



U.S. Department  
of Transportation

**Federal Highway  
Administration**

**Illinois Division**

January 9, 2020

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Springfield, IL 62703  
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[www.fhwa.dot.gov/ildiv](http://www.fhwa.dot.gov/ildiv)

In Reply Refer To:  
HPL-IL

Ms. Tracinda Sisk  
Bureau of Programming  
Illinois Department of Transportation  
2300 South Dirksen Parkway  
Springfield, IL 62764

Subject: Statewide Transportation Improvement Program Amendment

Dear Ms. Sisk:

We approve the amendment to the FY 2018-2021 Statewide Transportation Improvement Program (STIP) as submitted with your letter dated December 5, 2019. This is the annual comprehensive amendment for state and local program projects based upon IDOT issuing the 2020 to 2025 Multi-Year Program for the entire state of Illinois.

Based on the Federal Highway Administration, Illinois Division's ongoing Federal oversight of the planning activities in Illinois, we find that the transportation planning process substantially meets the planning requirements described in 23 CFR 450. We can now consider project authorization requests related to this STIP amendment

Sincerely,

J.D. Stevenson  
Planning, Environment and  
ROW Team Leader

Enclosure

ecc: Holly Bieneman, Bureau of Planning, IDOT  
Missy Doedtman, Bureau of Programming, IDOT  
Robert K. Johnson, Bureau of Programming, IDOT



# Illinois Department of Transportation

Office of Planning and Programming  
2300 South Dirksen Parkway / Springfield, Illinois / 62764

December 5, 2019

Ms. Arlene Kocher  
Division Administrator  
Federal Highway Administration  
3250 Executive Park Drive  
Springfield, Illinois 62703

Dear Ms. Kocher:

Enclosed for your approval and use in accordance with paragraph 23 CFR 450.220 is a copy of an amendment to the FY 2018-2021 Statewide Transportation Improvement Program (STIP) for Illinois. The Department of Transportation (IDOT) is authorizing this amendment to the STIP.

The FY 2020-2021 portion of the FY 2018-2021 STIP has been updated to show the changes that have occurred through the development of the FY 2020-2025 Proposed Highway Improvement Program (MYP), the Transportation Asset Management Plan (TAMP), and the Long Range Transportation Plan (LRTP). This amendment was placed on both the IDOT's website and Facebook page for a 15-day comment period and received no comments that would necessitate a change to the STIP. Therefore, the public involvement requirements are met.

IDOT considers the estimate of costs included in the STIP to be realistic. IDOT concurs with the fiscal consistency analysis included in the STIP. The total cost of the STIP remains consistent with the amount of funds expected to be available to the state during the STIP time period. IDOT, on behalf of the Governor of Illinois, concurs with the projects listed in this STIP.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Matt A. Magalis'.

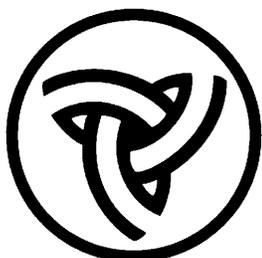
Matt A. Magalis  
Acting Director  
Office of Planning and Programming

Enclosure

# Statewide Transportation Improvement Program

**FY 2018-2021** As Amended October 2019

Proposed Highway & Transit Improvement Program



**Illinois Department  
of Transportation**

**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
For FY 2018-2021**

**As Amended  
October 2019**

Published by the  
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Springfield, Illinois 62764

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# FY 2018-2021 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) 2018-2021 STIP is based upon funding and project information taken from the first four years of the FY 2018-2023 MYP. Due to the budget passed by the Illinois legislature, IDOT had to reduce the FY18 program by \$300 million. The FY 2019 amendment was updated based upon funding and project information from the first three years of the FY 2019-2024 MYP, and the FY 2020-2021 portion has been updated and based upon the funding and project information from the first two years of the FY 2020-2025 MYP. The STIP indicates total transportation improvement costs of \$29.905 billion. This includes \$11.533 billion for highway improvements, \$17.448 billion for transit capital improvements and operating assistance, and \$0.924 billion for intercity rail.

The [FY 2020-2025 Proposed Highway Improvement Program](http://www.idot.illinois.gov/MYP2020-2025) can be found on IDOT's website at:

<http://www.idot.illinois.gov/MYP2020-2025>

The publication of the FY 2018-2021 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>

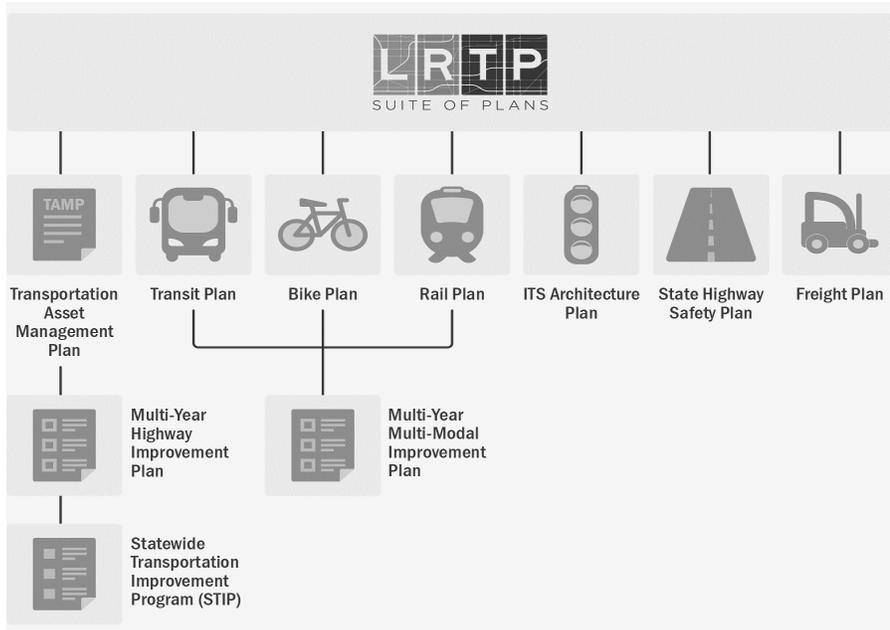
IDOT is currently in the process of updating the LRTP. Information on the draft updated LRTP can be found at:

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

Beginning with the FY 2019-2024 MYP and continuing with the FY 2020-2025 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 2020-2025 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 current plan anticipates spending approximately 55% of the highway program on pavements and 45% on bridges. Due to current funding constraints, the Department's goals for bridges in good condition will see a decrease over the next three years and the percentage in poor condition will increase slightly. The goals set for pavements are to maintain the current percent in good condition over the next three years. It is projected that once the Department completes the transition from a worst-first philosophy to an asset management approach, that the Department will be able to re-evaluate the goals set and adjust them to a more positive outlook. 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 Facebook page and website.

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 an asset management plan. 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.

IDOT is actively engaged in continuing the development and implementation of the State's Transportation Asset Management Plan (TAMP). The TAMP identifies how IDOT will determine maintenance, preservation, repair, rehabilitation, and replacement of infrastructure. The goal of this plan is to ensure that investments made achieve and sustain a desired state of acceptable condition over the life-cycle of existing assets. With this plan, IDOT is shifting from a worst-first approach to a more balanced approach to investment; whereby, the state will see its infrastructure last longer. Maintenance and preservation treatments are now programmed early in an asset's life to keep the asset functioning at a high level and extending the life of the asset, with the goal of maximizing the overall condition of all assets. IDOT has also modified its tracking procedures so that it can report on the funds spent throughout the life cycle: initial construction, maintenance, preservation, rehabilitation, and reconstruction.

The TAMP should support progress toward the seven national goals set forth in 23 U.S.C. 150(b). The seven national goals are: 1) safety; 2) infrastructure condition; 3) congestion reduction; 4) system reliability; 5) freight movement and economic vitality; 6) environmental sustainability; and 7) reduced project delivery delays. Chapter 6 of the TAMP, Financial Plan and Investment Strategies, discusses the means through which the investment strategies support progress toward the national goals.

IDOT's TAMP provides the link between the Long Range Transportation Plan (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.

### **Performance Measures**

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, Pavement and Bridges, 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 were established on August 31, 2017 and re-established on October 1, 2018.

For Pavement and Bridges, 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.

## 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. 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 2018-2021 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.

**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 limitation are 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 2020-2025 MYP, the department revised revenue 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.

**Local Funds:** Local funds for highway projects are also generated from MFT. Of the first .19¢ 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.

**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 2018-2021 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 2018-2021 STIP, the obligation limitation IDOT is assuming is 100 percent for FY's 2018, 2019, 2020, and 2021. The STIP will be updated annually with current funding assumptions if they should change.

### **Funding for State Projects**

The \$13.708 billion of state funds in the published FY 2020-2025 MYP are utilized for a variety of purposes in program development. The \$19.344 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 4,212 miles of highways and replace or rehabilitate 9,203,397 square feet of bridges.

Available revenue for the FY 2018-2021 highway portion of the STIP will total approximately \$11.533 billion which includes \$5.975 billion of federal funds, \$4.898 billion of state funds, \$148 million of re-appropriations and \$512 million of local funds. This program assumes an obligation ceiling of 100 percent of apportioned funds for FYs 2018, 2019, 2020 and 2021. The amounts above represent the FY 2018 and FY 2019 funding from previous MYP's, and the FY 2020–2021 from the current FY 2020-2025 MYP. 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 42.5% of the total funds in the FY 2018-2021 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 2018-2021 Available Revenue (Table 1)**  
**(\$Millions)**

FUND SOURCE	FY 2018	FY 2019	FY 2020	FY 2021	FY 2018-2021
Federal Obligation Limit	\$1,460	\$1,494	\$1,516	\$1,505	\$5,975
State	\$334	\$554	\$2,129	\$1,881	\$4,898
State Re-appropriations	\$148	\$0	\$0	\$0	\$148
Local	\$106	\$152	\$119	\$135	\$512
<b>TOTAL</b>	<b>\$2,048</b>	<b>\$2,200</b>	<b>\$3,764</b>	<b>\$3,521</b>	<b>\$11,533</b>

The proposed obligations for the highway element of the FY 2018-2021 STIP are summarized in the following table for each category. This program includes \$6.341 billion of projects in the MPO TIP's, \$607 million of projects of significant scale to be identified individually and \$4.529 billion of grouped projects.

**FY 2018-2021 Proposed Project Obligations (Table 2)**  
**(\$Millions)**

	FY 2018	FY 2019	FY 2020	FY 2021	FY 2018-2021
MPO TIPs	\$1,152	\$1,500	\$2,101	\$1,588	\$6,341
Significant Projects*	\$206	\$106	\$180	\$115	\$607
Grouped Projects*	\$634	\$594	\$1,483	\$1,818	\$4,529
<b>TOTAL</b>	<b>\$1,992</b>	<b>\$2,200</b>	<b>\$3,764</b>	<b>\$3,521</b>	<b>\$11,477</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 2018-2021 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 2018	FY 2019	FY 2020	FY 2021	FY 2018-2021
Number of Miles	134	287	1,058	649	2,128
<b>Federal Funds (AC)</b>	\$150	\$132	\$514	\$214	\$1,010
State/Local Funds	\$22	\$33	\$129	\$54	\$238
<b>Total Funds (in Millions)</b>	<b>\$172</b>	<b>\$165</b>	<b>\$643</b>	<b>\$268</b>	<b>\$1,248</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 2018	FY 2019	FY 2020	FY 2021	FY 2018-2021
Sq. Ft. of Structures*	338,267	291,841	606,644	173,810	1,410,562
<b>Federal Funds (AC)</b>	\$98	\$101	\$131	\$125	\$455
State/Local Funds	\$21	\$26	\$33	\$31	\$111
<b>Total Funds (in Millions)</b>	<b>\$119</b>	<b>\$127</b>	<b>\$164</b>	<b>\$156</b>	<b>\$566</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.

	FY 2018	FY 2019	FY 2020	FY 2021	FY 2018-2021
<b>Federal Funds (AC)</b>	\$98	\$42	\$66	\$62	\$268
State/Local Funds	\$25	\$10	\$17	\$16	\$68
<b>Total Funds (in Millions)</b>	<b>\$123</b>	<b>\$52</b>	<b>\$83</b>	<b>\$78</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.

	FY 2018	FY 2019	FY 2020	FY 2021	FY 2018-2021
<b>Federal Funds (AC)</b>	\$30	\$30	\$30	\$30	\$120
State/Local Funds	\$7	\$7	\$32	\$32	\$78
<b>Total Funds (in Millions)</b>	<b>\$37</b>	<b>\$37</b>	<b>\$62</b>	<b>\$62</b>	<b>\$198</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.

	FY 2018	FY 2019	FY 2020	FY 2021	FY 2018-2021
<b>Federal Funds (AC)</b>	\$9	\$9	\$9	\$9	\$36
State/Local Funds	\$174	\$204	\$522	\$1,245	\$2,145
<b>Total Funds (in Millions)</b>	<b>\$183</b>	<b>\$213</b>	<b>\$531</b>	<b>\$1,254</b>	<b>\$2,181</b>

## FY 2018-2021 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 2018-2021 STIP are listed in Appendix I. 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. 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 2020-2025 MYP program and will work to accomplish all the projects included in that program.

The website address for the FY 2020-2025 Proposed Highway Improvement Program is: <http://www.idot.illinois.gov/MYP2020-2025>

### 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 \$5,000M 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 2015-2020, for each year the FTA publishes interim guidance as part of its annual apportionments notice/funding.

**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.

**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. The funding authorizations identified several high priority projects and will also require program development within IDOT and the Regional Transit Authority that will set specific annual program levels based on revenue estimates that are under development. This STIP does not reflect a substantial increase in Fiscal Year 2020 program totals and assumes an additional \$737m in statewide capital funding for Fiscal Year 2021 which will be adjusted in future years based on actual programming.

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 2018-2021 Proposed Transit Element of the STIP**

The FY 2018-2021 transit portion of the STIP totals \$17.448 billion. Of that amount, \$2.665 billion in anticipated federal dollars is matched with an estimated \$7.004 billion of state funds. The remaining \$7.779 billion is from local funding sources. The following table provides a breakdown of available funds by fiscal year.

**FY 2018-2021 Available Funding (Table 8)**  
(\$Millions)

<b>FUND SOURCE</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2018-2021</b>
Federal	\$719	\$585	\$654	\$707	\$2,665
State	\$1,468	\$1,503	\$1,633	\$2,400	\$7,004
Local	\$2,078	\$1,778	\$2,027	\$1,896	\$7,779
<b>TOTAL</b>	<b>\$4,265</b>	<b>\$3,866</b>	<b>\$4,314</b>	<b>\$5,003</b>	<b>\$17,448</b>

The FY 2018-2021 STIP-Transit proposed expenditures are summarized in the following table. The program includes \$13.563 billion identified in operating assistance with \$13.244 billion identified in the MPO TIPs and \$319 million estimated for rural and small urban areas. In addition, \$3.885 billion is programmed for capital projects which includes \$3.807 billion in the MPO TIPs, \$54 million for rural and small urban areas and \$24 million for non-urbanized areas statewide.

**FY 2018-2021 Proposed Program Expenditures (Table 9)**  
(\$ Millions)

	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2018-2021</b>
<b>Operating</b>					
MPOs –TIPs	\$3,152	\$3,190	\$3,400	\$3,502	\$13,244
Rural-Small Urban	\$70	\$76	\$85	\$88	\$319
<b>Capital</b>					
MPOs-TIPs	\$1,033	\$587	\$816	\$1,371	\$3,807
Rural-Small Urban	\$8	\$8	\$8	\$30	\$54
Statewide	\$2	\$5	\$5	\$12	\$24
<b>TOTAL</b>	<b>\$4,265</b>	<b>\$3,866</b>	<b>\$4,314</b>	<b>\$5,003</b>	<b>\$17,448</b>

The Federally-funded projects are programmed in the MPO's TIPs and the amounts of Federal funds are known or reasonably expected to be available for the program of projects. 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.

## **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 2018-2021 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 2019, ridership grew 2.9% from FY 2018 with a total of 6.1 million riders at Illinois stations.

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 2018-2021 intercity rail portion of the STIP totals \$924.0 million. The federal portion of the program represents \$193.4 million of the total funding, with the state contributing \$730.6 million. The 2018-2021 STIP-Intercity Rail is included in Appendix D. The following tables provide a breakdown by fiscal year.

**FY 2018-2021 Available Funding (Table 10)  
(\$Millions)**

<b>FUND SOURCE</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2018-2021</b>
Federal	\$69.6	\$32.0	\$42.9	\$48.9	\$193.4
State	\$165.5	\$125.5	\$210.2	\$229.4	\$730.6
<b>TOTAL</b>	<b>\$235.1</b>	<b>\$157.5</b>	<b>\$253.1</b>	<b>\$278.3</b>	<b>\$924.0</b>

**FY 2018-2021 Proposed Expenditure (Table 11)  
(\$Millions)**

	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2018-2021</b>
<b>TOTAL</b>	<b>158.1</b>	<b>108.7</b>	<b>195.3</b>	<b>210.3</b>	<b>672.4</b>

## State Planning and Research

The FHWA approved \$35.5 million in State Planning and Research (SPR) funds and \$18.1 million in Metropolitan Planning (PL) funds for FY 2020 on July 3, 2019. The SPR-PL work program provides for the continuation of the state and metropolitan transportation planning programs for the period from July 1, 2019 through June 30, 2020. 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	\$22.9	\$19.3
FY 19	\$30.2	\$18.1
FY 20	\$35.5	\$18.1
FY 21	\$30.7	\$18.4
<b>TOTAL</b>	<b>\$119.3</b>	<b>\$73.6</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 2020-2025 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/MYP2020-2025>

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).

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 and in Du Quoin, 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 2018-2021 STIP should be forwarded to the Office of Planning and Programming in Springfield at the following address using the form on page 22:

**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 22 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  
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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

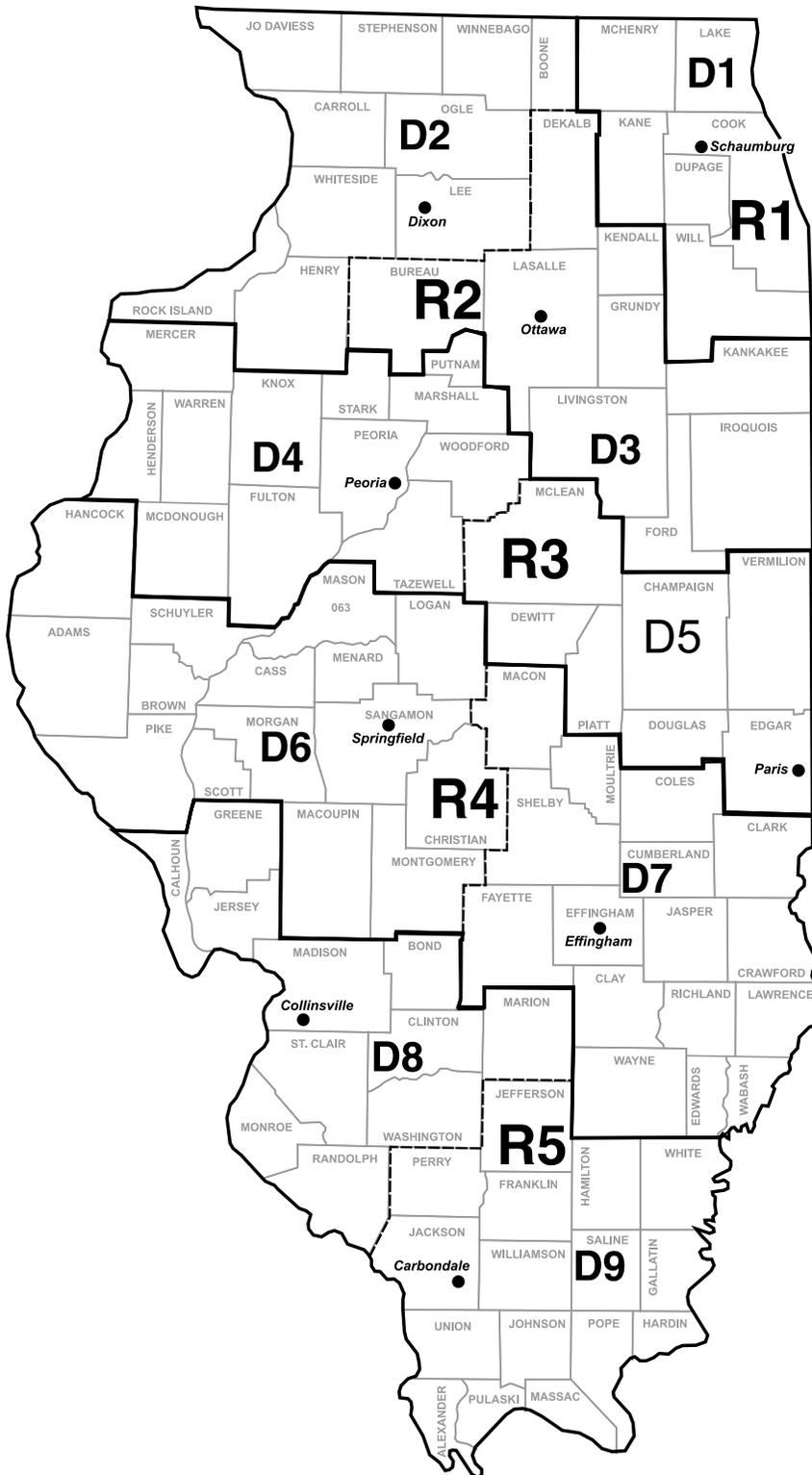
**DISTRICT 6**  
126 EAST ASH STREET  
SPRINGFIELD, ILLINOIS 62704-4792  
PHONE: 217/782-7301

**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 2018-2021 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

Champaign-Urbana, Illinois 1/

MPO – Champaign-Urbana Urbanized Area Transportation Study (CUUATS)

Transit Implementor – Champaign-Urbana Mass Transit District

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 <sup>1/</sup>  
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 – Rieves 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 2018-2023 TIP**

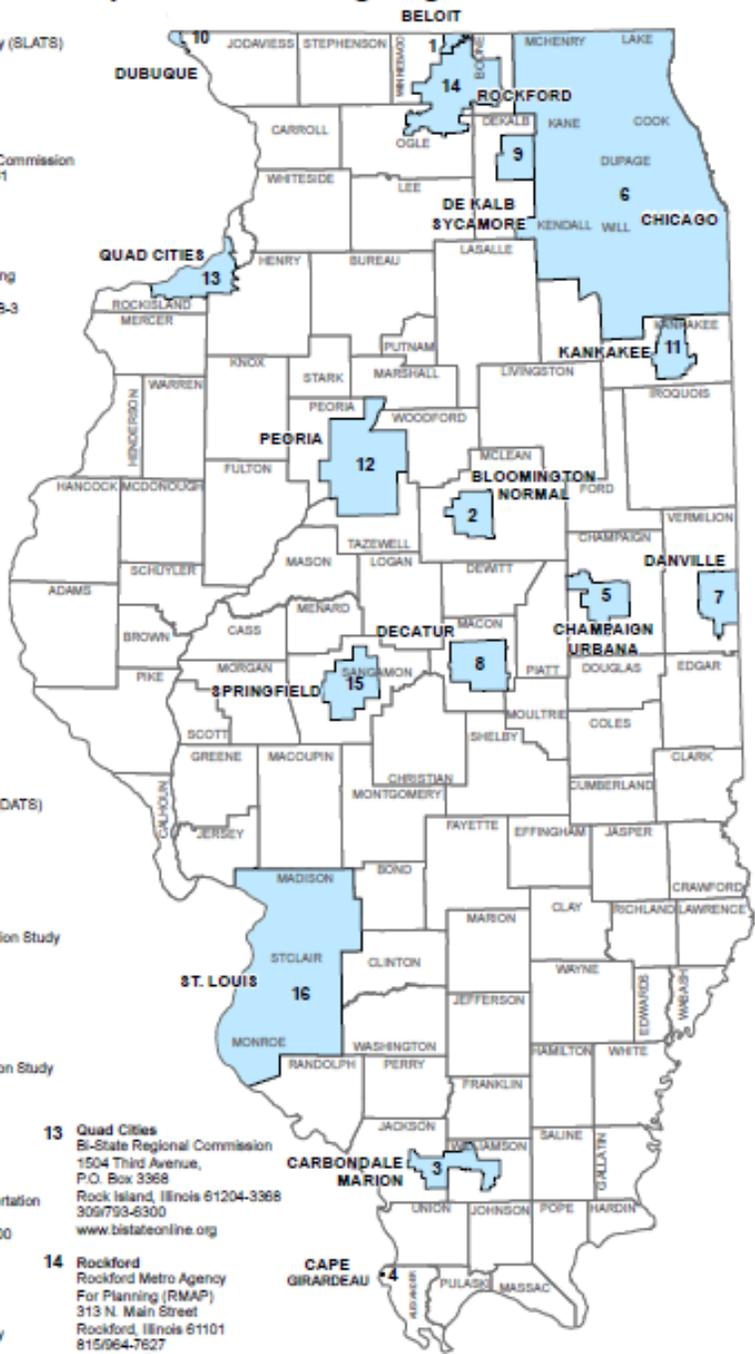
Chicago, Round Lake Beach, McHenry, Grayslake, Illinois <sup>1/</sup>  
MPO – Chicago Metropolitan Agency for Planning (CMAP)-The Policy Committee  
Transit Implementors – Chicago Transit Authority (CTA)  
- Commuter Rail Division (Metra)  
- Suburban Bus Division (Pace)  
Financial Oversight Agency – 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 2018-2021 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](http://www.beloitwi.gov)
- 2 Bloomington/Normal**  
 McLean County Regional Planning Commission  
 115 East Washington Street, Suite #1  
 Bloomington, Illinois 61701  
 309/828-4331  
[www.mrcplan.org](http://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.greateregionpt.org](http://www.greateregionpt.org)
- 4 Cape Girardeau**  
 Southeast Metropolitan Planning Organization (SEMPPO)  
 401 Independence  
 Cape Girardeau, MO 63703  
 (573) 339-8327  
[www.southeastmpo.org](http://www.southeastmpo.org)
- 5 Champaign/Urbana**  
 Champaign/Urbana Urban Area Transportation Study (CUUATS)  
 1776 East Washington Street  
 Urbana, Illinois 61802  
 217/328-3313  
[www.ccupc.org](http://www.ccupc.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](http://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-il.com](http://www.dats-il.com)
- 8 Decatur**  
 Decatur Urbanized Area Transportation Study (DUATS)  
 #1 Gary K. Anderson Plaza  
 Decatur, Illinois 62523  
 217/424-2790  
[www.decaturl.gov](http://www.decaturl.gov)
- 9 Dekalb/Sycamore**  
 Dekalb/Sycamore Area Transportation Study (DSATS)  
 223 South 4th, Sult A  
 Dekalb, Illinois 60115  
 815/748-2362  
[www.cityofdekalb.com](http://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](http://www.eciatrans.org)
- 11 Kankakee**  
 Kankakee Area Transportation Study (KATS)  
 189 East Court Street  
 Kankakee, Illinois 60901  
 815/937-2940  
[planning.k3county.net](http://planning.k3county.net)
- 12 Peoria**  
 Peoria/Pekin Urban Area Transportation Study (PPUATS)  
 456 Fulton Street, Suite 401  
 Peoria, Illinois 61602  
 309/673-9330  
[www.trifourtypc.org](http://www.trifourtypc.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](http://www.bistateonline.org)
- 14 Rockford**  
 Rockford Metro Agency For Planning (RMAP)  
 313 N. Main Street  
 Rockford, Illinois 61101  
 815/964-7627  
[www.rmapil.org](http://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](http://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](http://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 in district order.

#### District 1

Bill No.	Earmark Amount	Bill Language	Improvements	Total Cost	Project Number
1029	1,200,000	Perform Broadway and Sheridan Road signal interconnect project, Chicago	Signal timing/ Progression	828,000	1-20067-0000
			CE	92,000	1-20067-0003
3460	2,480,000	Construct bike/pedestrian paths, Chicago	Bikeway	2,000,000	1-22049-0000

#### 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
1125	800,000	For widening from two to four lanes, the Brookmont Boulevard Viaduct in Kankakee, IL and adjusting approach grade	PE Phase II	378,000	3-10203-0021

#### District 6

Bill No.	Earmark Amount	Bill Language	Improvements	Total Cost	Project Number
1391	762,056	Reconstruction of 5 <sup>th</sup> Street Road (FAS 569) in Logan County	Reconstruction, Bikeway	629,000	6-10025-0000
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			

#### District 7

Bill No.	Earmark Amount	Bill Language	Improvements	Total Cost	Project Number
913	707,200	Road upgrade for the Village of Oreana	Miscellaneous	1,500,000	7-10339-0000

#### District 8

Bill No.	Earmark Amount	Bill Language	Improvements	Total Cost	Project Number
3163	1,600,000	Construct roadway from Mississippi River Barge Dock to IL Rt. 3-IL Rt. 157, Cahokia	Reconstruction	1,700,000	8-10099-0000

### 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 2018-2021 Intercity Rail Program (Table 15)**  
**(\$ 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	\$326.5	FY 2018-2021
Chicago – Quad Cities IPR Expansion	Construct new track connection near Wyanet, a train layover facility, and other improvements necessary to establish service.	\$154.5	FY 2018-2021
Chicago – Rockford IPR Expansion	Construct necessary improvements to establish passenger rail service between Chicago and Rockford with intermediate stations in Elgin, Huntley, and Belvidere.	\$15.0	FY 2020-2021
Chicago – Carbondale Improvements	Construct necessary improvements between Chicago and Carbondale to improve on-time performance of the service.	\$10.0	FY 2020-2021
Springfield 10 <sup>th</sup> Street Rail Consolidation	Construct improvements to consolidate rail through Springfield along the 10 <sup>th</sup> Street rail corridor	\$100.4	FY 2020-2021
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 2018-2021

### FY 2018-2021 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 16)

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 17)

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

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, however funding will continue to pass through IDOT. The Recreational Trails Program (RTP) is included in the TAP category under Grouped Projects in both the draft FY 2018-2021 STIP and approved FY 2018-2021 STIP. For state FY 2019 these projects will be specifically broken out, but still have the funding shown in the TAP category. Beginning with the FY 2020 amendment, the funds will be removed from the TAP funding table and presented in a separate section.

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	NCIP	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

## 2018-2021 State and Local Highway Project Listing Guide

Projects identified for FY 2018-2021 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.

**2020-2021 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	0.2 MI W OF LOGEMANN RD TO RUSH ST IN STOCKTON	P.E. (PHASE II)	STATE ONLY \$150,000	\$150,000	FY 2020 202971400307
US 52 ILL 64	CARROLL	MISSISSIPPI RIVER & BNSF RR IN SAVANNA	BRIDGE DECK OVERLAY	AC STP-RURAL-STATE \$480,000 AC TDC - MATCH \$120,000 ADJ STATE TO ILL \$600,000	\$1,200,000	FY 2020 202305500100
ILL 2 (WESTBOUND)	WHITESIDE	4TH AVE TO 2ND AVE IN STERLING	LAND ACQUISITION	STATE ONLY \$50,000	\$50,000	FY 2020 202203600003
ILL 38	OGLE	DEMENT RD E OF ROCHELLE TO 0.5 MI W OF MULFORD RD	P.E. (PHASE I)	AC NHPP - STATE \$960,000 NHPP - STATE MATCH \$240,000	\$1,200,000	FY 2020 202204300101
ILL 40	WHITESIDE	0.1 MI N OF LYNN BLVD TO LEFEVRE RD IN STERLING	LAND ACQUISITION	AC STP-URB 5-200K-S \$1,200,000 STATE MATCH \$300,000	\$1,500,000	FY 2020 202154000101
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 2020 202289400104

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

**2020-2021 Statewide Transportation  
Improvement Program  
District 2  
State Highways**

							Est. Fisc Yr
Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	ID	
ILL 81	HENRY	0.1 MI W OF UNION ST TO 0.3 MI W OF ILL 78 IN KEWANEE	P.E. (PHASE I)	AC STP-URB 5-200K-S \$320,000 STATE MATCH \$80,000	\$400,000	FY 2020 202008200101	

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

**2020-2021 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 NHPP - STATE \$9,270,000 NHPP - STATE MATCH \$1,030,000	\$10,300,000	FY 2021 213320790000	
I 55	GRUNDY	AT ILL 47 INTCHG IN DWIGHT	CONSTRUCTION ENGINEERING	AC NHPP - STATE \$1,080,000 NHPP - STATE MATCH \$120,000	\$1,200,000	FY 2021 213320790006	
I 80	LASALLE	0.5 MI W OF LASALLE RD TO 0.5 MI E OF LITTLE VERMILION RIVER IN LASALLE	BRIDGE SUPERSTRUCTURE PIER REPAIR BRIDGE DECK OVERLAY BRIDGE REPAIR	AC NHPP - STATE \$10,485,000 AC NHPP - STATE \$3,105,000 NHPP - STATE MATCH \$1,165,000 NHPP - STATE MATCH \$345,000	\$15,100,000	FY 2020 203502200000	
I 80	LASALLE	0.5 MI W OF LASALLE RD TO 0.5 MI E OF LITTLE VERMILION RIVER IN LASALLE	MEDIAN CROSSOVER SHOULDER RECONSTRUCTION	AC NHPP - STATE \$630,000 AC TDC - NHPP MATCH \$70,000	\$700,000	FY 2020 203502200006	
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 \$900,000 NHPP - STATE MATCH \$100,000	\$1,000,000	FY 2020 203502200005	

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

**2020-2021 Statewide Transportation  
Improvement Program  
District 3  
State Highways**

							Est. Fisc Yr
Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	ID	
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	
I 180 ILL 26	BUREAU PUTNAM	ILLINOIS RIVER AT HENNEPIN	BRIDGE NEW DECK BRIDGE PAINTING	AC NHPP-NHS BRIDGE PENALTY STATE \$30,000,000 NHPP - STATE MATCH \$3,400,000	\$34,000,000	FY 2020 203780010000	
I 180 ILL 26	BUREAU PUTNAM	ILLINOIS RIVER AT HENNEPIN	CONSTRUCTION ENGINEERING	AC NHPP - STATE \$1,350,000 NHPP - STATE MATCH \$150,000	\$1,500,000	FY 2020 203780010005	
US 6	BUREAU	ILL 26 (S) TO ILL 89	P.E. (PHASE I)	AC STP-RURAL-STATE \$662,000 AC STP-URB 5-200K-S \$138,000 STATE MATCH \$200,000	\$1,000,000	FY 2021 213006060031	
US 6	GRUNDY	LAKWOOD DR 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	

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

**2020-2021 Statewide Transportation  
Improvement Program  
District 3  
State Highways**

							Est. Fisc Yr
Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	ID	
US 45	IROQUOIS	US 24 TO ILL 54	P.E. (PHASE I)	AC STP-RURAL-STATE \$800,000 STATE MATCH \$200,000	\$1,000,000	FY 2021 213045380031	
US 52 ILL 251	LASALLE	ILL 251 TO US 34 IN MENDOTA	P.E. (PHASE I)	AC STP-URB 5-200K-S \$800,000 STATE MATCH \$200,000	\$1,000,000	FY 2021 213052500041	
ILL 47	GRUNDY	AT I-55 INTCHG IN DWIGHT Miles = 0.72	RECONSTRUCTION	AC NHPP - STATE \$2,925,000 NHPP - STATE MATCH \$325,000	\$3,250,000	FY 2021 213320790007	
ILL 47	FORD	0.1 MI S OF ILL 9 TO CHAMPAIGN CO LINE	P.E. (PHASE I)	AC NHPP - STATE \$800,000 NHPP - STATE MATCH \$200,000	\$1,000,000	FY 2021 213047270031	
ILL 72	DEKALB	BULL RUN CREEK IN KIRKLAND TO STATE ST IN GENOA	P.E. (PHASE I)	AC STP-URB 5-200K-S \$468,000 AC STP-RURAL-STATE \$332,000 STATE MATCH \$200,000	\$1,000,000	FY 2021 213072190021	

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

**2020-2021 Statewide Transportation  
Improvement Program**

**District 3  
State Highways**

Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	Est. Fisc Yr
						ID
ILL 114	KANKAKEE	ILL 1/17 TO INDIANA STATE LINE	P.E. (PHASE I)	AC STP-RURAL-STATE	\$1,000,000	FY 2021 213114460001
				\$800,000		
				STATE MATCH		
				\$200,000		
ILL 170	LASALLE	CSX RR TO SOUTH ST IN SENECA	P.E. (PHASE I)	AC STP-RURAL-STATE	\$1,000,000	FY 2021 213170500021
				\$800,000		
				STATE MATCH		
				\$200,000		
MAIN ST	IROQUOIS	THIRD AVE TO CH 4 IN CLIFTON	P.E. (PHASE I)	AC STP-RURAL-STATE	\$1,000,000	FY 2021 213045380151
				\$800,000		
				STATE MATCH		
				\$200,000		

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

**2020-2021 Statewide Transportation  
Improvement Program  
District 4  
State Highways**

							Est. Fisc Yr
Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	ID	
I 155	TAZEWELL	AT MACKINAW RIVER	P.E. (PHASE I) P.E. (PHASE II)	AC NHPP - STATE \$819,000 NHPP - STATE MATCH \$91,000	\$910,000	FY 2020 204090171910	
US 24 ILL 9	FULTON	COPPERAS CREEK	BRIDGE REPLACEMENT	AC NHPP - STATE \$8,000,000 NHPP - STATE MATCH \$2,000,000	\$10,000,000	FY 2020 204045100300	
US 24 ILL 9	FULTON	COPPERAS CREEK	CONSTRUCTION ENGINEERING	AC NHPP - STATE \$560,000 NHPP - STATE MATCH \$140,000	\$700,000	FY 2020 204045100303	
US 24 ILL 9	FULTON	COPPERAS CREEK	UTILITY ADJUSTMENT	STATE ONLY \$200,000	\$200,000	FY 2020 204045100302	
US 24 ILL 9	FULTON PEORIA	BANNER TO KINGSTON MINES (FOR 4-LANES)	ARCHAEOLOGICAL SURVEY	STATE ONLY \$500,000	\$500,000	FY 2020 204045100105	
US 24 ILL 9	FULTON PEORIA	BANNER TO KINGSTON MINES (FOR 4-LANES)	LAND ACQUISITION	STATE ONLY \$300,000	\$300,000	FY 2020 204045100106	
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	

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

**2020-2021 Statewide Transportation  
Improvement Program**

**District 4  
State Highways**

						Est. Fisc Yr
Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	ID
US 34	HENDERSON	MISSISSIPPI RIVER AT GULFPORT / BURLINGTON	BRIDGE DECK OVERLAY	AC NHPP - STATE \$2,600,000 NHPP - STATE MATCH \$650,000	\$3,250,000	FY 2020 204000080625
US 34	HENDERSON WARREN	TR 190 E OF BIGGSVILLE TO WARREN CO LINE S OF KIRKWOOD	LAND ACQUISITION	STATE ONLY \$1,960,000	\$1,960,000	FY 2020 204504011103
US 150	KNOX	MAIN ST TO LOGISTICS PKWY	LAND ACQUISITION	STATE ONLY \$250,000	\$250,000	FY 2020 204048190040

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

**2020-2021 Statewide Transportation  
Improvement Program  
District 6  
State Highways**

							Est. Fisc Yr
Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	ID	
I 72	PIKE	MARK TWAIN MEMORIAL BRIDGE AT MISSISSIPPI RIVER IN HANNIBAL	BRIDGE DECK SEALING	ILL TO ADJ STATE \$35,000	\$35,000	FY 2020 206010310000	
US 24	ADAMS	QUINCY MEMORIAL BRIDGE AT MISSISSIPPI RIVER	BRIDGE PAINTING	AC NHPP - STATE \$2,000,000 NHPP - STATE MATCH \$500,000 ADJ STATE TO ILL \$2,500,000	\$5,000,000	FY 2021 216011200000	
US 24 A	ADAMS	QUINCY BAYVIEW BRIDGE AT MISSISSIPPI RIVER	BRIDGE DECK SEALING	AC NHPP - STATE \$24,000 NHPP - STATE MATCH \$6,000 ADJ STATE TO ILL \$30,000	\$60,000	FY 2020 206011190000	
US 67 ILL 100	SCHUYLER CASS	ILLINOIS RIVER BRIDGE AT BEARDSTOWN	ARCHAEOLOGICAL SURVEY	STATE ONLY \$100,000	\$100,000	FY 2021 216002360304	
US 67 ILL 100	SCHUYLER CASS	ILLINOIS RIVER BRIDGE AT BEARDSTOWN	LAND ACQUISITION	AC NHPP - STATE \$800,000 NHPP - STATE MATCH \$200,000	\$1,000,000	FY 2020 206002360302	
US 67 ILL 100	SCHUYLER CASS	ILLINOIS RIVER BRIDGE AT BEARDSTOWN	UTILITY ADJUSTMENT	AC NHPP - STATE \$400,000 NHPP - STATE MATCH \$100,000	\$500,000	FY 2021 216002360303	

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

**2020-2021 Statewide Transportation  
Improvement Program  
District 6  
State Highways**

						Est. Fisc Yr
Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	ID
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 2021 216004130001
ILL 100 ILL 106	SCOTT	ILLINOIS RIVER BRIDGE AT FLORENCE	BRIDGE DECK REPAIRS BRIDGE DECK OVERLAY BRIDGE JOINT REPLACE/REPAIF	AC STP-RURAL-STATE \$1,440,000 STATE MATCH \$360,000	\$1,800,000	FY 2020 206009870000
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	P.E. (CONSULTANT PLANS)	AC STP-RURAL-STATE \$3,080,000 STATE MATCH \$770,000	\$3,850,000	FY 2020 206604030010
ILL 100 ILL 106	SCOTT	ILLINOIS RIVER BRIDGE AT FLORENCE	LAND ACQUISITION	AC STP-RURAL-STATE \$560,000 STATE MATCH \$140,000	\$700,000	FY 2020 206604030005
ILL 100 ILL 106	SCOTT	ILLINOIS RIVER BRIDGE AT FLORENCE	UTILITY ADJUSTMENT	AC STP-RURAL-STATE \$280,000 STATE MATCH \$70,000	\$350,000	FY 2021 216604030006

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

**2020-2021 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	STATE ONLY \$14,000,000	\$14,000,000	FY 2021 217804500101
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 45	EFFINGHAM	RAMSEY CREEK 5.3 MI S OF ILL 37 & BISHOP CREEK 5 MI S OF ILL 37	BRIDGE SUPERSTRUCTURE BRIDGE NEW DECK	AC NHPP - STATE \$2,048,000 NHPP - STATE MATCH \$512,000	\$2,560,000	FY 2020 207745001200
US 50	LAWRENCE	RED SKELTON WABASH RIVER BRIDGES AT VINCENNES, INDIANA	P.E. (PHASE II)	AC NHPP - STATE \$136,000 NHPP - STATE MATCH \$34,000	\$170,000	FY 2021 217739800301
ILL 1	CLARK	OVER CSX RR 0.5 MI N OF US 40	BRIDGE REPLACEMENT	AC NHPP - STATE \$2,376,000 NHPP - STATE MATCH \$594,000	\$2,970,000	FY 2020 207503500000
ILL 1	CLARK	OVER CSX RR 0.5 MI N OF US 40	RR FLAGGER	STATE ONLY \$370,000	\$370,000	FY 2020 207503500600

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

**2020-2021 Statewide Transportation  
Improvement Program  
District 7  
State Highways**

							Est. Fisc Yr
Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	ID	
ILL 1	LAWRENCE	EMBARRAS RIVER OVERFLOW 1 MI N OF US 50	BRIDGE REPLACEMENT	AC NHPP - STATE \$3,296,000 NHPP - STATE MATCH \$824,000	\$4,120,000	FY 2020 207796100000	
ILL 1	LAWRENCE	EMBARRAS RIVER OVERFLOW 0.5 MI N OF US 50	BRIDGE REPLACEMENT	AC NHPP - STATE \$7,448,000 NHPP - STATE MATCH \$1,862,000	\$9,310,000	FY 2020 207796200000	
ILL 1	WABASH	ABANDONED RR 0.1 MI N OF 11TH ST IN MT CARMEL	BRIDGE REPLACEMENT	AC NHPP - STATE \$2,088,000 NHPP - STATE MATCH \$522,000	\$2,610,000	FY 2020 207001750000	

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

**2020-2021 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 RAMP REPAIR BRIDGE REPAIR BRIDGE APPROACH ROADWAY	AC NHPP - STATE \$21,780,000 AC NHPP - STATE \$90,000 NHPP - STATE MATCH \$2,420,000 NHPP - STATE MATCH \$10,000	\$24,300,000	FY 2021 218002520000	
US 67	JERSEY	MADISON CO LINE TO JERSEYVILLE	LAND ACQUISITION	STATE ONLY \$500,000	\$500,000	FY 2021 218860700361	
US 67	JERSEY	MADISON CO LINE TO JERSEYVILLE	UTILITY ADJUSTMENT	STATE ONLY \$900,000	\$900,000	FY 2021 218860700110	
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 \$800,000 NHPP - STATE MATCH \$200,000	\$1,000,000	FY 2020 208006550100	
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	
ILL 100	JERSEY	AT BRUSSELS FERRY Miles = 0.01	RESURFACING RETAINING WALL DREDGING	AC FERRY BOAT PROGRAM \$1,600,000 RESTRICT STATE MATCH \$400,000	\$2,000,000	FY 2020 208005990030	

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

**2020-2021 Statewide Transportation  
Improvement Program**

**District 8  
State Highways**

							Est. Fisc Yr
Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	ID	
ILL 100	GREENE	AT BRUSSELS FERRY & KAMPSVILLE	MISCELLANEOUS	AC FERRY BOAT	\$1,486,000	FY 2020	
ILL 108	JERSEY	FERRY		PROGRAM	\$1,189,000	208005991000	
				RESTRICT STATE			
				MATCH	\$297,000		
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ILL 100	GREENE	AT BRUSSELS FERRY & KAMPSVILLE	MISCELLANEOUS	AC FERRY BOAT	\$1,204,000	FY 2021	
ILL 108	JERSEY	FERRY		PROGRAM	\$963,000	218005992100	
				RESTRICT STATE			
				MATCH	\$241,000		
<hr/>							
ILL 150	RANDOLPH	MISSISSIPPI RIVER AT CHESTER	BRIDGE REPAIR	AC NHPP - STATE	\$1,100,000	FY 2020	
					\$880,000	208005800000	
				ILL TO ADJ STATE			
					\$220,000		
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Planned Conversion Year is assumed to be equal to the Estimated Programmed Year

**2020-2021 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 2021 219005511800
I 57	FRANKLIN	1.6 MI S OF ILL 149 TO 1.6 MI N OF ILL 149 Miles = 3.16	ADDITIONAL LANES BRIDGE REPLACEMENT	AC NHFP - NAT'L HWY FREIGHT PROG \$12,000,000 AC NHFP - NAT'L HWY FREIGHT PROG \$5,200,000 RESTRICT STATE MATCH \$3,000,000 RESTRICT STATE MATCH \$800,000	\$19,000,000	FY 2020 209001471100
I 57 I 64	JEFFERSON	ILL 15 INTCHG IN MT VERNON	PRELIMINARY ENGINEERING	AC NHPP - STATE \$3,600,000 NHPP - STATE MATCH \$400,000	\$4,000,000	FY 2021 219006860501
I 64	JEFFERSON	WASHINGTON CO LINE TO I-57	PRELIMINARY ENGINEERING	AC NHPP - STATE \$3,600,000 NHPP - STATE MATCH \$400,000	\$4,000,000	FY 2020 209006210201

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

**2020-2021 Statewide Transportation  
Improvement Program**

**District 9  
State Highways**

						Est. Fisc Yr
Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	ID
I 64	WHITE	WABASH RIVER BRIDGES	P.E. (PHASE II)	AC NHPP - STATE \$1,215,000 NHPP - STATE MATCH \$135,000 ADJ STATE TO ILL \$1,350,000	\$2,700,000	FY 2020 209777400405
US 60 US 62	ALEXANDER	MISSISSIPPI RIVER IN CAIRO	PIER REPAIR	AC STP-RURAL-STATE \$112,000 STATE MATCH \$13,000 ADJ STATE TO ILL \$125,000	\$250,000	FY 2020 209004642000

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

**2020-2021 Statewide Transportation  
Improvement Program  
District 2  
Local Highways**

Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	Est. Fisc Yr
						ID
CH 8 IDEAL RD	CARROLL	OVER BNSF RR 2 MI NW OF MILLEDGEVILLE	UTILITY ADJUSTMENT	AC STP-BR-L-ON-AREAS < 5K \$40,000	\$40,000	FY 2020 202500000005
CH 8 IDEAL RD	CARROLL	OVER BNSF RR 2 MI NW OF MILLEDGEVILLE	BRIDGE REPLACEMENT	AC STP-MB-L-ON-AREAS < 5K \$502,000 AC STP-BR-L-ON-AREAS < 5K \$287,000 LOCAL ONLY \$795,000	\$1,584,000	FY 2020 202500000000
CH 8 IDEAL RD	CARROLL	OVER BNSF RR 2 MI NW OF MILLEDGEVILLE	BRIDGE REPLACEMENT	STATE ONLY \$4,100,000	\$4,100,000	FY 2020 202500000020
CH 8 IDEAL RD	CARROLL	OVER BNSF RR 2 MI NW OF MILLEDGEVILLE	CONSTRUCTION ENGINEERING	AC STP-BR-L-ON-AREAS < 5K \$140,000	\$140,000	FY 2020 202500000003
CH 8 IDEAL RD	CARROLL	OVER BNSF RR 2 MI NW OF MILLEDGEVILLE	CONSTRUCTION ENGINEERING	STATE ONLY \$473,000	\$473,000	FY 2020 202500000023
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 2020 202105200000

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

**2020-2021 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 \$579,000 LOCAL MATCH \$145,000	\$724,000	FY 2021 213106580000	
CH 5 RICHARDS RD	LASALLE	AT WOLF CREEK 2.3 MI E OF ILL 23	BRIDGE REPLACEMENT	AC STP-MB-L-ON-AREAS < 5K \$1,096,000 LOCAL MATCH \$274,000	\$1,370,000	FY 2020 203102910000	
CH 5 RICHARDS RD	LASALLE	AT WOLF CREEK 2.3 MI E OF ILL 23	CONSTRUCTION ENGINEERING	AC STP-MB-L-ON-AREAS < 5K \$88,000	\$88,000	FY 2020 203102910003	
CH 5 LEONORE BLKTP	LASALLE	AT VERMILION RIVER	BRIDGE REPLACEMENT	AC STP-STWD FLEX-L \$4,890,000 AC STP-MB-L-ON-AREAS < 5K \$2,750,000 LOCAL MATCH \$1,910,000	\$9,550,000	FY 2020 203105280000	
CH 5 LEONORE BLKTP	LASALLE	AT VERMILION RIVER	CONSTRUCTION ENGINEERING	AC STP-STWD FLEX-L \$280,000 AC STP-MB-L-ON-AREAS < 5K \$200,000	\$480,000	FY 2020 203105280003	
COMMERCIAL ST MAIN ST BROADWAY ST	LASALLE	COMMERCIAL ST: 0.1 M W OF MAIN ST TO MAIN ST; MAIN ST: BROADWAY ST TO COMMERCIAL ST; BROADWAY ST: MAIN ST TO 0.1 MI E	INTERSECTION RECONSTN	AC STP-URB 5-200K-L \$232,000 LOCAL MATCH \$58,000	\$290,000	FY 2021 213106180000	

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

**2020-2021 Statewide Transportation  
Improvement Program  
District 3  
Local Highways**

Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	Est. Fisc Yr
						ID
INDIANA AVE	LIVINGSTON	ILLINI DR TO ECL OF PONTIAC Miles = 0.38	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 1400 N RD	IROQUOIS	AT SUGAR CREEK IN WOODLAND	BRIDGE SUPERSTRUCTURE	AC STP-MB-L-ON-AREAS < 5K \$1,181,000 LOCAL MATCH \$295,000	\$1,476,000	FY 2020 203105700000
MAIN ST 1400 N RD	IROQUOIS	AT SUGAR CREEK IN WOODLAND	CONSTRUCTION ENGINEERING	AC STP-MB-L-ON-AREAS < 5K \$65,000	\$65,000	FY 2020 203105700003
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

**2020-2021 Statewide Transportation  
Improvement Program  
District 4  
Local Highways**

						Est. Fisc Yr	
Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	ID	
CH 1 S CASTLETON RD	STARK	CASTLETON RD TO ILL 17 Miles = 2.86	RECONSTRUCTION	AC STP-RURAL-LOCAL	\$280,000	FY 2021 214105240000	
				\$200,000			
				STATE MATCH ASSIST			\$60,000
				LOCAL ONLY			\$20,000
CH 2	FULTON	ELROD RD TO AIRPORT RD Miles = 1.51	RECONSTRUCTION	AC STP-RURAL-LOCAL	\$1,400,000	FY 2020 204106360000	
				\$1,120,000			
				STATE MATCH ASSIST			\$100,000
				LOCAL MATCH			\$180,000
CH 2	FULTON	ELROD RD TO AIRPORT RD	CONSTRUCTION ENGINEERING	AC STP-RURAL-LOCAL	\$80,000	FY 2020 204106360003	
				\$80,000			
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	FY 2021 214105560001	
				\$410,000			
CH 7 MERIDIAN RD	WOODFORD	AT PANTHER CREEK AND AT PANTHER CREEK OVERFLOW 3.5 MI S OF US 24	BRIDGE REPLACEMENT BRIDGE SUPERSTRUCTURE	AC STP-MB-L-ON-AREAS	\$1,760,000	FY 2021 214106320000	
				< 5K			\$1,408,000
				LOCAL MATCH			\$352,000
CH 7 MERIDIAN RD	WOODFORD	AT PANTHER CREEK AND AT PANTHER CREEK OVERFLOW 3.5 MI S OF US 24	CONSTRUCTION ENGINEERING	AC STP-MB-L-ON-AREAS	\$98,000	FY 2021 214106320003	
				< 5K	\$98,000		

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

**2020-2021 Statewide Transportation  
Improvement Program  
District 4  
Local Highways**

Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	Est. Fisc Yr
						ID
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
CH 52D SMITHVILLE RD	PEORIA	AT BRANCH COPPERAS CREEK 0.6 MI W OF TRIVOLI RD	BRIDGE REPLACEMENT	AC STP-MB-L-ON-AREAS < 5K \$1,400,000 LOCAL MATCH \$350,000	\$1,750,000	FY 2020 204105570000
CH 52D SMITHVILLE RD	PEORIA	AT BRANCH COPPERAS CREEK 0.6 MI W OF TRIVOLI RD	CONSTRUCTION ENGINEERING	AC STP-MB-L-ON-AREAS < 5K \$144,000	\$144,000	FY 2020 204105570003
S SEMINARY ST	KNOX	E BERRIEN ST TO S FIFTH ST Miles = 0.66	RECONSTRUCTION	AC STP-URB 5-200K-L \$1,680,000 LOCAL MATCH \$1,220,000	\$2,900,000	FY 2020 204106140000

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

**2020-2021 Statewide Transportation  
Improvement Program  
District 5  
Local Highways**

Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	Est. Fisc Yr
						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 \$2,279,000	\$2,279,000	FY 2020 205104250000
US 45 E 1050 N RD N LINE ST	DOUGLAS	US 45: 0.3 MI N OF E 1050N 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 2020 205104230000
CH 6	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	DOUGLAS	AT KASKASKIA RIVER 4.7 MI N OF GARRETT	CONSTRUCTION ENGINEERING	AC STP-MB-L-OFF \$120,000	\$120,000	FY 2021 215104420003

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

**2020-2021 Statewide Transportation  
Improvement Program  
District 6  
Local Highways**

Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	Est. Fisc Yr
						ID
5TH ST 1550TH ST	LOGAN	LINCOLN QUARRY RD TO I-55 Miles = 2.44	RECONSTRUCTION	AC STP-RURAL-LOCAL \$2,000,000 LOCAL MATCH \$500,000	\$2,500,000	FY 2021 216107840000
5TH ST 1550TH ST	LOGAN	LINCOLN QUARRY RD TO I-55	CONSTRUCTION ENGINEERING	AC STP-RURAL-LOCAL \$160,000	\$160,000	FY 2021 216107840003
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 12 EMMERSON AIRLINE R	MACOUPIN	400' W OF CARLINVILLE CUTOFF RD TO W OF PLEASANT HILL RD	CONSTRUCTION ENGINEERING	AC STP-RURAL-LOCAL \$39,000	\$39,000	FY 2020 206100600033
CH 13 CH 24 CH 37 NINE MILE RD	MACOUPIN	NASSA CREEK TO 0.2 MI N OF OTTEN RD & 0.1 MI S OF LAUNER RD TO 0.2 MI E OF CAMPBELL RD Miles = 0.86	RECONSTRUCTION	AC STP-RURAL-LOCAL \$115,000 LOCAL MATCH \$29,000	\$144,000	FY 2020 206107280000
CH 13 CH 24 CH 37 NINE MILE RD	MACOUPIN	NASSA CREEK TO 0.2 MI N OF OTTEN RD & 0.1 MI S OF LAUNER RD TO 0.2 MI E OF CAMPBELL RD	CONSTRUCTION ENGINEERING	AC STP-RURAL-LOCAL \$92,000	\$92,000	FY 2020 206107280003

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

**2020-2021 Statewide Transportation  
Improvement Program  
District 6  
Local Highways**

						Est. Fisc Yr
Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	ID
CH 14 BRIGHTON / BUNKER HILL RD	MACOUPIN	ECL OF BRIGHTON TO WCL OF BUNKER HILL 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 2020 206100590010
CH 14 BRIGHTON / BUNKER HILL RD	MACOUPIN	ECL OF BRIGHTON TO WCL OF BUNKER HILL Miles = 9.50	RECONSTRUCTION	AC STP-RURAL-LOCAL \$569,000 LOCAL MATCH \$7,000	\$576,000	FY 2020 206100590000
CH 14 BRIGHTON / BUNKER HILL RD	MACOUPIN	ECL OF BRIGHTON TO WCL OF BUNKER HILL	CONSTRUCTION ENGINEERING	AC STP-RURAL-LOCAL \$280,000	\$280,000	FY 2020 206100590003
CH 15 MIDDLETOWN RD	LOGAN	AT SUGAR CREEK OVERFLOW 1.5 MI S OF NEW HOLLAND	P.E. (PHASE I) P.E. (PHASE II)	AC STP-BR-L-ON-AREAS < 5K \$80,000	\$80,000	FY 2020 206107520001
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 STATE MATCH ASSIST \$330,000 LOCAL MATCH \$15,000	\$1,725,000	FY 2021 216107240000

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

**2020-2021 Statewide Transportation  
Improvement Program**

**District 6  
Local Highways**

						Est. Fisc Yr
Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	ID
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 \$700,000  LOCAL MATCH \$175,000	\$875,000	FY 2021 216107240010
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  STATE MATCH ASSIST \$240,000	\$1,200,000	FY 2021 216107850000
UNION ST	PIKE	AT SPRING CREEK 0.4 MI S OF W BRIDGE ST	CONSTRUCTION ENGINEERING	AC STP - OFF SYS BR - L \$64,000  STATE MATCH ASSIST \$16,000	\$80,000	FY 2021 216107850003

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

**2020-2021 Statewide Transportation  
Improvement Program  
District 7  
Local Highways**

						Est. Fisc Yr
Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	ID
CH 1 BONE GAP RD	EDWARDS	E 1300 N RD TO ILL 15 Miles = 4.10	RECONSTRUCTION	AC STP-RURAL-LOCAL \$1,390,000 STATE MATCH ASSIST \$110,000 LOCAL MATCH \$238,000	\$1,738,000	FY 2021 217151820000
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 3 SAILOR SPRINGS RD	CLAY	AT LITTLE WABASH RIVER 0.5 MI E OF LOUISVILLE	BRIDGE REPLACEMENT	AC STP-MB-L-ON-AREAS < 5K \$4,208,000 LOCAL MATCH \$1,052,000	\$5,260,000	FY 2020 207107670000
CH 3 SAILOR SPRINGS RD	CLAY	AT LITTLE WABASH RIVER 0.5 MI E OF LOUISVILLE	CONSTRUCTION ENGINEERING	AC STP-MB-L-ON-AREAS < 5K \$161,000 STATE MATCH ASSIST \$40,000	\$201,000	FY 2020 207107670003
CH 41 N 1525 E RD	SHELBY	AT ROBINSON CREEK 0.6 MI S OF WESTERVELT	P.E. (PHASE I)	AC STP - OFF SYS BR - L \$100,000	\$100,000	FY 2020 207108550001
E HIGHLAND AVE N RECTOR AVE	CRAWFORD	E HIGHLAND AVE: W OF N CROSS ST TO E OF N RECTOR AVE; N RECTOR AVE: E HIGHLAND AVE TO S OF E MEFFORD DR IN ROBINSON Miles = 0.19	RECONSTRUCTION	AC STP-URB 5-200K-L \$320,000 LOCAL MATCH \$80,000	\$400,000	FY 2020 207106540000

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

**2020-2021 Statewide Transportation  
Improvement Program  
District 7  
Local Highways**

Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	Est. Fisc Yr
						ID
MARSHALL AVE	COLES	17TH ST TO 14TH ST Miles = 0.22	RECONSTRUCTION	AC STP-URB 5-200K-L \$820,000 LOCAL MATCH \$205,000	\$1,025,000	FY 2020 207108600000
TR 257 WABASH CANNON BALL RD	LAWRENCE	AT WABASH RIVER OVERFLOW	BRIDGE REPLACEMENT	AC STP-MB-L-OFF \$4,984,000 LOCAL MATCH \$1,246,000	\$6,230,000	FY 2021 217107690000
TR 257 WABASH CANNON BALL RD	LAWRENCE	AT WABASH RIVER OVERFLOW	CONSTRUCTION ENGINEERING	AC STP-MB-L-OFF \$200,000	\$200,000	FY 2021 217107690003
VARIOUS	MACON	VARIOUS LOCATIONS IN OREANA	MISCELLANEOUS	AC HPP-STLU-LOCAL \$707,000 LOCAL ONLY \$616,000 HPP-STLU-LOCAL MATCH \$177,000	\$1,500,000	FY 2021 217103390000
W EVERGREEN EXT	EFFINGHAM	LAKE SARA RD TO NAZARENE RD Miles = 1.00	NEW CONSTRUCTION	AC STP-RURAL-LOCAL \$2,400,000 LOCAL MATCH \$600,000	\$3,000,000	FY 2020 207103610000
W EVERGREEN EXT	EFFINGHAM	LAKE SARA RD TO NAZARENE RD	CONSTRUCTION ENGINEERING	AC STP-RURAL-LOCAL \$80,000	\$80,000	FY 2020 207103610003

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

**2020-2021 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	\$950,000	FY 2021 218106900000
				\$650,000		
				LOCAL MATCH		
				\$163,000		
				LOCAL ONLY		
				\$137,000		
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TURNER HOLLOW RD	CALHOUN	MISSISSIPPI RIVER RD TO TWO RIVERS NATIONAL WILDLIFE REFUGE Miles = 0.61	RESURFACING WIDENING EXISTING PAVEMENT	AC FED LANDS-LOCAL	\$105,000	FY 2020 208106830000
				\$84,000		
				LOCAL MATCH		
				\$21,000		
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WILDLIFE CONSERVATION RD	CALHOUN	TWO RIVERS NATIONAL WILDLIFE REFUGE TO CH 1 Miles = 1.39	RESURFACING WIDENING EXISTING PAVEMENT	AC FED LANDS-LOCAL	\$135,000	FY 2020 208106840000
				\$108,000		
				LOCAL MATCH		
				\$27,000		
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Planned Conversion Year is assumed to be equal to the Estimated Programmed Year

**2020-2021 Statewide Transportation  
Improvement Program**

**District 9  
Local Highways**

Route / Street	County	Location	Improvements	Funds / Amounts	Pgm Amt	Est. Fisc Yr
						ID
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

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