

GREATER EGYPT RURAL FREIGHT STUDY

FRANKLIN, JACKSON, JEFFERSON, PERRY AND
WILLIAMSON COUNTIES



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PREPARED BY:
GREATER EGYPT REGIONAL PLANNING
AND DEVELOPMENT COMMISSION

Table of Contents

- Introduction..... 1**
 - A. Study Area 1

- Study Purpose and Need..... 2**
 - A. Study Purpose 2
 - B. Previous Studies..... 2

- Regional Freight Network 2**
 - A. Class I Truck Routes 2
 - B. Class II Truck Routes 3
 - C. Class III Truck Routes 4
 - D. Railroads 5
 - E. Rail Transload and Facilities with Direct Rail Connection 6
 - F. Barge Loading Facilities..... 8

- Freight Network Analysis 9**
 - A. Highway Structures 9
 - B. Highway Capacity Issues 11
 - C. Highway Geometric Issues 14

- Recommended Improvements 20**
 - A. Highway Structures 20
 - B. Highway Capacity and Connectivity Improvements 21
 - C. Highway Geometric Improvements 23
 - D. Rail Related Improvements..... 23
 - E. Port Related Improvements..... 24

SUMMARY OF EXHIBITS

EXHIBIT 1	Study Area
EXHIBIT 2	Class I Truck Routes
EXHIBIT 3	Class II Truck Routes
EXHIBIT 4	Local Truck Routes
EXHIBIT 5	Railroads
EXHIBIT 6	Port Facilities
EXHIBIT 7	Identified Roadway Deficiencies

INTRODUCTION

A. Study Area

The Study Area consists of the five counties in Southern Illinois which comprise the area served by the Greater Egypt Regional Planning and Development Commission as shown in Figure 1 below.

Study Area - Greater Egypt

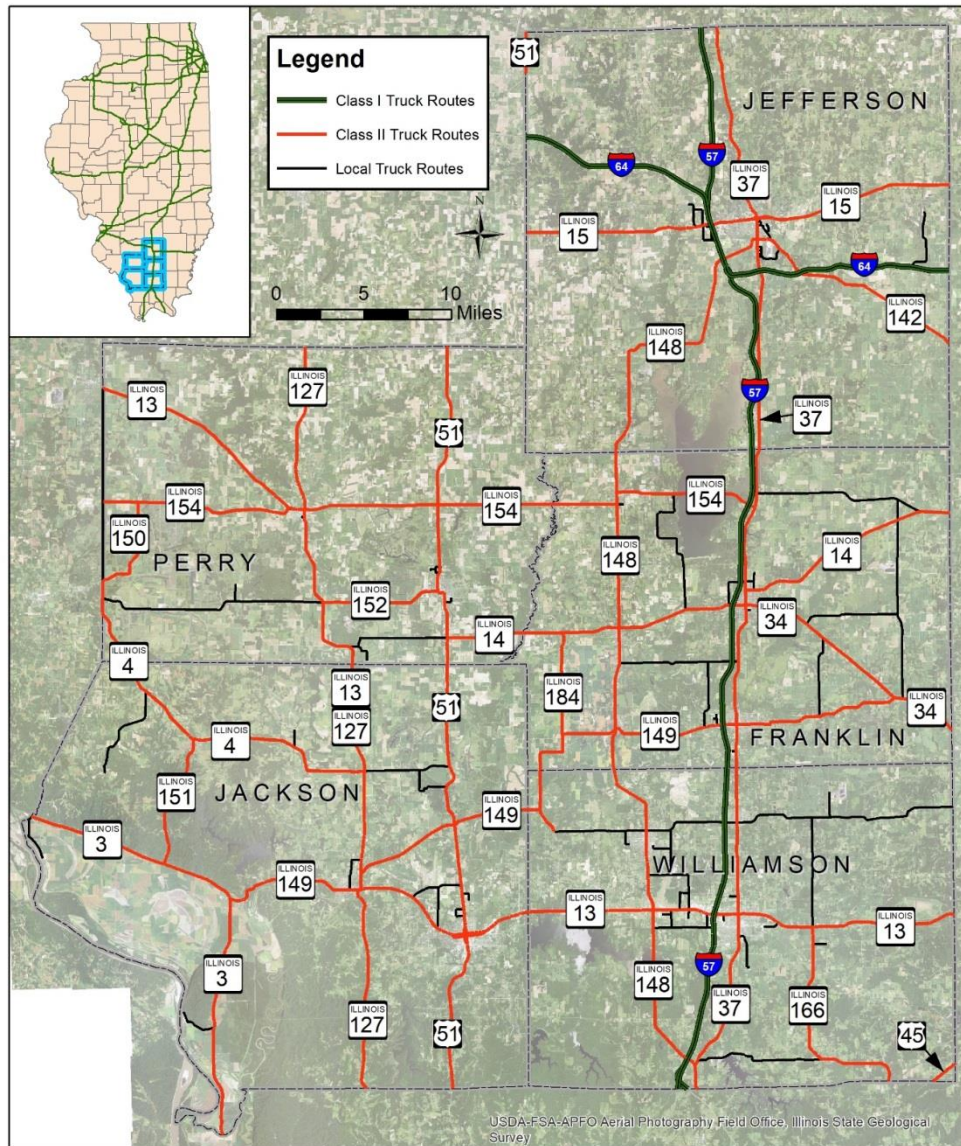


Figure 1

B. Class II Truck Routes

Class II Truck Routes in the Study Area consist of the marked State Routes in the region as shown in **Figure 2**. In the rural areas, these routes are primarily two lane facilities, the only notable exception being IL 13, which is four lane (six lane from Marion to Carterville) from the IL 13/127 intersection eastward through Jackson and Williamson County. Several other routes are five lane (four lanes with a center turn lane) within the urban areas of the larger communities.

As shown in **Figure 3**, both north/south and east/west Class II Truck Routes are well distributed throughout the Greater Egypt Region. The Class II routes collect and distribute freight traffic to the interstate system. In western Jackson and Perry Counties, some freight traffic is distributed to ports on the Mississippi River via IL 3 and the local roadway system.

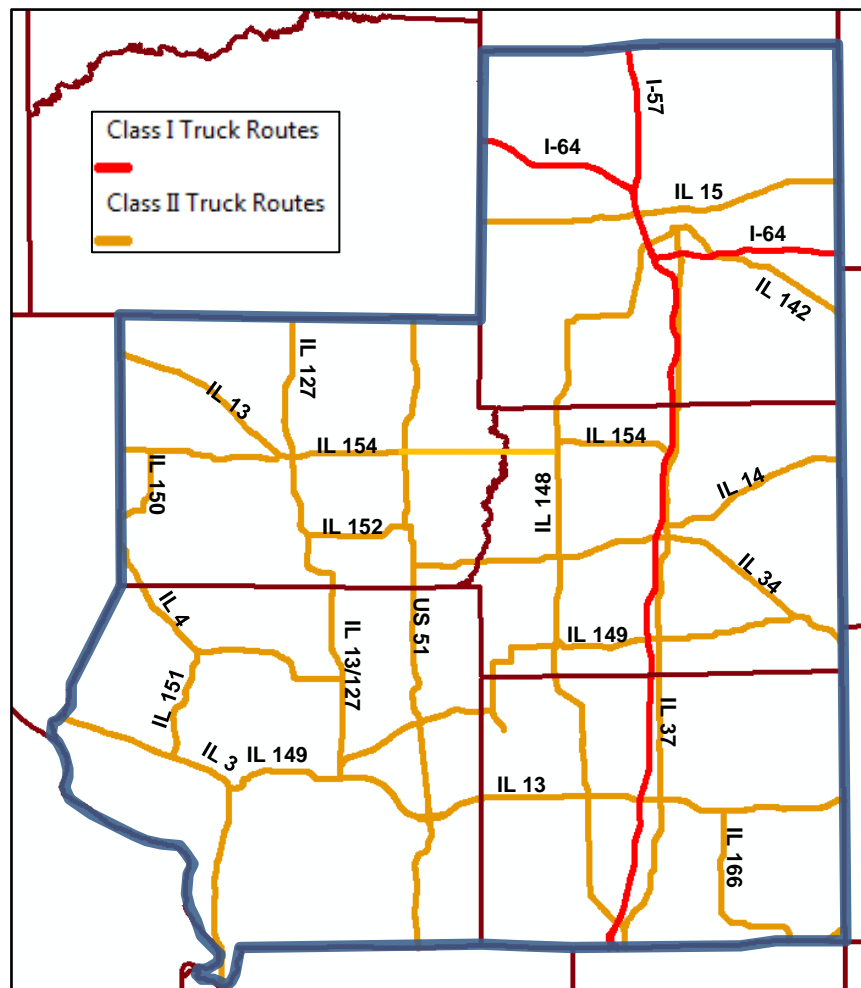


Figure 3

C. Class III Truck Routes

In 2017, the Illinois Vehicle Code was revised to describe all roads in Illinois as satisfying the criteria for Class III truck routes. This action effectively eliminated the Class III designation. Nonetheless, important local truck routes do exist and these routes provide critical “last mile” connections to many freight dependent entities in the region. For the purpose of this study these routes are referred to as “Local Truck Routes”. These routes were identified by the local stakeholders and include all of the former “Class III” truck routes. The “Local Truck Routes” are depicted in **Figure 4**. A more detailed map is included as **EXHIBIT 4**. An online inventory of these routes can be viewed at this link: [Greater Egypt Freight Study Data](#)

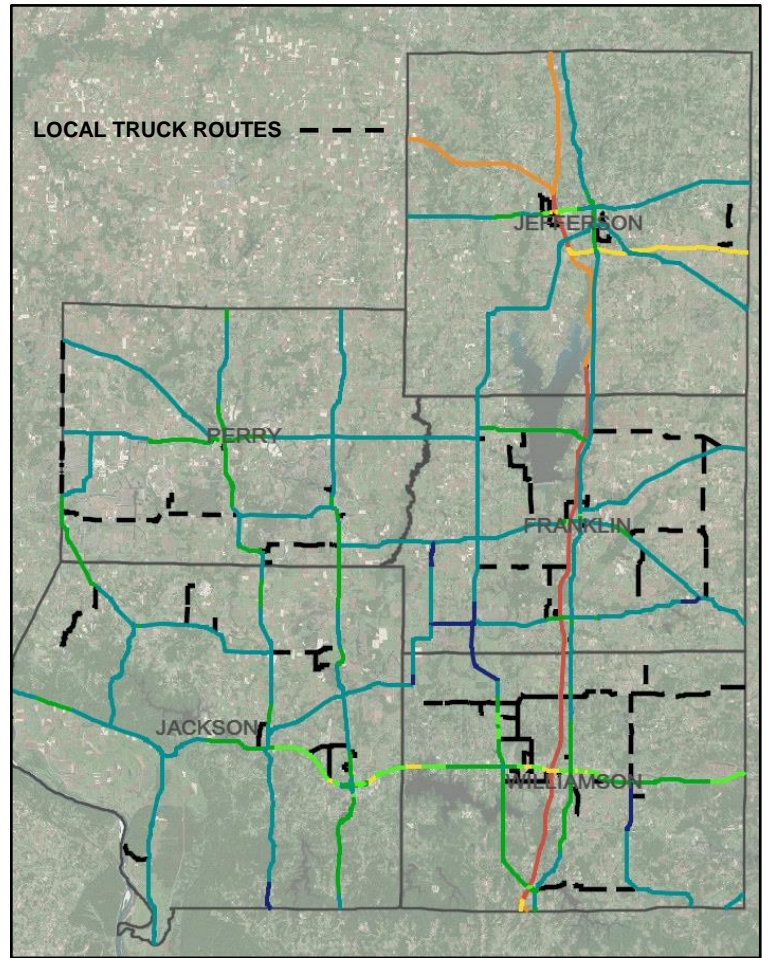


Figure 4

D. Railroads

There are five Railroad companies with Class I rail lines in the Greater Egypt Region. These are: Burlington Northern Santa Fe (BNSF), Canadian National (CN), Union Pacific (UP), Evansville Western (EVWR) and Norfolk Southern (NS). The Crab Orchard and Egyptian Railroad (COER) operates short Class III rail segments in Marion and Herrin. These railroads are shown in **Figure 5** below.

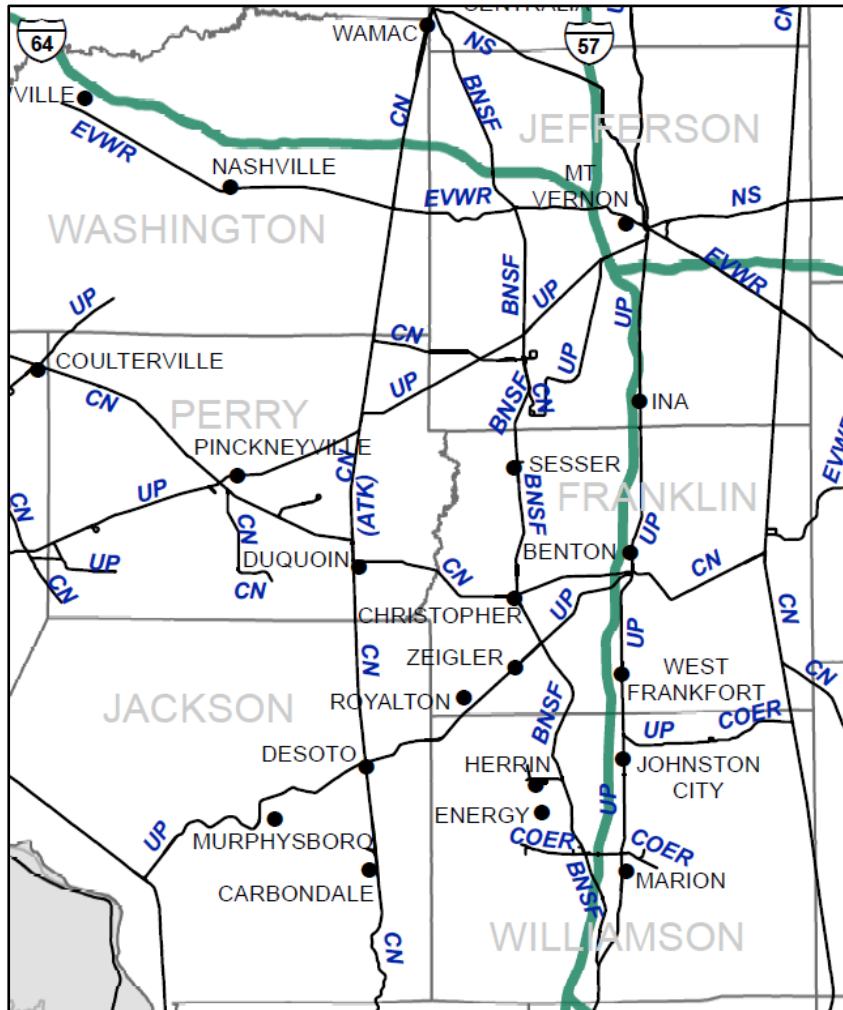


Figure 5

E. RAIL TRANSLOAD & FACILITIES WITH DIRECT RAIL CONNECTION

There are at least 21 facilities in the Greater Egypt Region with direct access to railroads. A brief description of each is listed below. An online map inventory of these facilities can be viewed at this link: [Greater Egypt Freight Study Data](#)

Franklin County:

- a. Consolidated Grain and Barge - Benton
 - Grain Elevator
 - Served by Canadian National
- b. Sugar Camp Energy Mine - eastern Franklin County
 - Direct load from mine to railcars
 - Served by Canadian National & Evansville Western

Jackson County:

- a. Cora Coal Terminal - western Jackson County
 - Rail to Barge on the Mississippi River
 - Served by Union Pacific

Jefferson County:

- a. Bridgewell Resources - Bluford
 - Distributes utility poles and railroad ties
 - Served by Canadian National
- b. Papertown AG services - Jefferson County
 - Grain Elevator
 - Served by Canadian National
- c. National Railway Equipment – Mt Vernon
 - Locomotive manufacturer and rebuilder
 - Served by Union Pacific, Norfolk Southern & Evansville Western
- d. Milano Metals & Recycling – Mt Vernon
 - Metal Recycling
 - Served by Union Pacific, Norfolk Southern & Evansville Western
- e. SCI Box – Mt Vernon

- Box and pallet manufacturer
 - Served by Evansville Western
- f. General Tire Company – Mt Vernon
- Tire manufacturer
 - Served by Union Pacific
- g. Gateway FS – Waltonville
- Grain Elevator
 - Served by Burlington Northern Santa Fe
- h. Mt Vernon Elevator Company – Mt Vernon
- Grain Elevator
 - Served by Union Pacific

Perry County:

- a. General Cable - DuQuoin
- Cable manufacturing
 - Served by Canadian National
- b. Consolidated Grain & Barge – Pinckneyville
- Grain Elevator
 - Served by Canadian National
- c. Midwest Transload – western Perry County
- Trucking company
 - Served by Union Pacific and Canadian National
- d. Southern Illinois Motor Express
- Trucking Company
 - Served by Union Pacific and Canadian National

Williamson County:

- a. Warren Oil Company
- Petroleum products distribution
 - Served by CO&E (connections to BNSF & UP)
- b. Crab Orchard & Egyptian Railroad – Marion
- Transload facilities & Railcar repair
 - Served by BNSF & UP
- c. Crisp Container Corporation – Marion
- Bottle manufacturer

- Served by CO&E (connections to BNSF & UP)
- d. Cimco Recycling
 - Metals recycling
 - Served by CO&E (connections to BNSF & UP)
 - e. Maytag Plant (closed)
 - Manufacturing
 - Served by CO&E (connections to BNSF & UP)
 - f. NEI Industries
 - Manufactures Tri-calcium phosphate
 - Served by CO&E (connections to BNSF & UP)

F. PORT FACILITIES

Port facilities are limited to Jackson County as no other county has access to navigable waters. The following facilities are located along the Mississippi River in Jackson County. An online map inventory of these facilities can be viewed at this link: [Greater Egypt Freight Study Data](#)

- a. Cora Coal Terminal
 - Truck and Rail transfer to barges
 - Served by Union Pacific Railroad
- b. Gavilion Grain (Cora)
 - Grain Elevator (transfer to barge)
 - Truck access only
- c. Bunge Grain (Grand Tower)
 - Grain Elevator
 - Truck access only
- d. Grand Tower Energy Center
 - Receives Coal shipments by barge

FREIGHT NETWORK ANALYSIS

This report will analyze the adequacy and need for improvements of each sector (highways, rail and barge) of the regional freight system. Improvements fully contained within privately owned facilities (such as rail lines or grain elevators) will not be considered. Additionally, maintenance improvements of existing facilities will not be evaluated.

A. HIGHWAY STRUCTURES:

a. Class I Truck Route Structures

Vertical Clearance:

There are no structures with substandard vertical clearance on Class I Truck Routes (Interstate 57 or 64) within the Greater Egypt Region.

Load Postings:

There are no load posted structures on Class I Truck Routes (Interstate 57 or 64) within the Greater Egypt Region.

b. Class II Truck Route Structures

Vertical Clearance:

There are 5 structures on the Class II Truck Routes (Marked State Highways) that have deficient vertical Clearance (see **Table 1**).

Struct. Number	AADT	HCV	FEATURE CARRIED	FEATURE CROSSED	LOCATION	COUNTY	Min. Clearance	Truck Rte Class
073-9900	5150	550	ICG RR	ILL 13-127	SCL PINCKNEYVILLE	PERRY	14'-01"	Class II
073-9905	6200	675	ICG RR	ILL 13-154	PINCKNEYVILLE	PERRY	14'-00"	Class II
028-9903	2050	260	ICG RR	ILL 14	4 MI W. HAMILTON	FRANKLIN	15'-05"	Class II
041-9900	3300	250	IC RR	IL 148	1 MI S WALTONVILLE	JEFFERSON	14'-02"	Class II
039-9909	4000	615	MO PAC RR	ILL 149	WCL OF MURPHYSBORO	JACKSON	15'-03"	Class II

Table 1

All of these structures can accommodate freight that does not exceed the maximum legal height of 13'-6". Permit loads exceeding this height must be rerouted. One business that is impacted by these deficiencies is Contempri Homes in Pinckneyville as their manufactured homes are generally permit loads and they are impacted by the nearby low clearance structures on IL 13/154 and on IL 13/127.

Load Postings:

There are 15 structures on the Class II Truck Routes that are posted for Legal Loads only (see **Table 2**). The primary impact of these postings involves impacts to overweight permit loads.

Structure Number	AADT	HCV	Feature Carried	Feature Crossed	Location	Posting Level	COUNTY	Truck Rte Class
073-0033	6100	435	US 51-FAP322	CHSTNT-ICG-OAK-ALLEY	DUQUOIN	L	PERRY	Class II
073-7005	3350	3350	US 51	CREEK	MILEPOST 9.8	L	PERRY	Class II
073-0002	2350	250	US 51	COLLIER CREEK	N OF NCL TAMAROA	L	PERRY	Class II
073-7010	1950	290	US 51	CREEK	MILEPOST 16.5	L	PERRY	Class II
100-2002	5950	600	ILL 37	STREAM S OF MARION	1 MI S OF MARION	L	WILLIAMSON	Class II
028-7003	5500	210	ILL 148	DITCH	MILEPOST 6.5	L	FRANKLIN	Class II
041-0093	3550	280	FAS-2869 (ILL-37)	STREAM	N PART INA	L	JEFFERSON	Class II
041-0036	3550	280	FAS-2869 (ILL-37)	ATCHISON CREEK	8 MI S ILL-148	L	JEFFERSON	Class II
041-0035	3850	430	FAS-2869 (ILL-37)	STREAM	5.2 MI S ILL-148	L	JEFFERSON	Class II
041-0031	5650	725	FAP-724 (ILL-37)	STREAM	1.5 MI S ILL-148	L	JEFFERSON	Class II
039-2015	2250	405	ILL 3	TALBOTT HOLLOW	1.1M NW OF ILL 151	L	JACKSON	Class II
039-2014	2250	405	ILL 3	DRAINAGE DITCH	0.1M SE OF RADDLE RD	L	JACKSON	Class II
039-2013	2300	425	ILL 3	STREAM	1.8M E RANDOLPH CL	L	JACKSON	Class II
039-7061	5550	425	US 51	CREEK	MILEPOST 20.3	L	JACKSON	Class II
039-0002	7300	650	US 51	STREAM IN ELKVILLE	N OF SCL ELKVILLE	L	JACKSON	Class II

Table 2

c. Local Truck Route Structures

Vertical Clearance:

There are 4 structures on the Local Truck Route network that have deficient vertical clearance (see **Table 3**).

Struct. Number	AADT	HCV	FEATURE CARRIED	FEATURE CROSSED	LOCATION	COUNTY	Min. Clearance	Truck Rte Class
100-9903	500		ICG R.R.	Corinth Road	1 MI. W. SALINE CO.	WILLIAMSON	12'-11"	Local
028-9906	1200		ICG RR	Thompsonville Rd	5.15 MI. S. ILL 14	FRANKLIN	15'-02"	Local
028-9905	1200		ICG RR	Thompsonville Rd	5.07 MI S ILL 14	FRANKLIN	13'-05"	Local
041-9903	450		ICG RR	Lynchberg Rd	2.5 MI S BLUFORD	JEFFERSON	11'-08"	Local

Table 3

Three of these are less than 13'-6" and thus cannot accommodate freight that is within the standard legal dimensions. The structure on Lynchberg Road in Jefferson County significantly impacts Bluford Grain and Bridgewell Resources (utility pole distribution) requiring them to reroute traffic northward to IL 15.

Load Postings:

There are 2 structures on the Local Truck Route network that are posted for Legal Loads only (see **Table 4**). The primary impact of these postings involves impacts to overweight permit loads.

Structure Number	AADT	HCV	Feature Carried	Feature Crossed	Location	Posting Level	COUNTY	Truck Rte Class
073-3005	1650		CO HWY 4	LITTLE GALUM CREEK	4 MI W OF ILL 13	L	PERRY	Local
039-3008	1550		FAS 918 CH18	GLENNS CREEK	S LINE SEC 34-7-2	L	JACKSON	Local

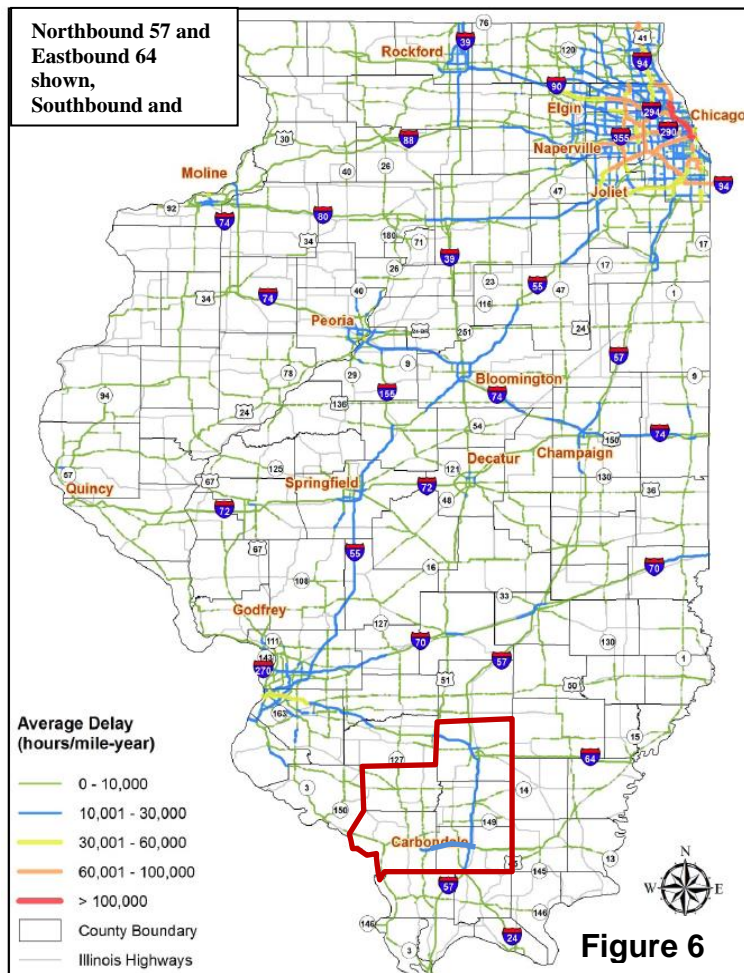
Table 4

B. CAPACITY ISSUES:

a. Class I Truck Routes

I-57 in the Study Area is approaching capacity for a four lane facility throughout Williamson and Franklin County with AADT exceeding 40,000 vpd and truck volumes up to 12,000 vpd. Similar volumes exist in Jefferson County south of the I-57/64 convergence.

Figure 3-1: Average Truck Delay, Northbound and Eastbound



The combined section of 57/64 at Mt Vernon has even higher traffic with AADT of 43,000 vpd and truck volumes of 13,750 vpd. I-64 west of I-57 also has relatively heavy traffic and truck volumes (25,700 and 6,425 ADT respectively).

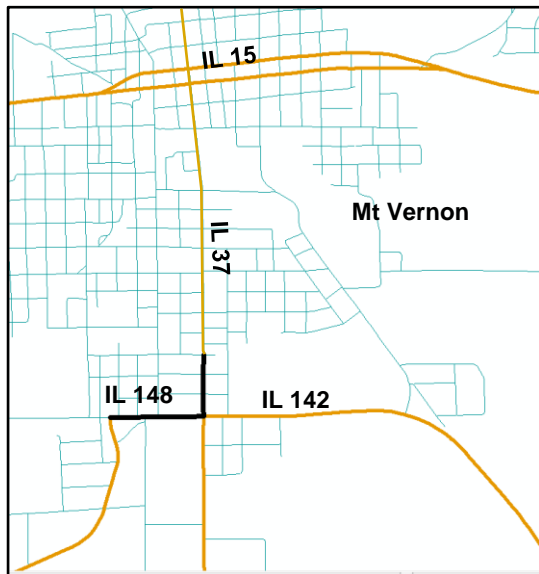
The Illinois Freight Plan has identified Truck Bottlenecks statewide (see **Figure 6**) and almost all of I-57 in the study area is shown as having delays due to recurring congestion. The only noncongested section is north of the 57/64 convergence in northern Jefferson County. I-64 west of I-57 is also identified as a bottleneck.

IDOT is actively working to expand I-57 to 6 lanes between the I-24 and I-64 convergences. This expansion has been completed on the combined section of I-57/64 at Mt Vernon and from Marion to Johnston City. IDOT also has TIGER grant funding to extend the 6 lane expansion from Johnston City to near West Frankfort.

b. Class II Truck Routes

As previously stated, the Class II network consists of the marked state highways. This network consists primarily of two lane rural highways most of which have adequate capacity for current and projected traffic volumes.

Locations where capacity issues are beginning to develop are facilities with two through lanes and an ADT greater than 10,000 vpd. These locations are shown in **Figures 7** through **12**. In addition to these two lane facilities, IL 13 between Carbondale and Marion (four or six lane expressway) and IL 15 (5 lane) in Mt Vernon have been identified as a bottlenecks in the Illinois Freight Plan (see **Figure 12**).



In Mt Vernon, a short two lane section of IL37 north of the IL intersection with IL 142 & 148 has an ADT of 10,100 with a truck ADT of 540. The short three lane section of IL 148 west of the intersection has an ADT of 11,900 with a truck ADT of 630 (see **Figure 7**).

Figure 7

In Benton, the Three lane section of IL 14 between IL 37 and I-57 has an ADT of 12,100 with a truck ADT of 460 (see **Figure 8**). In addition, congestion occurs around the town square due to the concentration of on street parking, pedestrians, high ADT and truck traffic.

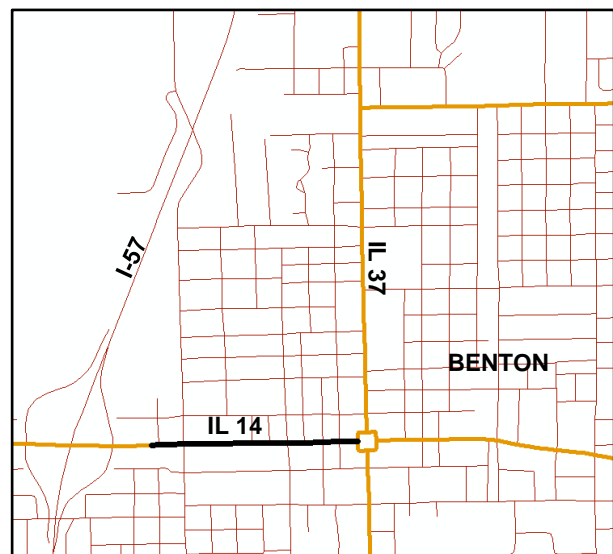
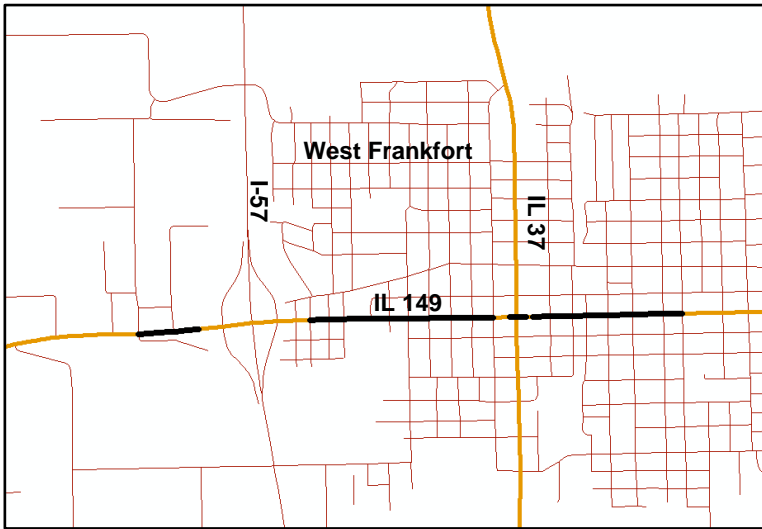


Figure 8



In West Frankfort, most of the three lane section of IL 149 (Main Street), from west of I-57 to east of IL 37, has an ADT of up to 13,400 with a truck ADT of up to 855 (see **Figure 9**)

Figure 9

In Marion, the 3-lane section of IL 37 from Main Street to IL 13 has an ADT of up to 11,400 and a truck ADT of up to 700 (see **Figure 10**).

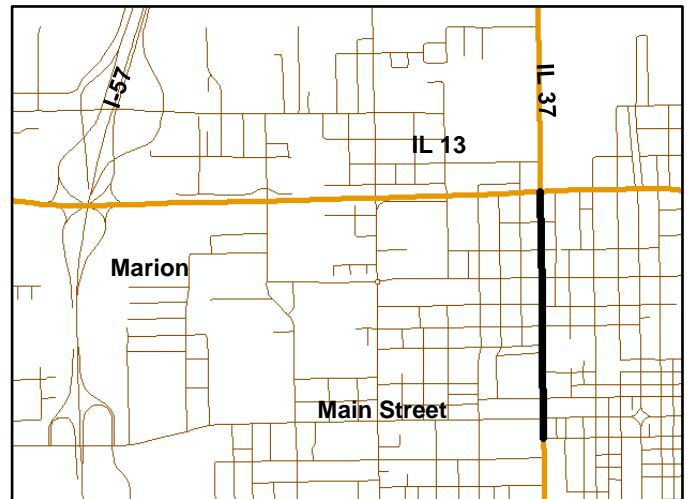
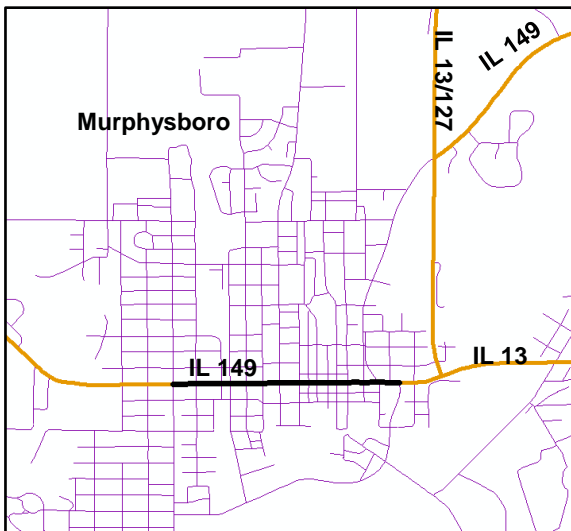


Figure 10



The 3-lane section of IL 149 through downtown Murphysboro has an ADT of up to 11,500 and a truck ADT of up to 775 (see **Figure 11**).

Figure 11



Figure 12

The Illinois Freight Plan identifies the 5-lane section of IL 15 in Mt Vernon from IL 37 to Wells Bypass and IL 13 from IL 37 to Carbondale (see **Figure 12**) as having delays due to recurring congestion.

IDOT is actively expanding IL 13 to 6-lanes in this corridor with expansion from IL 37 to Carterville now complete. Completion of the expansion from Carterville to Carbondale is a long range goal for IDOT.

c. Local Truck Routes

No capacity deficiencies were identified on the Local Truck Routes.

C. Geometric Deficiencies

a. Class I Truck Routes

The Interstate system was originally designed and constructed to a high standard so geometric deficiencies that would affect freight movement are rare and generally minor. The identified deficiencies are limited to freeway entrance and exit ramps and are listed below:

I-57/IL 148 interchange – both exit ramps have deficient horizontal curvature and are signed at 25mph.

I-57/IL 149 Interchange – There is occasional tracking of semi-trailers over the existing curb lines.

I-57/IL 14 Interchange – There is occasional tracking of semi-trailers over the existing curb lines.

b. Class II Truck Routes

The marked State Route system in the study area have been improved over the years to a relatively high standard and geometric deficiencies on the system are not widespread. Geometric deficiencies that affect freight movement on this system primarily occur at intersections, especially congested urban intersections such as town squares. A listing of these locations follows below:

FRANKLIN COUNTY

Town Square in Benton - The existing paved width around the square generally provides sufficient room for trucks to maneuver. Nevertheless, large trucks negotiating between dense angled parking on both sides of the roadway is not an ideal situation for truck traffic or local traffic and pedestrians.

IL 37/IL 14 Intersection in Benton – The existing radii are deficient and there is frequent tracking over the curb lines by trucks.

JACKSON COUNTY

IL 127 (5th St) and IL 127 (Bridge Street) Intersection in Murphysboro - The radius in the northeast quadrant is deficient and trucks are tracking over the curb line.

IL 127/Old IL 13 Intersection East of Murphysboro – The radius in the southwest quadrant is deficient and trucks are tracking over the curb line.

IL 13 & US 51 traffic couple intersections – The existing radii are deficient. The problem is mitigated to some extent due to signalization and the extra space provided by additional through lanes.

US 51 & IL 149 – Existing radii are deficient.

JEFFERSON COUNTY

IL 37/IL 15 (Eastbound) – The existing radii are deficient. The problem is mitigated to some extent due to signalization and the extra space provided by additional through lanes.

IL 37/IL 15 (Westbound) – The existing radii are deficient. The problem is mitigated to some extent due to signalization and the extra space provided by additional through lanes.

PERRY COUNTY

Town Square in Pinckneyville – Downtown Pinckneyville presents special traffic problems. IL 127 is routed around the square in the north/south direction with one way traffic and IL 154 is routed along the south side of the square in the east west direction with two way traffic. This creates a very confusing traffic pattern which is compounded by inadequate turning radii, on street parking and pedestrian traffic. IDOT has completed a Phase I study of the 13/127 corridor and this study recommends routing IL 13/127 around the west side of town to remove through traffic and trucks from the downtown area.

US 51 (Washington St) & US 51 (Poplar St) – The existing radii are deficient at this intersection in DuQuoin.

US 51 (Poplar St) & US 51 (Hickory St) – The existing radii are deficient at this intersection in DuQuoin.

IL 154 & IL 150 - The existing radii are deficient.

WILLIAMSON COUNTY

I-57/IL 13/Halfway Road – The I-57 southbound to westbound exit ramp to IL 13 presents a problem for trucks heading to the heavily used Pilot truck stop on Halfway Road. The distance from the exit ramps terminus to the Halfway Road left turn taper is only 700' and trucks must cross three through lanes of heavy traffic to enter the left turn lane.

c. Local Truck Routes

FRANKLIN COUNTY

The following intersections on the Local Truck Routes in Franklin County have inadequate turning radii:

- Orient Road - Carr Road
- Yellow Banks Road - IL 37
- Yellow Banks Road – IL 148
- Logan Road – IL 149
- Logan Road – IL 34
- Akin Blacktop – IL 34
- Akin Blacktop – N. Thompsonville Rd
- Thompsonville Road – IL 34
- Thompsonville Road – IL 14
- Thompsonville Road – Ewing Road
- Ewing Road – IL 37

The following intersection has inadequate turning radii and an extreme skew angle:

- Ewing Road – IL 14

The following Local Truck Routes in Franklin County have lane widths of less than 11 feet.

- Rend City Road (north of Rend Lake Dam Road)
- Thompsonville Road (From Akin Blacktop to Ewing Road)
- Akin Blacktop (from Thompsonville Road to Bessie Road)
- Logan Road (from IL 34 to IL 149)

JACKSON COUNTY

The following intersections on the Local Truck Routes in Jackson County have inadequate turning radii:

- Sato Road – IL 4
- Truax Traer Road – US 51
- 14th St (M'boro) – IL 149
- Airport Road – IL 13
- Airport Road – US 51

The following intersection has inadequate turning radii and an excessive skew angle:

- Main St– IL 4 (Campbell Hill)

The following Local Truck Routes in Jackson County have lane widths of less than 11 feet.

- Airport Road (from IL 13 to US 51)
- New Era Road (from Glenn Road to Airport Road)
- North Oakland Avenue and Ready Mix Road (from IL 13 to Industrial Park Road)
- Power Plant Road (from IL 3 to Bunge Grain Elevator)

JEFFERSON COUNTY

The following intersections on the Local Truck Routes in Jefferson County have inadequate turning radii:

- Casey Ave– IL 37 (Mt Vernon)
- Casey Ave – 7th Street (Mt Vernon)
- Newby Ave – IL 37 (Mt Vernon)
- Shiloh Drive – E. Sahara Rd (Mt Vernon)

The following Local Truck Routes in Jefferson County have lane widths of less than 11 feet.

- Markhan Lane (From Bluford to Union Pacific Railroad)
- Woodland Drive (from IL 142 to General Tire Plant)
- Rackaway Street (from Perkins Ave to Castleton Ave)

PERRY COUNTY

The following intersections on the Local Truck Routes in Perry County have inadequate turning radii:

- Sutter Rd – IL 13/127
- 6th Street – US 51 (DuQuoin)
- Industrial Park Blvd – US 51 (DuQuoin)
- Pyatt Cutler Rd – IL 4
- Pyatt Cutler Rd – Whitetail Rd
- County Line Rd – IL 150
- County Line Rd – IL 154

The following Local Truck Routes in Perry County have lane widths of less than 11 feet.

- Whitetail Road (from Pyatt-Cutler Road to Golden Eagle Mine)

WILLIAMSON COUNTY

The following intersections on the Local Truck Routes in Williamson County have inadequate turning radii:

- Lake of Egypt Road – IL 37
- Lake of Egypt Road – Market Road
- Lake of Egypt Road – IL 166
- Boyton St – IL 37 (Marion)
- Boyton St – Market Road (Marion)
- Shed Church Rd – IL 166
- Skyline Road – Crenshaw Road
- Crenshaw Road – Bandyville Road
- Bandyville Road – Stotlar Road
- College St. – IL 148 (Energy)
- Herrin St – IL 148 (Herrin)
- Herrin Road – N. 35th St. (Herrin)
- Pittsburg Road – Corinth Road
- Corinth Road – Liberty School Road

The following Local Truck Routes in Williamson County have lane widths of less than 11 feet.

- Shed Church Road (from IL 166 to Raleigh Ready Mix Plant)
- Longstreet Road (from IL 37 to Russell Street)
- Liberty School Road (from Corinth Road to Mach Mine)

RECOMMENDED IMPROVEMENTS

A. ROADWAY STRUCTURES

A total of 26 structures with deficiencies that affect freight movement were identified. A point based scoring matrix was used to rank the structures by the most critical need. The complete list of ranked structures and explanation of the scoring criteria is included in **EXHIBIT 7**.

The top five needs identified are listed below in **Table 5**. It is recommended that future efforts to secure funding and grants focus on these structures. The structures on IL 13/154 and IL 13/127 both scored well in all categories placing them at the top of the list. The local structures did not score as well on the traffic related criteria but were ranked highly primarily due to known business impacts and crash history. All three of these local structures were struck multiple times in the last 7 years (041-9903 eight crashes, 028-9905 five crashes and 100-9903 three crashes). All of these crashes were reported as property damage only.

ROUTE	STRUCTURE NUMBER	DEFICIENCY IDENTIFIED	TRUCK ROUTE CLASS	ADT	ADT Score	TRUCK ADT	ADT Score Truck	BUSINESS IMPACT	SAFETY IMPACTS	ALTERNATE ROUTE SCORE	TOTAL SCORE
ILL 13-154	073-9905	Vertical Cl. 14'-00"	Class II	6200	3	675	4	5	4	4	20
ILL 13-127	073-9900	Vertical Cl. 14'-01"	Class II	5150	3	550	4	5	1	4	17
Lynchberg Rd	041-9903	Vertical Cl. 11'-08"	Local	450	1	50	1	5	5	4	16
Thmpsnville Rd	028-9905	Vertical Cl. 13'-05"	Local	1200	2	150	2	3	5	3	15
Corinth Road	100-9903	Vertical Cl. 12'-11"	Local	500	1	50	1	3	5	3	13

Table 5

B. ROADWAY CAPACITY IMPROVEMENTS

A total of 11 capacity improvement needs were identified. A point based scoring matrix was used to rank these needs. All of the identified capacity needs are listed below in **Table 6**. Photographs and maps of these locations are shown in **EXHIBIT 7**.

ROUTE	CAPACITY ISSUE	TRUCK ROUTE CLASS	ADT	ADT Score	TRUCK ADT	Truck ADT Score	BUSINESS IMPACT	CRASHES AND INJURIES	Safety Score	CONGESTION & DELAY	TOTAL SCORE
I-57	4 lane ADT> 35k	Class I	38000	5	11,350	6	5	30-F, 167-A, 100-B	10	5	31
IL 13	4 lane ADT >25k	Class II	27000	4	2,500	3	3	3 FataIs, 22-A, 24-B, 9-C	8	3	21
IL 15 (Mt Vernon west of I-64)	IL 15 (Mt Vernon)	Class II	24,600	4	6,450	4	4	5-A, 10-B, 14-C	4	4	20
IL 15 (Mt Vernon East of I-64)	IL 15 (Mt Vernon)	Class II	21,000	4	1,300	3	2	34-A, 47-B, 50-C	7	3	19
I-64 (west of 57)	4 lane ADT> 25k	Class I	25600	4	8,050	4	2	3-F, 15-A, 21-B, 6-C	7	2	19
IL 149 (W. Frankfort)	2 lane ADT> 10k	Class II	13,400	2	855	1	2	1-F, 9-A, 26-B, 10-C	5	2	12
IL 149 (M'boro)	2 lane ADT> 10k	Class II	11,500	2	775	1	2	0 F, 4-A, 16-B, 28-C	4	2	11
IL 14 (Benton)	2 lane ADT> 10k	Class II	12,100	2	460	1	2	0 F, 5-A, 5-B, 12-C	3	1	9
IL 148 (Mt Vernon)	2 lane ADT> 10k	Class II	11,900	2	630	1	2	0 F, 2-A, 4-B, 4-C	2	1	8
IL 37 (Marion)	2 lane ADT> 10k	Class II	11,400	2	700	1	1	0 F, 7-A, 5-B, 8-C	3	1	8
IL 37 (Mt Vernon)	2 lane ADT> 10k	Class II	10,100	2	540	1	1	0 F, 2-A, 2-B, 2-C	2	1	7

Table 6

The capacity needs in Table 6 have also been identified by IDOT and improvements to several of the locations have already been initiated. A summary of these projects is listed below:

- I-57 – A third lane has been added from Marion northward to Johnston City and IDOT has secured funding (BUILD grant and Competitive Freight Program grant) to extend the third lane to West Frankfort. A long term goal for IDOT is to extend the third lane to I-64 south of Mt. Vernon.
- IL 13 – A third lane has been added from Marion to West of Carterville and IDOT currently has a contract in place to construct a third lane from Giant City Road to Reed Station Road. A long term goal for IDOT is to complete the 6 lane from Marion to Carbondale by connecting the 6 lane sections from Shawnee Trail westward to Reed Station Road.

- IL 15 west of I-57 – This section of IL 14 has very heavy truck volumes (6,450 truck ADT) due to industrial development and the Flying J truck stop. A potential solution to traffic congestion would be to convert the existing Diamond Interchange to a Diverging Diamond type interchange. This type of conversion has worked well at other congested locations. IDOT is currently studying potential improvements to at this location.
- IL 15 east of I-57 – This section of IL 15 is experiencing numerous injury crashes. Due to extensive development addition of a third lane is prohibitively expensive, a potential solution would be access management techniques to reduce turning movement conflicts.
- I-64 west of I-57 - The Illinois Freight Plan has identified this section of I-64 as a freight bottleneck. In the last 7 years this section has experienced a high number of injury crashes including 3 fatalities. There are no immediate plans for expansion of this section of I-64, IDOT District 9 has placed a higher priority on I-57 due to its higher ADT and truck volumes.
- IL 149 in West Frankfort – IDOT is currently designing an improvement to expand this section of IL 149 to 5 lanes.
- IL 149 in Murphysboro – Expansion of this section of IL 149 through downtown Murphysboro would require the purchase of all the existing building on the north or south side of the highway. IDOT has no plans for an expansion of this section of IL 149 at this time. This section ranked higher than other 3 lane sections due to the number of crashes during the comparison period. Safety and/or access improvements to address turning conflicts and on street parking conflicts may be warranted.
- IL 14 in Benton – Expansion of this section of IL 14 to 5 lanes is a long term goal for IDOT.
- IL 37 in Marion and Mt Vernon, IL 148 in Mt Vernon – Improvements to these sections is considered a low priority at this time.

C. ROADWAY GEOMETRIC IMPROVEMENTS

A total of 80 geometric deficiencies were identified on the Class I, Class II and local truck routes. A point based scoring matrix was used to rank the deficiencies. The complete list of ranked deficiencies and explanation of the scoring criteria is included in **EXHIBIT 7**.

The top five needs identified are listed below in Table 7.

ROUTE	COUNTY	GEOMETRIC DEFICIENCY IDENTIFIED	TRUCK ROUTE CLASS	ADT	ADT Score	TRUCK ADT	Truck ADT Score	BUSINESS IMPACT	FATAL/ INJURIES	SAFETY IMPACTS	CAUSING ROADWAY DAMAGE	TOTAL SCORE
I-57/IL 13	Williamson	Access to Pilot	Class I	31000	6	2925	6	3	1-A,1-B,1-C	4	0	21.7
IL 13/127/154	Perry	Pinckneyville Sq.	Class II	7550	4	750	4	5	2-A, 2-B,1-C	5	0	20.8
IL 37/IL 14	Franklin	Benton Square	Class II	12400	5	495	3	4	1-A, 1-B, 10-C	5	0	19.5
I-57/IL 148 Int.	Williamson	Exit ramp curvature	Class I	5800	4	1025	5	1	1-F, 1-B	5	0	17.6
Thompsonville Rd S. of 14	Franklin	Lane width < 11 ft.	Local	1850	3	400	3	3	2-A, 2-B, 5-PD	5	0	16.4

Table 7

E. RAIL RELATED IMPROVEMENTS

Potential improvements to the Class I railroads (Burlington Northern Santa Fe (BNSF), Canadian National (CN), Union Pacific (UP), Evansville Western (EVWR) and Norfolk Southern (NS)) are beyond the scope of this study. Potential Improvements to the short line railroads which provide access to the Class I network are listed below.

- Crab Orchard & Egyptian Railroad (COER) – Improvements to two out-of-service tracks to serve will allow development of two transload facilities in Marion. These additional transloads will allow local users to access BNSF and UP railroads closer to production or consumption sites.

F. PORT RELATED IMPROVEMENTS

Port related improvements are limited to Jackson County as no other county has access to navigable waters. Recommended port improvements are listed below:

- Cora Coal Terminal – Flooding from the Mississippi River affects barge loading and truck transport to the terminal and totally shuts down the facility when the local gauge reading exceeds 38 feet. A grade raise of IL 3 could eliminate the levee gate and maintain traffic on IL 3, however, improvements to the terminal to allow loading at river levels above a 38 foot gauge reading would also be needed, therefore, a grade raise of IL 3 is not practical at this time.

EXHIBIT 1

STUDY AREA

Study Area - Greater Egypt

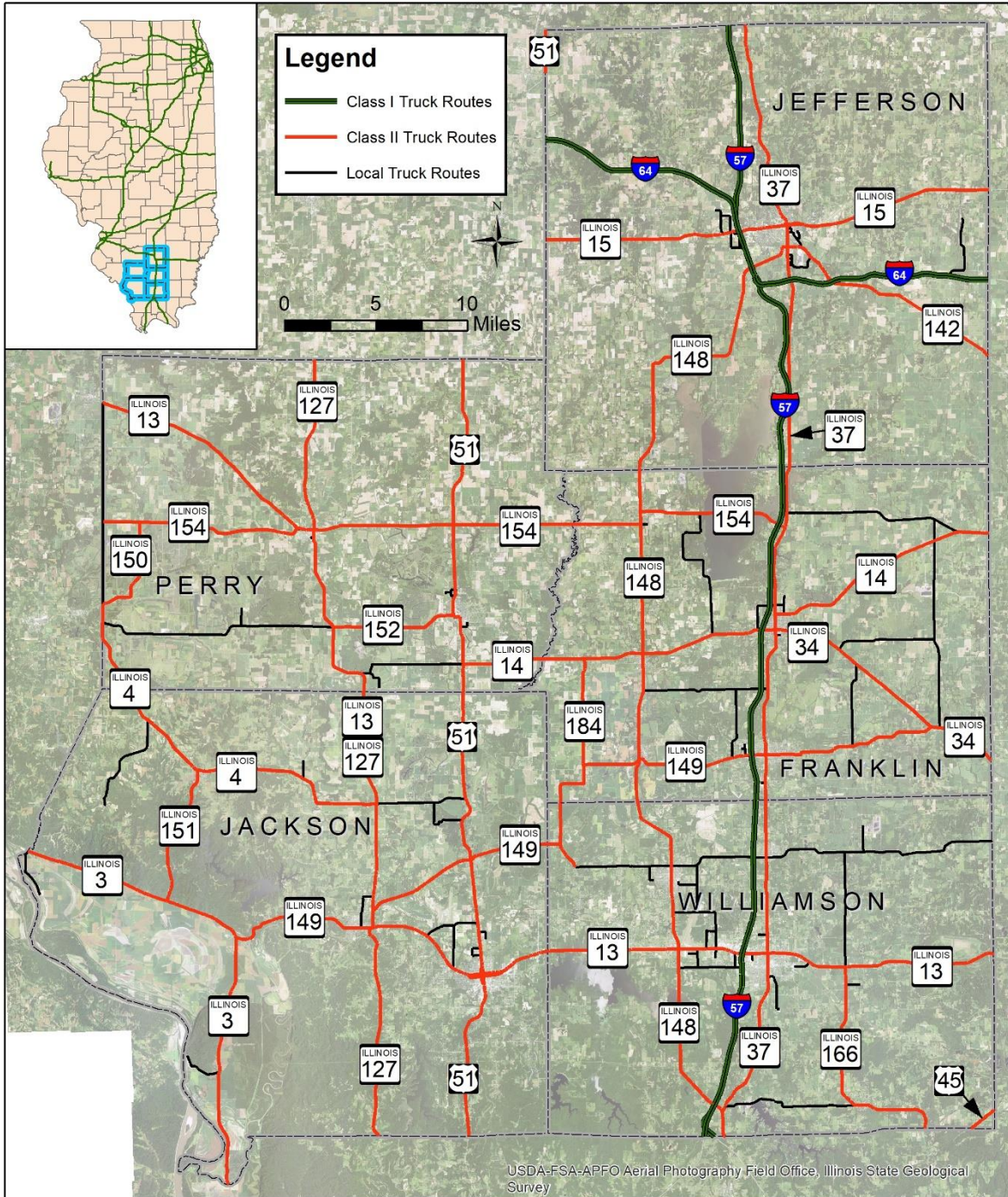


EXHIBIT 2

CLASS I TRUCK ROUTES

Class I Truck Routes

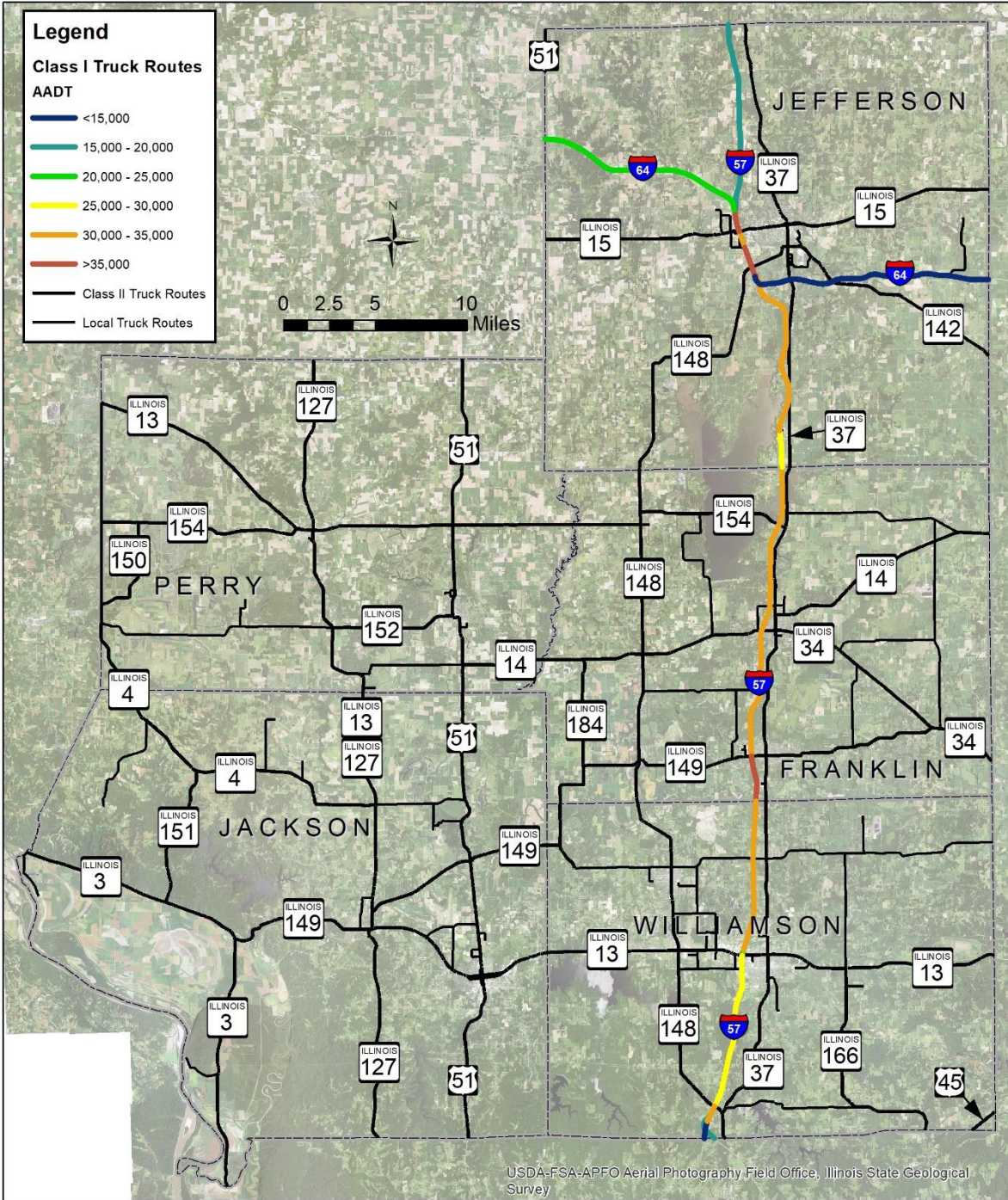


EXHIBIT 3

CLASS II TRUCK ROUTES

Class II Truck Routes

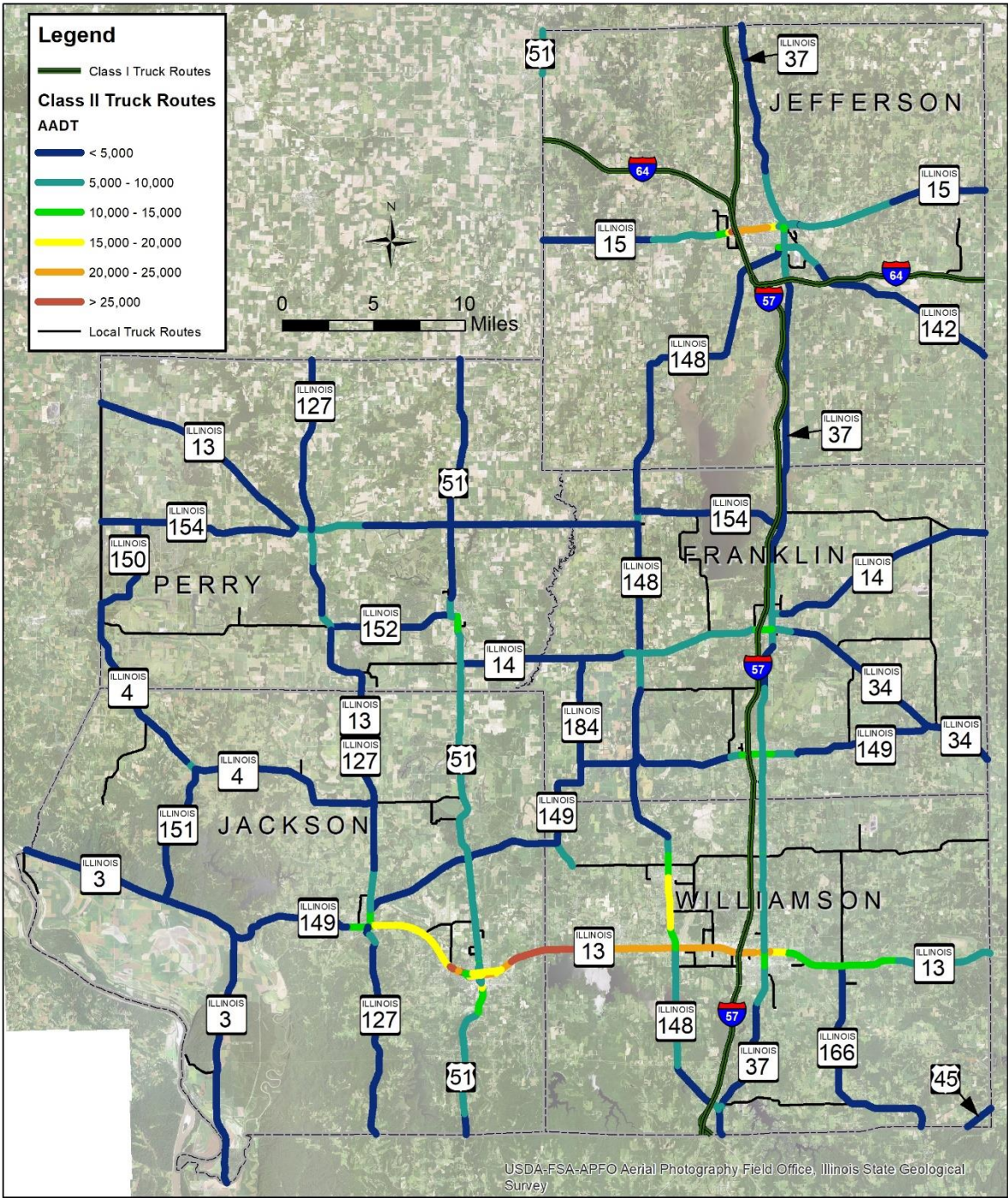


EXHIBIT 4

LOCAL TRUCK ROUTES

Local Truck Routes

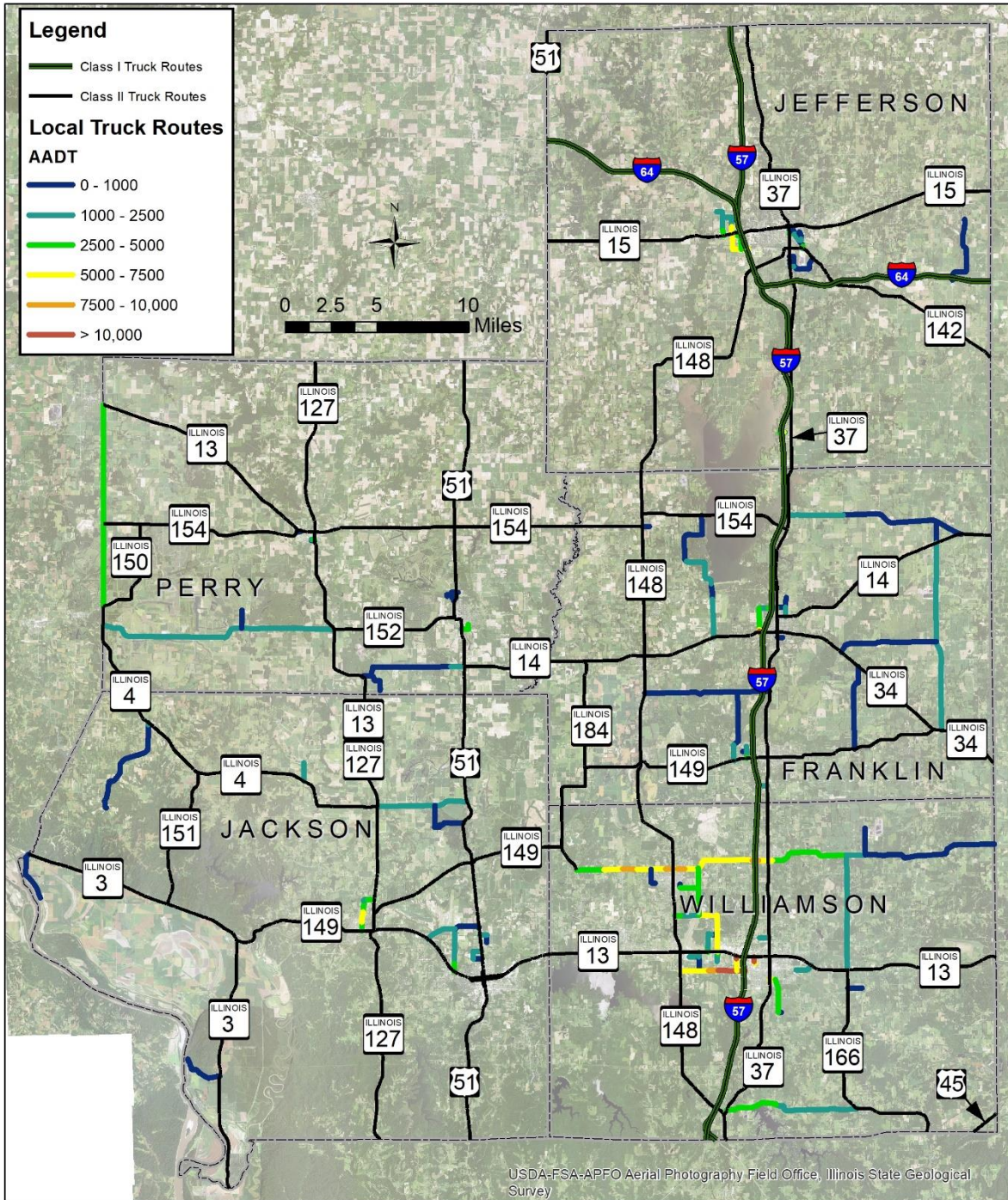


EXHIBIT 5

RAILROADS

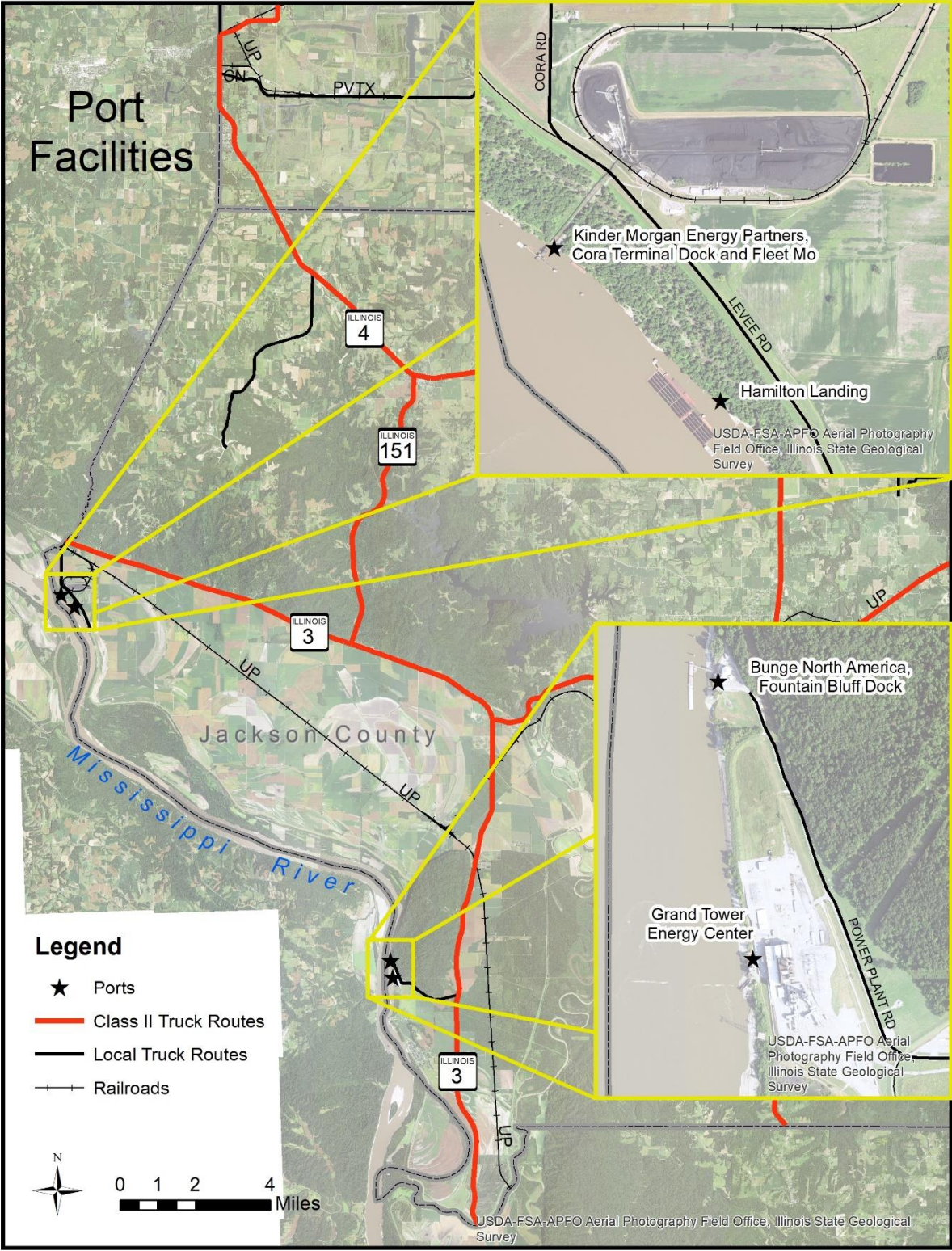
Railroads

0 5 10 Miles



EXHIBIT 6

PORT FACILITIES



Port Facilities

UP

PVTX

CORARD

★ Kinder Morgan Energy Partners, Cora Terminal Dock and Fleet Mo

★ Hamilton Landing

USDA-FSA-APFO Aerial Photography Field Office, Illinois State Geological Survey

LEVER RD

ILLINOIS 4

ILLINOIS 151

ILLINOIS 3

Jackson County

Mississippi River

UP

UP

★ Bunge North America, Fountain Bluff Dock

★ Grand Tower Energy Center

POWER PLANT RD

USDA-FSA-APFO Aerial Photography Field Office, Illinois State Geological Survey

ILLINOIS 3

USDA-FSA-APFO Aerial Photography Field Office, Illinois State Geological Survey

EXHIBIT 7

ROADWAY DEFICIENCIES

STRUCTURE DEFICIENCIES

ROUTE	STRUCTURE NUMBER	DEFICIENCY IDENTIFIED	TRUCK ROUTE CLASS	ADT	ADT Score	TRUCK ADT	Truck ADT Score	BUSINESS IMPACT	SAFETY IMPACTS	ALTERNATE ROUTE SCORE	TOTAL SCORE
ILL 13-154	073-9905	Vertical Cl. 14'-00"	Class II	6200	3	675	4	5	4	4	20
ILL 13-127	073-9900	Vertical Cl. 14'-01"	Class II	5150	3	550	4	5	1	4	17
Lynchberg Rd	041-9903	Vertical Cl. 11'-08"	Local	450	1	50	1	5	5	4	16
Thmpsnnville Rd	028-9905	Vertical Cl. 13'-05"	Local	1200	2	150	2	3	5	3	15
Corinth Road	100-9903	Vertical Cl. 12'-11"	Local	500	1	50	1	3	5	3	13
ILL 14	028-9903	Vertical Cl. 15'-05"	Class II	2050	2	260	3	1	2	3	11
ILL 149	039-9909	Vertical Cl. 15'-03"	Class II	4000	2	615	4	1	1	3	11
IL 148	041-9900	Vertical Cl. 14'-02"	Class II	3300	2	250	3	1	1	3	10
Thmpsnnville Rd	028-9906	Vertical Cl. 15'-02"	Local	1200	2	150	2	1	2	3	10
ILL 37	100-2002	Pstd - Legal Only	Class II	5950	3	600	4	1	0	0	8
IL 37	041-0031	Pstd - Legal Only	Class II	5650	3	725	4	1	0	0	8
US 51	039-0002	Pstd - Legal Only	Class II	7300	3	650	4	1	0	0	8
US 51	073-0033	Pstd - Legal Only	Class II	6100	3	435	3	1	0	0	7
ILL 148	028-7003	Pstd - Legal Only	Class II	5500	3	210	3	1	0	0	7
ILL 3	039-2015	Pstd - Legal Only	Class II	2250	2	405	3	1	0	1	7
ILL 3	039-2014	Pstd - Legal Only	Class II	2250	2	405	3	1	0	1	7
ILL 3	039-2013	Pstd - Legal Only	Class II	2300	2	425	3	1	0	1	7
US 51	039-7061	Pstd - Legal Only	Class II	5550	3	425	3	1	0	0	7
Pyatt/Cutler Rd	073-3005	Pstd - Legal Only	Local	1650	2	400	3	1	0	1	7
Truax/Traer Rd	039-3008	Pstd - Legal Only	Local	1550	2	400	3	1	0	1	7
US 51	073-7005	Pstd - Legal Only	Class II	3350	2	450	3	1	0	0	6
US 51	073-0002	Pstd - Legal Only	Class II	2350	2	250	3	1	0	0	6
US 51	073-7010	Pstd - Legal Only	Class II	1950	2	290	3	1	0	0	6
IL 37	041-0093	Pstd - Legal Only	Class II	3550	2	280	3	1	0	0	6
IL 37	041-0036	Pstd - Legal Only	Class II	3550	2	280	3	1	0	0	6
IL 37	041-0035	Pstd - Legal Only	Class II	3850	2	430	3	1	0	0	6

ADT - (0 to 1000 1 pt., 1001 to 5000 2pt., 5001 to 10,000 3 pt, 10,000 to 20,000 4 pt, 20,000 and > 5 pt.)

Truck ADT - (0 to 100 1pt., 101 to 200 2 pt., 201 to 500 3 pt., 501 to 1000 4 pt., 1001 to 2000 4 pt., 2000 to 5000 5 pt., 5001 and > 6 pt.)

Business Impact - No Impact 0pt., Minimal impact 1 pt., Moderate Impact 3 pt, Significant known impact 5 pt.

Safety Impact - (No Impact 0pt., Minimal Impact 1pt to 2 pt., Moderate Impact 3 pt to 4 pt., Known Significant Impact 5 pt.)

Alternate Route - (Not needed or Adequate Detour with minimal adverse travel 0 pt., Adequate Detour with moderate adverse travel 1 pt, Inadequate Detour or Significant Adverse Travel 3 pt to 5 pt)

IL 13/127 South of Pinckneyville



SN	AADT	AADT Year	Built	Carried	Crossed	Deck Width
073-9900	5150	2015	1940	ICG RR	ILL 13-127	27

Functional Obsolescence	HBRRP Eligible	Location	Structural Condition	Structural Defects
	N	SCL PINCKNEYVILLE		

Sufficiency Rating	Truck Percentage	County Name	Minimum Vertical Clearance	Truck Route	HCV
0	9	PERRY	14'01"	Class II	550

IL 13/154 Pinckneyville



SN	AADT	AADT Year	Built	Carried	Crossed	Deck Width
073-9905	6200	2015	1938	ICG RR	ILL 13-154	0

Functional Obsolescence	HBRRP Eligible	Location	Structural Condition	Structural Defects
		PINCKNEYVILLE		

Sufficiency Rating	Truck Percentage	County Name	Minimum Vertical Clearance	Truck Route	HCV
0	9	PERRY	14'00"	Class II	675

IL 14 West of Hamilton



SN	AADT	AADT Year	Built	Carried	Crossed	Deck Width
028-9903	2050	2015	1900	ICG RR	ILL 14	0

Functional Obsolescence	HBRRP Eligible	Location	Structural Condition	Structural Defects
Y	N	4 MI W. HAMILTON	*	N

Sufficiency Rating	Truck Percentage	County Name	Minimum Vertical Clearance	Truck Route	HCV
0	11	FRANKLIN	15'05"	Class II	260

IL 148 South of Waltonville



SN	AADT	AADT Year	Built	Carried	Crossed	Deck Width
041-9900	3300	2015	1900	IC RR	FAP-726	0

Functional Obsolescence	HBRRP Eligible	Location	Structural Condition	Structural Defects
Y	N	1 MI S WALTONVILLE	*	N

Sufficiency Rating	Truck Percentage	County Name	Minimum Vertical Clearance	Truck Route	HCV
0	7	JEFFERSON	14'02"	Class II	250

IL 149 West of Murphysboro



SN	AADT	AADT Year	Built	Carried	Crossed	Deck Width
039-9909	4000	2015	1900	MO PAC RR	ILL RTE 149	0

Functional Obsolescence	HBRRP Eligible	Location	Structural Condition	Structural Defects
		WCL OF MURPHYSBORO		

Sufficiency Rating	Truck Percentage	County Name	Minimum Vertical Clearance	Truck Route	HCV
0	13	JACKSON	15'03"	Class II	615

Corinth Road East of Corinth



SN	AADT	AADT Year	Built	Carried	Crossed	Deck Width
100-9903	500	2016	1900	ICG R.R.	FAS 903	0

Functional Obsolescence	HBRRP Eligible	Location	Structural Condition	Structural Defects
		1 MI. W. SALINE CO.		

Sufficiency Rating	Truck Percentage	County Name	Minimum Vertical Clearance	Truck Route	HCV
0	3	WILLIAMSON	12'11"	Local	

Thompsonville Road South of IL 14



SN	AADT	AADT Year	Built	Carried	Crossed	Deck Width
028-9906	1200	2014	1900	ICG RR	FAS 868	0

Functional Obsolescence	HBRRP Eligible	Location	Structural Condition	Structural Defects
		5.15 MI. S. ILL 14		

Sufficiency Rating	Truck Percentage	County Name	Minimum Vertical Clearance	Truck Route	HCV
0	15	FRANKLIN	15'02"	Local	

Thompsonville Road South of IL 14



SN	AADT	AADT Year	Built	Carried	Crossed	Deck Width
028-9905	1200	2014	1900	ICG RR	FAS 868	0

Functional Obsolescence	HBRRP Eligible	Location	Structural Condition	Structural Defects
		5.07 MI S ILL 14		

Sufficiency Rating	Truck Percentage	County Name	Minimum Vertical Clearance	Truck Route	HCV
0	15	FRANKLIN	13'05"	Local	

Lynchberg Road South of Bluford



SN	AADT	AADT Year	Built	Carried	Crossed	Deck Width
041-9903	450	2016	1979	ICG RR	CH-17	0

Functional Obsolescence	HBRRP Eligible	Location	Structural Condition	Structural Defects
		2.5 MI S BLUFORD		

Sufficiency Rating	Truck Percentage	County Name	Minimum Vertical Clearance	Truck Route	HCV
0	10	JEFFERSON	11'08"	Local	

US 51 Du Quoin



SN	AADT	AADT Year	Built	Carried	Crossed	Deck Width
073-0033	6100	2015	1997	US 51-FAP322	CHSTNT-ICG-OAK-ALLEY	33.20

Functional Obsolescence	HBRRP Eligible	Location	Posted Level	Structural Condition
Y	Y	NEAR DOWNTWN DUQUOIN	L	3

Structural Defects	Sufficiency Rating	Truck Percentage	County Name	Truck Route	HCV
Y	15.1	7	PERRY	Class II	435

US 51 North of IL 154



SN	AADT	AADT Year	Built	Carried	Crossed	Deck Width
073-7005	3350	2015	1965	US 51	CREEK	0.00

Functional Obsolescence	HBRRP Eligible	Location	Posted Level	Structural Condition
Y	N	MILEPOST 9.8	L	3

Structural Defects	Sufficiency Rating	Truck Percentage	County Name	Truck Route	HCV
Y	41	7	PERRY	Class II	3350

US 51 North of Tamaroa



SN	AADT	AADT Year	Built	Carried	Crossed	Deck Width
073-0002	2350	2015	1921	US 51	COLLIER CREEK	44.40

Functional Obsolescence	HBRRP Eligible	Location	Posted Level	Structural Condition
N	N	N OF NCL TAMAROA	L	6

Structural Defects	Sufficiency Rating	Truck Percentage	County Name	Truck Route	HCV
N	88.6	10	PERRY	Class II	250

US 51 North of Tamaroa



SN	AADT	AADT Year	Built	Carried	Crossed	Deck Width
073-7010	1950	2015		US 51	CREEK	0.00

Functional Obsolescence	HBRRP Eligible	Location	Posted Level	Structural Condition
Y	N	MILEPOST 16.5	L	3

Structural Defects	Sufficiency Rating	Truck Percentage	County Name	Truck Route	HCV
Y	39	14	PERRY	Class II	290

IL 37 South of Marion



SN	AADT	AADT Year	Built	Carried	Crossed	Deck Width
100-2002	5950	2015	1954	ILL 37	STREAM S OF MARION	36.60

Functional Obsolescence	HBRRP Eligible	Location	Posted Level	Structural Condition
Y	Y	1 MI S OF MARION	L	4

Structural Defects	Sufficiency Rating	Truck Percentage	County Name	Truck Route	HCV
Y	21.2	10	WILLIAMSON	Class II	600

IL 148 South of Christopher



SN	AADT	AADT Year	Built	Carried	Crossed	Deck Width
028-7003	5500	2015	1932	ILL 148	DITCH	0.00

Functional Obsolescence	HBRRP Eligible	Location	Posted Level	Structural Condition
Y	N	MILEPOST 6.5	L	3

Structural Defects	Sufficiency Rating	Truck Percentage	County Name	Truck Route	HCV
Y	32.3	3	FRANKLIN	Class II	210

IL 37 North of Ina



SN	AADT	AADT Year	Built	Carried	Crossed	Deck Width
041-0093	3550	2015	1922	FAS-2869 (ILL-37)	STREAM	40.40

Functional Obsolescence	HBRRP Eligible	Location	Posted Level	Structural Condition
N	N	N PART INA	L	5

Structural Defects	Sufficiency Rating	Truck Percentage	County Name	Truck Route	HCV
N	66	7	JEFFERSON	Class II	280

IL 37 South of Bonnie



SN	AADT	AADT Year	Built	Carried	Crossed	Deck Width
041-0036	3550	2015	1921	FAS-2869 (ILL-37)	ATCHISON CREEK	33.50

Functional Obsolescence	HBRRP Eligible	Location	Posted Level	Structural Condition
Y	Y	8 MI S ILL-148	L	4

Structural Defects	Sufficiency Rating	Truck Percentage	County Name	Truck Route	HCV
Y	35.7	7	JEFFERSON	Class II	280

IL 37 North of Bonnie



SN	AADT	AADT Year	Built	Carried	Crossed	Deck Width
041-0035	3850	2015	1952	FAS-2869 (ILL-37)	STREAM	40.60

Functional Obsolescence	HBRRP Eligible	Location	Posted Level	Structural Condition
N	Y	5.2 MI S ILL-148	L	4

Structural Defects	Sufficiency Rating	Truck Percentage	County Name	Truck Route	HCV
Y	47.1	11	JEFFERSON	Class II	430

IL 37 South of Mount Vernon



SN	AADT	AADT Year	Built	Carried	Crossed	Deck Width
041-0031	5650	2015	1921	FAP-724 (ILL-37)	STREAM	40.10

Functional Obsolescence	HBRRP Eligible	Location	Posted Level	Structural Condition
N	Y	1.5 MI S ILL-148	L	4

Structural Defects	Sufficiency Rating	Truck Percentage	County Name	Truck Route	HCV
Y	37.1	12	JEFFERSON	Class II	725

IL 3 Northwest of IL 151



SN	AADT	AADT Year	Built	Carried	Crossed	Deck Width
039-2015	2250	2015	1933	ILL 3	TALBOTT HOLLOW	42.10

Functional Obsolescence	HBRRP Eligible	Location	Posted Level	Structural Condition
N	N	1.1M NW OF ILL 151	L	4

Structural Defects	Sufficiency Rating	Truck Percentage	County Name	Truck Route	HCV
N	53.3	18	JACKSON	Class II	405

IL 3 Northwest of IL 151



SN	AADT	AADT Year	Built	Carried	Crossed	Deck Width
039-2014	2250	2015	1933	ILL 3	DRAINAGE DITCH	0.00

Functional Obsolescence	HBRRP Eligible	Location	Posted Level	Structural Condition
N	N	0.1M SE OF RADDLE RD	L	4

Structural Defects	Sufficiency Rating	Truck Percentage	County Name	Truck Route	HCV
N	57.4	18	JACKSON	Class II	405

IL 3 Northwest of IL 151



SN	AADT	AADT Year	Built	Carried	Crossed	Deck Width
039-2013	2300	2015	1933	ILL 3	STREAM	41.90

Functional Obsolescence	HBRRP Eligible	Location	Posted Level	Structural Condition
Y	Y	1.8M E RANDOLPH CL	L	4

Structural Defects	Sufficiency Rating	Truck Percentage	County Name	Truck Route	HCV
N	47.6	18	JACKSON	Class II	425

US 51 North of De Soto



SN	AADT	AADT Year	Built	Carried	Crossed	Deck Width
039-7061	5550	2015	1957	US 51	CREEK	0.00

Functional Obsolescence	HBRRP Eligible	Location	Posted Level	Structural Condition
Y	N	MILEPOST 20.3	L	3

Structural Defects	Sufficiency Rating	Truck Percentage	County Name	Truck Route	HCV
Y	41	7	JACKSON	Class II	425

US 51 Elkhville



SN	AADT	AADT Year	Built	Carried	Crossed	Deck Width
039-0002	7300	2015	1921	US 51	STREAM IN ELKVILLE	47.40

Functional Obsolescence	HBRRP Eligible	Location	Posted Level	Structural Condition
N	Y	N OF SCL ELKVILLE	L	4

Structural Defects	Sufficiency Rating	Truck Percentage	County Name	Truck Route	HCV
Y	47.7	8	JACKSON	Class II	650

Pyatt-Cutler Road West of IL 13



SN	AADT	AADT Year	Built	Carried	Crossed	Deck Width
073-3005	1650	2014	1931	CO HWY 4	LITTLE GALUM CREEK	32.50

Functional Obsolescence	HBRRP Eligible	Location	Posted Level	Structural Condition
N	N	4 MI W OF ILL 13	L	4

Structural Defects	Sufficiency Rating	Truck Percentage	County Name	Truck Route	HCV
N	67.5	13	PERRY	Local	

Truax Traer Road East of IL 13/127



SN	AADT	AADT Year	Built	Carried	Crossed	Deck Width
039-3008	1550	2015	1953	FAS 918 CH18	GLENN'S CREEK	28.30

Functional Obsolescence	HBRRP Eligible	Location	Posted Level	Structural Condition
N	N	S LINE SEC 34-7-2	L	5

Structural Defects	Sufficiency Rating	Truck Percentage	County Name	Truck Route	HCV
N	62.2	11	JACKSON	Local	

CAPACITY DEFICIENCIES

ROUTE	CAPACITY ISSUE	TRUCK ROUTE CLASS	ADT	ADT Score	TRUCK ADT	Truck ADT Score	BUSINESS IMPACT	CRASHES AND INJURIES	Safety Score	CONGESTION & DELAY	TOTAL SCORE
I-57	4 lane ADT> 35k	Class I	38000	5	11,350	6	5	30-F, 167-A, 100-B	10	5	31
IL 13	4 lane ADT >25k	Class II	27000	4	2,500	3	3	3 FataIs, 22-A, 24-B, 9-C	8	3	21
IL 15 (Mt Vernon west of I-64)	IL 15 (Mt Vernon)	Class II	24,600	4	6,450	4	4	5-A, 10-B, 14-C	4	4	20
IL 15 (Mt Vernon East of I-64)	IL 15 (Mt Vernon)	Class II	21,000	4	1,300	3	2	34-A, 47-B, 50-C	7	3	19
I-64 (west of 57)	4 lane ADT> 25k	Class I	25600	4	8,050	4	2	3-F, 15-A, 21-B, 6-C	7	2	19
IL 149 (W. Frankfort)	2 lane ADT> 10k	Class II	13,400	2	855	1	2	1-F, 9-A, 26-B, 10-C	5	2	12
IL 149 (M'boro)	2 lane ADT> 10k	Class II	11,500	2	775	1	2	0 F, 4-A, 16-B, 28-C	4	2	11
IL 14 (Benton)	2 lane ADT> 10k	Class II	12,100	2	460	1	2	0 F, 5-A, 5-B, 12-C	3	1	9
IL 148 (Mt Vernon)	2 lane ADT> 10k	Class II	11,900	2	630	1	2	0 F, 2-A, 4-B, 4-C	2	1	8
IL 37 (Marion)	2 lane ADT> 10k	Class II	11,400	2	700	1	1	0 F, 7-A, 5-B, 8-C	3	1	8
IL 37 (Mt Vernon)	2 lane ADT> 10k	Class II	10,100	2	540	1	1	0 F, 2-A, 2-B, 2-C	2	1	7

ADT - (0 to 10,000 1 pt., 10,001 to 15,000 2pt., 15,001 to 20,000 3 pt, 20,001 to 30,000 4 pt, 30,001 and > 5 pt.)

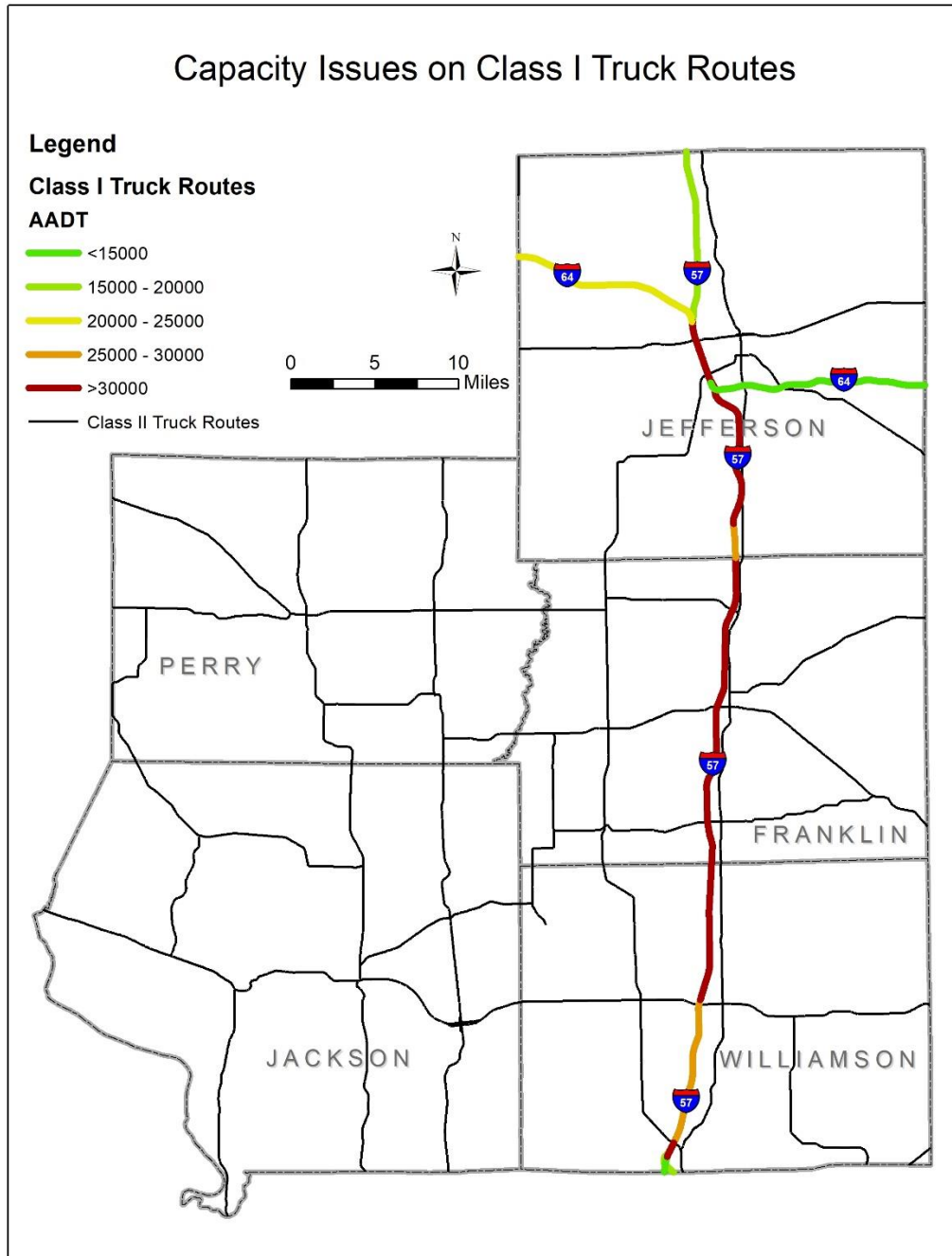
Truck ADT - (0 to 500 1pt., 501 to 1000 2 pt., 1001 to 3000 3 pt., 3001 to 5000 4 pt., 5001 to 10000 4 pt., 10,001 and > 6 pt.)

Business Impact - (No Impact Opt., Minimal impact 1 pt., Moderate Impact 3 pt, Significant known impact 5 pt.)

Safety Impact -(No Impact Opt., Minimal Impact 1pt-2 pt., Moderate Impact 3 pt-4 pt., Known Significant Impact 5 pt., Severe 6, Very Severe Impact,

CONGESTION/DELAY - (Moderate - 1 point, Severe - 2 points, Very Severe - 3 to 5 points)

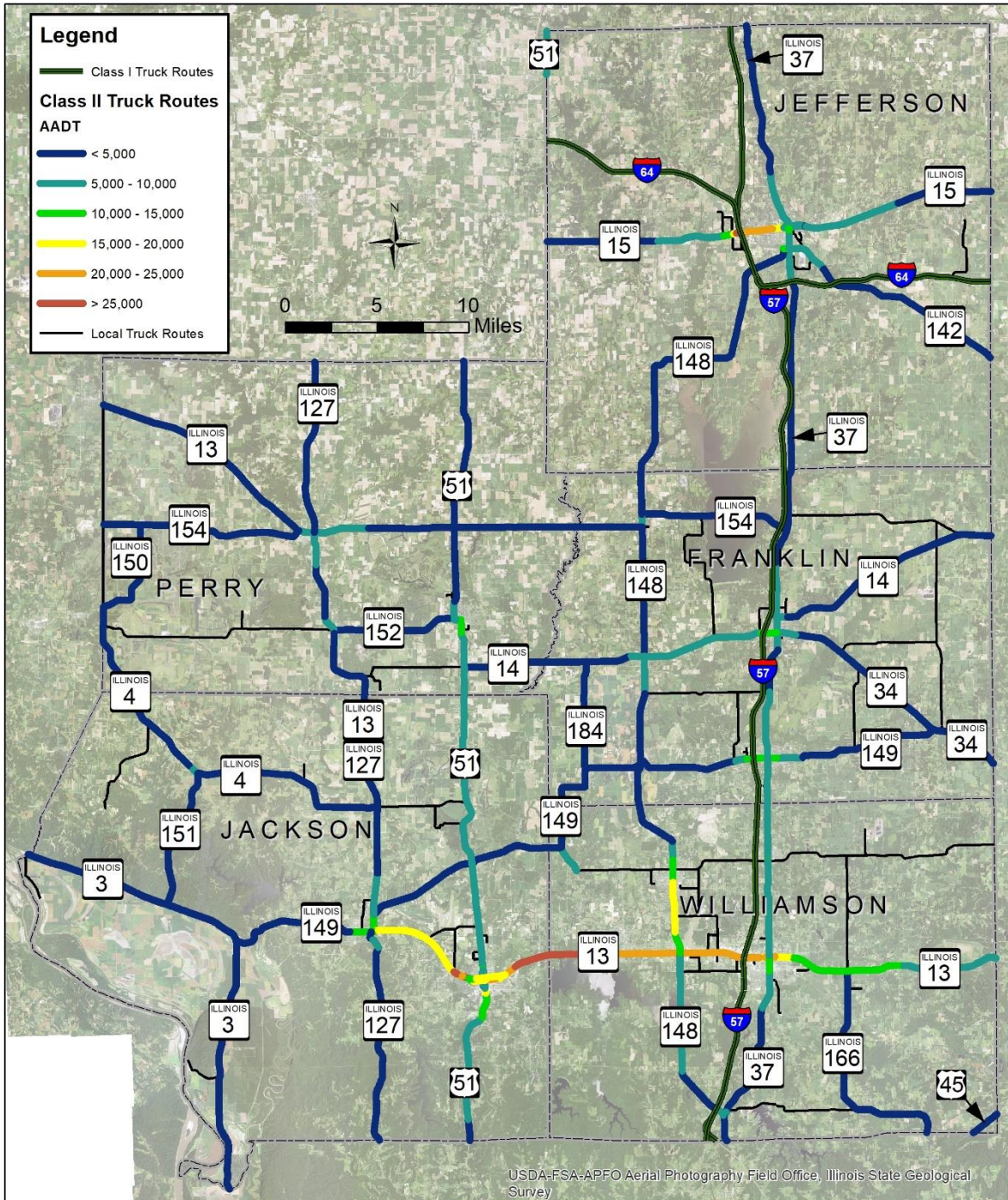
Capacity Issues: Class I Truck Routes



The Illinois Freight Plan has identified Truck Bottlenecks statewide and almost the entire I-57 corridor is shown as having delays due to recurring congestion. The only non-congested section of I-57 is north of the 57/64 convergence in northern Jefferson County. I-64 west of I-57 is also identified as bottleneck.

Capacity Issues: Class II Truck Routes

Class II Truck Routes

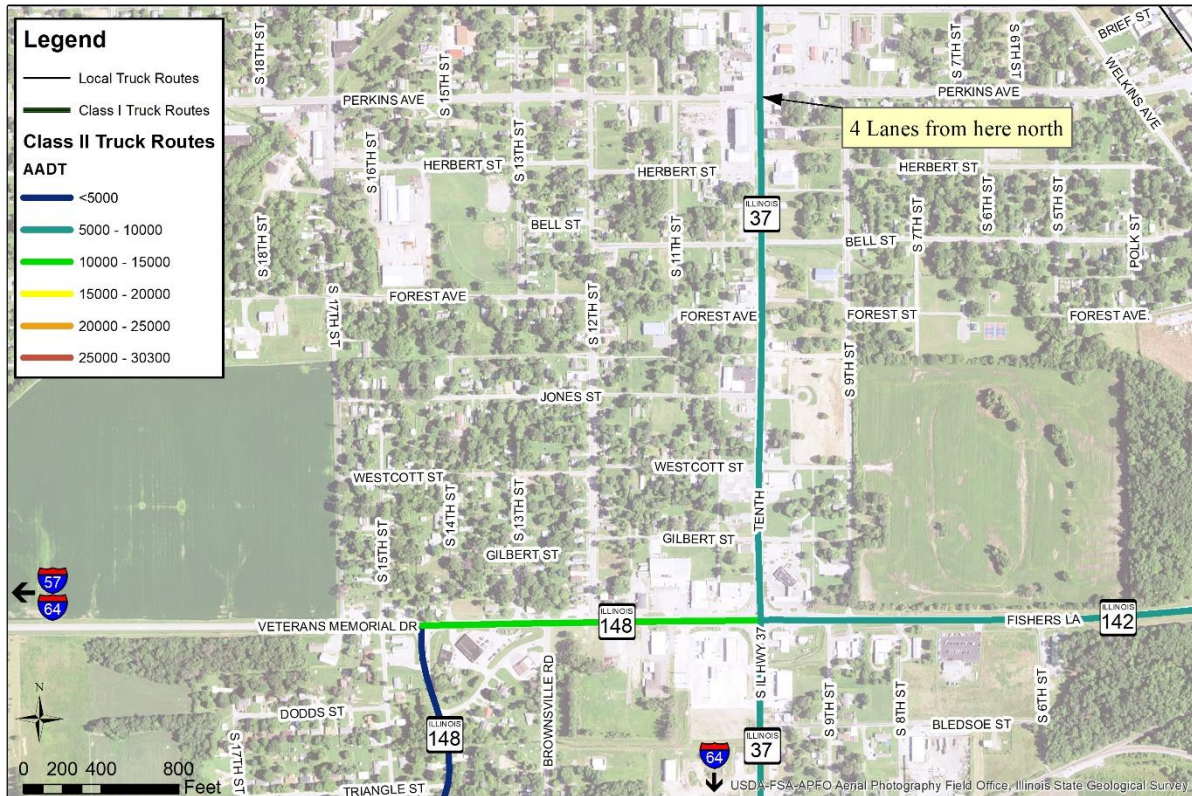


Capacity Issues on Illinois 13 from Carbondale to Marion



IL 13 between Carbondale and Marion (four or six lane expressway) has been identified as a bottleneck in the Illinois Freight Plan.

Capacity Issues in Mount Vernon



In Mt Vernon, a short two-lane section of IL 37 north of the IL intersection with IL 142 & 148 has an AADT of 10,100 with a truck AADT of 540. The short three lane section of IL 148 west of the intersection has an AADT of 11,900 with a truck AADT of 630.

Capacity Issues in Benton



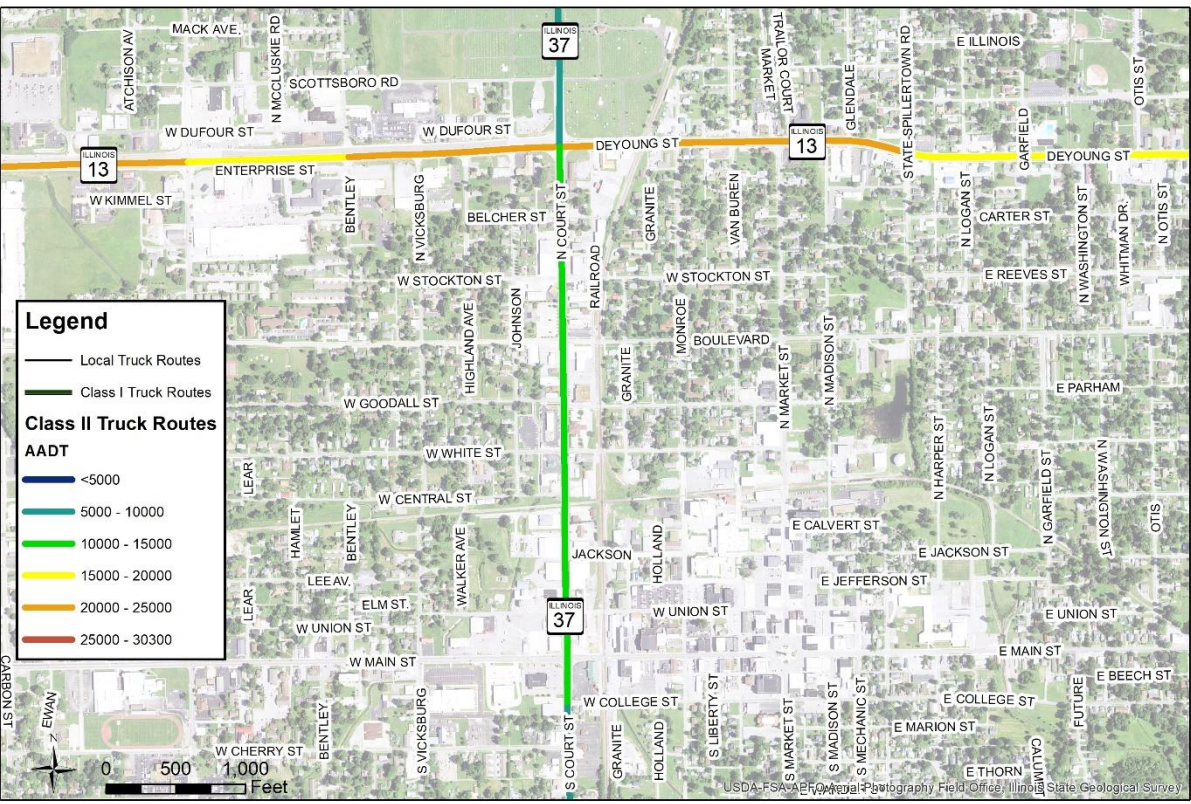
In Benton, the three-lane section of IL 14 between IL 37 and I-57 has an AADT of 12,100 with a truck AADT of 460.

Capacity Issues in West Frankfort



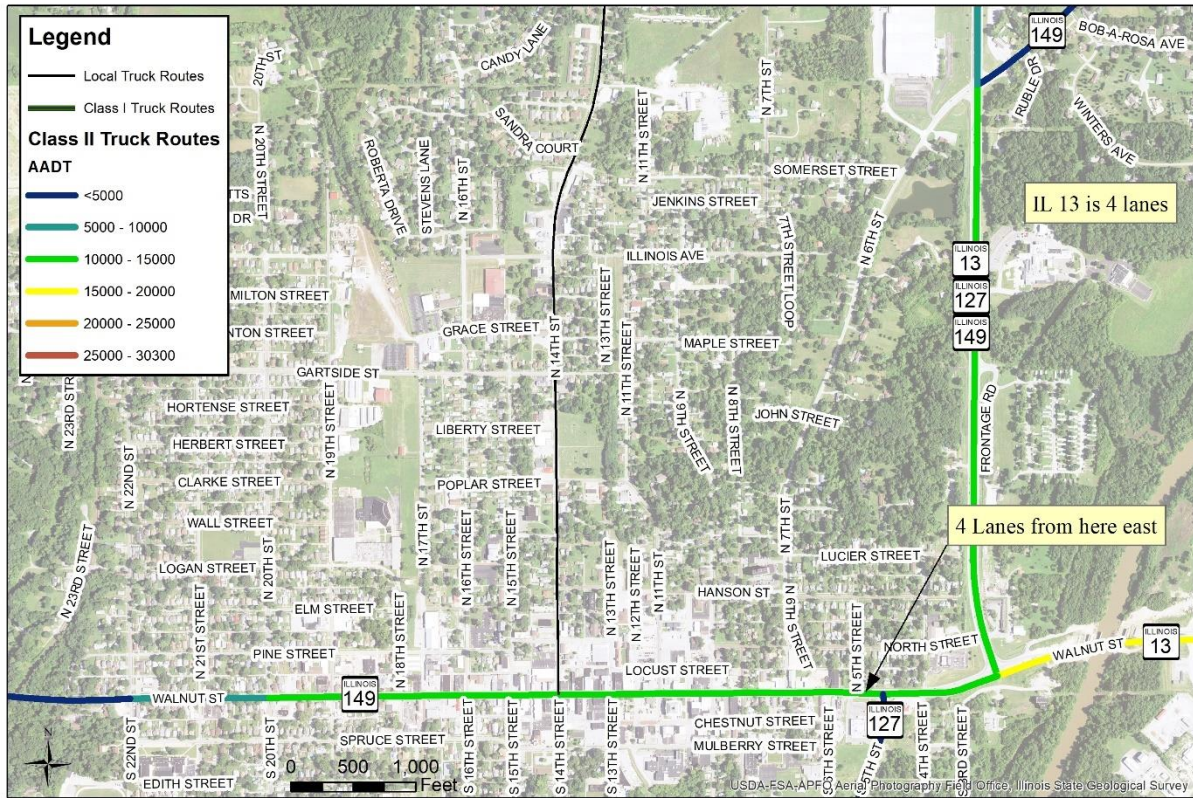
In West Frankfort, the three-lane section of IL 149 (Main Street), from west of I-57 to east of IL 37, has an AADT of up to 13,400 with a truck AADT of up to 855.

Capacity Issues in Marion



In Marion, the three-lane section of IL 37 from Main Street to IL 13 has an AADT of up to 11,400 and a truck AADT of up to 700.

Capacity Issues in Murphysboro



The 3-lane section of IL 149 through downtown Murphysboro has an AADT of up to 11,500 and a truck AADT of up to 775.

GEOMETRIC DEFICIENCIES

ROUTE	COUNTY	GEOMETRIC DEFICIENCY IDENTIFIED	TRUCK ROUTE CLASS	ADT	ADT Score	TRUCK ADT	Truck ADT Score	BUSINESS IMPACT	FATAL/ INJURIES	SAFETY IMPACTS	CAUSING ROADWAY DAMAGE	TOTAL SCORE
I-57/IL 13	Williamson	Access to Pilot	Class I	31000	6	2925	6	3	1-A,1-B,1-C	4	0	21.7
IL 13/127/154	Perry	Pinckneyville Sq.	Class II	7550	4	750	4	5	2-A, 2-B,1-C	5	0	20.8
IL 37/IL 14	Franklin	Benton Square	Class II	12400	5	495	3	4	1-A, 1-B, 10-C	5	0	19.5
I-57/IL 148 Int.	Williamson	Exit ramp curvature	Class I	5800	4	1025	5	1	1-F, 1-B	5	0	17.6
Thompsonville Rd S. of 14	Franklin	Lane width< 11 ft.	Local	1850	3	400	3	3	2-A, 2-B, 5-PD	5	0	16.4
New Era Rd	Jackson	Lane width< 11 ft.	Local	1350	3	150	2	4	4-A, 1-B,14-PD	4	0	15
IL 37/IL 14	Franklin	Turning radii	Class II	8700	4	315	3	3	not related	1	2	14.2
Woodland Drive	Jefferson	Lane width< 11 ft.	Local	600	2	250	3	3	1-A, 2-B, 3-PD	4	0	14.1
Rend City Rd	Franklin	Lane width< 11 ft.	Local	1050	3	75	1	3	2-A, 7-B, 4-PD	5	0	14
Casey Ave/7th St.	Jefferson	Turning radii	Local	1500	3	300	3	4	not related	0	3	14
Liberty School Rd	Williamson	Lane width< 11 ft.	Local	700	2	350	3	4	2-B, 1-PD	3	0	13.9
IL 37/IL 15 WB	Jefferson	Turning radii	Class II	8000	4	580	4	2	not related	2	0	13.6
IL 13/US 51 EB	Jackson	Turning radii	Class II	17700	5	750	4	1	not related	2	0	13.5
IL 13/US 51 WB	Jackson	Turning radii	Class II	16600	5	900	4	1	not related	2	0	13.5
I-57/IL 149 Int.	Franklin	Turning radii	Class I	11600	5	1125	5	1	not related	0	1	13.1
I-57/IL 14 Int.	Franklin	Turning radii	Class II	14600	5	1200	5	1	not related	0	1	13.1
Logan Rd	Franklin	Lane width< 11 ft.	Local	750	2	300	3	3	1-A, 2-B, 1-C	3	0	12.8
IL 37/IL 15 EB	Jefferson	Turning radii	Class II	8500	4	260	3	2	not related	2	0	12.4
IL 37/Casey Ave.	Jefferson	Turning radii	Local	1400	3	300	3	3	not related	0	2	11.9
Skyline/Crenshaw Rd	Williamson	Turning radii	Local	5900	4	450	3	3	not related	0	1	11.9
Crenshaw/Bandyville Rd	Williamson	Turning radii	Local	5900	4	450	3	3	not related	0	1	11.9
ILL 184/IL 149 Wye	Franklin	Wye	Class II	2050	3	200	2	0	4-A, 1-B	5	0	11.9
Akin Blacktop	Franklin	Lane width< 11 ft.	Local	750	2	50	1	2	5-A, 4-B,2-F	5	0	11.9
US 51/Hickory St	Perry	Turning radii	Class II	5500	4	435	3	1	not related	1	1	11
Shiloh Dr/Sahara Rd	Jefferson	Turning radii	Local	3450	3	1000	4	2	not related	0	1	11
Il 37/Boyton St	Williamson	Turning radii	Local	3200	3	300	3	3	not related	0	1	10.9
IL 148/College St	Williamson	Turning radii	Local	3400	3	300	3	3	not related	0	1	10.9
Boyton St/Market Rd	Williamson	Turning radii	Local	5500	4	300	3	2	not related	0	1	10.8
Lynchberg Rd	Jefferson	Lane width< 11 ft.	Local	500	1	50	1	3	1-A, 2-B, 3-PD	4	0	10.7
Shed Church Rd	Williamson	Lane width< 11 ft.	Local	250	1	25	1	3	1-F, 1-A	4	0	10.7
Mudline Rd	Jackson	Lane width< 11 ft.	Local	1800	3	105	2	3	2-PD	1	0	10
Akin blktp/Tmpville Rd	Franklin	Turning radii	Local	1500	3	400	3	1	not related	1	1	10
IL 34/Tmpville Rd	Franklin	Turning radii	Local	1350	3	400	3	1	not related	1	1	10
IL 150/County Line Rd	Perry	Turning radii	Local	3900	3	750	4	1	not related	0	1	9.9
IL 149/14th St	Jackson	Turning radii	Local	3150	3	500	3	2	not related	0	1	9.8
IL 37/Newby Ave.	Jefferson	Turning radii	Local	3050	3	250	3	2	not related	0	1	9.8
Bandyville/Stotlar Rd	Williamson	Turning radii	Local	4550	3	400	3	2	not related	0	1	9.8
Il154/County Line Rd	Perry	Turning radii	Local	2800	3	250	3	1	not related	0	2	9.7
IL 148/Herrin St	Williamson	Turning radii	Local	7200	4	200	2	2	not related	0	1	9.6
Il 34/Akin Rd	Franklin	Turning radii	Local	2250	3	400	3	0	not related	1	1	8.9
IL 37/Ewing Rd	Franklin	Turning radii	Local	2100	3	150	2	1	not related	1	1	8.8

North Oakland St	Jackson	Lane width< 11 ft.	Local	1200	3	250	3	2	0	0	0	8.8
Longstreet Rd	Williamson	Lane width< 11 ft.	Local	1450	3	250	3	2	0	0	0	8.8
Corinth Rd/Pittsburg Rd	Williamson	Turning radii	Local	2700	3	400	3	1	not related	0	1	8.7
Corinth/Liberty School	Williamson	Turning radii	Local	2700	3	350	3	1	not related	0	1	8.7
IL 37/Lake of Egypt Rd	Williamson	Turning radii	Local	4350	3	200	2	2	not related	0	1	8.6
Lake Egypt/Market Rd	Williamson	Turning radii	Local	4050	3	200	2	2	not related	0	1	8.6
IL 127/Bridge St	Jackson	Turning radii	Class II	5200	4	315	3	0	not related	0	1	8.6
Whitetail Rd	Perry	Lane width< 11 ft.	Local	100	1	25	1	2	1-F, 1-C, 1-PD	3	0	8.3
Rackaway St.	Jefferson	Lane width< 11 ft.	Local	350	1	100	1	3	1-C, 2-PD	2	0	8.1
Airport Rd	Jackson	Lane width< 11 ft.	Local	750	2	75	1	2	1-A	2	0	8
Power Plant Rd	Jackson	Lane width< 11 ft.	Local	175	1	75	1	4	3-PD	1	0	7.9
IL 4/Main ST	Jackson	Radii & Skew Angle	Local	950	2	200	2	1	1-PD	1	1	7.8
Ready Mix Rd	Jackson	Lane width< 11 ft.	Local	700	2	300	3	2	0	0	0	7.8
IL 14/Thmpville Rd	Franklin	Turning radii	Local	1200	3	200	2	0	not related	1	1	7.7
IL 148/Yellow Bnks.	Franklin	Turning radii	Local	850	2	100	1	1	not related	1	2	7.6
IL 154/IL 150	Perry	Turning radii	Class II	2300	3	370	3	0	not related	0	1	7.6
IL 4/Pyatt Cutler Rd.	Perry	Turning radii	Local	1250	3	200	2	1	not related	0	1	7.5
Pittsburg Rd	Williamson	Lane width< 11 ft.	Local	2750	3	100	1	3	1-F, 2-PD		0	7.5
IL 127/Old IL 13	Jackson	Turning radii	Class II	6050	4	170	2	0	not related	0	1	7.4
IL 149/Logan Rd	Franklin	Turning radii	Local	500	1	300	3	0	not related	1	1	6.9
IL 34/Logan Rd.	Franklin	Turning radii	Local	750	2	100	1	1	not related	1	1	6.6
Cora Rd & Levee Rd	Jackson	Lane width< 11 ft.	Local	175	1	55	1	4	0	0	0	6.6
Herrin Rd/35th St	Williamson	Turning radii	Local	750	2	100	1	2	not related	0	1	6.4
US 51/Truax Traer	Jackson	Turning radii	Local	1200	3	100	1	1	not related	0	1	6.3
IL 3/Levee Rd	Jackson	Turning radii/Skew	Local	175	1	55	1	1	1-B, 1-PD	1	1	5.6
Ewing Rd/Tmpville Rd	Franklin	Turning radii	Local	1000	2	100	1	0	not related	1	1	5.5
IL 14/Ewing Rd	Franklin	Radii & Skew Angle	Local	550	2	75	1	0	1-PD	1	1	5.5
IL 13/127/Sutter Rd	Perry	Turning radii	Local	100	1	50	1	2	not related	0	1	5.4
US 51 6th St.	Perry	Turning radii	Local	200	1	50	1	2	not related	0	1	5.4
Pyatt/Cutler/Whitetail	Perry	Turning radii	Local	100	1	25	1	2	not related	0	1	5.4
IL 166/Shed Church	Williamson	Turning radii	Local	250	1	25	1	2	not related	0	1	5.4
IL 13/Airport Rd	Jackson	Turning radii	Local	1100	3	100	1	1	not related	0	0	5.3
Orient Rd/Orient Bkctop	Franklin	Turning radii	Local	1500	3	75	1	0	not related	0	1	5.2
IL 37/Yellow Bnks.	Franklin	Turning radii	Local	950	2	100	1	0	not related	1	0	4.5
Hickory St	Perry	Lane width< 11 ft.	Local	100	1	50	1	2	0	0	0	4.4
Shagbark Rd	Perry	Lane width< 11 ft.	Local	200	1	75	1	2	0	0	0	4.4
Sixth St	Perry	Lane width< 11 ft.	Local	150	1	50	1	2	0	0	0	4.4
US 51/Airport Rd	Jackson	Turning radii	Local	750	2	75	1	1	not related	0	0	4.3
US 51/Industrial Pk Rd.	Perry	Turning radii	Local	200	1	50	1	1	not related	0	1	4.3
Thompsonville Rd N. of 14	Franklin	Lane width< 11 ft.	Local	375	1	50	1	0	0	0	0	2.2

ADT - (0 to 500 1 pt, 501 to 1000 2 pt., 1001 to 5000 3pt., 5001 to 10,000 4 pt, 10,000 to 20,000 5 pt, 20,000 and > 6 pt.)

Truck ADT - (0 to 100 1pt., 101 to 200 2 pt., 201 to 500 3 pt., 501 to 1000 4 pt., 1001 to 2000 5 pt., 2000 to 5000 6 pt., 5001 and > 7 pt.)

Business Impact - No Impact Opt., Minimal impact 1 pt., Moderate Impact 3 pt, Significant known impact 5 pt.

Safety Impact - (No Impact Opt., Minimal Impact 1pt to 2 pt., Moderate Impact 3 pt to 4 pt., Known Significant Impact 5 pt.)

Roadway Damage - (None =0, Moderate = 1, Severe = 2 to 3)