

Federal Transportation Investment

in the
Bloomington-Normal Urbanized Area
and
McLean County, Illinois

September 2020



This page intentionally left blank.

The Transportation Planning Process

Planning our transportation system is a complicated task that involves ongoing coordination between governments and associated agencies at every level.

This is done through a Metropolitan Planning Organization (MPO). These organizations are charged with maintaining a continuing, cooperative and comprehensive transportation planning process, engaging local governments and other institutions or organizations as appropriate. The intent of this process is to develop a plan for the transportation system that meets needs sustainably, and that reflects areas of focus established by the U.S. Department of Transportation for the use of federal transportation funding.

For McLean County, the City of Bloomington and the Town of Normal, MPO functions are carried out by the McLean County Regional Planning Commission. MCRPC staff consult with the local MPO participants and the District 5 office of the Illinois Department of Transportation, and from that process, develop both short- and long-term programs and plans setting a direction for the transportation system and its components.

For example, our area has experienced these complexities through three studies, of feasibility, engineering and environmental impact, and extensive public involvement carried out in

investigating a potential East Side Highway. This project employed many of the procedures characteristic of planning a major transportation infrastructure element, including a phased approach which becomes more specific and detailed with each phase of study, and an ongoing engagement with the public for information and opportunities for public input. Monitoring continues to determine if further action is needed, although to date there is no indication that more work is required.

In McLean County during the state fiscal year 2020, a total of \$23,755,399.33 in Federal funds was obligated, with an additional \$7,209,747.35 designated as advanced construction. With \$3,204,492.40 in state funds, and \$702,952.77 in local funds, the total cost of the obligated projects was \$34,872,591.85.

What are “project obligations”?

You might think of this as setting up a checking account for a specific purpose and then making an initial deposit. In order to begin work on any phase of a federally-funded transportation project, the federal funds must first be obligated. This means that the money is set aside for that particular piece of work. Project expenses such as preliminary engineering, design, right-of-way acquisition or construction that

are first paid for by the project sponsor can then be reimbursed from the obligated funds for the project.

Do project obligations mean the work is underway?

Prior to work getting underway, the federal funds must be obligated. However, the obligation of funds does not necessarily mean that work will begin immediately. Many times, funds are obligated only for initial phases of a project (preliminary engineering, right-of-way acquisition, etc.), and it may take time to determine the proper entity to do the work. Similarly, the annual program of planned projects included in the Transportation Improvement Program includes projects for which Federal funds have been obligated, but which may not be undertaken as originally scheduled due to altered priorities, diversion of non-Federal funds needed to match the Federal investment, or ancillary project elements such as land acquisition not proceeding as anticipated. Generally, projects which could not be carried out as originally programmed are continued in the Transportation Improvement Program until such time as they can be completed.

What are “project phases?”

Any transportation project, large or small, begins with an idea or plan and ends with construction. Here are the steps:

SCOPING: Meetings are held with project developers and designers, local government representatives, and other involved parties. Decisions are made about the specific elements that will be included in the project and the range of design alternatives that will be investigated.

PRELIMINARY DESIGN: This phase includes basic engineering work on each alternative, traffic studies, environmental analyses, and other work specific to the project. Public outreach is used to gain community input into project design. This phase ends with the selection and approval of a project alternative. This may take place in the context of a Phase 1 engineering study, which follows a standardized program of steps to evaluate project alternatives, impacts and design issues.

FINAL DESIGN: In this phase, the actual plans and specifications that the construction contractor will work from are created.

RIGHT OF WAY INCIDENTALS: Preparation work done prior to the acquisition of the right-of-way.

RIGHT OF WAY ACQUISITION: In this phase, right-of-way necessary for the completion of the project is acquired either through purchase or easements.

CONSTRUCTION: This encompasses all of the work to build the project,

whether it is done by a contractor or an agency's own staff.

CONSTRUCTION INSPECTION: In order to make sure that the work is being done properly and conforms to specifications, there is ongoing inspection. Sometimes this work is performed by local or state agency staff, but it may be contracted out.

OTHER: This phase is associated with transit projects, and corresponds to the construction phase of the highway improvements, in that it represents that phase of the project wherein the proposed improvement is actually implemented. For transit projects, this usually involves the actual operation of transit service, and the resultant costs that are incurred, or the purchase and acquisition of equipment or facilities.

Advance Construction Projects¹

Advance construction allows states to begin a project even in the absence of sufficient Federal-aid obligation authority to cover the Federal share of project costs. Advance construction eliminates the need to set aside full obligational authority before starting projects. Thus, the state can undertake a greater number of concurrent projects than would otherwise be possible. In addition, advance construction helps facilitate construction of large projects,

while maintaining obligational authority for smaller ones. At a future date when the state does have sufficient obligation authority, it may convert an advance-constructed project to a Federal-aid project by obligating the permissible share of its Federal-aid funds and receiving subsequent reimbursements. Advance construction allows a state to conserve obligation authority and maintain flexibility in its transportation funding program.

There is no obligation or guarantee on either side. If Federal funds are not available, the state will not be able to convert the project to a Federal-aid project. In some cases, the state may choose not to convert the project, if state funds are sufficient.

Advance Construction (AC) is a cash flow tool (not additional funding) used by IDOT that allows the preservation of a project's federal eligibility and quickly starts the federal obligation limitation ceiling as additional ceiling becomes available. Projects that are so managed (or ACed) are all eligible for federal reimbursement (after being converted) and are authorized by FHWA in the same manner as all federally funded projects. (Note – just as in regular federally funded projects, no work may begin before FHWA authorizes the AC action on a project.) When a project is ACed, IDOT essentially provides funds up front and does not seek federal

¹ Additional information currently posted at https://www.fhwa.dot.gov/ipd/finance/tools_programs/federal_aid/ac_pcac/

reimbursement until a later date (after conversion). If a locally sponsored project is ACed, the project sponsor does not notice any difference from a regular federally funded project. Projects are ACed for a number of reasons:

1. Insufficient Obligation Limitation. At the time project authorization is being sought from FHWA, there are more projects eligible for federal funding than the amount of obligation limitation IDOT has available;
2. Insufficient Apportionment. At the time project authorization is being sought from FHWA, there are more projects eligible for a given federal fund type (NHPP, STP, etc.) than the amount of unobligated apportionments for that fund type;
3. Discretionary Funds Allocation. On rare occasions a project is put on AC status when an allocation of funds from a discretionary program has not occurred, but it is certain will occur. In this case, the project remains in AC status only until the allocation occurs, generally a short amount of time.

Ordinarily, the first two events tend to happen closer to the end of the federal fiscal year, which concludes on September 30th. Essentially, individual projects are ACed because of timing issues.

Taking a project off AC status is commonly known as an AC conversion. This requires a combination of obligation limitation, apportionment balances, and FHWA approval action to change the status of the project to regular federal funds. The request to convert funds can occur for a number of reasons:

August Redistribution. Every year, the FHWA reallocates obligation limitation from those States that cannot use all of their ceiling to those that can demonstrate (a) that they can use additional ceiling and (b) that additional ceiling can be obligated before the end of the federal fiscal year. Having an inventory of projects on AC status allows the State to meet both conditions and capture additional federal funds.

Road Fund Cash Flow. By law, all federal reimbursements to IDOT for spending are deposited into the Road Fund. If the available balance in the Road Fund fell to levels that would jeopardize its ability to pay all of IDOT's bills on time, it would be possible—provided there is sufficient unobligated ceiling and program apportionments—to convert one or more projects from AC status, thereby capturing all of the federal reimbursement associated with spending to date on that project/those projects and placing that money in the Road Fund in a very short time frame. The key to making this work is to have projects on AC status.

Subsequent Allocation of Discretionary Funds. As noted above, on rare occasions an allocation of funds from a discretionary program do not occur prior to the need to implement the project and the project is put on AC status by IDOT. In those cases, once the allocation has occurred, the project is converted to Current Funded status.

The project funding in the following list reflects Federal allocations during the period from July 1, 2019 through June 30, 2020. In some instances, as noted above, funds may have been applied to projects during portions of the state fiscal year immediately before or after the time period encompassing the Federal fiscal year. Project listings include references to the Transportation Improvement Program, where relevant. The location of each project is shown on project maps, with the exception of projects consisting of data management.

In some instances, additional funding from state or local sources may be identified in the FY 2020 – 2024 TIP. Some projects may also carry over into the current FY 2021 – 2025 TIP, with revisions to funding identified. Further information may be obtained from the TIP documents and associated amendments posted at www.mcplan.org.

Transit Investment

Federal investment is a critical element in supporting transit services in Bloomington – Normal, particularly in light of the central role the transit system plays in mobility. The principal transit provider in the Twin Cities is Connect Transit, which operates fourteen fixed transit routes, provides paratransit services as Connect Mobility, and provides additional transit services to Illinois State University through the operation of the Redbird Express Route.

Transit budgets and programs are reported in the annual TIP. Connect Transit receives Federal operating assistance, and state and local sources provide the remainder of operating funds for the transit system. Federal funds are also used to purchase vehicles and other equipment for the transit system as needed. Federal grants allocated during the relevant state fiscal year are outlined below, derived from the FTA Transit Award Management System.

IL-2020-033-00 | SECTION 5307 OPERATING FUNDS & CAPITAL PROJECTS

Recipient Details

Recipient ID 1181

Award Status Information

Award Number	IL-2020-033-00		
Award Name	SECTION 5307 OPERATING FUNDS & CAPITAL PROJECTS		
Award Status	Active (Executed)		
Award Date	Jun 17, 2020	Executed Date	Jun 23, 2020

Recipient Name: Bloomington-normal Public Transit System

Last Disbursement Date: N/A

Period of Performance Start Date: Apr 15, 2020

Original Period of Performance End Date: Mar 30, 2023

Current Period of Performance End Date: Mar 30, 2023

Period of Performance Revision Number: 0

Executive Summary

Connect Transit is applying for Section 5307 funding from FY2017 of \$307,340, FY2018 of \$1,550,160 and FY2019 of \$142,500 for Connect Transit's FY2020 operating budget for a total of 2,000,000. The State of Illinois will provide the local share amount of \$2,000,000. The period of assistance will be 7/1/19 through 6/30/20. Connect Transit will apply \$317,300 from FY2018 Section 5307 apportionment to purchase service vehicles that are passed the useful life, constructing a customer service kiosk, maintenance shower addition, and replacing our HVAC system.

Connect Transit's total match for operating funds is \$2,000,000 being provided by the State of Illinois and revenue provided from the Downstate Operating Assistance Program, the State collects sale tax revenue to fund public transit. Connect Transit's total match for the capital projects of \$356,700 is being provided by local share \$48,600 (Municipality funding) and \$308,100 from State of Illinois Downstate Operating Assistance Program. The City of Bloomington and Town of Normal provide local funding to Connect Transit, this funding is paid to Connect from sales and property tax.

In executing this grant, Connect Transit agrees to abide by Section 3011 of the FAST Act (49 U.S.C. 5323U)(2)(C) regarding the phased increase in domestic content under the Buy America statute for rolling stock."

2. "As Grant Agreement includes an FTA-funded transit vehicle purchase, Recipient agrees to comply with the related requirements set forth in 49 CFR § 26.49(a). Specifically, Recipient must ensure as a condition of being authorized to bid or propose on FTA-assisted transit vehicle procurements, that each transit vehicle manufacturer certified that it complied with DOT requirements for submitting a DBE program and goal to FTA prior to bidding. Recipient is also required to submit the name of the successful bidder and the total dollar value of the contract within 30 days of making an FTA- assisted transit vehicle award using the required FTA reporting tool. Recipient understands that failure to comply with these requirements may result in formal enforcement action or appropriate sanction as determined by FTA, including reimbursement of FTA funds used for the vehicle procurement."

Attachments to this application include FTA-FHWA STIP approval letter, allocation letter, and the project listings from the FY2021-2025 TIP.

Application Details

Type of Financial Assistance: Grant

Frequency of Milestone Progress Report: Quarterly

Frequency of Financial Federal Reports: Quarterly

Does this application include funds for research and/or development activities? No, this application does not include funds for research and/or development activities.

Requires E.O 12372 Review? No

State Application ID N/A

Date Submitted for State Review N/A

Pre-Award Authority: Yes, this application is using Pre-Award authority.

Does this application include sub-allocation funds? Recipient organization is directly allocated these funds and is eligible to apply for the funds directly.

Will this Grant be using Lapsing funds? No

Will indirect costs be applied to this application? No, indirect costs will not be applied to this application.

Indirect Cost Description N/A

Delinquent Federal Debt: No, my organization does not have delinquent federal debt.
Delinquent Federal Debt Description: N/A

IL-2020-015-00 I Electrical Infrastructure and Electric Buses Section 5339 Low or No Emissions

Recipient Details

Recipient ID: 1181

Award Status Information

Award Number: IL-2020-015-00

Award Name: Electrical Infrastructure and Electric Buses Section 5339 Low or No Emissions

Award Status: Active (Executed)

Award Date: Apr 15, 2020 Executed Date: Apr 17, 2020

Recipient Name: Bloomington-normal Public Transit System

Last Disbursement Date: N/A

Period of Performance Start Date: Apr 15, 2020

Original Period of Performance End Date: Mar 30, 2023

Current Period of Performance End Date: Mar 30, 2023

Period of Performance Revision Number: 0

Executive Summary

Connect Transit will install solar array, charging stations, and electrical infrastructure to charge electric buses. This project will cost a total of \$1,200,000. Connect will apply \$250,000 of FY17 (Lapsing) Section 5339 Low or No Emissions grant funding to this project. An additional \$780,000 of State of Illinois funding will be used, with the remaining \$170,000 of funding coming from Connect in the form of local share.

Connect will also purchase 3 electric vehicles that will replace diesel buses. The 3 electric vehicles will cost a total of \$3,150,000. Connect will apply \$1,200,000 of FY17 (Lapsing) Section 5339 Low or No Emissions grant funding to this project. An additional \$1,950,000 of State of Illinois funding will be used.

Attachments to this application include the TIP Table referencing FY2020 referencing capital items, and FTA STIP Approval Letter dated 1/29/20.

In executing this grant, Connect Transit agrees to abide by Section 3011 of the FAST Act (49 U.S.C. 53230)(2)(i) regarding the phased increase in domestic content under the Buy America statute for rolling stock.

As Grant Agreement includes an FTA-funded transit vehicle purchase, Connect Transit agrees to comply with the related requirements set forth in 49 CFR § 26.49(a). Specifically, Recipient must ensure as a condition of being authorized to bid or propose on FT A-assisted transit vehicle procurements, that each transit vehicle manufacturer certified that it complied with DOT requirements for submitting a DBE program and goal to FTA prior to bidding. Recipient is also required to submit the name of the successful bidder and the total dollar value of the contract within 30 days of making a FTA- assisted transit vehicle award using the required

FTA reporting tool. Recipient understands that failure to comply with these requirements may result in formal enforcement action or appropriate sanction as determined by FTA, including reimbursement of FTA funds used for the vehicle procurement.

Application Details

Type of Financial Assistance: Grant

Frequency of Milestone Progress Report: Annual

Frequency of Financial Federal Reports: Annual

Does this application include funds for research and/or development activities? No, this application does not include funds for research and/or development activities.

Requires E.O 12372 Review? No

State Application ID: N/A

Date Submitted for State Review: N/A

Pre-Award Authority: Yes, this application is using Pre-Award authority.

Does this application include sub-allocation funds? Recipient organization is directly allocated these funds and is eligible to apply for the funds directly.

Will this Grant be using Lapsing funds? Yes

Will indirect costs be applied to this application? No, indirect costs will not be applied to this application.

Indirect Cost Description: N/A

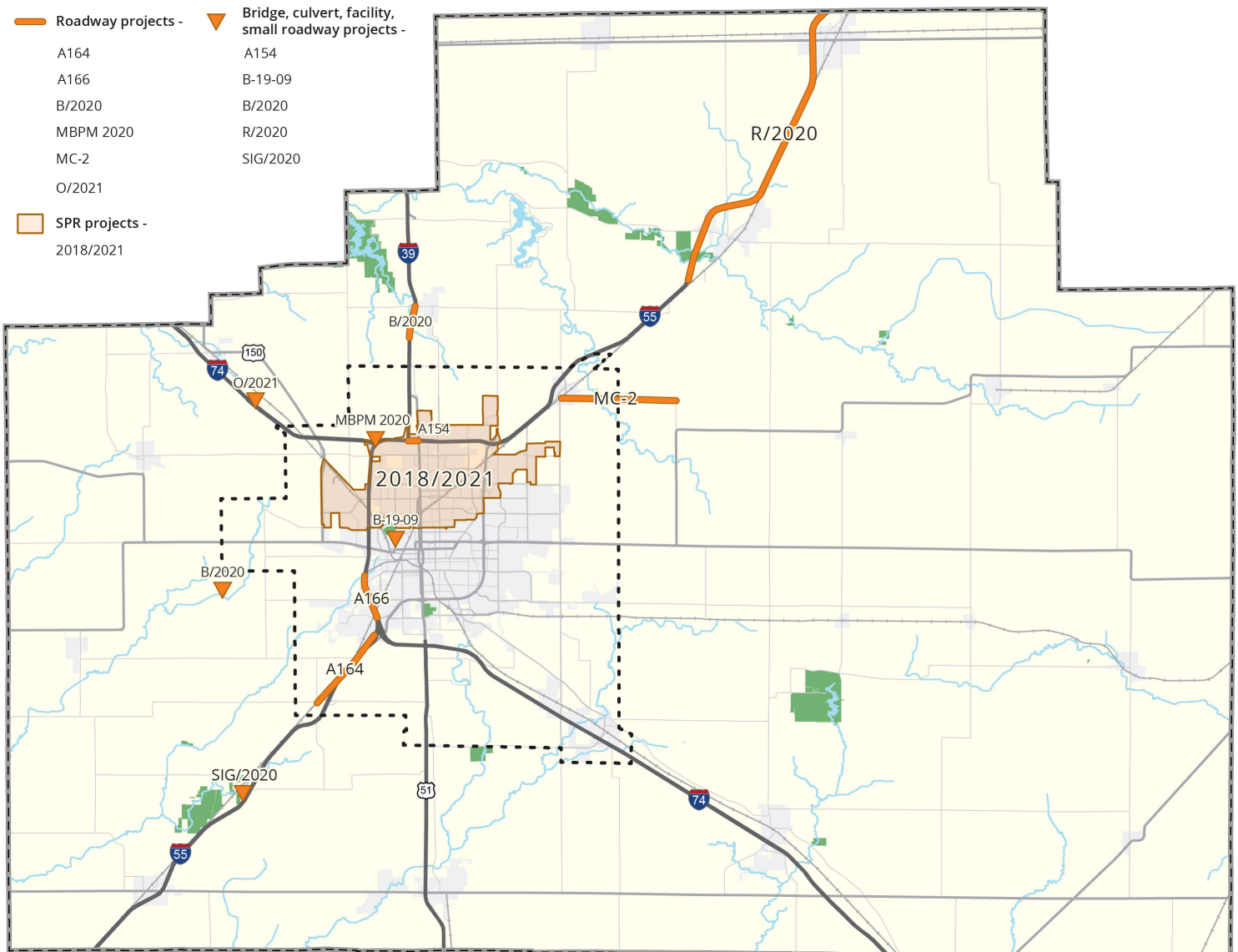
Delinquent Federal Debt: No, my organization does not have delinquent federal debt.

Delinquent Federal Debt Description: N/A

Federally-funded Obligated Projects In the Bloomington-Normal MPO and McLean County

State Fiscal Year 2020
July 1, 2019 through June 30, 2020

County-wide Investment Location Map



Each of the projects shown on this map are discussed in greater detail on the following pages. As noted in the introduction, for the State fiscal year, Federal Obligated projects in total had the following characteristics: \$23,755,399.33 in Federal funds were obligated, with an additional \$7,209,747.35 designated as advanced construction. With \$3,204,492.40 in state funds, and \$702,952.77 in local funds, the total cost of the obligated projects was \$34,872,591.85. See the project pages for obligation and cost details.

Transportation Management Consortium – Town of Normal PASER Survey

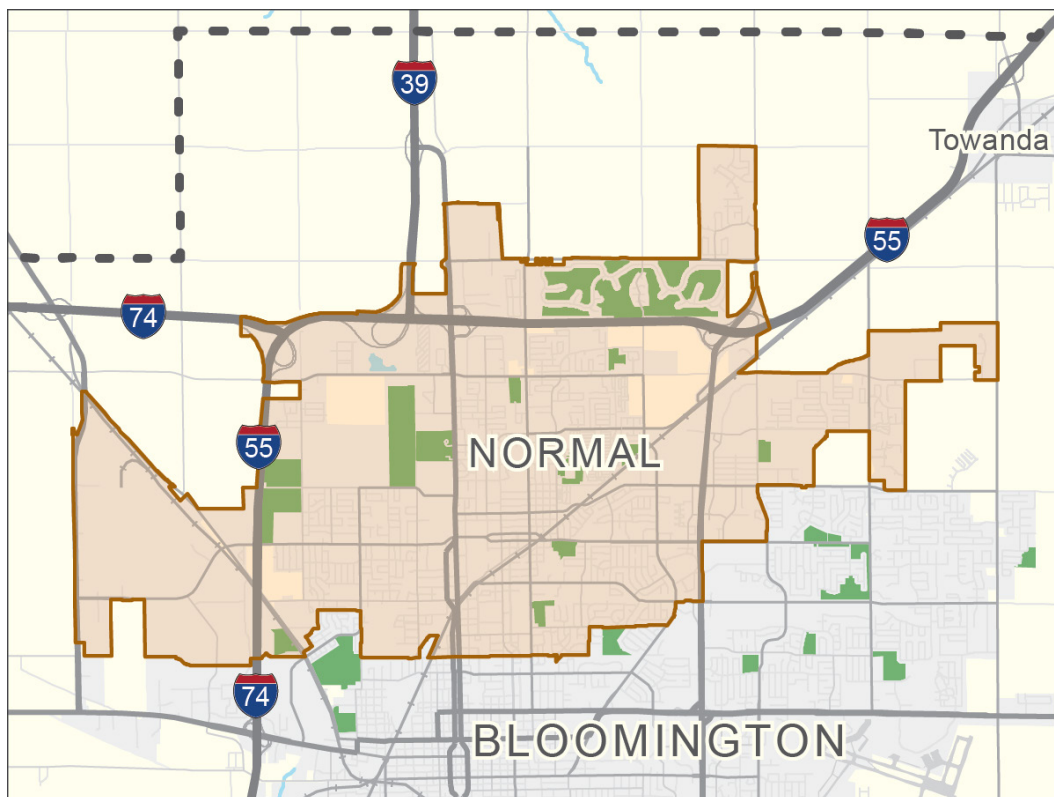
This project consists of two elements. The first is a survey of Town of Normal streets using the PASER evaluation scale, to correlate results with pavement surveys conducted by the City of Bloomington and McLean County. The second element is the documentation of the Transportation Management Consortium (TMC), including execution of an agreement regarding the TMC by the MPO participants. This project will conclude in Spring 2021.

TIP # STIP Ref.	IDOT Job Number	Federal Number	Project Description
2018/2021	HPR-66-043-20	E0HU878	BN Mobile Transportation Management Consortium-E34 (FY 2020 Transportation Planning Work Program)

The above project consists of annual or term-limited grants to MCRPC for MPO planning and related services; these grants are not generally listed separately in the TIP.

Program Code & Description	Earliest Authorization Date
Z550: Statewide Planning & Research; FAST Act	07/03/2019

Total Federal Obligation	Advance Construction	State Funds	Local Funds	Other Funds	Total Cost Amount
\$0.00	\$80,000.00	\$0.00	\$20,000.00	\$0.00	\$100,000.00



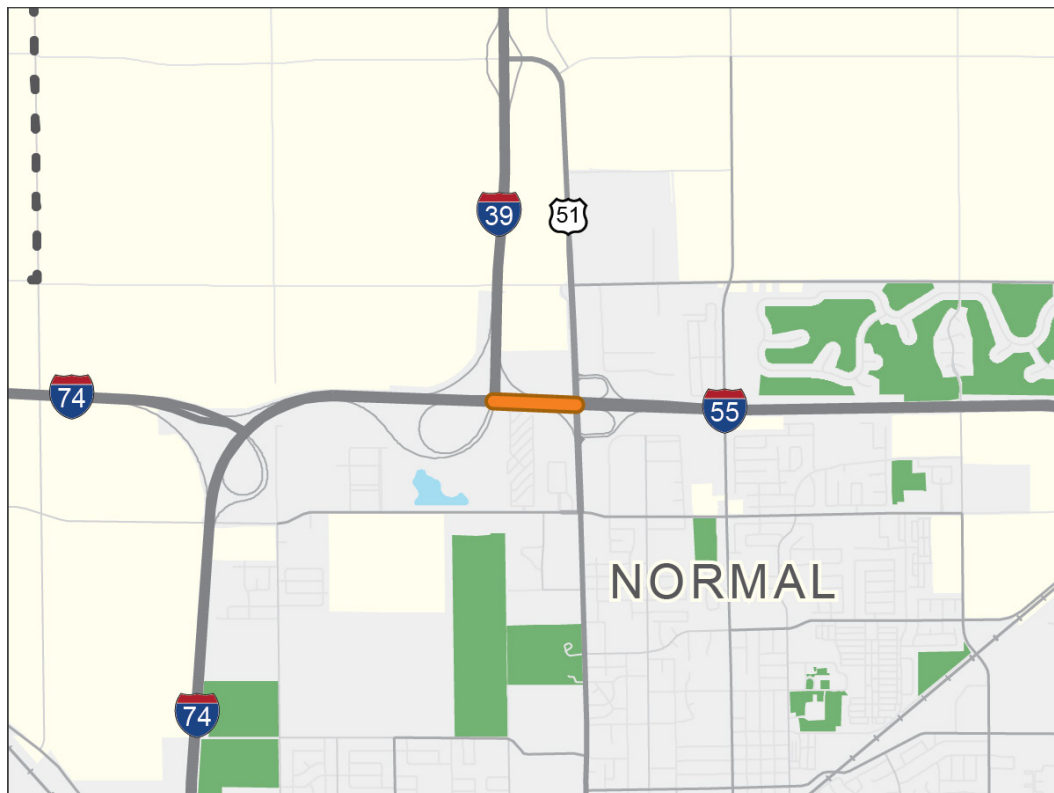
District 5; Work on Interstate Lighting Upgrade

This project lies within the metropolitan planning area.

TIP # STIP Ref.	IDOT Job Number	Federal Number	Project Description
A154	C-95-027-20	LIRN090	Lighting on I-55 at I-39 and US 51 in Normal.

Program Code & Description	Earliest Authorization Date
Z001: National Highway Performance; FAST Act	01/14/2020

Total Federal Obligation	Advance Construction	State Funds	Local Funds	Other Funds	Total Cost Amount
\$0.00	\$414,000.00	\$46,000.00	\$0.00	\$0.00	460,000.00



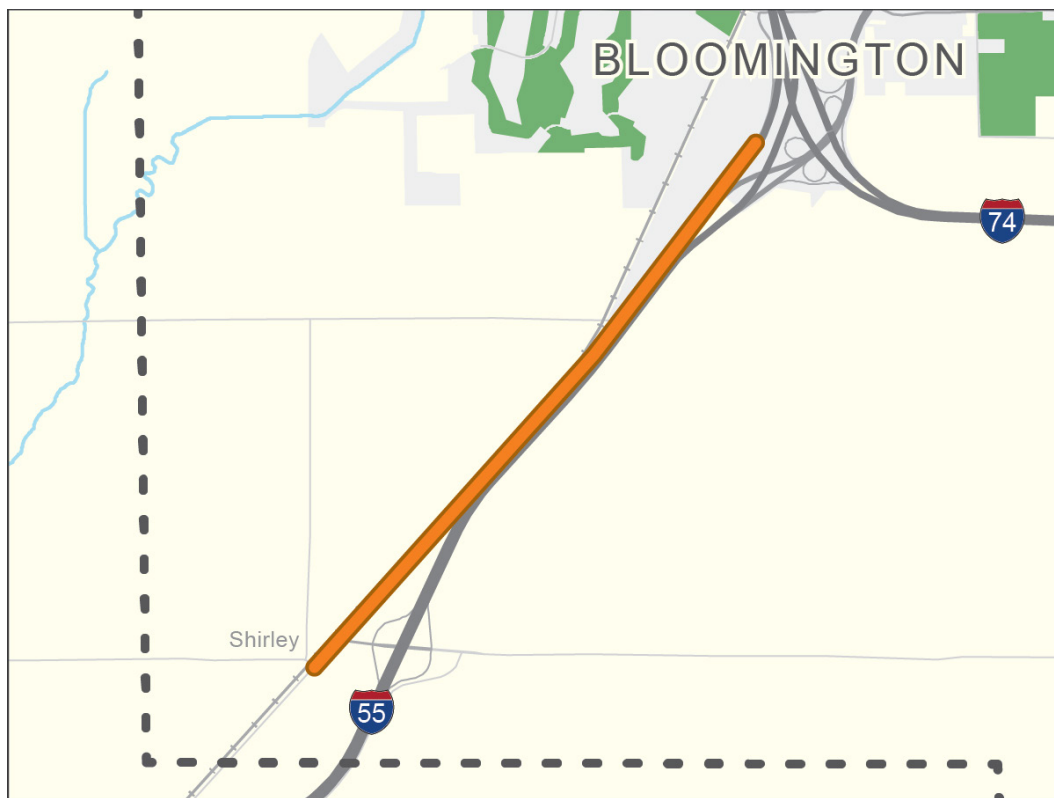
District 5; Old Route 66 Resurfacing

This project lies within the metropolitan planning area.

TIP # STIP Ref.	IDOT Job Number	Federal Number	Project Description
A164	C-95-013-20	DRTW734	Resurfacing on Old Route 66 from Shirley to I-74.

Program Code & Description	Earliest Authorization Date
Z232: Surface Transportation Block Grant <5K POP; FAST Act	04/09/2020

Total Federal Obligation	Advance Construction	State Funds	Local Funds	Other Funds	Total Cost Amount
\$0.00	\$720,000.00	\$180,000.00	\$0.00	\$0.00	900,000.00



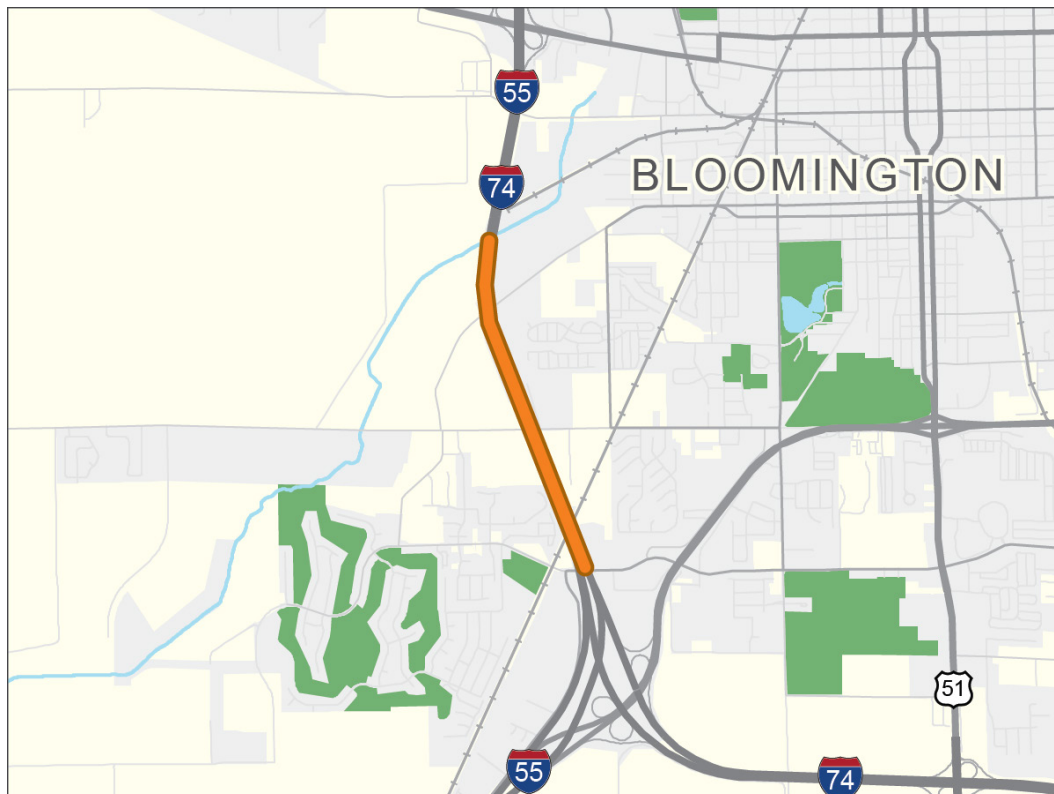
District 5; Interstate resurfacing, Fox Creek to Sugar Creek

This project is predominantly located in or adjacent to the City of Bloomington, and is included in the TIP as part of the District 5 program.

TIP # STIP Ref.	IDOT Job Number	Federal Number	Project Description
A166	C-95-064-19	8IQ3195	Resurfacing on I-55/74 from Fox Creek to Sugar Creek in Bloomington.

Program Code & Description	Earliest Authorization Date
Z001: National Highway Performance; FAST Act	01/15/2020

Total Federal Obligation	Advance Construction	State Funds	Local Funds	Other Funds	Total Cost Amount
\$6,421,046.00	\$0.00	\$713,451.00	\$0.00	\$0.00	7,134,497.00



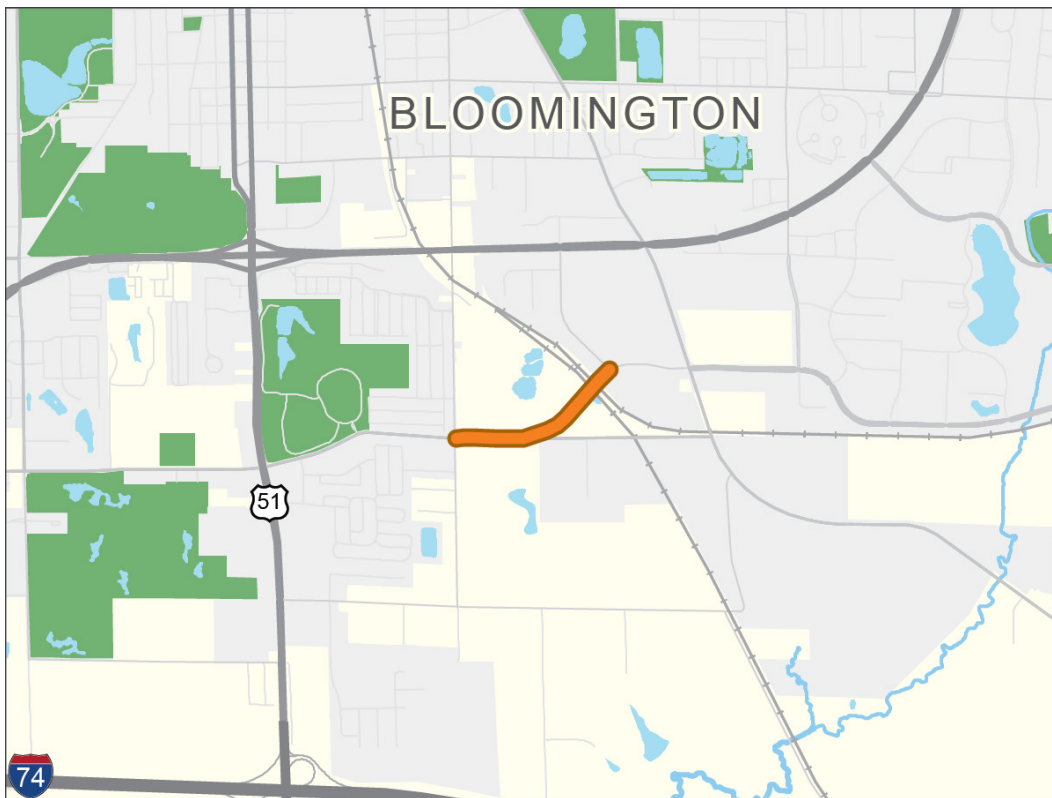
City of Bloomington; Hamilton Road

This project lies within the City of Bloomington, and thus is included in the TIP as part of the City program.

TIP # STIP Ref.	IDOT Job Number	Federal Number	Project Description
B-03-09	D-95-038-18	F3PS358	Perform Phase II Construction Document Preparation services for the extension and widening of Hamilton Road from Bunn Street to Morrissey Drive in the City of Bloomington

Program Code & Description	Earliest Authorization Date
Z231: Surface Transportation Block Grant 5-200K POP; FAST Act	11/06/2019

Total Federal Obligation	Advance Construction	State Funds	Local Funds	Other Funds	Total Cost Amount
\$0.00	\$446,414.35	\$0.00	\$111,603.59	\$0.00	558,017.94



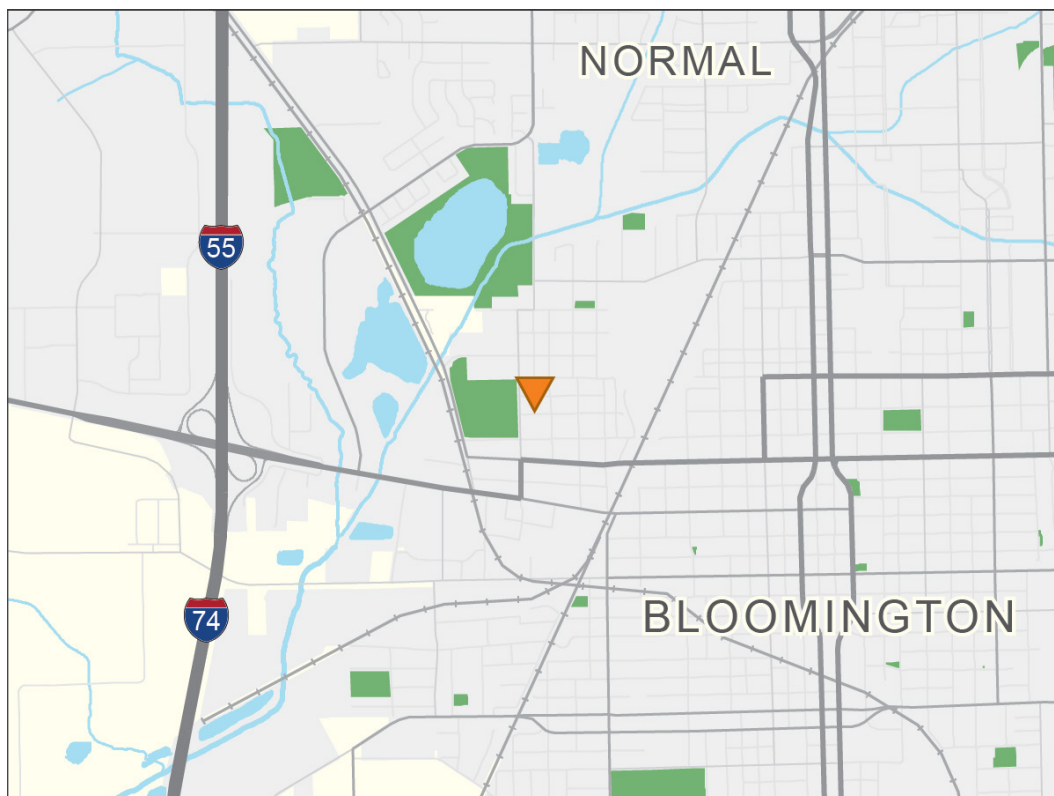
City of Bloomington; Sidewalks at Sheridan Elementary School, Bloomington

This project lies within the City of Bloomington, and thus is included in the TIP as part of the District 5 program.

TIP # STIP Ref.	IDOT Job Number	Federal Number	Project Description
B-19-09	C-95-006-20	EN8E457	Sidewalk removal and the construction of new sidewalks at various locations in the vicinity of Sheridan Elementary School, located in the city of Bloomington.

Program Code & Description	Earliest Authorization Date
LU3E: Safe Routes to School; SAFETY-LU extension	04/09/2020

Total Federal Obligation	Advance Construction	State Funds	Local Funds	Other Funds	Total Cost Amount
\$0.00	\$200,000.00	\$0.00	\$30,000.00	\$0.00	230,000.00



District 5; Interstate 39, Bridge Rehabilitation

This project lies outside the metropolitan planning area.

TIP # STIP Ref.	IDOT Job Number	Federal Number	Project Description
B/2020	C-95-024-19	XTG6386	Bridge rehabilitation on I-39 from 2100 N to 2200 N at Hudson.

Program Code & Description	Earliest Authorization Date
Z001: National Highway Performance; FAST Act	02/20/2020

Total Federal Obligation	Advance Construction	State Funds	Local Funds	Other Funds	Total Cost Amount
\$0.00	\$3,420,000.00	\$380,000.00	\$0.00	\$0.00	3,800,000.00



District 5; Bridge Replacement

This project lies outside the metropolitan planning area.

TIP # STIP Ref.	IDOT Job Number	Federal Number	Project Description
B/2020	C-95-053-19	YURA102	Replace the bridge carrying TR 94 over Kings Mill Creek, located 4.5 miles northwest of Shirley.

Program Code & Description	Earliest Authorization Date
Z233: Surface Transportation Block Grant FAST Act; Off-System Bridge	11/27/2019

Total Federal Obligation	Advance Construction	State Funds	Local Funds	Other Funds	Total Cost Amount
\$639,016.73	\$0.00	\$0.00	\$159,754.18	\$0.00	798,770.91



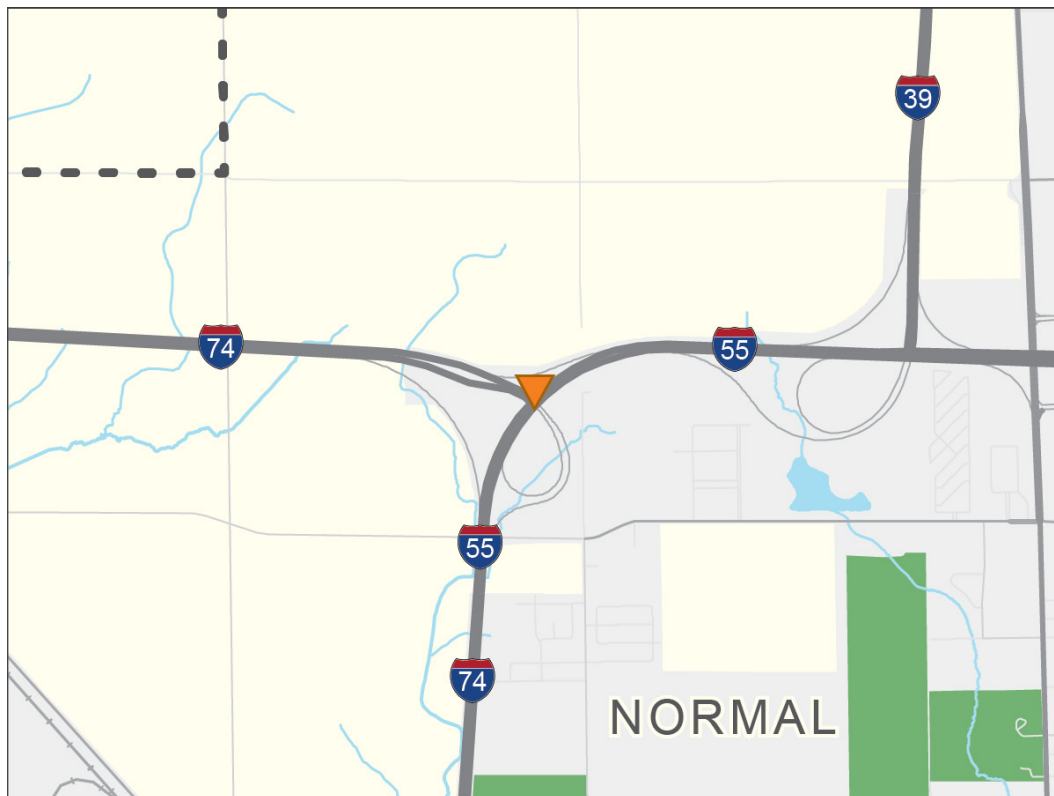
District 5; Bridge Deck Repair; Interstate 55 over Interstate 74

This project lies within the metropolitan planning area, and thus is included in the TIP as part of the District 5 program.

TIP # STIP Ref.	IDOT Job Number	Federal Number	Project Description
MBPM 2020-1	C-95-066-19	2KKM387	Bridge deck repairs on I-55 over I-74, NW of Bloomington.

Program Code & Description	Earliest Authorization Date
Z001: National Highway Performance; FAST Act	02/20/2020

Total Federal Obligation	Advance Construction	State Funds	Local Funds	Other Funds	Total Cost Amount
\$765,851.00	\$0.00	\$85,098.00	\$0.00	\$0.00	850,949.00



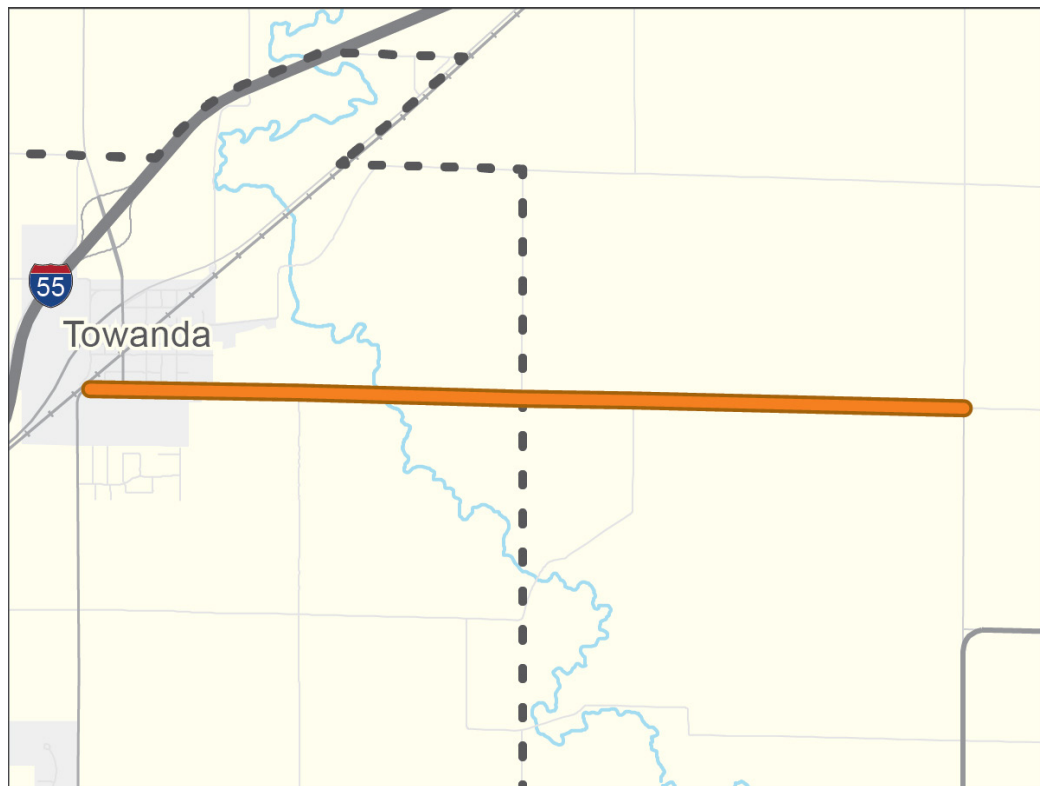
McLean County; Resurfacing

This project lies partially within the metropolitan planning area, and thus is included in the TIP.

TIP # STIP Ref.	IDOT Job Number	Federal Number	Project Description
MC-2	C-95-055-19	08L5901	Hot Mix Asphalt (HMA) resurfacing, HMA base course widening, aggregate shoulders, rumble strips and pavement markings on FAS 484 (CH 14) from IL 165 to CH 29 in Towanda. In three funding categories.

Program Code & Description	Earliest Authorization Date
Z232: Surface Transportation Block Grant <5K POP; FAST Act	04/09/2020
ZS30: Highway Safety Improvement Program FAST Act	04/09/2020
ZS60: High Risk Rural Roads Special Rule; FAST Act	04/09/2020

Total Federal Obligation	Advance Construction	State Funds	Local Funds	Other Funds	Total Cost Amount
\$0.00	\$1,300,000.00	\$0.00	\$325,000.00	\$0.00	1,625,000.00
\$0.00	\$127,333.00	\$0.00	\$14,150.00	\$0.00	141,483.00
\$0.00	\$382,000.00	\$0.00	\$42,445.00	\$0.00	424,445.00
\$0.00	\$1,809,333.00	\$0.00	\$381,595.00	\$0.00	\$2,190,928.00



District 5; Pavement Patching

This project lies outside the metropolitan planning area.

TIP # STIP Ref.	IDOT Job Number	Federal Number	Project Description
O/2021	C-95-026-20	077Z666	Patching at the Carlock Weigh Station on I-74.

Program Code & Description	Earliest Authorization Date
Z240: Surface Transportation Block Grants-FLEX	04/16/2020

Total Federal Obligation	Advance Construction	State Funds	Local Funds	Other Funds	Total Cost Amount
\$0.00	\$120,000.00	\$30,000.00	\$0.00	\$0.00	150,000.00



District 5; Interstate 55 Resurfacing

This project lies outside the metropolitan planning area.

TIP # STIP Ref.	IDOT Job Number	Federal Number	Project Description
R/2020	C-95-005-11	2XUR867	Resurfacing on I-55 from S of Lexington in Mclean to the Livingston County Line.

Program Code & Description	Earliest Authorization Date
Z001: National Highway Performance; FAST Act	11/27/2019

Total Federal Obligation	Advance Construction	State Funds	Local Funds	Other Funds	Total Cost Amount
\$14,816,856.60	\$0.00	\$1,646,317.40	\$0.00	\$0.00	16,463,174.00



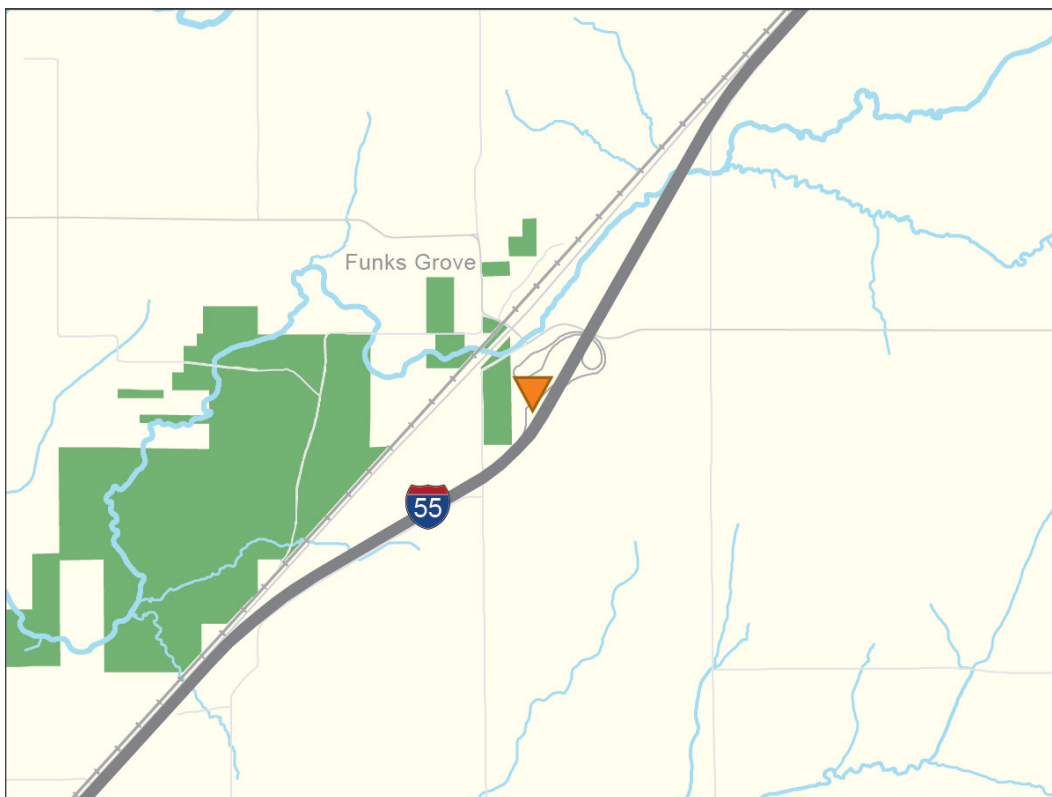
District 5; Rest Area Improvement, Funk's Grove

This project lies outside the metropolitan planning area.

TIP # STIP Ref.	IDOT Job Number	Federal Number	Project Description
SIG/2020	C-95-031-19	6C4C089	Rest area improvement (parking expansion) at Funks Grove Rest Area on I-55 in McLean County.

Program Code & Description	Earliest Authorization Date
Z460: National Highway Freight Program; FAST Act	03/11/2020

Total Federal Obligation	Advance Construction	State Funds	Local Funds	Other Funds	Total Cost Amount
\$1,112,629.00	\$0.00	\$123,626.00	\$0.00	\$0.00	1,236,255.00



This page intentionally left blank.