Rebuild Illinois Six Years Later:

Evaluating Transportation Investments and Economic Impact Statewide

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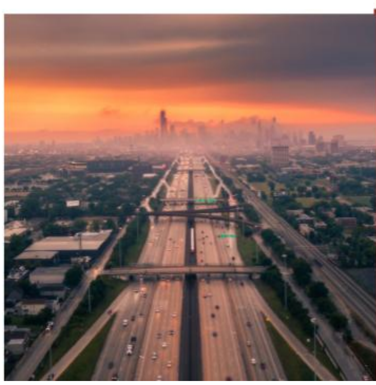

ILEPI
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EXECUTIVE SUMMARY

Rebuild Illinois was a landmark transportation funding program in Illinois, projected to generate more than $33 billion for transportation over six years.

- Revenues were generated through increases to the motor fuel tax (MFT), vehicle registration fees, fees on certificates of title, and transitioning the sales tax on motor fuels away from the general revenue fund.
- These increases produced approximately $2 billion in new revenue in FY21 and grew to $3.1 billion in new revenue by FY25 – producing over two times the amount the state would have experienced without Rebuild Illinois.
- The program included a significant bonding component, totaling over $18 billion to provide capital for transportation investments statewide.
- Each of these changes expanded funding for local governments, as well as state level transportation projects.

From 2020 through 2025, a total of $30.8 billion was invested in transportation infrastructure through Rebuild Illinois.

- Rebuild Illinois increased annual economic activity in Illinois by an average of $9.2 billion per year.
- For every dollar invested, the program generated an estimated $1.79 in economic activity statewide.
- Roughly half of the total economic output and job growth generated by Rebuild Illinois occurred within the Chicago region.
- It created or supported an average of 39,000 jobs annually statewide, including approximately 21,600 construction jobs paying an average annual wage of $92,000.
- The capital program contributed to significant growth in the construction workforce pipeline, with participation in registered apprenticeship programs increasing by 28% between 2019 and 2025.
- Beyond construction, Rebuild Illinois supported thousands of additional jobs annually in industries including retail, professional services, health care, and finance through broader economic and supply chain impacts.
- In addition to direct transportation investments, the economic activity generated by Rebuild Illinois produced an estimated $169 million in annual local tax revenues and approximately $231 million in annual state tax revenues.

While Rebuild Illinois has strengthened the state's transportation system, continued work is needed to address emerging fiscal pressures and ensure long-term sustainability of infrastructure funding.

- Long-term transportation funding challenges remain, including ongoing pressure on traditional revenue sources and declining motor fuel tax sustainability due to evolving vehicle technology and fuel efficiency.
- Maintaining and modernizing Illinois' transportation system will require continued long-term investment planning and evaluation of future transportation funding and revenue structures.

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INTRODUCTION

Enacted in 2019, Rebuild Illinois represents the largest transportation initiative in the state's history, aimed at modernizing and maintaining Illinois' critical infrastructure. Projected to generate more than $33 billion over six years, the program targets investments in roads, bridges, transit, rail, ports, and aeronautics to boost economic growth, enhance safety, and improve mobility for communities across the state.

Six years later, this report examines the economic and fiscal impacts of Rebuild Illinois on both the state and local economies. Drawing on project-level data from the Illinois Department of Transportation (IDOT), transit agencies, and state programs, the report evaluates how sustained transportation investment has supported economic activity, employment, and infrastructure funding across Illinois.

TRANSPORTATION FUNDING UNDER REBUILD ILLINOIS

Rebuild Illinois established a long-term funding framework intended to provide sustained investment in Illinois' transportation system. The program combined a variety of new and increased revenue sources to support capital improvements across multiple transportation modes, while also providing greater certainty for state agencies, local governments, and transportation stakeholders planning future infrastructure projects.

Fee Increases Under Rebuild Illinois

New revenue for the program was generated through a variety of fee increases. This included the motor fuel tax (MFT), vehicle registrations, and certificates of title, which all contribute to annual transportation funding used by the Illinois Department of Transportation (IDOT) (ILEPI, 2026).

- **Motor Fuel Tax (MFT)**: The state MFT increased by $0.19 for gasoline and $0.24 for special fuels, roughly doubling the existing rates after not having increased in almost 30 years. The legislation also indexed the MFT to inflation, resulting in automatic adjustments each July. Revenue is distributed among the state Road Fund, the State Construction Account, local governments, and public transportation agencies.
- **Passenger Vehicle Registration Fees**: Annual registration fees for standard passenger vehicles increased by $50. Electric vehicle (EV) registration costs increased by approximately $230 through a restructuring that requires EVs to pay the standard registration fee plus a $100 surcharge. Revenue from these fees is dedicated to the state's Road Fund.
- **Truck Registration Fees**: Annual truck registration fees increased by $100 per vehicle, with revenues directed to the Road Fund.

- **Certificate of Titles**: The standard certificate of title fee increased by $55. Fees for motor homes and campers increased by $155, salvage title fees increased by $16, and duplicate title fees were reduced by $45. All revenues are dedicated to the Road Fund.
- **Sales Tax on Motor Fuels**: Beginning July 1, 2021, revenues from the sales tax on motor fuels moved incrementally over a 5-year period to the Road Fund. Revenue had previously supported the General Revenue Fund. Following the passage of the transit reform bill in 2025, this revenue source is now dedicated solely to transit operations statewide and will no longer support the Road Fund and capital projects.

Altogether, the fee increases substantially expanded transportation funding in Illinois. As shown in Figure 1, the program generated approximately $2 billion in new revenue in FY2021. By FY2025, annual new revenue from Rebuild Illinois had grown to nearly $3.1 billion, with MFT collections responsible for 30% of new revenue. This funding supports IDOT and state-funded capital projects, while also providing resources to local governments and transit agencies across the state. The Rebuild Illinois program is now responsible for 52% of total revenue from these key transportation sources. Without the changes, annual transportation funding from these sources would have only grown from $2.7 billion to $2.9 billion, a 7% increase. Instead, it went from $4.1 billion in FY20 to $6.0 billion by FY2025, a 45% gain.

Figure 1: Total Revenue & Rebuild Illinois under Key Transportation Funding Sources

		FY20	FY21	FY22	FY23	FY24	FY25
Motor Fuel Tax (MFT)	Total Revenue	$2,312,499,037	$2,381,062,186	$2,523,875,525	$2,566,813,761	$2,828,020,530	$2,938,298,237
	Amount from Rebuild IL Increases	$1,179,097,367	$1,259,438,460	$1,371,862,102	$1,432,764,076	$1,690,303,604	$1,796,762,808
Vehicle Registrations	Total Revenue	$1,519,119,671	$2,144,218,284	$1,977,346,003	$1,974,513,592	$2,036,204,531	$2,038,319,745
	Amount from Rebuild IL Increases	$173,619,410	$575,418,492	$509,856,589	$493,112,329	$510,065,637	$514,089,266
Certificate of Title	Total Revenue	$314,207,239	$394,982,223	$350,548,696	$333,560,895	$340,992,114	$348,302,717
	Amount from Rebuild IL Increases	$94,547,456	$141,321,029	$125,461,849	$119,591,370	$122,468,300	$125,165,955
Sales Tax on Motor Fuels	Total Revenue (for transportation)	$0	$0	$132,404,268	$484,243,779	$569,724,102	$697,922,709
	Amount from Rebuild IL Increases	$0	$0	$132,404,268	$484,243,779	$569,724,102	$697,922,709
TOTAL REVENUE		$4,145,825,948	$4,920,262,693	$4,984,174,492	$5,359,132,027	$5,774,941,277	$6,022,843,408
Total from Rebuild Illinois Changes		$1,447,264,233	$1,976,177,981	$2,139,584,808	$2,529,711,554	$2,892,561,643	$3,133,940,738
Revenue without Rebuild Illinois		$2,698,561,715	$2,944,084,712	$2,844,589,683	$2,829,420,473	$2,882,379,635	$2,888,902,670
Rebuild IL Share of Total Revenue		35%	40%	43%	47%	50%	52%

Sources: Author's analysis using IDOR, 2026a (MFT rate): IDOR, 2026b (gallons taxed); Illinois Comptroller, 2026 (revenue by source).

Bonding Under Rebuild Illinois

In addition to recurring revenue increases, Rebuild Illinois included a significant bonding component to provide upfront capital for transportation investments statewide. Under Rebuild Illinois more than $18 billion in bonds were authorized to support major one-time expenditures for highways, transit, rail, aviation, and other multimodal infrastructure projects (Tyler, 2022; ILEPI, 2019). Key authorizations are summarized below.

- **Transportation Bond Series A Fund**: Supports highways, roads, bridges, rail grade separation projects, and grants to counties, municipalities, townships, and road districts for transportation improvements. Statute specifies the allocation of funds among statewide projects, areas outside the Chicago urbanized area, areas within the Chicago urbanized area, the City of Chicago, and the Collar Counties (30 ILCS 330). Authorization increased by $6.5 billion under Rebuild Illinois.
- **Transportation Bond Series B Fund**: Funds rail and mass transit facilities, with statutory allocations between areas statewide and both within and outside the Collar Counties. Bond proceeds may also support airport and other aviation facilities (30 ILCS 330). Authorization increased by approximately $600 million under Rebuild Illinois.
- **Transportation Bond Series D Fund**: Supports highways, roads, bridges, freeways, rail grade separation projects, and grants to local governments for infrastructure investments and projects related to economic development (30 ILCS 330). Authorization increased by $6.5 million under Rebuild Illinois.
- **Multimodal Transportation Bond**: Created under Rebuild Illinois to support grade crossings and port, airport, rail, and mass transit facilities (30 ILCS 330). The program authorized $4.5 billion in new bonding capacity.

ECONOMIC IMPACT OF REBUILD ILLINOIS

An economic impact analysis was conducted to estimate the overall effects of Rebuild Illinois on Illinois and its local communities. The analysis uses industry-standard IMPLAN software and captures transportation infrastructure investments supported through the state capital program.

The following data sources were evaluated at the county level and aggregated by IDOT District to reflect regional variation across the state. While Rebuild Illinois was not the sole funding source, the state's capital program provided key support that helped advance many of these projects. In many cases, projects were funded through a combination of federal funds, other state resources, and local matching contributions. In addition, the passage of the Infrastructure Investment and Jobs Act (IIJA) in 2021 significantly increased federal transportation infrastructure investment available to Illinois.

Infrastructure Funding Data Sources

- **IDOT Lettings**: Project letting data summarize highway construction projects bid annually by the IDOT. Project descriptions and total costs are included, enabling analysis of highway construction spending across Illinois (IDOT, 2026c).

- **Local Government Motor Fuel Tax (MFT) Distributions**: Counties, municipalities, and townships receive monthly distributions from the state motor fuel tax. These distributions increased following the MFT rate changes enacted under Rebuild Illinois (IDOT, 2026d).

- **Local Government Bond Distributions**: Rebuild Illinois authorized $1.5 billion in bond funding for counties, municipalities, and townships. Distribution and use of these funds follow the same formula and process used for MFT revenue allocations (IDOT, 2026d).

- **Regional Transportation Authority (RTA) Capital Projects**: Capital infrastructure investments within the Regional Transportation Authority (RTA) region are included, covering projects undertaken by the Chicago Transit Authority, Metra Commuter Rail, and Pace Suburban Bus. Only construction-related infrastructure projects were included; rolling stock, computers, and technology upgrades were excluded (RTA, 2020; RTA, 2021; RTA, 2022; RTA, 2023; RTA, 2024; RTA, 2025).

- **Downstate Public Transit Grants**: Rebuild Illinois provided both annual capital funding and resources from the Multimodal Transportation Bond to support capital projects in downstate Illinois. Projects programmed in Rounds 1, 2, and 3 are included. Similar to the RTA category, only construction infrastructure projects were included, excluding rolling stock and technology investments (IDOT, 2025a).

- **Illinois Transportation Enhancement Program**: This IDOT grant program received increased funding under Rebuild Illinois, primarily supporting bicycle and pedestrian infrastructure projects statewide. Grants are awarded biennially, and projects awarded in 2020, 2022, and 2024 are included (IDOT, 2022a; IDOT, 2024b).

- **Airport Capital Improvement Program**: This IDOT grant program provides competitive funding for the planning, construction, reconstruction, extension, development, and improvement of public-use airports included in the Illinois Aviation System Plan. Projects analyzed were selected and programmed in December 2021 (IDOT, 2025b).

- **Competitive Freight Program**: This IDOT competitive grant program supports projects that strengthen the state's freight system, including port, rail, bridge, and highway infrastructure. Projects supported through Rebuild Illinois were awarded in 2023 (IDOT, 2025c; IDOT, 2022b).

- **Port Facilities Capital Investment Grant Program**: This IDOT grant program provides funding for the planning and development of facilities within public port districts that are included in the Illinois Marine Transportation System. Grants from funding under Rebuild Illinois were awarded in 2021 (IDOT, 2025d).

- **Department of Commerce and Economic Opportunity (DCEO) Programs**: The DCEO administered several grant programs under Rebuild Illinois that supported transportation-related projects. This analysis includes transportation investments funded through the Fast-Track Public Infrastructure Program, the Public Infrastructure Program, and the Shovel Ready Sites Program (DCEO, 2025).

Economic Impact Analysis Methodology

This section uses IMPLAN to assess the net impact of these costs and benefits on economic activity and employment statewide and by IDOT region. IMPLAN is an input output software that estimates the multiplier, or ripple effect, of changes in industry spending or household expenditures based on U.S. Census Bureau data. In essence, IMPLAN follows each dollar flowing through the economy and uses recent trends to estimate the impact of future policy changes or events.

The following section summarizes the economic impact of Rebuild Illinois investments. IMPLAN identifies the overall impact by direct, indirect, and induced effects, as described below.

- Direct impacts represent the inherent additional spending directly related to the construction process. This would include blue-collar and white-collar jobs in the construction industry directly related to construction projects.
- Indirect impacts are the result of other businesses supplying goods and services to those performing the construction work. This represents supply-chain effects and includes jobs in manufacturing, transportation and material moving, and professional services, like architects, engineers, and lawyers.
- Induced impacts are the product of both project employees and indirect employees spending their additional incomes in the economy. This represents consumer spending.

Rebuild Illinois Over Six Years

Over the six-year period through FY2025, a total of $30.8 billion had been spent on transportation infrastructure investments (Figure 2). This includes $15.3 billion in IDOT District 1 (the Chicago area), $2.6 billion in IDOT District 8 (the Metro East area), and between $1.7 billion and $1.9 billion in the other seven IDOT Districts. On an annual basis, this investment has translated into an average of $5.1 billion per year on transportation infrastructure across the state – including $2.6 billion in IDOT District 1, $428 million in IDOT District 8, and between $275 million and $324 million in all other IDOT Districts.

Rebuild Illinois transportation infrastructure investments have boosted economic activity in Illinois by an average of $9.2 billion per year, a return of $1.79 per dollar invested (Figure 2). Annual economic output has increased by $5.1 billion in the Chicago area, over $500 million in the southern IDOT Districts comprising Metro East, Carbondale, and Effingham, and between $430 million and $480 million in every other IDOT District. The Chicago area's output multiplier of $2.00 per dollar invested exceeds all other areas because expenditures on public transit offer the biggest "bang for the buck" of all transportation infrastructure projects, and this category received 27% of total investments in District 1 versus less than 3% in every other District.

Figure 2: Annual Economic Impacts of Rebuild Illinois, by IDOT District, FY20-FY25

Economic Impacts	Total 6-Year Investment	Investment Per Year	Output (Sales) Per Year	Output Multiplier
District 1: Chicago Area	$15,333,855,687	$2,555,642,615	$5,108,952,649	$2.00
District 2: Quad Cities Area	$1,749,371,801	$291,561,967	$473,801,517	$1.63
District 3: Kankakee Area	$1,918,334,860	$319,722,477	$474,728,728	$1.48
District 4: Peoria Area	$1,651,352,166	$275,225,361	$431,537,378	$1.57
District 5: Champaign Area	$1,825,438,743	$304,239,791	$475,623,521	$1.56
District 6: Springfield Area	$1,916,225,022	$319,370,837	$461,342,877	$1.44
District 7: Effingham Area	$1,946,270,138	$324,378,356	$637,677,574	$1.97
District 8: Metro East Area	$2,568,352,088	$428,058,681	$621,359,175	$1.45
District 9: Carbondale Area	$1,916,722,974	$319,453,829	$518,970,345	$1.62
Statewide	**$30,825,923,479**	**$5,137,653,913**	**$9,203,993,764**	**$1.79**

Source: Authors' analysis of transportation infrastructure spending from above mentioned sources and economic impact analysis using industry-standard IMPLAN software (IMPLAN, 2026).

Rebuild Illinois transportation investments have also created thousands of jobs (Figure 3). In total, it has been responsible for more than 129,300 job-years in the directly-affected construction industry and a total of 235,000 job-years across all industries. This has resulted in an average of about 21,600 jobs per year in the construction industry, which includes both skilled trades workers and white-collar professionals such as engineers and office personnel.

Across Illinois, these construction industry positions have averaged middle-class wages and salaries of $92,400 annually (in constant 2026 dollars). An additional 17,600 jobs have been created through supply-chain purchases and from the increased consumer spending of directly-affected and indirectly-affected workers, producing 39,200 total jobs created or saved annually across the entire Illinois economy. The capital program has created or saved 20,300 total jobs per year – including 10,300 construction industry careers – in the Chicago area as well as between 1,900 and 2,900 total jobs and between 1,100 and 1,900 construction industry jobs in every other IDOT District.

Figure 3: Annual Employment & Fiscal Impacts of Rebuild Illinois, 2020-2025

Annual Impacts	Total Employment	Direct Emp (Construction)	Indirect Emp	Induced Emp	Income Per Construction Industry Job
District 1: Chicago Area	20,342	10,290	3,880	6,172	$99,935
District 2: Quad Cities Area	2,127	1,216	399	512	$95,563
District 3: Kankakee Area	2,215	1,407	421	388	$82,275
District 4: Peoria Area	1,915	1,108	342	465	$100,387
District 5: Champaign Area	2,190	1,326	1,326	398	$87,244
District 6: Springfield Area	2,123	1,405	350	368	$82,925
District 7: Effingham Area	2,746	1,381	547	817	$94,504
District 8: Metro East Area	2,873	1,855	504	514	$81,425
District 9: Carbondale Area	2,639	1,572	534	533	$68,640
Statewide	**39,169**	**21,560**	**7,375**	**10,234**	**$92,448**

Source: Authors' analysis of transportation infrastructure spending from above mentioned sources and economic impact analysis using industry-standard IMPLAN software (IMPLAN, 2026).

Rebuild Illinois has had a significant impact on registered apprenticeship programs in the construction industry (Figure 4). In FY25, there were nearly 18,700 people actively enrolled in Illinois-based registered construction apprenticeship programs. This represented a 28% increase over the 13,600 participants in FY19, the year before Rebuild Illinois was implemented. New apprentices have increased from just under 5,000 enrollments per year to about 6,600 enrollments per year, a growth of 31%. The number of completers from construction apprenticeship programs has also increased from about 2,300 per year to around 3,000 per year. In total, 16,200 construction apprentices graduated into journeyworker status from FY20 through FY25, accounting for 75% of the annual boost to construction industry employment (21,600 jobs) due to Rebuild Illinois.

Figure 4: Annual Employment and Fiscal Impacts of Rebuild Illinois, by IDOT District, FY19-FY25

Construction Apprenticeships By Fiscal Year	Active Apprentices	New Apprentices	Total Completers
2019	14,596	4,999	2,259
2020	14,506	3,648	2,229
2021	14,572	4,222	2,491
2022	15,161	5,374	2,761
2023	16,076	6,094	3,035
2024	17,309	6,172	2,905
2025	18,655	6,558	2,820
2019-2025 Change	**+27.8%**	**+31.2%**	**+24.8%**
2020-2025 Totals	**--**	**+32,068**	**+16,241**

Source: Authors' analysis of 2018 to 2025 data from the Registered Apprenticeship Partners Information Management Data System (RAPIDS) (ApprenticeshipUSA, 2025). Note that registered apprenticeship enrollments in construction programs dipped in fiscal year 2020 due to the onset of the COVID-19 pandemic.

The rise of construction apprentices was spurred by the Illinois Works Pre-Apprenticeship Program. The Illinois Works Pre-Apprenticeship Program was established as part of the Rebuild Illinois infrastructure law to create a talent pipeline of qualified candidates for construction apprenticeship programs, ensuring that "all Illinois residents have access to State capital projects and careers in the construction industry" (DCEO, 2022). The law also created a bid credit program to make contractors' bids on future state-funded projects more competitive if they hire and retain apprentices who have completed the Illinois Works Pre-Apprenticeship Program (DCEO, 2025b). Research shows that between 2022 and 2024, the Illinois Works Pre-Apprenticeship Program enrolled 3,300 participants, the majority of whom were Black (58%) and women (25%) and graduated 1,600 participants who mostly matriculated into registered apprenticeship programs (Manzo & Bruno, 2025).

Figure 5: Top 10 Industries by Induced and Indirect Job Impacts of Rebuild Illinois, 2020-2025

Top 10 Industries by Annual Employment Impacts	Indirect (Supply-Chain)	Induced (Consumer Spending)	Total Indirect and Induced
Retail Trade	2,482	1,603	4,085
Professional and Business Services	2,014	1,172	3,186
Health Care and Social Assistance	0	2,527	2,527
Financial Activities	781	1,590	2,372
Leisure and Hospitality	175	1,720	1,895
Transportation and Warehousing	700	592	1,291
Wholesale Trade	469	263	732
Manufacturing	543	111	654
Educational Services	6	457	464
Information	105	228	333

Source: Authors' analysis of transportation infrastructure spending from above mentioned sources and economic impact analysis using industry-standard IMPLAN software (IMPLAN, 2026).

Outside of construction, the top industries that have accrued economic value due to these transportation infrastructure projects have been retail trade, professional and business services, health care and social assistance, and financial activities (Figure 5). In these four industries, at least 2,400 jobs have been created or saved per year. The largest subsector beneficiaries through the supply chain have been building material stores in the retail trade industry and architectural, engineering, and related services in the professional and business services industry, while the main beneficiaries from consumer spending effects have been restaurants and hospitals.

Finally, Illinois has experienced positive tax impacts (Figure 6). In addition to billions of dollars in new funding for local governments to repair and modernize their infrastructure, the economic activity generated by transportation improvements has produced an average of $169 million in tax revenues for local governments per year, and $231 million in new state tax receipts annually. Estimated local tax revenues have amounted to $102 million annually in District 1 and at least $7 million annually for every other IDOT District.

Figure 6: Annual Employment and Fiscal Impacts of Rebuild Illinois, by IDOT District, 2020-2025

Annual Impacts	Local Tax Revenue	State Tax Revenue
District 1: Chicago Area	$102,011,343	$124,992,589
District 2: Quad Cities Area	$7,501,619	$11,925,745
District 3: Kankakee Area	$9,062,371	$13,984,273
District 4: Peoria Area	$7,267,275	$12,668,094
District 5: Champaign Area	$9,331,328	$12,376,687
District 6: Springfield Area	$7,808,235	$12,820,693
District 7: Effingham Area	$11,535,043	$12,179,912
District 8: Metro East Area	$7,304,132	$20,211,768
District 9: Carbondale Area	$7,532,142	$9,810,224
Statewide	**$169,353,489**	**$230,969,984**

Source: Authors' analysis of transportation infrastructure spending from above mentioned sources and economic impact analysis using industry-standard IMPLAN software (IMPLAN, 2026).

LOOKING TO THE FUTURE

Six years after its enactment, Rebuild Illinois helped drive significant investment in transportation infrastructure across the state and supported broader economic activity through construction, modernization, and long-term capital planning. Combined with federal support through the Infrastructure Investment and Jobs Act (IIJA), the program has enabled meaningful improvements to roads, bridges, transit systems, and other critical transportation assets throughout Illinois.

At the same time, the long-term outlook for transportation funding in Illinois remains a significant policy challenge. Ongoing fiscal pressures have increasingly affected traditional transportation revenue sources, including continued transfers from the Road Fund to support public transportation operations and the reallocation of motor fuel sales tax revenues to transit purposes. In addition, broader shifts in vehicle technology and fuel consumption patterns are expected to place additional strain on motor fuel tax revenues, which remain the state's primary transportation funding source.

As Illinois looks to the future, policymakers and stakeholders will likely need to evaluate both funding levels and revenue structures to ensure the state can continue maintaining and modernizing its transportation system. While Rebuild Illinois established an important foundation for renewed infrastructure investment, sustaining that progress will require long-term planning and consideration of evolving transportation and economic trends.

ANALYSIS BY REGION

Chicago Area

IDOT District 1

Chicago Area
IDOT District 1

ECONOMIC IMPACT

2020-2025

Total Investment	Annual Economic Output
$15,333,855,687	$5,108,952,649
Annual Jobs Created or Saved	**Local Tax Revenue**
20,342	$102,011,343

INFRASTRUCTURE INVESTMENT BY COUNTY

FY20-FY25

County	IDOT Lettings*	Local Gov MFT	Local Gov Bond	Transit*	Bike / Ped Grants	Airport / Ports / Other Grants	Grand Total
Cook		$2,522,114,787	$590,981,899		$112,643,675	$112,602,932	
DuPage		$377,654,337	$89,099,735		$11,958,303	$1,285,000	
Kane		$234,852,596	$54,930,284		$12,176,910	$3,726,593	
Lake		$276,530,884	$65,080,056		$18,100,298	$14,000,000	
McHenry		$132,502,398	$30,971,822		$15,890,116	$510,000	
Will		$265,341,285	$61,323,101		$18,902,740	$3,240,000	
Total	**$6,118,490,918**	**$3,808,996,288**	**$892,386,897**	**$4,186,945,017**	**$189,672,042**	**$135,364,525**	**$15,331,855,687**

*Data not entered by County due to the prohibitive size of the data set; summarized by IDOT district.

MAJOR IDOT PROJECTS

IDOT Lettings over $25 million, FY20-FY25

County	Letting Year	Road	Project Description	Amount
Cook	2020	Adams St & Jackson Blvd	Reconstruction of Adams St and Jackson Blvd bridges over I-90/94 including reconstruction of entrance and exit ramps.	$42,620,595
	2022	I-57	Roadway improvements and bridge deck sealing between I-294 and IL 1 (Halsted St.).	$32,635,797
	2023	I-57	Smart overlay project from Will County Line /Steger Rd. to US 6 / 159th St.	$26,289,947
	2023	I-90	Bridge deck overlay, bridge joint repair, pavement patching, overhead sign replacement, ITS loop detectors and lighting project from I-94 to Hubbard St.	$69,946,701
	2020	I-90/94	Construction and widening of the NB mainline from Roosevelt Road to Lake/Madison Streets and resurfacing north to Ohio Street through Hubbard's Cave.	$97,600,000
	2022	I-90/94	Reversible lanes rehabilitation	$31,861,111
	2025	I-94	Overlay and bridge improvements from west of Martin Luther King Drive to US 6 (159th Street).	$81,370,819
	2024	IL 43 / 95th St	Interchange reconstruction and bridge rehabilitation and repair, in Bridgeview, Oak Lawn, and Chicago Ridge, Cook County, IL.	$43,291,182
	2025	IL 53	Bridge rehabilitation and roadway Improvement along IL 53	$105,964,527
	2022	Wood St / Ashland Ave	Intersection and roadway reconstruction of Wood St / Ashland Ave from north of Thornton Rd to 138th St.	$41,677,110

	2023	Wood Street	Roadway reconstruction from 161st Street to Thornton Road, located in the City of Harvey and Village of Dixmoor, Cook County.	$57,274,935
DuPage	2024	IL 56	Widening and reconstruction from West of I-355 to Arboretum Drive including Bridge repairs, multi-use path, traffic signals and lighting.	$47,981,627
	2025	IL 64	Changeable Message Signs, Signal Timing/Progression, Signing, Surveillance, Traffic Signal Modernization and ADA improvements. Located on IL 64 (North Avenue) from Smith / Kautz Rd to York St.	$25,659,322
	2025	North Aurora Rd	Widening the North Aurora Road underpass and construction of railroad bridges to carry WCL and BNSF Railways over North Aurora Road	$33,197,030
Kane	2025	IL 38	Reconstruction from Fox River Bridge to Kirk Road in Geneva.	$30,162,688
Lake	2024	US 14	Construction of a grade separation structure to carry the CN/WCL Railroad over US 14; Pavement reconstruction of US 14 between IL 59 and Valencia Avenue in Barrington.	$69,424,887
McHenry	2024	IL 47 / IL 176	Intersection reconstruction, corridor widening, along IL 47 at IL 176.	$50,387,362
	2024	Randall Road	Pavement reconstruction, construction of a multi-use path, replace two bridges on Randall Road from Ackman Road to Acorn lane/Polaris Drive.	$63,438,828
	2025	Various	Roadway reconstruction and other improvements, including three roundabouts at Lake Street, McConnell Road and Judd Street/Irving Ave. From US 14 to IL 120 in the City of Woodstock and Woodstock Fire Rescue District.	$78,336,172
Will	2024	143rd St	New roadway construction to extend 143rd Street from IL 59 to IL 126	$53,042,202
	2022	80th Ave	Roadway reconstruction on 80th Avenue from Greenway Boulevard to Timber Drive and replacing the bridge carrying 80th Avenue over I-80.	$45,187,001
	2022	I-55	Interchange reconstruction from I-80 to US 52; adding auxiliary lanes on I-55.	$59,259,179
	2022	I-57	Roadway and rest area maintenance between Kankakee County Line and Steger Rd. (Including rest areas and weigh stations)	$42,266,497
	2024	I-80	Reconstruction of I-80 mainline pavement from west of Joliet Junction Trail to Wheeler Avenue.	$94,772,970
	2025	I-80	Realignment and reconstruction of the mainline and interchange pavement. From west of Wheeler Avenue to the Des Plaines River bridge in Joliet, Will County.	$93,597,946
	2023	I-80	Reconstruction of I-80 from River Road to Houbolt Road, including ramp work at I-55, bridge reconstruction and widening.	$90,647,017
	2023	I-80	Widening and reconstruction from Rowell Avenue to Gougar Road, including Briggs Street ramp reconstruction in Joliet Township and New Lenox	$79,968,962
	2020	I-80	Pavement and bridge reconstruction along I-80 EB from Gardner St to Rowell Ave	$41,618,429
	2025	I-80	I-80 bridges over the Des Plaines River	$28,658,382
	2023	Various	Various roadway reconstructions within the Villages of Minooka and Shorewood and the Township of Troy in various Counties.	$55,371,028
Various	2024	Various	Annual maintenance of electrical systems within District 1	$49,297,581
	2021	Various	Annual maintenance of electrical systems located withing District 1.	$41,799,860
	2021	Various	Annual maintenance of electrical systems located withing District 1.	$39,292,732

Quad Cities Area

IDOT District 2

Quad Cities Area

IDOT District 2

ECONOMIC IMPACT

2020-2025

Total Investment	Annual Economic Output
$1,749,371,801	$473,801,517
Annual Jobs Created or Saved	**Local Tax Revenue**
2,127	$7,501,619

INFRASTRUCTURE INVESTMENT BY COUNTY

FY20-FY25

County	IDOT Lettings*	Local Gov MFT	Local Gov Bond	Transit Grants	Bike / Ped Grants	Airport / Ports / Other Grants	Grand Total
Boone		$23,142,520	$5,379,929	$3,000,000	$2,699,964	$0	
Carroll		$13,237,781	$3,107,809	$936,000		$7,790,000	
Jo Daviess		$17,563,523	$4,136,528	$1,355,700	$4,836,585	$0	
Lee		$24,751,751	$5,821,978	$2,676,020	$3,645,180	$2,060,612	
Ogle		$30,783,241	$7,275,709		$3,000,000	$9,399,994	
Rock Island		$60,930,892	$14,516,409	$38,914,000	$9,186,960	$5,642,600	
Stephenson		$27,951,050	$6,614,030			$1,800,000	
White		$16,415,143	$3,918,797			$0	
Winnebago		$114,786,431	$27,310,602	$487,272	$10,289,076	$5,047,251	
Total	**$1,228,960,462**	**$329,562,332**	**$78,081,792**	**$47,368,992**	**$33,657,765**	**$31,740,457**	**$1,749,371,801**

*Data not entered by County due to the prohibitive size of the data set; summarized by IDOT district

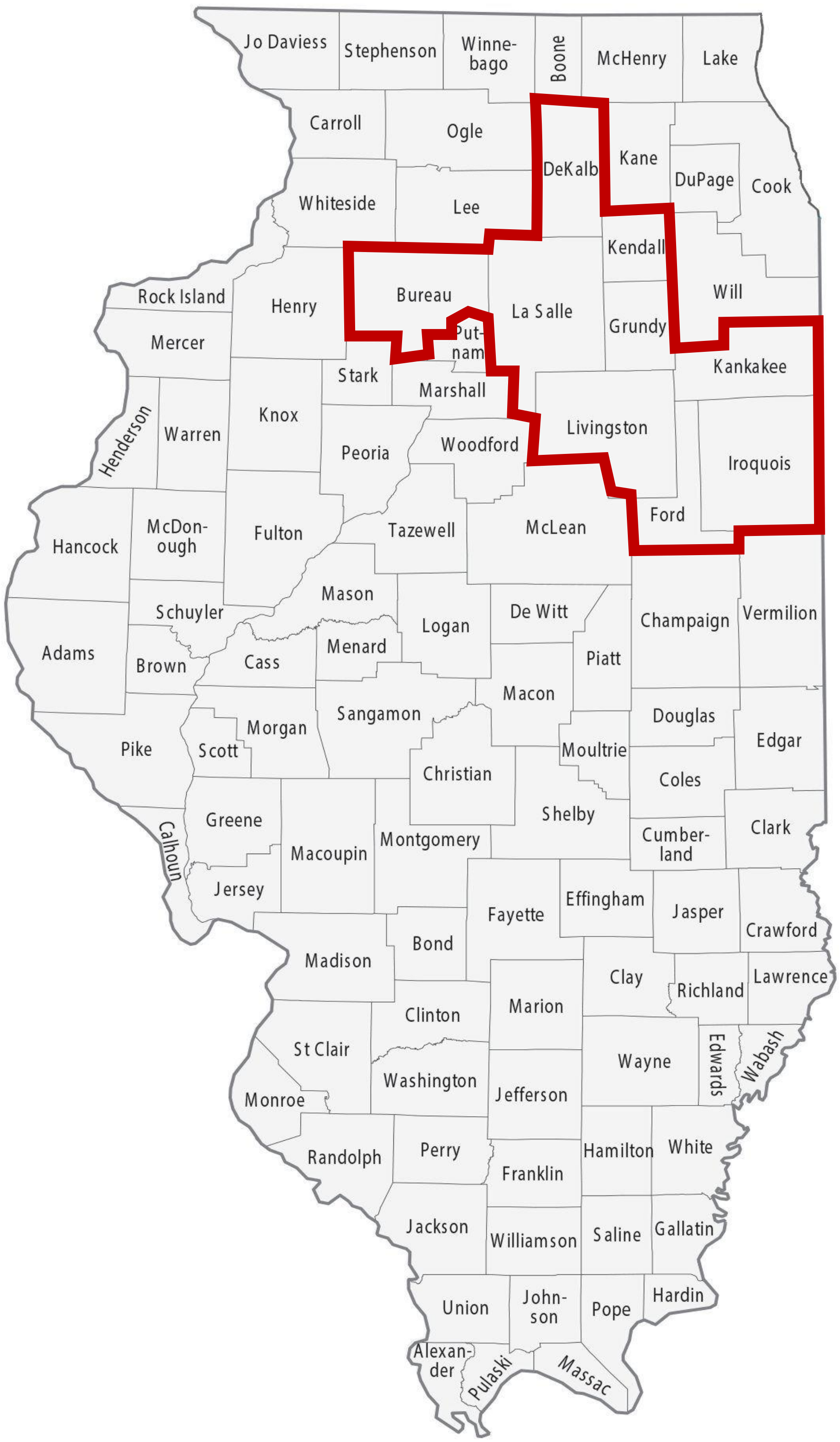
MAJOR IDOT PROJECTS

IDOT Lettings over $25 million, FY20-FY25

County	Letting Year	Road	Project Description	Amount
Jo Daviess	2025	US 20	4.07 miles of reconstruction of US 20 from 0.2 mile west of Logemann Rd to Rush St in Stockton.	$31,655,626
	2022	US 20	Reconstruction of US 20 from Gear Street to Main Street in Galena.	$31,525,994
Rock Island	2020	I-280	Bridge replacement at I-280 over the Mississippi River and other roadway improvements on I-280 from the Mississippi River Bridge to E of the IL 92 interchange.	$49,728,568
Whiteside	2025	I-88	I-88 improvements from Elkhorn Creek to US 30	$26,883,771
Winnebago	2025	I-39	2.09 miles of reconstruction of I-39/US 20 from 0.3 mile east of Mulford Rd to 0.2 mile north of Harrison Ave.	$125,917,852
	2023	I-39 / US 20	Reconstruction of the I-39/US 20 Interchange.	$98,823,286
	2023	IL 2	Removal and replacement of twin structures carrying IL Route 2 over the Rock River in Rockton.	$25,360,046

Kankakee Area

IDOT District 3



Kankakee Area

IDOT District 3

ECONOMIC IMPACT

2020-2025

Total Investment	Annual Economic Output
$1,918,334,860	$319,722,477
Annual Jobs Created or Saved	**Local Tax Revenue**
2,215	$9,062,371

INFRASTRUCTURE INVESTMENT BY COUNTY

FY20-FY25

County	IDOT Lettings*	Local Gov MFT	Local Gov Bond	Transit Grants	Bike / Ped Grants	Airport / Ports / Other Grants	Grand Total
Bureau		$29,179,332	$6,938,846	$2,000,000	$357,144	$1,456,144	
DeKalb		$50,862,092	$11,965,831	$18,410,000	$3,525,599	$1,200,000	
Ford		$15,832,497	$3,695,371	$0	$0	$0	
Grundy		$28,126,003	$6,543,680	$2,563,400	$5,092,300	$16,729,187	
Henry		$33,477,649	$7,900,660	$0	$719,805	$1,800,000	
Iroquois		$34,601,823	$8,249,544	$0	$2,000,000	$0	
Kendall		$43,117,079	$9,687,977	$4,000,000	$3,091,220	$0	
LaSalle		$60,938,491	$14,469,751	$140,460	$8,282,060	$12,272,774	
Livingston		$36,647,180	$8,646,483	$0	$1,686,438	$750,000	
Total	**$1,421,378,040**	**$332,782,147**	**$78,098,142**	**$27,113,860**	**$24,754,566**	**$34,208,105**	**$1,918,334,860**

*Data not entered by County due to the prohibitive size of the data set; summarized by IDOT district

MAJOR IDOT PROJECTS

IDOT Lettings over $25 million, FY20-FY25

County	Letting Year	Road	Project Description	Amount
Bureau	2023	I-80	Overlay with bridge repairs from the Henry County Line to IL 40	$36,870,619
Iroquois	2025	I-57	Roadway improvements on I-57 from the Buckley Interchange to the Ford County Line.	$30,611,903
	2024	I-57	Milling and resurfacing I-57 including IL-54 and US-24 interchange ramps	$27,992,940
Kendall	2020	Eldamain Rd.	Extension of Eldamain Road from River Road to West Highpoint Road	$34,558,327
	2022	IL 71	Reconstruction of IL 71 from 0.16 mi. E of IL 126 to W of Orchard Rd in Kendall County	$32,993,337
Livingston	2024	I-55	Roadway repairs on I-55 0.8 miles north of Wolf Creek to 1.8 miles south of IL 17 and CH1 in Odell from OR 66 to 0.25 miles east of N 2000 Rd.	$39,441,550
Putnam / Bureau	2020	I-180	Complete deck replacement over the Illinois River and pavement resurfacing and replacement on the approach	$25,110,125

Peoria Area

IDOT District 4

Peoria Area

IDOT District 4

ECONOMIC IMPACT

2020-2025

Total Investment	Annual Economic Output
$1,651,352,166	$431,537,378
Annual Jobs Created or Saved	**Local Tax Revenue**
1,915	$7,267,275

INFRASTRUCTURE INVESTMENT BY COUNTY

FY20-FY25

County	IDOT Lettings*	Local Gov MFT	Local Gov Bond	Transit Grants	Bike / Ped Grants	Airport / Ports / Other Grants	Grand Total
Fulton		$25,488,681	$6,141,236	$0	$0	$400,000	
Henderson		$8,434,697	$2,024,262	$0	$0	$0	
Kankakee		$51,752,397	$12,300,130	$8,720,000	$8,600,260	$3,590,000	
Knox		$31,502,361	$7,492,046	$0	$2,655,560	$1,435,000	
Marshall		$11,021,152	$2,593,676	$0	$0	$2,335,705	
McDonough		$22,561,469	$5,579,960	$1,240,000	$1,129,438	$3,015,000	
Mercer		$15,806,937	$3,734,321	$0	$1,912,604	$0	
Peoria		$78,161,061	$18,361,668	$27,747,000	$2,148,677	$1,705,000	
Putnam		$5,008,465	$1,185,560	$0	$145,665	$0	
Stark		$7,280,229	$1,736,149	$0	$0	$0	
Warren		$16,810,307	$4,003,285	$58,000	$0	$825,000	
Woodford		$23,771,835	$5,516,389	$0	$0	$0	
Total	**$1,215,420,984**	**$297,599,592**	**$70,668,681**	**$37,765,000**	**$16,592,204**	**$13,305,705**	**$1,651,352,166**

*Data not entered by County due to the prohibitive size of the data set; summarized by IDOT district

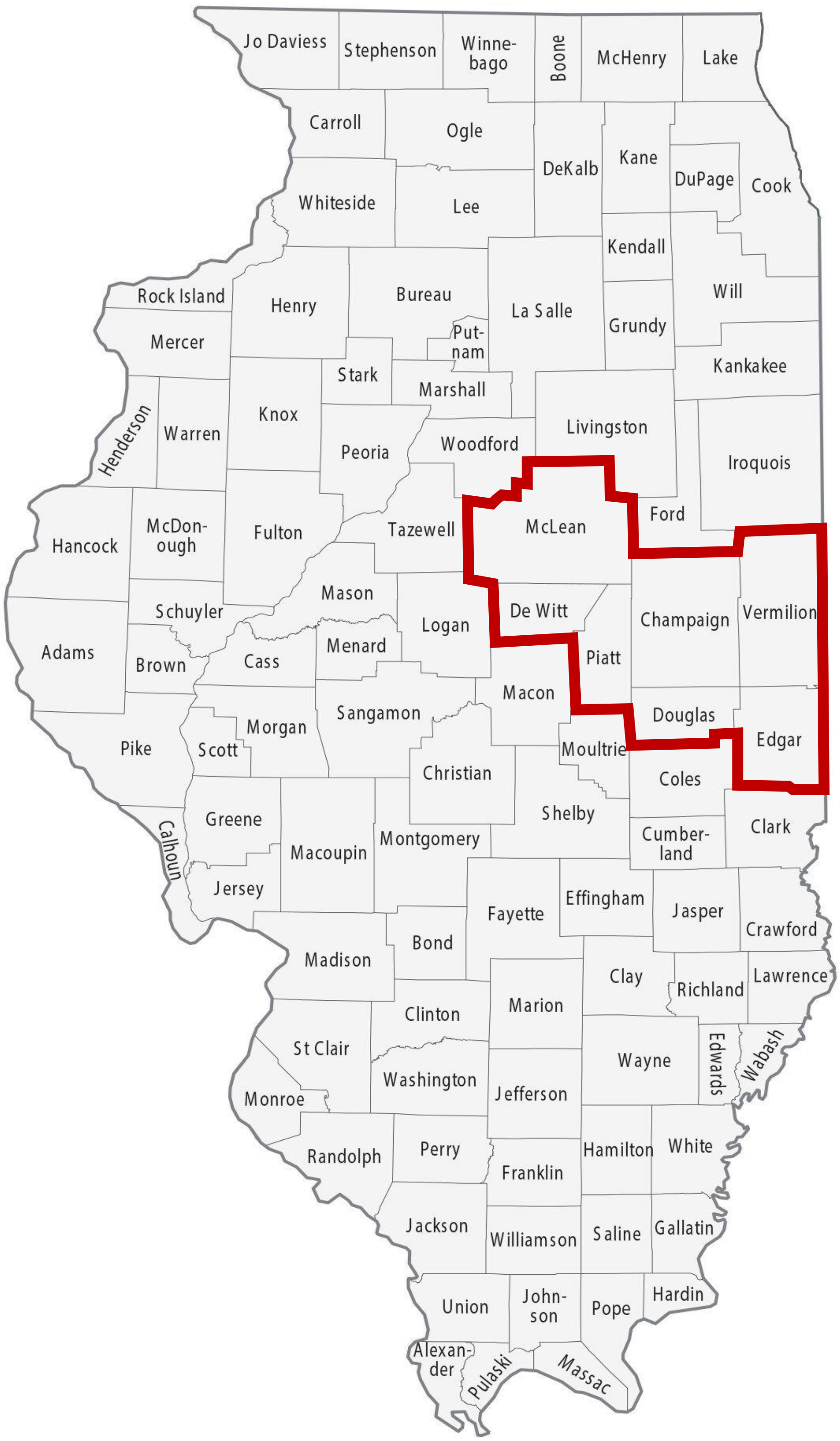
MAJOR IDOT PROJECTS

IDOT Lettings over $25 million, FY20-FY25

County	Letting Year	Road	Project Description	Amount
Henry, Knox	2023	I-74	Resurfacing from North of Woodhull to North of US 34	$28,792,543
Knox	2025	IL 180	Improvements on IL 180 from IL 167 to US 150	$29,190,217
Tazewell / Peoria	2025	US 150	Bridge repairs for bridge carrying US 150 over the Illinois River and bridge carrying US 150 over IL29/ NE Adams St.	$69,915,000
Warren	2025	US 67	Rehabilitation and resurfacing of the existing pavement from south of 270th St to south of 220th St in Monmouth	$35,946,274
Woodford / Marshall	2022	I-39	Resurfacing from 1 mile N of IL 116 to 2 miles S of IL 17	$25,968,870

Champaign Area

IDOT District 5



Champaign Area

IDOT District 5

ECONOMIC IMPACT

2020-2025

Total Investment	Annual Economic Output
$1,825,438,743	$475,623,521
Annual Jobs Created or Saved	**Local Tax Revenue**
2,190	$9,331,328

INFRASTRUCTURE INVESTMENT BY COUNTY

FY20-FY25

County	IDOT Lettings*	Local Gov MFT	Local Gov Bond	Transit	Bike / Ped Grants	Airport / Ports / Other Grants	Grand Total
Champaign		$95,741,134	$22,151,063	$2,109,000	$15,008,216	$2,200,000	
DeWitt		$14,111,820	$3,324,301	$0	$488,700	$0	
Douglas		$16,390,997	$3,837,668	$1,100,000	$0	$1,906,062	
McLean		$90,044,881	$21,045,227	$19,216,000	$5,888,203	$4,304,000	
Piatt		$15,904,228	$3,717,432	$800,000	$0	$0	
Tazewell		$63,162,421	$14,938,521	$189,891	$600,000	$1,850,000	
Vermilion		$43,854,611	$10,612,197	$5,343,388	$0	$3,916,088	
Total	**$1,341,682,693**	**$339,210,094**	**$79,626,407**	**$28,758,279**	**$21,985,119**	**$14,176,150**	**$1,825,438,743**

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MAJOR IDOT PROJECTS

IDOT Lettings over $25 million, FY20-FY25

County	Letting Year	Road	Project Description	Amount
Champaign	2022	I-57 / I-74	Interchange reconstruction from south of Norfolk Southern RR to Olympian Dr. I-74 improvements from Duncan Rd. to Prospect Ave, and bridge replacement reconstruction at I-74 over I-57	$125,999,995
	2020	Oak St. / Market St.	Bridge superstrucure replacements over ICRR/TR 158 (Oak St) and over FAU 7169 Market St in Champagin.	$36,877,000
Douglas	2024	I-57	Designed Overlay Resurfacing from Coles Co Line to 0.3 mi north of US 36.	$37,020,452
McLean	2025	I-74	Pavement rehab from 0.3 mile west of 725 E Rd south of Carlock to I-55 north of Normal	$36,874,418
Vermilion	2025	I-74	Pavement rehab 0.4 mile east of US 150-IL 1 at Tilton to the Indiana State Line.	$32,255,503
	2022	US 150	Bridge reconstruction and improvements from US 150 W of Danville to Vermilion River in Danville	$63,305,838

Springfield Area

IDOT District 6

Springfield Area

IDOT District 6

ECONOMIC IMPACT

2020-2025

Total Investment	Annual Economic Output
$1,916,225,022	$461,342,877
Annual Jobs Created or Saved	**Local Tax Revenue**
2,123	$7,808,235

INFRASTRUCTURE INVESTMENT BY COUNTY

FY20-FY25

County	IDOT Lettings*	Local Gov MFT	Local Gov Bond	Transit	Bike / Ped Grants	Airport / Ports / Other Grants	Grand Total
Adams		$41,200,343	$9,798,349	$5,141,834	$0	$20,588,192	
Brown		$7,535,476	$1,817,807	$0	$1,379,200	$1,500,000	
Cass		$10,582,309	$2,519,101	$0	$1,050,438	$2,359,000	
Christian		$28,289,919	$6,708,024	$0	$0	$2,951,000	
Edgar		$19,193,044	$4,557,586	$0	$1,079,694	$307,000	
Hancock		$22,818,571	$5,436,328	$0	$0	$0	
Logan		$21,314,942	$5,091,886	$0	$0	$2,680,900	
Macoupin		$32,509,384	$7,737,665	$575,821	$0	$0	
Mason		$14,301,180	$3,412,625	$0	$0	$102,730	
Menard		$9,631,193	$2,251,170	$0	$1,620,000	$0	
Morgan		$23,393,293	$5,619,015	$0	$2,514,850	$3,193,200	
Pike		$20,665,423	$4,941,753	$0	$4,647,091	$175,000	
Sangamon		$90,032,772	$21,133,366	$12,370,000	$2,187,609	$3,341,000	
Schuyler		$10,547,844	$2,489,593	$0	$1,295,362	$325,000	
Scott		$5,819,144	$1,382,412	$0	$0	$0	
Total	**$1,402,108,586**	**$357,834,837**	**$84,896,679**	**$18,087,655**	**$15,774,244**	**$37,523,022**	**$1,916,225,022**

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MAJOR IDOT PROJECTS

IDOT Lettings over $25 million, FY20-FY25

County	Letting Year	Road	Project Description	Amount
Logan	2024	I-55	Road and bridge improvements from 1.7 miles north of Elkhart to 1.3 miles south of Business Loop 55	$31,024,268
Montgomery	2020	I-55	Road and bridge improvements from 0.8 miles north of IL 16 to 0.6 miles north of IL 108.	$34,913,851
Morgan / Scott	2025	I-72	Resurfacing, patching and bridge repair on I-72 from 1.5 miles east of Old US 36 to 0.7 miles west of US 67	$25,768,294
Sangamon	2024	I-55	Bridge repairs and replacement carrying I-55 over the Sangamon River	$29,560,161
	2024	Iron Bridge Road	Construction of two structures for Iron Bridge Road over the Union Pacific Railroad, and the Union Pacific Railroad over Woodside Road	$53,369,022

	2022	Madison St / Jefferson St	Construction of four structures to carry the railroads over Madison Street and Jefferson Street in Springfield. Project extends from 9th St. to 11th St., along Madison, Jefferson, Washington, Monroe, and Capitol Avenue.	$41,946,677
	2025	North Grand Avenue	Construction of a two-span underpass structure to carry the railroads over North Grand Avenue, including the reconstruction and re-alignment of North Grand Avenue from 9th Street to 19th Street in Springfield.	$99,697,564

Effingham Area

IDOT District 7

Effingham Area

IDOT District 7

ECONOMIC IMPACT

2020-2025

Total Investment	Annual Economic Output
$1,946,270,138	$637,677,574
Annual Jobs Created or Saved	**Local Tax Revenue**
2,746	$11,535,043

INFRASTRUCTURE INVESTMENT BY COUNTY

FY20-FY25

County	IDOT Lettings*	Local Gov MFT	Local Gov Bond	Transit	Bike / Ped Grants	Airport / Ports / Other Grants	Grand Total
Clark		$16,326,972	$3,877,767		$774,663	$150,000	
Clay		$14,469,168	$3,442,441			$650,000	
Coles		$28,619,089	$6,924,180	$1,570,000	$150,000	$2,228,000	
Crawford		$15,656,581	$3,696,430			$4,928,000	
Cumberland		$11,668,790	$2,752,960		$1,112,130	$0	
Edwards		$6,633,991	$1,647,680			$0	
Effingham		$23,536,593	$5,521,366	$2,998,700	$190,901	$6,464,019	
Fayette		$22,407,411	$5,306,310		$1,880,363	$2,675,000	
Jasper		$14,026,517	$3,289,198			$0	
Lawrence		$12,358,105	$2,959,529			$1,095,000	
Macon		$52,817,022	$12,696,202	$6,600,000	$5,504,414	$62,610,000	
Montgomery		$24,733,014	$5,875,129			$3,750,000	
Moultrie		$12,011,376	$2,836,746		$1,923,687	$0	
Richland		$14,053,164	$3,327,953		$2,934,580	$2,795,000	
Shelby		$24,613,652	$5,832,764		$4,221,941	$2,460,000	
Wayne		$21,647,431	$5,131,266			$535,200	
Total	**$1,435,371,744**	**$315,578,874**	**$75,117,922**	**$11,168,700**	**$18,692,679**	**$90,340,219**	**$1,946,270,138**

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MAJOR IDOT PROJECTS

IDOT Lettings over $25 million, FY20-FY25

County	Letting Year	Road	Project Description	Amount
Cumberland	2025	I-57	Bridge replacement over Eastern Illinois Railroad	$54,599,804
Effingham	2022	I-70	Roadway improvements from 0.5 miles east of I-57 to just east of the Cumberland County line.	$50,277,006
Macon	2023	Brush College Road	Construction of a grade separation structure to carry Brush College Road over the Norfold Southern Railroad and Fairies Parkway in Decatur.	$68,927,124
	2021	I-72	3.95 miles of rubblization and overlay	$27,728,894
	2023	Reas Bridge Road	Remove and replace two structures carrying Reas Bridge Road over lake Decatur.	$30,042,000

Metro East Area

IDOT District 8

Metro East Area

IDOT District 8

ECONOMIC IMPACT

2020-2025

Total Investment	Annual Economic Output
$2,568,352,088	$621,359,175
Annual Jobs Created or Saved	**Local Tax Revenue**
2,873	$7,304,132

INFRASTRUCTURE INVESTMENT BY COUNTY

FY20-FY25

County	IDOT Lettings*	Local Gov MFT	Local Gov Bond	Transit	Bike / Ped Grants	Airport / Ports / Other Grants	Grand Total
Bond		$12,851,807	$3,049,608	$0	$0	$2,180,000	
Calhoun		$5,128,917	$1,255,195	$0	$0	$0	
Clinton		$21,592,941	$5,054,241	$0	$0	$0	
Greene		$13,580,964	$3,265,430	$0	$465,536	$4,000,000	
Jersey		$12,001,618	$2,795,579	$0	$0	$0	
Madison		$109,469,010	$26,135,544	$21,601,000	$19,168,008	$55,850,000	
Monroe		$19,267,810	$4,430,916	$3,000,000	$209,925	$0	
Randolph		$19,589,538	$4,701,792	$0	$0	$10,604,750	
St Clair		$104,104,890	$25,280,567	$9,975,000	$6,971,990	$23,377,464	
Wabash		$7,923,164	$1,876,794	$0	$0	$0	
Washington		$14,573,138	$3,460,616	$0	$0	$0	
Total	**$1,989,558,337**	**$340,083,796**	**$81,306,283**	**$34,576,000**	**$26,815,459**	**$96,012,214**	**$2,568,352,088**

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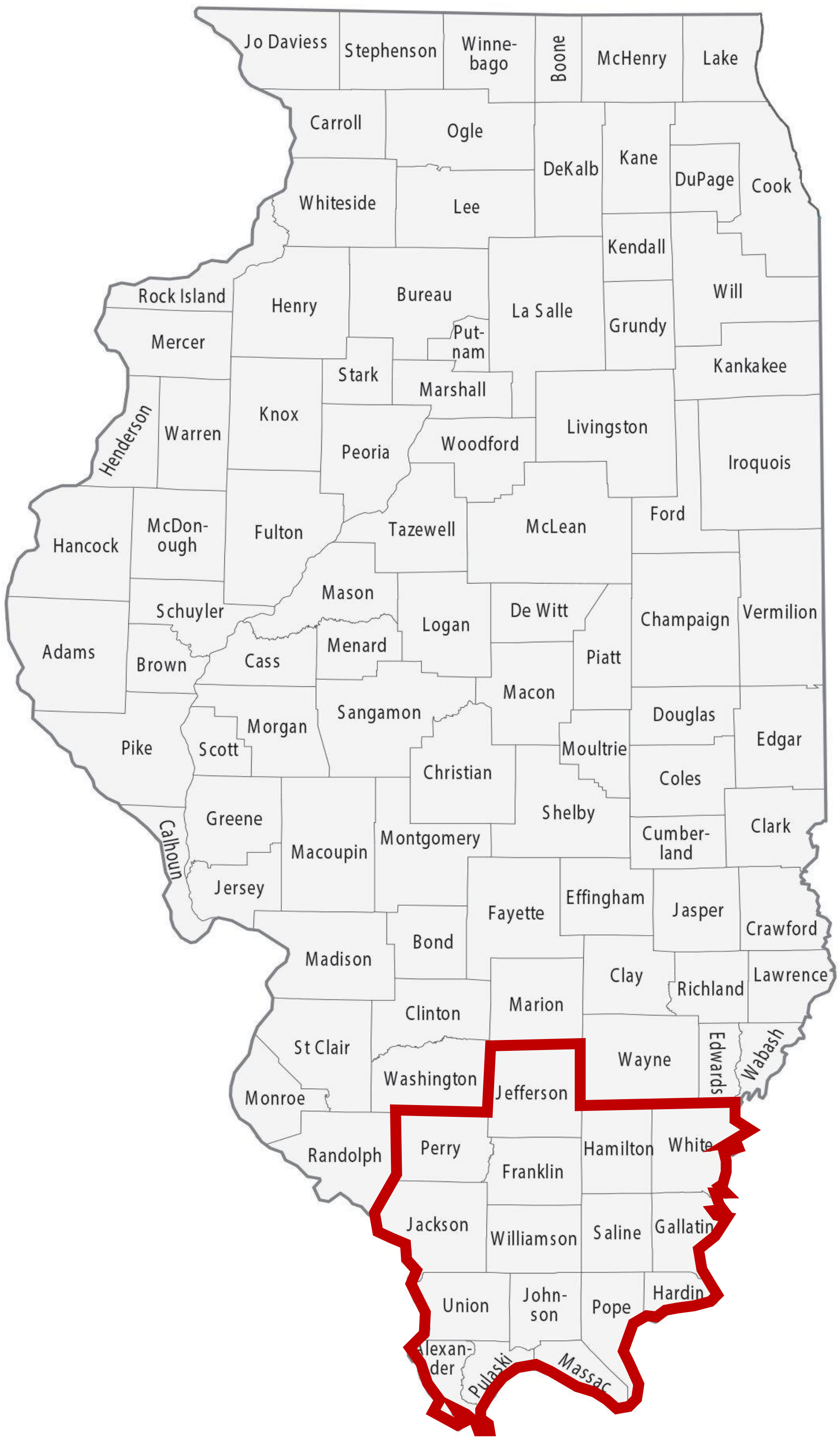
MAJOR IDOT PROJECTS

IDOT Lettings over $25 million, FY20-FY25

County	Letting Year	Road	Project Description	Amount
Madison	**2022**	I-270	Replacement of bridge carrying I-270 over the Mississippi River.	$496,247,509
Madison	**2024**	I-270	Reconstruction of the IL 111 and I-270 interchange.	$25,120,777
Madison	**2025**	IL 3	Resurfacing on IL 3 (Main Street) from Northgate Industrial Drive to the McKinley Bridge approach.	$25,874,598
Marion	**2022**	I-57	Pavement reconstruction and bridge repairs from the from the Jefferson County line to 0.7 miles north of IL 161.	$68,555,777
St. Clair	**2024**	I-255	Roadway improvements and repairs on I-255 from IL 15 to IL 157.	$65,422,089
St. Clair	**2025**	I-55/70	Bridge repair, approach roadway and painting on bridge over railroads	$35,988,571
St. Clair	**2023**	I-55/70	Lighting on I-55/70/64 from the Mississippi River to east of the I-64 (Tri-Level) Interchange.	$25,487,173
St. Clair	**2025**	I-64	Resurfacing with bridge and ramp repairs from 0.2 miles west of IL 157 to 0.3 miles west of Greenmount Road.	$76,871,166
St. Clair	**2025**	I-64	Widening, resurfacing, interchange improvements, and new drainage system from west of Green Mount Road to 1.1 miles west of IL 158	$72,449,132
St. Clair	**2020**	Poplar St	Concrete overlay, patching, deck replacement and expansion joints on the Poplar Street ramps	$29,799,373

Carbondale Area

IDOT District 9



Carbondale Area

IDOT District 9

ECONOMIC IMPACT

2020-2025

Total Investment	Annual Economic Output
$1,916,722,974	$518,970,345
Annual Jobs Created or Saved	**Local Tax Revenue**
2,639	$7,532,142

INFRASTRUCTURE INVESTMENT BY COUNTY

FY20-FY25

County	IDOT Lettings*	Local Gov MFT	Local Gov Bond	Transit	Bike / Ped Grants	Airport / Ports / Other Grants	Grand Total
Alexander		$5,499,150	$1,365,784	$0	$0	$343,370	
Franklin		$21,524,020	$5,141,685	$0	$685,420	$0	
Gallatin		$6,958,784	$1,686,794	$0	$0	$13,700,000	
Hamilton		$12,300,250	$2,918,070	$0	$0	$0	
Hardin		$3,400,098	$824,219	$0	$0	$0	
Jackson		$25,476,680	$6,225,941	$3,205,599	$6,921,660	$2,360,541	
Jefferson		$23,932,665	$5,699,215	$0	$1,735,000	$1,020,000	
Johnson		$7,807,562	$1,839,567	$0	$0	$0	
Marion		$25,018,570	$5,994,944	$0	$0	$180,000	
Massac		$8,461,743	$2,023,900	$0	$0	$0	
Perry		$13,250,925	$3,169,762	$0	$0	$100,000	
Pope		$5,096,554	$1,202,880	$0	$0	$2,000,000	
Pulaski		$5,007,698	$1,193,003	$0	$0	$485,000	
Saline		$14,783,619	$3,555,278	$0	$460,180	$0	
Union		$10,295,760	$2,439,518	$0	$2,136,750	$0	
Whiteside		$31,725,669	$7,501,160	$0	$1,264,888	$450,000	
Williamson		$30,204,744	$7,035,478	$0	$8,734,543	$1,174,945	
Total	**$1,519,203,392**	**$250,744,490**	**$59,817,196**	**$3,205,599**	**$21,938,441**	**$21,813,856**	**$1,876,722,974**

*Data not entered by County due to the prohibitive size of the data set; summarized by IDOT district

MAJOR IDOT PROJECTS

IDOT Lettings over $25 million, FY20-FY25

County	Letting Year	Road	Project Description	Amount
Alexander	2025	IL 57	Bridge painting on bridge carrying IL 57 over the Mississippi River in Cairo.	$33,351,843
Franklin	2021	I-57	9 miles of lane addition, median barrier installation and resurfacing existing lanes of I-57 from mile post 66 to Marcum Branch.	$67,611,531
Franklin, Jefferson	2025	I-57	9.7 miles of additional lane installation on I-57 from 2.5 miles south of IL 154 to Atchison Creek	$104,503,286

Jefferson	2024	I-57	Expanding approximately 6.4 miles of I-57 north of the Atchison Creek Bridge, near mile marker 85 to the Tri-Level south of Mt. Vernon	$51,942,477
	2025	I-57/64	Reconstruction of the I-57/I-64 interchange and intersection modifications at various locations in Mt. Vernon.	$38,661,329
	2023	I-64	10.8 miles of reconstruction/rehabilitation on I-64 from 0.3 miles east of Shiloh Road to just east of the Washington County line.	$94,073,768
Massac	2024	I-24	Road and bridge work on bridge carrying I-24 over the Ohio River	$38,551,533
Union, Johnson	2023	I-57	12.7 miles overlay on I-57 northbound from just north of IL 146 to the Williamson / Johnson County line	$36,839,730
White	2024	I-64	Removal and replacement of SN 097-0003 and SN 097-0004 carrying I-64 over the Wabash River.	$136,288,879
Williamson	2024	I-57	8 miles of road work in order to add a lane in each direction of I-57 from Westminster Drive in Marion to just south of the I-24 interchange.	$41,665,230
	2025	IL 13	3.6 miles of roadway reconstruction including adding lanes, reconstruction of 4 bridges and intersection reconstruction from Spillway Road to Shawnee Trail.	$40,895,392

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