



FY 1998 – 2002

Proposed Airport Improvement Program



Illinois Department of Transportation

FY 1998 – 2002

Proposed Airport Improvement Program

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Program Summary

Introduction

For Fiscal Years 1998 through 2002, the Illinois Department of Transportation's Airport Improvement Program includes ongoing efforts to resolve the aircraft congestion problems in both the Chicago and St. Louis metropolitan areas. In addition, the program includes projects at airports throughout the state to ensure continued safe and efficient operations at these facilities as well as maximizing opportunities for economic development in Illinois.

This program anticipates spending more than \$630 million over five years to preserve, modernize and expand Illinois' airports with \$139.8 million in improvements planned for FY 1998.

The improvements are for primary, reliever and publicly owned general aviation airports in Illinois. There are 81 airports in these three categories:

Primary — These are commercial service airports which enplane at least 10,000 passengers annually. There are 12 Primary airports:

Bloomington-Normal	Marion
Champaign	Moline
Chicago • Meigs	Peoria
• Midway	Quincy
• O'Hare	Rockford
Decatur	Springfield

Reliever — These are airports which have been designated to reduce the general aviation traffic at O'Hare and Midway Airports in Chicago and at Lambert Airport in St. Louis. There are 11 Relievers:

Aurora	St. Clair County (Mid America Airport)
Bethalto (St. Louis Regional)	St. Jacob (St. Louis Metro East - Private)
Cahokia (St. Louis Parks)	Waukegan
Lake in the Hills	West Chicago (DuPage)
Lansing	Wheeling-Prospect Heights (Palwaukee)
Romeoville (Lewis University)	

General Aviation — These are the remaining publicly owned airports in Illinois. General aviation aircraft include small jets and single and twin engine propeller driven aircraft that are used for business or pleasure flying. There are 58 General Aviation airports in Illinois:

Aledo (Mercer Co.)	Hillsboro	Pekin
Beardstown	Jacksonville	Peoria (Mt. Hawley)
Benton	Joliet	Peru (Illinois Valley)
Cairo	Kankakee	Pinckneyville-DuQuoin
Canton	Kewanee	Pittsfield
Carbondale (Southern IL.)	Lacon (Marshall Co.)	Pontiac
Carmi	Lawrenceville-Vincennes	Rantoul (National Aviation Center)
Casey	Lincoln (Logan Co.)	Robinson
Centralia	Litchfield	Rochelle
Danville (Vermilion Co.)	Macomb	Rushville
De Kalb	Mattoon-Charleston (Coles Co.) ¹	Salem
Dixon	Metropolis	Savanna (Tri-Township)
Effingham (Effingham Co.)	Monmouth	Schaumburg
Fairfield	Morris	Shelbyville (Shelby Co.)
Flora	Mt. Carmel	Sparta
Freeport	Mt. Sterling	Sterling-Rock Falls (Whiteside Co.) ¹
Galesburg	Mt. Vernon ¹	Taylorville
Greenville	Olney-Noble	Vandalia
Harrisburg	Paris (Edgar Co.)	
Havana	Paxton	

¹ Has scheduled passenger service.

The FY 1998–2002 Airport Improvement Program is based on an estimate of federal funds expected to be available during the program period and an assumption that required matching state and local funds will be available. The FY 1998 element of the program lists projects totaling \$139.8 million which are projected to receive grants in that year. The FY 1999–2002 element lists projects totaling \$491.8 million and is intended as a guide for local airport sponsors in the advancement of their projects from conception through engineering to eventual implementation. The multi-year element is updated annually to reflect changes in priorities along with updated estimates of funds.

South Suburban Airport

Studies conducted over the past eleven years have proven the need for an additional commercial airport in the Chicago metropolitan area. As a result of those studies, the state of Illinois is doing engineering on a new airport which will supplement Chicago O'Hare and Midway Airports. Construction of this new airport will reduce the delay and congestion problems that currently exist and ensure that Chicago maintains its position as the leading aviation center in the United States.

The state of Illinois has contracted with a consultant to prepare a master plan, airport layout plan and an environmental assessment for the proposed new South Suburban Airport. This planning work will cost about \$9.2 million. This work is currently under way and is scheduled to be completed in 1998.

The first major product which was generated in the master plan was the documentation of the preferred site. The South Suburban Airport will be located 37 miles south of the Chicago loop between the Villages of Beecher, Crete, Monee, Peotone and University Park. An estimate of the cost of constructing an airport at this site is included in the master plan. The cost of constructing the initial facility could range from \$300 million to \$1.6 billion depending on the needs of the airlines committed to using the airport on opening day in 2002. The low end of this range seems most likely at this time. The construction would be funded by a combination of funds including airport revenues, federal aviation airport trust funds, private investment, airport revenue bonds and passenger facility charges. No state dollars will be used in the construction of the new airport.

A financial feasibility analysis of the development of the South Suburban Airport was completed in January, 1997. That analysis concluded that development of the South Suburban Airport is financially feasible.

St. Clair County Mid America Airport

Construction is currently under way to transform Scott Air Force Base near Belleville into a joint military-civilian use airport. The project, which is being cosponsored by St. Clair County and the state of Illinois, is being funded from various sources as follows:

Federal Aviation Administration	\$ 154,000,000
Department of Defense	60,000,000
State of Illinois	60,000,000
St. Clair County	30,000,000
Private Funds	3,500,000
Total	\$ 307,500,000

When completed, this airport will have two parallel runways (one 10,000 feet and one 8,000-feet long) with facilities for both passengers and cargo on the civilian side.

Paving is nearly complete on the new runway and associated taxiways. Work is underway on construction of new military housing which is required as a part of this project as well as on the new terminal and cargo buildings and aprons. Construction of the entrance roads and parking lots began this spring.

This project is scheduled to be opened this fall and is within the original budget.

Illinois Airport System

The system of airports in Illinois is considered among the best in the nation. Over 69 million passengers annually use Chicago O'Hare, which is served by both domestic and international airlines. Passengers at O'Hare Airport have increased by 98 percent since 1981. Fourteen other Illinois airports have scheduled air carrier service and serve more than 11 million passengers annually. Airline ridership in Illinois has increased by 115 percent since 1981.

There are currently 116 airports designated for public use in the state. This system is supplemented by 632 restricted landing areas and 283 heliports used mainly by individuals, hospitals and corporations. There are 10,600 aircraft and 23,400 pilots registered in Illinois.

Funding Sources

Airport improvements are funded by federal, state and/or local funds. The federal funds are provided from the Airport and Airway Trust Fund which is generated from taxes and user fees collected from the various segments of the aviation community. State funds are provided from Series B Aeronautics Bonds and General Revenue Funds. Local funds come from a variety of sources.

With the exception of Chicago O'Hare and Midway, federally eligible projects are funded 90 percent with federal funds, 5 percent state and 5 percent local. At O'Hare and Midway, most projects are funded with 75 percent federal and 25 percent local funds.

- **Federal Funds**

Availability of federal funds is an estimate based on the Federal Aviation Authorization Act of 1996. Federal funding estimates for FY 1998 through 2002 are based on the assumption of continuing past authorization levels with no annual increases. The Primary airports are allocated "entitlement" funds based on the number of passengers that were enplaned at the airport in 1996. These "entitlement" funds are designated for specific airports except for the city of Chicago which receives one allotment for Meigs, Midway and O'Hare Airports.

The remaining airports are funded from a state block grant. Illinois is one of nine states selected to participate in the State Block Grant Program for airport master planning and development projects. The purpose of the program is to identify administrative functions which might successfully be shifted to or shared with states in carrying out the Airport Improvement Program. This does not necessarily result in an increase in federal funds because the block grant is based on project priorities. However, it enables the state to have more control over which projects will be funded at the Reliever and General Aviation airports. The Federal Aviation Administration (FAA) still allocates the funding to the Primary airports.

All of the airports are eligible for federal discretionary funds. The FAA, based on priorities, determines which airports receive these funds. Estimates of funding for this program were based on historical levels. However, current indications are that Congress may be in the process of dictating reductions in FY 1998 funding. Should this occur, it is likely that some of the projects now shown in FY 1998 may be delayed. In that event, the projects will be re-evaluated and rescheduled.

- **State Funds**

There are two sources from which state funds are available for airport improvement projects — Series B Bonds and General Revenue Funds. These sources are used both to match federal funds and for the State-Local Program described below.

- **Series B Bonds** In 1992, the General Assembly authorized \$130 million in Series B Bonds for Aeronautics. Of this, \$70 million is for the normal airport program beginning in FY 1994, and \$60 million is for St. Clair County Mid-America Airport. About 97 percent of the state funds for airport improvements come from Series B Bonds.
- **General Revenue Funds** The Department expects to receive an annual appropriation of \$278,500 in general revenue funds for match of airport projects which are not eligible for bonding. The general revenue funds are used as state match for required federal and state actions which are not eligible for Series B Bond funds.

State - Local Program

In addition to the Federal–State–Local Program, the Department also administers a State–Local program. The purpose of this program is to fund airport improvement projects which have difficulty attracting federal funds. Since the federal priority system favors the large airports, the State–Local Program is designed to favor the smaller airports. As a result, most projects at small airports are funded on an 80 percent state – 20 percent local basis while many state–local projects at the larger airports are funded on a 50 percent – 50 percent basis. The state-local priority system (see pages 9 and 10) is a numerical system which ranks projects on a scale of 3 through 17. The numerical ranking of the project is based on two factors — the type of airport and the type of project.

Projects Funded 80 Percent State – 20 Percent Local

- Any project which is classified under the current state-local priority system as "preservation" or "standards" as defined in this section and carrying a priority of 5 through 17.
 - **Preservation Projects** These projects involve reconstructing existing airport features to ensure that they will remain in satisfactory condition for continued use. Examples of this type of project include pavement rehabilitations and lighting reconstruction.
 - **Standards Projects** This category includes projects that provide for upgrading and expanding airport facilities to correct deficiencies in capacity or operational ability due to the number and type of aircraft currently using or committed to using the airport. Projects in this category include obstruction removal, lighting existing pavements, apron expansions and runway and taxiway extensions to bring the airport up to current FAA standards.
- All Automated Weather Observation Station (AWOS) installations.

Projects Funded 50 Percent State – 50 Percent Local

- Any of the following types of projects are funded on a 50 percent state – 50 percent local basis.
 - Projects with a priority of 3 or 4.
 - Studies and advance plans and all projects which are not classified as preservation or standards by the state-local priority system.

Special Projects

- The following special types of projects will be funded as indicated.
 - Construction of new reliever or general aviation airports will be funded on a 50 percent state – 50 percent local basis for the first \$2 million and will be eligible for 80 percent state – 20 percent local for the remaining cost.
 - Public acquisition of privately owned airports will be funded on a 50 percent state – 50 percent local basis. This acquisition may be eligible for future federal reimbursement.

Land Acquisition

- Land acquired through the state-local program will not be eligible for future federal reimbursement.

Due to the decline in federal funds over the past few years, the Department has been increasing the size of the State-Local Program. The state match increased from \$5 million in FY 1996 to \$7.4 million in FY 1997 and will be \$8.0 million in FY 1998.

State / Local Program Priorities

Airport Type	(W) Primary in Large/Medium Hub Non-Primary with 100 or more based aircraft or over 40,000 operations	(X) Primary outside Large/Medium Hub Non-Primary with 50 or more based aircraft or 20,000 to 40,000 operations	(Y) Non-Primary with 20 or more based aircraft or 8,000 to 20,000 operations	(Z) Non-Primary with less than 20 based aircraft or less than 8,000 operations
Development Category				
B. Preservation	2	2	3	7
C. Standards	2	2	4	9
D. Upgrade	3	4	5	10
E. Capacity	3	4	5	12

Development Items: Add the following amounts to each value above:

- + 1 Primary runway and associated taxiways, lighting and approaches.
- + 2 Aprons, secondary runways and associated taxiways, lighting and approaches and all land acquisition.
- + 3 T-Hangar pavement.
- + 4 Primary access roads, terminal parking lots and nav aids.
- + 5 Secondary access roads and parking lots, service roads, fencing, etc.

Airport Priority Classifications

W	X	Y	Z
Aurora	Bloomington-Normal	Cairo	Aledo
Bethalto (St. Louis Regional)	Centralia	Carmi	Beardstown
Cahokia (St. Louis Parks)	Champaign	Effingham	Benton
Carbondale	Decatur	Freeport	Canton
Chicago (Meigs)	Danville (Vermillion Co.)	Galesburg	Casey
Chicago (Midway)	De Kalb	Jacksonville	Fairfield
Chicago (O'Hare)	Dixon	Kewanee	Flora
Joliet	Greenville	Lacon	Harrisburg
Kankakee	Lawrenceville	Lincoln	Havana
Lake in the Hills	Marion	Litchfield	Hillsboro
Lansing	Mattoon-Charleston (Coles Co.)	Macomb	Monmouth
Romeoville (Lewis University)	Moline (Quad City)	Metropolis	Mt. Sterling
Schaumburg	Morris	Mt. Carmel	Paris
St. Clair Co. (Mid America)	Peoria (Greater)	Mt. Vernon	Paxton
Waukegan	Peoria (Mt. Hawley)	Olney-Noble	Pittsfield
West Chicago	Quincy	Pekin	Pontiac
Wheeling-Prospect Hts.	Rockford	Peru	Rushville
	Springfield	Pinckneyville-DuQuoin	Savanna
	Sterling-Rock Falls	Rantoul	
		Robinson	
		Rochelle	
		Salem	
		Shelbyville	
		Sparta	
		St. Jacob (St. Louis Metro East)	
		Taylorville	
		Vandalia	

W = Large/Medium Hub; NC w/ 100+ a/c or 40,000 ops

X = Small/Non Hub; NC w/ 50+ a/c or 20-40,000 ops

Y = NC w/ 20+ a/c or 8-20,000 ops

Z = 0-20 a/c or 0-8,000 ops

Figure 1 illustrates the funding sources of the FY 1998-2002 Illinois Airport Improvement Program and **Figure 2** illustrates the federal funding distribution during the multi-year period by airport category. **Table 1** provides a financial summary of the program.

Figure 1

FY 1998-2002 Program Funding Sources

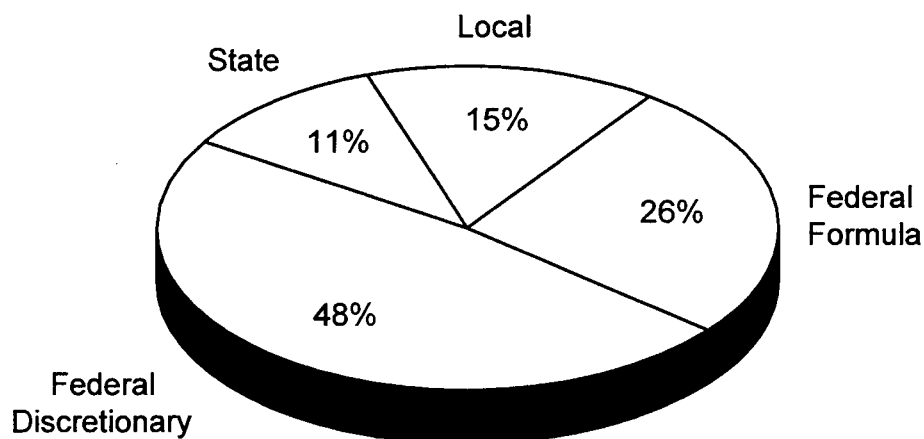
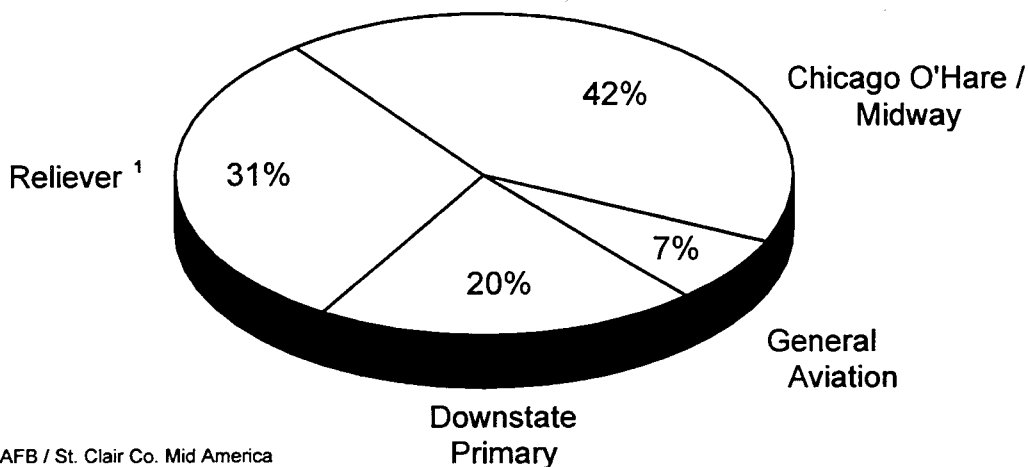


Figure 2

FY 1998-2002 Federal Aid Funding Distribution By Airport Category



¹ Includes Scott AFB / St. Clair Co. Mid America

Table 1

Program Funding Summary

(\$ In Millions)

Funding Source	Program Year		Total
	FY 1998	FY 1999-2002	
Federal			
• Scott AFB ¹	\$14.0	\$56.0	\$70.0
• Formula ²	31.2	133.5	164.7
• Discretionary ²	56.2	180.3	236.5
State			
• Scott AFB ¹	0.0	0.0	0.0
• Normal Program	12.3	53.0	65.3
Local			
• Scott AFB ¹	6.0	0.0	6.0
• Normal Program	20.1	69.0	89.1
Total	\$139.8	\$491.8	\$631.6
Annual Average	\$139.8	\$123.0	\$126.3

¹ St. Clair County (Mid America Airport).

² Federal funds for the state block grant program are included in the formula and discretionary dollars.

Program Priorities

A great deal of effort was made during the preparation of this program to follow the priorities that the airport sponsors assigned in their project requests. However, in order to optimize the potential for receipt of federal funds, the Proposed Airport Improvement Program is designed to closely follow the priority system developed by the FAA. Projects in the program fall into five general categories which are listed below in priority order:

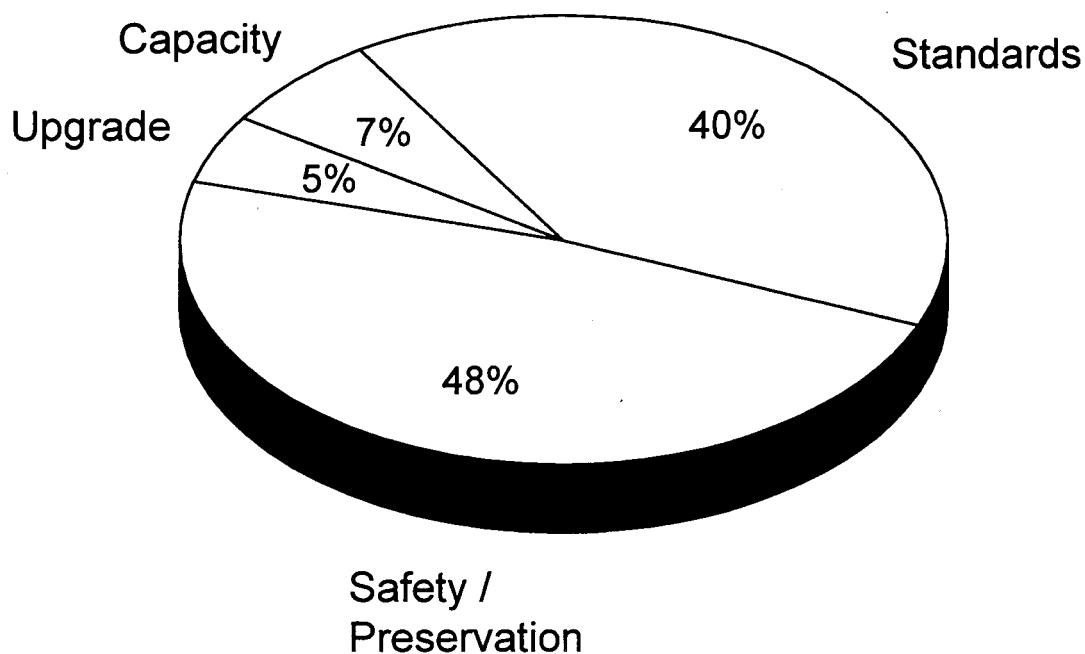
1. **Safety Projects** Highest priority is given to projects which include development to implement safety and security requirements. In addition, this category includes items designated for priority treatment by the United States Congress. Examples include porous friction courses, runway grooving, landing and/or navigational aids, fire/rescue vehicles and security equipment.
2. **Preservation Projects** These projects involve reconstructing existing airport features to ensure that they will remain in satisfactory condition for continued use. Examples include pavement rehabilitations and lighting reconstruction.
3. **Standards Projects** This category includes projects that provide for upgrading and expanding airport facilities to correct deficiencies in capacity or operational ability due to the number and type of aircraft currently using or committed to using the airport. Projects include obstruction removal, lighting existing pavements, apron expansions, and runway and taxiway extensions to bring the airport up to current FAA standards.
4. **Upgrade Projects** These projects provide for accommodating larger aircraft which are projected to be needed at a later time. Typical projects include runway and taxiway extensions, widening or strengthening to provide for future changes in the use of the airport.
5. **Capacity Projects** This category includes projects which are oriented toward increasing the number of aircraft an airport can accommodate. Such development would increase the capacity of an airport beyond its current designed use. Typical projects include new runways as well as apron and terminal expansion.

Data which help establish priorities have been obtained from the Department's annual airport pavement condition survey program as well as from results of the airport inspections conducted by the Division of Aeronautics.

The distribution of these priority groupings is shown in **Figure 3**.

Figure 3

FY 1998-2002 Program Funding
Distribution By Priority



Program Highlights

FY 1998 Program

Following are highlights of the \$139.8 million FY 1998 Proposed Airport Improvement Program:

- **Primary Airports** This category includes all airports at which more than 10,000 passengers are enplaned annually and that have regularly scheduled air carriers serving the airport. Highlights of projects proposed during FY 1998 include:
 - **Champaign** – Complete the rehabilitation of Runway 14/32.
 - **Chicago Midway** – Construct a new terminal building and continue the school soundproofing program.
 - **Chicago O'Hare** – Rehabilitate Runway 4R/22L and the parallel taxiways to Runways 4R/22L and 14L/32R and continue the school soundproofing program.
 - **Decatur** – Complete the rehabilitation of the main apron.
 - **Moline** – Rehabilitate the north terminal apron (Phase 5).
 - **Peoria** – Rehabilitate Runway 4/22 and its parallel taxiway.
 - **Rockford** – Pave the extension of Runway 7/25 and its connecting taxiway.
 - **Springfield** – Complete the rehabilitation of Runway 4/22.

- **Reliever Airports** Airports in this category have been designated as those which reduce the general aviation traffic at O'Hare and Midway Airports in Chicago and at Lambert Airport in St. Louis. General aviation aircraft include small jets and single and twin engine propeller driven aircraft that are used for business or pleasure flying. Highlights of projects for FY 1998 include:
 - **Aurora** – Acquire land for new Runway 15/33.
 - **Bethalto** (St. Louis Regional) – Land acquisition to mitigate noise impacts.
 - **Lansing** – Grading and drainage for construction of a new north-south runway.
 - **Wheeling-Prospect Heights** (Palwaukee) – Construct a partial parallel taxiway to the main runway.

- **General Aviation Airports** The remaining airports in the state fall into this category. Major projects for FY 1998 include:
 - **Cairo** – Rehabilitate the main runway.
 - **Carbondale** (Southern Illinois) – Relocate the parallel taxiway to runway 18L/36R (Phase 2).
 - **De Kalb** – Pave a partial parallel taxiway to the new runway.
 - **Mt. Carmel** – Construct extensive drainage improvements.
 - **Pittsfield** – Extend the runway to 4000 feet.

- **State-Local Projects** A number of projects which are essential to the development of the state's airports, but are either not eligible or carry too low of a priority to qualify for federal funds, will be completed in FY 1998. These projects include work such as parking lot and entrance road

rehabilitations, paving access taxiways to T-Hangars and preparation of environmental impact assessment reports for future federal aid projects.

FY 1999-2002 Program

The \$491.8 million FY 1999-2002 multi-year Airport Improvement Program includes the following major projects:

- **Primary Airports**

- **Champaign** – Construct new Runway 14R/32L and rehabilitate Runway 18/36 .
- **Chicago Midway** – Construct parallel taxiways to Runways 13C/31C and 4L/22R.
- **Chicago O'Hare** – Extensive apron and terminal improvements.
- **Decatur** – Major runway rehabilitations as well as new apron construction.
- **Moline** – Rehabilitate Runway 9/27 and construct major apron expansions.
- **Peoria** – Rehabilitate Runway 4/22 and its parallel taxiway, significantly improve Runway 13/31's taxiway system and relocate Smithville Road.
- **Quincy** – Rehabilitate Runways 18/36 and 13/31.
- **Rockford** – Rehabilitate the northeast end of Runway 7/25, Runway 1/19 and the west terminal apron.
- **Springfield** – Rehabilitate Runway 13/31 and significant apron and taxiway improvements.

- **Reliever Airports**

- **Aurora** – Rehabilitate Runway 9/27 and construct new Runway 15/33.
- **Bethalto** (St. Louis Regional) – Acquire land for noise mitigation and rehabilitate the main apron.
- **Lansing** – Pave the new north/south runway.
- **Romeoville** (Lewis University) – Acquisition of land and construction of a new 4000 foot runway.
- **St. Clair County** (Mid America Airport) – Construct the extension to the military runway and parallel taxiway.
- **St. Jacob** (St. Louis Metro East) – Publicly acquire the airport.
- **Waukegan** – Acquire land in the approach to Runway 5 and relocate Green Bay Road.
- **West Chicago** (DuPage) – Rehabilitate Runway 15/33.
- **Wheeling-Prospect Heights** (Palwaukee) – Rehabilitate Runway 16/34 and construct a new parallel taxiway to Runway 16/34.

- **General Aviation Airports**

- Runway rehabilitations at Beardstown, Canton, Peru, Robinson, and Vandalia.

- **State–Local and Planning Projects** Many of these projects will be included in the multi–year program. Since these projects do not require long–term planning and the availability of local funding is often uncertain, they are requested on a year–to–year basis and are not listed in the multi–year program.

Program Updates

This proposed multi-year program is intended as a guide for local airport sponsors in the advancement of their projects from conception through engineering to eventual implementation. It is critical that the sponsors have sufficient time to complete necessary environmental studies and preliminary engineering in order that they will be able to take advantage of federal funds when they become available. The program will be updated annually to reflect local, state and federal changes in priorities along with updated estimates of federal funds.

Project Listings

Guide to Project Listings

The project listings are divided into three categories:

1. Primary Airports
2. Reliever Airports
3. General Aviation Airports

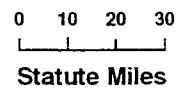
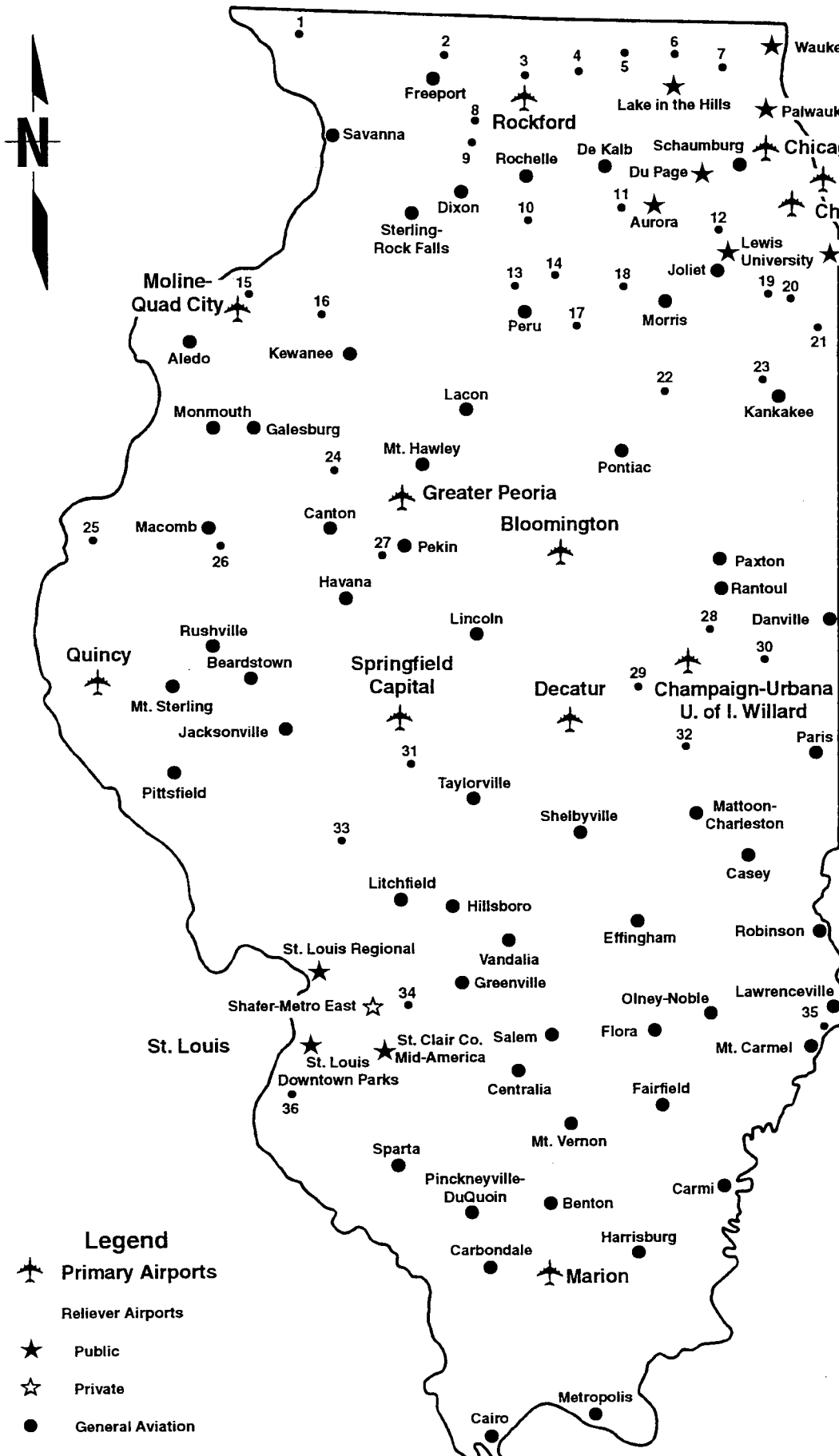
Each publicly owned airport in the state is included in one of these three categories. The introduction on pages 1 and 2, along with the map on page 22 identifies the appropriate category for each airport in the state. Within these three categories, there are three program periods:

- **FY 1997 and Prior fiscal year projects yet to be advertised** These are projects that were in previous programs and have not yet been advertised for bids.
- **Proposed FY 1998 Program** This list includes projects that the Department and local sponsors propose to implement during FY 1998. The list includes both federal–state–local and state–local projects.
- **Proposed FY 1999 through 2002 Program** This list includes projects that the Department and local sponsors anticipate implementing during this time period. It includes only federal–state–local projects.

State-local projects which are funded on a 50-50 basis are identified as such in the project listings; all other state-local projects are funded on an 80-20 basis.

Illinois Airport Location Map

February 1997

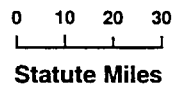
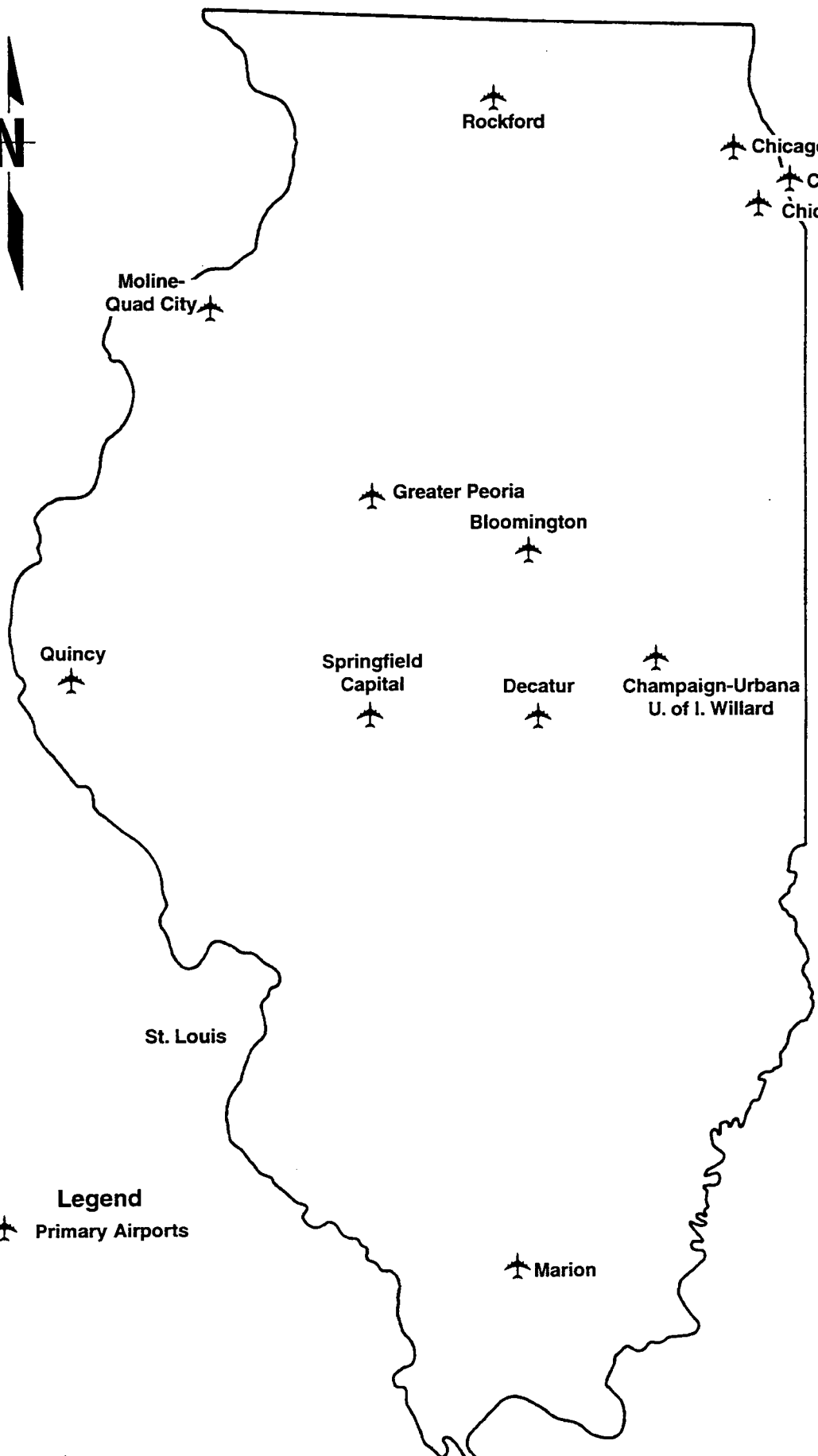


- Private Airports**
- 1 Apple River
 - 2 Freeport-Dornink
 - 3 Rockford-Cottonwood
 - 4 Poplar Grove
 - 5 Harvard-Dacy
 - 6 Greenwood-Galt Wonder Lake
 - 7 Grayslake-Campbell
 - 8 Leaf River-West Grove
 - 9 Mt. Morris-Ogle Co.
 - 10 Compton-Bresson
 - 11 Hinckley
 - 12 Plainfield-Clow International
 - 13 Mendota-Grandpa's Farm
 - 14 Earlville
 - 15 Moline-Seaplane
 - 16 Geneseo
 - 17 Ottawa
 - 18 Newark-Cushing Field
 - 19 New Lenox-Howell
 - 20 Frankfort
 - 21 Monee-Sanger
 - 22 Dwight
 - 23 Kankakee-Koerner
 - 24 Yates City-Tri County
 - 25 Carthage
 - 26 Macomb-Smith
 - 27 Manito-Mitchell
 - 28 Urbana-Frasca Field
 - 29 Monticello-Piatt Co.
 - 30 Homer
 - 31 Springfield-Holmes
 - 32 Tuscola
 - 33 Palmyra-Zelmer
 - 34 Highland-Winet
 - 35 Vincennes, In.-O'Neal
 - 36 Columbia-Sackman Field

Legend

- Primary Airports
- Public
- Private
- General Aviation
- Private Airports

Primary Airport Projects



Legend
✈ Primary Airports

Proposed Airport Improvement Program

Primary Airports

Airport	Project Description	Estimated Cost	Fiscal Year
Bloomington – Normal	Rehabilitate runway 11/29 (Phase 1)	\$ 578,000	1997 and Prior
	Update the airport layout plan (Phase 2) (50-50 state/local project)	120,000	1997 and Prior
	Expand the corporate apron (50-50 state/local project)	803,000	1998
	Rehabilitate and mark runway 11/29 (Phase 2)	600,000	1998
	Construct, light and the mark terminal area auto lot (50-50 state/local project)	270,000	1998
	Reimbursement for land acquisition for the construction of runway 2/20	1,111,000	1998
	Rehabilitate and mark runway 11/29 (Phase 3)	2,432,000	1999-2002
	Rehabilitate the runway 11/29 parallel and connecting taxiways	2,960,000	1999-2002
	Acquire a passenger lift device	66,000	1999-2002
	Acquire snow removal equipment (federal/local project)	641,000	1999-2002
Reimbursement for land acquisition in the new terminal area	1,700,000	1999-2002	
Champaign University Of Illinois Willard	Rehabilitate runway 14L and the 14L parallel taxiway (Phase 3); includes security fencing and update of the Airport Layout Plan	766,000	1997 and Prior

Proposed Airport Improvement Program

Primary Airports

Airport	Project Description	Estimated Cost	Fiscal Year
Champaign University Of Illinois Willard (Continued)	Rehabilitate runway 14L and the 14L parallel taxiway (Phase 4) including fencing and Airport Layout Plan	\$ 6,490,000	1998
	Prepare a plan for the installation of utilities in the north quadrant (50-50 state/local project)	41,000	1998
	Construct, light and mark new runway 14R/32L and a connecting taxiway	1,750,000	1999-2002
	Replace the primary rescue/firefighting vehicle (federal/local project)	284,000	1999-2002
	Rehabilitate runway 18/36 (Phase 2)	2,026,000	1999-2002
	Rehabilitate the general aviation apron in the northeast quadrant	406,000	1999-2002
Chicago Meigs	Install a Precision Approach System	600,000	1998
Chicago Midway	Construct a new terminal	448,000,000	1998
	Install school soundproofing (federal/local project)	3,000,000	1998
	Construct parallel taxiway 13C/31C	9,181,000	1999-2002
	Install school soundproofing (federal/local project)	13,315,000	1999-2002
	Construct, light and mark a partial parallel taxiway to runway 4L/22R	6,691,000	1999-2002

Proposed Airport Improvement Program

Primary Airports

Airport	Project Description	Estimated Cost	Fiscal Year
Chicago O'Hare	Rehabilitate, light and mark the parallel taxiway to runway 4R/22L (federal/local project)	\$ 4,500,000	1998
	Rehabilitate, light and mark the parallel taxiway to runway 14L/32R (federal/local project)	8,900,000	1998
	Rehabilitate runway 4R/22L (federal/local project)	9,600,000	1998
	Install soundproofing in schools to reduce airport noise; includes design work (federal/local project)	3,000,000	1998
	Renovate and upgrade passenger terminal number 2 and 3 (federal/local project)	86,039,000	1999-2002
	Rehabilitate the terminal apron (federal/local project)	49,120,000	1999-2002
	Install soundproofing in schools to reduce airport noise; includes design work (federal/local project)	13,315,000	1999-2002
	Construct an expansion to the upper level ticket lobby in Terminal Buildings 2 and 3 (federal/local project)	29,673,000	1999-2002
Decatur Decatur Municipal	Rehabilitate and mark the main apron; includes reimbursement for preparation of advance plans and reimbursement for land acquisition (Phase 2)	556,000	1997 and Prior
	Update the property line map (50-50 state/local project)	30,000	1997 and Prior

Proposed Airport Improvement Program

Primary Airports

Airport	Project Description	Estimated Cost	Fiscal Year
Decatur Decatur Municipal (Continued)	Rehabilitate and mark the main apron; includes reimbursement for preparation of advance plans and reimbursement for land acquisition (Phase 3)	\$ 359,000	1998
	Rehabilitate the T-Hangar pavements and the terminal area access road and auto lot (state/local project)	373,000	1998
	Rehabilitate and mark the north 4400 feet of runway 12/30 for strength; includes reimbursement for land acquisition	4,439,000	1999-2002
	Rehabilitate runway 18/36; includes reimbursement for land acquisition	2,302,000	1999-2002
	Construct, light and mark an extension of the air cargo apron in the south frontal area; reimbursement for land acquisition	1,367,000	1999-2002
Marion Williamson County	Reimbursement for land acquisition for airport expansion and clear zones	313,000	1998
	Update the airport layout plan and prepare an environmental assessment for a future taxiway west of runway 2/20	100,000	1998
	Construct, light and mark a parallel taxiway on the west side of runway 2/20	2,534,000	1999-2002
Moline Quad City	Construct an expansion to the air cargo apron (Phase 3) (50-50 state/local project)	480,000	1997 and Prior
	Install security equipment	80,000	1997 and Prior

Proposed Airport Improvement Program

Primary Airports

Airport	Project Description	Estimated Cost	Fiscal Year
Moline Quad City (Continued)	Rehabilitate the north terminal apron (Phase 5)	\$ 1,493,000	1998
	Rehabilitate taxiways K, E and D (Phase 2)	1,697,000	1999-2002
	Construct a deicing facility	1,061,000	1999-2002
	Construct an expansion to the air cargo apron (Phase 4)	1,093,000	1999-2002
	Rehabilitate and strengthen runway 9/27 (Phase 2)	3,278,000	1999-2002
	Apron expansion	3,377,000	1999-2002
Peoria Greater Peoria	Rehabilitate runway 4/22 and portions of the 4/22 parallel taxiway (Phase 1)	956,000	1997 and Prior
	Update the master plan (Phase 2) (50-50 state/local project)	140,000	1997 and Prior
	Rehabilitate runway 4/22 and portions of the 4/22 parallel taxiway (Phase 2)	1,076,000	1998
	Rehabilitate portions of the air carrier apron (50-50 state/local project)	240,000	1998
	Reimbursement for land acquisition for noise mitigation	1,500,000	1998
	Rehabilitate runway 4/22 and portions of the 4/22 parallel taxiway (Phase 3)	2,544,000	1999-2002
	Relocate Smithville Road including reimbursement for land acquisition	1,899,000	1999-2002

Proposed Airport Improvement Program

Primary Airports

Airport	Project Description	Estimated Cost	Fiscal Year
Peoria Greater Peoria (Continued)	Rehabilitate and widen the runway 13/31 parallel taxiway	\$ 3,387,000	1999-2002
	Land acquisition for noise mitigation	1,500,000	1999-2002
	Construct a deicing facility	775,000	1999-2002
	Extend runway 13 500 feet to the northwest; construct a parallel taxiway; reimbursement for preparation of an environmental assessment	3,241,000	1999-2002
	Relocate the runway 31 threshold 500 feet to the southeast; construct a new parallel taxiway; relocate the approach lights and glide slope	2,435,000	1999-2002
	Construct, light and mark the runway 13/31 exit taxiway	464,000	1999-2002
	Construct the runway 4/22 exit taxiway	464,000	1999-2002
Quincy Baldwin Field	Rehabilitate a portion of runway 4/22; includes drainage work (Phase 2)	556,000	1997 and Prior
	Rehabilitate a portion of runway 4/22 ; includes drainage work (Phase 3)	206,000	1998
	Rehabilitate runway 13/31 (Phase 1)	349,000	1998
	Rehabilitate runway 13/31 (Phase 2)	1,183,000	1999-2002
	Construct, light and mark the east quadrant access taxiway and apron (Phase 2)	1,041,000	1999-2002

Proposed Airport Improvement Program

Primary Airports

Airport	Project Description	Estimated Cost	Fiscal Year
Quincy Baldwin Field (Continued)	Rehabilitate and mark runway 18/36; install a Medium Intensity Runway Lighting system	\$ 1,891,000	1999-2002
	Rehabilitate and mark the parallel taxiway to runway 18/36; install a Medium Intensity Taxiway Lighting system	416,000	1999-2002
Rockford Greater Rockford	Pave, light, mark and groove an extension to runway 7/25 and parallel taxiway including relocation of navigation aids and installation of a fence (Phase 1)	747,000	1997 and Prior
	Extend the water mains for fire protection in the northeast quadrant (state/local project)	300,000	1997 and Prior
	Construct an access road for rescue / firefighting equipment and fuel farm on the north perimeter of the airfield (state/local project)	615,000	1997 and Prior
	Pave, light, mark and groove an extension to runway 7/25 and parallel taxiway including relocation of navigation aids and installation of a fence (Phase 2)	9,253,000	1998
	Rehabilitate and mark the terminal entrance road (Phase 1) (state/local project)	340,000	1998
	Update the master plan and airport layout plan (50-50 state/local project)	200,000	1998
	Rehabilitate, mark and groove existing runway 7/25	5,835,000	1999-2002

Proposed Airport Improvement Program

Primary Airports

Airport	Project Description	Estimated Cost	Fiscal Year
Rockford Greater Rockford (Continued)	Rehabilitate, light, mark and groove runway 1/19 and widen the shoulders	\$ 6,174,000	1999-2002
	Rehabilitate and expand the electrical vault and modify the tower	788,000	1999-2002
	Rehabilitate, light and mark the west terminal apron	4,862,000	1999-2002
	Reimbursement for land acquisition (Phase 1)	1,000,000	1999-2002
Springfield Capital	Update the airport layout plan and property line map (Phase 2) (50-50 state/local project)	85,000	1997 and Prior
	Rehabilitate runway 4/22 (Phase 4)	3,085,000	1998
	Rehabilitate the terminal area auto lots (state/local project)	225,000	1998
	Construct a security/perimeter fence	446,000	1999-2002
	Rehabilitate runway 13/31 (Phase 2)	2,949,000	1999-2002
	Construct a perimeter road in the south quadrant	316,000	1999-2002
	Widen and rehabilitate taxiway A northeast of the terminal apron; remove taxiway D and construct new access taxiways	2,655,000	1999-2002
	Rehabilitate taxiway B	1,531,000	1999-2002

Proposed Airport Improvement Program

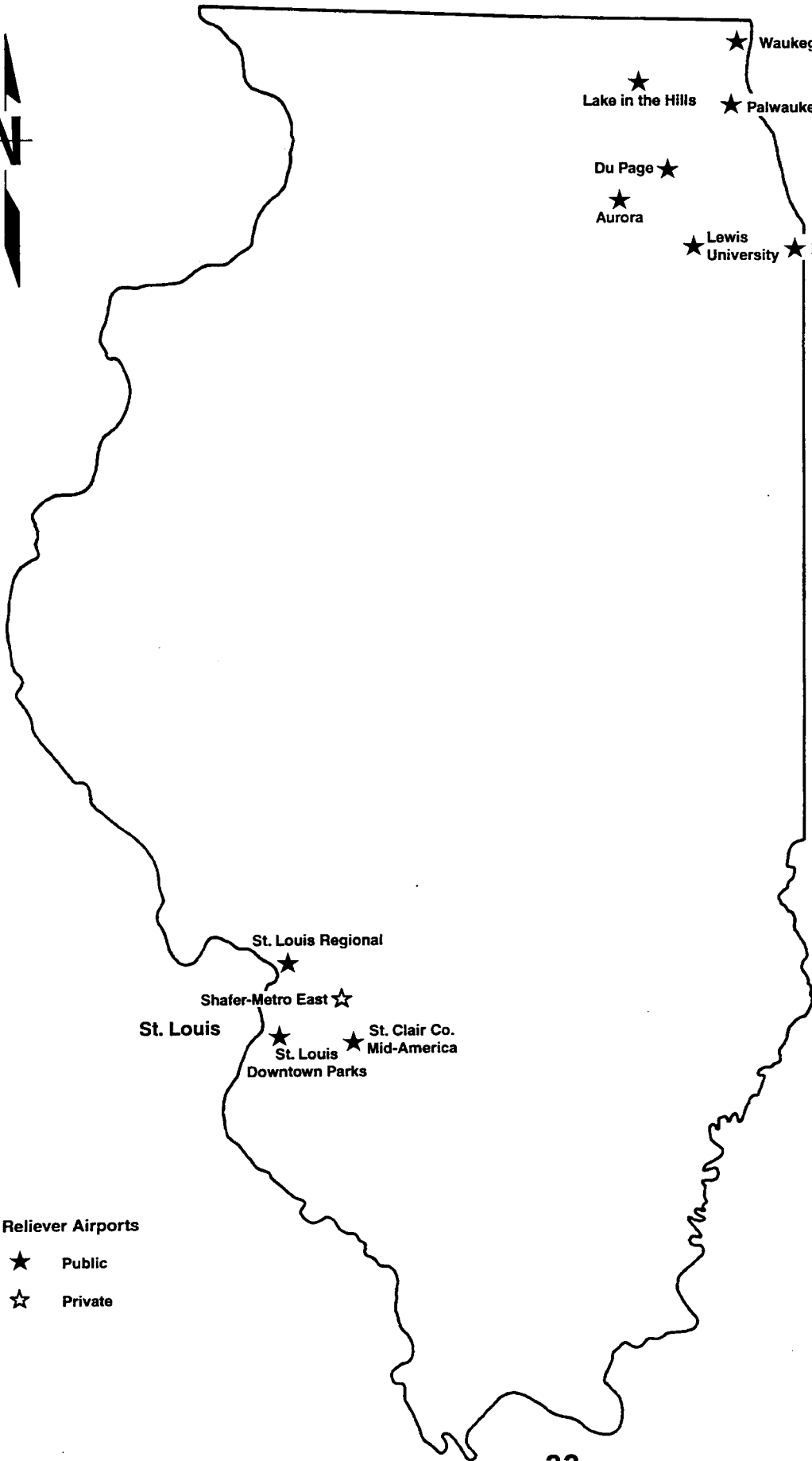
Primary Airports

<u>Airport</u>	<u>Project Description</u>	<u>Estimated Cost</u>	<u>Fiscal Year</u>
Springfield Capital (Continued)	Rehabilitate the air carrier apron	\$ 3,602,000	1999-2002
	Land acquisition for noise mitigation	1,407,000	1999-2002

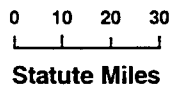
Reliever Airport Projects

Illinois Airport Location Map

February 1997



★ Waukegan
★ Lake in the Hills
★ Palwaukee
★ Du Page
★ Aurora
★ Lewis University
★ Lansing



★ St. Louis Regional
☆ Shafer-Metro East
★ St. Louis
★ St. Louis Downtown Parks
★ St. Clair Co. Mid-America

Reliever Airports

- ★ Public
- ☆ Private

Proposed Airport Improvement Program

Reliever Airports

Airport	Project Description	Estimated Cost	Fiscal Year
Aurora Aurora Municipal	Land acquisition for the construction of future runway 15/33 and the relocation of Wheeler Road (Phase 1)	\$ 2,229,000	1997 and Prior
	Land acquisition for the construction of future runway 15/33 and the relocation of Wheeler Road (Phase 2)	142,000	1998
	Construct runway 15/33; rehabilitate the runway 9/27 and 15/33 intersection	4,084,000	1999-2002
	Rehabilitate runway 9/27 and rehabilitate, mark and groove runway 9R/27L including drainage improvements	4,043,000	1999-2002
Bethalto St. Louis Regional	Noise mitigation at runway end 11	833,000	1997 and Prior
	Rehabilitate a portion of the main apron (Phase 1)	850,000	1998
	Construct T-Hangar taxiways and an entrance road and auto lot (state/local project)	556,000	1998
	Noise mitigation at runway end 11	3,333,000	1998
	Rehabilitate a portion of the main apron (Phase 2)	3,033,000	1999-2002
	Noise mitigation at runway end 11	2,122,000	1999-2002
	Widen portions of taxiways B and C and realign a portion of taxiway C	1,502,000	1999-2002

Proposed Airport Improvement Program

Reliever Airports

Airport	Project Description	Estimated Cost	Fiscal Year
Cahokia St. Louis Downtown Parks	Expand the terminal apron and parking lot; construct an entrance road (Phase 2) (state/local project)	\$ 553,000	1997 and Prior
	Rehabilitate the apron in front of the terminal building and the Midcoast Hangar	838,000	1999-2002
	Rehabilitate taxiways H and K; extend taxiways H, A and K	1,315,000	1999-2002
Lake In The Hills Lake In The Hills	Construct the west terminal area access taxiway (state/local project)	140,000	1997 and Prior
	Land acquisition for the extension of runway 8/26, the relocation of Pyott Road and an entrance road and auto lot	2,156,000	1999-2002
Lansing Lansing Municipal	Acquire land in the south quadrant for a new runway, frontal area and clearzones	1,387,000	1997 and Prior
	Construct, light and mark the north terminal area entrance road and auto lot (state/local project)	300,000	1997 and Prior
	Grading and drainage for runway 18/36, a taxiway and apron and frontal area; includes construction of drainage study improvements	2,258,000	1998
	Construct, light and mark the southwest quadrant T-Hangar access taxiways (Phase 1) (state/local project)	462,000	1998
	Pave, light and mark new runway 18/36 and the partial parallel/connecting taxiways	3,587,000	1999-2002

Proposed Airport Improvement Program

Reliever Airports

Airport	Project Description	Estimated Cost	Fiscal Year
Lansing Lansing Municipal (Continued)	Construct, light and mark the southwest quadrant general aviation apron (Phase 2)	\$ 914,000	1999-2002
	Land acquisition for drainage retention/detention	2,788,000	1999-2002
Romeoville Lewis University	Construct an auto lot in the new south apron area (state/local project)	150,000	1997 and Prior
	Land acquisition for future development of new runway 1/19 (Phase 1)	1,495,000	1998
	Install electronic navigation aids on runway 9; includes a standby generator (state/local project)	450,000	1998
	Construct, light and mark new primary runway 1/19 and a partial parallel taxiway; includes land acquisition (Phase 2)	7,947,000	1999-2002
St. Clair County Mid America Airport	Extend the existing runway and parallel taxiway	12,943,000	1999-2002
St. Jacob St. Louis Metro East	Acquisition of the airport for public ownership and use; reimbursement for preparation of an environmental assessment	1,931,000	1999-2002
	Acquire land for development of the airport	900,000	1999-2002
Waukegan Waukegan Regional	Acquire land and easements for a 20 to 1 approach to runway end 5 (Phase 1) including clearing of obstructions	586,000	1997 and Prior

Proposed Airport Improvement Program

Reliever Airports

Airport	Project Description	Estimated Cost	Fiscal Year
Waukegan Waukegan Regional (Continued)	Prepare an environmental assessment for land acquisition, the extension of runway end 5 and the relocation of Green Bay Road (50-50 state/local project)	\$ 200,000	1998
	Update the property line map (50-50 state/local project)	50,000	1998
	Land acquisition in the approach to runway 5 (Phase 2)	1,055,000	1998
	Land acquisition in the approach to runway 5 (Phase 3)	6,141,000	1999-2002
	Relocate Green Bay Road	4,863,000	1999-2002
West Chicago DuPage	Construct, light and mark the north flight center access road and auto lot (state/local project)	130,000	1997 and Prior
	Rehabilitate the government center auto lot (state/local project)	525,000	1997 and Prior
	Rehabilitate the tower road T-Hangar taxiways (state/local project)	414,000	1997 and Prior
	Rehabilitate and mark runway 10/28	1,300,000	1998
	Relocate, light and mark Kiel Road (state/local project)	352,000	1998
	Rehabilitate, light and mark the west tower road and auto lot (Phase 2) (state/local project)	1,000,000	1998

Proposed Airport Improvement Program

Reliever Airports

Airport	Project Description	Estimated Cost	Fiscal Year
West Chicago DuPage (Continued)	Update the airport layout plan and property line map (50-50 state/local project)	\$ 100,000	1998
	Rehabilitate and mark runway 15/33	841,000	1999-2002
Wheeling – Prospect Heights Palwaukee Municipal	Construct an electrical vault and install cables and a control panel for the new air traffic control tower (Phase 4) (state/local project)	813,000	1997 and Prior
	Obstruction removal at runway ends 12L and 30R (50-50 state/local project)	411,000	1998
	Construct, light and mark the north portion of the parallel and connecting taxiways for runway 16/34	2,400,000	1998
	Construct, light and mark the south portion of the parallel and connecting taxiways for runway 16/34	976,000	1999-2002
	Rehabilitate, widen, mark and groove runway 16/34 (Phase 3)	6,502,000	1999-2002

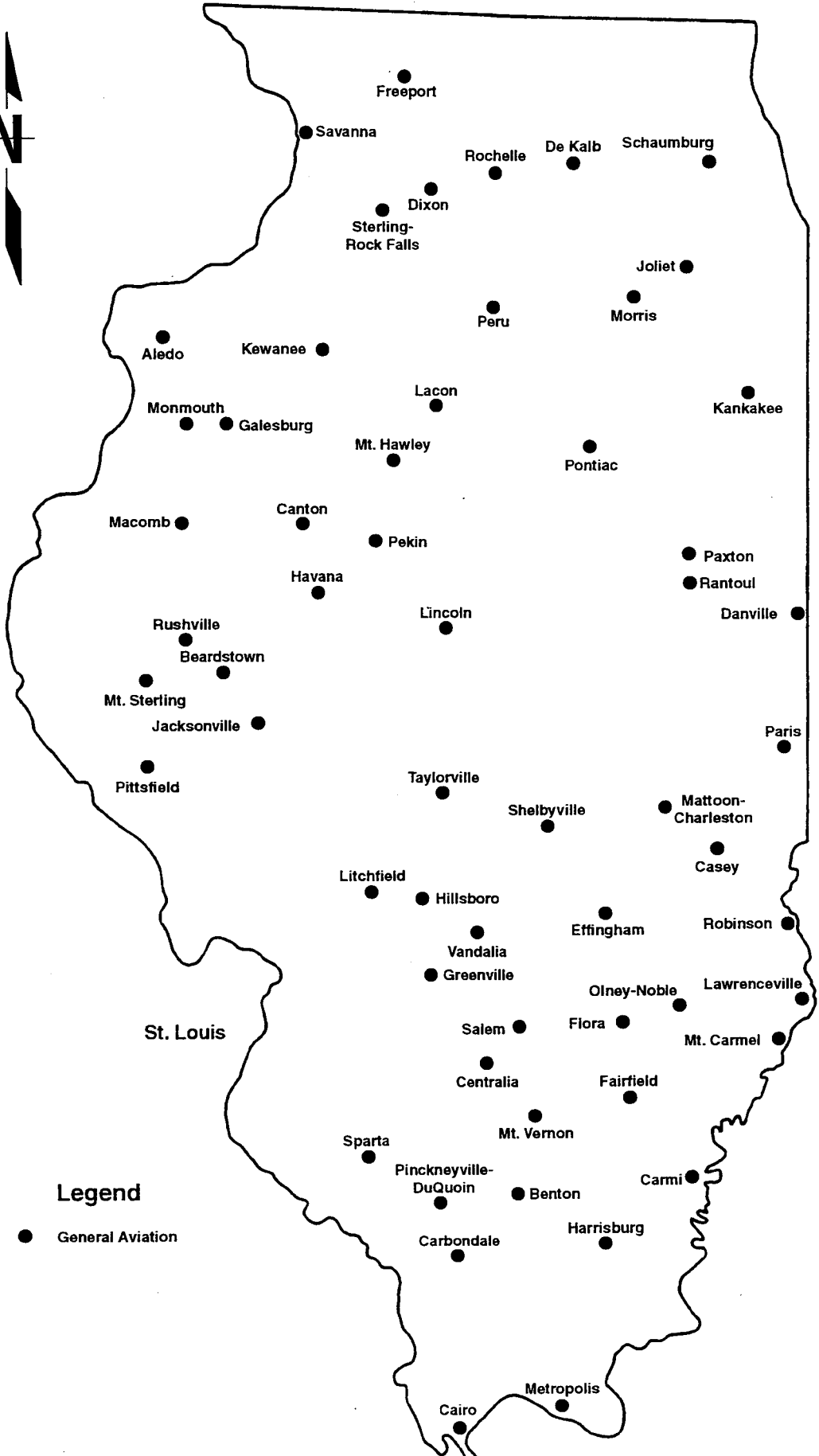
**General Aviation
Airport Projects**

Illinois Airport Location Map

February 1997



0 10 20 30
Statute Miles



Legend

● General Aviation

Proposed Airport Improvement Program

General Aviation Airports

Airport	Project Description	Estimated Cost	Fiscal Year
Beardstown Greater Beardstown	Extend, light and mark runway 18/36 and a connecting taxiway (state/local project)	\$ 175,000	1997 and Prior
	Land and easement acquisition for runway protection zones at runway end 18 (state/local project)	20,000	1997 and Prior
	Rehabilitate and mark runway 18/36	437,000	1999-2002
Cairo Cairo Municipal	Install Runway End Identifier Lights and Precision Approach Path Indicator systems on runway 14 (state/local project)	100,000	1997 and Prior
	Rehabilitate and mark runway 14/32	700,000	1998
	Rehabilitate the T-Hangar taxiways (state/local project)	25,000	1998
Canton Ingersoll	Construct T-Hangar access taxiways (state/local project)	61,000	1998
	Install new edge lighting on runway 9/27 and Runway End Identifier Lights on runway end 36	91,000	1999-2002
	Rehabilitate runway 18/36	265,000	1999-2002
Carbondale Southern Illinois	Rehabilitate taxiway A (Phase 1) and connecting taxiways, construct a holdbay, rehabilitate lighting and mark; reimbursement for preparation of an airport layout plan	1,580,000	1997 and Prior
	Rehabilitate taxiway A (Phase 2) and connecting taxiways, construct a holdbay, rehabilitate lighting and mark	1,764,000	1998

Proposed Airport Improvement Program

General Aviation Airports

Airport	Project Description	Estimated Cost	Fiscal Year
Carbondale Southern Illinois (Continued)	Rehabilitate auto lot D, construct auto lot E, and replace a gate (state/local project)	\$ 318,000	1998
Carmi Carmi Municipal	Install and replace the frontal area fence and gates (state/local project)	65,000	1997 and Prior
	Rehabilitate the T-Hangar area (state/local project)	127,000	1998
Casey Casey Municipal	Rehabilitate the access taxiways in the T-Hangar area (state/local project)	67,000	1997 and Prior
	Expand the existing apron (state/local project)	91,000	1997 and Prior
	Rehabilitate the access taxiways in the west T-Hangar area (state/local project)	50,000	1998
Centralia Centralia Municipal	Rehabilitate and mark the parallel taxiway to runway 18/36 (south portion); remove the abandoned taxiway	240,000	1998
	Expand the auto lots (state/local project)	146,000	1998
	Rehabilitate and mark the parallel taxiway to runway 18/36 (north portion)	169,000	1999-2002
Danville Vermilion County	Site development for a snow removal equipment storage building (state/local project)	80,000	1997 and Prior
	Install a security fence (state/local project)	184,000	1998
De Kalb De Kalb Taylor	Construct, light and mark runway 2/20; reimbursement for land acquisition	2,896,000	1997 and Prior

Proposed Airport Improvement Program

General Aviation Airports

Airport	Project Description	Estimated Cost	Fiscal Year
De Kalb De Kalb Taylor (Continued)	Pave a partial parallel taxiway to runway end 20	\$ 475,000	1998
Greenville Greenville	Expand the apron in the T-Hangar area (state/local project)	226,000	1998
Harrisburg Harrisburg-Raleigh	Easement acquisition for a clearzone for runway end 14 (state/local project)	35,000	1998
Jacksonville Jacksonville Municipal	Rehabilitate a portion of the apron (state/local project)	71,000	1998
Joliet Joliet Park District	Rehabilitate the apron in front of the main hangar	200,000	1997 and Prior
Kankakee Greater Kankakee	Install a security/perimeter fence (state/local project)	100,000	1998
	Rehabilitate lighting for runway 4/22, taxiways and the Runway End Identifier Lights and windcones; replace the Precision Approach Path Indicator including vault work	183,000	1999-2002
	Rehabilitate and mark the parallel taxiway to runway 4/22	1,059,000	1999-2002
Lacon Marshall County	Construct, light and mark an entrance road, auto lot and a T-Hangar and access taxiway including drainage; install fencing (state/local project)	207,000	1998
Litchfield Litchfield Municipal	Land acquisition for a future north/south runway (Phase 1); reimbursement for preparation of an environmental assessment (state/local project)	663,000	1997 and Prior

Proposed Airport Improvement Program

General Aviation Airports

Airport	Project Description	Estimated Cost	Fiscal Year
Litchfield Litchfield Municipal (Continued)	Land acquisition for a future north/south runway (Phase 2) (state/local project)	\$ 437,000	1998
Macomb Macomb Municipal	Construct, light and mark a partial parallel taxiway to runway end 27 (Phase 2) (state/local project)	413,000	1998
Mattoon – Charleston Coles Co. Memorial	Acquire easements for approach protection (50-50 state/local project)	40,000	1998
	Rehabilitate the pavement around the northeast T-Hangar (Phase 2) (state/local project)	258,000	1998
Metropolis Metropolis Municipal	Construct, light and mark T-Hangar access paving; (state/local project)	144,000	1997 and Prior
Monmouth Monmouth Municipal	Rehabilitate the apron and access taxiway	57,000	1999-2002
Morris Washburn Field	Construct an extension to the existing box culvert	498,000	1998
	Construct the runway 18/36 parallel taxiway	390,000	1999-2002
Mt. Carmel Mt. Carmel Municipal	Construct drainage improvements on the northeast side of the airport; construct a new entrance road (Phase 1)	394,000	1997 and Prior
	Construct levees, a pumping station and other drainage improvements	734,000	1998

Proposed Airport Improvement Program

General Aviation Airports

Airport	Project Description	Estimated Cost	Fiscal Year
Mt. Carmel Mt. Carmel Municipal (Continued)	Construct, light and mark an auto lot and entrance road; expand the terminal area apron (state/local project)	\$ 255,000	1998
	Install new Medium Intensity Runway Lighting on runway 4/22 and an Omni-directional Approach Lighting system on runway end 22; includes a new vault, vault equipment and associated electrical work	164,000	1999-2002
Mt. Sterling Mt. Sterling Municipal	Construct additional T-Hangar access taxiways (state/local project)	94,000	1997 and Prior
Mt. Vernon Outland	Clear obstructions at runway end 23 and prepare a wetland study	33,000	1997 and Prior
	Rehabilitate a portion of the air carrier apron (Phase 1) (state/local project)	600,000	1998
Olney Olney-Noble	Rehabilitate the T-Hangar access taxiways (Phase 1) (state/local project)	70,000	1997 and Prior
Peoria Mt. Hawley Auxiliary	Prepare an environmental assessment for the extension of runway 17/35 (50-50 state/local project)	6,000	1997 and Prior
	Easement acquisition for a protection zone at runway end 17	168,000	1998
	Rehabilitate the south apron	298,000	1999-2002
Peru Illinois Valley	Land acquisition for construction of T-Hangars (state/local project)	71,000	1997 and Prior
	Expand the T-Hangar apron (state/local project)	265,000	1998

Proposed Airport Improvement Program

General Aviation Airports

Airport	Project Description	Estimated Cost	Fiscal Year
Peru Illinois Valley (Continued)	Rehabilitate runway 18/36 and the connecting taxiway	\$ 1,331,000	1999-2002
Pinckneyville – Duquoin Perry County	Rehabilitate and mark runway 18/36 and a connecting taxiway	357,000	1997 and Prior
	Construct a T-Hangar access taxiway (state/local project)	25,000	1998
	Rehabilitate a Medium Intensity Runway Lighting system (pilot controlled) on runway 18/36 and relocate a beacon	175,000	1999-2002
	Rehabilitate and mark the apron	151,000	1999-2002
Pittsfield Penstone	Install a nondirectional beacon (state/local project)	60,000	1997 and Prior
	Install an Automated Weather Observation System (state/local project)	100,000	1997 and Prior
	Acquire land to establish a clearzone for the extension of runway 13/31	60,000	1997 and Prior
	Extend, light and mark runway 13/31; relocate a road; upgrade the Visual Approach Slope Indicator	511,000	1998
Pontiac Pontiac Municipal	Install a perimeter fence along part of the south property line (state/local project)	38,000	1997 and Prior
	Install Visual Approach Descent Indicators at both ends of runway 6/24 (state/local project)	66,000	1997 and Prior

Proposed Airport Improvement Program

General Aviation Airports

Airport	Project Description	Estimated Cost	Fiscal Year
Pontiac Pontiac Municipal (Continued)	Construct T-Hangar taxiways (Phase 2) (state/local project)	\$ 105,000	1998
Rantoul National Aviation Center	Rehabilitate and mark the west portion of the general aviation apron (state/local project)	300,000	1997 and Prior
	Rehabilitate and mark a taxiway to Hangar 2 (state/local project)	130,000	1997 and Prior
	Site development work for new T-Hangars (state/local project)	210,000	1998
Robinson Robinson Municipal	Rehabilitate, light and mark runway 9/27	1,322,000	1999-2002
Salem Leckrone Field	Install an Automated Weather Observation System (state/local project)	100,000	1997 and Prior
	Rehabilitate and strengthen taxiway 2 and the terminal apron; install a drainage inlet	101,000	1999-2002
Savanna Tri-Township	Bury a power line along Route 84 (state/local project)	27,000	1997 and Prior
Schaumburg Schaumburg Regional	Site development work for access taxiways in the T-Hangar area (state/local project)	650,000	1998
	Construct, light and mark the terminal area apron (Phase 2b); reimbursement for preparation of an environmental assessment	1,532,000	1999-2002
Shelbyville Shelby County	Rehabilitate the entrance road and auto lot (state/local project)	88,000	1998

Proposed Airport Improvement Program

General Aviation Airports

<u>Airport</u>	<u>Project Description</u>	<u>Estimated Cost</u>	<u>Fiscal Year</u>
Shelbyville Shelby County (Continued)	Install Medium Intensity Taxiway Lighting on the runway 18/36 partial parallel taxiway; install apron lights	\$ 140,000	1999-2002
Sparta Sparta Community	Construct a helicopter pad for the fueling area (state/local project)	20,000	1997 and Prior
Sterling – Rock Falls Whiteside County	Rehabilitate, expand, light and mark the west apron; remove a fuel tank	662,000	1999-2002
Vandalia Vandalia Municipal	Apply a porous friction course and mark runway 9/27	196,000	1999-2002