on-time performance of the route; and
- Springfield 10<sup>th</sup> Street Rail Consolidation Project which totals \$122 million of state funding for the consolidation of rail traffic on the 10<sup>th</sup> Street corridor in Springfield.

The **FY 2021-2024** intercity rail portion of the STIP totals \$1,039.2 million. The federal portion of the program represents \$161.7 million of the total funding, with the state contributing \$877.5 million. The 2021-2024 STIP-Intercity Rail is included in **Table 14**. The following tables provide a breakdown by fiscal year.

**FY 2021-2024 Available Funding (Table 10)**  
(\$Millions)

FUND SOURCE	FY 2021	FY 2022	FY 2023	FY 2024	FY 2021-2024
Federal	\$22.0	\$40.0	\$60.1	\$39.6	\$161.7
State	\$135.5	\$174.7	\$319.8	\$247.5	\$877.5
<b>TOTAL</b>	<b>\$157.5</b>	<b>\$214.7</b>	<b>\$379.9</b>	<b>\$287.1</b>	<b>\$1,039.2</b>

**FY 2021-2024 Proposed Expenditure (Table 11)**  
(\$Millions)

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2021-2024
<b>TOTAL</b>	<b>\$157.5</b>	<b>\$214.7</b>	<b>\$379.9</b>	<b>\$287.1</b>	<b>\$1,039.2</b>

**State Planning and Research**

The FHWA approved \$52.1 million in State Planning and Research (SPR) funds and \$29.6 million in Metropolitan Planning (PL) funds for FY 2021 on July 1, 2020. The SPR-PL work program provides for the continuation of the state and metropolitan transportation planning programs for the period from July 1, 2020 through June 30, 2021. This category includes a state planning work program and supplemental work programs for urbanized areas over 200,000 population. Below is the estimated apportionment of SPR and PL funds per the FAST Act apportionment tables.

**FY 2018-2021 Funding (Table 12)**  
**(\$Millions)**

<b>Fiscal Year</b>	<b>SPR FUNDS</b>	<b>PL FUNDS</b>
FY 18	\$52.1	\$29.6
FY 19	\$52.4	\$29.8
FY 20	\$52.6	\$29.9
FY 21	\$52.9	\$30.1
<b>TOTAL</b>	<b>\$210.0</b>	<b>\$119.4</b>

### **Outreach**

Public involvement is an important component of all transportation system plans and programs. In Illinois, public input on transportation issues is sought and considered on a continuous and ongoing basis. The STIP is the culmination of the programming process. Therefore, public involvement activities associated with the STIP build on public involvement efforts conducted by the Department on the MYP and by local MPOs throughout the programming process.

Outreach for FY 2021-2026 MYP had continued opportunities for members of the general public to become involved in transportation planning. It is IDOT's intent to continue providing current information through social media such as Facebook and Twitter. Additionally, IDOT's Office of Planning and Programming (OP&P) has implemented a website where the general public can fill out comment sheets with their questions and concerns on the MYP. This allows all members of the general public the chance to be involved in the planning process. IDOT and OP&P will continue to refine their MYP Outreach process in the coming years. The MYP Outreach website can be found under the Public Outreach tab at:

<http://www.idot.illinois.gov/MYP2021-2026>

23 CFR part 450, subpart B requires that the public be offered an opportunity to review and comment on the draft STIP prior to FHWA taking approval action on the STIP. IDOT must

provide citizens, affected public agencies and jurisdictions, employee representatives of transportation or other affected agencies, private providers of transportation, freight shippers, users of public transit and other interested parties a reasonable opportunity to review and comment on the proposed STIP. As such, while the outreach for the annual MYP directly ties to outreach for the STIP, IDOT also publishes the draft STIP and makes it available to the public for review and comment for a minimum of 30 days (15 days if amended). The various MPO's throughout the state are responsible for public outreach on projects within their TIP's.

In accordance with federal requirements, the STIP is published with reasonable notification of its availability for review through regionally significant newspapers, public outreach throughout the state, including the Illinois State Fair in Springfield (except for 2020 when cancelled due to COVID-19), Twitter, Facebook and IDOT's website. Also, the Department is providing internet access of the Draft STIP to the county board chairman of all 102 Illinois counties, asking for assistance from appropriate members of their staff who work with populations of interest. This effort should increase the opportunity for low-income and minority populations to interact with and comment on the STIP. An electronic version is available through the Illinois Document Depository library system and on the IDOT website which is:

<http://www.idot.illinois.gov/transportation-system/transportation-management/transportation-improvement-programs-/stip/index>

Written comments regarding the Draft FY 2021-2024 STIP should be forwarded to the Office of Planning and Programming in Springfield at the following address using the form on page 27:

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

Individuals can also email at [DOT.STIP@Illinois.gov](mailto:DOT.STIP@Illinois.gov) or contact the Department concerning planning, programming and public involvement issues at 1-800-493-3434.

IDOT welcomes public comment on the draft STIP as well as all transportation issues. The Department responds to telephone inquiries, letters, and e-mail comments for all issues. The Public Review and Comment form on page 27 is provided for public use but is not necessary. A record of comments and responses is maintained by the Office of Planning and Programming.

In addition, the department responds to hundreds of letters and inquiries from the general public, legislators, congressmen and various groups annually regarding the status of projects and various transportation related topics and issues.

The Department will continue to explore various opportunities for review and comment to ensure public participation. The Department is committed to continuing good faith efforts to encourage and obtain public participation in the STIP as well as all program development process. The Department's efforts exceed the requirements for public involvement in 23 CFR part 450, subpart B. The Department actively seeks public input throughout the transportation decision-making process from the earliest stages through the development and implementation of specific solutions.



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 South Dirksen Parkway  
Springfield, Illinois 62764

Date Received:	
Reviewed By:	

**Illinois Department of Transportation  
Office Locations**

Administration Office  
2300 South Dirksen Parkway  
Room 307  
Springfield, Illinois 62764  
Phone: 800/493-3434  
Nextalk: 866/273-3681

District 5  
13473 IL Hwy. 133  
P. O. Box 610  
Paris, Illinois 61944-0610  
Phone: 217/465-4181  
Nextalk: 866/273-3495

Office of Intermodal Project Implementation  
69 W. Washington, Suite 2100  
Chicago, Illinois 60602  
Phone: 312/793-2111  
Nextalk: 866/273-3631

District 6  
126 East Ash Street  
Springfield, Illinois 62704-4792  
Phone: 217/782-7301  
Nextalk: 866/273-3658

District 1  
201 West Center Court  
Schaumburg, Illinois 60196-1096  
Phone: 847/705-4000  
Nextalk: 888/642-3455

District 7  
400 West Wabash  
Effingham, Illinois 62401-2699  
Phone: 217/342-3951  
Nextalk: 888/642-3454

District 2  
819 Depot Avenue  
Dixon, Illinois 61021-3546  
Phone: 815/284-2271  
Nextalk: 888/642-3457

District 8  
1102 Eastport Plaza Drive  
P. O. Box 988  
Collinsville, Illinois 62234-6198  
Phone: 618/346-3100  
Nextalk: 888/642-3449

District 3  
700 East Norris Drive  
Ottawa, Illinois 61350-1628  
Phone: 815/434-6131  
Nextalk: 888/642-3458

District 9  
State Transportation Building  
P. O. Box 100  
Carbondale, Illinois 62903-0100  
Phone: 618/549-2171  
Nextalk: 888/642-3415

District 4  
401 Main Street  
Peoria, Illinois 61602-1111  
Phone: 309/671-3333  
Nextalk: 866/273-2908

# ILLINOIS DEPARTMENT OF TRANSPORTATION REGION and DISTRICT BOUNDARIES WITH OFFICE LOCATION

## 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

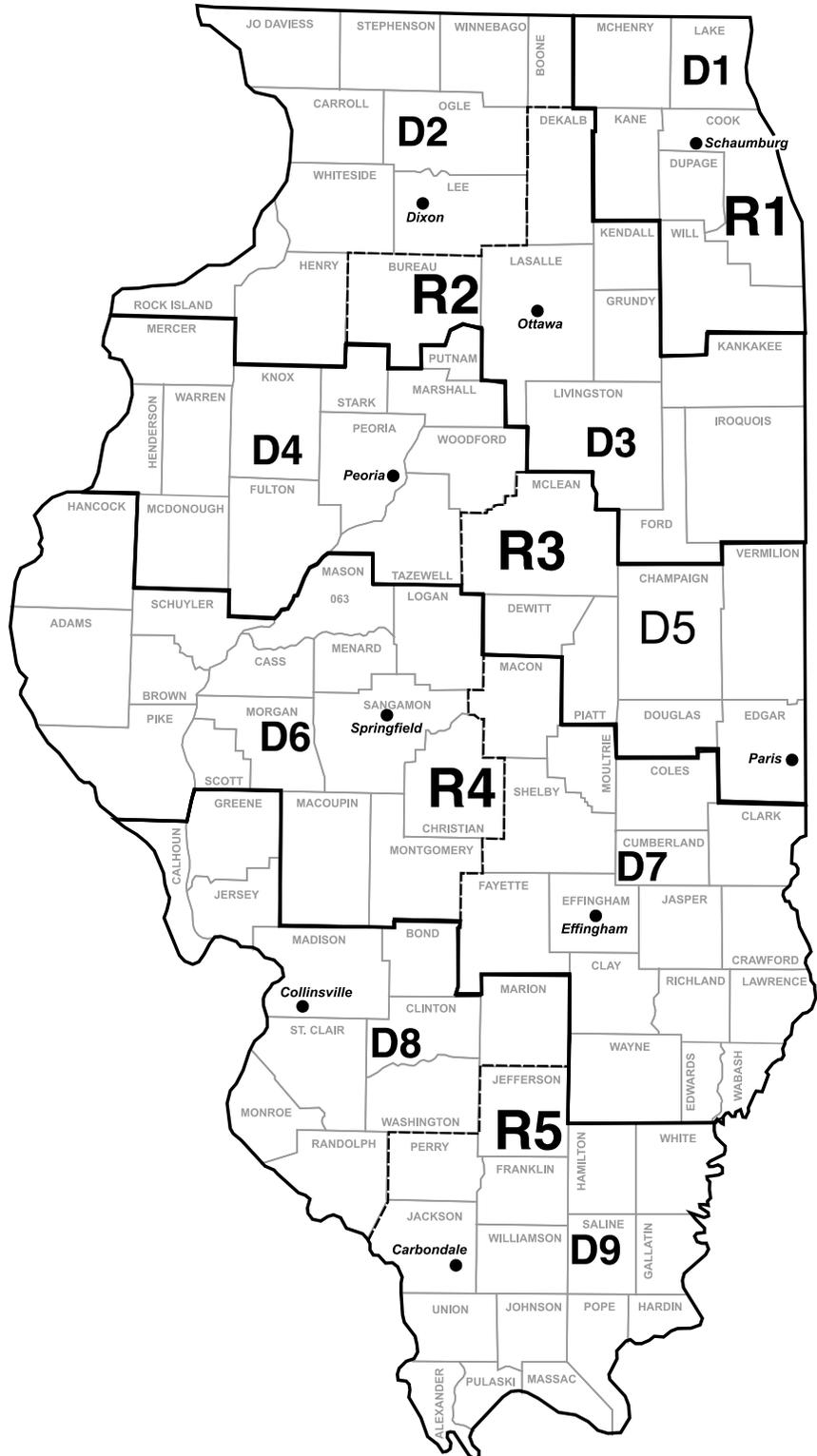
**DISTRICT 6**  
126 EAST ASH STREET  
SPRINGFIELD, ILLINOIS 62704-4792  
PHONE: 217/782-7301

**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



July 2011

## METROPOLITAN PLANNING ORGANIZATIONS

### FY 2020-2023 TIPs

St. Louis Metropolitan Area – St. Louis, Missouri – Illinois 1/

MPO – East-West Gateway Council of Governments

Transit Implementors – Bi-State Development Agency

- Metro-East Transit District of Madison County
- Metro-East Transit District of St. Clair County

Bloomington-Normal, Illinois 1/

MPO – McLean County Regional Planning Commission

Transit Implementor – Bloomington-Normal Public Transit System

Davenport, Iowa – Rock Island – Moline, Illinois 1/

MPO – Bi-State Regional Planning Commission

Transit Implementor – Rock Island Metropolitan Mass Transit District

Decatur, Illinois 1/

MPO – Decatur Urbanized Area Transportation Study (DUATS)

Transit Implementor – Decatur Public Transit System

Dubuque, Illinois – Iowa 1/

MPO – East Central Intergovernmental Association

Transit Implementor – City of East Dubuque

Kankakee, Illinois 1/

MPO – Kankakee Area Transportation Study (KATS)

Transit Implementor – River Valley METRO Mass Transit District

Peoria, Illinois 1/

MPO – Peoria/Pekin Urbanized Area Transportation Study (PPUATS)

Transit Implementors – Greater Peoria Mass Transit District

- Pekin Municipal Bus Service

Rockford, Illinois 1/

MPO – Rockford Area Transportation Study (RATS)

Transit Implementor – Rockford Mass Transit District

Springfield, Illinois 1/

MPO – Springfield Area Transportation Study (SATS)

Transit Implementor – Springfield Mass Transit District

Danville, Illinois 1/

MPO – Danville Area Transportation Study (DATS)

Transit Implementor – Danville Mass Transit

DeKalb, Illinois 1/

MPO – DeKalb/Sycamore Area Transportation Study (DSATS)

Transit Implementor – Voluntary Action Center

Beloit, Illinois – Wisconsin <sup>1/</sup>  
MPO - Stateline Area Transportation Study  
Transit Implementor – City of South Beloit

Carbondale, Illinois <sup>1/</sup>  
MPO – Greater Egypt Regional Planning and Development Commission  
Transit Implementors – Rioes Mass Transit  
Jackson County Mass Transit District

East Cape Girardeau, Illinois <sup>1/</sup>  
MPO – Southeast Metropolitan Planning Organization  
Transit Implementor – Cape Girardeau Transit Authority

**FY 2020-2025 TIP**

Champaign-Urbana, Illinois <sup>1/</sup>  
MPO – Champaign-Urbana Urbanized Area Transportation Study (CUUATS)  
Transit Implementor – Champaign-Urbana Mass Transit District

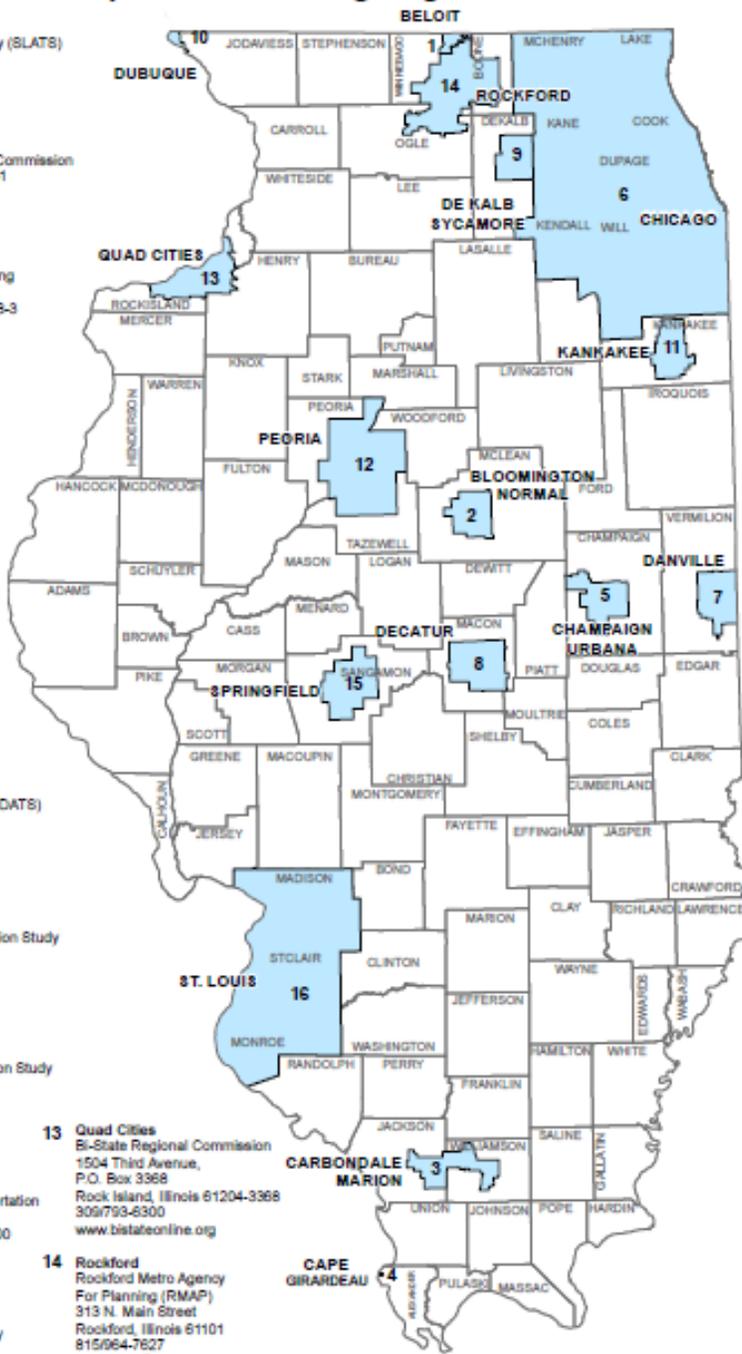
Chicago, Round Lake Beach, McHenry, Grayslake, Illinois <sup>1/</sup>  
MPO – Chicago Metropolitan Agency for Planning (CMAP)-The Policy Committee  
Transit Implementors – Chicago Transit Authority (CTA)  
- Commuter Rail Division (Metra)  
- Suburban Bus Division (Pace)  
Financial Oversight Agency – Regional Transportation Authority (RTA)

Links to the 16 MPO's websites can be found at:  
<http://www.idot.illinois.gov/transportation-system/local-transportation-partners/local-planning/index>

<sup>1/</sup> The most recently adopted TIP is incorporated into FY 2021-2024 STIP

## Illinois Metropolitan Planning Organizations

- 1 Beloit**  
State Line Area Transportation Study (SLATS)  
100 State Street  
Beloit, Wisconsin 53511  
608/364-6702  
www.beloitwi.gov
- 2 Bloomington/Normal**  
McLean County Regional Planning Commission  
115 East Washington Street, Suite #1  
Bloomington, Illinois 61701  
309/826-4331  
www.mrcplan.org
- 3 Carbondale/Marion**  
Southern Illinois Metropolitan Planning Organization (SIMPO)  
3000 W. DeYoung Street, Suite 800B-3  
Marion, IL 63703  
(618) 997-9351  
www.greateregypt.org
- 4 Cape Girardeau**  
Southeast Metropolitan Planning Organization (SEMPO)  
401 Independence  
Cape Girardeau, MO 63703  
(573) 339-8327  
www.southeastmpo.org
- 5 Champaign/Urbana**  
Champaign/Urbana Urban Area Transportation Study (CUUATS)  
1776 East Washington Street  
Urbana, Illinois 61802  
217/326-3313  
www.coopc.org
- 6 Chicago**  
Chicago Metropolitan Agency for Planning (CMAP)  
233 South Wacker Drive, Suite 800  
Chicago, Illinois 60606  
312/386-8600  
www.cmap.illinois.gov
- 7 Danville**  
Danville Area Transportation Study (DATS)  
City of Danville  
17 West Main Street  
Danville, Illinois 61832  
217/431-2325  
www.dats-ill.com
- 8 Decatur**  
Decatur Urbanized Area Transportation Study (DUATS)  
#1 Gary K. Anderson Plaza  
Decatur, Illinois 62523  
217/424-2790  
www.decatuill.gov
- 9 Dekalb/Sycamore**  
Dekalb/Sycamore Area Transportation Study (DSATS)  
223 South 4th, Sult A  
Dekalb, Illinois 60115  
815/748-2362  
www.cityofdekalb.com
- 10 Dubuque**  
Dubuque Metropolitan Area Transportation Study (DMATS)  
3599 Pennsylvania Avenue, Suite 200  
Dubuque, Iowa 52002  
563/556-4166  
www.eciatrans.org
- 11 Kankakee**  
Kankakee Area Transportation Study (KATS)  
189 East Court Street  
Kankakee, Illinois 60901  
815/937-2940  
planning.k3county.net
- 12 Peoria**  
Peoria/Peikin Urban Area Transportation Study (PPUATS)  
456 Fulton Street, Suite 401  
Peoria, Illinois 61602  
309/673-9330  
www.tfcountrypc.org



- 13 Quad Cities**  
Bi-State Regional Commission  
1504 Third Avenue,  
P.O. Box 3368  
Rock Island, Illinois 61204-3368  
309/793-8300  
www.bistateonline.org
- 14 Rockford**  
Rockford Metro Agency  
For Planning (RMAP)  
313 N. Main Street  
Rockford, Illinois 61101  
815/964-7627  
www.rmapil.org
- 15 Springfield**  
Springfield Area Transportation Study (SATS)  
200 South Ninth Street, Room 212  
Springfield, Illinois 62701  
217/535-3110  
co.sangamon.il.us
- 16 St. Louis**  
East-West Gateway Council of Governments  
One South Memorial Drive  
St. Louis, Missouri 63102-2451  
314/421-4220  
www.evgateway.org

April 12, 2018



## Special Appropriations

The 94<sup>th</sup> Illinois General Assembly passed a special appropriation to cover local SAFETEA-LU earmarks and required match for High Priority Projects and Transportation Improvement Projects. The funding of these particular projects is dependent upon when the local agency is prepared to move forward with the projects. Listed below are the remaining local federal earmarks programmed in the STIP timeframe in district order.

### District 3

Bill No.	Earmark Amount	Bill Language	Improvements	Total Cost	Project Number
623	8,320,000	Construction of 2 North/South Blvds. and 2 East/West Blvds. in the vicinity of Northern Illinois University	Paving	293,000	3-10200-0040

### District 6

Bill No.	Earmark Amount	Bill Language	Improvements	Total Cost	Project Number
1984	1,200,000	The extension of MacArthur Blvd. from Wabash to Iron Bridge Road, Springfield	Paving, Widening & Resurfacing	462,000	6-10245-0200
4058	1,000,000	Expand US 67, Brighton to Bunker Hill Road, Macoupin County	Reconstruction	2,500,000	6-10059-0010
4110	1,000,000	Expansion of US 67 from Brighton to Bunker Hill Road in Macoupin County			

### FFY 2010 Appropriation Earmark

The Illinois General Assembly passed a special appropriation to cover FFY Appropriation Earmarks. The funding of these particular projects is dependent upon when the lead agency is prepared to move forward with the projects. Listed below is the remaining earmark.

#### Surface Transportation Priorities (Table 13)

District	Earmark Amount	Bill Language	Improvements	Total Cost	Project Number
7	400,000	Edwards County Bone Gap Road (FFY 10)	Reconstruction	340,000	7-10618-0000

**FY 2021-2024 Intercity Rail Program (Table 14)**  
**(\$ Millions)**

Corridor	Project Location and Description	Est. Cost	Est. FY
Chicago to St. Louis	Dwight – Alton: Improve signals, tracks, grade crossings, passenger equipment to permit 110 mph service; additional reliability improvements and new equipment deliveries	\$228.1	FY 2021-2024
Chicago – Quad Cities IPR Expansion	Construct new track connection near Wyanet, a train layover facility, and other improvements necessary to establish service.	\$308.1	FY 2021-2024
Chicago – Rockford IPR Expansion	Construct necessary improvements to establish passenger rail service between Chicago and Rockford with intermediate stations in Elgin, Huntley, and Belvidere.	\$275.0	FY 2021-2024
Chicago – Carbondale Improvements	Construct necessary improvements between Chicago and Carbondale to improve on-time performance of the service.	\$100.0	FY 2021-2024
Springfield 10 <sup>th</sup> Street Rail Consolidation	Construct improvements to consolidate rail through Springfield along the 10 <sup>th</sup> Street rail corridor	\$122.0	FY 2021-2024
Chicago Terminal Planning Study	Study with partners, FRA, Metra, and Chicago DOT to analyze existing and proposed Amtrak, Metra, and freight operations in the Chicago Terminal area.	\$6.0	FY 2021-2024

### FY 2021-2024 Federal Lands

The FHWA's Eastern Federal Lands Highway Division has approved the following projects for the State of Illinois using the Federal Lands Access Program and Federal Lands Transportation Program.

#### Federal Lands Access Program (Table 15)

District	Earmark Amount	County	Description	Improvements	Total Cost
1	220,000	Kane	Kirk Road northeast-bound onto Pine Street and the Fermilab campus: Construct a right-turn lane	Construct right-turn lane	275,000
3	564,000	LaSalle	USACE, Starved Rock Lock/Dam & Illinois Waterway: Relocate Dee Bennett Rd from Route 178 to east of entrance to Starved Rock Lock and Dam (Phase I Engineering)	Road Relocation	711,000
3	790,000	LaSalle	USACE, Starved Rock Lock/Dam & Illinois Waterway: Relocate Dee Bennett Rd from Route 178 to east of entrance to Starved Rock Lock and Dam (Phase II Engineering)	Road Relocation	1,000,000
7	1,632,000	Shelby	USACE, Lake Shelbyville, Access to Opossum Creek and Coon Creek Recreational Areas;	Resurfacing	2,717,345
8	107,520	Calhoun	Hagen Lane (TR 96) access to the U.S. Fish and Wildlife Service Two Rivers National Wildlife Refuge	Widen and Resurfacing	134,400
8	75,440	Calhoun	Turner Hollow Road (TR 68) access to the U.S. Fish and Wildlife Service Two Rivers National Wildlife Refuge	Widen and Resurfacing	94,300
9	272,000	Franklin	Marcum Branch Road (CH 19) access to the U.S. Army Corp of Engineers' Rend Lake	Resurfacing (3P)	340,000
9	114,956	Pulaski	Big Creek Road (TR 82) and Cache Chapel Road (TR 84) access to the U.S. Fish and Wildlife Service Cypress Creek National Wildlife Refuge property	Resurfacing	143,427

#### Federal Lands Transportation Program (Table 16)

District	Earmark Amount	County	Description	Improvements	Total Cost
2	1,000,000	Carroll	Upper Mississippi NWFR-Savanna District. Rehabilitate River Road (Route 101)	Resurfacing	1,000,000
9	160,000	Williamson	Crab Orchard National Wildlife Refuge. Rehabilitate Little Grassy Bridge	Bridge Rehabilitation	200,000
9	95,000	Williamson	Crab Orchard National Wildlife Refuge. Rehabilitate Devil's Kitchen Bridge	Bridge Rehabilitation	118,750

### Recreational Trails Program (Table 17)

A Memorandum of Understanding between the Illinois Departments of Transportation and the Illinois Department of Natural Resources (IDNR) was signed on 04/25/18, which states that IDNR will oversee both the scope of projects and the financial aspects of the Recreational Trails Program (RTP), however funding will continue to pass through IDOT.

Below is a listing of all Recreational Trails projects outside of an MPO area. All projects within an MPO area are included in this document by reference.

IDOT District	Project Sponsor	Project Title	County	Improvement	Description	Earmark Amount	Total Cost
All	IDNR	Statewide Interpretive Program	Various	Recreational Trail based education improvements	Interpretive Trail Signs and Kiosks	\$200,000	\$250,000
1	IDNR	Illinois Beach State Park	McHenry	Recreational Trail Improvements	Grading, Gravel Fill, Signs/Kiosks	\$148,000	\$185,000
1	IDNR	Moraine Hills State Park	McHenry	Recreational Trail Improvements	Raise/Slope Trail, New Asphalt	\$36,000	\$45,000
6	IDNR	Lincoln's New Salem Historical Site	Menard	Recreational Trail Improvements	Bridge Replacement	\$40,000	\$50,000
6	IDNR	Lincoln's New Salem Historical Site	Menard	Recreational Trail Improvements	Replace Steps	\$344,000	\$430,000
7	IDNR	Spitler Woods State Park	Macon	Recreational Trail Improvements	Replace Wooden Arch Bridge, Add Culverts	\$118,400	\$148,000
7	IDNR	Lincoln Trail State Park	Marshall	Recreational Trail Improvements	Grading	\$32,000	\$40,000
7	IDNR	Clinton Lake State Park	Macon	Recreational Trail Improvements	Oil & Chip, Bridge Repair	\$72,000	\$90,000
9	IDNR	Giant City State Park	Jackson/Union	Recreational Trail Improvements	Replace Walkway	\$119,250	\$149,400
9	IDNR	Stephan A. Forbes State Park	Marion	Recreational Trail Improvements	New Parking Lot	\$120,400	\$150,000

<b>IDOT District</b>	<b>Project Sponsor</b>	<b>Project Title</b>	<b>County</b>	<b>Improvements</b>	<b>Description</b>	<b>Earmark Amount</b>	<b>Total Cost</b>
9	IDNR	Fern Clyffe State Park	Johnson/ Union	Recreational Trail Improvements	Reinforce Trails, Raise Culverts	\$36,000	\$45,000
9	IDNR	Sahara Woods FWA	Saline	Recreational Trail Improvements	New Camping Facility	\$1,244,000	\$1,555,000
9	IDNR	Sahara Woods FWA	Saline	Recreational Trail Improvements	Trail Equipment	\$235,200	\$294,000

Total Earmark amount: \$2,745,520.00

Total Cost amount: \$3,431,900.00

Any federal costs over the \$1,510,000 are covered from re-appropriations.

## Glossary

AADT	Average Annual Daily Traffic	ISTHA	Illinois State Toll Highway Authority
ADA	Americans with Disabilities Act	JCT	Junction
AVE / AV	Avenue	LN	Lane
BI-DIRECT	Bi-Directional	MAP21	Moving Ahead for Progress in the 21st Century
BLDG	Building	METRA	Rail Transit System
BLVD	Boulevard	MI	Mile(s)
BUS/BUSN	Business Route	MO	Missouri
BYP	Bypass	MRB	Mississippi River Bridge
CAA	Clean Air Act	MT	Mount
CC	Community College	N	North
CD	Collector-Distributor	NB	Northbound
CDOT	Chicago Department of Transportation	NCL	North Corporate Limits
CH	County Highway	NCIIP	National Corridor Infrastructure Improvement Program
CMAQ	Congestion Mitigation Air Quality	NHS	National Highway System
CO	County	NE	Northeast
CRS	Condition Rating Survey	NW	Northwest
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 Limits	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 Limits
FY	Fiscal Year(s)	SE	Southeast
HGTS	Heights	ST	Street
HPP	High Priority Program	STA	Station
HS	High School	STR	Structure
HSIP	Highway Safety Improvement Program	SW	Southwest
HWY	Highway	TDC	Toll Development Credits
I	Interstate Route	TEA-21	Transportation Equity Act for 21 <sup>st</sup> Century
ICC	Interstate 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 Limits
IRI	International Roughness Index		
ITEP	Illinois Transportation Enhancement Program		
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991		

## Fund Types

Federal Transportation Bill discretionary funds types are shown below:

Short Name	Long Name
ADJ STATE TO ILL ***	IL LEAD AGENCY
ILL TO ADJ STATE ***	ADJACENT STATE IS LEAD AGENCY
CMAQ	CONGESTION MITIGATION AND AIR QUALITY
HSIP	HIGHWAY SAFETY IMPROVEMENT PROGRAM
DEMONSTRATION / DEM	DEMONSTRATION FUNDS
INT. MAINT. DISC. / IM	INTERSTATE MAINTENANCE DISCRETIONARY
BRIDGE – DISCRETIONARY	DISCRETIONARY HBRRP FUNDS
BRRP	BRIDGE REPLACEMENT REHABILITATION PROGRAM
MAJOR BR	ILLINOIS MAJOR BRIDGE PROGRAM
HPP **	HIGH PRIORITY PROJECT
STLU	FEDERAL SAFETEA-LU HIGH PRIORITY PROGRAM
NAT'L & REG SIGNIF *	NATIONAL & REGIONALLY SIGNIFICANT
NAT'L CORR INFR IMP	NATIONAL CORRIDOR INFRASTRUCTURE IMPROVE
TRANSP IMP / TI *	TRANSPORTATION IMPROVEMENT
NHS	NATIONAL HIGHWAY SYSTEM
DELTA REGION PGM *	DELTA REGION TRANSPORTATION DEVELOPMENT PGM
NAT'L CORR. P & D *	NATIONAL CORRIDOR PLANNING & DEVELOPMENT
SECTION HWY DEMO	SECTION HIGHWAY DEMONSTRATION
HWY PRIORITY PROJ	HIGHWAY PRIORITY PROJECTS (NOT HPP)
ST PRIORITIES	SURFACE TRANSPORTATION PRIORITIES
TIGER FUNDS	TIGER FUNDS (Requires matching funds)
GREAT LAKES RESTORATION	GREAT LAKES RESTORATION INTIATIVE (GLRI)
HIGHWAYS FOR LIFE	FY 2012 HIGHWAYS FOR LIFE
TCSP PROJECTS	TRANSPORTATION, COMMUNITY & SYSTEM PRESERVATION
TDC	TOLL DEVELOPMENT CREDITS
NRT	NATIONAL RECREATIONAL TRAILS
SR	SAFE ROUTES TO SCHOOL
RRS	RAILROAD SAFETY
STP	SURFACE TRANSPORTATION PROGRAM
STPE	SURFACE TRANSPORTATION PROGRAM (ENHANCEMENT)
L	LOCAL
S	STATE
OTH	OTHER

\*Federal SAFETEA-LU Earmarks

\*\*Federal TEA-21 High Priority Program

\*\*\*State funds provided by Illinois and/or appropriate adjacent state

**FAST Act Federal-aid Highway Program Categories**

<b><u>FAST Act Federal Funding Programs</u></b>	<b><u>% Federal Share</u></b>
<b><u>Formula Programs</u></b>	
National Highway Performance Program (NHPP)/on Interstates	80/90
Surface Transportation Block Grant Program (STBGP)/on Interstates	80/90
Congestion Mitigation and Air Quality Improvement Program (CMAQ)/on Interstates	80/90
Highway Safety Improvement Program (HSIP)	90
Railway-Highway Crossings (Set-aside from HSIP)	90
Construction of Ferry Boats and Ferry Terminal Facilities	80
Transportation Alternatives (TA)	80 to 100
Federal Lands Access Program	80 to 100
Emergency Relief	80 to 100
<b><u>Discretionary Programs</u></b>	
Tribal High Priority Projects (THPP)	100
Projects of National and Regional Significance (PNRS)	80
On-the-Job Training Supportive Services	100
Disadvantaged Business Enterprise (DBE) Supportive Services	100
Highway Use Tax Evasion (Intergovernmental enforcement projects)	100
Work Zone Safety Grants	80

## 2021-2024 State and Local Highway Project Listing Guide

Projects identified for FY 2021-2024 are listed on the following pages. The lists are comprised of Significant projects for each of the department's nine geographical districts. The listing will be State Significant projects by District then Local Significant projects by District. Within the project listing the following sequence is used:

1. Interstate marked routes in ascending numerical order
2. US marked routes in ascending numerical order
3. Illinois marked routes in ascending numerical order
4. Unmarked routes in alphabetical order by street name

**The listing of projects is arranged in six columns:**

Route/Street	County	Location	Improvements	Est. Cost	Projected Programming Year/Project ID
Identifies the marked route(s) street name	Identifies County	Identifies limits, length and location of the project	Identifies type of improvement	Identifies the estimated cost in current dollars and fund type to be used	Identifies the estimated fiscal year / Project Number

**STATE AND LOCAL HIGHWAY PROJECT LISTINGS**

The remaining pages will list all state and local projects in the STIP with the following format:

**District 2** state projects categorized as Significant.

**District 3** state projects categorized as Significant.

**District 4** state projects categorized as Significant.

**District 5** state projects categorized as Significant.

**District 6** state projects categorized as Significant.

**District 7** state projects categorized as Significant.

**District 8** state projects categorized as Significant.

**District 9** state projects categorized as Significant.

**District 2** local projects categorized as Significant.

**District 3** local projects categorized as Significant.

**District 4** local projects categorized as Significant.

**District 5** local projects categorized as Significant.

**District 6** local projects categorized as Significant.

**District 7** local projects categorized as Significant.

**District 8** local projects categorized as Significant.

**District 9** local projects categorized as Significant.

**FY 2021-2024 Statewide Transportation  
Improvement Program**

**District 2  
State Highways**

						Est. Fisc Yr
Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	ID
US 20 ILL 84	JO DAVIESS	GEAR ST TO MAIN ST IN GALENA Miles = 1.06	RECONSTRUCTION	AC NHPP - STATE	\$20,400,000	FY 2022 222169700000
			STORM SEWER (NEW)	\$14,720,000		
			SANITARY SEWER	AC NHPP - STATE	\$1,600,000	
			WATER MAIN			
			CULVERT REMOVAL	NHPP - STATE		
RETAINING WALL	MATCH	\$3,680,000				
ADA IMPROVEMENTS	NHPP - STATE MATCH	\$400,000				
US 20 ILL 84	JO DAVIESS	GEAR ST TO MAIN ST IN GALENA	UTILITY ADJUSTMENT	STATE ONLY \$100,000	\$100,000	FY 2021 212169700001
US 20	JO DAVIESS	0.2 MI W OF LOGEMANN RD TO RUSH ST IN STOCKTON Miles = 4.07	RECONSTRUCTION	AC NHPP - STATE	\$22,900,000	FY 2024 242971400300
			BRIDGE REPLACEMENT	\$14,680,000		
			HORIZONTAL REALIGNMENT	AC NHPP - STATE	\$3,640,000	
			VERTICAL REALIGNMENT			
			CULVERT REPLACEMENT	NHPP - STATE	\$3,670,000	
			CULVERT REMOVAL	MATCH		
CULVERT (NEW)	NHPP - STATE	\$910,000				
TRUCK CLIMBING LANE	MATCH					
US 20	JO DAVIESS	0.2 MI W OF LOGEMANN RD TO RUSH ST IN STOCKTON	LAND ACQUISITION	STATE ONLY \$610,000	\$610,000	FY 2022 222971400303
US 20	JO DAVIESS	0.2 MI W OF LOGEMANN RD TO RUSH ST IN STOCKTON	UTILITY ADJUSTMENT	STATE ONLY \$350,000	\$350,000	FY 2023 232971400302

Planned Conversion Year is assumed to be equal to the Estimated Programmed Year

**FY 2021-2024 Statewide Transportation  
Improvement Program**

**District 2  
State Highways**

							Est. Fisc Yr
Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	ID	
US 20	JO DAVIESS	0.1 MI E OF ILL 78 (N) TO 0.2 MI W OF STEPHENSON CO LINE	P.E. (PHASE I)	AC NHPP - STATE	\$1,200,000	FY 2021 212302060101	
							\$960,000
				NHPP - STATE MATCH			\$240,000
US 20	STEPHENSON	REES RD TO 0.4 MI W OF FLANSBURG RD	P.E. (PHASE I)	AC NHPP - STATE	\$1,000,000	FY 2021 212971400601	
							\$800,000
				NHPP - STATE MATCH			\$200,000
US 20	STEPHENSON	REES RD TO 0.4 MI W OF FLANSBURG RD	P.E. (PHASE II)	AC NHPP - STATE	\$1,000,000	FY 2024 242971400602	
							\$800,000
				NHPP - STATE MATCH			\$200,000
US 20	STEPHENSON	REES RD TO 0.4 MI W OF FLANSBURG RD	LAND ACQUISITION	STATE ONLY	\$300,000	FY 2024 242971400603	
					\$300,000		
US 30	WHITESIDE	MISSISSIPPI RIVER 1 MI W OF ILL 84	BRIDGE REPAIR	AC NHPP - STATE	\$1,500,000	FY 2022 222301140100	
							\$600,000
				NHPP - STATE MATCH			\$150,000
				ADJ STATE TO ILL			\$750,000

Planned Conversion Year is assumed to be equal to the Estimated Programmed Year

**FY 2021-2024 Statewide Transportation  
Improvement Program**

**District 2  
State Highways**

Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	Est. Fisc Yr
						ID
US 30	WHITESIDE	MISSISSIPPI RIVER 1 MI W OF ILL 84	BRIDGE DECK SEALING	AC NHPP - STATE	\$60,000	FY 2023 232405500200
				\$48,000		
				NHPP - STATE MATCH \$12,000		
ILL 2 (WESTBOUND)	WHITESIDE	4TH AVE TO 2ND AVE IN STERLING Miles = 0.18	RECONSTRUCTION ADA IMPROVEMENTS TRAF SIGNAL REPLACEMENT	AC NHPP - STATE	\$1,250,000	FY 2021 212203600000
				\$900,000		
				AC NHPP - STATE		
				\$100,000		
				NHPP - STATE MATCH \$225,000		
NHPP - STATE MATCH \$25,000						
ILL 26	STEPHENSON OGLE	0.4 MI S OF RUDY RD S OF FREEPORT TO ILL 72 (W)	P.E. (PHASE I)	AC NHPP - STATE	\$1,600,000	FY 2022 222201080101
				\$1,280,000		
				NHPP - STATE MATCH \$320,000		
ILL 38	OGLE	DEMENT RD E OF ROCHELLE TO 0.5 MI W OF MULFORD RD Miles = 1.24	RECONSTRUCTION	AC NHPP - STATE	\$10,000,000	FY 2024 242204300100
				\$8,000,000		
				NHPP - STATE MATCH \$2,000,000		
ILL 38	OGLE	DEMENT RD E OF ROCHELLE TO 0.5 MI W OF MULFORD RD	P.E. (PHASE II)	AC NHPP - STATE	\$1,200,000	FY 2022 222204300102
				\$960,000		
				NHPP - STATE MATCH \$240,000		

Planned Conversion Year is assumed to be equal to the Estimated Programmed Year

**FY 2021-2024 Statewide Transportation  
Improvement Program**

**District 2  
State Highways**

Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	Est. Fisc Yr
						ID
ILL 38	OGLE	DEMENT RD E OF ROCHELLE TO 0.5 MI W OF MULFORD RD	LAND ACQUISITION	STATE ONLY \$500,000	\$500,000	FY 2022 222204300103
ILL 38	OGLE	DEMENT RD E OF ROCHELLE TO 0.5 MI W OF MULFORD RD	UTILITY ADJUSTMENT	STATE ONLY \$200,000	\$200,000	FY 2024 242204300104
ILL 40	WHITESIDE	LYNN BLVD TO 0.1 MI N OF LEFEVRE RD IN STERLING Miles = 0.54	RECONSTRUCTION ADA IMPROVEMENTS	AC STP-URB 5-200K-S \$2,400,000 STATE MATCH \$600,000	\$3,000,000	FY 2022 222154000100
ILL 40	WHITESIDE	LYNN BLVD TO 0.1 MI S OF LEFEVRE RD IN STERLING	UTILITY ADJUSTMENT	STATE ONLY \$200,000	\$200,000	FY 2021 212154000102
ILL 78	WHITESIDE	0.1 MI S OF US 30 TO 0.1 MI S OF ACADEMIC DR IN MORRISON Miles = 0.62	RECONSTRUCTION ADA IMPROVEMENTS	AC STP-RURAL-STATE \$3,040,000 STATE MATCH \$760,000	\$3,800,000	FY 2023 232289400100
ILL 78	WHITESIDE	0.1 MI S OF US 30 TO 0.1 MI S OF ACADEMIC DR IN MORRISON	LAND ACQUISITION	STATE ONLY \$150,000	\$150,000	FY 2021 212289400103
ILL 78	WHITESIDE	0.1 MI S OF US 30 TO 0.1 MI S OF ACADEMIC DR IN MORRISON	RR CROSSING IMPROVEMENT	STATE ONLY \$500,000	\$500,000	FY 2021 212289400104
ILL 78	WHITESIDE	0.1 MI S OF US 30 TO 0.1 MI S OF ACADEMIC DR IN MORRISON	UTILITY ADJUSTMENT	STATE ONLY \$100,000	\$100,000	FY 2023 232289400106

Planned Conversion Year is assumed to be equal to the Estimated Programmed Year

**FY 2021-2024 Statewide Transportation  
Improvement Program**

**District 2  
State Highways**

Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	Est. Fisc Yr
						ID
ILL 78	WHITESIDE	0.1 MI S OF US 30 TO 0.1 MI S OF ACADEMIC DR IN MORRISON	CONSTRUCTION ENGINEERING AC	STP-RURAL-STATE \$304,000 STATE MATCH \$76,000	\$380,000	FY 2023 232289400107
ILL 81	HENRY	0.1 MI W OF UNION ST TO 0.3 MI W OF ILL 78 IN KEWANEE	P.E. (PHASE II)	AC STP-URB 5-200K-S \$320,000 STATE MATCH \$80,000	\$400,000	FY 2022 222008200102
ILL 81	HENRY	0.1 MI W OF UNION ST TO 0.3 MI W OF ILL 78 IN KEWANEE	LAND ACQUISITION	STATE ONLY \$400,000	\$400,000	FY 2022 222008200103
ILL 81	HENRY	0.1 MI W OF UNION ST TO 0.3 MI W OF ILL 78 IN KEWANEE	UTILITY ADJUSTMENT	STATE ONLY \$200,000	\$200,000	FY 2024 242008200104
ILL 92	ROCK ISLAND	MISSISSIPPI RIVER	BRIDGE REPAIR	AC STP-RURAL-STATE \$160,000 ILL TO ADJ STATE \$40,000	\$200,000	FY 2024 242203620000
ILL 136	WHITESIDE	MISSISSIPPI RIVER IN FULTON	BRIDGE REPAIR	ILL TO ADJ STATE \$50,000	\$50,000	FY 2021 212204430000
ILL 251 ILL 38	OGLE	ILL 251: 0.3 MI N OF FLAGG RD TO 0.2 MI S OF ILL 38 (E) & ILL 38: ILL 251 TO 0.1 MI E IN ROCHELLE	LAND ACQUISITION	STATE ONLY \$1,500,000	\$1,500,000	FY 2023 232980300104

Planned Conversion Year is assumed to be equal to the Estimated Programmed Year

**FY 2021-2024 Statewide Transportation  
Improvement Program**

**District 3  
State Highways**

							Est. Fisc Yr
Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	ID	
I 55	GRUNDY	AT ILL 47 INTCHG IN DWIGHT	BRIDGE REPLACEMENT	AC HWY-INF-BR-REP-RE H-S \$5,850,000 STATE MATCH \$650,000	\$6,500,000	FY 2021 213320790000	
I 55	GRUNDY	AT ILL 47 INTCHG IN DWIGHT	CONSTRUCTION ENGINEERING	AC NHPP - STATE \$1,350,000 NHPP - STATE MATCH \$150,000	\$1,500,000	FY 2021 213320790006	
I 80	LASALLE	0.5 MI W OF LASALLE RD TO 0.5 MI E OF LITTLE VERMILION RIVER IN LASALLE	CONSTRUCTION ENGINEERING	AC NHPP - STATE \$450,000 NHPP - STATE MATCH \$50,000	\$500,000	FY 2021 213502200007	
US 6	GRUNDY	ASHTON RD TO ILL 47 IN MORRIS	P.E. (PHASE I)	AC STP-URB 5-200K-S \$800,000 STATE MATCH \$200,000	\$1,000,000	FY 2021 213369400111	
US 6	GRUNDY	ASHTON RD TO ILL 47 IN MORRIS	P.E. (PHASE II)	AC STP-URB 5-200K-S \$1,200,000 STATE MATCH \$300,000	\$1,500,000	FY 2023 233369400112	

Planned Conversion Year is assumed to be equal to the Estimated Programmed Year

**FY 2021-2024 Statewide Transportation  
Improvement Program**

**District 3  
State Highways**

Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	Est. Fisc Yr
						ID
US 6	GRUNDY	LAKEWOOD DR TO ILL 47 IN MORRIS	LAND ACQUISITION	AC STP-URB 5-200K-S	\$1,500,000	FY 2023 233369400103
				\$1,200,000		
				STATE MATCH		
				\$300,000		
US 6	GRUNDY	LAKEWOOD DR TO ILL 47 IN MORRIS	LAND ACQUISITION	AC STP-URB 5-200K-S	\$1,500,000	FY 2024 243369400104
				\$1,200,000		
				STATE MATCH		
				\$300,000		
US 6	GRUNDY	LAKEWOOD DR TO ILL 47 IN MORRIS	UTILITY ADJUSTMENT	STATE ONLY	\$1,000,000	FY 2024 243369400109
				\$1,000,000		
US 45	IROQUOIS	US 24 TO ILL 54	P.E. (PHASE II)	AC STP-RURAL-STATE	\$1,000,000	FY 2023 233045380032
				\$800,000		
				STATE MATCH		
				\$200,000		
US 45	IROQUOIS	US 24 TO ILL 54	LAND ACQUISITION	STATE ONLY	\$500,000	FY 2023 233045380033
				\$500,000		
US 52 ILL 251	LASALLE	US 52 TO US 34 IN MENDOTA Miles = 0.95	RECONSTRUCTION ADA IMPROVEMENTS	AC STP-URB 5-200K-S	\$600,000	FY 2021 213052500040
				\$480,000		
				STATE MATCH		
				\$120,000		

Planned Conversion Year is assumed to be equal to the Estimated Programmed Year

**FY 2021-2024 Statewide Transportation  
Improvement Program**

**District 3  
State Highways**

Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	Est. Fisc Yr
						ID
ILL 17	KANKAKEE	ILL 1 (N) IN GRANT PARK TO INDIANA STATE LINE Miles = 5.97	RECONSTRUCTION	AC STP-RURAL-STATE \$2,800,000 STATE MATCH \$700,000	\$3,500,000	FY 2022 223017460050
ILL 47	GRUNDY	AT I-55 INTCHG IN DWIGHT Miles = 0.72	RECONSTRUCTION	AC NHPP - STATE \$4,950,000 NHPP - STATE MATCH \$550,000	\$5,500,000	FY 2021 213320790007
ILL 114	KANKAKEE	ILL 1/17 TO INDIANA STATE LINE	P.E. (PHASE I)	AC STP-RURAL-STATE \$800,000 STATE MATCH \$200,000	\$1,000,000	FY 2022 223114460001
ILL 114	KANKAKEE	ILL 1/17 TO INDIANA STATE LINE	P.E. (PHASE II)	AC STP-RURAL-STATE \$800,000 STATE MATCH \$200,000	\$1,000,000	FY 2024 243114460002
ILL 114	KANKAKEE	ILL 1/17 TO INDIANA STATE LINE	LAND ACQUISITION	STATE ONLY \$500,000	\$500,000	FY 2024 243114460003
ILL 170	LASALLE	CSX RR TO SOUTH ST IN SENECA	P.E. (PHASE II)	AC STP-RURAL-STATE \$800,000 STATE MATCH \$200,000	\$1,000,000	FY 2023 233170500022

Planned Conversion Year is assumed to be equal to the Estimated Programmed Year

**FY 2021-2024 Statewide Transportation  
Improvement Program**

**District 3  
State Highways**

Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	Est. Fisc Yr
						ID
ILL 170	LASALLE	CSX RR TO SOUTH ST IN SENECA	LAND ACQUISITION	STATE ONLY \$500,000	\$500,000	FY 2023 233170500023
MAIN ST	IROQUOIS	THIRD AVE TO CH 4 IN CLIFTON	P.E. (PHASE I)	AC STP-RURAL-STATE \$800,000 STATE MATCH \$200,000	\$1,000,000	FY 2022 223045380151
MAIN ST	IROQUOIS	THIRD AVE TO CH 4 IN CLIFTON	P.E. (PHASE II)	AC STP-RURAL-STATE \$800,000 STATE MATCH \$200,000	\$1,000,000	FY 2024 243045380152
MAIN ST	IROQUOIS	THIRD AVE TO CH 4 IN CLIFTON	LAND ACQUISITION	STATE ONLY \$500,000	\$500,000	FY 2024 243045380153

Planned Conversion Year is assumed to be equal to the Estimated Programmed Year

**FY 2021-2024 Statewide Transportation  
Improvement Program**

**District 4  
State Highways**

							Est. Fisc Yr
Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	ID	
I 74	KNOX	SPOON RIVER & OVER TR 238A	P.E. (PHASE I) P.E. (PHASE II)	AC NHPP - STATE \$630,000 NHPP - STATE MATCH \$70,000	\$700,000	FY 2021 214003320210	
I 74	WOODFORD	OVER MACKINAW RIVER	P.E. (PHASE I) P.E. (PHASE II)	AC NHPP - STATE \$1,800,000 NHPP - STATE MATCH \$200,000	\$2,000,000	FY 2021 214002200110	
I 155	TAZEWELL	AT MACKINAW RIVER	BRIDGE SUPERSTRUCTURE BRIDGE REPAIR	AC NHPP - STATE \$13,073,000 NHPP - STATE MATCH \$1,453,000	\$14,526,000	FY 2024 244090171900	
I 155	TAZEWELL	AT MACKINAW RIVER	P.E. (PHASE II) P.E. (PHASE I)	AC NHPP - STATE \$819,000 NHPP - STATE MATCH \$91,000	\$910,000	FY 2022 224090171920	
I 155	TAZEWELL	AT MACKINAW RIVER	CONSTRUCTION ENGINEERING	AC NHPP - STATE \$589,000 NHPP - STATE MATCH \$65,000	\$654,000	FY 2024 244090171930	
US 24 ILL 9	FULTON PEORIA	BANNER TO KINGSTON MINES (FOR 4-LANES)	ARCHAEOLOGICAL SURVEY	STATE ONLY \$1,500,000	\$1,500,000	FY 2021 214045100119	

Planned Conversion Year is assumed to be equal to the Estimated Programmed Year

**FY 2021-2024 Statewide Transportation  
Improvement Program**

**District 4  
State Highways**

Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	Est. Fisc Yr
						ID
US 24 ILL 9	FULTON	BANNER TO PEORIA CO LINE (FOR 4-LANES)	LAND ACQUISITION	STATE ONLY \$700,000	\$700,000	FY 2022 224045100101
US 24 ILL 9	PEORIA	PEORIA CO LINE TO W OF PEYTON CREEK (FOR 4-LANES)	LAND ACQUISITION	STATE ONLY \$800,000	\$800,000	FY 2022 224045100202
US 24 ILL 9	PEORIA	W OF PEYTON CREEK TO KINGSTON MINES (FOR 4-LANES) Miles = 3.65	ADDITIONAL LANES	AC NHPP - STATE \$33,773,000 NHPP - STATE MATCH \$8,444,000	\$42,217,000	FY 2024 244045100400
US 24 ILL 9	PEORIA	W OF PEYTON CREEK TO KINGSTON MINES (FOR 4-LANES)	LAND ACQUISITION	STATE ONLY \$700,000	\$700,000	FY 2021 214045100402
US 24 ILL 9	PEORIA	W OF PEYTON CREEK TO KINGSTON MINES (FOR 4-LANES)	UTILITY ADJUSTMENT	STATE ONLY \$600,000	\$600,000	FY 2024 244045100403
US 24 ILL 9	PEORIA	W OF PEYTON CREEK TO KINGSTON MINES (FOR 4-LANES)	CONSTRUCTION ENGINEERING	AC NHPP - STATE \$2,400,000 NHPP - STATE MATCH \$600,000	\$3,000,000	FY 2024 244045100401
US 34	HENDERSON WARREN	TR 190 E OF BIGGSVILLE TO 20TH ST S OF KIRKWOOD Miles = 4.56	ADDITIONAL LANES	AC NHPP - STATE \$42,664,000 NHPP - STATE MATCH \$10,666,000	\$53,330,000	FY 2023 234504011100

Planned Conversion Year is assumed to be equal to the Estimated Programmed Year

**FY 2021-2024 Statewide Transportation  
Improvement Program**

**District 4  
State Highways**

Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	Est. Fisc Yr
						ID
US 34	HENDERSON WARREN	TR 190 E OF BIGGSVILLE TO 20TH ST S OF KIRKWOOD	UTILITY ADJUSTMENT	STATE ONLY \$1,210,000	\$1,210,000	FY 2023 234504011104
US 34	HENDERSON WARREN	TR 190 E OF BIGGSVILLE TO 20TH ST S OF KIRKWOOD	CONSTRUCTION ENGINEERING	AC NHPP - STATE \$2,596,000 NHPP - STATE MATCH \$649,000	\$3,245,000	FY 2023 234504011105
US 136 ILL 78 ILL 97	MASON	ILLINOIS RIVER AT HAVANA	P.E. (PHASE I) P.E. (PHASE II)	AC NHPP - STATE \$800,000 NHPP - STATE MATCH \$200,000	\$1,000,000	FY 2021 214000150110
US 150	KNOX	MAIN ST: ALLENS RD TO GRAND AVE & GRAND AVE: MAIN ST TO CH 32 Miles = 2.21	RECONSTRUCTION	AC STP-URB 5-200K-S \$20,000,000 AC NHPP - STATE \$800,000 STATE MATCH \$5,000,000 NHPP - STATE MATCH \$200,000	\$26,000,000	FY 2024 244048190000
US 150	KNOX	MAIN ST: ALLENS RD TO GRAND AVE & GRAND AVE: MAIN ST TO CH 32	UTILITY ADJUSTMENT	STATE ONLY \$150,000	\$150,000	FY 2024 244048190050

Planned Conversion Year is assumed to be equal to the Estimated Programmed Year

**FY 2021-2024 Statewide Transportation  
Improvement Program**

**District 6  
State Highways**

						Est. Fisc Yr
Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	ID
I 55	SANGAMON	0.8 MI N OF ILL 104 TO 0.5 MI N OF HORSE FARM RD AT GLENARM INTCHG Miles = 2.90	RECONSTRUCTION	AC NHPP - STATE	\$22,000,000	FY 2024 246012580000
			RAMP REPAIR	\$19,620,000		
			BRIDGE REPAIR	AC NHPP - STATE		
			BRIDGE JOINT REPLACE/REPAIF	\$180,000		
				NHPP - STATE		
	MATCH \$2,180,000					
	NHPP - STATE					
				MATCH	\$20,000	
I 72	PIKE	MARK TWAIN MEMORIAL BRIDGE AT MISSISSIPPI RIVER IN HANNIBAL	BRIDGE DECK SEALING	ILL TO ADJ STATE \$30,000	\$30,000	FY 2024 246010310100
I 72	PIKE	MARK TWAIN MEMORIAL BRIDGE AT MISSISSIPPI RIVER IN HANNIBAL	BRIDGE JOINT REPLACE/REPAIF	AC NHPP - STATE	\$70,000	FY 2024 246010630000
			PIER REPAIR	\$63,000		
				ILL TO ADJ STATE		
				\$7,000		
US 24	ADAMS	QUINCY MEMORIAL BRIDGE AT MISSISSIPPI RIVER	BRIDGE PAINTING	AC NHPP - STATE	\$12,000,000	FY 2021 216011200000
			BRIDGE REPAIR	\$4,800,000		
			BRIDGE JOINT REPLACE/REPAIF	NHPP - STATE		
			BRIDGE DECK OVERLAY	MATCH \$1,200,000		
			NAVIGATION LGHTNG REPAIRS	ADJ STATE TO ILL		
				LIGHTING	\$6,000,000	

Planned Conversion Year is assumed to be equal to the Estimated Programmed Year

**FY 2021-2024 Statewide Transportation  
Improvement Program**

**District 6  
State Highways**

							Est. Fisc Yr
Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	ID	
US 24 A	ADAMS	QUINCY BAYVIEW BRIDGE AT MISSISSIPPI RIVER	BRIDGE DECK SEALING	AC NHPP - STATE	\$60,000	FY 2024 246011190100	
					\$24,000		
				NHPP - STATE MATCH	\$6,000		
				ADJ STATE TO ILL	\$30,000		
US 24 A	ADAMS	QUINCY BAYVIEW BRIDGE AT MISSISSIPPI RIVER	P.E. (BRIDGE INSPECTION)	AC NHPP - STATE	\$1,500,000	FY 2023 236010300000	
					\$600,000		
				NHPP - STATE MATCH	\$150,000		
				ADJ STATE TO ILL	\$750,000		
US 67 ILL 100	SCHUYLER CASS	ILLINOIS RIVER BRIDGE AT BEARDSTOWN Miles = 1.41	BRIDGE REPLACEMENT NEW CONSTRUCTION	AC NHPP - STATE	\$62,000,000	FY 2022 226002360300	
					\$45,600,000		
				AC NHPP - STATE	\$4,000,000		
				NHPP - STATE MATCH	\$11,400,000		
				NHPP - STATE MATCH	\$1,000,000		
US 67 ILL 100	SCHUYLER CASS	ILLINOIS RIVER BRIDGE AT BEARDSTOWN	ARCHAEOLOGICAL SURVEY	STATE ONLY	\$100,000	FY 2021 216002360304	
					\$100,000		
US 67 ILL 100	SCHUYLER CASS	ILLINOIS RIVER BRIDGE AT BEARDSTOWN	UTILITY ADJUSTMENT	STATE ONLY	\$500,000	FY 2021 216002360303	

Planned Conversion Year is assumed to be equal to the Estimated Programmed Year

**FY 2021-2024 Statewide Transportation  
Improvement Program**

**District 6  
State Highways**

Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	Est. Fisc Yr
						ID
US 67 ILL 100	SCHUYLER CASS	ILLINOIS RIVER BRIDGE AT BEARDSTOWN	CONSTRUCTION ENGINEERING AC	NHPP - STATE \$1,600,000 NHPP - STATE MATCH \$400,000	\$2,000,000	FY 2022 226002360305
US 136	HANCOCK	MISSISSIPPI RIVER BRIDGE AT KEOKUK	BRIDGE DECK SEALING	AC NHPP - STATE \$32,000 NHPP - STATE MATCH \$8,000 ADJ STATE TO ILL \$40,000	\$80,000	FY 2022 226014210000
US 136	HANCOCK	MISSISSIPPI RIVER BRIDGE AT KEOKUK	BRIDGE DECK OVERLAY	AC NHPP - STATE \$4,000,000 NHPP - STATE MATCH \$1,000,000 ADJ STATE TO ILL \$5,000,000	\$10,000,000	FY 2024 246004840000
US 136 S SECOND ST	HANCOCK	MISSISSIPPI RIVER TO 0.1 MI E OF MAIN ST IN HAMILTON	ARCHAEOLOGICAL SURVEY	STATE ONLY \$100,000	\$100,000	FY 2024 246004590003
US 136 S SECOND ST	HANCOCK	MISSISSIPPI RIVER TO 0.1 MI E OF MAIN ST IN HAMILTON	P.E. (PHASE II)	AC NHPP - STATE \$480,000 NHPP - STATE MATCH \$120,000	\$600,000	FY 2022 226004590004

Planned Conversion Year is assumed to be equal to the Estimated Programmed Year

**FY 2021-2024 Statewide Transportation  
Improvement Program**

**District 6  
State Highways**

Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	Est. Fisc Yr
						ID
US 136 S SECOND ST	HANCOCK	MISSISSIPPI RIVER TO 0.1 MI E OF MAIN ST IN HAMILTON	LAND ACQUISITION	STATE ONLY \$800,000	\$800,000	FY 2023 236004590001
US 136 S SECOND ST	HANCOCK	MISSISSIPPI RIVER TO 0.1 MI E OF MAIN ST IN HAMILTON	UTILITY ADJUSTMENT	STATE ONLY \$400,000	\$400,000	FY 2024 246004590002
US 136 ILL 78 ILL 97	MASON	US 136: ILLINOIS RIVER BRIDGE TO S OF RANDOLPH ST; ILL 97: US 136 TO S MCKINLEY ST; ILL 78: US 136 TO S OF ILLINOIS ST (ALL IN HAVANA) Miles = 0.91	RECONSTRUCTION ADA IMPROVEMENTS VERTICAL REALIGNMENT BI-DIRECT LEFT TURN LANE	AC NHPP - STATE \$3,760,000 AC STP-RURAL-STATE \$560,000 NHPP - STATE MATCH \$940,000 STATE MATCH \$140,000	\$5,400,000	FY 2024 246004130000
US 136 ILL 78 ILL 97	MASON	US 136: ILLINOIS RIVER BRIDGE TO E OF CHARLOTTE AVE; ILL 97: US 136 TO S MCKINLEY ST; ILL 78: US 136 TO N OF IM RR (ALL IN HAVANA)	LAND ACQUISITION	STATE ONLY \$500,000	\$500,000	FY 2022 226004130001
US 136 ILL 78 ILL 97	MASON	US 136: ILLINOIS RIVER BRIDGE TO E OF CHARLOTTE AVE; ILL 97: US 136 TO S MCKINLEY ST; ILL 78: US 136 TO N OF IM RR (ALL IN HAVANA)	UTILITY ADJUSTMENT	STATE ONLY \$250,000	\$250,000	FY 2023 236004130002
ILL 10	MASON	E OF N WEST AVE TO W OF ILLINOIS ST IN MASON CITY Miles = 0.98	RECONSTRUCTION PARKING IMPROVEMENT ADA IMPROVEMENTS	AC STP-URB 5-200K-S \$2,560,000 STATE ONLY \$960,000 STATE MATCH \$640,000	\$4,160,000	FY 2022 226002740300

Planned Conversion Year is assumed to be equal to the Estimated Programmed Year

**FY 2021-2024 Statewide Transportation  
Improvement Program**

**District 6  
State Highways**

						Est. Fisc Yr
Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	ID
ILL 29	CHRISTIAN	ILL 29: W OF FRANKLIN ST TO E OF CHESTNUT ST & ILL 29 (HICKORY ST): E WASHINGTON ST TO US 51 (E JACKSON ST) IN PANA Miles = 0.68	RECONSTRUCTION ADA IMPROVEMENTS	AC NHPP - STATE	\$2,700,000	FY 2022 226004230000
					\$1,600,000	
				AC STP-URB 5-200K-S	\$560,000	
				NHPP - STATE MATCH	\$400,000	
				STATE MATCH	\$140,000	
ILL 97 ILL 125	SANGAMON	0.5 MI W OF ILL 97/125 JCT TO OLD COVERED BRIDGE LN Miles = 2.19	RECONSTRUCTION BRIDGE REPLACEMENT INTERSECTION RECONSTN	AC STP-RURAL-STATE	\$19,000,000	FY 2024 246007790000
					\$13,600,000	
				AC STP-RURAL-STATE	\$800,000	
				AC STP-RURAL-STATE	\$800,000	
				STATE MATCH	\$3,400,000	
				STATE MATCH	\$200,000	
				STATE MATCH	\$200,000	
ILL 97 ILL 125	SANGAMON	0.5 MI W OF ILL 97/125 JCT TO OLD COVERED BRIDGE LN Miles = 0.01	ADDITIONAL LANES BRIDGE (NEW)	AC STP-RURAL-STATE	\$13,000,000	FY 2024 246007790100
					\$9,600,000	
				AC STP-RURAL-STATE	\$800,000	
				STATE MATCH	\$2,400,000	
				STATE MATCH	\$200,000	

Planned Conversion Year is assumed to be equal to the Estimated Programmed Year

**FY 2021-2024 Statewide Transportation  
Improvement Program**

**District 6  
State Highways**

Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	Est. Fisc Yr
						ID
ILL 97 ILL 125	SANGAMON	0.5 MI W OF ILL 97/125 JCT TO OLD COVERED BRIDGE LN	ARCHAEOLOGICAL SURVEY	STATE ONLY \$100,000	\$100,000	FY 2023 236007790003
ILL 97 ILL 125	SANGAMON	0.5 MI W OF ILL 97/125 JCT TO OLD COVERED BRIDGE LN	LAND ACQUISITION	AC STP-RURAL-STATE \$3,760,000 STATE MATCH \$940,000	\$4,700,000	FY 2022 226007790001
ILL 97 ILL 125	SANGAMON	0.5 MI W OF ILL 97/125 JCT TO OLD COVERED BRIDGE LN	UTILITY ADJUSTMENT	STATE ONLY \$2,150,000	\$2,150,000	FY 2023 236007790002
ILL 97 ILL 125	SANGAMON	0.5 MI W OF ILL 97/125 JCT TO OLD COVERED BRIDGE LN	CONSTRUCTION ENGINEERING	AC STP-RURAL-STATE \$800,000 STATE MATCH \$200,000	\$1,000,000	FY 2024 246007790004
ILL 100 ILL 106	SCOTT	ILLINOIS RIVER BRIDGE AT FLORENCE	BRIDGE REPLACEMENT	AC STP-RURAL-STATE \$61,600,000 STATE MATCH \$15,400,000	\$77,000,000	FY 2023 236604030000
ILL 100 ILL 106	SCOTT	ILLINOIS RIVER BRIDGE AT FLORENCE	ARCHAEOLOGICAL SURVEY	STATE ONLY \$325,000	\$325,000	FY 2021 216604030007
ILL 100 ILL 106	SCOTT	ILLINOIS RIVER BRIDGE AT FLORENCE	UTILITY ADJUSTMENT	STATE ONLY \$350,000	\$350,000	FY 2022 226604030006

Planned Conversion Year is assumed to be equal to the Estimated Programmed Year

**FY 2021-2024 Statewide Transportation  
Improvement Program**

**District 6  
State Highways**

							Est. Fisc Yr
Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	ID	
ILL 100 ILL 106	SCOTT	ILLINOIS RIVER BRIDGE AT FLORENCE	CONSTRUCTION ENGINEERING AC	STP-RURAL-STATE \$1,600,000 STATE MATCH \$400,000	\$2,000,000	FY 2023 236604030008	
ILL 108	MACOUPIN	0.1 MI E OF ALTON RD IN CARLINVILLE TO ILL 4 AT W SIDE OF CARLINVILLE SQUARE Miles = 0.30	RECONSTRUCTION PARKING IMPROVEMENT ADA IMPROVEMENTS	AC STP-URB 5-200K-S \$1,360,000 STATE MATCH \$340,000	\$1,700,000	FY 2024 246005580000	
I 55 E FR RD	MONTGOMERY	W WAGGONER AVE E OF WAGGONER TO MORRISONVILLE AVE S OF FARMERSVILLE Miles = 3.01	RECONSTRUCTION	STATE ONLY \$1,200,000	\$1,200,000	FY 2023 236014160000	

Planned Conversion Year is assumed to be equal to the Estimated Programmed Year

**FY 2021-2024 Statewide Transportation  
Improvement Program**

**District 7  
State Highways**

						Est. Fisc Yr
Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	ID
I 57	CUMBERLAND	EASTERN ILLINOIS RR 0.3 MI S OF NEOGA INTCHG & US 45 AT NEOGA INTCHG	BRIDGE REPLACEMENT MEDIAN CROSSOVER	AC NHPP - STATE	\$18,050,000	FY 2024 247503960000
					\$14,445,000	
				AC NHPP - STATE	\$1,800,000	
				NHPP - STATE MATCH	\$1,605,000	
				NHPP - STATE MATCH	\$200,000	
I 57	CUMBERLAND	EASTERN ILLINOIS RR 0.3 MI S OF NEOGA INTCHG & US 45 AT NEOGA INTCHG	RR FLAGGER	STATE ONLY	\$300,000	FY 2023 237503960600
I 57	COLES	ILL 16 INTCHG E OF MATTOON	BRIDGE REPLACEMENT INTERCHANGE RECONSTRUCTI	AC NHPP - STATE	\$31,150,000	FY 2023 237503520000
					\$17,820,000	
				AC NHPP - STATE	\$10,215,000	
				NHPP - STATE MATCH	\$1,980,000	
				NHPP - STATE MATCH	\$1,135,000	
I 70	EFFINGHAM	ABANDONED RR BRIDGE AT ALTAMONT TO 0.8 MI E OF ALTAMONT INTCHG Miles = 1.00	RECONSTRUCTION BRIDGE SUPERSTRUCTURE BRIDGE REMOVAL/DEMOLITION BRIDGE RAISING	AC NHPP - STATE	\$14,000,000	FY 2022 227502155700
					\$7,677,000	
				AC NHPP - STATE	\$4,923,000	
				NHPP - STATE MATCH	\$853,000	
				NHPP - STATE MATCH	\$547,000	

Planned Conversion Year is assumed to be equal to the Estimated Programmed Year

**FY 2021-2024 Statewide Transportation  
Improvement Program**

**District 7  
State Highways**

						Est. Fisc Yr
Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	ID
I 70	EFFINGHAM	1 MI E OF I-57 INTCHG TO CUMBERLAND CO LINE Miles = 7.82	RUBBLIZATION	AC NHPP - STATE	\$51,610,000	FY 2022 227503114000
			BRIDGE SUPERSTRUCTURE	\$43,200,000		
			RAMP REPAIR	AC NHPP - STATE		
			BRIDGE DECK REPAIRS	\$3,249,000		
			BRIDGE REPAIR	NHPP - STATE		
			CULVERT REHABILITATION	MATCH \$4,800,000		
			CULVERT REPAIR	NHPP - STATE MATCH \$361,000		
I 70	CLARK	E LITTLE CREEK 2.5 MI E OF ILL 1	P.E. (CONSULTANT TSL)	STATE ONLY	\$300,000	FY 2022 227527180300
			P.E. (CONSULTANT PLANS)	\$300,000		
			P.E. (PHASE I)			
			P.E. (PHASE II)			
I 72	MACON	4.4 MI W TO 0.3 MI W OF PIATT CO LINE Miles = 5.95	RUBBLIZATION	AC NHPP - STATE	\$28,650,000	FY 2021 217509634000
			RAMP REPAIR	\$25,785,000		
				NHPP - STATE MATCH \$2,865,000		
US 40 ILL 33 FAYETTE AVE	EFFINGHAM	W OF RANEY ST TO BANKER ST IN EFFINGHAM Miles = 0.82	RECONSTRUCTION	AC NHPP - STATE	\$12,920,000	FY 2023 237804500050
			ADA IMPROVEMENTS	\$10,336,000		
				NHPP - STATE MATCH \$2,584,000		
US 40 ILL 33 FAYETTE AVE	EFFINGHAM	W OF RANEY ST TO BANKER ST IN EFFINGHAM Miles = 0.01	ADDITIONAL LANES	AC NHPP - STATE	\$3,580,000	FY 2023 237804500100
			CURB AND GUTTER	\$2,864,000		
			STORM SEWER (NEW)	NHPP - STATE MATCH \$716,000		

Planned Conversion Year is assumed to be equal to the Estimated Programmed Year

**FY 2021-2024 Statewide Transportation  
Improvement Program**

**District 7  
State Highways**

Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	Est. Fisc Yr
						ID
US 40 ILL 33 FAYETTE AVE	EFFINGHAM	W OF RANEY ST TO BANKER ST IN EFFINGHAM	LAND ACQUISITION	AC NHPP - STATE \$11,200,000 NHPP - STATE MATCH \$2,800,000	\$14,000,000	FY 2021 217804500101
US 40 ILL 33 FAYETTE AVE	EFFINGHAM	W OF RANEY ST TO BANKER ST IN EFFINGHAM	UTILITY ADJUSTMENT	STATE ONLY \$2,400,000	\$2,400,000	FY 2022 227804500102
US 40 US 45 ILL 33 FAYETTE AVE	EFFINGHAM	BANKER ST TO E OF WILLOW ST IN EFFINGHAM	P.E. (PHASE II)	AC NHPP - STATE \$1,760,000 NHPP - STATE MATCH \$440,000	\$2,200,000	FY 2021 217502390301
US 40 US 45 ILL 33 FAYETTE AVE	EFFINGHAM	BANKER ST TO E OF WILLOW ST IN EFFINGHAM	LAND ACQUISITION	AC NHPP - STATE \$6,032,000 AC STP-URB 5-200K-S \$5,168,000 NHPP - STATE MATCH \$1,508,000 STATE MATCH \$1,292,000	\$14,000,000	FY 2023 237502390100
US 40 US 45 ILL 33 FAYETTE AVE	EFFINGHAM	BANKER ST TO E OF WILLOW ST IN EFFINGHAM	UTILITY ADJUSTMENT	STATE ONLY \$1,500,000	\$1,500,000	FY 2024 247502390200

Planned Conversion Year is assumed to be equal to the Estimated Programmed Year

**FY 2021-2024 Statewide Transportation  
Improvement Program**

**District 7  
State Highways**

							Est. Fisc Yr
Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	ID	
US 50	LAWRENCE	RED SKELTON WABASH RIVER BRIDGES AT VINCENNES, INDIANA	BRIDGE PAINTING	AC NHPP - STATE	\$1,142,000	FY 2024 247739800200	
							\$914,000
				ILL TO ADJ STATE			\$228,000
US 50	LAWRENCE	RED SKELTON WABASH RIVER BRIDGES AT VINCENNES, INDIANA	P.E. (PHASE II)	AC NHPP - STATE	\$343,000	FY 2023 237739800201	
							\$274,000
				ILL TO ADJ STATE			\$69,000
US 50	LAWRENCE	RED SKELTON WABASH RIVER BRIDGES AT VINCENNES, INDIANA	BRIDGE DECK OVERLAY	AC NHPP - STATE	\$850,000	FY 2023 237739800300	
							\$680,000
				ILL TO ADJ STATE			\$170,000
US 50	LAWRENCE	RED SKELTON WABASH RIVER BRIDGES AT VINCENNES, INDIANA	P.E. (PHASE II)	AC NHPP - STATE	\$255,000	FY 2022 227739800301	
							\$204,000
				ILL TO ADJ STATE			\$51,000
ILL 15	WABASH	WABASH RIVER AT MT CARMEL	BRIDGE DECK OVERLAY	AC NHPP - STATE	\$1,200,000	FY 2022 227509760200	
							\$480,000
				NHPP - STATE MATCH			\$120,000
				ADJ STATE TO ILL			\$600,000

Planned Conversion Year is assumed to be equal to the Estimated Programmed Year

**FY 2021-2024 Statewide Transportation  
Improvement Program**

**District 8  
State Highways**

						Est. Fisc Yr
Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	ID
I 57	MARION	JEFFERSON CO LINE TO 0.7 MI N OF ILL 161 Miles = 4.85	RECONSTRUCTION	AC NHPP - STATE	\$34,300,000	FY 2022 228002520000
			RAMP REPAIR	\$29,790,000		
			BRIDGE REPAIR	AC NHPP - STATE		
			BRIDGE APPROACH ROADWAY	\$1,080,000		
			CULVERT EXTENSION	NHPP - STATE		
			CULVERT REPAIR	MATCH \$3,310,000		
				NHPP - STATE MATCH \$120,000		
I 57	MARION	JEFFERSON CO LINE TO 0.7 MI N OF ILL 161	P.E. (PHASE II)	AC NHPP - STATE	\$500,000	FY 2021 218810800212
				\$450,000		
				NHPP - STATE MATCH \$50,000		
US 67	JERSEY	DELHI BYP Miles = 3.15	NEW CONSTRUCTION	AC NHPP - STATE	\$24,000,000	FY 2021 248860700360
			GRADING	\$12,052,000		
			PAVING	AC HPP-STLU-STATE		
			DRAINAGE	\$7,148,000		
			SIGNING (NEW)	NHPP - STATE		
			LIGHTING	MATCH \$3,013,000		
				HPP-STLU-STATE MATCH \$1,787,000		
US 67	GREENE	APPLE CREEK OVERFLOW 3.5 MI S OF WHITE HALL	BRIDGE REPLACEMENT	AC NHPP - STATE	\$18,000,000	FY 2024 248006550000
				\$14,400,000		
				NHPP - STATE MATCH \$3,600,000		

Planned Conversion Year is assumed to be equal to the Estimated Programmed Year

**FY 2021-2024 Statewide Transportation  
Improvement Program**

**District 8  
State Highways**

Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	Est. Fisc Yr
						ID
US 67	GREENE	APPLE CREEK OVERFLOW 3.5 MI S OF WHITE HALL	P.E. (PHASE I) P.E. (PHASE II) P.E. (CONSULTANT TSL)	AC NHPP - STATE \$1,200,000 NHPP - STATE MATCH \$300,000	\$1,500,000	FY 2021 218006550200
US 67	GREENE	APPLE CREEK OVERFLOW 3.5 MI S OF WHITE HALL	LAND ACQUISITION	STATE ONLY \$500,000	\$500,000	FY 2023 238006550300
US 67	GREENE	APPLE CREEK OVERFLOW 3.5 MI S OF WHITE HALL	UTILITY ADJUSTMENT	STATE ONLY \$100,000	\$100,000	FY 2023 238006550400
US 67	GREENE	APPLE CREEK OVERFLOW 3.5 MI S OF WHITE HALL	CONSTRUCTION ENGINEERING	AC NHPP - STATE \$1,200,000 NHPP - STATE MATCH \$300,000	\$1,500,000	FY 2024 248006550500
ILL 3 ILL 150 ILL 4 STATE ST	RANDOLPH	ILL 3: ILL 150 TO JACKSON CO LINE; ILL 150: ILL 3 (OPDYKE ST) TO PERRY CO LINE	P.E. (PHASE I) P.E. (PHASE II)	STATE ONLY \$2,000,000	\$2,000,000	FY 2021 218005840200
ILL 3 ILL 150 ILL 4 STATE ST	RANDOLPH	ILL 3: ILL 150 TO JACKSON CO LINE; ILL 150: ILL 3 (OPDYKE ST) TO PERRY CO LINE	P.E. (PHASE I) P.E. (PHASE II)	STATE ONLY \$2,000,000	\$2,000,000	FY 2023 238005840250
ILL 3 ILL 150 STATE ST (WESTBOUND)	RANDOLPH	ILL 3 (OPDYKE ST) TO MURPHYSBORO RD IN CHESTER Miles = 0.96	RECONSTRUCTION	AC NHPP - STATE \$2,240,000 NHPP - STATE MATCH \$560,000	\$2,800,000	FY 2022 228005840000

Planned Conversion Year is assumed to be equal to the Estimated Programmed Year

**FY 2021-2024 Statewide Transportation  
Improvement Program**

**District 8  
State Highways**

Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	Est. Fisc Yr
						ID
ILL 3 ILL 150 STATE ST (WESTBOUND)	RANDOLPH	ILL 3 (OPDYKE ST) TO MURPHYSBORO RD IN CHESTER	LAND ACQUISITION	STATE ONLY \$100,000	\$100,000	FY 2022 228005840300
ILL 3 ILL 150 STATE ST (WESTBOUND)	RANDOLPH	ILL 3 (OPDYKE ST) TO MURPHYSBORO RD IN CHESTER	UTILITY ADJUSTMENT	STATE ONLY \$100,000	\$100,000	FY 2022 228005840400
ILL 3 ILL 150 STATE ST (EASTBOUND)	RANDOLPH	ILL 3 (OPDYKE ST) TO MURPHYSBORO RD IN CHESTER Miles = 0.96	RECONSTRUCTION	AC NHPP - STATE \$2,480,000 NHPP - STATE MATCH \$620,000	\$3,100,000	FY 2022 228005841000
ILL 3 ILL 150 STATE ST (EASTBOUND)	RANDOLPH	ILL 3 (OPDYKE ST) TO MURPHYSBORO RD IN CHESTER	LAND ACQUISITION	STATE ONLY \$100,000	\$100,000	FY 2022 228005841300
ILL 3 ILL 150 STATE ST (EASTBOUND)	RANDOLPH	ILL 3 (OPDYKE ST) TO MURPHYSBORO RD IN CHESTER	UTILITY ADJUSTMENT	STATE ONLY \$100,000	\$100,000	FY 2022 228005841400
ILL 3 (SOUTHBOUND)	RANDOLPH	RIVERVIEW BLVD IN CHESTER TO 0.1 MI S OF WATER ST Miles = 1.56	RECONSTRUCTION	AC NHPP - STATE \$3,040,000 NHPP - STATE MATCH \$760,000	\$3,800,000	FY 2024 248005021000
ILL 3 (SOUTHBOUND)	RANDOLPH	RIVERVIEW BLVD IN CHESTER TO 0.1 MI S OF WATER ST	LAND ACQUISITION	STATE ONLY \$100,000	\$100,000	FY 2024 248005021300

Planned Conversion Year is assumed to be equal to the Estimated Programmed Year

**FY 2021-2024 Statewide Transportation  
Improvement Program**

**District 8  
State Highways**

Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	Est. Fisc Yr
						ID
ILL 3 (SOUTHBOUND)	RANDOLPH	RIVERVIEW BLVD IN CHESTER TO 0.1 MI S OF WATER ST	UTILITY ADJUSTMENT	STATE ONLY \$100,000	\$100,000	FY 2024 248005021400
ILL 3 (NORTHBOUND)	RANDOLPH	RIVERVIEW BLVD IN CHESTER TO 0.1 MI S OF WATER ST Miles = 1.56	RECONSTRUCTION	AC NHPP - STATE \$2,400,000 NHPP - STATE MATCH \$600,000	\$3,000,000	FY 2024 248005022000
ILL 100 ILL 108	GREENE JERSEY	AT BRUSSELS FERRY & KAMPSVILLE FERRY	MISCELLANEOUS	AC FERRY BOAT PROGRAM \$900,000 RESTRICT STATE MATCH \$225,000	\$1,125,000	FY 2022 228005992200
ILL 108	GREENE	KAMPSVILLE FERRY	MISCELLANEOUS	AC FERRY BOAT PROGRAM \$963,000 RESTRICT STATE MATCH \$241,000	\$1,204,000	FY 2021 218005992100
ILL 150	RANDOLPH	MISSISSIPPI RIVER AT CHESTER	BRIDGE REPAIR	AC NHPP - STATE \$4,000,000 ILL TO ADJ STATE \$1,000,000	\$5,000,000	FY 2022 228005802200

Planned Conversion Year is assumed to be equal to the Estimated Programmed Year

**FY 2021-2024 Statewide Transportation  
Improvement Program**

**District 9  
State Highways**

							Est. Fisc Yr
Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	ID	
I 24	MASSAC	OHIO RIVER BRIDGE AT ECL OF METROPOLIS	BRIDGE DECK OVERLAY BRIDGE REPAIR	AC NHPP - STATE \$1,800,000 NHPP - STATE MATCH \$200,000 ADJ STATE TO ILL \$2,000,000	\$4,000,000	FY 2024 249005511800	
I 24	MASSAC	OHIO RIVER BRIDGE AT ECL OF METROPOLIS	BRIDGE DECK REPAIRS	AC NHPP - STATE \$450,000 NHPP - STATE MATCH \$50,000 ADJ STATE TO ILL \$500,000	\$1,000,000	FY 2021 219005512100	
I 24	MASSAC	OHIO RIVER BRIDGE AT ECL OF METROPOLIS	BRIDGE PAINTING	AC NHPP - STATE \$9,000,000 NHPP - STATE MATCH \$1,000,000 ADJ STATE TO ILL \$10,000,000	\$20,000,000	FY 2024 249005512400	
I 57	ALEXANDER	MISSISSIPPI RIVER BRIDGE AT WCL OF CAIRO	BRIDGE DECK SEALING	AC NHPP - STATE \$67,000 NHPP - STATE MATCH \$8,000 ADJ STATE TO ILL \$75,000	\$150,000	FY 2023 239004092300	

Planned Conversion Year is assumed to be equal to the Estimated Programmed Year

**FY 2021-2024 Statewide Transportation  
Improvement Program**

**District 9  
State Highways**

						Est. Fisc Yr
Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	ID
I 57	ALEXANDER	MISSISSIPPI RIVER BRIDGE AT WCL OF CAIRO	BRIDGE PAINTING	AC NHPP - STATE \$13,500,000 NHPP - STATE MATCH \$1,500,000 ADJ STATE TO ILL \$15,000,000	\$30,000,000	FY 2024 249004092400
I 57 (NORTHBOUND)	UNION JOHNSON	0.5 MI N OF ILL 146 TO I-24 Miles = 12.66	RECONSTRUCTION	AC NHPP - STATE \$18,900,000 NHPP - STATE MATCH \$2,100,000	\$21,000,000	FY 2024 249003920100
I 57	FRANKLIN	MIDDLE FORK BIG MUDDY RIVER N OF WEST FRANKFORT TO 2.5 MI S OF ILL 154 Miles = 8.50	ADDITIONAL LANES	AC NHPP - STATE \$42,400,000 NHPP - STATE MATCH \$10,600,000	\$53,000,000	FY 2022 229001472000
I 57	FRANKLIN JEFFERSON	2.5 MI S OF ILL 154 TO ATCHISON CREEK S OF BONNIE Miles = 10.23	ADDITIONAL LANES	AC NHPP - STATE \$46,400,000 NHPP - STATE MATCH \$11,600,000	\$58,000,000	FY 2024 249001472100
I 57	JEFFERSON	ATCHISON CREEK S OF BONNIE TO I-64 S TRI-LEVEL INTCHG IN MT VERNON Miles = 6.25	ADDITIONAL LANES	AC NHPP - STATE \$31,200,000 NHPP - STATE MATCH \$7,800,000	\$39,000,000	FY 2024 249001472200

Planned Conversion Year is assumed to be equal to the Estimated Programmed Year

**FY 2021-2024 Statewide Transportation  
Improvement Program**

**District 9  
State Highways**

							Est. Fisc Yr
Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	ID	
I 57	JEFFERSON	ILL 15 INTCHG IN MT VERNON	P.E. (PHASE I)	AC NHPP - STATE	\$4,000,000	FY 2021	
I 64			P.E. (PHASE II)	\$3,600,000		219006860501	
				NHPP - STATE			
				MATCH \$400,000			
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I 57	JEFFERSON	ILL 15 INTCHG IN MT VERNON	LAND ACQUISITION	AC NHPP - STATE	\$2,000,000	FY 2024	
I 64				\$1,800,000		249006860503	
				NHPP - STATE			
				MATCH \$200,000			
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I 64	JEFFERSON	WASHINGTON CO LINE TO I-57 Miles = 10.75	RECONSTRUCTION BRIDGE DECK OVERLAY	AC NHPP - STATE	\$45,600,000	FY 2023	
				\$41,040,000		239006210200	
				NHPP - STATE			
				MATCH \$4,560,000			
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I 64	WHITE	WABASH RIVER BRIDGES	BRIDGE REPLACEMENT	AC NHPP - STATE	\$80,000,000	FY 2023	
				\$36,000,000		239777401000	
				NHPP - STATE			
				MATCH \$4,000,000			
				ADJ STATE TO ILL			
				\$40,000,000			
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I 64	WHITE	WABASH RIVER BRIDGES	CONSTRUCTION ENGINEERING	AC NHPP - STATE	\$8,000,000	FY 2023	
				\$3,600,000		239777400300	
				NHPP - STATE			
				MATCH \$400,000			
				ADJ STATE TO ILL			
				\$4,000,000			

Planned Conversion Year is assumed to be equal to the Estimated Programmed Year

**FY 2021-2024 Statewide Transportation  
Improvement Program**

**District 9  
State Highways**

						Est. Fisc Yr
Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	ID
US 51	PERRY	STACY ST TO ILL 152 IN DUQUOIN Miles = 0.82	RECONSTRUCTION	AC NHPP - STATE \$3,200,000 NHPP - STATE MATCH \$800,000	\$4,000,000	FY 2024 249008270000
US 51 US 60 US 62	ALEXANDER	OHIO RIVER BRIDGE 1 MI S OF CAIRO	BRIDGE JOINT REPLACE/REPAIF	AC NHPP - STATE \$1,360,000 ILL TO ADJ STATE \$340,000	\$1,700,000	FY 2021 219006002100
US 51 US 60 US 62	ALEXANDER	OHIO RIVER BRIDGE 1 MI S OF CAIRO	P.E. (PHASE II)	AC NHPP - STATE \$2,600,000 ILL TO ADJ STATE \$650,000	\$3,250,000	FY 2022 229006001002
US 51 US 60 US 62	ALEXANDER	OHIO RIVER BRIDGE 1 MI S OF CAIRO	P.E. (PHASE II)	AC NHPP - STATE \$2,600,000 ILL TO ADJ STATE \$650,000	\$3,250,000	FY 2023 239006001003
US 51 US 60 US 62	ALEXANDER	OHIO RIVER BRIDGE 1 MI S OF CAIRO	LAND ACQUISITION	STATE ONLY \$500,000	\$500,000	FY 2022 229006001010

Planned Conversion Year is assumed to be equal to the Estimated Programmed Year

**FY 2021-2024 Statewide Transportation  
Improvement Program**

**District 9  
State Highways**

							Est. Fisc Yr
Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	ID	
US 60	ALEXANDER	US 60/62 AT MISSISSIPPI RIVER IN CAIRO	BRIDGE REPAIR	AC STP-RURAL-STATE	\$2,000,000	FY 2021	
US 62				\$800,000		219004642100	
				STATE MATCH	\$200,000		
				ADJ STATE TO ILL	\$1,000,000		
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ILL 149	FRANKLIN	FACTORY OUTLET DR TO I-57 OVERHEAD BRIDGE Miles = 0.21	RECONSTRUCTION	AC NHPP - STATE	\$1,000,000	FY 2024	
				\$800,000		249008360000	
				NHPP - STATE MATCH	\$200,000		
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ILL 154	PERRY	GRANT ST TO S WALNUT ST IN PINCKNEYVILLE	LAND ACQUISITION	STATE ONLY	\$250,000	FY 2023	
ILL 13				\$250,000		239008420103	
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Planned Conversion Year is assumed to be equal to the Estimated Programmed Year

**FY 2021-2024 Statewide Transportation  
Improvement Program  
District 2  
Local Highways**

							Est. Fisc Yr
Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	ID	
BIG CUT RD	CARROLL	OVER BNSF RR	BRIDGE REPLACEMENT	AC STP-MB-L-OFF \$680,000 LOCAL MATCH \$170,000	\$850,000	FY 2024 242105510000	
BIG CUT RD	CARROLL	OVER BNSF RR	CONSTRUCTION ENGINEERING	AC STP-MB-L-OFF \$96,000	\$96,000	FY 2024 242105510003	
CH 8 IDEAL RD	CARROLL	MORRISON RD TO DUTCH TOWN RD	P.E. (PHASE I) P.E. (PHASE II)	AC STP-RURAL-LOCAL \$400,000	\$400,000	FY 2021 212105680001	
CH 8 IDEAL RD	CARROLL	MORRISON RD TO DUTCH TOWN RD Miles = 4.42	RECONSTRUCTION	AC STP-RURAL-LOCAL \$4,240,000 STATE MATCH ASSIST \$135,000 LOCAL MATCH \$925,000	\$5,300,000	FY 2024 242105680000	
DIXON AVE	WHITESIDE	ILL 40 TO I&M FEEDER CANAL Miles = 0.53	RECONSTRUCTION	AC STP-URB 5-200K-L \$1,200,000 LOCAL MATCH \$300,000	\$1,500,000	FY 2022 222105620000	
DIXON AVE	WHITESIDE	ILL 40 TO I&M FEEDER CANAL	CONSTRUCTION ENGINEERING	AC STP-URB 5-200K-L \$96,000	\$96,000	FY 2022 222105620003	

Planned Conversion Year is assumed to be equal to the Estimated Programmed Year

**FY 2021-2024 Statewide Transportation  
Improvement Program  
District 2  
Local Highways**

							Est. Fisc Yr
Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	ID	
LE FEVRE RD	WHITESIDE	L AVE TO ILL 40 Miles = 0.69	RECONSTRUCTION	AC STP-URB 5-200K-L \$960,000 LOCAL MATCH \$240,000	\$1,200,000	FY 2021 212105200000	
S ADAMS AVE	STEPHENSON	MAIN ST TO SOUTH ST Miles = 1.84	RECONSTRUCTION	AC STP-URB 5-200K-L \$1,895,000 LOCAL ONLY \$6,331,000 LOCAL MATCH \$474,000	\$8,700,000	FY 2021 212105710000	

Planned Conversion Year is assumed to be equal to the Estimated Programmed Year

**FY 2021-2024 Statewide Transportation  
Improvement Program  
District 3  
Local Highways**

							Est. Fisc Yr
Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	ID	
US 6 BEDFORD RD	GRUNDY	AT LOCUST ST	INTERSECTION RECONSTN	AC STP-URB 5-200K-L \$673,000 LOCAL MATCH \$168,000	\$841,000	FY 2021 213106580000	
AUTUMNWOOD DR EVANS ST	LASALLE	N 30TH RD TO BLUFF ST Miles = 0.58	RECONSTRUCTION	AC STP-URB 5-200K-L \$980,000 LOCAL MATCH \$245,000	\$1,225,000	FY 2022 223106600000	
INDIANA AVE	LIVINGSTON	ILLINI DR TO ECL OF PONTIAC Miles = 0.37	RECONSTRUCTION	AC STP-URB 5-200K-L \$1,100,000 LOCAL MATCH \$275,000	\$1,375,000	FY 2021 213106330000	
INDIANA AVE	LIVINGSTON	ILLINI DR TO ECL OF PONTIAC	CONSTRUCTION ENGINEERING	AC STP-URB 5-200K-L \$20,000	\$20,000	FY 2021 213106330003	
MAIN ST	LASALLE	AT BROADWAY ST & AT COMMERCIAL ST	INTERSECTION RECONSTN	AC STP-URB 5-200K-L \$232,000 LOCAL MATCH \$58,000	\$290,000	FY 2021 213106180000	
MAPLE AVE	BUREAU	AT HICKORY CREEK IN MANLIUS	BRIDGE REPLACEMENT	AC STP-MB-L-ON-AREAS < 5K \$1,005,000 LOCAL MATCH \$251,000	\$1,256,000	FY 2022 223106070000	

Planned Conversion Year is assumed to be equal to the Estimated Programmed Year

**FY 2021-2024 Statewide Transportation  
Improvement Program  
District 3  
Local Highways**

							Est. Fisc Yr
Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	ID	
MAPLE AVE	BUREAU	AT HICKORY CREEK IN MANLIUS	CONSTRUCTION ENGINEERING	AC STP-MB-L-ON-AREAS < 5K \$120,000	\$120,000	FY 2022 223106070003	
PEARL ST	DEKALB	AT S BRANCH KISHWAUKEE RIVER 0.3 MI N OF ILL 72	BRIDGE REPLACEMENT	AC STP-MB-L-OFF \$2,498,000 LOCAL MATCH \$624,000	\$3,122,000	FY 2024 243105710000	
PEARL ST	DEKALB	AT S BRANCH KISHWAUKEE RIVER 0.3 MI N OF ILL 72	CONSTRUCTION ENGINEERING	AC STP-MB-L-OFF \$124,000	\$124,000	FY 2024 243105710003	
SUYDAM RD	DEKALB	AT INDIAN CREEK 7 MI S OF SHABBONA	BRIDGE REPLACEMENT	AC STP-MB-L-ON-AREAS < 5K \$756,000 LOCAL MATCH \$189,000	\$945,000	FY 2021 213106130000	
SUYDAM RD	DEKALB	AT INDIAN CREEK 7 MI S OF SHABBONA	CONSTRUCTION ENGINEERING	AC STP-MB-L-ON-AREAS < 5K \$84,000	\$84,000	FY 2021 213106130003	

Planned Conversion Year is assumed to be equal to the Estimated Programmed Year

**FY 2021-2024 Statewide Transportation  
Improvement Program  
District 4  
Local Highways**

							Est. Fisc Yr
Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	ID	
CH 2	FULTON	ELROD RD TO AIRPORT RD Miles = 1.51	RECONSTRUCTION	AC STP-RURAL-LOCAL \$2,240,000 STATE MATCH ASSIST \$244,000 LOCAL MATCH \$316,000	\$2,800,000	FY 2021 214106360000	
CH 2	FULTON	ELROD RD TO AIRPORT RD	CONSTRUCTION ENGINEERING	AC STP-RURAL-LOCAL \$336,000	\$336,000	FY 2021 214106360003	
CH 4 DUNCAN RD	STARK	700 E RD TO 900 E RD Miles = 2.19	RECONSTRUCTION	AC STP-RURAL-LOCAL \$400,000 STATE MATCH ASSIST \$70,000	\$470,000	FY 2021 214106120000	
CH 4	WARREN	AT HENDERSON CREEK 4.5 MI SE OF ALEXIS	BRIDGE REPLACEMENT	AC STP-MB-L-ON-AREAS < 5K \$1,417,000 LOCAL MATCH \$354,000	\$1,771,000	FY 2021 214106180000	
CH 4	WARREN	AT HENDERSON CREEK 4.5 MI SE OF ALEXIS	CONSTRUCTION ENGINEERING	AC STP-MB-L-ON-AREAS < 5K \$145,000	\$145,000	FY 2021 214106180003	
CH 6 WESTERN AVE	MARSHALL	0.5 MI E OF 1000 E RD TO 2.5 MI W OF ILL 29	P.E. (PHASE I) P.E. (PHASE II)	AC STP-RURAL-LOCAL \$410,000	\$410,000	FY 2023 234105560001	

Planned Conversion Year is assumed to be equal to the Estimated Programmed Year

**FY 2021-2024 Statewide Transportation  
Improvement Program  
District 4  
Local Highways**

							Est. Fisc Yr
Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	ID	
CH 6 WESTERN AVE	MARSHALL	0.5 MI E OF 1000 E RD TO 2.5 MI W OF ILL 29	LAND ACQUISITION	AC STP-RURAL-LOCAL \$192,000 STATE MATCH ASSIST \$24,000	\$216,000	FY 2023 234105560004	
CH 6 WESTERN AVE	MARSHALL	0.5 MI E OF 1000 E RD TO 2.5 MI W OF ILL 29 Miles = 1.34	RELOCATION	AC STP-RURAL-LOCAL \$5,134,000 STATE MATCH ASSIST \$962,000 LOCAL MATCH \$321,000	\$6,417,000	FY 2024 244105560000	
CH 6 WESTERN AVE	MARSHALL	0.5 MI E OF 1000 E RD TO 2.5 MI W OF ILL 29	CONSTRUCTION ENGINEERING	AC STP-RURAL-LOCAL \$514,000 STATE MATCH ASSIST \$96,000	\$610,000	FY 2024 244105560003	
CH 7 MERIDIAN RD	WOODFORD	AT PANTHER CREEK & AT PANTHER CREEK OVERFLOW 3.5 MI S OF US 24	BRIDGE SUPERSTRUCTURE	AC STP-MB-L-ON-AREAS < 5K \$1,408,000 LOCAL MATCH \$352,000	\$1,760,000	FY 2021 214106320000	
CH 7 MERIDIAN RD	WOODFORD	AT PANTHER CREEK & AT PANTHER CREEK OVERFLOW 3.5 MI S OF US 24	CONSTRUCTION ENGINEERING	AC STP-MB-L-ON-AREAS < 5K \$98,000	\$98,000	FY 2021 214106320003	

Planned Conversion Year is assumed to be equal to the Estimated Programmed Year

**FY 2021-2024 Statewide Transportation  
Improvement Program  
District 4  
Local Highways**

						Est. Fisc Yr
Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	ID
CH 13 N VALLEY RD	STARK	AT CAMP RUN CREEK 3 MI SE OF WYOMING	BRIDGE REPLACEMENT	AC STP-MB-L-ON-AREAS < 5K \$1,300,000 STATE MATCH ASSIST \$110,000 LOCAL MATCH \$215,000	\$1,625,000	FY 2023 234106270000
CH 13 N VALLEY RD	STARK	AT CAMP RUN CREEK 3 MI SE OF WYOMING	CONSTRUCTION ENGINEERING	AC STP-MB-L-ON-AREAS < 5K \$82,000	\$82,000	FY 2023 234106270003
CH 29D BRIMFIELD JUBILEE RD	PEORIA	AT JUBILEE CREEK 2.7 MI E OF BRIMFIELD	BRIDGE REPLACEMENT	AC STP-MB-L-OFF \$1,360,000 LOCAL MATCH \$340,000	\$1,700,000	FY 2021 214105440000
CH 29D BRIMFIELD JUBILEE RD	PEORIA	AT JUBILEE CREEK 2.7 MI E OF BRIMFIELD	CONSTRUCTION ENGINEERING	AC STP-MB-L-OFF \$72,000	\$72,000	FY 2021 214105440003
S JOHNSON ST	MCDONOUGH	GRANT ST TO HARMONY LN Miles = 0.54	RECONSTRUCTION	AC STP-URB 5-200K-L \$1,792,000 LOCAL MATCH \$448,000	\$2,240,000	FY 2022 224106460000
W HARLEM AVE	WARREN	US 34 TO N MAIN ST Miles = 0.77	RECONSTRUCTION SIDEWALKS DRAINAGE	AC STP-URB 5-200K-L \$2,080,000 LOCAL MATCH \$520,000	\$2,600,000	FY 2022 224106250000

Planned Conversion Year is assumed to be equal to the Estimated Programmed Year

**FY 2021-2024 Statewide Transportation  
Improvement Program  
District 4  
Local Highways**

							Est. Fisc Yr
Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	ID	
W HARLEM AVE	WARREN	US 34 TO N MAIN ST	CONSTRUCTION ENGINEERING	AC STP-URB 5-200K-L \$288,000	\$288,000	FY 2022 224106250003	
WIGWAM HOLLOW RD	MCDONOUGH	TOWER RD TO N OF JANA RD Miles = 0.84	RECONSTRUCTION	AC STP-URB 5-200K-L \$1,600,000 LOCAL MATCH \$400,000	\$2,000,000	FY 2023 234102850000	

Planned Conversion Year is assumed to be equal to the Estimated Programmed Year

**FY 2021-2024 Statewide Transportation  
Improvement Program  
District 5  
Local Highways**

						Est. Fisc Yr
Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	ID
US 36 N 750 E RD	DOUGLAS	US 36: 0.3 MI W OF N 750 E RD TO 0.2 MI E OF N 750 E RD; N 750 E RD: CSX RR TO US 36 Miles = 0.93	RECONSTRUCTION	STATE ONLY \$1,775,000	\$1,775,000	FY 2021 215104250000
US 45 E 1050 N RD N LINE ST	DOUGLAS	US 45: 0.3 MI N OF E 1050 N RD TO 0.3 MI S OF E 1050 N RD; E 1050 N RD / N LINE ST: 0.3 MI W OF US 45 TO CN RR Miles = 0.93	RECONSTRUCTION	STATE ONLY \$3,270,000	\$3,270,000	FY 2022 225104230000
CH 6 E 1450 N RD	DOUGLAS	AT KASKASKIA RIVER 4.7 MI N OF GARRETT	BRIDGE REPLACEMENT	AC STP-MB-L-OFF \$840,000 LOCAL MATCH \$210,000	\$1,050,000	FY 2021 215104420000
CH 6 E 1450 N RD	DOUGLAS	AT KASKASKIA RIVER 4.7 MI N OF GARRETT	CONSTRUCTION ENGINEERING	AC STP-MB-L-OFF \$120,000	\$120,000	FY 2021 215104420003
CH 16 CONLOGUE RD	EDGAR	AT TRIB FLEMINGTON CREEK 3.5 MI S OF ILL 16	BRIDGE REPLACEMENT	AC STP-MB-L-ON-AREAS < 5K \$980,000 LOCAL MATCH \$245,000	\$1,225,000	FY 2024 245104590000
CH 16 CONLOGUE RD	EDGAR	AT TRIB FLEMINGTON CREEK 3.5 MI S OF ILL 16	CONSTRUCTION ENGINEERING	AC STP-MB-L-ON-AREAS < 5K \$68,000	\$68,000	FY 2024 245104590003

Planned Conversion Year is assumed to be equal to the Estimated Programmed Year

**FY 2021-2024 Statewide Transportation  
Improvement Program  
District 6  
Local Highways**

							Est. Fisc Yr
Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	ID	
CH 9 RED BALL TRAIL	MONTGOMERY	AT E FORK SHOAL CREEK 3 MI S OF COFFEEN	BRIDGE REPLACEMENT	AC STP-MB-L-ON-AREAS < 5K \$1,280,000 STATE MATCH ASSIST \$160,000 LOCAL MATCH \$160,000	\$1,600,000	FY 2021 216107390000	
CH 9 RED BALL TRAIL	MONTGOMERY	AT E FORK SHOAL CREEK 3 MI S OF COFFEEN	CONSTRUCTION ENGINEERING	AC STP-MB-L-ON-AREAS < 5K \$77,000	\$77,000	FY 2021 216107390003	
CH 11 WALSHVILLE TRAIL	MONTGOMERY	SW OF MIDDLE FORK SHOAL CREEK BRIDGE TO 0.2 MI NE OF CARLS LN Miles = 0.48	RECONSTRUCTION	AC STP-RURAL-LOCAL \$240,000 STATE MATCH ASSIST \$30,000 LOCAL MATCH \$30,000	\$300,000	FY 2023 236104430010	
CH 11 WALSHVILLE TRAIL	MONTGOMERY	AT MIDDLE FORK SHOAL CREEK 1.2 MI W OF HILLSBORO	BRIDGE REPLACEMENT	AC STP-MB-L-ON-AREAS < 5K \$1,360,000 STATE MATCH ASSIST \$170,000 LOCAL MATCH \$170,000	\$1,700,000	FY 2023 236104430000	
CH 11 WALSHVILLE TRAIL	MONTGOMERY	AT MIDDLE FORK SHOAL CREEK 1.2 MI W OF HILLSBORO	CONSTRUCTION ENGINEERING	AC STP-MB-L-ON-AREAS < 5K \$82,000 AC STP-RURAL-LOCAL \$15,000 STATE MATCH ASSIST \$4,000	\$101,000	FY 2023 236104430003	

Planned Conversion Year is assumed to be equal to the Estimated Programmed Year

**FY 2021-2024 Statewide Transportation  
Improvement Program  
District 6  
Local Highways**

							Est. Fisc Yr
Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	ID	
CH 12 CHAPIN RD	SCOTT	AT MAUVAISE TERRE CREEK 1.5 MI E OF EXETER	BRIDGE REPLACEMENT	AC STP-MB-L-OFF \$1,220,000 STATE MATCH ASSIST \$305,000	\$1,525,000	FY 2023 236108210000	
CH 12 CHAPIN RD	SCOTT	AT MAUVAISE TERRE CREEK 1.5 MI E OF EXETER	CONSTRUCTION ENGINEERING	AC STP-MB-L-OFF \$60,000 STATE MATCH ASSIST \$70,000	\$130,000	FY 2023 236108210000	
CH 14 BRIGHTON- BUNKER HILL RD	MACOUPIN	FOSTERBURG RD TO SHIPMAN CUTOFF RD Miles = 0.01	RECONSTRUCTION BRIDGE REPLACEMENT	AC HPP-STLU-LOCAL \$1,208,000 AC HPP-STLU-LOCAL \$792,000 HPP-STLU-LOCAL MATCH \$302,000 HPP-STLU-LOCAL MATCH \$198,000	\$2,500,000	FY 2021 216100590010	
CH 14 BRIGHTON- BUNKER HILL RD	MACOUPIN	FOSTERBURG RD TO SHIPMAN CUTOFF RD Miles = 1.23	RECONSTRUCTION	AC STP-RURAL-LOCAL \$569,000 LOCAL MATCH \$7,000	\$576,000	FY 2021 216100590000	
CH 15 MIDDLETOWN RD	LOGAN	AT SUGAR CREEK OVERFLOW 1.5 MI S OF NEW HOLLAND	BRIDGE REHABILITATION	AC STP-MB-L-ON-AREAS < 5K \$794,000 AC STP-BR-L-ON-AREAS < 5K \$86,000 LOCAL MATCH \$220,000	\$1,100,000	FY 2023 236107520000	

Planned Conversion Year is assumed to be equal to the Estimated Programmed Year

**FY 2021-2024 Statewide Transportation  
Improvement Program  
District 6  
Local Highways**

							Est. Fisc Yr
Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	ID	
CH 15 MIDDLETOWN RD	LOGAN	AT SUGAR CREEK OVERFLOW 1.5 MI S OF NEW HOLLAND	CONSTRUCTION ENGINEERING	AC STP-MB-L-ON-AREAS < 5K	\$63,000	\$70,000	FY 2023 236107520003
				AC STP-BR-L-ON-AREAS < 5K	\$7,000		
CH 20 MANITO RD	MASON	AT QUIVER CREEK 4 MI NE OF HAVANA	BRIDGE REPLACEMENT	AC STP-MB-L-ON-AREAS < 5K	\$1,380,000	\$1,725,000	FY 2021 216107240000
				STATE MATCH ASSIST	\$345,000		
CH 20 MANITO RD	MASON	0.1 MI N OF 1950 N RD TO 0.1 MI W OF CH 15 Miles = 0.63	RECONSTRUCTION	AC STP-RURAL-LOCAL	\$1,334,000	\$1,668,000	FY 2021 216107240010
				STATE MATCH ASSIST	\$334,000		
UNION ST	PIKE	AT SPRING CREEK 0.4 MI S OF W BRIDGE ST IN NEBO	BRIDGE REPLACEMENT	AC STP-MB-L-OFF	\$960,000	\$1,200,000	FY 2022 226107850000
				STATE MATCH ASSIST	\$240,000		
UNION ST	PIKE	AT SPRING CREEK 0.4 MI S OF W BRIDGE ST IN NEBO	CONSTRUCTION ENGINEERING	AC STP - OFF SYS BR - L	\$64,000	\$80,000	FY 2022 226107850003
				STATE MATCH ASSIST	\$16,000		
WALSHVILLE TRAIL	MONTGOMERY	LOCUST ST TO HAMBY LN Miles = 0.44	RELOCATION	AC STP-RURAL-LOCAL	\$600,000	\$750,000	FY 2024 246108670000
				STATE MATCH ASSIST	\$150,000		

Planned Conversion Year is assumed to be equal to the Estimated Programmed Year

**FY 2021-2024 Statewide Transportation  
Improvement Program  
District 7  
Local Highways**

						Est. Fisc Yr
Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	ID
1200 E RD	CUMBERLAND	3.5 MI N OF NCL OF TOLEDO TO NCL OF TOLEDO Miles = 3.50	RECONSTRUCTION	AC STP-RURAL-LOCAL \$960,000 STATE MATCH ASSIST \$240,000	\$1,200,000	FY 2023 237109100000
400 E RD	WABASH	WABASH 17 AVE TO 1400 N BLVD Miles = 3.52	RECONSTRUCTION	AC STP-RURAL-LOCAL \$420,000 STATE MATCH ASSIST \$35,000 LOCAL ONLY \$210,000 LOCAL MATCH \$70,000	\$735,000	FY 2022 227104370000
CH 1 BONE GAP RD	EDWARDS	E 1300 N RD TO ILL 15 Miles = 0.01	RECONSTRUCTION	AC ST PRIORITIES \$340,000	\$340,000	FY 2021 217106180000
CH 1 BONE GAP RD	EDWARDS	E 1300 N RD TO ILL 15 Miles = 4.13	RECONSTRUCTION	LOCAL ONLY \$60,000	\$60,000	FY 2021 217106180010
CH 1 BONE GAP RD	EDWARDS	E 1300 N RD TO ILL 15	CONSTRUCTION ENGINEERING	STATE MATCH ASSIST \$20,000	\$20,000	FY 2021 217106180003

Planned Conversion Year is assumed to be equal to the Estimated Programmed Year

**FY 2021-2024 Statewide Transportation  
Improvement Program  
District 7  
Local Highways**

							Est. Fisc Yr
Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	ID	
CH 10 CH 26 400TH RD 420TH ST	CLARK	CH 10 / CH 26 / 400TH RD: ILL 49 TO 420TH ST; CH 26 / 420TH ST: 400TH RD TO CRAWFORD CO LINE Miles = 5.34	RECONSTRUCTION	AC STP-RURAL-LOCAL \$2,300,000 STATE MATCH ASSIST \$550,000 LOCAL ONLY \$525,000 LOCAL MATCH \$25,000	\$3,400,000	FY 2021 217106790000	
CH 13 HARRISON ST	JASPER	ILL 130 TO ILL 49 Miles = 6.27	RECONSTRUCTION	AC STP-RURAL-LOCAL \$598,000 STATE MATCH ASSIST \$48,000 LOCAL MATCH \$102,000	\$748,000	FY 2024 247105520000	
E 1400 AVE	JASPER	ILL 130 TO ILL 49 Miles = 6.40	RECONSTRUCTION	AC STP SP RULE <5K - L \$329,000 STATE MATCH ASSIST \$329,000	\$658,000	FY 2022 227109010000	
N 1525 E RD	SHELBY	AT ROBINSON CREEK 0.6 MI S OF WESTERVELT	BRIDGE REPLACEMENT	AC STP-MB-L-OFF \$820,000 LOCAL MATCH \$205,000	\$1,025,000	FY 2023 237108550000	
N 1525 E RD	SHELBY	AT ROBINSON CREEK 0.6 MI S OF WESTERVELT	CONSTRUCTION ENGINEERING	AC STP-MB-L-OFF \$203,000	\$203,000	FY 2023 237108550003	

Planned Conversion Year is assumed to be equal to the Estimated Programmed Year

**FY 2021-2024 Statewide Transportation  
Improvement Program  
District 7  
Local Highways**

							Est. Fisc Yr
Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	ID	
TR 92 700 E RD	LAWRENCE	OVER B&O RR 0.5 MI W OF BRIDGEPORT	BRIDGE REPLACEMENT	AC STP-MB-L-OFF \$617,000 LOCAL ONLY \$1,229,000 LOCAL MATCH \$154,000	\$2,000,000	FY 2024 247108580000	
TR 92 700 E RD	LAWRENCE	OVER B&O RR 0.5 MI W OF BRIDGEPORT	CONSTRUCTION ENGINEERING	AC STP-MB-L-OFF \$140,000	\$140,000	FY 2024 247108580003	
WABASH CANNON BALL RD	LAWRENCE	AT WABASH RIVER IN ST. FRANCISVILLE	BRIDGE REPLACEMENT	AC STP-MB-L-OFF \$5,784,000 LOCAL MATCH \$1,446,000	\$7,230,000	FY 2021 217107690000	
WABASH CANNON BALL RD	LAWRENCE	AT WABASH RIVER IN ST. FRANCISVILLE	CONSTRUCTION ENGINEERING	AC STP - OFF SYS BR - L \$420,000	\$420,000	FY 2021 217107690003	

Planned Conversion Year is assumed to be equal to the Estimated Programmed Year

**FY 2021-2024 Statewide Transportation  
Improvement Program  
District 8  
Local Highways**

							Est. Fisc Yr
Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	ID	
GRAGG ST	MARION	LINCOLN BLVD TO COUNTRY CLUB RD IN CENTRALIA Miles = 1.62	RECONSTRUCTION	AC STP-URB 5-200K-L \$650,000 LOCAL MATCH \$163,000 LOCAL ONLY \$137,000	\$950,000	FY 2021 218106900000	
HOLLOW AVE	JERSEY	JERSEYVILLE WCL TO BAXTER AVE IN JERSEYVILLE Miles = 0.37	RECONSTRUCTION	AC AID DEMONSTRATION PROGRAM \$878,000	\$878,000	FY 2021 218107450000	
HOLLOW AVE	JERSEY	JERSEYVILLE WCL TO BAXTER AVE IN JERSEYVILLE Miles = 0.37	RECONSTRUCTION	LOCAL ONLY \$200,000	\$200,000	FY 2021 218107450010	
HOLLOW AVE	JERSEY	JERSEYVILLE WCL TO BAXTER AVE IN JERSEYVILLE	CONSTRUCTION ENGINEERING	AC AID DEMONSTRATION PROGRAM \$122,000	\$122,000	FY 2021 218107450003	
OTTERVILLE RD	JERSEY	ILL 16 TO MCCLUSKY RD Miles = 4.65	RECONSTRUCTION	AC STP-RURAL-LOCAL \$1,920,000 LOCAL MATCH \$480,000	\$2,400,000	FY 2023 238107270000	
WHITTAKER ST	MARION	S COLLEGE ST TO ILL 37 IN SALEM Miles = 0.21	RECONSTRUCTION	AC STP-URB 5-200K-L \$650,000 LOCAL ONLY \$222,000 LOCAL MATCH \$163,000	\$1,035,000	FY 2022 228107030000	

Planned Conversion Year is assumed to be equal to the Estimated Programmed Year

**FY 2021-2024 Statewide Transportation  
Improvement Program  
District 9  
Local Highways**

						Est. Fisc Yr
Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	ID
E DIVIDE RD	JEFFERSON	HARMONY LN TO N PAPERTOWN LN Miles = 4.36	RECONSTRUCTION	AC STP-RURAL-LOCAL \$720,000 LOCAL MATCH \$180,000	\$900,000	FY 2022 229106090000
E DIVIDE RD	JEFFERSON	HARMONY LN TO N PAPERTOWN LN	CONSTRUCTION ENGINEERING	AC STP-RURAL-LOCAL \$8,000	\$8,000	FY 2022 229106090003
ELDORADO BLKTP RD	GALLATIN	AT N FORK SALINE RIVER 1.8 MI W OF ILL 1	BRIDGE REPLACEMENT	AC STP-MB-L-ON-AREAS < 5K \$2,018,000 STATE MATCH ASSIST \$505,000	\$2,523,000	FY 2021 219105130000
ELDORADO BLKTP RD	GALLATIN	AT N FORK SALINE RIVER 1.8 MI W OF ILL 1	CONSTRUCTION ENGINEERING	AC STP-MB-L-ON-AREAS < 5K \$111,000 STATE MATCH ASSIST \$28,000	\$139,000	FY 2021 219105130003
TICK RIDGE RD	PULASKI	AT POST CREEK CUT-OFF 4 MI E OF GRAND CHAIN	BRIDGE REPLACEMENT	AC STP-MB-L-ON-AREAS < 5K \$2,265,000 STATE MATCH ASSIST \$566,000	\$2,831,000	FY 2022 229105520000
TICK RIDGE RD	PULASKI	AT POST CREEK CUT-OFF 4 MI E OF GRAND CHAIN	CONSTRUCTION ENGINEERING	AC STP-MB-L-ON-AREAS < 5K \$226,000 STATE MATCH ASSIST \$57,000	\$283,000	FY 2022 229105520003

Planned Conversion Year is assumed to be equal to the Estimated Programmed Year