Illinois Department of Transportation

2011 Annual Report

Transforming Transportation for Tomorrow

Illinois Department of Transportation

Ann L. Schneider, Secretary

2011 ANNUAL REPORT CONTENTS

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IN MEMORIAM

OUR MISSION

We provide safe, cost-effective transportation for Illinois in ways that enhance quality of life, promote economic prosperity, and demonstrate respect for our environment.

OUR GUIDING PRINCIPLES

We will accomplish our mission while making the following principles the hallmark of all our work:

Safety • Integrity • Diversity • Responsiveness • Quality • Innovation

OUR VISION

The Illinois Department of Transportation will be recognized as the premier state department of transportation in the nation.

QUALITY POLICY

IDOT will consistently provide safe, cost-effective transportation for Illinois that meets or exceeds the requirements and expectations of our customers. We will actively pursue ever improving quality through programs that enable each employee to continually strive to do their job right the first time, every time.

QUALITY STATEMENT

Do it right the first time, every time.

IDOT FAST FACTS

5,248	Employees *(December 2011)*
9	Districts
2,892	Projects accomplished in 2011
931	Miles of pavement maintained/improved
263	State bridges maintained/improved
7,742	Bridges on state roadways inspected by IDOT inspectors
18,744	Local agency bridges inspected by local agencies or consultants
92	Percent of state bridges in acceptable condition or better
89.2	Percent of state roads in acceptable condition or better
224,210	Number of oversize/overweight permits issued *(est.)*
709	Annual passengers utilizing Illinois' 52 public transportation systems *(million)*
7,527	Transit vehicles used to carry these passengers
92.9	Percent of front seat automobile occupants utilizing restraints
50	Percent decrease in teen fatalities since 2007
1,812	Certified child passenger safety (CPS) technicians statewide
79	Certified CPS instructors
705	IDOT certified disadvantaged business enterprises (DBE)
2,554	IDOT Facebook followers
3,122	IDOT Twitter followers

Aeronautics

120	Aeronautics inspections
33	Airport inspections
67	Hospital heliport inspections
17	Restricted landing area (RLA) inspections
3	RLA heliport inspections

Rail Construction

290,178	Concrete ties
633,084	Tons of stone ballast
107	New crossings
18	Rail switches
114	Miles of new track laid for high-speed rail

Snow and Ice Control

1,158	Snow truck routes
42,915	Lane miles plowed
2,517	Staff responsible for centerline miles of highway
16,598	Miles of centerline highway
562,220	Tons of salt used
1,732	Trucks used for snow and ice control

STATE OF ILLINOIS
OFFICE OF THE GOVERNOR
SPRINGFIELD, ILLINOIS 62706

Pat Quinn
GOVERNOR

March 2012

As Governor of the State of Illinois, I am pleased to present to you the Illinois Department of Transportation's 2011 Annual Report. I am proud of the commitment from the IDOT team to make Illinois' transportation network one of the best in the nation. Safety, integrity, diversity, responsiveness, quality, and innovation constitute the foundation of our great state and will be IDOT's mission in all that it does moving forward.

Millions of people and thousands of businesses throughout the nation rely on Illinois' vast system of roads and bridges, airports, railways, walkways, bike paths, and public transit systems to travel, ship goods, and conduct business efficiently. IDOT, as part of the state's economic engine, supports the safe and effective movement of people and goods to and from every corner of our state and the nation. Illinois is the heartland of the nation with an expansive network of highways, railways, waterways and one of the busiest international airports in the country. We have the richest farmland in the world and a diverse, educated and energized workforce. It is our duty to develop, expand and employ these resources to improve our environment and quality of life, promote economic prosperity, enhance our culture, export our goods overseas, and create job opportunities for the citizens of Illinois now and in the future.

This report will provide you with updates on several of IDOT's initiatives providing safe, clean, cost-effective transportation for Illinois that enhances our quality of life, promotes economic growth, and demonstrates respect for our environment.

Watch for changes at IDOT in the months and years to come. I have personally challenged the Secretary of Transportation to make Illinois the most eco-friendly, technologically-advanced, intermodal transportation state in the nation and to use this opportunity to put our fellow Illinoisans to work "Transforming Transportation for Tomorrow."

Sincerely,

Pat Quinn

Pat Quinn
Governor

Illinois Department of Transportation
Office of the Secretary
2300 South Dirksen Parkway / Springfield, Illinois / 62764
Telephone 217/782-5597

Fellow Illinoisans,

I am proud to present the Illinois Department of Transportation's (IDOT) Annual Report for 2011, outlining the duties, performance, and many accomplishments of the department, along with challenges and opportunities we face in the years ahead. IDOT strives to provide safe, cost-effective transportation for Illinois in ways that enhance quality of life, promote economic prosperity for all Illinoisans and demonstrate respect for our environment.

The IDOT team is privileged to serve the Illinois traveling public as we continue to implement the largest transportation capital investment program in state history. Now in its third year, Governor Pat Quinn's Illinois Jobs Now! Capital Program is helping to revitalize the transportation infrastructure foundation of the Illinois economy, as it creates and sustains tens of thousands of jobs for our fellow Illinoisans.

Illinois Jobs Now! has led to improvements on nearly 6,000 miles of state roadways, more than 840 bridges, hundreds of rail, airport and public transit improvements, and the creation or support of more than 135,000 direct construction jobs since early 2009.

Our goals for the future include a more comprehensive outlook to ensure that transportation programming integrates plans for all modes of transportation to align with accepted state, regional and national plans for infrastructure balance and growth. We want to imagine the changing face of Illinois transportation over the next 40 years and plan properly now to achieve long-range transportation objectives that will meet the needs of Illinois citizens and businesses for generations to come. We also want to ensure that we pursue our future transportation goals with a highly qualified IDOT workforce that reflects the diversity of Illinois' population and, to that end, we are recruiting and hiring in ways that will help ensure continuing diversity and professionalism in the years ahead.

Thank you for your interest in Illinois' transportation system. We want this Annual Report to provide you with meaningful insights into IDOT's past performance, and its outlook for the future.

Sincerely,

Ann L. Schneider
Secretary

IDOT is responsible for building and maintaining the state's highways, supporting air, rail and public transportation projects, and encouraging traffic safety so that the avenues of commerce and travel remain open and accessible to all of Illinois. Illinois business and leisure travelers rely on the promise of reliable, safe and cost-effective transportation services, and in turn, IDOT commits itself to the operation, oversight and maintenance of the state system. As a result, IDOT enjoys the nation's fourth largest highway system, the second largest public transportation system, the third largest interstate system, the second largest rail system, and one of the busiest airport systems in the nation.

Because IDOT was created to meet the multi-modal transportation needs of our state, it was Illinois' first agency to be headed by a "Secretary" and in 2011, Governor Quinn appointed Ann L. Schneider as the first female Secretary of Transportation in Illinois. Secretary Schneider's appointment was confirmed by the Senate on November 29, 2011.

This annual report is designed to illustrate IDOT's continuing progress. Today's goals for transportation in Illinois revolve around improved safety, improved mobility, preservation of the statewide intermodal transportation system, and the proper stewardship of that system to improve quality of life and economic prosperity throughout the state. IDOT will continue to provide world-class transportation services and systems for Illinois citizens while rebuilding and renewing existing transportation infrastructure to help carry the Illinois economy into the next decade and beyond.

IDOT ACCOMPLISHMENTS FOR 2011

Total Accomplishments in Illinois Transportation Improvement from 2009 through 2011

Since Governor Quinn took office in January 2009, through his Illinois Jobs Now! state capital program and additional federal commitments from the American Recovery and Reinvestment Act of 2009, IDOT has invested nearly $10.7 billion in improvements for highways, transit, rail and airport projects across the state, a three-year capital investment that is unsurpassed in Illinois history. These investments have created or supported more than 135,000 direct construction jobs in all transportation modes through 2011, and have enhanced the statewide economy and quality of life by improving Illinois' world-class transportation system.

Highways

From 2009 through 2011, a total of $9.5 billion in contracts have been awarded for road and bridge projects to improve 5,948 miles of pavement, more than one-third of the state system, and 842 bridges, more than one in every 10 state-owned structures. The three-year total of awards eclipses any other three-year period of investment on roads and bridges in Illinois history, and has created or supported more than 123,500 direct construction jobs during this period. At the beginning of 2009, 85 percent of pavements and 90 percent of bridges were in acceptable condition on the state system, compared to 88 percent of pavements and 92 percent of bridges today.

Traffic Safety

Road and bridge improvements and active awareness campaigns by IDOT and partners are helping to reduce the severity of crashes as Illinois traffic fatalities fell to less than 1,000 during 2009, the lowest annual total since the early 1920s. Total fatalities stayed below 1,000 again in 2010 for the lowest two-year total since 1921. Fatalities in 2011 are expected to end the year below 1,000 again once final counts are completed. Improved awareness campaigns have helped, but the steady drop in fatalities since 2003 correlates closely with the implementation of the Illinois Primary Safety Belt Act of 2003, requiring belt usage by all front-seat passengers. Safety belt usage since then has risen from about 76 percent in 2003 to nearly 93 percent today in Illinois. Governor Quinn recently signed legislation requiring back seat passengers to use safety belts starting in 2012. Safety belt usage and other recent laws outlawing texting while driving and the use of cell phones in highway work zones and school zones are expected to help further reduce the number and severity of crashes in the years ahead.

Transit

From January 2009 through December 2011, Illinois has committed a total of more than $663 million to 65 transit systems across the state for investments in a variety of capital improvements and equipment purchases, including station and parking upgrades, bus purchases and overhauls, dispatch and radio upgrades, security improvements, and facility upgrades for passenger safety and comfort. An additional $130 million in improvements currently await review and approval by the Governor, bringing the total commitment since

Top Intermodal Projects Underway in 2011

Wacker Drive Reconstruction:	Chicago
Congress Parkway Bridge replacement:	Chicago
New Mississippi River Bridge construction:	Metro East at St. Louis
High-Speed Rail upgrades and construction:	Chicago to St. Louis
Amtrak Passenger Rail extensions:	Chicago to Quad Cities and Chicago to Rockford/Dubuque
CTA Red Line Reconstruction:	Chicago
South Suburban Airport Development:	Will County/Peotone
Elgin-O'Hare West Bypass:	Chicago

2008 to nearly $800 million for transit capital projects, and related job creation or support of an estimated 7,200 jobs from 2009 through 2012. Transit ridership in 2009 through 2011 has averaged more than 640 million riders per year statewide, as greater access to public transportation has helped reduce traffic congestion and improve air quality across the state.

Rail

From January 2009 through December 2011, Illinois has committed a total of more than $271.6 million on more than two dozen rail projects throughout the state, eclipsing all past state investments on rail for any three-year period in state history, and creating or supporting nearly 2,500 jobs overall from 2009 through 2011. This includes investments to bring 110-mph service to portions of the Chicago-St. Louis route between Joliet and Springfield starting in 2012, and along the entire segment from Alton to Joliet in 2014. This also includes start-up investments to establish 79-mph passenger service from Chicago to the Quad Cities, and from Chicago to Rockford and west to Dubuque as early as 2014. And, the total includes CREATE projects under way in the Chicago area, including the Englewood Flyover project, which are designed to untangle existing freight rail congestion, reduce related traffic congestion, and improve area air quality. Information below captures the three TIGER grants IDOT has applied for in order to obtain funding for CREATE projects. For more information on the CREATE
program please visit www.createprogram.org.

ARRA grant awards and programmed state funds will provide a total of more than $1.5 billion for freight, passenger and high-speed rail improvements overall during the next few years, and an accompanying 13,500 jobs created or supported. The initial investments through 2011 represent the beginning of a commitment to improve rail speeds, travel times and train reliability between Chicago and St. Louis, add passenger service across northern Illinois, and reduce freight rail congestion and related costs in Chicago and other Illinois freight locations.

Aeronautics

From January 2009 through December 2011, Illinois has committed a total of more than $251 million on more than 165 airport project agreements throughout Illinois for improvements ranging from runway, taxiway and apron improvements to parking facilities, lighting and safety improvement projects. As a result of these investments, in 2009, 2010 and again in 2011, Illinois has maintained public airport pavements throughout Illinois at a standard that meets or exceeds our condition rating goals statewide, and created or supported more than 5,000 direct construction jobs.

- **South Suburban Airport:**
  Overview: The inaugural airport site for the South Suburban Airport (SSA) is about 5,400 acres, and could encompass over 20,000 acres in the future configuration. Land acquisition for SSA began in 2001 with the anticipated approval of the Federal Aviation Administration's (FAA) Tier 1 Environmental Impact Statement (EIS). The 2002 FAA approval of the Tier 1 EIS established the overall location of a new commercial service airport to serve the greater Chicago area. To date, IDOT has acquired more than 2,300 acres for the inaugural airport, more than 43 percent of the land needed to open, and the acquisition process is continuing in FY 2012.

CREATE Awards and Application Summary

Source	Grant Amount ($M)	Status	Projects	Jobs Created or Supported (Est.)	Comments
TIGER 1	$100	Received	5 CREATE Projects; all currently under construction	991	State match is $10'59 million
TIGER 2	$10	Received	Moline Multimodal Station	149	State match is $4.9 million from IJN!; city of Moline pledged $1 7 million
TIGER 3	$63	Did Not Receive	5 CREATE Projects	1,000	State match would be + $23 million; local sources would provide $1 million
TIGER 4	$37	Apply 2012	Western Corridor	3,000	

Awards & Recognition

- In April 2011, IDOT was chosen to receive the Federal Highway Administration (FHWA) Environmental Excellence Award, one of only 12 awarded out of 125 applications. The Cultural Resources Unit of the Bureau of Design and Environment (BDE) along with the Illinois State Archaeological Survey and IDOT's District Eight were recognized for work done on the New Mississippi River Bridge project.
- There was a significant decrease in alcohol-related fatalities. Due to the decrease, Illinois has been designated as a low fatality rate state by the National Highway Traffic Safety Administration for the last two years.
- Operation Teen Safe Driving and the Division of Traffic Safety (DTS) won the Outstanding Contribution Award from Students Against Destructive Decisions (SADD) for its efforts in helping teens make the right choices.
- Illinois received a "5 star rating"—the highest rating possible in Mothers Against Drunk Driving's Report to the Nation.
- Wanda Vazquez, Traffic Safety Liaison for the city of Chicago, received an award from the Combined Law Enforcement Hispanic Heritage Committee in September 2011 for her outstanding community outreach in the Hispanic communities in Chicago.
- Awarded Governor's Green Government Coordinating Council Award for the successful promotion of International Walk to School Day and 2011 Earth Day Projects such as 10,000 Trees to Illinois Schools and Illinois Schools Rain Barrel Design Contest.
- During Christine Reed's service as Director of the Division of Highways, she was chosen by the American Association of State and Highway Transportation Officials (AASHTO) as the recipient of the 2011 Thomas H. MacDonald Memorial Award.
- IDOT honored 12 students from across the state whose artwork was selected in the Sixth Annual Illinois Work Zone Safety Calendar Contest for 2010-11.
- Former IDOT Secretary Gary Hannig, Secretary of State Jesse White, the Governor's Highway Safety Association, Illinois State Police (ISP), Ford Motor Company Fund and The Allstate Foundation announced the winning schools from each region under the 2011 Operation Teen Safe Driving Program.
- IDOT Secretary Ann Schneider was selected as one of the "2012 Women of the Year" by the Women's Transportation Seminar (WTS) Greater Chicago Chapter.*
- IDOT was awarded the Rosa Park Diversity Award along with Missouri Department of Transportation for our Mississippi River Bridge project diversity effort by WTS (St Louis Chapter).*

**These awards were announced in early 2012 and included due to publication timing.*

John Walthall (IDOT),
Tom Emerson (Illinois State Archeological Survey)

Erik Hall, Steve Massey, Governor Pat Quinn,
Secretary Ann Schneider, Don Kupferschmid

Regional Engineer Omer Osman (IDOT)

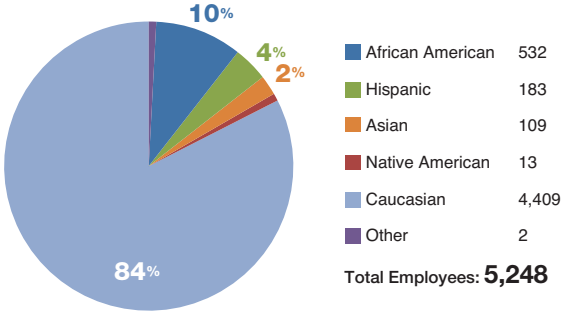
DIVERSITY MATTERS!

In November 2011, IDOT launched a new diversity website www.diversity.dot.illinois.gov and monthly newsletter to boost communication of employment and contracting opportunities for prospective minority and female workers and minority-owned and women-owned firms in Illinois.

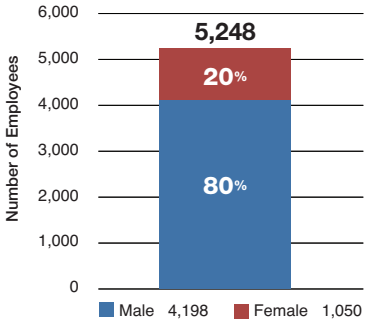
Employment: Job Creation & Retention

- African American and Hispanic Employment Plans: Per Public Act 096-1341, each state agency is required to report to the Department of Central Management Services (CMS) all activities in implementing Illinois' African American Employment Plan which will be incorporated into the annual report CMS will submit to the General Assembly.
- In addition, per Public Act 94-0597, each state agency is required to report to CMS all activities in implementing Illinois' Hispanic Employment Plan and the Bilingual Employment Plan which will be incorporated into the annual report submitted to the General Assembly.
- IDOT Employee Diversity: IDOT increased the percentage of staff from underutilized populations from 29.9 percent overall in FY 2010, to 32.3 percent currently, in keeping with the IDOT goal for increased utilization.

Total IDOT Employee Population
(As of December 31, 2011)



Total IDOT Employee Population Gender Breakout
(As of December 31, 2011)



- Student Professionals with Disabilities Program: The program is an effective training tool to assist students with severe disabilities as they prepare for transition to full-time employment. The program has an 86 percent success rate in placing graduates in full-time positions. In 2011, IDOT placed two additional program students in full-time IDOT positions.
- Engineer Technician Training Programs (ETTP): This program was created to provide minorities and women with the skills needed for the Engineer Technician I position. This intensive 10-week training was provided to 40 individuals in partnership with Southern Illinois University at Carbondale (East St. Louis Community College Center) and Triton College in the Chicagoland area.

Business Opportunities

- Disadvantaged Business Enterprise (DBE) Program: Under Illinois Jobs Now!, IDOT has increased contractual payments going to DBEs to achieve an all-time three-year record. A total of $1 billion has gone to DBE firms for contractual work on IDOT projects through 2009, 2010 and 2011, achieving the highest total DBE payout for any three-year period in state history.
- Illinois Target Market Program: Public Act 97-0228, enacted in 2011, clarifies and improves the target market program associated with IDOT disadvantaged business enterprises (DBE) and BEP programs and helps IDOT continue to achieve diversity goals in contract participation and awards.
- Highway Construction Career Training Program (HCCTP): IDOT continues to enhance this program to correspond with job opportunities created by IDOT construction projects. The department partners with 10 community colleges across the state to:
  - Provide highway construction industry trade and life skills training to minorities, women and disadvantaged individuals.
  - Assist and place training graduates into Illinois highway construction trade unions, apprenticeship programs or IDOT highway construction contractors.

IDOT's Green Initiatives

Driving Towards Sustainability

Green Initiative Highlights

- Aside from organizing and participating in various events such as Curb Your Car/Bike to Work Week, the Illinois Schools Rain Barrel Design Contest, or the 10,000 Trees to Schools Earth Day Event, IDOT continues to engage in a series of sustainable business practices as highlighted in the "Fast Facts" below.
- IDOT continues to work on the research of the production and utilization of switchgrass on state right -of-way through partnership with the University of Illinois.
- Planned utilization of the first wave of electric cars and electric vehicle recharging stations at Chicago's JRTC and Springfield's Hanley Building.
- Accommodations for bicycle and pedestrian travel, if warranted, as part of all state highway improvements.
- **Governor's Walk Across Illinois Initiative**: IDOT employees are being encouraged to participate statewide. Calendar Year 2012 miles walked will be recorded for all employees.
- A study of wind turbines and solar energy at state rest areas as a collaborative effort between IDOT, the Department of Civil and Environmental Engineering, and University of Illinois, called: "Green Friendly" Best Management Practices (BMP) For Interstate Rest Areas.

Green Fast Facts

Recycling & Business Processes

- Battery recycling since July 1, 2011 (pounds): 1,889
- Aluminum can recycling to date (pounds): 388
- Plastic bottle recycling to date (pounds): 272
- Scrap rubber recycling per year (tons): >1,000
- Recycled material used in highway construction (tons): >1.7 million
- IDOT paperless business forms now accessible: 100% or >2,000
- IDOT paperless manuals: 100% or >200

Adopt-A-Highway Program

- Adopt-A-Highway participants: >10,000
- Bags collected per year: >32,000

Aluminum Sign Recycling

- Aluminum signs recycled per year: 50,000-60,000
- Recycled aluminum (pounds): 470,000
- Savings per year: $600,000
- Gallons of water saved through aluminum sign recycling: >200,000

Office of the Secretary
Ann Schneider
Secretary

Office of the Secretary
Marva Boyd
Chief of Staff

Office of the Secretary
Marsha Campos
Acting Chief Operating Officer

Division of Aeronautics
Susan Shea
Director

Division of Highways
Bill Frey
Interim Director

Division of Public & Intermodal Transportation
Joseph Shacter
Director

Division of Traffic Safety
John Webber
Interim Director

Office of Business & Workforce Diversity
Frank McNeil
Director

Office of Chief Counsel
Ellen Schanzle-Haskins
Chief Counsel

Office of Communications
John Webber
Director

Office of Finance & Administration
Matthew Hughes
Director

Office of Internal Audit
Stephen Kirk
Chief

Office of Legislative Affairs
Samantha Fields
Acting Director

Office of Planning & Programming
Charles Ingersoll
Director

Office of Quality Compliance & Review
Jeff Heck
Director

IDOT ORGANIZATIONAL CHART

Mission

Work closely with the Governor and General Assembly to effectively and efficiently establish and implement Illinois' transportation policies. Diligently coordinate all facets of the vast modal systems including roadways, bridges, railroads, transit systems, airports, and the safety of Illinois' traveling public.

Secretary
Ann Schneider

A Word from Secretary Schneider

"I would like to personally thank each and every one of the outstanding employees within IDOT. It is your dedication and foresight that continues to make this agency the best in the state and the nation. With the help of our Governor, the General Assembly, federal and local governments and business partners, IDOT continues to set records for improving our transportation infrastructure. As 2012 unfolds, I would like to challenge all of us to think about how we do our jobs, incorporating creativity and sustainability, with an eye toward what transportation might look like in the future."

Experience:

- IDOT – Chief Operating Officer; Director of Finance and Administration, also served as the agency's Chief Fiscal Officer
- IDNR – Chief Fiscal Officer
- GOMB – Budget Operations Director
- Comptroller – Assistant State Comptroller for Fiscal Policy

Education:

- Augustana College, BA in Public Administration
- University of Illinois' Springfield, Masters in Public Administration, ABD Doctorate in Public Administration

Marva Boyd
Chief of Staff

A Word from Chief of Staff Boyd

"Under the leadership of Secretary Schneider, 2011 was indeed a very successful year for IDOT. We look forward to continued success in the coming years with the help and support of our dedicated employees and business partners."

Experience:

- IDOT – Chief of Staff, Deputy Chief of Staff
- Private Sector Experience – Engineering, Information Technology, Business Development, Sales, Marketing and Real Estate

Education:

- Illinois Institute of Technology, BS in Electrical Engineering
- Roosevelt University, MS in Real Estate Development

Marsha Campos
Acting Chief Operating Officer

A Word from Acting Chief Operating Officer Campos

"As the new Acting Chief Operating Officer, I would like to thank each and every one of you for continuing to make this the best agency under the Governor's office and one that I am honored to serve. I look forward to working with all of you."

Experience:

- IDOT – Deputy Director, Division of Highways
- GOMB – Senior Budget Analyst

Education:

- University of Illinois, Chicago, BA in Political Science

Office of the Secretary

In support of the department's overall mission, the Secretary has defined special initiatives requiring focused resources for oversight and management. These include Diversity Recruitment and Outreach, Equal Employment Opportunity, and Policy and Implementation. These teams interact closely with the other offices and divisions of the department to fulfill their objectives but report directly to either the Secretary, the Chief of Staff and/or the Chief Operating Officer.

Diversity Recruitment and Outreach led by Lesa Branham, Chief of Diversity Recruitment and Outreach

Objectives

- Create and implement recruiting initiatives to increase the number of individuals from underutilized groups in applicant pools and attract a qualified workforce representative of the labor market as determined by the IDOT Affirmative Action Plan's Underutilization Summary. IDOT utilizes workforce data to identify specific areas of underutilization and has designed a strategic plan to target these areas for optimal impact
- Implement strategies to increase cultural diversity in IDOT's workforce through various recruitment and community outreach techniques
- Promote effective interactions with underutilized populations
- Enhance policies and programs to assure equality of opportunity
- Introduce K-12 students of underutilized groups to transportation careers

The recruitment team has successfully recruited engineering students from underutilized groups within Illinois and across the nation to fill 43 Civil Engineer Trainee positions and 23 Engineer Technician I positions throughout the department. This team has established and continues to administer the IDOT Engineering Academy Program, the Diversity in Engineering Scholarship Program, the IDOT Veteran Outreach Program, the Summer Transportation Institute, and the Engineer Technician Training Program. Additionally, the recruiting team participates in numerous outreach events with colleges, universities, K-12 schools, and other state agencies to provide information about job opportunities to perspective underutilized persons.

Equal Employment Opportunity led by Pam Simon, Equal Employment Opportunity Field Compliance Manager

Objectives

- Ensure the department's Disadvantaged Business Enterprises' (DBE) contracting and Equal Employment Opportunity (EEO) functions are effectively implemented statewide and all federal and state regulations met or exceeded
- Ensure proper monitoring statewide on all contracts including prime contractors and subcontractors
- Provide the liaison role between the Office of the Secretary, field compliance officers, and firms that do business with the department
- Foster positive DBE and EEO labor regulations between the IDOT Central Office and state and federal agencies
- Manage and provide oversight of the department's Construction Mentor Protégé Program; establish DBE goals on construction contracts in conjunction with the district EEO field compliance officers; and to review DBE goals from other modes of transportation (aeronautics, transit, and rail) on an as needed basis

In addition to other duties, the EEO Field Compliance Manager oversees the Construction Mentor-Protégé Program, a pilot program to enhance business relationships between mentor and protégé firms; the Mississippi River Bridge Monitoring Process, monitor workforce utilization; and the CREATE Project Goal Setting process.

Policy and Implementation led by Don Kupferschmid, Policy and Implementation Assistant

Objectives

- Support for executive staff as they achieve the department's goals and objectives
- Provide ongoing assistance to the Secretary, Chief of Staff and Chief Operating Officer through process and policy reviews to enhance the effectiveness of the department
- Provide a cross-divisional perspective of the goals and objectives of the department
- Support internal and external diversity initiatives to meet the department's affirmative action goals and improve minority and female participation in construction and consulting projects
- Provide career services planning to manage and prevent knowledge erosion due to attrition within the department's aging workforce
- Promote and enable sustainable business practices while striving to improve quality of life for current and future generations
- Act as a leader of conservation, efficiency, and environmental citizenship in Illinois and throughout the country
- Engage the public and IDOT stakeholders in green awareness

The Policy and Implementation Team continues to identify and implement process improvements throughout the department; assisting with the diversity and recruiting efforts; leading the re-energized Safety Program at IDOT; assisting with the Career Services initiative; and supporting numerous departmental reporting requirements for the Governor, the General Assembly, and other external entities. Additionally, the Policy and Implementation Team, including the Sustainable Practices Manager, Steve Massey, observe, research, and implement sustainable business practices department-wide, striving to meet the needs of the current generation while ensuring that the transportation needs of future generations are also met. Currently, IDOT is engaged in multiple efforts across Illinois, for more information on sustainability at IDOT please visit http://www.dot.il.gov/green/index.html.

Director
Susan Shea

A Word from the Director

"At the Division of Aeronautics, we share a passion for aviation. My staff and I are committed to doing everything we can to work with the Federal Aviation Administration (FAA) and local airport sponsors to provide the aviation community and the flying public the infrastructure required to safely meet their flying needs. In 2011, the increase of aeronautical needs throughout the Illinois Aviation System of Airports far exceeded available funds creating unique challenges. I am proud to say that, through a thoughtful programming effort, we were able to pull together and enrich our airports while also helping the local economies. Aeronautics processed 25 Federal grants totaling nearly $99 million for Illinois airports. We placed 65 projects (24 local) on lettings, providing much-needed jobs to local communities. We are hopeful that the economy is improving and we look forward to what 2012 has to bring."

Mission

To regulate and supervise all aeronautical activity within the state. The division, empowered by the Illinois Aeronautics Act, encourages, fosters and assists in the development and safety of aeronautics throughout the state and encourages the establishment and preservation of airports and other air navigation facilities. IDOT provides safe, efficient and reliable air transportation for constitutional officers and employees of the department and agencies of state government.

Objectives

- Coordinate and implement programs concerning air safety, airport construction and other aeronautical activities throughout the state
- On behalf of the FAA, administer the State Block Grant Program since 1989 and processes between $60 million and $120 million in federal grants annually
- Operate the state-owned executive air service in cooperation with local law enforcement and other agencies throughout the state to provide emergency or disaster-related air service, as needed using the state fleet of utility aircraft

Accomplishments

South Suburban Airport

- Several key milestones were met in 2011, including FAA approval/acceptance of three major components of the Airport Master Plan.
- Aeronautics will continue to work diligently on the ongoing Master Plan and Tier 2 Environmental Impact Statement efforts in 2012.
- To date SSA has acquired 76 parcels, totaling over 2,300 acres, for the inaugural airfield development and will continue to pursue additional land acquisition in 2012.

2011 Airports of the Year

- Each year, IDOT recognizes several airports for their outstanding dedication to facility maintenance and safety, along with strict compliance with state and FAA procedures and regulations. Awards were presented to the Airports at the 2011 Illinois Aviation Conference in Springfield.

CATEGORY	WINNER
Primary	Central Illinois Regional Airport Bloomington, IL
Reliever	DuPage Airport West Chicago, IL
General Aviation	Coles County Memorial Airport Mattoon, IL
Private	Rochelle Municipal Airport Rochelle, IL
Heliport	Sackman Field Columbia, IL
	Calhoun Medical Center Heliport Hayden, IL

Responsibilities

Aviation System

The Illinois Aviation system currently consists of nearly 900 landing facilities. The type and size of these facilities varies significantly from commercial service airports to grass strips in farm fields to rooftop hospital heliports.

Airports & RLAs	
Publicly Owned	80
Privately Owned	29
Private/Residential	19
Restricted Landing Area	455
Heliports	
Hospital	145
Open to the Public	2
Restricted Landing Area	141
Other Facilities	
Dedicated Balloon Ports	2
Seaplane Bases	9
TOTAL	882

Airport Engineering

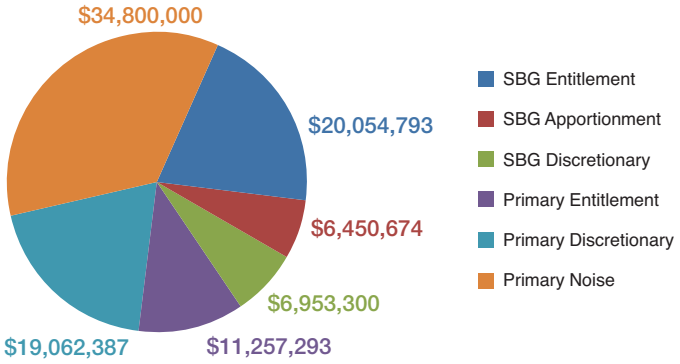
- Oversees and approves the planning, design and construction of all federally and state assisted capital development projects at the 80 publicly owned airports throughout Illinois.
- Works closely with the FAA and local public airport sponsors to ensure that all projects meet federal, state, and local regulations.
- Through the FAA's State Block Grant (SBG) Program, acts on behalf of the FAA for most of the engineering and project administration functions.

Illinois Program / Grants Management

Received and processed 25 Federal Grants, totaling nearly $99 million.

Federal Grants (FY2011)

Total: **$98,578,447**

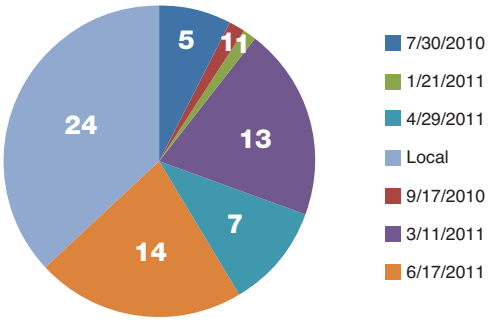


Airport Projects

Oversaw the letting of 65 projects, totaling over $50 million.

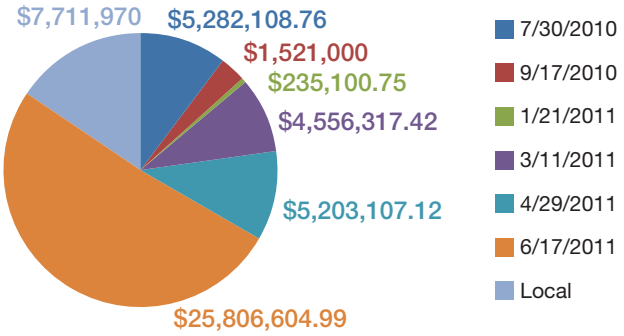
Projects Per Letting (FY2011)

Total: **65 Projects**



Dollars Per Letting (FY2011)

Total: **$50,316,209.04**



Land Acquisition

Assisted with land acquisition at 14 airports for safety enhancement or expansion purposes.

2011 Land Acquisition Summary	
Airports	14
Parcels	47
Acres	1,846
Dollars	$28 Million

Aviation Safety

- Responsible for the inspection and certification of all landing facilities in Illinois, private and publicly owned.
- Register pilots and aircraft based in Illinois and support the activities of the Illinois Wing of the Civil Air Patrol.
- Conduct several pilot safety seminars and produce the quarterly newsletter entitled "Illinois Aviation."

Pilot & Aircraft Registration

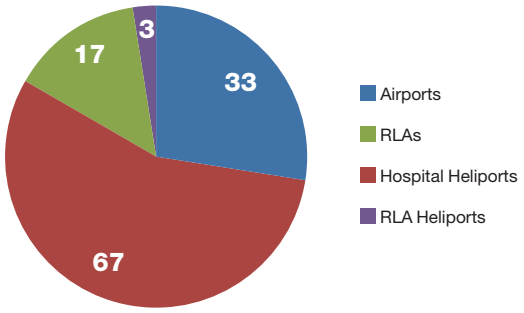
Pilots & aircraft based in Illinois are required by state statute to register with the Division of Aeronautics. Currently, there are more than 13,500 registered pilots and more than 4,800 registered aircraft in Illinois.

Inspections

Inspected 120 landing facilities in Illinois.

Landing Facility Inspections by Type (FY2011)

Total: **120 Inspections**



Air Operations

- Provide air transport services to state government and provide aerial assistance to law enforcement, disaster response agencies, homeland security, aerial photography, and engineering entities
- Maintain a fleet of aircraft to aide in the state's ability to effectively respond and adapt to a host of varying operational requirements

Initiatives

O'Hare Modernization Program (OMP) at O'Hare International Airport (ORD)

- The ongoing O'Hare Modernization Program reached several key milestones during 2011:
  - Phase II of the multi-billion dollar development is under way.
  - OMP will continue to reconfigure, expand, and modernize O'Hare International Airport.
  - Sustainability initiatives: sustainable design, construction practices, and airfield operations are all a part of the overall program.

South Suburban Airport

- The State of Illinois is the sponsor of the proposed South Suburban Airport (SSA).
- SSA will be a new commercial service airport in Will County aimed at servicing Chicago's south suburbs that will benefit the people of Illinois by providing the region with infrastructure, jobs, and economic growth opportunities.

SSA Master Plan and Tier 2 Environmental Impact Statement (EIS):

- Continues to work closely with the FAA and other federal, state, and local resource agencies to ensure the Planning and Environmental process continues smoothly
- Received approval of the aviation forecasts from the FAA and scheduled several environmental surveys

SSA Land Acquisition:

- Currently acquired 76 parcels, totaling approximately 2,317 acres of land in the inaugural footprint of SSA.

Other Major Infrastructure Improvements

- In 2011, numerous airports completed major infrastructure improvements, enhancing airfield operational capabilities and increasing the level of safety for the flying public.
- Following is a partial list of the 2011 highlights:

AIRPORT	IMPROVEMENT
Abraham Lincoln Capital Springfield, IL	Rehabilitate G Ramp & Hanger Taxiways
Central Illinois Regional Bloomington-Normal, IL	Upgrade Perimeter Fence
Chicago Executive Wheeling, IL	Construct Partial Parallel Taxiway E & Overlay
Chicago Rockford International Rockford, IL	Rehabilitate Runway 1-19
DuPage West Chicago, IL	Construct Drainage System
Edgar County Paris, IL	Construct Crosswind Runway
Lake In The Hills Lake In The Hills, IL	Grading & Drainage for Parallel Taxiway
Litchfield Municipal Litchfield, IL	Construct Partial Parallel Taxiway to Runway End
MidAmerica St. Louis Belleville, IL	Apron Expansion
Mount Vernon Mount Vernon, IL	Replace Perimeter Fence
Peoria International Peoria, IL	Rehabilitate Terminal Apron
Quad City International Moline, IL	Reconstruct Runway 9-27
St. Louis Downtown Cahokia, IL	Rehabilitate & Widen Runway Surface

Enhanced Instrumentation

- Several airports in Illinois upgraded their instrument capabilities in 2011. Enhanced instrumentation provides lower approach minimums, thus increasing the ability of the runway to handle traffic in inclement weather.

- Localizer Performance with Vertical Guidance (LVP) Approaches: Numerous airports in Illinois received LPV Approaches in 2011. An LPV Approach is a GPS-based approach that can achieve near-ILS minimums without the need for expensive ground-based instrumentation. This technology is very promising and IDOT expects an increase in the prevalence of LPV approaches in the years ahead.

Challenges

- There are more aeronautical needs throughout the Illinois Aviation System of Airports than funds available to satisfy those needs.
  - Federal AIP discretionary funds have decreased by more than 25 percent this past fiscal year.
  - Federal funds have come in several grants over the past year instead of one block grant making it difficult to place large projects on bid lettings.

Looking Forward

- Continue to work with the FAA, local airport sponsors, consultants, contractors, and other stakeholders to ensure airport projects are constructed in the most environmentally responsible, economically efficient, and transparent way possible
- Streamline the overall paperwork process and continue overhaul of the project tracking system. When finished, the new system will include a dashboard overview for project management, providing real-time information about a project's status and allowing detailed oversight of a project's expenditures.
- Finalize a statewide Aviation Economic Impact Study, which will inform taxpayers of the economic benefit their airports provide to the local communities
- Advocate for a state/local program to supplement existing Federal/State/Local program that will create jobs, stimulate economic growth, as well as fund needed airport improvements not eligible for federal funding or have low federal priority
- South Suburban Airport continues to be a major initiative:
  - Potential to provide Chicago's South Suburbs with needed infrastructure and economic growth opportunities
  - Will serve a vital role in the region by providing a convenient and accessible venue for commercial passenger service, cargo operations, as well as corporate and general aviation activities
  - Thousands of jobs will be created from the construction and operation of SSA

Interim Director
Bill Frey

A Word from the Director

"What an amazing year. As the department continues to implement Governor Quinn's Illinois Jobs Now! capital program, signs of economic prosperity are evident everywhere. In FY 2011 nearly a thousand miles of pavement were improved and more than 230 bridges were repaired or replaced as the department continues to pave the road to economic recovery for Illinois. We have made great strides in seeking innovative solutions to tough transportation challenges in a manner that improves the livability of our communities and demonstrates respect for our environment. Most importantly, we have made great strides in making our roads safer for Illinois travelers. Hundreds of Illinois residents are alive today because of critical safety improvements using innovative engineering solutions which were implemented using Illinois Jobs Now! capital dollars. As we look forward to 2012, the department will continue its work to identify innovative and creative engineering solutions that will keep our highway system safe, reliable and efficient for all members of the traveling public."

Mission

To plan, design, construct, and maintain a safe highway system with a diverse and professional workforce, within available resources, and to the highest nationwide standards for all of the citizens of Illinois.

Objectives

- Utilize available resources to ensure more than 90 percent of Illinois state highways and more than 93 percent of state bridges are in acceptable condition or better.
- Use cost-efficient and creative procedures and technologies to design and construct high-quality roads and bridges which will last longer and serve users satisfactorily.
- Provide professional, courteous and service-oriented performance by coordinating with state, regional and local stakeholders, communicate better with highway users, and annually seek feedback to measure motorist satisfaction and further improve service.
- Coordinate with trade associations to develop better standards and policies for safe, cost-effective roads and bridges.
- Place under contract at least 95 percent of the annual construction program by the end of the program year.
- Coordinate with elected officials, the public, local governments and agencies in programming and developing improvements by:
  - helping to research, understand and outline area priorities
  - evaluating public opinion on target priorities
  - seeking and develop funding for local and regional priorities

Accomplishments

Bureau of Operations

- Generated more than $9 million in overweight and registration fines, and weighed more than six million trucks
- Issued more than 210,000 oversize/overweight permits at revenue of more than $19.5 million
- Statewide, snow and ice removal was critical during the winter months; the department used more than 562,000 tons of salt to make the roads safe for travel
- Fabricated and erected a steel catcher system for the I-72 Sangamon River bridges. The catcher system was needed to provide beam support as a result of severe pier settlement caused by mine subsidence.
- Performed 17 repair projects to pavements, shoulders and embankments in IDOT's District Nine, to restore safe driving conditions to roadways damaged by heavy April rains.
- Responded quickly in a critical situation to repair bearings on an I-80 westbound bridge over a railroad near Princeton in IDOT's District Three.
- Repaired failed culvert on the Beltline Road in Collinsville, within District Eight.
- **Snow Storm**: The Bureau of Operations' Transportation Infrastructure Security Section through the Federal Emergency Management Agency (FEMA) Public Assistance Grant Program made an application to FEMA for the February 2011 snow storm that affected eight of the nine IDOT districts in the state. Over $4.1 million in expenditures was reimbursed through this program to IDOT.
- **Flooding**: IDOT, through the Federal Highway Emergency Relief Program applied to FHWA for the May 2011 southern Illinois floods and the July 2011 northwestern Illinois flash flooding. The storm caused many damages including, but not limited to slope failures, shoulder washouts, guardrail displacement, and culvert collapses. Critical repairs were needed including materials and services in the amount of $3.3 million for the May floods and $5.5 million for the July flash flooding of which IDOT is in the process of receiving 100% in federal share reimbursement totaling $8.8 million. A FEMA Public Assistance Grant was requested and approved for $400,000 to aid in repairs resulting from the southern Illinois floods.
- **Homeland Security**: The IDOT/Illinois Terrorism Task Force (ITTF) Transportation Committee has secured and disbursed over $1.6 million for Transportation Infrastructure Security throughout the state of Illinois in 2011.
- **Surveillance Equipment**: Installed over $6.5 million in surveillance equipment on Chicago Expressways. The equipment is used to secure bridges and highways from unauthorized access to critical infrastructure. In addition, IDOT has installed over $1.5 million in surveillance equipment in IDOT's District Eight in the East St. Louis Metro region, $600,000 in IDOT's District Nine (Southern Illinois) along major river

crossings, over $400,000 in IDOT's District Three on the I-39 Abraham Lincoln Bridge, and over $850,000 in IDOT's District Four on the I-74 Murray Baker Bridge and the I-474 Shade Lohman Bridges.

- **Manual Gate Systems**: Installed manual gate systems on the inbound ramps of the Kennedy and Eisenhower expressways in the Chicago land area. The gate system allows uninterrupted flow of emergency response vehicles into the city of Chicago while easing the burden of inbound traffic. The 47 locations selected for the program are completed.
- **Evacuation Plans**: Continue to work with the Illinois Terrorism Task Force (ITTF) to prepare and test evacuation plans for Chicago, Peoria, Springfield and East St Louis. Approximately $8 million has been provided to install traffic management equipment along streets and highways to ensure free traffic flow from danger zones.
- **Vehicle and Cargo Inspection Systems**: IDOT continues its participation with the ITTF and the Illinois State Police in the operation of the two Vehicle and Cargo Inspection Systems (VACIS). Those devices are used by state and federal authorities to scan shipping containers, semi-trailers and other vehicles to check for contraband. Millions of dollars in drugs and cash have been seized using the VACIS equipment.
- **Waterways Risk Assessment**: In conjunction with Argonne National Laboratories and working through the ITTF's Transportation Committee's Inland Waterways and Port Security Group, continue expanding a process on compiling information on the Illinois River for a vulnerability and risk assessment. This is one of the first programs in the nation to be instituted. IDOT has coordinated with IDNR through the ITTF Transportation Committee and purchased a "work skiff" boat for security surveillance on the Ohio and Mississippi waterways in southern Illinois.

Bureau of Materials and Physical Research

- Specifications were developed in 2011 for the permissive use of Warm Mix Asphalt (WMA) issued statewide in 2012. The main feature of WMA special additives or mechanical processes used to retain the flow and compaction properties of the mix at temperatures 20 to 50 degrees below traditional HMA. Lower plant mixing temperatures result in a direct fuel savings and reductions in greenhouse gas emissions.
- In response to the passage of Public Act 097-0314, the Bureau of Materials and Physical Research (BMPR) developed specifications which permit the use of Recycled Asphalt Shingles (RAS) in all HMA mixes. It is estimated approximately 25,000 tons of asphalt shingles have been recycled into asphalt pavement on the state system since the introduction of the RAS specification.
- Negotiated a new 5-year intergovernmental agreement (IGA) in 2011 with the University of Illinois at Urbana-Champaign for the Illinois Center for Transportation (ICT) for research, development, and technology transfer activities relating to highway, public transportation, and intermodal transportation systems.
- Conducted approximately 81,000 tests on 16,000 materials sampled as part of the department's Quality Assurance programs.
- Updated pavement thickness design procedure and selection process where life cycle cost are used to select the lowest cost pavement section for construction. Due to the elimination of overly conservative design approaches and pavement details, this revision is expected to save several millions of dollars annually.

Bureau of Design and Environment

- The department, in conjunction with the Illinois State Geological Survey, continued the Illinois Height Modernization Program (ILHMP), a federally-funded program whose goal is to establish a datum-consistent vertical and horizontal statewide network of survey benchmarks and a statewide high-resolution digital elevation model of the earth's surface. During this past year we completed 145 miles of leveling, placed 95 new survey monuments and added 159 new vertical monuments to the NSRS database.
- Reviewed 1,159 projects, reviewed and processed 4,331 bid proposals and awarded 1,011 contracts.
- Processed 2,729 statements of interest from 749 firms to facilitate the selection of consultants for 141 projects. Authorized 368 consultant agreements resulting in the obligation of $165.4 million.

Bureau of Local Roads and Streets

- The Bureau of Local Roads and Streets with cooperation from the FHWA and the Bureau of Safety Engineering expanded the Rural Sign Upgrade Program to assist local agencies in complying with new federal sign retro-reflectivity regulations. Below is a picture showing a double arrow sign before and after the upgrade program.

- The Central Bureau of Local Roads & Streets continues to administer the federal Congestion Mitigation and Air Quality Improvement (CMAQ)-funded, low-emissions locomotive program, in cooperation with the Chicago Metropolitan Agency for Planning (CMAP).
- In 2011, IDOT executed agreements with various railroads in the Chicago area for the acquisition of 16 ultra-low emitting and fuel-efficient generator-set (GenSet) locomotives with a total value of more than $17 million. In addition, rail companies were reimbursed more than $7 million for the purchase of seven GenSet locomotives that begin operating in 2011.

Bureau of Bridges and Structures

- During inspection of the bridges at I-72 over the Sangamon River by District Six personnel, settlement was detected at a pier of each of the eastbound and westbound structures. Surveys of the site verified the settlement and its significant magnitude. Further on-site monitoring and surveying by District Six found that the settlement was ongoing. Investigation by District Six, the Bureau of Bridges and Structures and the Illinois Department of Natural Resources (IDNR) revealed the settlement was due to active mine subsidence.
- District bridge inspection personnel continued frequent on-site inspections to verify settlement would not create an unstable condition for the structures. In addition to the frequent on-site inspections and surveying, the Bureau of Bridges and Structures, District Six and Central Bureau of Operations worked with an outside vendor to design, obtain and install a monitoring system with numerous sensors to detect rotation, tilt and settlement at various points of the bridges' girders and substructure units. The system would provide notification to IDOT personnel, via an automated cell phone, if movement thresholds were exceeded.
- To further ensure safety of the public, temporary supports were also quickly designed by the Bureau of Bridges and Structures and put in place by the Central Bureau of Operations' Day Labor Section and District Six. Grouting mined areas beneath the bridges through an IDNR contract has stopped the mine subsidence. The structures are currently under contract to restore the bridges to their condition prior to the mine subsidence.

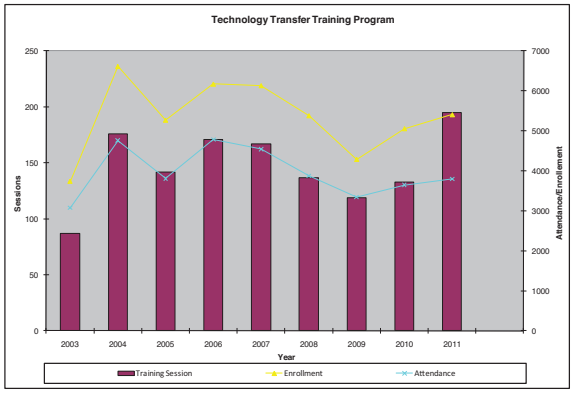
FY 2011 Results:

Total expenditures – all sources (billions):	**$4,065,723**
State construction capital program expenditures:	$2,955,179
Highway safety improvements accomplished:	239 (Target: 123)
Miles of pavement maintained/improved:	931
Number of bridges maintained/improved:	263
Percent of annual program under contract:	78.7% (Target: 95%)
Percent of state roads in acceptable condition or better:	88% (Target: 90%)
Percent of bridges in acceptable condition or better:	92% (Target: 93%)
Illinois motorist survey rating of overall job IDOT is doing:	3.6 (out of 5)
Illinois motorist survey rating of IDOT road repair and construction overall:	3.3 (out of 5)
Illinois motorist survey rating of IDOT employees:	3.7 (out of 5)
Construction investment per lane mile of state-controlled roads:	$68,925 (FY2010: $51,846)
Maintenance cost per mile (non-construction):	$4,580 (FY2010: $4,294)

Initiatives

Management/Development/Research

The Illinois Technology Transfer Center offered more than 190 educational training classes dealing with infrastructure management, workforce development and highway/worker safety. Some 5,400 students enrolled in these training courses with a total attendance of more than 3,800 students.



- IDOT participated in a two-day national workshop sponsored by FHWA and other federal agencies on Performance-Based Planning and Programming. This included a strong emphasis on incorporating safety into the performance-based planning and programming process.

Safety Initiatives

Safety is a primary concern for the department and its overall management of the transportation system. Safety is built into every step that the department follows to ensure, as much as possible, the safety of all transportation users, including drivers, vehicle occupants, bicyclists and pedestrians. The Illinois Strategic Highway Safety Plan (SHSP) identifies engineering strategies and sets forth annual targeted reductions of traffic-related fatalities and serious injuries with an ultimate goal of zero fatalities which is in line with the national strategy for safety.

- Established performance measures and targets based on the reduction of traffic-related fatalities and serious injuries and the percentage of roads with low to moderate potential for safety improvement.
- Establishing a framework to identify resources, data and analytical tools, training and policy to ensure safety is fully incorporated into each step of the overall transportation management process.
- Worked with the Bureau of Information Processing to advance implementation of AASHTO's Safety Analyst software that incorporates state-of-the-art safety mana-

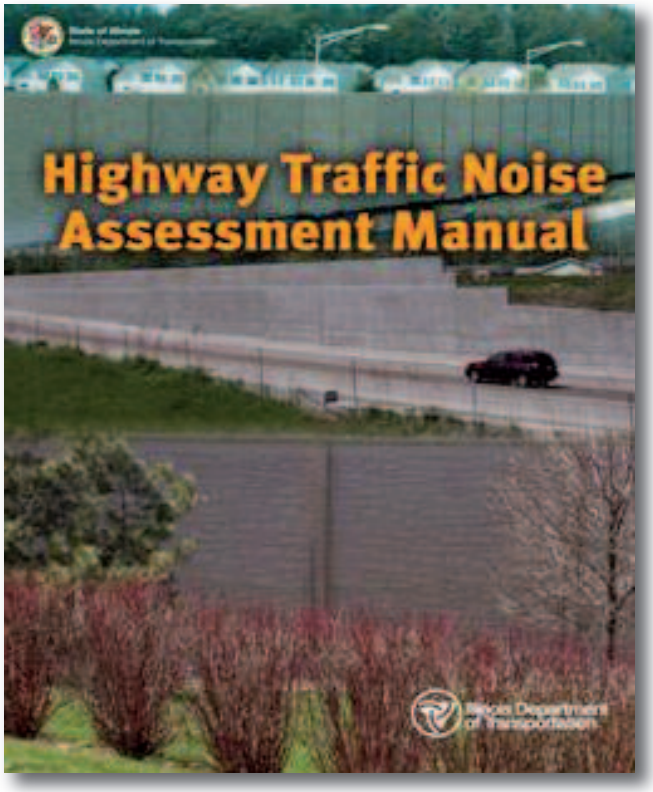
gement approaches into computerized analytical tools for guiding the decision-making process to identify safety improvement needs and develop a system-wide program of site-specific improvement projects.

- Moved Safe Routes to School (SRTS) program to the Bureau of Safety Engineering to further consolidate safety efforts, leverage limited resources, and improve the effectiveness of the program.
- Assessed and implemented program improvements of the SRTS program to streamline the application, ranking, funding and reimbursement, implementation, and evaluation process of projects. The third funding cycle award announcement totaling approximately $21.7 million in both infrastructure and non-infrastructure projects is to occur in the beginning of 2012.
- Partnered with the American Automobile Association (AAA) and the United States Roadway Assessment Program (usRAP) to pilot a project to analyze crash and roadway data to develop risk maps for local roadways in Kane County. This was a successful effort and provided supporting information to fund $4 million of highway safety improvements for a two-year period. This initiative is being expanded to the seven focus counties: Lake, McHenry, DuPage, Will, Champaign, Vermilion and Winnebago.
- Completed a FHWA/IDOT process review of the Work Zone Safety and Mobility Policy to improve work zone safety for both motorists and workers, as well as improve mobility through the work zone for the traveling public. Best practices are identified as well as any recommendations for changes to policies, procedures, standards and specifications.

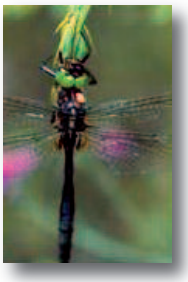
- Worked with the Office of Communications and promoted work zone safety through press events, scheduled meetings and other state events and activities, and publications developed by IDOT. This included hosting the National American Traffic Safety Services Association (ATSSA) Work Zone Memorial Wall at the IDOT building and the Illinois State Fair.
- Updated the IDOT Flagger Handbook and distributed 10,000 copies internally and to contractors. In addition, provided a "Flagger Train the Trainer" class to key department personnel to expand the teaching cadre within the agency.

The Environment

- **Noise Policy, Highway Traffic Noise Assessment Manual, Noise Policy Training:** On July 13, 2010 the Federal Highway Administration promulgated their Final Rulemaking titled "Procedures for Abatement of Highway Traffic Noise and Construction Noise" (23 CFR Part 772). The department, working closely with the Statewide Noise Consultant and FHWA staff, revised the IDOT Noise Policy and submitted the revised policy to FHWA for approval on January 13, 2011. On April 1, 2011, FHWA formally approved the department's new noise policy with an effective date of June 29, 2011.



- **Historic Bridges**: Coordination and review of the new Historic Bridge Programmatic Agreement between FHWA, IDOT and IL State Historic Preservation Office (SHPO) continued throughout the year with significant progress being made toward the development of the revised and updated Historic Bridge list. This multi-bureau, multi-agency project will ultimately result in the preservation of bridges that represent unique designs, are examples of the use of significant engineering materials or techniques, or are associated with historically significant periods or events.
- **Tribal Consultation**: In August 2011, BDE, FHWA and IL SHPO signed a "Memorandum of Understanding (MOU) Regarding Tribal Consultation Requirements for the Illinois Federal Transportation Program." This MOU, three years in the making, involved numerous coordination activities, most notably two tribal consultation workshops sponsored by IDOT and FHWA.



- **IDOT Environmental Research**: An Illinois Center for Transportation (ICT) research proposal entitled "Restoration Progress and Flood Disturbance at IDOT Wetland Mitigation Sites" was approved for funding October 2011. The proposed research will focus on quantifying flood characteristics at several IDOT wetland mitigation sites and analyze the relationship between flooding and plant community development, with particular focus on the achievement of vegetation-based performance standards.

- **Environmental Survey Requests (ESR)**: The Natural Resources and Cultural Resources Units reviewed and coordinated more than 550 ESR's received from the districts' state and local roads' programs. The ESR process is in place to ensure that environmental impacts are properly evaluated and coordinated and that mitigation has been developed for affected resources prior to project construction.
- **Geology and Special Waste (GSW)**: Developed Best Management Practices (BMPs) and implemented a web-based Environmental Management Information System (EMIS) for IDOT's maintenance yard facilities and laboratories. Successfully processed 361 Environmental Survey Requests; initiated 238 Preliminary Environmental Site Assessments and tasked 110 Preliminary Site Investigations. This represents an 88 percent increase from the previous 10-year annual running average.
- **IDOT Website – Environment Page**
  http://www.dot.il.gov/environment.html
  Project Coordination Unit staff worked to complete major revisions and updates to the IDOT Website Environment Page. This web page is accessed by an average of 1,000 visitors per month. The purpose of the site is to enable the general public to understand department procedures with regard to environmental laws and regulations.

- **National Environment Policy Act (NEPA) Document Review**: Milestones achieved in the review and coordination of major NEPA documents includes the initiation of the Tier II Draft Environmental Impact Statement (EIS) for the Elgin O'Hare West Bypass, and the I-290 Draft EIS. FHWA approved the Draft EIS for the US Route 30 project and the Record of Decision for the IL Route 336 project. Work continued on the US Route 51 Draft EIS, the Draft EIS for the Peoria Eastern Bypass, the Alton/Godfrey I-255 Connector Draft EIS and the Tier I EIS for the Illiana Expressway project. In addition, several rail projects were reviewed for the Division of Public and Intermodal Transportation and coordinated with surveys and resource agencies including those processed under CREATE and the High Speed Rail programs. The Environmental Assessment (EA) for the US Route 45 project was signed and a Finding of No Significant Impact (FONSI) was issued for the IL Route 5 and Meredosia Bridge projects.
- **Highway Incident Management Program**: IDOT researched, developed and delivered the Highway Incident Management Training Program. Research included surveying multiple response agencies, identifying safety trends and training needs of jurisdictions. A program was developed and pilot training classes were presented to highway departments, law enforcement, fire departments, emergency medical personnel, 911 centers and tow/ recovery operators. More than 150 responders were trained in 2011.
- **Earthquake Response Plan**: In 2011, IDOT exercised the 2010 Earthquake Preparedness, Response and Recovery Plan in response to a major earthquake during a State Level Exercise in November. Training has been conducted in each district and included instructions to hundreds of IDOT staff from all nine districts on earthquake response procedures to use in the New Madrid/Wabash Earthquake Fault Zones.
- **Strategic National Stockpile**: IDOT coordinated with the Illinois Department of Corrections, Illinois Emergency Management Agency, Illinois Department of Public Health, Illinois State Police and the Illinois National Guard in the continuation of the preparedness of Strategic National Stockpile (SNS) plan and initiatives throughout the state of Illinois.
  - Operations' personnel have trained hundreds of staff on how to deliver prophylaxis to hospitals and health departments in Illinois. This training is critical for the Strategic National Stockpile Plan for medications needed to combat H1N1, avian flu and toxic biological incidents.
- **Continuity of Operations (COOP) and Government (COG)**: The Bureau of Operations' personnel have worked closely with the Emergency Management Team (EMT) to establish the Continuity of Operations (COOP) and the Continuity of Government (COG) within IDOT. Operations personnel continue to update the plan with new information.
- **Construction Project Updates**: IDOT provides weekly e-mail updates to hundreds of trucking industries regarding all expressway construction projects. The truckers use the information to adjust their routes and plans involving deliveries in and around Chicago.

Challenges

- The state highway system is primarily funded by federal and state gasoline taxes that are not adjusted for inflation (taxation levels remain static). Increased use of fuel-efficient vehicles has resulted in a decrease in the number of gallons of gasoline purchased, which reduces overall gas tax revenues. This reduction in revenue diminishes the amount of funds available to maintain our state highway system. In order to maintain the high level of service demanded by the traveling public, the department will continue to explore the use of innovative transportation funding options such as public-private partnerships and revenue/cost sharing arrangements in order to use every taxpayer dollar as efficiently as possible.
- The eighth extension of the current federal reauthorization for federal transportation bill (SAFETEA-LU) is scheduled to expire on March 31, 2012. The US Senate and the House of Representatives have been working to enact a long-term transportation bill to fund the nation's surface transportation system. As the President and Congress work to reduce the nation's budget deficit, the Highway Trust Fund appears to be targeted for budget cuts. Any reduction in federal funding may jeopardize the implementation of the statewide multi-year highway program.
- The passage of the Public-Private Partnerships for Transportation Act (PA 97-0502) this past summer provides an exciting new mechanism for funding critical transportation needs. IDOT will need to develop new processes and systems to ensure the safety and economic interests of the traveling public are protected as we begin to navigate this bold new direction for Illinois transportation.
- The increasing focus on sustainability and livability provides a challenge and an opportunity for IDOT to produce innovative transportation systems, which reduce the impact on our environment and improves the livability of Illinois communities. With such cutting-edge practices as Context Sensitive Solutions (CSS) and Illinois - Livable and Sustainable Transportation Rating System (I-LAST), IDOT will continue to lead the way towards a sustainable future for Illinois.
- As the population of the United States continues to grow, the demand on the nation's highway system will rise, resulting in increased congestion. Congestion is a major problem plaguing our transportation system, costing more than 4 billion hours of annual travel delay and 2.9 billion gallons of wasted fuel. To combat congestion on Illinois highways, IDOT will continue to study and implement innovative transportation solutions, such as bus rapid transit and congestion pricing.

Looking Forward

- The department will begin implementation of an electronic bidding system for the procurement of highway construction-related services.
- Continue to pursue the acquisition of Light Detection and Ranging (LiDAR) data. This elevation data is beneficial for corridor mapping, hydraulic analyses, flood mapping and planning, land development, 3-D modeling, etc. LiDAR acquistion is underway in four districts (nearly 40 counties), and we have LiDAR data for 19 counties.

Director
Joseph Shacter

A Word from the Director

"What a year this has been for this division. Two construction seasons have yielded brand new track and ties between Dwight and St. Louis along Illinois' signature Chicago-St. Louis high-speed rail route. We're on track to start 110 mph service by 2015. Design work has begun on new train stations in Moline and Joliet. And another dozen projects are underway in the CREATE rail infrastructure program in the Chicago area. Meanwhile, Governor Quinn's $511 million investment of July 2010 fostered a historic joint venture between the state of Illinois, city of Rochelle and Nippon-Sharyo to build new Metra Electric District rail cars in Illinois, and is helping transit districts all over the state to upgrade facilities and replace or add rolling stock. 2012 promises to be even more exciting as design moves into construction on several major transit facility projects--including the state's $646 investment in rebuilding the CTA's Red line--as well as new Amtrak service between Chicago and Moline, and Chicago and E. Dubuque."

Mission

To promote safe, efficient, affordable, reliable and coordinated transportation of people and goods through rail, mass transit, and other related modes of transportation.

Objectives

- Develop, implement, and advocate for policies and practices that promote safe, efficient, affordable, reliable and coordinated mass and rail transit
- Administer state and federal operating and capital funds to more than 50 public transportation systems in Illinois, as well as to Amtrak, and freight railroads

Accomplishments

- **Program Delivery:** Administered more than $8 billion in federal and state operating and capital funds, in more than 325 associated grants and contracts for projects as diverse as first-in-the-nation high-speed rail between Chicago and St. Louis, new transit maintenance and transfer facilities, and dispatching software for rural transit systems throughout the state.
- **High Speed Rail (HSR) in Illinois:** Thanks to more than $1.1 billion in federal funding, as well as matching funds provided by the Governor's Illinois Jobs Now! (IJN) state capital program, IDOT and the Union Pacific Railroad have worked together to replace more than 160 miles of track and ties along the Chicago-St. Louis corridor with Class VI rail and concrete ties that will permit 110 mph service. Illinois was the first state in the nation to be under HSR construction, and is continuing to lead the way.
- **Illinois Jobs Now!:** The Governor's 2009 Capital Program, releasing $511 million of the $2 billion authorized for transit statewide in July 2010, is enabling Illinois to benefit from the first state capital program in over a decade.
- **Amtrak Shows Record Ridership Gains:** In state fiscal year 2011, the railroad carried 1.75 million passengers on routes supported by the state of Illinois. That's up 7.3 percent, despite construction on the Chicago-St. Louis corridor. In fact, ridership between Chicago and St. Louis was up 4.5 percent. Other increases were larger: Chicago-Milwaukee up 5.7 percent, Chicago-Carbondale 15.6 percent, and Chicago-Quincy 8.0 percent. Overall ridership on state-supported trains has surged 19 percent in the last three years, despite the economic downturn. Nationwide, Amtrak carried a record 30 million passengers in its fiscal year that ended September 30, 2011.
- **RTA Service Region:** The Governor was able to ensure no fare increases would take place for CTA riders in 2010 and 2011, by agreeing to have the state pay debt service for two years on new RTA-issued bonds if local sales tax proceeds did not meet projected expectations. From the bonds, the RTA will be able to borrow $166 million for capital projects, which will allow funds to be shifted to CTA's operational budget, thus avoiding any fare increases for the public. The projected expectations have been met and the state is no longer providing the debt service on these bonds.
- **Consolidated Vehicle Program:** In fiscal year 2011, the state awarded 257 lift and ramp equipped paratransit vehicles to 86 not-for-profit organizations serving elderly persons and persons with disabilities statewide and 34 downstate public transportation providers. The total cost for these vehicles was $14.8 million, with the state providing $1.7 million in matching funds from Illinois Jobs Now!
- **Downstate Transit:** The major department initiative was the implementation of our comprehensive $21.2 million downstate rural transit capital assistance program, made possible by federal ARRA stimulus funds. The ARRA program allowed IDOT, working on behalf of rural transit providers, to procure nearly 100 paratransit-type buses to replace outdated vehicles; enter into contracts for new office and maintenance equipment and automated dispatching software for our grantees; and contract with consulting firms to perform proper vehicle inspections, shovel-ready assessments, and environmental reviews for future facility construction or expansion. IDOT also administered more than $1 million in federal "Job Access and Reverse Commute" and "New Freedom" funds to downstate public transportation agencies, contracted more than $154 million in state operating assistance dollars to 39 agencies, and awarded more than $8 million in federal "Section 5311 Intercity Bus" funds to 33 agencies.

Initiatives

- **Illinois Jobs Now! Capital Program:** Several projects mentioned above are relying on Governor Quinn's Illinois Jobs Now! capital program. Overall, IJN! is providing $1.8 billion to Northeastern Illinois transit (CTA, Metra, Pace); $200 million to downstate transit; $400 million for high-speed rail initiatives; $300 million to CREATE; and $150 million to establish or improve Amtrak service.
- **Additional Federal High-Speed Rail grants:** Three states chose to return federal funds previously granted for high-speed rail projects: Wisconsin, Ohio, and Florida. Illinois applied for a portion of these funds, which were redistributed to the 25-plus states pursuing high-speed rail. Those efforts resulted in two important additional grants for Illinois:
  - $268 million for new equipment for the Chicago-Carbondale, Chicago-Quincy, and to-be-constructed Chicago-Rockford-East Dubuque. In combination with equipment funds included in the aforementioned Chicago-St. Louis and Chicago-Moline grants, these funds will permit equipment on virtually all Illinois corridors to have new equipment. First deliveries are expected in early 2015.
  - $186 million for upgrading the Dwight-Joliet segment of Chicago-St. Louis. This grant will fund the construction of additional mainline track and a new siding, thus easing freight/passenger rail congestion on one of the most heavily used portions of the corridor.
  - The state received an FRA grant of $3.8 million to match the Canadian Pacific Railroad's $3.8 million contribution for a $7.5 million project to replace two bridges in Wadsworth on the Chicago to Milwaukee corridor. Construction is expected to begin in 2012, which will allow for current speeds to be maintained and also accommodate future high speed rail operations.
- **Green Transit Initiatives:** In 2009, IDOT was awarded $4 million from the ARRA Transit Investment for Greenhouse Gas and Energy Reduction (TIGGER) program. In 2010, IDOT used this award to procure and distribute 34 hybrid paratransit-type vehicles to nine transit agencies throughout the state. These vehicles replaced less efficient diesel and gasoline buses of roughly the same size. In Summer 2010, we applied for and received $5.5 million in TIGGER II funding. This funding was used in 2011 to procure 31 hybrid paratransit-type vehicles and 15 hybrid buses for Madison County Transit, one hybrid paratransit vehicle for Grundy County, and in addition, Metra will receive roughly $350,000 of this grant to incorporate automatic start-up/shut-down technology on 27 locomotives in their fleet to reduce harmful diesel emissions. In November 2011, the department applied for and received a $5 million Clean Fuels grant award to purchase hybrid electric full size transit buses for Champaign-Urbana Mass Transit District, city of Galesburg, Greater Peoria Mass Transit District, Rock Island MetroLINK, and River Valley Mass Transit District.
- **Amtrak's Illinois Corridors:** Since the General Assembly increased state-supported Amtrak service subsidies in 2006, the department has contracted with Amtrak for a total of two daily round trips between Chicago and Carbondale, three daily round trips between Chicago and St. Louis, two daily round trips between Chicago and Quincy, and seven daily round trips between Chicago and Milwaukee.
- **RTA Service Region:** Northeastern Illinois transit has received a substantial infusion of capital funding through the Governor's first allocation of Illinois Jobs Now! funding. The CTA is using its $253 million allocation for a number of urgent capital projects, including traction power improvements that will improve system stability, particularly during peak usage periods;

renovations to key stations like the 63rd St. Green Line facility; and new security and vehicle tracking systems. In addition, a subsequent capital grant is providing funds to support the purchase of 300 new rail cars. Metra is purchasing 160 commuter cars from the new Illinois railcar manufacturer Nippon-Sharyo for the electric district, as well as renovating and/or constructing a number of stations on various lines. Pace is buying new rolling stock.

- **CREATE:** The CREATE (Chicago Region Environmental and Transportation Efficiency) program consists of 70 rail and highway projects throughout northeastern Illinois. CREATE's goal is to eliminate rail/rail and road/rail bottlenecks in the six-county Chicagoland area. As of late 2011, 12 of the 70 projects are complete, with 32 more under way—including 12 under construction. One of those is the 130th & Torrence Avenue grade separation project, a $170 million venture whose groundbreaking occurred during the summer of 2011. In addition to the aforementioned Englewood Flyover project, another $100 million in federal funding (from the Tiger 1 program) is being used to construct six CREATE priority projects, within the next two years. These projects include: one grade separation project (71st St. in Bridgeview); and four rail projects that improve connections, add tracks, and/or improve signaling systems in northeastern Illinois. The department also worked with the freight railroads and the city of Chicago to assemble a Tiger 3 application package for five additional CREATE projects; the application was submitted with close to a 50 percent match. Award notifications are expected in early 2012. Community outreach began in several south side Chicago neighborhoods that will be affected by the 75th Street family of projects, a $700 million package that will result in significant improvements for all freight railroads, Metra, and Amtrak.
- Freight Rail Program: In 2011, five grants were executed for projects throughout the state. One of those projects is for the construction of a new rail spur serving the new Nippon-Sharyo railcar manufacturing facility in Rochelle. In anticipation of a 2012 opening, Nippon-Sharyo has begun hiring to fill more than 250 job openings. Other key projects included Chicago Rail Link Rehabilitation, Polo, IL Shuttle Facility, Becker Iron and Metal and the Indiana Harbor Belt Disaster Relief Project. The Chicago Rail Link project rehabilitated their infrastructure on the south side of Chicago to improve service and reliability to shippers located along the route. The Polo project constructed a new grain loading facility to allow farmers in northwest Illinois to ship their products to markets in Texas and the east and west coasts. Becker Iron and Metal relocated their facility from St. Louis to Venice bringing approximately 40 jobs to the state. The Indiana Harbor Belt project consisted of sewer repair that caused flooding of their tracks in Riverdale resulting in freight delays for the entire Chicago Terminal network. One project was completed in FY11 for the city of Hillsboro. The project consisted of constructing a rail spur for a lumber company located in the city.
- **220 MPH Rail Service Feasibility Study:** Governor Quinn announced in summer 2011 that the state has hired the University of Illinois-Champaign and Chicago campuses to work with IDOT on a feasibility study of bringing "bullet train" service to Illinois. The route being studied would begin at O'Hare Airport, go through downtown Chicago, stop at the McCormick Place convention center, and then continue to Champaign-Urbana, with possible extensions to Indianapolis and/or St. Louis. The study will be complete by the end of CY 2012.
- **Disadvantaged Business Enterprise (DBE) Fairs:** In 2011, through the assistance of the Office of the Secretary and the Office of Business and Workforce Diversity, the division hosted DBE fairs in Rockford and Joliet. At these fairs, prime contractors met potential DBE sub-contractors. In addition, firms seeking DBE status received instruction on how to apply for certification in Illinois, and how to further develop their business to increase their competitiveness for future bid awards.
- **Technical Studies:** The Program Support Section is implementing 15 new agreements, including research on alternative Amtrak operating subsidies by University of Illinois, Chicago (UIC); a feasibility study on forming a mass transit district for rural McLean, DeWitt, Ford, Iroquois, and Livingston Counties; and a study about how IDOT can help travelers overcome transit service gaps using Smartphone technology and neighborhood-based transportation (e.g. shared station bikes and zip cars). The section's completed work includes studies about how worldwide freight trends are impacting the Chicago metropolitan area and how and why elderly people combine smaller trips into larger ones and how this differs from their younger counterparts. This behavior can affect how transit services operate for seniors.

Challenges

- **Freight Rail Congestion and Passenger Rail Delays:** Disruptions in rail-based freight, including grade crossings, threaten the economic vitality of the region, make it harder for our farmers to make a profit, lead to increased traffic congestion on our roads and highways, generate unnecessary levels of air pollution, raise safety concerns, and adversely affect the reliability and speed of rail passenger service. With funding from the state of Illinois, the city of Chicago, the U.S. Department of Transportation, Metra, Amtrak, and the Association of American Railroads, CREATE will help eliminate these problems in Northeastern Illinois.
- **National Funding:** Like other states, Illinois continues to be vexed by the lack of a consistent stream of federal capital funding. Following $8.5 billion in FFY 2010, and $2.5 billion in 2011, only $100 million has been proposed thus far for FY12. The lack of a predictable funding stream makes planning for future projects extremely difficult, if not impossible. In addition, the level of state capital funds to be used as project matches are impossible to predict without a firm estimate from the federal government.

- **Annual Operating Subsidies:** Illinois has the oldest (created in 1971) and the second largest intercity passenger rail program in the country, trailing only California's. The state-sponsored program supplements Amtrak's national system, serving 31 communities throughout the state. Thanks to ridership gains over the past two years, the state's operating subsidy has decreased from $28 million to $26 million per year. However, in FY14, the state will begin to feel the impact of Section 209 of the federal Passenger Rail Investment and Improvement Act, which mandates that the states begin to shoulder more of Amtrak's operating costs. Negotiations with the states have been ongoing for the past two years, and the cost allocation formula is close to completion. Initial estimates show the state's share of costs increasing significantly, even before the addition of high speed service and new routes to East Dubuque and Moline. In addition, state funding covers between $30 million and $40 million per year in paratransit subsidies for the RTA in Northeastern Illinois. Both of these subsidies in FY12 are being covered by the Road Fund, replacing General Revenue Fund (GRF) funding.

Looking Forward

- **Peoria:** Amtrak recently completed a feasibility study for IDOT establishing passenger rail service to Peoria. The minimum capital cost identified was $100 million. Discussions with local elected officials in Peoria are under way to determine how the community wants to move forward. One idea that would require little capital is to establish express bus service from Peoria and E. Peoria to Normal, where buses would connect with the Chicago-St. Louis rail schedule.
- **Open Fare Collection:** The division already has begun work with the RTA and the three transit service boards in northeastern Illinois on establishing an open fare collection system that would eliminate the problem of different fare media being required on different forms of transit in the Chicagoland area. This follows the enactment of a law that requires such a system be in place by 2015. The CTA currently is reviewing responses to a request for proposals for open fare collection and at the state's request plans to work with MetroLINK in the Quad Cities on how to extend the reach of the system to downstate communities.
- **Illinois Freight Rail Program:** The five new rail freight grants that were signed in 2010: track construction projects for the city of Rochelle; Becker Iron and Metal; Polo, IL, Shuttle Train Facility; Chicago Rail Link Rehabilitation and FRA Disaster Assistance grant for the Indiana Harbor Belt Railroad are all expected to be completed this year. Also, Mt. Vernon, IL/Continental Tire will be receiving a grant for track construction. There are other potential projects for the program this year that would create 500 jobs within the state.
- **Illinois Veterans Transportation Initiative:** The department just received a $362,000 federal grant to implement a statewide one-click public and specialized transportation resource center website to host information on existing public and specialized transportation services statewide to better serve the transportation needs of the state's veterans.

Interim Director
John Webber

A Word from the Director

"Few individual actions will save more money, time, pain and heartache than safe driving. As IDOT enters 2012 on the heels of a record three-year low in the number of traffic fatalities in Illinois, we must focus on ways to improve on an already successful message to motorists. The facts are clear. Impaired and distracted driving are never acceptable risks, and eliminating those risks will save hundreds more lives every year. And, as some 93 percent of front-seat occupants buckle their safety belts, Illinois motorists should be mindful that a new law, effective in January 2012, requires safety belts in use for all backseat passengers – again, the result of more travelers buckling up will be significant reductions in fatalities and serious injuries. We have the means to save more lives than ever before, if only each driver and passenger takes the personal responsibility to make the right decisions to protect personal safety."

Mission

To formulate, coordinate and deliver information, services and programs which will mobilize public and private resources to establish effective public policy and integrated programs to improve highway safety in Illinois.

Objectives

- Save lives and prevent serious injuries on Illinois roadways.
- Conduct problem identification studies and provide an in-depth analysis of motor vehicle-related fatalities and injuries in Illinois using several crash-related databases (Crash Information System, FARS, trauma registry, and hospital data). This assists in developing measurable short-term and long-term goals and objectives for the Illinois Highway Safety Program.
- Support, coordinate and evaluate the Occupant Protection and Impaired Driving programs. Using the successful Click It or Ticket (CIOT) and Drive Sober or Get Pulled Over (DSOGPO) enforcement campaigns, IDOT is raising driver safety awareness and discouraging irresponsible behavior on the roadways.
- Allocate state and federal funding to state and local agencies for programs aimed at reducing fatalities and to provide funding for the Federal Motor Carrier Safety Assistance Program.

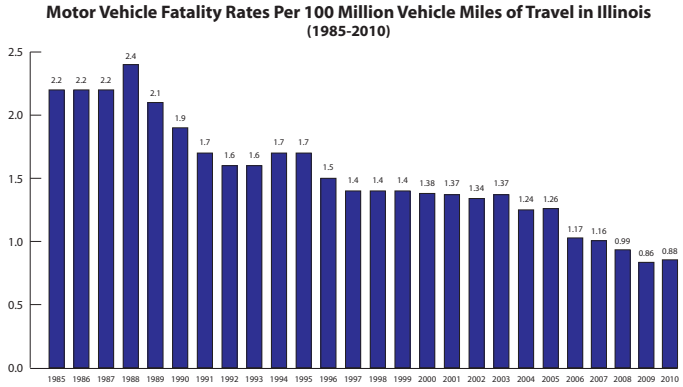
Accomplishments

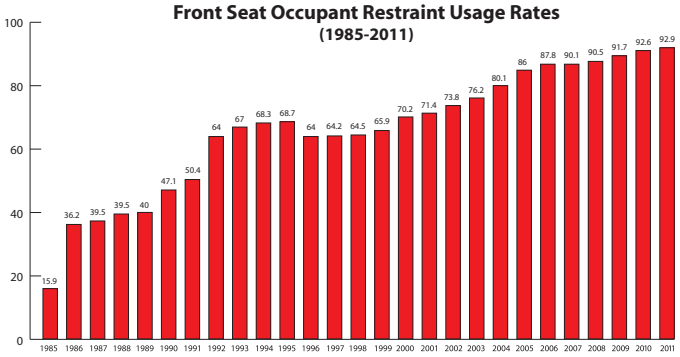
- As data continues to be quantified, 2011 is expected to be the third consecutive year in which Illinois motor vehicle fatalities are under 1,000.
- The safety belt usage rate rose to 92.9 percent up from 92.6 percent in 2010.
- There was a significant decrease in alcohol-related fatalities. Due to the decrease, Illinois has been designated as a low fatality rate state by the National Highway Traffic Safety Administration for the last two years.
- Provisional numbers indicate that work zone fatalities will decrease.
- Improved commercial vehicle data reporting (Illinois is noted for the efficiency of its vehicle inspections, compliance reviews and safety audits).
- Enhancements to the External Safety Data Mart offered improved crash data availability and accessibility to numerous data users having online access.
- Online report and mapping capabilities for dooring incidents were developed for use in tracking the occurrence of bicyclists colliding with the open door of a parked motor vehicle.
- A CODES project was established in Illinois (data linkage-crash-hospital-EMS-trauma registry).

Performance Measures in Illinois Based on Seven years of Data (2004-2010)

Required Core Measures	Seven years							Projected Numbers		
	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Total Fatalities	1,355	1,363	1,254	1,248	1,043	911	927	815	729	643
Serious Injuries	18,798	18,315	17,741	15,998	13,456	13,007	12,629	10,930	9,736	8,542
Total Fatality Rate	1.24	1.26	1.17	1.16	0.99	0.86	0.88	0.79	0.71	0.64
Rural Fatality Rate	1.87	1.91	1.7	1.78	1.62	1.52	1.48	1.41	1.33	1.26
Urban Fatality Rate	0.99	1.01	0.98	0.94	0.77	0.64	0.63	0.57	0.49	0.42
Unrestrained Occupant Fatalities	468	448	456	396	339	265	255	215	175	135
Impaired Drivers and Motorcyclists	475	458	446	439	362	319	306	275	244	213
Speed-Related Fatalities	591	528	556	523	385	325	305	254	203	152
Motorcyclist Fatalities	157	158	132	157	133	130	124	123	119	114
Motorcyclists-- No Helmet	119	119	103	121	96	91	107	94	90	87
Young Drivers involved in Fatal Crashes	239	249	236	254	146	118	117	92	66	41
Pedestrian Fatalities	156	165	139	171	135	111	115	108	100	92
Belt usage Rate	83	86	88	90.1	90.5	91.7	92.6	92.9	94.3	95.6

Please note that red number were not official at time of printing





Initiatives

Occupant Protection

The occupant protection program focuses on safety features designed to protect occupants of motor vehicles in the event of a crash - primarily safety belts and child safety seats.

- Utilizing the national Click It or Ticket program, more than 500 state and local law enforcement agencies participated in the May 2011 Mobilization to increase safety belt compliance in Illinois.
- Supporting an aggressive public information and education campaign through distribution of thousands of materials via mail and through various community outreach events.
- Illinois has more than 1,800 nationally certified child passenger safety (CPS) technicians who inspect and educate parents on the correct installation of a child safety seat. These technicians work at hundreds of events yearly checking thousands of child safety seats.
- In an effort to keep CPS technicians nationally certified, DTS hosted 6 regional CPS workshops and 29 skills enhancement sessions statewide.
- Illinois was among the leaders nationwide in the number of child safety seat inspection events held in conjunction with the 2011 National Seat Check Saturday. Partnering with AAA and Evenflo Child Seats, Illinois held some 80 events with 450 technicians inspecting 1,350 child safety seats for proper use and installation.

Impaired Driving

Through its grant program, IDOT assists local and state law enforcement agencies to enforce Illinois impaired driving laws. A focus of this effort is late-night hours when the most individuals die in alcohol-involved and/or unbuckled crashes.

- Highly-visible Drive Sober or Get Pulled Over enforcement campaigns during major holidays of Independence Day, Labor Day and Christmas/New Year's Eve are proving successful in ridding Illinois highways of impaired drivers.
- Supports groups that put forth an underage drinking/impaired driving message such as Students Against Destructive Decisions, Alliance Against Intoxicated Motorists and ThinkFirst.
- Aggressive impaired driving public information and education efforts through distribution of thousands of materials via mail and through various community outreach and news events.
- In a few select jurisdictions, assist with DUI Courts and DUI prosecution.
- Strongly supports impaired driving enforcement training for law enforcement officers.
- An integral part of the Impaired Driving program is the Law Enforcement Liaison (LEL) team. The eight LELs work statewide with the law enforcement grantees that play the primary role in the impaired driving program.
- Another key element to the successful impaired driving focus is the Traffic Safety Resource Prosecutor (TRSP) Program. The two TRSPs conduct DUI training for prosecutors, law enforcement and other traffic safety partners throughout the state.

Operation Teen Safe Driving (OTSD)

This nationally recognized statewide program is in its fourth year. The teen-led program is sponsored by the Ford Company Fund and The Allstate Foundation. All Illinois high schools are eligible to apply.

- 105 high schools are selected to apply (15 schools in seven regions covering the state.)
- More than 395,000 teens have been touched by this program since 2007, with 3.2 million people within the OTSD communities.
- Since the inception of the program, teen fatalities have dropped by 45 percent.

Motorcycle Safety Program

The department initiated the Cycle Rider Safety Training Program (CRSTP) in 1976 in an effort to reduce injuries and death by offering training classes for motorcycle operators.

- This training program is one of only two in the nation that offers free motorcycle training to any Illinois resident age 16 or older who holds a valid automobile or motorcycle driver's license or permit.
- Illinois has more than 460 instructors teaching 2,200 courses at more than 55 training sites.
- In 2011, more than 20,000 motorcyclists received training—a 20-percent increase over motorcyclists trained in 2009.
- IDOT has a visible presence at numerous cycling events throughout the state. Motorcycle safety materials have been created to educate riders.

Commercial Vehicle Safety (CVS)

IDOT houses the Motor Carrier Safety Assistance Program (MCSAP) grant administered by the Federal Motor Carrier Safety Administration (FMCSA).

- Partners with Illinois State Police to enforce federal motor carrier safety and hazardous materials regulations.
- Conducts safety audits and compliance reviews on both interstate and intrastate carriers.
- Commercial vehicles and the companies represented not in compliance are taken out of service thus making our roadways safer.

Vehicle Inspection Unit

- Responsible for monitoring the Illinois Official Testing Stations as well as conducting non-scheduled inspections of all school buses, religious organization buses and charitable vehicles.
- As a result of this unit's efforts, thousands of truck/trailer, school bus inspections and diesel emissions tests identified non-compliant vehicles. These vehicles were removed from roadways reducing commercial vehicle-related injuries and fatal crashes.

Safety Data and Data Services

As part of IDOT's ongoing efforts to reduce injuries and fatalities on Illinois roadways, the Safety Data and Data Services Bureau collects, analyzes and disseminates crash data for use by IDOT professionals, other state and federal agencies, law enforcement agencies, local entities, media and others to assist in problem identification and evaluation. This enables informed decision-making about safety programs, law enforcement efforts, engineering improvements and legislation.

- The bureau is divided into two sections:
  - Crash Records Section: responsible for the entry and coding of the thousands of crash reports received each year which provides the basis for the Crash Information System; also monitors the safety responsibility compliance of motorists involved in crashes.
  - Crash Information Section: conducts crash analyses and investigations that help identify the major components in crash patterns to determine effective countermeasures. It furnishes crash data in various formats to numerous data users and provides support to all Illinois enforcement agencies in their efforts to report crashes; also manages Illinois' FARS operations.

Media and Community Outreach

Traffic Safety is responsible for educating the public about the importance of our many lifesaving programs. This effort takes place in many forms—through paid media outlets, partnerships, health and safety fairs, distribution of educational materials, etc.

Media

- In conjunction with our Click It or Ticket enforcement campaigns, nine press events were held statewide in May during the Memorial Day holiday and nine again in November during the Thanksgiving holiday. These press events are historically held in media markets in Chicago, Decatur, East Moline, Metro East, Marion/Carbondale, Peoria, Quincy, Rockford and Springfield.
- Television, radio and alternative media outlets such as Facebook, Twitter, You Tube, in-theatre and digital screens at health clubs, bars and nightclubs are used to air public service announcements concerning the importance of buckling up and not driving impaired or distracted.
- During the Drive Sober or Get Pulled Over enforcement campaigns, a media blitz occurs during the 4th of July weekend, Labor Day and Christmas/New Year holiday to promote the dangers of impaired driving.

- For the 2011 Labor Day campaign, six live wet labs were held with radio personalities around the state to show the effect drinking has on drivers' judgment. These were well received, and several radio stations videotaped the wet lab and played it on their websites during the week prior to Labor Day weekend. Twelve press events were held: six for the wet labs on August 26 and six focusing on road side safety checks – Alton, Carbondale, Rockford, Chicago, Moline and Springfield.
- The Governor proclaims the month of May as Motorcycle Awareness month. However, paid media spots for the "Gear Up" and "Start Seeing Motorcycles" campaign ran from April through September in an effort to alert the public that warm weather brings out motorcycles on our highways. On March 30, three press events were held in Chicago, Springfield and Alton alerting cycle riders to "Gear Up." On May 3, three press events were held in Chicago, Springfield and Marion to alert the public to "Start Seeing Motorcycles."
- Well known country western singer, Dierks Bentley, donated his appearance for a public service announcement regarding motorcycle safety.
- The Work Zone Safety media awareness occurs from mid-April through mid-September and not only encourages motorists to be aware of roadway workers, but to also to drive cautiously through work zones at all times.
- The total cost of these media campaigns is $4.5 million and reaches millions of citizens.
- Additionally, numerous prime-time radio interviews are conducted with IDOT staff during each campaign. Also, as digital media continues to grow, the department continues to increase its presence on its media partner's websites.

Community Outreach

- For the fourth consecutive year, IDOT partnered with NASCAR in Joliet to promote safety belts and impaired driving campaigns. Multiple events are held throughout the summer reaching tens of thousands with the message.
- IDOT has a display tent at the Illinois and DuQuoin State Fairs—each day representing a different safety program with materials and information being distributed to the thousands of fair goers.
- For more than seven years, IDOT staff has attended minor league baseball games throughout the state to promote Click It or Ticket. The Click It or Ticket night at the ball parks has proven to be an effective tool at reaching this audience.
- Traffic Safety advocates received thousands of educational materials through our Public Education and Information Program. These materials are free of charge and are distributed at numerous health and safety fairs.
- Chicago Auto Show—millions of car enthusiasts receive Traffic Safety information at the child passenger safety booth.
- March Madness—IDOT staff distributed educational materials at the state basketball tournaments to promote safety belt, impaired and distracted driving messages.
- IDOT Motorcycle staff distributed educational materials at 16 events throughout the state and educational materials are distributed statewide at specially designed kiosks located at 50 motorcycle dealerships.
- In November, IDOT rolled out the "Yellow Dot" program statewide. This Governor's initiative, free to all Illinois residents, uses a yellow dot on the rear windshield to alert first responders to a crash that a medical card is located in the glove compartment that contains vital medical information for the occupants of the car.

Challenges

- Effectively reaching those who participate in non-safety belt usage and impaired driving as it is still prevalent among late night and young male drivers.
- Implementing a statewide, accessible electronic crash reporting system.
- Integrating the new texting law, as well as addressing the distracted driving problem.
- Adequately funding safety programs in anticipation of decreased state and federal appropriations.

Looking Forward

- Continue a strong message to drivers that impaired and distracted driving is dangerous and illegal, and the elimination of impaired and distracted driving is the single most important way to reduce the number of fatalities and serious injuries occurring on Illinois streets and roads.
- Continue a strong message to automobile passengers that all passengers beginning this year must buckle their safety belts in order to comply with the law, whether in the front or back seats. Improved usage of safety belts will save many more lives and prevent many more serious injuries on Illinois streets and roads.
- Improve its efforts to provide timely and accurate crash data for use by federal, state and local agencies to help prevent future crashes.
- Continue to work closely with federal, state and local agencies involved with traffic safety to coordinate strategies and messages focusing on safe driving habits and reducing the number of serious crashes.

Director
Frank McNeil

A Word from the Director

"The Office of Business and Workforce Diversity (OBWD) continues its efforts to increase the number of Disadvantaged Business Enterprise (DBE) firms, as well as minorities, women and disadvantaged individuals, working on IDOT projects by collectively working with all stakeholders. OBWD is part of the IDOT team that works closely with industry and community organizations to respond to and help resolve DBE firm concerns related to the transportation construction industry."

Mission

To ensure that minority-owned, woman-owned and other disadvantaged small businesses have an equal opportunity to participate in IDOT's transportation construction contracts; and, to promote equal employment opportunities to achieve greater workforce diversity of minorities, women and disadvantaged persons in IDOT's transportation construction industry.

Objectives

- Monitor firms for continued DBE program eligibility, efficiently respond to inquiries, investigate eligibility concerns and complaints regarding DBE firms, conduct on-site interviews for other DBE-certifying entities, conduct workshops, and participate in outreach events.
- Process DBE Utilization Plans following IDOT lettings, including: approval and modifications (if necessary) of all contract goals; maintenance of ongoing communication with prime contractors, DBE firms and IDOT bureaus regarding contract goals and DBE-related concerns; review of pre-award modification requests; processing of final waivers; and the resolution of issues to help finalize contracts.
- Review prime contractor good faith effort documentation in support of DBE contract goals, prepare memoranda in support or opposition, and make appropriate recommendations for modification/waiver requests.
  - Recommendations are made in concert with IDOT's district-based equal employment opportunity (EEO) officers and the bureaus of Small Business Enterprises, Construction, and Design and Environment.
- Troubleshoot labor and wage issues for IDOT contractors and interested parties throughout the state.
- Conduct EEO workforce reviews on IDOT contractors to verify compliance with federal and state laws, monitor On-the-Job Training compliance, and conduct field inspections/reviews of DBE firms to ensure firm performance is in compliance with program regulations and related provisions.
- Efficiently investigate and report on DBE/EEO/Labor complaints.
- Work in concert with IDOT's District EEO Officers, IDOT Regional Engineers, the Federal Highway Administration, the U.S. Department of Labor and other governmental entities to ensure integrity in the administration of all responsibilities.
- Provide assistance to DBE firms and minorities, women, and disadvantaged individuals to help them prepare to participate in IDOT's transportation construction contracts, as contract holders or through transportation construction employment.

Accomplishments

- The Certification Section for OBWD took action on 647 files during FFY 2011. The files consisted of initial applications, Continued Eligibility Affidavits, No Change Affidavits, referrals and withdrawals. At the end of FFY 2011, IDOT had 692 DBE-certified firms, an increase of 61 firms from the previous year.

  The following is a breakout of IDOT's DBE firms by ethnicity and district. Please note: out-of-state firms = District 10; as of December 2011):

District	1	2	3	4	5	6	7	8	9	10	Total
Black American	102	8	6	20	5	5	4	32	7	57	246
Hispanic American	112	12	4	2	0	1	1	9	2	4	147
Asian Pacific	9	0	1	1	0	1	0	0	1	9	22
Asian Indian	27	0	1	0	1	2	0	2	0	9	42
Native American	0	0	0	0	0	1	0	0	1	2	4
Caucasian Women	76	16	7	5	2	26	9	24	8	58	231
Total	326	36	19	28	8	36	14	67	19	139	692

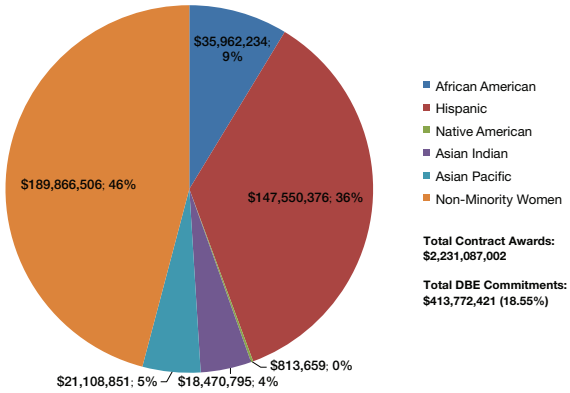
The following is a breakout of IDOT's DBE firms by work category/area of service:

Architecture/Engineering	64
Construction	280
Manufacturer	6
Miscellaneous Services	55
Professional Services	156
Supplier	60
Trucking	198
Total	819*

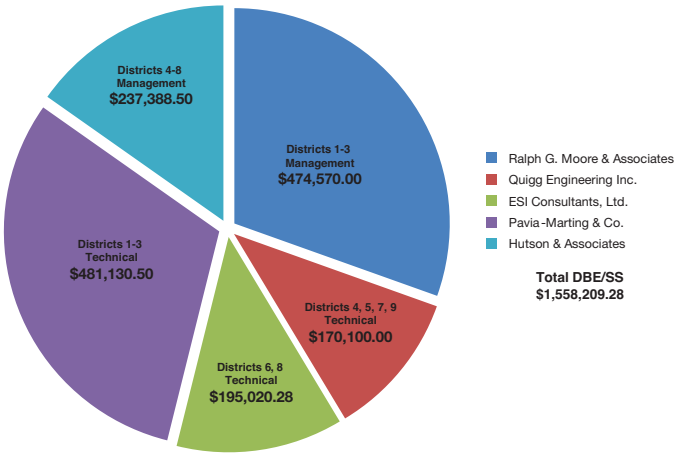
**Firms may be listed in multiple work category/areas of service.*

FFY 2011 Federal/State DBE Summary Report	
Overall DBE Statewide Goal:	22.77%
Total Contract Awards	$2,231,087,002
Total DBE Commitments:	$413,772,421 (18.55%)

FFY 2011 DBE Awards by Ethnicity



2010/2011 DBE Supportive Services



- **EEO Contract Compliance Reviews:** The goal for these reviews in calendar year (CY) 2011 was 10. The actual number of reviews completed during the period was twelve (12). In keeping with the selection criteria, small subcontractors were not reviewed unless a specific request or complaint was lodged. Of the seven contractors reviewed, one was found in noncompliance. There were no sanction actions taken or complaints filed during CY 2011.
- **Build Your Future Conference:** Caterpillar, Inc. (Cat) and IDOT hosted the conference at the Caterpillar Demonstration & Learning Center in Edwards, Illinois on February 15 and 16, 2011. U.S. Transportation Secretary Ray LaHood served as the keynote speaker for the event, which brought IDOT and Cat leaders together with DBE firms, as well as prime contractors and consultants. It was an opportunity for firms to attend workshops, network with other contractors/consultants, and see the Cat product demonstration. This event served as a forum to discuss contractor issues, upcoming programs and new initiatives. It also offered a variety of workshops that provided attendees useful and timely information, as well as networking opportunities.
- **Highway Construction Careers Training Program (HCCTP):** The IDOT program, in its second year, has grown to include all nine IDOT transportation districts. The intent behind the HCCTP is to increase the number of minorities, women and disadvantaged individuals that obtain employment in Illinois' highway construction industry.

Initiatives

Illinois' Unified Certification Program (IL UCP)

- Illinois UCP agencies (IDOT, City of Chicago, CTA, Metra and Pace) continued to meet regularly to address DBE program issues and ensure that all IL UCP participants operate in a consistent manner.
- New DBE program regulations were issued in the January 28, 2011 Federal Register, with many becoming effective February 28, 2011. Changes in the regulations include:
  - an increase in the personal net worth cap
  - the process to remove a DBE from a contract
  - interstate certification
  - a 'certification' that each DBE on a contract is performing a commercially useful function.
- Training on the new regulations was provided by the Federal Highway Administration, and the IL UCP is in the process of revising its procedures to comply with the regulatory changes.
- Pursuant to the requirements in the new regulations, and effective with the August 2011 edition of the IL UCP DBE Directory, North American Industry Classification System codes were added. The codes provide specific information regarding the work categories in which a firm is approved to perform for DBE goal credit.

Annual "Diversity" Newsletter

- The newsletter is designed to inform stakeholders of IDOT diversity related events and efforts. The summer 2011 edition of the newsletter focused on the Caterpillar/IDOT "Build Your Future Conference," spotlighted a DBE contractor, compliance-related issues, the Highway Construction Careers Training Program, and the January 28, 2011 DBE regulation changes.

Highway Construction Careers Training Program (HCCTP)

- IDOT entered into an intergovernmental agreement with the Illinois Community College Board to establish a Highway Construction Careers Training Program (HCCTP). The initial agreement covered the period of November 9, 2009 through June 30, 2011. IDOT renewed the agreement effective July 1, 2011, and added two colleges in District 8 – Lewis and Clark Community College and Southwestern Illinois College. While the colleges have established training programs specific to the needs and opportunities within their locale, four basic program goals guide HCCTP:
  1. Provide each trainee with basic highway construction industry trade and life skills training
  2. Provide an hourly stipend to each trainee to assist with transportation and/or child care expenses during training and a graduation stipend upon successful completion of the training session
  3. Provide safety equipment and basic hand tools for the trainees; upon acceptance into an apprenticeship or other highway construction-related position, provide work clothing, footwear, tools and safety equipment as necessary
  4. Assist and place trainees into Illinois highway construction trade unions, apprenticeship programs, or with IDOT highway construction contractors

FFY 2011 DBE Awards by District

D-1 Total Awards
$1,121,523,737

Total DBE Awards
$267,731,860 (23.87%)

D-2 Total Awards
$176,742,625

Total DBE Awards
$14,653.474 (8.29%)

D-3 Total Awards
$111,792,309

Total DBE Awards
$12,784,134 (11.44%)

D-4 Total Awards
$97,379,616

Total DBE Awards
$8,917,824 (9.16%)

D-5 Total Awards
$70,159,077

Total DBE Awards
$5,293,650 (7.55%)

D-6 Total Awards
$149,354,601

Total DBE Awards
$18,576,314 (12.44%)

D-7 Total Awards
$67,480,146

Total DBE Awards
$5,350,445 (7.93%)

D-8 Total Awards
$275,690,058

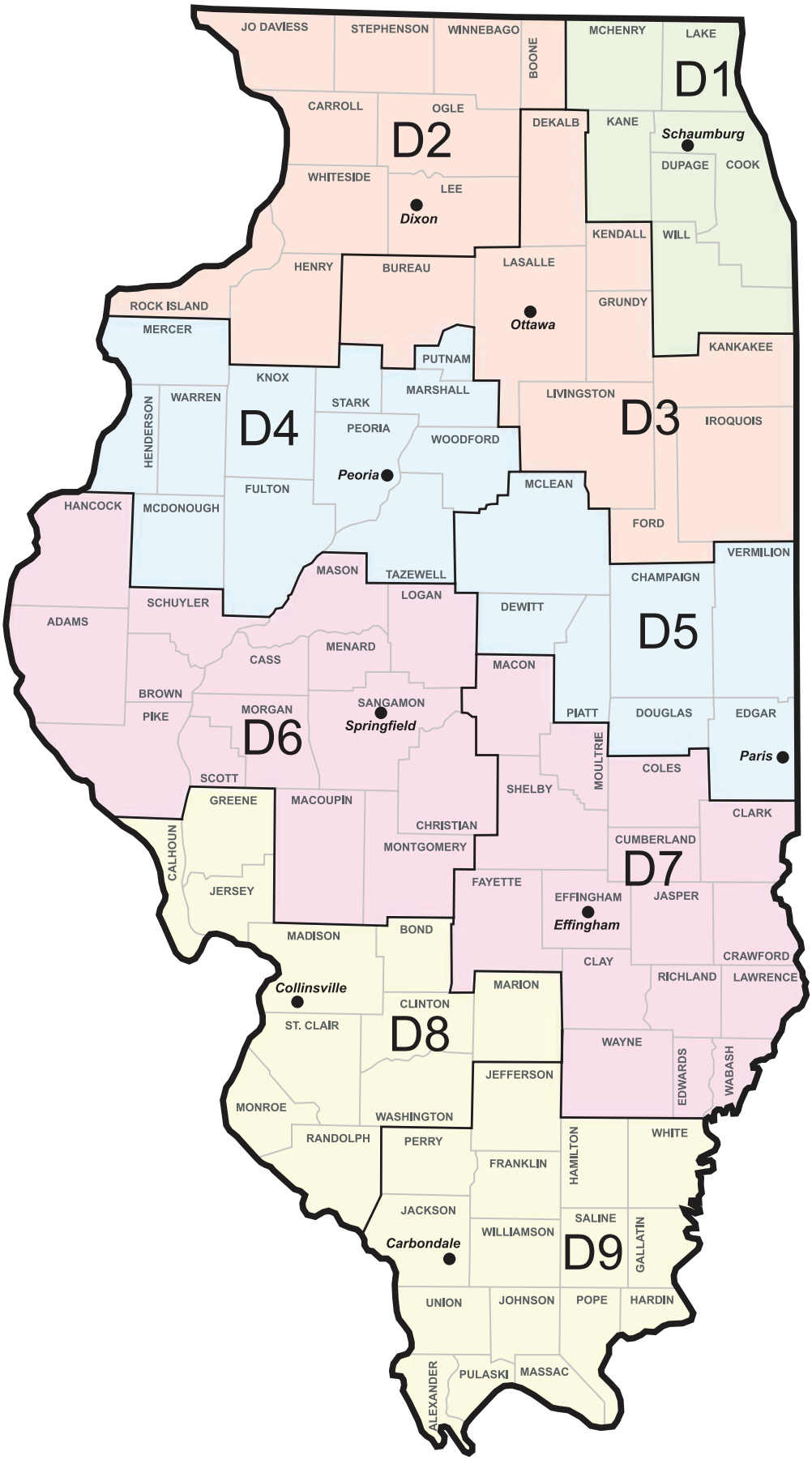
Total DBE Awards
$63,161,656 (22.91%)

D-9 Total Awards
$84,170,001

Total DBE Awards
$12,463,517 (14.81%)

Total Awards
$2,231,087,002

Total DBE Awards
$413,772,421
(18.55%)



There are 10 Illinois community colleges currently participating in the HCCTP:

HCCTP Community Colleges	
District 1	City Colleges / Dawson Technical Institute
District 2	Rock Valley College
District 3	Kankakee Community College
District 4	Illinois Central College
District 5	Parkland College
District 6	Lincoln Land Community College
District 7	Lake Land College
District 8	Lewis & Clark Community College Southwestern Illinois College
District 9	John A. Logan College

DBE Supportive Services Consultants

- IDOT contracts with outside consultants that have management and technical expertise in the highway construction industry to provide supportive services assistance to its DBE firms in an effort to contribute to their long-term development, increased opportunities, and eventual self-sufficiency of their businesses. The services are available to IDOT's DBE firms, those firms seeking IDOT DBE program certification, to IL UCP DBE-certified firms that seek (or hold) IDOT contracts, and to IDOT prime contractors.

Challenges

- The implementation of new DBE program regulations involves significant programmatic changes. OBWD's Bureau of Small Business Enterprises is currently working on certification-related procedures for the IL UCP, for approval by the Federal Highway Administration.
- The lack of financing/under capitalization experienced by DBE firms is a barrier to their development, growth, and success. OBWD is working with internal and external entities to develop a financial assistance program to assist DBE firms that are awarded IDOT contracts.
- IL UCP agencies continue to have leadership changes that impact the implementation of their DBE programs.
- The expiration of DBE supportive services contracts affects the management and technical assistance that is provided to DBE firms. New consultants must receive applicable training and work experience to become 100 percent proficient at delivering appropriate services.
- OBWD's Bureau of Small Business Enterprises (SBE) continues to work with the Bureau of Information Processing within the Office of Finance and Administration to capture and report data accurately and efficiently. SBE has multiple databases and current systems are in need of enhancements. In addition, the supportive services database is still in the development stage.
- OBWD's Bureau of Small Business Enterprises works closely with the City of Chicago's DBE program staff, but staffing changes on both ends continue to impact the consistency of program administration and compliance with federal regulations. To date, the Federal Highway Administration has not yet rendered a decision as to whether the City of Chicago can have its own DBE program.

Looking Forward

- **Today's Challenge, Tomorrow's Reward (TCTR) 2012 DBE Conference:** The TCTR DBE Conference held February 21 - 22, 2012, in Springfield, and will offer cutting edge DBE program and technology-related information to new, emerging, small and disadvantaged businesses, as well as prime contractors/consultants.
- **IDOT/Illinois State Toll Highway Authority Disparity Study:** The joint venture disparity study between IDOT and the Illinois State Toll Highway Authority (Tollway), which began in June 2009 and was conducted by Mason Tillman and Associates (MTA), has been completed and released. The reports show a continued disparity in the utilization of DBE firms, and IDOT is reviewing any potential impacts to the current overall statewide DBE goal. The department is also developing an action plan to help mitigate the disparity found.

Chief Counsel Ellen Schanzle-Haskins

A Word from the Chief Counsel

"The Office of Chief Counsel provides its services to all other Divisions and Offices of the Illinois Department of Transportation. With the increased activity this past year at IDOT in implementing the Capital Bill along with the normal aggressive road plan, land acquisition for the South Suburban Airport and increased activity in the area of claims, the workload of the OCC was increased significantly. Last year I commented that the OCC was positioned with a well trained, multitalented and enthusiastic legal staff to meet all future challenges. With the increased workload of the OCC this past year that statement has been proven accurate. The OCC has met the challenges of 2011 and has served IDOT and the people of Illinois well. We look forward to the new year and the challenges that it will bring."

Mission

To provide legal counsel to the department on policy issues and proposed actions affecting any of its operating divisions or staff offices; to provide for the prosecution and defense of all litigation involving the department in cooperation with the Office of the Governor, the Attorney General, and outside counsel; to provide for the administration of tort liability claims, property damage claims and uncollectible receivables as well as processing lien and bond claims against contractors; and to provide coordination and administration of the purchase and service of all insurance policies for the department's self-insurance program. The Bureau of Civil Rights works to provide trained investigators to receive and process human rights complaints.

Objectives

- Provide effective legal counsel to all divisions and offices of IDOT on all policy and legal issues
- Provide effective legal advice on proposed actions affecting any of IDOT's offices and divisions
- Effectively and efficiently administer tort liability claims, property damage claims and uncollectable receivables, and process lien and bond claims against contractors
- Provide all IDOT employees with advice and counsel regarding ethics issues
- Investigate, report and make determinations, through the Civil Rights Committee, to allegations of civil rights violations involving IDOT employees and/or vendors
- Develop and deliver training to IDOT employees on diversity topics

Accomplishments

Proactive Investigative Process

- IDOT continues to monitor vendors through its proactive audits and investigations to uncover and prosecute fraud against the department.
- Through the efforts of the Office of Quality Compliance and Review, Internal Auditor, and the Office of the Chief Counsel, contractors and subcontractors that are suspected of questionable conduct are suspended from conducting any further business with IDOT.
- Currently, approximately 38 contractors, subcontractors, trucking firms, and consultants are suspended from conducting business with IDOT due to questionable activities.
- When fraud is found, IDOT refers the case for criminal prosecution and assists the prosecutor in bringing the matter to its logical conclusion.
  - Past referrals have led to criminal convictions of individuals as well as corporations, and the imposition of millions of dollars in fines and court ordered restitutions.
  - Several matters are under review and/or investigation by appropriate law enforcement agencies with the cooperation and assistance of the OCC and OQCR at IDOT.

Bureau of Civil Rights

- Investigated and reported to the committee 16 complaints made by employees and one complaint made by a subcontractor against department employees. The system for handling these matters and the successful results of each case has brought about positive changes within IDOT, which in turn has led to less complaints being filed. Total complaints filed in 2011 were slightly less than those filed in 2010, the lowest number filed in any one year period. This is a good indicator that the overall program at IDOT emphasizing training and other proactive approaches have been effective.
- By statute, the bureau is assigned the responsibility of guiding IDOT's efforts to carry out the mandates of state and federal laws and executive orders relative to human rights.
- Handles the American with Disabilities Act Program (ADAP) for IDOT.

Student Professionals with Disabilities Program

- Part of the ADAP, IDOT, in partnership with United Cerebral Palsy, School District 186 (Springfield), the Illinois Department of Human Services – Division of Rehabilitation, Goodwill Industries, Sangamon Area Special Education, Association for Retarded Citizens and the Epilepsy Resource Center, IDOT administers this highly successful and award winning program.
- These agencies participate in the program by nominating potential participants, providing supportive services and securing full-time employment for successful students ready to leave the program.
- The program, with an 86 percent success rate in placing its graduates in full-time positions, has proved to be an effective training tool to assist stu-

dents with severe disabilities as they prepare for the transition to full-time employment.
- In 2011, IDOT was able to place two additional students from the program in full-time positions at IDOT. This brings the total of former students of the program that were placed in full-time positions within the department to eight. More placements of this type at IDOT are anticipated in the future.
- The American Disabilities Act coordinator oversees and assures compliance with state and federal standards for curbs, intersections, and other construction undertaken by IDOT.

Bureau of Claims

- The bureau handles all tort claims filed in various venues against IDOT and on behalf of IDOT and serves as a resource to Disadvantaged Business Enterprise firms and support services consultants.

During the past year the bureau handled a total of 10,654 new claims

- 1,151 general liability claims made for such matters as negligent highway design and maintenance.
- Supervised the investigation of 552 employee crashes during the year.
- At year-end, there were 505 open litigation matters (general liability, auto, lapsed appropriation and contract claims) seeking payment of $69,802,793 in damages.
- Sought and recovered $8,370,360 for damage to state property and as a collection resource for IDOT
- Open potential collection for the bureau is approximately $17,099,400.
- Administered 264 claims under the Mechanics Lien Act and the Public Construction Bond Act, including debts unpaid by prime contractors to subcontractors and suppliers on IDOT road and airport construction projects.

Bureau of Legal Services

- The bureau handles most of IDOT's legal matters and provides the department with various services ranging from contract reviews to handling civil lawsuits through the various court systems and administrative processes.
- An administrative hearing officer is on staff to conduct hearings related to Traffic Safety testing lanes and prompt payment issues filed by subcontractors.

Contractor Suspension

- June 2011, the IDOT Secretary and Chief Procurement Officer suspended four contractors for allegedly supplying IDOT with false information in response to protests filed against them that they did not participate in a US Department of Labor registered and approved training/apprenticeship program for the trade of Laborer. Hearings were held during August and September on all four contractors. A final decision is expected from the Hearing Officer early in 2012.

High-Speed Rail

- The office was instrumental in the negotiations and final contractual agreements between the Union Pacific Railroad, the department and numerous municipalities. These agreements were instrumental in moving the High-Speed Rail project forward and securing the federal funding necessary for the project.

Initiatives

- Initiating a program to conduct audits of the various maintenance yards to gauge the yard's diversity atmosphere. These audits will assist in identifying potential problem areas and the need for training to reduce the causes of civil rights complaints.
- Implementing a new computerized complaint tracking system to assist in tracking complaints from their initiation through investigation and adjudication to allow timelier handling and to keep track of deadlines imposed by statute.

Challenges

- The office must keep its legal staff up to date on the ever changing legal issues and Illinois statutes that they must use in providing the best legal advice and counsel to the other elements of the department that rely on this expertise.
  - In light of budget limitations and an ever-increasing workload, finding the resources to provide training is becoming more difficult each year.
  - Meeting the need to provide training to all employees in the areas of diversity and civil rights has also become more difficult given the resources available to the office.

Looking Forward

- Continue to service the needs of all divisions and offices of IDOT with the legal advice and counsel needed to move forward on initiatives of those department components which is an integral part to the success of IDOT in its plans and execution of those plans.
- Through the office's Bureau of Civil Rights, continue to create a work environment for IDOT employees that are free from discrimination or any type of harassment.

Director
John Webber

A Word from the Director

"Appropriate, understandable and timely communications can help avert many of the daily glitches that occur in large organizations. At IDOT, we strive to make consistent and meaningful communications a part of our daily job – to get the right information to the right places at the right times."

Mission

To provide the traveling public with accurate real-time information on transportation projects that affect the areas in which they live and do business. The office has a primary goal to see that IDOT policies, actions, and goals are consistently communicated, supported and enhanced throughout IDOT and through interaction with state and local officials, the general public, and private organizations to ensure that Illinois citizens' needs are well-served.

Objectives

- Develop and maintain IDOT's public outreach policy, plans and programs by providing information necessary for the traveling public to make informed choices and take part in the decision-making process that helps shape community projects.
- Assist in coordinating proactive outreach to news and information outlets, along with project related event coordination, website information, and relevant project information to communities.
- Lead the statewide coordination of the Adopt-A-Highway Program and the continuing growth in numbers of volunteer groups participating in Illinois.
- Organize and staff press conferences or special events hosted by IDOT, including but not limited to coordinating venues, composing guest lists, creating and issuing invitations, creating and distributing event programs, providing briefings to IDOT staff participants, overseeing event photography, and coordinating event logistics.
- Draft press advisories and releases as necessary.
- Use information marketing tools like the E-newsletter, letter to the editors, column pieces, video updates, RSS feeds, social media, press releases, press conferences, photo releases, and represent IDOT at various project meetings.
- Coordinate an ongoing web presence through social media services including Twitter and Facebook to reach and provide real-time information to busy audiences throughout Illinois.
- Assist various offices and divisions as needed in coordinating special projects for the department.

Accomplishments

- Expanded the email-subscription of "Real-Time Alerts," a service that IDOT launched in 2008 to better inform the public on transportation matters. To date, the service has 5,614 subscribers.
- Worked with and introduced a new department-wide newsletter, Diversity Matters!, designed to highlight new and existing programs, and other issues of interest. Diversity Matters! provides information about diversity activities, needs and issues related to the IDOT workplace and services.
- Communications staff participated in the 15th Annual Transportation Symposium in Chicago, highlighted the newly launched Diversity Matters! Website and assisted with the logistics of the event.
- Became a part of the "Discovering Manufacturing" career expo at the Peoria Civic Center.
- Revised the cover of the Official Highway Map for 2011-2012, which is used to promote travel and highlight the beauty of our great state.
- IDOT continues to reach the public in various ways, especially in the realm of social media. Since 2010, IDOT has nearly doubled our followers on Facebook with approximately 2,554; and more than tripled our followers Twitter with approximately 3,122.

Initiatives

- Assisted with various events including the groundbreaking for a new overpass in Galesburg on US 150/West Main St. Project improvements.
- Assisted IDOT's Office of the Secretary and Bureau of Information Processing (Office of Finance and Administration) with the planning, coordination and execution of IDOT's first Diversity website to help promote and increase public awareness of contracting and employment opportunities provided by IDOT to prospective employees and minority-owned and women-owned firms based in Illinois.
- Led statewide video production efforts for the following:
  - IDOT's promotion of the Governor's Tent during 2011 Illinois State Fair
  - Secretary Schneider on State and University Employees Combined Appeal (SECA)
  - Engineer in the classroom program
  - Student Professionals with Disabilities Program
- Coordinated the seven-month science, technology, engineering, and mathematics (STEM) program with two local high schools in the Chicago area, as one of the key education reform initiatives that would help promote college and career readiness for all learners.
- Developed and produced two major marketing brochures, "Design Your Future" and "Pathway to Building Your Future," highlighting the business and employment opportunities provided by IDOT. The brochures correspond with the Diversity Matters! website.
- Coordinated statewide "Snow and Ice" press conferences to inform and prepare motorists for the winter season.

- Assisted with the annual "Bring Your Kids to Work Day" Program.
- Partnered with the Illinois Department of Corrections on the 2011 Rain Barrel Contest to promote green and sustainable practices.
- Assisted with the American Recovery and Reinvestment Act (ARRA) quarterly reporting to the federal government for IDOT.
- Collaborated with the University of Illinois, Springfield on conducting the annual Illinois Motorist Survey.
- Spearheaded an agency wide drive for "Operation Support Our Troops" campaign to provide holiday care packages for troops abroad.
- Assisted with the coordination of the "National Bike to Work Day" program.
- Assisted the Division of Highways in recognizing IDOT's Cultural Resources Unit for their 2011 Environmental Excellence Award.
- Assisted with the logistics of the December 2011 Target Market Public Hearings which took place in Chicago, Peoria and East St. Louis.

Challenges

- Improving methods of providing real-time information to travelers on road and traffic conditions and other information that can help travelers.
- Coordinating updates and improvements to IDOT external and internal websites, to ensure that IDOT is providing information to constituents and employees that are accurate, timely, relevant, and easy to locate and access.
- Increasing the number of volunteer groups involved with IDOT's Adopt-A-Highway program statewide to assist in keeping roadsides clear of trash and debris.

Looking Forward

- Provide a vital communications link internal to IDOT among the offices and divisions working together to provide needed transportation services, while providing a vital communications link among IDOT, elected officials, other state agencies, constituents and taxpayers throughout Illinois and numerous special interest groups that share the goal of improving transportation services in Illinois.
- Continue to provide accurate and timely information to help improve the consistency and speed of decision-making on programs and processes, and to coordinate the flow of travel information to those who need it, when they need it most.
- Create and distribute official IDOT podcasts as a means for disseminating relevant transportation information as an alternative and addition to traditional methods for the traveling public.
- Continue to work with the Regional Transportation Authority (RTA) and Pace Suburban Bus to communicate a two year demonstration of transit bus operations on the Interstate 55 (Stevenson Expressway) left shoulder, as a priority treatment for transit under congested highway conditions.
- Continue to assist with the coordination and planning of the Chicago and Peoria Career Days 2012, a workforce development tool designed to introduce middle and high school students to transportation related careers that will engage local youths in hands on activities geared toward the transportation industry.

Director
Matthew Hughes

A Word from the Director

"The Office of Finance and Administration has supported the department's mission by providing high-quality services in the areas of fiscal management, human resource management, labor relations, information technology and business services. These services are delivered with an eye toward improving efficiency and effectiveness while identifying sustainability opportunities that may provide the department with significant benefits environmentally and financially. Although much has been accomplished over the past year, in the year ahead the Office of Finance and Administration will continue to develop and implement policies and strategies aimed at achieving departmental goals and objectives."

Mission

To provide timely, high quality services to the divisions and offices of IDOT in support of their efforts to achieve the department's overall mission while ensuring compliance with state law and departmental policies, for Service, Accountability and Flexibility for the Future.

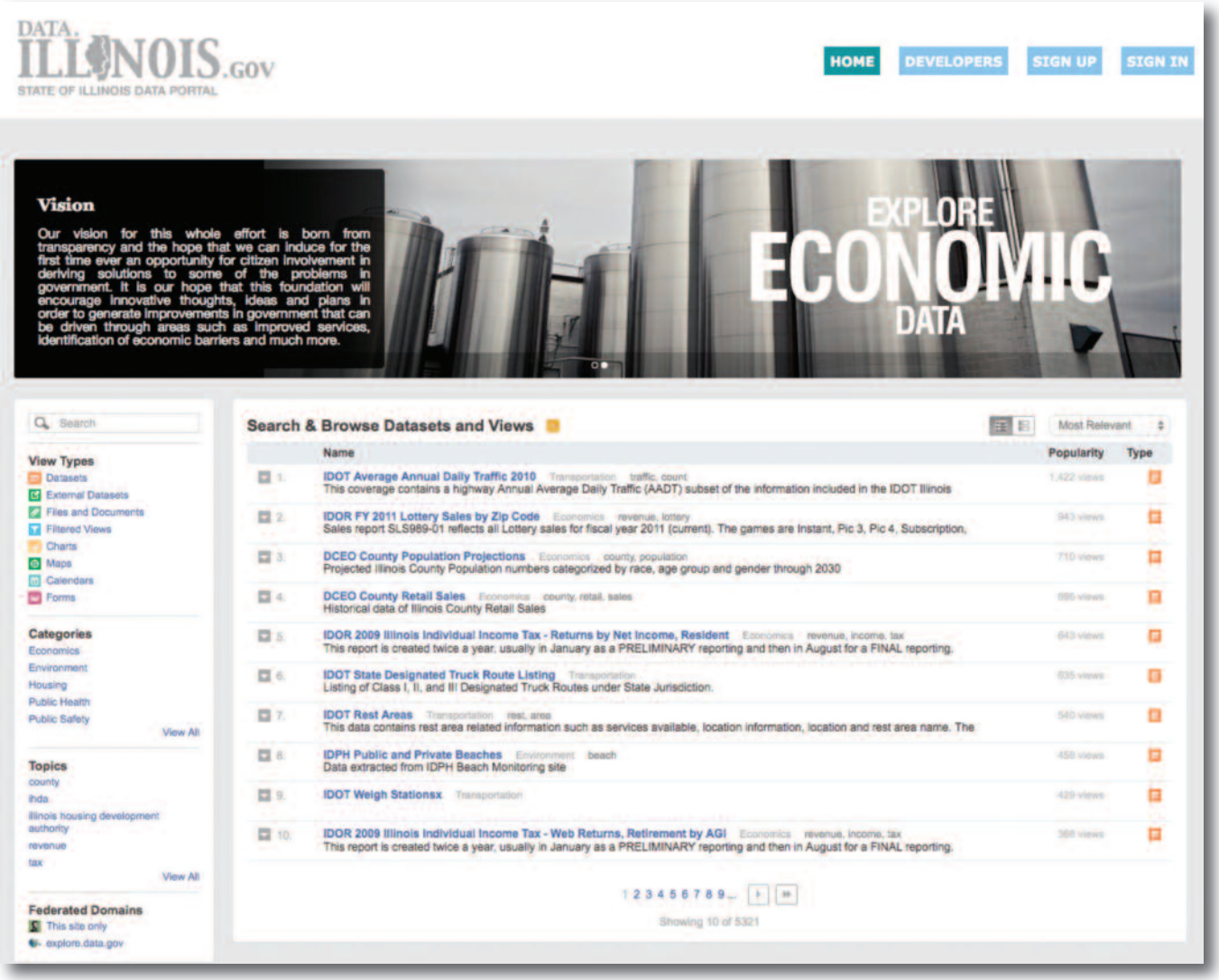
Objectives

- Develop and administer IDOT's approximately $19.6 billion budget (one of the state's largest non-educational budgets).
- Manage the personnel system for over 5,200 full-time, permanent employees.
- Provide centralized business services and facilities management.
- Provide data processing capabilities required to meet IDOT's management and engineering needs.
- Facilitate and maintain harmonious working relationships between management and the various unions.
- Promote conservation of resources, energy efficiency, waste reduction, recycling, pollution prevention, increased reliance on renewable resources and other measures consistent with sustainable living throughout the department.

Accomplishments

Business, Personnel & Fiscal Services

- Developed and processed 745 procurement requests resulting in the award of $250 million in contracts, intergovernmental agreements, and grants, involving 619 (of the total 745) individual contracts/agreements.
- Exceeded the annual non-construction related Business Enterprise Program (BEP) utilization goal, $11.3 million for FY2011 by more than 400 percent, spending a total of $46.3 million.
- Records Management Program resulted in cost savings of more than $114,000 through the disposal of obsolete records and the transfer of records to free offsite storage.
- Saved $329,230 by providing access to authoritative resources, research services, and consolidation of several department-wide professional memberships through the Policy & Research Center Library.
- Provided interview and selection support to the Diversity Recruitment and Outreach Office to assist in meeting the departments goals.
- Processed nearly 3,100 federal financing transactions to ensure that all federal regulations were met in time to avoid losing federal funding eligibility. A total of 1,228 federal projects were closed during the year allowing IDOT to recover more than $1.7 billion in cash reimbursements from the Federal Highway Administration (FHWA). ARRA projects accounted for $267.8 million of the total.
- Began programming changes for Direct Deposit Mandate (Public Act 97-0348); implementation in February 2012.
- Completed annual group insurance Benefit Choice Period (BCP) with unique challenges due to contract issues and unprecedented number (2,100) of transactions; completed additional BCP in October with 154 changes.



Safety & Training

- Four safety personnel completed the Advanced Safety Certificate at the National Safety Council.
- Statewide safety and claims managers completed Ergonomic Certification to better understand the science of fitting workplace conditions and job demands to the capabilities of the working population.
- In an effort to maintain a safe work environment, 1,204 employees were randomly tested for drug and alcohol usage.
- Engaged in or coordinated multiple training initiatives in order to promote advancement of current IDOT staff:
  - Executive Leadership Development Series (ELDS) XIV: designed to refine the management skills of mid-level personnel and prepare them for increased administrative challenges. ELDS kicked off another series on October 26, 2011.
  - Accelerated Leadership Proficiency Series (ALPS) XV: designed to develop and improve the managerial skills and organizational knowledge of first-line supervisors and staff who have significant program responsibilities.
  - Professional Advancement of Career Engineers (PACE) XXIX: emphasizes a commitment to public engineering excellence as it strengthens the skills of engineers in performing more effectively. PACE kicked off another series on October 5, 2011.
  - Special Training on Request (STOR).
  - Conducted Myers Briggs Type Indicator Certification.
  - Conducted American Heart Association Instructor Re-Certification.

Labor Relations

- Completed updates to the Labor Relations Training Manual with new sections for grievance handling, invalid license issues, administrative leave, probationary discharge, and snowbirds.
- Participated in the successful negotiation of the new "Attorney 916" collective bargaining agreement
- Created/finalized the record retention schedules for the Labor Relations Unit with the State Records Commission, this being the first time since 1972 and was done by the IDOT records committee in record time.

Information Technology

Bureau of Information Processing had a very busy and productive year which included many accomplishments:

- Winter Road Conditions (http://wrc.gettingaroundillinois.com/pages/wrc.htm): Deployed a mobile version of the Winter Road Conditions web application that can be viewed from smart phones and other mobile devices.
- The rewrite of the existing 33 year old Information Management System (IMS) based Motor Fuel Tax

(MFT) system has been completed.

- **Automated License Plate Recognition (ALPR):** The ALPR systems will be used to screen commercial motor vehicles to quickly verify credentials and safety ratings. This system is in full production awaiting policy decisions from several state agencies.
- **Aeronautics Aircraft and Pilot Registration:** Enables electronic payment of fees for aircraft and pilot registration and manages processes associated with registration.
- **Traffic Safety Websites:** The Division of Traffic Safety website, TrafficSafety.illinois.gov, was redesigned as a portal type one-stop shop for all Traffic Safety programs. Additional program sites include **YellowDOTIllinois.org**, **CautionMagazine.org** and **DriveSoberIllinois.org**.
- **Diversity Matters!:** implementation of this site will serve as a marketing and promotional tool to inform our target market (disadvantaged business enterprises, prospective employees, motorist, Illinois residents, and state employees) about business and employment opportunities provided by IDOT.
- **Department of Corrections Offender 360 - Center of Excellence:** The IDOT Center of Excellence provided project management expertise. Integration, testing and training to be initiated in December 2011 and January 2012. Designed to let DOC employees easily see all offender data needed to make good, sound, informed decisions, set for rollout in February 2012.
- **Data.Illinois.gov:** The state of Illinois Open Data site, Data.Illinois.gov, is a searchable clearinghouse of information from state agencies that will help inform residents about the operation of state government and encourage creative use of state information by internet users, including the development of applications for mobile devices that can be built around the data. IDOT staff performed all design and development work for the state of Illinois Open Data site, along with user training for state agencies.

Initiatives

Improving the Way We Do Business:

- During 2012 the Financial and Administrative Services Section will start the implementation of a paperless voucher system in addition to automating the vehicle trip ticket process.
- Re-established the Employee Services Section in the Bureau of Personnel Management to streamline like processes within the bureau.
- Update all existing records retention schedules throughout the department; write schedules for records which are not currently covered.
- Publish a detailed Disaster Recovery Plan for the Policy and Research Center Library (PRCL).

Enhanced Approach to Safety & Training

- Re-established IDOT Safety Council.
- In addition to the current safety initiatives, several new projects have been initiated to enhance efforts across the state.
- Training continues to be enhanced across the department and offered to employees statewide.

Updating Technology

- Integration and implementation of updated or new software in order to continue IDOT's advancement in information technologies and support systems:
- **Bridge Project Tracking Rewrite (BPT):** The objective of this project is to provide the Bureau of Bridges and Structures with a Bridge Project Tracking (BPT) system that enhances the business functionality, improves system response time and reduces maintenance requirements.
- **Crash Information System (CIS) Workflow Upgrade:** the purpose of this upgrade is to enhance the crash data entry processes with the Division of Traffic Safety.
- **IDOT Consolidated Accounts Receivables:** IDOT needs a centralized accounts receivable system with uniform procedures being followed by all accounting entities processing receivables. The system will eliminate the issue regarding duplicate invoice, remittance and payer numbers.
- **Illinois Structure Information System 2010:** This upgrade will eliminate the need for dual entry into the Illinois Roadway Information System (IRIS), Illinois Railroad Information System (IRRIS), and Illinois Structure Information System, each of which track and maintain corresponding characteristics.
- **ITEP – Phase 2:** In 2010 a web application was created to allow the public to request funds for enhancements to their city, municipality etc. This request is to add additional functionality to the application to make it easier for the public to use.
- **Maintenance Management Information (MMI) System Replacement:** The primary objective of the MMI System Replacement project is to replace the existing DEC/VAX based Maintenance Management Information System (MMIS) to address new requirements and utilize modern technology for increased user productivity. MMIS is a 20-year-old, business critical system used to manage labor, materials, and equipment costs and utilization for roadway maintenance throughout the state of Illinois.
- **Road Construction Update:** The objective is to provide timely and accurate information regarding construction, incidents, and road closures as a data source for several applications. Development of this data input application will provide the data's end user with more detailed and readily obtainable construction information.

Challenges

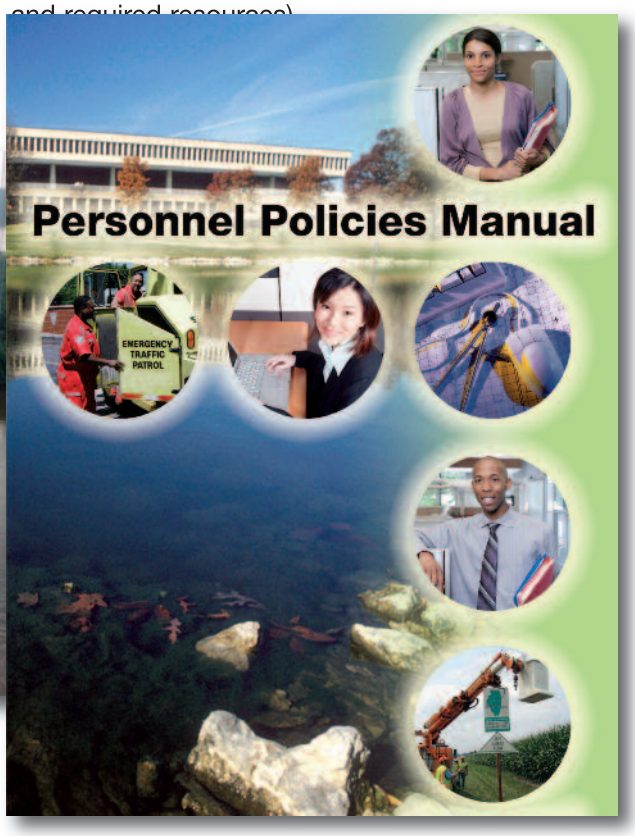
- Development of a database for prime- and sub-contracting opportunities that houses Small Business Enterprises (SBE), Disadvantaged Business Enterprises (DBE), veteran-owned businesses, and Business Enterprise Program participants, and tracks spend outs with those entities.
- Timely processing of payroll with numerous updates to payroll programming resulting from legislation.
- Continuing to provide executive management with reports in a more streamlined fashion; need to streamline reports for similar information into an

automated system.

- The largest technology initiative in IDOT's history - Electronic Bidding (eBids); this initiative will provide road contractors the opportunity to submit their bids to the department via the Internet; the department will benefit by not having to manually enter and process paper submitted bids.
- Help managers understand changes to the collective bargaining agreements and the related labor relations process.

Looking Forward

- Implement updates to Microsoft Software and Platforms ultimately improving IDOT staffs' ability to perform job duties.
- Establish Electronic Records and Information Management (eRIM) Steering Committee to facilitate the transition to electronic records management.
- Implement DocuWare records management software; incorporate letting/as-built plans and personnel records in 2012.
- Anticipate processing more than $250 million worth of procurements/agreements in CY2012.
- High priority contracts for FY2012 include: the Highway Construction Apprenticeship Readiness Training Program designed to prepare minority and female workers for apprenticeships in highway construction trades; eBIDs, which will result in an electronic bidding process for the department's highway construction program contracts; HRI Data Mart intended to develop a data mart tool for use in IDOT human resources data collection and retrieval; Strategic and Financial Planning Assistance renewal, which provides consulting services to study the feasibility of private funding for public highway construction projects
- Establish a plan to reinstitute statewide Supervisor Employee Assistance Program (EAP) training (included with Drug and Alcohol Training)
- Evaluate the feasibility and legalities of assembling an emergency response team (and policy) for IDOT's central office location at Springfield's Harry R. Hanley Building
- Increase training of safety staff and district staff regarding Illinois' Department of Labor (IDOL) Safety and Education Inspections (IL Health & Safety Act, IL Safety Inspection and Education Act, and OSHA regulations)
- Establish governance for IDOT Career Services (define the scope, establish responsibilities/rights, guidelines for implementation) by establishing a new Departmental Order and/or updating the Personnel Policies Manual (PPM) (Chapter 4 Career Training and Development)
- Assume responsibility for Employee Exit Survey (review current process and modify as needed)
- Establish governance for IDOT training/development programs (define the scope of employee training/development, establish responsibilities and operational guidelines, and ensure consistency in the administration of training and development)
- Implementation of new contract guidelines at completion of negotiations
- Develop and present training for managers on the contract changes resulting from the master contract negotiations
- Attend and represent IDOT interests in the upcoming 2012 master contract and work rule negotiations aiming for the inclusion of cost-savings contract language
- Automation of the department's organizational chart updating process (utilizing BIP resources)
- Coordinate Electronic Records Management; specifically, the automation of job descriptions (with guidance of the Bureau of Business Services and required resources)



Stephen Kirk
Chief Internal Auditor

A Word from the Chief Internal Auditor

"It has been just over a year since the return of the internal audit function to IDOT. The Office of Internal Audit has implemented a strong and effective internal audit program under the leadership and direction of former Secretary Hannig and continuing under Secretary Schneider. Through a teamwork approach with management, Internal Audit is working to provide assurances regarding the adequacy and effectiveness of department internal controls and whether the department is meeting its mission in a manner that is efficient and in compliance with applicable laws and regulations."

Mission

To provide independent internal audit services to the agency as required by the Fiscal Control and Internal Auditing Act (FCIAA). FCIAA requires audits of the major systems of internal control of the department and requires internal audit to provide assurances on the adequacy of the internal control systems put in place by management to manage risk; ensure compliance with applicable laws, rules, regulations, policies, procedures and requirements; and to effectively accomplish its mission.

Objectives

- Provide assurances to the Secretary as to whether IDOT is operating as management intended and has appropriately instituted governance and risk controls.
- Provide insight for improving controls, processes, procedures, performance and risk management.
- Provide objective, independent analysis and assessments of operations to ensure the integrity of IDOT and the accountability of its personnel.
- Provide communication to management regarding the effectiveness of IDOT internal controls and, if problems are detected or weaknesses are noted, provide information to facilitate their corrective action or provide ideas for improving a process.
- Serve as a catalyst for change at IDOT wherever a need is discovered.

Responsibilities

The Office of Internal Audit is responsible for testing, reviewing and conducting analysis of IDOT operations and its internal controls through an effective internal audit function. Internal Audit also consults with management regarding appropriate internal controls and provides guidance to assist them in making decisions about the effectiveness of internal controls. The Institute of Internal Auditors defines internal auditing as: "an independent, objective assurance and consulting activity designed to add value and improve an organization's operations. It helps an organization accomplish its objectives by bringing a systematic, disciplined approach to evaluate and improve the effectiveness of risk management, control, and governance processes."

The Chief Internal Auditor reports directly to the Secretary of Transportation and is responsible for creating a risk-based audit plan that focuses the resources of the Office of Internal Audit to ensure adequate coverage of department operations. Internal Audit also tracks management's implementation of its corrective action plans in response to weaknesses noted during internal audits to ensure appropriate action is taken in a timely manner. The Chief Internal Auditor provides periodic updates to the Secretary regarding the effectiveness of IDOT controls and the status of management's corrective action plans.

Accomplishments

The Office of Internal Audit was able to expand its coverage of the department during the year through the successful addition of needed resources. The office focused its efforts on reaching out to senior management during the annual risk assessment process to determine the areas in which we should devote our limited resources. Having the internal audit function housed within the agency has made the office more available to management as a resource regarding various requirements and effective internal controls. The audit focus continued during the year on the American Reinvestment and Recovery Act expenditures because of their significance to the department as well as district office operations. A process of auditing various programs was initiated throughout all of IDOT's divisions and offices, beginning with programs that pose the highest risk for that particular area.

System development reviews are under way on various information technology projects to satisfy the FCIAA requirement to conduct reviews of the design or modification of major information technology systems. The purpose of these reviews is to ensure that the systems provide for sufficient internal controls as required by FCIAA. The office has partnered with an outside accounting firm to conduct some of the reviews. This has enabled IDOT to leverage its resources in meeting this requirement and take advantage of expertise that would not otherwise be available. These reviews ensure the quality of the information technology projects at IDOT and allow the Office of Internal Audit the opportunity to provide input regarding appropriate internal controls at the time a system is developed. This is much more cost effective than providing this input after a system has been implemented. It also provides an opportunity for the Office of Internal Audit to become aware of any changes to the control environment that may affect future audits.

Looking Forward

- Continue to expand internal audit coverage and increase the number of internal audits completed.
- Continue to provide development opportunities for internal audit staff to increase their effectiveness within the agency.
- Continue to assist IDOT management through independent insight into the various functions and responsibilities of IDOT
- Continue to work with management and provide assistance on effective internal controls to reduce the number of department audit findings.
- Use a collaborative team effort to ensure that IDOT is meeting its mission and statutory obligations.

Acting Director
Samantha Fields

A Word from the Director

"As a newly created office, the Office of Legislative Affairs ensures that the Governor and the members of the General Assembly have the best resources to serve, and advocate for, the transportation-related needs of their constituents."

Mission

To guarantee that IDOT policies, actions and goals are consistently communicated, supported and enhanced through interaction with legislative contacts, state and local officials, and private organizations to guarantee that Illinois constituents' needs are serviced well.

Objectives

- Ensure that IDOT policy and actions, as well as state legislation, consistently support and enhance Illinois' transportation interests.
- Develop and implement IDOT's annual state legislative program, and analyze or coordinate analysis of transportation-related legislation introduced in the Illinois General Assembly.
- Works with all offices within IDOT to assist legislators and the Governor's Office with transportation-related constituent inquiries.
- Attends the daily General Assembly sessions to promote or object to legislation on behalf of IDOT. This includes attending, testifying, and lining up expert witnesses to testify at legislative committee hearings, along with keeping the Governor's Office, Secretary and senior staff abreast of the activity going on during the legislative year.
- Assist the Governor's Legislative Office in a final analysis of all transportation-related bills and make recommendations for action to the Governor.
- Maintain an efficient internal and external liaison system with the legislative coordinators, legislative staff, lobbyists, other agencies, and outside interest groups.
- Represent IDOT in various working groups that may have a legislative impact on transportation-related matters.

Accomplishments

- During this first year of the 97th General Assembly (2011-2012), the office reviewed approximately 8,000 pieces of legislation and identified 574 as being IDOT-related. Tracking and analysis generated approximately 1,500 internal bill reviews and related correspondence, and nearly 1,000 position papers were written to inform and advise the Governor's Office of issues relevant to IDOT.
- IDOT was instrumental in the passage of the Public-Private Partnerships for Transportation Act, which allows the department and the Illinois State Toll Highway Authority to develop, finance, and operate transportation projects through public-private agreements with private entities.

- IDOT coordinated with RTA to pass the Bus on Shoulder Pilot Program which allows the two agencies to authorize transit buses to travel on designated highway shoulders during selected morning and evening routes to save time on commuter routes.
- In 2011, staff responded to more than 800 calls and emails from legislators and government staff members concerning constituent issues which ranged from specific road maintenance and traffic signal requests to Multi-Year Program project timeframes and potential closures of crossings for High Speed Rail.
- Streamlined the internal communication process through the implementation of a new online bill review system to assist legislative coordinators in their task of providing expert analysis of bills, amendments, and resolutions.
- Informed legislative district offices about letting projects in their districts, and later, update them on the award of contracts.
- The office helps legislators coordinate community events to highlight IDOT initiatives in their legislative districts.
- Disseminate newsletters, reports, and flyers on upcoming events to legislators and interested community members.

Initiatives

The office was able to pass into law a number of bills beneficial to IDOT:

- Diversity in Engineering Scholarship Program, PA-0288, allows IDOT to award scholarships to up to 20 eligible students each year in order to attract, expose and increase the number of women and minorities in civil engineering job classifications at IDOT.
- Target Market Program, PA-97-0228, clarifies the target market program associated with IDOT's disadvantage business enterprises (DBE) and business enterprise programs (BEP) and, allows IDOT to continue to achieve diversity goals in contract participation and awards.
- Land Bill, PA 97-0027, allows IDOT to convey parcels of land in Grundy, Henderson, LaSalle, Montgomery, Rock Island, and St. Clair counties. These transactions produced $119,000 for the road fund.

Challenges

- The continuous coordination of responding to the constituent concerns from the legislative body in times when staff is limited because of General Assembly session, IDOT planning periods and highway letting periods.
- Keeping pace with tracking and analyzing the increased volume of information produced during a legislative session under extremely tight deadlines.

Looking Forward

- Continuing to develop working relationships and establish effective information sharing systems with elected officials, other state agencies and the numerous special interest groups that share the goal of improving transportation services in Illinois.
- Release an end of session report to detail the Governor's action on all transportation-related legislation for the second year of the 97th General Assembly.
- Introduce a legislative agenda that will enhance procurement methods, streamline a funding source to save taxpayer dollars, provide opportunities for DBEs and, decrease project time for the Illiana Expressway project.

Director
Charles Ingersoll

A Word from the Director

"Addressing today's challenges and the evolving transportation needs of the future requires a multi-modal approach that not only preserves the current system but adds better connectivity and integration of all transportation modes. The office recognizes the role infrastructure planning and programming has in helping build sustainable communities and encourages investment in alternative methods of transportation to better prepare for the needs of a growing population within a limited transportation system."

Mission

In cooperation with federal, state, regional/local agencies and the public, the Office of Planning and Programming develops and maintains a continuing, comprehensive, and multi-modal (highway, public transportation, rail and airport) integrated planning and programming process to foster safe, accessible, efficient and economical transportation services.

Objectives

- Monitor and assess the long and short-range infrastructure needs effectively and efficiently, and program projects that aim to preserve and enhance Illinois' investment in our transportation system
- Develop and implement annual and multi-year Improvement Programs for highways, transit, rail and aviation.
- Monitor and analyze Illinois' extensive roadway system, the condition of a roadway is a major input factor in the highway programming process
- Maintain the Illinois Highway Information System (IHIS), roadway and bridge inventory
- Develop traffic counts on state roads
- Assist and partner with the 14 Metropolitan Planning Organizations (MPO) in Illinois to meet federal transportation planning requirements and to provide support for those transportation planning activities

- Analyze and monitor proposed federal surface transportation reauthorization legislation

- Monitor and recommend IDOT's response to federal discretionary solicitations
- Provide the Secretary and other stakeholders with federal briefings, technical in-house analysis and recommendations on major multi-modal transportation authorizing legislation and other transportation-related issues
- Develop mapping and Geographic Information Systems (GIS), including the official state highway map

Accomplishments

Federal Affairs

- Monitored transportation related activities in Congress, including the multi-year authorization proposals for highways, rail, transit and aviation.
- Ensured that IDOT was compliant with ARRA's Maintenance of Effort (MOE) requirement. USDOT Secretary Ray LaHood notified Governor Pat Quinn in July 2011 that Illinois had met its MOE requirement and could participate in the August 2011 redistribution of obligation authority. IDOT received an additional $34.8 million in FFY 2011 federal highway and bridge funds.
- Prepared highlights and executive summaries for the FFY 2011 Full-year Continuing Resolution, the House Transportation and Infrastructure reauthorization bill, House, Senate and Conferenced FFY 2012 US DOT Appropriations bills and the Senate's proposed surface transportation authorization bill.

- Authored a "SAFETEA-LU Reauthorization Working Group Briefing" booklet that was widely distributed to members and staff of Illinois' congressional delegation. The booklet served to provide historical information and included Illinois' goals and objectives regarding the reauthorization of SAFETEA-LU.
- Coordinated the transmittal of a letter of certification to maintain IDOT's compliance with a federal statute (23 U.S.C. 159); non-compliance would have resulted in a loss of $80 million in federal-aid highway funds.

Statewide Program Planning

- Succeeded in programming the department's Highway Program goal for FY 2011 by improving 931 miles of roadway and 263 bridges at a cost of $2.9 billion, above and beyond the 659 miles and 240 bridges promised. In addition, the department accomplished 244 safety improvements.
- Completed digital video collection, data analysis and delivered pavement Condition Rating Survey (CRS) and needs analysis to the districts for their use in developing their proposed projects for the FY 2013-2018 MYP and continued the GIS/Key Route stationing reconciliation activities for the local system.
- Developed and published the FY 2012-2015 State Transportation Improvement Program (STIP) as required by federal regulations.
- Continued using video based collection units from MioVision to automate the data collection for traffic turning movement studies. Data were collected from at least 585 locations with department staff and consultants using the new video collection technology.
- In 2011, the online application for the Illinois Transportation Enhancement Program (ITEP) was significantly modified to make it easier and more efficient to submit applications. Processes were also developed to streamline the application reviews allowing a quicker turnaround for project approval.
- Nine applications for improved access were approved through the Economic Development Program totaling $8.6 million in awards.
- Approved five Scenic Byway grant applications for a total of $1 million.
- Assisted in coordinating competitive discretionary USDOT programs totaling awards of $16.9 million.

Urban Planning

- Conducted 24 public outreach meetings in every district for the development of the highway improvement program.
- Continued enhancement and expansion of the Gateway Traveler Information System (GTIS) and Travel Midwest website. Under IDOT's leadership with the Lake Michigan Interstate Gateway Alliance (LMIGA), the GTIS and Travel Midwest website provides traveler information for 51 counties covering southern Wisconsin, northern Illinois, northern Indiana and southwestern Michigan.

- Updated and published Illinois' Official Highway Map. This map included updated census numbers as well as user-friendly codes that direct smart phone users to the "Getting Around Illinois" **www.gettingaround illinois.com** and "Enjoy Illinois" **www.enjoyillinois.com** websites.
- Developed maps for the state's new legislative and congressional districts.
- In conjunction with the Division of Aeronautics, managed pavement inspections at 24 publicly owned airports, administered 30 Federal Aviation Administration grants, completed 80 airport improvement projects, coordinated notices to airports and managed annual meetings.
- Continued to chair the department's Context Sensitive Solutions (CSS) Steering Team and followed up on 2010's successful CSS Peer Exchange.

Initiatives

- **Illinois Transportation Enhancement Program (ITEP):** A solicitation for ITEP projects (applications) is being announced early in 2012 with project solicitation and final awards decided by October 2012. In 2010, IDOT announced 120 new ITEP projects, providing an additional $90 million in federal funds. Since its inception, the program has funded approximately 650 projects providing over $450 million to Illinois communities. The goal of this program is to allocate resources to innovative projects that provide and support alternate modes of transportation, enhance the transportation system through preservation of visual and cultural resources and promote sustainability and livability while improving the quality of life for members of the communities.
- **Context Sensitive Solutions (CSS):** IDOT has implemented the CSS policy, an interdisciplinary approach that seeks effective, multimodal transportation solutions by working with stakeholders to develop, build and maintain cost-effective transportation facilities. The CSS strategy within the department will be challenged to expand training to include planning for sustainable communities concerning environmental, housing, employment, social and human capital needs.
- **Great Lakes Regional Transportation Operations Coalition (GLRTOC):** Expansion of the GTIS and Travel Midwest website to serve the entire Great Lakes Regional Transportation Operations Coalition. The GLRTOC includes all of the LMIGA members (IDOT, Wisconsin Department of Transportation, Illinois Tollway, Chicago Skyway/Indiana Toll Road, Indiana Department of Transportation and Michigan Department of Transportation) along with the Minnesota Department of Transportation and Ontario (Canada) Ministry of Transportation.

- **State Bikeway Program:** The Department issued a Request for Information as the first step to development of a comprehensive state Bikeway Plan. Work on Plan development will continue through 2012 and the finished Bikeway Plan will become part of the Long Range State Transportation Plan. The Plan will provide a framework that will aid in the development and implementation of a Bikeway Program.
- **Real-Time System Management Information Program (RTSMIP):** Providing leadership (along with IDOT's Division of Highways-Bureau of Operations) to make sure that all IDOT highway districts develop and deploy the necessary systems for Illinois to comply with the program that must be operational by November 2014. As part of this effort, the GTIS and Travel Midwest website will be further expanded and enhanced to provide traveler information for all interstates in Illinois.

Challenges

- Continue to foster constructive working relationships with Metropolitan Planning Organizations that assure compliance with federal regulations and that provide for a comprehensive, coordinated and cooperative planning and programming process within all major urban areas of the state.
- Managing the implementation of an intelligent transportation system throughout Illinois that requires technical and funding relationships with the Federal Highway Administration, multiple states and other state/local government agencies.

Looking Forward

- The former federal surface transportation authorization bill, known as SAFETEA-LU, expired on September 30, 2009, and Congress has since extended the program several times. Similarly, Congress has extended authorizing legislation for programs of the Federal Aviation Administration. The office will continue to work collaboratively with Illinois' Congressional Delegation to ensure that the state's interests are addressed in the development of these bills.
- Several upcoming key issues and/needs are:
  - Increase Illinois' overall share of federal funding
  - Increase funding for all modes of transportation
  - Streamline the project delivery process to reduce the time and cost of projects
  - Identify national revenue sources to fund surface transportation infrastructure needs
  - Address the growing national need to fund the reconstruction of our interstates and bridges
  - The office will be developing and publishing various highway-related programs:
  - FY 2013-2018 Proposed Highway Improvement Program
  - FY 2013 Highway Improvement Program
  - FY 2012 For The Record Report (documentation of all highway projects obligated by the Department in the past Fiscal Year)
- An integrated state transportation plan is essential to proper planning and programming for all modes of transportation in Illinois. The office will be charged to coordinate, develop, and publish a Proposed Improvement Program for highways, aviation, rail, and transit transportation systems in early spring 2012.
- The State Transportation Plan, due by the end of 2012, will present a master transportation plan identifying the goals and objectives of Illinois' transportation needs.
- Publication of the Illinois State Rail Plan will be released later in 2012 that will outline the goals and objectives of the rail improvement needs in Illinois with an emphasis on intermodal connectors and their contribution to the state's economy and transportation network.

Director
Jeff Heck

A Word from the Director

"Illinois Taxpayers expect and deserve integrity and accountability from government employees and contractors. Under the good direction and with the strong support of Secretary Schneider and Chief of Staff Boyd, the Office of Quality Compliance and Review continues to endeavor to ensure the Illinois Department of Transportation and its contractors meet these expectations."

Mission

To independently test and provide assurance to the Secretary of Transportation as to the level of fiscal integrity and construction contract compliance, and to ensure professional, confidential and cooperative investigations with law enforcement agencies.

Objectives

- Employ independent techniques for monitoring the quality of highway construction and ensuring that IDOT is receiving work performance from contractors consistent with compensation.
- Serve as a source of independent analysis for other divisions in IDOT.
- Provide investigatory and consulting assistance to the Secretary's management staff including the Chief Counsel, the Director of Highways, and others.
- Provide fiscal analyses and audit opinions of contracts with consultant and other contractors as to the contractual entity's fiscal integrity and compliance with applicable laws and regulations.
- Conduct preliminary investigations of allegations to determine the appropriate referral to law enforcement agencies.
- Conduct in-house investigations and provide support and training for IDOT employees in regards to identifying and reporting fraud along with making good ethical decisions in the workplace.

Accomplishments

- Monitored over 1,200 bituminous and aggregate independent weight checks performed throughout the state. These checks are an important tool used by IDOT to verify the accuracy of those contractual payments that are based on weight. A total of 23 checks were found where the weight difference was out of tolerance and 12 of those resulted in a deduction to the contract amount.
- **Compliance Checks:** Designed to help ensure safer construction zones OQCR began performing random compliance checks of traffic control systems on construction jobs. Each job is required to have a traffic control layout to help ensure safety for both the motorist and the workers. Generally OQCR is checking to ensure that the contractor has used the required signs and materials, has properly placed the devices, and that the resident engineers have monitored the contractors work as per policy. In 2011, OQCR reviewed various aspects of approximately 100 projects.

- **Contractual Requirements:** Administered two contracts with engineering firms to perform Technical Construction Compliance Reviews in order to provide assurance to IDOT that contractual requirements are being met. In 2011, the firms reviewed 237 projects throughout the state. OQCR is monitoring the work of the firms, reviewing the reports as they are completing, referring any deficiencies for corrective actions, and monitoring the corrective actions for acceptance.
- **IDOT's Designated Law Enforcement Liaison:** OQCR, as the liaison, assists the Office of the Executive Inspector General, the Illinois State Police, and various other agencies in their investigations of waste, fraud, and abuse. OQCR also receives a great number of allegations each year which are documented and analyzed and on many occasions referred to an appropriate investigative agency.
- **Financial Review and Investigations Section (FRIS):** 2011 was a very productive year for the external financial audit arm of OQCR, also known as FRIS.
  - Performed 295 agreement reviews covering $147 million in costs. These reviews resulted in $1.3 million in savings to the state. 13 pre-award audits, five overhead audits, and 24 construction documentation reviews were also completed by FRIS.
  - Completed and issued reports related to four special reviews requested by IDOT management.
  - Leading the cognizant state audit team responsible for the review of Canadian National Railway's overhead rates for its United States operations. Once approved, these overhead rates may be billed to federal and state railroad projects nationally. Other participating states are Michigan, Iowa and Wisconsin.
- OQCR's website was enhanced www.dot.il.gov/OQCR/index.html for the purpose of educating internet visitors to the various functions of the office, to the red flags of fraud, and to the ways that fraud can be reported. A toll free hot line was also enabled: 800-455-5008.

Challenges

It is a never ending challenge to promote and instill integrity and accountability in government. Difficult economic times, high profile projects, and the natural tendency of contractors to find ways to increase profits are just a few examples of factors that sometimes result in a desire to bend, break, or circumvent the rules. It is OQCR's challenge to continually develop new programs to verify the integrity of financial transactions and to require management and contractors to remain accountable.

Looking Forward

- Increase the number of completed audits which should promote compliance, integrity, and accountability among consultants, railroads, utilities, and construction contractors.
- Enhance its partner relationships with law enforcement agencies, especially the Office of Executive Inspector General and the Illinois State Police, in order to provide the most professional and effective fraud detection and deterrence program.
- In accordance with the Secretary's direction to provide ARRA oversight coordination, OQCR will provide oversight to the Illinois high speed rail projects and the Chicago Region Environmental and Transportation Efficiency Program.
- Continue the construction zone safety program which should improve safety for the contractors, IDOT employees and the traveling public.
- Ethics in the Workplace 2012 Seminar: the Importance of Leadership is planned for late spring and is being designed to be a low cost, high impact ethics training and fraud awareness program for hundreds of state employees.
- OQCR is scheduling a statewide visit to all nine districts to enhance the message of the need for good ethical decisions and statewide fraud awareness.
- OQCR will also perform a new department-wide risk assessment to identify areas of greater risk to the department in regards to fraud, waste, and abuse. The assessment will include talking to IDOT personnel and to law enforcement personnel in order to gain insight from history and to anticipate new areas of risk for the future.

New Mississippi River Bridge at St. Louis

The New Mississippi River Bridge project includes the construction of a new four-lane cable stayed bridge over the Mississippi River from the Metro East in Illinois to north St. Louis, Missouri, construction of relocated I-70 from the I-55/70/64 (Tri-Level) Interchange to the new bridge and numerous improvements to the local street network to accommodate the new construction. Construction of the new bridge is necessary to increase safety in and around the downtown area, relieve congestion on the Poplar Street Bridge and provide alternatives in the transportation system.

Design, archaeology and land acquisition began in 2008. Construction has been ongoing since 2009 and 10 projects have been completed. In 2011, construction was completed on the Exchange Avenue Extension and the Exchange Avenue bridge and exit ramp; construction began on the westbound bridges in the Tri-Level interchange, on grading for mainline Relocated I-70 and bridges on Relocated IL Route 3 for an interchange with Relocated I-70 and on construction of the Illinois Approach to the main span, the curved bridge over Industrial Drive and the bridge on 15th Street over I-64.

IDOT was awarded FHWA's 2011 Environmental Excellence Award for excellence in cultural and historical resources related to archaeological work during the bridge project. This work demonstrates how proper collaboration among transportation and preservation stakeholders can ensure that construction projects remain on schedule and on budget while excavations enhance understanding of historical cultures. The work on the New Mississippi River Bridge Project unearthed historic residential areas and launched one of the largest archeological excavations involving the Mississippian culture.

75th Street Corridor Improvement Project – A Priority for the Future

CREATE, the $3.6 billion program of rail infrastructure improvements in Northeastern Illinois, is now well under way with 12 projects complete, another 12 in or near construction, and many more in design and environmental stages.

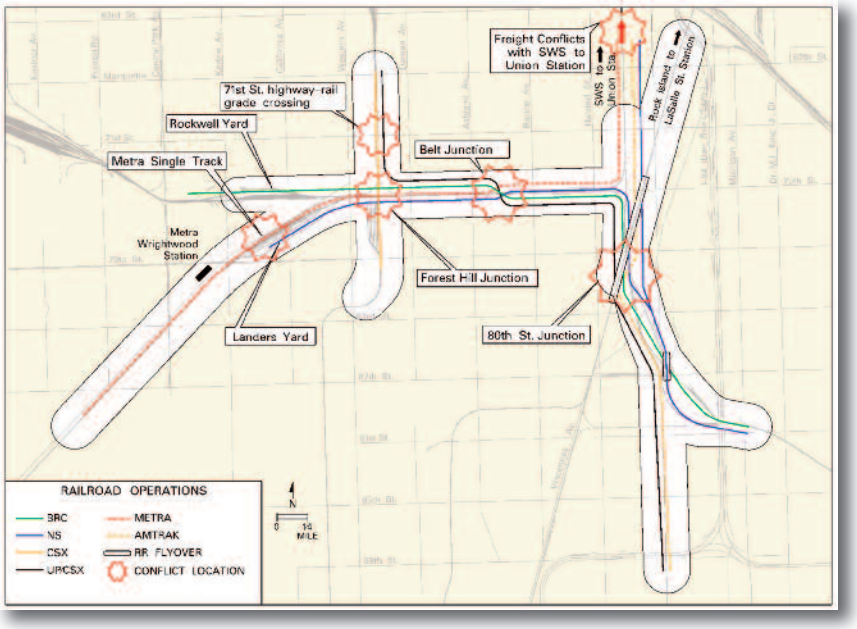
One of the most important CREATE projects is the 75th Street Corridor Improvement Project in Chicago, which is made up of four separate components designed to address conflicts among the CSX, BRC, Union Pacific, Norfolk-Southern railroads, and Metra rail transit service. This mammoth $600 million-$700 million family of projects will ease congestion for 90 daily freight trains, and provide immediate relief to 30 Metra Southwest service trains each day by moving them to LaSalle Street Station. This also frees up 30 Union Station slots for additional high-speed rail service. 75th Street also will ease congestion for two current Amtrak long-distance trains to Washington, D.C., and sets the stage for the Grand Crossing CREATE project, which will permit all of Amtrak's Chicago-to-Carbondale and City of New Orleans trains to move directly into Union Station rather than perform today's complicated back-in maneuver that adds at least 15 minutes to each trip.

Details of each project are below. Existing conditions are shown on the map.

- Project EW2 will reconfigure the Belt Railway of Chicago (BRC) main tracks between the Dan Ryan and Belt Junction where four freight railroads conflict with each other and Metra's Southwest Service operations.
- Project P2 entails constructing a second main track for Metra's Southwest Service operations from near Wrightwood Station to Western Avenue (P2).
- Projects EW2 and P2 together will result in reconfiguring and building a third BRC main track, and constructing a flyover to connect the Metra Southwest Service to the Rock Island Line in the vicinity of 74th and Normal and 75th and Parnell.
- Project P3 consists of building a bridge at Forest Hill Junction that significantly reduces conflicts between CSX and BRC, Metra and NS.
- Project GS19 will create a permanent road-rail grade separation of 71st Street and the CSX freight line. Associated signals, tracks, crossovers, and bridge work are included in the project.

IDOT and the freight railroads believe that completion of the 75th Street improvement project is the single most important remaining project in the CREATE program. This project will eliminate the most congested rail chokepoint in the Chicago terminal district, Belt Junction, where more than 80 Metra and freight trains cross paths every day. The rail-rail flyover at 75th Street will eliminate conflict between 30 Metra Southwest Service trains and 35 freight trains operating on the Western Avenue Corridor (CSX). The construction of an additional main line for Metra operation and the rail-rail flyover connection will reduce congestion and freight conflicts and will connect Metra's Southwest Service with the existing Rock Island District tracks, increasing capacity and improving reliability. Currently, Metra trains experience an annual average of more than 18,500 passenger hours of delay at the P2 project location, 5,000 passenger hours of delay at P3 project location and more than 9,000 passenger hours of delay at the Project EW2 location (Belt Junction), which would all be relieved.
This project will allow Southwest Service trains to access LaSalle Street Station instead of Union Station, which will increase capacity for Southwest Service trains while also freeing capacity at Union Station for increased Amtrak service and proposed high-speed rail. This project also is expected to improve Amtrak Cardinal service performance by eliminating freight conflicts in the vicinity of 80th Street. The road-rail grade crossing separation at 71st Street will reduce neighborhood traffic delay and improve safety.

The map to the right shows the interconnectivity of these projects. The good news is that the project can be built over time; the entire $600 million-$700 million required need not be in hand all at once. But the benefits of the overall 75th Street improvement program are such that planning for such a large project needs to begin now, and in fact community outreach efforts are already under way. The IDOT Division of Public and Intermodal Transportation is working with all affected parties to bring 75th Street to reality.



Economic Development Program

The purpose of the Economic Development Program (EDP) is to provide state assistance in improving highway access to new or expanding industrial, distribution or tourism developments. The intent is to make available state matching funds that will contribute to the location selection process and to target projects that will expand the state's job base or create new opportunities. The focus of the program is on the retention and creation of primary jobs. A total of $10 million per year is available to construct highway facilities that provide direct access to industrial, distribution or tourism developments through EDP. The program is designed to assist in situations where development of these types of facilities is imminent. Projects which only improve opportunities for development or are speculative in nature are not eligible for EDP funding. Projects providing access to retail establishments, office parks, government facilities or schools/universities are not eligible for EDP funding.

Since 1990, the total of state funds approved for projects thru 2011 is approximately $225.7 million, of which $3.5 million was approved in FY 2011. Of the approved total, $197 million of state funds have actually been obligated including $5.6 million obligated during FY 2011. Some FY 2011 examples are shown below.

- New construction at Industrial Nippon Drive and improvements to ITC Parkway Frontage Road and Illinois 38 in Rochelle for the Nippon Sharyo Company. EDP funds committed $866,480 with 250 jobs created.

- Engineering and miscellaneous improvements to Worthey Street, Pettit Street and east/west access roads in Flora for Grain Systems Inc. EDP funds committed $1.4 million with 30 new jobs created.

- Miscellaneous improvements on Illinois 83 at Rowena Road in Grayslake for Federal Express. EDP funds committed $2,000,000 with 35 new jobs created.

Highway Program Outreach Meetings

Beginning in July 2011 the IDOT Office of Planning and Programming (OP&P) began a series of public outreach meetings with the goal of gauging public opinion and response to the FY 2012 – 2017 Proposed Highway Improvement Program (MYP). Efforts were made by IDOT staff to offer a wide range of public input options to respondents including written comment, recorded verbal comment, e-mail response, and a 20--question non-scientific survey. Public comment was solicited at 24 public outreach meetings across all nine IDOT transportation districts. The public outreach survey also was offered at both Illinois State Fair locations, various other public events with significant OP&P presence, and online.

OP&P received a total of 64 written and electronic comments while 941 individuals completed the survey. The comments and survey data were analyzed by OP&P staff and the comments and survey results are available online at http://www.dot.il.gov/opp/planning.html. The OP&P analysis shows that a majority of respondents, across all comment methods, would prefer IDOT to focus on congestion reduction via lane expansion on existing roadways. The majority of respondents also expressed high levels of satisfaction with IDOT, infrastructure conditions, and public transportation currently in place. Finally, IDOT is beginning to see a shift in public opinion away from personal automobiles towards bicycles and public transit as evidenced by requests for more options to engage in both modes across all nine districts.

OP&P will continue to refine its public outreach methods in the coming year. By expanding and improving the ways in which the citizens of Illinois are able to offer their thoughts on the Multi-Year Highway Improvement Program, IDOT will make sure that it is developing the program in a way that takes into account the needs of all the citizens of Illinois.

Detecting and Preventing Fraud

IDOT recognizes its fiduciary responsibility to ensure that entrusted state and federal funds are used for their properly approved purposes. It is, therefore, IDOT's obligation and goal to be vigilant to the ways in which projects can be manipulated for fraudulent or corrupt purposes. IDOT strives to be a leader in fraud detection and prevention.

IDOT's efforts to minimize the risk of fraud are comprehensive. IDOT became well aware of the effects of fraud when, in 1999, IDOT discovered a $16 million fraud by one of its road construction contractors, the largest government construction fraud case in U.S. history at the time. At the conclusion of the case, the FBI and the US Department of Transportation (USDOT) Office of Inspector General recommended that IDOT avoid a recurrence of this type of fraud. From these recommendations, the Secretary of Transportation created the Office of Quality Compliance and Review (OQCR) with the mission of providing innovative, forensic oversight and an ongoing fraud awareness program. OQCR was recognized by the USDOT as the first office of its kind in the nation.

In the context of IDOT operations, fraud is defined as a deception deliberately practiced to secure unfair or unlawful gain. Fraud may be grand, involving misrepresentation of work performed, or involving materials used in accordance with vendor contracts, or it may be petty, involving small payments or favors offered to IDOT employees for anticipated future benefits by the vendor.

Good fraud governance requires a strong, clear message from senior executives as well as complementary actions of non-executives prepared to lead by example. The message delivered within IDOT is that all employees are responsible for being aware of and reporting potential fraud. Other key components of good fraud governance include:

- Clear policies and standards
- Knowledge of the key fraud risks
- Effective fraud and corruption reporting
- Awareness training
- The development of a strong culture of ethics and honesty

Secretary of Transportation Ann Schneider makes absolutely clear that all employees of IDOT are expected to be vigilant in being aware of and reporting potential fraud. OQCR is responsible for identifying and tracking key fraud risks and maintaining an effective and efficient fraud reporting system.

For a fraud detection and deterrence program to be effective, an agency has to have an easy means for reporting potential wrongdoing. OQCR maintains a website to educate and assist individuals who wish to report fraud, whether they are employees or members of the general public: www.dot.il.gov/oqcr/index.html. At IDOT, fraud allegations can be reported in several ways, including:

1) Fraud Telephone Hotline
2) An email address specifically designed for reporting fraud
3) A mailing address for reporting fraud.

In addition, the OQCR website identifies various methods for contacting the USDOT to report fraudulent activities and also provides a link to the Illinois Office of the Executive Inspector General for the agencies of the Illinois Governor.

For an anti-fraud program to be sustainable, the agencies have to take action to show consequences once fraud has been proven. Action must be timely and consistent. IDOT has consistently taken punitive action against contractors who have committed fraudulent acts. Through its support for state and federal investigations and its own administrative program of suspending a contractor's privilege to do business, IDOT continues to send a strong message that fraudulent actions result in serious negative consequences. Also, for a fraud detection and deterrence program to be successful, agency employees must be continually educated and reminded as to how to recognize and report potential fraud. IDOT strives to be a leader in fraud awareness education. In addition to providing placards throughout the state in IDOT facilities that remind employees to do the right thing, OQCR consistently meets with employees in many venues throughout the state and reinforces the message of fraud awareness and reporting. OQCR also produces statewide fraud awareness and ethics related seminars called "Ethics in the Workplace." The fifth seminar, "Ethics in the Workplace 2012" is planned for late spring 2012. The message delivered by the seminars is that good ethical behavior results in good benefits and bad ethical behavior or fraud, results in difficult, life changing consequences.

The seminars include speakers who are successful in their various fields and through their life experiences can illustrate the benefits of good ethical decisions. Speakers have included such successful leaders as the special agent in charge of the Chicago FBI, a federal chief judge, a former U.S. Speaker of the House, a U.S. Attorney, and the head of security for one of the largest manufacturers in the world. The seminars, through the use of video streaming, reach as many as 750 employees at each event and over the years have grown to include participation by as many as 30 state and federal agencies.

IDOT recognizes that good fraud governance requires a comprehensive on-going fraud detection and deterrence program, and that through education, support, and action, IDOT will continue to strive for excellence.

Overview

To date, the 97th General Assembly has passed 55 House bills and 25 Senate bills, and adopted six House joint resolutions and three Senate resolutions impacting the operations of the Illinois Department of Transportation (IDOT). This legislation has prompted many changes at IDOT including areas related to administration; budget; diversity; aeronautics; design and environment; land acquisition; local governments; personnel; procurement; public transportation; roads and bridges; railroads; traffic safety; vehicle registrations; and trucks.

The following areas were most significantly impacted:

Budget

- **HB 2168:** This bill contains IDOT's operating appropriations and reappropriations for FY2012.
- **SB 0335:** This is the FY2012 Budget Implementation Act and includes, for FY12 only, an $8.5 million grant to the Regional Transportation Authority on behalf of PACE for the purpose of ADA/Para-transit expenses, $40 million for one-half fare Student Transportation and Reduced Fare for Elderly from the Road Fund, and $40 million for Intercity Rail Subsidies from the Road Fund.
- **SB 2414:** This bill contains capital appropriations and reappropriations for a variety of State agencies, including IDOT.

Procurement

- **HB 1091:** This bill creates the Public-Private Partnerships for Transportation Act to grant IDOT and the Tollway the necessary powers for the development, financing and operation of transportation projects through public-private agreements with one or more private entities.
- **HB 3186:** This bill creates the Small Business Contracts Act and requires not less than 10 percent of the total dollar amount of State contracts to be established as a goal to be awarded to small businesses, as defined in the Illinois Procurement Code. The bill also requires each State official or agency to file with its respective chief procurement officer an annual compliance plan and an annual report of its utilization of small businesses, and requires each chief procurement officer to file an annual report.
- **SB 1270:** This bill amends the Illinois Procurement Code to require a goal of an annual set-aside of 3 percent of the total dollar amount of State contracts to be awarded to service-disabled and veteran-owned small businesses.

Roads and Bridges

- **SB 0042:** This bill gives the Secretary of Transportation authority to issue permits for divisible loads in certain circumstances. A load is not required to be dismantled or disassembled if the Secretary determines there will be no significant negative impact to pavement or structures along the proposed route or safety hazards to the traveling public, and other technical specifications are met.

Vehicles

- **HB 0219:** This bill amends the Illinois Vehicle Code to require that the driver and any passenger of a motor vehicle wear properly adjusted safety belt unless otherwise exempted. This is a universal safety belt requirement.
- **HB 2860:** This bill amends the Illinois Vehicle Code to allow, in municipalities other than the city of Chicago, motorcycles and bicycles to proceed through red lights when the operator of the motorcycle or bike feels that a "reasonable period has expired" and the light did not cycle to green. The motorcycles and bikes must then treat the red light as a stop sign and yield to oncoming traffic.

Annual Motorist Survey 2011

The Illinois Department of Transportation (IDOT) focuses long-term strategic objectives on customer needs and expectations. One of the most revealing and helpful tools in shaping long-range objectives is the annual Illinois Motorist Opinion Survey, a written questionnaire distributed each year by mail to a random sample of Illinois licensed drivers.

Each year, the bulk of the survey is focused on static questions within four basic areas of IDOT transportation service:

Roadway Maintenance and Traffic Flow;
Road Repair and Construction;
Traveler Services; and,
Employee Conduct.

Participating motorists are asked a series of questions for each service area seeking their ratings of IDOT services on a five-point scale: Excellent, Good, Fair, Poor and Very Poor. Responses are combined and calculated to provide an overall index of satisfaction, ratings from 1.0 to 5.0. Under this index, response ratings ranging from 3.40 to 4.10 fall within the "good" category rating overall and from 2.60 to 3.30 fall within the "fair" rating. The method also allows responses to be analyzed based on percentages of specific responses received- for instance, the percent of motorists rating a particular service "good" or "excellent." These responses to repeating questions provide a benchmark from year to year by which we can measure changes in overall motorist attitudes.

In the first part of the questionnaire, respondents each year are asked to rate various aspects of state highways and bridges under three main headings. Respondents are then asked about their awareness and use of the IDOT toll-free telephone number and website. And following this, they are asked to rate IDOT employees on four characteristics and to give overall evaluations of IDOT.

The last part of the questionnaire asks respondents to select "objective background" demographic and driving-related information. These include questions about the number of miles respondents drive per year (in total and on their job), and commuting time and miles. They are asked about residential location as well as about their age, gender, education level and household income.

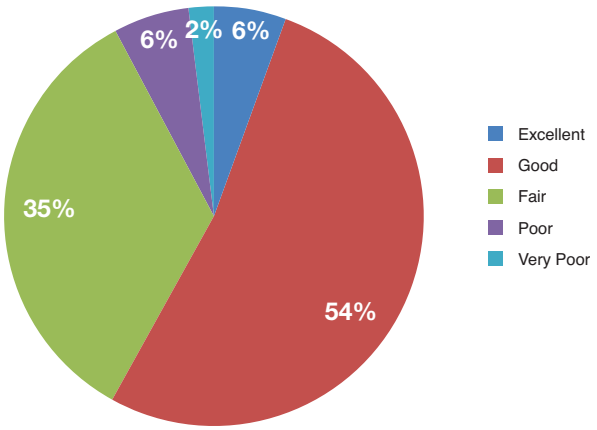
Readers should keep in mind that, while the survey attempts to describe the differences between state-maintained roads and locally maintained roads, and seeks information and satisfaction levels on the state-maintained roadway system itself, the results should generally be considered as indicative of satisfaction levels with all roads in Illinois.

For the Fall 2011 survey, nearly 3,950 households were sent questionnaires in the format of a four-page booklet. It contained questions that have been part of the survey series since its inception, and as usual, it contained sections consisting of topical issue questions. This year's topical issue questions focused on three subjects: traffic safety activities and messages; Amtrak, including high-speed rail; and the Safe Routes to School program. The total number of completed questionnaires represents almost 29 percent of the initial sample.

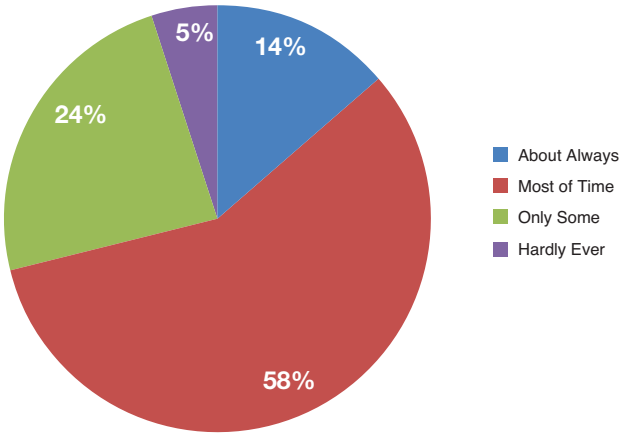
The accompanying charts display selected results from this survey.

The complete University of Illinois at Springfield report on results from the annual Illinois Motorist Opinion Survey is available on the IDOT Internet site at: https://insideidot.portal.illinois.gov/News/Pages/Default.aspx

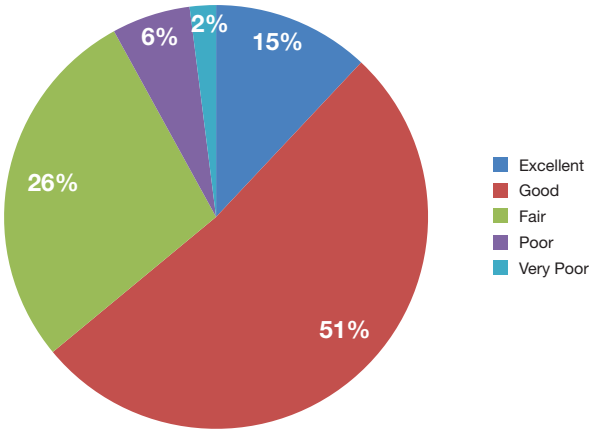
How would you rate the overall conduct of IDOT employees on the Job?



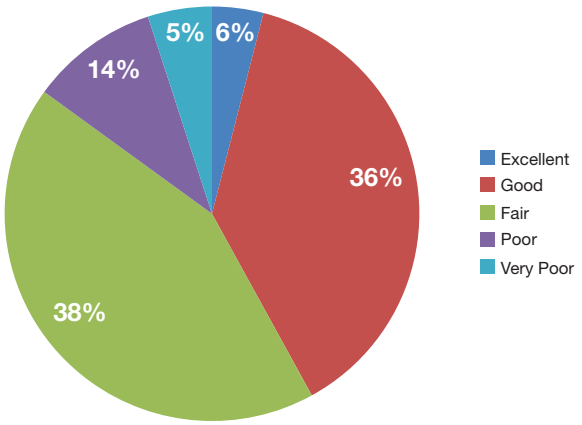
How Often Can you Trust IDOT to do What is Right Regarding Transportation Issues?



How would you rate IDOT's performance in Snow and Ice Removal?



How would you rate the timeliness of ride quality and smoothness on Illinois interstates?



Output Performance

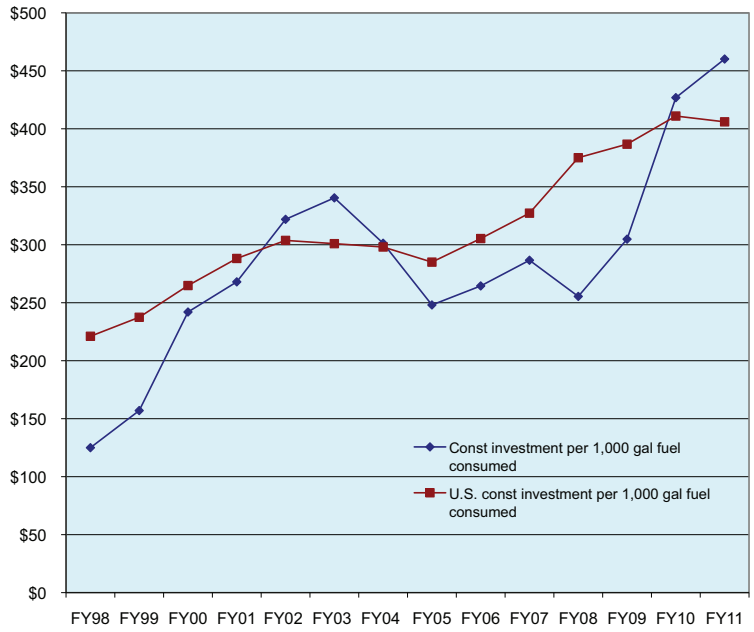
The Illinois Department of Transportation tracks a variety of transportation performance and usage measures to ensure that the department's efforts to meet organizational goals and customer expectations are on track, and to ensure that IDOT performance is made available and is clear to the general public. These measures are analyzed and considered during development of the annual transportation program for Illinois and the IDOT operating program.

The following graphs represent a few of the measures tracked by IDOT in addition to motorist survey responses and a variety of other outcome and output measures throughout the department. Results of the graphs below represent the IDOT experience from 1998 through 2011 in several topic areas, including annual output measures such as dollars spent on the annual state construction program, miles of pavement improved, number of bridges improved, and number of safety improvements accomplished.

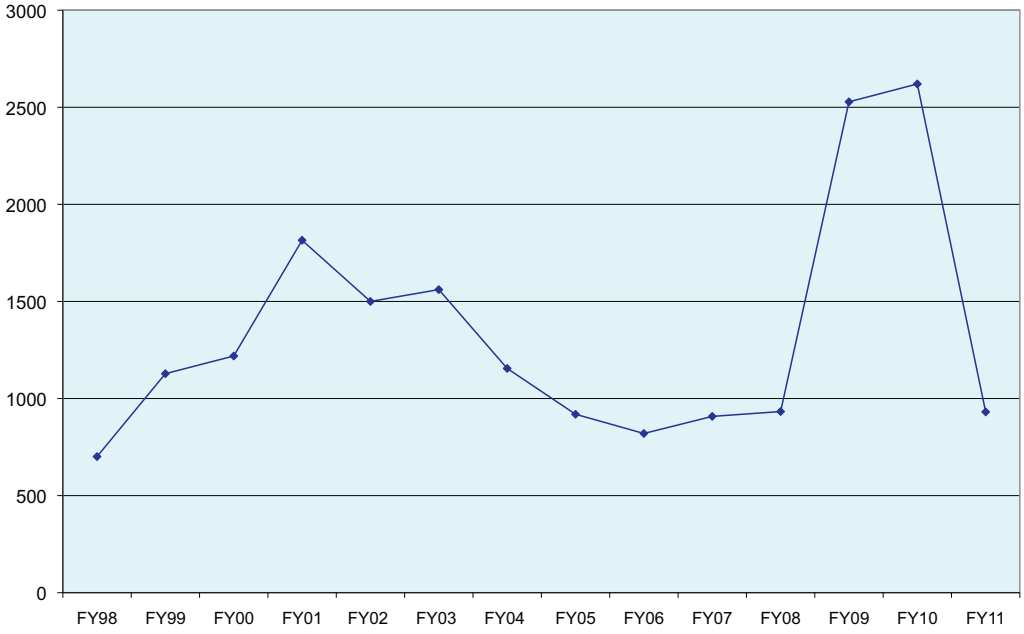
Three of the graphs below represent customer-oriented usage measures such as the number of vehicle miles traveled annually by all motorists in Illinois, along with the number of registered drivers, and the number of gallons of fuel sold annually in Illinois.

The final two graphs represent a measure of construction dollar allocations for Illinois as compared to the national average, based on construction spending in ratio with miles traveled and with gallons of motor fuel consumed.

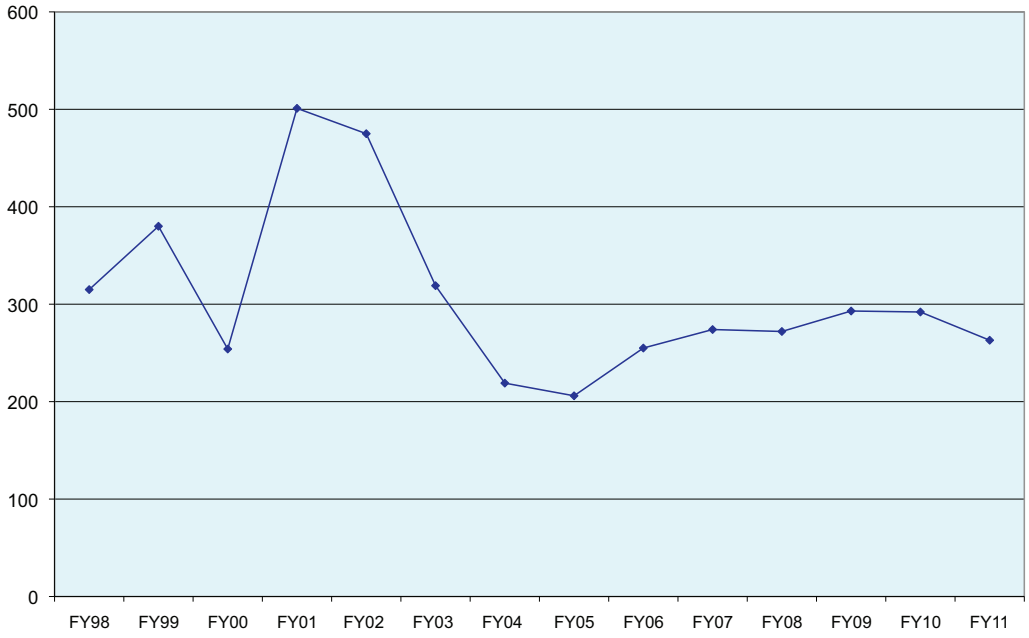
Annual Highway Construction Investment per 1,000 Gallons of Fuel Consumed (Comparing Illinois and U.S. Construction Investments)



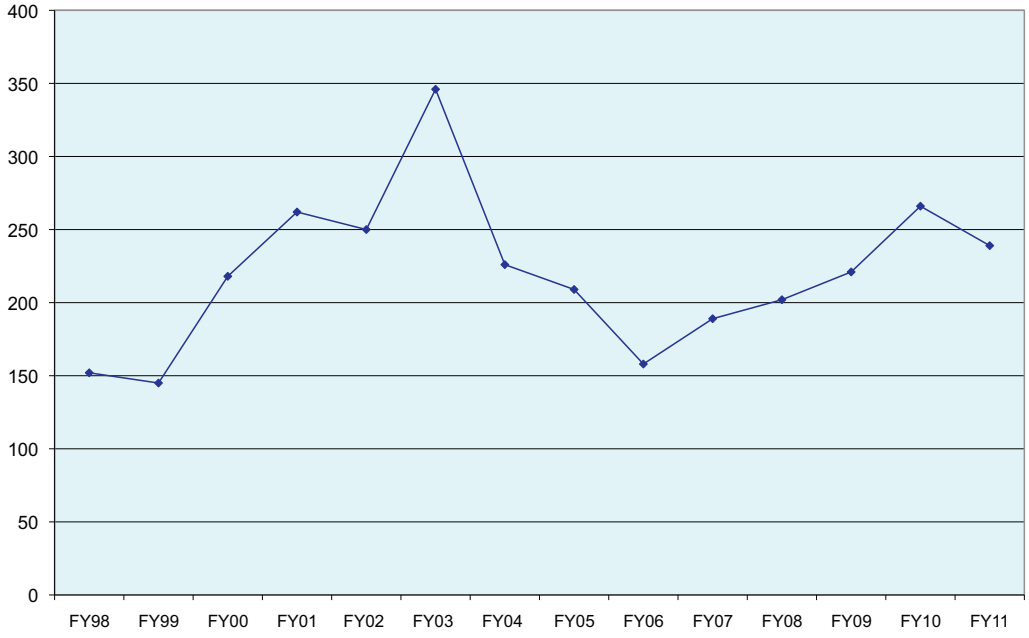
Annual Miles of State Highway Pavement Improved in Illinois



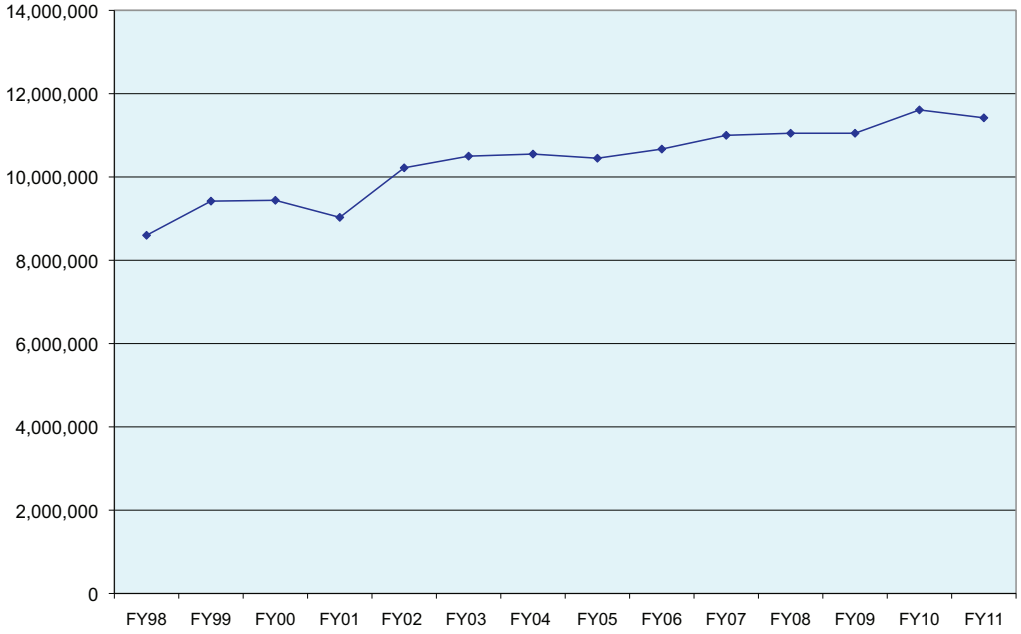
Number of State Highway Bridges Improved Annually in Illinois



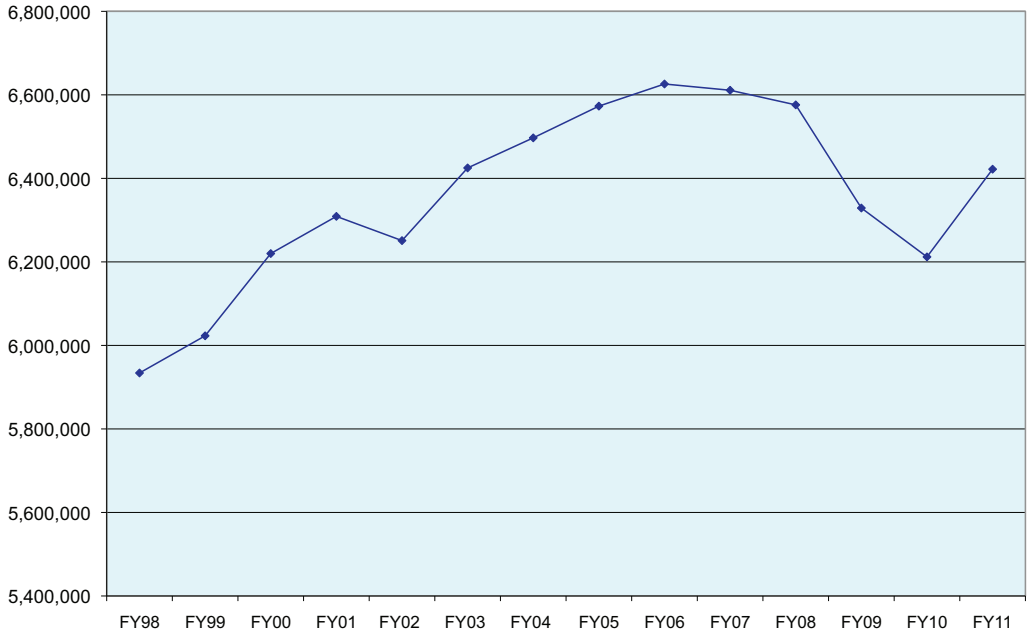
Number of Safety Improvements Accomplished by Year



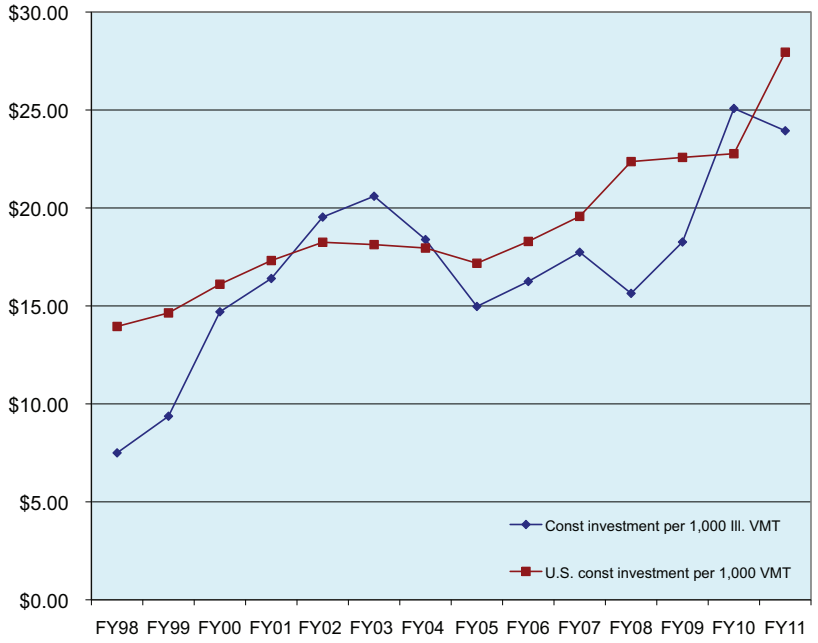
Number of Vehicles Registered in Illinois by Fiscal Year



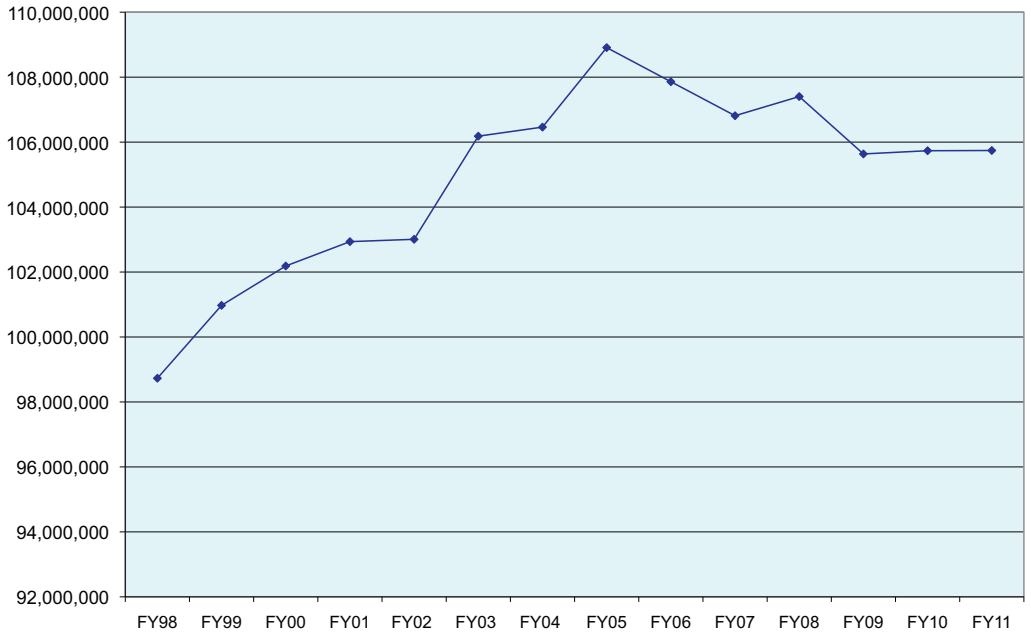
Gallons of Motor Fuel Used Annually in Illinois (in thousands)



Highway Construction Investment per 1,000 Vehicle Miles Traveled (Comparing Illinois and U.S. Construction Investments)



Annual Vehicle Miles Traveled in Illinois (VMT in thousands)



Looking Toward 2012 and Beyond

The Illinois Department of Transportation's (IDOT) mission is to "provide safe, cost-effective transportation for Illinois in ways that enhance quality of life, promote economic prosperity, and demonstrate respect for our environment." During 2011 and into the future, IDOT relentlessly pursues this mission in order to provide the highest quality of service for the citizens of Illinois. IDOT, beginning in 2009, implemented the largest transportation construction program in the state's history. The year 2011 represented the beginning of a new era in rebuilding existing transportation infrastructure while designing and constructing new highways, bridges, railways and airports to carry the Illinois economy into the decades ahead. The coming years will continue to bring innovation into Illinois' transportation system through the efforts of IDOT's staff, management, and the numerous partnering stakeholders.

POLICY PRIORITIES FOR 2012

Policy priorities for IDOT in 2012 include:

- Diversity in Transportation Workforce and Contracting
- Green Transportation Sustainability
- Multimodal System Planning and Development
- Multimodal System Preservation
- Transportation Safety
- Transportation Mobility
- IDOT Process Streamlining

2011 Projects

Following, is a list of projects that have been reviewed, processed, awarded and / or completed in a community near you.

Additional information on several of these projects and other IDOT projects can be found at this link: http://www.dot.il.gov/projects.html

District One

In 2011, the district prepared and let 192 projects valued at approximately $802 million of highway construction work. The following is a breakdown of this work by construction type:

Reconstruction	$462,896,000
Resurfacing	$96,167,000
Traffic Signal	$35,046,000
Bridges	$118,100,000
Miscellaneous	$89,500,000

Congress Parkway over the South Branch of the Chicago River Rehabilitation Project- city of Chicago, Cook County

The scope of work for Congress Parkway over the South Branch of the Chicago River involves the rehabilitation of the existing movable bascule bridge which consists of four movable steel leafs and is located along Interstate 290 at its terminus location at the east outskirts of the city of Chicago in Cook County. The existing bridge structure has an open grid deck over the South Branch of the Chicago River and includes sidewalks and railings for pedestrians. The proposed scope of work involves replacing the bridge mechanical system of motors and pumps and replacing the electrical control system as well as substructure repairs, replacement of deteriorated structural elements and replacing the entire bridge deck with a new orthotropic closed bridge deck system. The existing lighting and railings as well as emergency gates will be replaced, and the approach roadway will be resurfaced within the bridge project limits.

The existing pier cell protection system (dolphins) was replaced under an advance contract. A camera system will be installed upon project completion to monitor this bridge as part of the department's surveillance network system. The existing bridge houses, which contain the bridge controls systems, will be modernized and rehabilitated. This project was packaged into two construction contracts. The project was let on August 14, 2009 at an estimated construction cost of $33 million. The project will be stage constructed over two and a half construction seasons. The first phase of construction started in spring 2010, and the overall project completion is anticipated in spring 2012.

I-55 at Arsenal Road, Will County

Plans for the $60 million I-55 at Arsenal Road Interchange Project have been prepared for four construction contracts (Advanced Contract, Contract 1, Contract 2 and Contract 3). The first contract, which was completed in the fall of 2009, prepared the roadway for the maintenance of traffic for use in subsequent contracts. The first main contract, which includes frontage road construction and interchange embankment placement, was awarded with a contract value of $14 million and is currently under construction and is targeted to be completed by the summer 2012. The next contract that includes the interchange construction, roadway connections and existing interchange demolition was awarded with a contract value of $37 million and is currently under construction with targeted completion in the fall of 2012. The final contract will include the widening of the northern portion of the Arsenal frontage road and is estimated to be completed by the spring of 2013.

Interstate 55 at Central Avenue, Cook County

The interchange at I-55 and Central Avenue is currently a Tight Urban Diamond. This project will rehabilitate the structures carrying Central Avenue and the ramps to reconfigure the interchange to provide a Single Point Urban Diamond. The work will include pavement replacement on the ramps and the Central Avenue roadway adjacent to the structure. Also included is the installation and interconnectivity of traffic signals, modification of the existing roadway lighting and installation of new roadway lighting over the structure and lighting under the structure. Work is planned so that there will be no reduction of travel lanes on the Interstate. The work on this $38 million project started in the fall of 2011 and is anticipated to be completed in the fall of 2013.

Interstate 55 from Kedzie Avenue to Interstate 355, Cook and DuPage Counties

Interstate 55 from Kedzie Avenue to Interstate 355 was improved with two projects. The Interstate 55 project from Kedzie Avenue to County Line Road involved the removal of the existing hot-mix asphalt surface, pavement patching, and roadway and shoulder resurfacing with hot-mix asphalt. The project also included the deck sealing to 21 bridges along Interstate 55. The length of improvement for this section of Interstate 55 was 12 miles with a project cost of $32.5 million. The Interstate 55 project from County Line Road to Interstate 355 involved the removal of the existing hot-mix asphalt surface of the inside shoulders, shoulder patching and shoulder resurfacing with hot-mix asphalt. The length of improvement for this section of Interstate 55 was seven miles at a project cost of $2.5 million.

I-55 Bus on Shoulder

The district, in cooperation with the Regional Transportation Authority (RTA), received approval to implement a bus on shoulder (BOS) demonstration project along Interstate 55 from Interstate 355 to Kedzie Avenue. The demonstration will add PACE suburban Chicago transit buses as a permitted use of the Interstate 55 inside shoulders. The purpose of this demonstration is to examine the ability to increase the capacity of the existing transportation system using the existing infrastructure. A key evaluation factor will be whether using the highway shoulder for transit buses can improve transit service quality while also maintaining the function of the shoulder and overall traffic safety. The results of this demonstration will be evaluated for BOS applications on other roadways. The demonstration required legislation to allow driving on the shoulders by authorized transit buses. The district completed a resurfacing of Interstate 55 which also included the appropriate signing and striping to accommodate this BOS demonstration. PACE bus drivers were trained on the use of the shoulder which is allowed to be used only during peak travel periods, and only when mainline traffic slows to below 35 MPH. The maximum speed differential between a bus on shoulder and mainline traffic is 15 MPH with a maximum speed of 35 MPH while riding on the shoulder. The demonstration began on November 14, 2011.

I-57 at I-294, Cook County

The Interstate 57 at I-294 project, valued at over $500 million, is a joint effort of the department and the Illinois State Tollway Highway Authority. The first contract to provide construction of the I-57 over I-294 structures (four structures), and mainline work (median work, drainage, shoulders and SB add lane) was let and awarded in the amount of $28 million and is scheduled for completion in the fall of 2012. The second contract, which includes the replacement of the Kedzie Avenue bridge over I-57, was let in the summer of 2011 at a cost of $5 million. It is also scheduled for completion in the fall of 2012. Plan preparation for the third contract for 147th Street widening from Kedzie Avenue to Dixie/Western is under way and is scheduled for letting in the summer of 2012. The Illinois Tollway and the department have agreed on funding sources and will jointly proceed with the construction of the first phase, or “Memphis Movement” ramps, of the interchange. The Illinois Tollway has begun work on various projects for this first phase of the Interchange. The first Tollway contract will replace the I-294 bridge over 147th Street and is scheduled for a January 2012 letting. Plan preparation is also underway for the relocation of Dixie Creek, planned for an early summer Tollway letting. Plan preparation for additional contracts for various ramps and bridges is also underway.

Interstate 80 from Grundy County Line to West of US Route 30, Will County

The scope of work for I-80 from the Grundy County Line to US Route 30 consisted of roadway patching, milling, resurfacing and minor bridge repairs throughout the approximate 15-mile corridor. Within the project limits, I-80 carries two lanes of traffic in each direction. The project included substructure and superstructure patching (including approach slabs), expansion joint repairs, bridge deck sealing, and various other repairs on 29 of the 46 bridges located within the section. The $31 million project was constructed under four separate contracts (simultaneous construction) and was completed in the fall of 2011.

Interstate 80 from US Route 30 to US Route 45, Will County

The scope of work for I-80 from east of US Route 30 to US Route 45 consisted of the construction of 12-foot wide Portland cement concrete (PCC) shoulders in both the eastbound and westbound direction and a concrete median barrier wall. An enclosed drainage system was also constructed with outfalls to the existing outside ditches. The Interstate 80 bridge over the Norfolk Southern Railroad was widened to accommodate the new shoulder. In addition, work on the bridge deck included scarification and a thin polymer overlay. The majority of the roadway signs were replaced. All lanes were opened to traffic in November 2011. Signing, landscaping and other minor work will continue in early 2012.

I-80 from US 30 to US 45 Work primarily consists of adding a median barrier wall and inside shoulders along I-80

US Route 30 from Williams Street to IL Route 43 (Harlem Ave), Will County

Two mainline roadway contracts are currently under construction for the improvement of US Route 30 from Williams Street to US Route 43. The projects include roadway widening and reconstruction of the existing two to four lane cross section to provide two lanes in each direction separated by raised curb median throughout the limits. Combination concrete curb and gutter will be constructed with a new storm sewer drainage system and ditches to drain storm water. The project also includes bridge widening, bike paths and sidewalks, noise walls and landscaping. The intersection of Wolf Road and US Route 45 were previously improved, and this project will match the pavement work completed. The project is anticipated to be completed in the summer of 2013.

US Route 45 from 179th Street to 131st Street, Cook County

The scope of work involves the reconstruction and widening of US Route 45 from 179th Street to 131st Street under multiple roadway contracts within the villages of Orland Hills, Tinley Park and Orland Park in Cook County. The first contracts, currently under construction, provides for the reconstruction of the structure carrying the Metra Railroad over US Route 45 in Orland Park. The bridge that carries the Metra Southwest Service Line will be widened to provide additional room under the structure for the future reconstruction of US Route 45. The project includes construction of the railroad bridge, as well as a pedestrian bridge funded by the locals, a multi-use path and retaining walls. The current work cost $8.5 million and is estimated to be completed by the summer of 2013. The proposed US Route 45 roadway cross section will consist of three through lanes in each direction with a continuous landscaped barrier median and curb and gutter on each side of US Route 45. The project will also include intersection improvements, drainage, lighting, traffic signal modernization, landscaping, and multi-use paths. The work to reconstruct US Route 45 will be split into three construction contracts. The department is currently targeting a construction letting in the summer 2012.

Illinois Route 22 from I-94 to US Route 41, village of Bannockburn and city of Highland Park, Lake County

The scope of work for this $11.5 million project involves roadway widening and reconstruction of the existing two to four lane cross section into a uniform four-lane cross section with turn lanes at major intersections between I-94 and US Route 41 in Lake County with traffic signal upgrades and landscaping along the project corridor. The project is currently under construction with all work anticipated to be completed by late summer 2012.

IL Route 53 from Army Trail Road to Elgin-O'Hare, Village of Addison and Itasca, DuPage County

The roadway contract for the improvement of IL Route 53 is currently under construction. The project includes roadway widening and reconstruction of the existing two to four lane cross section into a uniform four-lane cross section with turn lanes at major intersections. The project also includes traffic signal improvements, lighting, utility work, noise walls and landscaping. The $45.5 million project is anticipated to be completed by summer 2013.

IL Route 56 from west of IL Route 59 to east of Naperville Road, DuPage County

The reconstruction of IL Route 56/Butterfield Road from west of IL Route 59/Joliet Road to Naperville Road, a distance of 6.2 miles was let in January 2011. This project was packaged into two construction contracts approximately 3.1 miles each. The proposed improvement that is under way includes reconstruction of Butterfield Road from an existing two lane to a four-lane divided arterial with a barrier median. The project includes traffic signal improvements, bridge reconstruction, and noise abatement walls. The cost of the project is approximately $53 million and is estimated to be completed in fall 2012.

District Two

I-39 Resurfacing in Lee County

This $29.3 million resurfacing project on I-39 throughout Lee County will be substantially completed this year. This project will improve the ride ability of the Interstate system.

I-280, Rock Island County

12 bridges are being replaced on I-280 from the Mississippi River to Airport Road. This contract was awarded for $22.4 million. Work started in 2011 and is scheduled for completion in 2012.

IL Route 2 from IL 72 (W) to 0.8 Mile South of Mud Creek Road

This $27.8 million improvement on IL Route 2 from IL72 (w) near Byron to 0.8 mile south of Mud Creek Road was let in July 2010. The construction was scheduled as a two-year project. The contractor revised the work schedule and completed the project in one construction season. This project replaced the existing pavement, improved safety and provides a shoulder for motorists. This project had extensive environmental coordination and includes special features for the work adjacent to the Rock River.

IL Route 2 from Elmwood Road to Latham Road north of Rockford

This project will construct four new lanes on IL Route 2 from Elmwood Road to Latham Road north of Rockford and develop the existing roadway system into frontage roads for access control. This project was on the June 2011 letting and construction started in the fall of 2011. This Illinois Jobs Now! project had a low bid of $20.9 million.

IL Route 173 at IL Route 251in Machesney Park

This intersection improvement project will increase the number of lanes on IL Route 173, improve drainage and improve the capacity of both the intersection and IL Route 173. This project was on the June 2011 letting and construction started in the fall of 2011. This Illinois Jobs Now! project had a low bid of $14.5 million.

IL Route 40 over the Rock River in Sterling/Rock Falls

The IL 40 Bridge over the Rock River in Sterling/Rock Falls will be replaced during the 2012 construction season. The consultant and district staff were able to complete the design and other pre-construction activities in 2011. This project was let in November 2011with a low bid of $27 million.

IL 5 Route from 38th Street to east of 70th Street in Moline

The preliminary design engineering effort for this Illinois Jobs Now! project began this past year. The consultant is developing plans to expand the four-lane highway into a six-lane facility. Right-of-way plats and plans are also being prepared.

District Two staff prepared 28 structures for replacement or major repairs during 2011.

This effort will continue to reduce the number of bridges and culverts considered deficient.

District Three

IL Route 178 - North of Lincoln Street to South of Johnson Street and Lincoln Street Extension in Utica

This Illinois Jobs Now! improvement involves new construction/realignment of IL Route 178 through Utica including two new bridges, curb and gutter, storm sewer, sidewalk, highway lighting, railroad crossing work and ancillary work along the existing alignment section to be jurisdictionally transferred to the village of Utica. This project was awarded for construction on January 11, 2011 and is currently 64% complete.

I-57 – IL Route 50 interchange and ICG RR in Bradley

This improvement involves complete reconstruction of the existing I-57 at IL Route 50 interchange in Bradley which includes four structure replacements, 1.75 miles of Interstate reconstruction, 0.50 miles of IL Route 50 reconstruction, curb and gutter, storm sewer, new shared use path, highway lighting and traffic signals. This project was awarded for construction on June 6, 2011 and is currently 20% complete.

IL Route 47 – North of US 34 to IL Route 71 in Yorkville

This Illinois Jobs Now! improvement involves reconstructing approximately 3.2 miles of the existing IL 47 two-lane highway section through Yorkville as a four-lane highway section with bidirectional lane including retaining wall removal, curb and gutter, storm sewer, sidewalk, shared use path and traffic signals. This improvement was listed on the November 18, 2011 letting, and award for construction is anticipated before 2012.

I-80 – 1.0 miles West of IL Route 26 to 0.7 miles east of I-180

This improvement involves two mainline structure replacements, two mainline superstructure replacements, bridge repairs, approximately 1.1 miles of Interstate reconstruction, and 5.1 miles of Interstate patching, milling and resurfacing and guardrail work. This improvement was listed on the November 18, 2011 letting. Construction is expected to begin in 2012.

District Four

IL Route 8 – East Peoria

This project is located on IL Route 8 (Washington Street) from Oakwood Road to just east of Sunrise Avenue in East Peoria, Tazewell County, a total length of 1.4 miles. This project is the second of a four-segment plan to improve IL Route 8 through East Peoria and Washington to a five-lane roadway with center turn-lane. Segments one and three have been completed with segment four planned as part of the capital bill to start construction in 2012. This project consists of pavement removal and replacement, curb and gutter, sidewalk, storm sewers, the construction of driller soldier pile retaining wall, and other related collateral work necessary to complete the project.

The project was let on June 11, 2010 and was significantly completed in November 2011 with the possibility of landscaping in the spring 2012. The prime contractor for the project is R.A. Cullinan & Son, Inc. of Tremont, Illinois. The awarded value was $14.3 million. This project won 2011 Contractor of the Year for Outstanding Subcontractor.

IL Route 40 – Dunlap

This project is located on IL Route 40 and begins just south of the Hickory Grove Road/ IL Route 40 intersection and extends northerly to a point north of Cedar Hills Drive, a distance of 2.56 km (1.59 miles) in Peoria County. The work on this project involves widening IL Route 40 from two lanes to four lanes with a flush median. Intersecting side roads will be reconstructed or relocated, and new frontage roads and service drives will be constructed to control access. The work includes demolition, clearing, earthwork, pavement patching, storm sewers and other drainage items, hot-mix asphalt pavement (full depth), hot-mix asphalt base course widening, resurfacing, traffic signals, pavement markings, signing, and other associated work necessary to complete this project.

The project was awarded on July 31, 2009 to R.A. Cullinan & Son, Inc. in Tremont. The roadway has been completed and opened to traffic. Landscaping will be completed in the spring of 2012. The awarded value was $11.7 million.

IL Route 98 – Morton to Pekin

This project is located in Tazewell County on IL Route 98 from east of Erie Avenue in Morton to just east of Parkway Drive in North Pekin. This project consists of pavement patching, milling, resurfacing, pavement marking, and other related collateral work necessary to complete the project. A portion of the project's paving had the Trackless Tack Coat and Spray Paver Demonstration. Another portion of the paving demonstrated the paver utilizing the Safety Edge.

This project was awarded on June 17, 2011 to Advanced Asphalt Co, in Princeton. The contract was completed in November of 2011. The awarded value was $2 million.

I-74 Resurfacing Project – Galesburg

This project is located on Interstate 74, approximately 0.4 mile north of Main Street in Galesburg to just east of the structure carrying County Highway 9 over Interstate 74 near Knoxville. This project consists of partial depth patching and resurfacing on Interstate 74 along with the ramps at the interchanges of Main Street in Galesburg and on County Highway 9 near Knoxville. This is a Pay for Performance (PFP) project. This work also includes the complete removal and replacement of existing entrance Ramp "H" at Main Street and the removal/replacement of the pavement under the structures carrying Knox and Craig School Roads over Interstate 74. Collateral work includes overlaying the structures on County Highway 9 over Interstate 74, slope wall repairs, guardrail removal and replacement, and installation of highway lighting.

This project was awarded on March 31, 2011 to Gunther Construction Co. in Galesburg. It was completed in December 2011. The awarded value was $6.2 million.

IL Route 78 – Canton

This project is located inside the city limits of Canton on IL Route 78 from Big Creek Park to the intersection of Ash Street in Fulton County. The project consists of patching, milling, resurfacing, and other collateral work to complete the project. It was the first project in District Four to utilize Reclaimed Asphalt Shingles in the Hot Mix Asphalt. This project was awarded on July 8, 2011 to R. A. Cullinan and Son in Tremont. It was completed in September of 2011. The awarded value was $476,607.15.

IL Route 78/IL Route9 – Canton Complete the Streets

This project begins at a point on the centerline of Locust Street (IL Routes 9 and 78) at Avenue B and extends in an easterly direction through the city of Canton in Fulton County for a total distance of 2,963 feet. The project limits also include work along Main Street from 175 feet south of the Locust Street centerline in a northerly direction to Ash Street for a distance of 993 feet and along 1st Avenue from 130 feet south of the Locust Street centerline in a northerly direction to Spruce Street for a total of 557 feet. This is a reconstruction, resurfacing, and micro-surfacing project with construction of a bike path and ten-foot wide sidewalks to accommodate cyclist and pedestrians. The work to be performed under this contract consists of earth excavation, construction of storm sewers and drainage structures, combination curb and gutter, jointed concrete pavement, sidewalks, traffic signal modernization, channelization with urethane pavement markings, and all incidental and collateral work necessary to complete the project shown on the plans and as described herein.

This project was awarded on July 8, 2011 to Laverdiere Construction, Inc. of Macomb. All major work was completed in November 2011. Work at the railroad section will be completed in the spring of 2012. The awarded value was $2.9 million.

District Five

Illinois Route 47 Bridge Replacement

Construction was completed in the summer 2011 of the bridge replacement at the Sangamon River southwest of Mahomet. This $3.3 million project included a significant grade change and was constructed utilizing stage construction. Pedestrian accommodations are included on the new structure.

I-72 Resurfacing

Construction was completed in the fall of 2011 on this 15.2-mile, $21.2 million resurfacing project from the Macon County Line to White Heath. This project included resurfacing, new shoulders, bridge repairs and safety improvements throughout the project.

US 45 Resurfacing

Construction was completed in the summer of 2011 on this 5.3-mile, $2.5 million SMART resurfacing project from Curtis Road in Savoy to the north corporate limits of Tolono. This project included resurfacing of both the mainline and shoulders and the placement of new pavement markings.

I-55 Bridge Replacements

Construction was completed in the fall of 2011 of bridge replacements over I-74 (eastbound) and FAI-55 Business (southbound) southwest of Bloomington. This $7.6 million project included significant grade changes on both structures, resurfacing of the pavement between the two structures, and safety improvements in the form of new guardrails and newly constructed side slopes.

I-74 Resurfacing

Construction was completed in the fall 2011 on this 7.1 mile, $8.3 million resurfacing project from east of US 51 to County Highway 36 at Downs. This project included resurfacing of both the mainline and shoulders, drainage improvements, and safety improvements in the form of new attenuators and guardrails. This was District Five's Pay for Performance Project for construction season 2011.

Illinois 54 Horizontal Realignment

Construction was completed in the fall 2011 on this 0.6-mile, $2 million project, which included the horizontal realignment of a curve one mile south of Bellflower. This project was initiated due to the area being a high accident location. The curve was relocated, which required a substantial amount of drainage work including new culverts, and safety improvements in the form of new guardrails. This project has a designated wetland in the infield area.

District Six

In 2011, District Six prepared and let 68 construction projects valued at approximately $136,206,000. Over 112 miles of roadway have or will be improved. The following is a breakdown of this work by construction type:

Resurfacing	$30,855,000
Structures	$12,655,000
Intersection Improvements	$2,570,000
Major Construction	$80,000,000
Miscellaneous	$10,126,000

The following is a list of other significant projects that were accomplished in 2011 or significant work that took place during the year.

Mine Subsidence Monitoring, Stabilization and Bridge Repair at I-72 over the Sangamon River in Sangamon County

During an inspection of the bridges by District Six personnel, settlement was detected at a pier of each of the eastbound and westbound structures. Surveys of the site verified the settlement and its significant magnitude. Further on-site monitoring and surveying by District Six found that the settlement was ongoing. Investigation by District Six, the Bureau of Bridges and Structures and the Illinois Department of Natural Resources (IDNR) revealed the settlement was due to active mine subsidence.

District bridge inspection personnel continued frequent on-site inspections to verify settlement would not create an unstable condition for the structures. In addition to the frequent on-site inspections and surveying, the Bureau of Bridges and Structures, District Six and the Central Bureau of Operations worked with an outside vendor to design, obtain and install a monitoring system with numerous sensors to detect rotation, tilt and settlement at various points of the bridges' girders and substructure units. The system provides notification to IDOT personnel via an automated cell phone if movement thresholds were exceeded.

To further ensure safety of the public, temporary supports were also quickly designed by the Bureau of Bridges and Structures and put in place by the Central Bureau of Operations' Day Labor Section and District Six. Grouting mined areas beneath the bridges through an IDNR contract has stopped the mine subsidence. The structures are currently under contract to restore the bridges to their condition prior to the mine subsidence.

IL Route 104 – Over the Illinois River at Meredosia in Morgan and Pike Counties

A planning study has been conducted to remove and replace the existing structure on IL Route 104 over the Illinois River in Meredosia. IDOT has designated this $53.6 million project to be guided under the principles of Context Sensitive Solutions (CSS). Community stakeholders have provided input in the development of various alternatives to be considered. An advisory group has met to discuss project ideas and concerns, and evaluation of the alternative solutions. Public Informational meetings have been conducted to inform interested parties on the project status and developments. Approval of the study is anticipated in early 2012.

Intersection of Clear Lake Avenue and Dirksen Parkway in Springfield

This $11.6 million project includes improving Clear Lake Avenue from Magnolia Drive to east of I-55/72 and Dirksen Parkway from Niccolls Road to north of Linden Avenue. The scope of the improvement includes the addition of dual left-turn lanes on all four legs of the intersection, a dual right-turn lane northbound on Dirksen Parkway with extended right-turn lanes on the other three legs and traffic signal modernization. The improvement also includes the relocation of Hill Street and construction of a north and south frontage road. This intersection is one of the highest traffic and accident locations in Springfield. Over 44,300 vehicles per day utilize the intersection. The improvement will reduce traffic congestion, improve capacity and traffic flow, and allow for corridor beautification as this is an entryway into the city of Springfield. Construction should be completed by 2012.

US 51 Expressway (Assumption Bypass) – Christian County

This is the second segment in District Six which will upgrade US 51 to a four-lane expressway. The limits of this Illinois Jobs Now! improvement are from 1.5 miles north of Assumption to 1.4 miles south. The improvement includes a bypass of Assumption to the east. This $22.9 million project will not only expand traffic capacity but will also promote economic growth along the corridor. The project was started in the fall of 2010 and will be completed by 2012.

Interstate 55 from South of IL Route 138 to North of IL Route 16 in Macoupin and Montgomery Counties

Construction is underway for this 10.5-mile Interstate project. It includes patching, resurfacing, bridge repairs and rehabilitation. The project was let in 2011 at a cost of $14.7 million and will be completed in 2012.

Interstate 55 North of Springfield in Sangamon County

Construction is complete for this $21.2 million patching and resurfacing from north of I-72/Clear Lake Avenue in Springfield to north of Fancy Creek. Roadway work was restricted to nighttime so as to minimize impacts to the traveling public. This 7.65-mile section included bridge repairs and rehabilitation to 14 structures.

US 67 Expressway (Chapin Section) in Morgan County

Construction is underway for the next segment of the US 67 corridor to upgrade to a four-lane expressway. This Illinois Jobs Now! project was let in 2011 at a cost of $39.6 million. The limits of the improvement are from 2.2 miles east of IL Route100 to just east of Concord/Arenzville Road.

Interstate 55 near Lincoln in Logan County

This $11 million project includes eight structures to be improved from north of IL Route 10 to west of I-55 BUS north of Lincoln. Work includes new bridge decks, beam replacement, bridge repair and bridge approach roadway.

District Seven

In Fiscal Year 2011, District Seven prepared, let and began work on 77 projects valued at approximately $130.8 million of highway construction work. The following is a breakdown of this work by construction type:

Reconstruction	$59,990,000
Resurfacing	$26,610,000
Bridges	$26,360,000
Maintenance Contracts	$4,100,000
Professional Engineering	$7,500,000
Miscellaneous	$6,200,000

The following is a list of significant projects of interest that were accomplished this past fiscal year:

I-57/70 Reconstruction from the South Tri-Levels to Fayette Ave in Effingham

This is the first project in a series of four projects to reconstruct and add lanes to the Interstate 57/70 corridor through Effingham that carries 36,000 vehicles daily. This project consists of 2.1 miles of pavement reconstruction which includes furnished and earth excavation, culvert extensions, storm sewers, lime modified soils, stabilized subbase, jointed PCC pavement and shoulders, continuously reinforced pavement and shoulders, polymerized hot-mix asphalt surface course, hot-mix asphalt shoulders, pipe under drains, double face concrete barrier median, overhead sign trusses, lighting, seeding and pavement marking. This project also consists of the removal and replacement of the structures carrying FAI Route 70 over the Little Wabash River which includes structure and cofferdam excavation, cofferdams, concrete structures and concrete superstructures, PCC Bulb T-Beams, steel piling and diamond grinding. Cost for the project is $45.7 million.

I-57/70 and Fayette Ave Interchange Reconstruction in Effingham

This is the second project in a series of four projects to reconstruct and add lanes to the Interstate 57/70 corridor through Effingham. This project consists of the replacement of the bridge carrying Fayette Avenue over I-57/70 including 0.68 miles of reconstruction of the interchange and Fayette Avenue which includes furnished and earth excavation, pipe culvert extensions, storm sewers, lime modified soils, stabilized subbase, jointed PCC pavement and shoulders, standard reinforced concrete, pipe under drains, combination concrete curb and gutters, lighting, seeding, pavement marking, concrete slope walls, concrete structures and concrete superstructures, welded plate girders, steel piling, approach slabs. Cost for the project is $13.9 million.

I-57 Rubblization, Northbound from Fayette County Line to the Little Wabash River

This project consists of 5.77 miles of bituminous removal full depth, pavement rubblization, pavement patching, full depth hot-mix asphalt pavement, under drains, hot-mix asphalt resurfacing, bridge joint and deck repair. Cost for the project is $10.1 million.

US 50 Resurfacing from Sumner Road to IL Route 1 in Lawrence County

This project consists of 9.68 miles pavement patching, milling, hot-mix asphalt resurfacing, aggregate shoulders, guardrail, pavement marking. Cost for this project is $4.6 million.

US 51 Bridge Replacement over I-72 at the South Edge of Forsyth

This project consisted of the complete structure replacement of the existing two-span steel girder with vaulted abutment structure that carries US 51 over I-72. The replacement structure is a two-span, steel girder, integral abutment bridge. The profile grade line was raised approximately two feet and will require pavement removal and replacement, hot-mix asphalt resurfacing, paved and aggregate shoulders, guardrail, impact attenuators and sign structures. Structure replacement was accomplished via two main stages of construction, allowing US 51 to remain open to two lanes of traffic each direction throughout the duration of construction. Widening of the existing roadway was utilized to allow for the two lanes of traffic in each direction during Stage II. A third stage was utilized to complete the resurfacing of the roadway and ramps. The existing roadway through the bridge area is comprised of two 12' lanes in each direction with a variable width weaving lane and 6' hot mix asphalt shoulders on the outside, and a 14' wide concrete median and Type B-6.24 combination curb and gutter on the inside. Cost for the project was $6.5 million.

IL Route 1 Bridge Replacement over the N&S RR 0.8 Mile SW of Mt. Carmel

IL Route 1 will be closed for the removal and replacement of this bridge. A detour on the state and local roadway system will be used to reroute traffic. This closure and detour will help decrease the cost and time of construction. The new three-span bridge will consist of a concrete deck, steel beams and new piers at a cost of $3.5 million.

District Eight

New Mississippi River Bridge at St. Louis

The New Mississippi River Bridge project includes the construction of a new four-lane cable stayed bridge over the Mississippi River from the Metro East in Illinois to north St. Louis in Missouri, construction of relocated I-70 from the I-55/70/64 (Tri-Level) Interchange to the new bridge and numerous improvements to the local street network to accommodate the new construction. Construction of the new bridge is necessary to increase safety in and around the downtown area, relieve congestion on the Poplar Street Bridge and provide redundancy in the transportation system.

Design, archaeology and land acquisition began in 2008. Construction has been ongoing since 2009 and ten projects have been completed. In 2011, constuction was completed on the Exchange Avenue Extension, the Exchange Avenue Bridge and exit ramp. Construction began on the westbound bridges in the Tri-Level interchange, the grading for mainline Relocated I-70 and bridges on Relocated IL Route 3 for an interchange with Relocated I-70 and construction is continuing on the Illinois approach to the main span, the curved bridge over Industrial Drive and the bridge on 15th Street over I-64.

IDOT was awarded FHWA's 2011 Environmental Excellence Award for excellence in cultural and historical resources for demonstrating how the collaboration among transportation and preservation stakeholders can ensure construction projects remain on schedule and on budget while excavations enhance our understanding of historic cultures. The work on the New Mississippi River Bridge Project unearthed historic residential areas and launched one of the largest archeological excavations involving the Mississippian culture.

IL Route 255/U.S. 67 – From Seminary Road to Delhi

This work consists of the construction of IL Route 255; a four-lane expressway including several new structures, interchanges and pavement from Seminary Road to IL Route 111 in Madison County, and the widening and relocation of US 67 into a four-lane, divided rural expressway from IL Route 111 to Delhi in Jersey County. There are currently seven separate contracts worth $84 million as part of this new economic development area, and work is scheduled to be completed by the summer of 2013.

I-64 over the MetroLink RR in East St. Louis

This $9.1 million project consisted of superstructure replacement on the dual three-span steel beam superstructure carrying I-64 over MetroLink in East St. Louis. The project includes using one-lane median crossovers in order to maintain two lanes of traffic in each direction in order to accomodate the average daily traffic of approximately 69,000 vehicles. Also included in the contract were new approach pavements, lighting upgrades and guardrail. The contract includes a May 24, 2012 completion date plus ten working days for seeding and cleanup. Construction began on March 12, 2010 and is expected to be completed in early spring 2012. The project required extensive coordination with MetroLink due to the 20 hours per day active train schedule. The contractor used innovative techniques to allow light rail traffic flow and construction work to progress. The contractor on this project received an award from the department for Downstate Contractor of the Year for Bridge Rehabilitation.

I-55/I-70 and IL Route 162 Interchange Reconstruction near Troy

American Recovery and Reinvestment Act (ARRA) funds are being utilized for this project which includes the removal of the existing bridge at this interchange, the construction of a new bridge and the construction of a single-point, diamond interchange at this location. Additionally, the existing frontage roads will be relocated and new traffic signals and highway lighting will be installed. Once completed, this project will greatly improve the efficiency of this busy interchange. There is significant congestion and safety concerns at this interchange due to the significant amount of tractor trailers utilizing the interchange to access the two commercial truck stops. This $23.5 million project was on the June 12, 2009 letting, and construction began in August 2009. The interchange and bridge are expected to be ready for traffic by summer of 2012.

I-55 Rubblization from the I-55/70/270 Interchange North to IL 140

This $42.3 million project consisted of 11.2 miles of complete pavement replacement. The replacement was accomplished in one pre-stage, eight rubblization stages, and one post-stage and was completed in just one construction season. Major items of work included in this contract were asphalt surface removal, rubblization, hot-mix asphalt pavement, pavement underdrains, hot-mix asphalt shoulders, concrete shoulders, guardrail removal and replacement, cable median barrier removal and replacement and pavement markings. This project also included a very advanced smart work zone system that included over 75 changeable message boards to actively alert traffic to stopped conditions and also provide real-time delay information. This contract had a very aggressive time limits for each stage requiring the contractor to work 24/7 on this project throughout most of the summer. The contractor met and/or exceeded all of the time limits included in the contract. The joint venture contractors on this project received two awards from the department: Downstate Contractor of the Year for Hot-Mix Asphalt Pavement and Downstate Contractor of the Year for Work Zone Traffic Control.

IL Route 159 Widening in Collinsville

Two of three projects to widen IL 159 to four/five lanes through downtown Collinsville were under construction this year.

The first project was a little over a mile in length at a cost of over $9.4 million. This project consists of widening the existing roadway from two or three lanes to five lanes with curb and gutter and a bi-directional, left-turn lane. A few locations are four lanes with center stripe divider only. The proposed work also includes construction of a closed drainage system and sidewalk throughout most of the project length. Additionally, this project includes box culvert replacement, roadway pavement construction, soil embankment and grading, roadway drainage, pavement marking and seeding. The project is scheduled to be completed by fall of 2012.

The second of the three projects was a $4million project to reconstruct about 0.25 miles of new pavement through the mainstreet downtown area of Collinsville replacing a one-way coupler system with a multi-lane

roadway. This project was completed in less than one construction season, and the resulting product has had a tremendous impact on the flow of traffic through this area and has greatly improved the aesthetics. Although construction funding for the third – and final – section is not in the current multi-year program, land acquisition continues and design plans are nearing completion. It is anticipated that both land acquisition and design plans will be complete when construction funds become available.

The entire IL Route 159 project is the district's first Contact Sensitive Solution approach involving numerous community groups during the planning, design and construction phases. The results, thus far, indicate that this approach was very successful and this will be a model for future projects of this type.

District Nine

I-57 – IL Route 13 Interchange in Marion

This project involves replacing the I-57 interchange bridge over IL Route 13 and reconstructing the interchange from a cloverleaf design to a single point urban interchange design. This project also includes northbound exit and southbound entrance ramps at the Morgan Avenue interchange. The new design will increase safety and help address significant congestion expected as a result of the STAR Bond development in this area. The total programmed amount for the I-57/IL Route 13 interchange construction is $45 million with the city of Marion contributing $7 million for construction of the ramps and ramp structures for Morgan Avenue. The city is also contributing $1 million for the engineering associated with the design of the Morgan Avenue Interchange.

I-57/I-64 Six Lane Project in Mt. Vernon

This project adds an additional lane in the 4.5 mile section between the two I-57 and I-64 interchanges. This section of combined Interstate carries a high traffic volume of 40,000 vehicles daily with 35% trucks and additional capacity is needed to provide adequate safety and mobility. Additionally, the existing pavement has been in service for 45 years and requires annual maintenance. The existing pavement will be replaced with new continuously reinforced concrete pavement and an additional lane will also be added in the median. The new pavement and additional lane will improve capacity and eliminate construction delays caused by the annual maintenance patching. The project was let on April 29, 2011 for $30.5 million and work is currently underway.

IL Route 13 Expansion – I-57 to Plaza Drive in Carterville

- **Briggs Road in Herrin to IL Route 148 in Marion**
  This is the second contract in the $100 million Illinois Jobs Now! program and is IL Route 13 six-lane project. The project will add an additional through lane in each direction and reconstruct the IL Route 148 intersection. The project was let April 29, 2011 for $4.9 million. The project is currently under construction and will be completed next summer (Summer 2013?)
- **Skyline Drive to Halfway Road in Marion**
  This is the third contract in the $100 million Illinois Jobs Now! program and is the IL Route 13 six-lane project from I-57 to Plaza Drive in Carterville. This project will add a railroad grade separated crossing over the BNSF Railroad, frontage roads from Walton Way to Skyline Drive south of IL Route 13, an at-grade railroad crossing on the frontage road and a bridge over the existing Marathon Drive to connect the frontage roads on each side of IL Route 13. The frontage road contract was let on September 23, 2011. This main contract will be let in the spring 2012, and work will begin this summer (Summer 2012?). The total programmed cost is $44 million.

I-57 Beam Replacement over the Mississippi River in Cario

In August 2011, District Nine administered a contract to replace a cracked vertical truss member in the structure carrying I-57 over the Mississippi River into Missouri. The 62-foot vertical truss member cracked due to the expansive forces of freezing water which infiltrated the member and froze during the winter weather. In order to facilitate the repair, the dead and live loads had to be distributed to adjacent members through the use of a strong-back system, requiring it to be closed to all traffic for three consecutive days and nights. IDOT coordinated closely with Missouri to develop the traffic control plan and detour route. A large outreach campaign was initiated by the district resulting in the closure notification being displayed at rest areas and on dynamic message signs throughout Illinois as well as Missouri, Kentucky, Indiana, Michigan, Wisconsin and Ohio. This advance notice resulted in greatly diminished traffic volumes, and the project was completed without incident.

Flood, Spring 2011

District Nine's Bureau of Operations responded to an historic spring flooding that impacted 15 of our 16 counties. In cooperation with IEMA and the IDOC, we distributed 1,750,000 sandbags and 1,150 rolls of plastic to the affected communities. During the most intense time of flooding it was necessary for us to close 25 state routes. Some of the routes that were closed for an extended time sustained embankment and pavement damage. The Day Labor unit handled 19 flood repair projects totaling $1.5 million. District Nine Operations' staff devoted a total of 4,000 hours to this response.

LOOKING FORWARD TO 2012

The following is a list of other significant projects of interest that the districts plan to continue or begin in 2012.

Additional information on these projects can be found at this link: http://www.dot.il.gov/projects.html

District One

The following is a list of other significant projects of interest that the District One prepared plans during 2011/2012. The district plans to let these contracts in 2011/2012.

Interstate 57 at Stuenkel Road Interchange, Will County

District One received approval of the Phase I study for Interstate 57 at Stuenkel Road in 2011. The plans are being prepared for the complete construction of a new interchange at Interstate 57 and Stuenkel Road in Will County. The project includes construction of the interchange ramps, signalized ramp terminals as well as replacement of the existing Stuenkel Road bridge over Interstate 57. Work also includes roadway reconstruction and widening, lighting, traffic signals, and drainage improvements are also included in the project. The new bridge will accommodate future widening of the northbound and southbound Interstate. The project is anticipated to be let in the fall of 2012 at an estimated cost of $35 million.

Interstate 94 from Illinois Route 173 to the State Line, Lake County

District One received approval of the Phase I study for Interstate 94 from IL 173 to Russell Road. Multiple sets of contract plans are being prepared to provide improvements to Interstate 94 from IL Route 173 to the Wisconsin State Line. These projects will connect work completed by the Illinois State Toll Highway Authority to the south of IL Route 173 and work north of Russell Road completed by the Wisconsin Department of Transportation. The first contract will provide reconstruction and widening of Russell Road including the bridges over NB and SB I-94. The project will include pavement reconstruction, ramp and frontage road reconstruction, construction of a multi-use path south of Russell Road, drainage modifications, retaining walls and lighting improvements. The work is currently targeted for a spring 2012 letting with construction to be completed by the fall of 2012.

The mainline contract will widen or reconstruct I-94 from IL Route 173 to the Wisconsin State Line to provide four mainline lanes of pavement. The project also includes the complete removal and reconstruction of the IL Route 173 bridge over I-94 with improvements along IL Route 173 including traffic signals at the ramp terminals. The department is targeting a 2012 letting and estimates a fall 2013 completion. The estimated cost is $54 million.

Interstate 94 (Bishop Ford Expressway) at Stoney Island Feeder Improvement, Cook County

District One received approval of the Phase I study for the Interstate 94 at Stoney Island feeder interchange. The plans are being prepared for the improvement of the I-94 (Bishop Ford Expressway) at Stoney Island Avenue Interchange in the city of Chicago. The project will include structure improvements of the seven bridges in the interchange which vary from minor improvements such as bridge deck replacement, deck overlays, bearings and expansion joints replacement, and substructure rehabilitation, to major improvement such as bridge replacements. The project also includes roadway geometric improvement to upgrade to current standards which involve additional roadside protection, shoulder reconstruction, installation of median concrete barriers, signage, re-stripping, structure and excess pavement removal, retaining wall removal, resurfacing, and minor realignment and reconstruction of ramps and intersections. The improvement will also provide for traffic signal modernization and new bridge lighting. The project is anticipated to be let in the fall of 2012 at an estimated cost of $33 million.

US Route 20 (Lake Street) over McLean Blvd, Kane County

The plans are being prepared to reconstruct US 20 (Lake Street) over McLean Boulevard interchange into a Single Point Urban Interchange (SPUI), replacing and widening the US 20 bridge over McLean Boulevard, construction of two new concrete retaining walls, reconstruction of McLean Boulevard into a four-lane divided cross section (two traffic lanes in each direction) with turn lanes, traffic signal modernization, sidewalks and bike accommodations to be provided on the pavement. An advance contract was let in late 2011 to construct retaining walls in 2012. This $40 million total project is to be completed in the fall of 2013.

US Route 30 from West of IL Route 31 to East of Burlington Northern Santa Fe Railroad and Briarcliff Rd to US Rt 34, Kane & Kendall Counties

The plans are being prepared for the reconstruction and widening of IL Route 30 and IL Route 31, the reconstruction and realignment of the US Route 30 ramps, the structure that carries US Route 30 over IL Route 31 will be widened and rehabilitated. Other items of work include installing a new traffic signal, culvert additions and extensions, drainage improvements, roadway lighting and landscaping.

The improvement of US Route 30 from Briarcliff Road to US Route 34 consists of reconstruction to provide two 12-foot wide through lanes in each direction with a raised median, bounded by curb and gutter on both sides. The project also includes the complete replacement of a bridge, traffic signal modernizations, noise abatement walls, sidewalks, drainage improvements, roadway lighting and landscaping. Both projects are currently scheduled to be let in the spring/summer of 2012. The projects are anticipated to be completed in the fall of 2013.

IL Route 21 from South of Illinois Route 120 to Illinois Route 137, Lake County

The project to improve the 2.2 mile section of IL Route 21 from south of IL Route 120 to IL Route 137 will be constructed under multiple roadway contacts. The advanced contract, let in the summer 2011 and completed in the fall 2011, included tree removal, temporary pavement construction and grading for some of the water quality features for the project. The mainline contract was let in the fall 2011 and includes pavement reconstruction to provide two 12 foot lanes in each direction with a barrier median. The project will include the construction of new sidewalks, traffic signal modernization, a new structure carrying IL Route 21 over Bull Creek, retaining walls, detention/retention ponds, and improvements to the Lake County Forest Preserve Dog Park. In addition, these sidewalks will have access to the multi-use trail underpass being constructed south of Casey Road that leads to the Lake County Forest Preserve. This $30 million project funding was provided by the Lake County Department of Transportation (LCDOT) "Challenge" funds. All work is anticipated to be completed by the fall of 2013.

IL Route 38 at Kautz Road and Union Pacific Railroad, DuPage County

The plans are being prepared to widen and reconstruct IL Route 38 (Roosevelt Road). The road will be reconstructed on a new alignment. The improvement will provide two lanes in each direction, with a barrier median and pavement bounded by curb and gutter on both sides. The Union Pacific Railroad currently crosses IL 38 at grade and at a skewed angle just east of the signalized intersection of Kautz Road. The improvement includes the construction of retaining walls to facilitate placement of embankment and construction of a bridge structure to carry IL Route 38 and Kautz Road over the Union Pacific Railroad. The project is scheduled to be let in 2012. The $33 million project is estimated to be completed in the fall of 2013.

IL Route 31 at IL Route 176 and at Terra Cotta Avenue, McHenry County

The plans are being prepared for the widening and reconstruction of IL Route 31, and IL Route 176 to provide two through lanes in both directions, a barrier median and turn lanes. Illinois Route 176 will be realigned to provide a horizontal curve through the intersection. The existing Terra Cotta Avenue fifth leg of the intersection will be disconnected from the intersection and terminated in a cul-de-sac. The project will include drainage and traffic signal modernization. The project will be let in spring 2012 at an estimated construction cost of $12 million with an anticipated completion in the summer of 2013.

IL Route 59: Ferry Road to Aurora Avenue/New York Street, DuPage County

District One received approval of the Phase I study for IL 59 from New York/Aurora Street to Ferry Road. The plans are being prepared for the total reconstruction of IL Route 59 to three lanes in each direction with a raised median, including new concrete retaining walls, noise abatement walls, full reconstruction of the Interstate 88/IL Route 59 interchange to the district's first diverging diamond interchange, pump station replacement, traffic signal modernization and sidewalks.

The overall project has been divided into multiple contracts including three advance contracts (a retaining wall, pump station and tree removal contracts) to be let in the fall of 2012, and three mainline contracts tentatively scheduled to start construction in 2013. The estimated cost is $85 million.

IL Route 64 from 7th Avenue to IL Route 59, Kane and DuPage Counties

The plans are being prepared for improvements to IL Route 64 from 7th Avenue to IL Route 59. The project was prepared in two contracts.

The improvement to IL Route 64 from 7th Avenue to Dunham Road consists of pavement widening and resurfacing of the existing four 12-foot wide lanes to accommodate a center bi-directional turn lane (a five-lane cross section) and drainage system improvements. The existing roadway shoulder will be replaced with continuous combination concrete curb and gutter. The project also includes new roadway lighting, traffic signal modernization, and some water main work. The project is anticipated to be let for construction in 2012 and is anticipated to be completed in early 2013.

The resurfacing improvement to IL Route 64 from Dunham Road to Kautz Road and the widening and reconstruction improvement to IL Route 64 from Kautz Road to IL Route 59 will be constructed under one contract. The resurfacing section will involve the removal of the existing hot-mix asphalt surface, pavement patching, combination curb and gutter repairs and resurfacing with hot-mix asphalt. The widening and reconstruction section will involve pavement removal and roadway reconstruction to provide for three 12-foot concrete through lanes and 12-foot concrete shoulders in each direction separated by a landscaped median. The project also includes bridge widening and reconstruction, lighting and traffic signal modernization. The project is anticipated to be let for construction in 2012 and is anticipated to be completed in the fall of 2013. The estimated cost for both contracts is $46 million.

Algonquin By-Pass in Algonquin, McHenry County

The department in cooperation with McHenry county will be providing a $70 million project that will include improvements along the IL Route 31 through Algonquin. The final project will include the reconstruction and widening of portions of IL Route 31 along with the construction of a relocated IL Route 31 on a new alignment to the west. Several contracts have already been let to remove buildings that were located along the proposed realignment, including the Toastmaster site, the Prairie Trail Oasis and the Algonquin

Roadhouse. The contract for the remediation of the Toastmaster site has been completed. A mass grading contract is scheduled for letting in 2012 to prepare the area for the new alignment. This contract will include storm sewer installation, tree removal, detention basin construction and earthwork to regrade areas within the contract limits in preparation of a roadway contract. The final improvement will include a four- lane, divided highway, four new bridges including an interchange at the relocated IL Route 31 and Algonquin Road, retaining walls, noise walls, the relocation of Crystal Creek, landscaping and tree restoration.

The following is a list of significant projects that the district completed or is working on engineering studies.

US 6/IL Route 7 (159th Street) from Interstate 355 to west of US 45, Will and Cook Counties

District One received approval of the Phase I study for US 6/IL Route 7 (159th Street) from Interstate 355 to west of US 45. The scope of work involves completely reconstructing the roadway to provide two lanes in each direction separated by a barrier curb median. The estimated construction value of this improvement is $95 million.

IL Route 171 from 47th Street to 55th St including the Interstate 55 Interchange, Cook County

District One received approval of the Phase I study for the rehabilitation of IL Route 171 from 47th Street to 55th Street including the Interstate 55 interchange. The scope of work involves rehabilitating 20 bridges in the vicinity of the IL Route 171 at Interstate 55 interchange as well as improving safety and operations with some arterial and ramp improvements. The estimated cost is $79 million.

Interstate 190/Interstate 90 from O'Hare Airport to Cumberland Avenue, Cook County

District One in cooperation with the city of Chicago received approval of the Phase I study for Interstate 190/90 from O'Hare Airport to Cumberland Avenue. This access is the gateway to one of the world's busiest airports. The scope of work includes reconstructing and widening Interstate 190 as well as Mannheim Road, construction of collector-distributor roads, reconfiguring the existing cloverleaf interchange of Interstate 190 at Mannheim Road to a directional interchange, as well as other improvements intended to improve safety and operations of the interchange facilities. The estimated cost is $350 million.

Illiana Expressway in Will, Kankakee (IL) and Lake (IN) Counties

In May 2011, IDOT began the Phase I planning process for the Illiana Corridor between I-55 in Illinois and I-65 in Indiana. The project study area covers approximately 950 square miles, and is generally bounded by I-80 to the north, I-55 to the west and I-65 to the east. The southern boundary for the study area extends into northern Kankakee County. Large portions of the study area are agricultural lands as well as unique environmental resources such as the 19,165-acre Midewin National Tallgrass Prairie, but also include rapidly growing suburban areas. As an example, Will County was among the fastest growing counties in the nation over the past decade and is also home to the largest inland port in the nation which includes several existing and planned freight intermodal centers, water/river transportation, and proposed future air transportation with the Third Chicagoland Airport. The study will be evaluated using a tiered Environmental Impact Statement (EIS) approach. Tier One will include an evaluation of transportation system needs across the entire 950-square mile study area, as well as the development and evaluation of multi-modal system alternatives (existing or new roadway/transit, bicycle, pedestrian), and result in a preferred transportation system concept(s). Depending upon the recommendations emerging from Tier One, Tier Two studies may proceed and would focus upon detailed preliminary engineering and environmental studies for sections of the preferred transportation alternative. Both the states of Illinois and Indiana have passed legislation to allow for a "public-private partnership" (P3) for the Illiana expressway that is expected to cost $2 billion.

Elgin O'Hare – West Bypass in Cook and DuPage Counties

The department initiated the Phase I planning process for the Elgin O'Hare –West Bypass (EOWB) in the fall 2007, and chose a two tiered approach. Tier One, which was completed in June 2010, involved identifying a preferred multi-modal transportation system concept. Tier Two, which began in August 2010, involves detailed engineering and environmental studies for the preferred plan. In August 2011, EOWB was included in the Illinois Tollway's Move Illinois Program, and as such, IDOT and the Tollway are partnering to finish the Tier Two studies by the end of 2012. The overall project delivery process is being accelerated in order to begin construction on portions of the project by the spring of 2013. The overall cost for the initial construction stage is $2.5 billion.

Interstate 290 West of US 12/20/45 (Mannheim Rd) to East of IL Route 50 (Cicero Avenue) in Cook County

A Phase I study is ongoing for Interstate 290 from west of US 12/20/45 to east of IL Route 50. Within these limits, I-290 traverses through the villages of Hillside, Bellwood, Westchester, Maywood, Broadview, Forest Park, Oak Park and the city of Chicago.
I-290 is extremely congested, carrying approximately 180,000 vehicles per day, with an average of 2,000 crashes per year. The roadway and bridges are nearing the end of their design life and are in need of complete reconstruction. The department is working closely with the study area communities as well as the Regional Transportation Authority (RTA), Chicago Transit Authority (CTA), Metra and Pace as well as CSX & CN Railroad to evaluate alternatives that will maximize improvements while minimizing impacts in this densely urban environment. The Phase I study includes the

preparation of an Environmental Impact Statement (EIS), which is expected to be completed in 2013. Construction of this project is estimated to cost in excess of $ billion.

Interstate 55 from Interstate 355 to Interstate 94, Cook and DuPage Counties

A Phase I study is being prepared for Interstate 55 from Interstate 355 to Interstate 94, which overlaps with the recently implemented bus on shoulder demonstration project. Interstate 55 is extremely congested carrying approximately 175,000 vehicles per day on a six-lane roadway. The scope of the study is to evaluate maximizing the use of the existing infrastructure to add a continuous lane in each direction (anticipated to be managed) along Interstate 55.

Interstate 80 from the Grundy County Line to US 30, Will County

A Phase I study is being prepared for Interstate 80 from the Grundy County Line to US 30. Interstate 80 is congested carrying up to 87,000 vehicles per day, with up to 20 pecent truck traffic on a four-lane roadway, and bridges are nearing the end of their design life and are in need of complete reconstruction. The district is working with a multitude of stakeholders to develop and evaluate alternatives to address the near-term as well as long-term needs. Construction of this project is estimated to cost in excess of $1 billion.

Central Ave Connector (formerly Central-Narragansett), Cook County

A Phase I study is being prepared for Central Avenue for the purpose of improving the north-south movement of vehicles, bicycles and pedestrians through the study area southwest of Midway Airport. The nine square mile study area is bounded by 63rd Street on the north, Cicero Avenue on the east, 87th Street on the south and Harlem Avenue on the west. Currently, the Belt Railway Company of Chicago (BRC) rail yard cuts off north-south traffic flow for three miles between Harlem and Cicero Avenues. The result is heavy traffic on Harlem and Cicero Avenues, congestion and long travel times throughout the area. Specifically, the corridor needs have been identified as the following: increase roadway capacity, improve connectivity, support economic development, and serve multiple modes of transport. The project is anticipated to cost $300-$500 million.

US Route 34 at the EJ&E/CN Railroad (DuPage County) and US Route 30 at the EJ&E/CN Railroad (Cook County) Grade Separations

The former Elgin, Joliet and Eastern Railway Co. (EJ&E) was a Class II 198-mile long regional railroad running in an arc around Chicago from Waukegan, Illinois to Joliet, Illinois to Gary, Indiana. The EJ&E was acquired by the Canadian National Railway Company (CN) as allowed by the December 24, 2008 ruling by the U.S. Department of Transportation's Surface Transportation Board (STB). The CN acquired the EJ&E to improve its rail operations as a bypass around congested Chicago. One of the results of this acquisition will be an increase in the number of trains through the corridor. As part of its ruling, the STB stipulated that to mitigate the impacts caused by the increased rail traffic, a grade separation needs to be constructed at the US Route 34 (Ogden Avenue) crossing in Aurora and US Route 30 (Lincoln Highway) in Lynwood. The STB further stipulated that the CN participate in the cost of construction of a separation, provided construction is initiated no later than 2015. The department anticipates completing the Phase I planning process by early 2012. Construction of these grade separations is anticipated to cost $40 million each.

District Two

I-90 from the Wisconsin State Line to Rockton Rd

The engineering and land acquisition on this project is expected to be complete next year. Interstate 90 will be let as a reconstruction/add lanes project in early 2012. This Illinois Jobs Now! project is programmed for $48.2 million.

US 20 Freeport Bypass

The design plans will be completed and ready for a contract letting on US 20 Freeport Bypass. This Illinois Jobs Now! project will provide paving for the final 4.01 miles of the Freeport Bypass. This will complete the 12.2 miles of the Freeport Bypass. This project is estimated to cost $16.3 million.

US BUS 20 West State Street in Rockford

The design plans will be completed and ready for a contract letting on US Business 20 (West State Street) from Sunset Avenue to west of Kent Creek in Rockford. This project will reconstruct the existing highway and add lanes. The proposed improvement will increase capacity. This project is estimated to cost $11.8 million.

IL Route 2 From Beltline Road to Harrison and from Pond to Cedar Street in Rockford

The design plans and right-of-way acquisition will be completed on both sections of IL Route 2. Both projects are Illinois Jobs Now! projects. The project from Beltline Road to north of Harrison will include pavement replacement and turn lanes. This project is estimated to cost $13.5 million. The project from south of Pond Street to Cedar Street will include pavement replacement, additional lanes, intersection improvements and drainage improvements. This project is estimated to cost $15.5 million.

IL Route 173 from IL Route 251 to East of Mitchell Road in Loves Park

This Illinois Jobs Now! project will replace the existing pavement and expand the system into a four-lane facility. Intersection and drainage improvements will also be made. The preliminary design and land acquisition effort will be completed in 2012, and the project will be ready for letting. This Illinois Jobs Now! project is estimated to cost $20.5 million.

District Three

US 34 – West of Big Rock Creek in Plano to West of Eldamain Road

This SAFETEA-LU earmark-funded improvement involves reconstructing approximately 2 miles of the existing US 34 two-lane highway extending easterly from Plano as a four- lane highway section with barrier median and bidirectional lane including a superstructure replacement and bridge widening, curb and gutter, storm sewer, sidewalk, shared-use path, retaining wall construction, traffic signals and guardrail work. This improvement is currently scheduled for a winter 2012 letting and will require two construction seasons for completion.

I-80 – 0.5 miles West of IL Route 178 to Fox River North of Ottawa

This improvement involves approximately 9.3 miles of patching, milling, resurfacing, bridge repairs, safety improvements at overhead structure piers and guardrail work along I-80 between the village of Utica and city of Ottawa. This improvement is currently scheduled for an early 2012 spring letting.

District Four

US 34 – Burlington to Monmouth

Preparation of Phase II plans for the four-lane improvement of US 34 has been funded and work has begun for the Biggsville Bypass from TR 111 to TR 190. Utility adjustments, land acquisition, construction, and construction engineering are included in the multi-year program and funded through the Illinois Jobs Now! bill. The Phase II plan preparations for the remaining section are funded. Utility adjustments, land acquisition, construction and construction engineering for the remaining sections are currently unfunded.

IL Route 336 - Macomb to Peoria

The final Environmental Impact Statement has been approved and Phase I has been completed. Phase II activities are ongoing as is corridor protection for the eastern end of the alignment, which is subject to the most development pressure. The geotechnical studies are funded in the multi-year program for the section of road from Farmington to
I-474; Phase II plans for the section of road from Eden Road to I-474 are also funded. Land acquisition, utility adjustments, construction and construction engineering are currently unfunded.

IL Route 336 – Macomb Bypass

Plan preparation has begun on the northwest quadrant of the bypass from US 136 on the west side of Macomb to US 67 on the north. Land acquisition, utility adjustments, construction, and construction engineering are partially funded in the multi-year program. Construction slated for CY12 includes the Jackson and Adams Street structures and the grading contract for the Northwest Bypass. (The paving contract and remaining structures remain unfunded.) Geotechnical studies and plan preparation for the northeast quadrant from US 67 north of Macomb to US 136 east are ongoing.

Eastern Bypass

Work on the corridor study for the Eastern Bypass around the East Peoria area is ongoing. This is a Context Sensitive Solution (CSS) project and much effort has been focused on public involvement. The Community Advisory Group (CAG) continues to be involved. Much of the last year has been spent evaluating various alternate corridors. These corridor evaluations are based in part on traffic modeling predictions, economic development studies, and environmental impact assessments based on GIS data. The number of corridors under consideration has been reduced from 20 to six after a public meeting was held in the summer 2011. After the evaluation is complete, the corridor(s) most viable for further study will be presented to the public in the spring 2012. Approval of a final corridor is anticipated in late 2012.

IL Route 8

Work continues on the expansion of IL Route 8 between East Peoria and Washington. When completed, IL Route 8 will be expanded to five lanes from the current two and with continuous sidewalk through the urban corridor. Construction is complete on three of the four sections, and the fourth and final section is scheduled to be let in the winter 2012. The final section was included in the Illinois Jobs Now! program and is tentatively scheduled for a January 2012 letting.

I-74/ I-155 Interchange Reconstruction

Plan preparation has begun for the nearly $85 million reconstruction of the junction of Interstates 74 and 155 in Morton. Land acquisition, utility adjustments, construction and construction engineering are included in the multi-year program.

District Five

I-55 Business Intersection Improvement

Construction has begun on the intersection improvement at Morris Avenue, Greenwood Avenue and Cabintown Road in Bloomington. This $9.9 million project includes new Portland cement concrete (PCC) pavement, new traffic signals, new PCC driveways, installation of storm sewer and other drainage improvements. This project has a completion date of November 21, 2012.

I 57 (Southbound) Rehabilitation Project

This project consists of removing 5.18 miles of the existing bituminous surface and binder courses, rubblization of the existing seven inches continuously reinforced concrete pavement, and resurfacing with 11¼" total thickness of HMA binder and surface courses, minor bridge repair, and safety improvements on I-57 from south of Olympian Drive to two miles south of Thomasboro. The project was awarded to Open Road Paving on October 11, 2011 at a cost of $9.4 million. The project is scheduled to be completed October 19, 2012.

US 136 Structure Removal and Replacement

This project consists of the structure removal and replacement carrying US 136 over Kickapoo Creek 1.3 miles west of US 51. This project includes 0.44 miles of roadway vertical realignment raising the roadway profile at the structure approximately 1.75 feet. The project was let on November 18, 2011 with a low bid of $3.3 million. Construction is anticipated to start in spring 2012 with a scheduled completion date of November 30, 2012.

District Six

IL 29 Expressway (Edinburg Bypass) in Sangamon and Christian Counties

Plan preparation continues for the upgrade of IL 29 to a four-lane expressway between Rochester and Taylorville. Limits of the project are from south of Berry to south of Edinburg. The improvement includes a bypass of Edinburg to the northeast. The estimated $50 million Illinois Jobs Now! project is the third and final segment in the corridor. Construction is anticipated to start in the fall 2012.

US 51 Expressway South of Assumption in Christian County

District Six is preparing plans for the third segment upgrade of US 51 to a four- lane expressway. Limits of the project are from 1.4 miles south of Assumption to 2.7 miles north of IL 16 in Pana. This Illinois Jobs Now! project is estimated at $39 million with construction anticipated to start in late 2012.

BUS I-55/Sixth Street in Springfield

A Phase I (planning) Study has been initiated for the improvement of South Sixth Street from north of I-72/55 to Stanford Avenue in Springfield. The primary scope of the study is to evaluate the capacity of the roadway and intersections, and to determine the need for additional traffic lanes and other improvements to increase capacity and safety for all road users. The project is being developed utilizing the principles of Context Sensitive Solutions (CSS). A Community Advisory Group (CAG) is being formed to assist in the development of the project.

Interstate 55 around Springfield

A Phase I (planning) Study has been initiated for reconstruction and expansion of I-55 around Springfield, from south of the Sixth Street Interchange to north of the Sherman interchange. The primary scope of the study is to evaluate the capacity of the roadway and interchanges, and to determine the need for additional traffic lanes, interchange improvements and other improvements to increase capacity and safety throughout the study corridor. The project is being developed utilizing the principles of Context Sensitive Solutions (CSS). A Community Advisory Group (CAG) is being formed to assist in the development of the project.

District Seven

I-57 Resurfacing from the Effingham/Shelby County Line to US 45 at the Neoga Interchange

The work on this project consists of 8.7 miles of ½" milling, 1-1/2" HMA surface course, 2-1/4" HMA binder course, pavement patching, guardrail removal and replacement, pavement marking and HMA curb removal and replacement. Cost for the project is $14 million.

I-57/70 Reconstruction from Fayette Avenue to 4th Street in Effingham

This is the third project in a series of four projects to reconstruct and add lanes to Interstate 57/70 corridor through Effingham that carries 36,000 vehicles daily. The work in this project consists of 2.8 miles of pavement and interchange reconstruction and construction of a bike trail and bridge to facilitate the Interstate and interchange reconstruction. Work includes earth excavation, pipe culvert extension, box culvert extensions, storm sewers, inlets and manholes, processed modified soils, stabilized sub-base, jointed PCC pavement and shoulders, continuously reinforced pavement and shoulders, aggregate shoulders, PCC shoulders, pipe underdrains, concrete median surface course, double face concrete barrier median, route signing including overhead sign trusses, lighting, seeding and temporary erosion control measures. This work also includes the construction of a bike trail bridge including mechanically stabilized earth retaining walls. Cost for the project is $48 million.

IL Route 16 Bridge Replacement over Embarrass River 2.5 Miles East of Charleston

The work on this project consists of removing and replacing the existing concrete beam structure with a new steel beam structure. The new bridge and roadway approaches will be raised. Sections of the existing roadway will be pulverized and overlaid with approved embankment. Twelve inches of Aggregate Base Course will be placed over the proposed embankment. The surface will consist of 13 ½" of Full Depth HMA. Cost for the project is $6.1 million.

IL Route 33 Widening/Resurfacing and Reconstruction of 11.3 Miles from the Effingham County Line to Newton

This project consists of 11.3 miles of full-depth Hot-Mix Asphalt in the reconstructed locations along with a 2¼" Hot-Mix Asphalt overlay in the widening/resurfacing locations. Also included in this section is the removal and replacement of a structure. Total cost is $15 million.

IL Route 121 Resurfacing from US 45 to West Side of Courthouse Square in Toledo

The work on this project consists of two box culvert replacements, 12.67 miles of resurfacing and milling, aggregate and HMA shoulders, highway lighting and guardrail. Cost for the project is $5.8 million.

IL Route 105 Resurfacing and Safety Improvements from 0.3 Mile West of Sangamon Road in Decatur to IL 32 in Piatt County

The work included in this section consists of removing three culverts and replacing them with precast box culverts, pavement patching, milling, raising the profile with hot-mix asphalt binder course in three locations, HMA surface course, hot-mix asphalt and aggregate shoulders and earthwork. Cost for the project is $2.9 million.

US 51, Construction of Phase I Study: Pana to Centralia

This project consists of Phase I work associated with an Environmental Impact Study to upgrade US 51 to an expressway design from south of Pana to south of Centralia, approximately 65 miles. The project is being pursued using Context Sensitive Solutions, including community advisory groups (CAG's) of Ramsey, Vandalia, Patoka – Vernon, Sandoval and Centralia. Also, a Regional Advisory Group (RAG) has been formed to provide continuity throughout the corridor. Alignments are currently being developed. Engineering cost for this project is $10 million.

US 50, Begin Phase I: 4 Lane – Lawrenceville to Olney

This project consists of all Phase I work associated with a Location/Design Study and Environmental Assessment to upgrade US 50 to an expressway design from east of Lawrenceville to west of Olney, approximately 27 miles. The project is being pursued using Context Sensitive Solutions including two community advisory groups (CAG's) of Lawrenceville and Olney. Engineering Cost for this project is $5 million.

District Eight

I-55 Rubblization in Northern Madison County

This project removes all the existing Hot-Mix Asphalt from the original concrete pavement, then concrete hammers rubblize the original concrete pavement in place and new Hot-Mix Asphalt pavement is placed on top. This $17.5 million project is anticipated to be on a spring 2012 letting with an anticipated completion in fall 2012.

I-270 Structure over the Chain of Rocks Canal

This $104 million project is a total structure replacement on new alignment. The project was awarded on July 17, 2011 with some work already started. The anticipated opening of the new structure is December 2013.

New Mississippi River Bridge at St. Louis

On February 28, 2008, Illinois and Missouri reached an agreement on the construction of this project. The estimated cost is $750 million. In 2012, it is anticipated that several additional construction contracts will be underway, including grading and paving of the IL Route 3 interchange with Relocated I-70, Relocated I-70 over 1st Street, the eastbound bridges in the Tri-Level interchange, work on 9th Street and St. Clair and Baugh Avenues and work on mainline I-55 and I-64. Archaeological work will also continue in 2012.

Relocated I-70 at Relocated IL Route 3

The $14.4 million project that consists of a new structure carrying Relocated IL Route 3 over Relocated I-70 was awarded on November 3, 2011. This project is anticipated to be completed in spring 2014. The interchange grading and paving project is anticipated to be let on the January 2012 letting with an anticipated completion in spring of 2014.

I-255 Resurfacing in Collinsville

This $18.2 million project consists of resurfacing and bridge repairs from Collinsville Road to Horseshoe Lake Road. It is anticipated this project will be on a summer 2012 letting with completion in 2013.

District Nine

I-57 – IL Route 13 Interchange in Marion

This project involves replacing the I-57 interchange bridge over IL Route 13 and reconstructing the interchange from a cloverleaf design to a single-point urban interchange design. This project also includes a northbound exit and southbound entrance ramps at the Morgan Avenue interchange. The new design will increase safety and help address significant congestion expected as a result of the STAR Bond development in this area. The total programmed amount for the I-57/IL Route 13 interchange construction is $45 million with the city of Marion contributing $7 million for construction of the ramps and ramp structures for Morgan Avenue. The project is tentatively scheduled for the January 20, 2012 letting.

I-57/I-64 Six Lane Project in Mt. Vernon

This project adds an additional lane in the 4.5-mile section between the two I-57 and I-64 interchanges. This section of combined Interstate carries a high traffic volume of 40,000 vehicles daily with 35 percent truck traffic and additional capacity is needed to provide adequate safety and mobility. Additionally, the existing pavement has been in service for 45 years and requires annual maintenance. The existing pavement will be replaced with new continuously reinforced concrete pavement and an additional lane will also be added in the median. The new pavement and additional lane will improve capacity and eliminate construction delays caused by the annual maintenance patching. The project was let on April 29, 2011 for $30.5 million, and work is currently underway.

ILLINOIS FAST FACTS

12.9	Illinois population *(Million)*
102	Illinois counties
8.8	Licensed drivers *(Million)*
11.4	Total vehicle plate registration *(Million)*
105.7	Annual vehicles miles of travel *(Billion)*
6,422	Annual gallons of fuel consumed *(Million)*
3	Illinois ranking in the United States for interstate system size, in line behind only Texas and California

Centerline Miles of Highways and Streets

140,762	Total
16,018	State
2,182	State interstate miles
16,502	County
73,131	Township
34,815	Municipal

Rest Areas

30	Rest areas
13	Welcome centers
40	Visitors annually *(Million)*

Bridges

26,486	Bridges, statewide, greater than 20 feet in length

Airports

80	Public use
48	Private use
8	With passenger service
288	Heliports
4,800	Total registered aircraft
13,500	Total registered pilots

Railroads/Amtrak

2	Illinois ranking in the United States for number of rail crossings
7,300	Miles of route/track
7,981	Public highway-rail grade crossings
2,775	Public highway-rail bridges
4,797	Private highway-rail grade crossings
163	Private highway-rail bridges
394	Pedestrian-rail grade crossings
91	Pedestrian-rail bridges
99.8	Tons of rail freight moved through Illinois *(Million)*
4	Amtrak corridors
34	Locations served daily
3.0	Percentage increase of Amtrak ridership since 2010
1.8	Amtrak riders *(Million)*

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