

THE STATE OF TRANSPORTATION IN ILLINOIS

Lifelines To The Economy

APPENDIX

March 1997

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Note on Appendix: This appendix is part of the report, **The State of Transportation In Illinois: Lifelines to the Economy**. It contains supporting materials, such as detailed listings of surface transportation needs and other documents related to the report.

KEY TO ABBREVIATIONS

AASHTO - American Association of State Highway Transportation Officials

ADT - Average Daily Traffic

ATSF - Atchison, Topeka and Santa Fe

BN - Burlington Northern

BRC - Belt Railway Company of Chicago

CH - County Highway

COER - Crab Orchard & Egyptian Railroad

CRCP - Continuous Reinforced Concrete Pavement

CRS - Condition Rating Survey

CTA - Chicago Transportation Authority

EJE - Elgin, Joliet & Eastern

FAP - Federal-Aid Primary

FAS - Federal-Aid Secondary

FAU - Federal-Aid Urban

FHWA - Federal Highway Administration

IC - Illinois Central

I-FR - Interstate Frontage Road

IL - Illinois

I&M - Illinois Midland

IPW - Image Processing Workstation

H/SB - House or Senate Bill

JRCP - Jointed Reinforced Concrete Pavement

MISC - Miscellaneous

MTD - Mass Transit District

MUN - Municipal Road

NBIP - National Bridge Inspection Program

NICET - National Certification in Engineering Technologies

NS - Norfolk Southern

OR - Other Road

SBI - State Bond Issue

SP - Southern Pacific

TR - Township Road

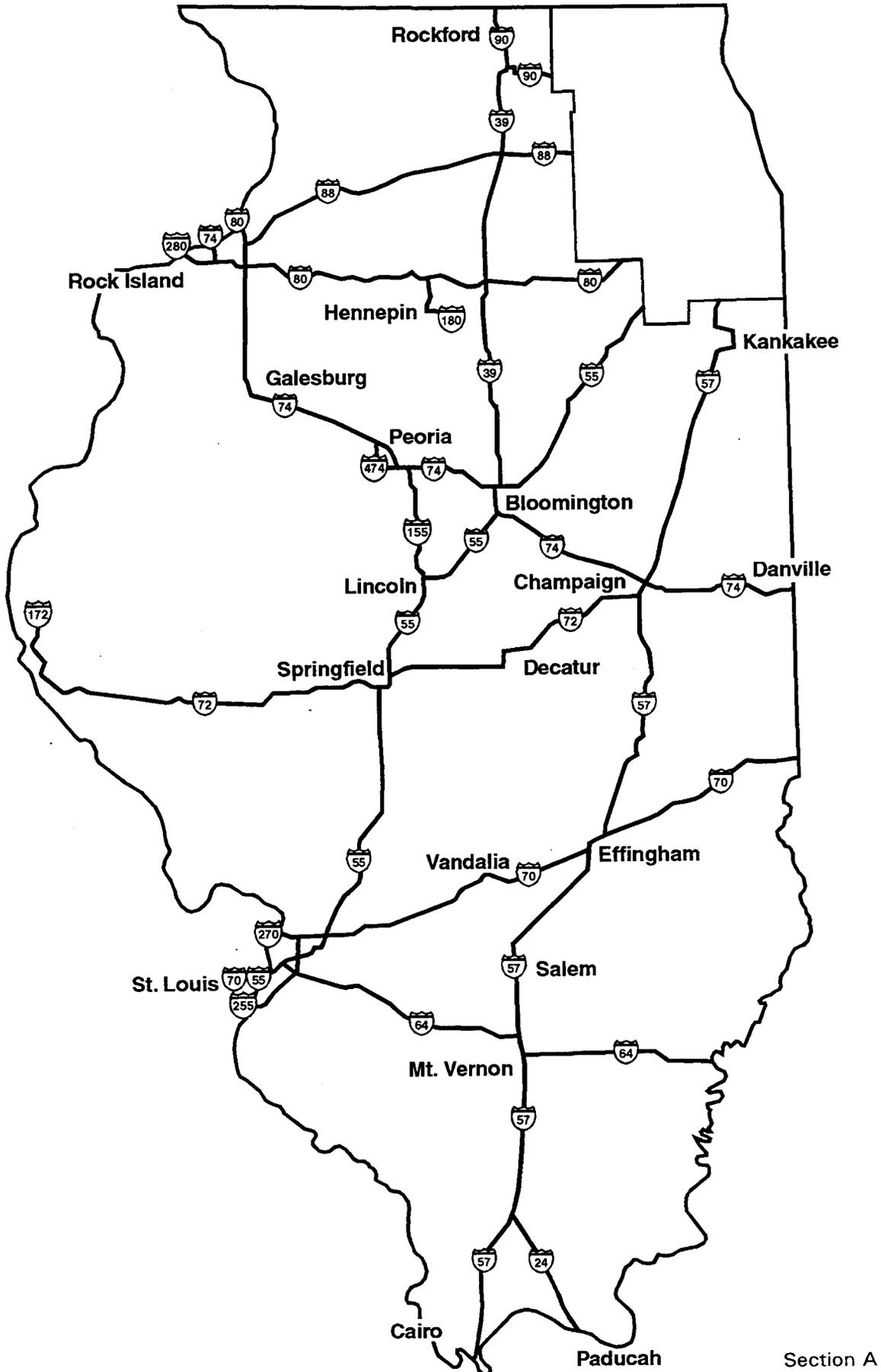
UP - Union Pacific

VIV - Video Imaging Van

SECTION A

MAP OF INTERSTATE NETWORK IN DOWNSTATE ILLINOIS

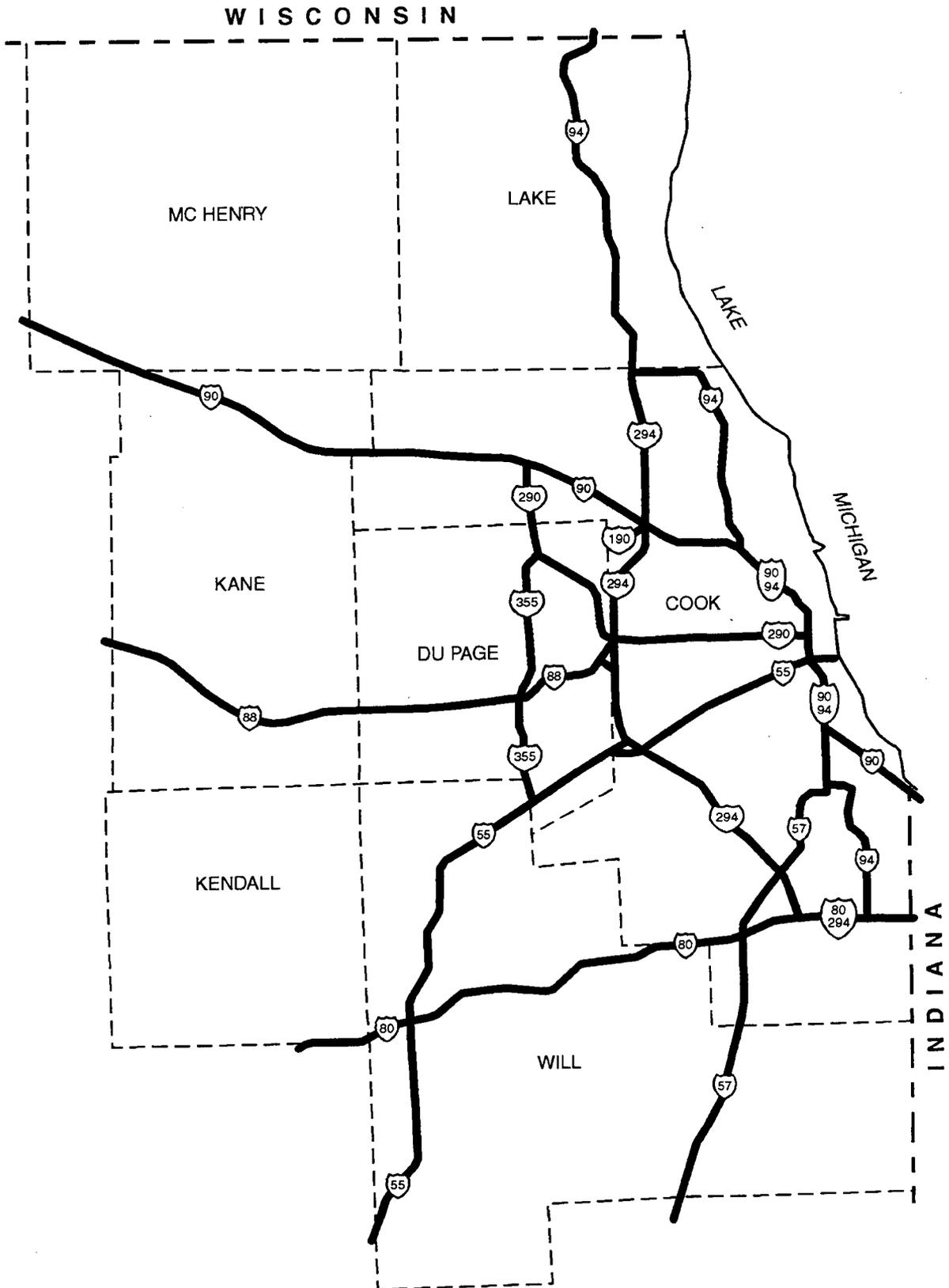
Interstate Highway System - Downstate Illinois



SECTION B

MAP OF INTERSTATE NETWORK IN NORTHEASTERN ILLINOIS

Interstate Highway System - Northeastern Illinois



SECTION C

**1995 ILLINOIS CONDITION
RATING SURVEY--EXCERPT**

PAVEMENT CONDITION RATING SURVEY

The Illinois Department of Transportation conducts a Condition Rating Survey (CRS) to assess pavement condition on the 17,000-mile state highway system. Since its inception in 1974, the CRS process has involved a panel of experts closely inspecting the pavement. The 1994 Condition Rating Survey (CRS) marked the first year in which automated data collection and rating procedures were used by the Department.

The automated process utilizes a Video Inspection Vehicle (VIV) that videotapes the state roadway system and Image Processing Workstations (IPWs) used for analysis of the collected data. The VIVs are state-of-the-art, high-tech vans with six exterior-mounted cameras and laser sensors used to record rutting and faulting data while driving at normal highway speeds. The videotaped pavements recorded by the VIVs are then viewed and rated by expert panels at the IPWs located in every district office. The expert panel identifies a maximum of five pavement distresses for each pavement section. The CRS ratings are assigned on a scale of 1.0 (poor) to 9.0 (excellent).

In addition to providing an overall condition of the highway system, the CRS values are also used in 1) allocating resources for the highway program, 2) establishing project limits and eligibility, and 3) determining pavement needs. CRS ratings are used in conjunction with traffic factors and functional classification criteria to prioritize proposed highway projects.

PAVEMENT DISTRESS GUIDE FOR CRS

distresses A through K apply to concrete pavements

D-Cracking (Durability Cracking)

- A1 - Initial stage: Faint cracking pattern; no loose or missing pieces.
- A2 - Low level: Cracking pattern is plainly visible; no loose or missing pieces.
- A3 - Medium level: Well-defined; some small pieces may be loose and/or missing. Some patching may have occurred.
- A4 - High level - Infrequent: Severe cracking with loose and/or missing pieces. Patching likely to have occurred.
- A5 - High level - Frequent: Severe cracking with loose and/or missing pieces. Patching likely to have occurred.
- A6 - Bare pavement known to contain D-cracking aggregate. No distress showing.
Note: Bare pavements showing D-cracking distress are to be rated using A1 through A5. This is a special use code and does not need to be entered during a condition rating survey. Please contact the Office of Planning and Programming before using this code.

Transverse Cracking

- B1 - Low level: Hairline crack with no spalling or faulting; a well-sealed crack with no distress.
- B2 - Medium level - Infrequent: A crack with a width of up to 1/4" exhibiting some spalling and/or faulting. Some maintenance patching may have occurred or is needed.
- B3 - Medium level - Frequent: A crack with a width of up to 1/4" exhibiting some spalling and/or faulting. Some maintenance patching may have occurred or is needed.
- B4 - High level - Infrequent: A crack with a width of greater than 1/4" and/or a crack exhibiting much spalling and/or faulting. Maintenance patching probably has occurred.
- B5 - High level - Frequent: A crack with a width of greater than 1/4" and/or a crack exhibiting much spalling and/or faulting. Maintenance patching probably has occurred.

Joint Deterioration

- C1 - Infrequent: The joint has opened to a width less than 1" and/or has spalling (width less than 6") and/or faulting up to 1/2". The joint has little or no loss of material.
- C2 - Frequent: The joint has opened to a width less than 1" and/or has spalling (width less than 6") and/or faulting up to 1/2". The joint has little or no loss of material.
- C3 - Infrequent: The joint has opened to a width greater than 1" and/or has spalling (width 6" or greater) and/or faulting of 1/2" or greater.
- C4 - Frequent: The joint has opened to a width greater than 1" and/or has spalling (width 6" or greater) and/or faulting of 1/2" or greater.

Centerline Deterioration

- D1 - Low level: Infrequent cracking along the centerline and/or spalling less than 3" wide. Minor popouts and/or faulting may be present.
- D2 - Medium level: More frequent cracking along the centerline and/or spalling between 3" and 6" wide. Popouts and/or faulting may be present. Some patching may have occurred.
- D3 - High level: Frequent areas of cracking along the centerline and/or spalling greater than 6". Popouts and/or faulting are likely to be present. Patching is likely to have occurred.

Longitudinal Cracking

- E1 - **Infrequent**: A crack that is less than 1/2" wide. Little or no spalling and/or faulting is present.
- E2 - **Frequent**: A crack that is less than 1/2" wide. Little or no spalling and/or faulting is present.
- E3 - **Infrequent**: A crack greater than or equal to 1/2" wide. Spalling and/or faulting may be present.
- E4 - **Frequent**: A crack greater than or equal to 1/2" wide. Spalling and/or faulting may be present.

Edge Punchouts (CRCP)

- F1 - **Infrequent**: 1 to 3 punchouts per mile; any severity level.
- F2 - **Frequent**: 4 or more punchouts per mile with little or no spalling.
- F3 - **Frequent**: 4 or more punchouts per mile with medium to high spalling. Temporary patching may have occurred.

Faulting - manual entry not required; distress measured by VIV sensors

- G1 - **Infrequent**: A fault that is less than 1/4".
- G2 - **Infrequent**: A fault that is 1/4" to 1/2".
- G3 - **Infrequent**: A fault greater than 1/2".
- G4 - **Frequent**: A fault that is less than 1/4".
- G5 - **Frequent**: A fault that is 1/4" to 1/2".
- G6 - **Frequent**: A fault greater than 1/2".

Corner Breaks (JRCP)

- H1 - **Infrequent**: Any severity level.
- H2 - **Frequent**: Crack has little or no spalling. Corner piece has little or no breakup.
- H3 - **Frequent**: Crack has medium to high spalling. Corner piece is likely to be broken up; patching may have occurred.

Map Cracking and Scaling

- I1 - **Infrequent**: Low severity of map cracking exists; no scaling is present.
- I2 - **Frequent**: Any severity level of map cracking exists with 10% or less of the section scaled.
- I3 - **Frequent**: Any severity level of map cracking exists with greater than 10% of the section scaled.

Popouts/High Steel

- J1 - **Infrequent**: Any severity level.
- J2 - **Frequent**: With no associated distress.
- J3 - **Frequent**: With associated distress.

Permanent Patch Deterioration

- K1 - Less than 6% of the section patched.
- K2 - 6% to 12% of the section patched.
- K3 - Greater than 12% to less than 18% of the section patched.
- K4 - 18% or greater of the section patched.

PAVEMENT DISTRESS GUIDE FOR CRS

distresses L thru X apply to bituminous pavements

Alligator Cracking

- L1 - Low level: Hairline cracks with none or only a few interconnecting cracks. Cracks are not spalled.
- L2 - Medium level: Further development of interconnecting cracks into a pattern. Cracks may be lightly spalled.
- L3 - High level - Infrequent: Cracks have progressed so that the pieces are well-defined and/or spalled at the edges.
- L4 - High level - Frequent: Cracks have progressed so that the pieces are well-defined and/or spalled at the edges.

Block Cracking

- M1 - Low level: Hairline cracks with none or only a few interconnecting cracks. Cracks are not spalled.
- M2 - Medium level: Further development of interconnecting cracks into a pattern. Cracks may be lightly spalled.
- M3 - High level - Infrequent: Cracks have progressed so that the pieces are well-defined and/or spalled at the edges.
- M4 - High level - Frequent: Cracks have progressed so that the pieces are well-defined and/or spalled at the edges.

Rutting - manual entry not required; measured by VIV sensors

- N1 - Non-Continuous: Rut is less than or equal to 1/2".
- N2 - Continuous: Rut is less than or equal to 1/2".
- N3 - Continuous: Rut is greater than 1/2".

Transverse Cracking/Joint Reflection Cracks

- O1 - Beginning Stage: Hairline cracks at any frequency.
- O2 - Infrequent: Cracks are open and less than or equal to 1/4" in width and may have low to moderate levels of associated distress.
- O3 - Frequent: Cracks are open and less than or equal to 1/4" in width and may have low to moderate levels of associated distress.
- O4 - Infrequent: Cracks are greater than 1/4" in width and may have moderate to severe levels of associated distress.
- O5 - Frequent: Cracks are greater than 1/4" in width and may have moderate to severe levels of associated distress.

Overlaid Patch Reflective Cracking

- P1 - Beginning Stage: Cracks are tight and the bituminous overlay is in very good condition in the vicinity of the cracks.
- P2 - Infrequent: Cracks are less than or equal to 1/4" and may have low to moderate levels of associated distress.
- P3 - Frequent: Cracks are less than or equal to 1/4" and may have low to moderate levels of associated distress.
- P4 - Infrequent: Cracks are greater than 1/4" and may have moderate to severe levels of associated distress.
- P5 - Frequent: Cracks are greater than 1/4" and may have moderate to severe levels of associated distress.

Longitudinal/Center of Lane Cracking

- Q1 - Beginning Stage: Cracks are tight (width is less than or equal to 1/4") with little or no spalling.
- Q2 - **Infrequent**: Cracks are between 1/4" and 1/2" and may have minor spalling.
- Q3 - **Frequent**: Cracks are between 1/4" and 1/2" and may have minor spalling.
- Q4 - **Infrequent** - One or more of the following conditions exist:
 - Cracks are greater than 1/2" in width
 - Cracks have severe spalling
 - Major maintenance activity has been performed on the crack
- Q5 - **Frequent** - One or more of the following conditions exist:
 - Cracks are greater than 1/2" in width
 - Cracks have severe spalling
 - Major maintenance activity has been performed on the crack

Reflective Widening Crack

- R1 - Beginning Stage: Cracks are tight (width is less than or equal to 1/4") with little or no spalling.
- R2 - **Infrequent**: Cracks are between 1/4" and 1/2" and may have minor spalling.
- R3 - **Frequent**: Cracks are between 1/4" and 1/2" and may have minor spalling.
- R4 - **Infrequent** - One or more of the following conditions exist:
 - Cracks are greater than 1/2" in width
 - Cracks have severe spalling
 - Major maintenance activity has been performed on the crack
- R5 - **Frequent** - One or more of the following conditions exist:
 - Cracks are greater than 1/2" in width
 - Cracks have severe spalling
 - Major maintenance activity has been performed on the crack

Centerline Deterioration

- S1 - Tight cracking with little or no spalling.
- S2 - Cracking with low to medium spalling.
- S3 - **Infrequent**: Cracks are open with medium to severe spalling.
- S4 - **Frequent**: Cracks are open with medium to severe spalling.

Edge Cracking

- T1 - Low or moderate cracking with no breakup or raveling.
- T2 - Low or moderate cracking with some breakup and/or raveling.
- T3 - **Infrequent**: Cracking with considerable breakup and/or raveling.
- T4 - **Frequent**: Cracking with considerable breakup and/or raveling.

Permanent Patch Deterioration

- U1 - Patch has little or no deterioration. Cracks and/or edges are tight. No settlement has occurred.
- U2 - Patch is moderately deteriorated. Cracks and/or edges have opened. Settlement is less than 1/2".
- U3 - **Infrequent**: Patch is badly deteriorated. The cracks and/or edges are severe. Patch replacement may be required.
- U4 - **Frequent**: Patch is badly deteriorated. The cracks and/or edges are severe. Patch replacement may be required.

Shoving, Bumps, Sags, and Corrugation

- V1 - Minor vehicle vibration.
- V2 - Moderate vehicle vibration.
- V3 - Excessive vehicle vibration.

Weathering/Raveling/Segregation/Oxidation

- W1 - Infrequent: Low to medium level of distress.
- W2 - Frequent: Low to medium level of distress.
- W3 - Infrequent: High level of distress.
- W4 - Frequent: High level of distress.

Reflective D-Cracking

- X1 - Asphalt overlay on D-cracking-susceptible pavement; no distress reflecting through the overlay. **Note:** This is a special use code and does not need to be entered during a condition rating survey. Please contact the Office of Planning and Programming before using this code.
- X2 - Asphalt overlay beginning to reflect D-cracking through the resurfacing. Little or no maintenance is required.
- X3 - Asphalt overlay with well-defined reflective D-cracking; maintenance is required.

CRITERIA USED TO DETERMINE BACKLOG REQUIREMENTS

CRS VALUE

Pavement Classification	Backlog
Interstate	1.0 - 5.1
Marked-Rural	
> 3000 ADT	1.0 - 5.0
1000 - 3000 ADT	1.0 - 4.5
350 - 999 ADT	1.0 - 4.2
< 350 ADT	1.0 - 3.7
Unmarked-Rural	
> 3000 ADT	1.0 - 4.6
1000-3000 ADT	1.0 - 4.2
350-999 ADT	1.0 - 3.8
< 350 ADT	1.0 - 3.2
Marked/Unmarked Urban \geq 350 ADT	
\geq 20' width	1.0 - 4.8
< 20' width	1.0 - 5.0
Marked/Unmarked Urban < 350 ADT	
any width	1.0 - 4.2
Frontage Roads	1.0 - 4.2

SECTION D

BRIDGE MANAGEMENT AND NATIONAL BRIDGE INSPECTION STANDARDS

BRIDGE MANAGEMENT IN ILLINOIS

The National Bridge Inspection Program (NBIP) was developed by the Federal Highway Administration (FHWA) as a result of the Federal-Aid Highway Act of 1968, which requires the inventory and inspection of the nation's bridges. Federal regulations established the requirements for inspection procedures, frequency of inspections, qualifications of personnel, inspection reports, and preparation and maintenance of a state bridge inventory.

Bridge needs in Illinois are identified through the use of current inspection data which is compiled based on a predetermined inspection cycle. Every bridge is inspected biennially with the exception of some of the inventory which is inspected on less than the normal two-year interval and others at a greater interval due to the nature of the condition, location, and the type of structure. Bridges in average condition are inspected biennially. Structures which are considered marginal are inspected more frequently to ensure the safety of the motoring public. Structures in new or nearly new condition and those that are non-fracture critical are inspected at four-year intervals to save manpower for the more critical bridges.

Bridge program management requires the utilization of a reliable method of the assessment of bridge needs and a uniform approach to prioritization and project selection. Illinois evaluates bridges and groups them into four categories of backlog, short-term accruing, long-term accruing, and good condition. Initially, each bridge is examined by using the structure inspection rating and appraisal data and other criteria such as accident data, load limits, route, and traffic volume.

The timely and accurate assessment of the bridge condition is critical to the identification, selection and prioritization of bridge needs in the programming process. This bridge management system used by Illinois to analyze and monitor bridge deficiencies and improvement programs on a statewide basis provides a logical and uniform approach to prioritizing bridge needs for repair, rehabilitation and replacement. For each program cycle, the bridge inventory is reevaluated for additional deficient candidate bridges for inclusion in the multi-year and annual programs and to verify changes in the condition and status of the bridges that were included in the previous multi-year program.

NATIONAL BRIDGE INSPECTION STANDARDS

CODE OF FEDERAL REGULATIONS

23 HIGHWAYS - PART 650

Subpart C - National Bridge Inspection Standards

§ 650.301 Application of standards.

The National Bridge Inspection Standards in this part apply to all structures defined as bridges located on all public roads. In accordance with the AASHTO (American Association of State Highway and Transportation Officials) Transportation Glossary, a bridge is defined as a structure including supports erected over a depression or an obstruction, such as water, highway, or railway, and having a track or passageway for carrying traffic or other moving loads, and having an opening measured along the center of the roadway of more than 20 feet between undercopings of abutments or spring lines of arches, or extreme ends of openings for multiple boxes; it may also include multiple pipes, where the clear distance between openings is less than half of the smaller contiguous opening.

[44 FR 25435, May 1, 1979, as amended at 51 FR 16834, May 7, 1986]

§ 650.303 Inspection procedures.

- (a) Each highway department shall include a bridge inspection organization capable of performing inspections, preparing reports, and determining ratings in accordance with the provisions of the AASHTO Manual¹ and the Standards contained herein.
- (b) Bridge inspectors shall meet the minimum qualifications stated in § 650.307.
- (c) Each structure required to be inspected under the Standards shall be rated as to its safe load carrying capacity in accordance with section 4 of the AASHTO Manual. If it is determined under this rating procedure that the maximum legal load under State law exceeds the load permitted under the Operating Rating, the bridge must be posted in conformity with the AASHTO Manual or in accordance with State law.
- (d) Inspection records and bridge inventories shall be prepared and maintained in accordance with the Standards.
- (e) The individual in charge of the organizational unit that has been delegated the responsibilities for bridge inspection, reporting and inventory shall determine and designate on the individual inspection and inventory records and maintain a master list of the following:
 - (1) Those bridges which contain fracture critical members, the location and description of such members on the bridge and the inspection frequency and procedures for inspection of such members. (Fracture critical members are tension members of a bridge whose failure will probably cause a portion of or the entire bridge to collapse).

¹ The AASHTO Manual referred to in this part is the *Manual for Maintenance Inspection of Bridges 1983* together with subsequent interim changes or the most recent version of the AASHTO Manual published by the American Association of State Highway and Transportation Officials. A copy of the Manual may be examined during normal business hours at the office of each Division Administrator of the Federal Highway Administration, at the office of each Regional Federal Highway Administrator, and at the Washington Headquarters of the Federal Highway Administration. The addresses of those document inspection facilities are set forth in appendix D to part 7 of the regulations of the Office of the Secretary (49 CFR part 7). In addition, a copy of the Manual may be secured upon payment in advance by writing to the American Association of State Highway and Transportation Officials, 444 N. Capitol Street, NW., Suite 225, Washington, DC 20001.

- (2) Those bridges with underwater members which cannot be visually evaluated during periods of low flow or examined by feel for condition, integrity and safe load capacity due to excessive water depth or turbidity. These members shall be described, the inspection frequency stated, not to exceed five years, and the inspection procedure specified.
- (3) Those bridges which contain unique or special features requiring additional attention during inspection to ensure the safety of such bridges and the inspection frequency and procedure for inspection of each such feature.
- (4) The date of last inspection of the features designated in paragraphs (e)(1) through (3) of this section and a description of the findings and follow-up actions, if necessary, resulting from the most recent inspection of fracture critical details, underwater members or special features of each so designated bridge.

[36 FR 7851, Apr. 27, 1971. Redesignated at 39 FR 10430, Mar. 20, 1974, and amended at 44 FR 25435, May 1, 1979; 53 FR 32616, Aug. 26, 1988]

§ 650.305 Frequency of inspections.

- (a) Each bridge is to be inspected at regular intervals not to exceed 2 years in accordance with section 2.3 of the AASHTO Manual.
- (b) Certain types or groups of bridges will require inspection at less than 2-year intervals. The depth and frequency to which bridges are to be inspected will depend on such factors as age, traffic characteristics, state of maintenance, and known deficiencies. The evaluation of these factors will be the responsibility of the individual in charge of the inspection program.
- (c) The maximum inspection interval may be increased for certain types or groups of bridges where past inspection reports and favorable experience and analysis justify the increased interval of inspection. If a State proposes to inspect some bridges at greater than the specified two-year interval, the State shall submit a detailed proposal and supporting data to the Federal Highway Administrator for approval. The maximum time period between inspections shall not exceed four years.

[36 FR 7851, Apr. 27, 1971. Redesignated at 39 FR 10430, Mar. 20, 1974, and amended at 39 FR 29590, Aug. 16, 1974; 53 FR 32616, Aug. 26, 1988; 57 FR 53281, Nov. 9, 1992]

§ 650.307 Qualifications of personnel.

- (a) The individual in charge of the organizational unit that has been delegated the responsibilities for bridge inspection, reporting, and inventory shall possess the following minimum qualifications:
 - (1) Be a registered professional engineer; or
 - (2) Be qualified for registration as a professional engineer under the laws of the State; or
 - (3) Have a minimum of 10 years experience in bridge inspection assignments in a responsible capacity and have completed a comprehensive training course based on the "Bridge Inspector's Training Manual,"² which has been developed by a joint Federal-State task force, and subsequent additions to the manual.³

²The "Bridge Inspector's Training Manual" may be purchased from the Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402.

³The following publications are supplements to the "Bridge Inspector's Training Manual": "Bridge Inspector's Manual for Movable Bridges." 1977, GPO Stock No. 050-002-00103-5; "Culvert Inspector's Training Manual," July 1986, GPO Stock No. 050-001-0030-7; and "Inspection of Fracture Critical Bridge Members," 1986, GPO Stock No. 050-001-00302-3.

- (b) An individual in charge of a bridge inspection team shall possess the following minimum qualifications:
- (1) Have the qualifications specified in paragraph (a) of this section; or
 - (2) Have a minimum of 5 years experience in bridge inspection assignments in a responsible capacity and have completed a comprehensive training course based on the "Bridge Inspector's Training Manual," which has been developed by a joint Federal-State task force.
 - (3) Current certification as a Level III or IV Bridge Safety Inspector under the National Society of Professional Engineer's program for National Certification in Engineering Technologies (NICET)⁴ is an alternate acceptable means for establishing that a bridge inspection team leader is qualified.

[36 PR 7851, Apr. 27, 1971. Redesignated at 39 FR 10430, Mar. 20, 1974, and amended at 44 FR 25435, May 1, 1979; 53 FR 32616, Aug. 26, 1988]

§ 650.309 Inspection report.

The findings and results of bridge inspections shall be recorded on standard forms. The data required to complete the forms and the functions which must be performed to compile the data are contained in section 3 of the AASHTO Manual.

[39 FR 29590, Aug. 16, 1974]

§ 650.311 Inventory.

- (a) Each State shall prepare and maintain an inventory of all bridge structures subject to the Standards. Under these Standards, certain structure inventory and appraisal data must be collected and retained within the various departments of the State organization for collection by the Federal Highway Administration as needed. A tabulation of this data is contained in the structure inventory and appraisal sheet distributed by the Federal Highway Administration as part of the Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges (Coding Guide) in January of 1979. Reporting procedures have been developed by the Federal Highway Administration.
- (b) Newly completed structures, modification of existing structures which would alter previously recorded data on the inventory forms or placement of load restriction signs on the approaches to or at the structure itself shall be entered in the State's inspection reports and the computer inventory file as promptly as practical, but no later than 90 days after the change in the status of the structure for bridges directly under the State's jurisdiction and no later than 180 days after the change in status of the structure for all other bridges on public roads within the State.

[44 FR 25435, May 1, 1979, as amended at 53 FR 32617, Aug. 26, 1988]

⁴ For information on NICET program certification contact: National Institute for Certification in Engineering Technologies, 1420 King Street, Alexandria, Virginia 22314, Attention: John D. Antrim, P.E., Phone (703) 684-2835.

SECTION E

INTERSTATE PAVEMENT AND BRIDGE REHABILITATION NEEDS

FIVE-YEAR INTERSTATE PAVEMENT AND BRIDGE REHABILITATION NEEDS

Route	County	Miles	Miles Backlog	Miles Accruing	Number Of Bridges	Bridges Backlog	Bridges Accruing
I - 24	JOHNSON	22.05	0.00	0.00	18	0	0
I - 24	MASSAC	15.09	0.00	4.12	20	0	1
I - 24	WILLIAMSON	1.59	0.00	0.00	1	0	0
I - 39	LASALLE	36.52	0.00	0.00	21	0	0
I - 39	LEE	19.23	0.00	0.00	16	0	0
I - 39	MCLEAN	9.55	0.00	0.00	10	0	0
I - 39	MARSHALL	12.59	0.00	0.00	9	0	0
I - 39	OGLE	18.10	0.00	0.00	18	0	0
I - 39	WINNEBAGO	8.33	0.00	2.83	14	0	0
I - 39	WOODFORD	19.10	0.00	0.00	11	0	0
I - 55	COOK	17.95	0.00	0.00	45	17	6
I - 55	DUPAGE	6.94	0.00	0.00	2	0	0
I - 55	GRUNDY	15.42	0.00	12.44	9	0	0
I - 55	LIVINGSTON	30.37	0.00	27.69	15	0	0
I - 55	LOGAN	30.49	0.00	10.59	28	0	5
I - 55	MCLEAN	46.23	3.07	26.37	49	8	0
I - 55	MACOUPIN	11.26	0.00	3.66	2	0	1
I - 55	MADISON	33.46	0.00	21.20	24	0	9
I - 55	MONTGOMERY	26.73	0.00	0.00	11	0	2
I - 55	ST. CLAIR	5.45	0.00	1.98	25	2	1
I - 55	SANGAMON	34.08	2.58	6.16	23	4	0
I - 55	WILL	36.00	19.35	0.00	27	3	0
I - 57	ALEXANDER	4.29	0.00	0.00	7	1	2
I - 57	CHAMPAIGN	39.48	0.00	22.73	32	0	5
I - 57	CLAY	0.32	0.00	0.32	0	0	0
I - 57	COLES	21.38	0.00	2.67	22	0	4
I - 57	COOK	20.43	0.00	1.09	28	2	10
I - 57	CUMBERLAND	8.20	0.00	4.99	6	0	0
I - 57	DOUGLAS	16.19	0.00	0.00	16	0	0
I - 57	EFFINGHAM	25.51	0.00	8.36	15	0	0
I - 57	FAYETTE	8.47	0.00	8.47	3	0	0
I - 57	FORD	6.35	0.00	6.35	5	2	0
I - 57	FRANKLIN	18.58	0.00	14.13	14	0	0
I - 57	IROQUOIS	38.47	9.62	24.04	31	4	3
I - 57	JEFFERSON	25.34	0.00	4.21	19	0	0
I - 57	JOHNSON	4.25	4.25	0.00	0	0	0
I - 57	KANKAKEE	23.08	0.00	6.98	18	2	2
I - 57	MARION	27.98	0.00	18.48	18	0	0
I - 57	PULASKI	17.72	0.00	9.75	14	0	0
I - 57	SHELBY	3.59	0.00	3.59	0	0	0
I - 57	UNION	17.01	14.52	0.00	20	1	9
I - 57	WILL	13.10	0.00	13.10	3	0	0
I - 57	WILLIAMSON	18.83	0.06	8.9	13	8	0

Route	County	Miles	Miles Backlog	Miles Accruing	Number Of Bridges	Bridges Backlog	Bridges Accruing
I - 64	CLINTON	7.50	0.00	7.50	9	0	0
I - 64	JEFFERSON	24.45	2.75	0.00	25	0	0
I - 64	ST. CLAIR	26.51	0.00	3.23	34	0	0
I - 64	WASHINGTON	25.74	0.00	4.84	22	0	4
I - 64	WAYNE	25.20	0.00	12.10	19	0	0
I - 64	WHITE	14.58	0.00	6.49	16	0	0
I - 70	BOND	20.51	0.00	20.51	18	0	0
I - 70	CLARK	27.90	0.00	18.81	22	0	0
I - 70	CUMBERLAND	21.83	10.96	10.87	15	0	0
I - 70	EFFINGHAM	21.32	0.00	20.44	16	0	0
I - 70	FAYETTE	26.30	4.13	4.83	28	4	6
I - 70	MADISON	18.08	0.00	3.50	15	0	0
I - 72	CHAMPAIGN	8.39	0.00	0.00	7	0	0
I - 72	MACON	31.56	0.00	10.85	24	0	0
I - 72	MORGAN	22.40	1.68	16.65	18	0	0
I - 72	PIATT	17.47	0.00	0.00	11	0	0
I - 72	PIKE	37.28	0.00	0.00	38	0	0
I - 72	SANGAMON	40.28	0.00	15.51	22	0	1
I - 72	SCOTT	14.75	0.00	3.61	14	1	1
I - 74	CHAMPAIGN	29.61	0.00	18.97	22	0	0
I - 74	DEWITT	5.18	0.00	0.00	11	0	0
I - 74	HENRY	26.07	17.32	0.00	27	2	7
I - 74	KNOX	34.23	2.46	0.09	17	0	3
I - 74	MCLEAN	30.84	0.00	14.30	18	5	0
I - 74	PEORIA	25.50	6.13	11.27	17	2	1
I - 74	PIATT	7.93	0.00	0.00	7	0	0
I - 74	ROCK ISLAND	7.84	3.35	0.63	18	4	0
I - 74	TAZEWELL	15.70	0.00	0.00	25	2	1
I - 74	VERMILION	22.31	0.00	12.60	25	0	5
I - 74	WOODFORD	9.24	0.00	0.00	4	1	0
I - 80	BUREAU	37.04	0.00	0.00	36	7	11
I - 80	COOK	9.31	0.86	1.60	8	0	0
I - 80	GRUNDY	19.76	0.00	9.85	12	2	2
I - 80	HENRY	30.73	1.68	29.05	29	4	1
I - 80	LASALLE	29.99	5.48	23.68	15	2	2
I - 80	ROCK ISLAND	5.23	1.16	1.07	8	0	0
I - 80	WILL	26.20	4.49	9.57	38	1	2
I - 88	ROCK ISLAND	13.26	0.00	0.00	10	0	0
I - 88	WHITESIDE	31.23	0.00	27.44	26	2	4
I - 90	COOK	21.95	0.01	1.23	43	5	1
I - 90	WINNEBAGO	2.54	2.54	0.00	2	0	0
I - 94	COOK	29.36	8.93	4.08	24	5	1
I - 94	LAKE	1.11	0.00	0.00	0	0	0

Route	County	Miles	Miles Backlog	Miles Accruing	Number Of Bridges	Bridges Backlog	Bridges Accruing
I - 155	LOGAN	11.25	0.00	8.05	11	0	0
I - 155	TAZEWELL	20.88	0.92	6.45	11	0	0
I - 172	ADAMS	18.89	0.00	0.00	11	0	0
I - 172	PIKE	0.80	0.00	0.00	0	0	0
I - 180	BUREAU	12.26	9.75	0.26	23	0	0
I - 180	PUTNAM	0.93	0.00	0.93	1	0	0
I - 190	COOK	3.07	3.07	0.00	8	2	0
I - 255	MADISON	7.16	0.00	0.00	16	0	0
I - 255	MONROE	3.55	0.00	0.00	4	0	0
I - 255	ST. CLAIR	16.34	0.00	0.00	29	0	0
I - 270	MADISON	14.97	0.00	1.41	24	1	1
I - 280	ROCK ISLAND	8.21	3.22	4.59	15	2	1
I - 290	COOK	20.51	3.31	0.00	23	2	0
I - 290	DUPAGE	9.33	4.86	1.62	17	3	0
I - 355	DUPAGE	2.75	0.00	2.75	4	2	2
I - 474	PEORIA	8.98	0.00	8.98	17	0	1
I - 474	TAZEWELL	5.90	0.00	0.00	5	0	2

SECTION F

INTERSTATE RECONSTRUCTION NEEDS

**Major Interstate Reconstruction Projects
In Thousands Of Dollars**

Five-Year Needs

	Miles	Funded	Remaining 5-Year Needs
Interstate 55 (Stevenson Expy.) from Interstate 294 to Interstate 90/94	16.08	257,000	175,000
Interstate 55 interchange at Illinois 59	0.96	0	11,156
Interstate 55 at Poplar Street Complex (Bridge Work)	0	11,827	55,305
Interstate 55 MLK Ramp (New Bridge)	0	16,132	0
Interstate 74 through Peoria	3.90	9,810	207,040
Interstate 94 from 130th St. to I-80	5.90	0	71,932
Interstate 190 from O'Hare Airport to Interstate 294	1.80	20,492	61,310
Total	28.64	315,261	581,743

SECTION G

INTERSTATE CAPACITY IMPROVEMENT NEEDS

Major Interstate Capacity Projects In Thousands Of Dollars
Five-Year Needs

	Miles	Funded	Remaining 5-Year Needs
Interstate 55 around Bloomington	1.00	6,862	1,581
Interstate 290 from Illinois 72 to Devon Avenue; from Interstate 88 to Austin Avenue and Interstate 88 at Eisenhower Expressway	12.26	0	369,837
Total	13.26	6,862	371,418

SECTION H

PAVEMENT AND BRIDGE REHABILITATION NEEDS ON STATE SYSTEM

PAVEMENT AND BRIDGE NEEDS ON STATE SYSTEM

ADAMS COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
US 24	33.37	.23	.00	5.16	1		7
IL 57	15.44	.05	4.20	2.96	1	3	9
IL 61	22.73	4.70	4.95	.00		1	5
IL 94	8.97	.00	.00	.00			1
IL 96	36.39	9.67	3.88	12.52	2	3	16
IL 104	31.12	.00	.00	15.30	1		6
I-FR	.57	.57	.00	.00			
FAP	.27	.00	.00	.00			
FAS	1.79	1.00	.00	1.51			
FAU	1.80	.06	.00	.54			1
SBI	2.93	.00	1.63	.00			
CH	.00	.00	.00	.00			1
OR	2.09	.36	.00	.00			1
TR	.00	.00	.00	.00			6
MISC	.00	.00	.00	.00			5
TOTAL	157.47	16.64	14.66	37.99	5	7	58

ALEXANDER COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
US 51	7.30	.20	.12	3.54	1		1
US 60	.72	.55	.00	.17		1	1
IL 03	29.75	.00	.73	6.89			7
IL 127	14.83	10.81	.59	.00	1	2	5
IL 146	3.77	.49	.00	.00			2
FAS	.24	.03	.00	.00			
SBI	5.29	.02	1.45	1.20	1	1	2
OR	1.04	.34	.12	.00			
MISC	.00	.00	.00	.00	1		3
TOTAL	62.94	12.44	3.01	11.80	4	4	21

BOND COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
US 40	17.36	.00	.00	3.19	1		9
IL 127	23.14	.00	.00	1.17		2	8
IL 140	20.72	.00	.00	.23		2	7
IL 143	12.43	.00	.00	.00		3	4
I-FR	9.19	8.90	.00	.11			1
FAS	2.87	.85	.27	1.18			
SBI	2.89	1.52	.24	.41	2		2
CH	4.07	4.07	1.23	.00			
OR	.55	.03	.07	.00			1
TR	.00	.00	.00	.00			5
MISC	.00	.00	.00	.00	1	1	4
TOTAL	93.22	15.37	1.81	6.29	4	8	41

BOONE COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>
US 20	20.97	.00	6.63	3.45	2
IL 76	15.67	.00	.00	.00	
IL 173	12.87	.00	1.98	10.23	2
FAP	.14	.00	.00	.00	
FAS	.08	.00	.00	.08	
FAU	.00	.00	.00	.00	1
SBI	.15	.00	.00	.00	
MISC	.00	.00	.00	.00	
TOTAL	49.88	.00	8.61	13.76	5

BROWN COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>
US 24	17.00	.00	.00	13.49	
IL 99	22.65	.00	2.09	7.73	
IL 107	10.10	.00	.00	.00	1
FAS	1.17	.39	.00	.39	
SBI	3.48	.00	2.58	.49	
TOTAL	54.40	.39	4.67	22.10	1

BUREAU COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>
US 06	39.36	.18	7.51	7.57	
US 34	31.60	8.56	12.43	10.97	
IL 26	23.61	.08	1.06	11.79	1
IL 29	12.91	.00	3.25	.00	
IL 40	24.30	.00	13.92	10.28	
IL 89	13.42	7.40	6.09	5.19	
IL 92	31.10	.00	.00	5.79	2
IL 172	1.06	.00	.00	.00	
I-FR	3.40	3.40	2.61	.00	
FAP	2.23	.00	2.16	.00	
FAS	6.77	.06	.11	5.02	
FAU	1.23	.56	.56	.67	
SBI	8.38	2.64	4.58	.00	
CH	.00	.00	.00	.00	
OR	.12	.12	.00	.00	
TR	.00	.00	.00	.00	1
MISC	.00	.00	.00	.00	3
TOTAL	199.49	23.00	54.28	57.28	7

PAVEMENT AND BRIDGE NEEDS ON STATE SYSTEM

CALHOUN COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>
IL 16	.13	.00	.13	.00	
IL 96	16.55	.00	.00	.00	1
IL 100	16.78	9.65	3.49	3.29	1
IL 108	.13	.00	.00	.00	
FAS	.25	.22	.25	.00	
MISC	.00	.00	.00	.00	
TOTAL	33.84	9.87	3.87	3.29	2

CARROLL COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>
US 52	28.70	.95	10.75	.01	2
IL 40	18.89	.00	.00	16.96	
IL 64	.11	.00	.00	.00	
IL 72	7.02	.00	3.00	4.02	
IL 73	7.16	.00	1.00	6.16	
IL 78	19.56	5.42	14.81	2.05	2
IL 84	18.98	.00	1.51	11.01	
FAS	7.63	.00	6.08	.00	
SBI	.40	.08	.10	.30	
OR	.12	.00	.00	.00	
MISC	.00	.00	.00	.00	
TOTAL	108.57	6.45	37.25	40.51	4

CASS COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>
US 67	11.03	.00	.00	.00	
IL 78	14.96	.00	.23	11.73	2
IL 123	2.51	.00	.41	.00	
IL 125	25.09	.00	.00	13.05	
SBI	.74	.00	.39	.00	1
TOTAL	54.33	.00	1.03	24.78	3

CHAMPAIGN COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
US 45	39.69	.50	3.09	6.31		1	7
US 136	28.14	.00	.00	2.51		2	11
US 150	28.63	1.19	7.66	10.93			7
IL 10	10.93	.00	.50	8.63	1		5
IL 47	20.22	.00	1.42	4.76	2		9
IL 49	15.10	.00	.00	11.90			5
IL 54	.32	.00	.00	.00			1
IL 130	16.58	.00	.00	.00			2
I-FR	3.46	3.40	2.21	.06			2
FAP	4.38	.41	.00	.85			
FAS	70.88	12.88	.00	17.76			
FAU	5.86	.33	.00	2.69	1		11
SBI	2.27	.12	.12	.00			
CH	1.45	.97	.18	.89			1
OR	.14	.00	.05	.00			
TR	.00	.00	.00	.00		1	22
MUN	.00	.00	.00	.00			2
MISC	.00	.00	.00	.00	3	9	52
TOTAL	248.05	19.80	15.23	67.29	7	13	137

CHRISTIAN COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
US 51	20.34	.00	.63	16.86		1	6
IL 16	9.00	.00	5.01	.80			2
IL 29	28.65	.49	8.88	9.95	1	2	7
IL 48	31.48	.10	.00	14.92	2	1	5
IL 104	12.52	.00	.00	.00	5		7
FAP	.15	.15	.15	.00			
FAS	15.99	1.39	.00	.00			
FAU	6.15	.92	1.65	1.63			
SBI	3.99	.16	.96	3.03	1		1
OR	.04	.00	.00	.04			
MISC	.00	.00	.00	.00			6
TOTAL	128.31	3.21	17.28	47.23	9	4	34

PAVEMENT AND BRIDGE NEEDS ON STATE SYSTEM

CLARK COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
US 40	26.48	.00	.00	.00	1		17
IL 01	21.84	.00	.00	13.79	1		6
IL 49	20.31	.00	.00	16.54		1	4
I-FR .95		.95	.00	.00			
FAS 10.48		3.61	.57	.76			
SBI 9.68		1.32	.30	.00			4
CH 1.13		.82	.00	.34			1
OR .11		.00	.00	.00			
TR .00		.00	.00	.00			9
MISC .00		.00	.00	.00	1		6
TOTAL	90.98	6.70	.87	31.43	3	1	47

CLAY COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
US 45	25.03	.00	3.40	3.56			8
US 50	19.86	.00	7.89	5.66			10
IL 37	1.70	.00	.00	1.52			
FAP 23.55		5.69	4.65	.59			
FAS 18.97		.01	.00	10.39			
FAU 2.24		.69	.00	.00			
SBI 4.04		.60	3.16	.00		1	1
CH 1.73		.00	.00	.00			
OR .12		.00	.00	.12			
TR .00		.00	.00	.00			1
MISC .00		.00	.00	.00	1	5	14
TOTAL	97.24	6.99	19.10	21.84	1	6	34

PAVEMENT AND BRIDGE NEEDS ON STATE SYSTEM

CLINTON COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
US 50	31.82	.53	.00	6.73			9
IL 127	14.71	.00	.00	6.49		1	5
IL 160	16.42	.00	.00	2.58		1	9
IL 161	31.51	.00	.00	7.53		1	15
IL 177	.98	.00	.00	.00			1
FAP	.19	.00	.00	.00			
FAS	26.13	6.56	4.38	9.17			
CH	.00	.00	.00	.00			1
OR	.25	.00	.00	.00			
TR	.00	.00	.00	.00			3
MISC	.00	.00	.00	.00	1	1	10
TOTAL	122.01	7.09	4.38	32.50	1	4	53

COLES COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
US 45	19.88	.12	.00	12.35	1	1	7
IL 16	28.41	.00	.00	17.35			8
IL 49	4.40	.00	.00	.61			1
IL 121	5.69	.00	.00	.00			2
IL 130	20.96	.16	.52	5.96			3
IL 133	5.33	.00	.00	.00			2
I-FR	.30	.30	.00	.00			
FAP	.34	.29	.00	.05			
FAS	57.95	6.33	.00	17.79			
FAU	5.68	.08	.59	4.46			4
SBI	.04	.00	.00	.04			
CH	1.48	.02	.02	1.35			1
OR	.58	.00	.00	.00			
TR	.00	.00	.00	.00			6
MISC	.00	.00	.00	.00		1	19
TOTAL	151.04	7.30	1.13	59.96	1	2	53

PAVEMENT AND BRIDGE NEEDS ON STATE SYSTEM

COOK COUNTY

<u>MARKED ROUTE</u>		<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
US	06	21.97	.00	6.44	4.35	1		7
US	12	53.36	.50	8.91	24.96	7		17
US	14	29.99	1.32	13.23	14.28	1		6
US	20	8.82	4.39	5.29	.00	1		5
US	30	14.25	2.86	.00	.00	1	1	10
US	34	6.20	4.30	2.44	2.43	1		3
US	41	33.49	6.29	.84	9.96	1		2
US	45	18.86	2.80	.00	15.01	2		5
IL	01	17.05	5.82	4.93	10.52	2	1	8
IL	07	10.51	.00	.00	4.49	1		2
IL	19	23.81	.32	11.92	7.59	1		4
IL	21	7.31	.00	.00	4.91	1	1	3
IL	25	.08	.00	.00	.08			
IL	38	1.90	1.61	.00	1.90		1	1
IL	43	45.36	8.94	7.89	15.15	4	5	23
IL	50	37.86	.43	5.41	20.63	3		12
IL	53	8.55	.00	.60	2.31	3	1	18
IL	56	2.04	.00	.00	2.04			
IL	58	26.72	.60	8.54	7.02	2		8
IL	59	12.77	.00	5.93	.62			4
IL	62	17.26	.00	6.81	4.70	1	1	3
IL	64	15.25	.09	.00	4.98	2		2
IL	68	21.30	.00	10.80	10.50	3	2	8
IL	72	24.42	1.42	14.16	3.24	2	2	14
IL	83	41.11	6.16	17.56	18.17	5	2	19
IL	171	17.08	.39	.05	5.48	3	4	22
IL	394	7.84	.00	.00	7.04			8
I-FR		36.27	1.06	11.60	22.53	6	1	36
FAP		155.16	23.35	16.48	66.31			
FAU		676.87	126.90	153.49	297.12	98	30	288
SBI		5.76	1.53	2.35	1.81			1
CH		2.98	.00	1.17	1.81			
OR		23.27	1.26	8.89	8.29	2	1	6
TR		.00	.00	.00	.00	1		1
MUN		.00	.00	.00	.00	7	5	26
MISC		.00	.00	.00	.00	60	5	136
TOTAL		1,425.47	202.34	325.73	600.23	222	63	708

PAVEMENT AND BRIDGE NEEDS ON STATE SYSTEM

CRAWFORD COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
IL 01	22.22	.00	4.06	7.40		2	8
IL 33	30.31	.34	4.45	11.92		1	10
FAP	2.01	.25	.25	.12			
FAS	5.19	.88	.00	.75			
FAU	1.45	.28	.00	1.45		1	2
SBI	.53	.00	.00	.00		1	1
MISC	.00	.00	.00	.00			3
TOTAL	61.71	1.75	8.76	21.64		5	24

CUMBERLAND COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
US 40	21.02	.00	.00	.00		1	6
US 45	8.99	.00	.00	7.91			
IL 49	2.80	.00	.00	2.80			
IL 121	19.15	.00	.00	6.18			7
IL 130	14.36	.00	.00	1.04			7
I-FR	.96	.96	.19	.00			
FAP	7.26	3.88	.00	.00			
FAS	6.84	4.93	1.67	1.51			
SBI	2.54	.11	.00	.24	1		1
CH	.00	.00	.00	.00			1
OR	.39	.00	.00	.00			
TR	.00	.00	.00	.00			7
MISC	.00	.00	.00	.00			8
TOTAL	84.31	9.88	1.86	19.68	1	1	37

DEKALB COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
US 30	17.76	.00	13.71	.60			4
US 34	5.37	.00	4.41	.59			1
IL 23	40.20	.08	12.36	4.04	1	2	10
IL 38	17.97	.03	1.84	.86	2		3
IL 64	17.63	.00	4.77	12.86	2		7
IL 72	17.11	.00	13.30	.31		1	10
FAP	.20	.18	.00	.20			
FAS	.69	.51	.69	.00			
SBI	.29	.00	.29	.00			
OR	.09	.09	.00	.00			
TOTAL	117.31	1.89	51.37	19.46	5	3	35

PAVEMENT AND BRIDGE NEEDS ON STATE SYSTEM

DEWITT COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
US 51	20.56	.00	1.62	1.71			17
US 150	4.91	.00	.00	4.91			1
IL 10	24.85	.04	.00	4.33		4	6
IL 48	7.70	.00	.00	7.70		1	2
IL 54	33.08	.00	4.91	17.13		3	11
I-FR	.23	.23	.00	.00			
SBI	.75	.75	.00	.75			
TR	.00	.00	.00	.00			1
TOTAL	92.08	1.02	6.53	36.53		8	38

DOUGLAS COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
US 36	26.84	.19	.00	.00		1	15
US 45	15.75	.00	.00	15.75		1	5
IL 49	.38	.00	.00	.00			
IL 130	15.68	1.00	.00	.00			5
IL 133	22.87	.00	.00	10.07			9
FAP	4.64	.00	.00	.00			
FAS	2.50	.00	.00	.00			
CH	5.78	.00	.00	.11			2
TR	.00	.00	.00	.00			6
MISC	.00	.00	.00	.00		2	3
TOTAL	94.44	1.19	.00	25.93		4	45

DUPAGE COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
US 20	12.38	.78	7.07	2.09			5
US 34	19.98	.00	6.11	4.16	1		4
IL 19	9.61	.00	4.58	2.05			3
IL 38	18.05	.00	5.73	3.16	1		7
IL 53	19.87	.00	2.70	9.61	6		10
IL 56	18.71	.00	11.31	6.36	1		7
IL 59	18.67	.00	3.52	1.55	1		7
IL 64	17.82	.00	6.88	.00	1	1	7
IL 83	20.34	.00	.86	8.14	2	2	17
I-FR	14.51	2.60	7.24	1.97			2
FAP	6.58	.76	.87	2.76			
FAU	14.88	2.44	7.28	4.88	3	4	17
SBI	.18	.05	.00	.18			
OR	.18	.00	.00	.18			
MUN	.00	.00	.00	.00	1		1
MISC	.00	.00	.00	.00	1	1	7
TOTAL	191.76	6.63	64.15	47.09	18	8	94

PAVEMENT AND BRIDGE NEEDS ON STATE SYSTEM

EDGAR COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
US 36	23.24	.00	.00	.00		1	10
US 150	29.80	.00	.00	18.50			8
IL 01	9.21	.13	.00	9.18			
IL 16	15.27	.00	.00	14.48			2
IL 49	22.24	.00	.00	5.98		1	5
IL 133	14.43	.00	.00	1.46		1	5
FAS	13.35	.00	.00	.00			
FAU	1.16	.10	.00	1.09			1
MISC	.00	.00	.00	.00			2
TOTAL	128.70	.23	.00	50.69		3	33

EDWARDS COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
IL 01	3.82	.00	3.69	.13			1
IL 15	9.60	.00	.64	7.67			4
IL 130	21.71	.00	.42	.00		2	5
FAP	1.10	1.02	1.04	.00			
FAS	5.31	3.25	.00	2.70			
SBI	.51	.20	.00	.51	1		1
CH	.79	.10	.00	.00			
MISC	.00	.00	.00	.00		1	1
TOTAL	42.84	4.57	5.79	11.01	1	3	12

EFFINGHAM COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
US 40	25.93	.48	11.90	2.20		1	10
US 45	22.11	.11	4.11	9.40	1		5
IL 32	8.34	.00	2.83	.71		1	4
IL 33	21.80	.14	.11	4.26		1	8
IL 37	11.44	.00	.00	.00			2
IL 128	12.23	10.32	.00	.76			5
I-FR	18.51	16.95	13.74	.00			3
FAP	18.60	.21	.00	7.80			
FAS	1.44	.00	.00	.49			
FAU	.15	.15	.11	.00		1	1
SBI	1.02	.12	1.02	.00		1	1
CH	.00	.00	.00	.00			2
OR	.70	.70	.00	.00			
TR	.00	.00	.00	.00			12
MISC	.00	.00	.00	.00			9
TOTAL	142.27	29.18	33.82	25.62	1	5	62

PAVEMENT AND BRIDGE NEEDS ON STATE SYSTEM

FAYETTE COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
US 40	27.83	.02	5.66	11.48	1	1	18
US 51	26.75	.00	2.01	21.19	1	3	13
IL 37	6.90	.00	.00	3.83			1
IL 128	1.44	.00	.00	.00			
IL 140	10.07	3.66	.00	2.58		1	5
IL 185	28.23	18.32	.00	9.82		1	14
I-FR	5.93	4.84	4.44	.00	1		2
FAP	1.43	1.16	1.36	.00			
FAS	2.04	.00	.00	1.00			
FAU	.12	.00	.00	.00			
SBI	2.27	.34	.23	.34			
CH	.00	.00	.00	.00			1
OR	.84	.00	.00	.00			
TR	.00	.00	.00	.00			9
MISC	.00	.00	.00	.00	1		5
TOTAL	113.85	28.34	13.70	50.24	4	6	68

FORD COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
US 24	6.00	.00	.00	6.00			4
US 45	6.34	.00	.28	4.46			1
IL 09	28.80	.00	1.24	19.09	2	4	14
IL 47	14.71	.00	3.91	.00	2		3
IL 54	25.62	.00	.00	20.10		1	12
IL 115	37.30	.00	1.06	36.24		4	13
IL 116	6.00	.00	.00	6.00			4
IL 165	3.90	.00	.00	3.90			
I-FR	.90	.90	.90	.00			
TR	.00	.00	.00	.00			3
MISC	.00	.00	.00	.00			1
TOTAL	129.57	.90	7.39	95.79	4	9	55

PAVEMENT AND BRIDGE NEEDS ON STATE SYSTEM

FRANKLIN COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
IL 14	26.98	.00	1.99	4.64	4	9	20
IL 34	14.27	.98	3.94	.00	2	1	8
IL 37	17.74	.00	.29	9.53	2	2	7
IL 148	18.22	.00	2.89	.00			2
IL 149	23.18	.22	9.09	7.82	1		6
IL 154	11.80	.00	1.92	2.81	1	1	7
IL 184	5.95	.00	.00	.00			
FAP	.19	.00	.00	.00			
FAS	2.11	1.61	1.61	.50			
FAU	.00	.00	.00	.00			
SBI	2.51	.25	.47	1.41	1		3
CH	.00	.00	.00	.00			1
TR	.00	.00	.00	.00			2
MUN	.00	.00	.00	.00			3
MISC	.00	.00	.00	.00	1	1	1
TOTAL	122.95	3.06	22.20	26.71	12	14	64

FULTON COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
US 24	42.73	.26	3.32	11.69	4	1	13
US 136	21.63	.27	.00	2.19	1		3
IL 09	30.97	.32	.00	16.62			5
IL 41	7.11	.00	7.11	.00			2
IL 78	27.71	.00	1.59	16.45	1		5
IL 95	14.07	.00	.00	13.97			1
IL 97	23.59	4.19	6.56	9.56	1	1	7
IL 100	19.28	.00	5.00	4.44		1	3
IL 116	15.59	.00	.00	.00		1	4
FAP	.49	.14	.00	.00			
FAS	8.32	7.03	.16	4.55			
SBI	2.08	.67	.69	.24			1
OR	.14	.09	.03	.05			
TR	.00	.00	.00	.00		1	1
MISC	.00	.00	.00	.00	1	1	3
TOTAL	213.71	12.97	24.46	79.76	8	6	48

PAVEMENT AND BRIDGE NEEDS ON STATE SYSTEM

GALLATIN COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
US 45	1.35	.00	.15	.00			
IL 01	23.42	.00	7.83	1.94	1	1	8
IL 13	13.87	.00	3.19	9.18	1		6
IL 141	.45	.00	.00	.45			
IL 142	2.60	.00	1.30	.07			
FAS	1.20	.00	1.20	.00			
SBI	6.51	2.74	.03	3.71		1	2
TOTAL	49.40	2.74	13.70	15.35	2	2	16

GREENE COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
US 67	18.14	.00	.00	10.86			6
IL 16	1.55	.00	.00	.00		1	1
IL 106	5.57	.00	.00	5.57			3
IL 108	25.06	.00	.00	.04			6
IL 267	25.33	.00	16.02	5.59	1		6
FAS	23.74	.00	.00	2.89			
SBI	.76	.00	.00	.46			
CH	.82	.00	.00	.00			
MISC	.00	.00	.00	.00	7	2	19
TOTAL	100.97	.00	16.02	25.41	8	3	41

GRUNDY COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
US 06	21.38	.00	6.00	15.26	1		7
IL 47	23.39	.00	4.29	7.03	2		13
IL 53	6.30	.00	.19	5.98	2		2
IL 113	9.02	.00	6.03	.00	1	2	3
I-FR	3.11	2.08	1.42	.00			
FAP	.48	.00	.00	.48			
FAS	7.81	.00	.48	.25			
FAU	.00	.00	.00	.00			1
SBI	.50	.00	.00	.00			
CH	.00	.00	.00	.00			
OR	5.57	.00	.00	5.31	2		2
TR	.00	.00	.00	.00			12
MISC	.00	.00	.00	.00	4		9
TOTAL	77.56	2.08	18.41	34.31	12	2	51

PAVEMENT AND BRIDGE NEEDS ON STATE SYSTEM

HAMILTON COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
IL 14	18.73	.00	.24	1.01			8
IL 142	27.12	.00	.40	.00		2	16
IL 242	11.19	.00	.00	.34		5	9
TR	.00	.00	.00	.00	1		1
MISC	.00	.00	.00	.00		1	1
TOTAL	57.04	.00	.64	1.35	1	8	35

HANCOCK COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
US 136	25.85	.00	1.71	.00		2	8
IL 09	24.04	.26	.00	.00	1	2	9
IL 61	13.67	.73	2.31	4.22	1		2
IL 94	31.50	.78	3.75	10.67	1	1	10
IL 96	36.24	.00	.00	.00	1	3	19
IL 101	2.07	.00	.10	.08			
FAS	3.48	3.14	.00	.14			
SBI	4.05	.00	.28	3.77		1	2
OR	.22	.07	.11	.00			
TOTAL	141.12	4.98	8.26	18.88	4	9	50

PAVEMENT AND BRIDGE NEEDS ON STATE SYSTEM

HARDIN COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
IL 01	9.97	.60	.00	.00	1		5
IL 34	13.41	.00	7.66	.13	2	2	6
IL 146	11.94	.00	.00	9.00		1	4
TOTAL	35.32	.60	7.66	9.13	3	3	15

HENDERSON COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
US 34	17.54	.00	.00	12.12			7
IL 94	34.10	.00	3.09	5.08		3	13
IL 96	10.58	.00	4.32	4.61			4
IL 116	8.89	7.68	.00	8.89			
IL 164	14.68	.16	4.64	8.92		1	5
FAP	9.66	.00	.00	3.05			
SBI	1.42	1.37	.39	1.03			
OR	.25	.00	.00	.00			
MISC	.00	.00	.00	.00		1	3
TOTAL	97.12	9.21	12.44	43.70		5	32

PAVEMENT AND BRIDGE NEEDS ON STATE SYSTEM

HENRY COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
US 06	31.42	.06	1.72	29.26	1	1	12
US 34	22.64	.05	4.78	15.58			1
US 150	19.10	.00	1.50	.00	1		4
IL 17	16.62	.00	1.84	11.07			
IL 78	25.93	5.34	6.72	17.50		1	7
IL 81	25.78	.00	2.75	14.59		1	4
IL 82	26.70	4.81	.81	15.98	2	1	11
IL 84	2.69	.00	.00	2.36			2
IL 91	3.04	.00	3.04	.00			
IL 92	16.85	.00	.00	12.74		1	5
I-FR	.90	.90	.90	.00			
FAP	1.42	.04	.00	.35			
FAS	42.82	13.64	.00	13.07			
FAU	5.96	1.19	.00	2.72		1	2
SBI	2.74	.15	.44	1.13			
CH	2.29	.00	1.92	.00		1	2
TR	.00	.00	.00	.00		1	12
MISC	.00	.00	.00	.00	3		12
TOTAL	246.90	26.18	26.42	136.35	7	8	74

IROQUOIS COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
US 24	32.69	.00	.84	7.32		1	11
US 45	40.17	.00	3.59	19.23	4	5	13
US 52	21.59	.00	.00	14.53		1	6
IL 01	35.98	.00	.66	15.47		3	13
IL 49	29.61	.00	.00	2.04		2	9
IL 54	7.60	.00	.66	2.29	1	1	3
IL 116	9.21	.00	.99	8.22		3	6
I-FR	1.09	.00	1.09	.00			
FAS	40.59	22.33	11.54	16.47			
SBI	2.90	.85	2.07	.72			
CH	20.29	18.70	.00	16.09		4	5
OR	26.08	21.82	.00	18.10	2	3	6
TR	.00	.00	.00	.00			11
MISC	.00	.00	.00	.00	3	1	14
TOTAL	267.80	63.70	21.44	120.48	10	24	97

PAVEMENT AND BRIDGE NEEDS ON STATE SYSTEM

JACKSON COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
US 51	26.28	.00	.39	11.94		3	7
IL 03	26.32	.00	.00	.00	4	5	12
IL 04	16.77	.00	5.84	9.16		2	2
IL 13	25.98	1.82	.67	9.06	2	5	20
IL 127	12.05	.05	.00	.29		1	3
IL 149	18.70	.00	.00	10.54	1		6
IL 151	7.84	.00	.00	.00		1	6
FAP	.56	.30	.00	.00			
FAS	17.16	8.24	4.51	3.18			
FAU	5.09	1.48	1.46	.77			1
SBI	1.64	.00	.00	.80			
CH	1.06	.54	.00	.00			
OR	.80	.08	.00	.05			
TR	.00	.00	.00	.00		2	2
MISC	.00	.00	.00	.00	1	1	4
TOTAL	160.25	12.51	12.87	45.79	8	20	63

JASPER COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
IL 33	24.76	.32	.11	.15		2	12
IL 49	12.27	12.27	12.27	.00	1	1	2
IL 130	22.23	.00	.00	.00			3
FAS	4.96	4.96	4.96	.00			
MISC	.00	.00	.00	.00			1
TOTAL	64.22	17.55	17.34	.15	1	3	18

PAVEMENT AND BRIDGE NEEDS ON STATE SYSTEM

JEFFERSON COUNTY

MARKED ROUTE	MILES LENGTH	MILES NARROW	MILES BACKLOG	5 YEAR ACCRUING MILES	STRUCTURE BACKLOG	STRUCTURE ACCRUING	STRUCTURE TOTAL
US 51	2.25	.00	.00	.00			
IL 15	25.90	.38	1.97	9.33		1	17
IL 37	24.74	1.30	5.07	7.26	1	3	12
IL 142	13.02	.02	.78	.89		1	11
IL 148	17.82	.16	.00	7.51			2
I-FR	.00	.00	.00	.00			2
FAS	.93	.00	.00	.00			
FAU	3.45	.00	.18	3.13			3
SBI	1.85	.00	1.13	.48			
CH	.42	.11	.11	.00			
H/SB	.85	.85	.00	.00			
OR	2.20	.05	.25	.00			
TR	.00	.00	.00	.00			11
MISC	.00	.00	.00	.00			4
TOTAL	93.43	2.87	9.49	28.60	1	5	62

JERSEY COUNTY

MARKED ROUTE	MILES LENGTH	MILES NARROW	MILES BACKLOG	5 YEAR ACCRUING MILES	STRUCTURE BACKLOG	STRUCTURE ACCRUING	STRUCTURE TOTAL
US 67	8.54	.00	.00	2.78			1
IL 03	11.63	2.42	.00	2.49			
IL 16	26.94	.00	.00	.00			7
IL 100	25.10	1.21	.00	.00			11
IL 109	8.22	.00	.00	8.15	1	1	2
IL 267	14.08	.00	.89	9.38	1		2
FAS	4.04	.00	.00	.00			
MISC	.00	.00	.00	.00	1		1
TOTAL	98.55	3.63	.89	22.80	3	1	24

JODAVIESS COUNTY

MARKED ROUTE	MILES LENGTH	MILES NARROW	MILES BACKLOG	5 YEAR ACCRUING MILES	STRUCTURE BACKLOG	STRUCTURE ACCRUING	STRUCTURE TOTAL
US 20	45.11	.00	10.90	10.78	1	9	13
IL 35	2.42	.00	2.42	.00			
IL 78	23.50	3.14	12.10	.00			9
IL 84	14.98	.00	.00	4.90			5
FAP	1.08	.27	.00	.00			
FAS	3.64	.00	.00	.00			
FAU	.20	.20	.00	.20			
SBI	1.81	1.29	.00	.00			
OR	1.73	.15	.00	.15			1
MISC	.00	.00	.00	.00			4
TOTAL	94.47	5.05	25.42	16.03	1	9	32

PAVEMENT AND BRIDGE NEEDS ON STATE SYSTEM

JOHNSON' COUNTY

MARKED ROUTE	MILES LENGTH	MILES NARROW	MILES BACKLOG	5 YEAR ACCRUING MILES	STRUCTURE BACKLOG	STRUCTURE ACCRUING	STRUCTURE TOTAL
US 45	22.79	.00	8.16	3.81	4	5	12
IL 37	21.45	.00	8.10	8.87		1	4
IL 146	19.37	.08	1.18	.44	1	2	10
IL 147	10.25	8.70	.00	10.25			3
IL 166	1.82	.00	.00	.00			
FAS	.17	.00	.00	.00			
SBI	3.53	1.49	.00	2.20	1		1
OR	.78	.00	.00	.00			
TR	.00	.00	.00	.00		1	5
MISC	.00	.00	.00	.00			2
TOTAL	80.16	10.27	17.44	25.57	6	9	37

KANE COUNTY

MARKED ROUTE	MILES LENGTH	MILES NARROW	MILES BACKLOG	5 YEAR ACCRUING MILES	STRUCTURE BACKLOG	STRUCTURE ACCRUING	STRUCTURE TOTAL
US 20	18.10	.00	4.95	.48		2	7
US 30	12.83	.00	9.01	3.05	2	1	6
US 34	.77	.00	.77	.00			
IL 19	.22	.22	.22	.00			
IL 25	32.03	.22	9.33	20.95	2	2	9
IL 31	33.92	.63	9.73	11.46	1		8
IL 38	18.07	.00	14.60	.85			2
IL 47	28.32	.00	15.55	12.05		1	7
IL 56	7.10	.00	.82	3.09	3	3	6
IL 58	.17	.06	.00	.00			
IL 62	1.77	.00	1.13	.00			
IL 64	18.74	.00	6.75	8.85			3
IL 68	1.86	.00	.00	.85			
IL 72	18.84	.00	7.53	9.20		1	5
FAP	4.79	1.32	1.63	2.11			
FAS	.67	.00	.87	.00			
FAU	9.27	1.83	2.28	5.18			3
TR	.00	.00	.00	.00			1
MISC	.00	.00	.00	.00	2		2
TOTAL	207.47	4.28	84.97	78.12	10	10	59

PAVEMENT AND BRIDGE NEEDS ON STATE SYSTEM

KANKAKEE COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
US 45	20.73	.00	.00	13.24	4	1	9
IL 01	25.16	.00	5.57	10.62	1		7
IL 17	33.24	.00	6.50	11.16	6	1	18
IL 50	15.62	.00	.58	9.43	2		3
IL 102	8.14	.00	.00	.82		1	2
IL 113	10.30	.00	.00	4.74			1
IL 114	7.40	.00	.00	7.40		1	4
IL 115	25.26	.00	.00	25.26	1	5	13
I-FR	1.75	1.47	1.75	.00			
FAP	1.64	.13	.00	1.13			
FAS	15.54	.35	.00	15.45			
FAU	3.70	.00	2.41	1.29		1	9
SBI	.78	.00	.00	.72			
TR	.00	.00	.00	.00			4
MISC	.00	.00	.00	.00	2		2
TOTAL	169.26	1.95	16.81	101.26	16	10	72

KENDALL COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
US 30	9.08	.08	2.33	5.48	1	2	4
US 34	18.72	.00	3.82	6.83	4		8
US 52	18.79	.00	.00	9.44	2	2	7
IL 25	2.86	.00	.00	2.86			1
IL 31	2.64	.00	.00	.03			1
IL 47	18.62	.00	3.80	12.65			5
IL 71	18.38	.00	6.91	.90	1		5
IL 126	10.50	.00	9.12	.00			2
FAP	.92	.18	.55	.09			
MISC	.00	.00	.00	.00	1		1
TOTAL	100.51	.26	26.53	38.28	9	4	34

PAVEMENT AND BRIDGE NEEDS ON STATE SYSTEM

KNOX COUNTY

MARKED ROUTE	MILES LENGTH	MILES NARROW	MILES BACKLOG	5 YEAR ACCRUING MILES	STRUCTURE BACKLOG	STRUCTURE ACCRUING	STRUCTURE TOTAL
US 34	23.39	.00	.00	3.54		3	10
US 150	36.82	.70	2.55	19.70	3	1	9
IL 08	8.71	.00	2.20	6.16			2
IL 17	6.01	2.93	1.55	.00			1
IL 41	16.69	.00	1.10	.00	1		3
IL 78	1.66	.00	.00	.00			1
IL 97	15.29	.00	.00	.00		1	4
IL 116	8.50	.00	.00	.00			1
IL 164	1.62	.21	.00	.00			
IL 167	12.24	2.88	.60	11.49			
IL 180	15.51	7.32	.00	10.01	2	1	5
I-FR	.00	.00	.00	.00			1
FAS	.97	.00	.00	.18			
FAU	2.60	.10	.11	1.01		1	8
SBI	.08	.00	.00	.00			
CH	.00	.00	.00	.00			2
TR	.00	.00	.00	.00			6
MUN	.00	.00	.00	.00			2
MISC	.00	.00	.00	.00	1	1	7
TOTAL	150.09	14.14	8.11	52.09	7	8	62

LAKE COUNTY

MARKED ROUTE	MILES LENGTH	MILES NARROW	MILES BACKLOG	5 YEAR ACCRUING MILES	STRUCTURE BACKLOG	STRUCTURE ACCRUING	STRUCTURE TOTAL
US 12	21.87	.00	6.05	5.97		1	6
US 14	4.66	.00	1.35	.00		2	3
US 41	25.05	.00	10.33	8.75	1		5
US 45	25.91	.49	10.70	3.73		1	3
IL 21	13.65	.00	6.35	4.60	1	3	4
IL 22	19.27	.00	6.11	6.16	3		6
IL 43	14.57	.00	1.62	12.01		2	3
IL 53	3.10	.00	.34	.00			1
IL 59	15.70	.00	2.41	8.43	1		4
IL 60	17.22	.00	.00	8.95			5
IL 83	23.10	.00	1.72	1.07	1		4
IL 120	17.00	.00	5.73	1.03	2	6	13
IL 131	15.15	.00	.79	5.12			1
IL 132	13.57	.00	6.80	3.38			2
IL 134	5.62	.00	2.78	1.29			1
IL 137	21.15	.00	1.66	16.09		1	6
IL 173	20.02	.00	10.00	5.79		3	7
IL 176	18.62	.00	.90	11.14	4		7
FAP	10.81	1.15	7.53	.45			
FAU	39.23	2.76	23.20	12.86	6	3	21
SBI	.71	.10	.00	.54			
MUN	.00	.00	.00	.00			1
MISC	.00	.00	.00	.00	3		11
TOTAL	345.98	4.50	106.37	117.36	22	22	114

PAVEMENT AND BRIDGE NEEDS ON STATE SYSTEM

LASALLE COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
US 06	32.18	.00	1.52	16.14	1	2	16
US 34	26.91	.00	2.71	16.34	1		7
US 52	37.80	.00	2.06	11.78	1	3	10
IL 17	6.11	.00	.00	1.08		1	2
IL 18	25.91	.00	.38	22.85		1	4
IL 23	36.21	.00	11.16	20.53	3	1	13
IL 71	38.20	1.58	4.53	11.85	1	5	19
IL 170	16.72	.00	.00	1.34	1	4	6
IL 178	8.01	.00	.24	6.74	1	1	5
IL 251	37.20	.00	.00	26.72	4	3	10
IL 351	5.08	.00	.00	5.08	3		5
I-FR	3.98	3.27	3.11	.43			1
FAP	.66	.31	.00	.31			
FAS	4.11	3.20	.00	3.94			
FAU	3.80	.17	2.35	.00	1		6
SBI	1.03	.00	.00	1.03			
CH	.00	.00	.00	.00			2
OR	2.64	1.13	.24	2.40			
TR	.00	.00	.00	.00	1		20
MISC	.00	.00	.00	.00			10
TOTAL	286.55	9.66	28.30	148.56	18	21	136

LAWRENCE COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
US 50	25.37	.03	.00	16.23	10	1	23
IL 01	19.66	.00	.00	10.09		2	8
IL 33	14.64	.00	.00	12.51		1	3
IL 250	10.31	.08	.00	1.00			6
FAP	19.72	11.01	10.56	2.45			
FAS	8.83	2.63	.22	2.70			
OR	1.14	.00	.00	.00			
TR	.00	.00	.00	.00		1	1
MISC	.00	.00	.00	.00	1	1	11
TOTAL	99.67	13.75	10.78	44.98	11	6	52

PAVEMENT AND BRIDGE NEEDS ON STATE SYSTEM

LEE COUNTY

MARKED ROUTE	MILES LENGTH	MILES NARROW	MILES BACKLOG	5 YEAR ACCRUING MILES	STRUCTURE BACKLOG	STRUCTURE ACCRUING	STRUCTURE TOTAL
US 30	35.66	.00	.00	28.31			8
US 52	30.51	.00	16.49	9.19	1	2	9
IL 02	13.17	.00	4.09	.08		2	8
IL 26	17.73	.22	7.15	6.99	3		11
IL 38	16.02	.00	11.79	2.80		1	2
IL 251	20.20	.00	4.25	2.90	1	1	6
FAP	2.43	.33	.00	1.14			
FAS	8.48	3.83	8.48	.00			
FAU	.74	.56	.56	.00			
SBI	.50	.37	.09	.23			
OR	.46	.09	.00	.00			
TR	.00	.00	.00	.00		2	7
MISC	.00	.00	.00	.00			1
TOTAL	145.90	5.40	52.90	51.64	5	8	52

LIVINGSTON COUNTY

MARKED ROUTE	MILES LENGTH	MILES NARROW	MILES BACKLOG	5 YEAR ACCRUING MILES	STRUCTURE BACKLOG	STRUCTURE ACCRUING	STRUCTURE TOTAL
US 24	18.24	.00	.00	6.87		3	9
IL 17	38.33	.00	.64	26.89	4	2	18
IL 18	1.08	.00	.00	1.08			1
IL 23	25.50	.00	3.02	13.80	2		13
IL 47	34.44	.00	.00	10.03	1	2	13
IL 116	37.91	.00	.00	35.56	1	3	14
IL 170	8.28	.00	.00	.00			4
FAP	.06	.00	.00	.06			
FAS	35.36	.43	.92	21.49			
FAU	1.13	.07	.00	.60	2		2
SBI	3.10	.97	1.78	.82			2
OR	1.60	1.60	.00	1.13			
TR	.00	.00	.00	.00			
MISC	.00	.00	.00	.00	7	1	21
TOTAL	205.03	3.07	6.36	118.33	17	11	101

PAVEMENT AND BRIDGE NEEDS ON STATE SYSTEM

LOGAN COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
US 136	17.98	.06	7.74	.15	2	2	9
IL 10	25.23	.81	3.57	11.44	3	2	9
IL 54	17.54	.00	.00	.00	1		2
IL 121	19.11	.12	.00	6.75	4		8
I-FR	9.26	2.24	.56	3.50			1
FAP	.32	.32	.00	.32			
FAS	37.40	1.96	4.04	14.91			
FAU	10.18	2.85	2.57	1.02	1		4
SBI	1.95	.91	.63	1.05			
OR	1.50	.00	.26	.25			1
TR	.00	.00	.00	.00			3
MISC	.00	.00	.00	.00	7	3	21
TOTAL	140.47	9.27	19.37	39.39	18	7	58

MACON COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
US 36	17.42	.00	3.14	2.27	1	1	9
US 51	41.09	.19	5.90	5.53		3	25
IL 48	32.81	.07	.81	3.56		2	10
IL 105	13.39	2.06	.00	8.83			4
IL 121	21.60	.15	9.16	8.73		1	7
I-FR	.23	.23	.00	.00			
FAP	2.57	.56	.58	1.37			
FAS	7.74	.00	.00	1.70			
FAU	7.06	2.03	2.66	.36			3
SBI	1.85	1.17	.15	1.26			
CH	.00	.00	.00	.00			2
OR	.04	.00	.00	.00			
TR	.00	.00	.00	.00			6
MISC	.00	.00	.00	.00	3		12
TOTAL	145.80	6.46	22.40	33.61	4	7	78

PAVEMENT AND BRIDGE NEEDS ON STATE SYSTEM

MACOUPIN COUNTY

MARKED ROUTE	MILES LENGTH	MILES NARROW	MILES BACKLOG	5 YEAR ACCRUING MILES	STRUCTURE BACKLOG	STRUCTURE ACCRUING	STRUCTURE TOTAL
US 67	10.89	.00	.00	.97	1	1	4
IL 04	43.15	.00	5.95	17.62	1	1	10
IL 16	25.47	.00	.00	16.24		2	8
IL 108	24.67	.10	.00	13.07	1	3	11
IL 111	27.75	1.05	.00	14.72	1		5
IL 138	14.37	2.09	9.06	1.01	1		5
IL 159	8.33	.00	.00	3.59			
I-FR	2.22	.56	.56	1.66			
FAP	.34	.26	.00	.30			
FAS	35.55	19.53	20.40	9.03			
FAU	.66	.49	.66	.00			
SBI	16.27	9.79	7.19	2.45	3		4
CH	.00	.00	.00	.00			1
OR	.51	.51	.43	.00			
TR	.00	.00	.00	.00			2
MISC	.00	.00	.00	.00		1	5
TOTAL	210.18	34.38	44.25	80.66	8	8	55

MADISON COUNTY

MARKED ROUTE	MILES LENGTH	MILES NARROW	MILES BACKLOG	5 YEAR ACCRUING MILES	STRUCTURE BACKLOG	STRUCTURE ACCRUING	STRUCTURE TOTAL
US 40	17.36	.00	.00	.00			4
US 67	10.62	.00	.00	2.61		1	2
IL 03	28.56	.02	.00	.50	2		12
IL 04	23.80	.00	5.15	8.48		4	10
IL 100	5.71	.00	.00	.00			1
IL 111	23.05	.00	.00	.84	1	1	12
IL 140	25.90	.00	.00	18.14		2	11
IL 143	31.91	.08	.12	12.82		2	22
IL 157	20.48	.18	4.76	2.28	2		8
IL 159	23.82	.03	.00	.40	2	1	8
IL 160	17.55	.00	.00	10.85	1		5
IL 162	16.29	.00	.00	.11			2
IL 203	8.36	.71	1.36	.00			1
IL 267	3.12	.00	.00	.00			3
I-FR	26.35	10.33	2.37	2.72	1		7
FAP	1.51	.03	.00	.17			
FAS	19.15	14.39	.00	3.50			
FAU	54.12	23.41	5.83	12.37	3		16
SBI	13.54	7.76	5.65	1.35			
CH	2.20	1.86	.13	.00	1		5
H/SB	.24	.24	.24	.00			
OR	10.29	3.35	2.86	2.17	1		2
TR	.00	.00	.00	.00			14
MUN	.00	.00	.00	.00			1
MISC	.00	.00	.00	.00	8	2	26
TOTAL	383.93	62.39	28.47	79.31	22	13	172

PAVEMENT AND BRIDGE NEEDS ON STATE SYSTEM

MARION COUNTY

MARKED ROUTE	MILES LENGTH	MILES NARROW	MILES BACKLOG	5 YEAR ACCRUING MILES	STRUCTURE BACKLOG	STRUCTURE ACCRUING	STRUCTURE TOTAL
US 50	24.49	.00	.50	1.82		2	15
US 51	28.48	.12	8.89	1.87			19
IL 37	28.20	.32	.03	20.12	1	2	7
IL 161	12.50	.07	.00	1.63		1	7
FAP	1.01	.43	.87	.00			
FAS	23.71	.00	.94	2.76			
FAU	.57	.00	.15	.00			
SBI	4.83	3.09	2.25	2.58	2	1	4
CH	.00	.00	.00	.00			1
TR	.00	.00	.00	.00			6
MISC	.00	.00	.00	.00	1	3	16
TOTAL	123.79	4.03	13.63	30.78	4	9	75

MARSHALL COUNTY

MARKED ROUTE	MILES LENGTH	MILES NARROW	MILES BACKLOG	5 YEAR ACCRUING MILES	STRUCTURE BACKLOG	STRUCTURE ACCRUING	STRUCTURE TOTAL
IL 17	36.77	.00	.00	19.71	2		12
IL 18	2.30	.00	.99	.00			3
IL 26	13.80	.00	.00	1.01	4		8
IL 29	13.26	.00	.00	1.89			6
IL 40	4.03	.00	.00	4.03			1
IL 89	13.76	.00	.00	5.57	3		5
IL 117	7.53	.00	.00	7.53	1		2
IL 251	4.28	.00	.00	.28		2	2
FAP	.85	.62	.47	.22			
SBI	1.33	1.33	.14	1.19			
CH	.38	.00	.00	.20			2
TR	.00	.00	.00	.00			3
MISC	.00	.00	.00	.00			2
TOTAL	98.29	1.95	1.60	41.63	10	2	46

MASON COUNTY

MARKED ROUTE	MILES LENGTH	MILES NARROW	MILES BACKLOG	5 YEAR ACCRUING MILES	STRUCTURE BACKLOG	STRUCTURE ACCRUING	STRUCTURE TOTAL
US 136	25.11	.00	7.26	4.60	1		4
IL 10	17.83	.08	.00	4.67			4
IL 29	13.49	.00	5.16	.00			2
IL 78	17.28	.02	.00	2.72		1	2
IL 97	13.02	.32	.00	3.82			1
SBI	6.46	3.32	.45	3.68		1	1
TOTAL	93.19	3.74	12.87	19.49	1	2	14

PAVEMENT AND BRIDGE NEEDS ON STATE SYSTEM

MASSAC COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
US 45	24.72	.16	.00	5.86	1	1	9
IL 145	10.13	.00	.00	9.97		1	2
IL 169	3.78	3.78	.00	1.85			2
I-FR	.00	.00	.00	.00			2
SBI	.10	.10	.10	.00			
OR	.60	.60	.00	.00			
TR	.00	.00	.00	.00			2
MISC	.00	.00	.00	.00			2
TOTAL	39.33	4.64	.10	17.68	1	2	19

MCDONOUGH COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
US 67	27.73	.00	1.21	10.35	1	2	13
US 136	25.81	.00	.00	11.72	1		1
IL 09	26.35	.11	2.54	9.12		1	7
IL 41	9.81	.00	3.47	6.34		1	2
IL 61	8.64	.42	.00	.15	1		2
IL 95	3.05	.00	.00	2.75			1
FAP	.41	.04	.21	.16			
SBI	.15	.00	.15	.00			
MISC	.00	.00	.00	.00			1
TOTAL	101.95	.57	7.58	40.59	3	4	27

PAVEMENT AND BRIDGE NEEDS ON STATE SYSTEM

MCHENRY COUNTY

MARKED ROUTE	MILES LENGTH	MILES NARROW	MILES BACKLOG	5 YEAR ACCRUING MILES	STRUCTURE BACKLOG	STRUCTURE ACCRUING	STRUCTURE TOTAL
US 12	9.91	.00	3.12	4.92	2		5
US 14	34.72	.00	10.75	5.15	3	1	8
US 20	13.38	.00	4.53	8.85			
IL 22	.51	.00	.00	.00			
IL 23	17.96	.00	.00	11.81	2	1	5
IL 31	21.85	.00	10.88	9.19	2		6
IL 47	24.48	.00	8.43	10.36			5
IL 62	1.79	.00	.26	.00			1
IL 120	17.16	.00	10.59	3.05			2
IL 173	27.84	.00	13.09	14.75	3	4	8
IL 176	21.81	.00	13.00	7.95	4		5
FAP	.85	.55	.60	.00			
FAU	1.07	.00	.00	.00		1	1
TOTAL	193.33	.55	75.25	76.03	16	7	46

MCLEAN COUNTY

MARKED ROUTE	MILES LENGTH	MILES NARROW	MILES BACKLOG	5 YEAR ACCRUING MILES	STRUCTURE BACKLOG	STRUCTURE ACCRUING	STRUCTURE TOTAL
US 24	21.12	.00	.40	5.69			3
US 51	21.44	.51	.00	3.86		1	13
US 136	42.46	.00	.51	13.22	1	4	12
US 150	38.02	.44	1.59	15.38	1	2	10
IL 09	43.04	.00	.71	26.42	3		8
IL 54	11.09	.00	2.89	2.67			2
IL 122	7.69	.00	.00	.00	1		1
IL 165	25.74	.00	.00	18.23			6
IL 251	1.15	.00	.00	.00			1
I-FR	14.82	4.20	1.83	6.96			2
FAP	4.52	3.35	1.45	1.80			
FAS	53.81	1.14	9.09	26.49			
FAU	1.32	.85	.70	.44			2
SBI	1.08	.00	.06	1.02			
CH	.00	.00	.00	.00			1
OR	.11	.00	.00	.00			1
TR	.00	.00	.00	.00			13
MISC	.00	.00	.00	.00	12	2	42
TOTAL	287.41	10.49	19.23	122.18	18	9	117

PAVEMENT AND BRIDGE NEEDS ON STATE SYSTEM

MENARD COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
IL 29	12.88	.00	11.96	.00		1	5
IL 97	20.56	.52	3.01	17.55			7
IL 123	14.88	.00	.00	.91			3
FAS	.49	.00	.00	.00			
SBI	1.44	1.37	.43	1.01			
OR	.52	.00	.00	.52			
MISC	.00	.00	.00	.00		1	1
TOTAL	50.77	1.89	15.40	19.99		2	16

MERCER COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
US 67	18.30	.00	6.37	6.62			5
IL 17	31.04	.65	.00	25.14			1
IL 94	20.87	.00	.00	.51	1		6
FAP	.28	.28	.28	.00			
FAS	10.16	8.26	2.48	4.48			
MISC	.00	.00	.00	.00			1
TOTAL	80.65	9.19	9.13	36.75	1		13

MONROE COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
IL 03	23.27	.00	.00	.99			5
IL 156	21.80	2.26	.00	2.48			7
IL 158	1.25	.00	.55	.70			1
IL 159	5.82	.00	.00	.28			2
FAP	.13	.07	.00	.00			
FAU	1.23	.00	1.23	.00		1	1
SBI	1.73	.00	.37	.57			
OR	.13	.13	.00	.00			
MUN	.00	.00	.00	.00			1
MISC	.00	.00	.00	.00			5
TOTAL	55.36	2.46	2.15	5.02		1	22

MONTGOMERY COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
IL 16	32.83	.49	.71	18.97	1	7	12
IL 48	7.06	.00	.97	2.85			2
IL 108	3.26	.00	.00	.00	1		2
IL 127	19.94	.22	.26	14.29		1	6
IL 185	14.86	.00	.00	.00	1		3
I-FR	23.78	.59	14.30	3.66			
FAS	38.97	.00	23.02	12.84			
FAU	6.83	1.28	6.57	.26	1		1
SBI	2.11	.98	1.72	.39			
OR	.94	.00	.06	.46			1
TR	.00	.00	.00	.00		1	7
MISC	.00	.00	.00	.00	1	6	10
TOTAL	150.58	3.56	47.61	53.72	5	15	44

MORGAN COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
US 67	36.74	.76	5.36	10.92	2	2	12
IL 78	12.10	.34	1.97	9.89	2	2	5
IL 100	1.96	.00	.00	.00			1
IL 104	22.92	.00	.00	3.50	1	1	4
IL 111	4.88	.00	4.88	.00		1	1
IL 123	10.61	9.95	1.46	8.72	1		4
IL 267	5.26	.00	.00	.00			
I-FR	.40	.00	.00	.00			
FAP	5.77	.19	.00	2.53			
FAS	14.57	.00	.00	3.56			
FAU	2.01	.00	.90	.00			1
SBI	5.98	.42	1.23	.21			
CH	.00	.00	.00	.00	1		1
TR	.00	.00	.00	.00	1		6
MISC	.00	.00	.00	.00	1	2	6
TOTAL	123.20	11.66	15.80	39.33	9	8	41

PAVEMENT AND BRIDGE NEEDS ON STATE SYSTEM

MOULTRIE COUNTY

MARKED ROUTE	MILES LENGTH	MILES NARROW	MILES BACKLOG	5 YEAR ACCRUING MILES	STRUCTURE BACKLOG	STRUCTURE ACCRUING	STRUCTURE TOTAL
US 36	15.20	.00	.00	.00	1	1	6
IL 16	4.16	.00	.00	.00			
IL 32	24.79	.00	.00	2.74	1		4
IL 121	24.04	.00	.00	12.03			10
IL 128	9.66	.00	.00	9.33		3	8
IL 133	8.61	.00	.00	.00			3
FAP	.07	.06	.00	.07			
FAS	16.24	.16	1.25	.03			
SBI	1.46	.31	.00	.65			1
MISC	.00	.00	.00	.00			10
TOTAL	104.23	.53	1.25	24.85	2	4	42

OGLE COUNTY

MARKED ROUTE	MILES LENGTH	MILES NARROW	MILES BACKLOG	5 YEAR ACCRUING MILES	STRUCTURE BACKLOG	STRUCTURE ACCRUING	STRUCTURE TOTAL
US 52	15.38	.00	9.66	.74			4
IL 02	28.10	.00	16.60	.80	1		12
IL 26	15.99	.00	.59	11.42			3
IL 38	17.00	.00	4.52	1.38		1	5
IL 64	39.43	.00	9.33	16.44	1	3	14
IL 72	35.66	.08	27.50	.85			11
IL 251	17.53	.00	10.01	5.20		1	7
FAP	.21	.00	.00	.04			
FAS	3.61	.92	.00	3.61			
FAU	.06	.00	.06	.00			
SBI	2.69	2.02	.45	1.46			
TR	.00	.00	.00	.00			7
MISC	.00	.00	.00	.00			2
TOTAL	175.66	3.02	78.72	41.94	2	5	65

PAVEMENT AND BRIDGE NEEDS ON STATE SYSTEM

PEORIA COUNTY

MARKED ROUTE	MILES LENGTH	MILES NARROW	MILES BACKLOG	5 YEAR ACCRUING MILES	STRUCTURE BACKLOG	STRUCTURE ACCRUING	STRUCTURE TOTAL
US 24	25.72	1.25	3.66	7.61	1	2	11
US 150	28.91	.09	2.88	3.42	2		8
IL 06	9.75	.00	.00	.00	1		14
IL 08	25.86	.36	.15	12.31		1	17
IL 09	1.63	.00	.00	1.63			
IL 29	19.57	.00	7.95	7.08	1	1	5
IL 40	20.83	.21	7.61	8.85			3
IL 78	15.52	.00	.00	6.37			4
IL 90	15.80	.00	.00	.00	1		4
IL 91	14.22	2.77	5.45	4.79	2	1	7
IL 116	20.05	.07	.00	15.61			2
I-FR	.36	.36	.36	.00		1	2
FAP	5.02	.55	.23	.44			
FAS	2.25	.00	.00	.30			
FAU	10.08	1.95	2.55	2.61	1	2	20
SBI	13.82	5.96	11.34	.42	2		2
CH	.00	.00	.00	.00			1
OR	.64	.32	.04	.23			
TR	.00	.00	.00	.00			3
MUN	.00	.00	.00	.00			4
MISC	.00	.00	.00	.00	2	2	10
TOTAL	230.03	13.89	42.22	71.67	13	10	117

PERRY COUNTY

MARKED ROUTE	MILES LENGTH	MILES NARROW	MILES BACKLOG	5 YEAR ACCRUING MILES	STRUCTURE BACKLOG	STRUCTURE ACCRUING	STRUCTURE TOTAL
US 51	18.85	.00	2.63	6.27		2	2
IL 04	5.07	.00	.00	2.73	1		1
IL 13	24.64	.00	.00	11.52	2	2	6
IL 14	4.40	.00	.00	.00			2
IL 127	9.56	.00	.23	.08		1	3
IL 150	5.88	.00	.00	.00			1
IL 152	6.84	.00	.00	.77		1	2
IL 154	25.27	6.43	.02	7.55		4	8
FAS	1.61	.00	.00	.00			
TOTAL	102.12	6.43	2.88	28.92	3	10	25

PAVEMENT AND BRIDGE NEEDS ON STATE SYSTEM

PIATT COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
US 150	8.14	.00	.00	8.14			3
IL 10	12.34	.00	.00	11.94			6
IL 32	4.19	.00	.00	.00			2
IL 48	6.33	.00	.00	4.43			6
IL 105	23.67	.00	1.13	13.54			5
FAP	16.66	1.90	.00	1.52			
FAS	16.23	5.36	1.71	5.72			
SBI	1.35	.86	.00	.90			
CH	.00	.00	.00	.00			1
OR	.00	.00	.00	.00	1		1
TR	.00	.00	.00	.00			6
MISC	.00	.00	.00	.00		2	14
TOTAL	88.91	8.12	2.84	46.19	1	2	44

PIKE COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
US 36	5.20	.33	.08	3.36	1		3
US 54	23.96	.00	.00	8.27	1	2	10
IL 57	4.18	.00	.00	4.18	1		3
IL 96	33.74	2.12	2.95	20.12	1	3	18
IL 99	1.17	.00	.00	.00			1
IL 100	21.93	.22	.00	5.81		5	9
IL 104	19.08	.69	.00	.00		1	9
IL 106	33.37	.00	14.41	1.86	1	2	12
IL 107	13.27	2.39	.00	10.77	1		3
I-FR	1.81	.00	.00	.00			2
FAP	.04	.00	.04	.00			
SBI	4.98	1.40	.06	.00			1
OR	2.43	1.15	.22	.00			
TR	.00	.00	.00	.00			9
MISC	.00	.00	.00	.00			5
TOTAL	165.16	8.30	17.76	54.37	6	13	85

POPE COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
IL 34	3.46	.00	.00	3.46		1	3
IL 145	24.00	.00	6.69	7.04	3	4	11
IL 146	21.79	.00	.00	.00	1	1	9
IL 147	2.56	.00	.00	.00		1	1
CH	.27	.00	.00	.00			
TR	.00	.00	.00	.00			1
TOTAL	52.08	.00	6.69	10.50	4	7	25

PULASKI COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
US 51	19.11	14.96	1.57	3.97			8
IL 37	19.29	.00	.72	8.06	1	3	6
IL 169	5.26	4.32	.00	.00			3
FAS	1.15	.00	.00	.62			
SBI	.22	.22	.00	.00		1	1
TR	.00	.00	.00	.00			4
MISC	.00	.00	.00	.00			3
TOTAL	45.03	19.50	2.29	12.65	1	4	25

PUTNAM COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
IL 18	9.72	.00	.00	2.06		3	3
IL 26	11.27	.00	.00	.00	3	2	7
IL 29	6.31	.00	.00	.00			3
IL 71	8.61	.00	5.94	.67	1	1	5
IL 89	14.56	.00	3.81	10.75	1	3	6
FAS	1.19	.00	.00	.00			
SBI	.21	.21	.21	.00			
CH	.00	.00	.00	.00			1
OR	.08	.00	.00	.00			1
TOTAL	51.95	.21	9.96	13.48	5	9	26

PAVEMENT AND BRIDGE NEEDS ON STATE SYSTEM

RANDOLPH COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
IL 03	37.87	.53	4.77	1.83		2	9
IL 04	20.57	.00	4.00	2.19	1		3
IL 13	6.50	.00	.00	.08			
IL 150	12.12	.61	.00	.75	1		1
IL 153	8.05	.00	.00	.00			1
IL 154	25.02	.00	.00	.86	1	2	7
IL 155	10.81	3.58	.00	3.73	1		3
IL 159	.73	.00	.00	.00			1
FAP	.92	.19	.19	.00			
FAS	7.03	3.82	.00	.00			
FAU	2.82	1.83	2.71	.11			
SBI	3.09	.00	.00	2.52			
OR	2.46	.00	.03	.30			
MISC	.00	.00	.00	.00	2		5
TOTAL	137.99	10.56	11.70	12.37	6	4	30

RICHLAND COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
US 50	20.97	.00	1.64	.00			8
IL 130	20.03	.04	.70	.00	1	1	6
IL 250	11.71	7.62	.03	9.48			4
FAP	11.49	10.64	9.21	.86			
FAS	.44	.00	.00	.28			
MISC	.00	.00	.00	.00	1		3
TOTAL	64.64	18.30	11.58	10.62	2	1	21

PAVEMENT AND BRIDGE NEEDS ON STATE SYSTEM

ROCK ISLAND COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
US 06	3.64	.00	.62	.35			
US 67	13.85	.13	4.43	1.43		1	2
US 150	4.24	.00	1.32	.96	2		5
IL 05	15.65	.00	3.14	2.94	1	1	5
IL 84	25.70	.00	.00	3.46	1		11
IL 92	45.81	7.31	18.00	16.88	1	1	6
IL 94	8.89	.00	.00	.00		6	24
IL 192	8.46	5.80	5.84	.00			1
I-FR	.00	.00	.00	.00	2		
FAP	11.25	3.08	1.51	6.44			8
FAS	28.55	6.55	.00	16.08			
FAU	23.29	4.43	10.58	6.45		2	
SBI	5.64	2.24	1.24	3.91			8
CH	.82	.82	.13	.69	2		1
H/SB	.18	.06	.18	.00			3
OR	.91	.00	.78	.07			
TR	.00	.00	.00	.00			
MISC	.00	.00	.00	.00	5	3	4
TOTAL	196.88	30.42	47.77	59.66	14	14	99

SALINE COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
US 45	28.51	.00	1.50	6.51	3	6	13
IL 13	18.38	.00	9.10	3.56		2	9
IL 34	29.29	.00	6.75	15.56	6	5	19
IL 142	12.23	.00	6.15	.00	2	1	3
IL 145	3.39	.00	.00	3.39	1		1
FAS	4.84	.00	.00	.07			
FAU	.36	.07	.00	.36			
SBI	2.94	.09	.00	.36			
OR	.20	.00	.00	.00			
TR	.00	.00	.00	.00		1	1
MISC	.00	.00	.00	.00	1		1
TOTAL	100.14	.16	23.50	29.81	13	15	47

PAVEMENT AND BRIDGE NEEDS ON STATE SYSTEM

SANGAMON COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
IL 04	23.67	.13	2.64	10.54	1	2	16
IL 29	29.79	.79	1.27	15.87		4	13
IL 54	12.43	.12	7.04	4.30		1	2
IL 97	12.69	.00	.30	9.93	1		7
IL 104	21.43	.00	3.02	.00	1	2	5
IL 123	4.06	.00	1.85	.00			1
IL 124	9.24	.00	.00	.76			2
IL 125	9.20	.00	6.89	2.31	1		2
I-FR	31.29	5.87	8.36	8.92			1
FAP	19.17	3.78	1.79	3.87			
FAS	57.04	3.33	16.59	15.42			
FAU	10.33	1.27	3.74	.86		3	11
SBI	17.19	9.06	7.51	5.04	2		3
CH	.68	.15	.15	.25			1
OR	1.27	.00	.00	.00			2
TR	.00	.00	.00	.00		1	11
MUN	.00	.00	.00	.00			2
MISC	.00	.00	.00	.00	12	4	44
TOTAL	259.48	24.50	61.15	78.07	18	17	123

SCHUYLER COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
US 24	17.97	.41	.00	1.75	1		2
US 67	21.46	.00	.00	1.84		1	5
IL 99	8.20	.00	.00	.00			8
IL 100	18.26	5.22	8.36	8.53	6	2	10
IL 101	17.36	.00	.00	1.35	1	2	8
IL 103	9.18	.00	.00	7.40		1	5
FAS	9.33	9.02	.59	7.22			
SBI	3.22	.00	2.51	.00			
CH	1.83	.00	.00	.00			
MISC	.00	.00	.00	.00	1		1
TOTAL	106.81	14.65	11.46	28.09	9	6	39

PAVEMENT AND BRIDGE NEEDS ON STATE SYSTEM

SCOTT COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
IL 100	13.87	.00	1.15	4.25	2	1	10
IL 106	15.08	.00	.51	7.71		3	6
IL 267	3.77	.00	.00	.00			
I-FR	.00	.00	.00	.00			2
FAP	3.93	.13	.00	.20			
FAS	12.87	.24	.78	5.74			
SBI	2.22	.00	2.22	.00	1	1	2
CH	.00	.00	.00	.00			1
TR	.00	.00	.00	.00			2
MISC	.00	.00	.00	.00	1		6
TOTAL	51.74	.37	4.66	17.90	4	5	29

SHELBY COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
US 45	4.84	.00	.00	4.84			
US 51	12.51	.00	12.51	.00		1	2
IL 16	28.22	.00	.00	6.45			10
IL 32	17.01	.00	.00	.00			5
IL 128	25.87	.22	.00	25.17		1	5
I-FR	2.52	2.52	2.46	.00			
FAP	.29	.29	.00	.29			
SBI	1.99	.00	.54	.34			
OR	.27	.00	.00	.27			
TR	.00	.00	.00	.00			1
MISC	.00	.00	.00	.00			1
TOTAL	93.52	3.03	15.51	37.36		2	24

PAVEMENT AND BRIDGE NEEDS ON STATE SYSTEM

ST. CLAIR COUNTY

MARKED ROUTE	MILES LENGTH	MILES NARROW	MILES BACKLOG	5 YEAR ACCRUING MILES	STRUCTURE BACKLOG	STRUCTURE ACCRUING	STRUCTURE TOTAL
US 50	10.70	.00	.00	3.77		1	6
IL 03	8.64	.33	.28	.00	3	1	8
IL 04	34.65	.00	.50	6.36		2	15
IL 13	33.76	3.05	.00	4.19			13
IL 15	23.51	.00	5.76	7.30	3	1	17
IL 111	4.43	.50	.29	1.57			3
IL 156	5.85	.00	.00	1.00		1	1
IL 157	14.23	.00	2.64	.88		2	6
IL 158	22.56	.00	.00	2.39	2		8
IL 159	23.57	.06	.00	13.42	1	1	11
IL 161	21.99	.00	.00	6.47		2	13
IL 163	9.35	.98	1.30	7.05	1		4
IL 177	8.97	.00	.00	.00			9
IL 203	1.15	.01	.00	.00	1		3
I-FR	4.06	2.69	.00	.00	4	2	22
FAP	4.38	1.47	.97	.16			
FAS	8.68	.38	.00	1.90			
FAU	72.79	15.99	17.08	20.04	2	4	35
SBI	3.64	.38	.85	1.51		1	1
CH	.83	.00	.00	.00			1
OR	3.77	1.41	.32	.15	1		3
TR	.00	.00	.00	.00			2
MUN	.00	.00	.00	.00			1
MISC	.00	.00	.00	.00	4		11
TOTAL	321.51	27.25	29.99	78.16	22	18	193

STARK COUNTY

MARKED ROUTE	MILES LENGTH	MILES NARROW	MILES BACKLOG	5 YEAR ACCRUING MILES	STRUCTURE BACKLOG	STRUCTURE ACCRUING	STRUCTURE TOTAL
IL 17	20.64	3.27	9.06	3.55	1	1	3
IL 40	12.06	.14	.00	.00			5
IL 78	11.58	.00	.00	7.50	1	1	3
IL 91	13.17	1.50	.00	7.71	3		4
IL 93	9.60	.00	.00	.00			2
FAS	2.30	.00	.00	2.30			
SBI	.10	.00	.10	.00			
MISC	.00	.00	.00	.00		1	1
TOTAL	69.45	4.91	9.16	21.06	5	3	18

PAVEMENT AND BRIDGE NEEDS ON STATE SYSTEM

STEPHENSON COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
US 20	40.14	.35	8.50	5.29	1	3	23
IL 26	21.94	2.16	2.58	9.79	4		13
IL 73	22.16	.00	16.60	2.88	1		9
IL 75	17.98	.11	14.29	2.56		1	5
FAP	1.33	.15	.15	.00			
FAS	.05	.00	.00	.00			
FAU	1.65	.00	.00	.00			
SBI	.53	.00	.00	.00			
OR	.13	.00	.00	.00			
TR	.00	.00	.00	.00	1		4
MISC	.00	.00	.00	.00			3
TOTAL	105.91	2.77	42.12	20.52	7	4	57

TAZEWELL COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
US 24	19.98	.00	1.98	5.47	1		9
US 150	18.94	.00	1.61	13.72	2	2	9
IL 08	7.95	.00	.00	4.39	3	1	9
IL 09	22.57	2.17	4.10	14.17		2	6
IL 26	1.23	.00	.00	.00	1		1
IL 29	26.17	.06	7.37	11.58	3	1	9
IL 40	.87	.00	.00	.28			4
IL 98	9.62	.00	4.67	.37	3	1	5
IL 116	2.47	.00	2.25	.22			4
IL 122	20.62	.00	.00	2.43	1		6
I-FR	.00	.00	.00	.00	1		5
FAP	.23	.00	.00	.07			
FAS	3.54	.40	.00	3.07			
FAU	2.00	.18	.00	.29	1		11
SBI	.45	.30	.28	.17			
CH	.00	.00	.00	.00			1
OR	.50	.00	.05	.20			
TR	.00	.00	.00	.00			1
MUN	.00	.00	.00	.00			1
MISC	.00	.00	.00	.00		2	13
TOTAL	137.14	3.11	22.31	56.43	16	9	94

PAVEMENT AND BRIDGE NEEDS ON STATE SYSTEM

UNION COUNTY

MARKED ROUTE	MILES LENGTH	MILES NARROW	MILES BACKLOG	5 YEAR ACCRUING MILES	STRUCTURE BACKLOG	STRUCTURE ACCRUING	STRUCTURE TOTAL
US 51	19.87	4.83	10.31	.00	1	3	9
IL 03	17.05	.00	.00	10.76	1		4
IL 127	21.15	7.82	.00	2.53	1	1	13
IL 146	17.89	.00	5.87	.90		1	6
I-FR	.00	.00	.00	.00		2	4
FAP	.27	.00	.00	.00			
FAS	11.70	10.36	1.64	6.66			
SBI	.37	.00	.00	.00			
CH	.00	.00	.00	.00			1
OR	.83	.00	.00	.29			2
TR	.00	.00	.00	.00	1	3	8
MISC	.00	.00	.00	.00		1	2
TOTAL	89.13	23.01	17.82	21.14	4	11	49

VERMILION COUNTY

MARKED ROUTE	MILES LENGTH	MILES NARROW	MILES BACKLOG	5 YEAR ACCRUING MILES	STRUCTURE BACKLOG	STRUCTURE ACCRUING	STRUCTURE TOTAL
US 136	33.52	1.81	.00	15.70		2	11
US 150	34.08	.00	1.50	10.03	1		13
IL 01	13.20	.00	.00	6.51		1	7
IL 09	21.49	.00	.00	14.91			10
IL 49	27.42	.00	.00	15.13	1	1	10
IL 119	7.78	.00	.00	.00			1
I-FR	.79	.18	.14	.65			
FAP	1.12	.00	1.06	.00			
FAS	87.30	3.52	.86	34.48			
FAU	7.29	.35	.32	3.96			8
SBI	.65	.00	.00	.63	1		1
CH	.66	.18	.56	.00			4
OR	.70	.00	.00	.63			1
TR	.00	.00	.00	.00			8
MISC	.00	.00	.00	.00	2	3	39
TOTAL	236.00	6.04	4.44	102.63	5	7	113

PAVEMENT AND BRIDGE NEEDS ON STATE SYSTEM

WABASH COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
IL 01	25.70	.69	7.03	16.64		1	8
IL 15	12.56	.00	.53	11.21	1	2	7
FAP	.40	.39	.32	.01			
FAS	3.33	.14	2.20	.00			
SBI	3.50	.00	1.46	.72	1	1	2
MISC	.00	.00	.00	.00			1
TOTAL	45.49	1.22	11.54	28.58	2	4	18

WARREN COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
US 34	22.33	.00	.03	8.60			13
US 67	29.76	1.62	.00	15.68	2	3	13
IL 94	5.18	.00	.00	.00			1
IL 116	18.10	5.79	.00	16.61	1		3
IL 135	15.51	5.90	.02	1.28	1	1	4
IL 164	15.90	.00	.00	6.52			2
FAP	.06	.06	.06	.00			
FAS	2.21	.18	.00	.00			
FAU	2.20	.65	.80	.58	1		1
SBI	6.40	1.98	1.62	4.70			
CH	.46	.26	.26	.00			
OR	.13	.00	.00	.00			
TR	.00	.00	.00	.00			1
MISC	.00	.00	.00	.00			1
TOTAL	118.24	16.44	2.79	53.97	5	4	39

PAVEMENT AND BRIDGE NEEDS ON STATE SYSTEM

WASHINGTON COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
US 51	19.96	.00	.00	.00			2
IL 04	.32	.00	.00	.00			1
IL 15	28.68	.00	1.28	.00			12
IL 127	21.45	.00	.00	11.71		1	11
IL 153	10.03	.00	.00	.00			3
IL 160	11.34	.00	.00	.00	2		5
IL 177	22.48	.04	.00	.00			8
I-FR	.18	.18	.07	.00			
FAP	.46	.00	.00	.00			
FAS	16.81	.00	.00	9.28			
SBI	4.73	1.77	.00	.85	1		2
CH	.00	.00	.00	.00			2
H/SB	.62	.00	.00	.00			
OR	.35	.00	.00	.00			
TR	.00	.00	.00	.00			2
MISC	.00	.00	.00	.00			4
TOTAL	137.41	1.99	1.35	21.84	3	1	52

WAYNE COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
US 45	31.06	.00	.00	7.63			9
IL 15	30.20	.00	8.38	8.54		3	21
IL 242	7.48	.00	.00	.00	1	1	3
FAP	.87	.81	.66	.03			
FAS	.23	.20	.00	.00			
SBI	1.72	.48	.00	.00	1	1	2
CH	.00	.00	.00	.00			1
TR	.00	.00	.00	.00			4
MISC	.00	.00	.00	.00		1	3
TOTAL	71.56	1.49	9.04	16.20	2	6	43

PAVEMENT AND BRIDGE NEEDS ON STATE SYSTEM

WHITE COUNTY

MARKED ROUTE	MILES LENGTH	MILES NARROW	MILES BACKLOG	5 YEAR ACCRUING MILES	STRUCTURE BACKLOG	STRUCTURE ACCRUING	STRUCTURE TOTAL
US 45	26.95	.00	1.31	12.51		2	12
IL 01	31.41	.30	2.07	5.98	1	1	12
IL 14	18.19	.00	.00	.00	1	1	8
IL 141	17.49	.00	2.35	13.21	1		10
FAP	.11	.11	.00	.00			
FAS	.10	.00	.00	.00			
OR	.06	.00	.00	.00			
TR	.00	.00	.00	.00			4
MISC	.00	.00	.00	.00			2
TOTAL	94.31	.41	5.73	31.70	3	4	48

WHITESIDE COUNTY

MARKED ROUTE	MILES LENGTH	MILES NARROW	MILES BACKLOG	5 YEAR ACCRUING MILES	STRUCTURE BACKLOG	STRUCTURE ACCRUING	STRUCTURE TOTAL
US 30	30.93	.00	6.36	2.40	3	2	17
IL 02	5.69	.83	1.81	1.50			
IL 40	26.58	.08	11.18	2.43	2	2	12
IL 78	25.56	.00	7.49	9.03			7
IL 84	14.09	.00	5.56	.99		1	5
IL 136	3.22	.00	.36	2.86			
IL 172	12.00	5.01	5.01	.00		1	4
I-FR	.00	.00	.00	.00	1		1
FAP	1.46	.00	.00	1.08			
FAS	48.95	24.69	14.04	24.38			
FAU	2.34	.57	.00	.57			3
SBI	1.58	.29	.00	.08			
CH	.61	.37	.00	.00			1
OR	.11	.00	.00	.00			
TR	.00	.00	.00	.00		1	4
MISC	.00	.00	.00	.00	5	1	20
TOTAL	173.12	31.84	51.81	45.32	11	8	74

PAVEMENT AND BRIDGE NEEDS ON STATE SYSTEM

WILL COUNTY

MARKED ROUTE	MILES LENGTH	MILES NARROW	MILES BACKLOG	5 YEAR ACCRUING MILES	STRUCTURE BACKLOG	STRUCTURE ACCRUING	STRUCTURE TOTAL
US 06	23.09	7.02	7.26	6.80	3	2	10
US 30	31.95	.00	3.91	18.57		1	10
US 45	18.79	.00	4.58	11.05	1	1	10
US 52	27.27	.55	.50	3.60	1		11
IL 01	12.06	.49	.00	9.60	1	2	3
IL 07	17.47	.00	2.20	.50		3	7
IL 50	12.51	.00	6.38	1.76			4
IL 53	34.59	.12	20.86	2.00	3		10
IL 59	14.80	.00	2.96	1.70	3		4
IL 102	10.19	.00	.52	9.67			2
IL 113	14.70	.00	1.01	7.12	1		5
IL 126	4.83	.00	.00	.00			3
IL 129	4.06	.00	.00	.00	1		1
IL 171	8.82	.09	.00	1.42			3
IL 394	6.76	.00	4.40	.00	1	1	4
I-FR	49.04	13.51	32.02	8.07	4	2	10
FAP	1.87	.48	.48	.61			
FAS	13.99	2.73	5.65	6.42			
FAU	29.64	4.08	10.45	4.49	4	4	28
SBI	6.18	6.05	2.04	.00	2		2
CH	4.71	3.73	.98	.00	1	1	4
OR	8.83	.04	.07	2.03	2		3
TR	.00	.00	.00	.00		1	5
MISC	.00	.00	.00	.00	5		12
TOTAL	356.15	38.89	106.27	95.41	33	18	151

WILLIAMSON COUNTY

MARKED ROUTE	MILES LENGTH	MILES NARROW	MILES BACKLOG	5 YEAR ACCRUING MILES	STRUCTURE BACKLOG	STRUCTURE ACCRUING	STRUCTURE TOTAL
US 45	1.64	.00	.00	1.64			
IL 13	24.85	.00	.51	8.82		4	14
IL 37	19.26	.00	1.42	6.86	2	4	7
IL 148	18.81	.00	8.91	1.89	2	1	8
IL 149	2.96	.00	.00	2.47			
IL 166	12.61	.00	.00	3.16		1	4
I-FR	.00	.00	.00	.00			1
FAP	2.32	1.56	.00	1.14			
FAS	19.34	6.68	7.61	5.06			
FAU	3.73	.08	.35	.00			
SBI	1.76	.00	.25	.00			
OR	.12	.00	.00	.12			
TR	.00	.00	.00	.00			2
MUN	.00	.00	.00	.00			2
MISC	.00	.00	.00	.00	8		15
TOTAL	107.40	8.32	19.05	31.16	12	10	53

PAVEMENT AND BRIDGE NEEDS ON STATE SYSTEM

WINNEBAGO COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
US 20	39.41	1.68	5.07	6.52	8	7	31
US 51	1.58	.00	.00	.00	1		1
IL 02	26.47	3.48	5.86	6.82		3	10
IL 70	18.92	3.85	8.99	.90	1	1	10
IL 75	20.10	.00	11.00	7.74			3
IL 173	4.94	.00	4.62	.00			1
IL 251	26.23	.85	4.84	10.93	3		23
I-FR	.00	.00	.00	.00			4
FAP	10.98	.04	8.18	.24			
FAS	5.19	2.65	4.43	.76			
FAU	11.41	2.00	3.56	1.91	1	4	12
SBI	1.39	.73	.00	1.37			
CH	6.80	6.68	6.76	.04			2
OR	.13	.00	.00	.13	1		1
TR	.00	.00	.00	.00			3
MISC	.00	.00	.00	.00	1	3	11
TOTAL	173.55	21.96	63.31	37.36	16	18	112

WOODFORD COUNTY

<u>MARKED ROUTE</u>	<u>MILES LENGTH</u>	<u>MILES NARROW</u>	<u>MILES BACKLOG</u>	<u>5 YEAR ACCRUING MILES</u>	<u>STRUCTURE BACKLOG</u>	<u>STRUCTURE ACCRUING</u>	<u>STRUCTURE TOTAL</u>
US 24	20.29	.00	.00	12.93			5
US 150	12.02	.00	.00	3.82			2
IL 26	14.60	3.57	.00	.00			8
IL 89	10.53	.00	.00	1.86		2	4
IL 116	34.54	.00	18.38	8.98			5
IL 117	17.02	.00	.00	16.10		1	5
IL 251	18.15	1.02	.00	16.41	1	1	2
I-FR	1.08	.60	.64	.00			
FAP	2.40	.66	.00	.05			
SBI	.37	.37	.37	.00			
OR	.37	.00	.00	.00			
TR	.00	.00	.00	.00		1	8
MISC	.00	.00	.00	.00			3
TOTAL	131.37	6.22	19.39	60.15	1	5	42

STATE TOTAL	14,659.85	1181.67	2405.41	4919.19	885	769	6,170
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SECTION I

PAVEMENT REHABILITATION NEEDS ON LOCAL SYSTEMS

LOCAL PAVEMENT REHABILITATION NEEDS

The Illinois Department of Transportation has extensive experience in determining pavement condition and predicting the deterioration of pavement sections. The Department conducted a survey of pavement condition on local roads with technical assistance and cooperation from the Illinois Association of County Engineers and the Illinois Municipal League. This survey provided the condition of local roads from a statewide perspective based on specific criteria rather than individual judgment of each local official. Selecting the existing road condition for a particular surface type is a function of the amount of surface deterioration and the smoothness of the ride as determined through a visual survey. The time period in which an improvement should be made can also be a factor in determining the existing road condition. The following definitions were used for the survey:

- Excellent:** Pavement is in high quality condition with little, if any, deterioration. The pavement provides a smooth, comfortable ride. Improvements are not anticipated for at least ten years.
- Good:** Pavement is in acceptable condition. May show early signs of some deterioration, but only minor repairs and routine maintenance are required. Ride is still acceptable. Improvements may be needed in six to ten years.
- Fair:** Pavement is in moderately acceptable condition. Shows low to medium deterioration on a major portion of the segment and the ride is uncomfortable on up to 50 percent of the length. Will likely need a major repair or improvement during the next five years.
- Unsatisfactory:** Pavement is in poor condition. Shows a high level of deterioration throughout most of the segment and the ride is uncomfortably rough on up to 70 percent of the length. Needs major repair or improvement as soon as possible.
- Critical:** Pavement is in an extremely deteriorated condition and the ride is very rough. Reduced speeds are typical. Needs major repair or improvement immediately.

Based on the results of the survey, general deterioration of pavements was predicted for the local system based on the department's experience with the state highway system and the knowledge and experience of the county engineers. The survey was used to determine pavement preservation needs and the mileage that will need to be improved during the next five years without regard to available resources. Once the mileage to be improved is identified, then a decision on whether the surface type should be upgraded is determined.

SECTION J

RURAL AND SMALL URBAN TRANSIT CAPITAL NEEDS

Rural and Small Urban Systems
5-Year Capital Project Needs
(Cost in Millions)

System	Number of Vehicles	Bus Cost	Facility Cost	Equipment Cost	Total Cost
Boone County	5	0.30	--	0.01	0.31
Bureau County	10	0.60	--	--	0.60
Coles County	6	0.43	0.16	0.01	0.61
City of Danville	9	1.18	--	0.01	1.18
DeKalb County	12	0.72	0.49	--	1.21
City of Freeport	12	1.00	0.14	--	1.15
City of Galesburg	8	0.83	0.28	--	1.12
Henry County	6	0.57	--	--	0.57
City of Jacksonville	7	0.42	--	0.01	0.43
JoDaviess County	12	0.79	--	--	0.79
Kankakee County	6	0.57	--	--	0.57
City of Macomb	34	2.61	--	--	2.61
Massac County	20	1.34	0.33	--	1.67
McLean County	13	0.92	--	--	0.92
Peoria County	11	0.80	--	--	0.80
Piatt County	5	0.37	--	--	0.37
City of Quincy	6	0.79	1.66	--	2.44
RIDES MTD	35	2.31	--	0.13	2.44
Shelby County	12	0.72	--	0.01	0.73
South Central MTD	22	1.32	--	0.50	1.82
Stark County	4	0.24	--	--	0.24
Tazewell County	16	0.96	--	--	0.96
Vermilion County	12	0.93	--	0.02	0.95
Warren County	11	0.66	--	--	0.66
Williamson County	7	0.49	0.06	--	0.55
Woodford County	5	0.30	--	--	0.30
Total	306	22	3	1	26

SECTION K

DOWNSTATE URBAN TRANSIT CAPITAL NEEDS

Downstate Urbanized Systems

5-Year Capital Project Needs

(Cost in Millions)

System	No. of Buses	Bus Cost	Paratransit Vehicles	Paratransit Cost	Facility Cost	Equipment Cost	Total Cost
Bi-State Development Agency	35	8.4	--	--	--	3.2	11.6
Bloomington-Normal Public Transit System	--	--	5	0.3	--	0.4	0.7
Champaign-Urbana Mass Transit District	36	10.5	--	--	6.5	--	16.9
Decatur Public Transit System	23	5.5	--	--	0.3	0.2	6.0
City of East Dubuque	--	--	2	0.1	--	--	0.1
Greater Peoria Mass Transit District	--	--	15	2.0	--	2.3	4.2
Madison County Transit District	8	2.1	22	1.3	9.6	0.6	13.6
Pekin Municipal Bus Company	--	--	3	0.2	--	--	0.2
Rockford Mass Transit District	--	--	22	1.3	--	0.8	2.1
Loves Park Transit System	2	0.4	4	0.2	--	1.3	2.0
Rock Island County Metropolitan Mass Transit	30	7.8	9	0.5	0.4	1.7	10.5
Springfield Mass Transit District	34	10.4	11	0.7	6.2	0.5	17.7
Total	168	45	93	7	23	11	86

SECTION L

TRANSIT EXPANSION INITIATIVES

Transit Expansion Initiatives
Capital Project Needs
(Millions)

Five-Year Expansion

MetroLink St. Clair County Extension	427
Metra Existing Service Enhancements and extensions	545
Pace Existing Service Enhancements and expansion	99
	1,071

2020 Major Project Initiatives

Metra North Central Service Enhancement	302
Metra Outer Circumferential Commuter Rail Corridor	219
Mid-City Transitway	975
Midway Orange Line Extension to Ford City/76th	166
Dan Ryan Red Line Extension to 130th Street	282
Metra South Suburban Commuter Rail Corridor to Beecher	185
	2,129

SECTION M

RAILROADS OPERATING IN ILLINOIS

ILLINOIS RAILROADS AND ABBREVIATIONS

<u>Railroad</u>	<u>Abbreviation</u>
Alton & Southern Railway.....	ALS
Baltimore & Ohio Chicago Terminal Railroad ¹	BOCT
Belt Railway Company of Chicago.....	BRC
Bloomer Shippers Connecting Railroad Co.	BLOL
Burlington Northern Santa Fe	BNSF
Cairo Terminal Railroad.....	CTML
Chicago, Central & Pacific Railroad	CC
Chicago-Chemung Railroad Co.....	CCRC
Chicago & Western Indiana Railroad	CWI
Chicago Heights Terminal Transfer Railroad.....	CHTT
Chicago Rail Link ²	CRL
Chicago Short Line Railway.....	CSL
Chicago, South Shore & South Bend Railroad ³	CSS
Chicago, West Pullman & Southern Railroad	CWP
Consolidated Rail Corporation (Conrail)	CR
CP Rail System.....	CPRS
Crab Orchard & Egyptian Railroad	COER
CSX Transportation, Inc. ⁴	CSXT
Eastern Illinois Railroad Co.	EIRC
East St. Louis Junction Railroad.....	EJR
Elgin, Joliet & Eastern Railway	EJE
Gateway Western Railroad	GWWR
Grand Trunk Western Railroad Company ⁵	GTW
Illinois Central Railroad	IC
Illinois Midland Railroad, Inc.	I&M
Indiana Harbor Belt Railroad	IHB
Indiana Hi-Rail Corp.	IHRC
Indiana Railroad.....	INRD
Iowa Interstate Railroad, Ltd.	IAIS
Joppa and Eastern Railroad	JE
Kankakee, Beaverville & Southern Railroad.....	KBSR
Kaskaskia Regional Port District Railroad	KPRD
Keokuk Junction Railway.....	KJRY
Lincoln and Southern Railroad Company	L&S*
Manufacturers' Railway.....	MRS
Manufacturers Junction Railway	MJ
Norfolk Southern Railway Co. ⁶	NS*
Peoria and Pekin Union Railway	PPU
Peoria, Peoria Heights & Western Railroad.....	PPW
St. Louis Southwestern Railway Company ⁷	SSW
Shelbyville Industrial Rail Spur	SIRS
Toledo, Peoria and Western Railway Corp.	TPW
Terminal Railroad Association of St. Louis.....	TRRA
Union Pacific Railroad ⁷	UP
Vandalia Railroad Company.....	VRR
Wisconsin & Calumet Railroad	WICT
Wisconsin Central Ltd.	WC

*These corporations do not operate lines in the state, but own the land and track over which various railroads operate, or own out-of-service lines.

¹The B&OCT is a subsidiary railroad of CSX Corporation and is scheduled to be merged into CSX Transportation.

²Purchased by CWP.

³The Northern Indiana Commuter Transportation District (NICTD) operates passenger service over the lines of the CSS.

⁴CSX Transportation in Illinois encompasses the lines and operations of the former Seaboard System Railroad (owner of the LN) and B&O.

⁵Recently merged with Canadian National and renamed CN-North America..

⁶Lines formerly shown as NW and SOU.

⁷Union Pacific Railroad incorporates lines and operations of the Missouri Pacific Railroad, the former Chicago North Western, and the former SPCSL Corporation.

SECTION N

RAIL FREIGHT IMPROVEMENT PROJECTS

PROJECTS UNDER CONSTRUCTION

Location	Project Owner/ Operator	State/Federal Investment (\$000)	Industries Benefiting	Private & Other Leveraged (\$000)	Loan or Grant	Jobs Saved/ Created	Project Description
Bourbonnais	IC	350	1	4,014	L	30	Construct 500' rail spur for expanding scrap steel processing plant
Chicago	BRC	1,500	5	--	L	--	Raise two existing bridges to improve overhead clearances for "Double Stack" intermodal traffic
Crest Hill	EJ&E	290	1	250	L	6	Rehabilitate 235' and construct 1,315' of rail line for a rail/barge facility
Marsailles	CSX	430	1	2,000	L	25	Construct 2,540' of track to new steel processor
Coal City	ATSF	840	1	1,000	L	37	Construct 3,340' rail spur to serve expanding industries
WANN-WR (Phase I)	GWE	1,300	5	--	L	--	Install welded rail, reverse signaling to 13 miles of regional railroad to improve speed and safety
Oakford	I&M	900	3	--	L	--	Replace a bridge on the railroad's mail line
Total		\$5,610	17	7,264		98	

**FISCAL YEAR 1997
TENTATIVE PROJECTS**

Location	Project Owner/ Operator	State/Federal Investment (\$000)	Industries Benefiting	Private & Other Leveraged (\$000)	Loan or Grant	Jobs Saved/ Created	Project Description
Lowder	BN	\$440	3	N/A	L	--	Construct 1,146' of track to increase capacity for unit rates
Marion	COER	218	1	\$12,000	L/G	200	Construct 1,830' spur to new manufacturing plant
No. Chicago	EJE	220	1	N/A	L	5	Construct 260' rail spur for existing paper company
Pisgah	BN	395	4	N/A	L	--	Construct 3,000' of track to increase capacity for unit rates
Cadwell	UP	465	4	N/A	L	--	Construct 4,400' of track to increase capacity for unit rates
Granite City	NS	1,750	1	117,000	L	226	Construct 2.4 miles of intraplant trackage for new processing plant
McLean	SP	884	2	N/A	L	2	Construct 1.2 miles of track to increase capacity for unit rates
Allen	UP	1,000	2	500	L	2	Construct 1.0 mile of track to increase capacity for unit rates
Kankakee	IC	450	1	46,000	L	35	Construct additional 1,500' trackage to serve major plant expansion
Total		\$5,822	19	\$175,500		470	

PROJECTS PENDING

Location	Project Owner/ Operator	State/Federal Investment (\$000)	Industries Benefiting	Private & Other Leveraged (\$000)	Loan or Grant	Jobs Saved/ Created	Project Description
Allen		1,000	1	N/A	L	N/A	Construct 5,680' of track for a grain facility
Chicago	EJ&E	200	1	--	L/G	N/A	Construct 260' of track for a paper recycling facility
Effingham II		1,500	N/A	N/A	L	N/A	Construct 9,240' of track for a new shortline at an industrial park
Madison		850	1	N/A	L	N/A	Construct 4,445' of track for a manufacturing plant
So. Chicago		2,000	1	N/A	L	N/A	New construction
Harvey		500	1	N/A	L	N/A	Construct 1,350' and rehabilitate 750' of track for a steel plant and construct 1.2 miles of track for a new intermodal yard
Athens		500	1	N/A	L	N/A	Construct 1,225' of track for a grain facility
Total		\$6,550	6				

SECTION 0

INTERCITY RAIL CAPITAL PROJECT NEEDS

High-Speed Rail Passenger Transportation
5-Year Capital Project Needs
(Millions)

High-Speed Rail Needs	Joliet Corridor Cost	Peotone Corridor Cost	Miles	Cost
Equipment	93.5	93.5		
Maintenance Facilities	13.0	13.0		
Trackwork & Acquisition	139.6	169.2		
Fencing	10.6	11.5		
Signaling & Crossing Improvements	92.8	148.9		
Positive Train Control Project			120	30.9
Total	349.5	436.1		30.9