

Greater Egypt Regional Safety Study for Rural Municipalities

Final Report - June 2023

Prepared for:



Prepared by:



Table of Contents

I. Project Overview.....	1
II. Introduction.....	2-3
III. Background.....	4
IV. Stakeholder Meetings.....	5-6
V. IDOT Highway Safety Improvement Program (HSIP).....	7
A. City Crash Discussion.....	7
B. Top City HSIP Locations & Countermeasures.....	8
C. Final Top Five	9
VI. ICC Grade Crossing Protection Funds (GCPF).....	10
C. City GCPF Discussion.....	10
D. Top City GCPF Locations.....	11
C. Final Top Five.....	12
VII. Recommendations.....	13-14
VIII. Conclusion.....	15

EXHIBITS

1. Crash Analysis
2. IDOT HSIP Applications
3. ICC GCPF Applications

1. PROJECT OVERVIEW

The purpose of the study is to evaluate the crash history on local, county, and state-maintained roadways within the municipal limits in the rural areas of the five county Greater Egypt planning area (Franklin, Jackson, Jefferson, Perry, and Williamson Counties) and make specific recommendations for improvements. The areas within the Southern Illinois Metropolitan Planning Organization (SIMPO) Planning Area are to be excluded from this study. The goal of the recommended improvements will be the reduction of severe crashes involving fatalities and serious injuries. The study will position Greater Egypt member counties and townships to best compete for available safety funds by documenting at-risk locations and identifying effective safety improvement strategies.

BFW will analyze the latest five years of crash data, identify roadway segments and intersections having higher than average crash rates, identify safety improvement strategies for specific segments and intersections, and at select locations conduct benefit-cost analysis (BCA) using the Illinois Department of Transportation (IDOT) BCA tool. BFW Engineers shall prepare draft and final applications for local Highway Safety Improvement Project (HSIP) funds at select locations (at a minimum of ten locations).

In addition to the roadway applications, BFW will review unprotected grade crossings and highway-rail grade crossing located within the study area and identify and prioritize safety improvements at these locations. BFW will prepare at least five applications for highway-rail Grade Crossing Protection Funds (GCPF).

2. INTRODUCTION

This project is intended to bring forth projects for the incorporated areas within the Greater Egypt five county area that can be funded utilizing two primary funding sources: 1) FHWA/IDOT Highway Safety Program funding, and 2) Illinois Commerce Commission Grade Crossing Protection Funds.

To accomplish this goal, there is a great many work efforts that must be completed to develop projects that are in accordance with the FHWA and IDOT guidelines. The FHWA/IDOT HSIP applications will require a mixture of data analysis, field reviews, and stakeholder discussions with local communities. The ICC GCPF projects will require in-person field reviews as well as input from communities to select the candidates to be developed as part of a funding application submittal. These tasks are outlined below.

TASK 1 – Project Management

BFW will serve as the project manager on this project for all communications with the Greater Egypt. BFW will be on-call to the Greater Egypt during this project, from initial contracting discussions to contract approval to the ultimate approval and adoption of the Greater Egypt Regional Safety Study for Rural Municipalities. Regular meetings throughout the planning process shall be scheduled with the Greater Egypt and the Study Oversight Team.

TASK 2 – Analyses of Crash Data

BFW will prepare an analysis of the crash data for local, county, and state-maintained roadways within the municipal limits of rural areas within the five counties (Jackson, Jefferson, Franklin, Perry, and Williamson) of the Greater Egypt planning area. The areas within the SIMPO Planning Area are excluded from this review.

TASK 3 – Preparation of GCPF Applications

BFW will prepare draft or final applications for local Highway Safety Improvement Project (HSIP) funds for at a minimum of ten select locations. BFW Engineers will also prepare draft or final applications for highway-rail grade crossing safety funds for at a minimum of five select locations.

TASK 4 – Draft Report

BFW will prepare a draft report of the draft findings and recommendations for safety improvements to fully and satisfactorily address the requirements of the Greater Egypt Regional Safety Study for Rural Municipalities.

TASK 5 – Preparation of HSIP Applications

BFW will prepare draft or final applications for local Highway Safety Improvement Project (HSIP) funds for at a minimum of ten select locations. BFW Engineers will also prepare draft or final applications for highway-rail grade crossing safety funds for at a minimum of five select locations.

TASK 6 – Final Report

BFW will prepare a final report including one PDF formatted copy of the findings and the specific recommendations for safety improvements to fully and satisfactorily address the requirements of the Greater Egypt Regional Safety Study for Rural Municipalities.

This effort once completed will offer each of the fifteen applicants a chance for state and federal funded projects that should significantly impact the communities involved. The FHWA/IDOT HSIP projects are currently being funded at 90% federal – 10% local funding level. The ICC GCPF projects can be funded up to 100% of the project's costs.

3. BACKGROUND

The five-county area of Franklin, Jackson, Jefferson, Perry and Williamson Counties serves as the boundary for the Greater Egypt Regional Planning & Development Commission. The Southern Illinois Metropolitan Planning Organization planning area limits fall with the Greater Egypt area and more specifically within Jackson and Williamson Counties.

Both Greater Egypt and SIMPO have previously conducted highway safety studies with the limits of SIMPO and within the rural areas of Greater Egypt with excellent results coming from these efforts. Thus far, studies to investigate potential candidate projects within the urbanized areas within the Greater Egypt five county area have not been conducted.

This Greater Egypt Regional Safety Study has been specifically set up to study, analyze and develop candidate projects that lie within the municipal limits of the Greater Egypt five county area. This study will put its focus on areas with municipalities like; Mount Vernon, Benton, Pinckneyville, West Frankfort, DuQuoin, as well as all other incorporated boundaries within Greater Egypt's planning area.

This will result in filling a void previously left unstudied and at the same time provide an avenue to fund much needed projects within these communities.

4. STAKEHOLDER MEETINGS

Through the course of this regional safety study, meetings were held with stakeholders within the Greater Egypt five county region to get direction and feedback that is critical to the development of candidate project that are a priority to the communities impacted as well as meet requirements to make them eligible for funding utilizing federal highway safety dollars.

Additionally, throughout the entire study BFW maintained communications and coordination with Great Egypt Regional Planning and Development Commission through telephone calls and emails that are not itemized out below.

Below is a listing of the stakeholder meetings and contacts held on this project.

1. Kick-Off Meeting with Greater Egypt and the regional five County Engineers held August 30, 2022.
2. Meeting with Greater Egypt/SIMPO on December 7, 2022, to present crash analysis summarization and listing of possible projects. BFW went discussed five county wide crash data and the analysis that went through the incorporated areas. A summarization of both HSIP and ICC Grade Crossing Protection locations were presented and discussed. The primary focus was to finalize top five candidates to submit for ICC GCPF since the solicitation for candidate projects was on the street.
3. BFW contacted the City Manager for Mt. Vernon, Ms. Mary Ellen Bechtel, via telephone on December 14, 2022, to discuss four possible grade crossing locations at Greater Egypt's request to seek her input on four possible locations within the City of Mt. Vernon under consideration: 1) Casey Avenue, 2) Main Street, 3) South 12th Street, and 4) Tolle Road. She indicated the South 12th Street was her preferred location to submit.
4. Meeting with Greater Egypt/SIMPO on February 6, 2023, to discuss the candidate locations for IDOT Highway Safety Improvement Program (HSIP) funding to begin to get them reduced to the ten candidates that are acceptable to these communities and present the best opportunity for funding.
5. Telephone call meetings and in-person meetings with numerous communities to gauge their interest in participation in the HSIP Grant Application process in the time period from February 27 through March 13. These calls were made to; Mt. Vernon, Benton, West Frankfort, DuQuoin, Pinckneyville, Johnston City, Franklin County, Jefferson County, Pittsburg, DeSoto, and Creal Springs. These meetings allowed BFW and Greater Egypt to get our HSIP Candidate list to the ten needed with the priorities provided by each of the communities.

6. Meeting with Mary Ellen Bechtel at the Mt. Vernon City Hall to discuss their applications as well as their requirements. This meeting included Cary Minnis and Mike Ziarnek from Greater Egypt.

5. IDOT HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

5A. City Crash Discussion

BFW Engineers took an in-depth look at the previous five years of crash data to best determine possible roadway segments and/or intersections that had higher than average crash rates that could translate into potential safety applications. Once locations were identified then specific safety countermeasures could be developed to fit each site location.

In every county, the crash data that was provided to BFW was throughout the entire countywide area. This required that every municipality be looked at individually to find; roadway segments, intersections, or focus areas that exhibited crashes resulting in injury or an unusually large amount of property damage accidents.

Once locations were determined, these roadways and intersections were studied to show accident breakdowns by; weather conditions, year of the crash, type of injury, and the types of crashes along with percentages of each type of collision that occurred within this identified location. This analysis is summarized by county in **Exhibit 1**.

The following sheet summarizes a listing of possible IDOT Highway Safety Improvement Program (HSIP) candidate projects.

Greater Egypt Regional Safety Study

Safety Data Analysis - Project Listing

LOCATION	STREET	PROPOSED WORK	ESTIMATED COST
Mt. Vernon	42nd Street	Upgrade to 5-Lane Section	\$2,500,000
		wih center TWLTL. Signals at	
		Fire Station	
West Frankfort	St. Louis Street (East)	Upgrade Roadway & Provide	\$1,700,000
		Turn Lanes Where Needed	
		School	
DuQuoin	East Jackson Street	Ugrade Roadway & Provide	\$1,500,000
		Turn Lanes Where Needed	
Pinckneyville	East Randolph Street	Ugrade Roadway & Provide	\$1,000,000
		Turn Lanes Where Needed	
Mt. Vernon	East Richview Road	Ugrade Roadway, Intersection	\$1,500,000
		Signals & Turn Lanes, Move	
		Power Poles	
Thompsonville	North Thompsonville Road	Upgrade Roadway Shoulders	\$600,000
		with 4' HMA	
Ina	North Avenue	Upgrade Roadway & Provide	\$2,000,000
		Signage for Curves	
Johnstion City	West Broadway Boulevard	Upgrade to 3-Lane Section	\$1,250,000
		wih center TWLTL	
Benton	South McLeansboro	Enhanced Side Road Stop Signs	\$750,000
		& Turn Lanes Into Middle	
		School	
Mt. Vernon	Wells Bypass	Traffic Signals at Veterans	\$750,000
		Memorial wih Turn Lanes Into	
		High School	

Other Possible Locations

Coello	Parkdon Road	Move Power Poles Back & regrade roadway & o/c
DuQuoin	West Main Street	Parking Mods & Improved Ped/Cycle Facilities
Woodlawn	N. Woodlawn Lane	Upgrade Roadway Shoulders with 4' HMA
Bonnie	Campground Road	Upgrade Roadway & Signage at Curves
Pinckneyville	Fairground Road	Minor Intersection improvements
West Frankfort	West Cleveland Street	Intersection Upgrade
Johnston City	Monroe & 9th/12th Streets	Intersection Signing
Creal Springs	Creal Srings Rd & W. Borton	Intersection Upgrade
Pittsburg	Division Street	Minor Roadway Upgrades & Delineators
DeSoto	East Douglas Street	Minor Roadway Upgrades & Improved Signage
DuQuoin	East Park Street	Roadway Upgrades to 30' F-F
Pinckneyville	North Beaucoup St.	Regrade roadway & sideroads, oil/chip, signing
Mt. Vernon	Veteran's & 34 Street	Upgrade Intersection with traffic signals

- Final HSIP Locations (As Selected By City's)

5C. Greater Egypt Regional Safety Study

Safety Data Analysis - Project Listing

Top 10 Locations

#	LOCATION	STREET	PROPOSED WORK
1)	Mt. Vernon	42nd Street	Upgrade to 3-Lane Section
			wih center TWLTL
2)	Benton	South McLeansboro	Upgrade Roadway & Provide
			Turn Lanes Where Needed
3)	West Frankfort	West Cleveland Street	Upgrade Intersection & Provide
			Turn Lanes Where Needed
4)	DuQuoin	East Jackson St. & Line St.	Signalize Intersection
5)	Pinckneyville	East Randolph Street	Upgrade Roadway
6)	Mt. Vernon	Veteran's Pkwy & 34th St.	Signalize Intersection
7)	Thompsonville	North Thompsonville Road	Upgrade Roadway Shoulders
	Owner: Franklin County		with 4' HMA
8)	Creal Springs	Creal Springs Rd & Borton St.	Upgrade Intersection
9)	Mt. Vernon	Wells Bypass	Ugrade Roadway & Provide
	Owner: Jefferson County		Turn Lanes into High School
10)	Johnstion City	West Broadway Boulevard	Upgrade Intersection &
			Roadway

6. ICC GRADE CROSSING PROTECTION FUNDS

6A. City GCPF Discussion

BFW Engineers took an in-depth look at the previous five years of crash data to best determine possible existing rail crossing locations that exhibited injury related crashes that could translate into potential GCPF applications. In every county, the crash data that was provided to BFW was throughout the entire countywide area. This required an in depth analysis of every grade crossing within municipal limits of communities within the five county Greater Egypt area.

These crossings were primarily determined from the crash data withing these communities where grade crossing crashes occurred. The locations became more relevant once this analysis concluded. From there, it was a matter of selecting the five primary locations in which to submit an ICC Grade Crossing Fund application. Many of these locations need at-grade crossing signals, additional signage or roadway improvements to make these locations safer going forward.

The following sheet shows a prioritized breakdown of the top potential GCPF locations.

6B. Greater Egypt Regional Safety Study

ICC Grade Crossing Protection Funds

At-Grade Railway Crossing Locations with Crashes Resulting in Injuries

LOCATION	STREET	SITE NOTES	ESTIMATED COST	CRASH	ADT
* Bonnie	East Lang Lane	This location is very poor with bad roadway grades & culvert issues. Also lacks gates.	\$450,000	'A' Injury	10 vpd
Belle Rive	North Birch Street	This location is very poor with bad roadway grades & also lacks gates.	\$450,000	'A' Injury	400 vpd
Mt. Vernon	Main Street	Very wide & no gates or lights	\$200,000	'C' Injury	400 vpd
Mt. Vernon	Casey Avenue	Poor roadway grades & sight distance	\$400,000	'C' Injury	300 vpd
Johnston City	East Broadway Blvd	Roadway grades need to be improved.	\$400,000	'B' Injury	4400 vpd
West Frankfort	East Elm Street	Needs precast PCC panels & HMA RS	\$100,000	'C' Injury	650 vpd
Mt. Vernon	Tolle Road	Some slight sight distance issues	\$150,000	'B' Injury	1050 vpd
Bluford	Elm Street	Minor grade issues & needs precast PCC panels	\$200,000	'B' Injury	950 vpd
Benton	Joplin Street	Needs better approaches	\$175,000	'B' Injury	900 vpd
Mt. Vernon	South 12th Street	Site needs gates.	\$60,000	'A' Injury	4750 vpd

NOTE: * Already in ICC Multi-Year Program for Funding.

6C. Greater Egypt Regional Safety Study

Top Five Locations ICC GCPF Applications Submitted

At-Grade Railway Crossing Locations with Crashes Resulting in Injuries

RANK	LOCATION	STREET	SITE NOTES	ESTIMATED COST	CRASH	ADT
#1	Belle Rive	North Birch Street	This location is very poor with	\$450,000	'A' Injury	400 vpd
			bad roadway grades & also			
			lacks gates.			
#2	Benton	Joplin Street	Needs better approaches	\$175,000	'B' Injury	900 vpd
#3	Bluford	Elm Street	Minor grade issues & needs	\$200,000	'B' Injury	950 vpd
			precast PCC panels			
#4	Johnston City	East Broadway Blvd	Roadway grades need to be	\$400,000	'B' Injury	4400 vpd
			improved.			
#5	Mt. Vernon	South 12th Street	Site needs gates.	\$60,000	'A' Injury	4750 vpd

NOTE: See **Exhibit 3** for the submitted ICC Grade Crossing Fund Applications.

7. RECOMMENDATIONS

BFW requested all the safety data over the five-county region from IDOT to allow a more thorough analysis of that data. We then reviewed and analyzed crash data and statistics throughout the Greater Egypt planning area to determine locations with the corporate limits of communities throughout. From this effort, a listing of potential HSIP candidate projects was developed for consideration by each of the communities involved. A final recommendation of ten locations were assembled for formal application for HSIP funding. These locations are listed below:

ITEM #	CITY	LOCATION	MITIGATION RECOMMENDED
1.	Mt. Vernon	42 nd Street	Upgrade Roadway
2.	Benton	South McLeansboro	Upgrade School Entrances
3.	West Frankfort	West Cleveland Street	Intersection Upgrade
4.	DuQuoin	East Jackson Street	Signalize Intersection
5.	Pinckneyville	East Randolph St.	Upgrade Roadway
6.	Mt. Vernon	Veteran's Bypass	Upgrade Roadway
	(Jefferson County - Owner)		
7.	Thompsonville	N. Thompsonville Rd.	HMA Shoulders
	(Franklin County – Owner)		
8.	Mt. Vernon	Veteran's Pkwy & 34th	Signalize Intersection
9.	Creal Springs	Creal Spr. Rd & Borton	Intersection Upgrade
10.	Johnston City	West Broadway Blvd.	Upgrade Roadway

On the Grade Crossing Protection Fund side, BFW looked at available at-grade railway crossing locations with the urbanized cities and villages in the five-county region that did not provide crossing protection or needed additional safety work. Coupled with a review of accident data at each of these locations allowed a prioritized listing to be developed. These locations were reviewed with each of the impacted communities to seek confirmation of these plans. A final listing of five locations were assembled for formal application to the Illinois Commerce Commission for potential GCPF funding. These Locations are listed below:

ITEM #	CITY	LOCATION	MITIGATION RECOMMENDED
1.	Belle Rive	North Birch Street	App. Rdwy, Gates & Lights
2.	Benton	Joplin Street	App. Rdwy Improvements
3.	Bluford	Elm Street	App Rdwy, PCC Cross Panels
4.	Johnston City	East Broadway	App Rdwy Improvements
5.	Mt. Vernon	South 12 th Street	New Gates

The five-county area of Franklin, Jackson, Jefferson, Perry and Williamson Counties serves as the boundary for the Greater Egypt Regional Planning & Development Commission. The Southern Illinois Metropolitan Planning Organization planning area limits fall with the Greater Egypt area and more specifically within Jackson and Williamson Counties.

This study put its focus on areas with municipalities like; Mount Vernon, Benton, Pinckneyville, West Frankfort, DuQuoin, and Johnston City, as well as all other incorporated boundaries within Greater Egypt's planning area. Potential revenues that come from these funding applications may have long lasting impacts on each of these communities.

HSIP funding is a great way for locals that have roadways or intersections with high crash rates to obtain the greatly needed revenues to make physical changes to those locations and reduce crashes thereby improving safety on their highway systems. We believe this should be an annual pursuit to bring revenues into the Greater Egypt five-county region.

BFW would also recommend that the Greater Egypt Regional Planning and Development Commission as well as the Southern Illinois Metropolitan Planning Organization consider the development of Local Safety Plans for each of the five counties that comprise Greater Egypt as well as for each of the communities that have a population of over 5,000 people. This would establish a future basis for where the issues lie within each county and community and provide a stronger foundation for future safety funding applications. These are being developed across the United States at the urging of the FHWA and their state and local partners. BFW believes this to be something that would be very helpful going forward.

Additionally, with the new FHWA Grant - Safe Roads and Streets for All opportunities, BFW would also recommend pursuing funding opportunities within that grant mechanism. Initially, planning grants will likely be needed to establish a 'Comprehensive Safety Action Plan' for an area being applied for to set up a 'Vision Zero Plan' as well as a committee to study; existing issues, identify needs, and establish a framework/plan to address these needs for every local agency before they actually apply for further planning grants or implementation (construction) grants.

8. CONCLUSION

The purpose of the study was to evaluate the crash history on local, county, and state-maintained roadways within the municipal limits in the rural areas of the five county Greater Egypt planning area and make specific recommendations for improvements. The goal of the recommended improvements will be the reduction of severe crashes involving fatalities and serious injuries. The study will position Greater Egypt member municipalities and villages to best compete for available safety funds by documenting at-risk locations and identifying effective safety improvement strategies.

BFW analyzed the latest five years of crash data, identified roadway segments and intersections having higher than average crash rates, identified safety improvement strategies for specific segments and intersections, and at select locations conducted benefit-cost analysis (BCA) using the Illinois Department of Transportation (IDOT) BCA tool. BFW Engineers then prepared ten applications for local Highway Safety Improvement Project (HSIP) funds across various communities within the Greater Egypt five county area.

BFW also reviewed unprotected grade crossings and highway-rail grade crossing located within the study area and identify and prioritize safety improvements at these locations. BFW then prepared at least five applications for highway-rail grade crossing safety funds.

BFW believes several of these applications will receive funding to allow these communities to further pursue vital roadway improvements that are very much needed.

Greater Egypt Regional Safety Study for Rural Municipalities

PROJECT EXHIBITS

Prepared for:

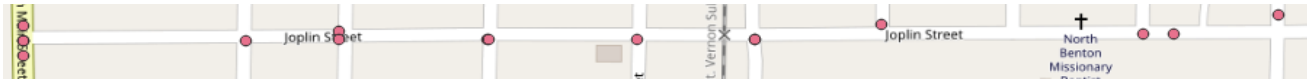


Prepared by:



CRASH ANALYSIS

Exhibit #1



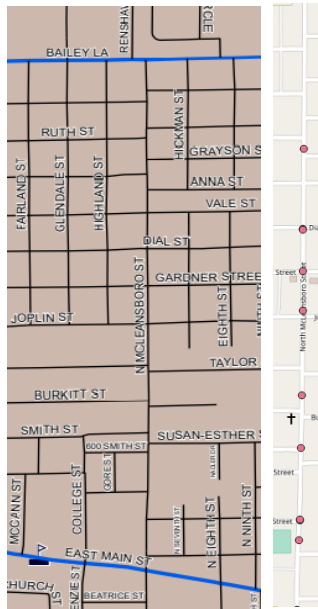
City of Benton - FY25 HSIP Safety Application
Joplin Street -- Roadway Rehabilitation

2017-2021 Crash Data

Year	Total Crashes	Fatal Crashes	Fatalities	A-Injury Crashes	A-Injuries	B-Injury Crashes	B-Injuries	C-Injury Crashes	C-Injuries	PDO	Wet Weather	Darkness Crashes
2017	1	0	0	0	0	0	0	0	0	1	0	1
2018	1	0	0	0	0	0	0	0	0	1	0	1
2019	2	0	0	0	0	0	0	1	2	1	1	0
2020	1	0	0	0	0	0	0	0	0	1	0	1
2021	3	0	0	0	0	1	1	0	0	2	0	0
Total	8	0	0	0	0	1	1	1	2	6	1	3

Crashes & Injuries by Year										
Year	Total Crashes	Fatal Crashes	A-Injury Crashes	B-Injury Crashes	C-Injury Crashes	PDO Crashes	Wet Weather	Darkness Crashes	Ice/Snow Crashes	Impaired Driver
2017	1	0	0	0	0	1	0	1	0	0
2018	1	0	0	0	0	1	0	1	0	0
2019	2	0	0	0	1	1	1	0	0	0
2020	1	0	0	0	0	1	0	1	0	0
2021	3	0	0	1	0	2	0	0	0	1
Totals	8	0	0	1	1	6	1	3	0	1

Crash Data by Type of Collision							
Type	Total Number	2017	2018	2019	2020	2021	% Crashes
Angle	3			1		2	38%
Animal	0						0%
Fixed Object	1					1	13%
Front to Rear	1		1				13%
Pedestrian	0						0%
Parked Vehicle	2	1		1			25%
Pedacyclist	0						0%
Turning	1				1		13%
Totals	8	1	1	2	1	3	100%



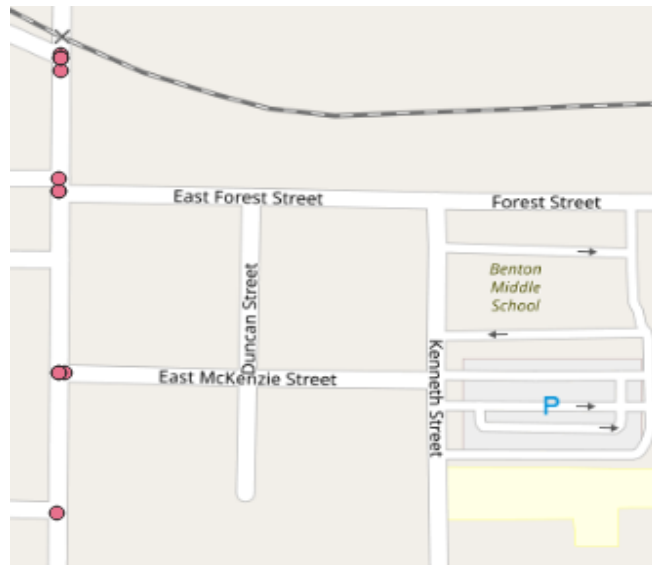
City of Benton - FY25 HSIP Safety Application
North McLeansboro Street -- Roadway Rehabilitation

2017-2021 Crash Data

Year	Total Crashes	Fatal Crashes	Fatalities	A-Injury Crashes	A-Injuries	B-Injury Crashes	B-Injuries	C-Injury Crashes	C-Injuries	PDO	Wet Weather	Darkness Crashes
2017	1	0	0	0	0	0	0	0	0	1	0	0
2018	4	0	0	0	0	0	0	1	1	3	0	2
2019	2	0	0	0	0	0	0	1	2	1	1	0
2020	0	0	0	0	0	0	0	0	0	0	0	0
2021	2	0	0	0	0	0	0	0	0	2	0	1
Total	9	0	0	0	0	0	0	2	3	7	1	3

Crashes & Injuries by Year										
Year	Total Crashes	Fatal Crashes	A-Injury Crashes	B-Injury Crashes	C-Injury Crashes	PDO Crashes	Wet Weather	Darkness Crashes	Ice/Snow Crashes	Impaired Driver
2017	1	0	0	0	0	1	0	0	0	0
2018	4	0	0	0	1	3	0	2	1	0
2019	2	0	0	0	1	1	1	0	0	0
2020	0	0	0	0	0	0	0	0	0	0
2021	2	0	0	0	0	2	0	1	0	1
Totals	9	0	0	0	2	7	1	3	1	1

Crash Data by Type of Collision							
Type	Total Number	2017	2018	2019	2020	2021	% Crashes
Angle	1			1			11%
Animal	0						0%
Fixed Object	3	1	1			1	33%
Front to Rear	3		1	1		1	33%
Pedestrian	0						0%
Parked Vehicle	2		2				22%
Pedacyclist	0						0%
Turning	0						0%
Totals	9	1	4	2	0	2	100%



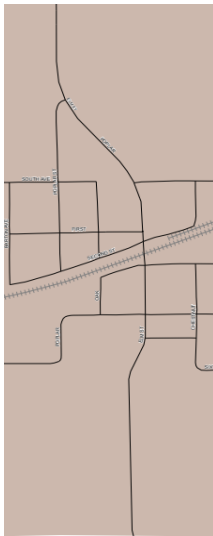
City of Benton - FY25 HSIP Safety Application
South McLeansboro Street -- Roadway Rehabilitation

2017-2021 Crash Data

Year	Total Crashes	Fatal Crashes	Fatalities	A-Injury Crashes	A-Injuries	B-Injury Crashes	B-Injuries	C-Injury Crashes	C-Injuries	PDO	Wet Weather	Darkness Crashes
2017	2	0	0	0	0	0	0	0	0	2	0	1
2018	1	0	0	0	0	0	0	0	0	1	0	0
2019	4	0	0	0	0	1	1	1	3	2	1	0
2020	2	0	0	0	0	1	1	0	0	1	0	1
2021	2	0	0	0	0	0	0	1	1	1	0	1
Total	11	0	0	0	0	2	2	2	4	7	1	3

Crashes & Injuries by Year										
Year	Total Crashes	Fatal Crashes	A-Injury Crashes	B-Injury Crashes	C-Injury Crashes	PDO Crashes	Wet Weather	Darkness Crashes	Ice/Snow Crashes	Impaired Driver
2017	2	0	0	0	0	2	0	1	0	0
2018	1	0	0	0	0	1	0	0	0	0
2019	4	0	0	1	1	2	1	0	0	0
2020	2	0	0	1	0	1	0	1	0	0
2021	2	0	0	0	1	1	0	1	1	1
Totals	11	0	0	2	2	7	1	3	1	1

Crash Data by Type of Collision							
Type	Total Number	2017	2018	2019	2020	2021	% Crashes
Angle	0						0%
Animal	1	1					9%
Fixed Object	2			1		1	18%
Front to Rear	4	1	1	1	1		36%
Pedestrian	1			1			9%
Parked Vehicle	0						0%
Pedacyclist	1				1		9%
Turning	2			1		1	18%
Totals	11	2	1	4	2	2	100%



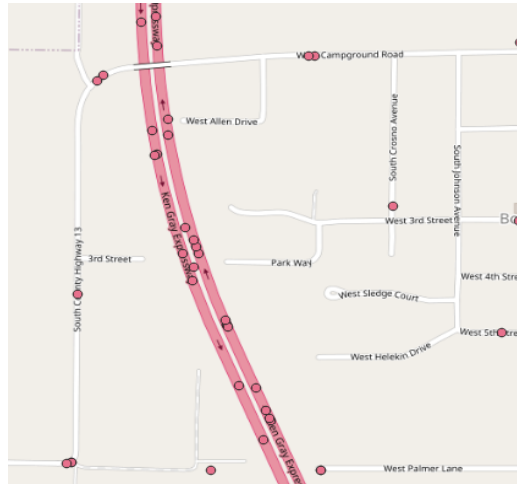
Village of Bluford - FY25 HSIP Safety Application
Elm Street - Roadway Rehabilitation

2017-2021 Crash Data

Year	Total Crashes	Fatal Crashes	Fatalities	A-Injury Crashes	A-Injuries	B-Injury Crashes	B-Injuries	C-Injury Crashes	C-Injuries	PDO	Wet Weather	Darkness Crashes
2017	1	0	0	0	0	0	0	0	0	1	0	1
2018	1	0	0	0	0	1	2	0	0	0	1	1
2019	1	0	0	0	0	0	0	0	0	1	0	0
2020	1	0	0	0	0	0	0	0	0	1	0	0
2021	1	0	0	0	0	0	0	0	0	1	0	0
Total	5	0	0	0	0	1	2	0	0	4	1	2

Crashes & Injuries by Year										
Year	Total Crashes	Fatal Crashes	A-Injury Crashes	B-Injury Crashes	C-Injury Crashes	PDO Crashes	Wet Weather	Darkness Crashes	Ice/Snow Crashes	Impaired Driver
2017	1	0	0	0	0	1	0	1	0	1
2018	1	0	0	1	0	0	1	1	0	0
2019	1	0	0	0	0	1	0	0	0	0
2020	1	0	0	0	0	1	0	0	0	0
2021	1	0	0	0	0	1	0	0	0	0
Totals	5	0	0	1	0	4	1	2	0	1

Crash Data by Type of Collision							
Type	Total Number	2017	2018	2019	2020	2021	% Crashes
Angle	1		1				20%
Animal	0						0%
Parked Vehicle	0						0%
Fixed Object	1				1		20%
Front to Rear	1					1	20%
Overtaken	1	1					20%
Sideswipe	0						0%
Turning	1			1			20%
Totals	5	1	1	1	1	1	100%



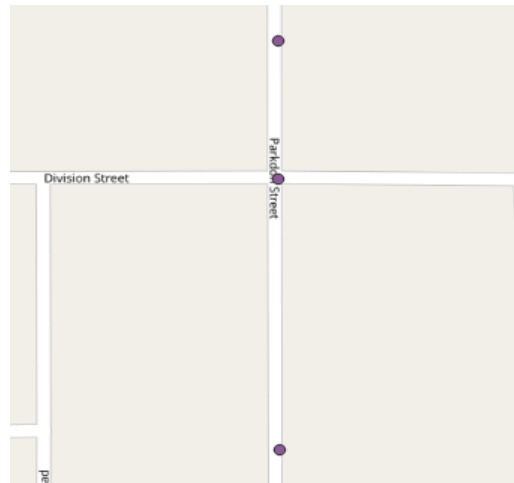
Village of Bonnie - FY25 HSIP Safety Application
West Campground Road - Roadway Rehabilitation

2017-2021 Crash Data

Year	Total Crashes	Fatal Crashes	Fatalities	A-Injury Crashes	A-Injuries	B-Injury Crashes	B-Injuries	C-Injury Crashes	C-Injuries	PDO	Wet Weather	Darkness Crashes
2017	2	0	0	0	0	0	0	0	0	2	0	1
2018	0	0	0	0	0	0	0	0	0	0	0	0
2019	2	0	0	0	0	0	0	1	1	1	0	0
2020	0	0	0	0	0	0	0	0	0	0	0	0
2021	3	0	0	1	1	1	1	0	0	1	1	1
Total	7	0	0	1	1	1	1	1	1	4	1	2

Crashes & Injuries by Year										
Year	Total Crashes	Fatal Crashes	A-Injury Crashes	B-Injury Crashes	C-Injury Crashes	PDO Crashes	Wet Weather	Darkness Crashes	Ice/Snow Crashes	Impaired Driver
2017	2	0	0	0	0	2	0	1	0	0
2018	0	0	0	0	0	0	0	0	0	0
2019	2	0	0	0	1	1	0	0	0	0
2020	0	0	0	0	0	0	0	0	0	0
2021	3	0	1	1	0	1	1	1	0	0
Totals	7	0	1	1	1	4	1	2	0	0

Crash Data by Type of Collision							
Type	Total Number	2017	2018	2019	2020	2021	% Crashes
Angle	0						0%
Animal	1	1					14%
Parked Vehicle	0						0%
Fixed Object	4			2		2	57%
Front to Rear	0						0%
Overturned	0						0%
Sideswipe	1					1	14%
Turning	1	1					14%
Totals	7	2	0	2	0	3	100%



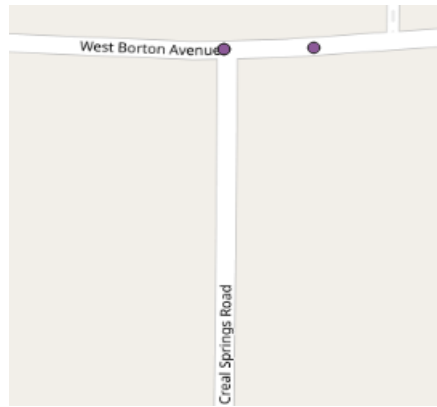
Village of Coello - FY25 HSIP Safety Application
Intersection of Parkdon & Division Streets -- Intersection Rehabilitation

2017-2021 Crash Data

Year	Total Crashes	Fatal Crashes	Fatalities	A-Injury Crashes	A-Injuries	B-Injury Crashes	B-Injuries	C-Injury Crashes	C-Injuries	PDO	Wet Weather	Darkness Crashes
2017	1	1	1	0	0	0	0	0	0	0	1	1
2018	1	0	0	1	1	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0	0	0	0
2021	1	0	0	0	0	0	0	0	0	1	0	1
Total	3	1	1	1	1	0	0	0	0	1	1	2

Crashes & Injuries by Year										
Year	Total Crashes	Fatal Crashes	A-Injury Crashes	B-Injury Crashes	C-Injury Crashes	PDO Crashes	Wet Weather	Darkness Crashes	Ice/Snow Crashes	Impaired Driver
2017	1	1	0	0	0	0	1	1	0	0
2018	1	0	1	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0	0
2021	1	0	0	0	0	1	0	1	0	0
Totals	3	1	1	0	0	1	1	2	0	0

Crash Data by Type of Collision							
Type	Total Number	2017	2018	2019	2020	2021	% Crashes
Angle	0						0%
Animal	0						0%
Parked Vehicle	0						0%
Fixed Object	2	1				1	67%
Front to Rear	0						0%
Pedalcyclist	1		1				33%
SSW Opposite	0						0%
Turning	0						0%
Totals	3	1	1	0	0	1	100%



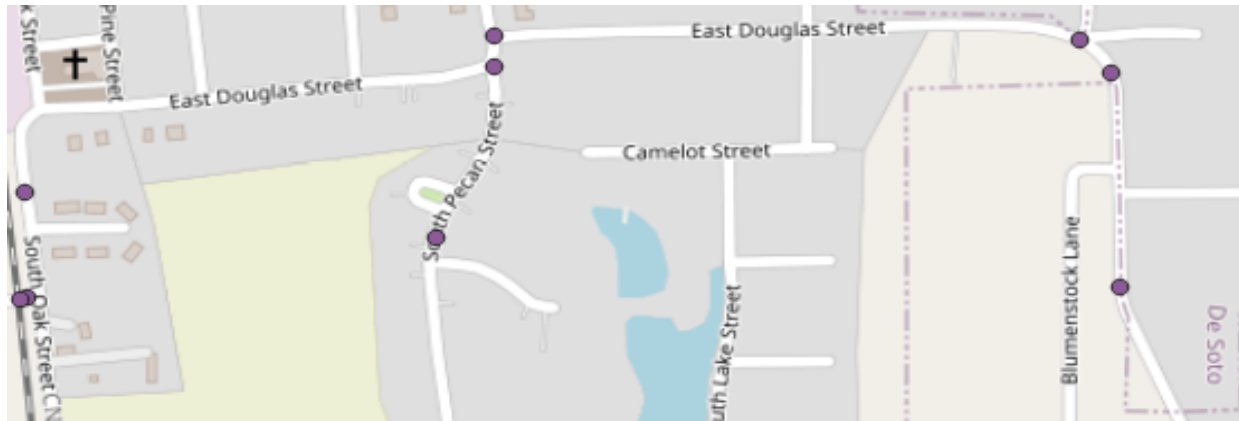
Village of Creal Springs - FY25 HSIP Safety Application
Creal Springs Road and Bolton Avenue -- Intersection Rehabilitation

2017-2021 Crash Data

Year	Total Crashes	Fatal Crashes	Fatalities	A-Injury Crashes	A-Injuries	B-Injury Crashes	B-Injuries	C-Injury Crashes	C-Injuries	PDO	Wet Weather	Darkness Crashes
2017	1	0	0	1	1	0	0	0	0	0	1	1
2018	0	0	0	0	0	0	0	0	0	0	0	0
2019	1	0	0	0	0	0	0	0	0	1	1	0
2020	0	0	0	0	0	0	0	0	0	0	0	0
2021	1	0	0	0	0	0	0	0	0	1	0	1
Total	3	0	0	1	1	0	0	0	0	2	2	2

Crashes & Injuries by Year										
Year	Total Crashes	Fatal Crashes	A-Injury Crashes	B-Injury Crashes	C-Injury Crashes	PDO Crashes	Wet Weather	Darkness Crashes	Ice/Snow Crashes	Impaired Driver
2017	1	0	1	0	0	0	1	1	0	1
2018	0	0	0	0	0	0	0	0	0	0
2019	1	0	0	0	0	1	1	0	0	0
2020	0	0	0	0	0	0	0	0	0	0
2021	1	0	0	0	0	1	0	1	0	0
Totals	3	0	1	0	0	2	2	2	0	1

Crash Data by Type of Collision							
Type	Total Number	2017	2018	2019	2020	2021	% Crashes
Angle	0						0%
Animal	1					1	33%
Parked Vehicle	0						0%
Fixed Object	2	1		1			67%
Front to Rear	0						0%
Pedestrian	0						0%
SSW Opposite	0						0%
Turning	0						0%
Totals	3	1	0	1	0	1	100%



Village of DeSoto - FY25 HSIP Safety Application
East Douglas Street -- Intersection Rehabilitation

2017-2021 Crash Data

Year	Total Crashes	Fatal Crashes	Fatalities	A-Injury Crashes	A-Injuries	B-Injury Crashes	B-Injuries	C-Injury Crashes	C-Injuries	PDO	Wet Weather	Darkness Crashes
2017	0	0	0	0	0	0	0	0	0	0	0	0
2018	2	0	0	0	0	0	0	0	0	2	1	0
2019	0	0	0	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0	0	0	0
2021	2	0	0	0	0	0	0	1	1	1	0	0
Total	4	0	0	0	0	0	0	1	1	3	1	0

Crashes & Injuries by Year										
Year	Total Crashes	Fatal Crashes	A-Injury Crashes	B-Injury Crashes	C-Injury Crashes	PDO Crashes	Wet Weather	Darkness Crashes	Ice/Snow Crashes	Impaired Driver
2017	0	0	0	0	0	0	0	0	0	0
2018	2	0	0	0	0	2	1	0	0	0
2019	0	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0	0
2021	2	0	0	0	1	1	0	0	1	0
Totals	4	0	0	0	1	3	1	0	1	0

Crash Data by Type of Collision							
Type	Total Number	2017	2018	2019	2020	2021	% Crashes
Angle	1		1				25%
Animal	0						0%
Parked Vehicle	0						0%
Fixed Object	3		1			2	75%
Front to Rear	0						0%
Pedestrian	0						0%
SSW Opposite	0						0%
Turning	0						0%
Totals	4	0	2	0	0	2	100%



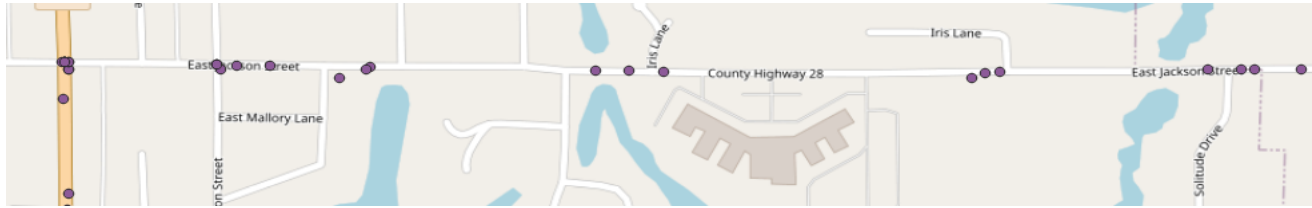
City of DuQuoin - FY25 HSIP Safety Application
East Park Street -- Roadway Rehabilitation

2017-2021 Crash Data

Year	Total Crashes	Fatal Crashes	Fatalities	A-Injury Crashes	A-Injuries	B-Injury Crashes	B-Injuries	C-Injury Crashes	C-Injuries	PDO	Wet Weather	Darkness Crashes
2017	4	0	0	0	0	0	0	0	0	4	0	1
2018	2	0	0	0	0	0	0	0	0	2	0	0
2019	5	0	0	0	0	0	0	0	0	5	1	3
2020	6	0	0	0	0	0	0	0	0	6	1	0
2021	5	0	0	1	2	0	0	1	1	3	1	0
Total	22	0	0	1	2	0	0	1	1	20	3	4

Crashes & Injuries by Year										
Year	Total Crashes	Fatal Crashes	A-Injury Crashes	B-Injury Crashes	C-Injury Crashes	PDO Crashes	Wet Weather	Darkness Crashes	Ice/Snow Crashes	Impaired Driver
2017	4	0	0	0	0	4	0	1	0	0
2018	2	0	0	0	0	2	0	0	0	0
2019	5	0	0	0	0	5	1	3	0	0
2020	6	0	0	0	0	6	1	0	0	0
2021	5	0	1	0	1	3	1	0	0	0
Totals	22	0	1	0	1	20	3	4	0	0

Crash Data by Type of Collision							
Type	Total Number	2017	2018	2019	2020	2021	% Crashes
Angle	12	3	1	3	3	2	55%
Animal	1					1	5%
Fixed Object	1			1			5%
Front to Rear	3	1	1	1			14%
Front to Front	1				1		5%
Parked Vehicle	0						0%
Rear to Side	1					1	5%
Turning	3				2	1	14%
Totals	22	4	2	5	6	5	100%



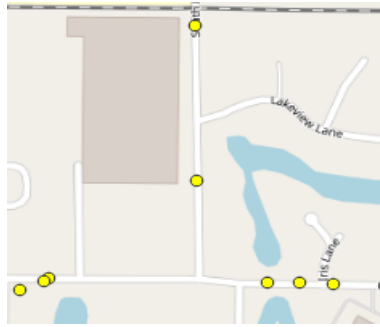
City of DuQuoin - FY25 HSIP Safety Application
East Jackson Street - Roadway Rehabilitation

2017-2021 Crash Data

Year	Total Crashes	Fatal Crashes	Fatalities	A-Injury Crashes	A-Injuries	B-Injury Crashes	B-Injuries	C-Injury Crashes	C-Injuries	PDO	Wet Weather	Darkness Crashes
2017	6	0	0	0	0	2	4	2	2	2	0	2
2018	1	0	0	0	0	0	0	0	0	1	0	0
2019	9	0	0	0	0	1	1	1	1	7	0	2
2020	3	0	0	0	0	0	0	0	0	3	0	1
2021	5	0	0	0	0	1	1	0	0	4	0	2
Total	24	0	0	0	0	4	6	3	3	17	0	7

Crashes & Injuries by Year										
Year	Total Crashes	Fatal Crashes	A-Injury Crashes	B-Injury Crashes	C-Injury Crashes	PDO Crashes	Wet Weather	Darkness Crashes	Ice/Snow Crashes	Impaired Driver
2017	6	0	0	2	2	2	0	2	1	0
2018	1	0	0	0	0	1	0	0	0	0
2019	9	0	0	1	1	7	0	2	1	0
2020	3	0	0	0	0	3	0	1	0	0
2021	5	0	0	1	0	4	0	2	0	1
Totals	24	0	0	4	3	17	0	7	2	1

Crash Data by Type of Collision							
Type	Total Number	2017	2018	2019	2020	2021	% Crashes
Angle	6		1	1	1	3	25%
Animal	5	1		1	1	2	21%
Fixed Object	1	1					4%
Front to Rear	3	1		1	1		13%
Other Object	1			1			4%
Rear to Side	1			1			4%
SSW Same	1			1			4%
Turning	6	3		3			25%
Totals	24	6	1	9	3	5	100%



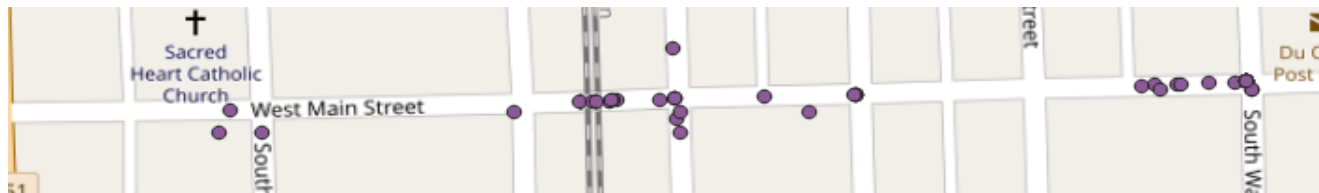
City of DuQuoin - FY25 HSIP Safety Application
East Jackson Street - Roadway Rehabilitation

2017-2021 Crash Data

Year	Total Crashes	Fatal Crashes	Fatalities	A-Injury Crashes	A-Injuries	B-Injury Crashes	B-Injuries	C-Injury Crashes	C-Injuries	PDO	Wet Weather	Darkness Crashes
2017	0	0	0	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0	0	0	0
2019	3	0	0	0	0	0	0	0	0	3	1	1
2020	1	0	0	0	0	0	0	0	0	1	0	0
2021	2	0	0	0	0	0	0	0	0	2	0	1
Total	6	0	0	0	0	0	0	0	0	6	1	2

Crashes & Injuries by Year										
Year	Total Crashes	Fatal Crashes	A-Injury Crashes	B-Injury Crashes	C-Injury Crashes	PDO Crashes	Wet Weather	Darkness Crashes	Ice/Snow Crashes	Impaired Driver
2017	0	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0	0
2019	3	0	0	0	0	3	1	1	1	0
2020	1	0	0	0	0	1	0	0	0	0
2021	2	0	0	0	0	2	0	1	0	0
Totals	6	0	0	0	0	6	1	2	1	0

Crash Data by Type of Collision							
Type	Total Number	2017	2018	2019	2020	2021	% Crashes
Angle	1					1	17%
Animal	1					1	17%
Fixed Object	0						0%
Front to Rear	3			2	1		50%
Other Object	1			1			17%
Rear to Side	0						0%
SSW Same	0						0%
Turning	0						0%
Totals	6	0	0	3	1	2	100%



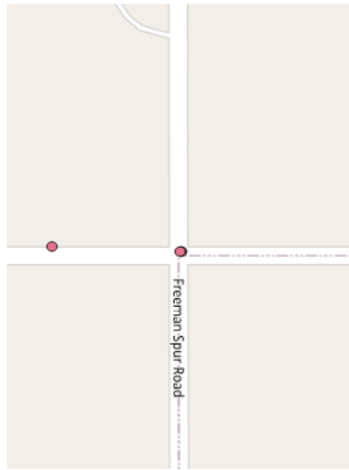
City of DuQuoin - FY25 HSIP Safety Application
West Main Street -- Roadway Rehabilitation

2017-2021 Crash Data

Year	Total Crashes	Fatal Crashes	Fatalities	A-Injury Crashes	A-Injuries	B-Injury Crashes	B-Injuries	C-Injury Crashes	C-Injuries	PDO	Wet Weather	Darkness Crashes
2017	7	0	0	0	0	2	2	0	0	5	0	2
2018	6	0	0	0	0	0	0	0	0	6	0	2
2019	11	0	0	1	1	0	0	0	0	10	0	1
2020	2	0	0	0	0	0	0	0	0	2	0	1
2021	3	0	0	0	0	0	0	0	0	3	0	0
Total	29	0	0	1	1	2	2	0	0	26	0	6

Crashes & Injuries by Year										
Year	Total Crashes	Fatal Crashes	A-Injury Crashes	B-Injury Crashes	C-Injury Crashes	PDO Crashes	Wet Weather	Darkness Crashes	Ice/Snow Crashes	Impaired Driver
2017	7	0	0	2	0	5	0	2	0	0
2018	6	0	0	0	0	6	0	2	0	0
2019	11	0	1	0	0	10	0	1	1	0
2020	2	0	0	0	0	2	0	1	0	0
2021	3	0	0	0	0	3	0	0	0	1
Totals	29	0	1	2	0	26	0	6	1	1

Crash Data by Type of Collision							
Type	Total Number	2017	2018	2019	2020	2021	% Crashes
Angle	9	3	3	2	1		31%
Animal	0						0%
Fixed Object	0						0%
Front to Rear	2		1	1			7%
Rear to Front	5			3		2	17%
Pedestrian	1	1					3%
Parked Vehicle	6	2	1	2	1		21%
Pedalcyclist	2	1		1			7%
Sideswipe	2			2			7%
Turning	2		1			1	7%
Totals	29	7	6	11	2	3	100%



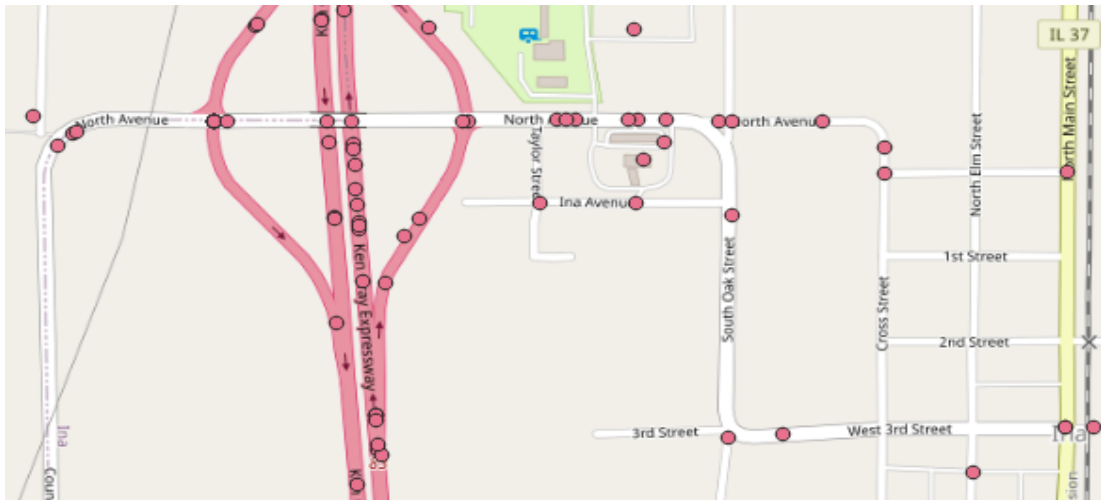
Village of Freeman Spur - FY25 HSIP Safety Application
Intersection of Freeman Spur Road & Ezra Road -- Intersection Rehabilitation

2017-2021 Crash Data

Year	Total Crashes	Fatal Crashes	Fatalities	A-Injury Crashes	A-Injuries	B-Injury Crashes	B-Injuries	C-Injury Crashes	C-Injuries	PDO	Wet Weather	Darkness Crashes
2017												
2018	1			1	2							
2019	1					1	3					1
2020	1					1	1					1
2021												
Total	3	0	0	1	2	2	4	0	0	0	0	2

Crashes & Injuries by Year										
Year	Total Crashes	Fatal Crashes	A-Injury Crashes	B-Injury Crashes	C-Injury Crashes	PDO Crashes	Wet Weather	Darkness Crashes	Ice/Snow Crashes	Impaired Driver
2017										
2018	1		1							
2019	1			1				1		
2020	1			1				1		
2021										
Totals	3	0	1	2	0	0	0	2	0	0

Crash Data by Type of Collision							
Type	Total Number	2017	2018	2019	2020	2021	% Crashes
Angle	1			1			33%
Animal	0						0%
Parked Vehicle	0						0%
Fixed Object	0						0%
Front to Rear	1				1		33%
Pedestrian	0						0%
SSW Opposite	0						0%
Turning	1		1				33%
Totals	3	0	1	1	1	0	100%



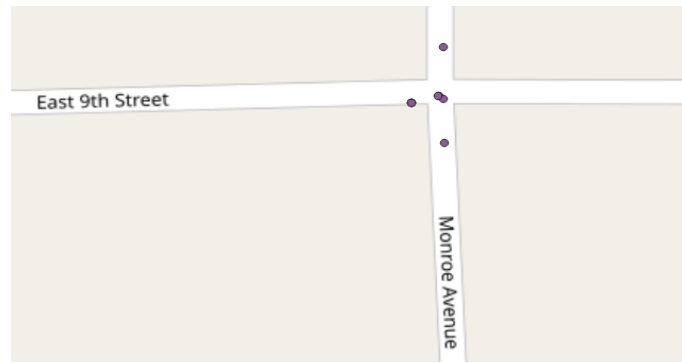
Village of Ina - FY25 HSIP Safety Application
North Avenue/South Oak/3rd Street - Roadway Rehabilitation

2017-2021 Crash Data

Year	Total Crashes	Fatal Crashes	Fatalities	A-Injury Crashes	A-Injuries	B-Injury Crashes	B-Injuries	C-Injury Crashes	C-Injuries	PDO	Wet Weather	Darkness Crashes
2017	2	0	0	0	0	0	0	0	0	2	0	0
2018	8	0	0	0	0	1	1	1	2	6	1	1
2019	6	0	0	1	1	0	0	1	2	4	1	2
2020	4	0	0	0	0	0	0	0	0	4	1	2
2021	2	0	0	0	0	0	0	0	0	2	1	1
Total	22	0	0	1	1	1	1	2	4	18	4	6

Crashes & Injuries by Year										
Year	Total Crashes	Fatal Crashes	A-Injury Crashes	B-Injury Crashes	C-Injury Crashes	PDO Crashes	Wet Weather	Darkness Crashes	Ice/Snow Crashes	Impaired Driver
2017	2	0	0	0	0	2	0	0	0	0
2018	8	0	0	1	1	6	1	1	0	0
2019	6	0	1	0	1	4	1	2	0	0
2020	4	0	0	0	0	4	1	2	0	0
2021	2	0	0	0	0	2	1	1	0	0
Totals	22	0	1	1	2	18	4	6	0	0

Crash Data by Type of Collision							
Type	Total Number	2017	2018	2019	2020	2021	% Crashes
Angle	1				1		5%
Animal	1		1				5%
Parked Vehicle	3	1				2	14%
Fixed Object	6	1	1	4			27%
Front to Rear	4		2		2		18%
Overtaken	1			1			5%
Sideswipe	3		2		1		14%
Turning	3		2	1			14%
Totals	22	2	8	6	4	2	100%



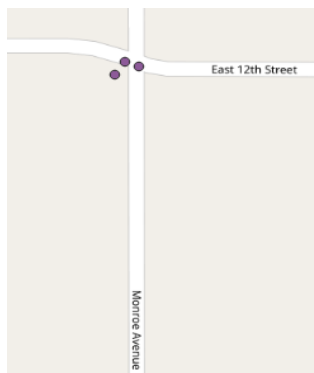
City of Johnston City - FY25 HSIP Safety Application
Ninth Street & Monroe Street -- Intersection Rehabilitation

2017-2021 Crash Data

Year	Total Crashes	Fatal Crashes	Fatalities	A-Injury Crashes	A-Injuries	B-Injury Crashes	B-Injuries	C-Injury Crashes	C-Injuries	PDO	Wet Weather	Darkness Crashes
2017	1	0	0	0	0	0	0	0	0	1	0	0
2018	1	0	0	0	0	0	0	0	0	1	0	0
2019	0	0	0	0	0	0	0	0	0	0	0	0
2020	2	0	0	0	0	1	1	0	0	1	0	0
2021	3	0	0	0	0	0	0	1	1	2	0	0
Total	7	0	0	0	0	1	1	1	1	5	0	0

Crashes & Injuries by Year										
Year	Total Crashes	Fatal Crashes	A-Injury Crashes	B-Injury Crashes	C-Injury Crashes	PDO Crashes	Wet Weather	Darkness Crashes	Ice/Snow Crashes	Impaired Driver
2017	1	0	0	0	0	1	0	0	0	0
2018	1	0	0	0	0	1	0	0	0	0
2019	0	0	0	0	0	0	0	0	0	0
2020	2	0	0	1	0	1	0	0	0	0
2021	3	0	0	0	1	2	0	0	0	0
Totals	7	0	0	1	1	5	0	0	0	0

Crash Data by Type of Collision							
Type	Total Number	2017	2018	2019	2020	2021	% Crashes
Angle	7	1	1		2	3	100%
Animal	0						0%
Parked Vehicle	0						0%
Fixed Object	0						0%
Front to Rear	0						0%
Other Object	0						0%
Pedestrian	0						0%
SSW Opposite	0						0%
Turning	0						0%
Totals	7	1	1	0	2	3	100%



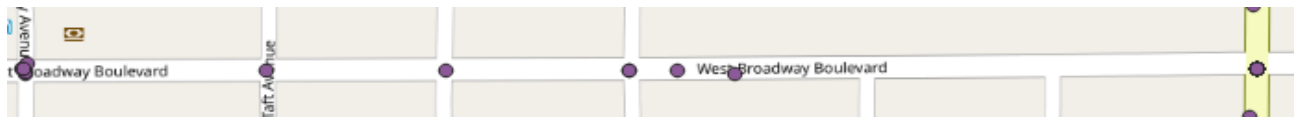
City of Johnston City - FY25 HSIP Safety Application
Twelfth Street & Monroe Street -- Intersection Rehabilitation

2017-2021 Crash Data

Year	Total Crashes	Fatal Crashes	Fatalities	A-Injury Crashes	A-Injuries	B-Injury Crashes	B-Injuries	C-Injury Crashes	C-Injuries	PDO	Wet Weather	Darkness Crashes
2017	1	0	0	0	0	0	0	0	0	1	0	0
2018	0	0	0	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0	0	0	0
2020	1	0	0	0	0	0	0	0	0	1	0	0
2021	1	0	0	0	0	0	0	0	0	1	0	0
Total	3	0	0	0	0	0	0	0	0	3	0	0

Crashes & Injuries by Year										
Year	Total Crashes	Fatal Crashes	A-Injury Crashes	B-Injury Crashes	C-Injury Crashes	PDO Crashes	Wet Weather	Darkness Crashes	Ice/Snow Crashes	Impaired Driver
2017	1	0	0	0	0	1	0	0	0	0
2018	0	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0	0
2020	1	0	0	0	0	1	0	0	0	0
2021	1	0	0	0	0	1	0	0	0	0
Totals	3	0	0	0	0	3	0	0	0	0

Crash Data by Type of Collision							
Type	Total Number	2017	2018	2019	2020	2021	% Crashes
Angle	0						0%
Animal	0						0%
Parked Vehicle	0						0%
Fixed Object	1	1					33%
Front to Rear	0						0%
Other Object	0						0%
Pedestrian	0						0%
SSW Opposite	0						0%
Turning	2				1	1	67%
Totals	3	1	0	0	1	1	100%



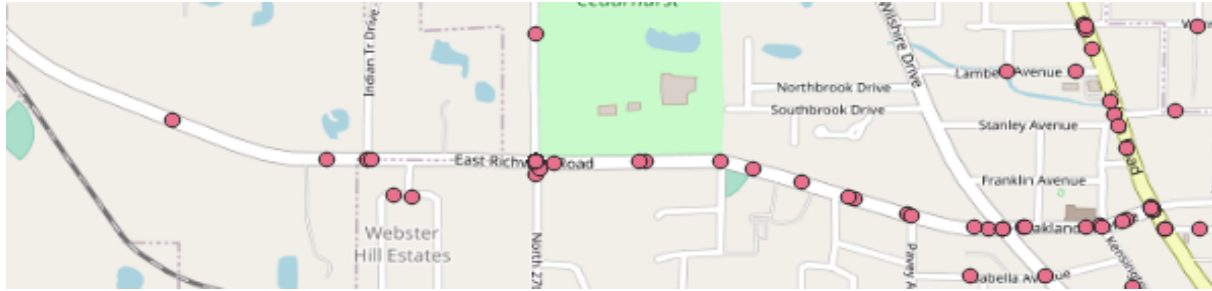
City of Johnston City - FY25 HSIP Safety Application
West Broadway Boulevard -- Roadway Rehabilitation

2017-2021 Crash Data

Year	Total Crashes	Fatal Crashes	Fatalities	A-Injury Crashes	A-Injuries	B-Injury Crashes	B-Injuries	C-Injury Crashes	C-Injuries	PDO	Wet Weather	Darkness Crashes
2017	4	0	0	0	0	0	0	0	0	4	0	1
2018	2	0	0	1	1	0	0	0	0	1	0	2
2019	3	0	0	0	0	0	0	1	1	2	2	0
2020	1	0	0	0	0	0	0	0	0	1	0	0
2021	3	0	0	0	0	0	0	1	2	2	0	0
Total	13	0	0	1	1	0	0	2	3	10	2	3

Crashes & Injuries by Year										
Year	Total Crashes	Fatal Crashes	A-Injury Crashes	B-Injury Crashes	C-Injury Crashes	PDO Crashes	Wet Weather	Darkness Crashes	Ice/Snow Crashes	Impaired Driver
2017	4	0	0	0	0	4	0	1	0	1
2018	2	0	1	0	0	1	0	2	0	0
2019	3	0	0	0	1	2	2	0	0	0
2020	1	0	0	0	0	1	0	0	0	0
2021	3	0	0	0	1	2	0	0	0	0
Totals	13	0	1	0	2	10	2	3	0	1

Crash Data by Type of Collision							
Type	Total Number	2017	2018	2019	2020	2021	% Crashes
Angle	5	3		1		1	38%
Animal	0						0%
Parked Vehicle	0						0%
Fixed Object	3	1	1		1		23%
Front to Rear	2			1		1	15%
Other Object	1		1				8%
Pedestrian	0						0%
SSW Opposite	0						0%
Turning	2			1		1	15%
Totals	13	4	2	3	1	3	100%



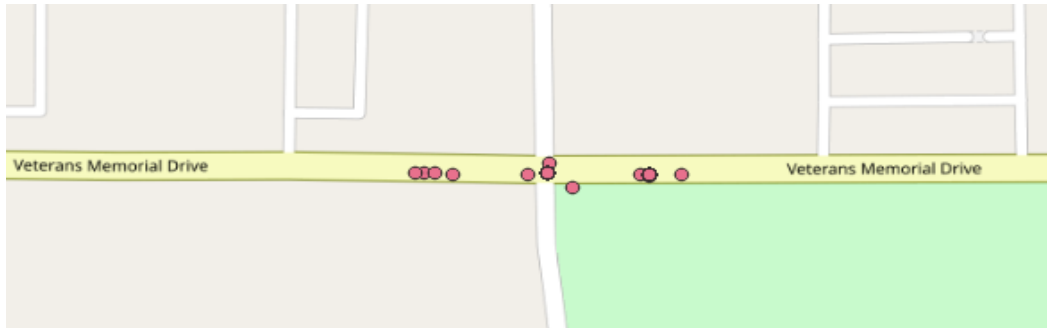
City of Mt. Vernon - FY25 HSIP Safety Application
East Richview Road -- Roadway Rehabilitation

2017-2021 Crash Data

Year	Total Crashes	Fatal Crashes	Fatalities	A-Injury Crashes	A-Injuries	B-Injury Crashes	B-Injuries	C-Injury Crashes	C-Injuries	PDO	Wet Weather	Darkness Crashes
2017	9	0	0	1	1	0	0	0	0	8	2	3
2018	18	0	0	2	3	3	7	2	2	11	1	4
2019	11	0	0	0	0	0	0	1	1	10	0	3
2020	6	0	0	0	0	0	0	0	0	6	1	2
2021	7	0	0	0	0	0	0	0	0	7	0	1
Total	51	0	0	3	4	3	7	3	3	42	4	13

Crashes & Injuries by Year										
Year	Total Crashes	Fatal Crashes	A-Injury Crashes	B-Injury Crashes	C-Injury Crashes	PDO Crashes	Wet Weather	Darkness Crashes	Ice/Snow Crashes	Impaired Driver
2017	9	0	1	0	0	8	2	3	0	1
2018	18	0	2	3	2	11	1	4	1	0
2019	11	0	0	0	1	10	0	3	1	1
2020	6	0	0	0	0	6	1	2	0	0
2021	7	0	0	0	0	7	0	1	0	0
Totals	51	0	3	3	3	42	4	13	2	2

Crash Data by Type of Collision							
Type	Total Number	2017	2018	2019	2020	2021	% Crashes
Angle	12		7	3	1	1	24%
Animal	9	2	2	2	2	1	18%
Fixed Object	12	4	4	4			24%
Front to Rear	7	2	2	1	1	1	14%
Other Object	1	1					2%
Overtaken	1		1				2%
Parked Vehicle	1			1			2%
Sideswipe	1		1				2%
Turning	7		1		2	4	14%
Totals	51	9	18	11	6	7	100%



City of Mt. Vernon - FY25 HSIP Safety Application
Veteran's Memorial Parkway & 34th Street Intersection Rehabilitation

2017-2021 Crash Data

Year	Total Crashes	Fatal Crashes	Fatalities	A-Injury Crashes	A-Injuries	B-Injury Crashes	B-Injuries	C-Injury Crashes	C-Injuries	PDO	Wet Weather	Darkness Crashes
2017	11	0	0	0	0	0	0	1	1	10	1	1
2018	5	0	0	0	0	1	1	2	2	3	2	0
2019	7	0	0	0	0	0	0	0	0	7	1	2
2020	5	0	0	0	0	0	0	0	0	5	0	1
2021	4	0	0	0	0	0	0	0	0	4	0	2
Total	32	0	0	0	0	1	1	3	3	29	4	6

Crashes & Injuries by Year										
Year	Total Crashes	Fatal Crashes	A-Injury Crashes	B-Injury Crashes	C-Injury Crashes	PDO Crashes	Wet Weather	Darkness Crashes	Ice/Snow Crashes	Impaired Driver
2017	11	0	0	0	1	10	1	1	1	0
2018	5	0	0	1	2	3	2	0	0	1
2019	7	0	0	0	0	7	1	2	1	0
2020	5	0	0	0	0	5	0	1	0	0
2021	4	0	0	0	0	4	0	2	1	1
Totals	32	0	0	1	3	29	4	6	3	2

Crash Data by Type of Collision							
Type	Total Number	2017	2018	2019	2020	2021	% Crashes
Angle	7	2		2	3		22%
Animal	0						0%
Other Object	1			1			3%
Front to Rear	13	6	4	1		2	41%
Front to Front	1			1			3%
Parked Vehicle	1				1		3%
Sideswipe	1		1				3%
Turning	8	3		2	1	2	25%
Totals	32	11	5	7	5	4	100%



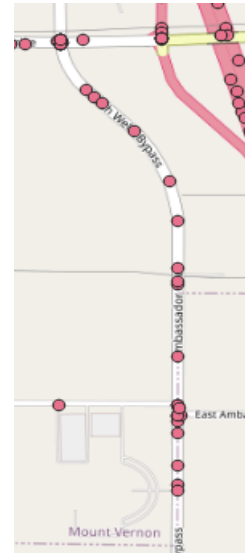
City of Mt. Vernon - FY25 HSIP Safety Application
Veteran's Memorial Parkway (57-148) -- Roadway Rehabilitation

2017-2021 Crash Data

Year	Total Crashes	Fatal Crashes	Fatalities	A-Injury Crashes	A-Injuries	B-Injury Crashes	B-Injuries	C-Injury Crashes	C-Injuries	PDO	Wet Weather	Darkness Crashes
2017	28	0	0	1	1	2	2	2	2	23	2	6
2018	21	0	0	0	0	3	7	3	4	15	6	9
2019	34	0	0	2	4	2	2	3	3	27	3	10
2020	25	0	0	0	0	0	0	4	4	21	1	3
2021	32	0	0	0	0	1	1	7	8	24	4	8
Total	140	0	0	3	5	8	12	19	21	110	16	36

Crashes & Injuries by Year										
Year	Total Crashes	Fatal Crashes	A-Injury Crashes	B-Injury Crashes	C-Injury Crashes	PDO Crashes	Wet Weather	Darkness Crashes	Ice/Snow Crashes	Impaired Driver
2017	28	0	1	2	2	23	2	6	2	2
2018	21	0	0	3	3	15	6	9	1	1
2019	34	0	2	2	3	27	3	10	6	1
2020	25	0	0	0	4	21	1	3	1	0
2021	32	0	0	1	7	24	4	8	1	1
Totals	140	0	3	8	19	110	16	36	11	5

Crash Data by Type of Collision							
Type	Total Number	2017	2018	2019	2020	2021	% Crashes
Angle	14	2	2	3	6	1	10%
Animal	10	2	1	3	3	1	7%
Fixed Object	4	3		1			3%
Front to Rear	62	14	12	12	6	18	45%
Overtaken	0						0%
Front to Front				2			0%
Other Non-Coll	1	1					1%
Other Object	1			1			1%
Parked Vehicle	2				1	1	1%
Sideswipe	3		1	2			2%
Turning	41	6	5	10	9	11	30%
Totals	138	28	21	34	25	32	100%



City of Mt. Vernon - FY25 HSIP Safety Application
North Wells Bypass -- Roadway Rehabilitation

2017-2021 Crash Data

Year	Total Crashes	Fatal Crashes	Fatalities	A-Injury Crashes	A-Injuries	B-Injury Crashes	B-Injuries	C-Injury Crashes	C-Injuries	PDO	Wet Weather	Darkness Crashes
2017	9	0	0	1	1	2	2	0	0	6	2	2
2018	4	0	0	0	0	0	0	0	0	4	1	1
2019	8	0	0	1	1	1	2	1	1	5	0	1
2020	5	0	0	1	3	0	0	0	0	4	0	2
2021	7	0	0	0	0	1	1	0	0	6	0	1
Total	33	0	0	3	5	4	5	1	1	25	3	7

Crashes & Injuries by Year										
Year	Total Crashes	Fatal Crashes	A-Injury Crashes	B-Injury Crashes	C-Injury Crashes	PDO Crashes	Wet Weather	Darkness Crashes	Ice/Snow Crashes	Impaired Driver
2017	9	0	1	2	0	6	2	2	1	1
2018	4	0	0	0	0	4	1	1	1	0
2019	8	0	1	1	1	5	0	1	0	0
2020	5	0	1	0	0	4	0	2	1	0
2021	7	0	0	1	0	6	0	1	0	0
Totals	33	0	3	4	1	25	3	7	3	1

Crash Data by Type of Collision							
Type	Total Number	2017	2018	2019	2020	2021	% Crashes
Angle	5	3	1			1	15%
Animal	3				1	2	9%
Fixed Object	2		1	1			6%
Front to Rear	9	2	1	4	1	1	27%
Overturned	1	1					3%
Parked Vehicle	0						0%
Sideswipe	1			1			3%
Turning	12	3	1	2	3	3	36%
Totals	33	9	4	8	5	7	100%



City of Mt. Vernon - FY25 HSIP Safety Application
South 42nd Street -- Roadway Rehabilitation

2017-2021 Crash Data

Year	Total Crashes	Fatal Crashes	Fatalities	A-Injury Crashes	A-Injuries	B-Injury Crashes	B-Injuries	C-Injury Crashes	C-Injuries	PDO	Wet Weather	Darkness Crashes
2017	32	0	0	2	2	1	1	2	2	27	5	5
2018	49	0	0	2	3	7	13	5	7	35	9	14
2019	44	0	0	3	5	2	2	9	12	30	6	9
2020	33	0	0	1	3	0	0	7	7	25	8	8
2021	40	0	0	0	0	4	5	5	7	31	8	9
Total	198	0	0	8	13	14	21	28	35	148	36	45

Crashes & Injuries by Year										
Year	Total Crashes	Fatal Crashes	A-Injury Crashes	B-Injury Crashes	C-Injury Crashes	PDO Crashes	Wet Weather	Darkness Crashes	Ice/Snow Crashes	Impaired Driver
2017	32	0	2	1	2	27	5	5	2	0
2018	49	0	2	7	5	35	9	14	0	1
2019	44	0	3	2	9	30	6	9	5	1
2020	33	0	1	0	7	25	8	8	0	0
2021	40	0	0	4	5	31	8	9	2	0
Totals	198	0	8	14	28	148	36	45	9	2

Crash Data by Type of Collision							
Type	Total Number	2017	2018	2019	2020	2021	% Crashes
Angle	23	3	7	4	6	3	12%
Animal	9	1	2	3	2	1	5%
Rear to Front	1					1	1%
Front to Rear	81	16	22	18	12	13	41%
Front to Front	1		1				1%
Parked Vehicle	2			1		1	1%
Sideswipe-Same	2		2				1%
Other Non-Collision	1	1					1%
Fixed Object	3			2		1	2%
Other Object	1					1	1%
Turning	74	11	15	16	13	19	37%
Totals	198	32	49	44	33	40	100%



Village of Orient - FY25 HSIP Safety Application
Intersection of Jackson & Lincoln -- Intersection Rehabilitation

2017-2021 Crash Data

Year	Total Crashes	Fatal Crashes	Fatalities	A-Injury Crashes	A-Injuries	B-Injury Crashes	B-Injuries	C-Injury Crashes	C-Injuries	PDO	Wet Weather	Darkness Crashes
2017												
2018	1			1	1							
2019												
2020												
2021												
Total	1	0	0	1	1	0	0	0	0	0	0	0

Crashes & Injuries by Year										
Year	Total Crashes	Fatal Crashes	A-Injury Crashes	B-Injury Crashes	C-Injury Crashes	PDO Crashes	Wet Weather	Darkness Crashes	Ice/Snow Crashes	Impaired Driver
2017										
2018	1		1							
2019										
2020										
2021										
Totals	1	0	1	0	0	0	0	0	0	0

Crash Data by Type of Collision							
Type	Total Number	2017	2018	2019	2020	2021	% Crashes
Angle	0						0%
Animal	0						0%
Parked Vehicle	0						0%
Fixed Object	1		1				100%
Front to Rear	0						0%
Pedestrian	0						0%
SSW Opposite	0						0%
Turning	0						0%
Totals	1	0	1	0	0	0	100%



City of Pinckneyville - FY25 HSIP Safety Application
East Randolph Street -- Roadway Rehabilitation

2017-2021 Crash Data

Year	Total Crashes	Fatal Crashes	Fatalities	A-Injury Crashes	A-Injuries	B-Injury Crashes	B-Injuries	C-Injury Crashes	C-Injuries	PDO	Wet Weather	Darkness Crashes
2017	2	0	0	0	0	0	0	0	0	2	0	0
2018	2	0	0	0	0	0	0	1	2	1	0	0
2019	4	0	0	0	0	0	0	0	0	4	0	0
2020	2	0	0	0	0	1	1	0	0	1	0	1
2021	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	0	0	0	0	1	1	1	2	8	0	1

Crashes & Injuries by Year										
Year	Total Crashes	Fatal Crashes	A-Injury Crashes	B-Injury Crashes	C-Injury Crashes	PDO Crashes	Wet Weather	Darkness Crashes	Ice/Snow Crashes	Impaired Driver
2017	2	0	0	0	0	2	0	0	0	0
2018	2	0	0	0	1	1	0	0	0	0
2019	4	0	0	0	0	4	0	0	0	0
2020	2	0	0	1	0	1	0	1	0	0
2021	0	0	0	0	0	0	0	0	0	0
Totals	10	0	0	1	1	8	0	1	0	0

Crash Data by Type of Collision							
Type	Total Number	2017	2018	2019	2020	2021	% Crashes
Angle	4	1	1	2			40%
Animal	0						0%
Fixed Object	0						0%
Front to Rear	3	1		2			30%
Front to Front	0						0%
Parked Vehicle	1				1		10%
Rear to Side	0						0%
Turning	2		1		1		20%
Totals	10	2	2	4	2	0	100%



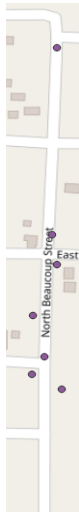
City of Pinckneyville - FY25 HSIP Safety Application
Fairground Road - Roadway Rehabilitation

2017-2021 Crash Data

Year	Total Crashes	Fatal Crashes	Fatalities	A-Injury Crashes	A-Injuries	B-Injury Crashes	B-Injuries	C-Injury Crashes	C-Injuries	PDO	Wet Weather	Darkness Crashes
2017	0	0	0	0	0	0	0	0	0	0	0	0
2018	4	0	0	0	0	1	1	1	3	2	2	3
2019	4	0	0	0	0	0	0	0	0	4	1	4
2020	0	0	0	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	0	0	0	0	1	1	1	3	6	3	7

Crashes & Injuries by Year										
Year	Total Crashes	Fatal Crashes	A-Injury Crashes	B-Injury Crashes	C-Injury Crashes	PDO Crashes	Wet Weather	Darkness Crashes	Ice/Snow Crashes	Impaired Driver
2017	0	0	0	0	0	0	0	0	0	0
2018	4	0	0	1	1	2	2	3	1	0
2019	4	0	0	0	0	4	1	4	0	0
2020	0	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0	0
Totals	8	0	0	1	1	6	3	7	1	0

Crash Data by Type of Collision							
Type	Total Number	2017	2018	2019	2020	2021	% Crashes
Angle	0						0%
Animal	4		1	3			50%
Fixed Object	2		2				25%
Front to Rear	0						0%
Other Object	0						0%
Rear to Side	0						0%
Sideswipe	1			1			13%
Turning	1		1				13%
Totals	8	0	4	4	0	0	100%



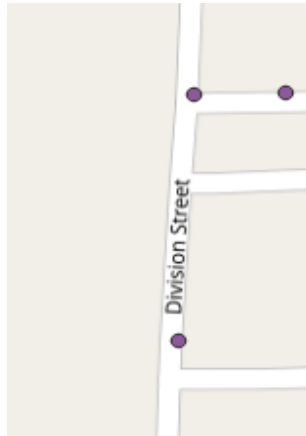
City of Pinckneyville - FY25 HSIP Safety Application
North Beaucoup Street -- Roadway Rehabilitation

2017-2021 Crash Data

Year	Total Crashes	Fatal Crashes	Fatalities	A-Injury Crashes	A-Injuries	B-Injury Crashes	B-Injuries	C-Injury Crashes	C-Injuries	PDO	Wet Weather	Darkness Crashes
2017	0	0	0	0	0	0	0	0	0	0	0	0
2018	1	0	0	0	0	0	0	0	0	1	0	0
2019	2	0	0	1	1	0	0	0	0	1	1	2
2020	3	0	0	1	1	0	0	0	0	2	0	2
2021	2	0	0	0	0	0	0	1	1	1	0	1
Total	8	0	0	2	2	0	0	1	1	5	1	5

Crashes & Injuries by Year										
Year	Total Crashes	Fatal Crashes	A-Injury Crashes	B-Injury Crashes	C-Injury Crashes	PDO Crashes	Wet Weather	Darkness Crashes	Ice/Snow Crashes	Impaired Driver
2017	0	0	0	0	0	0	0	0	0	0
2018	1	0	0	0	0	1	0	0	0	0
2019	2	0	1	0	0	1	1	2	0	1
2020	3	0	1	0	0	2	0	2	0	0
2021	2	0	0	0	1	1	0	1	0	0
Totals	8	0	2	0	1	5	1	5	0	1

Crash Data by Type of Collision							
Type	Total Number	2017	2018	2019	2020	2021	% Crashes
Angle	0						0%
Animal	2				1	1	25%
Fixed Object	1			1			13%
Front to Rear	3		1	1		1	38%
Rear to Front	0						0%
Overturned	1				1		13%
Parked Vehicle	1				1		13%
Sideswipe	0						0%
Turning	0						0%
Totals	8	0	1	2	3	2	100%



Village of Pittsburg - FY25 HSIP Safety Application
Division Street -- Intersection Rehabilitation

2017-2021 Crash Data

Year	Total Crashes	Fatal Crashes	Fatalities	A-Injury Crashes	A-Injuries	B-Injury Crashes	B-Injuries	C-Injury Crashes	C-Injuries	PDO	Wet Weather	Darkness Crashes
2017	0	0	0	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0	0	0	0
2021	1	0	0	1	1	0	0	0	0	0	0	1
Total	1	0	0	1	1	0	0	0	0	0	0	1

Crashes & Injuries by Year										
Year	Total Crashes	Fatal Crashes	A-Injury Crashes	B-Injury Crashes	C-Injury Crashes	PDO Crashes	Wet Weather	Darkness Crashes	Ice/Snow Crashes	Impaired Driver
2017	0	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0	0
2021	1	0	1	0	0	0	0	1	0	0
Totals	1	0	1	0	0	0	0	1	0	0

Crash Data by Type of Collision							
Type	Total Number	2017	2018	2019	2020	2021	% Crashes
Angle	0						0%
Animal	0						0%
Parked Vehicle	0						0%
Fixed Object	1					1	100%
Front to Rear	0						0%
Pedestrian	0						0%
SSW Opposite	0						0%
Turning	0						0%
Totals	1	0	0	0	0	1	100%



Village of Tamaroa - FY25 HSIP Safety Application
Park Street -- Roadway Rehabilitation

2017-2021 Crash Data

Year	Total Crashes	Fatal Crashes	Fatalities	A-Injury Crashes	A-Injuries	B-Injury Crashes	B-Injuries	C-Injury Crashes	C-Injuries	PDO	Wet Weather	Darkness Crashes
2017	2	0	0	1	1	0	0	0	0	1	0	1
2018	1	0	0	0	0	0	0	0	0	1	1	1
2019	0	0	0	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	0	0	1	1	0	0	0	0	2	1	2

Crashes & Injuries by Year										
Year	Total Crashes	Fatal Crashes	A-Injury Crashes	B-Injury Crashes	C-Injury Crashes	PDO Crashes	Wet Weather	Darkness Crashes	Ice/Snow Crashes	Impaired Driver
2017	2	0	1	0	0	1	0	1	0	0
2018	1	0	0	0	0	1	1	1	0	0
2019	0	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0	0
Totals	3	0	1	0	0	2	1	2	0	0

Crash Data by Type of Collision							
Type	Total Number	2017	2018	2019	2020	2021	% Crashes
Angle	0						0%
Animal	2	1	1				67%
Parked Vehicle	0						0%
Fixed Object	1	1					33%
Front to Rear	0						0%
Pedalcyclist	0						0%
SSW Opposite	0						0%
Turning	0						0%
Totals	3	2	1	0	0	0	100%



Village of Thompsonville - FY25 HSIP Safety Application
North Thompsonville Road -- Roadway Rehabilitation

2017-2021 Crash Data

Year	Total Crashes	Fatal Crashes	Fatalities	A-Injury Crashes	A-Injuries	B-Injury Crashes	B-Injuries	C-Injury Crashes	C-Injuries	PDO	Wet Weather	Darkness Crashes
2017	2	0	0	0	0	0	0	0	0	2	0	1
2018	3	0	0	0	0	1	1	0	0	2	0	1
2019	1	0	0	0	0	0	0	0	0	1	0	0
2020	3	0	0	0	0	0	0	0	0	3	0	1
2021	2	1	1	0	0	0	0	0	0	1	0	0
Total	11	1	1	0	0	1	1	0	0	9	0	3

Crashes & Injuries by Year										
Year	Total Crashes	Fatal Crashes	A-Injury Crashes	B-Injury Crashes	C-Injury Crashes	PDO Crashes	Wet Weather	Darkness Crashes	Ice/Snow Crashes	Impaired Driver
2017	2	0	0	0	0	2	0	1	1	0
2018	3	0	0	1	0	2	0	1	0	0
2019	1	0	0	0	0	1	0	0	0	0
2020	3	0	0	0	0	3	0	1	0	0
2021	2	1	0	0	0	1	0	0	0	1
Totals	11	1	0	1	0	9	0	3	1	1

Crash Data by Type of Collision							
Type	Total Number	2017	2018	2019	2020	2021	% Crashes
Angle	0						0%
Animal	6	1	2	1	2		55%
Parked Vehicle	1	1					9%
Fixed Object	2				1	1	18%
Front to Rear	0						0%
Pedestrian	0						0%
SSW Opposite	1					1	9%
Turning	1		1				9%
Totals	11	2	3	1	3	2	100%



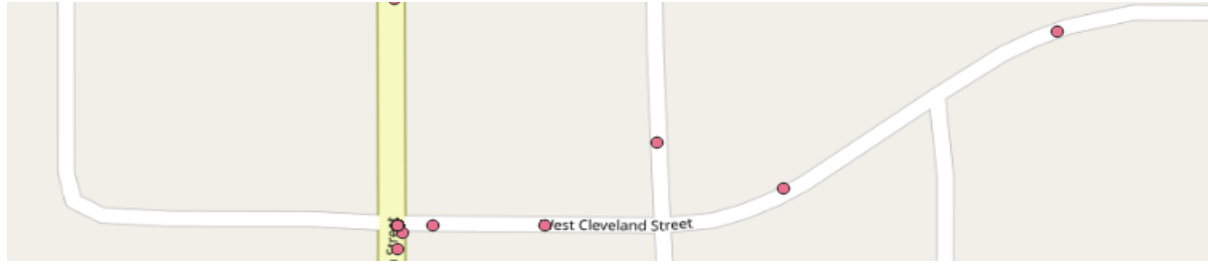
West Frankfort - FY25 HSIP Safety Application
St. Louis Street (IL 37 East) -- Roadway Rehabilitation

2017-2021 Crash Data

Year	Total Crashes	Fatal Crashes	Fatalities	A-Injury Crashes	A-Injuries	B-Injury Crashes	B-Injuries	C-Injury Crashes	C-Injuries	PDO	Wet Weather	Darkness Crashes
2017	5	0	0	0	0	0	0	0	0	5	0	1
2018	3	0	0	1	1	0	0	0	0	2	0	0
2019	6	0	0	0	0	1	1	1	1	4	0	3
2020	6	0	0	1	1	1	1	1	1	3	0	1
2021	3	0	0	0	0	0	0	0	0	3	0	0
Total	23	0	0	2	2	2	2	2	2	17	0	5

Crashes & Injuries by Year										
Year	Total Crashes	Fatal Crashes	A-Injury Crashes	B-Injury Crashes	C-Injury Crashes	PDO Crashes	Wet Weather	Darkness Crashes	Ice/Snow Crashes	Impaired Driver
2017	5	0	0	0	0	5	0	1	0	0
2018	3	0	1	0	0	2	0	0	0	0
2019	6	0	0	1	1	4	0	3	0	0
2020	6	0	1	1	1	3	0	1	2	0
2021	3	0	0	0	0	3	0	0	0	0
Totals	23	0	2	2	2	17	0	5	2	0

Crash Data by Type of Collision							
Type	Total Number	2017	2018	2019	2020	2021	% Crashes
Angle	14	2	3	3	4	2	61%
Parked Vehicle	1				1		4%
Fixed Object	3	2		1			13%
Front to Rear	1	1					4%
Pedestrian	2			1	1		9%
SSW Same	0						0%
Turning	2			1		1	9%
Totals	23	5	3	6	6	3	100%



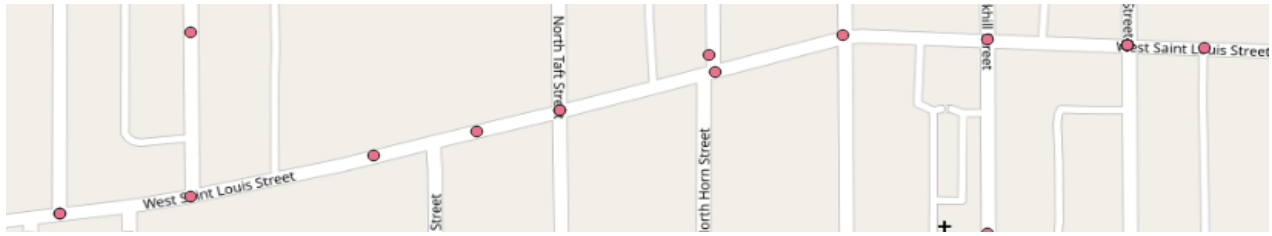
City of West Frankfort - FY25 HSIP Safety Application
West Cleveland Street -- Roadway Rehabilitation Thru Curves

2017-2021 Crash Data

Year	Total Crashes	Fatal Crashes	Fatalities	A-Injury Crashes	A-Injuries	B-Injury Crashes	B-Injuries	C-Injury Crashes	C-Injuries	PDO	Wet Weather	Darkness Crashes
2017	6	0	0	1	1	1	2	1	2	3	1	4
2018	4	0	0	0	0	0	0	0	0	4	1	1
2019	4	0	0	1	1	0	0	1	1	2	2	1
2020	1	0	0	0	0	0	0	0	0	1	0	0
2021	3	0	0	0	0	1	1	1	1	1	0	0
Total	18	0	0	2	2	2	3	3	4	11	4	6

Crashes & Injuries by Year										
Year	Total Crashes	Fatal Crashes	A-Injury Crashes	B-Injury Crashes	C-Injury Crashes	PDO Crashes	Wet Weather	Darkness Crashes	Ice/Snow Crashes	Impaired Driver
2017	6	0	1	1	1	3	1	4	0	0
2018	4	0	0	0	0	4	1	1	0	0
2019	4	0	1	0	1	2	2	1	0	0
2020	1	0	0	0	0	1	0	0	0	0
2021	3	0	0	1	1	1	0	0	0	0
Totals	18	0	2	2	3	11	4	6	0	0

Crash Data by Type of Collision							
Type	Total Number	2017	2018	2019	2020	2021	% Crashes
Angle	3		1	1		1	17%
Animal	1			1			6%
Fixed Object	1	1					6%
Front to Rear	2	1	1				11%
Pedestrian	0						0%
Overturned	1	1					6%
Other Non Collision	2	1		1			11%
Turning	8	2	2	1	1	2	44%
Totals	18	6	4	4	1	3	100%



City of West Frankfort - FY25 HSIP Safety Application
St. Louis Street (West) -- Roadway Rehabilitation

2017-2021 Crash Data

Year	Total Crashes	Fatal Crashes	Fatalities	A-Injury Crashes	A-Injuries	B-Injury Crashes	B-Injuries	C-Injury Crashes	C-Injuries	PDO	Wet Weather	Darkness Crashes
2017	6	0	0	0	0	1	1	0	0	5	1	1
2018	3	0	0	0	0	0	0	1	1	2	0	0
2019	2	0	0	0	0	0	0	0	0	2	1	1
2020	2	0	0	0	0	0	0	0	0	2	1	0
2021	2	0	0	0	0	0	0	0	0	2	0	1
Total	15	0	0	0	0	1	1	1	1	13	3	3

Crashes & Injuries by Year										
Year	Total Crashes	Fatal Crashes	A-Injury Crashes	B-Injury Crashes	C-Injury Crashes	PDO Crashes	Wet Weather	Darkness Crashes	Ice/Snow Crashes	Impaired Driver
2017	6	0	0	1	0	5	1	1	0	0
2018	3	0	0	0	1	2	0	0	0	0
2019	2	0	0	0	0	2	1	1	1	0
2020	2	0	0	0	0	2	1	0	0	0
2021	2	0	0	0	0	2	0	1	0	0
Totals	15	0	0	1	1	13	3	3	1	0

Crash Data by Type of Collision							
Type	Total Number	2017	2018	2019	2020	2021	% Crashes
Angle	6	2	3		1		40%
Animal	0						0%
Fixed Object	2	2					13%
Front to Rear	1					1	7%
Pedestrian	0						0%
Parked Vehicle	2	1				1	13%
Pedacyclist	0						0%
Turning	4	1		2	1		27%
Totals	15	6	3	2	2	2	100%



Village of Woodlawn - FY25 HSIP Safety Application
North Woodlawn Lane -- Roadway Rehabilitation

2017-2021 Crash Data

Year	Total Crashes	Fatal Crashes	Fatalities	A-Injury Crashes	A-Injuries	B-Injury Crashes	B-Injuries	C-Injury Crashes	C-Injuries	PDO	Wet Weather	Darkness Crashes
2017	2	0	0	0	0	0	0	0	0	2	1	2
2018	4	0	0	0	0	0	0	0	0	4	0	1
2019	4	0	0	1	1	0	0	0	0	3	0	2
2020	3	0	0	0	0	0	0	0	0	3	0	2
2021	2	0	0	0	0	0	0	0	0	2	0	0
Total	15	0	0	1	1	0	0	0	0	14	1	7

Crashes & Injuries by Year										
Year	Total Crashes	Fatal Crashes	A-Injury Crashes	B-Injury Crashes	C-Injury Crashes	PDO Crashes	Wet Weather	Darkness Crashes	Ice/Snow Crashes	Impaired Driver
2017	2	0	0	0	0	2	1	2	0	0
2018	4	0	0	0	0	4	0	1	1	0
2019	4	0	1	0	0	3	0	2	1	0
2020	3	0	0	0	0	3	0	2	0	0
2021	2	0	0	0	0	2	0	0	0	0
Totals	15	0	1	0	0	14	1	7	2	0

Crash Data by Type of Collision							
Type	Total Number	2017	2018	2019	2020	2021	% Crashes
Angle	1					1	7%
Animal	5		2	1	2		33%
Parked Vehicle	0						0%
Fixed Object	2			2			13%
Front to Rear	4	1	1	1	1		27%
Overtaken	1		1				7%
Rear to Rear	1					1	7%
Turning	1	1					7%
Totals	15	2	4	4	3	2	100%

*ILLINOIS DEPARTMENT OF TRANSPORTATION
HIGHWAY SAFETY IMPROVEMENT
PROGRAM APPLICATIONS*

Exhibit #2

Greater Egypt Regional Safety Study

Safety Data Analysis - Project Listing

Top 10 Locations

#	LOCATION	STREET	PROPOSED WORK
1)	Mt. Vernon	42nd Street	Upgrade to 3-Lane Section
			wih center TWLTL
2)	Benton	South McLeansboro	Upgrade Roadway & Provide
			Turn Lanes Where Needed
3)	West Frankfort	West Cleveland Street	Upgrade Intersection & Provide
			Turn Lanes Where Needed
4)	DuQuoin	East Jackson St. & Line St.	Signalize Intersection
5)	Pinckneyville	East Randolph Street	Upgrade Roadway
6)	Mt. Vernon	Veteran's Pkwy & 34th St.	Signalize Intersection
7)	Thompsonville	North Thompsonville Road	Upgrade Roadway Shoulders
	Owner: Franklin County		with 4' HMA
8)	Creal Springs	Creal Springs Rd & Borton St.	Upgrade Intersection
9)	Mt. Vernon	Wells Bypass	Ugrade Roadway & Provide
	Owner: Jefferson County		Turn Lanes into High School
10)	Johnstion City	West Broadway Boulevard	Upgrade Intersection &
			Roadway

HSIP Application

For

City of Mt. Vernon

May 1, 2023

Subject: FY 25 HSIP Submittal
City of Mt. Vernon – 42nd Street

Mr. Kirk Brown, P.E.
Region 5 Engineer
Illinois Department of Transportation
District 9 Headquarters, P.O. Box 100
2801 W. Murphysboro Road
Carbondale, IL 62903
Attention: Mr. Jay Kranz

Dear Mr. Kranz:

Attached is the City of Mt. Vernon's request for consideration of Local HSIP Funding for a complete safety upgrade to 42nd Street in Mt. Vernon that will include: upgrading the entire section to provide a three lane section with a center two-way left turn lane, installation of traffic signals, curb and gutter, upgrades to pavement markings, and RPM's to the entire 1.0-mile section. This was a project initiated due to the large number of crashes on this segment in the past five years and the large traffic volumes that utilize the existing two-lane facility. This route is very commercial with fast food restaurants, gas stations, doctor's offices, etc. located throughout this one-mile section of roadway.

This corridor is one of the busiest non-state route roadway sections within the City of Mt. Vernon with a tremendous amount of commercial development along the entire route. The ADT on this route is presently 9600 vehicles per day with constant turning movements throughout the entire section. It lies just east of I-57 and connects two extremely high traveled roadways together. This route also ties together a very commercial Illinois 15 to the regional health facility - Good Samaritan Hospital, located just off the southern end of this project.

This corridor of 42nd Street also carries a tremendous amount of commercial semi-truck traffic making deliveries to the many commercial businesses that lie adjacent to the road. This roadway rehabilitation project will fit a tremendous operational need that is the number one priority for the city. This project will substantially impact and improve this candidate location, improving safety along the entire route from Illinois 15 to Veteran's Parkway in Mt. Vernon.

The proposed work consists of rehabilitating the road to provide a three-lane roadway section with a center two-way left turn lane. Additionally, this proposal for 42nd Street also includes; two sets of traffic signals at North and South Water Tower Streets, curb and gutter, refreshed pavements markings, upgraded signing, and RPM's. The estimated cost is set at \$4.21 million with the B/C computed utilizing the B/C Tool for the roadway improvements, traffic signals, pavement markings and the RPM's was 1.2.

The attachments include the HSIP Candidate Form, B/C Analysis, 2017-2021 crash data, location map, cost estimate, project timeline, and the project narrative. If you have any questions regarding this material, please feel free to contact me at 618-242-6802.

Respectfully submitted,

Ms. Mary Ellen Bechtel
Mt. Vernon City Manager

cc: File



Illinois Department of Transportation

Office of Highways Project Implementation / Bureau of Local Roads & Streets
2300 South Dirksen Parkway / Room 205 / Springfield, Illinois / 62764

Local Roads & Streets Grant Application		
Program Information		
1.	IDOT Grant Program	Local Highway Safety Improvement Program
2.	Solicitation Cycle	Fiscal Year 2025
Applicant Information		
3.	Lead Applicant Name (Local Public Agency)	City of Mt. Vernon
4.	Partners/Co-Applicants	
5.	Employer / Taxpayer Identification Number (EIN, TIN) for Lead Applicant	EIN: 37-6001118
6.	Organizational UEI Number (SAM.GOV) for Lead Applicant	FNS9FLGB5YV9
7.	Business Address for Lead Applicant	Street Address: 1100 Main St. City: Mt. Vernon State: Illinois County: Jefferson Zip + 4: 62864
Applicant's Name and Contact Information for Person to be involving this Application		
8.	First Name	Mary Ellen
9.	Last Name	Bechtel
10.	Suffix	
11.	Title	Mt. Vernon City Manager
12.	Organizational Affiliation	City of Mt. Vernon
13.	Telephone Number	618-242-6802
14.	Fax Number	618-242-0746
15.	Email address	citymanager@mtvernon.com
Applicant's Project		
16.	Description of Applicant's Project	42 nd Street Safety Upgrades

Illinois Department of Transportation						HSIP Candidate Form						
											FY 2025	
ID:		Contract:			Award Date:			Completion Date:				
District: 9		County: Jefferson					City: Mt. Vernon					
Key route: FAU 8727		Marked route: 42 nd Street										
Road Name: 42 nd Street					Intersecting Roadway: North & South Water Tower Roads <input type="checkbox"/>							
Length: 1.0 miles <input checked="" type="checkbox"/> N/A					Mile station: to							
Location Description: 42 nd Street Section Upgrade to provide 3-Lane Section, Traffic Signals, Pavement Markings, and RPMS.												
<input type="checkbox"/> Rural		<input checked="" type="checkbox"/> Urban		Lanes: 2								
AADT(Segment): 9600				Total Entering AADT (Intersection): N/A					Speed Limit: 35 mph			
Friction Test Results:				<input checked="" type="checkbox"/> N/A				Lighting Present: <input checked="" type="checkbox"/> Y <input type="checkbox"/> N				
CHSP Emphasis Area(s): Segments						<input type="checkbox"/> District Documentation		<input type="checkbox"/> Systematic Improvements		<input type="checkbox"/> N/A		
Peer Group: Urban Two Lane Segment											<input type="checkbox"/> N/A	
Other:												
Crashes Details												
Year	Total Crashes	Fatal Crashes	Fatalities	A-Injury Crashes	A-Injuries	B-Injury Crashes	B-Injuries	C-Injury Crashes	C-Injuries	PDO	Wet-Weather Crashes	Darkness (Not lighted) Crashes
2017	32	0	0	2	2	1	1	2	2	27	5	5
2018	49	0	0	2	3	7	13	5	7	35	9	14
2019	44	0	0	3	5	2	2	9	12	30	6	9
2020	33	0	0	1	3	0	0	7	7	25	8	8
2021	40	0	0	0	0	4	5	5	7	31	8	9
Total	198	0	0	8	11	14	21	28	35	148	36	45
Location Description: 42 nd Street Section Upgrade to provide 3-Lane Section, Traffic Signals, CC&G, Pavement Markings, and RPMS												
Problem Description: Existing roadway is 30' F-F wide with large traffic volumes and heavy turning movements.												
Previous Safety Improvements: None												
Collision Diagram: <input checked="" type="checkbox"/> Y <input type="checkbox"/> N								Images: <input checked="" type="checkbox"/> Y <input type="checkbox"/> N				
Predominant Crash Types: Turning and Rear End												
Proposed Improvement(s): Upgrade to 3-Lane Section to provide center TWLTL, traffic signals, pavement marking and RPM's												
Estimated Project Cost (\$000's): \$4,208,050								Benefit-Cost Ratio: 1.2				
Local Projects: Proposed project is in Mt. Vernon, Illinois												
Annual Fatal Crash Rate (Fatal Crashes/100 Miles):						Annual A-Injury Crash Rate (A-Injury Crashes/100 Miles):						
Local Roads Rural Functional Class: Minor Arterial												
Approved:								Central HSIP Approval Date:				
Signed: State Safety Engineer								Funding: <input checked="" type="checkbox"/> HSIP <input type="checkbox"/> HRRR <input type="checkbox"/> RAIL				
Comment:												
Distribution:		<input type="checkbox"/> OPP		<input type="checkbox"/> District		<input type="checkbox"/> BSPE		<input type="checkbox"/> LRS		<input type="checkbox"/> BDE		

PROJECT DESCRIPTION - PROJECT DATA INPUT (LOCAL SEGMENTS)

<u>Project:</u>	42nd Street - Safety Improvement Project				<u>Prepared by:</u>	BFW	
<u>District:</u>	9		<u>County:</u>	Jefferson	<u>City:</u>	Mt. Vernon	
<u>Key Route:</u>			<u>Marked Route:</u>	42nd Street	<u>MilePost:</u>		
<u>Location:</u>	42nd Street from IL 15 to Veteran's Parkway in Mt. Vernon						
<u>Crash data:</u>	5		Years		<u>Length (miles):</u>	1.0	
	From	2017	to	2021	<u>Begin Station:</u>		
					<u>End Station:</u>		
					<u>Traffic Growth factor</u>	3.0%	
<u>Peer Group:</u>	Peer Group 11 - Urban AADT >2,500 / two lanes						

<u>Messages</u>
Please provide a detailed cost estimation for all countermeasures along with this summary sheet.
The combined effect of multiple countermeasures is limited to 0.60 or the smallest CMF
The analysis contains a User Defined Countermeasure (please provide supporting documentation)
4.7.17.SU.1 - Roadside Safety - Install curb and gutter does not fully match HSM Setting/Facility Type Criteria

LOCAL SEGMENTS CRASH SEVERITY DISTRIBUTION BY CRASH TYPE FOR ANALYSIS PERIOD

<u>Crash Type</u>	All Crashes (Aggregated crash input only)	CRASH TYPE																	SPECIAL CASE		Total
		Angle	Animal	Fixed Object	Head On	Left Turn	Other Noncollision	Other Object	Overturned	Pedestrian	Pedalcyclist	Parked Vehicle	Rear End	Right Turn	Sideswipe Same Direction	Sideswipe Opposite Direction	Turning	Train	Night Time	Wet Pavement	
<u>Crash Severity</u>	ALL	AG	AN	FO	HO	LT	OtherNC	OtherO	OVT	PD	PDC	PKV	RE	RT	SSD	SOD	T	TR	NGT	WP	TOT
Fatal Crashes																			0	0	0
A-Injury Crashes		2											2				4		0	0	8
B-Injury Crashes		2								1			5				6		6	0	14
C-Injury Crashes		3											13				13		9	0	29
PDO Crashes		16	9	3	1		1	1				2	61		2		51		30	0	147

LOCAL SEGMENTS BENEFIT COST ANALYSIS

BENEFIT CALCULATIONS			COUNTERMEASURE COST CALCULATIONS							
COUNTERMEASURE	CMF *	Crash Type affected by this improvement	Unit Cost	Quantity	Units	Total Cost	Service Life	Present worth	EUAC **	
4.8.101.UD.1 - User Defined - Install TWLTL on Two-Lane Road	0.79	All	\$2,800,000	1	Miles	\$2,800,000	15	\$2,800,000	\$251,850	
4.8.101.UD.1 - User Defined - Install a Traffic Signal	0.56	All	\$300,000	2	Unit Qnty	\$600,000	10	\$1,005,339	\$90,450	
4.7.17.SU.1 - Roadside Safety - Install curb and gutter	0.89	All	\$808,000	1	Miles	\$808,000	15	\$808,000	\$72,700	
		All								
TOTAL BENEFIT	\$490,100		TOTAL COST						\$415,000	

BENEFIT/ COST	1.20	ANNUAL NUMBER OF FATALITIES POTENTIALLY PREVENTED	0.00	TOTAL FATALITIES PREVENTED	0.00
---------------	------	---	------	----------------------------	------

* CMF = Crash Modification Factor
** EUAC = Estimated Uniform Annual Cost

City of Mt. Vernon
42nd Street - HSIP Upgrades

▼ Countermeasure: Install a traffic signal

<input checked="" type="checkbox"/>	0.56	44	★★★★★	All	All	Rural	HARKEY ET AL., 2008	Countermeasure name has been s...[READ MORE]
-------------------------------------	------	----	-------	-----	-----	-------	---------------------------	---

STUDY: [ACCIDENT MODIFICATION FACTORS FOR TRAFFIC ENGINEERING AND ITS IMPROVEMENTS, HARKEY ET AL., 2008](#)

Star Quality Rating:		★★★★★ [VIEW SCORE DETAILS]
Rating Points Total:		145


Crash Modification Factor (CMF)	
Value:	0.56
Adjusted Standard Error:	0.03
Unadjusted Standard Error:	

Crash Reduction Factor (CRF)	
Value:	44 <i>(This value indicates a decrease in crashes)</i>
Adjusted Standard Error:	3
Unadjusted Standard Error:	

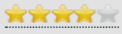
Applicability	
Crash Type:	All
Crash Severity:	All

City of Mt. Vernon
42nd Street - HSIP Upgrades

▼ Countermeasure: Install TWLTL (two-way left turn lane) on two lane road

<input checked="" type="checkbox"/>	0.797	20.3		All	All	All	LYON ET AL., 2008	[READ MORE]
-------------------------------------	-------	------	---	-----	-----	-----	-------------------	-----------------------------

STUDY: [SAFETY EVALUATION OF INSTALLING CENTER TWO-WAY LEFT-TURN LANES ON TWO-LANE ROADS, LYON ET AL., 2008](#)

Star Quality Rating:		 [VIEW SCORE DETAILS]
Rating Points Total:		125

Crash Modification Factor (CMF)	
Value:	0.797
Adjusted Standard Error:	
Unadjusted Standard Error:	0.03

Crash Reduction Factor (CRF)	
Value:	20.3 <i>(This value indicates a decrease in crashes)</i>
Adjusted Standard Error:	
Unadjusted Standard Error:	3

Applicability	
Crash Type:	All
Crash Severity:	All

City of Mt. Vernon, Illinois
FY-2025 HSIP Safety Application
42nd Street Safety Upgrade Project

Safety Data Analysis

SAFETY ANALYSIS

A total of 198 crashes occurred on the 1.0 mile stretch of 42nd Street over a 5-year period (2017-2021).

Figure 1 depicts the locations and distribution of crashes within the study area by year. During this period studied there was 8 - 'A' Injury crashes, 14 - 'B' Injury crashes, and 28 - 'C' Injury crashes. **Figure 2** illustrates how the local urban routes in Jefferson County have a higher crash rate than that of their urban counterpart on the state route system. **Map 1** provides a map that shows 42nd Street designated as a Local Safety Tier roadway. **Map 2** shows the area of Mt. Vernon where 42nd Street lies as being a high KAB Crash rate area. **Figure 3** illustrates the breakdown by type and frequency of the serious A-Injury crashes and Fatal crashes. Finally, **Figures 4 and 5** portrays the serious crash rates for younger drivers and intersections in Jefferson County.

This roadway safety improvement project should significantly improve the operation and overall safety of this one-mile segment of 42nd Street!

FIGURE 1: CRASH LOCATIONS & SUMMARY BY SEVERITY & YEAR – 42ND STREET



Crashes & Injuries by Year										
Year	Total Crashes	Fatal Crashes	A-Injury Crashes	B-Injury Crashes	C-Injury Crashes	PDO Crashes	Wet Weather	Darkness Crashes	Ice/Snow Crashes	Impaired Driver
2017	32	0	2	1	2	27	5	5	2	0
2018	49	0	2	7	5	35	9	14	0	1
2019	44	0	3	2	9	30	6	9	5	1
2020	33	0	1	0	7	25	8	8	0	0
2021	40	0	0	4	5	31	8	9	2	0
Totals	198	0	8	14	28	148	36	45	9	2

Crash Data by Type of Collision							
Type	Total Number	2017	2018	2019	2020	2021	% Crashes
Angle	23	3	7	4	6	3	12%
Animal	9	1	2	3	2	1	5%
Rear to Front	1					1	1%
Front to Rear	81	16	22	18	12	13	41%
Front to Front	1		1				1%
Parked Vehicle	2			1		1	1%
Sideswipe-Same	2		2				1%
Other Non-Collision	1	1					1%
Fixed Object	3			2		1	2%
Other Object	1					1	1%
Turning	74	11	15	16	13	19	37%
Totals	198	32	49	44	33	40	100%

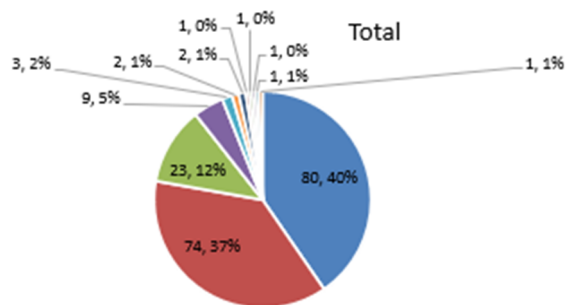
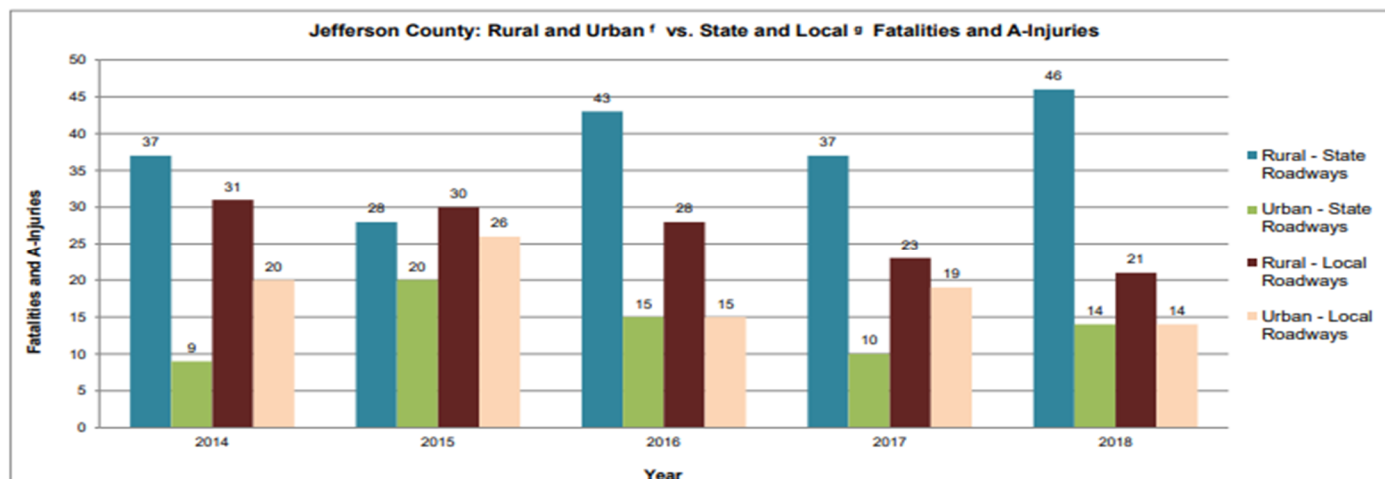
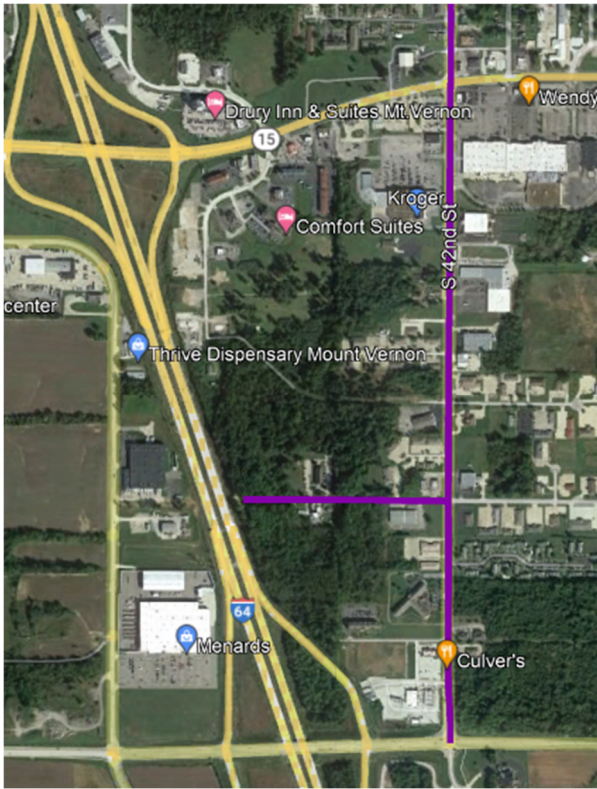


FIGURE 2: LOCAL URBAN RATE HIGHER THAN STATE URBAN RATE (JEFFERSON)



The Urban Local Highways have a higher incidence of traffic crashes with Fatality and 'A' Type injuries than their counterpart on the State System in Jefferson County!

MAP 1: 42ND STREET DESIGNATED AS LOCAL SAFETY TIER ROADWAY



Map 1 - Depicts 42nd Street as being designated as a Local Safety Tier Roadway

MAP 2: 42ND STREET IS WITHIN DESIGNATED HIGH KAB CRASH RATE AREA

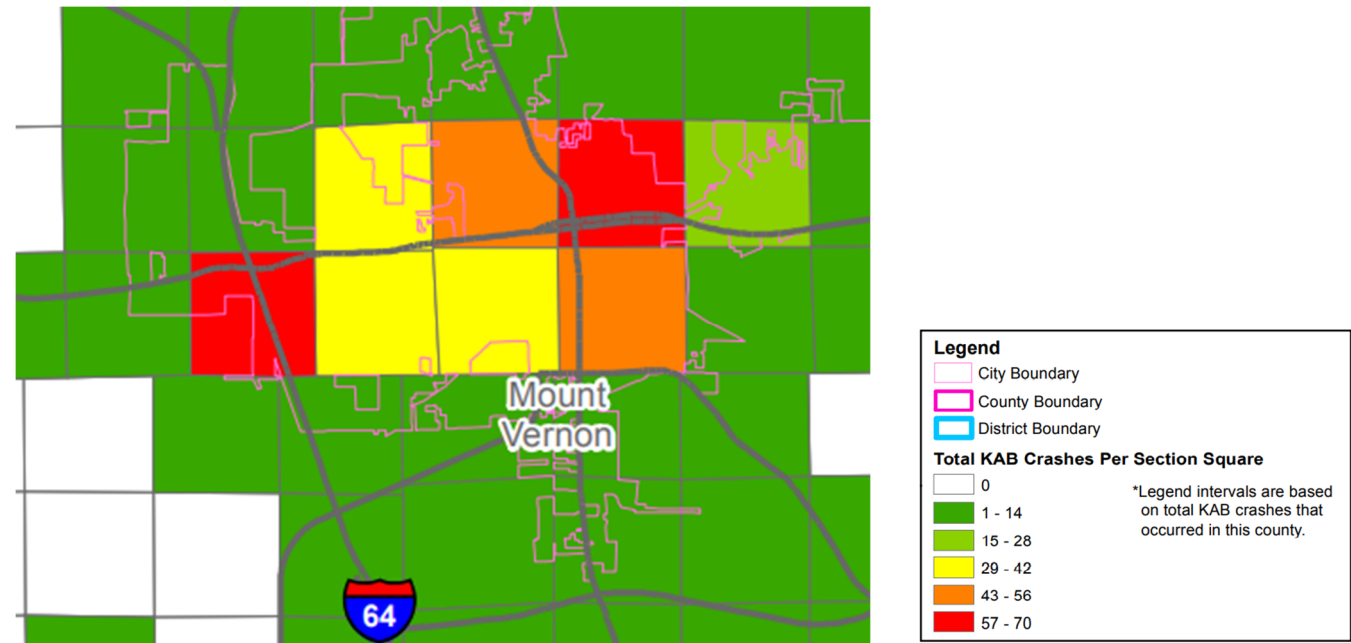
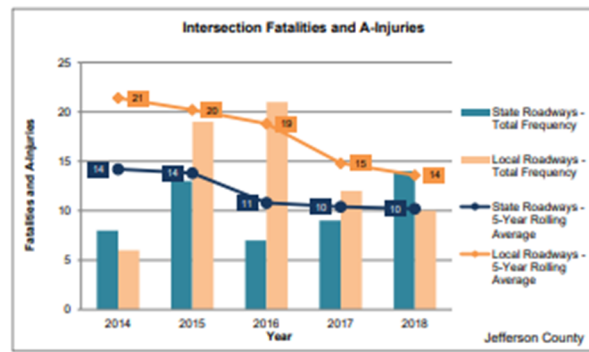
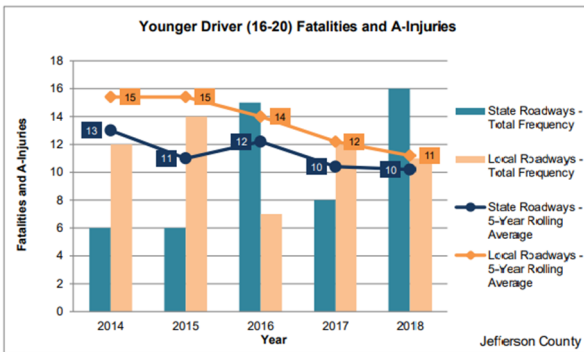


FIGURE 3: CRASH BREAKDOWN BY CAUSE AND FREQUENCY IN JEFFERSON COUNTY

Emphasis Areas	Jefferson County - State Roadways						Jefferson County - Local/County Roadways					
	Fatalities			A-Injuries			Fatalities			A-Injuries		
	Percent	Frequency	Percent Change '14 to '18 ^b	Percent	Frequency	Percent Change '14 to '18 ^b	Percent	Frequency	Percent Change '14 to '18 ^b	Percent	Frequency	Percent Change '14 to '18 ^b
Emphasis Areas		25	-50.0%		234	42.5%		9	100.0%		218	-34.0%
Younger Driver (16-20)	20.0%	5	-100.0%	19.7%	46	300.0%	22.2%	2	0.0%	24.8%	54	-8.3%
Older Driver (65+)	24.0%	6	0.0%	22.6%	53	66.7%	0.0%	0	0.0%	17.9%	39	-37.5%
Speeding/Aggressive Driver ^c	8.0%	2	0.0%	15.4%	36	400.0%	11.1%	1	0.0%	19.7%	43	-35.7%
Unrestrained Occupants	28.0%	7	-66.7%	15.4%	36	-40.0%	55.6%	5	-100.0%	10.1%	22	150.0%
Impaired Driver	44.0%	11	-75.0%	9.8%	23	-80.0%	55.6%	5	0.0%	14.7%	32	-80.0%
Fatigued/Drowsy/Distracted Driver	4.0%	1	0.0%	8.1%	19	200.0%	0.0%	0	0.0%	6.4%	14	0.0%
Pedestrian	12.0%	3	0.0%	3.0%	7	0.0%	0.0%	0	0.0%	6.9%	15	-87.5%
Pedalcyclist	0.0%	0	0.0%	1.3%	3	0.0%	0.0%	0	0.0%	1.4%	3	0.0%
Motorcycle	16.0%	4	0.0%	9.0%	21	25.0%	33.3%	3	0.0%	9.2%	20	-50.0%
Heavy Vehicle	36.0%	9	100.0%	14.5%	34	25.0%	0.0%	0	0.0%	2.3%	5	0.0%
Train	0.0%	0	0.0%	0.0%	0	0.0%	22.2%	2	-100.0%	0.5%	1	0.0%
Road Departure ^d	56.0%	14	-50.0%	44.9%	105	30.8%	33.3%	3	0.0%	51.4%	112	-41.4%
Intersection ^e	12.0%	3	0.0%	20.5%	48	75.0%	22.2%	2	0.0%	30.3%	66	66.7%
Work Zone	12.0%	3	0.0%	3.8%	9	0.0%	0.0%	0	0.0%	0.0%	0	0.0%

FIGURES 4 & 5: YOUNGER DRIVER SEVERE CRASH FREQUENCY – LOCAL VS. STATE



The Local Highways have a higher incidence of Younger Driver and Intersection type traffic crashes with Fatality and 'A' Type injuries than their counterpart on the State System in Jefferson County!

COUNTERMEASURES – WIDEN TO PROVIDE CENTER TWLTL

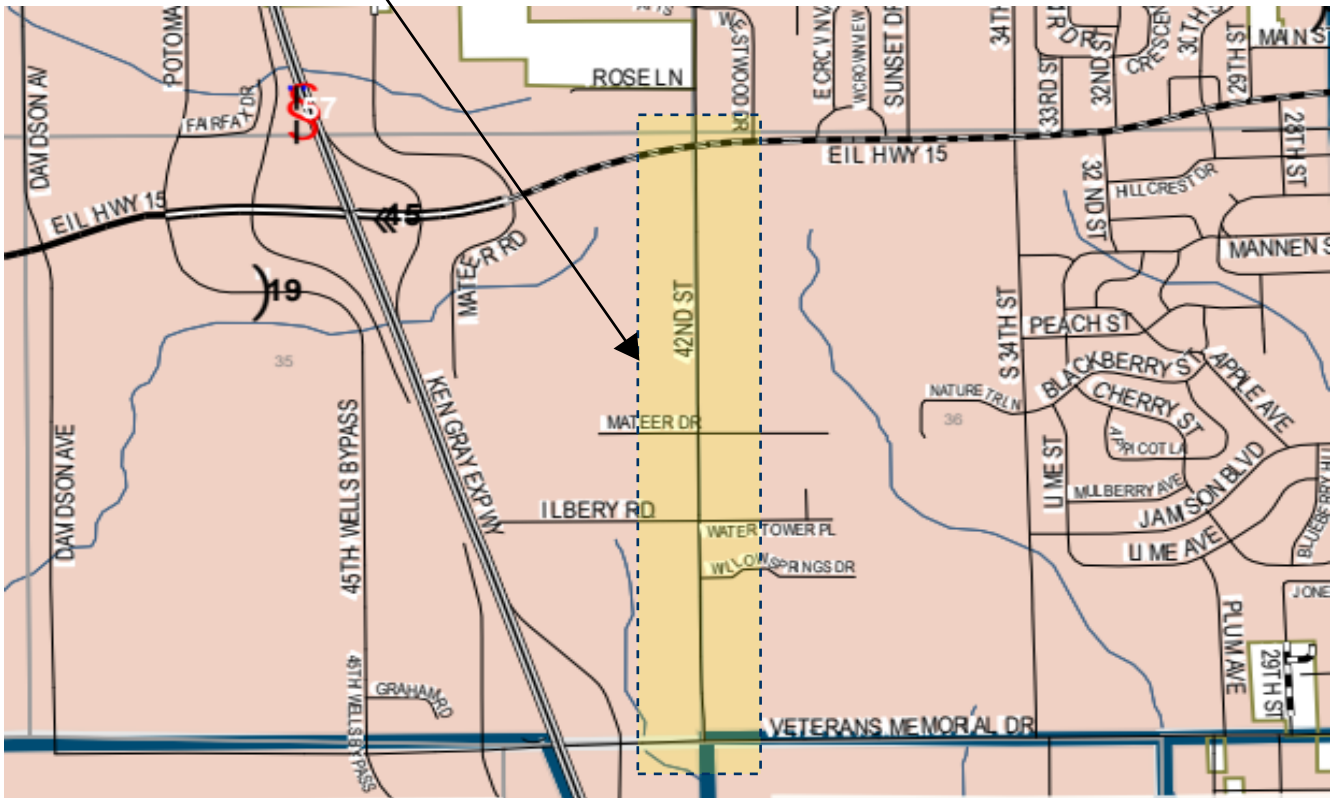
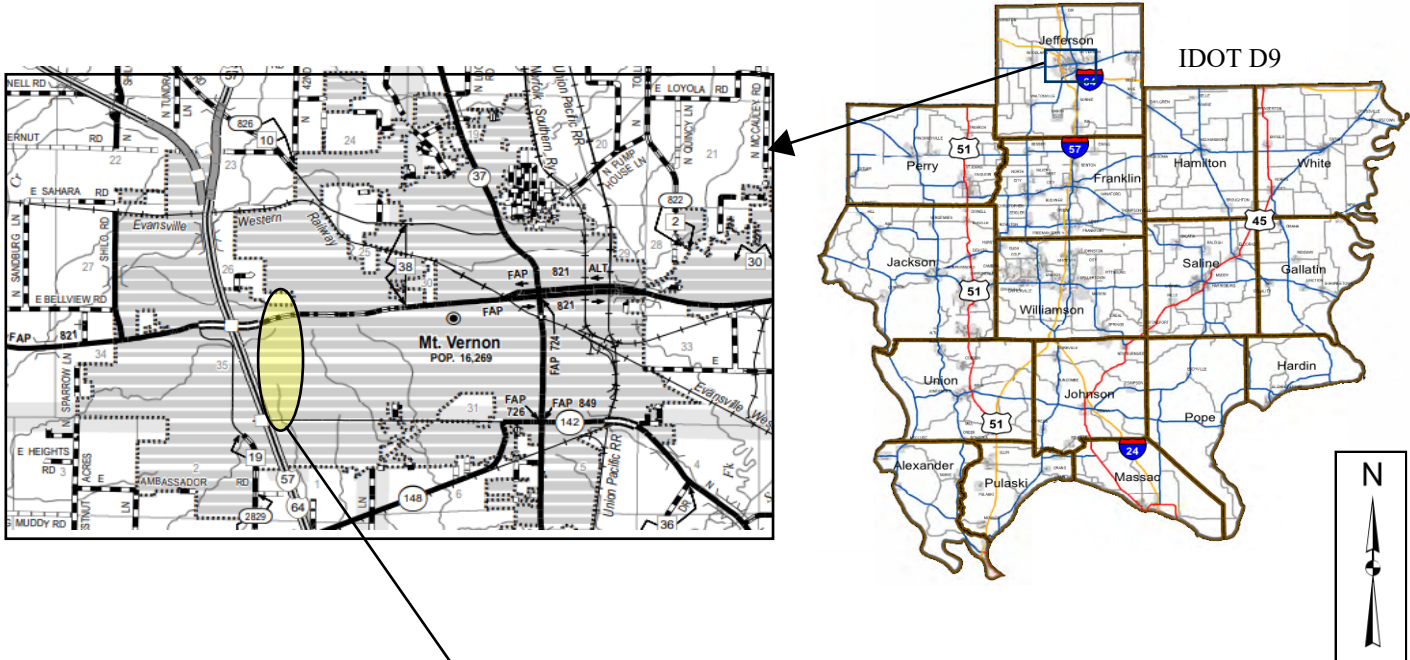
The City of Mt. Vernon plans to utilize six primary safety measures as part of this project to completely upgrade the route with relevant safety initiatives to improve this vital roadway from IL 15 to Veteran's Parkway:

- Upgrade the roadway to provide a three-lane section with a center TWLTL.
- Install traffic signals at North and South Water Tower Roads.
- Install improved signage along the route as needed.
- Install new centerline RPM's.
- Upgraded signing.
- Refresh the centerline and pavement markings on 42nd Street.

We believe this three-lane upgrade project towards 42nd Street in Mt. Vernon will substantially and meaningfully improve this roadway for the better making it safer for all its daily traffic! Total costs for all this work are estimated at \$4,208,050. The B/C for this project is 1.2 utilizing the BC Tool.

LOCATION MAP

City of Mt. Vernon FY25-HSIP Application 42nd Street - Three Lane Project



PHOTOS 1: EXISTING PAVEMENT CONDITIONS



Looking north down 42nd Street

PHOTO 2: EXISTING 42ND STREET TRAFFIC VIEW



Looking north down 42nd Street near south end.

PHOTO 3: 42ND STREET – NORTH END – EXISTING THREE LANE SECTION



The north end of 42nd Street is already a three lane section and will be tied into as part of this project. Patching, pavement marking & Raised Pavement Marker's will be included in this section.



BACON | FARMER | WORKMAN
ENGINEERING & TESTING, INC.

Project HSIP
Route 42nd Street
Section _____
County Jefferson

Estimate of Cost

Location of Improvement: 42nd Street from IL 15 to Veteran's Parkway in Mt. Vernon, Illinois

For a total distance of 1.0 mile Net improvement of 5280 feet
Type PCC Width 36' Thickness 10"
Shoulders CC&G Average Haul _____ Maximum Grade %

Code Number	Item	Unit of Measure	Quantity	Unit Price	Total Cost
20100110	TREE REMOV 6-15	UNIT	90	\$45.00	\$4,050.00
20200100	EARTH EXCAVATION	CU YD	2000	\$30.00	\$60,000.00
20800150	TRENCH BACKFILL	CU YD	1500	\$50.00	\$75,000.00
25000210	SEEDING CL 2A	ACRE	3	\$3,500.00	\$10,500.00
25000400	NITROGEN FERT NUTR	POUND	270	\$4.25	\$1,147.50
25000500	PHOSPHORUS FERT NUTR	POUND	270	\$4.25	\$1,147.50
25000600	POTASSIUM FERT NUTR	POUND	270	\$5.00	\$1,350.00
25100115	MULCH, METHOD 2	ACRE	3	\$2,000.00	\$6,000.00
25100630	EROSION CONTR BLANKET	SQ YD	20000	\$2.50	\$50,000.00
28000400	PERIMETER EROS BAR	FOOT	750	\$5.50	\$4,125.00
28000500	INLET & PIPE PROTECT	EACH	20	\$100.00	\$2,000.00
28000510	INLET FILTERS	EACH	6	\$150.00	\$900.00
28100105	STONE RIPRAP A3	SQ YD	40	\$95.00	\$3,800.00
31100910	SUB GRAN MAT 12	SQ YD	4444	\$30.00	\$133,320.00
35600650	HMA BC WID 4	SQ YD	4444	\$40.00	\$177,760.00
42000501	PCC PVT 10 JOINTED	SQ YD	3333	\$75.00	\$249,975.00
42101300	PROTECTIVE COAT	SQ YD	3333	\$1.25	\$4,166.25
42300400	PCC DRIVEWAY PAVT 8	SQ YD	700	\$80.00	\$56,000.00
42400400	PC CONC SIDEWALK 5	SQ FT	16000	\$8.00	\$128,000.00
44000100	PAVEMENT REM	SQ YD	600	\$45.00	\$27,000.00
44000200	DRIVE PAVEMENT REM	SQ YD	700	\$20.00	\$14,000.00
44000500	COM CURB GUTTER REM	FOOT	9000	\$6.00	\$54,000.00
44000600	SIDEWALK REM	SQ FT	16000	\$2.00	\$32,000.00
44200966	CL B PATCH T1 10	SQ YD	300	\$190.00	\$57,000.00
44200970	CL B PATCH T2 10	SQ YD	500	\$185.00	\$92,500.00
44200974	CL B PATCH T3 10	SQ YD	300	\$180.00	\$54,000.00
TOTAL ESTIMATED COST OF WORK INCLUDING ALL LABOR, MATERIALS AND PROFITS.					\$1,299,741.25

Made by BFW Date 4/7/2021 Examined _____, _____
Checked by _____ Date _____ Regional Engineer



BACON | FARMER | WORKMAN
ENGINEERING & TESTING, INC.

Project HSIP
Route 42nd Street
Section _____
County Jefferson

Estimate of Cost

Location of Improvement: 42nd Street from IL 15 to Veteran's Parkway in Mt. Vernon, Illinois

For a total distance of 1.0 mile Net improvement of 5280 feet
Type PCC Width 36' Thickness 10"
Shoulders CC&G Average Haul _____ Maximum Grade _____ %

Code Number	Item	Unit of Measure	Quantity	Unit Price	Total Cost
	BALANCE CARRIED FORWARD				\$1,299,741.25
44201298	DOWEL BARS 1 1/4	EACH	960	\$25.00	\$24,000.00
44213000	PATCH REINFORCEMENT	SQ YD	620	\$40.00	\$24,800.00
44213200	SAW CUTS	FOOT	960	\$6.00	\$5,760.00
44213000	PATCH REINFORCEMENT	SQ YD	620	\$40.00	\$24,800.00
44213206	TIE BARS 5/8	EACH	320	\$15.00	\$4,800.00
50105220	PIPE CULVERT REMOV	FOOT	50	\$8.50	\$425.00
54213669	PRC FLAR END SEC 24	EACH	2	\$1,300.00	\$2,600.00
54213675	PRC FLAR END SEC 30	EACH	2	\$1,750.00	\$3,500.00
54261718	STEEL FL END SEC 18	EACH	2	\$150.00	\$300.00
542A0229	P CUL CL A 1 24	FOOT	40	\$85.00	\$3,400.00
542A0235	P CUL CL A 1 30	FOOT	40	\$95.00	\$3,800.00
542D0223	P CUL CL D 1 18	FOOT	40	\$40.00	\$1,600.00
550A0120	STORM SEW CL A 24	FOOT	3500	\$73.00	\$255,500.00
550A0160	STORM SEW CL A 36	FOOT	750	\$78.00	\$58,500.00
550A2360	SS RG CL A 1 24	FOOT	1400	\$46.00	\$64,400.00
550A2400	SS RG CL A 1 36	FOOT	1180	\$50.00	\$59,000.00
55100900	STORM SEWER REM 18	FOOT	3500	\$21.00	\$73,500.00
55101200	STORM SEWER REM 24	FOOT	750	\$23.00	\$17,250.00
60218400	MAN TA 4 DIA T1F CL	EACH	4	\$2,500.00	\$10,000.00
60235700	INLET TA T3F&G	EACH	25	\$2,400.00	\$60,000.00
60500060	REMOV INLETS	EACH	30	\$500.00	\$15,000.00
60605000	COMB CC&G TB6.24	FOOT	5000	\$42.00	\$210,000.00
67000400	ENGR FIELD OFFICE A	CAL MO	18	\$3,500.00	\$63,000.00
67100100	MOBILIZATION	L SUM	1	\$30,000.00	\$30,000.00
70300221	TEMP PVT MK L4 PNT	FOOT	9000	\$0.15	\$1,350.00
TOTAL ESTIMATED COST OF WORK INCLUDING ALL LABOR, MATERIALS AND PROFITS.					\$2,317,026.25

Made by BFW Date 4/7/2021 Examined _____ , _____
Checked by _____ Date _____ _____ Regional Engineer



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ENGINEERING & TESTING, INC.

Project HSIP
Route 42nd Street
Section _____
County Jefferson

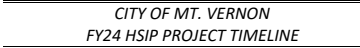
Estimate of Cost

Location of Improvement: 42nd Street from IL 15 to Veteran's Parkway in Mt. Vernon, Illinois

For a total distance of 1.0 mile Net improvement of 5280 feet
Type PCC Width 36' Thickness 10"
Shoulders CC&G Average Haul _____ Maximum Grade _____ %

Code Number	Item	Unit of Measure	Quantity	Unit Price	Total Cost
	BALANCE CARRIED FORWARD				\$2,317,026.25
72000100	SIGN PANEL T1	SQ FT	180	\$35.00	\$6,300.00
72400310	REMOV SIGN PANEL T1	SQ FT	150	\$7.50	\$1,125.00
73000100	WOOD SIN SUPPORT	FOOT	450	\$30.00	\$13,500.00
78008200	POLYUREA PM T1 LTR-SY	SQ FT	1200	\$15.00	\$18,000.00
78008210	POLYUREA PM T1 LN 4	FOOT	23000	\$2.50	\$57,500.00
78008270	POLYUREA PM T1 LN 24	FOOT	300	\$6.00	\$1,800.00
78011000	GRV RCSD PM LTR & SYM	SQ FT	1300	\$8.00	\$10,400.00
78011025	GRV RCSD PVT MRKG 5	FOOT	23000	\$0.80	\$18,400.00
78011125	GRV RCSD PVT MRKG 25	FOOT	300	\$10.00	\$3,000.00
78100100	RAISED REFL PAVT MKR	EACH	125	\$55.00	\$6,875.00
78300200	RAISED REF PVT MK REM	EACH	110	\$12.00	\$1,320.00
78300202	PAVMT MRKG REM WTR BL	SQ FT	10000	\$1.00	\$10,000.00
80300100	LOCATE UNDERGR CABLE	FOOT	800	\$6.00	\$4,800.00
80500010	SERV INSTALL GRND MT	EACH	2	\$4,000.00	\$8,000.00
X7010216	TRAF CONT & PROT (SPL)	L SUM	1	\$30,000.00	\$30,000.00
	TRAFFIC SIGNAL SYSTEMS W/ LUMINAIRES	EACH	2	\$300,000.00	\$600,000.00
	UTILITY ADJUSTMENTS		1	\$300,000.00	\$300,000.00
	RIGHT OF WAY		1	\$400,000.00	\$400,000.00
	ENGINEERING		1	\$400,000.00	\$400,000.00
TOTAL ESTIMATED COST OF WORK INCLUDING ALL LABOR, MATERIALS AND PROFITS.					\$4,208,046.25

Made by BFW Date 4/7/2021 Examined _____ , _____
Checked by _____ Date _____ _____ Regional Engineer



City of Mt. Vernon, Illinois
FY-2025 HSIP Safety Application
42nd Street Safety Upgrade Project

Project Narrative

INTRODUCTION & PROJECT OVERVIEW

42nd Street carries a significant amount of traffic between IL 15 and Veteran's Parkway with an existing ADT of 9600 vpd. The roadway surface is 30' F-F of curb and gutter carrying a tremendous amount of commercial vehicle and semi-truck traffic everyday commuting and making deliveries into the heavily commercial area. These turning movements create an unsafe condition with a high number of turning and rear end type crashes. Additionally, due to the high traffic volumes, the pavement markings and centerline RPM's seem to always be severely worn and problematic. This has resulted in a significant amount of serious crashes on this roadway over the recent years.

The planned work consists of rehabilitating the road to provide a three-lane roadway section with a center two-way left turn lane. This proposal for 42nd Street also includes; two sets of traffic signals at North and South Water Tower Streets, curb and gutter, refreshed pavements markings, upgraded signing, and RPM's.

This was a project initiated due to the large traffic volumes that utilize the existing two-lane facility and the large number of crashes on this segment in the past five years. 42d Street carries the City of Mt. Vernon's highest traffic volumes, highest number of recent crashes and is a high priority to address because of all these issues that are impacting the vitality of this commercial area today.

EXISTING CONDITIONS

42nd Street provides a 30' face to face of curb pavement width as a significant artery in the City of Mt. Vernon that connects areas Illinois Route 15 to Veteran's Parkway just east of I-57. Illinois 15 carries an ADT of 19,200 vpd and Veterans Parkway carries an ADT of 11,900 vpd. This route ties these two together providing access to the heavily developed areas between. The ADT on 42nd Street is presently 9600 vpd with constant turning movements throughout.

The daily traffic rivals that of its state route partners and ranges from commuter traffic to commercial vehicles of every size with destinations within this one mile section of roadway. This route also ties together a very commercial Illinois 15 to the primary health facility (Good Samaritan Hospital) in the City of Mt. Vernon that lies just off the southern end of this project. Additionally, Mt. Vernon Township High School lies just west of I-57 and 42nd Street also is part of the daily commute of parents and students traveling to school.

It has long been a goal of this city to be able to upgrade and improve this roadway largely due to the heavy traffic volumes and the commercial development in the area to help reduce crashes on this roadway. The center TWLTL, curb and gutter, improved signing, new RPM's, upgraded signing and pavement markings will further ensure safety on 42nd Street. This project will accomplish all these goals!

The estimated cost for this entire project is set at \$4.21 million dollars. The benefit to cost ratio computed for this job utilizing the BC Tool was 1.2.

HSIP Application

For

Village of Creal Springs

May 1, 2023

Subject: FY 25 HSIP Submittal
Village of Creal Springs

Mr. Kirk Brown, P.E.
Region 5 Engineer
Illinois Department of Transportation
District 9 Headquarters, P.O. Box 100
2801 W. Murphysboro Road
Carbondale, IL 62903
Attention: Mr. Jay Kranz

Dear Mr. Kranz:

Attached is the Village of Creal Spring's request for consideration of Local HSIP Funding for safety improvements proposed for the intersection of Creal Springs Road and Borton Street on the south side of Creal Springs. The work planned includes; installing LED stop signs, installing upgraded guardrail, and pavement markings. Additionally, the proposed work includes adding lighting at this intersection to improve conditions during the night for motorists.

This intersection has been the site of crashes over the past five years. Creal Springs Road serves as an entry for residents and commuters that are traveling south of the village to wineries or other destinations. Creal Springs Road presently has an ADT of 400 vehicles per day while Borton Street carries 225 vehicles per day. Presently, the intersection of these two routes is not lighted at this location. The Creal Springs Road roadway is an oil & chip roadway that is 20' in width with a single stop sign at the intersection. Our plan is to add LED stop signs, advance stop ahead signs, install lighting at the intersection, improve upon the existing guardrail at this intersection, and add pavement markings to make the intersection much safer for motorists.

This upgraded intersection will better serve motorists traveling to the nearby wineries, the Lake of Egypt, the Shawnee National Forest and numerous hiking and trail riding locations south of the village. This improvement will enhance overall access into the Village of Creal Springs. This intersection improvement would be of significant importance to the village for many years to come. The Village of Creal Springs fully supports this safety related work to improve safety at this intersection to ensure future safety in our community. The B/C computed utilizing the tool for the intersection improvements at this location was 2.84.

The attachments include the HSIP Candidate Form, B/C Analysis, 2017-2021 crash data, location map, cost estimate, project timeline, and a project narrative. If you have any questions regarding this material, please feel free to contact me at 618-996-2311.

Respectfully submitted,

Micah Morrow
Mayor – Village of Creal Springs


cc: File



Illinois Department of Transportation

Office of Highways Project Implementation / Bureau of Local Roads & Streets
2300 South Dirksen Parkway / Room 205 / Springfield, Illinois / 62764

Local Roads & Streets Grant Application		
Program Information		
1.	IDOT Grant Program	Local Highway Safety Improvement Program
2.	Solicitation Cycle	Fiscal Year 2025
Applicant Information		
3.	Lead Applicant Name (Local Public Agency)	Village of Creal Springs
4.	Partners/Co-Applicants	
5.	Employer / Taxpayer Identification Number (EIN, TIN) for Lead Applicant	
6.	Organizational UEI Number (SAM.GOV) for Lead Applicant	
7.	Business Address for Lead Applicant	Street Address: 507 E. Walnut City: Creal Springs State: Illinois County: Williamson Zip + 4: 62922
Applicant's Name and Contact Information for Person to be involving this Application		
8.	First Name	Micah
9.	Last Name	Morrow
10.	Suffix	
11.	Title	Mayor
12.	Organizational Affiliation	Village of Creal Springs
13.	Telephone Number	618-996-2311
14.	Fax Number	
15.	Email address	
Applicant's Project		
16.	Description of Applicant's Project	Creal Springs Road at Borton Street Safety Improvements

 Illinois Department of Transportation						HSIP Candidate Form						
											FY 2025	
ID:		Contract:			Award Date:			Completion Date:				
District: 9		County: Williamson					City: Creal Springs					
Key route: MUN 6060		Marked route: Creal Springs Road										
Road Name: Creal Springs Rd					Intersecting Roadway: Borton Street <input type="checkbox"/>							
Length: 0.1 miles <input checked="" type="checkbox"/> N/A					Mile station: to							
Location Description: Creal Springs Road intersection with Borton Street in Creal Springs, Illinois												
<input checked="" type="checkbox"/> Rural		<input type="checkbox"/> Urban		Lanes: 2								
AADT(Segment): N/A				Total Entering AADT (Intersection): 665					Speed Limit: 30 mph			
Friction Test Results:				<input checked="" type="checkbox"/> N/A				Lighting Present: <input type="checkbox"/> Y <input checked="" type="checkbox"/> N				
CHSP Emphasis Area(s): Intersection						<input type="checkbox"/> District Documentation		<input type="checkbox"/> Systematic Improvements		<input type="checkbox"/> N/A		
Peer Group: Rural Two-Lane Roadway											<input type="checkbox"/> N/A	
Other:												
Crashes Details												
Year	Total Crashes	Fatal Crashes	Fatalities	A-Injury Crashes	A-Injuries	B-Injury Crashes	B-Injuries	C-Injury Crashes	C-Injuries	PDO	Wet-Weather Crashes	Darkness (Not lighted) Crashes
2017	1	0	0	1	1	0	0	0	0	0	1	1
2018	0	0	0	0	0	0	0	0	0	0	0	0
2019	1	0	0	0	0	0	0	0	0	1	1	0
2020	0	0	0	0	0	0	0	0	0	0	0	0
2021	1	0	0	0	0	0	0	0	0	1	0	1
Total	3	0	0	1	1	0	0	0	0	2	2	2
Location Description: Creal Springs Road intersection with Borton Street in Creal Springs, Illinois												
Problem Description: Intersection is not lighted and has experienced a serious crash.												
Previous Safety Improvements: None												
Collision Diagram: <input checked="" type="checkbox"/> Y <input type="checkbox"/> N								Images: <input checked="" type="checkbox"/> Y <input type="checkbox"/> N				
Predominant Crash Types: Fixed Object and Animal												
Proposed Improvement(s): Install LED Flashing Stop Signs, Install Improved Guardrail and Improved Pavement Markings.												
Estimated Project Cost (\$000's): \$96,925								Benefit-Cost Ratio: 2.84				
Local Projects: Proposed project is in Creal Spring's jurisdiction												
Annual Fatal Crash Rate (Fatal Crashes/100 Miles):						Annual A-Injury Crash Rate (A-Injury Crashes/100 Miles):						
Local Roads Rural Functional Class: Minor Collector												
Approved:								Central HSIP Approval Date:				
Signed: State Safety Engineer								Funding: <input checked="" type="checkbox"/> HSIP <input type="checkbox"/> HRRR <input type="checkbox"/> RAIL				
Comment:												
Distribution:		<input type="checkbox"/> OPP		<input type="checkbox"/> District		<input type="checkbox"/> BSPE		<input type="checkbox"/> LRS		<input type="checkbox"/> BDE		

PROJECT DESCRIPTION - PROJECT DATA INPUT (LOCAL INTERSECTIONS)

Project:	Creal Springs Intersection Upgrades at Creal Springs Rd & Borton Rd				Prepared by:	BFW			
District:	9	County:	Williamson	City:	Creal Springs	Date	4/10/2023		
Key Route:	MUN 6060	Marked Route:	Creal Springs Road	MilePost:		Current AADT:	Major Street Minor Street		
Location:	Intersection is located on south side of Creal Springs					400 225			
Crash data:	5	Years		Traffic Growth factor:				3.0%	
	From	2017	to	2021	Interest rate:				4.0%
Peer Group:	Peer Group 1 - Rural Minor Leg Stop Control Intersection								

Messages
Please provide a detailed cost estimation for all countermeasures along with this summary sheet. The analysis contains a User Defined Countermeasure (please provide supporting documentation)

LOCAL INTERSECTION CRASH SEVERITY DISTRIBUTION BY CRASH TYPE FOR ANALYSIS PERIOD

Crash Type	All Crashes (Aggregated crash input only)	CRASH TYPE																	SPECIAL CASE		Total
		Angle	Animal	Fixed Object	Head On	Left Turn	Other Noncollision	Other Object	Overtured	Pedestrian	Pedalcyclist	Parked Vehicle	Rear End	Right Turn	Sideswipe Same Direction	Sideswipe Opposite Direction	Turning	Train	Night Time	Wet Pavement	
Crash Severity	ALL	AG	AN	FO	HO	LT	OtherNC	OtherO	OVT	PD	PDC	PKV	RE	RT	SSD	SOD	T	TR	NGT	WP	TOT
Fatal Crashes																			0	0	0
A-Injury Crashes				1															1	0	1
B-Injury Crashes																			0	0	0
C-Injury Crashes																			0	0	0
PDO Crashes			1	1															1	0	2

LOCAL INTERSECTION BENEFIT COST ANALYSIS

BENEFIT CALCULATIONS				COUNTERMEASURE COST CALCULATIONS							
COUNTERMEASURE		CMF *	Crash Type affected by this improvement	Unit Cost	Quantity	Units	Total Cost	Service Life	Present Worth	EUAC **	
3.3.17.11.1 - Signing - Provide flashing beacons at stop controlled intersections		0.95	All+	\$13,500	2	Unit Qnty	\$27,000	20	\$27,000	\$2,000	
3.5.101.UD.1 - User Defined - Roadside Safety - New Guardrail Along Embankment		0.93	FO,OVT,	\$28,000	1	Unit Qnty	\$28,000	10	\$46,916	\$3,500	
3.3.14.11.1 - Signing - Provide "Stop Ahead" Pavement Markings		0.92	All	\$7,500	1	Unit Qnty	\$7,500	3	\$37,913	\$2,800	
3.5.101.UD.1 - User Defined - Install Intersection Lighting		0.79	All	\$25,000	1	Unit Qnty	\$25,000	10	\$41,889	\$3,100	
TOTAL BENEFIT		\$32,400		TOTAL COST							\$11,400

BENEFIT/ COST	2.84	ANNUAL NUMBER OF FATALITIES POTENTIALLY PREVENTED	0.00	TOTAL FATALITIES PREVENTED	0.00
---------------	------	---	------	----------------------------	------

***NOTE: IF THE NUMBER OF LEGS AFFECTED VARIES BY COUNTERMEASURES SELECTED, THEN CALCULATE THE BENEFIT-COST RATIO FOR EACH COUNTERMEASURE SEPARATELY (Use separate spreadsheets for each countermeasure applied).

* CMF = Crash Modification Factor
** EUAC = Estimated Uniform Annual Cost

Village of Creal Springs

Creal Springs Road & Borton Street

▼ Countermeasure: Install intersection lighting

Compare	CMF	CRF(%)	Quality	Crash Type	Crash Severity	Area Type	Reference	Comments
<input checked="" type="checkbox"/>	0.792	20.8	★★★★☆	All	All	Rural	SACCHI AND TAYEBIKHORAMI, 2021	[READ MORE]

STUDY: EVALUATING THE EFFECTIVENESS OF THE SAFETY IMPROVEMENT PROGRAM IN SASKATCHEWAN USING AN OBSERVATIONAL BEFORE-AFTER STUDY WITH THE FULL-BAYES APPROACH, SACCHI AND TAYEBIKHORAMI, 2021

Star Quality Rating: ★★★★★ [VIEW SCORE DETAILS]	
Rating Points Total:	110

Crash Modification Factor (CMF)	
Value:	0.792
Adjusted Standard Error:	
Unadjusted Standard Error:	0.086

Crash Reduction Factor (CRF)	
Value:	20.8 (This value indicates a decrease in crashes)
Adjusted Standard Error:	
Unadjusted Standard Error:	8.6

Applicability	
Crash Type:	All
Crash Severity:	All

Village of Creal Springs
Creal Springs Road & Borton Street

COUNTERMEASURE:
ROADSIDE SAFETY - NEW GUARDRAIL ALONG EMBANKMENT -- IS A STANDARD COUNTERMEASURE IN THE BC TOOL FOR ROADWAY SEGMENTS & WAS APPLIED AT THIS LOCATION DUE TO PRESENCE OF DEFICIENT GUARDRAIL AT THIS SITE. NO SUPPORTING DATA IS BEING PROVIDE FOR THAT REASON.

Village of Creal Springs, Illinois
FY-2025 HSIP Safety Application
Intersection of Creal Springs Road & Borton Street – Safety Improvements

Safety Data Analysis

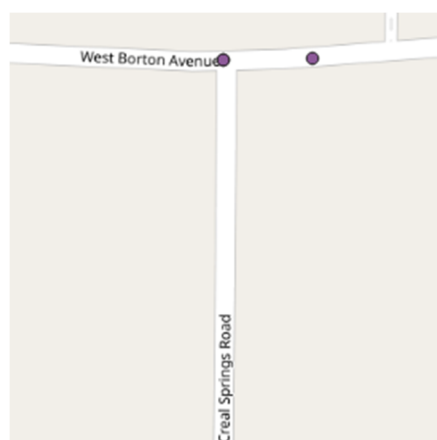
SAFETY ANALYSIS

A total of 3 crashes occurred within the limits of the area studied on Creal Springs Road and Borton Street that serves as an entry into the Village of Creal Springs over a 5-year period (2017-2021).

Figure 1 depicts the locations and distribution of crashes within the study area by year. During this period studied there was 1 – ‘A’ Injury crash. **Figures 2 & 3** illustrate the rates of serious crashes on the local system in Williamson County are resulting in increasing cases of more Fatal and A-Injury crashes when compared to the State System. **Figures 4 & 5** show the rates of serious crashes in Williamson County for Speeding/Aggressive Drivers and Road Departures. **Figure 6** shows the rates of serious crashes in Williamson County for Intersection type crashes. Finally, **Figure 7** illustrates that in Williamson County, road departure, aggressive driver and intersection crashes account for a high percentage of A-Injury crashes and Fatal crashes on the local highway systems.

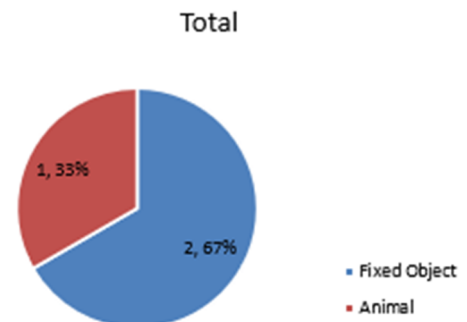
The Village of Creal Springs supports this safety related work to improve safety at this intersection of Creal Springs Road with Borton Street on the southern edge of the Village of Creal Springs.

FIGURE 1: CRASH LOCATIONS & SUMMARY BY SEVERITY & YEAR – CREAL SPRINGS RD.

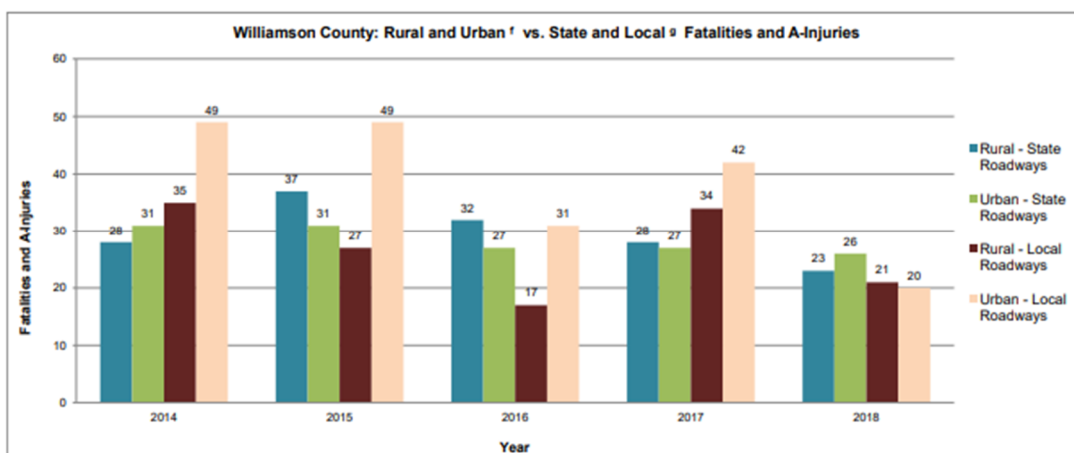


Crashes & Injuries by Year										
Year	Total Crashes	Fatal Crashes	A-Injury Crashes	B-Injury Crashes	C-Injury Crashes	PDO Crashes	Wet Weather	Darkness Crashes	Ice/Snow Crashes	Impaired Driver
2017	1	0	1	0	0	0	1	1	0	1
2018	0	0	0	0	0	0	0	0	0	0
2019	1	0	0	0	0	1	1	0	0	0
2020	0	0	0	0	0	0	0	0	0	0
2021	1	0	0	0	0	1	0	1	0	0
Totals	3	0	1	0	0	2	2	2	0	1

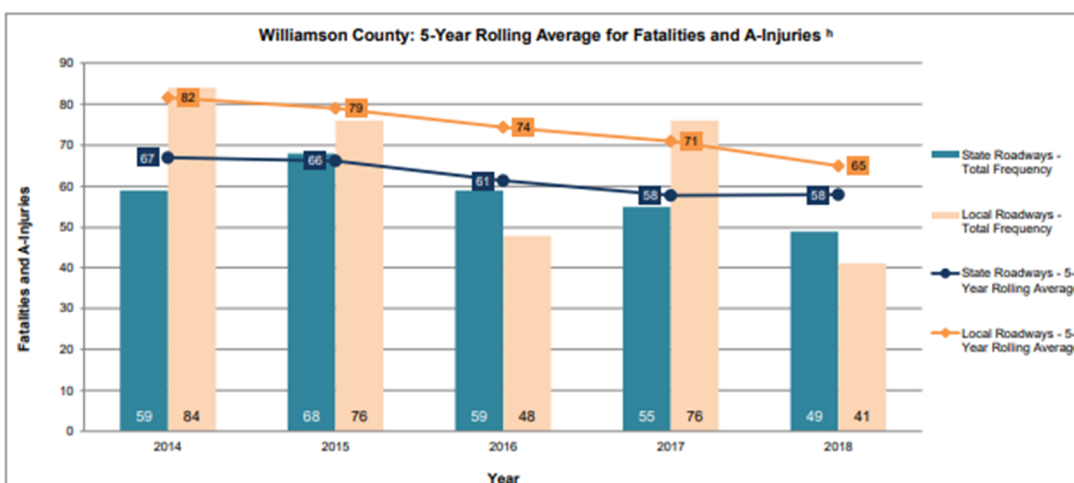
Crash Data by Type of Collision							
Type	Total Number	2017	2018	2019	2020	2021	% Crashes
Angle	0						0%
Animal	1					1	33%
Parked Vehicle	0						0%
Fixed Object	2	1		1			67%
Front to Rear	0						0%
Pedestrian	0						0%
SSW Opposite	0						0%
Turning	0						0%
Totals	3	1	0	1	0	1	100%



FIGURES 2 & 3: COMPARING URBAN SERIOUS CRASHES: STATE - LOCAL (WILLIAMSON)

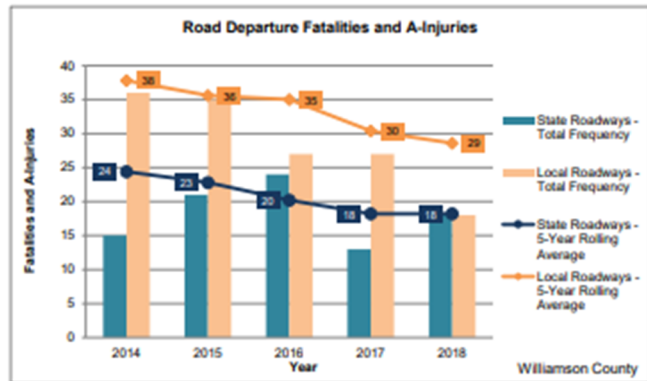
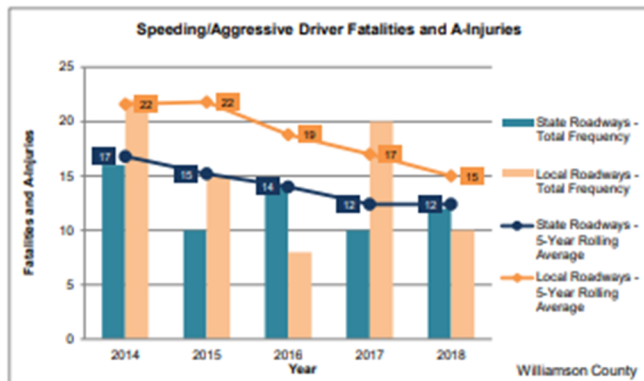


The Local System in some years has a higher incidence of Serious Crashes on roadways when compared to the State System in Williamson County!

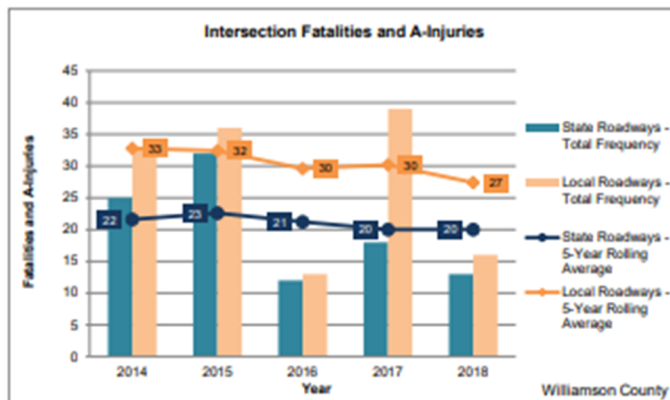


The Local System has a higher occurrence of Serious Crashes when compared to the State System in Williamson County!

FIGURES 4 THRU 6: COMPARING SERIOUS CRASH TYPES: STATE - LOCAL (WILLIAMSON)



The Local System has a higher incidence of Speeding/Aggressive Crashes and Road Departure Crashes with serious injuries than the State System in Williamson County!



The Local System also has a higher incidence of Intersection Crashes with serious injuries than the State System in Williamson County!

FIGURE 7: CRASH BREAKDOWN BY CAUSE AND FREQUENCY

	Williamson County - State Roadways						Williamson County - Local/County Roadways					
	Fatalities			A-Injuries			Fatalities			A-Injuries		
	Percent	Frequency	Percent Change '14 to '18 ^b	Percent	Frequency	Percent Change '14 to '18 ^b	Percent	Frequency	Percent Change '14 to '18 ^b	Percent	Frequency	Percent Change '14 to '18 ^b
Emphasis Areas		36	83.3%		254	-28.3%		25	50.0%		300	-56.3%
Younger Driver (16-20)	22.2%	8	-50.0%	22.4%	57	10.0%	4.0%	1	0.0%	25.7%	77	-93.5%
Older Driver (65+)	22.2%	8	0.0%	28.7%	73	-61.1%	20.0%	5	0.0%	15.0%	45	12.5%
Speeding/Aggressive Driver ^c	16.7%	6	-100.0%	22.0%	56	-7.7%	36.0%	9	300.0%	22.0%	66	-71.4%
Unrestrained Occupants	30.6%	11	33.3%	13.4%	34	-50.0%	52.0%	13	400.0%	15.0%	45	-70.0%
Impaired Driver	30.6%	11	0.0%	9.8%	25	-60.0%	60.0%	15	150.0%	13.0%	39	-44.4%
Fatigued/Drowsy/Distracted Driver	2.8%	1	0.0%	12.6%	32	50.0%	4.0%	1	-100.0%	6.0%	18	0.0%
Pedestrian	16.7%	6	0.0%	3.1%	8	0.0%	4.0%	1	0.0%	4.3%	13	-80.0%
Pedalcyclist	0.0%	0	0.0%	0.4%	1	0.0%	4.0%	1	0.0%	1.3%	4	-100.0%
Motorcycle	13.9%	5	0.0%	9.4%	24	166.7%	20.0%	5	0.0%	10.7%	32	-50.0%
Heavy Vehicle	36.1%	13	0.0%	12.2%	31	50.0%	4.0%	1	0.0%	4.0%	12	-80.0%
Train	0.0%	0	0.0%	0.0%	0	0.0%	0.0%	0	0.0%	0.3%	1	-100.0%
Road Departure ^d	47.2%	17	250.0%	29.1%	74	-15.4%	52.0%	13	100.0%	43.3%	130	-63.6%
Intersection ^e	30.6%	11	-75.0%	35.0%	89	-42.9%	44.0%	11	0.0%	42.0%	126	-57.6%
Work Zone	11.1%	4	0.0%	9.4%	24	-100.0%	4.0%	1	0.0%	0.3%	1	0.0%

^a Numbers in this table represent the count of Fatalities and A-Injuries that occurred on Illinois roadways from 2014 to 2018 for the jurisdictional area shown above.

Road Departure, Aggressive Driver and Intersection crashes account for a very high percentage of A-Injury type crashes and Fatal crashes in Williamson County on the local road systems!

COUNTERMEASURES – CREAL SPRINGS RD. & BORTON ST. - VILLAGE OF CREAL SPRINGS

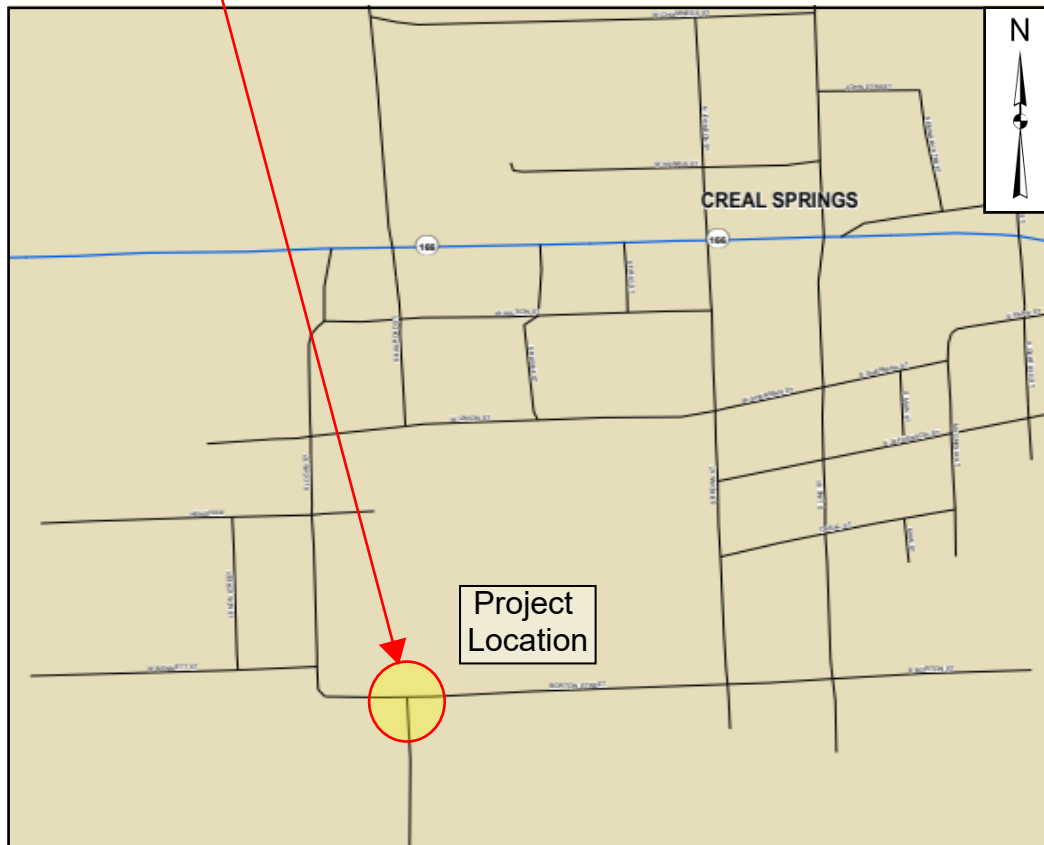
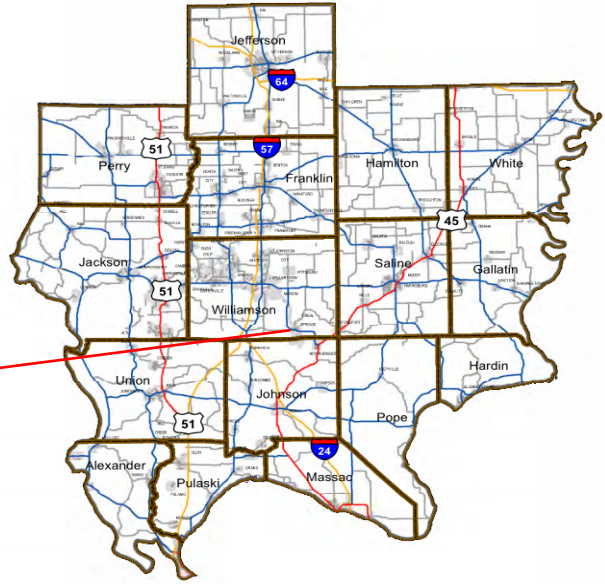
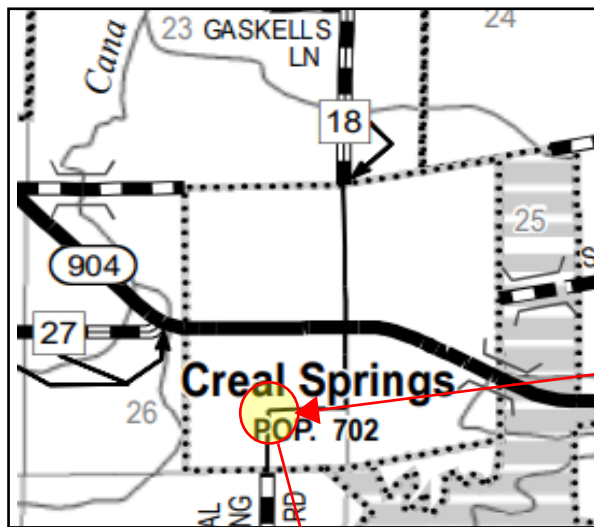
The Village of Creal Springs plans to utilize four primary safety measures as part of this project to upgrade and improve Creal Springs Road and Borton Street with relevant safety initiatives to increase the safety for daily residents and commuters in Creal Springs:

- Install LED Flashing Stop Signs at the intersection with Creal Springs Road and Borton Street.
- Install highway lighting at the intersection to improve darkness conditions.
- Install upgraded steel plate beam guardrail at this location.
- Install pavement striping to better warn motorists.

We believe these safety improvements added to Creal Springs Road and Borton Street will improve the safety and operational problems that exist on this roadway for the better making it safer for students commuting daily to the school. Total costs for all this work are estimated at \$96,925. The B/C for this project was 2.84.

LOCATION MAP

Village of Creal Springs - FY25-HSIP Application Creal Springs Road & Barton Street - Safety Upgrade Project



PHOTOS 1 & 2: EXISTING CONDITIONS – CREAL SPRINGS ROAD & BORTON STREET



**Creal Springs Road Looking North
at Intersection**



**Borton Street Looking East
at Intersection**

PHOTOS 3: EXISTING CONDITIONS – BORTON STREET (LOOKING EAST)



**Intersection of Creal Springs Road & Borton Street
Looking East at Existing Deficient Guardrail**



County Williamson

Village of Creal Springs
FY-25 HSIP PROJECT TIMELINE

Creal Springs HSIP - Intersection Upgrade Safety Project															
Work Item	Start Date	Date Completed	2023			2024									
			October	November	December	January	February	March	April	May	June	July	August	September	October
1. Notice of Award	10/1/2023	10/31/2023													
2. PE & Plan Development	11/1/2023	1/31/2024													
IDOT Review	1/1/2024	2/28/2024													
3. Pre-Final Plan Development	2/1/2024	4/30/2024													
IDOT Review	4/1/2024	5/31/2024													
4. Final Plans	5/1/2024	6/30/2024													
5. Letting	7/1/2024	7/31/2024													
6. Construction	8/1/2024	11/30/2024													

Village of Creal Springs, Illinois
FY-2025 HSIP Safety Application
Intersection of Creal Springs Road & Borton Street – Safety Improvements

Project Narrative

INTRODUCTION & PROJECT OVERVIEW

Creal Springs Road and Borton Street carry a generous amount of traffic in the southern part of the Village of Creal Springs. Creal Springs Road serves as the southern entry for residents and commuters that are traveling south of the village to wineries, Lake of Egypt, or other destinations. This intersection is presently not lighted and is an existing 'T' intersection with a stop condition at the north end of Creal Springs Road. There have been road departure crashes at this site in recent years on Creal Springs Road at the intersection with Borton Street.

The work planned includes installing LED stop signs, installing upgraded guardrail, and pavement markings. Additionally, the proposed work includes adding lighting at this intersection to improve conditions during the night for motorists.

The safety and operational problems that exist along Creal Springs Road at the Borton Street intersection are a significant concern for the village to ensure the safety of the residents and commuters that travel every day to the Lake of Egypt, wineries, and the numerous activities present within the Shawnee National Forest.

EXISTING CONDITIONS

This intersection of Creal Springs Road and Borton Street has been the site of several crashes over the past five years. Creal Springs Road serves as an entry for residents and commuters that are traveling south of the village to a number of tourist destinations. Creal Springs Road presently has an ADT of 400 vehicles per day while Borton Street carries 225 vehicles per day. Presently, the intersection of these two routes is not lighted at this location and there is a single stop sign at this location. The Creal Springs Road roadway is an oil & chip roadway that is 20' in width with a single stop sign at the intersection. Our plan is to add LED stop signs, advance stop ahead signs, install lighting at the intersection, improve upon the existing guardrail at this intersection, and add pavement markings to make the intersection much safer for motorists.

The Village of Creal Springs believes these improvements will improve safe traveling conditions at this location that serves as the southern entrance into the village. The B/C computed utilizing the tool for the traffic signals at these locations was 2.84.

The Village of Creal Springs fully supports this safety related work to improve safety at this intersection to ensure future safety in our community.

HSIP Application

For

Village of DuQuoin

May 1, 2023

Subject: FY 25 HSIP Submittal
East Jackson St. – HSIP Safety Upgrades

Mr. Kirk Brown, P.E.
Region 5 Engineer
Illinois Department of Transportation
District 9 Headquarters, P.O. Box 100
2801 W. Murphysboro Road
Carbondale, IL 62903
Attention: Mr. Jay Kranz

Dear Mr. Kranz:

Attached is the City of DuQuoin's request for consideration of Local HSIP Funding for safety improvements to be made on East Jackson Street from U.S. 51 easterly for one mile to the city limits. The work planned includes; adding traffic signals to the intersection with South Line Street, improved pavement markings on the route, and improved signage along the entire route. East Jackson Street serves as a primary access road into the DuQuoin High School and the DuQuoin K-8 School.

These two schools have approximately 1000 students every day that gain access through East Jackson Street. The intersection of East Jackson Street and South Line Street suffers from daily traffic backups during peak hours when students are commuting to and from school. The traffic is so bad during these periods that a City Patrolman mans the center of the intersection and directs traffic. The City would like to pursue installation of traffic signals at this location to eliminate the need for a patrolman to man this location. East Jackson carries an existing ADT of 3,750 vehicles per day with Line Street carrying 2,550 vehicles per day. The remainder on the work planned is to upgrade roadway striping and signing throughout the East Jackson Street corridor to improve safety throughout. East Jackson Street and South Line Street provide a 30' face to face of curb roadway width.

The City of DuQuoin supports this safety related work to improve safety along this important route to the City's schools in hopes to ensure future safety to students in our community. The B/C computed utilizing the tool for the traffic signals at these locations was 1.0.

The attachments include the HSIP Candidate Form, B/C Analysis, 2017-2021 crash data, location map, cost estimate, project timeline, and a project narrative. If you have any questions regarding this material, please feel free to contact me at 618-542-3841.

Respectfully submitted,

Josh Downs
Mayor – City of DuQuoin

cc: File



Illinois Department of Transportation

Office of Highways Project Implementation / Bureau of Local Roads & Streets
2300 South Dirksen Parkway / Room 205 / Springfield, Illinois / 62764

Local Roads & Streets Grant Application		
Program Information		
1.	IDOT Grant Program	Local Highway Safety Improvement Program
2.	Solicitation Cycle	Fiscal Year 2025
Applicant Information		
3.	Lead Applicant Name (Local Public Agency)	City of DuQuoin
4.	Partners/Co-Applicants	
5.	Employer / Taxpayer Identification Number (EIN, TIN) for Lead Applicant	
6.	Organizational UEI Number (SAM.GOV) for Lead Applicant	
7.	Business Address for Lead Applicant	Street Address: 302 E. Poplar St. City: DuQuoin State: Illinois County: Perry Zip + 4: 62832
Applicant's Name and Contact Information for Person to be involving this Application		
8.	First Name	Josh
9.	Last Name	Downs
10.	Suffix	
11.	Title	Mayor
12.	Organizational Affiliation	City of DuQuoin
13.	Telephone Number	618-542-3841
14.	Fax Number	618-542-4735
15.	Email address	
Applicant's Project		
16.	Description of Applicant's Project	East Jackson St. Safety Improvements

Illinois Department of Transportation						HSIP Candidate Form						
											FY 2025	
ID:		Contract:			Award Date:			Completion Date:				
District: 9		County: Perry					City: DuQuoin					
Key route: FAU 9523		Marked route: East Jackson Street										
Road Name: East Jackson Street				Intersecting Roadway: South Line Street <input checked="" type="checkbox"/>								
Length: 1.0 miles				<input checked="" type="checkbox"/> N/A			Mile station: to					
Location Description: East Jackson Street from US 51 easterly to the city limits of DuQuoin, Illinois.												
<input type="checkbox"/> Rural		<input checked="" type="checkbox"/> Urban		Lanes: 2								
AADT(Segment): 3750 vpd				Total Entering AADT (Intersection): 6300 vpd					Speed Limit: 30 mph			
Friction Test Results:				<input checked="" type="checkbox"/> N/A				Lighting Present: <input type="checkbox"/> Y <input checked="" type="checkbox"/> N				
CHSP Emphasis Area(s): Segment						<input type="checkbox"/> District Documentation		<input type="checkbox"/> Systematic Improvements		<input type="checkbox"/> N/A		
Peer Group: Urban Two Lane Roadway											<input type="checkbox"/> N/A	
Other:												
Crashes Details												
Year	Total Crashes	Fatal Crashes	Fatalities	A-Injury Crashes	A-Injuries	B-Injury Crashes	B-Injuries	C-Injury Crashes	C-Injuries	PDO	Wet-Weather Crashes	Darkness (Not lighted) Crashes
2017	6	0	0	0	0	2	4	2	2	2	0	2
2018	1	0	0	0	0	0	0	0	0	1	0	0
2019	9	0	0	0	0	1	1	1	1	7	0	2
2020	3	0	0	0	0	0	0	0	0	3	0	1
2021	5	0	0	0	0	1	1	0	0	4	0	2
Total	24	0	0	0	0	4	6	3	3	17	0	7
Location Description: East Jackson Street from US 51 easterly to the city limits of DuQuoin, Illinois.												
Problem Description: Existing roadway experiencing long queues and congestion during peak hours creating safety & operational problems.												
Previous Safety Improvements: None												
Collision Diagram: <input checked="" type="checkbox"/> Y <input type="checkbox"/> N								Images: <input checked="" type="checkbox"/> Y <input type="checkbox"/> N				
Predominant Crash Types: Angle, Turning, Animal & Rear Ends.												
Proposed Improvement(s): Provide traffic signals, improved roadway striping and improved roadway signing.												
Estimated Project Cost (\$000's): \$248,000								Benefit-Cost Ratio: 1.0				
Local Projects: Proposed project is in the City of DuQuoin jurisdiction												
Annual Fatal Crash Rate (Fatal Crashes/100 Miles):						Annual A-Injury Crash Rate (A-Injury Crashes/100 Miles):						
Local Roads Rural Functional Class: Minor Arterial												
Approved:								Central HSIP Approval Date:				
Signed: State Safety Engineer								Funding: <input checked="" type="checkbox"/> HSIP <input type="checkbox"/> HRRR <input type="checkbox"/> RAIL				
Comment:												
Distribution:		<input type="checkbox"/> OPP		<input type="checkbox"/> District		<input type="checkbox"/> BSPE		<input type="checkbox"/> LRS		<input type="checkbox"/> BDE		

PROJECT DESCRIPTION - PROJECT DATA INPUT (LOCAL SEGMENTS)

<u>Project:</u>	East Jackson Street - HSIP Safety Upgrades				<u>Prepared by:</u>	BFW			
<u>District:</u>	9		<u>County:</u>	Perry	<u>City:</u>	DuQuoin			
<u>Key Route:</u>	FAU 9523		<u>Marked Route:</u>	E. Jackson Street	<u>MilePost:</u>				
<u>Location:</u>	Project runs from US 51 easterly for approximately one mile in southern DuQuoin								
							<u>Length (miles):</u>	1.0	
<u>Crash data:</u>	5		Years		<u>Begin Station:</u>				
	From	2017	to	2021	<u>End Station:</u>				
							<u>Traffic Growth factor</u>	3.0%	
<u>Peer Group:</u>	Peer Group 11 - Urban AADT >2,500 / two lanes							<u>Interest rate</u>	4.0%

Messages

Please provide a detailed cost estimation for all countermeasures along with this summary sheet.
The combined effect of multiple countermeasures is limited to 0.60 or the smallest CMF
The analysis contains a User Defined Countermeasure (please provide supporting documentation)

LOCAL SEGMENTS CRASH SEVERITY DISTRIBUTION BY CRASH TYPE FOR ANALYSIS PERIOD

Crash Type	All Crashes (Aggregated crash input only)	CRASH TYPE																	SPECIAL CASE		Total
		Angle	Animal	Fixed Object	Head On	Left Turn	Other Noncollision	Other Object	Overturned	Pedestrian	Pedalcyclist	Parked Vehicle	Rear End	Right Turn	Sideswipe Same Direction	Sideswipe Opposite Direction	Turning	Train	Night Time	Wet Pavement	
Crash Severity	ALL	AG	AN	FO	HO	LT	OtherNC	OtherO	OVT	PD	PDC	PKV	RE	RT	SSD	SOD	T	TR	NGT	WP	TOT
Fatal Crashes																			0	0	0
A-Injury Crashes																			0	0	0
B-Injury Crashes		1		1									1		1				0	0	4
C-Injury Crashes		1															2		0	0	3
PDO Crashes		4	5					1					3				4		0	0	17

LOCAL SEGMENTS BENEFIT COST ANALYSIS

BENEFIT CALCULATIONS				COUNTERMEASURE COST CALCULATIONS							
COUNTERMEASURE		CMF *	Crash Type affected by this improvement	Unit Cost	Quantity	Units	Total Cost	Service Life	Present worth	EUAC **	
4.8.35.AL.1 - Other - Install/Upgrade Signs With New Fluorescent Sheeting (Regulatory or Warning)		0.82	All	\$900	20	Unit Qnty	\$18,000	10	\$30,160	\$2,250	
4.3.6.S8.1 - Pavement Markings - Install Edgelines, Centerlines and Post Mounted Delineators		0.55	All	\$40,000	1	Miles	\$40,000	1	\$565,359	\$41,600	
4.8.101.UD.1 - User Defined - Install a traffic Signal		0.56	All	\$170,000	1	Unit Qnty	\$170,000	20	\$170,000	\$12,550	
			All								
TOTAL BENEFIT		\$56,400		TOTAL COST							\$56,400

BENEFIT/ COST	1.00	ANNUAL NUMBER OF FATALITIES POTENTIALLY PREVENTED	0.00	TOTAL FATALITIES PREVENTED	0.00
---------------	------	---	------	----------------------------	------

* CMF = Crash Modification Factor
** EUAC = Estimated Uniform Annual Cost

City of Duquoin
East Jackson Street & South Line Street

▼ Countermeasure: Install a traffic signal

<input checked="" type="checkbox"/>	0.56	44	★★★★★	All	All	Rural	HARKEY ET AL., 2008	Countermeasure name has been s...[READ MORE]
-------------------------------------	------	----	-------	-----	-----	-------	---------------------------	---

STUDY: [ACCIDENT MODIFICATION FACTORS FOR TRAFFIC ENGINEERING AND ITS IMPROVEMENTS, HARKEY ET AL., 2008](#)

Star Quality Rating:		★★★★★ [VIEW SCORE DETAILS]
Rating Points Total:		145

Crash Modification Factor (CMF)	
Value:	0.56
Adjusted Standard Error:	0.03
Unadjusted Standard Error:	

Crash Reduction Factor (CRF)	
Value:	44 <i>(This value indicates a decrease in crashes)</i>
Adjusted Standard Error:	3
Unadjusted Standard Error:	

Applicability	
Crash Type:	All
Crash Severity:	All

City of DuQuoin, Illinois
FY-2025 HSIP Safety Application
East Jackson Street – Safety Improvements

Safety Data Analysis

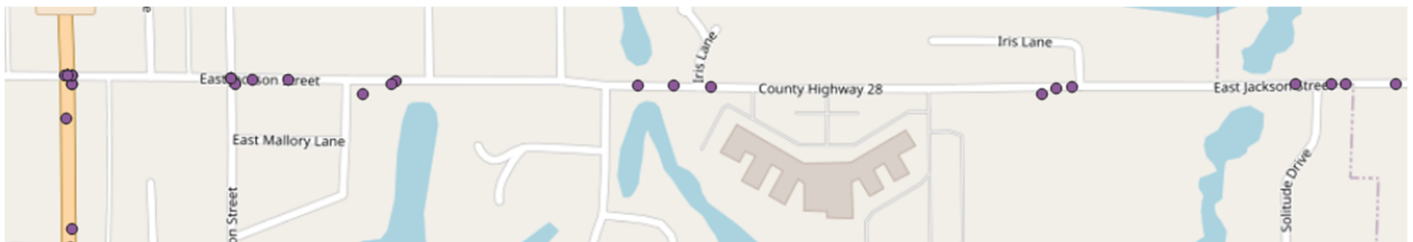
SAFETY ANALYSIS

A total of 24 crashes occurred within the limits of the area studied on East Jackson Street that serves as a primary access to the nearby high school and the adjacent K-8 school in DuQuoin over a 5-year period (2017-2021).

Figure 1 depicts the locations and distribution of crashes within the study area by year. During this period studied there was 4 – ‘B’ Injury crashes and 3 – ‘C’ Injury crashes. **Figures 2 & 3** illustrate the rates of serious crashes on the local system in Perry County are resulting in increasing cases of more Fatal and A-Injury crashes when compared to the State System. **Figures 4 & 5** shows the rates of serious crashes in Perry County for Younger and Aggressive Drivers. **Figures 6 & 7** shows the rates of serious crashes in Perry County for Unrestrained and Intersection type crashes. Finally, **Figure 8** illustrates that in Perry County, young, aggressive driver and unrestrained crashes account for a high percentage of A-Injury crashes and Fatal crashes on the local highway systems.

The City of DuQuoin supports this safety related work to improve safety along this important route to the City’s schools in hopes to ensure future safety to students in our community.

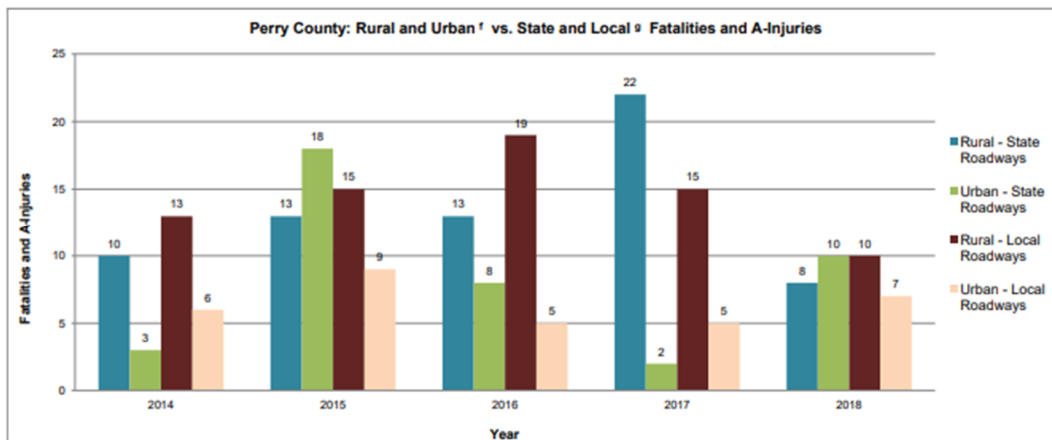
FIGURE 1: CRASH LOCATIONS & SUMMARY BY SEVERITY & YEAR – EAST JACKSON ST.



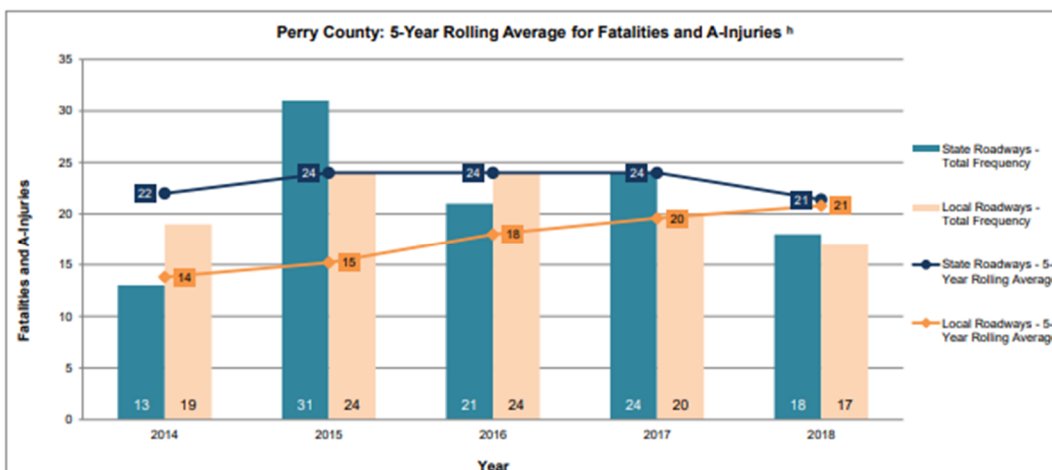
Crashes & Injuries by Year										
Year	Total Crashes	Fatal Crashes	A-Injury Crashes	B-Injury Crashes	C-Injury Crashes	PDO Crashes	Wet Weather	Darkness Crashes	Ice/Snow Crashes	Impaired Driver
2017	6	0	0	2	2	2	0	2	1	0
2018	1	0	0	0	0	1	0	0	0	0
2019	9	0	0	1	1	7	0	2	1	0
2020	3	0	0	0	0	3	0	1	0	0
2021	5	0	0	1	0	4	0	2	0	1
Totals	24	0	0	4	3	17	0	7	2	1

Crash Data by Type of Collision							
Type	Total Number	2017	2018	2019	2020	2021	% Crashes
Angle	6		1	1	1	3	25%
Animal	5	1		1	1	2	21%
Fixed Object	1	1					4%
Front to Rear	3	1		1	1		13%
Other Object	1			1			4%
Rear to Side	1			1			4%
SSW Same	1			1			4%
Turning	6	3		3			25%
Totals	24	6	1	9	3	5	100%

FIGURES 2 & 3: COMPARING URBAN SERIOUS CRASHES: STATE - LOCAL (PERRY)

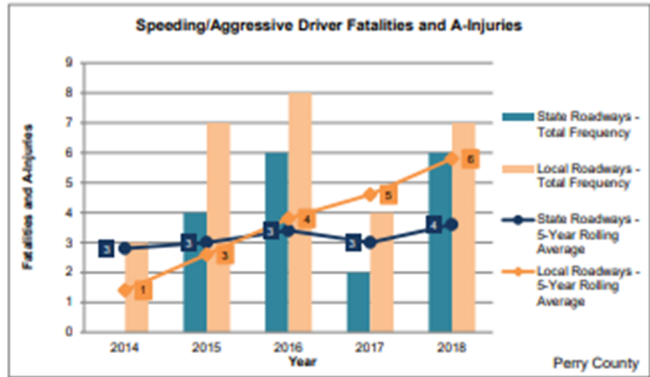
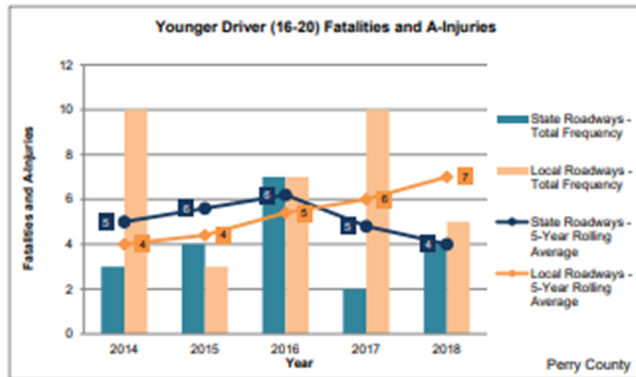


The Local System in some years has a higher incidence of Serious Crashes on urban roadways than the State System in Perry County!

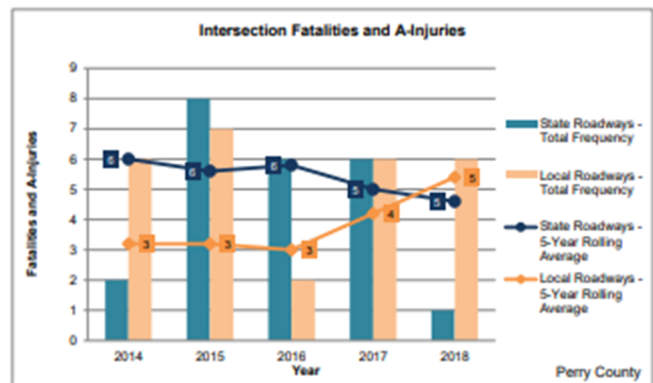
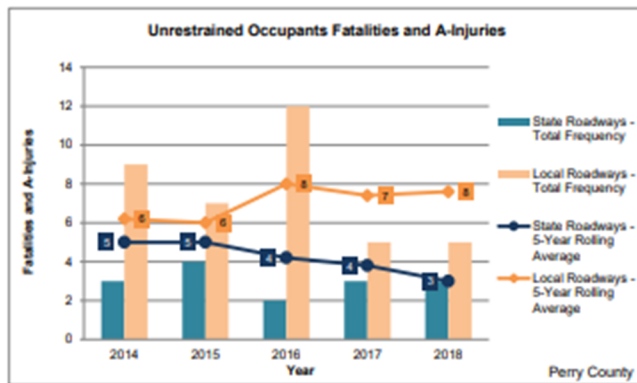


The Local System has an increasing occurrence of Serious Crashes when compared to the State System in Perry County!

FIGURES 4 THRU 7: COMPARING SERIOUS CRASH TYPES: STATE - LOCAL (PERRY)



The Local System has a higher incidence of Younger Driver and Aggressive Crashes with serious injuries than the State System in Perry County!



In most instances, the Local System also has a higher incidence of Unrestrained Crashes with serious injuries than the State System in Perry County! It also has a growing occurrence of serious intersection crashes.

FIGURE 8: CRASH BREAKDOWN BY CAUSE AND FREQUENCY

Emphasis Areas	Perry County - State Roadways						Perry County - Local/County Roadways					
	Fatalities			A-Injuries			Fatalities			A-Injuries		
	Percent	Frequency	Percent Change '14 to '18 ^b	Percent	Frequency	Percent Change '14 to '18 ^b	Percent	Frequency	Percent Change '14 to '18 ^b	Percent	Frequency	Percent Change '14 to '18 ^b
Younger Driver (16-20)	0.0%	0	0.0%	20.6%	20	33.3%	25.0%	2	0.0%	34.4%	33	-60.0%
Older Driver (65+)	30.0%	3	-100.0%	22.7%	22	0.0%	37.5%	3	-100.0%	11.5%	11	0.0%
Speeding/Aggressive Driver ^c	10.0%	1	0.0%	17.5%	17	0.0%	25.0%	2	-100.0%	28.1%	27	250.0%
Unrestrained Occupants	30.0%	3	0.0%	12.4%	12	-33.3%	87.5%	7	-33.3%	32.3%	31	-50.0%
Impaired Driver	50.0%	5	0.0%	13.4%	13	-66.7%	50.0%	4	100.0%	11.5%	11	0.0%
Fatigued/Drowsy/Distracted Driver	0.0%	0	0.0%	6.2%	6	-100.0%	0.0%	0	0.0%	9.4%	9	0.0%
Pedestrian	10.0%	1	0.0%	1.0%	1	0.0%	0.0%	0	0.0%	1.0%	1	0.0%
Pedalcyclist	0.0%	0	0.0%	0.0%	0	0.0%	0.0%	0	0.0%	1.0%	1	-100.0%
Motorcycle	10.0%	1	-100.0%	6.2%	6	0.0%	12.5%	1	0.0%	12.5%	12	300.0%
Heavy Vehicle	20.0%	2	0.0%	14.4%	14	0.0%	0.0%	0	0.0%	2.1%	2	-100.0%
Train	0.0%	0	0.0%	0.0%	0	0.0%	12.5%	1	-100.0%	0.0%	0	0.0%
Road Departure ^d	60.0%	6	0.0%	51.5%	50	120.0%	75.0%	6	0.0%	61.5%	59	-30.0%
Intersection ^e	20.0%	2	-100.0%	21.6%	21	0.0%	12.5%	1	0.0%	27.1%	26	0.0%
Work Zone	0.0%	0	0.0%	0.0%	0	0.0%	0.0%	0	0.0%	0.0%	0	0.0%

Young, Aggressive Driver and Unrestrained crashes account for a very high percentage of A-Injury type crashes and Fatal crashes in Perry County on the local road systems!

COUNTERMEASURES – EAST JACKSON STREET - CITY OF DUQUOIN, ILLINOIS

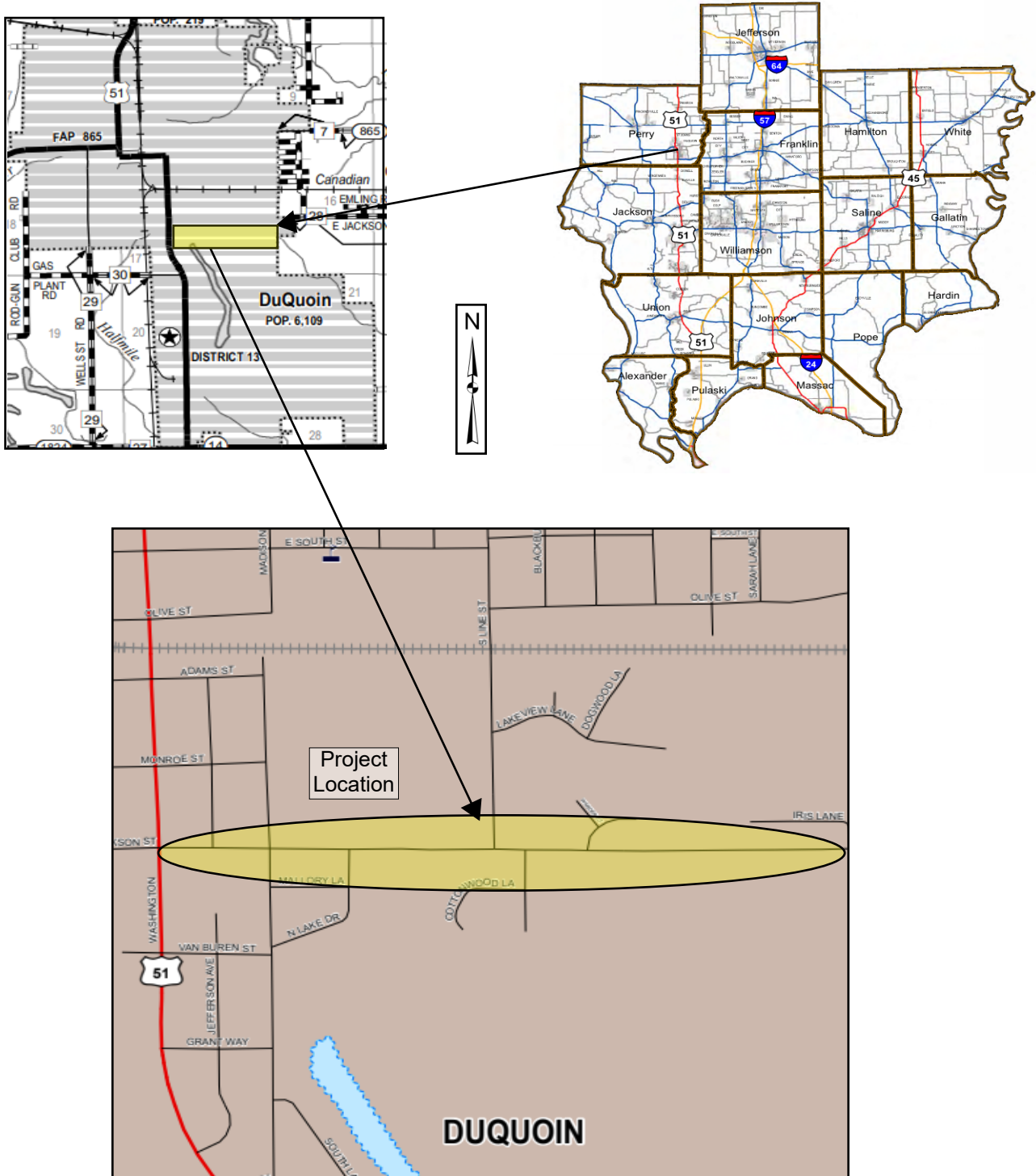
The City of DuQuoin plans to utilize three primary safety measures as part of this project to upgrade and improve East Jackson Street with relevant safety initiatives to the safety for daily commuters into the nearby and adjacent schools in DuQuoin:

- Install traffic signals at the intersection with South Line Street that provides access to the high school.
- Install new pavement markings.
- Install improved roadway signage.

We believe these safety improvements added to East Jackson Street will improve the safety and operational problems that exist at this roadway for the better making it safer for students commuting daily to the school. Total costs for all this work are estimated at \$248,000. The B over C for this project is 1.00.

LOCATION MAP

City of DuQuoin FY25-HSIP Application East Jackson Street - Safety Upgrade Project



PHOTOS 1 & 2: EXISTING CONDITIONS – EAST JACKSON STREET AT SOUTH LINE STREET



**EAST JACKSON STREET
LOOKING EAST**



**EAST JACKSON STREET
LOOKING WEST**

PHOTOS 3 & 4: EXISTING CONDITIONS – EAST JACKSON STREET



**EAST JACKSON STREET
LOOKING EAST NEAR K-8 SCHOOL**



**EAST JACKSON STREET
LOOKING WEST AT K-8 SCHOOL**



Estimate of Cost

For a total distance of	<u>1.0 mile</u>	Net improvement of	<u>5280 ft.</u>
Type	<u>Width</u>	Thickness	<u></u>
Shoulders	Average Haul	Maximum Grade	%

Made by BFW Date 4/7/2021 Examined _____, _____
Checked by _____ Date _____, _____
Regional Engineer

City of DuQuoin
FY-25 HSIP PROJECT TIMELINE

City of DuQuoin - East Jackson Street - HSIP Safety Upgrade Project															
Work Item	Start Date	Date Completed	2023			2024									
			October	November	December	January	February	March	April	May	June	July	August	September	October
1. Notice of Award	10/1/2023	10/31/2023													
2. PE & Plan Development	11/1/2023	1/31/2024													
IDOT Review	1/1/2024	2/28/2024													
3. Pre-Final Plan Development	2/1/2024	4/30/2024													
IDOT Review	4/1/2024	5/31/2024													
4. Final Plans	5/1/2024	6/30/2024													
5. Letting	7/1/2024	7/31/2024													
6. Construction	8/1/2024	11/30/2024													

City of DuQuoin, Illinois
FY-2025 HSIP Safety Application
East Jackson Street – Safety Improvements

Project Narrative

INTRODUCTION & PROJECT OVERVIEW

East Jackson Street carries a significant amount of traffic in the southern part of the City of DuQuoin. East Jackson Street serves as a primary access road into the DuQuoin High School as well as the DuQuoin K-8 School. The roadway surface is 30' face to face of curb and the carries a great deal of traffic during peak hours to the nearby high school and adjacent K-8 school creating serious safety and operational problems. Additionally, due to the high traffic volumes, the existing pavement markings are always worn and problematic. This has resulted in a number of safety related issues in the recent years on East Jackson Street.

The work planned includes; installing traffic signals at the intersection with South Line Street, improved pavement markings on the route, and improved signage along the entire route. The intersection of East Jackson Street and South Line Street suffers from daily traffic backups during peak hours when students are commuting to and from school. The traffic is so bad during these periods that a City Patrolman mans the center of the intersection and directs traffic.

The safety and operational problems that exist along East Jackson Street into the High School and the K-8 School are the City's number one problem within the city to ensure the safety of the students within the community.

EXISTING CONDITIONS

East Jackson Street and South Line Street provide a 30' face to face of curb roadway width. The DuQuoin High School and the K-8 School serve approximately 1000 students every day that gain access through East Jackson Street. The intersection of East Jackson Street and South Line Street suffers from daily traffic backups and long queues during peak hours when students are commuting to and from school. The issue is to a point that corrective measures need to be taken to improve safety at this location. The City would like to pursue installation of traffic signals at this location to eliminate the need for a patrolman to man this location. East Jackson carries an existing ADT of 3,750 vehicles per day with Line Street carrying 2,550 vehicles per day. The remainder on the work planned is to upgrade roadway striping and signing throughout the East Jackson Street corridor to improve safety throughout.

The City of DuQuoin believes these improvements will have a marked safety enhancement on this location accessing the school and reduce the likelihood of any of our children being injured enroute to school. The B/C computed utilizing the tool for the traffic signals at these locations was 1.0.

The City of DuQuoin supports this safety related work to improve safety along this important route to the City's schools in hopes to ensure future safety to students in our community. We believe this project will absolutely improve the daily safety of every student in DuQuoin!

HSIP Application

For

Village of Pinckneyville

May 1, 2023

Subject: FY 25 HSIP Submittal
City of Pinckneyville
East Randolph Street

Mr. Kirk Brown, P.E.
Region 5 Engineer
Illinois Department of Transportation
District 9 Headquarters, P.O. Box 100
2801 W. Murphysboro Road
Carbondale, IL 62903
Attention: Mr. Jay Kranz

Dear Mr. Kranz:

Attached is the City of Pinckneyville's request for consideration of Local HSIP Funding for a complete safety upgrade to East Randolph Street that will include: upgrades to the existing pavement wearing surface, improved pavement markings, new fluorescent signing, and flashing lights at pedestrian crossings to the entire 0.41-mile route. This was a project initiated through a study being completed by the Greater Egypt Regional Planning and Development Commission and is very important to the city due to the young drivers that utilize the route daily.

The planned work consists of upgrading the existing pavement wearing surface, improved pavement markings, new fluorescent signing, and flashing lights at existing pedestrian crossings on East Randolph Street from Illinois 127 easterly for 0.41 miles to the Pinckneyville High School. The B/C computed utilizing the tool for the HMA shoulders, rumble strips, pavement marking and the RPM's was 1.40.

This roadway carries a great deal of daily traffic from students commuting to the high school. The roadway alignment and physical conditions present are not ideal for safe travel with inexperienced drivers. This work will focus on improve driving conditions to the roadway, added signing on the route, improved pavement markings and protecting existing pedestrian crossings along the route.

This corridor of East Randolph Street carries a tremendous amount of young drivers that utilize a back route to the Pinckneyville High School that lies adjacent to the road. The existing conditions present on this roadway are not ideal for these inexperienced drivers. These safety additions added to this candidate location will greatly improve safety along the entire route from Illinois 127 to The Pinckneyville High School.

The attachments include the HSIP Candidate Form, B/C Analysis, 2017-2021 crash data, location map, cost estimate, project timeline, project narrative and requested GATA forms. If you have any questions regarding this material, please feel free to contact me at 618-998-2145.

Respectfully submitted,

Mayor Robert Spencer
City of Pinckneyville


cc: File



Illinois Department of Transportation

Office of Highways Project Implementation / Bureau of Local Roads & Streets
2300 South Dirksen Parkway / Room 205 / Springfield, Illinois / 62764

Local Roads & Streets Grant Application		
Program Information		
1.	IDOT Grant Program	Local Highway Safety Improvement Program
2.	Solicitation Cycle	Fiscal Year 2025
Applicant Information		
3.	Lead Applicant Name (Local Public Agency)	City of Pinckneyville
4.	Partners/Co-Applicants	
5.	Employer / Taxpayer Identification Number (EIN, TIN) for Lead Applicant	
6.	Organizational UEI Number (SAM.GOV) for Lead Applicant	
7.	Business Address for Lead Applicant	Street Address: 104 S. Walnut St. City: Pinckneyville State: Illinois County: Perry Zip + 4: 62274
Applicant's Name and Contact Information for Person to be involving this Application		
8.	First Name	Robert
9.	Last Name	Spencer
10.	Suffix	
11.	Title	Mayor
12.	Organizational Affiliation	City of Pinckneyville
13.	Telephone Number	618-357-8927
14.	Fax Number	618-357-3433
15.	Email address	pvillemayor2015@gmail.com
Applicant's Project		
16.	Description of Applicant's Project	East Randolph Street Safety Upgrade

 Illinois Department of Transportation						HSIP Candidate Form						
											FY 2024	
ID:		Contract:			Award Date:			Completion Date:				
District: 9		County: Perry					City: Pinckneyville					
Key route: FAU 9957		Marked route: East Randolph Street										
Road Name: East Randolph Street				Intersecting Roadway: N/A <input type="checkbox"/>								
Length: 0.41 miles				<input checked="" type="checkbox"/> N/A			Mile station: to					
Location Description: East Randolph Street that runs from IL 127 easterly to the Pinckneyville School in central Pinckneyville												
<input type="checkbox"/> Rural		<input checked="" type="checkbox"/> Urban		Lanes: 2								
AADT(Segment): 1,150				Total Entering AADT (Intersection): N/A					Speed Limit: 30 mph			
Friction Test Results:				<input checked="" type="checkbox"/> N/A				Lighting Present: <input type="checkbox"/> Y <input checked="" type="checkbox"/> N				
CHSP Emphasis Area(s): Segments						<input type="checkbox"/> District Documentation		<input type="checkbox"/> Systematic Improvements		<input type="checkbox"/> N/A		
Peer Group: Urban Two Lane Roadway											<input type="checkbox"/> N/A	
Other:												
Crashes Details												
Year	Total Crashes	Fatal Crashes	Fatalities	A-Injury Crashes	A-Injuries	B-Injury Crashes	B-Injuries	C-Injury Crashes	C-Injuries	PDO	Wet-Weather Crashes	Darkness (Not lighted) Crashes
2017	3	0	0	0	0	0	0	1	1	2	1	0
2018	2	0	0	0	0	0	0	1	2	1	0	0
2019	5	0	0	0	0	1	5	0	0	4	1	0
2020	2	0	0	0	0	1	1	0	0	1	0	1
2021	1	0	0	0	0	0	0	1	2	0	0	0
Total	13	0	0	0	0	2	6	3	5	8	2	1
Location Description: East Randolph Street that runs from IL 127 easterly to the Pinckneyville School in central Pinckneyville												
Problem Description: Exist. roadway with issues carries a large amount of inexperienced drivers causing crashes along the route.												
Previous Safety Improvements: None												
Collision Diagram: <input checked="" type="checkbox"/> Y <input type="checkbox"/> N								Images: <input checked="" type="checkbox"/> Y <input type="checkbox"/> N				
Predominant Crash Types: Angle, Rear Ends, and Turning												
Proposed Improvement(s): Upgrade wearing surface, pavement markings, fluorescent signing, and flashing lights at ped crossings.												
Estimated Project Cost (\$000's): \$190,680								Benefit-Cost Ratio: 1.4				
Local Projects: Proposed project is within City of Pinckneyville's jurisdiction												
Annual Fatal Crash Rate (Fatal Crashes/100 Miles):						Annual A-Injury Crash Rate (A-Injury Crashes/100 Miles):						
Local Roads Rural Functional Class: Major Collector												
Approved:								Central HSIP Approval Date:				
Signed: State Safety Engineer								Funding: <input checked="" type="checkbox"/> HSIP <input checked="" type="checkbox"/> HRRR <input type="checkbox"/> RAIL				
Comment:												
Distribution:		<input type="checkbox"/> OPP		<input type="checkbox"/> District		<input type="checkbox"/> BSPE		<input type="checkbox"/> LRS		<input type="checkbox"/> BDE		

PROJECT DESCRIPTION - PROJECT DATA INPUT (LOCAL SEGMENTS)

<u>Project:</u>	Safety Upgrades to East Randolph Street in Pinckneyville				<u>Prepared by:</u>	BFW				
<u>District:</u>	9	<u>County:</u>	Perry	<u>City:</u>	Pinckneyville	<u>Date</u>	3/24/2023			
<u>Key Route:</u>	FAU 9957	<u>Marked Route:</u>	E. Randolph St.	<u>MilePost:</u>		<u>Current AADT:</u>	1150			
<u>Location:</u>	East Randolph Street is located just east of IL 127 in the central part of Pinckneyville									
							<u>Length (miles):</u>	0.4		
<u>Crash data:</u>	5	Years						<u>Begin Station:</u>		
	From	2017	to	2021					<u>End Station:</u>	
							<u>Traffic Growth factor</u>	3.0%		
<u>Peer Group:</u>	Peer Group 10 - Urban AADT 1,001-2,500 / two lanes							<u>Interest rate</u>	4.0%	

<u>Messages</u>
Please provide a detailed cost estimation for all countermeasures along with this summary sheet.
4.7.17.SU.1 - Roadside Safety - Install curb and gutter does not fully match HSM Setting/Facility Type Criteria
4.7.17.SU.1 - Roadside Safety - Install curb and gutter AADT is not within HSM limits
The combined effect of multiple countermeasures is limited to 0.60 or the smallest CMF
The analysis contains a User Defined Countermeasure (please provide supporting documentation)

LOCAL SEGMENTS CRASH SEVERITY DISTRIBUTION BY CRASH TYPE FOR ANALYSIS PERIOD

Crash Type	All Crashes (Aggregated crash input only)	CRASH TYPE																	SPECIAL CASE		Total
		Angle	Animal	Fixed Object	Head On	Left Turn	Other Noncollision	Other Object	Overturned	Pedestrian	Pedalcyclist	Parked Vehicle	Rear End	Right Turn	Sideswipe Same Direction	Sideswipe Opposite Direction	Turning	Train	Night Time	Wet Pavement	
Crash Severity	ALL	AG	AN	FO	HO	LT	OtherNC	OtherO	OVT	PD	PDC	PKV	RE	RT	SSD	SOD	T	TR	NGT	WP	TOT
Fatal Crashes																			0	0	0
A-Injury Crashes																			0	0	0
B-Injury Crashes		1										1							0	0	2
C-Injury Crashes		1															2		0	0	3
PDO Crashes		4											3				1		0	0	8



LOCAL SEGMENTS BENEFIT COST ANALYSIS

BENEFIT CALCULATIONS				COUNTERMEASURE COST CALCULATIONS							
COUNTERMEASURE		CMF *	Crash Type affected by this improvement	Unit Cost	Quantity	Units	Total Cost	Service Life	Present worth	EUAC **	
4.8.35.AL.1 - Other - Install/Upgrade Signs With New Fluorescent Sheeting (Regulatory or Warning)		0.82	All	\$300	30	Unit Qnty	\$9,000	10	\$15,080	\$1,150	
4.8.37.SU.1 - Other - Install Rectangular Rapid Flash Beacons at Uncontrolled Pedestrian Crossings		0.61	All	\$15,000	2	Unit Qnty	\$30,000	10	\$50,267	\$3,700	
4.8.101.UD.1 - User Defined - Improve Pavement Friction		1.26	All	\$297,000	0.41	Miles	\$121,770	20	\$121,770	\$9,000	
4.3.6.S8.1 - Pavement Markings - Install Edgelines, Centerlines and Post Mounted Delineators		0.55	All	\$12,000	0.41	Miles	\$4,920	1	\$69,541	\$5,150	
TOTAL BENEFIT		\$25,800		TOTAL COST							\$19,000

BENEFIT/ COST		1.40	ANNUAL NUMBER OF FATALITIES POTENTIALLY PREVENTED		0.00	TOTAL FATALITIES PREVENTED		0.00
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* CMF = Crash Modification Factor
** EUAC = Estimated Uniform Annual Cost

▼ Countermeasure: Improve pavement friction (Thin HMA-Hot Mix Asphalt)

<input type="checkbox"/>	1.223		Dry weather	All	All	MERRITT ET AL., 2015	The number of crashes in ... [READ MORE]
<input type="checkbox"/>	0.993		Run off road,Wet road	All	All	MERRITT ET AL., 2015	The number of crashes in ... [READ MORE]
<input type="checkbox"/>	1.193		All	All	All	MERRITT ET AL., 2015	
<input checked="" type="checkbox"/>	1.258		All	K (fatal),A (serious injury),B (minor injury),C (possible injury)	All	MERRITT ET AL., 2015	The number of crashes in ... [READ MORE]
<input type="checkbox"/>	1.146		Run off road	All	All	MERRITT ET AL., 2015	The number of crashes in ... [READ MORE]

City of Pinckneyville
FY-2025 HSIP Safety Application
East Randolph Street – Safety Improvements

Safety Data Analysis

SAFETY ANALYSIS

A total of 13 crashes occurred on the 0.41 mile stretch of East Randolph Street over a 5-year period (2017-2021).

Figure 1 depicts the locations and distribution of crashes within the study area by year. During this period studied there were, 2 – ‘B’ Injury crashes and 3 – ‘C’ Injury crash. **Figures 2 & 3** illustrate how the urban local system in Perry County has a high rate Fatal and A-Injury crashes when comparing the State System of roadways. **Figure 4 & 5** shows the high incidence of young driver and intersection crashes occurring in Perry County. Finally, **Figure 6** illustrates that in Perry County young drivers have high rates of A-Injury crashes and Fatal crashes.

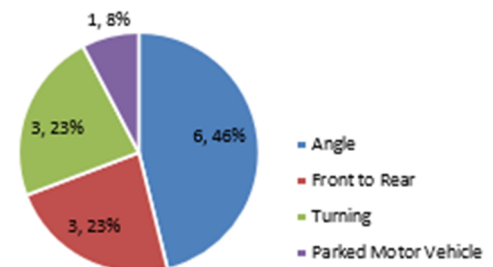
These targeted safety improvement treatments proposed for East Randolph Street should provide significant improvements to the roadway safety and operations, thereby reducing crash rates for the young motorists that utilize it every day.

FIGURE 1: CRASH LOCATIONS & SUMMARY BY SEVERITY & YEAR – E. RANDOLPH ST.

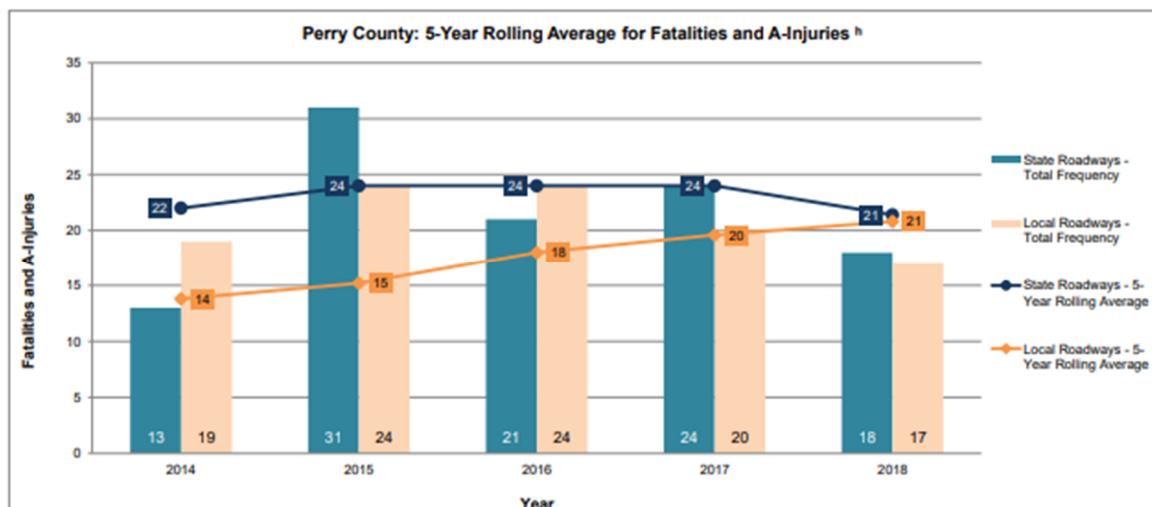
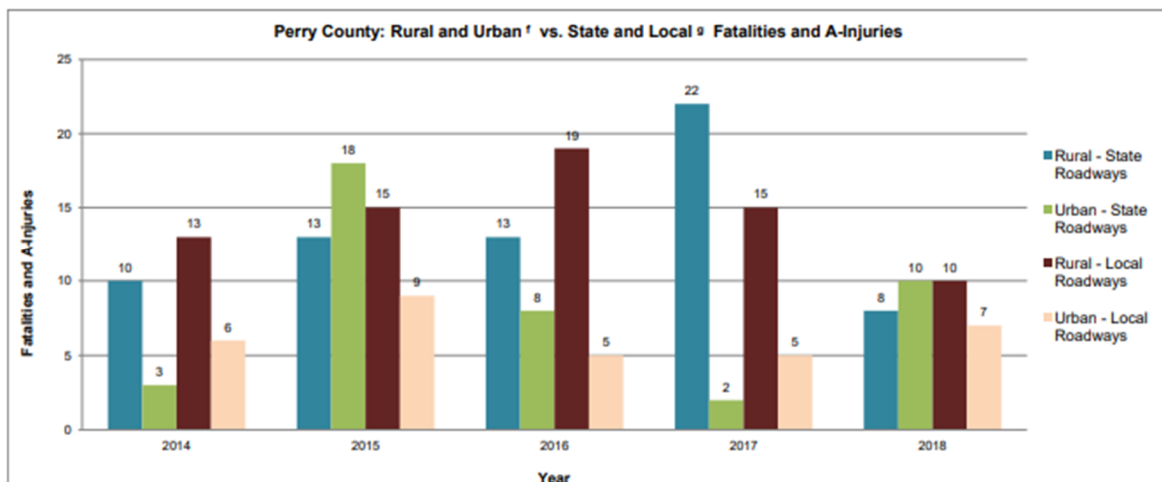


Crashes & Injuries by Year										
Year	Total Crashes	Fatal Crashes	A-Injury Crashes	B-Injury Crashes	C-Injury Crashes	PDO Crashes	Wet Weather	Darkness Crashes	Ice/Snow Crashes	Impaired Driver
2017	3	0	0	0	1	2	0	1	0	0
2018	2	0	0	0	1	1	0	0	0	0
2019	5	0	0	1	0	4	0	1	0	0
2020	2	0	0	1	0	1	0	0	0	0
2021	1	0	0	0	1	0	0	0	0	0
Totals	13	0	0	2	3	8	0	2	0	0

Crash Data by Type of Collision							
Type	Total Number	2017	2018	2019	2020	2021	% Crashes
Angle	6	1	1	3		1	46%
Animal	0						0%
Fixed Object	0						0%
Front to Rear	3	1		2			23%
Front to Front	0						0%
Parked Vehicle	1				1		8%
Rear to Side	0						0%
Turning	3	1	1		1		23%
Totals	13	3	2	5	2	1	100%

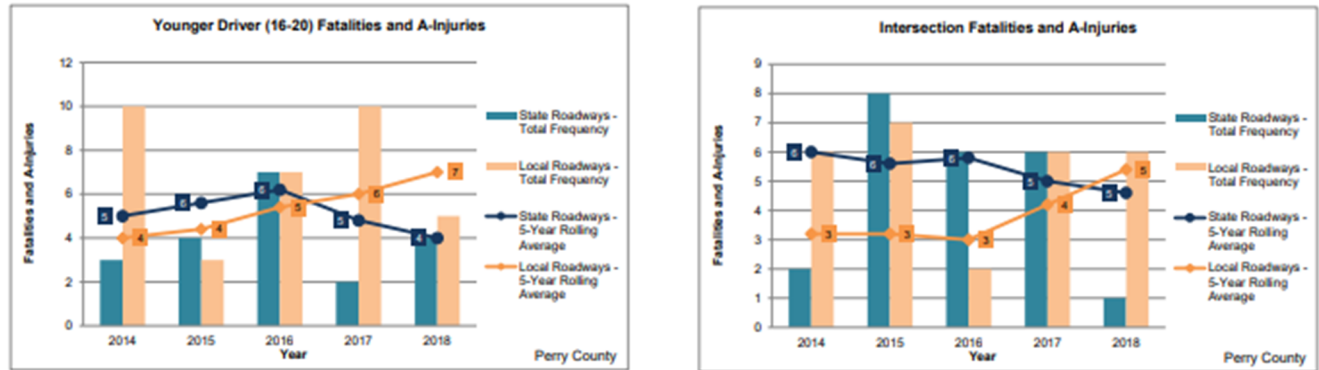


FIGURES 2 & 3: COMPARING SERIOUS CRASH RATES: STATE TO LOCAL (PERRY)



The urban Local System has a high incidence of serious crashes when compared to the State System in Perry County!

FIGURES 4 & 5: YOUNG DRIVER & INTERSECTION CRASH RATES IN PERRY COUNTY



Depicts the Young Driver & Intersection crash rates in Perry County are growing to a point they exceed the State System.

FIGURE 6: CRASH BREAKDOWN BY CAUSE AND FREQUENCY

Emphasis Areas	Perry County - State Roadways						Perry County - Local/County Roadways					
	Fatalities			A-Injuries			Fatalities			A-Injuries		
	Percent	Frequency	Percent Change '14 to '18	Percent	Frequency	Percent Change '14 to '18	Percent	Frequency	Percent Change '14 to '18	Percent	Frequency	Percent Change '14 to '18
Younger Driver (16-20)	0.0%	0	0.0%	20.6%	20	33.3%	25.0%	2	0.0%	34.4%	33	-60.0%
Older Driver (65+)	30.0%	3	-100.0%	22.7%	22	0.0%	37.5%	3	-100.0%	11.5%	11	0.0%
Speeding/Aggressive Driver ^a	10.0%	1	0.0%	17.5%	17	0.0%	25.0%	2	-100.0%	28.1%	27	250.0%
Unrestrained Occupants	30.0%	3	0.0%	12.4%	12	-33.3%	87.5%	7	-33.3%	32.3%	31	-50.0%
Impaired Driver	50.0%	5	0.0%	13.4%	13	-66.7%	50.0%	4	100.0%	11.5%	11	0.0%
Fatigued/Drowsy/Distracted Driver	0.0%	0	0.0%	6.2%	6	-100.0%	0.0%	0	0.0%	9.4%	9	0.0%
Pedestrian	10.0%	1	0.0%	1.0%	1	0.0%	0.0%	0	0.0%	1.0%	1	0.0%
Pedalcyclist	0.0%	0	0.0%	0.0%	0	0.0%	0.0%	0	0.0%	1.0%	1	-100.0%
Motorcycle	10.0%	1	-100.0%	6.2%	6	0.0%	12.5%	1	0.0%	12.5%	12	300.0%
Heavy Vehicle	20.0%	2	0.0%	14.4%	14	0.0%	0.0%	0	0.0%	2.1%	2	-100.0%
Train	0.0%	0	0.0%	0.0%	0	0.0%	12.5%	1	-100.0%	0.0%	0	0.0%
Road Departure ^d	60.0%	6	0.0%	51.5%	50	120.0%	75.0%	6	0.0%	61.5%	59	-30.0%
Intersection ^e	20.0%	2	-100.0%	21.6%	21	0.0%	12.5%	1	0.0%	27.1%	26	0.0%
Work Zone	0.0%	0	0.0%	0.0%	0	0.0%	0.0%	0	0.0%	0.0%	0	0.0%

Young Driver crashes account for a high percentage of A-Injury type crashes in Perry County!

COUNTERMEASURES – HMA 4' SAFETY SHOULDER WITH RUMBLE STRIPS

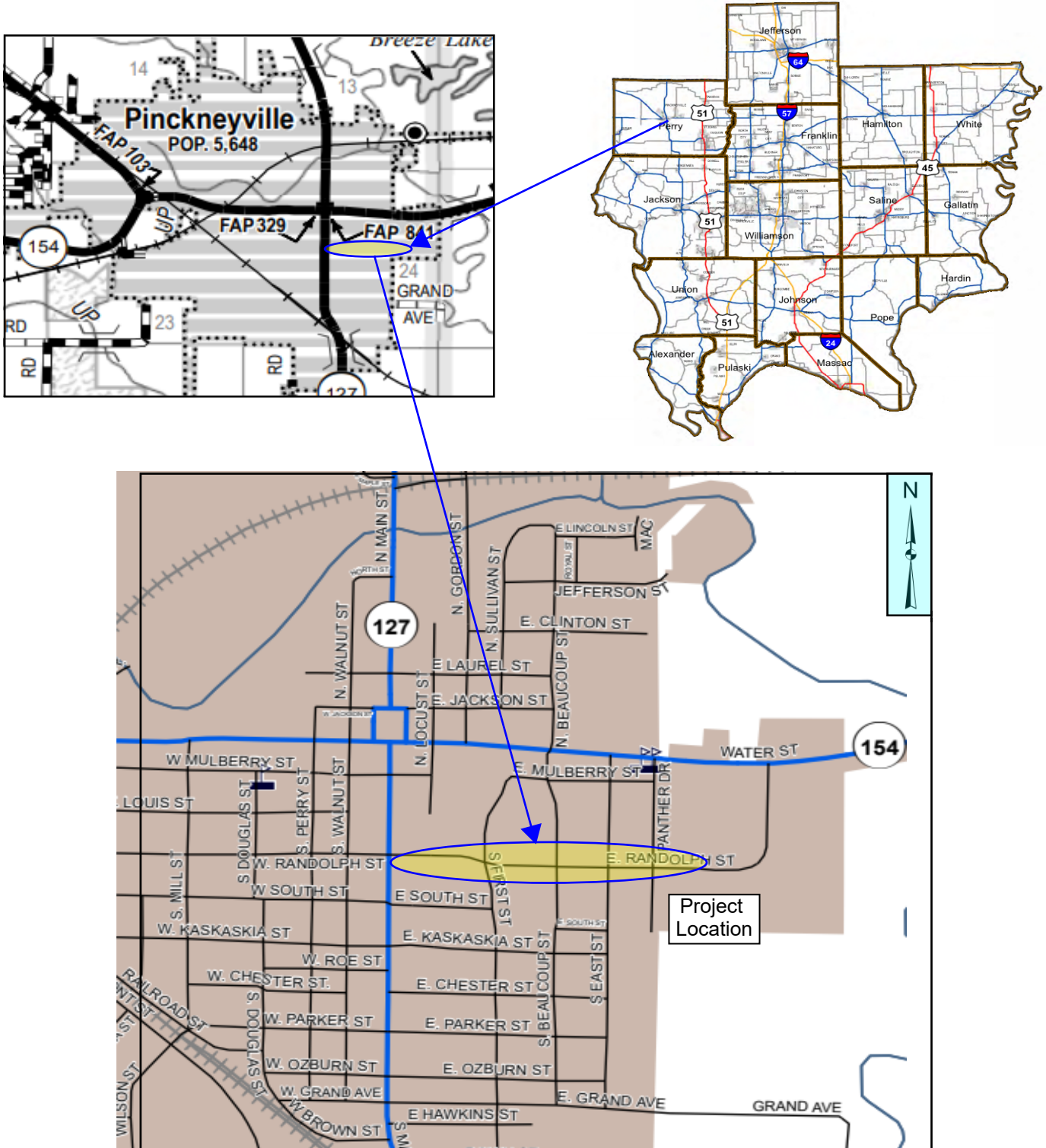
The City of Pinckneyville plans to utilize four primary safety measures as part of this project to upgrade the route with relevant safety initiatives to improve this vital roadway from IL 37 to the Pinckneyville High School:

- Upgrade signing along the route with new fluorescent sheeting.
- Improve pavement friction with new fine graded mixture overlay.
- Provide improved pavement markings along the route.
- Install flashing lights at the pedestrian crosswalks.

We believe improvements added to existing East Randolph Street will substantially and meaningfully improve this roadway for the better making it safer for all its daily traffic! Total costs for all this work are estimated at \$190,679. The B/C was computed to be 1.40.

City of Pinckneyville FY-25 HSIP Application

East Randolph Street - Safety Upgrades



PHOTOS 1: EXISTING ALIGNMENT THRU 1ST STREET



LOOKING EAST

PHOTO 2: EXISTING WORN SURFACE ON EAST RANDOLPH STREET



PHOTO 3: EXISTING CROSSWALKS ON EAST RANDOLPH STREET AT S. EAST STREET





Estimate of Cost

For a total distance of	0.41 miles	Net improvement of	
Type	Bituminous	Width	22'
Shoulders		Average Haul	
		Thickness	1.25"
		Maximum Grade	%

Made by BFW Date 4/7/2021 Examined _____, _____
Checked by _____ Date _____ Regional Engineer

City of Pinckneyville
FY-25 HSIP PROJECT TIMELINE

City of Pinckneyville HSIP - East Randolph Street - Safety Improvement Project																
Work Item	Start Date	Date Completed	2023			2024										
			October	November	December	January	February	March	April	May	June	July	August	September	October	November
1. Notice of Award	10/1/2023	10/31/2023														
2. PE & Plan Development	11/1/2023	1/31/2024														
IDOT Review	1/1/2024	2/28/2024														
3. Pre-Final Plan Development	2/1/2024	4/30/2024														
IDOT Review	4/1/2024	5/31/2024														
4. Final Plans	5/1/2024	6/30/2024														
5. Letting	7/1/2024	7/31/2024														
6. Construction	8/1/2024	11/1/2024														

City of Pinckneyville
FY-2025 HSIP Safety Application
East Randolph Street – Safety Improvements

Project Narrative

INTRODUCTION & PROJECT OVERVIEW

East Randolph Street carries a large amount of traffic in the central portion of City of Pinckneyville. The roadway surface is 20'-22' wide and carries commuter traffic enroute to the high school and residential areas every day. The roadway does have a reverse curve within this section without any pavement marking present other than very worn markings for pedestrian crosswalks. This section of road has experienced several serious crashes on this roadway over the recent years.

The planned work consists of upgrading the existing pavement wearing surface, improved pavement markings, new fluorescent signing, and flashing lights at existing pedestrian crossings on East Randolph Street from Illinois 127 easterly for 0.41 miles to the Pinckneyville High School. This roadway carries a large amount of daily traffic from young drivers commuting to the high school. The roadway alignment and physical conditions present are not ideal for safe travel with inexperienced drivers. This work will focus on improving driving conditions to the roadway, added signing on the route, improved pavement markings and protecting existing pedestrian crossings along the route.

The county is also proposing to include surface repairs to the project largely due to it being in excess of 20 years old and showing rutting and severe cracking from the daily semi-truck loadings. This work will enhance the multi-faceted safety improvements that are part of this project.

EXISTING CONDITIONS

East Randolph Street provides a 20' wide pavement surface as a significant artery in City of Pinckneyville that connects areas in the central part of the City of Pinckneyville to Illinois 127, the Pinckneyville High School and residential areas. The daily traffic ranges from commuter and light commercial traffic. East Randolph Street carries an ADT of 1150 vehicles per day. There is a reverse curve within this section of roadway along with pedestrian crossings. This street serves as an alternate route to parking areas at the high school that students use when school is in session.

This corridor is important to the city because it serves as an alternate route students utilize when commuting to the high school. The city is focused on ways to improve safety to this important roadway. These safety measures added to this candidate location will greatly improve safety along the entire route from Illinois 127 to The Pinckneyville High School.

HSIP Application

For

City of Benton

May 1, 2023

Subject: FY 25 HSIP Submittal
South McLeansboro St. – Middle/Grade School Access

Mr. Kirk Brown, P.E.
Region 5 Engineer
Illinois Department of Transportation
District 9 Headquarters, P.O. Box 100
2801 W. Murphysboro Road
Carbondale, IL 62903
Attention: Mr. Jay Kranz

Dear Mr. Kranz:

Attached is the City of Benton's request for consideration of Local HSIP Funding for a complete a safety upgrade to South McLeansboro Street at the intersections with two access roadways into the Benton K-8 School. The work planned includes adding programmable & actuated traffic signals for improved ingress/egress along with improved pavement markings at these two intersections. This particular location has been a pronounced issue during peak hours of the day since the school was constructed nearly 20 years ago.

The Benton K-8 School serves over 500 students every day that gain access into the school through these two intersections on South McLeansboro with East Forest Street and East McKenzie Street. This project will be a pursuit to rectify serious safety and operational problems the city has had since the K-8 school was built at this site. This location has also experienced some pedestrian and pedalcyclist crashes within the last five years. These crashes impact a very vulnerable population within the community commuting to school that bring a great deal of emphasis to these locations.

The city is proposing to install traffic signals at both of these locations to allow them to be programmed to better coordinate traffic movement and allow improved flow of commuters into the school during those peak hour periods. The City of Benton believes these improvements will have a marked safety enhancement on this location accessing the school and reduce the likelihood of any of our children being injured enroute to school. The B/C computed utilizing the BC Tool for the traffic signals at these locations was 1.03.

The attachments include the HSIP Candidate Form, B/C Analysis, 2017-2021 crash data, location map, cost estimate, project timeline, and a project narrative. If you have any questions regarding this material, please feel free to contact me at 618-439-6131.

Respectfully submitted,

Lee Messersmith
Mayor – City of Benton


cc: File



Illinois Department of Transportation

Office of Highways Project Implementation / Bureau of Local Roads & Streets
2300 South Dirksen Parkway / Room 205 / Springfield, Illinois / 62764

Local Roads & Streets Grant Application		
Program Information		
1.	IDOT Grant Program	Local Highway Safety Improvement Program
2.	Solicitation Cycle	Fiscal Year 2025
Applicant Information		
3.	Lead Applicant Name (Local Public Agency)	City of Benton
4.	Partners/Co-Applicants	
5.	Employer / Taxpayer Identification Number (EIN, TIN) for Lead Applicant	
6.	Organizational UEI Number (SAM.GOV) for Lead Applicant	
7.	Business Address for Lead Applicant	Street Address: 1403 South Main Street City: Benton State: Illinois County: Franklin Zip + 4: 62812
Applicant's Name and Contact Information for Person to be involving this Application		
8.	First Name	Lee
9.	Last Name	Messersmith
10.	Suffix	
11.	Title	Mayor
12.	Organizational Affiliation	City of Benton
13.	Telephone Number	618-439-6131
14.	Fax Number	618-435-2610
15.	Email address	mayor@bentonil.com
Applicant's Project		
16.	Description of Applicant's Project	South McLeansboro Intersection Upgrades

 Illinois Department of Transportation						HSIP Candidate Form						
											FY 2025	
ID:		Contract:			Award Date:			Completion Date:				
District: 9		County: Franklin					City: Benton					
Key route: FAU 9457		Marked route: South McLeansboro Street										
Road Name: South McLeansboro				Intersecting Roadway: E. Forest Street & E. McKenzie Street <input checked="" type="checkbox"/>								
Length: 0.3 miles				<input checked="" type="checkbox"/> N/A			Mile station: to					
Location Description: South McLeansboro Street intersections with E. Forest Street and E. McKenzie Street												
<input type="checkbox"/> Rural		<input checked="" type="checkbox"/> Urban		Lanes: 2								
AADT(Segment): N/A				Total Entering AADT (Intersection): 2950 vpd					Speed Limit: 20 mph			
Friction Test Results:				<input checked="" type="checkbox"/> N/A				Lighting Present: <input checked="" type="checkbox"/> Y <input type="checkbox"/> N				
CHSP Emphasis Area(s): Intersection						<input type="checkbox"/> District Documentation		<input type="checkbox"/> Systematic Improvements		<input type="checkbox"/> N/A		
Peer Group: Urban Two Lane Roadway											<input type="checkbox"/> N/A	
Other:												
Crashes Details												
Year	Total Crashes	Fatal Crashes	Fatalities	A-Injury Crashes	A-Injuries	B-Injury Crashes	B-Injuries	C-Injury Crashes	C-Injuries	PDO	Wet-Weather Crashes	Darkness (Not lighted) Crashes
2017	2	0	0	0	0	0	0	0	0	2	0	1
2018	1	0	0	0	0	0	0	0	0	1	0	0
2019	4	0	0	0	0	1	1	1	3	2	1	0
2020	2	0	0	0	0	1	1	0	0	1	0	1
2021	2	0	0	0	0	0	0	1	1	1	0	1
Total	11	0	0	0	0	2	2	2	4	7	1	3
Location Description: South McLeansboro Street intersections with E. Forest Street and E. McKenzie Street												
Problem Description: Existing intersection access points to Middle/Grade school are problematic and causing bottlenecks & crashes												
Previous Safety Improvements: None												
Collision Diagram: <input checked="" type="checkbox"/> Y <input type="checkbox"/> N								Images: <input checked="" type="checkbox"/> Y <input type="checkbox"/> N				
Predominant Crash Types: Rear End, Turning & Fixed Object												
Proposed Improvement(s): Provide traffic signals with improved crosswalks and upgraded pavement markings												
Estimated Project Cost (\$000's): \$390,000								Benefit-Cost Ratio: 1.07				
Local Projects: Proposed project is in the City of Benton jurisdiction												
Annual Fatal Crash Rate (Fatal Crashes/100 Miles):						Annual A-Injury Crash Rate (A-Injury Crashes/100 Miles):						
Local Roads Rural Functional Class: Major Collector												
Approved:								Central HSIP Approval Date:				
Signed: State Safety Engineer								Funding: <input checked="" type="checkbox"/> HSIP <input checked="" type="checkbox"/> HRRR <input type="checkbox"/> RAIL				
Comment:												
Distribution:		<input type="checkbox"/> OPP		<input type="checkbox"/> District		<input type="checkbox"/> BSPE		<input type="checkbox"/> LRS		<input type="checkbox"/> BDE		

PROJECT DESCRIPTION - PROJECT DATA INPUT (LOCAL INTERSECTIONS)

Project:	South McLeansboro St. Improved intersection access to Middle/Grade Schools				Prepared by:	BFW	
District:	9		County:	Franklin	City:	Benton	
Key Route:	FAU 9457		Marked Route:	S. McLeansboro	MilePost:		
Location:	Southeast part of Benton, ILn at access points to Middle/Grade Schools				Current AADT:	Major Street	1850
						Minor Street	110
Crash data:	5		Years		Traffic Growth factor:	3.0%	
	From	2017	to	2021	Interest rate:	4.0%	
Peer Group:	Peer Group 5 - Urban Minor Leg Stop Control Intersection						

Messages

Please provide a detailed cost estimation for all countermeasures along with this summary sheet.

3.2.10.I5.1 - Pavement - Install left-turn lane (3-leg intersection) AADT is not within HSM limits

3.4.35.I5.1 - Signalization - Installation of a High intensity Activated crossWalk (HAWK) pedestrian-activated beacon at an intersection does not fully match HSM Set

3.2.24.I5.1 - Pavement - Provide a left-turn lane on one major-road approach AADT is not within HSM limits

The combined effect of multiple countermeasures is limited to 0.60 or the smallest CMF

3.2.30.I5.1 - Pavement - Install a traffic signal and left turn lanes AADT is not within HSM limits

The analysis contains a User Defined Countermeasure (please provide supporting documentation)

LOCAL INTERSECTION CRASH SEVERITY DISTRIBUTION BY CRASH TYPE FOR ANALYSIS PERIOD

Crash Type	All Crashes (Aggregated crash input only)	CRASH TYPE																	SPECIAL CASE		Total
		Angle	Animal	Fixed Object	Head On	Left Turn	Other Noncollision	Other Object	Overtured	Pedestrian	Pedalcyclist	Parked Vehicle	Rear End	Right Turn	Sideswipe Same Direction	Sideswipe Opposite Direction	Turning	Train	Night Time	Wet Pavement	
Crash Severity	ALL	AG	AN	FO	HO	LT	OtherNC	OtherO	OVT	PD	PDC	PKV	RE	RT	SSD	SOD	T	TR	NGT	WP	TOT
Fatal Crashes																			0	0	0
A-Injury Crashes																			0	0	0
B-Injury Crashes										1	1								0	0	2
C-Injury Crashes																	2		0	0	2
PDO Crashes			1	2									4						0	0	7

LOCAL INTERSECTION BENEFIT COST ANALYSIS

BENEFIT CALCULATIONS				COUNTERMEASURE COST CALCULATIONS							
COUNTERMEASURE		CMF *	Crash Type affected by this improvement	Unit Cost	Quantity	Units	Total Cost	Service Life	Present Worth	EUAC **	
3.4.1.I5.1 - Signalization - Install Traffic Signals		Varies	RT,AG,T,LT,SOD=0.33; RE=2.43	\$150,000	2	Unit Qnty	\$300,000	15	\$300,000	\$27,000	
3.2.34.I5.1 - Pavement - Install crosswalk on one minor approach		0.35	All	\$12,500	2	Unit Qnty	\$25,000	5	\$62,437	\$5,650	
3.5.101.UD.1 - User Defined - Upgrade existing markings to wet reflective pavement markings		0.94	All	\$5,000	2	Unit Qnty	\$10,000	2	\$61,781	\$5,600	
			All								
TOTAL BENEFIT		\$41,000		TOTAL COST							\$38,250

BENEFIT/ COST	1.07	ANNUAL NUMBER OF FATALITIES POTENTIALLY PREVENTED	0.00	TOTAL FATALITIES PREVENTED	0.00
---------------	------	---	------	----------------------------	------


***NOTE: IF THE NUMBER OF LEGS AFFECTED VARIES BY COUNTERMEASURES SELECTED, THEN CALCULATE THE BENEFIT-COST RATIO FOR EACH COUNTERMEASURE SEPARATELY (Use separate spreadsheets for each countermeasure applied).

* CMF = Crash Modification Factor


** EUAC = Estimated Uniform Annual Cost

City of Benton
South McLeansboro Street

▼ Countermeasure: Upgrade existing markings to wet-reflective pavement markings

<input checked="" type="checkbox"/>	0.944	5.6		All	All	LYON ET AL., 2015	[READ MORE]
-------------------------------------	-------	-----	---	-----	-----	-------------------	-----------------------------

STUDY: [SAFETY EVALUATION OF WET REFLECTIVE PAVEMENT MARKERS, LYON ET AL., 2015](#)

Star Quality Rating:		 [VIEW SCORE DETAILS]
Rating Points Total:		115

Crash Modification Factor (CMF)	
Value:	0.944
Adjusted Standard Error:	
Unadjusted Standard Error:	0.075

Crash Reduction Factor (CRF)	
Value:	5.6 <i>(This value indicates a decrease in crashes)</i>
Adjusted Standard Error:	
Unadjusted Standard Error:	7.5

Applicability	
Crash Type:	All

City of Benton, Illinois
FY-2025 HSIP Safety Application
Install Traffic Signals on South McLeansboro Street at K-8 Access Points

Safety Data Analysis

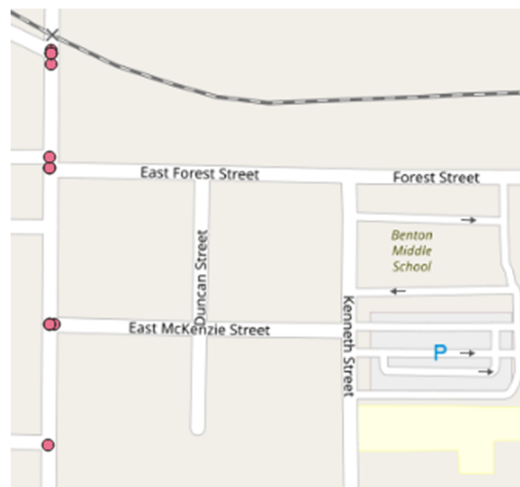
SAFETY ANALYSIS

A total of 11 crashes occurred within the limits of the area studied on South McLeansboro Street near the access points to the K-8 school in Benton over a 5-year period (2017-2021).

Figure 1 depicts the locations and distribution of crashes within the study area by year. During this period studied there were 2 – ‘B’ Injury crashes and 2 – ‘C’ Injury crashes. **Figures 2 & 3** illustrate the rates of serious crashes on the local system in Franklin County resulting in most cases with more Fatal and A-Injury crashes than even the State System. **Figures 4 & 5** show the rates of serious crashes in Franklin County for Younger and Aggressive Drivers. **Figures 6 & 7** show the rates of serious crashes in Franklin County for Pedestrians and Pedalcyclists. **Figure 8** shows the rates of serious crashes in Franklin County at Intersections. Finally, **Figure 9** illustrates that in Franklin County, young and aggressive driver crashes account for a high percentage of A-Injury crashes and Fatal crashes on the local highway systems.

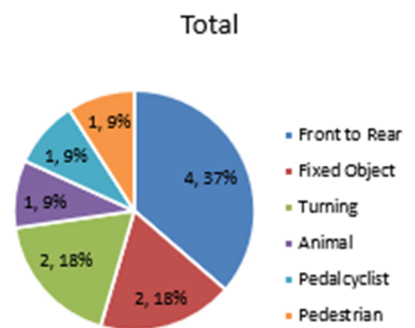
The City of Benton supports this safety-related work to improve safety along this important route to the City’s schools in hopes of ensuring future safety for students in our community.

FIGURE 1: CRASH LOCATIONS & SUMMARY BY SEVERITY & YEAR – S. MCLEANSBORO

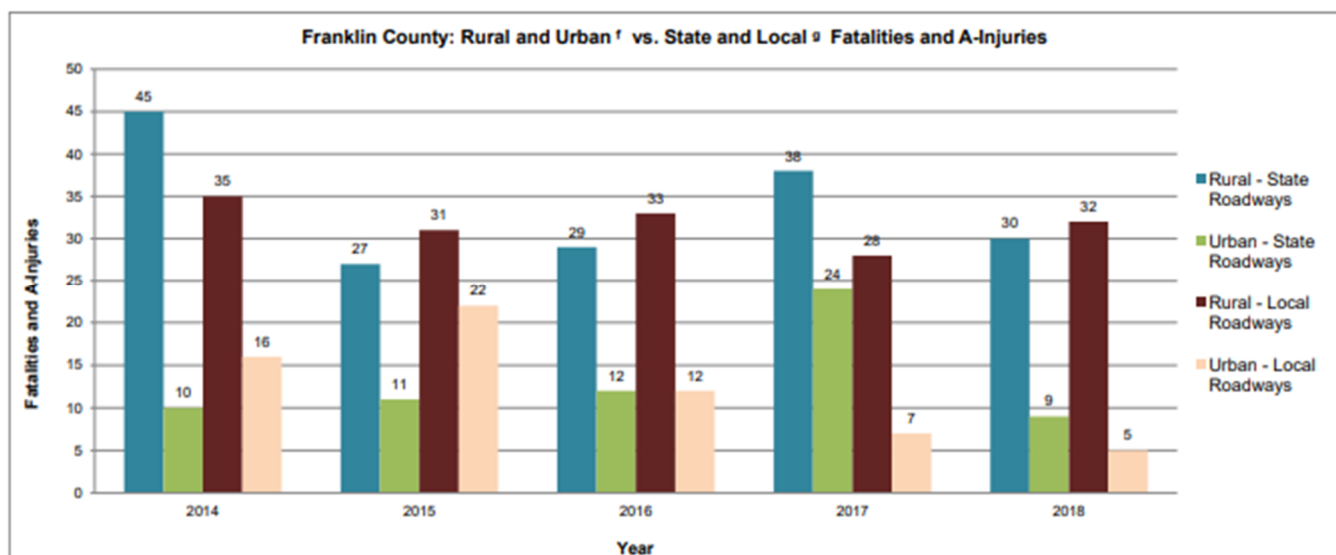


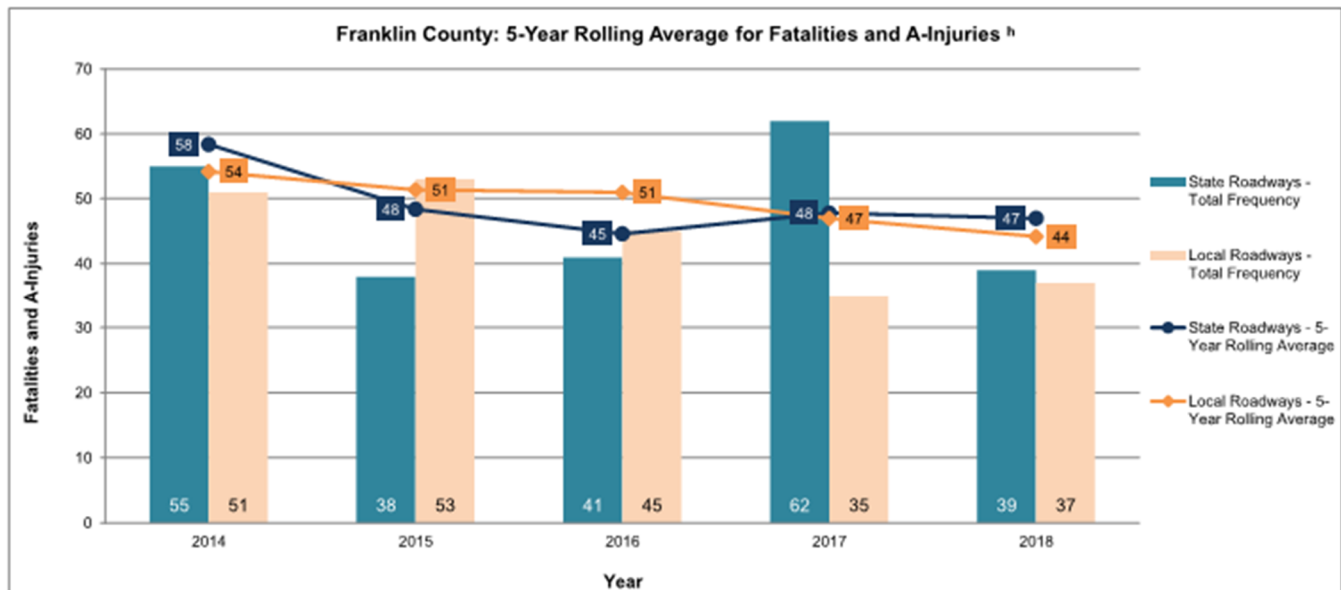
Crashes & Injuries by Year										
Year	Total Crashes	Fatal Crashes	A-Injury Crashes	B-Injury Crashes	C-Injury Crashes	PDO Crashes	Wet Weather	Darkness Crashes	Ice/Snow Crashes	Impaired Driver
2017	2	0	0	0	0	2	0	1	0	0
2018	1	0	0	0	0	1	0	0	0	0
2019	4	0	0	1	1	2	1	0	0	0
2020	2	0	0	1	0	1	0	1	0	0
2021	2	0	0	0	1	1	0	1	1	1
Totals	11	0	0	2	2	7	1	3	1	1

Crash Data by Type of Collision							
Type	Total Number	2017	2018	2019	2020	2021	% Crashes
Angle	0						0%
Animal	1	1					9%
Fixed Object	2			1		1	18%
Front to Rear	4	1	1	1	1		36%
Pedestrian	1			1			9%
Parked Vehicle	0						0%
Pedacyclist	1				1		9%
Turning	2			1		1	18%
Totals	11	2	1	4	2	2	100%



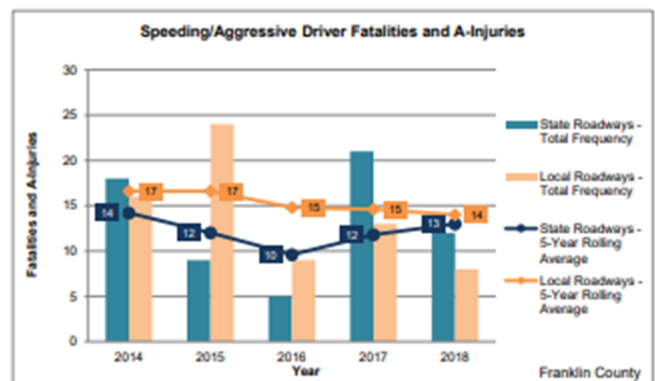
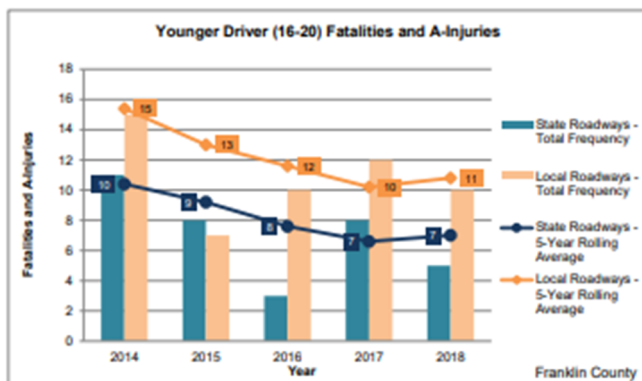
FIGURES 2 & 3: COMPARING URBAN SERIOUS CRASHES: STATE - LOCAL (FRANKLIN)



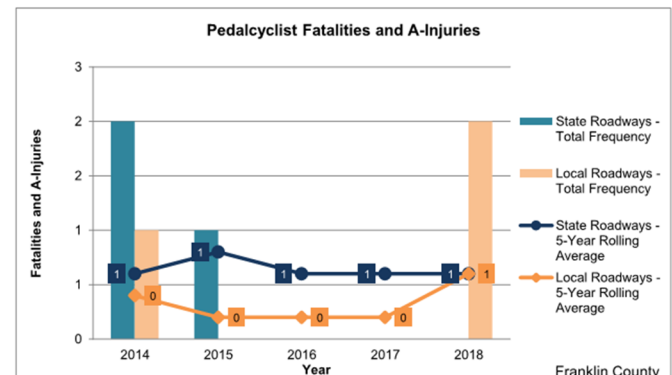
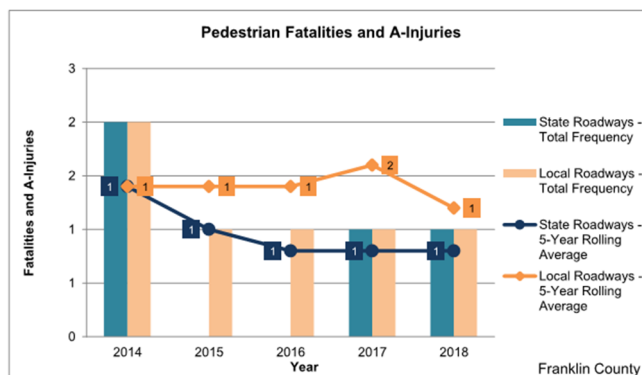


The Local System in some years has a higher incidence of Serious Crashes on urban roadways than the State System in Franklin County!

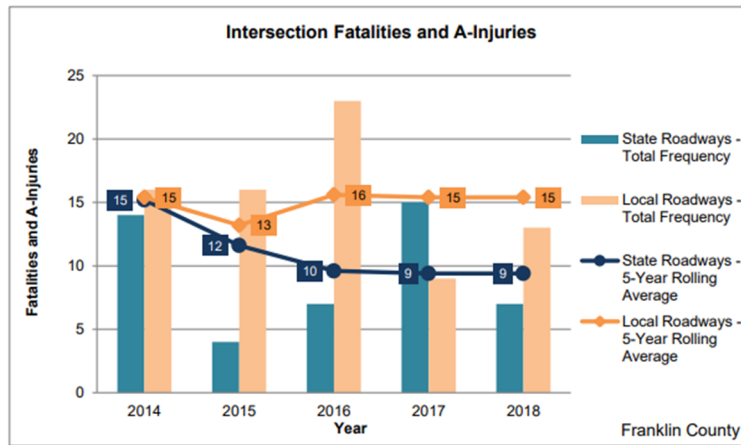
FIGURES 4 THRU 8: COMPARING SERIOUS CRASH TYPES: STATE - LOCAL (FRANKLIN)



The Local System has a higher incidence of Younger Driver and Aggressive Crashes with serious injuries than the State System in Franklin County!



In most instances, the Local System also has a higher incidence of Pedestrian Crashes with serious injuries than the State System in Franklin County!



The Local System also has a higher incidence of Intersection Crashes with serious injuries than the State System in Franklin County!

FIGURE 9: CRASH BREAKDOWN BY CAUSE AND FREQUENCY

	Franklin County - State Roadways						Franklin County - Local/County Roadways					
	Fatalities			A-Injuries			Fatalities			A-Injuries		
	Percent	Frequency	Percent Change '14 to '18 ^b	Percent	Frequency	Percent Change '14 to '18 ^b	Percent	Frequency	Percent Change '14 to '18 ^b	Percent	Frequency	Percent Change '14 to '18 ^b
Emphasis Areas		26	0.0%		209	-32.7%		16	-100.0%		205	-24.5%
Younger Driver (16-20)	23.1%	6	-100.0%	13.9%	29	-37.5%	31.3%	5	0.0%	23.9%	49	-33.3%
Older Driver (65+)	23.1%	6	-100.0%	26.3%	55	-33.3%	18.8%	3	-100.0%	10.7%	22	-37.5%
Speeding/Aggressive Driver ^c	7.7%	2	0.0%	30.1%	63	-44.4%	43.8%	7	0.0%	30.7%	63	-50.0%
Unrestrained Occupants	23.1%	6	50.0%	14.4%	30	-82.4%	31.3%	5	0.0%	12.2%	25	-66.7%
Impaired Driver	65.4%	17	33.3%	12.0%	25	100.0%	50.0%	8	0.0%	14.6%	30	-57.1%
Fatigued/Drowsy/Distracted Driver	0.0%	0	0.0%	9.1%	19	-66.7%	6.3%	1	-100.0%	3.4%	7	0.0%
Pedestrian	3.8%	1	0.0%	1.4%	3	-100.0%	12.5%	2	-100.0%	2.0%	4	0.0%
Pedalcyclist	3.8%	1	-100.0%	1.0%	2	-100.0%	0.0%	0	0.0%	1.5%	3	100.0%
Motorcycle	11.5%	3	0.0%	13.4%	28	25.0%	25.0%	4	-100.0%	12.7%	26	-20.0%
Heavy Vehicle	11.5%	3	0.0%	12.4%	26	25.0%	0.0%	0	0.0%	1.5%	3	-100.0%
Train	0.0%	0	0.0%	0.0%	0	0.0%	0.0%	0	0.0%	0.0%	0	0.0%
Road Departure ^d	73.1%	19	0.0%	38.3%	80	-29.4%	62.5%	10	-100.0%	49.8%	102	-39.3%
Intersection ^e	7.7%	2	-100.0%	21.5%	45	-41.7%	12.5%	2	0.0%	36.6%	75	-18.8%
Work Zone	0.0%	0	0.0%	1.0%	2	-100.0%	0.0%	0	0.0%	0.0%	0	0.0%

Young and Aggressive Driver crashes account for a very high percentage of A-Injury type crashes and Fatal crashes in Franklin County on the local road systems!

COUNTERMEASURES – SOUTH MCLEANSBORO ST. – CITY OF BENTON

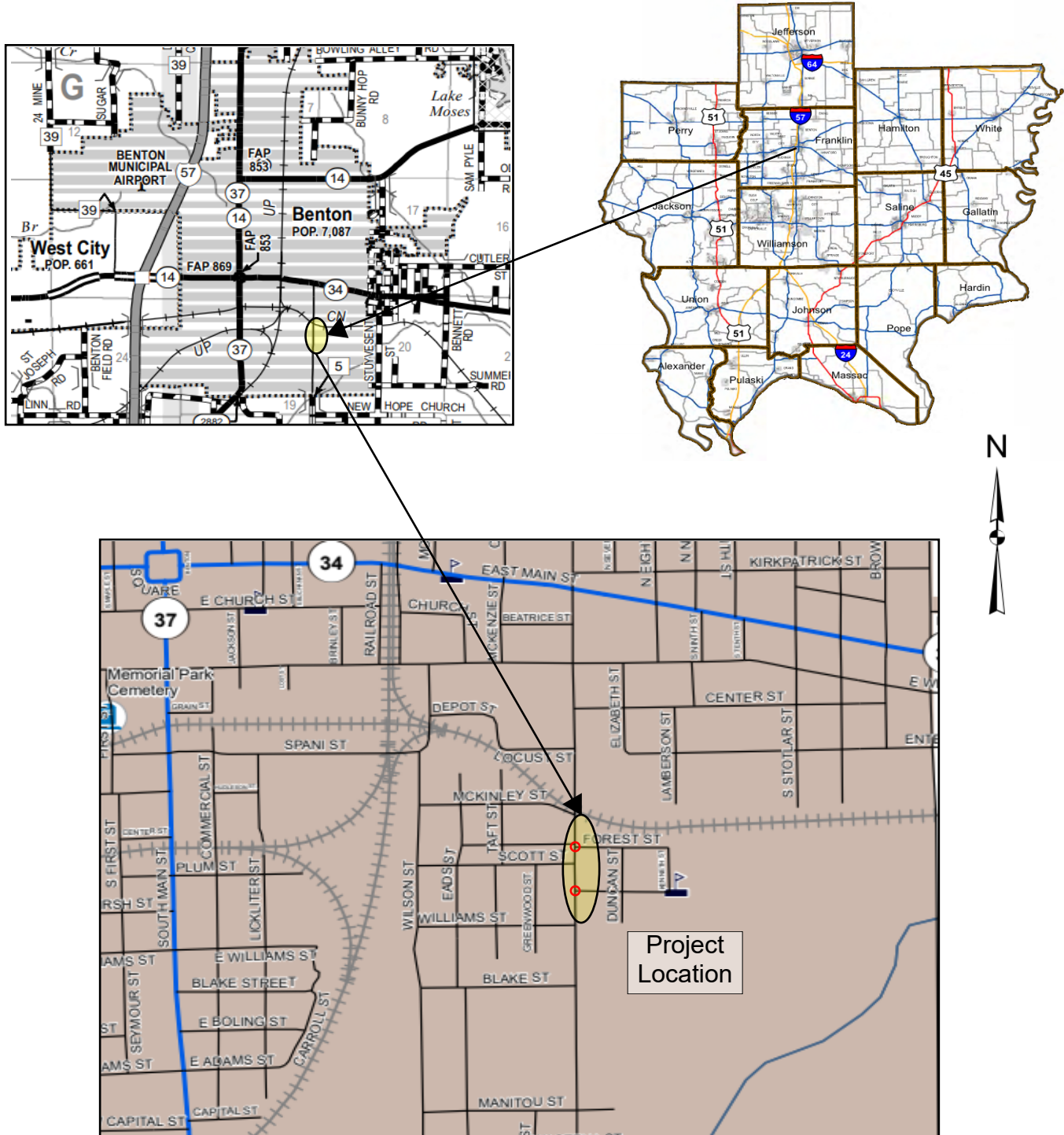
The City of Benton plans to utilize three primary safety measures as part of this project to upgrade and improve these two locations with relevant safety initiatives to the safety for daily commuters into the K-8 school in Benton:

- Install traffic actuated traffic signals on S. McLeansboro Street at the access points to the K-8 school.
- Install new pavement markings.
- Improve existing pedestrian crosswalks.

We believe these safety improvements added to South McLeansboro Street will substantially and meaningfully improve the safety and operational problems that exist on this roadway for the better making it safer for students commuting daily to the school. Total costs for all this work are estimated at \$390,000. The B/C computed utilizing the BC Tool for the traffic signals at these locations was 1.07.

LOCATION MAP

City of Benton - FY 25 HSIP Application South McLeansboro Street - Middle School Access Project



PHOTOS 1 & 2: EXISTING CONDITIONS – FOREST & MCKENZIE STREETS LOOKING WEST



PHOTOS 3 & 4: EXISTING CONDITIONS – S. MCLEANSBORO STREET (LOOKING NORTH)



EAST MCKENZIE STREET



EAST FOREST STREET



Estimate of Cost

For a total distance of		0.3 miles	Net improvement of		1584 ft
Type		Width		Thickness	
Shoulders		Average Haul		Maximum Grade	%

Made by BFW Date 4/7/2021 Examined _____ , _____
Checked by _____ Date _____ Regional Engineer

City of Benton
FY25 HSIP PROJECT TIMELINE

City of Benton - South McLeansboro & Middle School - Safer Access HSIP Project																
Work Item	Start Date	Date Completed	2023			2024										
			October	November	December	January	February	March	April	May	June	July	August	September	October	November
1. Notice of Award	10/1/2023	10/31/2023														
2. PE & Plan Development	11/1/2023	3/31/2024														
IDOT Review	3/1/2024	4/30/2024														
3. Pre-Final Plan Development	5/1/2024	7/31/2024														
IDOT Review	7/1/2024	8/31/2024														
4. Final Plans	9/1/2024	10/31/2024														
5. Letting	11/1/2024	11/30/2024														
6. Construction																

City of Benton - South McLeansboro & Middle School - Safer Access HSIP Project																
Work Item	Start Date	Date Completed	2024	2025											2026	
			December	January	February	March	April	May	June	July	August	September	October	November	December	January
1. Notice of Award																
2. PE & Plan Development																
IDOT Review																
3. Pre-Final Plan Development																
IDOT Review																
4. Final Plans																
5. Letting																
6. Construction	12/1/2024	11/30/2025														

City of Benton, Illinois
FY-2025 HSIP Safety Application
Install Traffic Signals on South McLeansboro Street at K-8 Access Points

Project Narrative

INTRODUCTION & PROJECT OVERVIEW

South McLeansboro Street carries a significant amount of traffic in the southeastern part of the City of Benton. The roadway surface is 30' face to face of curb on all three roadways involved and they carry a great deal of traffic every day during peak hours creating serious safety and operational problems. Both of these intersections are stop controlled on the minor legs and on the south approaches of South McLeansboro Street. The existing pavement markings at this location are always worn and problematic due to the daily traffic turning movements. These locations have experienced in a number of safety related issues in recent years for the City and the school district.

This location has also experienced some pedestrian and pedalcyclist crashes within the last five years. These crashes impact a very vulnerable population within the community commuting to school that bring a great deal of emphasis to these locations.

The work planned includes adding programmable traffic signals for improved ingress/egress along with improved crosswalks and other pavement markings at these two intersections. This particular location has been a pronounced issue during peak hours of the day since the school was constructed nearly 20 years ago.

The safety and operational problems that exist at these existing access points into the K-8 School is the City's number one problem within the city to ensure the safety of the K-8 students within the community.

EXISTING CONDITIONS

All three routes; South McLeansboro Street, East Forest Street, and East McKenzie Street provide a 30' face-to-face of curb roadway width. The Benton K-8 School serves over 500 students every day that gain access to the school through these two intersections on South McLeansboro with East Forest Street and East McKenzie Street. The ADT shown on the IDOT websites indicates E. Forest has an ADT of 400 vpd and E. McKenzie has an ADT of 1100 vpd. This is misleading since parents must generally negotiate both intersections when dropping off and picking up students from the site.

The city is proposing to install traffic signals at both of these locations to allow them to be programmed to better coordinate traffic movement and allow improved flow of commuters into the school during those peak hour periods. The City of Benton believes these improvements will have a marked safety enhancement on this location accessing the school and reduce the likelihood of any of our children being injured enroute to school. The B/C computed utilizing the tool for the traffic signals at these locations was 1.03.

This project will be a pursuit to rectify serious safety and operational problems the city has had since the K-8 school was built at this site. We believe this project will absolutely improve the daily safety of every K-8 student in Benton!

HSIP Application

For

Franklin County

May 1, 2023

Subject: FY 25 HSIP Submittal
Thompsonville Road – 4' HMA Safety Shoulder

Mr. Kirk Brown, P.E.
Region 5 Engineer
Illinois Department of Transportation
District 9 Headquarters, P.O. Box 100
2801 W. Murphysboro Road
Carbondale, IL 62903
Attention: Mr. Jay Kranz

Dear Mr. Kranz:

Attached is the Franklin County Highway Department's request for consideration of Local HSIP Funding for a safety upgrade to Thompsonville Road that will include; 4' wide HMA safety shoulders with rumble strips, guardrail updates, and restriping the centerline and edge lines to the section of Thompsonville Road from Illinois 34 to Thompsonville Lake Road for a distance of 1.9 miles. This section of Thompsonville Road is a project designated as a high-risk rural road with a fatality that has occurred within the years analyzed (2017-2021).

The planned work consists of constructing a new 4' HMA safety shoulder complete with rumble strips, guardrail upgrades, and restriping to Thompsonville Road from Illinois 34 northerly for 1.90 miles to Thompsonville Lake Road. The B/C computed utilizing the tool for the HMA shoulders, guardrail, and striping was 3.2. This corridor is designated in the Bureau of Safety's website as a good candidate for this treatment to mitigate and help reduce run of the road crashes. As part of this project, Franklin County would also like to address existing damage at the IL 34 and Thompsonville Road caused by semi-truck loading running to nearby coal mines north of this location.

This corridor of Thompsonville Road carries a tremendous amount of semi-truck traffic hauling coal to the processing plant that lies north of this location and adjacent to Thompsonville Road. This HMA safety shoulder project fits a tremendous operational need that will also greatly improve the safety of this road. These safety components added to this candidate location will greatly upgrade the entire route from Illinois 34 to Thompsonville Lake Road.

The attachments include the HSIP Candidate Form, B/C Analysis, 2017-2021 crash data, location map, cost estimate, project timeline, and project narrative. If you have any questions regarding this material, please feel free to contact me at 618-439-0331.

Respectfully submitted,

Mike Rolla
Franklin County Engineer


cc: File



Illinois Department of Transportation

Office of Highways Project Implementation / Bureau of Local Roads & Streets
2300 South Dirksen Parkway / Room 205 / Springfield, Illinois / 62764

Local Roads & Streets Grant Application		
Program Information		
1.	IDOT Grant Program	Local Highway Safety Improvement Program
2.	Solicitation Cycle	Fiscal Year 2025
Applicant Information		
3.	Lead Applicant Name (Local Public Agency)	Franklin County Highway Department
4.	Partners/Co-Applicants	
5.	Employer / Taxpayer Identification Number (EIN, TIN) for Lead Applicant	
6.	Organizational UEI Number (SAM.GOV) for Lead Applicant	
7.	Business Address for Lead Applicant	Street Address: 13034 Oddfellow Lane City: Benton State: Illinois County: Franklin Zip + 4: 62812
Applicant's Name and Contact Information for Person to be involving this Application		
8.	First Name	Mike
9.	Last Name	Rolla
10.	Suffix	
11.	Title	Franklin County Engineer
12.	Organizational Affiliation	Franklin County Highway Department
13.	Telephone Number	618-439-0331
14.	Fax Number	618-439-6411
15.	Email address	coengfranklinohwy@frontier.com
Applicant's Project		
16.	Description of Applicant's Project	Thompsonville Rd Safety Upgrade

 Illinois Department of Transportation						HSIP Candidate Form						
											FY 2024	
ID:		Contract:			Award Date:			Completion Date:				
District: 9		County: Franklin					City: Thompsonville					
Key route: FAS 868		Marked route: County Highway #7										
Road Name: Thompsonville Road				Intersecting Roadway: N/A <input type="checkbox"/>								
Length: 1.90 miles				<input checked="" type="checkbox"/> N/A			Mile station: to					
Location Description: Lake of Egypt Road – 4' HMA Safety Shoulder with Rumble Strips, Guardrail & Pavement Markings												
<input checked="" type="checkbox"/> Rural		<input type="checkbox"/> Urban		Lanes: 2								
AADT(Segment): 1850				Total Entering AADT (Intersection): N/A					Speed Limit: 55 mph			
Friction Test Results:				<input checked="" type="checkbox"/> N/A				Lighting Present: <input type="checkbox"/> Y <input checked="" type="checkbox"/> N				
CHSP Emphasis Area(s): Segments						<input type="checkbox"/> District Documentation		<input type="checkbox"/> Systematic Improvements		<input type="checkbox"/> N/A		
Peer Group: Rural Two-Lane Roadway											<input type="checkbox"/> N/A	
Other:												
Crashes Details												
Year	Total Crashes	Fatal Crashes	Fatalities	A-Injury Crashes	A-Injuries	B-Injury Crashes	B-Injuries	C-Injury Crashes	C-Injuries	PDO	Wet-Weather Crashes	Darkness (Not lighted) Crashes
2017	2	0	0	0	0	0	0	0	0	2	0	1
2018	3	0	0	0	0	1	1	0	0	2	0	1
2019	1	0	0	0	0	0	0	0	0	1	0	0
2020	3	0	0	0	0	0	0	0	0	3	0	1
2021	2	1	1	0	0	0	0	0	0	1	0	0
Total	11	1	1	0	0	1	1	0	0	9	0	3
Location Description: Thompsonville Road – Between Illinois 34 and Thompsonville Lake Road												
Problem Description: Existing roadway is 22' wide with large semi loads with history of fixed object crashes												
Previous Safety Improvements: None												
Collision Diagram: <input checked="" type="checkbox"/> Y <input type="checkbox"/> N								Images: <input checked="" type="checkbox"/> Y <input type="checkbox"/> N				
Predominant Crash Types: Fixed Object												
Proposed Improvement(s): HMA 4' Safety Shoulder with Rumble Strips & Minor Pavement Repairs												
Estimated Project Cost (\$000's): \$850,470								Benefit-Cost Ratio: 3.2				
Local Projects: Proposed project is in Franklin County jurisdiction												
Annual Fatal Crash Rate (Fatal Crashes/100 Miles):						Annual A-Injury Crash Rate (A-Injury Crashes/100 Miles):						
Local Roads Rural Functional Class: Major Collector												
Approved:								Central HSIP Approval Date:				
Signed: State Safety Engineer								Funding: <input checked="" type="checkbox"/> HSIP <input checked="" type="checkbox"/> HRRR <input type="checkbox"/> RAIL				
Comment:												
Distribution:		<input type="checkbox"/> OPP		<input type="checkbox"/> District		<input type="checkbox"/> BSPE		<input type="checkbox"/> LRS		<input type="checkbox"/> BDE		

PROJECT DESCRIPTION - PROJECT DATA INPUT (LOCAL SEGMENTS)

<u>Project:</u>	Thompsonville Road Safety Shoulders				<u>Prepared by:</u>	BFW			
<u>District:</u>	9		<u>County:</u>	Franklin	<u>City:</u>	Thompsonville			
<u>Key Route:</u>	FAS 868		<u>Marked Route:</u>	CH 7	<u>MilePost:</u>				
<u>Location:</u>	From Illinois 34 north to Thompsonville Lake Road								
							<u>Length (miles):</u>	1.9	
<u>Crash data:</u>	5		Years		<u>Begin Station:</u>				
	From	2017	to	2021	<u>End Station:</u>				
							<u>Traffic Growth factor</u>	3.0%	
<u>Peer Group:</u>	Peer Group 4 - Rural AADT 1,001-2,500 / two lanes							<u>Interest rate</u>	4.0%

<u>Messages</u>
Please provide a detailed cost estimation for all countermeasures along with this summary sheet.
The combined effect of multiple countermeasures is limited to 0.60 or the smallest CMF
4.7.15.AL.1 - Roadside Safety - New guardrail along embankment does not fully match HSM Setting/Facility Type Criteria

LOCAL SEGMENTS CRASH SEVERITY DISTRIBUTION BY CRASH TYPE FOR ANALYSIS PERIOD

<u>Crash Type</u>	All Crashes (Aggregated crash input only)	CRASH TYPE																	SPECIAL CASE		Total
		Angle	Animal	Fixed Object	Head On	Left Turn	Other Noncollision	Other Object	Overturned	Pedestrian	Pedalcyclist	Parked Vehicle	Rear End	Right Turn	Sideswipe Same Direction	Sideswipe Opposite Direction	Turning	Train	Night Time	Wet Pavement	
<u>Crash Severity</u>	ALL	AG	AN	FO	HO	LT	OtherNC	OtherO	OVT	PD	PDC	PKV	RE	RT	SSD	SOD	T	TR	NGT	WP	TOT
Fatal Crashes				1															0	0	1
A-Injury Crashes																			0	0	0
B-Injury Crashes																	1		0	0	1
C-Injury Crashes																			0	0	0
PDO Crashes			6	1								1				1			0	0	9

LOCAL SEGMENTS BENEFIT COST ANALYSIS

BENEFIT CALCULATIONS			COUNTERMEASURE COST CALCULATIONS							
COUNTERMEASURE	CMF *	Crash Type affected by this improvement	Unit Cost	Quantity	Units	Total Cost	Service Life	Present worth	EUAC **	
4.1.3.S1.1 - Pavement Treatments - Add or Widen Paved Shoulder	0.89	ROR, FO, HO, OVT, SOD, SSD	\$345,000	1.9	Miles	\$655,500	15	\$655,500	\$59,000	
4.1.9.S1.1 - Pavement Treatments - Install Rumble Strips (Shoulder)	0.67	FO, OVT	\$7,400	1.9	Miles	\$14,060	8	\$24,334	\$2,200	
4.3.5.S1.1 - Pavement Markings - Place Edgeline and Centerline Markings	0.76	All	\$61,000	1.9	Miles	\$115,900	1	\$1,340,165	\$120,550	
4.7.15.AL.1 - Roadside Safety - New guardrail along embankment	0.93	FO, OVT	\$65	750	Unit Qnty	\$48,750	15	\$48,750	\$4,400	
TOTAL BENEFIT	\$589,200		TOTAL COST						\$186,150	

BENEFIT/ COST	3.20	ANNUAL NUMBER OF FATALITIES POTENTIALLY PREVENTED	0.09	TOTAL FATALITIES PREVENTED	0.45
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* CMF = Crash Modification Factor
** EUAC = Estimated Uniform Annual Cost

Franklin County Highway Department
FY-2024 HSIP Safety Application
Install 4' HMA Safety Shoulder on Thompsonville Road

Safety Data Analysis

SAFETY ANALYSIS

A total of 11 crashes occurred on the 1.9 mile stretch of Thompsonville Road over a 5-year period (2017-2021).

Figure 1 depicts the locations and distribution of crashes within the study area by year. During this period studied there was 1 - 'Fatal' crash and 1 – 'B' Injury crash. **Figures 2 & 3** illustrate how Roadway Departures on the local system in Franklin County have higher Fatal and A-Injury crashes when compared to the State System of roadways. **Figure 4** provides a map that shows this section of Thompsonville Road with a high-risk rural road designation in Franklin County. **Map 1** shows where Thompsonville Road is flagged as being a Local Safety Tier Roadway. **Figure 5** illustrates that in Franklin County road departure crashes account for the highest percentage of A-Injury crashes and Fatal crashes. Finally, **Figure 6** portrays how local Franklin County road departure crashes occur more than those on the state system in most years.

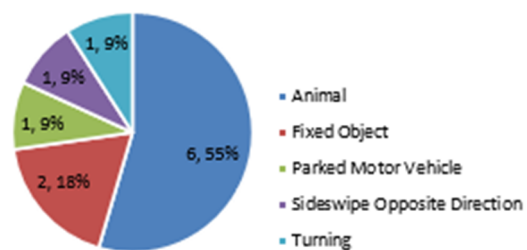
This targeted HMA Safety Shoulder, guardrail and pavement marking treatment to Thompsonville Road should provide significant improvements to the roadway safety and operations!

FIGURE 1: CRASH LOCATIONS / SUMMARY BY SEVERITY & YEAR – THOMPSONVILLE RD

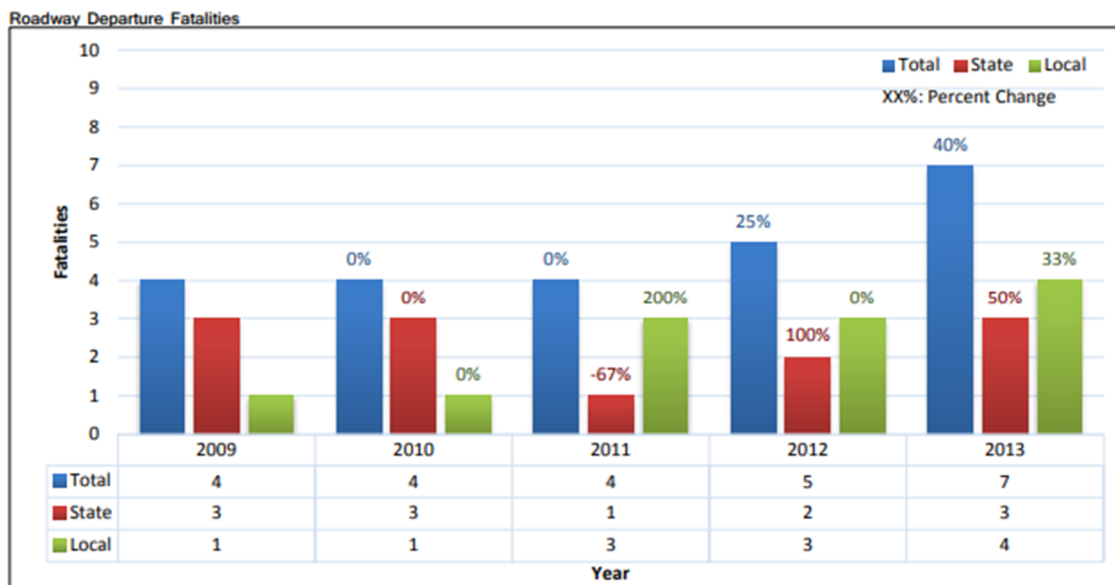


Crashes & Injuries by Year										
Year	Total Crashes	Fatal Crashes	A-Injury Crashes	B-Injury Crashes	C-Injury Crashes	PDO Crashes	Wet Weather	Darkness Crashes	Ice/Snow Crashes	Impaired Driver
2017	2	0	0	0	0	2	0	1	1	0
2018	3	0	0	1	0	2	0	1	0	0
2019	1	0	0	0	0	1	0	0	0	0
2020	3	0	0	0	0	3	0	1	0	0
2021	2	1	0	0	0	1	0	0	0	1
Totals	11	1	0	1	0	9	0	3	1	1

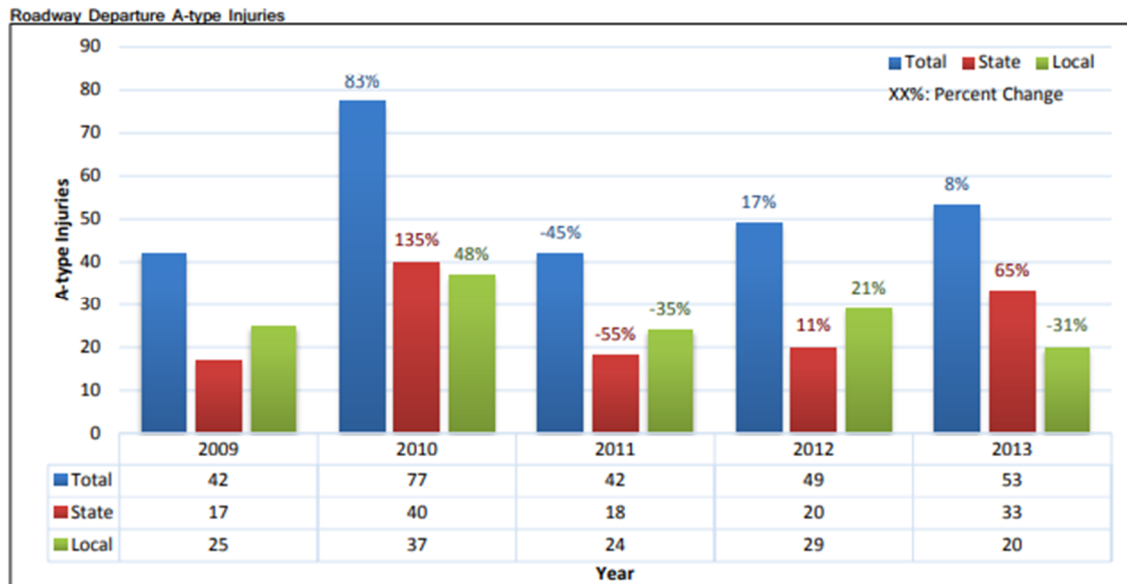
Crash Data by Type of Collision							
Type	Total Number	2017	2018	2019	2020	2021	% Crashes
Angle	0						0%
Animal	6	1	2	1	2		55%
Parked Vehicle	1	1					9%
Fixed Object	2				1	1	18%
Front to Rear	0						0%
Pedestrian	0						0%
SSW Opposite	1					1	9%
Turning	1		1				9%
Totals	11	2	3	1	3	2	100%



FIGURES 2 & 3: COMPARING ROADWAY DEPARTURES: STATE TO LOCAL (FRANKLIN)

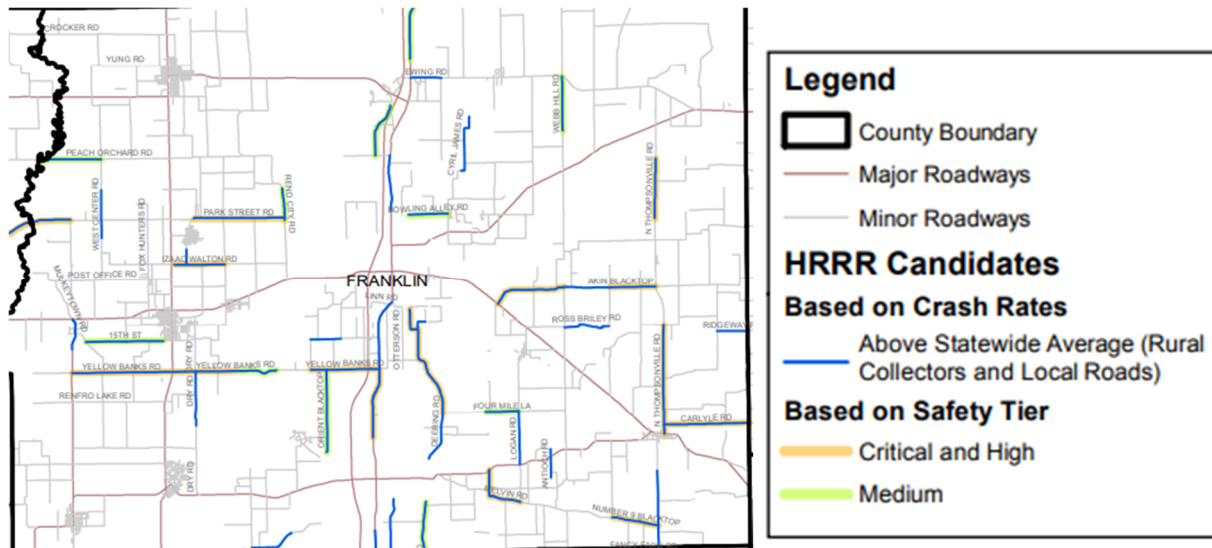


The Local System in most years has a higher incidence of Roadway Departure Crashes with Fatalities in Franklin County than the State System!



The Local System has just as high incidence of Roadway Departure Crashes with 'A' Type injuries in Franklin County as the State System!

FIGURE 4: HIGH RISK ROADS IN FRANKLIN COUNTY



Map 1 Depicts Thompsonville Road as well suited for HMA safety shoulder treatment from the Bureau of Safety's RORI Site.

MAP 1: BUREAU OF SAFETY – LOCAL SAFETY TIER ROADWAY

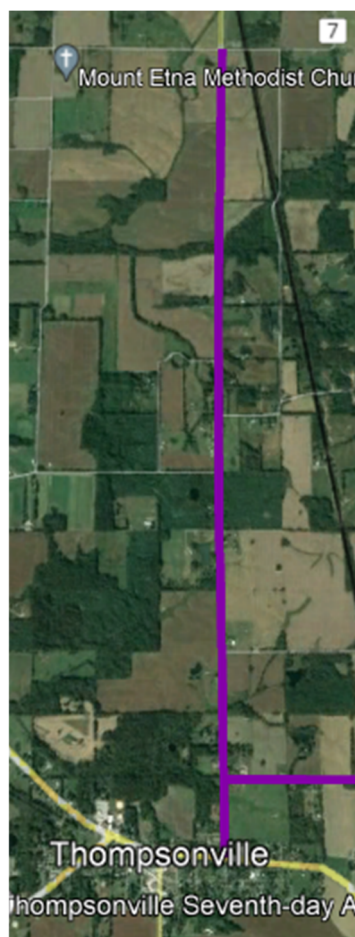


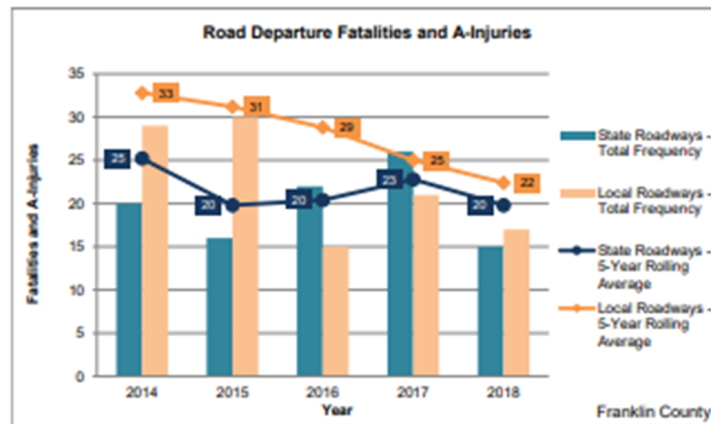
FIGURE 5: CRASH BREAKDOWN BY CAUSE AND FREQUENCY

	Franklin County - State Roadways						Franklin County - Local/County Roadways					
	Fatalities			A-Injuries			Fatalities			A-Injuries		
	Percent	Frequency	Percent Change '14 to '18 *	Percent	Frequency	Percent Change '14 to '18 *	Percent	Frequency	Percent Change '14 to '18 *	Percent	Frequency	Percent Change '14 to '18 *
Emphasis Areas		26	0.0%		209	-32.7%		16	-100.0%		205	-24.5%
Younger Driver (16-20)	23.1%	6	-100.0%	13.9%	29	-37.5%	31.3%	5	0.0%	23.9%	49	-33.3%
Older Driver (65+)	23.1%	6	-100.0%	26.3%	55	-33.3%	18.8%	3	-100.0%	10.7%	22	-37.5%
Speeding/Aggressive Driver ^c	7.7%	2	0.0%	30.1%	63	-44.4%	43.8%	7	0.0%	30.7%	63	-50.0%
Unrestrained Occupants	23.1%	6	50.0%	14.4%	30	-82.4%	31.3%	5	0.0%	12.2%	25	-66.7%
Impaired Driver	65.4%	17	33.3%	12.0%	25	100.0%	50.0%	8	0.0%	14.6%	30	-57.1%
Fatigued/Drowsy/Distracted Driver	0.0%	0	0.0%	9.1%	19	-66.7%	6.3%	1	-100.0%	3.4%	7	0.0%
Pedestrian	3.8%	1	0.0%	1.4%	3	-100.0%	12.5%	2	-100.0%	2.0%	4	0.0%
Pedalcyclist	3.8%	1	-100.0%	1.0%	2	-100.0%	0.0%	0	0.0%	1.5%	3	100.0%
Motorcycle	11.5%	3	0.0%	13.4%	28	25.0%	25.0%	4	-100.0%	12.7%	26	-20.0%
Heavy Vehicle	11.5%	3	0.0%	12.4%	26	25.0%	0.0%	0	0.0%	1.5%	3	-100.0%
Train	0.0%	0	0.0%	0.0%	0	0.0%	0.0%	0	0.0%	0.0%	0	0.0%
Road Departure ^d	73.1%	19	0.0%	38.3%	80	-29.4%	62.5%	10	-100.0%	49.8%	102	-39.3%
Intersection ^e	7.7%	2	-100.0%	21.5%	45	-41.7%	12.5%	2	0.0%	36.6%	75	-18.8%
Work Zone	0.0%	0	0.0%	1.0%	2	-100.0%	0.0%	0	0.0%	0.0%	0	0.0%

* * * * *

Road Departure crashes account for the highest percentage of A-Injury type crashes and Fatal crashes in Franklin County!

FIGURE 6: ROAD DEPARTURE SEVERE CRASH FREQUENCY – LOCAL VS. STATE



COUNTERMEASURES – HMA 4' SAFETY SHOULDER WITH RUMBLE STRIPS

Franklin County plans to utilize four primary safety measures as part of this project to completely upgrade the route with relevant safety initiatives to improve this vital roadway from IL 34 to Thompsonville Lake Road:

- Install a 4' wide HMA safety shoulder adjacent to Thompsonville Road from Illinois 34 to Thompsonville Lake Road.
- Install shoulder rumble strips within this HMA shoulder.
- Upgrade the existing guardrail present on the route provide proper height and terminal sections.
- Refresh the centerline and pavement markings on Thompsonville Road.

We believe this 4' HMA Safety Shoulder project added to existing Thompsonville Road will substantially and meaningfully improve this roadway for the better making it safer for all its daily traffic! Total costs for all this work are estimated at \$850,500. The B/C for this project is 3.20.

LOCATION MAP

Franklin County FY25-HSIP Application Thompsonville Road HMA Shoulders & Rumble Strips

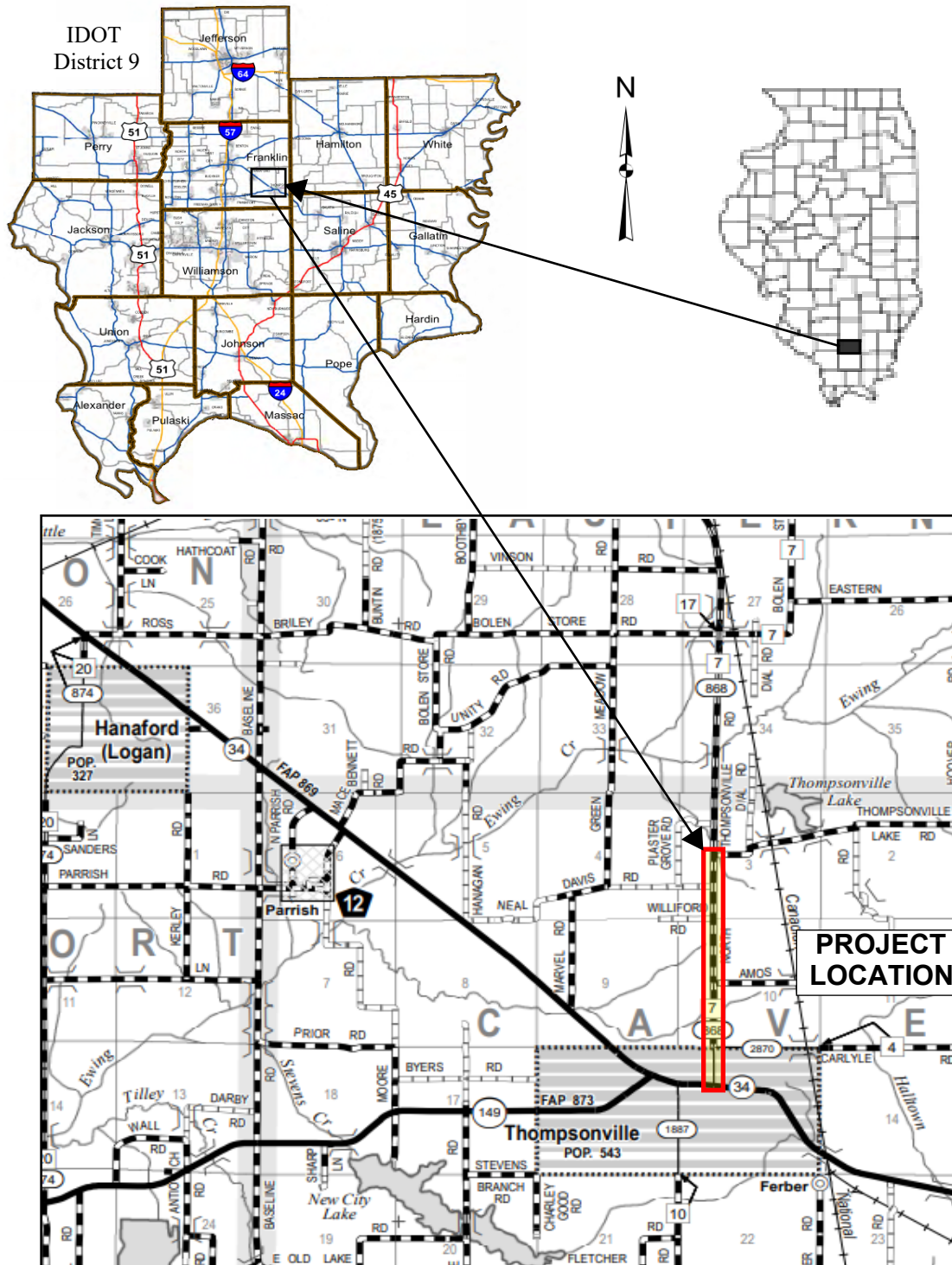


PHOTO 1: EXISTING PAVEMENT & SHOULDER CONDITIONS



PHOTOS 2 & 3: EXISTING PAVEMENT DAMAGE ON THOMPSONVILLE ROAD



PHOTO 4: EXISTING DEFICIENT GUARDRAIL & TERMINAL SECTIONS





Estimate of Cost

For a total distance of		1.9 miles	Net improvement of	
Type	Bituminous	Width	4'	Thickness
Shoulders	4' HMA	Average Haul		8"
				Maximum Grade
				%

Made by BFW Date 4/7/2021 Examined _____, _____
Checked by _____ Date _____ Regional Engineer

Franklin County Highway Department
FY-25 HSIP PROJECT TIMELINE

Franklin County HSIP - Thompsonville Road 4' HMA Safety Shoulder Project																
Work Item	Start Date	Date Completed	2023			2024										
			October	November	December	January	February	March	April	May	June	July	August	September	October	November
1. Notice of Award	10/1/2023	10/31/2023														
2. PE & Plan Development	11/1/2023	1/31/2024														
IDOT Review	1/1/2024	2/28/2024														
3. Pre-Final Plan Development	2/1/2024	4/30/2024														
IDOT Review	4/1/2024	5/31/2024														
4. Final Plans	5/1/2024	6/30/2024														
5. Letting	7/1/2024	7/31/2024														
6. Construction	8/1/2024	11/30/2024														

Franklin County Highway Department
FY-2024 HSIP Safety Application
Install 4' HMA Safety Shoulder on Thompsonville Road

Project Narrative

INTRODUCTION & PROJECT OVERVIEW

Thompsonville Road carries a significant amount of traffic in the eastern portion of Franklin County. The roadway surface is 22' wide and carries a tremendous amount of commercial semi-truck traffic everyday creating edge of pavement drop offs as a result of the high traffic volumes that can be unsafe resulting in many fixed type crashes. Additionally, the existing guardrail does not meet current federal safety standards, and due to the high traffic volumes, the existing pavement markings seem to always be severely worn and problematic. This has resulted in a significant amount of serious crashes on this roadway over the recent years.

This project will consist of constructing a new four-foot HMA Safety Shoulder adjacent to the pavement for 1.9 miles of Thompsonville Road extending from Illinois 34 to Thompsonville Lake Road. This work will also include the installation of rumble strips on this new HMA shoulder, updating guardrail, and placing new centerline & edge markings.

The county is also proposing to include minor pavement repairs to the project largely due to the large semi-truck traffic that has pushed and rutted the road near the intersection with IL 34. This work will enhance the multi-faceted safety improvements that are part of this project.

EXISTING CONDITIONS

Thompsonville Road provides a 22' wide pavement surface as a significant artery in Franklin County that connects areas in southern Franklin County to Illinois 34, Thompsonville, Akin and the agricultural area between. The daily traffic ranges from commuter traffic to commercial use. This roadway also is part of the connection to the Foresight Energy Coal Mine facilities north of this location near Akin on this section of roadway. The Foresight Energy Coal Mines are a major employer in the county, but it also generates a very large amount of semi traffic that delivers bituminous coal to the facility on the northeast side of Franklin County.

It has long been a goal of this county to be able to provide wider, high type shoulders on this roadway largely due to the types of traffic that use it but to also help reduce accidents on this roadway. The upgraded guardrail and pavement markings will further ensure safety on the job. This project will accomplish all these goals!

HSIP Application

For

Village of Mt. Vernon

May 1, 2023

Subject: FY 25 HSIP Submittal
City of Mt. Vernon
Veteran's Memorial Parkway & 34th Street

Mr. Kirk Brown, P.E.
Region 5 Engineer
Illinois Department of Transportation
District 9 Headquarters, P.O. Box 100
2801 W. Murphysboro Road
Carbondale, IL 62903
Attention: Mr. Jay Kranz

Dear Mr. Kranz:

Attached is the City of Mt. Vernon's request for consideration of Local HSIP Funding for a complete a safety improvement on Veteran's Memorial Parkway at the intersection of 34th Street in southern Mt. Vernon. The work planned includes adding traffic signals for improved safety and enhanced operational improvements along with pedestrian crosswalks at this location. This intersection is an extremely busy intersection providing access to a nearby regional hospital, Mt. Vernon Township High School, sports complex, aquatic zoo water park, commercial areas, residential areas not to mention serving as a link to Interstate 57, Illinois 15 and Illinois 148.

This intersection is currently a four way stop condition with left turn lanes in all four quadrants. The total ADT entering the intersection is currently 13400 vehicles per day making it one of the busiest locations within the City of Mt. Vernon without traffic signals. The ADT on Veteran's Memorial Parkway is 10,000 vehicles per day and 34th Street has an existing ADT of 3,400 vehicles per day. This intersection serves a broad spectrum of daily commuters making the hourly traffic very high throughout all hours of the day. The geometry at the existing intersection is already in very good condition with left turn lanes on all four legs as well as shared through and right turn lanes. It only lacks the addition of traffic signals to improve upon the intersection safety reducing the likelihood of serious crashes.

The city is proposing to install traffic signals at this location to better coordinate traffic movement and allow improved flow of motorists and commuters through this intersection daily. The City of Mt. Vernon believes this improvement will have a marked safety enhancement on this location to improve access to the wide variety of venues it serves. The B/C computed utilizing the BC Tool for the traffic signals at these locations was 1.0.

The attachments include the HSIP Candidate Form, B/C Analysis, 2017-2021 crash data, location map, cost estimate, project timeline, and a project narrative. If you have any questions regarding this material, please feel free to contact me at 618-242-6802.

Respectfully submitted,

Ms. Mary Ellen Bechtel
Mt. Vernon City Manager


cc: File



Illinois Department of Transportation

Office of Highways Project Implementation / Bureau of Local Roads & Streets
2300 South Dirksen Parkway / Room 205 / Springfield, Illinois / 62764

Local Roads & Streets Grant Application		
Program Information		
1.	IDOT Grant Program	Local Highway Safety Improvement Program
2.	Solicitation Cycle	Fiscal Year 2025
Applicant Information		
3.	Lead Applicant Name (Local Public Agency)	City of Mt. Vernon
4.	Partners/Co-Applicants	
5.	Employer / Taxpayer Identification Number (EIN, TIN) for Lead Applicant	EIN: 37-6001118
6.	Organizational UEI Number (SAM.GOV) for Lead Applicant	FNS9FLGB5YV9
7.	Business Address for Lead Applicant	Street Address: 1100 Main St. City: Mt. Vernon State: Illinois County: Jefferson Zip + 4: 62864
Applicant's Name and Contact Information for Person to be involving this Application		
8.	First Name	Mary Ellen
9.	Last Name	Bechtel
10.	Suffix	
11.	Title	Mt. Vernon City Manager
12.	Organizational Affiliation	City of Mt. Vernon
13.	Telephone Number	618-242-6802
14.	Fax Number	618-242-0746
15.	Email address	citymanager@mtvernon.com
Applicant's Project		
16.	Description of Applicant's Project	Veterans's Memorial Parkway at 34 th St. Safety Upgrades

 Illinois Department of Transportation						HSIP Candidate Form						
											FY 2025	
ID:		Contract:			Award Date:			Completion Date:				
District: 9		County: Jefferson					City: Mt. Vernon					
Key route: FAU 8725		Marked route: Veteran's Memorial Drive										
Road Name: Veteran's Memorial Drive				Intersecting Roadway: 34 th Street <input checked="" type="checkbox"/>								
Length: 0.1 miles				<input checked="" type="checkbox"/> N/A			Mile station: to					
Location Description: Veteran's Memorial Parkway intersections with 34 th Street on the western side of Mt. Vernon												
<input type="checkbox"/> Rural		<input checked="" type="checkbox"/> Urban		Lanes: 2								
AADT(Segment): N/A				Total Entering AADT (Intersection): 13,400 vpd					Speed Limit: 35 mph			
Friction Test Results:				<input checked="" type="checkbox"/> N/A			Lighting Present: <input checked="" type="checkbox"/> Y <input type="checkbox"/> N					
CHSP Emphasis Area(s): Intersection						<input type="checkbox"/> District Documentation		<input type="checkbox"/> Systematic Improvements		<input type="checkbox"/> N/A		
Peer Group: Urban Two Lane Roadway											<input type="checkbox"/> N/A	
Other:												
Crashes Details												
Year	Total Crashes	Fatal Crashes	Fatalities	A-Injury Crashes	A-Injuries	B-Injury Crashes	B-Injuries	C-Injury Crashes	C-Injuries	PDO	Wet-Weather Crashes	Darkness (Not lighted) Crashes
2017	11	0	0	0	0	0	0	1	1	10	1	1
2018	5	0	0	0	0	1	1	2	2	3	2	0
2019	7	0	0	0	0	0	0	0	0	7	1	2
2020	5	0	0	0	0	0	0	0	0	5	0	1
2021	4	0	0	0	0	0	0	0	0	4	0	2
Total	32	0	0	0	0	1	1	3	3	29	4	6
Location Description: Veteran's Memorial Parkway intersections with 34 th Street on the western side of Mt. Vernon												
Problem Description: Existing intersection has a great deal of traffic volumes & turning movements with serious crashes.												
Previous Safety Improvements: None												
Collision Diagram: <input checked="" type="checkbox"/> Y <input type="checkbox"/> N								Images: <input checked="" type="checkbox"/> Y <input type="checkbox"/> N				
Predominant Crash Types: Rear End, Turning & Angle												
Proposed Improvement(s): Provide traffic signals with improved crosswalks.												
Estimated Project Cost (\$000's): \$265,000								Benefit-Cost Ratio: 1.00				
Local Projects: Proposed project is in the City of Mt. Vernon's jurisdiction												
Annual Fatal Crash Rate (Fatal Crashes/100 Miles):						Annual A-Injury Crash Rate (A-Injury Crashes/100 Miles):						
Local Roads Rural Functional Class: Principal Arterial												
Approved:								Central HSIP Approval Date:				
Signed: State Safety Engineer								Funding: <input checked="" type="checkbox"/> HSIP <input checked="" type="checkbox"/> HRRR <input type="checkbox"/> RAIL				
Comment:												
Distribution:		<input type="checkbox"/> OPP		<input type="checkbox"/> District		<input type="checkbox"/> BSPE		<input type="checkbox"/> LRS		<input type="checkbox"/> BDE		

PROJECT DESCRIPTION - PROJECT DATA INPUT (LOCAL INTERSECTIONS)

Project:	Veteran's Memorial Parkway and 34th Street - Intersection Safety Improvement				Prepared by:	BFW				
District:	9	County:	Jefferson	City:	Mt. Vernon	Date	3/20/2023			
Key Route:	FAU 8725	Marked Route:	Veteran's Mem. Pkwy	MilePost:		Current AADT:	Major Street Minor Street			
Location:	Southwest part of Mt. Vernon just east of I-57 on Veteran's Memorial Parkway & 34th Street Intersection					10000 3400				
Crash data:	5	Years						Traffic Growth factor:	3.0%	
	From	2017	to	2021					Interest rate:	4.0%
Peer Group:	Peer Group 6 - Urban All-Way Stop Control Intersection									

Messages

Please provide a detailed cost estimation for all countermeasures along with this summary sheet.

3.4.1.I6.1 - Signalization - Install Traffic Signals does not fully match HSM Setting/Facility Type Criteria

The combined effect of multiple countermeasures is limited to 0.60 or the smallest CMF

The analysis contains a User Defined Countermeasure (please provide supporting documentation)

LOCAL INTERSECTION CRASH SEVERITY DISTRIBUTION BY CRASH TYPE FOR ANALYSIS PERIOD

Crash Type	All Crashes (Aggregated crash input only)	CRASH TYPE																	SPECIAL CASE		Total
		Angle	Animal	Fixed Object	Head On	Left Turn	Other Noncollision	Other Object	Overtured	Pedestrian	Pedalcyclist	Parked Vehicle	Rear End	Right Turn	Sideswipe Same Direction	Sideswipe Opposite Direction	Turning	Train	Night Time	Wet Pavement	
Crash Severity	ALL	AG	AN	FO	HO	LT	OtherNC	OtherO	OVT	PD	PDC	PKV	RE	RT	SSD	SOD	T	TR	NGT	WP	TOT
Fatal Crashes																			0	0	0
A-Injury Crashes																			0	0	0
B-Injury Crashes													1						0	0	1
C-Injury Crashes		1											3						0	0	4
PDO Crashes		6			1			1				1	9		1		8		0	0	27

LOCAL INTERSECTION BENEFIT COST ANALYSIS

BENEFIT CALCULATIONS				COUNTERMEASURE COST CALCULATIONS							
COUNTERMEASURE		CMF *	Crash Type affected by this improvement	Unit Cost	Quantity	Units	Total Cost	Service Life	Present Worth	EUAC **	
3.5.101.UD.1 - User Defined - Install a traffic signal		0.56	All	\$205,000	1	Unit Qnty	\$205,000	20	\$205,000	\$15,100	
3.2.34.I6.1 - Pavement - Install crosswalk on one minor approach		0.35	All	\$10,000	2	Unit Qnty	\$20,000	5	\$61,055	\$4,500	
			All								
			All								
TOTAL BENEFIT		\$19,650		TOTAL COST							\$19,600

BENEFIT/ COST	1.00	ANNUAL NUMBER OF FATALITIES POTENTIALLY PREVENTED	0.00	TOTAL FATALITIES PREVENTED	0.00
---------------	------	---	------	----------------------------	------

***NOTE: IF THE NUMBER OF LEGS AFFECTED VARIES BY COUNTERMEASURES SELECTED, THEN CALCULATE THE BENEFIT-COST RATIO FOR EACH COUNTERMEASURE SEPARATELY (Use separate spreadsheets for each countermeasure applied).

* CMF = Crash Modification Factor

** EUAC = Estimated Uniform Annual Cost

City of Mt. Vernon
Veteran's Memorial Parkway & 34th Street

▼ Countermeasure: Install a traffic signal

<input checked="" type="checkbox"/>	0.56	44	★★★★★	All	All	Rural	HARKEY ET AL., 2008	Countermeasure name has been s...[READ MORE]
-------------------------------------	------	----	-------	-----	-----	-------	---------------------------	---

STUDY: [ACCIDENT MODIFICATION FACTORS FOR TRAFFIC ENGINEERING AND ITS IMPROVEMENTS, HARKEY ET AL., 2008](#)

Star Quality Rating:		★★★★★ [VIEW SCORE DETAILS]
Rating Points Total:		145

Crash Modification Factor (CMF)	
Value:	0.56
Adjusted Standard Error:	0.03
Unadjusted Standard Error:	

Crash Reduction Factor (CRF)	
Value:	44 <i>(This value indicates a decrease in crashes)</i>
Adjusted Standard Error:	3
Unadjusted Standard Error:	

Applicability	
Crash Type:	All
Crash Severity:	All

City of Mt. Vernon, Illinois
FY-2025 HSIP Safety Application
Veteran's Memorial Parkway & 34th Street - Install Traffic Signals

Safety Data Analysis

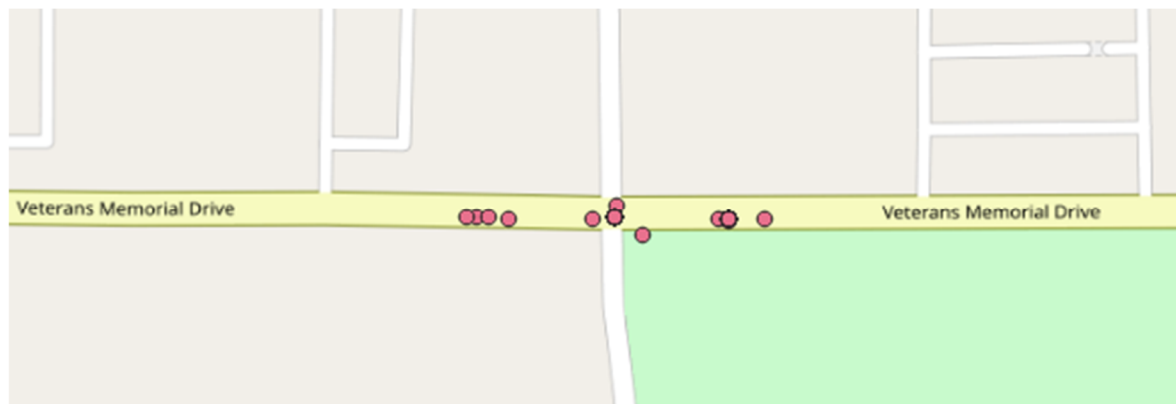
SAFETY ANALYSIS

A total of 32 crashes occurred within the limits of the area studied on Veteran's Memorial Parkway at 34th Street in Mt. Vernon over a 5-year period (2017-2021).

Figure 1 depicts the locations and distribution of crashes within the study area by year. During this period studied there was 1 – 'B' Injury crash and 3 – 'C' Injury crashes. **Figures 2 & 3** illustrate the rates of serious crashes on the local system in Jefferson County are resulting in most cases with more Fatal and A-Injury crashes than even the State System. **Figures 4 & 5** shows the rates of serious crashes in Jefferson County for Younger and Aggressive Drivers. **Figure 6** shows the rates of serious crashes in Jefferson County at Intersections. **Figures 7 & 8** shows the rates of serious crashes in Jefferson County for Pedestrians and Pedalcyclists. Finally, **Figure 9** illustrates that in Jefferson County, intersection, young driver and unrestrained occupant crashes account for a high percentage of A-Injury crashes and Fatal crashes on the local highway systems.

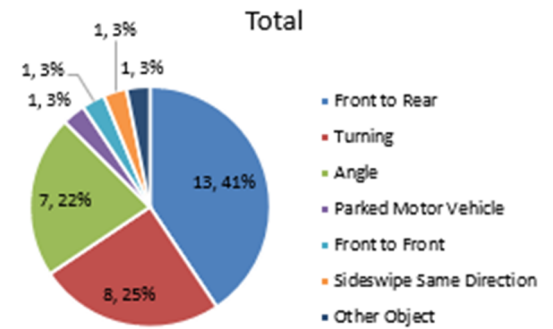
This planned installation of traffic signals at the Veteran's Memorial Parkway intersection with 34th Street should provide significant improvements to the roadway safety and operations!

FIGURE 1: CRASH LOCATIONS & SUMMARY BY SEVERITY & YEAR – VETERAN'S/34TH

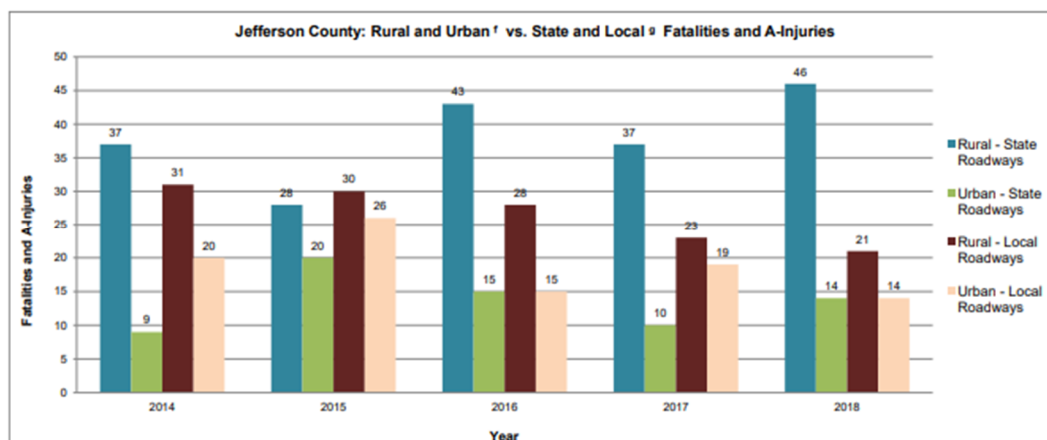


Crashes & Injuries by Year										
Year	Total Crashes	Fatal Crashes	A-Injury Crashes	B-Injury Crashes	C-Injury Crashes	PDO Crashes	Wet Weather	Darkness Crashes	Ice/Snow Crashes	Impaired Driver
2017	11	0	0	0	1	10	1	1	1	0
2018	5	0	0	1	2	3	2	0	0	1
2019	7	0	0	0	0	7	1	2	1	0
2020	5	0	0	0	0	5	0	1	0	0
2021	4	0	0	0	0	4	0	2	1	1
Totals	32	0	0	1	3	29	4	6	3	2

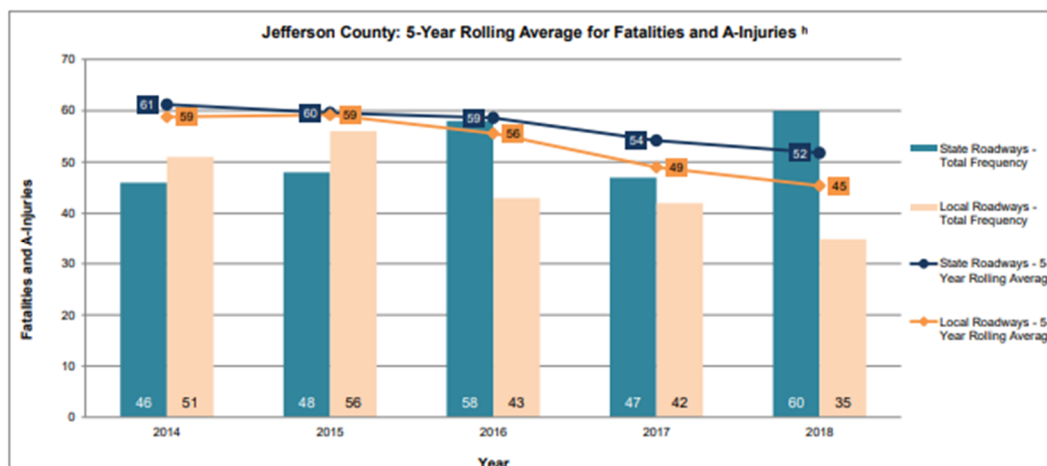
Crash Data by Type of Collision							
Type	Total Number	2017	2018	2019	2020	2021	% Crashes
Angle	7	2		2	3		22%
Animal	0						0%
Other Object	1			1			3%
Front to Rear	13	6	4	1		2	41%
Front to Front	1			1			3%
Parked Vehicle	1				1		3%
Sideswipe	1		1				3%
Turning	8	3		2	1	2	25%
Totals	32	11	5	7	5	4	100%



FIGURES 2 & 3: COMPARING URBAN SERIOUS CRASHES: STATE - LOCAL (JEFFERSON)

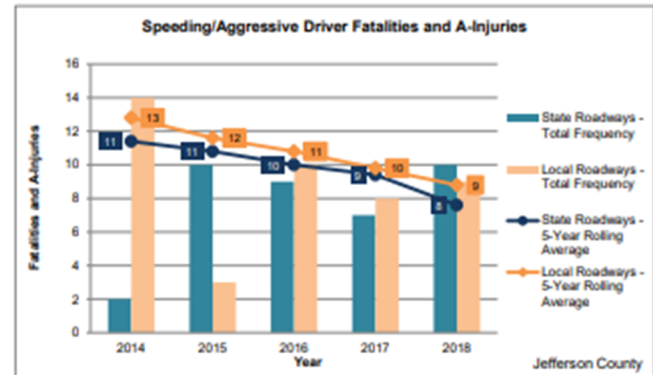
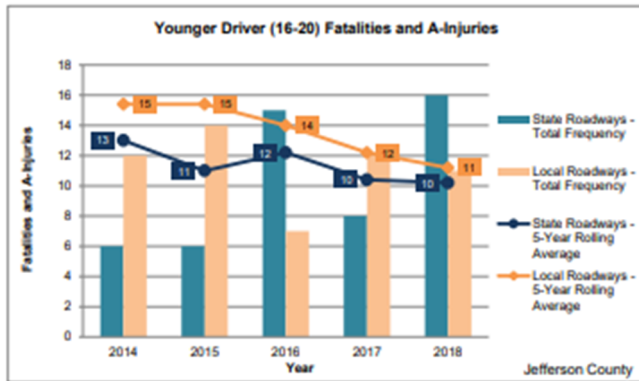


The Local System has a higher incidence of Serious Crashes on urban roadways than the State System in Jefferson County!

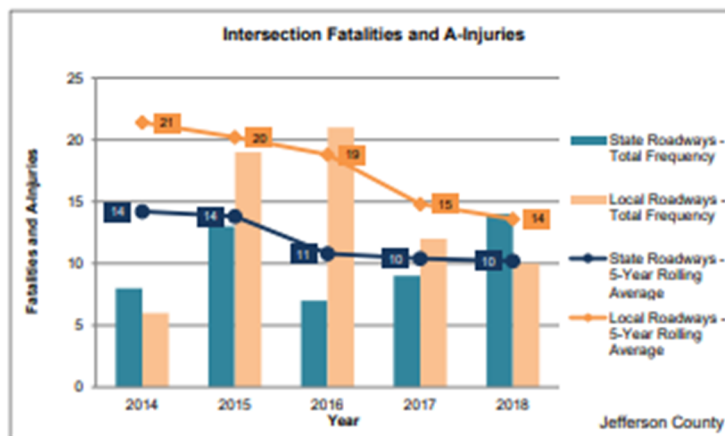


The Local Roadway System in some years has a higher incidence of Serious Crashes than the State System in Jefferson County!

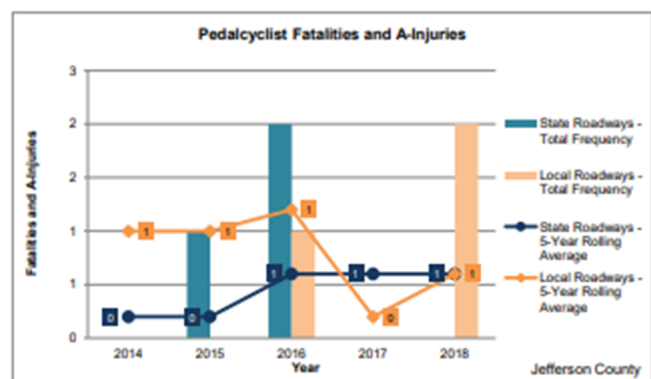
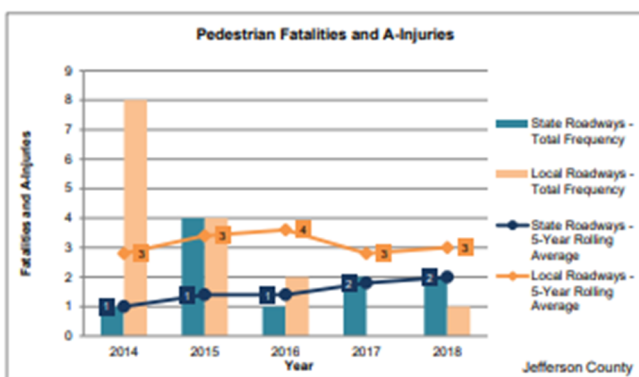
FIGURES 4 THRU 8: COMPARING SERIOUS CRASH TYPES: STATE - LOCAL (JEFFERSON)



The Local System has a higher incidence of Younger Driver and Aggressive Crashes with serious injuries than the State System in Jefferson County!



The Local System also has a higher incidence of Intersection Crashes with serious injuries than the State System in Jefferson County!



In most instances, the Local System also has a higher incidence of Pedestrian/Pedalcyclist Crashes with serious injuries than the State System in Jefferson County!

FIGURE 9: CRASH BREAKDOWN BY CAUSE AND FREQUENCY

	Jefferson County - State Roadways						Jefferson County - Local/County Roadways					
	Fatalities			A-Injuries			Fatalities			A-Injuries		
	Percent	Frequency	Percent Change '14 to '18 ^b	Percent	Frequency	Percent Change '14 to '18 ^b	Percent	Frequency	Percent Change '14 to '18 ^b	Percent	Frequency	Percent Change '14 to '18 ^b
Emphasis Areas		25	-50.0%		234	42.5%		9	100.0%		218	-34.0%
Younger Driver (16-20)	20.0%	5	-100.0%	19.7%	46	300.0%	22.2%	2	0.0%	24.8%	54	-8.3%
Older Driver (65+)	24.0%	6	0.0%	22.6%	53	66.7%	0.0%	0	0.0%	17.9%	39	-37.5%
Speeding/Aggressive Driver ^c	8.0%	2	0.0%	15.4%	36	400.0%	11.1%	1	0.0%	19.7%	43	-35.7%
Unrestrained Occupants	28.0%	7	-66.7%	15.4%	36	-40.0%	55.6%	5	-100.0%	10.1%	22	150.0%
Impaired Driver	44.0%	11	-75.0%	9.8%	23	-80.0%	55.6%	5	0.0%	14.7%	32	-80.0%
Fatigued/Drowsy/Distracted Driver	4.0%	1	0.0%	8.1%	19	200.0%	0.0%	0	0.0%	6.4%	14	0.0%
Pedestrian	12.0%	3	0.0%	3.0%	7	0.0%	0.0%	0	0.0%	6.9%	15	-87.5%
Pedalcyclist	0.0%	0	0.0%	1.3%	3	0.0%	0.0%	0	0.0%	1.4%	3	0.0%
Motorcycle	16.0%	4	0.0%	9.0%	21	25.0%	33.3%	3	0.0%	9.2%	20	-50.0%
Heavy Vehicle	36.0%	9	100.0%	14.5%	34	25.0%	0.0%	0	0.0%	2.3%	5	0.0%
Train	0.0%	0	0.0%	0.0%	0	0.0%	22.2%	2	-100.0%	0.5%	1	0.0%
Road Departure ^d	56.0%	14	-50.0%	44.9%	105	30.8%	33.3%	3	0.0%	51.4%	112	-41.4%
Intersection ^e	12.0%	3	0.0%	20.5%	48	75.0%	22.2%	2	0.0%	30.3%	66	66.7%
Work Zone	12.0%	3	0.0%	3.8%	9	0.0%	0.0%	0	0.0%	0.0%	0	0.0%

Intersection, Young Drivers and Unrestrained Occupant crashes account for a very high percentage of A-Injury type crashes and Fatal crashes in Jefferson County on the local road systems!

COUNTERMEASURES – VETERAN’S MEMORIAL PARKWAY & 34TH ST. – CITY OF MT. VERNON

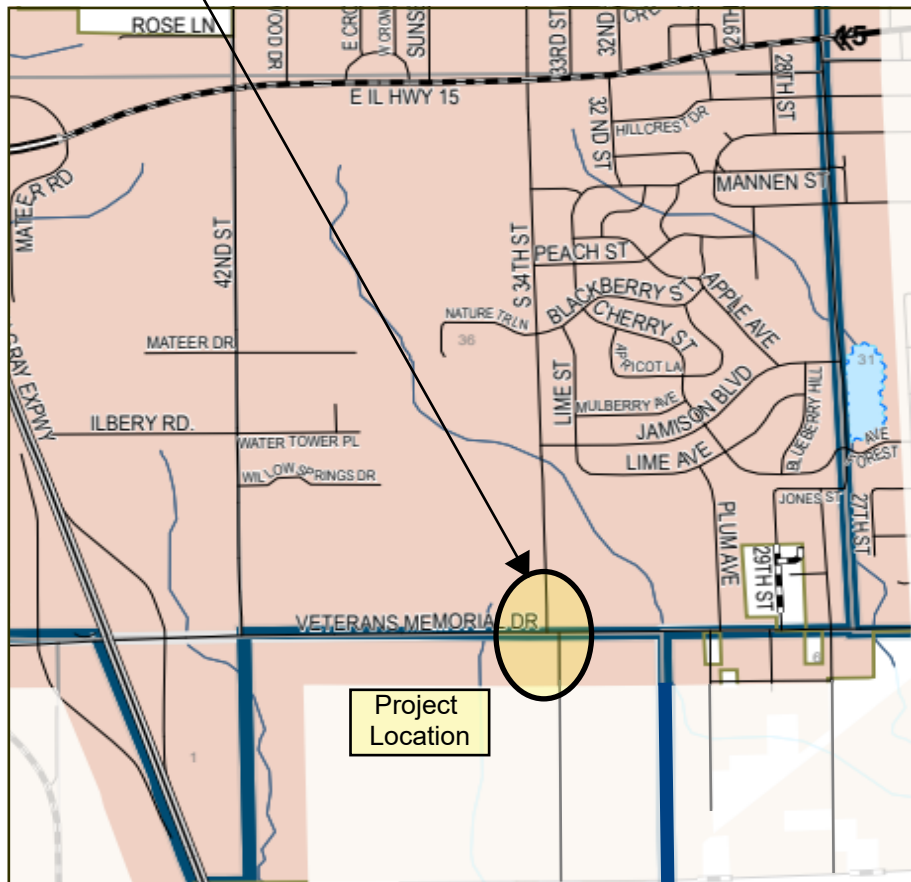
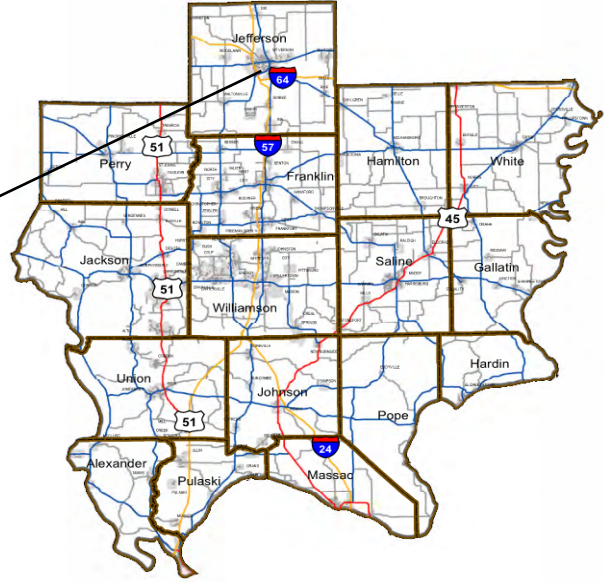
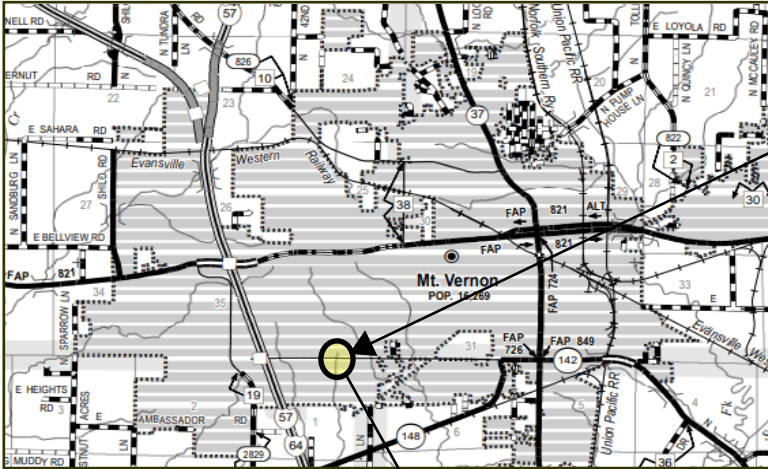
The City of Mt. Vernon plans to utilize two primary safety measures as part of this project to upgrade and improve this intersection with relevant safety initiatives to improve the safety for all motorists and commuters that utilize Veteran’s Mem. Parkway and 34th Street every day in Mt. Vernon:

- Install traffic signals on Veteran’s Memorial Parkway at the 34th Street intersection.
- Improve existing pedestrian crosswalks.

We believe these safety improvements added to the Veteran’s Memorial Parkway & 34th Street intersection will substantially and meaningfully improve the safety and operational problems that exist at this intersection making it safer for all motorists that utilize it daily. Total costs for all this work are estimated at \$265,000. The B/C computed utilizing the BC Tool for the traffic signals at these locations was 1.0.

LOCATION MAP

City of Mt. Vernon FY25-HSIP Application Veteran's Memorial Parkway & 34th Street - Signalization



PHOTOS 1 & 2: EXISTING CONDITIONS – 34TH STREET



34th Street (Looking North)



34th Street (Looking South)

PHOTOS 3 & 4: EXISTING CONDITIONS – VETERAN'S MEM. PARKWAY



Veteran's Memorial Parkway
WB Approach – Looking West



Veteran's Memorial Parkway
EB Approach – Looking East



Estimate of Cost

For a total distance of	<u>0.2 miles</u>	Net improvement of	<u>1,056 ft</u>
Type	<u>Width</u>	Thickness	<u></u>
Shoulders	Average Haul	Maximum Grade	%

Made by BFW Date 4/7/2021 Examined _____, _____
Checked by _____ Date _____ Regional Engineer

City of Mt. Vernon
FY25 HSIP PROJECT TIMELINE

City of Mt. Vernon - Veteran's Memorial Parkway & 34th Street - Traffic Signalization Project																
Work Item	Start Date	Date Completed	2023			2024										
			October	November	December	January	February	March	April	May	June	July	August	September	October	November
1. Notice of Award	10/1/2023	10/31/2023														
2. PE & Plan Development	11/1/2023	8/31/2024														
3. Pre-Final Plan Development	9/1/2024	11/30/2024														
4. Final Plans																
IDOT Review																
5. Letting																
6. Construction																

City of Mt. Vernon - Veteran's Memorial Parkway & 34th Street - Traffic Signalization Project																
Work Item	Start Date	Date Completed	2024	2025												2026
			December	January	February	March	April	May	June	July	August	September	October	November	December	January
1. Notice of Award																
2. PE & Plan Development																
3. Pre-Final Plan Development																
4. Final Plans	12/1/2024	2/28/2025														
IDOT Review	3/1/2025	3/31/2025														
5. Letting	4/1/2025	4/30/2025														
6. Construction	5/1/2025	8/31/2026														

City of Mt. Vernon - Veteran's Memorial Parkway & 34th Street - Traffic Signalization Project																
Work Item	Start Date	Date Completed	2026											2027		
			February	March	April	May	June	July	August	September	October	November	December	January	February	March
1. Notice of Award																
2. PE & Plan Development																
3. Pre-Final Plan Development																
4. Final Plans																
IDOT Review																
5. Letting																
6. Construction	5/1/2025	8/31/2026														

City of Mt. Vernon, Illinois
FY-2025 HSIP Safety Application
Veteran's Memorial Parkway & 34th Street - Install Traffic Signals

Project Narrative

INTRODUCTION & PROJECT OVERVIEW

Veteran's Memorial Parkway carries a significant amount of traffic in the southern part of the City of Mt. Vernon. This intersection is currently a four way stop condition with left turn lanes in all four quadrants. The total ADT entering the intersection is currently 13400 vehicles per day making it one of the busiest locations within the City of Mt. Vernon without traffic signals. The ADT on Veteran's Memorial Parkway is 10,000 vehicles per day and 34th Street has an existing ADT of 3,400 vehicles per day. This intersection serves a broad spectrum of daily commuters making the hourly traffic very high throughout all hours of the day.

The work planned includes adding traffic signals for improved safety and enhanced operational improvements along with pedestrian crosswalks at this location. This intersection is an extremely busy intersection providing access to a nearby regional hospital, Mt. Vernon Township High School, sports complex, aquatic zoo water park, commercial areas, residential areas, not to mention serving as a link to Interstate 57, Illinois 15 and Illinois 148.

The safety and operational problems that exist at this location is a serious issue for the City of Mt. Vernon, something they are looking to resolve with this project.

EXISTING CONDITIONS

The geometry at the existing intersection is already in very good condition with left turn lanes on all four legs as well as shared through and right turn lanes. It only lacks the addition of traffic signals to improve upon the intersection safety reducing the likelihood of serious crashes. The ADT on Veteran's Memorial Parkway is 10,000 vehicles per day and 34th Street has an existing ADT of 3,400 vehicles per day. This intersection serves a broad spectrum of daily commuters making the hourly traffic very high throughout all hours of the day.

The City is proposing to install traffic signals at this location to allow them to better coordinate traffic movement and allow improved flow of commuters on this very busy route throughout the day. The City of Mt. Vernon believes this improvement will have a marked safety enhancement on this location for the motorists that utilize it every day. The estimated cost for this project is \$265,000. The B/C computed utilizing the tool for the traffic signals at these locations was 1.0.

This project will be a pursuit to rectify serious safety and operational problems the city is experiencing at this site. We believe this project will absolutely improve the daily safety at the intersection of Veteran's Memorial Parkway and 34th Street in Mt. Vernon!

HSIP Application

For

Village of Johnston City

May 1, 2023

Subject: FY 25 HSIP Submittal
Johnston City
West Broadway – HSIP Safety Upgrades

Mr. Kirk Brown, P.E.
Region 5 Engineer
Illinois Department of Transportation
District 9 Headquarters, P.O. Box 100
2801 W. Murphysboro Road
Carbondale, IL 62903
Attention: Mr. Jay Kranz

Dear Mr. Kranz:

Attached is Johnston City's request for consideration of Local HSIP Funding for safety improvements to be made on West Broadway Boulevard from just east of Interstate 57 easterly for 0.51 miles to near Illinois 37. The work planned includes; resurfacing West Broadway to allow improved pavement markings, added LED stop signs on the north and south Prosperity Road approaches, install lighting at the intersection with Prosperity Road, and improved signage along the entire route. West Broadway Boulevard serves as the main connector to Interstate 57 for the city. This roadway is also a link to the City of Herrin just a few miles west along the Herrin/Johnston City Road (which is an extension of West Broadway). The location of this route to major transportation arteries has caused a recent uptick in the commercial development along the route.

This corridor is the busiest non-state route roadway section within Johnston City with a growing amount of commercial development along the entire route. The ADT on this route is presently 2,680 vehicles per day with constant turning movements throughout the entire section. This corridor also carries a tremendous amount of commercial semi-truck traffic making deliveries getting off of I-57 delivering goods to the commercial businesses in town as well as the nearby active coal mine that lie east of Johnston City. These safety related improvements will provide a tremendous safety benefit that will also greatly improve the overall operations of this road.

Johnston City fully supports this safety related work to improve conditions along this important route for the city. West Broadway Boulevard is the primary entry into the city and this work will allow the city to continue to grow and prosper in a much safer environment. The B/C computed utilizing the BC Tool for the work planned on this section was 1.0.

The attachments include the HSIP Candidate Form, B/C Analysis, 2017-2021 crash data, location map, cost estimate, project timeline, and a project narrative. If you have any questions regarding this material, please feel free to contact me at 618-542-3841.

Respectfully submitted,

Doug Dobbins
Mayor – Johnston City

cc: File



Illinois Department of Transportation

Office of Highways Project Implementation / Bureau of Local Roads & Streets
2300 South Dirksen Parkway / Room 205 / Springfield, Illinois / 62764

Local Roads & Streets Grant Application		
Program Information		
1.	IDOT Grant Program	Local Highway Safety Improvement Program
2.	Solicitation Cycle	Fiscal Year 2025
Applicant Information		
3.	Lead Applicant Name (Local Public Agency)	Johnston City
4.	Partners/Co-Applicants	
5.	Employer / Taxpayer Identification Number (EIN, TIN) for Lead Applicant	
6.	Organizational UEI Number (SAM.GOV) for Lead Applicant	
7.	Business Address for Lead Applicant	Street Address: 100 W. Broadway Blvd. City: Johnston City State: Illinois County: Williamson Zip + 4: 62951
Applicant's Name and Contact Information for Person to be involving this Application		
8.	First Name	Doug
9.	Last Name	Dobbins
10.	Suffix	
11.	Title	Mayor
12.	Organizational Affiliation	Johnston City
13.	Telephone Number	618-983-5223
14.	Fax Number	
15.	Email address	johnstoncitygov@gmail.com
Applicant's Project		
16.	Description of Applicant's Project	West Broadway Boulevard Safety Improvements

Illinois Department of Transportation						HSIP Candidate Form						
											FY 2025	
ID:		Contract:			Award Date:			Completion Date:				
District: 9		County: Williamson					City: Johnston City					
Key route: FAS 903		Marked route: West Broadway Boulevard										
Road Name: W. Broadway Boulevard					Intersecting Roadway: <input checked="" type="checkbox"/>							
Length: 0.51 miles					<input checked="" type="checkbox"/> N/A			Mile station: to				
Location Description: West Broadway Boulevard running from IL 37 to near I-57 in Johnston City, Illinois.												
<input type="checkbox"/> Rural		<input checked="" type="checkbox"/> Urban		Lanes: 2								
AADT(Segment): 6,500 vpd				Total Entering AADT (Intersection):					Speed Limit: 30 mph			
Friction Test Results:				<input checked="" type="checkbox"/> N/A				Lighting Present: <input type="checkbox"/> Y <input checked="" type="checkbox"/> N				
CHSP Emphasis Area(s): Segment						<input type="checkbox"/> District Documentation		<input type="checkbox"/> Systematic Improvements		<input type="checkbox"/> N/A		
Peer Group: Urban Two Lane Roadway											<input type="checkbox"/> N/A	
Other:												
Crashes Details												
Year	Total Crashes	Fatal Crashes	Fatalities	A-Injury Crashes	A-Injuries	B-Injury Crashes	B-Injuries	C-Injury Crashes	C-Injuries	PDO	Wet-Weather Crashes	Darkness (Not lighted) Crashes
2017	4	0	0	0	0	0	0	0	0	4	0	1
2018	3	0	0	1	1	0	0	0	0	2	0	2
2019	3	0	0	0	0	9	0	1	1	2	2	0
2020	2	0	0	0	0	0	0	0	0	2	0	1
2021	3	0	0	0	0	0	0	1	2	2	0	0
Total	15	0	0	1	1	0	0	2	3	12	2	4
Location Description: West Broadway Boulevard running from IL 37 to near I-57 in Johnston City, Illinois.												
Problem Description: Existing roadway has increased traffic & commercial development causing an increase in crashes.												
Previous Safety Improvements: None												
Collision Diagram: <input checked="" type="checkbox"/> Y <input type="checkbox"/> N								Images: <input checked="" type="checkbox"/> Y <input type="checkbox"/> N				
Predominant Crash Types: Angle, Turning, Fixed Object & Rear Ends.												
Proposed Improvement(s): Resurface the road to improved roadway markings, LED stop signs, lighting and improved roadway signing.												
Estimated Project Cost (\$000's): \$411,987								Benefit-Cost Ratio: 1.0				
Local Projects: Proposed project is in Johnston City's jurisdiction												
Annual Fatal Crash Rate (Fatal Crashes/100 Miles):						Annual A-Injury Crash Rate (A-Injury Crashes/100 Miles):						
Local Roads Rural Functional Class: Minor Arterial												
Approved:								Central HSIP Approval Date:				
Signed: State Safety Engineer								Funding: <input checked="" type="checkbox"/> HSIP <input type="checkbox"/> HRRR <input type="checkbox"/> RAIL				
Comment:												
Distribution:		<input type="checkbox"/> OPP		<input type="checkbox"/> District		<input type="checkbox"/> BSPE		<input type="checkbox"/> LRS		<input type="checkbox"/> BDE		

PROJECT DESCRIPTION - PROJECT DATA INPUT (LOCAL SEGMENTS)

<u>Project:</u>	West Broadway Boulevard - HSIP Upgrades Project				<u>Prepared by:</u>	BFW		
<u>District:</u>	9	<u>County:</u>	Williamson	<u>City:</u>	Johnston City	<u>Date</u>	3/28/2023	
<u>Key Route:</u>		<u>Marked Route:</u>	W. Broadway Blvd.	<u>MilePost:</u>		<u>Current AADT:</u>	6500	
<u>Location:</u>	Main connenector between I-57 and IL 37 in Johnston City, Illinois.							
							<u>Length (miles):</u>	0.5
							<u>Begin Station:</u>	
							<u>End Station:</u>	
							<u>Traffic Growth factor</u>	3.0%
							<u>Interest rate</u>	4.0%
<u>Crash data:</u>	5	Years						
	From	2017	to	2021				
<u>Peer Group:</u>	Peer Group 11 - Urban AADT >2,500 / two lanes							

<u>Messages</u>
Please provide a detailed cost estimation for all countermeasures along with this summary sheet.
The analysis contains a User Defined Countermeasure (please provide supporting documentation)
The combined effect of multiple countermeasures is limited to 0.60 or the smallest CMF
4.1.19.S8.1 - Pavement Treatments - Install TWLTL (two-way left turn lane) on two lane road AADT is not within HSM limits
4.1.6.AL.1 - Pavement Treatments - Resurfacing alone does not fully match HSM Setting/Facility Type Criteria

LOCAL SEGMENTS CRASH SEVERITY DISTRIBUTION BY CRASH TYPE FOR ANALYSIS PERIOD

Crash Type	All Crashes (Aggregated crash input only)	CRASH TYPE																	SPECIAL CASE		Total
		Angle	Animal	Fixed Object	Head On	Left Turn	Other Noncollision	Other Object	Overturned	Pedestrian	Pedalcyclist	Parked Vehicle	Rear End	Right Turn	Sideswipe Same Direction	Sideswipe Opposite Direction	Turning	Train	Night Time	Wet Pavement	
Crash Severity	ALL	AG	AN	FO	HO	LT	OtherNC	OtherO	OVT	PD	PDC	PKV	RE	RT	SSD	SOD	T	TR	NGT	WP	TOT
Fatal Crashes																			0	0	0
A-Injury Crashes				1															0	0	1
B-Injury Crashes																			0	0	0
C-Injury Crashes													2						0	0	2
PDO Crashes		5		2				1					1				3		0	0	12

LOCAL SEGMENTS BENEFIT COST ANALYSIS


BENEFIT CALCULATIONS				COUNTERMEASURE COST CALCULATIONS						
COUNTERMEASURE		CMF *	Crash Type affected by this improvement	Unit Cost	Quantity	Units	Total Cost	Service Life	Present worth	EUAC **
4.1.6.AL.1 - Pavement Treatments - Resurfacing alone		0.95	All	\$420,000	0.51	Miles	\$214,200	10	\$358,906	\$26,450
4.8.101.UD.1 - User Defined - Install Intersection Lighting		0.79	All	\$30,000	1	Unit Qnty	\$30,000	20	\$30,000	\$2,250
4.8.35.AL.1 - Other - Install/Upgrade Signs With New Fluorescent Sheeting (Regulatory or Warning)		0.82	All	\$750	20	Unit Qnty	\$15,000	10	\$25,133	\$1,850
4.8.101.UD.1 - User Defined - Provide Flashing Beacons at Stop Controlled Intersection		0.95	All	\$15,000	2	Unit Qnty	\$30,000	15	\$30,000	\$2,250
TOTAL BENEFIT		\$33,750		TOTAL COST						\$32,800

BENEFIT/ COST	1.00	ANNUAL NUMBER OF FATALITIES POTENTIALLY PREVENTED	0.00	TOTAL FATALITIES PREVENTED	0.00
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* CMF = Crash Modification Factor
** EUAC = Estimated Uniform Annual Cost

Johnston City
West Broadway Boulevard & Prosperity Road

▼ Countermeasure: Install intersection lighting

Compare	CMF	CRF(%)	Quality	Crash Type	Crash Severity	Area Type	Reference	Comments
<input checked="" type="checkbox"/>	0.792	20.8		All	All	Rural	SACCHI AND TAYEBIKHORAMI, 2021	[READ MORE]

STUDY: EVALUATING THE EFFECTIVENESS OF THE SAFETY IMPROVEMENT PROGRAM IN SASKATCHEWAN USING AN OBSERVATIONAL BEFORE-AFTER STUDY WITH THE FULL-BAYES APPROACH, SACCHI AND TAYEBIKHORAMI, 2021

Star Quality Rating:		 [VIEW SCORE DETAILS]
Rating Points Total:		110

Crash Modification Factor (CMF)	
Value:	0.792
Adjusted Standard Error:	
Unadjusted Standard Error:	0.086

Crash Reduction Factor (CRF)	
Value:	20.8 (This value indicates a <i>decrease</i> in crashes)
Adjusted Standard Error:	
Unadjusted Standard Error:	8.6

Applicability	
Crash Type:	All
Crash Severity:	All

Johnston City
West Broadway Boulevard & Prosperity Road

▼ Countermeasure: Provide flashing beacons at stop controlled intersections

Compare	CMF	CRF(%)	Quality	Crash Type	Crash Severity	Area Type	Reference	Comments
<input checked="" type="checkbox"/>	0.95	5	★★★★☆	All	All	All	SRINIVASAN ET AL., 2008	Countermeasure name changed fr... [READ MORE]

STUDY: [SAFETY EVALUATION OF FLASHING BEACONS AT STOP CONTROLLED INTERSECTIONS, SRINIVASAN ET AL., 2008](#)

Star Quality Rating:		★★★★☆ [VIEW SCORE DETAILS]
Rating Points Total:		110

Crash Modification Factor (CMF)	
Value:	0.95
Adjusted Standard Error:	0.04
Unadjusted Standard Error:	0.04

Crash Reduction Factor (CRF)	
Value:	5 <i>(This value indicates a decrease in crashes)</i>
Adjusted Standard Error:	4
Unadjusted Standard Error:	4

Applicability	
Crash Type:	All
Crash Severity:	All

Johnston City, Illinois
FY-2025 HSIP Safety Application
West Broadway Boulevard – Safety Improvements

Safety Data Analysis

SAFETY ANALYSIS

A total of 15 crashes occurred within the limits of the area studied on West Broadway Boulevard that serves as a primary entry into Johnston City over a 5-year period (2017-2021).

Figure 1 depicts the locations and distribution of crashes within the study area by year. During this period studied there was 1 – ‘A’ Injury crash and 2 – ‘C’ Injury crashes. **Figures 2 & 3** illustrate the rates of serious crashes on the local system in Williamson County are resulting in higher rates of Fatal and A-Injury crashes when compared to the State System. **Figures 4 & 5** shows the rates of serious crashes in Williamson County for Intersection and speeding/aggressive drivers. Finally, **Figure 6** illustrates that in Williamson County, intersection, aggressive driver and unrestrained crashes account for a high percentage of A-Injury crashes and Fatal crashes on the local highway systems.

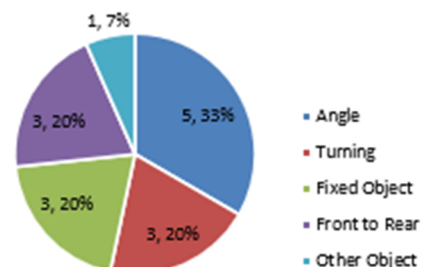
Johnston City fully supports this safety related work to improve conditions along this important route for the city. West Broadway Boulevard is the primary entry into the city and this work will allow the city to continue to grow and prosper in a much safer environment.

FIGURE 1: CRASH LOCATIONS & SUMMARY BY SEVERITY & YEAR – W. BROADWAY

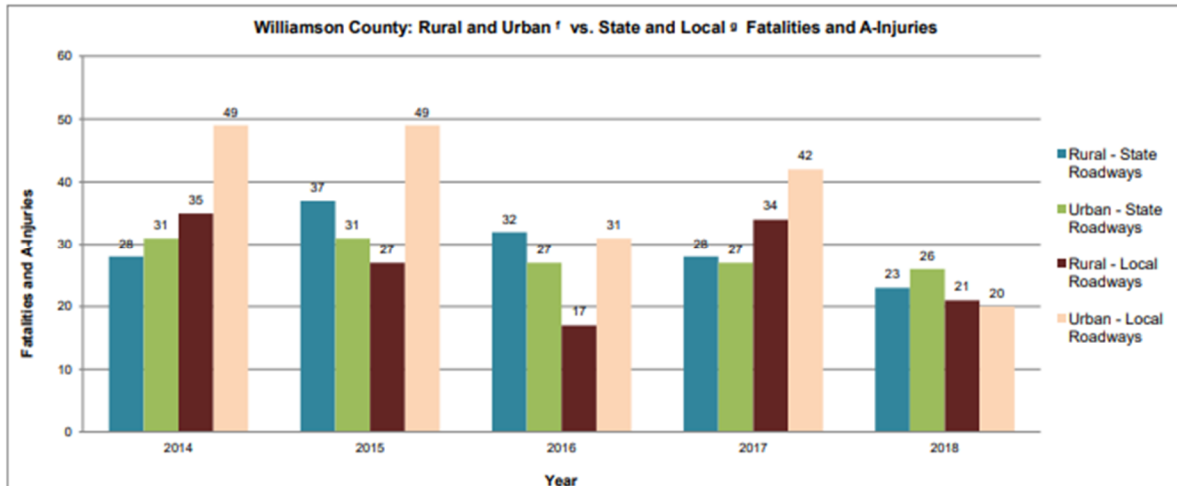


Crashes & Injuries by Year										
Year	Total Crashes	Fatal Crashes	A-Injury Crashes	B-Injury Crashes	C-Injury Crashes	PDO Crashes	Wet Weather	Darkness Crashes	Ice/Snow Crashes	Impaired Driver
2017	4	0	0	0	0	4	0	1	0	1
2018	3	0	1	0	0	2	0	2	0	0
2019	3	0	0	0	1	2	2	0	0	0
2020	2	0	0	0	0	2	0	1	0	0
2021	3	0	0	0	1	2	0	0	0	0
Totals	15	0	1	0	2	12	2	4	0	1

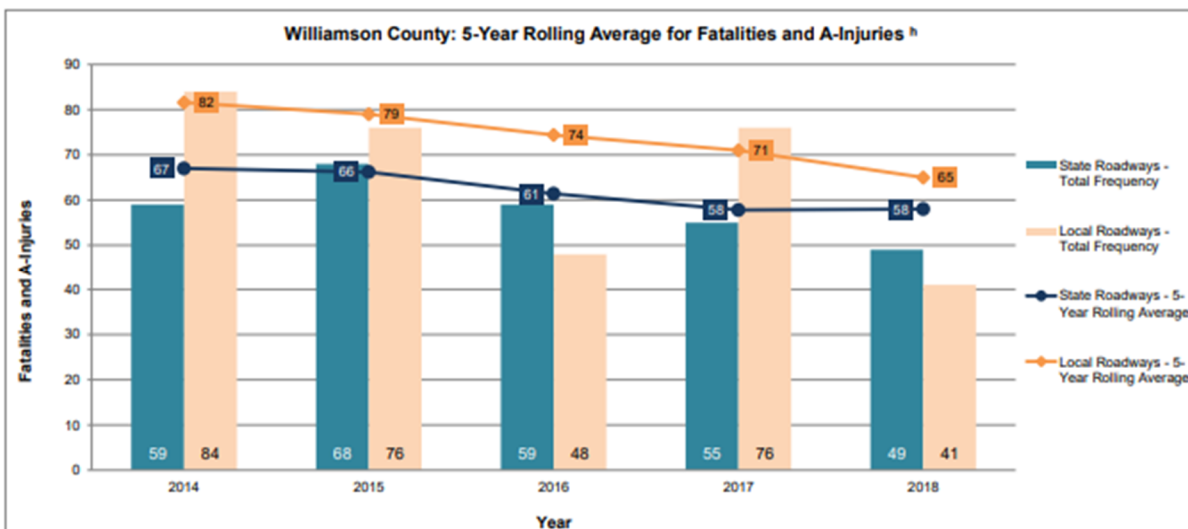
Crash Data by Type of Collision							
Type	Total Number	2017	2018	2019	2020	2021	% Crashes
Angle	5	3		1		1	33%
Animal	0						0%
Parked Vehicle	0						0%
Fixed Object	3	1	1		1		20%
Front to Rear	3		1	1		1	20%
Other Object	1		1				7%
Pedestrian	0						0%
SSW Opposite	0						0%
Turning	3			1	1	1	20%
Totals	15	4	3	3	2	3	100%



FIGURES 2 & 3: COMPARING URBAN SERIOUS CRASHES: STATE - LOCAL (WILLIAMSON)

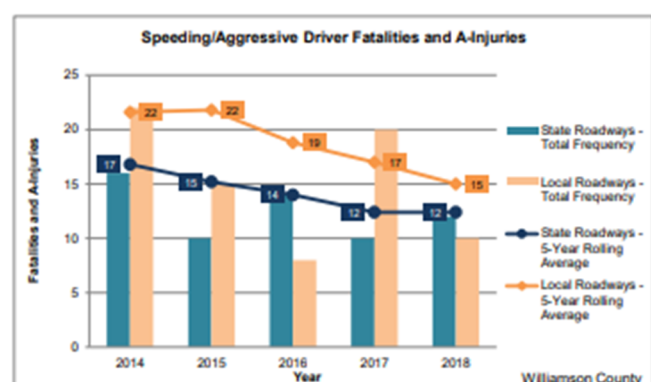
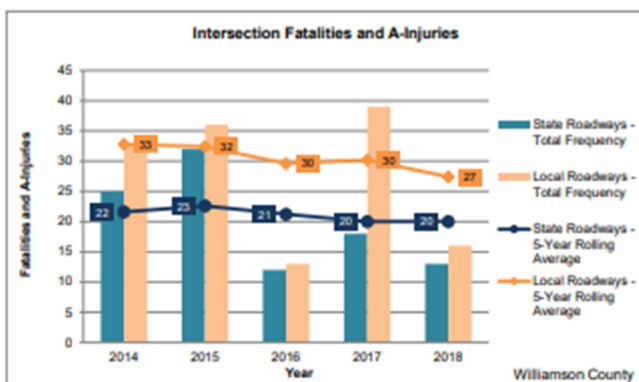


The Local System in most years has a significantly higher incidence of Serious Crashes on urban roadways than the State System in Williamson County!



The Local System has a higher occurrence of Serious Crashes when compared to the State System in Williamson County!

FIGURES 4 & 5: COMPARING SERIOUS CRASH TYPES: STATE - LOCAL (WILLIAMSON)



The Local System has a higher incidence of Intersection and Speeding/Aggressive Driver Crashes with serious injuries than the State System in Williamson County!

FIGURE 6: CRASH BREAKDOWN BY CAUSE AND FREQUENCY

	Williamson County - State Roadways						Williamson County - Local/County Roadways					
	Fatalities			A-Injuries			Fatalities			A-Injuries		
	Percent	Frequency	Percent Change '14 to '18 +	Percent	Frequency	Percent Change '14 to '18 +	Percent	Frequency	Percent Change '14 to '18 +	Percent	Frequency	Percent Change '14 to '18 +
Emphasis Areas		36	83.3%		254	-28.3%		25	50.0%		300	-56.3%
Younger Driver (16-20)	22.2%	8	-50.0%	22.4%	57	10.0%	4.0%	1	0.0%	25.7%	77	-93.5%
Older Driver (65+)	22.2%	8	0.0%	28.7%	73	-61.1%	20.0%	5	0.0%	15.0%	45	12.5%
Speeding/Aggressive Driver ^c	16.7%	6	-100.0%	22.0%	56	-7.7%	36.0%	9	300.0%	22.0%	66	-71.4%
Unrestrained Occupants	30.6%	11	33.3%	13.4%	34	-50.0%	52.0%	13	400.0%	15.0%	45	-70.0%
Impaired Driver	30.6%	11	0.0%	9.8%	25	-60.0%	60.0%	15	150.0%	13.0%	39	-44.4%
Fatigued/Drowsy/Distracted Driver	2.8%	1	0.0%	12.6%	32	50.0%	4.0%	1	-100.0%	6.0%	18	0.0%
Pedestrian	16.7%	6	0.0%	3.1%	8	0.0%	4.0%	1	0.0%	4.3%	13	-80.0%
Pedalcyclist	0.0%	0	0.0%	0.4%	1	0.0%	4.0%	1	0.0%	1.3%	4	-100.0%
Motorcycle	13.9%	5	0.0%	9.4%	24	166.7%	20.0%	5	0.0%	10.7%	32	-50.0%
Heavy Vehicle	36.1%	13	0.0%	12.2%	31	50.0%	4.0%	1	0.0%	4.0%	12	-80.0%
Train	0.0%	0	0.0%	0.0%	0	0.0%	0.0%	0	0.0%	0.3%	1	-100.0%
Road Departure ^d	47.2%	17	250.0%	29.1%	74	-15.4%	52.0%	13	100.0%	43.3%	130	-63.6%
Intersection ^e	30.6%	11	-75.0%	35.0%	89	-42.9%	44.0%	11	0.0%	42.0%	126	-57.6%
Work Zone	11.1%	4	0.0%	9.4%	24	-100.0%	4.0%	1	0.0%	0.3%	1	0.0%

Intersection and Speeding/Aggressive Driver crashes account for a very high percentage of A-Injury type crashes and Fatal crashes in Williamson County on the local road systems!

COUNTERMEASURES – WEST BROADWAY BOULEVARD - JOHNSTON CITY, ILLINOIS

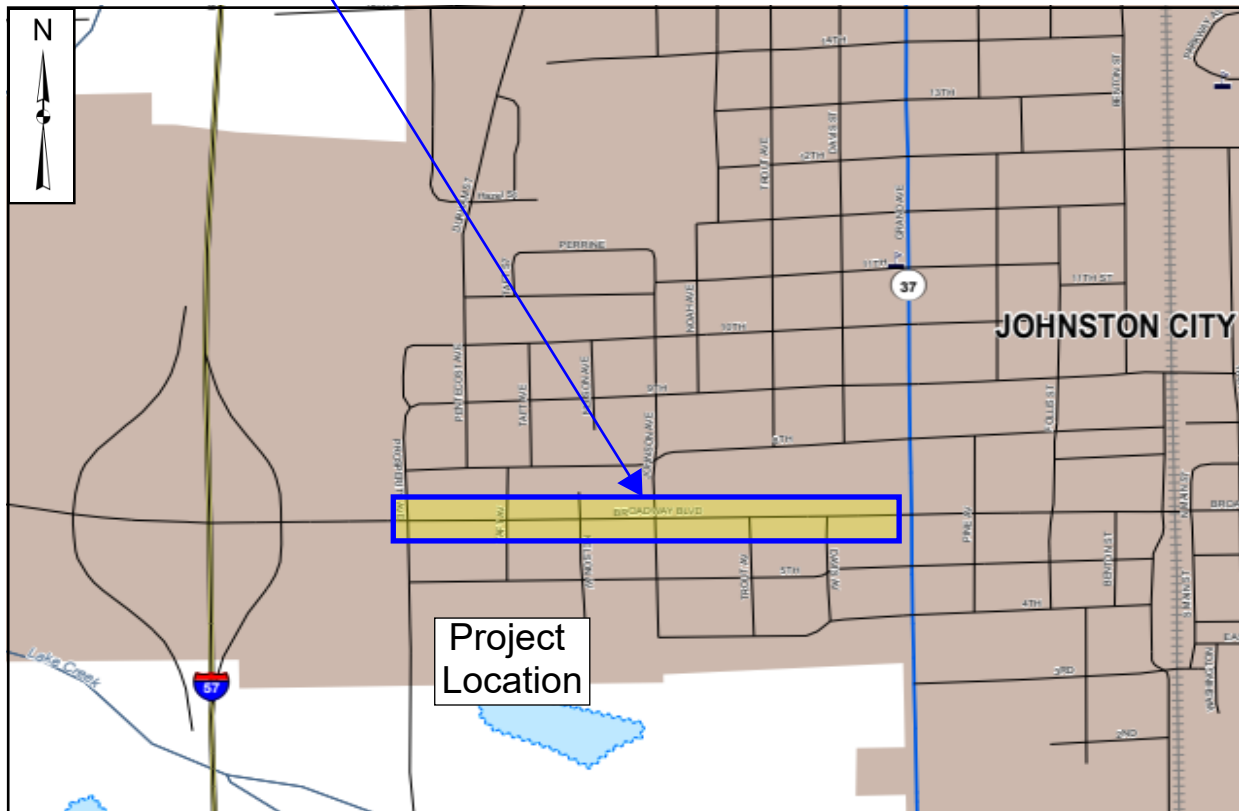
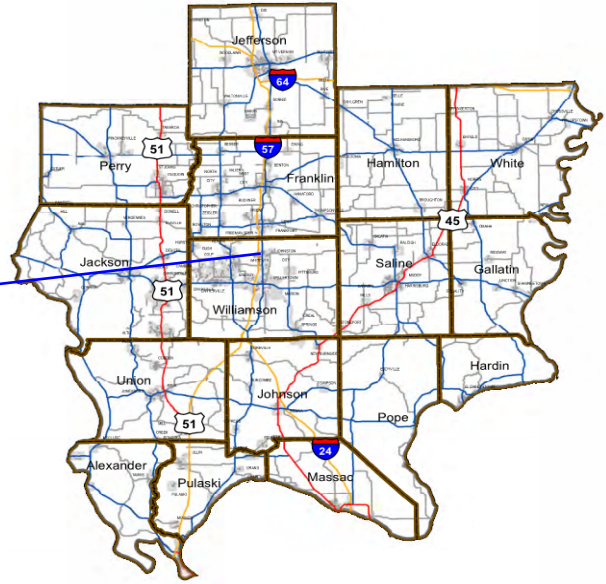
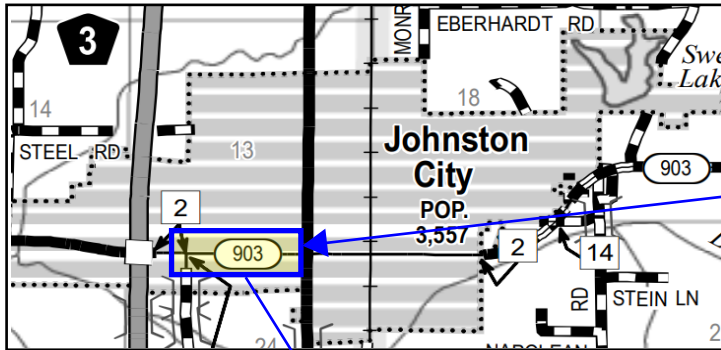
Johnston City plans to utilize five primary safety measures as part of this project to upgrade and improve West Broadway Boulevard with relevant safety initiatives to improve the safety for daily motorists traveling in Johnston City:

- Install intersection lighting at the Prosperity Road four-way stop intersection.
- Resurface West Broadway Boulevard from Prosperity Road to near IL 37.
- Install new pavement markings along the entire route.
- Install improved roadway signage.
- Install rumble strips on west approach to the Prosperity Road four-way stop.

We believe these safety improvements added to West Broadway Boulevard will improve the safety and operational problems that exist at this roadway for the better making it much safer for traffic entering Johnston City. The B/C was computed at 1.0 utilizing the BC Tool. Total costs for all this work are estimated at \$411,987.

LOCATION MAP

Johnston City -- FY25-HSIP Application West Broadway Boulevard - Safety Upgrade Project



PHOTOS 1 & 2: EXISTING CONDITIONS – PROSPERITY ROAD



PROSPERITY ROAD
LOOKING NORTH (SOUTH APPROACH)



PROSPERITY ROAD
LOOKING SOUTH (NORTH APPROACH)

PHOTOS 3 & 4: EXISTING CONDITIONS – WEST BROADWAY (LOOKING EAST)



WEST BROADWAY
AT PROSPERITY ROAD



WEST BROADWAY
LOOKING EAST – EAST OF PROSPERITY



BACON | FARMER | WORKMAN
ENGINEERING & TESTING, INC.

Project Johnston City HSIP
Route W. Broadway
Section _____
County Williamson

Estimate of Cost

Location of Improvement: West Broadway Boulevard - Safety Upgrades
Added Signage, Resurfacing, Pavement Markings, & LED Stop Signs

For a total distance of 0.51 mile Net improvement of _____
Type _____ Width _____ Thickness _____
Shoulders _____ Average Haul _____ Maximum Grade _____ %

Code Number	Item	Unit of Measure	Quantity	Unit Price	Total Cost
40600290	BIT MATLS (TACK COAT)	POUND	4221	\$0.80	\$3,376.80
40600982	HMA SURF REM BUTT JT	SQ YD	50	\$10.00	\$500.00
40600990	TEMPORARY RAMP	SQ YD	50	\$25.00	\$1,250.00
40604002	HMA SC IL-9.5FG C N70	TON	850	\$140.00	\$119,000.00
44000151	HMA SURF REM 1/2	SQ YD	8933	\$1.50	\$13,399.50
44200970	CL B PATCH T2 10	SQ YD	200	\$185.00	\$37,000.00
44200974	CL B PATCH T3 10	SQ YD	45	\$180.00	\$8,100.00
44201298	DOWEL BARS 1 1/4	EACH	350	\$25.00	\$8,750.00
44213000	PATCH REINFORCEMENT	SQ YD	245	\$40.00	\$9,800.00
44213200	SAW CUTS	FOOT	456	\$6.00	\$2,736.00
44213000	PATCH REINFORCEMENT	SQ YD	245	\$40.00	\$9,800.00
44213206	TIE BARS 5/8	EACH	100	\$15.00	\$1,500.00
67100100	MOBILIZATION	L SUM	1	\$20,000.00	\$20,000.00
72000100	SIGN PANEL T1	SQ FT	180	\$40.00	\$7,200.00
72400310	REMOV SIGN PANEL T1	SQ FT	100	\$12.00	\$1,200.00
72900100	METAL POST TY A	FOOT	450	\$15.00	\$6,750.00
78008200	POLYUREA PM T1 LTR-SY	SQ FT	600	\$15.00	\$9,000.00
78008210	POLYUREA PM T1 LN 4	FOOT	6700	\$2.50	\$16,750.00
78008270	POLYUREA PM T1 LN 24	FOOT	90	\$6.00	\$540.00
78011000	GRV RCSD PM LTR & SYM	SQ FT	700	\$8.00	\$5,600.00
78011025	GRV RCSD PVT MRKG 5	FOOT	6700	\$0.80	\$5,360.00
78011125	GRV RCSD PVT MRKG 25	FOOT	90	\$10.00	\$900.00
78100100	RAISED REFL PAVT MKR	EACH	35	\$35.00	\$1,225.00
X1400097	SOLPWR ILLUM SIGN LED	EACH	2	\$15,000.00	\$30,000.00
X7010216	TRAF CONT-PROT (SPL)	L SUM	1	\$20,000.00	\$20,000.00
Z0055500	RUMBLE STRIP	SQ FT	150	\$15.00	\$2,250.00
TOTAL ESTIMATED COST OF WORK INCLUDING ALL LABOR, MATERIALS AND PROFITS.					\$341,987.30

Made by BFW Date 4/7/2021 Examined _____, _____
Checked by _____ Date _____ Regional Engineer



Estimate of Cost

For a total distance of		0.51 mile	Net improvement of		
Type		Width		Thickness	
Shoulders		Average Haul		Maximum Grade	%

Made by BFW Date 4/7/2021 Examined _____, _____
Checked by _____ Date _____ Regional Engineer

Johnston City
FY-25 HSIP PROJECT TIMELINE

Johnston - West Broadway Boulevard - HSIP Safety Upgrade Project																
			2023			2024										
Work Item	Start Date	Date Completed	October	November	December	January	February	March	April	May	June	July	August	September	October	November
1. Notice of Award	10/1/2023	10/31/2023														
2. PE & Plan Development	11/1/2023	3/31/2024														
IDOT Review	3/1/2024	4/30/2024														
3. Pre-Final Plan Development	5/1/2024	7/31/2024														
IDOT Review	7/1/2024	8/31/2024														
4. Final Plans	9/1/2024	10/31/2024														
5. Letting	11/1/2024	11/30/2024														
6. Construction																

Johnston - West Broadway Boulevard - HSIP Safety Upgrade Project																
			2024	2025												2026
Work Item	Start Date	Date Completed	December	January	February	March	April	May	June	July	August	September	October	November	December	January
1. Notice of Award																
2. PE & Plan Development																
IDOT Review																
3. Pre-Final Plan Development																
IDOT Review																
4. Final Plans																
5. Letting																
6. Construction	12/1/2024	8/31/2025														

Johnston City, Illinois
FY-2025 HSIP Safety Application
West Broadway Boulevard – Safety Improvements

Project Narrative

INTRODUCTION & PROJECT OVERVIEW

West Broadway Boulevard carries a significant amount of traffic in the southern part of Johnston City. West Broadway Boulevard serves as the main connector to Interstate 57 for the city. This roadway is also a link to the City of Herrin just a few miles west along the Herrin/Johnston City Road (which is an extension of West Broadway). The location of this route to major transportation arteries has caused a recent uptick in the commercial development along the route. The intersection of west Broadway with Prosperity Road is presently a four-way stop condition with flashing stop signs on the east and west approaches. There have been safety related issues in the recent years on West Broadway Boulevard in large part caused by the commercial development that generates larger traffic volumes and associated traffic movement conflicts.

The work planned includes; resurfacing West Broadway to allow improved pavement markings, added LED stop signs on the north and south Prosperity Road approaches, install lighting at the intersection with Prosperity Road, improved signage along the entire route and rumble strips added to the west approach on West Broadway. The intersection of West Broadway Boulevard and Prosperity Road suffers from daily traffic backups periodically throughout the day. There have also been some evening crashes when it is dark because this intersection is presently not lighted.

West Broadway Boulevard is the primary access point into Johnston City for motorists using the Interstate 57 interchange or coming from Herrin. The current traffic volumes, growth in development along the route make West Broadway very important to the city to ensure the safety of its residents and visitors alike.

EXISTING CONDITIONS

This corridor is the busiest non-state route roadway section within Johnston City with a growing amount of commercial development along the entire route West Broadway Boulevard currently provides a 30' face to face of curb roadway width. West Broadway Boulevard carries an existing ADT of 6,500 vehicles per day. The ADT on Prosperity Road at the four-way stop is 1,200 vehicles per day. This intersection of West Broadway and Prosperity Road lies just east of Interstate 57 and is not presently lighted. This corridor carries a tremendous amount of commercial semi-truck traffic making deliveries getting off of I-57 delivering goods to the commercial businesses in town as well as the nearby active coal mine that lie east of Johnston City.

West Broadway Boulevard is the primary entry into the city and this work will allow the city to continue to grow and prosper in a much safer environment. It's location relevant to major transportation arteries will allow Johnston City to continue to grow provide we can keep this corridor safe for all motorists. The B/C computed utilizing the BC Tool for the work planned on this section was 1.0.

Johnston City fully supports this safety related work to improve conditions along this important route for the city. We believe this project will absolutely improve the daily safety on this route between Interstate 57 and Illinois 37!

HSIP Application

For

Village of West Frankfort

May 1, 2023

Subject: FY 25 HSIP Submittal
City of West Frankfort

Mr. Kirk Brown, P.E.
Region 5 Engineer
Illinois Department of Transportation
District 9 Headquarters, P.O. Box 100
2801 W. Murphysboro Road
Carbondale, IL 62903
Attention: Mr. Jay Kranz

Dear Mr. Kranz:

Attached is the City of West Frankfort's request for consideration of Local HSIP Funding for safety improvements proposed for the intersection of Illinois 37 and Cleveland Street on the south side of West Frankfort. The work planned includes; installing left turn lanes on all four legs of the intersection along with traffic signals at this location. Additionally, the proposed work includes new pavement markings at this intersection to improve delineation for motorists.

This intersection has been the site of a number of serious crashes over the past five years. West Cleveland Street serves as a primary entry for residents and commuters that reside in the area or are going to the large park and indoor aquatic center. Cleveland Street presently has an ADT of 2,500 vehicles per day while Illinois 37 carries 8,400 vehicles per day. Presently, neither Illinois 37 nor Cleveland Street provides exclusive turn lanes at this location. The Cleveland Street roadway is an oil & chip roadway that is 22' in width and is not designed to accommodate the existing traffic levels at this intersection. The proposed work would provide for left turn lanes as well as traffic signals to improve traffic flow through the area.

The city is planning to develop Cleveland Street westerly to connect to a proposed new interchange under development with IDOT District 9 to enhance the overall access into the City of West Frankfort. This intersection improvement would prove to be of vital importance once this interchange and the Cleveland Street connection is made. The City of West Frankfort supports this safety related work to improve safety at this intersection to ensure future safety in our community. The B/C computed utilizing the tool for the traffic signals at these locations was 1.58.

The attachments include the HSIP Candidate Form, B/C Analysis, 2017-2021 crash data, location map, cost estimate, project timeline, and a project narrative. If you have any questions regarding this material, please feel free to contact me at 618-542-3841.

Respectfully submitted,

Tim Arview
Mayor – City of West Frankfort


cc: File



Illinois Department of Transportation

Office of Highways Project Implementation / Bureau of Local Roads & Streets
2300 South Dirksen Parkway / Room 205 / Springfield, Illinois / 62764

Local Roads & Streets Grant Application		
Program Information		
1.	IDOT Grant Program	Local Highway Safety Improvement Program
2.	Solicitation Cycle	Fiscal Year 2025
Applicant Information		
3.	Lead Applicant Name (Local Public Agency)	City of West Frankfort
4.	Partners/Co-Applicants	
5.	Employer / Taxpayer Identification Number (EIN, TIN) for Lead Applicant	
6.	Organizational UEI Number (SAM.GOV) for Lead Applicant	
7.	Business Address for Lead Applicant	Street Address: 605 W. Main St. City: West Frankfort State: Illinois County: Franklin Zip + 4: 62896
Applicant's Name and Contact Information for Person to be involving this Application		
8.	First Name	Tim
9.	Last Name	Arview
10.	Suffix	
11.	Title	Mayor
12.	Organizational Affiliation	City of West Frankfort
13.	Telephone Number	618-932-3262
14.	Fax Number	618-937-2512
15.	Email address	mayor@westfrankfortil.gov
Applicant's Project		
16.	Description of Applicant's Project	Illinois 37 @ Cleveland St. Safety Improvements

 Illinois Department of Transportation						HSIP Candidate Form						
											FY 2025	
ID:		Contract:			Award Date:			Completion Date:				
District: 9		County: Franklin					City: West Frankfort					
Key route: FAU 9477		Marked route: West Cleveland Street										
Road Name: IL 37					Intersecting Roadway: West Cleveland Street <input type="checkbox"/>							
Length: 0.3 miles <input checked="" type="checkbox"/> N/A					Mile station: to							
Location Description: Illinois 37 intersection with Cleveland Street in West Frankfort, Illinois												
<input type="checkbox"/> Rural		<input checked="" type="checkbox"/> Urban		Lanes: 2								
AADT(Segment): N/A				Total Entering AADT (Intersection): 10,900					Speed Limit: 40 mph			
Friction Test Results:				<input checked="" type="checkbox"/> N/A				Lighting Present: <input type="checkbox"/> Y <input checked="" type="checkbox"/> N				
CHSP Emphasis Area(s): Intersection						<input type="checkbox"/> District Documentation		<input type="checkbox"/> Systematic Improvements		<input type="checkbox"/> N/A		
Peer Group: Rural Two-Lane Roadway											<input type="checkbox"/> N/A	
Other:												
Crashes Details												
Year	Total Crashes	Fatal Crashes	Fatalities	A-Injury Crashes	A-Injuries	B-Injury Crashes	B-Injuries	C-Injury Crashes	C-Injuries	PDO	Wet-Weather Crashes	Darkness (Not lighted) Crashes
2017	6	0	0	1	1	1	2	1	2	3	1	4
2018	4	0	0	0	0	0	0	0	0	4	0	1
2019	4	0	0	1	1	0	0	1	1	2	0	1
2020	1	0	0	0	0	0	0	0	0	1	2	0
2021	3	0	0	0	0	1	1	1	1	1	0	0
Total	18	0	0	2	2	2	3	3	4	11	3	6
Location Description: Illinois 37 intersection with Cleveland Street in West Frankfort, Illinois												
Problem Description: Intersection experienced serious crashes along with high traffic volumes												
Previous Safety Improvements: None												
Collision Diagram: <input checked="" type="checkbox"/> Y <input type="checkbox"/> N								Images: <input checked="" type="checkbox"/> Y <input type="checkbox"/> N				
Predominant Crash Types: Turning, Angle, Other Non-Collision, & Rear-End												
Proposed Improvement(s): Install traffic signals with turn lanes and improved pavement markings.												
Estimated Project Cost (\$000's): \$1,251,700								Benefit-Cost Ratio: 1.58				
Local Projects: Proposed project is in West Frankfort's jurisdiction												
Annual Fatal Crash Rate (Fatal Crashes/100 Miles):						Annual A-Injury Crash Rate (A-Injury Crashes/100 Miles):						
Local Roads Rural Functional Class: Major Collector												
Approved:								Central HSIP Approval Date:				
Signed: State Safety Engineer								Funding: <input checked="" type="checkbox"/> HSIP <input type="checkbox"/> HRRR <input type="checkbox"/> RAIL				
Comment:												
Distribution:		<input type="checkbox"/> OPP		<input type="checkbox"/> District		<input type="checkbox"/> BSPE		<input type="checkbox"/> LRS		<input type="checkbox"/> BDE		

PROJECT DESCRIPTION - PROJECT DATA INPUT (LOCAL INTERSECTIONS)

Project:	Illinois 37 & Cleveland Steet Intersection Upgrades				Prepared by:	BFW	
District:	9		County:	Franklin	City:	West Frankfort	
Key Route:	FAU 9477		Marked Route:	Cleveland Street	MilePost:		
Location:	South side of West Frankfort on IL 37 at Cleveland Street				Current AADT:	Major Street	8400
						Minor Street	2500
Crash data:	5		Years		Traffic Growth factor:	3.0%	
	From	2017	to	2021	Interest rate:	4.0%	
Peer Group:	Peer Group 1 - Rural Minor Leg Stop Control Intersection						

Messages
Please provide a detailed cost estimation for all countermeasures along with this summary sheet.
The combined effect of multiple countermeasures is limited to 0.60 or the smallest CMF
The analysis contains a User Defined Countermeasure (please provide supporting documentation)

LOCAL INTERSECTION CRASH SEVERITY DISTRIBUTION BY CRASH TYPE FOR ANALYSIS PERIOD

Crash Type	All Crashes (Aggregated crash input only)	CRASH TYPE																	SPECIAL CASE		Total
		Angle	Animal	Fixed Object	Head On	Left Turn	Other Noncollision	Other Object	Overtured	Pedestrian	Pedalcyclist	Parked Vehicle	Rear End	Right Turn	Sideswipe Same Direction	Sideswipe Opposite Direction	Turning	Train	Night Time	Wet Pavement	
Crash Severity	ALL	AG	AN	FO	HO	LT	OtherNC	OtherO	OVT	PD	PDC	PKV	RE	RT	SSD	SOD	T	TR	NGT	WP	TOT
Fatal Crashes																			0	0	0
A-Injury Crashes							1		1										0	0	2
B-Injury Crashes							1										1		0	0	2
C-Injury Crashes		2											1						0	0	3
PDO Crashes		1	1	1									1				7		0	0	11

LOCAL INTERSECTION BENEFIT COST ANALYSIS

BENEFIT CALCULATIONS				COUNTERMEASURE COST CALCULATIONS							
COUNTERMEASURE		CMF *	Crash Type affected by this improvement	Unit Cost	Quantity	Units	Total Cost	Service Life	Present Worth	EUAC **	
3.2.30.11.1 - Pavement - Install a traffic signal and left turn lanes		0.48	All	\$1,040,000	1	Unit Qnty	\$1,040,000	15	\$1,040,000	\$93,550	
3.2.34.11.1 - Pavement - Install crosswalk on one minor approach		0.35	All	\$12,000	2	Unit Qnty	\$24,000	5	\$59,940	\$5,400	
3.5.101.UD.1 - User Defined - Upgrade existing markings to wet reflective pavement markings		0.94	All	\$12,000	1	Unit Qnty	\$12,000	2	\$74,137	\$6,700	
			All								
TOTAL BENEFIT		\$166,700		TOTAL COST							\$105,650

BENEFIT/ COST	1.58	ANNUAL NUMBER OF FATALITIES POTENTIALLY PREVENTED	0.00	TOTAL FATALITIES PREVENTED	0.00
---------------	------	---	------	----------------------------	------


***NOTE: IF THE NUMBER OF LEGS AFFECTED VARIES BY COUNTERMEASURES SELECTED, THEN CALCULATE THE BENEFIT-COST RATIO FOR EACH COUNTERMEASURE SEPARATELY (Use separate spreadsheets for each countermeasure applied).

* CMF = Crash Modification Factor


** EUAC = Estimated Uniform Annual Cost

City of West Frankfort West Cleveland Street

▼ Countermeasure: Upgrade existing markings to wet-reflective pavement markings

<input checked="" type="checkbox"/>	0.944	5.6		All	All	LYON ET AL., 2015	[READ MORE]
-------------------------------------	-------	-----	---	-----	-----	-------------------	-----------------------------

STUDY: [SAFETY EVALUATION OF WET REFLECTIVE PAVEMENT MARKERS, LYON ET AL., 2015](#)

Star Quality Rating:		 [VIEW SCORE DETAILS]
Rating Points Total:		115

Crash Modification Factor (CMF)	
Value:	0.944
Adjusted Standard Error:	
Unadjusted Standard Error:	0.075

Crash Reduction Factor (CRF)	
Value:	5.6 <i>(This value indicates a decrease in crashes)</i>
Adjusted Standard Error:	
Unadjusted Standard Error:	7.5

Applicability	
Crash Type:	All

City of West Frankfort, Illinois
FY-2025 HSIP Safety Application
West Cleveland Street – Safety Improvements

Safety Data Analysis

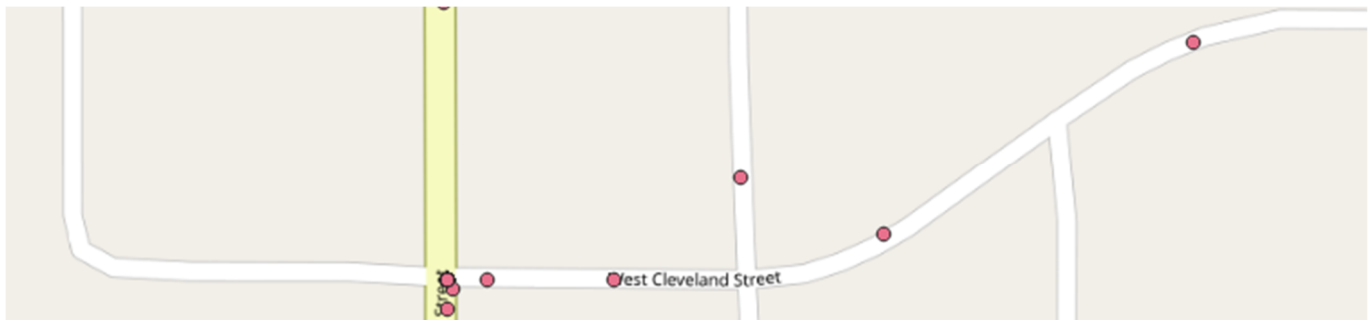
SAFETY ANALYSIS

A total of 18 crashes occurred within the limits of the area studied on Illinois 37 and West Cleveland Street that serves as a primary access to the nearby city park and aquatic center in West Frankfort over a 5-year period (2017-2021).

Figure 1 depicts the locations and distribution of crashes within the study area by year. During this period studied there was 2 – ‘A’ Injury crashes, 3 – ‘B’ Injury crashes and 4 – ‘C’ Injury crashes. **Figures 2 & 3** illustrate the rates of serious crashes on the local system in Franklin County are resulting in increasing cases of more Fatal and A-Injury crashes when compared to the State System. **Figures 4 & 5** shows the rates of serious crashes in Franklin County for Younger and Aggressive Drivers. **Figure 6** shows the rates of serious crashes in Franklin County for Intersection type crashes. Finally, **Figure 7** illustrates that in Franklin County, young, aggressive driver and unrestrained crashes account for a high percentage of A-Injury crashes and Fatal crashes on the local highway systems.

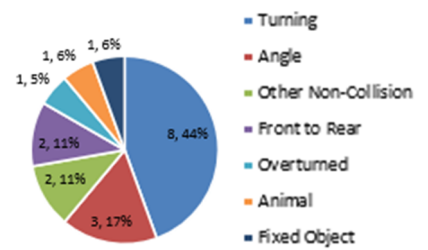
The City of West Frankfort supports this safety related work to improve safety along this important route to the City’s schools in hopes to ensure future safety to students in our community.

FIGURE 1: CRASH LOCATIONS & SUMMARY BY SEVERITY & YEAR – EAST JACKSON ST.

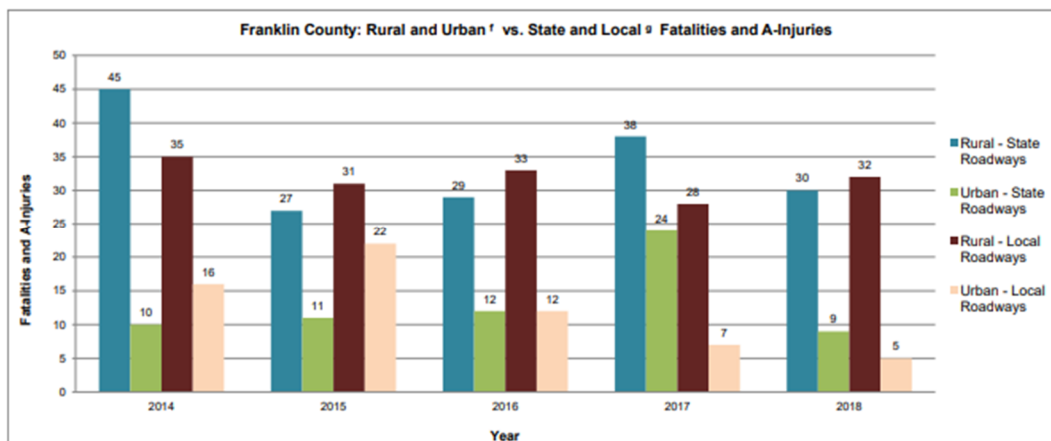


Crashes & Injuries by Year										
Year	Total Crashes	Fatal Crashes	A-Injury Crashes	B-Injury Crashes	C-Injury Crashes	PDO Crashes	Wet Weather	Darkness Crashes	Ice/Snow Crashes	Impaired Driver
2017	6	0	1	1	1	3	1	4	0	0
2018	4	0	0	0	0	4	1	1	0	0
2019	4	0	1	0	1	2	2	1	0	0
2020	1	0	0	0	0	1	0	0	0	0
2021	3	0	0	1	1	1	0	0	0	0
Totals	18	0	2	2	3	11	4	6	0	0

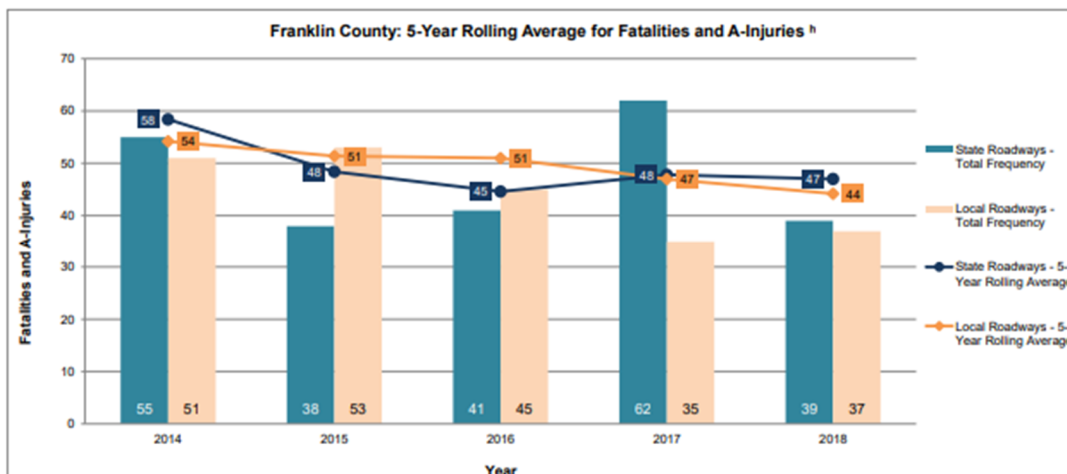
Crash Data by Type of Collision							
Type	Total Number	2017	2018	2019	2020	2021	% Crashes
Angle	3		1	1		1	17%
Animal	1			1			6%
Fixed Object	1	1					6%
Front to Rear	2	1	1				11%
Pedestrian	0						0%
Overtaken	1	1					6%
Other Non Collision	2	1		1			11%
Turning	8	2	2	1	1	2	44%
Totals	18	6	4	4	1	3	100%



FIGURES 2 & 3: COMPARING URBAN SERIOUS CRASHES: STATE - LOCAL (FRANKLIN)

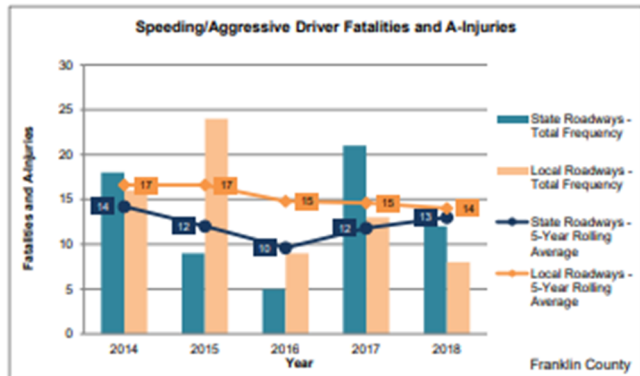
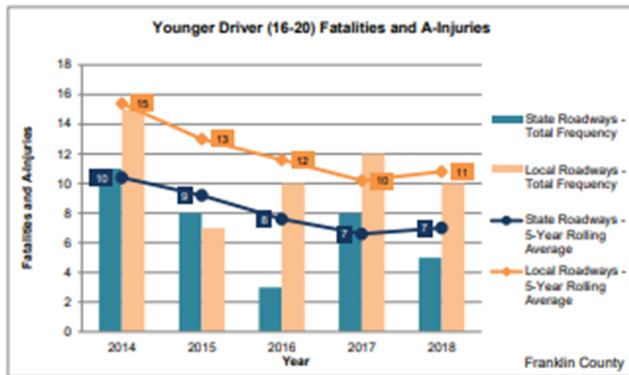


The Local System in some years has a higher incidence of Serious Crashes on urban roadways than the State System in Franklin County!

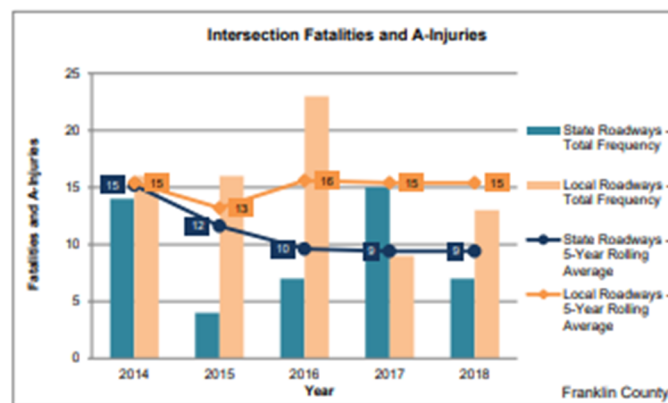


The Local System has a steady occurrence of Serious Crashes similiar to the State System in Franklin County!

FIGURES 4 THRU 6: COMPARING SERIOUS CRASH TYPES: STATE - LOCAL (FRANKLIN)



The Local System has a higher incidence of Younger Driver and Speeding/Aggressive Crashes with serious injuries than the State System in Franklin County!



The Local System also has a higher incidence of Intersection Crashes with serious injuries than the State System in Franklin County!

FIGURE 7: CRASH BREAKDOWN BY CAUSE AND FREQUENCY

Emphasis Areas	Franklin County - State Roadways						Franklin County - Local/County Roadways					
	Fatalities			A-Injuries			Fatalities			A-Injuries		
	Percent	Frequency	Percent Change '14 to '18	Percent	Frequency	Percent Change '14 to '18	Percent	Frequency	Percent Change '14 to '18	Percent	Frequency	Percent Change '14 to '18
Younger Driver (16-20)	23.1%	6	-100.0%	13.9%	29	-37.5%	31.3%	5	0.0%	23.9%	49	-33.3%
Older Driver (65+)	23.1%	6	-100.0%	26.3%	55	-33.3%	18.8%	3	-100.0%	10.7%	22	-37.5%
Speeding/Aggressive Driver ^c	7.7%	2	0.0%	30.1%	63	-44.4%	43.8%	7	0.0%	30.7%	63	-50.0%
Unrestrained Occupants	23.1%	6	50.0%	14.4%	30	-82.4%	31.3%	5	0.0%	12.2%	25	-66.7%
Impaired Driver	65.4%	17	33.3%	12.0%	25	100.0%	50.0%	8	0.0%	14.6%	30	-57.1%
Fatigued/Drowsy/Distracted Driver	0.0%	0	0.0%	9.1%	19	-66.7%	6.3%	1	-100.0%	3.4%	7	0.0%
Pedestrian	3.8%	1	0.0%	1.4%	3	-100.0%	12.5%	2	-100.0%	2.0%	4	0.0%
Pedalcyclist	3.8%	1	-100.0%	1.0%	2	-100.0%	0.0%	0	0.0%	1.5%	3	100.0%
Motorcycle	11.5%	3	0.0%	13.4%	28	25.0%	25.0%	4	-100.0%	12.7%	26	-20.0%
Heavy Vehicle	11.5%	3	0.0%	12.4%	26	25.0%	0.0%	0	0.0%	1.5%	3	-100.0%
Train	0.0%	0	0.0%	0.0%	0	0.0%	0.0%	0	0.0%	0.0%	0	0.0%
Road Departure ^d	73.1%	19	0.0%	38.3%	80	-29.4%	62.5%	10	-100.0%	49.8%	102	-39.3%
Intersection ^e	7.7%	2	-100.0%	21.5%	45	-41.7%	12.5%	2	0.0%	36.6%	75	-18.8%
Work Zone	0.0%	0	0.0%	1.0%	2	-100.0%	0.0%	0	0.0%	0.0%	0	0.0%

Young, Aggressive Driver and Intersection crashes account for a very high percentage of A-Injury type crashes and Fatal crashes in Franklin County on the local road systems!

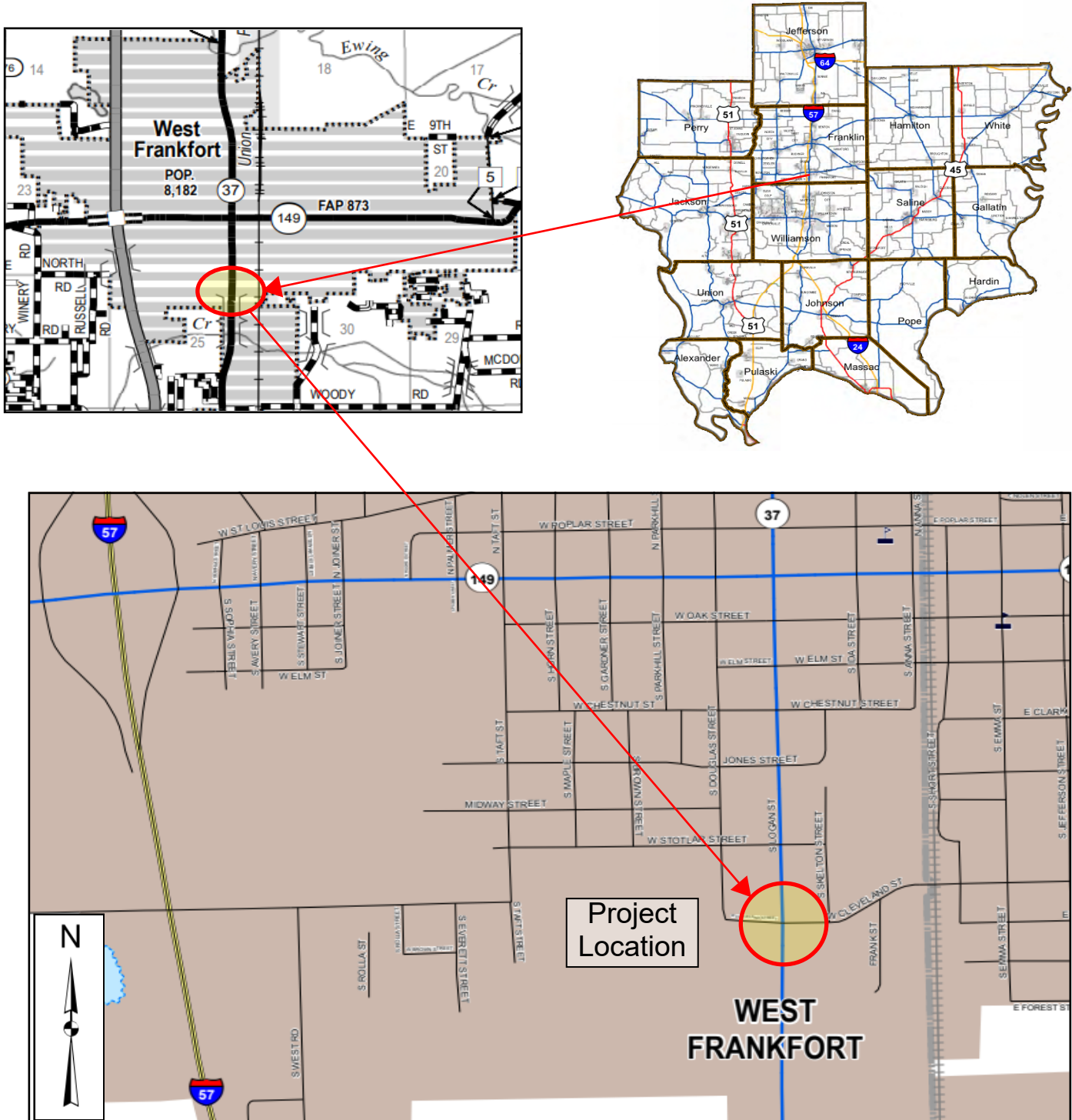
COUNTERMEASURES – ILLINOIS 37 & W. CLEVELAND ST. - CITY OF WEST FRANKFORT

The City of West Frankfort plans to utilize three primary safety measures as part of this project to upgrade and improve Illinois 37 and West Cleveland Street with relevant safety initiatives to increase the safety for daily residents and commuters in West Frankfort:

- Install traffic signals at the intersection with IL 37 and West Cleveland Street.
- Add left turn lanes on all four legs.
- Install improved pavement striping.

We believe these safety improvements added to Illinois 37 and West Cleveland Street will improve the safety and operational problems that exist at this roadway for the better making it safer for students commuting daily to the school. Total costs for all this work are estimated at \$1,251,700. The B/C for this project was 1.58.

City of West Frankfort FY25-HSIP Application Cleveland Street - Safety Upgrade Project



PHOTOS 1 & 2: EXISTING CONDITIONS – ILLINOIS 37



**Illinois 37 Looking North
at W. Cleveland St.**



**Illinois 37 Looking South
at W. Cleveland St.**

PHOTOS 3: EXISTING CONDITIONS – W. CLEVELAND STREET (LOOKING WEST)



**W. Cleveland Street
Looking West**



BACON | FARMER | WORKMAN
ENGINEERING & TESTING, INC.

Project HSIP
Route 42nd Street
Section _____
County Jefferson

Estimate of Cost

Location of Improvement: 42nd Street from IL 15 to Veteran's Parkway in Mt. Vernon, Illinois

For a total distance of 1.0 mile Net improvement of 5280 feet
Type PCC Width 36' Thickness 10"
Shoulders CC&G Average Haul _____ Maximum Grade _____ %

Code Number	Item	Unit of Measure	Quantity	Unit Price	Total Cost
20100110	TREE REMOV 6-15	UNIT	90	\$45.00	\$4,050.00
20200100	EARTH EXCAVATION	CU YD	600	\$30.00	\$18,000.00
20800150	TRENCH BACKFILL	CU YD	250	\$50.00	\$12,500.00
25000210	SEEDING CL 2A	ACRE	1.4	\$3,500.00	\$4,900.00
25000400	NITROGEN FERT NUTR	POUND	126	\$4.25	\$535.50
25000500	PHOSPHORUS FERT NUTR	POUND	126	\$4.25	\$535.50
25000600	POTASSIUM FERT NUTR	POUND	126	\$5.00	\$630.00
25100115	MULCH, METHOD 2	ACRE	1.4	\$2,000.00	\$2,800.00
25100630	EROSION CONTR BLANKET	SQ YD	250	\$2.50	\$625.00
28000400	PERIMETER EROS BAR	FOOT	750	\$5.50	\$4,125.00
28000500	INLET & PIPE PROTECT	EACH	6	\$100.00	\$600.00
28000510	INLET FILTERS	EACH	6	\$150.00	\$900.00
31100910	SUB GRAN MAT 12	SQ YD	3333	\$30.00	\$99,990.00
35501300	HMA BASE CSE 4	SQ YD	3333	\$40.00	\$133,320.00
42000501	PCC PVT 10 JOINTED	SQ YD	3333	\$75.00	\$249,975.00
42101300	PROTECTIVE COAT	SQ YD	3333	\$1.25	\$4,166.25
42300400	PCC DRIVEWAY PAVT 8	SQ YD	290	\$80.00	\$23,200.00
42400400	PC CONC SIDEWALK 5	SQ FT	2400	\$8.00	\$19,200.00
44000100	PAVEMENT REM	SQ YD	2100	\$45.00	\$94,500.00
44000200	DRIVE PAVEMENT REM	SQ YD	200	\$20.00	\$4,000.00
44213206	TIE BARS 5/8	EACH	75	\$15.00	\$1,125.00
54213669	PRC FLAR END SEC 24	EACH	2	\$1,300.00	\$2,600.00
542A0229	P CUL CL A 1 24	FOOT	75	\$85.00	\$6,375.00
550A0120	STORM SEW CL A 24	FOOT	400	\$73.00	\$29,200.00
550A2360	SS RG CL A 1 24	FOOT	630	\$46.00	\$28,980.00
60218400	MAN TA 4 DIA T1F CL	EACH	2	\$2,500.00	\$5,000.00
60235700	INLET TA T3F&G	EACH	6	\$2,400.00	\$14,400.00
TOTAL ESTIMATED COST OF WORK INCLUDING ALL LABOR, MATERIALS AND PROFITS.					\$766,232.25

Made by BFW Date 4/7/2021 Examined _____ , _____
Checked by _____ Date _____ _____ Regional Engineer



BACON | FARMER | WORKMAN
ENGINEERING & TESTING, INC.

Project W. Frankfort HSIP
Route W. Cleveland St.
Section _____
County Franklin

Estimate of Cost

Location of Improvement: Intersection of IL 37 and Cleveland Street on south side of West Frankfort

For a total distance of 0.3 mile Net improvement of 1584 feet
Type PCC Width _____ Thickness 10"
Shoulders CC&G Average Haul _____ Maximum Grade _____ %

Code Number	Item	Unit of Measure	Quantity	Unit Price	Total Cost
	BALANCE CARRIED FORWARD				\$766,232.25
60500060	REMOV INLETS	EACH	2	\$500.00	\$1,000.00
60605000	COMB CC&G TB6.24	FOOT	1000	\$42.00	\$42,000.00
67100100	MOBILIZATION	L SUM	1	\$30,000.00	\$30,000.00
70300221	TEMP PVT MK L4 PNT	FOOT	1000	\$0.15	\$150.00
78008200	POLYUREA PM T1 LTR-SY	SQ FT	400	\$15.00	\$6,000.00
78008210	POLYUREA PM T1 LN 4	FOOT	2000	\$2.50	\$5,000.00
78008270	POLYUREA PM T1 LN 24	FOOT	72	\$6.00	\$432.00
78011000	GRV RCSD PM LTR & SYM	SQ FT	500	\$8.00	\$4,000.00
78011025	GRV RCSD PVT MRKG 5	FOOT	2000	\$0.80	\$1,600.00
78011125	GRV RCSD PVT MRKG 25	FOOT	72	\$10.00	\$720.00
78100100	RAISED REFL PAVT MKR	EACH	50	\$55.00	\$2,750.00
78300202	PAVMT MRKG REM WTR BL	SQ FT	1000	\$1.00	\$1,000.00
80300100	LOCATE UNDERGR CABLE	FOOT	300	\$6.00	\$1,800.00
80500010	SERV INSTALL GRND MT	EACH	1	\$4,000.00	\$4,000.00
X7010216	TRAF CONT & PROT (SPL)	L SUM	1	\$30,000.00	\$30,000.00
	TRAFFIC SIGNAL SYSTEMS W/ LUMINAIRES	EACH	1	\$180,000.00	\$180,000.00
	UTILITY DJUSTMENTS		1	\$30,000.00	\$30,000.00
	RIGHT OF WAY		1	\$50,000.00	\$50,000.00
	ENGINEERING		1	\$95,000.00	\$95,000.00
TOTAL ESTIMATED COST OF WORK INCLUDING ALL LABOR, MATERIALS AND PROFITS.					\$1,251,684.25

Made by BFW Date 4/7/2021 Examined _____ , _____
Checked by _____ Date _____ _____ Regional Engineer

City of West Frankfort
FY25 HSIP PROJECT TIMELINE

City of West Frankfort - West Cleveland Street - HSIP Intersection Project															
Work Item	Start Date	Date Completed	2023			2024									
			October	November	December	January	February	March	April	May	June	July	August	September	October
1. Notice of Award	10/1/2023	10/31/2023													
2. PE & Plan Development	11/1/2023	3/31/2024													
IDOT Review	3/1/2024	4/30/2024													
3. Pre-Final Plan Development	5/1/2024	7/31/2024													
IDOT Review	7/1/2024	8/31/2024													
4. Final Plans	9/1/2024	10/31/2024													
5. Letting	11/1/2024	11/30/2024													
6. Construction															

City of West Frankfort - West Cleveland Street - HSIP Intersection Project															
Work Item	Start Date	Date Completed	2024	2025											2026
			December	January	February	March	April	May	June	July	August	September	October	November	December
1. Notice of Award															
2. PE & Plan Development															
IDOT Review															
3. Pre-Final Plan Development															
IDOT Review															
4. Final Plans															
5. Letting															
6. Construction	12/31/2024	8/31/2025													

**City of West Frankfort, Illinois
FY-2025 HSIP Safety Application
West Cleveland Street – Safety Improvements**

Project Narrative

INTRODUCTION & PROJECT OVERVIEW

Illinois 37 and West Cleveland Street carries a significant amount of traffic in the southern part of the City of West Frankfort. West Cleveland Street serves as a primary access road into the West Frankfort City Park and our Aquatic Center. The alignment of West Cleveland Street, the turning movements at the intersection along with the high traffic volumes are causing safety related issues at the site that has resulted in a number of safety related issues in the recent years on Illinois 37 and West Cleveland Street.

The work planned includes; installing left turn lanes on the Cleveland Street of the intersection along with traffic signals at this location. Additionally, the proposed work includes new pavement markings at this intersection to improve delineation for motorists.

The safety and operational problems that exist along Illinois 37 at West Cleveland Street are a significant concern for the city to ensure the safety of the residents and commuters that travel every day to the park, aquatic center and their homes.

EXISTING CONDITIONS

Illinois 37 at this location is in a transitional area where the four-lane section just north of this location is reducing to a rural two-lane section just south of West Cleveland Street. This transitional area does cause issues with SB-EB left turn movements and merging that goes with it at this location. West Cleveland Street is presently a 22' wide roadway without any turn lanes provided. The existing ADT on Illinois 37 is 8,400 vehicles per day and on West Cleveland Street is 2,500 vehicles per day. The intersection presently operates under a stop condition for Cleveland Street. This intersection has been the site of a number of serious crashes over the past five years.

West Cleveland Street serves as a primary entry for residents and commuters that reside in the area or are traveling to the nearby large park and indoor aquatic center. Presently neither Illinois 37 nor Cleveland Street provides exclusive turn lanes at this location. The Cleveland Street roadway is not designed to accommodate the existing turning movements at this intersection.

PROPOSED PROJECT UNDERSTANDING

This intersection is important to the City of West Frankfort as it provides access to many important destinations. The crash history at this location that has been present over the previous five years should be addressed to make for a safer intersection and improve access for the city. Couple with this with the fact that the city is planning to develop Cleveland Street westerly to connect to a proposed new interchange under development with IDOT District 9 to enhance the overall access into the City of West Frankfort. This intersection improvement would prove to be of vital importance once this interchange to Cleveland Street connection is completed.

The City of West Frankfort plans to utilize three primary safety measures as part of this project to upgrade and improve Illinois 37 and West Cleveland Street with relevant safety initiatives to increase the safety for daily residents and commuters in West Frankfort. The work planned includes; installing left turn lanes on all four legs of the intersection along with traffic signals at this location. Additionally, the proposed work includes new pavement markings at this intersection to improve delineation for motorists.

The proposed work at this location would improve roadway conditions by providing left turn lanes on Illinois 37 and West Cleveland Street as well as traffic signals to improve traffic flow through the area. The City of West Frankfort supports this safety related work to improve safety at this intersection to ensure future safety in our community. The total estimated cost of this work is 1,251,700. The B/C computed utilizing the tool for the traffic signals at these locations was 1.58.

The City of West Frankfort believes these improvements will improve safe traveling conditions at this location that serves as primary access to the city park and the aquatic center.

HSIP Application

For

Jefferson County

May 1, 2023

Subject: FY 25 HSIP Submittal
Jefferson County
Wells Bypass – HMA Safety Shoulder

Mr. Kirk Brown, P.E.
Region 5 Engineer
Illinois Department of Transportation
District 9 Headquarters, P.O. Box 100
2801 W. Murphysboro Road
Carbondale, IL 62903
Attention: Mr. Jay Kranz

Dear Mr. Kranz:

Attached is the Jefferson County Highway Department's request for consideration of Local HSIP Funding for a complete safety upgrade to Wells Bypass that will include: 4' wide HMA safety shoulders with rumble strips, superelevation corrections through curves, guardrail upgrades, pavement markings and right turn lanes into the Mt. Vernon High School on this 1.1-mile route. This was a project initiated in large part because of crashes that have occurred on this route and the fact that Wells Bypass serves as the only access road to the Mt. Vernon Township High School which serves approximately 1,200 students and staff.

The planned work consists of constructing a new 4' HMA safety shoulder complete with rumble strips on Wells Bypass Road from Veteran's Memorial Parkway southerly for 1.1 miles to just past Mt. Vernon Township High School. This proposal for Wells Bypass Road also includes superelevation corrections, guardrail upgrades, pavement markings and adding turn lanes into the primary entry points as the high school. The B/C computed utilizing the tool for the HMA shoulders, SE corrections, guardrail upgrades, pavement markings and turn lanes was 1.0.

This corridor is extremely important to Jefferson County because of how critical it is to keeping safety at the forefront due to the sheer numbers of young people that utilize this route. There are two primary entry points from Wells Bypass into the high school and this candidate project includes adding turn lanes at both locations.

This corridor of Wells Bypass Road carries a tremendous amount of semi-truck traffic carrying sectional homes to Mt. Vernon Dream Homes that lies adjacent to the road. This HMA safety shoulder project fits a tremendous operational need that will also greatly improve the safety of this road. These safety components added to this candidate location will greatly upgrade the entire route from Veteran's Memorial Parkway to just past Mt. Vernon Township High School.

The attachments include the HSIP Candidate Form, B/C Analysis, 2017-2021 crash data, location map, cost estimate, project timeline, project narrative and requested GATA forms. If you have any questions regarding this material, please feel free to contact me at 618-244-8031.

Respectfully submitted,

Brandon Simmons
Jefferson County Engineer

cc: File



Illinois Department of Transportation

Office of Highways Project Implementation / Bureau of Local Roads & Streets
2300 South Dirksen Parkway / Room 205 / Springfield, Illinois / 62764

Local Roads & Streets Grant Application		
Program Information		
1.	IDOT Grant Program	Local Highway Safety Improvement Program
2.	Solicitation Cycle	Fiscal Year 2025
Applicant Information		
3.	Lead Applicant Name (Local Public Agency)	Jefferson County Highway Department
4.	Partners/Co-Applicants	
5.	Employer / Taxpayer Identification Number (EIN, TIN) for Lead Applicant	
6.	Organizational UEI Number (SAM.GOV) for Lead Applicant	
7.	Business Address for Lead Applicant	Street Address: 750 Old Fairfield Rd City: Mt. Vernon State: Illinois County: Jefferson Zip + 4: 62864
Applicant's Name and Contact Information for Person to be involving this Application		
8.	First Name	Brandon
9.	Last Name	Simmons
10.	Suffix	
11.	Title	Jefferson County Engineer
12.	Organizational Affiliation	Jefferson County Highway Department
13.	Telephone Number	618-244-8031
14.	Fax Number	618-242-3392
15.	Email address	countyengineer@jeffil.us
Applicant's Project		
16.	Description of Applicant's Project	Wells Bypass Safety Upgrade

Illinois Department of Transportation						HSIP Candidate Form						
											FY 2025	
ID:		Contract:			Award Date:			Completion Date:				
District: 9		County: Jefferson					City: N/A					
Key route: FAU 8747		Marked route: Wells Bypass										
Road Name: Wells Bypass					Intersecting Roadway: N/A <input type="checkbox"/>							
Length: 1.1 miles <input checked="" type="checkbox"/> N/A					Mile station: to							
Location Description: Wells Bypass from Veteran's Memorial Parkway southerly to past Mt. Vernon Township High School for 1.1 miles												
<input checked="" type="checkbox"/> Rural		<input type="checkbox"/> Urban		Lanes: 2								
AADT(Segment): 3400				Total Entering AADT (Intersection): N/A					Speed Limit: 40 mph			
Friction Test Results:				<input checked="" type="checkbox"/> N/A				Lighting Present: <input type="checkbox"/> Y <input checked="" type="checkbox"/> N				
CHSP Emphasis Area(s): Segments						<input type="checkbox"/> District Documentation		<input type="checkbox"/> Systematic Improvements		<input type="checkbox"/> N/A		
Peer Group: Rural Two-Lane Roadway											<input type="checkbox"/> N/A	
Other:												
Crashes Details												
Year	Total Crashes	Fatal Crashes	Fatalities	A-Injury Crashes	A-Injuries	B-Injury Crashes	B-Injuries	C-Injury Crashes	C-Injuries	PDO	Wet-Weather Crashes	Darkness (Not lighted) Crashes
2017	9	0	0	1	1	2	2	0	0	6	2	2
2018	4	0	0	0	0	0	0	0	0	4	1	1
2019	8	0	0	1	1	1	2	1	1	5	0	1
2020	5	0	0	1	3	0	0	0	0	4	0	2
2021	7	0	0	0	0	1	1	0	0	6	0	1
Total	33	0	0	3	5	4	5	1	1	25	3	7
Location Description: Wells Bypass from Veteran's Memorial Parkway southerly to past Mt. Vernon Township High School for 1.1 miles												
Problem Description: Road alignment & crown are causing crashes on main access to Mt. Vernon Township High School												
Previous Safety Improvements: None												
Collision Diagram: <input checked="" type="checkbox"/> Y <input type="checkbox"/> N								Images: <input checked="" type="checkbox"/> Y <input type="checkbox"/> N				
Predominant Crash Types: Turning, Rear Ends,& Angle												
Proposed Improvement(s): HMA 4' Safety Shoulder with Rumble Strips, & Left Turn Lanes into high school.												
Estimated Project Cost (\$000's): \$1,231,085								Benefit-Cost Ratio: 1.0				
Local Projects: Proposed project is in Williamson County jurisdiction												
Annual Fatal Crash Rate (Fatal Crashes/100 Miles):						Annual A-Injury Crash Rate (A-Injury Crashes/100 Miles):						
Local Roads Rural Functional Class: Major Collector												
Approved:								Central HSIP Approval Date:				
Signed: State Safety Engineer								Funding: <input checked="" type="checkbox"/> HSIP <input checked="" type="checkbox"/> HRRR <input type="checkbox"/> RAIL				
Comment:												
Distribution:		<input type="checkbox"/> OPP	<input type="checkbox"/> District	<input type="checkbox"/> BSPE	<input type="checkbox"/> LRS	<input type="checkbox"/> BDE						

PROJECT DESCRIPTION - PROJECT DATA INPUT (LOCAL SEGMENTS)

<u>Project:</u>	Wells Bypass Road - HSIP Safety Shoulders & Turn Lanes				<u>Prepared by:</u>	BFW				
<u>District:</u>	9	<u>County:</u>	Jefferson	<u>City:</u>		<u>Date</u>	3/22/2023			
<u>Key Route:</u>	FAU 8747	<u>Marked Route:</u>	Well Bypass Road	<u>MilePost:</u>		<u>Current AADT:</u>	3400			
<u>Location:</u>	Just west of I-57 and south from Veteran's Memorial Parkway near Mt. Vernon									
							<u>Length (miles):</u>	1.1		
<u>Crash data:</u>	5	Years						<u>Begin Station:</u>		
	From	2017	to	2021					<u>End Station:</u>	
							<u>Traffic Growth factor</u>	3.0%		
<u>Peer Group:</u>	Peer Group 5 - Rural AADT >2,500 / two lanes							<u>Interest rate</u>	4.0%	

Messages

Please provide a detailed cost estimation for all countermeasures along with this summary sheet.

The combined effect of multiple countermeasures is limited to 0.60 or the smallest CMF

The analysis contains a User Defined Countermeasure (please provide supporting documentation)

LOCAL SEGMENTS CRASH SEVERITY DISTRIBUTION BY CRASH TYPE FOR ANALYSIS PERIOD

Crash Type	All Crashes (Aggregated crash input only)	CRASH TYPE																	SPECIAL CASE		Total
		Angle	Animal	Fixed Object	Head On	Left Turn	Other Noncollision	Other Object	Overturned	Pedestrian	Pedalcyclist	Parked Vehicle	Rear End	Right Turn	Sideswipe Same Direction	Sideswipe Opposite Direction	Turning	Train	Night Time	Wet Pavement	
Crash Severity	ALL	AG	AN	FO	HO	LT	OtherNC	OtherO	OVT	PD	PDC	PKV	RE	RT	SSD	SOD	T	TR	NGT	WP	TOT
Fatal Crashes																			0	0	0
A-Injury Crashes		1											1				1		0	0	3
B-Injury Crashes		2											1				1		0	0	4
C-Injury Crashes				1															0	0	1
PDO Crashes		2	3	1					1				7		1		10		0	0	25

LOCAL SEGMENTS BENEFIT COST ANALYSIS

BENEFIT CALCULATIONS			COUNTERMEASURE COST CALCULATIONS							
COUNTERMEASURE	CMF *	Crash Type affected by this improvement	Unit Cost	Quantity	Units	Total Cost	Service Life	Present worth	EUAC **	
4.1.3.S1.1 - Pavement Treatments - Add or Widen Paved Shoulder	0.77	ROR, FO, HO, OVT, SOD, SSD	\$220,000	1.1	Miles	\$242,000	15	\$242,000	\$21,800	
4.6.1.S1.1 - Curves - Improve Superelevation on Curve	0.94	All	\$310,000	1.1	Miles	\$341,000	12	\$341,000	\$30,700	
4.8.101.UD.1 - User Defined - Provide a right turn lane on one major road approach	0.86	All	\$80,000	2	Unit Qnty	\$160,000	15	\$160,000	\$14,400	
4.1.9.S1.1 - Pavement Treatments - Install Rumble Strips (Shoulder)	0.67	FO, OVT	\$20,000	1.1	Miles	\$22,000	8	\$38,075	\$3,450	
TOTAL BENEFIT	\$71,550		TOTAL COST						\$70,350	

BENEFIT/ COST	1.00	ANNUAL NUMBER OF FATALITIES POTENTIALLY PREVENTED	0.00	TOTAL FATALITIES PREVENTED	0.00
---------------	------	---	------	----------------------------	------

* CMF = Crash Modification Factor

** EUAC = Estimated Uniform Annual Cost

Jefferson County Wells Bypass - Safety Upgrades

▼ Countermeasure: Provide a right-turn lane on one major-road approach

Compare	CMF	CRF(%)	Quality	Crash Type	Crash Severity	Area Type	Reference	Comments
<input checked="" type="checkbox"/>	0.86	14	★★★★☆	All	All	All	HARWOOD ET AL., 2002	Countermeasure name changed to... [READ MORE]

STUDY: [SAFETY EFFECTIVENESS OF INTERSECTION LEFT- AND RIGHT-TURN LANES, HARWOOD ET AL., 2002](#)

Star Quality Rating:		★★★★☆ [VIEW SCORE DETAILS]
Rating Points Total:		130

Crash Modification Factor (CMF)	
Value:	0.86
Adjusted Standard Error:	0.06
Unadjusted Standard Error:	0.05

Crash Reduction Factor (CRF)	
Value:	14 <i>(This value indicates a decrease in crashes)</i>
Adjusted Standard Error:	6
Unadjusted Standard Error:	5

Applicability	
Crash Type:	All
Crash Severity:	All

Jefferson County Highway Department
FY-2025 HSIP Safety Application
Install 4' HMA Safety Shoulder & Turn Lanes on Wells Bypass

Safety Data Analysis

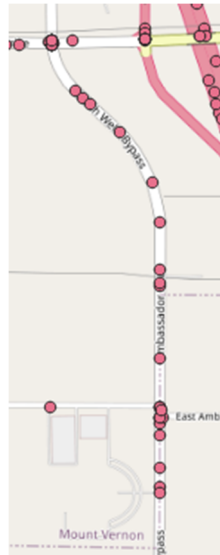
SAFETY ANALYSIS

A total of 33 crashes occurred on the 1.1 mile stretch of Wells Bypass over a 5-year period (2017-2021).

Figure 1 depicts the locations and distribution of crashes within the study area by year. During this period studied there was 3 - 'A' Injury crash, 4 - 'B' Injury crashes, and 1 - 'C' Injury crash. **Figure 2** illustrates how the urban local system in Jefferson County has more Fatal and A-Injury crashes than even the State System of roadways. **Figure 3** depicts the Road Departure crash rates on the local system rival that on the State System. **Figures 4 & 5** provides a view of the high rate of Younger Driver and Intersection crash types as compared to the State System in Jefferson County. Finally, **Figure 6** portrays the high rate of road departure crashes on local Jefferson County roadways.

All of these various safety treatments planned on Wells Bypass should provide significant improvements to the roadway safety and operations!

FIGURE 1: CRASH LOCATIONS & SUMMARY BY SEVERITY & YEAR – WELLS BYPASS



Crashes & Injuries by Year										
Year	Total Crashes	Fatal Crashes	A-Injury Crashes	B-Injury Crashes	C-Injury Crashes	PDO Crashes	Wet Weather	Darkness Crashes	Ice/Snow Crashes	Impaired Driver
2017	9	0	1	2	0	6	2	2	1	1
2018	4	0	0	0	0	4	1	1	1	0
2019	8	0	1	1	1	5	0	1	0	0
2020	5	0	1	0	0	4	0	2	1	0
2021	7	0	0	1	0	6	0	1	0	0
Totals	33	0	3	4	1	25	3	7	3	1

Crash Data by Type of Collision							
Type	Total Number	2017	2018	2019	2020	2021	% Crashes
Angle	5	3	1			1	15%
Animal	3				1	2	9%
Fixed Object	2		1	1			6%
Front to Rear	9	2	1	4	1	1	27%
Overturned	1	1					3%
Parked Vehicle	0						0%
Sideswipe	1			1			3%
Turning	12	3	1	2	3	3	36%
Totals	33	9	4	8	5	7	100%

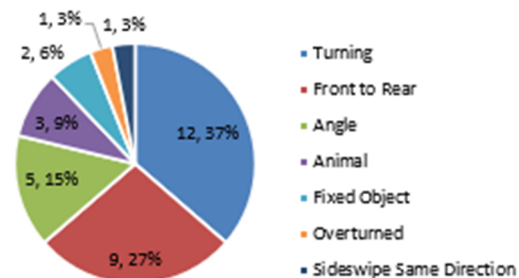
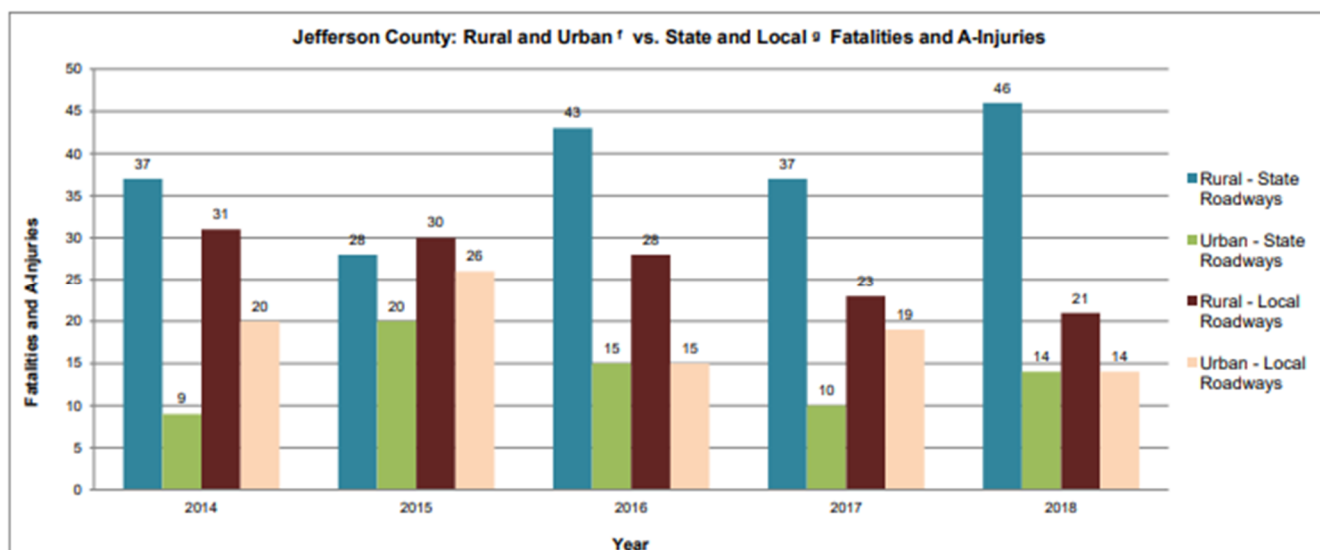
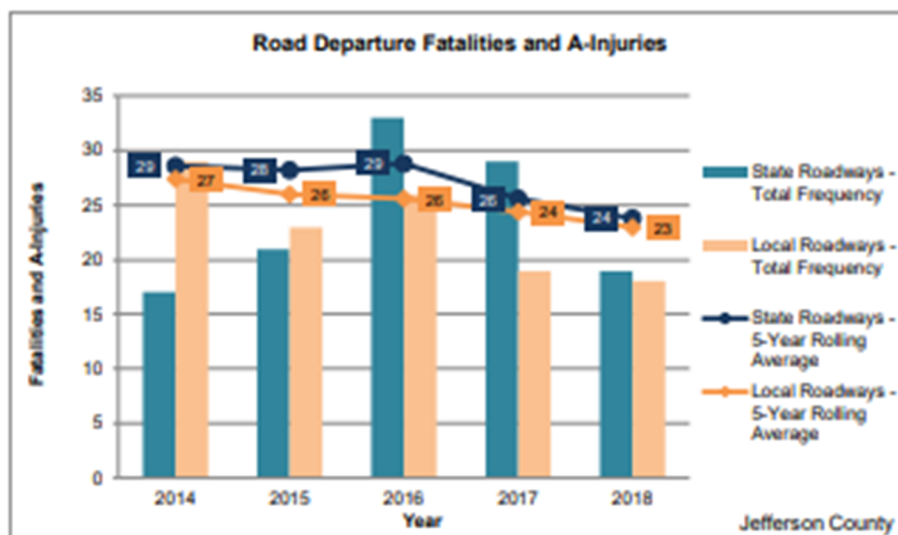


FIGURE 2: COMPARING RURAL & URBAN VS. STATE & LOCAL (JEFFERSON)



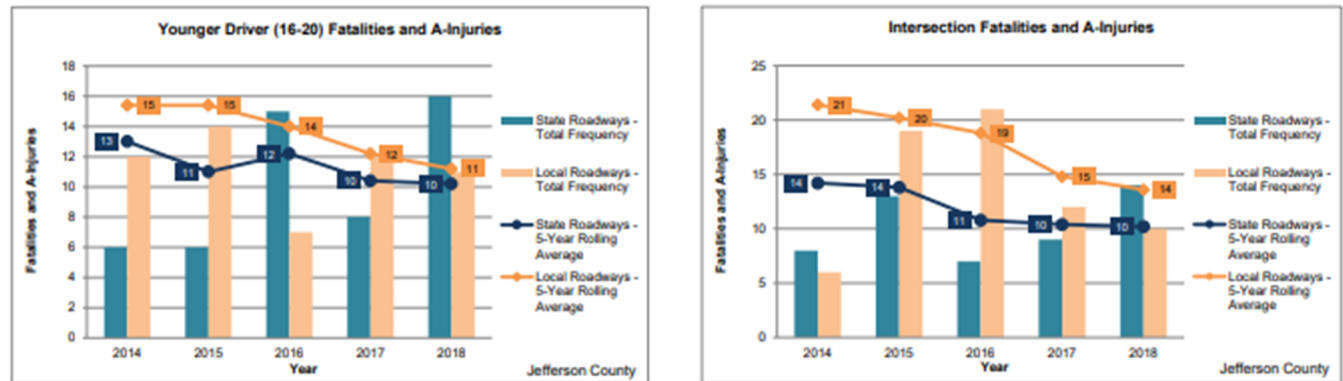
In most cases, the Local System has a higher incidence of urban crashes with serious injuries than the State System in Jefferson County!

FIGURE 3: COMPARING ROAD DEPARTURE CRASHES VS. STATE & LOCAL (JEFFERSON)



The Local System has a similar rate of Roadway Departure Crashes with serious injuries as the State System in Jefferson County!

FIGURES 4&5: YOUNGER DRIVER & INTERSECTION – SERIOUS CRASHES IN JEFFERSON CO.



The Local System has very high rates of Younger Driver and Intersection Crashes with serious injuries when compared to the State System in Jefferson County!

FIGURE 6: CRASH BREAKDOWN BY CAUSE AND FREQUENCY

Emphasis Areas	Jefferson County - State Roadways						Jefferson County - Local/County Roadways					
	Fatalities			A-Injuries			Fatalities			A-Injuries		
	Percent	Frequency	Percent Change '14 to '18 ^b	Percent	Frequency	Percent Change '14 to '18 ^b	Percent	Frequency	Percent Change '14 to '18 ^b	Percent	Frequency	Percent Change '14 to '18 ^b
Younger Driver (16-20)	20.0%	5	-100.0%	19.7%	46	300.0%	22.2%	2	0.0%	24.8%	54	-8.3%
Older Driver (65+)	24.0%	6	0.0%	22.6%	53	66.7%	0.0%	0	0.0%	17.9%	39	-37.5%
Speeding/Aggressive Driver ^c	8.0%	2	0.0%	15.4%	36	400.0%	11.1%	1	0.0%	19.7%	43	-35.7%
Unrestrained Occupants	28.0%	7	-66.7%	15.4%	36	-40.0%	55.6%	5	-100.0%	10.1%	22	150.0%
Impaired Driver	44.0%	11	-75.0%	9.8%	23	-80.0%	55.6%	5	0.0%	14.7%	32	-80.0%
Fatigued/Drowsy/Distracted Driver	4.0%	1	0.0%	8.1%	19	200.0%	0.0%	0	0.0%	6.4%	14	0.0%
Pedestrian	12.0%	3	0.0%	3.0%	7	0.0%	0.0%	0	0.0%	6.9%	15	-87.5%
Pedalcyclist	0.0%	0	0.0%	1.3%	3	0.0%	0.0%	0	0.0%	1.4%	3	0.0%
Motorcycle	16.0%	4	0.0%	9.0%	21	25.0%	33.3%	3	0.0%	9.2%	20	-50.0%
Heavy Vehicle	36.0%	9	100.0%	14.5%	34	25.0%	0.0%	0	0.0%	2.3%	5	0.0%
Train	0.0%	0	0.0%	0.0%	0	0.0%	22.2%	2	-100.0%	0.5%	1	0.0%
Road Departure ^d	55.0%	14	-50.0%	44.9%	105	30.8%	33.3%	3	0.0%	51.4%	112	-41.4%
Intersection ^e	12.0%	3	0.0%	20.5%	48	75.0%	22.2%	2	0.0%	30.3%	66	66.7%
Work Zone	12.0%	3	0.0%	3.8%	9	0.0%	0.0%	0	0.0%	0.0%	0	0.0%

Road Departure crashes account for the highest percentage of A-Injury type crashes and the second highest incidence of Fatal crashes in Jefferson County!

COUNTERMEASURES – WELLS BYPASS – JEFFERSON COUNTY

Jefferson County plans to utilize seven primary safety measures as part of this project to completely upgrade the route with relevant safety initiatives to improve this vital roadway from Veteran's Memorial Parkway to Just past the Mt. Vernon Township High School:

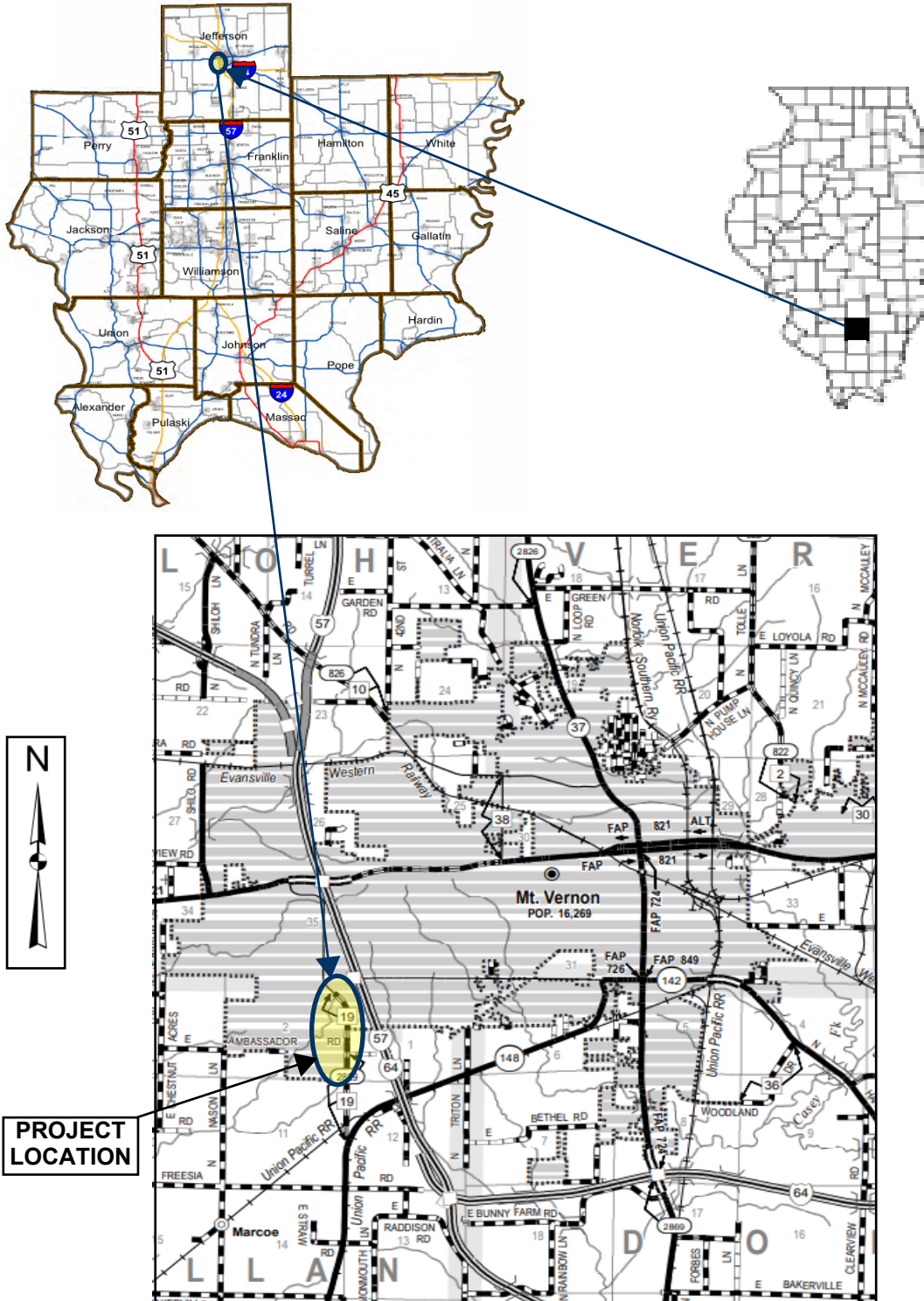
- Install a 4' wide HMA safety shoulder adjacent to Wells Bypass from Veteran's Memorial Parkway to Just past the Mt. Vernon Township High School.
- Install shoulder rumble strips within this HMA shoulder.

- Correct superelevation through the reverse curves.
- Provide right turn lanes into the Mt. Vernon Township High School.
- Upgrade the existing guardrail present on Wells Bypass to provide proper height and terminal sections.
- Install new centerline RPM's.
- Refresh the centerline and pavement markings on Wells Bypass.

We believe this 4' HMA Safety Shoulder/Turn Lane project added to existing Wells Bypass will substantially and meaningfully improve this roadway for the better making it safer for all its daily traffic! Total costs for all this work are estimated at \$1,231,085. The B/C for this project was computed at 1.0 however some of the countermeasures could not be included due to limitation of four items.

LOCATION MAP

Jefferson County FY-25 HSIP Application Wells Bypass - HMA Shoulders & Rumble Strips



PHOTOS 1 & 2: EXISTING PAVEMENT & SHOULDER CONDITIONS



Existing Weak Pavement Markings



**Improper Superelevation Rates
Mt. Vernon Dream Home Entrance**

PHOTOS 3& 4: EXISTING SURFACE PROBLEMS ON WELLS BYPASS



North Access at Mt. Vernon High School



South Access at Mt. Vernon High School

PHOTO 5: EXISTING SUBSTANDARD GUARDRAIL ON WELLS BYPASS





BACON | FARMER | WORKMAN
ENGINEERING & TESTING, INC.

Project 4' HMA Safety Shoulder
Route Lake of Egypt Road
Section _____
County Jefferson

Estimate of Cost

Location of Improvement: Wells Bypass - Extending from Veteran's Memorial Parkway to just past the Mt. Vernon Township High School.

For a total distance of 1.1 miles Net improvement of _____
Type Bituminous Width 4' Thickness 8"
Shoulders 4' HMA Average Haul _____ Maximum Grade %

Code Number	Item	Unit of Measure	Quantity	Unit Price	Total Cost
20200500	EARTH EXCAVATION	CU YD	300	\$35.00	\$10,500.00
22000210	SEEDING CL 2A	ACRE	0.25	\$5,000.00	\$1,250.00
25000400	NITROGEN FERT NUTR	POUND	20	\$5.00	\$100.00
25000500	PHOSPHORUS FERT NUTR	POUND	20	\$5.00	\$100.00
25000600	POTASSIUM FERT NUTR	POUND	20	\$5.00	\$100.00
25000700	AGR GROUND LIMESTONE	TON	20	\$150.00	\$3,000.00
25100115	MULCH METHOD 2	ACRE	0.25	\$3,000.00	\$750.00
25100630	EROSION CONTR BLANKET	SQ YD	1210	\$2.50	\$3,025.00
35501324	HMA BASE CSE 10	SQ YD	1400	\$80.00	\$112,000.00
40200800	AGG SURFACE CSE TY B	TON	500	\$45.00	\$22,500.00
40600290	BIT MATLS (TACK COAT)	POUND	1000	\$0.80	\$800.00
40600982	HMA SURF REM BUTT JT	SQ YD	250	\$12.00	\$3,000.00
40600990	TEMPORARY RAMP	SQ YD	100	\$25.00	\$2,500.00
40604052	HMA SC IL-9.5 C N70	TON	2600	\$120.00	\$312,000.00
44000151	HMA SURF REM 1/2	SQ YD	17000	\$1.75	\$29,750.00
48203100	HMA SHOULDERS	TON	2420	\$100.00	\$242,000.00
63000001	SPBGR TY A 6FT POSTS	FOOT	7000	\$25.00	\$175,000.00
63000050	WPGR ATT CLVRT CASE 1	FOOT	40	\$230.00	\$9,200.00
63100167	TR BAR TRM T1 SPL TAN	EACH	8	\$3,100.00	\$24,800.00
63200310	GUARDRAIL REMOVAL	FOOT	6000	\$6.00	\$36,000.00
64200108	SHOULDER RUM STRIP 8	FOOT	30100	\$0.70	\$21,070.00
67100100	MOBILIZATION	L SUM	1	\$15,000.00	\$15,000.00
72501000	TERMINAL MARKER DA	EACH	8	\$30.00	\$240.00
78008200	POLYUREA PM T1 LTR-SY	SQ FT	1400	\$25.00	\$35,000.00
78008210	POLYUREA PM T1 LN 4	FOOT	20000	\$4.50	\$90,000.00
78011000	GRV RCSD PM LTR & SYM	SQ FT	1400	\$13.00	\$18,200.00
TOTAL ESTIMATED COST OF WORK INCLUDING ALL LABOR, MATERIALS AND PROFITS.					\$1,167,885.00

Made by BFW Date 4/7/2021 Examined _____, _____
Checked by _____ Date _____ Regional Engineer



Estimate of Cost

For a total distance of		1.1 miles	Net improvement of	
Type	Bituminous	Width	4'	Thickness
Shoulders	4' HMA	Average Haul		8"
				Maximum Grade
				%

Made by BFW Date 4/7/2021 Examined _____, _____
Checked by _____ Date _____ Regional Engineer

Jefferson County Highway Department
FY-25 HSIP PROJECT TIMELINE

Jefferson County HSIP - Wells Bypass - 4' HMA Safety Shoulder & Turn Lane Project																
Work Item	Start Date	Date Completed	2023			2024										
			October	November	December	January	February	March	April	May	June	July	August	September	October	November
1. Notice of Award	10/1/2023	10/31/2023														
2. PE & Plan Development	11/1/2023	3/31/2024														
IDOT Review	3/1/2024	4/30/2024														
3. Pre-Final Plan Development	5/1/2024	7/31/2024														
IDOT Review	7/1/2024	8/31/2024														
4. Final Plans	9/1/2024	10/31/2024														
5. Letting	11/1/2024	11/30/2024														
6. Construction																

Jefferson County HSIP - Wells Bypass - 4' HMA Safety Shoulder & Turn Lane Project																
Work Item	Start Date	Date Completed	2024	2025											2026	
			December	January	February	March	April	May	June	July	August	September	October	November	December	January
1. Notice of Award																
2. PE & Plan Development																
IDOT Review																
3. Pre-Final Plan Development																
IDOT Review																
4. Final Plans																
5. Letting																
6. Construction	12/1/2024	8/31/2025														

Jefferson County Highway Department
FY-2025 HSIP Safety Application
Install 4' HMA Safety Shoulder & Turn Lanes on Wells Bypass

Project Narrative

INTRODUCTION & PROJECT OVERVIEW

Wells Bypass carries a significant amount of traffic in the central portion of Jefferson County. The roadway surface is 22' wide and carries a tremendous amount of commercial semi-truck traffic everyday creating edge of pavement drop off as a result of the high commercial traffic volumes. At the Mt. Vernon Township High School, the entrances into the high school left turn lanes are missing at the site that could facilitate safer entry into the school. Additionally, other deficiencies are present: incorrect superelevations through existing curves, deficient guardrail, weak pavement markings, and RPM's are not present on this stretch of roadway. This has resulted in a significant amount of serious crashes on this roadway over the recent years.

This project will consist of constructing a new four-foot HMA Safety Shoulder adjacent to the pavement for the entire length of Wells Bypass from Veteran's Memorial Parkway to just past the Mt. Vernon Township High School. This project will also include: superelevation corrections through the reverse curves on the route, providing turn lanes into the high school complex, replacing existing guardrail, improved pavement markings, and raised pavement markers throughout the section.

These safety upgrades will undoubtedly improve roadway safety throughout this section. With so many people accessing the high school daily, these improvements will be a tremendous benefit to the community and the school district.

EXISTING CONDITIONS

Wells Bypass provides a 22' wide pavement surface with turf shoulders from just south of Veteran's Memorial Parkway to Illinois 148 and is an important connection that connects areas in central Jefferson County to Mt. Vernon, Interstate 57, Illinois 148 and the Mt. Vernon Township High School. The ADT on Wells bypass is presently 3,400 vehicles per day. The daily traffic ranges from commuter traffic to heavy commercial use. The Mt. Vernon Dream Homes facility lies adjacent to Wells Bypass within this project's limits and generates a very large amount of semi traffic that delivers mobile and sectional homes into their facility on the east side of Wells Bypass. This roadway also provides access for Erb Equipment near the south end of Wells Bypass to the interchange on Interstate 57.

It has long been a goal of this county to be able to provide wider, high type shoulders on this roadway largely due to the types of traffic that use it but to also help provide safe conditions for students that utilize this roadway. The superelevation corrections and turn lanes into the high school complex will further ensure safety on this section. This project will accomplish all these goals for the county!

ILLINOIS COMMERCE COMMISSION
GRADE CROSSING PROTECTION FUND APPLICATIONS

Exhibit #3

Greater Egypt Regional Safety Study

Top Five Locations

ICC GCPF Applications Submitted

At-Grade Railway Crossing Locations with Crashes Resulting in Injuries

RANK	LOCATION	STREET	SITE NOTES	ESTIMATED COST	CRASH	ADT
#1	Belle Rive	North Birch Street	This location is very poor with bad roadway grades & also lacks gates.	\$450,000	'A' Injury	400 vpd
#2	Benton	Joplin Street	Needs better approaches	\$175,000	'B' Injury	900 vpd
#3	Bluford	Elm Street	Minor grade issues & needs precast PCC panels	\$200,000	'B' Injury	950 vpd
#4	Johnston City	East Broadway Blvd	Roadway grades need to be improved.	\$400,000	'B' Injury	4400 vpd
#5	Mt. Vernon	South 12th Street	Site needs gates.	\$60,000	'A' Injury	4750 vpd

GCPF APPLICATION FOR HIGHWAY-RAIL SAFETY PROJECT FUNDING

Click the links below for more info:

ICC-IL GRADE CROSSING PROTECTION FUND (GCPF):

<https://www.icc.illinois.gov/rail-safety>

IDOT-SECTION 130 RAIL SAFETY FUND (Sec 130):

https://safety.fhwa.dot.gov/legislationandpolicy/fast/xing_qa.cfm

* Required

1. Applicant Name, Official Title, and Mailing Address *

Kim McCormick - Mayor
109 South Main Street,
P.O. Box 147
Belle Rive, Illinois 62810

2. Applicant Affiliation

- ☐ Rail Carrier
- ☒ Municipality (City, Village, Town)
- ☐ County Highway Department
- ☐ Township/Road District
- ☐ Other

3. Are you a railroad official, a public highway official or elected public official? *

- ☒ Yes
- ☐ No

4. Applicant E-mail Address *

5. Applicant Phone *

6. Scope of Funding Application: *

- ☐ Preliminary Engineering Only
- ☐ Construction Only
- ☐ Feasibility Study & Environmental Only
- ☒ Preliminary Engineering & Construction Combined [Feasibility & Environmental Completed Already]

7. Crossing AAR/DOT# (List in Priority Order if More Than One Crossing Requested for Improvement) *

346438X

8. Don't Know AAR/DOT#? Click Here <https://www.icc.illinois.gov/rail-safety/grade-crossing-map>

Enter your answer

9. Type of Crossing Safety Improvement Requested (Check All That Apply) *

- ☐ Highway Grade Separation (Overpass/Underpass)
- ☐ Pedestrian Only Grade Separation (Overpass/Underpass)
- ☐ Increase Vertical Clearance - Lower Pavement at Underpass
- ☐ Add Sidewalk(s) at an Existing Grade Crossing
- ☐ Voluntary Crossing Closure for Incentive Funds
- ☐ Crossing Closure with Connecting Road Construction
- ☒ Automatic Flashing Lights with 2-Quad Gates
- ☐ Automatic Flashing Lights with 4-Quad Gates
- ☐ Add Pedestrian Gates at an Existing Grade Crossing
- ☒ Rehabilitate Highway Approach Grades
- ☒ Crossing Surface Renewal
- ☐ Highway-Railroad Signal Interconnect
- ☐ Corridor Projects [Remote Monitors, LED Retrofits, etc.]
- ☐ Trespass Mitigation
- ☒ Crossing needs gates, lights, and roadway apprc

10. Anticipated Total Cost of Project *

\$450,000

11. Are Other Local Agency or Grant Funds Secured for Cost Sharing?

- ☐ Yes
- ☒ No
- ☐ Maybe

12. List the Type and Amount of Other Funds Secured *

None at this time.

13. Anticipated Unmet Funding Need

- ☐ Less Than 25% of Total Costs are Currently Unfunded
- ☐ 25% to 49% of Total Costs are Currently Unfunded
- ☐ 50% to 74% of Total Costs are Currently Unfunded
- ☐ 75% to 95% of Total Costs are Currently Unfunded
- ☒ Greater Than 95% of Total Costs are Currently Unfunded

14. List Any Special Circumstances Needing Consideration [New School, or Major Development Nearby, Increasing Hazmat Vehicle Usage, Change in Traffic Patterns/Increased AADT, Reported "Close-Calls" or Recent Incidents, etc.]

There was an 'A Type Crash at this location in 2021.

15. Please e-mail Preliminary Studies and Plans for Review
to: ICC.railsafety@illinois.gov

16. Additional Narrative on Need for Improvement

This at-grade crossing is in poor condition with poor approach roadway grades, no lights or gates, and the crossing is very rough. In light of the recent vehicle crash, it is a serious safety issue.

17. For Questions or Additional Information about Railroad Safety Improvement Opportunities, Please Contact:

Aaron Toliver, P.E., Senior Rail Safety Specialist, IL Commerce Commission - (217) 785-8420; aaron.toliver@illinois.gov **for Grade Crossing Protection Fund.**

William Pearsall, P.E., Highway-Railway Safety Engineer, Illinois Department of Transportation - (217) 785-2986; william.pearsall@illinois.gov **for IDOT-Federal SECTION 130 RAIL SAFETY FUND (Sec 130).**

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GCPF APPLICATION FOR HIGHWAY-RAIL SAFETY PROJECT FUNDING

Click the links below for more info:

ICC-IL GRADE CROSSING PROTECTION FUND (GCPF):

<https://www.icc.illinois.gov/rail-safety>

IDOT-SECTION 130 RAIL SAFETY FUND (Sec 130):

https://safety.fhwa.dot.gov/legislationandpolicy/fast/xing_qa.cfm

* Required

1. Applicant Name, Official Title, and Mailing Address *

Mr. Fred Kondritz - Mayor
1403 South Main Street
Benton, Illinois 62812

2. Applicant Affiliation

- ☐ Rail Carrier
- ☒ Municipality (City, Village, Town)
- ☐ County Highway Department
- ☐ Township/Road District
- ☐ Other

3. Are you a railroad official, a public highway official or elected public official? *

- ☒ Yes
- ☐ No

4. Applicant E-mail Address *

5. Applicant Phone *

6. Scope of Funding Application: *

- ☐ Preliminary Engineering Only
- ☐ Construction Only
- ☐ Feasibility Study & Environmental Only
- ☒ Preliminary Engineering & Construction Combined [Feasibility & Environmental Completed Already]

7. Crossing AAR/DOT# (List in Priority Order if More Than One Crossing Requested for Improvement) *

167619N

8. Don't Know AAR/DOT#? Click Here <https://www.icc.illinois.gov/rail-safety/grade-crossing-map>

Enter your answer

9. Type of Crossing Safety Improvement Requested (Check All That Apply) *

- ☐ Highway Grade Separation (Overpass/Underpass)
- ☐ Pedestrian Only Grade Separation (Overpass/Underpass)
- ☐ Increase Vertical Clearance - Lower Pavement at Underpass
- ☒ Add Sidewalk(s) at an Existing Grade Crossing
- ☐ Voluntary Crossing Closure for Incentive Funds
- ☐ Crossing Closure with Connecting Road Construction
- ☐ Automatic Flashing Lights with 2-Quad Gates
- ☐ Automatic Flashing Lights with 4-Quad Gates
- ☐ Add Pedestrian Gates at an Existing Grade Crossing
- ☒ Rehabilitate Highway Approach Grades
- ☐ Crossing Surface Renewal
- ☐ Highway-Railroad Signal Interconnect
- ☐ Corridor Projects [Remote Monitors, LED Retrofits, etc.]
- ☐ Trespass Mitigation
- ☒ Crossing needs sidewalks added and approach

10. Anticipated Total Cost of Project *

\$175,000

11. Are Other Local Agency or Grant Funds Secured for Cost Sharing?

- ☐ Yes
- ☒ No
- ☐ Maybe

12. List the Type and Amount of Other Funds Secured *

None at this time.

13. Anticipated Unmet Funding Need

- ☐ Less Than 25% of Total Costs are Currently Unfunded
- ☐ 25% to 49% of Total Costs are Currently Unfunded
- ☐ 50% to 74% of Total Costs are Currently Unfunded
- ☐ 75% to 95% of Total Costs are Currently Unfunded
- ☒ Greater Than 95% of Total Costs are Currently Unfunded

14. List Any Special Circumstances Needing Consideration [New School, or Major Development Nearby, Increasing Hazmat Vehicle Usage, Change in Traffic Patterns/Increased AADT, Reported "Close-Calls" or Recent Incidents, etc.]

This location had a 'B' Type Injury Crash in 2016.

15. Please e-mail Preliminary Studies and Plans for Review
to: ICC.railsafety@illinois.gov

16. Additional Narrative on Need for Improvement

This location is in need of sidewalks and resurfacing the approaches. Due to the crash that occurred we believe this is a safety issue.

17. For Questions or Additional Information about Railroad Safety Improvement Opportunities, Please Contact:

Aaron Toliver, P.E., Senior Rail Safety Specialist, IL Commerce Commission - (217) 785-8420; aaron.toliver@illinois.gov **for Grade Crossing Protection Fund.**

William Pearsall, P.E., Highway-Railway Safety Engineer, Illinois Department of Transportation - (217) 785-2986; william.pearsall@illinois.gov **for IDOT-Federal SECTION 130 RAIL SAFETY FUND (Sec 130).**

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GCPF APPLICATION FOR HIGHWAY-RAIL SAFETY PROJECT FUNDING

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<https://www.icc.illinois.gov/rail-safety>

IDOT-SECTION 130 RAIL SAFETY FUND (Sec 130):

https://safety.fhwa.dot.gov/legislationandpolicy/fast/xing_qa.cfm

* Required

1. Applicant Name, Official Title, and Mailing Address *

Mr. Mike Bullard - Village Board President
1005 West Fourth Street
P.O. Box 140
Bluford, IL 62814

2. Applicant Affiliation

- ☐ Rail Carrier
- ☒ Municipality (City, Village, Town)
- ☐ County Highway Department
- ☐ Township/Road District
- ☐ Other

3. Are you a railroad official, a public highway official or elected public official? *

- ☒ Yes
- ☐ No

4. Applicant E-mail Address *

5. Applicant Phone *

6. Scope of Funding Application: *

- ☐ Preliminary Engineering Only
- ☐ Construction Only
- ☐ Feasibility Study & Environmental Only
- ☒ Preliminary Engineering & Construction Combined [Feasibility & Environmental Completed Already]

7. Crossing AAR/DOT# (List in Priority Order if More Than One Crossing Requested for Improvement) *

724754N

8. Don't Know AAR/DOT#? Click Here <https://www.icc.illinois.gov/rail-safety/grade-crossing-map>

Enter your answer

9. Type of Crossing Safety Improvement Requested (Check All That Apply) *

- ☐ Highway Grade Separation (Overpass/Underpass)
- ☐ Pedestrian Only Grade Separation (Overpass/Underpass)
- ☐ Increase Vertical Clearance - Lower Pavement at Underpass
- ☐ Add Sidewalk(s) at an Existing Grade Crossing
- ☐ Voluntary Crossing Closure for Incentive Funds
- ☐ Crossing Closure with Connecting Road Construction
- ☐ Automatic Flashing Lights with 2-Quad Gates
- ☐ Automatic Flashing Lights with 4-Quad Gates
- ☐ Add Pedestrian Gates at an Existing Grade Crossing
- ☒ Rehabilitate Highway Approach Grades
- ☒ Crossing Surface Renewal
- ☐ Highway-Railroad Signal Interconnect
- ☐ Corridor Projects [Remote Monitors, LED Retrofits, etc.]
- ☐ Trespass Mitigation
- ☒ Location needs a new crossing surface and upgr

10. Anticipated Total Cost of Project *

\$200,000

11. Are Other Local Agency or Grant Funds Secured for Cost Sharing?

- ☐ Yes
- ☒ No
- ☐ Maybe

12. List the Type and Amount of Other Funds Secured *

None at this time.

13. Anticipated Unmet Funding Need

- ☐ Less Than 25% of Total Costs are Currently Unfunded
- ☐ 25% to 49% of Total Costs are Currently Unfunded
- ☐ 50% to 74% of Total Costs are Currently Unfunded
- ☐ 75% to 95% of Total Costs are Currently Unfunded
- ☒ Greater Than 95% of Total Costs are Currently Unfunded

14. List Any Special Circumstances Needing Consideration [New School, or Major Development Nearby, Increasing Hazmat Vehicle Usage, Change in Traffic Patterns/Increased AADT, Reported "Close-Calls" or Recent Incidents, etc.]

This location had a 'B' Type Injury Crash in 2018.

15. Please e-mail Preliminary Studies and Plans for Review
to: ICC.railsafety@illinois.gov

16. Additional Narrative on Need for Improvement

This at-grade crossing needs a new crossing surface and upgrades to the roadway approach grades. Due to the crash that occurred in 2018, we feel this is a serious safety issue.

17. For Questions or Additional Information about Railroad Safety Improvement Opportunities, Please Contact:

Aaron Toliver, P.E., Senior Rail Safety Specialist, IL Commerce Commission - (217) 785-8420; aaron.toliver@illinois.gov **for Grade Crossing Protection Fund.**

William Pearsall, P.E., Highway-Railway Safety Engineer, Illinois Department of Transportation - (217) 785-2986; william.pearsall@illinois.gov **for IDOT-Federal SECTION 130 RAIL SAFETY FUND (Sec 130).**

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GCPF APPLICATION FOR HIGHWAY-RAIL SAFETY PROJECT FUNDING

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<https://www.icc.illinois.gov/rail-safety>

IDOT-SECTION 130 RAIL SAFETY FUND (Sec 130):

https://safety.fhwa.dot.gov/legislationandpolicy/fast/xing_qa.cfm

* Required

1. Applicant Name, Official Title, and Mailing Address *

Mr. Doug Dobbins - Mayor
100 W. Broadway
Johnston City, IL 62951

Brett Runyan - Director of Public Works

2. Applicant Affiliation

- ☐ Rail Carrier
- ☒ Municipality (City, Village, Town)
- ☐ County Highway Department
- ☐ Township/Road District
- ☐ Other

3. Are you a railroad official, a public highway official or elected public official? *

- ☒ Yes
- ☐ No

4. Applicant E-mail Address *

dillydown101@gmail.com

5. Applicant Phone *

618-983-5223

6. Scope of Funding Application: *

- ☐ Preliminary Engineering Only
- ☐ Construction Only
- ☐ Feasibility Study & Environmental Only
- ☒ Preliminary Engineering & Construction Combined [Feasibility & Environmental Completed Already]

7. Crossing AAR/DOT# (List in Priority Order if More Than One Crossing Requested for Improvement) *

167642C

8. Don't Know AAR/DOT#? Click Here <https://www.icc.illinois.gov/rail-safety/grade-crossing-map>

Enter your answer

9. Type of Crossing Safety Improvement Requested (Check All That Apply) *

- ☐ Highway Grade Separation (Overpass/Underpass)
- ☐ Pedestrian Only Grade Separation (Overpass/Underpass)
- ☐ Increase Vertical Clearance - Lower Pavement at Underpass
- ☐ Add Sidewalk(s) at an Existing Grade Crossing
- ☐ Voluntary Crossing Closure for Incentive Funds
- ☐ Crossing Closure with Connecting Road Construction
- ☐ Automatic Flashing Lights with 2-Quad Gates
- ☐ Automatic Flashing Lights with 4-Quad Gates
- ☐ Add Pedestrian Gates at an Existing Grade Crossing
- ☐ Rehabilitate Highway Approach Grades
- ☒ Crossing Surface Renewal
- ☐ Highway-Railroad Signal Interconnect
- ☐ Corridor Projects [Remote Monitors, LED Retrofits, etc.]
- ☐ Trespass Mitigation
- ☒ Approach roadway grades are steep

10. Anticipated Total Cost of Project *

\$400,000

11. Are Other Local Agency or Grant Funds Secured for Cost Sharing?

- ☐ Yes
- ☒ No
- ☐ Maybe

12. List the Type and Amount of Other Funds Secured *

None at this time.

13. Anticipated Unmet Funding Need

- ☐ Less Than 25% of Total Costs are Currently Unfunded
- ☐ 25% to 49% of Total Costs are Currently Unfunded
- ☐ 50% to 74% of Total Costs are Currently Unfunded
- ☐ 75% to 95% of Total Costs are Currently Unfunded
- ☒ Greater Than 95% of Total Costs are Currently Unfunded

14. List Any Special Circumstances Needing Consideration [New School, or Major Development Nearby, Increasing Hazmat Vehicle Usage, Change in Traffic Patterns/Increased AADT, Reported "Close-Calls" or Recent Incidents, etc.]

This location had a 'B' Type Injury Crash in 2016.

15. Please e-mail Preliminary Studies and Plans for Review
to: ICC.railsafety@illinois.gov

16. Additional Narrative on Need for Improvement

This location has very steep roadway approach grades to the crossing. With the recent crash, this is a safety issue for the city.

17. For Questions or Additional Information about Railroad Safety Improvement Opportunities, Please Contact:

Aaron Toliver, P.E., Senior Rail Safety Specialist, IL Commerce Commission - (217) 785-8420; aaron.toliver@illinois.gov **for Grade Crossing Protection Fund.**

William Pearsall, P.E., Highway-Railway Safety Engineer, Illinois Department of Transportation - (217) 785-2986; william.pearsall@illinois.gov **for IDOT-Federal SECTION 130 RAIL SAFETY FUND (Sec 130).**

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GCPF APPLICATION FOR HIGHWAY-RAIL SAFETY PROJECT FUNDING

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<https://www.icc.illinois.gov/rail-safety>

IDOT-SECTION 130 RAIL SAFETY FUND (Sec 130):

https://safety.fhwa.dot.gov/legislationandpolicy/fast/xing_qa.cfm

* Required

1. Applicant Name, Official Title, and Mailing Address *

Mary Ellen Bechtel City Manager 1100 Main Street Mt. Vernon, IL 62864
--

2. Applicant Affiliation

- ☐ Rail Carrier
- ☒ Municipality (City, Village, Town)
- ☐ County Highway Department
- ☐ Township/Road District
- ☐ Other

3. Are you a railroad official, a public highway official or elected public official? *

- ☒ Yes
- ☐ No

4. Applicant E-mail Address *

5. Applicant Phone *

6. Scope of Funding Application: *

- ☐ Preliminary Engineering Only
- ☐ Construction Only
- ☐ Feasibility Study & Environmental Only
- ☒ Preliminary Engineering & Construction Combined [Feasibility & Environmental Completed Already]

7. Crossing AAR/DOT# (List in Priority Order if More Than One Crossing Requested for Improvement) *

346462Y

8. Don't Know AAR/DOT#? Click Here <https://www.icc.illinois.gov/rail-safety/grade-crossing-map>

Enter your answer

9. Type of Crossing Safety Improvement Requested (Check All That Apply) *

- ☐ Highway Grade Separation (Overpass/Underpass)
- ☐ Pedestrian Only Grade Separation (Overpass/Underpass)
- ☐ Increase Vertical Clearance - Lower Pavement at Underpass
- ☐ Add Sidewalk(s) at an Existing Grade Crossing
- ☐ Voluntary Crossing Closure for Incentive Funds
- ☐ Crossing Closure with Connecting Road Construction
- ☒ Automatic Flashing Lights with 2-Quad Gates
- ☐ Automatic Flashing Lights with 4-Quad Gates
- ☐ Add Pedestrian Gates at an Existing Grade Crossing
- ☐ Rehabilitate Highway Approach Grades
- ☐ Crossing Surface Renewal
- ☐ Highway-Railroad Signal Interconnect
- ☐ Corridor Projects [Remote Monitors, LED Retrofits, etc.]
- ☐ Trespass Mitigation
- ☒ Location needs Gates

10. Anticipated Total Cost of Project *

\$60,000

11. Are Other Local Agency or Grant Funds Secured for Cost Sharing?

- ☐ Yes
- ☒ No
- ☐ Maybe

12. List the Type and Amount of Other Funds Secured *

None at this time.

13. Anticipated Unmet Funding Need

- ☐ Less Than 25% of Total Costs are Currently Unfunded
- ☐ 25% to 49% of Total Costs are Currently Unfunded
- ☐ 50% to 74% of Total Costs are Currently Unfunded
- ☐ 75% to 95% of Total Costs are Currently Unfunded
- ☒ Greater Than 95% of Total Costs are Currently Unfunded

14. List Any Special Circumstances Needing Consideration [New School, or Major Development Nearby, Increasing Hazmat Vehicle Usage, Change in Traffic Patterns/Increased AADT, Reported "Close-Calls" or Recent Incidents, etc.]

There was an 'A' Type Vehicle Crash at this location in 2021.

15. Please e-mail Preliminary Studies and Plans for Review
to: ICC.railsafety@illinois.gov

16. Additional Narrative on Need for Improvement

This is a high ADT roadway within the City of Mt. Vernon, Illinois, and we are making an effort to address this safety condition.

17. For Questions or Additional Information about Railroad Safety Improvement Opportunities, Please Contact:

Aaron Toliver, P.E., Senior Rail Safety Specialist, IL Commerce Commission - (217) 785-8420; aaron.toliver@illinois.gov **for Grade Crossing Protection Fund.**

William Pearsall, P.E., Highway-Railway Safety Engineer, Illinois Department of Transportation - (217) 785-2986; william.pearsall@illinois.gov **for IDOT-Federal SECTION 130 RAIL SAFETY FUND (Sec 130).**

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