

## EXECUTIVE SUMMARY

The Illinois Department of Transportation's FY 2007-2012 Proposed Highway Improvement Program totals \$10.425 billion and includes a FY 2007 annual program of \$1.975 billion. Funding for the 6-year program is made up of \$7.085 billion in federal funds, \$2.695 billion in state funds and \$645 million in local funds. In addition to this program, Governor Rod R. Blagojevich has proposed the Jobs for Illinois program that will authorize \$2.325 billion of Transportation Series A bonds for highway improvements that will bolster job creation throughout the state of Illinois. The new projects associated with this program are listed separately as an Appendix in this document.

New 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 new federal legislation authorizes 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 earmark 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 some have been scheduled in this six-year program, while others have not. The earmarks are found in four distinct 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 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 revenue projections are not meeting expectations due to consumer reaction to increased gasoline prices. As a result of this consumer reaction, IDOT has also revised its revenue estimates for state motor fuel tax and vehicle registration receipts. On the cost side, 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 the previous proposed highway improvement program, cost increases in the range of 15-20 percent or more are common. Dramatic project cost increases with little prospect for immediate relief limit IDOT's ability to add new maintenance projects to the program.

As a result, the current goal for IDOT 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. IDOT 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. Only a 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 roadway miles and bridges in Illinois is deteriorating at a more rapid rate. A concerted effort is being made to keep the bridge system condition at or near current condition and roadways as safe and well-maintained as possible.

The FY 2007-2012 Proposed Highway Improvement Program will:

- Provide funding to improve over 4,280 miles of highways and replace or rehabilitate 884 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 31<sup>st</sup> Street to Interstate 57 and Interstate 80 (Kingery) from Interstate 94 to the Indiana state line.
- Provide for re-investment in downstate Illinois for interstate highways such as Interstate 80 from the Henry County line to west of Illinois 251 in Bureau County.
- Provide \$315 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 IDOT's regular highway improvement program and by targeting specific fatal and severe crash locations and addressing statewide safety concerns.

The following \$10.425 billion program outline for FY 2007-2012 is IDOT's six-year plan. IDOT will publish the final annual program for FY 2007 later this spring.

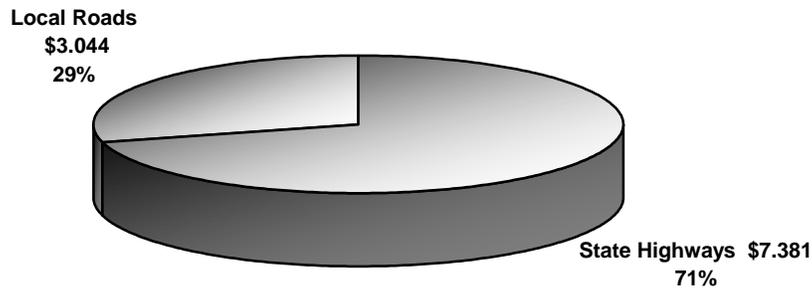
### **FY 2007-2012 Program Funding**

The \$10.425 billion highway improvement program for FY 2007-2012 includes \$7.381 billion for improvements to the state highway system with \$3.044 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 2007-2012.

**FY 2007-2012 PROGRAM DISTRIBUTION  
(\$Billions)**

<u>Program Distribution</u>	<u>FY 2007</u>	<u>Total FY 2007-2012</u>	<u>Average Annual FY 2007-2012</u>
State Highways	1.342	7.381	1.230
Local Roads and Streets	0.633	3.044	0.508
Total	1.975	10.425	1.738

**FY 2007-2012 Program Distribution  
\$ Billions**



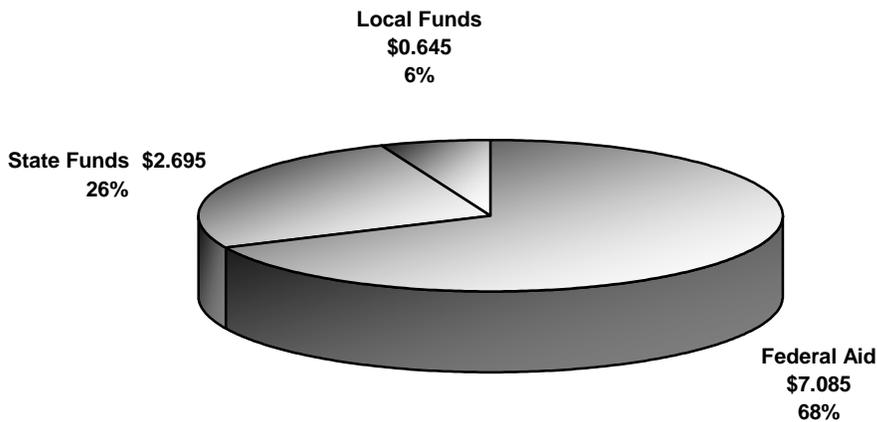
**Federal Funding**

The \$7.085 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 ranging from 85 to 90 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 2007-2012.

**FY 2007-2012 PROGRAM FUNDING  
(\$Billions)**

<u>Fund Source</u>	<u>FY 2007</u>	<u>Total FY 2007-2012</u>	<u>Average Annual FY 2007-2012</u>
Federal Aid	1.167	7.085	1.181
State Funds	0.689	2.695	0.449
Local Funds	0.119	0.645	0.108
Total	1.975	10.425	1.738

**FY 2007-2012 Program Fund Sources  
\$ Billions**



**Funding for State Projects**

State funds for highway projects are normally generated from motor fuel taxes and motor vehicle registration fees. The \$2.695 billion in state funds are utilized for a variety of purposes in program development. The \$7.381 billion state highway system program continues IDOT emphasis on maintaining the existing state road and bridge system. The proposed six-year program will improve over 4,280 miles of highways and replace or rehabilitate 884 bridges. Anticipated accomplishments for the FY 2007-2012 program are summarized in the following table.

**FY 2007-2012 PROGRAM ACCOMPLISHMENTS  
STATE HIGHWAY SYSTEM**

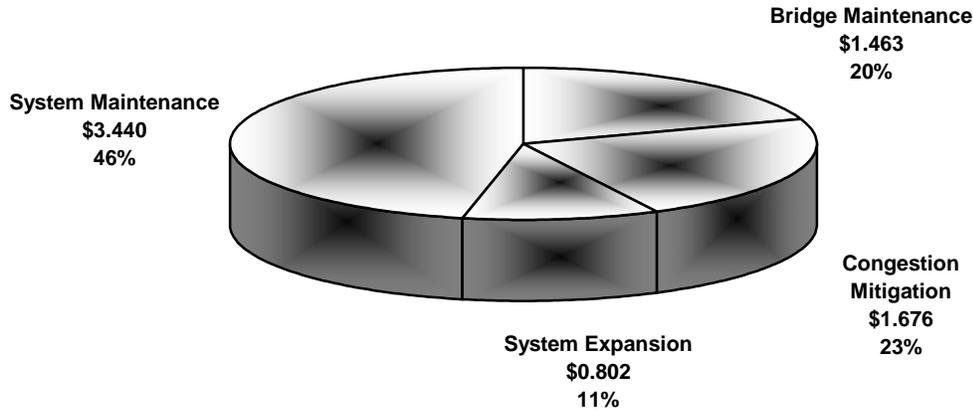
<u>System Maintenance</u>	
Interstate (miles)	527
Non-Interstate (miles)	3,756
Safety Locations (number)	291
<u>Bridge Maintenance</u>	
Interstate (number)	191
Non-Interstate (number)	693
New Bridges (number)	50
<u>Congestion Mitigation</u>	
Roads (miles)	85
Traffic Improvements (number)	136
<u>System Expansion</u>	
Roads (miles)	91
Locations (number)	10

The FY 2007-2012 state program can be summarized by four major priorities:

- System Maintenance: \$3.440 billion is scheduled for reconstruction, resurfacing/widening and safety projects. This includes \$640 million for Interstate resurfacing projects and \$222 million for safety improvements.
- Bridge Maintenance: \$1.463 billion is scheduled to address bridge needs.
- Congestion Mitigation: \$1.676 billion is scheduled to address traffic congestion. This includes \$123 million added in this program for additional lanes on Interstate 55 in Will County.
- System Expansion: \$802 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 66 percent of the state program is allocated to maintaining Illinois roads and bridges. The remaining 34 percent is for congestion mitigation and system expansion projects.

**FY 2007-2012 State Program Distribution  
\$ Billions**



**FY 2007-2012 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 2007-2012 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 2007 dollars.

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

<u>District</u>	<u>State and Local Project Total</u>
1	3,643
2	631
3	856
4	589
5	293
6	433
7	345
8	924
9	517
Statewide	1,143
Additional Local Funds	<u>1,076</u>
Total	10,425

## **Major Project Highlights**

The following major projects are tentatively scheduled during FY 2007-2012.

### **Northeastern Illinois**

- **Interstate 55 from Interstate 80 to Weber Road in Will County.** Engineering for contract plans, additional lanes and widening and resurfacing for 14.5 miles, bridge repair and widening, noise barriers, shoulder repair and construction engineering are programmed during FY 2007-2012 at a cost of \$111.4 million. Of this total, \$90.8 million is programmed in FY 2007 for engineering for contract plans, construction and construction engineering. SAFETEA-LU provided \$2.8 million in HPP funds for this project. The Jobs For Illinois Program proposes an additional \$67 million necessary to fully fund this project.
- **Interstate 55 at Arsenal Road in Will County.** Interchange reconstruction, bridge replacement, land acquisition, lighting, engineering for contract plans and construction engineering are programmed during FY 2008-2012 at a cost of \$33.3 million. This work is being done in conjunction with the development of the Joliet Arsenal facility which, when completed, will be the largest intermodal facility in the nation.
- **Interstate 80 (Kingery Expressway) from Interstate 94 (Bishop Ford Expressway) to Indiana state line in Cook County.** The four-year Kingery reconstruction project is approaching its final stage as construction on the mainline begins this spring along with the construction of a new tri-level structure connecting I-80 to southbound Illinois 394. There is \$11.3 million programmed in FY 2007 for construction engineering and landscaping. The project is anticipated to be completed by spring 2007.
- **Interstate 94/90 (Dan Ryan Expressway) from 31<sup>st</sup> 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 programmed during FY 2007-2012 at a cost of \$359.4 million. Of this total, \$317.8 million is programmed in FY 2007 for additional ramps, bridge repairs, reconstruction and construction engineering.
- **US 6 (159<sup>th</sup> Street) from Interstate 294 to Illinois 1 (Halsted Street).** Reconstruction on 2.3 miles, bridge replacement, railroad relocation, intersection improvement, engineering for contract plans, construction engineering, utility adjustment and lighting are programmed during FY 2007-2012 at an estimated cost of \$55.3 million. Of this total, \$6.3 is included in FY 2007 for bridge replacement, railroad relocation, engineering for contract plans, construction engineering and utility adjustment. 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 2008-2012 at an estimated cost of \$45 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 2008-2012 at an estimated cost of \$37.8 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 and construction engineering are programmed during FY 2008-2012 at an estimated cost of \$21.3 million.
- **Illinois 56 (Butterfield Road) from Illinois 59 (Joliet Road) to Naperville Road.** Additional lanes for 5.3 miles, bridge widening, bridge repair, land acquisition and construction engineering are programmed during FY 2008-2012 at an estimated cost of \$73.4 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, retaining wall, construction engineering, land acquisition and landscaping are programmed during FY 2007-2012 at an estimated cost of \$86.3 million. Of this total, \$2 million is included in FY 2007 for land acquisition.
- **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 2008-2012 at an estimated cost of \$41 million.

#### Downstate Illinois

- **Interstate 55/70 Poplar Street Complex in East St. Louis.** Bridge repair and bridge deck overlay on the Tudor/Piggot Ramps and on the Interstate 70 Collector/Distributor are programmed during FY 2007-2012 at a cost of \$27.7 million. Of this total, \$8.5 million is programmed in FY 2007.
- **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. Construction and associated work are programmed during FY 2007-2012 at a cost of \$9.9 million. Of this total, engineering for contract plans is programmed in FY 2007 at a cost of \$1 million. There is an additional \$172.4 million of work on the Tri-Level and the Interstate 64 connector that is contingent on securing additional special federal funds.
- **Interstate 57 from north of Illinois 13 in Marion to the Jefferson County line.** Rubblization and overlay on 26.6 miles are programmed during FY 2008-2012 at a cost of \$55.6 million. In addition, bridge work near West Frankfort and south of West City is programmed during FY 2008-2012 at a cost of \$6.9 million.
- **US 20 from Galena to Freeport.** The final Environmental Impact Statement (EIS) and design report for this project has been approved by the Federal Highway Administration and the Record of Decision was signed September 22, 2005. Phase II engineering for contract plans and land acquisition for the Galena Bypass are under way.
  - **US 20 (Galena Bypass) from Illinois 84 northwest of Galena to Horseshoe Mound Interchange southeast of Galena.** The proposed bond program provides \$13.2 million for utility adjustments, land acquisition, archaeological survey and engineering for contract plans. SAFETEA-LU provided \$7.44 million in HPP funds for this work. (Northwest Region)
  - **US 20 (Freeport Bypass) from US 20 Business west of Freeport to west of Illinois 26.** The proposed bond program provides \$20.5 million for additional lanes for 4 miles, a new bridge, land acquisition, utility adjustments and engineering for contract plans. SAFETEA-LU provided \$760,000 in HPP funds for this work. (Northern Stateline Region)

- **US 51 – Decatur to Pana.** Since 1990, IDOT has invested \$43.9 million on upgrading US 51 to four lanes south of Decatur, including the completed construction for 9.2 miles from north of Elwin to north of the Macon/Shelby County line. New construction for 3.5 miles from 0.9 mile south of the Shelby County line south of Moweaqua to 0.1 mile north of Township Road 306 is under way. The remaining work to complete the 8.6-mile section from 0.1 mile north of Township Road 306 to 2.9 miles north of Illinois 16 north of Pana is not currently funded.
  - **US 51 (Assumption Bypass) from 1.5 miles north of Assumption to 1.1 miles south.** The proposed bond program provides \$21.1 million for new roadway construction of 4 miles of a four-lane expressway, land acquisition and utility adjustments. SAFETEA-LU provided \$14.1 million in HPP funds and \$2.75 million in TI funds for this work. (Central Region)
  - **US 51 from south of Pana to Centralia.** Engineering for design, location and environmental studies and engineering for contract plans are programmed during FY 2007-2012 at a cost of \$8.9 million. Of this total, engineering for design, location and environmental studies is programmed in FY 2007 at a cost of \$1.5 million. SAFETEA-LU provided \$2.4 million in HPP funds and \$4.8 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 \$708 million and \$121.9 million in projects are programmed during FY 2007-2012. Of this total, \$2.95 million is programmed in FY 2007. The estimated unfunded cost to complete the four-lane sections in the US 67 corridor from Macomb southward to the Alton Bypass exceeds \$1.6 billion.
  - **US 67/US 136/Illinois 336 – Macomb Bypass from US 136 (Jackson Street) in Macomb to US 136 northeast of Macomb.** The proposed bond program provides \$30.5 million for a new interchange, a new bridge, land acquisition and engineering for contract plans. (West Central Region)
  - **US 67 from North of Industry to Illinois 101.** Engineering for contract plans is programmed during FY 2007-2012 at a cost of \$2.3 million. SAFETEA-LU provided \$1.6 million in HPP funds for this work.
  - **US 67 from the Cass County line 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 2007-2012 at a cost of \$13 million. Of this total, a portion of both engineering for contract plans and land acquisition are programmed in FY 2007 at a cost of \$1.95 million. SAFETEA-LU provided \$5.6 million in HPP funds and \$2 million in TI funds for this work.
  - **US 67 from Jerseyville to the Scott County line.** The proposed bond program provides \$24.2 million for engineering for contract plans. (Central Region)
  - **US 67 (Jerseyville Bypass) at Dearcy Creek, at a tributary of Dearcy Creek and at Illinois 16.** The proposed bond program provides \$23.9 million for 0.4 mile of grading, three new bridges, a culvert, a bridge replacement, land acquisition, utility adjustments, construction engineering and engineering for contract plans. SAFETEA-LU provided \$8.36 million in HPP funds for this work. (Southwest Region)
  - **US 67 from Godfrey to Jerseyville in Madison County and Jersey County.** Construction of new bridges, construction engineering, engineering for contract plans, land acquisition and utility adjustments are programmed during FY 2007-2012 at a cost of \$27.6 million. Of this total, land acquisition is programmed in FY 2007 at a cost of \$500,000. TEA-21 provided \$12.2 million in HPP funds for this project.

- **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 6.5-mile segment from Interstate 270 to Illinois 143 is open to traffic. Construction on the 7.2-mile segment from Illinois 143 to Fosterburg Road is under way. Completion of contract plans and construction of the remaining 6.1 miles of mainline pavement, 1.7 miles of construction on cross streets and associated work from Fosterburg Road to US 67 in Godfrey are programmed during FY 2007-2012 at a cost of \$79 million. Of this total, land acquisition is programmed in FY 2007 at a cost of \$500,000.
- **Illinois 3 Relocation from Cahokia to Venice.** Archaeological survey work is programmed during FY 2007-2012 at a cost of \$6 million. Of this total, \$1.5 million is programmed in FY 2007 for this work. There is an additional \$80.8 million for new construction, new bridges, land acquisition and utility adjustments contingent on securing additional special federal funds.
- **US 136/Illinois 336 - Quincy to Macomb Corridor.** A new four-lane highway for 21.3 miles from US 24 near Quincy to 3 miles south of Carthage and 1.2 miles from County Highway 18 to Deere Road west of Macomb is open to traffic. The construction to provide 5 miles of four lanes and an interchange from 3 miles south of Carthage to 2 miles east of Carthage and the construction to provide 1.1 miles of five lanes from US 136 east of Township Road 266 to County Highway 18 are under way. Grading and drainage work for a 0.72-mile section is under way from 0.5 mile south of US 136 to 1 mile south of US 136 near the west edge of Macomb. The work to finish the remaining 20.3 miles of four-lane highway from 2 miles east of Carthage to US 136 east of Township Road 266 is fully funded. Land acquisition and construction from 2 miles east of Carthage to US 136 east of Township Road 226 west of Macomb are programmed during FY 2007 at a cost of \$119.1 million.
- **Macomb to Peoria Corridor Study (Illinois 336).** Engineering for location, design and environmental studies began in fall 2002. The continuation of engineering for location, design and environmental studies and engineering for contract plans are programmed during FY 2008-2012 at a cost of \$11.5 million. SAFETEA-LU provided \$5.2 million in HPP funds and \$2 million in TI 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, intersection improvement, resurfacing on 2.6 miles and associated work are programmed during FY 2007-2012 at a cost of \$21.5 million. Of this total, construction of additional lanes, intersection improvement, resurfacing on 0.9 mile and land acquisition are programmed in FY 2007 at a cost of \$6.1 million.

### 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.** This proposed improvement includes reconstruction of Central Avenue as well as construction of a new roadway link connecting both routes. The overall objective of this 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. Design approval is anticipated by summer 2007. The FY 2007-2012 program includes \$40.4 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 \$362 million.

- **East St. Louis, Illinois and St. Louis, Missouri: New Mississippi River Bridge (NMRB).** Engineering for location, design and environmental studies for a new bridge and its roadway connections between East St. Louis and the central business district in St. Louis, Missouri is complete. This engineering was initiated in FY 1992 with Illinois as the lead agency and Missouri sharing in the costs.

Land acquisition and engineering for contract plans are under way. The FY 2007-2012 program provides \$286.4 million for land acquisition, engineering, utility adjustments, bridge work, railroad relocation, grading and construction engineering. Of this total, \$44.9 million is included in FY 2007 for engineering, bridge work and utility adjustments. SAFETEA-LU provided \$10.2 million of PNRS funds and \$6.6 million of TI funds for this project in FY 2007. In the FY 2008-2012 portion of the FY 2007-2012 program, SAFETEA-LU provides \$140.3 million of PNRS funds and \$480,000 of TI funds. There is an additional \$49.6 million of work contingent on securing additional special federal funds.

The cost to complete this project is currently estimated to be approximately \$910 million. This complex project is expected to take approximately eight years to complete. The construction timeline will require special federal funding support beyond the recently enacted transportation bill.

The construction of the New Mississippi River Bridge is being coordinated with the relocation of Illinois 3 from Venice to Sauget/Cahokia and the Interstate 55/64/70 Tri-Level reconstruction in East St. Louis.

- **Fox River Bridge Corridors.** Additional river crossings over the Fox River have been studied since the early 1990s. 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.** This corridor extends 5.2 miles from Huntley Road (1 mile west of Randall Road) on the west to Illinois 62 on the east and includes a new bridge over the Fox River. The roadway corridor is new and generally follows township lines in northern Kane County. The proposed roadway will traverse the communities of Algonquin, Carpentersville, Barrington Hills and unincorporated Kane County. Design approval is anticipated in summer 2006. SAFETEA-LU provided \$4 million for this project, which is included within the FY 2007-2012 program, along with the required \$1 million in local matching funds. The total cost of this project is currently estimated at \$90 million. Engineering for contract plans, remaining land acquisition and construction are estimated at \$80 million and are unfunded.
  - **Chicago Central & Pacific (CC&P) Stearns Road Corridor in South Elgin.** This 4.9-mile corridor is an east-west four-lane arterial roadway with median approaching from the east and the west to a new bridge over the Fox River. The western portion of the proposed road provides a new link across the Fox River between Randall Road and Illinois 25, Stearns Road and Dunham Road to facilitate through traffic and the linkage to the new river crossing. Other intersecting roads will be improved throughout the corridor. Design approval is anticipated in spring 2006. The total cost of this project is estimated at \$145 million. The FY 2007-2012 program includes \$102.5 million for this project: \$70.4 million in SAFETEA-LU funds, \$17.6 million of local funds and \$14.5 million in state participation.
  - **Red Gate Corridor in St. Charles and Wayne.** The city of St. Charles is the lead agency on this project. Estimated to cost \$30 million and targeted for completion by 2010, the bridge would connect Illinois 31 and Illinois 25 about 2.6 miles north of Illinois 64 at Red Gate Road on the west bank with Army Trail Road on the east bank. Land acquisition is essentially completed. Design approval is anticipated by fall 2006. The FY 2007-2012 program includes \$6 million for this project.

- **Prairie Parkway.** Continuation of the Prairie Parkway Preliminary Engineering Study of the corridor from Interstate 80 in Grundy County to Interstate 88 in Kane County, engineering for contract plans, land acquisition, other pre-construction activities and construction of improvements from Illinois 71 in Kendall County to US 30 in Kane County are programmed during FY 2007-2012 at a cost of \$263.3 million. Of this total, completion of engineering studies and the beginning of engineering for contract plans are programmed in FY 2007 at a cost of \$19.7 million. A previous 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 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.
  
- **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.
  
- **O’Hare Western Access:** Western access to O’Hare International Airport (O’Hare) will be provided by three related, yet separate projects: extension of the Elgin O’Hare Expressway, construction of an O’Hare Bypass or “Ring Road” and construction of additional lanes on Interstate 90. All three projects for western O’Hare access are needed because projected traffic volumes on the Elgin-O’Hare Extension require it to connect to an interstate-type facility (an O’Hare Bypass), and projected traffic volumes on an O’Hare Bypass requires additional lanes on Interstate 90. SAFETEA-LU provided \$140 million towards the cost of constructing the Elgin O’Hare Extension and an O’Hare Bypass.
  - **Extension of the Elgin-O’Hare Expressway from Interstate 290 to an O’Hare Bypass.** IDOT is the lead agency for this project. Previous investment by IDOT had been limited to protective acquisition of property needed for the Elgin O’Hare Extension. The FY 2007-2012 program includes \$47.3 million towards engineering for design, location and environmental studies, preliminary engineering project managers, land acquisition and construction. Of this total, \$2 million is included in FY 2007 to initiate Phase I engineering and for preliminary engineering project managers. The total cost of this project is estimated at \$600 million.
  
  - **Construction of an O’Hare Bypass – from Interstate 294 (Tri-State Tollway) to Interstate 90.** It is anticipated that IDOT will be the lead agency on engineering for this project and that the Illinois State Toll Highway Authority will be the lead agency for construction. The FY 2007-2012 program includes \$47.7 million towards engineering for design, location and environmental studies, engineering for contract plans, preliminary engineering project managers and construction. Of this total, \$3 million is included in FY 2007 to initiate Phase I engineering for design, location and environmental studies.
  
  - **Interstate 90 from Barrington Road to Interstate 294 (Tri-State Tollway).** The Illinois State Toll Highway Authority will be the lead agency on this project. It is estimated that completion of an O’Hare Bypass and construction of additional lanes on Interstate 90 will cost approximately \$1.3 billion.

- **Illinois 19 (Irving Park Road) at York Road in Bensenville.** This project is a component of the expansion of O'Hare International Airport and involves construction of a railroad grade separation at this location. DuPage County is the lead agency on engineering for design, location and environmental studies. Design approval is anticipated by summer 2006. The FY 2007-2012 program includes \$6.5 million for IDOT's cost participation in engineering for design, location and environmental studies and engineering for contract plans.

### **Jobs for Illinois**

Jobs for Illinois is Governor Rod R. Blagojevich's comprehensive plan for restoring economic opportunity to Illinois, an approach designed to create jobs and spur growth. This is a new approach to economic development in Illinois that will dedicate approximately \$2.325 billion in new bond funding for highway projects concentrating on the needs of each region, recognizing that local communities understand their needs the best. Jobs for Illinois is the result of extensive community input obtained through a series of economic summits with regional business leaders, local elected officials and economic development professionals who identified specific needs and priorities.

Highway projects are an integral part of Jobs for Illinois. IDOT assisted in identifying a variety of projects in each region. The mix of projects includes delivery of construction projects in the near term and engineering for projects that will be critical for supporting economic development in the future. Some projects are smaller in scale while others are large, but all share the goal of economic development for Illinois.

Another major component of Jobs for Illinois is CREATE, the Chicago Region Environmental and Transportation Efficiency Program. CREATE is a program of national scope and significance. Chicago is the nation's busiest rail freight gateway and the world's third largest intermodal port. With over one-third of our nation's goods and products moving from or through Chicago, the area's rail network is crucial to the local, regional and national economy.

With rail freight volume expected to double in the next 20 years, the infrastructure to support these freight movements must be in place to support this growth. The CREATE program, a public-private partnership, will improve passenger and freight rail service, reduce motorist delays, increase safety, improve air quality and create jobs. The total anticipated cost of the CREATE program is \$1.5 billion, with only a portion coming from Jobs for Illinois. SAFETEA-LU included \$100 million of PNRS funds for CREATE.

To jump-start the CREATE process, IDOT through its Bureau of Railroads, has contributed \$10 million in funds matched by \$2.5 million from the freight railroads for preliminary engineering work. These project locations have been agreed upon by IDOT, the city of Chicago and the Association of American Railroads (AAR).

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

The \$3.044 billion local program includes federal, state and local funds for highway improvements identified by local units of government. Included in this program is \$315 million in state funds over six years designed to address specific local needs. This includes \$78 million for a County Consolidated Program, \$14 million for High-Growth Cities, \$35 million for Needy Townships, \$90 million for the Township Bridge Program, \$42 million for upgrading local truck routes, \$39 million for state matching assistance and \$19 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.** \$67 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.** \$299 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 IDOT 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 \$175 million for transportation enhancement projects. Projects for the first round of funding under SAFETEA-LU are currently being considered. Previously, TEA-21 solicitations allowed for two rounds of projects and the 137 approved projects totaled approximately \$151 million. Implementation of TEA-21 projects is ongoing. New SAFETEA-LU projects will be approved in early 2006 and implementation will begin in FY 2007.
- **Congestion Mitigation/Air Quality (CMAQ) Program.** \$636 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 are 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**

IDOT'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 Replacement and Rehabilitation Program funds for up to 80 percent of eligible project costs; a 20 percent non-federal match is required. The FY 2007-2012 MBP identifies \$159 million of federal bridge funds for 36 local projects and 11 state projects.

## **For the Record**

Each year IDOT 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 2006, listing the accomplishments of the FY 2006 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 2007-2012 Proposed Highway Improvement Program is the culmination of the programming process and builds on the public involvement efforts conducted by IDOT and local agencies throughout the process.

The IDOT 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 IDOT's internet website - [www.dot.il.gov](http://www.dot.il.gov).

Public comments on the FY 2007-2012 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 IDOT 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

## Region 1

**Diane M. O'Keefe**

### DISTRICT 1

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

## Region 2

**Gregory L. Mounts**

### 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

