

## GUIDE TO HIGHWAY PROJECT LISTINGS

Projects on the state highway system identified for the FY 2016-2021 Proposed Highway Improvement Program are listed on the following pages. The lists are identified within IDOT's nine geographic highway districts. The map on previous page shows individual highway district boundaries.

The following sequence is used within the district project listing:

Interstate marked routes in ascending numerical order

US marked routes in ascending numerical order

Illinois marked routes in ascending numerical order

Unmarked routes in alphabetical order by street name starting with numbered streets

The estimated cost of each project is shown. The actual cost of a project listed for FY 2015-2020 can vary depending on when it is implemented in the multi-year period.

The listing of projects is arranged in eight columns:

Route/Street	Location	Improvements	Objectives	Est. Cost	County	MYP Years	
						Past	Current

**Route/Street** – Identifies the marked route(s) and street name

**Location** – Identifies project limits, length, and vital element

**Improvements** – identifies type of improvement

**Objectives** – Identifies the department's Long Term State Transportation Plan objective that this project addresses.

**Est. Cost** – identifies the estimated project cost

**County** – identifies county

**MYP Years Past** – identifies the number of years a project has appeared in the multi-year program. FY 1999-2003 is year one.

**MYP Years Current** – identifies projects scheduled for FY 2016 and those scheduled for FY 2017-2021.

*Project Footnotes denote special fund sources, participation requirements, and other important, project-specific information.*

Needs Category	Miles	Roughness(IRI)	Rutting	AADT	Truck Pct	NHS
BACKLOG	1.75	NOT ACCEPTABLE	0.09	97,529	12.1	Y

**Needs Category** – Provides an overall condition of a route. This condition is based on multiple factors including the Condition Rating Survey (CRS), the traffic a highway carries (ADT), the highways functional classification, pavement width, and the highways geographic location (northern or southern and urban or rural). This categorization is divided into three subcategories allowing the department to describe the condition in terms of acceptable, accruing, or backlog.

**ADEQUATE** – The condition of the highway ranges from good to excellent; no improvements are needed at this time.

**ACCURING** – The condition of the highway is expected to deteriorate to backlog condition within the next 6 years.

**BACKLOG** – The condition of the highway has deteriorated to the point where an improvement is needed now.

**Miles** – Identifies project length.

**International Roughness Index (IRI)** – A measured value that is used to determine the roughness or ride quality of a section of highway. It is the accumulation of the inches of vertical movement of a vehicle over a highway surface adjusted to reflect the rate per mile. The lower the value the smoother the ride, higher values indicate a rougher ride. This category is divided into three subcategories allowing the department to describe the condition in terms of GOOD (rating range is below 95), ACCEPTABLE (equal to fair, rating range is 95-170), and **NOT ACCEPTABLE** (equal to poor, rating range is above 170).

**Rutting** – A measured value of the longitudinal surface depressions in the highway wheel path. It is measured in inches and averaged over the highway section. Rutting is caused by compaction or lateral movement of materials due to traffic load.

**AADT** – Identifies the average volume of traffic for one day (24 hour period).

**Truck Pct** – Identifies the percentage of the average volume of total trucks compared to the average volume of total vehicles for an average day.

**NHS** – Shows if this route is designated as part of the National Highway System.

Structure Status	AADT	Truck Pct	Str Number	NHS
STRUCTURAL BACKLOG	61,700	8.1	0060036	N

**Structure Status** – Designation of the overall condition of the structure. This is divided into six subcategories –

- **ADEQUATE** – Structures that do not meet the criteria for a BAMS table, are not structurally deficient (SD) or functionally obsolete (FO) and not in any needs category for backlog or accruing.
- **FUNCTIONAL LONG TERM** - BAMS tables 15 & 16 are functionally obsolete and needs category of long term accruing.
- **FUNCTIONAL ACCRUING** - BAMS table 14 is functionally obsolete and needs category of short-term accruing.
- **STRUCTURAL ACCRUING** - BAMS tables 10-13 are structurally deficient and needs category of short-term accruing.
- **FUNCTIONAL BACKLOG** - BAMS tables 7-9 are functionally obsolete and needs category of other backlog.
- **STRUCTURAL BACKLOG** - BAMS tables 1-6 are all structurally deficient and have a needs category of critical backlog for BAMS 1-4 and other backlog for BAMS 5 & 6.

**AADT** – Annual Average Daily Traffic

**Truck Pct** – Identifies the percentage of the average volume of total trucks compared to the average volume of total vehicles for an average day.

**Str Number** – Unique identification number assigned to each structure.

**NHS** – Shows if this route is designated as part of the National Highway System.