

## EXECUTIVE SUMMARY

The Illinois Department of Transportation's FY 2009-2014 Proposed Highway Improvement Program totals \$10.875 billion and includes an FY 2009 annual program of \$1.95 billion. Funding for the 6-year program is made up of \$7.061 billion in federal funds, \$3.128 billion in state funds and \$686 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 10-15 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 91 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 85 percent acceptable with state bridges anticipated to be 93 percent acceptable.

Approximately \$126 million of the FY 2009 annual program has been used to identify projects with immediate resurfacing needs caused by accelerated pavement deterioration due to the severe winter. These projects will address 264 miles and will be ready for letting early in the fiscal year. These projects are included in the project listings and are footnoted "FY 2009 Spring Repair Project."

The FY 2009-2014 Proposed Highway Improvement Program will:

- Provide funding to improve 5,264 miles of highways and replace or rehabilitate 905 bridges.
- 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 Andrews Drive Extension over US 40 and CSX Railroad east of Illinois 127 in Greenville.
- 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 2009-2014 is the department's six-year plan. The department will publish the final annual program for FY 2009 later this summer.

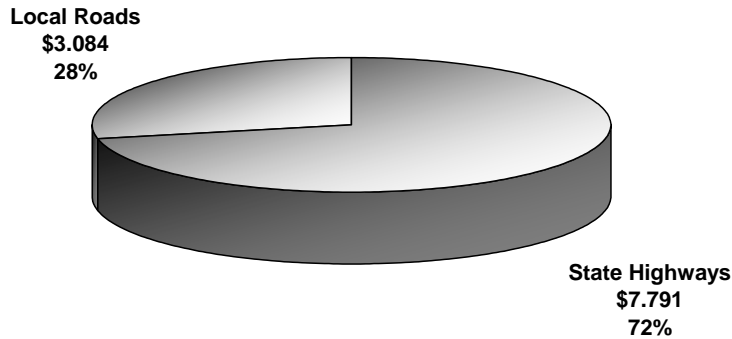
**FY 2009-2014 Program Funding**

The \$10.875 billion highway improvement program for FY 2009-2014 includes \$7.791 billion for improvements to the state highway system with \$3.084 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 2009-2014.

**FY 2009-2014 PROGRAM DISTRIBUTION  
(\$Billions)**

<u>Program Distribution</u>	<u>FY 2009</u>	<u>Total FY 2009-2014</u>	<u>Average Annual FY 2009-2014</u>
State Highways	1.344	7.791	1.299
Local Roads and Streets	<u>0.606</u>	<u>3.084</u>	<u>0.514</u>
Total	1.950	10.875	1.813

**FY 2009-2014 Program Distribution  
\$Billions**



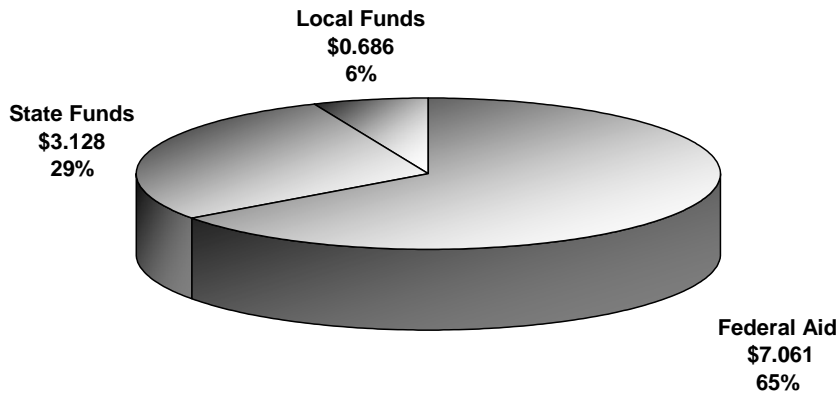
**Federal Funding**

The \$7.061 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 21<sup>st</sup> 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 of 90 percent of federal authorizations is assumed for program development. These assumptions provide a conservative projection of available funding. Actual obligation authority has historically been above 90 percent. The following table and chart summarize program funding for FY 2009-2014.

**FY 2009-2014 PROGRAM FUNDING  
(\$Billions)**

<u>Fund Source</u>	<u>FY 2009</u>	<u>Total FY 2009-2014</u>	<u>Average Annual FY 2009-2014</u>
Federal Aid	1.251	7.061	1.177
State Funds	0.566	3.128	0.521
Local Funds	<u>0.133</u>	<u>0.686</u>	<u>0.114</u>
Total	1.950	10.875	1.813

**FY 2009-2014 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 \$3.128 billion in state funds are utilized for a variety of purposes in program development. The \$7.791 billion state highway system program continues emphasis on maintaining the existing state road and bridge system. The proposed six-year program will improve 5,264 miles of highways and replace or rehabilitate 905 bridges. Anticipated accomplishments for the FY 2009-2014 program are summarized in the following table.

**FY 2009-2014 PROGRAM ACCOMPLISHMENTS  
STATE HIGHWAY SYSTEM**

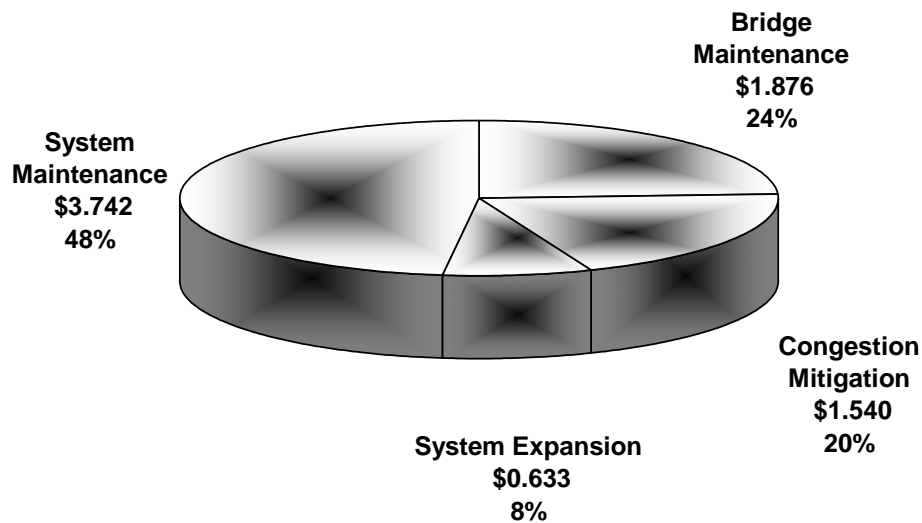
<u>System Maintenance</u>	
Interstate (miles)	454
Non-Interstate (miles)	4,810
Safety Locations (number)	142
<u>Bridge Maintenance</u>	
Interstate (number)	208
Non-Interstate (number)	697
New Bridges (number)	18
Minor Structural Repairs (number)	562
<u>Congestion Mitigation</u>	
Roads (miles)	55
Traffic Improvements (number)	136
<u>System Expansion</u>	
Roads (miles)	1
Locations (number)	3

The FY 2009-2014 state program can be summarized by four major priorities:

- **System Maintenance:** \$3.742 billion is scheduled for reconstruction, resurfacing/widening and safety projects. This includes \$681 million for Interstate resurfacing projects and \$332 million for safety improvements.
- **Bridge Maintenance:** \$1.876 billion is scheduled to address bridge needs.
- **Congestion Mitigation:** \$1.540 billion is scheduled to address traffic congestion. This includes \$477 million for a new bridge over the Mississippi River near East St. Louis and connecting roadways.
- **System Expansion:** \$633 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 72 percent of the state program is allocated to maintaining Illinois roads and bridges. The remaining 28 percent is for congestion mitigation and system expansion projects.

**FY 2009-2014 State Program Distribution  
\$ Billions**



**FY 2009-2014 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 nominally a four-year listing of projects, the funds for the last two years of the FY 2009-2014 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	3603
2	762
3	724
4	684
5	362
6	517
7	419
8	997
9	500
Statewide	1,258
Additional Local Funds	<u>1049</u>
Total	10,875

**Major Project Highlights**

The following major projects are tentatively scheduled during FY 2009-2014.

**Northeastern Illinois**

- **Interstate 55 at Arsenal Road in Will County.** Interchange reconstruction, bridge replacement, land acquisition, lighting and engineering are programmed during FY 2009-2014 at a cost of \$81.2 million. Of this total, \$9.1 million is programmed in FY 2009 for land acquisition 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 from Interstate 80 to Weber Road in Will County.** Construction on the mainline pavement is currently underway with completion anticipated by fall of this year. The FY 2009-2014 Program provides \$22.2 million for noise walls and police hirebacks. Of this total, \$0.4 million is programmed in FY 2009 for police hirebacks.
- **Interstate 55 at Illinois 59 (Cottage Street) in Will County.** Bridge replacement, interchange reconstruction, auxiliary lanes, lighting, retaining wall, construction engineering and utility adjustment are programmed during FY 2009-2014 at a cost of \$27.8 million. Of this total, \$26.7 million is programmed in FY 2009 for bridge replacement, interchange reconstruction, the addition of auxiliary lanes, lighting, retaining wall, construction engineering and utility adjustment.
- **Interstate 55 (Stevenson Expressway) at Central Avenue (including ramps) in Cook County.** Bridge rehabilitation, interchange reconstruction, land acquisition, retaining wall, construction engineering and lighting are programmed during FY 2009-2014 at a cost of \$30.9 million. Of this total, \$0.4 million is programmed for FY 2009 for land acquisition. *This project has been approved for Illinois Major Bridge Program funding.*

- **Interstate 80 from 0.6 mile east of 80<sup>th</sup> Avenue to Interstate 294 in Will County.** Resurfacing on 6.8 miles is programmed during FY 2010-2014 at a cost of \$8.2 million.
- **Interstate 90 (Kennedy Expressway) at Cumberland Avenue in Cook County.** Bridge replacement, intersection improvement, lighting and construction engineering are programmed during FY 2010-2014 at a cost of \$18.5 million. *This project has been approved for Illinois Major Bridge Program funding.*
- **Interstate 94/90 (Dan Ryan Expressway) from 31<sup>st</sup> Street to south of the Interstate 57 Interchange in Cook County.** Construction on the mainline roadway in this segment was completed last fall. The FY 2009-2014 Program provides \$32.8 million for landscaping, fencing, bridge repair, a railroad flagger and knee walls. Of this total, \$24.9 million is programmed in FY 2009 for knee walls, bridge repair, a railroad flagger and landscaping.
- **Interstate 94 (Bishop Ford Expressway) from west of Martin Luther King Drive to US 6 in Cook County.** Resurfacing on 9.6 miles, new signing, bridge replacement at Cottage Grove Road, bridge rehabilitation at the Stony Island Feeder and a pump station at 110<sup>th</sup> Street and Doty Avenue are programmed during FY 2010-2014 at a cost of \$50.6 million. Of this total, \$750,000 is included in FY 2009 for engineering.
- **US 6 (159<sup>th</sup> Street) from Interstate 294 (Tri-State Tollway) to Illinois 1 (Halsted Street).** Reconstruction on 2.3 miles, bridge replacement, new structure, railroad relocation, a railroad flagger, intersection improvement, construction engineering, utility adjustment and lighting are programmed during FY 2009-2014 at an estimated cost of \$73.5 million. Of this total, \$46.8 million is included in FY 2009 for bridge replacement, new structure, utility adjustment, railroad relocation, a railroad flagger and construction engineering. *TEA-21 provided approximately \$1.3 million in HPP funds for this project.*
- **US 12/45 (Mannheim Road) at Franklin Avenue & Soo Railroad.** Bridge replacement, a railroad flagger and construction engineering are programmed during FY 2010-2014 at an estimated cost of \$18.6 million. *This project has been approved for Illinois Major Bridge Program funding.*
- **US 14 from West Lake Shore Drive to Lucas Road.** Additional lanes for 2.6 miles, land acquisition, engineering for contract plans and construction engineering are programmed during FY 2010-2014 at an estimated cost of \$37.1 million.
- **US 14 from Lucas Road to Crystal Lake Avenue and at Ridgefield Road (S JCT).** Additional lanes for 2.2 miles, land acquisition, engineering for contract plans and construction engineering are programmed during FY 2010-2014 at an estimated cost of \$29 million.
- **US 41 at Illinois 132 (Grand Avenue).** Bridge replacement, bridge fabrication, interchange reconstruction, retaining wall, utility adjustment, construction engineering, a railroad flagger and lighting are programmed during FY 2009-2014 at an estimated cost of \$33.3 million. Of this total, \$32 million is included in FY 2009 for bridge replacement, bridge fabrication, interchange reconstruction, retaining wall, utility adjustment, construction engineering, a railroad flagger and lighting.
- **Illinois 21 (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, engineering for right-of-way and contract plans are programmed during FY 2010-2014 at an estimated cost of \$12 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 design, location and

- environmental studies, right-of-way and contract plans and construction engineering are programmed during FY 2009-2014 at an estimated cost of \$39 million. Of this total, \$500,000 is included in FY 2009 for completion of engineering for design, location and environmental studies.
- **Illinois 22 (Half Day Road) at Interstate 94 (Tri-State Tollway).** Bridge replacement, culvert extension, culvert rehabilitation, retaining wall and construction engineering are programmed during FY 2010-2014 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, utility adjustment, a railroad flagger, construction engineering and landscaping are programmed during FY 2010-2014 at an estimated cost of \$23 million.
  - **Illinois 31 at Illinois 176 (East Terra Cotta Avenue) and at Terra Cotta Road.** Intersection reconstruction and land acquisition are programmed during FY 2010-2014 at an estimated cost of \$23.6 million.
  - **Illinois 43 (Harlem Avenue) over US 12/20 (95<sup>th</sup> Street) 0.6 mile north of Interstate 294.** Bridge rehabilitation, bridge widening, interchange reconstruction, pump station, engineering for contract plans and lighting are programmed during FY 2010-2014 at an estimated cost of \$13.2 million.
  - **Illinois 53 (Rohwing Road) from Elgin O'Hare Expressway to Army Trail Road.** Additional lanes for nearly 4 miles, land acquisition and construction engineering are programmed during FY 2010-2014 at an estimated cost of \$52 million.
  - **Illinois 53 from Illinois 64 (North Avenue) to St. Charles Road.** Additional lanes for 1.1 miles, bridge rehabilitation, intersection reconstruction and land acquisition are programmed during FY 2009-2014 at an estimated cost of \$18.6 million. Of this total, \$500,000 is included in FY 2009 for land acquisition and engineering for design, location and environmental studies.
  - **Illinois 56 (Butterfield Road) from west of Illinois 59 (Joliet Road) to Naperville Road.** Additional lanes for 5.3 miles, bridge replacement, land acquisition, engineering for design, location and environmental studies, construction engineering and bikeway are programmed during FY 2009-2014 at an estimated cost of \$71.2 million. Of this total, \$4.8 million is included in FY 2009 for completion of engineering for design, location and environmental studies and land acquisition.
  - **Illinois 59/US 30 (Division Street/Brook Forest Avenue) from Illinois 126 (Lockport Street) to US 52 (Jefferson Street).** Additional lanes for 6.3 miles, new structure, intersection reconstruction, retaining wall, construction engineering, water main, utility adjustment and landscaping are programmed during FY 2009-2014 at an estimated cost of \$69 million. Of this total, \$64 million is included in FY 2009 for additional lanes for 6.3 miles, new structure, intersection reconstruction, retaining wall, construction engineering, water main and utility adjustment.
  - **Illinois 64 (North Avenue) from 7<sup>th</sup> Avenue to Dunham Road.** Reconstruction on 1.2 miles, widening and resurfacing, railroad crossing improvement, retaining wall, land acquisition and lighting are programmed during FY 2009-2014 at an estimated cost of \$10 million. Of this total, \$950,000 is included in FY 2009 for land acquisition.

- **Illinois 64 (North Avenue) from Kautz Road to Illinois 59 (Ingalton Road).** Additional lanes for nearly 3 miles, bridge replacement, retaining wall, land acquisition, construction engineering and lighting are programmed during FY 2010-2014 at an estimated cost of \$43.2 million.
- **Illinois 64 (North Avenue) at Des Plaines River.** Bridge replacement and engineering for contract plans are programmed during FY 2009-2014 at an estimated cost of \$9.8 million. Of this total, \$300,000 is included in FY 2009 for engineering for contract plans. *This project has been approved for Illinois Major Bridge Program funding.*
- **Illinois 83 (Milwaukee Avenue) from Wisconsin State Line to Petite Lake Road.** Widening and resurfacing on 4.6 miles, bi-directional left turn-lane, modernization of traffic signals, signal timing, construction engineering and a railroad flagger are programmed during FY 2010-2014 at an estimated cost of \$21 million.
- **Illinois 83 (Barron Boulevard) at Illinois 120 (Belvidere Road) south to Illinois 137 and at Atkinson Road.** Intersection reconstruction and engineering for contract plans are programmed during FY 2010-2014 at an estimated cost of \$6.4 million.
- **Congress Parkway (Westbound and Eastbound) over South Branch Chicago River.** Bridge rehabilitation, bridge new deck, bridge repair and miscellaneous traffic control are programmed during FY 2010-2014 at an estimated cost of \$22.1 million. *This project has been approved for Illinois Major Bridge Program funding.*
- **DesPlaines River Road from US 12 (Rand Road) to Devon Avenue.** Reconstruction on 3.8 miles, land acquisition, engineering for design, location and environmental studies and right-of-way are programmed during FY 2009-2014 at an estimated cost of \$50.7 million. Of this total, \$250,000 is included in FY 2009 for completion of engineering for design, location and environmental studies.
- **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, engineering for design, location and environmental studies, engineering for contract plans and preliminary engineering project managers are programmed during FY 2009-2014 at an estimated cost of \$164.3 million. Of this total, \$5.5 million is included in FY 2009 for engineering for design, location and environmental studies and preliminary engineering project managers. 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.
- **Southwest Highway over B&O Railroad, Stony Creek and at Ridgeland Avenue.** Bridge replacement, intersection improvement, land acquisition, construction engineering and lighting are programmed during FY 2009-2014 at an estimated cost of \$14.5 million. Of this total, \$2 million is included in FY 2009 for land acquisition. *This project has been approved for Illinois Major Bridge Program funding.*
- **Wolf Road from Illinois 21 (Milwaukee Avenue) to north of Hintz Road.** Widening and resurfacing for 2 miles, bi-directional left turn-lane, land acquisition and lighting are programmed during FY 2010-2014 at an estimated cost of \$6.8 million.
- **Wolf Road from south of Hintz Road to Palatine Road.** Additional lanes for 1 mile is programmed during FY 2010-2014 at an estimated cost of \$7.5 million.

- **31<sup>st</sup> Street over ICG Railroad and METRA Electric Railroad.** Bridge replacement and construction engineering are programmed during FY 2010-2014 at an estimated cost of \$7.8 million. *This project has been approved for Illinois Major Bridge Program funding.*

#### **Downstate Illinois**

- **Interstate 57 from the Coles/Douglas County line to Sadorus Road in Champaign County.** Resurfacing on 22.6 miles, bridge repair and patching are programmed during FY 2009-2014 at a cost of \$22.6 million. Of this total, resurfacing on 10.5 miles and patching are programmed in FY 2009 at a cost of \$13.2 million.
- **Interstate 57 from 2.4 miles north of US 24 to north of Clifton in Iroquois County.** Resurfacing on 12.8 miles, bridge work and engineering for contract plans are programmed during FY 2010-2014 at a cost of \$28.5 million.
- **Interstate 57 from the Kankakee River Bridge to south of the Illinois 50 Interchange in Bourbonnais.** Resurfacing on 3.9 miles, a bridge replacement and vertical realignment for 0.6 mile at the Kankakee River, engineering for contract plans, land acquisition and replacement of bridges at Waldron Road and North Street are programmed during FY 2010-2014 at a cost of \$38.6 million.
- **Interstate 57 from north of the Illinois 50 Interchange to the Will County line.** Resurfacing on 8.6 miles, patching, bridge repair, land acquisition, engineering for contract plans and replacement of bridges at Larry Powers Road and Saint George Road are programmed during FY 2010-2014 at a cost of \$23.4 million.
- **Interstate 57 from 0.7 mile south of Illinois 146 to south of the Union/Johnson County line.** Resurfacing on 7.5 miles and a bridge replacement at Illinois 146 are programmed during FY 2010-2014 at a cost of \$12.7 million.
- **Interstate 57 at the grade separation with new Illinois 13 in Marion.** A bridge replacement, ramp modifications and land acquisition are programmed during FY 2009-2014 at a cost of \$31.1 million.
- **Interstate 57 from north of Illinois 13 in Marion to 1 mile north of Bonnie in Jefferson County line.** Rubblization and overlay on 25.5 miles, bridge replacements and a railroad flagger from the Williamson/Franklin County line to 1 mile north of Bonnie in Jefferson County line and 8 miles of rubblization and overlay in the southbound lanes from north of Illinois 13 in Marion to the Williamson/Franklin County line are programmed during FY 2009-2014 at a cost of \$92.6 million. Of this total, 8.7 miles of rubblization and overlay in the northbound lanes from Illinois 14 to the Franklin/Jefferson County line, bridge replacements and a railroad flagger are programmed in FY 2009 at a cost of \$24.9 million.
- **Interstate 64 from 0.5 mile west of Illinois 4 in St. Clair County to 0.3 mile east of the Clinton County line.** Resurfacing on 7 miles, bridge repair and patching are programmed in FY 2009 at a cost of \$18 million.
- **Interstate 72 from the Macon County line to Mattis Avenue in Champaign.** Resurfacing on 29.9 miles, a railroad flagger and bridge work, including a bridge replacement at Staley Road, are programmed during FY 2010-2014 at a cost of \$32.1 million.
- **Interstate 74/55 from north of Interstate 55 Business Loop at Bloomington to 3.1 miles southeast of County Highway 36 at Downs.** Resurfacing on 13.4 miles, patching, engineering for contract plans, bridge repair and a bridge replacement at Interstate 55 Business are programmed during FY 2010-2014 at a cost of \$21.1 million.

- **Interstate 74/US 6 Mississippi River Corridor in Rock Island County.** Engineering for contract plans and land acquisition are programmed during FY 2009-2014 at a cost of \$32.3 million. Of this total, engineering for contract plans and land acquisition are programmed in FY 2009 at a cost of \$7.7 million. SAFETEA-LU provided \$4.7 million in HPP funds, \$7.5 million in NCII funds, \$11.3 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 74 at Interstate 155 in Morton.** A bridge replacement and land acquisition are programmed during FY 2010-2014 at a cost of \$21.4 million.
- **Interstate 80 from the Mississippi River to 0.8 mile north of Illinois 5/92 in Rock Island County.** Reconstruction on 2.4 miles and an interim resurfacing of the eastbound lanes are programmed in FY 2009 at a cost of \$19.9 million.
- **Interstate 80 from the Henry County line to west of Illinois 251 in Bureau and LaSalle Counties.** Resurfacing on 39.6 miles, bridge replacement or rehabilitation on 15 structures, bridge removal, bridge repair, preliminary engineering, utility adjustments and land acquisition are programmed during FY 2009-2014 at a cost of \$108.3 million. Of this total, resurfacing on 16 miles, bridge replacements at Spring Creek and at the Burlington Northern Santa Fe railroad, bridge removal at the abandoned Chicago Northwestern railroad and preliminary engineering are programmed in FY 2009 at a cost of \$37 million.
- **Interstate 172 from the Interstate 72 Interchange to US 24 northeast of Quincy.** Resurfacing on 20.2 miles and bridge work are programmed during FY 2010-2014 at a cost of \$29.2 million.
- **Interstate 255 from Collinsville Road to Interstate 270.** Resurfacing on 7.1 miles, bridge repair and ramp repair are programmed during FY 2010-2014 at a cost of \$28 million.
- **Interstate 270 from the Mississippi River to east of the County Ditch Bridge.** Resurfacing on 14 miles of mainline pavement and on 6 miles of ramps and collector distributors is programmed in FY 2009 at a cost of \$9.6 million.
- **Interstate 270 at the Chain of Rocks Canal in Madison County.** A bridge replacement, a bridge rehabilitation, land acquisition, utility adjustments, engineering for contract plans and construction engineering are programmed during FY 2010-2014 at a cost of \$73.5 million. *This project has been approved for Illinois Major Bridge Program funding.*
- **Interstate 280/Illinois 92 from the Mississippi River to Airport Road in Rock Island County.** Bridge rehabilitation, new bridge deck, a bridge replacement and engineering for contract plans are programmed during FY 2009-2014 at a cost of \$21.3 million. Of this total, engineering for contract plans is programmed in FY 2009 at a cost of \$1.1 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 20 (Rockford Bypass) from Weldon Road west of Rockford to Interstate 39 in Rockford.** Bridge work at Weldon Road and Meridian Road, a bridge replacement at 20<sup>th</sup> Street, interchange reconstruction and bridge replacements at Illinois 2 and bridge replacements, a median crossover and reconstruction on 0.3 mile at the west and east channel of the Rock River are programmed during FY 2009-2014 at a cost of \$36.9 million. Land acquisition, engineering for location, environmental and design studies and engineering for contract plans are programmed during FY 2009-2014 at a cost of \$9.1million. Of this total, engineering for location, environmental and design studies from Illinois 2 to Interstate 39 and bridge work at Illinois 2 are programmed in FY 2009 at a cost of \$900,000.

- **US 51 from south of Decatur to Centralia.** Phase I engineering for location, environmental and design studies from south of Decatur to south of Pana is complete at a cost of \$2.6 million. Currently, 18.2 miles of four-lane expressway is complete and opened to traffic from north of Elwin to 0.1 mile north of Township Road 306 at a cost of \$74.6 million.
  - Engineering for contract plans and land acquisition are under way from 0.1 mile north of Township Road 306 to the Shelby County line south of Pana at a cost of \$2.5 million. Continuation of this engineering and land acquisition was programmed in FY 2008 at a cost of \$1.4 million.
  - Phase I engineering for location, environmental and design studies from south of Pana to Centralia is under way. The start of this Phase I engineering is programmed in FY 2008 at a cost of \$4.5 million. The continuation of engineering for location, environmental and design studies from Pana to Centralia is programmed during FY 2010-2014 at a cost of \$3 million. 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 220 miles from Rock Island south to Alton.** The two and four lane corridor improvement costs awarded to date total more than \$724 million and \$113.3 million in projects are programmed during FY 2009--2014. Of this total, \$20.5 million is programmed in FY 2009. 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 US 136 east of Macomb to Illinois 101.** Archaeological survey and engineering for contract plans are programmed during FY 2009-2014 at a cost of \$3.1 million. Of this total, engineering for contract plans is programmed in FY 2009 at a cost of \$2.4 million. SAFETEA-LU provided \$1.6 million in HPP funds for this work.
  - **US 67 from 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 2009-2014 at a cost of \$7.0 million. Of this total, engineering for contract plans and a portion of the land acquisition are programmed in FY 2009 at a cost of \$6.5 million. SAFETEA-LU provided \$5.6 million in HPP funds and \$2 million in TI funds for this work.
  - **US 67 from Godfrey to the Scott County Line.** Construction of new bridges and culverts, a bridge replacement, grading, construction engineering, engineering for contract plans, land acquisition and utility adjustments are programmed during FY 2009-2014 at a cost of \$57.6 million. Of this total, engineering for contract plans, land acquisition and construction of a new bridge are programmed in FY 2009 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. Paving and signing for the 2.7-mile section from Fosterburg Road to Seminary Road are under way. The completion of contract plans and construction of the remaining 3.9 miles of mainline pavement, 1.2 miles of construction on cross streets and associated work from Seminary Road to US 67 in Godfrey are programmed during FY 2009-2014 at a cost of \$45.6 million. Of this total, engineering for contract plans, utility adjustments, land acquisition, demolition and cross street construction are programmed in FY 2009 at a cost of \$9.1 million.
  
- **Illinois 3 Relocation from Cahokia to Venice.** Demolition is programmed during FY 2009 at a cost of \$70,000. There is an additional \$79.3 million for 2.1 miles of new roadway construction, new bridges, railroad relocation, demolition, land acquisition, utility adjustments and engineering for contract plans contingent upon securing additional special federal funds.

- **Illinois 15 over the Wabash River at Mt. Carmel.** Construction of the new bridge was awarded on December 31, 2007 at a cost of \$29.8 million. Illinois is responsible for construction of the Illinois approach roadway programmed in FY 2009 at a cost of \$700,000. 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 is 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. *This project has been approved for Illinois Major Bridge Program funding.*
- **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 improvements, land acquisition and utility adjustments are programmed during FY 2009-2014 at a cost of \$17.5 million. Of this total, land acquisition is programmed in FY 2009 at a cost of \$2 million.
- **Illinois 78 at the Sangamon River, Big Lake Overflow and Wolfe Lake in Cass and Mason Counties.** Bridge replacement, engineering for contract plans, land acquisition and utility adjustments are programmed during FY 2009-2014 at a cost of \$24.5 million. Of this total, engineering for contract plans, land acquisition and utility adjustments are programmed in FY 2009 at a cost of \$450,000.
- **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 2009-2014 at a cost of \$25.9 million. Of this total, widening and resurfacing on 4.9 miles, left-turn lanes, land acquisition and utility adjustments are programmed in FY 2009 at a cost of \$11.3 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 geotechnical plans and contract plans are programmed during FY 2009-2014 at a cost of \$10.5 million. Of this total, the continuation of engineering for location, environmental and design studies and the engineering for geotechnical plans are programmed in FY 2009 at a cost of \$2.2 million. SAFETEA-LU provided \$5.2 million in HPP funds and \$2 million in TI funds for this work.
- **New Mississippi River Bridge at East St. Louis, Illinois and St. Louis, Missouri.** Engineering for contract plans, public relations, archaeological survey, land acquisition, utility adjustments, new bridges, bridge rehabilitation, grading and paving are programmed during FY 2009-2014 at a cost of \$477 million. Of this total, engineering for contract plans, public relations, archaeological survey, land acquisition, utility adjustments, new bridges, grading and paving are programmed in FY 2009 at a cost of \$16 million. SAFETEA-LU provided \$150 million in PNRS funds and \$14 million in TI funds for this project.

### **Major Unfunded Needs**

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

- **Central Avenue from 63<sup>rd</sup> Street to 87<sup>th</sup> 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. Design approval is expected to be obtained by the end of 2009. The FY 2009-2014 program includes \$111.4 million towards the ultimate corridor improvement. This amount includes \$3.8 million of federal HPP funds provided by TEA-21. 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 between \$350 and \$400 million. This does not include the cost of environmental clean-up.

- **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 annual element of the FY 2009-2014 program, along with \$1 million in required 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 early 2009.
- **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 2009-2014 program includes \$63.3 million for this project: \$42.7 million in federal funds, \$5.3 million in local funds and \$15.3 million in State participation. During 2008 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 North Arm Brewster Creek. The construction of the main river crossing and entire roadway system is expected to start during the summer 2009 construction season. The corridor is expected to be open to vehicular traffic in late 2010.
- **Red Gate Corridor in St. Charles.** 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 summer 2008.
- **Prairie Parkway from Interstate 80 in Grundy County to Interstate 88 in Kane County.** Land acquisition, utility adjustments, wetland mitigation, 5 miles of paving and grading, new bridges and construction engineering from south of Illinois 71 to US 34 in Kendall County and land acquisition from Interstate 80 in Grundy County to Interstate 88 in Kane County are programmed during FY 2009-2014 at a cost of \$182.4 million. Of this total, land acquisition is programmed in FY 2009 at a cost of \$16 million. Construction of 1.9 miles of additional lanes, turning lanes, a bridge and construction engineering for US 34 at the future interchange with Prairie Parkway are programmed during FY 2010-2014 at a cost of \$15.6 million. Widening and resurfacing for 1.1 miles and addition of turning lanes on Illinois 71 at the future interchange with Prairie Parkway are programmed during

FY 2010-2014 at a cost of \$11.1 million. 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 NCIP funds for this work.

The Prairie Parkway Preliminary Engineering Study that includes environmental and design studies is nearing completion. A Preferred Alternative was selected June 1, 2007 which includes 37 miles of new four-lane freeway from Interstate 80 near Minooka to Interstate 88 near Kaneville, and the widening of Illinois 47 to a four-lane highway for 12 miles between Interstate 80 and Caton Farm Road. The Final Environmental Impact Statement (FEIS) was approved by IDOT and FHWA and published in the Federal Register on February 29, 2008. Currently, IDOT is replying to all comments and plans on issuing a Record of Decision by early summer 2008.

- **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 \$315 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 would 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.

IDOT is the lead agency for engineering on both of these SAFETEA-LU projects of national and regional significance. SAFETEA-LU provided a combined total of \$140 million for the projects. The FY 2009-2014 program includes a total of \$164.3 million for these two projects (\$131.4 million federal funds and \$32.9 million of required state match). The FY 2009 program includes \$5.5 million for the continuation of 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 2009-2014 program includes \$2 million for the initiation of engineering for contract plans. The FY 2010-2014 portion of the program includes \$4 million for the continuation of engineering for contract plans.

### **Funding for Locally Implemented Projects**

The \$3.084 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.** Nearly \$41 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.** \$409 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). A second round of applications is currently underway. 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.** \$643 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 Illinois Major Bridge Program (IMBP) targets deficient highway bridge projects that exceed replacement or rehabilitation costs of \$5 million for state bridges and \$1 million for local bridges.

The IMBP 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 2009-2014 IMBP identifies \$256 million of federal bridge funds for 37 local projects and 15 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 2008, listing the accomplishments of the FY 2008 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 2009-2014 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](http://www.dot.il.gov).

Public comments on the FY 2009-2014 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  
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**DISTRICT 5**  
13473 IL Hwy. 133  
P. O. BOX 610  
PARIS, ILLINOIS 61944-0610  
PHONE: 217/465-4181

**Region 4**  
**Roger L. Driskell**

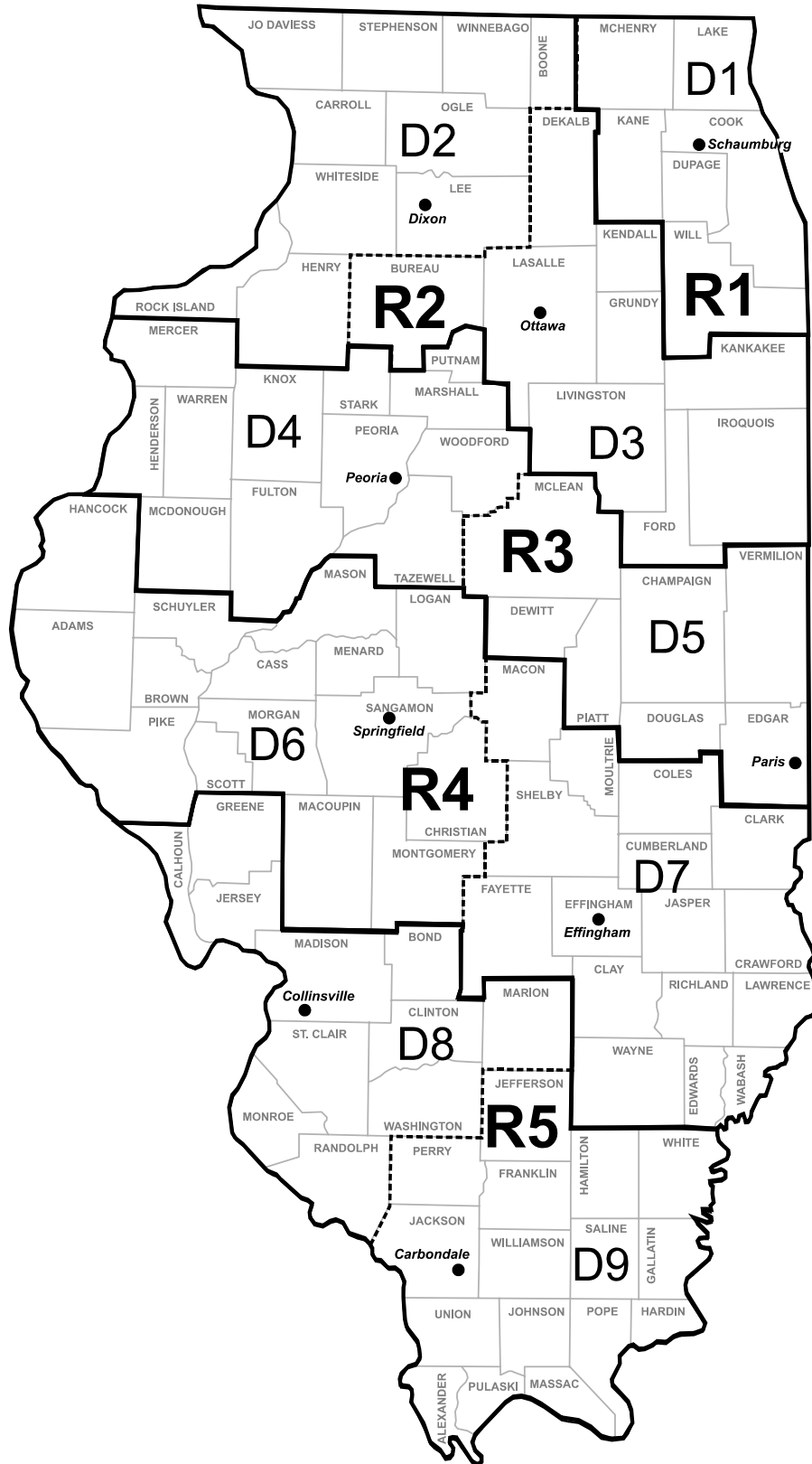
**DISTRICT 6**  
126 EAST ASH STREET  
SPRINGFIELD, ILLINOIS 62704-4792  
PHONE: 217/782-7301

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



May 2008



Issue / Comment

Questions / Comments

**Please Print**

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

**For Office Use Only**  
Detailed Location Description

**Return To:**  
Illinois Department of Transportation  
Office of Statewide Program Planning  
Room 307  
2300 South Dirksen Parkway  
Springfield, Illinois 62764

Date Received:	
Reviewed By:	