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Federal Transit Administration
Region V
200 West Adams Street, Suite 320
Chicago, IL 60606



U.S. Department of Transportation
Federal Highway Administration
Illinois Division Office
130 S. Martin Luther King Drive, Suite A
Springfield, IL 62703

In Reply: HPER-IL

January 22, 2025

Ms. Holly Bieneman
Bureau Chief of Programming
Illinois Department of Transportation
2300 South Dirksen Parkway
Springfield, IL 62764

Dear Ms. Bieneman:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have jointly reviewed the subject Statewide Transportation Improvement Program (STIP) submitted with your December 4, 2024 letter.

By reference, this STIP includes the Metropolitan Planning Organization (MPO) Transportation Improvement Programs (TIPs) that had previously been approved by our agencies:

MPO Area	TIP Years	FHWA/FTA Approval*
Cape Girardeau	FY2024-2027	March 22, 2024
Champaign	FY2023-2028	March 22, 2024
DeKalb	FY2025-2029	September 9, 2024
Dubuque	FY2025-2028	September 9, 2024
Quad Cities	FY2025-2028	September 9, 2024
Bloomington-Normal	FY2025-2029	September 9, 2024
Springfield	FY2025-2028	September 9, 2024
Peoria	FY2025-2028	September 4, 2024
Decatur	FY2025-2028	October 2, 2024
Rockford	FY2025-2028	October 2, 2024
Kankakee	FY2025-2028	November 18, 2024
St. Louis	FY2025-2028	November 18, 2024
Beloit	FY2025-2028	November 18, 2024
Chicago	FY2023-2028	November 22, 2024

**Most recent joint federally approved TIP/STIP*

The FHWA and FTA finds that the projects in the FY2024-2027 STIP amendment are based on a transportation planning process that substantially meets the requirements of 23 CFR Part 450 Subparts A, B, and C, and 49 U.S.C. Sections 134 and 135. Based upon the FHWA Illinois Division and FTA Region V Federal oversight of the planning requirements described in 23 CFR 450.220 and the 2014 Memorandum of Agreement, we can now consider project authorization requests related to this STIP approval.

The determination is based on certification of the statewide and metropolitan planning processes with the State of Illinois and the FHWA's and FTA's participation in those transportation planning processes, including planning certification reviews conducted in transportation management areas.

If there are any questions concerning this action on this STIP, please contact Ms. Betsy Tracy, FHWA, at (217) 492-4642, or Mr. Mark Kane, FTA, at (312) 353-1552.

Sincerely,

**KELLEY
BROOKINS**

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Kelley Brookins
FTA Region V Administrator

**ANDREW BLUE
VANCE
BRINKERHOFF**

FHWA

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Andrew Brinkerhoff
FHWA-IL Director of Program
Development

ecc: Mr. Michael Vanderhoof, Bureau of Planning, IDOT
Mr. Bob Innis, Bureau of Planning, IDOT
Mr. Douglas DeLille, Bureau of Planning, IDOT
Mr. Thomas Caldwell, Bureau of Planning, IDOT
Mr. Brandon Geber, Bureau of Planning, IDOT
Ms. Julie Kaschke, Bureau of Planning, IDOT
Mr. Jake Haseley, Bureau of Programming, IDOT
Mr. Robert K. Johnson, Bureau of Programming, IDOT
Mr. Carl Mikyska, Bureau of Programming, IDOT
Mr. Mark Kane, FTA Region V
Mr. Anthony W. Greep, FTA Region V



Illinois Department of Transportation

Office of Planning and Programming
2300 South Dirksen Parkway / Springfield, Illinois / 62764

December 4, 2024

Mr. Vershun Tolliver
Division Administrator
Federal Highway Administration
130 S Martin Luther King Dr, Suite A
Springfield, Illinois 62703

Ms. Kelley Brookins
Regional Administrator
Federal Transit Administration
200 West Adams Street, Suite 2410
Chicago, Illinois 60606

Attention: Betsy Tracy & Mark Kane

Dear Mr. Tolliver and Ms. Brookins:

Enclosed for your approval and use in accordance with paragraph 23 CFR 450.220 is a copy of an amendment to the FY 2024-2027 Statewide Transportation Improvement Program (STIP) for Illinois. The Department is authorizing this amendment to the STIP.

The FY 2025-2027 portion of the FY 2024-2027 STIP has been updated to show the changes that have occurred through the development of the FY 2025-2030 Proposed Highway Improvement Program (MYP), the Transportation Asset Management Plan (TAMP), and the Long-Range Transportation Plan (LRTP). This amendment was placed on the Department's website, as well as its Facebook and X (formerly Twitter) pages for a 15-day comment period and received no comments that would necessitate a change to the STIP. Therefore, the public involvement requirements have been met. The relevant changes made to the STIP are as follows:

- Added Appendix H to include:
 - FY 2024 – 2027 FTA 5311 Operating Assistance and Administration Projects
 - FY 2024 – 2027 Consolidated Vehicle Procurement (CVP)
 - FY 2024 – 2027 Discretionary Transit Programs

- Added Appendix I to include:
 - FY 2025 NEVI Round 1 Non-MPO Awardees

We consider the estimate of costs included in the STIP to be realistic. We concur with the fiscal consistency analysis included in the STIP. The total cost of the STIP remains consistent with the amount of funds expected to be available to the state during the STIP time period. The Department, on behalf of the Governor of Illinois, concurs with the projects listed in this STIP.

Sincerely,

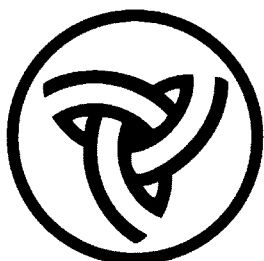
Holly Bieneman
Director
Office of Planning and Programming

Enclosure

Statewide Transportation Improvement Program

FY 2024-2027 As Amended December 2024

Proposed Highway & Transit Improvement Program



**Illinois Department
of Transportation**

**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
For FY 2024-2027**

October 2024

Published by the
Illinois Department of Transportation
Springfield, Illinois 62764

Printed by authority of the State of Illinois

This document is printed on recycled paper.

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FY 2024-2027 Statewide Transportation Improvement Program

Introduction

The Statewide Transportation Improvement Program (STIP) is a four-year program of highway, transit, and intercity rail projects developed to fulfill the requirements set forth in 49 Code of Federal Regulations (CFR) part 613, subpart B, and 23 CFR part 450, subpart B. These transportation planning regulations require that the STIP be updated at least once every four years. The Illinois Department of Transportation (IDOT) updates the STIP on a three-year cycle.

Each time IDOT updates the STIP, the funding and project information for highway improvements is taken from the first four years of the most recently developed six-year Proposed Highway Improvement Program, also known as the Multi-Year Program (MYP). The MYP is a state required document that is updated annually in the spring and is critical to the development of the STIP. The MYP also serves as a focus for public review and comment in that it is presented to the General Assembly and the public for review and discussion during the appropriation process. Each year between official updates to the STIP (three-year cycle), and after publishing the MYP, IDOT revises the STIP through an amendment to include the most recent funding and project information available.

The Fiscal Year (FY) 2024-2027 STIP is based upon funding and project information taken from the first year of the FY 2024-2029 MYP and the first three years FY 2025-2030 MYP. The STIP indicates total transportation improvement costs of \$22.814 billion. This includes \$21.249 billion for highway improvements, \$0.264 billion for transit capital improvements and operating assistance, and \$1.301 billion for intercity rail.

The [FY 2025-2030 Proposed Highway & Multimodal Improvement Program](#), also known as the Multi-Year Program, can be found on IDOT's website at:
[Publication \(illinois.gov\)](#)

The publication of the FY 2024-2027 STIP, as amended July 2024, is based on the department's program planning process which focuses on policies and goals outlined in the Long Range State Transportation Plan (LRTP). The LRTP, most recently revised in 2020 to reflect the Rebuild Illinois Program, complies with all Federal regulations and was developed with input and information from an assessment of needs, Metropolitan Planning Organizations (MPOs), public comments, the Governor, members of the General Assembly, and local officials. The planning process is being carried out in accordance with the requirements of 49 CFR part 613, subpart B, and 23 CFR part 450, subpart B. The STIP is fiscally constrained by year with funding estimates based on anticipated federal, state, and local resources and is consistent with the LRTP. The LRTP is also constrained by the funding resources estimated to be available for the foreseeable future and the tradeoffs that reflect the fiscal capabilities of the department's budget.

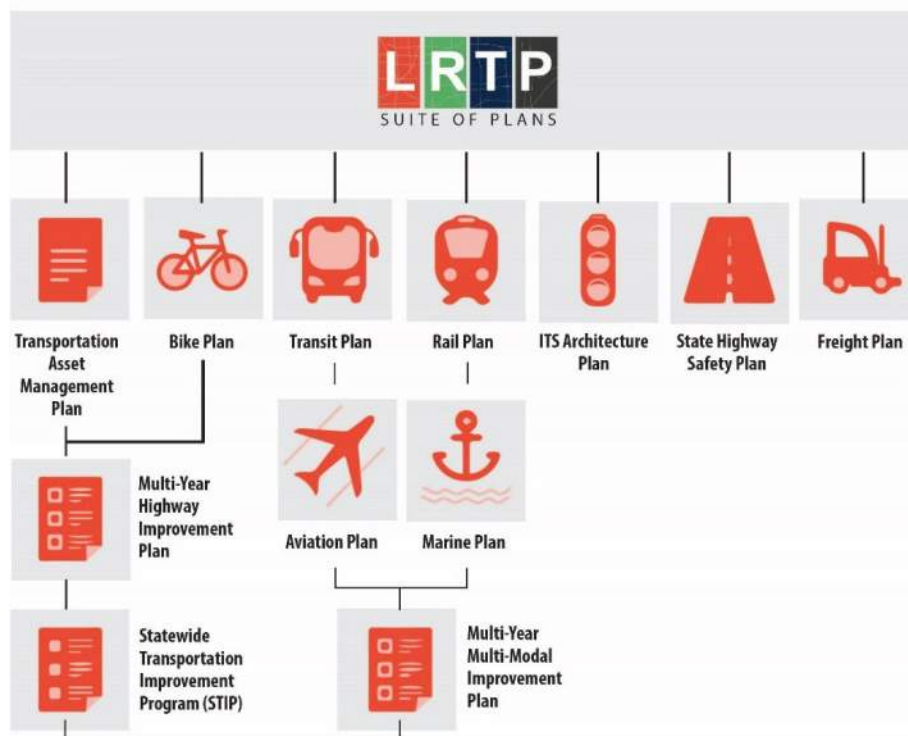
The LRTP is posted on the IDOT website at the following link:
[Long Range Transportation Plan \(illinois.gov\)](#)

Beginning with the FY 2019-2024 MYP and continuing through the FY 2025-2030 MYP, IDOT is working towards performing treatments in all stages of the transportation system's life cycle as prescribed by the Transportation Asset Management Plan (TAMP). The goal is to work toward 80 percent reconstruction and rehabilitation, with 20 percent preservation work based on the number of miles of roads and square feet of bridges programmed in each district. The

preservation work will focus on keeping the good pavements and bridges in a state of acceptable condition before they fall to a lower rating and warrant a higher cost improvement. Small, planned investments in maintenance of our roads and bridges will save the state and taxpayers money in the long run. The FY 2025-2030 MYP weighs the need to preserve the existing system in a state of acceptable condition with the need to enhance or expand the highway network to address congestion and economic development demands. Before being included in the program, improvements are evaluated by the Office of Planning and Programming (OPP) based on goals, needs, and available resources. IDOT's TAMP provides the link between the LRTP and its shorter-term (6-year) bridge and pavement programs in the MYP. The 2024-2029 MYP was the first Multimodal MYP in nearly a decade and it informed and aligned with the STIP. This continues with the FY 2025-2030 MYP.

Once investment levels are established, OPP works with the districts to select projects that will enable IDOT to work towards meeting its performance objectives. To further the department's ability to ensure the correct treatments are being done at the right time during an asset's life cycle and then see the long-term results of this approach. IDOT is implementing an Enterprise Asset Management System. Once the system is in use, the districts will be able to see the best treatments for an asset as well as the optimal mix of projects to obtain the most benefit for the cost. The districts use pavement and bridge condition information and established guidelines to select the projects that best match the intended investments. The final list of projects is incorporated into the STIP.

The following figure illustrates how the programs are connected.



The highway portion of the STIP contains three specific categories which are titled Metropolitan Planning Organization (MPO), Significant, and Grouped. The following describe each category:

MPO Category: The MPO category contains projects that reside in one of the 16 defined MPO boundaries in the State of Illinois. With the 2020 census, Illinois lost two MPO's and

gained another. The two MPO's will lose this status at the end of calendar year 2023. This change will be shown in the next update to the STIP. A MPO is an agency created by federal law to provide local elected officials input into the planning and implementation of federal transportation funds to metropolitan areas with populations of greater than 50,000. A MPO must plan for regional transportation planning and expenditures and are responsible for the continuing, cooperative, and comprehensive transportation planning processes for their urbanized area. The policy leadership, committees, professional staff, and consultants, combined with the administrative capability to support MPO planning processes, constitute the core elements of MPO activities. IDOT is a member of the policy board for each MPO in Illinois and is involved in the planning processes that occur at each.

Significant Category: The Significant category contains projects which provide increased capacity, have regional impact, or require special funding, and are not in an MPO area. Projects are considered Significant if any one of the following criteria is met: Major Construction, Principal Arterial, Illinois Special Bridge Program, and/or special federal funds. More information about Significant funds can be found on page 20.

All Significant highway projects are summarized by year, type of improvement, funding amount, and programmed amount.

Grouped Category: The Grouped category contains those projects that are neither in the MPO nor in the Significant category.

The transit element of the STIP contains the transit projects that are grouped into operating and capital categories. They are summarized for urbanized areas (population over 50,000), rural-small urban areas, statewide and all regionally significant transportation projects requiring an action by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA) regardless of anticipated funding source (local, state, or federal).

Transportation programming in metropolitan areas with a population over 50,000 is a collaborative process, led by an MPO and other key stakeholders in the regional transportation system. The current federally approved Transportation Improvement Programs (TIPs) for each of Illinois' 16 MPOs is incorporated into this document by reference. A list of the previous 16 MPOs is included in Appendix A. A new map is being created which will reflect the loss of Danville and Carbondale/Marion as MPO's and the addition of Paducah. This new map will be submitted upon completion.

The department has developed the STIP by building upon ongoing programming activities and good working relationships with state and local officials and MPOs. The multi-year and annual highway improvement programs are published each year. These programs plus other normal budget funding for administration and maintenance allow the existing transportation system to be operated and maintained with the revenues that are provided by federal, state, and local sources. The multi-year and annual highway improvement programs receive widespread media attention and are made readily available for public review and comment.

Projects included in the STIP can be advanced to or deferred from the first annual element without additional action or approvals. Projects being added to or deleted from the STIP that are of significant scale for individual identification are considered amendments and require an opportunity for public review and comment with final approval by FHWA and/or FTA. The implementing agency is responsible for public involvement on STIP amendments in

accordance with the department's public involvement procedures. The notifications of amendments to the STIP are published on the IDOT website and social media platforms, specifically X (formerly Twitter) and Facebook. If needed, notifications can also be published in the major (by circulation) newspapers serving the area impacted by the project being amended.

Copies of STIP amendments and notifications can be found on IDOT's STIP website at:
[Statewide Transportation Improvement Program \(illinois.gov\)](https://www.idot.gov/stip)

All comments and/or questions regarding the STIP may be sent to:
DOT.STIP@Illinois.gov.

Transportation Asset Management Plan and Performance Measures

Transportation Asset Management Plan

MAP-21 established requirements and both the FAST Act and IIJA subsequently continued these requirements for each state to develop a transportation asset management plan (TAMP). The plan is to address the condition of National Highway System (NHS) assets and the overall performance of the system of NHS roads and bridges. The NHS is a network of strategic highways within the United States, including the Interstate Highway System and other roads serving major airports, ports, rail or truck terminals, railway stations, pipeline terminals, and other strategic transportation facilities.

In addition to the TAMP requirement, seven national goals for transportation performance were established in 23 U.S.C 150 (b). The national goals are as follows:

- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduced project delivery delays

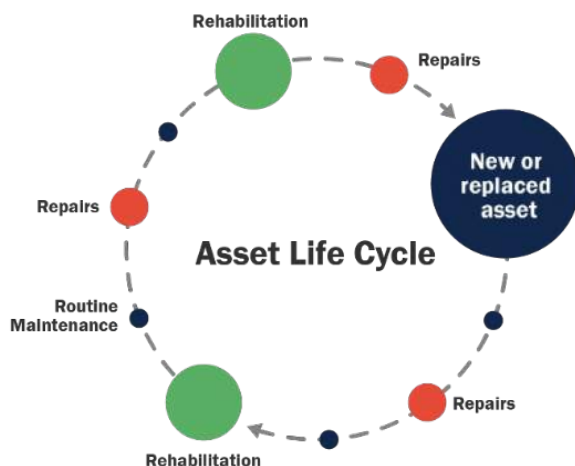
Illinois' TAMP was completed in 2019 and updated in 2022. The TAMP expands beyond the NHS to include all pavements and bridges under IDOT's jurisdiction.¹ The TAMP outlines IDOT's process to consider the entire life cycle of roads and bridges in order to maximize the performance of each asset, and therefore the entire highway network. IDOT's TAMP details a 10-year investment strategy in support of the national goals, with specific attention to infrastructure condition. The projects in the FY 2025-2030 MYP and corresponding FY 2024-2027 STIP and 2025 STIP Amendment have been programmed following the life-cycle planning method and investment strategy described in the TAMP.

Under asset management, a data-driven decision process has been developed and implemented that supports the use of analysis tools and life cycle strategies to reduce the rate of system deterioration as cost effectively as possible. The department will continue to address road and bridge needs to ensure our system is safe and will also spend money on low-cost treatments to preserve those roads and bridges and keep them in acceptable condition. A visualization of this process is shown in the figure below.

The goal is to program 80 percent as reconstruction and rehabilitation, and 20 percent as preservation work based on the number of miles of roads and square feet of bridges programmed in each district. The preservation work focuses on keeping the good pavements and bridges in a state of acceptable condition before they fall to a lower rating and warrant a

¹ <https://idot.illinois.gov/content/dam/soi/en/web/idot/documents/transportation-system/reports/opp/transit/idot-2022-tamp-fhwa-certified-01-24-23.pdf>

higher cost improvement. Small, planned investments for maintenance of our roads and bridges will save the state and taxpayers money in the long run.



Performance Measures

To measure progress toward the national goals, performance measures have been established by the FHWA in three main areas: safety, infrastructure condition, and system performance. The performance measures allow the FHWA to compare progress across all 50 states, Washington D.C., and Puerto Rico. IDOT's LRTP presents IDOT's targets for each of the performance measures.²

IDOT's TAMP provides the link between the LRTP and its shorter-term (six-year) bridge and pavement programs in the MYP. In accordance with 23 CFR 515.9(h), both the MYP and the MYP-derived STIP demonstrate that the TAMP has been integrated into the planning processes beginning in SFY 2019. The current state approved TAMP was determined by the FHWA to meet the requirements of 23 U.S.C. 119 and 23 CFR 515 on January 24, 2023. Annually, IDOT must show that the TAMP has been implemented. On July 31, 2024, the FHWA determined that the funding allocations for the previous 12 months (FY 2024) were reasonably consistent with the investment strategies in the 2022 TAMP.

In addition to the FHWA's performance measures, FTA was mandated (under MAP-21; Pub. L. 112-141 (2012), codified at 49 U.S.C. 5326) to create a National Transit Asset Management (TAM) System. Section 625.27 requires States to develop a group TAM plan for all subrecipients under the Rural Area Formula Program, authorized under 49 U.S.C. 5311. In July 2016, the FTA released the final ruling to IDOT for implementing the TAM. IDOT is to meet set targets and track the conditions of assets for equipment, facilities, infrastructure, and rolling stock. An assessment of Capital Asset State of Good Repair was completed in 2017. IDOT completed a downstate Transit Asset Management Plan (TAM) for participating Tier II transit agencies in October 2018. In 2022, IDOT released an update to the Tier II TAM. The TAM informs the annual Transit Capital Needs Assessment (CNA) based on criteria identified during the development of the TAM and CNA. The TAM and CNA assist IDOT in setting downstate funding levels for Capital and Operating Programs.

² <https://idot.illinois.gov/content/dam/soi/en/web/idot/documents/about-idot/misc/planning/lrtp-appendix-f-tpm-report.pdf>

For Safety, IDOT must report on the number of fatalities, number of non-motorized fatalities and non-motorized serious injuries, number of serious injuries, rate of fatalities per 100 million vehicle miles traveled (VMT), and rate of serious injuries per 100 million VMT. The IDOT targets for each of these five Safety performance measures are updated every year by the end of August for inclusion in our Highway Safety Improvement Program.

For Infrastructure Condition, IDOT must define targets and report the specific percentage of interstate pavements in both *Good* and *Poor* condition, non-interstate NHS pavements in both *Good* and *Poor* condition, and NHS bridges in both *Good* and *Poor* condition, regardless of jurisdiction. IDOT submitted its first Full Performance Period Progress Report on December 16, 2022, documenting its progress during the first 4 years the performance measures were in place. New baseline, 2-year, and 4-year targets were established at the same time and documented in the 2022 Baseline Performance Period Report. The new targets are shown below, in the Infrastructure Condition Performance Targets section. When the mid performance period progress report is written by October 1, 2024, the 4-year targets may be adjusted as data for the first 2 years indicate.

For System Performance, IDOT must define targets and report on a percentage of person-miles traveled on the interstate and non-interstate NHS, a Truck Travel Time Reliability Index, annual hours of peak hours of excessive delay per capita, percentage of non-single occupancy vehicle travel, and total emission reductions. IDOT updated its targets for each of the six system performance measures on December 16, 2022.

Infrastructure Condition Performance Targets

IDOT's TAMP established targets based on the internal measures in use within IDOT for decades. These targets work alongside the federal performance measures discussed above to ensure the best possible network condition within the limitations of a constrained budget and an aged highway system. The federal measures only apply to pavements and bridges on the National Highway System, while IDOT's internal measures are used for all pavements and bridges on the state system. The federal requirements allow for no more than 5 percent of the interstate system lane miles to be in *Poor* condition and no more than 10 percent of the bridge deck area on the NHS to be considered *Poor* (structurally deficient). The federal targets and conditions achieved using the federal metrics are presented first, followed by IDOT's internal metrics and performance.

Federal Targets

The table below includes the 2-year and 4-year targets set in 2022 for federal pavement reporting. Note the years are the year the data are collected, not the year the data are submitted to the FHWA. The second table below includes the 2018 through 2023 pavement conditions using the federal performance metrics. The data collected in 2021 was submitted in March 2022 and constitutes the baseline for the next 4-year performance period. The federal pavement results are based on the 2018 through 2022 Highway Performance Monitoring System (HPMS) report cards, while the 2023 results are based on the preliminary report card.

IDOT's baseline, 2-Year, and 4-Year Pavement Targets for Federal Reporting.

Performance Measure	2021 Baseline (%)	2023 Target (%)	2025 Target (%)
Percent Interstate Pavement in <i>Good</i> Condition	65.7	65.0	66.0
Percent Interstate Pavement in <i>Poor</i> Condition	0.4	1.0	0.7
Percent Non-Interstate NHS Pavement in <i>Good</i> Condition	29.5	29.0	30.0
Percent Non-Interstate NHS Pavement in <i>Poor</i> Condition	8.0	8.9	8.5

IDOT's 2018 through 2022 Pavement Performance for Federal Reporting.

Performance Measure	2018 (%)	2019 (%)	2020 (%)	2021 (%)	2022 (%)	Prelim. 2023 (%)
Percent Interstate Pavement in <i>Good</i> Condition	63.8	61.1	64.0	65.7	65.0	64.9
Percent Interstate Pavement in <i>Poor</i> Condition	0.4	0.7	0.6	0.4	0.3	0.4
Percent Non-Interstate NHS Pavement in <i>Good</i> Condition	24.2	24.3	25.6	29.5	30.5	30.8
Percent Non-Interstate NHS Pavement in <i>Poor</i> Condition	8.7	8.6	9.4	8.0	7.6	10.1

IDOT began shifting to life-cycle planning as part of asset management in 2018, and the results of that shift began to appear in 2020, with the percent of interstate in *Good* condition increasing nearly 4 percent since 2019. Similarly, the non-interstate NHS pavement in *Good* condition has increased more than 6 percent since 2019. 2023 was the first year all non-interstate NHS miles were collected, as opposed to the previous biennial cycle, which may account for the increase in non-interstate NHS pavements in *Poor* condition.

The next table includes the baseline, 2-year, and 4-year targets set in 2022 for federal bridge reporting.

IDOT's Baseline, 2-Year, 4-Year, and 4-Year Adjusted Bridge Targets for Federal Reporting.

Performance Measure	2021 Baseline (%)	2023 Target (%)	2025 Target (%)
Percent NHS Bridges in <i>Good</i> Condition	22.8	18.5	15.8
Percent NHS Bridges in <i>Poor</i> Condition	12.4	12.4	12.0

The following table includes the 2018 through 2023 bridge conditions using the federal performance metrics. The data collected in 2021 was submitted in March 2022 and constitutes the baseline for the next 4-year reporting period. The federal bridge results are based on the final 2018 through 2022 National Bridge Inspection Standards (NBIS) submittal, while the 2023 results are based on the preliminary NBIS submittal.

IDOT's 2018 through 2022 Bridge Performance for Federal Reporting.

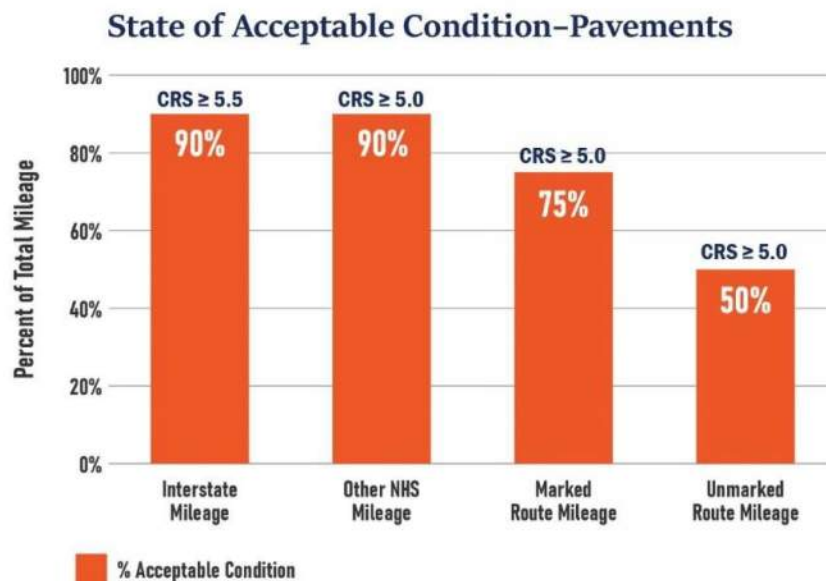
Performance Measure	2018 (%)	2019 (%)	2020 (%)	2021 (%)	2022 (%)	Prelim. 2023 (%)
Percent NHS Bridges in Good Condition	28.1	26.2	23.7	22.8	23.1	22.4
Percent NHS Bridges in Poor Condition	13.6	13.3	13.2	12.4	11.1	10.5

While the percentage of NHS bridges in *Good* condition has declined, the percentage of bridge deck area in *Poor* condition has improved 3 percent between 2018 and 2023. In accordance with the TAMP, emphasis is placed in the programming process on addressing structurally deficient bridges on the NHS system. Comparing the preliminary 2023 data to the 2023 targets, both targets are exceeded, demonstrating the effectiveness of implementing the TAMP's focus on structurally deficient NHS bridges as well as preservation treatments to keep good bridges in good condition.

IDOT Internal Targets

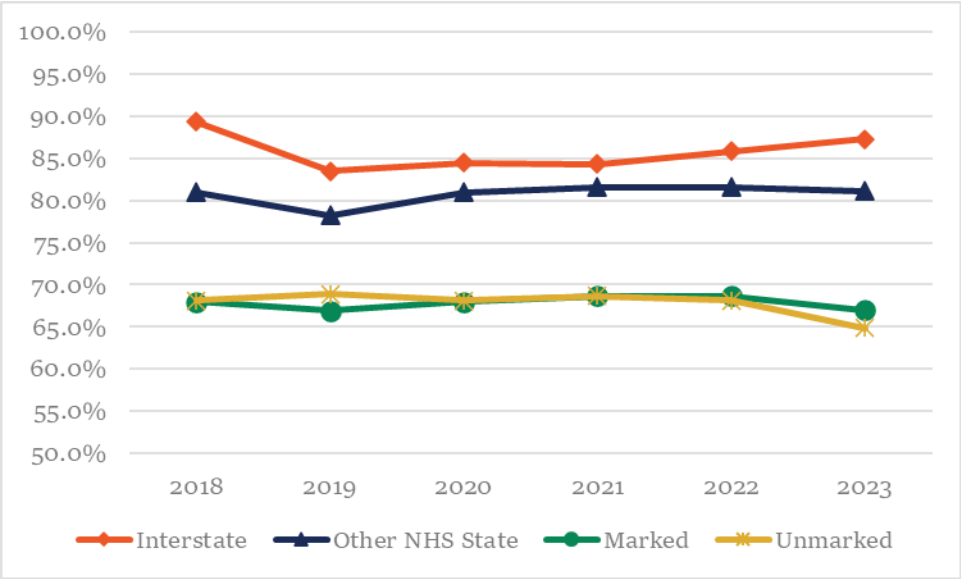
Every year, the department conducts a Condition Rating Survey (CRS) to assess pavement condition on the approximately 16,000-mile state highway system. This information is an important tool to assist the department with its pavement management activities. The CRS assigns a value to each segment of roadway to indicate the current condition of the pavement. A lower CRS value indicates the pavement is in worse condition. A higher CRS value means the pavement is in better condition. The department began collecting CRS in 1974 and has collected the data annually on alternating halves of the state, with data collected on the interstates every year.

The chart below shows the acceptable pavement condition levels for all road system types. The department has determined that the standard for non-interstates will be a Condition Rating Survey (CRS) of 5.0 or higher on a scale of 1.0 to 9.0. Interstates will be held to a higher standard of a 5.5 or higher CRS. Pavements in this condition can be preserved using low-cost preservation treatments.

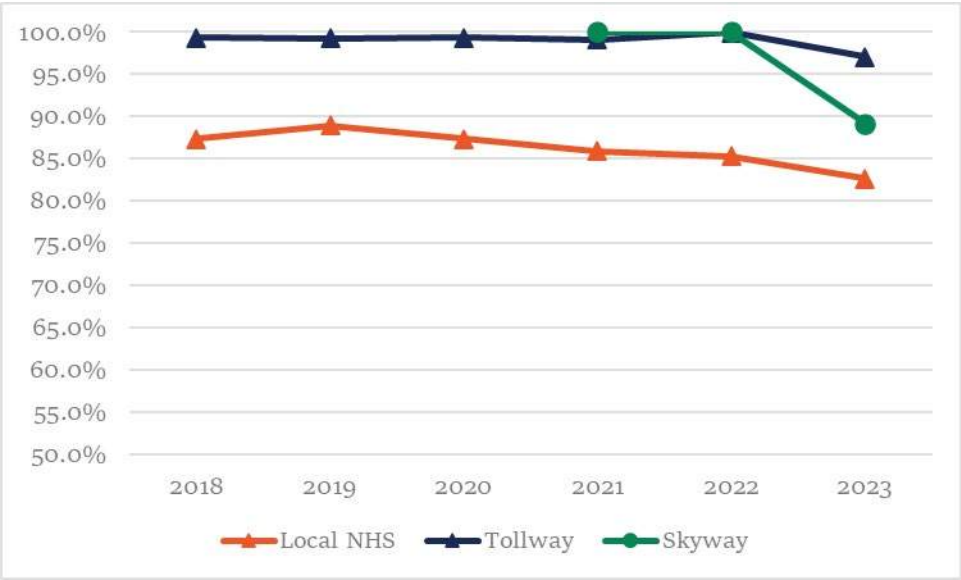


IDOT's State of Acceptable Condition Targets for Pavements.

The following figures include the 2018 through 2023 pavement conditions using IDOT's internal metrics. The performance in 2018 and 2019 reflects the spending in years prior to the adoption of the Rebuild Illinois capital program. This can be seen in the data for the routes under IDOT's jurisdiction: Interstate, Other NHS State, Marked, and Unmarked. Each of those systems, except Unmarked, hit a low point in condition in 2019 and have improved in the years since the passage of the capital program and the beginning of implementation of the TAMP. The Unmarked system has been, and continues to be, above its target.



Percent of IDOT's Pavement Centerline Miles Meeting the State of Acceptable Condition Using IDOT's Performance Metrics.

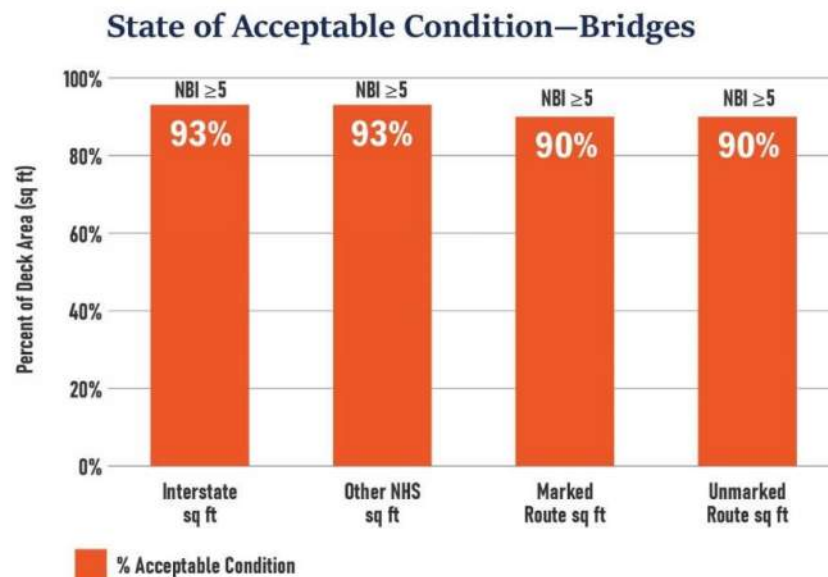


Percent of Other NHS Owners' Pavement Centerline Miles Meeting the State of Acceptable Condition Using IDOT's Performance Metrics.

The department manages the state bridge system using a wide-ranging process that incorporates inspection and inventory data, needs analysis and funding allocation methods in order to maximize the use of available funds to address the assigned condition goal. Each bridge is examined by using the structure inspection rating and appraisal data and other

criteria, such as accident data, load limits, and traffic volume. The timely and accurate assessment of bridge condition is critical to the identification, selection, and prioritization of bridge needs in the programming process. For each program development cycle, the bridge inventory is re-evaluated for additional bridge candidates for potential inclusion in the multi-year and annual programs as well as to verify changes in the condition and status of the bridges that were included in the previous MYP.

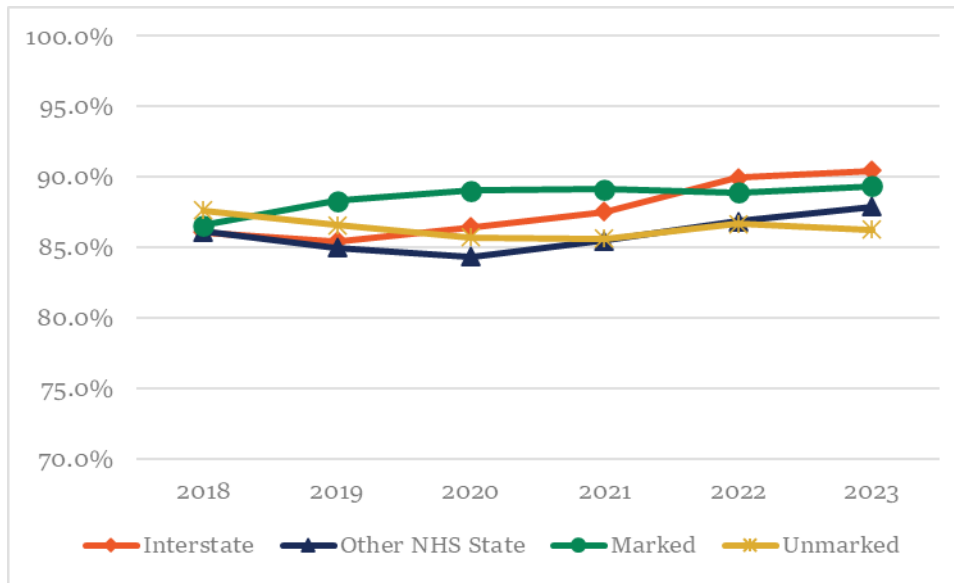
To align more closely with the FHWA, bridges are discussed in terms of square feet of bridge deck area instead of number of bridges. The department uses component ratings (deck, superstructure, and substructure) for determining the condition of a bridge. The lowest component rating is the overall rating for the bridge. A component rating of 5 or higher on a scale of 0 to 9 is used to classify a bridge as being in a state of acceptable condition.



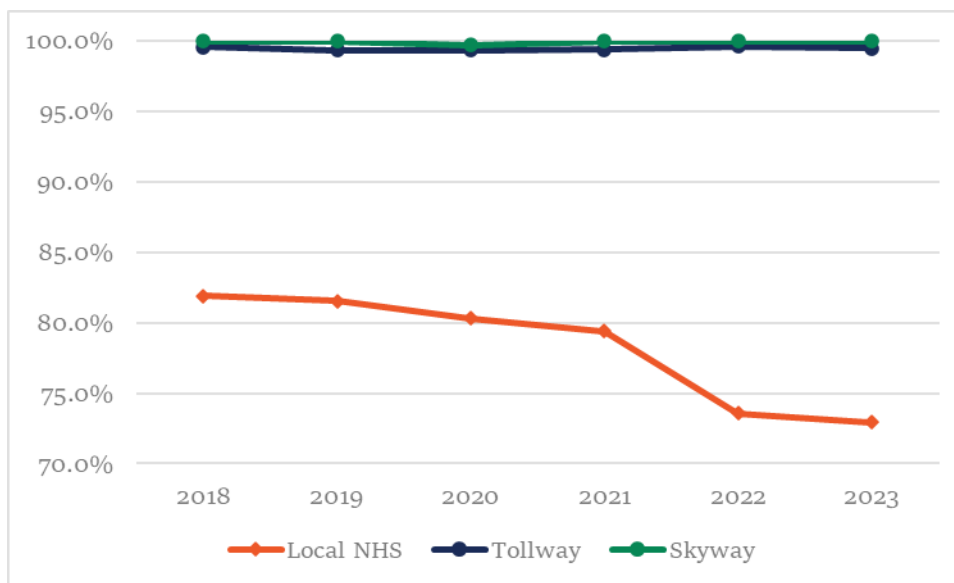
IDOT's State of Acceptable Condition Targets for Bridges.

The figures below include the 2018 through 2023 bridge conditions using IDOT's internal metrics. The 2018 and 2019 performance reflects the spending in years prior to the adoption of the Rebuild Illinois capital program. Like pavements, the lowest condition of IDOT's Interstate bridges was in 2019; the condition has improved in each subsequent year. IDOT's Other NHS State routes improved from 2020 through 2023. The Marked system bridges have improved in condition through 2021 and held steady in 2022 and 2023. The improvement in the NHS bridges due to the implementation of TAMP and the passage of the capital program are encouraging.

While the Illinois Tollway and Chicago Skyway bridges are in excellent condition, the trend in the local agency NHS bridges is concerning. An investigation into the source of the decline in local agency bridge condition has identified the particular agencies with *Poor* bridges. IDOT's Bureau of Programming is coordinating with the Bureau of Local Roads and Streets to identify how many of the *Poor* bridges are currently programmed and if additional guidelines need to be put in place to encourage the local agencies to better manage their NHS bridges.



Percent of IDOT's Total Bridge Deck Area Meeting the State of Acceptable Condition Using IDOT's Performance Metrics.



Percent of Other NHS Owners' Total Bridge Deck Area Meeting the State of Acceptable Condition Using IDOT's Performance Metrics.

As discussed in the 2022 TAMP, nearly half of IDOT's bridges are more than 50 years old, and the trend prior to the implementation of the TAMP had been that more bridges were becoming structurally deficient (SD) each year than were being rehabilitated or replaced. Although this trend has begun to be reversed, it will take a considerable amount of time to reduce the inventory of structurally deficient bridges. While the Rebuild Illinois program has enabled a higher percentage of current NHS SD bridges to be funded, there are many bridges right on the threshold of becoming structurally deficient, which hampers the ability to make progress toward the performance targets.

Projects in Support of Other Performance Measures

In addition to the projects in support of the infrastructure condition performance measures, the MYP and STIP also include projects in support of the other performance measures. In the FY 2025-2030 MYP, 73 percent of spending is in support of infrastructure condition (PM2 performance measures). In addition, 1 percent is devoted to safety projects (PM1 performance measures) and 14 percent is used to make progress with respect to measures of system performance (PM3 performance measures). An additional 4 percent is focused on environmental projects, and the remaining 8 percent is applied to other types of projects.

Periodic Evaluation of Facilities Repeatedly Requiring Repair and Reconstruction Due to Emergency Events

As part of the asset management rule, the FHWA created a requirement that reasonable alternatives shall be evaluated for roads, highways, and bridges that have required repair or reconstruction activities on two or more occasions due to emergency events. The process to evaluate projects before they are included in the MYP, and therefore the STIP, is included in the Programming Guidelines. To assist in this evaluation, the Department has created a GIS map that represents all locations that have been damaged at least once since January 1, 1997. All districts have been given access to the map. A process has been established where the Central Bureau of Operations, the Bureau of Programming, and the districts work together to update the map when new emergency events occur.

The procedure outlined in IDOT's TAMP for complying with the emergency events rule is described in more detail in the Programming Guidelines. Before any project may be added to the MYP (state or local), the Emergency Events map must be consulted to determine if two or more prior emergency events have occurred anywhere within the project limits. For identified sites, districts will complete:

- A risk assessment.
- An evaluation of treatment alternatives.
- Adding the recommended treatment, if necessary, into the scope of the project before the project is included in the multi-year plan.

The required evaluations are retained by the districts. The Bureau of Programming maintains a list of the evaluated projects included in each MYP cycle. The only location on the NHS damaged more than once by an emergency event has been programmed for permanent mitigation in FY 2027. There is one project on non-NHS locations damaged more than once in the current MYP. The project is a county highway, and it has been determined that the root causes of the previous damage were addressed in previous projects and no additional mitigation is needed.

STIP Certification

The Illinois Department of Transportation (IDOT), as the Governor's designee, certifies that the transportation planning process is being carried out in accordance with all applicable requirements of the following as described in Section 450.218 of the statewide Planning Regulations dated February 14, 2007 and in accordance with the intent of the IJA:

1. 23 U.S.C. 135 and 49 U.S.C. 5304;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
3. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1001 (b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
5. 23 CFR part 230, regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
7. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C., regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
11. 23 CFR part 515, regarding a Total Asset Management Plan and related performance measures.

IDOT also certifies that the transportation planning process is being carried out with consideration of the FHWA approved Strategic Highway Safety Plan approved in 2017. IDOT concurs with the MPO's determination that the air quality conformity analysis has been completed by the necessary MPOs and has been reviewed and accepted by the State of Illinois.

IDOT FINANCIAL PLAN FOR THE PROPOSED HIGHWAY ELEMENT OF THE STIP

The principal financial assumption made for available federal revenue sources for the development of this STIP is the anticipated level of federal revenue sources provided under the IIJA authorizations, which was signed into law November 15, 2021. In addition to these federal funds, anticipated state, and local funds available for the life of this STIP have been projected. Under these reasonable financial assumptions, there are sufficient federal, state, and local funds to implement all the projects covered in the FY 2024-2027 STIP, as amended July 2024, and fiscal constraint as required by 23 CFR part 450, subpart B is demonstrated. However, these requirements are deemed sufficiently flexible to permit the selection of projects from the second, third, and fourth year of the STIP to replace projects selected for the first year of the STIP.

Federal Funding: The IIJA requires that the federal-aid highway and federal-aid transit projects in the STIP be based on funding reasonably expected to be available. The federal-aid revenues are based on estimates of apportionment (formula), allocations, high priority project funding, August Redistribution, and the Transportation Infrastructure Finance Innovation Act Redistribution.

Federal-Aid Highway Formula Funding: A surface transportation authorization act (currently the IIJA) provides federal highway funding levels over an established period of time. These authorized funds are then distributed by formulas established in law to the states through an annual apportionment process as authorized by the IIJA. In conjunction with these apportionments, there is an obligation limitation that provides the ceiling for the amount of apportionment the state may obligate through a given fiscal year. The obligation limitations can vary from year to year. As such, IDOT has estimated the obligation limitations for the life of this STIP.

Under the IIJA, IDOT estimates the obligation limitation for the total five-year bill to be \$10.97 billion with an average of \$2.19 billion per year for the life of the current legislation.

Federal-Aid Highway Allocation Funding: Funding available from allocations is included in the STIP. Federal-aid highway allocation funding is distributed to the states by administrative formula or by means of a competitive application. Allocated funds include many varied categories of federal aid, including, but not limited to, Rebuilding American Infrastructure with Sustainability and Equity (RAISE) and Federal Land Access. Allocations of categorical funding generally are distributed to specific areas of the state. Annual allocations to individual projects or categories of funding are routinely added to the STIP but due to the timing of project identification may require amendments to be processed.

Federal-Aid Highway Earmarked Funding: Earmarks are funds designated by Congress for the completion of specific projects within the state. Earmarked funding is generally subject to its own obligation limitation that is available until spent. The actual level of funding committed to these projects each year varies based on project delivery schedules and rules on spending these funds. To date, the majority of Illinois' SAFETEA-LU earmarked funding has been spent and the projects have been completed. While the FAST Act did not include any new earmarks, the IIJA does include several new earmarks which can be found in Appendix C.

In recent appropriations acts, Congress has included a provision to repurpose certain earmarks based on their age, obligation level, and completion status. This provision allows unused earmark funding to be utilized on designated projects rather than sitting idle or being returned to FHWA. While this provision does provide additional contract authority, it may not provide additional obligation limitation in each instance. Since the repurposing provision is dependent upon Congressional inclusion in annual appropriations acts, IDOT does not make any assumptions regarding repurposing funds.

Advanced Construction (AC): AC is a federal authorization method that allows IDOT to secure approval from FHWA to construct Federal-aid projects without requiring the associated federal obligation which would use both contract authority and obligation limitation. This allows IDOT to advance projects in anticipation of available contract authority and obligation limitation. To maximize flexibility in use of contract authority and limitation, IDOT establishes all projects in AC status unless a specific federal program funding will not allow it, or the Department deems current funding (obligation) at project onset is the best use of available federal balances. AC projects are converted to current federal funding with the first expenditure of contract authority and when limitation is available. To ensure that the STIP and TIPs reflect the correct status of a project, IDOT notifies both MPO and programming staff when a project is converted, so administrative modifications can be completed.

The Department's use of AC authorizations and conversions complements the intent to maximize the number of federally reimbursable projects. The fiscal constraint model accounts for the level of planned conversions compared to the available obligation limitation, but the Department also forecasts the conversion rate to manage cash flows from federal reimbursements. Under this method, the STIP's fiscal constraint is an approximate amount of planned AC conversions to utilize the estimated annual obligation limitation.

State Funds: Funds for highway projects are primarily generated from motor fuel taxes (MFT), motor vehicle registration (MVR) fees, and bonds. For the FY 2024-2029 MYP, the department continued with increased estimates for state MFT and MVR receipts due to Illinois Senate Bill 1939 being signed into law as part of the Rebuild Illinois capital program. Illinois SB 1939 increased the MFT for the first time since 1990 which was effective July 1, 2019. It also increased the MVR fees to all vehicles which was effective January 1, 2020. Of the first 19¢ collected from motor fuel taxes, 45.6 percent is provided to the state for highway improvements. Of the Rebuild Illinois increase, 48% is provided to the State Construction Account and 20% is provided to Transit through the Capital Improvement Fund. In addition, the state receives reimbursement from the Highway Trust Fund (HTF) and local agencies. Beginning July 2021, a five-year phase in of the state portion of the sales tax on motor fuels will be deposited into the Road Fund instead of the General Fund.

Local Funds: Local funds for highway projects are also generated from MFT. Of the first 19¢ of funds collected from MFT, 54.4 percent is provided to the local agency for highway improvements. Of the Rebuild Illinois increase, 32% is provided to local agencies. Rebuild Illinois bonds were also dispersed in May of 2020, July of 2020, March of 2021, May of 2021, March of 2022, and September of 2022. More information can be found at: <https://idot.illinois.gov/transportation-system/local-transportation-partners/county-engineers-and-local-public-agencies/mft-distribution/index>

Financial Model: The financial model used for development of the MYP is also used for the development of the STIP. The model is designed to account for several factors including but not limited to revenue trends and changes to federal and state law. The Department's revenue

is derived primarily from MVR, MFT, HTF reimbursements, and reimbursements from local units of governments.

Although the actual process to determine annual program size is more complicated, in simplified terms IDOT uses a three-step approach:

Step one is to estimate all available revenue sources including state funds from MVR, MFT, and state sales tax on motor fuels, federal funds from reimbursement of existing projects, future funding assumptions, and local project reimbursement. Step two is to subtract expenses which include debt service, operating, administrative, other agency, and those associated with existing construction projects from prior annual program elements. Step three is to appropriately size the annual element to fit within remaining resources to assure fiscal constraint.

Proposed Highway Element for the FY 2024-2027 STIP

As mentioned earlier, Congress distributes authorized federal funds to the states by formulas through an annual apportionment. These apportionments establish an obligation limitation that may vary from year to year. This results in IDOT having to estimate obligation limitations for the life of the STIP. For the FY 2024-2027 STIP, the obligation limitation IDOT is assuming is 100 percent for FY's 2024, 2025, 2026, and 2027. The STIP will be updated annually with current funding assumptions if they should change.

Funding for State Projects

The \$10.563 billion of state funds in the published FY 2025-2030 MYP are utilized for a variety of purposes in program development. For this MYP program \$23.005 billion was allocated to the state highway system and is derived from federal, state, and local funds. The MYP continues to emphasize maintaining existing roads and bridges on the state system while also providing funding for needed congestion mitigation and system expansion projects. The proposed six-year program will maintain 3,090 miles of state highways and replace or rehabilitate 8,299,727 square feet of bridges.

Available revenue for the FY 2024-2027 highway portion of the STIP will total approximately \$21.646 billion which includes \$9.945 billion of federal funds, \$9.624 billion of state funds, \$1.144 billion of re-appropriations and \$933 million of local funds. This program assumes an obligation ceiling of 100 percent of apportioned funds for FYs 2024, 2025, 2026 and 2027. The following table provides a breakdown of anticipated available revenue by fiscal year. Planned AC conversions are included in the total anticipated federal revenue amounts. While State funds account for 44.4% of the total funds in the FY 2024-2027 STIP, projects will be shown split at 80/20 both to maximize Federal funds and allow the flexibility to convert to federal dollars if needed.

FY 2024-2027 Available Revenue (Table 1)
(\$Millions)

FUND SOURCE	FY 2024	FY 2025	FY 2026	FY 2027	FY 2024-2027
Federal Obligation Limit	\$2,367	\$2,554	\$2,492	\$2,532	\$9,945
State	\$2,027	\$2,515	\$2,823	\$2,259	\$9,624
State Re-appropriations	\$620	\$524	\$0	\$0	\$1,144
Local	\$230	\$240	\$230	\$233	\$933
TOTAL	\$5,244	\$5,833	\$5,545	\$5,024	\$21,646

The proposed obligations for the highway element of the FY 2024-2027 STIP are summarized in the following table for each category. This program includes \$12.340 billion of projects in the MPO TIP's, \$2.115 billion in projects of significant scale to be identified individually and \$6.796 billion of grouped projects.

FY 2021-2024 Proposed Project Obligations (Table 2)
(\$Millions)

	FY 2024	FY 2025	FY 2026	FY 2027	FY 2024-2027
MPO TIPs	\$3,019	\$2,966	\$3,517	\$2,837	\$12,340
Significant Projects*	\$516	\$667	\$501	\$430	\$2,115
Grouped Projects*	\$1,505	\$2,032	\$1,744	\$1,515	\$6,796
TOTAL	\$5,040	\$5,665	\$5,762	\$4,782	\$21,249

*(Not in MPO TIPs)

As shown in the above two tables, the obligations are equal to or less than the available funding, and fiscal constraint by fiscal year is demonstrated for this STIP.

FY 2024-2027 Grouped Projects

The following tables represent the grouped projects which are broken into five specific categories which are: Resurfacing, Bridges, Safety, Transportation Alternatives Programs (TAP) and Other. The tables are identified by work type/function and provide anticipated levels of accomplishment with associated dollars shown in millions. All federal aid projects will begin in AC status. Funding is shown at an 80/20 split in order to maximize Federal funds but is subject to change with increase of State funds.

RESURFACING (Table 3)

The resurfacing category includes pavement resurfacing, rehabilitation and/or reconstruction, widening narrow pavements without adding travel lanes, truck-climbing lanes outside the urbanized area, shoulder improvements, increasing sight distance and other associated activities.

	FY 2024	FY 2025	FY 2026	FY 2027	FY 2024-2027
Number of Miles	647	718	421	529	2,315
Federal Funds (AC)	\$474	\$642	\$531	\$406	\$2,053
State/Local Funds	\$118	\$161	\$133	\$102	\$514
Total Funds (in Millions)	\$592	\$803	\$664	\$508	\$2,567

BRIDGES (Table 4)

The bridge category includes the repair, rehabilitation or reconstruction of existing bridges, or the construction of a grade separation to replace existing at-grade railroad crossings and other associated activities.

	FY 2024	FY 2025	FY 2026	FY 2027	FY 2024-2027
Sq. Ft. of Structures*	323,894	463,145	626,597	326,641	1,740,277
Federal Funds (AC)	\$210	\$379	\$401	\$319	\$1,309
State/Local Funds	\$53	\$95	\$100	\$80	\$328
Total Funds (in Millions)	\$263	\$474	\$501	\$399	\$1,637

*Square Footage of structures was previously showing a total of all categories. Due to better reporting methods, IDOT can now show the square footage that makes up the Grouped Category only to better correlate to the funds projected to be spent.

SAFETY (Table 5)

The safety category includes highway safety or traffic operation improvement projects including signalization and other intersection improvements, skid proofing, railroad/highway crossing improvements, median barrier cable and other associated activities.

	FY 2024	FY 2025	FY 2026	FY 2027	FY 2024-2027
Federal Funds (AC)	\$54	\$114	\$87	\$98	\$353
State/Local Funds	\$14	\$29	\$22	\$23	\$88
Total Funds (in Millions)	\$68	\$143	\$109	\$121	\$441

TRANSPORTATION ALTERNATIVES PROGRAM (TAP) (Table 6)

The TAP category includes state appropriations sized for anticipated readiness for projects selected as part of the Illinois Transportation Enhancement Program (ITEP), Safe Routes to Schools Program and Recreational Trails Program. The Safe Routes to School category include infrastructure and non-infrastructure activities for enforcement, encouragement, evaluation, educational and engineering efforts to enable and encourage children in primary and secondary schools to walk and bike safely to and from school.

	FY 2024	FY 2025	FY 2026	FY 2027	FY 2024-2027
Federal Funds (AC)	\$49	\$70	\$70	\$71	\$260
State/Local Funds	\$62	\$17	\$18	\$18	\$115
Total Funds* (in Millions)	\$111	\$87	\$88	\$89	\$375

*Includes Transportation Management Area (TMA) funding

OTHER (Table 7)

The Other category includes miscellaneous projects, statewide line items, other engineering and land acquisition associated with non-specific projects that can be grouped including emergency relief, lighting, rest areas and weigh stations.

	FY 2024	FY 2025	FY 2026	FY 2027	FY 2024-2027
Federal Funds (AC)	\$9	\$9	\$9	\$9	\$36
State/Local Funds	\$462	\$515	\$156	\$390	\$1,523
Total Funds (in Millions)	\$471	\$524	\$165	\$399	\$1,559

FY 2024-2027 Significant Projects

The State and Local Highway Project Listing Guide, Glossary, and Fund Types for significant projects and other highway projects are located in Appendix H. Significant projects for the FY 2024-2027 STIP are listed in Appendix I. Projects are considered Significant if any one of the following criteria is met: Major Construction, Principal Arterial, Illinois Special Bridge Program and/or special federal funds; i.e. location-specific federal earmark funding, Carbon Reduction, PROTECT, and COVID funds. The department has provided the estimated schedule for improvements and designated the proposed source of funds to satisfy the IJIA requirements. The actual fiscal year in which a project is implemented may change for various reasons. Factors influencing the timing of an improvement include environmental considerations, land acquisition, plan preparation, utility movements, hazardous waste clean-

up, climate, level of public support and available funding. The department has published the FY 2025-2030 MYP program and will work to accomplish all the projects included in that program.

The website address for the FY 2025-2030 Proposed Highway Improvement Program is: [Publication \(illinois.gov\)](https://www.illinois.gov)

Amendments and Modifications to the STIP

An amendment will occur for projects being added or deleted from the STIP that fall within the Significant Category and will require an opportunity for a 15-day public review and comment period and approval by FHWA. The implementing state or local agency will be responsible for public involvement on STIP amendments. The 15-day comment period is for state and local projects outside of an MPO area; projects within an MPO area must follow the MPO's public involvement procedures. In addition, amendments are required when cost changes for significant projects exceed the percentages listed. For example, if the cost of the project is \$5M and it is increased to \$6.250M which is a 25 percent increase, an amendment is required.

Requirements for amendments are based on the percent of change from cost as shown below.

<u>Percent Change</u>	<u>Federal Project of Project Group Cost (\$1,000)</u>
100%	\$0 - \$999
50%	\$1,000 - \$4,999
25%	\$5,000 - \$9,999
20%	\$10,000 or greater

An administrative modification occurs when federally funded projects within the Significant category have minor scope, fund type, project limit changes or project cost changes that do not exceed the percentages listed above. IDOT is required to submit administrative modifications to FHWA for informational purposes.

Projects with Special State Appropriation

Local SAFETEA-LU Earmarks

Separate state appropriation from FY 2007 remains available for local SAFETEA-LU High Priority Project (HPP) earmarks, which includes the required match. The remaining earmarks are listed in Appendix B.

Congressionally Designated Spending

Project listings were approved in both FFY 2022 (Public Law 117-103) and FY 2023 (Public Law 117-328). The federal share of these projects is to be governed by 23 U.S.C. 120. The projects are shown in Appendix C.

IDOT FINANCIAL PLAN FOR THE PROPOSED TRANSIT ELEMENT OF THE STIP

Federal Programs: Federal funds are available for transit projects through Chapter 53 of the Infrastructure Investment and Jobs Act (IIJA). This Act authorizes funding for FFY 2022-2026. Each year the FTA publishes interim guidance as part of its annual apportionments notice of funding. The Department utilizes the FTA published apportionments to determine allocations and direct apportionments.

Section 5307 & 5340: These urbanized area formula funds are available to urbanized areas for planning, capital, and operating assistance. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census. These funds are apportioned to the states on the basis of population and as of the 2020 US Census, housing density. The Department apportions these funds to small urban grantees (transit agencies) which allows them to apply directly to the FTA for these funds. The 5307 designated recipients reflect these funds in their individual Transportation Improvement Plans (TIPs) and are not included in the IDOT charts below. IDOT has the responsibility of contract and fund use oversight which is met through grant monitoring through the FTA's grant management system.

Section 5309: Fixed Guideway Capital Investment Grants provides discretionary funding for fixed guideway investments such as new and expanded rapid commuter rail, light rail, streetcars, bus rapid transit and ferries, as well as corridor-base bus rapid transit investment that emulate the features of rail. There are four categories of eligible projects under the program: 1) New Start; 2) Small Starts; 3) Core Capacity; and 4) Programs of Interrelated Projects. Large urban transit agencies such as the Chicago Transit Authority and Bi-State MetroLink apply directly to the FTA for these funds and are wholly responsible to the FTA for compliance and oversight of these funds.

Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities funds are used to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. IDOT uses these funds for the purchase of paratransit vehicles supporting these efforts through the Consolidated Vehicle Procurement (CVP) program. IDOT is the designated state agency to receive and disperse these formula funds for rural areas (population under 50,000) and small urbanized areas (population of 50,000–199,999). Funds for large urbanized areas (population over 200,000) are apportioned directly to those respective urbanized areas by FTA. Some of these large urbanized areas designate a portion of their formula to IDOT for paratransit vehicles in their area, and those funds are included in the IDOT charts below.

Section 5311: Rural area (population under 50,000) funds are available for general public transportation in non-urbanized areas for operating, capital, administrative, and planning expenses. IDOT administers these funds through agreements with local governmental agencies.

Section 5339: Grants for Bus and Bus Facilities funds are used to replace, rehabilitate, and purchase buses and related equipment and to construct or rehabilitate bus-related facilities including technological changes, innovations, or to modify low or no emission vehicles or facilities. This program has a formula component and a competitive component. Grantees (transit agencies) apply directly to FTA for the competitive funds. IDOT is the designated state agency to receive and disperse Section 5339 formula funds for rural areas (population under 50,000) and small urbanized areas (population of 50,000–199,999). IDOT has the responsibility of contract and fund use oversight for projects awarded under the formula

funding, which is met through concurrence procedures, reviewing plans, and invoices and may include on-site inspections.

CARES Act: On March 27, 2020, President Trump signed the Coronavirus Aid, Relief, and Economic Security (CARES) Act into law. The CARES Act provides recipients of urbanized area (5307) and rural area (5311) formula programs with additional funding to support capital, operating, and other expenses generally eligible under those programs to prevent, prepare for, and respond to COVID-19. In Illinois, the 5307 program received approximately \$1.585 billion and the 5311 program received approximately \$57 million. Funding is provided at a 100-percent federal share, with no local match required.

CRRSA ACT: On December 27, 2020, the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) was signed into law. The CRRSA, similar to the CARES Act, provides recipients of urbanized area (5307 and rural area 5311) formula programs with additional funding to support capital, operating, and other expenses generally eligible under those programs to prevent, prepare for, and respond to COVID-19. The CRRSA directs recipients to prioritize payroll and operational needs.

ARP ACT: On March 11, 2021, the American Rescue Plan Act was signed into law to support the nation's public transportation systems. The ARPA funds are awarded for use in the same manner as CARES and CRRSA. ARPA, when combined with CARES and CRRSA provided 132% of 5307 recipients 2018 operating expenses and 140-150% of 5311 recipients 2018 operating expenses.

State Funding: Funding is provided by legislative authorizations for capital programs and is available for transit projects. Series B Bonds are issued by the state to fund capital transit projects and are also used to match FTA capital funded projects for rural and small urban transit agencies.

The Rebuild Illinois capital improvement program created a new Multi-modal Transportation Bond Fund, Downstate Mass Transportation Capital Improvement Fund, and Regional Transportation Authority Capital Improvement Fund. Collectively, these new authorization programs added approximately \$4.5 Billion to statewide capital programs over a six-year period.

The state provides significant operating assistance to 56 transit systems across the state through the Downstate Operating Assistance Program (DOAP) as authorized and apportioned by the general assembly and reimburses up to 65% of eligible operating expenses.

Local Funding: Local operating funds for transit projects are generated from a variety of sources which are: 1) Metro East Sales Tax in the Metro East area of St. Louis. St. Clair County and Madison County levy a sales tax to assist in funding their operating expenses; 2) Various downstate local sources which allows downstate transit providers to receive revenues from dedicated property taxes to local government appropriations; and 3) Farebox Revenue which are the transit system funds collected from the riders for using the transit service.

Transportation Development Credits: A state is permitted to use certain toll revenue capital expenditures as a credit toward the non-federal matching share of highway programs authorized by Title 23 U.S.C. and the non-federal matching share (soft match) of transit projects eligible under/authorized by Title 49 U.S.C. The program allows the State DOT or any eligible mass transportation carrier upon approval by the State DOT, as defined in ILCS 20/2705, to use Transportation Development Credits (TDCs) to cover all or a portion of the non-federal share on any highway project authorized by Title 23 U.S.C. or any transit project

authorized by Title 49, Chapter 53, U.S.C. TDCs do not provide any additional funding, rather they are used in place of non-federal matching funds making the project 100% federally funded.

FY 2024-2027 PROPOSED TRANSIT ELEMENT OF THE STIP

The Transit Element of the STIP accounts for \$264.486 million in federal and state funding. The Department anticipates receipt of Federal apportionments from the Federal Transit Administration (FTA) for Federal Fiscal Years 2024-2027 of \$193.023 million. The Department will use \$66.48 million in state and local funding as well as TDC funding to match the anticipated federal funds. The following table provides a breakdown of available funds by fiscal year.

FY 2024-2027 Funding (Table 8)
(\$Thousands)

FUND SOURCE	FY 2024	FY 2025	FY 2026	FY 2027	FY 2024-2027
Federal	\$79,495	\$37,787	\$37,842	\$37,899	\$193,023
State	\$26,121	\$13,453	\$13,453	\$13,453	\$66,480
Local/In-Kind		\$1,661	\$1,661	\$1,661	\$4,983
TDCs*	\$3,034	\$3,046	\$3,056	\$3,067	\$12,203
TOTAL	\$105,616	\$52,901	\$52,956	\$53,013	\$264,486

*TDCs are excluded from Totals

The following table summarizes the programming of the anticipated FFY2024–2027 apportionments. The program includes \$101.31 million identified for rural transit operating assistance and administration activities (see Appendix H for more details). There is also \$91.72 million programmed for capital projects (see Appendix H for more details). In addition, \$12.2 million in TDCs have been programmed.

FY 2024-2027 Program (Table 9)
(\$Thousands)

	FY 2024	FY 2025	FY 2026	FY 2027	FY 2024-2027
Operating	\$33,624	\$22,556	\$22,561	\$22,566	\$101,306
Capital	\$45,871	\$15,231	\$15,282	\$15,333	\$91,717
State	\$26,121	\$13,453	\$13,453	\$13,453	\$66,480
Local/In-Kind		\$1,661	\$1,661	\$1,661	\$4,983
TDCs*	\$3,034	\$3,046	\$3,056	\$3,067	\$12,203
TOTAL	\$105,616	\$52,901	\$52,956	\$53,013	\$264,486

*TDCs are excluded from Totals

The Section 5307 small urban federally funded projects are programmed in the MPO's TIPs for that metropolitan region. The amount of federal funds is known or reasonably expected to be available for the program of projects and demonstrate that the transit projects are fiscally constrained. Additional information on individual MPO's and their local TIPs can be found through IDOT's Local Planning webpage under the tab of "Quick Links".

<https://idot.illinois.gov/transportation-system/local-transportation-partners/local-planning/index>.

Project listings can be found under the "Project Listings" tab at:
[Statewide Transportation Improvement Program \(illinois.gov\)](https://www.illinois.gov/transportation-improvement-program)

IDOT FINANCIAL PLAN FOR THE PROPOSED INTERCITY RAIL ELEMENT OF THE STIP

Federal Capital Funding: Federal funds are available for intercity passenger rail capital projects through Federal Railroad Administration (FRA) competitive grant programs. IDOT currently administers FRA grants awarded through the American Recovery and Reinvestment Act (ARRA) of 2009, Omnibus Appropriations Acts of 2009 (FY 2009) and 2010 (FY 2010), and Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program of 2017. All of the FRA competitive grant funding are provided on a reimbursement basis. These grants require a state funding match that varies from 0% to 50% depending on the grant, which is funded by state Series B Bonds.

ARRA: The ARRA legislation included a federal funding expiration corresponding to the end of the FFY 2017 (September 30, 2017). The ARRA grants administered by IDOT include a Tapered Match grant modification that permit the grant's FRA funds to be spent first, by the expiration date and then the state matching funds to follow. FRA funds expired in the SFY 2017, but the Tapered Match currently allows these ARRA grants to use the state funding match through SFY 2025.

Omnibus Appropriations Acts and CRISI: The legislation in the Omnibus Appropriations Acts of 2009 and 2010 and the CRISI Program of 2017 do not have a federal funding expiration date. The FY 2009, FY 2010, and CRISI grants administered by IDOT anticipate funding through SFY 2024.

State Capital Funding: Funding is provided by legislative authorizations for intercity passenger rail capital programs through two funds which are approved by IDOT: the Federal High Speed Rail Trust Fund (433 Fund) issued to provide positive cash-flow for FRA grants; and Series B Bonds issued by the state to fund capital intercity passenger rail projects and are primarily used to match FRA funds. The FRA grants require IDOT to pay vendors (i.e. consultants, railroads, local municipalities) the federal portion of FRA grants via the 433 Fund and then receive reimbursement from FRA funds.

In 2019, the State of Illinois passed the Rebuild Illinois Capital Infrastructure Bill that provided additional capital for passenger rail projects throughout the state, including new monies for the Chicago to Quad Cities Intercity Passenger Rail Expansion, the Chicago to Rockford Intercity Passenger Rail Expansion, the Chicago to Carbondale Passenger Rail Improvement Project, and for the Springfield 10th Street Rail Consolidation Project.

State Operating Funding: Funding is provided by legislative authorizations for operations of intercity passenger rail programs by state road fund appropriations on an annual basis. These programs include operations of the existing Amtrak state-supported services (i.e., Chicago-Champaign-Carbondale, Chicago-Galesburg-Quincy, Chicago-Normal-Springfield-St. Louis, Chicago-Milwaukee, and Chicago-Milwaukee-St. Paul) and maintenance of the Chicago-Normal-Springfield-St. Louis High Speed Rail corridor as well as maintenance for the long-term overhauls of the Midwest states owned Charger locomotive fleet.

Funding for one daily round trip Amtrak state-supported service between Chicago-Milwaukee, WI-St. Paul, MN commenced in May 2024 in partnership with Wisconsin and Minnesota DOTs and with significant operating funding assistance granted to Amtrak via a Wisconsin awarded FRA Route Restoration and Enhancement grant. Funding for operation of the new Chicago-Rockford service, anticipated to commence in FY2028 with Metra as the operator, will require additional state road fund appropriation on an annual basis to cover Union Pacific's Franchise

Access Fee, Operations and Maintenance Fee, and Metra's cost to operate the service minus farebox recovery.

FY 2024-2027 Proposed Intercity Rail Element of the STIP

Passenger rail in Illinois is comprised of intercity, commuter rail, and light and heavy rail transit. However, the Passenger Rail Improvement and Investment Act (PRIIA) of 2008 defined passenger rail as consisting of intercity and commuter rail.

The State of Illinois has contracted with Amtrak to subsidize passenger rail service since 1971. PRIIA requires an equitable arrangement of cost sharing between Amtrak and state or public agency partners that provide funding for short-distance intercity passenger rail services. By agreement with Amtrak, the State of Illinois supports the operation of trains on three routes between Chicago and downstate Illinois: Chicago and St. Louis (Lincoln Service), Chicago to Carbondale (Saluki/Illini), and Chicago to Quincy (Carl Sandburg/Illinois Zephyr). In addition, Illinois and the State of Wisconsin jointly support seven daily round trip trains between Chicago and Milwaukee on the Hiawatha Service. Illinois, Wisconsin, and Minnesota DOTs initiated the Borealis service in SFY2024 to extend one of the 7 Hiawatha Service round trips north of Milwaukee, WI to St. Paul, MN. The state's operating subsidy with Amtrak was approximately \$60 million in SFY 2024. In FY 2024, ridership increased 9.8% from FY 2023's 4.1 million riders, with a total of 4.5 million riders at Illinois stations in FY 2024. Ridership continues to recover in the aftermath of the COVID-19 pandemic. Before the pandemic, ridership in FY 2019 was near 6.1 million riders. Illinois brought back full train service frequencies in July 2021.

Since the ARRA 2010 grant that initially funded the Chicago-St. Louis High Speed Rail Project (\$1.2 billion), Illinois' signature high-speed rail route has received an additional \$300 million of federal and state funds for corridor improvements between Joliet and St. Louis. The Chicago-St. Louis corridor now features much improved safety with 4-quadrant gates at grade crossings and Positive Train Control (PTC) with increased top speeds of 110 mph.

In addition, Illinois and a consortium of partner Midwest states (Michigan, Missouri, and Wisconsin) has procured and placed into service 33 new Siemens Charger locomotives for intercity passenger rail services. The same consortium of Midwest states has procured and begun placing new Siemens Venture passenger cars into service in FY 2022, which will continue through FY 2025 as the remaining café cars are delivered and commissioned into service.

Additional federal and state funds, including state funds from the Rebuild Illinois Capital Infrastructure Bill, have been applied to these other passenger rail projects of significance:

- Chicago to Quad Cities Intercity Passenger Rail Expansion which totals \$448 million of federal and state funding for construction of necessary improvements to establish Amtrak passenger rail service to Moline including a new intermediate station in Geneseo;
- Chicago to Rockford Intercity Passenger Rail Expansion which totals \$275 million of state funding for construction of necessary improvements to establish Metra intercity passenger rail service by 2027 to Rockford including new intermediate stations in Elgin, Huntley, and Belvidere;
- Chicago to Carbondale Passenger Rail Improvement Project which totals \$100 million of state funding for construction of improvements to improve on-time performance or potentially expand frequencies on the route; and

- Springfield 10th Street Rail Consolidation Project which totals \$122 million of state funding for the consolidation of rail traffic on the 10th Street corridor in Springfield.

The FY 2024-2027 intercity rail portion of the STIP totals \$1,300.7 million. The federal portion of the program represents \$145.6 million of the total funding, with the state contributing \$1,155.1 million. The 2024-2027 STIP-Intercity Rail is included in Appendix D. The following tables provide a breakdown by fiscal year.

FY 2024-2027 Available Funding (Table 10)
(\$Millions)

FUND SOURCE	FY 2024	FY 2025	FY 2026	FY 2027	FY 2024-2027
Federal	36.2	44.6	64.3	0.5	145.6
State	183.9	216.6	407.1	347.5	1,155.1
TOTAL	220.1	261.2	471.4	348.0	1,300.7

FY 2024-2027 Proposed Expenditure (Table 11)
(\$Millions)

	FY 2024	FY 2025	FY 2026	FY 2027	FY 2024-2027
TOTAL	220.1	261.2	471.4	348.0	1,300.7

State Planning and Research

The FHWA approved \$39.9 million in State Planning and Research (SPR) funds and \$28.3 million in Metropolitan Planning (PL) funds for FY 2025 on July 16, 2024. The SPR-PL work program provides for the continuation of the state and metropolitan transportation planning programs for the period from July 1, 2024 through June 30, 2025. This category includes a state planning work program and supplemental work programs for urbanized areas over 200,000 population. Below is the estimated apportionment of SPR and PL funds per the FAST Act apportionment tables.

FY 2024-2027 Funding (Table 12)
(\$Millions)

Fiscal Year	SPR FUNDS	PL FUNDS
FY 24	\$43.1	\$29.3
FY 25	\$39.9	\$28.3
FY 26	\$39.3	\$31.1
FY 27	\$40.1	\$32.0
TOTAL	\$152.2	\$101.7

Outreach

Public involvement is an important component of all transportation system plans and programs. In Illinois, public input on transportation issues is sought and considered on a continuous and ongoing basis. The STIP is the culmination of the programming process. Therefore, public involvement activities associated with the STIP build on public involvement efforts conducted by the Department on the MYP and by local MPOs throughout the programming process.

Outreach for FY 2024-2029 MYP had continued opportunities for members of the general public to become involved in transportation planning. It is IDOT's intent to continue providing current information through social media such as Facebook and Twitter. Additionally, IDOT's Office of Planning and Programming (OP&P) has implemented a website where the general public can fill out comment sheets with their questions and concerns on the MYP. This allows all members of the general public the chance to be involved in the planning process. Finally, IDOT has a tent at the Illinois State Fair that is manned by Department staff where the general public can review and ask questions regarding both the MYP and the STIP. IDOT and OP&P continue to refine the MYP Outreach process to stay current with public formats. The Outreach information can be found under the Public Outreach section at:

[Statewide Transportation Improvement Program \(illinois.gov\)](https://www.illinois.gov/transportation/stip)

23 CFR part 450, subpart B requires that the public be offered an opportunity to review and comment on the draft STIP prior to FHWA taking approval action on the STIP. IDOT must provide citizens, affected public agencies and jurisdictions, employee representatives of transportation or other affected agencies, private providers of transportation, freight shippers, users of public transit and other interested parties a reasonable opportunity to review and comment on the proposed STIP. As such, while the outreach for the annual MYP directly ties to outreach for the STIP, IDOT also publishes the draft STIP and makes it available to the public for review and comment for a minimum of 30 days (15 days if amended). The various MPO's throughout the state are responsible for public outreach on projects within their TIP's.

In accordance with federal requirements, the STIP is published with reasonable notification of its availability for review through regionally significant newspapers, public outreach throughout the state, including the Illinois State Fair in Springfield (except for 2020 when cancelled due to COVID-19), Twitter, Facebook and IDOT's website. Also, the Department provided internet access of the Draft STIP to the county board chairman of all 102 Illinois counties, asking for assistance from appropriate members of their staff who work with populations of interest. This effort should increase the opportunity for low-income and minority populations to interact with and comment on the STIP. An electronic version is available through the Illinois Document Depository library system and on the IDOT website which is:

[Statewide Transportation Improvement Program \(illinois.gov\)](https://www.illinois.gov/transportation/stip)

Written comments regarding the FY 2024-2027 STIP should be forwarded to the Office of Planning and Programming in Springfield at the following address using the form on page 31:

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

Individuals can also email at DOT.STIP@Illinois.gov or contact the Department concerning planning, programming, and public involvement issues at 1-800-493-3434.

IDOT welcomes public comment on the draft STIP as well as all transportation issues. The Department responds to telephone inquiries, letters, and e-mail comments for all issues. The Public Review and Comment form on page 30 is provided for public use but is not necessary. A record of comments and responses is maintained by the Office of Planning and Programming.

In addition, the department responds to hundreds of letters and inquiries from the general public, legislators, congressmen, and various groups annually regarding the status of projects and various transportation related topics and issues.

The Department will continue to explore various opportunities for review and comment to ensure public participation. The Department is committed to continuing good faith efforts to encourage and obtain public participation in the STIP as well as all program development process. The Department's efforts exceed the requirements for public involvement in 23 CFR part 450, subpart B. The Department actively seeks public input throughout the transportation decision-making process from the earliest stages through the development and implementation of specific solutions.



Public Review and Comment Transportation Issues

Issue / Comment

[illegible]

Please Print

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

For Office Use Only

Detailed Location Description

Return To:

Illinois Department of Transportation

Bureau of Programming

Room 307

2300 South Dirksen Parkway

Springfield, Illinois 62764

Date Received:

Reviewed By:

**Illinois Department of Transportation
Office Locations**

Administration Office
2300 South Dirksen Parkway
Room 307
Springfield, Illinois 62764
Phone: 800/493-3434
Nextalk: 866/273-3681

District 5
13473 IL Hwy. 133
P. O. Box 610
Paris, Illinois 61944-0610
Phone: 217/465-4181
Nextalk: 866/273-3495

Office of Intermodal Project Implementation
69 W. Washington, Suite 2100
Chicago, Illinois 60602
Phone: 312/793-2111
Nextalk: 866/273-3631

District 6
126 East Ash Street
Springfield, Illinois 62704-4792
Phone: 217/782-7301
Nextalk: 866/273-3658

District 1
201 West Center Court
Schaumburg, Illinois 60196-1096
Phone: 847/705-4000
Nextalk: 888/642-3455

District 7
400 West Wabash
Effingham, Illinois 62401-2699
Phone: 217/342-3951
Nextalk: 888/642-3454

District 2
819 Depot Avenue
Dixon, Illinois 61021-3546
Phone: 815/284-2271
Nextalk: 888/642-3457

District 8
1102 Eastport Plaza Drive
P. O. Box 988
Collinsville, Illinois 62234-6198
Phone: 618/346-3100
Nextalk: 888/642-3449

District 3
700 East Norris Drive
Ottawa, Illinois 61350-1628
Phone: 815/434-6131
Nextalk: 888/642-3458

District 9
State Transportation Building
P. O. Box 100
Carbondale, Illinois 62903-0100
Phone: 618/549-2171
Nextalk: 888/642-3415

District 4
401 Main Street
Peoria, Illinois 61602-1111
Phone: 309/671-3333
Nextalk: 866/273-2908

ILLINOIS DEPARTMENT OF TRANSPORTATION

REGION and DISTRICT BOUNDARIES

WITH OFFICE LOCATION

Region 1

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

Region 2

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

DISTRICT 3
700 EAST NORRIS DRIVE
OTTAWA, ILLINOIS 61350-1628
PHONE: 815/434-6131

Region 3

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

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

Region 4

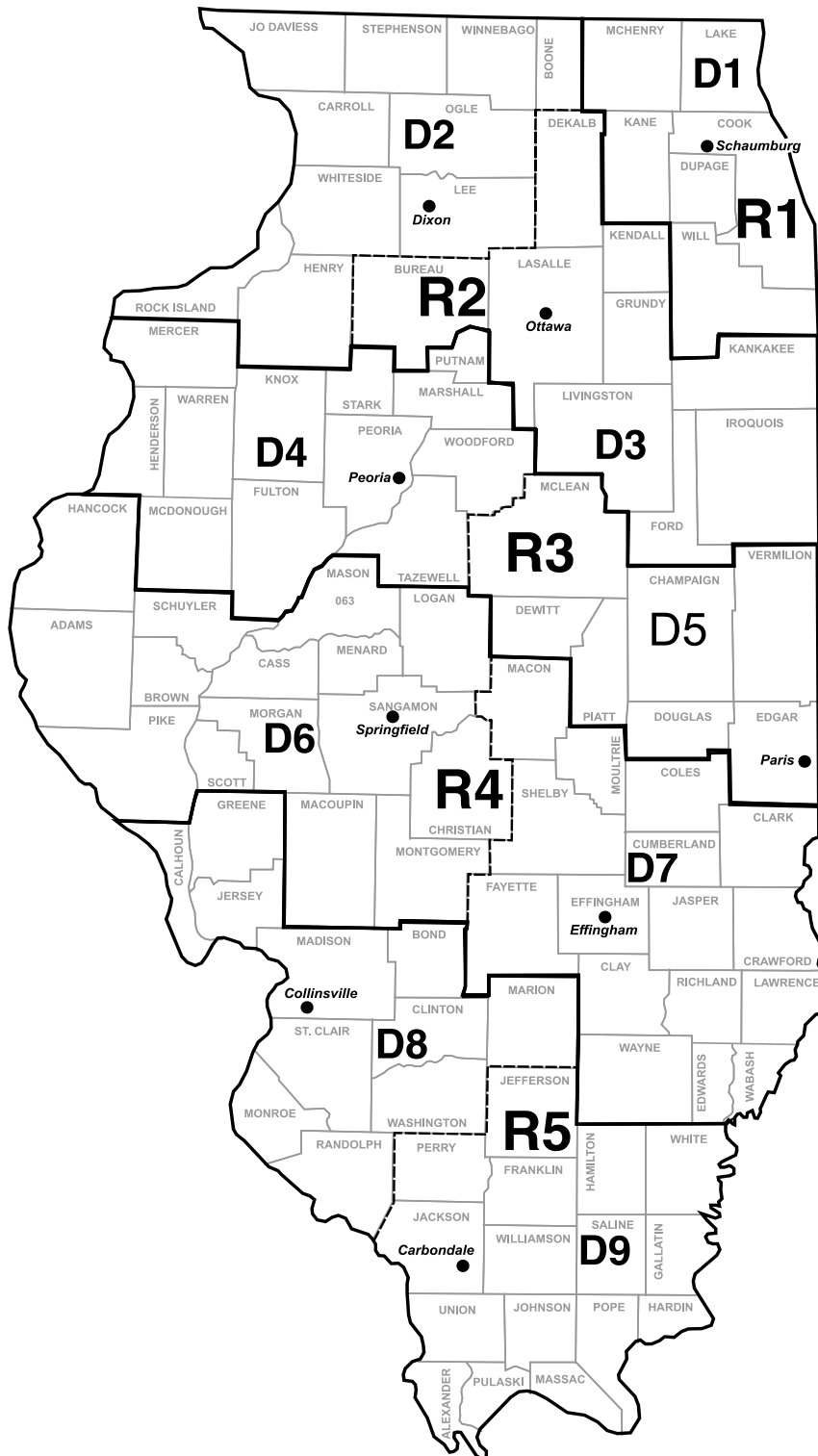
DISTRICT 6
126 EAST ASH STREET
SPRINGFIELD, ILLINOIS 62704-4792
PHONE: 217/782-7301

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

Region 5

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

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



July 2011

METROPOLITAN PLANNING ORGANIZATIONS

FY 2021-2024 TIPs

Danville, Illinois 1/
 MPO – Danville Area Transportation Study (DATS)
 Transit Implementor – Danville Mass Transit

FY 2023-2028 TIPs

Champaign, Illinois 1/
 MPO – Champaign-Urbana Urbanized Area Transportation Study (CUUATS)
 Transit Implementor – Champaign-Urbana Mass Transit District

Chicago, Round Lake Beach, McHenry, Grayslake, Illinois – Wisconsin 1/
 MPO – Chicago Metropolitan Agency for Planning (CMAP)
 Transit Implementors – Chicago Transit Authority (CTA)
 - Commuter Rail Division (Metra)
 - Suburban Bus Division (Pace)
 Financial Oversight Agency – Regional Transportation Authority (RTA)

FY 2024-2027 TIPs

Beloit, Wisconsin – Illinois 1/
 MPO - Stateline Area Transportation Study (SLATS)
 Transit Implementor – Stateline Mass Transit District

Carbondale, Illinois 1/
 MPO – Southern Illinois Metropolitan Planning Organization (SIMPO)
 Transit Implementors – Rides Mass Transit
 Jackson County Mass Transit District

Cape Girardeau, Missouri – Illinois 1/
 MPO – Southeast Metropolitan Planning Organization (SEMPO)
 Transit Implementor – Cape Girardeau Transit Authority

Davenport, Iowa – Illinois 1/
 MPO – Bi-State Regional Commission (BSRC)
 Transit Implementor – Rock Island County Metropolitan Mass Transit District

Decatur, Illinois 1/
 MPO – Decatur Urbanized Area Transportation Study (DUATS)
 Transit Implementor – Decatur Public Transit System

Dubuque, Iowa – Illinois 1/
 MPO – Dubuque Metropolitan Area Transportation Study (DMATS)
 Transit Implementor – City of East Dubuque

Kankakee, Illinois ^{1/}
MPO – Kankakee Area Transportation Study (KATS)
Transit Implementor – River Valley METRO Mass Transit District

Peoria, Illinois ^{1/}
MPO – Tri-County Regional Planning Commission (TCRPC)
Transit Implementors – Greater Peoria Mass Transit District

Rockford, Illinois ^{1/}
MPO – Region 1 Planning Council (R1PC)
Transit Implementor – Rockford Mass Transit District

Springfield, Illinois ^{1/}
MPO – Springfield Area Transportation Study (SATS)
Transit Implementor – Sangamon Mass Transit District

St. Louis, Missouri – Illinois ^{1/}
MPO – East-West Gateway Council of Governments (EWGCOG)
Transit Implementors – Bi-State Development Agency

- Metro-East Transit District of Madison County
- Metro-East Transit District of St. Clair County

FY 2024-2028 TIP

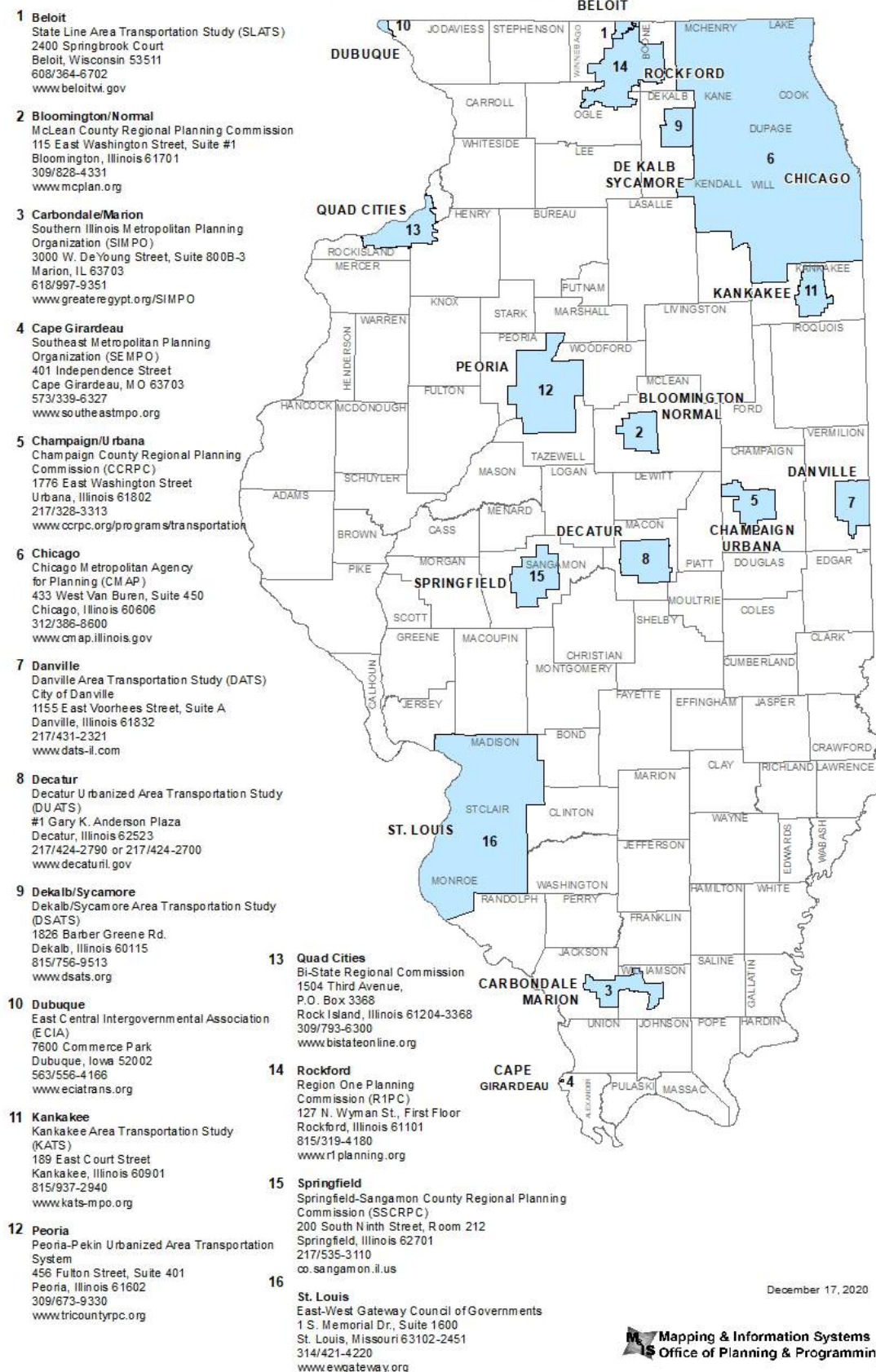
Bloomington – Normal, Illinois ^{1/}
MPO – McLean County Regional Planning Commission (MCRPC)
Transit Implementor – Bloomington-Normal Public Transit System

DeKalb, Illinois ^{1/}
MPO – DeKalb/Sycamore Area Transportation Study (DSATS)
Transit Implementor – City of DeKalb Public Transit

Links to the 16 MPO's websites can be found at:
<https://idot.illinois.gov/transportation-system/local-transportation-partners/local-planning/index>

^{1/} The most recently adopted TIP is incorporated into FY 2024-2027 STIP

Illinois Metropolitan Planning Organizations



Special Appropriations

The 94th Illinois General Assembly passed a special appropriation to cover local SAFETEA-LU earmarks and required match for High Priority Projects and Transportation Improvement Projects. The funding of these particular projects is dependent upon when the local agency is prepared to move forward with the projects. Listed below are the remaining local federal earmarks programmed in the STIP timeframe, in district order.

District 6

Bill No.	Earmark Amount	Bill Language	Improvements	Total Cost	Project Number
1984	1,200,000	The extension of MacArthur Blvd. from Wabash to Iron Bridge Road, Springfield	Paving, Widening & Resurfacing	462,000	6-10245-0200
4058	1,000,000	Expand US 67, Brighton to Bunker Hill Road, Macoupin County	Reconstruction	2,500,000	6-10059-0010
4110	1,000,000	Expansion of US 67 from Brighton to Bunker Hill Road in Macoupin County			

FY 2022/2023/2024 Congressionally Directed Spending**FFY 2022 Congressionally Directed Spending (Table 13)**

Account	Project	Recipient	Amount
Highway Infrastructure Programs	St. Clair County - Greenmount Road from Lebanon Avenue to South of Frank Scott Parkway Widening	IL	\$2,500,000
Highway Infrastructure Programs	St. Clair County - Greenmount Road from Route 161 to Lebanon Avenue Widening	IL	\$2,500,000
Highway Infrastructure Programs	Barrington - Pedestrian Grade Separation at Main Street and the Canadian National Railroad	IL	\$500,000
Highway Infrastructure Programs	Deer Park Boulevard - Road Program	IL	\$614,000
Highway Infrastructure Programs	Iron Bridge Road to MacArthur Boulevard Extension	IL	\$3,000,000
Highway Infrastructure Programs	Grand Avenue and George Street Traffic Safety Enhancement	IL	\$650,000
Highway Infrastructure Programs	US Route 6 Multi-Use Path Extension	IL	\$900,000
Highway Infrastructure Programs	National Parkway and Higgins Road (IL 72) Pedestrian Signal Improvements	IL	\$200,000
Highway Infrastructure Programs	Lincoln Avenue Reconstruction	IL	\$3,500,000
Highway Infrastructure Programs	Lincoln Park ADA Accessibility Improvements	IL	\$1,000,000
Highway Infrastructure Programs	Wolf Road Sidewalk, City of Prospect Heights	IL	\$1,126,734
Highway Infrastructure Programs	St. Clair County - Frank Scott Parkway East/Thouvenot Lane Widening	IL	\$5,000,000
Highway Infrastructure Programs	West Grand Avenue - Highway/Rail Grade Separation	IL	\$3,100,000
Highway Infrastructure Programs	Alton Great Streets - Phase 1 Implementation: Broadway between Ridge Street and Third Street	IL	\$500,000
Highway Infrastructure Programs	Randall Road from Alexandra Boulevard to Polaris Drive/Acorn Lane	IL	\$8,000,000
Highway Infrastructure Programs	Chicago - State/Lake Loop Elevated Station Improvements	IL	\$1,000,000
Highway Infrastructure Programs	Decatur/Macon County Reas Bridge Replacement Project	IL	\$3,500,000
Highway Infrastructure Programs	Marion Main, Bainbridge, Penecost Streets Project	IL	\$600,000
Consolidated Rail Infrastructure and Safety Improvements	City of Decatur Brush College Road Faries Parkway Grade Separation Project	IL	\$2,000,000
Grants-in-Aid	Willard Airport Security Screening Checkpoint Improvements (CMI)	IL	\$1,000,000
Grants-in-Aid	Lewis University Airport Safety Enhancements (LOT)	IL	\$680,000
Grants-in-Aid	Rockford Airport International (RFD) Cargo Ramp Project	IL	\$5,000,000
Transit Infrastructure Grants	Chicago Transit Authority Systemwide Elevator Modernization Program	IL	\$2,100,000
Transit Infrastructure Grants	Chicago Transit Authority 103 rd St. Garage Electric Bus Implementation Project	IL	\$2,000,000
Transit Infrastructure Grants	Illinois Electric Bus and Charging Infrastructure Program	IL	\$8,250,000

FFY 2023 Congressionally Directed Spending (Table 14)

Account	Project	Recipient	Amount
Transportation Planning, Research and Development	Normal Northwest Economic Growth Area Infrastructure & Planning Study	Town of Normal	\$520,000
Transportation Planning, Research and Development	Metropolitan Mayors Caucus Municipal EV Readiness Project	Metropolitan Mayors Caucus	\$500,000
Grants-in-Aid for Airports	MidAmerica St. Louis Airport (BLV) Federal Inspection Station	IL	\$3,250,000
Grants-in-Aid for Airports	Replace Perimeter Fencing-Phase 1, DeKalb Taylor Municipal Airport (DKB)	IL	\$1,125,000
Highway Infrastructure Programs	Butler Drive Reconstruction	IL	\$1,200,000
Highway Infrastructure Programs	Curtis Road Complete Street and Grade Separation	IL	\$2,000,000
Highway Infrastructure Programs	Will County Route 53 to Wauponsee Glacial Trail Pedestrian Connection	IL	\$1,100,000
Highway Infrastructure Programs	Kane County Dauberman Road Extension and Grade Crossing Project	IL	\$500,000
Highway Infrastructure Programs	Decatur US 51 Multi-use Path Project	IL	\$1,500,000
Highway Infrastructure Programs	Lebanon Trolley Trail Connector	IL	\$900,000
Highway Infrastructure Programs	Williamson County East Grand Avenue Rehabilitation	IL	\$360,000
Highway Infrastructure Programs	Pumphouse Road Resurfacing	IL	\$160,000
Highway Infrastructure Programs	Frank Scott Parkway Extension	IL	\$4,000,000
Highway Infrastructure Programs	Post Creek Cut Off Bridge Replacement	IL	\$1,000,000
Highway Infrastructure Programs	DuPage River Trail	IL	\$1,500,000
Highway Infrastructure Programs	West Main Cross Street Improvements, Webster to Cheney	IL	\$2,500,000
Highway Infrastructure Programs	Hollow Avenue Roadway Improvements Phase 2	IL	\$900,000
Highway Infrastructure Programs	Reas Bridge Road Bridges Replacement	IL	\$4,500,000
Highway Infrastructure Programs	School Access and Pedestrian Safety Improvements	IL	\$326,600
Highway Infrastructure Programs	Montgomery Road and Hill Avenue Intersection Improvements	IL	\$1,000,000
Highway Infrastructure Programs	Forest Preserve of Will County Route 53 Bike & Pedestrian Path	IL	\$1,100,000

APPENDIX C

Highway Infrastructure Programs	Rehabilitation of Cicero Ave Bridge over Sanitary and Ship Canal	IL	\$2,000,000
Highway Infrastructure Programs	34th Street Modernization and Stormwater Management Improvements Project, Berwyn	IL	\$5,000,000
Highway Infrastructure Programs	Lake Calumet Trail	IL	\$844,800
Highway Infrastructure Programs	Nofsinger Road Realignment	IL	\$4,000,000
Highway Infrastructure Programs	Prospect Road Reconstruction Project	IL	\$2,000,000
Highway Infrastructure Programs	Veterans Drive Extension Engineering	IL	\$4,000,000
Highway Infrastructure Programs	W. College Avenue Rehabilitation	IL	\$3,500,000
Highway Infrastructure Programs	Orland Park 143rd Street Widening (West Avenue to Southwest Highway)	IL	\$7,000,000
Highway Infrastructure Programs	606 Trail Extension—Ashland Ave to Elston Ave	IL	\$1,440,000
Highway Infrastructure Programs	California Park Multi-Use Trail Connection	IL	\$2,000,000
Highway Infrastructure Programs	Laraway Road, Nelson Road to Cedar Road	IL	\$1,500,000
Highway Infrastructure Programs	Laraway Road, Nelson Road to Cedar Road	IL	\$7,000,000
Highway Infrastructure Programs	Skokie Valley Trail Project, Skokie	IL	\$1,761,500
Highway Infrastructure Programs	Cedar Lake Road Realignment and Downtown Round Lake Improvement Project	IL	\$4,000,000
Highway Infrastructure Programs	Beach Park Pedestrian and Bicycle Safety Project	IL	\$1,720,000
Highway Infrastructure Programs	Kendall County Extension Environmental Impact Statement	IL	\$4,800,000
Transit Infrastructure Grants	All Stations Accessibility Pro- gram: Green Line Oak Park and Ridgeland Stations	Chicago Transit Authority	\$3,000,000
Transit Infrastructure Grants	Illinois Electric Paratransit Vehicle Program	IDOT	\$1,000,000
Transit Infrastructure Grants	Chicago Transit Authority Bus Security Shield Implementation Project	Chicago Transit Authority	\$1,000,000
Transit Infrastructure Grants	Metra Zero Emission Locomotive Commuter Rail Pilot	Metra Commuter Railroad	\$1,500,000
Transit Infrastructure Grants	Southeastern Illinois Rides Mass Transit District Technology Upgrades	Rides Mass Transit	\$1,200,000
Transit Infrastructure Grants	Illinois Electric Bus and Charging Infrastructure Program	IDOT	\$6,715,000
Transit Infrastructure Grants	Battery-electric Paratransit Pace Bus Fleet	Pace-Suburban Bus Division	\$1,000,000
Transit Infrastructure Grants	Pace Bolingbrook Park-n-Ride Facility	Pace-Suburban Bus Division	\$1,200,000
Transit Infrastructure Grants	Pace Bus—Harlem Ave and Cermak Rd Transit Signal Priority Project	Pace-Suburban Bus Division	\$840,000
Transit Infrastructure Grants	Pace 95th Street Transit Signal Priority	Pace-Suburban Bus Division	\$840,000
Transit Infrastructure Grants	Zero-Emissions Pace Bus Fleet	Pace-Suburban Bus Division	\$1,920,000

FFY 2024 Congressionally Directed Spending (Table 15)

Account	Project	Recipient	Amount
Department of Transportation	Electric Vehicle Infrastructure Masterplan	City of Chicago	\$1,000,000
Department of Transportation	Terminal Apron Expansion	MidAmerica St. Louis Airport (BLV)	\$2,500,000
Department of Transportation	Airport Training Activity Operations Apron	Lewis University Airport (LOT)	\$1,552,500
Department of Transportation	Abraham Lincoln Capital Airport (SPI)—Extend North Terminal Aircraft Parking Ramp	Abraham Lincoln Capital Airport (SPI)	\$1,800,000
Department of Transportation	Southern Illinois Airport (MDH)—Extend South Aircraft Ramp	Southern Illinois Airport (MDH)	\$2,100,000
Department of Transportation	Roadway and Infrastructure Improvements	IL	\$2,680,000
Department of Transportation	Bluff Road Flood Relief	IL	\$3,200,000
Department of Transportation	Mt. Vernon Woodlawn Road Improvements	IL	\$1,600,000
Department of Transportation	Oak Street Road Rehabilitation Project	IL	\$880,000
Department of Transportation	Frank Scott Parkway Extension	IL	\$4,000,000
Department of Transportation	Maple Grove Bridge Replacement, DuPage County, IL	IL	\$750,000
Department of Transportation	79th Street and Stony Island Avenue Skyway Flyover Ramp Feasibility Study	IL	\$1,000,000
Department of Transportation	US Route 6 Corridor Project, Will County, Illinois	IL	\$850,000
Department of Transportation	Burnham Avenue Grade Separation Project—Burnham, IL	IL	\$850,000
Department of Transportation	Eastern Will County Truck Routing Project—Monee and Crete, IL	IL	\$500,000
Department of Transportation	Cook County Department of Transportation and Highways, Central Road: Barrington Rd to Huntington Blvd	IL	\$500,000

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Department of Transportation	Hamilton Road—Bunn St. to Morrissey Drive Road Extension	IL	\$2,000,000
Department of Transportation	Calhoun Street Bridge Reconstruction	IL	\$1,800,000
Department of Transportation	Iowa Avenue Roadway Project	IL	\$750,000
Department of Transportation	Radnor Road Complete Streets Corridor Plan Phase I Engineering	IL	\$500,000
Department of Transportation	Arlington Heights Bike Path Application	IL	\$480,000
Department of Transportation	Melas-Meadows Pedestrian Bridge	IL	\$517,400
Department of Transportation	Redesigning Busse Road: Golf Road to Central Road	IL	\$1,116,279
Department of Transportation	York Road at Canadian Pacific Railroad Grade Separation Project	IL	\$1,000,000
Department of Transportation	North Avenue Streetscape from Central Park Avenue to Cicero Avenue	IL	\$850,000
Department of Transportation	Kingery Highway Accessible Frontage Roads Resurfacing & Manhole Replacement	IL	\$500,000
Department of Transportation	Tonne Road Reconstruction Project	IL	\$500,000
Department of Transportation	Naperville Rd at IL 38 Intersection Improvement	IL	\$1,000,000
Department of Transportation	Blackwell Forest Preserve Cenacle Bridge	IL	\$300,000
Department of Transportation	County of McHenry—Randall Road Improvement Project	IL	\$4,116,279
Department of Transportation	Green Bay Trail Accessibility and Connectivity Project	IL	\$887,835
Department of Transportation	8th Avenue Bridge Replacement, Rockford	IL	\$1,000,000
Department of Transportation	Bike/Ped Connector	IL	\$1,000,000
Department of Transportation	Southwest Connector	IL	\$3,000,000
Department of Transportation	City of Belvidere Appleton Road Grade Separation	City of Belvidere	\$1,666,279
Department of Transportation	Village of Lemont Rail Safety Improvement Project	Village of Lemont	\$500,000
Department of Transportation	CTA—Blue Line Austin Station ADA Improvements	Chicago Transit Authority (CTA)	\$500,000
Department of Transportation	UP—NW Woodstock Rail Yard Project	County of McHenry	\$850,000
Department of Transportation	Pace Electric Paratransit Buses for McHenry County	Pace—Suburban Bus Division	\$1,000,000
Department of Transportation	CTA Rail Station Customer Assistant Kiosk Security Console Project	Chicago Transit Authority (CTA)	\$500,000

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Department of Transportation	Pace Western Avenue Transit Signal Priority Cook County, Illinois	Pace—Suburban Bus Division	\$840,000
Department of Transportation	Morgan Street Bridge Replacement, Chicago, IL	Northeast Illinois Regional Com- muter Railroad Corporation (dba METRA)	\$500,000
Department of Transportation	Lee-Ogle Transportation System Land Acquisition and Facility Construction to Support Future Growth	Lee County	\$2,947,200
Department of Transportation	Edgebrook Station Improvements	Northeast Illinois Regional Com- muter Railroad Corporation (dba METRA)	\$1,200,000
Department of Transportation	Metra O'Hare Pedestrian Path- way Design	Northeast Illinois Regional Com- muter Railroad Corporation (dba METRA)	\$750,000
Department of Transportation	Pace Harlem Avenue Transit Signal Priority	Pace—Suburban Bus Division	\$840,000
Department of Transportation	Pace Washington Street Transit Signal Priority	Pace—Suburban Bus Division	\$840,000
Department of Transportation	Pace Electric Bus— Plainfield, IL	Pace—Suburban Bus Division	\$826,779
Department of Transportation	Metra O'Hare Transfer Station Upgrades	City of Chicago	\$4,800,000
Department of Transportation	Support of Improved Bus Transportation	Illinois Department of Transportation	\$265,000
Department of Transportation	74th Street Garage EV Bus Implementation Project	Chicago Transit Authority (CTA)	\$1,500,000
Department of Transportation	Bus Safety Improvements	Connect Transit	\$800,000
Department of Transportation	EV Bus Procurement	Champaign-Urbana Mass Tran- sit District	\$2,000,000
Department of Transportation	Microtransit Pilot	City of Decatur	\$2,500,000

FY 2024-2027 Intercity Rail Program (Table 16)
(\$ Millions)

Corridor	Project Location and Description	Est. Cost	Est. FY
Chicago to St. Louis	Joliet – Alton: Improve signals, tracks, grade crossings, passenger equipment to permit 110 mph service; additional reliability improvements and new equipment deliveries.	\$221.6	FY 2024-2027
Chicago – Quad Cities IPR Expansion	Construct new track connection near Wyanet, a train layover facility, and other improvements necessary to establish Amtrak-operated service.	\$371.3	FY 2024-2027
Chicago – Rockford IPR Expansion	Construct necessary improvements to establish Metra-operated passenger rail service between Chicago and Rockford with intermediate stations in Elgin, Huntley, and Belvidere.	\$270.0	FY 2024-2027
Chicago – Carbondale Improvements	Construct necessary improvements between Chicago and Carbondale to improve on-time performance of the service or increase service frequencies.	\$80.0	FY 2024-2027
Springfield 10 th Street Rail Consolidation	Construct improvements to consolidate rail through Springfield along the 10 th Street rail corridor	\$42.0	FY 2024-2026
Chicago Terminal Planning Study	Study with partners, FRA, Metra, and Chicago DOT to analyze existing and proposed Amtrak, Metra, and freight operations in the Chicago Terminal area.	\$6.0	FY 2024-2027

FY 2024-2027 Federal Lands

The FHWA's Eastern Federal Lands Highway Division has approved the following projects for the State of Illinois using the Federal Lands Access Program and Federal Lands Transportation Program.

Federal Lands Access Program (Table 17)

District	County	Description	Improvements	Programmed Amount
7	Moultrie	Lake Shelbyville	TR 119 Joe Pound Road	\$400,000
9	Franklin	Rend Lake	Gun Creek Recreation Area	\$350,000

Federal Lands Transportation Program (Table 18)

District	County	Description	Improvements	Programmed Amount
1	Will	Midewin National Tallgrass Prairie	Iron Bridge Rehabilitation And Painting	\$400,000
8	Calhoun	Two Rivers National Wildlife Refuge	Accessible Trail/Trailhead Construction	\$350,000
Various	Various	Shawnee National Forest	Reginal Pavement Preservation Project – Shawnee National Forest	\$255,000
9	Williamson	Crab Orchard National Wildlife Refuge	DK Line 6 Road	\$200,000

Emergency Relief for Federally Owned Roads (Table 19)

District	County	Description	Improvements	Programmed Amount
7	Shelby	Lake Shelbyville	2019 IL May COE Spring Flood SL District	\$3,110,000

Recreational Trails Program (Table 20)

A Memorandum of Understanding between the Illinois Departments of Transportation and the Illinois Department of Natural Resources (IDNR) was signed on 04/25/18, which states that IDNR will oversee both the scope of projects and the financial aspects of the Recreational Trails Program (RTP), however funding will continue to pass through IDOT.

Below is a listing of all Recreational Trails projects outside of an MPO area. All projects within an MPO area are included in this document by reference.

IDOT District	Project Sponsor	Project Title	County	Improvement	Description	RTP Funds Amount	Total Cost
2	IDNR	Rock Cut State Park	Winnebago	Recreational Trail Improvements	Replace stairway off Lone Rock	\$160,000	\$200,000
3	IDNR	Matthiessen State Park	LaSalle	Recreational Trail Improvements	Replace 2 timber stairways	\$272,000	\$340,000
1	IDNR	I&M Canal State Trail	Will	Recreational Trail Improvements	Pearl St pedestrian bridge	\$60,000	\$75,000
1	IDNR	I&M Canal State Trail	Will	Recreational Trail Improvements	Aux Sable pedestrian bridge	\$144,000	\$180,000
3/1	IDNR	Kankakee River State Park	Kankakee/Will	Recreational Trail Improvements	Gabion retaining wall replacement	\$148,000	\$185,000
6	IDNR	Sangchris Lake State Park	Sangamon/Christian	Recreational Trail Improvements	Renovate 11 bridges on nature trail	\$96,000	\$120,000
8	IDNR	Eldon Hazlet State Park	Clinton	Recreational Trail Improvements	Cherokee Trail bridge	\$160,000	\$200,000
8	IDNR	Pere Marquette State Park	Jersey	Recreational Trail Improvements	Repair retaining wall	\$160,000	\$200,000
3	Kendall County Forest Preserve District	Hoover-Fox River Bluffs	Kendall	Recreational Trail Improvements	Trail connection	\$200,000	\$389,000
1	Forest Preserve District of Kane County	Fitchie Creek Trail	Kane	Recreational Trail Improvements	Improvements/Restoration	\$200,000	\$300,000
5	Champaign County Forest	Lake of the Woods	Champaign	Recreational Trail Improvements	Bike trail renovation	\$200,000	\$250,000

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7	Macon County Conserva tion District	Rock Springs Scoville Park	Macon	Recreational Trail Improvements	Trail connection	\$172,000	\$218,000
1	Lake Forest Open Lands Associati on	Skokie Recreation Trail	Cook	Recreational Trail Improvements	Trail and accessibility improvement s	\$200,000	\$735,000
1 - 9	Illinois Associati on of Snowmo bile Clubs	Statewide	Statewide	Recreational Trail Improvements	Trail and equipment maintenanc e	\$232,000	\$290,200

Total RTP Funds amount: \$2,404,000

Total Cost amount: \$3,682,200

Danville/Carbondale-Marion Transit Listing

Due to DATS and SIMPO ceasing MPO status at the end of the 2023 calendar year, the following approved transit projects are listed from the corresponding TIP's.

Danville Area Transportation Study (Table 21)

Provider	Project Number	Project	Fund	Agency \$	State \$	Federal \$	Total \$
Danville Mass Transit	DMT-25-01	Operating Assistance	5307	\$0	\$2,417,000	\$1,301,000	\$3,718,000
Danville Mass Transit	DMT-26-01	Operating Assistance	5307	\$0	\$2,492,000	\$1,342,000	\$3,834,000

Southern Illinois Metropolitan Planning Organization (Table 22)

Provider	Project Number	Project	Fund	Agency \$	State \$	Federal \$	Total \$
Jackson County MTD	JCMTD-25-01	Capital – Scheduling Software / ADA paratransit vehicle / Used Heavy Duty Buses / Employee HR Software / Maintenance Equipment / Farebox / Camera / Bike Racks	5307	\$0	\$140,000	\$700,000	\$840,000
Jackson County		Section 5339a Jackson County Admin & Maintenance Facility in Carbondale	5339a	\$0	\$456,160	\$1,824,640	\$2,280,800

FY 2024 – 2027 FTA 5311 Operating Assistance and Administration Projects (Table 23)

FFY24	Project Type	Funding Type	Total Funds	Federal	State	Local	TDC
5311 Operations Funding for Rural Areas	Operating Assistance	Federal/State	\$44,757,636	\$25,843,340	\$18,914,296	N/A	N/A
5311 (f) Intercity Bus Operations Funding for Rural Areas	Operating Assistance	Federal/State/Local	\$14,115,876	\$8,183,200	\$4,033,485	\$1,899,191	N/A
5311 State Administration	Administration	Federal	\$3,283,145	\$3,283,145	N/A	N/A	N/A
5311 RTAP	Administration	Federal	\$805,500	\$805,500	N/A	N/A	N/A
				\$38,115,185	\$22,947,781	\$1,899,191	
FFY25	Project Type	Funding Type	Total Funds	Federal	State	Local	TDC
5311 Operations Funding for Rural Areas	Operating Assistance	Federal/State	\$29,232,143	\$16,609,172	\$12,622,971	N/A	N/A
5311 (f) Intercity Bus Operations Funding for Rural Areas	Operating Assistance	Federal/State/Local	\$5,813,210	\$3,321,834	\$830,459	\$1,660,917	N/A
5311 State Administration	Administration	Federal	\$2,214,556	\$2,214,556	N/A	N/A	N/A
5311 RTAP	Administration	Federal	\$410,000	\$410,000	N/A	N/A	N/A
				\$22,555,562	\$13,453,430	\$1,660,917	
FFY26	Project Type	Funding Type	Total Funds	Federal	State	Local	TDC
5311 Operations Funding for Rural Areas	Operating Assistance	Federal/State	\$29,232,143	\$16,609,172	\$12,622,971	N/A	N/A
5311 (f) Intercity Bus Operations Funding for Rural Areas	Operating Assistance	Federal/State/Local	\$5,813,210	\$3,321,834	\$830,459	\$1,660,917	N/A
5311 State Administration	Administration	Federal	\$2,214,556	\$2,214,556	N/A	N/A	N/A
5311 RTAP	Administration	Federal	\$415,000	\$415,000	N/A	N/A	N/A
				\$22,560,562	\$13,453,430	\$1,660,917	
FFY27	Project Type	Funding Type	Total Funds	Federal	State	Local	TDC
5311 Operations Funding for Rural Areas	Operating Assistance	Federal/State	\$29,232,143	\$16,609,172	\$12,622,971	N/A	N/A
5311 (f) Intercity Bus Operations Funding for Rural Areas	Operating Assistance	Federal/State/Local	\$5,813,210	\$3,321,834	\$830,459	\$1,660,917	N/A
5311 State Administration	Administration	Federal	\$2,214,556	\$2,214,556	N/A	N/A	N/A
5311 RTAP	Administration	Federal	\$420,000	\$420,000	N/A	N/A	N/A
				\$22,565,562	\$13,453,430	\$1,660,917	

FY 2024 – 2027 Consolidated Vehicle Procurement (CVP) Funding (Table 24)

FFY24 CVP Funding	Project Type	Funding Type	Total Funds	Federal	State	Local	TDC
Section 5311 - Rural Areas	Paratransit Vehicles	Federal	\$2,000,000	\$2,000,000	\$0	\$0	\$400,000
Section 5339(a) - Rural Areas	Paratransit Vehicles	Federal	\$2,100,000	\$2,100,000	\$0	\$0	\$420,000
Section 5339(a) - Small Urbanized Areas	Paratransit Vehicles	Federal	\$1,722,646	\$1,722,646	\$0	\$0	\$344,529
Section 5339(b) - Rural and Urbanized Areas	Paratransit Vehicles	Federal/State	\$15,750,000	\$12,600,000	\$3,150,000	\$0	\$0
Section 5339(c) - Low and No Emission Program	Paratransit Vehicles/Admin/Workforce Development	Federal/State	\$16,624,221	\$13,299,377	\$3,324,844	\$0	\$0
Section 5310 - Rural Areas	Paratransit Vehicles	Federal	\$2,174,806	\$2,174,806	\$0	\$0	\$434,961
Section 5310 - Small Urbanized Areas	Paratransit Vehicles	Federal	\$2,231,369	\$2,231,369	\$0	\$0	\$446,274
Section 5310 - Chicago, IL-WI UZA	Paratransit Vehicles	Federal	\$2,500,000	\$2,500,000	\$0	\$0	\$500,000
Section 5310 - Davenport, IA-IL UZA	Paratransit Vehicles	Federal	\$137,641	\$137,641	\$0	\$0	\$27,528
Section 5310 - Peoria, IL UZA	Paratransit Vehicles	Federal	\$165,903	\$165,903	\$0	\$0	\$33,181
Section 5310 - Rockford, IL UZA	Paratransit Vehicles	Federal	\$0	\$0	\$0	\$0	\$0
Section 5310 - Round Lake Beach-McHenry-Grayslake, IL-WI UZA	Paratransit Vehicles	Federal	\$25,516	\$25,516	\$0	\$0	\$5,103
Section 5310 - St. Louis, MO-IL UZA	Paratransit Vehicles	Federal	\$214,182	\$214,182	\$0	\$0	\$42,836
		FFY24 Total	\$45,646,284	\$39,171,440	\$6,474,844	\$0	\$2,654,413
FFY25 CVP Funding	Project Type	Funding Type	Total Funds	Federal	State	Local	TDC
Section 5311 - Rural Areas	Paratransit Vehicles	Federal	\$2,000,000	\$2,000,000	\$0	\$0	\$400,000
Section 5339(a) - Rural Areas	Paratransit Vehicles/Admin	Federal	\$4,000,000	\$4,000,000	\$0	\$0	\$800,000
Section 5339(a) - Small Urbanized Areas	Paratransit Vehicles	Federal	\$1,428,546	\$1,428,546	\$0	\$0	\$285,709
Section 5310 - Rural Areas	Paratransit Vehicles	Federal	\$2,355,355	\$2,355,355	\$0	\$0	\$471,071
Section 5310 - Small Urbanized Areas	Paratransit Vehicles	Federal	\$1,956,596	\$1,956,596	\$0	\$0	\$391,319
Section 5310 - Chicago, IL-WI UZA	Paratransit Vehicles/Admin	Federal	\$2,750,000	\$2,750,000	\$0	\$0	\$550,000
Section 5310 - Davenport, IA-IL UZA	Paratransit Vehicles	Federal	\$196,052	\$196,052	\$0	\$0	\$39,210
Section 5310 - Peoria, IL UZA	Paratransit Vehicles	Federal	\$201,963	\$201,963	\$0	\$0	\$40,393
Section 5310 - Rockford, IL UZA	Paratransit Vehicles	Federal	\$0	\$0	\$0	\$0	\$0
Section 5310 - Round Lake Beach-McHenry-Grayslake, IL-WI UZA	Paratransit Vehicles	Federal	\$34,000	\$34,000	\$0	\$0	\$6,800
Section 5310 - St. Louis, MO-IL UZA	Paratransit Vehicles	Federal	\$308,687	\$308,687	\$0	\$0	\$61,737
		FFY25 Total	\$15,231,199	\$15,231,199	\$0	\$0	\$3,046,240
FFY26 CVP Funding	Project Type	Funding Type	Total Funds	Federal	State	Local	TDC
Section 5311 - Rural Areas	Paratransit Vehicles	Federal	\$2,000,000	\$2,000,000	\$0	\$0	\$400,000

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Section 5339(a) - Rural Areas	Paratransit Vehicles	Federal	\$4,000,000	\$4,000,000	\$0	\$0	\$800,000
Section 5339(a) - Small Urbanized Areas	Paratransit Vehicles	Federal	\$1,471,402	\$1,471,402	\$0	\$0	\$294,280
Section 5310 - Rural Areas	Paratransit Vehicles	Federal	\$2,355,355	\$2,355,355	\$0	\$0	\$471,071
Section 5310 - Small Urbanized Areas	Paratransit Vehicles	Federal	\$1,956,596	\$1,956,596	\$0	\$0	\$391,319
Section 5310 - Chicago, IL-WI UZA	Paratransit Vehicles	Federal	\$2,750,000	\$2,750,000	\$0	\$0	\$550,000
Section 5310 - Davenport, IA-IL UZA	Paratransit Vehicles	Federal	\$197,620	\$197,620	\$0	\$0	\$39,524
Section 5310 - Peoria, IL UZA	Paratransit Vehicles	Federal	\$202,771	\$202,771	\$0	\$0	\$40,554
Section 5310 - Rockford, IL UZA	Paratransit Vehicles	Federal	\$0	\$0	\$0	\$0	\$0
Section 5310 - Round Lake Beach-McHenry-Grayslake, IL-WI UZA	Paratransit Vehicles	Federal	\$35,088	\$35,088	\$0	\$0	\$7,018
Section 5310 - St. Louis, MO-IL UZA	Paratransit Vehicles	Federal	\$312,700	\$312,700	\$0	\$0	\$62,540
		FFY26 Total	\$15,281,532	\$15,281,532	\$0	\$0	\$3,056,306
FFY27 CVP Funding	Project Type	Funding Type	Total Funds	Federal	State	Local	TDC
Section 5311 - Rural Areas	Paratransit Vehicles	Federal	\$2,000,000	\$2,000,000	\$0	\$0	\$400,000
Section 5339(a) - Rural Areas	Paratransit Vehicles	Federal	\$4,000,000	\$4,000,000	\$0	\$0	\$800,000
Section 5339(a) - Small Urbanized Areas	Paratransit Vehicles	Federal	\$1,515,544	\$1,515,544	\$0	\$0	\$303,109
Section 5310 - Rural Areas	Paratransit Vehicles	Federal	\$2,355,355	\$2,355,355	\$0	\$0	\$471,071
Section 5310 - Small Urbanized Areas	Paratransit Vehicles	Federal	\$1,956,596	\$1,956,596	\$0	\$0	\$391,319
Section 5310 - Chicago, IL-WI UZA	Paratransit Vehicles	Federal	\$2,750,000	\$2,750,000	\$0	\$0	\$550,000
Section 5310 - Davenport, IA-IL UZA	Paratransit Vehicles	Federal	\$199,201	\$199,201	\$0	\$0	\$39,840
Section 5310 - Peoria, IL UZA	Paratransit Vehicles	Federal	\$203,582	\$203,582	\$0	\$0	\$40,716
Section 5310 - Rockford, IL UZA	Paratransit Vehicles	Federal	\$0	\$0	\$0	\$0	\$0
Section 5310 - Round Lake Beach-McHenry-Grayslake, IL-WI UZA	Paratransit Vehicles	Federal	\$36,211	\$36,211	\$0	\$0	\$7,242
Section 5310 - St. Louis, MO-IL UZA	Paratransit Vehicles	Federal	\$316,765	\$316,765	\$0	\$0	\$63,353
		FFY27 Total	\$15,333,254	\$15,333,254	\$0	\$0	\$3,066,651
		FFY24-27 Total	\$91,492,269	\$85,017,425	\$6,474,844	\$0	\$11,823,610

FY 2024 – 2027 Discretionary Transit Programs (Table 25)

Project	Project Type	Funding Type	Total Funds	Federal	State
ICAM Grant for an integrated technology system for trip scheduling and fare collection	Capital	Federal/State	\$2,280,800	\$1,824,640	\$456,160
RAISE Grant for Bloomington-Normal to Peoria Express Bus Feasibility Study	Capital	Federal/State	\$1,500,000	\$1,200,000	\$300,000

FY 2025 NEVI Round 1 Non-MPO Awardees

Applicant Name	Site Name	Site County	Site Exit, Hwy, Direction	Ports	Total Project Costs	Total Project Costs Non-Utility	Federal Cost (max total reimbursement)	Federal share
Love's Travel Stops & Country Stores, Inc	Love's Travel Stop, Store #384	Bond	Exit 45, I-70, North	6	\$1,439,042	\$1,381,941	\$800,001	56%
Francis Energy Charging, LLC	Casey's 3531 - Princeton	Bureau	Exit 56, I-80, East	4	\$705,695	\$630,695	\$564,556	80%
Phillips 66 Company	Meyer Oil Co.	Clark	Exit 129, I-70, East	4	\$1,220,915	\$1,032,888	\$854,640	70%
Francis Energy Charging, LLC	Best Western Plus Arcola	Douglas	Exit 203, I-57 North	4	\$786,600	\$711,600	\$629,280	80%
Love's Travel Stops & Country Stores, Inc	Love's Travel Stop, Store #292	Grundy	Exit 220, I-55, South	6	\$1,408,824	\$1,368,824	\$790,449	56%
Francis Energy Charging, LLC	Super 8 - Gilman	Iroquois	Exit 283, I-57, North	4	\$833,727	\$808,727	\$666,982	80%
EVgo Services LLC	Kohl's 1396 Mt. Vernon	Jefferson	Exit 95, I-57 South	6	\$914,948	\$868,408	\$731,958	80%
Francis Energy Charging, LLC	Vienna - Miles Brothers Food	Johnson	Exit 16, I-24, East	4	\$866,704	\$836,704	\$693,363	80%
Love's Travel Stops & Country Stores, Inc	Love's Travel Stop, Store #685	Knox	Exit 51, I-74, South	6	\$1,398,196	\$1,373,196	\$782,073	56%
Love's Travel Stops & Country Stores, Inc	Love's Travel Stop, Store #529	LaSalle	Exit 54, I-39, South	6	\$1,509,757	\$1,380,913	\$800,000	53%
Love's Travel Stops & Country Stores, Inc	Love's Travel Stop, Store #351	LaSalle	Exit 81, I-80	6	\$1,502,500	\$1,382,500	\$575,000	38%
Francis Energy Charging, LLC	Burger King - Litchfield	Montgomery	Exit 52, I-55 North	4	\$768,587	\$743,587	\$614,870	80%
Love's Travel Stops & Country Stores, Inc	Love's Travel Stop, Store #687	Morgan	Exit 64, I-72, North	6	\$1,425,847	\$1,368,824	\$800,000	56%
Love's Travel Stops & Country Stores, Inc	Love's Travel Stop, Store #754	Ogle	Exit 76, I-88, South	6	\$1,427,748	\$1,367,317	\$800,000	56%
Electrify America, LLC	Petro Travel Center	Ogle	Exit 99, I-39, South	6	\$1,461,661	\$1,408,667	\$686,981	47%
Francis Energy Charging, LLC	Triple E Barbque	Pulaski	Exit 18, I-57 South	4	\$873,197	\$833,754	\$698,558	80%
Francis Energy Charging, LLC	Country Inn - Rock Falls	Whiteside	Exit 41, I-88, West	4	\$882,988	\$807,988	\$706,390	80%
Love's Travel Stops & Country Stores, Inc	Love's Travel Stop, Store #803	Williamson	Exit 54, I-57, East	6	\$1,716,085	\$1,436,085	\$634,123	37%
Universal EV LLC	Modern Stay 39 Lakeview By OYO Minonk	Woodford	Exit 27, I-39, West	4	\$807,450	\$767,450	\$645,960	80%

Glossary

AADT	Average Annual Daily Traffic	ISTHA	Illinois State Toll Highway Authority
ADA	Americans with Disabilities Act	JCT	Junction
AVE / AV	Avenue	LN	Lane
BI-DIRECT	Bi-Directional	MAP21	Moving Ahead for Progress in the 21st Century
BLDG	Building	METRA	Rail Transit System
BLVD	Boulevard	MI	Mile(s)
BUS/BUSN	Business Route	MO	Missouri
BYP	Bypass	MRB	Mississippi River Bridge
CAA	Clean Air Act	MT	Mount
CC	Community College	N	North
CD	Collector-Distributor	NB	Northbound
CDOT	Chicago Department of Transportation	NCL	North Corporate Limits
CH	County Highway	NCIIP	National Corridor Infrastructure Improvement Program
CMAQ	Congestion Mitigation Air Quality	NHS	National Highway System
CO	County	NE	Northeast
CRS	Condition Rating Survey	NW	Northwest
CT	Court	OR	Other Road
CTA	Chicago Transit Authority	P.E.	Preliminary Engineering
DEMO	Demonstration	PE (PHASE I)	Location Studies
DIST	District	PE (PHASE II)	Plan Preparation
DR	Drive	PK	Park
E	East	PKWY	Parkway
E-W	East-West	PL	Place
EB	Eastbound	PNRS	Projects of National and Regional Significance
ECL	East Corporate Limits	RD	Road
EIS	Environmental Impact Statement	REHAB	Rehabilitation
EXPWY	Expressway	ROW	Right of Way
EXT	Extension	RR	Railroad
FAP	Federal-aid Primary	S	South
FAS	Federal-aid Secondary	SAFETEA-LU	Safe Accountable Flexible and Efficient Transportation Equity Act – Legacy for Users
FAU	Federal-aid Urban	SB	Southbound
FR	Frontage Road	SBI	State Bond Issue
FT	Feet	SCL	South Corporate Limits
FY	Fiscal Year(s)	SE	Southeast
HGTS	Heights	ST	Street
HPP	High Priority Program	STA	Station
HS	High School	STR	Structure
HSIP	Highway Safety Improvement Program	SW	Southwest
HWY	Highway	TDC	Toll Development Credits
I	Interstate Route	TEA-21	Transportation Equity Act for 21 st Century
ICC	Interstate Commerce Commission	TI	Transportation Improvements
IDNR	Illinois Department of Natural Resources	TR	Township Road
IDOT	Illinois Department of Transportation	TRAF	Traffic
IHPA	Illinois Historic Preservation Agency	TRIB	Tributary
ILL	Illinois Route	TSL	Type, Size and Location Plans
I&M	Illinois & Michigan	US	US Route
INCL	Including	W	West
INT	Intersection	WB	Westbound
INTCHG	Interchange	WCL	West Corporate Limits
IRI	International Roughness Index		
ITEP	Illinois Transportation Enhancement Program		
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991		

Fund Types

Federal Transportation Bill discretionary funds types are shown below:

Short Name	Long Name
ADJ STATE TO ILL ***	IL LEAD AGENCY
ILL TO ADJ STATE***	ADJACENT STATE IS LEAD AGENCY
CMAQ	CONGESTION MITIGATION AND AIR QUALITY
HSIP	HIGHWAY SAFETY IMPROVEMENT PROGRAM
DEMONSTRATION / DEM	DEMONSTRATION FUNDS
INT. MAINT. DISC. / IM	INTERSTATE MAINTENANCE DISCRETIONARY
BRIDGE – DISCRETIONARY	DISCRETIONARY HBRRP FUNDS
BRRP	BRIDGE REPLACEMENT REHABILITATION PROGRAM
MAJOR BR	ILLINOIS MAJOR BRIDGE PROGRAM
HPP **	HIGH PRIORITY PROJECT
STLU	FEDERAL SAFETEA-LU HIGH PRIORITY PROGRAM
NAT'L & REG SIGNIF *	NATIONAL & REGIONALLY SIGNIFICANT
NAT'L CORR INFR IMP	NATIONAL CORRIDOR INFRASTRUCTURE IMPROVE
TRANSP IMP / TI *	TRANSPORTATION IMPROVEMENT
NHS	NATIONAL HIGHWAY SYSTEM
DELTA REGION PGM *	DELTA REGION TRANSPORTATION DEVELOPMENT PGM
NAT'L CORR. P & D *	NATIONAL CORRIDOR PLANNING & DEVELOPMENT
SECTION HWY DEMO	SECTION HIGHWAY DEMONSTRATION
HWY PRIORITY PROJ	HIGHWAY PRIORITY PROJECTS (NOT HPP)
ST PRIORITIES	SURFACE TRANSPORTATION PRIORITIES
TIGER FUNDS	TIGER FUNDS
BUILD GRANT	BUILD TRANSPORTATION DISCRETIONARY GRANT
RAISE GRANT	RAISE TRANSPORTATION DISCRETIONARY GRANT
RECONNCETING COMMUNITIES	RECONNCETING COMMUNITIES PILOT PROGRAM
GREAT LAKES RESTORATION	GREAT LAKES RESTORATION INTIATIVE (GLRI)
HIGHWAYS FOR LIFE	FY 2012 HIGHWAYS FOR LIFE
TCSP PROJECTS	TRANSPORTATION, COMMUNITY & SYSTEM PRESERVATION
TDC	TOLL DEVELOPMENT CREDITS
NRT	NATIONAL RECREATIONAL TRAILS
SR	SAFE ROUTES TO SCHOOL
RRS	RAILROAD SAFETY
STP	SURFACE TRANSPORTATION PROGRAM
STPE	SURFACE TRANSPORTATION PROGRAM (ENHANACEMENT)
L	LOCAL
S	STATE
OTH	OTHER

*Federal SAFETEA-LU Earmarks

**Federal TEA-21 High Priority Program

***State funds provided by Illinois and/or appropriate adjacent state

IJA Federal-aid Highway Program Categories

<u>IJA Federal Funding Programs</u>	<u>% Federal Share</u>
<u>Formula Programs</u>	
National Highway Performance Program (NHPP)/on Interstates	80/90
Surface Transportation Block Grant Program (STBGP)/on Interstates	80/90
Congestion Mitigation and Air Quality Improvement Program (CMAQ)/on Interstates	80/90
Highway Safety Improvement Program (HSIP)	90
Railway-Highway Crossings (Set-aside from HSIP)	90
Construction of Ferry Boats and Ferry Terminal Facilities	80
Transportation Alternatives (TA)	80 to 100
Federal Lands Access Program	80 to 100
Emergency Relief	80 to 100
Carbon Reduction Program	80
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)	80
Electric Vehicle Charging Program	80
Bridge Formula Program (BRP)	80
<u>Discretionary Programs</u>	
Tribal High Priority Projects (THPP)	100
Projects of National and Regional Significance (PNRS)	80
On-the-Job Training Supportive Services	100
Disadvantaged Business Enterprise (DBE) Supportive Services	100
Highway Use Tax Evasion (Intergovernmental enforcement projects)	100
Work Zone Safety Grants	80

2024-2027 State and Local

Highway Project Listing Guide

Projects identified for FY 2024-2027 are listed on the following pages. The lists are comprised of Significant projects for each of the department's nine geographical districts. The listing will be State Significant projects by District then Local Significant projects by District. Within the project listing the following sequence is used:

1. Interstate marked routes in ascending numerical order
2. US marked routes in ascending numerical order
3. Illinois marked routes in ascending numerical order
4. Unmarked routes in alphabetical order by street name

The listing of projects is arranged in six columns:

Route/Street	County	Location	Improvements	Est. Cost	Projected Programming Year/Project ID
Identifies the marked route(s) street name	Identifies County	Identifies limits, length and location of the project	Identifies type of improvement	Identifies the estimated cost in current dollars and fund type to be used	Identifies the estimated fiscal year / Project Number

STATE AND LOCAL HIGHWAY PROJECT LISTINGS

The remaining pages will list all state and local projects in the STIP with the following format:

District 2 state projects categorized as Significant.

District 3 state projects categorized as Significant.

District 4 state projects categorized as Significant.

District 5 state projects categorized as Significant.

District 6 state projects categorized as Significant.

District 7 state projects categorized as Significant.

District 8 state projects categorized as Significant.

District 9 state projects categorized as Significant.

District 2 local projects categorized as Significant.

District 3 local projects categorized as Significant.

District 4 local projects categorized as Significant.

District 5 local projects categorized as Significant.

District 6 local projects categorized as Significant.

District 7 local projects categorized as Significant.

District 8 local projects categorized as Significant.

District 9 local projects categorized as Significant.

FY 2025-2027 Highway Improvement Program

District 2 State Highways

					Est. Fiscal Year
Route/Street	County	Location	Improvements	Est. Cost	ID
US 20 ILL 84	JO DAVIESS	0.1 MI N OF GOLF VIEW DR TO N OF INDUSTRIAL DR IN GALENA	P.E. (PHASE I)	\$700,000 STATE ONLY	FY 2027 272254600101
US 20	JO DAVIESS	0.2 MI W OF LOGEMANN RD TO RUSH ST IN STOCKTON Miles = 4.07	RECONSTRUCTION BRIDGE REPLACEMENT HORIZONTAL REALIGNMENT VERTICAL REALIGNMENT CULVERT REPLACEMENT CULVERT REMOVAL CULVERT (NEW) TRUCK CLIMBING LANE	\$27,500,000 NHPP - STATE NHPP - STATE MATCH	FY 2025 252971400300
US 20	JO DAVIESS	0.2 MI W OF LOGEMANN RD TO RUSH ST IN STOCKTON	LAND ACQUISITION	\$700,000 STATE ONLY	FY 2025 252971400314
US 20	JO DAVIESS	0.2 MI W OF LOGEMANN RD TO RUSH ST IN STOCKTON	CONSTRUCTION ENGINEERING	\$2,600,000 NHPP - STATE NHPP - STATE MATCH	FY 2025 252971400320
US 20	JO DAVIESS	0.1 MI E OF ILL 78 (N) TO 0.2 MI W OF STEPHENSON CO LINE	P.E. (PHASE I)	\$200,000 STATE ONLY	FY 2025 252302060105
US 20	JO DAVIESS	0.1 MI E OF ILL 78 (N) TO 0.2 MI W OF STEPHENSON CO LINE	P.E. (PHASE II)	\$1,200,000 STATE ONLY	FY 2026 262302060102
US 20	JO DAVIESS	0.1 MI E OF ILL 78 (N) TO 0.2 MI W OF STEPHENSON CO LINE	LAND ACQUISITION	\$675,000 STATE ONLY	FY 2026 262302060103
US 20	STEPHENSON	REES RD TO 0.4 MI W OF FLANSBURG RD	P.E. (PHASE II)	\$1,000,000 STATE ONLY	FY 2026 262971400602
US 20	STEPHENSON	REES RD TO 0.4 MI W OF FLANSBURG RD	LAND ACQUISITION	\$300,000 STATE ONLY	FY 2025 252971400603

FY 2025-2027 Highway Improvement Program

District 2 State Highways

					Est. Fiscal Year
Route/Street	County	Location	Improvements	Est. Cost	ID
US 20	STEPHENSON	REES RD TO 0.4 MI W OF FLANSBURG RD	LAND ACQUISITION	\$900,000 STATE ONLY	FY 2027 272971400608
US 30	WHITESIDE	MISSISSIPPI RIVER	BRIDGE DECK SEALING	\$40,000 NHPP - STATE NHPP - STATE MATCH	FY 2026 262405500100
US 30 ILL 78 LINCOLN WAY	WHITESIDE	0.1 MI W OF ILL 78 (N) TO 0.2 MI E OF JACKSON ST & ILL 78: US 30 TO 0.1 MI S IN MORRISON	P.E. (PHASE I)	\$1,300,000 STATE ONLY	FY 2025 252300630201
US 30 ILL 78 LINCOLN WAY	WHITESIDE	0.1 MI W OF ILL 78 (N) TO 0.2 MI E OF JACKSON ST & ILL 78: US 30 TO 0.1 MI S IN MORRISON	P.E. (PHASE II)	\$1,300,000 STATE ONLY	FY 2027 272300630202
US 30 ILL 78 LINCOLN WAY	WHITESIDE	0.1 MI W OF ILL 78 (N) TO 0.2 MI E OF JACKSON ST & ILL 78: US 30 TO 0.1 MI S IN MORRISON	LAND ACQUISITION	\$1,300,000 NHPP - STATE NHPP - STATE MATCH	FY 2027 272300630203
ILL 26 WEST AVE	STEPHENSON	N OF US 20 BUS TO S OF EMPIRE ST IN FREEPORT	P.E. (PHASE I)	\$1,700,000 STATE ONLY	FY 2026 262112600101
ILL 26 ILL 72	STEPHENSON OGLE	0.4 MI S OF RUDY RD S OF FREEPORT TO ILL 72 (W)	P.E. (PHASE I)	\$2,000,000 STATE ONLY	FY 2026 262201080101
ILL 38	OGLE	DEMENT RD E OF ROCHELLE TO 0.5 MI W OF MULFORD RD Miles = 1.24	RECONSTRUCTION	\$11,620,000 NHPP - STATE NHPP - STATE MATCH	FY 2025 252204300100
ILL 38	OGLE	DEMENT RD E OF ROCHELLE TO 0.5 MI W OF MULFORD RD	CONSTRUCTION ENGINEERING	\$1,000,000 NHPP - STATE NHPP - STATE MATCH	FY 2025 252204300106

FY 2025-2027 Highway Improvement Program

District 2 State Highways

Route/Street	County	Location	Improvements	Est. Cost	Est. Fiscal Year
					ID
ILL 40 ILL 40 B LOCUST ST 1ST AVE	WHITESIDE	LE FEVRE RD TO 2ND ST & 2ND ST TO ILL 40 (LOCUST ST) IN STERLING	P.E. (PHASE I)	\$1,500,000 STATE ONLY	FY 2027 272236100001
ILL 81	HENRY	0.1 MI W OF UNION ST TO 0.3 MI W OF ILL 78 IN KEWANEE Miles = 0.85	RECONSTRUCTION ADA IMPROVEMENTS	\$9,000,000 STBG 5K- <50K-S-URBAN (IJA) STATE MATCH	FY 2025 252008200100
ILL 81	HENRY	0.1 MI W OF UNION ST TO 0.3 MI W OF ILL 78 IN KEWANEE	P.E. (PHASE II)	\$160,000 STBG 5K- <50K-S-URBAN (IJA) STATE MATCH	FY 2025 252008200108
ILL 92	ROCK ISLAND	0.2 MI N OF ILL 192 TO 0.4 MI N OF BRIGHTS CT W OF ANDALUSIA	P.E. (PHASE I) P.E. (CONSULTANT TSL)	\$1,150,000 STATE ONLY	FY 2026 262076600106
ILL 92	ROCK ISLAND	0.2 MI N OF ILL 192 TO 0.4 MI N OF BRIGHTS CT W OF ANDALUSIA	LAND ACQUISITION	\$300,000 STATE ONLY	FY 2027 272076600102
ILL 136	WHITESIDE	MISSISSIPPI RIVER IN FULTON	BRIDGE DECK OVERLAY	\$3,975,000 HWY-INF-BFP-S ILL TO ADJ STATE	FY 2025 252204440000
ILL 173	BOONE	0.3 MI E OF CENTERVILLE RD TO 0.3 MI E OF EAST ST IN CAPRON Miles = 0.57	RECONSTRUCTION ADA IMPROVEMENTS	\$4,200,000 NHPP - STATE NHPP - STATE MATCH	FY 2027 272110300300
ILL 251 ILL 38	OGLE	ILL 251: 0.3 MI N OF FLAGG RD TO 0.2 MI S OF ILL 38 (E) & ILL 38: ILL 251 TO 0.1 MI E IN ROCHELLE	LAND ACQUISITION	\$800,000 STATE ONLY	FY 2025 252980300104

FY 2025-2027 Highway Improvement Program

**District 2
State Highways**

					Est. Fiscal Year
Route/Street	County	Location	Improvements	Est. Cost	ID
ILL 251 ILL 38	OGLE	ILL 251: 0.3 MI N OF FLAGG RD TO 0.2 MI S OF ILL 38 (E) & ILL 38: ILL 251 TO 0.1 MI E IN ROCHELLE	LAND ACQUISITION	\$1,000,000 STATE ONLY	FY 2026 262980300107
ILL 251 ILL 38	OGLE	ILL 251: 0.3 MI N OF FLAGG RD TO 0.2 MI S OF ILL 38 (E) & ILL 38: ILL 251 TO 0.1 MI E IN ROCHELLE	UTILITY ADJUSTMENT	\$100,000 STATE ONLY	FY 2027 272980300102

FY 2025-2027 Highway Improvement Program

District 3 State Highways

					Est. Fiscal Year
Route/Street	County	Location	Improvements	Est. Cost	ID
I 39 US 51	LASALLE	MARSHALL CO LINE TO 0.3 MI N OF NS RR Miles = 2.80	PAVEMENT REPLACEMENT	\$23,000,000 NHPP - STATE NHPP - STATE MATCH	FY 2027 273039500120
I 39 US 51	LASALLE	MARSHALL CO LINE TO 0.3 MI N OF NS RR	CONSTRUCTION ENGINEERING	\$2,500,000 NHPP - STATE NHPP - STATE MATCH	FY 2027 273039500126
I 39 US 51	LASALLE	ILLINOIS RIVER / ILL 351 / BO RR 2.8 MI S OF I-80	P.E. (PHASE II)	\$500,000 STATE ONLY	FY 2027 273501910032
I 80	LASALLE	ILL 251 IN PERU	P.E. (PHASE I)	\$500,000 STATE ONLY	FY 2025 253407000009
I 80	LASALLE	ILL 251 IN PERU	P.E. (PHASE I)	\$3,500,000 STATE ONLY	FY 2026 263407000011
I 80	GRUNDY	0.4 MI E OF SENECA INTCHG TO 0.4 MI W OF ILL 47	P.E. (PHASE II)	\$2,000,000 STATE ONLY	FY 2026 263080320092
I 80	GRUNDY	0.4 MI E OF SENECA INTCHG TO 0.4 MI W OF ILL 47	LAND ACQUISITION	\$100,000 STATE ONLY	FY 2026 263080320095
I 80	GRUNDY	0.4 MI E OF SENECA INTCHG TO 0.4 MI W OF ILL 47	UTILITY ADJUSTMENT	\$500,000 STATE ONLY	FY 2027 273080320097
US 6	GRUNDY	LAKEWOOD DR TO ILL 47 IN MORRIS Miles = 0.01	ADDITIONAL LANES	\$10,000,000 STBG 5K- <50K-S-URBAN (IIJA) STATE MATCH	FY 2026 263369400100
US 6	GRUNDY	LAKEWOOD DR TO ILL 47 IN MORRIS Miles = 1.12	RECONSTRUCTION	\$6,000,000 STBG 5K- <50K-S-URBAN (IIJA) STATE MATCH	FY 2026 263369400110

FY 2025-2027 Highway Improvement Program

District 3 State Highways

					Est. Fiscal Year
Route/Street	County	Location	Improvements	Est. Cost	ID
US 6	GRUNDY	LAKEWOOD DR TO ILL 47 IN MORRIS	UTILITY ADJUSTMENT	\$1,000,000 STATE ONLY	FY 2026 263369400109
US 6	GRUNDY	LAKEWOOD DR TO ILL 47 IN MORRIS	CONSTRUCTION ENGINEERING	\$3,000,000 STBG 5K- <50K-S-URBAN (IJA) STATE MATCH	FY 2026 263369400108
ILL 17	KANKAKEE	ILL 1 (N) IN GRANT PARK TO INDIANA STATE LINE Miles = 5.97	PAVEMENT REPLACEMENT	\$14,000,000 STP-RURAL-STATE STATE MATCH	FY 2027 273017460050
ILL 17	KANKAKEE	ILL 1 (N) IN GRANT PARK TO INDIANA STATE LINE	P.E. (PHASE II)	\$1,000,000 STATE ONLY	FY 2025 253017460052
ILL 17	KANKAKEE	ILL 1 (N) IN GRANT PARK TO INDIANA STATE LINE	LAND ACQUISITION	\$500,000 STATE ONLY	FY 2025 253017460053
ILL 17	KANKAKEE	ILL 1 (N) IN GRANT PARK TO INDIANA STATE LINE	UTILITY ADJUSTMENT	\$100,000 STATE ONLY	FY 2027 273017460055
ILL 17	KANKAKEE	ILL 1 (N) IN GRANT PARK TO INDIANA STATE LINE	CONSTRUCTION ENGINEERING	\$1,000,000 STP-RURAL-STATE STATE MATCH	FY 2027 273017460056
ILL 23 ILL 71	LASALLE	ILLINOIS RIVER & ACCESS RD 1 MI S OF US 6 IN OTTAWA	BRIDGE NEW DECK	\$20,000,000 NHPP - STATE NHPP - STATE MATCH	FY 2027 273501800000
ILL 23 ILL 71	LASALLE	ILLINOIS RIVER & ACCESS RD 1 MI S OF US 6 IN OTTAWA	P.E. (PHASE II)	\$1,500,000 STATE ONLY	FY 2025 253501800002
ILL 23 ILL 71	LASALLE	ILLINOIS RIVER & ACCESS RD 1 MI S OF US 6 IN OTTAWA	LAND ACQUISITION	\$100,000 STATE ONLY	FY 2025 253501800003

FY 2025-2027 Highway Improvement Program

District 3 State Highways

Route/Street	County	Location	Improvements	Est. Cost	Est. Fiscal Year
					ID
ILL 23 ILL 71	LASALLE	ILLINOIS RIVER & ACCESS RD 1 MI S OF US 6 IN OTTAWA	UTILITY ADJUSTMENT	\$400,000 STATE ONLY	FY 2026 263501800005
ILL 23 ILL 71	LASALLE	ILLINOIS RIVER & ACCESS RD 1 MI S OF US 6 IN OTTAWA	CONSTRUCTION ENGINEERING	\$2,000,000 NHPP - STATE NHPP - STATE MATCH	FY 2027 273501800006
ILL 23 B ILL 71 A	LASALLE	1 MI S OF US 6 (PARKING LOT ENTRANCE)	BRIDGE REPLACEMENT	\$2,000,000 NHPP - STATE NHPP - STATE MATCH	FY 2027 273501820000
ILL 170	LASALLE	US 6 TO S OF SOUTH ST IN SENECA Miles = 1.20	PAVEMENT REPLACEMENT ADA IMPROVEMENTS	\$9,000,000 STP-RURAL-STATE STATE MATCH	FY 2026 263170500020
ILL 170	LASALLE	US 6 TO S OF SOUTH ST IN SENECA	RR CROSSING IMPROVEMENT RR INSURANCE RR FLAGGER MISCELLANEOUS	\$600,000 STATE ONLY	FY 2026 263170500028
ILL 170	LASALLE	US 6 TO S OF SOUTH ST IN SENECA	UTILITY ADJUSTMENT	\$500,000 STATE ONLY	FY 2026 263170500025
OLD ROUTE 66 (NORTHBOUND) FAU 6321 FAS 294	LIVINGSTON	MCLEAN CO LINE TO ILL 116 IN PONTIAC	P.E. (PHASE I)	\$1,000,000 STATE ONLY	FY 2025 253066530051
OLD ROUTE 66 (NORTHBOUND) FAU 6321 FAS 294	LIVINGSTON	MCLEAN CO LINE TO ILL 116 IN PONTIAC	P.E. (PHASE II)	\$1,000,000 STATE ONLY	FY 2027 273066530052

FY 2025-2027 Highway Improvement Program

District 4 State Highways

					Est. Fiscal Year
Route/Street	County	Location	Improvements	Est. Cost	ID
I 74	KNOX	AT SPOON RIVER & OVER TR 238A 0.2 MI W OF SPOON RIVER REST AREA	BRIDGE SUPERSTRUCTURE REPLACE MEDIAN CROSSOVER	\$11,500,000 NHPP-NHS BRIDGE PENALTY-STATE NHPP - STATE NHPP - STATE MATCH	FY 2025 254003320200
I 74	KNOX	AT SPOON RIVER & OVER TR 238A 0.2 MI W OF SPOON RIVER REST AREA	CONSTRUCTION ENGINEERING	\$700,000 NHPP - STATE NHPP - STATE MATCH	FY 2025 254003320230
I 74	WOODFORD	AT MACKINAW RIVER 1.3 MI E OF ILL 117	BRIDGE REPLACEMENT	\$23,000,000 NHPP - STATE NHPP - STATE MATCH	FY 2025 254002200100
I 74	WOODFORD	AT MACKINAW RIVER 1.3 MI E OF ILL 117	CONSTRUCTION ENGINEERING	\$1,500,000 NHPP - STATE NHPP - STATE MATCH	FY 2025 254002200130
I 155	TAZEWELL	AT MACKINAW RIVER 0.9 MI N OF ILL 122	BRIDGE REPLACEMENT	\$28,200,000 NHPP - STATE NHPP - STATE MATCH	FY 2025 254090171900
US 24 ILL 9	FULTON PEORIA	BANNER TO KINGSTON MINES	P.E. (PHASE I) P.E. (PHASE II)	\$3,000,000 NHPP - STATE NHPP - STATE MATCH	FY 2025 254045100220
US 24 ILL 9	FULTON PEORIA	BANNER TO KINGSTON MINES	P.E. (PHASE I) P.E. (PHASE II)	\$2,000,000 NHPP - STATE NHPP - STATE MATCH	FY 2027 274045100222

FY 2025-2027 Highway Improvement Program

District 4 State Highways

					Est. Fiscal Year
Route/Street	County	Location	Improvements	Est. Cost	ID
US 24 ILL 9	FULTON PEORIA	BANNER TO E OF ROMINE RD Miles = 4.01	ADDITIONAL LANES	\$49,000,000 NHPP - STATE NHPP - STATE MATCH	FY 2026 264045100100
US 24 ILL 9	FULTON PEORIA	BANNER TO E OF ROMINE RD	UTILITY ADJUSTMENT	\$700,000 STATE ONLY	FY 2026 264045100102
US 24 ILL 9	FULTON	BANNER TO E OF ROMINE RD	CONSTRUCTION ENGINEERING	\$1,500,000 NHPP - STATE NHPP - STATE MATCH	FY 2026 264045100116
US 24 ILL 9	FULTON	BANNER TO E OF ROMINE RD	CONSTRUCTION ENGINEERING	\$3,000,000 NHPP - STATE NHPP - STATE MATCH	FY 2027 274045100130
US 24 ILL 9	PEORIA	E OF ROMINE RD TO KINGSTON MINES	LAND ACQUISITION	\$800,000 STATE ONLY	FY 2026 264045100202
US 24 ILL 9	PEORIA	E OF ROMINE RD TO KINGSTON MINES	UTILITY ADJUSTMENT	\$700,000 STATE ONLY	FY 2027 274045100203
US 24 ILL 9	PEORIA	E OF ROMINE RD TO KINGSTON MINES	CONSTRUCTION ENGINEERING	\$1,500,000 NHPP - STATE NHPP - STATE MATCH	FY 2027 274045100201
US 34	HENDERSON	0.9 MI W OF CARMAN RD TO 1350 E RD (TR 111)	ARCHAEOLOGICAL SURVEY	\$500,000 STATE ONLY	FY 2025 254036230070
US 34	HENDERSON	0.9 MI W OF CARMAN RD TO 1350 E RD (TR 111)	P.E. (PHASE II)	\$2,000,000 NHPP - STATE NHPP - STATE MATCH	FY 2025 254036230021

FY 2025-2027 Highway Improvement Program

District 4 State Highways

					Est. Fiscal Year
Route/Street	County	Location	Improvements	Est. Cost	ID
US 34	HENDERSON	0.9 MI W OF CARMAN RD TO 1350 E RD (TR 111)	P.E. (PHASE II)	\$2,000,000 NHPP - STATE NHPP - STATE MATCH	FY 2026 264036230022
US 34	HENDERSON	0.9 MI W OF CARMAN RD TO 1350 E RD (TR 111)	P.E. (PHASE II)	\$2,000,000 NHPP - STATE NHPP - STATE MATCH	FY 2027 274036230023
US 34	HENDERSON	0.9 MI W OF CARMAN RD TO 1350 E RD (TR 111)	LAND ACQUISITION	\$3,500,000 NHPP - STATE NHPP - STATE MATCH	FY 2027 274036230040
US 34	HENDERSON	0.9 MI W OF CARMAN RD TO 1350 E RD (TR 111)	UTILITY ADJUSTMENT	\$500,000 STATE ONLY	FY 2027 274036230050
US 34	HENDERSON WARREN	TR 190 E OF BIGGSVILLE TO 20TH ST S OF KIRKWOOD Miles = 4.56	ADDITIONAL LANES	\$60,000,000 NHPP - STATE NHPP - STATE MATCH	FY 2026 264504011100
US 34	HENDERSON WARREN	TR 190 E OF BIGGSVILLE TO 20TH ST S OF KIRKWOOD	UTILITY ADJUSTMENT	\$500,000 STATE ONLY	FY 2025 254504011151
US 34	HENDERSON WARREN	TR 190 E OF BIGGSVILLE TO 20TH ST S OF KIRKWOOD	UTILITY ADJUSTMENT	\$500,000 STATE ONLY	FY 2026 264504011150
US 34	HENDERSON WARREN	TR 190 E OF BIGGSVILLE TO 20TH ST S OF KIRKWOOD	CONSTRUCTION ENGINEERING	\$1,000,000 NHPP - STATE NHPP - STATE MATCH	FY 2025 254504011130
US 34	HENDERSON WARREN	TR 190 E OF BIGGSVILLE TO 20TH ST S OF KIRKWOOD	CONSTRUCTION ENGINEERING	\$2,000,000 NHPP - STATE NHPP - STATE MATCH	FY 2026 264504011131

FY 2025-2027 Highway Improvement Program

District 4 State Highways

					Est. Fiscal Year
Route/Street	County	Location	Improvements	Est. Cost	ID
US 136 ILL 78 ILL 97	MASON	ILLINOIS RIVER AT HAVANA	BRIDGE PAINTING BRIDGE REPAIR	\$11,000,000 NHPP - STATE NHPP - STATE MATCH	FY 2026 264000150100
US 136 ILL 78 ILL 97	MASON	ILLINOIS RIVER AT HAVANA	CONSTRUCTION ENGINEERING	\$1,000,000 NHPP - STATE NHPP - STATE MATCH	FY 2025 254000150130
US 150	KNOX	MAIN ST: ALLENS AVE TO GRAND AVE & GRAND AVE: MAIN ST TO CH 32 IN GALESBURG Miles = 2.21	RECONSTRUCTION	\$30,000,000 STBG 5K- <50K-S-URBAN (IIJA) NHPP - STATE STATE MATCH NHPP - STATE MATCH	FY 2027 274048190000
US 150	KNOX	MAIN ST: ALLENS AVE TO GRAND AVE & GRAND AVE: MAIN ST TO CH 32 IN GALESBURG	P.E. (PHASE II)	\$700,000 STBG 50-200K-S-URBAN (IIJA) STATE MATCH	FY 2025 254048190020
US 150	KNOX	MAIN ST: ALLENS AVE TO GRAND AVE & GRAND AVE: MAIN ST TO CH 32 IN GALESBURG	UTILITY ADJUSTMENT	\$150,000 STATE ONLY	FY 2025 254048190050
CARMAN RD FAP 522	HENDERSON	DUGOUT CREEK IN LOMAX	BRIDGE REPLACEMENT	\$3,000,000 HWY-INF-BFP-S STATE MATCH	FY 2025 254094700100

FY 2025-2027 Highway Improvement Program

**District 5
State Highways**

					Est. Fiscal Year
Route/Street	County	Location	Improvements	Est. Cost	ID
I 74	DEWITT	AT ILL 54 (OVERHEAD) AT FARMER CITY	BRIDGE REPLACEMENT BRIDGE DECK OVERLAY	\$10,000,000 HWY-INF-BFP-S STATE MATCH	FY 2027 275939800100
US 24	MCLEAN	AT INTERMITTENT STREAM 0.9 MI W OF I-55 W OF CHENOA	BRIDGE REPLACEMENT	\$2,800,000 NHPP - STATE NHPP - STATE MATCH	FY 2025 255340800100
US 51	DEWITT	MCLEAN CO LINE TO 0.4 MI N OF AUTUMN RD S OF WAPELLA	P.E. (PHASE I) P.E. (PHASE II)	\$1,000,000 STATE ONLY	FY 2026 265532850100

FY 2025-2027 Highway Improvement Program

District 6 State Highways

					Est. Fiscal Year
Route/Street	County	Location	Improvements	Est. Cost	ID
US 24	ADAMS	QUINCY MEMORIAL BRIDGE AT MISSISSIPPI RIVER	P.E. (CONSULTANT PLANS)	\$6,000,000 NHPP - STATE NHPP - STATE MATCH ADJ STATE TO ILL	FY 2026 266617510103
US 24 A	ADAMS	QUINCY BAYVIEW BRIDGE AT MISSISSIPPI RIVER	BRIDGE DECK OVERLAY	\$10,000,000 NHPP - STATE NHPP - STATE MATCH ADJ STATE TO ILL	FY 2027 276011190200
US 51 ILL 16	CHRISTIAN	US 51 / ILL 16: E OF SPRUCE ST TO 2ND ST; US 51: 2ND ST TO S OF 6TH ST (ALL IN PANA) Miles = 0.83	RECONSTRUCTION ADA IMPROVEMENTS	\$6,000,000 NHPP - STATE NHPP - STATE MATCH	FY 2027 276002780000
US 136 S SECOND ST	HANCOCK	MISSISSIPPI RIVER TO 0.1 MI E OF MAIN ST IN HAMILTON Miles = 0.80	VERTICAL REALIGNMENT HORIZONTAL REALIGNMENT BRIDGE REPLACEMENT RR CROSSING IMPROVEMENT	\$16,200,000 NHPP - STATE NHPP - STATE MATCH	FY 2027 276004590000
US 136 S SECOND ST	HANCOCK	MISSISSIPPI RIVER TO 0.1 MI E OF MAIN ST IN HAMILTON	LAND ACQUISITION	\$1,250,000 STATE ONLY	FY 2025 256004590006
US 136 S SECOND ST	HANCOCK	MISSISSIPPI RIVER TO 0.1 MI E OF MAIN ST IN HAMILTON	UTILITY ADJUSTMENT	\$400,000 STATE ONLY	FY 2026 266004590002
US 136 ILL 78 ILL 97	MASON	US 136: ILLINOIS RIVER BRIDGE TO S OF RANDOLPH ST; ILL 97: US 136 TO S MCKINLEY ST; ILL 78: US 136 TO S OF ILLINOIS ST (ALL IN HAVANA) Miles = 0.91	RECONSTRUCTION ADA IMPROVEMENTS VERTICAL REALIGNMENT BI-DIRECT LEFT TURN LANE	\$7,700,000 NHPP - STATE STP-RURAL-STATE NHPP - STATE MATCH STATE MATCH	FY 2027 276004130000

FY 2025-2027 Highway Improvement Program

District 6 State Highways

Route/Street	County	Location	Improvements	Est. Cost	Est. Fiscal Year
					ID
US 136 ILL 78 ILL 97	MASON	US 136: ILLINOIS RIVER BRIDGE TO E OF CHARLOTTE AVE; ILL 97: US 136 TO S MCKINLEY ST; ILL 78: US 136 TO N OF IM RR (ALL IN HAVANA)	LAND ACQUISITION	\$500,000 STATE ONLY	FY 2026 266004130001
US 136 ILL 78 ILL 97	MASON	US 136: ILLINOIS RIVER BRIDGE TO E OF CHARLOTTE AVE; ILL 97: US 136 TO S MCKINLEY ST; ILL 78: US 136 TO N OF IM RR (ALL IN HAVANA)	UTILITY ADJUSTMENT	\$250,000 STATE ONLY	FY 2027 276004130002
ILL 4	MACOUPIN	N OF N BROAD ST IN CARLINVILLE TO N OF CARLINVILLE SQUARE IN CARLINVILLE Miles = 0.62	RECONSTRUCTION CURB AND GUTTER TRAF SIGNAL REPLACEMENT ADA IMPROVEMENTS	\$5,000,000 NHPP - STATE NHPP - STATE MATCH NHPP - LOCAL MATCH	FY 2027 276010590200
ILL 10 ILL 121 I 55 BUS	LOGAN	ILL 10/121: 0.1 MI E OF COLLEGE ST TO LOGAN ST; I-55 BUS / ILL 10/121: LOGAN ST TO NW OF KICKAPOO ST (ALL IN LINCOLN)	LAND ACQUISITION	\$600,000 STATE ONLY	FY 2026 266601050001
ILL 10 ILL 121 I 55 BUS	LOGAN	ILL 10/121: 0.1 MI E OF COLLEGE ST TO LOGAN ST; I-55 BUS / ILL 10/121: LOGAN ST TO NW OF KICKAPOO ST (ALL IN LINCOLN)	LAND ACQUISITION	\$600,000 STATE ONLY	FY 2027 276601050002
ILL 57	ADAMS	0.4 MI N TO 0.7 MI S OF MILL CREEK N OF MARBLEHEAD Miles = 1.11	RELOCATION	\$8,900,000 NHPP - STATE NHPP - STATE MATCH	FY 2025 256734500000
ILL 57	ADAMS	0.4 MI N TO 0.7 MI S OF MILL CREEK N OF MARBLEHEAD	UTILITY ADJUSTMENT	\$450,000 STATE ONLY	FY 2025 256734500105

FY 2025-2027 Highway Improvement Program

District 6 State Highways

					Est. Fiscal Year
Route/Street	County	Location	Improvements	Est. Cost	ID
ILL 97 ILL 125	SANGAMON	0.5 MI W OF ILL 97/125 JCT TO OLD COVERED BRIDGE LN Miles = 2.19	RECONSTRUCTION BRIDGE REPLACEMENT INTERSECTION RECONSTN	\$21,500,000 STP-RURAL-STATE HWY-INF-BFP-S STP-RURAL-STATE STATE MATCH	FY 2026 266007790000
ILL 97 ILL 125	SANGAMON	0.5 MI W OF ILL 97/125 JCT TO OLD COVERED BRIDGE LN Miles = 0.01	ADDITIONAL LANES BRIDGE (NEW)	\$15,500,000 STP-RURAL-STATE HWY-INF-BFP-S STATE MATCH	FY 2026 266007790100
ILL 97 ILL 125	SANGAMON	0.5 MI W OF ILL 97/125 JCT TO OLD COVERED BRIDGE LN	UTILITY ADJUSTMENT	\$2,150,000 STATE ONLY	FY 2025 256007790002
ILL 97	SANGAMON	AT PRAIRIE CREEK 0.1 MI E TO 0.5 MI E OF ILL 125 (STREAM MITIGATION CREDITS)	MISCELLANEOUS	\$1,000,000 STP-RURAL-STATE STATE MATCH	FY 2025 256007790007

FY 2025-2027 Highway Improvement Program

District 7 State Highways

					Est. Fiscal Year
Route/Street	County	Location	Improvements	Est. Cost	ID
I 57	CUMBERLAND	OVER EASTERN ILLINOIS RR 0.3 MI S OF NEOGA INTCHG & OVER US 45 AT NEOGA INTCHG	BRIDGE REPLACEMENT MEDIAN CROSSOVER	\$31,830,000 NHPP - STATE NHPP - STATE MATCH	FY 2025 257503960000
I 70 I 57	EFFINGHAM	AT ILL 32/33 (OVERHEAD) IN EFFINGHAM	BRIDGE REPLACEMENT	\$14,250,000 NHPP - STATE NHPP - STATE MATCH	FY 2027 277527230000
I 70 I 57	EFFINGHAM	AT ILL 32/33 (OVERHEAD) IN EFFINGHAM	UTILITY ADJUSTMENT	\$300,000 STATE ONLY	FY 2026 267527230200
I 70	CLARK	AT E LITTLE CREEK 2.5 MI E OF ILL 1	BRIDGE SUPERSTRUCTURE REPLACE MEDIAN CROSSOVER	\$7,950,000 NHPP - STATE NHPP - STATE MATCH	FY 2025 257527180000
US 40 US 45 ILL 33 FAYETTE AVE	EFFINGHAM	BANKER ST TO SALT CREEK IN EFFINGHAM Miles = 0.01	ADDITIONAL LANES STORM SEWER (NEW) CURB AND GUTTER ADA IMPROVEMENTS	\$4,220,000 STBG 5K- <50K-S-URBAN (IJA) NHPP - STATE STATE MATCH NHPP - STATE MATCH	FY 2026 267502390000
US 40 US 45 ILL 33 FAYETTE AVE	EFFINGHAM	BANKER ST TO SALT CREEK IN EFFINGHAM Miles = 1.18	RECONSTRUCTION	\$16,820,000 STBG 5K- <50K-S-URBAN (IJA) NHPP - STATE STATE MATCH NHPP - STATE MATCH	FY 2026 267502390050

FY 2025-2027 Highway Improvement Program

**District 7
State Highways**

					Est. Fiscal Year
Route/Street	County	Location	Improvements	Est. Cost	ID
US 50	LAWRENCE	RED SKELTON WABASH RIVER BRIDGES AT VINCENNES, INDIANA (DEBRIS REMOVAL)	MISCELLANEOUS	\$175,000 NHPP - STATE ILL TO ADJ STATE	FY 2027 277739800800

FY 2025-2027 Highway Improvement Program

District 8 State Highways

Route/Street	County	Location	Improvements	Est. Cost	Est. Fiscal Year
					ID
US 50	CLINTON	11TH ST IN CARLYLE TO SHATTUC RD	LAND ACQUISITION	\$220,000 STATE ONLY	FY 2026 268002130300
US 67	JERSEY	0.5 MI N OF FULKERSON DR TO CRYSTAL LAKE RD IN JERSEYVILLE	P.E. (PHASE I) P.E. (PHASE II)	\$1,000,000 STATE ONLY	FY 2025 258810801250
US 67	GREENE	AT APPLE CREEK OVERFLOW 3.5 MI S OF WHITE HALL	BRIDGE REPLACEMENT	\$40,000,000 HWY-INF-BR-REP-RE H-S STATE MATCH	FY 2026 268006550000
US 67	GREENE	AT APPLE CREEK OVERFLOW 3.5 MI S OF WHITE HALL	CONSTRUCTION ENGINEERING	\$1,500,000 NHPP - STATE NHPP - STATE MATCH	FY 2026 268006550500
ILL 3 ILL 150 STATE ST	RANDOLPH	ILL 3 (OPDYKE ST) TO MURPHYSBORO RD IN CHESTER Miles = 0.48	PAVEMENT REPLACEMENT ADA IMPROVEMENTS	\$10,000,000 NHPP - STATE NHPP - STATE MATCH	FY 2026 268005840000
ILL 3 ILL 150 STATE ST	RANDOLPH	ILL 3 (OPDYKE ST) TO MURPHYSBORO RD IN CHESTER	LAND ACQUISITION	\$200,000 STATE ONLY	FY 2026 268005840300
ILL 3 ILL 150 STATE ST	RANDOLPH	ILL 3 (OPDYKE ST) TO MURPHYSBORO RD IN CHESTER	UTILITY ADJUSTMENT	\$200,000 STATE ONLY	FY 2026 268005840400
ILL 3	RANDOLPH	RIVERVIEW BLVD IN CHESTER TO 0.1 MI S OF WATER ST Miles = 1.56	PAVEMENT REPLACEMENT	\$11,000,000 NHPP - STATE NHPP - STATE MATCH	FY 2026 268005021000
ILL 3	RANDOLPH	RIVERVIEW BLVD IN CHESTER TO 0.1 MI S OF WATER ST	LAND ACQUISITION	\$100,000 STATE ONLY	FY 2026 268005021300

FY 2025-2027 Highway Improvement Program

District 8 State Highways

					Est. Fiscal Year
Route/Street	County	Location	Improvements	Est. Cost	ID
ILL 3	RANDOLPH	RIVERVIEW BLVD IN CHESTER TO 0.1 MI S OF WATER ST	UTILITY ADJUSTMENT	\$100,000 STATE ONLY	FY 2026 268005021400
ILL 3	RANDOLPH	PLEASANT RIDGE RD TO 1 MI S Miles = 1.00	PAVEMENT REPLACEMENT	\$6,500,000 NHPP - STATE NHPP - STATE MATCH	FY 2027 278005880000
ILL 3	RANDOLPH	ILL 150 IN CHESTER TO JACKSON CO LINE	LAND ACQUISITION	\$2,000,000 NHPP - STATE NHPP - STATE MATCH	FY 2026 268005100300
ILL 3	RANDOLPH	ILL 150 IN CHESTER TO JACKSON CO LINE	UTILITY ADJUSTMENT	\$2,000,000 STATE ONLY	FY 2026 268005100400
ILL 100 ILL 108	GREENE JERSEY CALHOUN	AT BRUSSELS FERRY & KAMPSVILLE FERRY	MISCELLANEOUS	\$2,181,000 FERRY BOAT PROGRAM RESTRICT STATE MATCH	FY 2025 258005992500
ILL 100 ILL 108	GREENE JERSEY CALHOUN	AT BRUSSELS FERRY & KAMPSVILLE FERRY	MISCELLANEOUS	\$2,674,000 FERRY BOAT PROGRAM RESTRICT STATE MATCH	FY 2026 268005992600
ILL 150	RANDOLPH	MISSISSIPPI RIVER AT CHESTER	BRIDGE REPLACEMENT	\$59,800,000 HWY-INF-BFP-S ILL TO ADJ STATE	FY 2025 258791501000
ILL 150	RANDOLPH	MISSISSIPPI RIVER AT CHESTER	BRIDGE REPLACEMENT	\$23,605,000 HWY-INF-BFP-S ILL TO ADJ STATE	FY 2026 268791502000

FY 2025-2027 Highway Improvement Program

**District 8
State Highways**

					Est. Fiscal Year
Route/Street	County	Location	Improvements	Est. Cost	ID
ILL 150 ILL 4	RANDOLPH	CLYDE STEELE ST TO HOWARD AVE IN PERCY Miles = 1.06	PAVEMENT REPLACEMENT ADA IMPROVEMENTS	\$11,400,000 STP-RURAL-STATE STATE MATCH	FY 2027 278006240000
ILL 150 ILL 4	RANDOLPH	CLYDE STEELE ST TO HOWARD AVE IN PERCY	LAND ACQUISITION	\$200,000 STATE ONLY	FY 2027 278006240300
ILL 150 ILL 4	RANDOLPH	CLYDE STEELE ST TO HOWARD AVE IN PERCY	UTILITY ADJUSTMENT	\$200,000 STATE ONLY	FY 2027 278006240400
ILL 154	RANDOLPH	KASKASKIA RIVER	BRIDGE JOINT REPLACE/REPAIR BRIDGE DECK OVERLAY BRIDGE PAINTING BRIDGE REPAIR	\$9,000,000 HWY-INF-BFP-S STATE MATCH	FY 2027 278008700000

FY 2025-2027 Highway Improvement Program

District 9 State Highways

					Est. Fiscal Year
Route/Street	County	Location	Improvements	Est. Cost	ID
I 24	MASSAC	FT MASSAC REST AREA IN METROPOLIS	PARKING IMPROVEMENT	\$2,000,000 NHFP - NAT'L HWY FREIGHT PROG - S	FY 2025 259010350000
I 24	MASSAC	OHIO RIVER BRIDGE AT ECL OF METROPOLIS	BRIDGE PAINTING BRIDGE DECK OVERLAY	\$42,000,000 HWY-INF-BFP-S STATE MATCH ADJ STATE TO ILL	FY 2025 259005512400
I 24	MASSAC	OHIO RIVER BRIDGE AT ECL OF METROPOLIS	CONSTRUCTION ENGINEERING	\$2,200,000 NHPP - STATE NHPP - STATE MATCH ADJ STATE TO ILL	FY 2025 259005512505
I 57	ALEXANDER	MISSISSIPPI RIVER BRIDGE AT WCL OF CAIRO	MISCELLANEOUS PROJECTS	\$5,000,000 NHPP - STATE NHPP - STATE MATCH ADJ STATE TO ILL	FY 2025 259004092500
I 57	ALEXANDER	MISSISSIPPI RIVER BRIDGE AT WCL OF CAIRO	BRIDGE PAINTING	\$40,000,000 HWY-INF-BFP-S STATE MATCH ADJ STATE TO ILL	FY 2025 259004092400
I 57	ALEXANDER	MISSISSIPPI RIVER BRIDGE AT WCL OF CAIRO	CONSTRUCTION ENGINEERING	\$4,000,000 HWY-INF-BFP-S STATE MATCH ADJ STATE TO ILL	FY 2025 259004092405
I 57	FRANKLIN JEFFERSON	2.5 MI S OF ILL 154 TO ATCHISON CREEK S OF BONNIE Miles = 10.23	ADDITIONAL LANES	\$85,000,000 NHPP - STATE NHPP - STATE MATCH	FY 2025 259001472100

FY 2025-2027 Highway Improvement Program

District 9 State Highways

					Est. Fiscal Year
Route/Street	County	Location	Improvements	Est. Cost	ID
I 57	FRANKLIN JEFFERSON	2.5 MI S OF ILL 154 TO ATCHISON CREEK S OF BONNIE	CONSTRUCTION ENGINEERING	\$2,500,000 NHPP - STATE NHPP - STATE MATCH	FY 2026 269001472116
I 57	FRANKLIN JEFFERSON	2.5 MI S OF ILL 154 TO ATCHISON CREEK S OF BONNIE	CONSTRUCTION ENGINEERING	\$2,500,000 NHPP - STATE NHPP - STATE MATCH	FY 2027 279001472117
I 57 I 64	JEFFERSON	ILL 15 INTCHG IN MT VERNON	INTERCHANGE RECONSTRUCTION BRIDGE REPLACEMENT	\$45,000,000 NHPP - STATE HWY-INF-BFP-S NHPP - STATE MATCH STATE MATCH	FY 2025 259006860500
I 57 I 64	JEFFERSON	ILL 15 INTCHG IN MT VERNON	LAND ACQUISITION	\$1,500,000 STP-RURAL-STATE STATE MATCH	FY 2025 259006860513
I 57 I 64	JEFFERSON	ILL 15 INTCHG IN MT VERNON	UTILITY ADJUSTMENT	\$1,000,000 STATE ONLY	FY 2025 259006860504
I 57 I 64	JEFFERSON	ILL 15 INTCHG IN MT VERNON	CONSTRUCTION ENGINEERING	\$3,000,000 NHPP - STATE NHPP - STATE MATCH	FY 2025 259006860505
I 64	WHITE	WABASH RIVER BRIDGES	CONSTRUCTION ENGINEERING	\$3,000,000 HWY-INF-BFP-S STATE MATCH ADJ STATE TO ILL	FY 2025 259777400305
US 45	WHITE	0.5 MI S OF ILL 14	CULVERT REPLACEMENT	\$740,000 HWY-INF-BFP-S STATE MATCH	FY 2027 279010260000

FY 2025-2027 Highway Improvement Program

District 9 State Highways

					Est. Fiscal Year
Route/Street	County	Location	Improvements	Est. Cost	ID
US 45	WHITE	1.2 MI S OF ILL 14	CULVERT REPLACEMENT	\$740,000 HWY-INF-BFP-S STATE MATCH	FY 2027 279010250000
US 45	WHITE	2 MI S OF ILL 14	CULVERT REPLACEMENT	\$740,000 HWY-INF-BFP-S STATE MATCH	FY 2027 279010240000
US 45	WHITE	1.4 MI N OF NORRIS CITY NCL	CULVERT REPLACEMENT	\$740,000 HWY-INF-BFP-S STATE MATCH	FY 2027 279007410000
US 45	WHITE	1.3 MI N OF NORRIS CITY NCL	CULVERT REPLACEMENT	\$740,000 HWY-INF-BFP-S STATE MATCH	FY 2027 279010230000
US 51 US 60 US 62	ALEXANDER	OHIO RIVER BRIDGE 1 MI S OF CAIRO	BRIDGE REPLACEMENT	\$41,400,000 HWY-INF-BFP-S ILL TO ADJ STATE	FY 2026 269006001026
US 51 US 60 US 62	ALEXANDER	OHIO RIVER BRIDGE 1 MI S OF CAIRO	BRIDGE REPLACEMENT	\$82,800,000 NHPP - STATE ILL TO ADJ STATE	FY 2027 279006001027
US 51 US 60 US 62	ALEXANDER	OHIO RIVER BRIDGE 1 MI S OF CAIRO	P.E. (PHASE II)	\$5,500,000 NHPP - STATE ILL TO ADJ STATE	FY 2025 259006001004
US 51 US 60 US 62	ALEXANDER	OHIO RIVER BRIDGE 1 MI S OF CAIRO	CONSTRUCTION ENGINEERING	\$4,000,000 NHPP - STATE ILL TO ADJ STATE	FY 2026 269006001126
US 51 US 60 US 62	ALEXANDER	OHIO RIVER BRIDGE 1 MI S OF CAIRO	CONSTRUCTION ENGINEERING	\$8,000,000 NHPP - STATE ILL TO ADJ STATE	FY 2027 279006001127

FY 2025-2027 Highway Improvement Program

District 9 State Highways

					Est. Fiscal Year
Route/Street	County	Location	Improvements	Est. Cost	ID
ILL 1	WHITE	N OF I-64 WB ENT RAMP TO S OF TR 2400 N Miles = 0.70	PAVEMENT REPLACEMENT	\$1,100,000 NHPP - STATE NHPP - STATE MATCH	FY 2025 259009540000
ILL 13 (WESTBOUND)	JACKSON	WALL ST TO MARION ST IN CARBONDALE Miles = 0.29	RECONSTRUCTION	\$6,000,000 NHPP - STATE NHPP - STATE MATCH	FY 2025 259008280000
ILL 13	WILLIAMSON	E OF SPILLWAY RD TO 0.1 MI W OF SHAWNEE TRAIL Miles = 1.95	ADDITIONAL LANES	\$26,000,000 NHPP - STATE NHPP - STATE MATCH	FY 2025 259004752000
ILL 14	HAMILTON	0.2 MI W OF WHITE CO LINE	CULVERT REPLACEMENT	\$740,000 HWY-INF-BFP-S STATE MATCH	FY 2027 279008630000
ILL 34	FRANKLIN	ILL 37 TO BROWN ST IN BENTON	PRELIMINARY ENGINEERING	\$1,000,000 STBG 5K- <50K-S-URBAN (IJA) STATE MATCH	FY 2027 279008970101
ILL 127	JACKSON	ILL 149 IN MURPHYSBORO TO BIG MUDDY RIVER Miles = 0.52	PAVEMENT REPLACEMENT	\$1,600,000 STP-RURAL-STATE STATE MATCH	FY 2027 279009800100
ILL 142	HAMILTON	0.2 MI NW OF MCLEANSBORO WCL	CULVERT REPLACEMENT	\$740,000 HWY-INF-BFP-S STATE MATCH	FY 2027 279010060000

FY 2025-2027 Highway Improvement Program

District 9 State Highways

					Est. Fiscal Year
Route/Street	County	Location	Improvements	Est. Cost	ID
ILL 146	UNION	ILL 127 IN JONESBORO TO OLD US 51 IN ANNA Miles = 1.40	RECONSTRUCTION	\$10,000,000 NHPP - STATE NHPP - STATE MATCH	FY 2027 279008350100
ILL 146	UNION	ILL 127 IN JONESBORO TO OLD US 51 IN ANNA	LAND ACQUISITION	\$500,000 STATE ONLY	FY 2027 279008350103
ILL 154 ILL 13	PERRY	GRANT ST TO S WALNUT ST IN PINCKNEYVILLE	LAND ACQUISITION	\$250,000 STATE ONLY	FY 2026 269008420103
WALKERS BLUFF ACCESS (PROPOSED) TR 93 TR 93A	WILLIAMSON	HERRIN RD TO MERIDIAN RD AT WALKERS BLUFF Miles = 1.73	NEW CONSTRUCTION	\$16,000,000 STATE ONLY	FY 2026 269055502000
WALKERS BLUFF ACCESS (PROPOSED) TR 93 TR 93A	WILLIAMSON	HERRIN RD TO MERIDIAN RD AT WALKERS BLUFF	ARCHAEOLOGICAL SURVEY	\$1,000,000 STATE ONLY	FY 2026 269055502010

FY 2025-2027 Highway Improvement Program

Local Highways

					Est. Fiscal Year
Route/Street	County	Location	Improvements	Est. Cost	ID
US 36 N 750 E RD	DOUGLAS	US 36: 0.3 MI W OF N 750 E RD TO 0.2 MI E OF N 750 E RD; N 750 E RD: CSX RR TO US 36 Miles = 0.93	RECONSTRUCTION	\$1,775,000 STATE ONLY	FY 2025 255104250000
US 45 E 1050 N RD / N LINE ST	DOUGLAS	US 45: 0.3 MI N OF E 1050 N RD TO 0.3 MI S OF E 1050 N RD; E 1050 N RD / N LINE ST: 0.3 MI W OF US 45 TO CN RR Miles = 0.93	RECONSTRUCTION	\$3,270,000 STATE ONLY	FY 2026 265104230000
5TH ST 1550TH ST	LOGAN	LINCOLN QUARRY RD TO I-55 Miles = 2.44	RECONSTRUCTION	\$4,125,000 STP-RURAL-LOCAL STATE MATCH ASSIST LOCAL MATCH	FY 2026 266107840000
5TH ST 1550TH ST	LOGAN	LINCOLN QUARRY RD TO I-55	CONSTRUCTION ENGINEERING	\$60,000 STP-RURAL-LOCAL	FY 2026 266107840003
1200 E RD	CUMBERLAND	3.5 MI N OF TOLEDO NCL TO TOLEDO NCL Miles = 3.50	RECONSTRUCTION	\$1,300,000 STP-RURAL-LOCAL STATE MATCH ASSIST	FY 2025 257109100000
1550 E RD	MOULTRIE	0.4 MI E OF 1300 E RD TO 0.6 MI E OF 1300 E RD Miles = 0.19	RECONSTRUCTION	\$400,000 FED LANDS-LOCAL	FY 2025 257109660000
350 E RD	VERMILION	AT MIDDLE FORK VERMILION RIVER 0.2 MI S OF ARMSTRONG	BRIDGE REPLACEMENT	\$2,337,000 ISBP OFF-SYSTEM (IIJA) - L LOCAL MATCH	FY 2025 255105230000
350 E RD	VERMILION	AT MIDDLE FORK VERMILION RIVER 0.2 MI S OF ARMSTRONG	CONSTRUCTION ENGINEERING	\$111,000 ISBP OFF-SYSTEM (IIJA) - L	FY 2025 255105230003

FY 2025-2027 Highway Improvement Program

Local Highways

Route/Street	County	Location	Improvements	Est. Cost	Est. Fiscal Year
					ID
400 E RD	WABASH	WABASH 17 AVE TO 1400 N BLVD Miles = 3.52	RECONSTRUCTION	\$1,184,000 STP-RURAL-LOCAL STATE MATCH ASSIST LOCAL ONLY LOCAL MATCH	FY 2027 277104370000
400TH RD 420TH ST	CLARK	400TH RD: ILL 49 TO 420TH ST; 420TH ST: 400TH RD TO CRAWFORD CO LINE Miles = 5.34	RECONSTRUCTION	\$2,850,000 STP-RURAL-LOCAL STATE MATCH ASSIST	FY 2025 257106790000
700 E RD	LAWRENCE	OVER B&O RR 0.5 MI W OF BRIDGEPORT	BRIDGE REPLACEMENT	\$2,000,000 ISBP OFF-SYSTEM (IIJA) - L LOCAL ONLY LOCAL MATCH	FY 2025 257108580000
700 E RD	LAWRENCE	OVER B&O RR 0.5 MI W OF BRIDGEPORT	CONSTRUCTION ENGINEERING	\$140,000 ISBP OFF-SYSTEM (IIJA) - L	FY 2025 257108580003
CARLINVILLE CUTOFF RD	MACOUPIN	AT E FORK OTTER CREEK 3 MI NW OF NILWOOD	BRIDGE REPLACEMENT	\$2,075,000 ISBP (IIJA) - L STATE MATCH ASSIST LOCAL MATCH	FY 2026 266108620000
CH 1 CENTERVILLE RD	WHITE	AT SKILLET FORK 4 MI N OF CARM	P.E. (PHASE I) P.E. (PHASE II)	\$200,000 HWY-INF-BFP-L	FY 2025 259106880001
CH 1 E 1900 RD	WAYNE	0.3 MI N OF CH 2 TO CH 2 Miles = 0.27	RECONSTRUCTION	\$620,000 STP-RURAL-LOCAL LOCAL ONLY LOCAL MATCH	FY 2025 257110200000

FY 2025-2027 Highway Improvement Program
Local Highways

Route/Street	County	Location	Improvements	Est. Cost	Est. Fiscal Year
					ID
CH 1 E 1900 RD	WAYNE	0.3 MI N OF CH 2 TO CH 2 Miles = 0.01	RECONSTRUCTION	\$158,000 STATE ONLY	FY 2025 257110200010
CH 4 GRAPEVINE TRAIL	ALEXANDER	AT CLEAR CREEK DITCH 2.5 MI E OF MCCLURE	LAND ACQUISITION	\$52,000 HWY-INF-BFP-L	FY 2026 269106470004
CH 4 GRAPEVINE TRAIL	ALEXANDER	AT CLEAR CREEK DITCH 2.5 MI E OF MCCLURE	BRIDGE REPLACEMENT	\$6,728,000 ISBP (IIJA) - L STATE MATCH ASSIST LOCAL MATCH	FY 2027 279106470000
CH 4 GRAPEVINE TRAIL	ALEXANDER	AT CLEAR CREEK DITCH 2.5 MI E OF MCCLURE	CONSTRUCTION ENGINEERING	\$538,000 ISBP (IIJA) - L	FY 2027 279106470003
CH 6 WESTERN AVE	MARSHALL	0.5 MI E OF 1000 E RD TO 2.5 MI W OF ILL 29 Miles = 1.34	RELOCATION	\$7,926,000 STP-RURAL-LOCAL STATE MATCH ASSIST LOCAL ONLY LOCAL MATCH	FY 2027 274105560000
CH 6 WESTERN AVE	MARSHALL	0.5 MI E OF 1000 E RD TO 2.5 MI W OF ILL 29	CONSTRUCTION ENGINEERING	\$634,000 STP-RURAL-LOCAL	FY 2027 274105560003
CH 7 NOKOMIS RD	MONTGOMERY	ILL 16 TO FILLMORE TRAIL Miles = 13.95	RECONSTRUCTION	\$4,000,000 STP-RURAL-LOCAL STATE MATCH ASSIST LOCAL MATCH	FY 2026 266109450000
CH 7 NOKOMIS RD	MONTGOMERY	ILL 16 TO FILLMORE TRAIL	CONSTRUCTION ENGINEERING	\$360,000 STP-RURAL-LOCAL STATE MATCH ASSIST	FY 2026 266109450003
CH 8 1500 E RD	MOULTRIE	US 36 TO 2500 N RD Miles = 1.61	RECONSTRUCTION	\$525,000 STP-RURAL-LOCAL STATE MATCH ASSIST LOCAL ONLY	FY 2025 257109670000

FY 2025-2027 Highway Improvement Program

Local Highways

Route/Street	County	Location	Improvements	Est. Cost	Est. Fiscal Year
					ID
CH 8 1825 N RD	CLAY	1326 E RD TO JOB DR IN BIBLE GROVE	LAND ACQUISITION	\$10,000 HWY-INF-BFP-L STATE MATCH ASSIST	FY 2026 267110240004
CH 8 BERLIN RD	MCDONOUGH	AT CAMP CREEK N OF BELLINGHAM RD	BRIDGE REPLACEMENT	\$1,575,000 ISBP (IIJA) - L LOCAL MATCH	FY 2025 254107150000
CH 8 1825 N RD	CLAY	1326 E RD TO JOB DR IN BIBLE GROVE Miles = 0.39	RECONSTRUCTION	\$900,000 STP-RURAL-LOCAL STATE MATCH ASSIST	FY 2027 277110240000
CH 8 1825 N RD	CLAY	1326 E RD TO JOB DR IN BIBLE GROVE	CONSTRUCTION ENGINEERING	\$125,000 STP-RURAL-LOCAL STATE MATCH ASSIST	FY 2027 277110240003
CH 10 E 100TH AVE	JASPER	ILL 130 TO ST MARIE RD Miles = 3.76	RECONSTRUCTION	\$386,000 STP SP RULE <5K - L STATE MATCH ASSIST LOCAL ONLY	FY 2025 257109650000
CH 11 RICHIE RD	MACOUPIN	AT MASSA CREEK S OF 2700 N RD	BRIDGE REPLACEMENT	\$1,692,000 ISBP (IIJA) - L LOCAL MATCH	FY 2027 276108960000
CH 11 RICHIE RD	MACOUPIN	AT MASSA CREEK S OF 2700 N RD	CONSTRUCTION ENGINEERING	\$72,000 ISBP (IIJA) - L	FY 2027 276108960003
CH 11 N 1500 E RD OLD AIRPORT RD	LIVINGSTON	0.4 MI S OF LINCOLN ST IN PONTIAC TO E 1500 N RD Miles = 1.51	RECONSTRUCTION	\$1,750,000 STP SP RULE <5K - L STBG 5- <50K-L-SPRULE (IIJA) STATE MATCH ASSIST LOCAL MATCH	FY 2027 273107770000

FY 2025-2027 Highway Improvement Program
Local Highways

Route/Street	County	Location	Improvements	Est. Cost	Est. Fiscal Year
					ID
CH 12 EMMERSON AIRLINE RD	MACOUPIN	QUARTON RD TO CARLINVILLE CUTOFF RD Miles = 3.04	RECONSTRUCTION	\$2,500,000 STP-RURAL-LOCAL LOCAL MATCH	FY 2026 266108890000
CH 12 EMMERSON AIRLINE RD	MACOUPIN	QUARTON RD TO CARLINVILLE CUTOFF RD	CONSTRUCTION ENGINEERING	\$250,000 STP-RURAL-LOCAL STATE MATCH ASSIST	FY 2026 266108890003
CH 13 FRONT ST 1800 E RD	WOODFORD	AT W BRANCH PANTHER CREEK IN ROANOKE	BRIDGE REPLACEMENT	\$3,125,000 STP-RURAL-LOCAL ISBP (IIJA) - L LOCAL MATCH	FY 2025 254106690000
CH 13 FRONT ST 1800 E RD	WOODFORD	AT W BRANCH PANTHER CREEK IN ROANOKE	CONSTRUCTION ENGINEERING	\$251,000 STP-RURAL-LOCAL ISBP (IIJA) - L	FY 2025 254106690003
CH 15 N36TH ST	ADAMS	WISMAN LN TO QUINCY NCL Miles = 0.51	RECONSTRUCTION	\$850,000 STP-RURAL-LOCAL LOCAL MATCH	FY 2026 266109270000
CH 16 CONLOGUE RD	EDGAR	AT TRIB FLEMINGTON CREEK 3.5 MI S OF ILL 16	BRIDGE REPLACEMENT	\$1,959,000 ISBP (IIJA) - L STATE MATCH ASSIST LOCAL MATCH	FY 2026 265104590000
CH 16 WALSHVILLE RD	MACOUPIN	MT OLIVE ECL TO MONTGOMERY CO LINE Miles = 1.06	RECONSTRUCTION	\$1,000,000 STP-RURAL-LOCAL LOCAL MATCH	FY 2027 276108810000
CH 16 CONLOGUE RD	EDGAR	AT TRIB FLEMINGTON CREEK 3.5 MI S OF ILL 16	CONSTRUCTION ENGINEERING	\$250,000 ISBP (IIJA) - L HWY-INF-BFP-L STATE MATCH ASSIST	FY 2026 265104590003
CH 16 WALSHVILLE RD	MACOUPIN	MT OLIVE ECL TO MONTGOMERY CO LINE	CONSTRUCTION ENGINEERING	\$80,000 STP-RURAL-LOCAL	FY 2027 276108810003

FY 2025-2027 Highway Improvement Program

Local Highways

Route/Street	County	Location	Improvements	Est. Cost	Est. Fiscal Year
					ID
CH 23 E 900 AVE	FAYETTE	1.3 MI E OF N CARLYLE RD TO 0.4 MI W OF N 750 ST Miles = 1.72	RECONSTRUCTION	\$800,000 STP-RURAL-LOCAL STATE MATCH ASSIST	FY 2026 267110030000
CH 23 N EDINBURG RD	CHRISTIAN	CH 2 (ROBY RD) TO 0.1 MI S OF E 2400 N RD Miles = 2.80	RECONSTRUCTION	\$1,100,000 STP-RURAL-LOCAL LOCAL MATCH	FY 2026 266101290000
CH 23 E 900 AVE	FAYETTE	1.3 MI E OF N CARLYLE RD TO 0.4 MI W OF N 750 ST	CONSTRUCTION ENGINEERING	\$40,000 STATE MATCH ASSIST	FY 2026 267110030003
CH 37 CARDINAL HILL RD	SANGAMON	AT S FORK SANGAMON RIVER 1.5 MI N OF NEW CITY	BRIDGE REPLACEMENT	\$2,620,000 ISBP (IIJA) - L LOCAL MATCH	FY 2027 276107860000
CH 63 63RD ST	ROCK ISLAND	KNOXVILLE RD TO MERCER CO LINE Miles = 3.05	RECONSTRUCTION	\$3,500,000 STP-RURAL-LOCAL LOCAL ONLY LOCAL MATCH	FY 2025 252106510000
CH 63 63RD ST	ROCK ISLAND	KNOXVILLE RD TO MERCER CO LINE	CONSTRUCTION ENGINEERING	\$60,000 STP-RURAL-LOCAL	FY 2025 252106510003
E 1150 AVE	CRAWFORD	0.1 MI W TO 0.1 MI E OF ROBINSON RD Miles = 0.12	RECONSTRUCTION	\$750,000 STP-RURAL-LOCAL LOCAL MATCH	FY 2025 257110170000
E 11TH ST	WHITESIDE	AT I & M FEEDER CANAL 0.5 MI E OF ILL 40 IN ROCK FALLS	BRIDGE REPLACEMENT	\$2,070,000 ISBP (IIJA) - L LOCAL MATCH	FY 2025 252105840000
E 11TH ST	WHITESIDE	AT I & M FEEDER CANAL 0.5 MI E OF ILL 40 IN ROCK FALLS	CONSTRUCTION ENGINEERING	\$166,000 ISBP (IIJA) - L	FY 2025 252105840003

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Local Highways

					Est. Fiscal Year
Route/Street	County	Location	Improvements	Est. Cost	ID
E 400TH RD	CLARK	N 420TH ST TO N 820TH ST Miles = 4.06	RECONSTRUCTION	\$3,800,000 STP-RURAL-LOCAL STATE MATCH ASSIST LOCAL ONLY	FY 2027 277109230000
GENESEE CT	WHITESIDE	AT ROCK CREEK E OF LISTER RD IN MORRISON	BRIDGE REPLACEMENT	\$3,415,000 ISBP OFF-SYSTEM (IIJA) - L LOCAL MATCH	FY 2025 252105580000
GENESEE CT	WHITESIDE	AT ROCK CREEK E OF LISTER RD IN MORRISON	CONSTRUCTION ENGINEERING	\$268,000 ISBP OFF-SYSTEM (IIJA) - L	FY 2025 252105580003
GREENS MARKET RD	PERRY	AT SIXMILE CREEK 1 MI W OF US 51	BRIDGE REPLACEMENT	\$1,294,000 ISBP (IIJA) - L LOCAL MATCH	FY 2025 259106430000
GREENS MARKET RD	PERRY	AT SIXMILE CREEK 1 MI W OF US 51	CONSTRUCTION ENGINEERING	\$45,000 ISBP (IIJA) - L	FY 2025 259106430003
HOLLOW AVE	JERSEY	0.1 MI W OF WAGGONER AVE TO 0.1 MI W OF N HICKORY ST Miles = 0.41	RECONSTRUCTION	\$1,500,000 STBG 5K - <50K-L-URBAN (IIJA) LOCAL ONLY LOCAL MATCH	FY 2025 258107770000
HOLLOW AVE	JERSEY	0.1 MI W OF WAGGONER AVE TO 0.1 MI W OF N HICKORY ST Miles = 0.01	RECONSTRUCTION	\$1,125,000 HIP CONS APPROP ACT 2023 EARMARKS - L LOCAL MATCH	FY 2025 258107770010

FY 2025-2027 Highway Improvement Program

Local Highways

Route/Street	County	Location	Improvements	Est. Cost	Est. Fiscal Year
					ID
KASKASKIA REGIONAL PORT DISTRICT	RANDOLPH	AT TERMINAL 2	SAFETY IMPROVEMENTS	\$4,741,000 NHFP - NAT'L HWY FREIGHT - L LOCAL MATCH	FY 2025 258108630000
KASKASKIA REGIONAL PORT DISTRICT	RANDOLPH	AT TERMINAL 2	CONSTRUCTION ENGINEERING	\$228,000 NHFP - NAT'L HWY FREIGHT - L	FY 2025 258108630003
LAFAYETTE ST ERICKSON ST	LASALLE	LAFAYETTE ST: BOYCE MEMORIAL DR TO LASALLE ST (ILL 23); ERICKSON ST: STATE ST TO ILL 23 IN OTTAWA Miles = 1.31	RECONSTRUCTION	\$2,250,000 STBG 5K - <50K-L-URBAN (IJA) LOCAL MATCH	FY 2027 273107750000
N 30TH ST	ADAMS	CHESNUT ST TO BROADWAY ST (ILL 104) IN QUINCY Miles = 0.52	RECONSTRUCTION	\$1,250,000 STBG 5K - <50K-L-URBAN (IJA) LOCAL MATCH	FY 2026 266109420000
N 30TH ST	ADAMS	CHESNUT ST TO BROADWAY ST (ILL 104) IN QUINCY	CONSTRUCTION ENGINEERING	\$100,000 STBG 5K - <50K-L-URBAN (IJA)	FY 2026 266109420003
NORTH RD ILL 161 EXT	MARION	AT POPLAR CREEK 0.5 MI N OF HELM	BRIDGE REPLACEMENT	\$1,570,000 ISBP (IJA) - L LOCAL MATCH	FY 2027 278107230000
NORTH RD ILL 161 EXT	MARION	AT POPLAR CREEK 0.5 MI N OF HELM	CONSTRUCTION ENGINEERING	\$144,000 ISBP (IJA) - L	FY 2027 278107230003
OLD ROUTE 146 LOOP	JOHNSON	AT DUTCHMAN CREEK 1.5 MI E OF ILL 37	BRIDGE REPLACEMENT	\$1,167,000 ISBP OFF-SYSTEM (IJA) - L STATE MATCH ASSIST	FY 2027 279106890000

FY 2025-2027 Highway Improvement Program
Local Highways

Route/Street	County	Location	Improvements	Est. Cost	Est. Fiscal Year
					ID
OLD ROUTE 146 LOOP	JOHNSON	AT DUTCHMAN CREEK 1.5 MI E OF ILL 37	CONSTRUCTION ENGINEERING	\$75,000 ISBP OFF-SYSTEM (IIJA) - L STATE MATCH ASSIST	FY 2027 279106890003
OTTERVILLE RD	JERSEY	MAIN ST IN OTTERVILLE TO ILL 3 Miles = 3.83	RECONSTRUCTION	\$1,250,000 STP-RURAL-LOCAL LOCAL MATCH	FY 2025 258108160000
S ACCESS RD	WILLIAMSON	GRAND AVE TO 0.5 MI S IN HERRIN Miles = 0.50	NEW CONSTRUCTION	\$270,000 HPP-STLU-LOCAL HPP-STLU-LOCAL MATCH	FY 2025 259101500000
S ACCESS RD	WILLIAMSON	GRAND AVE TO 0.5 MI S IN HERRIN Miles = 0.01	NEW CONSTRUCTION	\$1,861,000 STBG 50-200K-L-URBAN (IIJA) LOCAL MATCH	FY 2025 259101500100
S ACCESS RD	WILLIAMSON	GRAND AVE TO 0.5 MI S IN HERRIN	CONSTRUCTION ENGINEERING	\$89,000 STBG 50-200K-L-URBAN (IIJA)	FY 2025 259101500103
SEWARD ST	MONTGOMERY	AT DITCH 0.1 MI W OF ICE PLANT RD IN HILLSBORO	BRIDGE REPLACEMENT	\$1,025,000 ISBP (IIJA) - L LOCAL MATCH	FY 2027 276108570000
SEWARD ST	MONTGOMERY	AT DITCH 0.1 MI W OF ICE PLANT RD IN HILLSBORO	CONSTRUCTION ENGINEERING	\$64,000 ISBP (IIJA) - L	FY 2027 276108570003

FY 2025-2027 Highway Improvement Program

Local Highways

					Est. Fiscal Year
Route/Street	County	Location	Improvements	Est. Cost	ID
STEWARD RD	OGLE	AT BNSF RR 0.1 MI N OF LEE CO LINE Miles = 0.01	NEW CONSTRUCTION	\$6,250,000 NHFP - FREIGHT INTERMODAL & RAIL PROG - L LOCAL MATCH LOCAL ONLY	FY 2025 252106620000
STEWARD RD	OGLE	AT BNSF RR 0.1 MI N OF LEE CO LINE	CONSTRUCTION ENGINEERING	\$456,000 NHFP - FREIGHT INTERMODAL & RAIL PROG - L	FY 2025 252106620003
TICK RIDGE RD	PULASKI	AT POST CREEK CUT-OFF 4 MI E OF GRAND CHAIN	BRIDGE REPLACEMENT	\$3,164,000 ISBP (IIJA) - L STATE MATCH ASSIST LOCAL ONLY	FY 2026 269105520000
TICK RIDGE RD	PULASKI	AT POST CREEK CUT-OFF 4 MI E OF GRAND CHAIN	CONSTRUCTION ENGINEERING	\$150,000 ISBP (IIJA) - L STATE MATCH ASSIST	FY 2026 269105520003
VARIOUS		CARBON REDUCTION TMA	MISCELLANEOUS	\$26,715,000 CARBON REDUCTION >200K-L LOCAL MATCH	FY 2025 250051320000
VARIOUS		CARBON REDUCTION TMA	MISCELLANEOUS	\$27,250,000 CARBON REDUCTION >200K-L LOCAL MATCH	FY 2026 260051330000
VARIOUS		CARBON REDUCTION TMA	MISCELLANEOUS	\$27,795,000 CARBON REDUCTION >200K-L LOCAL MATCH	FY 2027 270051340000

FY 2025-2027 Highway Improvement Program

Local Highways

					Est. Fiscal Year
Route/Street	County	Location	Improvements	Est. Cost	ID
VARIOUS	MACON	VARIOUS LOCATIONS IN OREANA	MISCELLANEOUS	\$884,000 HPP-STLU-LOCAL HPP-STLU-LOCAL MATCH	FY 2027 277103390000
VOORHEES ST	VERMILION	AT LICK CREEK 0.1 MI E OF MICHIGAN AVE IN DANVILLE	BRIDGE SUPERSTRUCTURE REPLACE	\$1,099,000 ISBP (IIJA) - L LOCAL MATCH	FY 2026 265104940000
VOORHEES ST	VERMILION	AT LICK CREEK 0.1 MI E OF MICHIGAN AVE IN DANVILLE	CONSTRUCTION ENGINEERING	\$132,000 ISBP (IIJA) - L	FY 2026 265104940003
VOORHEES ST	VERMILION	AT E FORK LICK CREEK E OF 2030 E RD	BRIDGE REPLACEMENT	\$1,594,000 ISBP (IIJA) - L LOCAL MATCH	FY 2026 265105090000
VOORHEES ST	VERMILION	AT E FORK LICK CREEK E OF 2030 E RD	CONSTRUCTION ENGINEERING	\$225,000 ISBP (IIJA) - L	FY 2026 265105090003
W EVERGREEN AVE EXT	EFFINGHAM	LAKE SARA RD TO NAZARENE RD Miles = 1.00	NEW CONSTRUCTION	\$3,500,000 STP-RURAL-LOCAL LOCAL MATCH	FY 2027 277103610000
W FAIRGROUNDS AVE	MONTGOMERY	S OAK ST TO ILL 127 IN HILLSBORO Miles = 0.21	RECONSTRUCTION	\$1,250,000 STBG 5K - <50K-L-URBAN (IIJA) LOCAL MATCH	FY 2026 266109180000
W FAIRGROUNDS AVE	MONTGOMERY	S OAK ST TO ILL 127 IN HILLSBORO	CONSTRUCTION ENGINEERING	\$50,000 STBG 5K - <50K-L-URBAN (IIJA)	FY 2026 266109180003
W HARLEM AVE	WARREN	US 34 TO N MAIN ST IN MONMOUTH Miles = 0.77	RECONSTRUCTION	\$3,861,000 STBG 5K - <50K-L-URBAN (IIJA) LOCAL ONLY LOCAL MATCH	FY 2026 264106250000

FY 2025-2027 Highway Improvement Program
Local Highways

Route/Street	County	Location	Improvements	Est. Cost	Est. Fiscal Year
					ID
W PLEASANT HILL RD	JACKSON	UNION HILL RD TO MCLAFFERTY RD IN CARBONDALE	LAND ACQUISITION	\$24,000 STBG 50-200K-L-URBAN (IJA)	FY 2025 259106700004
W PLEASANT HILL RD	JACKSON	UNION HILL RD TO MCLAFFERTY RD IN CARBONDALE Miles = 0.50	RECONSTRUCTION	\$1,010,000 STBG 50-200K-L-URBAN (IJA) LOCAL MATCH	FY 2026 269106700000
W RANDOLPH ST	FAYETTE	W OF SHELBY AVE TO SUNSET DR IN VANDALIA Miles = 0.33	RECONSTRUCTION	\$1,059,000 STBG 5K - <50K-L-URBAN (IJA) LOCAL ONLY LOCAL MATCH	FY 2025 257110190000
WALNUT AVE	STEPHENSON	MAIN ST TO EMPIRE ST IN FREEPORT Miles = 0.69	RECONSTRUCTION	\$3,958,000 STBG 5K - <50K-L-URBAN (IJA) LOCAL ONLY LOCAL MATCH	FY 2026 262106730000
WALNUT AVE	STEPHENSON	EMPIRE ST TO SOUTH ST IN FREEPORT Miles = 0.46	RECONSTRUCTION	\$2,589,000 STBG 5K - <50K-L-URBAN (IJA) LOCAL ONLY LOCAL MATCH	FY 2027 272106750000
WALSHVILLE TRAIL	MONTGOMERY	LOCUST ST TO HAMBY LN IN WALSHVILLE Miles = 0.44	RELOCATION	\$1,000,000 STP-RURAL-LOCAL STATE MATCH ASSIST	FY 2025 256108670000

FY 2025-2027 Highway Improvement Program **Local Highways**

					Est. Fiscal Year
Route/Street	County	Location	Improvements	Est. Cost	ID
WALSHVILLE TRAIL	MONTGOMERY	LOCUST ST TO HAMBY LN IN WALSHVILLE	CONSTRUCTION ENGINEERING	\$100,000	FY 2025
				STP-RURAL-LOCAL	256108670003
				STATE MATCH	
				ASSIST	