



124 ANNUAL REPORT

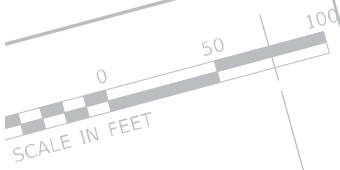


Illinois Department
of Transportation



IDOT

W20-1103
NOTE: SEE TC-10 FOR ADDITIONAL ADV.



CATHERINE AVE

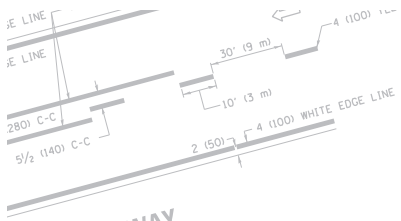
+41
6.0' LT
+91
16.0' LT

ONE WAY
R6-1R-3612

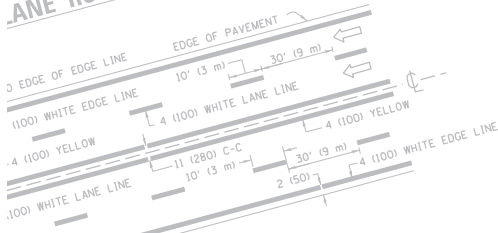
ASHLAND AVE

D1
ROAD
CONSTRUCTION
AHEAD
W20-1103(O)-36
M6-4(O)-2115

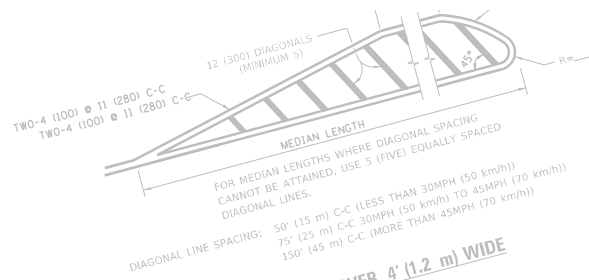
55TH



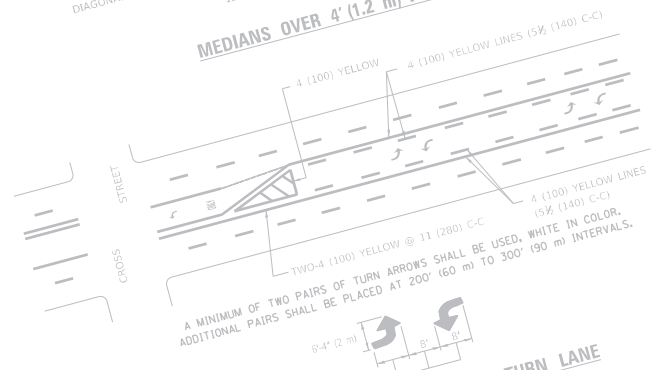
TWO-LANE ROADWAY



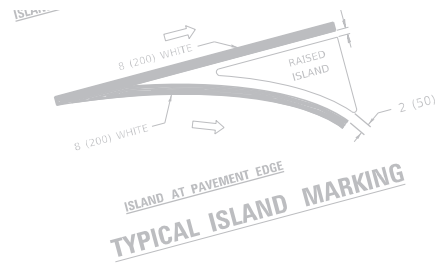
MULTI-LANE UNDIVIDED



MEDIANS OVER 4' (1.2 m) WIDE



TURN LANE



TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH
CENTERLINE ON 2 LANE PAVEMENT	4 (100)
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 @ 2
LANE LINES	4 @ 2
DOTTED LINES (EXTENSIONS OF CENTER LANE OR TURN LANE MARKINGS)	4 @ 2
EDGE LINES	4 @ 2
TURN LANE MARKINGS	4 @ 2



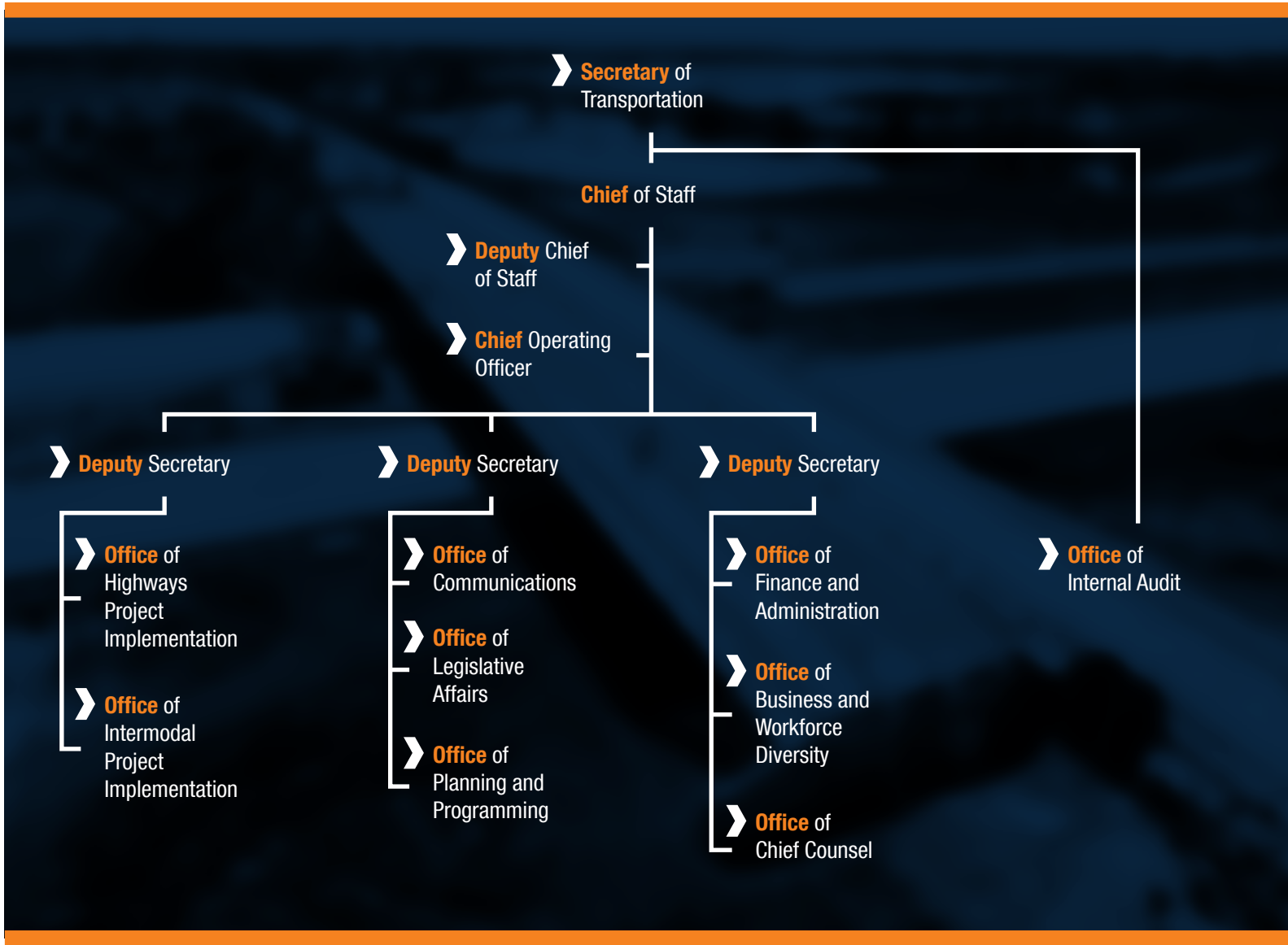
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ORGANIZATIONAL CHART





LETTER FROM THE SECRETARY



It's been said many times that our mission at the Illinois Department of Transportation changes from one season to the next. One day, we're dealing with work zones on multimillion-dollar projects. The next, we're responding to snow and ice.

As 2024 drew to an end, I found myself entering a new season in life. At the close of the year, I retired from IDOT after more than 35 years.

There was no greater honor for me than leading this agency the last six years. I knew becoming secretary would be the pinnacle of my career when Gov. Pritzker nominated me. I cannot thank him enough for the opportunity.

These are some highlights of my time at IDOT:

- Helping craft and deliver the governor's Rebuild Illinois, the largest capital program in state history.
- Starting or completing transformational projects, including the Interstate 80 modernization in Will County, I-57/74 interchange in Champaign-Urbana, I-270 Mississippi River bridge in Madison County and many, many more.
- Renewing our multimodal focus by investing in transit, ports, aviation, rail, and bike and pedestrian accommodations like never before.
- Creating new momentum for our DBE program and exceeding our aspirational goal for the first time in 15 years in 2024.
- Receiving \$2.8 billion in competitive federal grants through the Infrastructure Investment and Jobs Act, including \$290.9 million for the CREATE program in the Chicago region.
- Earning multiple awards for our work, elevating IDOT's reputation nationally.
- Managing the uncertainties of COVID-19.
- Keeping people safe and connected by working to provide safe, reliable transportation.

Much more about just 2024 is in the pages that follow.

This work would not be possible without top-notch staff.

The next person at the helm is poised to take transportation and mobility in Illinois to even greater heights. Former Chicago Department of Transportation Commissioner Gia Biagi was nominated in December by the governor as the new secretary. She is experienced, innovative and filled with ideas.

The public has been well served by IDOT. I know they will continue to be, going forward. The work of IDOT is never done. But the quality and commitment of the people who work here will never be in doubt.

Omer Osman

Secretary

Illinois Department of Transportation



➤ REBUILD ILLINOIS

Through Gov. Pritzker's historic, bipartisan Rebuild Illinois capital plan, IDOT continued to make record investments in Illinois infrastructure, putting people to work, improving safety and enhancing quality of life throughout the state. Rebuild Illinois completed its fifth year in 2024, gaining momentum and shaping all modes of Illinois transportation: roads and bridges, transit, waterways, freight and passenger rail, aviation, and bicycle and pedestrian accommodations.







▶ CHAMPAIGN'S I-57/74 INTERCHANGE RECONSTRUCTION CONTINUES

Major project milestones were achieved in 2024 for the \$251.8 million Interstate 57/74 interchange reconstruction in Champaign. The last beam was set on the flyover structure to carry westbound I-74 to southbound I-57 in April, beam erection was completed for the eastbound-to-northbound flyover at the end of September, and the first new ramp opened to traffic in November, connecting westbound I-74 to northbound I-57.

The project's focus for 2025 includes bridge deck

preparations on the westbound I-74 to southbound I-57 flyover, completing bridge work and preparing for paving going into the following year.

This multiyear rehabilitation project, which broke ground in 2021, is the culmination of several projects to rebuild a critical regional freight juncture serving almost 40,000 vehicles a day, with nearly 25% being freight trucks. Upon completion, the new interchange will offer improved travel times and fewer conflict points, boosting safety and efficiency.





► I-55 AT ILLINOIS 59 INTERCHANGE COMPLETED

Work has been completed on the \$93.5 million project to reconstruct a new interchange at Interstate 55 and Illinois 59 in Will County. Located between Joliet and Shorewood, the project converted the existing interchange with partial access between I-55 and Illinois 59 to accommodate full access in a diverging-diamond design to enhance traffic flow and safety throughout the area.

Prior to rebuilding the interchange, only northbound I-55 could exit to northbound Illinois 59, and southbound Illinois 59 to southbound I-55. With the ramps opening, both directions of I-55 can access both directions of Illinois 59 and vice versa.

Additionally, East Frontage Road was relocated and reconstructed, providing necessary distance from the interchange, with auxiliary lanes added to I-55 between Illinois 59 and U.S. 52, improving safety, boosting efficiency and reducing conflict points by better accommodating vehicles entering and leaving the interstate.

The completion of the interchange at I-55 and Illinois 59 provides a safer and more efficient transit experience for the Will County community while simultaneously boosting the local economy.

► DEVELOPING TWO MODERN ROUNDABOUTS IN WEST FRANKFORT

Major reconstruction of Illinois 149 at the Interstate 57 interchange (exit 65) in West Frankfort began in June to convert the Illinois 149/I-57 interchange ramp intersections into two modern roundabouts with new lighting, a new shared-use path along the north side of Illinois 149, a new sidewalk along the south side of Illinois 149, and drainage improvements.

The teardrop roundabouts are working in tandem across the overpass to efficiently distribute traffic along Illinois 149 and the I-57 ramps. This design helps improve safety and operations by reducing traffic incidents and delays for all road users.

The \$6.3 million improvement project will also include

bridge repairs, all new concrete pavement along Illinois 149, pedestrian and bicycle accommodations, and safety enhancements.

The overall project is expected to be completed in 2025.





▶ KEY MILESTONES REACHED ON I-80 CORRIDOR

Major progress was made on the \$1.3 billion Interstate 80 project, a cornerstone of Gov. Pritzker's Rebuild Illinois. The bridges carrying both directions of the interstate over Hickory Creek, Richards Street and Rowell Avenue/Canadian National Railroad are now complete, a \$96 million investment that kickstarted the I-80 project. Carrying two lanes in each direction with expanded shoulders until all the I-80 work is finished, the new structures eventually will accommodate three lanes each.

In the spring, ground was broken to rebuild and widen 11 mainline miles between Ridge and River roads, River Road and Wheeler Avenue, and Rowell Avenue to Gougar Road.

Since the I-80 project started, bridges over I-80 on Shepley Road, Wheeler Avenue, Richards Street,

Briggs Street and River Road have been rebuilt, with interchanges reconstructed at Houbolt Road and U.S. 30. All bridges reconstructed crossing I-80 except Shepley Road include new or improved sidewalk and bicycle accommodations, removing the interstate as a barrier for people who walk, bike and roll.

Major elements remaining are new interchanges with I-55 and Larkin Avenue (Illinois 7), which will break ground in 2025. The final pieces include new Chicago Street (U.S. 52/Illinois 53) and Center Street interchanges, as well as new bridges over the Des Plaines River, all anticipated to begin in 2026.

The reconstruction of I-80 is replacing 50-year-old infrastructure to improve safety, add capacity and create new connections across the state.





▶ HONORING MILITARY, VETERANS AT THE WESTMINSTER DRIVE BRIDGE DEDICATION

In July, Secretary Osman dedicated the new Westminster Drive bridge over Interstate 57 in Marion. The \$7.3 million project, funded by Rebuild Illinois, honors the armed forces and improves transportation in the area. The bridge, which opened in December 2023, features red, white and blue lighting resembling the American flag. Emblems of the various branches of the U.S. Armed Forces were incorporated into the bike and pedestrian sidewalk barrier and at the four corners of the bridge.

The new bridge was raised approximately 2.5 feet over I-57, making it compliant with the latest safety and design standards. The 200-foot-long overpass has a 10-foot-wide path that connects to the Crab Orchard Greenway, a 20-mile regional multiuse trail supported by IDOT to enhance recreation and transportation opportunities in Marion, Herrin, Carterville, Crainville and Carbondale, as well as to the Crab Orchard National Wildlife Refuge and John A. Logan College.

▶ EXPANDING I-57 IN JEFFERSON COUNTY

A lane expansion and bridge replacement project on Interstate 57 from Atchison Creek near mile marker 85 to mile marker 92 south of Mount Vernon in Jefferson County began in August. The overall \$51.9 million project, which consists of building an additional lane in both directions as well as storm sewers and drainage structures, installing a median barrier, resurfacing, replacing the existing bridge and installing deck overlay, is expected to be completed by summer 2027.

Additional I-57 southern Illinois corridor projects:

- I-57, mileposts 66-75: Expansion to six lanes and replacement of bridges over the Big Muddy River in Jackson County began in spring 2022. The work is anticipated to be completed in 2025.
- I-57, mileposts 75-85: Expansion to six lanes and

replacement of bridges over Marcum Branch and Gun Creek in Franklin County begins in 2025. The project is anticipated to be completed in 2028.

- I-57/64, Illinois 15 interchange (exit 95): Reconstruction in Mount Vernon is anticipated to begin in 2025.





▶ **KANKAKEE** ROAD AND BRIDGE PROJECTS KEEP TRAFFIC MOVING

Motorists driving in and through the Kankakee area will benefit with the completion of two major bridge projects.

Work wrapped up in July on the \$23.5 million replacement of the Interstate 57 bridges over Grinnell Road and the Norfolk Southern railroad in Kankakee. Not only did the project replace two sets of old and narrow bridges, but it also completed another critical piece of the future replacement of the I-57 and Illinois 17 (Court Street) interchange.

In Bourbonnais, the replacement of the Armour Road

bridge over the Illinois Central Railroad fully opened to motorists at the end of July. The \$5.9 million project also includes a multiuse path for pedestrians and non-motorized traffic.

Work is progressing on the intersection of Illinois 50 and Armour Road in Bradley. The \$13.8 million project will provide long-needed congestion relief in an area that is surrounded by retail, lodging and industry. A majority of the work will wrap up at the end of the year, and paving will begin next spring. The project is expected to be completed next summer.





▶ INTERSTATE 70 RESURFACING AND FAYETTE AVENUE EXPANSION

Two major road projects highlighted the 2024 construction season in the Effingham area.

November marked the completion of a two-year, \$50 million resurfacing of nearly 8 miles of Interstate 70. The project, which extended from just east of the I-70/I-57 interchange to just east of the Effingham/Cumberland County line, improves safety, reliability and ride quality on one of the state’s critical freight and travel corridors. The project also replaced the bridge over the Montrose Blacktop, added new guardrail and repaired multiple culverts.

Over the past 10 years, truck traffic has increased 24% on I-70 through Effingham. Presently, approximately 25,000 vehicles travel I-70 through Effingham each day, more than half of which are trucks. The I-70 improvement project helps Effingham maintain a strong economy and provides long-term growth opportunities for years to come.

Another major construction project in Effingham that saw great progress was the reconstruction and widening of Fayette Avenue. Connecting I-70 to the downtown area, the enhanced Fayette Avenue will help reduce congestion along a busy commercial corridor, increase transportation options for residents and enhance local quality of life.

The \$21.8 million project consists of widening the existing four lanes of Fayette Avenue (U.S. 40/Illinois 33) from Illini Drive to Walnut Street and adding a middle turn lane from Henrietta Street to Walnut Street. Additional elements include upgrading storm sewers, constructing a multiuse path, adding ADA-compliant sidewalks, modernizing traffic signals and installing new lighting. In addition, new concrete lanes and sidewalks were laid on Raney Street, Henrietta Street and Maple Street. The project will improve traffic flow while addressing access and safety for multiple modes of transportation. The project is scheduled to wrap up in early 2025.

▶ REBUILD ILLINOIS INVESTMENT AND ACCOMPLISHMENTS



IDOT

INVESTMENT



\$17.2B
INVESTED OVER SIX YEARS

ACCOMPLISHMENTS

- ◊ **6,791 MILES** IMPROVED
- ◊ **711 STRUCTURES** IMPROVED
- ◊ **1,031 SAFETY** IMPROVEMENTS





▶ EAST PEORIA'S CEDAR STREET MAKEOVER PROJECTS UNDERWAY

Cedar Street Bridge and its extensions connecting Peoria and East Peoria over the Illinois River are undergoing a major overhaul. The initial \$15 million project, located in East Peoria on Illinois 8 and 116 (Cedar Street extension) stretching from the Cedar Street bridge over the Illinois River to east of Center Street, including the Edmund Street interchange, wrapped up this fall with minor work going into spring. Work included pavement patching, milling, resurfacing, bridge rehabilitation, earthwork and guardrail installation.

The second, larger \$65.4 million project, also in East Peoria, focuses on Cedar Street from east of Center Street to the South Main Street interchange where Illinois 8/116 meets Illinois 29/U.S. 24. The bridge replacement carrying the Cedar Street extension over the Tazewell and Peoria Railroad and Illinois 29 along with reconstruction

of the interchange are anticipated to take two and a half years to complete. Full closure of these bridges and interchange will allow the project to be completed faster, safer and cheaper.

Completing the trifecta is a \$7 million structural steel repair project to the 1930s-era bridge carrying Cedar Street over the Illinois River between Peoria and East Peoria, which was previously rehabilitated in 2010. Targeted for a spring 2025 letting pending land acquisition, work is expected to be completed in one construction season.

The overall estimated \$87.4 million investment aims to deliver a smooth, safe and modernized Cedar Street corridor to better connect communities, while creating opportunity for good-paying jobs in the region.





► I-270 MISSISSIPPI RIVER BRIDGE REACHES MILESTONE IN MADISON COUNTY

Work to replace two Interstate 270 bridges over the Mississippi River in Madison County, a cornerstone of Rebuild Illinois, has reached the midway point with the completion of the south span. The joint project with the Missouri Department of Transportation is on track to wrap up in 2026.

The first of the twin bridge openings will occur over four weeks. The structure opened to eastbound traffic in early December 2024, shifting traffic to the new south span on two eastbound lanes. In January 2025, westbound I-270 traffic will shift to the new span using a temporary crossover just west of the Canal Bridge. Westbound traffic

also will have two lanes across the new bridge. Both eastbound and westbound traffic will use the new bridge while the adjacent structure is built over the next two years.

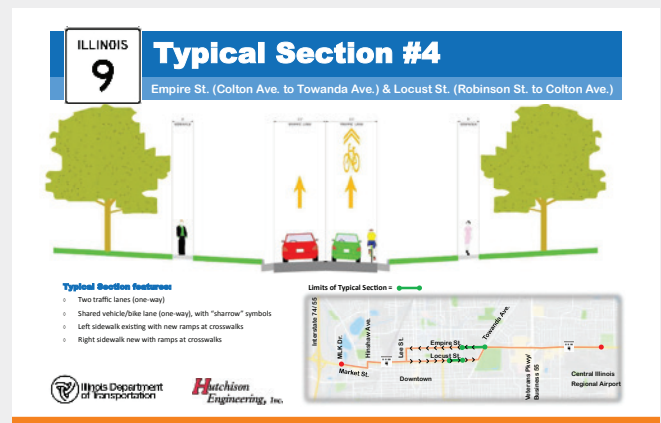
The overall \$496.2 million joint project with MoDOT will replace the existing bridges with two structures that have wider shoulders to accommodate the eventual expansion of I-270 to three lanes in each direction. A companion \$35.4 million MoDOT project will reconstruct the Riverview Drive interchange just west of the bridge.

Construction started in late 2022 and is anticipated to be complete in 2026.

► ILLINOIS 9 MULTIMODAL AND SURFACE IMPROVEMENTS

Bloomington-Normal is on track for improvements to modernize the Illinois 9 corridor, creating safer and more equitable travels for all who drive, walk or roll through central Bloomington. The \$9 million project includes resurfacing, curb, gutter and traffic signal replacements, ADA sidewalk upgrades, bicycle and pedestrian accommodations, drainage updates, and bridge deck repairs. The work is separated into five project contracts and will be completed over the next several years, with the first project breaking ground in May and scheduled for completion in July 2025. That project is located on Market Street, from Martin Luther King Jr. Drive to Hinshaw Avenue, and Hinshaw Avenue, from Market Street to Mulberry Street. It also includes the realignment of White Oak Road, from

Market Street to Locust Street, and the addition of pavement markings on Locust Street, from White Oak Road to Hinshaw Avenue.





▶ I-39/U.S. 20 INTERCHANGE CELEBRATED IN ROCKFORD

The Interstate 39 and U.S. 20 interchange in Rockford is complete and open to traffic following a vigorous 15-month work schedule. The \$98.8 million reconstruction project is the first major piece of a larger \$302 million multiyear effort to improve I-39 between the U.S. 20/Harrison Avenue interchange and Blackhawk Road.

The project, which began in the summer of 2023, features five new or reconstructed bridges to accommodate the new ramps. Two new ramps connecting both directions of I-39 to and from U.S. 20 have been realigned with longer lanes and wider shoulders to increase capacity and improve the flow of traffic, resulting in better travel times and increased safety.



A second project in the I-39 Rockford corridor, the \$44.3 million conversion of the Harrison Avenue/U.S. 20 and I-39 interchange from a traditional cloverleaf to a modern diverging diamond design began in spring 2023. The majority of the project will be substantially complete by the end of 2025, with miscellaneous work to be completed in early 2026.

Other elements include expanding I-39 from four to six lanes with an accessory lane between U.S. 20 and Harrison Avenue, as well as replacing several bridges in the corridor. Also, U.S. 20 will be expanded from four to six lanes at the intersection of Mill Road, with the bridges crossing the Kishwaukee River replaced with wider structures. All projects are anticipated to conclude by the end of 2027.





► **KENNEDY EXPRESSWAY PHASE 2 REHABILITATION, REVLAC IMPROVEMENTS**

In 2024, IDOT began Phase 2 of the three-year, \$150 million Kennedy Expressway rehabilitation project. This phase included the rehabilitation of the Reversible Lane Access Control (REVLAC) system, which controls the gates and changes the direction of traffic in reversible lanes, to increase safety, reduce maintenance costs and improve traffic flow. The work included installing 120 gates, controls (local and

remote), cameras, electrical components, fiber-optic cables and terminal blocks along the 7.5-mile stretch. Additionally, new overhead sign structures and signs were installed, along with LED lighting upgrades, pavement patching and structural painting. Next year, work will begin on the final phase of the project, rehabilitating the outbound lanes of the Kennedy Expressway.

► **U.S. 20/ILLINOIS 84 WORK IN GALENA COMPLETED**

The \$31.5 million reconstruction of U.S. 20/Illinois 84 (Spring Street) through Galena was completed in late October. Work was split over three construction seasons to rebuild the road from Main Street, near downtown Galena, up the hill to Gear Street.

The project consisted of removing the old road and installing new pavement with left-turn lanes at various side streets throughout the corridor, improving traffic flow and safety. Curbs and gutters, storm sewers, retaining walls and relocated sanitary sewer facilities also were included. A new path for people who walk, bike and roll was added, connecting downtown Galena with businesses to the north.

U.S. 20/Illinois 84 carries an average of 10,300 vehicles a day, with truck traffic accounting for more than 11%. Prior to the improvements, the road lacked a storm sewer system, resulting in flooding during heavy rains.

The new-and-improved U.S. 20/Illinois 84 is expected to strengthen the local economy and position the city for even greater success. With its 19th century charm and architecture, Galena is one of the state's top tourist destinations, drawing well over a million visitors a year, supporting nearly 1,600 jobs and generating \$1.8 million for the region.





▶ EASTBOUND MCCLUGAGE BRIDGE OPENS

U.S. 150 eastbound McClugage Bridge over the Illinois River in Peoria opened to traffic in December. The \$167 million project, which broke ground in September 2019, continues.

Remaining work on the new eastbound bridge includes completion of construction of the bridge over Adams Street and remaining U.S. 150 traffic lanes on both sides of the river, construction of a multiuse path and parking

lots on both sides of the river, painting, cleanup and landscaping.

Starting in 2025, demolition of the old eastbound bridge and the bridge over Adams Street (Illinois 29) will begin. In early 2026, the westbound bridge will close, and all traffic will be diverted to the new bridge to facilitate redecking of the westbound span.



► MADISON AND JEFFERSON STREETS UNDERPASSES COMPLETED

Traffic in downtown Springfield will move more efficiently thanks to the reopening of the Madison and Jefferson streets underpasses between Ninth and 11th streets. The newly constructed underpasses, which opened Aug. 5, mark another milestone for the Springfield Rail Improvement Project.

In addition to the underpasses, the project also included construction of new railroad bridges to create a set of double tracks for the existing Norfolk Southern railroad, as well as the proposed Union Pacific railroad and Amtrak lines. Completion of this project took about 16 months.

By separating railroad tracks from regular vehicle traffic, the underpasses will reduce congestion and delays, improve safety and increase access for people who walk and bike. The underpasses also provide vital access for first responders to two nearby hospitals and help reduce emergency response times.

Funding for the improvements includes \$13.5 million from

the Federal Railroad Administration, \$30.8 million from the Illinois Commerce Commission and \$27 million from IDOT, including \$10.6 million through Rebuild Illinois.

A cooperative venture of IDOT, Sangamon County and the city of Springfield, the overall Springfield Rail Improvement Project streamlines railroad operations and reduces the impact of train traffic on the surrounding community by relocating all passenger and freight traffic from the Third Street corridor to the 10th and 19th streets corridors.



► IJJA GRANTS FUND HIGHWAY PROJECTS, CREATE

With the 2021 passage of the federal Infrastructure Investment and Jobs Act, states became eligible almost overnight to compete for billions of dollars in grant programs to help address everything from creating safer local streets for people who walk and bike to building roads and bridges that are more resilient to climate change.

Because of the leadership and vision of the governor and General Assembly in passing Rebuild Illinois, IDOT and the state were in an optimal position to take advantage and secure these funds – and consistently worked alongside their partners on the local level for discretionary funding as it became available.

Since the passage of IJJA, Illinois has been awarded \$2.8 billion via these competitive grant opportunities, some of which have given major projects the nudge they need to move from the drawing board to actual construction. Among the higher profile ones: \$95.6 million to reconstruct portions of Interstate 290 in the Chicago area and \$52.8 million to rebuild and modernize Illinois 9 in Bloomington.

No project fared better in Illinois than the Chicago Region Environmental and Transportation Efficiency (CREATE) Program, a partnership between federal, state, and local partners, as well as the freight and passenger railroads, to deliver a total of 70 projects to improve the flow of goods, services and people over roads and rails throughout the region, state and Midwest.

In 2024, a combined \$290.9 million in grants was awarded to CREATE, the largest in its history. The award will be matched by the other partners to leverage a total public-private investment of \$485.3 million to accelerate improvements to the 75th Street Corridor Improvement Project, considered the linchpin of CREATE.

“Illinois is the largest rail center in the entire nation – playing a vital role in the flow of goods and commerce across the nation,” said Gov. Pritzker when the awards were announced and celebrated. “These grant awards are transformational investments that will enhance rail efficiency, reduce congestion and promote growth up and down the state and across the nation.”





MULTI-YEAR PROGRAM

In June, Gov. Pritzker unveiled the largest multi-year construction program in state history, a \$41.42 billion blueprint to fix and modernize infrastructure over six years. It is the fifth multi-year program that reflects the impact of Rebuild Illinois and continues the comprehensive approach undertaken by IDOT under the governor to invest in all modes of transportation.







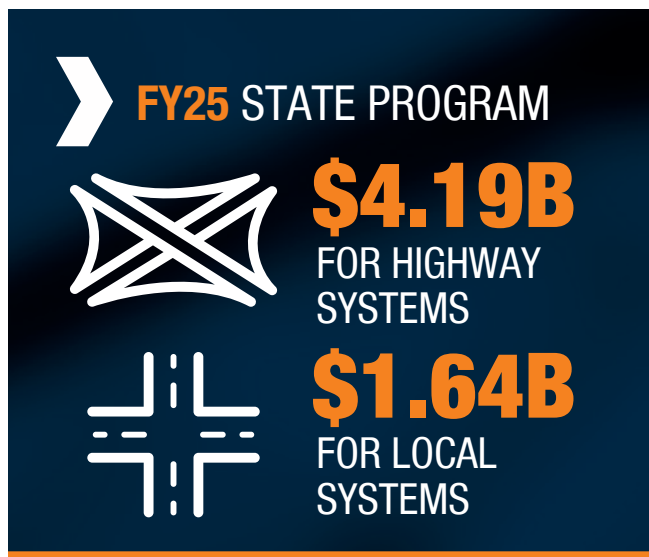
➤ \$41.42 BILLION MULTI-YEAR IMPROVEMENT PROGRAM LARGEST IN STATE HISTORY

In 2024, Gov. Pritzker announced the largest multi-year program to build and repair infrastructure in state history: \$41.42 billion over six years, spread across all modes of transportation and touching every Illinois county. The new program eclipses the previous record set last year and continues the momentum of Rebuild Illinois.

Building on previous Pritzker administration efforts, the new multi-year program is both comprehensive and multimodal, with investments in roads and bridges, aviation, transit, freight and passenger rail, waterways, as well as bicycle and pedestrian accommodations.

The Fiscal Year 2025-30 Proposed Highway and Multimodal Improvement Program will invest \$29.65 billion in state roads and bridges, with \$5.3 billion identified for the current fiscal year. A total of \$11.77 billion is programmed for other modes, including \$7.5 billion for transit, \$2.54 billion for freight and passenger rail, \$1.57 billion for aviation, and \$160 million for ports and waterways. Projects are across state and local transportation systems in all 102 counties of the state.

On the highways side, the program will build or improve 3,214 miles of roads and 8.8 million square feet of bridge deck on the state system, with





anticipated funding maintaining 843 miles of roads and more than one million square feet of bridge deck overseen by local governments.

The record \$41.42 billion multi-year program is due in part to engineering and planning efforts in the early years of Rebuild Illinois and the passage of the federal Infrastructure Investment and Jobs Act of 2021. The previous record amount was \$40.99 billion in 2023.

THE MYP HELPS IDOT MEET OUR KEY PILLARS OF SUCCESS



ECONOMY



LIVABILITY



MOBILITY



RESILIENCY



STEWARDSHIP

FY25 CORE WORK CATEGORIES



IDOT

SYSTEM SUPPORT -

12.58%

Miscellaneous projects, maintenance, statewide engineering

SYSTEM EXPANSION -

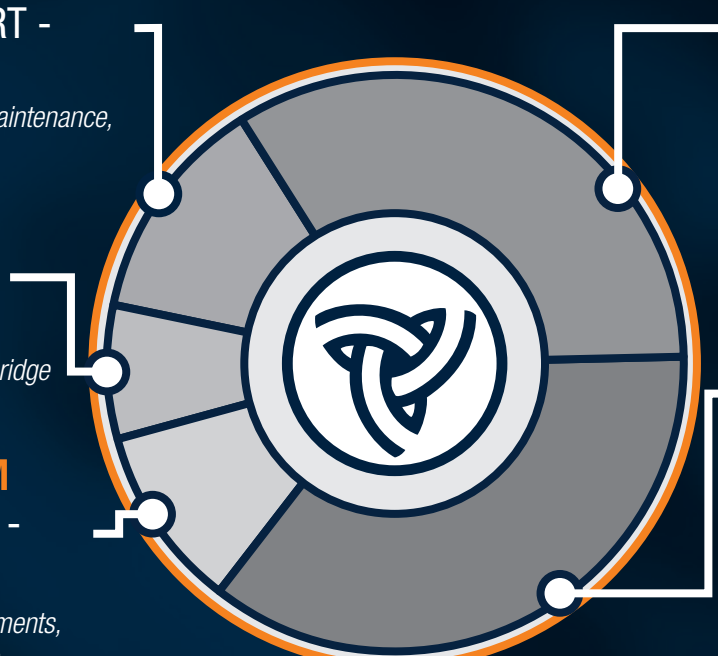
7.69%

Major projects, road and bridge replacements/expansions

SAFETY/SYSTEM MODERNIZATION -

10.22%

Traffic and safety improvements, interchange reconstruction



BRIDGE MAINTENANCE -

33.67%

Rehabilitation and replacement, minor structure repairs and preservation

ROADWAY MAINTENANCE -

35.84%

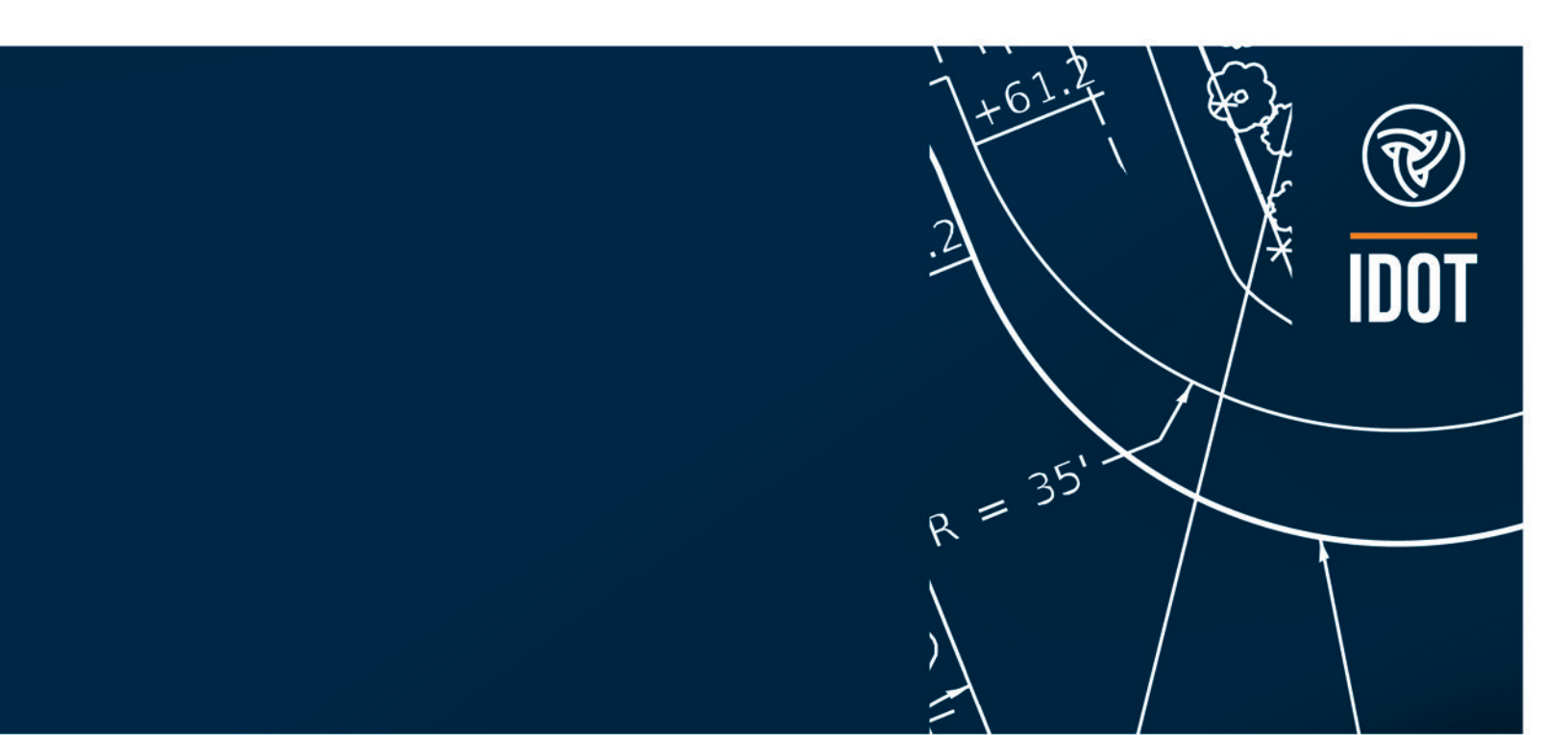
Reconstruction, resurfacing, widening and preservation



➤ MULTIMODAL

Transportation is more than roads and bridges – it's all the ways we move people and goods across the state. Our emphasis on a truly multimodal system and our expanded focus on all the ways it can improve quality of life were on display in 2024.





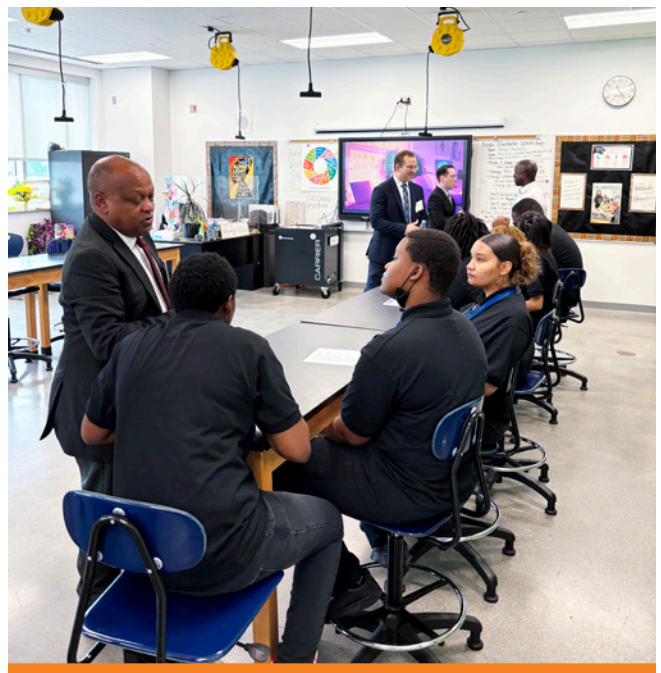


▶ **CREATE** PROGRAM KEEPS ON CHUGGING THANKS TO IDOT GRANT

The Chicago Region Environmental and Transportation Efficiency Program was established in 2003 by the Federal Surface Transportation Board to solve the Chicago region's urgent rail capacity issues. Since then, CREATE made improvements for 500 freight and 800 passenger and commuter trains per day. IDOT has overseen all program activities to help ensure its success.

IDOT has a significant investment in CREATE, contributing \$657.75 million since the beginning of the

program. In 2024, with the support of IDOT, CREATE was awarded the largest federal funding award in its 21-year history. The program will receive a MEGA grant award of nearly \$210 million and an INFRA grant award of \$81 million from the U.S. Department of Transportation. This historic funding will propel CREATE Project EW2a: 80th Street and Belt Junction replacements, which will help further transform transportation in the Chicago region and beyond.



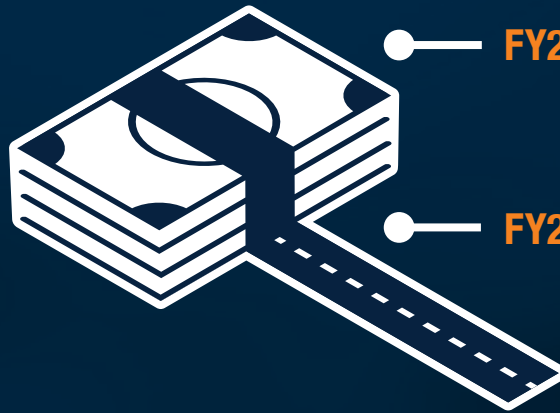


➤ NEW MADISON COUNTY TRANSIT ADMINISTRATION BUILDING OPENS

Madison County Transit undertook a major step in efforts to consolidate four aging structures with a new two-story, 26,416-square-foot building. The \$14.6 million improvement project was funded through

Rebuild Illinois, the Federal Transit Administration and Madison County Transit. A ribbon cutting was held to celebrate the opening of the building in May.

➤ **IDOT BUDGET**
FY25 TOTAL BUDGET
\$33B



● **FY25 CAPITAL BUDGET**

\$28.4B

● **FY25 OPERATING BUDGET**

\$4.6B



IDOT

➤ ILLINOIS EV INFRASTRUCTURE AWARDS ANNOUNCED

In September, the first round of conditional awards for the National Electric Vehicle Infrastructure program were announced – a total of 37 awards in locations across the state. In November, information was shared about the second round of funding.

Part of the federal Infrastructure Investment and Jobs Act, the NEVI program is providing \$148 million over five years to Illinois to establish an interconnected public EV charging network with charging stations

every 50 miles along the interstate highway system.

The 2023 Electric Vehicle Deployment Plan for NEVI funds was approved by the Federal Highway Administration in September 2023, building upon the previous plan approved in 2022. These plans detail the state's approach to deploying public charging infrastructure for convenient, accessible, reliable and equitable electric vehicle charging throughout the state.





▶ VENTURE CAFÉ CARS BEGIN SERVICE

Siemens Venture café cars began appearing on Amtrak Midwest trains in July. Owned jointly by Illinois, Michigan, Missouri and Wisconsin, the café cars are part of the procurement of new rolling stock led by Illinois. The 17 café cars are the last cars to be delivered as part of the 88-car purchase. To date, nine cars have been delivered, with four scheduled for delivery in early 2025 and the last four in summer 2025.

The café cars have more room for refreshments, as well as improved accessibility for wheelchairs, including lower counter heights and wider aisles with multiple turning locations. The cars also offer a coach passenger seating

area with an automatic sliding door separating the café from a wheelchair-accessible gathering area for groups.

In addition to the 17 café cars, the 88-car order includes 54 coach cars and 17 business/coach cars. All provide seats with fold-down dining trays, power and USB ports, reading lamps, wider aisles, wheelchair storage and fully accessible toilets. Sliding-plug side doors with trap doors and retractable steps allow ease of entry and exit, while interior sliding doors separate the vestibule from the seating areas to reduce noise. The cars also offer bicycle storage, luggage racks and overhead storage.

▶ 147TH STREET/SIBLEY BOULEVARD METRA STATION REOPENED

The 147th Street/Sibley Boulevard Station on the Metra Electric Line in the city of Harvey reopened, following more than two years of work to completely rebuild and upgrade the facility. The station now features a new elevator for accessibility, a new covered staircase, a kiss-and-ride lane, bicycle parking, improved pedestrian pathways, a new platform covered by a canopy and warming shelters.

The project was the first significant upgrade to the

facility in nearly three decades. The \$20.8 million project was funded by Rebuild Illinois, the Federal Transit Administration and a Cook County Invest in Cook grant. A quarter of the work was contracted to minority- and women-owned firms.

The upgraded station will enhance daily commutes for Harvey residents, making travel safer, more efficient and accessible, while positioning the community for long-term economic growth and opportunity.





▶ NEW EMERSON PARK PUBLIC TRANSIT CENTER OPENS

A new \$15 million public safety building opened in East Louis in July, funded by Rebuild Illinois, the St. Clair County Transit District and Bi-State Development. This two-story, 16,000-square-foot building, completed in April, accommodates St. Clair County Metrolink Sheriff’s deputies, a transit operations control center and the St. Clair County CENCOM West

911 Emergency Dispatch Center.

The new Emerson Park Transit Center is owned and operated by the St. Clair County Transit District to better serve riders throughout St. Clair County and the entire Metrolink system.

▶ NEXT MOVE ILLINOIS TRANSIT PLAN

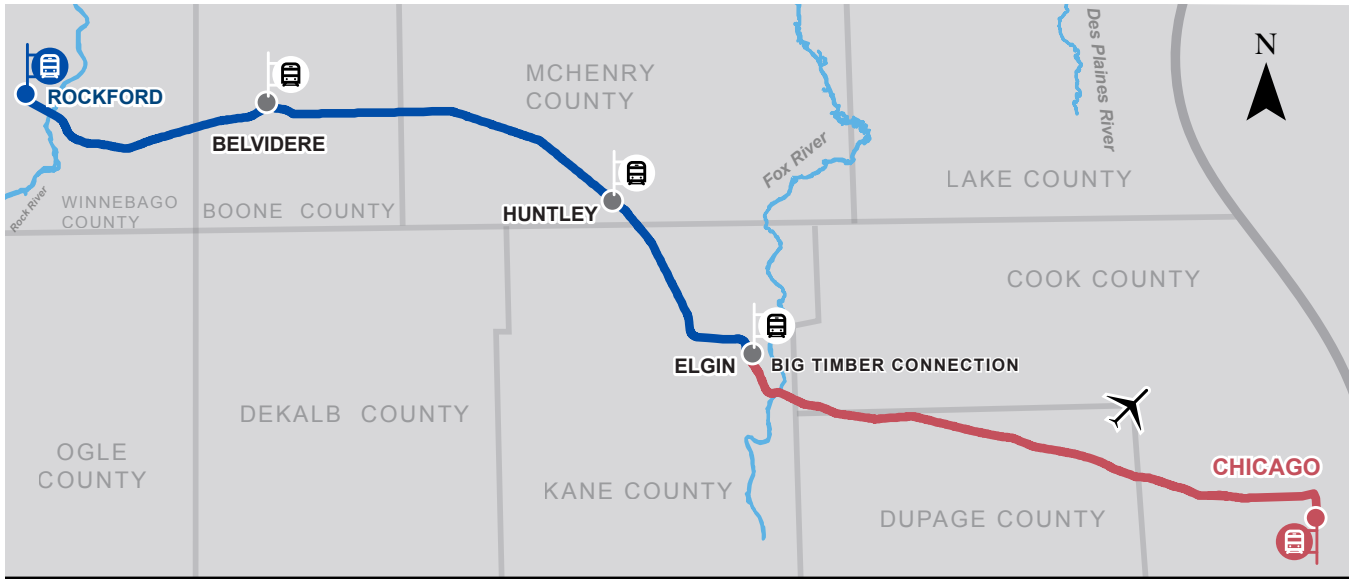
Next Move Illinois, a new statewide public transportation plan to create a strategic vision, recommend policy, make performance updates and identify specific initiatives for transit, is coming soon to a community near you.

A companion to Move Illinois, IDOT’s long-range plan for all modes of transportation, Next Move Illinois will incorporate feedback from transit providers to help address the needs of diverse communities across the state, including ideas on enhancing accessibility, fostering long-term ridership growth, optimizing intermodal connectivity and implementing strategic measures to strengthen the transportation network against future challenges. The transit plan will place a special focus on transit operator collaboration, social

equity and accessibility, as well as emerging mobility and other new technologies.

To enable stakeholder participation, the team will facilitate an engagement process, collecting input from state and municipal agencies, the public, elected officials and others. Through stakeholder meetings, surveys and digital outreach, they will carefully consider community needs.





MAP KEY

- Metra Milwaukee District West Line
- UPRR Belvidere Subdivision

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▶ **ROCKFORD-TO-CHICAGO** PASSENGER RAIL ADVANCES

A series of public meetings was held in September to share plans to restart passenger rail service between Chicago and Rockford. Each meeting was held in an open-house format, with a video presentation, exhibit boards and other project information. Staff was also available to answer questions.

Tentatively scheduled to begin in 2027, the new service will connect Chicago and Rockford, with stops anticipated in Elgin, Huntley and Belvidere. Other project components include improved grade crossings, upgraded bridges and double tracking at various locations. Stations also will be built in Huntley and Belvidere.

Travel time between Chicago and Rockford is anticipated to be slightly less than two hours, with two round trips a day. Boarding locations in Chicago and Rockford, as well as a fare structure and schedule, are still to be determined.

The project is funded through \$275 million from Rebuild Illinois. In 2023, Gov. Pritzker announced that the state reached an agreement with Metra to help restore service between the two cities that had been discontinued in 1981.

