



IDOT

ILLINOIS DEPARTMENT OF TRANSPORTATION



25 ANNUAL REPORT

JANUARY | 2026

ILLINOIS DEPARTMENT OF TRANSPORTATION

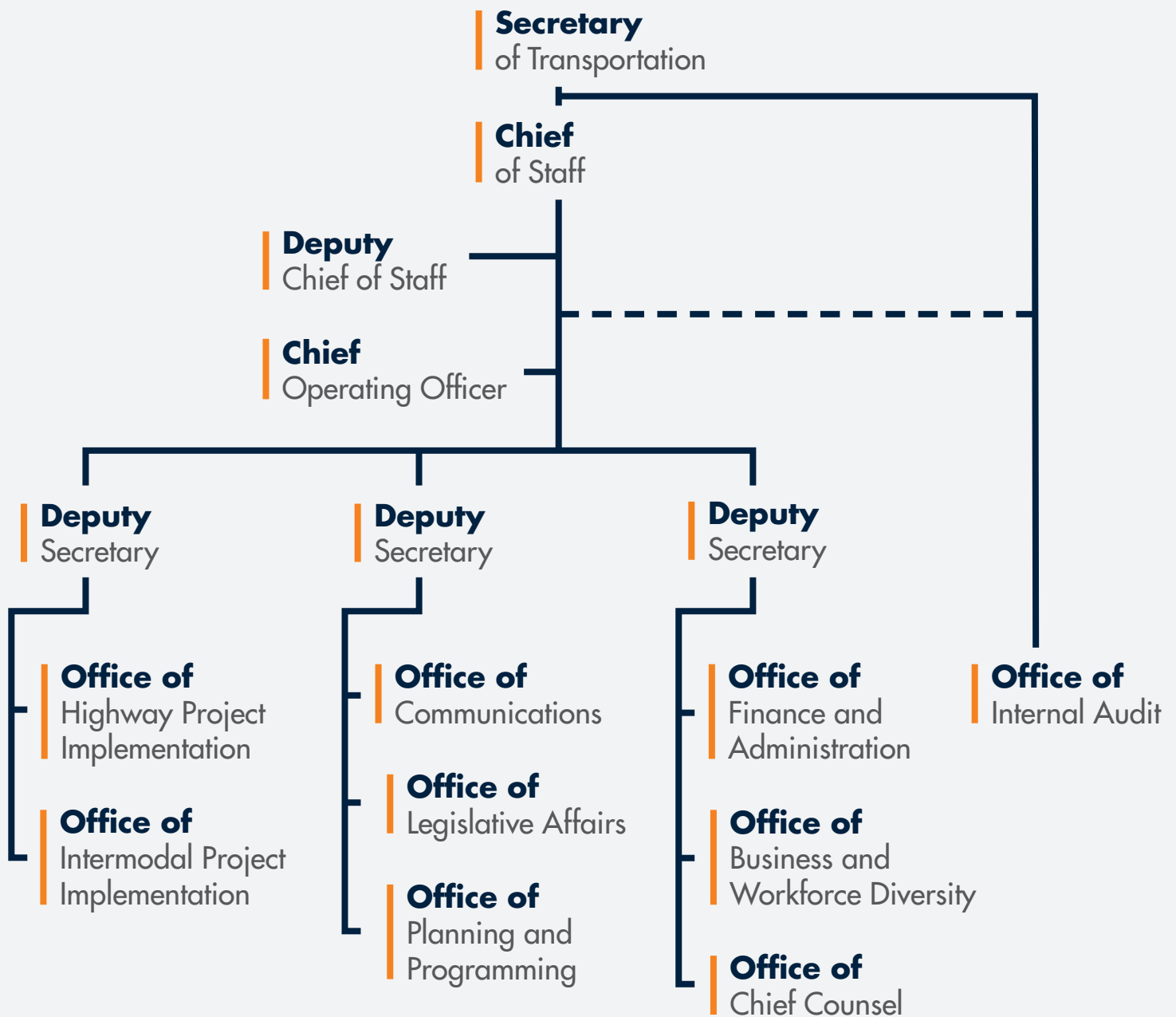


25 **ANNUAL** REPORT

TABLE OF CONTENTS

TABLE OF CONTENTS.	1
ORGANIZATIONAL CHART	2
LETTER FROM THE SECRETARY	3
SAFETY.	4
CONNECTION.	8
INNOVATION	12
EFFICIENCY.	16
STEWARDSHIP	20
MOBILITY	24
MULTI-YEAR PROGRAM.	28

ORGANIZATIONAL CHART



LETTER FROM THE SECRETARY



**Illinois Department of
Transportation Secretary**
Gia Biagi

"It was a thoughtful year of input from IDOT colleagues, industry partners and the people we serve, and also a productive year of shovels in the ground."

In closing out nearly an entire year as the Secretary of Transportation, I'm pleased to reflect upon the many milestones reached in 2025. It was a thoughtful year of input from IDOT colleagues, industry partners and the people we serve, and also a productive year of shovels in the ground.

In the midst of a lot of meaningful conversations, we've had the opportunity to cut ribbons and celebrate some significant wins, from which some common threads have emerged that put our work into context for the people and communities of Illinois.

Safety is one such thread that is woven through everything we do. We take the charge of reducing fatalities to heart, and our commitment shows up in engineering, construction and our messaging efforts for safe driving.

We have a leading role in the **connection** between people and their work, recreation and active lifestyles. We get people to where they need and want to go every day.

We are constantly striving for **innovation** in the way we work, deliver projects and transform the entire transportation system. With that, we're also creating **efficiency**, minimizing inconvenience and maximizing results faster than ever.

Also top of mind is our responsibility to **stewardship**. Whether it is the natural resources, historical landmarks or culture, we want to ensure our investments in infrastructure add value for all.

And finally, all of this adds up to enhanced **mobility**, with increased capacity across a multimodal system and more accessibility and options for people throughout Illinois.

With the announcement of our new **multi-year program**, our largest in state history at more than \$50 billion over six years, with projects in all 102 counties. Thanks to Gov. JB Pritzker and Rebuild Illinois, we have a capital program that's one of the largest in the United States.

On the pages that follow, you'll see many examples of what Rebuild Illinois has done in making transportation work better for everyone. It's my honor to celebrate such a successful year as we also look ahead at all that is possible in 2026.



| SAFETY

Cherry Valley diverging diamond interchange

| SAFETY

Reducing fatalities and engineering safer routes for all was in sharp focus in 2025. Whether it's rethinking the way traffic flows, reducing potential points of collision or patching pavement prone to failures, the work completed this year made Illinois roads safer for all. IDOT's safety campaign "It's Not a Game" reached new heights in encouraging safe driving behaviors, blanketing a variety of media channels and reinforcing messaging at events statewide.

| CHERRY VALLEY GETS DIVERGING DIAMOND INTERCHANGE

A new diverging diamond interchange between Interstate 39 and U.S. 20/Harrison Avenue was constructed in Cherry Valley. The \$44.2 million project is part of a larger \$302.4 million, multiyear effort made possible by Gov. Pritzker's Rebuild Illinois capital program to improve I-39 between the U.S. 20/Harrison Avenue interchange and Blackhawk Road in Cherry Valley and Rockford.

"We're proud to open the latest diverging diamond interchange for Illinois in Cherry Valley, delivering a major safety improvement while creating economic opportunity along one of the state's key travel and freight corridors," said Transportation Secretary Gia Biagi.

The project consisted of converting the interchange from a cloverleaf to a diverging diamond design over two construction seasons. It also rebuilt U.S. 20/Harrison Avenue from Mill Road to South Mall Drive, including the reconstruction of the Harrison Avenue and South Mall Drive intersection. More than 50,000 vehicles a day on average use this section of I-39,

nearly 15,000 of which are trucks.

Other project components include a bike and pedestrian path along U.S. 20 and Harrison Avenue that connects to the Cherry Valley Path and the Rockford regional trail system, as well as new, more efficient lighting throughout the interchange.

The new interchange increases safety by reducing potential collision points and improving access to and from the interstate.

With its opening, there are now eight diverging diamond interchanges in Illinois.

| KENNEDY EXPRESSWAY REHABILITATION COMPLETED

The \$169 million rehabilitation of the Kennedy Expressway from Ohio Street to the Edens Expressway (I-94) was completed following three construction seasons that fixed 50-year-old bridges and pavement prone to failures and emergency closures. Work finished a full month ahead of schedule in October thanks to creativity with construction sequencing and devoting additional resources in the field.

The project, which began in 2023, consisted of rehabilitating 36 bridges and the Reversible Lane Access Control system, as well as other improvements. In 2025 alone, 19 structures were rehabilitated, along with pavement patching, overhead sign replacements, new sign structures, LED lighting upgrades, structural steel repairs and new pavement markings.

Originally opened in 1960, with the last major rehabilitation completed in 1994, the Kennedy accommodates more than 275,000 cars and trucks per day.

IDOT WINS TOP HONORS FOR SAFETY WITH MADISON-JEFFERSON UNDERPASSES PROJECT

Springfield's Jefferson and Madison Street underpasses won top honors among Midwest states in the America's Transportation Awards, emerging as a Top 12 finalist out of the 113 projects submitted nationwide for the contest, hosted by the American Association of State Highway and Transportation Officials.

"We're delighted to be recognized for these special projects that are unique among the hundreds of

great projects that IDOT completes each year," said Secretary Biagi. "Congrats to everyone on the IDOT team and to all of our partners who helped deliver these improvements that are having a real impact on safety and quality of life in Illinois."

A project managed by the city of Springfield with IDOT oversight and significant state investment, the Jefferson and Madison Street underpasses won in the "Safety – Medium Project" category. The project lowered both streets to separate vehicle, bicycle and pedestrian traffic from railroad tracks in the heart of the capital city. The underpasses have decreased noise, reduced emissions and improved reliability for first responders.

The recognition is the sixth time in the last eight contests that an Illinois project has been named a finalist, winning in 2018 for the Lake Shore Drive-Interstate 55 interchange in Chicago and again in 2019 for the joint effort with Missouri to improve mobility and access in the Metro East.

The America's Transportation Awards recognize states for critical infrastructure work and associated economic and quality of life benefits. They are among the highest recognition for state departments of transportation.



Completed Kennedy Expressway rehabilitation project



Illinois 37/Wildcat Drive roundabout

ILLINOIS 37 AND WILDCAT DRIVE ROUNDABOUT OPENS

A new roundabout at Illinois 37 and Wildcat Drive opened to traffic in August, providing a significant safety and operational improvement along a key corridor south of Marion. The intersection had experienced growing traffic volumes in recent years, particularly during school travel hours, prompting the need for a modern solution that would reduce conflict points and improve overall traffic flow. The roundabout delivers these benefits by slowing speeds, simplifying turning movements and creating a more predictable travel pattern.

The roundabout was delivered as part of a broader improvement project on Illinois 37 extending from Wildcat Drive toward Illinois 148. This corridor-wide effort includes pavement rehabilitation, shoulder widening, drainage upgrades and culvert replacements. Work also includes targeted intersection enhancements to support economic activity and community connectivity in the growing Lake of Egypt and southern Marion areas.

The completion of the roundabout represents a key milestone in ongoing efforts to modernize the region's transportation network. The improvement is already contributing to smoother traffic operations and enhanced safety, supporting the department's commitment to delivering reliable, efficient infrastructure for residents, businesses and visitors in Williamson County.

Other roundabouts completed in 2025 include:

- ❑ U.S. 150 and West College Avenue in Normal
- ❑ Illinois 146 and Old Metropolis Road/Red Bud Lane in Johnson County

EXPANSION OF I-55 BRIDGES OVER THE SANGAMON RIVER TO BOOST SAFETY, CAPACITY

A \$29.5 million project to expand the I-55 bridges over the Sangamon River north of Springfield kicked off in February. Made possible by Gov. Pritzker's Rebuild Illinois, the project consists of upgrading the bridges to accommodate the eventual addition of a third lane in each direction through Springfield as well as other safety and capacity improvements to I-55.

"Improving these bridges is a major investment in the Springfield region and a big first step to modernizing a vital corridor for freight and travel for Illinois and the entire country," said Lora Rensing, IDOT's chief engineer and director of highways project implementation.

The project will wrap up with bridge painting in 2026.

When completed, the expanded bridges will continue to carry two lanes over the river until another project to reconstruct and expand I-55 to three lanes in each direction from Sherman to the Illinois 54 (Sangamon Avenue) interchange begins in 2028, following the replacement of the Bissell Road, Andrew Road and Sudduth Road overpasses starting in 2026.

It's Not a Game Safety Campaign

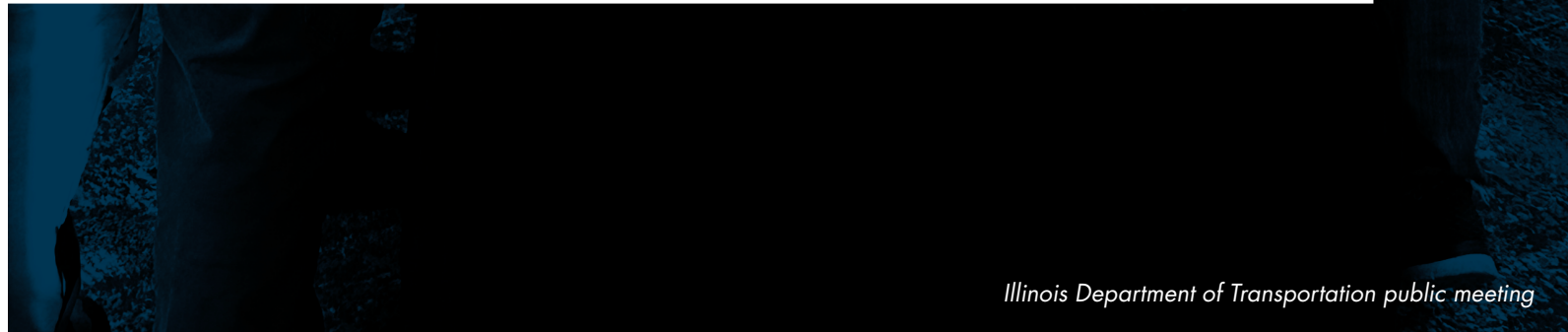


Earned
653M

impressions, clicks and pageviews from social media, streaming, TV, radio, web, event and other advertising throughout the state.



I CONNECTION



CONNECTION

IDOT seized opportunities to connect people and communities to the destinations that matter most this year. By building bridges and improving interconnectedness of the entire transportation system, IDOT is bolstering the quality of life for busy and active Illinoisans.



Project ROCK

PROJECT ROCK EXPANDS RECREATION AND MOBILITY OPTIONS IN DIXON

Project ROCK – Revitalizing Opportunities for the Community and Kids – is building a new bike and pedestrian bridge across the Rock River and making connections to new paths and other improvements in Page Park, expanding recreation and mobility options for residents and visitors alike. The \$14 million project kicked off in April.

“The new path in Dixon is an investment that

improves local quality of life and connects people to the meaningful destinations in their lives,” said Secretary Biagi. “We are proud of the partnership with Dixon to see this project to fruition, which could not have happened without the support and leadership at the federal, state and local levels. It’s one more example of how we’re working with communities to get things done, every single day, up and down the state.”

Made possible by an \$11.9 million federal Rebuilding American Infrastructure with



Illinois 17/91 Spoon River bridge

Sustainability and Equity grant and more than \$2 million from the city, with technical and financial oversight provided by IDOT, Project ROCK extends from Viaduct Point across a new bridge built over the Rock River on piers left from the old Illinois Central Railroad, connecting to a system of paths in Page Park.

Once it's finished in 2026, the path will connect Dixon's south side with the city's riverfront as well as Dixon High School and the park district's baseball diamonds and tennis courts. The project also includes repairs to Page Drive through the park.

NEW BRIDGE CARRIES ILLINOIS 17 AND ILLINOIS 91 OVER SPOON RIVER

A \$13.2 million bridge replacement begun in 2024 was substantially completed in December, with minor work to be completed in the spring. The project replaced the structure carrying Illinois 17 and Illinois 91 over Spoon River, approximately half a mile west of Wyoming in Stark County. The work area extends more than half a mile in length and includes road profile adjustments, regrading of side slopes and full bridge reconstruction.

BIKE PATH BRIDGES GAP BETWEEN PANA AND TAYLORVILLE

The new Lincoln Prairie Trail bridge over Flat Branch, a tributary of the Sangamon River's South Fork, closed a significant gap in the trail, marking



Lincoln Prairie Trail bridge

the first time in 10 years that people can travel from one end to the other uninterrupted. At 15 miles, connecting Pana and Taylorville along Illinois 29, the Lincoln Prairie Trail is one of the longest paved trails in Illinois south of Chicago. The trail originally opened in 2001 along the old Baltimore and Ohio Railroad.

"We are proud to have played a role in helping these two cities arrive at a solution to restore a rails-to-trails project that enjoys widespread community support," said Secretary Biagi. "The Lincoln Prairie Trail is once again a viable transportation option for people traveling between Taylorville and Pana, while promoting quality of life in Central Illinois and setting the stage for even more improvements."

Through an Illinois Transportation Enhancement Program grant administered by IDOT, Pana was awarded \$1.1 million in 2023 for the removal and replacement of the previous bridge over Flat Branch, an original structure that was closed in 2015 due to its poor condition. The new bridge is a 200-foot single-span steel structure designed for nonmotorized traffic, with 72-foot timber decking and railing on each end.

Additional improvements to the trail were provided through the Lincoln Prairie Trail Conservancy, a volunteer group dedicated to improving, preserving and expanding the Lincoln Prairie Trail to eventually connect to Springfield. The upgrades include two new trailhead facilities, enhanced signage, water

stations, bike racks, repair stations and a native plant garden.

NEW BRIDGE CONNECTS COMMUNITY AND TRAVELERS TO PEORIA AIRPORT

A \$9.5 million bridge replacement carrying Airport Road over I-474 begun in 2024 was completed in August. Located half a mile northeast of the General Wayne A. Downing Peoria International Airport, the updated structure is a significant asset to the community and regional travelers using the airport.

34TH TODAY'S CHALLENGE, TOMORROW'S REWARD SEES SECOND CONSECUTIVE YEAR OF RECORD ATTENDANCE

In February, the department concluded another successful Today's Challenge, Tomorrow's Reward conference, drawing record attendance for the second year in a row and recognizing top performers in the industry, while pledging the agency's ongoing and continued commitment to the state's minority- and women-owned businesses through the Disadvantaged Business Enterprise program.

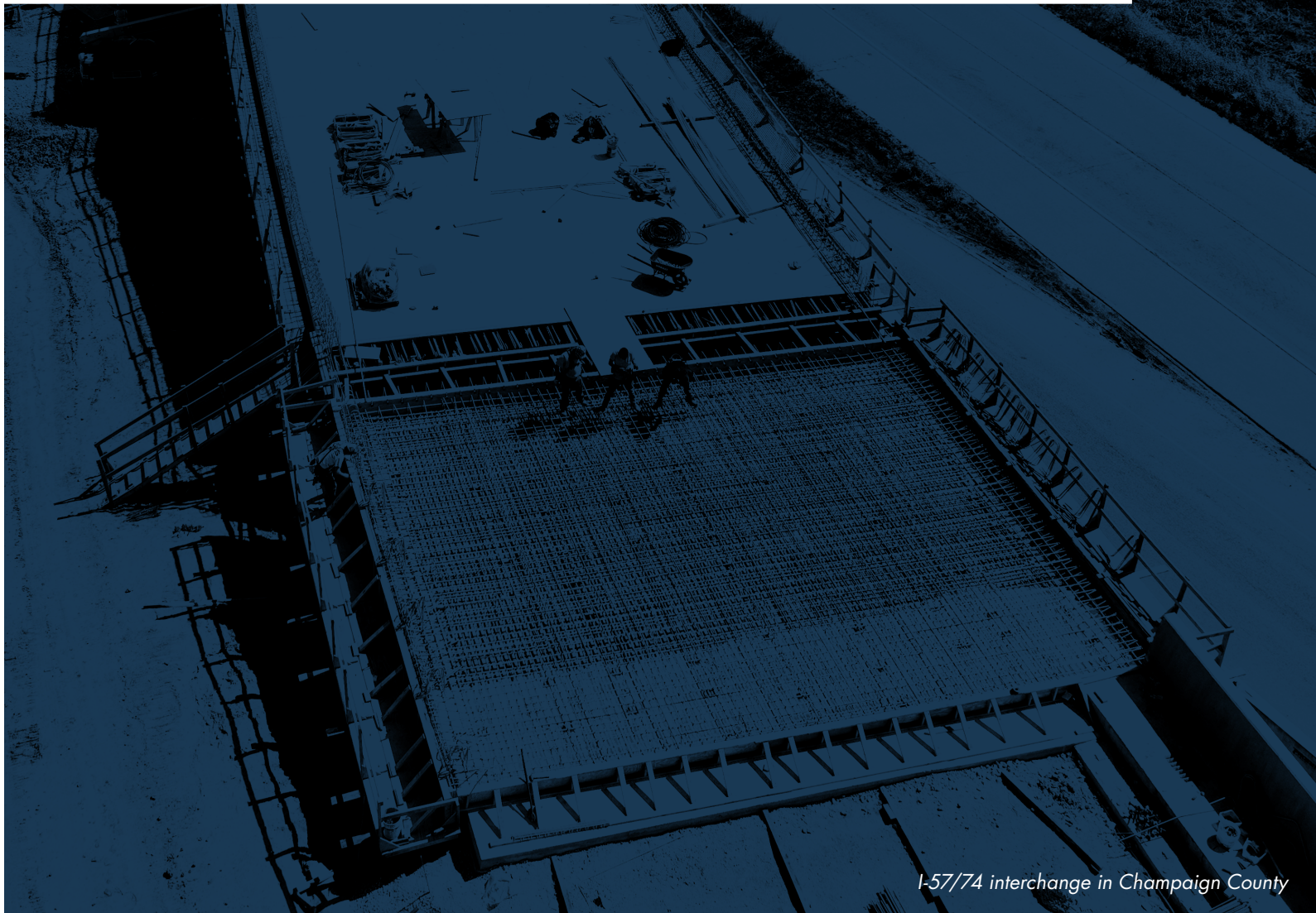
This year's conference shattered previous attendance records, drawing 454 attendees representing a variety of prime contractors and subcontractors.

"We were very pleased with the turnout, the experience and the feedback afterwards," said Deputy Director of the Office of Business and Workforce Diversity Brian Hendricks. "People who attended were able to hear and draw inspiration from success stories like Jackie Joyner-Kersey's. They learned about ways to improve and sustain their businesses. They got the chance to meet and network with other business owners on similar paths. And they were also reminded of the fact that we're here to assist."

The department is looking to grow its recent successes in making projects more inclusive and diverse. The conference aimed to expand on those efforts through networking and skill-building activities that create more participation opportunities and competition among the state's small business community.



Today's Challenge, Tomorrow's Reward conference



I-57/74 interchange in Champaign County

INNOVATION

Projects up and down the state illustrate IDOT's commitment to creative solutions in both the delivery of the work itself and the end-goal of modernizing the transportation system. This was a year of embracing best practices to amplify the impact of investments. 2025 also marked the return of the department-wide Innovative Ideas Contest, which showcased the outside-the-box thinking that operations staff apply in their everyday work.

I-57/I-74 INTERCHANGE RAMPS SOAR TO NEW HEIGHTS

A new flyover ramp connecting westbound I-74 to southbound I-57 in Champaign County was opened to traffic in August. At more than five stories tall, the ramp is a centerpiece of the overall \$251.8 million reconstruction of the I-57/I-74 interchange and the latest significant milestone for the project, made possible by Rebuild Illinois.

"The new flyover ramp is a huge milestone, a major sign of the progress we're making to modernize one of the country's major freight and transportation hubs in I-57/74," said Secretary Biagi. "We appreciate your patience as we deliver this crucial project for Central Illinois and look forward to completing the interchange, improving safety and regional mobility."

Stretching more than 1,750 feet across seven piers and reaching nearly 55 feet in height, the new ramp will be the tallest structure in the new interchange, which broke ground in 2021. The ramp will accommodate an estimated 3,000 vehicles a day.

In November, two more ramps opened: the eastbound I-74 to northbound I-57 flyover ramp and the southbound I-57 to eastbound I-74 ramp in Champaign.

The I-57/74 rebuild is replacing a traditional cloverleaf interchange built in 1965 that no longer met current traffic volumes and demands. Upon completion in 2027, the new interchange will eliminate the merging, weaving and slow speeds of the old version, resulting in better travel times, fewer conflicts between vehicles and improved safety.

INNOVATIONS AT U.S. 20 AND BARGE TERMINAL ROAD INTERSECTION BOOST SAFETY

Novel tactics were used to increase safety in an area of heavy traffic at the intersection of U.S. 20 and Barge Terminal Road in East Dubuque. The \$13.6 million project ran from March through November.

Stretching 1.5-miles from Frenress Lake Road to just east of Barge Terminal Road, the busy intersection connects to a 100-acre logistics park – a hub for the transportation and distribution of goods. Improvements helped eliminate potential conflict points for trucks entering and exiting Barge Terminal Road to access the park.

Acceleration and deceleration lanes were added to both directions of U.S. 20. On westbound U.S. 20, an island was installed to focus and insulate traffic

entering or exiting Barge Terminal Road. Additional restrictions provide similar benefits: The left turn lane for eastbound U.S. 20 at Barge Terminal Road was removed. Access to the westbound U.S. 20 Frontage Road and Kramer Road was restricted to traffic on westbound U.S. 20. A new left turn lane on eastbound U.S. 20 at Frentress Lake Road provides access to the frontage road.

Combined, these strategies create a safer intersection for both trucks and travelers.

ILLINOIS 2 ROCK RIVER BRIDGE CONSTRUCTION LEVERAGES OLD STRUCTURES

In a first-of-its-kind innovation in Illinois, replacement of a pair of 60-year-old bridges carrying Illinois 2 over the Rock River in Rockton began with the existing southbound bridge being shoved more than 40 feet closer to its northbound twin.

Doing so created a temporary workstation, called a tramway, allowing workers to demolish and replace both structures more safely and efficiently. Typically, a temporary structure is built from scratch in the river and torn down following construction, a process that takes time and can leave the work zone susceptible to flooding. Reusing the southbound bridge as a tramway posed less intrusion in the river, with the added bonus of being impervious to river level fluctuations due to its height.

Construction began in early 2024 to move the 3-million-pound, 588-foot-long southbound span

8-10 inches at a time in 30-second intervals to its final resting place. To accomplish the feat, temporary supports were placed in the river between the bridges. The bridge was then lifted onto machine skates, helping it roll on slide rail columns as a set of hydraulic rams pushed it to its new location.

The effort, which took place over 12 hours, had previously never been done in Illinois, let alone in much of the United States.

Once the tramway was established, work shifted to demolishing the piers of the old southbound bridge and constructing its replacement.

The new southbound bridge opened to traffic in June, with the northbound span opening before Thanksgiving. Resurfacing approaches and striping will continue in spring 2026. Work has now begun to demolish the old southbound bridge after its successful stint as a tramway.

INNOVATIVE IDEAS SHOWCASE A SUCCESS

In April, 13 teams from districts throughout the state gathered in Springfield to exhibit their ideas at the Innovation Showcase. IDOT employees had the opportunity to view exhibits, speak with presenters and watch project videos. Following the showcase, winners were announced in an awards ceremony.

The People's Choice Award was selected by employees throughout the state. First-, second- and third-place awards were determined by a panel of expert judges, selected by the Bureau of Operations, who visited the



Illinois 2 Rock River bridge



Innovative Ideas Showcase



showcase and spoke with exhibitors. Submissions were evaluated by size and scope of the problem addressed, creativity in coming up with a solution, ability to be implemented statewide, and potential to save time, money or other valuable resources for the state.

The District 2 Rockford Yard took home first place for a sophisticated yet simple electrical box that tests lighting on trailers and truck mounted attenuators. Proper lighting is critical for safety, yet it typically takes multiple employees, a running vehicle and a time-consuming process to ensure they are working correctly. With the Rockford Yard's design, one person can quickly and easily test lighting without a fuel-powered vehicle. Powered by an easy-to-find M18 Milwaukee battery, the contraption tests five common wires simply by turning on the power switch. Color-coded LED lights make testing a breeze, and the improved process saves time and money while boosting safety.

District 3's Ottawa Yard received the People's Choice Award for its forklift snowplow mount, which provides a safe and secure way to use a forklift to raise and move snowplows for mounting, maintenance and storage. The design's mounting structure is used with the mounting pins and chains of the plow to attach it to a forklift. Once attached, the plow assembly can be safely moved around the yard and raised for placement on steel sawhorses for safe and ergonomic maintenance.

RETIRED EASTBOUND MCCLUGAGE BRIDGE DEMOLISHED IN SERIES OF BLASTS

After 70 years of service, the old eastbound

McClugage Bridge carrying U.S. 150 over the Illinois River in Peoria is in the history books.

Demolition efforts began in January, with crews removing deck slabs, processing materials and hauling debris by truck and barge. This preliminary work set the stage for a series of 10 controlled blasts to safely dismantle the larger structural components over four months.

To execute the demolitions, linear-shaped charges were used – a precise method where an explosive inside a V-shaped metal liner produces a focused jet and severs the steel. Though each blast lasted only seconds, surrounding roads closed for about an hour for safety inspections monitored by drones.

The first blast took place March 27, removing steel girders on the East Peoria side of the bridge. The second blast April 9 demolished part of the underdeck truss toward the Peoria side. The third took down more girders on the East Peoria side. The largest demolition event was the fourth blast, which took down the main truss. Subsequent blasts continued to remove components of the old structure, ending with the remaining concrete pillars in July.

Cleanup wrapped up in September, including debris removal from the river and dismantling remaining piers near the railroad tracks. Concrete and steel were taken to recycling facilities.

Work on the new westbound McClugage Bridge began in December.



| EFFICIENCY

I-255 resurfacing project

| EFFICIENCY

Faster work, better results. IDOT made every effort to speed up construction, minimize disruption and make transportation work better. This strategic focus resulted in saving time and money with improvements that also made travel easier and safer for all. Finishing whole projects or checking off meaningful milestones ahead of schedule means everyone reaps the benefits sooner.



| **I-255 RESURFACING PROJECT** COMPLETED EARLY, SAVES \$10 MILLION

The rehabilitated and resurfaced stretch of I-255 from Illinois 157 to Illinois 15 in St. Clair County reopened in June, more than six weeks ahead of schedule. By completely closing the work zone instead of accommodating traffic and spreading

the project over multiple construction seasons, the improvements were completed faster, cheaper and safer, saving an estimated \$10 million.

“Under the governor’s leadership, we are finding new ways to speed up projects to minimize the inconvenience of construction so you can experience the benefits sooner,” said Secretary Biagi. “The



I-255 project has been a success story that we will look to duplicate throughout the state.”

Work included bridge repairs, safety upgrades, new lighting and guardrails, improved signage and drainage as well as replacement of badly deteriorated pavement dating back to when I-255 was first built in 1984. Prior to the improvements, the section between Illinois 157 and Illinois 15 required frequent unscheduled lane closures to make emergency repairs.

Made possible by Rebuild Illinois, the accelerated \$65.4 million project is the second of five phases to repair and improve I-255, which long has been identified as one of the worst roads in the state due to its poor condition. The remaining three phases to improve I-255 will continue the work between the Mississippi River and Illinois 157.

IMPROVEMENTS TO ILLINOIS 116 IN PONTIAC COMPLETED

Rehabilitation was completed in December of Illinois 116 in Pontiac from Ewing Drive just west of I-55 to the bridge over the Vermilion River, including the intersection of Illinois 116 and Old Route 66. The \$7.2 million project included patching, milling and resurfacing, reconstructing ADA sidewalk ramps and curbs, traffic signal repairs, and drainage repairs.

FAYETTE AVENUE PROJECT IN EFFINGHAM REDUCES CONGESTION

The Fayette Avenue project in Effingham consisting of widening the existing four lanes from Illini Drive to Walnut Street and adding a middle turn lane from Henrietta Street to Walnut Street, which was

begun in 2023, concluded this summer.

The Henrietta Street and Jefferson Avenue intersection partially opened in July. Work was later completed on Henrietta Street to complete the center turn lanes and raised median between Fayette Avenue and Jefferson Avenue.

Additional elements of the project included upgrading storm sewers, constructing a multiuse path, adding ADA-compliant sidewalks, modernizing traffic signals, installing new lighting, and improving intersections and side streets.

The improved Fayette Avenue will help reduce congestion along a busy commercial corridor, increase transportation options for residents and enhance local quality of life.

NEW SOLAR PANELS POWER IDOT FACILITY IN ST. CLAIR COUNTY, ADVANCE STATE'S CLEAN ENERGY GOALS

In coordination with IDOT, the Capital Development Board broke ground earlier this year on a solar energy field consisting of 102 panels to supply power to a one-story storage building at the Scott Dome Yard near

the I-64 interchange with Illinois 158.

The building is used by the operations team to perform maintenance activities throughout the year, housing air compressors, heating systems, space to plug in and keep trucks warm as well as pumps to transfer liquid materials for snow removal in winter.

The \$617,700 project, completed over the summer, is part of a pilot effort to identify underutilized IDOT property that can be used to generate alternative energy, resulting in a reduction in carbon emissions and long-term savings for the public. The solar panels are expected to produce enough energy to offset the building's annual electric consumption by feeding power back into the utility grid.

The project helps to advance Gov. Pritzker's clean energy goals to put Illinois on a path toward relying 100% on renewable sources by 2050, while also yielding multiple benefits for IDOT and the public, including improved energy efficiency and reduced energy costs over time. Additionally, the project will help evaluate the long-term feasibility and cost-effectiveness of renewable energy solutions on IDOT properties statewide.



Fayette Avenue project in Effingham



St. Clair County solar panels press event

| STEWARDSHIP



Three Rivers Rest Area prescribed burn

| STEWARDSHIP

IDOT takes great care to protect and preserve the precious assets of Illinois. Being mindful environmental stewards and proud guardians of state history on every project is a duty and a privilege.



Morris Municipal Airport project kickoff event

| **CROSSWIND RUNWAY PROJECT** AT MORRIS MUNICIPAL AIRPORT BREAKS GROUND

Gov. Pritzker and IDOT joined state and local leaders in September to celebrate the start of construction on a new crosswind runway at the Morris Municipal Airport to help with landings and takeoffs during adverse weather.

The new runway will be the airport's second, improving capacity and safety while creating jobs and economic opportunity, enabling up to 40,000 additional touch downs annually.

The project consists of building a 3,500-foot runway with other airfield improvements, including new taxiways and lighting. Under the current airfield

configuration with one runway, small planes cannot land or take off when conditions are too windy.

The new runway has been in the planning stages for at least 15 years, moving forward after a \$11.8 million state commitment as part of \$94 million Gov. Pritzker made available via Rebuild Illinois on a competitive basis to advance 96 projects at the state's public airports. Combined with \$11.5 million in local contributions, the total investment of \$105 million is the largest statewide capital investment program for airports in state history.

The city of Morris, which owns and operates the airport, is contributing \$2.9 million toward the project and overseeing construction. Annually, the airport accommodates more than 42,000 takeoffs and landings, supporting 130 jobs and generating \$15.2 million in local economic impact.

The Illinois aviation system is one of the largest in the nation, made up of more than 850 individual landing facilities. Illinois is home to everything from O'Hare International Airport to municipal

airports and private grass strips, contributing nearly \$100 billion annually to the state's economy and supporting more than 492,000 jobs.

PRESCRIBED BURNING OPERATIONS

CONSERVED POLLINATOR SITES

Prescribed burning operations were completed to foster Illinois native prairie vegetation and conserve pollinator sites on the Indian Boundary Prairie in Bureau County, Deer Pit Prairie in La Salle County, Three Rivers Rest Area in Grundy County and Faxon Road Prairie in Kendall County.

The burning operations cleared these remnant prairies of invasive plants, such as teasel, wild parsnip and other grasses, to allow native prairie vegetation to grow. Native plants are vital in attracting pollinators.

Workers carefully prepared each area by mowing "burn breaks" to contain the fires before starting prescribed burns.



Deer Pit Prairie prescribed burn



Little Mary's River Covered Bridge

HISTORIC LITTLE MARY'S RIVER COVERED BRIDGE RESTORED

Following a nearly year-long restoration effort, the historic Little Mary's River Covered Bridge, a pedestrian-only structure located along Illinois 150 approximately 4 miles north of Chester in Randolph County, reopened in September.

The \$312,000 project carefully balanced historic preservation with modern safety upgrades following a severe windstorm in early 2023 that damaged the bridge's roof, fire suppression system and video monitoring equipment.

Originally built in 1854, the 86-foot bridge is the oldest of Illinois' remaining covered bridges and the only one in southern Illinois. The bridge was acquired by the state of Illinois in the 1930s as a historic site and was fully renovated in 2005. It is listed on the Illinois Historic Sites Survey and remains a valued landmark for residents and visitors.



Rend Lake Rest Area

IDOT partnered with restoration specialists and state engineers to preserve the bridge's 19th-century character, using hand-hewn timbers and period-correct square nails. Modern improvements include upgraded fire suppression and video monitoring systems, both of which are currently undergoing final testing ahead of the Sept. 22 reopening.

To enhance structural resilience while maintaining historical integrity, metal tie-down straps were installed to secure the roof timbers to the main trusses, improving resistance to future storms.

All work was conducted in accordance with guidelines from the Illinois State Historic Preservation Office.

REND LAKE REST AREA IMPROVEMENTS

Work was completed to maintain and improve the Rend Lake Rest Area on I-57 at milepost 79 southbound in Franklin and Jefferson counties. Both pavement and sidewalks were replaced, improving parking and access to the facility. The work was part of the I-57 expansion project in southern Illinois.



I MOBILITY

Illinois 50/Armour Road intersection

| MOBILITY

IDOT made progress in 2025 by adding capacity and enhancing the transportation system for all modes and people of all abilities. Integrating accessibility features, providing transit options and prioritizing active transportation opportunities improve quality of life for everyone moving through the state.

| ILLINOIS 50, ARMOUR ROAD INTERSECTION IN BRADLEY MODERNIZED

The intersection of Illinois 50 (Bradley Boulevard) and Armour Road has been modernized. The \$13.8 million project improved connections, mobility and safety in an area surrounded by shops, hotels and Kankakee County's largest employer in CSL Behring. The final step in a series of improvements to address longtime community safety and congestion concerns, the project was made possible through Rebuild Illinois.

"This project is yet another example of IDOT under Gov. Pritzker working closely with our local partners, delivering solutions to create jobs and economic opportunity," said Secretary Biagi. "These improvements truly were a team effort in one of our state's great communities, resulting in an easier and safer experience for everyone working, shopping and traveling through the area."

In 2023, Gov. Pritzker joined IDOT to break ground on the centerpiece of the improvements: widening and resurfacing the intersection of Illinois 50 and Armour Road to include dedicated turn lanes. Other improvements included new storm sewers, sidewalks, curbs and gutters, lighting, traffic signals, landscaping, and a path to make the area safer and more accessible for people who walk, bike and roll.

Just west of the intersection, the four-way stop at

Armour Road and Arthur Burch Drive/Pharmaceutical Drive was replaced with a traffic signal to help eliminate chronic backups at the former main entrance into CSL Behring, a pharmaceutical manufacturer on a 138-acre campus.

Construction was completed in July.

| OLD ROUTE 66 BIKE TRAIL EXTENDED

The latest extension of the Route 66 bike trail brings the path 4.5 miles from McLean to Funks Grove, enhancing a popular travel and recreation option in Central Illinois while drawing tourists, creating economic opportunity and improving connections for communities along historic Route 66. The project kicked off in May and was completed in December.

Made possible by a \$3.2 million grant through IDOT's Illinois Transportation Enhancement Program and overseen by McLean County, the project built a 10-foot-wide, paved trail adjacent to Route 66, with two new trailheads and solar-powered flashing crosswalk beacons. The total investment with local contributions was \$4 million.

The Route 66 Trail is an on- and off-road network between Chicago and St. Louis. The new extension closed a gap by connecting McLean to Bloomington. It also provides a new link to Bloomington-Normal's Constitution Trail, which connects

neighborhoods and important destinations along nearly 50 miles of old Illinois Central Gulf Railroad right of way.

I-57 EXPANSION AND BRIDGE REPLACEMENT IN FRANKLIN COUNTY COMPLETE

After three years of construction, a key 9-mile segment of I-57 in Franklin County officially reopened in August. Stretching from north of West Frankfort to Benton, this segment is now fully operational as part of a \$67.6 million expansion and bridge replacement project.

The I-57 corridor is a major freight and commuter route in Southern Illinois, carrying over 40,000 vehicles daily, including about 14,000 trucks. Improvements in the completed section include adding a lane in each direction, installing a median barrier, resurfacing lanes, upgrading storm sewers and drainage, replacing bridges over the Middle Fork of the Big Muddy River, and installing raised reflectors and rumble strips.

The expansion has improved traffic flow and safety for thousands of commuters and freight haulers.

In addition to the infrastructure improvements, the project supported workforce development through IDOT's Highway Construction Careers Training Program. The initiative provides training opportunities for minority and female workers, helping to strengthen the region's economy.

The reopening of I-57 in Franklin County marks a significant milestone in a broader effort to modernize

one of Southern Illinois' most important transportation corridors. Work continues on adjacent sections of I-57.

NEW SALUKI GREENWAY ENHANCES ACTIVE TRANSPORTATION OPTIONS

The new 2.4-mile Saluki Greenway opened in November in Carbondale, providing a high-quality active transportation corridor that connects neighborhoods, schools, parks and commercial areas. Funded in part through the Illinois Transportation Enhancement Program, this multi-use path enhances regional connectivity and supports walking, biking and other nonmotorized travel throughout the community.

The Saluki Greenway weaves through residential and recreational districts, creating safe, accessible links to key destinations including Southern Illinois University, public parks and community facilities. The project supports local and regional goals for healthier lifestyles, environmental stewardship and sustainable mobility by providing residents and visitors with an inviting alternative to automobile travel for shorter trips. With its smooth surface and clear signage, the greenway accommodates users of all ages and abilities, encouraging increased use of shared-use trails as part of everyday travel and leisure.

This investment complements broader efforts to enhance active transportation infrastructure across the state, promoting equitable access to safe walking and bicycling facilities. The greenway also strengthens connections to existing trail networks in the Carbondale area, helping to attract recreational visitors and support local economic activity.

The completion of the Saluki Greenway represents



I-57 expansion and bridge replacement



Saluki Greenway



an important milestone in expanding statewide pedestrian and bicycle networks, advancing mobility choices, improving quality of life and fostering vibrant, connected communities.

I-80 IMPROVEMENT PROJECT CONTINUES

The transformation of I-80 in Will County continued in 2025 with the completion of 7 miles of work.

In August, crews paved the new third lane on westbound I-80 between Richards Street in Joliet and U.S. 30 in New Lenox – one of the most significant improvements of the I-80 project. The additional lanes will help reduce congestion, improve traffic flow and enhance safety.

Beginning in 2026, drivers will start to experience the benefits of the new third lane on I-80. Sections of the interstate will open to three lanes in each direction, with additional sections opening in phases as construction advances. This phased approach ensures the improvements are delivered as quickly and safely as possible while construction continues along the corridor.

Other accomplishments on the project included the reconstruction of the Larkin Avenue interchange. The loop ramps were removed, replaced with new, direct ramps from I-80 to northbound and southbound Larkin Avenue. In addition, Richards Street was rebuilt

between Colburn and Fifth avenues, new noise barrier walls were installed and the bridge over Hickory Creek was fully rehabilitated.

The I-80 reconstruction is designed to create a safe, reliable interstate that supports local communities, businesses and economic growth for decades to come. Each step of progress brings us closer to delivering 16 miles of safer, more efficient interstate for the region.

MICROTRANSIT SERVICE LAUNCHED IN MACON COUNTY

The city of Decatur launched a new microtransit service, Decatur Moves, with support from IDOT's Consolidated Vehicle Procurement Program and Downstate Operating Assistance Program, as well as federal funding. The regional transportation network serves Macon County, providing flexible, on-demand rideshare service connecting residents across urban and rural areas.

Funding highlights:

- \$1 million in Federal Section 5307
- \$2.5 million in THUD (Transportation, Housing, and Urban Development)
- \$3.4 million from FHWA RAISE Grant
- \$12.9 million in Downstate Operating Assistance Program funding
- \$570,976 for paratransit minivans



MULTI-YEAR PROGRAM

Secretary Biagi speaks at the MYP release event in Southern Illinois

| MULTI-YEAR PROGRAM

The Multi-Year Improvement Program provides a roadmap for the transportation system within a proposed six-year program. The department looks at a full range of transportation options, evaluates how they affect mobility for users, assesses the current infrastructure, prioritizes needed improvements based on system performance metrics and then, with available revenue sources, strives to integrate them into the overall investment strategy.



IDOT, GOV. PRITZKER ANNOUNCE LARGEST INFRASTRUCTURE PROGRAM IN STATE HISTORY

In October, Gov. Pritzker and IDOT announced the largest multi-year program to build and repair

infrastructure in state history: \$50.6 billion over six years, continuing an unprecedented investment in safety, mobility and quality of life made possible by the governor's Rebuild Illinois capital program. The new program, spread across all modes of transportation and touching every Illinois county,



Gov. Pritzker speaks at the MYP release event in the Metro East

also includes \$400 million to support 223 local projects. These projects, ranging from street and transit upgrades to bike and pedestrian improvements, are based on priorities submitted by counties, cities, townships, transit districts and other local agencies.

The new program was celebrated by the governor at events in Chicago, Moline, Fairmont City, Peoria and Carbondale.

Continuing an approach started under Gov. Pritzker, IDOT's new multi-year program is both comprehensive and multimodal, with investments in roads and bridges, aviation, transit, freight and passenger rail, waterways, and bicycle and pedestrian accommodations. Projects are across state and local jurisdictions and in all 102 counties. The \$50.6 billion eclipses the previous record of \$41.4 billion set last year.

The Fiscal Year 2026-31 Proposed Highway and Multimodal Improvement Program will invest \$32.5 billion in state and local roads and bridges, with \$5.5 billion identified for the current fiscal year. A total of \$18.1 billion is programmed for other modes, which includes \$13.8 billion for transit, \$2.9 billion for freight and passenger rail, \$1.2 billion for aviation, and \$200 million for ports and waterways.

On the highways side, the program will build or improve 7,107 lane miles of roads and 8.4 million square feet of bridge deck on the state system, with \$6.8 billion identified for 1,654 lane miles and more than 1.3 million square feet of bridge deck overseen by local governments.

"I'm proud to launch the latest roadmap – the largest in the history of the Illinois Department of Transportation," said Gov. Pritzker. "Over the next six years, we'll continue investing across the board in order to build the best infrastructure system in the nation – and create good jobs for Illinoisans in the process. From Chicago and Rockford to Springfield and Decatur, to Carbondale and Metropolis, every corner of our great state will benefit."

I FY26 State Program



\$4.76B

for state systems



\$1.6B

for local systems

I FY26 Programmed Improvements



3,928

lane miles to be improved



296

bridges to be improved



344

safety/traffic improvements to be completed

I Rebuild Illinois Investment and Accomplishments FY20 – FY26 (Q1)



\$22.1B invested



21,762

lane miles improved



852

bridges improved



1,292

safety/traffic improvements

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SOCIAL MEDIA STATS



1,744,000 UNIQUE VISITORS TO IDOT.ILLINOIS.GOV IN 2025



205,000 FACEBOOK FOLLOWERS



64,100 X FOLLOWERS



10,000 INSTAGRAM FOLLOWERS



13,200 FLICKR PHOTOS

ILLINOIS DEPARTMENT OF TRANSPORTATION



25 **ANNUAL** REPORT



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