

**SOUTHWEST CONNECTOR
PLANNING AND ENVIRONMENTAL
LINKAGES (PEL) STUDY**

**SOUTHWEST
CONNECTOR**

A graphic showing a winding road in shades of blue and grey that leads towards a stylized map of Illinois in the top right corner. The map is yellow and blue, representing water and land.

WELCOME!

TO THE SOUTHWEST CONNECTOR PUBLIC MEETING

The intent of this meeting is to share preliminary transportation alternatives and gather your feedback on potential benefits and impacts.

Your feedback will help the study team evaluate options and identify reasonable alternatives that address transportation needs while also supporting community goals and minimizing impacts.

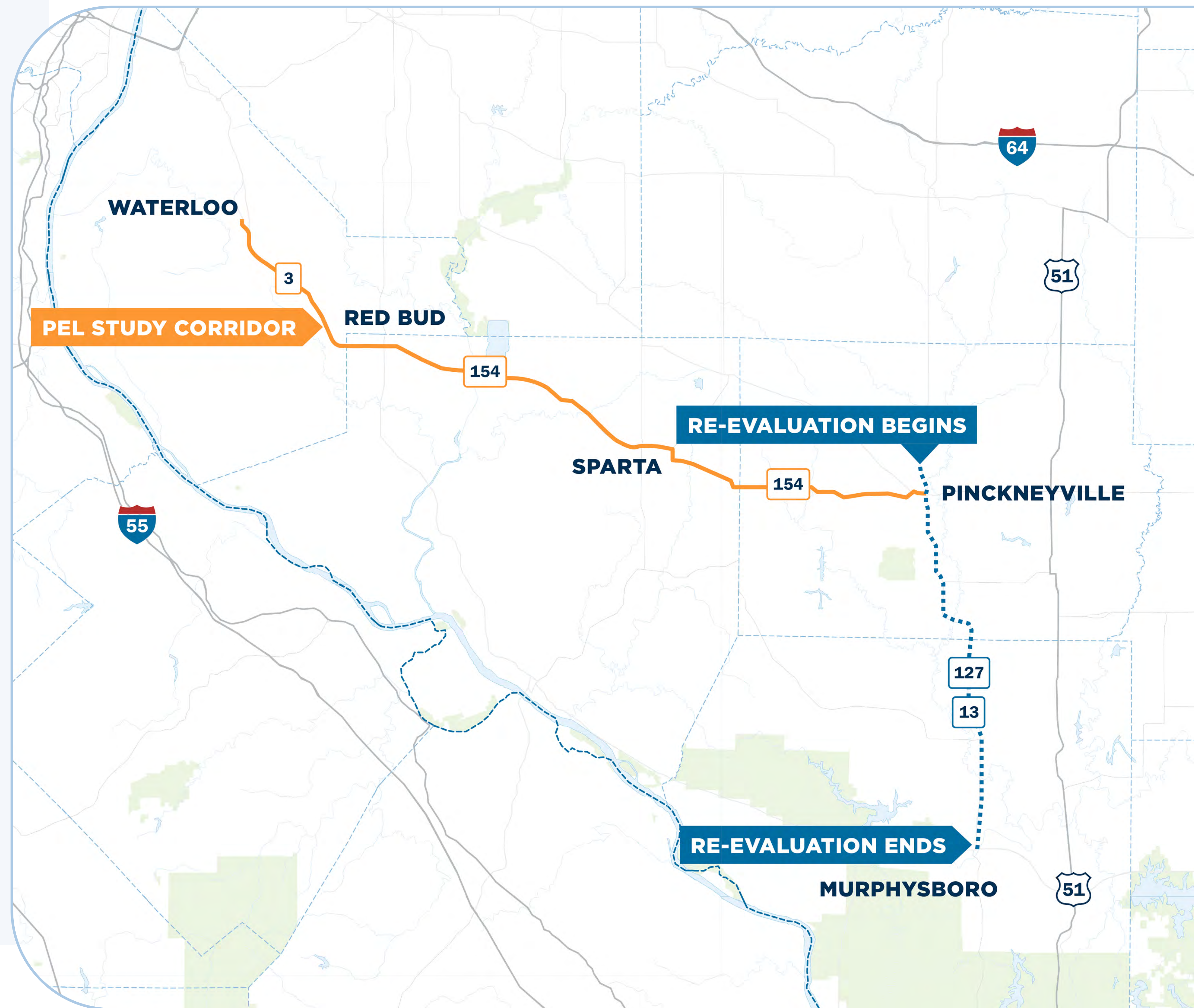
ABOUT THE STUDY

**SOUTHWEST
CONNECTOR**



The Southwest Connector Planning and Environmental Linkages (PEL) Study is a collaborative and integrated approach to transportation decision-making, which will identify improvements that will:

- Improve safety on IL 3 and IL 154;
- Correct deficient roadway and intersection geometry;
- Alleviate current and future congestion and bottlenecks; and
- Support freight mobility.



WHAT IS A PEL STUDY?

A Planning and Environmental Linkages (PEL) study is a collaborative approach to decision-making used to identify transportation issues and environmental concerns. This integrated approach considers environmental, community, and economic goals early in the planning process and uses this information to streamline the transportation project development and environmental review process.

Note: IDOT may adopt or incorporate planning projects from PEL studies like this one into a National Environmental Policy Act (NEPA) environmental review process and Phase 1 Study.

**SOUTHWEST
CONNECTOR**



**Integrative approach
considers environment,
community, and economy**



**Gathers input early to
inform transportation
project development**



**Uses collaborative
approach to transportation
decision-making**



PEL STUDY TIMELINE



PEL STUDY BENEFITS

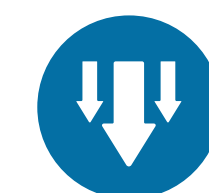


PURPOSE & NEED

**SOUTHWEST
CONNECTOR**



The Primary Purpose of this PEL is to determine potential projects that would:

-  Reduce the frequency and severity of crashes;
-  Address existing roadway geometric deficiencies that contribute to safety and operational issues; and
-  Accommodate existing and future traffic capacity and freight volumes.

Transportation improvements are needed to address the following issues:

-  Safety for all roadway users;
-  Deficient roadway and intersection geometry;
-  Existing and future traffic capacity and freight volumes; and
-  Freight mobility and bottleneck.

Potential projects could provide benefits through:

-  Improved travel time and travel time reliability;
-  Efficient access to healthcare and essential services;
-  Support for existing modal interrelationships, including transit and bicycle/pedestrian facilities; and
-  Support for economic development and growth in Southern Illinois.

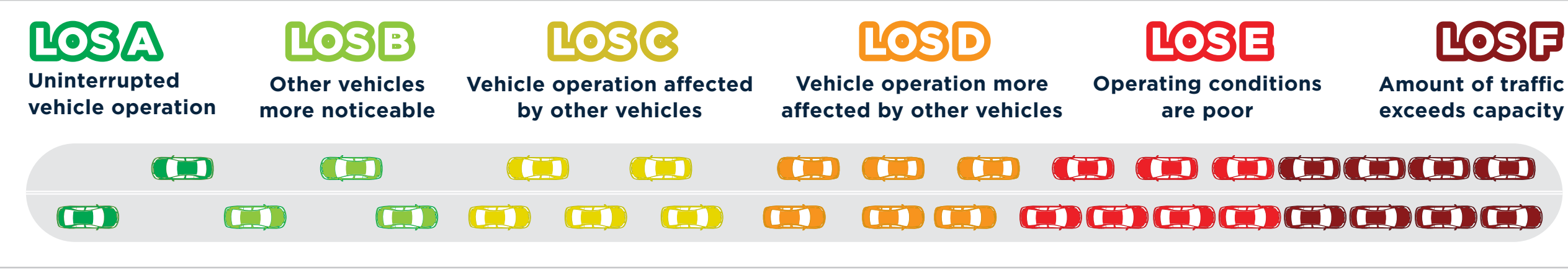
CORRIDOR EXISTING CONDITIONS

- 1,186 crashes from 2017 to 2024
- 263 resulted in injuries or fatalities (22%)
- 13 fatal crashes

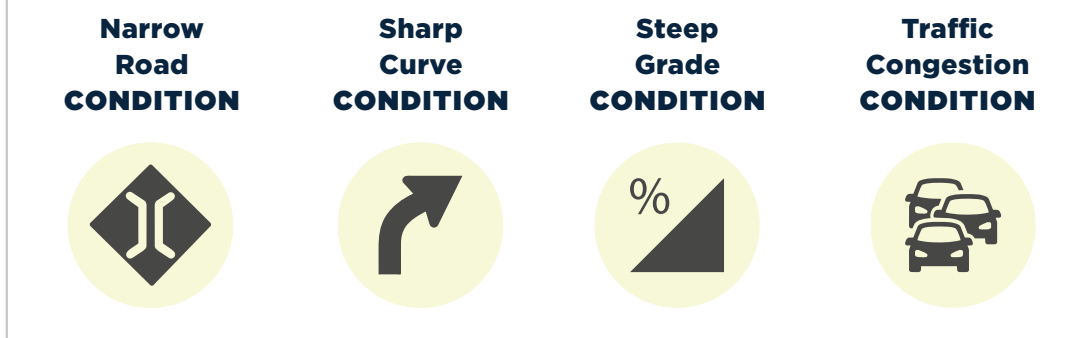
LOS LEGEND

MAINLINE SEGMENTS

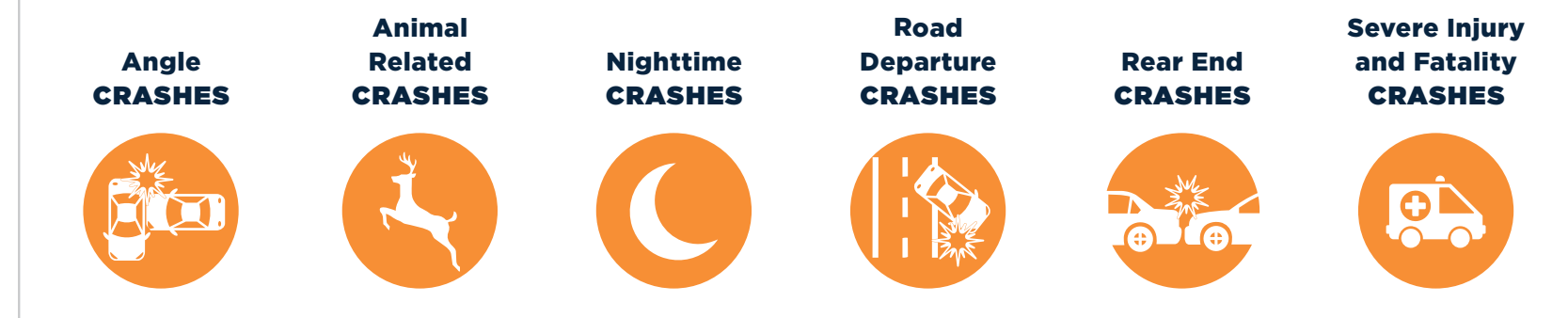
IN-TOWN INTERSECTIONS



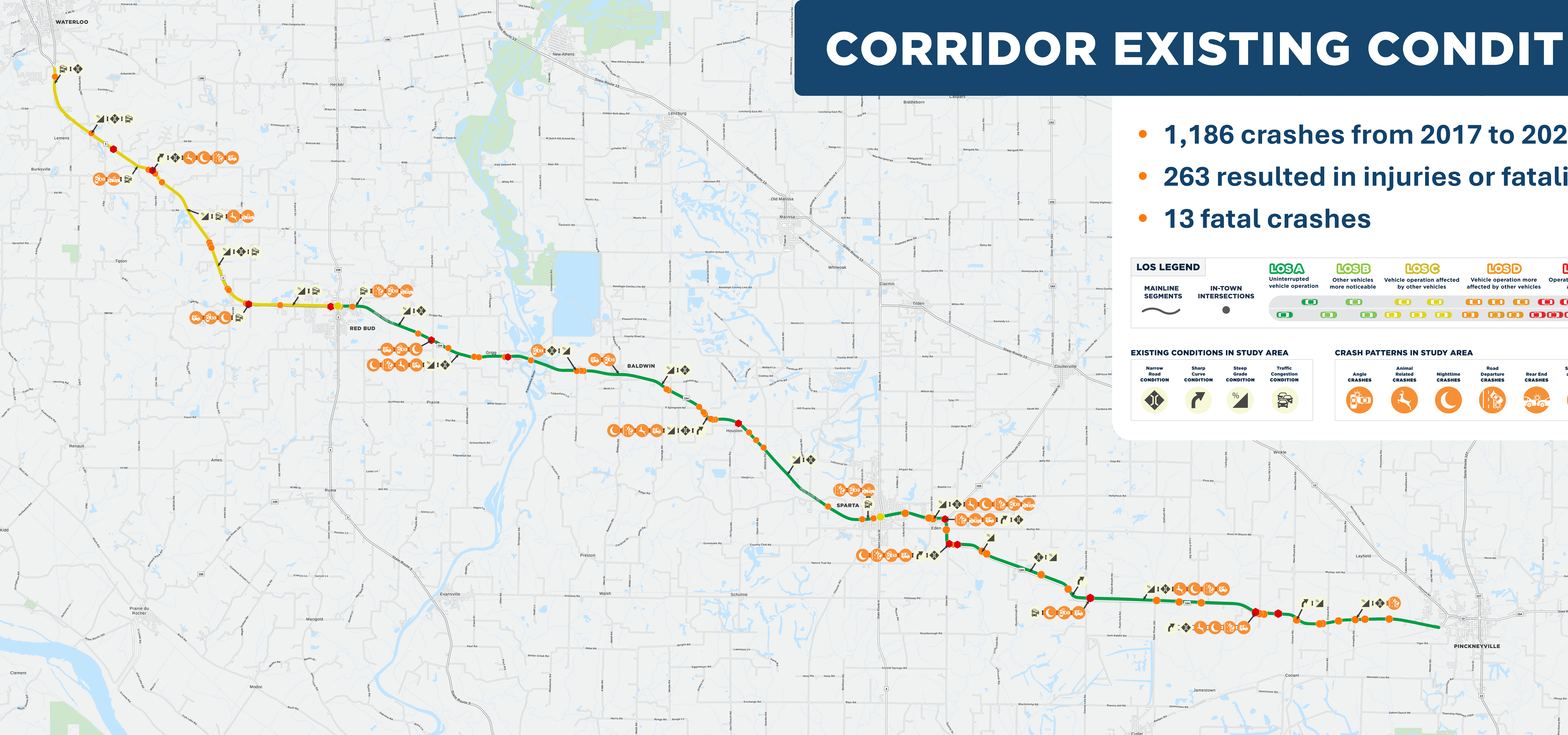
EXISTING CONDITIONS IN STUDY AREA



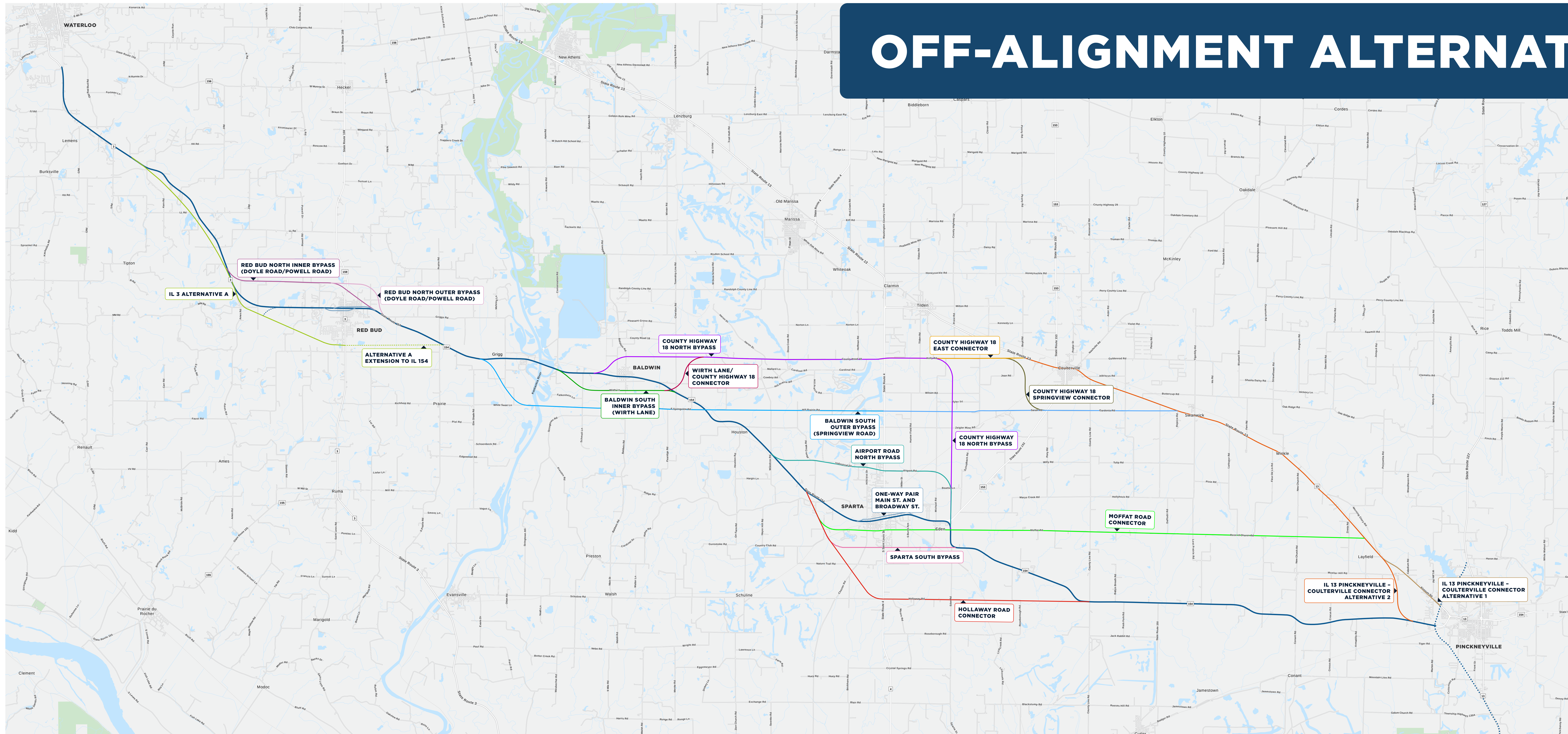
CRASH PATTERNS IN STUDY AREA



- SERIOUS INJURY
- FATALITY



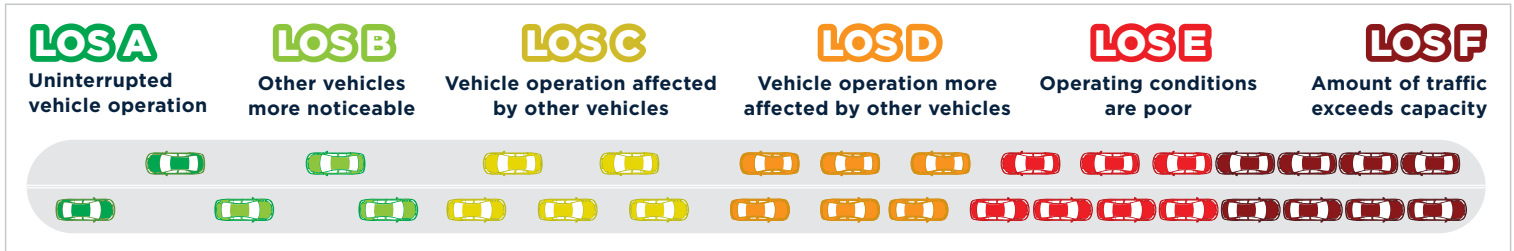
OFF-ALIGNMENT ALTERNATIVES



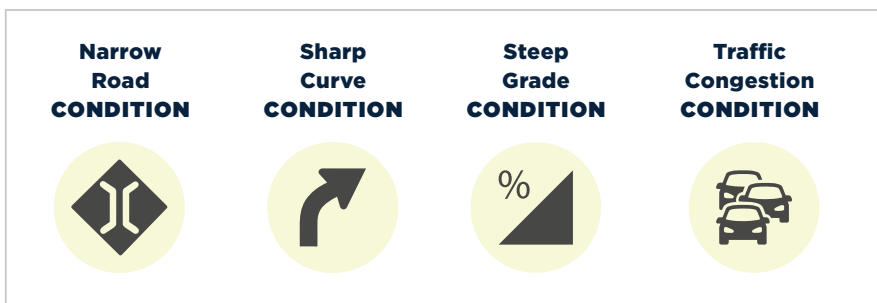


IDOT SOUTHWEST CONNECTOR ICONS AND LEVEL OF SERVICE LEGEND

LEVEL OF SERVICE (LOS) LEGEND



EXISTING CONDITIONS IN STUDY AREA



SEE STUDY MAPS AND MORE

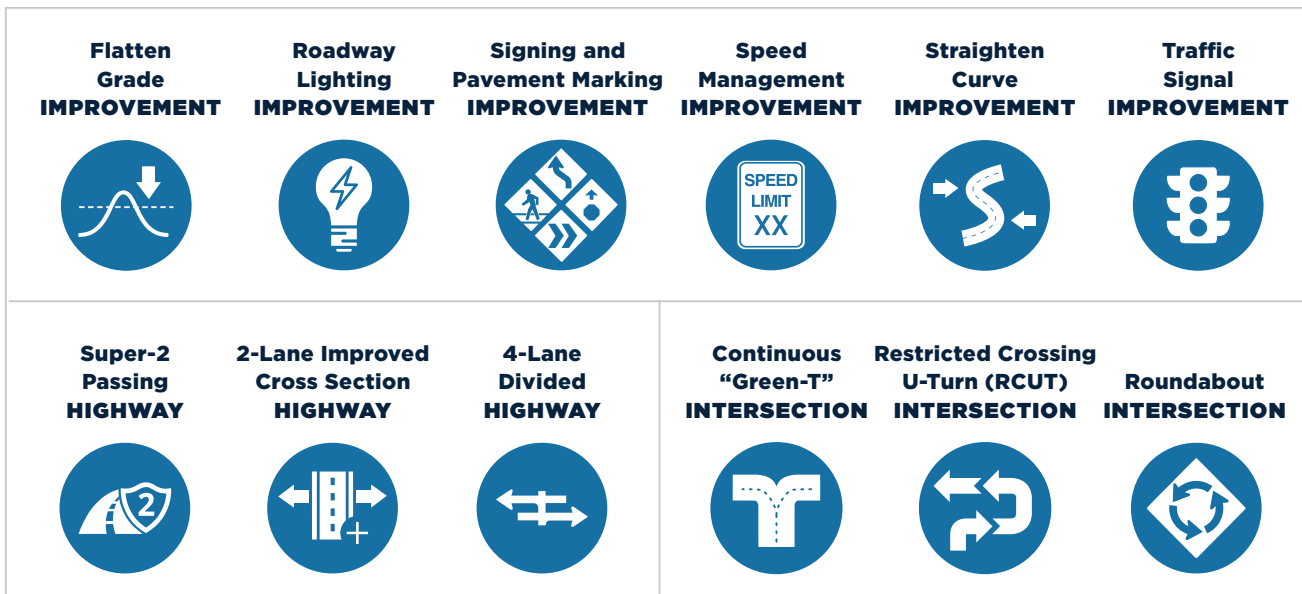
VIRTUAL PUBLIC MEETING #2
August 20, 2026 to September 21, 2026

See more at southwestconnector.com

CRASH PATTERNS IN STUDY AREA

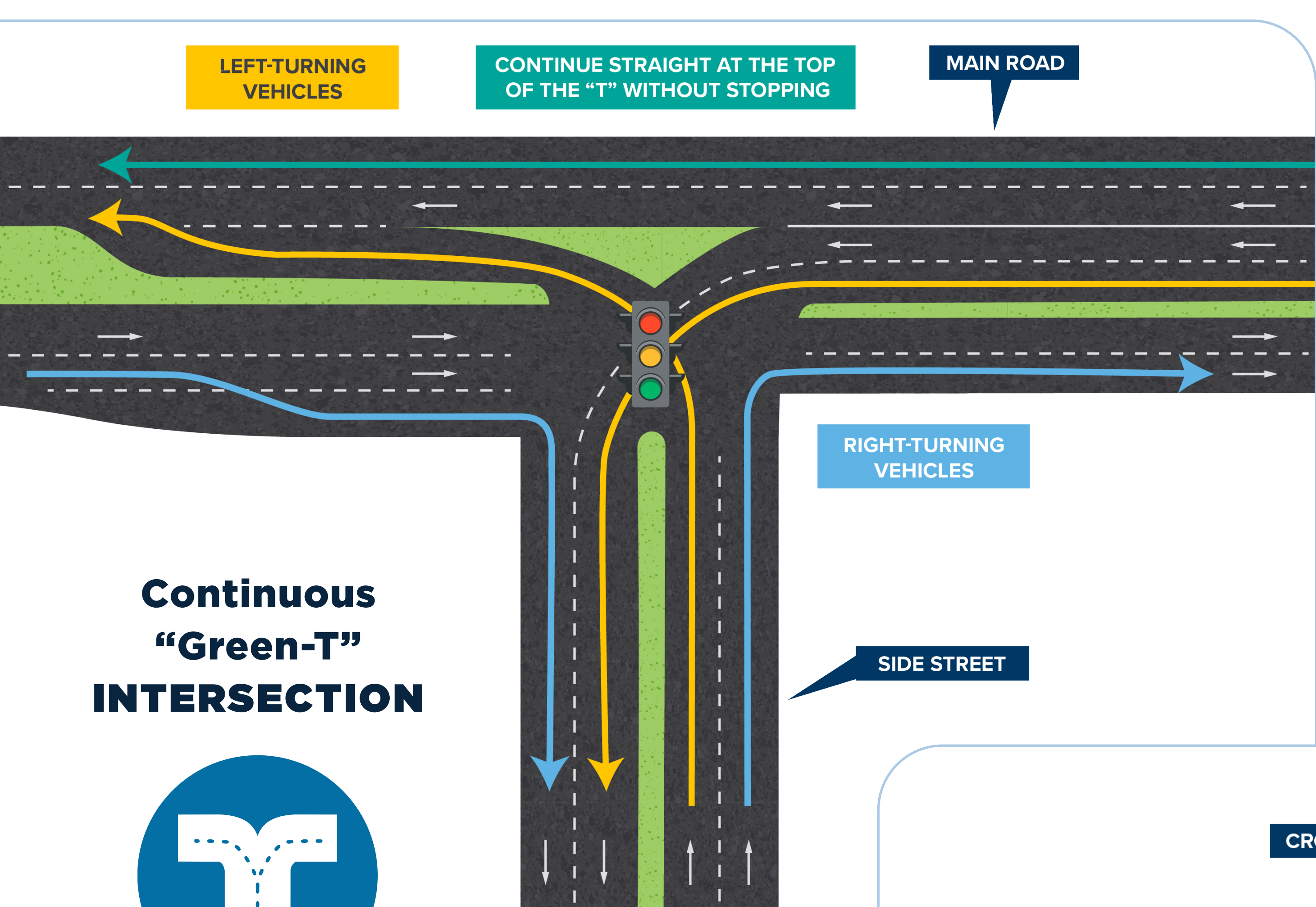


POTENTIAL IMPROVEMENTS IN STUDY AREA

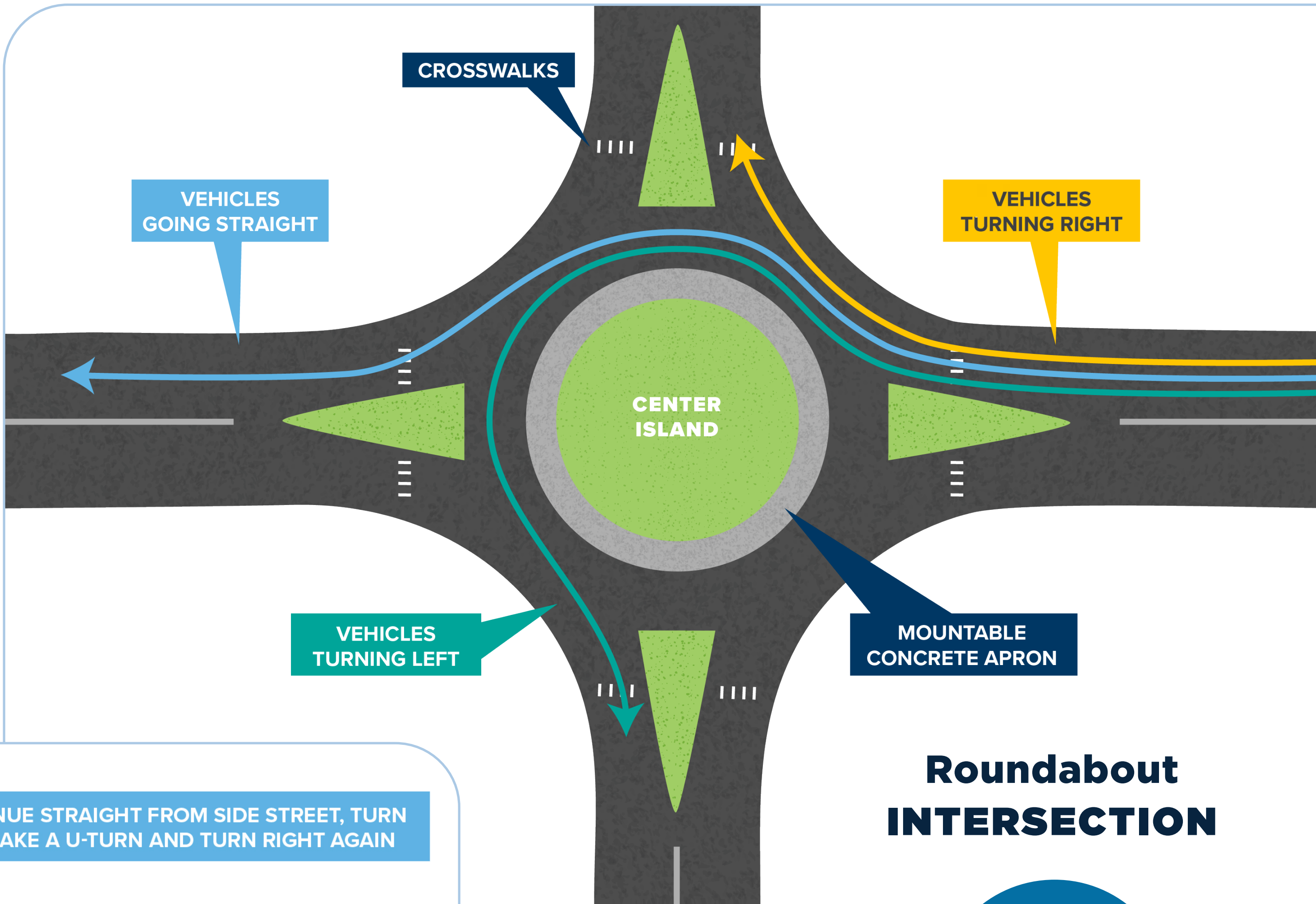
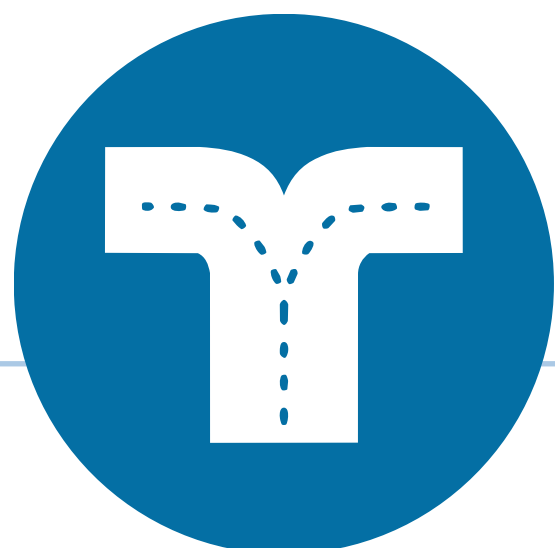


SPOT IMPROVEMENT TOOLKIT

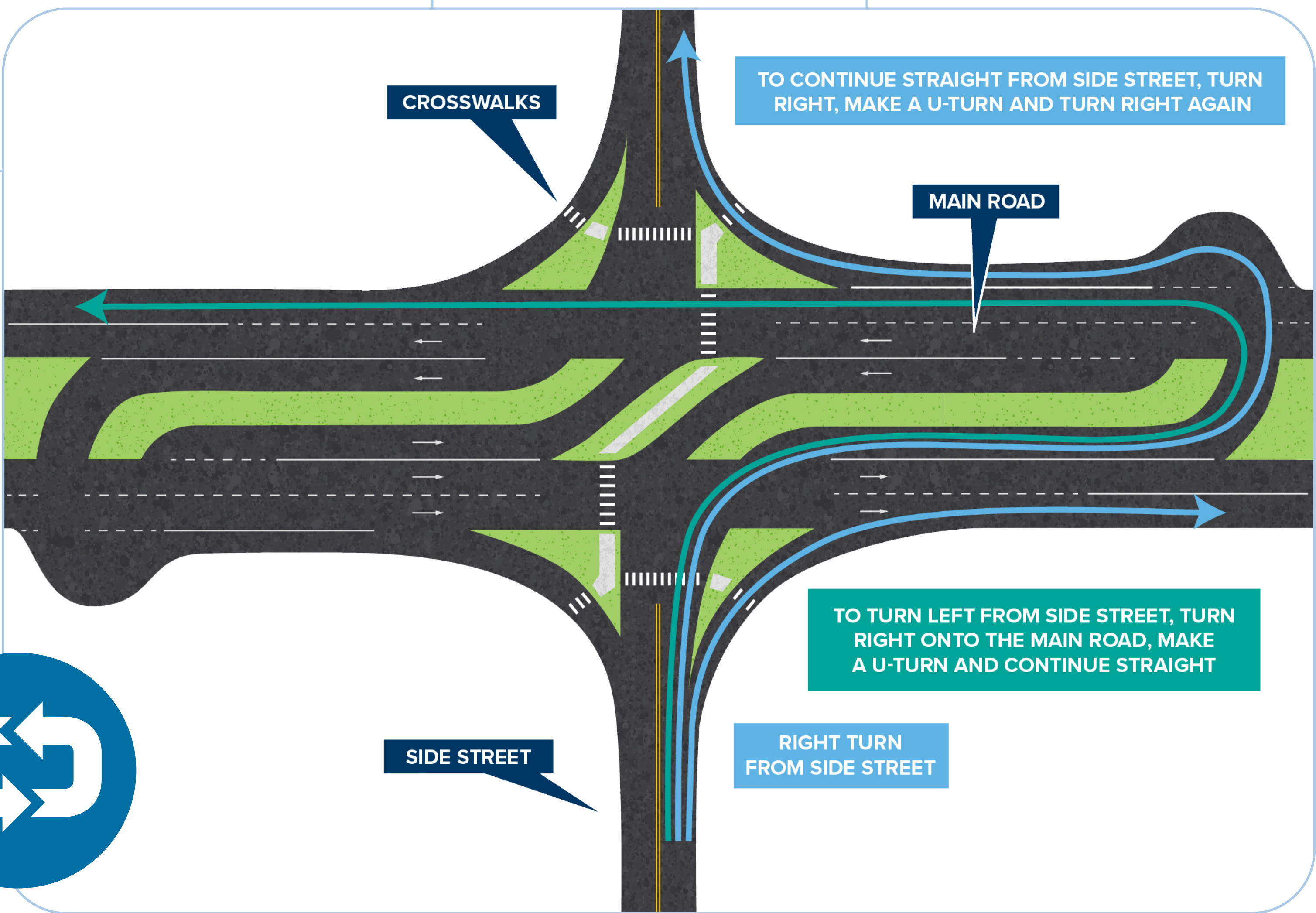
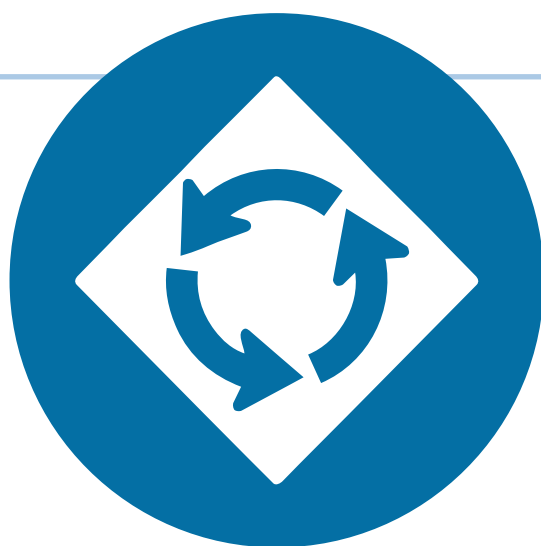
SOUTHWEST
CONNECTOR



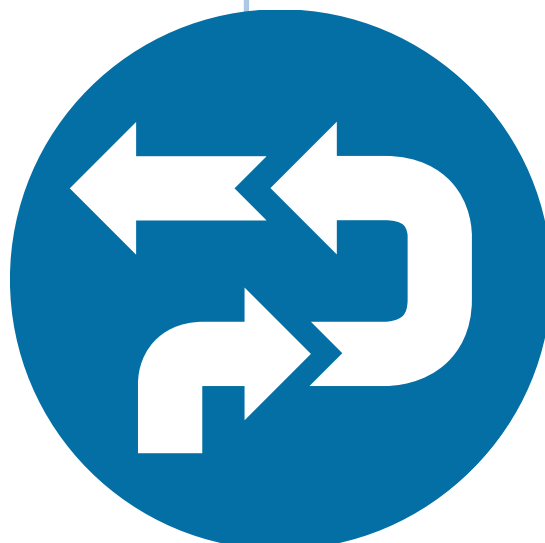
Continuous
"Green-T"
INTERSECTION



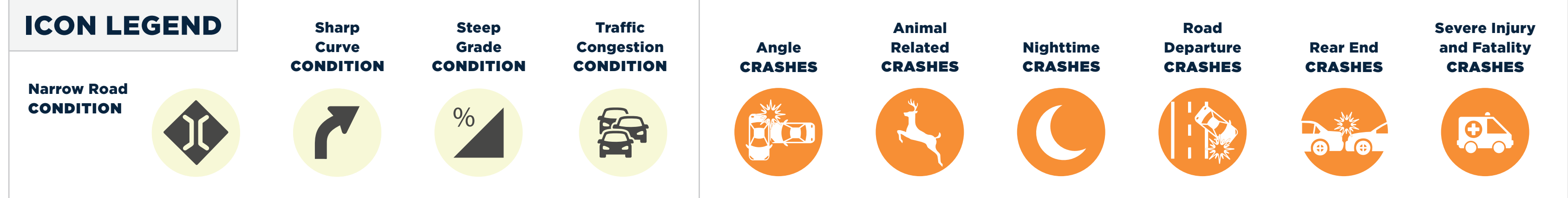
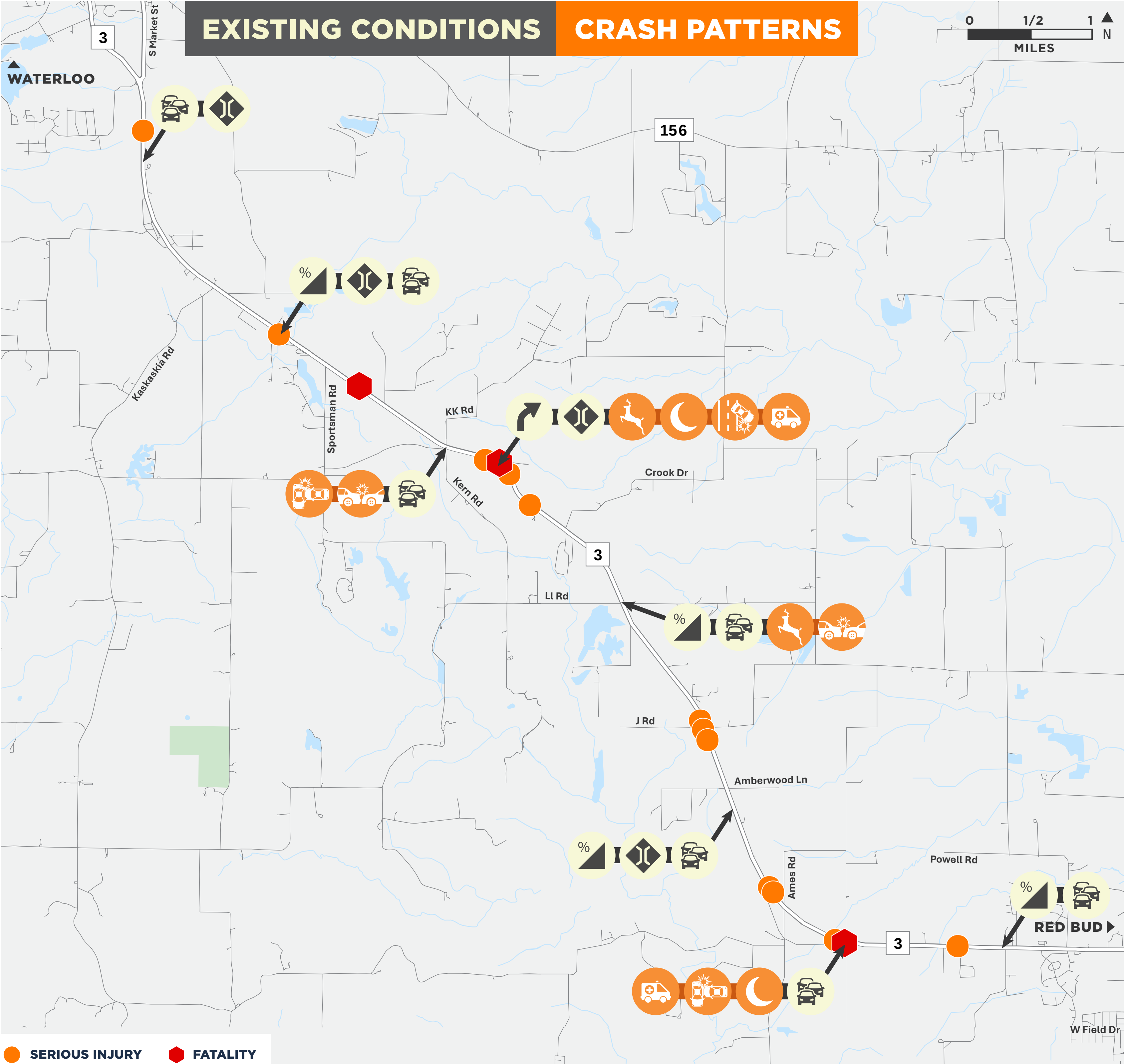
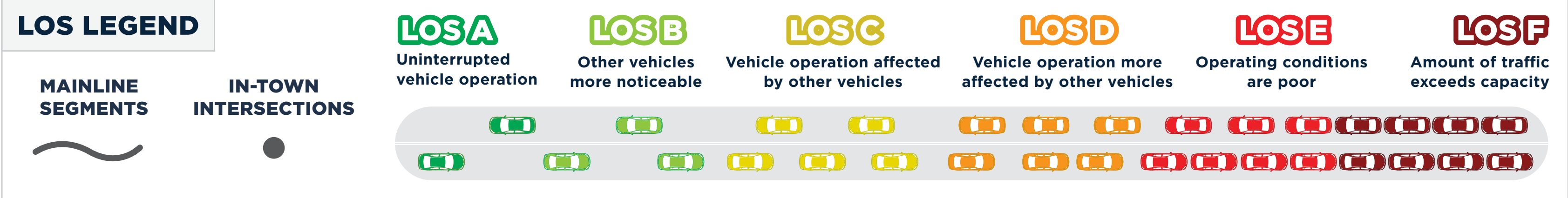
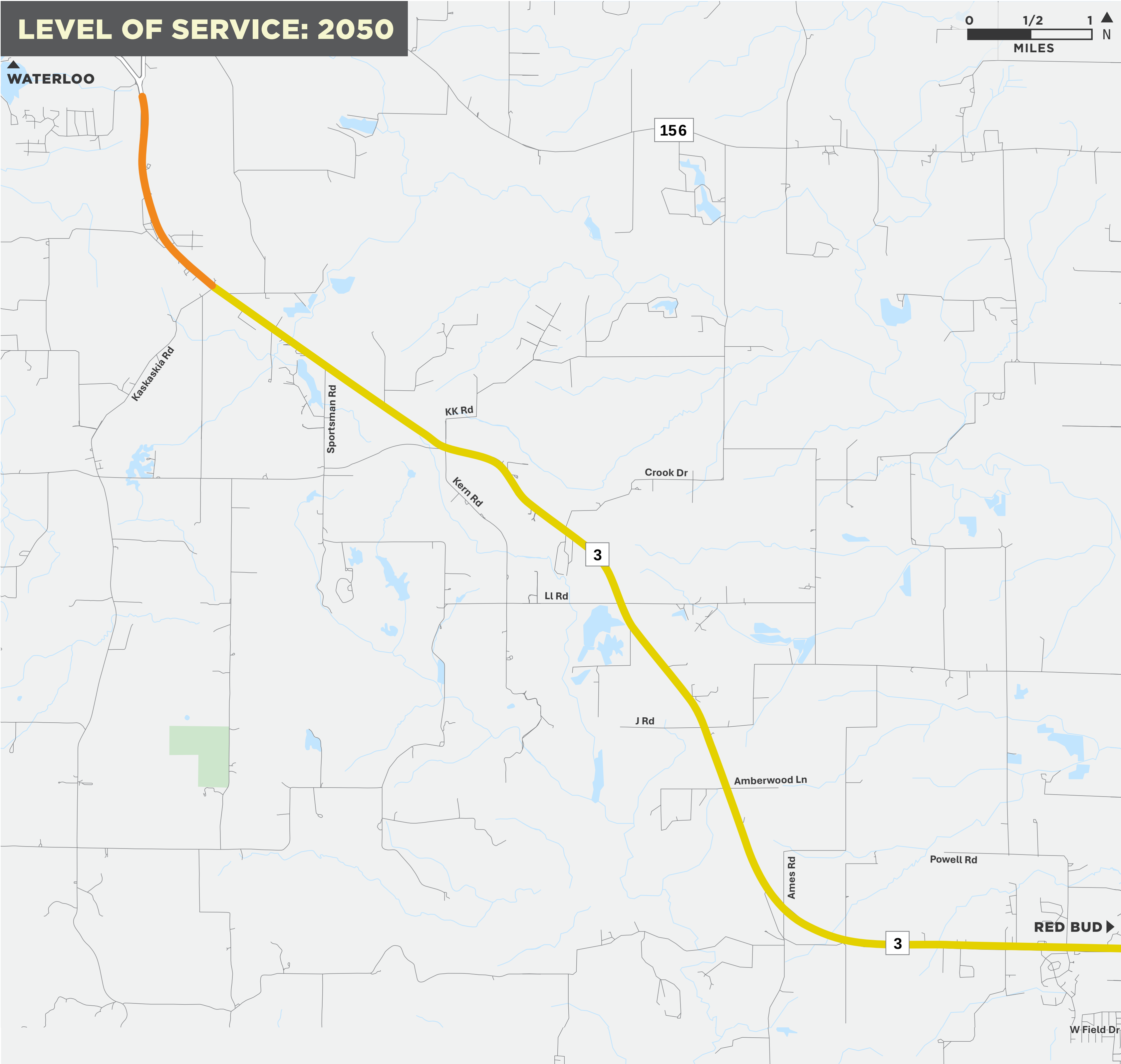
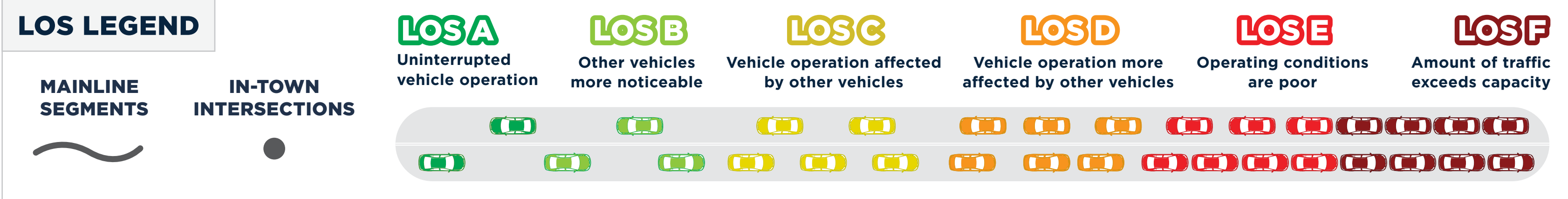
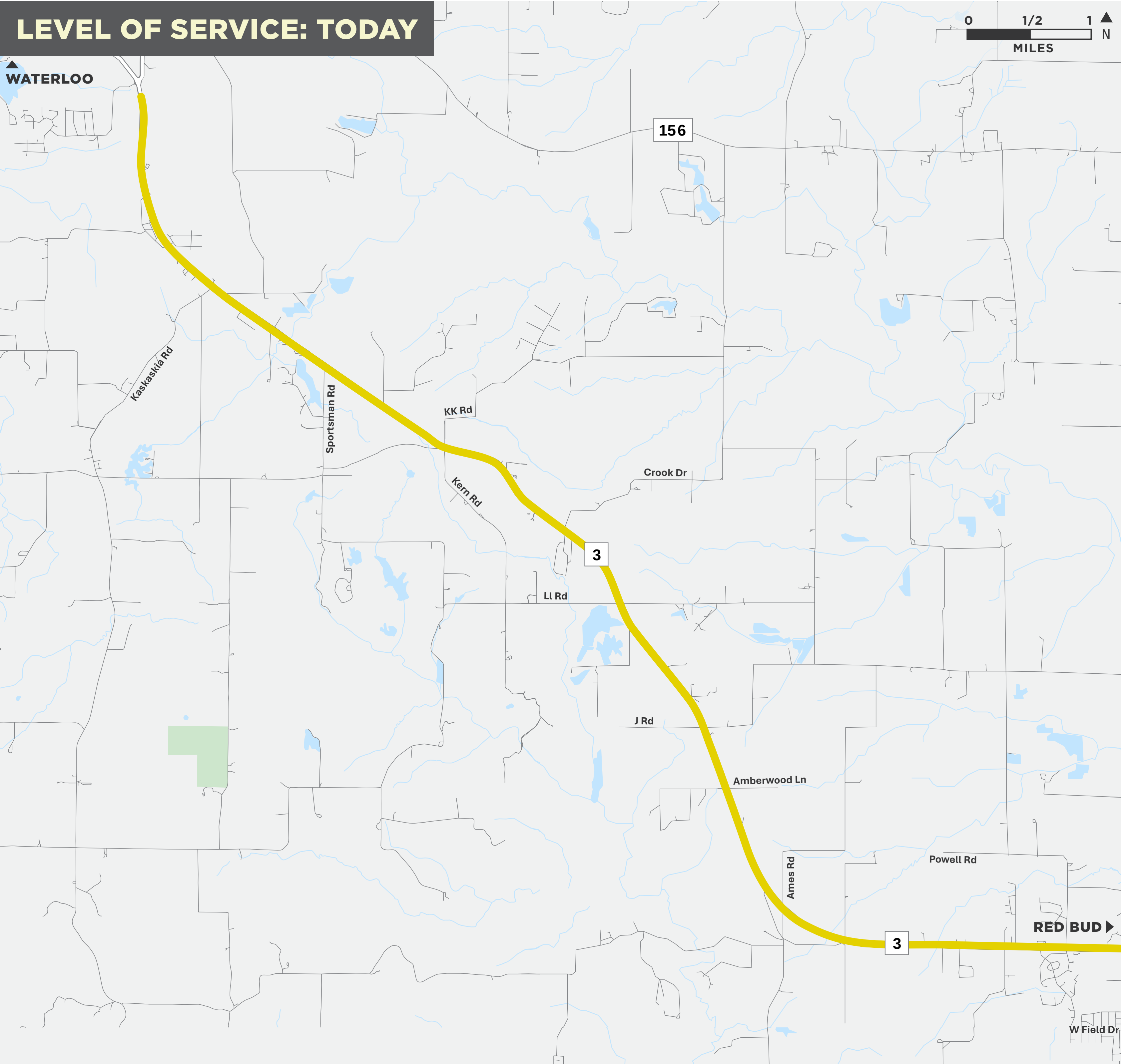
Roundabout
INTERSECTION



Restricted Crossing
U-Turn (RCUT)
INTERSECTION



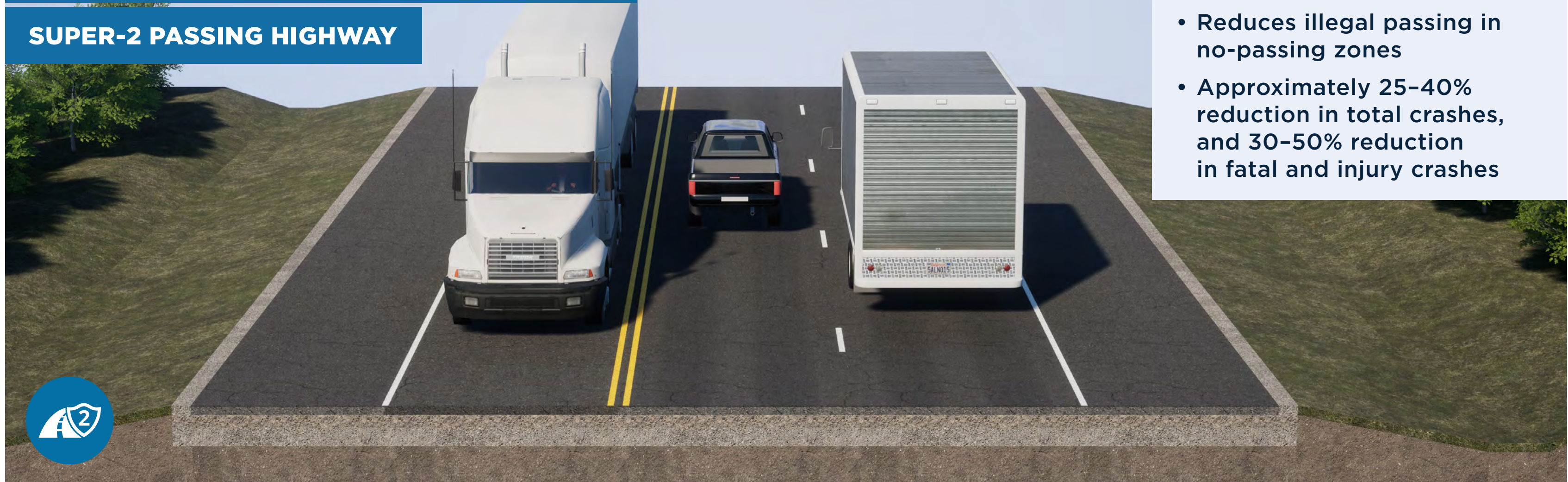
WATERLOO TO WEST OF RED BUD



WATERLOO TO WEST OF RED BUD

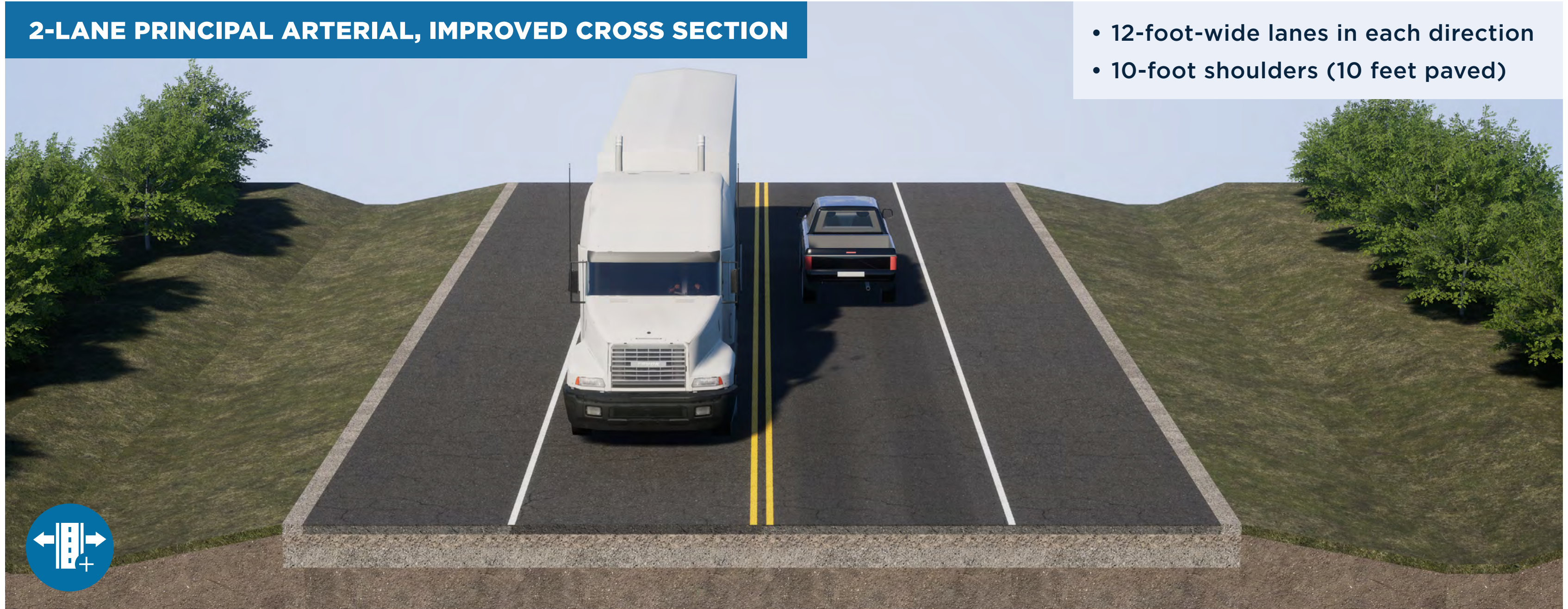
POTENTIAL IMPROVEMENTS

SUPER-2 PASSING HIGHWAY



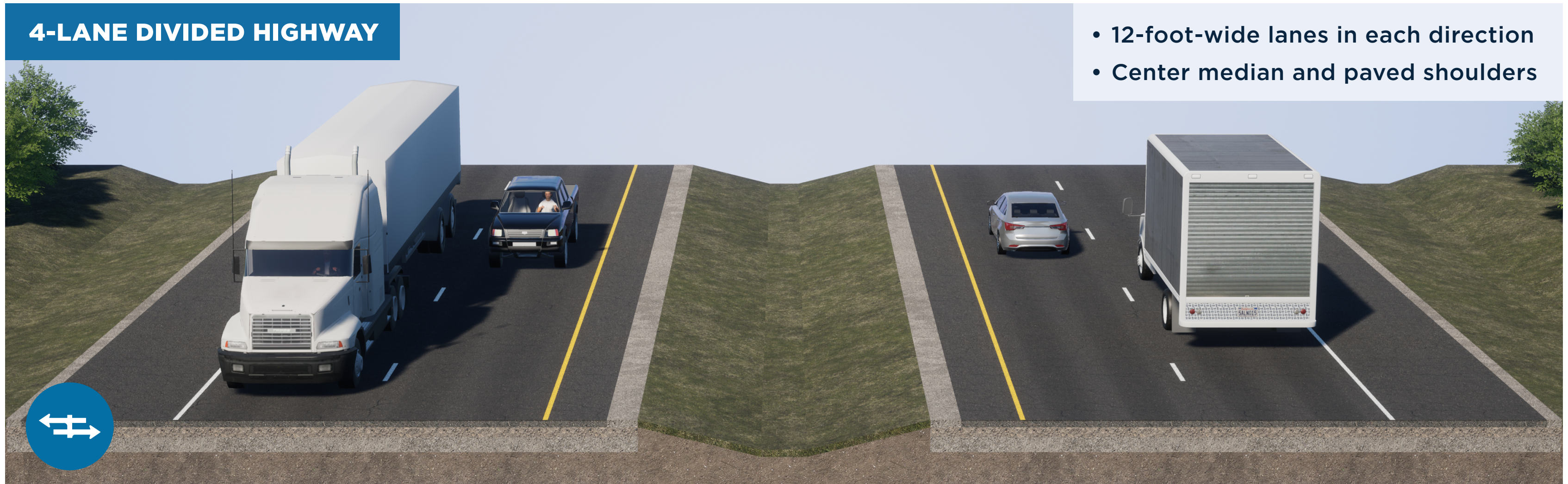
- Provides controlled, predictable passing locations
- Reduces illegal passing in no-passing zones
- Approximately 25-40% reduction in total crashes, and 30-50% reduction in fatal and injury crashes

2-LANE PRINCIPAL ARTERIAL, IMPROVED CROSS SECTION



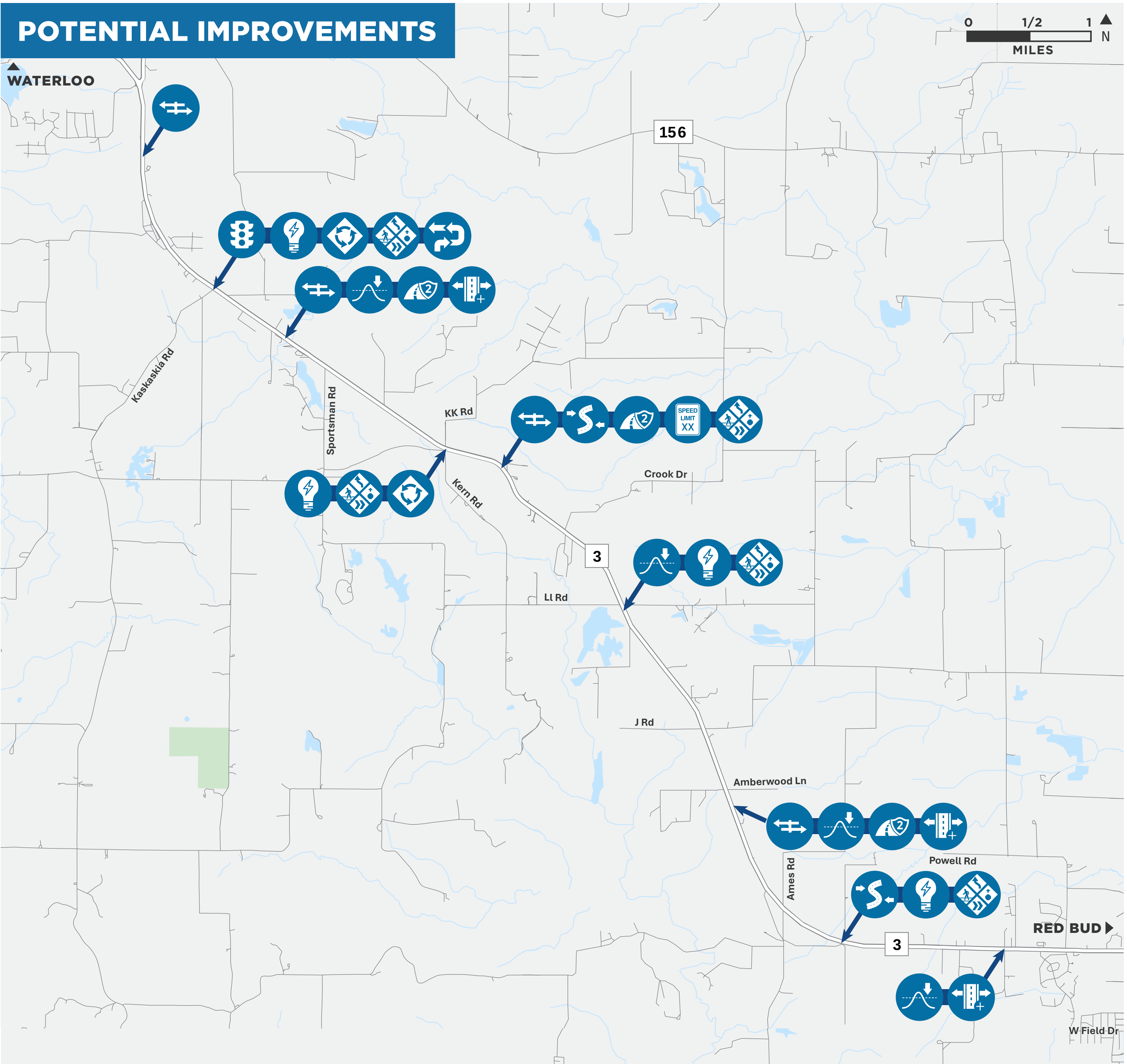
- 12-foot-wide lanes in each direction
- 10-foot shoulders (10 feet paved)

4-LANE DIVIDED HIGHWAY



- 12-foot-wide lanes in each direction
- Center median and paved shoulders

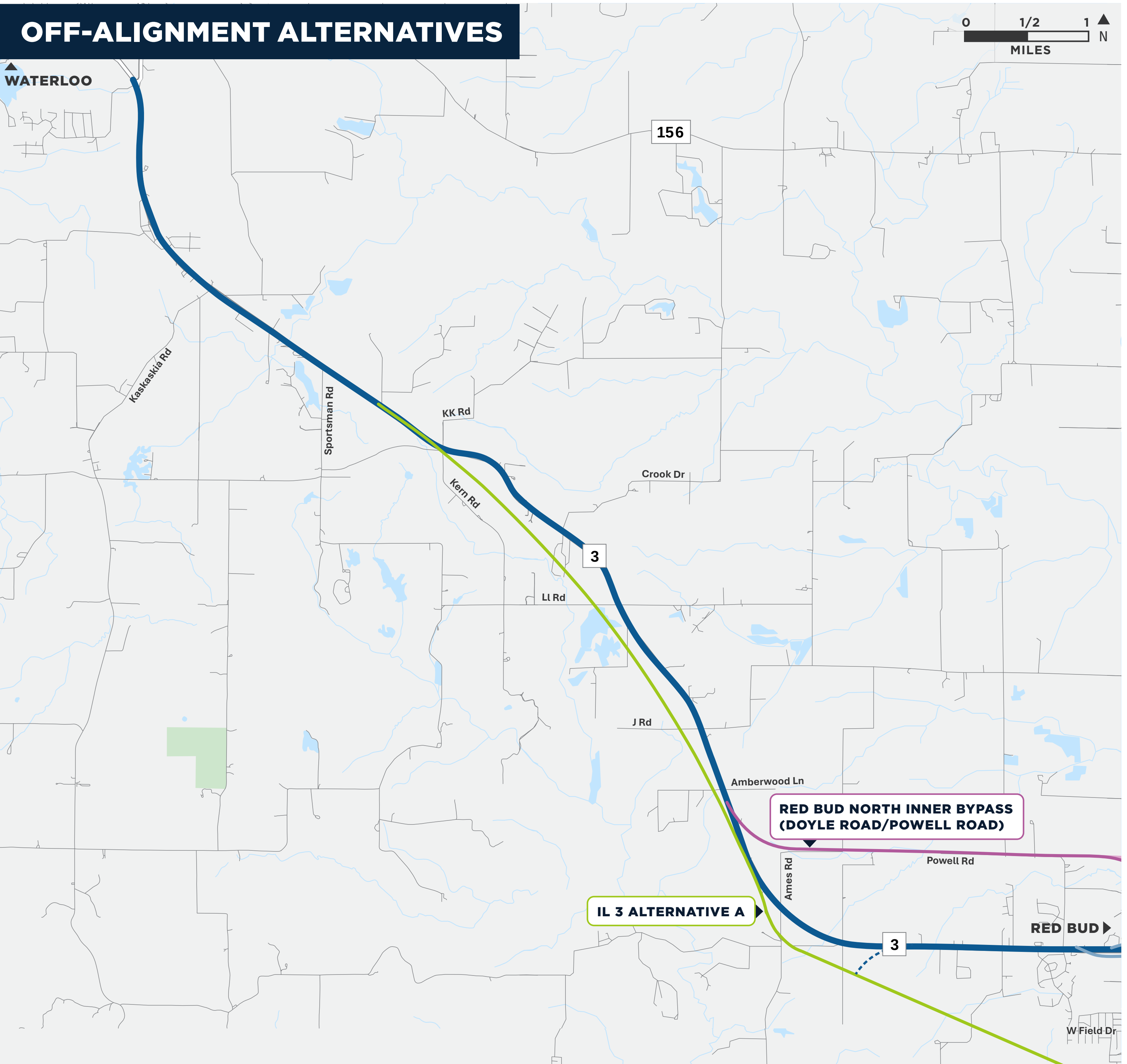
POTENTIAL IMPROVEMENTS

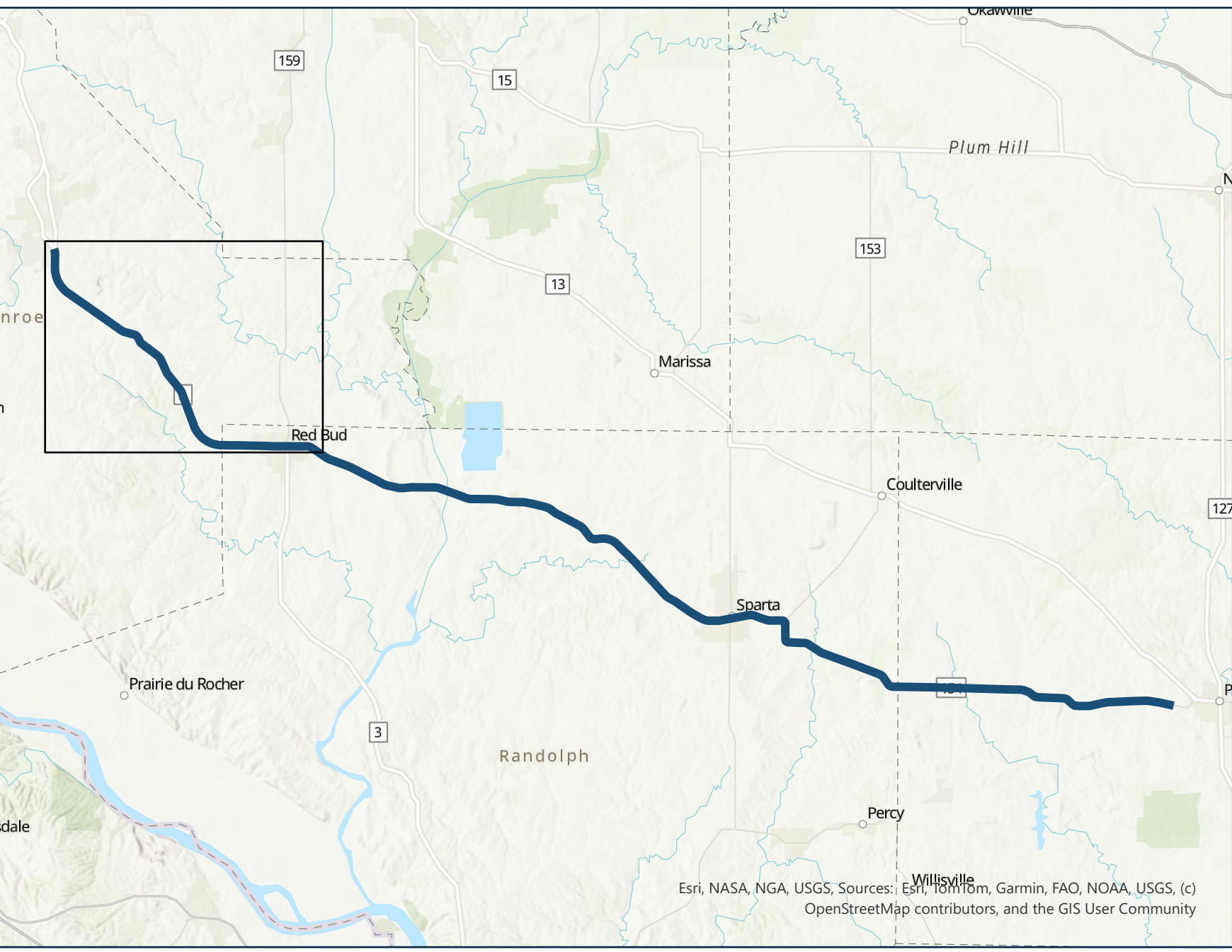
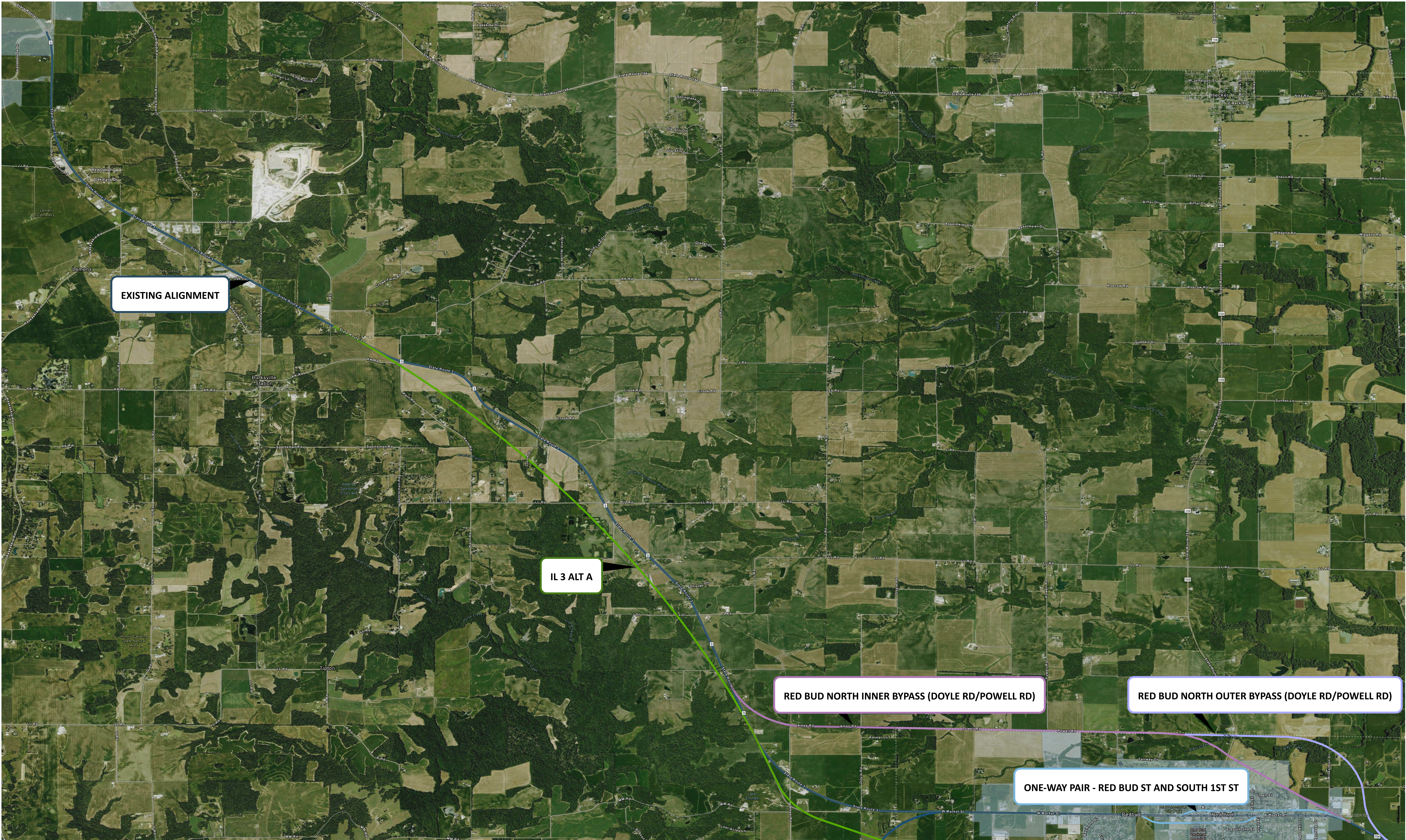


ICON LEGEND

Flatten Grade IMPROVEMENT	Roadway Lighting IMPROVEMENT	Signing and Pavement Marking IMPROVEMENT	Speed Management IMPROVEMENT	Straighten Curve IMPROVEMENT	Traffic Signal IMPROVEMENT	Super-2 Passing Highway	2-Lane Improved Cross Section Highway	4-Lane Divided Highway	Continuous "Green-T" Intersection	Restricted Crossing U-Turn (RCUT) Intersection	Roundabout

OFF-ALIGNMENT ALTERNATIVES





- IL 3 Alt A
- Municipalities
- Red Bud North Outer Bypass (Doyle Rd/Powell Rd)
- One-Way Pair - Red Bud St and South 1st St
- Existing Alignment
- Red Bud North Inner Bypass (Doyle Rd/Powell Rd)

0 28mi

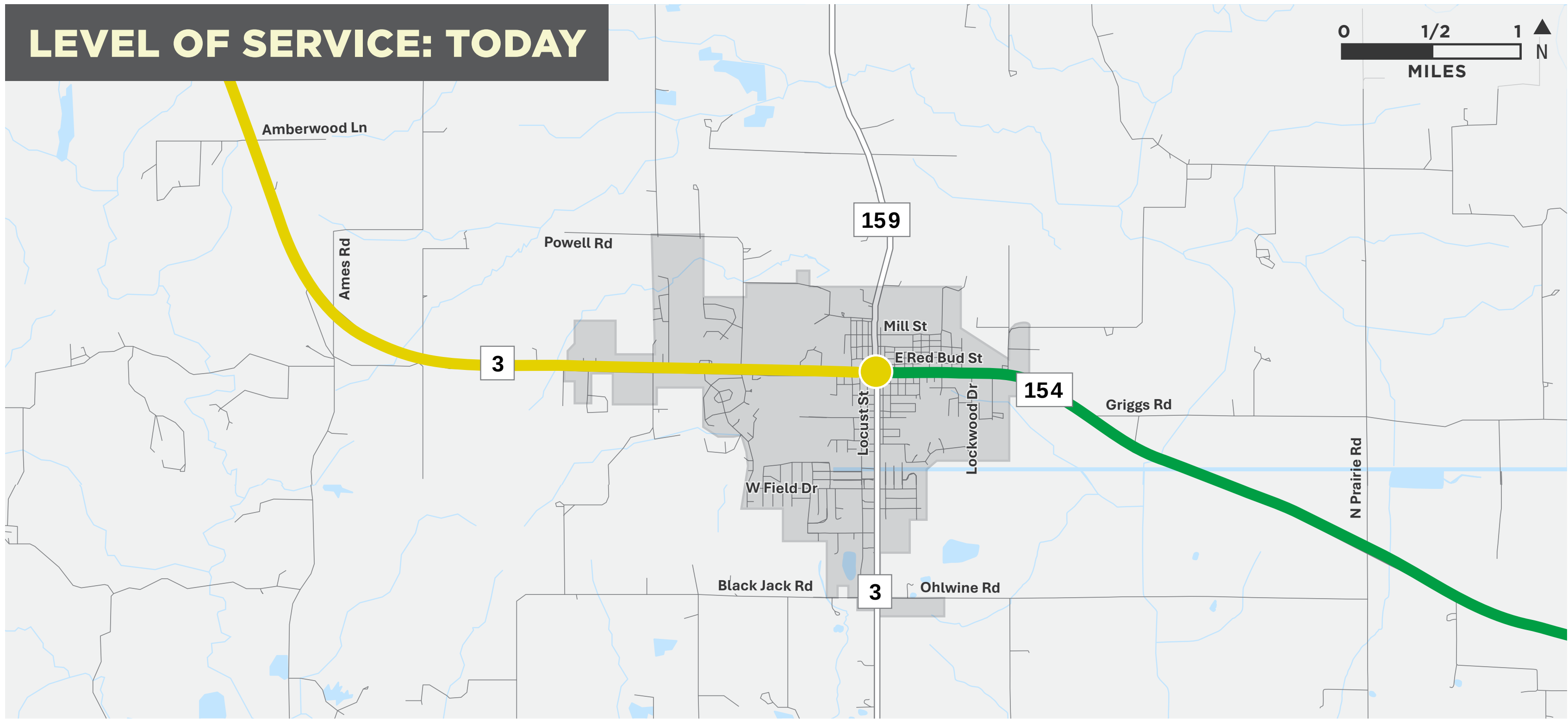
Preliminary Off-Alignment Alternatives

SOUTHWEST CONNECTOR PEL STUDY

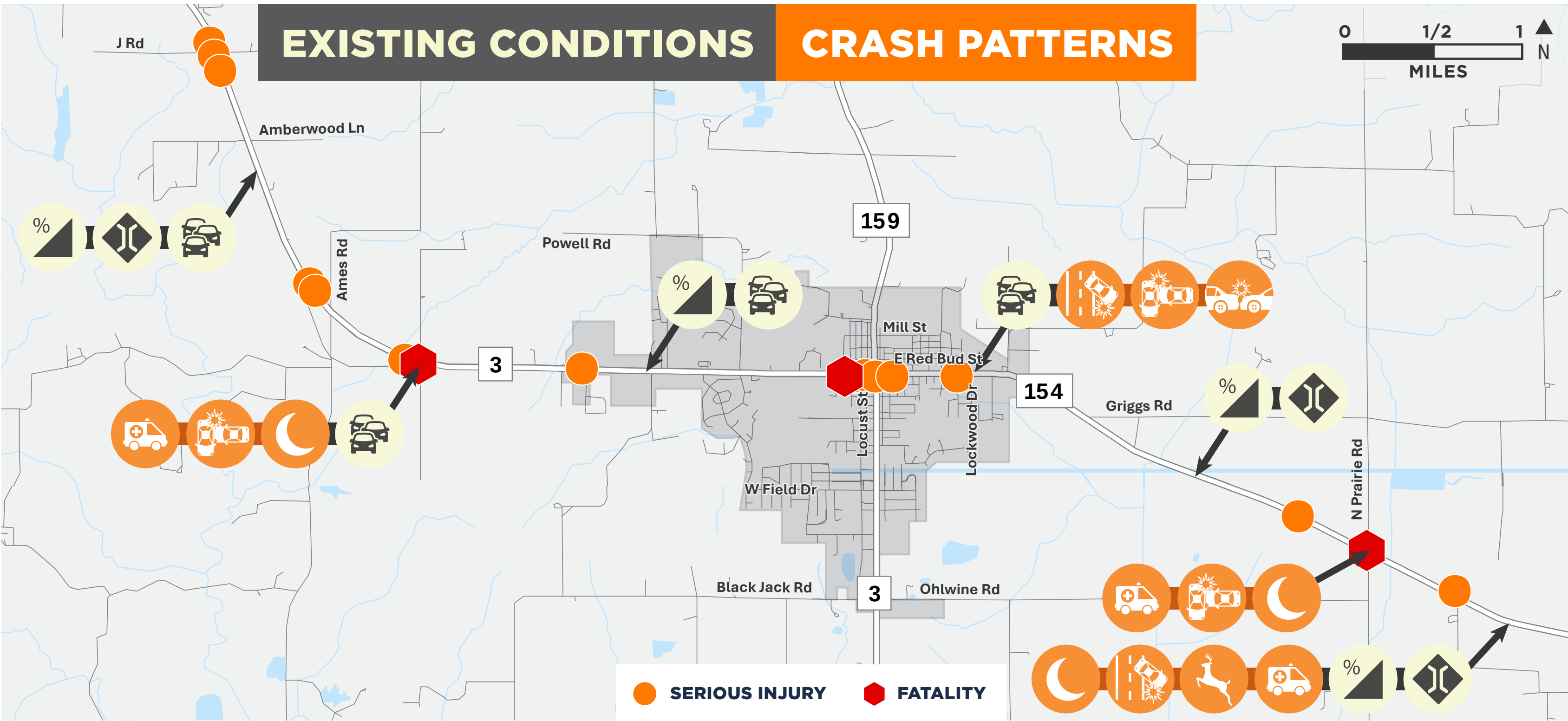


RED BUD

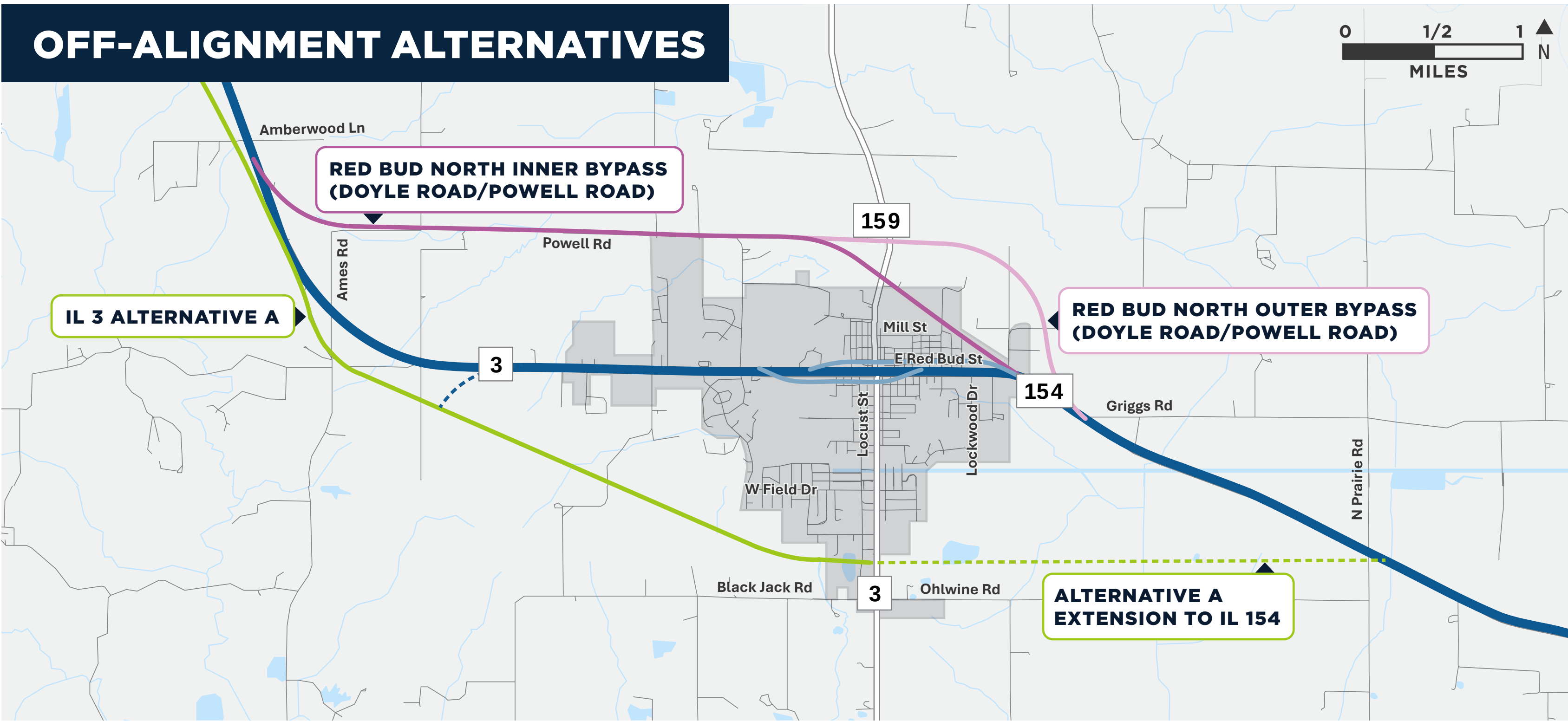
LEVEL OF SERVICE: TODAY



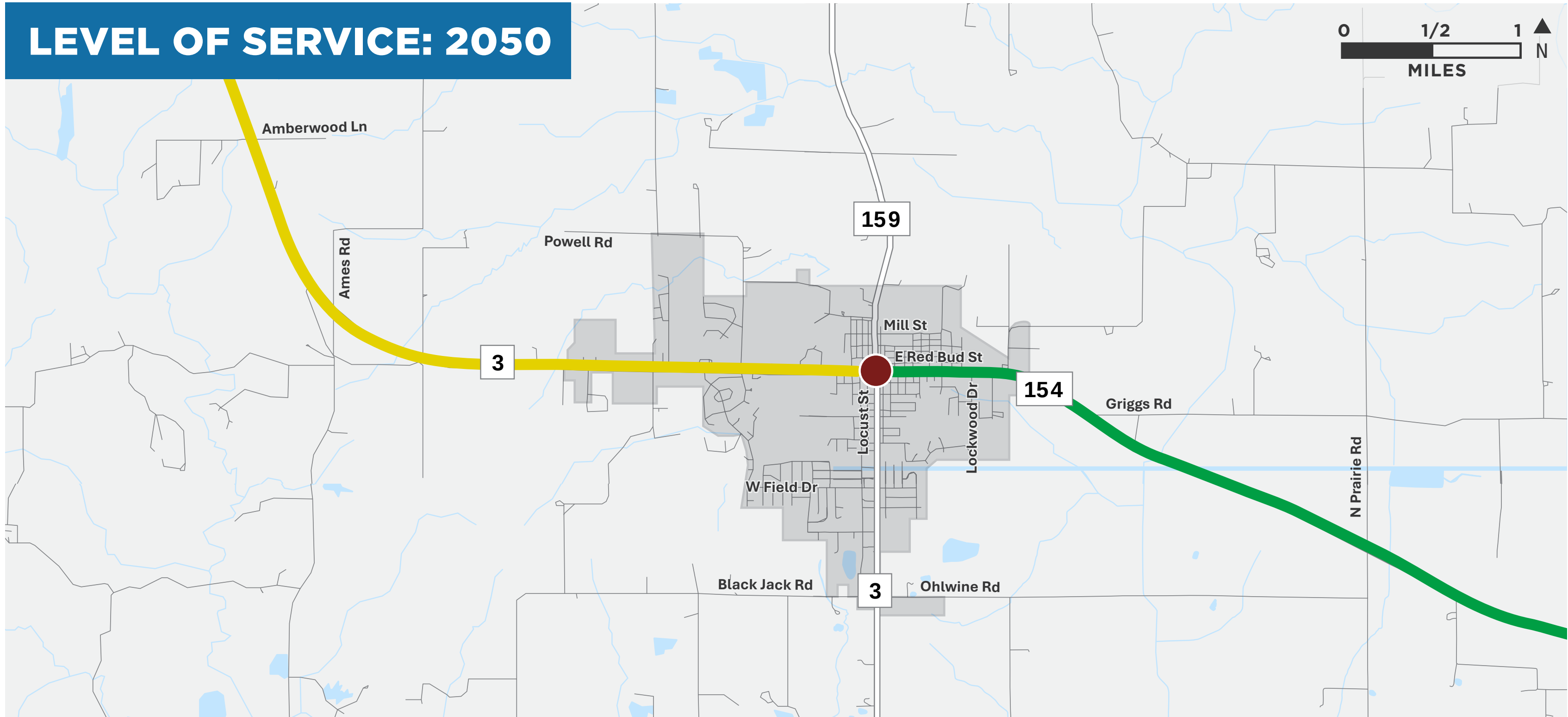
EXISTING CONDITIONS CRASH PATTERNS



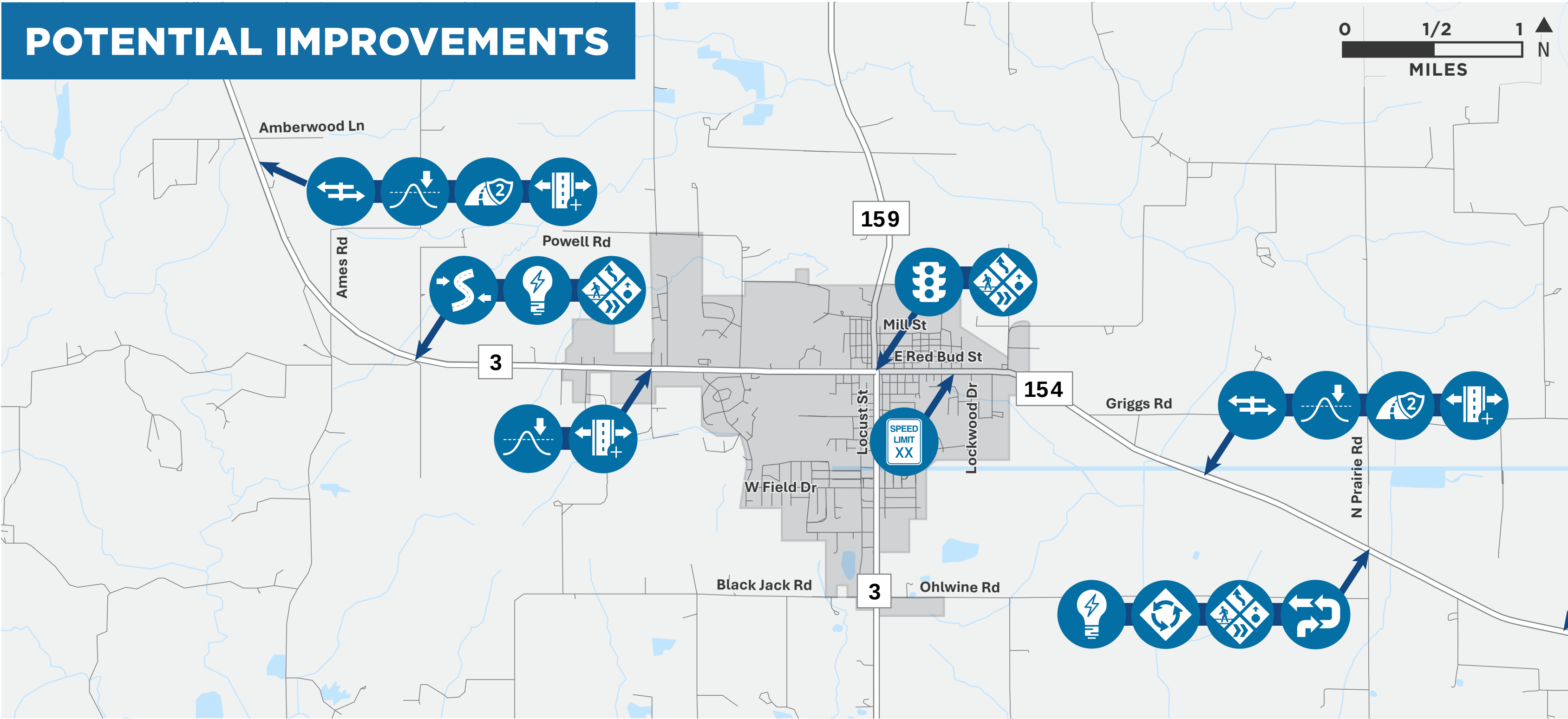
OFF-ALIGNMENT ALTERNATIVES



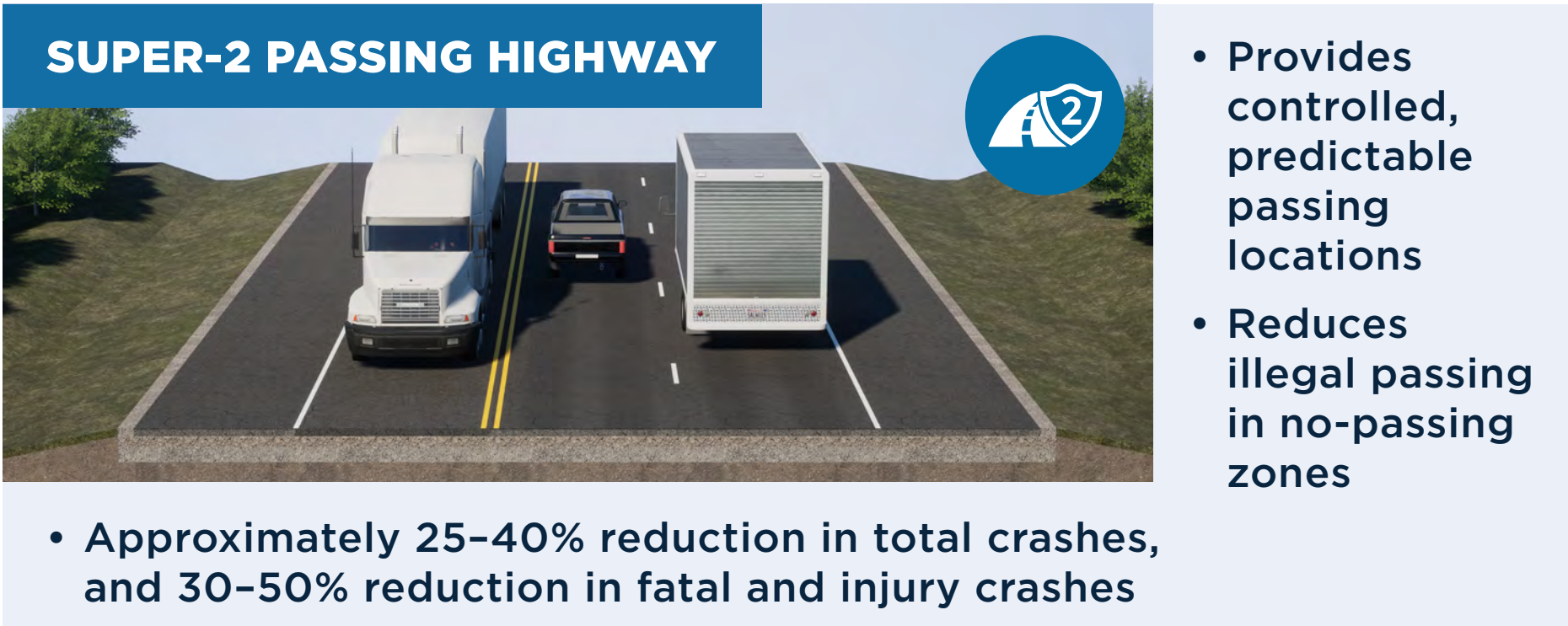
LEVEL OF SERVICE: 2050



POTENTIAL IMPROVEMENTS



SUPER-2 PASSING HIGHWAY



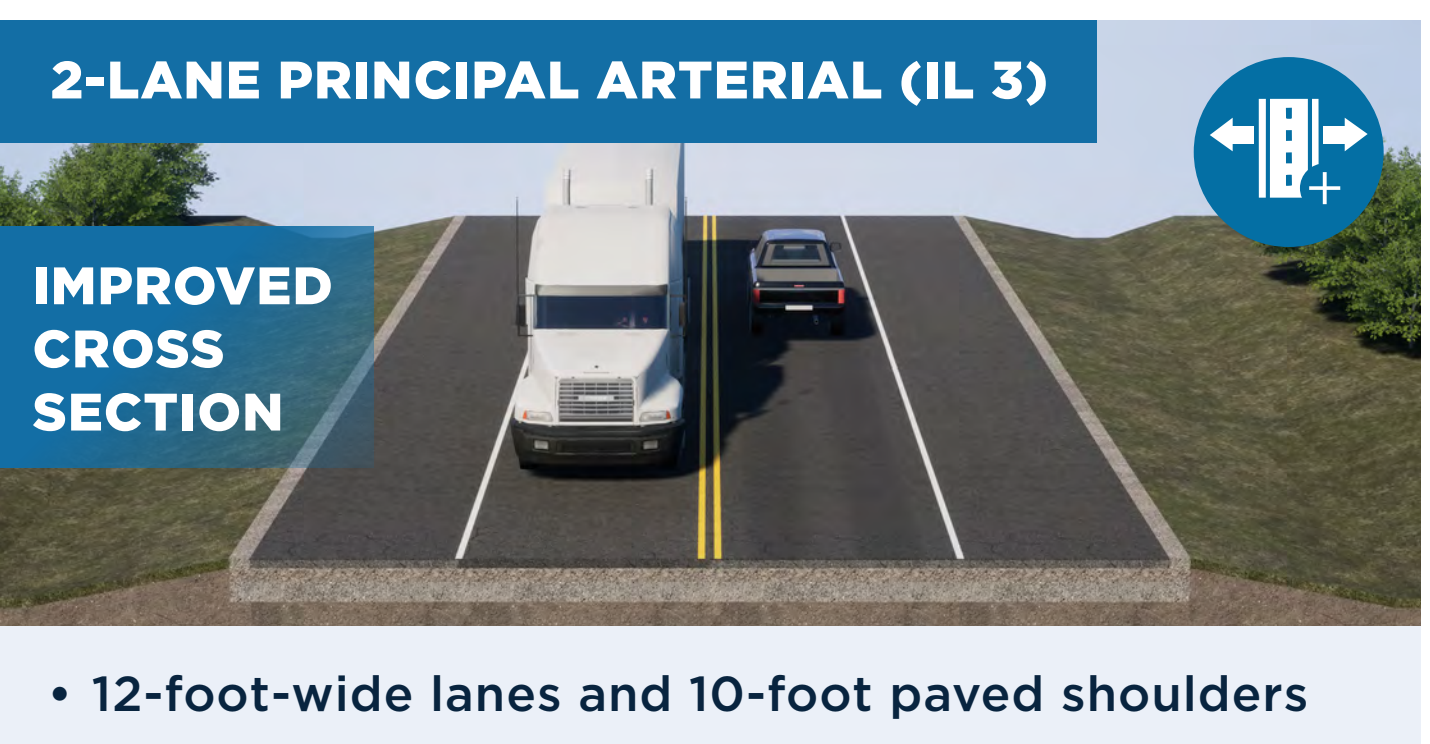
2-LANE MINOR ARTERIAL (IL 154)



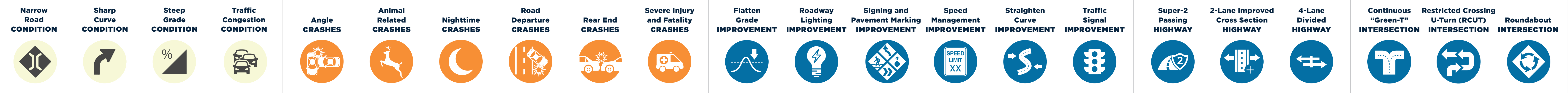
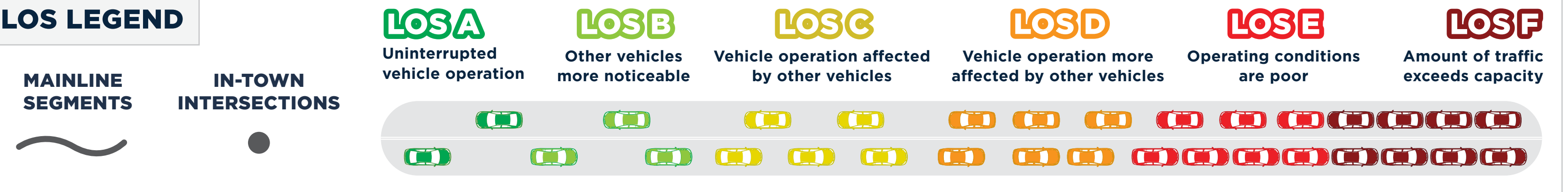
4-LANE DIVIDED HIGHWAY

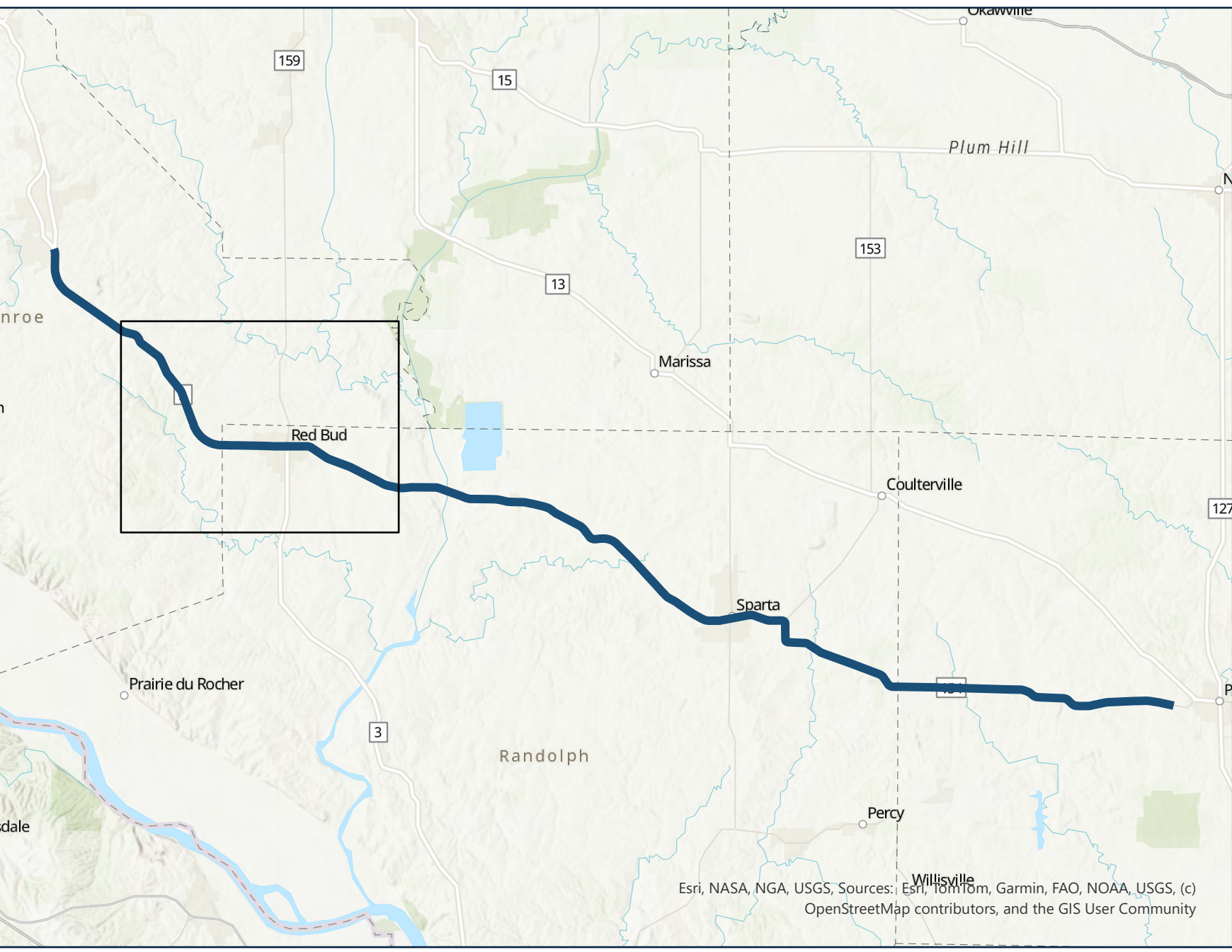
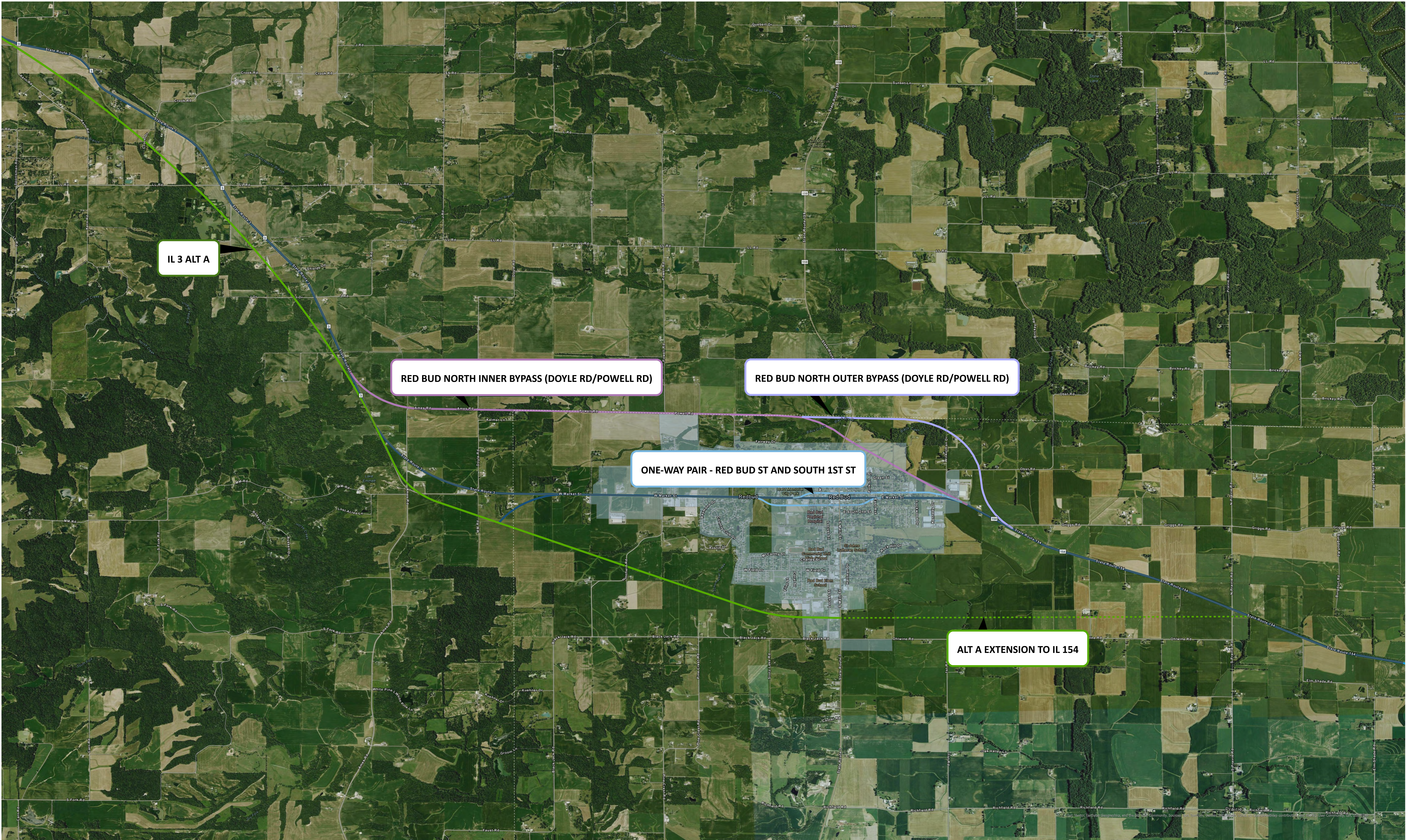


2-LANE PRINCIPAL ARTERIAL (IL 3)



LOS LEGEND





- Baldwin South Outer Bypass (Springview Rd)
- IL 3 Alt A
- Alt A Extension to IL 154
- Municipalities
- Red Bud North Outer Bypass (Doyle Rd/Powell Rd)
- One-Way Pair - Red Bud St and South 1st St
- Existing Alignment
- Red Bud North Inner Bypass (Doyle Rd/Powell Rd)

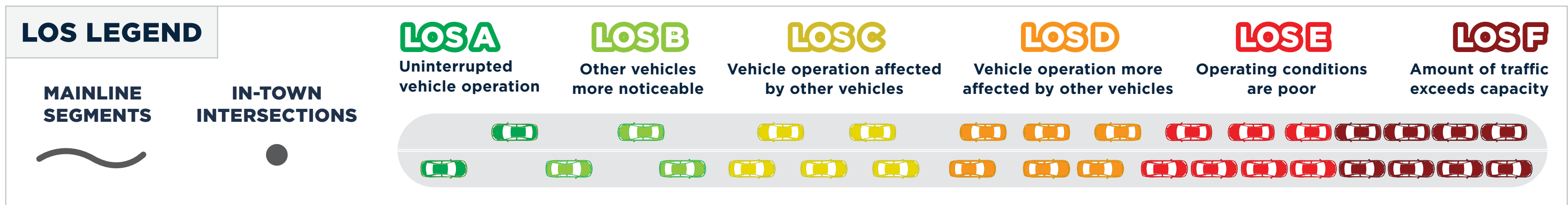
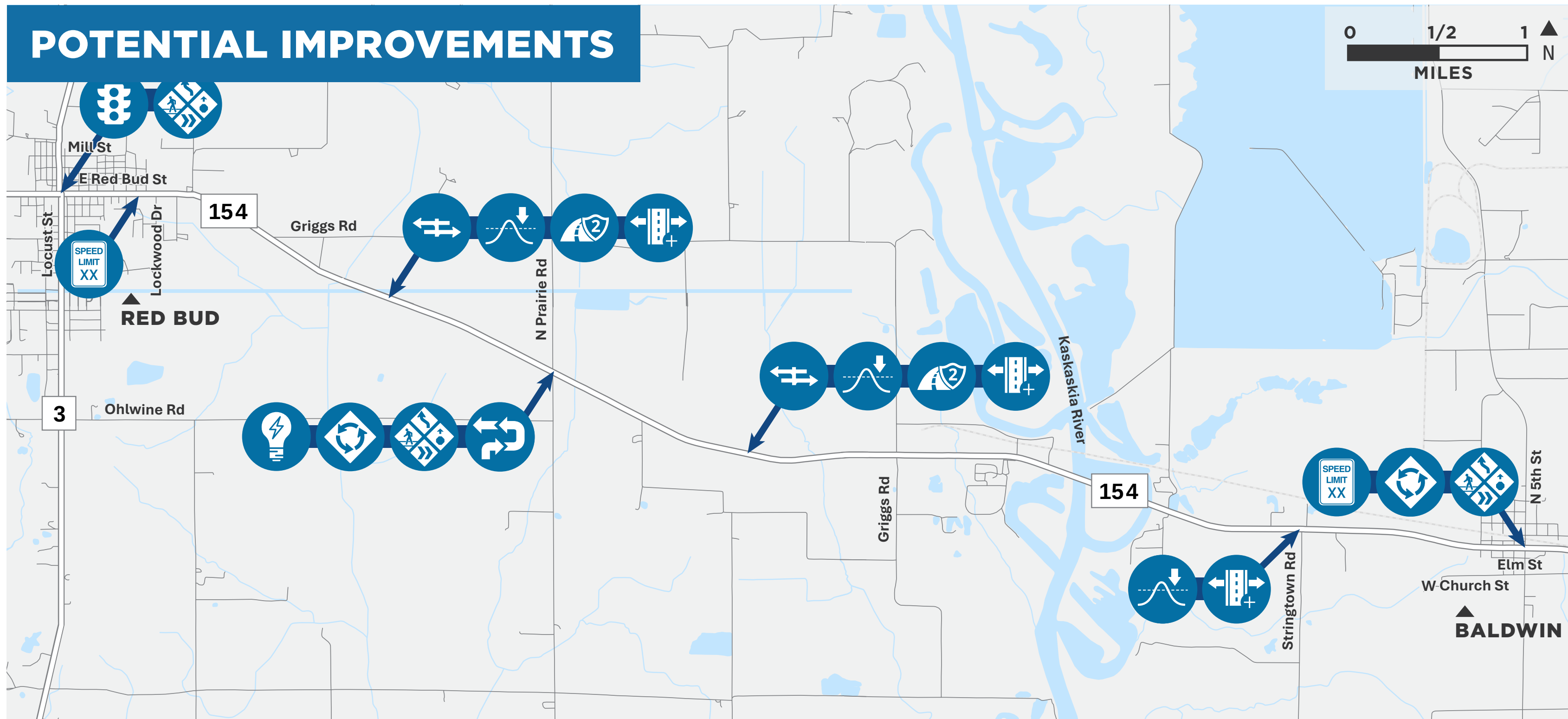
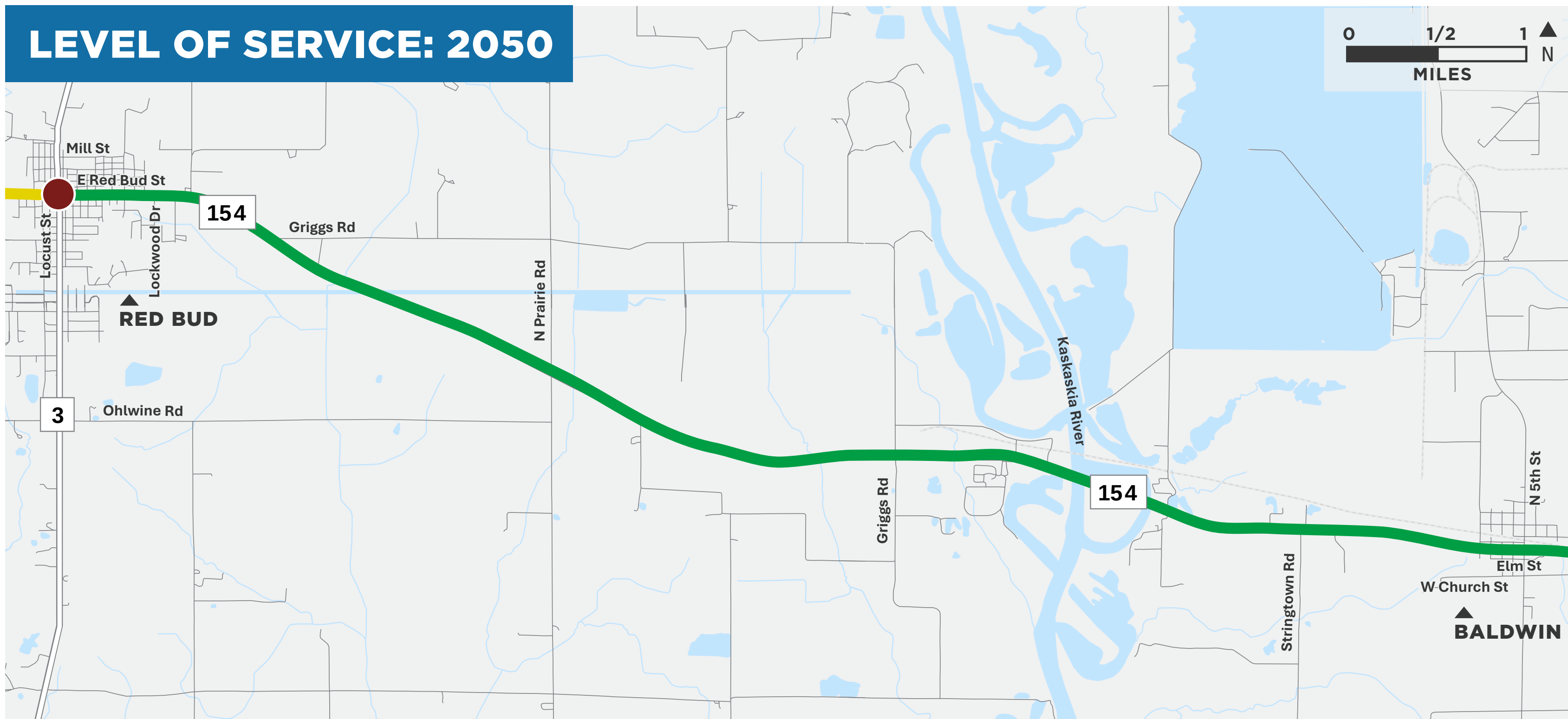
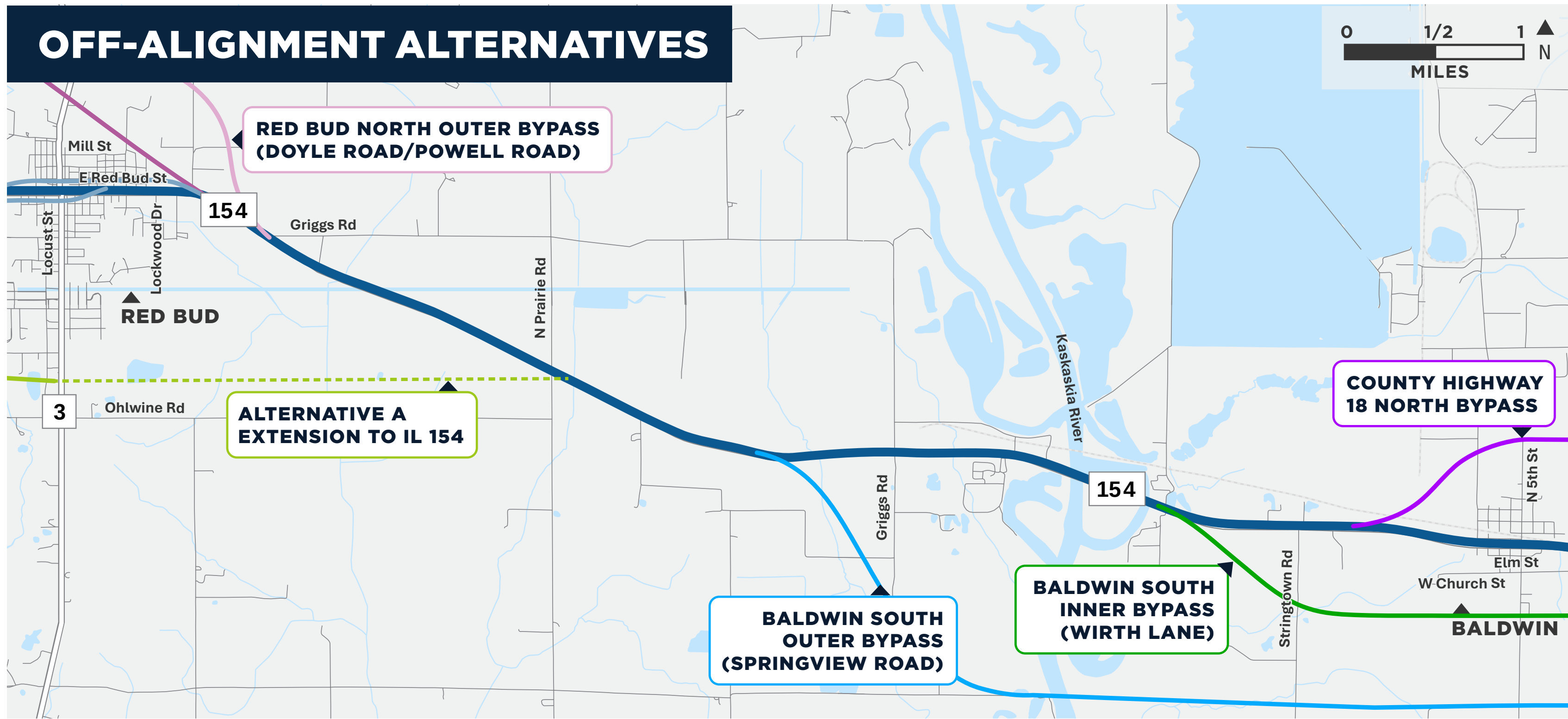
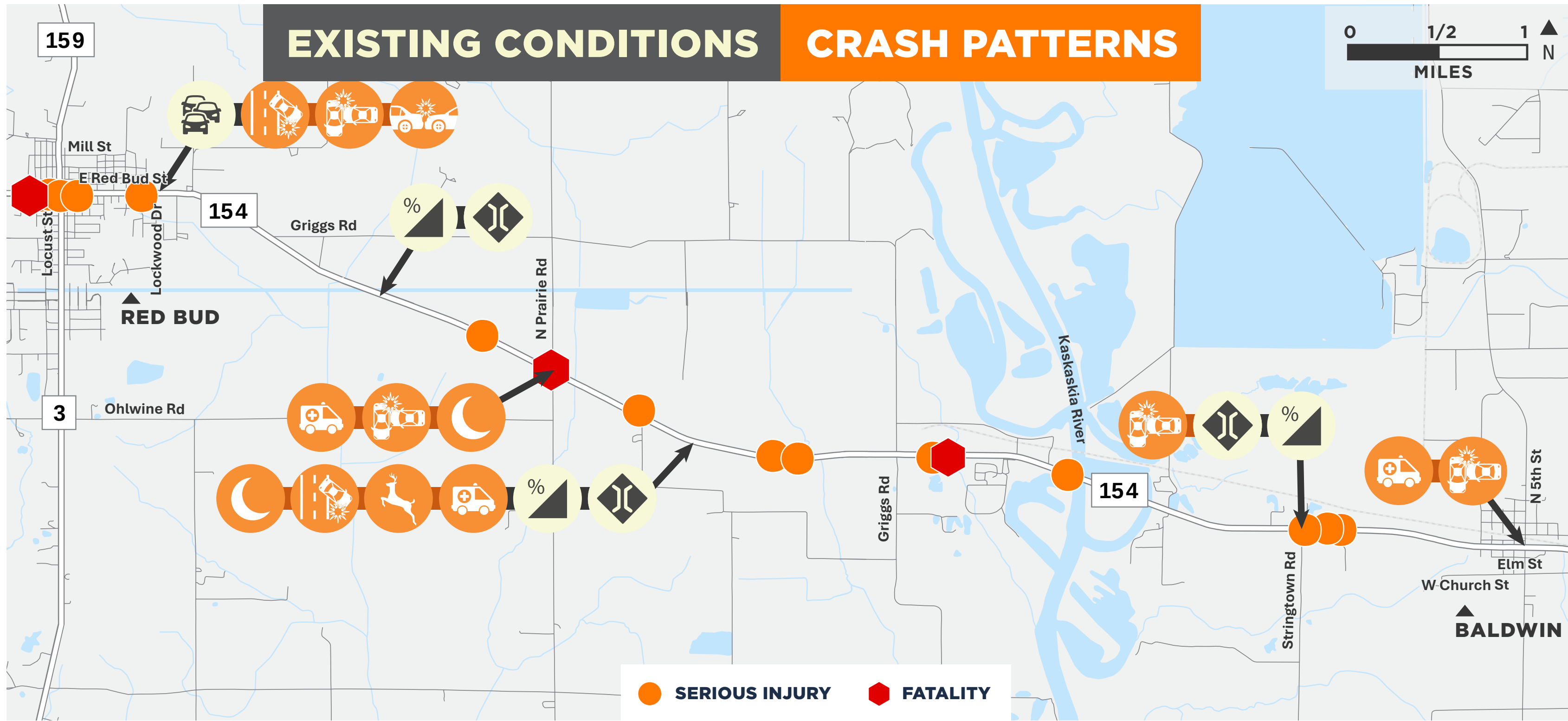
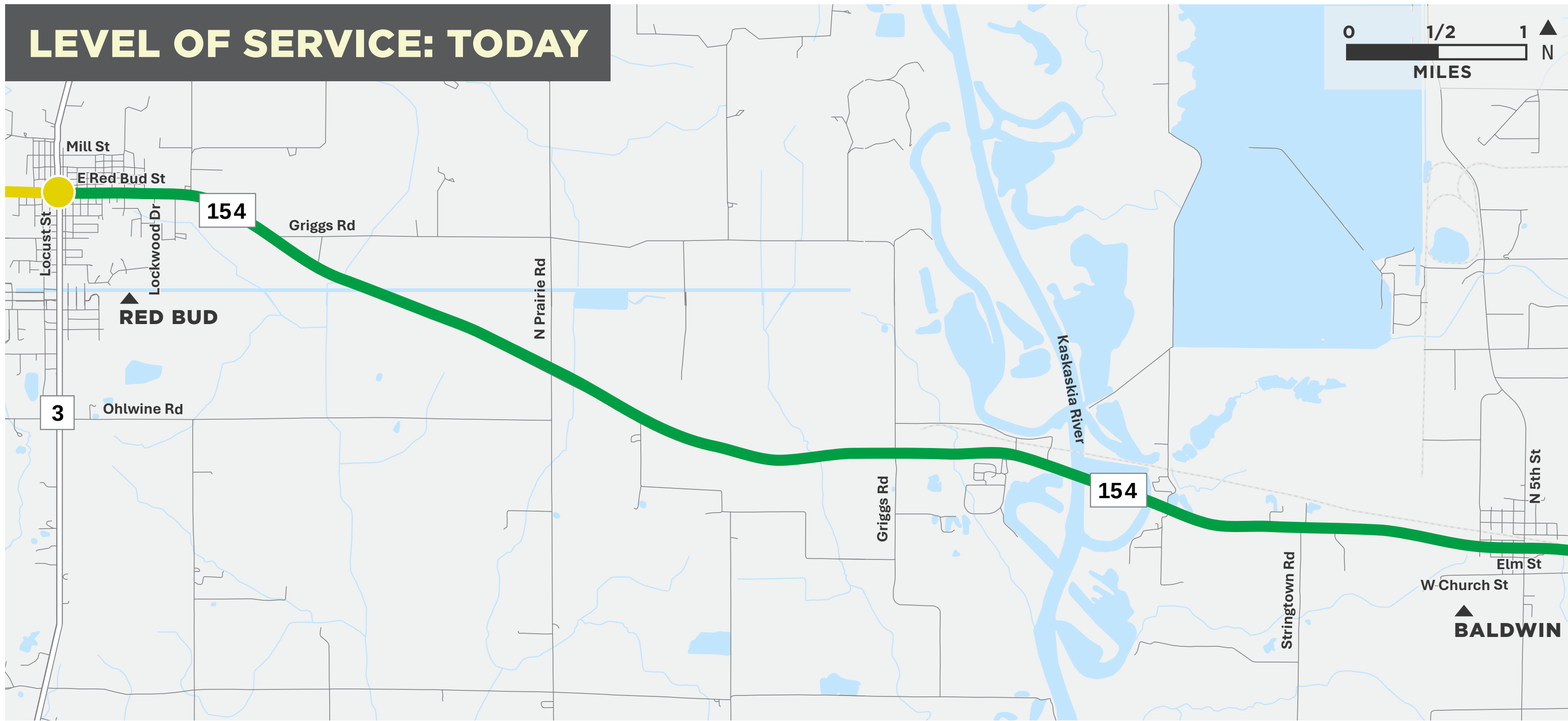
0 28mi

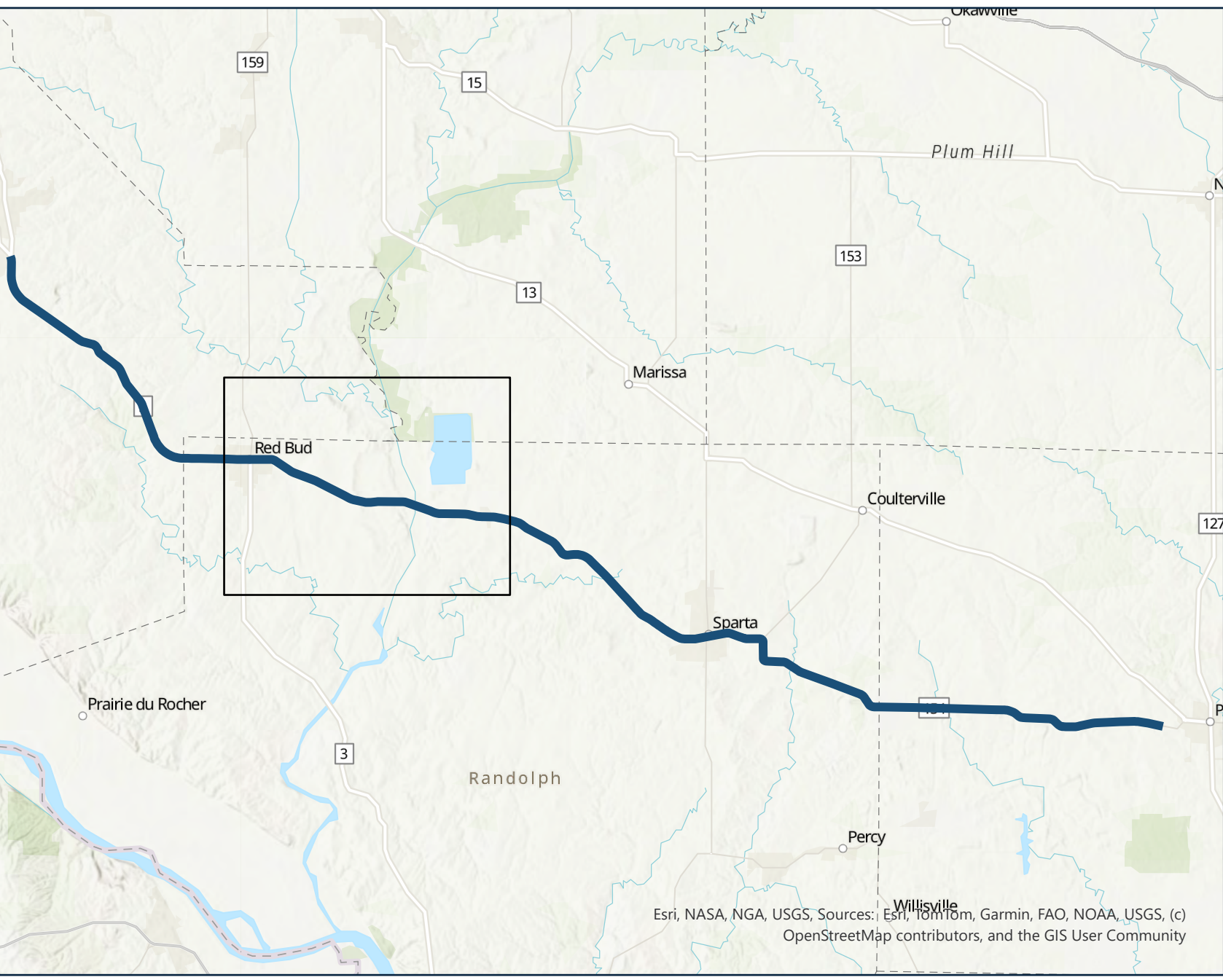
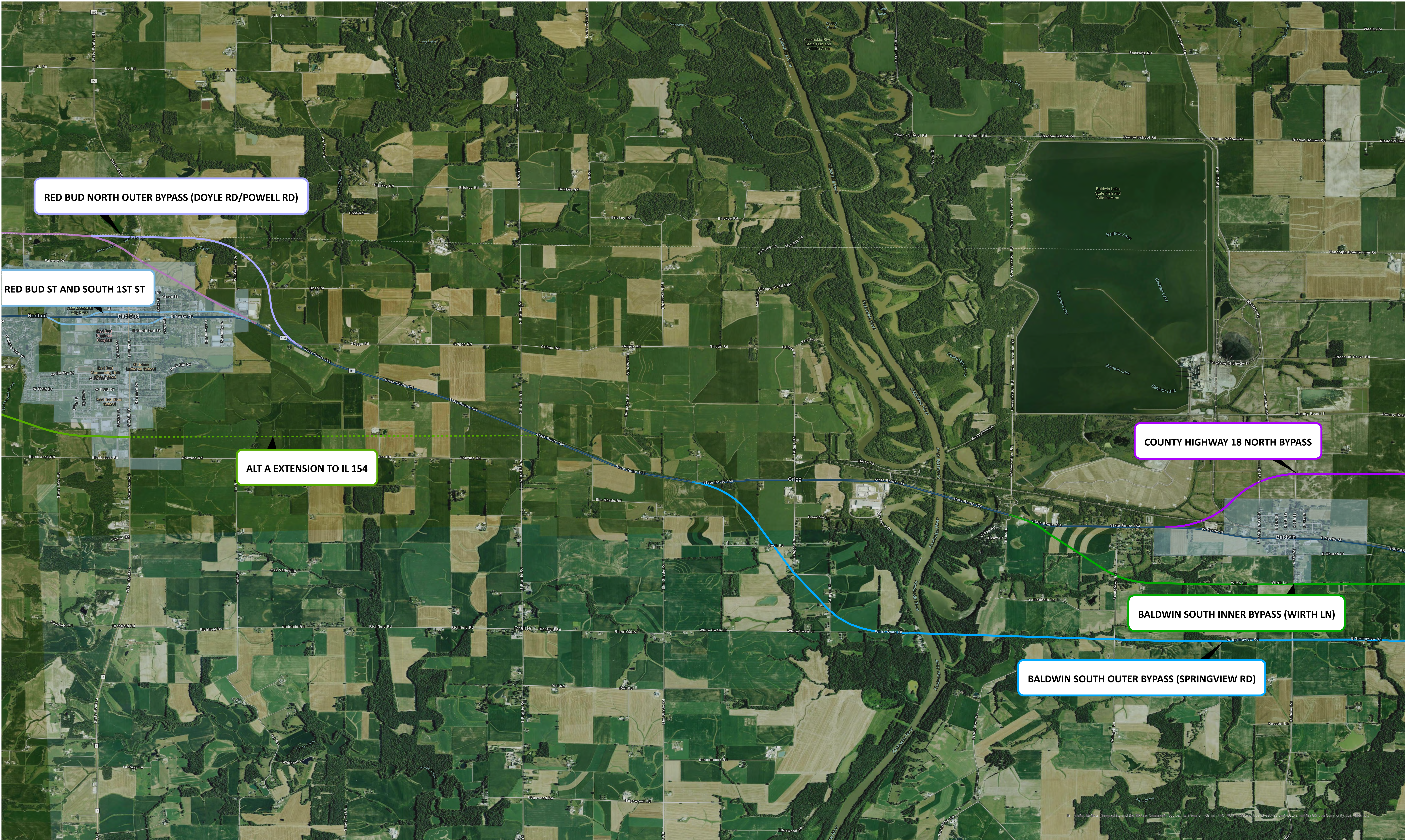
Preliminary Off-Alignment Alternatives

SOUTHWEST CONNECTOR PEL STUDY



EAST OF RED BUD TO BALDWIN





- Baldwin South Inner Bypass (Wirth Ln)
- County Highway 18 North Bypass
- Baldwin South Outer Bypass (Springview Rd)
- One-Way Pair - Red Bud St and South 1st St
- IL 3 Alt A
- Alt A Extension to IL 154
- Existing Alignment
- Red Bud North Inner Bypass (Doyle Rd/Powell Rd)
- Red Bud North Outer Bypass (Doyle Rd/Powell Rd)

0 28mi

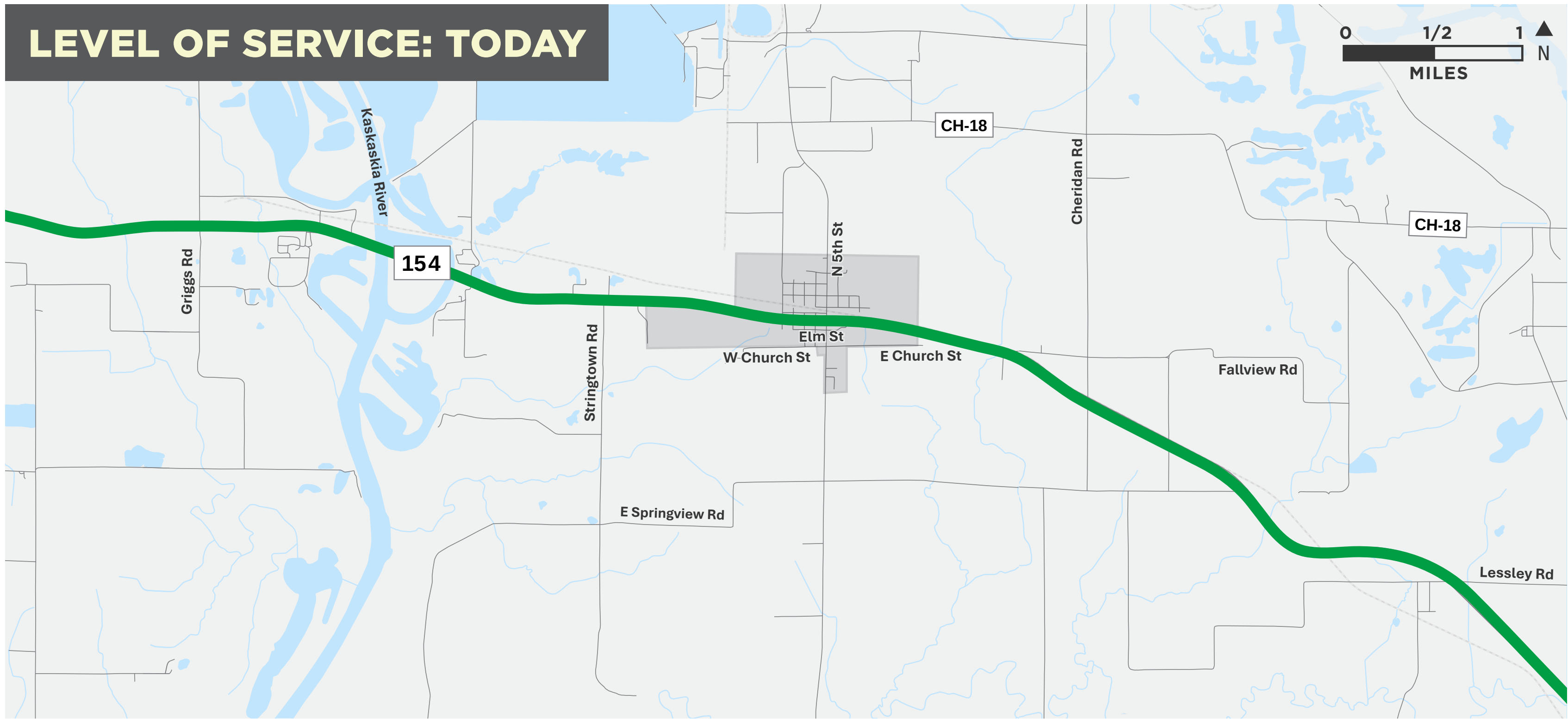
Preliminary Off-Alignment Alternatives

SOUTHWEST CONNECTOR PEL STUDY

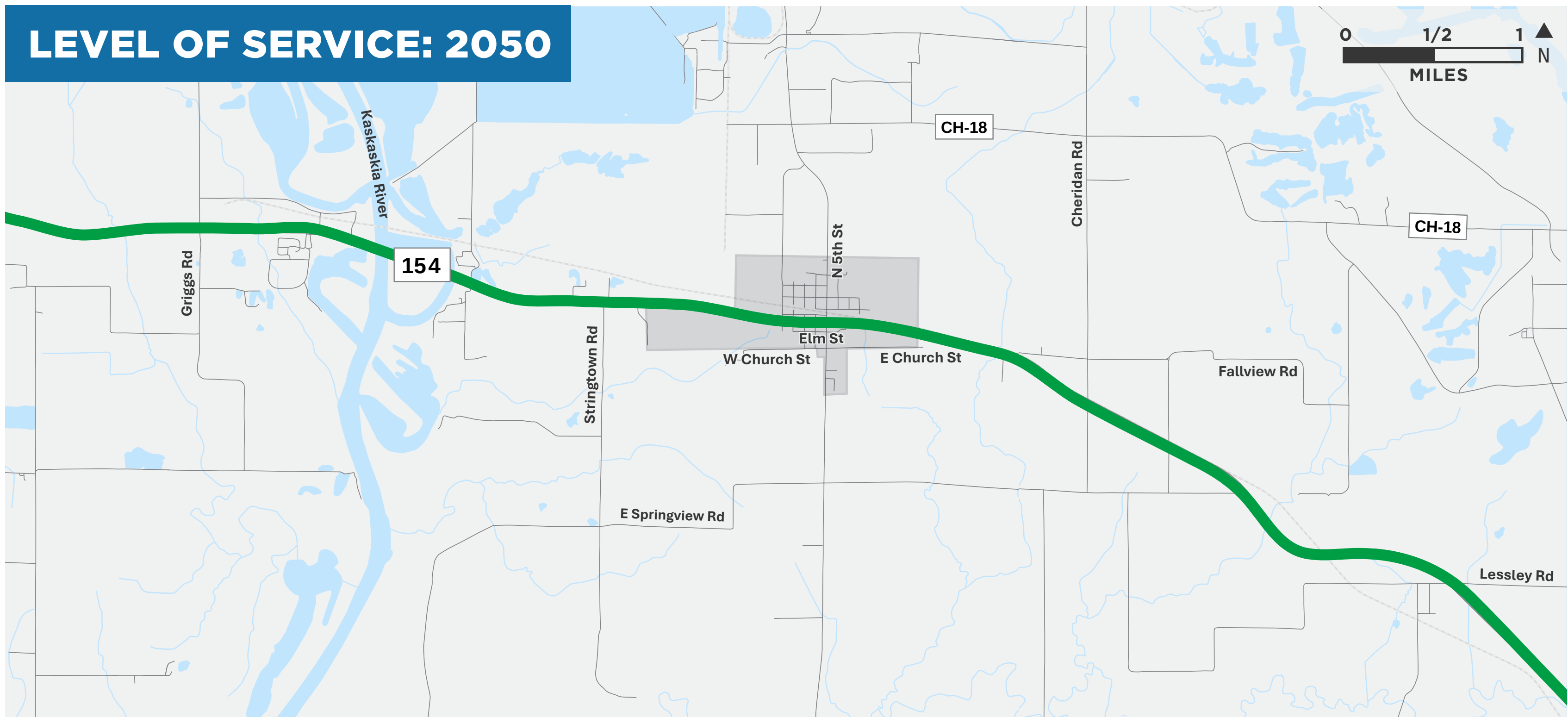


BALDWIN

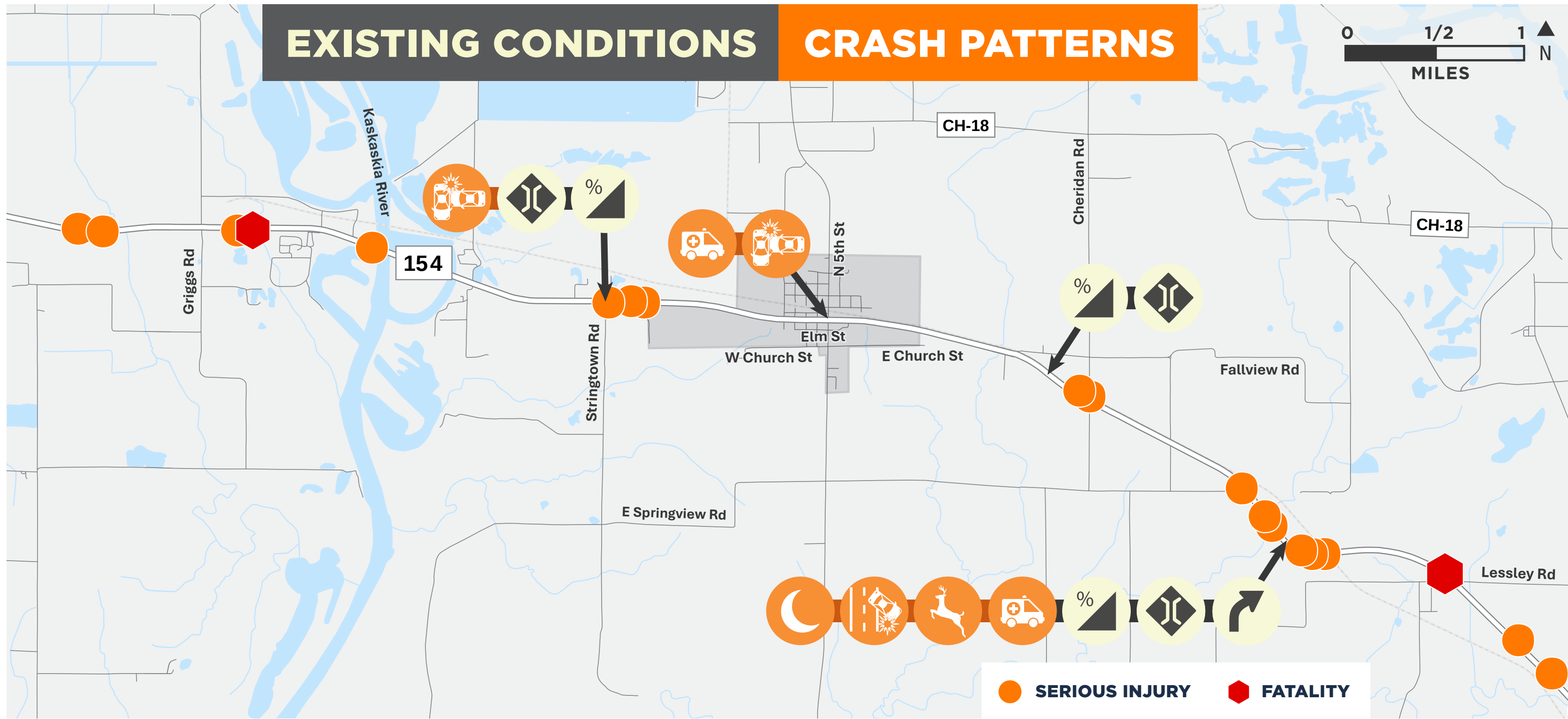
LEVEL OF SERVICE: TODAY



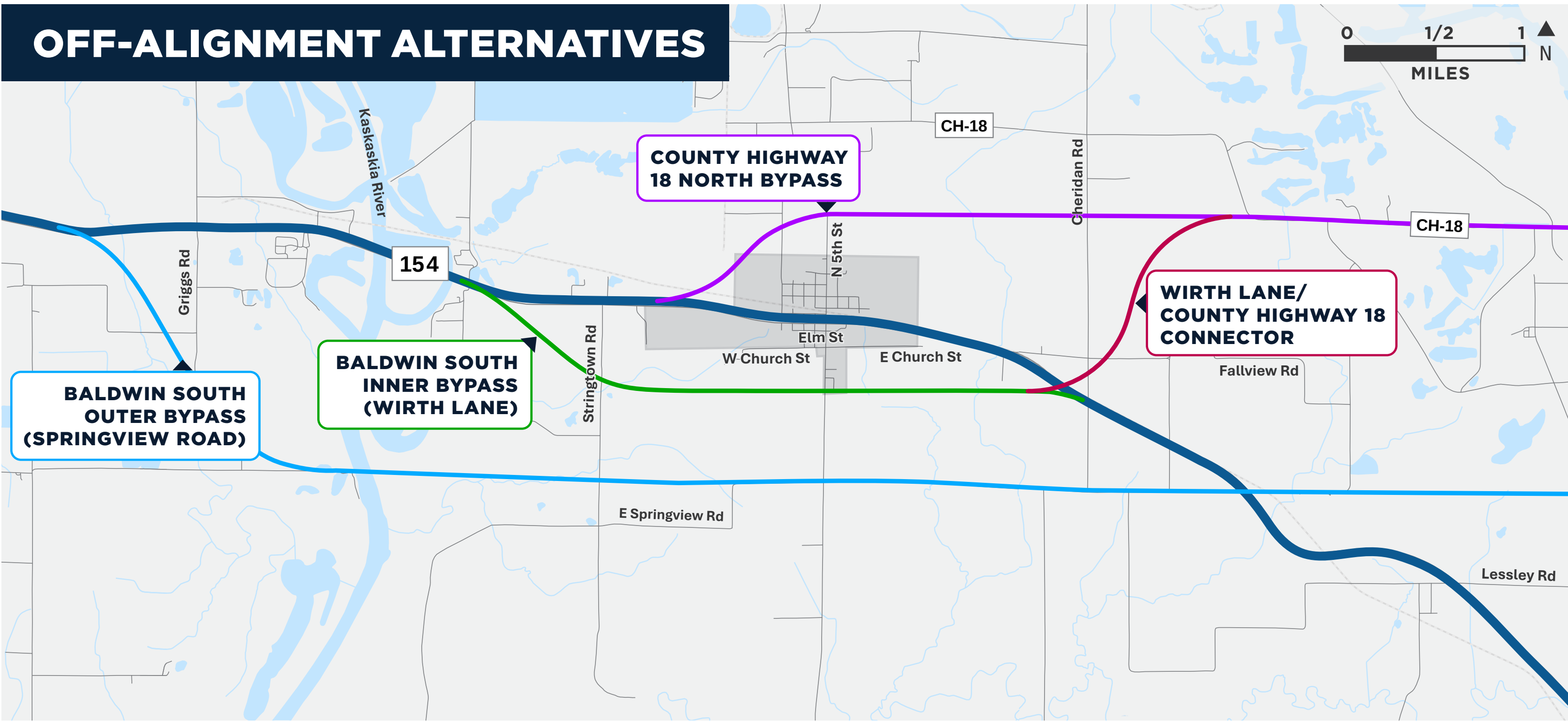
LEVEL OF SERVICE: 2050



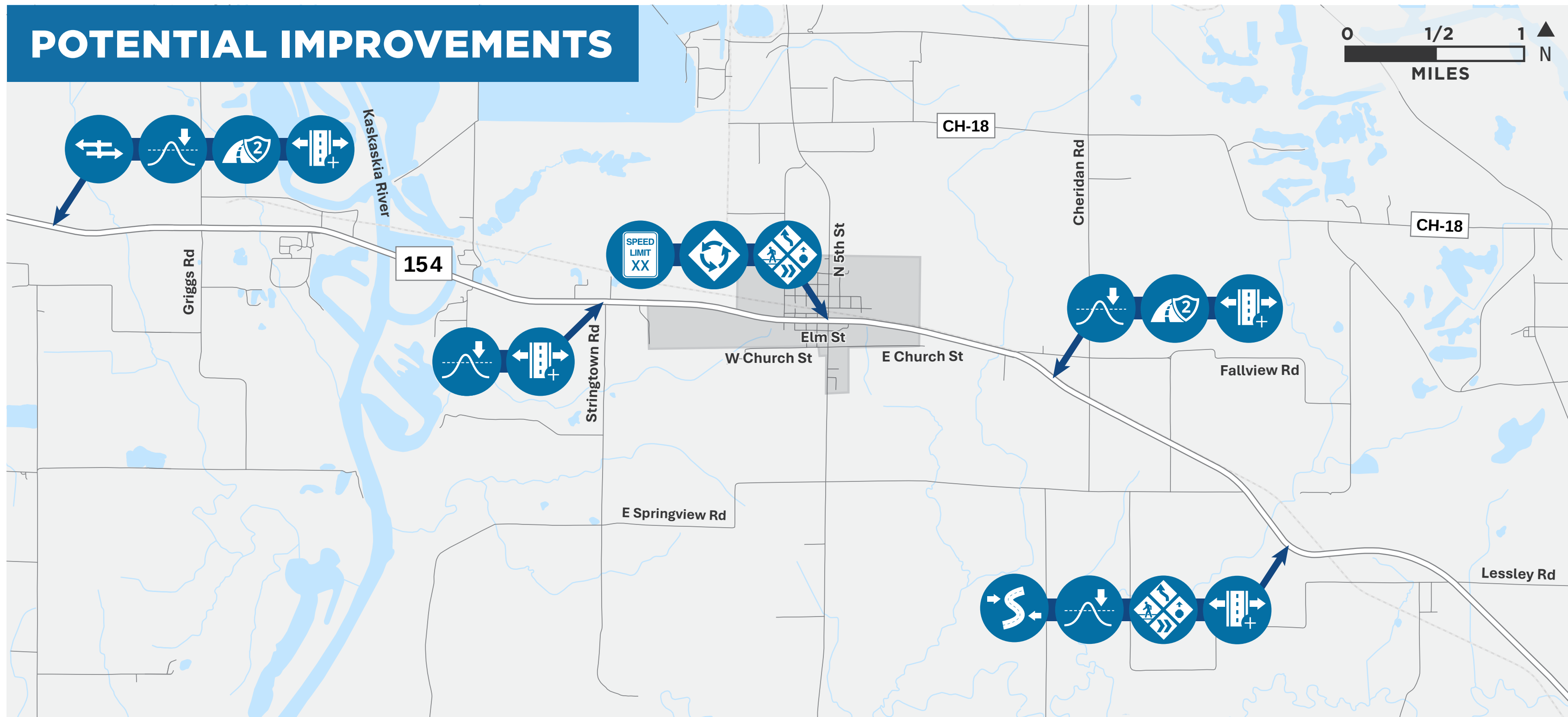
EXISTING CONDITIONS CRASH PATTERNS



OFF-ALIGNMENT ALTERNATIVES



POTENTIAL IMPROVEMENTS

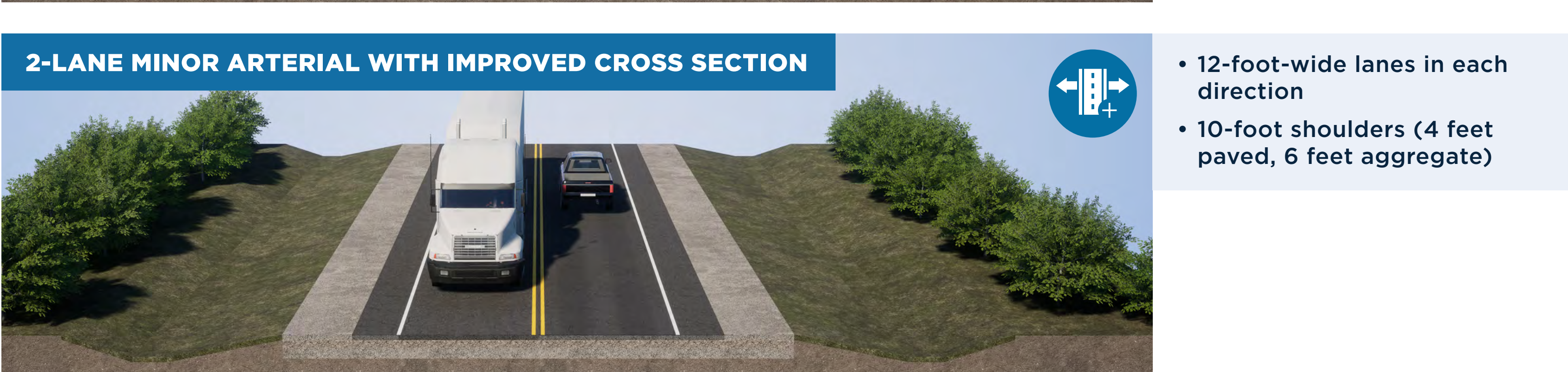


SUPER-2 PASSING HIGHWAY



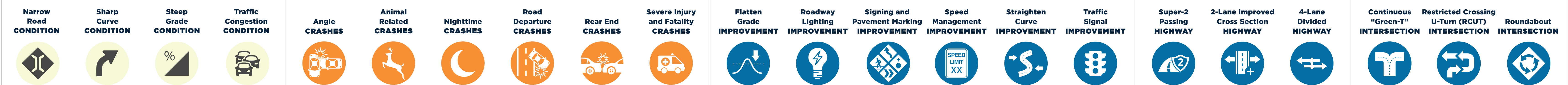
- Provides controlled, predictable passing locations
- Reduces illegal passing in no-passing zones
- Approximately 25-40% reduction in total crashes, and 30-50% reduction in fatal and injury crashes

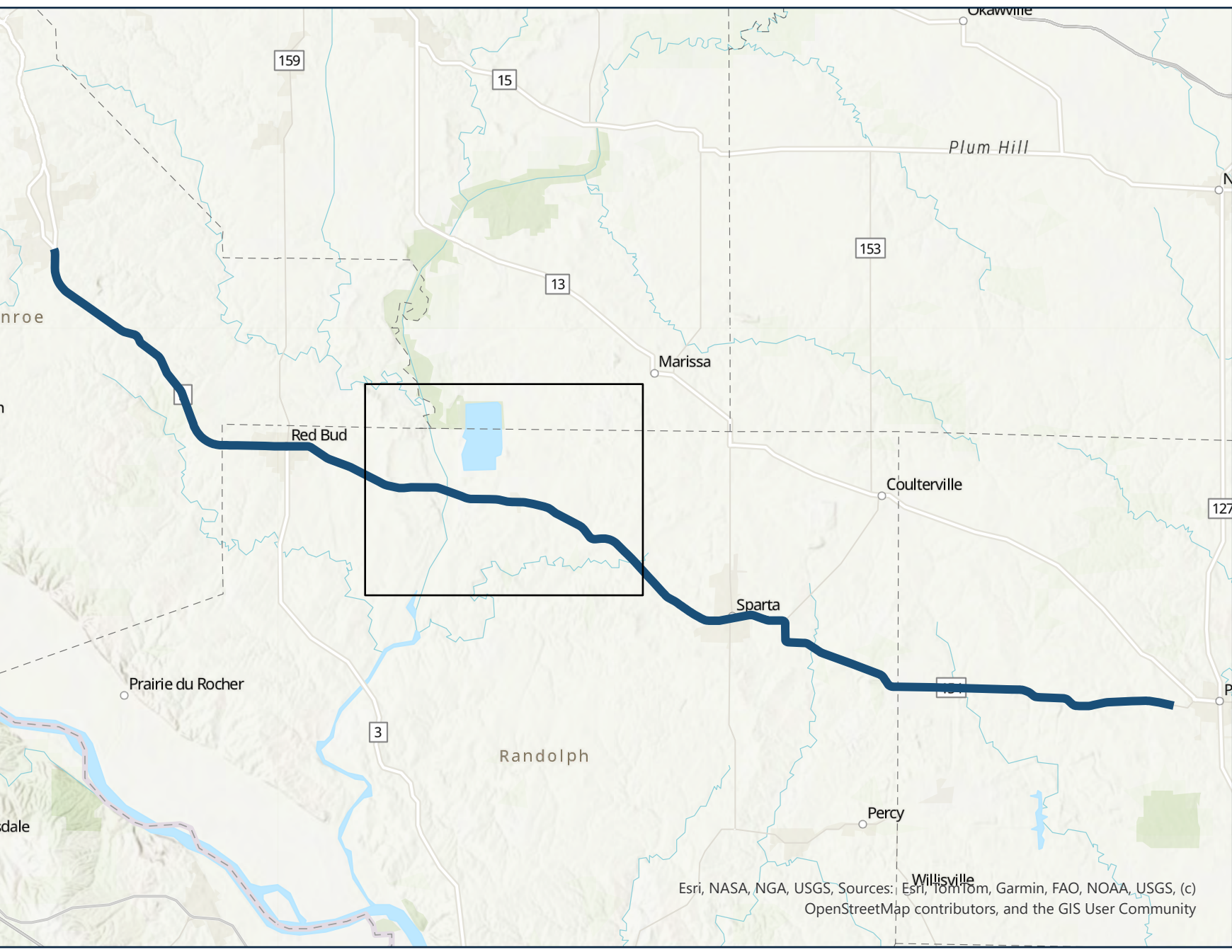
2-LANE MINOR ARTERIAL WITH IMPROVED CROSS SECTION



- 12-foot-wide lanes in each direction
- 10-foot shoulders (4 feet paved, 6 feet aggregate)

LOS LEGEND





- Airport Rd North Bypass
- Baldwin South Inner Bypass (Wirth Ln)
- Wirth Lane/County Highway 18 Connector
- County Highway 18 North Bypass
- Baldwin South Outer Bypass (Springview Rd)
- Existing Alignment
- Alt A Extension to IL 154

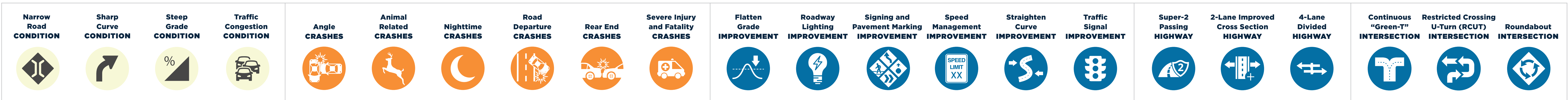
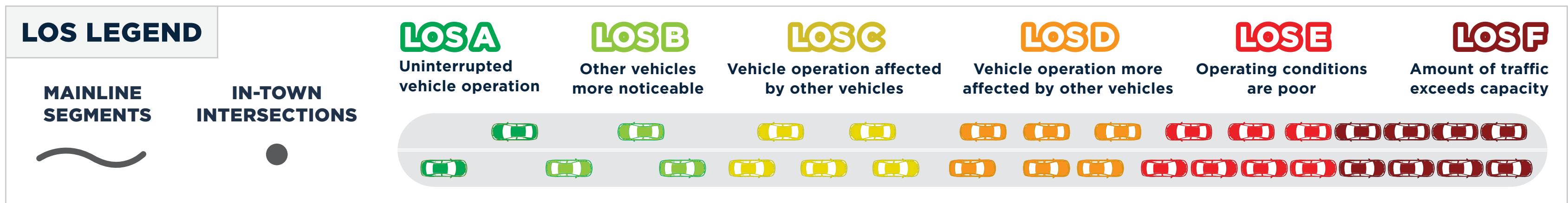
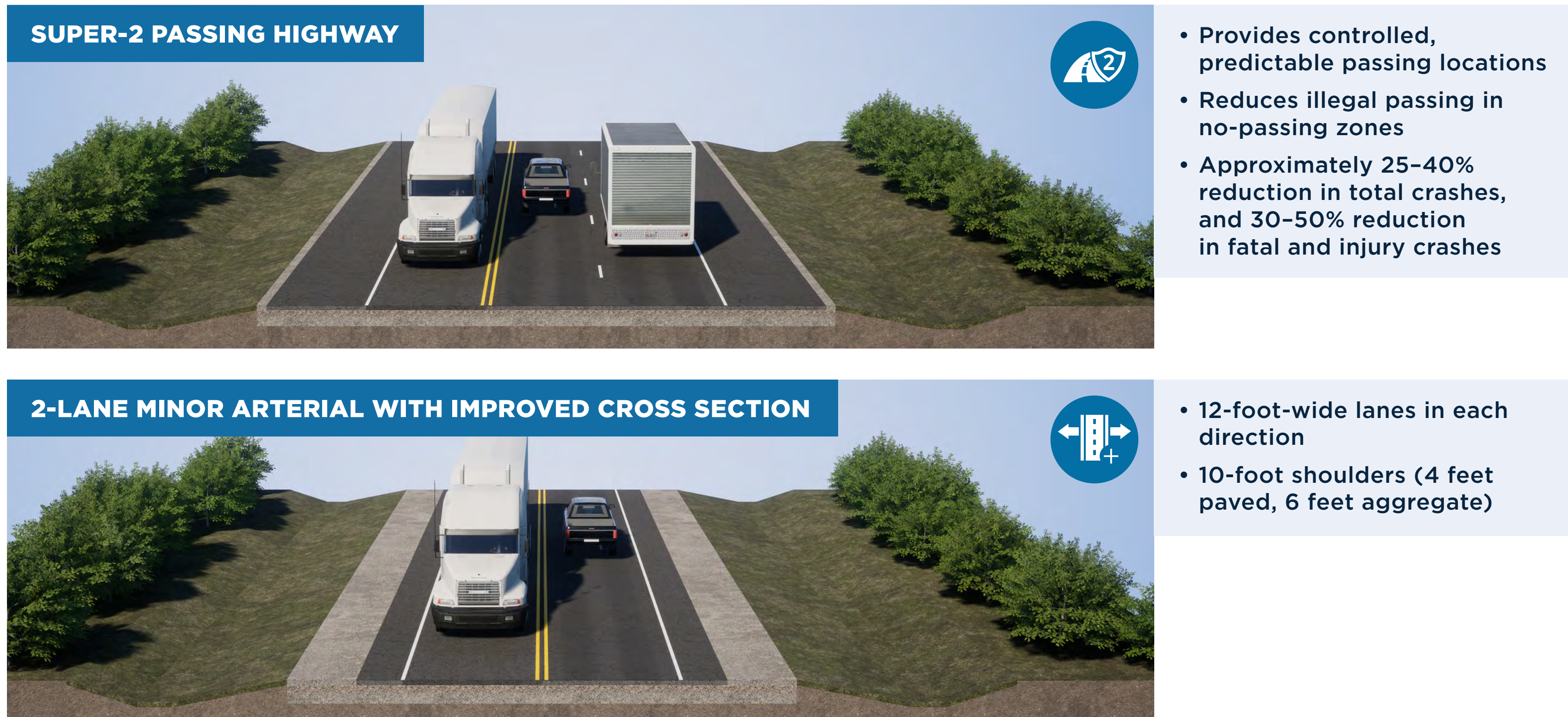
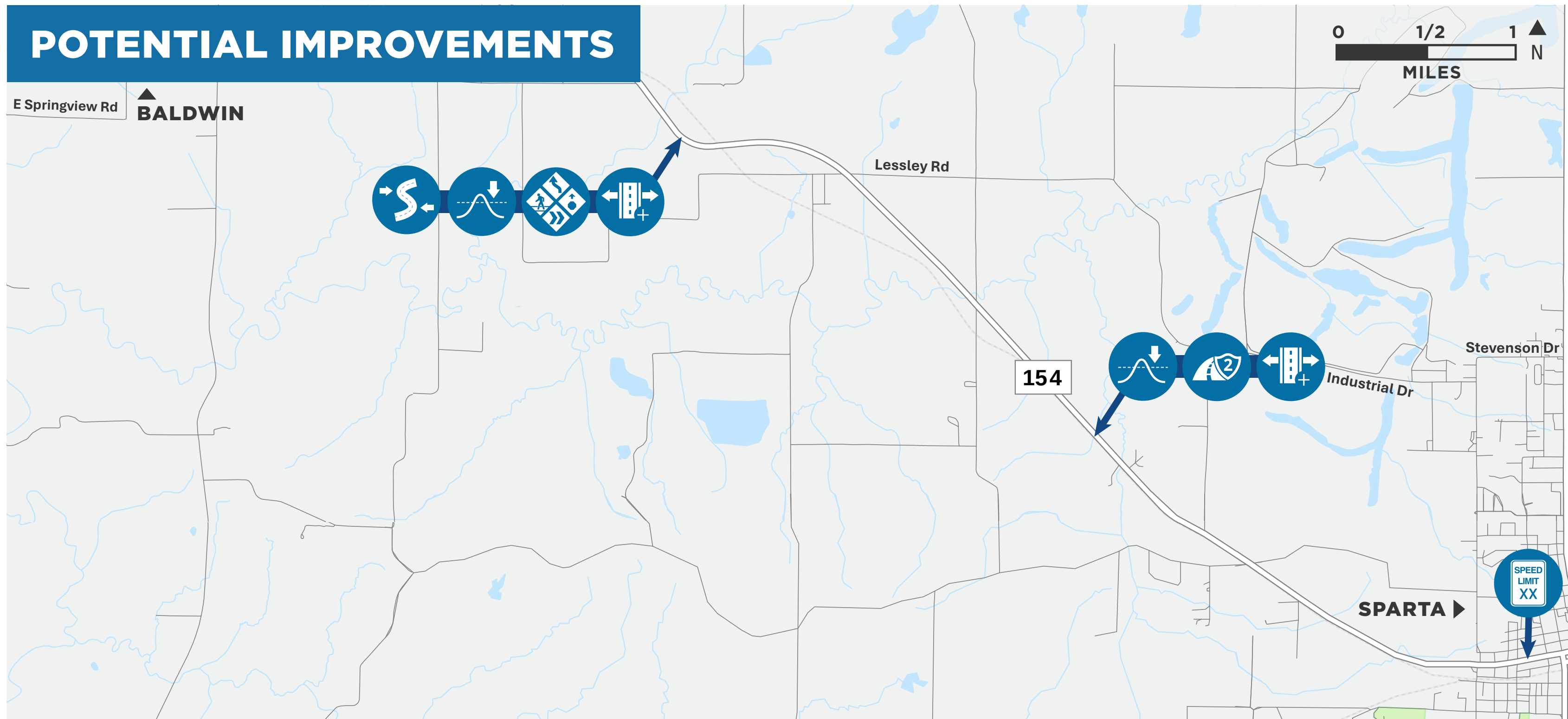
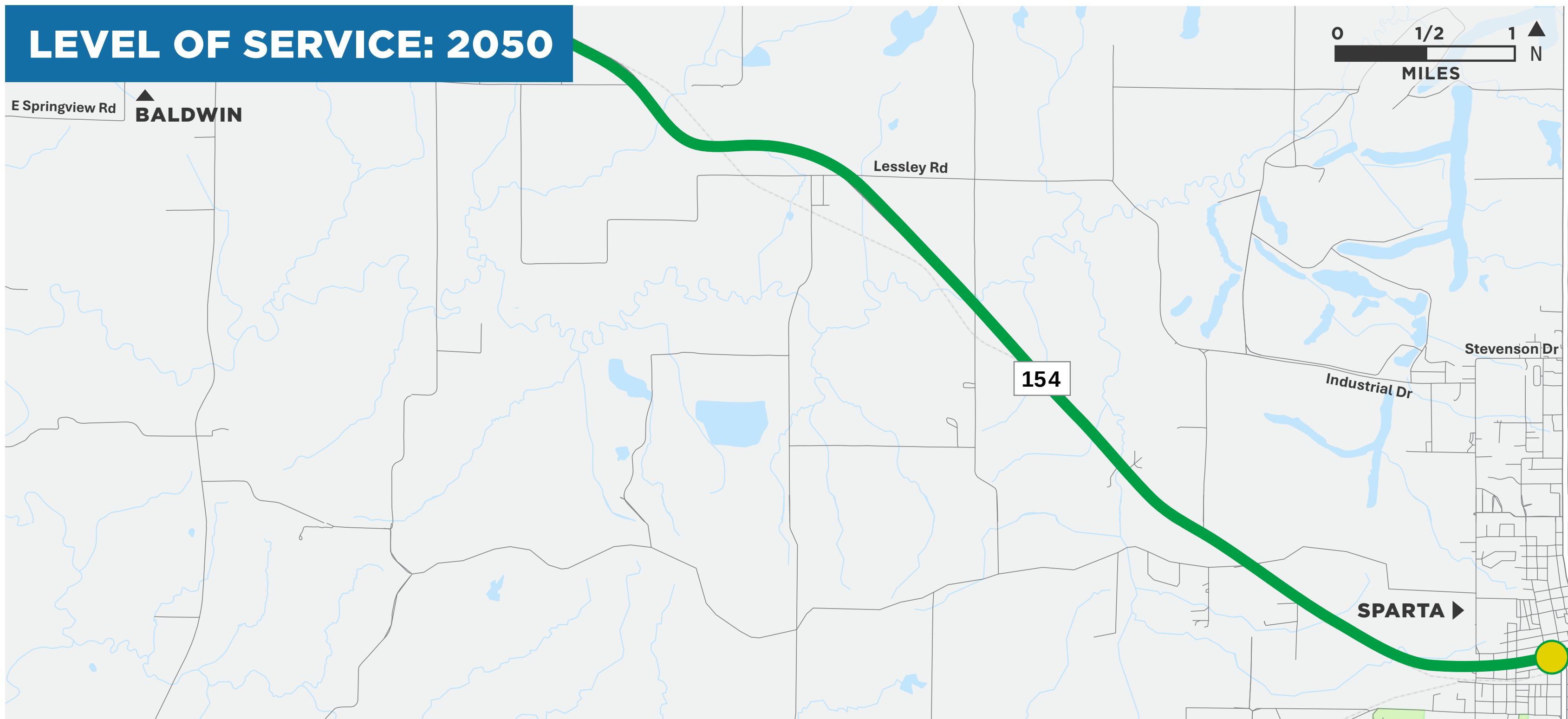
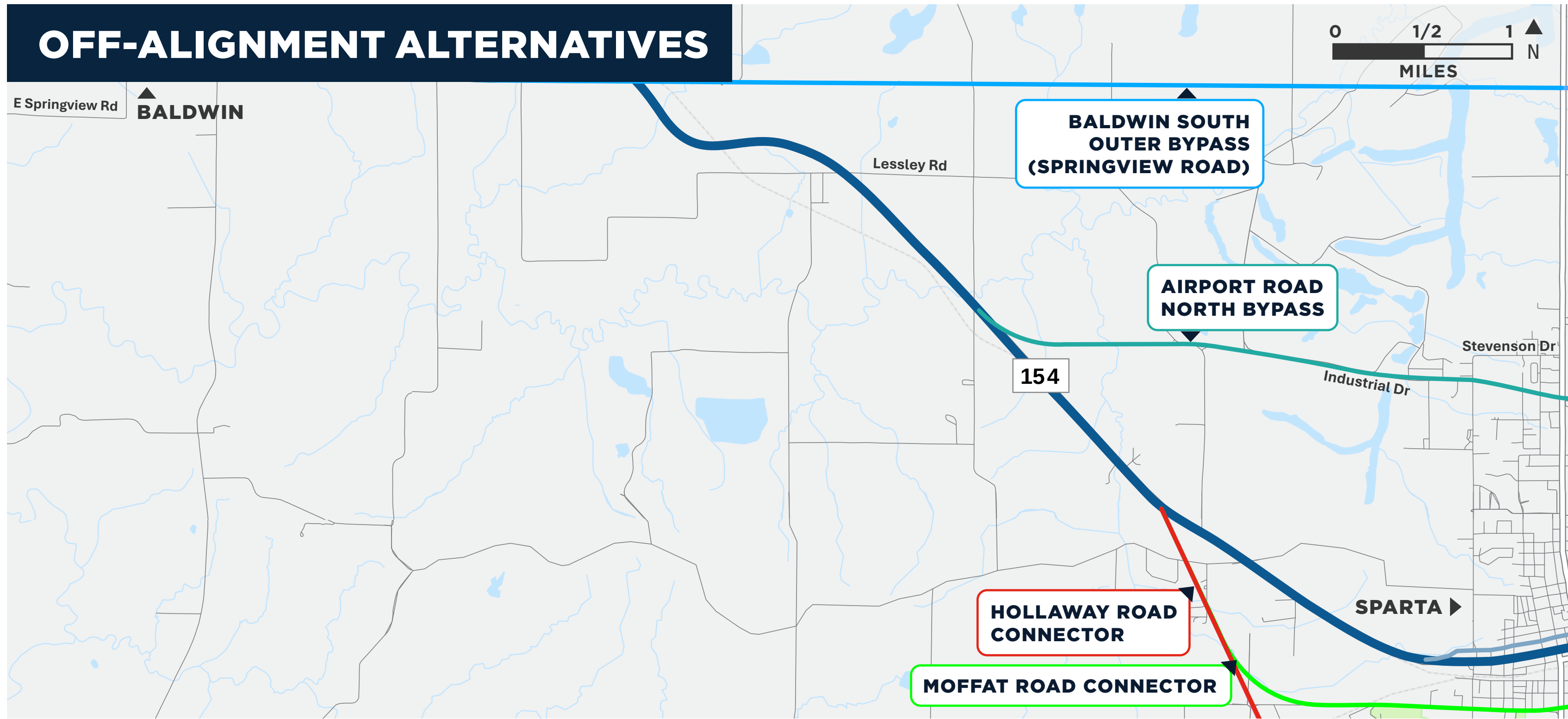
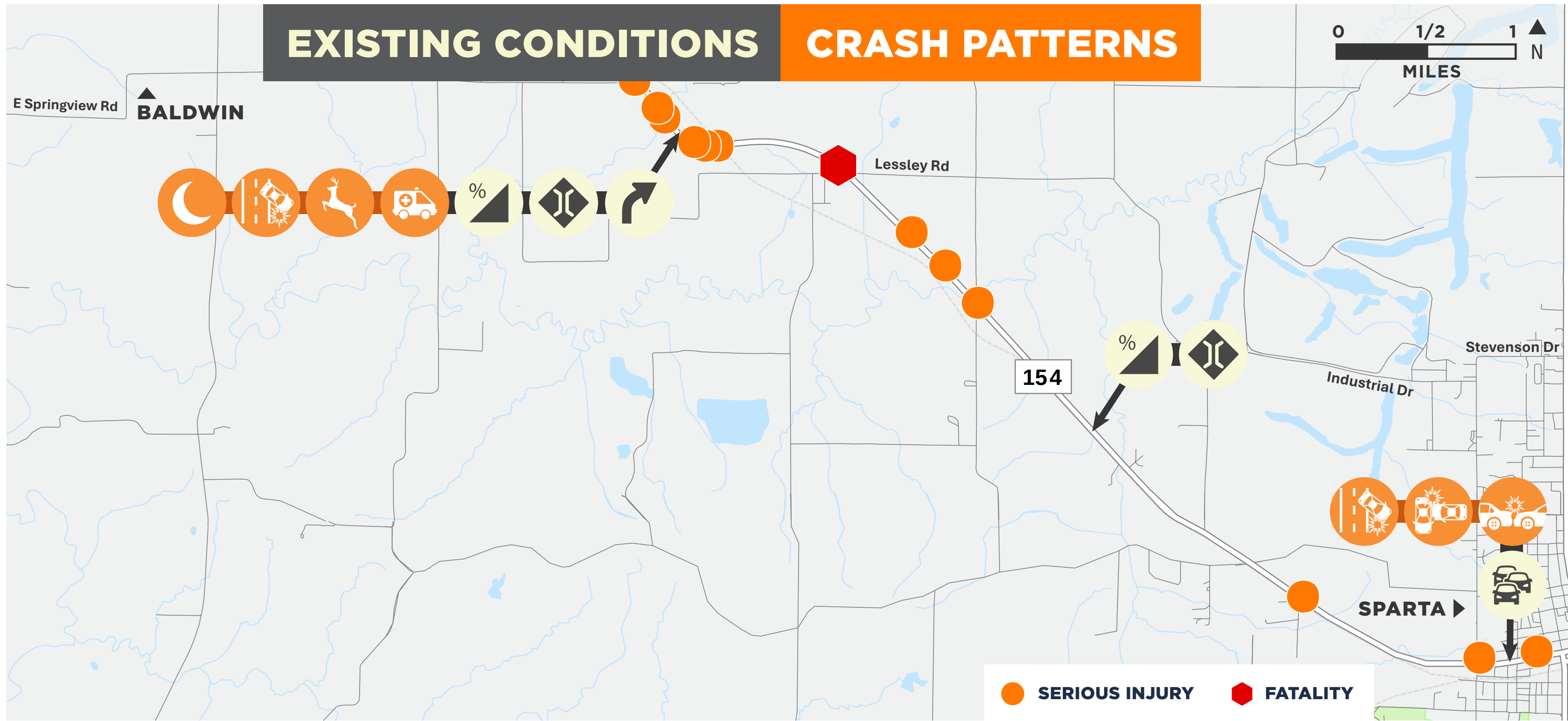
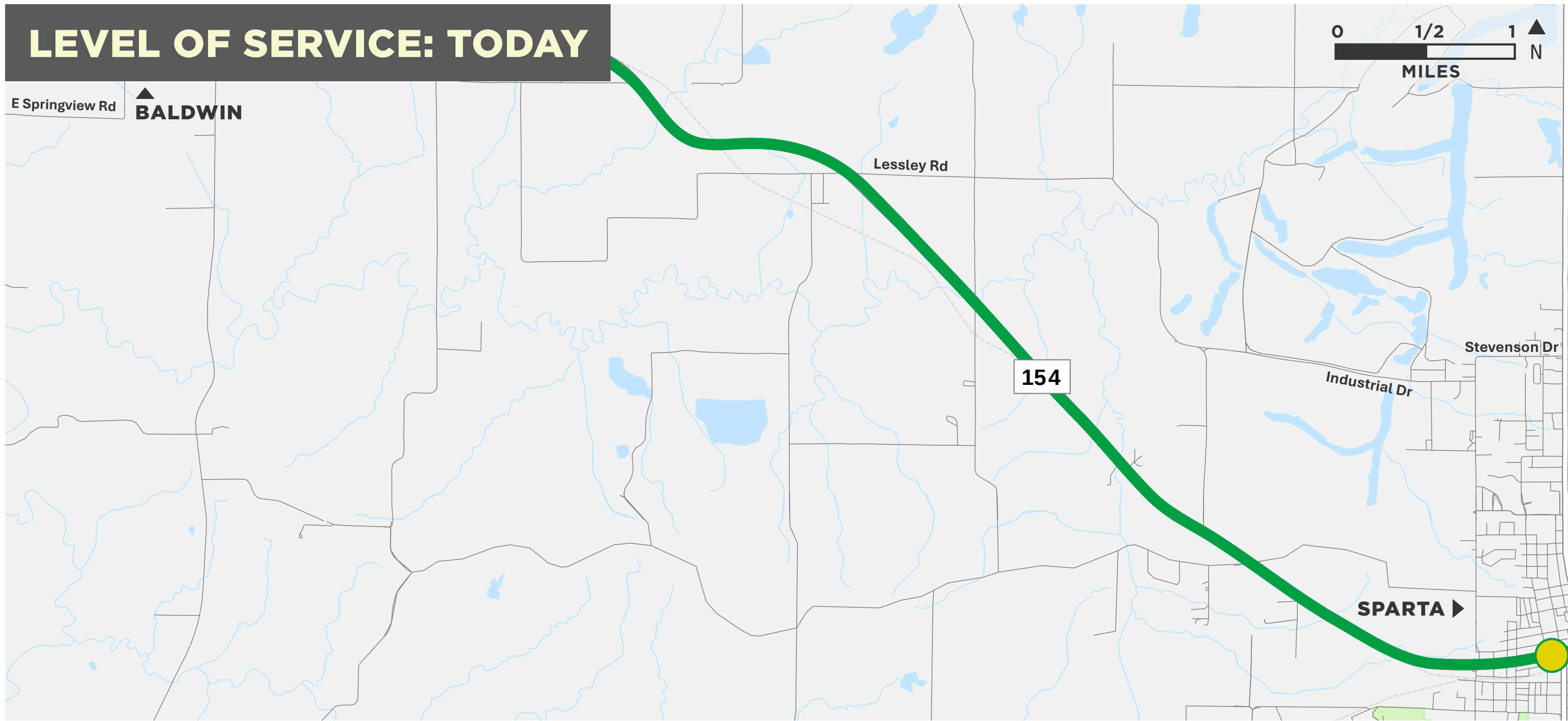


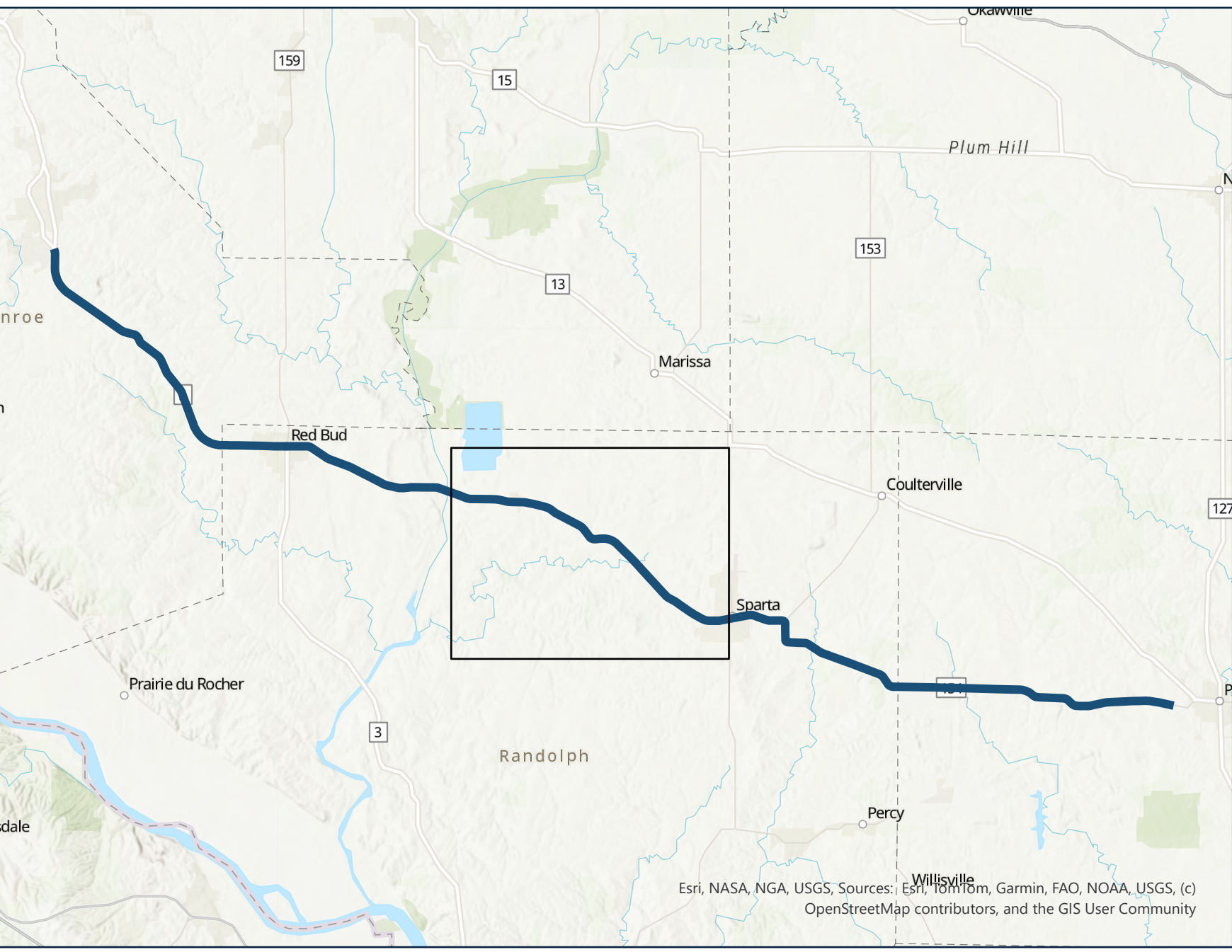
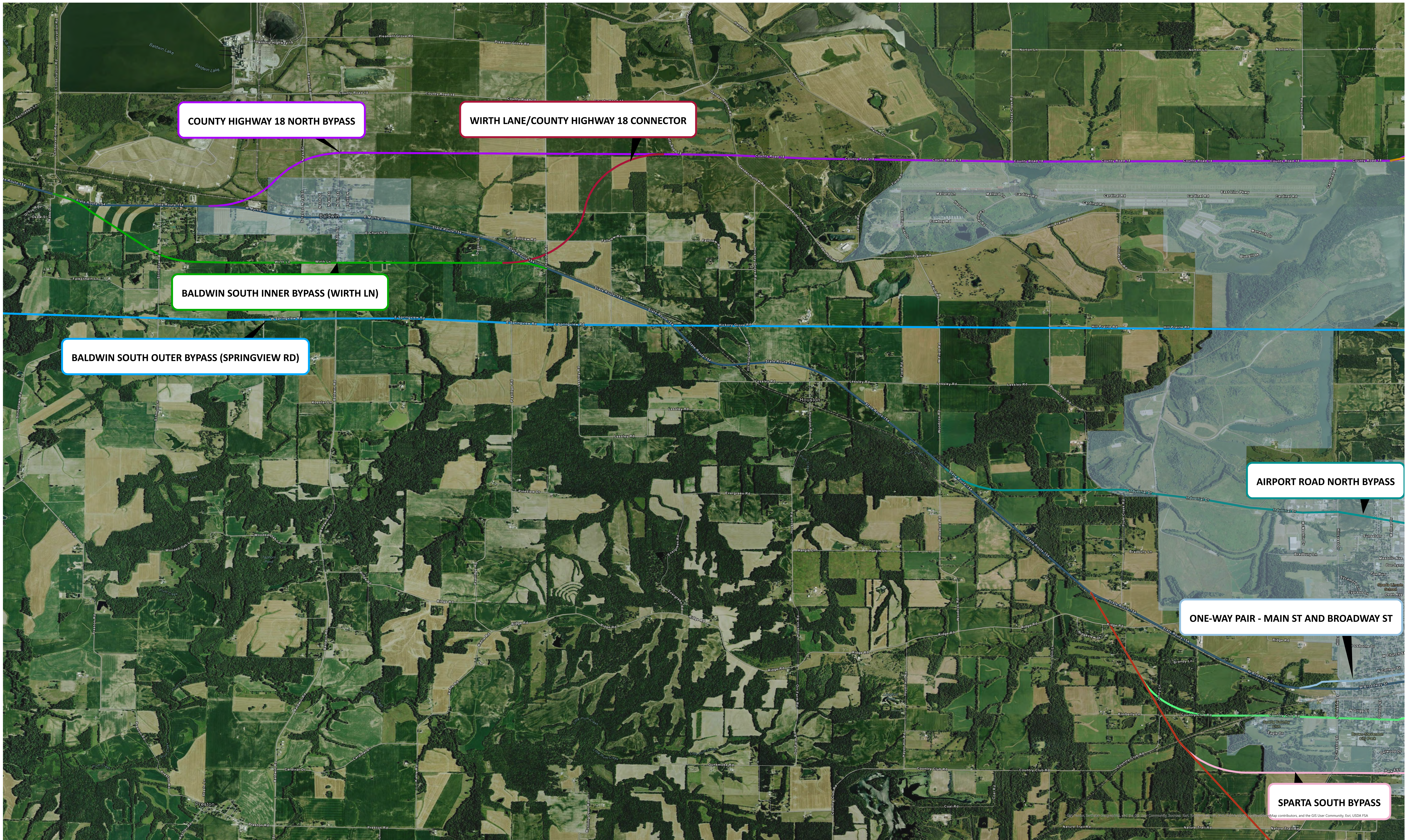
Preliminary Off-Alignment Alternatives

SOUTHWEST CONNECTOR PEL STUDY



EAST OF BALDWIN TO SPARTA





- Moffat Rd Connector
- Sparta South Bypass
- Moffat Rd Connector
- Municipalities
- County Highway 18 East Connector
- Airport Rd North Bypass
- One-Way Pair - Main St and Broadway St
- Baldwin South Inner Bypass (Wirth Ln)
- Wirth Lane/County Highway 18 Connector
- Existing Alignment
- County Highway 18 North Bypass
- Baldwin South Outer Bypass (Springview Rd)

0 28 mi

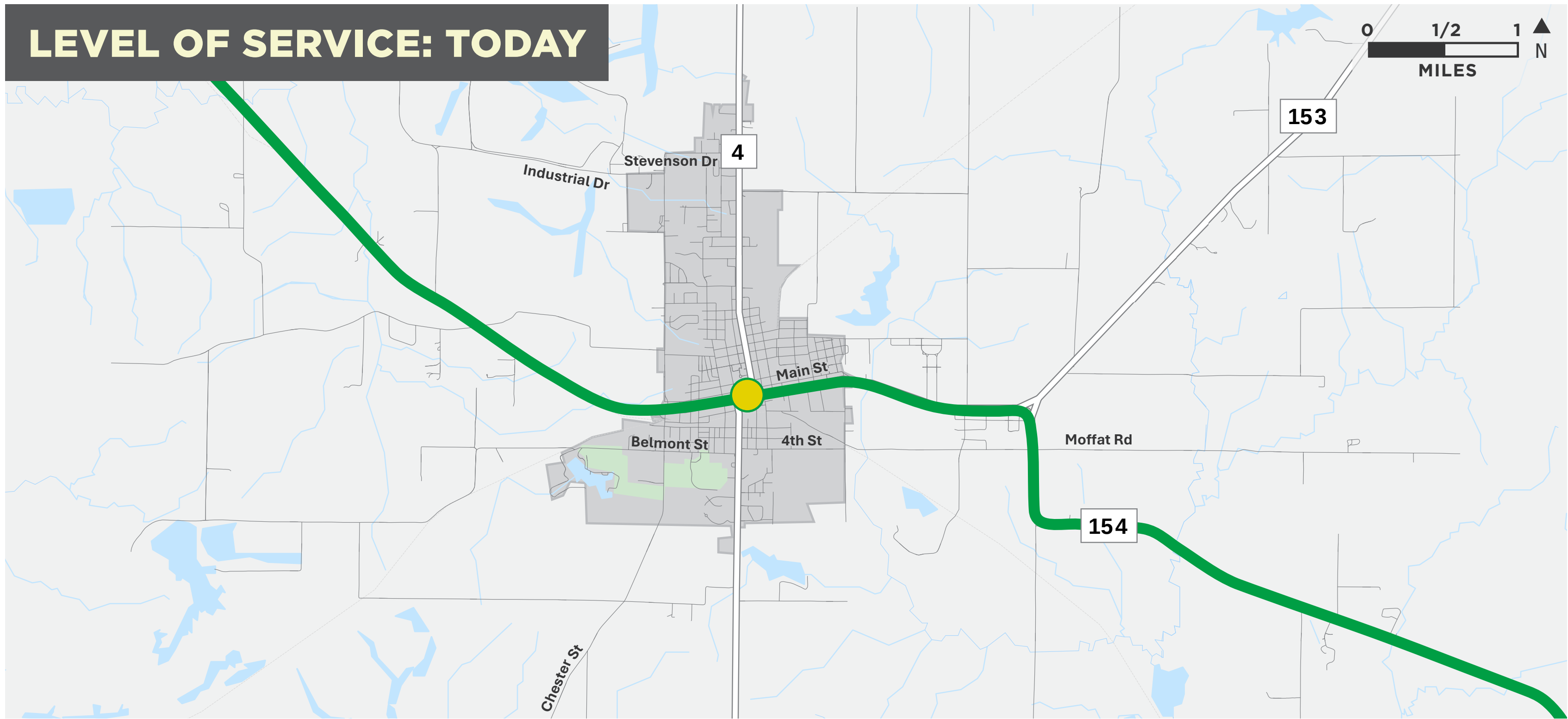
Preliminary Off-Alignment Alternatives

SOUTHWEST CONNECTOR PEL STUDY

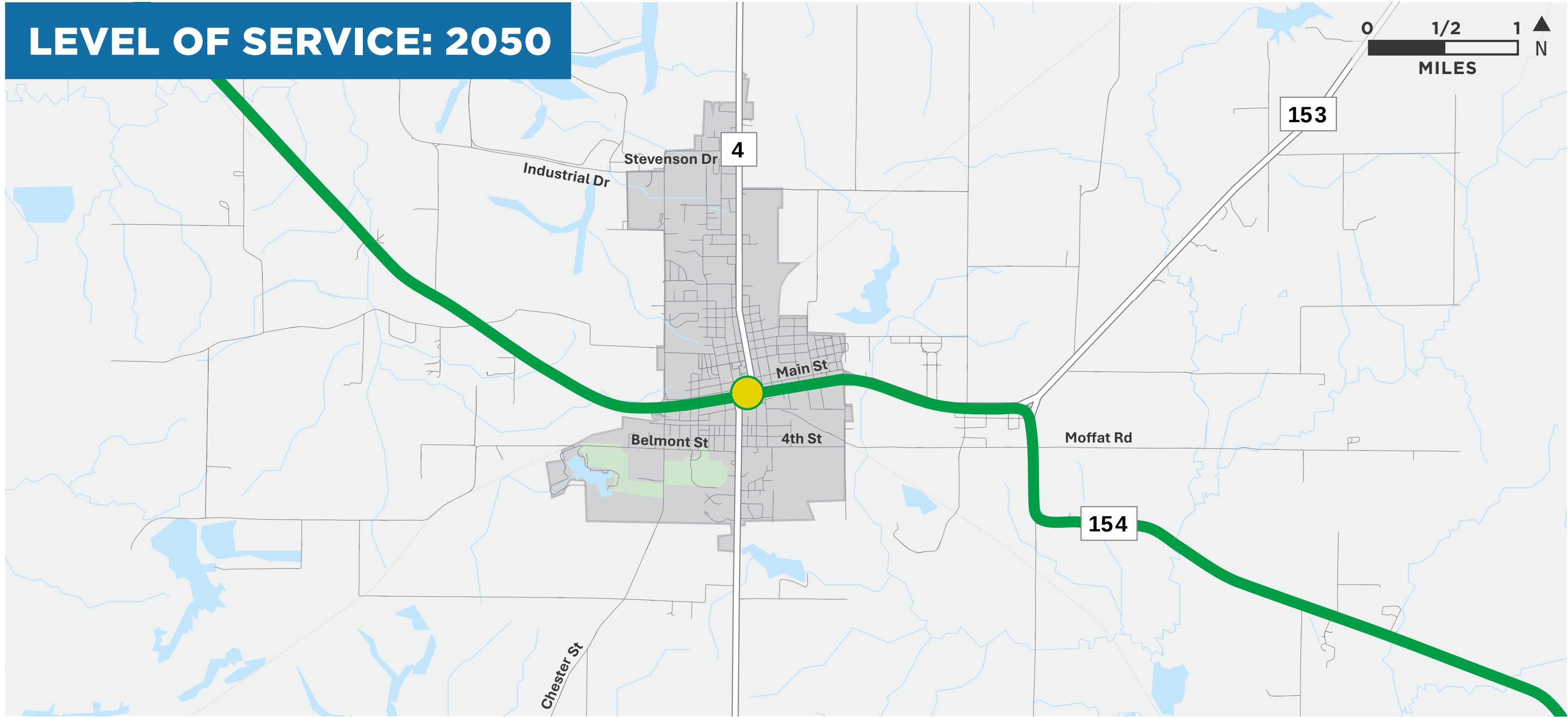


SPARTA

LEVEL OF SERVICE: TODAY



LEVEL OF SERVICE: 2050



LOS LEGEND

MAINLINE SEGMENTS
IN-TOWN INTERSECTIONS

LOSA
Uninterrupted vehicle operation

LOSB
Other vehicles more noticeable

LOSC
Vehicle operation affected by other vehicles

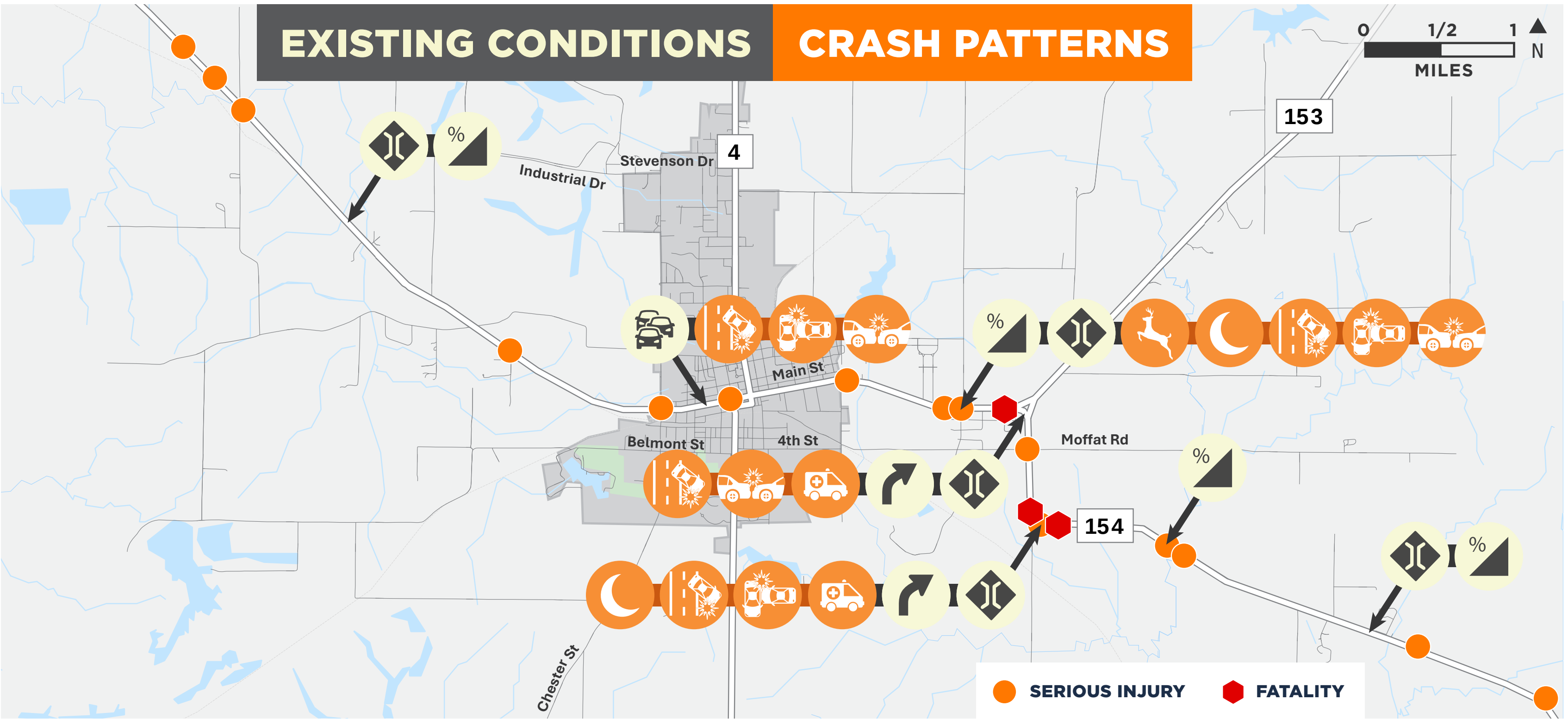
LOSD
Vehicle operation more affected by other vehicles

LOSE
Operating conditions are poor

LOSF
Amount of traffic exceeds capacity

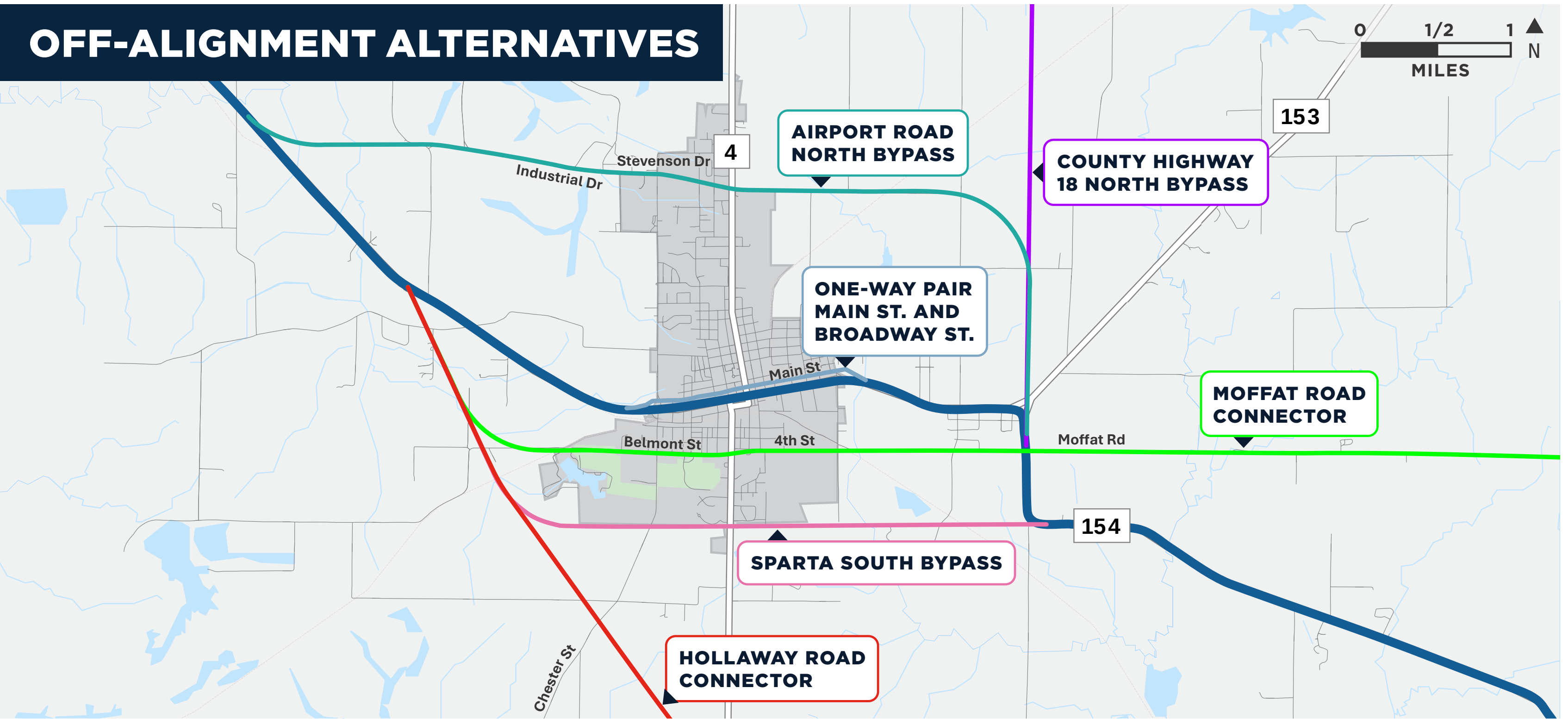
EXISTING CONDITIONS

CRASH PATTERNS

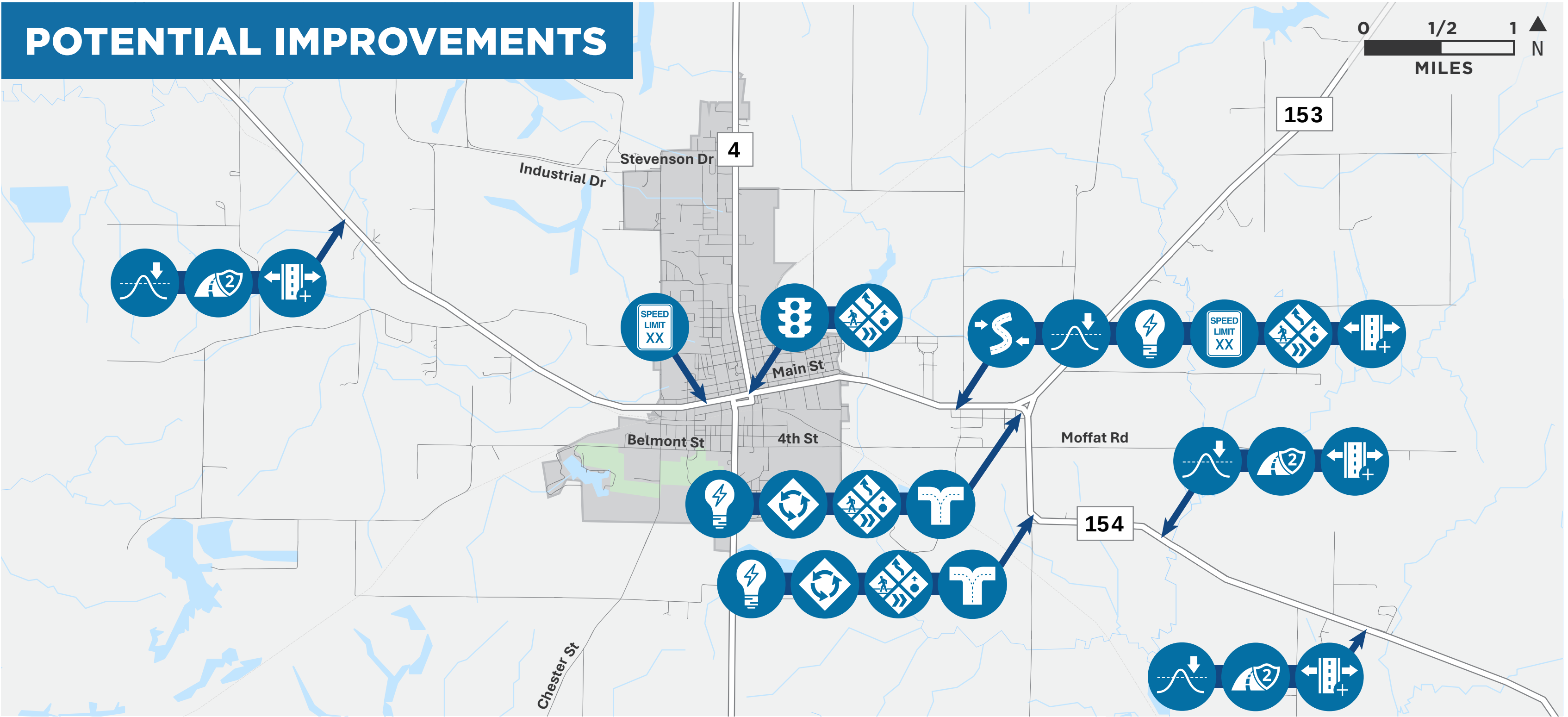


SERIOUS INJURY FATALITY

OFF-ALIGNMENT ALTERNATIVES



POTENTIAL IMPROVEMENTS

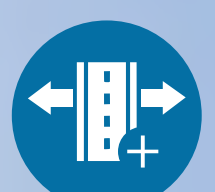
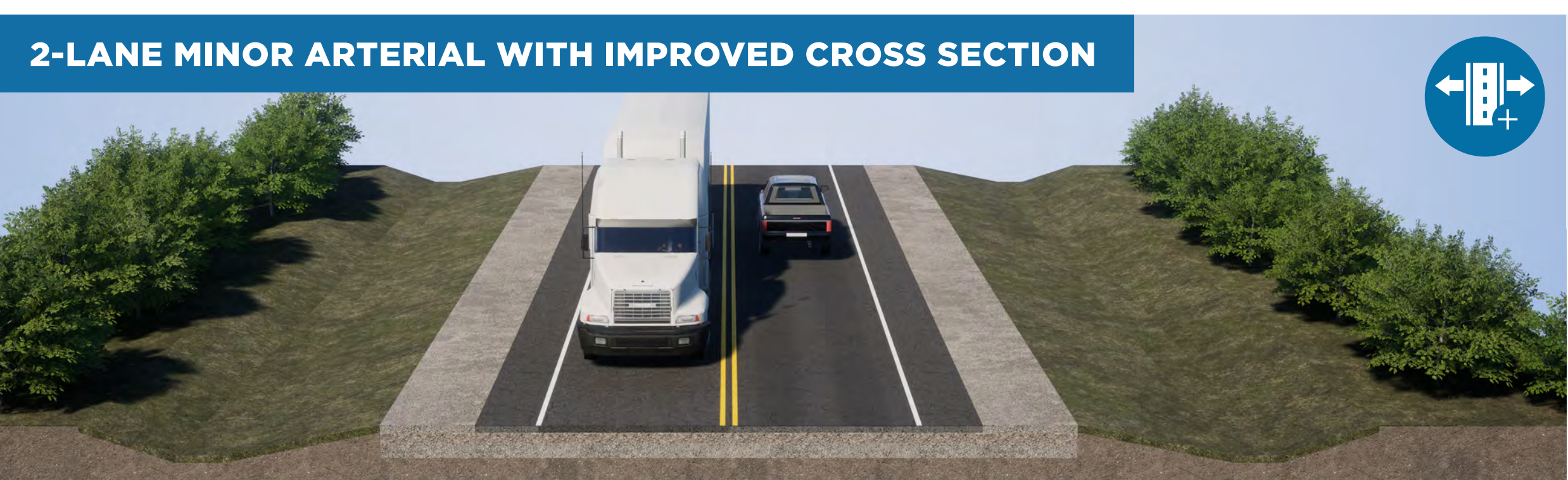


SUPER-2 PASSING HIGHWAY



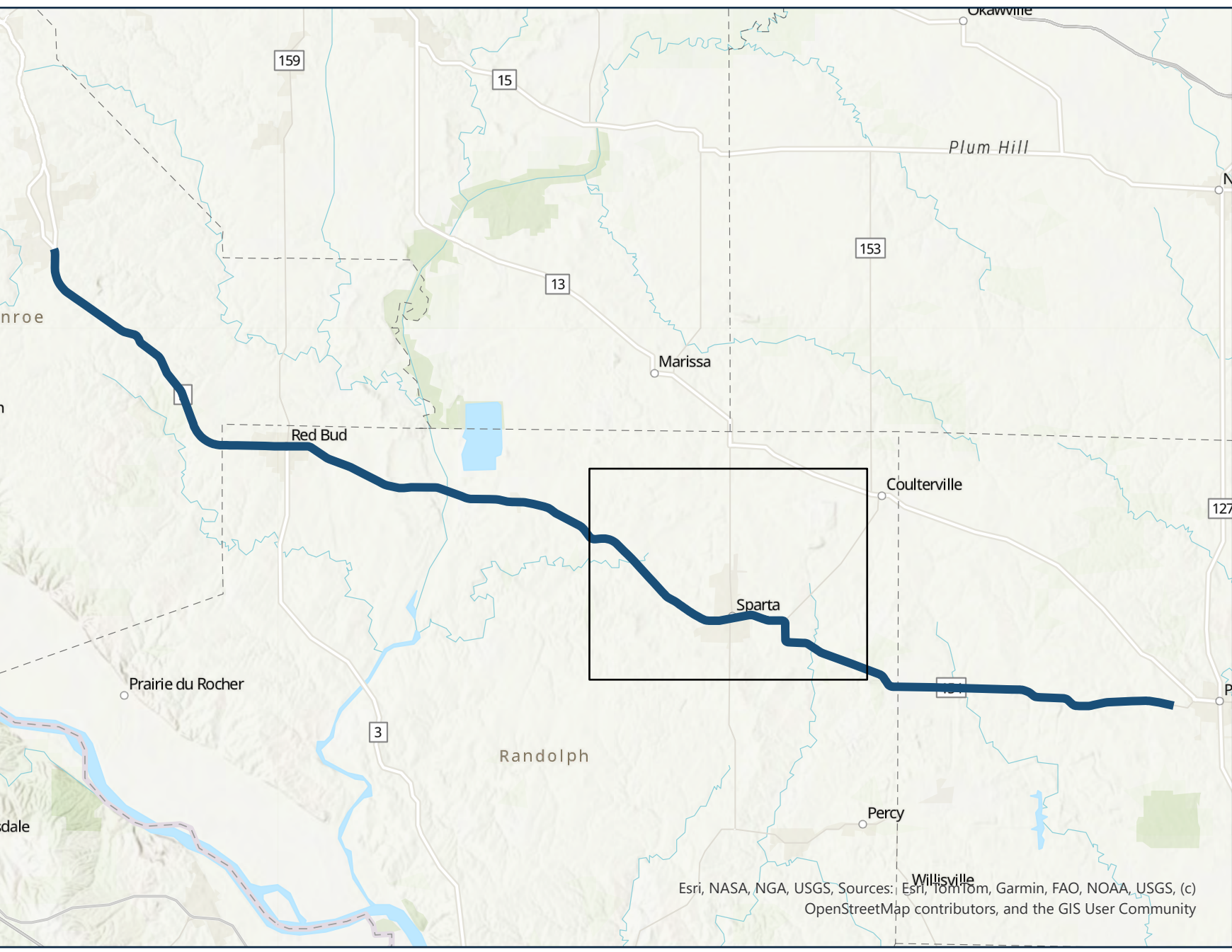
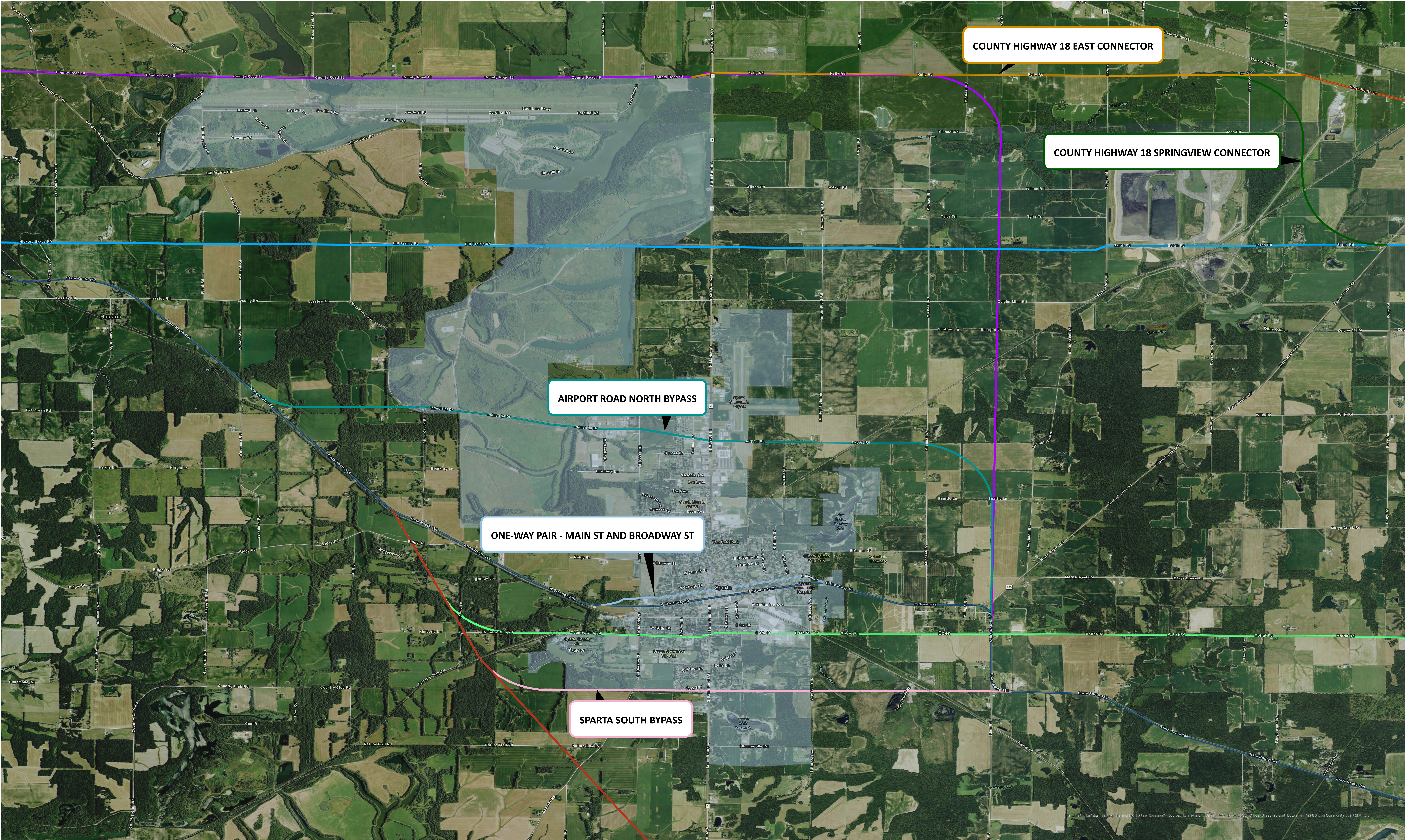
- Provides controlled, predictable passing locations
- Reduces illegal passing in no-passing zones
- Approximately 25-40% reduction in total crashes, and 30-50% reduction in fatal and injury crashes

2-LANE MINOR ARTERIAL WITH IMPROVED CROSS SECTION



- 12-foot-wide lanes in each direction
- 10-foot shoulders (4 feet paved, 6 feet aggregate)

Narrow Road CONDITION	Sharp Curve CONDITION	Steep Grade CONDITION	Traffic Congestion CONDITION	Angle CRASHES	Animal Related CRASHES	Nighttime CRASHES	Road Departure CRASHES	Rear End CRASHES	Severe Injury and Fatality CRASHES	Flatten Grade IMPROVEMENT	Roadway Lighting IMPROVEMENT	Signing and Pavement Marking IMPROVEMENT	Speed Management IMPROVEMENT	Straighten Curve IMPROVEMENT	Traffic Signal IMPROVEMENT	Super-2 Passing HIGHWAY	2-Lane Improved Cross Section HIGHWAY	4-Lane Divided HIGHWAY	Continuous "Green-T" INTERSECTION	Restricted Crossing U-Turn (RCUT) INTERSECTION	Roundabout INTERSECTION



■ Municipalities

- Moffat Rd Connector
- IL 13 Pinckneyville - Coulterville Connector Alt 1
- IL 13 Pinckneyville - Coulterville Connector Alt 2

- One-Way Pair - Main St and Broadway St
- Moffat Rd Connector
- Sparta South Bypass

- County Highway 18 Springview Connector
- County Highway 18 East Connector
- Airport Rd North Bypass

- Existing Alignment
- County Highway 18 North Bypass
- Baldwin South Outer Bypass (Springview Rd)

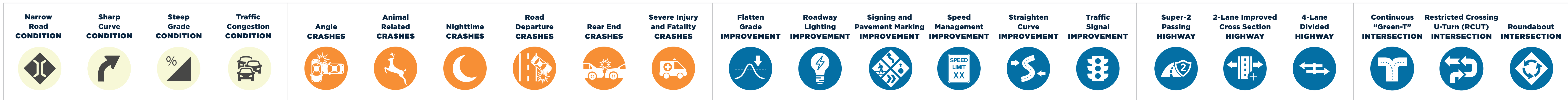
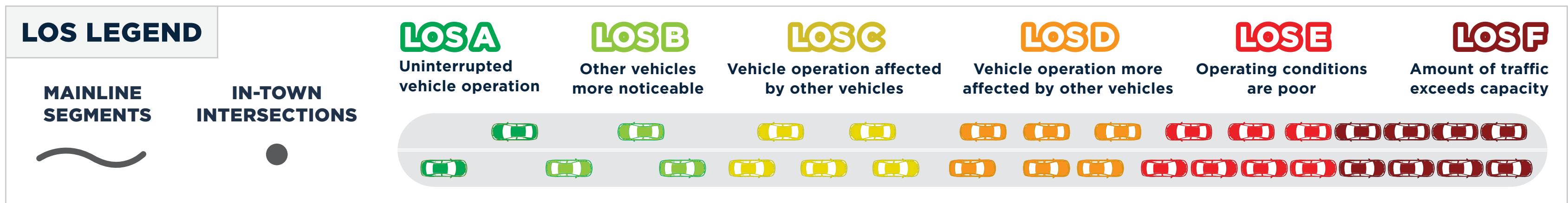
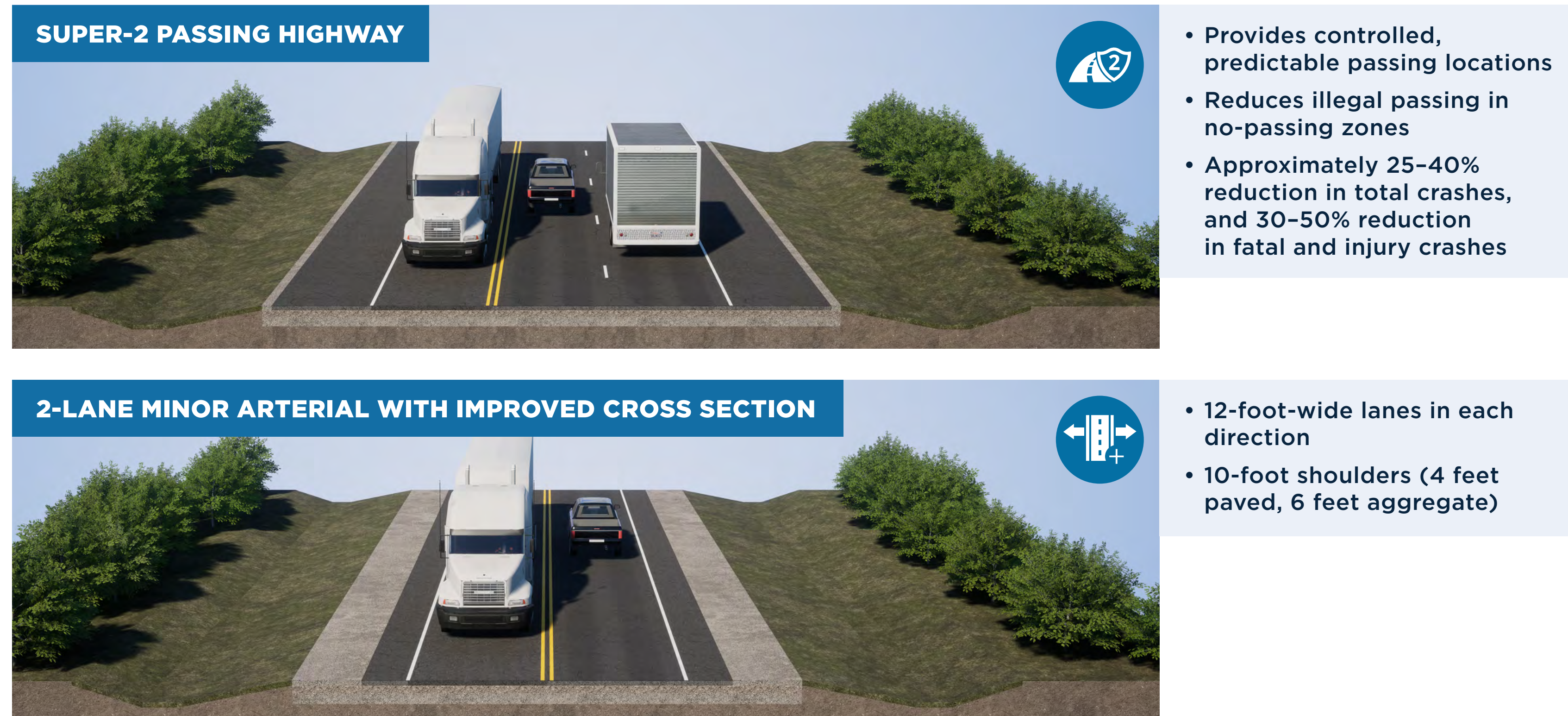
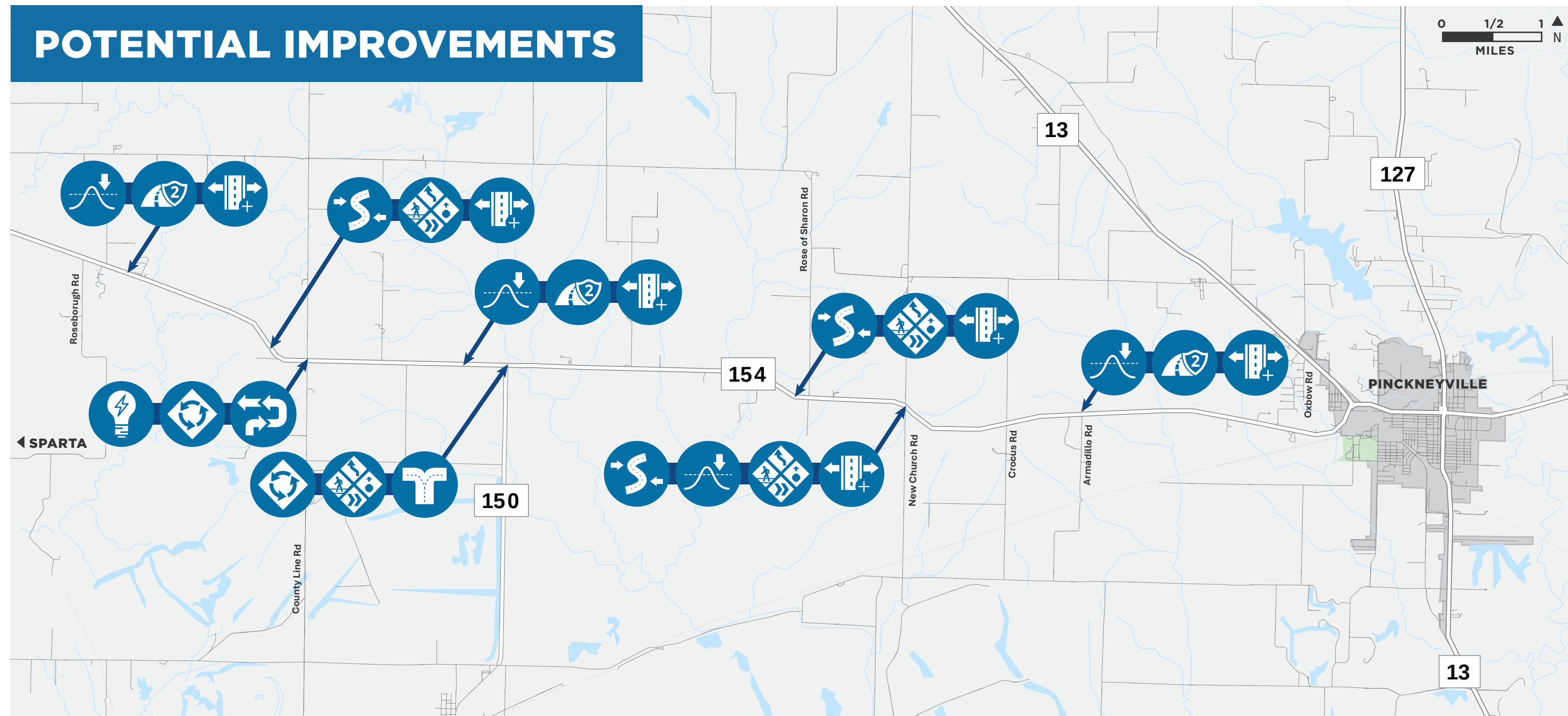
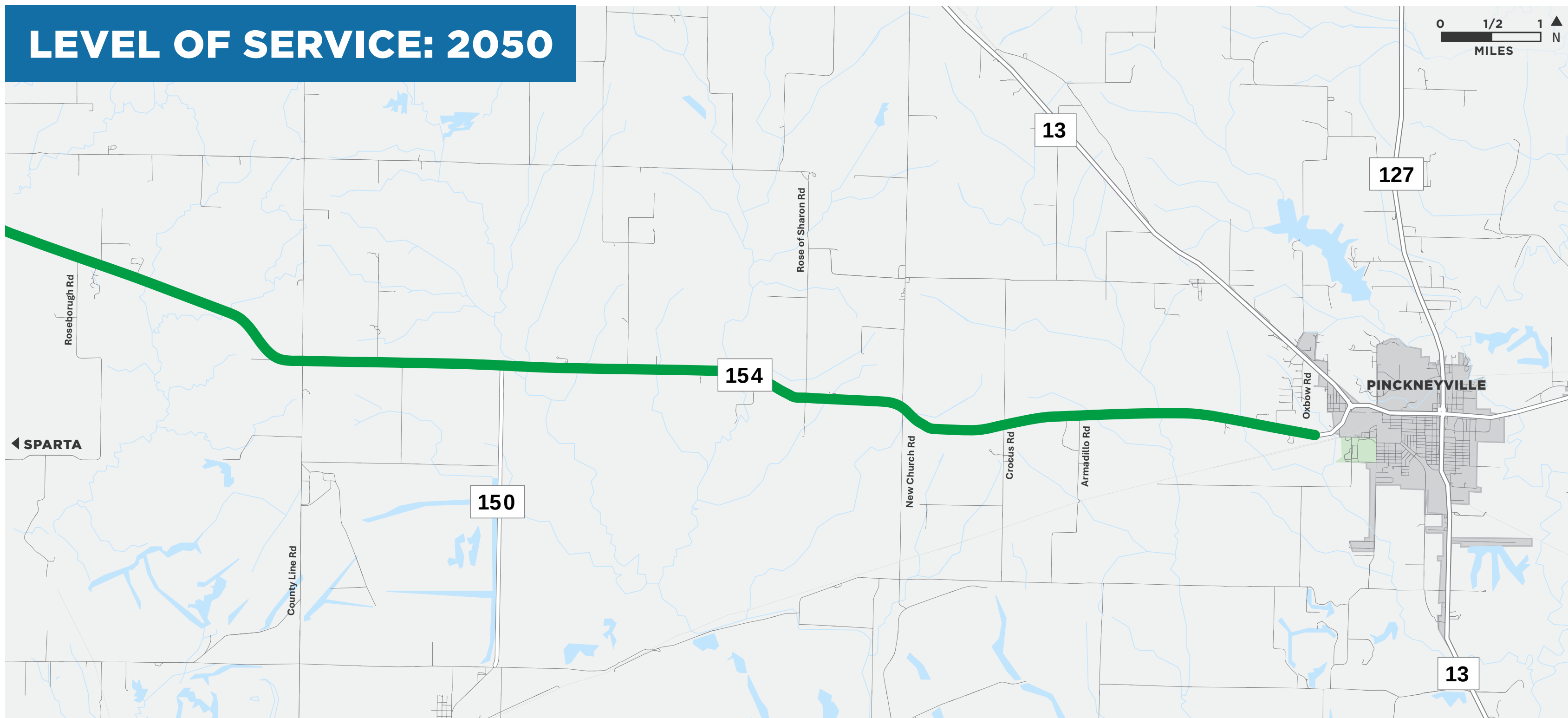
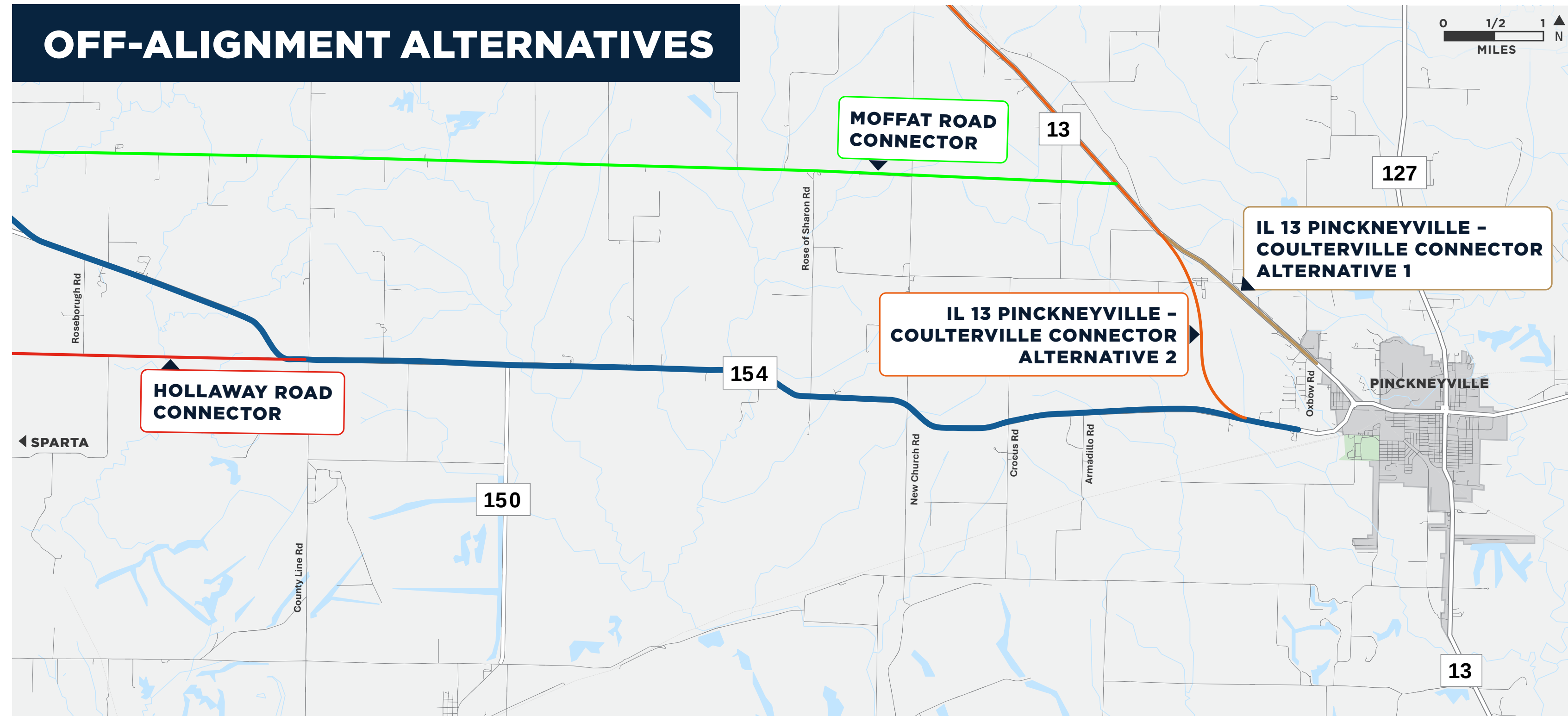
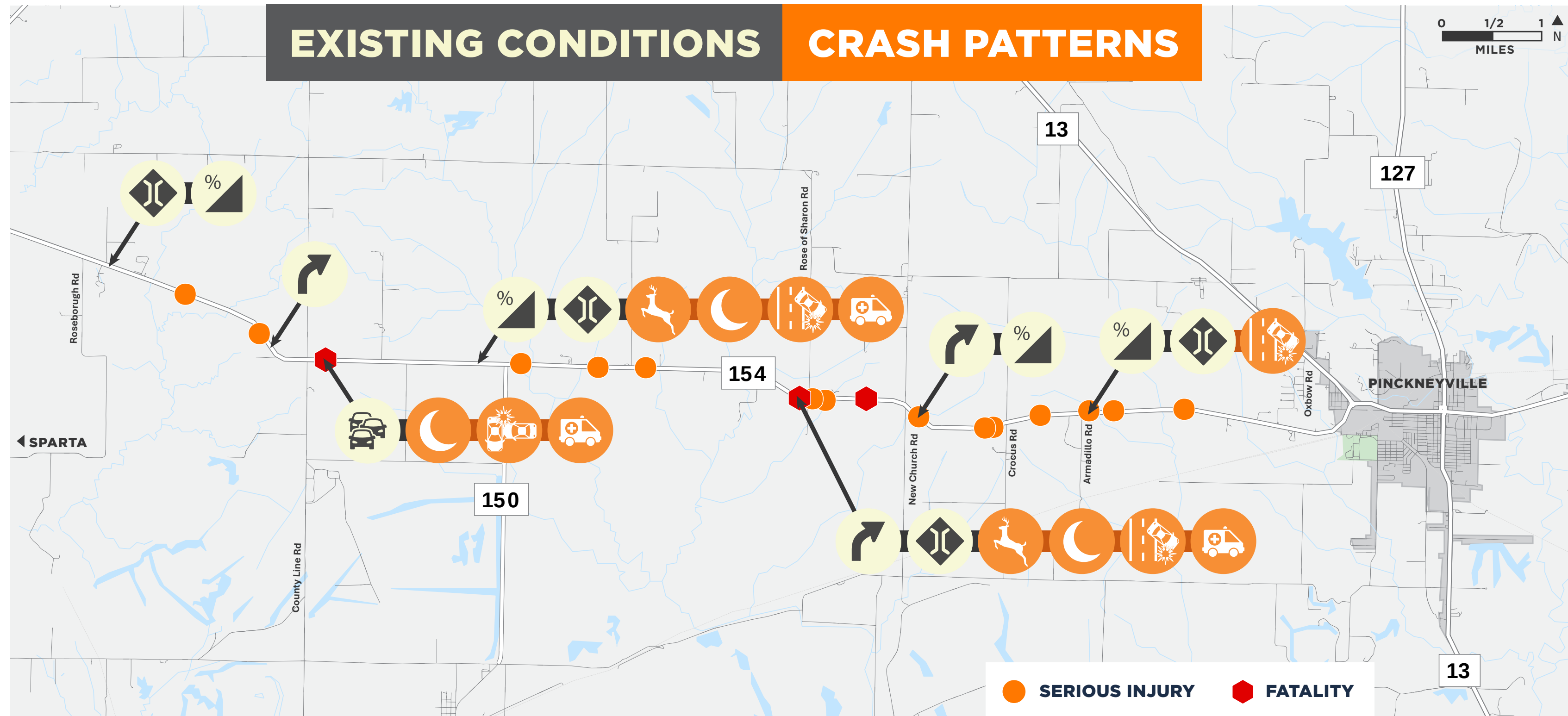
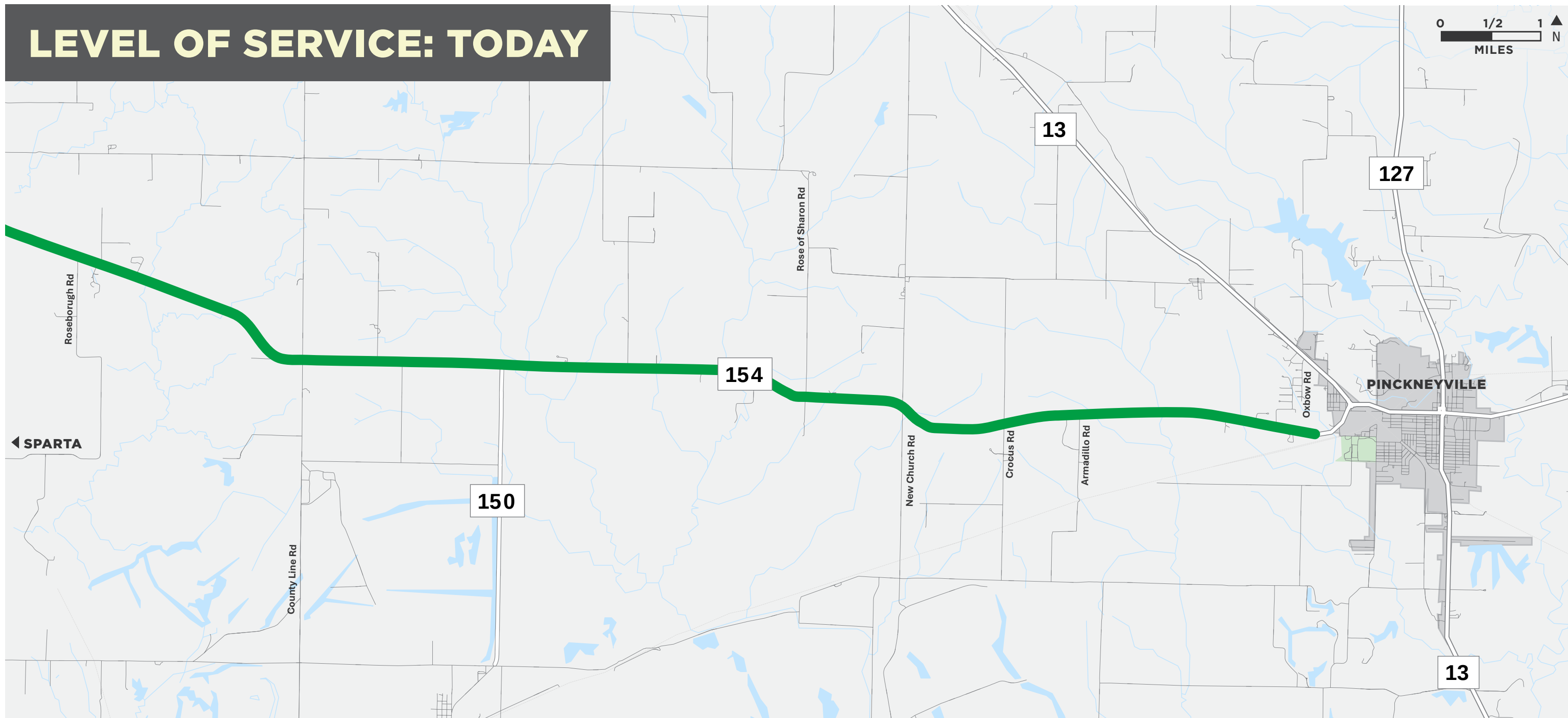
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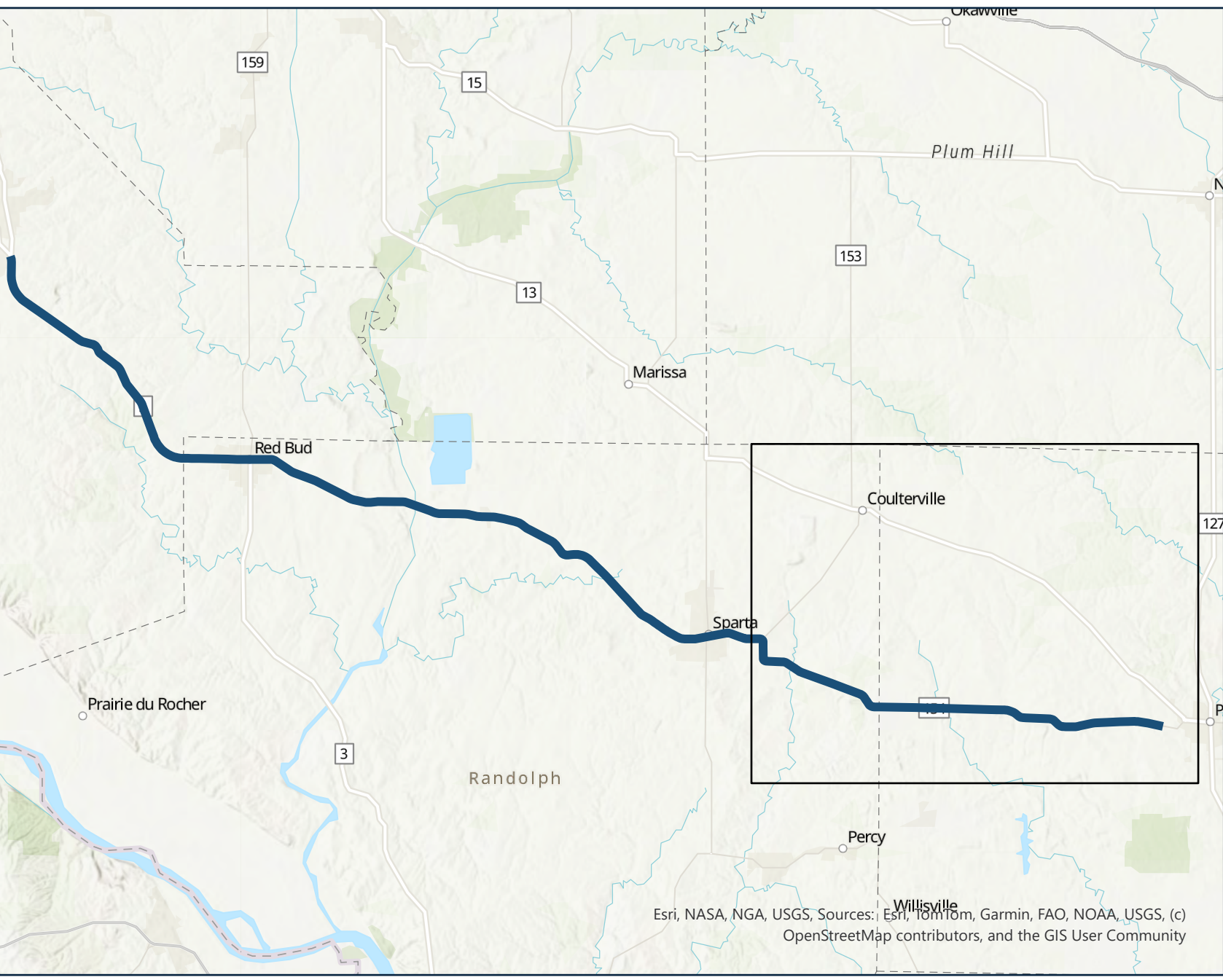
Preliminary Off-Alignment Alternatives

SOUTHWEST CONNECTOR PEL STUDY



EAST OF SPARTA TO PINCKNEYVILLE





- IL 13 Pinckneyville - Coulterville Connector Alt 2
- Future Pinckneyville Bypass
- Municipalities
- Sparta South Bypass
- Moffat Rd Connector
- IL 13 Pinckneyville - Coulterville Connector Alt 1
- County Highway 18 East Connector
- Airport Rd North Bypass
- Moffat Rd Connector
- Baldwin South Outer Bypass (Springview Rd)
- County Highway 18 Springview Connector
- Existing Alignment
- County Highway 18 North Bypass

Preliminary Off-Alignment Alternatives

SOUTHWEST CONNECTOR PEL STUDY



PINCKNEYVILLE TO MURPHYSBORO

NEPA RE-EVALUATION BACKGROUND

- Environmental Assessment for the IL 13/127 from Murphysboro to Pinckneyville Project was completed in 2007 to comply with the National Environmental Policy Act of 1969 (NEPA)
- Finding of No Significant Impact (FONSI) issued in 2008

A NEPA re-evaluation assesses whether there have been changes to the project design, regulatory requirements, or existing environment that would result in new impacts or require additional study. It evaluates whether the FONSI is still valid.

CURRENT STATUS

- Preliminary design reviewed: Meets current design standards
- Changes in regulations reviewed: Meets current requirements
- Desktop review of existing environmental conditions completed to identify changes in the project area:
No changes that would require additional study
- Draft NEPA re-evaluation: To be submitted in late summer

PROJECTS

COMPLETED SECTIONS

- IL 13/127 bridge over Beaucoup Creek
- Murphysboro to East Grange Hall Road

IN-PROGRESS

- IL 127 from approximately Finney Road to Gale Road/Bethel Road
 - Expansion to 4-lane expressway
 - RCUT at IL 4/Truax Traer Road
- Phase I complete
- Anticipated June 2027 construction letting



NEXT STEPS: SCREENING PROCESS

1 INITIAL ALTERNATIVES PURPOSE AND NEED/FATAL FLAW SCREENING

Do the alternatives:

- Meet the Purpose and Need?
- Have excessive impacts and/or costs?

2 SAFETY AND OPERATIONS PERFORMANCE CONCEPT LEVEL

Do the alternatives:

- Provide a safety benefit?
- Provide an operational benefit?
- Comply with design standards?

3 CORRIDOR IMPACT AND FEASIBILITY REFINED CONCEPTS

Evaluate impacts to:

- Adjacent land uses (natural, historic, and cultural resources)
- Wildlife and Threatened and Endangered Species (T & E)
- Technical feasibility
- Construction costs

4 MULTI-MODAL/CONTEXT AND IMPLEMENTATION

Evaluate opportunity for:

- Bicycle and pedestrian mobility and safety
- Transit mobility and safety
- Implementation

HOW TO COMMENT

**SOUTHWEST
CONNECTOR**



The intent of this meeting is to share preliminary transportation alternatives and gather your feedback on potential benefits and impacts.

Your feedback will help the study team evaluate options and identify reasonable alternatives that address transportation needs while also supporting community goals and minimizing impacts.

**PLEASE PROVIDE COMMENTS
BY SEPTEMBER 21, 2026.**

-  Fill out a comment form
-  southwestconnector.com
-  contact@southwestconnector.com
-  Illinois Department of Transportation,
District 9
Attn: Southwest Connector PEL Study
2801 Murphysboro Road
Carbondale, IL 62901

