



Pat Quinn, Governor

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Illinois Route 13 Proposed Traffic and Roadway Network Improvements

Project Description



IL13 near Crainville

The project consists of adding a third lane in each direction to Illinois Route 13 from Division Street in Carterville to Williamson County Parkway in Marion. It will also work to provide a supplemental frontage road network to address issues with economic development, safety, and traffic mobility and efficiency. Today, traffic levels reach nearly 36,000 vehicles per day on a 4-lane roadway system that nears or exceeds acceptable capacity levels (IL 13 Traffic Data). This traffic, coupled with numerous closely spaced intersections has compromised safety and traffic mobility and efficiency. In a six-year period from 2001 to 2006, there was a total of 1190 crashes

resulting in three deaths and 103 Type A injuries. A Type A injury is defined as any injury, other than a fatal injury, which prevents the injured person from walking, driving, or normally continuing the activities he/she was capable of performing before the injury occurred.

The following data sheets show accident statistics for IL13:

- Accident Data Chart.pdf (~350k pdf)
Accident Data Pie Charts.pdf (~350k pdf)

Past detailed studies and public comment have resulted in the following proposed plan:

- An additional 12-foot lane in each direction, 10-foot paved outside shoulders and 4 to 6-foot inside shoulders.
Improvements and/or channelization at all intersections within the project limits.
Addition of a railroad overpass over the Burlington Northern/Santa Fe Railroad crossing and Marathon Drive near the Illinois Centre Mall.
Supplemental frontage roads in portions of the corridor consisting of one 12-foot travel lane in each direction and an adjacent 10-foot wide bicycle / pedestrian path separated from the frontage road by an open ditch. This network will include an interchange at the existing Wolf Creek Road intersection near Crainville.
Extending existing cross road drainage culverts.

Updated 10/20/10: The following plans outline the proposed roadway network improvements (areas in order from West to East):

- IL-13 Project Area 1.pdf (~12mb pdf)
IL-13 Project Area 2.pdf (~8.4mb pdf)
IL-13 Project Area 3.pdf (~10mb pdf)
IL-13 Project Area 4.pdf (~8.6mb pdf)

Corridor Protection

Corridor Protection is allowed under Section 4-510 of the Illinois Highway Code (605 ILCS 5/4-510). Following the public meeting, a final Corridor Protection Map will be filed in the Williamson County Recorder's Office. This filing provides a means of protecting the right of way needed for future improvements.

Planned areas for corridor protection are:



1. South side of Illinois Route 13 between Walton Way and Skyline Road in Marion.
2. Intersection of Illinois Route 13 and Illinois Route 148 near Herrin.
3. North side of Illinois Route 13 between Briggs Road near Herrin, Illinois to Division Street in Carterville, Illinois.
4. South side of Illinois Route 13 between Briggs Road near Herrin, Illinois to Main Street at Crainville.
5. Intersection of Illinois Route 13 and Division Street in Carterville.



IL13 @ Williamson Co. Parkway

The Corridor Protection Map indicates the approximate right-of-way limits that are anticipated to be needed for the corridor. Property owners planning to make an improvement within the corridor should contact IDOT by registered mail no less than sixty (60) days prior to starting construction. The Department will decide within forty-five (45) days whether or not to acquire the additional right of way.

RECORDED CORRIDOR PROTECTION MAP: [Illinois 13 Corridor Protection Map.pdf](#) (~550k pdf)

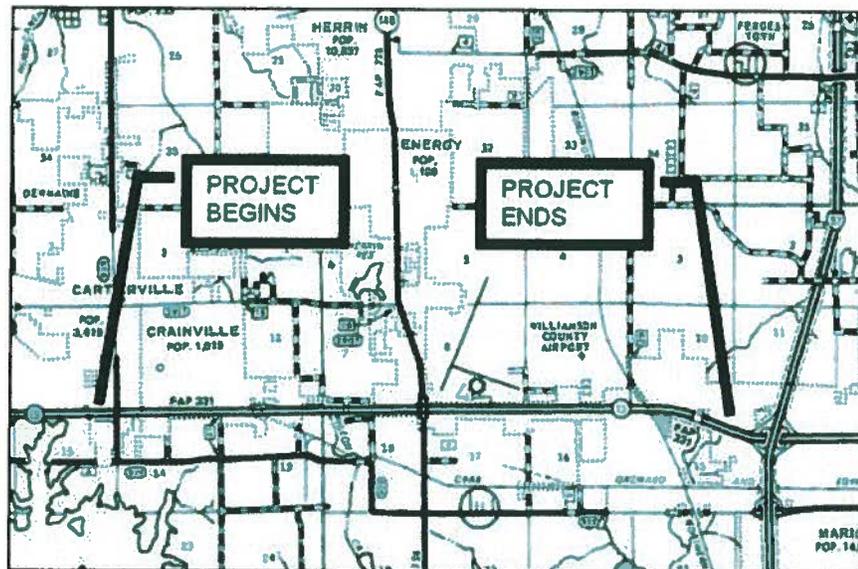
ENVIRONMENTAL ASSESSMENT / FONSI

The project's Environmental Assessment (EA), containing the final analyses and reporting on the preferred alternative, was approved by the Federal Highway Administration (FHWA) on July 2, 2008. The IDOT made the EA available to the public on July 9, 2008, and a Public Hearing was held on July 24, 2008. The public comment period ended on August 11, 2008. Following the conclusion of the comment period, IDOT provided FHWA errata to the EA, copies of comments received during the public comment period, and IDOT responses to those comments. On September 23, 2008, the FHWA agreed that the project would not result in a significant impact to the human environment and issued the Finding of No Significant Impact (FONSI). The EA and the FONSI may be viewed by clicking below:

[Environmental Assessment](#) (~32mb pdf)

[FONSI](#)

Any further questions can be addressed by calling or visiting the IDOT Region 5, District 9 Headquarters at 2801 West Murphysboro Rd. on the west edge of Carbondale at (618) 549-2171.



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