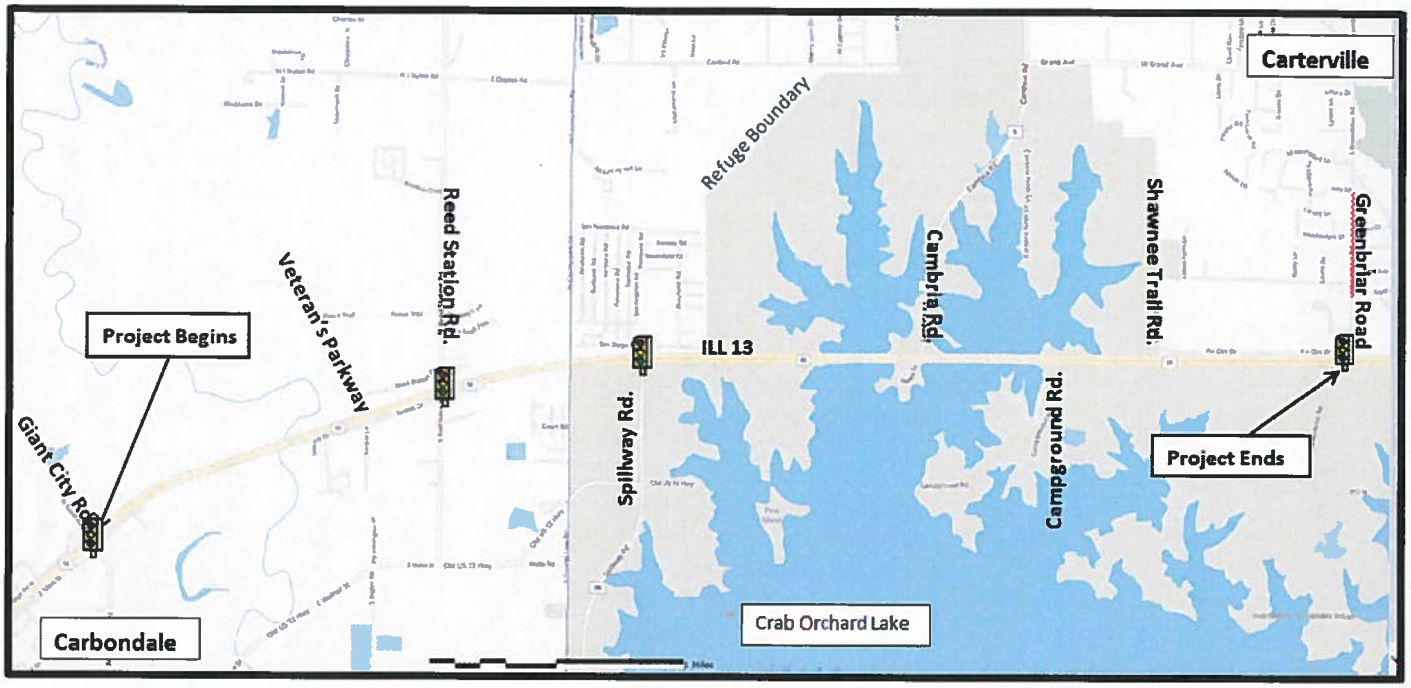
FINAL PROJECT REPORT



FEDERAL AID PRIMARY ROUTE 331 (IL 13)

GIANT CITY ROAD IN CARBONDALE, IL

TO

GREENBRIAR ROAD IN CARTERVILLE, IL

JACKSON/WILLIAMSON COUNTY

Prepared by The Illinois Department of Transportation, Region V, District 0

June, 2015

Illinois Department of Transportation

Phase I Report Approval

Key Route: FAP 331 Marked Route/Road Name: IL 13
F.A. Route: FAP 331 Job Number: various Contract No.: various
Section: various Project Length: 4.2 miles PPS No.:
Location/Limits: East of Giant City Road to Greenbriar Road County: Jackson/Wmsn

General Description of Existing Facility: Four lane expressway with signalized and unsignalized intersections

Need for Proposed Improvement: . The purpose of this project is to address safety concerns along the Illinois 13 corridor, improve the efficiency and capacity of Illinois 13, provide safe and efficient access to adjacent businesses and recreation areas, and to accommodate cyclists

Design Policies Used: ☐ New Construction ☒ Reconstruction ☐ 3R ☐ Other

General Description of Proposed Improvement: Expansion of IL 13 to 6 lanes in each direction and intersection improvements. Construction of frontage road between Campground Road and Greenbriar Road. Construction of shared used path within the limits of the project.

Approximate Amount of ROW to be Purchased: 10 Parcels Totaling 2.0 Acres.

Number of Businesses 0 and Residences 0 to be acquired. ROW Cost: $ 2.8m

Estimated Program Cost: $ 39.8m (in FY 16) Fund Type:

Construction Cost: $ 35m Utility Reloc. Cost: $ 2.0m Consultant PE Cost: $ 0

Design Exceptions:

- Level One Required? ☐ Yes ☒ No
- Level Two Required? ☐ Yes ☒ No
- If yes, note date approved:

Type of Public Involvement Activity:

- Public Hearing Offered? ☒ Yes ☐ No
- Informational Meeting Held? ☒ Yes ☐ No
- Property Owners Contacted? ☒ Yes ☐ No

☐ Categorical Exclusion I Action

☒ Categorical Exclusion II Action

FHWA Categorical Exclusion II Action approval by

FHWA Representative Name 07/22/2015 Date

Regional Design Approval

Jeffrey L Keim 7-8-15
IDOT Regional Engineer Signature Date

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I. NEED FOR IMPROVEMENT

A. Project Location and Termini

The proposed project provides for a transportation improvement on Illinois 13 from east of Giant City Road in Carbondale to west of Shawnee Trail in Carterville. Illinois 13 is a four lane expressway (other principal arterial) providing the primary east-west transportation corridor in Southern Illinois that connects the cities of Murphysboro, Carbondale, Carterville, Herrin, Marion and Harrisburg. Illinois 13 is the vital transportation link to Interstate 57 for these and other communities. Within the project limits in Jackson County Illinois 13 is bisected by Reed Station Road (major collector) and in Williamson County by Spillway Road (major collector), Cambria Road (major collector) and Campground Road (local road). Illinois 13 is a Class II truck route.

B. Description of Existing Conditions

Land use type varies greatly throughout the project corridor. Traveling east from Giant City, IL 13 traverses the Crab Orchard Creek Floodplain, approaching Reed Station Road the adjacent properties become commercial with several restaurants, hotels and small businesses. Reed Station Road north and south of Illinois 13 also serves as the primary access to residential areas. From east of Reed Station Road to the eastern project limit at Shawnee Trail, Illinois 13 is bordered by the Crab Orchard National Wildlife Refuge consisting of forested area, agricultural fields and Crab Orchard Lake.

The existing typical section on Illinois 13 within the project limits consists of two through lanes in each direction. Illinois 13 westbound has 11' lanes and Illinois 13 eastbound has 12' lanes with both directions having 8' outside shoulders and 4' inside shoulders. The median width is 50' between Giant City Road and Reed Station Road. The median then varies from 60' to 70' wide between Reed Station and Spillway Road then returns to 50' wide while crossing Crab Orchard Lake. Right of width also varies throughout the section, mainly at the intersections, but averages around 275' centered along the median.

The existing medians have open drainage that collects at median inlets and drains towards the outside into the roadway ditches.

C. Operational and Safety Analysis

From 2007 through 2012 there were 324 crashes within the study corridor. These crashes resulted in 87 injuries and 2 fatalities. The crashes and injuries are concentrated at the side road intersections with 68% of the crashes and 82% of injuries occurring at those locations. Rear end crashes are the most common crash type comprising 45% of the total. The rear end crashes are concentrated at the two signalized intersections (Reed Station and Spillway Roads) with 87% of rear end

crashes occurring at those locations. Rear end crashes also resulted in the most injuries (64% of the total) followed by turning movement crashes (19% of the total). IL 13 from Spillway Road to Shawnee Trail was a 5% segment from 2001 to 2013. Spillway Road was a 5% spot from 2006 to 2013. Cambria Road was a 5% spot from 2003 until 2012.

Condition Rating Survey (CRS) values for eastbound Illinois 13 vary from 7.3 to 7.8. Values for westbound Illinois 13 vary from 5.1 to 7.3. The peak hour level of service along IL 13 eastbound and westbound between Giant City and Shawnee Trail is a B for the open roadway portions. However, the overall levels of service deteriorate at the intersections. The existing level of service at Reed Station is a C with an eastbound left turn lane LOS of a D and a westbound left turn lane LOS of an E. Spillway Road has an overall LOS of a C, however the eastbound left, westbound left ,northbound left and through are all D's. The southbound left turn lane at Spillway has a level of service of E. Both the northbound and southbound left turn lanes at Cambria Road operate at a level of service of F.

The subject project is a continuation of a six lane expansion of Illinois 13 that has been under construction for some time. When this project reaches fruition IL 13 will have 6 lanes of through traffic from IL 37 in Marion to west of Carbondale.

D. Project Purpose/Identified Deficiencies

As it performs today, Illinois 13 is nearing the end of its service life. Both the free flow sections and the intersections experience undue delay at peak hours. The purpose of this project is to address safety concerns along the Illinois 13 corridor, improve the efficiency and capacity of Illinois 13, provide safe and efficient access to adjacent businesses and recreation areas, and to accommodate cyclists.

II. DESCRIPTION OF PROPOSED IMPROVEMENT

A. Introduction

The proposed project provides for a transportation improvement of Illinois Route 13 from east of the intersection of Giant City Road in Carbondale to west of the intersection of Shawnee Trail in Carterville. (See Figure 2.1). Recent economic growth, stemming primarily from population growth and the recent commercial and industrial development along Illinois 13, has resulted in increased traffic volumes on this principal arterial with very few east-west alternate routes adequate for immediate congestion relief. Improvements to Illinois Route 13 are necessary to provide an adequate transportation system to support the traffic volumes associated with existing and future economic growth in the corridor. In addition, an adequate transportation system would enhance

the economic potential for the area by providing a safe and efficient means to transfer goods and services.

In general, the scope of the project includes adding an eastbound and westbound through lane the length of the project and to upgrade existing intersections to current design standards. Accomodations for bicyclists will also be constructed.

B. Design Criteria Utilized

The project will be designed according to Chapter 45 "Expressways (New Construction/Reconstruction)".

C. Geometric Improvements

Illinois 13 will be widened to three lanes in each direction to accommodate the proposed 20 year average daily traffic volumes predicted to be greater than 45,000 vehicles per day. The maximum volume of vehicles per day for an acceptable level of service for a four lane facility is approximately 37,000. For the majority of the project the additional lanes will be placed on the outside of the existing lanes. The proposed typical section includes three 12' through lanes (WB existing through lanes will remain 11'), 6' inside shoulders and 10' outside shoulders. The existing median width varies greatly throughout the project but narrows while traversing Crab Orchard Lake. While the existing vertical and horizontal alignments for the eastbound and westbound are all within policy there are some sections of roadway where the profiles do not match which would also make placing the additional lanes on the inside difficult. Additional median space will also be used with the intersections to add turn lanes. The Crab Orchard National Wildlife Refuge (CONWR) has expressed interest in keeping the median as a "green space" and not limiting the aesthetic value of the lake by placing a barrier in the median.

A shared use path for bicycle and pedestrian accommodation will be provided for the length of the project. The shared use path will be both off road and on road separated by a barrier. The path will be 10' wide. In areas that the path is adjacent to barrier it will be 12' wide to provide a 2' shy distance.

Improvements to the intersections along the corridor are listed below (Refer to section V for approved Intersection Design Studies).

Illinois 13 and Reed Station Road – addition of third lane eastbound and westbound on Illinois 13, addition of dual left turn for eastbound Illinois 13, addition of a southbound to westbound free flow right turn lane, addition of an auxiliary lane for WB Illinois 13 between Reed Station Road and Veterans Parkway

Illinois 13 and Spillway Road – addition of third lane eastbound and westbound on Illinois 13, reconstruction of the northbound to eastbound free flow right turn lane to a policy length

Illinois 13 and Cambria Road – addition of third lane eastbound and westbound on Illinois 13, conversion of the intersection to a continuous green intersection with signals installed for the southbound and westbound movements, construction of a median u-turn west of Cambria Road for left turn access into the Haven, reconstruction of the southbound to westbound free flow right turn lane to a policy length.

Illinois 13 and Campground Road – addition of third lane eastbound and westbound on Illinois 13. The intersection at Campground Road will be removed and a frontage road will be constructed south of IL 13 from the existing Campground Road eastward to the signalized intersection at Greenbriar Road. This frontage road will be constructed on refuge property and will be under the jurisdiction and maintenance of the USFWS. The boat launch on the north leg will be removed and Campground Road will have no access to Illinois 13 at the existing location.

Illinois 13 and Greenbriar Road – the south leg of Greenbriar Road will be modified to accommodate larger vehicles necessitated by the addition of the frontage road from Campground Road. An eastbound right turn lane will also be added. Signal modifications will be necessary.

D. Approved Pavement Design/Rehabilitation

A geotechnical survey has been requested as required when adding lanes. A pavement design for both PCC pavement and HMA Full Depth Pavement along with a life cycle cost analysis was submitted to the IDOT Bureau of Material and Research. The HMA design proposed 11.25" of HMA over 12" of subbase granular material. HMA shoulders of the same depth (11.25") will be constructed on the outside and inside edges of pavement. The PCC design proposed was 9" of jointed PCC pavement over 4" of stabilized sub-base and 12' of subbase granular material. The same materials were proposed for the tied shoulder. The existing lanes on IL 13 will be patched, milled and resurfaced.

On July 1, 2014 the HMA pavement design was approved. A copy of the approval letter can be found in the Exhibits section of this report.

E. Pavement Drainage

The existing drainage system along IL 13 consists of open ditches on both sides of the roadway and in the median. At several locations median drainage is conveyed to the outside ditches through culverts, some of which have median inlets and others which have end sections or headwalls at the upstream end.

Drainage features and patterns along the mainline will be retained for the proposed improvement, using an open drainage system with median and outside ditches. The proposed roadway improvements will require adjusting inlets, extending culverts, and installing new culverts.

A storm sewer system will be required to handle the pavement drainage at Reed Station Road and Spillway Road. The storm sewer will outlet into the ditches outside of IL 13.

F. Design Exceptions

A design exception for the superelevation value on the curve between Giant City Road and the first set of bridges east of Giant City Road on Ilinois 13 was requested and approved. The design exception form BDE 2600 can be found in the exhibits. No other design exceptions are necessary throughout the limits of the project.

G. Right-of-Way

The majority of the proposed improvement can be made within the existing right-of-way.

Preliminary construction limits indicate the need for partial right of way takings from 10 separate property owners. None of the property required is commercial in use, it is primarily wooded or fallow ground. The total area required is approximately 2.0 acres.

At locations where work is planned off IDOT right of way and on the Crab Orchard National Wildlife refuge property a special use permit will be issued to grant access to the land for construction related activities.

H. Structures

Between Giant City Road and Reed Station Road there are 4 structures, two westbound (039-0061, 039-0062) and two eastbound (039-0019, 039-0021).

Structure 039-0062 carries IL 13 westbound over Crab Orchard Creek Overflow at approximately station 165+50. Adjacent land use is farmland/forested. The bridge was built in 1995 and is in very good condition, there are no noted deficiencies. The approved BCR (Bridge Condition Report) recommends superstructure and substructure widening of the three span PPC-I beam bridge.

Structure 039-0019 carries IL 13 eastbound over the Crab Orchard Creek Overflow at approximately station 165+50. Adjacent land use is farmland/forested. The bridge is a three span wide flange beam type with a concrete deck and is in fair to good condition. The deck and superstructure are noted to have some minor deterioration. Replacement is recommended due to the high ratio of rehabilitation versus replacement cost.

Structure 039-0061 carries IL 13 westbound over Crab Orchard Creek at approximately station 188+00. Adjacent land use is farmland/forested. The bridge was built in 1995 and is in very good condition, there are no noted defciencies. The approved BCR (Bridge Condition Report) recommends superstructure and substructure widening on the three span PPC-I beam bridge.

Structure 039-0021 carries IL 13 westbound over Crab Orchard Creek at approximately station 188+00. Adjacent land use is farmland/forested. The bridge is a three span wide flange beam type with a concrete deck and is in fair to good condition. The deck and superstructure are noted to have some minor deterioration. Replacement is recommended to the three span wide flange beam bridge due to the high ratio of rehabilitation versus replacement cost. .

The review/approval memos for the BCR's for structure numbers 039-0062, 039-0061, 039-0019, and 039-0021 are dated August 16, 2012 (included in Section V).

Structure 100-0018 carries IL 13 eastbound over Crab Orchard Lake at approximately station 309+50 (between Spillway Road and Cambria Road). Adjacent land use is recreational/refuge. The bridge is in fair to good condition. The substructure has some minor section loss and cracking. The bridge deck has minor deterioration. Replacement is recommended due to the high ratio of rehabilitation versus replacement cost.

Structure 100-0020 carries IL 13 eastbound over Crab Orchard Lake at approximately station 336+00 (between Cambria Road and Campground Road). Adjacent land use is recreational/refuge property. The bridge is in fair to good condition. The bridge deck has minor deterioration. Replacement is recommended due to the high ratio of rehabilitation versus replacement cost.

Structure 100-0067 carries IL 13 westbound over Crab Orchard Lake at approximately station 336+00 (between Cambria Road and Campground Road). . Adjacent land use is recreational/refuge property. The existing piers are founded on precast concrete piles from 1939. The bridge is in fair to good condition. Replacement is recommended due the high ratio of rehabilitation versus replacement cost.

Structure 100-0066 carries IL 13 westbound over Crab Orchard Lake at approximately station 309+50 (between Spillway Road and Cambria Road). Adjacent land use is recreational/refuge property. The existing piers are founded on precast concrete piles from 1939. The bridge is in fair to good condition. Replacement is recommended due the high ratio of rehabilitation versus replacement cost.

The review/approval memos for the BCR's for structure numbers 100-0018, 100-0020, 100-0067, and 100-0066 are dated September 23,2013 (included in Section 8).

Upon completion all the bridges will provide 3 lanes of traffic with 6 foot inside and 12 foot outside shoulder widths. All eastbound structures will accommodate a 10' shared use path adjacent to the outside shoulder separated by a concrete barrier. All bridges will require in-stream work for removal, reconstruction and/or replacement.

I. Traffic Signal Modernization/Installation

Traffic signals are currently in place at the intersections with Reed Station Road and Spillway Road. The signals will remain but will be upgraded to function with the additional lane on Illinois 13 and the other geometric changes to the intersections. Traffic signals for the southbound and westbound movements will be installed at the Cambria Road intersection as part of the transition to a continuous green intersection.

J. Lighting

The existing highway lighting at the intersection with Reed Station consists of combination light poles/mast arms in the northeast and southwest quadrants of the intersection and one light pole on the westbound approach side and one light pole on the eastbound approach side. Proposed lighting will include combination light poles/mast arms in all quadrants of the intersection and light poles adjacent to the westbound auxiliary lane between Reed Station and Veterans Parkway.

The existing highway lighting at Spillway Road consists of combination light poles/mast arm in each quadrant of the intersection. The proposed lighting will be placed in each quadrant on combination light poles/mast arms.

The Cambria Road intersection has six light poles, two on each approach of Illinois 13 and one in the northwest quadrant and one just west of the Haven entrance. The proposed lighting will include a combination light pole/mast arm in the northwest quadrant, a light pole in the northeast quadrant, and a light pole on each approach of Illinois 13. A light pole will also be provided near the Haven entrance.

At Campground Road there is currently a light pole in each quadrant of the intersection and one on each approach. Since the access at Campground Road is being removed the lights will not be replaced.

The highway lighting at Reed Station is currently maintained by the City of Carbondale and the city will continue maintenance of the new lighting. The highway lighting at Spillway, Cambria and Campground Roads are all maintained by IDOT.

K. On-Street Parking

No on street parking exists within the limits of the project.

L. Sidewalks/ADA Requirements

The only sidewalks that exist within the limits of the project are on the north leg of Reed Station Road along the frontage road. As part of the improvement those sidewalks will be extended to Reed Station Road, ADA ramps will be constructed and a crosswalk painted across the road.

M. Bikeways/Trails

As part of the CSS process IDOT personnel met with local bicycle groups to obtain information regarding the current use and need for bicycle accommodation in the project corridor. Illinois 13 within the project limits is a segment of a frequently used cross country cycling route and John A. Logan College allows these cross country cyclists to camp and use restroom facilities. The Crab Orchard National Wildlife Refuge has expressed interest in the past for a bicycle path connecting its various campgrounds and recreational areas. An off road alternative for bicyclists was the most popular option among the various interest groups.

Accordingly, a shared use path for bicycle and pedestrian accommodation will be provided for the length of the project. The shared use path will be off road except at the lake and stream crossings where it will be adjacent to the shoulder and separated from traffic by a barrier. The path will be 10' wide. In areas that the path is adjacent to barrier it will be 12' wide to provide a 2' shy distance.

The proposed accommodation will be on the south side of Illinois 13 for the entire length of the 6 lane expansion and will tie into the existing frontage road in the southeast quadrant of the Giant City intersection. Near the eastern end of the frontage road the trail will run adjacent to the eastbound lanes of Illinois 13 and will be separated from the through lanes by a concrete barrier. Near the western end of Sweets Drive (frontage road in the southwest quadrant of Reed Station Road) the path will swing away from Illinois 13 and run adjacent to the frontage road. A signalized crossing will be provided on the south leg of Reed Station Road. Once across Reed Station Road the path will run parallel to Illinois 13 but separated by an open ditch until it reaches Crab Orchard Lake. At the existing intersection of IL 13 and Campground Road the path will leave IL 13 and run adjacent to the proposed frontage road between Campground Road and Greenbriar Road. Once the path reaches South Greenbriar Road 4' paved shoulders will be provided along South Greenbriar Road to the IL 13 intersection.

N. Pedestrian Overpass/Subways/Other Facilities

There are no pedestrian overpasses, subways or other facilities, existing or proposed for this section.

O. Mass Transportation

Southern Illinois University provides bus service between the Carbondale campus and John A. Logan College throughout the day. Both Jackson and Williamson County and South Central Transit provide public transportation along the Illinois 13 corridor. All of these shuttles could potentially be affected by construction operations on Illinois 13 but the inconvenience should be minimal. No actual bus stops are located on Illinois 13.

P. Utility Conflicts

Utility locates and coordination will occur during Phase II. Utilities that are known to existing in the vicinity of the project include phone, cable, television, gas, electric, sewer and fiber optic.

Q. Encroachments

There are no encroachments along the proposed improvements.

R. Mail Delivery

There is no mail delivery along the proposed improvements.

S. Landscape/Roadside Development

Few trees or shrubs will be removed during construction along Illinois 13. Newly compacted earth slopes will be covered with applicable seed and mulch to prevent erosion and to promote green space within the existing right-of-way.

Construction of the frontage road between Campground Road and Greenbriar Road will involve the clearing of trees. A mitigation plan for tree replacement has been developed and approved by the CONWR and is documented in the *De Minimis Impact Determination Document* which is included in the attachments.

T. Construction Site Stormwater Pollution Control

An erosion and sediment control plan will be prepared and implemented for the project, and erosion and sedimentation control measures will be implemented throughout construction.

U. At-Grade Railroad Crossings

There are no railroad crossings with the project limits.

V. Surveillance

Signalized intersections within the project limits will be equipped with detector loops in the pavement to aid in signal timing. No permanent changeable message signs or video detection/monitors exist within the corridor.

W. Pump Stations

There are no pump stations within the project limits.

X. Retaining Walls

There are no existing retaining walls within the project limits. To minimize right of way taking retaining wall will be utilized in the northwest quadrant of the Reed Station Road intersection. No walls over 10 ft will be required.

Y. Public Educational Facility Entrances

There is no direct access to a public educational facility entrance on either Illinois 13 or the sideroads within the limits of the improvement.

Z. Geotechnical Information

The majority of the project corridor will require no special geotechnical analysis and a typical Soils Report will address the geotechnical concerns. Special consideration must be given however to the causeway embankment widening across Crab Orchard Lake. At the time of this project report the geotechnical report is still being prepared and will be finalized in Phase II. However, the following observations have been made:

Initially a 3:1 slope outside slope was proposed throughout the length of the causeway. This proposed geometry would extend the toe of the slopes beyond existing IDOT ROW at some locations. However, the stability analysis performed showed that utilizing a 2H:1V slope constructed of a rockfill will result in an acceptable FOS during all conditions. Utilizing 2H:1V slopes will bring the toe of the proposed Causeway embankments inside the existing IDOT ROW, and minimize the impact to the lake/refuge and will result in an overall more economical improvement.

Adjacent to the existing embankment, the area beneath the proposed 2H:1V slopes will need to be excavated a minimum of 5 ft. into the stiff natural soils. Removal of the muck and excavating the bottom and toe of the slope into the stiff, underlying, natural soils will significantly reduce the potential for differential settlement and/or formation of a mud wave within the lake.

The new causeway embankments are proposed to be tied into the existing embankments with benches . The benches will vary somewhat at the top and toe of the proposed slopes depending upon actual elevations. Additionally, a minimum of 5' of the existing soil will be removed and replaced with aggregate under the proposed roadbeds creating a stable working platform for the muck excavation and placement of the riprap embankment operations. Tying in the new embankments to the existing utilizing benches, and excavating for an aggregate working platform, will remove any poor existing fill soils from below the proposed pavements and potentially re-work the existing underlying fill soils and aggregate fill layer, in some cases, thus addressing some of the voids that were encountered during the subsurface exploration in the existing embankments. This technique should also significantly reduce the potential for creating voids in the new portions of the causeway embankments. However, even with this approach, there may still be a potential for existing unforeseen voids to collapse and visible signs of settlement to appear in the future within the existing embankment limits. Excavating into the natural soils below the proposed embankments and tying

into the existing embankment with benching, should significantly reduce the potential for future differential settlement due to pre-existing voids in the existing aggregate embankments and eliminate the need for other soil strengthening techniques such as deep soil mixing, sheet piling, piers, or piles having to be used in order to construct the new embankments.

A 2H:1V slope with benches and a working platform will be more constructible with standard earth work machinery, and not require in-water dredging or other techniques. The 2H:1V configuration proposed with benches should also allow for a uniform design / standard of application throughout the causeway on both the east and west bound lanes thus simplifying construction methods and utilizing standard materials and operations.

II. ENVIRONMENTAL RESOURCE SUMMARIES

1. All CE Projects – Indicators of Potential for Unusual Circumstances (See Section 23-1.05).

Any project proposed as a CE must be evaluated to determine if it involves potential for unusual circumstances that require appropriate environmental studies to confirm whether the action qualifies as a CE. FHWA and IDOT have agreed on several indicators of potential for unusual circumstances. Evaluate projects proposed as CEs to determine if they involve the following indicators, or other factors that could indicate potential for unusual circumstances requiring further evaluation:

Note - for CEs that involve wetland impacts:

The FHWA issued a programmatic Wetland Finding for CEs on November 1, 2006 in compliance with Executive Order 11990, Protection of Wetlands. The Programmatic Wetland Finding is available for review on IDOT's website at:

http://www.dot.il.gov/desenv/environmental/wetlandfindings.html.

- Requires an Individual Section 404 permit (See Section 28-2 and Checklist Item 33) N/A ☒ A ☐ See 3/25/2015 USFWS, USACE Meeting Minutes
- Requires individual water quality certification from the Illinois Environmental Protection Agency (IEPA) (See Section 28-2 and Checklist Item 34) N/A ☒ A ☐
- Involves stream channelization or relocation (See Checklist Item 34) N/A ☒ A ☐

- Involves a stream listed on the Nationwide Rivers Inventory (See Section 26-20 and Checklist Item 19) N/A ☒ A ☐

Involves highway relocations (s) and/or acquisition

of more than 10 acres (4 ha) total for a non-linear improvement or more than 3 acres/ mile (0.75 ha/km) for a linear improvement (See Checklist Item 24) N/A ☒ A ☐

- Requires substantial changes in access, access control, or travel patterns N/A ☒ A ☐

- Requires a temporary road, Detour or ramp closure, unless the use of such facilities satisfies the conditions discussed in Section 23 1.05(a) N/A ☒ A ☐

- Exceeds the Illinois Department of Natural Resources (IDNR) threshold for an increase in 100-year water surface elevation, or has potential for a "significant encroachment" in floodplains, as defined in Executive Order 11988 (See section 26-7 and Checklist Item 14) N/A ☒ A ☐

- Requires the preparation of a Biological Assessment for a Federally-Listed threatened or endangered species or their critical habitat (See Section 26-9 and Checklist Item 5) N/A ☒ A ☐ See Exhibit 8

- Involves a designated Nature Preserve, Natural Area, or Land and Water Reserve (See Checklist Items 6 and 7) N/A ☒ A ☐

- May result in a "no adverse effect" or an "adverse affect" finding for a historic or archaeological resource on or eligible for inclusion on the National Register of Historic Places (NRHP) (See Section 26-5 and Checklist Item 13) N/A ☒ A ☐

- May involve a "use" of land from a Section 4(f) resource (See Section 26-2 and Checklist Item 10) N/A ☐ A ☒ See Exhibit 12
- Has potential for controversy on environmental grounds as determined by FHWA, or inconsistency with Federal, State, or local requirements relating to the environment or planning N/A ☐ A ☒ See Exhibit 5

2. CE II Projects – Additional Indicators of Potential for Unusual Circumstances.

In addition to the preceding factors, evaluate the following indicators of potential for unusual circumstance for any action proposed as a CE II:

- Involves business and/or residential displacement(s)/relocations(s) N/A ☒ A ☐
- May cause economic impacts N/A ☒ A ☐
- May cause change(s) in land use and economic development N/A ☒ A ☐
- May affect community cohesion N/A ☒ A ☐
- May affect public facilities and services N/A ☒ A ☐
- May involve impacts under Title VI and/or to other protected groups N/A ☒ A ☐
- May involve Environmental Justice issues N/A ☒ A ☐
- Involves impacts to pedestrian and/or bicycle facilities N/A ☐ A ☒ See Section 1.M
- Involves work within an air quality Nonattainment or maintenance area (See Sections 26-11 and 26-12 and Checklist Items 27 and 28) N/A ☒ A ☐

- May require analysis of Mobile Source Air Toxics (See Section 26-13 and Checklist Item 30) N/A ☒ A ☐

> *This project is of a type qualifying as a categorical exclusion (CE II) under 23 CFR 771.117(c), or exempt under the Clean Air Act conformity rule under 40 CFR 93.126, and, as such, a Mobile Source Air Toxics analysis is not required.*

- May require Microscale CO Analysis (See Section 26-14 and Checklist Item 29) N/A ☒ A ☐ See BDE 26-14.03(c)

> "The COSIM Pre-Screen feature may be used to provide documentation that a project is exempt from a project-level CO air quality analysis. Specifically, a project is exempt if the highest design-year approach-volume on the busiest leg of the intersection is less than 5,000 vph or 62,500 ADT." The highest ADT on any leg of IL Route 13 at any intersection is 30,300. The project is exempt from the Microscale CO Analysis.

- May cause a highway traffic noise impact (See Section 2-6 and Checklist Item 26) N/A ☐ A ☒ Noise Report(06/30/2015)

- May involve other natural resource Impacts (See Sections 26-15, 26-16, 26-17, and 26-18) N/A ☐ A ☒ See Exhibit 8

- May involve impacts to surface water and/or groundwater resources/quality (See Sections 26-19, 26-21, and 26-22 and Checklist Items 17, 20, 21 and 23) N/A ☒ A ☐

- May involve impacts to wetlands (See Section 26-8 and Checklist Items 15 and 16) N/A ☐ A ☒ See Exhibit 8

- May involve special waste Sites (See Section 27-3 and Checklist Items 31 and 32) N/A ☐ A ☒ See PESA #2776

- May involve conversion of Section 6(f) land (See Sections 26-3 And Checklist Item 11) or OSLAD land (See Section 26-4 and Checklist Item 12) N/A ☒ A ☐

ENVIRONMENTAL ISSUES

3. Environmental and Cultural Surveys (See Chapter 27).

Required for all projects that would involve acquisition of additional right-of-way or easements (temporary or permanent), require any in-stream work or a drainage structure runaround, or that would potentially affect a recognized Illinois Natural Area Inventory Site or dedicated Illinois Nature Preserve, a wetland, or a location where a State- or Federal-listed species is known to occur. The surveys are initiated in response to submittal of an Environmental Survey Request to BDE.

Environmental and Cultural Surveys	N/A ☐ A ☒	See Exhibit 8

4. State Endangered Species Act Compliance (See Sections 26-9 and 27-1).

Consultation with IDNR is required for projects that will jeopardize the continued existence of a State listed species or have an adverse impact on its designated habitat. The consultation is done through the Environmental Survey Process (See Section 27-1).

Project exempt from ESR submittal	N/A ☒ A ☐	
BDE Biological Sign-off	N/A ☒ A ☐	
EcoCAT	N/A ☒ A ☐	
Biological Resource Review Memorandum and IDNR Response	N/A ☒ A ☐	
Commitments	N/A ☒ A ☐	
Incidental Take Authorization	N/A ☒ A ☐	

5. Federal Endangered Species Act Compliance (See Section 26-9).

Coordination with the US Fish and Wildlife Service (USFWS) is required when a project "may affect" a Federally listed species or critical habitat. The early coordination is done through the Environmental Survey Process.

BDE Biological Sign-off	N/A ☒ A ☐	
Biological Resource Review & USFWS Response	N/A ☐ A ☒	See Exhibit 8
Commitments	N/A ☐ A ☒	See Exhbit 11
Biological Assessment and Biological Opinion	N/A ☒ A ☐	See Exhibit 8
Conservation Measures	N/A ☒ A ☐	

6. Natural Areas and Land and Water Reserves (See Sections 26-9 and 26-19).

Consultation with the IDNR is required when a project is likely to result in the adverse modification of a natural area or when an action will disrupt natural vegetation or natural communities on a Land and Water Reserve. Coordination with the IDNR is accomplished through the Environmental Survey Process. For impacts to a Land and Water Reserve, a finding is required by the Nature Preserves Commission that the action is in the public interest.

Project Impacts a Natural Area of Land and Water Reserve	N/A ☒ A ☐
Biological Resource Review Memorandum and IDNR Response	N/A ☒ A ☐
Land and Water Reserves Finding	N/A ☒ A ☐
Commitments/Mitigation	N/A ☒ A ☐

7. Natures Preserves

It is the public policy of the State to avoid the planning of any action that would adversely affect a Nature Preserve. Coordination with the Illinois Nature Preserves Commission is required for projects that have the potential to affect nature Preserves.

Project involves a Nature Preserve	N/A ☒ A ☐
Coordination with the Nature Preserves Commission	N/A ☒ A ☐
Commitments	N/A ☒ A ☐

8. Tree, Forest, Savanna, and Prairie Resources (See Section 26-16).

Coordination with IDNR is required for projects that would bisect or fragment a 20-acre (8 ha) or greater block of trees not associated with a stream corridor or involve the loss of woody riparian habitat within a stream corridor. Coordination with IDNR is also required for native prairie/savannas of any size that occur on or adjacent to highway right-of-way. Coordination with IDNR is accomplished through the Environmental Survey Process. Impacts to trees in the urban/suburban environment should be coordinated with a community's urban forester or other appropriate officials (See Section 26-16 and Departmental Policy D&E-18).

Project Impacts areas of forest larger than 20 acres (8 ha) in size	N/A ☒ A ☐

Project impacts the woody riparian corridor of a stream	N/A ☒ A ☐
Project involves tree removal in the urban/suburban area	N/A ☒ A ☐
Project involves prairie or savanna areas	N/A ☒ A ☐
Biological Resource Review Memorandum and IDNR Response	N/A ☒ A ☐
Tree Assessment Report And Community response	N/A ☒ A ☐
Commitments	N/A ☒ A ☐
Mitigation	N/A ☒ A ☐

9. Coordination with USFS/USFWS for Federal Lands (See Section 22-5).

Required for involvement with Federal Lands (e.g., Shawnee National Forest, Midewin National Tallgrass Prairie).

USFS/USFWS Response re: Federal Lands	N/A ☐ A ☒ See Exhibit 12

10. Section 4(f) Evaluation (See Section 26-2).

Required for Federally funded or approved projects that would use land from a significant publicly owned public park, recreation area or wildlife and waterfowl refuge, or any land from a significant historic site. Section 4(f) Evaluations are approved by FHWA.

FHWA confirms the property and the proposed use are subject to Section 4(f)	N/A ☐ A ☒ See Exhibit 12
Proposed use qualifies for a *de minimis* impact determination	N/A ☐ A ☒ See Exhibit 12
Proposed use qualifies for a programmatic evaluation	N/A ☒ A ☐
Proposed use requires an individual Section 4(f) evaluation	N/A ☒ A ☐ See Exhibit 12

11. Section 6(f) Land Conversion Request (See Section 26-3).

Required when lands that have Land and Water Conservation (LAWCON) funds involved in their purchase or development will be converted to other than public outdoor recreation uses.

National Park Service (NPS)/IDNR
Section 6(f) Land Conversion Approval N/A ☒ A ☐

12. OSLAD Land Conversion Request (See Section 26-4).

Required when lands that have Open Space Land Acquisition and Development (OSLAD) funds involved in their purchase or development will be converted to other than public outdoor recreational uses.
IDNR OSLAD Land Conversion Approval N/A ☒ A ☐

13. Historic Act Compliance (See Section 26-5).

Coordination with the Illinois State Historic Preservation Officer is required for Federal and/or State funded projects that may affect properties included in or eligible for inclusion in the NRHP. Identification of properties on or eligible for the NRHP generally is accomplished through the Environmental Survey Process.

Archaeological Resource(s) N/A ☒ A ☐

Historic Building(s) N/A ☒ A ☐

Historic Bridge(s) N/A ☒ A ☐

Historic District(s) N/A ☒ A ☐

BDE Cultural Resources Clearance N/A ☐ A ☒ See Exhibit 8

SHPO Clearance N/A ☐ A ☒ See Exhibit 8
Commitments N/A ☒ A ☐

Memorandum of Agreement N/A ☒ A ☐

14. Floodplain Encroachment Studies (See Section 26-7 of *BDE Manual* and Section 3-004 of the *IDOT Drainage Manual*).

Required for Federal or State funded projects that would involve encroachments in floodplains or that would otherwise affect base (100-year) floodplains.

Project occurs in the 100-year floodplain N/A ☐ A ☒ Transverse Encroachment

Floodplain Encroachment Studies N/A ☒ A ☐

15. Wetlands Analyses and Compensation (See Section 26-8).

Required for any project that affects wetlands. Wetlands are identified, and necessary analyses are accomplished and coordinated, through the Environmental Survey Process.

Wetlands identified in the project area	N/A ☐	A ☒	8/19/13, 6/24/14
Project affects wetlands	N/A ☐	A ☒	See Exhibit 8
Programmatic Review Action	N/A ☐	A ☒	See PMA 2/6/15
Standard Review Action	N/A ☒	A ☐	
Results of IDNR and USFWS Coordination	N/A ☐	A ☒	See Exhibit 8, 12
Wetland Impact Evaluation Form	N/A ☐	A ☒	See Exhibit 8
Commitments	N/A ☐	A ☒	WIE 1/15/15, LOU 6/3/15
Mitigation	N/A ☐	A ☒	WIE 1/15/15, LOU 6/3/15
Wetland Compensation Plan	N/A ☐	A ☒	PMA 2/6/15

16. Wetlands Finding (See Section 26-8.05(e)).

Required for Federally-funded/regulated projects determined to have no practicable alternatives that avoid construction in wetlands.

Project involves unavoidable wetland impacts	N/A ☐	A ☒	See Exhibit 13

17. Streams and Aquatic Habitat (See Section 26-19).

Early coordination with the appropriate agency or agencies is required for all projects that involve work within the stream banks that modifies or otherwise affects the streambed or stream banks. Examples include cofferdams, riprap, construction haul roads, work pads, abutment construction, pier placement and/or removal, bank clearing and excavation, channel excavation, channel change, weir construction, scour repair, and other similar activities. Early coordination with IDNR/USFWS is accomplished through the Environmental Survey Process. The Corps of Engineers may require mitigation for some types of construction activities (such as channel changes, removal of riparian habitat, etc.). Though permitting is a phase II activity, the phase I engineering report can lay the fountain for a quick and successful permitting effort by including appropriate information for the designer.

Project affects stream classified as navigable	N/A ☒ A ☐
Project affects stream designated as a Biologically Significant Stream	N/A ☒ A ☐
Project affects stream rated as "A" or "B" for Diversity or Integrity	N/A ☒ A ☐
Project affects stream designated as an Illinois Natural Area	N/A ☒ A ☐
Project affects stream designated as Advanced Identification (ADID)	N/A ☒ A ☐
Project affects stream that contains endangered or threatened species	N/A ☒ A ☐
Stream Commitments	N/A ☒ A ☐
Stream Mitigation	N/A ☒ A ☐

18. Wild and Scenic Rivers Act Coordination (See Part III, Appendix C).

Required for Federally assisted projects involving construction which could affect the free-flowing characteristics of a Wild and Scenic River or river designated for study as a potential addition to the National Wild and Scenic Rivers System.

Results of coordination with IDNR and Federal agency responsible for river segment (NPS, USFWS, Bureau of Land Management (BLM) or Forest Service (FS))	N/A ☒ A ☐

19. Nationwide Rivers Inventory (NRI) (See Section 26-20).

Requires coordination with the NPS when a project has the potential for an adverse effect on a NRI stream. The identification and coordination of NRI streams is accomplished through the Environmental Survey Process. Additional coordination with BDE and NPS may be required.

Project crosses or is adjacent to a NRI stream	N/A ☒ A ☐
BDE Determination of No Effect	N/A ☒ A ☐
BDE Biological Resource Review memorandum/NPS response	N/A ☒ A ☐
Commitments	N/A ☒ A ☐

20. Impaired Streams (See Section 26-21).

Requires identification of streams that the Illinois Environmental Protection Agency (IEPA) has listed as impaired in the most recent Integrated Illinois Water Quality Report and Section 303(d) List. Also requires a determination that the project will not contribute to the causes of the stream's impairment.

Project affects stream listed as impaired N/A ☐ A ☒ See Sec. 303(d) List

Project will contribute to the impairment N/A ☒ A ☐ TSS, Mercury, PCB
Will implement erosion and siltation control measures per NPDES Permit

21. Total Maximum Daily Load (TMDL) (See Section 26-21).

Requires the identification of streams that have a draft or final TMDL. Also requires a determination that the project will not contribute to causing pollutant levels to exceed the TMDL.

Project affects stream with a draft/final TMDL N/A ☒ A ☐ See IEPA

Project will contribute to exceeding the TMDL threshold N/A ☒ A ☐

Project will comply with the TMDL N/A ☒ A ☐

22. Karst Topography (See Section 26-22).
Requires the identification of projects that occur within areas containing karst features (sinkholes, depressions, caves, and underground drainages).

Project is within a karst region N/A ☒ A ☐ See BDE 26-22

> "Karst topography is a landscape characterized by sinkholes, depressions, caves, and underground drainage, generally underlain by soluble rocks (e.g., limestone, dolomite). Most karst topography is restricted to northwestern Illinois (Jo Daviess and Carroll Counties), western Illinois (Adams, Pike, and Calhoun Counties), and southwestern Illinois (Madison, St. Clair, Monroe, and Randolph Counties). Projects occurring within these counties should be surveyed for karst features."

Project affects karst feature(s) N/A ☒ A ☐

Measures to minimize impacts to karst feature(s) N/A ☒ A ☐

Commitments N/A ☒ A ☐

23. Special Resource Groundwater (See Section 26-22).

Projects within the groundwater recharge area of a designated Special Resource Groundwater must be coordinated with IDNR. These designated areas are identified through the Environmental Survey Process.

Project occurs within a designated Special Resource Groundwater recharge area	N/A ☒ A ☐	See PESA #2776
Biological Resource Review Memorandum/IDNR Response	N/A ☒ A ☐	
Commitments	N/A ☒ A ☐	

24. Federal AD1006 Form for Evaluation of Farmland Conversion Impacts (See Section 26-10).

Required for Federally funded or approved projects that require additional right-of-way outside of any corporate limits and the proposed acquisition exceeds 3 acres/mile (0.75 ha/km) (total acquisition divided by project length) or total acquisition for spot improvements exceeds 10 acres (4 ha) (includes bridges, intersections, rest areas, and weigh stations).

AD1006 Form	N/A ☒ A ☐	New ROW <3 ac/mi

25. State Farmland Preservation Act Compliance (See Section 26-10).

Required for State highway and bridge projects funded in whole or in part with State funds that require additional right-of-way outside any corporate limits and involve either or both of the following conditions:

- right-of-way acquisition exceeds 3 acres/mile (0.75 ha/km) (total acquisition divided by project length) or 10 acres (4 ha) total for a non-linear (spot) improvement including bridges, intersections, rest areas, and weigh stations; and/or
- the proposed improvement includes one or more alternate alignments in which the proposed right-of-way diverges from, and is not contiguous to the existing right-ofway.

Response from Illinois Department of Agriculture (IDOA)	N/A ☒ A ☐	ROW <3ac/mi, contiguous

26. Noise Analyses (Including Construction Noise; See Section 26-6).

Required for projects involving the construction of a highway on new location or the physical alteration of an existing highway that significantly changes either the horizontal or vertical alignment or increases the number of through-traffic lanes.

Noise Analysis	N/A ☐ A ☒	Noise Report 6/30/2015

27. Air Quality Conformity Documentation (See Section 26-11).

Required for all State highway projects funded or approved by FHWA under Title 23 USC and to "regionally significant projects" in nonattainment or maintenance areas, regardless of whether such projects are Federally funded or approved under Title 23.

Project is within a nonattainment or maintenance area N/A ☒ A ☐

Statement on Conformity N/A ☐ A ☒

No portion of this project is within a designated nonattainment or maintenance area for any of the air pollutants for which the USEPA has established standards. Accordingly, a conformity determination under 40 CFR Part 93 ("Determining Conformity of Federal Actions to State or Federal Implementation Plans") is not required.

28. Transportation Conformity Project-Level Qualitative Hot-Spot Analysis in $PM_{2.5}$ and PM_{10} Nonattainment and Maintenance Areas (See Section 26-12).

Required for Federally funded or approved projects that are an "air quality concern" in $PM_{2.5}$ and PM_{10} nonattainment and maintenance areas.

Project is within a $PM_{2.5}$ and PM_{10} nonattainment or maintenance area N/A ☒ A ☐

Project is an "air quality concern" and requires qualitative hot-spot analysis N/A ☒ A ☐

29. Microscale Carbon Monoxide (CO) Analysis (See Section 26-14).

Evaluation of the need for microscale CO analysis is required for all projects. Analysis may be necessary if the project will increase capacity, such as through the addition of through lanes or auxiliary turn lanes.

Project adds through lanes or auxiliary turning lanes N/A ☐ A ☒

Microscale CO analysis N/A ☐ A ☒

"The COSIM Pre-Screen feature may be used to provide documentation that a project is exempt from a project-level CO air quality analysis. Specifically, a project is exempt if the highest design-year approach-volume on the busiest leg of the intersection is less than 5,000 vph or 62,500 ADT." The highest ADT on any leg of IL Route 13 at any intersection is 30,300. The project is exempt from the Microscale CO Analysis.

30. Mobile Source Air Toxics (MSAT) (See Section 26-13).

The need for analyzing MSAT must be considered for all highway projects. FHWA has identified three levels of analyses, as follows:

- no analysis for projects with no potential for meaningful MSAT effects,
- qualitative analysis for projects with low potential MSAT effects, or
- quantitative analysis to differentiate alternatives for projects with higher potential

MSAT effects.

No potential for meaningful MSAT effects N/A ☐ A ☒

> *This project is of a type qualifying as a categorical exclusion (CE II) under 23 CFR 771.117(c), or exempt under the Clean Air Act conformity rule under 40 CFR 93.126, and, as such, a Mobile Source Air Toxics analysis is not required.*

MSAT qualitative analysis N/A ☒ A ☐

MSAT quantitative analysis N/A ☒ A ☐

31. Special Waste Assessment (SWA) (See Section 27-3).

Special waste screening is required for all State highway projects.

Level I or II screening	N/A ☐ A ☒	See Exhibit 8
PESA performed	N/A ☐ A ☒	PESA #2776
Recognized Environmental Condition(s) (REC) identified	N/A ☐ A ☒	PESA #2776
REC(s) involved with project	N/A ☐ A ☒	See Exhibit 8
Remedial Investigation/Feasibility Study (RI/FS) and Risk Assessment	N/A ☐ A ☒	To Be Determined
Remediation	N/A ☐ A ☒	To Be Determined

32. Validity of Special Waste Results (See Section 27-3.08).

Property audits for special waste/regulated substance contamination are only considered valid for a period of six months. Before submitting draft or final environmental documents or approving Phase I engineering documents, determine if more than six months have elapsed since the last evaluation for special waste/regulated substance contamination. If more than six months have passed, reevaluate the project area to determine if land uses have changed on areas previously identified. If so, further screening/investigations for special waste should be initiated.

More than six months have elapsed since last SWA	N/A ☐ A ☒	See Exhibit 8
New REC(s) identified	N/A ☒ A ☐	
New REC(s) involved with project	N/A ☒ A ☐	
New RI/FS and Risk Assessment	N/A ☒ A ☐	
Additional Remediation	N/A ☒ A ☐	

PERMITS AND CERTIFICATIONS

33. Section 404 Permit (See Section 28-2).

Required from the Corps of Engineers (Corps) for the discharge of dredged or fill material into waters of the United States.

Project involves discharge(s) of dredged or fill material subject to Section 404	N/A ☐ A ☒	
Discharge(s) eligible for nationwide permit	N/A ☐ A ☒	3/25/15 Minutes
Discharge(s) eligible for regional permit	N/A ☒ A ☐	
Discharge(s) require individual permit	N/A ☒ A ☐	

34. Section 401 Water Quality Certification (Section 28-2).

Required for an individual Section 404 permit, nationwide permit 23 (approved categorical exclusions), and some other regional and nationwide permits that have been conditioned.

Individual Water Quality Certification	N/A ☒ A ☐	3/25/15 Minutes

35. Section 9 Permit (See Section 28-2).

Obtained from the US Coast Guard for the construction, modification, replacement or removal of bridges or causeways affecting navigable waters of the US. Applied for by the Bureau of Bridges and Structures. Requires an individual water quality certification from IEPA.

Section 9 permit N/A ☒ A ☐

36. Section 10 Permit (See Section 28-2).

Obtained from the Corps for certain structures or work (other than bridges and causeways) affecting the navigable waters of the United States.

Section 10 permit N/A ☒ A ☐

37. Section 402 National Pollutant Discharge Elimination System (NPDES) Point Source Permit (See Section 28-2).

Required for projects (e.g., rest areas) that involve a point source discharge of pollutants into waters of the United States.

NPDES point source permit N/A ☒ A ☐

38. Section 402 NPDES Construction Permit (See Section 28-2).

Required for projects that will involve clearing, grading, and excavation activities that result in the disturbance of 1 acre (4047 m^2) or more of total land area.

NPDES construction permit N/A ☐ A ☒ NPDES Permit

39. IDNR/Office of Water Resources (OWR) Floodway Permit (See Section 28-3).

Required for construction in the floodway of identified streams serving a tributary area of 640 acres (259 hectares) or more in urban areas or 6400 acres (2590 hectares) or more in rural areas. Applied for by Bureau of Bridges and Structures (for bridges) or district (for culverts, embankments, storm sewers, or other construction within the floodplains of applicable streams and rivers).

Floodway permit N/A ☐ A ☒ Permit Pending
Applies to Crab Orchard Creek Structures

40. IDNR/OWR Public Waters Permit (See Section 28-3).

Required for construction in rivers, lakes, streams, and waterways considered "public waters." (See list of Public Bodies of Water in *IDOT Drainage Manual*.) Applied for by Bureau of Bridges and Structures (for bridges) or district (for culverts, embankments, storm sewers, or other construction affecting public waters).

Public waters permit N/A ☒ A ☐

41. IDNR/OWR Permit for Floodway Construction in Northeastern Illinois (See Section 28-3).

Required for new construction within the regulatory floodways of rivers, lakes, and streams in Cook, DuPage, Kane, Lake, McHenry and Will counties, excluding the City of Chicago.

Northeastern Illinois
floodway construction permit N/A ☒ A ☐

COORDINATION ISSUES

42. Discussion at District Coordination Meeting (See Section 22-5.03).

The environmental discussion should address the potential for unusual circumstances, the project classification (CE I, CE II, EA, EIS), the potential for significant environmental impact(s) or controversy, and the use of technical reports to determine issues of significance, as appropriate. Include the meeting minutes in the Phase I report.

See 9/25/2013 Coordination Meeting Minutes

43. Coordination with Division of Aeronautics (See Section 11-2).

Required for projects that have obstructions greater than 15 feet (4.6 m) in height or that are on a new vertical or horizontal alignment and are within 2 miles (3.2 km) of public airports, within 1 mile (1.6 km) of private airports or within 0.5 miles (800 m) of a restricted landing strip.

Response from Division of Aeronautics N/A ☒ A ☐ _

44. Coordination with Federal Aviation Administration (FAA) (See Section 11-2).

Required for publicly owned airports.

Response from FAA N/A ☒ A ☐

45. Railroad Coordination.

Required for projects involving a railroad crossing.

Response from Railroad Company N/A ☒ A ☐

46. Drainage District Coordination.

Required for projects involving in-stream work affecting a water body under the jurisdiction of a drainage district.

Response from drainage district N/A ☒ A ☐

47. Context Sensitive Solutions (CSS) Coordination (See Section 19-2).

If the project is being developed using the principles of CSS, the results of coordination and meetings for the stakeholder involvement process should be appended to the Phase I engineering report.

CSS Coordination N/A ☐ A ☒ See Exhibit 9, 10, 13

48. Other Coordination.

Examples include, but are not limited to, interested and/or affected officials, organizations local agencies and agencies with jurisdiction by law regarding a project issue.

Coordination responses N/A ☐ A ☒ See Exhibit 11, 12

OTHER ANALYSES

49. Hydraulic Analysis/Report (See 2-602 of the *IDOT Drainage Manual*).

Required for all drainage structures designed or reviewed by the central Bureau of Bridges and Structures.

Hydraulic analysis/report (See Exhibit 16) N/A ☐ A ☒

50. Crash Data and Analysis (See Section 11-2).

Required for all projects.

See Section I.C

51. Bridge Condition Report (See Chapter 39).

Required for all bridge work.

Bridge Condition Report Approval Letter N/A ☐ A ☒ See Exhibit 14

52. Pavement Design (See Chapter 54).

Required for all projects involving new construction, widening greater than 6 ft (1.8 m), with greater than 4750 yd^2 (4000 m^2) of new pavement or relocations.

Pavement Design N/A ☐ A ☒ See Exhibit 7

53. Transportation Management Plan (See Chapter 13).

Required to indicate how traffic will be maintained during reconstruction or rehabilitation.

Transportation Management Plan N/A ☒ A ☐ (Completed Phase II)

54. Geotechnical Report (See Section 11-2).

Required for projects on new alignment or new pavement over 3000 yd^2 (2500 m^2). A Structural Geotechnical Report is required for all structures requiring new foundations, (e.g., box culverts, bridges, retaining walls.

Geotechnical Report N/A ☐ A ☒ See Section II.Z

55. Mailbox Supports (See Chapters 49 and 58).

Have supports been investigated and property owners contacted? N/A ☒ A ☐

56. Bicycle Accommodations (See Chapter 17).

Have accommodations been considered and investigated? N/A ☐ A ☒ See Section II.M

57. Accessibility for the Disabled (See Chapter 58).

Required for all projects in an urban section.

Provisions for disabled access N/A ☐ A ☒ See Section II.L

58. Asbestos Determination Certification Form.

Required for all structures that may be affected by the project. If the structure has been determined to involve asbestos, place a copy of the form in the commitment file.

Asbestos Determination Form N/A ☒ A ☐

IV. COORDINATION/DOCUMENTATION

A. Public Meetings and Context Sensitive Solutions Process

A public meeting was held at John A. Logan College on September 18th. Preliminary alternates were available to view and a comment sheet was provided for suggestions.

The Context Sensitive Solutions (CSS) process was implemented for the public involvement portion of the project. A project study group (PSG) was formed with representatives from IDOT, Federal Highway, US Fish and Wildlife, the City of Carbondale, the Carbondale Bike Club, the City of Carterville, and the Southern Illinois Municipal Planning Organization (SIMPO).

A meeting was held on November 19, 2013 to introduce the PSG to the project and the CSS process. Preliminary alternates were presented and a draft purpose statement was drafted. The Stakeholder Involvement Plan was presented and a list of project stakeholders was identified by the group. The stakeholders identified were broken into groups for small group meetings.

Six small group meetings were held. The small groups consisted of representatives from Jackson County, area tourism, The US Fish and Wildlife, the village of Cambria and the bike clubs. At each meeting the process was presented and the alternates were discussed. Members of the small groups were encouraged to make comments and offer suggestions. Meeting minutes for each of these meetings can be found in the exhibits section of this report.

The second PSG meeting was held on April 21, 2014. A summary of ideas gathered during the stakeholder meetings was given. Preliminary alternates were reviewed and the group decided to remove the alternates that involved interchanges at Cambria Road, based on cost and impact to the surrounding areas. They also decided that the remaining alternates be carried forward to the next public meeting.

A second public meeting was held at John A. Logan College on May 29, 2014. Alternates were available to view and for discussion. A comment sheet was provided with a location to choose which alternate was preferable for each intersection.

The comments from the public meeting were collected and another PSG meeting was held on July 10th, 2014. The preferred alternates were presented to the group.

A third public meeting was held at John A. Logan College on September 24, 2014. The preferred alternates for each intersection as well as preliminary right–of-way needs were presented. The meeting also addressed the minor impacts to the Crab Orchard National Wildlife Refuge and the mitigation plan for those impacts.

B. Crab Orchard National Wildlife Refuge Coordination

IL 13 traverses the Crab Orchard National Wildlife Refuge and provides the primary means of access to the recreational facilities available there. Because of this important connection and shared right of way boundary the project has been extensively coordinated with the CONWR staff. CONWR staff members were included as team members in the Project Study Group and

a stakeholder meeting was dedicated specifically for discussion of issues related to the CONWR (see Exhibit 10 for meeting minutes).

In accordance with Chapter 26 (Special Environmental Analysis) of the IDOT BDE Manual, the impacts to the refuge were jointly determined by FHWA and CONWR to meet the criteria of a *De Minimis* (minimal) impact. Documentation of this joint determination is included in Exhibit 12 of this report.

The proposed impacts to the CONWR include tree removal, wetland impacts and the removal of both the boat launch north of Campground Road and the Campground Road intersection with Illinois 13. The mitigation for these impacts was closely coordinated with CONWR staff and will include tree replacement, wetland construction, improvements to the XXX boat launch and the construction of a multi-use trail and frontage road between the south legs of Greenbriar Road and Campground Road. The details of the mitigation plan are documented in a Letter of Understanding (LOU) between IDOT and the USFWS and the executed LOU is included in the Exhibit 11 of this document.

V. EXHIBITS

1. LOCATION MAP

2. TYPICAL CROSS SECTIONS

3. PHOTOGRAPHY OF EXISTING CONDITIONS

4. INTERSECTION DESIGN STUDIES AND BDE 2602 APPROVALS

5. COORDINATION MEETING MINUTES

6. ACCIDENT DATA

7. PAVEMENT DESIGN APPROVAL

8. ENVIRONMENTAL DOCUMENTATION

9. STAKEHOLDER INVOLVEMENT PLAN

10. PROJECT STUDY GROUP AND STAKEHOLDER MEETING MINUTES

11. CRAB ORCHARD NATIONAL WILDLIFE REFUGE LETTER OF UNDERSTANDING

12. DE MINIMUS DOCUMENTATION

13. PUBLIC MEETING HANDOUTS AND COMMENTS

14. BRIDGE CONDITION REPORT APPROVAL MEMOS

15. DESIGN CRITERIA CHECKLIST BDE 3108

16. HYDRAULIC REPORT APPROVAL

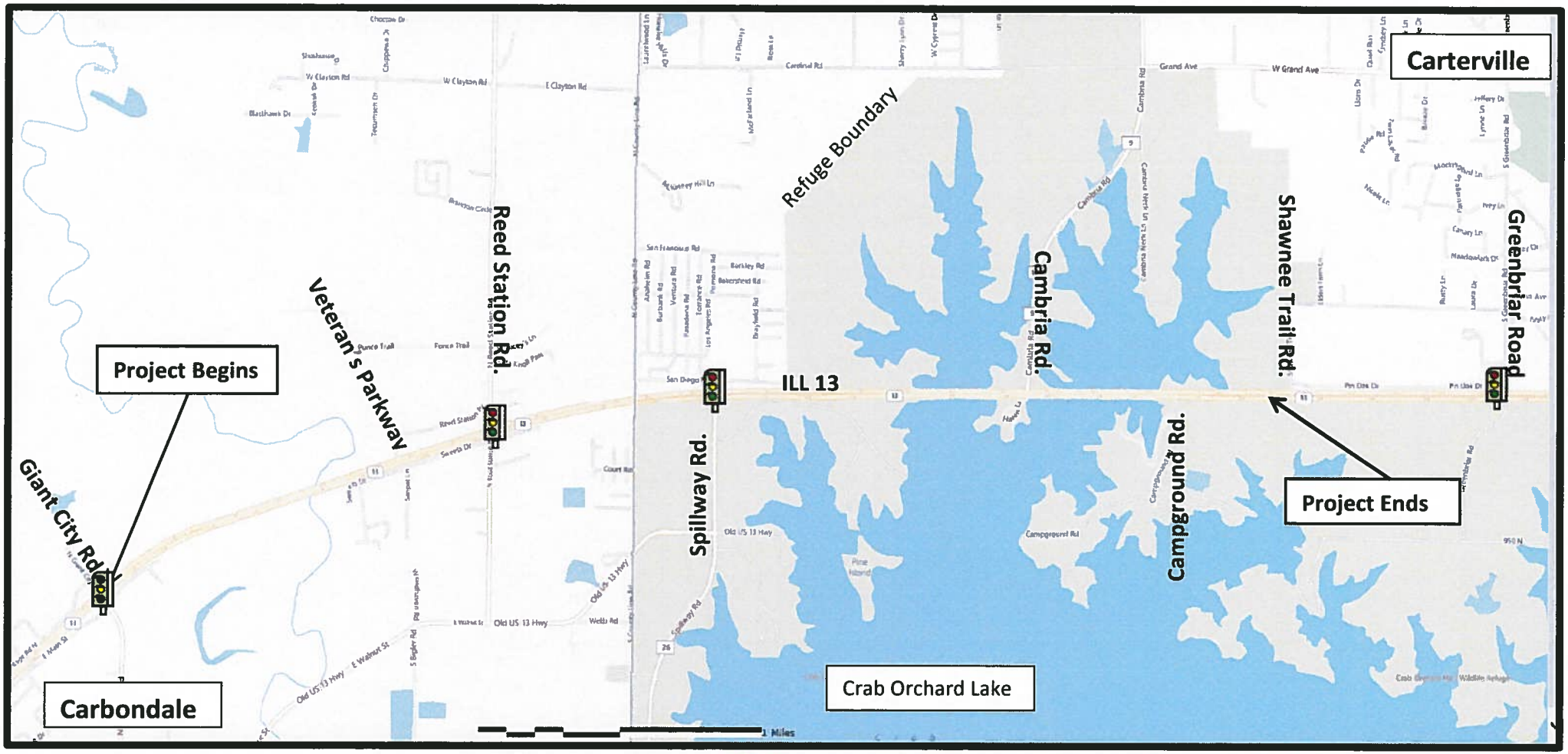
17. PHASE ONE COST ESTIMATE

18. DESIGN EXCEPTION FORM BDE 2600

EXHIBIT 1

LOCATION MAP

PROJECT LOCATION MAP



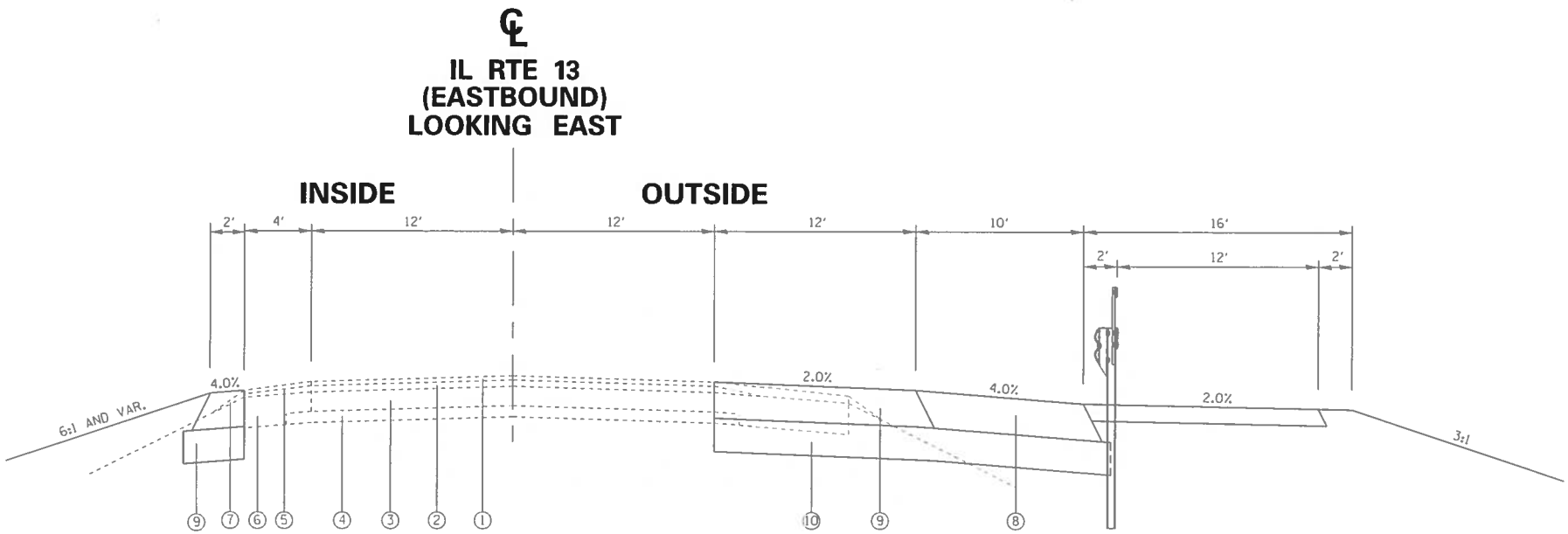
ILLINOIS ROUTE 13 IMPROVEMENTS – GIANT CITY ROAD TO SHAWNEE TRAIL ROAD

JACKSON & WILLIAMSON COUNTIES

EXHIBIT 2

TYPICAL CROSS SECTIONS

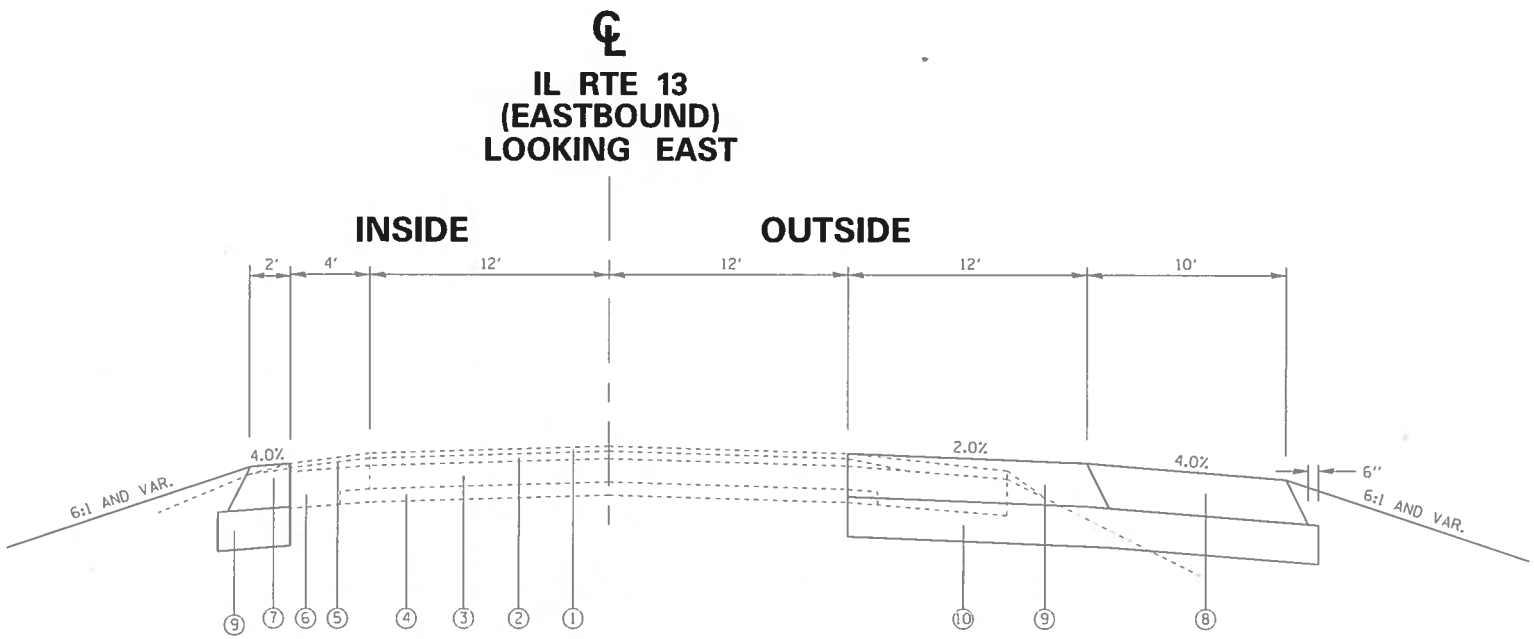
TYPICAL SECTION



TO BE USED IN AREAS WHERE BIKE PATH IS ADJACENT TO THE SHOULDER

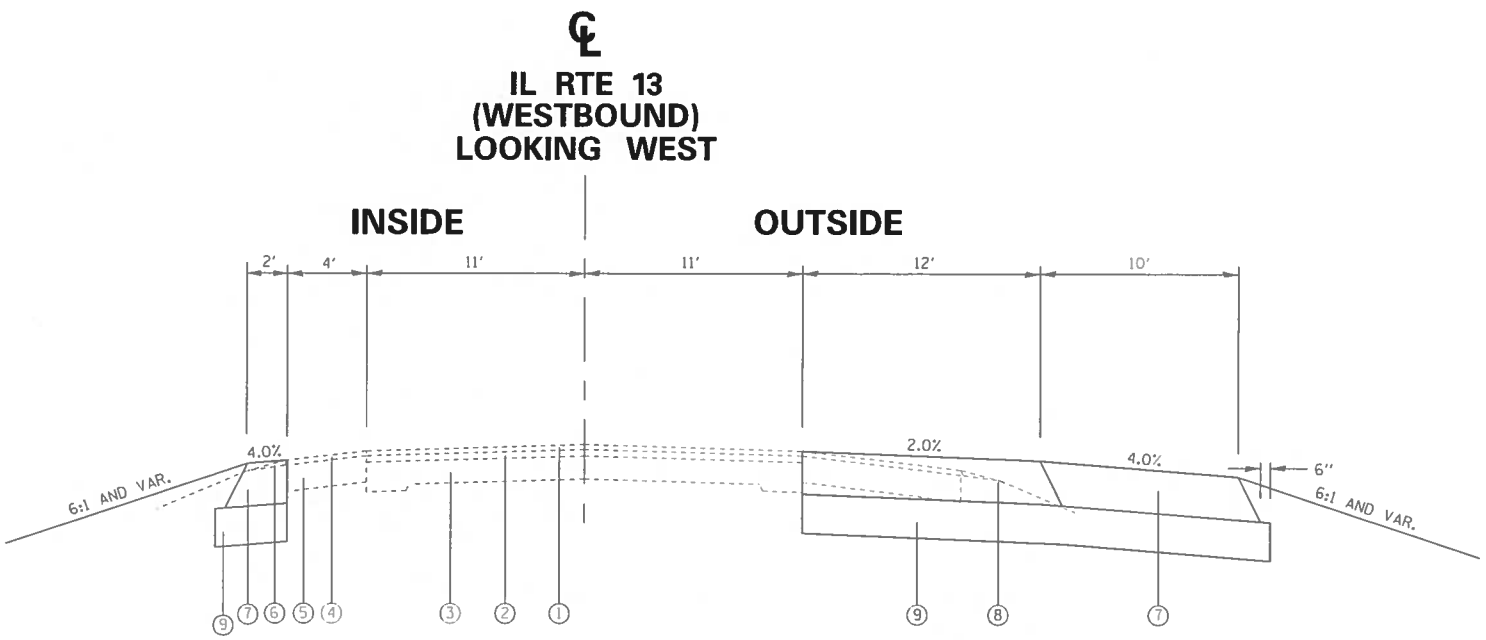
1. EXISTING BITUMINOUS SURFACE COURSE 1 1/2"
2. EXISTING BITUMINOUS BINDER COURSE 2 1/4"
3. EXISTING CONCRETE PAVEMENT, 7" CRC
4. EXISTING SUB-BASE GRANULAR MATERIAL, 4"
5. EXISTING BITUMINOUS SHOULDERS, VARIBALE THICKNESS
6. EXISTING STABILIZED SHOULDER, 11"
7. EXISTING AGGREGATE SHOULDERS, TYPE B
8. PROPOSED HOT-MIX ASPHALT SHOULDERS, 13"
9. PROPOSED HOT-MIX ASPHALT PAVEMENT, 13"
10. PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE A, 12"

TYPICAL SECTION



1. EXISTING BITUMINOUS SURFACE COURSE 1 1/2"
2. EXISTING BITUMINOUS BINDER COURSE 2 1/4"
3. EXISTING CONCRETE PAVEMENT, 7" CRC
4. EXISTING SUB-BASE GRANULAR MATERIAL, 4"
5. EXISTING BITUMINOUS SHOULDERS, VARIBALE THICKNESS
6. EXISTING STABILIZED SHOULDER, 11"
7. EXISTING AGGREGATE SHOULDERS, TYPE B
8. PROPOSED HOT-MIX ASPHALT SHOULDERS, 13"
9. PROPOSED HOT-MIX ASPHALT PAVEMENT, 13"
10. PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE A, 12"

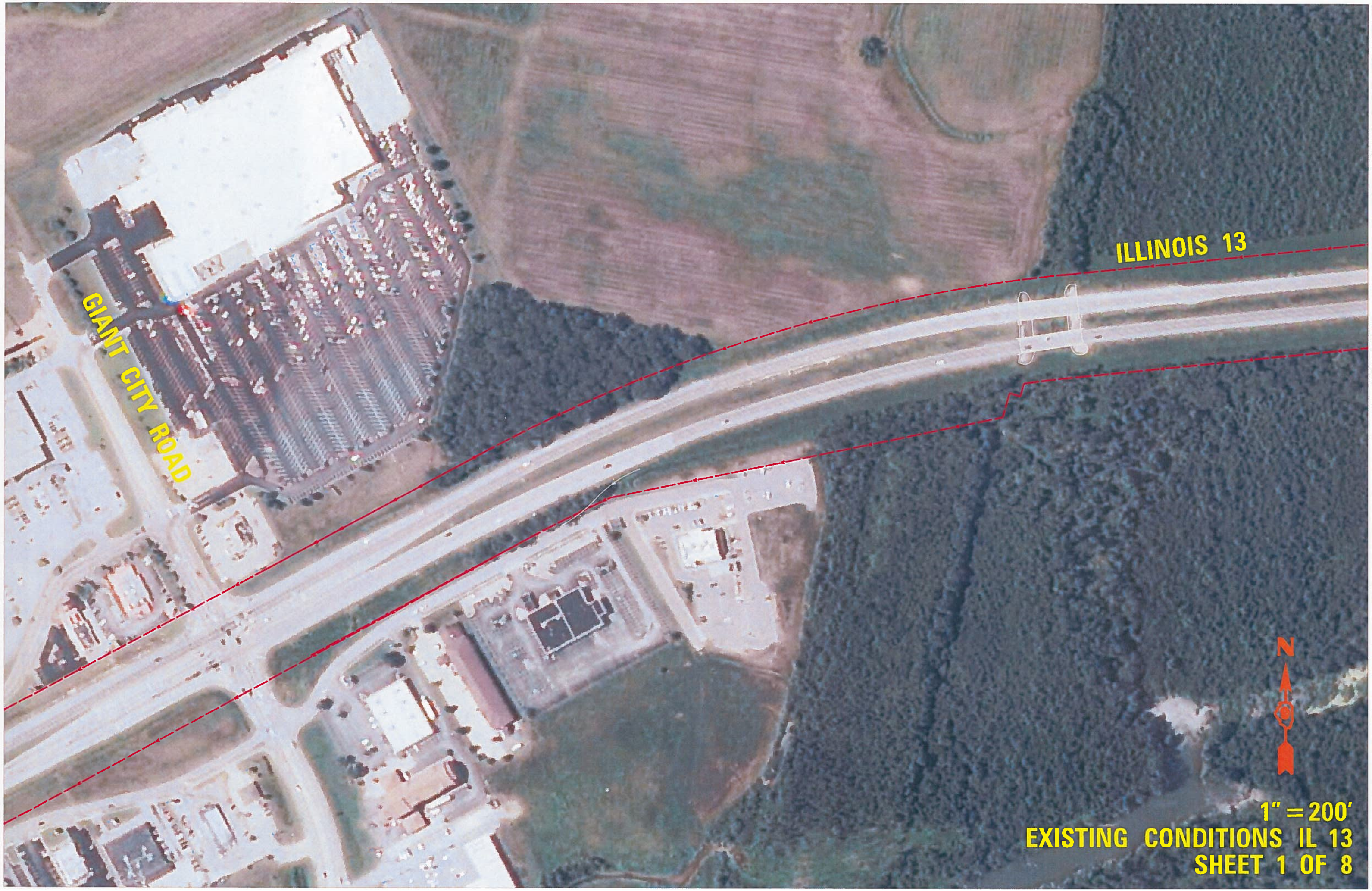
TYPICAL SECTION



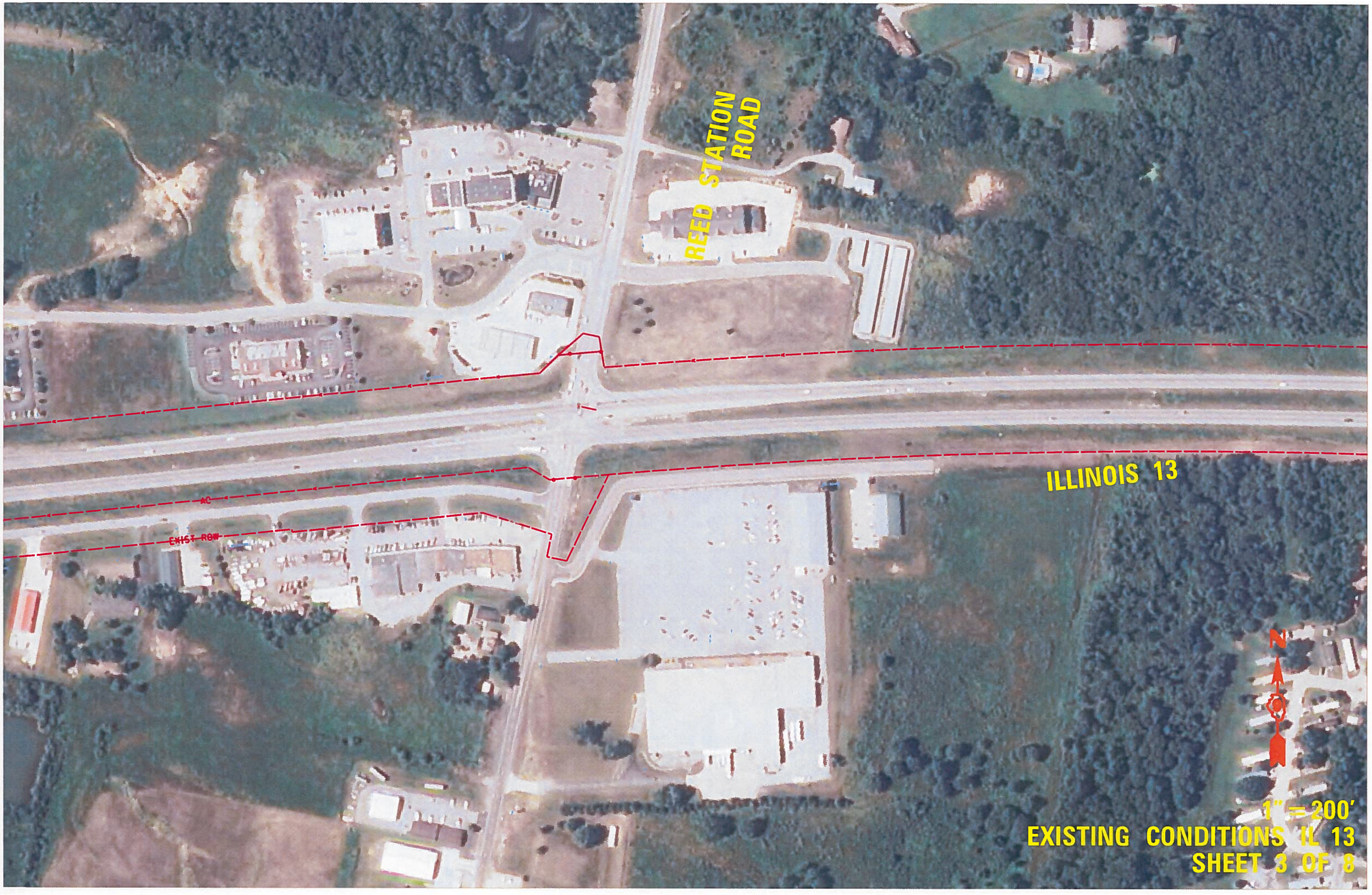
1. EXISTING BITUMINOUS SURFACE COURSE 1 1/2"
2. EXISTING BITUMINOUS BINDER COURSE
3. EXISTING PORTLAND CEMENT CONCRETE PAVEMENT, 7"
4. EXISTING BITUMINOUS SHOULDERS, 1 1/2"
5. EXISTING STABILIZED SHOULDER, 8"
6. EXISTING AGGREGATE SHOULDERS, TYPE B
7. PROPOSED HOT-MIX ASPHALT SHOULDERS, 13"
8. PROPOSED HOT-MIX ASPHALT PAVEMENT, 13"
9. PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE A, 12"

EXHIBIT 3

PHOTOGRAPHY OF EXISTING CONDITIONS

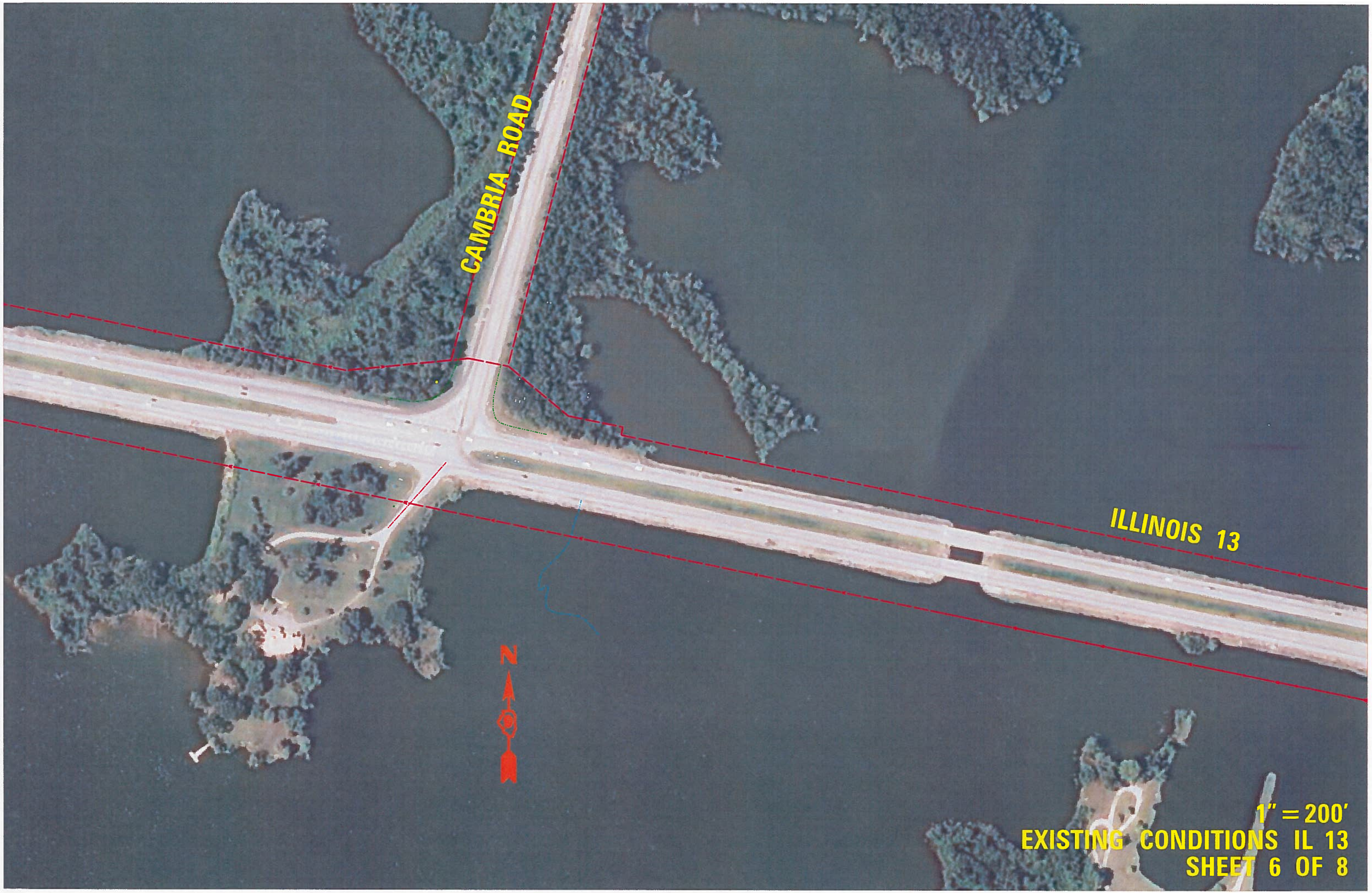

ILLINOIS 13
GIANT CITY ROAD
N
1" = 200'
EXISTING CONDITIONS IL 13
SHEET 1 OF 8

ILLINOIS 13
VETERANS PARKWAY
N
1" = 200'
EXISTING CONDITIONS IL 13
SHEET 2 OF 8


REED STATION ROAD
ILLINOIS 13
AC
EXIST ROW
N
1" = 200'
EXISTING CONDITIONS IL 13
SHEET 3 OF 8

ILLINOIS 13
SPILLWAY ROAD
N
1" = 200'
EXISTING CONDITIONS IL 13
SHEET 4 OF 8

ILLINOIS 13
N
1" = 200'
EXISTING CONDITIONS IL 13
SHEET 5 OF 8


CAMBRIA ROAD
ILLINOIS 13
N
1" = 200'
EXISTING CONDITIONS IL 13
SHEET 6 OF 8

EXISTING CONDITIONS IL 13
SHEET 7 OF 8

EAST ROW
AC
ILLINOIS 13
GREENBRIAR ROAD
GREENBRIAR ROAD
N
1" = 200'
EXISTING CONDITIONS IL 13
SHEET 8 OF 8

EXHIBIT 4

INTERSECTION DESIGN STUDIES AND BDE 2602 APPROVALS

Illinois Department of Transportation

District Approval of Geometric Design

Geometric Copy # _____ District 9 Consultant _____

Type of Design: Intersection Design Study ☒ Interchange Design Study ☐

Interchange Type Study ☐ Other _____

Route FAP 331 Street Illinois 13 Marked _____

Intersecting Route FAU 9732 Street Reed Station Road, Veterans Parkway Marked _____

Contract # 78295 State Job # D-99-019-12 Section (5-3)R-1,N-1,B-5,BR-1,B-6,BR-2

Counties Jackson Municipalities City of Carbondale

Local Agency _____ LRS Section # _____

Permit Applicant _____ Permit # _____

Brief Project Description: Add third lane on Illinois 13 EB and WB, EB dual lefts at Reed Station, modifiy existing SW frontage road (Sweets Drive) to right in/right out. Add new frontage road south *

Engineer Initials sp Date Approved by Qualified Engineer/Unit 5/6/15

Date Information Copy Received _____

Comments: on Reed Station. Construct auxiliary lane WB between Reed Station Road and Veterans Parkway. Reconstruct Veterans Parkway to accommodate third lane.

Illinois Department of Transportation

District Approval of Geometric Design

Geometric Copy # _____ District 9 Consultant _____

Type of Design: Intersection Design Study ☒ Interchange Design Study ☐

Interchange Type Study ☐ Other _____

Route FAP 331 Street Illinois 13 Marked _____

Intersecting Route FAS 1901 Street Spillway Road Marked _____

Contract # 78372 State Job # D-99-041-13 Section (1-4)R-4,N-6,TS-5

Counties Williamson Municipalities _____

Local Agency _____ LRS Section # _____

Permit Applicant _____ Permit # _____

Brief Project Description Add third lane on Illinois 13 EB and WB, modiify radii, add shared path crossing on south leg

Engineer Initials sp Date Approved by Qualified Engineer/Unit 12/18/14

Date Information Copy Received _____

Comments _____

Illinois Department of Transportation

District Approval of Geometric Design

Geometric Copy # _____ District 9 Consultant _____

Type of Design: Intersection Design Study ☒ Interchange Design Study ☐

Interchange Type Study ☐ Other _____

Route FAP 331 Street Illinois 13 Marked _____

Intersecting Route FAS 907 Street Cambria Road Marked _____

Contract # 78373 State Job # D-99-041-13 Section (1-4)R-5,B-1,B-2,B-3,B-4

Counties Williamson Municipalities _____

Local Agency _____ LRS Section # _____

Permit Applicant _____ Permit # _____

Brief Project Description: Add third lane on Illinois 13 EB and WB, conversion of intersection to a continuous green T intersection (super T)

Engineer Initials sp Date Approved by Qualified Engineer/Unit 4/16/15

Date Information Copy Received _____

Comments _____

Illinois Department of Transportation

District Approval of Geometric Design

Geometric Copy # _____ District 9 Consultant _____

Type of Design: Intersection Design Study ☒ Interchange Design Study ☐

Interchange Type Study ☐ Other _____

Route FAP 331 Street Illinois 13 Marked _____

Intersecting Route OR 100/CS 7060 Street Greenbriar Road Marked _____

Contract # 78452 State Job # D-99-012-15 Section (1-4)R-6

Counties Williamson Municipalities _____

Local Agency _____ LRS Section # _____

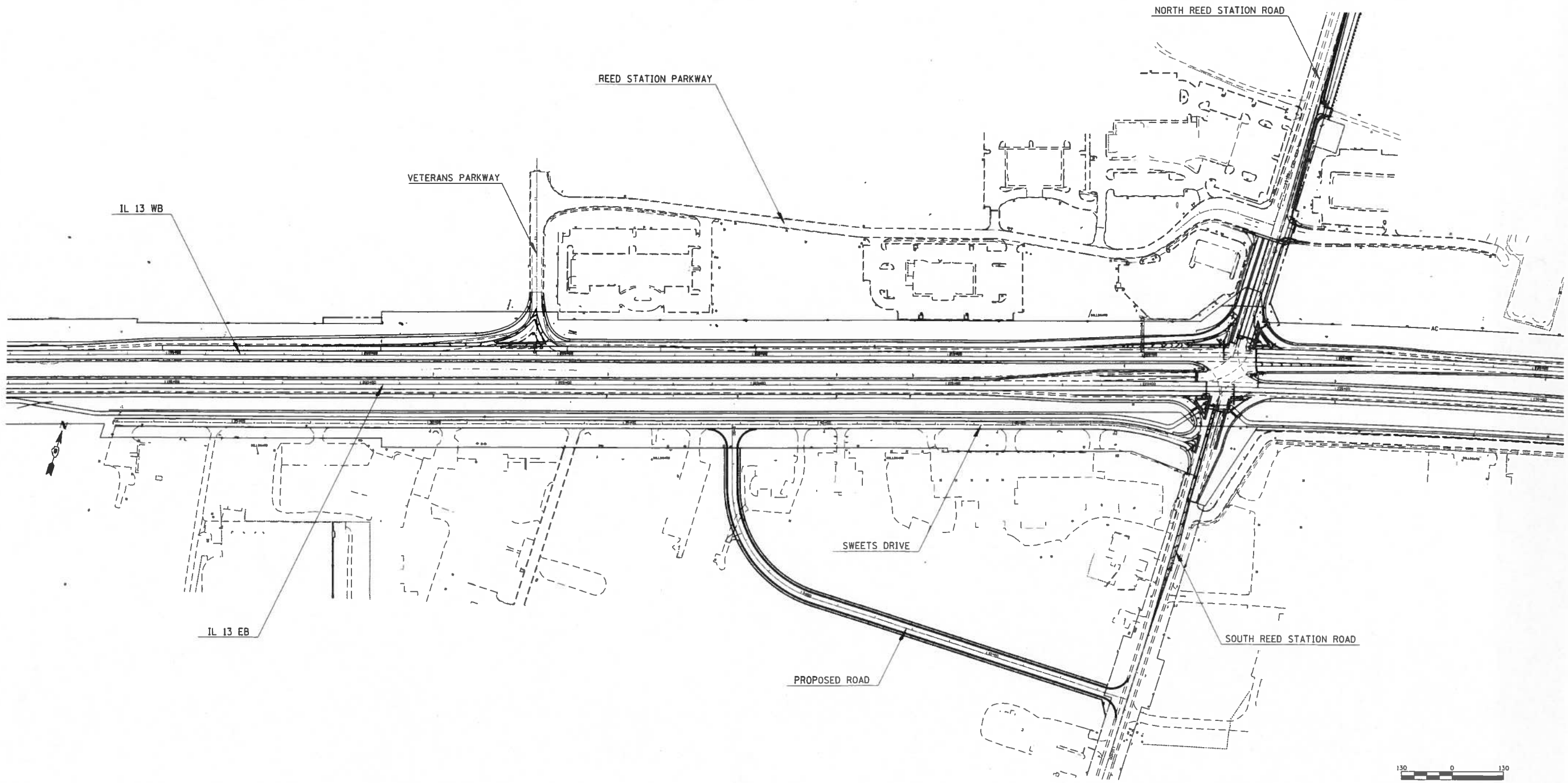
Permit Applicant _____ Permit # _____

Brief Project Description: modification of south leg to accommodate new frontage road between Campground Road and South Greenbriar Road

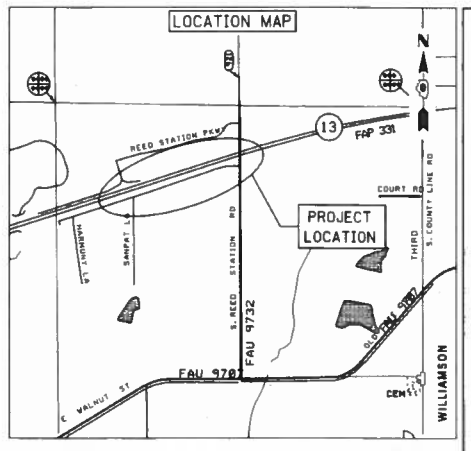
Engineer Initials sp Date Approved by Qualified Engineer/Unit 4/16/15

Date Information Copy Received _____

Comments _____



OVERVIEW MAP
IL 13 & REED STATION ROAD
IL 13 & VETERANS PARKWAY



INTERSECTION DESIGN STUDY

FAP ROUTE 331 (ILLINOIS 13
WITH
FAU ROUTE 9732 (REED STATION ROAD)

SEC. NO. (5-3)R-1,N-1,B-5, BR-1,B-6,BR-2 PROJ. NO. _____

OVERVIEW NOT TO SCALE COUNTY JACKSON

SJN : D-99-019-12 REV. NO. ___
CONTRACT NO. 78295

DESIGNED BY SUSAN POE DATE 4/24/2015

SATISFACTORY [signature] 5/6/15
DISTRICT GEOMETRICS ENGINEER DATE

SATISFACTORY [signature] 5/18/15
DISTRICT STUDIES AND PLANS ENGINEER DATE

SATISFACTORY [signature] 5/18/15
DISTRICT PROGRAM DEVELOPMENT ENGINEER DATE

SATISFACTORY [signature] 5/20/15
DISTRICT OPERATIONS ENGINEER DATE

APPROVED [signature] 6/10/15
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER DATE

CADD FILE NAME : ( ) I.D.S. SHEET 1 OF 11

PLOT DATE = 5/4/2015
FILE NAME = pw:\\IL004EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 9\Projects\ss2_13-shawnee-giant\78295\CADData\Design\12-18-14reed
PLOT SCALE = 130.0000 ' / in.
USER NAME = poesl

SIGNALIZED CAPACITY DESIGN ANALYSIS

PROGRAM USED: HCS 2010 , VERSION: 6.65 SIGNAL TYPE: SEMI ACTUATED AREA TYPE: NON-CBD
NUMBER OF PHASES: (A.M.) 4 (P.M.) 4 CYCLE LENGTH: (A.M.) 80 SEC. (P.M.) 80 SEC. PEAK HOUR FACTOR: 0.95
INTERSECTION DELAY/LEVEL-OF-SERVICE A.M. 17.2 SECONDS LOS B P.M. 19.1 SECONDS LOS B

APPROACH		A-SOUTHBOUND			B-NORTHBOUND			C-EASTBOUND			D-WESTBOUND		
LANE GROUP		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
NUMBER OF LANES		1	1	1	1	1	1	2	3	1	1	3	1
2036 30TH MAX. HOUR TRAFFIC (veh/h)	A.M.	117	73	281	102	47	44	195	1311	89	68	2244	98
	P.M.	104	67	215	119	102	102	320	2295	114	54	1745	133
BASE SATURATION FLOW RATE (veh/h)		1900	2000	1900	1900	2000	1900	3800	6000	1900	1900	6000	1900
LANE WIDTH (FT)		12	12	12	12	12	12	12	12	12	12	12	12
VOLUME OF RIGHT TURN ON RED (veh/h)		A.M. FREE		P.M. FREE	A.M. 0		P.M. 0	A.M. 0		P.M. 0	A.M. 0		P.M. 0
PEDESTRIANS/HOUR (ped/h)		A.M. 0		P.M. 0	A.M. 0		P.M. 0	A.M. 0		P.M. 0	A.M. 0		P.M. 0
ARRIVAL TYPE		3			3			3			3		
LANE UTILIZATION ADJ. FACTOR		1.0	1.0	1.0	1.0	1.0	1.0	.971	.908	1.0	1.0	.908	1.0
GREEN TIME (SECONDS)	A.M.	12.9	12.9	FREE	12.9	12.9	12.9	10.8	47.3	47.3	4.3	47.3	44.3
	P.M.	14.7	14.7	FREE	14.7	14.7	14.7	10.8	46.5	46.5	3.4	39.1	39.1
GREEN RATIO (g/C)	A.M.	0.16	0.16		0.16	0.16	0.16	0.09	0.59	0.59	0.05	0.55	0.55
	P.M.	0.18	0.18		0.18	0.18	0.18	0.13	0.58	0.58	0.04	0.49	0.49
CAPACITY (c)	A.M.	276	308		255	314	248	314	3094	923	94	2900	857
	P.M.	262	350		291	357	282	462	3039	907	74	2558	756
v/c RATIO (X)	A.M.	0.446	0.250		0.420	0.158	0.187	0.655	0.446	0.101	0.762	0.815	0.120
	P.M.	0.417	0.201		0.431	0.301	0.380	0.729	0.795	0.132	0.773	0.718	0.185
STORAGE QUEUE (FEET OR VEHICLES)	A.M.	102.5	57.5		90	37.5	35	87.5	175	30	75	395	37.5
	P.M.	92.5	50		102.5	80	82.5	142.5	377.5	40	62.5	322.5	62.5
LANE GROUP DELAY(SECONDS)	A.M.	34.2	29.9		34.8	29.2	29.5	37.5	9.6	7.4	49.3	17.2	8.8
	P.M.	34.2	28.1		33.2	28.9	29.9	35.5	15.3	7.9	53.6	17.9	12.1
LANE GROUP LEVEL-OF-SERVICE	A.M.	C	C		C	C	C	D	A	A	D	B	A
	P.M.	C	C		C	C	C	D	B	A	D	B	B
APPROACH DELAY (SECONDS/VEHICLE)	A.M.	32.6			32.2			12.9			17.7		
	P.M.	31.8			30.8			19.1			18.5		
APPROACH LEVEL-OF-SERVICE	A.M.	C			C			B			B		
	P.M.	C			C			B			B		

PHASING DIAGRAM

MOVEMENT	IL 13	IL 13	IL 13	REED
AM	4.3(3.5+0.0)	3.0(0.0+0.0)	44.3(4.0+2.0)	12.9(4.0+2.0)
PM	3.4(3.5+0.0)	3.9(3.5+0.0)	39.1(4.0+2.0)	14.7(4.0+2.0)

GREEN(AMBER+ALL RED)

ELEMENTS CONTROLLING DESIGN

PREFERRED ROUTE:

F.A. ROUTE NUMBER: FAP 331. MARKED ROUTE NUMBER: ILLINOIS 13.
SRA ROUTE? Y/N NO.
FUNCTIONAL CLASSIFICATION: OTHER PRINCIPAL ARTERIAL. OSOW DESIGN? Y/N NO.
EXISTING ADT: 30200 (2013) VPD. DESIGN YEAR ADT: 52170 (2036) VPD.
PROPOSED DESIGN SPEED: 55 MPH. PROPOSED POSTED SPEED: 45 MPH.

SECONDARY ROUTE:

F.A. ROUTE NUMBER: FAU 9732.
STREET NAME: REED STATION ROAD. SRA ROUTE? Y/N NO.
FUNCTIONAL CLASSIFICATION: MINOR ARTERIAL. OSOW DESIGN? Y/N NO.
EXISTING ADT: 5280 N, 1850 S (2011) VPD. DESIGN YEAR ADT: 8420 N 4640 S (2036) VPD.
PROPOSED DESIGN SPEED: 45 MPH. PROPOSED POSTED SPEED: 45 MPH.

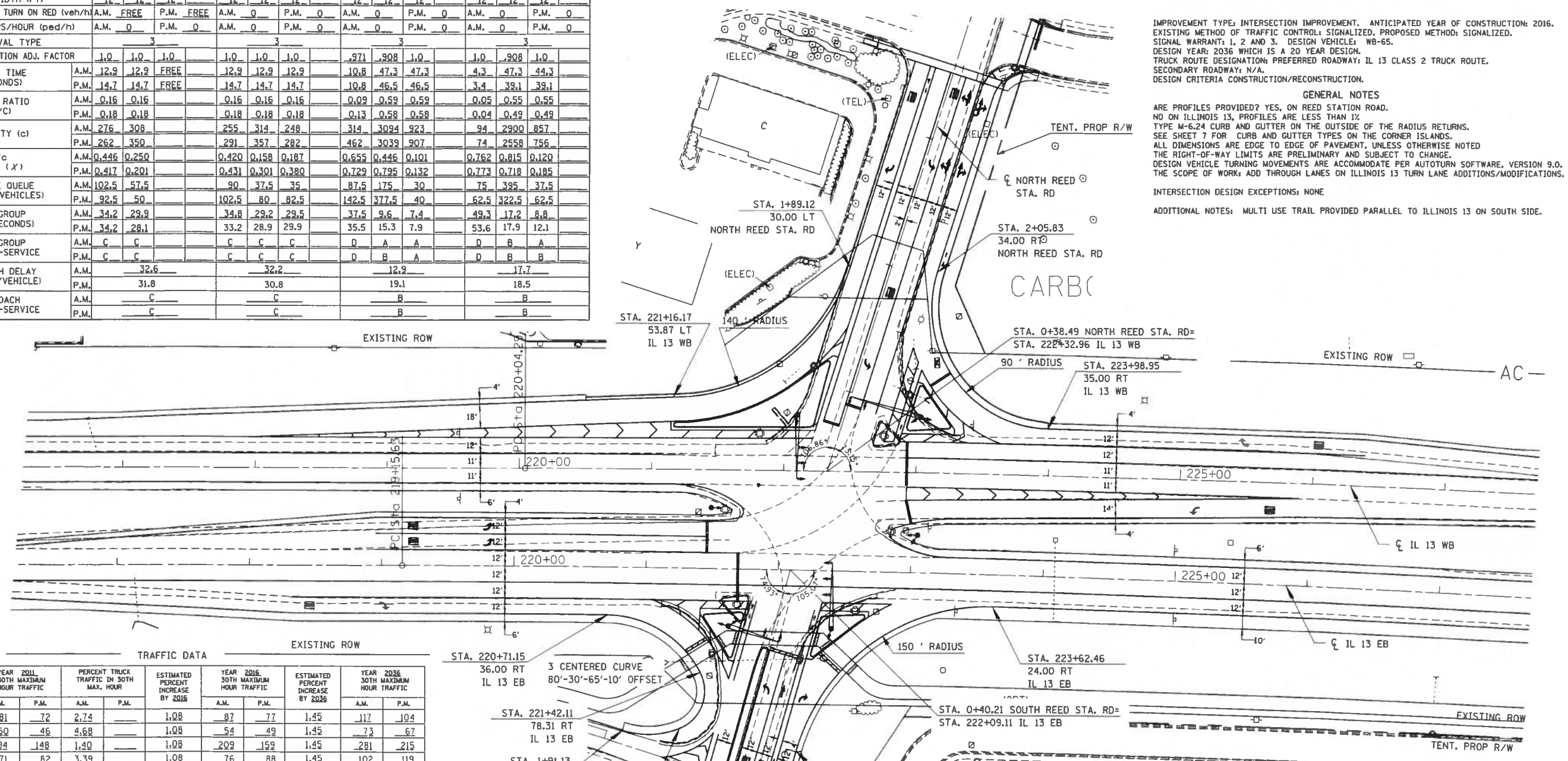
IMPROVEMENT TYPE: INTERSECTION IMPROVEMENT. ANTICIPATED YEAR OF CONSTRUCTION: 2016.
EXISTING METHOD OF TRAFFIC CONTROL: SIGNALIZED. PROPOSED METHOD: SIGNALIZED.
SIGNAL WARRANT: 1, 2 AND 3. DESIGN VEHICLE: WB-65.
DESIGN YEAR: 2036 WHICH IS A 20 YEAR DESIGN.
TRUCK ROUTE DESIGNATION: PREFERRED ROADWAY: IL 13 CLASS 2 TRUCK ROUTE.
SECONDARY ROADWAY: N/A.
DESIGN CRITERIA CONSTRUCTION/RECONSTRUCTION.

GENERAL NOTES

ARE PROFILES PROVIDED? YES, ON REED STATION ROAD.
NO ON ILLINOIS 13, PROFILES ARE LESS THAN 1%
TYPE M-6.24 CURB AND GUTTER ON THE OUTSIDE OF THE RADIUS RETURNS.
SEE SHEET 7 FOR CURB AND GUTTER TYPES ON THE CORNER ISLANDS.
ALL DIMENSIONS ARE EDGE TO EDGE OF PAVEMENT, UNLESS OTHERWISE NOTED
THE RIGHT-OF-WAY LIMITS ARE PRELIMINARY AND SUBJECT TO CHANGE.
DESIGN VEHICLE TURNING MOVEMENTS ARE ACCOMMODATE PER AUTOTURN SOFTWARE, VERSION 9.0.
THE SCOPE OF WORK: ADD THROUGH LANES ON ILLINOIS 13 TURN LANE ADDITIONS/MODIFICATIONS.

INTERSECTION DESIGN EXCEPTIONS: NONE

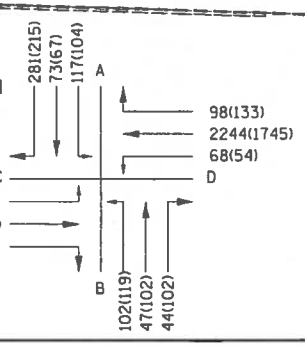
ADDITIONAL NOTES: MULTI USE TRAIL PROVIDED PARALLEL TO ILLINOIS 13 ON SOUTH SIDE.



TRAFFIC DATA

MOVEMENT	YEAR 2011 30TH MAXIMUM HOUR TRAFFIC		PERCENT TRUCK TRAFFIC IN 30TH MAX. HOUR		ESTIMATED PERCENT INCREASE BY 2016	YEAR 2016 30TH MAXIMUM HOUR TRAFFIC		ESTIMATED PERCENT INCREASE BY 2036	YEAR 2036 30TH MAXIMUM HOUR TRAFFIC	
	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.		A.M.	P.M.
AD (L)	81	72	2.74		1.08	87	77	1.45	117	104
AB (T)	50	46	4.68		1.08	54	49	1.45	73	67
AC (R)	194	148	1.40		1.08	209	159	1.45	281	215
BC (L)	71	82	3.39		1.08	76	88	1.45	102	119
BA (T)	32	71	3.00		1.08	35	76	1.45	47	102
BD (R)	30	71	3.72		1.08	33	76	1.45	44	102
CA (L)	134	221	1.79		1.08	145	238	1.45	195	320
CD (T)	904	1704	4.00		1.08	974	1704	1.45	1311	2295
CB (R)	62	78	2.85		1.08	66	84	1.45	89	114
DB (L)	47	37	3.88		1.08	51	40	1.45	68	54
DC (T)	1547	1203	3.67		1.08	1666	1296	1.45	2244	1745
DA (R)	67	92	3.62		1.08	72	99	1.45	98	133
TOTAL A	559	648				602	699		811	941
TOTAL B	292	384				315	414		424	557
TOTAL C	2911	3313				3136	3569		4224	4807
TOTAL D	2676	3055				2882	3291		3882	4433

T = THROUGH, L = LEFT, R = RIGHT



INTERSECTION DESIGN STUDY

FAP ROUTE 331 (ILLINOIS 13)
FAU ROUTE 9732 WITH (REED STATION ROAD)
(5-3)R-1,N-1,B-5,
SEC. NO. BR-1,B-6,BR-2
SCALE 1"=40' COUNTY JACKSON
SJN : D-99-019-12 PROJ. NO.
CONTRACT NO. 78295
I.D.S. SHEET 2 OF 11

PLOT DATE = 6/4/2015
FILE NAME = c:\pwworking\d0394\d0394ID01NTEG.illinois.gov\PWIDOT\Documents\IDOT Offices\District 9\Projects\ss2.13-shawnee-grant\78295\CADData\Design\12-18-14-eads
PLOT SCALE = 40.0000 ' / in.
USER NAME = peesl

TWO-WAY STOP-CONTROLLED CAPACITY DESIGN ANALYSIS

PROGRAM USED _____ VERSION _____ PEAK HOUR FACTOR _____

SIGNALIZED INTERSECTION(S) WITHIN 0.25 MILES OF INTERSECTION ALONG MAJOR ROUTE? (YES/NO) _____

FLARED APPROACH FOR MINOR STREET RIGHT-TURNING VEHICLE? (YES/NO): _____ ON THE _____ APPROACH _____ ON THE _____ APPROACH.

SINGLE OR TWO-STAGE GAP ACCEPTANCE? _____

APPROACH													
MAJOR OR MINOR LEG?													
LANE GROUP													
NUMBER OF LANES													
20 30TH MAX. HOUR TRAFFIC (V_i) (veh/h)	A.M.												
	P.M.												
PEDESTRIANS/HOUR (ped/h) COUNT OR ESTIMATE?	A.M.												
	P.M.												
CAPACITY ($c_{p,x}$ OR c_f) (veh/h)	A.M.												
	P.M.												
v/c RATIO ($v_i/c_{p,x}$)	A.M.												
	P.M.												
STORAGE QUEUE (NO. OF VEHICLES)	A.M.												
	P.M.												
CONTROL DELAY (SECONDS)	A.M.												
	P.M.												
LANE GROUP LEVEL OF SERVICE	A.M.												
	P.M.												
APPROACH DELAY, d (SEC)	A.M.												
	P.M.												
APPROACH LEVEL OF SERVICE	A.M.												
	P.M.												

ELEMENTS CONTROLLING DESIGN

PREFERRED ROUTE:

F.A. ROUTE NUMBER: FAP 331. MARKED ROUTE NUMBER: ILLINOIS 13.
SRA ROUTE ? Y/N NO.
FUNCTIONAL CLASSIFICATION: OTHER PRINCIPAL ARTERIAL. OSOW DESIGN ? Y/N NO
EXISTING ADT: 30200 (2013) VPD. DESIGN YEAR ADT: 52170 (2036) VPD.
PROPOSED DESIGN SPEED: 55 MPH. PROPOSED POSTED SPEED: 45 MPH.

SECONDARY ROUTE:

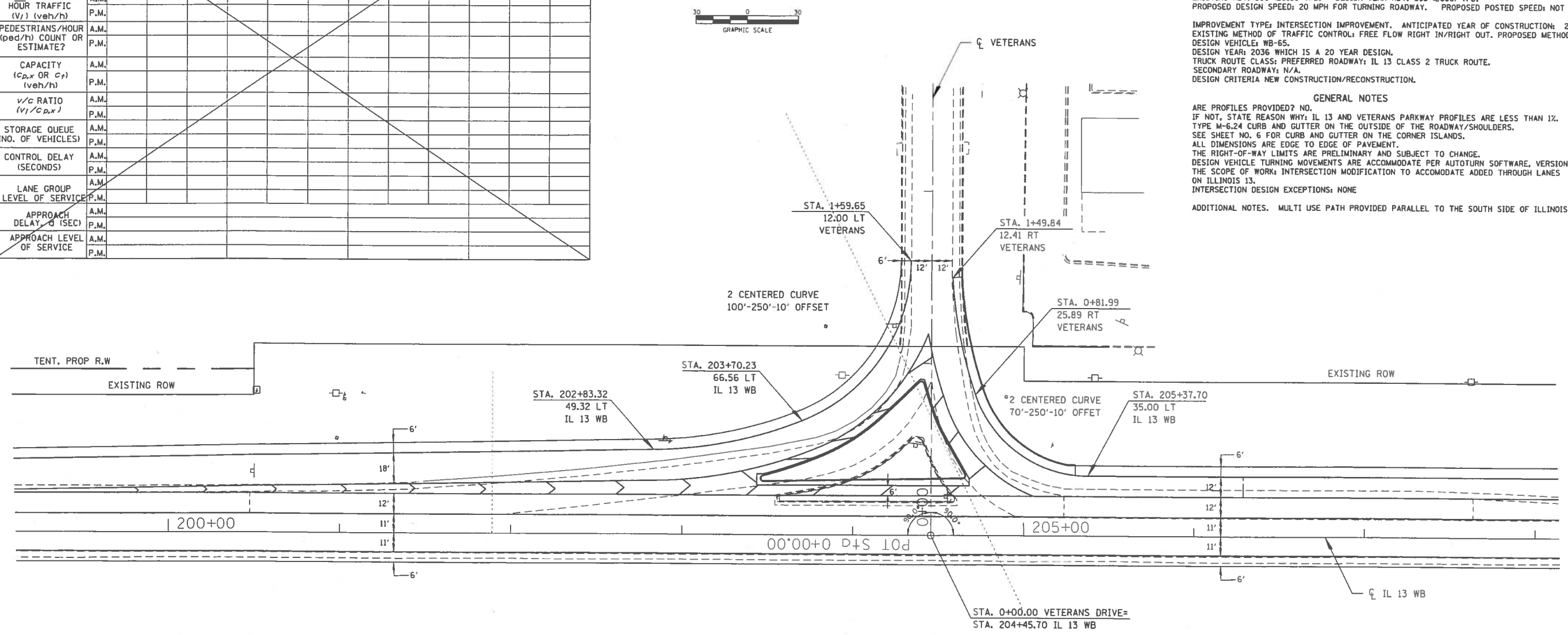
ROUTE NUMBER: OR 950A.
STREET NAME: VETERANS PARKWAY. SRA ROUTE ? Y/N NO.
FUNCTIONAL CLASSIFICATION: LOCAL ROAD. OSOW DESIGN ? Y/N NO
EXISTING ADT: 500 (20130 VPD. DESIGN YEAR ADT: 695 (2036) VPD.
PROPOSED DESIGN SPEED: 20 MPH FOR TURNING ROADWAY. PROPOSED POSTED SPEED: NOT POSTED.

IMPROVEMENT TYPE: INTERSECTION IMPROVEMENT. ANTICIPATED YEAR OF CONSTRUCTION: 2016.
EXISTING METHOD OF TRAFFIC CONTROL: FREE FLOW RIGHT IN/RIGHT OUT. PROPOSED METHOD: SAME.
DESIGN VEHICLE: WB-65.
DESIGN YEAR: 2036 WHICH IS A 20 YEAR DESIGN.
TRUCK ROUTE CLASS: PREFERRED ROADWAY: IL 13 CLASS 2 TRUCK ROUTE.
SECONDARY ROADWAY: N/A.
DESIGN CRITERIA NEW CONSTRUCTION/RECONSTRUCTION.

GENERAL NOTES

ARE PROFILES PROVIDED? NO.
IF NOT, STATE REASON WHY: IL 13 AND VETERANS PARKWAY PROFILES ARE LESS THAN 1%.
TYPE M-6.24 CURB AND GUTTER ON THE OUTSIDE OF THE ROADWAY/SHOULDERS.
SEE SHEET NO. 6 FOR CURB AND GUTTER ON THE CORNER ISLANDS.
ALL DIMENSIONS ARE EDGE TO EDGE OF PAVEMENT.
THE RIGHT-OF-WAY LIMITS ARE PRELIMINARY AND SUBJECT TO CHANGE.
DESIGN VEHICLE TURNING MOVEMENTS ARE ACCOMMODATE PER AUTOTURN SOFTWARE, VERSION 9.0.
THE SCOPE OF WORK: INTERSECTION MODIFICATION TO ACCOMODATE ADDED THROUGH LANES ON ILLINOIS 13.
INTERSECTION DESIGN EXCEPTIONS: NONE

ADDITIONAL NOTES. MULTI USE PATH PROVIDED PARALLEL TO THE SOUTH SIDE OF ILLINOIS 13.

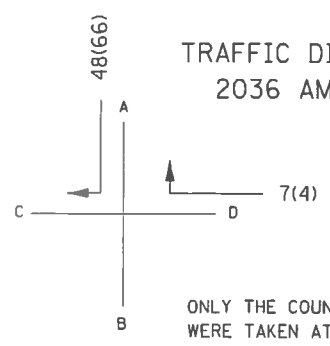


TRAFFIC DATA

MOVEMENT	YEAR 2013 30TH MAXIMUM HOUR TRAFFIC		PERCENT TRUCK TRAFFIC IN 30TH MAX. HOUR		ESTIMATED PERCENT INCREASE BY 2016	YEAR 2016 30TH MAXIMUM HOUR TRAFFIC		ESTIMATED PERCENT INCREASE BY 2036	YEAR 2036 30TH MAXIMUM HOUR TRAFFIC	
	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.		A.M.	P.M.
AD (L)										
AB (T)										
AC (R)	34	47	8.82	4.25	1.05	35	49	1.41	48	66
BC (L)										
BA (T)										
BD (R)										
CA (L)										
CD (T)										
CB (R)										
DB (L)										
DC (T)										
DA (R)	5	3	0	0	1.05	5	3	1.41	7	4
TOTAL A										
TOTAL B										
TOTAL C										
TOTAL D										

T = THROUGH, L = LEFT, R = RIGHT

TRAFFIC DIAGRAM
2036 AM(PM)



ONLY THE COUNTS OF THE RIGHT IN/RIGHT OUT MOVEMENTS WERE TAKEN AT VETERANS PARKWAY

INTERSECTION DESIGN STUDY

FAP ROUTE 331 (ILLINOIS 13)
FAU ROUTE 9732 WITH (REED STATION ROAD)
SEC. NO. (5-3)R-1,N-1,B-5, BR-1,B-6,BR-2
SCALE 1"=30' COUNTY JACKSON
SJN : D-99-041-13 PROJ. NO. _____
CONTRACT NO 78295
I.D.S. SHEET 3 OF 11

PLOT DATE = 5/4/2015
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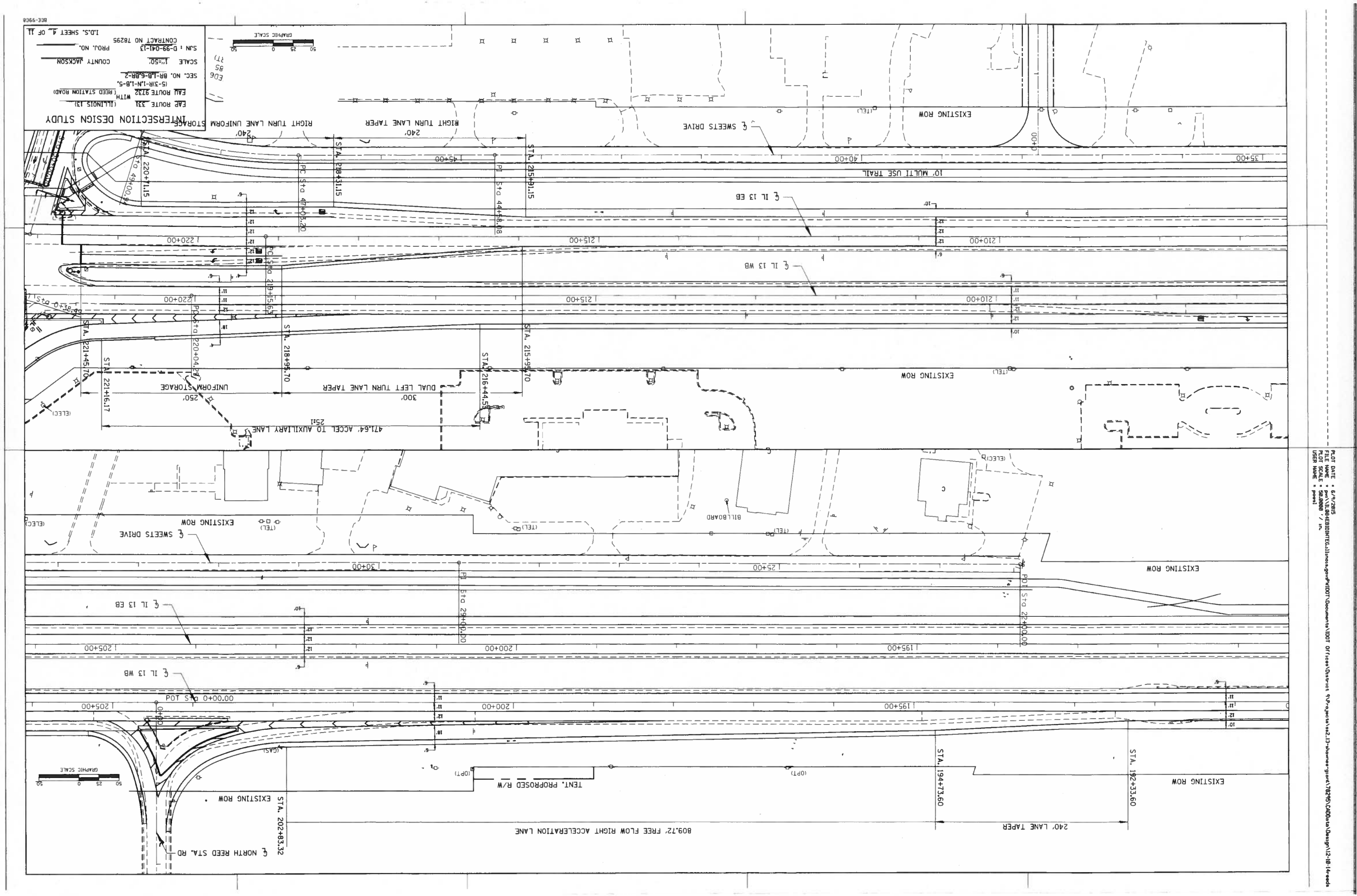
INTERSECTION DESIGN STUDY
EAP ROUTE 331 (ILLINOIS 13)
EAU ROUTE 9732 WITH (REED STATION ROAD)
(5-3)R-1,N-1,B-5,
SEC. NO. BR-1,B-6,BR-2
SCALE 1"=50'
COUNTY JACKSON
S.N : D-99-041-13
PROJ. NO.
CONTRACT NO 78295
I.D.S. SHEET 4 OF 11
GRAPHIC SCALE
RIGHT TURN LANE UNIFORM STORAGE
RIGHT TURN LANE TAPER
℄ SWEETS DRIVE
EXISTING ROW
10' MULTI USE TRAIL
℄ IL 13 EB
℄ IL 13 WB
STA. 220+71.15
STA. 218+31.15
STA. 215+91.15
PC Sta 47+03.20
PI Sta 44+58.08
PC Sta 219+15.63
PC Sta 220+04.29
STA. 221+45.70
STA. 221+16.17
STA. 218+95.70
STA. 216+44.55
STA. 215+95.70
UNIFORM STORAGE
DUAL LEFT TURN LANE TAPER
471.64' ACCEL TO AUXILIARY LANE
BILLBOARD
PI Sta 29+00.00
POT Sta 22+00.00
POT Sta 0+00.00
TENT. PROPROSED R/W
STA. 202+83.32
STA. 194+73.60
STA. 192+33.60
809.72' FREE FLOW RIGHT ACCELERATION LANE
240' LANE TAPER
℄ NORTH REED STA. RD
PLOT DATE = 6/9/2015
FILE NAME = pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 9\Projects\ss2.13-showmeregion\78295\CADData\Design\12-18-14-eads
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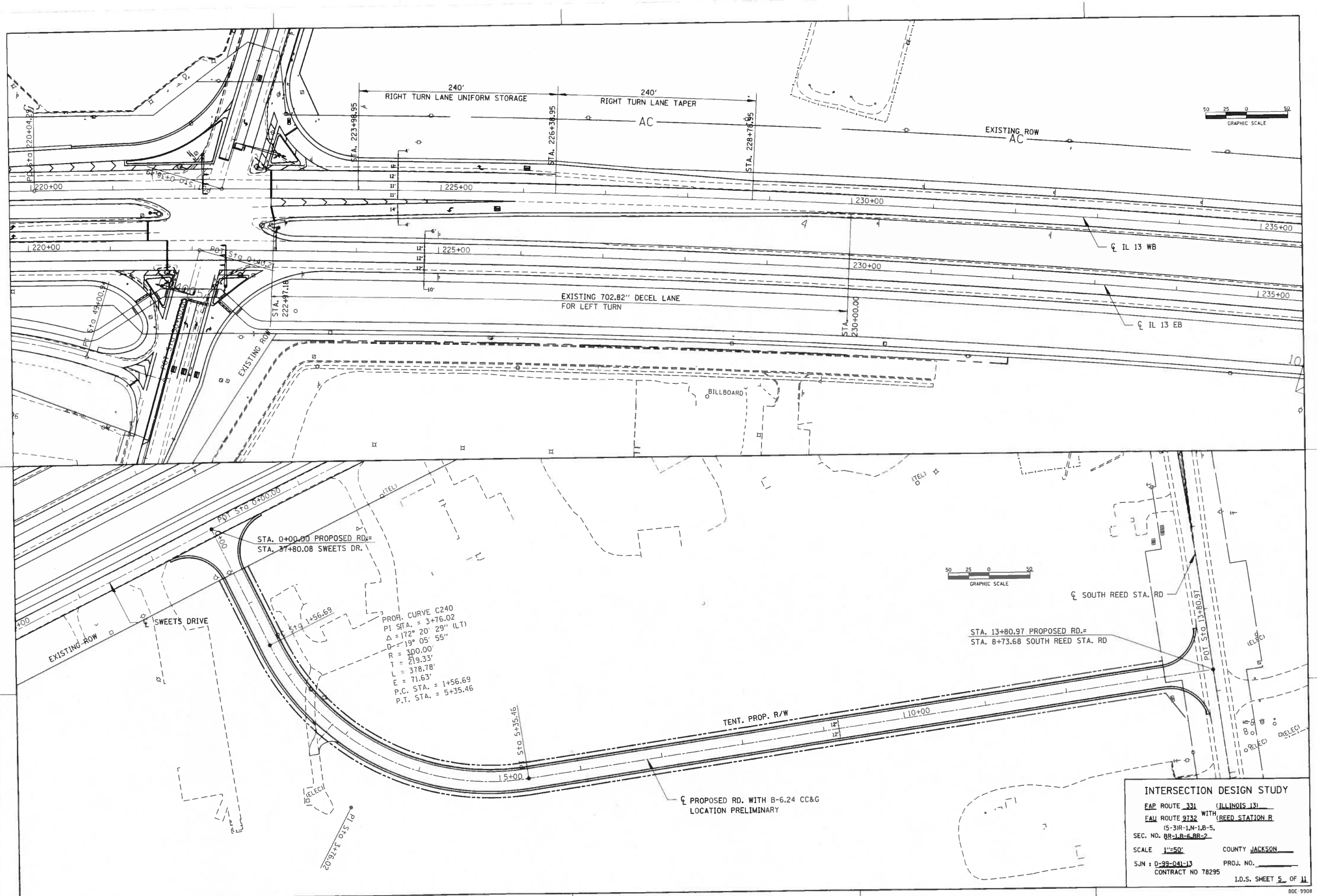
USER NAME = poesl



INTERSECTION DESIGN STUDY

FAP ROUTE 331 (ILLINOIS 13)
FAU ROUTE 9732 WITH (REED STATION R
(5-3)R-1,N-1,B-5,
SEC. NO. BR-1,B-6,BR-2
SCALE 1"=50' COUNTY JACKSON
SJN : D-99-041-13 PROJ. NO.
CONTRACT NO 78295
I.D.S. SHEET 5 OF 11

BDE 9908

PLOT DATE = 6/9/2015
FILE NAME = pw:\\IL084EBIDINTEGillinois.gov:PWIDOT\Documents\IDOT Offices\District 9\Projects\ss2.13-shawnee-giant\78295\CADData\Design\12-10-14-reeds
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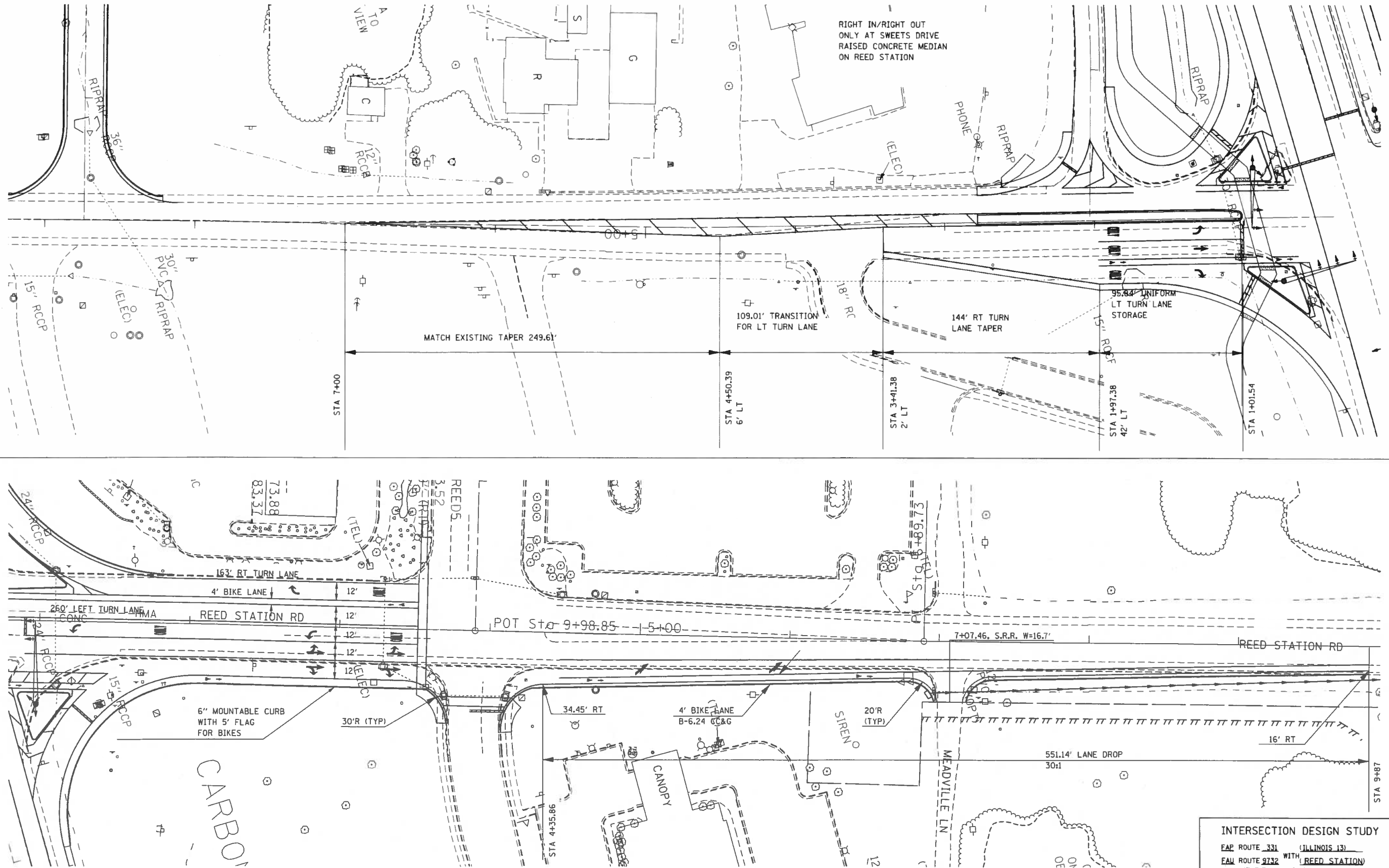

INTERSECTION DESIGN STUDY

FAP ROUTE 331 (ILLINOIS 13)
FAU ROUTE 9732 WITH (REED STATION)
SEC. NO. (5-3)R-1,N-1,B-5, BR-1,B-6,BR-2
SCALE 1"=30' COUNTY JACKSON
SJN : D-99-019-12 PROJ. NO. _____
CONTRACT NO. 78295
I.D.S. SHEET 6 OF 11

BDE-9908

PLOT DATE = 6/9/2015
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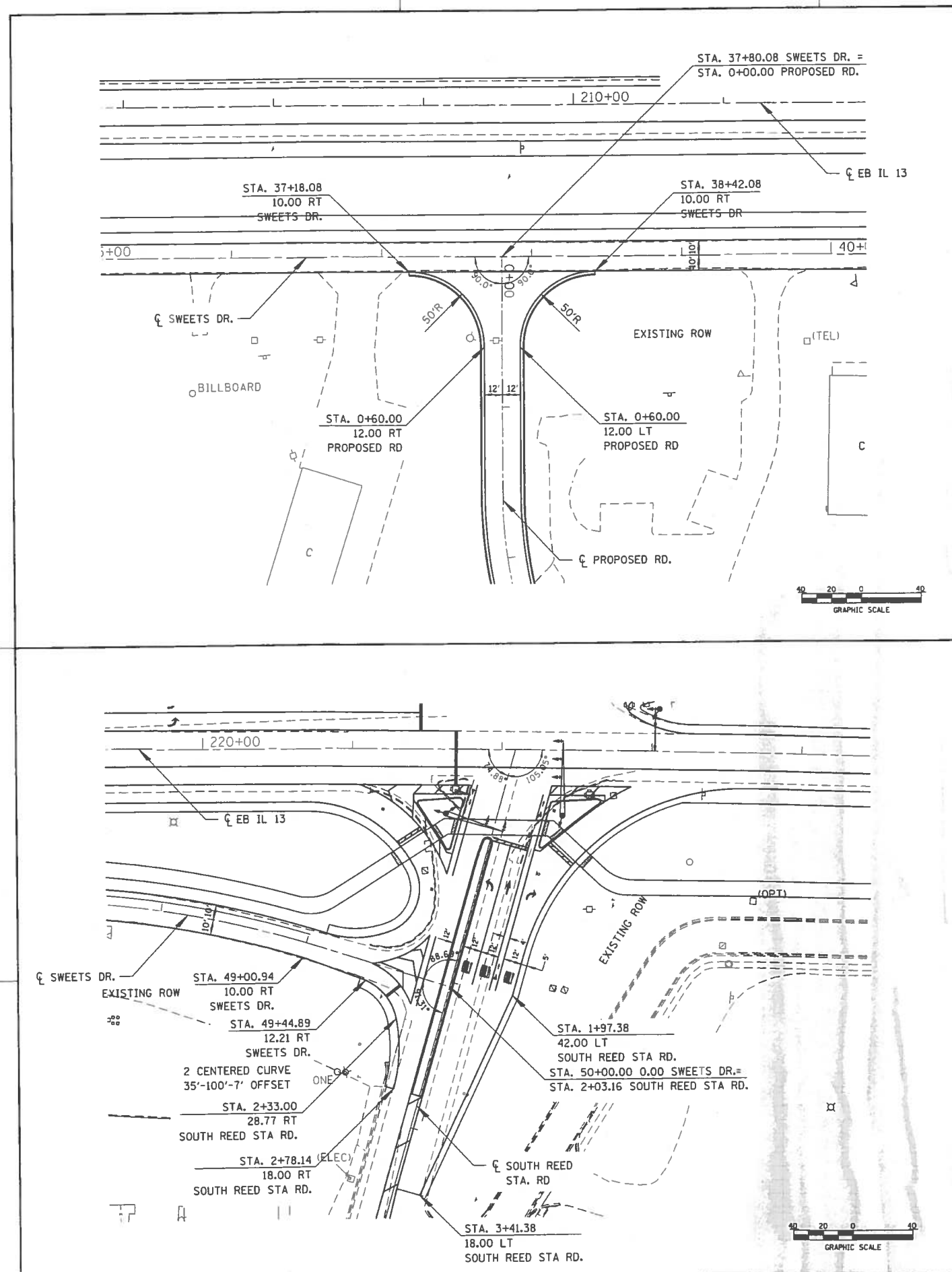

INTERSECTION DESIGN STUDY

FAP ROUTE 331 (ILLINOIS 13)
FAU ROUTE 9732 WITH (REED STATION ROAD)
SEC. NO. (5-3)R-1,N-1,B-5, BR-1,B-6,BR-2
SCALE 1"=40'
COUNTY JACKSON
SJN : D-99-041-13
CONTRACT NO 78295
PROJ. NO.
I.D.S. SHEET 7 OF 11

BDE-9908

PLOT DATE = 6/9/2015
FILE NAME = pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 9\Projects\ss2.13-shawnee-grant\78295\CADData\Design\12-18-14-reeds
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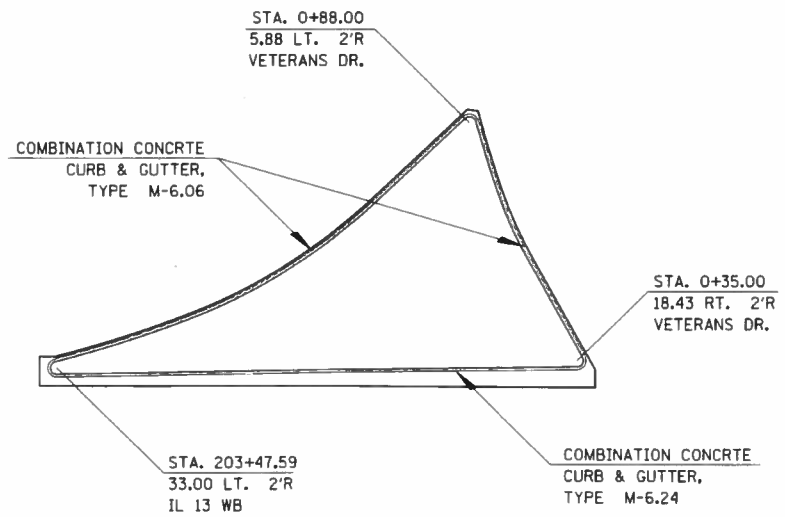
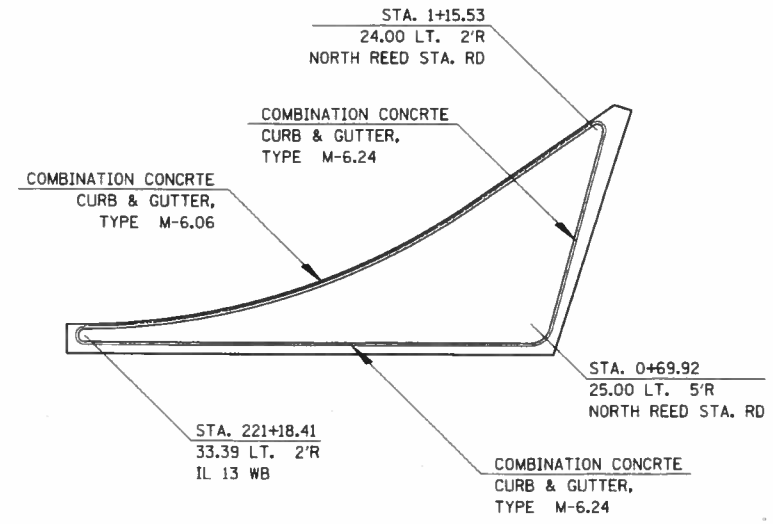
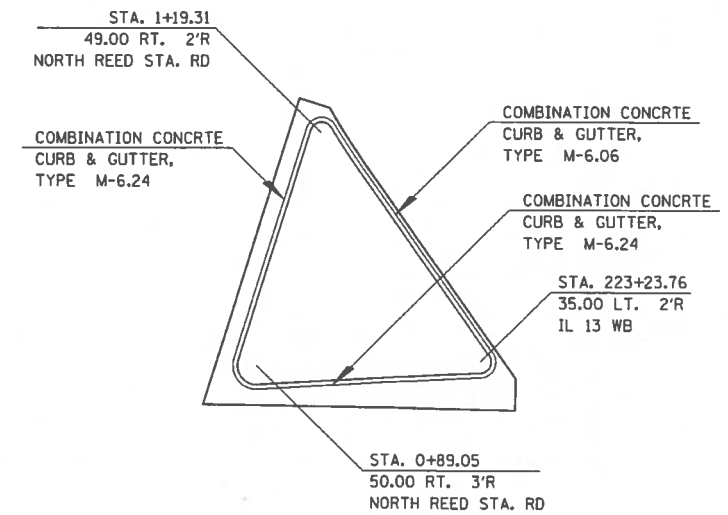


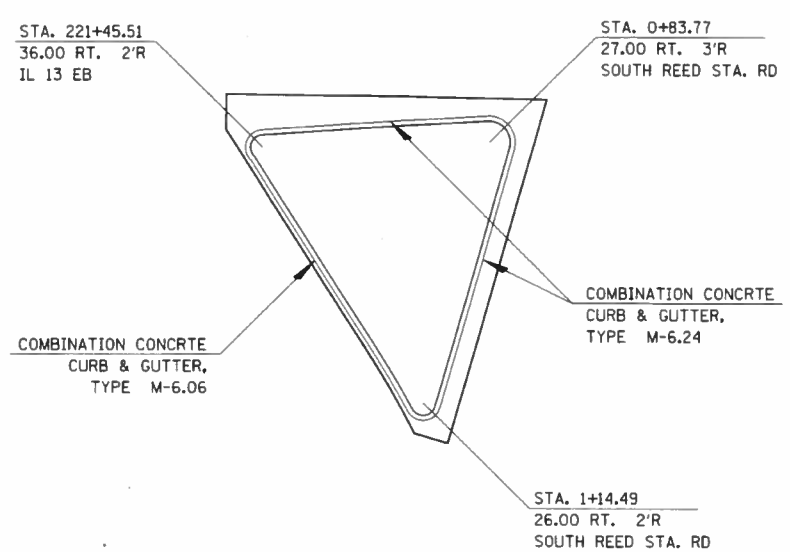
VETERANS DRIVE
ISLAND DETAIL
(NOT TO SCALE)



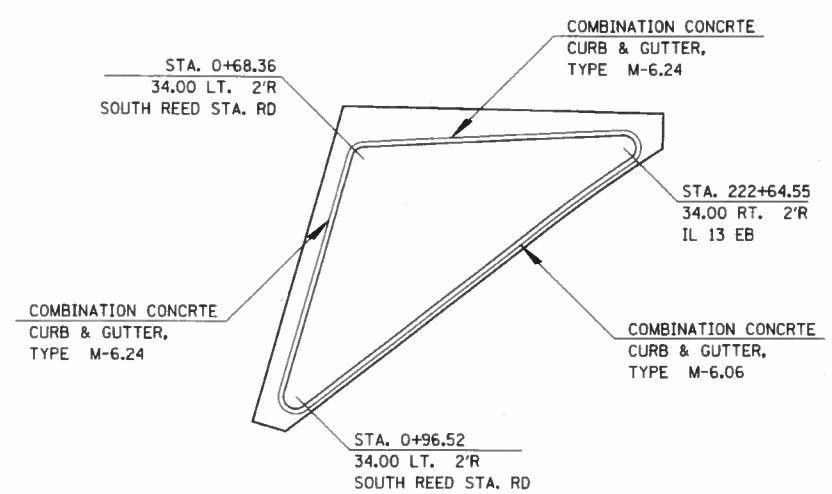
NW QUANDRANT REED STA. RD
ISLAND DETAIL
(NOT TO SCALE)



NE QUANDRANT REED STA. RD
ISLAND DETAIL
(NOT TO SCALE)



SW QUANDRANT REED STA. RD
ISLAND DETAIL
(NOT TO SCALE)



SE QUANDRANT REED STA. RD
ISLAND DETAIL
(NOT TO SCALE)

INTERSECTION DESIGN STUDY

FAP ROUTE 331 (ILLINOIS 13)
FAU ROUTE 9732 WITH (REED STATION ROAD)

SEC. NO. (5-3)R-1,N-1,B-5, BR-1,B-6,BR-2

SCALE _____ COUNTY JACKSON

SJN : D-99-041-13 PROJ. NO. _____
CONTRACT NO 78295.

I.D.S. SHEET 8 OF 11

BDE-9908

PLOT DATE = 5/6/2015
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PLOT DATE = 6/15/2015
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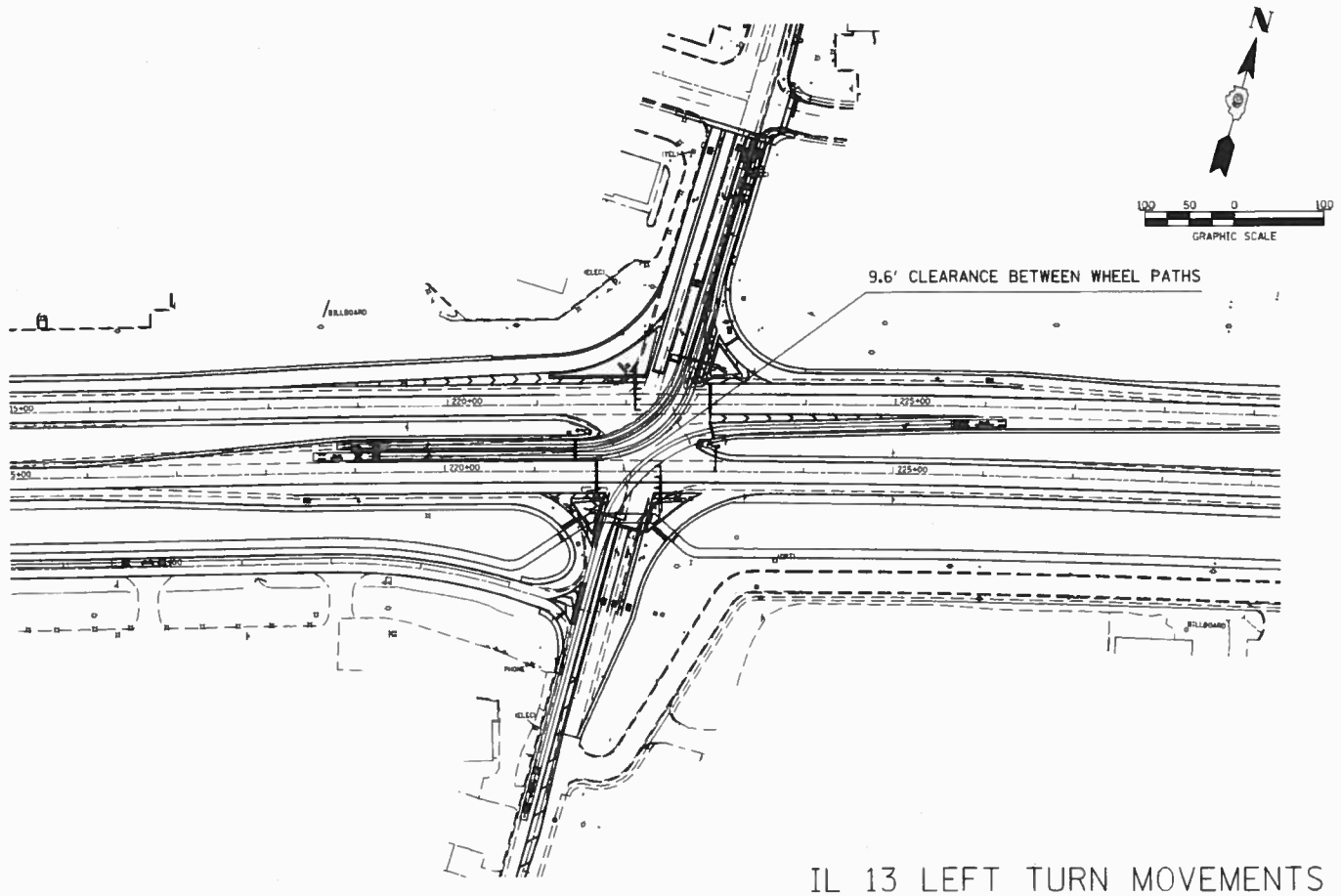
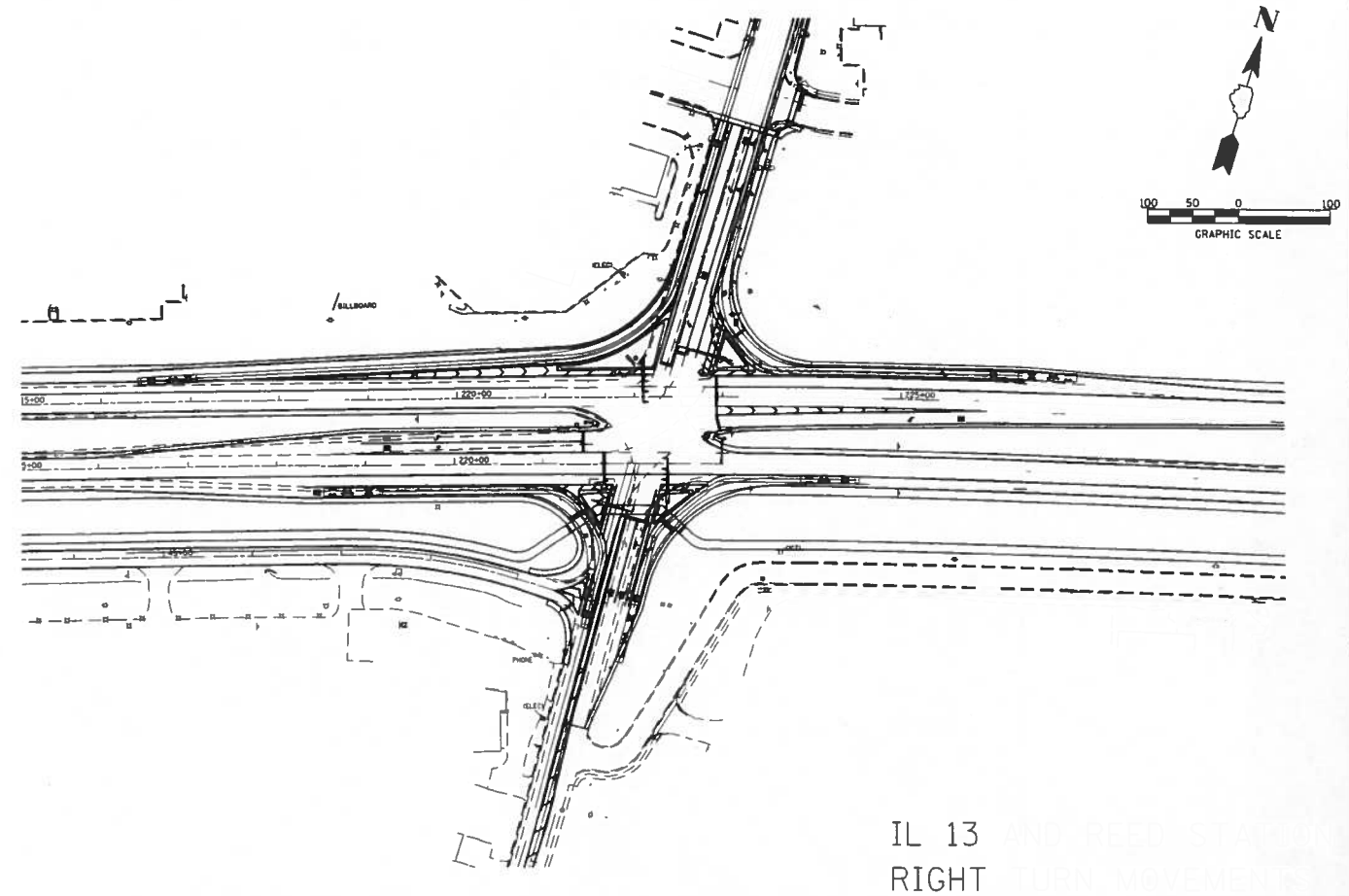
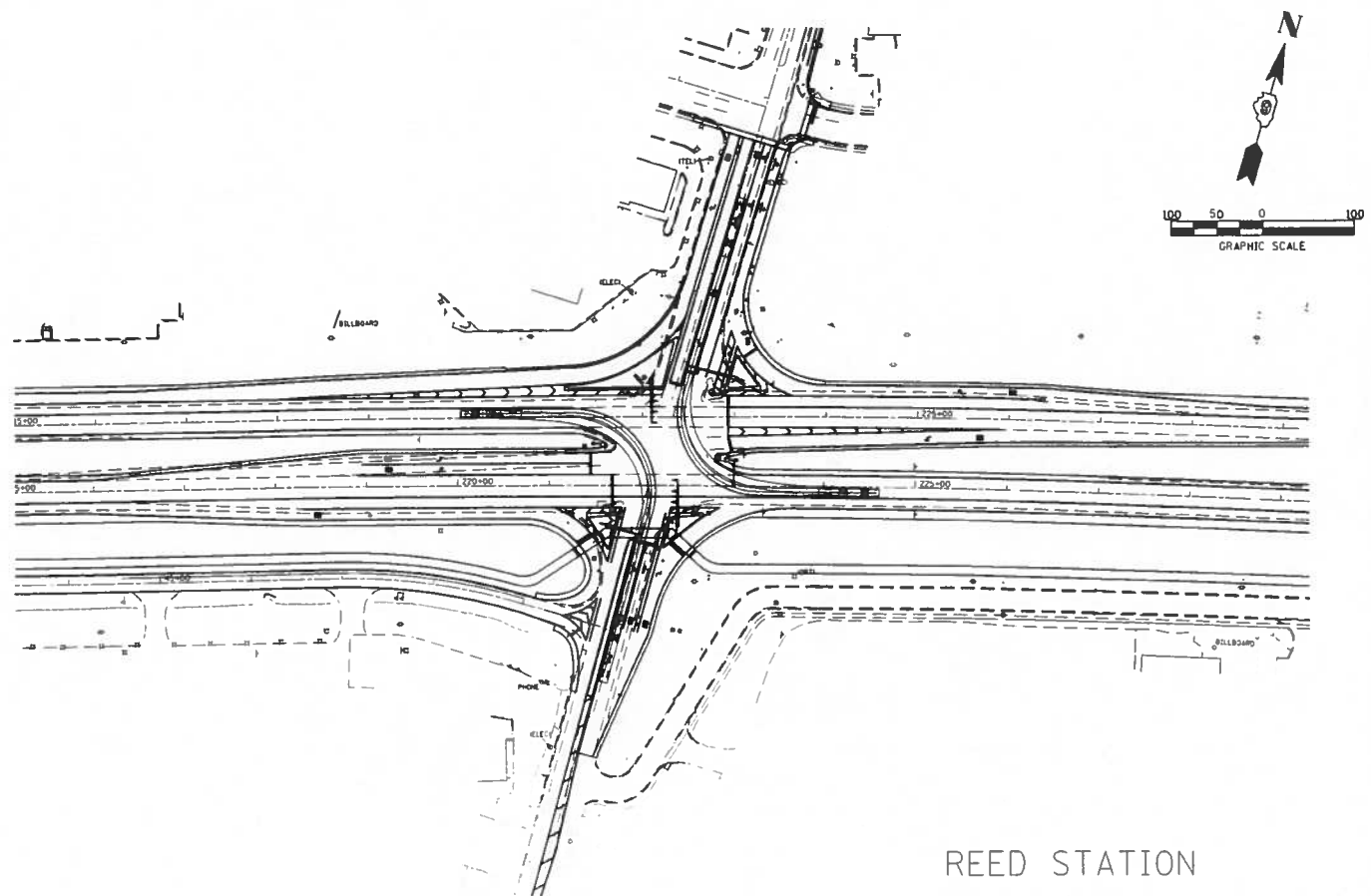


IL 13 LEFT TURN MOVEMENTS

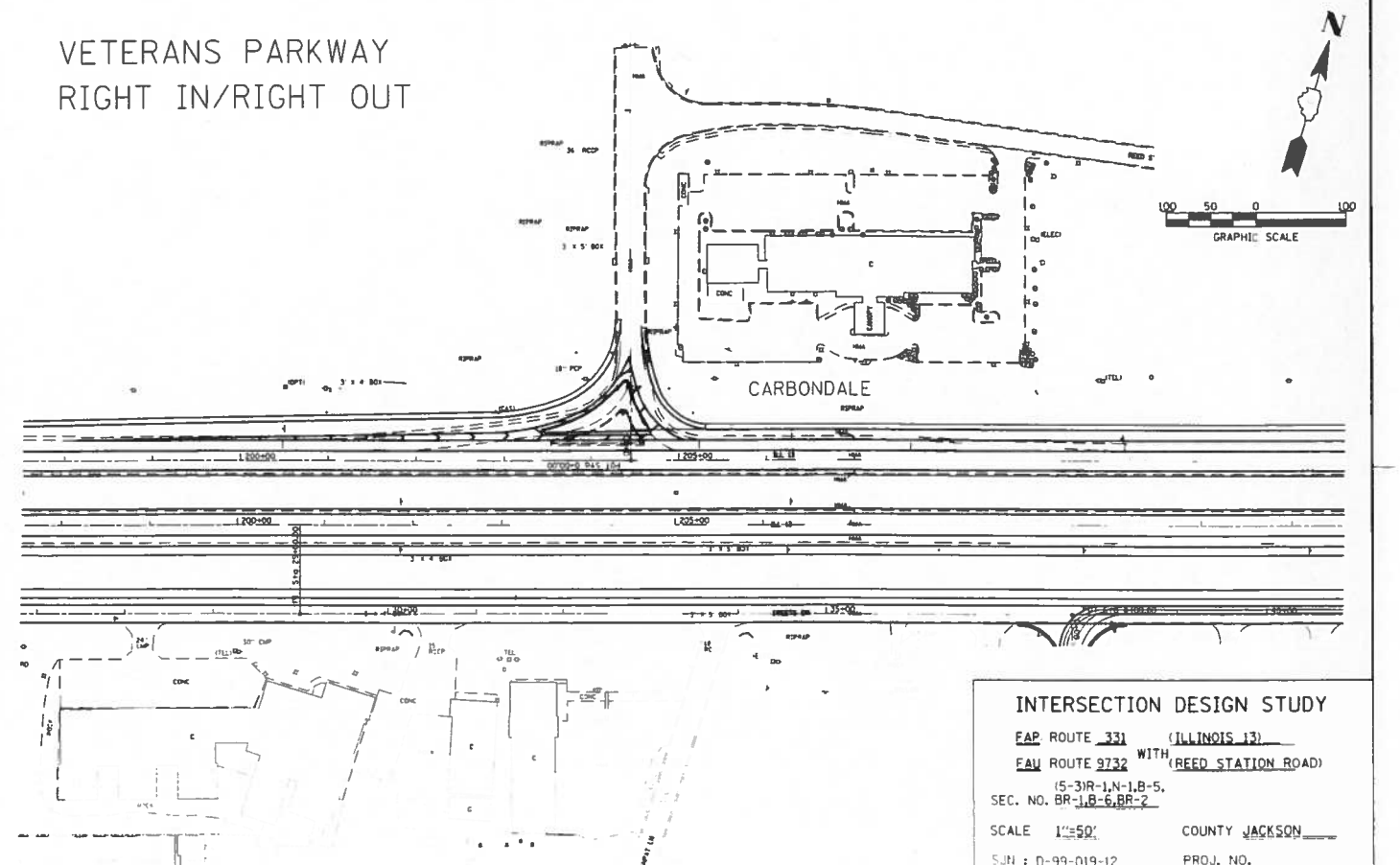


IL 13
RIGHT



REED STATION
LEFT TURN MOVEMENTS

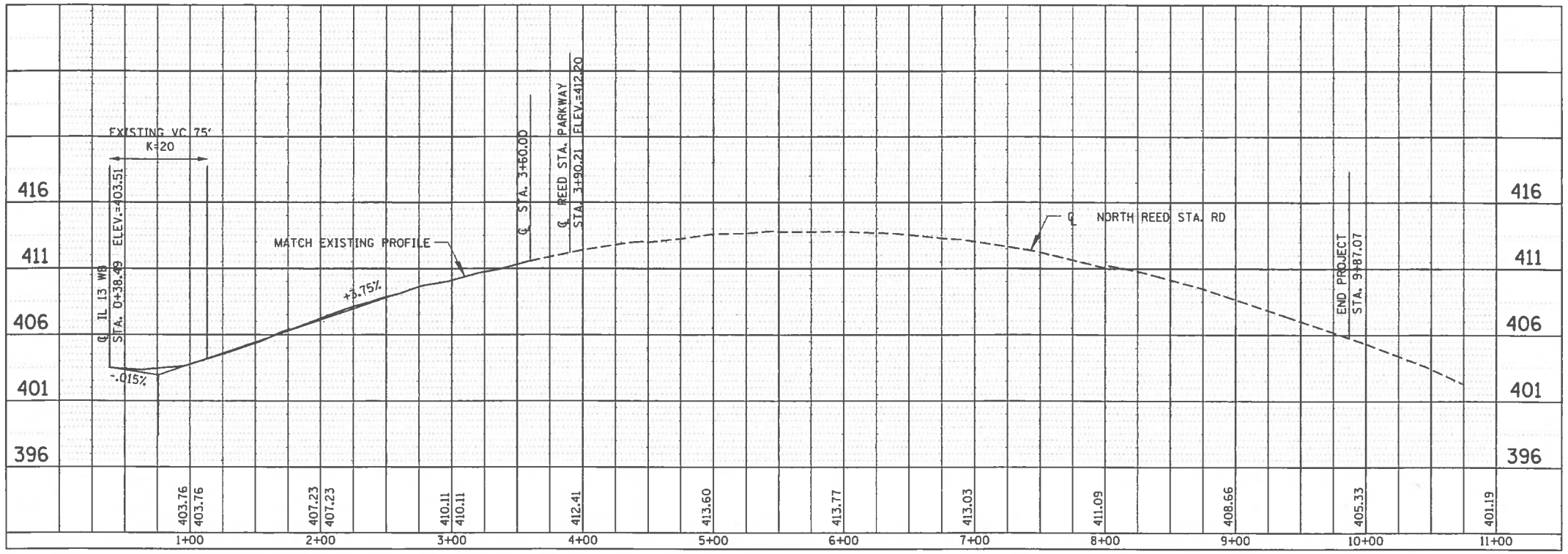
VETERANS PARKWAY
RIGHT IN/RIGHT OUT



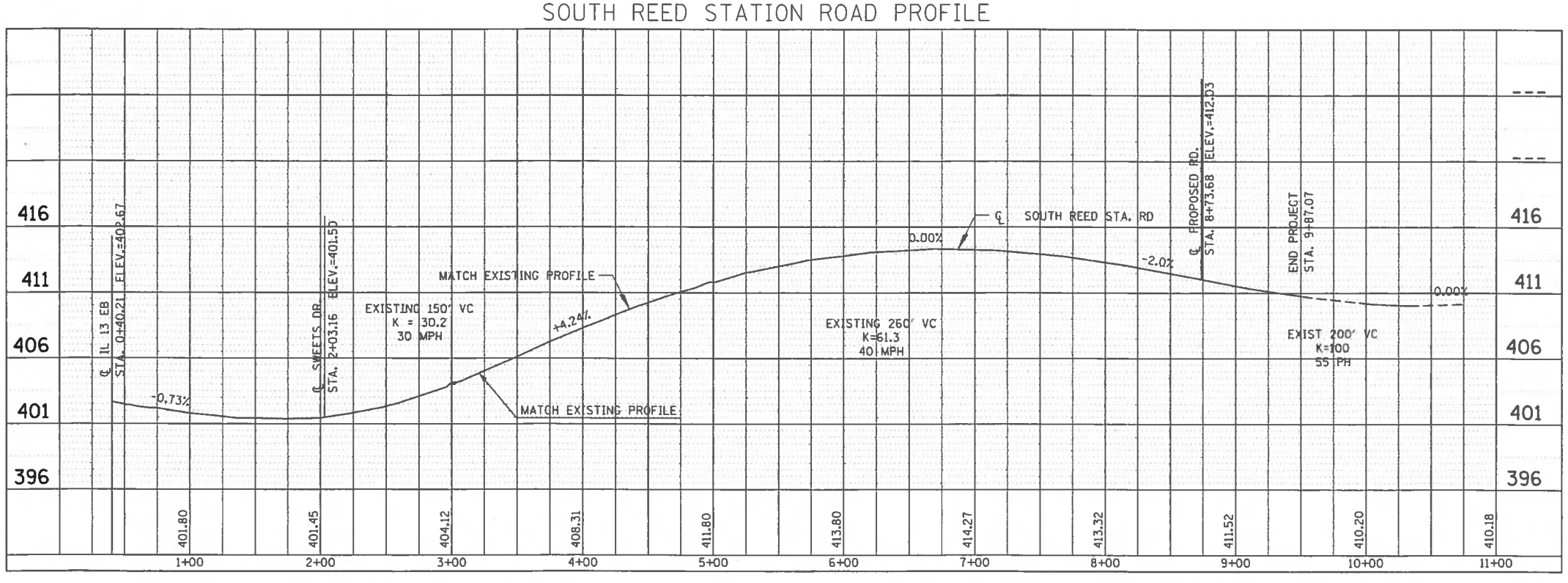
INTERSECTION DESIGN STUDY

FAP ROUTE 331 (ILLINOIS 13)
FAU ROUTE 9732 WITH (REED STATION ROAD)
SEC. NO. (5-3)R-1,N-1,B-5, BR-1,B-6,BR-2
SCALE 1"=50' COUNTY JACKSON
SJN : D-99-019-12 PROJ. NO. _____
CONTRACT NO. 78295
I.D.S. SHEET 9 OF 11

NORTH REED STATION ROAD PROFILE



SOUTH REED STATION ROAD PROFILE



INTERSECTION DESIGN STUDY

FAP ROUTE 331 (ILLINOIS 13)
FAU ROUTE 9732 WITH (REED STATION ROAD)

SEC. NO. (5-3)R-1,N-1,B-5, BR-1,B-6,BR-2

SCALE 1"=50' COUNTY JACKSON

SJN : D-99-019-12 PROJ. NO. _____
CONTRACT NO. 78295

I.D.S. SHEET 10 OF 11

BDE 9908

PLOT DATE = 5/6/2015
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PLOT DATE = 5/6/2015
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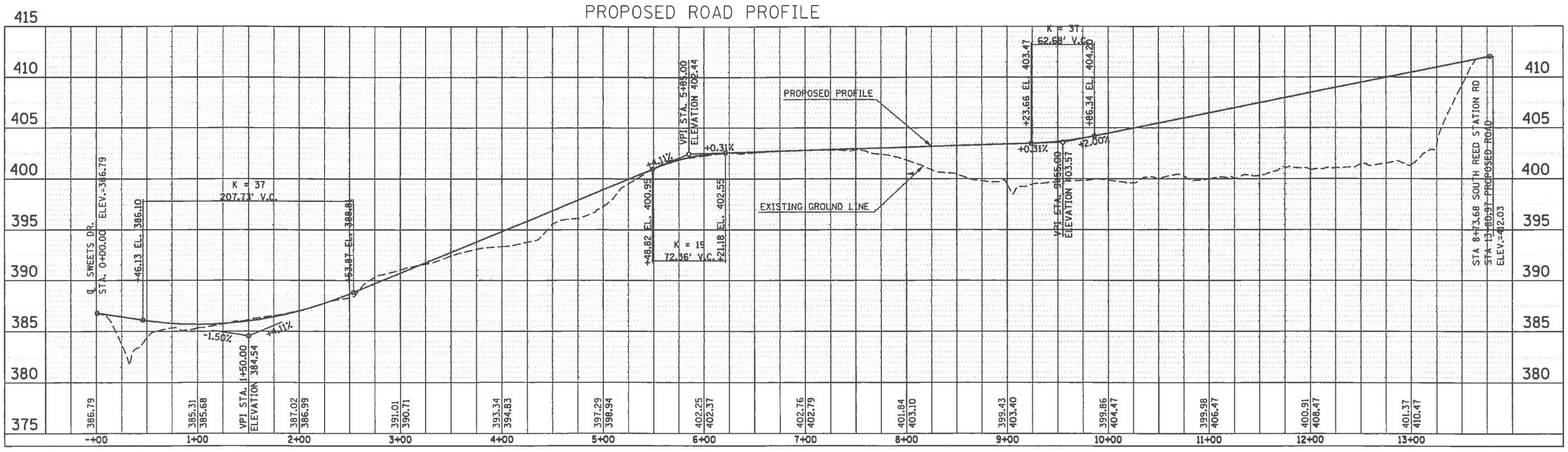
PROPOSED ROAD PROFILE



INTERSECTION DESIGN STUDY

FAP ROUTE 331 (ILLINOIS 13)
FAU ROUTE 9732 WITH (
SEC. NO. (5-3)R-1,N-1,B-5, BR-1,B-6,BR-2
SCALE 1"=50'
COUNTY JACKSON
SJN : D-99-019-12
CONTRACT NO. 78295
PROJ. NO.
I.D.S. SHEET 11 OF 11

BOE-9908

SIGNALIZED CAPACITY DESIGN ANALYSIS

PROGRAM USED: HCS 2010 , VERSION: 6.1 SIGNAL TYPE: ACTUATED AREA TYPE: NON-CBD
NUMBER OF PHASES: (A.M.) 4 (P.M.) 70 CYCLE LENGTH: (A.M.) 70 SEC. (P.M.) 90 SEC. PEAK HOUR FACTOR: 0.95
INTERSECTION DELAY/LEVEL-OF-SERVICE A.M. 11.8 SECONDS LOS B P.M. 16.1 SECONDS LOS B

APPROACH		A SOUTHBOUND				B NORTHBOUND				C EASTBOUND				D WESTBOUND			
LANE GROUP		LT/TH	TH/RT			LT/TH	T	R		L	T	R		L	T	R	
NUMBER OF LANES		1	1			1	1	1		1	3	1		1	3	1	
2036 30TH MAX. HOUR TRAFFIC (veh/h)	A.M.	30	55			55	14	274		36	1498	20		122	2516	29	
	P.M.	29	67			39	17	271		45	2795	33		175	2119	32	
BASE SATURATION FLOW RATE (veh/h)		1900	1900			1900	1900	1900		1900	2000	1900		1900	2000	1900	
LANE WIDTH (FT)		12	12			12	12	12		14	2@11' 1@12'	12		14	3@12'	12	
VOLUME OF RIGHT TURN ON RED (veh/h)		A.M. 0		P.M. 0		A.M. FREE		P.M. FREE		A.M. 0		P.M. 0		A.M. 0		P.M. 0	
PEDESTRIANS/HOUR (ped/h)		A.M. 0		P.M. 0		A.M. 0		P.M. 0		A.M. 0		P.M. 0		A.M. 0		P.M. 0	
ARRIVAL TYPE		3				3				4				4			
LANE UTILIZATION ADJ. FACTOR		1.0	1.0			1.0	1.0	1.0		1.0	.908	1.0		1.0	.908	1.0	
GREEN TIME (SECONDS)	A.M.	5.8	5.8			5.8	5.8	FREE		2.6	35.5	35.5		13.8	39.8	39.8	
	P.M.	5.8	5.8			5.8	5.8	FREE		5.0	53.1	53.1		16.2	57.4	57.4	
GREEN RATIO (g/C)	A.M.	.08	.08			.08	.08			.04	.51	.51		.09	.57	.57	
	P.M.	.06	.06			.06	.06			.06	.59	.59		.12	.64	.64	
CAPACITY (c)	A.M.	200	136			169	153			67	2679	784		167	3007	825	
	P.M.	151	107			110	119			101	3123	914		225	3373	925	
v/c RATIO (X)	A.M.	.158	.426			.343	.096			.562	.589	.027		.768	.881	.037	
	P.M.	.202	.658			.372	.150			.471	.942	.038		.820	.661	.036	
STORAGE QUEUE (FEET OR VEHICLES)	A.M.	12.5'	25'			25'	5'			17.5'	70'	2.5'		57.5'	112.5	5'	
	P.M.	30	87.5			42.5	17.5			47.5	280	12.5		200	297.5	10	
LANE GROUP DELAY(SECONDS)	A.M.	31.2	33.5			34.8	30.1			40.3	8.4	8.7		38.3	10.9	6.7	
	P.M.	42.1	56.6			47.2	40.6			44.6	15.6	7.8		50.8	11.2	6.1	
LANE GROUP LEVEL-OF-SERVICE	A.M.	C	C			C	C			D	A	A		D	B	A	
	P.M.	D	E			D	D			D	B	A		D	B	E	
APPROACH DELAY (SECONDS/VEHICLE)	A.M.	32.7				33.8				9.1				12.1			
	P.M.	52.2				45.2				16.0				14.1			
APPROACH LEVEL-OF-SERVICE	A.M.	C				C				A				B			
	P.M.	D				D				B				B			

PHASE		1			2			3			4		
			YELLOW	RED		YELLOW	RED		YELLOW	RED		YELLOW	RED
GREEN TIME IN SECONDS	A.M.	2.6	3.0	3.9	4.3	0.0	0.0	35.5	3.0	2.2	5.8	3.0	6.7
	P.M.	5.0	3.0	3.9	4.3	0.0	0.0	53.1	3.0	2.2	5.8	3.0	6.7

ELEMENTS CONTROLLING DESIGN

PREFERRED ROUTE:

F.A. ROUTE NUMBER: FAP 331 . MARKED ROUTE NUMBER: IL 13 .
STREET NAME: . SRA ROUTE? Y/N NO
FUNCTIONAL CLASSIFICATION: OTHER PRINCIPAL ARTERIAL. OSOW DESIGN - NO.
EXISTING ADT: 30200 (2013) VPD. DESIGN YEAR ADT: 52170 (2036) VPD.
PROPOSED DESIGN SPEED: 55 MPH. PROPOSED POSTED SPEED: 45 MPH.

SECONDARY ROUTE: NORTH

F.A. ROUTE NUMBER: FAS 1901. MARKED ROUTE NUMBER: TR 297A.
STREET NAME: SPILLWAY ROAD. SRA ROUTE Y/N NO.
FUNCTIONAL CLASSIFICATION: MINOR ARTERIAL. OSOW DESIGN ? Y/N NO.
EXISTING ADT: 1750 (2011) VPD. DESIGN YEAR ADT: 2240 (2036) VPD.
PROPOSED DESIGN SPEED: 30 MPH. PROPOSED POSTED SPEED: 30 MPH.

SECONDARY ROUTE: SOUTH

F.A. ROUTE NUMBER: FAS 1901. MARKED ROUTE NUMBER: .
STREET NAME: SPILLWAY ROAD. SRA ROUTE ? Y/N NO.
FUNCTIONAL CLASSIFICATION: MAJOR COLLECTOR. OSOW DESIGN? Y/N NO.
EXISTING ADT: 3950 (2011) VPD. DESIGN YEAR ADT: 4550 (2036) VPD.
PROPOSED DESIGN SPEED: 55 MPH. PROPOSED POSTED SPEED: 55 MPH.

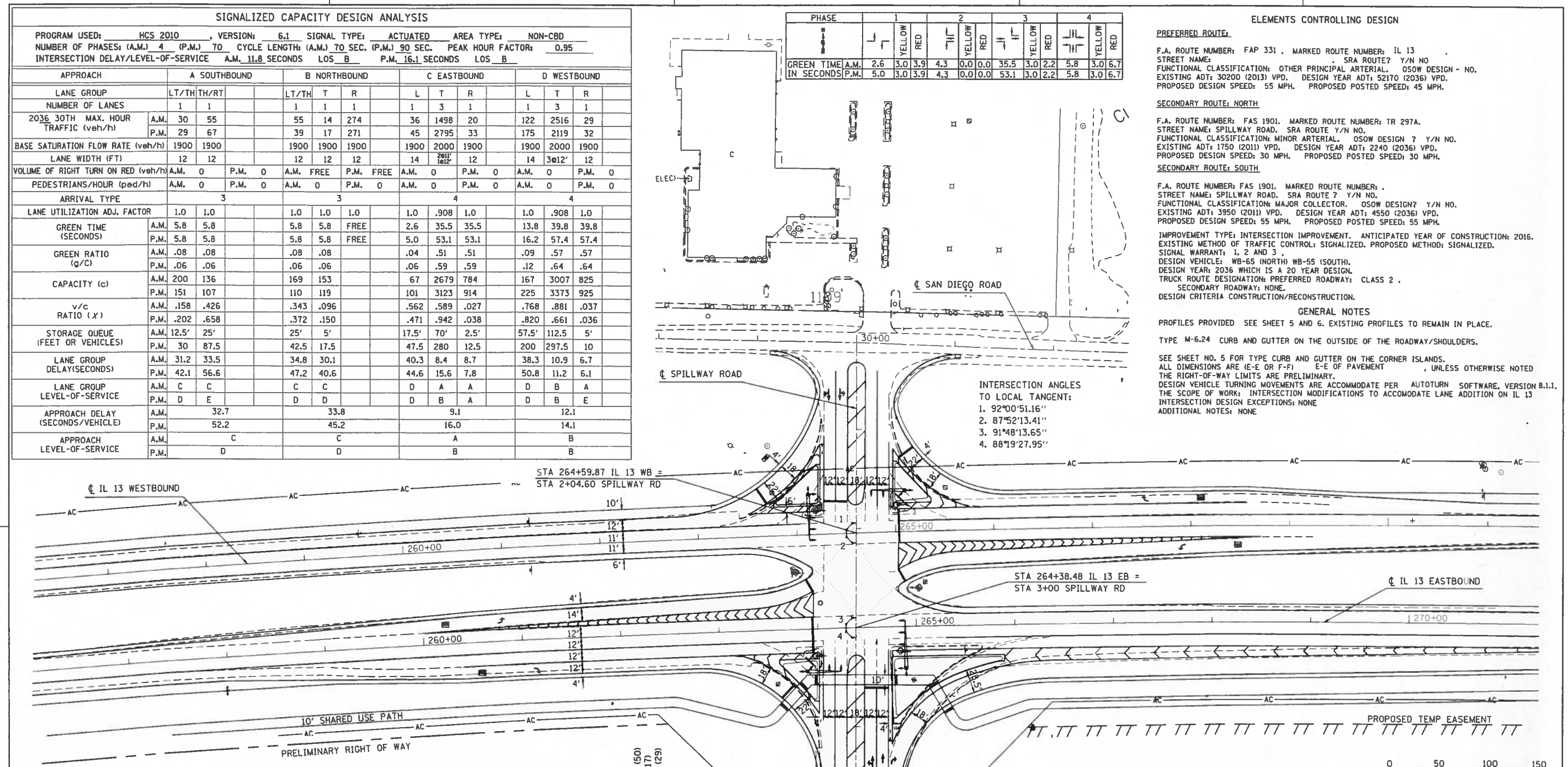
IMPROVEMENT TYPE: INTERSECTION IMPROVEMENT. ANTICIPATED YEAR OF CONSTRUCTION: 2016.
EXISTING METHOD OF TRAFFIC CONTROL: SIGNALIZED. PROPOSED METHOD: SIGNALIZED.
SIGNAL WARRANT: 1, 2 AND 3 .
DESIGN VEHICLE: WB-65 (NORTH) WB-55 (SOUTH).
DESIGN YEAR: 2036 WHICH IS A 20 YEAR DESIGN.
TRUCK ROUTE DESIGNATION: PREFERRED ROADWAY: CLASS 2 .
SECONDARY ROADWAY: NONE.
DESIGN CRITERIA CONSTRUCTION/RECONSTRUCTION.

GENERAL NOTES

PROFILES PROVIDED SEE SHEET 5 AND 6. EXISTING PROFILES TO REMAIN IN PLACE.

TYPE M-6.24 CURB AND GUTTER ON THE OUTSIDE OF THE ROADWAY/SHOULDERS.

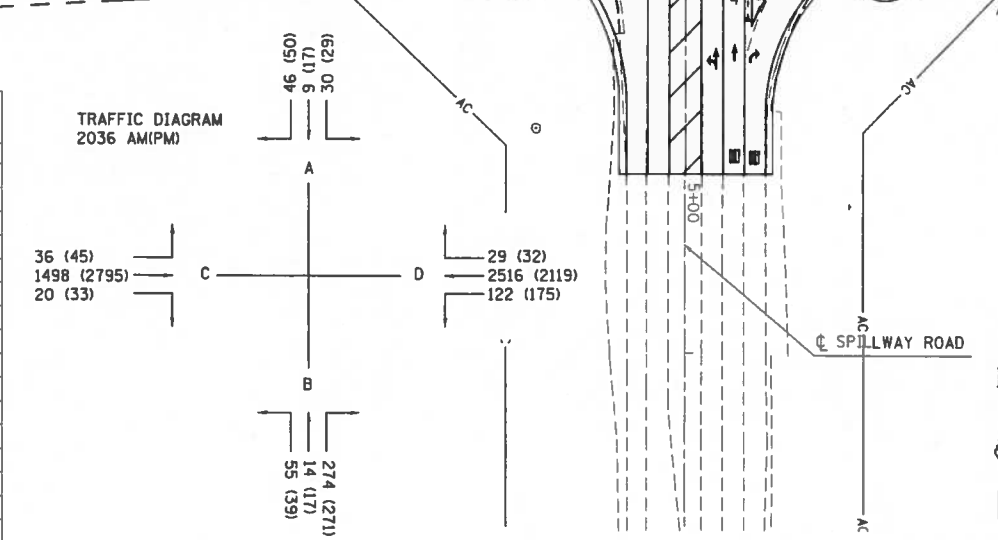
SEE SHEET NO. 5 FOR TYPE CURB AND GUTTER ON THE CORNER ISLANDS.
ALL DIMENSIONS ARE (E-E OR F-F) E-E OF PAVEMENT , UNLESS OTHERWISE NOTED
THE RIGHT-OF-WAY LIMITS ARE PRELIMINARY.
DESIGN VEHICLE TURNING MOVEMENTS ARE ACCOMMODATE PER AUTOTURN SOFTWARE, VERSION 8.1.1.
THE SCOPE OF WORK: INTERSECTION MODIFICATIONS TO ACCOMODATE LANE ADDITION ON IL 13
INTERSECTION DESIGN EXCEPTIONS: NONE
ADDITIONAL NOTES: NONE

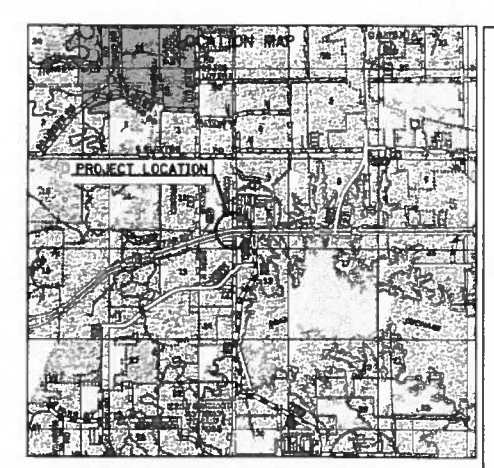


TRAFFIC DATA

MOVEMENT	YEAR 2011 30TH MAXIMUM HOUR TRAFFIC		PERCENT TRUCK TRAFFIC IN 30TH MAX. HOUR		ESTIMATED PERCENT INCREASE BY 2016	YEAR 2016 30TH MAXIMUM HOUR TRAFFIC		ESTIMATED PERCENT INCREASE BY 2036	YEAR 2036 30TH MAXIMUM HOUR TRAFFIC	
	A.M.	P.M.				A.M.	P.M.		A.M.	P.M.
AD (L)	24	22	9.42		1.05	25	24	1.28	30	29
AB (T)	7	13	7.04		1.05	7	14	1.28	9	17
AC (R)	36	39	5.13		1.05	38	41	1.28	46	50
BC (L)	43	30	2.16		1.05	46	32	1.28	55	39
BA (T)	11	13	7.69		1.05	12	14	1.28	14	17
BD (R)	214	212	2.00		1.05	225	222	1.28	274	271
CA (L)	28	35	3.59		1.05	29	36	1.28	36	45
CD (T)	913	1704	3.24		1.10	1008	1881	1.64	1498	2795
CB (R)	16	26	3.57		1.05	16	27	1.28	20	33
DB (L)	95	137	2.31		1.05	100	144	1.28	122	175
DC (T)	1533	1291	3.00		1.10	1693	1426	1.64	2516	2119
DA (R)	28	35	3.59		1.05	29	36	1.28	36	45
TOTAL A	128	148				134	155		164	190
TOTAL B	2568	3125				2829	3443		4170	5080
TOTAL C	2801	3390				3074	3722		4468	5420
TOTAL D	385	431				405	453		494	553

T = THROUGH, L = LEFT, R = RIGHT





INTERSECTION DESIGN STUDY

FAP ROUTE 331 (ILLINOIS 13
WITH
FAS ROUTE 1901 (SPILLWAY ROAD

SEC. NO. (1-4)R-4,N-6,TS-5 PROJ. NO.
SCALE 1"=50" COUNTY WILLIAMSON
SJN : D-99-041-13 REV. NO.
DESIGNED BY SUSAN POE DATE 12/18/14
SATISFACTORY DISTRICT GEOMETRICS ENGINEER DATE 12/18/14
SATISFACTORY DISTRICT STUDIES AND PLANS ENGINEER DATE 12/19/14
SATISFACTORY DISTRICT PROGRAM DEVELOPMENT ENGINEER DATE 12/19/14
SATISFACTORY DISTRICT OPERATIONS ENGINEER DATE 1/1/15
APPROVED DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER DATE

A FILE NAME : ( ) I.D.S. SHEET 1 OF 6

BDE-9908

PLOT DATE = 12/18/2014
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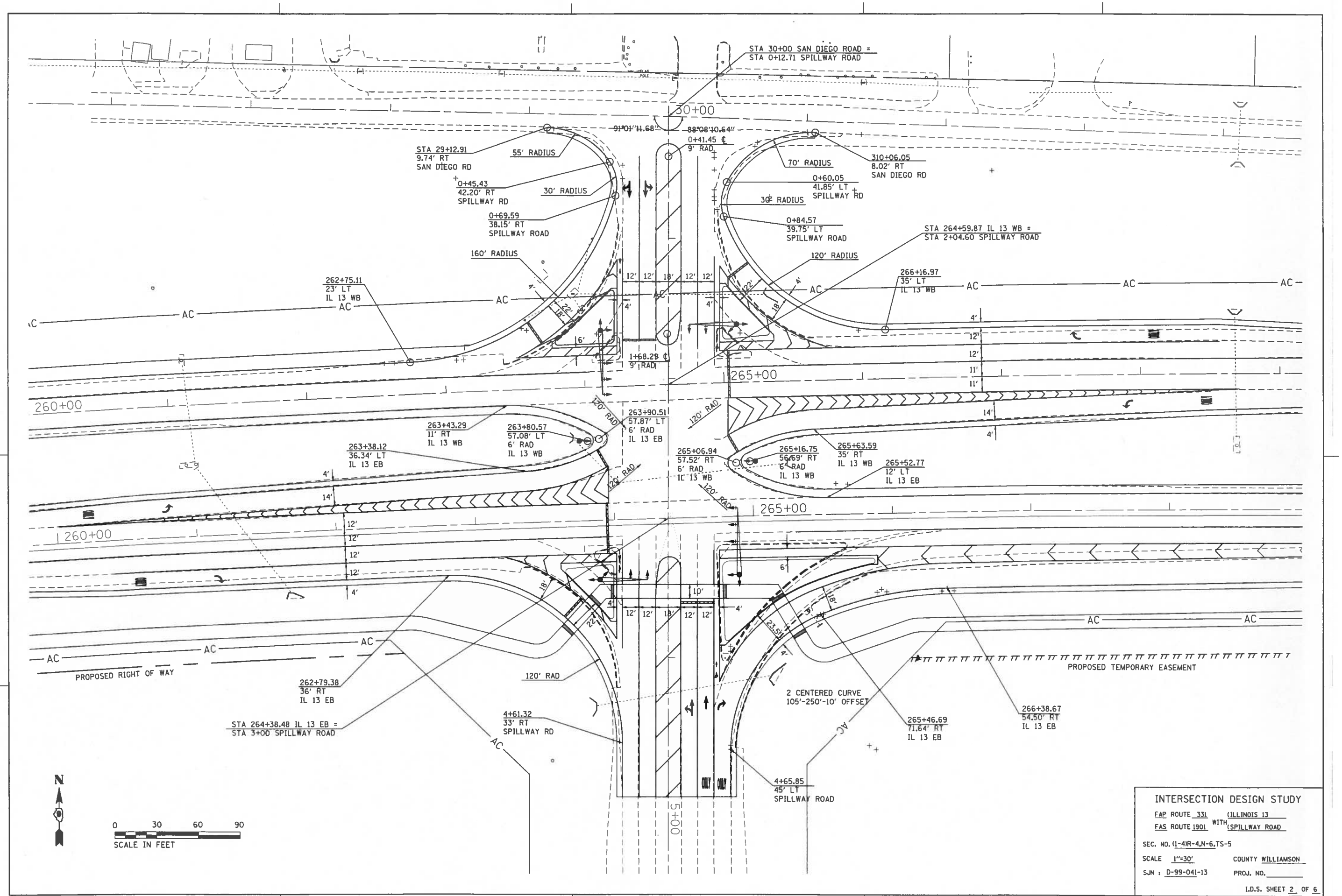

INTERSECTION DESIGN STUDY

FAP ROUTE 331 (ILLINOIS 13
FAS ROUTE 1901 WITH (SPILLWAY ROAD

SEC. NO. (1-4)R-4,N-6,TS-5

SCALE 1"=30' COUNTY WILLIAMSON

SJN : D-99-041-13 PROJ. NO.

I.D.S. SHEET 2 OF 6

BDE-9908

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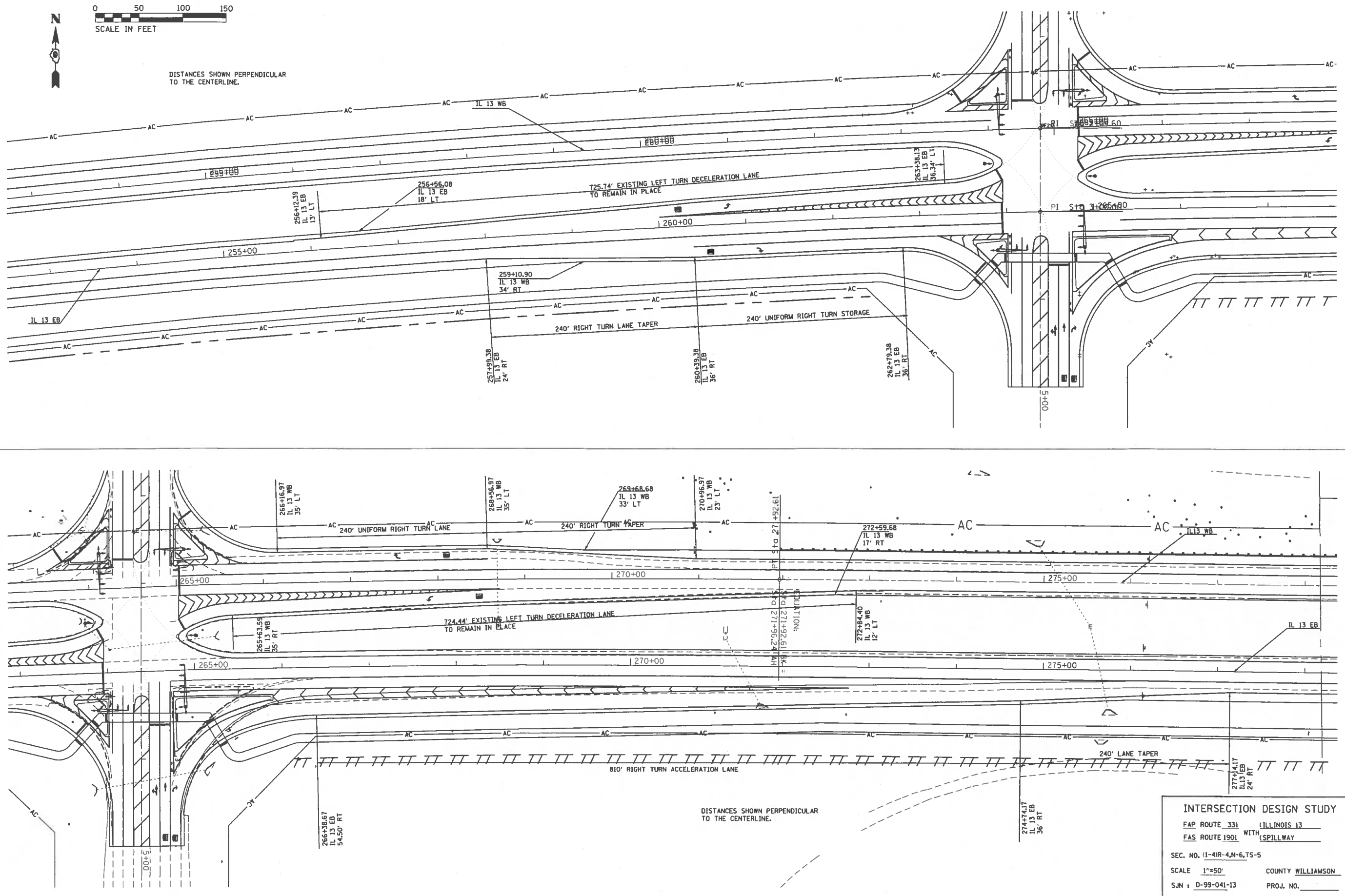

INTERSECTION DESIGN STUDY

FAP ROUTE 331 (ILLINOIS 13
FAS ROUTE 1901 WITH (SPILLWAY

SEC. NO. (1-4)R-4,N-6,TS-5

SCALE 1"=50' COUNTY WILLIAMSON

SJN : D-99-041-13 PROJ. NO.

I.D.S. SHEET 3 OF 6

BDE-9908

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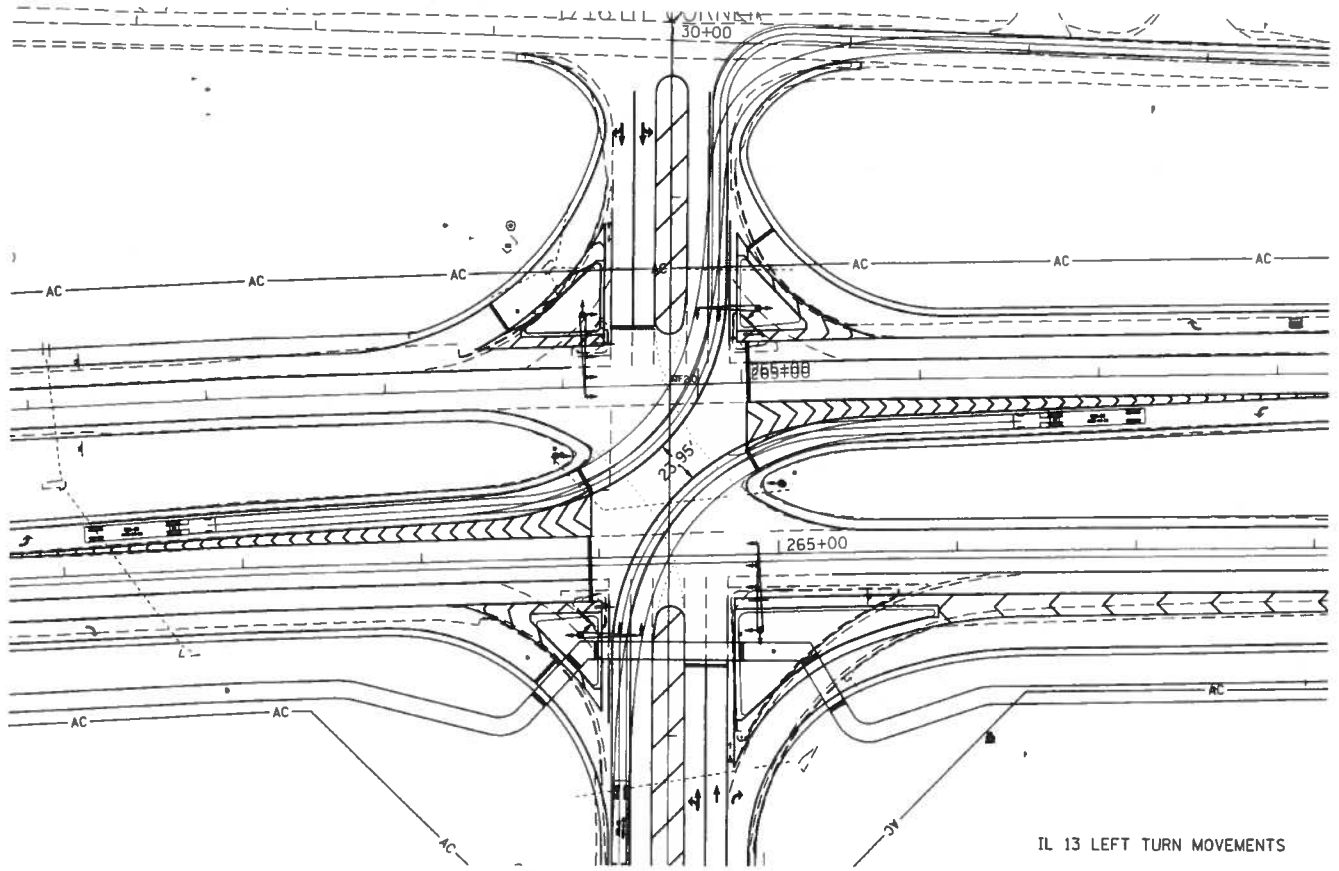
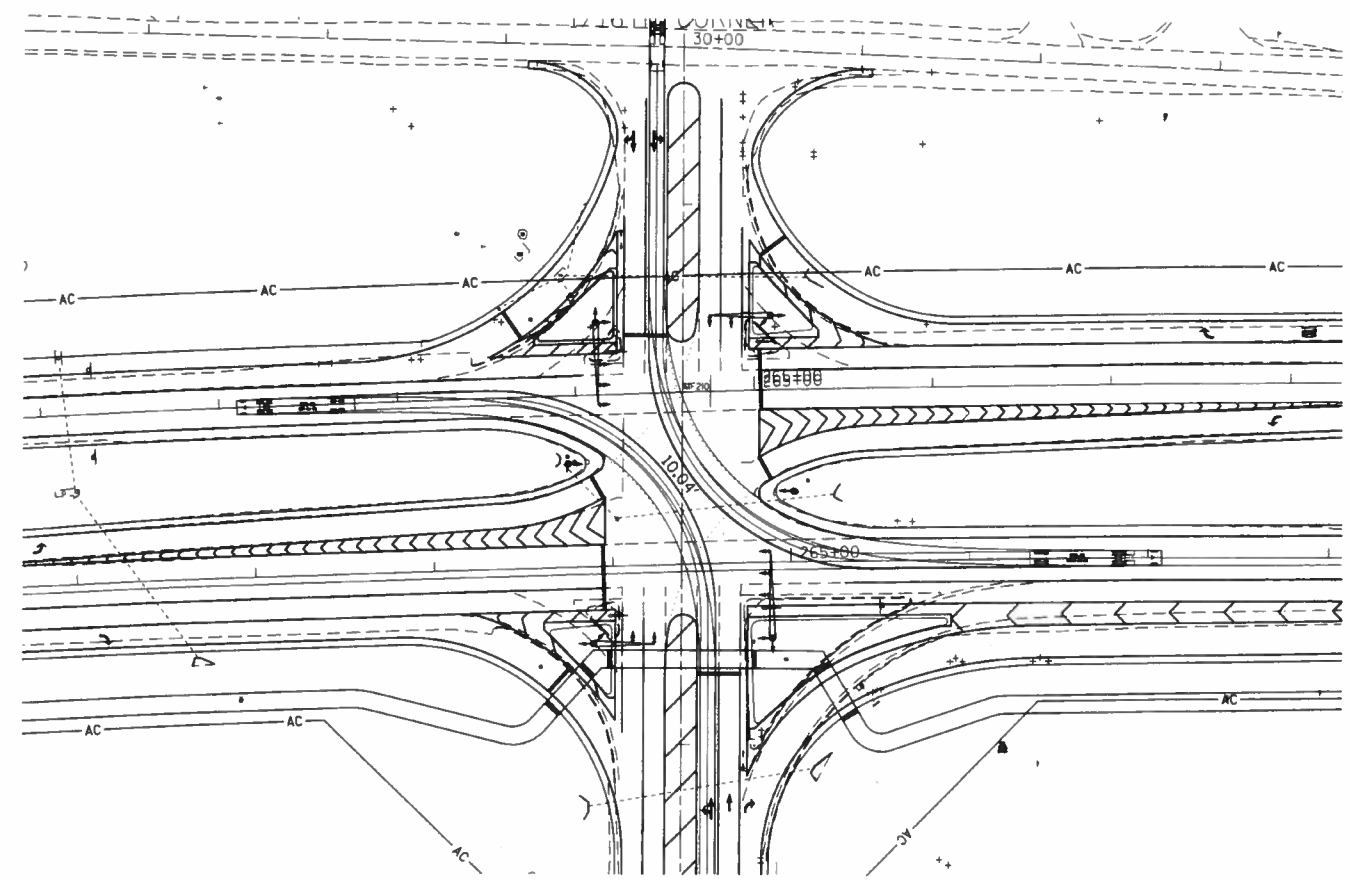
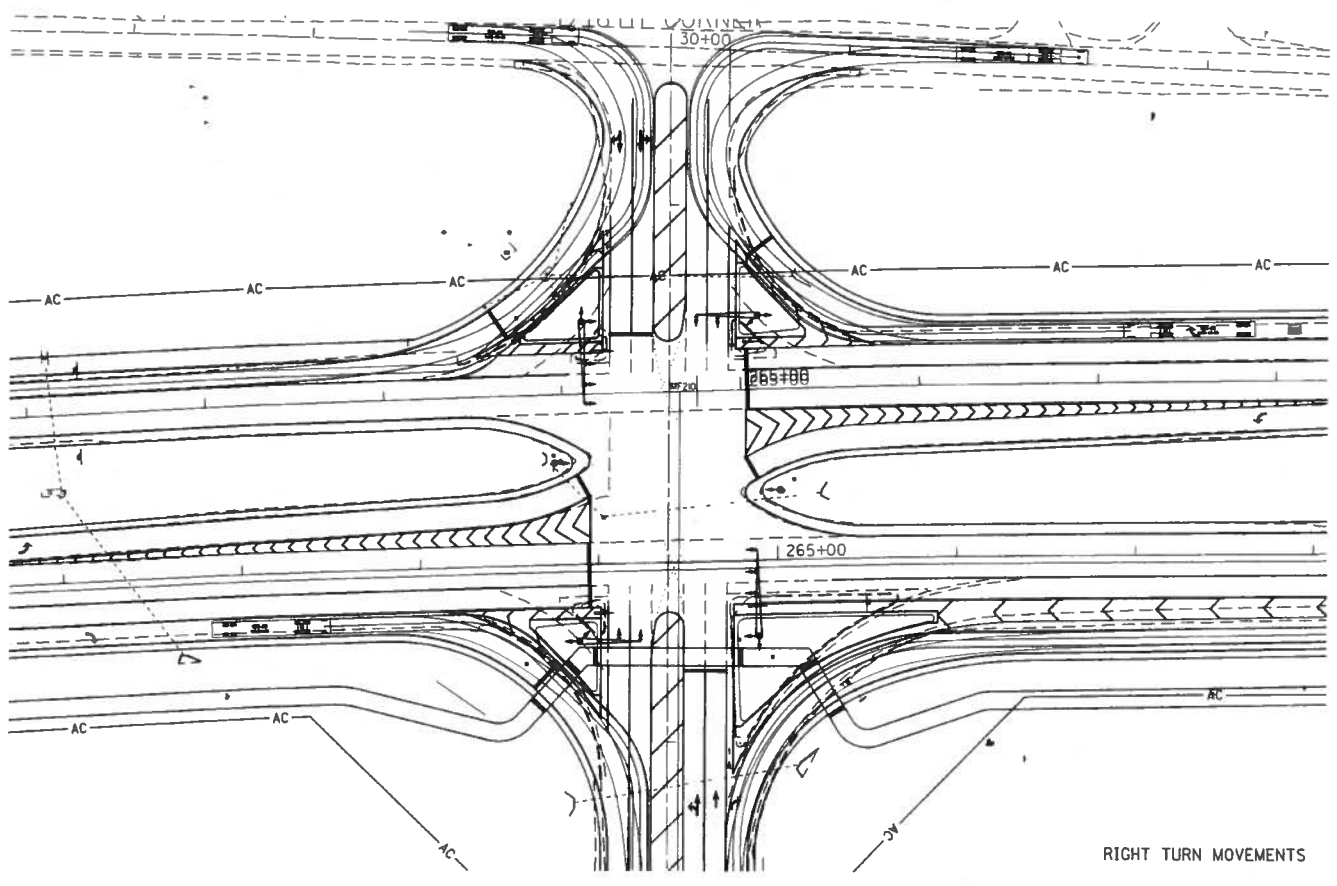


IL 13 LEFT TURN MOVEMENTS



SPILLWAY ROAD LEFT TURN MOVEMENTS



RIGHT TURN MOVEMENTS

N

0 50 100 150
SCALE IN FEET

INTERSECTION DESIGN STUDY

FAP ROUTE 331 (ILLINOIS 13
FAS ROUTE 1901 WITH (SPILLWAY ROAD

SEC. NO. (1-4)R-4,N-6,TS-5

SCALE 1"=50' COUNTY WILLIAMSON

SJN : D-99-041-13 PROJ. NO.

I.D.S. SHEET 4 OF 6

BDE-9908

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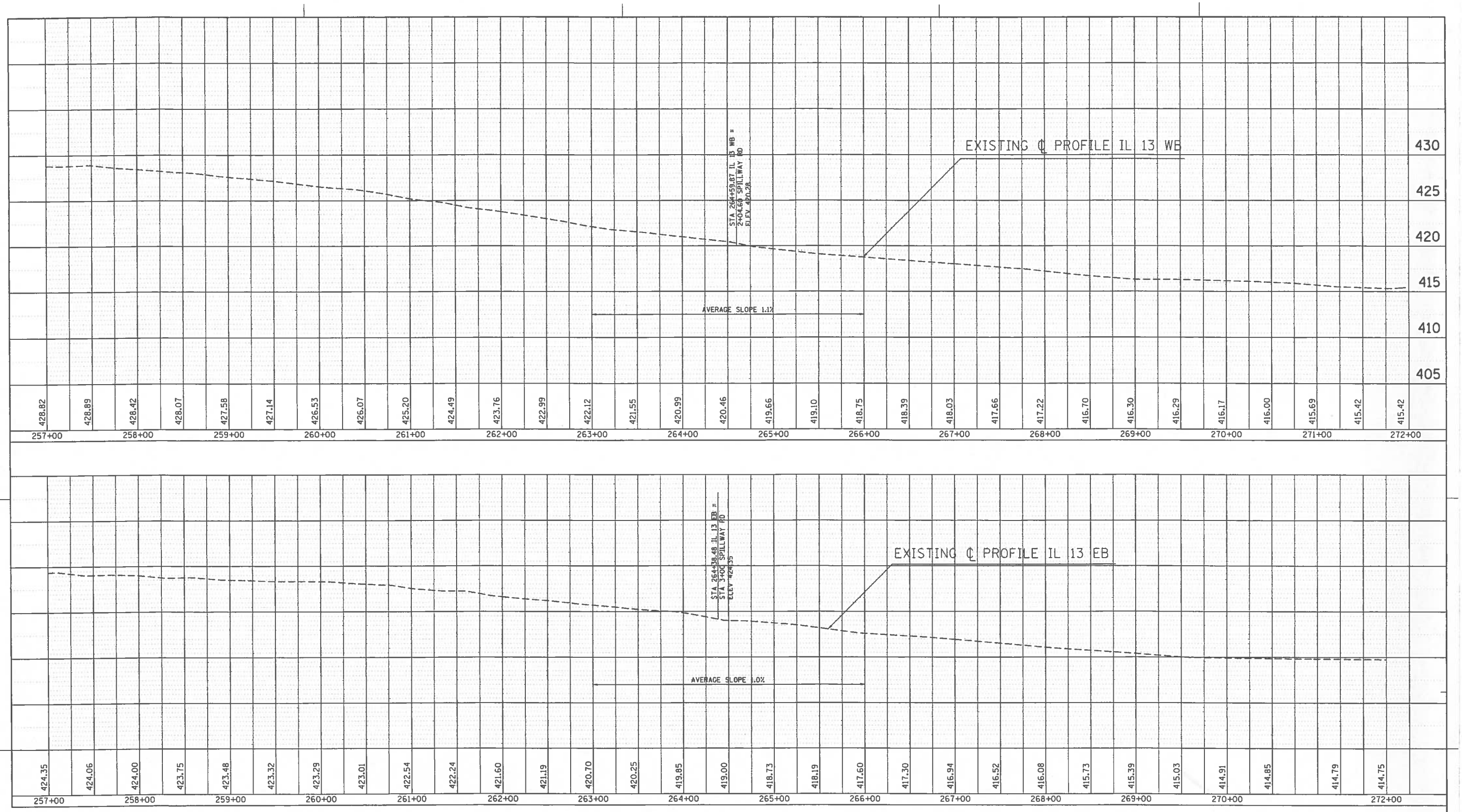

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INTERSECTION DESIGN STUDY

FAP ROUTE 331 (ILLINOIS 13
FAS ROUTE 1901 WITH (SPILLWAY ROAD

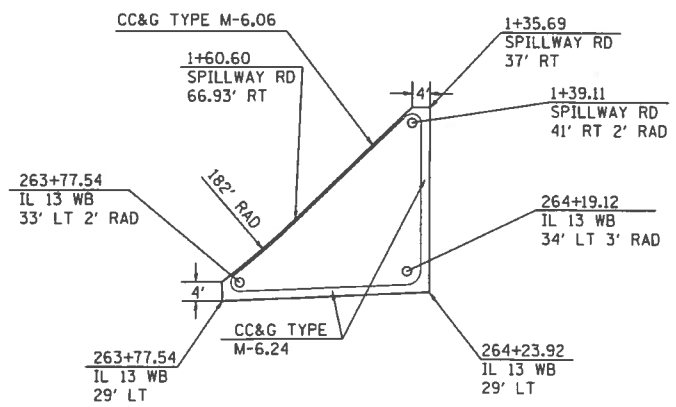
SEC. NO. (1-4)R-4,N-6,TS-5

SCALE 1"=50' COUNTY WILLIAMSON

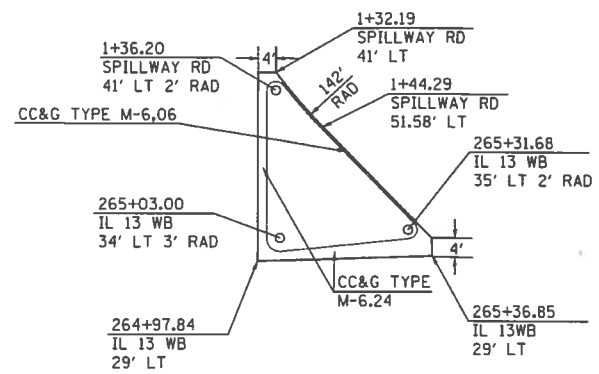
SJN : D-99-041-13 PROJ. NO.

I.D.S. SHEET 5 OF 6

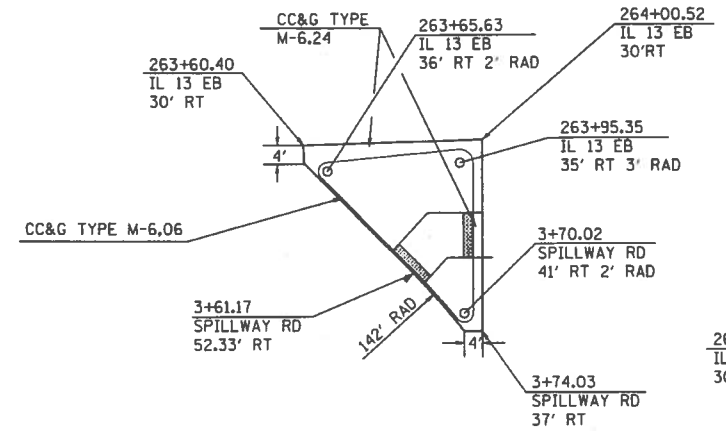
BDE-9908



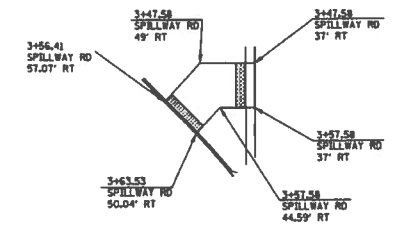
NORTHWEST QUADRANT



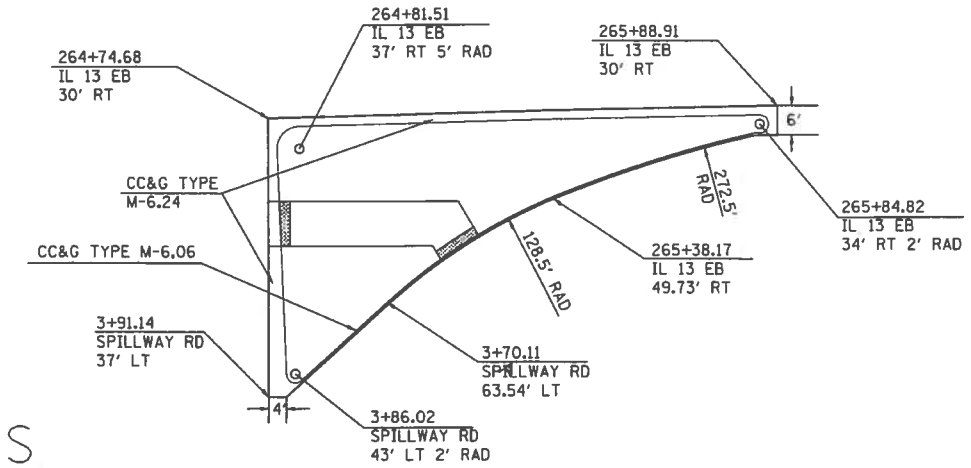
NORTHEAST QUADRANT



SOUTHWEST QUADRANT

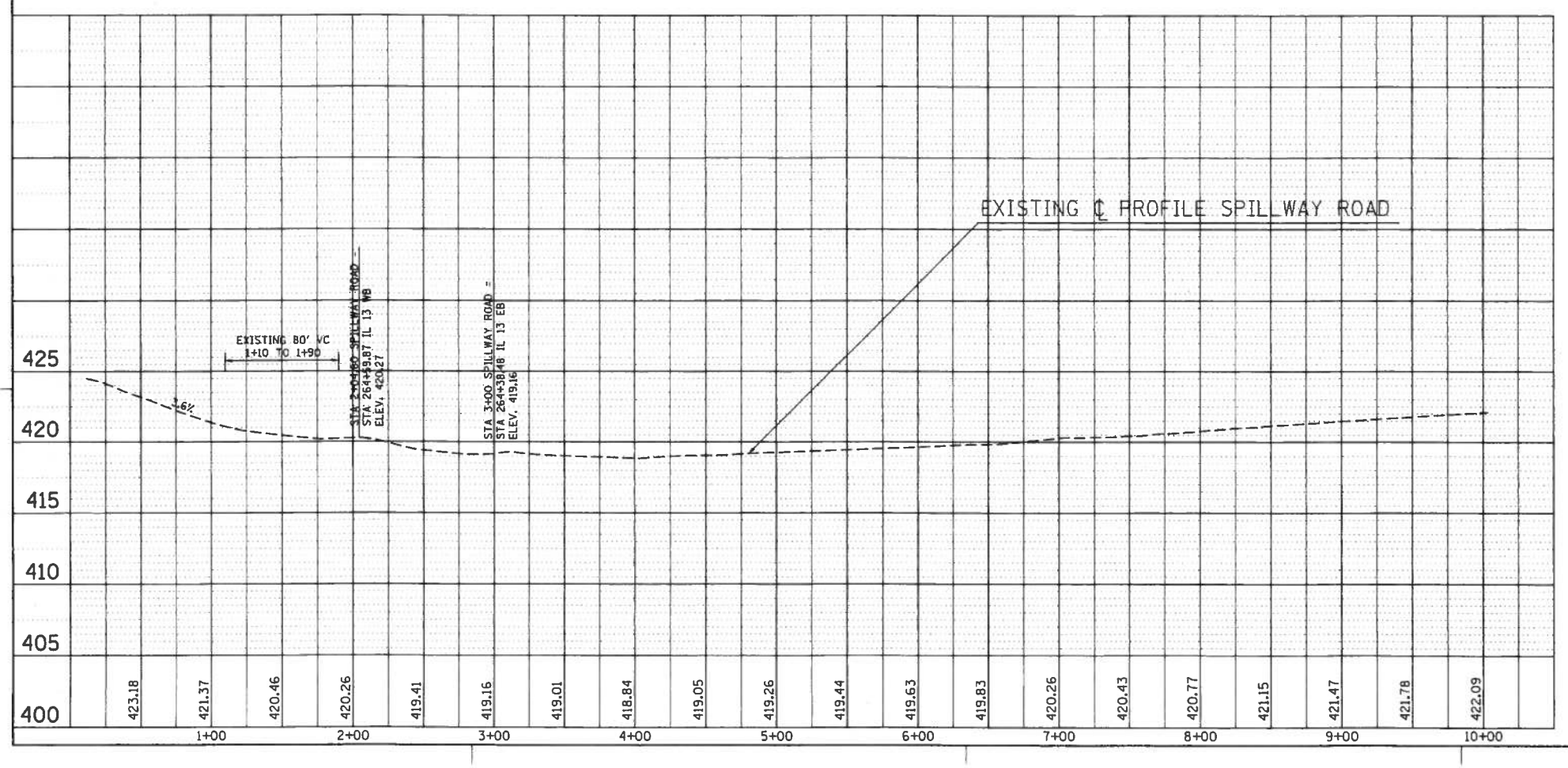


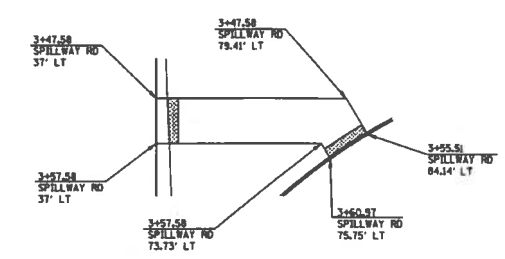
SOUTHWEST QUADRANT
CROSSWALK DETAIL



SOUTHEAST QUADRANT

ISLAND DETAILS





SOUTHEAST QUADRANT
CROSSWALK DETAIL

INTERSECTION DESIGN STUDY

FAP ROUTE 331 (ILLINOIS 13
FAS ROUTE 1901 WITH (SPILLWAY ROAD

SEC. NO. (1-4)R-4,N-6,TS-5

SCALE 1"=50' COUNTY WILLIAMSON

SJN : D-99-041-13 PROJ. NO. _____

I.D.S. SHEET 6 OF 6

BDE-9908

PLOT DATE = 12/18/2014
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SIGNALIZED CAPACITY DESIGN ANALYSIS

PROGRAM USED: HCS 2010 , VERSION: 6.65 SIGNAL TYPE: ACTUATED AREA TYPE: NON-CBD
NUMBER OF PHASES: (A.M.) 3 (P.M.) 3 CYCLE LENGTH: (A.M.) 70 SEC. (P.M.) 70 SEC. PEAK HOUR FACTOR: 0.95
INTERSECTION DELAY/LEVEL-OF-SERVICE A.M. 9.1 SECONDS LOS A P.M. 12.5 SECONDS LOS A

APPROACH		A - SOUTHBOUND		B - WESTBOUND						D-EASTBOUND	
LANE GROUP		LT	RT	TH	RT					LT	TH
NUMBER OF LANES		1	1	3	1					2	3
2036 30TH MAX. HOUR TRAFFIC (veh/h)	A.M.	111	415	1702	41					115	1542
	P.M.	48	178	1520	115					385	2116
BASE SATURATION FLOW RATE (veh/h)		1900	1900	6000	1900					1900	6000
LANE WIDTH (FT)		12	12	12	12					12	12
VOLUME OF RIGHT TURN ON RED (veh/h)		A.M. FREE	P.M. FREE	A.M. 0	P.M. 0	A.M.	P.M.			A.M.	P.M.
PEDESTRIANS/HOUR (ped/h)		A.M. 0	P.M. 0	A.M. 0	P.M. 0	A.M.	P.M.			A.M. 0	P.M. 0
ARRIVAL TYPE		3		3						3	
LANE UTILIZATION ADJ. FACTOR		.971	1.0	.908	1.0					1.0	1.0
GREEN TIME (SECONDS)	A.M.	6.0	FREE	40.6	40.6					4.5	FREE
	P.M.	3.1	FREE	37.1	37.1					10.9	FREE
GREEN RATIO (g/C)	A.M.	.09		.58	.58					.06	
	P.M.	.04		.53	.53					.16	
CAPACITY (c)	A.M.	150		3067	915					223	
	P.M.	79		2801	836					536	
v/c RATIO (X)	A.M.	.778		.584	.047					.544	
	P.M.	.644		.571	.145					.756	
STORAGE QUEUE (FEET OR VEHICLES)	A.M.	102.5		92.5	10					45	
	P.M.	47.5		112.5	37.5					140	
LANE GROUP DELAY(SECONDS)	A.M.	42.9		5.3	6.4					33.8	
	P.M.	44.8		7.2	8.8					30.5	
LANE GROUP LEVEL-OF-SERVICE	A.M.	D		A	A					C	
	P.M.	D		A	A					C	
APPROACH DELAY (SECONDS/VEHICLE)	A.M.	42.9		5.3						33.8	
	P.M.	44.8		7.3						30.5	
APPROACH LEVEL-OF-SERVICE	A.M.	D		A						C	
	P.M.	D		A						C	

ELEMENTS CONTROLLING DESIGN

PREFERRED ROUTE:

F.A. ROUTE NUMBER: FAP 331. MARKED ROUTE NUMBER: ILLINOIS 13.
FUNCTIONAL CLASSIFICATION: OTHER PRINCIPAL ARTERIAL. OSOW DESIGN-NO
EXISTING ADT: 30,200 (2013) VPD. DESIGN YEAR ADT: 47,870 (2036) VPD.
PROPOSED DESIGN SPEED: 65 MPH. PROPOSED POSTED SPEED: 55 MPH.

SECONDARY ROUTE:

F.A. ROUTE NUMBER: FAS 907.
STREET NAME: CAMBRIA ROAD.
FUNCTIONAL CLASSIFICATION: MAJOR COLLECTOR.
EXISTING ADT: 4750 (2011) VPD. DESIGN YEAR ADT: 6720 (2036) VPD.
PROPOSED DESIGN SPEED: 55 MPH. PROPOSED POSTED SPEED: 55 MPH.

IMPROVEMENT TYPE: INTERSECTION IMPROVEMENT. ANTICIPATED YEAR OF CONSTRUCTION: 2016.
EXISTING METHOD OF TRAFFIC CONTROL: STOP CONTROLLED ON SIDEROAD.
PROPOSED METHOD: SIGNALIZED. SIGNAL WARRANT: 1, 2 AND 3.
DESIGN VEHICLE: WB-55 .
DESIGN YEAR: 2036 WHICH IS A 20 YEAR DESIGN.
TRUCK ROUTE DESIGNATION: PREFERRED ROADWAY: CLASS 2.
SECONDARY ROADWAY: NONE.
DESIGN CRITERIA CONSTRUCTION/RECONSTRUCTION.

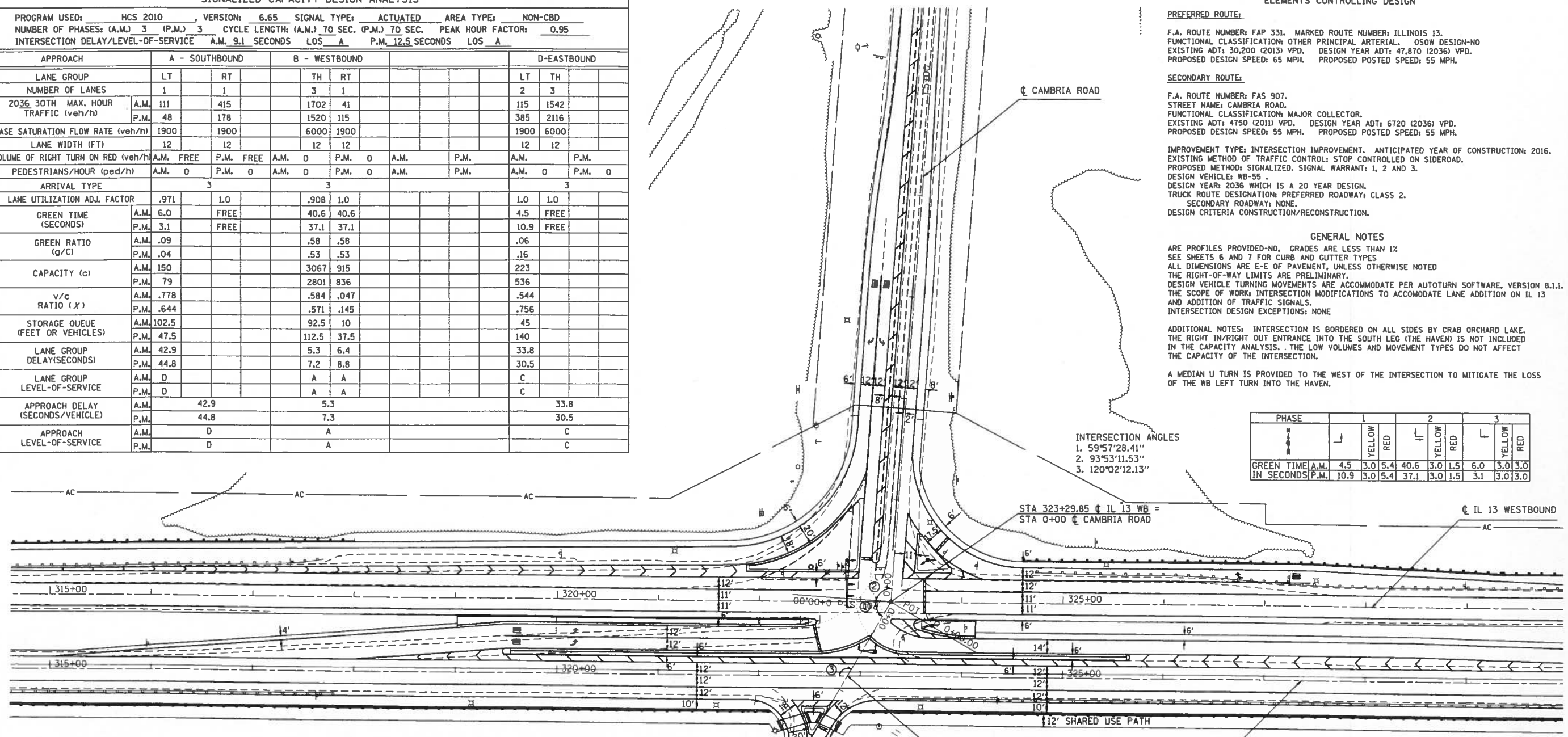
GENERAL NOTES

ARE PROFILES PROVIDED-NO. GRADES ARE LESS THAN 1%
SEE SHEETS 6 AND 7 FOR CURB AND GUTTER TYPES
ALL DIMENSIONS ARE E-E OF PAVEMENT, UNLESS OTHERWISE NOTED
THE RIGHT-OF-WAY LIMITS ARE PRELIMINARY.
DESIGN VEHICLE TURNING MOVEMENTS ARE ACCOMMODATE PER AUTOTURN SOFTWARE, VERSION 8.1.1.
THE SCOPE OF WORK: INTERSECTION MODIFICATIONS TO ACCOMODATE LANE ADDITION ON IL 13 AND ADDITION OF TRAFFIC SIGNALS.
INTERSECTION DESIGN EXCEPTIONS: NONE

ADDITIONAL NOTES: INTERSECTION IS BORDERED ON ALL SIDES BY CRAB ORCHARD LAKE. THE RIGHT IN/RIGHT OUT ENTRANCE INTO THE SOUTH LEG (THE HAVEN) IS NOT INCLUDED IN THE CAPACITY ANALYSIS. . THE LOW VOLUMES AND MOVEMENT TYPES DO NOT AFFECT THE CAPACITY OF THE INTERSECTION.

A MEDIAN U TURN IS PROVIDED TO THE WEST OF THE INTERSECTION TO MITIGATE THE LOSS OF THE WB LEFT TURN INTO THE HAVEN.

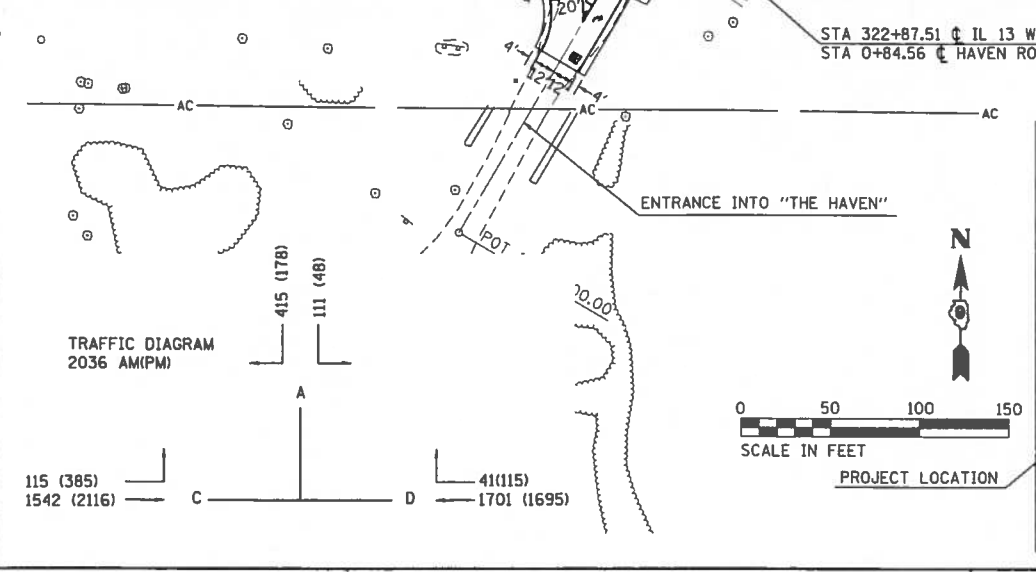
PHASE		1			2			3		
		L	YELLOW	RED	L	YELLOW	RED	L	YELLOW	RED
GREEN TIME IN SECONDS	A.M.	4.5	3.0	5.4	40.6	3.0	1.5	6.0	3.0	3.0
	P.M.	10.9	3.0	5.4	37.1	3.0	1.5	3.1	3.0	3.0

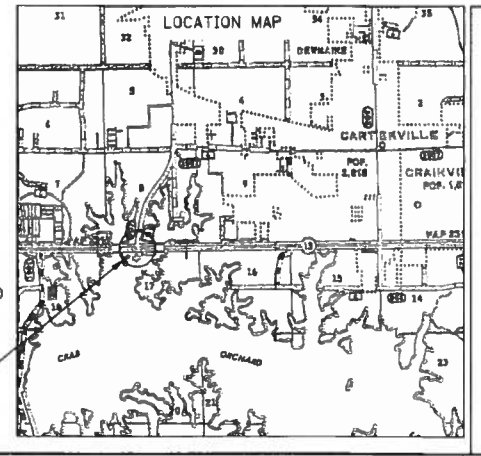


TRAFFIC DATA

MOVEMENT	EXISTING TRAFFIC PATTERNS YEAR 2014 30TH MAXIMUM HOUR TRAFFIC A.M.	P.M.	PERCENT TRUCK TRAFFIC IN 30TH MAX. HOUR		ESTIMATED PERCENT INCREASE BY 2016	EXISTING TRAFFIC PATTERNS YEAR 2016 30TH MAXIMUM HOUR TRAFFIC A.M.	P.M.	ESTIMATED PERCENT INCREASE BY 2036	PROPOSED TRAFFIC PATTERNS YEAR 2036 30TH MAXIMUM HOUR TRAFFIC A.M.	P.M.
AD (L)	89	39	2.73		1.02	91	40	1.24	111	48
AB (T)	1	1	0		1.02	1	1	1.24		
AC (R)	333	143	1.67		1.02	340	145	1.24	415	178
BC (L)	1	0	0		1.02	1	0	1.24		
BA (T)	2	1	33.3		1.02	2	1	1.24		
BD (R)	1	2	0		1.02	1	2	1.24	5	4
CA (L)	92	309	2.22		1.02	94	315	1.24	115	385
CD (T)	1112	1525	3.21		1.03	1145	1571	1.38	1542	2116
CB (R)	3	1	14.2		1.02	3	1	1.24	5	4
DB (L)	0	1	0		1.02	0	1	1.24		
DC (T)	1367	1220	3.06		1.03	1408	1256	1.38	1898	1695
DA (R)	31	91	2.20		1.02	31	93	1.24	41	115
TOTAL A	548	584				559	595			
TOTAL B	9	7				9	7			
TOTAL C	2908	3198				2978	3277			
TOTAL D	2599	2879				2663	2952			

T = THROUGH, L = LEFT, R = RIGHT





INTERSECTION DESIGN STUDY

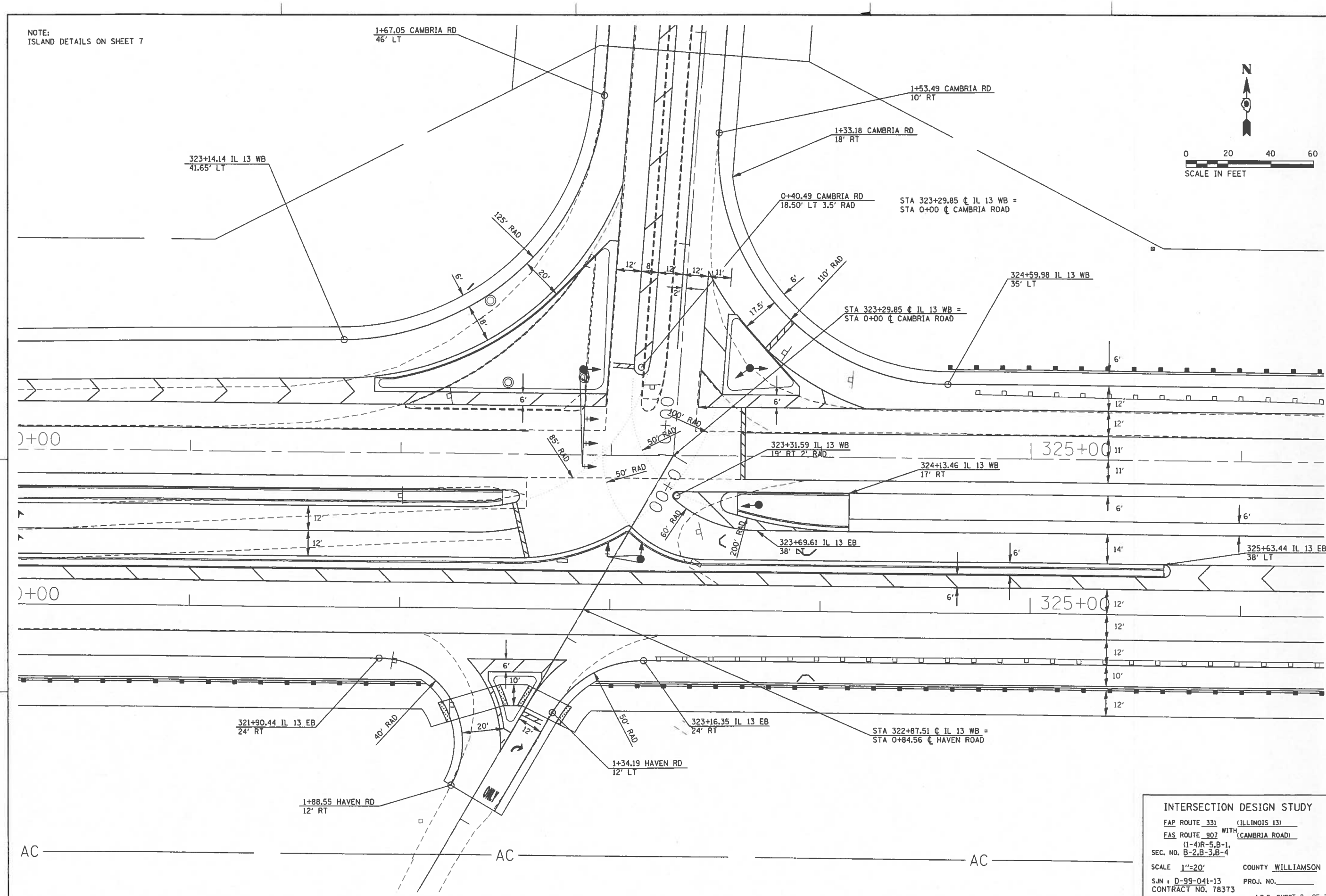
FAP ROUTE 331 (ILLINOIS 13) WITH
FAS ROUTE 907 (CAMBRIA ROAD)

SEC. NO. (1-4)R-5,B-1, B-2,B-3,B-4 PROJ. NO. _____
SCALE 1"=50" COUNTY WILLIAMSON
SJN : D-99-041-13 REV. NO. ___
CONTRACT NO. 78373

DESIGNED BY SUSAN POE DATE 4/16/15
SATISFACTORY DISTRICT GEOMETRICS ENGINEER DATE 4/16/15
SATISFACTORY DISTRICT STUDIES AND PLANS ENGINEER DATE 4/17/15
SATISFACTORY DISTRICT PROGRAM DEVELOPMENT ENGINEER DATE 4/20/15
SATISFACTORY DISTRICT OPERATIONS ENGINEER DATE 4/21/15
APPROVED DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER DATE 4/22/15

CADD FILE NAME : ( ) I.D.S. SHEET 1 OF 7

BDE-9908



INTERSECTION DESIGN STUDY

FAP ROUTE 331 (ILLINOIS 13)
FAS ROUTE 907 WITH (CAMBRIA ROAD)
SEC. NO. (1-4)R-5,B-1, B-2,B-3,B-4
SCALE 1"=20'
COUNTY WILLIAMSON
SJN : D-99-041-13
CONTRACT NO. 78373
PROJ. NO.
I.D.S. SHEET 2 OF 7

BDE-9908

PLOT DATE = 4/16/2015
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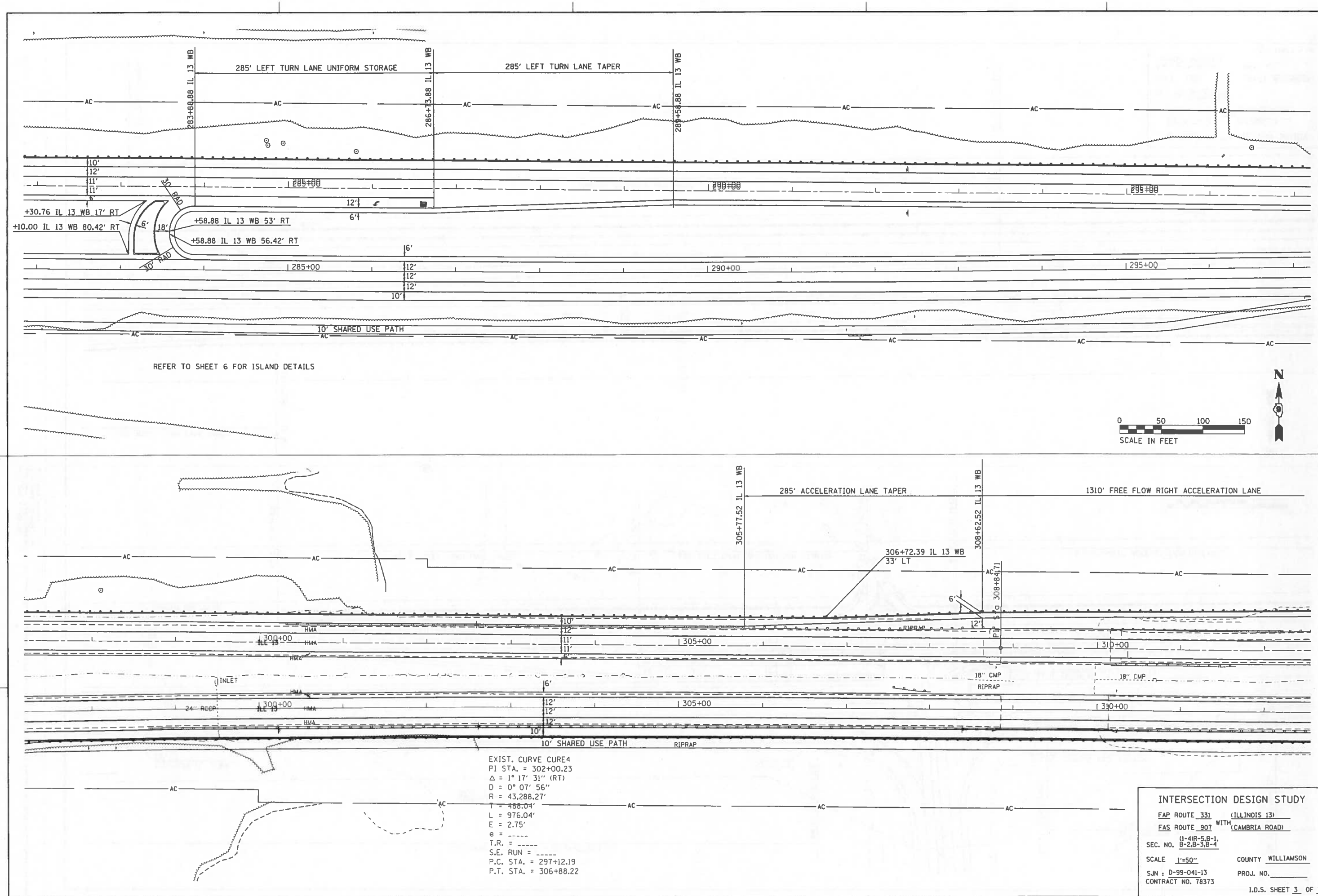

INTERSECTION DESIGN STUDY

FAP ROUTE 331 (ILLINOIS 13)
FAS ROUTE 907 WITH (CAMBRIA ROAD)
SEC. NO. (1-4)R-5,B-1, B-2,B-3,B-4
SCALE 1"=50"
COUNTY WILLIAMSON
SJN : D-99-041-13
CONTRACT NO. 78373
PROJ. NO.
I.D.S. SHEET 3 OF 7

BDE-9908

PLOT DATE = 4/24/2015
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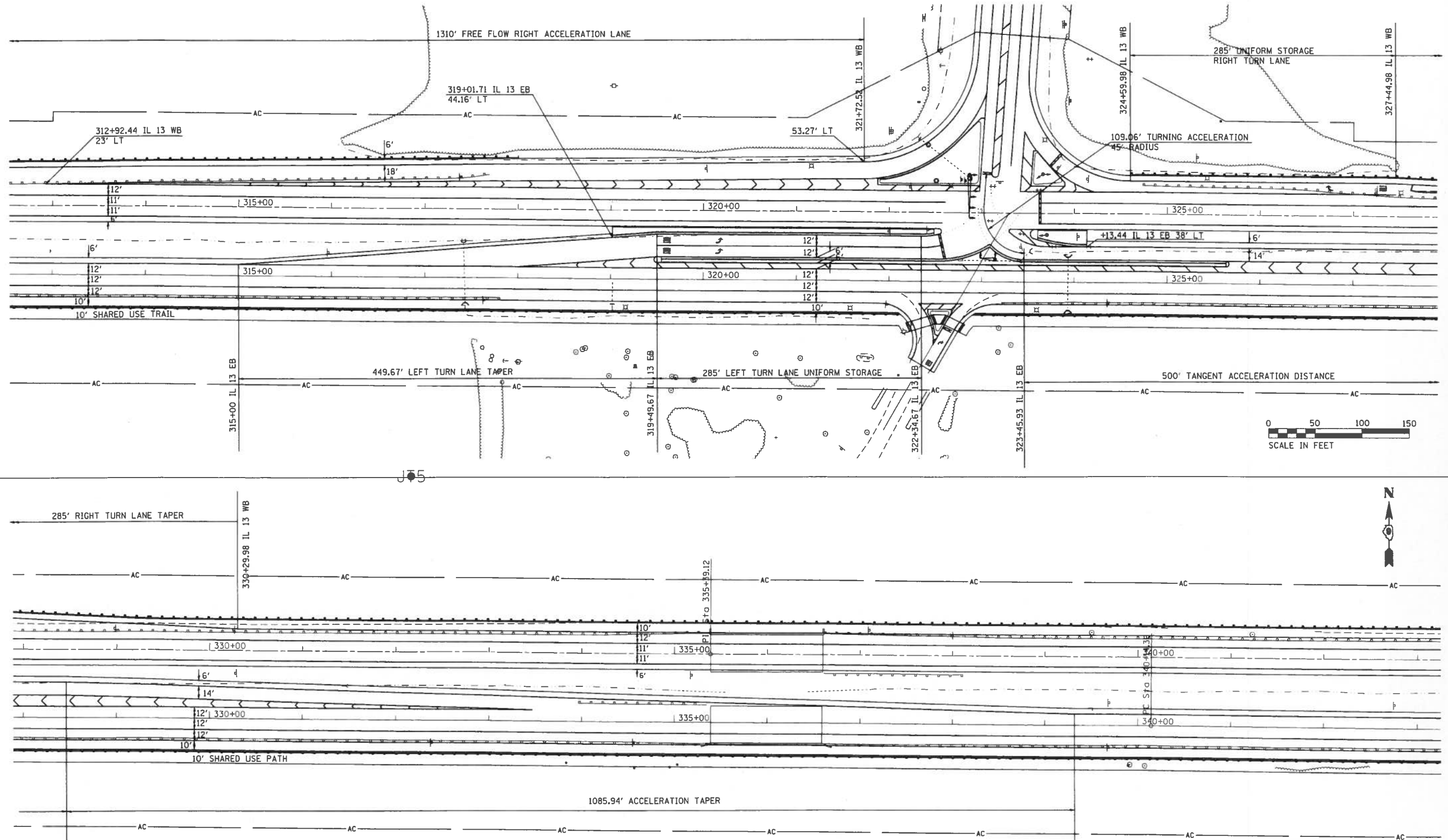


TOTAL ACCELERATION DISTANCE PROVIDED = 1695' PER BDE FIGURE 36-2.L

INTERSECTION DESIGN STUDY

FAP ROUTE 331 (ILLINOIS 13)
FAS ROUTE 907 WITH (CAMBRIA ROAD)

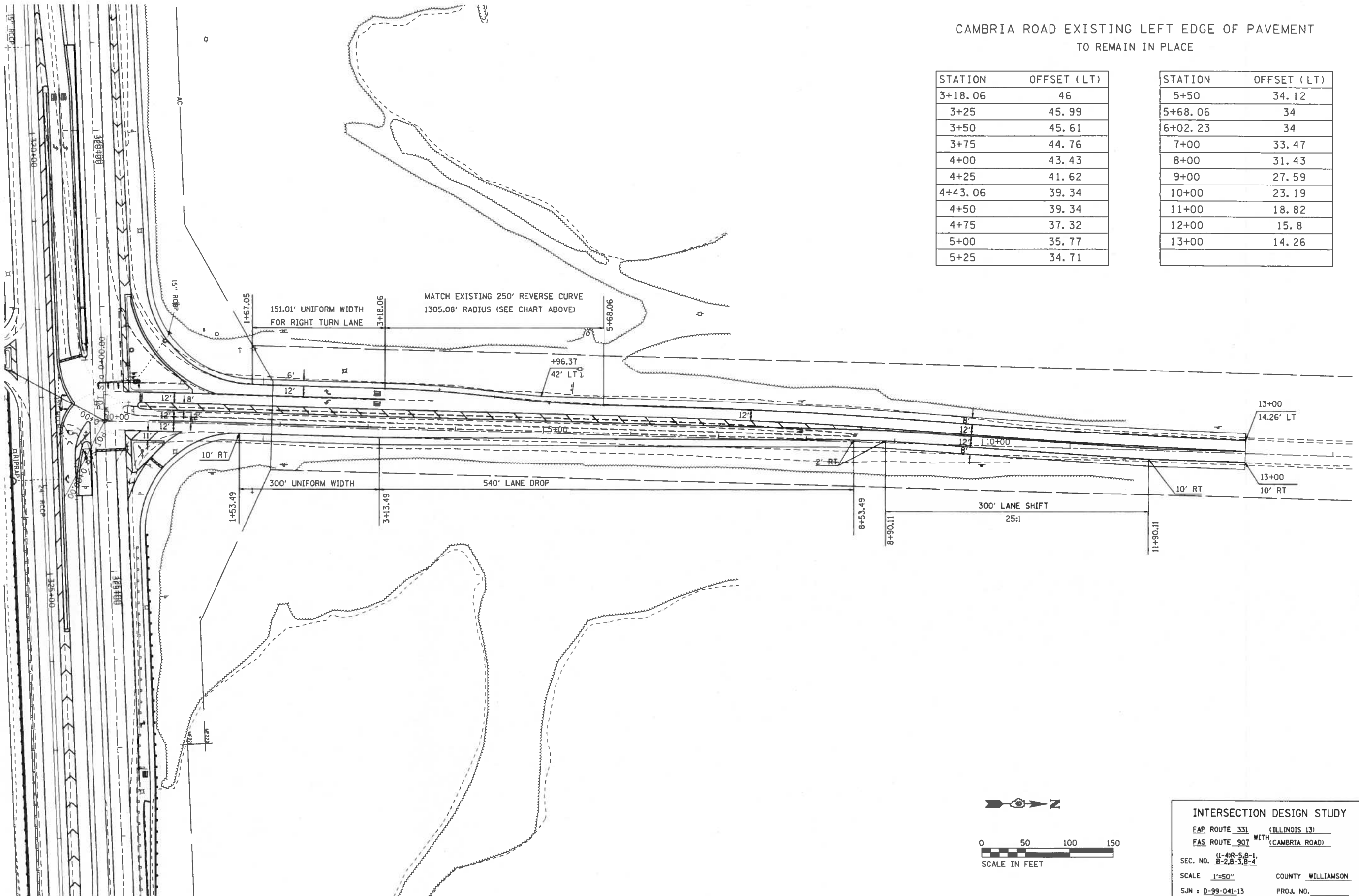
SEC. NO. (1-4)R-5,B-1, B-2,B-3,B-4

SCALE 1'=50'' COUNTY WILLIAMSON

SJN : D-99-041-13 PROJ. NO.
CONTRACT NO. 78373

I.D.S. SHEET 4 OF 7

BDE-9908



CAMBRIA ROAD EXISTING LEFT EDGE OF PAVEMENT

TO REMAIN IN PLACE

STATION	OFFSET (LT)
3+18.06	46
3+25	45.99
3+50	45.61
3+75	44.76
4+00	43.43
4+25	41.62
4+43.06	39.34
4+50	39.34
4+75	37.32
5+00	35.77
5+25	34.71

STATION	OFFSET (LT)
5+50	34.12
5+68.06	34
6+02.23	34
7+00	33.47
8+00	31.43
9+00	27.59
10+00	23.19
11+00	18.82
12+00	15.8
13+00	14.26

INTERSECTION DESIGN STUDY

FAP ROUTE 331 (ILLINOIS 13)
FAS ROUTE 907 WITH (CAMBRIA ROAD)

SEC. NO. (1-4)R-5,B-1, B-2,B-3,B-4

SCALE 1"=50"

COUNTY WILLIAMSON

SJN : D-99-041-13
CONTRACT NO. 78373

PROJ. NO.

I.D.S. SHEET 5 OF 7

BDE-9908

PLOT DATE = 4/16/2015
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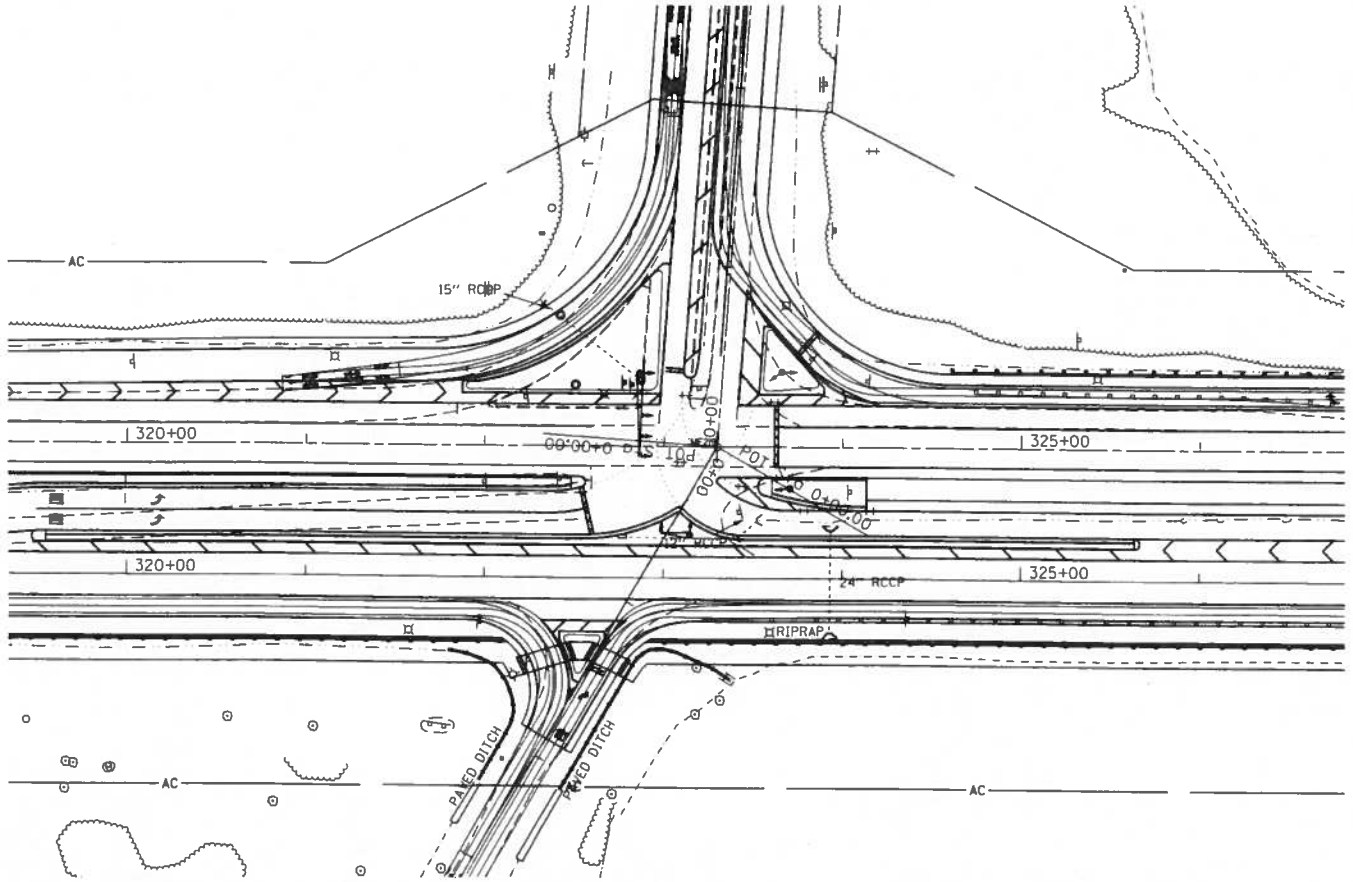
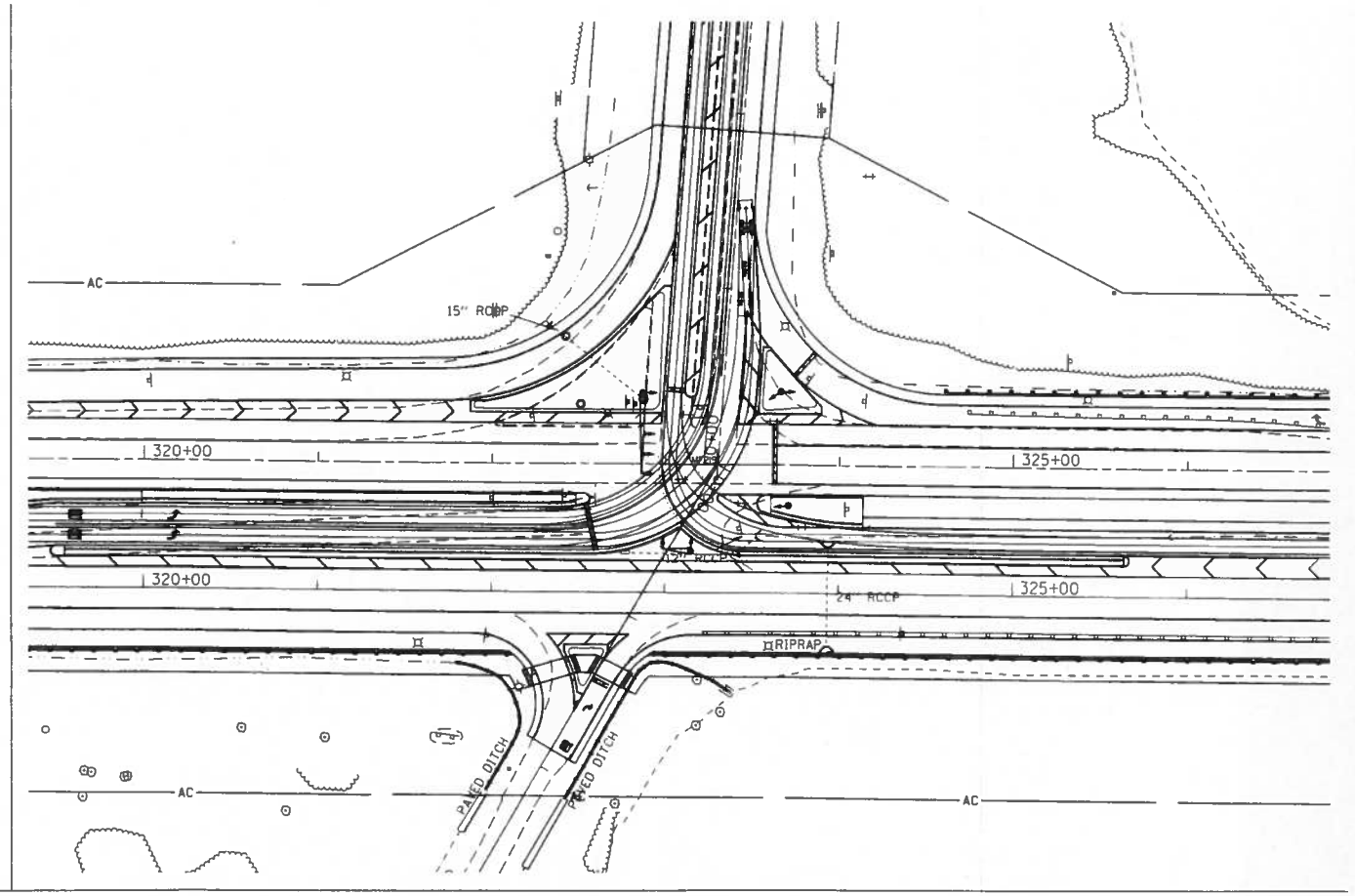
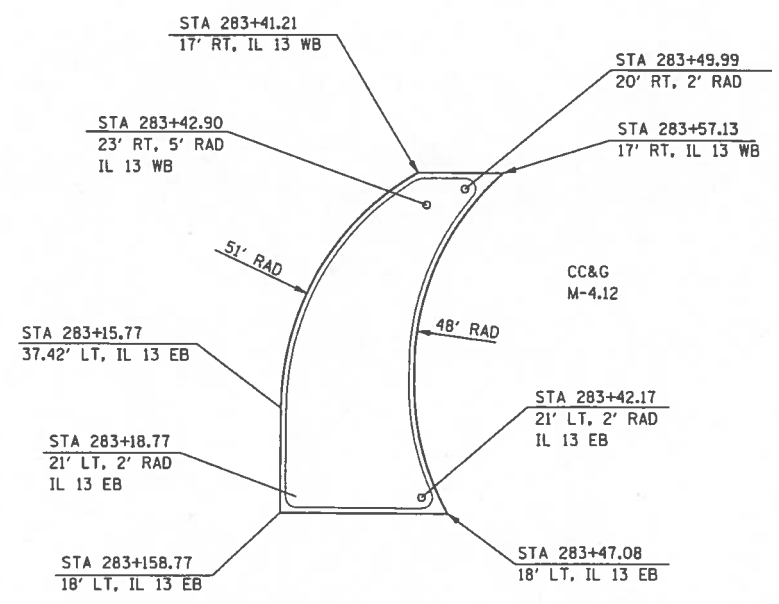


RIGHT TURN
MOVEMENTS



LEFT TURN
MOVEMENTS



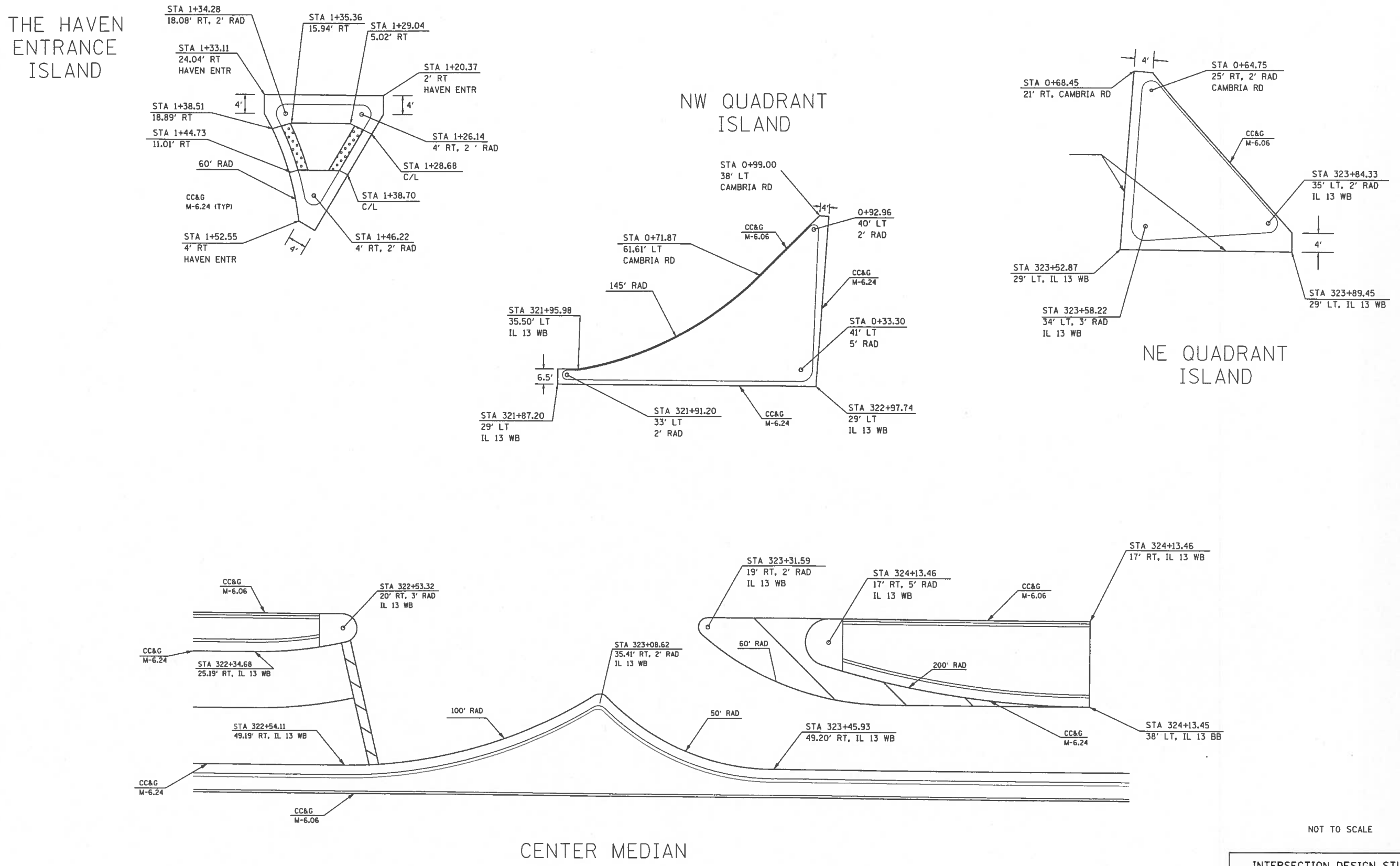
MEDIAN U-TURN
ISLAND

NOT TO SCALE

INTERSECTION DESIGN STUDY

FAP ROUTE 331 (ILLINOIS 13)
FAS ROUTE 907 WITH (CAMBRIA ROAD)
SEC. NO. (1-4)R-5,B-1, B-2,B-3,B-4
SCALE 1"=50" COUNTY WILLIAMSON
SJN : D-99-041-13 PROJ. NO.
CONTRACT NO. 78373
I.D.S. SHEET 6 OF 7

BDE-9908



NOT TO SCALE

INTERSECTION DESIGN STUDY

FAP ROUTE 331 (ILLINOIS 13)
FAS ROUTE 907 WITH (CAMBRIA ROAD)

SEC. NO. (1-4)R-5,B-1, B-2,B-3,B-4

SCALE 1'=50"

COUNTY WILLIAMSON

SJN : D-99-041-13
CONTRACT NO. 78373

PROJ. NO.

I.D.S. SHEET 7 OF 7

BDE-9908

PLOT DATE = 4/16/2015
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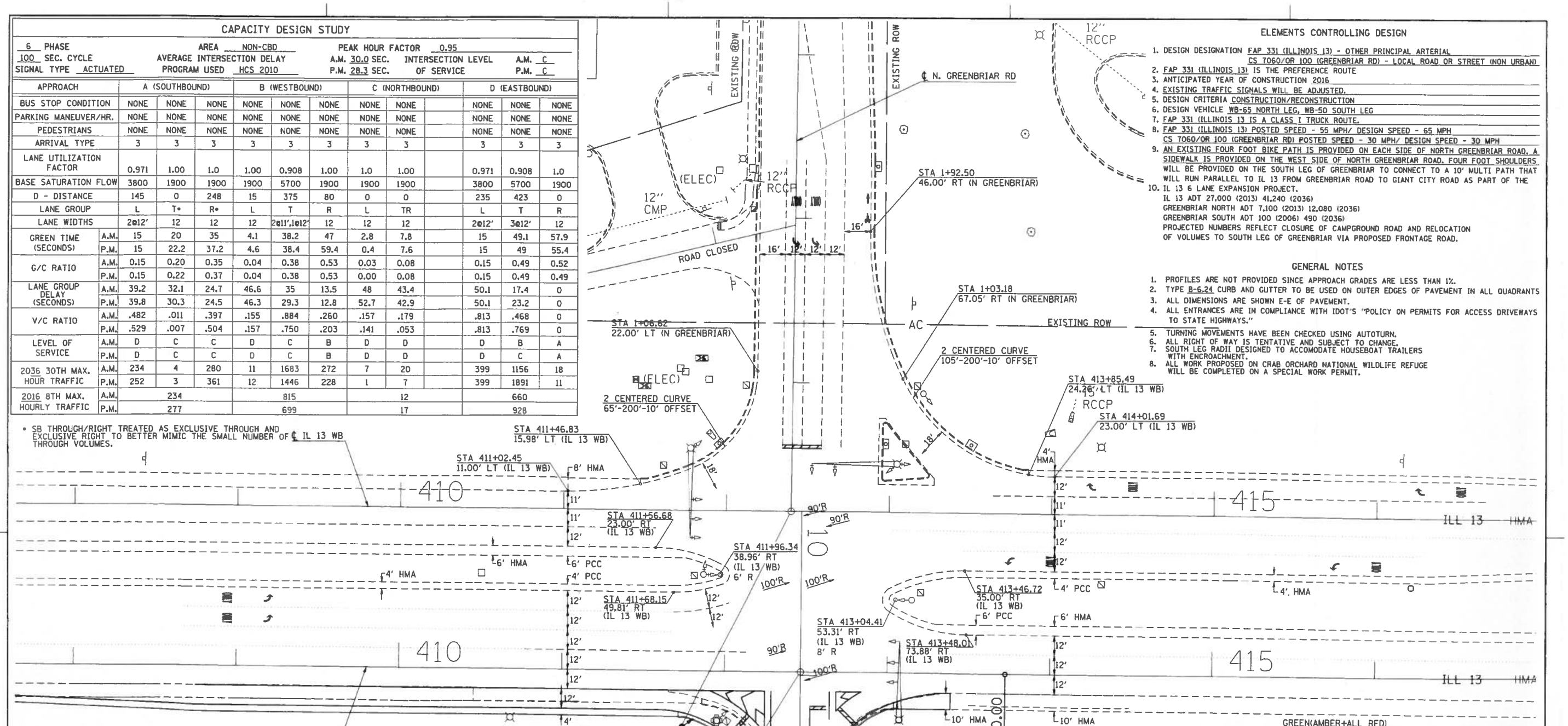
PLOT SCALE = 50.0000 ' / in.
USER NAME = pesel

CAPACITY DESIGN STUDY

6 PHASE — AREA NON-CBD — PEAK HOUR FACTOR 0.95
100 SEC. CYCLE — AVERAGE INTERSECTION DELAY A.M. 30.0 SEC. — INTERSECTION LEVEL OF SERVICE A.M. C
SIGNAL TYPE ACTUATED — PROGRAM USED HCS 2010 — P.M. 28.3 SEC. — P.M. C

APPROACH		A (SOUTHBOUND)			B (WESTBOUND)			C (NORTHBOUND)			D (EASTBOUND)		
BUS STOP CONDITION		NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE		NONE	NONE	NONE
PARKING MANEUVER/HR.		NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE		NONE	NONE	NONE
PEDESTRIANS		NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE		NONE	NONE	NONE
ARRIVAL TYPE		3	3	3	3	3	3	3	3		3	3	3
LANE UTILIZATION FACTOR		0.971	1.00	1.0	1.00	0.908	1.00	1.0	1.00		0.971	0.908	1.0
BASE SATURATION FLOW		3800	1900	1900	1900	5700	1900	1900	1900		3800	5700	1900
D - DISTANCE		145	0	248	15	375	80	0	0		235	423	0
LANE GROUP		L	T*	R*	L	T	R	L	TR		L	T	R
LANE WIDTHS		2@12'	12	12	12	2@11',1@12'	12	12	12		2@12'	3@12'	12
GREEN TIME (SECONDS)	A.M.	15	20	35	4.1	38.2	47	2.8	7.8		15	49.1	57.9
	P.M.	15	22.2	37.2	4.6	38.4	59.4	0.4	7.6		15	49	55.4
G/C RATIO	A.M.	0.15	0.20	0.35	0.04	0.38	0.53	0.03	0.08		0.15	0.49	0.52
	P.M.	0.15	0.22	0.37	0.04	0.38	0.53	0.00	0.08		0.15	0.49	0.49
LANE GROUP DELAY (SECONDS)	A.M.	39.2	32.1	24.7	46.6	35	13.5	48	43.4		50.1	17.4	0
	P.M.	39.8	30.3	24.5	46.3	29.3	12.8	52.7	42.9		50.1	23.2	0
V/C RATIO	A.M.	.482	.011	.397	.155	.884	.260	.157	.179		.813	.468	0
	P.M.	.529	.007	.504	.157	.750	.203	.141	.053		.813	.769	0
LEVEL OF SERVICE	A.M.	D	C	C	D	C	B	D	D		D	B	A
	P.M.	D	C	C	D	C	B	D	D		D	C	A
2036 30TH MAX. HOUR TRAFFIC	A.M.	234	4	280	11	1683	272	7	20		399	1156	18
	P.M.	252	3	361	12	1446	228	1	7		399	1891	11
2016 8TH MAX. HOURLY TRAFFIC	A.M.	234			815			12			660		
	P.M.	277			699			17			928		

* SB THROUGH/RIGHT TREATED AS EXCLUSIVE THROUGH AND EXCLUSIVE RIGHT TO BETTER MIMIC THE SMALL NUMBER OF THROUGH VOLUMES.



ELEMENTS CONTROLLING DESIGN

1. DESIGN DESIGNATION FAP 331 (ILLINOIS 13) - OTHER PRINCIPAL ARTERIAL
   CS 7060/OR 100 (GREENBRIAR RD) - LOCAL ROAD OR STREET (NON URBAN)
2. FAP 331 (ILLINOIS 13) IS THE PREFERENCE ROUTE
3. ANTICIPATED YEAR OF CONSTRUCTION 2016
4. EXISTING TRAFFIC SIGNALS WILL BE ADJUSTED.
5. DESIGN CRITERIA CONSTRUCTION/RECONSTRUCTION
6. DESIGN VEHICLE WB-65 NORTH LEG, WB-50 SOUTH LEG
7. FAP 331 (ILLINOIS 13 IS A CLASS I TRUCK ROUTE.
8. FAP 331 (ILLINOIS 13) POSTED SPEED - 55 MPH/ DESIGN SPEED - 65 MPH
   CS 7060/OR 100 (GREENBRIAR RD) POSTED SPEED - 30 MPH/ DESIGN SPEED - 30 MPH
9. AN EXISTING FOUR FOOT BIKE PATH IS PROVIDED ON EACH SIDE OF NORTH GREENBRIAR ROAD. A SIDEWALK IS PROVIDED ON THE WEST SIDE OF NORTH GREENBRIAR ROAD. FOUR FOOT SHOULDERS WILL BE PROVIDED ON THE SOUTH LEG OF GREENBRIAR TO CONNECT TO A 10' MULTI PATH THAT WILL RUN PARALLEL TO IL 13 FROM GREENBRIAR ROAD TO GIANT CITY ROAD AS PART OF THE
10. IL 13 6 LANE EXPANSION PROJECT.
    IL 13 ADT 27,000 (2013) 41,240 (2036)
    GREENBRIAR NORTH ADT 7,100 (2013) 12,080 (2036)
    GREENBRIAR SOUTH ADT 100 (2006) 490 (2036)
    PROJECTED NUMBERS REFLECT CLOSURE OF CAMPGROUND ROAD AND RELOCATION OF VOLUMES TO SOUTH LEG OF GREENBRIAR VIA PROPOSED FRONTAGE ROAD.

GENERAL NOTES

1. PROFILES ARE NOT PROVIDED SINCE APPROACH GRADES ARE LESS THAN 1%.
2. TYPE B-6.24 CURB AND GUTTER TO BE USED ON OUTER EDGES OF PAVEMENT IN ALL QUADRANTS
3. ALL DIMENSIONS ARE SHOWN E-E OF PAVEMENT.
4. ALL ENTRANCES ARE IN COMPLIANCE WITH IDOT'S "POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS."
5. TURNING MOVEMENTS HAVE BEEN CHECKED USING AUTOTURN.
6. ALL RIGHT OF WAY IS TENTATIVE AND SUBJECT TO CHANGE.
7. SOUTH LEG RADII DESIGNED TO ACCOMODATE HOUSEBOAT TRAILERS WITH ENCROACHMENT.
8. ALL WORK PROPOSED ON CRAB ORCHARD NATIONAL WILDLIFE REFUGE WILL BE COMPLETED ON A SPECIAL WORK PERMIT.

GREEN(AMBER+ALL RED)

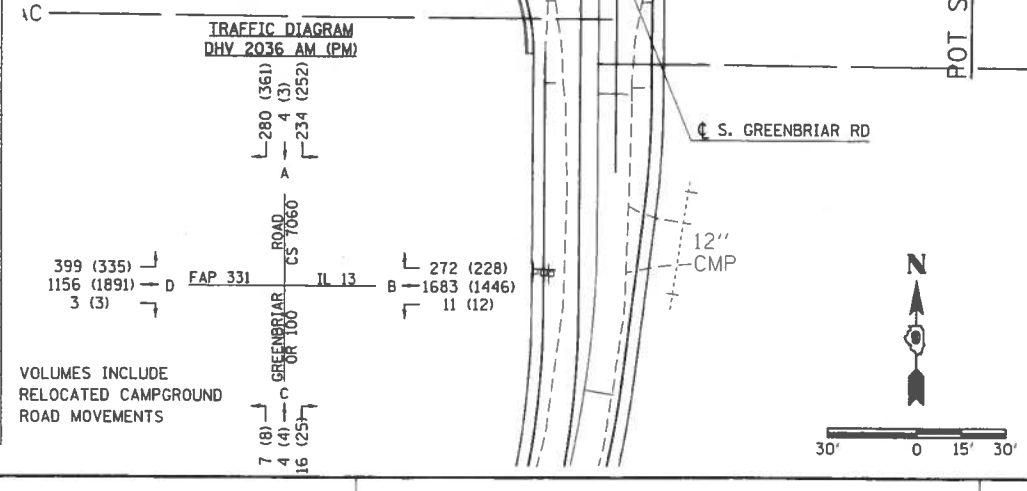
MOVEMENT	IL 13	IL 13	IL 13	GREENBRIAR	GREENBRIAR	GREENBRIAR
AM	4.1+(4.0+2.0)	4.9+(4.0+2.0)	38.2+(4.0+2.0)	2.8+(4.0+2.0)	6.2+(4.0+2.0)	7.8+(4.0+2.0)
PM	4.4+(4.0+2.0)	4.6+(4.0+2.0)	38.4+(4.0+2.0)	0.4+(4.0+2.0)	8.6+(4.0+2.0)	11.0+(2.3+1.7)

TRAFFIC DATA

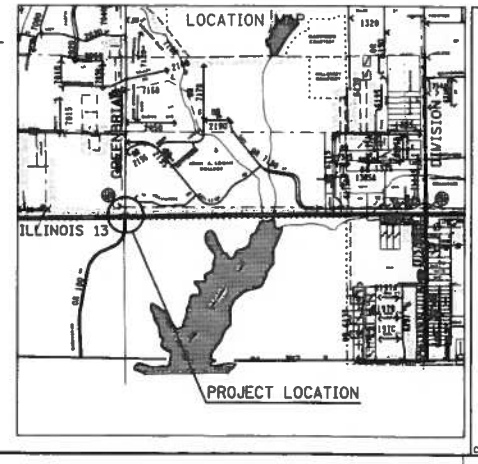
MOVEMENT	YEAR 2015 30TH MAXIMUM HOUR TRAFFIC		PERCENT TRUCK TRAFFIC IN 30TH MAX. HOUR		ESTIMATED PERCENT INCREASE BY 2016	YEAR 2016 30TH MAXIMUM HOUR TRAFFIC		ESTIMATED PERCENT INCREASE BY 2036	YEAR 2036 30TH MAXIMUM HOUR TRAFFIC	
	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.		A.M.	P.M.
AD (L)	190	204	3.26	4.89	1.01	192	206	1.23	234	252
AC (R)	228	293	2.27	1.89	1.01	230	296	1.23	280	361
AB (T)	3	2	0	0	1.01	3	2	1.23	4	3
DA (R)	221	185	5.99	5.99	1.01	223	187	1.23	272	228
DB (L)	9	10	0	0	1.01	9	10	1.23	11	12
DC (T)	1231	1058	4.30	3.36	1.05	1249	1074	1.37	1683	1446
BC (L)	6	7	16.7	0	1.01	6	7	1.23	7	8
BA (T)	3	3	0	0	1.01	3	3	1.23	4	4
BD (R)	13	20	5.56	5.56	1.01	13	20	1.23	16	25
CB (R)	14	9	25.0	12.5	1.01	15	9	1.37	18	11
CD (T)	846	1383	3.05	2.97	1.02	859	1404	1.23	1156	1891
CA (L)	324	272	2.04	1.63	1.01	327	275		399	335
TOTAL A	969	960				979	970		1194	1183
TOTAL B	2510	2860				2545	2901		3373	3854
TOTAL C	49	51				49	52		60	63
TOTAL D	2648	3021				2685	3064		3544	4052

T = THROUGH, L = LEFT, R = RIGHT

TRAFFIC DIAGRAM
DHV 2036 AM (PM)



VOLUMES INCLUDE RELOCATED CAMPGROUND ROAD MOVEMENTS



INTERSECTION DESIGN STUDY

FAP ROUTE 331 (IL 13) WITH
OR ROUTE 100 / CS ROUTE 7060 (GREENBRIAR RD)
SEC. NO. (1-4)R-6 — PROJ. NO.
SCALE 1"=30' — COUNTY WILLIAMSON
SJN : D-99-012-15 CONTRACT NO. 78452 — REV. NO.
DESIGNED BY SUSAN POE — DATE 5/22/15

SATISFACTORY — DISTRICT GEOMETRICS ENGINEER — DATE 6/2/15
SATISFACTORY — DISTRICT STUDIES AND PLANS ENGINEER — DATE 6/2/15
SATISFACTORY — DISTRICT PROGRAM DEVELOPMENT ENGINEER — DATE 6/3/15
SATISFACTORY — DISTRICT OPERATIONS ENGINEER — DATE 6-1-15
APPROVED — DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER — DATE 6/10/15

CADD FILE NAME : 78216/CADDSheets/78216-sht-IDS.dgn — I.D.S. SHEET 1 OF 4

BDE-9908

CONTRACT NO. 78216
PLOT DATE = 6/2/2015
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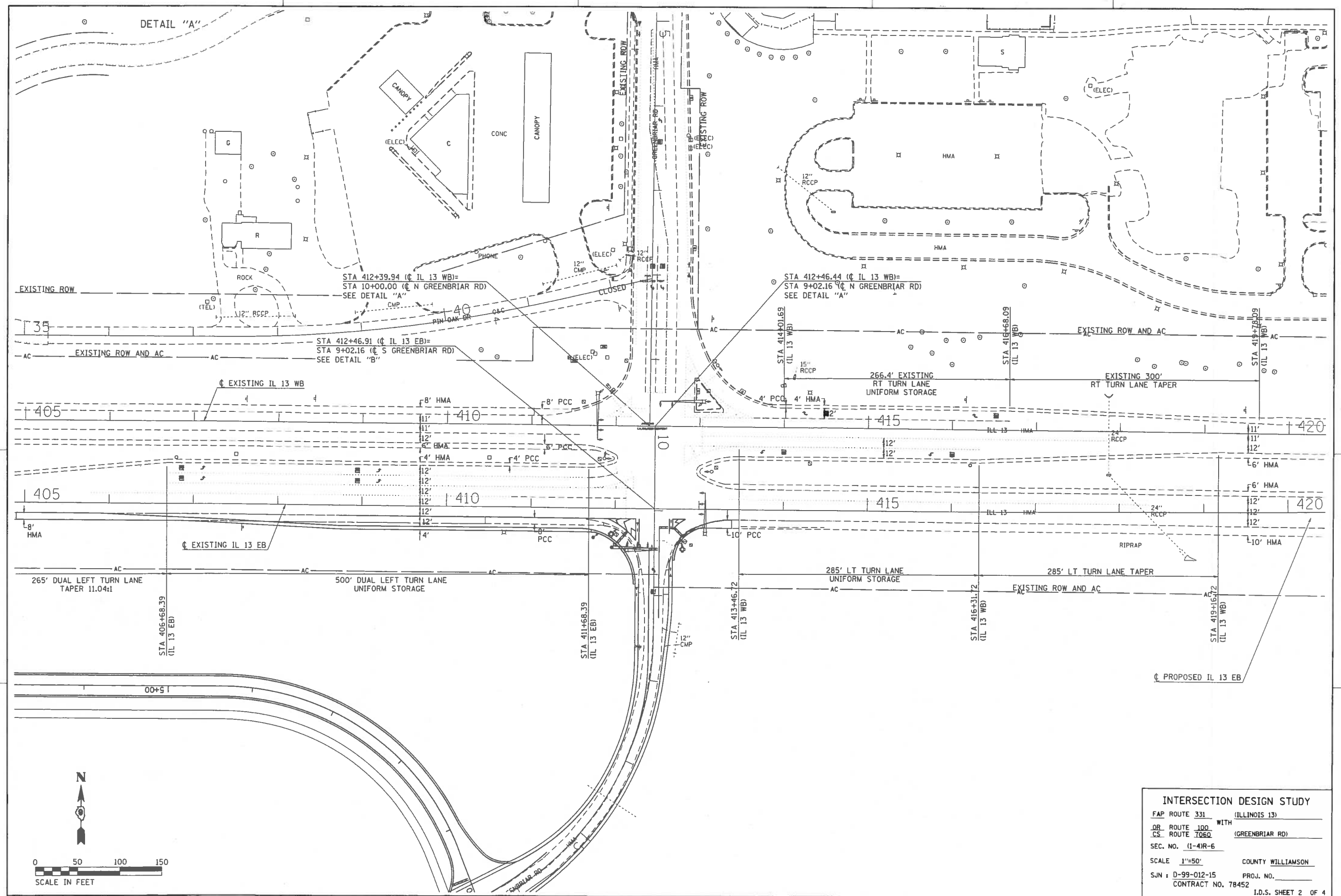

INTERSECTION DESIGN STUDY

FAP ROUTE 331 (ILLINOIS 13)

WITH

OR ROUTE 100
CS ROUTE 7060 (GREENBRIAR RD)

SEC. NO. (1-4)R-6

SCALE 1"=50' COUNTY WILLIAMSON

SJN : D-99-012-15 PROJ. NO.

CONTRACT NO. 78452

I.D.S. SHEET 2 OF 4

BDE-9908

CONTRACT NO. 78216
PLOT DATE = 6/2/2015
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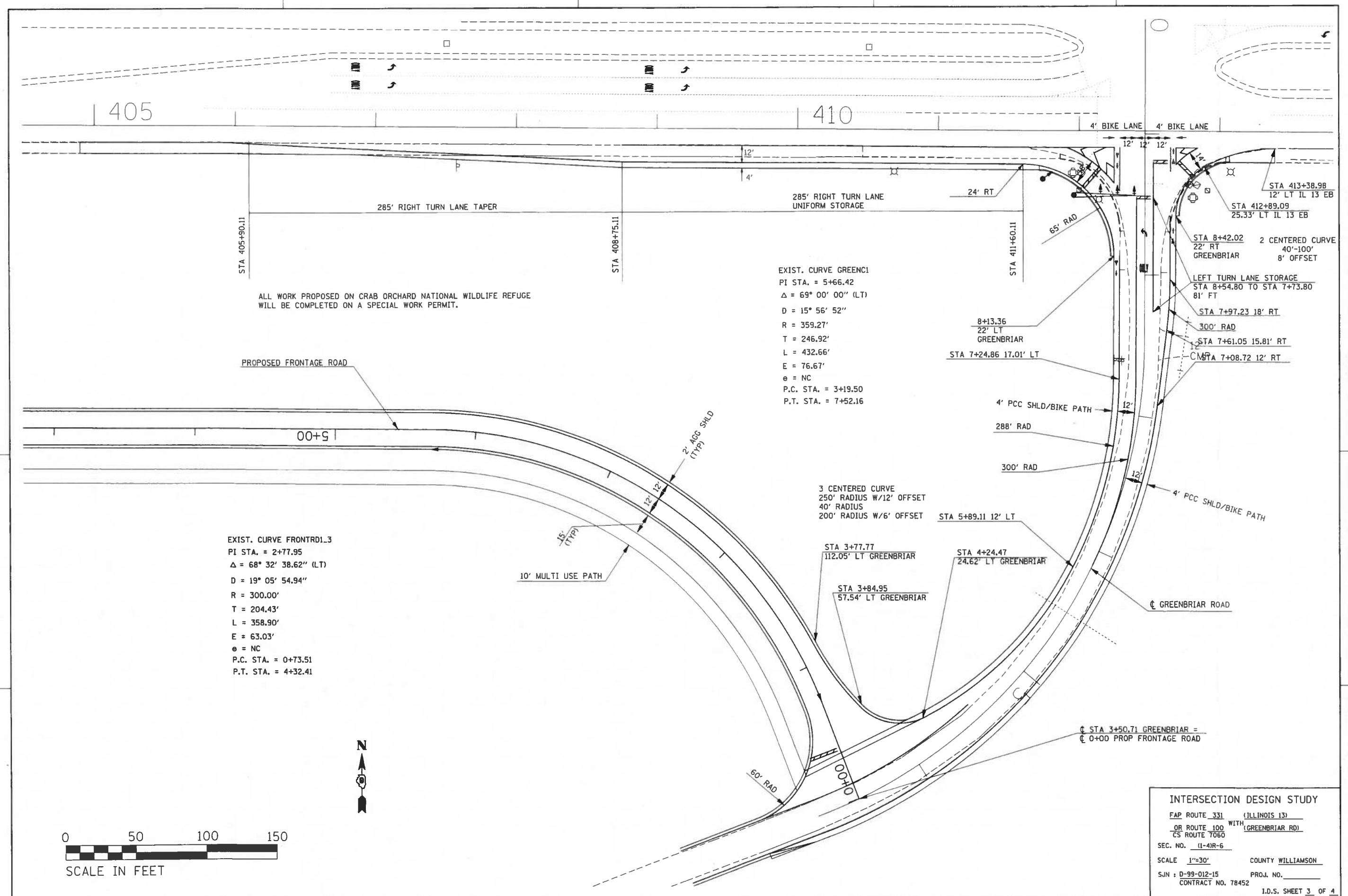

INTERSECTION DESIGN STUDY

FAP ROUTE 331 (ILLINOIS 13)
OR ROUTE 100 WITH (GREENBRIAR RD)
CS ROUTE 7060
SEC. NO. (1-4)R-6
SCALE 1"=30' COUNTY WILLIAMSON
SJN : D-99-012-15 PROJ. NO.
CONTRACT NO. 78452
I.D.S. SHEET 3 OF 4

BDE-9908

PLOT DATE = 6/2/2015
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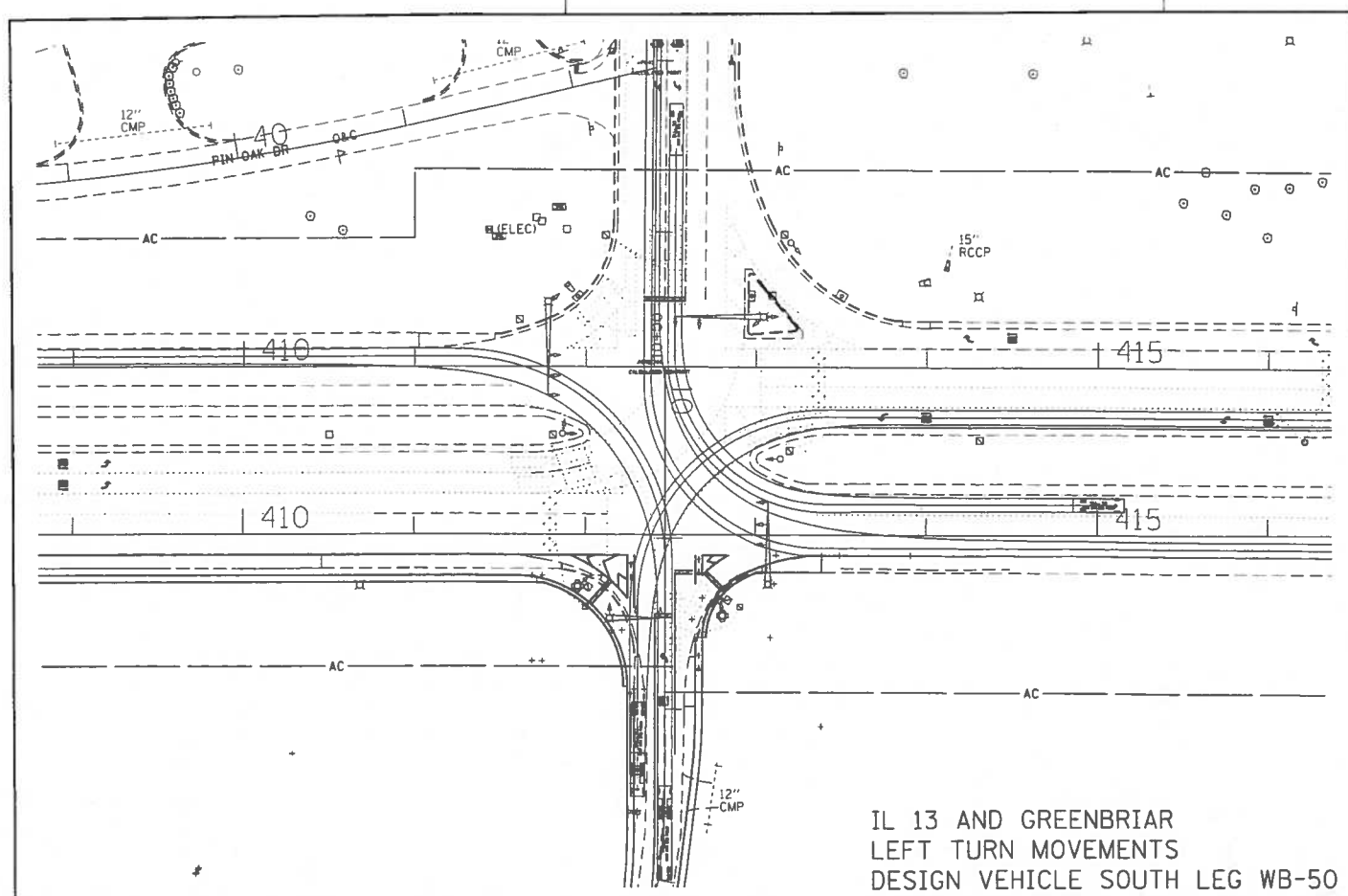
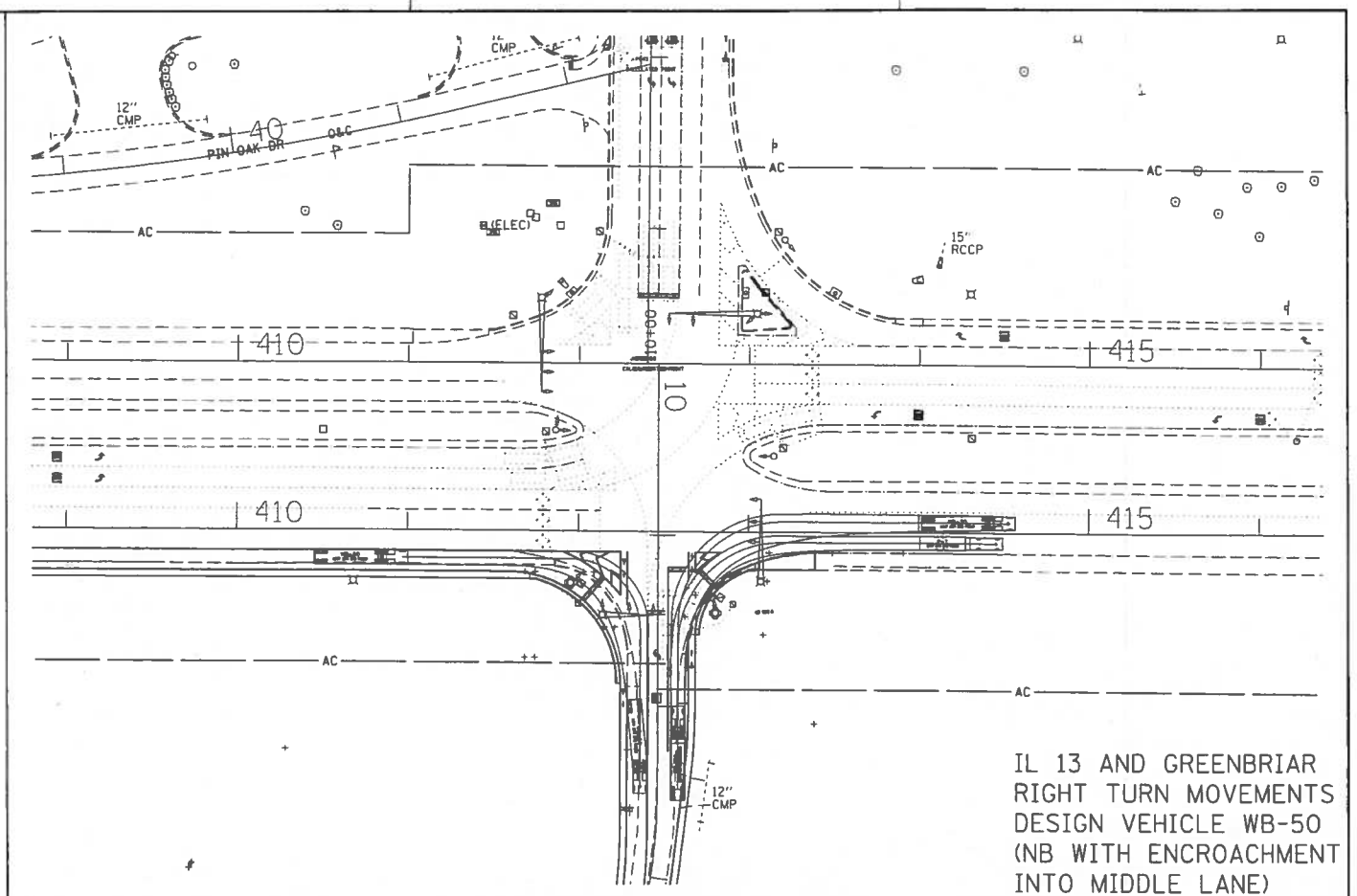
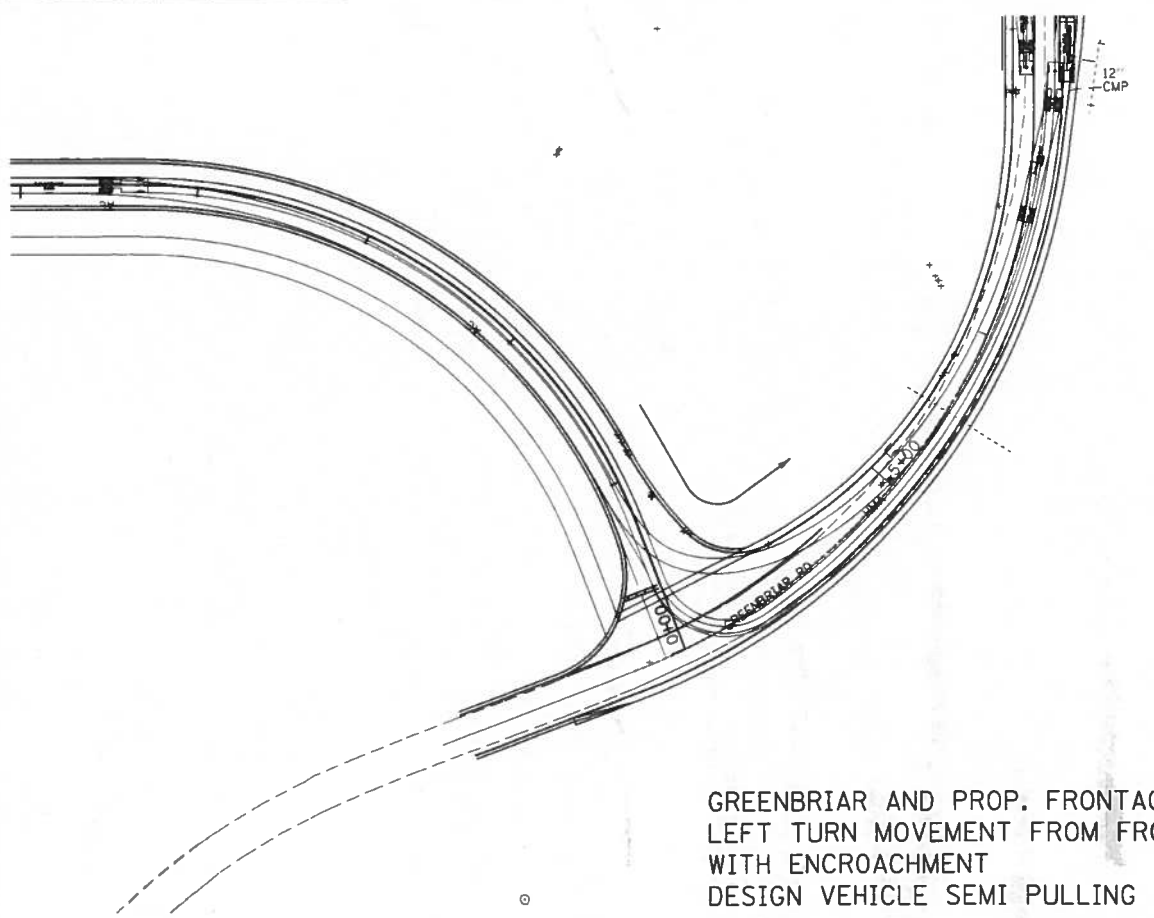


IL 13 AND GREENBRIAR
LEFT TURN MOVEMENTS
DESIGN VEHICLE SOUTH LEG WB-50

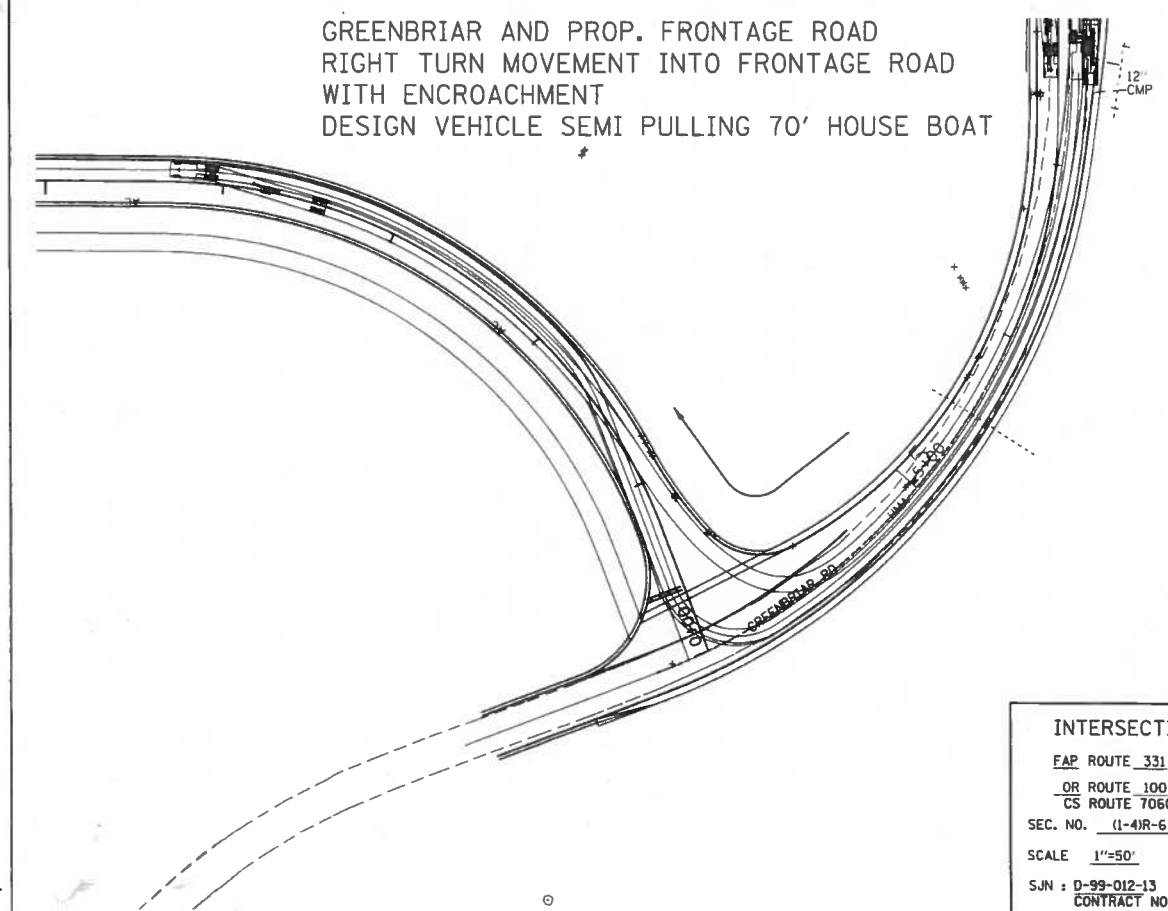


IL 13 AND GREENBRIAR
RIGHT TURN MOVEMENTS
DESIGN VEHICLE WB-50
(NB WITH ENCROACHMENT
INTO MIDDLE LANE)



GREENBRIAR AND PROP. FRONTAGE ROAD
LEFT TURN MOVEMENT FROM FRONTAGE ROAD
WITH ENCROACHMENT
DESIGN VEHICLE SEMI PULLING 70' HOUSE BOAT

GREENBRIAR AND PROP. FRONTAGE ROAD
RIGHT TURN MOVEMENT INTO FRONTAGE ROAD
WITH ENCROACHMENT
DESIGN VEHICLE SEMI PULLING 70' HOUSE BOAT



INTERSECTION DESIGN STUDY

FAP ROUTE 331 (ILLINOIS 13)
OR ROUTE 100 WITH (GREENBRIAR ROAD)
CS ROUTE 7060

SEC. NO. (1-4)R-6

SCALE 1"=50' COUNTY WILLIAMSON

SJN : D-99-012-13 PROJ. NO.
CONTRACT NO. 78452

I.D.S. SHEET 4 OF 4

BDE-9908

PLOT DATE = 6/2/2015
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EXHIBIT 5

COORDINATION MEETING MINUTES

Illinois Department of Transportation

Memorandum

To: Program Development File

From: Susan Poe

Subject: IL 13 6 Lane Expansion Coordination Meeting

Date: September 25, 2013

FAP 331 (IL 13)
Jackson County and Williamson County

The District 9 Bi-monthly coordination meeting was held today at the distirct office. The attendance list is attached.

The expansion of Illinois 13 to six lanes between Giant City Road and Shawnee Trail was discussed. The project has recently been presented at a public meeting and two meetings have been conducted with the US Fish and Wildlife Service (FWS).

Several alternates for intersection configurations were presented to both the public and the FWS. IDOT is in the process of establishing a project study group as part of the CSS process to determine the preferred alternate.

Discussion was had on what type of environmental processing we should anticipate pending the outcome of the environmental surveys. Since the project has limits within the Crab Orchard National Refuge (managed by FWS) 4(f) documentation is required. Chris Fraley indicated that being in a 4(f) location does not automatically indicate EA processing is necessary. That determination will be made based on the impacts of our preferred alternative.

The FWS has indicated that their preference is to completely close the Campground Road intersection with IL 13 and move their access to Greenbriar Road via a frontage road with no right in/right out access at existing Campground. They are also interested in constructing a shared use path in conjunction with the frontage road. A open ditch configuration between the frontage road and path is preferred over a curb and gutter layout with storm sewer because of aesthetics and ease of maintenance. They are also interested in continuing the bike path over the lake and tying it into an existing refuge access road located off

Spillway Road south of IL 13. They would be in favor of constructing the path across the lake separated from IL 13 by a median barrier. The FWS would own and maintain the improvements on federal property. Further discussion will need to be had related to ownership of the path over the lake.

FWS is agreeable to closing the parking area and boat launch directly across from Campground Road. FWS proposed two possible locations to mitigate the boat launch closure by rebuilding existing launches in need of repair. One launch is located off of Spillway Road and one down the south leg of Greenbriar. FWS would prefer for IDOT to do the engineering for the launches. They do not see a need for additional parking.

The impacts of these improvements will need to be studied to see if the environmental disturbances are so great that the alternate isn't viable. Another scenario would be for the FWS to pursue the improvement on their own with us providing the engineering if the needed documentation seems as though it is going to slow down our phase one approval. Chris Fraley is going to investigate feasible ways for us to work with the FWS to benefit both departments.

A separate use bike trail across the lake will be costly however we received multiple comments at the public meeting requested off system paths. We discussed funding the path with a 20% local match. The original plan was to widen the IL 13 shoulder to 10' and stripe the shoulder as a bike path. That is a design exception. Documentation will need to be provided to prove that shoulder accommodation is an option throughout the limits of this project. Cost is a factor but we must take into account the number of bicyclists using the cooridor and how to best provide for them. The FWS sees the bike path as a means to get camping families between refuge attractions and not just for cross country bike riders or adults traveling to work/shop.

These meeting minutes serve as documentation that we intend to use CSS in the design and planning of the Illinois 13 6 lane expansion project between Giant City Road and Shawnee Trail.

Jeffrey L. Keirn, P.E.
Deputy Director of Highways
Region Five Engineer

EXHIBIT 6

ACCIDENT DATA

ILLINOIS DEPARTMENT OF TRANSPORTATION

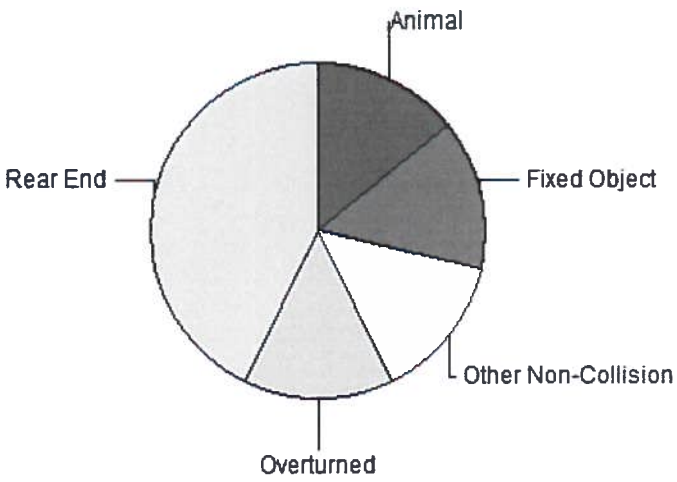
GIS Crash Analysis Report - Crash Data Summary

ILL13_~~reeds_station~~ Veterans_Right_in_out_2007_2012

Route	Mile	Case Number	Collision Type	Injury Type	Fatal Count	Injury Count	Surface Condition	Weather Description	Lighting Conditions	Vehicle Direction 1	Vehicle Direction 2	Crash Date	Day of Week
IL013	91.40	20110117496	Animal	PD	0	0	Dry	Clear	Darkness	East		05/18/11	Wed
IL013	91.40	20090101750	Fixed Object	PD	0	0	Dry	Clear	Daylight	East		01/07/09	Wed
IL013	91.35	07-5120030	Other Non-Collision	PD	0	0	Dry	Rain	Darkness	East		12/09/07	Sun
TS331	0.27	20090101616	Overturned	A-Injury	0	1	Dry	Clear	Daylight	West		01/14/09	Wed
IL013	91.40	20110140832	Rear End	PD	0	0	Wet	Rain	Darkness	East	East	11/14/11	Mon
IL013	91.25	07-1499412	Rear End	PD	0	0	Dry	Clear	Daylight	West	West	03/23/07	Fri
TS331	0.24	07-3221582	Rear End	PD	0	0	Dry	Clear	Daylight	West	West	08/18/07	Sat

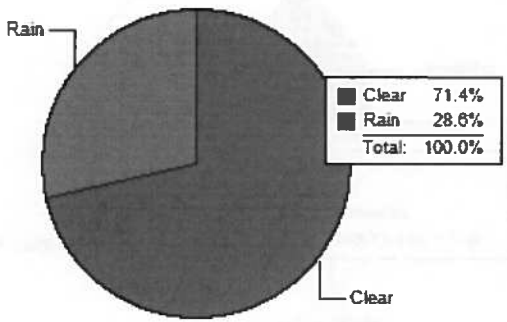
Total Fatalities: 0 **Total Injuries:** 1 **Total Crashes:** 7

Collision Type

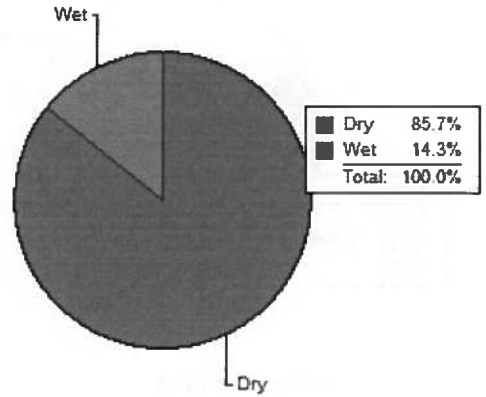


Animal	14.3%
Fixed Object	14.3%
Other Non-Collision	14.3%
Overturned	14.3%
Rear End	42.9%
Total:	100.0%

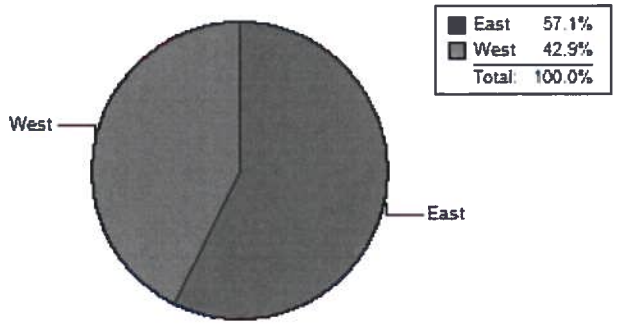
Weather Conditions



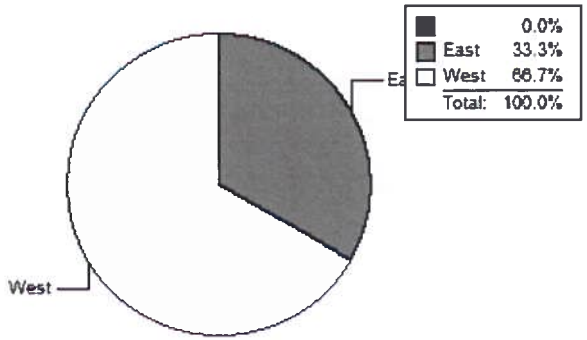
Surface Conditons



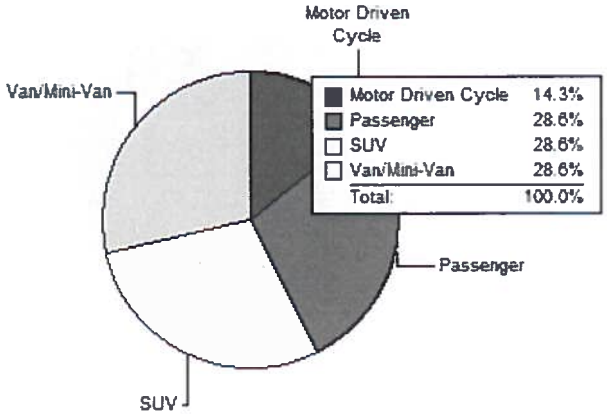
Direction of Travel - Vehicle 1



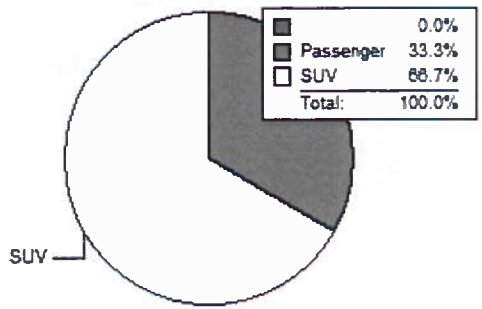
Direction of Travel - Vehicle 2



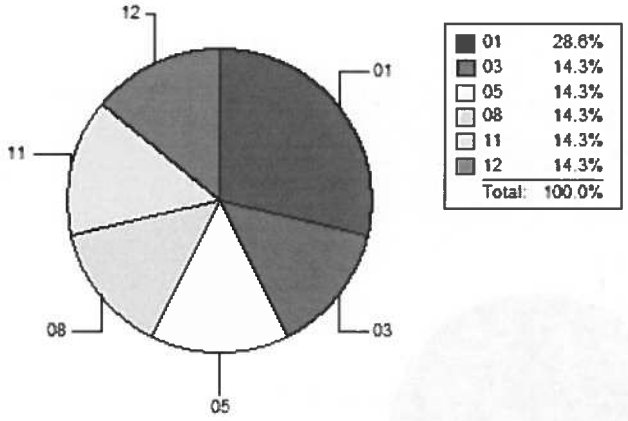
Vehicle 1 Type



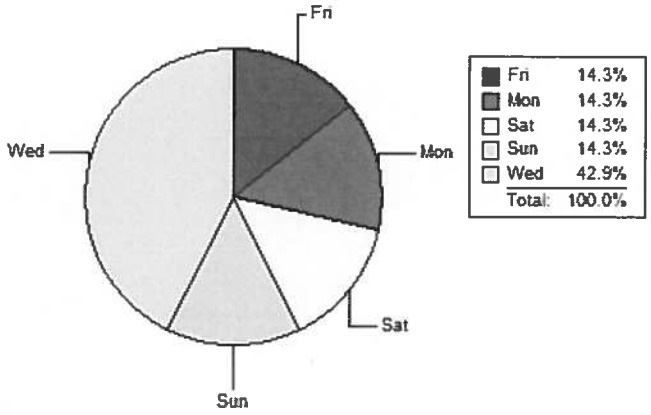
Vehicle 2 Type



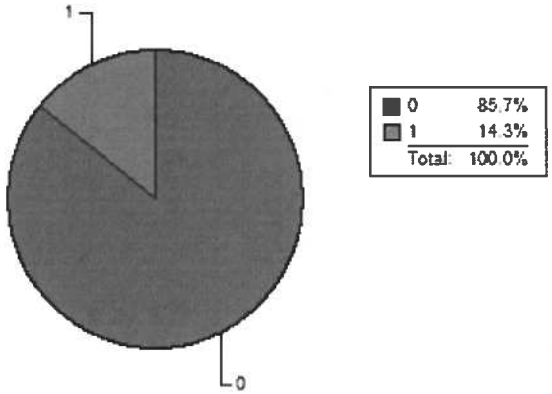
Month of Year



Day of Week



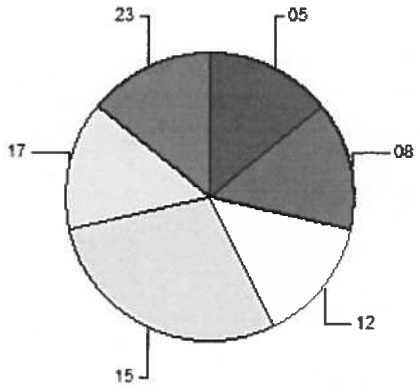
Injuries Per Crash



Veterans

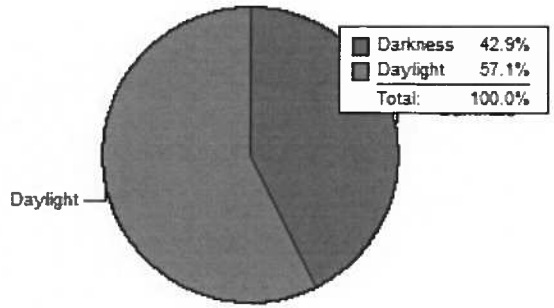
ILL13_reeds_station_Right_in_out_2007_2012

Time of Day



05	14.3%
08	14.3%
12	14.3%
15	28.6%
17	14.3%
23	14.3%
Total:	100.0%

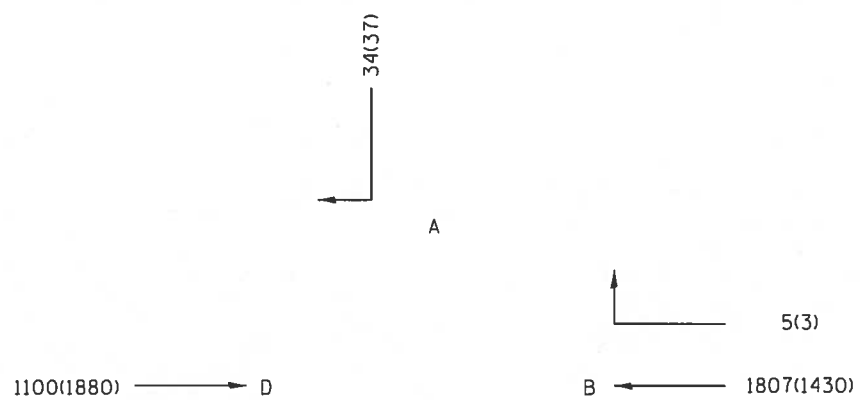
Lighting Conditions



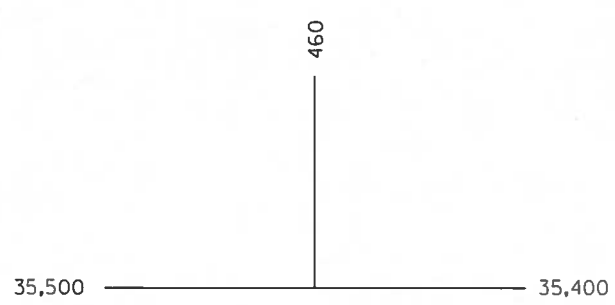
Darkness	42.9%
Daylight	57.1%
Total:	100.0%

IL 13 & VETERANS PARKWAY

2013 AM(PM) PEAK TURNING MOVEMENTS



2011 AVERAGE DAILY TRAFFIC



6 ACCIDENTS 03/23/07 - 11/14/11

LEGEND:

- STRAIGHT
- STOPPED
- UNKNOWN
- BACKING
- OVERTAKING
- SIDESWIPE
- PARKED
- ERRATIC
- OUT OF CONTROL
- RIGHT TURN
- LEFT TURN
- U-TURN
- OVERTURN
- PEDESTRIAN
- BICYCLE
- INJURY
- FATALITY
- NIGHTTIME
- DUI
- 3RD VEHICLE
- EXTRA DATA

FIXED OBJECTS:

- GENERAL
- SIGNAL
- TREE
- POLE
- CURB
- ANIMAL

ILLINOIS DEPARTMENT OF TRANSPORTATION

GIS Crash Analysis Report - Crash Data Summary

ILL13_Reeds Station Road Crashes 2007_2012

Route	Mile	Case Number	Collision Type	Injury Type	Fatal Count	Injury Count	Surface Condition	Weather Description	Lighting Conditions	Vehicle Direction 1	Vehicle Direction 2	Crash Date	Day of Week
IL013	91.65	20110140818	Angle	PD	0	0	Dry	Clear	Daylight	East	South	11/18/11	Fri
IL013	91.65	20100135972	Angle	PD	0	0	Dry	Clear	Daylight	East	North	10/08/10	Fri
IL013	91.65	20110103929	Angle	A-Injury	0	2	Wet	Clear	Darkness, Lighted Road	North	East	01/01/11	Sat
IL013	91.65	20100136437	Angle	PD	0	0	Dry	Clear	Daylight	West	South	10/18/10	Mon
IL013	91.69	20110139498	Animal	PD	0	0	Dry	Clear	Darkness	East		11/12/11	Sat
IL013	91.73	20090141538	Animal	PD	0	0	Dry	Clear	Darkness	East		11/06/09	Fri
IL013	91.71	08-1492290	Animal	PD	0	0		Rain	Dusk	East		04/03/08	Thu
IL013	91.64	08-3892984	Animal	PD	0	0	Dry	Clear	Darkness	East		11/07/08	Fri
IL013	91.56	20110141289	Animal	PD	0	0		Clear	Darkness	West		11/25/11	Fri
IL013	91.66	20100141611	Animal	PD	0	0	Dry	Clear	Darkness	West		12/30/10	Thu
IL013	91.56	08-4829563	Animal	PD	0	0	Dry	Clear	Darkness	West		11/12/08	Wed
IL013	91.66	08-4926401	Animal	PD	0	0	Dry	Clear	Darkness	West		12/12/08	Fri
	0.00	07-4167370	Animal	PD	0	0	Dry	Clear	Darkness	West		11/11/07	Sun
IL013	91.65	20100119946	Fixed Object	B-Injury	0	1	Dry	Clear	Daylight	East		06/05/10	Sat
IL013	91.65	20100141197	Fixed Object	PD	0	0	Dry	Clear	Darkness, Lighted Road	East		11/07/10	Sun
IL013	91.65	20090143203	Fixed Object	PD	0	0	Wet	Rain	Daylight	East		11/18/09	Wed
IL013	91.75	07-3600579	Fixed Object	PD	0	0		Clear	Darkness	East		09/14/07	Fri
IL013	91.65	20120116443	Fixed Object	PD	0	0	Dry	Clear	Darkness, Lighted Road	Unknown		06/25/12	Mon
IL013	91.59	20110106565	Fixed Object	PD	0	0	Snow or	Snow	Daylight	West		02/05/11	Sat
IL013	91.65	08-2169335	Fixed Object	PD	0	0	Dry	Clear	Daylight	West		05/19/08	Mon
IL013	91.61	20110129308	Overturned	PD	0	0	Dry	Clear	Daylight	N/A	West	08/24/11	Wed
IL013	91.65	08-2731712	Overturned	Fatal	1	1	Dry	Clear	Darkness, Lighted Road	West	Northeast	06/27/08	Fri

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GIS Crash Analysis Report - Crash Data Summary

ILL13_Reeds Station Road Crashes 2007_2012

Route	Mile	Case Number	Collision Type	Injury Type	Fatal Count	Injury Count	Surface Condition	Weather Description	Lighting Conditions	Vehicle Direction 1	Vehicle Direction 2	Crash Date	Day of Week
IL013	91.59	20120103524	Rear End	PD	0	0	Dry	Clear	Darkness	East	East	01/31/12	Tue
IL013	91.55	20120116444	Rear End	PD	0	0	Dry	Clear	Daylight	East	East	06/22/12	Fri
IL013	91.65	20110106845	Rear End	PD	0	0	Dry	Clear	Dusk	East	East	02/11/11	Fri
IL013	91.65	20110122338	Rear End	C-Injury	0	1	Dry	Clear	Daylight	East	East	06/03/11	Fri
IL013	91.65	20110126196	Rear End	PD	0	0	Wet	Rain	Daylight	East	East	07/30/11	Sat
IL013	91.67	20110128690	Rear End	C-Injury	0	1	Dry	Clear	Daylight	East	East	08/19/11	Fri
IL013	91.65	20110134123	Rear End	A-Injury	0	1	Dry	Clear	Daylight	East	East	09/23/11	Fri
IL013	91.65	20110140833	Rear End	PD	0	0	Wet	Rain	Darkness	East	East	11/14/11	Mon
IL013	91.66	20100103427	Rear End	PD	0	0	Wet	Snow	Daylight	East	East	01/07/10	Thu
IL013	91.66	20100115063	Rear End	PD	0	0	Dry	Fog/Smoke/Haze	Daylight	East	East	04/13/10	Tue
IL013	91.65	20100119571	Rear End	B-Injury	0	2	Dry	Clear	Daylight	East	East	05/10/10	Mon
IL013	91.63	20100119668	Rear End	B-Injury	0	3	Dry	Clear	Daylight	East	East	05/01/10	Sat
IL013	91.59	20100129714	Rear End	PD	0	0	Dry	Clear	Daylight	East	East	08/19/10	Thu
IL013	91.68	20090106018	Rear End	PD	0	0	Dry	Clear	Daylight	East	East	02/19/09	Thu
IL013	91.65	20090118162	Rear End	B-Injury	0	3	Dry	Clear	Daylight	East	East	05/07/09	Thu
IL013	91.75	20090121653	Rear End	PD	0	0	Dry	Clear	Daylight	East	East	05/15/09	Fri
IL013	91.65	20090123153	Rear End	PD	0	0	Dry	Clear	Daylight	East	East	06/26/09	Fri
IL013	91.65	20090123435	Rear End	PD	0	0	Dry	Clear	Daylight	East	East	06/29/09	Mon
IL013	91.67	20090130184	Rear End	PD	0	0	Dry	Clear	Daylight	East	East	08/07/09	Fri
IL013	91.65	20090133867	Rear End	PD	0	0	Dry	Clear	Daylight	East	East	09/16/09	Wed
IL013	91.53	20090139205	Rear End	PD	0	0	Dry	Clear	Daylight	East	East	10/23/09	Fri
IL013	91.65	20090139666	Rear End	PD	0	0	Dry	Clear	Daylight	East	East	10/16/09	Fri

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GIS Crash Analysis Report - Crash Data Summary

ILL13_Reeds Station Road Crashes 2007_2012

Route	Mile	Case Number	Collision Type	Injury Type	Fatal Count	Injury Count	Surface Condition	Weather Description	Lighting Conditions	Vehicle Direction 1	Vehicle Direction 2	Crash Date	Day of Week
IL013	91.65	08-0886484	Rear End	PD	0	0	Ice	Sleet/Hail	Daylight	East	East	02/21/08	Thu
IL013	91.65	08-1088585	Rear End	PD	0	0	Dry	Clear	Darkness, Lighted Road	East	East	03/05/08	Wed
IL013	91.70	08-1435489	Rear End	PD	0	0	Wet	Rain	Daylight	East	East	04/10/08	Thu
IL013	91.65	08-1456204	Rear End	PD	0	0	Dry	Clear	Daylight	East	East	04/03/08	Thu
IL013	91.75	08-2513995	Rear End	B-Injury	0	2	Dry	Clear	Daylight	East	East	06/23/08	Mon
IL013	91.65	08-3321463	Rear End	PD	0	0	Dry	Clear	Daylight	East	East	08/29/08	Fri
IL013	91.65	08-4761261	Rear End	C-Injury	0	1	Dry	Clear	Daylight	East	East	11/20/08	Thu
IL013	91.65	07-4353228	Rear End	PD	0	0	Dry	Clear	Daylight	East	East	10/30/07	Tue
IL013	91.63	07-4564758	Rear End	PD	0	0	Dry	Clear	Darkness	East	East	11/17/07	Sat
IL013	91.65	07-5209072	Rear End	C-Injury	0	1	Dry	Clear	Darkness, Lighted Road	East	East	12/26/07	Wed
IL013	91.65	20090126583	Rear End	PD	0	0	Dry	Clear	Daylight	North	North	07/02/09	Thu
IL013	91.65	20110107118	Rear End	PD	0	0	Snow or	Snow	Daylight	South	South	01/20/11	Thu
IL013	91.65	20100107673	Rear End	PD	0	0	Ice	Sleet/Hail	Darkness, Lighted Road	South	South	02/14/10	Sun
IL013	91.65	20100112538	Rear End	B-Injury	0	1	Dry	Clear	Daylight	South	South	02/12/10	Fri
IL013	91.65	20090101645	Rear End	PD	0	0	Ice	Snow	Daylight	South	South	01/20/09	Tue
IL013	91.65	20090128712	Rear End	PD	0	0	Dry	Clear	Daylight	South	South	08/08/09	Sat
	0.00	07-4099326	Rear End	PD	0	0	Dry	Clear	Daylight	South	South	10/17/07	Wed
IL013	91.65	20120103518	Rear End	PD	0	0	Dry	Clear	Daylight	West	West	01/20/12	Fri
IL013	91.65	20120115570	Rear End	PD	0	0	Dry	Clear	Daylight	West	West	03/19/12	Mon
IL013	91.65	20120136194	Rear End	PD	0	0	Dry	Clear	Daylight	West	West	09/21/12	Fri
IL013	91.63	20110108274	Rear End	PD	0	0	Dry	Clear	Daylight	West	West	04/05/11	Tue
IL013	91.65	20110112433	Rear End	PD	0	0	Dry	Clear	Daylight	West	West	03/29/11	Tue

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GIS Crash Analysis Report - Crash Data Summary

ILL13_Reeds Station Road Crashes 2007_2012

Route	Mile	Case Number	Collision Type	Injury Type	Fatal Count	Injury Count	Surface Condition	Weather Description	Lighting Conditions	Vehicle Direction 1	Vehicle Direction 2	Crash Date	Day of Week
IL013	91.67	20110113766	Rear End	PD	0	0	Dry	Clear	Daylight	West	West	04/21/11	Thu
IL013	91.56	20110114187	Rear End	PD	0	0	Dry	Clear	Daylight	West	West	04/21/11	Thu
IL013	91.65	20110117623	Rear End	C-Injury	0	1	Dry	Clear	Daylight	West	West	05/26/11	Thu
IL013	91.65	20110136569	Rear End	PD	0	0	Dry	Clear	Daylight	West	West	10/12/11	Wed
IL013	91.65	20100133853	Rear End	PD	0	0	Wet	Rain	Daylight	West	West	09/26/10	Sun
IL013	91.68	20100141244	Rear End	PD	0	0	Dry	Clear	Daylight	West	West	11/10/10	Wed
IL013	91.65	20090107921	Rear End	PD	0	0	Dry	Clear	Darkness, Lighted Road	West	West	02/28/09	Sat
IL013	91.65	20090122121	Rear End	PD	0	0	Dry	Clear	Daylight	West	West	06/09/09	Tue
IL013	91.65	20090128715	Rear End	PD	0	0	Dry	Clear	Daylight	West	West	08/07/09	Fri
IL013	91.65	08-0231194	Rear End	PD	0	0	Dry	Clear	Daylight	West	West	01/12/08	Sat
IL013	91.65	08-0814270	Rear End	PD	0	0	Dry	Clear	Daylight	West	West	02/26/08	Tue
IL013	91.71	08-1088577	Rear End	B-Injury	0	1	Dry	Clear	Daylight	West	West	03/06/08	Thu
IL013	91.54	08-2955303	Rear End	C-Injury	0	3	Dry	Clear	Darkness	West	West	07/27/08	Sun
IL013	91.65	08-4496959	Rear End	B-Injury	0	2	Dry	Clear	Daylight	West	West	10/29/08	Wed
IL013	91.65	07-1877922	Rear End	PD	0	0	Wet	Rain	Daylight	West	West	05/02/07	Wed
IL013	91.65	07-3916090	Rear End	PD	0	0	Dry	Clear	Daylight	West	West	09/18/07	Tue
IL013	91.65	07-4341595	Rear End	B-Injury	0	1	Wet	Clear	Darkness, Lighted Road	West	West	10/23/07	Tue
IL013	91.65	07-1494207	Sideswipe Same Direction	PD	0	0	Dry	Clear	Daylight	West	West	04/16/07	Mon
IL013	91.65	20120130436	Turning	PD	0	0	Dry	Clear	Darkness, Lighted Road	East	North	08/11/12	Sat
IL013	91.65	08-3752139	Turning	PD	0	0	Dry	Clear	Daylight	East	Southwest	09/29/08	Mon
IL013	91.65	08-4093269	Turning	B-Injury	0	1	Dry	Clear	Daylight	East	Northwest	10/13/08	Mon
IL013	91.65	07-3918468	Turning	PD	0	0	Wet	Rain	Daylight	East	South	09/25/07	Tue

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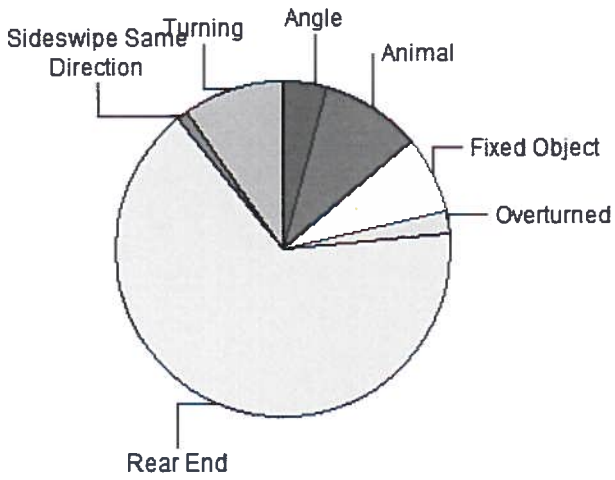
GIS Crash Analysis Report - Crash Data Summary

ILL13_Reeds Station Road Crashes 2007_2012

Route	Mile	Case Number	Collision Type	Injury Type	Fatal Count	Injury Count	Surface Condition	Weather Description	Lighting Conditions	Vehicle Direction 1	Vehicle Direction 2	Crash Date	Day of Week
IL013	91.65	20120116445	Turning	PD	0	0	Dry	Clear	Daylight	North	East	06/14/12	Thu
IL013	91.65	20090105786	Turning	B-Injury	0	1	Dry	Clear	Daylight	North	West	02/07/09	Sat
IL013	91.65	07-0940143	Turning	PD	0	0	Dry	Clear	Daylight	Northwest	South	02/21/07	Wed
IL013	91.65	20100146290	Turning	PD	0	0	Wet	Rain	Darkness, Lighted Road	West	West	12/31/10	Fri
IL013	91.65	08-1737652	Turning	PD	0	0	Dry	Clear	Daylight	West	Northwest	04/17/08	Thu

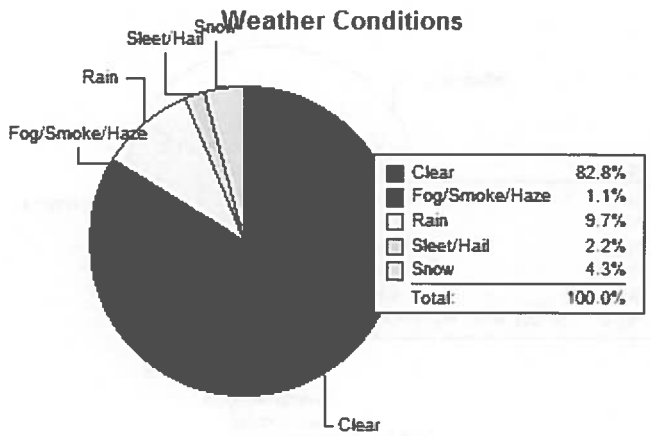
Total Fatalities: 1 **Total Injuries:** 30 **Total Crashes:** 93

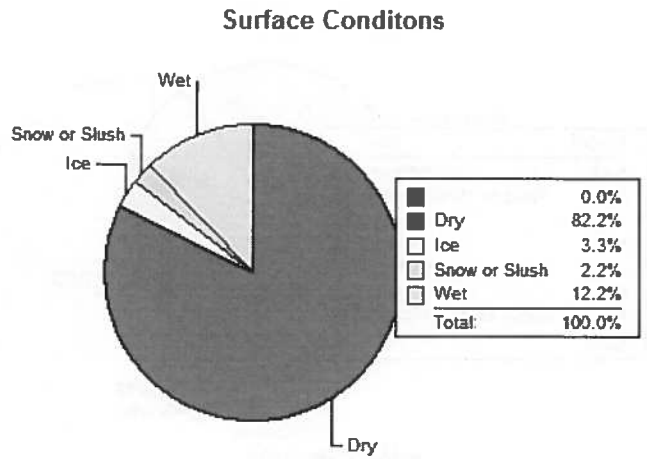
Collision Type



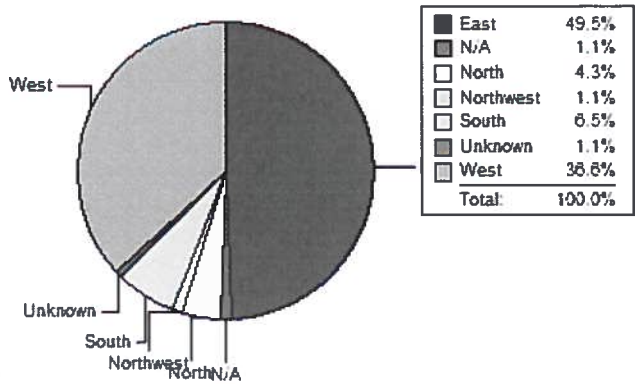
Angle	4.3%
Animal	9.7%
Fixed Object	7.5%
Overturned	2.2%
Rear End	65.6%
Sideswipe Same Direction	1.1%
Turning	9.7%
Total:	100.0%

ILL13_Reeds Station Road Crashes 2007_2012

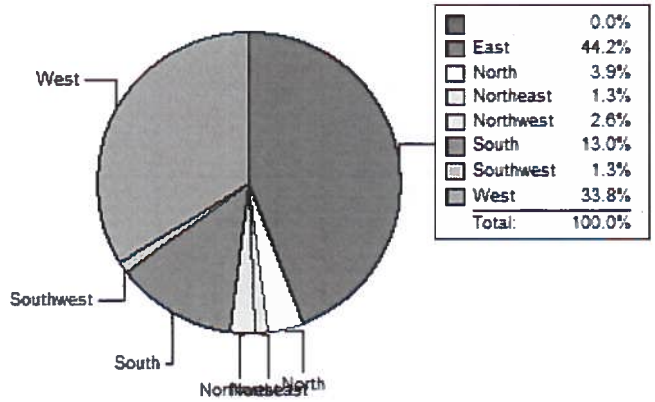




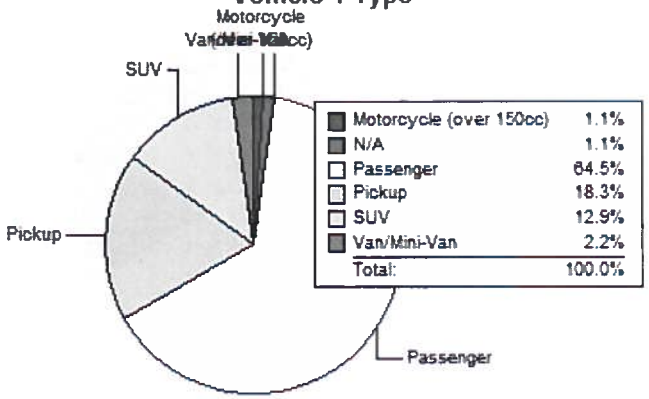
Direction of Travel - Vehicle 1



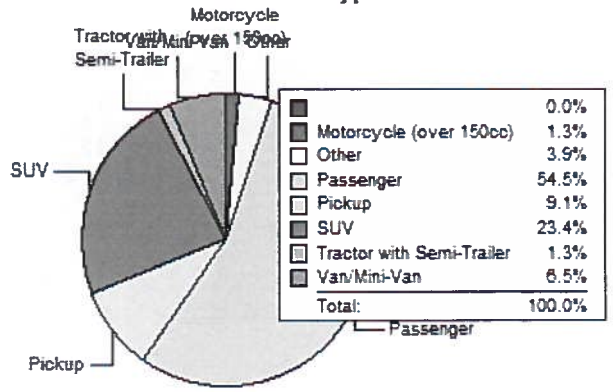
Direction of Travel - Vehicle 2



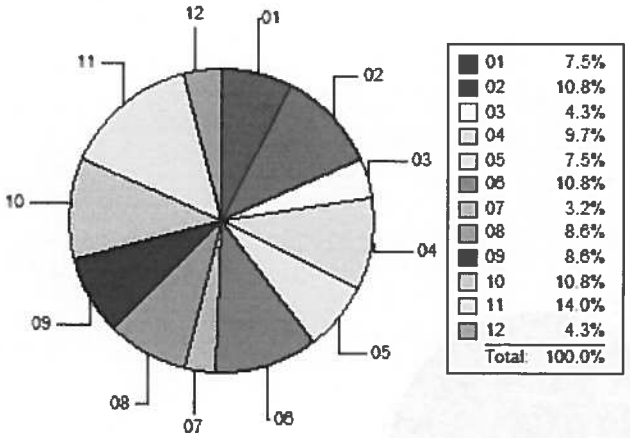
Vehicle 1 Type



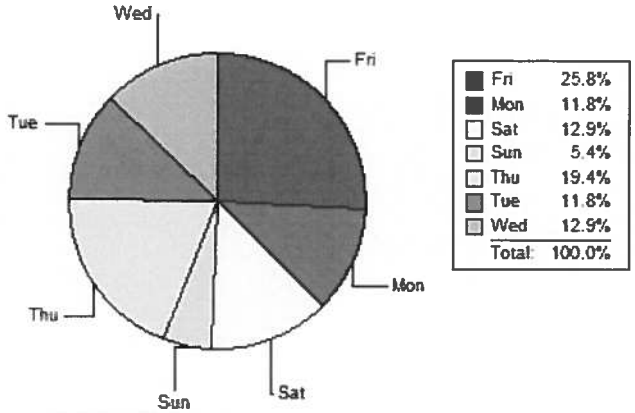
Vehicle 2 Type



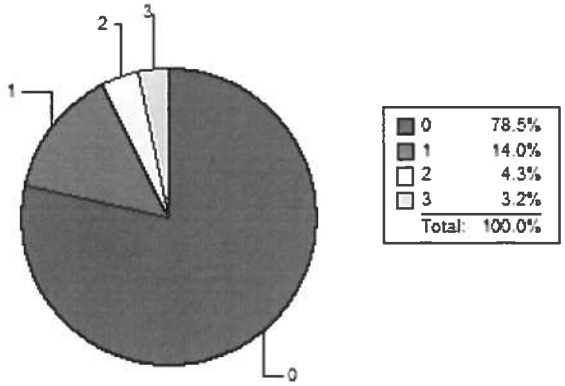
Month of Year



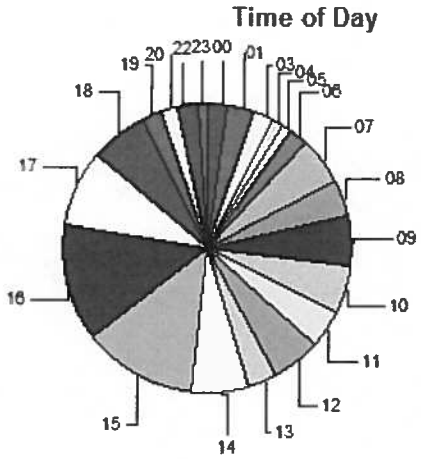
Day of Week



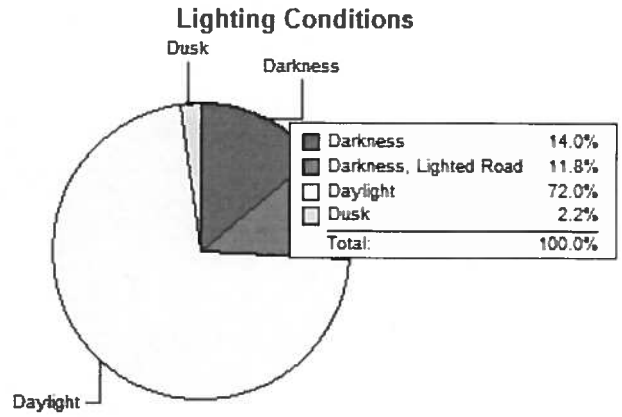
Injuries Per Crash



ILL13_Reeds Station Road Crashes 2007_2012



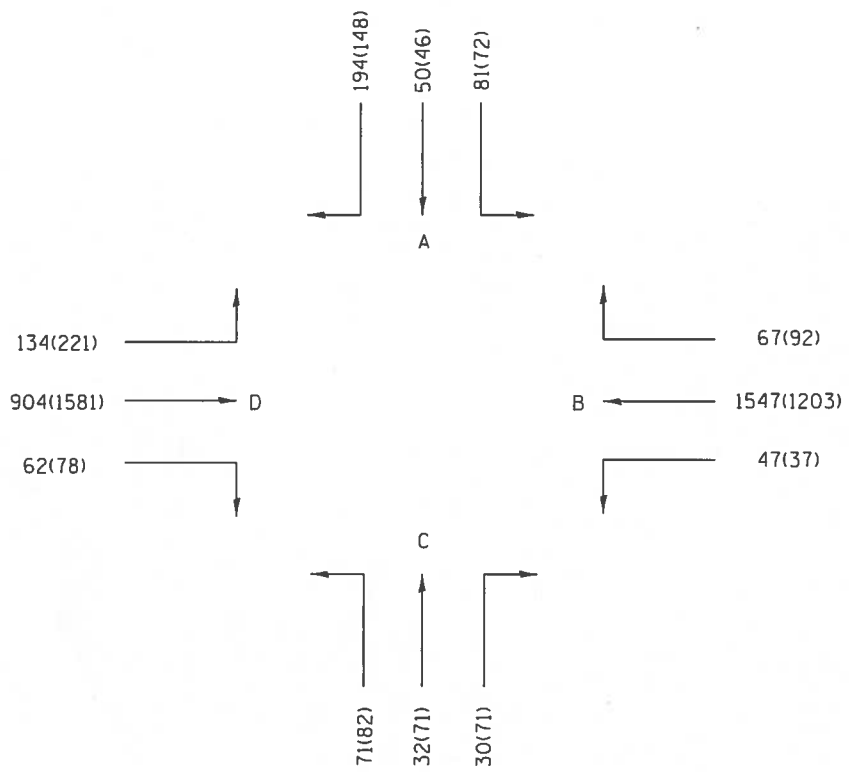
00	2.2%
01	3.2%
03	2.2%
04	1.1%
05	1.1%
06	2.2%
07	5.4%
08	4.3%
09	5.4%
10	5.4%
11	4.3%
12	5.4%
13	3.2%
14	6.5%
15	12.9%
16	12.9%
17	8.6%
18	6.5%
19	2.2%
20	2.2%
22	2.2%
Total:	100.0%



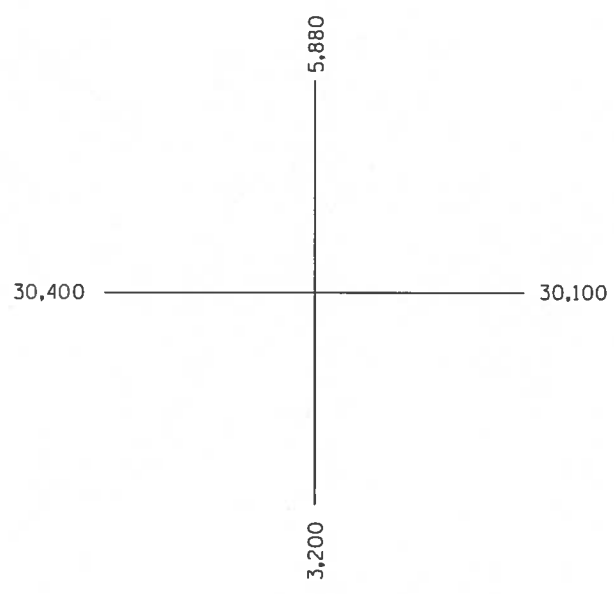
Darkness	14.0%
Darkness, Lighted Road	11.8%
Daylight	72.0%
Dusk	2.2%
Total:	100.0%

IL 13 & REED STATION ROAD

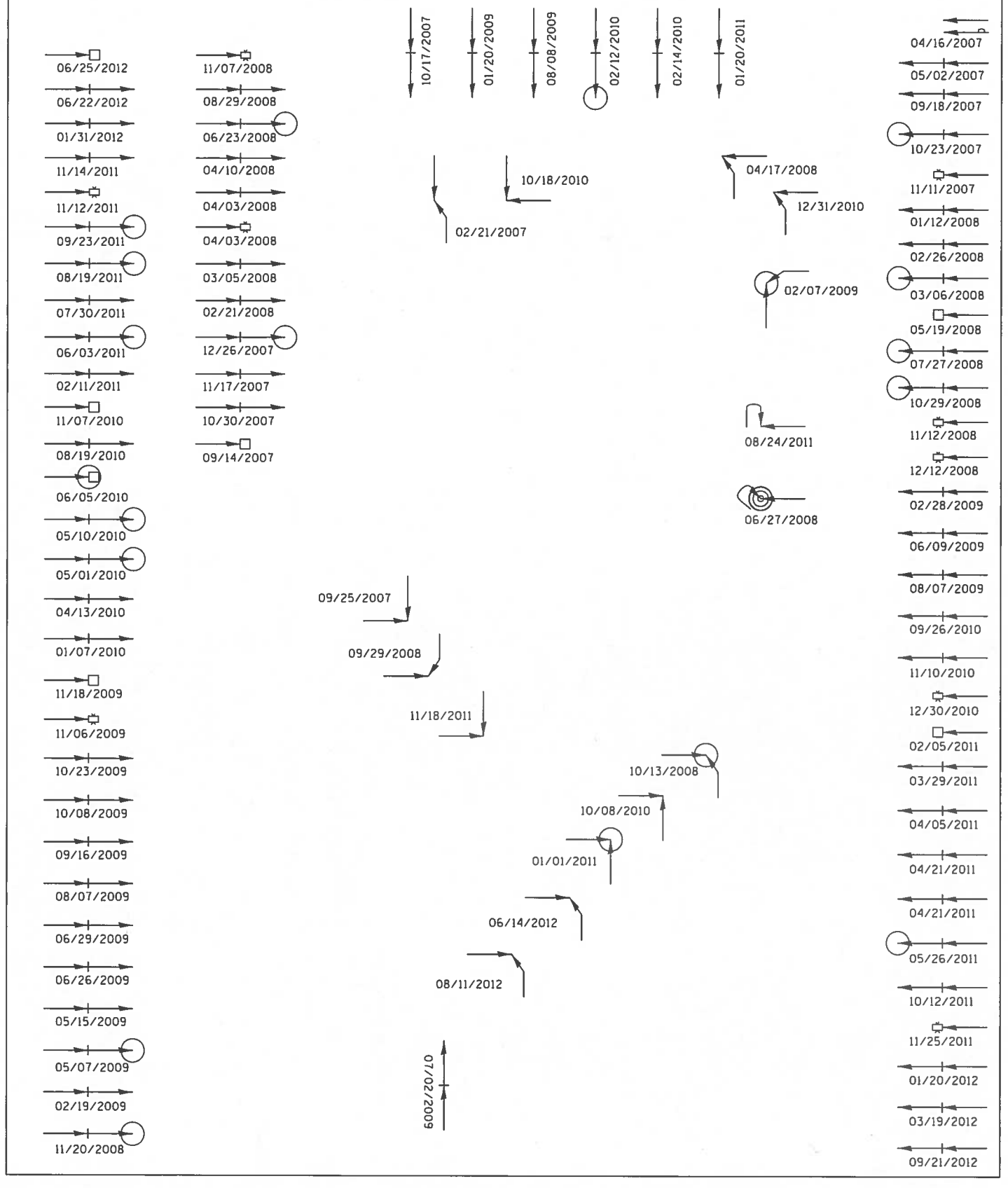
2011 AM(PM) PEAK TURNING MOVEMENTS



2011 AVERAGE DAILY TRAFFIC



93 ACCIDENTS 02/21/07 - 09/21/12



LEGEND:

- STRAIGHT
- STOPPED
- UNKNOWN
- BACKING
- OVERTAKING
- SIDESWIPE
- PARKED
- ERRATIC
- OUT OF CONTROL
- RIGHT TURN
- LEFT TURN
- U-TURN
- OVERTURN
- PEDESTRIAN
- BICYCLE
- INJURY
- FATALITY
- NIGHTTIME
- DUI
- 3RD VEHICLE
- EXTRA DATA

FIXED OBJECTS:

- GENERAL
- SIGNAL
- TREE
- POLE
- CURB
- ANIMAL

ILLINOIS DEPARTMENT OF TRANSPORTATION

GIS Crash Analysis Report - Crash Data Summary

ILL13_Spillway Rd - Crashes 2007-2012

Route	Mile	Case Number	Collision Type	Injury Type	Fatal Count	Injury Count	Surface Condition	Weather Description	Lighting Conditions	Vehicle Direction 1	Vehicle Direction 2	Crash Date	Day of Week
IL013	92.46	20120111187	Angle	PD	0	0	Dry	Clear	Darkness	North	East	05/07/12	Mon
IL013	92.36	20120109258	Animal	PD	0	0	Dry	Clear	Darkness	East		01/14/12	Sat
IL013	92.46	20110131195	Animal	PD	0	0	Dry	Clear	Darkness	East		10/08/11	Sat
IL013	92.46	20110133447	Animal	PD	0	0	Dry	Clear	Darkness	East		10/22/11	Sat
IL013	92.46	20110136413	Animal	PD	0	0	Dry	Clear	Darkness	East		11/18/11	Fri
IL013	92.37	20110141439	Animal	PD	0	0	Wet	Clear	Darkness	East		11/29/11	Tue
IL013	92.58	20100132904	Animal	PD	0	0	Dry	Clear	Daylight	East		10/08/10	Fri
IL013	92.45	20090134234	Animal	PD	0	0	Dry	Clear	Darkness	East		11/01/09	Sun
IL013	92.38	08-0579014	Animal	PD	0	0	Snow or	Clear	Darkness, Lighted Road	East		02/13/08	Wed
IL013	92.60	07-3689408	Animal	B-Injury	0	1	Dry	Clear	Darkness	East		08/23/07	Thu
IL013	92.36	07-3701351	Animal	PD	0	0	Dry	Clear	Darkness	East		09/27/07	Thu
IL013	92.40	20110111475	Animal	PD	0	0	Dry	Clear	Darkness	West		04/17/11	Sun
IL013	92.51	20110138589	Animal	PD	0	0	Dry	Clear	Darkness	West		12/11/11	Sun
IL013	92.56	20110143504	Animal	PD	0	0	Dry	Clear	Darkness	West		11/19/11	Sat
IL013	92.44	20100130631	Animal	PD	0	0	Dry	Clear	Darkness	West		08/12/10	Thu
IL013	92.56	20090143473	Animal	PD	0	0	Dry		Darkness	West		11/29/09	Sun
IL013	92.46	08-3748962	Animal	PD	0	0	Dry	Clear	Darkness	West		10/03/08	Fri
IL013	92.50	07-1176358	Animal	PD	0	0	Dry	Clear	Daylight	West		03/15/07	Thu
IL013	92.46	20100137321	Fixed Object	PD	0	0	Dry	Clear	Darkness, Lighted Road	East		08/29/10	Sun
IL013	92.50	20100108678	Fixed Object	PD	0	0	Dry	Clear	Darkness	West		04/17/10	Sat
IL013	92.46	07-5299305	Fixed Object	C-Injury	0	1	Ice	Clear	Daylight	West		12/16/07	Sun
IL013	92.34	20120107733	Rear End	PD	0	0	Dry	Clear	Dusk	East	East	02/28/12	Tue

ILLINOIS DEPARTMENT OF TRANSPORTATION

GIS Crash Analysis Report - Crash Data Summary

ILL13_Spillway Rd - Crashes 2007-2012

Route	Mile	Case Number	Collision Type	Injury Type	Fatal Count	Injury Count	Surface Condition	Weather Description	Lighting Conditions	Vehicle Direction 1	Vehicle Direction 2	Crash Date	Day of Week
IL013	92.46	20120113225	Rear End	PD	0	0	Dry	Clear	Daylight	East	East	05/16/12	Wed
IL013	92.46	20120113230	Rear End	PD	0	0	Dry	Clear	Daylight	East	East	05/17/12	Thu
IL013	92.44	20120114471	Rear End	PD	0	0	Wet	Rain	Daylight	East	East	06/11/12	Mon
IL013	92.38	20120116518	Rear End	PD	0	0	Dry	Clear	Daylight	East	East	03/23/12	Fri
IL013	92.46	20110103209	Rear End	PD	0	0	Wet	Clear	Daylight	East	East	02/21/11	Mon
IL013	92.45	20110113141	Rear End	PD	0	0	Dry	Clear	Daylight	East	East	05/10/11	Tue
IL013	92.45	20110114598	Rear End	C-Injury	0	1	Dry	Clear	Daylight	East	East	05/24/11	Tue
IL013	92.55	20110136647	Rear End	A-Injury	0	3	Dry	Clear	Darkness	East	East	11/11/11	Fri
IL013	92.38	20110141128	Rear End	B-Injury	0	1	Dry	Clear	Daylight	East	East	10/31/11	Mon
IL013	92.46	20100102116	Rear End	B-Injury	0	1	Dry	Clear	Daylight	East	East	02/02/10	Tue
IL013	92.46	20100102118	Rear End	PD	0	0	Dry	Clear	Daylight	East	East	02/02/10	Tue
IL013	92.46	20100108554	Rear End	PD	0	0	Dry	Clear	Daylight	East	East	04/14/10	Wed
IL013	92.46	20100115194	Rear End	PD	0	0	Dry	Clear	Daylight	East	East	06/01/10	Tue
IL013	92.46	20100117331	Rear End	PD	0	0	Dry	Clear	Daylight	East	East	05/06/10	Thu
IL013	92.46	20100121948	Rear End	PD	0	0	Dry	Clear	Daylight	East	East	07/14/10	Wed
IL013	92.56	20100127027	Rear End	PD	0	0	Dry	Clear	Daylight	East	East	09/08/10	Wed
IL013	92.46	09-6204136	Rear End	PD	0	0	Snow or	Clear	Daylight	East	East	02/05/09	Thu
IL013	92.46	20090140608	Rear End	PD	0	0	Dry	Clear	Darkness	East	East	12/18/09	Fri
IL013	92.46	20090145142	Rear End	PD	0	0	Dry	Clear	Daylight	East	East	12/11/09	Fri
IL013	92.46	08-1147514	Rear End	B-Injury	0	1	Wet	Rain	Daylight	East	East	04/10/08	Thu
IL013	92.46	08-4067917	Rear End	PD	0	0	Dry	Clear	Darkness	East	East	11/21/08	Fri
IL013	92.46	08-5061802	Rear End	PD	0	0	Ice	Sleet/Hail	Daylight	East	East	12/16/08	Tue

ILLINOIS DEPARTMENT OF TRANSPORTATION

GIS Crash Analysis Report - Crash Data Summary

ILL13_Spillway Rd - Crashes 2007-2012

Route	Mile	Case Number	Collision Type	Injury Type	Fatal Count	Injury Count	Surface Condition	Weather Description	Lighting Conditions	Vehicle Direction 1	Vehicle Direction 2	Crash Date	Day of Week
IL013	92.42	07-0486840	Rear End	PD	0	0	Dry	Clear	Daylight	East	East	02/27/07	Tue
IL013	92.46	07-1811657	Rear End	PD	0	0	Dry	Clear	Daylight	East	East	07/13/07	Fri
IL013	92.46	20100112837	Rear End	A-Injury	0	1	Dry	Clear	Daylight	Northeast	Northeast	03/15/10	Mon
IL013	92.50	20120102024	Rear End	C-Injury	0	2	Dry	Clear	Daylight	West	West	01/30/12	Mon
IL013	92.46	20120113924	Rear End	PD	0	0	Dry	Clear	Daylight	West	West	06/08/12	Fri
IL013	92.46	20120116519	Rear End	PD	0	0	Wet	Clear	Daylight	West	West	03/23/12	Fri
IL013	92.46	20120122225	Rear End	PD	0	0	Dry	Clear	Dusk	West	West	09/13/12	Thu
IL013	92.46	20120128615	Rear End	PD	0	0	Dry	Clear	Daylight	West	West	08/01/12	Wed
IL013	92.46	20120130349	Rear End	PD	0	0	Dry	Clear	Daylight	West	West	08/10/12	Fri
IL013	92.46	20100108674	Rear End	B-Injury	0	2	Dry	Clear	Daylight	West	West	04/02/10	Fri
IL013	92.46	20100144571	Rear End	PD	0	0	Dry	Clear	Darkness	West	West	12/27/10	Mon
IL013	92.55	20090105523	Rear End	PD	0	0	Dry	Clear	Daylight	West	West	04/17/09	Fri
IL013	92.46	20090105856	Rear End	PD	0	0	Dry	Clear	Daylight	West	West	02/03/09	Tue
IL013	92.46	20090108408	Rear End	A-Injury	0	2	Dry	Clear	Darkness	West	West	02/28/09	Sat
IL013	92.46	20090125655	Rear End	PD	0	0	Dry	Clear	Daylight	West	West	08/31/09	Mon
IL013	92.46	20090134642	Rear End	PD	0	0	Dry	Clear	Daylight	West	West	11/05/09	Thu
IL013	92.46	08-1592164	Rear End	PD	0	0	Dry	Clear	Daylight	West	West	05/02/08	Fri
IL013	92.46	08-1595316	Rear End	PD	0	0	Dry	Clear	Daylight	West	West	05/09/08	Fri
IL013	92.46	08-1921082	Rear End	PD	0	0	Dry	Clear	Daylight	West	West	05/16/08	Fri
IL013	92.46	08-2518879	Rear End	C-Injury	0	1	Dry	Clear	Daylight	West	West	07/26/08	Sat
IL013	92.46	07-1563241	Rear End	PD	0	0	Dry	Clear	Daylight	West	West	06/12/07	Tue
IL013	92.46	07-2449085	Rear End	PD	0	0	Dry	Clear	Daylight	West	West	06/25/07	Mon

ILLINOIS DEPARTMENT OF TRANSPORTATION

GIS Crash Analysis Report - Crash Data Summary

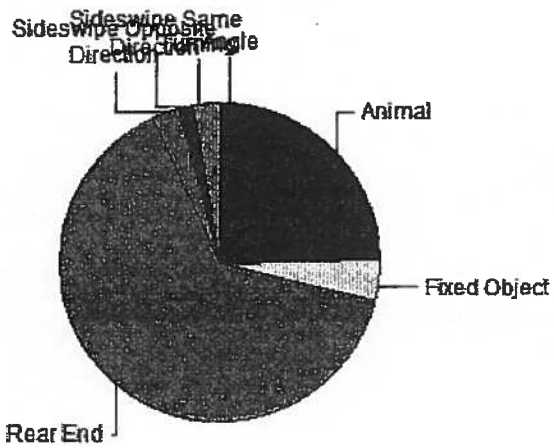
ILL13_Spillway Rd - Crashes 2007-2012

Route	Mile	Case Number	Collision Type	Injury Type	Fatal Count	Injury Count	Surface Condition	Weather Description	Lighting Conditions	Vehicle Direction 1	Vehicle Direction 2	Crash Date	Day of Week
IL013	92.60	07-2462914	Rear End	PD	0	0	Dry	Clear	Daylight	West	West	06/09/07	Sat
IL013	92.46	07-3974602	Rear End	PD	0	0	Dry	Clear	Daylight	West	West	09/25/07	Tue
IL013	92.46	20090118572	Sideswipe Opposite	B-Injury	0	1	Dry	Clear	Daylight	East	West	06/29/09	Mon
IL013	92.46	20110101399	Sideswipe Opposite	PD	0	0	Dry	Clear	Daylight	Unknown	East	01/08/11	Sat
IL013	92.46	07-4540410	Sideswipe Same Direction	PD	0	0	Dry	Clear	Daylight	East	East	10/27/07	Sat
IL013	92.46	20100121719	Turning	PD	0	0	Dry	Clear	Daylight	Northeast	North	06/11/10	Fri
IL013	92.46	20110106789	Turning	PD	0	0	Dry	Clear	Daylight	South	North	03/21/11	Mon

Total Fatalities: 0 **Total Injuries:** 18 **Total Crashes:** 73

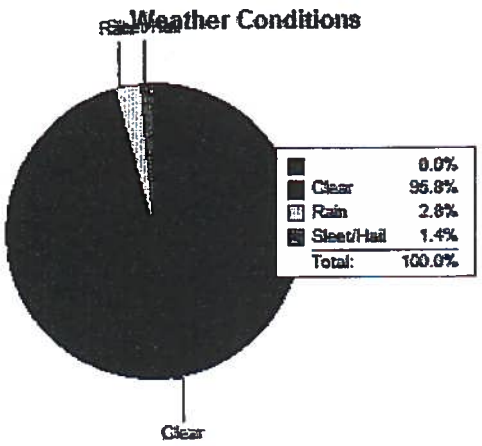
ILL13_Spillway Rd - Crashes 2007-2012

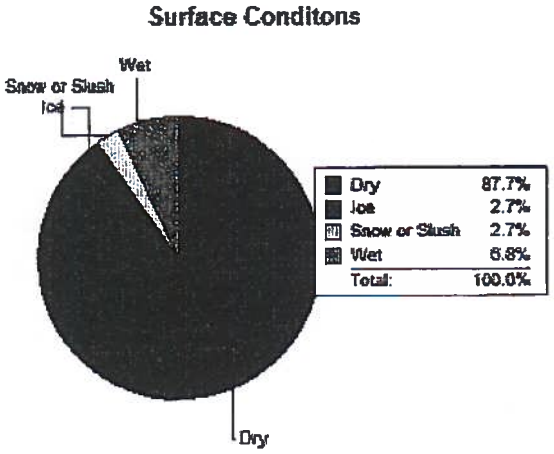
Collision Type



Angle	1.4%
Animal	23.3%
Fixed Object	4.1%
Rear End	64.4%
Sideswipe Opposite Direction	2.7%
Sideswipe Same Direction	1.4%
Turning	2.7%
Total:	100.0%

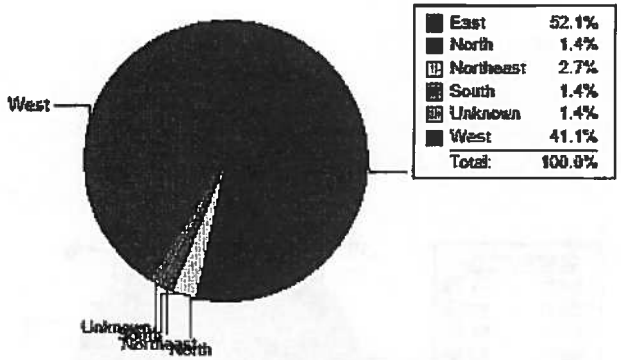
ILL13_Spillway Rd - Crashes 2007-2012



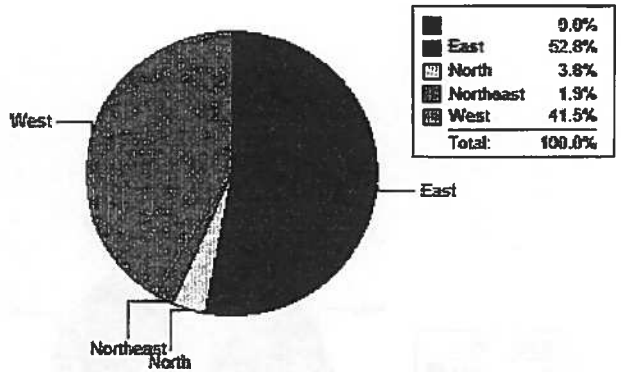


ILL13_Spillway Rd - Crashes 2007-2012

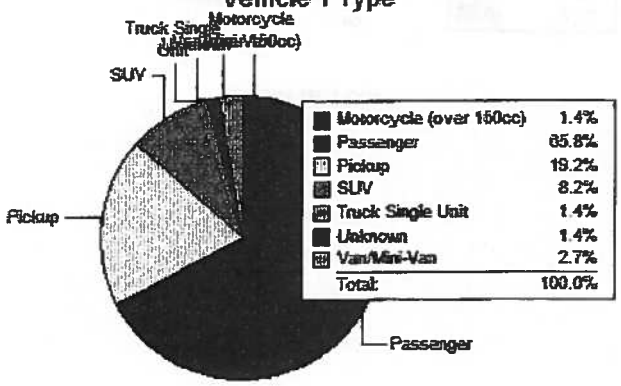
Direction of Travel - Vehicle 1



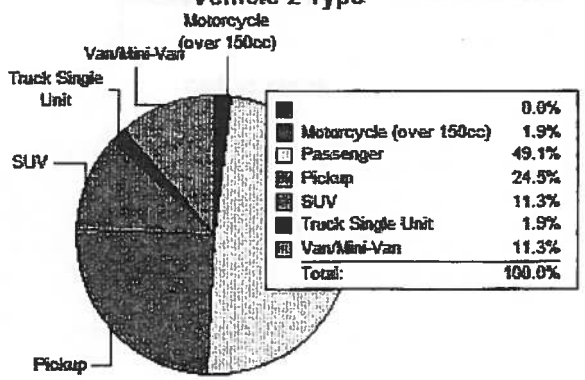
Direction of Travel - Vehicle 2



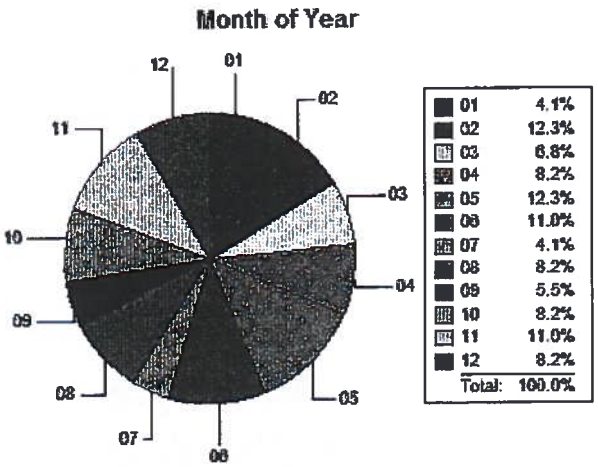
Vehicle 1 Type

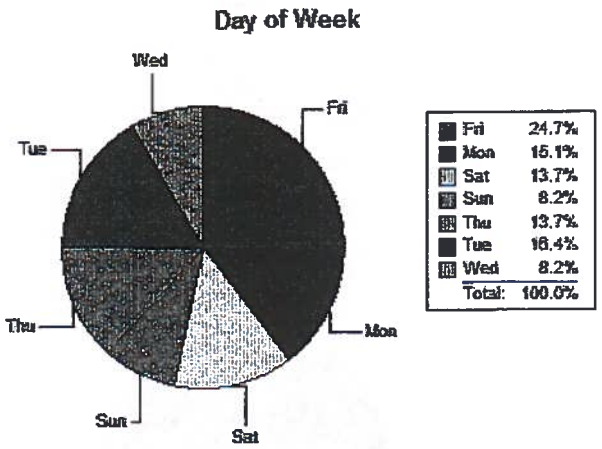


Vehicle 2 Type



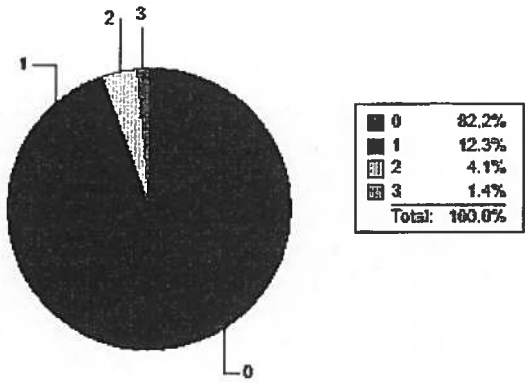
ILL13_Spillway Rd - Crashes 2007-2012





ILL13_Spillway Rd - Crashes 2007-2012

Injuries Per Crash

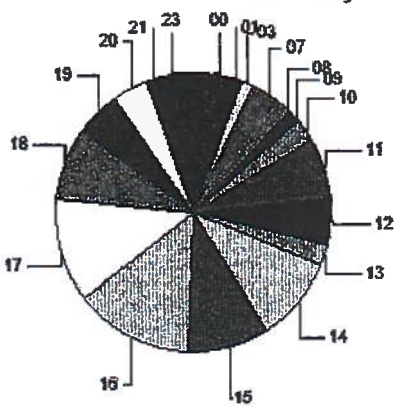


ILLINOIS DEPARTMENT OF TRANSPORTATION

GIS Crash Analysis Report - Crash Data Summary

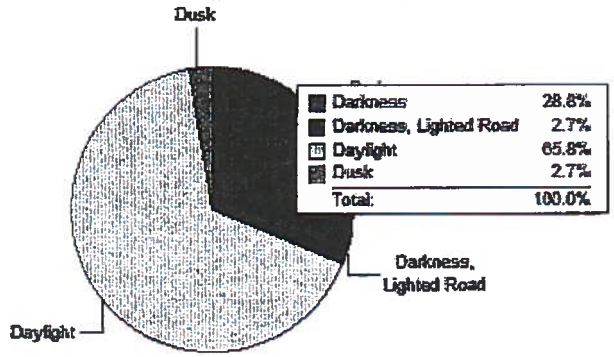
ILL13_Spillway Rd - Crashes 2007-2012

Time of Day



00	4.1%
01	1.4%
03	1.4%
07	4.1%
08	1.4%
09	1.4%
10	2.7%
11	6.8%
12	5.5%
13	2.7%
14	9.6%
15	9.6%
16	13.7%
17	12.3%
18	8.2%
19	5.5%
20	4.1%
21	1.4%
23	4.1%
Total:	100.0%

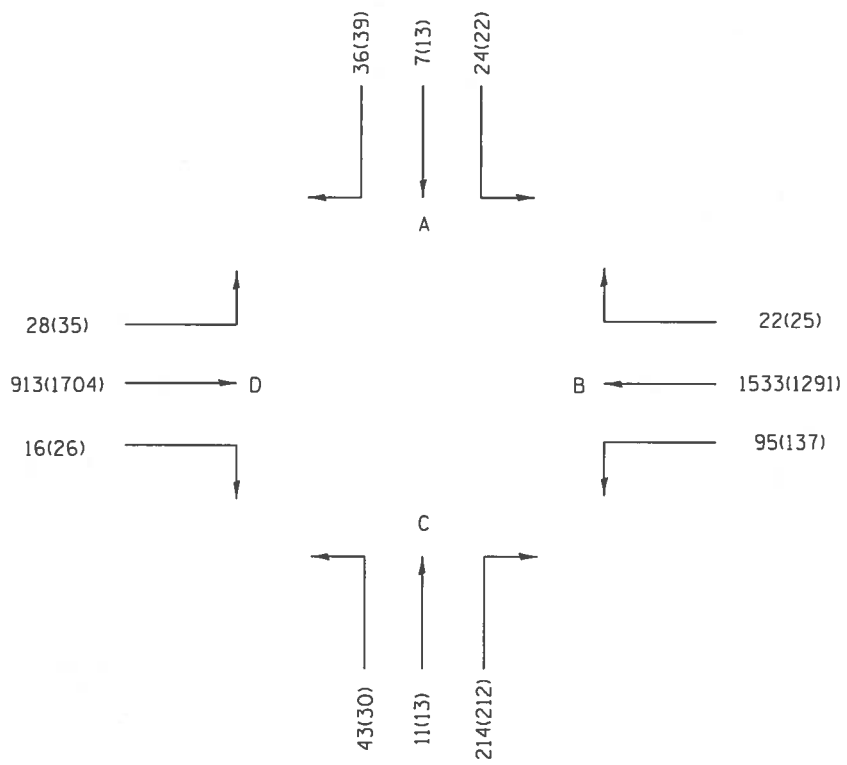
Lighting Conditions



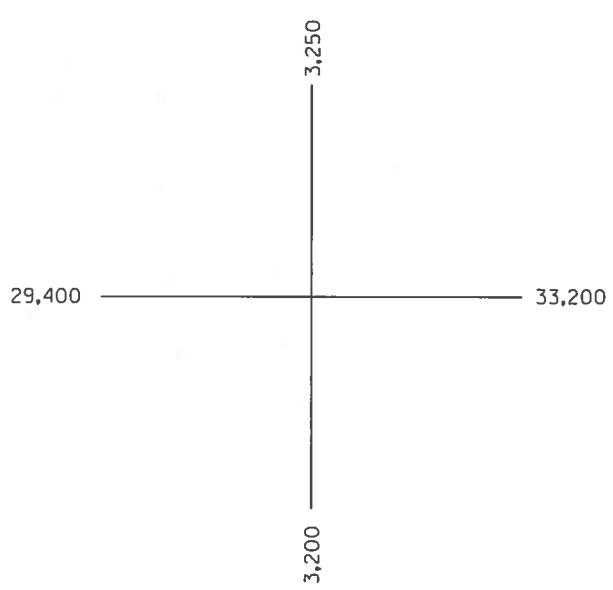
Darkness	28.8%
Darkness, Lighted Road	2.7%
Daylight	65.8%
Dusk	2.7%
Total:	100.0%

IL 13 & SPILLWAY ROAD

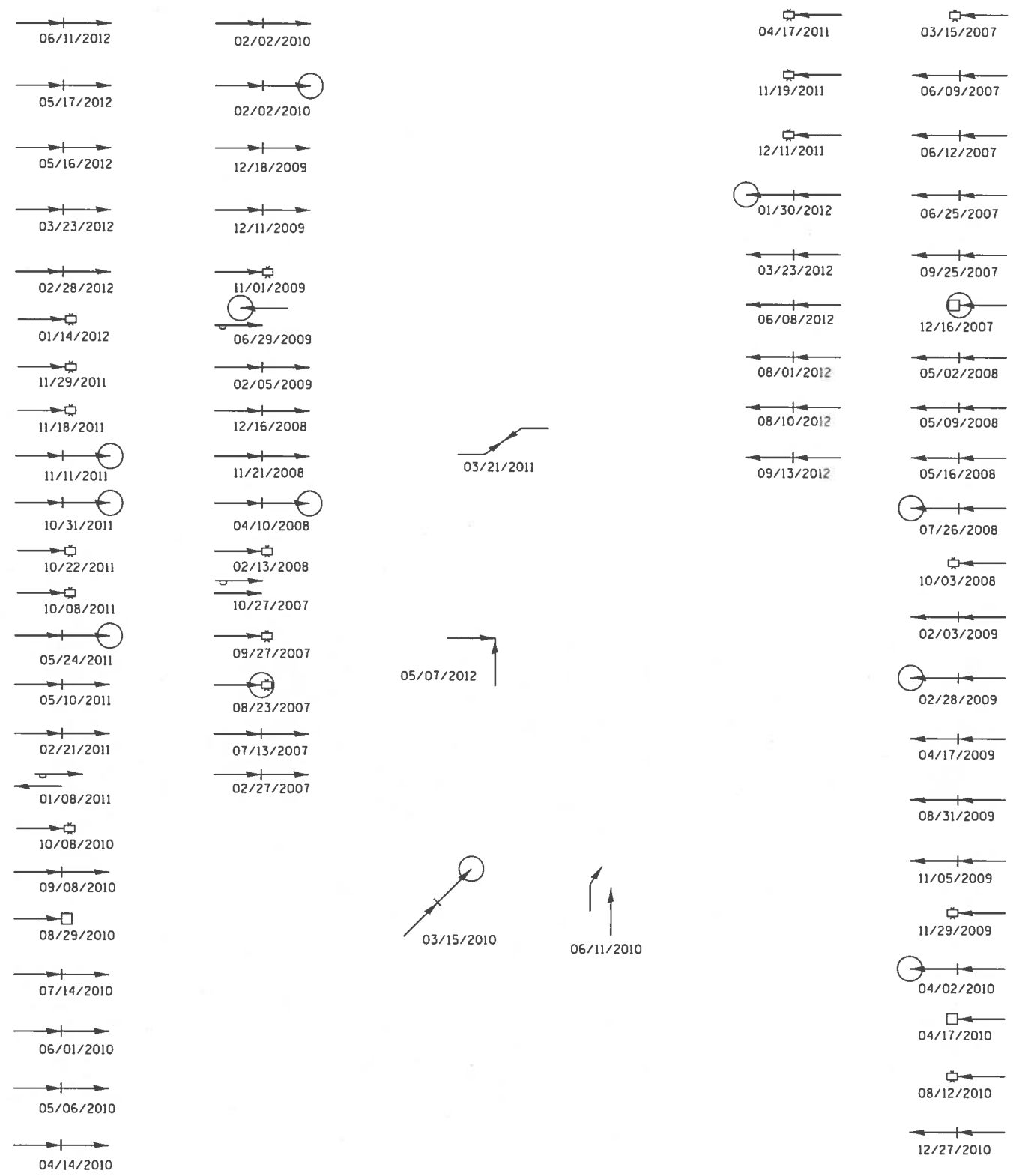
2011 AM(PM) PEAK TURNING MOVEMENTS



2011 AVERAGE DAILY TRAFFIC



73 ACCIDENTS 02/27/07 - 09/13/12



LEGEND:

- STRAIGHT
- STOPPED
- UNKNOWN
- BACKING
- OVERTAKING
- SIDESWIPE
- PARKED
- ERRATIC
- OUT OF CONTROL
- RIGHT TURN
- LEFT TURN
- U-TURN
- OVERTURN
- PEDESTRIAN
- BICYCLE
- INJURY
- FATALITY
- NIGHTTIME
- DUI
- 3RD VEHICLE
- EXTRA DATA

FIXED OBJECTS:

- GENERAL
- SIGNAL
- TREE
- POLE
- CURB
- ANIMAL

ILLINOIS DEPARTMENT OF TRANSPORTATION

GIS Crash Analysis Report - Crash Data Summary

ILL 13 - Cambria Rd 2007-2012 Crashes

Route	Mile	Case Number	Collision Type	Injury Type	Fatal Count	Injury Count	Surface Condition	Weather Description	Lighting Conditions	Vehicle Direction 1	Vehicle Direction 2	Crash Date	Day of Week
IL013	93.48	08-3825679	Rear End	PD	0	0	Dry	Clear	Darkness	West	West	10/26/08	Sun
IL013	93.49	20100117592	Rear End	PD	0	0	Dry	Clear	Daylight	East	East	06/25/10	Fri
IL013	93.53	07-0505821	Rear End	PD	0	0	Wet	Clear	Daylight	East	East	03/22/07	Thu
IL013	93.55	20120101197	Rear End	PD	0	0	Dry	Clear	Darkness	East	East	01/04/12	Wed
IL013	93.55	20110144581	Sideswipe Same Direction	PD	0	0	Dry	Clear	Daylight	East	East	06/21/11	Tue
IL013	93.55	20100141723	Animal	PD	0	0	Dry	Clear	Darkness	East		11/15/10	Mon
IL013	93.55	08-1114100	Animal	PD	0	0	Dry	Clear	Darkness	East		01/14/08	Mon
IL013	93.56	20110139765	Rear End	PD	0	0	Dry	Clear	Darkness	East	East	11/07/11	Mon
IL013	93.57	20120101829	Rear End	PD	0	0	Dry	Clear	Daylight	South	South	01/24/12	Tue
IL013	93.57	20120109487	Fixed Object	PD	0	0	Dry	Clear	Darkness, Lighted Road	East		01/03/12	Tue
IL013	93.57	20110110603	Rear End	PD	0	0	Dry	Clear	Daylight	East	East	04/21/11	Thu
IL013	93.57	20110136413	Animal	PD	0	0	Dry	Clear	Darkness, Lighted Road	West		11/16/11	Wed
IL013	93.57	20110144580	Fixed Object	PD	0	0	Dry	Clear	Daylight	Unknown		06/19/11	Sun
IL013	93.57	20100102060	Turning	PD	0	0	Dry	Clear	Darkness, Lighted Road	South	West	01/31/10	Sun
IL013	93.57	20100104410	Fixed Object	B-Injury	0	1	Snow or	Clear	Darkness	South		01/09/10	Sat
IL013	93.57	20100136728	Animal	PD	0	0	Dry	Clear	Dusk	East		11/17/10	Wed
IL013	93.57	20090105524	Other Non-Collision	PD	0	0	Dry	Clear	Daylight	N/A	East	04/17/09	Fri
IL013	93.57	20090120679	Angle	PD	0	0	Dry	Clear	Daylight	South	West	07/22/09	Wed
IL013	93.57	20090132067	Turning	A-Injury	0	4	Dry	Clear	Daylight	Southeast	East	10/17/09	Sat
IL013	93.57	08-0989742	Turning	B-Injury	0	1	Dry	Clear	Daylight	South	West	03/08/08	Sat
IL013	93.58	20120109297	Fixed Object	PD	0	0	Dry	Clear	Darkness, Lighted Road	West		01/14/12	Sat
IL013	93.58	20120127042	Turning	A-Injury	0	6	Dry	Clear	Daylight	North	West	09/16/12	Sun

ILLINOIS DEPARTMENT OF TRANSPORTATION

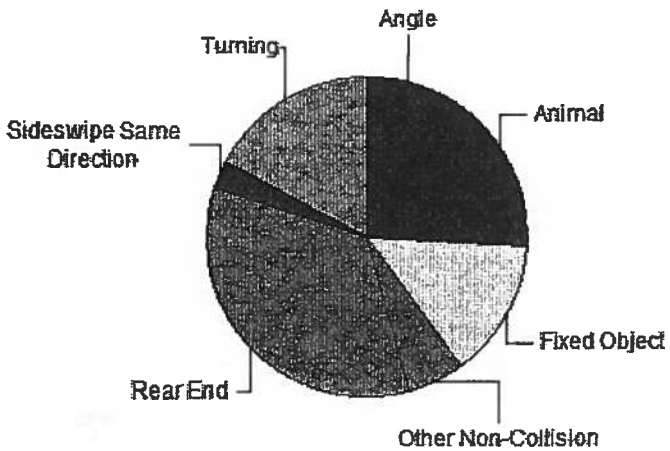
GIS Crash Analysis Report - Crash Data Summary

ILL 13 - Cambria Rd 2007-2012 Crashes

Route	Mile	Case Number	Collision Type	Injury Type	Fatal Count	Injury Count	Surface Condition	Weather Description	Lighting Conditions	Vehicle Direction 1	Vehicle Direction 2	Crash Date	Day of Week
IL013	93.58	20090113726	Turning	C-Injury	0	2	Dry	Clear	Daylight	East	West	06/22/09	Mon
IL013	93.58	20090130960	Rear End	PD	0	0	Dry	Clear	Daylight	West	West	10/03/09	Sat
IL013	93.58	20090135146	Angle	PD	0	0	Dry	Clear	Darkness, Lighted Road	South	West	11/07/09	Sat
IL013	93.58	07-0053723	Other Non-Collision	C-Injury	0	1	Dry	Clear	Darkness, Lighted Road	South		01/25/07	Thu
IL013	93.58	07-0468277	Animal	PD	0	0	Dry	Clear	Darkness	East		03/15/07	Thu
IL013	93.58	07-4543919	Turning	PD	0	0	Dry	Clear	Daylight	Northeast	East	12/10/07	Mon
IL013	93.59	20110124401	Animal	PD	0	0	Dry	Clear	Daylight	West		08/09/11	Tue
IL013	93.60	20100114764	Rear End	PD	0	0	Dry	Clear	Daylight	West	West	06/01/10	Tue
IL013	93.61	20110105973	Rear End	PD	0	0	Dry	Clear	Daylight	West	West	03/21/11	Mon
IL013	93.61	07-3316358	Fixed Object	PD	0	0	Dry	Clear	Daylight	East		08/28/07	Tue
IL013	93.62	07-4091299	Animal	PD	0	0	Dry	Clear	Darkness	West		11/07/07	Wed
IL013	93.64	20120101063	Rear End	PD	0	0	Dry	Clear	Dusk	East	East	01/04/12	Wed
IL013	93.68	07-0703863	Rear End	A-Injury	0	2	Dry	Clear	Daylight	West	West	04/04/07	Wed

Total Fatalities: 0 **Total Injuries:** 17 **Total Crashes:** 35

Collision Type



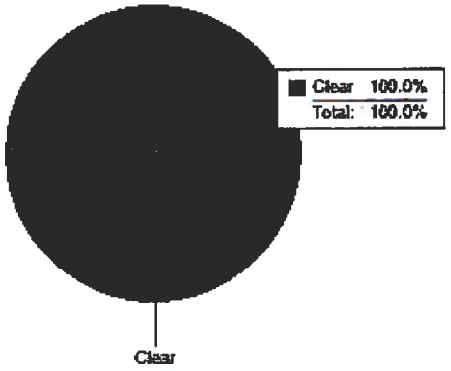
Angle	5.7%
Animal	20.0%
Fixed Object	14.3%
Other Non-Collision	5.7%
Rear End	34.3%
Sideswipe Same Direction	2.9%
Turning	17.1%
Total:	100.0%

ILLINOIS DEPARTMENT OF TRANSPORTATION

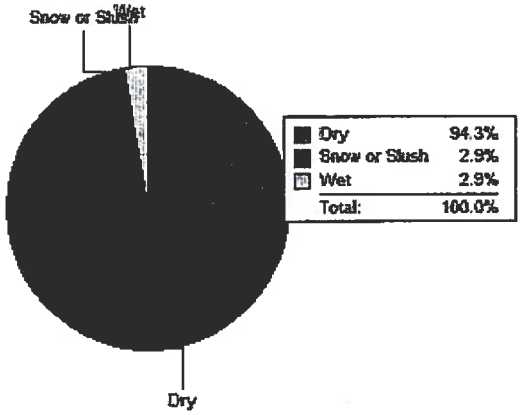
GIS Crash Analysis Report - Crash Data Summary

ILL 13 - Cambria Rd 2007-2012 Crashes

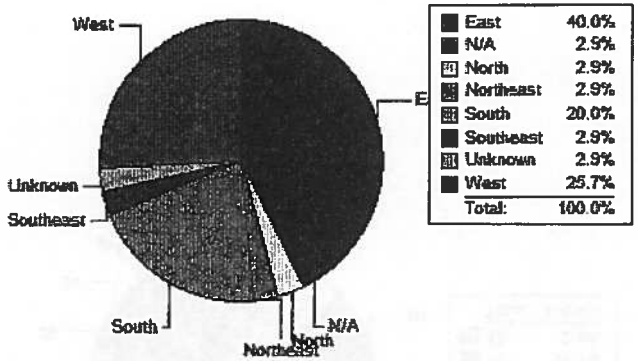
Weather Conditions



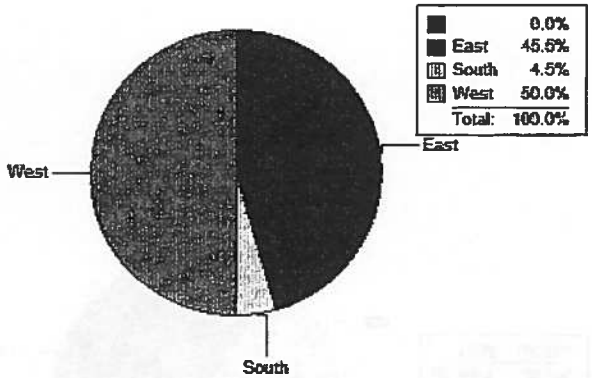
Surface Conditons



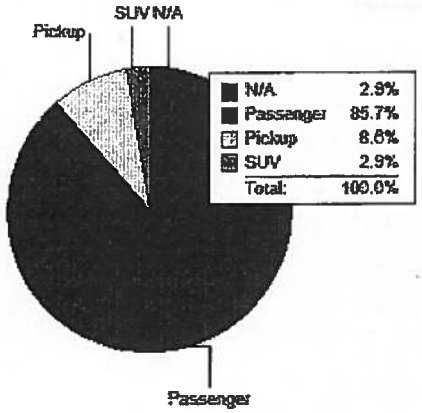
Direction of Travel - Vehicle 1



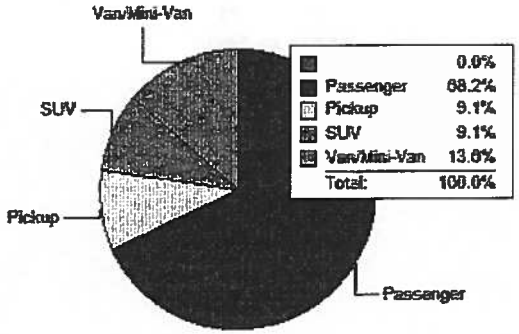
Direction of Travel - Vehicle 2



Vehicle 1 Type



Vehicle 2 Type

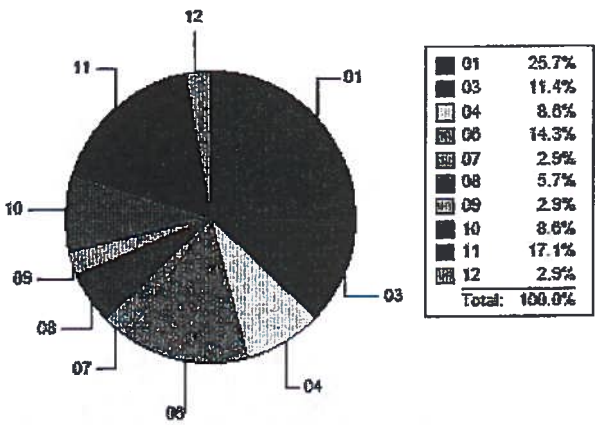


ILLINOIS DEPARTMENT OF TRANSPORTATION

GIS Crash Analysis Report - Crash Data Summary

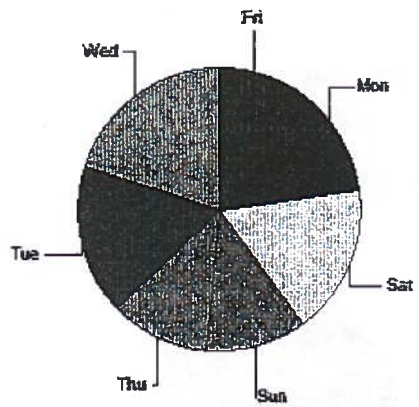
ILL 13 - Cambria Rd 2007-2012 Crashes

Month of Year



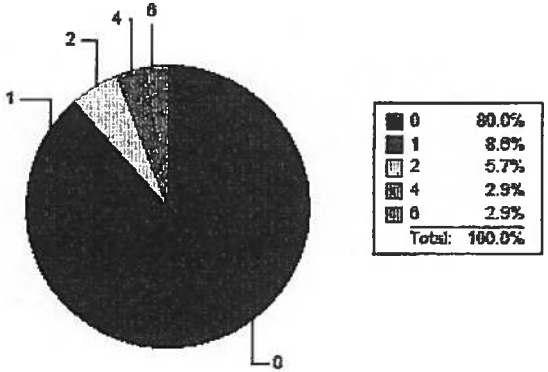
01	25.7%
03	11.4%
04	8.6%
06	14.3%
07	2.9%
08	5.7%
09	2.9%
10	8.6%
11	17.1%
12	2.9%
Total:	100.0%

Day of Week



Fri	5.7%
Mon	17.1%
Sat	17.1%
Sun	11.4%
Thu	11.4%
Tue	17.1%
Wed	20.0%
Total:	100.0%

Injuries Per Crash

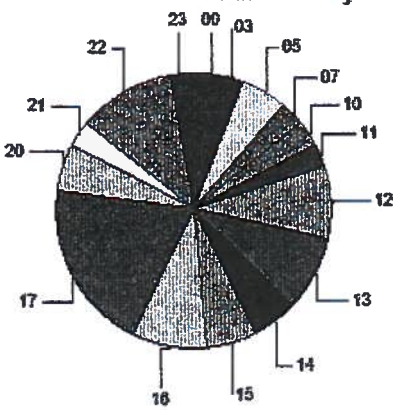


ILLINOIS DEPARTMENT OF TRANSPORTATION

GIS Crash Analysis Report - Crash Data Summary

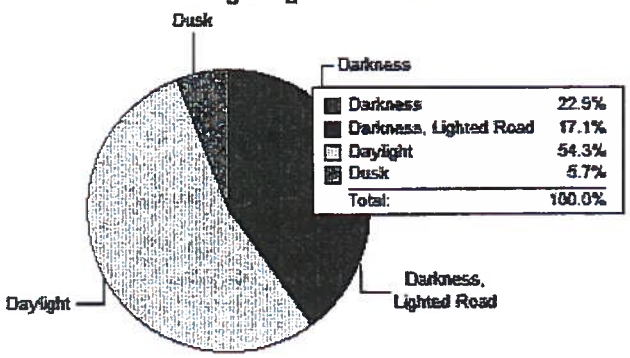
ILL 13 - Cambria Rd 2007-2012 Crashes

Time of Day



00	2.9%
03	2.9%
05	5.7%
07	2.9%
10	2.9%
11	2.9%
12	8.6%
13	8.6%
14	5.7%
15	5.7%
16	8.6%
17	20.0%
20	5.7%
21	2.9%
22	11.4%
23	2.9%
Total:	100.0%

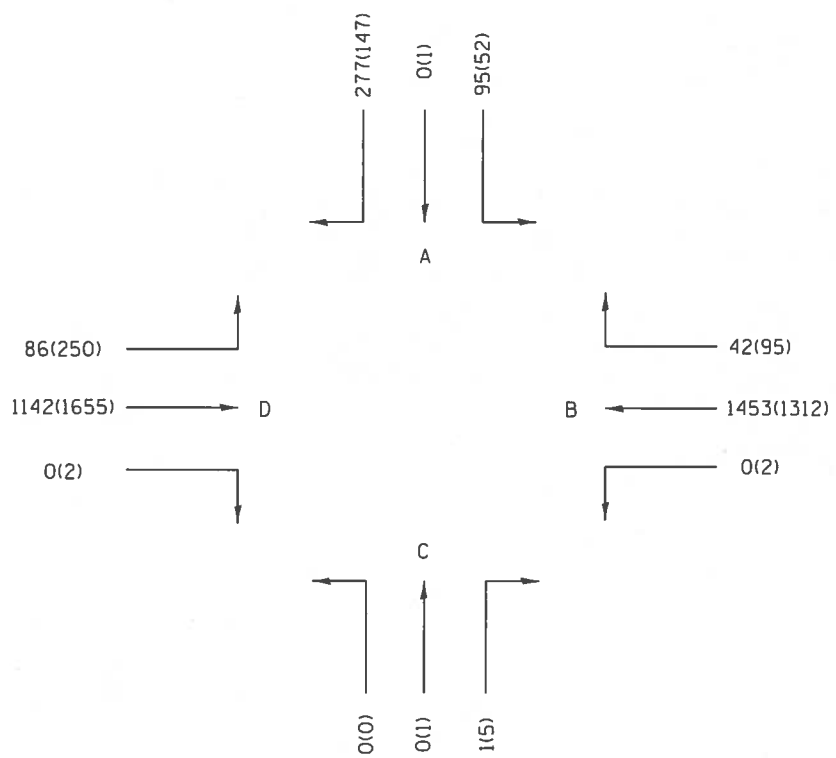
Lighting Conditions



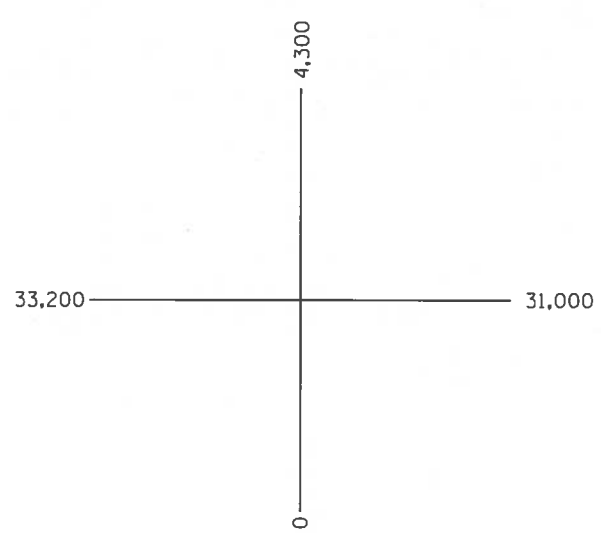
Darkness	22.9%
Darkness, Lighted Road	17.1%
Daylight	54.3%
Dusk	5.7%
Total:	100.0%

IL 13 & CAMBRIA ROAD

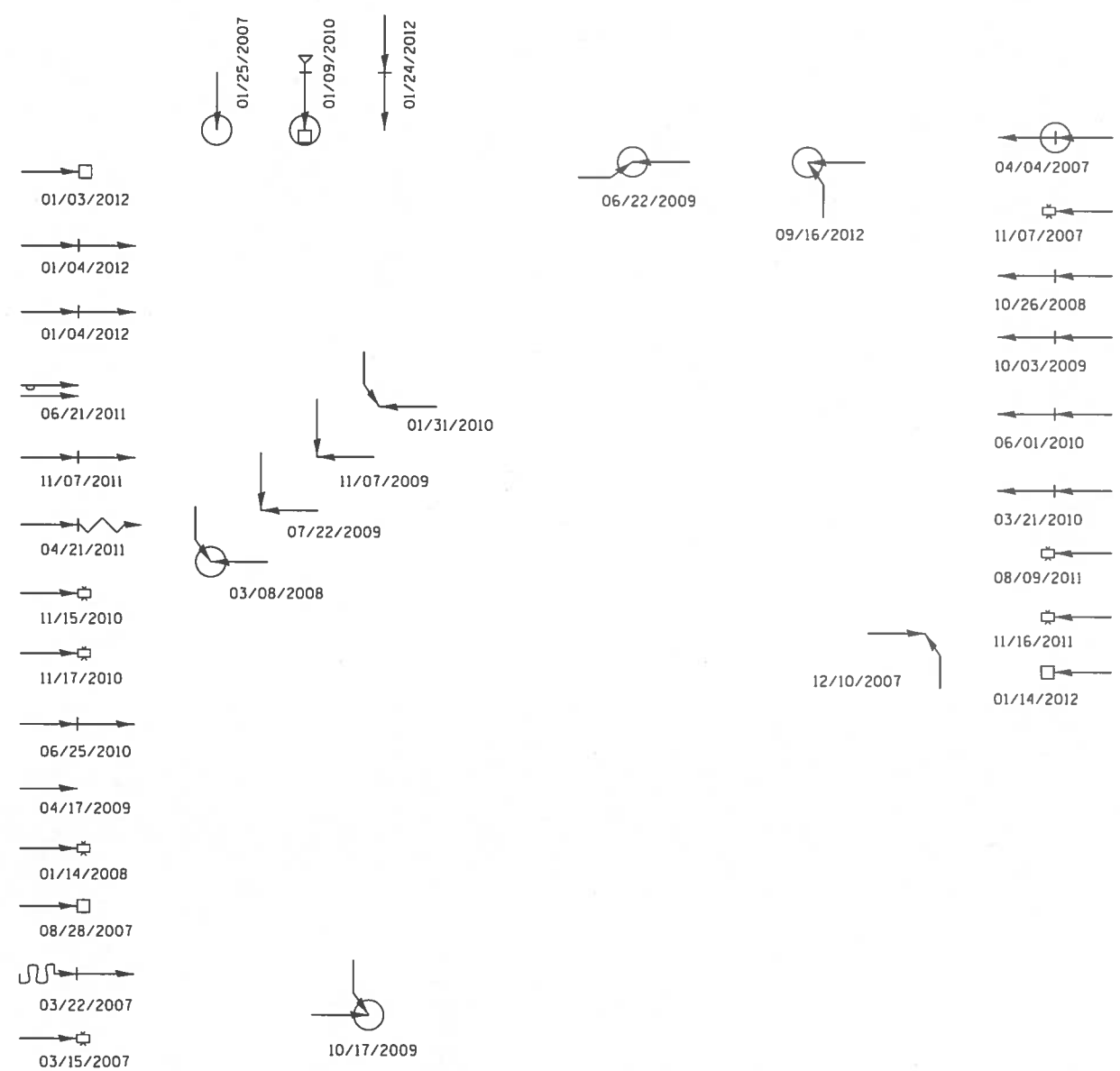
2011 AM(PM) PEAK TURNING MOVEMENTS



2011 AVERAGE DAILY TRAFFIC



35 ACCIDENTS 01/25/07 - 09/16/12



LEGEND:

- STRAIGHT
- STOPPED
- UNKNOWN
- BACKING
- OVERTAKING
- SIDESWIPE
- PARKED
- ERRATIC
- OUT OF CONTROL
- RIGHT TURN
- LEFT TURN
- U-TURN
- OVERTURN
- PEDESTRIAN
- BICYCLE
- INJURY
- FATALITY
- NIGHTTIME
- DUI
- 3RD VEHICLE
- EXTRA DATA

FIXED OBJECTS:

- GENERAL
- SIGNAL
- TREE
- POLE
- CURB
- ANIMAL

ILLINOIS DEPARTMENT OF TRANSPORTATION

GIS Crash Analysis Report - Crash Data Summary

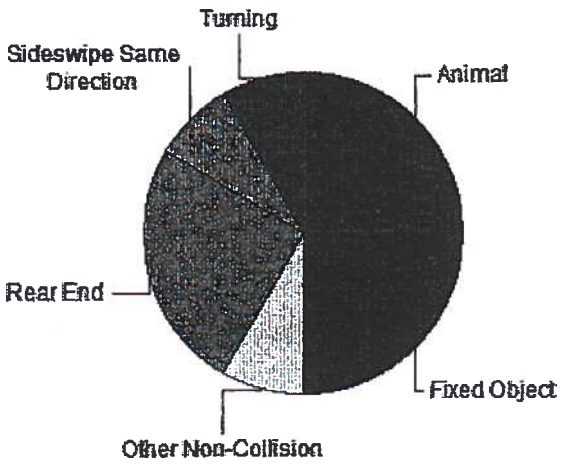
ILL 13 - Campground Rd 2007-2012 Crashes

Route	Mile	Case Number	Collision Type	Injury Type	Fatal Count	Injury Count	Surface Condition	Weather Description	Lighting Conditions	Vehicle Direction 1	Vehicle Direction 2	Crash Date	Day of Week
IL013	94.01	20110135333	Sideswipe Same Direction	A-Injury	0	2	Dry	Clear	Darkness	East	East	11/11/11	Fri
IL013	94.01	20100114105	Rear End	C-Injury	0	2	Dry	Clear	Daylight	West	West	05/23/10	Sun
IL013	94.04	07-2173693	Fixed Object	PD	0	0	Dry	Clear	Darkness	East		02/17/07	Sat
IL013	94.04	07-2701196	Other Non-Collision	A-Injury	0	1	Dry	Clear	Darkness	East		05/24/07	Thu
IL013	94.07	07-2226111	Animal	PD	0	0	Dry	Clear	Dawn	East		05/28/07	Mon
IL013	94.08	20120119923	Rear End	PD	0	0	Dry	Clear	Darkness	East	East	07/12/12	Thu
IL013	94.08	08-3792598	Rear End	PD	0	0	Wet	Clear	Daylight	West	West	10/14/08	Tue
IL013	94.10	09-6036264	Fixed Object	PD	0	0	Dry	Clear	Darkness, Lighted Road	East		01/03/09	Sat
IL013	94.10	08-3180968	Fixed Object	PD	0	0	Dry	Clear	Daylight	East		09/17/08	Wed
IL013	94.11	20100127781	Animal	PD	0	0	Dry	Clear	Darkness	West		09/06/10	Mon
IL013	94.11	20100134663	Animal	PD	0	0	Dry	Clear	Darkness	West		11/03/10	Wed
IL013	94.11	20090139385	Turning	PD	0	0	Dry	Clear	Daylight	West	West	12/09/09	Wed

Total Fatalities: 0 **Total Injuries:** 5 **Total Crashes:** 12

ILL 13 - Campground Rd 2007-2012 Crashes

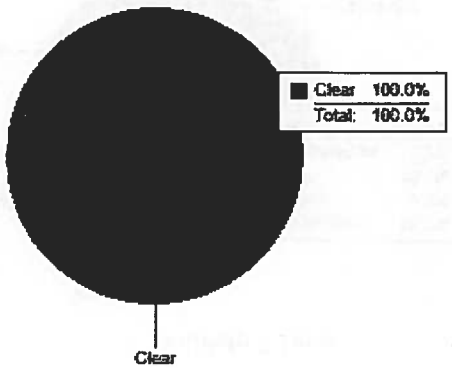
Collision Type



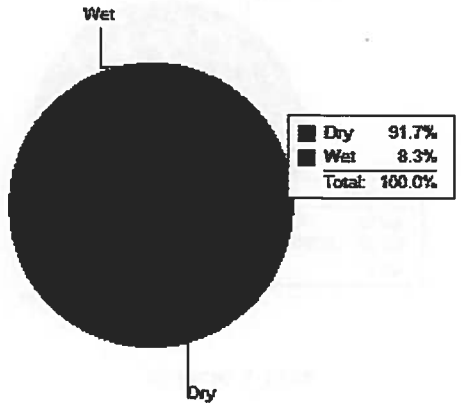
Animal	25.0%
Fixed Object	25.0%
Other Non-Collision	8.3%
Rear End	25.0%
Sideswipe Same Direction	8.3%
Turning	8.3%
Total:	100.0%

ILL 13 - Campground Rd 2007-2012 Crashes

Weather Conditions

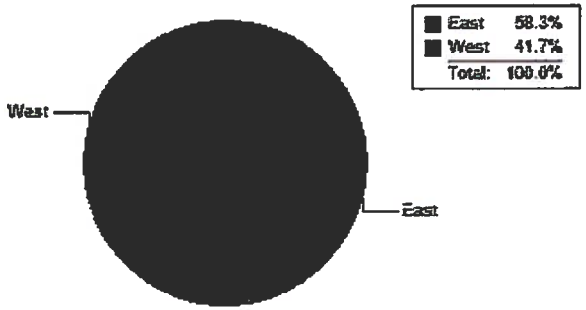


Surface Conditions

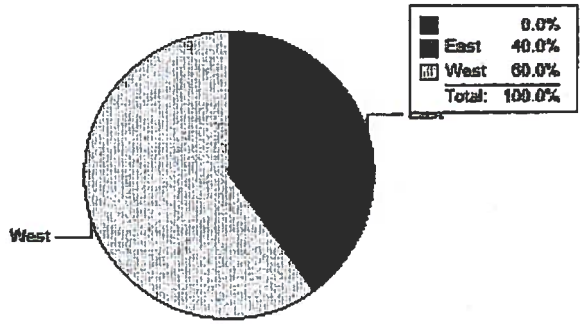


ILL 13 - Campground Rd 2007-2012 Crashes

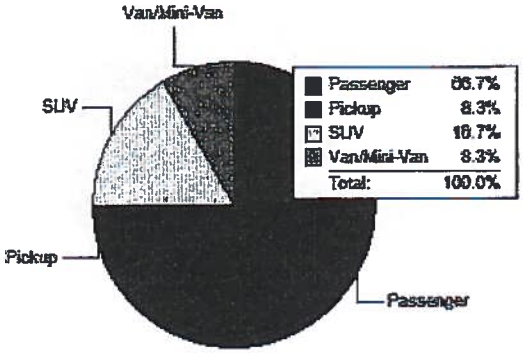
Direction of Travel - Vehicle 1



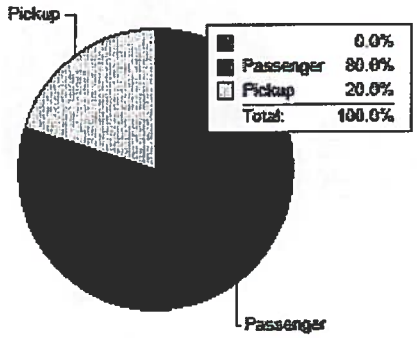
Direction of Travel - Vehicle 2



Vehicle 1 Type



Vehicle 2 Type

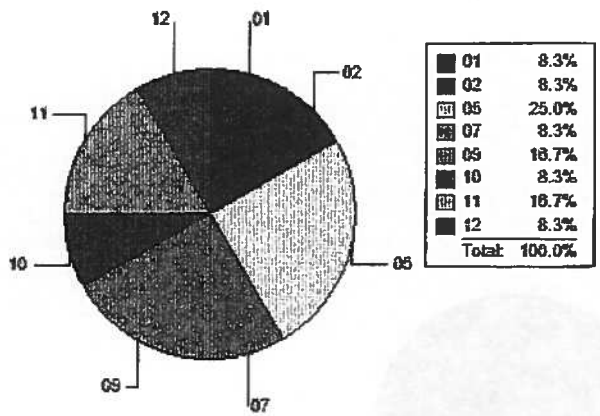


ILLINOIS DEPARTMENT OF TRANSPORTATION

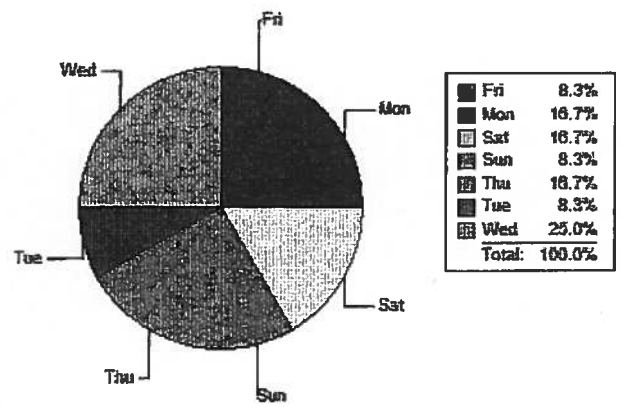
GIS Crash Analysis Report - Crash Data Summary

ILL 13 - Campground Rd 2007-2012 Crashes

Month of Year

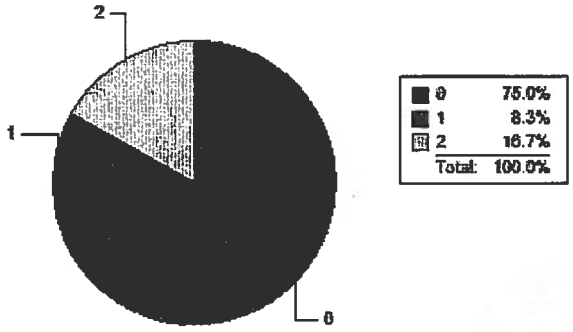


Day of Week

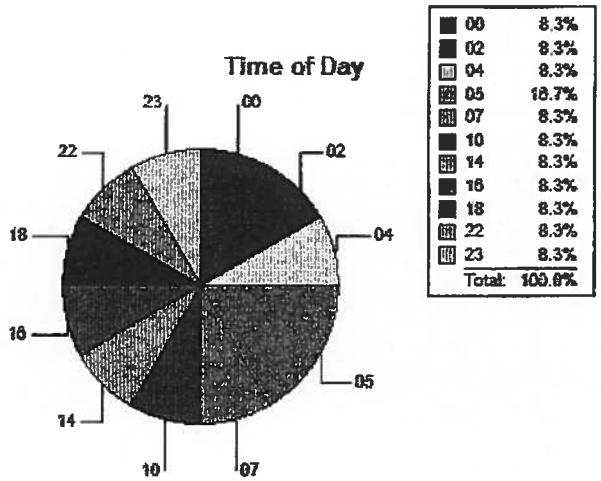


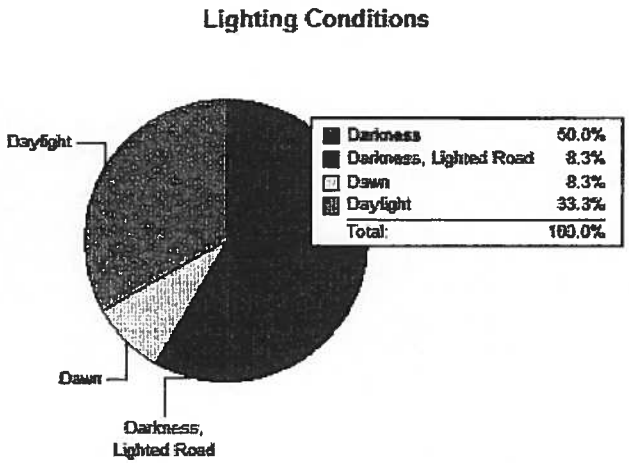
ILL 13 - Campground Rd 2007-2012 Crashes

Injuries Per Crash



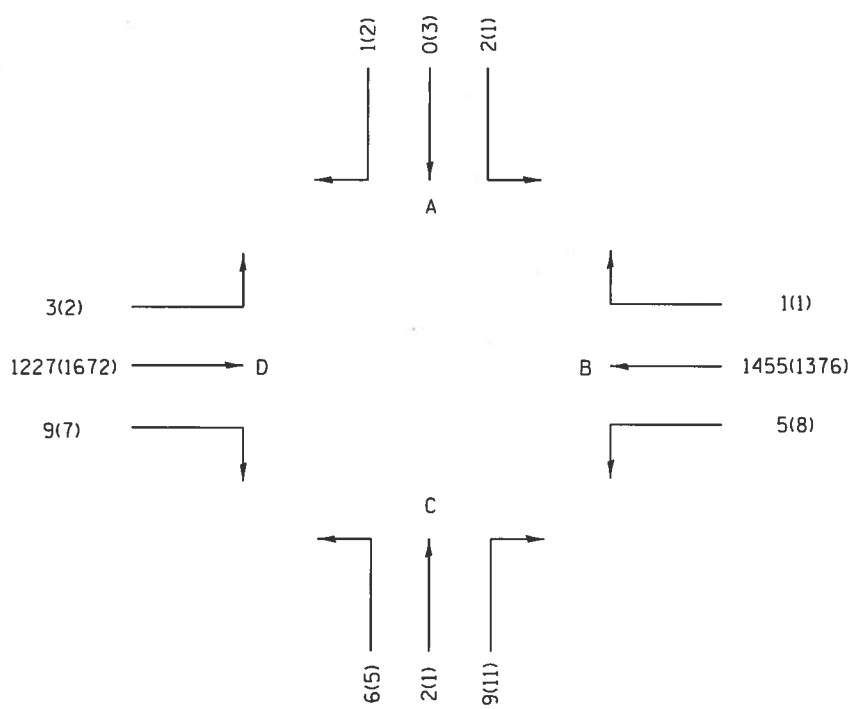
ILL 13 - Campground Rd 2007-2012 Crashes



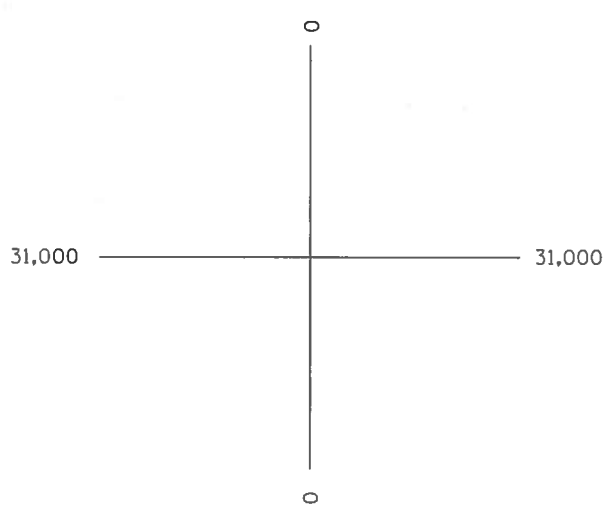


IL 13 & CAMPGROUND ROAD

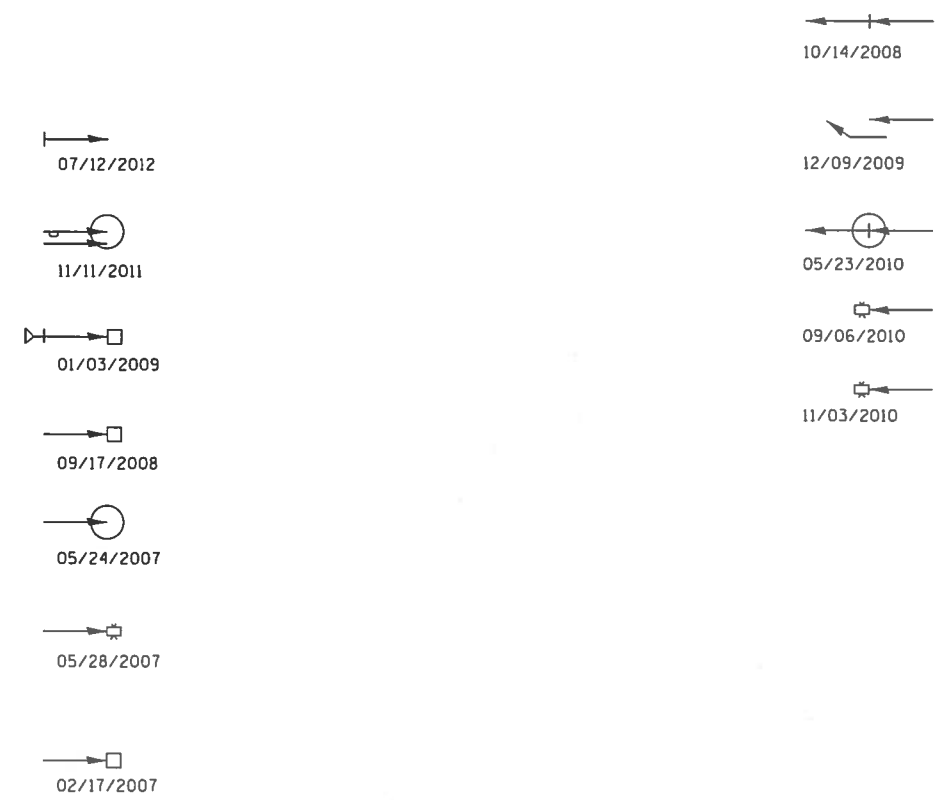
2011 AM(PM) PEAK TURNING MOVEMENTS



2011 AVERAGE DAILY TRAFFIC



12 ACCIDENTS 02/17/07 - 07/12/12



LEGEND:

- STRAIGHT
- STOPPED
- UNKNOWN
- BACKING
- OVERTAKING
- SIDESWIPE
- PARKED
- ERRATIC
- OUT OF CONTROL
- RIGHT TURN
- LEFT TURN
- U-TURN
- OVERTURN
- PEDESTRIAN
- BICYCLE
- INJURY
- FATALITY
- NIGHTTIME
- DUI
- 3RD VEHICLE
- EXTRA DATA

FIXED OBJECTS:

- GENERAL
- SIGNAL
- TREE
- POLE
- CURB
- ANIMAL

EXHIBIT 7

PAVEMENT DESIGN APPROVAL

Illinois Department of Transportation

To:	Jeffrey Keirn	Attn: District Nine
From:	John Baranzelli	
Subject:	Pavement Design	
Date:	July 1, 2014	

FAP Route 331 (IL 13)
Section (91-3)R-1
Union County
From Giant City Road to Shawnee Trail

We have reviewed the pavement selection for the above captioned section, which was submitted with your memorandum dated June 23, 2014. IL 13 will be widened to a six-lane section without resurfacing. Based on first cost, a flexible design was more economical. The approved pavement design is as follows:

<u>IL 13 [Pavement Widening]</u>

11.25 inches Full Depth HMA with HMA Shoulders
- 2 inches of HMA Polymerized Surface Course, Mix "E", N105
- 2.25 inches of HMA Polymerized Binder Course, N105, IL-19.0
- 7 inches of HMA Binder Course, N90, IL-19.0
- 12 inches of Aggregate Subgrade Improvement

If you have any questions, please contact Paul Niedernhofer at (217) 524-1651.

EXHIBIT 8

ENVIRONMENTAL DOCUMENTATION

Attention: Central Office BD&E
Environment Section
Room 330

Environmental Survey Request

A. Project Information

☑ Bio ☑ Cultural ☑ Wetlands ☑ Special Waste

Submittal Date: 04/30/2013 **Sequence No:** 17931
District: 9 **Requesting Agency:** DOH **Project No:**
Contract #: 78295, 78372, 78373 **Job No.:** C- 99-023-12
Counties: Jackson, Williamson
Route: FAP 331 **Marked:** IL 13
Street: **Section:** (5-3)R-1,N-1,B-5,BR-1,B-6,BR-2
Municipality(ies) **Project Length:** 7.242 km 4.5 miles
FromTo (At): East of Giant City Rd in Carbondale to Shawnee Trail west of Carterville
Quadrangle: Carbondale, Crab Orchard Lake **Township-Range-Section:** T 9 S, R 1 W, Sec 14,13,12,7,8,9,16,17,18
Survey Target Date: 08/15/2013 **Anticipated Design Approval:** 05/01/2014

B. Reason for Submittal: (Check all that apply)

☑ Acquisition of additional ROW or easement ha/ acres
☑ In-Stream Work **Stream Name:** Crab Orchard Lake and Crab Orchard Creek
☐ Other:

C. Project Description:

Additional Lane in each direction and structure replacement and rehab. Project starts just east of Giant City Rd. in Carbondale and extends across Crab Orchard Lake to Shawnee Trail Rd.

Proposed Work: ☑ Highway ☑ Bridge ☐ Bike Trail ☐ Other

D. Tree Removal?: Don't Know Number?: 0 ha/ acres

Existing Bridge(s) Structure Number:	039-0019	On Historic Bridge List:	No
Existing Bridge(s) Structure Number:	039-0062	On Historic Bridge List:	No
Existing Bridge(s) Structure Number:	100-0018	On Historic Bridge List:	No
Existing Bridge(s) Structure Number:	100-0066	On Historic Bridge List:	No
Existing Bridge(s) Structure Number:	100-0020	On Historic Bridge List:	No
Existing Bridge(s) Structure Number:	100-0067	On Historic Bridge List:	No

Historic District Involved? No **Historic Buildings Involved?** No
Section 4(f) Lands Involved? Don't Know **Section 6(f) Lands Involved?** No
Wetland delineation performed by: BDE **End. Species Consultation performed by:** BDE

E. Funding:

☑ Federal ☑ State ☐ TBP ☐ MFT ☐ Local Non-MFT
☑ 404 Permit Required **Anticipated Processing:** CE

F.

Contact Person: Susan Poe
Telephone #: (618) 351-5213 ext.
Env.Contact: Julie Klamm
Telephone #: 6183515286

Local Contact Person:
Telephone #:
E-Mail:
Title/Company:

☐ Field Sign Off (Bio & Cultural Only) ☑ Received in CO 05/08/2013 ☑ SW Received 05/08/2013

Sequence No: 17931

Memo Date:	05/07/2013	**Memo By:**	Jim Curtis
Memo:	Julie Klamm said PESA due date is 11/01/2013.		

Attention: Central Office BD&E
Environment Section
Room 330

Environmental Survey Request Addendum

A. Project Information

☑ Bio ☑ Cultural ☑ Wetlands ☑ Special Waste

Submittal Date: 10/11/2013 Sequence No: 17931 A

District: 9 Requesting Agency: DOH Project No:

Contract #: 78295, 78372, 78373 Job No.: C- 99-023-12

Counties: Jackson, Williamson

Route: FAP 331 Marked: IL 13

Street: Section: (5-3)R-1,N-1,B-5,BR-1,B-6,BR-2

Municipality(ies): Project Length: 7.2420 km 4.5 miles

FromTo (At): East of Giant City Rd in Carbondale to Shawnee Trail west of Carterville

Quadrangle: Carbondale, Crab Orchard Lake Township-Range-Section: T 9 S, R 1 W, Sec 14,13,12,7,8,9,16,17,18

Survey Target Date: 05/01/2014 Anticipated Design Approval: 05/01/2014

B. Reason for Submittal: (Check all that apply)

☐ Acquisition of additional ROW or easement Addendum: acres Total Project: acres

☑ In-Stream Work Stream Name: Crab Orchard Lake

☐ Other:

☐ Field Sign Off (Bio & Cultural Only)

C. Addendum Description:

To mitigate for closures to two closures to two USFWS entrances off of IL 13, the USFWS has requested a new frontage road to a campground and a new boat ramp.

D. Tree Removal?: Yes Number?: 1.2141 ha/ 3 acres

Wetland delineation performed by: BDE End. Species Consultation performed by: BDE

E.

Contact Person: Susan Poe
Telephone #: (618) 351-5213 ext.
Env.Contact: Julie Klamm
Telephone #: 6183515286

Local Contact Person:
Telephone #:
E-Mail:
Title/Company:

F.

☐ Update Entire Project

☑ Addendum Only

☐ Field Sign Off (Bio & Cultural Only) ☑ Received in CO 10/15/2013

Attention: Central Office BD&E
Environment Section
Room 330

Environmental Survey Request Addendum

A. Project Information

☑ Bio ☑ Cultural ☐ Wetlands ☑ Special Waste

Submittal Date: 09/25/2014 Sequence No: 17931 B

District: 9 Requesting Agency: DOH Project No:

Contract #: 78295, 78372, 78373 Job No.: C- 99-023-12

Counties: Jackson, Williamson

Route: FAP 331 Marked: IL 13

Street: Section: (5-3)R-1,N-1,B-5,BR-1,B-6,BR-2

Municipality(ies): Project Length: 7.2420 km 4.5 miles

FromTo (At): East of Giant City Rd in Carbondale to Shawnee Trail west of Carterville

Quadrangle: Carbondale, Crab Orchard Lake Township-Range-Section: T 9 S, R 1 W, Sec 14,13,12,7,8,9,16,17,18

Survey Target Date: 04/01/2015 Anticipated Design Approval: 04/01/2015

B. Reason for Submittal: (Check all that apply)

☑ Acquisition of additional ROW or easement Addendum: 0.04 acres Total Project: 0.040 acres

☑ In-Stream Work Stream Name: Crab Orchard Lake

☐ Other:

☐ Field Sign Off (Bio & Cultural Only)

C. Addendum Description:

Replacement of existing Greenbriar Boat Launch pad

D. Tree Removal?: No Number?: ha/ acres

Wetland delineation performed by: BDE End. Species Consultation performed by: BDE

E.

Contact Person: Susan Poe
Telephone #: (618) 351-5213 ext.
Env.Contact: Julie Klamm
Telephone #: 6183515286

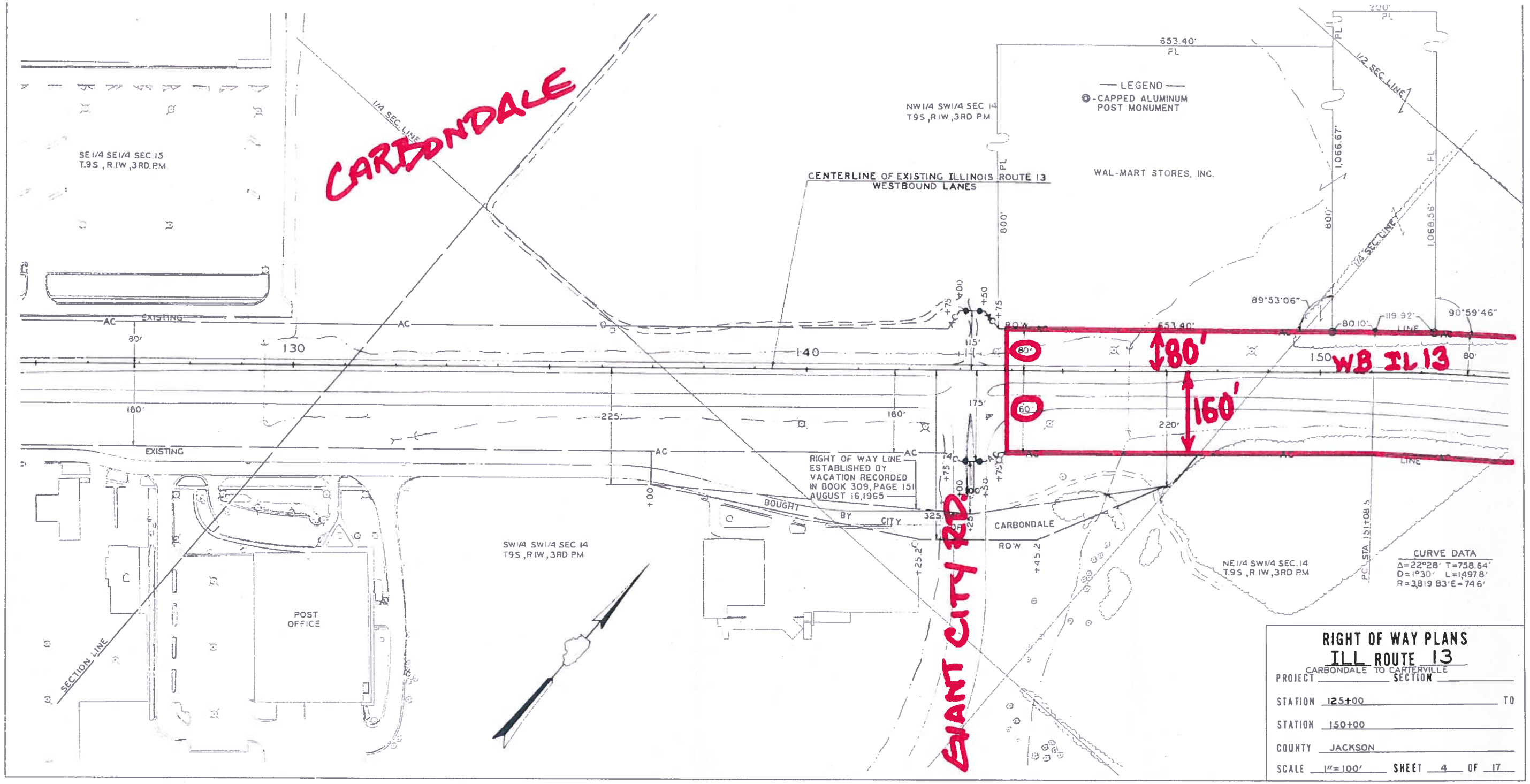
Local Contact Person:
Telephone #:
E-Mail:
Title/Company:

F.

☐ Update Entire Project

☑ Addendum Only

☐ Field Sign Off (Bio & Cultural Only) ☑ Received in CO 09/25/2014



RIGHT OF WAY PLANS
ILL ROUTE 13
CARBONDALE TO CARTERVILLE

PROJECT _____ SECTION _____

STATION 125+00 TO

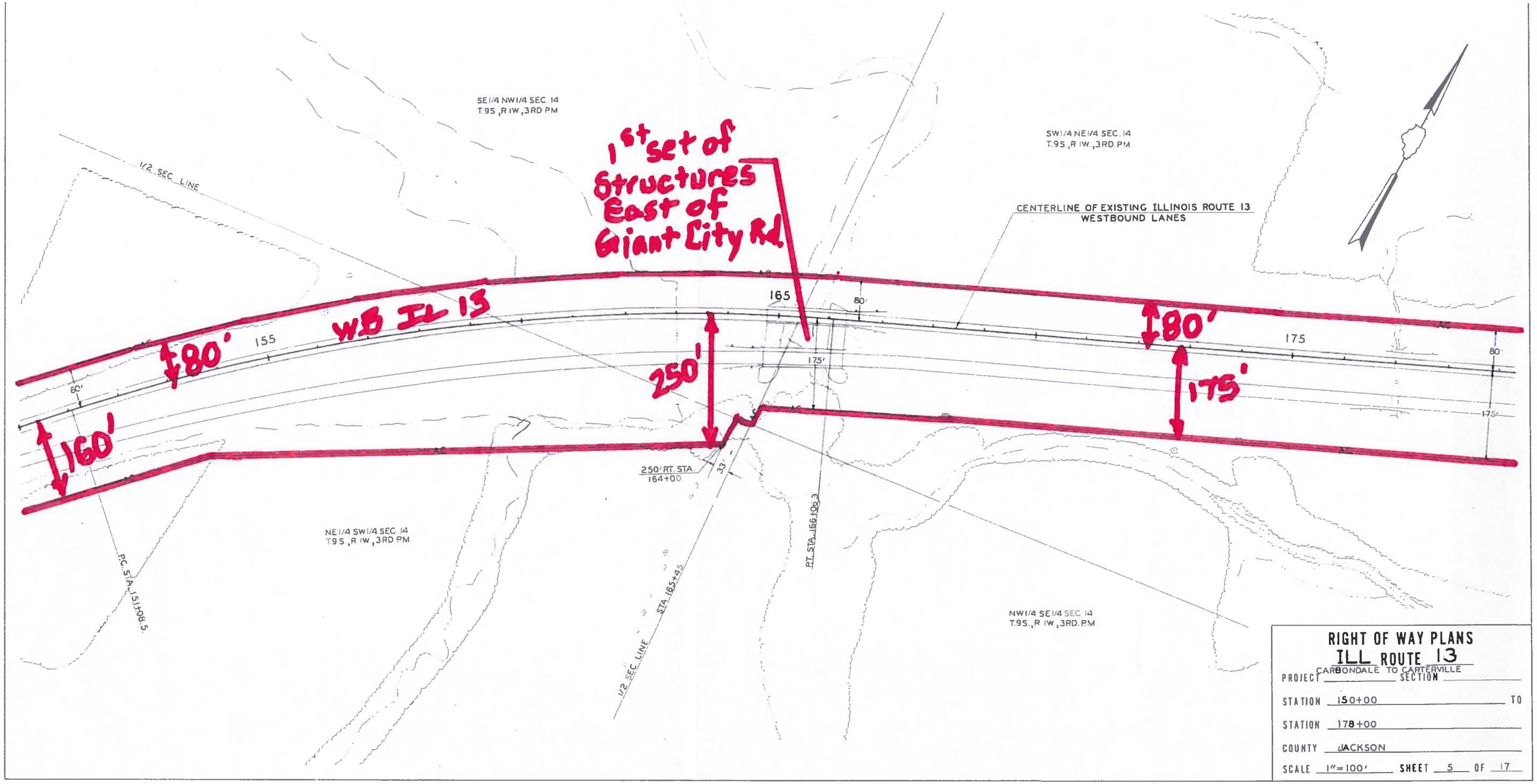
STATION 150+00

COUNTY JACKSON

SCALE 1"=100' SHEET 4 OF 17

REVISED BY _____ DATE 7-20-94 8/19/93

DRAWN BY _____ DATE _____



REVISED BY _____ DISTRICT ENGINEER

DATE _____

DRAWN BY _____

DATE _____

RIGHT OF WAY PLANS

ILL ROUTE 13

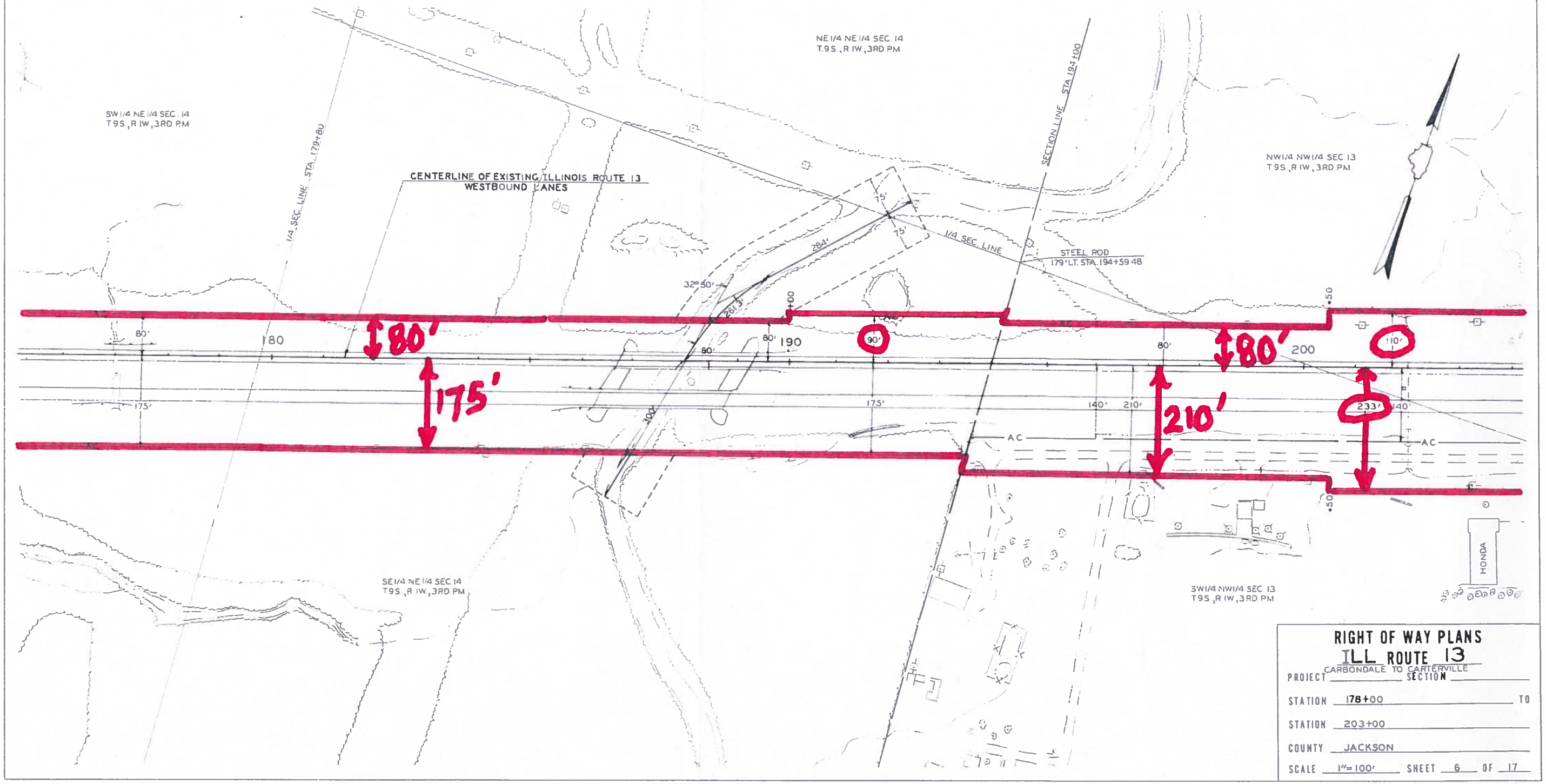
PROJECT CARBONDALE TO CARTERVILLE SECTION

STATION 150+00 TO

STATION 178+00

COUNTY JACKSON

SCALE 1" = 100' SHEET 5 OF 17



REVISED BY _____ DISTRICT ENGINEER

DATE _____

DRAWN BY _____

DATE _____

REVISED J.BOAZ 9-13-96

RIGHT OF WAY PLANS

ILL ROUTE 13

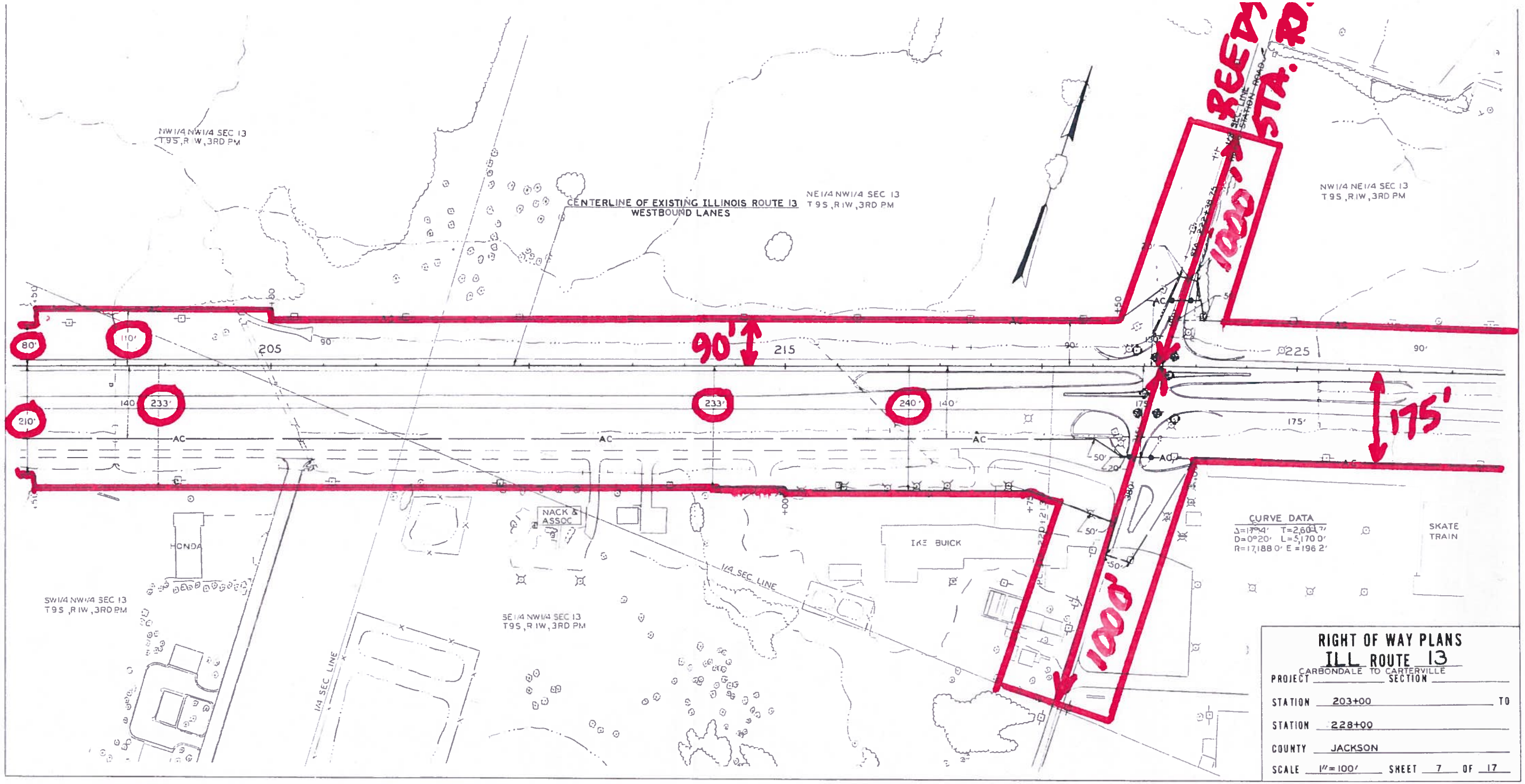
PROJECT CARBONDALE TO CARTERVILLE SECTION _____

STATION 178+00 TO

STATION 203+00

COUNTY JACKSON

SCALE 1"=100' SHEET 6 OF 17



REVISED BY _____ DISTRICT ENGINEER

DATE _____

DRAWN BY _____

DATE _____ REVISED J BOAZ 9-13-96

RIGHT OF WAY PLANS

ILL ROUTE 13

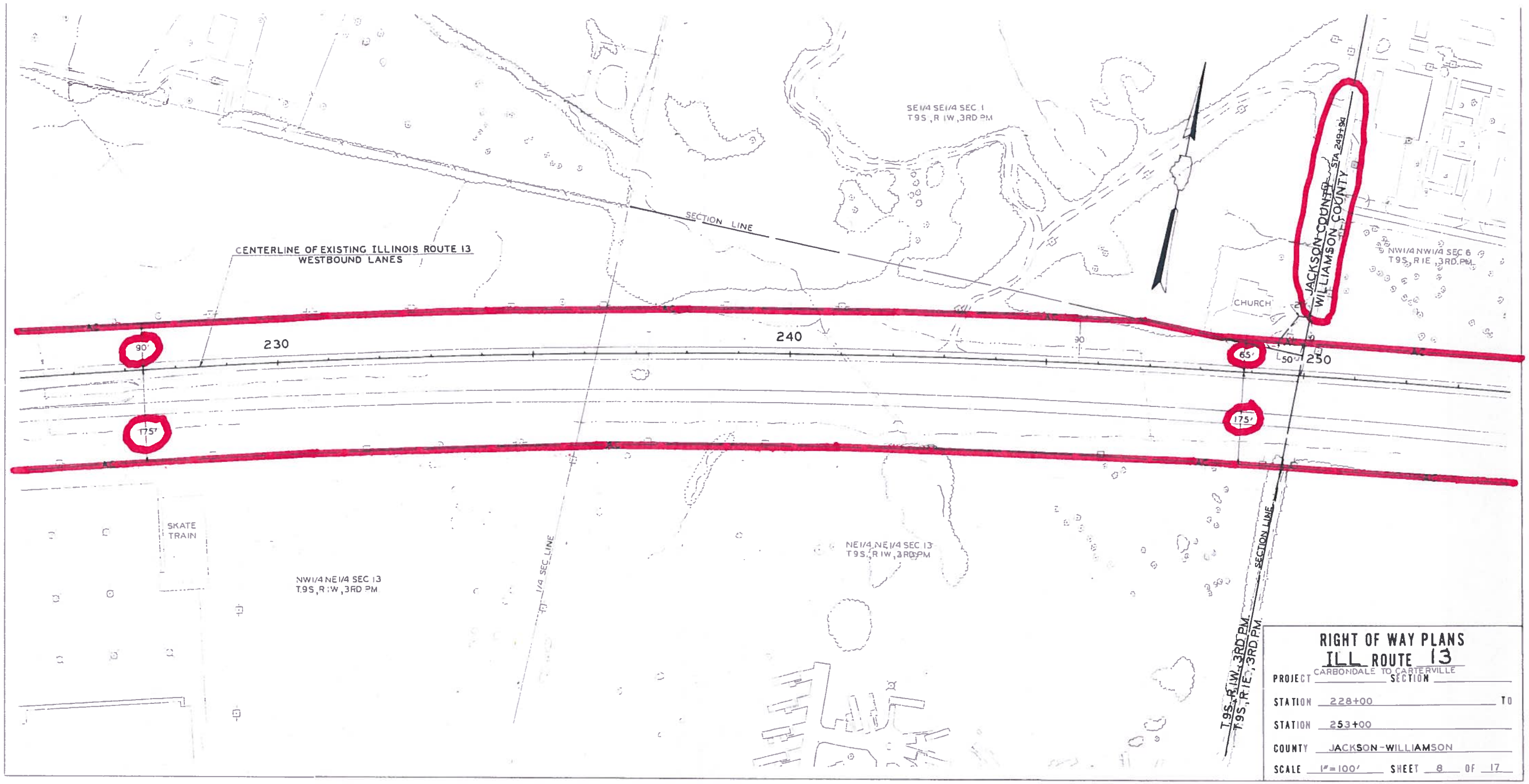
PROJECT CARBONDALE TO CARTERVILLE SECTION

STATION 203+00 TO

STATION 228+00

COUNTY JACKSON

SCALE 1"=100' SHEET 7 OF 17



REVISED BY _____ DISTRICT ENGINEER _____

DATE _____

DRAWN BY _____

DATE _____

RIGHT OF WAY PLANS

ILL ROUTE 13

PROJECT CARBONDALE TO CARTERVILLE SECTION _____

STATION 228+00 TO

STATION 253+00

COUNTY JACKSON-WILLIAMSON

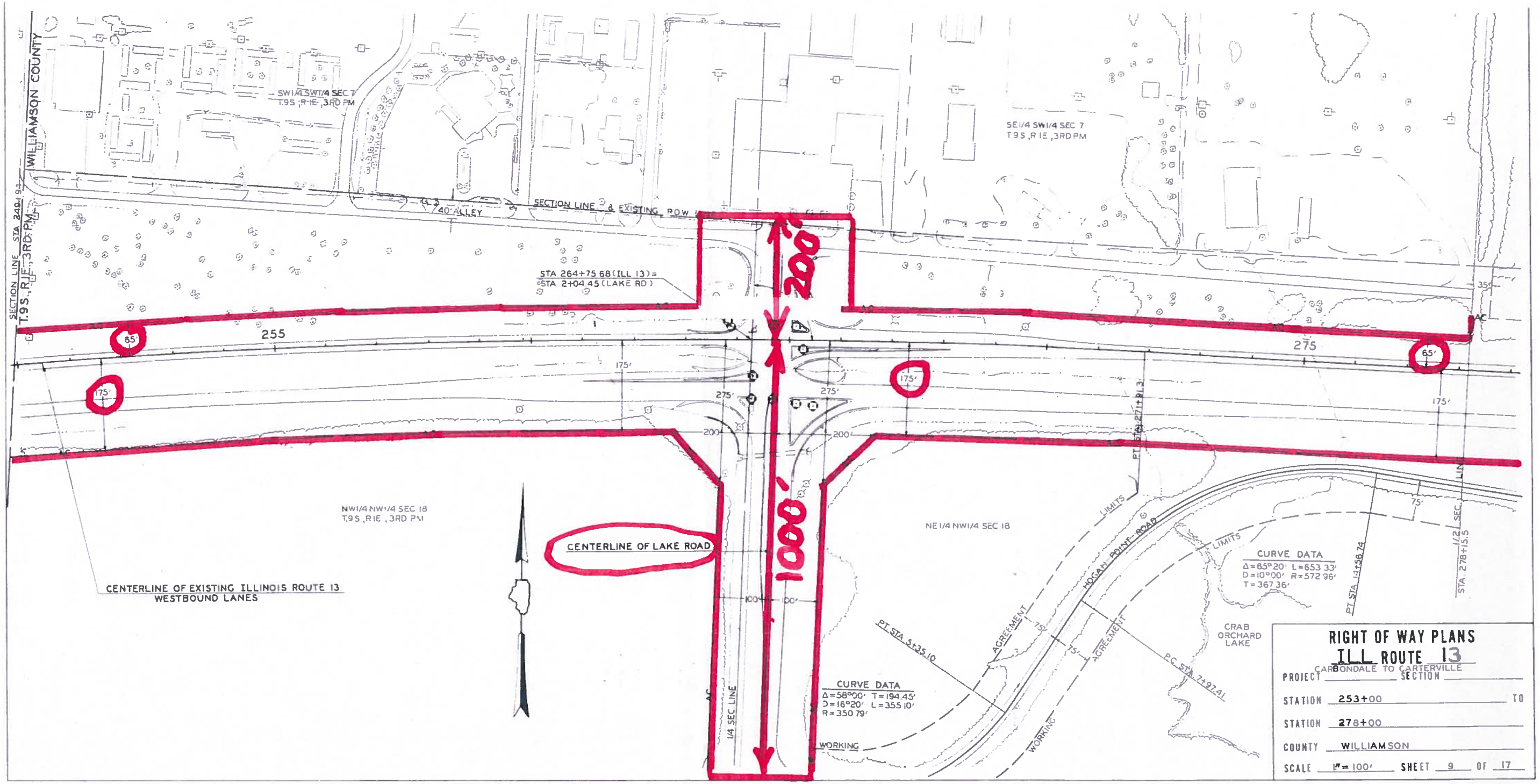
SCALE 1"=100' SHEET 8 OF 17

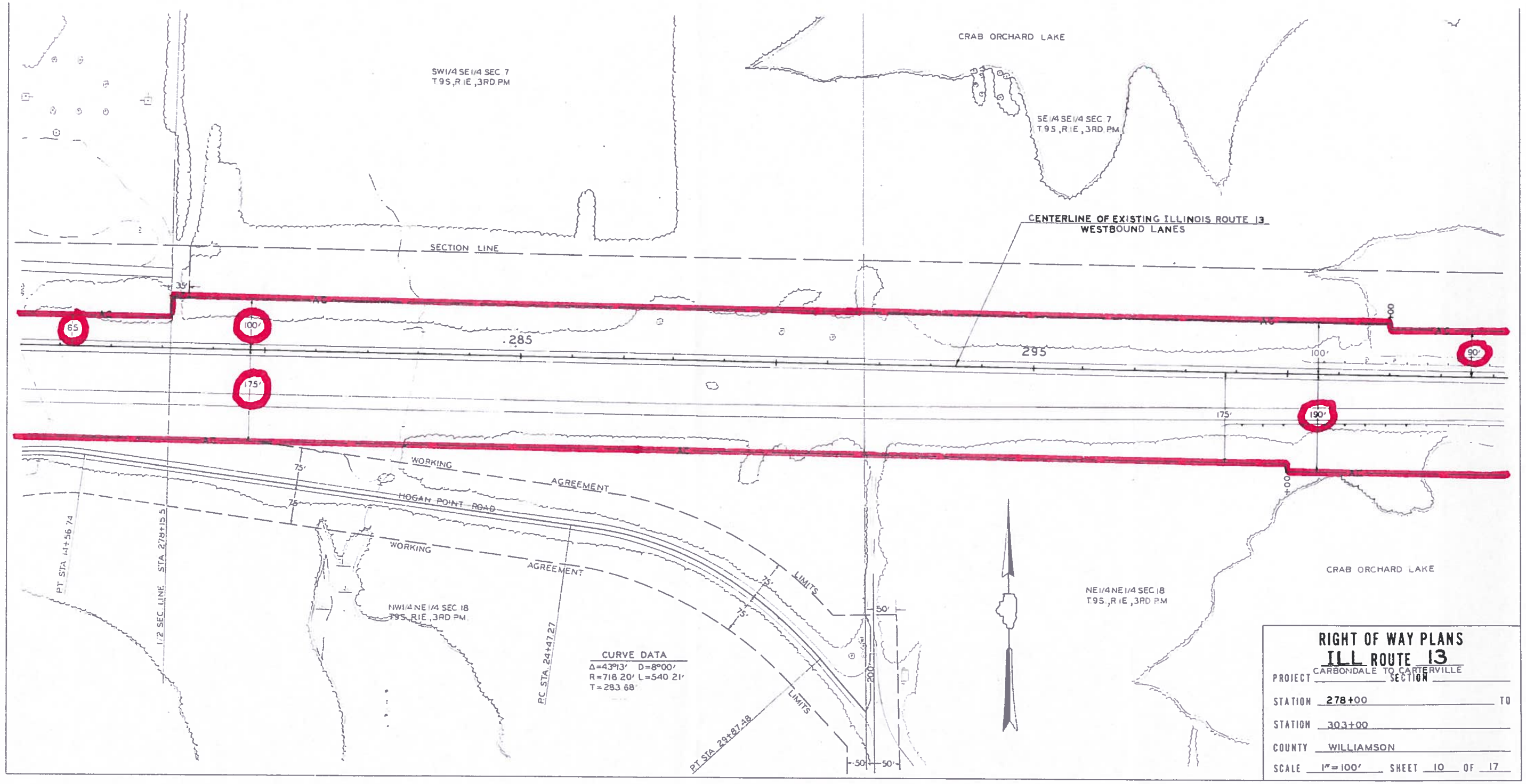
REVISED BY _____ DISTRICT ENGINEER

DATE _____

DRAWN BY _____

DATE _____





REVISED BY _____ DISTRICT ENGINEER

DATE _____

DRAWN BY _____

DATE _____

RIGHT OF WAY PLANS

ILL ROUTE 13

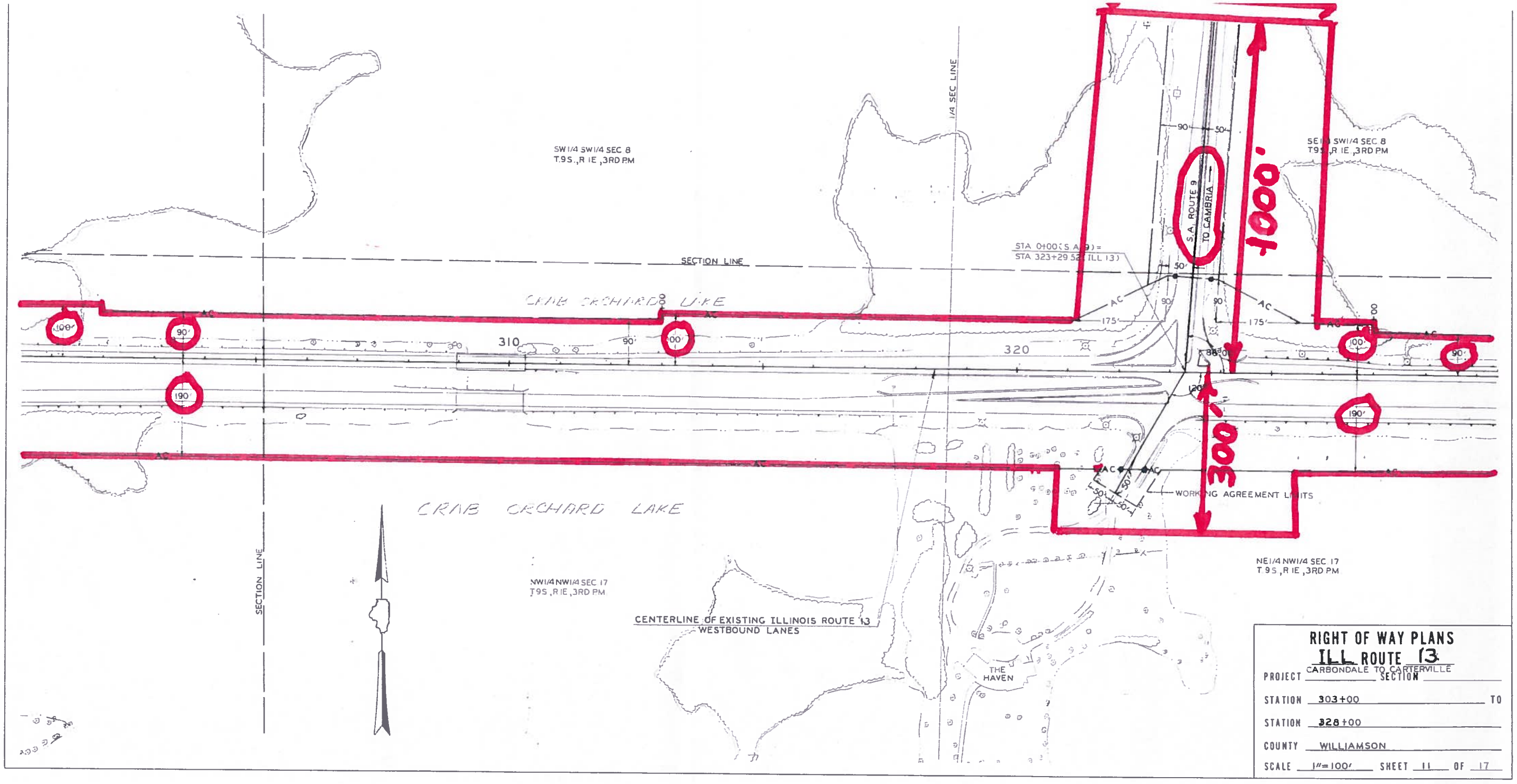
PROJECT CARBONDALE TO CARTERVILLE SECTION

STATION 278+00 TO

STATION 303+00

COUNTY WILLIAMSON

SCALE 1" = 100' SHEET 10 OF 17



REVISED BY _____ DISTRICT ENGINEER _____

DATE _____

DRAWN BY _____

DATE _____

RIGHT OF WAY PLANS

ILL ROUTE 13

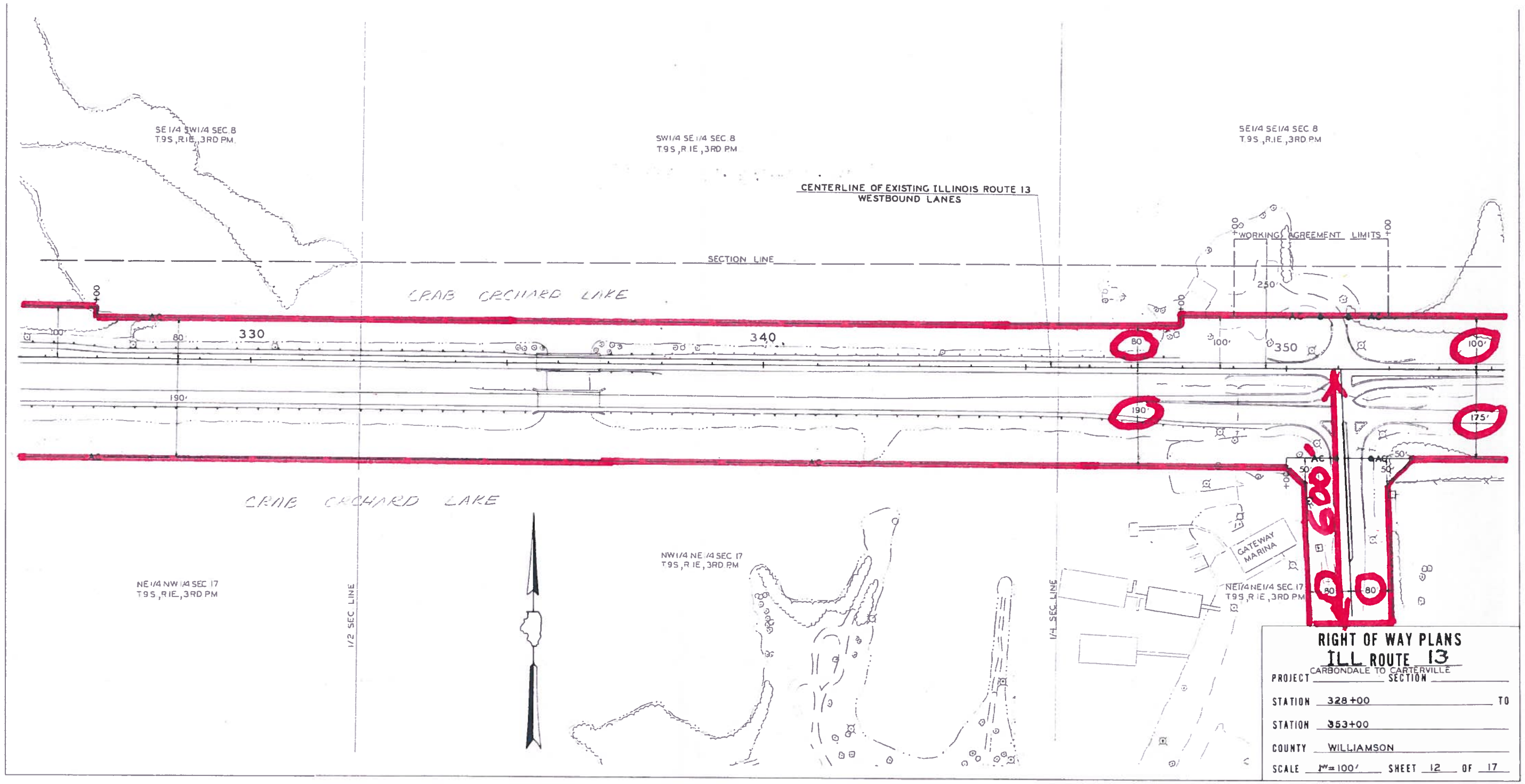
PROJECT CARBONDALE TO CARTERVILLE SECTION _____

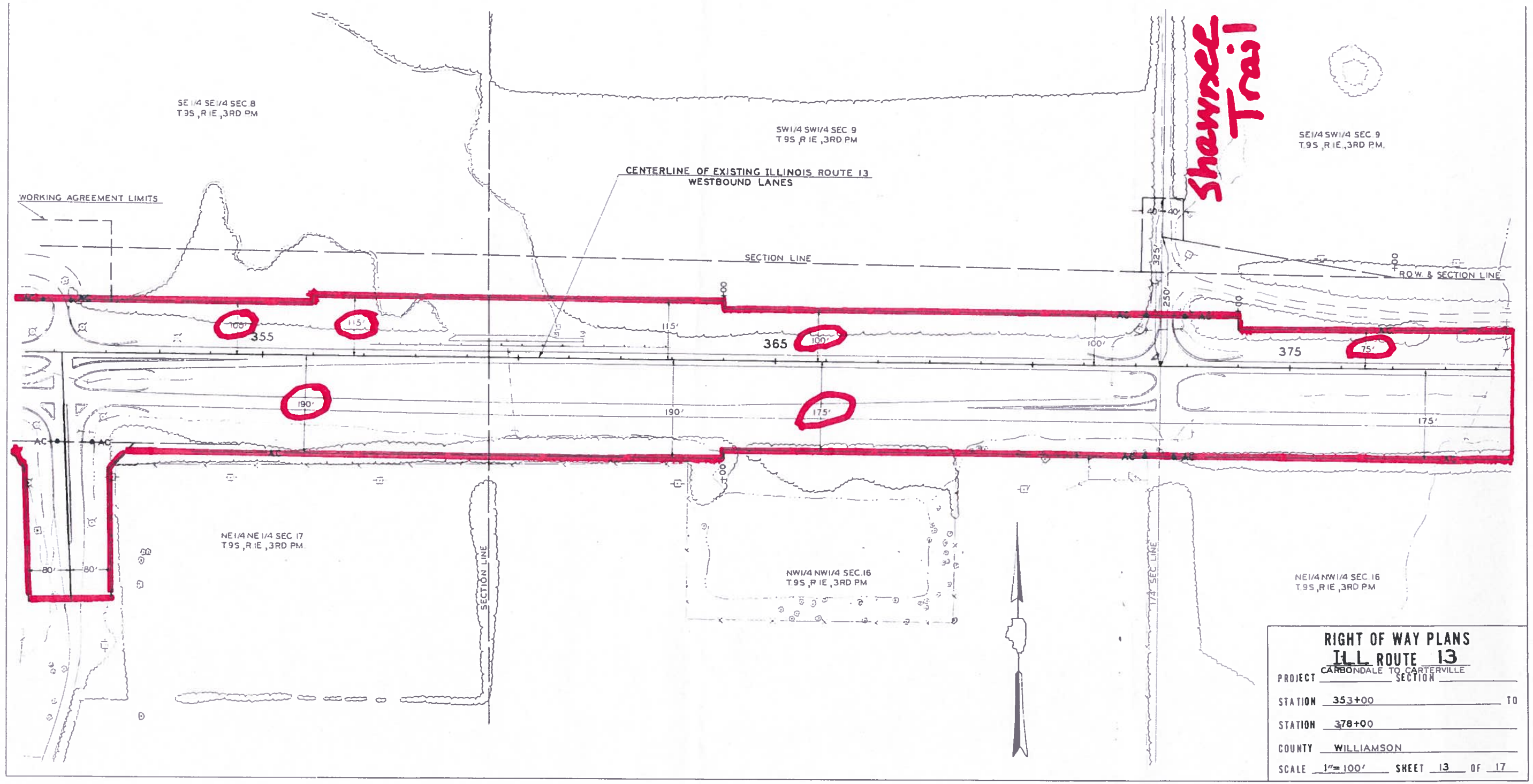
STATION 303+00 TO

STATION 328+00

COUNTY WILLIAMSON

SCALE 1"=100' SHEET 11 OF 17


SE 1/4 SW 1/4 SEC. 8
T.9 S., R.1 E., 3RD P.M.
SW 1/4 SE 1/4 SEC. 8
T.9 S., R.1 E., 3RD P.M.
SE 1/4 SE 1/4 SEC. 8
T.9 S., R.1 E., 3RD P.M.
CENTERLINE OF EXISTING ILLINOIS ROUTE 13
WESTBOUND LANES
WORKING AGREEMENT LIMITS
SECTION LINE
CRAB ORCHARD LAKE
330
340
350
250'
100'
80
190'
175'
50'
CRAB ORCHARD LAKE
NE 1/4 NW 1/4 SEC. 17
T.9 S., R.1 E., 3RD P.M.
1/2 SEC. LINE
NW 1/4 NE 1/4 SEC. 17
T.9 S., R.1 E., 3RD P.M.
1/4 SEC. LINE
GATEWAY MARINA
NE 1/4 NE 1/4 SEC. 17
T.9 S., R.1 E., 3RD P.M.
RIGHT OF WAY PLANS
ILL ROUTE 13
PROJECT CARBONDALE TO CARTERVILLE SECTION
STATION 328+00 TO
STATION 353+00
COUNTY WILLIAMSON
SCALE 1" = 100' SHEET 12 OF 17
REVISED BY
DISTRICT ENGINEER
DATE
DRAWN BY
DATE



REVISED BY _____ DISTRICT ENGINEER

DATE _____

DRAWN BY _____

DATE _____

RIGHT OF WAY PLANS

PROJECT ILL ROUTE 13 SECTION CARBONDALE TO CARTERVILLE

STATION 353+00 TO

STATION 378+00

COUNTY WILLIAMSON

SCALE 1" = 100' SHEET 13 OF 17

17931 (IL 13) Addendum A ESR Limits
Map
Traffic
Cambria Rd
Cambria Neck
Spillway Rd
Crab Orchard Campground
ESR Limits for 17931 (IL 13)
Addendum A – Frontage Road area
1000 ft
200 m

Illinois Department of Transportation

To:	Jeffrey L. Keirn	Attn:	Carrie L. Nelsen
From:	John D. Baranzelli	By:	Thomas C. Brooks
Subject:	Natural Resources Review		
Date:	January 13, 2015		

Thomas C. Brooks

IL 13
T9S/R1W/S14
Jackson & Williamson Counties
Seq. #17931B

The proposed project involves the replacement of the existing Greenbriar Boat Launch Pad at Crab Orchard Lake NWR.

There will be 0.040 acres of land acquisition. There will be work in Waters of the US (Crab Orchard Lake). There will be no acres of tree removal. Land cover in the vicinity of the proposed improvement is a paved parking lot and Crab Orchard Lake.

Review for Illinois Endangered Species Protection and Illinois Natural Areas Preservation – Part 1075

The Illinois Natural Heritage Database contains no record of State-listed threatened or endangered species, Illinois Natural Area Inventory sites, dedicated Illinois Nature Preserves, or registered Land and Water Reserves in the vicinity of the project location. **Therefore, consultation under Part 1075 is terminated.**

This review for compliance with 17 Ill. Adm. Code Part 1075 is valid for two years unless new information becomes available that was not previously considered; the proposed improvement is modified; or additional species, essential habitat, or Natural Areas are identified in the vicinity. If the proposed improvement has not been implemented within two years of the date of this memorandum, or any of the above listed conditions develop, a new review will be necessary.

Review for Illinois Interagency Wetland Policy Act – Part 1090

The National Wetlands Inventory does not show wetlands in the vicinity of the project location. **Therefore, the wetland review under Part 1090 is terminated.**

Review for Endangered Species Act - Section 7

See the attached US Fish and Wildlife Service list of endangered, threatened, proposed and candidate species and proposed and designated critical habitat that may be present within the county in which the proposed project is located. We cross-referenced the preferred habitat of each listed species with our knowledge of the project area and determined that listed species and critical habitat are not present.

Should the proposed improvement be modified or new information indicate listed or proposed species may be affected, consultation or additional coordination should be initiated.

Attachment—USFWS species county list

VH

Illinois County Distribution

Federally Endangered, Threatened, and Candidate Species

List Revised October 2013

County	Species	Status	Habitat
Jackson **Field Office to Contact:** U.S. Fish and Wildlife Service Marion Illinois Sub-Office 8588 Route 148 Marion, Illinois 62959 Phone: (618) 997-3344, ext. 340 FAX: (618) 997-8961 e:mail Marion@fws.gov	Gray bat *Myotis grisescens Myotis grisescens*	Endangered	Caves and mines; rivers & reservoirs adjacent to forests
	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Northern long-eared bat *Myotis septentrionalis*	Proposed as Endangered	Hibernates in caves and mines - swarming in surrounding wooded areas in autumn. Roosts and forages in upland forests and woods.
	Least tern *(Sterna antillarum)*	Endangered	Bare alluvial and dredged spoil islands
	Pallid sturgeon *(Scaphirynchus albus)*	Endangered	Large rivers

Illinois County Distribution

Federally Endangered, Threatened, and Candidate Species

List Revised October 2013

County	Species	Status	Habitat
Williamson **Field Office to Contact:** U.S. Fish and Wildlife Service Marion Illinois Sub-Office 8588 Route 148 Marion, Illinois 62959 Phone: (618) 997-3344, ext. 340 FAX: (618) 997-8961 e:mail Marion@fws.gov	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Northern long-eared bat *Myotis septentrionalis*	Proposed as Endangered	Hibernates in caves and mines - swarming in surrounding wooded areas in autumn. Roosts and forages in upland forests and woods.

Illinois Department of Transportation

To:	Jeffrey L. Keirn	Attn:	Carrie L. Nelsen
From:	John D. Baranzelli	By:	Thomas C. Brooks
Subject:	Natural Resources Review		
Date:	June 26, 2014		Thomas C. Brooks

IL 13
T9S/R1W/S14
Jackson and Williamson Counties
Seq. #17931A

The proposed project involves a new safer frontage road (requested by USFWS) to a camp ground, as well as a new boat ramp to replace a small ineffective boat launch area.

There will be no land acquisition. There will be in-stream work. There will be three acres of tree removal. Land cover in the vicinity of the proposed improvement is forested and agriculture.

Review for Illinois Endangered Species Protection and Illinois Natural Areas Preservation – Part 1075

The Illinois Natural Heritage Database contains no record of State-listed threatened or endangered species, Illinois Natural Area Inventory sites, dedicated Illinois Nature Preserves, or registered Land and Water Reserves in the vicinity of the project location. **Therefore, consultation under Part 1075 is terminated.**

This review for compliance with 17 Ill. Adm. Code Part 1075 is valid for two years unless new information becomes available that was not previously considered; the proposed improvement is modified; or additional species, essential habitat, or Natural Areas are identified in the vicinity. If the proposed improvement has not been implemented within two years of the date of this memorandum, or any of the above listed conditions develop, a new review will be necessary.

Review for Illinois Interagency Wetland Policy Act – Part 1090

The National Wetlands Inventory shows wetlands in the vicinity of the project location. A survey for wetlands was conducted within the Environmental Survey Request limits for the proposed improvements. 27 sites were examined and 15 were determined to be wetlands. If wetland site 10 is impacted, the mitigation

ratio shall be 5.5:1.0 due to the mean C of 4.0. The Wetland Delineation Report and spatial information (ArcGIS shapefile) are saved in the project folder. The report covers the original project and addendum A.

The project sponsor will consider location and design alternatives to avoid and minimize adverse wetland impacts to the extent practical. After the extent of impacts is determined, a Wetland Impact Evaluation (WIE) form will be completed and submitted to the IDOT Bureau of Design and Environment. Unavoidable adverse wetland impacts are subject to the applicable ratios specified in 17 Ill. Adm. Code Part 1090.50 (c)(8). If the project will avoid adverse wetland impacts, the WIE should reflect the determination that adverse wetland impacts will not occur. The WIE form and instructions for its completion can be accessed at http://www.dot.il.gov/environment/wetlands.asp.

Review for Endangered Species Act - Section 7

See the attached US Fish and Wildlife Service list of endangered, threatened, proposed and candidate species and proposed and designated critical habitat that may be present within the county in which the proposed project is located. We cross-referenced the preferred habitat of each listed species with our knowledge of the project area and determined that there may be suitable habitat for the Indiana and Northern long-eared bats.

To conserve both species, trees will not be cleared from April 1 through September 30. In addition to the date restriction on tree clearing, impacts to trees shall be mitigated in accordance with IDOT Departmental Policy D&E-18 Preservation and Replacement of Trees. With the implementation of both conservation measures, the project is not likely to adversely affect the Indiana or Northern long-eared bats. By copy of this memorandum, we request written concurrence from the USFWS on our assessment determination.

Should the proposed improvement be modified or new information indicate listed or proposed species may be affected, consultation or additional coordination should be initiated.

Attachment—USFWS species county list

cc: FWS (Matt Mangan)

VH

Illinois Department of Transportation

Memorandum

To: Jeffrey L. Keirn Attn: Carrie L. Nelsen

From: John D. Baranzelli By: Thomas C. Brooks

Subject: Biological Resources Review Thomas C. Brooks

Date: September 26, 2013

IL 13 (FAP 331)
(5-3)R-1,N-1,B-5,BR-1B-6,BR-2
East of Giant City Road in Carbondale
to Shawnee Trail west of Carterville
Job No. C-99-023-12 (Seq. #17931)
Jackson, Williamson Counties
Contract #78295, 78372, 78373

Introduction

The proposed project involves an additional lane in each direction and structure replacement and rehabilitation. The amount of additional right of way is undetermined at this time.

The proposed project is being processed as a Categorical Exclusion. Based on the information your office has provided regarding the scope of work, a discussion of relevant biological resources is provided.

Endangered and Threatened Species

The U.S. Fish and Wildlife Service Region 3 list of threatened or endangered species in Illinois (http://www.fws.gov/midwest/endangered/lists/illinois-cty.html) lists Indiana bat (*Myotis sodalis*) as occurring in Jackson and Williamson Counties and lists the Gray bat (*Myotis grisescens*), Least tern (*Sterna antillarum*) and Pallid sturgeon (*Scaphirhynchus albus*) as occurring in Jackson County.

Appendix 2 of the Indiana bat (*Myotis sodalis*) Draft Recovery Plan: First Revision lists suitable maternity summer habitat, non-reproductively active habitat and a known hibernacula location in Jackson County and has no range-wide distribution records for *Myotis sodalis* in Williamson County.

Indiana bats forage along small stream corridors with well developed riparian woods and adjoining upland forests. Males and non-reproductive females use caves, mines, bridges, and artificial roosting structures as well as trees for daytime roosts during summer. Maternity colonies primarily roost beneath slabs of exfoliating bark on dead trees, but also have been found beneath the shaggy bark of live hickories and oaks, and in tree crevices. There are suitable foraging

and daytime summer roost habitats within the project area. The hibernaculum is approximately 15 miles southwest of the project. Because of the potential for adverse effects to roosting Indiana bats, the IDOT will not clear trees April 1 through September 30. With this commitment in place, the proposed improvement is not likely to adversely affect the Indiana bat.

Gray bats roost, raise their young and hibernate exclusively in caves. There are no caves in the project area. Therefore, there will be no effect on the Gray bat.

The Least tern uses barren to sparsely vegetated sandbars along rivers, sand and gravel pits, or lake and reservoir shorelines from late April to August. They nest in a shallow hole scraped in an open sandy area gravelly patch, or exposed flat. This habitat does not exist in the project area. Therefore there will be no impact to the Least tern.

The Pallid sturgeon lives close to the bottom of large, silty rivers. Their preferred habitat has a diversity of depths and velocities formed by braided channels, sand bars, sand flats and gravel bars. This habitat does not exist in the project area. Therefore there will be no impact to the Pallid sturgeon.

The IDNR Natural Heritage Database has a record of Eryngo, a listed plant and Cambria Neck INAI in the vicinity of the project (TREC Report dated August 30, 2013).

The Illinois Natural History Survey conducted a botanical survey on July 16-18, 2013 and August 6-8, 2013. No T&E plants were found in the project corridor. (See attached Botanical Report.)

In accordance with the 2013 Memorandum of Understanding by and between IDNR and IDOT, this office has evaluated this information and concluded that there will be no adverse effects. Consultation is terminated.

Wetlands

The National Wetland Inventory Map (Carbondale and Crab Orchard Lake quadrangles) depicts wetlands in the project area. The project was sent for field survey. The INHS wetland delineation report and GIS data are posted on the shared drive. The results of the survey indicate the presence of eight jurisdictional wetlands within the project area (Sites 1, 3, 4, 5, 6, 7, 8, 9).

In accordance with IDOT BDE Manual Section 26-8, wetland impacts are to be avoided, minimized and then mitigated. Section 26-8.05(c)4 states that for all projects that are surveyed for wetlands and determined to have wetlands within the study area, a Wetland Impact Evaluation (WIE) form must be completed and submitted to the BDE, even if there are no wetland impacts. Further information on completing and processing of WIEs is contained in IDOT BDE Manual Section 26-8.

Streams

The project crosses Crab Orchard Creek and Crab Orchard Lake. The IDNR Biological Stream Rating (BSR) does not rate Crab Orchard Creek. This information should be used when applying for the Section 404 permit. (For more information on stream rating, refer to the IDNR publication "Integrating Multiple Taxa in a Biological Stream Rating System.")

There are two sets of dual structures over Crab Orchard Creek and the overflow. The two westbound structures will be widened to accommodate the extra lanes. The two eastbound structures will be new bridges. All four structures have pier and riprap work in the streams. There is also a 10' x 10' box culvert that may need to be extended. There are two sets of dual structures over Crab Orchard Lake. All four structures will be new bridges. All four have pier and riprap work in the lake.

Because of the construction activity in and around the stream, short-term sedimentation will occur. In accordance with Chapter 59, Section 8 of the BDE Manual, an erosion and sediment control plan will be designed incorporating measures to minimize sedimentation effects.

Tree Removal

The amount of tree removal is undetermined at this time. Trees should be replaced in accordance with Departmental Policy D&E-18.

Commitment

No tree removal from April 1 through September 30.

Coordination

By copy of this memorandum, USFWS is being notified of this project. Their mitigation recommendations and our recommendations for further coordination will be forwarded to your office upon receipt of a response.

Conclusion

Project development may proceed with no additional Biological Resources Review unless (a) the scope of work is changed or otherwise different from that described to us, (b) USFWS coordination response requires further coordination, or (c) otherwise notified by this office.

Attachments

cc: Richard Nelson (USFWS)

BT

United States Department of the Interior

U.S. FISH AND WILDLIFE SERVICE
Marion Illinois Sub-Office (ES)
8588 Route 148
Marion, Illinois 62959
(618) 997-3344

May 8, 2015

John D. Baranzelli
Bureau of Design and Environment
IL Department of Transportation
2300 South Dirksen Parkway
Springfield, IL 62764

Attn: Thomas C. Brooks

Dear Mr. Baranzelli:

Thank you for your email dated April 30, 2015, requesting final review for the proposed Illinois Department of Transportation (IDOT) Project #17931, 17931A, and 17931B. The proposed project is located in Jackson and Williamson Counties, Illinois, and involves an additional lane in each direction and structure replacement and rehabilitation. In addition, the proposed project involves replacement of a boat launch pad and construction of a frontage road on Crab Orchard National Wildlife Refuge. These comments are provided under the authority of and in accordance with the provisions of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.); the Endangered Species Act of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*); the Migratory Bird Treaty Act (40 Stat. 755, as amended; 16 U.S.C. 703 *et seq.*) and, the National Environmental Policy Act (83 Stat. 852, as amended P.L. 91-190, 42 U.S.C. 4321 et seq.).

National Wildlife Refuge

The proposed project includes a portion of Crab Orchard National Wildlife Refuge. IDOT has been in coordination with the Refuge regarding the proposed project and impacts to 4(f) property. We continue to recommend ongoing coordination with the refuge staff to ensure you are meeting all of their requirements.

Threatened and Endangered Species

To facilitate compliance with Section 7(c) of the Endangered Species Act of 1973, as amended, Federal agencies are required to obtain from the Fish and Wildlife Service (Service) information concerning any species, listed or proposed to be listed, which may be present in the area of a proposed action. The list for the proposed project area includes the endangered gray bat (*Myotis grisescens*), endangered Indiana bat (*Myotis sodalis*), endangered least tern (*Sterna antillarum*),

endangered pallid sturgeon (*Scaphirhynchus albus*), and threatened northern long-eared bat (*Myotis septentrionalis*). There is no designated critical habitat in the project area at this time.

In the original BRR for the proposed project dated September 26, 2013, you indicated that no suitable habitat exists for the gray bat, least tern, and pallid sturgeon within the project area; therefore, IDOT determined the proposed project would have no effect on these species. This precluded the need for further action on this project as required under Section 7 of the Endangered Species Act of 1973, as amended for those species.

Information in the BRR dated September 26, 2013, indicated that there is suitable foraging and roosting habitat for the Indiana bat and northern long-eared bat within the project area. The Service requested additional information on the amount of tree clearing required for the proposed project in a letter dated November 27, 2013, before concluding Section 7 consultation. Through additional coordination the amount of tree removal has been described as approximately 9 acres. IDOT has committed to a tree clearing restriction from April 1 through September 30 to avoid direct impacts to the Indiana bat and northern long-eared bat. Given that the forested habitat to be impacted consists of lower quality habitat that is linear in nature and provided the above tree clearing restriction is adhered to, the Service concurs that the proposed project is not likely to adversely affect the Indiana bat and northern long-eared bat. If it is necessary to clear trees during the April 1 to September 30th time frame, then emergence surveys or other approved surveys may need to be conducted in order to ascertain whether Indiana bats occur in the project area. Should this project be modified or new information indicate listed or proposed species may be affected, consultation or additional coordination with this office, as appropriate, should be initiated.

Fish and Wildlife Resources

Information in the BRR dated June 26, 2014, indicated that any tree clearing would be mitigated for in accordance with IDOT Departmental Policy D&E-18 Preservation and Replacement of Trees. It is our understanding that IDOT has reached an agreement with Crab Orchard NWR to re-forest 27 acres to mitigate for the loss of 9 acres of forested habitat. We concur with the proposed mitigation and recommend continued coordination with the Refuge regarding mitigation/compensation for impacts on the Refuge.

Conclusion

Thank you for the opportunity to provide information concerning threatened and endangered species. For additional coordination, please contact me at (618) 997-3344, ext. 345.

Sincerely,

/s/ Matthew T. Mangan

Matthew T. Mangan
Fish and Wildlife Biologist

Illinois County Distribution

Federally Endangered, Threatened, and Candidate Species

List Revised October 2013

County	Species	Status	Habitat
Williamson **Field Office to Contact:** U.S. Fish and Wildlife Service Marion Illinois Sub-Office 8588 Route 148 Marion, Illinois 62959 Phone: (618) 997-3344, ext. 340 FAX: (618) 997-8961 e:mail Marion@fws.gov	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Northern long-eared bat *Myotis septentrionalis*	Proposed as Endangered	Hibernates in caves and mines - swarming in surrounding wooded areas in autumn. Roosts and forages in upland forests and woods.

Illinois County Distribution

Federally Endangered, Threatened, and Candidate Species

List Revised October 2013

County	Species	Status	Habitat
Jackson **Field Office to Contact:** U.S. Fish and Wildlife Service Marion Illinois Sub-Office 8588 Route 148 Marion, Illinois 62959 Phone: (618) 997-3344, ext. 340 FAX: (618) 997-8961 e:mail Marion@fws.gov	Gray bat *Myotis grisescens Myotis grisescens*	Endangered	Caves and mines; rivers & reservoirs adjacent to forests
	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Northern long-eared bat *Myotis septentrionalis*	Proposed as Endangered	Hibernates in caves and mines - swarming in surrounding wooded areas in autumn. Roosts and forages in upland forests and woods.
	Least tern *(Sterna antillarum)*	Endangered	Bare alluvial and dredged spoil islands
	Pallid sturgeon *(Scaphirynchus albus)*	Endangered	Large rivers

Illinois Department of Transportation
Memorandum

To:	Paul Loete	Attn:	Roger Rynke
From:	John Baranzelli	By:	Brad Koldehoff
Subject:	Cultural Resource Concurrence		
Date:	March 26, 2015		

Jackson & Williamson Counties
FAP 331, IL 13
Sec. (5-3)R-1,N-1,B-5,BR-1,B-6,BR-2
Job No. P-99-023-12
Seq. # 17931, 17931A, 17931B

The attached letter documents the concurrence of the State Historic Preservation Officer in the following determination by IDOT's professional cultural resources staff: "No Historic Properties Affected." This concurrence completes the necessary cultural resource coordination for the above referenced project.

Brad Koldehoff

Attachment

BK:km

Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

Jackson & Williamson Counties
Carbondale & Carterville
Roadway Improvements
FAP 331, IL 13
IDOT Sequence #17931, 17931A&B
ISAS Log #15027, 15028, 15029

May 15, 2015

RECEIVED
MAY 15 2015
D21057575
PRESERVATION SERVICES

2 copies + CD rcvd.

IHPA REVIEW
H/A
AC Concur 6/1/15
AR
File

Federal - Section 106 Project

NO HISTORIC PROPERTIES AFFECTED

Dr. Rachel Leibowitz
Deputy State Historic Preservation Officer
1 Old State Capitol
Illinois Historic Preservation Agency
Springfield, Illinois 62701

Dear Dr. Leibowitz:

Enclosed are copies the Phase I Survey Report completed by Illinois State Archaeological Survey personnel concerning historical and archaeological resources potentially impacted by the above referenced project. Survey of the 180-acre project area resulted in the identification no archaeological sites. No architectural resources eligible for National Register consideration were identified by IDOT's cultural resources staff (see attached IDOT memo).

In coordination with the Federal Highway Administration (FHWA), IDOT requests the concurrence of the State Historic Preservation Officer in our determination that no historic properties subject to protection under Section 106 of the National Historic Preservation Act of 1966 will be affected by the proposed project. In accordance with 36 CFR Part 800.3(c)(4), the FHWA will proceed to the next step in the Section 106 process if we do not receive a response from your office within 30 days.

Sincerely,

Brad H. Koldehoff, RPA
Cultural Resources Unit
Bureau of Design and Environment

CONCUR
By: Rachel Leibowitz
Deputy State Historic Preservation Officer
Date: 6-9-15

PESA

Submittal Date: **Sequence No:** 17931

District: 9 **Requesting Agency:** DOH **Project No:**

Contract #: 78295, 78372, 78373 **Job No.:** C- 99-023-12

Counties: Jackson, Williamson

Route: FAP 331 **Marked:** IL 13

Street: **Section:** (5-3)R-1,N-1,B-5,BR-1,B-6,BR-2

Municipality(ies): **Project Length:** 7.2420 **km** 4.5 **miles**

FromTo (At): East of Giant City Rd in Carbondale to Shawnee Trail west of Carterville

Quadrangle: Carbondale, Crab Orchard Lake **Township-Range-Section:** T 9 S, R 1 W, Sec 14,13,12,7,8,9,16,17,18

Anticipated Design Approval: 05/01/2014 **Cleared for Design Approval:** 10/07/2013

Anticipated Letting Date: **Cleared for Letting:** ☐ **Target Memo**

Sent for Survey	PESA Report Received	District Notified	Letter Report Received	District Notified	PESA Number	Risk Level	Survey Results to Fire Marshal	Survey Results to IEPA
05/08/2013	10/03/2013	10/07/2013			2776			

☐ **Waiver** **Waiver Request Approved:**

Comments:

PESA Response Date: 06/25/2015

Action Taken by District:

- ☐ **District will not need ROW from the contaminated property**
- ☐ **Avoid Site**
- ☐ **Excavation will not exceed recommended depths**
- ☑ **Futher Investigation** 06/25/2015
- ☐ **Other - Use Comments Section**

Comments: Project will affect RECs listed in Table 1 of the PESA. Exact quantities and locations to be placed in the shared drive for this project.

Contact Person: Julie Klamm **Telephone:** (618) 351-5286 ext.

Work Order **Work Order Submittal Date:**

Project Description: Additional Lane in each direction and structure replacement and rehab. Project starts just east of Giant City Rd. in Carbondale and extends across Crab Orchard Lake to Shawnee Trail Rd.

Survey Type: ☐ **Potential Waste Site(s)** ☐ **UST-LUST** ☐ **Miscellaneous and Testing**

Reason Why Site(s) Cannot Be Avoided:

Property to be surveyed is owned by IDOT:

Property Owner/Tenants has been notified of future survey by certified letter:

Wetlands

Submittal Date: 04/30/2013 **Sequence No:** 17931
District: 9 **Requesting Agency:** DOH **Project No:**
Contract #: 78295, 78372, 78373 **Job No.:** C- 99-023-12
Counties: Jackson, Williamson
Route: FAP 331 **Marked:** IL 13
Street: **Section:** (5-3)R-1,N-1,B-5,BR-1,B-6,BR-2
Municipality(ies): **Project Length:** 7.2420 **km** 4.5 **miles**
FromTo (At): East of Giant City Rd in Carbondale to Shawnee Trail west of Carterville
Quadrangle: Carbondale, Crab Orchard Lake **Township-Range-Section:** T 9 S, R 1 W, Sec 14,13,12,7,8,9,16,17,18
Anticipated Design Approval: 05/01/2014 **Cleared for Design Approval:**
Cleared for Letting: **Mitigation:** Yes **Mitigation Completed:**

Wetland Impacts Evaluation

Submittal Date: 01/15/2015 **Submitted By:**

Does the project have wetland impacts? Yes **Type:** Permanent

Briefly describe the measures considered to avoid and minimize adverse impacts to the wetlands: Considered various alternatives including additional lanes in the median as well as the use of minimized slopes and guardrail. Relocated refuge entrance was also realigned to minimize impacts.

Summarize briefly why there are no practicable alternatives to the use of the wetland(s): Roadway expansion/additional lanes are warranted due to the extremely high traffic volumes and high accident locations.

Wetland mitigation is being proposed: within the project limits (on-site) ☑ **Reviewed**

Memo Date: 02/06/2015 **Memo By:** Tom Brooks

Memo: I've reviewed the wetland survey report and the wetland impact evaluation form. The proposed improvement is a programmitc action per the Wetlands Action Plan. The proposed wetland mitigation site is just within one mile of the highway project and thus the lowest ratios apply. Calculated mitigation is 1.513 acres.

Wetland Impacts and Mitigation Required

Site No.	Type	T&E	Nature Preserve	Natural Area	Essential Habitat	Size (acres)	Acres of Impact	Ratio	Acres of Compensation
1	Forested	No	No	No	No		.024	1.5	.036
Basin	07140106	**Quadrangle**	Carbondale		**FQI**	17.6			
Describe the work:	Fill								
3	Wet Mead	No	No	No	No	0.1	.027	1.0	.027
Basin	07140106	**Quadrangle**	Carbondale		**FQI**	8.0			
Describe the work:	Fill								
4	Wet Mead	No	No	No	No		.420	1.0	.420
Basin	07140106	**Quadrangle**	Carbondale		**FQI**	10.4			
Describe the work:	Fill								
5	Forested	No	No	No	No		.080	1.5	.120
Basin	07140106	**Quadrangle**	Carbondale		**FQI**	18.7			
Describe the work:	Fill								
6	Swamp	No	No	No	No		.230	1.5	.345
Basin	07140106	**Quadrangle**	Carbondale		**FQI**	17.4			
Describe the work:	Fill								
8	Pond	No	No	No	No		.230	1.0	.230
Basin	07140106	**Quadrangle**	Carbondale		**FQI**	17.7			
Describe the work:	Fill								
9	Forested	No	No	No	No	0.12	.120	1.5	.180
Basin	07140106	**Quadrangle**	Carbondale		**FQI**	13.8			
Describe the work:	Fill								

18	Wet Mead	No	No	No	No	0.05	.050	1.0	.050
Basin	07140106	**Quadrangle**	Carbondale			**FQI** 4.0			
Describe the work:									
20	Forested	No	No	No	No	0.47	.070	1.5	.105
Basin	07140106	**Quadrangle**	Carbondale			**FQI** 12.0			
Describe the work:									
						Total	1.251		1.513

EXHIBIT 9

STAKEHOLDER INVOLVEMENT PLAN

ILL 13

Stakeholder Involvement Plan

Giant City Road to Shawnee Trail Road

Jackson and Williamson Counties in Illinois

IDOT Region 5 / District 9

November 2013

1 INTRODUCTION

1.1 Project Background

The Illinois Department of Transportation (IDOT) has identified a section of IL 13 from Carbondale to Carterville to be studied for future transportation improvements. IDOT will implement the Context Sensitive Solutions (CSS) process for the study. The goal of the study is to determine the need for transportation improvements and to select a preferred alternative. The study will follow federal and state requirements and will be refined through the CSS process. This Stakeholder Involvement Plan (SIP) is the framework to the CSS process.

1.2 Legal Requirement

The process for this project will meet state and federal requirements meant to integrate environmental values and public interaction into transportation improvements. The requirements include the National Environmental Policy Act (NEPA), 23 USC 139 – Efficient Environmental Reviews for Project Decision-making, and the CSS process.

1.3 National Environmental Policy Act

The FHWA and IDOT will complete an environmental evaluation following the NEPA process to determine the level of environmental evaluation required. NEPA guides federally funded projects to avoid and minimize potential impacts to the environment. The NEPA process requires federal agencies to integrate environmental values into their decision-making process by considering the environmental impacts of their proposed actions and reasonable alternatives for these actions. IDOT will assess the natural, built, and human environment to determine the extent of impacts that may arise from constructing and operating the project.

1.4 National Historic Preservation Act

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic resources and afford the Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings. This project is considered a federal undertaking by FHWA. The study will examine the relative effects of the proposed alternatives on known historic properties included in or eligible for inclusion in the National Register of Historic Places (NRHP).

1.5 Context Sensitive Solutions

CSS is a collaborative approach that involves all stakeholders to develop a facility that fits into its surroundings and preserves scenic, aesthetic, historic, and environmental resources while maintaining safety and mobility. The CSS approach will provide stakeholders with the tools and information required to effectively participate in the study process. Stakeholders are given an understanding of the NEPA process and design guidelines. The CSS process should provide all project stakeholders a mechanism to share comments or concerns about transportation objectives and project alternatives, as well as improve the ability of the project team to understand and address concerns raised. This integrated approach to problem solving and decision-making will help build community consensus and promote involvement through the study process.

As identified in IDOT's CSS policies, stakeholder involvement is critical to project success. The CSS process strives to achieve the following:

- Understand stakeholder's key issues and concerns
- Involve stakeholders in the decision-making process early and often
- Establish an understanding of the stakeholder's role in the project
- Address all modes of transportation
- Apply flexibility in design to address stakeholder's concerns whenever possible

2 GOALS AND OBJECTIVES

The purpose of the SIP is to provide a guide for implementing stakeholder involvement. The SIP will be used as a blueprint for defining methods and tools to educate and engage all stakeholders in the decision-making process for this project.

2.1 Stakeholder Involvement Plan Goals

The goal of the SIP is to actively seek the participation of communities, agencies, interest groups, and the general public throughout the project development process. The SIP provides the framework for achieving consensus and communicating the decision-making process between the Project Study Group, the general public, public agencies, and governmental officials. The goals and objectives of the SIP are to:

- Identify stakeholders
- Establish the timing and type of involvement activities with all stakeholders

2.2 Stakeholder Identification Procedures

Per IDOT CSS procedures, a stakeholder is anyone who could be affected by the project and has a stake in its outcome. This includes the public, property owners, business owners, state and local officials, federal and state resource & regulatory agencies, special interest groups, and motorists who utilize the facility. Stakeholders for this project may include, but are not limited to, the following:

- Residents
- Motorists
- Business owners
- Emergency Services
- Utilities
- Institutions (churches, school, etc.)
    - Southern Illinois University
    - John A. Logan College
    - Carbondale Church of God
- Special interest groups (environmental, etc.)
    - Friends of Crab Orchard Refuge
    - The Haven & associated users
- Elected/community officials
    - City of Cambria
    - City of Carbondale
    - City of Carterville
    - Jackson County Board
    - Williamson County Board
- Government and transportation agencies
    - RIDES Mass Transit
    - Jackson County Mass Transit District
- Chambers of Commerce
    - Carterville
    - Carbondale
    - Cambria
- Federal and state resource & regulatory agencies
    - Illinois Department of Natural Resources
    - US Fish & Wildlife Service (Environmental Section)
    - US Army Corps of Engineers
    - Illinois EPA
- Bicycle groups
    - Carbondale Bicycle Club
- Planning Commissions
    - Greater Egypt Regional Planning and Development Commission
    - Jackson Growth Alliance
    - REDCO (Regional Economic Development Corporation)
    - Southern Illinois Metropolitan Planning Organization

- Tourism
    - Williamson County Tourism Bureau
    - Southernmost Illinois Tourism Bureau (Jackson County)
    - Carbondale Convention and Tourism Bureau
- Others outside the study area with an interest in the project

The identification of stakeholders will be done through a combination of research and input from the PSG.

2.3 Stakeholder Ground Rules

The SIP outlines a set of ground rules that forms the basis for the respectful interaction of all parties involved in the CSS process. These rules include the following:

1. Input on the project from all stakeholders is duly considered in order to yield the best solutions to problems identified by the process.
2. Input from all participants in the process is valued and considered.
3. The list of stakeholders is subject to revision at any time as events warrant.
4. All participants must keep an open mind and participate openly, honestly, and respectfully.
5. All participants should work collaboratively and cooperatively to seek a consensus solution (Consensus is defined as "when a majority of the stakeholders agree on a particular issue, while the remainder of stakeholders agrees its input has been heard and duly considered and that the process as a whole was fair.")
6. All participants in the process must treat each other with respect and dignity.
7. The project must progress at a reasonable pace, based on the project schedule.
8. Final project decisions will be made by IDOT and FHWA with respect for the process and stakeholder input.

3 JOINT LEAD AGENCIES

3.1 Joint Lead Agencies

FHWA and IDOT will act as joint lead agencies for preparing the environmental study. Together, IDOT and FHWA ultimately have decision-making authority.

4 PROJECT STUDY GROUP RESPONSIBILITIES

4.1 Project Study Group (PSG)

The PSG also has primary responsibility for ensuring compliance with the SIP.

Other responsibilities of the PSG include the following:

- Defining the Project Purpose
- Identifying Stakeholders
- Gathering input from stakeholders
- Identifying and resolving project development issues
- Working with stakeholders to address project needs
- Working to develop consensus among stakeholders
- Develop and evaluate alternatives
- Recommend a Preferred Alternative

The individuals listed below will form the PSG for the IL 13 project.

1. IDOT – Jeffrey Keirn, Carrie Nelsen, Joe Zdankiewicz, Susan Poe, Julie Klamm, Lance Kidd

2. FHWA – Chris Fraley

3. USFWS – Kathy Burchett, Kevin Reichert

4. City of Carbondale – Sean Henry, Kevin Baity

5. Carbondale Bicycle Club – Kathy Hollister, Anne Johnson

6. City of Carterville – Bradley Robinson

7. SIMPO – Ma Ming

4.2 Tentative Meeting Schedule

A tentative meeting schedule for the PSG is listed below. This schedule may be adjusted as the study progresses. It is anticipated that all PSG meetings will take place at the IDOT Office in Carbondale.

1. Meeting #1: November 19, 2013 – Finalize SIP, Identify Stakeholders, Define Project purpose, review preliminary alternatives.

2. Meeting #2: Spring 2014 – Review issues identified by stakeholders, Identify Alternatives for further study.

3. Meeting #3: Summer 2014 – Evaluate impacts, Recommend Preferred Alternative

4.3 Stakeholder Involvement

The PSG, or designated members, will be available to meet stakeholder groups on a one-on-one basis as necessary. In addition, stakeholders will be informed about the Public Meetings for the project.

4.4 Stakeholder Consensus

IDOT is committed to working with stakeholders during the study process to identify issues early and seek consensus on all issues. However, if a consensus cannot be reached after making good faith efforts to address unresolved concerns, IDOT may proceed to the next step of project development without achieving consensus.

5 TENTATIVE SCHEDULE OF CSS PROJECT DEVELOPMENT ACTIVITIES

This section describes the general project development process, project activities, and associated stakeholder involvement activities.

5.1 Step One: Stakeholder Identification, Development of the SIP, Project Purpose

This step of the project development process begins the CSS process with stakeholder identification, refinement of the SIP and definition of the Project Purpose. Project purpose discussion will focus on providing stakeholders with background on known issues, such as connectivity/operational concerns, traffic forecasts, and their effects on future traffic conditions. These activities include, but are not limited to, the following:

- Identifying project stakeholders
- Refining the SIP
- Identifying existing transportation deficiencies
- Definition of the Project Purpose
- Identify and review preliminary alternatives

5.2 Step Two: Stakeholder Involvement, Review/Development of Alternatives

The objective of this step is to further clarify the transportation problems in the study area and to develop the project alternatives. This will set the stage for meaningful discussions about potential solutions.

A range of project alternatives will be considered that address the Project Purpose. Stakeholders will be provided opportunities to provide input. Steps in the stakeholder involvement and alternatives development process include the following:

- PSG reviews access management techniques
- PSG reviews the 4F process
- PSG obtains input from stakeholders
- PSG identifies alternatives for further study

5.3 Step Three: Selection of Preferred Alternative

In this Step, the alternatives are screened for environmental and design issues. Environmental issues to be evaluated include: wetlands, special waste, threatened and endangered species, 4F impacts, noise impacts and archeological/historical impacts. The objective of this step is to achieve consensus on a single preferred alternative.

- PSG reviews Environmental Survey results
- PSG performs evaluation of the alternatives
- PSG achieves consensus on a preferred alternative
- IDOT, with input from the PSG, presents the Preferred Alternative at a Public Meeting

6 PUBLIC INVOLVEMENT ACTIVITIES

6.1 Formation of the Project Study Group

The Project Study Group will include representatives from various stakeholder constituencies to promote identification and evaluation of a complete range of project options. The PSG will coordinate the Stakeholder involvement from project initiation through the duration of the CSS process. Stakeholder involvement will occur in various formats as described below.

Stakeholder/Small Group Meetings

Small group meetings will engage stakeholders and share information by:

- Obtaining stakeholder input
- Identifying issues relevant to stakeholder constituencies
- allowing for more detailed discussions and input
- allowing for an informal interaction with stakeholders

These meetings will include IDOT staff, PSG members and identified stakeholders. Project handouts or other appropriate meeting materials will be prepared for distribution at these meetings. The goal of these meetings will be to provide stakeholders with the information needed

Public Meetings

Public involvement for the project will include multiple opportunities for the general public to participate through public information meetings. These large-scale meetings will encourage public attendance and foster public awareness of project developments and alternatives that are being evaluated. These meetings also will provide a forum for general stakeholder input, including concerns and comments regarding project alternatives.

1. *Public Meeting #1* (September 18, 2013) served as the project kickoff, providing general information and an opportunity for the public to share its perspectives regarding transportation issues and project concerns. Comment forms were available at the meeting.

2. *Public Meeting#2* (Spring/Summer 2014) will present the level of environmental documentation and alternatives to be carried forward. Stakeholders and the public will have the opportunity to view and provide comments on the environmental document and the various alternatives.

3. *Public Meeting #3* (Summer/Fall 2014) will present the Preferred Alternative to stakeholders and the public for review and comment.

The meetings will be advertised by invitation, public notices placed in area newspapers, message boards placed along the route and by press releases to local media. Opportunities for the public to provide written comments (comment forms) will be available at the meetings.

6.2 Other Mechanisms for Public Involvement

In addition to the meetings described in the preceding section, there will be several other methods for the public to obtain and provide information about the project. These methods, provided below, will provide information and opportunities for feedback regarding upcoming public events, project schedule, and general project status updates within the study area.

Mailing List

To support public meeting invitations, newsletter distribution, and other direct public contact, a mailing list will be developed and updated. The mailing list is intended to include contact information for all stakeholders. The list will be developed initially using existing resources (assessor data, name and addresses of officials from other recent projects in the area, etc.), and will be maintained throughout the project via ongoing outreach, sign-in sheets, project website, and other methods. Both surface mail and e-mail addresses will be maintained and used as appropriate with electronic mail being the default.

Public Response and Communication

Phone calls, emails, standard mail and office visits will be received and answered by the IDOT Region 5/ District 9 office in Carbondale, Illinois. Media inquiries will be received and addressed through the IDOT Office of Communications in Springfield, Illinois.

7 DISPUTE RESOLUTION PROCESS

7.1 Issue Identification and Resolution

For minor disagreements, the lead agencies may, after due consideration of the concerns of the participating agencies, decide to proceed without resort to any dispute resolution process. When there is disagreement on important issues of concern, the lead agencies may decide that the most effective approach would be to work out the disagreement in some formal or informal way.

EXHIBIT 10

PROJECT STUDY GROUP AND STAKEHOLDER MEETING MINUTES

Illinois Department of Transportation
Division of Highways / Region 5 / District 9
P.O. Box 100 / Carbondale, Illinois / 62903-0100
Telephone 618/549-2171

November 20, 2013

IL 13 – Giant City Road to Shawnee Trail Road
Jackson and Williamson Counties

Project Study Group Meeting #1 – Meeting Minutes

The first of three planned meetings for the Project Study Group was held on November 19, 2013 at the Illinois Department of Transportation – District 9 Headquarters building. The purposes of this meeting were to finalize the Stakeholder Involvement Plan, identify the Stakeholders, define the project purpose, and review the preliminary alternatives.

Attendees for the meeting were as follows:

1. IDOT – Carrie Nelsen, Joe Zdankiewicz, Susan Poe, Julie Klamm, and Howard Thomas
2. FHWA – Chris Fraley
3. US Fish & Wildlife Service – Kevin Reichert
4. City of Carbondale – Sean Henry and Kevin Baity
5. City of Carterville – Bradley Robinson
6. Carbondale Bicycle Club – Kathy Hollister and Anne Johnson
7. SIMPO – Ma Ming

The meeting was moderated primarily by Joe Zdankiewicz from IDOT, and a copy of the presentation and other handouts are attached to these minutes.

After introductions, the presentation began with a brief discussion of the current and future projects along IL 13, adjacent to the study area. The National Environmental Policy Act was then introduced and briefly explained. To supplement the information in the presentation, Chris Fraley added that NEPA provides guidance for other topics that are not traditionally considered environmental impacts. It also includes impacts to human interests such as recreational facilities, pedestrian accommodations, right of way, home displacements, and the safety and operation of facilities for motorists. The presentation continued with a brief explanation of the Context Sensitive Solutions approach for IDOT projects. The concept of project Stakeholders was then introduced, and some discussion took place. A complete list of stakeholders was developed later in the meeting.

Some of the general project information was then presented. Current and historical traffic data, along with projections were discussed. The existing roadway cross section and its history were briefly introduced. Next presented were the IDOT bikeway warrants and accommodation policy. Some discussion then took place concerning the potential jurisdiction and maintenance of bike lanes or paths. Any agency (city, county, US Fish/Wildlife) can share in the cost of constructing a bike lane or separate bike facility. Carbondale and Carterville have jurisdiction over the majority of the project corridor. The exception is a 40 acre gap on the south side of IL 13 in Jackson County, adjacent to the Williamson County line. Cities may have maintenance responsibilities over separate bike facilities outside their jurisdiction, but an intergovernmental agreement is required.

The existing intersections along the project section were discussed next. The project begins just east of Campground Road in Williamson County. It proceeds westward through the intersections with Cambria Road and Spillway Road, then crosses into Jackson County. It continues west through the Reed Station Road and Veterans Parkway intersections and ends just east of Giant City Road where the existing 6 lane section begins. The only discussion during this portion of the presentation concerned the Cambria Road intersection. Kevin Reichert from USFWS mentioned that his agency owns "The Haven" on the south side of the intersection; however the Veteran's Administration has a lifetime lease on the property. In addition, it was pointed out that the property is open for use by the public.

The meeting was then opened up for discussion concerning some of the potential issues with the project. Kevin Baity questioned whether the widening would be on the inside or outside of the existing lanes. Both alternatives will be developed for consideration. He also pointed out that the project may increase the use of Old IL 13, leading to problems along that route and with its intersections. Sean Henry expressed concern about the existing problems at Reed Station Road. The frontage road is too close to IL 13 for proper left turn storage, and there are issues with the light timing and lack of protected left turn. Bradley Robinson observed that the decision about the Cambria Road intersection will significantly impact development in Carterville and Cambria. The eventual design will also affect the future improvements to both Grand and Greenbriar Roads in Carterville. Kevin Reichert brought up some of the biggest concerns for the Refuge. Obviously, the widening across the lake is an issue. They would prefer an off road bicycle accommodation to provide better access for their users. The property will have to be given special considerations because it falls under Section 4F guidelines. Finally, the US Fish and Wildlife Service will have the final decision regarding any improvements on the Refuge property.

The Project Purpose Statement was then discussed. It was the consensus of the group that the slide from the presentation could almost serve the purpose. IDOT will formally draft the Purpose Statement, but in the interim it will be as follows:

> The proposed project will address safety concerns, improve the efficiency and capacity of IL 13, provide safe and efficient access to adjacent businesses and recreational areas, accommodate cyclist and pedestrian needs, and minimize or mitigate any environmental impacts and concerns.

A brief overview of the accident data along the project corridor was then provided. It was broken down for each intersection location. There were several recommendations discussed after the data was presented. The existing access points and traffic signals will be evaluated. Most from the group felt that adding more traffic signals would not be beneficial. Alternate intersection designs should be explored, and lighting should be considered to reduce the number of accidents.

A history of the existing traffic signals along with some information on access management was then presented to the group. Additionally, the proposed improvements to the east of the project corridor were introduced.

Next, the preliminary intersection design alternatives were discussed. Of the twelve options presented for the five existing intersections, there was only significant discussion regarding four of them. For the Reed Station intersection, the possibility of moving the frontage roads was raised. Moving the frontage roads away from IL 13 would have several benefits. It would allow for increased left turn storage, increase the length of turn lanes onto the frontage roads, and improve the safety at the intersection. At Spillway Road, the possibility of a dedicated right turn lane for the frontage road was questioned. A slip

ramp from the westbound lanes of IL 13 would allow large vehicles easy access to the road. For the U-turn alternative at Cambria Road the addition of an acceleration lane was suggested. Kevin Reichert did mention that none of the alternatives involving a grade separation at Cambria Road would be very appealing to the Refuge. He also indicated that the option for a frontage road at Campground Road would be their preferred alternative. It would allow for the closure of Campground Road, and provide a single access point to the Refuge on IL 13 (Greenbriar Road).

At this point the presentation was completed, and the Stakeholder Involvement Plan was discussed. The outline was covered quickly, with discussion centered on two topics: stakeholder identification and meeting with the stakeholders.

The list of Project Stakeholders identified by the group is as follows:

Residents
Business Owners
Institutions (churches, schools, etc.)
Special Interest Groups (environmental, etc.)
Elected / community officials
Government and transportation agencies
Motorists
Chambers of Commerce
Neighborhood groups
Federal and state resource & regulatory agencies
Bicycle groups
Utilities
Southern Illinois University
Planning Commissions

Friends of Crab Orchard National Wildlife Refuge
Village of Cambria
Tourism Groups
VA / Haven users
RIDES Mass Transit
JCMTD
EMS
REDCO
JALC
Greater Egypt Planning and Development Commission
Jackson Growth Alliance
Jackson and Williamson Counties
Resource Agencies – DNR, F&W (including Environmental Section), Army COE, EPA,

The final issue discussed during the meeting was planning for the small group meetings. It was the general consensus that the small group meetings could be combined geographically and/or by topic.

All stakeholders will be contacted and included in the small group meetings if they desire.
A complete list of stakeholders, the Project Purpose Statement, and meeting minutes will be provided for all PSG participants.

SP: ht

Illinois Department of Transportation
Division of Highways / Region 5 / District 9
P.O. Box 100 / Carbondale, Illinois / 62903-0100
Telephone 618/549-2171

February 5, 2014

IL 13 – Giant City Road to Shawnee Trail Road
Jackson and Williamson Counties

PSG Stakeholder Meeting #1 – Meeting Minutes

The first of several planned meetings for the project stakeholders was held on February 4, 2014 at the Illinois Department of Transportation – District 9 Headquarters building. The purpose of the meeting was to present the project and preliminary alternatives to stakeholders, and to collect input.

Attendees for the meeting were as follows:

1. IDOT – Carrie Nelsen, Joe Zdankiewicz, Susan Poe, and Howard Thomas
2. Jackson County Board – Grant Guthman and Julie Peterson
3. City of Carbondale – Gary Williams and Robert Hardin
4. IL Office of Regional Economic Development – William Stanhouse
5. SIU – Rex Duncan
6. Jackson Growth Alliance – Jeff Doherty
7. Greater Egypt Regional Planning and Development Commission – Cary Minnis (Did not attend the meeting, but commented on the project and exhibits via email.)

The meeting was moderated by Joe Zdankiewicz and Susan Poe from IDOT. Exhibits can be found on the project website www.dot.il.gov/IL13Carbondale/index.html.

After introductions, the presentation began with a brief discussion of the current and future projects along IL 13, adjacent to the study area. The National Environmental Policy Act was introduced and briefly explained. A brief explanation of the Context Sensitive Solutions approach for IDOT projects was given. The concept of project stakeholders was explained and the list developed during the PSG meeting was presented. Adding local Park and Ride or Transit organizations to the list was suggested.

Some of the general project information was presented including current and historical traffic data and the existing roadway cross section. IDOT bikeway warrants and accommodation policy was discussed.

A brief overview of the accident data along the project corridor was provided. The data was broken down for each intersection location. Julie Peterson wondered how many of the accidents were caused by distracted driving. Information regarding specifics for each accident can be found in the accident reports but those were not available at the meeting.

A history of the existing traffic signals along with some information on access management was presented to the group. The proposed improvements to the east of the project corridor were introduced. The group inquired when a traffic signal is needed. The warrants and reasoning behind signal installation were briefly explained, as well as the problems they create. The question of total

travel time from Marion to Carbondale was raised. The Department hasn't done a study that evaluates travel time.

The preliminary intersection design alternatives were discussed. Discussions followed the presentation of exhibits and proposed designs at each location. The first two intersections were presented together. Due to their proximity, the Reed Station Road and Veterans Parkway intersections are designed to function as a system. Veterans Parkway was added by the city of Carbondale in order to provide access for any development on the north side of 13. The turning movements were discussed, and it was found that the most common movement is the southbound Reed Station traffic turning west onto Il 13. This high volume movement is the reason for the auxiliary / acceleration lane. Some wondered if something could be done to improve the visibility of the businesses at the location, but it was decided that the surrounding terrain was the main problem. The group was favorable to the south frontage road option as a way of attracting further development.

The next intersection discussed was Spillway Road. The design presented involves simply adding the new through lanes to IL 13. Spillway would continue to function as a fully signalized intersection. It was asked if speed reduction indicators or advisory speed limits would be useful to reduce the number of rear end accidents at the location. After some discussion, the group agreed that neither of the measures function well for long term applications. It was suggested that the area be included in a "Travel Safe Zone". This however is more of a speed enforcement issue than a design issue.

The next intersection presented was Cambria Road. This was by far the lengthiest discussion by the group. All the alternatives were presented, but only three of them were discussed as viable. The designs that were quickly dismissed were the full signalized intersection, and the options with grade separations. The remaining designs included elimination of left turns from IL 13, elimination of left turns onto IL 13, a modified "T" intersection, and a U-turn design. Both designs that eliminate turning movements would reduce accidents and improve function, but increase traffic on other roads in the area. If left turns from IL 13 are eliminated, traffic would use Reed Station Road or County Line Road and Cardinal Lane. These roads have deficiencies that would need to be addressed before placing additional volume on them. If left turns onto IL 13 are eliminated, traffic would redistribute to Grand Avenue in Carterville. This street is the only access for two of the Carterville schools, and increasing traffic on it would further burden an already overused corridor. The modified "T" intersection would be similar in design to the intersections at Airport Road and Bainbridge Trail in Marion. Only westbound IL 13 traffic would be required to stop at a signal. It would only be activated when a car needed to make a left across or onto IL 13. This design was considered plausible by the group, but adding any delays to the westbound through traffic on 13 would be a potential problem. The remaining design was of great interest to most of the group. The "U-turn" design is a relatively new option. The cost is low compared to other designs, and the impact to through traffic is minimal. The design is not without problems. There were concerns that campers and RV's may have difficulty making the U-turn movement. Because of the placement of the U-turn and the wide median, the turn would be easily navigable. The primary usage difficulty will most likely be the merge and immediate weave required to get to the U-turn lane. Some felt that the new design might also lead to incorrect usage because of driver unfamiliarity. Additional comments were made concerning the location. Some felt that this was a critical intersection, and that the problems will increase as the population of Carterville and Cambria grows. It was agreed that Cambria should have some representation in the stakeholder group.

The final intersection discussed was Campground Road. Again, several design alternatives were presented to the group. The first option is to maintain the current design with the additional through lanes on IL 13. This design does not restrict access, but left turns across three lanes of traffic is unsafe, especially for campers. Another option is to create a right in, right out design. This would eliminate the hazard of turning left across oncoming traffic, but access to both sides of the highway

would be restricted. Users would have to travel out of their way to turn around and travel in the intended direction. Several designs that included closing the boat ramp on the north side of the intersection were also discussed. A modified "T" intersection is one possibility. Traffic signals would stop the eastbound through traffic to allow motorists to safely turn left onto westbound IL 13. They would also be activated for westbound traffic turning south onto the side road. Another design option is the total closure of the intersection. Many from the group were concerned about the loss of access for users, but it was explained that this option may be preferred by the Refuge. Access would be provided via a frontage road connected to Greenbriar Road. US Fish and Wildlife personnel are interested in this option because it better controls the flow of users into the Refuge. Additionally, a connecting frontage road would be an excellent corridor for bicycle accommodations.

At this point of the meeting, the presentation was concluded and general discussion took place. Many questions were asked and answered covering a number of different topics. They included:

> Would Right of Way be purchased from the Refuge, or would they give an easement for construction of the highway widening? The Department is working with US Fish and Wildlife on the issue. Agreements involving ROW, construction of frontage roads or bike paths, and maintenance are being discussed.
>
> The intersection of IL 13 and Giant City Road is a problem. Are there any plans to improve it? There are recognized challenges at the intersection, but it is outside the project limits.
>
> If off road bicycle accommodations are constructed, what is the local agency responsibility? Off highway bike paths require a twenty percent local agency contribution. A bike path on Refuge property would be desirable, but expensive to construct. Given the existing topography between Spillway Road and Carbondale, the most likely location for bike accommodation is the shoulder of IL 13. It is not the best option for cyclists, but a path off the road would be flooded many times a year.
>
> Why haven't more businesses been built at the Reed Station Road intersection? Development occurs mainly because of aggregation. Without a significant retail draw, the influx of businesses will be slow. Additionally, visibility of the intersection is limited due to the adjacent topography and the Refuge property.
>
> Would the travel time from Marion to Carbondale be significantly improved without stoplights? Yes, but no property owners want to give up access to the highway. An annual analysis is performed on the corridor, but the signals are too far apart to benefit from progressive signal timing. Most of them operate independently from one another. The signals near Marion are the only ones that operate as a system.
>
> When will construction of the project take place? Right now the project's construction is not funded. Some of the improvements could be constructed with regular highway funds as they are available. The only way to construct a project of this size at once would be with an alternate funding source such as the passage of a capital bill for road and bridge improvements.

Meeting attendees were invited to join additional stakeholder meetings if desired. Meeting minutes will be distributed via email.

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February 7, 2014

IL 13 – Giant City Road to Shawnee Trail Road
Jackson and Williamson Counties

PSG Stakeholder Meeting #2 – Meeting Minutes

The second of several planned meetings for the project stakeholders was held on February 6, 2014 at the Illinois Department of Transportation – District 9 Headquarters building. The purpose of the meeting was to present the project and preliminary alternatives to stakeholders, and to collect input.

Attendees for the meeting were as follows:

1. IDOT – Carrie Nelsen, Joe Zdankiewicz, Susan Poe, and Howard Thomas
2. Carbondale Tourism – Cinnamon Wheeles-Smith
3. SIMPO – Ming Ma

The meeting was moderated by Joe Zdankiewicz and Susan Poe from IDOT. Exhibits can be found on the project website www.dot.il.gov/IL13Carbondale/index.html.

After introductions, the presentation began with a brief discussion of the current and future projects along IL 13, adjacent to the study area. An explanation of the Context Sensitive Solutions approach for IDOT projects was given. The list of project study group members was also presented.

Some of the general project information was presented including current and historical traffic data and the existing roadway cross section. The meeting was then opened to questions concerning traffic and congestion along the study corridor. Cinnamon Wheeles-Smith wondered how ADT was measured and what the breakdown of traffic was. Carrie explained how we gather traffic data, and pointed out the peak usage periods. Cinnamon pointed out that at times IL 13 seems very congested and events such as the Lights Fantastic Parade increase traffic dramatically. She thought that six lanes are probably not necessary all the time, but they would be based on the traffic projections.

IDOT bikeway warrants and accommodation policy was discussed. The cost sharing for bike lane or path construction was also presented. Questions regarding bicycle travel and accommodations along the project were then taken. Cinnamon stated that the thought of travelling along IL 13 on a bicycle was not appealing to her because of the high traffic volume and speed. She felt that cyclists should certainly be considered in the design, especially potential commuters from Carbondale to John A. Logan College in Carterville. Because of the high traffic volume, she thought that an off road path would be the best solution, especially across Crab Orchard Lake.

A brief overview of the accident data along the project corridor was provided. The data was broken down for each intersection location. Cinnamon had several questions regarding accidents along the corridor. She wondered if the intersection warning signs with the flashing lights had helped reduce the number of rear-end accidents. Carrie suggested that we should follow up on correlating the data from

when the signs were in operation. Cinnamon also commented that adding traffic signals at the intersections significantly increases the number of accidents. Carrie pointed out that the number of accidents does increase, but that the severity of those crashes is lower. Susan explained the concept of the 5% locations, and pointed out that the Cambria Road intersection is one.

A history of the existing traffic signals along with some information on access management was presented to the group. The proposed improvements to the east of the project corridor were introduced. The group wondered if there is a progression or timing on any of the signals. The lights in Marion are connected and operate in progression. The others are too far apart to coordinate.

Some information regarding access management and the techniques used for the current construction projects in Carterville were then presented. Cinnamon questioned the interchange to be constructed at the Wolf Creek intersection. It was explained that there is not enough traffic at Wolf Creek alone to justify an interchange, but several intersections are being combined using frontage roads. She asked if similar frontage roads could be used to connect Reed Station Road to Giant City Road. Frontage roads in that area would be too costly to construct due to the low terrain.

The preliminary intersection design alternatives were presented next. Discussions followed the presentation of exhibits and proposed designs at each location. The first two intersections were presented together. Due to their proximity, the Reed Station Road and Veterans Parkway intersections are designed to function as a system. The group had no objections to the proposed designs, and thought that the addition of the south frontage road might attract additional commercial development.

The next intersection discussed was Spillway Road. The design presented involves simply adding the new through lanes to IL 13. Spillway would continue to function as a fully signalized intersection. It was asked if the traffic signals are really a necessity. Regular passenger vehicles can safely navigate the intersection without a signal, but the truck traffic needs through traffic to stop in order to turn onto Spillway Road north.

The next intersection presented was Cambria Road. This was by far the lengthiest discussion by the group. Several alternatives were presented, but only three of them started significant discussion. The designs that were quickly dismissed were the full signalized intersection, and the option to take IL 13 over Cambria Road. The designs discussed as viable included the modified "T" intersection, the U-turn design, and the grade separation taking Cambria Road over IL 13. The modified "T" intersection would be similar in design to the intersections at Airport Road and Bainbridge Trail in Marion. Only westbound IL 13 traffic would be required to stop at a signal. It would only be activated when a car needed to make a left across or onto IL 13. This design was considered plausible by the group, but adding any delays to the westbound through traffic on 13 would be a potential problem. The next design considered is the "U-turn" option. It is a relatively new concept, and is being promoted by the FHWA. The cost is low compared to other designs, and the impact to through traffic is minimal. The design is not without problems. There were concerns that campers and RV's may have difficulty making the U-turn movement. Because of the placement of the U-turn and the wide median, the turn would be easily navigable. The primary usage difficulty will most likely be the merge and immediate weave required to get to the U-turn lane. The turning movements were revisited, and the group wondered who really makes the left from Cambria heading east. The movement is lower volume than the eastbound turning north, but that may be from the difficulty of the left onto IL13. Cinnamon and Ming both liked the grade separation design carrying Cambria Road over IL 13. It provides unrestricted access and great mobility. However, they realized that the design would lead to an unsightly overpass in the middle of the lake, and that it would be very costly to construct.

The final intersection discussed was Campground Road. Again, several design alternatives were presented to the group. The first option is to maintain the current design with the additional through lanes on IL 13. This design does not restrict access, but left turns across three lanes of traffic is unsafe, especially for campers. Another option is to create a right in, right out design. This would eliminate the hazard of turning left across oncoming traffic, but access to both sides of the highway would be restricted. Users would have to travel out of their way to turn around and travel in the intended direction. Several designs that included closing the boat ramp on the north side of the intersection were also discussed. A modified "T" intersection is one possibility. Traffic signals would stop the eastbound through traffic to allow motorists to safely turn left onto westbound IL 13. They would also be activated for westbound traffic turning south onto the side road. Another design option is the total closure of the intersection. The group was concerned about the loss of access for users, but it was explained that this option may be preferred by the Refuge. Access would be provided via a frontage road connected to Greenbriar Road. US Fish and Wildlife personnel are interested in this option because it better controls the flow of users into the Refuge. Additionally, a connecting frontage road would be an excellent corridor for bicycle accommodations. Cinnamon was genuinely concerned about the loss of the boat launch on the north side of IL 13. She knows many boaters who use the launch. It was explained that if the access is removed there, that another launch will be improved or added to offset its loss. In addition, the frontage road may provide additional lake access points, depending on the chosen alignment. If the frontage road option is chosen, there would be a construction and maintenance agreement with US F&W.

At this point of the meeting, the presentation was concluded and general discussion took place. Many questions were asked and answered covering a number of different topics. They included:

> Crossing the lake and the refuge property seem to be the biggest hurdles for the project. They are, but the Fish and Wildlife Service is on board with the project, and sees it as a potential benefit for their users.
>
> What other difficulties will be faced trying to construct the project? Funding is the biggest problem. Without a capital bill, the project would have to be constructed in phases with regular program funding. There is no solid cost estimate for the project yet, but preliminary numbers indicate a total cost of 40 to 50 million.
>
> There is a public perception that the corridor needs to be improved. There will be resistance to the project from some, but the potential benefits to businesses and their customers are tremendous.
>
> The Cambria Road intersection will be a significant stumbling block in the design process. The intersection does not function well now, and adding through lanes will make it worse. The U-turn design may be a good option for now, but when traffic volumes increase it may need to be modified. Removing access by restricting turning movements was not popular with the group.

Meeting attendees were invited to join additional stakeholder meetings if desired. Meeting minutes will be distributed via email.

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February 14, 2014

IL 13 – Giant City Road to Shawnee Trail Road
Jackson and Williamson Counties

PSG Stakeholder Meeting #3 – Meeting Minutes

The third of several planned meetings for the project stakeholders was held on February 13, 2014 at the Illinois Department of Transportation – District 9 Headquarters building. The purpose of the meeting was to present the project and preliminary alternatives to stakeholders, and to collect input.

Attendees for the meeting were as follows:

1. IDOT – Carrie Nelsen, Joe Zdankiewicz, Susan Poe, and Howard Thomas
2. U.S. Fish and Wildlife Service – Kevin Sloan, Matt Mangan, Kevin Reichert, Neil Vincent, and Beth Kerley
3. The Haven – Alan Rix and Sherry Rix
4. Friends of Crab Orchard Refuge – Steve May

The meeting was moderated by Joe Zdankiewicz and Susan Poe from IDOT. Exhibits can be found on the project website www.dot.il.gov/IL13Carbondale/index.html.

After introductions, the presentation began with a brief discussion of the current and future projects along IL 13, adjacent to the study area. An explanation of the Context Sensitive Solutions approach for IDOT projects was given. The list of project study group members was also presented.

Some of the general project information was presented including current and historical traffic data and the existing roadway cross section. The meeting was then opened to questions concerning traffic and congestion along the study corridor. Kevin Sloan indicated that at times IL 13 is very congested, and the commute from Marion to Carbondale can be difficult. Alan Rix commented that at 8am and 4pm traffic is very heavy. Steve May pointed out that the congestion can make pulling a trailer or a boat very difficult. The group felt that the current lane drops from 6 to 4 lanes are bottlenecks and contribute to congestion along the route.

IDOT bikeway warrants and accommodation policy was discussed. The cost sharing for bike lane or path construction was also presented. Questions regarding bicycle travel and accommodations along the project were then taken. Steve May noted that the shoulders along sections of IL 13 had been widened to provide bike users better access and wondered if there were plans to continue the widening. Carrie explained that off-road accommodations would be preferred, and presented the bike path design at Wolf Creek. Wide shoulders are not the preferred option, but would be a last resort for bicycle traffic. Kevin Sloan indicated that the majority of current bicycle users park their cars and then ride within the refuge. A large number of people also park along Old IL 13 and ride into the refuge on weekends. Some discussion then followed about historical usage of the refuge for cycling. Neil Vincent spoke of a bicycle race that used to be held on refuge property that looped around Devil's

Kitchen Lake. He indicated that a large number of cross country cyclists use Spillway Road, and that he thought it is part of the National Bike Route System. Spillway Road is not actually a part of the US Bicycle Route System. However, US Bicycle Route 76 does cut through the refuge. It follows Lick Creek Road / Wolf Creek Road north to Grassy Road. It then follows Grassy Road west to Giant City Road leaving US Fish and Wildlife property. Neal also shared that at one time there were plans to connect Marion to Wolf Creek Road with a bike trail. There are approximately 600 miles of old railroad tracks on refuge property that were going to be used to construct bike trails. The idea was abandoned, but Anne Johnson from the Carbondale Bicycle Club was familiar with the plan. She will be contacted concerning the idea. Kevin Reichert stated that the Refuge should get a cohesive plan together to develop a bike trail network that will provide good connectivity to the project. One of his biggest concerns is getting the cyclists from IL 13 westbound onto the refuge property. Carrie pointed out that this may be accomplished with the Wolf Creek overpass. She added that the Refuge should look into the IL Transportation Enhancement Program for funding their internal bike routes. Additionally, she indicated that any bike paths constructed by the Department on refuge property would be done so using temporary easements, and that they would remain the property of the refuge.

A brief overview of the accident data along the project corridor was provided. The data was broken down for each intersection location. Questions and comments were then taken concerning the accident data. Alan and Sherry Rix shared some of their thoughts regarding accidents and access to the Haven. Most of their users visit on weekends and in the evenings. They have approximately 5000 visitors annually. Users rent the facility for weddings, anniversaries, and other gatherings. The most regular user group is veterans coming from the VA Hospital in Marion. They visit each week on Friday evenings, and travel in a bus. The left into the Haven from IL 13 westbound is very dangerous because there is no turn lane and the shoulder is narrow. In addition, many fishermen park on the access drive and walk along the shoulders of IL 13 to fish from the banks or bridges. They were not only concerned about access and the safety of their users, but they were interested in an improvement for travelers heading north on Cambria Road. They have witnessed several serious accidents involving vehicles trying to cross IL 13. Carrie addressed some of the concerns about the intersection. She explained that the Cambria Road intersection is similar in function to the south leg of the Spillway Road intersection. The free flow rights at both locations will be improved with longer ramps. The signals that have been added at Spillway have reduced the severity of the accidents that occur there, but the number of accidents increased. Signals are not always the best option at an intersection. They add travel time to the through lanes, and lead to rear-end accidents. The left turn onto Cambria Road north is not a difficult movement, but the left onto Il 13 from Cambria road south is dangerous and will require special design considerations. A significant discussion then followed concerning the Campground Road intersection. Kevin Sloan pointed out that navigating the intersection during fishing tournaments is especially difficult. Fishermen use the boat launch on the north side of IL 13, then have to travel across to the south side for weigh ins. Neil stated that he has few issues at the Campground intersection, but he does not use it during peak travel times. He added that he felt the light at Greenbriar Road was too short. It only allows one boat or trailer to make it through the intersection before turning red. Carrie suggested that the refuge personnel coordinate with the Department to use special event timing at the signal to provide longer signal cycles. Matt Mangan and Beth Kerley both expressed concerned that there may be an increase in the number of houseboats using the lake. They would be launching from the south side of the highway, but might need to cross IL 13 eastbound.

A history of the existing traffic signals along with some information on access management was presented to the group. The proposed improvements to the east of the project corridor were also introduced.

The preliminary intersection design alternatives were presented next. Discussions followed the presentation of exhibits and proposed designs at each location. The first two intersections were

presented together. Due to their proximity, the Reed Station Road and Veterans Parkway intersections are designed to function as a system. The group had no significant comment for this location.

The next intersection discussed was Spillway Road. The design presented involves simply adding the new through lanes to IL 13. Spillway would continue to function as a fully signalized intersection. Matt Mangan wondered if a slip ramp from IL 13 westbound onto the frontage road would improve the overall function of the intersection. It would certainly be beneficial for the businesses along the frontage road, but requires significant acreage from the refuge.

The next intersection presented was Cambria Road. There was significant discussion regarding this location. Of the alternatives presented, the group seemed most interested in the U-turn design. Carrie explained that the U-turn would take place where the median widens. There would be no issue with large vehicles or trailers making the turn. The difficulty with the design is the three lane weave from Cambria Road to the median. It needs to be done quickly, and may be difficult for a vehicle with a large trailer or a camper. The design would also create some adverse travel for Haven users coming from Marion. The next designs discussed were the adverse travel options, involving closure of one or more turning movements from Cambria Road. Left turns from IL 13 eastbound onto Cambria Road north are not difficult. The difficult turning movement is the left from Cambria Road onto IL 13 eastbound. Some in the meeting felt that many users avoid the turn because it is not safe. Instead, they travel east on Grand Avenue through Carterville. Eliminating any turning movements was not popular with the group. They agreed that adding traffic to the county roads and city streets was not desirable. During the discussion on the Cambria Road intersection, someone asked if there were plans to improve the intersection of Cambria Road with Grand Avenue. It was suggested that a traffic signal would be beneficial at the location. The Department has no plans to improve the intersection, and it is outside the limits of the project study. However, the intersection may have to be considered for improvement depending on which design is chosen for the IL 13 intersection. Refuge personnel indicated that there were no plans to improve any lake access along Cambria Road. There was an area that used to be used for fishing, but it was a trouble spot from a law enforcement viewpoint. The group wondered if the north access at Campground Road was eliminated, would Fish and Wildlife provide an access point to the north section of the lake, possibly along Cambria Road. It was noted that pedestrian fishermen would benefit greatly from walkways under the bridges if any north lake access was removed. The question came up concerning how the construction across the lake would be completed. The Department has a permanent easement across the lake for roadway purposes. It varies in width, but is approximately 300 feet wide. Alan and Sherry Rix wondered what would happen to the Haven property adjacent to the highway. With the widening planned for the outside of the existing lanes, there may be significant impact. Some tree removal and improved ditch slopes will necessary. In addition, some armoring of the bank with rip rap will need to be completed. In closing, both Alan and Sherry indicated that they would be in favor of a dedicated left turn lane to access the Haven. They also agreed that a user friendly U-turn option would serve their clients well.

The final intersection discussed was Campground Road. Again, several design alternatives were presented to the group. The first option is to maintain the current design with the additional through lanes on IL 13. This design does not restrict access, but left turns across three lanes of traffic is unsafe, especially for campers. Another option is to create a right in, right out design. This would eliminate the hazard of turning left across oncoming traffic, but access to both sides of the highway would be restricted. Users would have to travel out of their way to turn around and travel in the intended direction. Several designs that included closing the boat ramp on the north side of the intersection were also discussed. A modified "T" intersection is one possibility. Traffic signals would stop the eastbound through traffic to allow motorists to safely turn left onto westbound IL 13. They would also be activated for westbound traffic turning south onto the side road. Another design option is the total closure of the intersection. Access would be provided via a frontage road connected to

Greenbriar Road. US Fish and Wildlife personnel are interested in this option because it better controls the flow of users into the Refuge. They are in favor of fewer access points. Additionally, a connecting frontage road would be an excellent corridor for bicycle accommodations. If the frontage road option is chosen, there would be a construction and maintenance agreement with US F&W. Some discussion followed concerning the potential frontage road design. The location may be changed to avoid wetlands, excessive tree removal, and farm fields. In addition, the water line that supplies the campground runs along IL 13 and the road may be designed to provide better access to it. In addition to the frontage road, some improvements to the radii of the Greenbriar Road south may be necessary if Campground Road is closed. It was decided that US Fish and Wildlife would provide the preferred location for the frontage road if it is to be constructed. The Department would construct the road and bike trail, and the Refuge would maintain it.

At this point of the meeting, the presentation was concluded and general discussion took place. Several questions were asked and answered covering a number of different topics. They included:

> Neil Vincent indicated that any lake access lost by closing the boat launch on the north side of the Campground Road intersection would be mitigated by improving access at another location. Carrie added that the Department would help to offset the loss. Kevin Reichert shared that little has been done on the south side of the intersection due to environmental issues. There were underground storage tanks at the location, and the soil and groundwater are contaminated.
>
> When will the project start? There are no funds to construct the project. Without a capital bill, the project would have to be constructed in phases with regular program funding. However, the preliminary planning needs to be completed in case there is a capital bill.

Meeting attendees were invited to join additional stakeholder meetings if desired. Neil Vincent will be added to the Project Study Group. Meeting minutes will be distributed via email.

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February 21, 2014

IL 13 – Giant City Road to Shawnee Trail Road
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PSG Stakeholder Meeting #4 – Meeting Minutes

The fourth of several planned meetings for the project stakeholders was held on February 20, 2014 at the Illinois Department of Transportation – District 9 Headquarters building. The purpose of the meeting was to present the project and preliminary alternatives to stakeholders, and to collect input.

Attendees for the meeting were as follows:

1. IDOT – Carrie Nelsen, Joe Zdankiewicz, Susan Poe, and Howard Thomas
2. Carterville Chamber of Commerce – Jan Campbell
3. Williamson County – Greg Smothers, County Engineer
4. John A. Logan College – Brad McCormick, VP for Business Services
5. REDCO – Brian Ziegler, Vice Chairman, and Jerry Krause
6. Greater Egypt Regional Planning & Development Commission – Cary Minnis, Exec. Director

The meeting was moderated by Joe Zdankiewicz and Susan Poe from IDOT. Exhibits can be found on the project website www.dot.il.gov/IL13Carbondale/index.html.

Prior to introductions, the meeting opened with conversation and general discussion concerning a number of project related topics. The questions and answers will be listed with the other general questions concerning the project at the end of these minutes.

After introductions, the presentation began with a brief discussion of the current and future projects along IL 13, adjacent to the study area. An explanation of the Context Sensitive Solutions approach for IDOT projects was given. The list of project study group members was also presented.

Some of the general project information was presented including current and historical traffic data and the existing roadway cross section. The meeting was then opened to questions concerning traffic and congestion along the study corridor. Cary Minnis commented that traffic growth seems to have slowed in recent years, and wondered if the Department knew why. Some theories were brought up including business closures, but the consensus was that traffic growth has slowed due to higher fuel prices. Jan Campbell pointed out that IL 13 is very congested at times. The group was in agreement that expansion to six lanes is needed. Cary asked if there were any plans for a secondary route to connect Marion to Carbondale. He suggested that it would reduce congestion, and would be extremely helpful during accident situations on IL 13. Parallel routes such as Grand Avenue or Sycamore Road would be good starting points. Greg Smothers pointed out that traffic has increased on these roads already. Mostly due to development, but he felt some drivers are avoiding IL 13. Cary agreed with his assessment, stating that he frequently avoids driving on IL 13. Greg questioned how traffic control would be handled during the construction of the extra lanes. He wondered if crossovers would be

constructed or if stage construction of the bridges would be used. Carrie indicated that stage construction of the bridges is the most likely option. Two lanes of traffic will be open at all times, and night work will most likely be required. The group then wondered if anything can be done to eliminate drivers from staying in the passing lane. Some signs could be added to try and help, but most agreed it is an enforcement issue.

IDOT bikeway warrants and accommodation policy was discussed. The cost sharing for bike lane or path construction was also presented. Questions regarding bicycle travel and accommodations along the project were then taken. The group wondered if the path for bikes across the lake would be adjacent to the regular travel lanes. Carrie explained that the bicycle accommodations will be on the causeway with the six lanes of traffic. The 10 foot multi-use pathway will be separated from the traffic lanes by a barrier wall. She then shared that the Refuge was interested in the bike path on their property as mitigation for potential property loss for the highway expansion. This would eliminate the cost sharing for the Refuge. Typically the cost sharing is difficult for local agencies. Counties and cities want bike paths, but cannot afford to help construct them. The group wondered how much the bike lane will cost to construct. Carrie indicated that there has not been an estimate performed for the project, and that there is no funding to proceed past preliminary planning. She added that a separate bicycle facility constructed on Refuge property would not cost the adjacent local agencies. Brad McCormick then shared some of his personal bicycle experience, as well as some of the things that John A. Logan has done to accommodate cyclists. He noted that the corridor through the Refuge is a wonderful opportunity to develop a bike trail similar to the Katy Trail in Missouri. One of the obstacles for users will be the lack of facilities. John A. Logan has made some of their facilities available to cyclists travelling through the area. The property to the north of the baseball field has been designated as a camping area, and the restrooms are now available for use. He added that few cross country cyclists use US Bike 76 anymore. IL 13 is a much more direct route across southern Illinois. The group agreed that Brad should be added to the bicycle stakeholder meeting. Cary Minnis mentioned that he enjoys cycling, but finds it difficult to ride because our roads are dangerous for bikes. Better facilities are certainly needed. He wondered if the Refuge would require cyclists to purchase permits. It was agreed that future users simply passing through the Refuge should not have to pay a fee. Greg Smothers asked if there was a bike traffic count. Since the number of cyclists varies so dramatically with the changes in weather, there is no accurate bike ADT. Carrie then added that if no agreement is made with US fish and Wildlife for a path through the Refuge, then the bicycle accommodations would be on a widened shoulder of IL 13.

A brief overview of the accident data along the project corridor was provided. The data was broken down for each intersection location. Questions and comments were then taken concerning the accident data. The group agreed that many of the accidents along IL 13 occur because of the high speeds. Cary again shared that he avoids using IL 13, and thinks that many other users may avoid driving the route because of congestion and high speeds. He wondered if adding lanes would increase confusion and make the route difficult to use. Jerry Krause pointed out that many residents are "imports"; they moved here from metropolitan areas and are accustomed to freeway driving. Brian Ziegler added that construction along the corridor had changed his driving habits. He often avoids 13 because of the ongoing construction projects. Several from the group noted that the traffic on Old Route 13 has increased significantly due to the construction.

A history of the existing traffic signals along with some information on access management was presented to the group. The proposed improvements to the east of the project corridor were also introduced. Brad McCormick was glad to see the planned improvements for the Plaza Drive intersection. He thought it was lucky that there haven't been very serious accidents there.

The preliminary intersection design alternatives were presented next. Discussions followed the presentation of exhibits and proposed designs at each location. The first two intersections were presented together. Due to their proximity, the Reed Station Road and Veterans Parkway intersections are designed to function as a system. The group had no significant comment for this location.

However, Cary had a question regarding the Giant City Road intersection. He wondered if a ramp onto IL 13 eastbound from the frontage road off of Giant City Road north would be a good addition. Carrie responded that it would help reduce the traffic volume for one turning movement at the Giant City Road intersection, but would be very difficult and expensive to construct because of the floodplain east of Carbondale.

The next intersection discussed was Spillway Road. The design presented involves simply adding the new through lanes to IL 13. Spillway would continue to function as a fully signalized intersection. The group had no comments for this location.

The next intersection presented was Cambria Road. There was significant discussion regarding this location. All of the design alternatives were presented, and discussion followed. Carrie pointed out that this intersection will be the most difficult hurdle in the design. The existing design does not function well and its handling will be critical in a successful plan. It was pointed out that the super T design functions well, and does not eliminate any movements. Susan asked the group if they felt the left onto IL 13 justifies the inconvenience to westbound traffic. Most agreed that any additional delay for through traffic is undesirable. Brad suggested that Carbondale has a minor advantage as a retail center for Marion and Harrisburg residents. Adding delay in the form of additional traffic signals reduces its appeal over Paducah and Evansville. The alternatives that would eliminate the left onto IL 13 were discussed next. The U-turn and jug handle designs were met with mixed reviews. Greg Smothers indicated that the peak traffic on the county system is already very heavy, and eliminating any turning movements will further burden those roads. Cary echoed his sentiment, and added that both the U-turn and the jug handle would add adverse travel that most motorists will avoid by simply travelling on county roads. Greg also mentioned that the weave to negotiate the U-turn design might be difficult for older drivers. The group agreed that the construction of the new road connecting Grand Avenue to Shawnee Trail Drive on the west side of the school would be of great benefit. Cary wondered if the new road was constructed, would Grand Avenue be improved as well. Brad mentioned that the exit from John A. Logan can be difficult under current conditions. Adding traffic to Pin Oak or Shawnee Trail and Greenbriar might make the turning movements impossible. Carrie concluded that if the U-turn design option is chosen, it might be constructed along with an improvement to the local system.

The final intersection discussed was Campground Road. Again, several design alternatives were presented to the group. The first option is to maintain the current design with the additional through lanes on IL 13. This design does not restrict access, but left turns across three lanes of traffic is unsafe, especially for campers. Another option is to create a right in, right out design. This would eliminate the hazard of turning left across oncoming traffic, but access to both sides of the highway would be restricted. Users would have to travel out of their way to turn around and travel in the intended direction. Several designs that included closing the boat ramp on the north side of the intersection were also discussed. A modified "T" intersection is one possibility. Traffic signals would stop the eastbound through traffic to allow motorists to safely turn left onto westbound IL 13. They would also be activated for westbound traffic turning south onto the side road. Another design option is the total closure of the intersection. Access would be provided via a frontage road connected to Greenbriar Road. The group liked the frontage road option, especially with the bike path through the Refuge. Jerry Krause noted that the design would be expensive to construct, and would only serve Refuge visitors. There were also concerns that closing the north boat launch would completely eliminate bank fishing on the north side of the lake. Access to the north side of IL 13 will be very difficult for pedestrians.

At this point of the meeting, the presentation was concluded and general discussion took place. Several questions were asked and answered covering a number of different topics. Questions asked prior to the presentation are also included here:

> How much will the project cost? Early estimates indicate the project will cost around 60 million dollars. There are no funds to construct the project. Without a capital bill, the project would

have to be constructed in phases with regular program funding. However, the preliminary planning needs to be completed in case there is a capital bill.

Cary Minnis again stated the need for a parallel route to IL 13.

Carrie and Susan indicated that keeping a traffic signal from being constructed is far easier that removing one that has been in operation for any length of time.

If closing the Campground Road intersection is pursued and the frontage road is constructed, who would maintain the frontage road? IDOT would build the frontage road as part of the IL 13 improvements, but maintenance and jurisdiction of the frontage road would fall to US Fish and Wildlife.

Brad shared with the group that a number of runners currently use Greenbriar Road south, and adding a frontage road would increase its use. It would make a nice route for employees of the college to use for recreation and exercise.

He also shared plans to connect John A. Logan College to Tippy Road, east of the campus in Carterville. The College owns the property in between, but has no funding to build the connecting street.

It was noted that the improvements the Department is currently constructing will have tremendous benefits along the IL 13 corridor. The projects underway in Carterville have opened property up for development, and it will most likely be annexed into a city in the near future.

Meeting attendees were invited to join additional stakeholder meetings if desired. Meeting minutes will be distributed via email.

SP: ht

Illinois Department of Transportation
Division of Highways / Region 5 / District 9
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February 28, 2014

IL 13 – Giant City Road to Shawnee Trail Road
Jackson and Williamson Counties

PSG Stakeholder Meeting #5 – Meeting Minutes

The fifth of several planned meetings for the project stakeholders was held on February 26, 2014 at the Illinois Department of Transportation – District 9 Headquarters building. The purpose of the meeting was to present the project and preliminary alternatives to stakeholders, and to collect input.

Attendees for the meeting were as follows:

1. IDOT – Carrie Nelsen, Joe Zdankiewicz, Susan Poe, and Howard Thomas
2. Village of Cambria – Steven Gottschalk, Mayor, and Bruce Hagler, Utilities Superintendent

The meeting was moderated by Joe Zdankiewicz and Susan Poe from IDOT. Exhibits can be found on the project website www.dot.il.gov/IL13Carbondale/index.html.

After introductions, Joe presented a project overview including a brief explanation of the Departments Context Sensitive Solutions approach for projects. The meeting was less formal than previous stakeholder meetings, and the PowerPoint presentation was simply used for exhibit purposes. It created more opportunities for dialogue with the participants.

Mayor Gottschalk asked if there would be problems or limitations to the highway widening across the lake. Joe responded that the new lanes would most likely be constructed on the outside of the existing lanes. Refuge personnel prefer the open median to barrier wall, and widening on the outside will not require an extreme amount of fill in the lake.

Joe then introduced some access control concepts, including the proposed design for the improvements in Carterville and Crainville. Carrie followed with the proposed alternatives for the Reed Station Road and Spillway Road intersections. Both intersections will most likely be designed to function in their current configurations. New through lanes will simply be added to IL 13. She then introduced the frontage road idea for the Campground Road intersection. Fish and Wildlife likes the frontage road design and the closure of Campground Road because it reduces the number of access points for the Refuge. Both the Mayor and Bruce liked the concept of the frontage road. Bruce wondered if bicycle users would be required to purchase a refuge access sticker to ride on the bike path along the frontage road. Mayor Gottschalk commented that if Campground Road is closed, there would be only one access point left along IL 13 from Cambria Road to Greenbriar Road.

Susan then introduced the accident data for the Cambria Road intersection, and began to introduce the proposed designs for the location. Bruce commented that there are many more accidents at the Spillway Road intersection, but the accidents at Cambria Road are usually more severe. He has been an EMT for some time, and has a wealth of experience regarding accidents on IL 13. He noted that

traffic signals may reduce the severity of many accidents, but can increase the number of accidents dramatically.

The first alternative discussed was the "Super T" design. Bruce wondered if drivers would be able to travel directly from Cambria Road to the Haven. The through movement would be eliminated if the "Super T" is constructed. Visitors to the Haven would have to travel toward Carbondale, then U-turn and turn right to access the facility. Both the Mayor and Bruce wondered how well the "Super T" intersections function in Marion. Carrie responded that the design has been well received. The only trouble is lack of delineation between the merge lanes and the curb. There is too much of the same color. If an improvement was to be made, the curbs and medians might be dyed concrete. She added that the design for the Cambria Road intersection would include dual left turn lanes from IL 13 eastbound. Bruce stated that he has responded to many accidents at Cambria Road caused by the competing left turns. The "Super T" would eliminate the problem with opposing lefts, but would delay a very high volume of traffic heading to Carbondale. Both the Mayor and Bruce agreed that potentially delaying 15,000 vehicles per day is not desirable.

The next alternatives discussed were the options involving a U-turn. Both the median U-turn and the slip ramp into Spillway Road designs were presented. The group agreed that eliminating the left turn onto IL 13 eastbound would improve the safety of the intersection. However, Bruce indicated that many motorists would be resistant to losing the left from Cambria Road. Not many drivers use the left out, but removing their ability to do so would anger some residents. People don't like change. He questioned how much storage would be available in the median for traffic trying to U-turn. Carrie responded that enough storage would be included to accommodate a significant traffic volume. Bruce shared that he will not make the left onto IL 13 at certain times of day. If the cross traffic is too heavy, he travels down Grand or Sycamore. The routes do not create adverse travel, but the speeds are slow and traveling on either route takes longer that simply getting on IL 13.

The discussion concerning alternate routes led into the adverse travel design options. Eliminating the left onto IL 13 from Cambria Road would be mitigated by the construction of a bypass road from Grand to Shawnee Trail, just west of the Carterville school property. The group looked closely at the turning movements and peak hourly volumes for the Cambria Road intersection. Carrie shared that the Department uses a one percent growth factor for arterial routes like Cambria Road. Bruce indicated that many Cambria residents will not like being forced to travel through Carterville to get to IL 13. He and the Mayor agreed that a bypass road through Carterville does not provide any benefit to Cambria.

Bruce wondered which design for the Cambria Road intersection was receiving the most interest from the stakeholder groups. Carrie shared the thoughts from previous meetings. Several of the groups have expressed interest in the Carterville west bypass coupled with the elimination of the left from Cambria Road. She indicated that if Carterville is able to obtain some legislative support, the bypass may get constructed.

Some discussion concerning various project related topics took place. Joe wondered how most Cambria residents travel to Carbondale. Both the Mayor and Bruce indicated that many motorists use Sycamore Road to get to Reed Station. They then drive south to reach Route 13. Bruce inquired when a project might be expected to begin. Carrie replied that there are currently no funds available to construct the project. Without a capital bill, the project would have to be constructed in phases with regular program funding. However, the preliminary planning needs to be completed in case there is a capital bill. There will be a public meeting held in the summer to present to preferred alternative.

Carrie and Joe briefly explained the alternatives for the Campground Road intersection, including the frontage road option with the separate bike path. Joe also shared US Fish & Wildlife's resistance to additional access points into the Refuge.

Both Mayor Gottschalk and Bruce indicated their preference for the "Super T" intersection for Cambria Road. They stated that it would serve the residents of Cambria better than most of the alternatives. However, they realize that inconveniencing the large number of westbound vehicles to maintain a left turn onto IL 13 may not be feasible.

Meeting attendees were invited to join additional stakeholder meetings if desired. Meeting minutes will be distributed via email.

SP: ht

Illinois Department of Transportation
Division of Highways / Region 5 / District 9
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April 22, 2014

IL 13 – Giant City Road to Shawnee Trail Road
Jackson and Williamson Counties

Project Study Group Meeting #2 – Meeting Minutes

The second of three planned meetings for the Project Study Group was held on April 21, 2014 at the Illinois Department of Transportation – District 9 Headquarters building. The purposes of this meeting were to review and discuss the results of the Stakeholder meetings, review and evaluate design alternatives to be presented during a public meeting, and to discuss the project schedule.

Attendees for the meeting were as follows:

1. IDOT – Carrie Nelsen, Joe Zdankiewicz, Susan Poe, and Howard Thomas
2. IDOT (Bureau of Design and Environment) – Paul Niedernhofer
3. FHWA – Chris Fraley
4. US Fish & Wildlife Service – Kevin Reichert, Neil Vincent, and Kathy Burchett
5. City of Carbondale – Kevin Baity and Robert Hardin
6. City of Carterville – Bradley Robinson
7. Carbondale Bicycle Club – Kathy Hollister and Anne Johnson
8. Greater Egypt Regional Planning & Development Commission / SIMPO – Cary Minnis

The meeting was moderated by Joe Zdankiewicz and Susan Poe from IDOT, and a copy of the presentation is attached to these minutes.

After introductions, the presentation began with a summary of the ideas gathered during the Stakeholder meetings. Joe Z. presented the information and explained some of the ideas and concerns. Many of the members of the Project Study Group were present for some of the Stakeholder meetings, so there were no questions concerning the information.

Susan Poe then presented the design alternatives to be shown during the public meeting. Each location was discussed briefly and suggestions were taken. The first location presented was the Veterans Parkway intersection. It will continue to function as it does now. IL 13 will be widened to three lanes in each direction. The intersection will be widened to accommodate the new lanes, but will still allow right in, and right out turning movements. The right turn lane from IL 13 westbound will be incorporated into the merge lane from Reed Station Road. There were no comments on the design.

The second location discussed was Reed Station Road. It will continue to function as a fully signalized intersection. Several design options will be presented here. The frontage road relocation is a popular idea, but the property owner for the Suites Corner shopping center needs to be contacted. A design relocating bicycle traffic onto the north frontage road may be included as well.

The third location presented was the Spillway Road intersection. The proposed design will continue to function as a fully signalized intersection. A slip ramp from the westbound lanes of IL 13 may be added to connect to the north frontage road. This addition would eliminate tractor trailers from having to

double back to reach the businesses at the east end of the street. It would also give traffic a second option for a U-turn if an adverse travel option is constructed for the Cambria Road intersection. If a slip ramp is constructed, it would require a permanent land acquisition from the Refuge. In addition, the transition from a two-way frontage road to a one way ramp might be difficult to sign.

The next location discussed was Cambria Road. Several design options will be presented for this intersection. The "Super T" and full signalized designs will be the options that add traffic signals to the intersection. If the "Super T" design is pursued, a u-turn specifically for vehicles travelling to the Haven may be constructed in the median. The U-turn or R-cut design will also be presented. It may be designed to function with the proposed slip ramp at Spillway Road. It was noted that the relocation of the Kia dealership may adversely affect the traffic flow for the U-turn option. Kathy Burchett added that she has a difficult time crossing the existing three lanes of traffic during peak travel hours. She crosses from the Pentecost Drive intersection to the IL 148 intersection almost daily, and noted that it is nearly impossible sometimes. She was concerned about the feasibility of the three lane weave necessary for the R-cut design. It was decided that the two overpass options would be eliminated. They are too expensive, and there has not been a great deal of support for either overpass design.

The final location presented was the Campground Road intersection. Of the four designs discussed, two were eliminated and will not be presented to the public. The current configuration of the unsignalized full access intersection will no longer be an option. The design only allowing right turns in and right turns out will also be eliminated. The two options to be presented include a "Super T" design and a total closure with a frontage road connector to Greenbriar Road. Once the design options were decided, the discussion turned to mitigation for the loss of the north boat launch, pedestrian access, and the proposed bicycle path. As part of the project, the north boat launch across from Campground Road will be closed. To make up for the loss of a boat launch and parking, two other boat launches may be improved and parking will be added. The boat ramps off of Greenbriar Road and Spillway Road are the potential locations. Sixteen additional parking spots will be added to one or a combination of both of the locations as well. US F&W will provide details for the boat ramps so they can be included with the exhibits at the public meeting. Joe Z suggested that the limits of the environmental survey may have to be amended to include the boat launch locations. It was noted that the removal of the north boat launch will completely eliminate pedestrian access to the north side of the lake. There were questions as to whether or not access should be provided. Some suggested that the project should be constructed without planned pedestrian access. Most users will simply figure out how to get to their desired fishing spots. This would create potentially dangerous parking and foot traffic. The problem with adding pedestrian access to the project is that all areas will have to be constructed according to ADA standards. Pedestrian parking could be provided south of IL 13 with access walks under the new bridges or off of Cambria Road. This will add significant cost to the project. Kathy Burchett provided a wetland map of the Refuge property adjacent to the project. Some areas on the map indicated wetlands that the Department was unaware of. The frontage road design may have to be altered to avoid these areas. Fish and Wildlife personnel did not approve of the exhibit that showed bicycle accommodation along one of the existing Refuge roads. They preferred a path that follows more closely to the highway and a direct connection to Spillway Road. Kevin Reichert added that US F&W is not interested in the maintenance of bike paths. Consequently, the bicycle accommodations through the corridor may have to remain adjacent to the highway.

At this point the project schedule was presented. The date and location for the public meeting was then discussed. The meeting will be held at John A. Logan College. The agreed upon date is May 29th, 2014. Several members of the group indicated that they would be available to attend the public meeting and help by answering questions that may arise. This included the representatives from US F&W. Once input from the public is received, the preferred alternative will be presented in July.

SP: ht

IL 13 Six-lane meeting July 10 2014

- Joe Zdankiewicz (IDOT D9) opened the meeting by stating that the options recommended by the PSG for each intersection would be a very important factor in IDOT's final decision for selection of the Preferred Alternative.

First topic discussed was the bike lane.

- Joe Z. went over the options for the bike path. Separate side path, bike path on shoulder, combination of side path and shoulder, and no bike path.

- Kathy Hollister(Carbondale Bike Club) – More people will feel safe with the off-road option. More families will use the off-road option.

- Cary Minnis(SIMPO) – The off-road option would be helpful for Carterville residents.

- Kathleen Burchett (Fish and Wildlife) – A comment was brought to her at the last public meeting about access to bank fishing at Crab Orchard lake after bike lane is added.

- Cary Minnis (SIMPO) – Would be nice to have pier fishing.

- Chris Fraley (FHWA) – It would be possible to get a grant to add fishing piers later.

- Carrie Nelsen (IDOT D9) – raised the question about maintenance of the separate bike path.

- Sean Henry (City of Carbondale) – He would need to look into the city code before committing the city to maintain to the trail.

- Carrie Nelsen (IDOT D9) – Jackson County would also need to be contacted regarding maintenance of the trail.

- The committee recommended the separate side path accommodation in accordance with IDOT policy. A combination side path and on-road accommodation is acceptable if problems arise with the separate side path.

Reed Station road

- Joe Z. discussed the options and comments received at the public meeting. The three options were signalized intersection with additional lanes, new frontage road, and no action.

- The committee recommended the signalized intersection with additional lanes.

Spillway Road

- Joe Z. discussed the options and comments received at the public meeting. The three options for Spillway were signalized intersection with additional lanes, slip ramp for WB IL 13, and no action.

- The committee recommended the signalized intersection with additional lanes.

Campground Road

- Joe Z. discussed the options and comments received at the public meeting. The three options were super T, frontage road, and no action. Joe Z also stated that with both alternatives the north boat launch area would be permanently closed. As mitigation for the loss of the boat launch, improvements will be made to other launches within the refuge.

- Kathleen Burchett (Fish and Wildlife) – Asked if IDOT would get any permits needed for the frontage road (answer –yes)
- Kevin Reichert (Fish and Wildlife) – Kevin had questions on the proposed parking with the frontage road and a small wetland near the proposed road.

- Carrie Nelsen (IDOT D9) – IDOT will take care of any permits needed and also mitigate any wetlands disturbed by construction.

- Joe Z. (IDOT D9) – All drawings are preliminary and the details of the proposed parking can be finalized later.

- The committee recommended the frontage road option.

Cambria Road

- The alternatives discussed were super T, signalized intersection, RCUT, slip ramp, and no action.

- Cary Minnis (SIMPO) – would be nice to have guardrail at the Haven to protect vehicles from driving into the lake.

- Carrie Nelsen (IDOT D9) – we need to check our barrier walls for sight distance.

- Joe Z. (IDOT D9) – Joe than discussed the results from a RCUT study conducted by FHWA on this intersection.

- Bradley Robinson (Mayor of Carterville) – Does not recommend the RCUT.

- Chris Fraley (FHWA) – Study suggests that an unsignalized RCUT would not be a suitable option for this intersection. A signalized RCUT would be an option.

Chris also stated that other options using alternative routes should be considered.

- Bradley Robinson (Mayor of Carterville) – If this intersection is not signalized the time to cross IL 13 WB will be increased with the addition of the third lane. There are already a high number of accidents crossing IL 13 WB and they are likely to increase with the addition of an extra lane.

- A vote was then taken to see which alternative each committee member recommends.

    - Kevin Baity (City of Carbondale) – Super T
    - Sean Henry (City of Carbondale) – Super T
    - Bradley Robinson (Mayor of Carterville) – Super T
    - Anne Johnson (Carbondale Bike Club) – Super T
    - Kathy Hollister (Carbondale Bike Club) – Super T
    - Kevin Reichert (Fish and Wildlife) – Super T
    - Kathleen Burchett (Fish and Wildlife) – Super T
    - Paul Niedernhofer (IDOT CO) – Super T
    - Cary Minnis (SIMPO) – Super T
    - Chris Fraley (FHWA) – Signalized RCUT/right in-out/ or closure
    - Joe Zdankiewicz (IDOT D9) – Super T
    - Susan Poe (IDOT D9) – Super T
    - Chris Russell (IDOT D9) – Super T
    - Julie Klamm (IDOT D9) – Super T
    - Carrie Nelsen (IDOT D9) – RCUT

- The committee recommended the Super T option.

EXHIBIT 11

CRAB ORCHARD NATIONAL WILDLIFE REFUGE LETTER OF UNDERSTANDING

Illinois Department of Transportation
Division of Highways / Region 5 / District 9
P.O. Box 100 / Carbondale, Illinois / 62903-0100
Telephone 618/549-2171

June 3, 2015

Letter of Understanding L-9-15-007
FAP 331(Illinois Route 13
Williamson County

Kathleen A. Burchett
Crab Orchard NWR
4503 West DeYoung Suite 102
Marion, IL 62959

Dear Ms. Burchett:

The District 9 office of the Illinois Department of Transportation in Carbondale is preparing plans for an improvement to Illinois Route 13 in Williamson and Jackson County namely the final expansion of Illinois Route 13 to a 6 Lane Highway. To create a safer highway we are desirous to limit access to Illinois Route 13 where possible. Two such locations are at the current access of Campground Road and directly across from it.

To eliminate these two access points the Department has prepared plans which call for a frontage road to be constructed across Crab Orchard National Wildlife Refuge (CONWR) property from Greenbriar Road to the current Campground Road. This would provide convenient and safe access for all travelers to Campground Road from a signalized intersection. In exchange for the elimination of the boat launch across from Campground Road, we are proposing to improve the Greenbriar Boat Launch area.

This Letter of Understanding is intended to confirm the recent conversations between Mr. Kevin Reichert of the United States Fish & Wildlife Service (USFWS) and Mr. Joe Zdankiewicz of this office concerning these plans. I believe this letter will be beneficial to both the Illinois Department of Transportation and the United States Fish and Wildlife Service and will help to ensure no misunderstandings as final plans are developed.

In accordance with this Letter of Understanding the Illinois Department of Transportation agrees to:

1. Make the surveys, prepare the plans and special provisions, receive bids, award the contract, furnish engineering inspection during construction, and cause the improvement to be built in accordance with the approved plans, specifications and contract.

2. Design and let a contract for construction of a frontage road and 10' wide multi-use, concrete surface trail, in accordance with MUTCD standards, on USFWS property from Campground Road to Greenbrier Road. The frontage road will consist of a 24' wide HMA pavement designed to IDOT standards for the projected use and traffic level.

3. Campground Road access to IL 13 will be closed and IDOT will remove the existing pavement, regrade and seed the area.

4. Close the boat ramp access point to IL 13 across from Campground Road by removing the existing pavement and erecting guardrail. The area will be regraded and seeded (including the existing gravel parking area).

5. Construct a parking area at an agreed upon location near Campground Road.

6. Construct wetland mitigation on USFWS property to compensate for wetland impacts on refuge property used for this project. The wetland mitigation will consist of the creation of a 39 acre wet grassland. Included in IDOT's contract will be: Seeding (per CONWR specifications) and mowing (2 times the first year and one time the following year).

7. Make improvements to the Greenbriar Recreation Area boat ramp as mitigation for the removal of the boat launch across from Campground Road.

8. Plant trees at the designated locations on CONWR as mitigation for tree removal. The tree planting will occur over 3 separate parcels in close proximity to the frontage road. This will include 48 trees per acre, over 15 acres consisting of 3-gallon containerized RPM trees of readily available species as determined by the CONWR. IDOT's contract will include mowing of the 15 acres around the trees once each year for 3 years. In addition, 50 2" caliper, balled and burlapped trees will be planted in the Prairie Creek/Campground area at locations designated by

CONWR. Establishment and care of the trees planted will be in accordance with Article 253 of the IDOT Standard Specifications.

9. Include removal and replacement of petroleum contaminated soil from Site 2776-41 as identified in the Preliminary Environmental Assessment (PESA) prepared for IDOT dated May 1, 2013, with the maximum quantity of soil disposal paid by IDOT to equal no greater than 400 cubic yards. This work will be done as specified in section 669 of the Standard Specifications for Road and Bridge Construction. The Department will be responsible for the excavation and disposal of the contaminated soil and the CONWR will be responsible for the costs and fees of the qualified environmental consultant that will include the costs of additional testing and final reports.

10. Secure participation of a local civic group to "adopt the trail" for purposes of trail cleanup.

11. Construct a 10' wide, multi-use, concrete surface, in accordance with MUTCD standards on the causeway embankment across Crab Orchard Lake in conjunction with the future expansion of IL 13 to six lanes.

12. Warrant the material and workmanship of the multi-use trail surface for a period of 5 years from the date of completion of the multi-use trail, not to include any damage caused by the U.S. Fish and Wildlife Service or its tenants, third parties or Acts of God.

13. Continue to maintain the causeway embankment and the riprap on both sides of the causeway.

14. Assume all construction, and engineering costs associated with the improvement.

15. During construction application of any pesticides, herbicides and/or insecticides will be coordinated with CONWR prior to application and will be applied in accordance with their specifications.

In accordance with this Letter of Understanding the United States Fish and Wildlife agrees to:

1. Issue a Special Use Permit permitting the construction, removal and planting items committed to by IDOT.

2. Accept maintenance and jurisdiction of the frontage road, parking lot, and boat launch improvements as well as any wetlands developed upon USFWS property upon completion of IDOT's construction contracts.

3. Accept the trees planted by IDOT upon completion of the establishment period as per IDOT's Article 253 of the IDOT Standard Specifications.

4. Accept maintenance of the bike trail from Greenbriar Road to Spillway Road (excluding the limits of the lake bridges which IDOT will maintain) upon completion of the 5 year warranty period.

5. Pre-grade the 39 acre wet grassland area prior to seeding by IDOT.

Please note that I have included two copies of this letter, both with my original signature. I ask that you sign both copies and return one with your original signature. Upon receipt of this copy, we will assume that the United States Fish and Wildlife agrees to all of the terms and conditions stated herein.

Very truly yours,

Jeffrey L. Keim, P.E.
Deputy Director of Highways
Region Five Engineer

Approved by: Kathleen A. Burchett Date: 6/3/15
Kathleen A. Burchett

EXHIBIT 12

DE MINIMUS DOCUMENTATION

Illinois Department of Transportation
Division of Highways / District 9
P.O. Box 100 / Carbondale, Illinois / 62903-0100
Telephone 618/549-2171

June 18, 2015

Subject: IL Route 13 (FAP 331)
Jackson and Williamson County
Roadway Expansion from East of Giant City Rd. to West of Shawnee Trail

Chris Fraley, Transportation Engineer
Federal Highway Administration
Illinois Division
3250 Executive Park Drive
Springfield, IL 62703

Dear Mr. Fraley:

Attached is the documentation required in accordance with the BDE Manual Section 26-2.04(d)2 for FHWA to make a determination on the applicability of the de minimus impact definition to the use of the Crab Orchard National Wildlife Refuge (4(f) resource). The use of this 4(f) resource is proposed for the expansion of IL Route 13 from east of Giant City Road in Carbondale to west of Shawnee Trail near Carterville.

Based on the extensive coordination with the officials with jurisdiction at the Crab Orchard National Wildlife, the considerable efforts with respect to impact avoidance, minimization, and mitigation or enhancement, and the presentation for public review and comment, IDOT District 9 has determined that there will be no adverse effect to the refuge and the officials with jurisdiction concur with this finding. Based on processing the project as a Group II Categorical Exclusion, the District requests that a determination be made on the de minimus impact of the IL 13 expansion project on the Crab Orchard National Wildlife Refuge.

Very truly yours,

Jeffrey L. Keim
Deputy Director of Highways,
Region Five Engineer

IL 13 (FAP 331)
Expansion of IL Route 13
From East of Giant City Rd. in Carbondale to West of Shawnee Trail near Carterville
Jackson and Williamson County, Illinois

PROJECT DESCRIPTION

Illinois Route 13 is the primary east-west transportation corridor in Southern Illinois connecting the cities of Murphysboro, Carbondale, Carterville, Herrin, Marion as well as the Crab Orchard National Wildlife Refuge. It serves as a vital transportation link providing a direct connection to Interstate 57. However, increasing traffic volumes have resulted in congestion and safety concerns. Current traffic volumes (35,000 vehicles per day) are approaching the capacity limits of the four lane facility. The highway is congested during peak hours and access to and from the side roads can be difficult with a majority of crashes occurring at the intersections. Turning movements for vehicles towing boats or campers are especially problematic. The proposed Illinois 13 improvement will improve highway safety, reduce travel time and provide safe and efficient access to and from the existing side roads and the Crab Orchard National Wildlife Refuge. Improvements in safety and traffic mobility will also enhance the economic development potential of the corridor.

From 2007 through 2012 there were 324 crashes within the study corridor. These crashes resulted in 87 injuries and 2 fatalities. The crashes and injuries are concentrated at the side road intersections with 68% of the crashes and 82% of injuries occurring at those locations. Rear end crashes are the most common crash type comprising 45% of the total. The rear end crashes are concentrated at the two signalized intersections (Reed Station and Spillway Roads) with 87% of rear end crashes occurring at those locations. Rear end crashes also resulted in the most injuries (64% of the total) followed by turning movement crashes (19% of the total).

The project proposes to expand existing IL Route 13 from a 4-lane to a 6-lane facility from east of Giant City Road in Carbondale to west of Shawnee Trail near John A. Logan in Carterville, in Jackson and Williamson Counties. (See Overall Project Location Map, Exhibit 1.) Also included in the project is the addition of an off-road bicycle and pedestrian trail that will run parallel to IL Route 13. The total project length is 4.5 miles.

The project was presented at the September 25, 2013 Bi-Monthly Coordination Meeting. Concurrence to process the project as a Group II Categorical Exclusion was granted by the Federal Highway Administration at that time. The project is currently still in Phase I and awaiting design approval and funding. No tentative letting date has been established as of this time.

SECTION 4(f) RESOURCE

The Crab Orchard National Wildlife Refuge is located in southwestern Williamson County. (See Exhibit 1.) The refuge is over 43,000 acres in size and is centered on Crab Orchard Lake. It is managed with four broad objectives: wildlife management, agriculture, recreation, and industry. The primary wildlife management objective is to satisfy the food and resting needs of wintering Canada geese and other wildlife. This objective is coordinated with the agriculture objective through cooperative farming and permittee grazing programs. The Refuge also provides safe and equitable public use programs and facilities so that visitors have an enjoyable recreational experience and gain an appreciation for fish and wildlife resources, natural and cultural history, outdoor ethics, and environmental awareness. The refuge manager contact is Kathleen Burchett, Crab Orchard National Wildlife Refuge, 8588 Route 148, Marion, IL 62959.

EFFORTS TO AVOID, MINIMIZE, AND MITIGATE

In an effort to avoid and minimize impacts, the District closely coordinated with officials from the Crab Orchard National Wildlife Refuge. (See Evidence of Coordination with Official(s) with Jurisdiction.) The proposed alternatives discussed over Crab Orchard Lake and through the refuge property included the no-build option, additional lanes in the existing median, and additional lanes to the outside of the existing facility. Due to the existing traffic volumes and safety concerns, the no-build option was dismissed. At the request of the Crab Orchard National Wildlife Refuge, in order to maintain the "green space" that exists in the median throughout the refuge section of the project, it was agreed that the additional lanes would be proposed to be placed on the outside. Due to the broad right-of-way limits established when IL 13 was initially constructed, the proposed roadway improvement will not require any new right-of-way from the refuge. However, impacts to the refuge include changes to recreational space on Crab Orchard Lake, the closing of an existing boat launch/bank fishing area, and limiting traffic movements at the existing unsignalized Campground Road to right-in/right-out only. (See Impacts and Mitigation at Crab Orchard National Wildlife Refuge, Exhibit 2.) In close coordination with refuge officials, mitigation measures included the following:

- To compensate for the intersection limitations at Campground Road, it was agreed upon to close the existing entrance and relocate it to Greenbriar Road to the east. (See Exhibit 2.) This will allow visitors and recreational vehicles (boats, campers, trailers, etc.) to safely navigate the signalized intersection to access the boat launch and campground areas within the refuge. This new entrance roadway is proposed to accommodate 2-way traffic with 12-ft. lanes and 2-ft. aggregate shoulders. In addition, a 10-ft. bicycle/pedestrian trail is proposed to run parallel to the new entrance and parallel to IL 13 over the lake. To avoid existing refuge utilities and to minimize impacts to agricultural fields, wetlands and forested tracts, the District positioned the alignment of the new entrance roadway closer to IL 13. This resulted in impacts to 9 acres of forested land, 0.248 acres of wetland, and 4.5 acres of agricultural land. The negotiated mitigation for the tree removal will include 13.5 acres of 3-gallon containerized RPM trees planted at a ratio of 48 trees per acre consisting of species determined by the Crab Orchard National Wildlife Refuge. In addition, 50 balled and burlapped trees of 2"caliper size of species determined by the refuge will be planted in the campground and Prairie Creek areas of the refuge.

- Mitigation for the closure and removal of the existing boat launch on the north side of IL 13 will involve reconstructing the existing Greenbriar Boat Launch. (The existing launch pad has deteriorated to a current level of disrepair causing safety concerns.) (See Exhibit 2.)

- Mitigation for the impacts to the recreational space on Crab Orchard Lake will involve improvements to the Prairie Creek recreational area and the campground. Final work to remove identified special waste (see Supporting Documentation) will be performed by the District in order to construct a new parking area.

PUBLIC REVIEW AND COMMENT

The project was initially presented to the public at a Public Informational Meeting held on September 18, 2013. (See Evidence of Opportunity for Public Review and Comment.) Through the Context Sensitive Solutions process, a Project Study Group was formed and alternatives were developed and presented at a second Public Informational Meeting on May 29, 2014. Based on the comments gathered and the input from the Project Study Group, a preferred alternative was presented at a final Public Informational Meeting on September 24, 2014. It was at this time that the public was specifically notified and given the opportunity to review and comment on the effects of the project on the protected activities, features and attributes of the Section 4(f) resource, the Crab Orchard National Wildlife Refuge. The comments received are summarized as follows:

- The bicycle/pedestrian trail was favored by all commenters.
- Favorable comments were received concerning improved safety with the new Campground Road entrance.
- One comment was received requesting that the existing Campground Road entrance remain open to right-in and right-out movements only. Due to the high traffic volumes and speed in this area, that option will not be implemented. Sending the traffic to the existing traffic signal at Greenbriar Road is a safer alternative and also consolidates access points into the refuge which is preferred by the local refuge management.
- A request was made for pedestrian access under the bridge near the existing Campground Road entrance so that bank fishermen could have access to the north side of the highway where the removal of the north side boat launch is proposed. Representatives of the refuge informed us of the typical high water elevation for Crab Orchard Lake and it doesn't allow enough clearance for a pedestrian access. Therefore, this option will not be implemented.

DE MINIMUS IMPACT DETERMINATION

Based on the extensive coordination with the officials with jurisdiction at the Crab Orchard National Wildlife, the considerable efforts with respect to impact avoidance, minimization, and mitigation or enhancement, and the presentation for public review and comment, IDOT District 9 has determined that there will be no adverse effect to the refuge and the officials with jurisdiction concur with this finding. Based on processing the project as a Group II Categorical Exclusion, the District requests that a determination be made on the de minimus impact of the IL 13 expansion project on the Crab Orchard National Wildlife Refuge.

IL 13 (FAP 331)
Expansion of IL Route 13
From East of Giant City Rd. in Carbondale to West of Shawnee Trail near Carterville
Jackson and Williamson County, Illinois

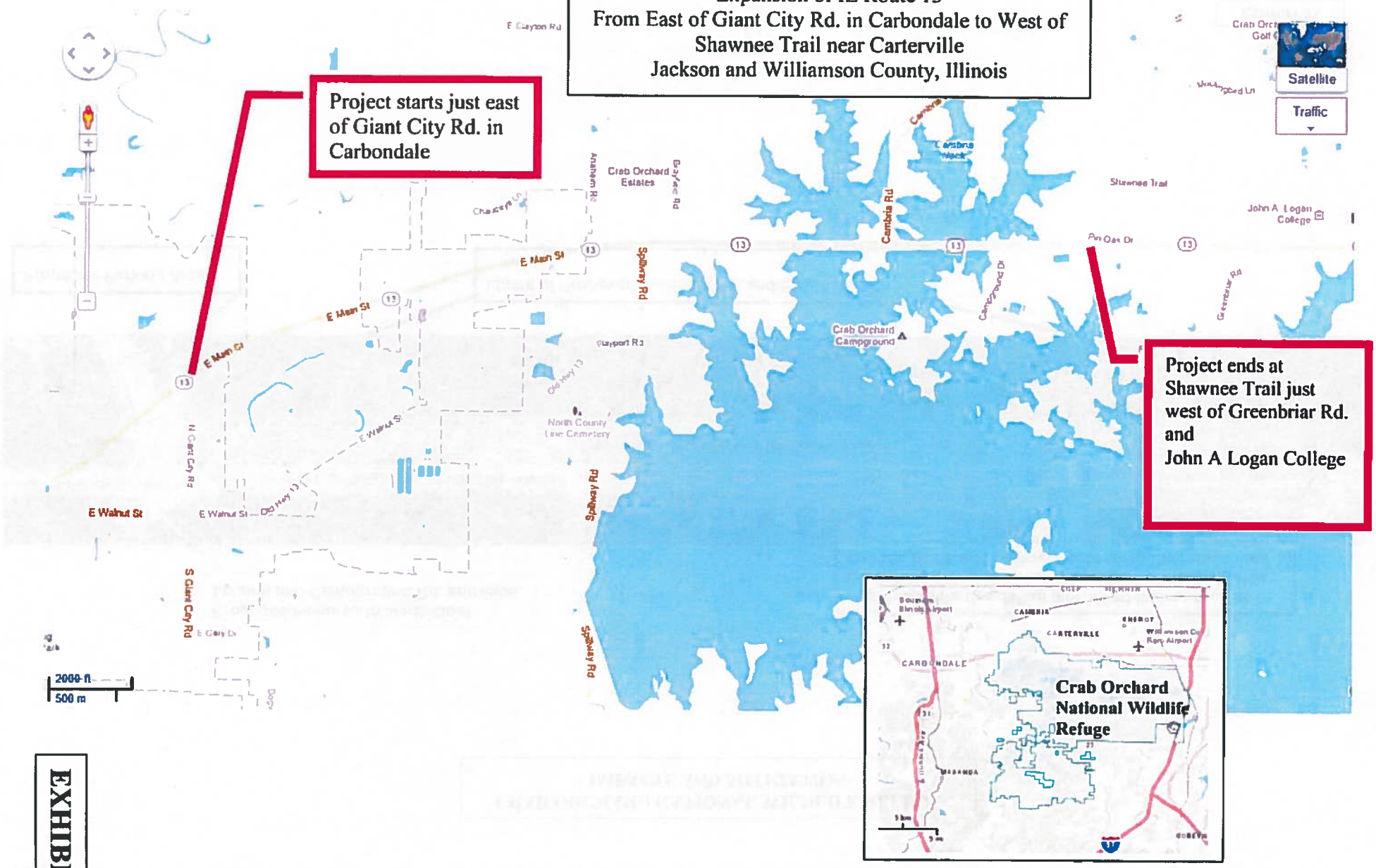


EXHIBIT 1

CRAB ORCHARD NATIONAL WILDLIFE REFUGE
IMPACTS AND MITIGATION

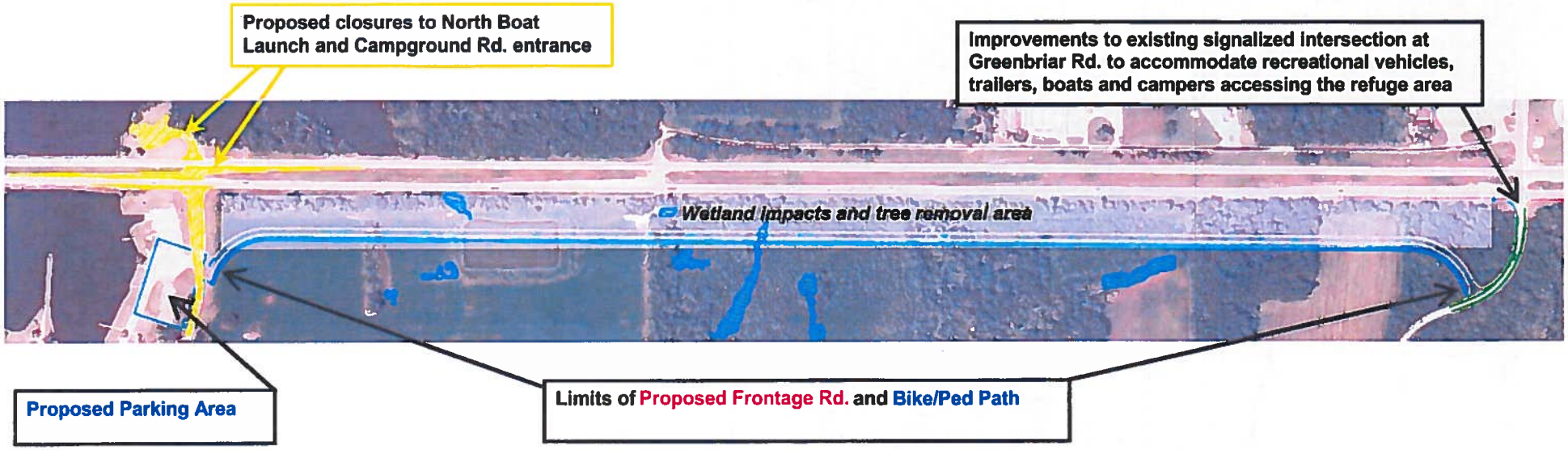
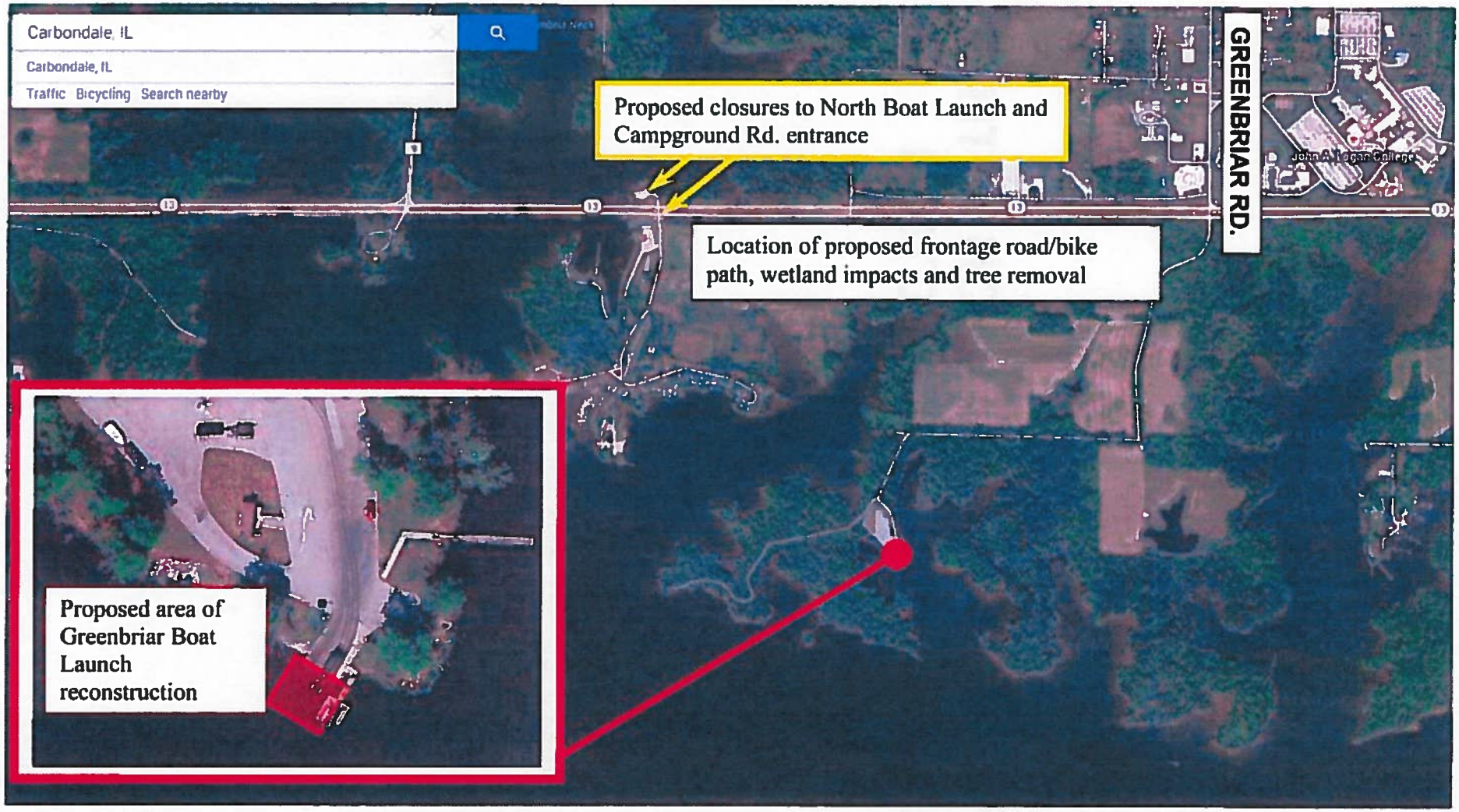


EXHIBIT 2A



CRAB ORCHARD NATIONAL WILDLIFE REFUGE
IMPACTS AND MITIGATION

EXHIBIT 2B

EVIDENCE OF COORDINATION WITH OFFICIALS WITH JURISDICTION

IL 13 East of Giant City Rd. to Shawnee Trail, Jackson and Williamson County
Meeting with US Fish & Wildlife Service, Crab Orchard Wildlife Refuge
August 20, 2014

In attendance:

Carrie Nelsen, IDOT D-9
Joe Zdankiewicz, IDOT D-9
Julie Klamm, IDOT D-9
Pat Naas, IDOT D-9

Kathleen Burchett, CONWR
Kevin Reichert, CONWR
Neil Vincent, CONWR

Began discussion of exhibits to be displayed at the September 24, 2014 Public Meeting. With respect to the mitigation for impacts to CONWR, it was decided to locate the new frontage road/campground entrance at a distance from IL 13 that would minimize impacts to existing wetlands and utilities (utilities need to be plotted on plan sheet). It was agreed to run that roadway through the old borrow pit (approx. Sta. 365+00) and fill the borrow pit in as part of the IL 13 expansion project. It was noted that per direction of Matt Mangan, Fish & Wildlife Biologist for the Ecological Services Unit of USFWS, tree replacement will be provided at a ratio of 3:1. This tree replacement ratio will be included as a commitment in the roadway plans.

As for the exhibits, it was agree to include the wetland delineations on the final display for public review.

4f Discussion: The public notification and comment period for Section 4f impacts will run simultaneously with the next public meeting for the IL 13 project, which will be held September 24, 2014 at John A. Logan College. Will check on possibility of coordinating and finalizing correspondence with Matt Mangan in the Ecological Services unit. It will be noted in the 4f correspondence that mitigation for impacts to CONWR will occur at the new frontage road/entrance to the campground, parking improvements at Prairie Creek Area, and concrete ramp replacement at the Greenbriar Rd. Boat Ramp (just ramp that is in the water). In addition, IDOT will include the closure of the existing boat ramp along the north side of IL 13 in the project plans. This will include the removal of the rock and ramp material to discourage continued use. The site will be seeded and guardrail will run through the entrance to block access. (Note: IDOT will check with IDNR for samples of boat ramp plans.) In addition, guardrail will run along IL 13 through the old campground entrance to discourage pedestrians from crossing the highway. There was some discussion of a possible path under IL 13 bridge to bank fish on the north side of the highway. (USFWS received a few comments earlier requesting this.) It was determined that the typical high water mark was approximately 408.5 at this location, making a crossing here not possible. Mitigation for impacts to existing bank fishing on the north side of IL 13 may include a fishing pier at the Prairie Creek area, depending on results of special waste survey. All mitigation measures will be included on the exhibits at the public meeting.

CONWR requested information on our special waste survey process and the delineations of our wetland survey. This will be emailed to them. Based on information in the special waste reports, the proposed parking mitigation in the Prairie Creek area may be revised for avoidance.

North/south bike path at approximate sta. 290+00 will be removed. The proposed bike path will remain on existing ROW as much as possible when crossing Spillway Road.

Illinois Department of Transportation

Memorandum

To:	Program Development File
From:	Susan Poe
Subject:	IL 13 6 Lane Expansion Coordination Meeting
Date:	September 25, 2013

FAP 331 (IL 13)
Jackson County and Williamson County

The expansion of Illinois 13 to six lanes between Giant City Road and Shawnee Trail was discussed. The project has recently been presented at a public meeting and two meetings have been conducted with the US Fish and Wildlife Service (FWS).

Several alternates for intersection configurations were presented to both the public and the FWS. IDOT is in the process of establishing a project study group as part of the CSS process to determine the preferred alternate.

Discussion was had on what type of environmental processing we should anticipate for the project. Since the project has limits within the Crab Orchard National Refuge (managed by FWS) 4(f) documentation is required. Based on current survey results and past discussion with USFWS, Chris Fraley, Transportation Engineer for FHWA, concurred with processing the project as a Group II Categorical Exclusion.

The FWS has indicated that their preference is to completely close the Campground Road intersection with IL 13 and move their access to Greenbriar Road via a frontage road with no right in/right out access at existing Campground. They are also interested in constructing a shared use path in conjunction with the frontage road. A open ditch configuration between the frontage road and path is preferred over a curb and gutter layout with storm sewer because of aesthetics and ease of maintenance. They are also interested in continuing the bike path over the lake and tying it into an existing refuge access road located off

Spillway Road south of IL 13. They would be in favor of constructing the path across the lake separated from IL 13 by a median barrier. The FWS would own and maintain the improvements on federal property. Further discussion will need to be had related to ownership of the path over the lake.

FWS is agreeable to closing the parking area and boat launch directly across from Campground Road. FWS proposed two possible locations to mitigate the boat launch closure by rebuilding existing launches in need of repair. One launch is located off of Spillway Road and one down the south leg of Greenbriar. FWS would prefer for IDOT to do the engineering for the launches. They do not see a need for additional parking.

The impacts of these improvements will need to be studied to see if the environmental disturbances are so great that the alternate isn't viable. Another scenario would be for the FWS to pursue the improvement on their own with us providing the engineering if the needed documentation seems as though it is going to slow down our phase one approval. Chris Fraley is going to investigate feasible ways for us to work with the FWS to benefit both departments.

A separate use bike trail across the lake will be costly however we received multiple comments at the public meeting requested off system paths. We discussed funding the path with a 20% local match. The original plan was to widen the IL 13 shoulder to 10' and stripe the shoulder as a bike path. That is a design exception. Documentation will need to be provided to prove that shoulder accommodation is an option throughout the limits of this project. Cost is a factor but we must take into account the number of bicyclists using the cooridor and how to best provide for them. The FWS sees the bike path as a means to get camping families between refuge attractions and not just for cross country bike riders or adults traveling to work/shop.

These meeting minutes serve as documentation that we intend to use CSS in the design and planning of the Illinois 13 6 lane expansion project between Giant City Road and Shawnee Trail.

Jeffrey L. Keirn, P.E.
Deputy Director of Highways
Region Five Engineer

COMPATIBILITY DETERMINATION

Use: The construction of an approximately 7,100' frontage road and bike path from Greenbriar Road to the Crab Orchard Campground, replacement and enhancement of the Greenbriar Boat Ramp, and expansion of the Prairie Creek Recreation Area Parking Lot.

Refuge Name: Crab Orchard National Wildlife Refuge

Establishing and Acquisition Authorities: Public Law 80-361 and the Refuge Recreation Act

Refuge Purpose(s):
Crab Orchard National Wildlife Refuge (Refuge) was established by Public law 80-361 "...for the conservation of wildlife and for the development of the agricultural, recreational, industrial, and related purposes..." (61 Stat. 770, dated Aug. 5, 1947) "...suitable for - (1) incidental fish and wildlife-oriented recreational development, (2) the protection of natural resources, (3) the conservation of endangered species or threatened species..." 15 U.S.C. 460k-1 "...the Secretary ...may accept and use...real...property. Such acceptance may be accomplished under the terms and conditions of restrictive covenants imposed by donors..." 16 U.S.C. 460k-2 (Refuge Recreation Act (16 U.S.C. 460k-460k-4), as amended).

On October 19, 1976, Congress enacted Public Law 94-557 designating a portion of the refuge one of many wilderness areas of the National Wilderness Preservation System "...administered for the use and enjoyment of the American people in such a manner as will leave them unimpaired for future use and enjoyment as wilderness character, and for the gathering and dissemination of information regarding their use and enjoyment as wilderness..." (Wilderness Act, Public Law 88-577, 78 Stat. 892)

National Wildlife Refuge System Mission: The mission of the National Wildlife Refuge System is to administer a national network of lands and waters for the conservation, management, and where appropriate, restoration of the fish, wildlife, and plant resources and their habitats within the United States for the benefit of present and future generations of Americans.

Description of Use:

Location:
The project is located along the South ½ of section 7, 8, 9, 10 and the North ½ of section 18, 17, 16, 15; Township 9S, Range 1E; Carterville Township, Williamson County, Illinois, on the Crab Orchard National Wildlife Refuge. (See attached Map)

Description:
The Illinois Department of Transportation (IDOT) is continuing the expansion of Route 13 from a 4-lane to a 6-lane divided highway within IDOT's right-of-way. The project is part of a multi-phased effort deemed necessary to ensure the safety of motorists. Route 13 is a vital transportation link providing direct connection from Carbondale to Marion, Illinois. However, increasing traffic volumes have resulted in congestion and safety concerns. Current traffic volumes *(35,000 vehicles per day)* are approaching the capacity limits of a 4-lane highway. The highway is congested during peak hours and access to and from the side roads can be difficult with a majority of the 324 crashes reported during 2007 through 2012 occurring at the

intersections. Turning for vehicles towing boats or campers are especially problematic and a dedicated turn lane is needed for safe access to the Haven veteran's facility. The proposed Route 13 expansion will improve highway safety, reduce travel time and provide safe and efficient access to and from the existing Refuge and non-Refuge roads.

The IDOT project includes the construction of a segregated bike path running parallel to the newly built 6-lane Route 13 within the IDOT right-of-way, with the addition of a frontage road and bike path from Greenbriar Road to the Crab Orchard Campground on Refuge fee-title property. The project will require the removal of the North 13 Boat Ramp including the ramp, parking lot and entrance (IDOT right-of-way lands), and the removal of the existing Crab Orchard Campground Entrance Access Road (IDOT right-of-way lands).

The removal of the Crab Orchard Campground Entrance Road will require the construction of a new frontage road just south of Route 13. The proposed 7,100' frontage road will provide visitors access from Greenbriar Road to the Crab Orchard Campground parallel to Route 13. A bike trail will also be built adjacent to the frontage road. Lastly, IDOT will mitigate the loss of recreational infrastructure and opportunity at the North Route 13 Boat Ramp Access Area by repairing and enhancing the Greenbriar Boat Ramp and constructing a new parking area near Prairie Creek Boat Ramp.

This Compatibility Determination addresses specific portions of the IDOT project that are occurring on Refuge fee-title property. Specific activities include: construction of a frontage road and bike path from Greenbriar Road to Crab Orchard Campground, replacement and enhancement of Greenbriar Boat Ramp, and the expansion of the parking area at Prairie Creek Recreation Area.

Availability of Resources: IDOT will be responsible for the project and coordinate with the Refuge and contractors to complete right-of-way processing procedures. Refuge staff has been involved in all phases of the development of the IDOT project. On-site oversight and compliance inspections will be conducted by Refuge staff during the construction phase of the project.

Anticipated Impacts of the Use: The majority of the IDOT expansion project is occurring within the IDOT right-of-way. Approximately, 9 acres of forested land *(525 trees)* and 0.248 acres of wetland will be mitigated from this project along the proposed frontage road. For every lost forested habitat a replacement of 1.5:1 in acreage *(27 acres)* at 50 rpm per acre will be planted in designated locations on the Refuge. Impacts to wetlands involving woody vegetation will required a mitigation ratio of 3:1. All other wetland impacts will be mitigated at a ratio of 1:1. These are the ratio required for impacts to wetlands with a floristic quality index (FQI) less than 20. For the overall IDOT project, mitigation will occur as close as possible to the project site and will be on-going between the Ecological Services Branch of the Service and the Crab Orchard Refuge on lost wetland, forest, and recreation resources. Mitigation options may include but not limited to: providing shallow ephemeral wetland habitat and native grassland habitat restoration to support state species of concern including the Crawfish Frog; shoreline protection and reducing erosion through bank stabilization to enhance water quality; and the enhancement of existing established wetlands and riparian floodplains.

Lost recreational opportunity includes parking north of Route 13 at the boat ramp, loss of the boat ramp, and no access directly from Route 13 to the Crab Orchard Campground. The current

access to Crab Orchard Campground has been relatively unsafe and the proposed frontage road will help alleviate the hazardous situation.

Current cyclists of Route 13 are in a potentially hazardous situation. The proposed bike paths totaling 7,100' will provide visitors the opportunity to safely utilize the Refuge roadways along the frontage road and across the Crab Orchard Lake along Route 13. In addition, the path along the frontage road will provide campground users and other recreational users at Prairie Creek locality a 7,100' designated bike trail eliminating the need to share the roadway with vehicular traffic.

The overall IDOT construction project will eliminate some of the grassed shoulders currently existing along Route 13. The additional two lanes of traffic and the designated bike path may impact some of the visual esthetics currently available; however, the placement of the designated bike path on the south side of Route 13 will provide users safe and scenic opportunities across Crab Orchard Lake.

Access to the North Route 13 Boat Ramp Area will be eliminated. The majority of this area is within the IDOT right-of-way and will be utilized during the 2-lane expansion. To off-set this loss, IDOT is providing additional parking in the Prairie Creek Recreation Area and replacement and enhancement of the Greenbriar Boat Ramp.

The frontage road and associated bike path will result in temporary (12 months) construction disturbance to resident wildlife and removal of habitat. The frontage road and bike path is located approximately 200 feet south of Route 13. It is a relatively high-use area due to constant flow of traffic along Route 13. Habitat impacts include the loss of: 4.5 acres of currently managed agriculture lands, 0.248 acres of wetland habitat, and 9 acres of forest. During the construction phase of the project some impacts (reduced speed limits, temporary closures, rerouting of traffic) may occur to individuals utilizing the Greenbriar Boat Ramp Access Road since the frontage road will connect to the access road. All efforts will be made to maintain continuous access to Greenbriar Boat Ramp, especially when construction is not occurring, however, there may be temporary closures to ensure safety during construction.

The additional parking area at Prairie Creek Recreational Area will likely occur on a previously disturbed area which is currently planted to non-native grassland. The parking area will be gravel, but may be asphalted in the future, if additional funds become available. The area will accommodate approximately 30 vehicles and trailers and total approximately 1.7 acres in size. Temporary disturbance to recreational users and resident wildlife may occur during construction phase. Construction is expected to take 12 months.

The Greenbriar Boat Ramp repair and enhancement will include replacing a concrete-log ramp with a poured concrete solid ramp. The ramp will also include an ADA access dock for assisting in launching and loading and unloading equipment and supplies. There will be temporary closure of the ramp during the construction phase of the project and will require dewatering of the area to access shoreline and Lake bed for the placement of the ramp. The ramp will be placed within the existing ramp's footprint with slight increases along periphery. No additional Lake bed will be impacted from the placement of the concrete ramp.

To minimize the impact to the maternity roosts and foraging habitats of the Indiana bats and Northern long-eared bat, all construction activities involving the removal of any trees and/or snags would primarily be conducted outside the time sensitive period of April 1st through September 30th for the Indiana bats. Additional work would follow existing exit survey requirements and other direction provided by the Section 7. No other federally listed species are expected to be impacted from construction activities.

A bald eagle nest is located near in the Crab Orchard Campground area. Using Google Earth, an approximate 3,000 foot measurement was taken from the Bald Eagle nest at the campground on Crab Orchard Lake to the Route 13 construction area. The distance to the new frontage road would be greater or equal to that same distance. The National Bald Eagle Management Guidelines from the USFWS in May 2007 states the construction not be visible from the road must be greater than 660ft. (http://www.fws.gov/southdakotafieldoffice/NationalBaldEagleManagementGuidelines.pdf). All construction activities will be monitored to ensure there are no disturbance impacts occurring to the nesting eagles.

An archaeological resource review was conducted by James Myster, Regional Archaeologist in May of 2015. No sites, structures or items of archaeological significance are expected to be disturbed within this project.

Public Review and Comment:

Service representatives participated with all the Project Study, Stakeholders, and public meeting activities in addition to meeting individually with IL DOT as needed. Meeting minutes for all these meeting are on file and available upon request from IDOT. In addition, the following coordination was conducted in cooperation with IDOT throughout the past 2-year planning process:

Project Study Group Meetings - A group formed of IDOT district and central office personnel, Federal Highway, Metropolitan Planning Organizations and other representatives whose organization may have a pivotal role in the project.

11-19-13	The purpose of this meeting was to finalize the Stakeholder Involvement Plan, identify the Stakeholders, define the project purpose, and review the preliminary alternatives.
4-21-14	The purpose of this meeting was to review and discuss the results of the Stakeholder meeting, review and evaluate design alternatives to be presented during a public meeting, and to discuss the project schedule.
7-10-14	Discussed comments at public meeting and final alternative.

Stakeholder Meetings - A stakeholder is anyone who could be affected by the project and has a stake in its outcome. This includes the public, property owners, business owners, state and local officials, federal and state resource and regulatory agencies, special interest groups, and motorists who utilize the facility.

2-5-14	Jackson County
2-7-14	Local Tourism

2-14-14	Fish and Wildlife, The Haven and Friends of Crab Orchard
2-21-14	Williamson County
2-28-14	Village of Cambria
8-20-14	Meeting with FWS to review exhibits for 9-24-14 public meeting. Discussed all the mitigation work on the Refuge.

Public Meetings

9-18-13	Initial discussion of location and solicit comments from public. 69 attendees, 17 comment letters
5-29-14	Presented proposed alternatives, obtained public comments and input, answered questions. 77 attendees, 35 comment letters
9-24-14	Presented preferred alternative and possible right-of-way takings, discussed environmental impacts, obtained public comments and input. Addressed minor impacts associated with the Refuge. This meeting afforded interested persons an opportunity to review and comment on the effect of the project on the activities, features and attributes that qualify the Refuge for protection under Section 4(f). 72 attendees, 13 comments

A press release was sent to local media outlets (television and radio stations), congressional representatives, emailed to specific interest groups, posted on the Refuge website and Facebook regarding this Compatibility Determination (CD) for a 14-day public comment period from April 29, 2015 through May 12, 2015. No comments were submitted regarding these announcements. The project was also advertised April 29, 2015 on the Refuge's Facebook page. A total of 22 individuals liked the post and no comments were submitted. On April 29th, the local news Channel WSIL3 did a segment on the evening news about the proposed project and how the public can contact the Refuge for comments and questions. No comments were submitted regarding this segment. On April 29th, the local news Channel WSIL3 advertised the project on their Facebook page and 11 likes and 2 comments were submitted: "an interesting idea. A lot of people will be unhappy eliminating a boat ramp just to widen HWY 13" and "Yet another unneeded road work proposal." In respect to the comments submitted, the Service is aware the proposed project will result in some negative impacts due to the removal of the North Route 13 Boat Ramp Area. In an effort to compensate for this impact, the Refuge is providing parking immediately south of the area as well as enhancing the existing Greenbriar Boat Ramp. These improvements will accommodate visitors and provide safer vehicular flow of traffic then what currently exists.

Determination:

____ Use is Not Compatible

__X_ Use is Compatible with Following Stipulations

Stipulations Necessary to Ensure Compatibility: To ensure compatibility with the purposes of the Refuge and the mission of the National Wildlife Refuge System, permission will be granted to proceed with the project with following stipulations:

1. Project will be in compliance with all state and federal environmental policies.

2. IDOT mitigation activities approved by Service including Refuge and Ecological Services.

Justification: This use has been determined compatible as it will not materially interfere with or detract from Refuge purposes, provided the above stipulations are implemented. This use will not diminish the primary purposes of the refuge. This use will comply with Service policy (340 FW 3) and the regulations listed in 50 CFR 29.1, 29.21 and 29.22. This use will significantly improve the safety of Refuge visitors and access to Refuge lands.

NEPA Compliance for Refuge Use Decision

_X_ Categorical Exclusion without Environmental Assessment
___ Categorical Exclusion and Environmental Assessment
___ Environmental Assessment and Record of Decision
___ Environmental Assessment completed by IDOT in cooperation with the Service and Finding of No Significant Impact

Signature: Refuge Manager: Kathleen Bachett **Date:** 6/2/15

Concurrence: Regional Chief: _____ **Date:** _____

Mandatory 10-year Re-evaluation Date: 2025

Illinois Department of Transportation
Division of Highways / District 9
P.O. Box 100 / Carbondale, Illinois / 62903-0100
Telephone 618/549-2171

May 26, 2015

Ms. Kathleen A. Burchett
Refuge Manager
Crab Orchard National Wildlife Refuge
8588 Route 148
Marion, IL 62959

Dear Ms. Burchett:

The Illinois Department of Transportation is currently performing engineering and environmental studies for the expansion of Illinois Route 13 from east of Giant City Road in Carbondale to west of Shawnee Trail near John A. Logan College in Jackson and Williamson County. On August 20, 2014, representatives from IDOT and Crab Orchard National Wildlife Refuge met to discuss the subject project and its potential effect on the refuge property. (Refer to attached minutes.)

As stated in the minutes, the effects to the Crab Orchard National Wildlife Refuge will involve the closure of the existing boat launch on the north side of IL 13 directly across from the existing entrance to Campground Road. Mitigation for the closure of the boat launch will involve reconstruction of an existing boat launch at the end of Greenbriar Rd. Also, the existing Campground Road intersection with IL 13 will be closed and relocated. The relocation of Campground Rd. will divert traffic to the existing signalized intersection at Greenbriar Road. The traffic signals and dedicated turn lanes will provide safer conditions for vehicles pulling boat trailers and campers to enter and exit Illinois 13. In addition, IDOT is proposing to construct a bicycle/pedestrian path along relocated Campground Road and also along the south side of IL 13 (including across Crab Orchard Lake). Please note that the IL 13 roadway expansion will be constructed entirely on existing IDOT right-of-way. No property of the Crab Orchard National Wildlife Refuge will be acquired by IDOT. The construction of the relocated Campground Road and the reconstruction of the Greenbriar boat launch will be completed on refuge property utilizing a special use permit approved by the USFWS.

Measures to minimize harm were also discussed. IDOT has agreed to place the relocated Campground Road in closer proximity to IL 13 to minimize wetland impacts and avoid an existing water line that serves the campground. Also, an additional parking area will be constructed to serve refuge visitors. Because of safety concerns involving bank fishermen in the area where the north boat launch will be closed, the existing concrete pavement will be removed and guardrail will be extended to discourage people from continuing to use the site.

The project was initially presented to the public at a Public Informational Meeting held on September 18, 2013. Through the Context Sensitive Solutions process, a Project Study Group was formed and alternatives were developed and presented at a second Public Informational Meeting on May 29, 2014. Based on the comments gathered and the input from the Project Study Group, a preferred alternative was presented at a final Public Informational Meeting on September 24, 2014. It was at this time that the public was specifically notified and given the opportunity to review and comment on the effects of the project on the protected activities, features and attributes of the Section 4(f) resource, the Crab Orchard National Wildlife Refuge. The comments received are summarized as follows:

- The bicycle/pedestrian trail was favored by all commenters.
- Favorable comments were received concerning improved safety with the new Campground Road entrance.
- One comment was received requesting that the existing Campground Road entrance remain open to right-in and right-out movements only. Due to the high traffic volumes and speed in this area, that option will not be implemented. Sending the traffic to the existing traffic signal at Greenbriar Road is a safer alternative and also consolidates access points into the refuge which is preferred by the local refuge management.
- A request was made for pedestrian access under the bridge near the existing Campground Road entrance so that bank fishermen could have access to the north side of the highway where the removal of the north side boat launch is proposed. Representatives of the refuge informed us of the typical high water elevation for Crab Orchard Lake and it doesn't allow enough clearance for a pedestrian access. Therefore, this option will not be implemented.

It is the intent of the Federal Highway Administration to make a de minimis impact determination based on your written concurrence that the project will not adversely affect the activities, features, and attributes that qualify the Crab Orchard National Wildlife Refuge for protection under Section 4(f). IDOT District 9 is requesting your final concurrence on the aforementioned agreements pertaining to this action. This information will then be conveyed in the final NEPA document. If you have any further questions or comments, please contact Julie Klamm at (618) 549-2171 (ext. 286) or *e-mail Julie.Klamm@illinois.gov*

Sincerely,

Jeffrey L. Keirn, P.E.
Deputy Director of Highways
Region Five Engineer

As an official with jurisdiction over the Crab Orchard National Wildlife Refuge, a property protected under Section 4(f), I concur with a determination that there will be no adverse effect to the resource.

Kathleen A. Burchett

Kathleen A. Burchett
Refuge Manager
Crab Orchard National Wildlife Refuge

6/16/15
Date

Illinois Department of Transportation

Memorandum

To:	Program Development File
From:	Julie Klamm
Subject:	Minutes of Meeting with CONWR
Date:	March 25, 2015

FAP 331 IL 13
Add Lanes from Giant City Rd. in Carbondale to Shawnee Trail near Carterville
Jackson and Williamson County

Attendees: Joe Zdankiewicz IDOT D-9, Julie Klamm IDOT D-9, Kevin Reichert CONWR, Kathy Burchett, Manager CONWR, Lisa Jones CONWR, Matt Mangan, Biologist USFWS, Tyson Zobrist USACE

Discussion started by comparing the NEPA process for IDOT projects versus USFWS project. IDOT is regulated by FHWA and USFWS is regulated by the U.S. Department of Interior.

The Phase I archaeological work is ongoing by IDOT and the results will be forwarded to Kathy as soon as the report is received.

Tyson Zobrist confirmed that the wetland impacts (0.24 ac) to the frontage road area within CONWR would be less than 1/3 acre so therefore would qualify for a nationwide 14 404 Permit and no 401 Water Quality Certification would be required (exempt). In addition, since each individual wetland impact would be minor for the project as a whole, they could be processed as nationwide 14 as well.

Kevin discussed the special waste site located near the old marina along Campground Rd. and requested final clean-up of that area be included with the roadway plans.

We discussed the maintenance responsibilities for the proposed bicycle path including the causeway.

Kevin mentioned that the Haven would like any waste dirt that may be generated from the project.

SUPPORTING DOCUMENTATION

Illinois Department of Transportation
Division of Highways / Region 5 / District 9
P.O. Box 100 / Carbondale, Illinois / 62903-0100
Telephone 618/549-2171

June 3, 2015

Letter of Understanding L-9-15-007
FAP 331(Illinois Route 13
Williamson County

Kathleen A. Burchett
Crab Orchard NWR
4503 West DeYoung Suite 102
Marion, IL 62959

Dear Ms. Burchett:

The District 9 office of the Illinois Department of Transportation in Carbondale is preparing plans for an improvement to Illinois Route 13 in Williamson and Jackson County namely the final expansion of Illinois Route 13 to a 6 Lane Highway. To create a safer highway we are desirous to limit access to Illinois Route 13 where possible. Two such locations are at the current access of Campground Road and directly across from it.

To eliminate these two access points the Department has prepared plans which call for a frontage road to be constructed across Crab Orchard National Wildlife Refuge (CONWR) property from Greenbriar Road to the current Campground Road. This would provide convenient and safe access for all travelers to Campground Road from a signalized intersection. In exchange for the elimination of the boat launch across from Campground Road, we are proposing to improve the Greenbriar Boat Launch area.

This Letter of Understanding is intended to confirm the recent conversations between Mr. Kevin Reichert of the United States Fish & Wildlife Service (USFWS) and Mr. Joe Zdankiewicz of this office concerning these plans. I believe this letter will be beneficial to both the Illinois Department of Transportation and the United States Fish and Wildlife Service and will help to ensure no misunderstandings as final plans are developed.

In accordance with this Letter of Understanding the Illinois Department of Transportation agrees to:

1. Make the surveys, prepare the plans and special provisions, receive bids, award the contract, furnish engineering inspection during construction, and cause the improvement to be built in accordance with the approved plans, specifications and contract.

2. Design and let a contract for construction of a frontage road and 10' wide multi-use, concrete surface trail, in accordance with MUTCD standards, on USFWS property from Campground Road to Greenbrier Road. The frontage road will consist of a 24' wide HMA pavement designed to IDOT standards for the projected use and traffic level.

3. Campground Road access to IL 13 will be closed and IDOT will remove the existing pavement, regrade and seed the area.

4. Close the boat ramp access point to IL 13 across from Campground Road by removing the existing pavement and erecting guardrail. The area will be regraded and seeded (including the existing gravel parking area).

5. Construct a parking area at an agreed upon location near Campground Road.

6. Construct wetland mitigation on USFWS property to compensate for wetland impacts on refuge property used for this project. The wetland mitigation will consist of the creation of a 39 acre wet grassland. Included in IDOT's contract will be: Seeding (per CONWR specifications) and mowing (2 times the first year and one time the following year).

7. Make improvements to the Greenbriar Recreation Area boat ramp as mitigation for the removal of the boat launch across from Campground Road.

8. Plant trees at the designated locations on CONWR as mitigation for tree removal. The tree planting will occur over 3 separate parcels in close proximity to the frontage road. This will include 48 trees per acre, over 15 acres consisting of 3-gallon containerized RPM trees of readily available species as determined by the CONWR. IDOT's contract will include mowing of the 15 acres around the trees once each year for 3 years. In addition, 50 2" caliper, balled and burlapped trees will be planted in the Prairie Creek/Campground area at locations designated by

CONWR. Establishment and care of the trees planted will be in accordance with Article 253 of the IDOT Standard Specifications.

9. Include removal and replacement of petroleum contaminated soil from Site 2776-41 as identified in the Preliminary Environmental Assessment (PESA) prepared for IDOT dated May 1, 2013, with the maximum quantity of soil disposal paid by IDOT to equal no greater than 400 cubic yards. This work will be done as specified in section 669 of the Standard Specifications for Road and Bridge Construction. The Department will be responsible for the excavation and disposal of the contaminated soil and the CONWR will be responsible for the costs and fees of the qualified environmental consultant that will include the costs of additional testing and final reports.

10. Secure participation of a local civic group to "adopt the trail" for purposes of trail cleanup.

11. Construct a 10' wide, multi-use, concrete surface, in accordance with MUTCD standards on the causeway embankment across Crab Orchard Lake in conjunction with the future expansion of IL 13 to six lanes.

12. Warrant the material and workmanship of the multi-use trail surface for a period of 5 years from the date of completion of the multi-use trail, not to include any damage caused by the U.S. Fish and Wildlife Service or its tenants, third parties or Acts of God.

13. Continue to maintain the causeway embankment and the riprap on both sides of the causeway.

14. Assume all construction, and engineering costs associated with the improvement.

15. During construction application of any pesticides, herbicides and/or insecticides will be coordinated with CONWR prior to application and will be applied in accordance with their specifications.

In accordance with this Letter of Understanding the United States Fish and Wildlife agrees to:

1. Issue a Special Use Permit permitting the construction, removal and planting items committed to by IDOT.

2. Accept maintenance and jurisdiction of the frontage road, parking lot, and boat launch improvements as well as any wetlands developed upon USFWS property upon completion of IDOT's construction contracts.

3. Accept the trees planted by IDOT upon completion of the establishment period as per IDOT's Article 253 of the IDOT Standard Specifications.

4. Accept maintenance of the bike trail from Greenbriar Road to Spillway Road (excluding the limits of the lake bridges which IDOT will maintain) upon completion of the 5 year warranty period.

5. Pre-grade the 39 acre wet grassland area prior to seeding by IDOT.

Please note that I have included two copies of this letter, both with my original signature. I ask that you sign both copies and return one with your original signature. Upon receipt of this copy, we will assume that the United States Fish and Wildlife agrees to all of the terms and conditions stated herein.

Very truly yours,

Jeffrey L. Keim, P.E.
Deputy Director of Highways
Region Five Engineer

Approved by: Kathleen A. Burchett Date: 6/3/15
Kathleen A. Burchett

EVIDENCE OF OPPORTUNITY FOR PUBLIC REVIEW AND COMMENT

Klamm, Julie A

From: Chris.Fraley@dot.gov
Sent: Thursday, June 25, 2015 9:07 AM
To: Zdankiewicz, Joe V
Cc: Klamm, Julie A; Staggs, Mike; Fuller, Matt
Subject: RE: 4(f) Determination for IL 13

Based on the information provided, the 4 (f) de minimums determination for the impacts of the IL13 expansion project to the Crab Orchard National Wildlife Refuge is approved.

-Chris

From: Zdankiewicz, Joe V [Joe.Zdankiewicz@illinois.gov]
Sent: Thursday, June 18, 2015 2:06 PM
To: Fraley, Chris (FHWA)
Cc: Klamm, Julie A
Subject: FW: 4(f) Determination for IL 13

Chris,
See attached documentation for the de minimus determination for our IL 13 project.

From: Klamm, Julie A
Sent: Thursday, June 18, 2015 12:42 PM
To: Zdankiewicz, Joe V
Subject: FW: 4(f) Determination for IL 13

From: Klamm, Julie A
Sent: Thursday, June 18, 2015 12:40 PM
To: 'Fraley, Chris'
Cc: Zdankiewicz, Joe V
Subject: 4(f) Determination for IL 13

Chris, Attached is the request for de minimus determination for the IL 13 project involving the Crab Orchard National Wildlife Refuge. If you would like the hard copy sent to you in the mail, please let us know. If there is any additional information or revisions let us know as well. We would like to complete this by email if that would be ok with you. Just let us know. Thank you!

Julie

EXHIBIT 13

PUBLIC MEETING HANDOUTS AND COMMENTS

Illinois Department of Transportation

Fax: (618) 457-8622
TTY: (618) 549-3507
Media Contact: Carrie Nelsen
Phone: (618) 549-2171 Ext. 280

OPEN HOUSE
PUBLIC INFORMATIONAL MEETING FOR

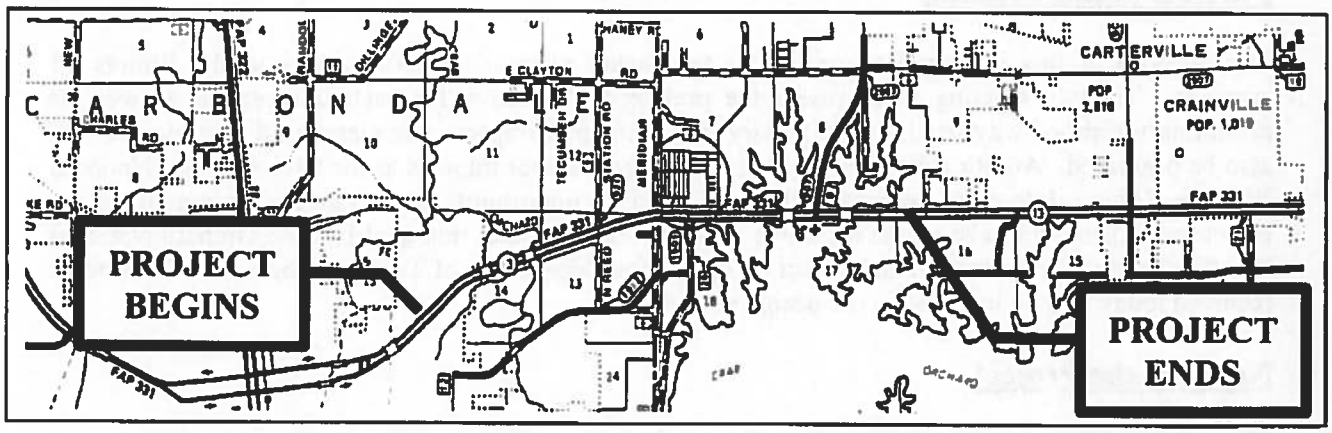
PROPOSED HIGHWAY EXPANSION OF ILLINOIS ROUTE 13 FROM EAST OF GIANT CITY RD. IN CARBONDALE TO WEST OF SHAWNEE TRAIL RD. NEAR JOHN A. LOGAN COLLEGE IN JACKSON AND WILLIAMSON COUNTIES

DATE & LOCATION

SEPTEMBER 24, 2014
4:00 PM TO 7:00 PM
JOHN A. LOGAN COLLEGE
BUILDING F, ROOM 118, 119

PURPOSE

- PRESENT PREFERRED ALTERNATIVES AND POSSIBLE RIGHT OF WAY TAKINGS
- DISCUSS ENVIRONMENTAL IMPACTS
- OBTAIN PUBLIC COMMENTS & INPUT



The meeting will also address minor impacts associated with Crab Orchard National Wildlife Refuge. This meeting affords interested persons an opportunity to review and comment on the effect of the project on the activities, features and attributes that qualify Crab Orchard National Wildlife Refuge for protection under Section 4(f).

Interested persons are invited to attend this meeting at any time during the open-house hours. IDOT representatives will be available to receive input, provide information and answer questions on an informal basis. This meeting is accessible to persons with a disability. Persons planning to attend who will need a sign language interpreter or other special accommodations should notify IDOT at least five days prior to the meeting. The contact may be by telephone, in writing, by fax or by telecommunications device for the deaf (TTY). For more information, contact Carrie Nelsen, Program Development Engineer, Illinois Department of Transportation, P.O. Box 100, Carbondale, Illinois 62903, telephone (618) 549-2171 Ext. 280, fax (618) 457-8622, TTY (618) 549-3507.

Illinois Route 13 – Carbondale to Shawnee Trail Road

Introduction

Welcome to the Public Information Meeting conducted for the IL 13 6 lane expansion project by the Illinois Department of Transportation. This meeting is a part of our public involvement process which provides project information and an opportunity for public comments and suggestions on the proposed improvements.

The success of this meeting depends on citizen participation. Please examine the displays presented today and discuss the proposed project with IDOT staff members. They will listen to your comments, explain details, and answer questions. The displays can also be viewed on the IDOT website at http://www.idot.illinois.gov/projects/il-13-carb-to-carter.

If you wish to provide additional comments after the meeting, an enclosed pre-addressed comment sheet is provided for your convenience. This sheet can be folded and stapled or taped. Mailing requires proper postage. If you write your comments at this meeting, you may leave the sheet in the box provided at the comment table.

Purpose of this Meeting

The purpose of this information meeting is to discuss proposed improvements to the Illinois 13 corridor. Today's meeting will present the preferred alternative for each intersection as well as preliminary right-of-way needs. Preliminary environmental impacts associated with the project will also be presented. Additionally, the meeting will address minor impacts to the Crab Orchard National Wildlife Refuge. Interested persons will be afforded an opportunity to review and comment on the effect the project will have on the activities, features and attributes that qualify Crab Orchard National Wildlife Refuge for protection under Section 4(f) of the Department of Transportation Act. Comments received today will be included in the design process.

Need for the Project

The proposed Illinois 13 improvement will improve highway safety, reduce travel time and provide safe and efficient access to and from the existing side roads and the Crab Orchard National Wildlife Refuge. Improvements in safety and traffic mobility will also enhance the economic development potential of the corridor.

Safety

From 2007 through 2012 there were 324 crashes within the study corridor. These crashes resulted in 87 injuries and 2 fatalities. The crashes and injuries are concentrated at the side road intersections with 68% of the crashes and 82% of injuries occurring at those locations. Rear end crashes are the most common crash type comprising 45% of the total. The rear end crashes are concentrated at the two signalized intersections (Reed Station and Spillway Roads) with 87% of rear end crashes occurring at

those locations. Rear end crashes also resulted in the most injuries (64% of the total) followed by turning movement crashes (19% of the total).

Context Sensitive Solutions

Context Sensitive Solutions or CSS is an interdisciplinary approach that seeks effective, multimodal transportation solutions by working with stakeholders to develop, build and maintain cost-effective transportation facilities which fit into and reflect the project's surroundings – its "context." Through early, frequent, and meaningful communication with stakeholders, and a flexible and creative approach to design, the resulting projects should improve safety and mobility for the traveling public, while seeking to preserve and enhance the scenic, economic, historic, and natural qualities of the settings through which they pass.

CSS seeks to ensure that stakeholders' views are carefully considered in the decision-making process. To this end, the Department ~~has~~ assembled a Project Study Group of local leaders who represented various stakeholder groups that have an interest in the project. The PSG will assisted IDOT in identifying stakeholder concerns and in selection of the preferred alternative. The members of the PSG and the stakeholders they represent are:

- Illinois Department of Transportation – Jeffrey Keirn, Carrie Nelsen, Joe Zdankiewicz, Susan Poe, Julie Klamm, Paul Niedernhofer
- Federal Highway Administration – Chris Fraley
- Crab Orchard National Wildlife Refuge – Kathy Burchett, Kevin Reichert, Neil Vincent
- City of Carbondale – Sean Henry, Kevin Baity
- City of Carterville – Bradley Robinson
- Southern Illinois Metropolitan Planning Organization – Cary Minnis
- Carbondale Bicycle Club – Kathy Hollister, Anne Johnson

Proposed Project Details

The overall proposed project involves the upgrading of approximately 4.2 miles of Illinois 13 in Jackson and Williamson Counties. The project begins just west of Shawnee Trail Road and extends westward to Carbondale terminating just east of Giant City Road. An additional through lane will be added to each direction of IL 13 and improvements will be constructed at each intersection in the corridor. Alternatives under consideration are listed below:

Public Involvement

Public involvement for the project has included several opportunities for the general public to participate through public information meetings. An initial meeting was held in September of 2013. The meeting served as the project kickoff, providing general information and an opportunity for the public to share its perspectives regarding transportation issues and project concerns. A second meeting was held in May of 2014. Several alternates for each intersection were presented and comments were

collected regarding which alternates to further study. The meeting tonight will present the preferred alternate that was selected for each intersection.

Preferred Alternates

The following alternates were selected to proceed to the design stage. Each preferred alternative includes an additional through lane on IL 13 eastbound and westbound.

Campground Road

Intersection of IL 13 and Campground Road closed and campground traffic routed to IL 13 via a frontage road to the Greenbrier Rd./IL 13 intersection. The north boat launch area will be permanently closed. As mitigation for the loss of the northern boat launch, improvements will be made to the Greenbriar Road boat launch.

Cambria Road/The Haven Entrance

Intersection of IL 13 and Cambria Road modified to a signalized "T" intersection with The Haven entrance limited to right in/right out.

Spillway Road

Intersection of IL 13 and Spillway Road remains a full access signalized intersection. The northbound right turn lane acceleration lane will be extended to allow easier merging with IL 13 traffic.

Reed Station Road

At the intersection of Illinois 13 and Reed Station dual left turn lanes will be constructed for the eastbound to northbound movement, the southbound to westbound right turn will be converted to a "free flow" movement. In addition to the new turn lanes and through lanes described above, a new frontage road is being studied that would be constructed in the southwest quadrant of the intersection and Sweets Drive would be limited to right in/right out movements.

Veteran's Parkway

No change except for the additional through lane on IL 13 in each direction.

Bike Accommodation Options

The preferred alternate for bike accommodations is a 10' wide side path constructed off of the roadway for cyclists. Across Crab Orchard Lake and through the high fill area between Giant City Road and Reed Station Road the path will be adjacent to the roadway but a barrier will be constructed to separate bike and vehicle traffic.

> Note: In order for a separate side path to be included in the project IDOT policy requires that another agency accept maintenance of the path. If no other agency will

accept maintenance a side path will not be constructed and bike traffic will be accommodated on the shoulder of IL 13.

Project Schedule

The study phase of this project is scheduled to continue into the Spring of 2015. Copies of a brochure entitled "It Takes Time.....Highway Construction From Start to Finish" are available at the sign-in table. The brochure describes the process and timing of the many steps involved in highway project development.

Environmental Studies

Field work began in the spring of 2013 and has continued through this spring. Thus far, the following environmental issues have been identified.

1) The results of the wetland survey indicate the presence of jurisdictional wetlands within the project area. Wetland impacts will be avoided, minimized or mitigated in coordination with the U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, ILEPA, and IDNR.
2) The U.S. Fish and Wildlife Service lists the Indiana bat as a threatened or endangered species with suitable foraging and daytime summer roost habitats within the project area. Because of the potential for adverse effects to roosting Indiana bats, IDOT will not clear trees April 1 through September 30. With this commitment in place, the proposed improvement is not likely to adversely affect the Indiana bat.
3) Close participation with the U.S. Fish and Wildlife Service will continue through the project duration to avoid, minimize and mitigate impacts to the Crab Orchard Wildlife Refuge. Staff members representing the Refuge are included in the Project Study Group.

The preferred alternative and its impacts will be documented in the final Project Report.

Inquiries, Comments, and Information

All attendees at today's meeting are encouraged to take a few minutes to write down their comments regarding the proposed improvements. The Illinois Department of Transportation will give careful consideration to all comments received from the public. The study team will use this input to assist in evaluating the merits of the proposed improvements, the potential impacts, and the project cost.

Written comments may be submitted during the meeting or later mailed to:

Mr. Jeffrey Keirn, Region 5 Engineer
Illinois Department of Transportation
P.O. Box 100
Carbondale, Illinois 62903

Proposed IL 13 Improvements
Comment Sheet

Giant City Road to Shawnee Trail

Public Meeting
John A. Logan College
Carterville, Illinois
September 24, 2014

- **Please Circle the Descriptions that apply to you**

Residential Owner	Business Operator	Farm Tenant
Residential Tenant	Business Employee	Other (please specify) _____
Business Owner	Farm Owner	

- **Please Use This Space for Suggestions or Comments**

1) TO THE FOLKS WHO ARE WORKING & PLANNING ROUTE 13 NOW: GREAT JOB!! THERE IS A LOT BEING ACCOMPLISHED EVERYWHERE & AREAS TO BE COMPLETED SOON, FOR THE LATE IN THE YEAR START, DUE TO THE RAIN.

2) I WOULD LIKE TO HAVE A PDF PRINT OF THE AREA NEAR CRAINVILLE & CARTERVILLE MAILED TO MY EMAIL ADDRESS, CONCERNING ROTATING OF NEW ROUTE 13. I HAVE RECEIVED SEVERAL QUESTIONS OF PROPOSED OVER PASS, FRONTAGE ROADS, AND RAMPS FROM FOLKS WHO DO NOT COME TO THESE MEETINGS.

- **Please Include Your Name, Address, and Phone Number**

Name: W. BRUCE TAWEY (CARTERVILLE FIRE CHIEF)
Address: 1774 GREENBRIAR ROAD
Phone: 618-925-6291

Comments will be accepted until October 10, 2014

MABAS DIV 45 @ FRONTIER.COM

Proposed IL 13 Improvements
Comment Sheet

Giant City Road to Shawnee Trail

Public Meeting
John A. Logan College
Carterville, Illinois
September 24, 2014

- **Please Circle the Descriptions that apply to you**

Residential Owner	Business Operator	Farm Tenant
Residential Tenant	Business Employee	Other (please specify)
Business Owner	Farm Owner	

- **Please Use This Space for Suggestions or Comments**

Glad to see full access to Cambria Road
Also bike path
And two left turn lanes (east bound) at Reed Station Rd

- **Please Include Your Name, Address, and Phone Number**

Name: Elden Benz
Address: 789 Cardinal Rd Carbondale IL
Phone: 618 303-3074

Comments will be accepted until October 10, 2014

Proposed IL 13 Improvements
Comment Sheet

Giant City Road to Shawnee Trail

Public Meeting
John A. Logan College
Carterville, Illinois
September 24, 2014

- **Please Circle the Descriptions that apply to you**

Residential Owner
~~Residential Tenant~~
Business Owner

Business Operator
Business Employee
Farm Owner

Farm Tenant
Other (please specify) _____

- **Please Use This Space for Suggestions or Comments**

Concern about increase in potential for injury as people do "U" turn for the right only at the Haven entrance. need merge lanes and even then increase potential for heavy traffic to cause difficulty in getting one to turn into Haven. I suggest considering stop light.

Please consider bike path to Marion, IL

- **Please Include Your Name, Address, and Phone Number**

Name: Sandra Schlozer

Address: 1017 Meadowlark Dr, Carterville, IL 62918

Phone: 618-985-1687

Comments will be accepted until October 10, 2014

Proposed IL 13 Improvements
Comment Sheet

Giant City Road to Shawnee Trail

Public Meeting
John A. Logan College
Carterville, Illinois
September 24, 2014

- **Please Circle the Descriptions that apply to you**

Residential Owner
Residential Tenant
Business Owner

Business Operator
Business Employee
Farm Owner

Farm Tenant
Other (please specify) _____

- **Please Use This Space for Suggestions or Comments**

I fully agree with keeping Spillway Rd intersection a full signal intersection and the widening of turn lanes for the heavy truck traffic

- **Please Include Your Name, Address, and Phone Number**

Name: Gerald Kaufman Pres Mac-Weld Inc
Address: 612 San Diego Rd Carbondale 62901
Phone: 618 529-1828 800-524-5211

Comments will be accepted until October 10, 2014

Proposed IL 13 Improvements
Comment Sheet

Giant City Road to Shawnee Trail

Public Meeting
John A. Logan College
Carterville, Illinois
September 24, 2014

- **Please Circle the Descriptions that apply to you**

Residential Owner	Business Operator	Farm Tenant
Residential Tenant	Business Employee	Other (please specify)
Business Owner	Farm Owner	Retired IDOT

- **Please Use This Space for Suggestions or Comments**

I was really concerned about the initial plans for IL 13 and the Cambria Road. In particular I was worried about the southbound traffic on Cambria Road wanting to turn to the east. I am so happy to see the revised proposal that provides for the north to east movement to be protected by signal control. Thanks!

I am still concerned about the U-turn in the median west of Cambria Road for the traffic coming from the east wanting to enter the Haven, but this is so much better than the previous proposals

P.S. Save Dino if you can.

- **Please Include Your Name, Address, and Phone Number**

Name: Woody Gump

Address: 1303 Charles Ave, Carterville, IL 62918

Phone: 985-4773

Comments will be accepted until October 10, 2013

Proposed IL 13 Improvements
Comment Sheet

Giant City Road to Shawnee Trail

Public Meeting
John A. Logan College
Carterville, Illinois
September 24, 2014

- **Please Circle the Descriptions that apply to you**

Residential Owner	Business Operator	Farm Tenant
Residential Tenant	Business Employee	Other (please specify)
Business Owner	Farm Owner	

- **Please Use This Space for Suggestions or Comments**

Interested in the Use of Cambria Parking
Roads [illegible] are acceptable
Hiking & Biking Recoration looks good

- **Please Include Your Name, Address, and Phone Number**

Name: Lian Shutts

Address: ~~[illegible]~~ PO Box 64 Cambria

Phone:

Comments will be accepted until October 10, 2014

Proposed IL 13 Improvements
Comment Sheet
Giant City Road to Shawnee Trail

Public Meeting
John A. Logan College
Carterville, Illinois
September 24, 2014

- **Please Circle the Descriptions that apply to you**

Residential Owner	Business Operator	Farm Tenant
Residential Tenant	Business Employee	Other (please specify)
Business Owner	Farm Owner	_____

- **Please Use This Space for Suggestions or Comments**

We believe that the extra lanes on Rt. 13 are essential to safety + traffic flow. The proposed bike lane is an excellent idea - both in terms of physical fitness and in reducing the carbon footprint.

Even though we regret losing some farm ground, we understand + appreciate much how the additional lanes will help.

Note: We would be interested in providing dirt for fill if an agreeable rate can be reached with a contractor.

- **Please Include Your Name, Address, and Phone Number**

Name: John & Betty GRAIG
Address: 1623 old Hwy 13, Carbondale, IL 62902
Phone: 618-549-6097

Comments will be accepted until October 10, 2013

Proposed IL 13 Improvements
Comment Sheet

Giant City Road to Shawnee Trail

Public Meeting
John A. Logan College
Carterville, Illinois
September 24, 2014

- **Please Circle the Descriptions that apply to you**

Residential Owner	Business Operator	Farm Tenant
Residential Tenant	Business Employee	Other (please specify)
Business Owner	Farm Owner	_____

- **Please Use This Space for Suggestions or Comments**

B Project: I like the preferred alternative. It incorporates the features I most wanted, including ~~reducing~~ minimizing signalized intersections, providing safer ingress/egress to the campground/boat dock, providing the bike path, and u-Turn approach to the haven. I wish it did not include the signal at Cambria Rd., but understand why it is needed. I would ask that the lights be timed or put on pressure sensors to facilitate east-west travel, since that impects more vehicles & people, and the vehicles are moving at higher speed

ransportation Plan: All good. Get them done fast.

- **Please Include Your Name, Address, and Phone Number**

Name: Scott Crist

Address: 3013 Teakwood Ln. Herrin

Phone: 618-674-8142

Comments will be accepted until October 10, 2013

Proposed IL 13 Improvements
Comment Sheet

Giant City Road to Shawnee Trail

Public Meeting
John A. Logan College
Carterville. Illinois
September 24, 2014

- **Please Circle the Descriptions that apply to you**

Residential Owner
Residential Tenant
Business Owner

Business Operator
Business Employee
Farm Owner

Farm Tenant
Other (please specify) Citizen

- **Please Use This Space for Suggestions or Comments**

I support the recommended alternative design.

- **Please Include Your Name, Address, and Phone Number**

Name: Jeff Doherty
Address: PO Box 23, Carbondale, IL 62903
Phone: 618-713-9210

Comments will be accepted until October 10, 2014

Proposed IL 13 Improvements
Comment Sheet

Giant City Road to Shawnee Trail

Public Meeting
John A. Logan College
Carterville, Illinois
September 24, 2014

- **Please Circle the Descriptions that apply to you**

Residential Owner
Residential Tenant
Business Owner
Business Operator
Business Employee
Farm Owner
Farm Tenant
Other (please specify) _____

- **Please Use This Space for Suggestions or Comments**

ALL QUESTIONS WERE ANSWERED.
ALL ANSWERS WERE HELPFUL.
THANK YOU

- **Please Include Your Name, Address, and Phone Number**

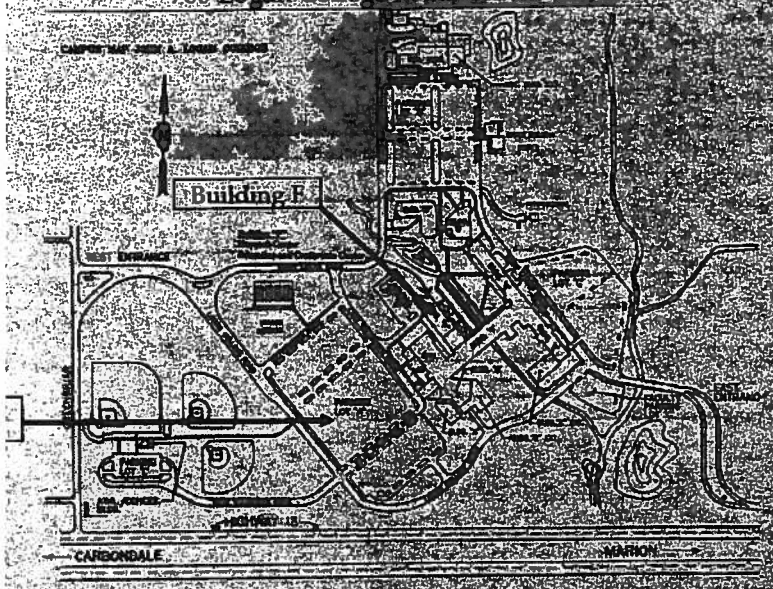
Name: JAMES SEMANSKI
Address: 2125 SWEETS DRIVE, CARBONDALE, IL 62902
Phone:

Comments will be accepted until October 10, 2014

otice of Upcoming Public Meeting

he widening of IL 13 from Giant City Road in Carbondale to Shawnee
est of Carterville. Additionally, the department is seeking public input
e planning and development of the Proposed Highway Improvement
Your input will help guide the direction of highway transportation
improvements within the District.

Meeting will be held
September 18, 2013 4:00p.m. - 6:00p.m.
John A. Logan College
Rooms F118 and F119
Parking in Lot A
700 Logan College Road, Carterville, IL



use format meeting where IDOT representatives will be available to answer questions on an informal basis. The exhibits
oject corridor and describe the area involved. Additionally, the department's current Fiscal Year 2014 – 2019 Proposed
Program will be on display. Individuals may attend at anytime during the meeting hours. The exhibits will also be available
m. to 3:30 p.m. CST for 15 days after the meeting at the Illinois Department of Transportation District 9 office at 2801 W.
ondale, Illinois 62901.

be accepted at the meeting and for a period of 15 days after the Public Information meeting. All written statements
Ms. Carrie Nelsen, Program Development Engineer, at the above address and will become part of the official record.

essible to individuals with disabilities. Persons planning to attend who will need a sign language interpreter or other
s should notify the Department at least three days prior to the meeting.

For more information contact:
Carrie Nelsen at
Illinois Department of Transportation
(618) 549-2171

Certificate of Publication

State of Illinois
ss.
Jackson County

The SOUTHERN ILLINOISAN is a secular newspaper of general circulation in the Counties of Jackson, Franklin, Johnson, Perry, Randolph, Saline, Union and Williamson, State of Illinois, published daily in the City of Carbondale, County of Jackson, and State of Illinois, and that said newspaper is a newspaper as defined in an Act to revise the law in relation to notices, approved February 13, 1974, as amended, that the advertisement or notice hereto annexed and made a part of this certificate has been published in said newspaper at least once each week.

for One (1) time(s); that the first of such publications was in the newspaper published on FRI the 6th day of SEPT. 20 13, and such publication was continued at least once each week in said newspaper until the _____ day of _____ 20____, which was the last day of publication of said notice.

Dated this 6th day of SEPT 20 13.
Fee.....$_____
Received.....$_____
_____, 20____ SOUTHERN ILLINOISAN

By_____ By_____

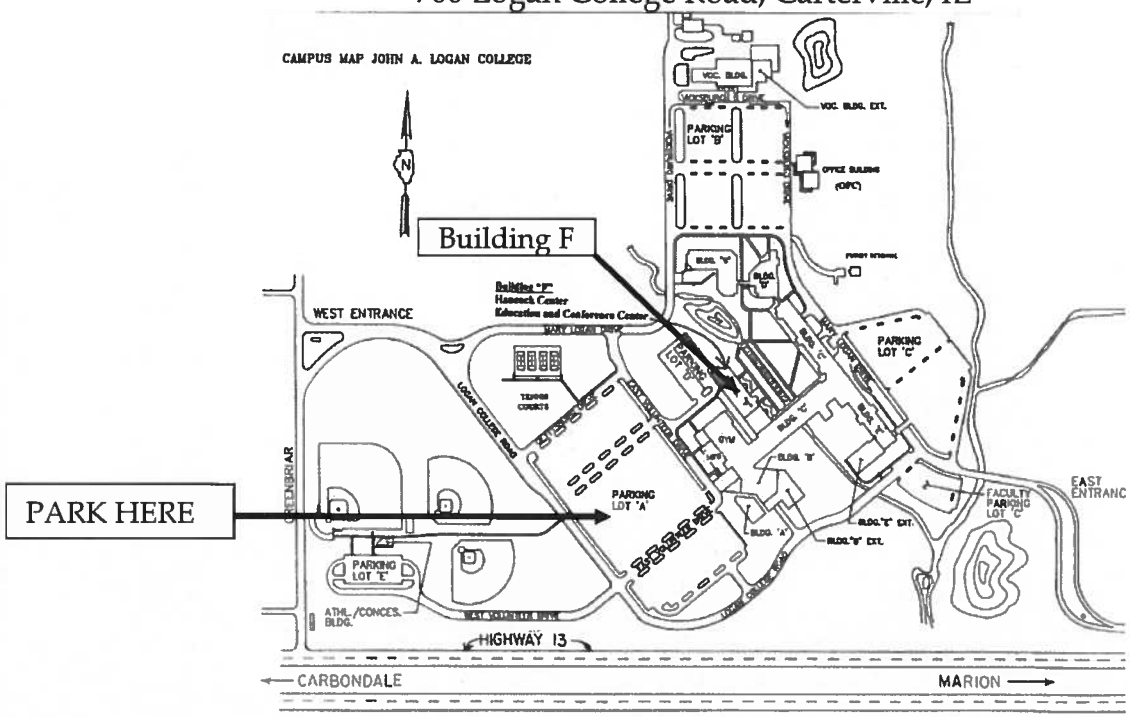
In the Matter of_____,
Solicitors or Attorneys_____

Illinois Department of Transportation

Notice of Upcoming Public Meeting

To discuss the **widening of IL 13** from Giant City Road in Carbondale to Shawnee Trail Road west of Carterville. Additionally, the department is seeking public input for use in the planning and development of the Proposed Highway Improvement Program. Your input will help guide the direction of highway transportation improvements within the District.

Meeting will be held
September 18, 2013, 4:00p.m. – 6:00p.m.
John A. Logan College
Rooms F118 and F119
Parking in Lot A
700 Logan College Road, Carterville, IL



This will be an open-house format meeting where IDOT representatives will be available to answer questions on an informal basis. The exhibits will outline the IL 13 project corridor and describe the area involved. Additionally, the department's current Fiscal Year 2014 – 2019 Proposed Highway Improvement Program will be on display. Individuals may attend at anytime during the meeting hours. The exhibits will also be available for viewing from 8:00 a.m. to 3:30 p.m. CST for 15 days after the meeting at the Illinois Department of Transportation District 9 office at 2801 W. Murphysboro Rd., Carbondale, Illinois 62901.

Written statements will be accepted at the meeting and for a period of 15 days after the Public Information meeting. All written statements should be addressed to Ms. Carrie Nelsen, Program Development Engineer, at the above address, and will become part of the official record.

The meeting site is accessible to individuals with disabilities. Persons planning to attend who will need a sign language interpreter or other similar accommodations should notify the Department at least three days prior to the meeting.

For more information contact:
Carrie Nelsen at
Illinois Department of Transportation
(618) 549-2171

Illinois Department of Transportation
Division of Highways / District 9
P.O. Box 100 / Carbondale, Illinois / 62903-0100
Telephone 618/549-2171

September 11, 2013

Re: **PUBLIC MEETING ANNOUNCEMENT**
IL Route 13
Jackson and Williamson Counties
Giant City Road to Shawnee Trail Road

Dear Property Owner:

Attached is a copy of a Public Meeting Notice for the widening of IL Route 13 from Giant City Road in Carbondale to Shawnee Trail Road west of Carterville. The meeting will be an open-house format and IDOT representatives will be available to answer questions on an informal basis. Preliminary plans for the proposed improvement will be available for your review and comment.

It is the policy of the Department of Transportation to provide all affected persons an opportunity to become acquainted with the highway proposals of concern to them and to express their views at those stages when the flexibility to respond to those views still exists. This notice is being provided to you because the proposed improvement may affect your property, business or other activities. A comment sheet is enclosed for your convenience.

This project is currently in the planning phase and several alternatives are currently being studied. The final preferred alternative will be presented at a public meeting or hearing at a later date and will show the approximate right-of-way limits that will be needed for the planned improvements. A comment sheet is enclosed for your convenience.

Very truly yours,

Jeffrey L. Keirn
Deputy Director, Region 5

Carrie Nelsen

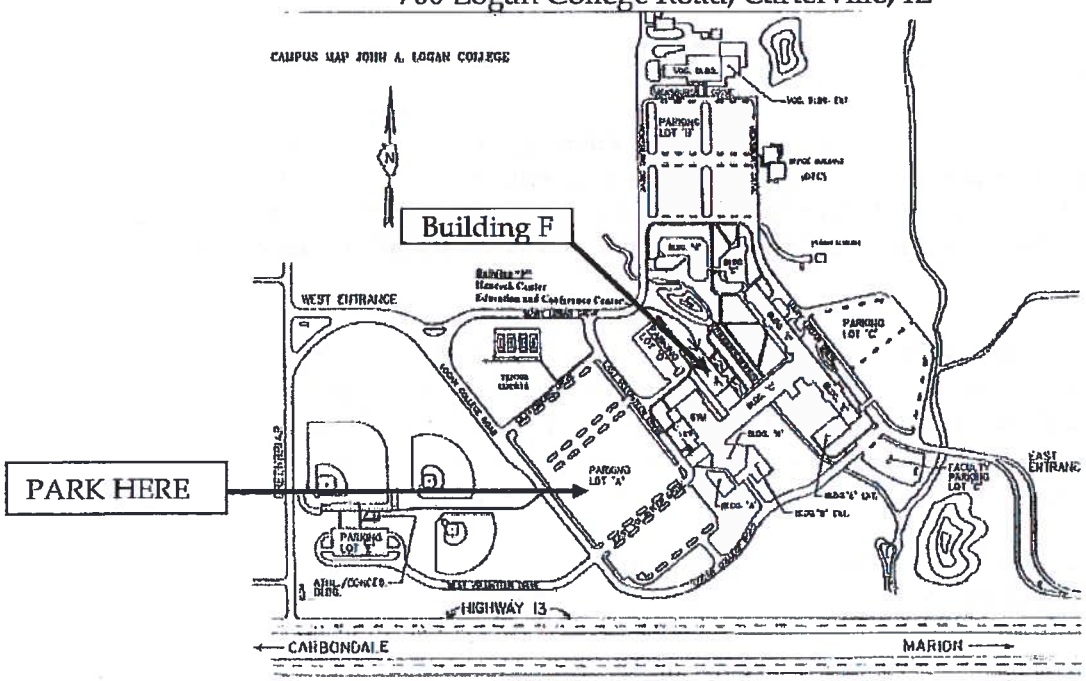
By: Carrie Nelsen
Program Development Engineer

Illinois Department of Transportation

Notice of Upcoming Public Meeting

To discuss the **widening of IL 13** from Giant City Road in Carbondale to Shawnee Trail Road west of Carterville. Additionally, the department is seeking public input for use in the planning and development of the Proposed Highway Improvement Program. Your input will help guide the direction of highway transportation improvements within the District.

Meeting will be held
September 18, 2013, 4:00p.m. - 6:00p.m.
John A. Logan College
Rooms F118 and F119
Parking in Lot A
700 Logan College Road, Carterville, IL



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The meeting site is accessible to individuals with disabilities. Persons planning to attend who will need a sign language interpreter or other similar accommodations should notify the Department at least three days prior to the meeting.

For more information contact:
Carrie Nelsen at
Illinois Department of Transportation
(618) 549-2171

Proposed IL 13 Improvements
Comment Sheet

Giant City Road to Shawnee Trail

Public Meeting
John A. Logan College
Carterville, Illinois
September 18, 2013

- **Please Circle the Descriptions that apply to you**

Residential Owner	Business Operator	Farm Tenant
Residential Tenant	Business Employee	Other (please specify)
Business Owner	Farm Owner	_____

- **Please Use This Space for Suggestions or Comments**

- Explore opportunities for separated bicycle facilities where possible
- Signs indicating bikes are accepted on shoulder
- Intermittent rumbles on fog line
- Be sure bikes are protected at intersections with signs & to indicate to motorists who are turning

- **Please Include Your Name, Address, and Phone Number**

Name: Andrey Wagner

Address: 112 A W Rod Ln Carbondale IL

Phone:

Comments will be accepted until October 10, 2013

Proposed IL 13 Improvements
Comment Sheet

Giant City Road to Shawnee Trail

Public Meeting
John A. Logan College
Carterville, Illinois
September 18, 2013

- **Please Circle the Descriptions that apply to you**

Residential Owner	Business Operator	Farm Tenant
Residential Tenant	Business Employee	Other (please specify)
Business Owner	Farm Owner	_____

- **Please Use This Space for Suggestions or Comments**

I wish to make sure bicycle traffic is included in the planning. Bike paths are great, but if it is not possible to include one, thought should go into the connecting corridor about where bikes can ride with some safety.
Signage to motorists help if there is only a lane designated in the shoulder, for instance

- **Please Include Your Name, Address, and Phone Number**

Name: Brian Wagner
Address: 112A N. Rod Lane
Phone: 618-529-4515

Comments will be accepted until October 10, 2013

Proposed IL 13 Improvements
Comment Sheet

Giant City Road to Shawnee Trail

Public Meeting
John A. Logan College
Carterville, Illinois
September 18, 2013

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Residential Tenant	Business Employee	Other (please specify)
Business Owner	Farm Owner	_____

- **Please Use This Space for Suggestions or Comments**

It is hard to imagine a more perfect opportunity or place for a bike path than the Route 13 corridor in southern Illinois for these reasons:

- Most heavily traveled highway in southern Illinois connecting its largest employers
- Temperate climate means that the path will be used for commuter purposes year-round
- Exploits the recreational value and opportunities available at the Crab Orchard Refuge
- Becomes an added recreational attraction to the area, promoting tourism
- Enhances the attractiveness of the region's quality of life when you can bike to work from the major bedroom communities
- Easy development opportunity being located adjacent to the refuge for most of the route
- Lowers environmental pollution
- Lowers traffic congestion
- Increases health of cycling commuters
- Increases the safety of the many people that walk on the shoulder of the highway to/from John A Logan college to Carbondale

- **Please Include Your Name, Address, and Phone Number**

Name: Bruce DeRuntz

Address: 1620 Venable Ln Carterville IL 62918

Phone: 618 924 2463

Comments will be accepted until October 10, 2013

Proposed IL 13 Improvements
Comment Sheet

Giant City Road to Shawnee Trail

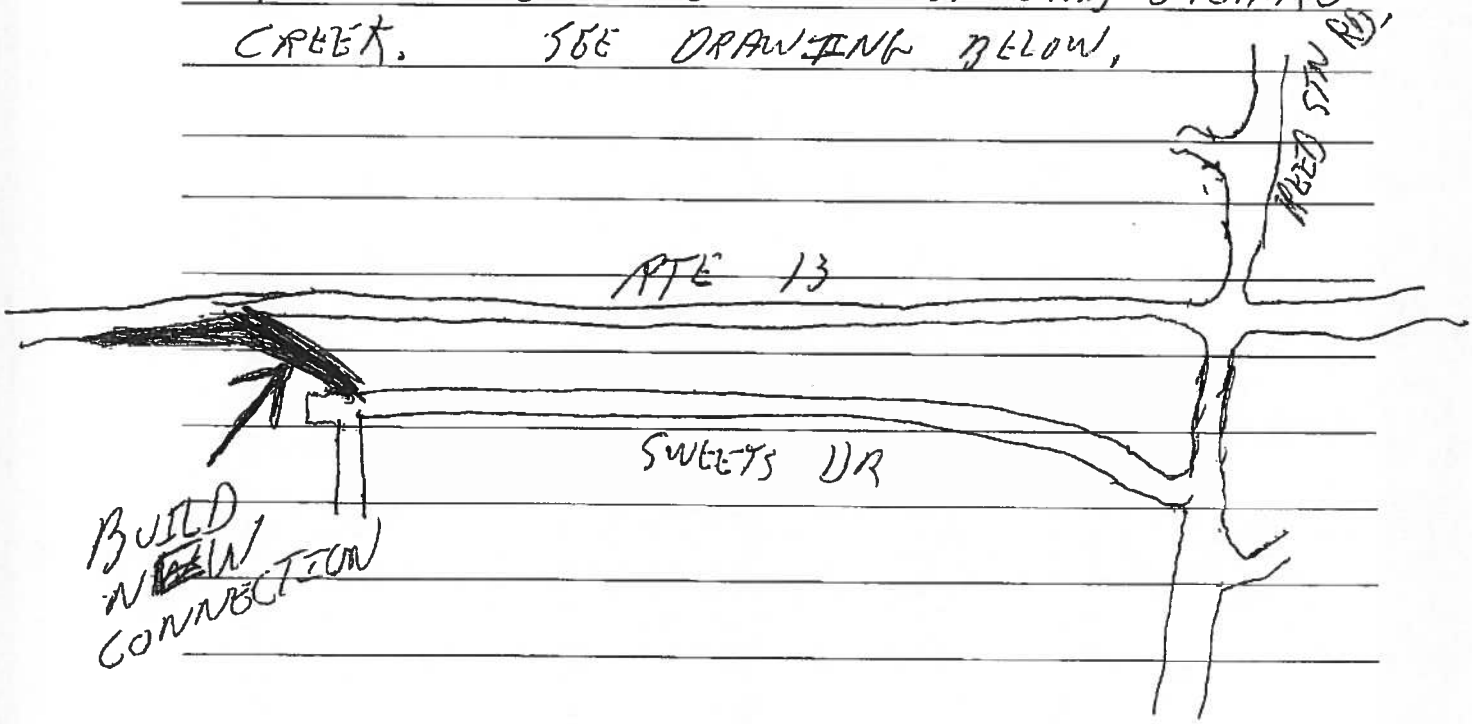
Public Meeting
John A. Logan College
Carterville, Illinois
September 18, 2013

- **Please Circle the Descriptions that apply to you**

Residential Owner	Business Operator	Farm Tenant
Residential Tenant	Business Employee	Other (please specify) CITY COUNCIL MEMBER - CARBONDALE
Business Owner	Farm Owner	

- **Please Use This Space for Suggestions or Comments**

EAST BOUND ON RTE 13, PROVIDE AN EXIT ONLY RIGHT TURN TO SWEETS DRIVE JUST EAST OF CRAB ORCHARD CREEK. SEE DRAWING BELOW,



- **Please Include Your Name, Address, and Phone Number**

Name: DONALD MONTY

Address: 418 S. GIANT CITY RD CARBONDALE, IL 62901

Phone: (618) 549-0372

Comments will be accepted until October 10, 2013

ALSO: PROVIDE DEDICATED BIKE LANES FOR EVERY ROAD CONSTRUCTED OR WIDENED.

Proposed IL 13 Improvements
Comment Sheet

Public Meeting
John A. Logan College
Carterville, Illinois
September 18, 2013

- **Please Circle the Descriptions that apply to you**

Residential Owner	Business Operator	Farm Tenant
Residential Tenant	Business Employee	Other (please specify)
Business Owner	Farm Owner	_____

- **Please Use This Space for Suggestions or Comments**

Egyptian Electric Cooperative Association (EECA) desires to attach a conduit system to the proposed west bound bridges across Crab Orchard Lake.

The proposed conduit system would allow EECA to improve electric service and reliability to its members that live and work in the area; including John A Logan College and the SIH Cancer Institute.

- **Please Include Your Name, Address, and Phone Number**

Name: Shane Hermetz, PE – Assistant Manager – EECA

Address: 1005 West Broadway, Steeleville, IL 62288

Phone: 618.965.3434

Comments will be accepted until October 10, 2013

(Fold Here)

place
stamp
here

Jeffrey L. Keirn , P.E.
Deputy Director of Highways
Region Five Engineer
Illinois Department of Transportation
P.O. Box 100
Carbondale, Illinois 62903-0100

(Fold Here)

(Staple or Tape Closed)

(Fold Here)

G. Meredith
441 Country Trace
Carbondale IL 62903

Equality
FOREVER

Jeffrey L. Keirn , P.E.
Deputy Director of Highways
Region Five Engineer
Illinois Department of Transportation
P.O. Box 100
Carbondale, Illinois 62903-0100

62903010000

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(Staple or Tape Closed)

RECEIVED SEP 23 2013

Proposed IL 13 Improvements
Comment Sheet

Public Meeting
John A. Logan College
Carterville, Illinois
September 18, 2013

- **Please Circle the Descriptions that apply to you**

Residential Owner	Business Operator	Farm Tenant
Residential Tenant	Business Employee	Other (please specify)
Business Owner	Farm Owner	_____

- **Please Use This Space for Suggestions or Comments**

- There is a need for a designated Bicycle Path from Carterville to Carbondale. There are a number of people who commute or would like to, but can't or won't because they don't feel safe along Route 13. Many people do not feel safe using the shoulder for bicycles in this area with 4 lanes and the high traffic count, it will be less safe for a bicycle with 6 lanes

- There is a need for a designated Bicycle path or lane from Carbondale to Murphysboro as well. A well marked shoulder might be acceptable here for some people due to lower traffic count; it may not be safe enough for others. It would need to be swept clear of glass and hazards routinely. An alternate route may be acceptable, if the old rail bed could be purchased from private property owners and converted to a bicycle path

- Promote Frontage Road use – It was my understanding that Route 13 was a Limited Access Highway meaning you could not connect a road or driveway without connecting to another existing road. With the expansion to 6 lanes, the use of frontage roads needs to be a priority to keep from having more traffic lights.

In Carbondale – There is a need for a designated Bicycle Path along Route 13 in both directions. I understand that with the resurfacing project a marked lane is going to be added where there is room. This is a step in the right direction, but many people do not feel safe commuting with that amount of traffic. There is plenty of room along much of Route 13 in Carbondale to add a lane next to the sidewalk. It does get narrow in the middle of town and this area would be difficult to plan, but East and West of downtown there is ample room to add a lane to provide safe commuting.

Non-Route 13 Concerns:

- There is a Need of a shoulder on the Designated Bike Route on Route 127 south of Murphysboro to at least Alto Pass. Conversion of the old rail bed might be acceptable especially from Etherton to Alto Pass

- There is a Need for a shoulder on Route 51 from Carbondale to Desoto. There have been some fatalities of bicyclists along this route.

- There is a Need for wider shoulder Route 51 from Carbondale to Anna

- There is a Need for a designated North – South Bike Path through Carbondale next to Route 51. I understand the City of Carbondale is planning part of one but it does not extend north of down town. North of Willow Street the sidewalk on the West side of Route 51 could be widened to allow for a bicycle path. This would help accommodate bicycle commuters that live north of down town.

- There is a need for a left turn lane from Route 51 North onto Ready Mix Road. I think there is enough room to restripe and still retain the required lane width. I have had to wait to turn left for quite a while during morning rush hour and several times cars have locked up their brakes behind me. I am just waiting to be rear ended as I wait. ET Simonds trucks turn here all day long as well as the other small businesses along Ready Mix Road and those who live at the old Crossings mobile home park.

- More signage on all routes to warn motorists about cyclists would be appreciated.

- **Please Include Your Name, Address, and Phone Number**

Name: Gary Merideth

Address: 441 Country Trace, Carbondale, IL 62903

Also: Modern Tile & Carpet, Inc
1330 N. Illinois Ave., Carbondale, IL 62901

Phone: 618-457-5255 Work daytime

Comments will be accepted until October 10, 2013

Proposed IL 13 Improvements
Comment Sheet

Giant City Road to Shawnee Trail

Public Meeting
John A. Logan College
Carterville, Illinois
September 18, 2013

- **Please Circle the Descriptions that apply to you**

Residential Owner	Business Operator	Farm Tenant
Residential Tenant	Business Employee	X Other (please specify) Government
Business Owner	Farm Owner	

- **Please Use This Space for Suggestions or Comments**

Expand 6 lanes to Marion.

Integrate bicycle lanes into all future road plans.

- **Please Include Your Name, Address, and Phone Number**

Name: Gary Williams

Address: 200 S. Illinois Ave., Carbondale

Phone: 457-3286

Comments will be accepted until October 10, 2013

Proposed IL 13 Improvements
Comment Sheet

Giant City Road to Shawnee Trail

Public Meeting
John A. Logan College
Carterville, Illinois
September 18, 2013

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Business Owner	Farm Owner	_____

- **Please Use This Space for Suggestions or Comments**

A north bypass around Carbondale is much needed. Also conversion of 2-way couple to two 2-lane roads - the 2-way couple is killing our businesses & residential neighborhoods re. this stretch - Create bypass c. Reed Station Rd. Assure ~~the~~ safe bicycle lanes. - Designated bike paths optimal.

- **Please Include Your Name, Address, and Phone Number**

Name: Jane Adams

Address: 606 W Elm St Carbondale IL

Phone: 618-457-8228

Comments will be accepted until October 10, 2013

Proposed IL 13 Improvements
Comment Sheet

Giant City Road to Shawnee Trail

Public Meeting
John A. Logan College
Carterville, Illinois
September 18, 2013

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Residential Tenant	Business Employee	Other (please specify)
Business Owner?	Farm Owner	_____

However not on 13.

- **Please Use This Space for Suggestions or Comments**

I highly recommend the use of expanding inside with barriers. This would utilize area already within the Hwy R.O.W. and would reduce the amount of fill and other dirt work.

Yes, we need the other 2 lanes.

- **Please Include Your Name, Address, and Phone Number**

Name: John Dickson

Address: 57 Dickson Rd, Makanda, IL

Phone: 618/457-4871

Comments will be accepted until October 10, 2013

Proposed IL 13 Improvements
Comment Sheet

Giant City Road to Shawnee Trail

Public Meeting
John A. Logan College
Carterville, Illinois
September 18, 2013

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Residential Owner	Business Operator	Farm Tenant
Residential Tenant	Business Employee	Other (please specify)
Business Owner	Farm Owner	_____

- **Please Use This Space for Suggestions or Comments**

I liked the idea of the overpass for safety at Cambria Road.
I also think eliminating stop light and left turns is a good idea.

- **Please Include Your Name, Address, and Phone Number**

Name: Julie Peterson
Address: 166 Twelve Oaks Dr Murphysboro, IL 62966
Phone: 618 687 4408

Comments will be accepted until October 10, 2013

Proposed IL 13 Improvements
Comment Sheet

Giant City Road to Shawnee Trail

Public Meeting
John A. Logan College
Carterville, Illinois
September 18, 2013

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Business Owner	Farm Owner	_____

- **Please Use This Space for Suggestions or Comments**

I am pleased to see the improvement plans. The bike lane options are very interesting. However, I would like to see a separated bicycle path on the section of road. Safety is a concern for this busy Highway and a separated path/lane would help. In addition to safety, this sends a strong signal that I-DOT District 9 is a multi-modal friendly agency. Recreation, tourism are additional benefits to bicycle commuting.

- **Please Include Your Name, Address, and Phone Number**

Name: Kyle Harfst

Address: 1610 Lindbergh Lane Carterville, IL. 62918

Phone: (618) 521-4426

Comments will be accepted until October 10, 2013

Proposed IL 13 Improvements
Comment Sheet

Giant City Road to Shawnee Trail

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Residential Tenant	Business Employee	Other (please specify)
Business Owner	Farm Owner	_____

- **Please Use This Space for Suggestions or Comments**

The does not show
entrance on Southern frontage
road behind Kubota

SR

- **Please Include Your Name, Address, and Phone Number**

Name: Lou Perr Land Trust

Address:

Phone:

Comments will be accepted until October 10, 2013

Proposed IL 13 Improvements
Comment Sheet

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Carterville, Illinois
September 18, 2013

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Residential Owner	Business Operator	Farm Tenant
Residential Tenant	Business Employee	Other (please specify)
Business Owner	Farm Owner	_____

- **Please Use This Space for Suggestions or Comments**

I drive Cambria Road everyday and feel the Super T is the Best alternative.

- **Please Include Your Name, Address, and Phone Number**

Name: Michael Bishop

Address: 1607 W Grand Carterville 62918

Phone: 618 985-3480

Comments will be accepted until October 10, 2013

Proposed IL 13 Improvements
Comment Sheet

Giant City Road to Shawnee Trail

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John A. Logan College
Carterville, Illinois
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Residential Tenant	Business Employee	Other (please specify)
Business Owner	Farm Owner	_____

- **Please Use This Space for Suggestions or Comments**

Cambria Road "Super T" appears to be best option. Ability to turn left off Cambria Rd onto 13 is essential to me.

- **Please Include Your Name, Address, and Phone Number**

Name: Neal Bloomquist

Address: 1102 W. Grand Ave.

Phone: 618-534-1722

Comments will be accepted until October 10, 2013

Proposed IL 13 Improvements
Comment Sheet

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John A. Logan College
Carterville, Illinois
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Business Owner	Farm Owner	_____

- **Please Use This Space for Suggestions or Comments**

Another broken promise from IDOT. Closing off westbound access from Briggs Rd After promising an Access Road is further reducing the commercial value of land on the South Side of Rt 13. This is short sighted considering the initial goals were to improve business development and jobs in So. IL. IDOT's remark that the owners did not want the Access Road is untrue. They wanted (expected) the state to purchase the land at a reasonable price. NOT be expected to give their property to the State. IDOT is discriminating against selected land owners by purchasing right of way from some land owners (especially on the North side of Rt 13) and demanding land owners on the South side of Rt 13 give their property away.

- **Please Include Your Name, Address, and Phone Number**

Name: Richard Heuiter

Address: 10202 Briggs Rd Marion, IL

Phone: 618 997-1044.

Comments will be accepted until October 10, 2013

Proposed IL 13 Improvements
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John A. Logan College
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September 18, 2013

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Residential Tenant	Business Employee	Other (please specify)
Business Owner	Farm Owner	_____

- **Please Use This Space for Suggestions or Comments**

I want to have a traffic Light installed at the Cambria Road / Rt 13 intersection

High collision area with heavy traffic flow

- **Please Include Your Name, Address, and Phone Number**

Name: Steven Gottschalk

Address: Po Box 83 Cambria IL 62915

Phone: 618 889-4036

Comments will be accepted until October 10, 2013

Proposed IL 13 Improvements
Comment Sheet

Giant City Road to Shawnee Trail

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John A. Logan College
Carterville, Illinois
September 18, 2013

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Business Owner	Farm Owner	_____

- **Please Use This Space for Suggestions or Comments**

A "blow up" rendering of Division @ 13 in Carterville, available on-line, would be instructive.

- **Please Include Your Name, Address, and Phone Number**

Name: Turner

Address: 1304 Charles Ave Carterville

Phone: 521-7451

Comments will be accepted until October 10, 2013

Illinois Department of Transportation

ATTENDANCE SHEET
PUBLIC MEETING
September 18, 2013 4:00 p.m. to 6:00 p.m.

John A. Logan College
Carterville, IL

	NAME (PLEASE PRINT)	ADDRESS (PLEASE INCLUDE CITY, STATE & ZIP CODE)	PHONE #
1	Jula Treece	303 Main, Carterville IL	985-4712
2	Richard Parrish	1809 W Main #178 Carbondale Il	539 4371
3	Michael Kelly	641 Taffer St. Pinckyville Il	319-1050
4	Bonnie Jordan	PO Box 1708, Mt. Vernon, IL	242-3151
5	Mary Ellen Bechtel	P.O.Box 523 Mt Vernon. Il.	244-3554
6	Ron Neibert	PO Box 1708 " " "	242-6807
7	Jim Houseworth	805 Rebekah Lane Carterville	201-7759
8	Bryan Talley	11794 Green Bryan Rd Carterville	925-6391
9	[illegible]	PO Box 771 Carbondale Ill 62903	529-1126
10	Steven Guttschalk	Po Box 83 Cambria IL 62915	618 889 4036
11	Aaron M. Perryman	RR1 Box 512 Belle Rive IL 62810	618-231-2620
12	William Bateman		618 985 6187
13	J. Scott Williams	Po Box 127 WF, IL 62896	618 218 1910
14	Floyd Johnson	1104 Oregon Dr Marion IL	618 993 8731
15	Greg Sanders McBride Mack	10466 Brayfield Rd Cydale IL	618 529 3344
16	Kew Faye Johnson	11604 Oregon Drive Marion IL	618-993-8731
17	Tom Clark	13759 Allen Rd Carterville, Il.	
18	Harry Treece II	106 Tippy C'ville	
19	Jan Treece	106 Tippy C'ville	
20	Julie Peterson	166 Twelve Oaks Dr Murphysboro	618 687 4408

Illinois Department of Transportation

ATTENDANCE SHEET
PUBLIC MEETING
September 18, 2013 4:00 p.m. to 6:00 p.m.

John A. Logan College
Carterville, IL

	NAME (PLEASE PRINT)	ADDRESS (PLEASE INCLUDE CITY, STATE & ZIP CODE)	PHONE #
21	Jeff Dokerty	PO Box 23, Carbondale, IL 62903	618-713-9210
22	BART Millstead	405 JACKSON Carbondale	618-549-0721
23	MARQUIS LAMP	1800 W MAIN, MARION IL 62959	618-841-6757
24	Philip Schaefer	P.O. Box 3988 Carbondale 62902	618.457.520
25	Cary Minnis	3000 W DeYoung Marion IL	618 997 9351
26	MING MA	" "	" "
27	Rex Duncan	SIU 1740 Innovation Dr. Carbondale	618-453-1268
28	John Huffman	Benton/West City EDC	527-9282
29	Gary Williams	2604 Illinois Ave., Carbondale, 62902	457-3246
30	Terri Finn	120 S. Delmar, Salem, 62881	618-548-4598
31	Oleta Massie	1209 Gerlock Ct. Carterville 62918	985-8598
32	DON MASSIE	" " "	"
33	Kyle Hartst	1610 Lindbergh Carterville	521.4426
34	EVELYN FUQUA	1403 NORTON ST. CRAINVILLE	922-6355
35	RUSS GAINES	3201 SUNSET TERRACE MARION	618-579-8361
36	Victor Turner	1304 Charles Ave Carterville 62918	521-7451
37	CURTIS OETTEN	206 TIPPY RD CARTERVILLE 62918	985-3281
38	KARL MAPLE	% Cong Bill ENYART	
39	Larry Crain	Larry Crain 1701 Marion St. Carterville IL	727-4212
40	Doug Williams	1402 W Grand Carterville	9222347

Illinois Department of Transportation

ATTENDANCE SHEET
PUBLIC MEETING
September 18, 2013 4:00 p.m. to 6:00 p.m.

John A. Logan College
Carterville, IL

	NAME (PLEASE PRINT)	ADDRESS (PLEASE INCLUDE CITY, STATE & ZIP CODE)	PHONE #
41	John M. Smith	200 E. Plaza Carterville	618-985-8311
42	Elle Patterson	Carbondale	618-751-9052
43	Tom Reece	1700 De Soto Rd DeSoto	618 521 4876
44	Leo Frohlich	8179 Day Road Carbondale 62902	618 964 9940
45	Abdulrahman Alweh	600 S. Skyline Dr, Carbondale, Illinois, 62901	618 303 2204
46	Brad Robinson	428 N. Division St. Carterville, IL 62918	618-713-5688
47	Mike Bishop	1607 West Grand Carterville, IL 62918	618 967-3797
48	NEAL BLOOMQUIST	1102 W. Grand C'Ville IL	618-534-1758
49	JOHN Dickson	57 Dickson Rd, MAKANDA, IL 62958	— 457-4871
50	Jim JONES	203 DINAH LN, MARION, IL 62959	997-1645
51	Valerie Hale	1205 Marilyn Dr Carterville	985-6092
52	Bill Wyatt	Harrisburg IL 62949	987-2006
53	STEVE SHORT	2355 SWEETS CORNER C-DALE, IL	618-529-1798
54	Lee M. Fronabarger	1140 Morningside Drive, Carbondale, IL 62901	618-457-7770
55	STEPHEN L. ASHE	12165 ALLIS LANE MARION IL 62959	618-924-1209
56	Jane Adams	606 W Elm St. Carbondale IL 62901	618-457-8228
57	Colleen Bogard	16646 Samuel Rd Carterville IL	618-985-2769
58	Rosemarie Howerton	1005 Russell St Carterville IL	618-985 3291
59	Marvin Peterson	402 W PLAZA " "	618 985 8858
60	[illegible]	8033 DAY CARBONDALE	618 964-1196

Illinois Department of Transportation

ATTENDANCE SHEET
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John A. Logan College
Carterville, IL

	NAME (PLEASE PRINT)	ADDRESS (PLEASE INCLUDE CITY, STATE & ZIP CODE)	PHONE #
61	Greg Conover	509 S. Greenbriar Rd, Carterville 62918	
62	Renée Cook	1603 S. Division, C'ville	618-751-1025
63	Alan Eddington	308 W. Ash St. - Cobden IL 62920	618-614-4596
64	Bill Brown	100 N. Illinois 62901	
65	Rich Hunter	10202 Briggs Rd Marion IL 62959	618 997-1044
66	Andrey Wagner	112A N Rodlin Carbondale IL 62901	618 529-4515
67	Brian Wagner	"	"
68	Donald Monty	418 S. Giant City Rd Carbondale, IL 62902	618 549-0372
69	Bill Kirk	106 Zimmerman Carterville	618 985-3082
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Date	Order Number	Newspaper Reference	Description Other Comments	Sau Size Billed Units	Times Run	Net Amount
05/04/2014			Balance Brought Forward			1,195.20
05/14/2014	20530139	Southern Illinoisan	Public Meeting Notice	3 x 8.00	1	398.40
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Transportation News

FOR IMMEDIATE RELEASE:
May 14, 2014

CONTACTS:
Carrie Nelsen (IDOT District 9)
618-549-2171 ext. 280

IDOT Open House Public Information Meeting on Illinois Route 13

CARBONDALE, IL – May 14, 2014 – The Illinois Department of Transportation will hold an Open House Public Informational Meeting for the proposed highway expansion of Illinois Route 13 from just east of Giant City Road in Carbondale to just west of Shawnee Trail near Carterville. The meeting will be held May 29, 2014 at John A. Logan College, Building F, Room 118, 119 from 4:00 PM to 7:00 PM. Interested persons are invited to attend at any time during the meeting hours.

The project consists of adding a third lane in each direction to Illinois Route 13 and to make improvements to the intersections in order to address issues with economic development, safety, and traffic mobility.

According to IDOT Program Development Engineer, Carrie Nelsen, traffic levels in the corridor are over 30,000 vehicles per day on a 4-lane roadway system that nears or exceeds acceptable capacity levels. This traffic, coupled with numerous intersections has compromised safety and traffic mobility. In a six-year period from 2007 to 2012, there were a total of 324 crashes resulting in two deaths and 87 injuries. The crashes and injuries are concentrated at the side road intersections with 68% of the crashes and 82% of injuries occurring at those locations. Rear end crashes are the most common crash type comprising 45% of the total. The rear end crashes are concentrated at the two signalized intersections (Reed Station and Spillway Roads) with 87% of rear end crashes occurring at those locations. Rear end crashes also resulted in the most injuries (64% of the total) followed by turning movement crashes (19% of the total). The safety advantages and disadvantages of the various alternatives will be an important factor in the selection of the preferred alternative.

Context Sensitive Solutions or CSS is an interdisciplinary approach that seeks effective, multimodal transportation solutions by working with stakeholders to develop, build and maintain cost-effective transportation facilities which fit into and reflect the project's surroundings – its "context." Through early, frequent, and meaningful communication with stakeholders, and a flexible and creative approach to design, the resulting projects should improve safety and mobility for the traveling public, while seeking to preserve and enhance the scenic, economic, historic, and natural qualities of the settings through which they pass. CSS seeks to ensure that stakeholders' views are carefully considered in the decision-making process. To this end, the Department has assembled a Project Study Group of local leaders who represent various stakeholder groups that have an interest in the project. The PSG will assist IDOT in identifying stakeholder concerns and in selection of the preferred alternative.

Individuals can visit anytime during open-house hours to obtain information and make written or oral comments about the project. For more information, write or call Carrie Nelsen, Illinois Department of Transportation, P.O. Box 100, Carbondale, IL 62903, (618) 549-2171 Ext. 280, TTY (618) 549-3507.

Illinois Department of Transportation

Fax: (618) 457-8622
TTY: (618) 549-3507
Media Contact: Carrie Nelsen
Phone: (618) 549-2171 Ext. 280

OPEN HOUSE
PUBLIC INFORMATIONAL MEETING FOR

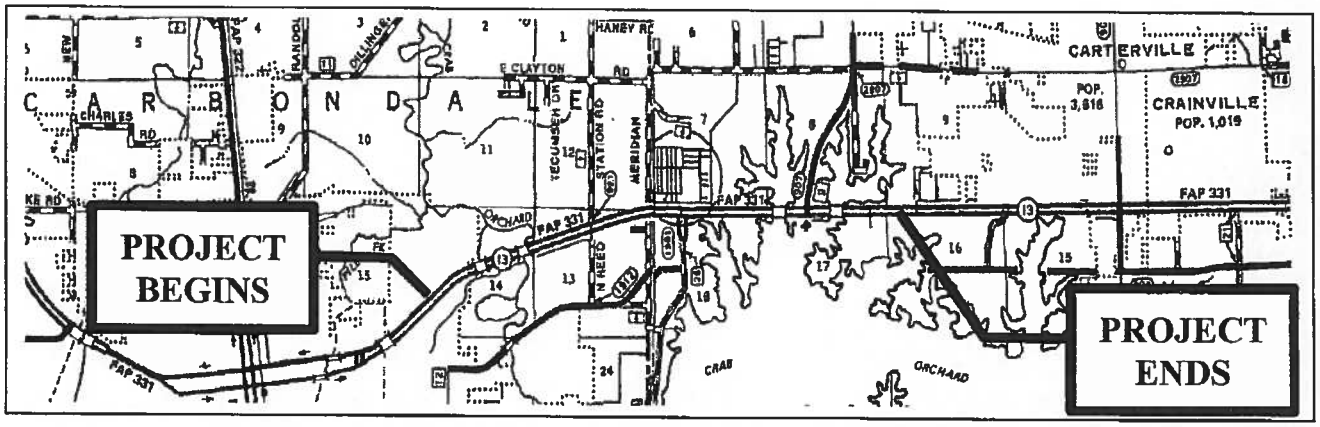
PROPOSED HIGHWAY EXPANSION OF
ILLINOIS ROUTE 13 FROM EAST OF GIANT CITY RD. IN CARBONDALE
TO WEST OF SHAWNEE TRAIL RD. NEAR JOHN A. LOGAN COLLEGE
IN JACKSON AND WILLIAMSON COUNTIES

DATE & LOCATION

MAY 29, 2014
4:00 PM TO 7:00 PM
JOHN A. LOGAN COLLEGE
BUILDING F, ROOM 118, 119

PURPOSE

- PRESENT PROPOSED ALTERNATIVES
- OBTAIN PUBLIC COMMENTS & INPUT
- ANSWER QUESTIONS



Interested persons are invited to attend this meeting at any time during the open-house hours. IDOT representatives will be available to receive input, provide information and answer questions on an informal basis. This meeting is accessible to persons with a disability. Persons planning to attend who will need a sign language interpreter or other special accommodations should notify IDOT at least five days prior to the meeting. The contact may be by telephone, in writing, by fax or by telecommunications device for the deaf (TTY). For more information, contact Carrie Nelsen, Program Development Engineer, Illinois Department of Transportation, P.O. Box 100, Carbondale, Illinois 62903, telephone (618) 549-2171 Ext. 280, fax (618) 457-8622, TTY (618) 549-3507.

Illinois Route 13 – Carbondale to Shawnee Trail Road

Introduction

Welcome to the Public Information Meeting conducted for the IL 13 6 lane expansion project by the Illinois Department of Transportation. This meeting is a part of our public involvement process which provides project information and an opportunity for public comments and suggestions on the proposed improvements.

The success of this meeting depends on citizen participation. Please examine the displays presented today and discuss the proposed project with IDOT staff members. They will listen to your comments, explain details, and answer questions.

If you wish to provide additional comments after the meeting, an enclosed pre-addressed comment sheet is provided for your convenience. This sheet can be folded and stapled or taped. Mailing requires proper postage. If you write your comments at this meeting, you may leave the sheet in the box provided at the comment table.

Purpose of this Meeting

The purpose of this information meeting is to discuss proposed improvements to the Illinois 13 corridor. Today's meeting will present the alternatives considered as well as preliminary findings of the planning process. Engineering and environmental studies are being conducted to examine the engineering, environmental, and socio-economic impacts of the project. Comments received today will be included in the evaluation process of the various alternatives. A second Public Meeting will be held in the summer of 2014 to present the final preferred alternative.

Need for the Project

The proposed Illinois 13 improvement will improve highway safety, reduce travel time and provide safe and efficient access to and from the existing side roads and the Crab Orchard National Wildlife Refuge. Improvements in safety and traffic mobility will also enhance the economic development potential of the corridor.

Safety

From 2007 through 2012 there were 324 crashes within the study corridor. These crashes resulted in 87 injuries and 2 fatalities. The crashes and injuries are concentrated at the side road intersections with 68% of the crashes and 82% of injuries occurring at those locations. Rear end crashes are the most common crash type comprising 45% of the total. The rear end crashes are concentrated at the two signalized intersections (Reed Station and Spillway Roads) with 87% of rear end crashes occurring at those locations. Rear end crashes also resulted in the most injuries (64% of the total) followed by turning movement crashes (19% of the total). The safety advantages and disadvantages of the various alternatives will be an important factor in the selection of the preferred alternative.

Context Sensitive Solutions

Context Sensitive Solutions or CSS is an interdisciplinary approach that seeks effective, multimodal transportation solutions by working with stakeholders to develop, build and maintain cost-effective transportation facilities which fit into and reflect the project's surroundings – its "context." Through early, frequent, and meaningful communication with stakeholders, and a flexible and creative approach to design, the resulting projects should improve safety and mobility for the traveling public, while seeking to preserve and enhance the scenic, economic, historic, and natural qualities of the settings through which they pass.

CSS seeks to ensure that stakeholders' views are carefully considered in the decision-making process. To this end, the Department has assembled a Project Study Group of local leaders who represent various stakeholder groups that have an interest in the project. The PSG will assist IDOT in identifying stakeholder concerns and in selection of the preferred alternative. The members of the PSG and the stakeholders they represent are:

- Illinois Department of Transportation – Jeffrey Keirn, Carrie Nelsen, Joe Zdankiewicz, Susan Poe, Julie Klamm, Paul Niedernhofer
- Federal Highway Administration – Chris Fraley
- Crab Orchard National Wildlife Refuge – Kathy Burchett, Kevin Reichert, Neil Vincent
- City of Carbondale – Sean Henry, Kevin Baity
- City of Carterville – Bradley Robinson
- Southern Illinois Metropolitan Planning Organization – Cary Minnis
- Carbondale Bicycle Club – Kathy Hollister, Anne Johnson

Members of the PSG are present at the meeting today and are available to discuss project concerns related to the stakeholder groups that they are associated with.

Proposed Project Details

The overall proposed project involves the upgrading of approximately 4.2 miles of Illinois 13 in Jackson and Williamson Counties. The project begins just west of Shawnee Trail Road and extends westward to Carbondale terminating just east of Giant City Road. An additional through lane will be added to each direction of IL 13 and improvements will be constructed at each intersection in the corridor. Alternatives under consideration are listed below:

No-Action Alternative - Under the no-action (no-build) alternative, existing Illinois 13 would remain unchanged. This alternative involves no roadway improvements except for routine maintenance and repairs.

Build Alternatives: For each build alternative an additional through lane will be added to eastbound and westbound IL 13. Additional improvements at each intersection are described below:

Campground Road

(a) Signalized "T" intersection.
Or:
(b) Existing access closed and campground traffic routed to IL 13 via a frontage road to the Greenbrier Rd./IL 13 intersection.

Note: For both option (a) and (b) above the north boat launch area will be permanently closed. As mitigation for the loss of the northern boat launch, improvements will be made to other existing launches within the refuge.

Cambria Road/The Haven Entrance

(a) Signalized "T" intersection with The Haven entrance limited to right in/right out.
Or:
(b) Unsignalized with left turns from IL 13 allowed but lefts originating from Cambria Road and The Haven accommodated via a right turn and a "U" turn on IL 13.
Or:
(c) Fully signalized crossroad intersection with all movements in and out of Cambria Road and the Haven having a dedicated signal phase.

Spillway Road

(a) No change on IL 13 except for the additional through lane in each direction.

(b) In addition to the new through lanes, a 'Slip ramp" would be constructed east of Spillway Road to allow westbound traffic to access the north leg of Spillway Road.

Reed Station Road

(a) Dual left turn lanes constructed for the eastbound to northbound movement, the southbound to westbound right turn will be converted to a "free flow" movement and an additional through lane will be constructed for IL 13 eastbound and westbound.

(b) In addition to the new turn lanes and through lanes described above, a new frontage road would be constructed in the southwest quadrant of the intersection and Sweets Drive would be limited to right in/right out.

Veteran's Parkway

(a) No change except for the additional through lane on IL 13 in each direction.

Bike Accommodation Options

(a) A 10' wide asphalt shoulder will be constructed throughout and will be marked for use by cyclists. The path will tie into existing frontage roads where appropriate.
Or:
(b) A 10' wide side path will be constructed off of the roadway for cyclists. Across Crab Orchard Lake the path will be adjacent to the roadway but a barrier will be constructed to separate bike and vehicle traffic.
Or:
(c) Bike traffic will be accommodated through a combination of a separate side path and a bike lane on the shoulder.

Note: In order for a separate side path to be included in the project IDOT policy requires that another agency accept maintenance of the path. If no other agency will accept maintenance a side path will not be constructed and bike traffic will be accommodated on the shoulder of IL 13.

Project Schedule

The study phase of this project is scheduled to continue into the fall of 2014. Copies of a brochure entitled "It Takes Time.....Highway Construction From Start to Finish" are available at the sign-in table. The brochure describes the process and timing of the many steps involved in highway project development.

Following today's meeting, the Department will study the identified feasible build alternates in more detail. A final public meeting will be held in the summer of 2014 as engineering and environmental studies are completed. This meeting will also be advertised in the media. In addition, meeting notices will be sent to those persons who request to be placed on the IDOT mailing list for this project.

At the final public meeting, the Illinois Department of Transportation will present the preferred alternative. If the preferred alternative is one of the build alternates, project details including access to the proposed highway and environmental impacts will be presented. Land acquisition personnel from the Illinois Department of Transportation will be available to discuss acquisition procedures. The final meeting will also provide an opportunity for additional public comments.

Environmental Studies

Field work began in the spring of 2013 and has continued through this spring. Thus far, the following environmental issues have been identified.

1) The results of the wetland survey indicate the presence of jurisdictional wetlands within the project area. Wetland impacts will be avoided, minimized and then mitigated in coordination with the U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, ILEPA, and IDNR.

2) In consultation with the U.S. Fish and Wildlife Service, several sites within the project area have been identified by the Illinois Natural History Survey as potential habitat for certain threatened or endangered (T&E) species. INHS field studies will confirm their status in the project area. Impacts to T&E species or habitat will be avoided, minimized or mitigated.

3) Close participation with the U.S. Fish and Wildlife Service will continue through the project duration to avoid, minimize and mitigate impacts to the Crab Orchard Wildlife Refuge. Staff members representing the Refuge are included in the Project Study Group.

The preferred alternative and its impacts will be documented in the final Project Report.

Inquiries, Comments, and Information

All attendees at today's meeting are encouraged to take a few minutes to write down their comments regarding the proposed improvements. The Illinois Department of Transportation and the Project Study Group will give careful consideration to all comments received from the public. The study team will use this input to assist in evaluating the merits of the proposed improvements, the potential impacts, and the project cost.

Written comments may be submitted during the meeting or later mailed to:

Mr. Jeffrey Keirn
Region 5 Engineer
Illinois Department of Transportation
P.O. Box 100
Carbondale, Illinois 62903-0100

Proposed Illinois 13 Expansion Project

Comment Sheet

Public Information Meeting- May 29, 2014
John A. Logan College

- **Please Circle the Descriptions that apply to you**

Residential Owner
Residential Tenant
Business Owner
Commuter

Business Operator
Business Employee
Farm Owner

Farm Tenant
Other (please specify)
_____

- **Please Mark the Appropriate Box(es)**

Reed Station Road

I favor:

- ☐ Signalized Intersection with Additional lanes
- ☐ New Frontage Road
- ☐ No-Action alternative

Spillway Road

I favor:

- ☐ Signalized Intersection with Additional lanes
- ☐ Slip ramp for WB IL 13
- ☐ No-Action alternative

Cambria Road

I favor:

- ☐ Signalized "T" Intersection with right turn only at The Haven
- ☐ Fully Signalized cross road intersection
- ☐ Unsignalized with lefts out accommodated by a right turn and "U" turn (RCUT intersection)
- ☐ Slip ramp for WB IL 13
- ☐ No-Action alternative

Campground Road

I favor:

- ☐ Signalized "T" intersection.
- ☐ Existing intersection closed with access to IL 13 via a frontage road connection to Greenbrier Road
- ☐ No-Action alternative

Bike Accommodation

I favor:

- ☐ Separate Side Path
- ☐ Bike lane on Shoulder
- ☐ Combination of Side path and bike lane on shoulder
- ☐ No-Action Alternative

- **Please Use This Space for Additional Suggestions or Comments**

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- **Please Include Your Name, Address, and Phone Number**

Name: _____

Address: _____

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Mr. Jeffrey Keirn
Region 5 Engineer
Illinois Department of Transportation
P.O. Box 100
Carbondale, Illinois 62903-0100

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(Staple or Tape Closed)

Illinois Department of Transportation

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PUBLIC MEETING
May 29, 2014

John A. Logan College
Carterville, IL

		NAME (PLEASE PRINT)	ADDRESS (PLEASE INCLUDE CITY, STATE & ZIP CODE)	PHONE #
✓	41	Betty Graig	1623 Old Hwy 13 Carbondale, IL 62902	618 549 6097
✓	42	Tim Shull	816 Hazel St. Harrisburg IL 62946	618 252-3937
✓	43	BILL SCHWEGMAN	3500 CHAUTAUQUA CARBONDALE, IL 62901	618-457-6637
✓	44	Laura Reece	1700 Doctor Springs Rd. DeSoto 62924	
✓	45	Pat Crippe	311 Los Angeles Carbondale, IL 62901	549-2992
✓	46	Ann Pearson	PO Box 381 Carterville IL 62918	618-985-9959
✓	47	Jeff Inger	PO Box 232 Carterville IL 62918	618 412 1333
✓	48	Loren Thomas	1105 Main St Carterville IL 62918	618 925 1248
✓	49	John Chaney	1012 Trueblood Carterville, IL 62918	618-985-2161
✓	50	Tom Reece	1700 Dr Springs Rd DeSoto	618 521 4876
✓	51	Claudia Blackmon	1103 Meadowlark Dr., Carterville, IL. 62918	618-889-9710
	52	Sandra Webster	1103 Meadowlark Dr. Carterville, IL 62918	618-985-2689
	53	Allen Spotts	314 Mohan Cambria IL 62915	
	54	Elton Benz	789 Cardinal Rd Carbondale 62901	
	55	MARK BOCKMANN	1602 S. DIVISION CARTERVILLE	618-713-5577
	56	Darrell Ridgway	6891 East Grand Road Carterville	618-988-8684
	57	Jessica Bradshaw	512 N. Carico St, Apt. A, Carbondale 62901	618-203-9626
	58	Kevin Wall	J-City, IL 62951	
x 2	59	Mary & Gary Witt	1012 Mockingbird Ln., Carterville. 62918	
x 2	60	Audrey & Brian Wagner	112A N Rod Ln Carbondale, IL 62901	618-529-4515

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62	Donald Monty	418 S. Giant City Rd Carbondale	618 549-0372
63	Lynne Westra	1305 Hillsdale CT Carterville	618 453 5736
64	Scott Coffman	1201 Brentwood Ln. Carterville	618 985-4010
65	Donna McGladdery	1603 Morning Dew Court Carterville, IL	
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81	A. Hewette	1711 W. Walnut St, C'dale 62901	
82	ORVIL ROWE	171 Mallon Lane Murphysboro, IL 62966	618-534-9028
83	RON WALDRON	573 Vermont Rd. Carterville, Ill.	618-559-5107
84	Dena Stogsdill	205 Lynne Ln C'ville	
85	JACKIE MUELLER	1201 Brentwood Carterville	618-985-4010
86	NEAL BLOOMQUIST	1102 W. GRAND AVE C'VILLE	534-1758
87	Don Johnson	195 Oakview Rd C'dale, IL 62901	888-0278
88	[illegible]	1516 Main C'ville IL 62918	923-0671
89	[illegible]	509 W Dupont Marion, 62959	997-3818 shop
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Illinois Department of Transportation

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John A. Logan College
Carterville, IL

	NAME (PLEASE PRINT)	ADDRESS (PLEASE INCLUDE CITY, STATE & ZIP CODE)	PHONE #
✓ 1	Barb Duncan	1607 Lindbergh Carterville	521-1061
✓ 2	Curtis Oetjen	206 Tippy Rd Carterville	985-3281
✓ 3	Joe Eigenmann	4700 W. DeYoung Marion	889-9907
✓ 4	Scott Gist	3013 Teakwood Ln Herrin, IL	618-694-8142
✓ 5	Bruce Wallace	1915 Minton Murphysboro IL.	924-4849 (618)
✓ 6	Jeff Doherty	2918 Kent Dr. Carbondale, IL 62901	618-713-9210
✓ 7	Jim Siefert	2221 Pine St Murphysboro, IL 62966	618-687-1539
✓ 8	Jane Siefert	" " " "	" " "
✓ 9	Colleen Bogard	10646 Samuel Rd Carterville	618-985-2769
✓ 10	Bill K Kirk	106 Zimmerman Carterville	985-3082
✓ 11	Woody Gump	1303 Charles Ave. Carterville	985-4773
✓ 12	Rick Smith	Commerce Drive Carbondale	985-2929
✓ 13	Lee M. Fronabarger	1140 Morningside Dr. Carbondale, IL	713-7406
✓ 14	Steve Ashe	1500 N. Oakland Ave Carbondale, Ill	618-457-8191
✓ 15	Stanley Horsman	1210 East Boulevard St Marion	956-370-0432
✓ 16	Charles M. Patrick	1304 N. 14th St. Herrin	618-889-4814
✓ 17	Rick Burkett	1302 Pinoak Drive Carterville	618-985-9635
✓ 18	Geoff Ritter	1125 W Stotlar Herrin	618-525-0467
✓ 19	Rodney Potts	201 S. Division Carterville	618-985-6370
✓ 20	Donald L. Leigeber	146 Court Road Carbondale	618-947-4813

20

Illinois Department of Transportation

ATTENDANCE SHEET
PUBLIC MEETING
May 29, 2014

John A. Logan College
Carterville, IL

		NAME (PLEASE PRINT)	ADDRESS (PLEASE INCLUDE CITY, STATE & ZIP CODE)	PHONE #
✓	21	Edwin Tatt	1008 Pin Oak Drive Carterville, IL.	985-3564
✓	22	Brad Robinson	428 N Division Carterville	985-2700
✓	23	Richard Parrish	Giant City Rd + 165 N County Line Rd Cobden 62920	618 534 437
✓	24	Nick Kunsler	400 S. Wilson Ave. Carbondale, IL	(618) 201-8640
✓	25	Anne Johnson	78 White Tail Murphysboro, IL	618-687-2546
✓	26	John N. Smith	7319 Meadowbrook Ln Carbondale	618-529-5577
✓	27	Kevin Batty	200 S. Ill Ave C'Dale	618-457-3226
✓	28	Gary Minnis	3000 W DeYoung St Marion	618 997 9357
✓	29	John Huffaker	Benton/W.C. IEDC	618-527-9262
X 2	30	Jake Carolyn Rendleman	1007 Ivy La., Carterville, IL 62918	618-985-6975
✓	31	Emily Burke	447 Wells St. Murphysboro IL 62966	618 924 4218
✓	32	John Graig	1623 old Hwy 13 Cdale	618-549-6097
✓	33	Donnie Smoot	201 S Division/ Carterville	985-6370
✓	34	Judith Schweizer	3500 Chautauqua Carbondale	618-451-6859
✓	35	Karen Kaufman	1798 Cardinal rd C'Dale IL 62901	618 412 1333
✓	36	Brandon Ferguson	14367 Old Frankfort Rd. Marion IL 6295	618-922-3657
✓	37	Karin McClure	1604 Berry St., Freeman Spur, IL 62841	618-889-6028
✓	38	Julie Peterson	1166 Twelve Oaks Dr Murphysboro 62966	618 687 4408
✓	38	Ray Simpson	517 N. Davis St., Carbondale, IL.	(618) 201-2657
✓	40	KARC MARCE	c/o Cong Bill Enyart	618 529-3791

Proposed Illinois 13 Expansion Project
Comment Sheet

Public Information Meeting- May 29, 2014
John A. Logan College

- **Please Circle the Descriptions that apply to you**

Residential Owner
Residential Tenant
Business Owner
Commuter

Business Operator
Business Employee
Farm Owner

Farm Tenant
Other (please specify) _____

- **Please Mark the Appropriate Box(es)**

Reed Station Road

I favor:

- ☐ Signalized Intersection with Additional lanes
- ☒ New Frontage Road
- ☐ No-Action alternative

Spillway Road

I favor:

- ☐ Signalized Intersection with Additional lanes
- ☒ Slip ramp for WB IL 13
- ☐ No-Action alternative

Cambria Road

I favor:

- ☐ Signalized "T" Intersection with right turn only at The Haven
- ☐ Fully Signalized cross road intersection
- ☒ Unsignalized with lefts out accommodated by a right turn and "U" turn (RCUT intersection)
- ☐ Slip ramp for WB IL 13
- ☐ No-Action alternative

Campground Road

I favor:

- ☐ Signalized "T" intersection.
- ☒ Existing intersection closed with access to IL 13 via a frontage road connection to Greenbriar Road
- ☐ No-Action alternative

Bike Accommodation

I favor:

- ☐ Separate Side Path
- ☐ Bike lane on Shoulder
- ☒ Combination of Side path and bike lane on shoulder
- ☐ No-Action Alternative

- **Please Use This Space for Additional Suggestions or Comments**

_____

_____

_____

_____

_____

- **Please Include Your Name, Address, and Phone Number**

Name: Julie Peterson

Address: 166 Twelve Oaks Dr Murphysboro IL 62966

Proposed Illinois 13 Expansion Project
Comment Sheet

Public Information Meeting- May 29, 2014
John A. Logan College

- **Please Circle the Descriptions that apply to you**

Residential Owner
Residential Tenant
Business Owner
Commuter

Business Operator
Business Employee
Farm Owner

Farm Tenant
Other (please specify) _____

- **Please Mark the Appropriate Box(es)**

Reed Station Road

I favor:
- [x] Signalized Intersection with Additional lanes
- [ ] New Frontage Road
- [ ] No-Action alternative

Spillway Road

I favor:
- [ ] Signalized Intersection with Additional lanes
- [x] Slip ramp for WB IL 13
- [ ] No-Action alternative

Cambria Road

I favor:
- [ ] Signalized "T" Intersection with right turn only at The Haven
- [ ] Fully Signalized cross road intersection
- [ ] Unsignalized with lefts out accommodated by a right turn and "U" turn (RCUT intersection)
- [x] Slip ramp for WB IL 13
- [ ] No-Action alternative

Campground Road

I favor:
- [ ] Signalized "T" intersection.
- [x] Existing intersection closed with access to IL 13 via a frontage road connection to Greenbriar Road
- [ ] No-Action alternative

Bike Accommodation

I favor:
- [x] Separate Side Path
- [ ] Bike lane on Shoulder
- [ ] Combination of Side path and bike lane on shoulder
- [ ] No-Action Alternative

- **Please Use This Space for Additional Suggestions or Comments**

_____

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_____

- **Please Include Your Name, Address, and Phone Number**

Name: MARK BOLLMANN 618-713-5577

Address: 1602 S. DIVISION

Proposed Illinois 13 Expansion Project
Comment Sheet

Public Information Meeting- May 29, 2014
John A. Logan College

- **Please Circle the Descriptions that apply to you**

Residential Owner
Residential Tenant
Business Owner
Commuter

Business Operator
Business Employee
Farm Owner

Farm Tenant
Other (please specify) _____

- **Please Mark the Appropriate Box(es)**

Reed Station Road

I favor:

- [x] Signalized Intersection with Additional lanes
- [ ] New Frontage Road
- [ ] No-Action alternative

Spillway Road

I favor:

- [x] Signalized Intersection with Additional lanes
- [ ] Slip ramp for WB IL 13
- [ ] No-Action alternative

Cambria Road

I favor:

- [x] Signalized "T" Intersection with right turn only at The Haven
- [ ] Fully Signalized cross road intersection
- [ ] Unsignalized with lefts out accommodated by a right turn and "U" turn (RCUT intersection)
- [ ] Slip ramp for WB IL 13
- [ ] No-Action alternative

Campground Road

I favor:

- [ ] Signalized "T" intersection.
- [ ] Existing intersection closed with access to IL 13 via a frontage road connection to Greenbriar Road
- [x] No-Action alternative

Bike Accommodation

I favor:

- [x] Separate Side Path
- [ ] Bike lane on Shoulder
- [ ] Combination of Side path and bike lane on shoulder
- [ ] No-Action Alternative

- **Please Use This Space for Additional Suggestions or Comments**

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_____

- **Please Include Your Name, Address, and Phone Number**

Name: John / Betty Graig

Address: 1623 Old Hwy 13 Carbondale IL 62902

Proposed Illinois 13 Expansion Project
Comment Sheet

Public Information Meeting- May 29, 2014
John A. Logan College

- **Please Circle the Descriptions that apply to you**

Residential Owner
Residential Tenant
Business Owner
Commuter

Business Operator
Business Employee
Farm Owner

Farm Tenant
Other (please specify) _____

- **Please Mark the Appropriate Box(es)**

Reed Station Road

I favor:

- [x] Signalized Intersection with Additional lanes
- [ ] New Frontage Road
- [ ] No-Action alternative

Spillway Road

I favor:

- [x] Signalized Intersection with Additional lanes
- [ ] Slip ramp for WB IL 13
- [ ] No-Action alternative

Cambria Road

I favor:

- [ ] Signalized "T" Intersection with right turn only at The Haven
- [ ] Fully Signalized cross road intersection
- [x] Unsignalized with lefts out accommodated by a right turn and "U" turn (RCUT intersection)
- [ ] Slip ramp for WB IL 13
- [ ] No-Action alternative

Campground Road

I favor:

- [ ] Signalized "T" intersection.
- [x] Existing intersection closed with access to IL 13 via a frontage road connection to Greenbriar Road
- [ ] No-Action alternative

Bike Accommodation

I favor:

- [x] Separate Side Path
- [ ] Bike lane on Shoulder
- [ ] Combination of Side path and bike lane on shoulder
- [ ] No-Action Alternative

- **Please Use This Space for Additional Suggestions or Comments**

I am in favor of the project, especially if the construction (and maintenance) does not have to be deficit-funded, i.e. money is there. My main concern is minimizing the travel time in both directions, so I am in favor of more lanes but not more intersections. I like the bike path idea.

- **Please Include Your Name, Address, and Phone Number**

Name: Scott Crist

Address: 3013 Teakwood Ln. Herrin, IL 62948

Proposed Illinois 13 Expansion Project
Comment Sheet

Public Information Meeting- May 29, 2014
John A. Logan College

- **Please Circle the Descriptions that apply to you**

Residential Owner
Residential Tenant
Business Owner
Commuter

Business Operator
Business Employee
Farm Owner

Farm Tenant
Other (please specify) _____

- **Please Mark the Appropriate Box(es)**

Reed Station Road

I favor:

- [x] Signalized Intersection with Additional lanes
- [ ] New Frontage Road
- [ ] No-Action alternative

Spillway Road

I favor:

- [x] Signalized Intersection with Additional lanes
- [ ] Slip ramp for WB IL 13
- [ ] No-Action alternative

Cambria Road

I favor:

- [ ] Signalized "T" Intersection with right turn only at The Haven
- [ ] Fully Signalized cross road intersection
- [x] Unsignalized with lefts out accommodated by a right turn and "U" turn (RCUT intersection)
- [ ] Slip ramp for WB IL 13
- [ ] No-Action alternative

Campground Road

I favor:

- [ ] Signalized "T" intersection.
- [x] Existing intersection closed with access to IL 13 via a frontage road connection to Greenbriar Road
- [ ] No-Action alternative

Bike Accommodation

I favor:

- [x] Separate Side Path
- [ ] Bike lane on Shoulder
- [ ] Combination of Side path and bike lane on shoulder
- [ ] No-Action Alternative

- **Please Use This Space for Additional Suggestions or Comments**

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_____

- **Please Include Your Name, Address, and Phone Number**

Name: Charles Patrick

Address: 1304 N. 14th St. Herrin, IL 62948-2708

Proposed Illinois 13 Expansion Project
Comment Sheet

Public Information Meeting- May 29, 2014
John A. Logan College

- **Please Circle the Descriptions that apply to you**

Residential Owner
Residential Tenant
Business Owner
Commuter

Business Operator
Business Employee
Farm Owner

Farm Tenant
Other (please specify) _____

- **Please Mark the Appropriate Box(es)**

Reed Station Road

I favor:

- [x] Signalized Intersection with Additional lanes
- [ ] New Frontage Road
- [ ] No-Action alternative

Spillway Road

I favor:

- [x] Signalized Intersection with Additional lanes
- [ ] Slip ramp for WB IL 13
- [ ] No-Action alternative

Cambria Road

I favor:

- [x] Signalized "T" Intersection with right turn only at The Haven
- [ ] Fully Signalized cross road intersection
- [ ] Unsignalized with lefts out accommodated by a right turn and "U" turn (RCUT intersection)
- [ ] Slip ramp for WB IL 13
- [ ] No-Action alternative

Campground Road

I favor:

- [ ] Signalized "T" intersection.
- [x] Existing intersection closed with access to IL 13 via a frontage road connection to Greenbriar Road
- [ ] No-Action alternative

Bike Accommodation

I favor:

- [x] Separate Side Path
- [ ] Bike lane on Shoulder
- [ ] Combination of Side path and bike lane on shoulder
- [ ] No-Action Alternative

- **Please Use This Space for Additional Suggestions or Comments**

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- **Please Include Your Name, Address, and Phone Number**

Name: Jeff Doherty

Address: 2918 Kent, Carbondale, IL 62901
618-713-9210

Proposed Illinois 13 Expansion Project
Comment Sheet

Public Information Meeting- May 29, 2014
John A. Logan College

- **Please Circle the Descriptions that apply to you**

Residential Owner
Residential Tenant
Business Owner
Commuter

Business Operator
Business Employee
Farm Owner

Farm Tenant
Other (please specify) Carbondale City Councilman

- **Please Mark the Appropriate Box(es)**

Reed Station Road

I favor:

- [x] Signalized Intersection with Additional lanes
- [ ] New Frontage Road
- [ ] No-Action alternative

Spillway Road

I favor:

- [x] Signalized Intersection with Additional lanes
- [ ] Slip ramp for WB IL 13
- [ ] No-Action alternative

Cambria Road

I favor:

- [ ] Signalized "T" Intersection with right turn only at The Haven
- [x] Fully Signalized cross road intersection
- [ ] Unsignalized with lefts out accommodated by a right turn and "U" turn (RCUT intersection)
- [ ] Slip ramp for WB IL 13
- [ ] No-Action alternative

Campground Road

I favor:

- [ ] Signalized "T" intersection.
- [x] Existing intersection closed with access to IL 13 via a frontage road connection to Greenbriar Road
- [ ] No-Action alternative

Bike Accommodation

I favor:

- [x] Separate Side Path
- [ ] Bike lane on Shoulder
- [ ] Combination of Side path and bike lane on shoulder
- [ ] No-Action Alternative

- **Please Use This Space for Additional Suggestions or Comments**

From Giant City Rd east to Spillway Rd, why not use center grass area for additional lanes, which would cut down on maintenance costs of mowing + litter control? (Also less dirt fill by using insides.) Need easy vehicle and bike access to Crab Orchard Lake area.

- **Please Include Your Name, Address, and Phone Number**

Name: Lee M. Fromabarger

Address: 1140 Morningside Dr. Carbondale, IL 62901

Proposed Illinois 13 Expansion Project
Comment Sheet

Public Information Meeting- May 29, 2014
John A. Logan College

- **Please Circle the Descriptions that apply to you**

Residential Owner
Residential Tenant
Business Owner
Commuter

Business Operator
Business Employee
Farm Owner

Farm Tenant
Other (please specify) _____

- **Please Mark the Appropriate Box(es)**

Reed Station Road

I favor:

- [x] Signalized Intersection with Additional lanes
- [x] New Frontage Road
- [ ] No-Action alternative

Spillway Road

I favor:

- [x] Signalized Intersection with Additional lanes
- [ ] Slip ramp for WB IL 13
- [ ] No-Action alternative

Cambria Road

I favor:

- [ ] Signalized "T" Intersection with right turn only at The Haven
- [ ] Fully Signalized cross road intersection
- [ ] Unsignalized with lefts out accommodated by a right turn and "U" turn (RCUT intersection)
- [ ] Slip ramp for WB IL 13
- [ ] No-Action alternative

Campground Road

I favor:

- [ ] Signalized "T" intersection.
- [ ] Existing intersection closed with access to IL 13 via a frontage road connection to Greenbriar Road
- [ ] No-Action alternative

Bike Accommodation

I favor:

- [x] Separate Side Path
- [ ] Bike lane on Shoulder
- [ ] Combination of Side path and bike lane on shoulder
- [ ] No-Action Alternative

- **Please Use This Space for Additional Suggestions or Comments**

Please put me on the mailing list for this project
Our CRAB ORCHARD LAKE MANUFACTURED HOME COMMUNITY

At Spillway Road, please lengthen the E bound blend lane
(So many people stop on this lane - I have almost collide with cars on this,

- **Please Include Your Name, Address, and Phone Number**

Name: DONALD L. LEIGEBER

Address: 144 COURT ROAD, CARBONDALE, IL. 62902

Proposed Illinois 13 Expansion Project
Comment Sheet

Public Information Meeting- May 29, 2014
John A. Logan College

- **Please Circle the Descriptions that apply to you**

Residential Owner
Residential Tenant
Business Owner
Commuter

Business Operator
Business Employee
Farm Owner

Farm Tenant
Other (please specify) _____

- **Please Mark the Appropriate Box(es)**

Reed Station Road

I favor:

- [x] Signalized Intersection with Additional lanes
- [ ] New Frontage Road
- [ ] No-Action alternative

Spillway Road

I favor:

- [x] Signalized Intersection with Additional lanes
- [ ] Slip ramp for WB IL 13
- [ ] No-Action alternative

Cambria Road

I favor:

- [ ] Signalized "T" Intersection with right turn only at The Haven
- [ ] Fully Signalized cross road intersection
- [ ] Unsignalized with lefts out accommodated by a right turn and "U" turn (RCUT intersection)
- [x] Slip ramp for WB IL 13
- [ ] No-Action alternative

Campground Road

I favor:

- [ ] Signalized "T" intersection.
- [x] Existing intersection closed with access to IL 13 via a frontage road connection to Greenbriar Road
- [ ] No-Action alternative

Bike Accommodation

I favor:

- [x] Separate Side Path
- [ ] Bike lane on Shoulder
- [ ] Combination of Side path and bike lane on shoulder
- [ ] No-Action Alternative

- **Please Use This Space for Additional Suggestions or Comments**

As a historically fragmented area of communities, this project would better ~~foster~~ the growth of a Southern Illinois community, bolstering its infrastructure, commerce, tax base, safety, among others, but most of all, it would promote the symbiotic development of one of Illinois's hidden gems.

- **Please Include Your Name, Address, and Phone Number**

Name: Nicholas Ginsburg

Address: 400 S. Dixon Ave. Carbondale, IL

Proposed Illinois 13 Expansion Project
Comment Sheet

Public Information Meeting- May 29, 2014
John A. Logan College

- **Please Circle the Descriptions that apply to you**

Residential Owner
Residential Tenant
Business Owner
Commuter

Business Operator
Business Employee
Farm Owner

Farm Tenant
Other (please specify) _____

- **Please Mark the Appropriate Box(es)**

Reed Station Road

I favor:

- [x] Signalized Intersection with Additional lanes
- [ ] New Frontage Road
- [ ] No-Action alternative

Spillway Road

I favor:

- [x] Signalized Intersection with Additional lanes
- [ ] Slip ramp for WB IL 13
- [ ] No-Action alternative

Cambria Road

I favor:

- [x] Signalized "T" Intersection with right turn only at The Haven
- [ ] Fully Signalized cross road intersection
- [ ] Unsignalized with lefts out accommodated by a right turn and "U" turn (RCUT intersection)
- [ ] Slip ramp for WB IL 13
- [ ] No-Action alternative

Campground Road

I favor:

- [ ] Signalized "T" intersection.
- [x] Existing intersection closed with access to IL 13 via a frontage road connection to Greenbriar Road
- [ ] No-Action alternative

Bike Accommodation

I favor:

- [x] Separate Side Path
- [ ] Bike lane on Shoulder
- [ ] Combination of Side path and bike lane on shoulder
- [ ] No-Action Alternative

- **Please Use This Space for Additional Suggestions or Comments**

People at proposal meeting very helpful!

- **Please Include Your Name, Address, and Phone Number**

Name: Jackie Mueller

Address: 1201 Brentwood Ln. Carterville 618-985-4016

Proposed Illinois 13 Expansion Project
Comment Sheet

Public Information Meeting- May 29, 2014
John A. Logan College

- **Please Circle the Descriptions that apply to you**

Residential Owner	Business Operator	Farm Tenant
Residential Tenant	Business Employee	Other (please specify)
Business Owner	Farm Owner	_____
Commuter		

- **Please Mark the Appropriate Box(es)**

Reed Station Road

I favor:

- ☐ Signalized Intersection with Additional lanes
- ☐ New Frontage Road
- ☐ No-Action alternative

Spillway Road

I favor:

- ☐ Signalized Intersection with Additional lanes
- ☐ Slip ramp for WB IL 13
- ☐ No-Action alternative

Cambria Road

I favor:

- ☐ Signalized "T" Intersection with right turn only at The Haven
- ☐ Fully Signalized cross road intersection
- ☐ Unsignalized with lefts out accommodated by a right turn and "U" turn (RCUT intersection)
- ☐ Slip ramp for WB IL 13
- ☐ No-Action alternative

Campground Road

I favor:

- ☐ Signalized "T" intersection.
- ☐ Existing intersection closed with access to IL 13 via a frontage road connection to Greenbriar Road
- ☐ No-Action alternative

Bike Accommodation

I favor:

- ☒ Separate Side Path (1)
- ☐ Bike lane on Shoulder
- ☐ Combination of Side path and bike lane on shoulder (2)
- ☐ No-Action Alternative

- **Please Use This Space for Additional Suggestions or Comments**

- Do not lessen bicycle side path below 10 feet - 12 feet would be better. Please make sure there are no bike-paths-to-nowhere (ie hook up to shoulder where necessary). Do NOT choose crushed limestone or other non-paving options for bike path - this is not suitable for commuters.

- **Please Include Your Name, Address, and Phone Number**

Name: Andrey Wagner

Address: 112 A N Rod Ln Carbondale IL

Proposed Illinois 13 Expansion Project
Comment Sheet

Public Information Meeting- May 29, 2014
John A. Logan College

- **Please Circle the Descriptions that apply to you**

Residential Owner
Residential Tenant
Business Owner
Commuter

Business Operator
Business Employee
Farm Owner

Farm Tenant
Other (please specify) Bicyclist

- **Please Mark the Appropriate Box(es)**

Reed Station Road

I favor:

- ☐ Signalized Intersection with Additional lanes
- ☐ New Frontage Road
- ☐ No-Action alternative

Spillway Road

I favor:

- ☐ Signalized Intersection with Additional lanes
- ☐ Slip ramp for WB IL 13
- ☐ No-Action alternative

Cambria Road

I favor:

- ☐ Signalized "T" Intersection with right turn only at The Haven
- ☐ Fully Signalized cross road intersection
- ☐ Unsignalized with lefts out accommodated by a right turn and "U" turn (RCUT intersection)
- ☐ Slip ramp for WB IL 13
- ☐ No-Action alternative

Campground Road

I favor:

- ☐ Signalized "T" intersection.
- ☐ Existing intersection closed with access to IL 13 via a frontage road connection to Greenbriar Road
- ☐ No-Action alternative

Bike Accommodation

I favor:

- ☒ Separate Side Path
- ☐ Bike lane on Shoulder
- ☒ Combination of Side path and bike lane on shoulder
- ☐ No-Action Alternative

- **Please Use This Space for Additional Suggestions or Comments**

It would be nice to be able easily submit comments online.

More promotion of Curb your car week

- **Please Include Your Name, Address, and Phone Number**

Name: Audrey Wagner

Address: 1124 N. Red Ln Cdale IL 62901

Proposed Illinois 13 Expansion Project
Comment Sheet

Public Information Meeting- May 29, 2014
John A. Logan College

- **Please Circle the Descriptions that apply to you**

Residential Owner
Residential Tenant
Business Owner
Commuter

Business Operator
Business Employee
Farm Owner

Farm Tenant
Other (please specify) PUBLIC OFFICIAL

- **Please Mark the Appropriate Box(es)**

Reed Station Road

I favor:

- [x] Signalized Intersection with Additional lanes
- [ ] New Frontage Road
- [ ] No-Action alternative

Spillway Road

I favor:

- [x] Signalized Intersection with Additional lanes
- [x] Slip ramp for WB IL 13
- [ ] No-Action alternative

Cambria Road

I favor:

- [x] Signalized "T" Intersection with right turn only at The Haven
- [ ] Fully Signalized cross road intersection
- [ ] Unsignalized with lefts out accommodated by a right turn and "U" turn (RCUT intersection)
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- [ ] No-Action alternative

Campground Road

I favor:

- [ ] Signalized "T" intersection.
- [x] Existing intersection closed with access to IL 13 via a frontage road connection to Greenbriar Road
- [ ] No-Action alternative

Bike Accommodation

I favor:

- [x] Separate Side Path
- [ ] Bike lane on Shoulder
- [ ] Combination of Side path and bike lane on shoulder
- [ ] No-Action Alternative

- **Please Use This Space for Additional Suggestions or Comments**

- **Please Include Your Name, Address, and Phone Number**

Name: DONALD MONTY

Address: 418 S. GRANT CITY RD, CARBONDALE, IL 62902

549-0372

Proposed Illinois 13 Expansion Project
Comment Sheet

Public Information Meeting- May 29, 2014
John A. Logan College

- **Please Circle the Descriptions that apply to you**

Residential Owner
Residential Tenant
Business Owner
Commuter

Business Operator
Business Employee
Farm Owner

Farm Tenant
Other (please specify) _____

- **Please Mark the Appropriate Box(es)**

Reed Station Road

I favor:

- [x] Signalized Intersection with Additional lanes
- [x] New Frontage Road
- [ ] No-Action alternative

Spillway Road

I favor:

- [x] Signalized Intersection with Additional lanes
- [ ] Slip ramp for WB IL 13
- [ ] No-Action alternative

Cambria Road

I favor:

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- [ ] Fully Signalized cross road intersection
- [ ] Unsignalized with lefts out accommodated by a right turn and "U" turn (RCUT intersection)
- [ ] Slip ramp for WB IL 13
- [ ] No-Action alternative

Campground Road

I favor:

- [ ] Signalized "T" intersection.
- [x] Existing intersection closed with access to IL 13 via a frontage road connection to Greenbriar Road
- [ ] No-Action alternative

Bike Accommodation

I favor:

- [x] Separate Side Path
- [ ] Bike lane on Shoulder
- [ ] Combination of Side path and bike lane on shoulder
- [ ] No-Action Alternative

- **Please Use This Space for Additional Suggestions or Comments**

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- **Please Include Your Name, Address, and Phone Number**

Name: Dena Stogsdill

Address: 205 Lynne Ln, Cartersville

Proposed Illinois 13 Expansion Project
Comment Sheet

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John A. Logan College

- **Please Circle the Descriptions that apply to you**

Residential Owner
Residential Tenant
Business Owner
Commuter

Business Operator
Business Employee
Farm Owner

Farm Tenant
Other (please specify) _____

- **Please Mark the Appropriate Box(es)**

Reed Station Road

I favor:
- [x] Signalized Intersection with Additional lanes
- [x] New Frontage Road
- [ ] No-Action alternative

Spillway Road

I favor:
- [x] Signalized Intersection with Additional lanes
- [ ] Slip ramp for WB IL 13
- [ ] No-Action alternative

Cambria Road

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Campground Road

I favor:
- [ ] Signalized "T" intersection.
- [x] Existing intersection closed with access to IL 13 via a frontage road connection to Greenbriar Road
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Bike Accommodation

I favor:
- [x] Separate Side Path
- [ ] Bike lane on Shoulder
- [ ] Combination of Side path and bike lane on shoulder
- [ ] No-Action Alternative

- **Please Use This Space for Additional Suggestions or Comments**

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- **Please Include Your Name, Address, and Phone Number**

Name: Lynne Westra

Address: 1305 Hillside CT Carterville

Proposed Illinois 13 Expansion Project
Comment Sheet

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John A. Logan College

- **Please Circle the Descriptions that apply to you**

Residential Owner
Residential Tenant
Business Owner
Commuter

Business Operator
Business Employee
Farm Owner

Farm Tenant
Other (please specify) _____

- **Please Mark the Appropriate Box(es)**

Reed Station Road

I favor:

- [x] Signalized Intersection with Additional lanes
- [ ] New Frontage Road
- [ ] No-Action alternative

Spillway Road

I favor:

- [ ] Signalized Intersection with Additional lanes
- [ ] Slip ramp for WB IL 13
- [ ] No-Action alternative

Cambria Road

I favor:

- [x] Signalized "T" Intersection with right turn only at The Haven
- [ ] Fully Signalized cross road intersection
- [ ] Unsignalized with lefts out accommodated by a right turn and "U" turn (RCUT intersection)
- [ ] Slip ramp for WB IL 13
- [ ] No-Action alternative

Campground Road

I favor:

- [ ] Signalized "T" intersection.
- [x] Existing intersection closed with access to IL 13 via a frontage road connection to Greenbriar Road
- [ ] No-Action alternative

Bike Accommodation

I favor:

- [x] Separate Side Path
- [ ] Bike lane on Shoulder
- [ ] Combination of Side path and bike lane on shoulder
- [ ] No-Action Alternative

- **Please Use This Space for Additional Suggestions or Comments**

Super T ??

- **Please Include Your Name, Address, and Phone Number**

Name: NEAL BLOOMQUIST

Address: 1102 W. GRAND AVE C'Ville, ILL

Proposed Illinois 13 Expansion Project
Comment Sheet

Public Information Meeting- May 29, 2014
John A. Logan College

- **Please Circle the Descriptions that apply to you**

Residential Owner
Residential Tenant
Business Owner
Commuter

Business Operator
Business Employee
Farm Owner

Farm Tenant
Other (please specify) _____

- **Please Mark the Appropriate Box(es)**

Reed Station Road

I favor:

- [x] Signalized Intersection with Additional lanes
- [ ] New Frontage Road
- [ ] No-Action alternative

Spillway Road

I favor:

- [ ] Signalized Intersection with Additional lanes
- [x] Slip ramp for WB IL 13
- [ ] No-Action alternative

Cambria Road

I favor:

- [x] Signalized "T" Intersection with right turn only at The Haven
- [ ] Fully Signalized cross road intersection
- [ ] Unsignalized with lefts out accommodated by a right turn and "U" turn (RCUT intersection)
- [ ] Slip ramp for WB IL 13
- [ ] No-Action alternative

Campground Road

I favor:

- [x] Signalized "T" intersection.
- [ ] Existing intersection closed with access to IL 13 via a frontage road connection to Greenbriar Road
- [ ] No-Action alternative

Bike Accommodation

I favor:

- [x] Separate Side Path
- [ ] Bike lane on Shoulder
- [ ] Combination of Side path and bike lane on shoulder
- [ ] No-Action Alternative

- **Please Use This Space for Additional Suggestions or Comments**

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_____

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_____

_____

- **Please Include Your Name, Address, and Phone Number**

Name: John Smith

Address: Meadowbrook Ln Carbondale 529-5577

Proposed Illinois 13 Expansion Project
Comment Sheet

Public Information Meeting- May 29, 2014
John A. Logan College

- **Please Circle the Descriptions that apply to you**

Residential Owner
~~Residential Tenant~~
Business Owner
Commuter

Business Operator
Business Employee
Farm Owner

Farm Tenant
Other (please specify) _____

- **Please Mark the Appropriate Box(es)**

Reed Station Road

I favor:

- ☐ Signalized Intersection with Additional lanes
- ☐ New Frontage Road
- ☐ No-Action alternative

Spillway Road

I favor:

- ☐ Signalized Intersection with Additional lanes
- ☐ Slip ramp for WB IL 13
- ☐ No-Action alternative

Cambria Road

I favor:

- ☐ Signalized "T" Intersection with right turn only at The Haven
- ☒ Fully Signalized cross road intersection
- ☐ Unsignalized with lefts out accommodated by a right turn and "U" turn (RCUT intersection)
- ☐ Slip ramp for WB IL 13
- ☐ No-Action alternative

Campground Road

I favor:

- ☐ Signalized "T" intersection.
- ☐ Existing intersection closed with access to IL 13 via a frontage road connection to Greenbriar Road
- ☐ No-Action alternative

Bike Accommodation

I favor:

- ☐ Separate Side Path
- ☐ Bike lane on Shoulder
- ☐ Combination of Side path and bike lane on shoulder
- ☐ No-Action Alternative

- **Please Use This Space for Additional Suggestions or Comments**

I do use Cambria Road even though I live about 4 miles from there. I definitely feel a signal is needed there for Cambria, Royalton, Carterville west sections, + Hurst access

- **Please Include Your Name, Address, and Phone Number**

Name: Colleen Bogard

Address: 10646 Samuel Rd 618-985-2269

Proposed Illinois 13 Expansion Project
Comment Sheet

Public Information Meeting- May 29, 2014
John A. Logan College

- **Please Circle the Descriptions that apply to you**

Residential Owner
Residential Tenant
Business Owner
Commuter

Business Operator
Business Employee
Farm Owner

Farm Tenant
Other (please specify) _____

- **Please Mark the Appropriate Box(es)**

Reed Station Road

I favor:

- ☐ Signalized Intersection with Additional lanes
- ☒ New Frontage Road
- ☐ No-Action alternative

Spillway Road

I favor:

- ☒ Signalized Intersection with Additional lanes
- ☐ Slip ramp for WB IL 13
- ☐ No-Action alternative

Cambria Road

I favor:

- ☒ Signalized "T" Intersection with right turn only at The Haven
- ☐ Fully Signalized cross road intersection
- ☐ Unsignalized with lefts out accommodated by a right turn and "U" turn (RCUT intersection)
- ☐ Slip ramp for WB IL 13
- ☒ No-Action alternative

Campground Road

I favor:

- ☐ Signalized "T" intersection.
- ☒ Existing intersection closed with access to IL 13 via a frontage road connection to Greenbriar Road
- ☐ No-Action alternative

Bike Accommodation

I favor:

- ☒ Separate Side Path
- ☐ Bike lane on Shoulder
- ☐ Combination of Side path and bike lane on shoulder
- ☐ No-Action Alternative

- **Please Use This Space for Additional Suggestions or Comments**

_____

_____

_____

_____

_____

- **Please Include Your Name, Address, and Phone Number**

Name: Karin McClure

Address: 604 Berry St, Freeman Spur, IL 62841
618-889-6028

Proposed Illinois 13 Expansion Project
Comment Sheet

Public Information Meeting- May 29, 2014
John A. Logan College

- **Please Circle the Descriptions that apply to you**

(Residential Owner)
Residential Tenant
Business Owner
Commuter

Business Operator
Business Employee
Farm Owner

Farm Tenant
Other (please specify) _____

- **Please Mark the Appropriate Box(es)**

Reed Station Road

I favor:

- ☐ Signalized Intersection with Additional lanes
- ☑ New Frontage Road
- ☐ No-Action alternative

Spillway Road

I favor:

- ☑ Signalized Intersection with Additional lanes
- ☐ Slip ramp for WB IL 13
- ☐ No-Action alternative

Cambria Road

I favor:

- ☑ 1st Signalized "T" Intersection with right turn only at The Haven
- ☐ Fully Signalized cross road intersection
- ☑ 2nd Unsignalized with lefts out accommodated by a right turn and "U" turn (RCUT intersection)
- ☐ Slip ramp for WB IL 13
- ☐ No-Action alternative

Campground Road

I favor:

- ☐ Signalized "T" intersection.
- ☐ Existing intersection closed with access to IL 13 via a frontage road connection to Greenbriar Road
- ☐ No-Action alternative

Bike Accommodation

I favor:

- ☑ Separate Side Path
- ☐ Bike lane on Shoulder
- ☐ Combination of Side path and bike lane on shoulder
- ☐ No-Action Alternative

- **Please Use This Space for Additional Suggestions or Comments**

Stop flashing warning light 1/2 mile before Stop light. Mo. Hwy 60 has these lights ~~for~~ warning before light turns Red. East of Springfield, Mo.

- **Please Include Your Name, Address, and Phone Number**

Name: Mary & Gary Witt

Address: 1012 Mockingbird Ln Carterville, Il 62918

985-3198

Proposed Illinois 13 Expansion Project
Comment Sheet

Public Information Meeting- May 29, 2014
John A. Logan College

- **Please Circle the Descriptions that apply to you**

Residential Owner
Residential Tenant
Business Owner
Commuter

Business Operator
Business Employee
Farm Owner

Farm Tenant
Other (please specify) _____

- **Please Mark the Appropriate Box(es)**

Reed Station Road

I favor:

- [x] Signalized Intersection with Additional lanes
- [ ] New Frontage Road
- [ ] No-Action alternative

Spillway Road

I favor:

- [x] Signalized Intersection with Additional lanes
- [ ] Slip ramp for WB IL 13
- [ ] No-Action alternative

Cambria Road

I favor:

- [x] Signalized "T" Intersection with right turn only at The Haven
- [ ] Fully Signalized cross road intersection
- [ ] Unsignalized with lefts out accommodated by a right turn and "U" turn (RCUT intersection)
- [ ] Slip ramp for WB IL 13
- [ ] No-Action alternative

Campground Road

I favor:

- [ ] Signalized "T" intersection.
- [x] Existing intersection closed with access to IL 13 via a frontage road connection to Greenbriar Road
- [ ] No-Action alternative

Bike Accommodation

I favor:

- [x] Separate Side Path
- [ ] Bike lane on Shoulder
- [ ] Combination of Side path and bike lane on shoulder
- [ ] No-Action Alternative

- **Please Use This Space for Additional Suggestions or Comments**

Campground: Allow access to Cambria Neck Ramp from the east to west

- **Please Include Your Name, Address, and Phone Number**

Name: Ron Waldron

Address: 573 Vermont Rd. Carterville

Proposed Illinois 13 Expansion Project
Comment Sheet

Public Information Meeting- May 29, 2014
John A. Logan College

- **Please Circle the Descriptions that apply to you**

Residential Owner
Residential Tenant
Business Owner
Commuter

Business Operator
Business Employee
Farm Owner

Farm Tenant
Other (please specify) _____

- **Please Mark the Appropriate Box(es)**

Reed Station Road

I favor:
- [x] Signalized Intersection with Additional lanes
- [x] New Frontage Road
- [ ] No-Action alternative

Spillway Road

I favor:
- [x] Signalized Intersection with Additional lanes
- [ ] Slip ramp for WB IL 13
- [ ] No-Action alternative

Cambria Road

I favor:
- [ ] Signalized "T" Intersection with right turn only at The Haven
- [x] Fully Signalized cross road intersection
- [ ] Unsignalized with lefts out accommodated by a right turn and "U" turn (RCUT intersection)
- [ ] Slip ramp for WB IL 13
- [ ] No-Action alternative

Campground Road

I favor:
- [ ] Signalized "T" intersection.
- [x] Existing intersection closed with access to IL 13 via a frontage road connection to Greenbriar Road
- [ ] No-Action alternative

Bike Accommodation

I favor:
- [x] Separate Side Path
- [ ] Bike lane on Shoulder
- [ ] Combination of Side path and bike lane on shoulder
- [ ] No-Action Alternative

- **Please Use This Space for Additional Suggestions or Comments**

_____

_____

_____

_____

_____

- **Please Include Your Name, Address, and Phone Number**

Name: Jo Kirch Berg

Address: 789 Cardinal Rd, C'dale 62901

Proposed Illinois 13 Expansion Project
Comment Sheet

Public Information Meeting- May 29, 2014
John A. Logan College

- **Please Circle the Descriptions that apply to you**

~~Residential Owner~~
Residential Tenant
Business Owner
~~Commuter~~

Business Operator
Business Employee
Farm Owner

Farm Tenant
Other (please specify) _____

- **Please Mark the Appropriate Box(es)**

Reed Station Road

I favor:
- [x] Signalized Intersection with Additional lanes
- [ ] New Frontage Road
- [ ] No-Action alternative

Spillway Road

I favor:
- [ ] Signalized Intersection with Additional lanes
- [x] Slip ramp for WB IL 13
- [ ] No-Action alternative

Cambria Road

I favor:
- [x] Signalized "T" Intersection with right turn only at The Haven
- [ ] Fully Signalized cross road intersection
- [ ] Unsignalized with lefts out accommodated by a right turn and "U" turn (RCUT intersection)
- [ ] Slip ramp for WB IL 13
- [ ] No-Action alternative

Campground Road

I favor:
- [ ] Signalized "T" intersection.
- [x] Existing intersection closed with access to IL 13 via a frontage road connection to Greenbriar Road
- [ ] No-Action alternative

Bike Accommodation

I favor:
- [x] Separate Side Path
- [ ] Bike lane on Shoulder
- [ ] Combination of Side path and bike lane on shoulder
- [ ] No-Action Alternative

- **Please Use This Space for Additional Suggestions or Comments**

Must have direct access to east bound Rt 13 from Cambria Rd.

- **Please Include Your Name, Address, and Phone Number**

Name: Eldon Benz

Address: 1789 Cardinal Rd Cdale IL 62901

Proposed Illinois 13 Expansion Project
Comment Sheet

Public Information Meeting- May 29, 2014
John A. Logan College

- **Please Circle the Descriptions that apply to you**

Residential Owner
Residential Tenant
Business Owner
Commuter

Business Operator
Business Employee
Farm Owner

Farm Tenant
Other (please specify) _____

- **Please Mark the Appropriate Box(es)**

Reed Station Road

I favor:

- [x] Signalized Intersection with Additional lanes
- [ ] New Frontage Road
- [ ] No-Action alternative

Spillway Road

I favor:

- [x] Signalized Intersection with Additional lanes
- [ ] Slip ramp for WB IL 13
- [ ] No-Action alternative

Cambria Road

I favor:

- [x] Signalized "T" Intersection with right turn only at The Haven
- [ ] Fully Signalized cross road intersection
- [ ] Unsignalized with lefts out accommodated by a right turn and "U" turn (RCUT intersection)
- [ ] Slip ramp for WB IL 13
- [ ] No-Action alternative

Campground Road

I favor:

- [ ] Signalized "T" intersection.
- [x] Existing intersection closed with access to IL 13 via a frontage road connection to Greenbriar Road
- [ ] No-Action alternative

Bike Accommodation

I favor:

- [ ] Separate Side Path
- [x] Bike lane on Shoulder
- [ ] Combination of Side path and bike lane on shoulder
- [ ] No-Action Alternative

- **Please Use This Space for Additional Suggestions or Comments**

This project is needed for economic development and Access to SIU from Interstate 57. Should Improve Access to the Wildlife Refuge for Increased Tourism

- **Please Include Your Name, Address, and Phone Number**

Name: Ray Simpson (618) 201-2657

Address: 517 N. Davis St., Carbondale, IL. 62901

Proposed Illinois 13 Expansion Project
Comment Sheet

Public Information Meeting- May 29, 2014
John A. Logan College

- **Please Circle the Descriptions that apply to you**

Residential Owner
Residential Tenant
Business Owner
Commuter

Business Operator
Business Employee
Farm Owner

Farm Tenant
Other (please specify)
(JACKSON COUNTY BOARD MEMBER)

- **Please Mark the Appropriate Box(es)**

Reed Station Road

I favor:

- [x] Signalized Intersection with Additional lanes
- [ ] New Frontage Road
- [ ] No-Action alternative

Spillway Road

I favor:

- [x] Signalized Intersection with Additional lanes
- [ ] Slip ramp for WB IL 13
- [ ] No-Action alternative

Cambria Road

I favor:

- [ ] Signalized "T" Intersection with right turn only at The Haven
- [ ] Fully Signalized cross road intersection
- [ ] Unsignalized with lefts out accommodated by a right turn and "U" turn (RCUT intersection)
- [x] Slip ramp for WB IL 13
- [ ] No-Action alternative

Campground Road

I favor:

- [ ] Signalized "T" intersection.
- [x] Existing intersection closed with access to IL 13 via a frontage road connection to Greenbriar Road
- [ ] No-Action alternative

Bike Accommodation

I favor:

- [ ] Separate Side Path
- [ ] Bike lane on Shoulder
- [x] Combination of Side path and bike lane on shoulder
- [ ] No-Action Alternative

- **Please Use This Space for Additional Suggestions or Comments**

- **Please Include Your Name, Address, and Phone Number**

Name: ORVIL ROWE JACKSON COUNTY BOARD (TRANSPORTATION COMMITTEE CHAIR)

Address: 171 MARLYN LANE MURPHYSBORO, IL

Proposed Illinois 13 Expansion Project
Comment Sheet

Public Information Meeting- May 29, 2014
John A. Logan College

- **Please Circle the Descriptions that apply to you**

Residential Owner
Residential Tenant
Business Owner
Commuter

Business Operator
Business Employee
Farm Owner

Farm Tenant
Other (please specify)
_____

- **Please Mark the Appropriate Box(es)**

Reed Station Road

I favor:

- [x] Signalized Intersection with Additional lanes
- [ ] New Frontage Road
- [ ] No-Action alternative

Spillway Road

I favor:

- [x] Signalized Intersection with Additional lanes
- [ ] Slip ramp for WB IL 13
- [ ] No-Action alternative

Cambria Road

I favor:

- [x] Signalized "T" Intersection with right turn only at The Haven
- [ ] Fully Signalized cross road intersection
- [ ] Unsignalized with lefts out accommodated by a right turn and "U" turn (RCUT intersection)
- [ ] Slip ramp for WB IL 13
- [ ] No-Action alternative

Campground Road

I favor:

- [x] Signalized "T" intersection.
- [ ] Existing intersection closed with access to IL 13 via a frontage road connection to Greenbriar Road
- [ ] No-Action alternative

Bike Accommodation

I favor:

- [x] Separate Side Path
- [ ] Bike lane on Shoulder
- [ ] Combination of Side path and bike lane on shoulder
- [ ] No-Action Alternative

- **Please Use This Space for Additional Suggestions or Comments**

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- **Please Include Your Name, Address, and Phone Number**

Name: _____

Address: _____

Proposed Illinois 13 Expansion Project
Comment Sheet

Public Information Meeting- May 29, 2014
John A. Logan College

- **Please Circle the Descriptions that apply to you**

Residential Owner
Residential Tenant
Business Owner
Commuter

Business Operator
Business Employee
Farm Owner

Farm Tenant
Other (please specify) Former Mayor Carbondale

- **Please Mark the Appropriate Box(es)**

Reed Station Road

I favor:

- ☐ Signalized Intersection with Additional lanes
- ☐ New Frontage Road
- ☐ No-Action alternative

Spillway Road

I favor:

- ☐ Signalized Intersection with Additional lanes
- ☐ Slip ramp for WB IL 13
- ☐ No-Action alternative

Cambria Road

I favor:

- ☐ Signalized "T" Intersection with right turn only at The Haven
- ☐ Fully Signalized cross road intersection
- ☐ Unsignalized with lefts out accommodated by a right turn and "U" turn (RCUT intersection)
- ☐ Slip ramp for WB IL 13
- ☐ No-Action alternative

Campground Road

I favor:

- ☐ Signalized "T" intersection.
- ☐ Existing intersection closed with access to IL 13 via a frontage road connection to Greenbriar Road
- ☐ No-Action alternative

Bike Accommodation

I favor:

- ☐ Separate Side Path
- ☐ Bike lane on Shoulder
- ☐ Combination of Side path and bike lane on shoulder
- ☐ No-Action Alternative

- **Please Use This Space for Additional Suggestions or Comments**

The Veterans Parkway should never have been activated (No public hearing). It is extremely dangerous — will only be in future if — if — if further development happens in that parcel.

- **Please Include Your Name, Address, and Phone Number**

Name: Neil R. Dillard

Address: 500 S. Oakland Carbondale, Il. 62901

Proposed Illinois 13 Expansion Project
Comment Sheet

Public Information Meeting- May 29, 2014
John A. Logan College

- **Please Circle the Descriptions that apply to you**

Residential Owner
Residential Tenant
Business Owner
Commuter

Business Operator
Business Employee
Farm Owner

Farm Tenant
Other (please specify) _____

- **Please Mark the Appropriate Box(es)**

Reed Station Road

I favor:

- ☐ Signalized Intersection with Additional lanes
- ☐ New Frontage Road
- ☐ No-Action alternative

Spillway Road

I favor:

- ☐ Signalized Intersection with Additional lanes
- ☒ Slip ramp for WB IL 13
- ☐ No-Action alternative

Cambria Road

I favor:

- ☐ Signalized "T" Intersection with right turn only at The Haven
- ☐ Fully Signalized cross road intersection
- ☐ Unsignalized with lefts out accommodated by a right turn and "U" turn (RCUT intersection)
- ☒ Slip ramp for WB IL 13
- ☐ No-Action alternative

Campground Road

I favor:

- ☐ Signalized "T" intersection.
- ☒ Existing intersection closed with access to IL 13 via a frontage road connection to Greenbriar Road
- ☐ No-Action alternative

Bike Accommodation

I favor:

- ☐ Separate Side Path
- ☐ Bike lane on Shoulder
- ☐ Combination of Side path and bike lane on shoulder
- ☒ No-Action Alternative

- **Please Use This Space for Additional Suggestions or Comments**

Bikepath to angle northeast at spillway Rd and go along Cardinal and Grand until 148

- **Please Include Your Name, Address, and Phone Number**

Name: Jeff Finger

Address: PO Box 232 Carterville IL 62918

Proposed Illinois 13 Expansion Project
Comment Sheet

Public Information Meeting- May 29, 2014
John A. Logan College

- **Please Circle the Descriptions that apply to you**

Residential Owner
Residential Tenant
Business Owner
Commuter

Business Operator
Business Employee
Farm Owner

Farm Tenant
Other (please specify) _____

- **Please Mark the Appropriate Box(es)**

Reed Station Road

I favor:

- ☐ Signalized Intersection with Additional lanes
- ☐ New Frontage Road
- ☐ No-Action alternative

Spillway Road

I favor:

- ☐ Signalized Intersection with Additional lanes
- ☐ Slip ramp for WB IL 13
- ☐ No-Action alternative

Cambria Road

I favor:

- ☐ Signalized "T" Intersection with right turn only at The Haven
- ☐ Fully Signalized cross road intersection
- ☐ Unsignalized with lefts out accommodated by a right turn and "U" turn (RCUT intersection)
- ☐ Slip ramp for WB IL 13
- ☐ No-Action alternative

Campground Road

I favor:

- ☐ Signalized "T" intersection.
- ☐ Existing intersection closed with access to IL 13 via a frontage road connection to Greenbriar Road
- ☐ No-Action alternative

Bike Accommodation

I favor:

- ☐ Separate Side Path
- ☐ Bike lane on Shoulder
- ☐ Combination of Side path and bike lane on shoulder
- ☐ No-Action Alternative

- **Please Use This Space for Additional Suggestions or Comments**

The Concrete island at the Shawnee trail entrance needs to be painted & add reflectors for improved safety. The turn radius on the new ~~[illegible]~~ Pin Oak Drive between Pin Oak model & Hucks is much to radical for 53' Semis to turn without crossing into the other lane. Please widen. There also is a need for a right turn out at the east end of Pin Oak Drive rather than a dead end. Truck traffic would be able to use.

- **Please Include Your Name, Address, and Phone Number**

Name: _____

Address: Edwin R. Taft
1008 Pin Oak Drive
Carterville, Il. 62918

985-3564

Proposed Illinois 13 Expansion Project
Comment Sheet

Public Information Meeting- May 29, 2014
John A. Logan College

- **Please Circle the Descriptions that apply to you**

Residential Owner
Residential Tenant
Business Owner
Commuter
Business Operator
Business Employee
Farm Owner
Farm Tenant
Other (please specify) _____

- **Please Mark the Appropriate Box(es)**

Reed Station Road

I favor:

- [x] Signalized Intersection with Additional lanes
- [ ] New Frontage Road
- [ ] No-Action alternative

Spillway Road

I favor:

- [ ] Signalized Intersection with Additional lanes
- [ ] Slip ramp for WB IL 13
- [ ] No-Action alternative

Cambria Road

I favor:

- [x] Signalized "T" Intersection with right turn only at The Haven
- [ ] Fully Signalized cross road intersection
- [ ] Unsignalized with lefts out accommodated by a right turn and "U" turn (RCUT intersection)
- [ ] Slip ramp for WB IL 13
- [ ] No-Action alternative

Campground Road

I favor:

- [ ] Signalized "T" intersection.
- [ ] Existing intersection closed with access to IL 13 via a frontage road connection to Greenbriar Road
- [ ] No-Action alternative

Bike Accommodation

I favor:

- [ ] Separate Side Path
- [ ] Bike lane on Shoulder
- [x] Combination of Side path and bike lane on shoulder
- [ ] No-Action Alternative

- **Please Use This Space for Additional Suggestions or Comments**

_____

_____

_____

_____

_____

- **Please Include Your Name, Address, and Phone Number**

Name: Tom & Laura Reece

Address: 1700 Doctor Springs Rd. DeSoto, IL.

Proposed Illinois 13 Expansion Project
Comment Sheet

Public Information Meeting- May 29, 2014
John A. Logan College

- **Please Circle the Descriptions that apply to you**

(Residential Owner)
Residential Tenant
Business Owner
(Commuter)

Business Operator
Business Employee
Farm Owner

Farm Tenant
Other (please specify) _____

- **Please Mark the Appropriate Box(es)**

Reed Station Road

I favor:
- [x] Signalized Intersection with Additional lanes
- [ ] New Frontage Road
- [ ] No-Action alternative

Spillway Road

I favor:
- [ ] Signalized Intersection with Additional lanes
- [ ] Slip ramp for WB IL 13
- [x] No-Action alternative

Cambria Road

I favor:
- [x] Signalized "T" Intersection with right turn only at The Haven
- [x] Fully Signalized cross road intersection
- [ ] Unsignalized with lefts out accommodated by a right turn and "U" turn (RCUT intersection)
- [ ] Slip ramp for WB IL 13
- [ ] No-Action alternative

Campground Road

I favor:
- [x] Signalized "T" intersection.
- [ ] Existing intersection closed with access to IL 13 via a frontage road connection to Greenbriar Road
- [ ] No-Action alternative

Bike Accommodation

I favor:
- [x] Separate Side Path
- [ ] Bike lane on Shoulder
- [ ] Combination of Side path and bike lane on shoulder
- [ ] No-Action Alternative

- **Please Use This Space for Additional Suggestions or Comments**

I am concerned about the increase in Noise pollution travelling across the water. Sound studies need to be done in winter + summer, to assess this properly. Please Lower the speed limit from Cardinal rd/Grand south to Rte 13. - Too many dead animals!

- **Please Include Your Name, Address, and Phone Number**

Name: K Kaufman

Address: 1798 Cardinal rd.

Proposed Illinois 13 Expansion Project
Comment Sheet

Public Information Meeting- May 29, 2014
John A. Logan College

RECEIVED
JUN 02 2014
DEPT OF TRANSPORTATION
CARBONDALE /DISTRICT 9

- **Please Circle the Descriptions that apply to you**

Residential Owner
Residential Tenant
Business Owner
Commuter
Business Operator
Business Employee
Farm Owner
Farm Tenant
Other (please specify) _____

- **Please Mark the Appropriate Box(es)**

Reed Station Road

I favor:

- ☐ Signalized Intersection with Additional lanes
- ☐ New Frontage Road
- ☒ No-Action alternative

Spillway Road

I favor:

- ☐ Signalized Intersection with Additional lanes
- ☐ Slip ramp for WB IL 13
- ☒ No-Action alternative

Cambria Road

I favor:

- ☒ Signalized "T" Intersection with right turn only at The Haven
- ☐ Fully Signalized cross road intersection
- ☐ Unsignalized with lefts out accommodated by a right turn and "U" turn (RCUT intersection)
- ☐ Slip ramp for WB IL 13
- ☐ No-Action alternative

Campground Road

I favor:

- ☐ Signalized "T" intersection.
- ☒ Existing intersection closed with access to IL 13 via a frontage road connection to Greenbriar Road
- ☐ No-Action alternative

Bike Accommodation

I favor:

- ☐ Separate Side Path
- ☐ Bike lane on Shoulder
- ☒ Combination of Side path and bike lane on shoulder
- ☐ No-Action Alternative

- **Please Use This Space for Additional Suggestions or Comments**

_____

_____

_____

_____

_____

- **Please Include Your Name, Address, and Phone Number**

Name: John Chaney

Address: 1012 Ivey Lane, Carterville, IL 618 985 2465

Proposed Illinois 13 Expansion Project
Comment Sheet

Public Information Meeting- May 29, 2014
John A. Logan College

RECEIVED
JUN 02 2014
DEPT OF TRANSPORTATION
CARBONDALE /DISTRICT 9

- **Please Circle the Descriptions that apply to you**

(Residential Owner)
Residential Tenant
Business Owner
Commuter

(Business Operator)
Business Employee
Farm Owner

Farm Tenant
Other (please specify) _____

- **Please Mark the Appropriate Box(es)**

Reed Station Road

I favor:
- [x] Signalized Intersection with Additional lanes
- [ ] New Frontage Road
- [ ] No-Action alternative

Spillway Road

I favor:
- [x] Signalized Intersection with Additional lanes
- [ ] Slip ramp for WB IL 13
- [ ] No-Action alternative

Cambria Road

I favor:
- [ ] Signalized "T" Intersection with right turn only at The Haven
- [ ] Fully Signalized cross road intersection
- [x] Unsignalized with lefts out accommodated by a right turn and "U" turn (RCUT intersection)
- [ ] Slip ramp for WB IL 13
- [ ] No-Action alternative

Campground Road

I favor:
- [ ] Signalized "T" intersection.
- [x] Existing intersection closed with access to IL 13 via a frontage road connection to Greenbriar Road
- [ ] No-Action alternative

Bike Accommodation

I favor:
- [x] Separate Side Path
- [ ] Bike lane on Shoulder
- [ ] Combination of Side path and bike lane on shoulder
- [ ] No-Action Alternative

- **Please Use This Space for Additional Suggestions or Comments**

_____
_____
_____
_____
_____

- **Please Include Your Name, Address, and Phone Number**

Name: BRUCE WALLACE

Address: 1915 MINTON MURPHYSBORO, IL. 62966

Proposed Illinois 13 Expansion Project
Comment Sheet

Public Information Meeting- May 29, 2014
John A. Logan College

RECEIVED
JUN 04 2014
DEPT OF TRANSPORTATION
CARBONDALE /DISTRICT 9

- **Please Circle the Descriptions that apply to you**

Residential Owner
Residential Tenant
Business Owner ✓
Commuter

Business Operator
Business Employee
Farm Owner

Farm Tenant
Other (please specify) _____

- **Please Mark the Appropriate Box(es)**

Reed Station Road

I favor:

- ☐ Signalized Intersection with Additional lanes
- ☐ New Frontage Road
- ☐ No-Action alternative

Spillway Road

I favor:

- ☐ Signalized Intersection with Additional lanes
- ☐ Slip ramp for WB IL 13
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I favor:

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I favor:

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Bike Accommodation

I favor:

- ☐ Separate Side Path
- ☐ Bike lane on Shoulder
- ☐ Combination of Side path and bike lane on shoulder
- ☐ No-Action Alternative

- **Please Use This Space for Additional Suggestions or Comments**

Why would anyone reply when no one from IDOT listens to what we want or what the residents of Carterville wanted. I spent 100,000's on a commercial development on what I was told

- **Please Include Your Name, Address, and Phone Number**

Name: Peter Homoyo

Address: 1516 South Main Carterville, Ill 62918

Proposed Illinois 13 Expansion Project
Comment Sheet

Public Information Meeting- May 29, 2014
John A. Logan College

- **Please Circle the Descriptions that apply to you**

Residential Owner
Residential Tenant
Business Owner
Commuter

Business Operator
Business Employee
Farm Owner

Farm Tenant
Other (please specify) _____

- **Please Mark the Appropriate Box(es)**

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I favor:

- [x] Signalized Intersection with Additional lanes
- [x] New Frontage Road
- [ ] No-Action alternative

Spillway Road

I favor:

- [x] Signalized Intersection with Additional lanes
- [x] Slip ramp for WB IL 13
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Cambria Road

I favor:

- [ ] Signalized "T" Intersection with right turn only at The Haven
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- [ ] Unsignalized with lefts out accommodated by a right turn and "U" turn (RCUT intersection)
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- [ ] No-Action alternative

Campground Road

I favor:

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Bike Accommodation

I favor:

- [ ] Separate Side Path
- [ ] Bike lane on Shoulder
- [x] Combination of Side path and bike lane on shoulder
- [ ] No-Action Alternative

- **Please Use This Space for Additional Suggestions or Comments**

_____

_____

_____

_____

_____

- **Please Include Your Name, Address, and Phone Number**

Name: KEVIN BAITY

Address: 2018 E. GREENWOOD DR. CARBONDALE 62901

Illinois Route 13 – Carbondale to Shawnee Trail Road

Introduction

Welcome to the Public Information Meeting conducted for the IL 13 6 lane expansion project by the Illinois Department of Transportation. This meeting is a part of our public involvement process which provides project information and an opportunity for public comments and suggestions on the proposed improvements.

The success of this meeting depends on citizen participation. Please examine the displays presented today and discuss the proposed project with IDOT staff members. They will listen to your comments, explain details, and answer questions. The displays can also be viewed on the IDOT website at http://www.idot.illinois.gov/projects/il-13-carb-to-carter.

If you wish to provide additional comments after the meeting, an enclosed pre-addressed comment sheet is provided for your convenience. This sheet can be folded and stapled or taped. Mailing requires proper postage. If you write your comments at this meeting, you may leave the sheet in the box provided at the comment table.

Purpose of this Meeting

The purpose of this information meeting is to discuss proposed improvements to the Illinois 13 corridor. Today's meeting will present the preferred alternative for each intersection as well as preliminary right-of-way needs. Preliminary environmental impacts associated with the project will also be presented. Additionally, the meeting will address minor impacts to the Crab Orchard National Wildlife Refuge. Interested persons will be afforded an opportunity to review and comment on the effect the project will have on the activities, features and attributes that qualify Crab Orchard National Wildlife Refuge for protection under Section 4(f) of the Department of Transportation Act. Comments received today will be included in the design process.

Need for the Project

The proposed Illinois 13 improvement will improve highway safety, reduce travel time and provide safe and efficient access to and from the existing side roads and the Crab Orchard National Wildlife Refuge. Improvements in safety and traffic mobility will also enhance the economic development potential of the corridor.

Safety

From 2007 through 2012 there were 324 crashes within the study corridor. These crashes resulted in 87 injuries and 2 fatalities. The crashes and injuries are concentrated at the side road intersections with 68% of the crashes and 82% of injuries occurring at those locations. Rear end crashes are the most common crash type comprising 45% of the total. The rear end crashes are concentrated at the two signalized intersections (Reed Station and Spillway Roads) with 87% of rear end crashes occurring at

those locations. Rear end crashes also resulted in the most injuries (64% of the total) followed by turning movement crashes (19% of the total).

Context Sensitive Solutions

Context Sensitive Solutions or CSS is an interdisciplinary approach that seeks effective, multimodal transportation solutions by working with stakeholders to develop, build and maintain cost-effective transportation facilities which fit into and reflect the project's surroundings – its "context." Through early, frequent, and meaningful communication with stakeholders, and a flexible and creative approach to design, the resulting projects should improve safety and mobility for the traveling public, while seeking to preserve and enhance the scenic, economic, historic, and natural qualities of the settings through which they pass.

CSS seeks to ensure that stakeholders' views are carefully considered in the decision-making process. To this end, the Department ~~has~~ assembled a Project Study Group of local leaders who represented various stakeholder groups that have an interest in the project. The PSG will assisted IDOT in identifying stakeholder concerns and in selection of the preferred alternative. The members of the PSG and the stakeholders they represent are:

- Illinois Department of Transportation – Jeffrey Keirn, Carrie Nelsen, Joe Zdankiewicz, Susan Poe, Julie Klamm, Paul Niedernhofer
- Federal Highway Administration – Chris Fraley
- Crab Orchard National Wildlife Refuge – Kathy Burchett, Kevin Reichert, Neil Vincent
- City of Carbondale – Sean Henry, Kevin Baity
- City of Carterville – Bradley Robinson
- Southern Illinois Metropolitan Planning Organization – Cary Minnis
- Carbondale Bicycle Club – Kathy Hollister, Anne Johnson

Proposed Project Details

The overall proposed project involves the upgrading of approximately 4.2 miles of Illinois 13 in Jackson and Williamson Counties. The project begins just west of Shawnee Trail Road and extends westward to Carbondale terminating just east of Giant City Road. An additional through lane will be added to each direction of IL 13 and improvements will be constructed at each intersection in the corridor. Alternatives under consideration are listed below:

Public Involvement

Public involvement for the project has included several opportunities for the general public to participate through public information meetings. An initial meeting was held in September of 2013. The meeting served as the project kickoff, providing general information and an opportunity for the public to share its perspectives regarding transportation issues and project concerns. A second meeting was held in May of 2014. Several alternates for each intersection were presented and comments were

collected regarding which alternates to further study. The meeting tonight will present the preferred alternate that was selected for each intersection.

Preferred Alternates

The following alternates were selected to proceed to the design stage. Each preferred alternative includes an additional through lane on IL 13 eastbound and westbound.

Campground Road

Intersection of IL 13 and Campground Road closed and campground traffic routed to IL 13 via a frontage road to the Greenbrier Rd./IL 13 intersection. The north boat launch area will be permanently closed. As mitigation for the loss of the northern boat launch, improvements will be made to the Greenbriar Road boat launch.

Cambria Road/The Haven Entrance

Intersection of IL 13 and Cambria Road modified to a signalized "T" intersection with The Haven entrance limited to right in/right out.

Spillway Road

Intersection of IL 13 and Spillway Road remains a full access signalized intersection. The northbound right turn lane acceleration lane will be extended to allow easier merging with IL 13 traffic.

Reed Station Road

At the intersection of Illinois 13 and Reed Station dual left turn lanes will be constructed for the eastbound to northbound movement, the southbound to westbound right turn will be converted to a "free flow" movement. In addition to the new turn lanes and through lanes described above, a new frontage road is being studied that would be constructed in the southwest quadrant of the intersection and Sweets Drive would be limited to right in/right out movements.

Veteran's Parkway

No change except for the additional through lane on IL 13 in each direction.

Bike Accommodation Options

The preferred alternate for bike accommodations is a 10' wide side path constructed off of the roadway for cyclists. Across Crab Orchard Lake and through the high fill area between Giant City Road and Reed Station Road the path will be adjacent to the roadway but a barrier will be constructed to separate bike and vehicle traffic.

> Note: In order for a separate side path to be included in the project IDOT policy requires that another agency accept maintenance of the path. If no other agency will

accept maintenance a side path will not be constructed and bike traffic will be accommodated on the shoulder of IL 13.

Project Schedule

The study phase of this project is scheduled to continue into the Spring of 2015. Copies of a brochure entitled "It Takes Time.....Highway Construction From Start to Finish" are available at the sign-in table. The brochure describes the process and timing of the many steps involved in highway project development.

Environmental Studies

Field work began in the spring of 2013 and has continued through this spring. Thus far, the following environmental issues have been identified.

1) The results of the wetland survey indicate the presence of jurisdictional wetlands within the project area. Wetland impacts will be avoided, minimized or mitigated in coordination with the U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, ILEPA, and IDNR.
2) The U.S. Fish and Wildlife Service lists the Indiana bat as a threatened or endangered species with suitable foraging and daytime summer roost habitats within the project area. Because of the potential for adverse effects to roosting Indiana bats, IDOT will not clear trees April 1 through September 30. With this commitment in place, the proposed improvement is not likely to adversely affect the Indiana bat.
3) Close participation with the U.S. Fish and Wildlife Service will continue through the project duration to avoid, minimize and mitigate impacts to the Crab Orchard Wildlife Refuge. Staff members representing the Refuge are included in the Project Study Group.

The preferred alternative and its impacts will be documented in the final Project Report.

Inquiries, Comments, and Information

All attendees at today's meeting are encouraged to take a few minutes to write down their comments regarding the proposed improvements. The Illinois Department of Transportation will give careful consideration to all comments received from the public. The study team will use this input to assist in evaluating the merits of the proposed improvements, the potential impacts, and the project cost.

Written comments may be submitted during the meeting or later mailed to:

Mr. Jeffrey Keirn, Region 5 Engineer
Illinois Department of Transportation
P.O. Box 100
Carbondale, Illinois 62903

Illinois Department of Transportation
Division of Highways / District 9
P.O. Box 100 / Carbondale, Illinois / 62903-0100
Telephone 618/549-2171

September 4, 2014

Re: **PUBLIC MEETING ANNOUNCEMENT**
IL Route 13
Jackson and Williamson Counties
Giant City Road to Shawnee Trail Road

Dear Property Owner or Concerned Citizen:

Attached is a copy of a Public Meeting Notice for the widening of IL Route 13 from Giant City Road in Carbondale to Shawnee Trail Road west of Carterville. The meeting will be held on Wednesday, September 24th from 4:00 pm to 7:00 pm at John A. Logan College, Rooms F-118/119, 700 Logan College Dr. Carterville, IL. The meeting will be an open-house format and Illinois Department of Transportation (IDOT) representatives will be available to answer questions on an informal basis. Preliminary plans for the proposed improvement will be available for your review and comment.

It is the policy of IDOT to provide all affected persons an opportunity to become acquainted with the highway proposals of concern to them and to express their views at those stages when the flexibility to respond to those views still exists. This notice is being provided to you because the proposed improvement may affect your property, business or other activities. A comment sheet is enclosed for your convenience.

This project is currently in the planning phase and several alternates have been studied. The preferred alternates for each intersection and preliminary right-of-way needs will be presented. Preliminary environmental impacts associated with the project will also be presented. Additionally, the meeting will address minor impacts to the Crab Orchard National Wildlife Refuge. Interested persons will be afforded an opportunity to review and comment on the effect the project will have on the activities, features and attributes that qualify Crab Orchard National Wildlife Refuge for protection under Section 4(f) of the Department of Transportation Act.

In addition to the Illinois 13 meeting, IDOT is seeking input for use in the planning and development of its upcoming Multi-Year Program (MYP) for Fiscal Years 2016-2021. This input will help guide the future direction of transportation within this community. The public will have an opportunity to comment on the MYP and other information presented.

Very truly yours,

Jeffrey Keirn, P.E.
Deputy Director of Highways
Region Five Engineer

Carrie Nelsen

By: Carrie Nelsen, P.E.
Program Development Engineer
District 9

Proposed IL 13 Improvements
Comment Sheet

Giant City Road to Shawnee Trail

Public Meeting
John A. Logan College
Carterville, Illinois
September 24, 2014

- **Please Circle the Descriptions that apply to you**

Residential Owner	Business Operator	Farm Tenant
Residential Tenant	Business Employee	Other (please specify)
Business Owner	Farm Owner	_____

- **Please Use This Space for Suggestions or Comments**

_____

_____

_____

_____

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_____

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_____

_____

_____

_____

- **Please Include Your Name, Address, and Phone Number**

Name: _____

Address: _____

Phone: _____

Comments will be accepted until October 10, 2013

Illinois Department of Transportation

Fax: (618) 457-8622
TTY: (618) 549-3507
Media Contact: Carrie Nelsen
Phone: (618) 549-2171 Ext. 280

OPEN HOUSE
PUBLIC INFORMATIONAL MEETING FOR

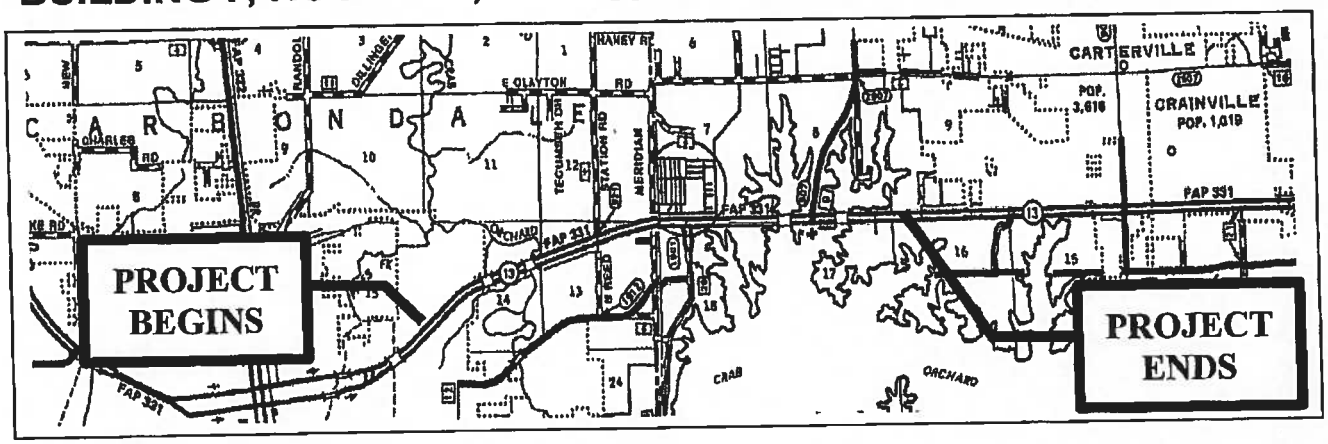
PROPOSED HIGHWAY EXPANSION OF ILLINOIS ROUTE 13 FROM EAST OF GIANT CITY RD. IN CARBONDALE TO WEST OF SHAWNEE TRAIL RD. NEAR JOHN A. LOGAN COLLEGE IN JACKSON AND WILLIAMSON COUNTIES

DATE & LOCATION

SEPTEMBER 24, 2014
4:00 PM TO 7:00 PM
JOHN A. LOGAN COLLEGE
BUILDING F, ROOM 118, 119

PURPOSE

- PRESENT PREFERRED ALTERNATIVE AND POSSIBLE RIGHT OF WAY TAKINGS
- DISCUSS ENVIRONMENTAL IMPACTS
- OBTAIN PUBLIC COMMENTS & INPUT



Interested persons are invited to attend this meeting at any time during the open-house hours. IDOT representatives will be available to receive input, provide information and answer questions on an informal basis.

The meeting will also address minor impacts associated with Crab Orchard National Wildlife Refuge. This meeting affords interested persons an opportunity to review and comment on the effect of the project on the activities, features and attributes that qualify Crab Orchard National Wildlife Refuge for protection under Section 4(f).

This meeting is accessible to persons with a disability. Persons planning to attend who will need a sign language interpreter or other special accommodations should notify IDOT at least five days prior to the meeting. The contact may be by telephone, in writing, by fax or by telecommunications device for the deaf (TTY). For more information, contact Carrie Nelsen, Program Development Engineer, Illinois Department of Transportation, P.O. Box 100, Carbondale, Illinois 62903, telephone (618) 549-2171 Ext. 280, fax (618) 457-8622, TTY (618) 549-3507.

Proposed IL 13 Improvements
Comment Sheet

Giant City Road to Shawnee Trail

Public Meeting
John A. Logan College
Carterville, Illinois
September 24, 2014

- **Please Circle the Descriptions that apply to you**

Residential Owner	Business Operator	Farm Tenant
Residential Tenant	Business Employee	Other (please specify)
Business Owner	Farm Owner	

- **Please Use This Space for Suggestions or Comments**

Interested in the Use of Cambria Road and Reeds Station are acceptable
Hiking & Biking Recoration looks good

- **Please Include Your Name, Address, and Phone Number**

Name: Allan Shutts

Address: ~~[illegible]~~ PoBox 611 Cambria

Phone:

Comments will be accepted until October 10, 2014

Proposed IL 13 Improvements
Comment Sheet

Giant City Road to Shawnee Trail

Public Meeting
John A. Logan College
Carterville, Illinois
September 24, 2014

- **Please Circle the Descriptions that apply to you**

Residential Owner	Business Operator	Farm Tenant
Residential Tenant	Business Employee	Other (please specify)
Business Owner	Farm Owner	_____

- **Please Use This Space for Suggestions or Comments**

1) TO THE FOLKS WHO ARE WORKING & PLANNING ROUTE 13 NOW: GREAT JOB!! THERE IS A LOT BEING ACCOMPLISHED EVERYWHERE & AREAS TO BE COMPLETED SOON, FOR THE LATE IN THE YEAR START, DUE TO THE RAIN.

2) I WOULD LIKE TO HAVE A PDF PRINT OF THE AREA NEAR CRAINVILLE & CARTERVILLE MAILED TO MY EMAIL ADDRESS, CONCERNING ROUTING OF NEW ROUTE 13. I HAVE RECEIVED SEVERAL QUESTIONS OF PROPOSED OVERPASS, FRONTAGE ROADS, AND RAMPS FROM FOLKS WHO DO NOT COME TO THESE MEETINGS.

- **Please Include Your Name, Address, and Phone Number**

Name: W. BRUCE TALLEY (CARTERVILLE FIRE CHIEF)
Address: 1774 GREENBRIAR ROAD
Phone: 618-925-6391

Comments will be accepted until October 10, 2014

MABAS DIV 45 @ FRONTIER.COM

Proposed IL 13 Improvements
Comment Sheet

Giant City Road to Shawnee Trail

Public Meeting
John A. Logan College
Carterville, Illinois
September 24, 2014

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Residential Owner	Business Operator	Farm Tenant
Residential Tenant	Business Employee	Other (please specify)
Business Owner	Farm Owner	_____

- **Please Use This Space for Suggestions or Comments**

We believe that the extra lanes on Rt. 13 are essential to safety + traffic flow. The proposed bike lane is an excellent idea - both in terms of physical fitness and in reducing the carbon footprint.

Even though we regret losing some farm ground, we understand + appreciate much how the additional lanes will help.

Note: We would be interested in providing dirt for fill if an agreeable rate can be reached with a contractor.

- **Please Include Your Name, Address, and Phone Number**

Name: John & Betty GRAIG

Address: 1623 old Hwy 13, Carbondale, IL 62902

Phone: 618-549-6097

Comments will be accepted until October 10, 2013

Proposed IL 13 Improvements
Comment Sheet

Giant City Road to Shawnee Trail

Public Meeting
John A. Logan College
Carterville, Illinois
September 24, 2014

- **Please Circle the Descriptions that apply to you**

Residential Owner	Business Operator	Farm Tenant
Residential Tenant	Business Employee	Other (please specify)
Business Owner	Farm Owner	Retired IDOT

- **Please Use This Space for Suggestions or Comments**

I was really concerned about the initial plans for IL 13 and the Cambria Road. In particular I was worried about the southbound traffic on Cambria Road wanting to turn to the east. I am so happy to see the revised proposal that provides for the north to east movement to be protected by signal control. Thanks!

I am still concerned about the U-turn in the median west of Cambria Road for the traffic coming from the east wanting to enter the Haven, but this is so much better than the previous proposals.

P.S. Save Dino if you can.

- **Please Include Your Name, Address, and Phone Number**

Name: Woody Gump

Address: 1303 Charles Ave, Carterville, IL 62918

Phone: 985-4773

Comments will be accepted until October 10, 2013

Proposed IL 13 Improvements
Comment Sheet

Giant City Road to Shawnee Trail

Public Meeting
John A. Logan College
Carterville, Illinois
September 24, 2014

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Residential Tenant	Business Employee	Other (please specify)
Business Owner	Farm Owner	_____

- **Please Use This Space for Suggestions or Comments**

13 Project: I like the preferred alternative. It incorporates the features I most wanted, including ~~reducing~~ minimizing signalized intersections, providing safer ingress/egress to the campground/boat dock, providing the bike path, and u-Turn approach to the haven. I wish it did not include the signal at Cambria Rd., but understand why it is needed. I would ask that the lights be timed or put on pressure sensors to facilitate east-west travel, since that impacts more vehicles & people, and the vehicles are moving at higher speed.

Transportation Plan: All good. Get them done fast.

- **Please Include Your Name, Address, and Phone Number**

Name: Scott Grist

Address: 3013 Teakwood Ln, Herrin

Phone: 618-674-8142

Comments will be accepted until October 10, 2013

Proposed IL 13 Improvements
Comment Sheet

Giant City Road to Shawnee Trail

Public Meeting
John A. Logan College
Carterville, Illinois
September 24, 2014

- **Please Circle the Descriptions that apply to you**

Residential Owner	Business Operator	Farm Tenant
Residential Tenant	Business Employee	Other (please specify)
Business Owner	Farm Owner	_____

- **Please Use This Space for Suggestions or Comments**

Glad to see full access to Cambria Road
Also bike path
And two left turn lanes (east bound) at Reed Station Rd

- **Please Include Your Name, Address, and Phone Number**

Name: Eldon Benz
Address: 789 Cardinal Rd Carbondale IL
Phone: 618 303-3074

Comments will be accepted until October 10, 2014

Proposed IL 13 Improvements
Comment Sheet

Giant City Road to Shawnee Trail

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John A. Logan College
Carterville, Illinois
September 24, 2014

- **Please Circle the Descriptions that apply to you**

Residential Owner	Business Operator	Farm Tenant
Residential Tenant	Business Employee	Other (please specify) Citizen
Business Owner	Farm Owner	

- **Please Use This Space for Suggestions or Comments**

I support the recommended alternative design.

- **Please Include Your Name, Address, and Phone Number**

Name: Jeff Doherty

Address: PO Box 23, Carbondale, IL 62903

Phone: 618-713-9210

Comments will be accepted until October 10, 2014

Proposed IL 13 Improvements
Comment Sheet

Giant City Road to Shawnee Trail

Public Meeting
John A. Logan College
Carterville, Illinois
September 24, 2014

- **Please Circle the Descriptions that apply to you**

Residential Owner
Residential Tenant
Business Owner

Business Operator
Business Employee
Farm Owner

Farm Tenant
Other (please specify) _____

- **Please Use This Space for Suggestions or Comments**

I fully agree with keeping Spillway Rd intersection a full signal intersection and the widening of turn lanes for the heavy truck traffic

- **Please Include Your Name, Address, and Phone Number**

Name: Gerald Kaufmann Pres Mac-Weld Inc
Address: 612 San Diego Rd Carbondale 62901
Phone: 618 529-1828 800-524-5211

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Proposed IL 13 Improvements
Comment Sheet

Giant City Road to Shawnee Trail

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John A. Logan College
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September 24, 2014

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Residential Tenant	Business Employee	Other (please specify)
Business Owner	Farm Owner	_____

- **Please Use This Space for Suggestions or Comments**

ALL QUESTIONS WERE ANSWERED.
ALL ANSWERS WERE HELPFUL.
THANK YOU

- **Please Include Your Name, Address, and Phone Number**

Name: JAMES SEMANSKI

Address: 2125 SWEETS DRIVE, CARBONDALE, IL 62902

Phone:

Comments will be accepted until October 10, 2014

Proposed IL 13 Improvements
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Giant City Road to Shawnee Trail

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John A. Logan College
Carterville, Illinois
September 24, 2014

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~~Residential Tenant~~	Business Employee	Other (please specify) _____
Business Owner	Farm Owner	

- **Please Use This Space for Suggestions or Comments**

concern about increase or potential for injury as people do "U" turn for the right only at the Haven entrance. need merge lanes and even then increase potential for heavy traffic to cause difficulty in getting out to turn into Haven. I suggest considering stop light.

Please consider bike path to Marion, IL

- **Please Include Your Name, Address, and Phone Number**

Name: Sandra Schlager

Address: 1017 Meadowlark Dr, Carterville, IL 62918

Phone: 618-985-6687

Comments will be accepted until October 10, 2014

Proposed IL 13 Improvements
Comment Sheet
Giant City Road to Shawnee Trail

RECEIVED
SEP 09 2014
DEPT OF TRANSPORTATION
CARBONDALE /DISTRICT 9

Public Meeting
John A. Logan College
Carterville, Illinois
September 24, 2014

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Residential Owner ✓	Business Operator	Farm Tenant
Residential Tenant	Business Employee	Other (please specify)
Business Owner	Farm Owner	_____

- **Please Use This Space for Suggestions or Comments**

I do not know why you ask Opinions with anything to do with road Const. you have already made up your mind no matter what, I think. the overpass at Wolf Creek Road is a Crazy idea. There must have been a big Payoff for someone I'm not sure who. I'm sure my Opinion does not matter to IDOT or anyone elses Opinion, If it did we would get traffic lights at Crainville + New RT13 that was Promised years ago.

- **Please Include Your Name, Address, and Phone Number**

Name: Angie Lains
Address: 1516 S Main, Carterville Ill.
Phone: 618 923 0671

Comments will be accepted until October 10, 2013

Illinois Department of Transportation

Public Outreach Survey

Name (First & Last)	Email Address
Barbara Duncan	barb@1emchsi.com

Address	City	State	Zip
1607 Lindbergh	Carterville	IL	62918

How did you hear about today's meeting?	What type of comment are you making today?
☐ Internet	☐ Airport Improvement
☐ Local bulletin (i.e. Church or Community Org.)	☐ Bike/Pedestrian Project
☐ Newspaper	☒ General Comment
☐ Notice from elected official	☐ Railroad Project
☐ Word of mouth	☒ Road Project
☐ Other: letter & highway signs	☐ Transit Project
	☐ Waterway Project
	☐ Other (Please explain in space below)

Multi-Year Program Comments:

Questions for IDOT Staff Regarding the IDOT Multi-Year Program:

How will the speedlimits be determined on the frontage roads?

45 mph speed limits near old IKE dealership & Crab Orchard are not obeyed & possibly not needed! (Spillway Rd)

Would you like to receive information on future public meetings in your area? ☒ Yes ☐ No

Signature: Barb Duncan

Note: To submit this form electronically, please complete and email a copy to DOT.OPPMYPOutreach@illinois.gov

Comments are due by November 14th 2014.

Printed 8/25/14

OPP 2115 (08/25/14)

Proposed IL 13 Improvements
Comment Sheet

Giant City Road to Shawnee Trail

Public Meeting
John A. Logan College
Carterville, Illinois
September 24, 2014

- **Please Circle the Descriptions that apply to you**

Residential Owner
Residential Tenant
Business Owner

Business Operator
Business Employee
Farm Owner

Farm Tenant
Other (please specify)
FORMER IDOT & ENGINEER IN DESIGN (1958-1967) CARBONDALE CITY ENG 1967-1973 CONSULTANT AFTER THAT UNTIL RETIRE

- **Please Use This Space for Suggestions or Comments**

① U TURN FOR HAVEN - IF YOU ARE GOING TO MAKE PEOPLE FROM CARBONDALE DRIVE ALL THE WAY TO GREENBRIAR & COME BACK TO THE CAMP GROUND WHY CAN'T THE PEOPLE FROM CARTERVILLE GO TO SPILLWAY ROAD TO MAKE THEIR U TURN TO GO TO THE HAVEN? I SEE THE U TURN AS A BIG SAFETY HAZZARD FOR BOTH EAST & WEST BOUND TRAFFIC.

② WHY NOT LET PEOPLE FROM CARBONDALE MAKE A RIGHT TURN INTO CAMPGROUND ROAD & SAVE THEM THE TIME & GAS OF HAVING TO GO TO GREENBRIAR & COME BACK?

- **Please Include Your Name, Address, and Phone Number**

Name: BILLY J. (B.J.) SCHWEGMAN

Address: 3500 CHAUTAUQUA RD, CARBONDALE, IL. 62901

Phone: 618-457-6637

Comments will be accepted until October 10, 2014

RECEIVED
SEP 17 2014
DEPT OF TRANSPORTATION
CARBONDALE /DISTRICT 9

Proposed IL 13 Improvements
Comment Sheet
Giant City Road to Shawnee Trail

Public Meeting
John A. Logan College
Carterville, Illinois
September 24, 2014

- **Please Circle the Descriptions that apply to you**

Residential Owner	Business Operator	Farm Tenant
Residential Tenant	Business Employee	Other (please specify)
Business Owner	Farm Owner	_____

- **Please Use This Space for Suggestions or Comments**

1. Veterans Drive must be removed — extremely dangerous and not warranted a political award given and given is no longer in office.
2. Cambria & Hoven intersection + B must be stop and go. Will also slow traffic westbound (especially).
3. Hill between Reed Station & Lake Rd lowered — for smoother acceleration smoothness.
4. Overall other suggestions seem appriate.

- **Please Include Your Name, Address, and Phone Number**

Name: Neil L. Dillard
Address: 500 S. Oakland Ave.
Carbondale, Il. 62901
Phone:

Comments will be accepted until October 10, 2013

Illinois Department of Transportation

Attendance Sheet
Illinois Route 13 - Carbondale to Greenbriar Road Public Meeting
September 24, 2014
John A. Logan College Carterville, IL

	NAME (PLEASE PRINT)	ADDRESS (PLEASE INCLUDE CITY, STATE & ZIP CODE)	PHONE #
1	William Blythe	209 S. Snider St. Chr. Stephen IL	815-814-7513
2	Ray Melhorn	51250 Jr Herrin IL	
3	Richard Ferrell	10077 Briggs Rd Carterville	559-2309
4	Rod Schimpf	1300 Reed Station Road	303-5994
5	Colleen Bogard	10646 Samuel Rd Carterville	618-985-2769
6	Shane Hermetz	414 W. Wilson, Herrin 62948	618-201-0405
7	Bill Slider	805 Executive Ln, Carterville, I 62918	618-985-5464
8	Walter Bogard	10699 Fleming Rd Carterville IL 62918	618-985-6789
9	Gerard Smith	106 North Lark Lane, Carbondale, IL 62901	618-559-7284
10	Bruce Talley	11794 Greenbriar Carterville 62918	618-925-6391
11	Ralph T Gray	1612 Lindbergh Ln Carterville, IL 62918	618 534 8512
12	Cary Minnis	3000 W Pa Young Marion IL 62959	618 997 9351
13	Brad Robinson	428 N Division Carterville IL	618 713 5688
14	Sharon Venable	1602 Lindbergh Ln - Carterville, IL 62918	618-985-6138
15	Jackie Mueller	1201 Brentwood Ln. - Carterville, IL 62918	618-985-4010
16	Scott Coffman	1201 Brentwood Ln, Carterville, IL 62918	618-985-4010
17	Robert F Perlowski	1236 Lakeshore Dr N. Carterville	618-995-2668
18	Scott Chapman	401 Tippy Road ~~Carbond~~ Carterville IL 62918	618-529-1422
19	Woody Gump	1303 Charles Ave, Carterville, IL 62918	985 4773
20	Donald Monty	PO Box 2047 Carbondale, IL 62902-2047	618 457 3229
21	Mike Nelson	1420 N. Reed Station Rd Carbondale IL. 62902	618-559-9550
22	Tom Caldwell		
23	Trace Brown	2250 Reed Station Pkwy Carbondale	618-529-7500
24	Charlie Brown	" " "	"
25	Jeff Doherty	2918 Kent Dr. Carbondale, IL 62901	618-713-9210

Illinois Department of Transportation

Attendance Sheet
Illinois Route 13 - Carbondale to Greenbriar Road Public Meeting
September 24, 2014
John A. Logan College Carterville, IL

	NAME (PLEASE PRINT)	ADDRESS (PLEASE INCLUDE CITY, STATE & ZIP CODE)	PHONE #
26	Rodney Potts	Carterville IL	618-985-6370
27	Mike Roberts	Eldorado, IL 62930	618-268-4287
28	Michael Rolla	West Frankfort IL	618-663-7706
29	Danny McKuin	West Frankfort IL	618 [illegible] -0783
30	CHRIS FRALEY	FHWA	217-492-4619
31	Brenda G Johnson	P.O. Box 3343 Carbondale, IL 62901	618-559-0511
32	Greg Smithers	1817 N. Comet, Marion, IL 62959	618-[redacted]998-2145
33	Laurel Wendt	2001 W. Gray, Carbondale	618-529-1988
34	Barbara Hoskins	6703 E Grand Ave C'Ville	942-3363
35	John Huffman	Denton/West City EDC	527-9282
36	Eldon Benz	981 Cardinal Rd Carbondale IL	303-3074
37	Diana Watson	402 E. Plaza Dr. Ste#2 Carterville, IL	985-4449
38	John Belta Grais	1623 011 Hwy 13 Carbondale IL 62902	549-6097
39	Vic Koenig	1040 E. Main, Carbondale, IL 62901	529-1000
40	Claudio Blackmon	1103 meadowlark DR, Carterville 62918	985-2689
41	Sandra Webster	1103 meadowlark Dr, Carterville 62918	985-2689
42	Steve & Sandy Schlapkohl	1017 Meadowlark Dr, Carterville 62918	985-6687
43	Al + Jeannie Gaiker	4847 Bald Eagle Lane C'dale 62902	549-3430
44	Kevin Baity	200 S. Illinois Ave, Carbondale	457-3226
45	Donna Reusch	144 Blackhawk Dr. Carbondale 62901	618521-1486
46	David Pandrea	102 Orchard P.O Box 32 Zeigler IL 62999	618-521-5966
47	Denise Lawrence	11069 Hamastead, Marion IL	618-993-0009
48	Tamara Sorrowski	2125 Sweets Dr Carbondale IL 62902	618 549-5556
49	Jessica Boardman	512 N. Carico St, Apt A, Carbondale 62901	618-203-9626
50	Bruce DeKuntz	1620 Venable Lane, Carterville 62918	618.924.2463

Illinois Department of Transportation

Attendance Sheet
Illinois Route 13 - Carbondale to Greenbriar Road Public Meeting
September 24, 2014
John A. Logan College Carterville, IL

	NAME (PLEASE PRINT)	ADDRESS (PLEASE INCLUDE CITY, STATE & ZIP CODE)	PHONE #
51	JAMES SEMANSKI	2125 SUGGS DRIVE C'DALE 62902	
52	Jerry Kaufmann	612 San Diego Rd C'dale mac-weld inc	
53	CURTIS DETJEN	206 TIPPY RD CARTERVILL	
54	John Cullum	5696 michael LN carterville 62918	
55	Ted Price	13041 Pittsburg Rd Marion	
56	MARV DETJEN	402 W PLAZA CARTERVILLE	
57	Charles Stevens	6752 Grand C'ville	
58	Alan Shults	PO BOX 611 Cambria	
59	John Marron	107 Brooke Ln Carterville	
60	BILL SCHWEGMAN	3500 CHAUTAUQUA RD C'DALE 62901	
61	Kevin Wall	PO Box 262 J-City 62951	
62	Barb Duncan	1607 Lindbergh C'ville 62918	
63	Brenda Kinder	509 W Deyoung St Marion, IL 62959	
64	Bill Ecter	305 W DeYoung, st F Marion IL 62959	
65	JERRY McLUMBY	29 HILL HAVEN DR CDLE IL 62901	
66	Joe Heller	11261 SAMUEL RD CARTERVILLE IL	
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Illinois Department of Transportation

Attendance Sheet
Illinois Route 13 - Carbondale to Greenbriar Road Public Meeting
September 24, 2014
John A. Logan College Carterville, IL

	NAME (PLEASE PRINT)	ADDRESS (PLEASE INCLUDE CITY, STATE & ZIP CODE)	PHONE #
76	Lee M. Fronabarger	1140 Morningside Drive, Carbondale, IL 62901	618-713-7406
77	Richard Pipe	108 Parkview Lane Cambria IL 62915	618-751-4279
78	Melvi Pipe	"	618-751-4278
79	Scott Gust	3013 Tea Kwood Ln Herrin	618-694-8142
80	J. Scott WILLIAMS	PO Box 127 WF IL 62896	618 218 1910
81	Randall Palmer	602 N. Cherry St. West Frankfort IL 62896	618 937 3048
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EXHIBIT 14

BRIDGE CONDITION REPORT APPROVAL MEMOS

RECEIVED SEP 2 6 2013

Illinois Department of Transportation

Memorandum

To:	Jeffrey L. Keirn, District 9	Attn: Carrie L. Nelsen
From:	D. Carl Puzey	By: David Greifzu
Subject:	Bridges and Structures	
Date:	September 23, 2013	David L. Greifzu (TRC)

FAP 331
Section (1-4)B-2
Williamson County

D-99-042-13
SN 100-0066

IL 13 WB over Crab Orchard Lake

We received the Bridge Condition Report (BCR) for the above referenced structure, sent with your letter dated August 23, 2013. The proposed scope of work recommended by the report is total structure replacement.

After reviewing the report, we concur with the recommendation for complete structure replacement contingent upon the future widening of IL 13 to six lanes (three in each direction).

The Bridge Condition Report is approved subject to the following comments:

1. Based on the modified Geometric Design Criteria for Rural Expressways, we concur with the proposed bridge clear width of 54'-0" and an out-to-out width of 57'-2".

2. We concur with the BCR recommendation to replace these bridges using median crossovers to maintain one lane of traffic in each direction.

3. The replacement bridge length, number of spans, and structure type will be determined during the TS&L plan phase.

A TS&L plan, Structure Report, and supporting documentation will be required for this project. If there are any questions, please contact Derek Verhulst at 217-785-2918.

DGV/kkt1000066-20130923

RECEIVED SEP 2 6 2013

Illinois Department of Transportation

Memorandum

To:	Jeffrey L. Keirn, District 9	Attn: Carrie L. Nelsen
From:	D. Carl Puzey	By: David Greifzu
Subject:	Bridges and Structures	
Date:	September 23, 2013	David L. Greifzu (MC)

FAP 331
Section (1-4)B-4
Williamson County

D-99-042-13
SN 100-0067

IL 13 WB over Crab Orchard Lake

We received the Bridge Condition Report (BCR) for the above referenced structure, sent with your letter dated August 23, 2013. The proposed scope of work recommended by the report is total structure replacement.

After reviewing the report, we concur with the recommendation for complete structure replacement contingent upon the future widening of IL 13 to six lanes (three in each direction).

The Bridge Condition Report is approved subject to the following comments:

1. Based on the modified Geometric Design Criteria for Rural Expressways, we concur with the proposed bridge clear width of 54'-0" and an out-to-out width of 57'-2".

2. We concur with the BCR recommendation to replace these bridges using median crossovers to maintain one lane of traffic in each direction.

3. The replacement bridge length, number of spans, and structure type will be determined during the TS&L plan phase.

A TS&L plan, Structure Report, and supporting documentation will be required for this project. If there are any questions, please contact Derek Verhulst at 217-785-2918.

DGV/kkt1000067-20130923

RECEIVED SEP 2 6 2013

Illinois Department of Transportation

Memorandum

To:	Jeffrey L. Keirn, District 9	Attn: Carrie L. Nelsen
From:	D. Carl Puzey	By: David Greifzu
Subject:	Bridges and Structures	
Date:	September 23, 2013	David J. Greifzu (TPC)

FAP 331
Section (1-4)B-1
Williamson County

D-99-042-13
SN 100-0018

IL 13 EB over Crab Orchard Lake

We received the Bridge Condition Report (BCR) for the above referenced structure, sent with your letter dated August 23, 2013. The proposed scope of work recommended by the report is total structure replacement.

After reviewing the report, we concur with the recommendation for complete structure replacement contingent upon the future widening of IL 13 to six lanes (three in each direction).

The Bridge Condition Report is approved subject to the following comments:

1. Based on the modified Geometric Design Criteria for Rural Expressways, we concur with the proposed bridge clear width of 54'-0" and an out-to-out width of 57'-2".

2. We concur with the BCR recommendation to replace these bridges using median crossovers to maintain one lane of traffic in each direction.

3. The replacement bridge length, number of spans, and structure type will be determined during the TS&L plan phase.

A TS&L plan, Structure Report, and supporting documentation will be required for this project. If there are any questions, please contact Derek Verhulst at 217-785-2918.

DGV/kkt1000018-20130923

RECEIVED SEP 2 6 2013

Illinois Department of Transportation

Memorandum

To:	Jeffrey L. Keirn, District 9	Attn: Carrie L. Nelsen
From:	D. Carl Puzey	By: David Greifzu
Subject:	Bridges and Structures	
Date:	September 20, 2013	David L. Greifzu (TAC)

FAP 331
Section (1-4)B-3
Williamson County

D-99-042-13
SN 100-0020

IL 13 EB over Crab Orchard Lake

We received the Bridge Condition Report (BCR) for the above referenced structure, sent with your letter dated August 23, 2013. The proposed scope of work recommended by the report is total structure replacement.

After reviewing the report, we concur with the recommendation for complete structure replacement contingent upon the future widening of IL 13 to six lanes (three in each direction).

The Bridge Condition Report is approved subject to the following comments:

1. Based on the modified Geometric Design Criteria for Rural Expressways, we concur with the proposed bridge clear width of 54'-0" and an out-to-out width of 57'-2".

2. We concur with the BCR recommendation to replace these bridges using median crossovers to maintain one lane of traffic in each direction.

3. The replacement bridge length, number of spans, and structure type will be determined during the TS&L plan phase.

A TS&L plan, Structure Report, and supporting documentation will be required for this project. If there are any questions, please contact Derek Verhulst at 217-785-2918.

DGV/kkt1000020-20130923

Illinois Department of Transportation

Memorandum

To:	Omer M. Osman, District 9	Attn: David Piche
From:	D. Carl Puzey	By: David Greifzu
Subject:	BRIDGES AND STRUCTURES	
Date:	August 16, 2012	

RECEIVED
AUG 21 2012
DEPT OF TRANSPORTATION
CARBONDALE / DISTRICT 9

FAP Route 331
Section (5-3)B-5
Jackson County

D-99-019-12
SN 039-0061 (E)

Illinois Route 13 (westbound) over Crab Orchard Creek

We have reviewed the Bridge Condition Report that was submitted with your memorandum dated March 1, 2012. The report recommends superstructure and substructure widening of the three span PPC-I beam bridge while maintaining two lanes of traffic in one direction.

We concur with the scope of work based on the proposed widening of Illinois Route 13 (to three lanes), the good condition of the existing bridge, and total replacement cost ratios. We have the following comments and recommendations:

1. The proposed deck removal line should be along the inside of the exterior beam, near the quarter point of the beam spacing. The proposed cross section sketch has the removal line outside the exterior beam, near the face of the existing parapet.

2. We concur with the BCR recommendation to provide 3 lanes of traffic with 6 feet and 12 feet shoulder widths. This will require substructure widening to accommodate additional beam lines.

3. Maintaining two lanes of westbound traffic during bridge widening construction appears feasible. Stage construction for the existing deck repairs needs to be determined.

4. Please contact your district geotechnical engineer as boring data will be required at this structure. Our Foundation & Geotechnical Unit can be contacted if assistance is needed regarding the subsurface exploration requirements or if any existing boring or foundation data is desired.

The Bridge Condition Report is approved, subject to the above comments and/or recommendations. Please submit the TS&L plan, structure report, SGR, plan & profile sheets, cross sections near the bridge, and survey notes to this office for our review.

If you have any questions, please contact Richard Chaput at 217/782-9255.

RJC/kkt0390061e-20120816
cc: Omer M. Osman, Dist. 9 / Attn: Rob Graeff

Illinois Department of Transportation

Memorandum

To:	Omer M. Osman, District 9	Attn: David Piche
From:	D. Carl Puzey	By: David Greifzu
Subject:	BRIDGES AND STRUCTURES	
Date:	August 16, 2012	

RECEIVED
AUG 21 2012
DEPT OF TRANSPORTATION
CARBONDALE / DISTRICT 9

FAP Route 331
Section (5-3)BR-1
Jackson County

D-99-019-12
SN 039-0062 (E)

Illinois Route 13 (westbound) over Crab Orchard Creek Overflow

We have reviewed the Bridge Condition Report that was submitted with your memorandum dated March 1, 2012. The report recommends superstructure and substructure widening of the three span PPC-I beam bridge while maintaining two lanes of traffic in one direction.

We concur with the scope of work based on the proposed widening of IL Route 13 (to three lanes), the good condition of the existing bridge, and total replacement cost ratios. We have the following comments and recommendations:

1. The proposed deck removal line should be along the inside of the exterior beam, near the quarter point of the beam spacing. The proposed cross section sketch has the removal line outside the exterior beam, near the face of the existing parapet.

2. We concur with the BCR recommendation to provide 3 lanes of traffic with 6 feet and 12 feet shoulder widths. This will require substructure widening to accommodate additional beam lines.

3. Maintaining two lanes of westbound traffic during bridge widening construction appears feasible. Stage construction for the existing deck repairs needs to be determined.

4. Please contact your district geotechnical engineer as boring data will be required at this structure. Our Foundation & Geotechnical Unit can be contacted if assistance is needed regarding the subsurface exploration requirements or if any existing boring or foundation data is desired.

The Bridge Condition Report is approved, subject to the above comments and/or recommendations. Please submit the TS&L plan, structure report, SGR, plan & profile sheets, cross sections near the bridge, and survey notes to this office for our review.

If you have any questions, please contact Richard Chaput at 217/782-9255.

RJC/kkt0390062e-20120816
cc: Omer M. Osman, Dist. 9 / Attn: Rob Graeff

Illinois Department of Transportation

Memorandum

To:	Omer M. Osman, District 9	Attn: David Piche
From:	D. Carl Puzey	By: David Greifzu
Subject:	BRIDGES AND STRUCTURES	
Date:	August 16, 2012	

RECEIVED
AUG 21 2012
DEPT OF TRANSPORTATION
CARBONDALE / DISTRICT 9

FAP Route 331
Section (5-3)B-6
Jackson County

D-99-019-12
SN 039-0021 (E)

Illinois Route 13 (eastbound) over Crab Orchard Creek

We have reviewed the Bridge Condition Report that was submitted with your memorandum dated March 1, 2012. The report recommends total replacement of the five span wide flange beam bridge utilizing stage traffic with median cross-over.

We concur with the scope of work based on the proposed widening of Illinois Route 13 (to three lanes), the existing bridge condition, low HS rating, and economic evaluation. We have the following comments and recommendations:

1. The overall bridge length, number of spans, and superstructure type is subject to refinement during the TS&L plan phase.

2. We concur with the BCR recommendation to provide 3 lanes of traffic with 6 feet and 12 feet shoulder widths.

3. Stage construction utilizing median cross-over appears feasible. The westbound construction will need to be completed prior to this eastbound construction with median cross-over.

4. Please contact your district geotechnical engineer as boring data will be required at this structure. Our Foundation & Geotechnical Unit can be contacted if assistance is needed regarding the subsurface exploration requirements or if any existing boring or foundation data is desired.

The Bridge Condition Report is approved, subject to the above comments and/or recommendations. Please submit the TS&L plan, structure report, SGR, plan & profile sheets, cross sections near the bridge, and survey notes to this office for our review.

If you have any questions, please contact Richard Chaput at 217/782-9255.

RJC/kkt0390021e-20120816
cc: Omer M. Osman, Dist. 9 / Attn: Rob Graeff

Illinois Department of Transportation

Memorandum

To:	Omer M. Osman, District 9	Attn: David Piche
From:	D. Carl Puzey	By: David Greifzu
Subject:	BRIDGES AND STRUCTURES	
Date:	August 16, 2012	

RECEIVED
AUG 21 2012
DEPT OF TRANSPORTATION
CARBONDALE / DISTRICT 9

FAP Route 331
Section (5-3)B-5
Jackson County

D-99-019-12
SN 039-0019 (E)

Illinois Route 13 (eastbound) over Crab Orchard Creek Overflow

We have reviewed the Bridge Condition Report that was submitted with your memorandum dated March 1, 2012. The report recommends total replacement of the three span wide flange beam bridge utilizing staged traffic with median cross-over.

We concur with the scope of work based on the proposed widening of Illinois Route 13 (to three lanes), the existing bridge condition, and economic evaluation. We have the following comments and recommendations:

1. The overall bridge length, number of spans, and superstructure type is subject to refinement during the TS&L plan phase.

2. We concur with the BCR recommendation to provide 3 lanes of traffic with 6 feet and 12 feet shoulder widths.

3. Stage construction utilizing median cross-over appears feasible. The westbound construction will need to be completed prior to this eastbound construction with median cross-over.

4. Please contact your district geotechnical engineer as boring data will be required at this structure. Our Foundation & Geotechnical Unit can be contacted if assistance is needed regarding the subsurface exploration requirements or if any existing boring or foundation data is desired.

The Bridge Condition Report is approved, subject to the above comments and/or recommendations. Please submit the TS&L plan, structure report, SGR, plan & profile sheets, cross sections near the bridge, and survey notes to this office for our review.

If you have any questions, please contact Richard Chaput at 217/782-9255.

RJC/kkt0390019e-20120816
cc: Omer M. Osman, Dist. 9 / Attn: Rob Graeff

EXHIBIT 15

DESIGN CRITERIA CHECKLIST BDE 3108

Illinois Department of Transportation

Design Criteria Checklist

1. **Application**

The Design Criteria Checklist is intended to summarize and document a proposed project's compliance with the relevant Level One and Level Two design criteria. The checklist must be completed for each new construction, reconstruction, or 3R project. The checklist is then included in the Phase I engineering report and becomes a part of the permanent project file.

For both the Level One and Level Two criteria, check the appropriate boxes on the checklist as applicable. For any criteria not met, a design exception must be processed / approved per Chapter 31-8 of the BDE Manual.

2. **Project Identification**

State Job No.: _____ Marked Route No.: IL 13
Functional Classification: Principal Arterial Highway Type: _____
County/City: Jackson and Williamson Project Length: 4.2 miles
Project Location:
along IL 13 from east of Giant City Road to west of Shawnee Trail

3. **Project Scope of Work**

a. Is project located on NHS? ☐ Yes ☒ No

b. Check the appropriate box. See Section 31-6 for definitions.

☐ New construction ☒ *Reconstruction ☐ 3R (non-freeway) ☐ *3R (freeway)

**Note: May include "Allowed to Remain in Place" criteria.* "

c. Provide a brief project description:

addition of eastbound and westbound through lanes, geometric improvements at Reed Station Road, Spillway Road, Cambria Road and Campground Road

4. **Evaluating Exceptions**

When evaluating exceptions to design criteria, the primary considerations are: safety, capacity, compatibility with adjacent sections, time to construction of ultimate improvement, and construction costs.

5. **District Coordination Meetings**

Has project been discussed at district coordination meetings? ☒ Yes ☐ No

Date: 9/25/2013

Level One Design Criteria Checklist

Route: IL 13 Section: County: Jackson/Wmsn

Design Criteria for Mainline Only (Provide numerical value for project, where indicated.)	Does the proposed design meet IDOT criteria?		
	Yes	No	N/A
1. Design Speed: 45-65 mph mph (km/h)	☒	☐	☐
2. Lane Widths: 11' wb, 12' eb feet (meters)	☒	☐	☐
3. Through Travel Lane Cross - Slopes in Percent Lane 1 1.5%	☒	☐	☐
Lane 2 2.0%	☒	☐	☐
Lane 3	☐	☐	☐
4. Shoulder Widths: 6' feet (meters) (inside)	☒	☐	☐
10' feet (meters) (outside)	☒	☐	☐
5. Horizontal Curvature (Minimum Radius for selected design speed) feet (meters)	☐	☐	☒
6. Superelevation Rates (e_{max} = %)	☐	☐	☒
7. Stopping Sight Distance at Crest Vertical Curves (Level SSD for Passenger Cars)	☐	☐	☒
8. Stopping Sight Distance at Sag Vertical Curves (Level SSD for Passenger Cars)	☐	☐	☒
9. Stopping Sight Distance on Inside of Horizontal Curves (Level SSD for Passenger Cars)	☐	☐	☒
10. Clear Roadway Bridge Widths: feet (meters)	☒	☐	☐
11. Structural Capacity of Bridges:	☒	☐	☐
12. Vertical Clearances:	☒	☐	☐
13. Maximum Grades:	☐	☐	☒

Note: Criteria numbers 1, 2, 3, and 4 apply throughout the project. The remaining criteria apply to specific sites within the project limits.

Level Two Design Criteria Checklist

Route: IL 13 Section: County: Jackson/Wmsn

Design Criteria		Does the proposed design meet IDOT criteria?		
		Yes	No	N/A
1. Design Speed: 45mph-65mph				
a. Level of Service (mainline) B (existing)		☒	☐	☐
b. SSD application at horizontal curves (downgrade adjusted SSD used)	Horz.	☐	☐	☒
c. SSD application for vertical curves (downgrade adjusted SSD used)	Vert.	☐	☐	☒
d. Truck SSD (level) (at specific sites)		☐	☐	☒
2. Horizontal Alignment (Mainline)				
a. Traveled way widening		☐	☐	☒
b. Superelevation transition lengths		☐	☐	☒
c. Superelevation distribution between tangent and curve		☐	☐	☒
d. "Breakover" of outside shoulder on super-elevated curves		☐	☐	☒
e. Relative longitudinal slope of shoulder to edge of traveled way on high side of S.E. curve adjacent to bridge with S.E.		☐	☐	☒
f. Superelevation development at reverse curves		☐	☐	☒
g. Is superelevation transition length located off of bridges and bridge approach pavements?		☐	☐	☒

Design Criteria	Does the proposed design meet IDOT criteria?		
	Yes	No	N/A
3. Vertical Alignment (Mainline)			
a. Minimum grades considering drainage	☐	☐	☒
b. Critical length of grade	☐	☐	☒
c. Warrants for truck-climbing lanes	☐	☐	☒
d. Design criteria for truck-climbing lanes (e.g., lane width and shoulder width)	☐	☐	☒
e. Minimum length of vertical curves for selected design speed	☐	☐	☒
f. Maximum length of vertical curves (drainage of curbed facilities and bridges)	☐	☐	☒
4. Cross Section Elements (Mainline)			
a. Design of parking lanes:	☐	☐	☒
• Cross-slope _____ %			
• Width _____ feet (meters)	☐	☐	☒
b. Design of sidewalks:	☐	☐	☒
• Cross-slope _____ %			
• Width _____ feet (meters)	☐	☐	☒
• Longitudinal slopes _____ %	☐	☐	☒
c. Type of curb and gutter used on median:	☐	☐	☒
d. Drainage of raised curb medians:			
• Direction of flow of median surface or pavement _____	☐	☐	☒
• Direction of cross-slope on gutter _____ %	☐	☐	☒
e. Type of curb and gutter used along outside edges of pavement _____	☐	☐	☒
f. TWLTL width:			
• Flush type _____ feet (meters)	☐	☐	☒
• Traversable type _____ feet (meters)	☐	☐	☒

Design Criteria	Does the proposed design meet IDOT criteria?		
	Yes	No	N/A
g. Median widths: • Urban _____ feet (meters) • Suburban _____ feet (meters) • Rural 30-40' feet (meters)	☐ ☐ ☒	☐ ☐ ☐	☒ ☒ ☐
h. Shoulder cross slopes 4 %	☒	☐	☐
i. Fill slopes: 6:1 (V:H)	☒	☐	☐
j. Outside roadway ditch: • Slopes 6:1 • Depth >2' • Widths 2' Median ditch: • Widths var • Slopes 6:1 • Depth >2'	☒ ☒ ☒ ☒	☐ ☐ ☐ ☐	☐ ☐ ☐ ☐
k. Cross-section transitions into bridges/ underpasses	☒	☐	☐
l. Use of mountable curbs (V > 45 mph (70 km/h))	☒	☐	☐
m. Cross-section transition details (e.g., four-lane to two-lane)	☐	☐	☒
n. Design of frontage roads: • Des. speed 30 • Pvmt. width 24 • Shld. width _____ • Cross-slopes _____ • Super. rate n/a • Ditch slopes 3:1	☒ ☐ ☒	☐ ☐ ☐	☐ ☐ ☐
5. Roadside Safety			
a. Horizontal clearances: • Clear zones on tangent sections 30' • Clear zones on outside of horizontal curves n/a	☒ ☐	☐ ☐	☐ ☒
b. Barrier warrants bridges	☒	☐	☐
c. Barrier length of need	☒	☐	☐
d. Deceleration criteria for impact attenuators	☐	☐	☒

Design Criteria	Does the proposed design meet IDOT criteria?		
	Yes	No	N/A
6. Intersections			
a. Accommodation of design vehicle (Identify Vehicle) WB55, WB65	☒	☐	☐
b. Level of service: • Through Lanes C or better • Turn Lanes D or better	 ☒ ☒	 ☐ ☐	 ☐ ☐
c. Skew angle most skewed Reed Station 73.5°	☒	☐	☐
d. Profiles	☒	☐	☐
e. Volume guidelines for turn-lanes: • Right-turns by capacity analysis • Left turns by capacity analysis	 ☒ ☒	 ☐ ☐	 ☐ ☐
f. Design of right-turn lanes	☒	☐	☐
Design of left-turn lanes	☒	☐	☐
g. Turn-lane tapers: Approach Taper	☐	☐	☒
Departure Taper	☐	☐	☒
Bay Taper 23.75:1	☒	☐	☐
h. Turning roadway widths	☒	☐	☐
i. Turn-lane lengths: Deceleration (Rural) 285	☒	☐	☐
Storage (Urban)	☐	☐	☒
j. Intersection sight distance: List criteria and type: signalized	☒	☐	☐
k. Median opening length: accomodates left turning vehicles	☒	☐	☐
l. Minimum corner island size: >15' length per side	☒	☐	☐
m. Does right-turn radius accommodate design vehicle without encroachment?	☒	☐	☐
n. Driveway widths match existing or greater	☒	☐	☐

Design Criteria		Does the proposed design meet IDOT criteria?		
		Yes	No	N/A
o. Type of traffic control: • Two-way stop • All-way stop • Traffic signals		 ☐ ☐ ☒	 ☐ ☐ ☐	 ☒ ☒ ☐
p. Is maximum grade exceeded on any approach?		☐	☒	☐
q. Max "e" for intersections on curve		☐	☐	☒
7. Interchanges				
a. Exit Terminal	Standard Type	☐	☐	☒
	Design speed of first curve	☐	☐	☒
	Are any exit terminals located on mainline horizontal curve?	☐	☐	☒
b. Entrance Terminal	Standard Type	☐	☐	☒
	Length of tangent after the entering curve	☐	☐	☐
	Design speed of entering curve	☐	☐	☒
c. Design speed of ramp proper: _____ mph (km/h)		☐	☐	☒
d. Design speed of crossroad: _____ mph (km/h)		☐	☐	☒
e. Maximum ramp grades: • Exit ramp _____ % • Entrance ramp _____ %		☐ ☐	☐ ☐	☒ ☒
f. Ramp pavement width		☐	☐	☒
g. Ramp shoulder widths • Left _____ • Right _____		☐ ☐	☐ ☐	☒ ☒
h. Horizontal ramp curvature in conjunction with selected design speeds		☐	☐	☒

Design Criteria		Does the proposed design meet IDOT criteria?		
		Yes	No	N/A
i. Superelevation development on ramps	Superelevation Rate	☐	☐	☒
	Transition Length	☐	☐	☒
	Distribution Between Tangent & Curve	☐	☐	☐
j. Vertical curvature compliance with selected design speed on ramp		☐	☐	☒
k. Length of access control at crossroad		☐	☐	☒
l. Type of traffic control at crossroad:				
• Stop signs		☐	☐	☒
• Traffic signals		☐	☐	☒
• Free flow		☐	☐	☒
m. Is length of crest vertical curve used on crossroad ≥ that required by the selected design speed of crossroad?		☐	☐	☒
n. Are crossroad approach grades through ramp/ crossroad intersections ≤ 2%?		☐	☐	☒
o. Are ramp/crossroad intersections located on a tangent section of crossroad alignment?		☐	☐	☒
p. Is decision sight distance available in advance of exit gore?		☐	☐	☒
q. Is clear recovery area available beyond gore nose?		☐	☐	☒
r. Level of service:				
• Exit terminal _____		☐	☐	☒
• Entrance terminal _____		☐	☐	☒
• Ramp proper _____		☐	☐	☒
• Weaving area _____		☐	☐	☒
• Ramp/crossroad intersection		☐	☐	☒

Design Criteria			Does the proposed design meet IDOT criteria?		
			Yes	No	N/A
s. Freeway lane drops	Location	Upgrade	☐	☐	☒
		Downgrade	☐	☐	☒
		Inside Lane	☐	☐	☒
		Outside Lane	☐	☐	☒
		At Exit Terminal	☐	☐	☐
		Beyond Exit Terminal	☐	☐	☒
	Taper Length		☐	☐	☒

Prepared By: _____

Designer (IDOT or Consultant)

EXHIBIT 16

HYDRAULIC REPORT APPROVAL

Illinois Department of Transportation

Memorandum

To:	Carl Puzey	Attn:	Matt O'Connor
From:	Jeffrey Keirn	By:	Carrie Nelsen
Subject:	Hydraulic Report		
Date:	September 10, 2014		

F.A.P. Route 331 (IL 13)
Section (5-3)R-1, N-1, B-5, BR-1, B-6, BR-2
Jackson County D-99-019-12
SN 039-0019 (E) EB SN 039-0078 (P)
SN 039-0021 (E) EB SN 039-0079 (P)
SN 039-0061 (E) WB
SN 039-0062 (E) WB
IL Route 13 over Crab Orchard Creek & Crab Orchard Creek Overflow

We have completed the Hydraulic Report for the replacement of SN 039-0019 and SN 039-0021 on EB IL 13 and the widening of SN 039-0061 and SN 039-0062 on WB IL 13 over Crab Orchard Creek and Crab Orchard Creek Overflow. The approved Waterway Information Table is attached along with the Hydraulic Report Data Sheets. For your records, an electronic copy of the report has been placed on sharepoint.

Clearance and freeboard requirements have been satisfied. The structures have a total drainage area of 255 square miles, so a Statewide 12 permit will be needed from IDNR/OWR. This report has been reviewed and approved by David Piche, District Bridge and Hydraulics Engineer.

The project is currently scheduled for the January, 2016 letting.

Please address any questions or comments to Grant Deterding at (618) 351-5226.

GJD
attachment
cc: file

WATERWAY INFORMATION TABLE

Route: FAP 331 (IL 13)
Section: (5-3)R-1,N-1,B-5,BR-1,B-6,BR-2
County: Jackson
Date: 12/31/2013

S.N.: **039-0019/0062 (E)**
039-0078/0062 (P)
039-0021/0061 (E)
039-0079/0061 (P)
Waterway: Crab Orchard Creek &
Crab Orchard Creek O'flow

English Units

Drainage Area = 255 mi²

Exist. Low Grade Elev. = 388.69' @ Sta. 180+50
Prop. Low Grade Elev. = 388.88' @ Sta. 180+50

	Freq. Yr.	Structure Number	Q (cfs)		Opening (ft²)		Nat. H.W.E.	Head (ft)		Headwater El.	
			Exist.	Prop.	Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
	10	039-0021/61	6,158	6,628	2,342	2,367	381.2	0.2	0.1	381.4	381.3
		O'flow Culvert	186	137	67	67					
		039-0019/62	2,056	1,635	779	772					
		Total	8,400		3,188	3,206					
Design	50	039-0021/61	8,788	9,417	2,682	2,715	383.0	0.3	0.2	383.3	383.2
		O'flow Culvert	269	235	85	85					
		039-0019/62	3,343	2,748	995	987					
		Total	12,400		3,762	3,787					
Base	100	039-0021/61	9,878	10,577	2,857	2,894	383.9	0.3	0.3	384.2	384.2
		O'flow Culvert	326	269	94	94					
		039-0019/62	3,896	3,254	1,109	1,099					
		Total	14,100		4,060	4,087					
Scour Design Check	200	039-0021/61	11,055	11,616	2,995	3,036	384.6	0.4	0.3	385.0	384.9
		O'flow Culvert	379	332	101	101					
		039-0019/62	4,576	4,062	1,200	1,189					
		Total	16,010		4,296	4,326					
Max. Calc.	500	039-0021/61	12,694	12,917	3,116	3,158	385.2	0.5	0.4	385.7	385.6
		O'flow Culvert	417	393	107	107					
		039-0019/62	5,389	5,190	1,279	1,268					
		Total	18,500		4,502	4,533					

All-Time HWE & Date: 382.9' in April, 2008
Scope of Work:
SN 039-0019/21 - Total replacement
SN 039-0061/62 - Structure widening

Note: Proposed structure details are preliminary and are subject to to refinement in TSL stage.

Illinois Department of Transportation

Memorandum

To:	Carl Puzey	Attn:	Matt O'Connor
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F.A.P. Route 331 (IL 13)
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GJD
attachment
cc: file

PROPOSED STRUCTURE	EXISTING STRUCTURE
SN 039-0078	SN 039-0019
Length: 146'-7" B. to B. Abut	Length: 156'-0" B. to B. Abut.
Width: 57'-9 1/2" O. to O.	Width: 36'-6 1/4" O. to O.
54'-7 1/2" Clear	30'-3 3/4" Clear
Spans: 3 (45'-11", 52'-3", 45'-11")	Spans: 3 (46'-4 1/2", 58'-8", 46'-4 1/2")
Low Beam Elev: 386.21'	Low Beam Elev: 387.01'

PROPOSED STRUCTURE	EXISTING STRUCTURE
SN 039-0062	SN 039-0062
Length: 146'-7" B. to B. Abut	Length: 146'-7" B. to B. Abut.
Width: 57'-11" O. to O.	Width: 43'-11" O. to O.
54'-9" Clear	40'-9" Clear
Spans: 3 (45'-11", 52'-3", 45'-11")	Spans: 3 (45'-11", 52'-3", 45'-11")
Low Beam Elev: 386.44'	Low Beam Elev: 386.44'

PROPOSED STRUCTURE	EXISTING STRUCTURE
SN 039-0079	SN 039-0021
Length: 247'-4 3/4" B. to B. Abut	Length: 255'-9" B. to B. Abut
Width: 57'-2" O. to O.	Width: 36'-0" O. to O.
54'-0" Clear	30'-0" Clear
Spans: 3 (81'-6")	Spans: 5 (42'-9", 54'-10", 54'-10",
Abuts: Open, Integral	54'-10", 42'-9")
Low Beam Elev: 385.54'	Low Beam Elev: 386.90'

PROPOSED STRUCTURE	EXISTING STRUCTURE
SN 039-0061	SN 039-0061
Length: 247'-4 3/4" B. to B. Abut	Length: 247'-4 3/4" B. to B. Abut
Width: 57'-2" O. to O.	Width: 43'-2" O. to O.
54'-0" Clear	40'-0" Clear
Spans: 3 (81'-6")	Spans: 3 (81'-6")
Abuts: Open, Integral	Abuts: Open, Integral
Low Beam Elev: 385.0'	Low Beam Elev: 385.67'

EXHIBIT 17

PHASE ONE COST ESTIMATE

COST ESTIMATE

Date: June 2015
Route: IL 13 (FAP 331)
Section: east of Giant City to west of Shawnee Trail

Designer:
City/County: Jackson/Williamson
Base Year: 2015

WORK CLASSIFICATION	Estimated Costs in $1000's
1. Clearing; Minor Removal Items	215
2. Earthwork	641
3. Construction Site Stormwater Pollution Control	1004
4. Drainage	265
5. Subbase, Base, Surface, Shoulders	12703
6. Guardrail, Roadside Safety	506
7. Traffic Signals (Modernization or New)	880
8. Detours, Temporary Traffic Control - Roadway	477
9. Railroad Crossing Improvments	0
10. Field Office and Laboratory	90
11. Environmental Mitigation/Incidental Items	75
12. Roadway Subtotal (Categories 1-11)	16856
13. Structural Removal	#
14. Major Culverts	50
15. Bridges	10900
16. Structure for Detours and Temporary Traffic Control	#
17. Structure Subtotal (Categories 13-16)	10950
18. Roadway and Structure Subtotal (Lines 12 and 17)	27806
19. Contingencies (15% of Line 18)	4171
20. Total Construction Cost (Lines 18 and 19)	31977
21. Utility Adjustments	#
22. Land Acquisition and Relocations	#
23. * Preliminary Engineering (__% of Line 20)	#
24. * Construction Engineering (__% of Line 20)	#
25. Total Project Cost (Lines 20-24)	31977

Note: * If consultant work is anticipated for preliminary engineering or construction engineering these items should be listed seperately in submission of costs for programming purposes.