

EXECUTIVE SUMMARY

The Illinois Department of Transportation's FY 2008-2013 Proposed Highway Improvement Program totals \$10.875 billion and includes an FY 2008 annual program of \$1.875 billion. Funding for the 6-year program is made up of \$7.037 billion in federal funds, \$3.128 billion in state funds and \$710 million in local funds.

Federal transportation legislation titled Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law in August 2005. The federal legislation authorized an increase in Illinois' share of highway funds by more than \$300 million on an average annual basis. Of this amount, over 60 percent is for special earmarked projects. SAFETEA-LU retains the five core programs: Interstate Maintenance, National Highway System, Highway Bridges, Surface Transportation and Congestion Mitigation and Air Quality. A sixth program, the Highway Safety Improvement Program, was added to reflect a heightened national emphasis on highway safety. The total amount of highway funding expected for Illinois over the life of the legislation was increased by approximately one-third.

In addition to federal formula funds, Illinois also received \$1.25 billion in congressional earmarks for nearly 300 specific projects identified in the SAFETEA-LU legislation. Analysis of these projects is ongoing, and many have been scheduled in this six-year program, while others have not. The earmarks are found in four distinct federal programs; High Priority Projects (HPP), National Corridor Infrastructure Improvement Program (NCIIP), Projects of National and Regional Significance (PNRS) and Transportation Improvements (TI). For earmarks included in this highway improvement program, typically only the earmark and required 20 percent match have been scheduled. In some cases, this is enough funding to initiate preconstruction activities. In other cases, these new funds replace other funds in a project that was already included in the previous highway improvement program. The remaining cost to complete all of these projects after the earmark and required match has been estimated to approach \$8 billion and are not funded in this program. Currently there is debate in the United States Congress regarding the appropriateness of earmarks since they tend to take away from funds for regular highway programs.

The Illinois Department of Transportation (IDOT) will continue to be challenged on two fronts as we move forward. On the revenues side, there are national groups that have estimated that the federal highway trust fund will be depleted before the end of SAFETEA-LU in 2009. This is because spending is outpacing revenue projections. As a result of this consumer reaction, IDOT has also revised its revenue estimates for state motor fuel tax and vehicle registration receipts. In addition, IDOT, as well as all other states is currently experiencing considerable increases in the cost of projects. Much of this is related to increases in the costs of materials such as steel, cement and asphalt caused by nationwide and sometimes worldwide shortages. Higher project costs are also attributed to increased fuel costs, fluctuations of which can lead to higher than expected bid prices. Compared to the costs of projects in previous proposed highway improvement programs, cost increases in the range of 15-20 percent or more have been common. Dramatic project cost increases with little prospect for immediate relief limit the department's ability to add new projects to the program.

As a result, the current goal for the department is to maintain the state system bridges at the current acceptable condition, while striving to keep the roadway system in a reasonable and safe condition. The department has identified four vital elements for the state highway system with roadway safety as an over-arching goal. These vital elements are:

- System Maintenance, including reconstruction, resurfacing/widening and safety projects,
- Bridge Maintenance, including bridge replacement and rehabilitation projects and minor structure repairs,
- Congestion Mitigation, including major projects that reduce traffic congestion in urban areas and other improvements that improve traffic flow and
- System Expansion, including new roads and other projects that increase access and promote economic development.

In the development of this program, maintaining the system of roads and bridges under state jurisdiction is the primary priority with the majority of funds allocated to projects that improve the condition of Illinois roads and bridges. Few new major projects for congestion mitigation or new system expansion have been added to this program. One result of rapidly increasing project costs culminating in a reduced ability to add new maintenance projects is that the condition of roads and bridges in Illinois is deteriorating at a more rapid rate. A concerted effort is being made to meet or exceed the bridge system condition goal and to keep roadways as safe and well-maintained as possible. The condition of state highway system mileage is currently 87 percent acceptable and 90 percent of state bridges are currently in acceptable condition. At the end of this proposed program, state highway system mileage is anticipated to be approximately 79 percent acceptable with state bridges anticipated to be 94 percent acceptable.

The FY 2008-2013 Proposed Highway Improvement Program will:

- Provide funding to improve 4,192 miles of highways and replace or rehabilitate 957 bridges.
- Target key projects in northeastern Illinois to address congestion such as funding for additional lanes on Interstate 55 from Interstate 80 to Weber Road and reconstruction of Interstate 90/94 (Dan Ryan Expressway) from 31st Street to Interstate 57.
- Provide for reinvestment in downstate Illinois for interstate highways such as Interstate 80 from the Henry County line to west of Illinois 251 in Bureau County.
- Provide \$431 million for local benefits programs to help cities, counties and townships improve local roads and support economic development.
- Provide funding for railroad crossing safety improvements throughout the state including funding for grade separation projects such as Pontoon Road over the NS Railroad in Granite City and Illinois 157/Camp Jackson Road over the UP Railroad in Cahokia.
- Enhance highway safety as part of the department's regular highway improvement program by targeting specific fatal and severe crash locations and addressing statewide safety concerns.

The following \$10.875 billion program outline for FY 2008-2013 is the department's six-year plan. The department will publish the final annual program for FY 2008 later this summer.

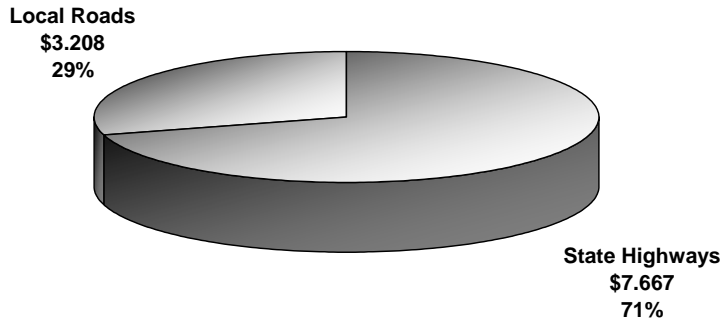
FY 2008-2013 Program Funding

The \$10.875 billion highway improvement program for FY 2008-2013 includes \$7.667 billion for improvements to the state highway system with \$3.208 billion available for the local highway system. This available funding for local system projects is over and above regular state motor fuel tax allotments made directly to local governments. The following table and chart summarize program distribution for FY 2008-2013.

**FY 2008-2013 PROGRAM DISTRIBUTION
(\$Billions)**

<u>Program Distribution</u>	<u>FY 2008</u>	<u>Total FY 2008-2013</u>	<u>Average Annual FY 2008-2013</u>
State Highways	1.275	7.667	1.278
Local Roads and Streets	0.600	3.208	0.535
Total	1.875	10.875	1.813

**FY 2008-2013 Program Distribution
(\$Billions)**



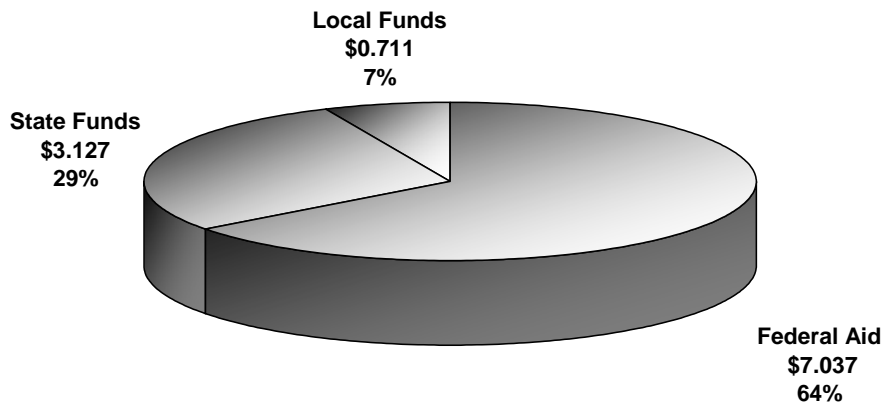
Federal Funding

The \$7.037 billion in federal funds is based on anticipated apportionments and allocations at levels established in the federal SAFETEA-LU legislation of 2005. SAFETEA-LU essentially continues programs from the Transportation Efficiency Act for the 21st Century (TEA-21), with the addition of a new program, the Highway Safety Improvement Program. This program replaces the former Hazard Elimination and Safety Program, which was funded through the Surface Transportation Program. Federal funds available during the six-year program are estimated since they are subject to annual congressional budget approval. For planning purposes, each fiscal year component of this multi-year program assumes federal formula funding at anticipated allocations. Obligation authority ranging from 87 to 88 percent of federal authorizations is assumed for program development. These assumptions provide a conservative projection of available funding. This lower obligation authority has caused a reduction in actual federal funds available. Actual obligation authority has historically been above 90 percent. The following table and chart summarize program funding for FY 2008-2013.

**FY 2008-2013 PROGRAM FUNDING
(\$Billions)**

<u>Fund Source</u>	<u>FY 2008</u>	<u>Total FY 2008-2013</u>	<u>Average Annual FY 2008-2013</u>
Federal Aid	1.258	7.037	1.173
State Funds	0.479	3.127	0.521
Local Funds	0.138	0.711	0.119
Total	1.875	10.875	1.813

**FY 2008-2013 Program Fund Sources
\$ Billions**



Funding for State Projects

State funds for highway projects are primarily generated from motor fuel taxes and motor vehicle registration fees. The \$3.127 billion in state funds are utilized for a variety of purposes in program development. The \$7.667 billion state highway system program continues emphasis on maintaining the existing state road and bridge system. The proposed six-year program will improve 4,192 miles of highways and replace or rehabilitate 957 bridges. Anticipated accomplishments for the FY 2008-2013 program are summarized in the following table.

**FY 2008-2013 PROGRAM ACCOMPLISHMENTS
STATE HIGHWAY SYSTEM**

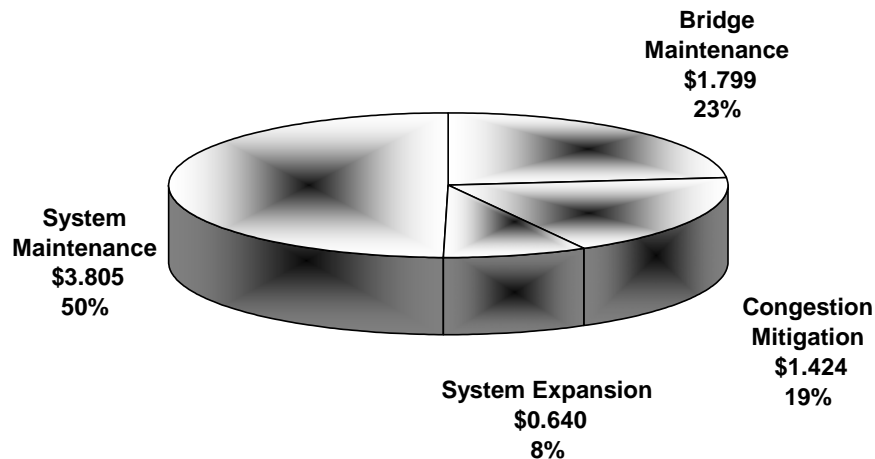
<u>System Maintenance</u>	
Interstate (miles)	503
Non-Interstate (miles)	3,689
Safety Locations (number)	145
<u>Bridge Maintenance</u>	
Interstate (number)	194
Non-Interstate (number)	763
New Bridges (number)	27
<u>Congestion Mitigation</u>	
Roads (miles)	118
Traffic Improvements (number)	101
<u>System Expansion</u>	
Roads (miles)	32
Locations (number)	2

The FY 2008-2013 state program can be summarized by four major priorities:

- System Maintenance: \$3.805 billion is scheduled for reconstruction, resurfacing/widening and safety projects. This includes \$718 million for Interstate resurfacing projects and \$271 million for safety improvements.
- Bridge Maintenance: \$1.799 billion is scheduled to address bridge needs.
- Congestion Mitigation: \$1.424 billion is scheduled to address traffic congestion. This includes \$104 million for additional lanes on Interstate 55 in Will County.
- System Expansion: \$640 million is scheduled to build new roads to increase access and for economic development. Few new major projects were added in this category.

The distribution of these major priorities can be seen in the following pie chart. A full 73 percent of the state program is allocated to maintaining Illinois roads and bridges. The remaining 27 percent is for congestion mitigation and system expansion projects.

**FY 2008-2013 State Program Distribution
\$ Billions**



FY 2008-2013 Highway Improvement Program Summary by District

The table below shows the sum of the funds allocated for the projects in each highway district, as well as the total for statewide projects. Funds for projects included in the local program are partially included in the totals. Since the local highway program is a three-year listing of projects, the funds for the last three years of the FY 2008-2013 Highway Improvement Program and for the local benefit grants are noted at

the bottom of the table. Specific projects are not currently assigned to these funds. The highway improvement program is displayed in FY 2008 dollars.

**SUMMARY OF PROJECT LISTINGS
(\$ MILLIONS)**

<u>District</u>	<u>State and Local Project Total</u>
1	3,544
2	678
3	826
4	612
5	305
6	376
7	441
8	911
9	533
Statewide	1,335
Additional Local Funds	<u>1,314</u>
Total	10,875

Major Project Highlights

The following major projects are tentatively scheduled during FY 2008-2013.

Northeastern Illinois

- **Interstate 55 at Arsenal Road in Will County.** Interchange reconstruction, bridge replacement, land acquisition, lighting and engineering are programmed during FY 2008-2013 at a cost of \$59.5 million. Of this total, \$3.5 million is programmed in FY 2008 for design, location and environmental studies and engineering for contract plans. This work is being done in conjunction with the development of the Joliet Arsenal facility which, when completed, will be the largest inter-modal facility in the nation.
- **Interstate 55 at Illinois 59 (Cottage Street) in Will County.** Bridge replacement, interchange reconstruction, auxiliary lanes, lighting, retaining wall and construction engineering are programmed during FY 2008-2013 at a cost of \$22.3 million. Of this total, \$2.7 million is programmed in FY 2008 for reconstruction of frontage roads and construction engineering.
- **Interstate 55 from Interstate 80 to Weber Road in Will County.** Additional lanes and widening and resurfacing for 14.5 miles, commuter parking, bridge repair, police hirebacks and noise barriers are programmed during FY 2008-2013 at a cost of \$104.1 million. Of this total, \$81.9 million is programmed in FY 2008 for additional lanes, widening and resurfacing, bridge repair and commuter parking.

- **Interstate 94/90 (Dan Ryan Expressway) from 31st Street to south of the Interstate 57 Interchange in Cook County.** Reconstruction of 8.5 miles of the existing local and express lanes, bridge repairs and replacement, additional ramps, landscaping and construction engineering are currently under way. Knee wall construction, fencing, landscaping, bridge replacement, construction engineering and police hirebacks are programmed during FY 2008-2013 at a cost of \$47.7 million. Of this total, \$7.5 million is programmed in FY 2008 for bridge replacement at Root Street, police hirebacks and construction engineering.
- **Interstate 94 (Bishop Ford Expressway) from west of Martin Luther King Drive to US 6 in Cook County.** Resurfacing on 9.6 miles and engineering for contract plans are programmed during FY 2008-2013 at a cost of \$20.4 million. Of this total, \$625,000 is programmed in FY 2008 for engineering for contract plans.
- **US 6 (159th Street) from Interstate 294 to Illinois 1 (Halsted Street).** Reconstruction on 2.3 miles, bridge replacement, new structure, railroad relocation, railroad flagger, intersection improvement, construction engineering, utility adjustment and lighting are programmed during FY 2009-2013 at an estimated cost of \$56.4 million. TEA-21 provided \$1.3 million in HPP funds for this project.
- **US 14 (Virginia Street) from West Lake Shore Drive to Crystal Lake Avenue and at Ridgefield Road (south junction).** Additional lanes for 4.9 miles, land acquisition, engineering for contract plans and construction engineering are programmed during FY 2009-2013 at an estimated cost of \$64 million.
- **Illinois 21/US 45 (Milwaukee Avenue) from Willow Road to north of Sanders Road.** Reconstruction on 1.6 miles, bridge replacement, intersection reconstruction, construction engineering, traffic signal installation and modernization, signal timing and tree removal are programmed during FY 2008-2013 at an estimated cost of \$16.6 million. Of this total, \$15.7 million is included in FY 2008 for reconstruction, bridge replacement, intersection reconstruction, construction engineering, traffic signal installation and modernization and signal timing.
- **Illinois 21/US 45 (Milwaukee Avenue) from north of Sanders Road to south of Euclid Avenue.** Reconstruction on 0.3 mile, intersection improvement, traffic signal modernization, signal timing, land acquisition and engineering for right-of-way are programmed during FY 2009-2013 at an estimated cost of \$10.2 million.
- **Illinois 22 (Lake Zurich Road) from Quentin Road to west of Illinois 83 (Mundelein Road).** Additional lanes for 3.5 miles, land acquisition, engineering for right-of-way, engineering for contract plans and construction engineering are programmed during FY 2009-2013 at an estimated cost of \$38.5 million.
- **Illinois 22 (Half Day Road) at Interstate 94 (Tri-State Tollway).** Bridge replacement, culvert extension, culvert rehabilitation and construction engineering are programmed during FY 2009-2013 at an estimated cost of \$16.1 million.
- **Illinois 22 (Half Day Road) from east of Interstate 94 (Tri-State Tollway) to west of US 41 (Skokie Highway).** Additional lanes for nearly 3 miles, land acquisition, construction engineering and landscaping are programmed during FY 2009-2013 at an estimated cost of \$23.3 million.
- **Illinois 53 from Elgin O'Hare Expressway to Army Trail Road.** Additional lanes for nearly 4 miles, bridge replacement and land acquisition are programmed during FY 2008-2013 at an estimated cost of \$37 million. Of this total, \$400,000 is included in FY 2008 for land acquisition.

- **Illinois 53 from south of Illinois 56 (Butterfield Road) to Osage Avenue.** Additional lanes for 1.1 miles and land acquisition are programmed during FY 2009-2013 at an estimated cost of \$7.5 million.
- **Illinois 53 from Illinois 64 (North Avenue) to St. Charles Road.** Additional lanes for 1.1 miles, bridge rehabilitation and land acquisition are programmed during FY 2009-2013 at an estimated cost of \$16.5 million.
- **Illinois 56 (Butterfield Road) from Illinois 59 (Joliet Road) to Naperville Road.** Additional lanes for 5.3 miles, bridge widening, bridge replacement, land acquisition, construction engineering and bikeway are programmed during FY 2009-2013 at an estimated cost of \$74.4 million.
- **Illinois 59/US 30 (Division Street/Brook Forest Avenue) from Illinois 126 (Lockport Road) to US 52 (Jefferson Street).** Additional lanes for 6.3 miles, bridge replacement, new structure, retaining wall, construction engineering, land acquisition, utility adjustment and landscaping are programmed during FY 2008-2013 at an estimated cost of \$82 million. Of this total, \$13.7 million is included in FY 2008 for bridge replacement, land acquisition and utility adjustment.
- **Illinois 64 (North Avenue) from Kautz Road to Illinois 59 (Ingaltan Road).** Additional lanes for nearly 3 miles, bridge replacement, retaining wall, land acquisition, construction engineering and lighting are programmed during FY 2009-2013 at an estimated cost of \$43.2 million.
- **Congress Parkway over South Branch Chicago River.** Bridge rehabilitation, bridge new deck, bridge repair, engineering for contract plans and construction engineering are programmed during FY 2008-2013 at an estimated cost of \$22.6 million. Of this total, \$500,000 is included in FY 2008 for engineering for contract plans.
- **Des Plaines River Road from US 12 (Rand Road) to Devon Avenue.** Reconstruction on 3.8 miles, land acquisition and engineering for right-of-way are programmed during FY 2009-2013 at an estimated cost of \$25 million.
- **Elgin O'Hare Expressway from Interstate 290/Illinois 53 to O'Hare Ring Road and O'Hare Ring Road from Interstate 90 (Northwest Tollway) to Interstate 294 (Tri-State Tollway).** New construction for 11 miles, engineering for design, location and environmental studies and contract plans, preliminary engineering project managers and land acquisition are programmed during FY 2008-2013 at an estimated cost of \$169.7 million. Of this total, \$3.5 million is included in FY 2008 for engineering for design, location and environmental studies. These are SAFETEA-LU projects of national and regional significance. SAFETEA-LU provided a total of \$140 million for these projects. The department will be engaged in significant community outreach and public involvement throughout the planning process to develop proposals in accordance with the department's Context Sensitive Solutions policy.

Downstate Illinois

- **Interstate 55/70 Poplar Street Complex in East St. Louis.** Bridge deck overlay on the Interstate 70 Collector/Distributor is programmed during FY 2009-2013 at a cost of \$18.7 million.
- **Interstate 55/64/70 Interchange (Tri-Level) in East St. Louis.** Reconstruction of this interchange at the three routes is necessary to improve traffic operational conditions and provide access to the local street system. Archaeological survey work is programmed during FY 2009-2013 at a cost of \$3 million. There is an additional \$116.4 million of work on the Tri-Level that is contingent on securing additional special federal funds.
- **Interstate 57 from the Coles/Douglas County line to Sadorus Road in Douglas County and Champaign County.** Resurfacing on 22.6 miles, bridge repair and safety improvements are programmed during FY 2009-2013 at a cost of \$21.7 million.

- **Interstate 57 from 0.7 mile south of Illinois 146 in Union County to south of Old Illinois 13 in Williamson County.** Resurfacing on 16.5 miles and bridge replacement at Illinois 146 are programmed during FY 2009-2013 at a cost of \$23.5 million.
- **Interstate 57 at the grade separation with new Illinois 13 in Marion.** A bridge replacement, ramp modifications, land acquisition and engineering for contract plans are programmed during FY 2008-2013 at a cost of \$35.8 million. Of this total, land acquisition and engineering for contract plans are programmed in FY 2008 at a cost of \$1.2 million.
- **Interstate 57 from north of Illinois 13 in Marion to 1 mile north of Bonnie in Jefferson County.** Rubblization and overlay on 25.4 miles, bridge work, railroad flagger and engineering for contract plans from the Williamson County line to 1 mile north of Bonnie and 8 miles of rubblization and overlay in the southbound lanes from north of Illinois 13 in Marion to the Franklin County line are programmed during FY 2008-2013 at a cost of \$78.7 million. Of this total, engineering for contract plans is programmed in FY 2008 at a cost of \$450,000.
- **Interstate 70 from the Effingham County line east to the North Fork Embarras River in Clark County.** Resurfacing on 28.6 miles and safety improvements are programmed during FY 2009-2013 at a cost of \$30 million.
- **Interstate 72 from the Macon County line to Mattis Avenue in Champaign.** Resurfacing on 29.9 miles and bridge work, including a bridge replacement at Staley Road, are programmed during FY 2009-2013 at a cost of \$29.4 million.
- **Interstate 74/US 6 Mississippi River Corridor in Rock Island County.** Engineering for contract plans and land acquisition are programmed during FY 2008-2013 at a cost of \$29.9 million. Of this total, engineering for contract plans is programmed in FY 2008 at a cost of \$10.3 million. SAFETEA-LU provided \$4.7 million in HPP funds, \$7.5 million in NCII funds, \$8.8 million in Bridge Set-Aside funds and \$3.5 million in TI funds. In addition, TEA-21 provided \$1.6 million in Highway Demonstration funds. Iowa is the lead agency with Illinois sharing the costs.
- **Interstate 80 from the Henry County line to west of Illinois 251 in Bureau and LaSalle Counties.** Resurfacing on 38.4 miles, bridge replacement or rehabilitation on 17 structures, bridge removal, preliminary engineering, engineering for contract plans, utility adjustment and land acquisition are programmed during FY 2008-2013 at a cost of \$95.7 million. Of this total, bridge replacement at Illinois 89 south of Ladd is programmed in FY 2008 at a cost of \$3.9 million.
- **Interstate 172 from the Interstate 72 Interchange to US 24 northeast of Quincy.** Resurfacing on 19.7 miles and bridge work are programmed during FY 2009-2013 at a cost of \$28.1 million.
- **Interstate 270 from the Mississippi River to County Ditch Bridge.** Resurfacing on 8.2 miles, bridge repair and lighting are programmed during FY 2008-2013 at a cost of \$31.9 million. Of this total, lighting from the Mississippi River to Illinois 3 is programmed in FY 2008 at a cost of \$2 million.
- **Interstate 280 from the Mississippi River to Airport Road in Rock Island County.** Bridge rehabilitation, new bridge deck, bridge replacement and engineering for contract plans are programmed during FY 2009-2013 at a cost of \$21.6 million.
- **US 20 (Rockford Bypass) from Falconer Road west of Rockford to 20th Street in Rockford.** Resurfacing on 2.7 miles from Falconer Road to Meridian Road southwest of Rockford and new bridge deck at Meridian Road are programmed during FY 2009-2013 at a cost of \$3 million. Interchange reconstruction, bridge replacement over Illinois 2, reconstruction on 0.3 mile at the west and east channel of Rock River east of Illinois 2, bridge work, median crossover, engineering for location, environmental and design studies, engineering for contract plans and land acquisition are

programmed during FY 2008-2013 at a cost of \$47.3 million. Of this total, bridge work is programmed in FY 2008 at a cost of \$8 million.

- **US 20 from Galena to Freeport.** The final Environmental Impact Statement (EIS) and design report for this project have been approved by the Federal Highway Administration and the Record of Decision was signed September 22, 2005. Engineering for contract plans and land acquisition for the Galena Bypass are under way.
- **US 51 – Decatur to Pana.** Since 1990, the department has invested \$61.5 million on upgrading US 51 to four lanes south of Decatur to north of the Macon/Shelby County line. New construction for 3.7 miles from 0.9 mile south of Moweaqua to 0.1 mile north of Township Road 306 is under way. The remaining work to complete the 15.3-mile section from 0.1 mile north of Township Road 306 to the Shelby County line south of Pana is not currently funded.
- **US 51 from south of Pana to Centralia.** The continuation of engineering for location, environmental and design studies is programmed during FY 2008-2013 at a cost of \$7.6 million, of which \$4.6 million is programmed in FY 2008. SAFETEA-LU provided \$2.4 million in HPP funds and \$4.7 million in TI funds for this work.
- **US 67 Corridor.** The US 67 corridor extends nearly 229 miles from Rock Island south to Alton. The two and four lane corridor improvement costs awarded to date total more than \$697 million and \$132 million in projects are programmed during FY 2008-2013. Of this total, \$9.9 million is programmed in FY 2008. The estimated unfunded cost to complete the four-lane sections in the US 67 corridor from Macomb southward to the Alton Bypass exceeds \$1.5 billion.
 - **US 67 from north of Industry to Illinois 101.** Engineering for contract plans is programmed during FY 2009-2013 at a cost of \$2.4 million. SAFETEA-LU provided \$1.6 million in HPP funds for this work.
 - **US 67 from the 1.8 miles east of Illinois 100 to 0.2 mile east of Concord/Arenzville Road and at the Illinois River at Beardstown.** Engineering for contract plans and land acquisition are programmed during FY 2008-2013 at a cost of \$8.8 million. Of this total, land acquisition is programmed in FY 2008 at a cost of \$1.7 million. SAFETEA-LU provided \$5.6 million in HPP funds and \$2 million in TI funds for this work.
 - **US 67 from Godfrey to Scott County Line.** Construction of new bridges and culverts, bridge replacement, grading, construction engineering, engineering for contract plans, land acquisition and utility adjustments are programmed during FY 2008-2013 at a cost of \$72.3 million. Of this total, engineering for contract plans and land acquisition are programmed in FY 2008 at a cost of \$2.5 million. TEA-21 provided \$12.2 million and SAFETEA-LU provided \$8.36 million in HPP funds for this work.
 - **Alton Bypass from Interstate 270 to US 67 in Godfrey.** Construction of the four-lane Alton Bypass from Interstate 270 to US 67 in Godfrey is in progress. The 13.9-mile segment from Interstate 270 to Fosterburg Road is open to traffic. Grading for the 2.7-mile section from Fosterburg Road to Seminary Road is under way. The completion of land acquisition, paving and signing for this 2.7-mile section are programmed in FY 2007 at a cost of \$9.1 million. The completion of contract plans and construction of the remaining 3.9 miles of mainline pavement, 1.7 miles of construction on cross streets and associated work from Seminary Road to US 67 in Godfrey are programmed during FY 2008-2013 at a cost of \$48.5 million. Of this total, engineering for contract plans, utility adjustments, land acquisition and cross street construction are programmed in FY 2008 at a cost of \$5.7 million. The continuation of engineering for contract plans, land acquisition, utility adjustments and demolition for this 3.9-mile section are programmed in FY 2007 at a cost of \$3.7 million.

- **Illinois 3 Relocation from Cahokia to Venice.** Archaeological survey work is programmed during FY 2008-2013 at a cost of \$4.5 million. Of this total, \$1.5 million is programmed in FY 2008 for this work. There is an additional \$80.8 million for new construction, new bridges, railroad relocation, demolition, land acquisition and utility adjustments contingent on securing additional special federal funds.
- **Illinois 15 over the Wabash River at Mt. Carmel.** Bridge replacement, construction of the Illinois approach roadway and removal of the existing bridge are programmed during FY 2008-2013 at a cost of \$34.4 million. Of this total, bridge replacement and removal of the existing bridge are programmed in FY 2008 at a cost of \$33.7 million. This project has been approved for Illinois Major Bridge Program funding. Illinois is the lead agency on this project. Indiana and Illinois will share equally in the cost for the new bridge and removal of the old structure. Indiana will be responsible for funding the additional approach structures required on the Indiana side of the Mt. Carmel Bridge. SAFETEA-LU provided \$5.6 million in HPP funds for this work.
- **Illinois 40 (Knoxville Avenue) from north of Cedar Hills Drive to north of Illinois 6 in Peoria.** Construction of additional lanes for 1.7 miles, intersection improvement, land acquisition and utility adjustments are programmed during FY 2008-2013 at a cost of \$16 million. Of this total, land acquisition is programmed in FY 2008 at a cost of \$500,000.
- **Illinois 158 from the Illinois 3 structure at Columbia to the Illinois 15 ramp south in Belleville.** Widening and resurfacing on 12.2 miles, a bridge replacement, curve corrections, vertical realignment, left turn lanes, land acquisition and utility adjustments are programmed during FY 2008-2013 at a cost of \$28.7 million. Of this total, utility adjustments and land acquisition are programmed in FY 2008 at a cost of \$4.3 million.
- **Illinois 336 - Macomb to Peoria Corridor.** Engineering for location, environmental and design studies began in fall 2002. The continuation of engineering for location, environmental and design studies and the engineering for soil plans and contract plans are programmed during FY 2008-2013 at a cost of \$12 million. Of this total, the continuation of engineering for location, environmental and design studies is programmed in FY 2008 at a cost of \$1.3 million. SAFETEA-LU provided \$5.2 million in HPP funds and \$2 million in TI funds for this work.

Major Unfunded Needs

The following are highlights of some needed major projects for which sufficient funding is not yet identified.

- **Central Avenue from 63rd Street to 87th Street in Chicago.** The purpose of the proposed project is to improve the north-south movement of vehicles and pedestrians in the study area by providing a new crossing of the rail yards. Phase I engineering is ongoing and the department is currently focusing on a Central-Central alignment. A Public Hearing is anticipated to be held in the spring of 2008 and design approval is expected to be obtained in summer 2008. The FY 2008-2013 program includes \$110.4 million towards the ultimate corridor improvement. Funding for completion of land acquisition, engineering for contract plans, engineering for right-of-way, railroad relocation and construction are currently unfunded and are estimated to cost approximately \$300 million. This does not include the cost of environmental clean-up.

- **New Mississippi River Bridge at East St. Louis, Illinois and St. Louis, Missouri.** The FY 2008-2013 program includes engineering for location, design and environmental studies, engineering for contract plans, land acquisition, utility adjustments, new bridges, bridge rehabilitation, grading and paving at a cost of \$546 million. This \$546 million includes the following:
 - Engineering for location, environmental and design studies programmed in FY 2008 at a cost of \$9 million.
 - Engineering for location, environmental and design studies, engineering for contract plans, land acquisition, utility adjustments, new bridges, bridge rehabilitation, grading and paving programmed during FY 2009-2013 at a cost of \$300 million.
 - Construction of \$116 million in projects that is contingent on securing additional special federal funds.
 - Construction of \$121 million in projects that is contingent on a formal agreement with the state of Missouri and/or the East-West Gateway Council of Governments.

An additional \$1.5 million is programmed during FY 2008-2013 for Public Relations, with \$600,000 of this programmed in FY 2008. SAFETEA-LU provided \$150 million in PNRS funds and \$14 million in TI funds for this project. The construction of the New Mississippi River Bridge is being coordinated with the Interstates 55/64/70 Tri-Level reconstruction in East St. Louis and the relocation of Illinois 3 from Venice to Sauget/Cahokia.

- **Fox River Bridge Corridors.** Additional river crossings over the Fox River have been studied since the early 1990's. Currently there are three potential locations for new bridges. Kane County is the lead agency for both the Bolz Road/Longmeadow Parkway and Stearns Road corridors. The city of St. Charles is the lead agency for the Red Gate Road Corridor.
 - **North Region – Bolz Road/Longmeadow Parkway Corridor.** The Longmeadow Parkway Fox River Bridge Corridor is a proposed four-lane crossing and four-lane arterial roadway corridor with a median, approximately 5.6 miles in length, to alleviate traffic congestion in northern Kane County. The proposed road passes through portions of the Villages of Algonquin, Carpentersville and Barrington Hills, as well as unincorporated areas of Kane County. The western terminus is at Huntley Road west of Randall Road, approximately 1,300 feet northwest of the Huntley/Boyer intersection. From Huntley Road to the Fox River the corridor primarily traverses mostly undeveloped properties or new subdivisions. These subdivisions were developed with a dedicated right-of-way to accommodate the proposed corridor. After crossing the river, the corridor parallels existing Bolz Road to the eastern project terminus at Illinois 62. SAFETEA-LU provided \$4 million for this project, which is included in the FY 2008 element of the FY 2008-2013 program, along with the required \$1 million in local matching funds. The total cost of this project is currently estimated at \$87 million. The County will continue right-of-way acquisition and engineering for Longmeadow Parkway through 2008. Design approval is anticipated in either late 2007 or early 2008.
 - **Chicago Central & Pacific (CC&P)/ Stearns Road Corridor in South Elgin.** This project consists of the construction of a new crossing of the Fox River, with approach roads, within Kane and DuPage Counties. The proposed CC&P/Stearns Road typical cross section consists of two 12 foot lanes in each direction separated by an 8 to 32 foot median. Signalized intersection improvements will be provided at Randall Road/McDonald Road (the western terminus), McLean Boulevard, Illinois 25, Gilbert Street and Dunham Road. The intersections of Illinois 25 with Dunham Road and the intersection of Dunham Road with Stearns Road will be realigned into one intersection. The proposed roadway continues east of the intersection to join the four lane section of Stearns Road completed by DuPage County. Illinois 31 will be grade separated from the proposed road. The length of this improvement from western terminus to eastern terminus is approximately 5.1 miles, with another 3.4 miles of intersecting road improvements. The total cost of this project is estimated at \$165 million. The FY 2008-2013 program includes \$102.5 million for this project: \$63.1 million in federal funds, \$17 million in local funds and \$22.4 million in State participation. During 2007 the County will continue engineering and right-of-way acquisition

in addition to construction of the wetland mitigation site and the construction of three new structures for the crossings of Illinois 31 over Stearns Road, Dunham Road over the CNIC Railroad and Stearns Road over Brewster Creek. The corridor is expected to be open to vehicular traffic in fall 2010.

- **Red Gate Corridor in St. Charles and Wayne.** The city of St. Charles is the lead agency on this project. The proposed project is a two-lane road and bridge that will extend Red Gate Road across the river to Illinois 25 near Little Woods School. It will include a bike trail from St. Charles North High School across the river to connect with the Fox River Trail near Pinelands Drive. The cost of building the bridge and roadway is estimated to be between \$25 and \$30 million. Design approval is anticipated in Spring 2008.
- **Prairie Parkway from Interstate 80 in Grundy County to Interstate 88 in Kane County.** The Prairie Parkway Preliminary Engineering Study that includes environmental and design studies is currently under way. Engineering for contract plans, land acquisition, demolition and construction engineering from south of Illinois 71 in Kendall County to north of US 30 in Kane County are programmed during FY 2008-2013 at a cost of \$46.2 million. Of this total, completion of engineering for contract plans, the start of land acquisition, demolition and construction engineering are programmed in FY 2008 at a cost of \$30.3 million. Construction of 4-lanes, bridges and an interchange at US 34, construction engineering and utility adjustment from south of Illinois 71 in Kendall County to north of the Burlington Northern Santa Fe railroad north of US 34 are programmed during FY 2008-2013 at a cost of \$196.9 million. Of this total, utility adjustment is programmed in FY 2008 at a cost of \$2 million.

The Prairie Parkway Corridor Protection study resulted in the protection of a corridor in Kane, Kendall and Grundy counties as a planning tool for a possible transportation facility. The preliminary engineering study was begun in late 2002 and established a need for future transportation improvements and evaluation of a range of alternatives to meet those needs. In October 2005, two "build" alternatives were selected for further study, each including a new freeway connecting Interstate 80 and Interstate 88, improvements to Illinois 47 and consideration of travel management and transit options. A Corridor Planning Group was established in late 2005 to engage county and municipal officials, interest groups and professional staff in transportation, environmental and land use issues associated with the project. The Draft Environmental Impact Statement (DEIS) comment period ended February 28, 2007. The public comments and other study findings will be considered to develop the preferred alternative which will be incorporated into the Final Environmental Impact Statement (FEIS).

The total cost to construct a major transportation facility from Interstate 80 to Interstate 88 could exceed \$1 billion and is not funded in the program. The federal FY 2002 appropriations bill provided \$15 million for this project. SAFETEA-LU provided \$207 million in NCIIP funds for this work.

- **North/South Wacker Drive from Randolph Street to West Congress Parkway in Chicago.** The city of Chicago is the lead agency for the major reconstruction of this structurally deficient and functionally obsolete bridge. The project received \$5 million of Federal Fiscal Year 2005 Discretionary Bridge Funds which will be used to continue engineering for contract plans. SAFETEA-LU provided \$25 million in HPP funds which will be used to initiate an advanced utility contract. Land acquisition is estimated at \$2 million and can proceed once funding is identified. Construction and construction engineering are estimated to cost approximately \$277 million. Completion of this project will require special federal funding over and above regular program funds.
- **Western Access to O'Hare International Airport. Elgin O'Hare Expressway from Interstate 290/Illinois 53 to O'Hare Ring Road and O'Hare Ring Road from Interstate 90 (Northwest Tollway) to Interstate 294 (Tri-State Tollway).**
 - The region in the vicinity of O'Hare International Airport has experienced increasing levels of congestion and delays as a result of regional and local travel demand in a job-rich area. The

areas in the vicinity of the Elgin-O'Hare Expressway extension are industrial in nature, but also contain commercial development and redevelopment opportunities, and the extension could bring economic benefits to the area. As part of the department's planning process, a significant community outreach and public involvement program will be implemented in accordance with the department's Context Sensitive Solutions policy. Improved access and mobility in the study area will be provided by the following two projects:

- Elgin-O'Hare Expressway Extension includes the reconstructing and upgrading of Thorndale Avenue, from west of Rohlwing Road to east of York Road at the proposed Western O'Hare Bypass, to a higher capacity facility. An interchange at the proposed Western O'Hare Bypass, as well as access to a potential new passenger terminal at O'Hare International Airport will also be investigated. The length of this section is approximately 4.5 miles.
- The O'Hare Ring Road includes constructing an access controlled facility around the western and southern boundaries of O'Hare International Airport from Interstate 294 to Interstate 90. Interchange access at cross routes will also be investigated. The length of this section is approximately 6.5 miles.

The department is the lead agency for engineering on both of these SAFETEA-LU projects of national and regional significance. SAFETEA-LU provided a total of \$140 million and the FY 2008-2013 program includes a total of \$169.7 million for these two projects. The FY 2008 program includes \$2 million for Phase I engineering and preliminary engineering project managers for this project.

- **Illinois 19 (Irving Park Road) at York Road in Bensenville.** This project involves construction of a railroad grade separation at this location. DuPage County is the lead agency on engineering for design, location and environmental studies, which is ongoing. The annual element of the FY 2008-2013 program includes \$550,000 which is a reimbursement to DuPage County for the state's cost participation for engineering for design, location and environmental studies. The FY 2009-2013 portion of the program includes \$2 million for engineering for contract plans.

Funding for Locally Implemented Projects

The \$3.208 billion local program includes federal, state and local funds for highway improvements identified by local units of government. Included in this program is \$431 million in state funds over six years designed to address specific local needs. This includes \$131 million for a County Consolidated Program, \$24 million for High-Growth Cities, \$60 million for Needy Townships, \$90 million for the Township Bridge Program, \$42 million for upgrading local truck routes, \$24 million for state matching assistance and \$60 million to foster economic development. Most of these funds are appropriated separately from the highway improvement program and do not appear explicitly in this program.

Grouped Projects

Funds are set aside in the six-year program for specified projects and programs. They have been grouped into the following activity categories:

- **Railroad Crossing Safety Program.** \$43 million of state funds will be available to upgrade protection at rail crossings on state routes. These funds are in addition to federal funds for rail safety improvements and will include a limited number of grade separations.
- **Safety Programs.** \$423 million for safety construction activities, including roadside safety improvements and rail-highway crossings. Projects are identified on an annual basis to correct severe accident locations and protect rail grade crossings. These funds are from the new federal Highway Safety Improvement Program and may be used on state and local roads. These funds are

able to be used in stand-alone projects or are used for safety features incorporated in department projects.

- **Enhancement Program.** The Illinois Transportation Enhancement Program (ITEP) is funded through the federal Surface Transportation Program. Under the recent SAFETEA-LU authorization, the ITEP will provide approximately \$120 million for transportation enhancement projects. Projects for the first round of funding under SAFETEA-LU were announced in June 2006. There were 107 projects selected totaling \$77 million (\$61.6 million federal). It is anticipated that a second round of applications will be called for in 2007. Implementation of TEA-21 and SAFETEA-LU projects is ongoing. Project sponsors are required to keep projects on track toward implementation or risk loss of enhancement funds.
- **Congestion Mitigation/Air Quality (CMAQ) Program.** \$654 million is available exclusively for specific traffic congestion and mitigation and air quality projects in the northeastern Illinois and Metro-East areas in accordance with federal legislation. Eligible projects will be developed to contribute to air quality standards and can include traffic flow improvements, public transportation projects and non-motorized transportation projects. A substantial amount of these funds will be used for public transportation projects. Local metropolitan planning organizations will select projects. In addition to these projects, \$30 million is transferred from the Motor Fuel Tax Fund to the Vehicle Inspection Fund. These funds are used to provide vehicle inspections in the Chicago and Metro-East non-attainment areas.

Major Bridge Program

The department's Major Bridge Program (MBP) targets deficient highway bridge projects that exceed replacement or rehabilitation costs of \$5 million for state bridges and \$1 million for local bridges. The MBP provides federal Highway Bridge Program funds for up to 80 percent of eligible project costs; a 20 percent non-federal match is required. The FY 2008-2013 MBP identifies \$172 million of federal bridge funds for 35 local projects and 10 state projects.

For the Record

Each year the department prepares For the Record, a report of accomplishments that details the status of each project in the preceding annual highway improvement program. This report will be published in fall 2007, listing the accomplishments of the FY 2007 program.

Public Involvement

SAFETEA-LU requires states to provide expanded opportunities for the public to participate in all aspects of transportation decisions. Public involvement is an important component of all transportation system plans and programs. In Illinois, public input on transportation issues is sought and considered on a continuous and ongoing basis. The FY 2008-2013 Proposed Highway Improvement Program is the culmination of the programming process and builds on the public involvement efforts conducted by the department and local agencies throughout the process.

The department welcomes public comments regarding any state transportation issue and provides a public comment form with each highway improvement program. Comments are considered in determining future transportation plans and programs. The highway improvement program is distributed throughout the state and is available for review at district offices, through the Illinois Document Depository Libraries and in the Public Partners section of the department's internet website - www.dot.il.gov.

Public comments on the FY 2008-2013 program and input for future programs should be submitted to the Illinois Department of Transportation and are welcome at any time. Individual comments can be

forwarded to the appropriate district offices at the addresses listed on the map included in this Executive Summary or to the Central Office in Springfield at the following address:

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

Individuals can also contact the department concerning planning, programming and public involvement issues at 1-800/493-3434. People who are hearing-impaired can use the Ameritech Illinois relay number 1-800/526-0844.

ILLINOIS DEPARTMENT OF TRANSPORTATION REGION and DISTRICT BOUNDARIES WITH OFFICE LOCATION

Region 1
Diane M. O'Keefe

DISTRICT 1
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196-1096
PHONE: 847/705-4000

Region 2
George F. Ryan

DISTRICT 2
819 DEPOT AVENUE
DIXON, ILLINOIS 61021-3546
PHONE: 815/284-2271

DISTRICT 3
700 EAST NORRIS DRIVE
P. O. BOX 697
OTTAWA, ILLINOIS 61350-0697
PHONE: 815/434-6131

Region 3
Joseph E. Crowe

DISTRICT 4
401 MAIN STREET
PEORIA, ILLINOIS 61602-1111
PHONE: 309/671-3333

DISTRICT 5
13473 IL Hwy. 133
P. O. BOX 610
PARIS, ILLINOIS 61944-0610
PHONE: 217/465-4181

Region 4
Christine M. Reed

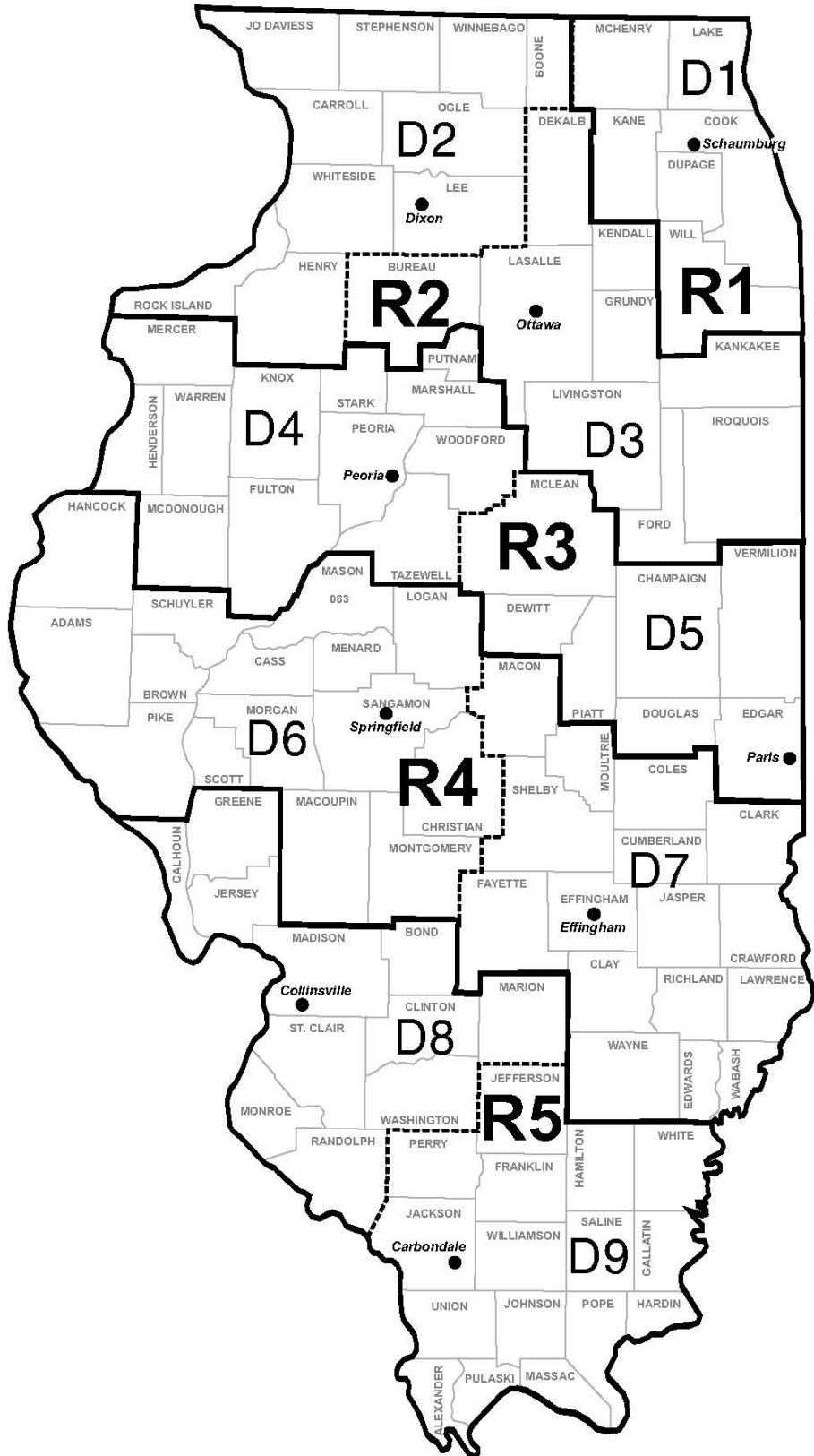
DISTRICT 6
126 EAST ASH STREET
SPRINGFIELD, ILLINOIS 62704-4792
PHONE: 217/782-7301

DISTRICT 7
400 WEST WABASH
EFFINGHAM, ILLINOIS 62401-2699
PHONE: 217/342-3951

Region 5
Mary C. Lamie

DISTRICT 8
1102 EASTPORT PLAZA DRIVE
COLLINSVILLE, ILLINOIS 62234-6198
PHONE: 618/346-3100

DISTRICT 9
STATE TRANSPORTATION BUILDING
P. O. BOX 100
CARBONDALE, ILLINOIS 62903-0100
PHONE: 618/549-2171





Public Review and Comment
Transportation Issues

Issue / Comment

Questions / Comments

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E-mail Address

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Detailed Location Description

Return To:
Illinois Department of Transportation
Office of Public Affairs
Room 339
2300 South Dirksen Parkway
Springfield, Illinois 62764

Date Received:
Reviewed By: