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# CHAPTER 8: TRANSPORTATION

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## Introduction

Piatt County's transportation network includes roads, rail, air, pedestrian, and bicycle facilities and related amenities.

## Roads

Piatt County has over 1,000 miles of roadways. The convergence of interstates and lesser highways puts the County in a favorable position for regional markets, including Chicago, St. Louis, and Indianapolis.

## Interstates

Two interstates totaling 32 miles traverse Piatt County: I-74 and I-72. I-74 crosses northern Piatt County east-west, extending from its intersection with I-80 in Davenport, Iowa to its intersection with I-75 in Cincinnati, Ohio. I-72 runs between its intersection with US Highway 61 in Hannibal, Missouri, and the west side of Champaign at I-57.

There are a total of six interchanges in Piatt County. I-74 has one interchange northeast of Mansfield. I-72 has five interchanges: at Illinois Route 10, at old Illinois Route 47, at Illinois Route 105, at County Highway 5, and at Illinois Route 48.

## Federal, State, and County Highways

US 150 runs roughly parallel to I-74 approximately eight miles through Piatt County, traversing the Village of Mansfield. US 36 follows the entire southern county line, approximately 15 miles.



*IL10 near White Heath*

Illinois highways in Piatt County cover 54 miles and include Routes 10, 32, 48, and 105. Route 10 extends east-west through the north-central part of the county, and connects with I-72 northeast of White Heath. Route 32 comes into the Village of Cisco from the west, then turns south, traversing the Village of Cerro Gordo and extending past the southern county line. Route 48 runs along the western county line between County Road 300 North and E 1500 North Road. Route 105 begins at the I-72 interchange in northern Monticello, running south through the City and the Village of Bement. IL-105 then turns to the west toward the Village of Cerro Gordo. It then turns southward on County Road 100 East for approximately three miles before turning west again on County Road 400 North.

Sixteen county highways totaling approximately 76 miles connect communities, other counties, rural areas, and other major roads in Piatt County.

### ***Township Roads***

The majority of roads in Piatt County are township roads. Individual township roads generally carry much lower volumes of traffic than County Highways. Most township roads in Piatt County carry less than 600 vehicles daily; however, because of their narrow width and general characteristics, township roads also have a limited traffic capacity. Nearly all rural traffic travels to some extent over township roads. Township roads provide basic access in the rural area and are important for farm related traffic. The presence of farm traffic on township roads has some effect on safety because farm vehicles are generally larger and move more slowly than non-farm traffic. Farm related traffic is generally seasonal and does not occur year round. Non-farm rural traffic also results from isolated rural residential development. Non-farm rural traffic occurs year round and even a small volume of non-farm rural traffic can be a serious impediment to seasonal farming operations. Some township roads carry a much greater than desirable volume of non-farm traffic, which can create serious traffic safety issues when seasonal farm traffic does occur.

### ***Functional Classification***

IDOT classifies each roadway in the County by the type of service they are intended to provide, independent of the traffic volume actually using the roadways. IDOT uses different classifications, which are divided into Urban and Non-Urban subtypes due to the significant differences in roadway characteristics. In its most generalized form, functional class can be divided into the following categories: Interstate, Other Principal Arterial, Minor Arterial, Collector, and Local Road. Table 8-1 shows the number of miles by functional classification for roads in Piatt County. Map 8-1 displays the classifications.

**Table 8-1: Functional Classification of Piatt County Roads**

<b>Classification</b>	<b>Miles</b>
Interstate	33
Other Principal Arterial	5
Minor Arterial	59
Non-Urban	56
Urban	3
Major Collector (non-urban)	100
Minor Collector (non-urban)	44
Local Road or Street	750
Non-Urban	626
Urban	124
Collector (urban)	8
<b>Total</b>	<b>1000</b>















*Source: Illinois Highway Information System*

Map 8-1:

# Roadway Functional Class

Piatt County, Illinois

## Legend

-  Interstate
-  Minor Arterial (Non-Urban)
-  Other Principal Arterial
-  Major Collector (Non-Urban)
-  Minor Collector (Non-Urban)
-  Minor Arterial (Urban)
-  Collector (Urban)
-  Local Road or Street (Urban)
-  Local Road or Street (Non-Urban)
-  Municipal Boundary
-  County Hwy
-  State Hwy
-  U.S. Hwy
-  Interstate

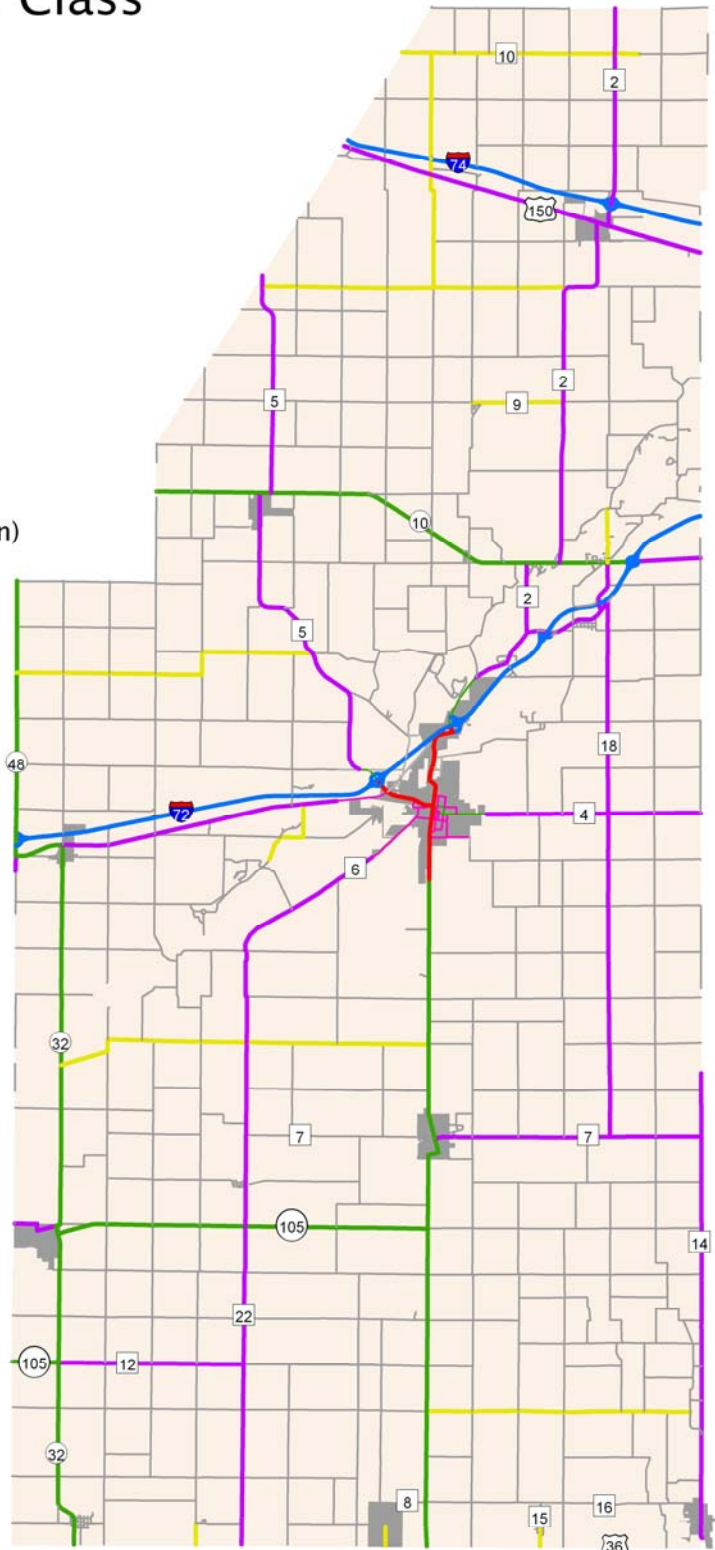
Functional Classification designated by IDOT based on the following criteria

- the type of trip served
- the type of area served
- the characteristics of the road and sometimes
- Service to urban activity centers
- System continuity
- Land use considerations
- Route spacing
- Trip length
- Traffic volume
- Control of access
- Vehicle miles of travel and mileage



Production Date:  
July, 2009

Sources:  
IDOT



## Maintenance Jurisdiction

A variety of agencies maintain roadways in Piatt County, ranging from private parties to state agencies. As can be seen in Table 8-2, township or road districts maintain approximately 63% of Piatt County roads. Once roads are annexed into a municipality, a maintenance agreement is typically transferred from the township to the municipality.

**Table 8-2: Roadway Maintenance Jurisdictions in Piatt County**

Maintenance Jurisdiction	Miles	% of Total Miles
Township or Road District	632	63.2%
Municipality	138	13.8%
IL Division of Highways	111	11.1%
County	76	7.6%
Adjacent Township or Road District	32	3.2%
Other State Agency	7	0.7%
Private	2	0.2%
<b>TOTAL</b>	<b>1000</b>	<b>100%</b>

Source: Illinois Highway Information System, December 2007

## Traffic Volumes

Average Daily Traffic (ADT) counts are bi-directional 24-hour traffic volumes for a given roadway segment. Generally, interstates carry the greatest burden of traffic volumes, but there are some municipal roads in Monticello that carry volumes greater than some interstate segments. Table 8-3 shows those roads in the county with an ADT greater than 10,000. Map 8-2 displays countywide ADT volumes.

**Table 8-3: Piatt County Roads with ADT Greater Than 10,000**

Rank	Segment	ADT
1	I-74 between eastern county line and County Highway 2	19,400
2	I-74 between western county line and County Highway 2	18,400
3	I-72 between eastern county line and IL-10	13,900
4	I-72 between IL-105 and Old Route 47	13,800
5	I-72 between IL-10 and Old Route 47	13,700
6	I-72 between IL-105 and County Highway 5	10,800
7	I-72 between County Highway 5 and western county line	10,700
8	Market Street (IL-105) between Center Street and Marion Street	10,500

Source: IDOT 2005

Map 8-2:

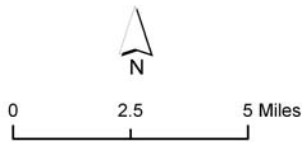
# Average Daily Traffic 2005

Piatt County, Illinois

## Legend

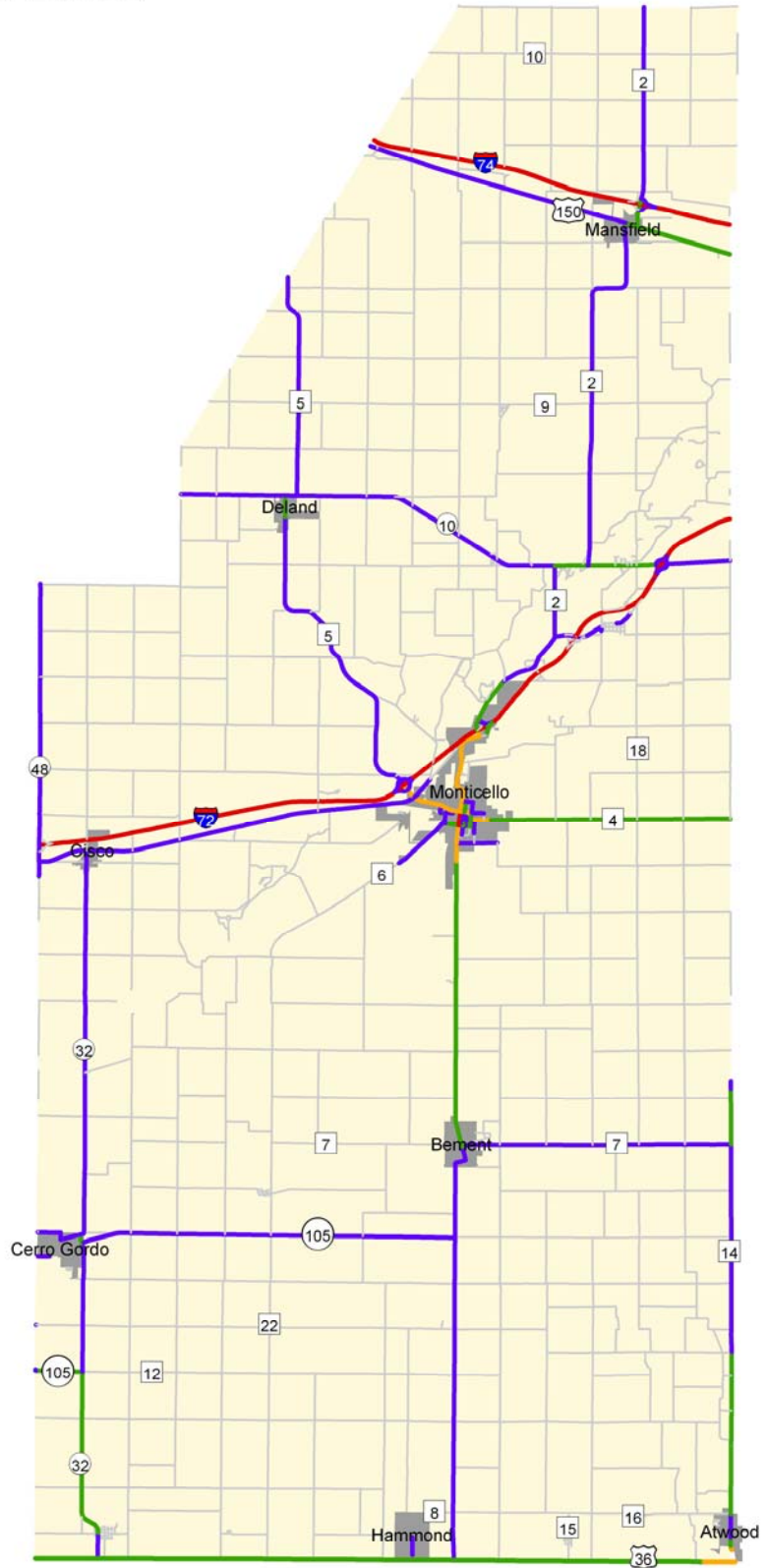
Average Daily Traffic

- 0 - 500
- 550 - 1800
- 1801 - 4000
- 4001 - 10000
- 10001 - 19400
- Municipality
- County
- 10 County Hwy
- 48 State Hwy
- 150 U.S. Hwy
- 74 Interstate



Production Date:  
July, 2009

Sources:  
IDOT  
CCGIS



## Commuting to Work

The majority of workers in Piatt County live in Piatt County. Of the 4,583 people the 1999 Census registered as working in Piatt County, 3,460, or 75%, were residents of Piatt County. This is five percent fewer residents than the previous decade. The Census also showed that 4,915 Piatt County residents, or 59% of working Piatt County residents, left the County to work elsewhere. Piatt County received 1,123 workers from other counties. Map 8-3 illustrates the movement of residents to their place of work in surrounding counties.

Piatt County residents tend to travel to work alone by car more than any other mode. Table 8-4 shows the number of workers aged 16 years or older by each mode for their commute to work. Fewer people are carpooling, the majority of whom changed to traveling alone in a personal vehicle.

**Table 8-4: Commuter Travel Modes for Piatt County**

<b>Travel Mode to Work</b>	<b>1990</b>	<b>2000</b>	<b>1990</b>	<b>2000</b>	<b>Change 1990- 2000</b>
Car, truck, or van:	6,755	7,620	90.5%	91.1%	12.8%
Drove alone	5,721	6,988	76.6%	83.5%	22.1%
Carpooled	1,034	632	13.8%	7.6%	-38.9%
Public Transportation	4	10	0.05%	0.12%	150.0%
Motorcycle	2	12	0.0%	0.1%	500.0%
Bicycle	27	5	0.4%	0.1%	-81.5%
Walked	261	264	3.5%	3.2%	1.1%
Other means	39	56	0.5%	0.7%	43.6%
Worked at home	378	400	5.1%	4.8%	5.8%
<b>Total:</b>	<b>7,466</b>	<b>8,367</b>	<b>100.0%</b>	<b>100.0%</b>	<b>12.1%</b>

Source: U.S. Census Bureau, 2000 Census

The majority of working residents in Piatt County spend more than 20 minutes traveling to work, as can be seen in Table 8-5.

**Table 8-5: Commuter Travel Time**

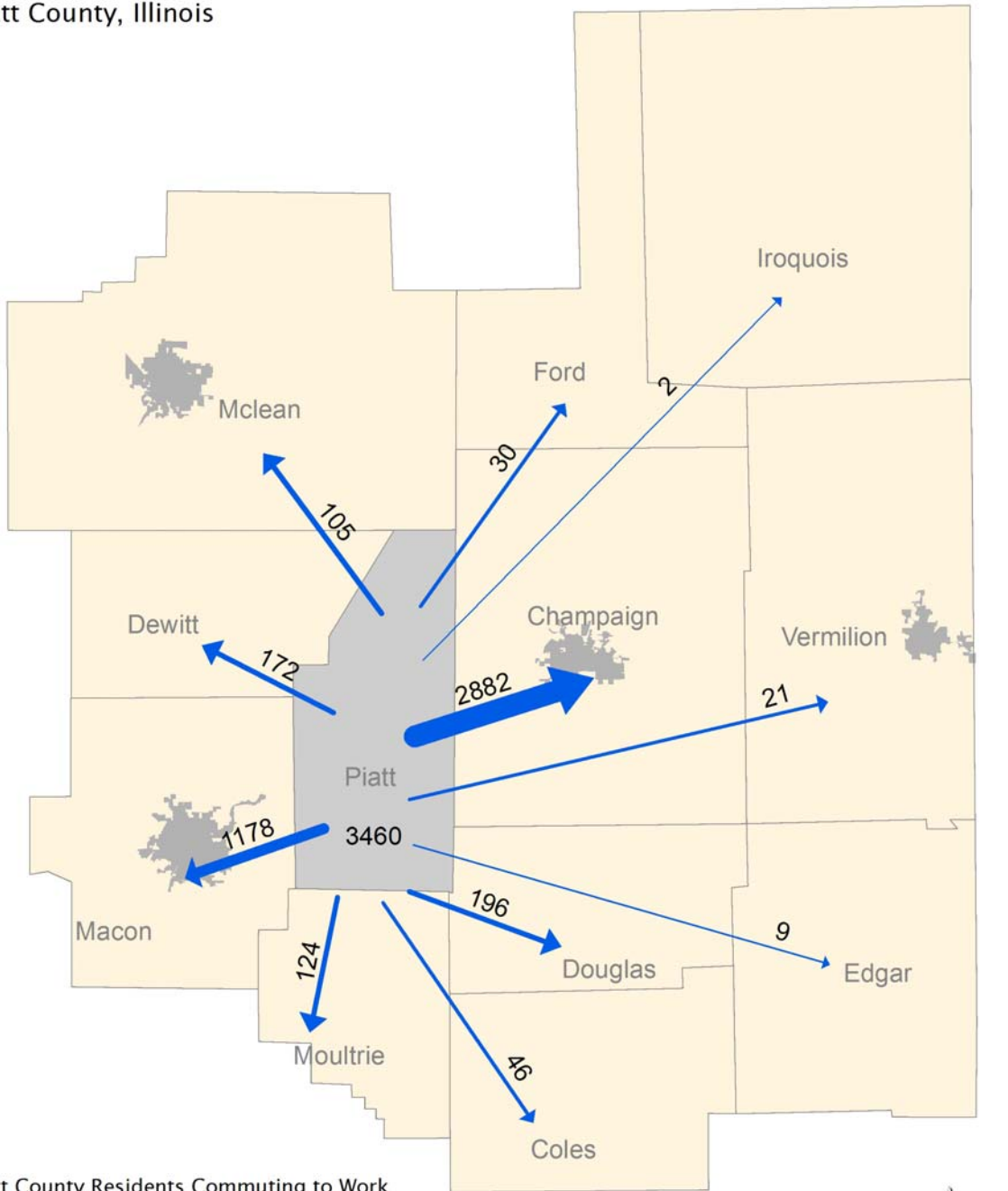
	Commuters	% of Total Commuters
Less than 5 minutes	699	9%
5 to 9 minutes	1,059	13%
10 to 14 minutes	728	9%
15 to 19 minutes	646	8%
20 to 24 minutes	1,149	14%
25 to 29 minutes	803	10%
30 to 34 minutes	1,496	19%
35 to 39 minutes	292	4%
40 to 44 minutes	313	4%
45 to 59 minutes	435	5%
60 to 89 minutes	221	3%
90 or more minutes	134	2%

*Source: U.S. Census Bureau, 2000 Census*

Map 8-3:

# Residents Place of Work - 1999

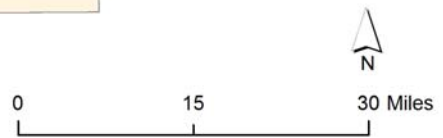
Piatt County, Illinois



Piatt County Residents Commuting to Work

Production Date:  
December, 2007

Source:  
U.S Census





## Rail

Piatt County has approximately 75 miles of active rail lines, owned by four different companies: Norfolk and Southern (NS), Topflight Grain, CSX Transportation (CSX), and Consolidated Rail Corporation (CR). Monticello Railway Museum also owns track between Monticello and White Heath which can be used on the weekends by museum visitors.

- Norfolk and Southern owns the track that runs north-south through Piatt County, traversing Mansfield, Galesville, Monticello, and Bement.
- Norfolk and Southern also owns the track that runs east-west through the south-central part of the county, running through Cerro Gordo, Milmine, and Bement.
- Topflight Grain owns track abutting the Village of Cisco on the west side of the county.
- The CSX line parallels the south county line, traversing Hammond, Atwood, LaPlace, and Pierson Station.
- The Consolidated Rail Corporation Line crosses northern Piatt County, crossing Mansfield and the Norfolk and Western tracks.

### *Crossing Locations*

There are 70 at-grade crossing locations and nine grade-separated crossings (bridges) in Piatt County, as shown in Map 8-4. Each crossing is distinct from the others due to roadway geometry and the type of protection the crossing offers. Crossings can have flashing lights, signals, crossbucks, gates, signs, or be grade separated from vehicular traffic (i.e. overpass or underpass).

Of the grade separated crossings, five are located in unincorporated areas of the County. There are 58 at-grade crossings in unincorporated areas, the majority of which are only protected by crossbucks.



*Rail crossing at Milmine*

### *Rail Traffic*

*Freight traffic.* Map 8-5 shows rail traffic for the County. The Norfolk-Western line running east-west through Bement is the busiest rail line in Piatt County, with 51 trains running daily, according to the Federal Railroad Administration. The Norfolk-Western line running north-south through Monticello is the second most utilized track, with eight trains per day. The CSX line in southern Piatt County is the third most utilized, with five trains per day.

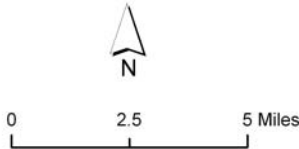
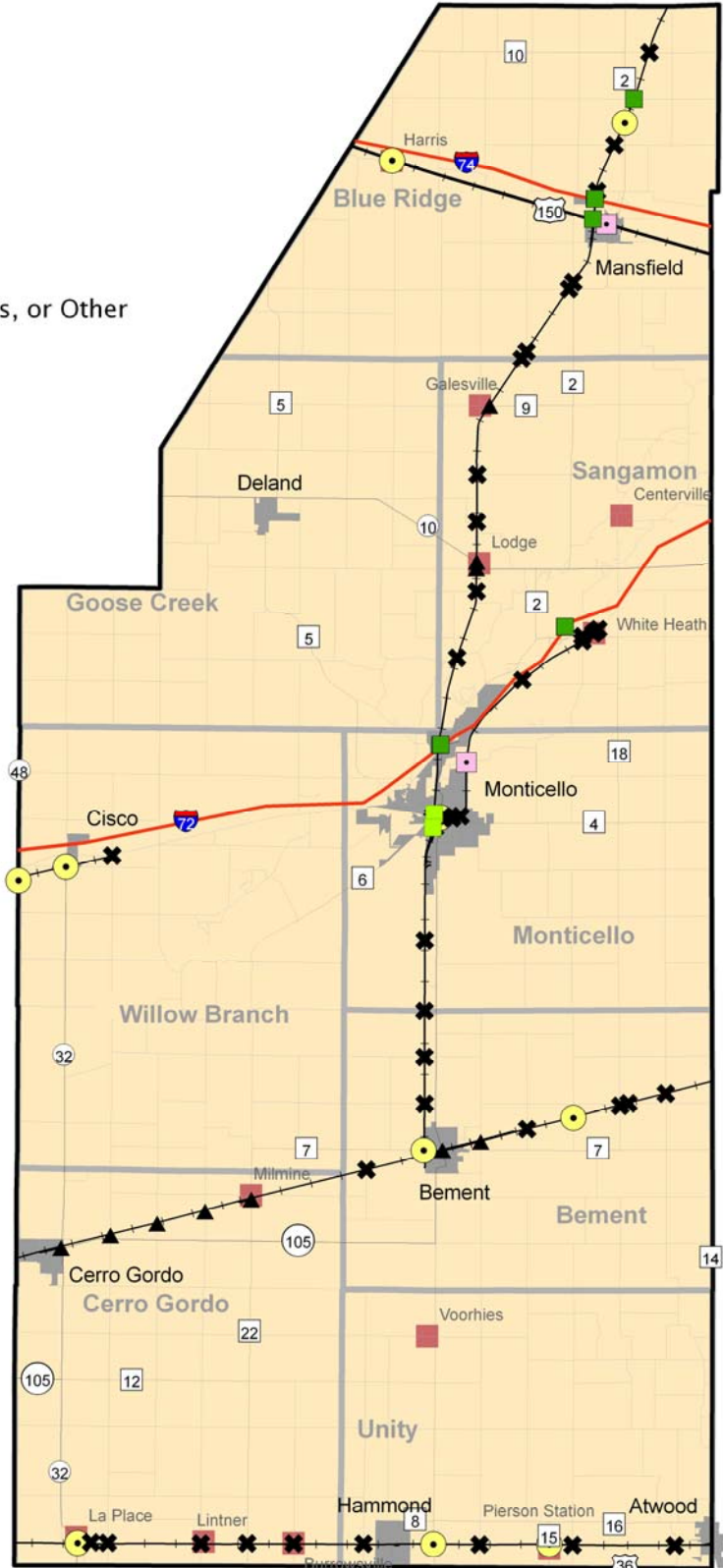
Map 8-4:

# Railroad Crossings

Piatt County, Illinois

## Legend

- Bridge Carries Rail
- Bridge Crosses Rail
- Highway Signals, Wigwags, Bells, or Other
- Flashing Lights
- ✕ Crossbucks
- ▲ All Other Gates
- +— Railroad
- Roads
- Settlement
- Municipal Boundary
- Civil Township
- 10 County Hwy
- 48 State Hwy
- 150 U.S. Hwy
- Interstate



Production Date:  
July, 2009

Sources:  
IDOT  
CCGIS

Map 8-5:

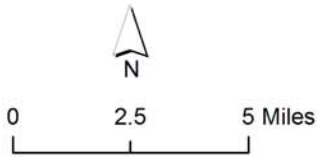
# Trains Per Day, 2006

## Piatt County, Illinois

### Legend

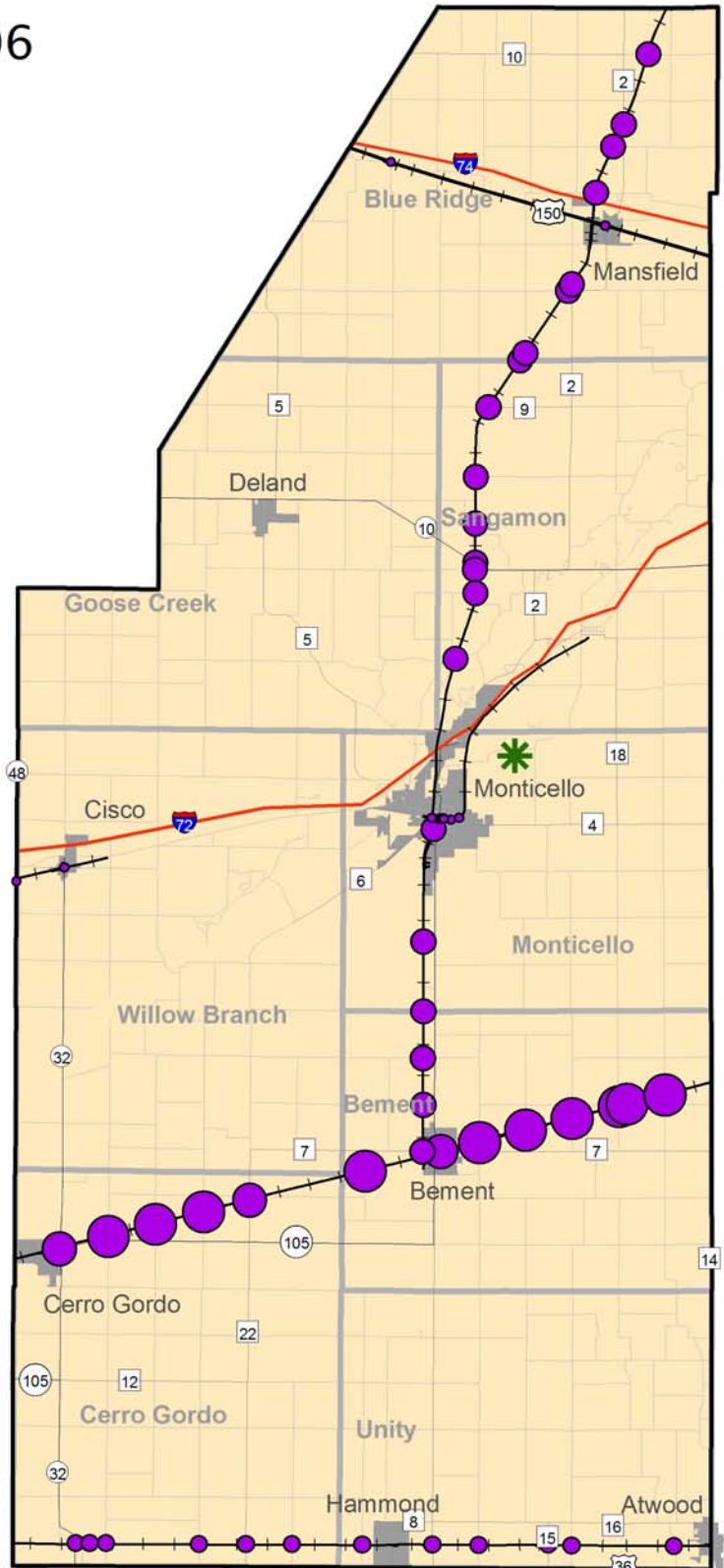
- 1 - 2
- 3 - 5
- 6 - 8
- 9 - 25
- 26 - 51
- Municipal Boundary
- Civil Township
- 10 County Hwy
- 48 State Hwy
- 150 U.S. Hwy
- 74 Interstate

 The Monticello Railway Museum runs a train four times on Saturday and three times on Sunday during summer months.



Production Date:  
May, 2008

Sources:  
IDOT  
CCGISC



## **Air**

Piatt County has one privately-owned airport, which is open to the public, located approximately 2.5 miles southeast of Monticello. As of the end of 2005, there were 16 aircraft housed there.

There are numerous airports in the region surrounding Piatt County from which commercial airline services are available: University of Illinois Willard Airport (18 miles); Decatur Airport (28 miles); Bloomington-Normal Airport (44 miles), and Springfield Capital Airport (68 miles).

## **Pedestrian and Bicycle Facilities**

Pedestrian and bicycle facilities include sidewalks, on-street bike lanes, on-street bike routes, off-street shared use paths and off-street side paths. Sidewalks generally have good coverage in urban areas to facilitate pedestrian movement, but may be lacking in some areas and are less likely to be found in smaller municipalities. On-street bike lanes are typically urban facilities that provide dedicated roadway space, signage, and markings for bicyclists. On-street bike routes are roadways that are typically identified by signage that are considered better for bicycle traveling conditions and safety. Off-street shared use paths are generally 8-10 feet in width, paved or unpaved, facilities that are intended for use by pedestrians, bicycles, strollers, and/or skaters. Off-street side paths are shared use paths adjacent to roadways.

In Piatt County, there are numerous hiking trails in Allerton Park and Lodge Park. There is also mile long shared use path on the east side of Monticello. Heartland Pathways, in the northern part of the county, is a pedestrian nature trail. Plans are under development for a path between Heartland Pathways and Monticello via the rail line that parallels I-72; a path connecting Allerton Park with Monticello; and a path between Monticello and Bement.

## Plans for Transportation

This section establishes goals, objectives and strategies for the future conditions of Piatt County's transportation system. Recommendations in this chapter are intended to provide tools by which travel can be safer and more efficient, and Piatt County's economic base can be strengthened.

### Issues

Piatt County residents indicated a variety of issues with transportation during the public input opportunities afforded by the planning process.

- The County is lacking in pedestrian and bicycle facilities.
- A significant number of commuters travel long distances to get to work, which can become costly and have negative effects on area roads.
- Lack of interstate access in some areas of the county is a deciding factor for industries seeking a new location.
- There are conflicts between agricultural vehicles and other vehicles, especially during harvest season.
- There was a negative response to road maintenance in the County.
- The County has inadequate public transit service.

## Best Management Practices

There are many transportation related factors that should be considered in light of current known best planning practices. The following can be considered when implementing the plan.

- Relationship between land use and transportation

Land use and transportation are inextricably linked. Transportation infrastructure must be sufficient to support existing and developing land uses. The lack of infrastructure can affect whether an industry or other business decides to locate in Piatt County. Using the future land use map, needed transportation infrastructure should be identified, prioritized, and constructed when possible.

- Multi-modalism

Transportation system users should be provided with as many options as possible. Constructing facilities that focus on modes such as public transit, bicycling, and walking can make a community more viable and valued. Increasing the opportunity for other transportation modes can reduce usage of roadways and thus decrease maintenance costs over the long term.

- Traffic calming

Some roads, generally in urban areas, can promote high speeds and safety issues. Traffic calming is a term that encompasses a variety of tools that can help slow traffic via roadway design. Medians, landscaping, traffic circles, bumpouts, and speed humps can be appropriate depending on the location and situation.

- Education/enforcement/engineering/encouragement

These four “E’s” can help successfully implement new transportation projects and initiatives. Education refers to keeping residents and transportation system users aware of changes that may affect them. Changeable message signs, media campaigns, and mailings are all tools that can make the county safer. Enforcement involves penalizing those that break rules and regulations, albeit through government fines, police ticketing, or other means. Projects that have considered every cause and effect in their engineering will have a more successful implementation and result in a safer system. Encouraging system users with positive relations and incentives can also make for a successful transportation project.

- Interagency coordination

Coordinating efforts between municipalities, counties, and other jurisdictions can benefit everyone involved. If transportation projects are geographically close or have similar materials needs, cost savings can be realized. Continuing coordination is a hallmark of an effective transportation system.

- Public Input

Involving the public early and continuously in any planning process is integral to a transportation system that works well for those who use it. Providing opportunities via public meetings, online or mailed surveys, and other tools can facilitate their inclusion.

## Goals and Objectives

Goal 1: Piatt County will have a safe, efficient, and economical transportation system that makes the best use of existing infrastructure, optimizes mobility, promotes environmental sensitivity, accessibility, and economic development, and enhances quality of life for all users.

Objective 1.1: Optimize the movement of people and goods within the county and between the county and other areas.

Objective 1.2: Improve access for safe, convenient, and economical movements of people and goods through access management practices and consideration of land use design in transportation system improvements.

Objective 1.3: Where feasible and practical, all transportation system users will have convenient, multi-modal access to all parts of the county.

Objective 1.4: Improve safety for all users by considering crash reduction strategies such as improvements to roadway geometry, signage and markings, and educational opportunities for motorists, pedestrians, and bicyclists.

Objective 1.5: Interagency coordination will be emphasized in all phases of transportation planning, implementation, and construction.

## **Future Conditions**

The existing Piatt County road system should be able to manage the anticipated increase in population over the next 20 to 30 years. The planning focus for the county should thus be on maintaining the existing roadways so that all types of transportation system users can safely and efficiently travel through Piatt County. In addition, facilities for travel modes such as walking, bicycling and public transit should be increasingly considered as more cost-effective and environmentally sound alternatives to the automobile.

Within the next twenty years, motorists will share the road more equitably with bicyclists, especially as they travel to and from major recreation areas such as Allerton Park. There will be enough useable road width and signage on selected high bicycle traffic corridors for both travel modes to safely coexist. Public transit will be regularly available between residential areas, employment centers, and other activity centers both within the county and to adjacent counties' metropolitan areas. Rail crossings will be safer as more signals, markings, and tools are implemented. In general, there will be more travel options for residents and workers in Piatt County.

## **Roads**

Roadway improvements should focus on a maintenance schedule as determined by the County Highway Department. Consideration should be given to public input, roadway age, traffic increases, deterioration factors, and typical vehicle types traveling on the roads. Roads that serve major activity centers such as grain elevators, tourist attractions, and other significant points of interest are important to the economic development of the county and should thus be maintained to retain and attract more economic development.

Roadway safety issues are often attributed to human error when driving. In some cases, however, such things as roadway geometry, design, signage, markings, and adjacent objects can play a role as well. One method to improve safety along road segments is access management. This tool minimizes the number of accesses along a stretch of road, essentially minimizing the potential conflict between turning cars and those traveling straight on the road. Access management is largely used along high-volume arterial roadways, but also applies to rural roads that can have many driveways leading to homes. In the rural setting, access can be limited by designing shared driveways for two or more establishments rather than allowing one driveway per establishment. Similarly, if a new commercial development is proposed, the site can be designed to have only one access point and to site it where safety is optimized in terms of sight distance, topography, and other factors.

Piatt County communities should have reasonable access to the two interstates that run through the county. Access to interstates can be important to economic development for the community, in conjunction with other infrastructure systems in sufficient supply to garner interest from developers. An analysis can be done to determine if an interchange is warranted for a given roadway, but funding is improbable. Roadways that efficiently carry traffic from the communities toward existing interchanges should be maintained if not improved to improve access to all parts of the county.

Adding capacity to roads in Piatt County is likely not necessary considering the anticipated population increase over the next twenty years. If, in the longer term, a certain roadway segment is expected to carry a significant amount of traffic that would necessitate road widening, sooner rather than later is a better time to plan for utility easements and other right of way needs. Locating new utility lines along roadway right of ways is the most cost effective in terms of land acquisition. Moving those utility lines for roadway widening, however, is cost prohibitive. By placing utility lines far enough away from major road corridors, widening that stretch of roadway will not need to include utility relocation. Similarly, if a major new road is proposed for construction, sufficient land should be purchased for right of way in case further widening is anticipated in the future.

### ***Rail***

With up to 50 trains a day running through some rail intersections, and the majority of rural rail crossings only offering cross bucks to protect motorists, safety is a concern for conflicts between trains and motorists. When warranted and economically feasible, additional safety tools should be installed at these crossings, such as gates and lights. Rails intersecting with roads should be maintained to minimize hazards to both motorists and bicyclists.

Unused rail right of way can be used for pedestrian and bicycle facilities. Through railbanking, railroads can temporarily be converted for recreational trail use and, if desired by the rail company, converted back to rail in the future. These facilities have proven to help the economies of adjacent small communities and assist in creating a regional system that can attract more tourism for the county.

### ***Bicycle and Pedestrian Facilities***

Bicycling and walking are increasingly used forms of transportation in light of environmental, health, and economic concerns. Making these travel modes more viable in Piatt County will involve planning a system of facilities that can include multi-use paths, bicycle lanes, sidewalks, and related signage and markings.

Safety, accessibility, and connectivity are paramount to a successful system. All types of users should feel safe on area local roads, where their rights are equal to motorists, and on any facilities constructed for them. Communities seeking to expand on their bicycle system should be aware of the capabilities of different bicyclists, and plan for both recreational and commuter bicyclists. Bicycle paths should be accessible in terms of how easy they are to get to and use. They should be located where the likelihood of their use will be optimized.



Bicycle facilities should also connect to the community's major activity centers, residential areas, and popular recreational areas.

Finding an alignment for bicycle and pedestrian facilities can be difficult, especially with constraints such as right-of-way and property ownership. For these reasons, when possible, these facilities should be planned for and installed in conjunction with new roadways or road improvements where adding them would be feasible physically and financially. In areas where the community would like to have bicycle and pedestrian facilities installed, existing easements can be used, new easements created, or abandoned rail lines can be converted for use. Input from adjacent property owners should be sought and they should be encouraged to be involved in the planning and implementation of these paths.

Pedestrian and bicycle facilities can be popular tourist attractions. Piatt County should consider how it can connect to other counties, trails, and recreational places of interest as it works toward a transportation system that is inclusive of these travel modes. Projects that include more than one jurisdiction and/or link to other existing facilities have a higher probability of being supported and funded.



*Hiking trail in eastern Piatt County*

### ***Public Transit***

Currently Piatt County offers public transit service through Piattran. Continuing service should focus on reaching more communities more frequently. Piattran could become a major provider of commuter services within Piatt County and beyond by playing a role in park and ride services. The County should consider possible contract services for public transit between major employers and communities in the county.

### ***Air***

Piatt County is very well situated between several larger airports, within an hour's driving distance. Plans regarding the existing airport southeast of Monticello states that expansion is unfeasible. Relocating the airport could increase local enplanements.

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