



Illinois Department of Transportation

A Tradition of Service

Annual Report 2009



Illinois Department
of Transportation



2009 ANNUAL REPORT

CONTENTS

Governor's Letter	1
Secretary's Letter	2
Introduction	3
Executive Summary	4
Aeronautics	8
Traffic Safety	11
Planning & Programming	18
Finance & Administration	19
Chief Counsel	23
Highways	25
Business & Workforce Diversity	42
Public & Intermodal Trans	48
Quality Compliance & Review	51
Communications	53
Secretary	54
ARRA Summary	55
2009 Motorist Survey	56
Conclusion	58
Fast Facts	59
Output Performance	60



**Illinois Department
of Transportation**
2300 South Dirksen Parkway
Springfield, IL 62764
www.dot.il.gov

OUR MISSION

We provide safe, cost-effective transportation for Illinois in ways that enhance quality of life, promote economic prosperity, and demonstrate respect for our environment.

OUR GUIDING PRINCIPLES

We will accomplish our mission while making the following principles the hallmark of all our work:

Safety • Integrity • Diversity • Responsiveness • Quality • Innovation

OUR VISION

The Illinois Department of Transportation will be recognized as the premier state department of transportation in the nation.

QUALITY POLICY

IDOT will consistently provide safe, cost-effective transportation for Illinois that meets or exceeds the requirements and expectations of our customers. We will actively pursue ever improving quality through programs that enable each employee to continually strive to do their job right the first time, every time.

QUALITY STATEMENT

Do it right the first time, every time.



Acknowledgements

The Honorable Pat Quinn, Governor
Gary Hannig, Secretary of Transportation
Bill Grunloh, Chief of Staff
Marva Boyd, Deputy Chief of Staff
David Phelps, Assistant Secretary
Christine Reed, Director, Division of Highways
Susan Shea, Director, Division of Aeronautics
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STATE OF ILLINOIS
OFFICE OF THE GOVERNOR
SPRINGFIELD, ILLINOIS 62706

Pat Quinn
GOVERNOR

March 2010

Fellow Illinoisans,

As a longtime proponent of government that is transparent and accountable, I am pleased to welcome you to review this Annual Report for 2009, produced by the Illinois Department of Transportation (IDOT).

The past year was significant in Illinois transportation history, and I am proud of our efforts to provide safe, cost-effective and accessible travel options for Illinoisans. This report highlights our most important transportation accomplishments in Illinois from the past year, such as our quick and effective use of federal stimulus funding to help create transportation jobs. This effort provided more than \$935 million for state and local projects from the American Recovery and Reinvestment Act, which in 2009 alone helped to create or retain more than 2,500 construction jobs in Illinois as it helps improve travel and roadway safety throughout the state.

In addition, we enacted the first state capital program in a decade during 2009, which will provide billions of dollars in additional funding for transportation projects through 2015, creating and supporting tens of thousands more jobs in Illinois as it revitalizes our transportation system and provides a reliable foundation for future economic growth.

In 2009, IDOT improved its efficiency and effectiveness, and its stewardship of vital transportation assets throughout the state. Together, we are meeting the challenges presented by rising demand for the world-class transportation alternatives Illinois offers. Motorists, commercial users and other travelers from Illinois and throughout the nation are utilizing the state's vast system of roads and bridges to great advantage and many millions of travelers use Illinois airports, inter-city rail and public transportation options within the intermodal network across the state.

Meanwhile, IDOT's continuing emphasis on safety engineering and awareness efforts has contributed to the dramatic reduction of fatalities on Illinois roadways since 2003, in part by encouraging greater use of safety belts while discouraging driving under the influence.

I am confident about the future of transportation in Illinois, and I depend on IDOT for continuing leadership in keeping our roads and bridges safe, our travel options plentiful, and our economy strong.

Sincerely,

A handwritten signature in cursive script that reads "Pat Quinn".

Pat Quinn
Governor



Illinois Department of Transportation

Office of the Secretary
2300 South Dirksen Parkway / Springfield, Illinois / 62764
Telephone 217/782-5597

March 2010

Fellow Illinoisans:

Welcome, and thank you for your interest in the Illinois Department of Transportation's (IDOT) 2009 Annual Report. We hope this document helps keep you informed about IDOT's organization, performance and current status, as well as some of the challenges we face in the months ahead.

These are difficult economic times for all, but IDOT has made significant gains through 2009 as we seek to improve the Illinois transportation infrastructure and provide the foundation needed for economic growth. This challenge presents an extraordinary opportunity at IDOT, as we streamline day-to-day activities and establish far-reaching goals for transportation in Illinois.

Unanticipated federal funding through the American Recovery and Reinvestment Act of 2009 (ARRA), provided a needed boost to the IDOT program in 2009. ARRA provided more than \$935 million in federal stimulus revenues for state and local projects in 2009, creating or retaining more than 2,500 additional jobs in 2009, and resulting in more than 1,000 miles of pavement improvements, and more than 60 bridge improvements that otherwise would not have been completed in 2009.

In spring 2009, the state legislature passed and Governor Quinn signed the first Illinois capital program in a decade, providing more than \$14.5 billion in state revenues for transportation improvements through 2015. Passage of this capital program helps assure that job gains from federal stimulus funding can be sustained in the years ahead.

IDOT continues to provide leadership for the improvement and coordination of the state's multi-faceted transportation system, and IDOT serves as a trusted advocate and adviser to local governments and other community agencies involved in providing transportation access and services for all of Illinois.

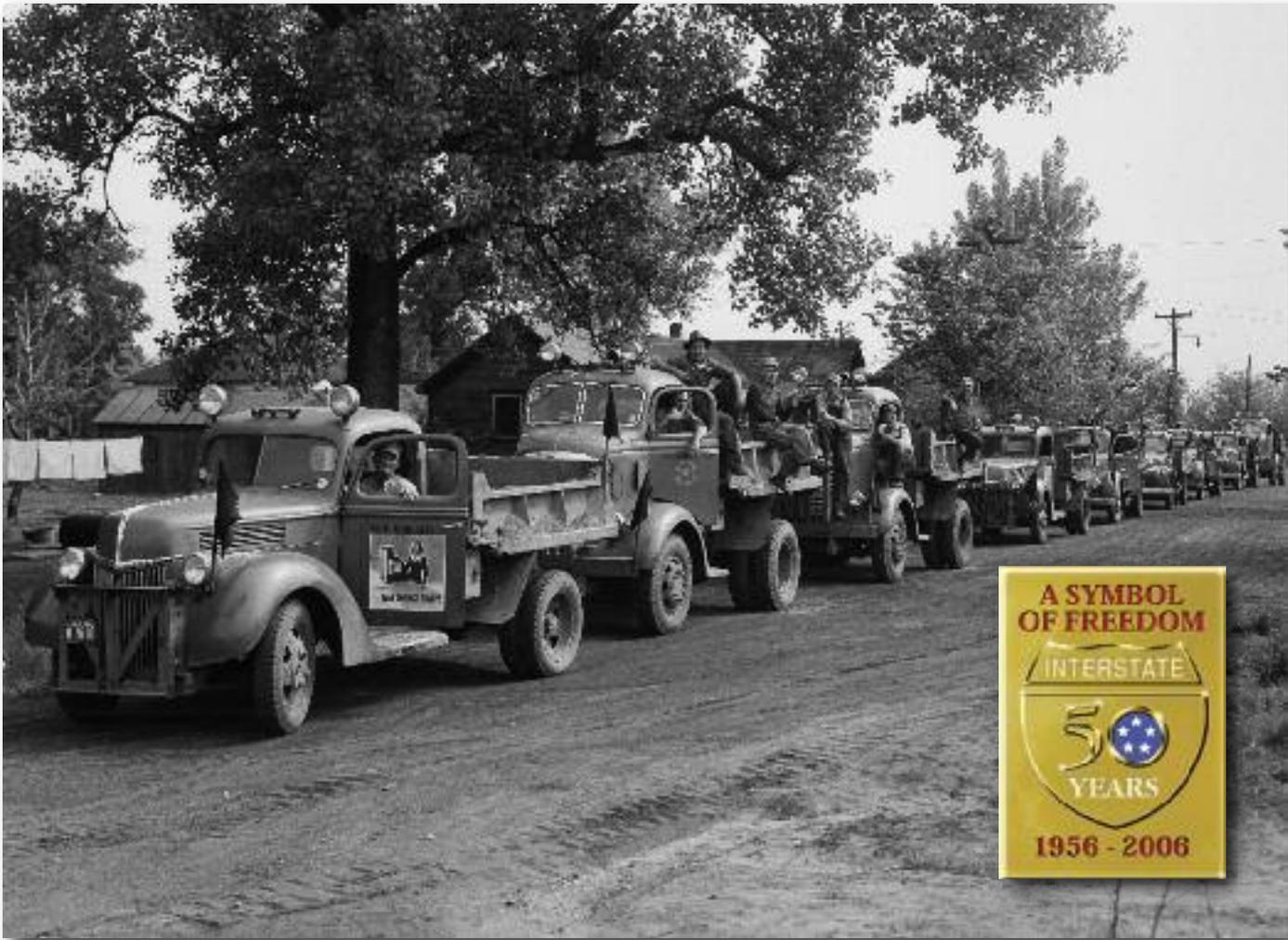
We are committed to improving public accountability, and to being transparent in the ways we go about doing our work. IDOT represents and tries to meet the best interests of every citizen of Illinois as we provide efficient travel options for businesses, industry, tourists and individual travelers.

Thank you again for taking the time to review the IDOT Annual Report for 2009. We hope it helps you better understand the vast array of transportation services and travel capacity that result from your tax dollars at work. We take our stewardship responsibilities very seriously, and we appreciate your continued support of transportation in Illinois.

Sincerely,

A handwritten signature in black ink, appearing to read 'Gary Hannig', written over a large, faint circular watermark or background.

Gary Hannig
Secretary



On Jan. 1, 1972, by an Act of the 77th General Assembly, Illinois became the 14th state to establish a Department of Transportation. This department assumed the responsibilities of the Department of Public Works and Buildings and the Office of Mass Transportation from the Department of Local Government Affairs. Also included in the new Illinois Department of Transportation (IDOT) were the safety inspection functions administered by the State Police, Secretary of State, Illinois Commerce Commission, and the Superintendent of Public Instruction. On Aug. 30, 1973, Aeronautics became a division within IDOT. In July 1995, the Division of Water Resources, originally a part of IDOT, was transferred to the newly formed Department of Natural Resources.

Because IDOT was created to meet the multi-modal transportation needs of our state, it was Illinois' first agency to be headed by a "Secretary." IDOT is responsible for building and maintaining the state's highways, supporting air, rail and public transportation projects, and encouraging traffic safety so that the avenues of commerce and travel remain open and accessible to all of Illinois.

In 2006, the U.S. Department of Transportation, IDOT, and other state departments of transportation across the nation celebrated the 50th anniversary of the Eisenhower Interstate Highway System. Illinois played an integral role in making that continental undertaking a reality, inspired through President Dwight D. Eisenhower's forward thinking. Holding true to Illinois' historical role as a crossroads for national transportation starting decades ago with critical rail and air services, three of the five transcontinental Interstate highways traverse Illinois – Interstates 70, 80 and 90.

Illinois business and leisure travelers rely on the promise of reliable, safe and cost-effective transportation services, and in turn, IDOT commits itself to the operation, oversight and maintenance of the state system. As a result, IDOT enjoys the nation's fifth largest highway system, the second largest public transportation system, the second largest rail system, and one of the busiest airport systems in the nation.

That was IDOT's past and present. This annual report is designed to illustrate IDOT's continual movement forward. Today's goals for transportation in Illinois revolve around improved safety, improved mobility, preservation of our priceless intermodal transportation system, and the proper stewardship of that system to improve quality of life and economic prosperity throughout the state.

Accomplishments for 2009

The Illinois Department of Transportation (IDOT) made great strides in improving the statewide transportation network during 2009, and the positive results from 2009 will go a long way towards ensuring that the next five to six years remain productive for the state's transportation taxpayers.

Federal Stimulus Funding Boosts Illinois Job Creation and Transportation Improvements

The Illinois state transportation program received an early boost in 2009 as the Obama administration and Congress implemented a federal stimulus package designed to help states create jobs and improve transportation infrastructure. The American Recovery and Reinvestment Act of 2009 was enacted in February 2009, and provided more than \$935 million for Illinois state and local transportation projects in addition to regular formula funding from state and federal sources. This funding enabled IDOT to improve 1,011 miles of pavement and 62 bridge structures across Illinois – projects that otherwise might not have been funded in 2009. In addition, stimulus funding in 2009 provided more than \$35 million in additional revenues for airport and transit programs across Illinois. These stimulus funded programs created more than 2,500 jobs in 2009 with more expected to come from stimulus work in 2010.

The federal stimulus funding required at least half of all selected road and bridge projects to be ready to go to construction within four months, and 100 percent of the funding had to be obligated for those projects within a year. IDOT made all deadline requirements attached to the stimulus package, and was among the leaders nationwide in implementing stimulus requirements.

Stimulus funding provided a needed impetus for economic recovery and job creation at the beginning of 2009, but Gov. Pat Quinn and Illinois state legislators worked together to add two state capital program packages in April and in June, to try to ensure that job gains from the stimulus funding could be sustained over several years to come, and that needed improvements could be continued throughout the state transportation system. A state mini-capital bill, enacted in April 2009, provided an additional \$2 billion in state funds for highways and transit through 2010. Then, in June, the Governor and General Assembly enacted a \$31 billion statewide capital program that will provide additional funding for capital needs throughout state government, including more than \$12.8 billion for transportation needs through 2016.

The added federal and state funding enabled Illinois to upgrade more than 2,500 miles of pavement across the state, more than 290 bridge structures, and more than 220 specific safety improvements such as intersections and other high-accident locations. The program for 2010 is expected to meet or surpass the FY 2009 program, and programs for 2011 through 2016 will be funded similarly.

ARRA Funding for High-Speed Rail Announced in January 2010

Later in 2009, Governor Quinn established and led an eight-state Midwest coalition in an application process to seek part of an expected \$8 billion in additional federal stimulus funding earmarked for development of a nationwide high-speed passenger rail network. The Illinois portion of the applications sought funding to implement 110-mile-per-hour passenger train service from Chicago to St. Louis by the end of 2012, along with needed upgrades in the Chicago hub railroad system to enable high-speed service to and from Chicago in all directions.

The Midwest applications from the eight states sought funding to create a backbone high-speed rail network between Chicago and St. Louis, as well as Milwaukee-Madison, and Detroit-Pontiac. In addition, funds were sought to clear a rail bottleneck in northwest Indiana, prepare for future high-speed service between St. Louis and Kansas City, Missouri, and upgrade or implement passenger rail service in Ohio. Illinois was notified in January 2010 that it will receive more than \$1.2 billion in stimulus funding for the Chicago-St. Louis corridor and needed upgrades in the Chicago area, along with an additional \$100 million in a separate stimulus grant program for CREATE improvements to resolve freight rail congestion in the Chicago area.

In addition, Illinois and Iowa collaborated on efforts to establish 79-mph passenger rail service from Chicago to Rockford and East Dubuque to Iowa, and from Chicago to Quad Cities and west to Iowa City. Governor Quinn, in January 2010, promised funding from the state capital program to ensure those startups for Illinois portions of the routes, with or without additional funding from the federal stimulus package.

IDOT Has Identified Additional Projects for Possible Federal "Stimulus 2" Package

Illinois transportation interests are expected to be well-served with the multi-year funding program in place through 2015. Prospects for a possible second stimulus package as well as the expected reauthorization of the federal surface transportation act during the months ahead could mean even more good news for the improvement of transportation systems in Illinois. IDOT is working now to be ready with qualifying projects if a second stimulus program is funded by Congress, and to continue moving projects into the long-term state transportation plan in preparation for federal reauthorization.

2009: Safest Year on Illinois Highways Since 1921

Illinois motorists can be proud of their role in making 2009 the safest year on Illinois roadways in nearly 90 years as traffic fatality numbers dropped below 1,000 for the first time since 1921. An average of nearly 500 fewer people were killed on Illinois highways during 2009 than in 2003 when the primary safety belt law passed. The decline in traffic deaths relates directly to a corresponding increase in safety belt usage as more

than 91 percent of front-seat passengers were buckling up, the highest usage rate in Illinois history and up from 76 percent in 2003.

This dramatic decline in fatalities also can be attributed in part to additional safety engineering measures undertaken by IDOT in recent years, including median cable barriers installed along high-accident areas of Interstate highways and designed to prevent crossover, head-on crashes. IDOT's Division of Traffic Safety also works with federal safety officials to produce marketing campaigns aimed at encouraging safety belt usage, reducing distracted driving, and eliminating driving under the influence.

Working together with IDOT on more effective enforcement methods, Illinois State Police officers have aggressively targeted what are known as the "Fatal Five" violations in an effort to reduce highway fatalities. The "Fatal Five" include: speeding, safety belts, improper lane usage, following too closely and driving under the influence.

Minority- and Women-Owned Contractors Receive Record Dollar Amounts in 2009 Contracts

Federal stimulus spending and the state capital programs also boosted IDOT's ongoing efforts to improve contracting opportunities for minority- and women-owned contracting and consulting firms in Illinois. IDOT paid out a record single-year amount, totaling nearly \$300 million to Disadvantaged Business Enterprise (DBE) firms in fiscal year 2009. The previous high of \$243 million came in fiscal year 2005 at the height of reconstruction work on the Dan Ryan Expressway in Chicago.

IDOT has taken additional steps to improve contracting opportunities for DBE firms, including expansion of the Department's engineering consultant selection committee and designation of permanent seats on that committee for African-American and Hispanic members. IDOT has expanded supportive service and training programs for DBE businesses, expanded mentor-protégé programs to include minority-owned contracting and consulting firms, improved processes to speed up certifications for prospective DBE firms, and lobbied federal officials for rule modifications to remove barriers and improve opportunities for minority-owned contractors. IDOT will continue to work with contracting firms, interest groups, and trade organizations to improve opportunities for minority and female workers seeking jobs in the transportation industry.

IDOT Achieves Certification to Upgraded International Standard for Quality

IDOT in 2009 achieved independent certification for its adherence to the revised ISO 9001:2008 quality management standard. Certification under the standard came from NSF, an internationally known audit firm, and marks the fifth straight year that IDOT has been recognized for its process and quality management compliance. Certification under the standard attests to IDOT's adherence to accepted international process guidelines,

auditing and accountability requirements, and a customer-oriented focus for its transportation services. IDOT had been certified under the ISO 9001:2000 standard since 2005, and met the upgraded ISO 9001:2008 standard following rigorous independent audits and reviews in 2009.

This quality management effort since 2005 has produced numerous improvements for the Department including:

- Improved control and electronic tracking of documents and records;
- Improved communication of strategic goals throughout the organization;
- Implementation of effective objectives and measures in all areas to drive continual improvement of core processes;
- Improved customer complaint processes and service satisfaction measures to ensure the Department maintains a customer focus;
- The creation of dynamic manpower staffing models to predict future manpower needs based on anticipated workloads;
- Improved documentation of key processes to promote effective knowledge management and improved productivity.

IDOT Restructures Office of Communications to Include Governmental Affairs

IDOT during 2009 consolidated and merged its Office of Operations and Communications with its Office of Governmental Affairs to improve services to legislators and constituents throughout Illinois. The resulting Office of Communications is designed to provide faster and more consistent communications and information support for legislators and constituents, as well as more coordinated and effective communications, program support, performance reporting, and dissemination of information within the Department itself.

2009 IDOT Organization and Responsibilities

IDOT is developed around a functional organizational concept with six Offices providing staff support to the Secretary and four modal Divisions.

Office of the Secretary

- **Offices**
 - Business and Workforce Diversity
 - Chief Counsel
 - Communications
 - Finance and Administration
 - Planning and Programming
 - Quality Compliance and Review
- **Divisions**
 - Aeronautics
 - Highways
 - Public and Intermodal Transportation
 - Traffic Safety

The mission of IDOT is to provide safe, cost-effective transportation for Illinois in ways that enhance the quality of life, promote economic prosperity and demonstrate respect for our environment. The department strives to

achieve this mission by making these guiding principles the hallmark of its work: Safety, Integrity, Diversity, Responsiveness, Quality, and Innovation.

Underlying strategic objectives seek to:

- Provide cost-effective, quality highways, and services to the highway user.
- Minimize inconvenience to travelers as construction, resurfacing, and other improvements take place.
- Integrate concern for the environment and quality of life of Illinois citizens in the transportation planning process.
- Improve communications and other processes within IDOT.
- Increase public awareness and involvement through improved external communications.
- Coordinate programs and services better and more efficiently.
- Pursue technological innovations which will allow IDOT to more effectively address urban congestion problems, to explore new or existing modes and alternatives that increase the efficiency of the existing system, and to make better use of highway building materials and new designs.
- Improve safety for travelers and transportation workers.
- Continue the state's role to preserve Illinois as one of the nation's major airline hubs through the development of a third Chicago-area airport in Will County.
- Make capital resources available for highway improvements that will be a positive force in the location, selection or expansion of existing or new industrial/economic development projects or tourism developments.
- Provide a stable base of transit operating assistance and capital funding to ensure the availability of public transportation throughout the state.
- Preserve and enhance rail passenger service in Illinois and continue the development of a high-speed rail system between Chicago and St. Louis as part of a balanced transportation system.

The Department of Transportation plans and implements capital improvements and owns and operates the Illinois state highway network. Public transportation, airports and rail service are under the broad oversight of IDOT but are operated by local units of government or other entities. Illinois provides funding and oversight for capital airport improvements, some passenger rail services and public transportation to preserve and enhance statewide transportation assets.

The state also provides operating and technical assistance to local public transportation agencies.

Because IDOT owns and operates the state's highway network, the department has developed five strategic capital investment priorities to govern the allocation of state and federal funding for capital improvements on the nearly 16,500-mile state highway system, and to accomplish the mission of the Division of Highways:

1. Preservation and modernization of the Interstate highway system.
2. Preservation and modernization of the U.S. and Illinois marked route highway system – the state's backbone highway network.
3. Preservation and modernization of the Illinois unmarked highway system.
4. Expansion/add lanes improvements to reduce congestion.
5. Construction of new principal arterial routes to enhance economic development.

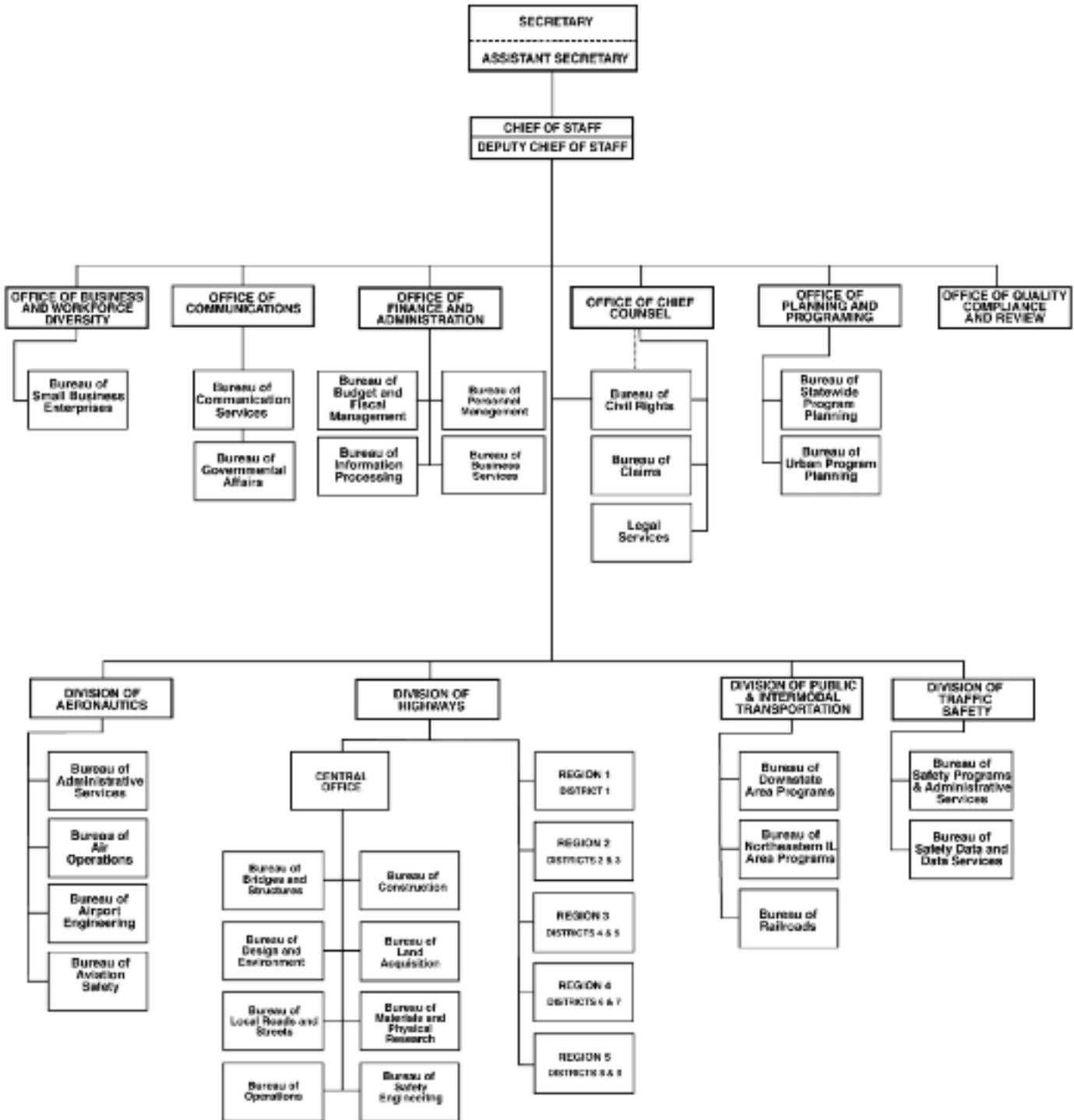
Illinois' Transportation System

- More than 140,000 miles of roads and streets and more than 26,400 bridges carrying nearly 300 million vehicle-miles of travel daily throughout Illinois.
- 52 public transit systems with 5,700 transit vehicles serving nearly 600 million passengers a year.
- 52 privately owned freight railroad companies operating on 7,380 miles of rail line.
- 12 privately owned intercity bus companies.
- 83 public airports (11 with commercial air service) and 54 private airports.
- Nearly 1,900 miles of the nearly 16,500-mile state highway system are suitable for bicycling.
- 140 intermodal freight transfer facilities and 35 major passenger intermodal transfer points for intercity rail, bus and air transportation.

Illinois' transportation system includes privately and publicly owned and operated facilities. For more than a century, Illinois' central location within the United States and its historical prominence in agriculture, manufacturing, and commerce have spurred development of an extensive and highly used system of transportation and services.



Illinois Department of Transportation



February 1, 2010



Director Susan R. Shea

Mission

To regulate and supervise all aeronautical activity within the state. The Division, empowered by the Illinois Aeronautics Act, encourages, fosters and assists in the development and safety of aeronautics throughout the state and encourages the establishment and preservation of airports

and other air navigation facilities. The Division provides safe, efficient and reliable air transportation for Constitutional Officers and employees of the Division, Department and agencies of state government.

Responsibilities

The Division of Aeronautics is responsible for coordinating and implementing programs concerning air safety, airport construction and other aeronautical activities throughout the state. The Division, on behalf of the FAA, has administered the State Block Grant Program since 1989 and processes between \$75-125 Million in Federal Grants annually. The Division operates the state-owned executive air service, and it cooperates with local law enforcement and other agencies throughout the state to provide emergency or disaster-related air service as needed using the state fleet of utility aircraft.

AVIATION SYSTEM

The Illinois Aviation system is currently comprised of 889 landing facilities. The type and size of these facilities varies significantly; from commercial service airports to grass strips in farm fields to rooftop hospital heliports.

Airports & RLAs

Publicly Owned.....	80
Privately Owned	33
Private/Residential.....	21
Restricted Landing Area.....	463

Heliports

Hospital.....	144
Open to the Public	7
Restricted Landing Area.....	130

Balloon Ports

Dedicated Balloon Ports	2
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Seaplane Bases

Privately Owned	2
Restricted Landing Area.....	7
TOTAL:	889

2009 Airports of the Year

Each year, the Division of Aeronautics recognizes several airports for their outstanding dedication to facility maintenance and safety, along with strict compliance with State and FAA procedures and regulations. Awards were presented to the Airports at the 2009 Illinois Aviation Conference in Peoria, Illinois.

CATEGORY

Primary

Reliever

General Aviation

Private

Heliport

WINNER

Williamson County Regional Airport
(MWA) Marion, IL

St. Louis Downtown Airport
(CPS) Cahokia, IL

Coles County Airport
(MTO) Mattoon/Charleston, IL

Morris Municipal Airport
(CO9) Morris, IL

Cottonwood Airport
(1C8) Rockford, IL

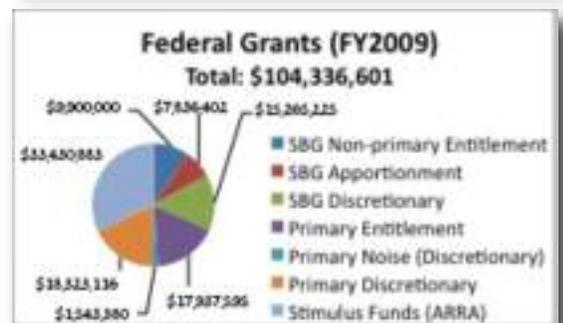
Clinton, IL

AIRPORT ENGINEERING

The Division's Bureau of Airport Engineering oversees and approves the planning, design and construction of all federally and state assisted capital development projects at the 80 publicly-owned airports throughout Illinois. The Division works closely with the Federal Aviation Administration (FAA) and local public airport sponsors to ensure that all projects meet all federal, state, and local regulations. The Division, through the FAA's State Block Grant (SBG) Program, acts on behalf of the FAA for most of the engineering and project administration functions.

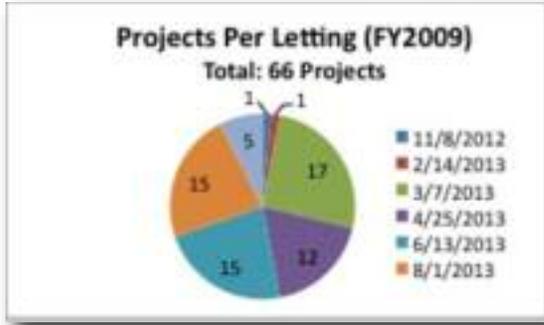
Illinois Program/Grants Management

In FY 2009, the Division received and processed 57 Federal Grants, totaling over \$104 Million.



Airport Projects

In 2009, the Division oversaw the letting of 66 projects, totaling nearly \$61 Million.



Land Acquisition

In 2009, the Division assisted with land acquisition at 24 airports for safety enhancement or expansion purposes.

2009 Land Acquisition Summary

Airports.....	21
Parcels.....	57
Acres.....	1761.65
Dollars.....	\$40,194,066.50

ARRA/Stimulus

The American Recovery & Reinvestment Act of 2009 (ARRA), more commonly known as the Stimulus program, provided funding for several projects at Illinois Airports. This funding was above and beyond the normal FAA Airport Improvement Program (AIP). ARRA projects were 100% federally funded and required extensive auditing and reporting procedures.

2009 ARRA Summary

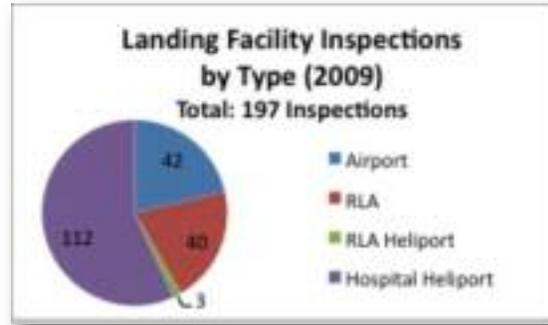
Grants.....	12
Airports.....	14
Projects.....	15
ARRA Grants.....	\$33,430,883

AVIATION SAFETY

The Division is responsible for the inspection and certification of all landing facilities in Illinois, whether they be private or publicly owned. The Division also registers pilots and aircraft based in Illinois and supports the activities of the Illinois Wing of the Civil Air Patrol. In addition, the Division conducts several pilot safety seminars and produces a quarterly newsletter entitled "Illinois Aviation."

Inspections

In 2009, the Division inspected nearly 200 landing facilities in Illinois.



Pilot & Aircraft Registration

Pilots and aircraft based in Illinois are required by State statute to register with the Division of Aeronautics. Currently, there are over 19,800 registered pilots and over 5,500 registered aircraft in Illinois.

NOTEWORTHY PROJECTS

O'Hare Modernization Program (OMP) at O'Hare International Airport (ORD)

The O'Hare Modernization Program reached several key milestones during 2009. Phase II of the multi-billion dollar development is underway. OMP will continue to reconfigure, expand, and modernize O'Hare International Airport. Sustainability initiatives: sustainable design, construction practices, and airfield operations are all a part of the overall OMP program.

South Suburban Airport

The State of Illinois is the sponsor of the proposed South Suburban Airport (SSA). SSA will be a new commercial service airport in Will County aimed at servicing Chicago's south suburbs.





The Division's Bell 206 helicopter is equipped with state-of-the-art search and rescue and homeland security instrumentation.

SSA Master Plan and Tier 2 Environmental Impact Statement (EIS): The Division continues to work closely with the FAA and other Federal, State, and Local resource agencies to ensure the Planning and Environmental process continues smoothly. The Division is currently working on updating the aviation forecasts and has scheduled several environmental surveys.

SSA Land Acquisition: The Division has currently acquired 72 parcels, totaling 2,116 acres of land in the inaugural footprint of SSA. The Division continues to pursue willing sellers within the inaugural footprint, and has started condemnation proceedings on some inaugural parcels.

Other Major Infrastructure Improvements

In 2009, numerous airports completed major infrastructure improvements, enhancing airfield operational capabilities and increasing the level of safety for the flying public. Following is a partial list of just some of the 2009 highlights:

Chicago-Rockford International Airport

(RFD) – Rockford, IL

- Northwest Cargo Apron

University of Illinois Willard Airport (UIN) – Champaign, IL

- Rehab Air Carrier Apron, Taxiways A7 & A6
Enhanced Centerline Markings

Greater Kankakee Regional Airport (IKK) – Kankakee, IL

- Rehab Terminal Apron & Taxiway H

St. Louis Regional Airport (ALN) – Alton, IL

- Runway Safety Area Fix

Aurora Municipal Airport (ARR) – Aurora, IL

- Rehab & Strengthen Taxiway A

Illinois Valley Regional Airport (VYS) – Peru, IL

- New Runway 07/25

Lake In The Hills Airport (3CK) – Lake In The Hills, IL

- Relocation of Pyott Road (Grading & Drainage)

Effingham Memorial Airport (1H2) – Effingham, IL

- Widen Runway 11/29 & Replace Runway Lights

Sparta Community Airport (SAR) – Sparta, IL

- Widen Runway 18/36, PFC Overlay & Windcones

Enhanced Instrumentation

Several airports in Illinois upgraded their instrument capabilities in 2009. This enhanced instrumentation provides lower approach minimums, thus increasing the ability of the runway to handle traffic in inclement weather.

LPV Approaches: Numerous airports in Illinois received LPV Approaches in 2009. An LPV Approach is a GPS-based approach that can achieve near-ILS minimums without the need for expensive ground-based instrumentation. This technology is very promising and the Division expects an increase in the prevalence of LPV approaches in the years ahead.

AIR OPERATIONS

The Division provides air transport services to state government and provides aerial assistance to law enforcement, disaster response agencies, homeland security, aerial photography, and engineering entities. The Division maintains a fleet of aircraft to aide in the State's ability to effectively respond and adapt to a host of varying operational requirements.



Taxiway B Rehabilitation (ARRA Project)
Chicago Rockford International Airport (RFD)



Director Michael Stout

Mission

To formulate, coordinate and deliver information, services, and programs which will mobilize public and private resources to establish effective public policy and integrated programs to improve highway safety in Illinois.

Responsibilities

The Division of Traffic Safety (DTS) is responsible for providing Illinois motorists, cyclists and pedestrians with the safest possible highway environment. The Division develops and oversees regulations in areas of crash reporting, hazardous materials transportation, vehicle inspections, motor carrier safety, school bus construction, safety responsibility, and cycle rider training. The Illinois Department of Transportation (IDOT) uses the Division’s crash data as due factor in determining its annual highway construction program. Through this Division, IDOT has been the lead agency in implementing the state’s Primary Safety Belt Law. The Division allocates federal funds to other state and local agencies for programs aimed at reducing crashes, fatalities and injuries, as well as providing funds for the Federal Motor Carrier Safety Assistance Program.

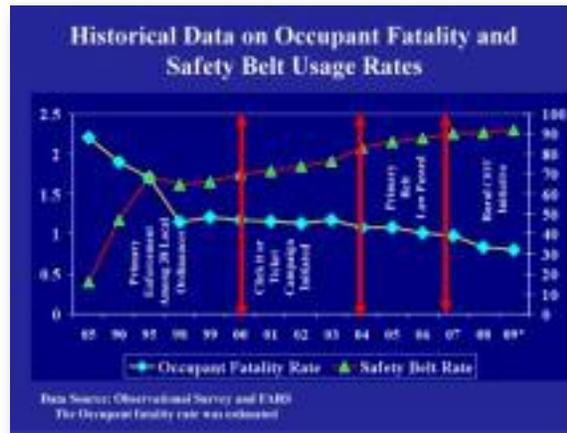
Motor Vehicle Fatalities

Preliminary figures for 2009 show a reduction of 119 traffic fatalities (11.4 percent) from the 2008 record low of 1,043 traffic fatalities. This reduction can be attributed to the Primary Safety Belt Law that was enacted in July, 2003, increased enforcement, increased use of safety belts, the Operation Teen Safe Driving Program, the Graduated Drivers License Law, and the high cost of fuel.

Occupant Protection/Safety Belt Usage

Illinois’ Click It or Ticket (CIOT) campaign, along with the National Highway Traffic Safety Administration’s (NHTSA) campaign for 2009, began in early May and ended in mid-June. The statewide safety belt usage rate is determined by an annual observational survey (a multi-stage random of both high volume state highways and low volume local roads and residential streets) after the annual CIOT campaign during the first two weeks of June. Increased law enforcement, utilizing Illinois State Police (ISP) and local law enforcement agencies throughout the state, as well as extensive public education, emphasized the importance of vehicle passengers wearing safety belts. Over 500 law enforcement agencies participated in the 2009 Click It or Ticket Campaign.

Figure 1 illustrates that an increase in safety belt usage rate directly relates to a decrease in the fatality rate per 100 million vehicle mile of travel (VMT).



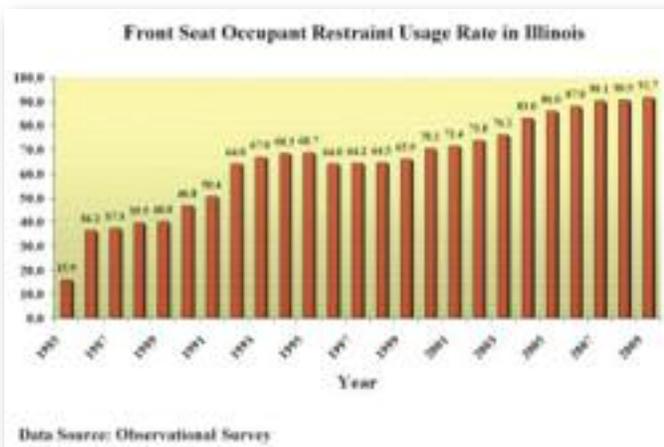
DTS believes the best way to achieve the goal of reducing injuries and fatalities on Illinois roadways is by increasing safety belt use, reducing speed and not driving impaired. In June 2009, DTS conducted a safety belt survey by observing a total of 126,680 occupants. Of those, 91.7 percent were observed wearing safety belts (see Figure 2).

The base line (April 1985) occupant restraint usage rate for all front seat occupants (drivers and passengers) observed in Illinois was 15.9 percent. During the twelve months after the safety belt law became effective, the observed usage rate increased to 36.2 percent. Since the first survey was conducted in April 1985, the safety belt usage rate has increased by almost 76 percentage points, peaking at 91.7 percent in June 2009.

The collar counties (DuPage, Kane, Lake, McHenry, and Will) had the highest usage rate at 93.1 percent closely followed by the downstate counties (Champaign, Macon, Montgomery, Peoria, Rock Island, and St. Clair) at 93.0 percent. Cook County had a seat belt usage rate of 90.2. The city of Chicago had the lowest rate at 86.8 percent.

Interstate highways had the highest usage rate at 95.3 percent followed by U.S./Illinois Highways at 91.3 percent. Residential streets had the lowest rate at 89.9 percent.

The seat belt usage rate on weekends was 92.9 percent, while on the weekdays it was only 90.3 percent.



Child Passenger Safety (CPS)

The statewide child safety seat usage rate increased to 90.7 percent in 2009. Illinois ranks among the top three states in the nation for the highest number of certified CPS technicians as well as having a technician recertification rate above 60%. Statewide, there are 1,903 certified child passenger safety technicians (CPS) and 76 child passenger safety technician instructors. On average, 30 standardized child passenger safety technician certification courses are held per year along with 2-3 CPS technician update courses per month. In 2009, Illinois hosted 25 regional child passenger safety conferences with over 500 technicians in attendance. Illinois led the nation with 67 checkpoints manned by over 400 technicians and volunteers during the 2009 National CPS Week campaign. DTS partnered with AAA and Evenflo to provide close to 1000 replacement child safety seats to participating checkpoints.

The efforts of Illinois' certified child passenger safety technicians are supported by seven Regional Occupant Protection Coordinators along with the State and the Assistant State Occupant Protection Coordinator. The Regional Occupant Protection Coordinators are instrumental in disseminating the occupant protection message as well as the impaired driving message at events statewide and during mobilizations. The Regional Coordinators are also a critical part of the Operation Teen Safe Driving by providing leadership and direction to more than 100 participating schools.



Operation Teen Safe Driving (OTSD)

In 2009, 105 high schools were selected to participate in OTSD across the state. This year in region, 35 were awarded 1st-5th place. All of the winning schools were invited to attend the Ford Driving Skills for Life "Ride and Drive" hands-on training. Also, each placing school was given \$2500-\$500 for a post prom event.

Illinois Department of Transportation's (IDOT) "Operation Teen Safe Driving Program" was recognized by The Roadway Safety Foundation (RSF) and the Federal Highway Administration (FHWA) on November 5, 2009.

Roadway Safety Award recipients were evaluated by three decisive factors; innovation, effectiveness, and efficient use of resources. Program categories includ-

ed; infrastructure improvements, operational improvements and program planning, development, and evaluation. The award recipients were selected from more than 100 entries received.

The Governor's Highway Safety Association (GHSA) presented the national highway safety awards during its annual meeting in Savannah, Georgia. GHSA represents state highway safety agencies across the country.

The Illinois Operation Teen Safe Driving Program has reached more than 99,000 teens and translated into lives being saved. Teen fatalities decreased from 155 in 2007 to 93 in 2008. The state credits this program, along with the new GDL law, for the dramatic drop in teen deaths. The program was supported by the Ford Driving Skills for Life program and the Allstate Foundation. Illinois was one of five recipients' of the Peter K. O'Rourke Special Achievement Awards for notable achievements in highway safety in calendar year 2008. These awards are named in honor of former GHSA Chairman and Californian Peter K. O'Rourke.

Media/Outreach

Partnership With The NHRA and Expanded Partnership with NASCAR/IRL

For the first time, the Division of Traffic Safety partnered with the National Hot Rod Association (NHRA) at the Route 66 Raceway and the NASCAR Truck Series at the Chicagoland Speedway in Joliet, Illinois.

The Division of Traffic Safety and partners promoted the Buckle Up America and FRIENDS campaigns to encourage race fans to buckle up, every trip, every time and to designate a sober driver. Staff distributed trinkets displaying life-saving traffic safety messages at four strategically placed kiosks. Race fans also signed the Buckle Up America and FRIENDS pledges to be entered into a free drawing for a chance to win Chicagoland apparel and tickets to the NASCAR Campaign World Truck Series/IndyCar Series weekend in August. Upon signing the pledges, attendees were also given the opportunity to have their photo taken with Richard Petty's race car. The photos were printed within minutes and included a photo border that reminded motorists to not drive impaired and to always buckle up.

Traffic Safety also joined forces with partners and the Chicagoland Speedway in August to send the same traffic safety messages at the Ansell Cut Protection, the PEAK Antifreeze and Motor Oil Indy 300 (NASCAR Camping World Truck Series/IndyCar Series Weekend). Traffic Safety and local law enforcement staffed a kiosk to distribute trinkets reminding race fans not to drink and drive and also to wear their safety belt.

Traffic Safety also teamed up with the HERO Campaign to reiterate the need for race fans to "Be a Hero, Designate a Sober Driver." The HERO Campaign is a multistate effort initiated to honor Ensign John Elliott who was killed by an impaired driver. John dis-

tinguished himself as a Human Education Resource Officer (HERO) during his four years of attendance at the United States Naval Academy.

DTS Wins 1st Emmy Award in History and Two Telly Awards In the Same Year

The Division of Traffic Safety and its partner won an Emmy at the Chicago/Midwest Chapter of the TV Academy for IDOT's "Cops Everywhere" series. The category was for the Best Public Service Announcement or Campaign. The "Cops Everywhere" series ran in IDOT's Thanksgiving and Memorial Day "Click It or Ticket" campaigns.

The announcement of this Emmy also followed the awarding of two Telly awards for IDOT's "Loser" campaign that ran in the Labor Day Campaign in 2009. The Telly Awards honor the best local and regional television commercials. The "Loser" campaign was utilized to help curb impaired driving.

Media Buying and PSA Services For Holiday Campaigns Conducted In-House

Traffic Safety utilized an internal media buyer to implement and administer media buying services, copywriting, added value opportunities, interview scheduling and the coordination of in-house PSA productions for selected media campaigns. The modification of procedure improved message and distribution control, maximized the level of awareness to the public, increased the number of promotional opportunities and amplified economies of scale and scope. In addition, an expansion into online, out-of-home, and social media services also supplemented traffic safety's conventional and contemporary advertising means. Web graphics were also created in-house and were coordinated with approximately 50 media representatives.

Paid Media Expenditures

Our staff focuses media campaigns on our major programs -- Click It or Ticket (CIOT) (safety belts) and You Drink & Drive. You Lose (YDDYL) (impaired driving). The November and May CIOT campaigns included 44,546 radio/tv spots, at a cost of \$1,175,889.40 plus 28,167 bonus spots. The total audience reached was 34,893,689. The Christmas/ New Year, July 4th and Labor Day YDDYL campaigns included 45,875 radio/ TV spots, at a cost of \$1,736,619.20 with 68,471 bonus spots. The total audience reached was 52,993,291.

DTS was only supported through an external media buyer for the Thanksgiving 2008 campaign. The Christmas-New Year's Campaign was the first campaign in which traffic safety conducted this media buy in-house. In FY 2009, DTS continued with the use of paid media with a total of three, two-week periods (Click It or Ticket in November 2008 and May 2009 and You Drink & Drive. You Lose August/ September 2009). DTS incorporated additional campaigns around holidays that traditionally are considered drinking holidays such as Christmas/New Years 2008, and Independence Day 2009. DTS expended over \$3.1 million in federal funds for paid media during FY 2009.

DTS continued a relationship with The Reilly Group, the media buying firm, only for the Thanksgiving 2008 campaign. DTS purchased the media buys in-house for the following campaigns: Christmas/New Years 2008, Memorial Day 2009, Independence Day 2009 and Labor Day 2009.

In selecting media for its paid media efforts, The Reilly Group and DTS focused on the demographic of male drivers between 18 and 34 years of age for our campaigns focusing on safety belts. Emphasis was placed on reaching the lowest occupant restraint use rate populations for the Click It or Ticket campaign and the highest at-risk populations for the You Drink & Drive. You Lose campaign. The demographic for IDOT's You Drink & Drive. You Lose campaigns are males between 21 and 34 years of age. DTS placed emphasis on reaching the male African American and Hispanic populations in the Chicago metropolitan area and the rural pickup truck driving males in the downstate markets of Illinois.

Through extensive evaluation, DTS has shown its paid media efforts to be quite successful at delivering a specific message to a particular portion of the Illinois driving population (i.e., the 18-34 year old males for IDOT's anti-impaired driving campaigns).



Bureau of Safety Data and Data Services Crash Reporting

Throughout 2009, the Bureau of Safety Data & Data Services (SDDS) within DTS entered over 459,000 crash reports into the Crash Information System (CIS). After years of working to deplete the crash report backlog, the bureau is maintaining the reports that come through the division in a timely manner.

The Statistical Coding Unit, within the bureau, is 31 days behind the date of the crash and is entering December 2009 crash reports into CIS. The Location Unit is 52 days behind the date of the crash and is entering October 2009 crash reports. The phrase "behind the date of the crash" means the number of days it takes DTS to receive the crash report from law enforcement agencies and enter the report into the system.

In July of 2008, a new bill (House Bill 5907) was signed into law increasing the legal reporting threshold for traffic crashes involving only property damage from \$500 to \$1,500 when all drivers are insured. However, if any driver does not have insurance, the threshold

remains \$500. Since this law took effect, the bureau has seen 17% fewer reported cases in CIS.

The bureau also made strides to increase its electronic submittal of crash reports through the divisions' Mobile Capture & Reporting System (MCR). Currently, 178 law enforcement agencies throughout the state use MCR, with the Illinois State Police (ISP) being the top agency to use this system. Ninety-six percent of ISP's crash reports are sent to the division electronically. In 2009, approximately 8,500 to 10,000 reports statewide were sent in electronically each month. The total statewide electronic submittal for 2009 was 125,918 reports, roughly 9,000 more reports than the previous year. In April 2009, the Imaging upgrade and the new Safety Responsibility application interface were put into production. The purpose of this was to improve the quality of Imaging and the SR application by incorporating them into CIS, and to save the state money by maintaining imaging ourselves instead of through outside vendors. The conversion of all data from the old Imaging System into CIS was fully completed in December 2009.

In September 2009, the bureau posted its 2008 Illinois Crash Facts & Statistics publication on the IDOT website. This is the first year the bureau published Crash Facts online only. No paper copies of the publication were printed. The bureau sent postcards to everyone on the Crash Facts mailing list notifying them that the publication would be online only and where they could find the website.

Crash Studies and Investigation Unit

This unit designs and develops analytical studies and/or data presentations for use, in particular, by the Governor's Office, IDOT Secretary Hannig, DTS Director, IDOT engineers, Illinois State Police, Secretary of State, legislators, and the media. In addition to being used for problem identification and evaluation, such information is commonly used for press conferences, media interviews, public information and education materials (including press kits), legislative review and/or testimony, conference presentations, town meetings, etc. This unit reviews the data in DTS press materials before release. This unit also:

Provides data on extremely short notice for use by or for the media:

1. Print media (Chicago Tribune, for instance, requests data on a regular and frequent basis for one-time stories or year-long feature series).
2. Local television and radio stations.
3. National networks such as CNN and NBC.
4. Interviews by the media.

Additionally, this unit is responsible for the fatal crash investigations.

1. Approximately 97.5% of all fatal crashes that occurred in 2009 were investigated through on-site field investigations or in-house investigations. Crash location determines which investigator does the work: One staff member is responsible for Districts 1-5; the other staff member is responsible for Districts 6-9.

2. In-house investigations are completed for most fatal crashes and, depending on the findings, may lead to field investigations.
3. Field investigations include examination of the crash site, vehicle(s), etc.
4. For fatal crashes that are, or may become, high-profile, investigative findings are reported on an ongoing basis to upper DTS management and, through DTS Director, to Secretary Hannig.
5. Staff is on call 24/7 and all information is confidential.



Impaired Driving

In Illinois in 2008, NHTSA estimates 362 people died in impaired driving crashes in which the driver was at 0.08 BAC or higher. A 17% improvement compared to 2008 when 439 people died in impaired driving crashes in Illinois. In addition, in 2008 the Illinois alcohol-related crash rate (alcohol-related crashes/100 million vehicle miles traveled) hit an all-time low at 0.46. In 2007, this rate was 0.53. Illinois' best weapon against impaired driving continues to be strong enforcement of DUI laws.

IDOT supports impaired driving law enforcement activities throughout the state by funding high-visibility, "You Drink & Drive. You Lose" impaired driving crackdowns a minimum of four times each year. Officer hire-back grant dollars are given to local and state law enforcement agencies to increase patrols during these crackdowns and throughout the year. Each crackdown is supported by a statewide paid and earned media effort with millions of dollars of radio and TV airtime being purchased to maximize the deterrent effect of the enforcement. Beginning in July 2009, IDOT began making nighttime safety belt law enforcement a major part of You Drink & Drive. You Lose. crackdowns to counter the overwhelming number of unbelted motorists dying late at night. IDOT's support of DUI law enforcement extends well beyond funding police hire back efforts. Funding is also made available for police officer training, prosecutor training, judicial training, dedicated DUI courts and DUI prosecutors as well as a strong Traffic Safety Resource Prosecutor program.

In 2009, DTS maintained its support, directly and through its grant partnerships, of an aggressive public information and education impaired driving campaign. This support includes the distribution of thousands of impaired driving materials via mail and at numerous events throughout the year including fairs, school events, radio remotes, NASCAR events, etc. In addition, each You Drink & Drive. You Lose law enforce-

ment crackdown includes an education message (along with a strong enforcement message) in its paid and earned media materials. DTS has numerous grants with goals to reach certain groups with impaired driving, underage drinking and designated driver messages. Examples include funding of Students Against Destructive Decisions (SADD), Mothers Against Drunk Driving (MADD), Alliance Against Intoxicated Motorists (AAIM), Think First, the American Red Cross, the Southwest Illinois College CHOICE/IDOT Task Force, and Operation Teen Safe Driving.

DTS continues a strong presence in Illinois schools with underage drinking programs. Previously mentioned programs like SADD, that conducts prevention training for teens who then carry an underage drinking message to their peers; ThinkFirst delivers a strong underage drinking/decision making message to youth at assemblies throughout the state; the CHOICE/IDOT Task Force works to deliver a prevention message directly to young people via high schools in the Metro East St. Louis region as well as a local college Boosting Alcohol Consciousness Concerning the Health of University Students (BACCHUS) group; and DTS' Operation Teen Safe Driving funds 105 schools throughout the state to conduct their own community traffic safety programs of which underage drinking is a component.

Of particular note on the impaired driving front is the implementation of Illinois' new first-offender ignition interlock law. On January 1, 2009, Illinois became one of just six states with a first-offender, ignition interlock law that removes the courts' jurisdiction to issue judicial driving permits to first-time offenders during periods of summary suspensions, replacing it with a requirement that the suspended offender drive only vehicles equipped with ignition interlock devices during the period of suspension. Illinois remains hopeful this new law will produce reductions in impaired driving traffic crashes. DTS held town hall meetings in June 2008 in conjunction with a wet lab (drinking in a controlled environment to demonstrate real-life effect of impairment and effect on a person's motor skills) in an effort to educate law enforcement, prosecutors, etc. of the ignition interlock law. Additionally, DTS assisted the Secretary of State's (SOS) Office in educating Illinois stakeholders by organizing and conducting a three-day symposium in October 2008. The Illinois Ignition Interlock Symposium was attended by over 300 people, allowing the interlock message to be delivered directly to Illinois law enforcement, judges, prosecutors and other court officials. In June 2009, DTS again organized and funded additional ignition interlock training for judges, law enforcement and prosecutors who were unable to attend the larger symposium in 2008.

Other laws strengthening DUI statutes in Illinois that have passed in recent legislative sessions include:

- Increasing the penalty for parents or guardians knowingly permitting the consumption of alcohol by underage invitees at their residence from a Class A

misdeemeanor to a Class 4 felony if the violation leads to great bodily harm or death.

- P.A. 95-0578 further simplified the structure of the Illinois DUI Law.
- Enhancements to DUI penalties for Commercial Motor Vehicle drivers.
- Clarification that methamphetamine is included in the compounds prohibited for use while driving and subject to Illinois' DUI statutes.
- Added "offenses committed on a military installation" to the list of "similar offenses" that count as a DUI on a person's Illinois driving record.
- Creation of a Roadside Memorial Act to allow application to IDOT for the erection of roadside markers for persons killed in drunk driving crashes (Tina's Law).
- Requirement that individuals under age 21 given court supervision for the transfer, consumption or possession of alcohol by a minor be subject to a 3-month driver license suspension.

Law Enforcement Liaisons (LELs)

The LEL program staff consists of one LEL Coordinator, seven LEL's, one clerical supervisor, one clerical employee, one claims coordinator, and one Statewide Alcohol Program Coordinator. The Statewide Alcohol Program manager initiated several innovative initiatives including a special "mini" grant for the Labor Day Campaign and increased night belt enforcement. The primary responsibility of a LEL continues to be as managers of law enforcement highway safety projects. The LELs also accomplished the following in FY 2009: managed 224 local law enforcement agency highway safety projects, managed state agency highway safety enforcement projects, continued the highly successful CIOT Mobilization Incentive Program to increase safety belt compliance in Illinois, assisted with the innovative Teen Safe Driving Program funded in part by Ford Motor Company and Allstate Insurance Company held throughout Illinois, attended the Great Lakes Region LEL conference in Cincinnati, Ohio and the National Lifesavers Conference in Nashville, Tennessee in April 2009, was represented at the International Chief's Association Conference, Illinois Chiefs Association Annual Training Conference, the Illinois Sheriff's Association Annual Training Conference and the Southern Illinois Police Summit, participated in the conduct 50 nighttime seat belt surveys before and after the CIOT Campaign and in the conduct of 254 safety belt surveys throughout Illinois following the May/June CIOT campaign; planned, organized and assisted in executing major media events throughout the year during highway safety mobilization campaigns: participated in the annual judging of the Illinois Traffic Safety Challenge at Northwestern University in Evanston, Illinois and the resulting awards ceremony; served as members of the Illinois Chiefs Associations Highway Safety Committee and Legislative Committee; planned and organized three LEL meetings in Springfield and worked with local law enforcement agencies to identify and recruit Saved By the Safety Belt Awardees.

Traffic Safety Resource Prosecutor Program

The Traffic Safety Resource Prosecutor (TSRP) Program continued in 2009. The primary focus was three-fold. (1) Working with grantee police agencies to make sure their officers received the required SFST refresher training. (2) Reaching out to all players in the criminal justice system to educate them on the new law requiring BAIID devices for first-time DUI offenders. This outreach included distributing a TSRP created BAIID Law Primer throughout the state. This document reached judges, prosecutors, defense attorneys, and law enforcement. The TSRP Program also partnered with the Traffic Injury Research Foundation to present two 1/2 day ignition interlock seminars. These seminars reached over 150 people. (3) Working with grantee University of Illinois Springfield to bring new and innovative DUI training to Illinois. Under the guidance of the TSRP Program, UIS coordinated several programs that have never been offered in Illinois. The first was a multi-day DUI course titled "Protecting Lives, Saving Futures" The goal of this course is to bring prosecutors and law enforcement together to work more as a team in DUI cases. They also presented one-day courses on the technology of DUI investigations and prosecutions, the Hard Core Drunk Driver and Advanced DUI Prosecution. Innovative programs like this are expected to continue in 2010. Training and technical assistance provided for prosecutors reached nearly every county in Illinois in 2009. The TSRP Program also developed a new relationship with the Illinois State's Attorney Appellate Prosecutor which should provide benefits for both agencies in the coming year.



Commercial Vehicle Safety

Many lives on Illinois roadways have been saved due to the dedication of the Motor Carrier Safety Assistance Program (MCSAP). Preliminary numbers show Illinois with 97 fatalities from commercial motor vehicle (CMV) for FFY 2009, a reduction of 21 from FFY 2008. Roadside inspections, compliance reviews, safety audits, the 5 "Roadcheck" details, our industry education and the billboard campaign are intricate parts of reducing CMV fatalities in Illinois. The MCSAP Officers and the Illinois State Police conducted over 80,000 roadside inspections which resulted in over 12,500 vehicle and drivers being put out of service.

- Nearly 80,000 roadside inspections (*ISP and DTS Officers*)
- Over 700 compliance reviews completed (*inter/intra state*)
- 2,307 safety audits performed
- Held over 75 educational seminars for the industry
- Conducted 5 roadside details throughout the state

Over 6,000 non-scheduled school bus inspections were conducted by DTS vehicle inspectors. These were in addition to the over 50,000 safety inspections performed at the 125 public official testing stations throughout the state. Plans are underway for increased education and inspections for our school bus drivers/passengers.

Motorcycle Safety

In 2009, 16,701 motorcyclists received training through the Department's Cycle Rider Safety Training Program (CRSTP). The beginner rider course (BRC), which is for students with no, or limited, experience, accounted for 15,022 students. The experienced rider course (ERC) is for riders with at least one year and 1,000 miles of riding experience or riders who have successfully completed the BRC and have six months riding experience and 500 miles on a motorcycle. A total of 543 riders received training through the ERC.

For the first-time in 2008, Illinois offered an intermediate rider course (IRC) for people who already have some experience as a motorcycle operator. The course was so well received by the public that it was expanded in 2009. In 2008, 446 students were trained in this curriculum versus 1032 trained in 2009. The course is designed for riders who may have been away from the sport for a while and may still have a valid motorcycle endorsement, or they may already be riding off-highway or on-road but need to obtain their motorcycle license endorsement. Illinois residents who are at least 18 years of age (on the first day of their course) are eligible to enroll in the IRC if they have a valid driver's license or instruction permit and have previous experience as a motorcycle operator. All IRC students are expected to possess reasonable proficiencies in basic motorcycle control operation, straight line riding, up-shifting, down-shifting, turning, braking, and stopping prior to enrolling in the IRC. Those unable to demonstrate these minimum expectations during the first riding sessions will not be allowed to continue in the IRC course. In addition to the BRC and IRC, 12 students were trained in a trike course for students that ride three wheeled motorcycles. Also, 92 students enrolled in Instructor Preparation (IP) courses which train proficient riders as instructors to teach other aspiring motorcyclists to ride.

All courses are offered free of charge to Illinois residents. The program is funded by Illinois motorcyclists through a portion of their license endorsement and license plate fees.

May was proclaimed as Motorcycle Awareness Month. Approximately 125 motorcyclists joined IDOT/DTS and the Illinois State Police at April 28, 2009 media events held at Halls Harley Davidson in Springfield, Frieze Harley Davidson in O'Fallon, and the department's Emergency Traffic Patrol facility in Chicago.

The Motorcycle Advisory Council, which was created in 2008 to contribute to the state's efforts to enhance the effectiveness of its motorcycle safety programming to prevent injuries, save lives, and reduce the economic costs of motor vehicle crashes on Illinois' roadways met in the spring of 2009 to discuss strategies to achieve common objectives and to explore opportunities to collaborate on Motorcycle Awareness Month Activities. Members include IDOT, ISP, Secretary of State, ABATE, Gold Wing, Illinois Motorcycle Dealers, Harley Owners, State Farm Insurance, as well as motorcycle training instructors from the University of Illinois and Northern Illinois.

Traffic Records Coordinating Committee

DTS continued the coordination of a multi-agency Illinois Traffic Records Coordinating Committee which provides a forum for review and comment of traffic records issues within the state of Illinois. This coordinating committee includes representatives from all the essential public and private organizations and members serve on one of three subcommittees (Planning Subcommittee; Human Factors/Data Quality Subcommittee; and Engineering Safety Subcommittee).

Crash Outcome Data Evaluation System (CODES)

The National Highway Safety Administration (NHTSA) awarded DTS a grant to develop a CODES program in Illinois. This project is based on collaboration between DTS and the Illinois Department of Public Health (IDPH). Under this grant, DTS continues to link existing traffic crash records with health care data sources from EMS, trauma registry, hospital discharges and vital records (death certificates). The linked databases are used to support local, regional and statewide highway safety decision-making to affect decreases in deaths, non-fatal injuries (e.g., head, neck, upper extremity and lower extremity) and health care costs resulting from motor vehicle crashes. Individual databases are not always adequate for certain analyses (e.g., race and ethnicity, socioeconomic status). Two sources, law enforcement and public health, track victims separately. None of the health-related data are linked back to crash data.

Currently, the crash database as well as a few small local databases, citation data, limited health care data and the exposure data (population and vehicle miles of travel) are used to identify traffic safety problems and evaluate the highway safety programs and projects. The Evaluation Unit within DTS is responsible for problem identifications, developing highway safety goals and objectives, and evaluating highway safety programs and projects.



Section 408 Application

SAFETEA-LU is a federal funding program that establishes a new program of incentive grants to encourage states to adopt and implement effective programs to improve the timeliness, accuracy, completeness, uniformity, integration and accessibility of state data that is needed to identify priorities for national, state and local highway and traffic safety programs; to evaluate the effectiveness of efforts to make such improvements; to link these state data systems, including traffic records, with other data systems within the state and to improve the compatibility of the state data system with national data systems and data systems of other states to enhance the ability to observe and analyze national trends in crash occurrences, rates, outcomes and circumstances.

In June 2007, DTS developed a comprehensive safety data improvement strategic plan for the 408 application which is considered part of the multi-year Statewide Traffic Records plan required by the SAFETEA-LU. In developing the Illinois Traffic Records Strategic Plan (ITRSP), Illinois took an important step in establishing the goals, policies, and actions that would lead to the development of an efficient and effective system for traffic records improvement. Illinois developed and submitted a comprehensive traffic records strategic plan and an application for funding under the Section 408 grant.

During the last two years, Illinois has made significant improvements in traffic records. Here are some of the major improvements:

- Developed the Crash Information System (CIS) in order to collect, process, analyze, report, and store the State's crash reporting data and document images
- Made steady progress in crash data improvements since the last traffic records assessment especially the strides made in locating crashes on all public roads
- Increased number of electronic crash reports by law enforcement agencies
- Developed procedures to assess crash data quality
- Developed performance measures for assessing six data quality components (timeliness, accuracy, completeness, consistency, integration, and accessibility)



Director Chuck Ingersoll

Mission

In cooperation with federal, state, regional/local agencies and the public develops and maintains a continuing, comprehensive, and multi-modal (highway, public transportation, rail and airport) integrated planning and programming process to foster efficient and economical transportation services.

Responsibilities

The Office of Planning and Programming is responsible for long and short-range planning needs assessment and analysis and developing programs aimed at improving the state's transportation system. This includes developing the annual and multi-year Highway Improvement Program, as well as the multi-year improvement programs for public transportation, airports and rail, preparing the capital grants budget as it relates to airports and public transportation, implementing the rail freight and passenger programs and directing metropolitan planning programs. This Office is also responsible for development of IDOT's positions for federal legislative programs and strategies.

Here are a few of the things OP&P is responsible for:

- Work with the modal divisions to prepare annual and multi-year capital programs for highways, rail, public transportation, and airports.
- Assist the 14 metropolitan planning organizations in Illinois in meeting the federal and state planning requirements.
- Analyze the roadway condition information, one of the major inputs in the highway programming process.
- Maintain the roadway and bridge information for the state (IRIS and ISIS).
- Develop traffic counts on state roads.
- Mapping and GIS, including the official state highway map.
- Maintain the grade crossing inventory for Illinois (working with the Illinois Commerce Commission).

Accomplishments

Monitor transportation related activities in Congress, including the multi-year authorizations for highways, transit, and aviation, as well as annual spending bills that exceeded IDOT's Highway Program goal for 2009 improving 2,528 miles of roadway improvements compared to 897 miles promised. IDOT also improved 293 structures and accomplished 221 other safety improvements.

Context Sensitive Solutions

Over the past several years, IDOT has been implementing its Context Sensitive Solutions (CSS) strategy. All implementing Divisions and Offices (Highways, Aeronautics, Public and Intermodal Transportation, and Planning) adopted formal procedures for the implementation of CSS. The Bureau of Local Roads and Streets also added sections regarding CSS to the Bureau of Local Roads and Streets Manual.

Three separate training classes were developed: a half-day CSS Awareness class, a two-day CSS Approach class and a half-day Local Agency class. Awareness and Approach training has been taught in all nine districts and in the central office to more than 300 department employees, in addition to hundreds of consultant employees and local agency officials. A CSS on-line training course is being developed through the Illinois Center for Transportation.

As a result, IDOT has received national recognition for its CSS activities. The department has received the Award of Excellence in Urban Highways as a result of the FHWA's Excellence in Highway Design Awards Program for the Reconstruction of South Lake Shore Drive. IDOT also was recognized by the American Association of State Highway Transportation Officials' (AASHTO) as a notable practice in CSS organizational integration for its planning approach to CSS. Most recently, the department's paper, "Context Sensitive Solutions Strategic Plan for the Illinois Department of Transportation" was selected for presentation at the Transportation Research Board's 86th Annual Meeting in Washington, DC.

Statewide Planning

The Office of Planning and Programming has continued to coordinate with the 14 Metropolitan Planning Organizations across the state in order to comply with the provisions of the federal highway and transit act known as SAFETEA-LU. SAFETEA-LU required numerous changes to the planning process.

Over the past year the office was able to help the downstate MPOs identify and implement key changes to the planning process and help the MPOs in these changes. Those activities include the creation of planning process for: environmental mitigation efforts, human service transportation plans, transportation system management and operation procedures, separating safety and security planning requirements, and implementation of congestion management in the planning process. This office has also worked closely with the Federal Highway Administration to make sure that all requirements were met and the overall planning process was federally approved.



Director Ann Schneider

Mission

To provide timely, high quality services to the Divisions and Offices of IDOT in support of their efforts to achieve the Department's overall mission while ensuring compliance with departmental policies and state law - to Service, Accountability and Flexibility for the Future.

Responsibilities

The Office of Finance and Administration is responsible for developing and administering IDOT's approximately \$19.2 billion budget (one of the state's largest non-educational budgets), managing the personnel system for more than 5,000 full-time, permanent employees, and providing centralized business services and facilities management. In addition, this Office directs the overall administration of IDOT's various programs for small business utilization and provides data processing capabilities required to meet IDOT's management and engineering needs.

2009 Accomplishments

- **Green Initiative** - In collaboration with the Governor's Executive Order # 11 "To reduce the environmental impact of Illinois State Government Operations," IDOT has undertaken a Green Initiative including sustainability projects in construction, maintenance, operations, education and outreach, fuel conservation, green purchasing, employee services, water conservation, PrePass, and other areas. The IDOT Green Initiatives/Sustainability Committee was created and oversees many programs including the Green educational awareness program, fuel conservation program, the PrePass outreach program, LED roadway lighting program, and others.
- **Cost Savings** - The Office of Finance & Administration continually searches for cost savings opportunities within the entire Department.
 - Relocations
 - Energy
 - Salt
- **Auditing Coordination and Risk Management** - A new position was created to bring uniformity to various audit functions performed at IDOT while focusing on minimizing the risks of IDOT's business operations. Accomplishments include the preparation of the annual Legislative Audit Commission Review report and providing assistance with Fiscal Operations including the completion of GAAP reporting.

RECRUITMENT/OUTREACH

2009 Accomplishments

Summer Transportation Institute

IDOT, in partnership with Southern Illinois University (Carbondale) and the Paul Simon Institute (Metro East

area), piloted this FHWA funded initiative in an effort to create awareness about careers in transportation in middle and high school students from under-represented groups and attract bright young minds to choose careers in the transportation industry.

Recruitment

Civil Engineer Trainee

2009 nationwide recruitment efforts yielded 53 spring applicants accepting offers, of which 62% are from under-represented groups. The fall season yielded 109 qualified applicants, of which 57.8% are from under-represented groups.

Engineer Technician I Recruitment

2009 statewide recruitment efforts yielded 132 qualified applicants, 92.4% of which are from under-represented groups.



Diversity Website

www.dot.il.gov/diversity

A Diversity Website was created to provide a resource for IDOT partners and the community while assisting in the effort to increase the number of employees from under-represented groups in our workforce. Site content includes the following major components:

- Kids Corner contains activities, games, and information for K-12 students.
- Transportation in the Classroom highlights mentoring programs across the state.
- Scholarship provides a link to current program information.
- Engineer Spotlight presents a biography of a minority engineer each quarter.
- Education/Professional Network offers a link allowing partners to share information regarding hot industry topics, outreach efforts, conferences, etc.
- Resources and Links connects the user with additional information related to the Department's diversity efforts.

U.S. DOT Summer Transportation Internship Program for Diverse Groups (STIPDG)

Facilitated the placement of engineering interns from the FHWA funded STIPDG program, designed to provide college/university students from diverse backgrounds with hands-on experience and on-the-job training while working on current transportation related topics and issues.

Civil Engineer Trainee Peer Support Program

Implemented a new CET Peer Support Program designed to assist in the retention of new civil engineers through workshops, networking and Peer Coaches.

IDOT Annual Career Day

Held Annual IDOT Career Days in Chicago and Springfield to introduce over 900 middle and high school students from diverse backgrounds to careers in the transportation industry through hands-on activities, exhibits, and heavy equipment displays.

Commercial Driver's License (CDL) Program

Conducted standing classroom presentations on a monthly basis at colleges with CDL Programs, in predominately minority areas, to inform potential applicants of requirements and where/how to apply for highway maintainer positions.

Looking Ahead

- IDOT is working on legislation to support a not-for-profit Transportation Foundation designed to foster interest and educate students in engineering by nurturing and supporting educational and recreational programs through community partnerships for the benefit of all citizens of Illinois and for future generations.
- IDOT Engineering Academy participants are gearing up to participate in a statewide Destination Imagination Engineering Challenge for the first time.

BUREAU OF BUSINESS SERVICES

2009 Accomplishments

Procurement and Contracts

- Awarded approximately \$150 million in contracts/intergovernmental agreements/grants after processing 900+ individual procurement requests.
- Awarded two emergency contracts totaling approximately \$700,000 to provide on-site monitoring for American Recovery and Reinvestment Act (ARRA) sub recipient projects, as well as a Risk Assessment of the Department's financial services process.
- Negotiated a \$2.5 million Intergovernmental Agreement with the Illinois Community College Board to provide Highway Construction Careers Preparatory Training to minorities, females, and disadvantaged populations through approximately ten (10) community colleges through Illinois. The program is scheduled to be executed in FY10.
- Awarded an emergency contract for the Department's statewide Disparity Study vendor to perform a separate dual goals analysis (i.e., minority/female owned) for the proposed New Mississippi River Bridge project. The report from the study forms the basis of a waiver request submitted to the Federal Highway Administration to allow the Department to set dual goals.
- Established a competitively awarded Integrated Automotive Parts contract for Highway District 1 in Cook County to reduce the overall costs to the Department of repair parts for our vehicles.

- Provided staff support for the Department's High Speed Rail Task Force, as well as coordinated funding requirements for public High Speed Rail informational meetings involving the Governor's Office.

Administrative and Financial Services

- 99.9% of invoices processed during 2008 satisfied the compliance standards for payment set forth by the Prompt Payment Act.
- Key player in establishing ARRA reporting standards and providing project oversight

Policy and Research Center Library

- The Policy and Research Center Library saved the department over \$180,000 by providing information and research services to employees, including 252 research requests and 390 inter-library loans.
- 77% of Departmental Orders have been updated (48/62), an increase of 43% from 2008.



Document and Forms Management

- 1,114 out of 1,833 active forms are now accessible to users with disabilities, a 90% increase from 2008.

Central Print Shop

- Produced 10 million press impressions, 17.1 million copies (55% increase from 2008) and scanned 69,361 letting plan sheets (63% increases from 2008).

Mail Services

- Saved \$2,759.70 postage by using presort service, processed 20,472 Motor Fuel Tax mail pieces, 16,138 parcel packages (36% increase from 2008), and delivered 98% of date sensitive parcels on time.
- Saved \$2,345.32 by mailing T2 Newsletter in 6 x 9 envelopes per USPS standards and rate changes.

Miscellaneous

- Published the update of Departmental Order 6-3, Selection and Control of Non-Architectural/Engineering (Non-A/E) Consultants after executive review and approval.
- Provided staff support for the department's annual Career Day event.
- Total policy manuals sales of over \$26,885.
- Implemented customer feedback program for Print Shop work orders.

BUREAU OF BUDGET AND FISCAL MANAGEMENT

2009 Accomplishments

- Processed over 3,900 federal financing transactions, including 1,279 new projects, to ensure that all feder-

al regulations were met in time to avoid losing funding eligibility. This was an increase of over 400 transactions from last year and an increase of more than 300 additional new projects. The Final Voucher unit closed a total of 1,064 projects.

- IDOT recouped over \$1.2 billion of cash reimbursement for projects from the federal government, of which \$48 million were ARRA projects. To date for FY10, the Department has received \$1.17 billion in reimbursements, of which \$328 million is ARRA projects.

BUREAU OF INFORMATION PROCESSING

2009 Accomplishments

The Department had a very active year in 2009 technologically. The infusion of Economic Stimulus investments in infrastructure spawned the need for several technology initiatives. In addition to meeting the objectives of Economic Stimulus, we were also developing applications to meet Governor Quinn's transparency initiative. BIP was asked to develop a website devoted to just ARRA projects. The ARRA website included a "Dashboard" to display only ARRA funded projects. This dashboard included drill down capability and a sophisticated GIS mapping functionality using BING maps. Almost simultaneously, BIP developed a web application to collect information on ARRA funded projects from the Contractors. This web application has become the primary source of data for the Department in reporting on various activities related to ARRA at IDOT.

Construction Zone Dashboard

Implemented the "Construction Zone Dashboard" on the Internet which contains all road construction projects and a comprehensive GIS map to view the projects geographically. www.dot.il.gov/DashboardPublic

Bridge Information Web Access

Developed a website to display all bridge ratings in Illinois. The Bridge Rating website lists all bridges and their safety ratings throughout Illinois. Also developed a GIS map to geographically find and locate bridges in Illinois and their ratings. <http://wrc.dot.il.gov/bridgeinformation/main.aspx>

Electronic Content Management Imaging

BIP began the implementation of an enterprise Electronic Content Management (ECM) and microfilming solution to enable storing and retrieving and possibly archival of documents. This solution is being utilized to capture documents related to Federal Stimulus Initiatives at IDOT with plans to expand into many other functional areas that need electronic data management capabilities. The ECM solution is built on the existing statewide SharePoint Services Shared Infrastructure and leverage the KnowledgeLake solution.

Creation of Public Accessible Websites for ARRA

- ARRA website for IDOT www.dot.il.gov/stimulus/index.html
- ARRA Dashboard <https://economicstimulus.dot.illinois.gov/ProjectSearch.aspx>
- ARRA GIS Map <http://wrc.dot.il.gov/economicstimulus/map.aspx>

- Website for Contractors to report on ARRA Funded Projects <http://economicstimulus.dot.illinois.gov/Login.aspx>

Creation of Public Accessible Websites for Accountability

- Bridge Inspection Website <http://wrc.dot.il.gov/bridgeinformation/main.aspx>
- Construction Zone Website www.dot.il.gov/DashboardPublic/
- GIS mapping application on the Construction Zone <http://wrc.dot.il.gov/dashboard/>
- Newly developed website for the Governor's Office www.recovery.illinois.gov
- Approximately 30 new websites for Traffic Safety and Road Construction projects.

Conversion/Migration

- Email:
 - Migrated 5000+ email accounts to Enterprise email servers
 - Migrated 600+ blackberry users to Enterprise blackberry servers
 - Provided Statewide standardization, stability of outdated servers, 24 X 7 availability of both email and blackberry service
- Intranet Re-Design & Upgrade:
 - Developed new /improve structure for Inside IDOT
 - Migrated existing site to Sharepoint 2007

Data Marts

Enhancements continue with:

- Safety Data Mart – providing inquiry access to crash data from 1999 to current, with the ability to query by crash, person, or vehicle attributes.
- Financial and Accounting Data Mart – providing inquiry access to expenditure data for the Department from 1999 to current; with ability to query by account, invoice, payee, obligation, or date attributes
- Construction Data Mart – providing inquiry access to the administration data on construction contracts for the Department for contracts awarded on or after 1/1/2001, with the ability to query on contract, contractor, change authorization or pay item details.

Training

- BIP staff conducted a total of 854 classes for the Department in FY2009 including offerings for GIS and Microsoft Office 2007 (Excel, Outlook, PowerPoint and Word).

Business Continuity

- This project ensures all aspects of a business recovery plan are addressed by the IDOT Divisions and Offices that are located in the Springfield area, to enable these sites to recover from a major disruption or disaster in a timely fashion.

Action Requests (System Modifications)

- BIP received 2700 action requests and completed 2350 were completed. These amounted to changes for over 700 computer applications.

BUREAU OF PERSONNEL MANAGEMENT

2009 Accomplishments

Personnel

- Processed extensive union certifications under tight deadlines.
- Supported multiple organizational reorganizations.
- Combined Bureaus of Personnel Management and Employee Services resulting in the elimination of one Bureau Chief position.
- Revised and implemented pay plan changes, which resulted from ongoing code and technical issues.

Employee Services

- Assisted with the website design in Emergency Traffic Patrol (ETP) training development.
- Provided assistance and guidance in completing Hepatitis Contract for ETP.
- Reviewed work practices with Bureau of Bridges and Structures after multiple exposures of personnel to histoplasmosis. Updated training with affected personnel and Personal Protective Equipment (PPE) requirements.
- Revised Hanley Building Evacuation and Emergency Procedures to comply with current emergency standards and statewide emergency management procedures.
- Reviewed 2,043 post-offer-employment applicants' physical examination, drug and alcohol testing.
- Conducted 1,392 random drug and alcohol testing statewide.

Payroll and Benefits

- Moved printing of payroll vouchers and reports from Harris Building to BPM to ensure confidentiality of employee data.
- Updated programs to accommodate switch to Continuous Appropriation for Retirement Employer Contribution due to insufficient balances in the 1161 line.
- Implemented revised tax tables issued by IRS in March superseding those provided in December.
- Updated programs for Adult Child and Domestic Partner post-tax health and dental deductions, and coordinated Benefit Choice Period specific to this program.
- Updated programs for Payroll Contingency plans dictated by CMS and the Office of the Comptroller in the wake of budget crisis.
- Made necessary alterations for elimination of Retirement State Contribution for General Revenue Fund pay codes in compliance with FY10 Budget.
- Implemented changes to systems for Furlough Program.

BUREAU OF LABOR RELATIONS

2009 Accomplishments

Negotiated Union Agreements

Side Letters

- Pro-Tech Filling of Rutan-Exempt Positions

Memoranda of Understanding/Agreement

- Snowbirds: Cook County, Fox Valley, Downstate
- AFSCME Supplemental

Negotiated/Signed Work Rule

District 1 Master Work Rules

- Local 726
- Local 330

Downstate Work Rules

IFPE Work Rules

- RC-45

Finalized Pro-Tech Union Petitions for Inclusion



Training

Commandeered Statewide Training Regarding:

- Master Contract Negotiation Changes
- The Usual Operations of Labor Relations
- AFSCME Affirmative Attendance MOU
- Work Rules
- The Unionization of State Government

Miscellaneous

- Achieved a signed set of work rules for the first time in a decade; same with the AFSCME Supplemental (the last time that agreement was signed was in July 1999).
- Created a discipline brochure for Department use summarizing the progressive discipline process and defining employee, supervisor and Labor Relations responsibilities.
- Revised Departmental Order 3-3 (Employee's Driver's License and Driving Permits) to reflect current law and practice.
- Updated the Personnel Policy Manual (17-4,D-3) Panel Grievance process; made it more efficient by authorizing a mediator to hear panel grievances, as opposed to the lengthy process of selecting 3 panelists from outside agencies with labor Relations expertise. This will result in savings by eliminating the need to take up time of 3 panelists from other state agencies. (Pending final distribution.)

Looking Forward

- AFSCME Alternative Work Schedule negotiations regarding the expansion of the original "pilot" program of the 4-day and 9-day work week(s).
- Upgrading the Discipline and Grievance Tracking system to go "paperless" with files.
- Updating the Labor Relations Manual, this is utilized statewide by supervisors and management administrators.



Director Ellen Schanzle-Haskins

Mission

To provide legal counsel to the Department on both policy issues and proposed actions affecting any of its operating divisions or staff offices; to provide for the prosecution and defense of all litigation involving the Department in cooperation with the Office of the Governor, the Attorney General, and

outside counsel; to provide for the administration of tort liability claims, property damage claims and uncollectible receivables as well as processing lien and bond claims against contractors; and to provide coordination and administration of the purchase and service of all insurance policies for the Department's self-insurance program. The Bureau of Civil Rights works to provide trained investigators to receive and process human rights complaints.

Responsibilities

The Office of Chief Counsel is responsible for providing legal counsel to IDOT on both policy issues and proposed actions affecting any of its Offices and Divisions. This office also administers tort liability claims, property damage claims and uncollectible receivables, and processes lien and bond claims against contractors. The Chief Counsel is the Department Ethics Officer.

Proactive Investigative Process

IDOT has continues to monitor vendors through its proactive audits and investigations to uncover and prosecute fraud against the Department. Contractors and subcontractors that are suspected of questionable conduct are suspended from conducting any further business with the department through the efforts of the Office of Quality Compliance and Review, Internal Auditor, and the Office of the Chief Counsel. Currently, approximately 31 contractors, subcontractors, trucking firms, and consultants are suspended from conducting business with IDOT due to questionable activities.

Additionally, when fraud is found, IDOT refers the case for criminal prosecution and assists the prosecutor in bringing the matter to its logical conclusion. In the past several years IDOT has referred three matters that were concluded in 2009 with various sentences of the principles and recovery of funds to the State. These cases are Robert G. Sullinger, dba, Great Plains Group; Kamleeshwar Gupta, dba KAM Engineering, Inc. and Manu Shah, dba, Shah Engineering, Inc. These three cases have resulted in the recovery, to date, of approximately \$1,900,000. Some of these matters are ongoing and could result in additional recoveries in the future.

BUEAU OF CIVIL RIGHTS

By Statute, the Bureau Chief of Civil Rights is assigned the responsibility of guiding IDOT's efforts to carry out the mandates of state and federal laws and executive orders relative to human rights. Complaints made by employees and non-employees are investigated by the bureau. Reports of the results of those investigations are reviewed and discussed by the Department's Civil Rights Committee. The committee issues its findings and makes recommendations to the Secretary of corrective action. The Secretary reviews the investigations along with the committee's findings and recommendations and issues his final determination of corrective action that the Department then implements.

In the past year, the Bureau of Civil Rights has investigated and reported to the committee 34 complaints made by employees. The system for handling these matters and the successful results of each case has brought about positive changes within the Department which in turn has led to less complaints being filed.

The Bureau of Civil Rights also handles the American with Disabilities Act Program for the Department. Part of this program is the highly successful and award winning Student Professionals with Disabilities Program. This program is a partnership between IDOT, United Cerebral Palsy, School District 186 (Springfield), the Illinois Department of Human Services – Division of Rehabilitation, Goodwill Industries, Sangamon Area Special Education, Association for Retarded Citizens and the Epilepsy Resource Center. All of these agencies participate in the program by nominating potential participants, providing supportive services and securing full time employment for successful students ready to leave the program. The program has proved to be an effective training tool to assist students with severe disabilities as they prepare for the transition to full-time employment. The program has an 86 percent success rate in placing its graduates in full-time positions. This year IDOT, for the first time in the programs five years of existence, was able to place four of the students in full-time positions at IDOT. More placements of this type at IDOT are anticipated in the near future. Additionally, the ADA coordinator oversees and assures compliance with state and federal standards for curbs, intersections, and other construction undertaken by the Department.

BUREAU OF CLAIMS

The Bureau of Claims handles all claims filed in various venues against the Department and on behalf of the Department. The claims can come from subcontractors not being paid by their prime contractor, damage to third parties resulting from Department construction, damage to third parties resulting from accidents caused in snow and ice removal as well as numerous other activities of Department employees and contractors.

During the past year the bureau handled a total of 17,212 claims. This total includes over 300 property damage claims, approximately 550 auto liability claims, 5,000 general liability claims, 222 lapse appropriation claims and 197 mechanics lien claims. Through the bureau's handling of claims, the Department's liability is kept to the minimum allowable by law. The bureau has collected approximately \$9,000,000 during the past year and currently, the bureau has pending additional claims of approximately \$22,000,000 which could be recovered in the next few years.

LEGAL SERVICES

Through the legal staff of the Office of Chief Counsel most of the Department's legal matters are handled. These services range from contract reviews to handling civil lawsuits through the various court systems and administrative processes. An administrative hearing officer is on staff to conduct hearings related to Traffic Safety testing lanes and prompt payment issues filed by subcontractors. The most notable case of the past year was Bragg v. Martin which was filed in Federal District Court for the Central District of Illinois.

Bragg was an applicant for seasonal employment with IDOT as a Highway Maintainer. The suit challenged the Rutan interview process that was used in the selection for these seasonal positions. The plaintiff asserted that IDOT failed to hire him after it submitted applicants to the Rutan interviewing process rather than automatically recalling those employed on a part-time basis in the past. The case was dismissed by the court on a Motion for Summary Judgment thereby validating IDOT's use of the Rutan interview process for hiring seasonal workers.





Director Christine M. Reed

Mission

Plan, design, construct, operate and maintain a safe highway system with a diverse and professional workforce, within available resources, and to the highest nationwide standards for all of the citizens of Illinois.

Responsibilities

The Division of Highways is responsible for devel-

oping, maintaining and operating the state highway system in a timely, efficient and economical manner. The central bureaus of this Division are responsible for developing policies, procedures, standards and guidelines to accomplish IDOT's highway system improvement objectives. The central bureaus monitor District programs to ensure statewide uniformity of policy interpretation and compliance and to ensure program coordination with federal, state and local agencies.

Safety Initiatives

Safe Routes to School (SRTS) State Conference

The Department partnered with the National Center for Safe Routes to School, the Active Transportation Alliance, League of Illinois Bicyclists, and the Center for Neighborhood Technology to host the inaugural Safe Routes to School State Conference. This conference welcomed stakeholders from across the state who attended sessions focusing on best practices to implement the Five (5) E's – engineering, education, enforcement, encouragement, and evaluation. The National Center for Safe Routes to School provided the National SRTS Training Course, and the speaker's keynote speaker was renowned walking expert Mark Fenton, host of America's Walking and author of multiple health and fitness books. Additionally, Representative Patricia Bellock presented the first statewide Golden Shoe Award to Mary Ann Romanelli (pictured below), SRTS advocate from Hinsdale.



Illinois SRTS Coordinator Megan Holt Swanson, Golden Shoe Winner Mary Ann Romanelli, Representative Patricia Bellock and Speaker Randy Neufeld.



Disabled students at Solomon school in Chicago participating in a Walk and Roll to School Day event

The Significance of School Location and Walkability Event

The Department participated in the public forum "Sustainable Schools in Illinois: The Significance of School Location and Walkability." This event was one of two in Illinois sponsored by the National Trust for Historic Preservation, U.S. Environmental Protection Agency and Lt. Governor Quinn's office as part of the "Helping Johnny Walk to School" project. This program is closely aligned with the goals of the Safe Routes to School program, and seeks to remediate the issues discussed in the seminal report "Why Johnny Can't Walk to School."

International Walk to School Day

In 2009, over 174 schools across the state participated in International Walk to School Day, which began in Chicago in 1997. Illinois is one of the top states nationally in number of schools registered to participate. Across the nation, almost 3000 schools were registered, and it is certain that a large number of schools participated independently.

2009 Safe Routes To School (SRTS) Awards

The Safe Routes to School program held a second call for applications in 2008, concluding on December 15, 2008 and totaling 376 projects for \$27.9 million in requests. The multidisciplinary SRTS Implementation Committee used Illinois' unique online review and scoring system to review each project and provide scores and feedback. As a result \$13.7 million in awards was announced in August of 2009.

Strategic Highway Safety Plan (SHSP)

The Illinois Department of Transportation (IDOT) has continued to implement successful safety initiatives and programs that have helped reduce overall traffic fatalities over 10 percent in 2009, resulting in less than 1,000 fewer fatalities. The Division of Highways (Division) has worked closely with the Division of Traffic Safety as part of the Illinois Comprehensive Highway Safety Plan (CHSP) and over the last five years, Illinois highway deaths have decreased from 1,420 in 2002 to 1,043 in 2008, the lowest number of fatalities since 1924. When the original CHSP was signed by

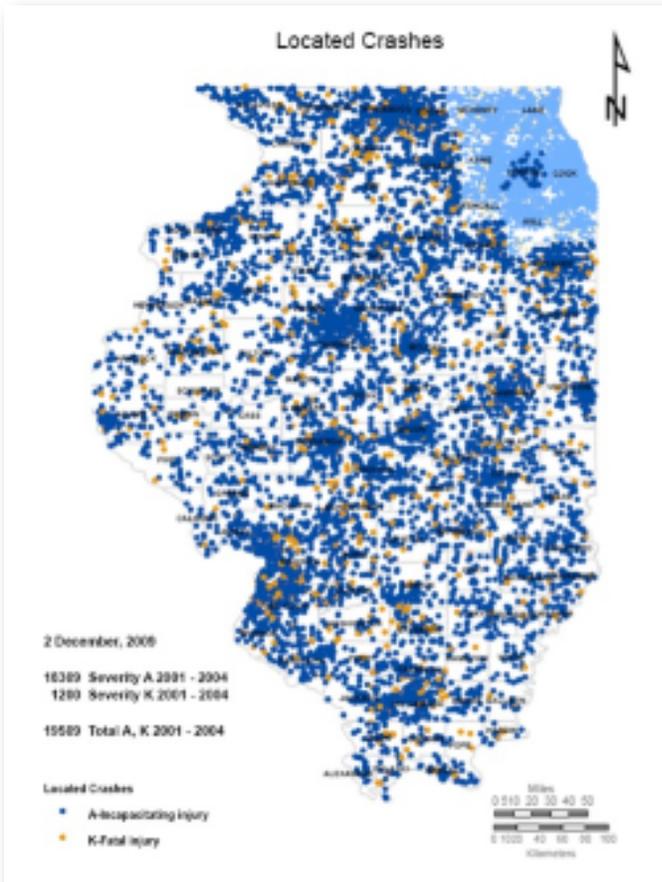
Governor Blagojevich in 2005, the goal was set as 1,000 or fewer traffic related fatalities by 2008. In 2009, the CHSP was revised into a Strategic Highway Safety Plan (SHSP) and a new goal of zero fatalities with targeted reductions of 5 to 10 percent was set.

Safety Needs Report

IDOT develops and provides to the United States Department of Transportation the 5% Most Severe Safety Needs Report as required by the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The maps produced to help generate this report are provided to the IDOT and Illinois State Police (ISP) districts to determine the problems at these more severe crash locations and to identify engineering, education, and enforcement strategies to help address the problems. Safety meetings are held with IDOT and ISP districts to discuss safety efforts and initiatives. The information provided from these efforts has assisted to direct limited resources and effectively reduce severe traffic-related crashes in Illinois.

Local Crash Data Collection

The Bureau of Local Roads and Streets and Bureau of Safety Engineering implemented the Local Crash Data Collection project which provided funding to local agencies to collect Geographic Information Systems (GIS) locations for their fatal and Class A injury crashes from 2001 to 2004. Location of these historical crashes is vital to reducing fatalities on the local highway system. One hundred-one (101) counties have completed the project resulting in over 19,509 located crashes (see map).



FHWA Recognition of IDOT efforts

IDOT's successful efforts to reduce severe crashes on local roadways and thus improve the overall efforts for safety in Illinois were recognized by the Federal Highway Administration (FHWA). A team comprising of representatives from FHWA, other state and local agencies, and associations visited IDOT to identify challenges and successes and discuss best practices that could be implemented by other states to further reduce severe crashes on local roadways throughout the nation.

Safety Performance Function (SPF) Summit

IDOT's Bureau of Safety Engineering took a leadership role, developing, sponsoring, and hosting the first national Safety Performance Function (SPF) Summit in July 2009. This Summit was well attended by representatives from over 30 states, local agencies and MPOs, FHWA, TRB, NCHRP, academia, and safety professionals. The latest information regarding the development and use of SPFs was presented. This included the relationship of SPFs to the Highway Safety Manual (HSM) and related safety analysis tools and software. Very few states have developed and implemented the use of SPFs to identify roadways with the most potential for safety improvement. Illinois completed an in-depth analysis to identify and report its top 5 percent most severe safety needs roadways and further expanded it through Illinois' development of its SPFs for all of its state routes. IDOT is now in the process of linking the SPFs for all state roadways into the planning and programming process. There was an overwhelming positive response regarding the Summit.

Rural Sign Replacement Program

The Bureau of Local Roads and Streets with cooperation from the Federal Highway Administration, and the Bureau of Safety Engineering, expanded the Rural Sign Replacement Program to assist local agencies in complying with new federal sign retro-reflectivity regulations. Currently, 23 counties have been selected with 19 counties awarding contracts, resulting in the award to purchase 53,379 signs (including posts and mounting hardware as necessary) at a total cost of \$1,834,092.01. Another nine (9) counties have been selected for FY2010. To the left are two pictures showing a double arrow sign before and after the upgrade program.

The Bureau of Local Roads & Streets, Bureau of Design & Environment, Bureau of Construction, and the Deputy Director of Highways reviewed more than 2,000 project applications for the Emergency Repair Program provided in the mini-capital bill. Over \$210,000,000 was requested for this \$150,000,000 program. Project selection was coordinated with the Office of Communications for FY2010.

Median Cable Rail System

IDOT analyzed traffic and crash data to study the feasibility of expanding cable median barrier rail systems on Illinois interstates and prepared a report of these findings. This report was presented to the Illinois General Assembly to meet the requirements of House

Resolution 927. IDOT began installation of median cable rail systems in 2005 to effectively address median crossover crashes which often result in fatalities and serious injuries. Additional miles of median cable rail are installed each year.

Safety Awareness Events

IDOT has worked with many safety stakeholders and partners to assist with raising awareness of the Illinois SHSP, integrating engineering, enforcement, education, and emergency medical services by managing various safety awareness events, including the state fair, work zone awareness week, career day, and creating several safety awareness messages. This effort helps to have engineering safety considered along with the other safety efforts.

Work Zone Safety

IDOT continued its efforts to make work zones safer through a variety of endeavors. This included developing and implementing policies and standards to improve work zone safety for both motorists and workers and mobility of the traveling public. Efforts also included items to address new federal rules for the positive protection of workers. Work Zone Safety is highly publicized throughout the construction season using various means. Enforcement efforts are combined with this to continue to improve the safety when in a work zone. The Illinois Center for Transportation evaluated the effectiveness of photo speed enforcement for IDOT and completed their report.

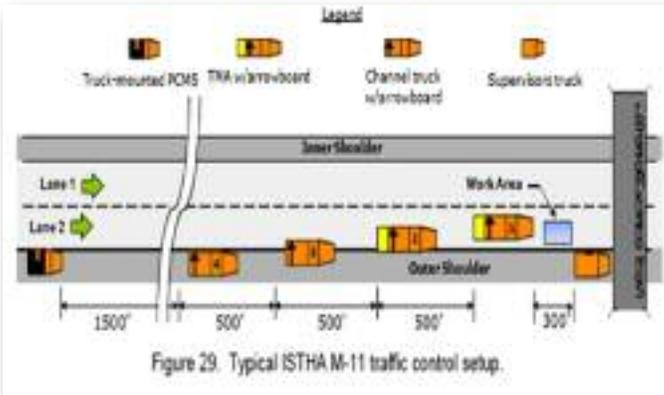


Figure 29. Typical ISTHA M-11 traffic control setup.

Improving the Safety of Moving Lane Closures

The research involved a literature review, roll-ahead distance analysis, full-scale field tests, data analysis, and reporting. The thrust of the research were the full-scale field tests, which were videotaped to study driver behavior around moving lane closures, and the influence of specific parameters, such as the number of traffic protection vehicles, vehicle spacing, and the effect of various messages and signing. Research oversight panel participants included personnel from the Illinois Department of Transportation (IDOT) and the Illinois State Toll Highway Authority (ISTHA).

Phase I provided an improved understanding of driver behavior near and around rolling lane closures, and recommendations for increasing the safety and effectiveness of moving lane closures. Phase II was initiated

to obtain feedback from the field experts in order to formulate recommendations for revisions to the traffic control standards that govern rolling lane closures.

“This research will allow the Department to take an analytical view of the interactions between motorists and the system of devices used for moving lane closures in order to modify our current remove extra spacing expectations of the motorist as well as reduce work zone intrusions and crashes.”

Aaron Weatherholt, P.E.,
Acting Bureau Chief of Operations

The Environment

FHWA/IDOT Section 106 Process Review

For over 30 years the Department has met the statutory requirements under Section 106 of the National Historic Preservation Act through a joint BDE/FHWA managed survey and coordination program. Over 500 proposed highway projects are surveyed and processed through this system annually. This program was the subject of an innovative process review involving professional staff from BDE, FHWA, the University of Illinois-Champaign, and the Illinois Historic Preservation Agency. During an intensive weeklong review the current coordination process was extensively reviewed and evaluated. A modified streamlined process involving a new level of interagency cooperation and public involvement was proposed and has been implemented.

IDOT Erosion & Sediment Control Training Center

This ITC funded research and training center is currently under construction on University of Illinois farm properties in the Champaign area. The facility will have classroom and outdoor demonstration areas. The training opportunities will be available to design, construction and operations engineers, comma and technicians. The demonstration areas will be used to identify the proper selection, installation and maintenance of erosion and sediment control products. This facility will also be used by the BMPR to test new products within laboratory and field settings. Storm water management practices will be evaluated in a setting that will simulate a multitude of conditions typically found along roadways.

Environmental Survey Requests

The Environment Section Natural Resources Unit, the Cultural Resources Unit and the Geologic and Special Waste Unit processed over 550 Environmental Survey Requests (ESR) received from the Districts. In addition, over 100 Borrow/Waste Site requests were evaluated and processed. This work involves the analysis of potential impacts to natural and cultural resources within project area rights-of-way that may be caused by project construction. The Section’s three Statewide Surveys are employed to complete field surveys of the project areas.

These survey results are coordinated with State and Federal resource agencies to fulfill the requirements of several environmental laws and regulations. For large-

scale projects, the survey results are used to determine alignment locations that minimize environmental impacts and avoid the acquisition of contaminated property.

NEPA Document Review and BDE Manual Revision

This year four major projects were in various stages of development undergoing staff review of Environmental Impact Statements. These projects include the Elgin O'Hare West Bypass in District 1, U.S. Route 51 in District 7, U.S. Route 30 in District 2 and Illinois Route 336 in District 4. BDE staff also participated in the review of three Environmental Assessments for High Speed Rail projects through the Bureau of Railroads. These National Environmental Policy Act (NEPA) documents were required as part of the applications to obtain Federal grants for rail improvements and service expansion. In addition, Environment Section staff has worked closely with the Bureau's consultant to revise and update the Environmental Chapters of the BDE Manual. In light of staff reductions, maintaining current policies and procedures is even more critical to the future operation of the Section.

Annual Earth Stewardship

BDE Environment staff participates in Earth Stewardship Day, an annual celebration of Earth Day to promote environmental awareness. This day is intended to introduce local fourth grade students to the importance of their environment and explore ways to protect and improve the world around them. IDOT and seven other State agencies sponsor this event.

Tribal Workshops

BDE staff participated in two Tribal Workshops sponsored by FHWA and the U.S. Institute for Environmental Conflict Resolution. The first meeting was held in Collinsville in November of 2008 with a follow-up workshop in Springfield in 2009. The purpose of the workshop was to discuss Section 106 Cultural Resources procedures with tribal representatives. Attendance at the first workshop included 15 representatives of seven Indian tribes along with State and Federal agency staff. A greater understanding and appreciation of values was achieved through two days of discussion and progress was made to develop website-based coordination procedures for projects within areas of the State that the tribes had formally determined were of historical importance. The second meeting included 14 representatives of nine (9) tribes along with staff from the Illinois State Museum and the Historic Preservation Agency. The meeting resulted in greater awareness of Tribal concerns and the advancement of a Section 106 Memorandum of Agreement for Cultural Resource Coordination.

Emergency Response/Homeland Security Accomplishments

IDOT has provided local assistance for disasters, windstorms, and flooding throughout the state. This includes hauling and disposal of storm debris, structure inspections, and assessments.



Flooding

The Bureau of Operations, through the Public Assistance Grant Program, made application to IEMA for the October 2008 Hurricane Ike flooding in Region One and Region 2 – Ottawa. The storm caused damages in the amount of \$284,945.00 of which IDOT received \$213,709.00 in federal share reimbursement.

Southern Illinois Ice Storm

The Bureau of Operations, through the Public Assistance Grant Program, made application to IEMA for the January 2009 Ice Storm in Southern Illinois. The storm resulted in damages of \$1,266,199.00. IDOT received \$950,199.00 in federal share reimbursement.

Southern Illinois Wind Storm

The Bureau of Operations, through the Public Assistance Grant Program, made application to IEMA for the May 2009 Wind Storm (Inland Hurricane) in Southern Illinois. The resulting damages amounted to \$1,962,212.00 of which IDOT received \$1,487,301.00 in federal share reimbursement.

The Bureau of Operations submitted a Letter of Intent to the Federal Highway Administration stating the Department is seeking access to the FHWA Emergency Relief Fund for federal reimbursement for the May 2009 Wind Storm (Inland Hurricane) in Southern Illinois. IDOT is in the process of finalizing the documentation to seek \$2,412,304.00 for this disaster.

Surveillance Equipment

IDOT has installed over \$5 million in surveillance equipment on Chicago Expressways. That equipment is used to secure bridges and highways from unauthorized access to critical infrastructure. In addition, IDOT has installed \$1 million in surveillance equipment in the East St. Louis Metro region and over \$600 thousand in Southern Illinois along major river crossings.

Manual Gate Systems

IDOT has installed manual gate systems on the inbound ramps of the Kennedy and Eisenhower Expressways in the Chicagoland area. The gate system is to allow uninterrupted flow of emergency response vehicles into the city of Chicago while easing the burden of inbound traffic. Forty-five of the 80 locations selected for the program are completed.

Evacuation Plans

IDOT has worked with the Illinois Terrorism Task Force (ITTF) to prepare and test evacuation plans for Chicago, Rockford, Peoria, Springfield and East St. Louis. Approximately \$7 million has been provided to install traffic management equipment along streets and highways to insure free traffic flow from danger zones.

Vehicle and Cargo Inspection Systems (VACIS)

IDOT continues its participation with the ITTF and the Illinois State Police in the operation of the two Vehicle and Cargo Inspection Systems (VACIS). Those devices are used by state and federal authorities to scan shipping containers, semi trailers and other vehicles to check for illegal contraband. Millions of dollars in drugs and cash have been seized with the VACIS equipment.

Radiation Detection Equipment

IDOT has coordinated with Argonne National Laboratories and the University of Illinois in installation of radiation detection monitoring equipment at weigh stations and highway overpasses. This is the newest technology for radiation detection monitoring and Illinois is the first in the country to use radiation detection monitoring equipment designed for highway speeds.

Waterways Risk Assessment

IDOT, in conjunction with Argonne National Laboratories and working through the ITTF's Transportation Committee's Inland Waterways and Port Security Group has developed a process on compiling information on the Illinois River for a vulnerability and risk assessment. This is one of the first programs in the nation to be instituted.

Earthquake Response Plan

IDOT has prepared and exercised an Earthquake Response Plan within Region 2 - Ottawa in response to a major earthquake in the southern third of Illinois. The training included instructions to hundreds of IDOT staff from northern Illinois districts on earthquake response procedures to use in the New Madrid/Wabash Earthquake Fault Zones.

H1N1 Influenza

IDOT participated with the Illinois Departments of Corrections, Emergency Management, Public Health, the Illinois State Police and the Illinois National Guard on delivery of the pharmaceuticals and supplies for the H1N1 influenza pandemic. This very successful mission provided the Strategic National Stockpile (SNS) assets to 95 local health departments and 156 hospitals within 16 hours of the Illinois Department of Public Health's Operations activating the Illinois SNS Plan.

Operations personnel have trained hundreds of staff on how to deliver prophylaxis to hospitals and health departments in Illinois. This training is critical for the Strategic National Stockpile Plan for medications needed to combat H1N1, avian flu and toxic biological incidents.

Continuity of Operations (COOP) and Government (COG)

The Bureau of Operations personnel have worked closely with the Emergency Management Team (EMT) to establish the Continuity of Operations (COOP) and the Continuity of Government (COG) within IDOT. Operations personnel are in lead positions on this team.

Construction Project Updates

IDOT provides weekly email updates to hundreds of trucking industries regarding the Dan Ryan and Kennedy Expressway construction projects. The truckers use the information to adjust their routes and plans involving deliveries in and around Chicago.

Traffic Operations Initiatives

The central Bureau of Operations has five sections consisting of Day Labor, the Highway Sign Shop, Maintenance Operations, Services, and Traffic Operations. The Bureau's focus is on the operation of the state's highway system, and this is accomplished by the five (5) sections and staff therein. This includes mowing, applying salt and plowing snow and the design, fabrication and erection of signs. The signs include directional signs, Business LOGO and DUI (Driving Under the Influence) Memorial Program signs, public presentation signs, work zone and traffic speed limit signs, and any other special need sign which the department determines is necessary. Also, the bureau sets the policy for the synchronization of traffic signals and is responsible for policy development and standardization of Light Emitting Diode (LED) signal conversions in the state. The traffic initiatives are developed in accordance to the requirements of the Uniform Manual on Traffic Control Devices (MUTCD). The MUTCD is a federal publication and is the definitive guideline for all sign and traffic control initiatives on highways.

In addition to those enumerated, the Bureau of Operations supports Assistant Secretary Phelps in his role as Chairman of the Transportation Committee of the Illinois Terrorism Task Force. A 24/7 statewide communications center (Station One) is manned and operated by the central Bureau of Operations. Station One is responsible for handling emergencies upon the highways. Those emergencies are as varied as an AMBER Alert, fatal/non-fatal vehicle accident, dead carcass on the highway, oversize/overweight permit concurrence, etc. A direct link is maintained with the Illinois Emergency Management Agency (IEMA), thereby enabling IDOT to assist IEMA in emergency responses. The following is a summary of the accomplishments made by those sections and staff therein.

2009 Rest Area Initiatives

In 2009 the Bureau of Operations had several rest areas in either the planning, beginning construction and/or completed stages of construction. The activities are listed as follows:

- **D-2 - I-90 Turtle Creek RA**
Roof Replacement (Construction Completed)
- **D-2 - I-74 Krisdala Baka RA**
Upgrade Sewer Lift Station (Planning)
- **D-3 - I-80 Great Sauk Trail RA**
HVAC & Electrical Modifications (Bid Winter 2009)
- **D-4 - I-74 Mackinaw Dells RA**
Replacement of the Dividers in the Sewage Lagoons (Construction Completed)
- **D-4 - I-74 Spoon River RA**
Repair/Replace the Water & Water Treatment Systems (Under Construction)
- **D-5 - I-57 Illini Prairie (SB) RA** Rebuild Wisconsin Mound Septic System (Construction)
- **D-5 - I-74 Farmland RA**
Roof replacement (Planning)
- **D-7 - I-57 Green Creek RA**
Roof replacement (Planning)
- **D-8 - I-70 Silver Lake RA**
Sewage Upgrades (Planning)
- **D-8 - I-64 Gateway RA**
Sewage Upgrades (Planning)

In addition to those enumerated above, Operations personnel are in charge of working with the Illinois Department of Natural Resources in obtaining landscaping materials for the various rest areas. Those activities are listed below:

- D-1 - 200 assorted tree and shrub seedlings, 620 potted native wildflowers, 886 pounds of native grass and wildflower seed, 5,085 wildflower plugs
- D-2 - 1,900 assorted tree and shrub seedlings, 420 pounds of native grass and wildflower seed, 450 wildflower plugs
- D-3 - 15,900 assorted tree and shrub seedlings, 1,620 wildflower plugs
- D-4 - 7,500 assorted tree and shrub seedlings, 1,912 pounds of native grass and wildflower seed, 12,010 wildflower plugs
- D-5 - 3,800 assorted tree and shrub seedlings, 31 pounds of native grass and wildflower seed, 405 wildflower plugs
- D-6 - 1,500 assorted tree and shrub seedlings
- D-7 - 20,700 assorted tree and shrub seedlings
- D-8 - no orders
- D-9 - no orders



The department has an interagency agreement with the Illinois Department of Corrections (IDOC) to propagate plants for the rest areas and both state fairs. The following is an itemized list of those endeavors:

1. **Illinois River Correctional Center** - Worked with Districts 2 and 4 to produce approximately 4,400 1 gallon potted plants. District 2 planted approximately 2,000 total plants at Willow Creek Rest Area, Turtle Creek Rest Area, Polo, Route 26 Cemetery Quad and Routes 78/92 Southwest Quad, Henry County. District 4 planted approximately 2,400 1 gallon potted plants at Jubilee College State Park, North Entrance, Rock Island Trail State Park, Toulon Parking Lot, Illinois Route 17, and Camp Grove Rest Area.
2. **Big Muddy Correctional Center** - Operations personnel worked with District 7, District 9, and the central office to produce 3,000 plants for district use and at State Fairs. District 7 used plants at the Green Creek Rest Area, National Trail Rest Area, Cumberland Road Rest Area, and Pride of the Prairie Rest Area. Plants were also used at entrances to the city of Mattoon and the District 7 Office in Effingham. District 9 used plants at the DuQuoin State Fair. The central office used plants at the Springfield State Fair.

Size and Weight Enforcement Accomplishments

The Bureau of Operations maintains scale crews at the weigh stations throughout the state. In 2009, the Size and Weight Scale Crews, in cooperation with the Illinois State Police, weighed 8,872,470 trucks. There were 18,912 overweight violations and \$4,956,925 in fines assessed.

New platform scales were built at the I-70 EB Brownstown and I-64 eastbound O'Fallon Weigh Stations, and a contract was awarded to rebuild the I-55 northbound Bolingbrook Weigh Station platform scales. The roof was replaced at the I-4 Carlock Scales.

Routine and Super load Permit Information

The Permit Office, a unit within the Maintenance Operations Section, completed the following activities during 2009.

1. Issued approximately 260,000 oversize overweight (OSOW) permits.
2. Management continued working towards a 2010 implementation of a fully automated permit routing/analysis system.
3. The central Bureau of Operations' Permit Office coordinated a meeting of all IDOT regional permit offices and the Illinois State Police. This meeting resulted in more uniformity, efficiency, etc. between the central office and the regions. This included an agreement to begin reporting length requirements for a growing number of troublesome intersections for permit loads. The permit loads have dramatically increased in overall length and numbers in recent years, particularly in the wind-farm industry. This plan has already begun to reduce the amount of complaints, damage reports, etc.

4. The Permit Office coordinated a meeting between the central Permits Office, the Region One Permits Office and representatives from the Permit Offices for the Illinois State Toll Highway Authority (Tollway), city of Chicago, and Cook, DuPage, and Will counties. The scope of the meeting was to develop an effort to address/resolve troublesome issues raised by the trucking industry. As a result, the department agreed to increase the amount of weight upon which permits will be issued on Cook County expressways, agreed to additional width on the Tollway, and agreed to undated hours of service rules with the city of Chicago.

Snow and Ice Control

The following is a copy of the Bureau of Operations publication, Snow & Ice Control Facts & Preparations for the winter of 2009 - 2010. Data is compiled from reports generated primarily from the Maintenance Management Information (MMI) System. This report gives an overall statewide assessment of winter readiness, as well as some historical information on salt expenditures and total snow removal costs.

Mileage for Plowing

	FY09 Centerline Miles	FY09 Lane Miles
Interstate	1,893.30	7,628.80
Expressways	144.40	971.90
Primary	13,534.10	32,275.00
Frontage Roads & Ramps	996.05	1,992.10
Total	16,567.85	42,867.80



Snow Routes

1-Truck Routes	950
2-Truck Routes	156
3-Truck Routes	46
4-Truck Routes	2
Total	1,154

Personnel Requirements

Needed:

Total drivers needed for Two Shifts **2,816**

- 1-Truck Routes (950x 2 = 1,900)
- 2-Truck Routes (156 x 4 = 624)
- 3-Truck Routes (46 x 6 = 276)
- 4-Truck Routes (2 x 8 = 16)

Additional Support (Lead Workers, Wing Plow Operators, Loader Operators) **938**
Total Snow Removal Personnel Needed **3,754**

Available:

Active On-Board Full Time Employees

Available (as of 6/30/09)

for Snow Removal*

(less allowance for Sick Leave)	1,395-140=1,255
Full Time Temporary Budgeted & Hourly's Budgeted (FY10)	2,234
From Traffic or Technical Staff	123
Total Snow Removal Staff Available	3,612
Additional Hires Needed	142

*Active on board June 30, 2009

Note: For the 2009-10 winter season, the procedure to report Full-Time (FT), Temporary (T), Budgeted and Hourly personnel will be different. The approval to hire district winter maintenance staff for "short term" snow removal activities is now based on dollars and not the number of people. In other words, the districts will receive a dollar allocation, but given the flexibility to hire what they think is the right proportion of FTT's and Hourly personnel. They will be required to stay within their \$ allocation. As a result, the actual number of people available to plow snow cannot be computed and values for total snow removal staff available and additional hires needed can only be estimated at the best.

Trucks

A. Needed

Units for Snow Routes	1,408
Spares*	250
Total	1,658

B. Truck Inventory (10/09)

Single Axle Dump	1,193
Tandems	570
4 X 4	59
Rotary Snow Plows	7
Total	1,822

* Includes +10% in team sections for breakdown plus one unit per team section for emergency use.

Salt

A. Usage:

Average Last 5 Yrs.	536,027 tons
FY 05	386,667 tons
FY 06	324,838 tons
FY 07	504,771 tons
FY 08	838,963 tons
FY 09	488,273 tons
FY 10 (100% Contract Amount)	573,650 tons

B. Bid Price:

Average Last 5 Yrs.	\$49.34/ton
FY 05	\$33.03/ton
FY 06	\$38.11/ton
FY 07	\$40.98/ton
FY 08	\$41.79/ton
FY 09	\$77.60 /ton
FY 10 (Average Bid Price)	\$64.53 /ton

FY09 SALT USAGE PER LANE MILE

DISTRICT	SALT (TONS) USED FY09	LANEMILES FY09	SALT (TONS) PER LANEMILE*
1	210,383	8,471	24.83
2	58,280	3,859	15.10
3	62,705	4,302	14.58
4	39,935	4,236	9.43
5	25,741	3,569	7.21
6	30,947	5,203	5.95
7	21,618	4,171	5.18
8	24,316	5,090	4.78
9	14,349	3,699	3.88
TOTAL	488,273	43,603	11.46

* Lane Mileage does not include highways maintained by municipal maintenance agreements, but does include frontage roads and ramps.

FY 10 estimated total cost for salt is \$37,016,979.50

C. FY 10 Salt Suppliers:

Cargill Salt Div.	138,900 tons (24.2%)
North American	147,800 tons (25.8%)
Morton	286,950 tons (50.0%)
Total	573,650 tons (100%)

D. Comments on Salt:

1. Bids were received in July 2009.
2. Contracts were awarded in August 2009.
3. We guarantee purchase of 80% of estimated requirements (for new contracts) and 70% based on any contract renewal.
4. Contractor will deliver 120% of estimated requirements (for new contracts) at the same unit price if it is required and 130% based on any contract renewal.

Costs

Snow Removal Cost: (Work Activity Code 472 through June 30, 2009).

5-Year Average	\$57,417,615
FY 05	\$33,993,266
FY 06	\$34,896,394
FY 07	\$54,421,720
FY 08	\$83,173,923
FY 10	\$80,602,770

Weather Forecasting Contracts

- A. By contract, Murray & Trettel provides weather forecasts and warnings for Region 1 and DTN Meteorlogix (Telvent) for Regions 2 - 5.
- B. DTN – Meteorlogix purchased the weather forecasting division from SSI two years ago. DTN now provides Road*Cast which include pavement temperature forecasts for 24 hours issued four times a day for selected Road and Weather Information System (RWIS) sites in all regions.
- C. New vendor provided products, using a combination of new technologies and more accurate forecasts have been made available to key IDOT winter maintenance staff. Additional features such as enhanced weather displays take advantage of a

variety of traditional weather information, future radar, and enhanced prediction models. DTN now combines services to include graphical weather displays (radar & satellite images) with area wide and pavement specific forecasts. The regions are going into the second full year of using the DTN Weather Sentry product.

Regional Preparations

- A. Annual snow removal meetings are held for personnel in all team sections.
- B. Spreaders are calibrated and all plows and spreaders are mounted and inspected for condition before winter operations. Radio inspections are also completed before winter operations.
- C. All drivers are given training. This training is determined by the individual regions/districts and may vary from region to region.
- D. Lead Workers review snow route plans with their assigned drivers. Problems occurring during last year's season operations are reviewed. Proposed changes or corrective actions are planned.
- E. 2009 - 2010 marks the fifteenth winter (fourteenth full one) for regions using liquid chemicals, mostly salt brine, for snow and ice control. Usage continues to increase. Successful applications include routine frost prevention on bridges, pre-wetting salt at the spinner, over dry chemicals on snow and ice pack, in storm cleanup operations and, to a limited extent, on pavements before the storm (anti-icing). Over half of Operations' equipment has a capability to spread liquid chemicals at the spreader.

Additional Items

- A. The regional and the central Communications Centers are in radio contact with the personnel in the operations headquarters and trucks on the road.
- B. "Give 'Em a Brake - Slow Down" – The department is urging courtesy and consideration when motorists come upon snowplows.
- C. The department is also advising motorists how to winterize their vehicles, and by urging the public to adopt the use of a "winter survival kit".
- D. Information on winter road conditions is available on the IDOT Web Page at www.dot.il.gov (Traveling Public tab, Road Condition Reports) and through the toll-free (800) 452-IDOT telephone number.
- E. The Roadway Weather Information System (RWIS) information is available to the motoring public at www.dot.il.gov (Traveling Public tab, Road Condition Reports, then select Roadway Weather Information System). This page provides real-time pavement and atmospheric conditions from specified locations throughout the state. Another address, www.gettingaroundillinois.com is a web-based interactive mapping site that provides the ability to search and display several sources of information.

- F. IDOT continues to evaluate new weather technology this winter. Weather Sentry accounts have been granted for regional and central office personnel to look at specific location weather forecasts and future radar features. Monthly phone conferences are held to discuss forecasting services, accuracy and timeliness of storm warnings/notifications.
- G. The Statewide Snow & Ice Committee continues to evaluate a variety of winter operations issues to include, equipment, training, chemicals, and forecasting.

Traffic Operations Section - Completed Projects

1. Traffic Operations staff managed two Signal Coordination and Timing (SCAT) contracts which optimized 152 signals in 20 corridors.
2. There were three Sign Maintenance Contracts which equaled management of 7,300 square feet of sign panels and overlays plus approximately 130 new and/or re-erected sign panels.
3. With the ARRA Act, the Traffic Operations Section handled seventeen Economic Stimulus Contracts. This resulted in approximately 21,000 feet of pavement markings installed.
4. Three Sign Truss Replacement and Repair Contracts were activated resulting in 23 structures being replaced and/or repaired.
5. Management of the Overhead Signal Structure Inspection Consultant Program (OSSICP) resulted in approximately 180 sign structures field inspected.
6. Twelve Raised Pavement Marker (RPM) contracts were administered resulting in approximately 328,000 raised pavement markers installed.
7. There were three Guardrail Delineation Maintenance Contracts. Management of those contracts resulted in the replacement of approximately 12,000 markers.
8. Staff processed fees from the annual Business LOGO Signing Program for 1,642 businesses.
9. The Traffic Operations Section processed fees for 328 businesses participating in the Tourist Oriented Directional Signing (TODS) Program. The TODS program is a joint effort between IDOT and the Illinois Department of Commerce and Equal Opportunity.
10. 62 applications for participation in the DUI Memorial Signing Program were processed by the Traffic Operations Section.

Management/Development/Research

Online Training for Context Sensitive Solutions

Through this study, an internet-based tutorial course was developed on CSS policies and procedures and is available on the Illinois Department of Transportation (IDOT) website at the link above. The online training allows easy access to affected citizens, elected officials, local agencies, interest groups and other stakeholders of the IDOT.

The purpose of this online training course is to provide information to stakeholders on the CSS process. The online training consists of a series of modules on the

specific aspects of CSS, including how the CSS process works and the benefits of using CSS.

There are also “quick answers” on how CSS works in practice.

The link to the CSS training site is below:
www.dot.il.gov/css/training/intro.html

“The hardest part of implementing CSS is getting the public to participate early. This online training will help explain the importance of the process to a large number of people at their convenience.”

*Sherry Phillips, P.E.,
 District 7 Project Engineer*

Projects Reviewed, Processed and Awarded

In 2009, the Bureau of Design and Environment, Project Development and Implementation Section reviewed 1,792 projects, reviewed and processed 6,251 bid proposals and awarded 1,560 contracts totaling approximately \$2.17 billion dollars.

Educational Training Courses

The Illinois Technology Transfer Center offered 116 educational training courses dealing with infrastructure management, workforce development, and highway/worker safety. Over 4,100 students enrolled in these training courses with a total attendance of over 3,200 students. Information related to safety, construction and maintenance was also shared via conferences, training videos, technical publications, and manuals.

Evaluation/Optimization of Tack & Bond of HMA Overlays of PCC

Three major components used to quantify the impact of various parameters on the permanent deformation of spell out overlays were laboratory testing, numerical modeling, and accelerated testing. Parameters evaluated included HMA material type, tack coat type, tack coat application rate, PCC surface texture, temperature, and moisture conditions.

State and Regional Value

IDOT is in the process of adopting the appropriate tack coat type and the optimized application rate. This will ultimately improve long-term pavement performance.

“Results from this study will allow IDOT to develop and implement changes to tack coat application specifications which will ultimately improve how pavements bond together.”

*Jim Trepanier, P.E.,
 Bituminous Operations Engineer*



DeKalb County Bridge Collapse Bridge Investigation

The investigators visited the bridge site to examine the damage that occurred to various structural and geotechnical elements of the bridge, especially the bridge deck and girders, the bridge substructure, and the pilings. The investigators obtained the bridge plans and construction records to prepare for the structural/geotechnical analyses. In order to better estimate soil properties for the structural model, the laboratory index tests were performed on samples retrieved from the site.

State and Regional Value

The information from this report will be used by the county to determine likely cause of, and potentially the responsibility for, the collapse of the structure. In addition, IDOT will be recommending to local agencies that no overweight permit loads be allowed on structures supported by timber pile piers, within certain parameters and characteristics, without a full analysis.

“The Illinois Department of Transportation (IDOT) intends to pursue further research in the area of timber pile repair solutions, and will incorporate some of the procedures from the report, such as the effects of eccentric loading on timber piles, into our future timber pile capacity analyses.”

*Jim Klein, S.E.,
Local Bridge Unit Chief*

Illinois Height Modernization Program (ILHMP)

IDOT, in conjunction with the Illinois State Geological Survey, has continued with the Illinois Height Modernization Program (ILHMP). This is a federally funded program for the establishment of accurate, reliable heights. The goal of the ILHMP is to establish: (1) a datum-consistent vertical and horizontal statewide network of survey benchmarks; and (2) a statewide high-resolution digital elevation model of the earth's surface. The ILHMP will greatly benefit the entire surveying community and will affect all engineering projects, natural resources studies and modeling, floodplain mapping and routine surveying.

Light Detection and Ranging (LiDAR)

IDOT is actively pursuing the acquisition of Light Detection and Ranging (LiDAR) data. This elevation data is beneficial for corridor mapping, hydraulic analyses, flood mapping and planning, land development, 3-D modeling, etc. IDOT has worked in conjunction with the USGS, other counties and independently to acquire data in McHenry, Boone, Winnebago, Stephenson, JoDaviess, Carroll, Ogle, Lee, Whiteside, Rock Island, Henry, and Adams Counties. We also have a project underway with the USGS and the CORPS to acquire LiDAR data from bluff to bluff along the Mississippi River and in Calhoun, Jersey, Union, comma and Alexander Counties.

FY 2009 Projects

Projects Reviewed, Processed and Awarded

In 2009, the Bureau of Design and Environment, Project Development and Implementation Section reviewed 1,792 projects, reviewed and processed 6,251 bid proposals and awarded 1,560 contracts for approximately \$2.17 billion dollars.

District One

In Fiscal Year 2009, Region One prepared, let and constructed 427 projects valued at approximately \$753,000,000 of highway construction work. The following is a breakdown of this work by construction type:

• Reconstruction	\$132,000,000
• Resurfacing	\$366,000,000
• Lighting (<i>Maintenance Contract</i>)	\$27,000,000
• Traffic Signal	\$16,000,000
• Bridges	\$161,000,000
• Miscellaneous	\$51,000,000

The following is a list of other significant projects of interest that were accomplished this past Fiscal Year.

Elgin O'Hare Western Bypass

The Elgin O'Hare Western Bypass (EOWB) study made significant strides this past year. Starting with over a dozen roadway and transit options, the Department used a combination of technical analysis and a Context Sensitive Solutions based public involvement program to narrow the list of potential solutions to a pair of Finalist Alternatives. The Department hosted the project's third Public Informational meeting in March of 2009, and had over 1,000 attendees and over 35,000 comments submitted during the Public Comment period. This was the most participation ever for a project in the District, and was an important factor in identifying the Finalist Alternatives, which consist of Roadway, Transit and Bike/Pedestrian features.

I-57 at I-294

The I-57 at I-294 project, valued at over \$ 500 million, was a joint effort of the Department and the Illinois State Tollway Highway Authority and received Phase I Design Approval this past year. The Department was brought into the project in late 2007 to make it eligible for Federal Funding. As a result, the Department prepared an addendum to the Environmental Assessment, engaged in additional public and agency coordination, developed detailed geometry, and prepared a Design Report in 14 months.

I-55 at Arsenal Road

The \$60 million dollar I-55 at Arsenal Road Project received Phase I Design Approval this past year. Although a led project by Will County, the Department was responsible for reviewing the Environmental and Engineering documentation to ensure compliance with IDOT and FHWA policies, and ensuring that the regulatory agencies were satisfied with the project impacts and mitigation.

Interstate 94, the (Bishop Ford Expressway) West of Martin Luther King Drive to US Route 6 (159th Street), Cook County

Construction is nearing completion for the \$27.5 million patching and resurfacing of Interstate 94 (the Bishop Ford Expressway) from west of Martin Luther King Drive to U.S. Route 6. Work primarily consisted of patching and resurfacing the mainline pavement. In addition, the center median guardrail was removed and replaced as well as providing other guardrail upgrades. Work also provided repairs to 13 bridges within the limits of the improvement.

159th Street (US Route 6) from east of Interstate 294 to east of Illinois Route 1, Cook County

Plans have been prepared for the reconstruction of U.S. Route 6 (159th Street) from east of I-294 (Tri State Tollway) to east of Illinois Route 1 (Halsted Street). Contract 60774 is the third and final contract in this portion of 159th Street. It includes the roadway reconstruction and widening of an SRA designated route. The other two contracts included the reconstruction of six railroad bridges over 159th Street. The roadway in this section consists of two lanes in each direction (east-west) with a shared left-turn lane. The project also includes storm sewers, traffic signals, comma and lighting. The estimated cost for Contract 60774 is \$18 million. The estimated cost for all three contracts is \$62 million.

Illinois Route 59 from north of U S Route 30 in Plainfield to I-55 in Joliet, Will County

Plans have been prepared and let for the reconstruction of Illinois 59 from north of U.S. Route 30 to I-55 in Joliet. Contracts 62416, 62417, 60C19, 60E73, and 60363 have been awarded. Awarded contract value of the five contracts is \$89 million and are currently under construction. The estimated completion date for these projects is late fall of 2010. The roadway in this section consists of two lanes in each direction (north-south) with a shared left. The project includes storm sewer, traffic signals lighting, and new interchange at Illinois 59 and I-55.

Illinois Route 83; Petite Lake Road to the Wisconsin State Line, Lake County

Plans have been prepared and let for the patching, widening, comma and resurfacing of IL 83 from Petite Lake Road to the Wisconsin State line in villages of Lake Villa and Antioch in Lake County. The project is currently in construction with completion in the fall of 2010. The scope of work primarily consists of roadway patching, widening and resurfacing, intersection improvements, drainage improvements, and traffic signal modernization.

Dan Ryan Expressway, 31st Street to I-57 Interchange; Aesthetic Improvement Projects – City of Chicago, Cook County

Upon completion and opening of the Dan Ryan Expressway, the department released and undertook the construction of various aesthetic improvement projects along the Dan Ryan Expressway corridor from

31st Street to I-57 Interchange. These projects included the construction of ornamental knee walls with black coated fencing and access gates mounted on top of the knee walls, construction of six landscaped and irrigated gateway and corner gardens areas as well as landscaping along the expressway mainline slopes and parkways by planting trees, shrubs, and vines.

The knee wall contracts consisted of 29 contracts ranging in cost from \$200,000 to \$900,000 per contract while the fencing/gates contracts consisted of a total of seven contracts. The overall construction cost of the knee walls and fencing contracts exceeded \$24 million dollars for the 36 contracts involved. The contracts were released as Small Business Initiatives (SBI) contracts.

In addition to that and in an attempt to create an aesthetically pleasing environment along the expressway corridor, six gateways contracts were constructed along the expressway gore areas at 35th Street, 47th Street, 63rd Street, 79th Street, 87th Street, and 95th Street, primarily at locations where Chicago Transit Authority (CTA) stations currently exist. The gateways included varieties of plant species, shrubs and grasses and are an extension to corner garden areas located on the cross street above the expressway. The gateways and corner gardens are irrigated through the use of an irrigation system. The total cost of the six contracts amounted to approximately \$3.8 million.

Two additional landscaping contracts were completed for the Expressway northbound and southbound parkways at a total cost of \$2.5 million.

District One Emergency Patching Program

The harsh weather conditions during the winter of 2009 severely deteriorated the integrity of many roadways within the district. The district processed 22 hot-mix asphalt and portland cement concrete pavement patching construction contracts involving 173 arterial and expressway segments throughout the six counties of northeast Illinois. The 22 construction contracts that were let addressed the pothole problems with a cost of \$23 million. The 22 pavement patching contracts were completed within the 2009 construction season.

District One 3P Resurfacing Program

The 2009 District One 3P Resurfacing Program involves repairs and resurfacing of existing paved roadways on the State's highway system throughout the six counties within northeast Illinois. The purpose of the 3P Program is to provide an interim maintenance type improvement until the rehabilitation or reconstruction project can be funded.

The 2009 3P Resurfacing Program in District One, included 230 construction contracts totaling \$345 million.

District Two

IL 251 – Rockford

The final stage of the reconstruction of IL 251 (Kishwaukee St) in Rockford north of Harrison Ave was completed. The \$10.2 million project includes removing and replacing the four-lane roadway and installing new water and sewer lines, sidewalks and traffic signals. This complete reconstruction modernized and transformed a major entryway to downtown Rockford.

IL 92 Centennial Expressway – Rock Island

The \$11.6 million project replaced eight bridges on the Centennial Expressway (IL 92) between 7th Avenue and 31st Avenue in Rock Island. The Expressway is the west entryway into the city of Rock Island.

US Business 20 (West State Street)

West State St. is the western entrance into the city of Rockford. The Environmental Assessment for this project was approved, including an Environmental Justice Mitigation Plan. Land Acquisition is anticipated to begin in FY2010 for this reconstruction project which includes a bike path, linear greenways, and a landscaped boulevard.



District Three

I-39 Abraham Lincoln Bridge

The deterioration of the bridge deck of the Abraham Lincoln Bridge over the Illinois River necessitated the fast-track preparation of plans and specifications completed in one year. The project was let on the November 2006 construction letting. Construction proceeded throughout 2007 and 2008, and by November 2008 all lanes were open to traffic. The project was nationally recognized as one of the Top Ten Bridges of 2008 in Roads and Bridges magazine, placing at #7 on the magazine's list.

US 34 – Sandwich to Plano

The scope of work for this study is to determine the proposed improvement for U.S. 34 from Plano to Sandwich. In following the department's CSS policy, community stakeholders have provided their input in the development of the possible alternatives to be considered in this corridor. Public meetings and presentations to local officials have served to keep the interested parties informed of the project status and developments. The study continues to be refined during the environmental investigation and it is expected that a preferred alternative will be presented at a future public hearing.

District Four

US 34 - Burlington to Monmouth

Phase II design plans for the four-lane improvement of US 34 were completed for the western section from Carman Road to TR 111. Utility adjustments, land acquisition, construction and construction engineering are funded through the Capital Bill. Phase II design plans for the eastern section from Kirkwood Road to Monmouth are 95 percent complete. The Phase II design plans from TR 111 to east of Biggsville are just underway. Utility adjustments, land acquisition, construction and construction engineering for the remaining sections are currently unfunded.

IL 336 - Macomb to Peoria

Work continued on the study of a four-lane facility covering 60 miles of roadway on mostly new alignment from Macomb to Peoria. The final preferred alignment was presented at the public hearing in the spring of 2009. The Final Environmental Impact Statement (DEIS) is being prepared with a Record of Decision anticipated in June 2010.

Eastern Bypass

The corridor study for the eastern bypass around the East Peoria area is underway. This is a CSS project and much effort has been focused on public involvement. A Community Advisory Group (CAG) has met numerous times to determine the best location for a corridor. A public meeting was held August 2009 presenting the preliminary corridors. A final decision is expected in Summer 2010.

IL Route 8

The third of four segments of IL Route 8 from East Peoria to Washington will go to letting in Summer 2010. The second segment through Sunnyland is currently under construction and will be completed next summer. The fourth and final segment is funded in the multi-year program.

Reconstruction of IL 6 near the intersection of IL 29/IL 6 in Mossville

This \$2,600,000 project consists of the removal of the deteriorated existing PCC pavement on a 0.6 mile stretch of four lanes of IL 6 and several turn lanes and replacement with new PCC jointed pavement and PCC shoulders. The project also includes PCC patching and resurfacing on two IL 6 ramps, the milling and resurfacing of IL 29 (north and south of the IL 6/IL 29 intersection), upgrading signals at IL 29, and the new signalization of the IL 6 and State Street intersection. IL 6 at this location carries approximately 22,000 vehicles per day and is a major route between Peoria and Caterpillar's Mossville plant and engineering building compound, and is also a connector between the cities of Chillicothe and Peoria.

District Five

I-57 Resurfacing from the Coles County Line to Tuscola

This \$12.1M patching and resurfacing project on I-57 (net length 10.3 miles) included full depth pavement

patching throughout the project, partial and full depth patching on the I-57 ramps to IL 133, bridge deck repairs on two structures, milling the driving lanes 3 1/4" to the underlying concrete paving and replacement with polymerized HMA binder course, paving all travel lanes with a 1 1/2" or 1 1/4" polymerized HMA surface course as specified, and lastly resurfacing of the existing pavement shoulders and installation of permanent pavement markings.

I-72 Resurfacing from White Heath to Champaign

This \$12.5M patching and resurfacing project on I-72 (net length 12.5 miles) included full depth pavement patching throughout the project, milling 2 1/4" from the existing pavement wearing surface and replacement with polymerized HMA binder course, resurfacing of all travel lanes with 1 1/2" of HMA surface course, resurfacing of the existing bituminous shoulders with 1 1/2" of HMA shoulder mix, removal and replacement of the existing wearing surface on six structures, and lastly the installation of permanent pavement markings.

IL 49 Structure Replacement north of Ogden

This \$3.7M project removed and replaced the existing structure carrying IL 49 over I-74 north of Ogden. The project included constructing the new structure to provide additional clearance over I-74, lengthening of the new structure to provide a widened opening for future lane improvements, ramp intersection reconstruction, lighting, resurfacing of I-74 and IL 49 within the interchange limits, lighting installation, and the installation of permanent pavement markings and safety appurtenances.

District Six

IL 336 – Expansion from Carthage to Macomb

This \$120 million expressway reconstruction project was opened to traffic on October 29, 2008. Construction of this 20.6-mile improvement required nearly three years of intensive effort and coordination with District Four to complete. The completion of this major expressway will improve mobility in west-central Illinois.

I-72 at Macarthur Boulevard

Construction is underway for the extension of Macarthur Boulevard from the North Street/Junction Circle intersection to approximately 0.5 miles south of I-72 including a new interchange with I-72. The \$22,490,970 contract for the grading and structures is complete. The \$17,789,639 paving contract is ongoing.

I-55/I-72 Resurfacing

Interstate resurfacing was completed at a cost of \$17,485,065 with limits along I-55 from 0.3 mile north of Southwind Road south of Springfield to 0.6 mile north of I-72 east of Springfield for a distance of 6.3 miles. This also included I-72 from 0.4 mile west of 2nd Street to I-55 including 6th Street from south of Hazel Dell to I-55 for a distance of 1.98 miles. In addition, the contract included the installation of median cable which will eliminate the potential for crossover accidents on the interstate.

District Seven

I-72 – 1.8 Miles East of Argenta to IL 48 in Macon County

This \$5.4 million project provided Class A full-depth patching and bituminous partial-depth patching throughout, milling of 3 1/4" of existing HMA resurfacing off both the passing and driving lanes, replacement of that material with 2 1/4" of HMA polymer binder, and lastly a 1 1/2" HMA polymer surface course over both lanes. Pavement under overhead structures was removed and replaced with Full-Depth Bituminous.

IL 15 – Indiana Route 64, Wabash River Bridge Replacement at Mt. Carmel

Construction is underway on a new bridge and a small alignment change for the connecting of Illinois and Indiana in the Mt. Carmel and Princeton area. This structure is to replace the existing aged structure that is the only river crossing for several miles in each direction. The project is designed to improve traffic capacity and safety, as well as promote economic development in the area. The bridge contract is \$30.6 million and the approach contract is \$1.6 million.

US 45 – Rudy Avenue in Mattoon to 250N

This \$3.8 million project provided Class D full-depth patching throughout, milling of 1/2" of existing HMA in all lanes, with a HMA overlay consisting of 3/4" of HMA leveling binder, and a 1 1/2" HMA surface course over all lanes. A box culvert was also replaced in this project. Urethane Pavement Marking was used for the striping.

Safety Initiative

District 7 awarded three contracts for pier protection along interstates. The purpose of the contracts was to protect forty-five previously unprotected piers and foundations on portions of I-57, I-70 and I-72. The total cost of the contracts was \$1.9 million.

District Eight

New Mississippi River Bridge at St. Louis

The New Mississippi River Bridge project includes the construction of a new four-lane cable stayed bridge over the Mississippi River from the Metro East in Illinois to North St. Louis in Missouri, construction of relocated I-70 from the I-55/70/64 (Tri-Level) Interchange to the new bridge and numerous improvements to the local street network to accommodate the new construction. Construction of the new bridge is necessary to increase safety in and around the downtown area, relieve congestion on the Poplar Street Bridge and provide redundancy in the transportation system.



On February 28, 2008, Illinois and Missouri reached an agreement on construction of the project. The estimated cost for the project is \$660 million:

Main Span Structure and Approaches	\$306 million
Illinois Connecting Roadways and Bridges	\$284 million
Missouri North Interchange	\$70 million

Missouri is the lead state for the environmental approval and the design and construction of the main span and Missouri approach structure. Illinois is responsible for a maximum of \$155.6 million for the main span and Missouri approach structures, while Missouri will be financially responsible for any cost overruns for the main span and Missouri approach structures. Illinois is also responsible for the connection to I-55/70/64 in Illinois, including the Illinois approach structure, at a cost of \$344 million. Illinois will be utilizing Project Labor Agreements on all eligible Illinois contracts.

Design, archaeology and land acquisition began in 2008. Construction has begun on several of the preliminary contracts the Illinois side of the river, with major construction scheduled to begin in 2010 and last four to six years.

IL 255 – Fosterburg Rd to Seminary Road near Alton

This \$25.1 million, 2.6-mile section continues the four-lane extension of IL 255 to the north. This section opens a new corridor for economic development and was opened to traffic in August 2008.

I-270 – IL 157 to the Mississippi River

This work included five separate projects totaling \$13 million. The main contract was a resurfacing project from just west of IL 157 to the Mississippi River. Also included were four contracts to repair the highway lighting on the Mississippi River structure and the Chain of Rocks Canal structure, install high-tension median cable barrier at various locations, and continue expansion of the District's Intelligent Transportation System capabilities. These projects were constructed at night with minimal disruption to traffic and were essentially completed in December 2008.

US 67 – over South Branch Piasa Creek Tributary and South Branch Piasa Creek, 1.3 & 1.4 miles south of the Madison/Jersey County Line

This project provides two new structures over Piasa Creek Tributary and Piasa Creek along the mainline of U.S. 67 north of Godfrey. This \$1.4 million contract is the first step towards completing U.S. 67 to the Madison/Jersey County line. Along with the completion of this project, District Eight awarded three other contracts worth \$17.4 million along the IL 255 corridor leading up to the U.S. 67 corridor.

IL 162 – from West of Formosa Rd to US 40 in Troy

This project consisted of widening and resurfacing 3.55 miles of IL Route 162 in Troy. The contract work included widening to 5 lanes from I-55/70 to Clay Street, resurfacing the existing two-lane roadway from Clay Street to Dewey Street and widening the shoulders and resurfacing from Dewey Street to U.S. 40. Additional work included upgrading the traffic signals at Riggin Road and improving drainage.

This project was needed to reduce congestion related to the high traffic volume on IL Route 162 in Troy. Currently IL Route 162 carries over 25,000 vehicles per day and it is projected to carry over 37,000 vehicles per day by the year 2024.

District Nine

New Interchange I-57/64 at Veterans Memorial Drive in Mt. Vernon

This \$15.5 million new interchange on I-57 with Veteran's Memorial Drive was opened for traffic in November 2009. This interchange greatly relieves pressures and congestion on the existing I-57 and IL 15 interchange and opens this southern area of Mt. Vernon to economic expansion.

IL 13 Connector in Harrisburg

This \$5 million four-lane improvement from Granger Street to U.S. 45 in Harrisburg was completed this past construction season. The \$14.1 million contract for completing the section from IL 13 West of Harrisburg to Granger St. and the section from US 45 to IL 13 east of Harrisburg was awarded in May of 2009 using Federal Stimulus Funds (ARRA) and is currently under construction. This will complete the relocation of Illinois 13 through Harrisburg.

I-57 Interchange Project - Old IL 13 in Marion

Construction is complete on this \$21 million reconstruction of the partial cloverleaf interchange at Main Street in Marion. This project provides a signalized intersection to access to the Veteran's Administration Hospital Facility near the interchange. This interchange provides interstate access to the businesses located on Old Illinois 13 in Marion.

I-57 Rubblization – Benton to the Franklin-Jefferson Co Line.

The \$8.6 million northbound project and the \$9.2 million southbound Federal Stimulus (ARRA) project rubblized the existing jointed concrete pavement and added a 9" thick bituminous pavement. Rubblizing the existing concrete pavement eliminates the reflective crack problem at the joints and provides an excellent base for the new bituminous pavement.



FY 2010 Projects

Consultant Mentor-Protégé Program

The Implementation of the Engineering Consultant Mentor-Protégé Program will allow DBE firms to partner with veteran firms to gain knowledge and experience in engineering projects with IDOT. IDOT looks forward to the implementation of this program to facilitate the expansion of opportunities for DBE engineering firms.

District One

I-290 (Eisenhower Expressway) Reconstruction

In the fall of 2009, the Department initiated Phase I for the reconstruction of an eight-mile section of the Eisenhower Expressway, from Mannheim Road to Cicero Avenue. The Department is using Context Sensitive Solutions to engage a diverse set of stakeholders in identifying transportation needs and ultimately a preferred solution. The existing roadway, which was originally constructed in the 1950's, carries up to 180,000 motorists per day. The Eisenhower Expressway serves as a gateway between the western suburbs and the City of Chicago, and is within a densely urban corridor that also includes passenger and freight rail.

Interstate 80, Will County

Contract documents have been developed for approximately six miles of patching and resurfacing on Interstate 80 from east of 80th Avenue to Interstate 294. The \$15 million improvement will be implemented between April 5th and June 25th of the 2010 construction season. A nighttime schedule will be followed to minimize disruption to the motoring public.

The District is currently developing additional improvements to other segments of Interstate 80. Between U.S. Route 30 and U.S. Route 45, a \$100 million add-lane, bridge rehabilitation, and interchange redevelopment project is targeted to begin in the 2011 construction season. Between the Grundy County line and U.S. Rt 30, a total reconstruction is planned on the interstate, projected to be valued at \$750 million. Selection of consultants for improvements and design efforts are in progress.

Congress Pkwy over the South Branch of the Chicago River Rehabilitation Project- City of Chicago, Cook County

The scope of work for Congress Parkway over the South Branch of the Chicago River involves the rehabilitation of the existing movable bascule bridge which consists of four movable steel leaves and is located along Interstate 290 at its terminus location at the east outskirts of the city of Chicago in Cook County, Illinois. The existing bridge structure has an open grid deck over the river and includes sidewalks and railings for pedestrians. The proposed scope of work involves replacing the bridge mechanical system of motors and pumps and replacing the electrical control system as well as substructure repairs, replacement of deteriorated structural elements, and replacing the entire bridge deck with a new orthotropic closed bridge deck system. The existing lighting and railings as well as emergency gates will be replaced in kind and the approach roadway will be

resurfaced within the bridge project limits. The existing pier cell protection system (dolphins) will be replaced and a camera system installed to monitor this bridge as part of the Department's surveillance network system. The existing bridge houses, which contain the controls systems, will be modernized and rehabilitated. This project was packaged into two construction contracts. The project was let on August 14, 2009 at an estimated construction cost of \$33 million. The project will be stage constructed over two construction seasons starting in spring 2010 and ending through fall 2011.

Illinois Route 47 from Reed Road to Kreutzer Road, Village of Huntley, Kane and McHenry Counties

The scope of work involves roadway widening and reconstruction of the existing 2-4 lanes cross section into a uniform 4-lane cross section with turn lanes at major intersections between Kreutzer Road to Reed Road in McHenry and Kane counties. Existing traffic signals at IL 47 @ Reed Road, Main Street, Algonquin Road and Kreutzer Road will be modernized and interconnected. Ornamental lighting will be provided per the request of the Village of Huntley. The existing water main will be replaced and certain portions of the existing sanitary sewer will be replaced, lined, and improved.

An existing sanitary lift station will be relocated. The existing IL 47 single slab bridge over the Kishwaukee River will be removed and replaced with a triple cell box culvert (3 - 10'x8'). Landscaping will be provided along the project corridor. The project is anticipated to be let for construction in January 2010 with construction to tentatively begin in late spring 2010.

Southwest Highway over the B&O Railroad, Stony Creek and at Ridgeland Avenue, Cook County

Plans have been prepared for a the replacement of the structure which carries Southwest Highway over the B&O Railroad and Stony Creek in the village of Chicago Ridge and Oak Lawn in Cook County. The improvement will consist of raising the interior five spans reconstructed during the interim project of 1998 to increase the bridge clearance over the B&O Railroad tracks and Stony Creek and removing and replacing the remaining 20 spans of the existing 25 spans. The project also includes widening Southwest Highway as it approaches Ridgeland Avenue and the reconstruction of the Southwest Highway/Ridgeland Avenue intersection. The work will be completed utilizing two individual contracts during the 2010 and 2011 construction season at an estimated cost of \$14.5 million.

US 12/20/45 Mannheim Rd at Franklin Ave & the SOO Railroad, Cook County

Plans have been prepared for the replacement of the structure which carries Mannheim Road (US 12/20/45) over SOO Line Railroad (CP Railroad and Metra) and Franklin Avenue in Addison Township in Cook County. The improvement will consist of removing the existing 19 span structure and replacing it with a 14 span structure. The work will be completed utilizing two (2) individual contracts during the 2010 and 2011 construction season at an estimated cost of \$15.7 million.

Interstate 290 from Thorndale Ave to Interstate 90/94 (Circle Interchange) and Interstate 355 from Army Trail Rd to Interstate 290, Cook and DuPage Counties
Plans have been prepared for a major project on Interstate 290 for the 2010 construction season estimated to cost \$95 million. The general scope of work is to mill and resurface approximately 27 miles along Interstate 290 (Eisenhower Expressway) from Thorndale to Interstate 90/94 (Circle Interchange), and Interstate 355 from Army Trail Road to Interstate 290, located within Cook & DuPage Counties. The project consists of four individual roadway contracts to complete the work.

I-290 generally consists of three-lanes in each direction with variable width shoulders which carry 185,000 to 210,000 vehicles each day. Four lanes exist from Illinois Route 83 to Interstate 88 in the inbound direction, U.S. 45 to I-88 in the outbound direction and then further east in both directions from Austin to the Circle Interchange. Due to staging for bridgework, there will be a one-lane reduction during bridge construction.

There are thirty-seven (37) structures within the project limits and all will be repaired. All structure maintenance work to be included within the resurfacing limits was coordinated with the Bureau of Bridges and Structures.

Interstate 55 at Arsenal Road in Will County

The department has plans to replace the I-55 at Arsenal Road Interchange. The overall project consists of the construction of a new I-55 at Arsenal Road Interchange approximately one mile south of the existing Interchange. The ramps and the existing Frontage Road system will be re-configured. The project will include new bridges and retaining walls plus a new highway drainage system with compensatory storage and detention ponds. The proposed improvement will also include a new lighting system, bridge lighting, traffic signals, new expressway signing, surveillance items, landscaping and other incidental work as required. An advance contract has been let. It is anticipated that three more contracts will be required to complete the project.

I-57 from the Will County Line to 175th St, Will County

Plans have been prepared and let for the patching and resurfacing of Interstate 57 from the Will County line to 175th Street. Work will take place at night during the 2010 construction season between April and October at an estimate cost of \$11.4 million. This project has been coordinated with the adjacent resurfacing of I-80.

I-55; from South of I-80 to Grundy Co Line, Will Co

Plans are being developed for a patching and resurfacing of Interstate 55. Two contracts will be prepared: one from south of Interstate 80 to north of the Kankakee River, and the second from south of the Kankakee River to the Grundy County line. Work will include some bridge repair, milling, patching and resurfacing with the resurfacing work to be done at night. The estimated cost is \$30 million.

District Two

Reconstruction of I-80

In 2009 a \$22.6 million dollar reconstruction of I-80 was initiated, from the Mississippi River to I-88.

Reconstruction of IL 75

In 2009 a \$10.9 million dollar reconstruction of IL 75 from Dakota to Durand was initiated.

District Three

I-80 - Interchange at Illinois 178 in Utica

This work includes the reconstruction of the diamond interchange at Illinois 178 in Utica and is estimated at \$15.0 million. As the gateway to Starved Rock State Park, the interchange serves as the primary access to the park for over a million visitors annually. The department developed the contract documents with special attention to accommodate the park traffic and the visitors that attend the many special events planned by the local tourism industry. Throughout the expected two year duration of the construction to replace the existing overhead structure and to improve the interchange geometrics, numerous traffic control strategies will be implemented to ensure safe and efficient use by the traveling public through the work zone.

I-80 - Resurfacing in Bureau County

This 7.4 mile long interstate project extends from east of I-180 to west of IL 89 in Bureau Co and was awarded for approximately \$22 million. In addition to the mainline pavement patching and the HMA polymer resurfacing, the project includes the replacement of four structures carrying I-80 over two waterways and a township route. The project also includes the complete removal of two structures carrying I-80 over the abandoned UP Railroad.

District Four

IL 40 Expansion on the north side of Peoria

This is the final segment necessary to complete the expansion of IL 40 to five lanes from IL 6 in Peoria to Cedar Hills Drive in Dunlap. This project was on the July 31, 2009 letting with a low bid of \$11,447,848. Work will continue into FY 2011.

IL 8 Bridge over Big Hollow Creek near Pottstown

This project consists of removing and replacing the structure carrying IL 8 over Big Hollow Creek near Pottstown. This project was on the November 6, 2009 letting with a low bid of \$1,313,653. Actual construction will start in spring 2010.

IL 251 from IL 116 (East) to US 24 in El Paso

This project consists of resurfacing IL 251 for an est. \$3,660,000. Assuming an awardable bid on the January 15, 2010 letting, work should begin in spring 2010.

IL 6 from I-74 to north of US 150

This project consists of resurfacing of IL 6 from U.S. 150 to 1.5 miles north of U.S. 150; patching from U.S. 150 to south of I-74; and shoulder repairs at the I-74/IL 6 interchange. The estimated cost is \$2,700,000. Assuming an awardable bid on the March 5, 2010 letting, work should begin in summer 2010.

District Five

I-72 Resurfacing

This project consists of resurfacing I-72 from White Heath to Mattis Avenue in Champaign. This project was on the May 15, 2009 letting with a low bid of \$12,511,782.

IL 130 Rehabilitation

This project consists of pavement and shoulder improvement on IL 130 from Madison Street in Villa Gove to Philo. This project was on the November 6, 2009 letting with a low bid of \$7,922,709. Actual construction will start in spring 2010.

IL 47 over the Sangamon River

This project consists of removal and replacement of the IL 47 Bridge over the Sangamon River southwest of Mahomet. Estimated cost is \$4,200,000. Assuming an awardable bid on the January 15, 2010 letting, work should begin the spring of 2010.

US 150 over the NSRR

This project consists of removal and replacement of the US 150 Bridge over the NSRR in Mansfield. Estimated cost is \$3,548,000. Assuming an awardable bid on the January 15, 2010 letting, work should begin in spring 2010.

District Six

IL 78 in Cass-Mason Counties

Replacement of three (3) existing bridges with new structures carrying IL 78 over the Sangamon River, over Wolf lake, and over Big Lake (Sangamon River Overflow), along with construction of new pavement on a new alignment from south of the Mason County Line to Saidora Road. The \$21,879,740.01 project started in August 2009, and is scheduled to be completed in 2011.

I-55 in Sangamon County

The second resurfacing of Interstate 55, with limits from 0.1 mile north of Fancy Creek to the Logan County Line, a distance of 5.33 miles. The work includes the addition of a right turn lane southbound to westbound at the interchange with IL 123. The cost is estimated at \$10.3M.

District Seven

Resurfacing I-57 from I-70 north 4 miles to the Shelby County Line

The existing pavement is an experimental recycled Concrete Pavement that will be overlaid with 3 1/2" of Polymerized Hot Mix Asphalt, included will be Class A pavement patching, replacement of under-drains, and guardrail removal & replacement at a cost of \$7 million.

Widening/Resurfacing & Reconstruction of 11.3 Miles of IL 33 from the Effingham County Line to Newton

This project consists of full depth Hot Mix Asphalt in the reconstructed locations along with a 2 1/4" Hot Mix Asphalt overlay in the widening/resurfacing locations. Also included in this section is the removal and replacement of a structure. Total cost is 15.1 million.

US 40/IL 185 Bridge Replacement over Camp Creek East of Vandalia

The existing bridge has badly deteriorated precast prestressed concrete deck beams that will be replaced with a four span concrete deck on steel beams and new piers at a cost of \$5.4 million. The replacement will be completed under stage construction.

IL 1 Bridge Replacement over the N&S RR 0.8 Mile SW of Mt. Carmel

IL 1 will be closed for the removal and replacement of this bridge. A detour on the state and local roadway systems will be used to reroute traffic. This closure and detour will help decrease the cost and time of construction. The new 3 span bridge will consist of a concrete deck, steel beams, and new piers at a cost of \$4.5 million.

District Eight

I-55/70 Resurfacing and Bridge Repairs

Interstate resurfacing and bridge repairs on I-55/70 from Canteen Creek to 0.3 miles north of I-270 at the 3I Interchange will be completed by late summer 2010. The resurfacing and bridge repairs are divided into two contracts. The first contract, from 0.3 miles north of I-270 to 1 mile north of IL 157, for a total distance of 8.65 miles, was let on the September 18, 2009 letting and awarded to Killian Corporation at a cost of \$14.4 million. The second contract, from 1 mile north of IL 157 to Canteen Creek, for a total distance of 3.7 miles, will be let winter 2010. The program cost for this section is \$11.0 million.

District Nine

IL 13 - Illinois Jobs Now Project – 6 Lane IL13 from IL 148 to Skyline Drive in Marion

The first contract of a \$103 million Williamson County project to widen Illinois 13 from Division St in Carterville to Walton Way in Marion to six lanes, add frontage roads, construct a railroad grade separation and construct an interchange will be on an early 2010 letting. The \$10 million contract will construct an additional eastbound and westbound lane on Illinois 13 between Illinois 148 and Skyline Drive in Marion and reconstruct the existing intersections. Construction is scheduled to begin in the spring of 2010.

I-57 Rubblization – Construction Now Project - IL 13 in Marion to IL 14 in Benton

This contract is a \$33 million contract to rubblize the northbound lanes from the Williamson/Franklin County Line to Illinois 14 in Benton (9.2 miles) and the southbound lanes from Illinois 14 in Benton to Illinois 13 in Marion (17.2 miles). This section of I-57 has joints that have failed. Efforts to repair and patch the joints have not been successful. Rubblizing the existing concrete pavement and placing hot mix asphalt on the rubblized base has proven to be a cost effective solution to rehabilitating this pavement. When this contract is complete, Interstate 57 will have been rubblized and resurfaced from Illinois 13 in Marion to the Jefferson County Line (26 miles).



Interim Director Larry Parrish

Mission

To foster equal opportunity for minority-owned, women-owned and other disadvantaged small businesses in IDOT's federal and state-funded highway, transit and airport contracts. To provide commitment in support of Equal Employment Opportunities and non-discrimination in all personnel policies, practices,

privileges and benefits of the workplace and in delivery of services.

Responsibilities

The Office of Business and Workforce Diversity (OBWD) is responsible for overseeing the implementation of directives, policies and strategies for departmental business diversity efforts designed to support sufficient operations and ultimately aimed toward achieving departmental goals and objectives. The Office directs the periodic reviews of departmental efforts for compliance with tenets of quality and underlying laws, regulations and policies governing these projects and programs resulting in policy changes. The Office promotes climate of compliance with prevailing civil rights laws and minimizes departmental exposure to forfeiture of federal funds, litigation or administrative intervention.



Certification Section

The Certification Section (Section) took action on 570 files during Federal Fiscal Year (FFY) 2009. The files consisted of initial applications, Continued Eligibility Affidavits, No Change Affidavits, referrals and withdrawals.

In addition to processing applications, which includes a comprehensive, detailed analysis and review of submitted documentation, an on-site interview with the firm's principal(s), a written recommendation regarding the applicant's eligibility and a presentation of the case before IDOT's Administrative Review Panel (ARP), the Section monitors firms for continued program eligibility, responds to inquiries, investigates eligibility concerns and/or complaints regarding Disadvantaged Business Enterprise (DBE) firms, completes courtesy on-site interviews for other certifying entities and conducts workshops and participates in outreach activities.

Breakout of certification information for IDOT DBE firms: At the end of FFY 2009, IDOT had 522 DBE-certified firms. The following breakout is by ethnicity and district (out-of-state is District 10).

District	1	2	3	4	5	6	7	8	9	10	Total
Black American	69	8	4	18	5	5	2	22	3	42	179
Hispanic American	73	4	2	1	0	1	1	8	2	3	95
Asian Pacific	7	0	0	1	1	1	0	0	1	8	19
Asian Indian	19	0	1	0	0	2	0	2	0	5	28
Native American	1	0	0	0	0	1	0	0	1	2	5
Caucasian Women	62	14	4	5	4	22	7	24	8	47	196
Total	230	27	11	26	10	30	10	56	15	107	522

The following is a breakout of firms by work category/area of service:

Architecture/Engineering.....	61
Construction.....	222
Manufacturer.....	4
Miscellaneous Services.....	33
Professional Services.....	120
Supplier.....	42
Trucking.....	136
Total.....	618*

* Firms may be listed in multiple work category/areas of service.

The following report reflects all certification actions during FFY 2009.

	FFY 2009 Number of Cases		
	DBE	DBE/WBE	Total
New Certifications			
Requests	146	73	219
Carryover - unassigned applications	31	14	45
Approved	61	27	88
Denied - For Cause	1	8	9
Denied - Failure to Cooperate	4	1	5
Denied - Personal Net Worth	0	1	1
Withdrawn	8	3	11
Pending	35	29	63
Referred to another state agency due to non-applicable work categories	17	4	21
Returned to applicant due to insufficient documentation	16	10	26
Administratively removed	0	1	1
Currently Certified			
Requests	229	133	362
Carryover - unassigned applications	18	7	25
Approved	69	44	113
Withdrawn	5	4	9
No Change Affidavit	156	99	255
Pending	48	23	69
Removal of Eligibility (For Cause)	0	0	0
Removal of Eligibility (Failure to Cooperate)	25	8	34
Administratively removed - Personal Net Worth	0	0	0
Returned to applicant due to insufficient documentation	3	0	3
Administratively removed due to structure/ownership/control or lack of home-state certification	2	1	3
Firms graduated during the fiscal year	0	1	1
Firms certified - end of fiscal year:	326	196	522

Certification Appeals

During this report period, there were two certified firms that appealed their loss of eligibility through IDOT's DBE Hearing Officer. One of the firms lost their appeal and a decision is pending on the other firm. All denial determinations that were appealed through the United States Department of Transportation were upheld.

Contract Compliance/ Supportive Services Section

Contract Compliance

Office Unit

The Office Unit (Unit) is responsible for processing DBE Utilization Plans (Plans) following the lettings. The Unit reviews, approves and modifies, as necessary, all contract goals. The Unit is in on-going communication with prime contractors, DBE firms and the Bureaus' of Construction and Design and Environment regarding goals, DBE firms, and related issues. The Unit is also responsible for reviewing pre-award modification requests, processing final waivers, and resolving DBE issues to facilitate contract finalization.

One of the Unit's key functions is to review prime contractors' good faith effort documentation submitted in support of their efforts to meet DBE contract goals, prepare memorandum (in support or opposition) and make appropriate recommendations for modification/waiver requests (the recommendations are made in conjunction with input from the Division of Highway's District Equal Employment Opportunity Officers and the managers from the Bureaus' of Small Business Enterprises (SBE), Construction, and Design and Environment.

When it is determined that a prime contractor has failed to meet the requirements of the DBE Special Provision and that a good faith effort has not been made, the Unit notifies the responsible company official designated in the Utilization Plan that the bid is not responsive. The prime contractor may request administrative reconsideration of the determination. (The determination becomes final if a request is not made and delivered.) Requests are forwarded to IDOT's Reconsideration Officer, who extends an opportunity to the prime contractor to meet in person in order to consider all issues of whether the prime contractor made a good faith effort to meet the goal. After the review by the Reconsideration Officer, the prime contractor is sent a written decision. A final decision by the Reconsideration Officer that a good faith effort was made shall approve the Utilization Plan and shall clear the contract for award. A final decision that a good faith effort was not made shall render the bid not responsive.

Below is a list of the Office Unit's activities and accomplishments during Calendar Year (CY) 2009.

- Confirmed and loaded district goals (total 1100) for 10 lettings into Electronic Letting Management (ELM) database
- Processed 1100 (race conscious) and 25 (race neutral) DBE Utilization Plans
- Processed 49 DBE goal modification/pre-award waiver requests
- Made 143 revisions (additions/deletions of DBEs) to existing Utilization Plans
- Processed 55 DBE prime contracts
- Processed 96 final waivers
- Processed 454 final documentations
- Processed 600 Requests for Approvals of Subcontractors (Form BC 260A)

Field Unit

The Field Unit (Unit) is responsible for labor compliance. Much time and effort is spent troubleshooting labor and wage issues for IDOT's contractors and interested parties throughout the state. The Unit also conducts equal employment opportunity (EEO) workforce reviews on IDOT's contractors to verify compliance with federal and state laws, monitors on-the-job training compliance, and conducts field inspections/reviews of DBE firms to ensure the firm's performance is in compliance with program regulations and related provisions. The Unit also performs contact inspections in conjunction with investigations and compliance reviews, conducts 'show cause' meetings for IDOT contractors found in non-compliance, and investigates DBE/EEO/labor complaints.

Below is a list of the Field Unit's activities and accomplishments during CY 2009.

- Performed 7 compliance reviews
- Conducted 18 labor compliance reviews
- Conducted 1 show cause meeting
- Performed 20 DBE reviews
- Completed 125 construction site inspections
- Conducted 4 wage investigations and inquiries
- Performed 3 annual reports (EEO, On-Job-Training (OJT), Civil Rights)
- Conducted 20 contractor and district office visits
- Conducted 1 statewide subcontractor review
- Attended 5 conferences and meetings

The Contract Compliance Section continues to work in close communication with the Division of Highways' EEO Officers, the Regional Engineers, Federal Highway Administration, United States Department of Labor and other governmental units to ensure integrity in the administration of its responsibilities.

Supportive Services

23 CFR 230.202(b) – "Supportive Services means those services and activities provided in connection with minority business enterprise programs which are designed to increase the total number of minority businesses active in the highway program and contribute to the growth and eventual self-sufficiency of individual minority businesses so that such businesses may achieve proficiency to compete, on an equal basis, for contracts and subcontracts."

The goal of IDOT's Supportive Services Program is to provide assistance to DBE firms and minorities, females and disadvantaged individuals so they are prepared to participate in IDOT's transportation-related contracts, either as contract holders or through highway construction industry employment.

Equal Employment Opportunity (EEO)/ On-Job-Training (OJT) Initiative

For the past 20-plus years, SBE has utilized outside consultants to provide EEO/OJT supportive services, i.e., to recruit, train (as needed), and place minorities and females into Illinois' highway construction industry trades and/or with IDOT contractors. In an effort to improve placement results, IDOT entered into an inter-governmental agreement on November 9, 2009, with the Illinois Community College Board to establish a Highway Construction Careers Training Program (HCCTP).

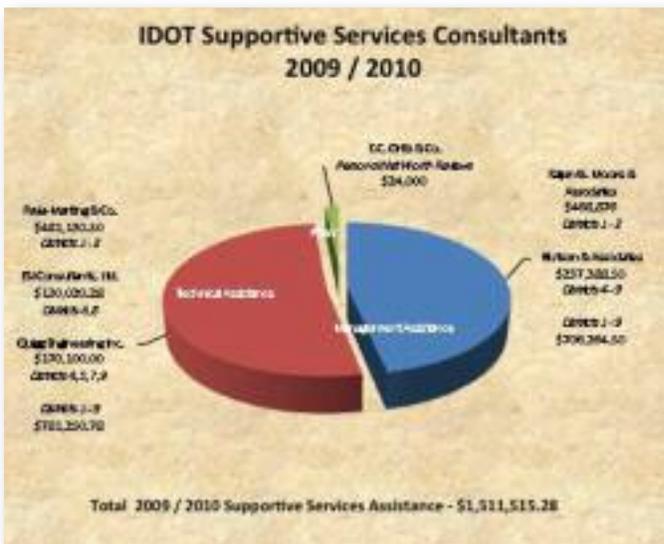
The purpose of the program is to increase the number of minorities, women and disadvantaged individuals who obtain employment in Illinois' highway construction industry. The HCCTP will also emphasize life-long learning and provide opportunities for further education and assistance to improve employability in Illinois' highway construction industry.

2009/2010 Management and Technical Consultants

The following consultants have contracts to provide management and technical supportive services assistance during 2009/2010. These services are provided at no charge to IDOT's DBE firms, to those firms seeking IDOT DBE program certification, to IL UCP DBE-certified firms who are pursuing (or hold) IDOT contracts, and to IDOT prime contractors.

Consultant Name	Description of Services	Contract Amount
Ralph G. Moore & Associates Contract Period: 10/06/09 – 10/07/10	Management Assistance Districts 1 – 3	\$468,876.00
Hatson & Associates Contract Period: 10/06/09 – 10/06/10	Management Assistance Districts 4 – 9	\$237,388.50
Farris-Manning & Co. Contract Period: 10/06/09 – 10/06/10	Technical Assistance Districts 1 – 3	\$481,130.50
ESI Consultants, Ltd. Contract Period: 10/06/09 – 10/06/10	Technical Assistance Districts 6, 8	\$130,820.28
Gaigg Engineering Inc. Contract Period: 10/06/09 – 10/06/10	Technical Assistance Districts 4, 5, 7, 9	\$170,106.00
SBE Certification Section, Personal Net Worth Reviews		
E.C. Ortiz & Co. LLP Contract Period: 11/20/09 – 11/19/10		\$24,000.00
	Total	\$1,511,515.28

2009/2010 Supportive Services Chart



IDOT/OBWD Small Business Initiatives Small Business Initiatives (SBIs)

In June 2005, the Illinois Department of Transportation (IDOT) created a Small Business Initiative (SBI) program to provide IDOT's Disadvantaged Business Enterprises (DBE) and other small businesses involved in Illinois' transportation-related industry an opportunity to bid as prime contractors. SBIs are small contracts that have been chosen for their potential to be performed by small businesses.

An Illinois construction business is considered a small business if its annual sales and receipts do not exceed \$10 million. In accordance with Section 45-45 of the Illinois Procurement Code and IDOT rules, only bids from qualified small businesses are considered for award. To encourage maximum competition, SBIs are open-bidding contracts.

The contract is designated as a "Small Business Initiative" in IDOT's Notice of Letting (Transportation Bulletin). Many of the general requirements to bid work as a prime contractor have been waived for the SBI program, e.g., prequalification with the IDOT's Bureau of Construction is waived; firms are not required to submit a Bid Bond or a Proposal Guaranty; and authorization to bid is not required.

2009 SBI Awards

Total SBI contract awards
\$5,901,814.79 (20 contracts)
 Total DBE participation
\$2,537,770.42 (43.00%) (6 contracts/4 DBE firms)

New Rules for DBE Utilization Plan Submission

IDOT's Disadvantaged Business Enterprise Special Provision was changed to accommodate the requirements of state law, SB 351, which imposed limits on bidders to amend their bids or proposals after the bid opening.

Along with their bid, bidders are now required to submit a Disadvantaged Business Utilization Plan on Department forms SBE 2025 and 2026.

Changes:

- Bids will be read and evaluated for responsiveness in accordance with Department rule 660.220 (44 Ill. Admin. Code 660.220);
- Utilization Plan must be materially complete;
- No amendment will be made to the Utilization Plan between the bid opening and award of the contract *;
- Good faith efforts must be turned in with the bid.
- Federal regulations do not allow negotiating changes to any element of a contract prior to award, including the Utilization Plan (23 CFR 635.113).

DBE Resource Centers Established

In an effort to offer centralized assistance to its DBE firms in each district, IDOT established DBE Resource Centers in Districts 2 - 7 & 9 (there were Centers in Districts 1 and 8 previously).

District 1

DBE Resource Center
Henry Gray, EEO Officer
900 South Des Plaines Street, Chicago, IL 60607
312/939-1100 • 7:30 a.m. – 3:30 p.m.

District 2

DBE Resource Center
Fred Marruffo, EEO Officer
819 Depot Avenue, Room 209, Dixon, IL 61021
815/284-5317 • By appointment*

District 3

DBE Resource Center
Marco Maury, EEO Officer
700 East Norris Drive, Room 121
Ottawa, IL 61350
By appointment*

District 4

DBE Resource Center
Kati Bailey, EEO Officer
401 Main Street, 7th Floor (*check in on the 6th Floor*)
Peoria, IL 61602
309/671-3333 • By appointment*

District 5

DBE Resource Center
Ron Brown, EEO Officer
13473 IL Hwy. 133, Paris, IL 61944
217/465-4181, Ext. 293 • By appointment*

District 6

DBE Resource Center
Pam Simon, EEO Officer
2713 Stevenson Drive, Springfield, IL 62703
217/785-5466 • By appointment*

District 7

DBE Resource Center
John Shrum, EEO Officer
400 West Wabash, Annex Room
Effingham, IL 62401
217/342-8300 • By appointment*

District 8

DBE Resource Center
Lee Coleman, EEO Officer
225 North 9th Street, East St. Louis, IL 62201
618/583-2213 • 8:00 a.m. – 4:30 p.m.

District 9

DBE Resource Center
Delores Smith, EEO Officer
2801 West Murphysboro Rd, Carbondale, IL 62903
618/549-2171, Ext. 326 • By appointment*



DBE Mentor-Protégé Programs

Highway Construction

IDOT's highway construction Mentor Protégé Program (Program) was established in 2007 to give DBEs the opportunity to expand their businesses and successfully compete for work on IDOT contracts. This Program is the only federally approved Mentor Protégé Program in the nation.

The Program was initially offered in Districts 1, 4, 6 and 8, but was later expanded to include all nine districts. By working with experienced highway construction prime contractors (Mentors), DBEs (Protégés) can learn how to operate more efficiently and bid more competitively on IDOT contracts. Any contract that fits the criteria of a Mentor Protégé project is eligible.

Mentors must have at least five years' experience as a contractor (preferably, but not necessarily as a prime contractor) on IDOT highway construction contracts and agree to devote a minimum of five to ten hours per month working with the Protégé.

Protégés must have at least three years of experience in the highway construction industry, be a certified DBE (certified by IDOT or another member agency of the Illinois Unified Certification Program), and remain eligible for DBE certification throughout the duration of its participation.

Presently, there are 25 approved mentors and 37 approved Protégés. Three projects have been successfully completed by Mentor Protégé teams, and there is one project in progress.

Consultant Engineering

On November 1, 2009, Secretary Hannig announced the establishment of the consultant engineering Mentor-Protégé Program (Program). This Program allows DBE firms to partner with veteran consultant engineering firms to gain knowledge and experience performing IDOT engineering projects.

To become a Mentor, a firm must have at least five years of experience as a consultant (preferably, but not necessarily as a prime consultant) on IDOT highway engineering contracts and may not have a less than satisfactory performance rating in the categories mentored. The Protégé must be a certified DBE firm and perform at least one task on the project in which they are currently prequalified.

OBWD looks forward to this Program facilitating the expansion of opportunities for DBE engineering firms.

Small Business Advisory Committee

The Small Business Advisory Committee (SBAC) is set to re-start in January 2010 after a period of inactivity. The SBAC was first established in the late 80's and served in an advisory capacity to IDOT on matters relating to the DBE program. The SBAC's initial make-up included DBE associations and prime contracting organizations that represented a broad cross-section of the construction industry.

The SBAC became inactive in 2002, but, due to considerable interest by the DBE contracting community, will once again meet on a quarterly basis. In addition to the industry associations, the SBAC will now include OBWD staff and a District EEO Officer on a rotating basis.

The continued mission of the SBAC will be to provide constructive input on DBE and small business issues affecting opportunities in highway construction, such as finance and bonding, race-neutral initiatives, DBE Utilization Plan submission with bids and other issues related to small businesses, programs and policies.

Disparity Study

In August 2009, IDOT and the Illinois State Toll Highway Authority (Tollway) announced the start of a joint disparity study.

Mason Tillman Associates, Ltd. (MTA), a national public policy research firm based in Oakland, California, is conducting the Disparity Study. A Disparity Study is an evaluation of the procurement and contracting practices of government agencies, particularly their use of minority, woman-owned, and disadvantaged business enterprises. The goal of the Disparity Study will be to accomplish the following:

- Identify the best practices that will help IDOT and the Tollway build a business program to stimulate the economic growth of local businesses;
- Increase the participation of small, local, minority, woman-owned, and disadvantaged business enterprises in IDOT and the Tollway's contracts;
- Promote a sound fiduciary relationship with local businesses; and
- Reinforce social responsibility toward the local business community.

As part of the Disparity Study process, MTA has conducted three business community meetings and is currently continuing its outreach efforts and data collection process. IDOT and the Tollway have provided MTA with their prime and subcontractor contract records.

The Project Managers for the study are Carol Lyle, a Deputy Director of IDOT's Office of Business & Workforce Diversity, and Marlene Y. Rodriguez-Vick, Illinois State Toll Highway Authority, Senior Manager of Program Development.

Federal Uniform Report

The Uniform Report of DBE Awards or Commitments and Payments covers all federally funded contracts awarded, committed and/or completed during the reporting period. IDOT's semi-annual (2nd half of FFY 2009) report follows.

IDOT's statewide aspirational goal of 22.77% is divided into two parts, race conscious and race-neutral (for FFY 2009, 18.69% and 4.08% respectively, row 7). IDOT's attainment of its 22.77% goal is measured by the information shown in rows 12, 13 and 14, "Actual Payments on Contracts Completed This Reporting Period".

IDOT's race conscious goal of 18.69% was exceeded by 10.13% (28.82%); the race neutral goal of 3.78% fell just shy of the projected goal of 4.08%. Overall, IDOT reached a goal of 23.25%, which exceeded its statewide aspirational goal by 0.48%.

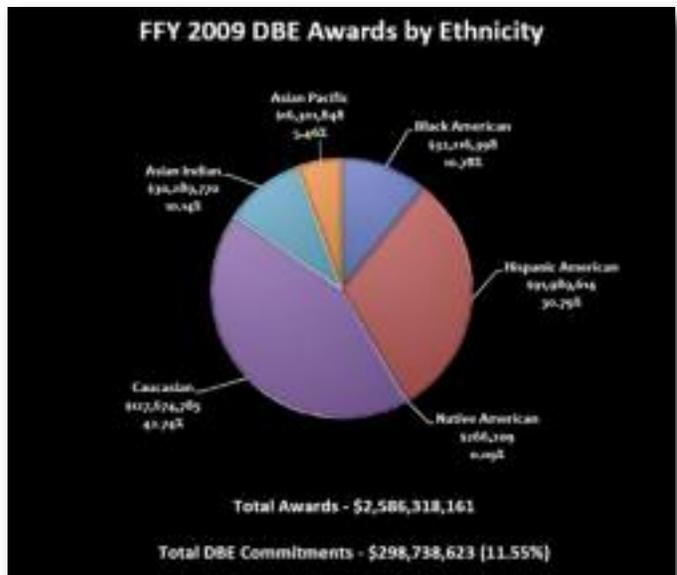
FFY 2009 Federal/State DBE Participation Summary

10/1/08 – 9/30/09

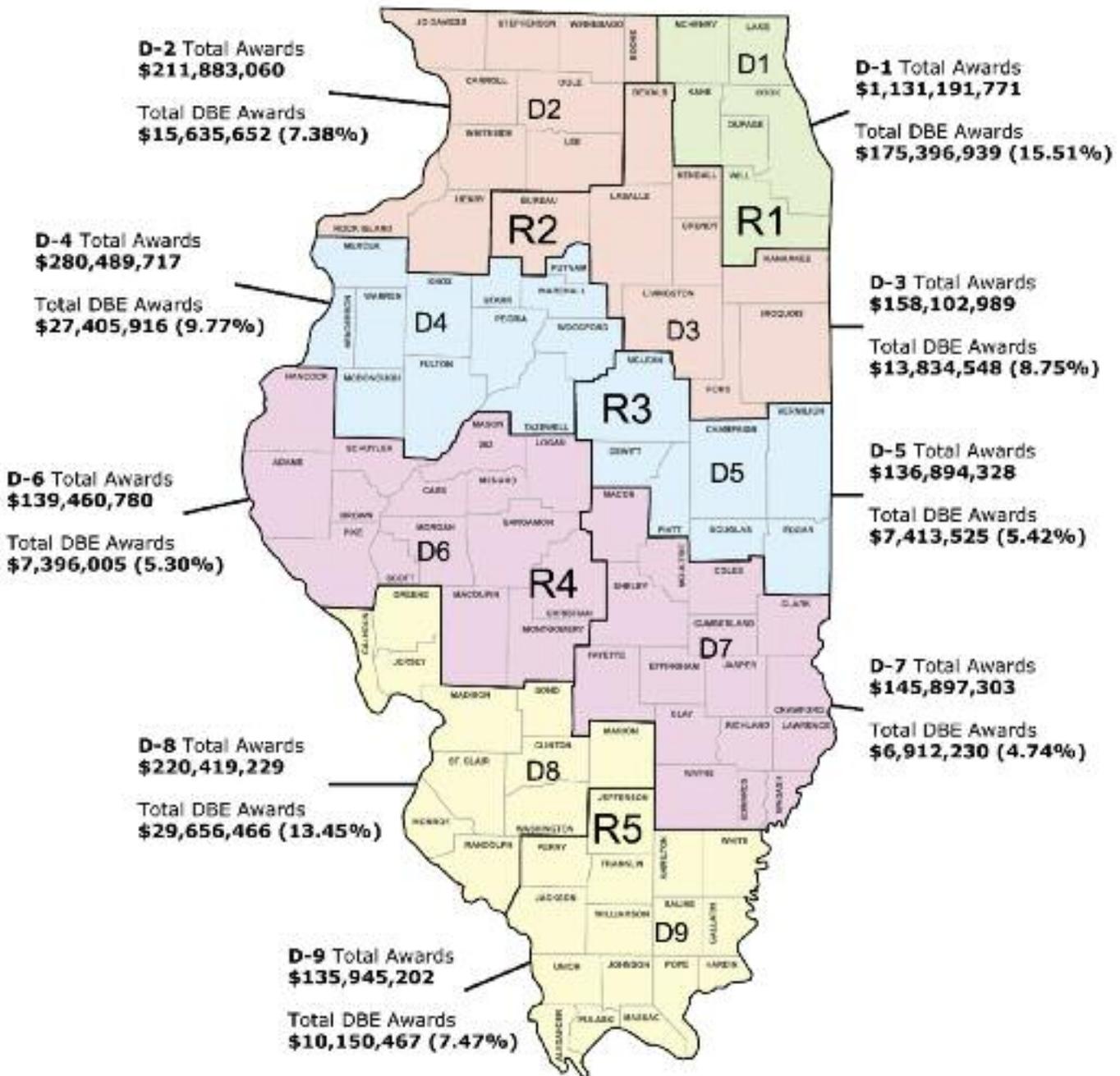
2009 Overall DBE Aspirational Goal: 22.77%

(Race Conscious Goal – 18.69%

Race Neutral Goal – 4.08%)



FFY 2009 DBE Awards by District



Total Awards
\$2,586,318,161

Total DBE Awards
\$298,738,623 (11.55%)



Director Joe Clary

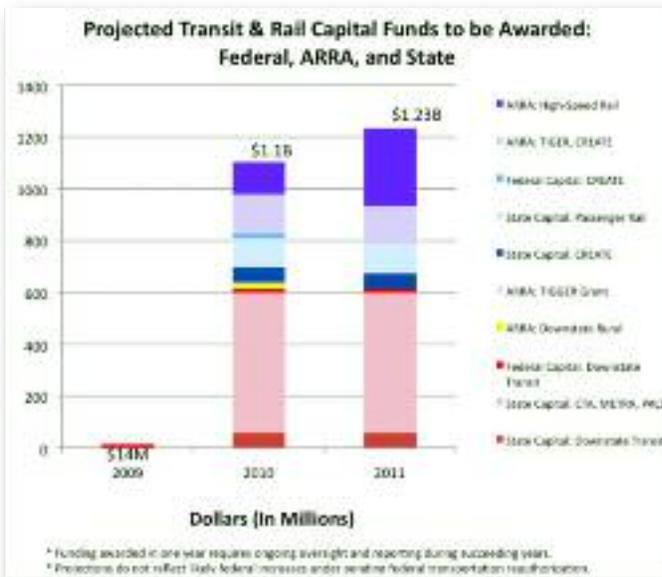
Mission

To promote safe, efficient, affordable, reliable, and coordinated transportation of people and goods through rail, mass transit, and other related modes of transportation.

Responsibilities

The Division of Public and Intermodal Transportation (DPIT)

develops, implements, and advocates for policies and practices that promote safe, efficient, affordable, reliable, and coordinated mass and rail transit. DPIT also administers state and federal operating and capital funds to more than 50 public transportation systems in Illinois, Amtrak, and freight railroads. In 2010, we will administer more than \$1.1 billion in federal and state operating and capital funds, and more than 480 associated grants and contracts.



* Funding awarded in one year requires ongoing oversight and reporting during succeeding years.
 * Projections do not reflect likely federal increases under pending federal transportation reauthorization.

DPIT's Significant Accomplishments in 2009

- **Winning ARRA competitive federal funds:** In the past year, DPIT had the opportunity and challenge of applying for competitive funds available from multiple programs funded by the federal American Recovery and Reinvestment Act of 2009 (ARRA).

We applied for \$4 million from the ARRA Transit Investment for Greenhouse Gas and Energy Reduction program (TIGGER), and were fortunate to be awarded the full amount applied for. This award will be used in 2010 to procure and distribute 31 hybrid paratransit-type buses for 7 transit agencies throughout the state. These vehicles will replace less efficient diesel and gasoline buses of roughly the same size.

DPIT also applied for funds from the ARRA High-Speed and Intercity Passenger Rail Program (HSIPR) for high-speed and passenger rail initiatives in Illinois. In January of 2010, the Federal Railroad Administration awarded IDOT \$1.23 billion in HSIPR funds, which will be used for the following: Establish a 110 mph high-speed rail corridor from Chicago to St. Louis with track, signaling, station improvements, and additional train sets; construct a Metra/Norfolk Southern rail flyover (CREATE project P1) that improves current Amtrak and Metra service and allows for future Chicago to Detroit high-speed rail service; and fund a necessary environmental study for future double tracking of the Chicago to St. Louis corridor, which will streamline efficiency and allow for more Amtrak frequencies.



Finally, we applied for funds from the ARRA Transportation Investment Generating Economic Recovery Program (TIGER) for priority CREATE program projects. In February of 2010, USDOT awarded IDOT \$100 million in TIGER funds, which will be immediately used to construct 6 CREATE priority projects, with all project completions scheduled within the next two years. These projects include: 1 grade separation project (71st St. in Bridgeview); 4 rail projects that improve connections, add additional tracks, and/or improve signaling systems (in Chicago and surrounding suburbs); and a City of Chicago viaduct improvement program that will reconstruct, rehabilitate, and restore the roadway and sidewalks under 15 rail viaducts in the city. All of these projects collectively will help unsnarl freight and passenger rail traffic in northeastern Illinois, safeguarding Illinois' position as the nation's hub for rail, logistics, and distribution.

- **State Capital Funds:** With support from the General Assembly, Governor Quinn signed both a mini-capital and state capital program into law in 2009. These programs collectively allocate \$150 million for Amtrak, \$400 million for Amtrak high-speed rail initiatives, \$300 million for downstate public transit and intercity passenger rail, \$300 million for CREATE, and \$2.7 billion for Northeast Illinois transit (the RTA service boards). DPIT looks forward to implementing available capital dollars in 2010, focusing on the efficient use of funds to leverage federal dollars, invest in transportation infrastructure, and create jobs in Illinois.



- **Amtrak shows steady ridership:** Since the General Assembly increased State-supported Amtrak service budgets in 2006, DPIT has contracted with Amtrak for a total of 2 daily round trips between Chicago and Carbondale, 3 daily round trips between Chicago and St. Louis, 2 daily round trips between Chicago and Quincy, and 7 daily round trips between Chicago and Milwaukee. With an increased budget, in 2007, statewide ridership increased by 70% over 2006. In 2008, ridership increased an additional 27% over 2007. In spite of weak economic conditions, 2009 ridership nearly held steady from 2008, down a mere 1.4%. The best performing corridor, Chicago to St. Louis, actually exhibited a 7.5% increase in ridership from 2008. Amtrak ridership is expected to continually grow, into 2010 and beyond.
- **Downstate Transit:** DPIT delivered over 100 paratransit vehicles to public and not for profit agencies for service to elderly persons and persons with disabilities in 2009. We also awarded over \$1 million in federal "Job Access and Reverse Commute" and "New Freedom funds" to 3 downstate public transportation agencies, contracted \$154 million in state operating assistance dollars to 39 agencies, and awarded over \$8 million in federal "Section 5311 Intercity Bus" funds to 33 agencies. On top of this, DPIT began implementing a comprehensive \$21.2 million downstate rural transit capital assistance program made possible by the federal American Recovery and Reinvestment Act of 2009 (ARRA). The ARRA program allowed DPIT, working on behalf of rural transit providers, to: order nearly 100 paratran-

sit-type buses to replace outdated fleet; enter into contracts for office and maintenance equipment and automated dispatching software; and contract with 2 consulting firms to perform shovel-ready assessments and environmental reviews for future facility construction or expansion projects (to take place in 2010 with remaining ARRA funds). DPIT also continued to implement a comprehensive statutory reform of the Downstate Operating Assistance Program.

- **RTA Service Region:** Using state capital funding from Illinois FIRST, CTA Brown Line station rehabilitations were completed in 2009, on time and within budget. This work has allowed the entire Brown Line to now be ADA compliant and accessible. State contributions also went towards the CTA procurement of 406 railcars, still ongoing. The new railcars will be replacing ones bought between 1969 and 1976 and are beyond their useful life. Also, Governor Quinn was able to ensure no fare increases would take place for CTA riders for the next two years, by agreeing to have the State pay debt service for the next two years on new RTA-issued bonds. From the bonds, the RTA will be able to borrow \$166 million for capital projects in 2010 and 2011, which will allow funds to be shifted to the operational budget of CTA, thus avoiding any fare increases for the public.
- **CREATE:** The CREATE (Chicago Region Environmental and Transportation Efficiency) program is comprised of 71 rail and highway projects throughout northeastern Illinois. As of January 2010, 40 of the 71 CREATE projects have been initiated. 2009 saw completed construction on 3 CSX/B&OCT railroad track projects (CREATE projects B3, B6, and B8), with 5 more projects currently under construction. The CREATE program of projects include: 25 new roadway overpasses or underpasses at locations where auto and pedestrian traffic currently cross railroad tracks at grade level; 6 new rail overpasses or underpasses to separate passenger and freight train tracks; viaduct improvements; grade crossing safety enhancements; and upgrades of tracks, switches and signal systems. Because of the manner in which train tracks currently intersect with each other and with roads, and because our regional freight railroads defer to Amtrak and Metra in track utilization, it can now take up to 48 hours for freight trains to pass through the Chicago region. Delays in rail-based freight, including grade crossings, threaten the economic vitality of the region, make it harder for our farmers to make a profit, lead to increased traffic congestion on our roads and highways, generate unnecessary levels of air pollution, raise safety concerns, and adversely affect the reliability and speed of rail passenger service. With funding from the State of Illinois, the City of Chicago, the U.S. Department of Transportation, Metra, Amtrak, and the Association of American Railroads, CREATE will eliminate these problems.



- Technical Studies:** The Program Support Section completed eleven public transportation and/or intermodal studies in 2009 through funding and/or oversight. Some of note included: plans for redevelopment of a riverfront and rail yard in Rock Island and Moline that previously stored rail cars containing ethanol; a report justifying a new interchange off of I-64 to Mid-America Airport and Scott Air Force Base; creation of two ITN Networks to help elderly people get more transportation options in the Quad Cities and Chicago; and analyses of bus operations in Jackson, Monroe-Randolph, Lee, and Piatt Counties.

Background on Public, Rail Freight, and Intermodal Transportation

Public Transportation: In Illinois, 52 public transportation systems carry nearly 600 million passengers a year using approximately 7,300 transit vehicles. These systems offer modal choices for urban and rural residents and provide critical access to employment, health care, social services, education, and other important destinations for 14 percent of Illinois households that do not have access to private vehicles. Public transportation also helps to greatly reduce congestion and improve air quality throughout Illinois. It is especially critical for reducing congestion during the morning and evening rush hours in the State's two largest metropolitan areas – Chicago and Metro East St. Louis area.

Illinois has the second largest intercity passenger rail program in the country second only to California. The State-sponsored program supplements Amtrak's national system serving 31 communities throughout the state. In 2006, four more round trips were added to the state's three downstate corridors, the largest service expansion in the Midwest in more than a decade.

Intercity bus transportation has historically played a critical role in meeting rural mobility needs, but service cutbacks have made many rural residents more isolated. The Division of Public and Intermodal Transportation is currently working with the private carriers and Amtrak to fund initiatives aimed at increasing public awareness of intercity bus services and enhance connectivity between intercity bus carriers and Amtrak.

Rail Freight Transportation: Illinois has the second largest rail freight system in the nation, with Chicago representing the nation's largest rail freight hub. Fifty-two private railroad companies, ranging from national carriers to local switching companies, own or operate more than 7,800 miles of rail line in Illinois. The State is served by seven national carriers offering top-quality service for national rail freight distribution in the United States, providing direct connections to the East and West Coasts, Canada and Mexico. IDOT's rail freight improvement program focuses on helping to preserve essential rail freight service for communities and shippers who face potential rail line abandonment.

Intermodal Transportation: Intermodal systems are those which employ two or more transportation modes for one shipment to provide efficient and economical freight transportation options. Illinois is the center of the fastest growing segment of intermodal freight transportation logistics. Illinois has the largest concentration of inland intermodal facilities in the country with 21 major rail-truck transfer terminals, 19 major rail-truck container transfer facilities, and 100 major water-rail-truck transfer terminals. O'Hare International Airport is also a major national air-truck transfer point.





Director Daniel Kennelly

Mission

To independently test the Department’s internal control systems to further ensure to the Secretary and to the public the adequacy of the policies, regulations, and procedures and to recommend improvements.

Responsibilities

The Office of Quality Compliance and Review

is responsible for monitoring the quality of highway construction and ensuring that the Department is receiving work performance from contractors consistent with compensation. The Office is responsible for independently testing the Department’s internal control systems to ensure to the Secretary and the public, the level of and the adequacy of Departmental compliance with policies, regulations and procedures. The Office is also responsible for facilitating the implementation of intra- and inter- Office/Divisions program improvements.

Accomplishments and Activities

The Office of Quality Compliance and Review (OQCR) is an essential and unique part of the Illinois Department of Transportation. The Director of OQCR reports to the Secretary of Transportation and is utilized by the Secretary for timely, independent, and professional reviews of issues, allegations, or situations that arise within IDOT. OQCR also assists the Chief Counsel, and the Secretary’s other direct reports upon request.

OQCR’s duties and responsibilities are varied but all require the utmost trustworthiness, integrity and professionalism due to the sensitivity of the assignments. OQCR’s responsibilities include conducting preliminary investigations of potentially criminal or administrative allegations to determine the appropriate referral to law enforcement agencies. In addition OQCR conducts in-house investigations and provides support and training for the IDOT employees in regards to identifying and reporting fraud and making good ethical decisions in the workplace. Also, the Director of OQCR has been designated by the Secretary to serve as the liaison with law enforcement on IDOT related investigations and to serve as the Department’s alternate Ethics Officer at times when the designated Ethics Officer (Chief Counsel) is not available.

In November of 1999, when the office was first created, the primary purpose of creating the office was to increase fraud detection and deterrence as a result of the historic Palumbo Brothers, Inc. construction fraud case. The recommendations to IDOT from the Federal Bureau of Investigations and the United States Department of Transportation’s Office of Inspector General included increasing construction oversight and implementing a system to independently test the accuracy of the weight tickets submitted by construction

companies for items such as bituminous and aggregate. With these recommendations in mind, OQCR developed a program of detection and deterrence to help ensure that the taxpayers are “getting what they are paying for.”

OQCR’s staff consists of experienced, tested individuals who have worked in high profile, complex investigations including one member of OQCR who was on the Palumbo investigative team from start to finish. Another member was integral in bringing a consultant fraud case to the USDOT OIG and the FBI and then working with the investigators to bring the consultant to justice. Also, OQCR has two former law enforcement officers who add both a forensic and investigative wealth of knowledge.

Accomplishments

In 2009, the OQCR successfully produced the 3rd IDOT Ethics in the Workplace Seminar. The IDOT Ethics in the Workplace Seminars have been noted by the Illinois Office of Executive Inspector General as the first of their kind in Illinois. The seminars are designed to guide and educate employees to the benefits of making good ethical decisions and cost of making bad decisions. On January 7, 2009, OQCR hosted the 3rd seminar at the University of Illinois – Chicago campus. Over 250 employees attended the seminar in Chicago while 400 additional employees viewed the seminar via teleconference at 14 locations throughout the state. The seminar was hosted by OQCR’s Director Daniel J. Kennelly and the speaker list included former United States House of Representatives Speaker of the House J. Dennis Hastert, Illinois Supreme Court Justice Anne Burke, United States Attorney for the Central Illinois District Rodger Heaton, Illinois Executive Inspector General James Wright, and renown international attorney Jack Tieder. The afternoon session consisted of a round table discussion consisting of various dignitaries including United States Department of Transportation Office of Inspector General Special Agent in Charge for the Midwest Division Michelle McVicker.

Plans for the 4th Ethics in the Workplace Seminar are being developed. Tentatively the seminar will take place in Chicago on April 26, 2010 and will be broadcast via the internet to various locations. A speaker list is being developed and currently includes former Chief Judge for the United States District Court for the Northern District, Charles Kocoras; Vice President of Security and Corporate Services at Archer Daniels Midland, Mark J. Cheviron; and Chief Counsel for Governor Quinn, Ted Chung.

During 2009, the Office was assigned the additional responsibility of serving as the American Recovery and Reinvestment Act (ARRA) oversight coordinator. The Office monitored over 650 ARRA reviews of various types. Of those, the Office assisted in the administration of over 50 documentation compliance reviews, 15 labor hour documentation reviews and 90 independent weight checks on bituminous deliveries.

The Office is currently planning an oversight program for the 2010 construction season which will include monitoring of the established IDOT oversight system along with administering an additional oversight program that will include enhanced quality and quantity verifications, additional consultant compliance reviews, independent weight checks, and labor hour documentation reviews.

In addition to ARRA reviews, QQCR also performs unannounced site visits to non-ARRA IDOT highway construction sites, bituminous plants, and to IDOT operations facilities. In 2009, QQCR worked with the IDOT Division of Highways and developed a monitoring system that provides information to QQCR and management as to the accuracy of materials delivery that are paid based on weight. The new quality and quantity verification system will be used on non-ARRA jobs too.

Another one of QQCR's primary responsibilities is receiving, recording, and analyzing allegations of wrongdoing. QQCR receives a great number of allegations of wrongdoing each year. The allegations are received by QQCR from various sources including phone calls, mail, email, and referrals from various law enforcement agencies including the Illinois State Police and the Illinois Office of Executive Inspector General. QQCR is responsible for analyzing and documenting these allegations and ensuring they are handled professionally. This process often results in referrals to law enforcement agencies.

In 2009, the Office received and investigated 92 new investigative cases and closed 106 cases. Many of these cases were investigated under the direction and guidance of the Illinois Office of Executive Inspector General. The cases range from information requests by

law enforcement to highly sensitive reviews of upper management actions. One of QQCR's highest goals is to make every effort to ensure unfounded allegations do not cause undue harm.

Based on an analysis of cases received by QQCR in 2009, allegations of misuse of state time, misuse of state property, unauthorized use of information technology, and unauthorized use of a state vehicle was the largest category of allegations and accounted for 21% of cases opened in 2009. Requests for information or assistance accounted for 16% percent of cases opened. Allegations of falsification of records and fraud accounted for 13%, misconduct accounted for 11%, and theft accounted for 10% of cases opened.

Future Plans

For the future, QQCR plans to continue to cultivate its working relationship with law enforcement agencies, especially the Office of Executive Inspector General and the Illinois State Police, in order to provide the most professional and effective fraud detection and deterrence program. QQCR also recognizes the continued increasing use and reliance upon computer technology by the Department and associated entities. New risks are evolving and new techniques are being used by those who want to "cheat" the system. It is important that QQCR continue to evolve and improve in this ever changing world. QQCR also plans to continue to strengthen its construction review program by implementing a new quality and quantity verification program and to continue the independent weight check program. These actions along with the continued effort to educate, motivate, and guide the employees into making good ethical decisions are all parts of the effort to meet the mission of the Office and the Department.





Director John Webber

Mission

The purpose of the combined functions of the Office of Communications (merging Communications and Governmental Affairs) is to provide legislators and the traveling public with accurate real-time information on transportation projects that affect the areas in which they live and do busi-

ness. The Office of Communications has a primary goal to ensure that IDOT policies, actions, and goals are consistently communicated, supported and enhanced throughout IDOT and through interaction with legislative contacts, state and local officials, the general public, and private organizations to ensure that Illinois constituents' needs are serviced well.

Governmental Affairs Responsibilities

Governmental Affairs staff members are responsible for developing IDOT's policy goals and positions and State legislative programs and strategies. The objective is to ensure that IDOT policy and actions, as well as State legislation, consistently support and enhance Illinois transportation interests.

Government Affairs staff develops and implements the Department's annual legislative program, and analyzes all transportation-related legislation introduced in the Illinois General Assembly. Bill analyses and weekly status reports are submitted to the Governor's Office throughout session. Staff members also serve on the Governor's Bill Review team for final analysis of transportation-related bills passed by the General Assembly and recommendations for actions by the Governor.

Governmental Affairs staff members also assist legislators and the Office of the Governor with transportation-related constituent inquiries. The Office typically receives several inquiries from legislators each day, and maintains an effective internal and external liaison system in order to effectively fulfill its responsibility in acting as an advocate for IDOT and the Governor with the General Assembly.

Governmental Affairs Accomplishments

The spring 2009 session of the 96th General Assembly proved to be a challenge due to broad budget concerns throughout Illinois government. A primary focus for the 2009 session was funding and passage of a state capital bill to help sustain gains from the federal stimulus funding for transportation and infrastructure, enacted by Congress in February. A mini-capital bill providing \$2 billion for highways and transit was passed in April, and in June, Governor Quinn and the General Assembly enacted a \$31 billion, multi-year state capital program that will provide more than \$14 billion for transportation programs through 2015.

Communications Responsibilities

Communications staff members are responsible for developing and implementing IDOT's public outreach policy, plans and programs. The primary objective is to provide the vital information necessary for the traveling public to make informed decisions on transportation choices and play a role in the decision making process that helps shape the projects in their communities. This Office also assists in coordinating proactive outreach to news and information outlets, along with project-related event coordination, web site information, and providing relevant information to communities throughout project cycles.

The Office of Communications will continue to use marketing tools like the E-newsletter, letter to the editors, column pieces, video updates, RSS feeds, press releases, press conferences, photo releases, and represent IDOT at various project meetings. In addition, the Office has established a web presence through social media services including Twitter and Facebook to continue to reach and provide real-time information to busy audiences throughout Illinois.

Communications Accomplishments

Adopt-A-Highway: The Adopt-A-Highway program was started in Illinois in 1995 as a partnership between the Illinois Department of Transportation and citizen volunteers from across the state to assist with litter pickup on Illinois highways. The Adopt-A-Highway program now boasts over 1,700 volunteers helping to maintain over 3,400 miles of roadways. IDOT workers have added newly designed Adopt-A-Highway signs to promote the anti-litter campaign "Love the Land of Lincoln, Please Don't Litter". Motorists will see the brightly colored green signs at rest areas and all throughout Illinois. The Office of Communications leads the statewide coordination of this program and the continuing growth of volunteer groups participating in Illinois.

Special Events Coordination: The Office of Communications organizes and staffs any press conference or special event hosted by IDOT. OOC secures and advances venues for use, composes guest lists, creates and issues invitations, creates and distributes event programs, provides briefings to IDOT staff participants, ensures photos are taken at the event, and coordinates a systematic logistical flow at these events. OOC also drafts press advisories and releases.

Real-Time Alerts: The Office of Communications implemented a new e-mail subscription service. This is a tool the Office utilizes to better inform the public on transportation matters. To sign up, an individual can complete an IDOT in Motion information card or simply go to the IDOT main web page and submit their email address in the subscriber's box. Subscribers will be provided an array of IDOT information. They can choose what type of interests on which they wish to receive information. This new system replaces numerous subscriber links into one. Subscribe today and see what IDOT in Motion has to offer.

Responsibilities

The Office of the Secretary serves as the focal point for coordinating IDOT's large and diverse modal activities and directing the transportation policy of the state in concert with the Governor and the General Assembly. This Office also oversees strategic management and performance accountability for the department.



Gary Hannig

Secretary Gary Hannig

Gary Hannig was appointed Secretary of Transportation by Gov. Pat Quinn on February 28, 2009. Hannig, formerly Deputy Majority Leader in the Illinois General Assembly, has represented the 98th District, located in Montgomery, Christian and Macoupin Counties, since 1979.

Hannig, a Certified Public Accountant, was appointed Deputy Majority Leader for the 94th General Assembly and is an expert on the state budget. A senior member of the House, Hannig's legislative record includes strong support for roads, education, agriculture and rural economic development. He lives in Litchfield with his wife, Betsy. Additional biographical information:

Past success for Illinois:

- Ensured that the State had budgets that filled the state's needs in a fiscally responsible manner as the Chief Budget Negotiator for the House Democrats.

Experience:

- Illinois State House Representative for the 98th House District (1978-present)
 - Assistant Democratic Leader for the 89th General Assembly
 - Deputy Majority Leader for the 94th General Assembly
 - Chief Budget Negotiator for House Democrats
 - Committee assignments: Rules
- Certified Public Accountant (1975)

Organization Membership:

- Coal Country Chamber of Commerce
- Fusion Fitness Board
- Knights of Columbus
- Rotary
- Wolfpack Antique Car Club

Education:

- University of Illinois, BS in Accounting (1974)



Bill Grunloh
Chief of Staff



Marva Boyd
Deputy Chief Staff



David Phelps
Assistant Secretary

American Recovery and Reinvestment Act of 2009

A Stimulus for Transportation Projects and Construction Jobs in Illinois

Fiscal Year 2009 brought Illinois a new challenge with unanticipated funds for job creation through road and bridge improvements, as part of federal stimulus allocations from the American Recovery and Reinvestment Act (ARRA).

The Federal Highways Administration allocated more than \$935 million to Illinois for state and local road and bridge improvements under ARRA, and Illinois led the nation in getting those funds obligated and projects under way through 2009. About \$628 million of that total was earmarked for state road and bridge projects, and the balance, more than \$300 million went to local road and bridge projects.

Federal rules were stringent regarding the award of those funds. Contracts for at least half of the targeted projects had to be in place within 120 days of the Feb. 17, 2009, enactment date for ARRA. The balance was required to be obligated for project awards by March 1, 2010. Both deadlines were met and all allocated funds were obligated before the due dates.

Because of the compressed federal timeframes for awards of these contracts, only projects that were ready to go to construction could be targeted for contracts under ARRA. This meant that the bulk of project work done under ARRA consisted of projects targeting resurfacing on roadway segments, along with bridge deck repairs and repaving, throughout Illinois. ARRA also provided tens of millions of dollars to Illinois for airport improvements and public transit improvements throughout Illinois.

Here is a rundown of the net effect of ARRA stimulus funding for Illinois road and bridge projects, along with airport and public transit improvements, as of December 31, 2009:

- 496 ARRA-funded contracts awarded
- 175 ARRA-funded projects completed
- 1,011 miles of pavements improved through reconstruction, patching and resurfacing
- 62 bridges repaired or replaced on the state and local highway system
- More than 2,530 jobs created because of ARRA transportation improvements in Illinois
- 98 new paratransit buses to replace dated vehicles at rural transit agencies throughout the state
- An additional \$2.8 million to various rural transit agencies for Intelligent Transportation System (ITS) communications improvements along with maintenance equipment
- Airfield pavement improvements including runways, taxiways and aprons; lighting improvements; or building improvements, at more than a dozen Illinois airports.

ARRA project work will continue during the 2010 construction season. Federal rules require that all ARRA funded road and bridge projects must be completed by mid-2012, a goal expected to be met in Illinois.





Illinois Motorist Opinion Survey Results Summary for 2009

The Illinois Department of Transportation focuses long-term strategic objectives on customer needs and expectations. In addition to project-specific stakeholder meetings, hearings and discussions, IDOT since 2001 has employed several comprehensive customer survey tools designed to measure user satisfaction levels with various transportation services.

One of the most revealing and helpful tools in shaping long-range objectives is the annual Illinois Motorist Opinion Survey, a written questionnaire distributed each year by mail to a random sample of Illinois licensed drivers.

Each year, the bulk of the survey is focused on static questions within four basic areas of IDOT transportation service:

- Roadway Maintenance and Traffic Flow;
- Road Repair and Construction;
- Traveler Services; and
- Employee Conduct.

Participating motorists are asked a series of questions for each service area seeking their ratings of IDOT services on a five-point scale: Excellent, Good, Fair, Poor and Very Poor. Responses are combined and calculated to provide an overall index of satisfaction, ranging from 1.0 to 5.0. Under this index, response ratings ranging from 3.40 to 4.10 fall within the “good” category rating overall, and from 2.60 to 3.30 fall within the “fair” rating. The method also allows responses to be analyzed based on percentages of specific responses received – for instance, the percent of motorists rating a particular service “good” or “excellent.” These responses to repeating questions provide a benchmark from year to year by which we can measure changes in overall motorist attitudes.

Each annual survey also includes a short series of questions that change from year to year to provide IDOT information on topical subjects of the moment, such as traffic safety, motorist communications, work-zone issues, user fees, or specific program or project results.

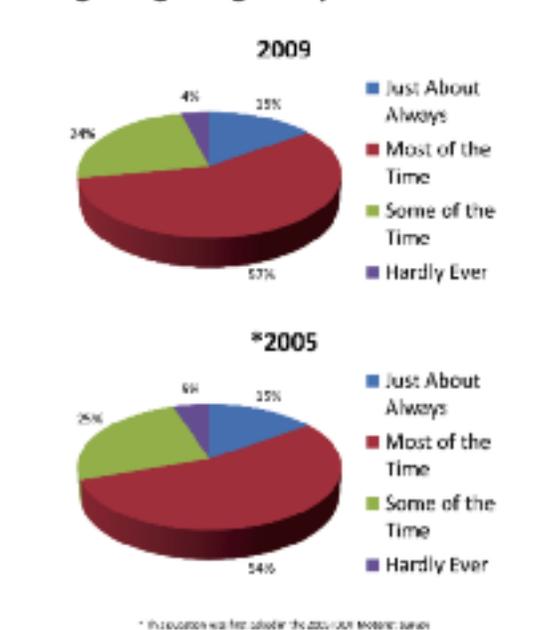
The annual survey has been conducted and administered each year on behalf of IDOT by the University of Illinois-Springfield (UIS) Survey Research Office. The survey is stratified among the nine IDOT regional districts to provide an accurate balance in responses and opinions from motorists throughout the state. The typical response rate for these surveys is from 25 to 35 percent, providing a sample of from 900 to 1,400 usable responses each year. The 2009 survey produced a sample of 938 responses, resulting in a sampling error of plus or minus 3.5 percent with a 95-percent confidence level. This means that results of this survey sample will be within 3.5 points of actual population characteristics 95 percent of the time.

The following is a general summary of results in the four service areas, along with four pie charts on specific issues in 2009, compared to the first year in which ratings on each question were surveyed.

Readers should keep in mind that, while the survey attempts to describe the differences between state-maintained roads and locally maintained roads, and seeks information and satisfaction levels on the state-maintained roadway system itself, the results should generally be considered as indicative of satisfaction levels with all roads in Illinois.

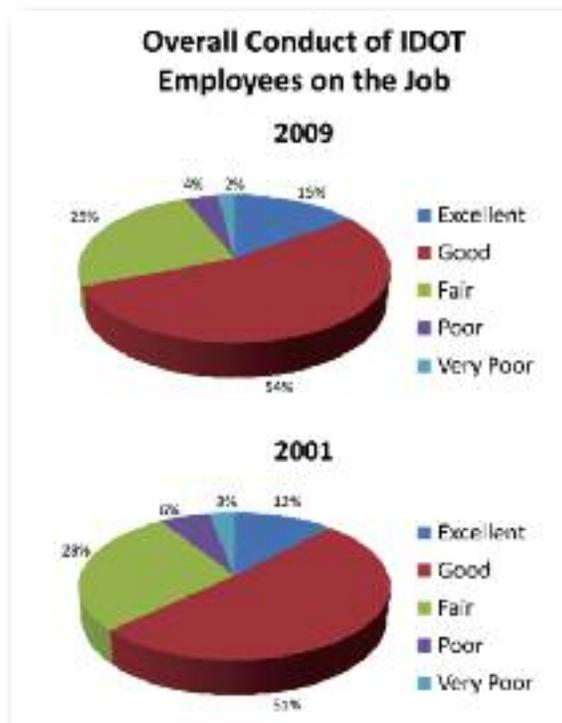
The complete UIS report on results from the annual Illinois Motorist Opinion Survey is available on the IDOT Internet site at www.dot.il.gov/audits/annualsurvey.html

How Often Can You Trust IDOT to do What is Right Regarding Transportation Issues



2009 Illinois Motorist Opinion Survey Summary of Results

- **Overall Job IDOT is Doing:** 3.59 out of 5.0, and 60 percent rated “good” or “excellent.”
- **How Often You Trust IDOT to Do the Right Thing:** 3.84 out of 5.0, and 72 percent rated “just about always” or “most of the time.”



Roadway Maintenance and Traffic Flow

(9 aspects surveyed):

- Overall Satisfaction Range: 3.42 to 3.92 out of 5.0.
- Overall Satisfaction Mean for the 9 aspects: 3.61 out of 5.0.
- Highest Rated Services: Traffic signs; Electronic message boards to advise of delays or traffic conditions; Visibility of lane and shoulder markings; Snow and ice removal.
- Lowest Rated Services: Roadside lighting and reflectors; Timing of traffic signals; Timely removal of debris from roadways; Landscaping and overall appearance.

Employee Conduct on the Job

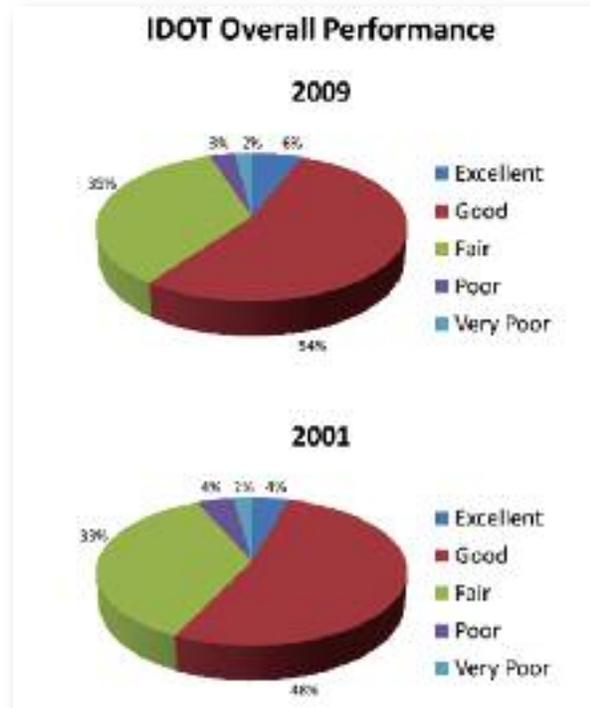
(4 aspects surveyed):

- Overall Satisfaction Range: 3.47 to 3.82 out of 5.0.
- Overall Satisfaction Mean for the 4 aspects: 3.69 out of 5.0
- Highest Rated Aspects: Courtesy and respect shown to motorists; Overall conduct of employees on the job; Helpfulness of information provided by employees.
- Lowest Rated Aspect: Accessibility of employees when you need them.

Traveler Services

(5 aspects surveyed):

- Overall Satisfaction Range: 3.54 to 4.07 out of 5.0.
- Overall Satisfaction Mean for the 5 aspects: 3.85 out of 5.0.
- Highest Rated Services: Informational signs (blue service logo signs) at highway exits for food, gas and lodging; Informational signs (brown informational signs) about area tourist attractions and state parks; Cleanliness and safety of rest areas.
- Lowest Rated Services: Availability of free IDOT road maps.



Road Repair and Construction

(10 aspects surveyed):

- Overall Satisfaction Range: 2.98 to 3.92 out of 5.0.
- Overall Satisfaction Mean for the 10 aspects: 3.33 out of 5.0.
- Highest Rated Services: Warning signs when workers are present; Work zone signs to direct merging traffic and alert motorists to reduce speed; and Advance information about projects.
- Lowest Rated Services: Timeliness of repairs on non-interstates; Ride quality and smoothness on non-interstates; Timeliness of repairs on interstates; and Flow of traffic through work zones.



LOOKING TOWARD 2010 AND BEYOND...

The summary of activities and accomplishments for IDOT in 2009 demonstrates an ongoing commitment to the stewardship of assets and resources, continued excellence in transportation program delivery, and greater efficiency in internal process management.

IDOT's dedicated professional staff ensures that the details matter and that consistency in program delivery shall be the rule and not the exception in Illinois. IDOT in 2010 expects to deliver an all-time record high program of transportation improvements with its lowest level of staffing in history.

Advances in staff development, process improvements, productivity and technology within IDOT have led directly to advances in traffic safety, project delivery, communications, congestion relief and transportation development that, together, improve economic prospects and the quality of life for people working and living in every part of Illinois.

As IDOT looks to 2010 and beyond, its long-range strategies center on providing even more efficient and effective services, improved program effectiveness, staff productivity, communications, and safety on behalf of Illinois travelers and all other stakeholders in transportation development.

The IDOT guiding principles promise that the Department will remain committed to continuing safety, integrity, diversity, responsiveness, quality, and innovation as the IDOT way of doing business throughout Illinois. In these ways, every day, IDOT lives its pledge of professionalism and dedication to meeting the needs of Illinois travelers, and renews that pledge as a matter of course. Illinois can count on it.

Population
12.91 MILLION

Licensed Drivers
8.77 MILLION

Passenger Cars Registered
7.76 MILLION

Total Vehicle Plate Registrations
11.61 MILLION

Annual Vehicle Miles of Travel
105,735 MILLION

Annual Gallons of Fuel Consumed
6,212 MILLION

Miles of Highways and Streets
140,834

Highway Structures greater than 20'
26,327

Public Railroad Grade Crossings
7,822

Private Railroad Grade Crossings
4,800



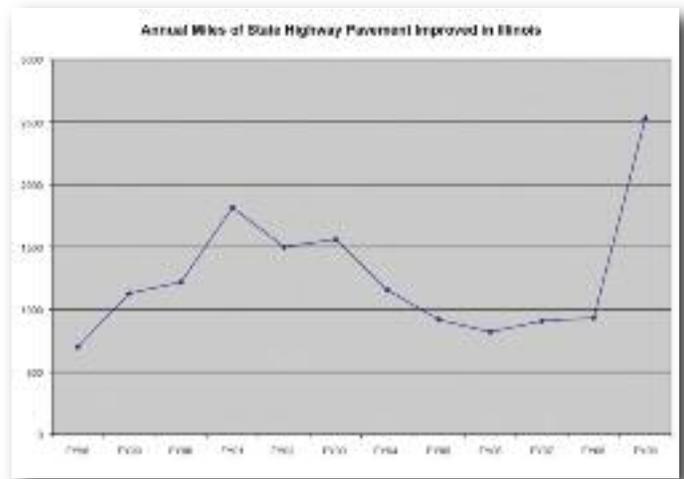
A Snapshot of Output Performance at IDOT

The Illinois Department of Transportation tracks a variety of transportation performance and usage measures to ensure that the department's efforts to meet organizational goals and customer expectations are on track, and to ensure that IDOT performance is made available and is clear to the general public. These measures are analyzed and considered during development of the annual transportation program for Illinois.

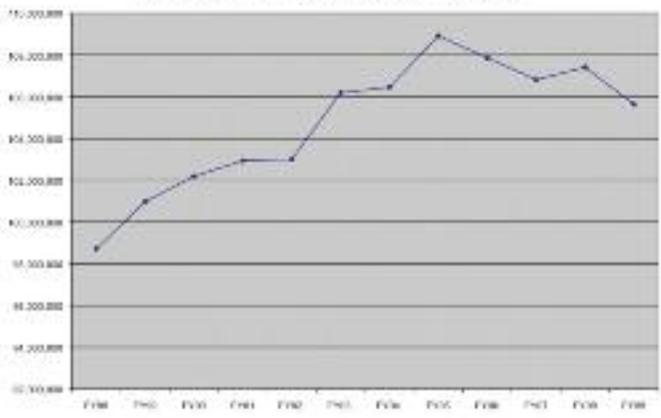
The following graphs represent a few of the measures tracked by IDOT in addition to motorist survey responses and a variety of other outcome and output measures throughout the department. Results of the graphs below represent the IDOT experience from 1998 through 2009 in several topic areas, including annual output measures such as dollars spent on the annual state construction program, miles of pavement improved, number of bridges improved, and number of safety improvements accomplished.

Three of the graphs below represent customer-oriented usage measures such as the number of vehicle miles traveled annually by all motorists in Illinois, along with the number of registered drivers, and the number of gallons of fuel sold annually in Illinois.

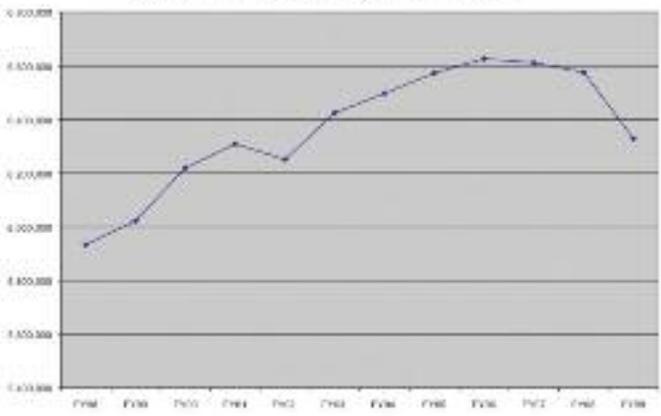
On the next page, the final two graphs represent a measure of construction dollar allocations for Illinois as compared to the national average, based on construction spending in ratio with miles traveled and with gallons of motor fuel consumed.



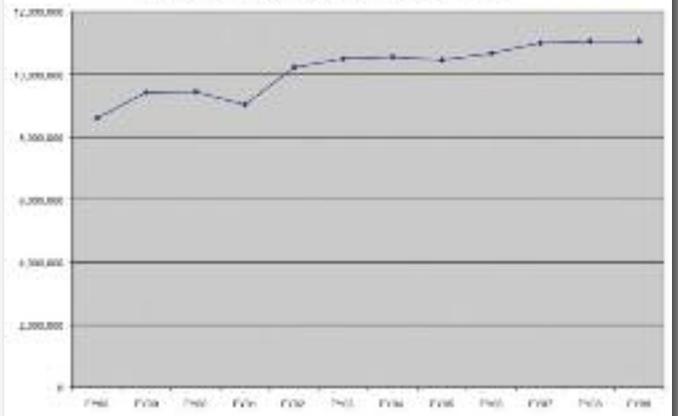
Annual Vehicle Miles Traveled in Illinois (VMT in Thousands)



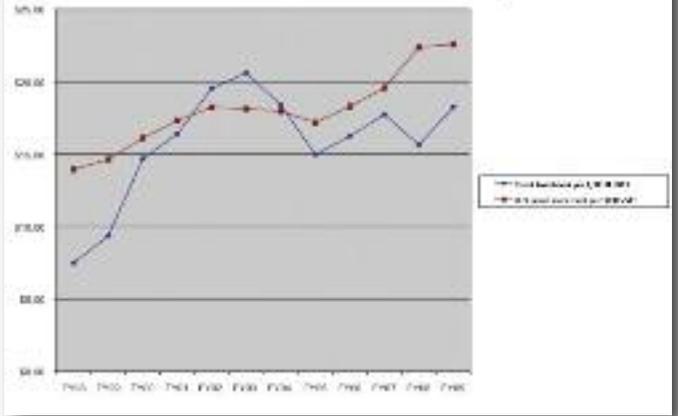
Gallons of Motor Fuel Used Annually in Illinois (in thousands)



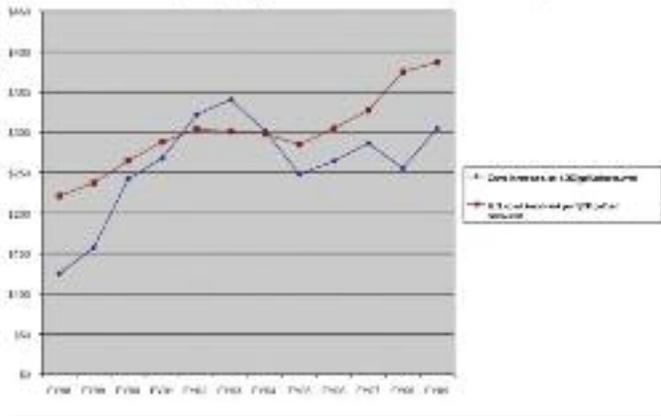
Number of Vehicles Registered in Illinois by Fiscal Year



Highway Construction Investment per 1,000 Vehicle Miles Traveled (Comparing Illinois and U.S. Construction Investments)



Annual Highway Construction Investment per 1,000 Gallons of Fuel Consumed (Comparing Illinois and U.S. Construction Investments)





Illinois Department
of Transportation



State of Illinois
Pat Quinn, Governor

Illinois Department of Transportation
Gary Hanna, Secretary