

SIMPO East-West Corridor Study

WILLIAMSON & JACKSON COUNTIES

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INTRODUCTION

A. Purpose of the Study

The purpose of this study is to identify the most feasible and beneficial corridor in the SIMPO planning area that could serve as a supplementary parallel corridor to IL 13 which is the primary east/west arterial route within the MPO. All of the cities and villages within the MPO are served by IL 13 either by direct access or indirectly via a major collector connecting route. Accordingly, traffic volumes on IL 13 are quite high exceeding 30,000 vpd between Marion and Carbondale. An additional east/west corridor could alleviate congestion on IL 13 and provide better service to areas that do not have an efficient connection to IL 13.

B. Project Location and Study Area

The Study Area consists of the SIMPO Planning Area (see **Exhibit 1A**). Currently, the SIMPO planning area contains four continuous north/south corridors of Functional Class Minor Arterial or higher (I-57, IL 148, US 51, and IL 127). These corridors are depicted in the Functional Classification Map (**Exhibit 1B**). The map also shows that the only continuous east/west Major Collector or higher facility across the MPO is IL 13.

C. Corridors Identified for Analysis

Two potential corridors were identified for analysis (See **Exhibit 1C** and **Figure 1**).

- a. Herrin Road – Herrin Road lies at the northern boundary of the MPO and extends from the eastern Williamson County line through Johnson City, Herrin and Colp, terminating at an intersection with Cambria Road in western Williamson County. Additionally, there have been some preliminary investigations by SIMPO and others into the possibility of extending Herrin Road westward along the Club Road alignment and then southwest on new alignment to create a connection at the Reed Station/Vaughn Road intersection, this potential Herrin Road extension will also be included in the study. In addition to the new alignment, improvements would be needed to Reed Station Road from Vaughn Road southward to Lavern Road to connect with recent improvements to Reed Station Road which extend northward from IL 13.
- b. Crenshaw Rd./College Street/Sycamore Rd. – This corridor lies in the central portion of the MPO beginning at an intersection with IL 37 north of Marion and extending westward through the communities of Marion, Energy, Herrin, Carterville and Cambria terminating at an intersection with Reed Station Road in eastern Jackson County.

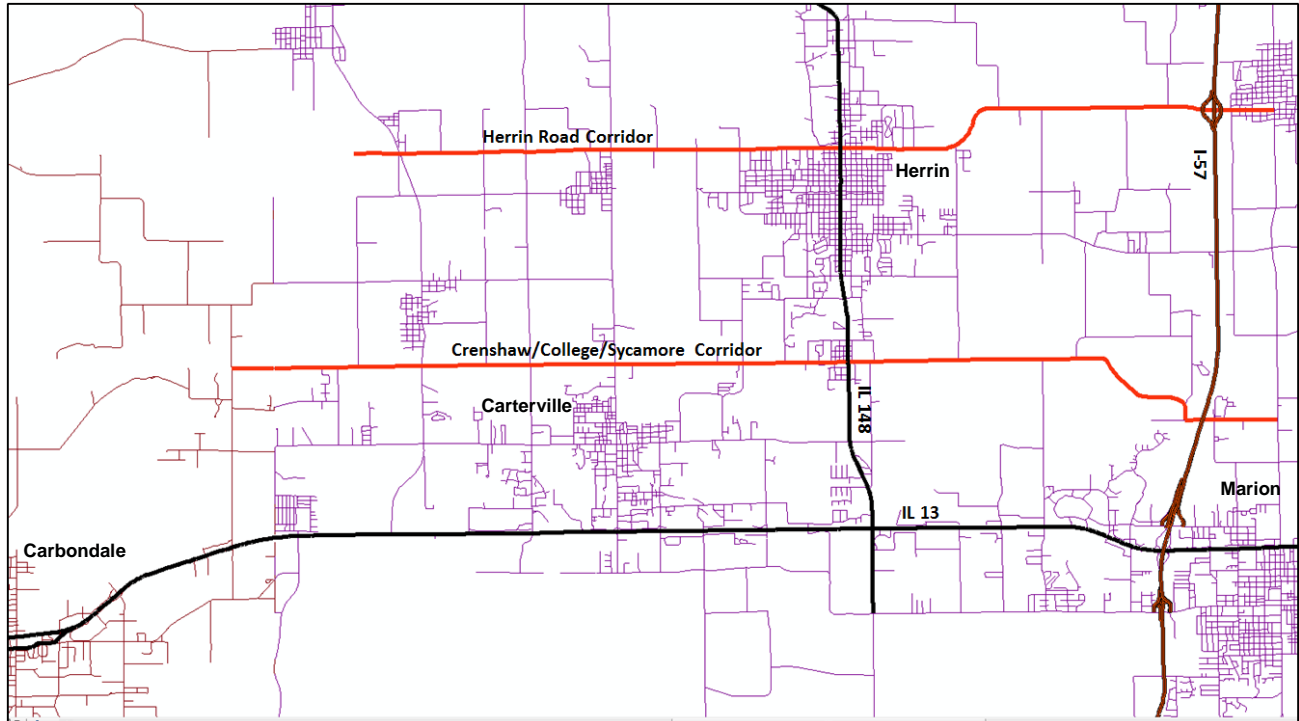


Figure 1- East/West Study Corridors

EXISTING CONDITIONS

A. Herrin Road Corridor

Current Illinois Roadway Information System (IRIS) data for Herrin road is depicted in **Exhibits 2A** through **2C**. Photographs of the Herrin Road corridor are included in **Exhibits 2D** through **2U**.

a. Existing Roadway Elements and Traffic Data

As shown in the IRIS data and summarized in the **Table 1** below, the existing Herrin Road facility currently serves as a primary east/west corridor in Williamson County. The existing pavement and roadway geometry provide a relatively high level of service and mobility in keeping with the designated Functional Classification of Minor Arterial/Major Collector. Traffic volumes throughout the corridor are relatively high for a two lane facility, ranging from a low of 3450 west of Division Street to a high of 8900 within the city of Herrin. West of Cambria Road the corridor serves only a few residential parcels and farm fields and it terminates in a dead end near the Williamson/Jackson County line.

EXISTING ROADWAY INFORMATION AND TRAFFIC DATA						
Location/Jurisdiction	AADT Min./Max.	Functional Class.	Surface Width	Surface Type	Shoulder Data	
					Paved Width/Type	Unpaved Width/Type
East of Johnston City/County	2150/ 3100	Major Collector	22'	HMA	2' /HMA	0'
In Johnston City/City	6200	Major Collector	30'	PCC	C&G	-
*I-57 to Herrin City Limits/State	5700/ 7100	Minor Arterial/Major Collector	22'	HMA over PCC	4'/HMA	3'/sod
Herrin - East of IL 148/City	7800	Minor Arterial	40'	HMA	C&G	-
Herrin - West of IL 148/City	6900/ 8900	Minor Arterial	24'	HMA over PCC	C&G East of 20th St.	6'/Agg. West of 20th St.
Division St. to Cambria Rd./State	3450/ 5700	Major Collector	26'	HMA over PCC	5'/HMA	1'/Agg.
West of Cambria Rd./County	<50	Local Road	8'	Oil & Chip	-	3'/Sod

* An approximate 2 mile portion of this section is currently being reconstructed under IDOT Contract: 78277. This section will have a 24' pavement with 6 foot HMA shoulders.

Table 1

b. Existing Vertical Alignment

The existing vertical alignment of Herrin Road is relatively flat with mostly tangent sections and gentle vertical curvature. West of Herrin, there are four no passing zones due to small crest curves. West of Cambria Road on the Club Road alignment, there are several short vertical curves that are not adequate for a high speed facility.

c. Existing Horizontal Alignment

The existing horizontal alignment is tangent throughout the corridor except for two sharp curves just east of Herrin. These curves have radii of 1000' and 2000' respectively and are currently being reconstructed to curves with 3,000 foot radii under IDOT contract 78277 which was let by IDOT District 9 in February of 2014.

d. Existing Structures

There are 5 existing structures on Herrin Road within the study limits, two of these (100-3008 & 3009) will be replaced on new alignment under IDOT Contract: 78277. Basic data for these structures is listed in the **Table 2** below. The location and partial IRIS data for the structures is shown in **Exhibits 3A** and **3B**. Photographs of the structures are shown in **Exhibits 3C** through **3N**.

EXISTING STRUCTURE DATA						
STRUCTURE NUMBER	LENGTH	ROADWAY WIDTH	DATE CONS.	DECK COND.	FEATURE CROSSED	OWNER
100-0075	60.6'	36.0'	2001	7	Little Hurricane Creek	STATE
100-3008*	36.6'	36.2'	1956	6	Pond Creek Trib.	STATE
100-3009*	74.5'	26.7'	1956	7	Pond Creek Trib.	STATE
100-3010	68.5'	26.0	1956	6	Bear Creek	STATE
100-3011	100'	26.8'	1956	7	Lake Creek	STATE
100-0040	100'	29.6	1961	5	I-57	STATE
100-0080**	67'	36'	2015	NEW	Pond Creek Trib.	STATE
100-0081**	124'	36'	2015	NEW	Pond Creek Trib.	STATE

* To be removed **Under Construction

Table 2

e. Crash History

A summary of the crash data from 2009-2014 is listed in **Table 3**. A total of 492 crashes occurred in the corridor during that time resulting in 220 injuries and 3 fatalities. The most frequent crash type is Rear End at 35%, followed by Animal at 20% and Fixed Object and Turning crashes both at 14%. These crash types comprised 83% of the total crashes and resulted in 78% of the total injuries and one of the three fatalities. The location of the fatal crashes is shown in **Exhibit 4A**. All of the fatal crashes occurred in rural sections of the corridor where the posted speed is 55mph.

HERRIN ROAD CRASH DATA (2009-2014)

Crash Type	Total Crashes	Injury Crashes	Injuries			Total Injuries	Fatalities	Impaired Drivers
			A	B	C			
Angle	29 (6%)	12	9	5	5	19	0	1
Animal	98 (20%)	5	1	2	2	5	0	0
Fixed Object	67 (14%)	20	10	10	3	23	0	11
Head on	6 (1%)	4	2	5	1	8	1	2
overturned	14 (3%)	9	7	3	0	10	0	11
Parked Vehicle	1 (0.2%)	0	0	0	0	0	0	0
Pedal Cyclist	4 (0.8%)	4	1	3	0	4	0	0
Pedestrian	6 (1%)	6	1	4	0	5	1	0
Rear End	173 (35%)	70	20	40	45	105	1	7
Sideswipe Opposite	7 (1.4%)	1	0	1	0	1	0	0
Sideswipe Same	3 (0.6%)	1	0	0	1	1	0	0
Turning	70 (14%)	20	22	13	3	38	0	4
Other Object	4 (0.8%)	0	0	0	0	0	0	0
Other Non-Collision	10 (2%)	1	1	0	0	1	0	0
Totals	492	153	74	86	60	220	3	36

Table 3

Four intersections within the corridor were identified by IDOT as having crash rates in the top 5% when compared to similar intersections statewide. The four intersections are Cambria road, 35th Street, 13th Street and Bandyville Road. In addition, three roadway segments were identified as having crash rates in the top 5% when compared to similar segments statewide. The three segments are from Cambria Road to Allen Road, from 17th Street to 16th Street in Herrin and from east of Bandyville Road to east

of Pumpkin Patch Road. The locations of each of the 5% segments or intersections are shown in **Exhibits 4B** through **4D**.

f. Existing Right of Way

A summary of the existing right of way for Herrin Road is listed in the **Table 4** below. An approximate depiction of the existing right of way is also included in **Exhibit 5**.

APPROXIMATE EXISTING RIGHT OF WAY	
LOCATION	WIDTH (FEET)
Club Rd - West end to Cambria Rd.	40'
Herrin Rd. - Cambria Rd. to Greenbrier Rd.	100'
Herrin Rd. - Greenbrier Rd. to Little Hurricane Cr. West of Colp	50'
Herrin Rd. - Little Hurricane Creek to Division St.	100'
Herrin Rd. - Division St. to Packer Lane in Herrin	80' - 90'
Herrin Rd. - Packer Lane to 33rd St	100'
Herrin Rd. - 33rd St. to west of 23rd St.	Varies > 100'
Herrin Rd. - West of 23rd St. to Weaver Rd.	75' to 90'
Herrin Rd. - through Herrin (Weaver Rd. to 3rd St.)	50' to 60'
Herrin Rd. - 3rd St. to Christmas Tree Rd.	Varies - 100' to 165'
Herrin Rd. - Christmas Tree Rd. to I-57	Varies - 80' to 210'
Broadway Blvd - I-57 to IL 37	Varies, generally 50'

Table 4

g. Utilities

The Herrin Road right of way is host to numerous utilities. The presence of existing utilities was determined using the JULIE NEWTIN Remote Ticket Data Tool. Utilities present are listed in **Table 5** below and shown graphically at select locations in **Exhibit 6**.

EXISTING UTILITY INFORMATION							
Location	Water	Sewer	Gas	Power	Telephone	Cable	Pipeline
Herrin Road West of I-57	Ferges, Highway 37 N. & J'City	Johnston City	Ameren	Ameren & Southeastern Elec. Co-op	Frontier	Mediacom	-
Herrin Road East of Herrin	Ferges Water District	-	-	Southeastern Elec. Co-op	Frontier	Mediacom	Marathon
Herrin Road in Herrin	Herrin	Herrin	Ameren	Ameren	Frontier & Clearwave	Mediacom	-
Herrin Road East of Cambria Road	Blairsville Water Dist.	Blairsville Water Dist.	Ameren	Ameren & Egyptian Elect. Co-op	Frontier & Clearwave	Mediacom	
Herrin Road Extension near Walkers Bluff	-	-	-	Egyptian Elect. Co-op	-	-	-

Table 5

B. Crenshaw/College/Sycamore Corridor

Current Illinois Roadway Information System (IRIS) data for Crenshaw/College/Sycamore roads is depicted in **Exhibits 7A** through **7D**. Photographs of the Crenshaw/College/Sycamore corridor are included in **Exhibits 7E** through **7V**.

a. Existing Roadway Elements and Traffic Data

As shown in the IRIS data and summarized in **Table 6** below, the existing Crenshaw/College/Sycamore Road corridor varies from a Local Road with relatively light traffic to a Major Collector with heavy traffic. The section with the heaviest traffic volumes (Bandyville Road to Skyline Drive) has been upgraded to a 24' HMA pavement with 4' aggregate shoulders. The rest of the corridor consists of an oil and chip surfaced roadway with sod shoulders. The oil and chip surface varies from 18' to 20' in width and the sod shoulders are primarily 2' to 3' in width.

EXISTING ROADWAY INFORMATION AND TRAFFIC DATA						
Location/Jurisdiction	AADT Min/Max	Functional Class.	Surface Width	Surface Type	Paved Shld Width/Type	Unpaved Shld Width/Type
IL 37 to Skyline Drive/County	1200/2650	Major/Minor Collector	18'-20'	Oil & Chip	-	3'-4'/Sod
Skyline Drive to Bandyville Rd/County	6200	Major/Minor Collector	24'	HMA	-	4'/Agg.
Bandyville Rd. to Energy/County	2200	Major Collector	20'	Oil & Chip	-	3'/Sod
Energy Village Limits to IL 148/Energy	3600	Major Collector	20'	Oil & Chip	-	3'/Sod
IL 148 to Energy Village Limits/Energy	2300	Major Collector	24'	Oil & Chip	-	3'/Sod
Energy Village Limits to Hafer Rd./Herrin	2200	Major Collector	20'	Oil & Chip	-	2'/Sod
Hafer Rd to Division St/Carterville	1800	Local Road	20'	Oil & Chip	-	2'/Sod
Division St to Carterville City limits	1800	Local Road	18'	Oil & Chip	-	2'/Sod
Carterville City limits to Cambria Rd	1450/1800	Local Road	18'-20'	Oil & Chip	-	2'/Sod
Within Cambria City limits/Cambria	1050	Local Road	18'	Oil & Chip	-	3'/Sod
Cambria to Jackson Cty./County	1100	Local Road	18'	Oil & Chip	-	3'/Sod
Jackson County to Reed Sta. Rd/Carbondale Township	1150	Local Road	16'	Oil & Chip	-	1'/Sod

Table 6

Traffic volumes throughout the corridor are relatively high for a two lane local road especially between IL 148 and Skyline Drive where the highest volume of 6200 vpd is recorded. West of IL 148 the traffic volumes are lower ranging from a high of 2300 in Energy to a low 1050 at Cambria.

b. Existing Vertical Alignment

The existing vertical alignment is relatively flat to gently rolling throughout the corridor. The existing grades and curves generally follow the existing topography and no major vertical grade corrections have been constructed during the history of these roadways. Accordingly, the sight distance for stopping or passing is deficient at numerous locations.

c. Existing Horizontal Alignment

The existing horizontal alignment is predominantly tangent with the exception of Crenshaw Road between Skyline Drive and I-57. This section has one sharp curve with a radius of about 900 feet and two very sharp curves with radii of about 350 feet. The southern terminus of the 900 foot radius curve intersects with Pease Road at a very high skew angle (see photo **EXHIBIT 7T**). South of the Pease Road/Crenshaw Road intersection the alignment has a 90 degree turn at the Pease Road/Cedar Grove Road intersection (see photo **EXHIBIT 7U**).

d. Existing Structures

Along the Crenshaw/College/Sycamore corridor there are 2 existing structures within the study limits. Basic data for these structures is listed in **Table 7** below. The location and partial IRIS data for the structures is shown in **Exhibits 8A** and **8B**. The Cambria Creek bridge is a PPC deck beam structure constructed in 2010 and the structure over I-57 is a reinforced concrete deck on steel I-beams constructed in 1961. Photographs of these structures are included in **Exhibits 8C** through **8F**.

EXISTING STRUCTURE DATA						
STRUCTURE NUMBER	LENGTH	WIDTH	DATE CONS.	DECK COND.	FEATURE CROSSED	OWNER
100-3178	46.5'	24.4'	2010	8	Cambria Creek	Township
100-0054	100'	29.8'	1961	5	I-57	STATE

Table 7

e. Crash Data

A summary of the crash data from 2009-2014 is listed in **Table 8** below. A total of 233 crashes occurred in the corridor during that time resulting in 86 injuries and 1 fatality. The most frequent crash type is Fixed Object at 33.5%, followed by Rear End at 23% and Turning crashes at 14%. These crash types comprised 70.5% of the total crashes and resulted in 72% of the total injuries. The single fatality in the corridor occurred in an overturning crash near the western edge of the Energy Village limits (**see Exhibit 9A**).

CRENSHAW/COLLEGE/SYCAMORE CRASH DATA

Crash Type	Total Crashes	Injury Crashes	Injuries			Total Injuries	Fatalities	Impaired Drivers
			A	B	C			
Angle	14	7	4	5	1	10	0	0
Animal	23	0	0	1	0	1	0	0
Fixed Object	78	28	10	15	8	33	0	4
Head on	1	0	0	0	0	0	0	0
overturned	13	7	4	4	0	8	1	2
Parked Vehicle	1	1	0	1	0	1	0	0
Pedal Cyclist	2	2	1	1	0	2	0	0
Pedestrian	0	0	0	0	0	0	0	0
Rear End	53	13	3	6	6	15	0	1
Sideswipe Opposite	3	0	0	0	0	0	0	1
Sideswipe Same	3	0	0	0	0	0	0	0
Turning	32	9	6	5	3	14	0	0
Other Object	3	0	0	0	0	0	0	1
Other Non-Collision	7	2	0	2	0	2	0	1
Totals	233	69	28	40	18	86	1	10

Table 8

Four roadway segments were identified as having crash rates in the top 5% when compared to similar segments statewide. The four segments are from Reed Station Road to 0.5 miles east of Reed Station Road, from 27th Street to McVicker Dr in Energy, from Bandyville Road to west of Skyline Drive and from Decatur Road to Pease Road. The locations of each of the 5% segments are shown in **Exhibits 9B**. There are no 5% intersections within the corridor.

f. Existing Right of Way

A summary of the existing right of way for Crenshaw/College/Sycamore corridor is listed in the **Table 9** below. An approximate depiction of the existing right of way is also included in **Exhibit 10**.

APPROXIMATE EXISTING RIGHT OF WAY	
Location	Width
Lavern Rd - Reed Sta. to Williamson Co.	50'
Sycamore Rd. - Jackson Co. to Division St.	50'
Sycamore Rd. - Division St. to Energy	60'
College St - Through Energy	Varies, but generally 50'
Crenshaw Rd. - Energy to Skyline Dr.	80'
Crenshaw Rd. - Skyline Dr. to I-57	Varies, but generally 60'
Crenshaw Rd. - I-57 to IL 37	40' to 50'

Table 9

As shown in the table, the existing right of way is 50' to 60' in width for most of the corridor. A width of 50' to 60' will only accommodate an 18'-22' pavement with narrow shoulders and relatively steep side slopes.

g. Utilities

The Crenshaw/College/Sycamore right of way is host to numerous utilities. The presence of existing utilities was determined using the JULIE NEWTIN Remote Ticket Data Tool. Utilities present are listed in **Table 10** below and shown graphically at select locations in **Exhibit 11**.

EXISTING UTILITY INFORMATION							
Location	Water	Sewer	Gas	Power	Telephone	Cable	Pipeline
Crenshaw Rd east of I-57	Pittsburg & Rend Lake	Pittsburg		Southeastern Elec. Co-op	Frontier, Clearwave & Windstream	Zito Media	-
Crenshaw Rd west of I-57	Ferges Water District	-	-	-	-	-	-
Crenshaw Rd west of Skyline Drive	Ferges Water District	-	-	Southeastern Elec. Co-op	Frontier & Clearwave	-	Marathon
College St. East of IL 148	Energy	Energy	Ameren	Ameren	Frontier & Clearwave	Mediacom	-
College St. West of IL 148	Energy & Herrin	Energy & Herrin	Ameren	Ameren	Frontier & Clearwave	Mediacom	-
Sycamore Rd. East of Division St.	Carterville & Rend Lake	Carterville	Ameren	Ameren	Frontier	Mediacom	-
Sycamore Rd, West of Division St.	Carterville & Cambria	Carterville/ Cambria	Ameren	Ameren	Frontier & Clearwave	Mediacom	-
Sycamore Rd. East of Jackson County	Lakeside Water Dist.	-	-	Egyptian Elec. Co-op	Frontier & Clearwave	Mediacom	-
Lavern Rd East of Reed Station Rd.	Lakeside Water Dist.	-	-	Egyptian Elec. Co-op	Frontier & Clearwave	-	-

Table 10

DESIGN CRITERIA

Design criteria for either proposed corridor depends upon the Functional Classification, type of jurisdiction (State or Local), type of improvement and traffic volume. The Herrin Road Corridor is primarily classified as a Major Collector with a section through the city of Herrin classified as a Minor Arterial. The Crenshaw/College/Sycamore corridor is primarily classified as a Major or Minor Collector with the portion west of Energy classified as a Local Road. A summary of the major design requirements from the IDOT BDE Manual and the IDOT BLRS Manual for these facility types is listed in **Table 11** and **Table 12** below.

TABLE OF NEW CONSTRUCTION/RECONSTRUCTION DESIGN CRITERIA				
Design Feature	State Jurisdiction		Local Jurisdiction	
	Minor Arterial	Collector	Collector	Local Road
Pavement Width	24'	24'	24'	24'
Pavement Type	HMA or Conc.	HMA or Conc.	HMA or Conc.	HMA or Conc.
Shoulder Width (Total)	10'	8'	8'	8'
Shoulder Width (Paved)	4'	4'	Not required	Not Required
Foreslopes	6:1	4:1	4:1	4:1
Minimum Structure Width (to remain in place)	30'	30'	28'	28'
Horizontal Curvature(Minimum Radius)	3,000' desirable 1,330' min.	3,000' desirable 1,330' min.	1,205'	1,205'
Vertical Alignment - Min. K value (Crest/Sag)	151/136	151/136	114/115	114/115

Table 11

TABLE OF 3R DESIGN CRITERIA				
Design Feature	State Jurisdiction		Local Jurisdiction	
	Arterial & Collector	Unmarked State Routes	Collector	Local Road
Pavement Width	24'	24'	24'	24'
Pavement Type	HMA or Conc.	HMA or Conc.	HMA or Conc.	HMA or Conc.
Shoulder Width (Total)	6'	6'	6'	6'
Shoulder Width (Paved)	3'	Not Required	Not required	Not Required
Foreslopes	Existing	Existing	Existing	Existing
Minimum Structure Width (to remain in place)	30'	28'	28'	28'
Horizontal Curvature(Minimum Radius to remain in place)	600'	600'	465'	465'
Vertical Alignment - Min. K value (Crest/Sag)	44/Existing	44/Existing	44/Existing	44/Existing

Table 12

For comparison of the corridors, it is assumed that any proposed improvements would be advanced by the controlling entity (State, County or City/Village) as a 3R improvement where the existing alignment is retained and as a New Construction/Reconstruction improvement where new alignment is required or desired. For Herrin Road, the Arterial/Collector criteria will be used for 3R improvements and for section continuity the Collector standards will be used for any improvements on new alignment. For the Crenshaw/College/Sycamore Corridor the Local Collector criteria will be used for both 3R and New Construction/Reconstruction improvements.

CORRIDOR ANALYSIS AND COMPARISON

A. Herrin Road

a. Cross Sectional Elements

As shown in **Table 13** below, with the exception of Club Road and a short section west of 20th Street, the existing cross sectional elements in the corridor already meet the selected design criteria. The Club Road section would be included in the proposed Herrin Road extension and thus would be designed to comply with the new construction/reconstruction criteria. The section west of 20th Street would only require that the aggregate shoulder be upgraded to HMA. The 22' wide pavement in the I-57 to Rue Belle Lane section is not deficient since IDOT 3R policies allow existing 22' wide pavements to remain without widening (a 7' wide shoulder is required adjacent to 22' pavements). It should also be noted that if bicycle accommodation is desired/required an 8' paved shoulder would be needed since the current ADT is greater than 2000 vpd.

Red Cells indicate a deficient condition

EXISTING ROADWAY DATA					
Location (Total Length of Section = 11.4 miles)	Length	Surface Width	Surface Type	Shoulder Data	
				Paved Width	Unpaved Width
In Johnston City	0.9 miles	30'	PCC	C&G	-
I-57 to Rue Belle Lane	2.1 miles	22'	HMA over PCC	4'	3'
*Rue Belle Lane to 3rd Street (currently under construction)	1.5 miles	24'	HMA	6'	0'
Herrin - IL 148 to 3rd St	0.9 miles	40'	HMA	C&G	-
Herrin - IL 148 to 20th St	0.33 mi.	36'	PCC	C&G	-
Herrin - 20th St to Elem. School	1.8 miles	24'	HMA over PCC	-	6'
Division St. to Cambria Rd.	3.3 miles	24' to 26'	HMA over PCC	5'	1'
West of Cambria Rd. (Club Road)	0.7 miles	8'	Oil & Chip	-	3'

Table 13

b. Vertical Alignment

The existing vertical alignment was analyzed to determine if any areas did not meet the recommended minimum stopping sight distance criteria for vertical curves. The analysis was based on the maximum posted speed of 55 mph and using IDOT 3R criteria a distance of 305 feet was used as the minimum for stopping sight distance. An existing profile was created from publically available county wide Lidar data and the sight distance was checked using Autodesk planning and analysis software. This analysis determined that there are no vertical curves east of Cambria Road that do not meet the minimum 3R criteria to remain in place. West of Herrin, there are four no passing zones due to vertical alignment but the stopping sight distance is more than adequate. West of Cambria Road, in the Club Road section there are several deficient vertical curves which would require complete reconstruction if the Herrin Road extension is advanced. A detailed listing of the analysis is included in **Exhibit 12**.

c. Horizontal Alignment

Upon completion of IDOT contract 78277 the existing horizontal alignment will meet Construction/Reconstruction standards for the selected design criteria and thus would be adequate to leave in place throughout the section for an upgraded facility.

d. Structures

Upon completion of IDOT contract 78277 three of the six structures in the corridor (100-0080, 0081 & 0075) will meet or exceed the recommended design criteria. Structures 100-3010 & 3011 are only 26.0 and 26.8 feet wide respectively and are considered functionally obsolete (see **Table 2** and **EXHIBIT 3A &3B**). Additionally, these structures are 60 years old and nearing the end of their service life. Replacement of these structures is recommended for an upgraded corridor. The structure over I-57 (100-0040) is not functionally obsolete but is slightly under 30 feet in width. However, since this structure is only slightly under the recommend width replacement is not essential for an upgraded corridor.

e. Crash data analysis

As part of the Highway Safety Improvement Program (HSIP), states are required to submit an annual report to the Federal Highway Administration (FHWA) describing at least 5 percent of highway locations exhibiting the most pressing safety needs. This *FIVE PERCENT Report* is used to help

Illinois to gain an understanding of the nature and extent of safety problems and to provide guidance on where safety investments are needed. The 5% locations evaluated in this report are based on data from the years 2009 to 2014. A review of each of the 5% intersections and segments follows:

5% Intersections

Cambria Road – Crash data at the Cambria Road/Herrin Road intersection is depicted in **Exhibit 13A**. There were 20 total crashes and 7 injury crashes during the time period resulting in 10 A-injuries, 3 B-injuries, 1 C-injury and no fatalities. Crash types involved were Fixed Object, Rear End and Turning. Of the 6 injury crashes, 3 involved alcohol impaired drivers and darkness. In two of these the drivers were westbound and ran through the stop sign and off road west of the intersection. The other impaired driver crash resulted from a southbound vehicle turning left in front of a northbound vehicle. These crashes resulted in 8 of the 10 A-injuries. The remaining crashes involved 2 westbound rear ends (resulting in 1 B and 1 C injuries), 1 southbound rear end (resulting in 2 A-injuries) and an additional southbound left turner impacted by a northbound vehicle (resulting in 2 B injuries). **Potential counter measures for these crashes would be:** stop ahead signage, double stop signs, flashing lights on the stop signs, additional highway lighting and a southbound left turn lane.

35th Street - Crash data at the Herrin Road/35th Street intersection is depicted in **Exhibit 13B**. There were 15 total crashes and 8 injury crashes during the time period resulting in 5 A-injuries, 5 C-injuries and no fatalities. Crash types involved were Angle, Animal, Fixed Object, Overturned, Rear End and Turning. Of the 8 injury crashes none involved alcohol impaired drivers. The most frequent crash type resulting in injuries is rear-end (5 C-injuries) with 4 occurrences. Of these, 3 involved westbound vehicles waiting to turn left onto 35th street, the fourth rear-end crash occurred in the queue of a construction zone and involved eastbound traffic. There were two injury crashes involving northbound left turners resulting in 3 A-injuries, one overturning crash resulting in 1 A-injury and one Animal crash (deer) resulting in one A injury. **Potential counter measures at this location are limited.** The westbound rear-ends could be addressed with the addition of a westbound left turn lane but this is not likely to be cost effective since it addresses only 4 crashes and 4 C-injuries. Two of the eight crashes occurred after dark (resulting in one A and one C injury). Due to relatively low cost additional highway lighting could be cost effective.

13th Street - Crash data at the Herrin Road/13th Street intersection is depicted in **Exhibit 13C**. There were 28 total crashes and 10 injury crashes during the time period resulting in 2 A-injuries, 4 B-injuries, 6 C-injuries and no fatalities. Crash types involved were Angle, Pedal cyclist, Fixed Object and rear end. Of the 10 injury crashes, 1 involved an impaired driver and three occurred at night. The most frequent crash type resulting in injuries is Angle and Rear end with four occurrences of each. The Angle crashes accounted for 1 B and 3 C injures. The Rear end crashes accounted for 2 A-injures, 1 B-injury and 2 injures. **Potential counter measures for these crashes would be:** Double stop signs (a flashing overhead beacon is already present) and removal of sight distance obstructions (trees) in the northeast, northwest and southwest quadrants.

Bandyville Road - Crash data at the Herrin Road/Bandyville Road intersection is depicted in **Exhibit 13D**. There were 8 total crashes and 2 injury crashes during the time period resulting in 4 A-injuries, and no fatalities. Crash types involved were; Animal, Fixed Object, Head on, Rear end and Turning. The A injuries resulted from a single turning crash (2 injuries) and a single head on crash (2 injuries). **Potential counter measures for these crashes would be geometric improvements to the curve on Herrin Road and the skew angle of the Herrin Road/Bandyville Road intersection.** Both of these countermeasures are currently being implemented under IDOT Contract 78277.

5% Segments

Cambria Road to Allen Road – Crash data for this segment is depicted in **Exhibit 14A**. There were 127 total crashes and 33 injury crashes during the time period resulting in 23 A-injuries, 15 B-injuries 13 C-injuries and 1 fatality. The fatal accident resulted from a pedestrian crash at night approximately 0.5 miles west of Divisions Street. The most frequent crash type was Animal (43), however, only 1 C-injury resulted from these crashes. Other frequent crash types were Rear End (38), Fixed Object (23) and Turning (9). The Rear End crashes resulted in 22 total injuries (3A, 8B and 11C) and occurred primarily at the Cambria Rd (8 crashes), Division St (8 crashes) and Allen Road (6 crashes) intersections. The Fixed Object crashes occurred throughout the section with a grouping of 3 at near Cambria Road and a grouping of 4 near Allen Road. All 3 of the group near Cambria Road involved westbound impaired drivers that did not stop at the Cambria Road intersection; these crashes resulted in 3 A-injuries. The Fixed Object crashes also involved a high percentage of impaired drivers (20%) and occurrence at night (61%). The Fixed Object Crashes also had a high percentage of severe injuries (80% were A-injuries). The turning crashes resulted in 11 total injuries (8A and 3B) with 5 of the A-injuries occurring in one alcohol related crash at Cambria Road.

The other 3 A-injuries occurred in one crash at involving a southbound left turning vehicle at Division Street. **Potential counter measures for the Rear End crashes would be to give increased warning ahead of the stop controlled intersections and left turn lanes at select locations to remove turning vehicles from the through lanes. An HMA shoulder and rumble strips would be an effective counter measure for the Fixed Object crashes and these measures were implemented throughout this segment under IDOT contract 78457 which was let in June of 2015.**

Bandyville Road to Pumpkin Patch Road - Crash data for this segment is depicted in **Exhibit 14B**. There were 66 total crashes and 20 injury crashes during the time period resulting in 11 A-injuries, 16 B-injuries 3 C-injuries and 2 fatalities. The fatal accidents resulted from a rear end crash near Chittyville Road and Head-on crash near Christmas Tree road. The most frequent crash type was Fixed Object (22) resulting in 10 injuries (2-A, 6-B, 2-C). Other frequent crash types were Animal (19), Rear End (8) and Overturned (6). The Rear End crashes resulted in 13 injuries (8A, 5B) and 1 fatality. Four of the 8 Rear End crashes resulted when westbound vehicles were waiting to turn left onto Pumpkin Patch Road. One of these crashes resulted in 2 A-injures. The other Rear End crashes were scattered throughout the segment. One of these resulted in 9 injures (5-A and 4-B) when a westbound vehicle rear ended a vehicle that was stopped for construction work just east of Bandyville Road. The Overturned crashes resulted in 1-A and 3-B injuries. Four of these crashes occurred in the area of sharp horizontal curvature at the western end of the segment. **Potential counter measures for the roadway departure crashes (Fixed Object and Overturned) would be rumble strips and geometric improvements to the sharp horizontal curves.** Improvements to the horizontal curves are currently under construction. Counter measures for the Rear End crashes would be the installation of a westbound left turn lane at Pumpkin Patch Road to remove left turning vehicles from the through lane.

f. Intersection Improvements

Table 14 below lists the intersecting side roads that are classified as Major Collector or higher. These are the most likely locations that will require future improvements. The unsignalized intersections were evaluated for the need for left turn lanes (see **Exhibit 15**). Due to the relatively high traffic volume all of the intersections meet the criteria for left turn lane consideration on Herrin Road. Within the city of Herrin, left turn lanes are already in place at IL 148 as well as 16th, 13th and 11th Streets. In the rural section, a left turn lane will be in place at Bandyville Road when contract 78277 is completed. At the remaining intersections left turn

lanes may be warranted depending on future development and traffic patterns.

HERRIN ROAD - MAJOR INTERSECTIONS

INTERSECTION	TYPE	ADT HERRIN RD/SIDEROAD	POTENTIAL LONG TERM IMPROVEMENTS
Cambria Road	"T" intersection-stop control on Herrin Rd.	3450/5900	LFTL on North, South and east legs
Division St.	4 way Stop	7700/4350	LFTL for WB Herrin Rd
Allen Road	"T" intersection-stop control on Allen Rd.	6900/650	LFTL at one of these locations depending on future development
35th Street	4 leg-stop control on 35th St.	7200/850	
29th Street	"T" intersection-stop control on 29th St.	7500/600	
16th Street	"T" intersection-stop control on 16th St.	8500/750	None
IL 148	Signalized	8500/13100	None
13th Street	4 way Stop	7100/2600	None
11th Street	4 way Stop	7800/1000	None
Bandyville Rd	"T" intersection-stop control on Bandyville	6700/2750	None
I-57 SB exit ramp	stop control on ramp	7100/2050	None
I-57 SB on ramp	one way-free flow	7100/1650	LFTL for WB Herrin Rd
I-57 NB exit ramp	stop control on ramp	8000/1700	None
I-57 SB on ramp	one way-free flow	8000/1950	LFTL for EB Herrin Rd
IL 37	Signalized	6200/10150	None

Table 14

g. Right of Way Needs

The existing right of way is in general more than sufficient for a Minor Arterial or Major Collector facility with more than 80 feet of right of way available in almost all of the rural area. The only exceptions to this being Club Road west of Cambria Road and a relatively short section (0.5 miles) from Greenbrier Road to near Little Hurricane Creek. Accordingly, there are no immediate needs for additional right of way. In the long term, additional right of way will be needed where intersections are improved, bridges replaced and for the potential extension to Reed Station Road.

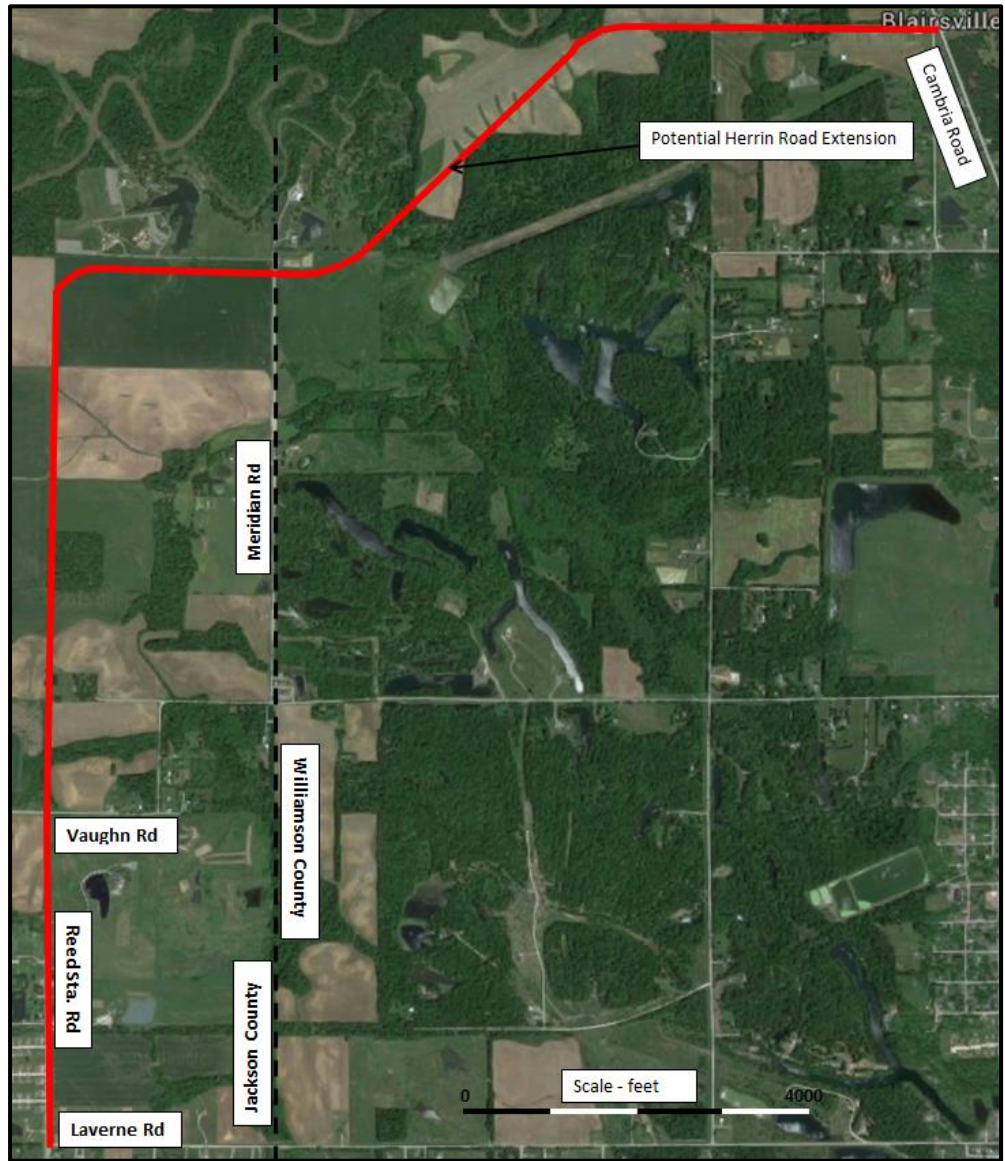
h. Utility Adjustments

Since the corridor already meets the design criteria for cross sectional elements and alignment extensive utility adjustments would not be required for an upgraded facility along the existing alignment. Improvements for the Herrin Road extension would require extensive adjustments to the following utilities along Club Road: Blairsville Public Water District, Ameren CIPS, Clearwave Communications, Egyptian Electric Co-op, Frontier Communications and Mediacom.

i. Herrin Road Extension

An additional feature of the Herrin Road corridor could be a westward extension from Cambria Road along the existing Club Road alignment and then southwesterly near the Walker's Bluff development and southward to the Reed Station Road Vaughn Road intersection (see **Figure 2** and **Exhibit 16A**). To provide a consist corridor; improvements would also be needed to existing Reed Station Road from Vaughn Road south to Lavern Road. This section currently consists of an oil and chip surfaced roadway which is 20' in width and has 2' sod shoulders (see **Exhibit 7A**). These additional improvements would connect to the recent upgrades to Reed Station Road that extend northward from IL 13 and thus would provide a consist typical section from the new alignment southward to IL 13.

Figure 2



This connection of Herrin Road to Reed Station Road would provide several benefits. First, it would provide a safer and more direct connection to IL 13 and Carbondale for commuters from the Herrin/Colp/Carterville/Blairsville/Hurst area. Currently, about 1,400 vehicles access westbound IL 13 daily from southbound Cambria Road, these same commuters return via eastbound IL 13 and turn north onto Cambria Road for a total volume of about 2800 vehicles per day. A good percentage of these commuters would use the Herrin Road extension and signalized intersection at IL 13/Reed Station Road avoiding the unsignalized IL 13/Cambria Road intersection which has experienced numerous severe crashes and has historically been a 5% intersection location. Additionally, the Herrin Road extension would also provide

greatly improved access to the Walkers Bluff entertainment complex and resort. The existing access road into Walkers Bluff (Meridian Road) is subject to periodic flooding from backwaters of the Big Muddy River resulting in closure of the facility and temporary layoff of 200 employees for extended periods.

There are challenges associated with the potential Herrin Road extension. The alignment traverses the 100 year flood plain of the Big Muddy River so wetland and floodplain encroachment issues would need to be addressed. Impacts to Threatened and Endangered species or habitat would also have to be addressed through the Phase I environmental process. The Greater Egypt Regional Planning Commission recently submitted the Herrin Road extension as a candidate for a US Department of Housing and Urban Development (HUD) grant and some preliminary environmental data was included in the grant submittal. This preliminary information is listed below:

Wetlands: Based on data from the National Wetlands Inventory (NWI) Maps the proposed extension would impact about 2.1 acres of Forested/Shrub Wetland and about 0.2 acres of Freshwater Pond Wetland (See **Exhibit 16B** and **16C**)

Threatened and Endangered Species and Natural Areas: A Natural Resource Review utilizing the Ecological Compliance Assessment Tool (EcoCAT) indicates that the proposed extension would not impact any T&E species, Natural areas or registered Land and Water Reserves (See **Exhibit 16D**)

Floodplain Impacts: The proposed alignment crosses the 100 year floodplain as shown on the FEMA flood insurance rate map dated August 4, 2008 (see **Exhibit 16E**). The flood plain crossed is in an area where no base flood elevation has been determined by FEMA. However, an IDOT structure (100-0062) carrying FAS Route 907 over the Big Muddy River is nearby and the 100 year flood elevation at that location is indicated by IDOT analysis to be at elevation 380.2 (See **Exhibit 16E** and **16F**). This elevation correlates well with field observations of recent extreme flooding events where high water elevations in the area were observed at about elevation 380. According to the FEMA map the proposed alignment would cross the 100 year flood plain at three locations. Two of those locations are clearly transverse crossings; the largest crossing appears to be a longitudinal encroachment (see **Exhibit 16E**) which would involve additional permitting requirements and compensatory storage. However, these impacts may be reduced if the 100 year flood elevation is confirmed at elevation 380. **Exhibit 16G** depicts the extent of flooding at elevation 380 and based on

this elevation the flooding extent in the area of the largest crossing is greatly reduced and the flood plain crossing appears to be transverse. The extent of flooding shown in **Exhibit 16G** at elevation 380 is based on recent Lidar data which should be quite accurate.

An additional concern with a potential extension of Herrin Road is the current condition of Reed Station Road from Vaughn Road to Laverne Road (about 4000'). This section of Reed Station Road is currently a 20' wide oil and chip pavement with 2' sod shoulders and would also need to be improved to maintain the continuity of the corridor. South of Laverne Road, Reed Station Road has been improved to a 24' HMA pavement with HMA shoulders.

j. Connection to US 51:

An additional benefit of an extension to Herrin Road could be a further westward expansion connecting to US 51. This extension would be about 6 miles in length and could terminate at the Southern Illinois Airport providing the airport with a connection to Interstate 57 (see **Figure 3**). This connection would also be beneficial to destinations on the north side of Carbondale such as the Carbondale Industrial Park or the Carbondale Memorial Hospital. Local interest in a possible northern connector route is indicated by previous studies, sponsored by the city of Carbondale and IDOT, which have explored the possibility of a northern route that would provide better access to the north side of Carbondale and alleviate congestion on IL 13. To date, none of these studies have advanced beyond the feasibility level. In addition, public comments received for this East/West Corridor study also indicate a desire for this connection (see Exhibit 20). Analysis of this connection is beyond the scope of this study, however, a future study of this further expansion to US 51 is recommended.

POSSIBLE CONNECTION TO US 51

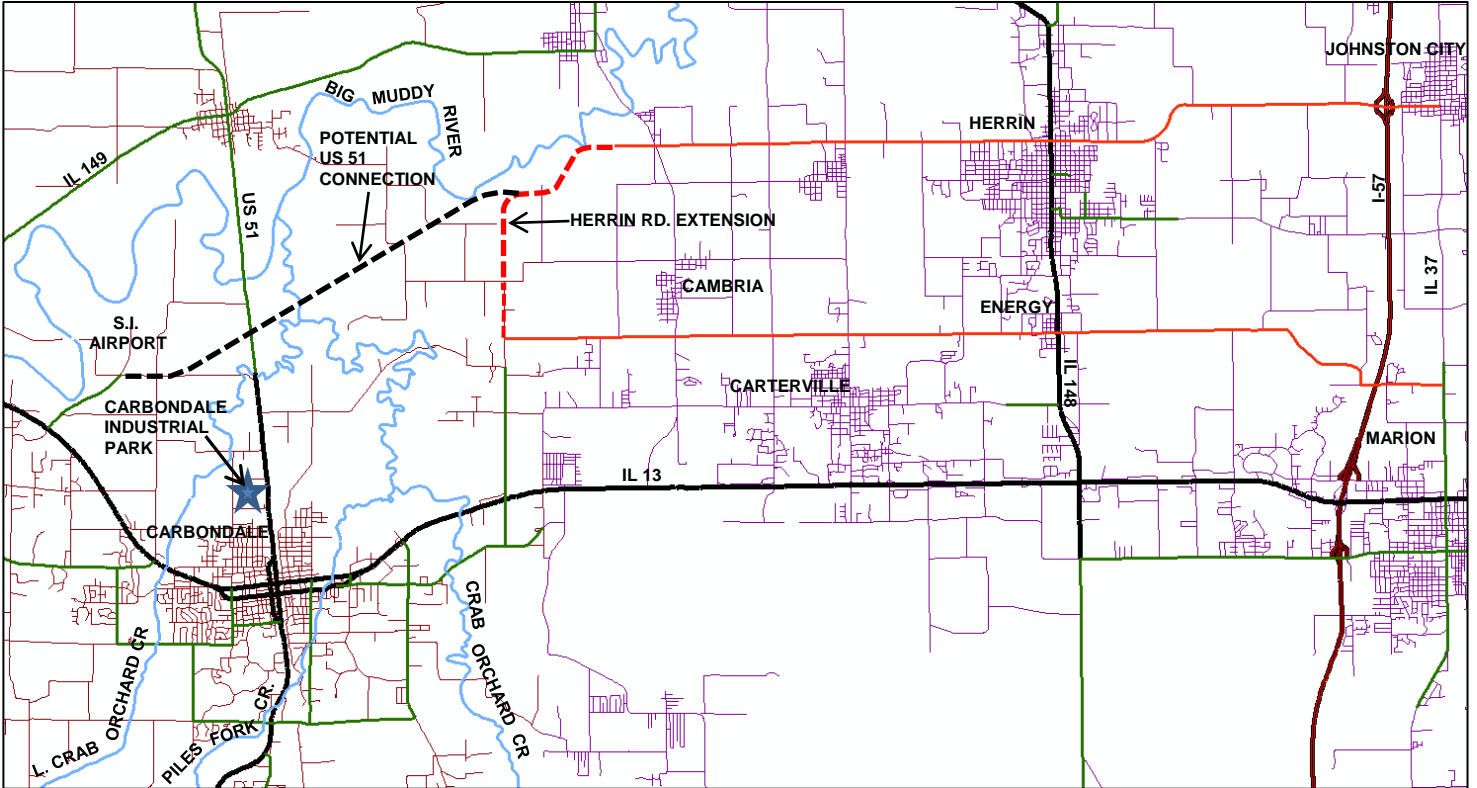


Figure 3

k. Cost Estimate

As shown in **Table 15** below, the estimated cost to upgrade the Herrin Road Corridor to the recommended design criteria is approximately \$17,300,000. Almost all of the cost is associated with the Herrin Road extension since very little of the existing roadway does not already meet the recommended design criteria. See **Exhibit 17** for a detailed listing of the cost estimate.

Table 15
Herrin Road Corridor Preliminary Cost Estimate Summary

Location	Description	Cost
IL 37 to I-57	Urban section meets 3R, no improvements needed	\$0
I-57 to Rue Belle Lane (new alignment begins)	Rural section meets 3R, no roadway improvements needed. Structures 100-3010 & 3011 warrant replacement.	\$1,200,000
Rue Belle Lane to 3rd Street (Herrin city limits)	New construction, no improvements needed	\$0
3rd Street to IL 148	Urban section meets 3R, no improvements needed	\$0
IL 148 to 20th Street	Urban section meets 3R, no improvements needed	\$0
20th Street to Elementary School	Has aggregate Shoulders, upgrade to 6' HMA	\$500,000
Elementary School to Cambria Road	Rural section meets 3R, no improvements needed	\$0
Cambria Road to Laverne Road (Herrin Road Extension)	New Construction	\$15,600,000
Grand Total		\$17,300,000

CORRIDOR ANALYSIS AND COMPARISON

B. Crenshaw/College/Sycamore

a. Cross Sectional Elements

As shown in the **Table 16** below, very little of the existing corridor meets the recommended design criteria. The current corridor is deficient throughout for shoulder width and only very short sections meet the minimum pavement width and surface type. A 3R type improvement would be needed throughout the corridor to meet the desired typical section criteria. In regards to bicycle accommodation, Local Roads and Streets policy requires a minimum shoulder width of 4' which is exceeded by the recommend design criteria (6' shoulder width) for comparison of the corridors.

Red cells indicate a deficient condition

EXISTING ROADWAY INFORMATION AND TRAFFIC DATA					
Location/Jurisdiction	Length (Total=13 miles)	Surface Width	Surface Type	Shoulder Data	
				Paved Width/Type	Unpaved Width/Type
IL 37 to Skyline Drive/County	3.2 miles	18'-20'	Oil & Chip	-	3'-4'/Sod
Skyline Dr to Bandyville Rd/County	1.0 miles	24'	HMA	-	4'/Agg.
Bandyville Rd. to Energy/County	0.8 miles	20'	Oil & Chip	-	3'/Sod
Energy Vill. Limits to IL 148/Energy	0.6 miles	20'	Oil & Chip	-	3'/Sod
IL 148 to Energy Vill. Limits/Energy	1.0 miles	24'	Oil & Chip	-	3'/Sod
Energy Village Limits to Hafer Rd./Herrin	0.3 miles	20'	Oil & Chip	-	2'/Sod
Hafer Rd to Div. St/Carterville	1.5 miles	20'	Oil & Chip	-	2'/Sod
Div. St to Carterville City limits	0.5 miles	18'	Oil & Chip	-	2'/Sod
Carterville City lmts to Cambria Rd	1.8 miles	18'-20'	Oil & Chip	-	2'/Sod
Within Cambria/Cambria	0.8 miles	18'	Oil & Chip	-	3'/Sod
Cambria to Jackson Cty./County	1.0 miles	18'	Oil & Chip	-	3'/Sod
Jackson County to Reed Sta. Rd/Carbondale Township	0.5 miles	16'	Oil & Chip	-	1'/Sod

Table 16

b. Vertical Alignment

The existing vertical alignment was analyzed to determine if any areas did not meet the recommended minimum stopping sight distance criteria for vertical curves. The analysis was based on the maximum posted speed of 55 mph and using Local Roads and streets criteria for 3R improvements a distance of 305 feet was used as the minimum for stopping sight distance. An existing profile was created from publically available county wide Lidar data and the sight distance was checked using Autodesk planning and analysis software. This analysis determined that there are 34 vertical curves that do not meet the recommended criteria. A detailed listing of the analysis is included in **Exhibit 18**.

c. Horizontal Alignment

From Reed Station Road eastward to Skyline Drive the existing alignment is essentially tangent and could be retained. Between Skyline Drive and I-57 three sharp curves and a 90 degree turn at Pease Road would need to be improved to meet the recommended criteria (see **Figure 3**).

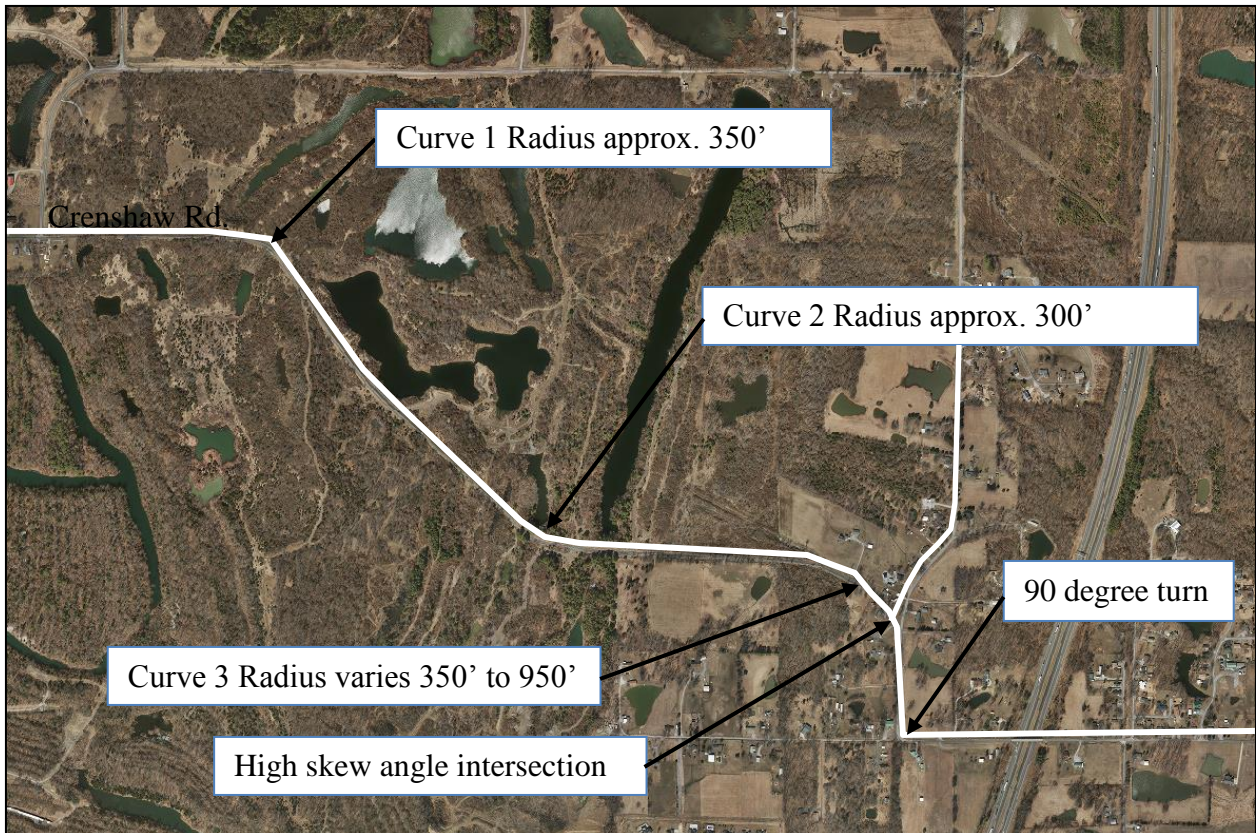
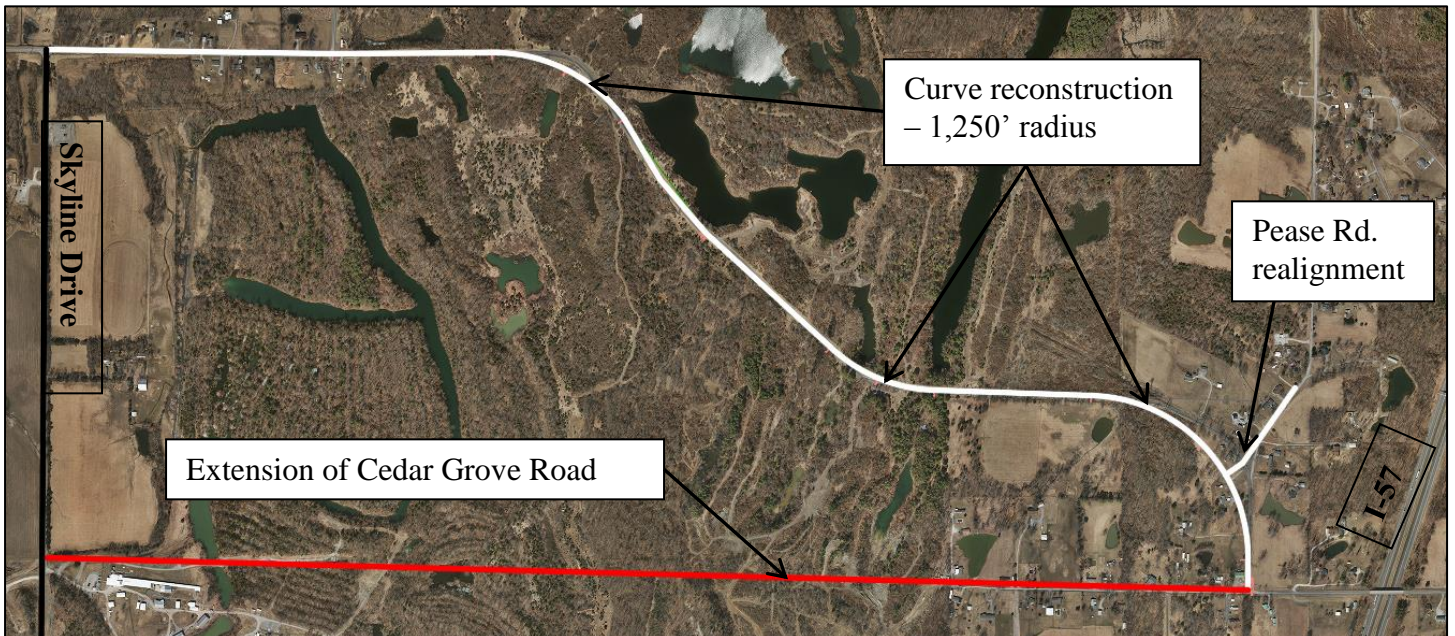


Figure 3

These curves do not meet the minimum radius (465') 3R criteria for curves to remain in place. Additionally, the southern terminus of curve 3 intersects with Pease Road at a very high skew angle resulting in an additional safety concern.

Clearly, improvements would be required for this section of roadway to provide the desired level of service and safety. Potential solutions to the deficient horizontal alignment are shown in **Figure 4**.

Figure 4



As shown in red, Cedar Grove Road could be extended westward to Skyline Drive from the Pease Road/Cedar Grove Road intersection. While eliminating the substandard radii this option would result in two 90 degree turns in the east/west corridor. This option would also result in significant impacts to several residential properties along Cedar Grove Road as well as an existing business near Skyline Drive. In addition, the property west of the termination of Cedar Grove Road is owned by the Kibler Development Corporation and has been permitted for use as a construction waste landfill.

Alternatively, the radii of the curves could be flattened as shown. At curves 1 and 2 the alignment passes through unreclaimed strip mines and there would be no impacts to residential or business properties. However, the property on either side of Crenshaw Road is also part of the area that has been permitted as a possible future landfill. The third curve relocation would also require realignment of Pease Road and would have major impacts to four residences with all four likely to be complete displacements.

d. Structures

As previously noted, there are two structures with the limits of the corridor. The structure over I-57 meets the desired minimum width criteria for structures to remain place (28'). The structure over Cambria Creek is deficient in width by approximately 4 feet and would need to be widened to meet the recommended criteria.

e. Crash data analysis

The 5% locations evaluated in this section are based on data from the years 2009 to 2014. A review of each of the 5% intersections and segments follows:

5% Intersections

Based on 2009 to 2014 crash data there are no 5% intersection locations for the Crenshaw/College/Sycamore corridor.

5% Segments

Reed Station Road to 0.5 miles east of Reed Station Road – Crash data for this segment is depicted in **Exhibit 19A**. There were 5 total crashes and 3 injury crashes during the time period resulting in 1 A-injury, 1 B-injury and 2 C-injuries. The injury crashes occurred in 2 fixed object crashes east of Reed Station road and one rear end crash at Reed Station road. **Potential counter measures would be: HMA shoulders, rumble strips and slope work for the roadway departure crashes and additional warning signs or lights prior to the stop controlled intersection for the rear end crashes.**

27th Street to McVicker Drive in Energy – Crash data for this segment is depicted in **Exhibit 19B**. There were 8 total crashes and 2 injury crashes during the time period resulting in 1 B injury (fixed object) and 1 fatality (overturned). Five of the crashes were roadway departure type (4 fixed object and 1 overturned). The fatal crash was also roadway departure

(overturned). **Potential counter measures for these crashes would be the addition of HMA shoulders, rumble strips and reconstruction of the existing steep foreslopes in this area.**

Bandyville Road to west of Skyline Drive – Crash data for this segment is depicted in **Exhibit 19C**. There were 28 total crashes and 6 injury crashes during the time period resulting in 6 A injuries, 2 B injuries and 1 C injury. Excluding the 8 animal crashes, 65% of the remaining crashes (13 of 20) occurred at the Bandyville Road intersection. In addition, 6 of the 9 injuries resulted from crashes at the intersection. At Bandyville road there were 4 rear end crashes, 3 fixed object crashes, 2 turning crashes, 1 angle crash, 1 overturned crash, 1 animal crash and 1 pedalcyclist crash. A significant portion of the intersections crashes involve southbound vehicles (8 of 13) and 3 of 4 rear end crashes also involved southbound vehicles. **Potential counter measures for these crashes would be: additional warning signs or lights prior to the stop controlled intersection for southbound traffic and a left turn lane for southbound traffic.**

Decatur Road to Pease Road - Crash data for this segment is depicted in **Exhibit 19D** and **19E**. There were 34 total crashes and 14 injury crashes during the time period resulting in 7 A-injuries, 6 B-injuries and 3 C-injuries. Roadway departure crashes were by far the most common crash type for this segment. Of the 34 crashes 74% (25) involved vehicles that departed from the pavement. These crashes resulted in almost all of the injury crashes as well (13 of 14 including 15 of the 16 injuries). **Potential counter measures for these crashes would be: HMA shoulders and rumble strips, reconstruction of existing steep slopes, signage for the existing sharp horizontal curves and reconstruction or realignment of the substandard horizontal curves.**

f. Intersection Improvements

Table 17 below lists the intersecting side roads that are classified as Major Collector or higher. These are the most likely locations that will require future improvements. The unsignalized intersections were evaluated for the need for left turn lanes (see **Exhibit 20**).

CRENSHAW/COLLEGE/SYCAMORE - MAJOR INTERSECTIONS

INTERSECTION	TYPE	ADT COLL-SYC/SIDEROAD	POTENTIAL LONG TERM IMPROVEMENTS
REED STA. RD.	"T" intersection-stop control on Lavern Rd	1150/1300	None
CAMBRIA ROAD	4-way int.-stop control on Sycamore	1450/4800	LFTL for NB & SB Cambria Rd.
DIVISION STREET	4-way int.-stop control on Sycamore	1800/5800	LFTL for NB & SB Divison St.
HAFER ROAD	4-way int.-stop control on College St.	2500/1450	None
IL 148	Signalized	3600/18300	LFTL for EB & B College St.
BANDYVILLE RD.	"T" intersection-stop control on Bandyville	6900/4650	None
SKYLINE DRIVE	"T" intersection-stop control on Skyline Dr.	6900/7000	LFTL for WB Crenshaw Rd.
LAMASTER ROAD	"T" intersection-stop control on Lamaster Rd.	1900/1750	None
IL 37	"T" int.-stop control on Cedar Grove	1200/9600	LFTL for NB IL 37

Table 17

g. Right of Way Needs

As previously described in the existing conditions section the existing right of way is generally 50' to 60' in width. This width is insufficient for major improvements such as turn lanes or even the addition of wider shoulders and improved side slopes. In order to upgrade the corridor to a Major Collector/Minor Arterial facility right of way would likely be needed throughout the corridor. Additionally, as can be seen in **Exhibit 10** much of the corridor has residential development adjacent to the roadway right of way so additional right of way will have impacts to residential property and thus be more expensive.

Exceptions to this are the section from Bandyville Road to Skyline Drive which has 80 foot right of way and minimal residential development and the section from Skyline Drive to Pease Road which has relatively narrow right of way at 60 feet but has very little residential development. As previously discussed, that surrounding area has been permitted as a construction waste landfill so right of way acquisition in that area for roadway expansion may be problematic.

h. Utility Adjustments

Since the existing corridor predominately does not meet the design criteria for cross sectional elements extensive utility adjustments would be required for an upgraded facility along the existing alignment. A 3R type of improvement would likely require adjustments to all of the utilities listed in the Existing Conditions section.

Figure 5 below depicts some of the typical utility challenges that would be encountered with a major project along Sycamore Road. A major electric transmission line would require adjustments along with gas, telephone and water lines serving the adjacent residential properties.



FIGURE 5

i. Potential Connection to US 51:

As previously discussed in the Herrin Corridor analysis a further westward extension of the corridor would provide additional benefits. However, an extension westward from the Lavern Rd/Reed Station Rd intersection would have to be routed northward to avoid the low areas associated with Crab Orchard Creek, Little Crab Orchard Creek, Piles Fork Creek and the Big Muddy River (see **Figure 6** below). Longitudinal floodplain impacts are likely as well as impacts to residential property near Reed Station Road. For these reasons a westward expansion of the Crenshaw/College/Sycamore corridor would face significant challenges. Further analysis of this westward expansion is also beyond the scope of this study.

POSSIBLE CRENSHAW/COLLEGE SYCAMORE CORRIDOR EXPANSION

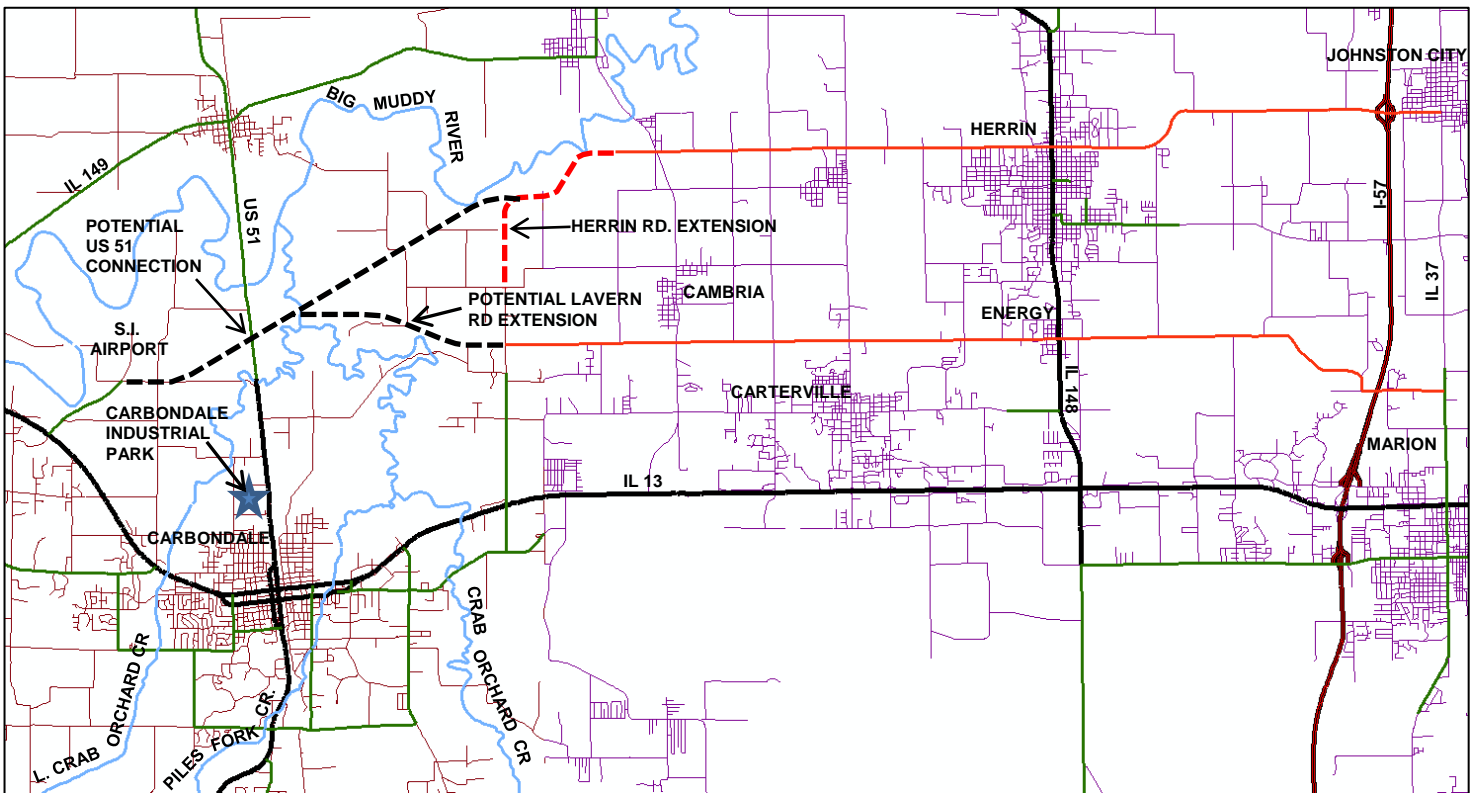


Figure 6

j. Cost Estimate

As shown in **Table 18** below, the estimated cost to upgrade the Crenshaw/College/Sycamore Corridor to the recommended design criteria is approximately \$36,225,000. Additional details for the cost segments shown below are included in **EXHIBIT 21**. Due to the much greater extent of improvements needed to meet the recommended design criteria, the cost to upgrade the Crenshaw/College/Sycamore Corridor is more than twice the costs to upgrade the Herrin Road corridor.

Table 18
Crenshaw/College/Sycamore Preliminary Cost Estimate

Location	Cost
IL 37 to Skyline Drive (3.2 miles)	\$8,770,000
Skyline Drive to Bandyville Road (1.0 miles)	\$1,200,000
Bandyville to IL 148 (1.4 miles)	\$3,440,000
IL 148 to Energy Village Limits (1.0 miles)	1,700,000
Energy Village Limits to Division Street (1.8 miles)	4,630,000
Division Street to Carterville City Limits (0.5 miles)	975,000
Carterville City Limits to Cambria Road (1.8 miles)	4,930,000
Cambria Road to Reed Station Road (2.3 miles)	5,855,000
Total	\$31,500,000
Add 15% contingency	\$4,725,000.00
Grand Total	\$36,225,000.00

PUBLIC INVOLVEMENT

A public meeting to solicit comments regarding this study was held on March 30, 2016 from 4:00 p.m. to 6:00 p.m. at Herrin City Hall. The meeting was attended by 20 people. The handout, attendance list and public comments received are included in **Exhibit 22**.

A total of 6 comments were received, all of the commenters identified the Herrin Road Corridor as having the most potential to benefit the region's transportation network. Additionally, 4 commenters expressed support for the Herrin Road extension to Reed Station Road and 2 commenters stated that a further expansion to US 51 was also needed.

CONCLUSION/RECOMMENDATIONS

A matrix of twelve evaluation criteria was used to compare the corridors and is shown in **Table 17** below:

Table 17

Design Criteria	Herrin Road Corridor	Sycamore/College/Crenshaw Corridor
Cross Sectional Elements	✓	
Vertical Alignment	✓	
Horizontal Alignment	✓	
Structures	X	X
Safety Analysis	X	X
Intersection improvements	X	X
Right of way impacts	✓	
Utility Adjustments	✓	
Environmental Impacts		✓
Connection to I-57	✓	
Regional Benefits	✓	
Estimated Cost	✓	
✓ indicates the more favorable corridor for the criteria, X indicates the corridors are similar for the criteria		

The Herrin Road corridor is more favorable for 8 of the 12 criteria. Due to the potential wetland and floodplain impacts for the Herrin Road extension, the Sycamore/College/Crenshaw corridor was judged to be more favorable in regards to environmental impacts. The corridors are similar in regards to safety issues, existing structures and needed intersection improvements. Both corridors have 5% segments that need warrant safety improvements and both corridors will need various intersection improvements as development occurs and traffic increases.

Clearly, the Herrin Road corridor should be the priority for future transportation improvements. Coordinated improvements to the Herrin Road corridor will provide benefits to all of the MPO member communities and agencies. **Specifically, the following projects/studies should be pursued as conditions warrant and funding permits:**

Herrin Road Corridor

- SIMPO should continue with planning efforts for the potential Herrin Road extension and opportunities for funding grants should be pursued as they become available.
- From 20th Street to the Elementary School the existing aggregate shoulder should be upgraded to HMA. This improvement would eliminate the only section in the corridor with deficient roadway cross sectional elements.
- Safety improvements within the 5% segments or at the 5% intersections should be evaluated for potential HSIP funding.
- The potential need for left turn lanes at Cambria Road and Division Street should be considered in any future improvements at those locations.
- IDOT should advance the previously planned 3R improvement (which included replacement of structures 100-3010 & 3011) from I-57 westward to the eastern terminus of Contract 78277 (near Christmas Tree Road) as funding permits.
- If an extension to Reed Station Road is advanced, consideration should be given to a further expansion to US 51 and the Southern Illinois Airport.

Crenshaw/College/Sycamore Corridor

- Safety improvements within the 5% segments should be evaluated for potential HSIP funding.
- The segment from Bandyville Road to the Energy Village limits should be upgraded to an HMA surface to match the adjacent sections to the east and west (although currently oil and chip, the section to the west is scheduled for HMA resurfacing by the Village of Energy in 2016).

EXHIBIT 1

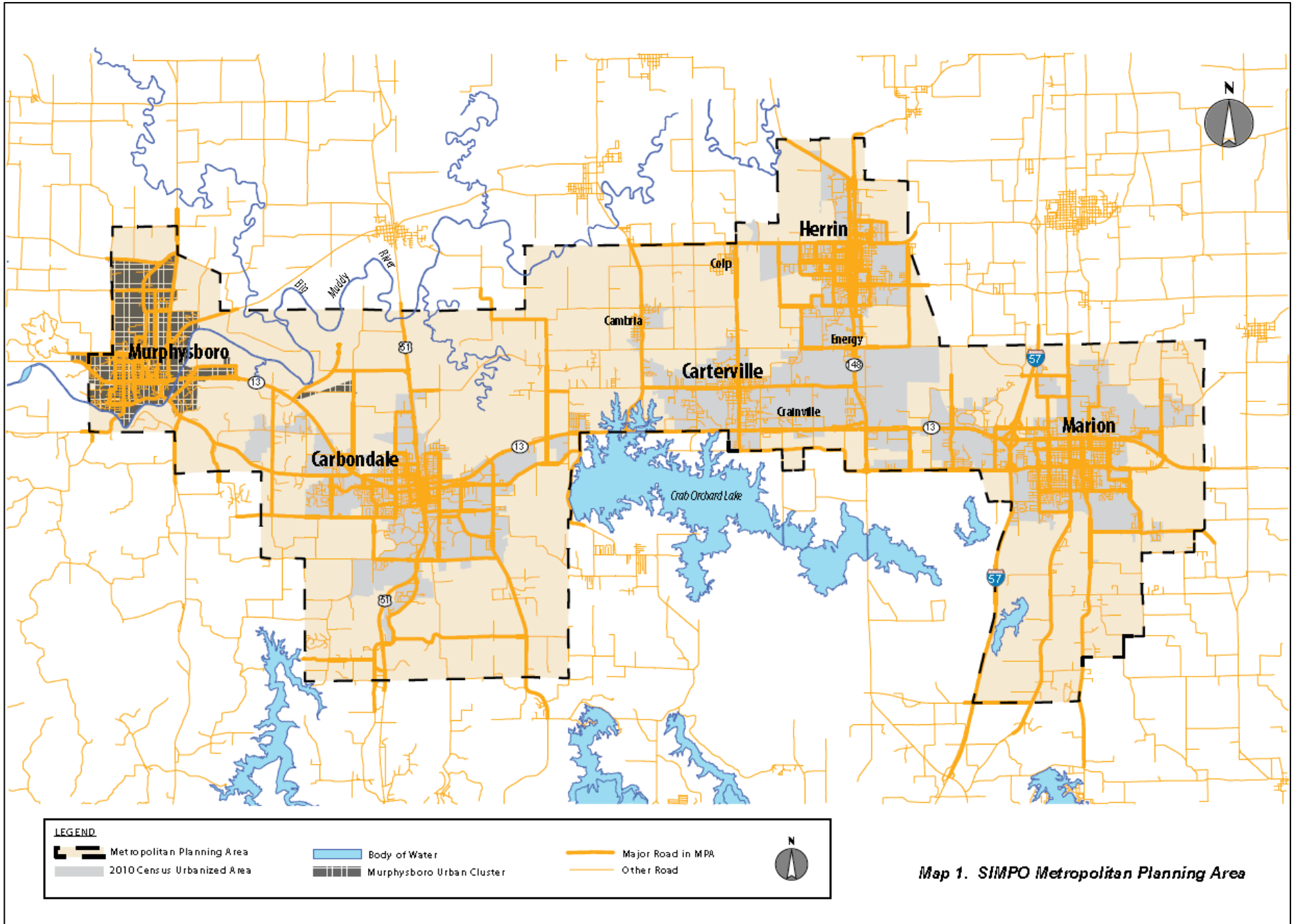
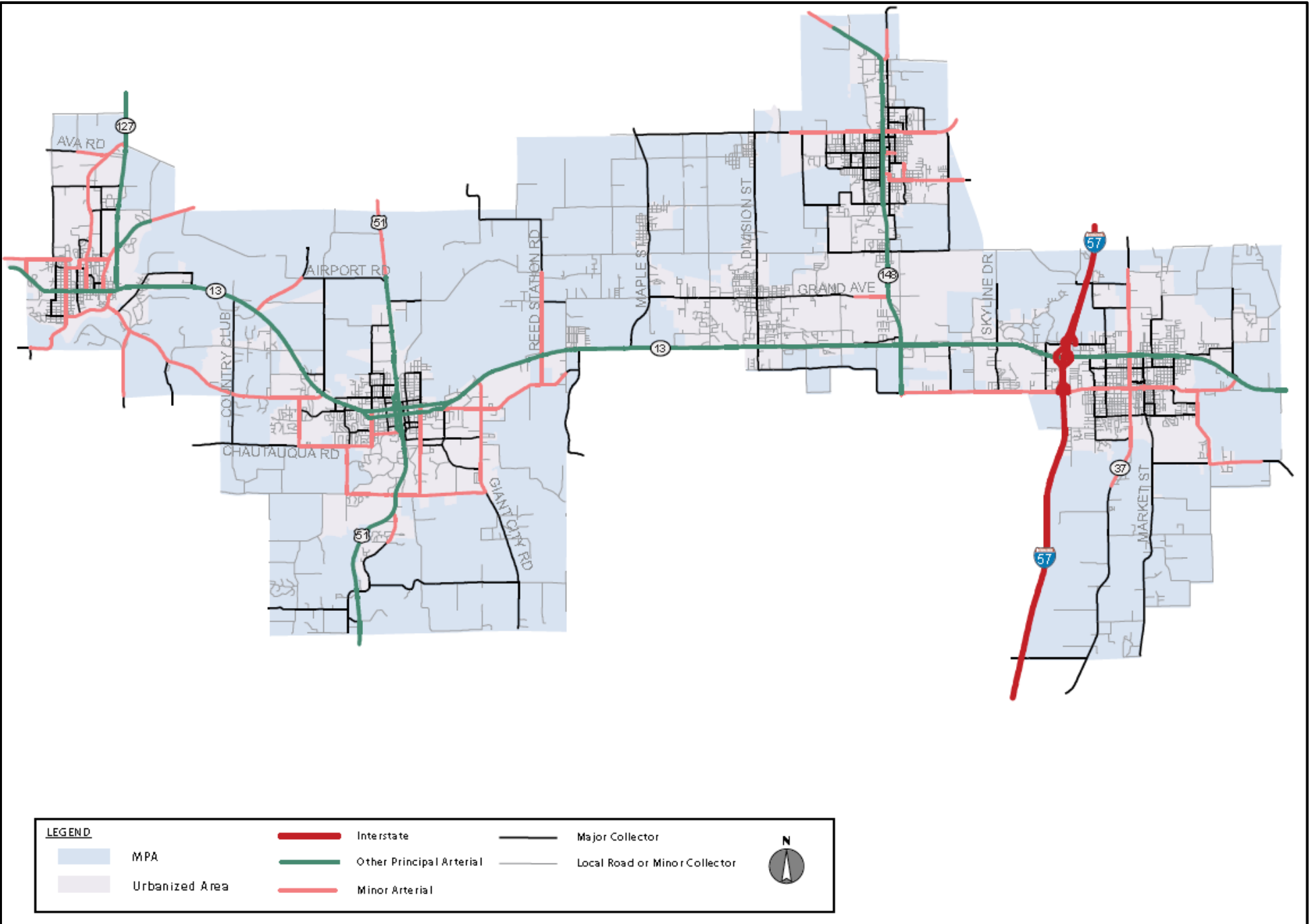
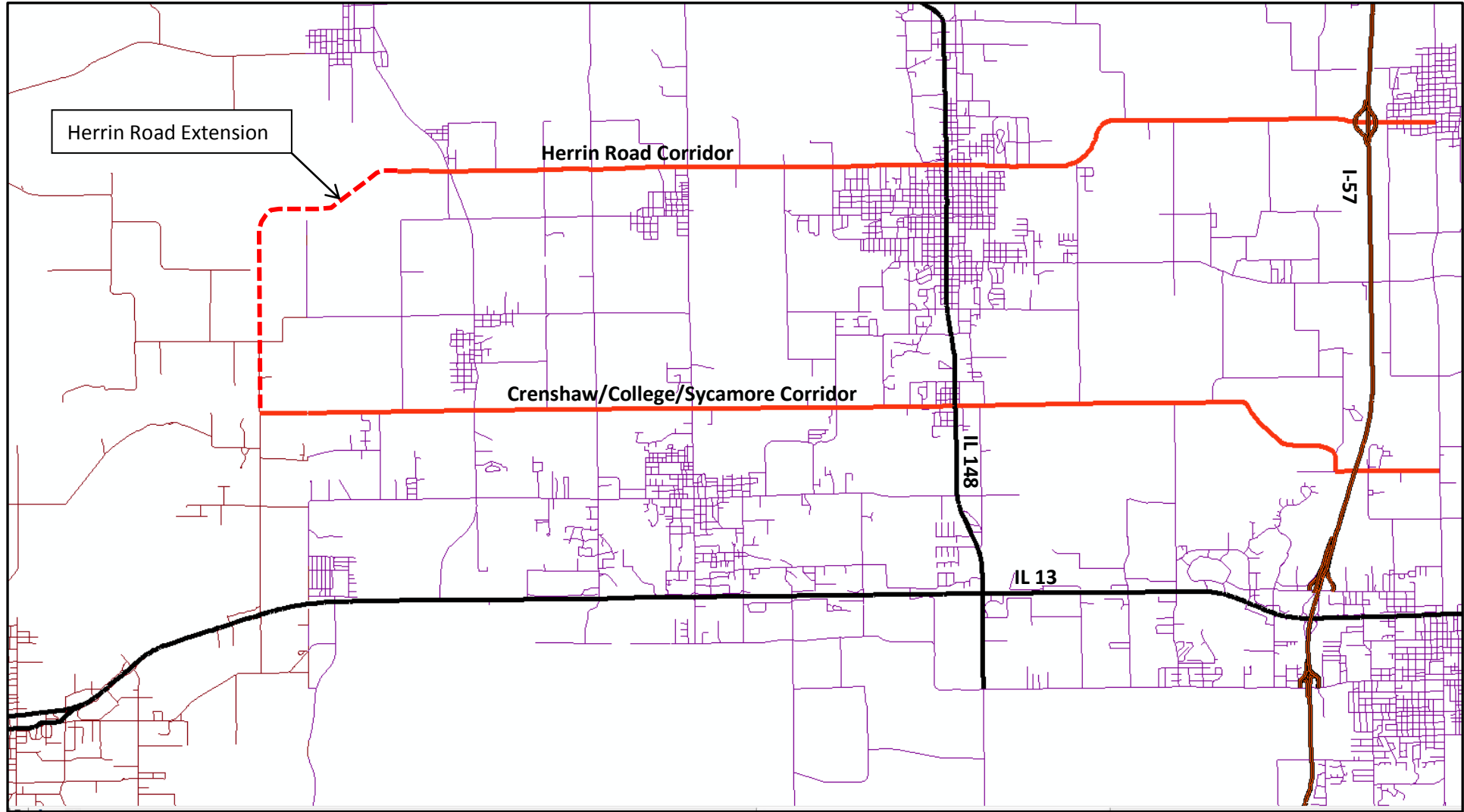


EXHIBIT - 1B





EAST WEST CORRIDORS MAP

EXHIBIT 2

EXHIBIT-2A Herrin Road IRIS Data

Cambria Rd.

Division St.

ILL 148

HERRIN RD	
AADT	3450
FCNAME	Major Collector
JUR_TYPE	1
MUNI_NAME	
O_SHD1_TYP	5
O_SHD1_WTH	4
O_SHD2_TYP	3
O_SHD2_WTH	1
SURF_TYP	630
SURF_WTH	26

W. HERRIN ST	
AADT	6800
FCNAME	Minor Arterial
JUR_TYPE	4
MUNI_NAME	
O_SHD1_TYP	5
O_SHD1_WTH	4
O_SHD2_TYP	3
O_SHD2_WTH	4
ROAD_NAME	W. HERRIN ST
SURF_TYP	610
SURF_WTH	24

- State Maintenance —
- County Maintenance —
- Municipal Maint. —

SHLD TYPE KEY: 2=sod, 3=aggregate, 5=HMA, 9=C&G

SURF TYPE KEY: 300=O&C, 500=HMA FD, 600=HMA over PCC, 700=PCC

JURISDICTION KEY: 1=State, 3=County 4=City,

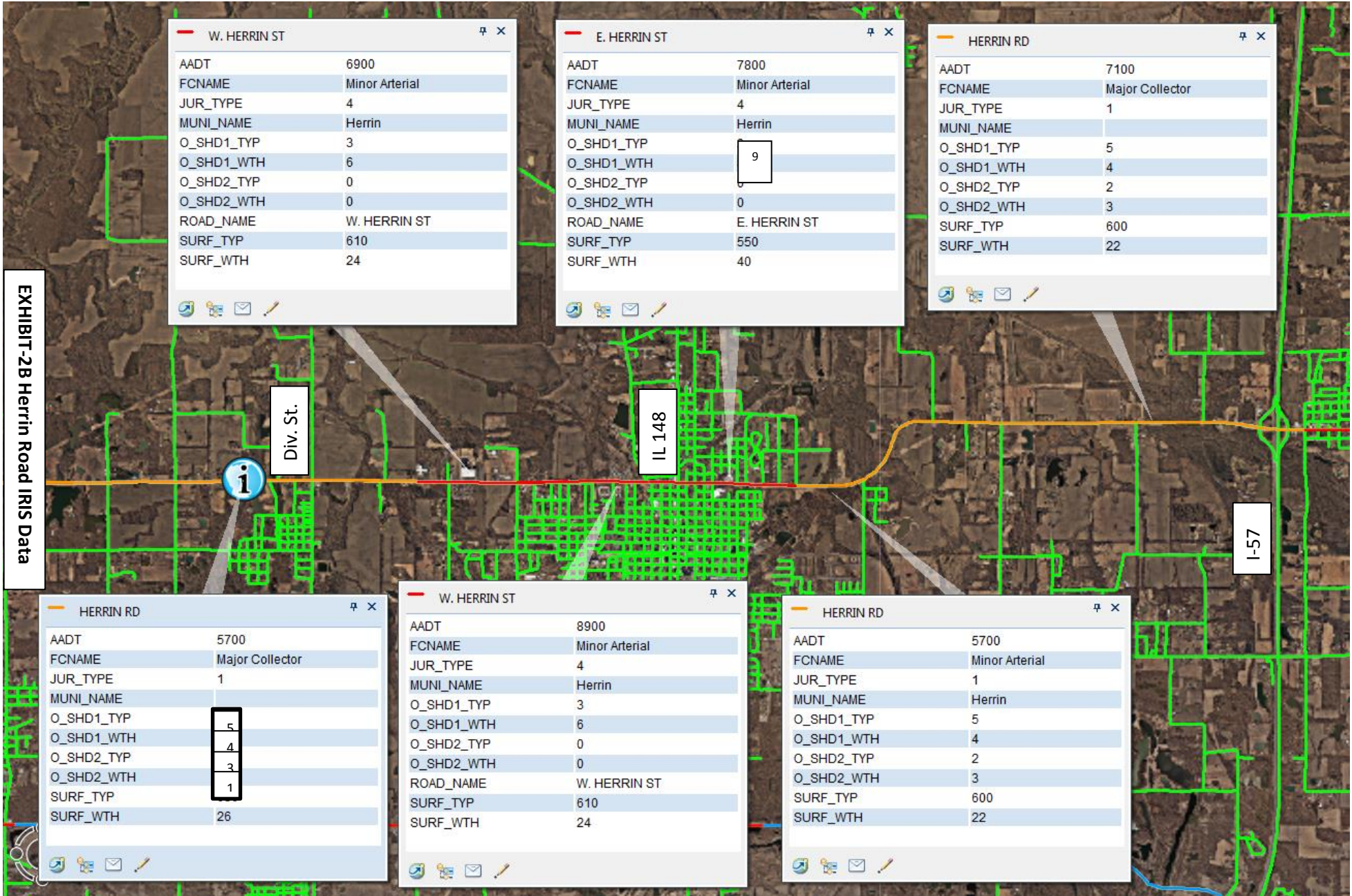
Revisions due to Herrin Rd safety project – Contract 78457

CLUB RD	
AADT	0
FCNAME	Local Road or Street
JUR_TYPE	9
MUNI_NAME	
O_SHD1_TYP	2
O_SHD1_WTH	3
O_SHD2_TYP	0
O_SHD2_WTH	0
SURF_TYP	300
SURF_WTH	8

HERRIN RD	
AADT	5700
FCNAME	Major Collector
JUR_TYPE	1
MUNI_NAME	
O_SHD1_TYP	5
O_SHD1_WTH	4
O_SHD2_TYP	3
O_SHD2_WTH	1
SURF_TYP	630
SURF_WTH	26

W. HERRIN ST	
AADT	7200
FCNAME	Minor Arterial
JUR_TYPE	4
MUNI_NAME	Herrin
O_SHD1_TYP	3
O_SHD1_WTH	6
O_SHD2_TYP	0
O_SHD2_WTH	0
ROAD_NAME	W. HERRIN ST
SURF_TYP	610
SURF_WTH	24

EXHIBIT-2B Herrin Road IRIS Data



W. HERRIN ST

AADT	6900
FCNAME	Minor Arterial
JUR_TYPE	4
MUNI_NAME	Herrin
O_SHD1_TYP	3
O_SHD1_WTH	6
O_SHD2_TYP	0
O_SHD2_WTH	0
ROAD_NAME	W. HERRIN ST
SURF_TYP	610
SURF_WTH	24

E. HERRIN ST

AADT	7800
FCNAME	Minor Arterial
JUR_TYPE	4
MUNI_NAME	Herrin
O_SHD1_TYP	9
O_SHD1_WTH	6
O_SHD2_TYP	0
O_SHD2_WTH	0
ROAD_NAME	E. HERRIN ST
SURF_TYP	550
SURF_WTH	40

HERRIN RD

AADT	7100
FCNAME	Major Collector
JUR_TYPE	1
MUNI_NAME	
O_SHD1_TYP	5
O_SHD1_WTH	4
O_SHD2_TYP	2
O_SHD2_WTH	3
SURF_TYP	600
SURF_WTH	22

HERRIN RD

AADT	5700
FCNAME	Major Collector
JUR_TYPE	1
MUNI_NAME	
O_SHD1_TYP	5
O_SHD1_WTH	4
O_SHD2_TYP	3
O_SHD2_WTH	1
SURF_TYP	600
SURF_WTH	26

W. HERRIN ST

AADT	8900
FCNAME	Minor Arterial
JUR_TYPE	4
MUNI_NAME	Herrin
O_SHD1_TYP	3
O_SHD1_WTH	6
O_SHD2_TYP	0
O_SHD2_WTH	0
ROAD_NAME	W. HERRIN ST
SURF_TYP	610
SURF_WTH	24

HERRIN RD

AADT	5700
FCNAME	Minor Arterial
JUR_TYPE	1
MUNI_NAME	Herrin
O_SHD1_TYP	5
O_SHD1_WTH	4
O_SHD2_TYP	2
O_SHD2_WTH	3
SURF_TYP	600
SURF_WTH	22

SHLD TYPE KEY: 2=sod, 3=aggregate, 5=HMA, 9=C&G

SURF TYPE KEY: 300=O&C, 500=HMA FD, 600=HMA over PCC, 700=PCC

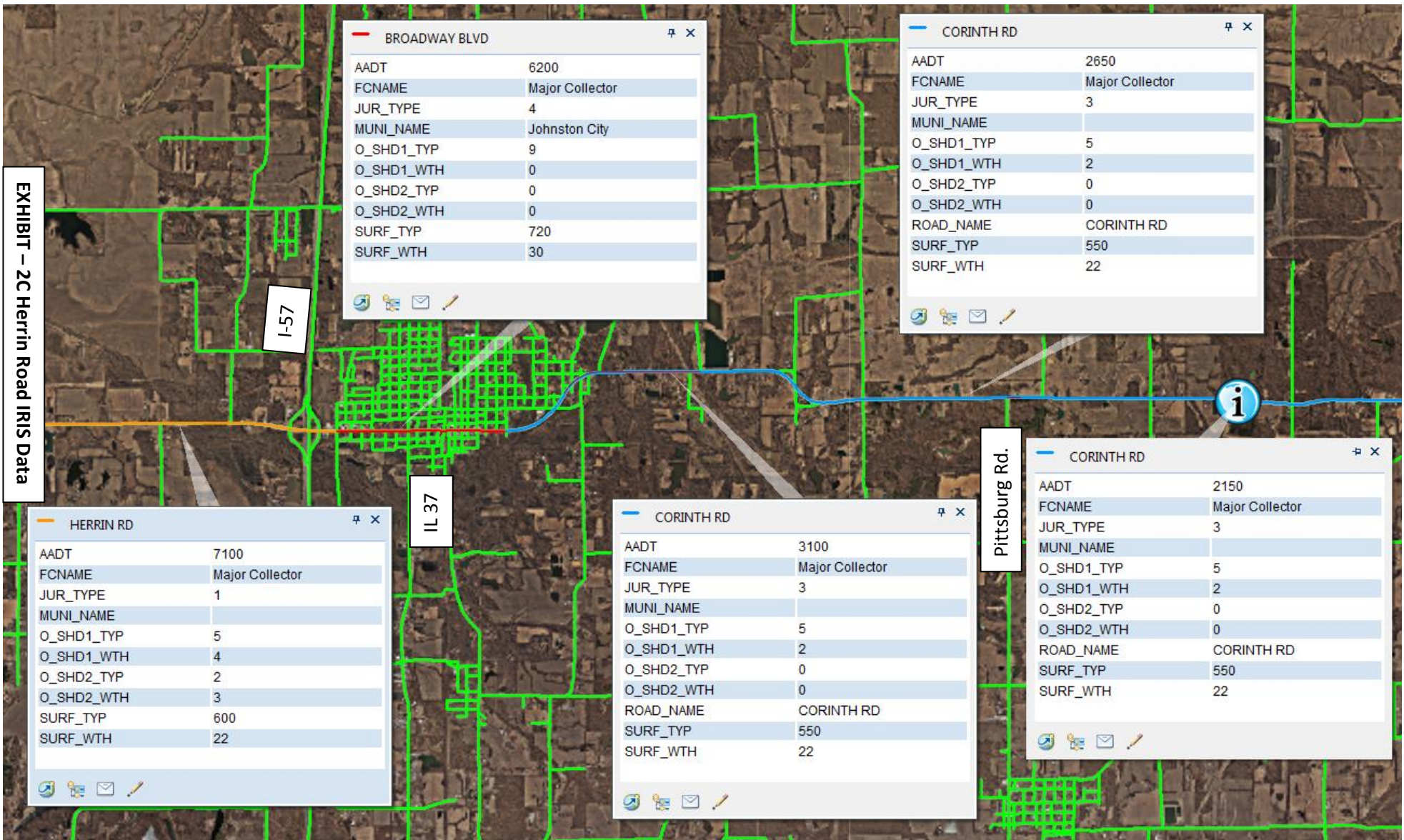
JURISDICTION KEY: 1=State, 3=County 4=City, 9=TWNSHP

State Maintenance ————

County Maintenance ————

Municipal Maintenance ————

EXHIBIT – 2C Herrin Road IRIS Data



BROADWAY BLVD

AADT	6200
FCNAME	Major Collector
JUR_TYPE	4
MUNI_NAME	Johnston City
O_SHD1_TYP	9
O_SHD1_WTH	0
O_SHD2_TYP	0
O_SHD2_WTH	0
SURF_TYP	720
SURF_WTH	30

CORINTH RD

AADT	2650
FCNAME	Major Collector
JUR_TYPE	3
MUNI_NAME	
O_SHD1_TYP	5
O_SHD1_WTH	2
O_SHD2_TYP	0
O_SHD2_WTH	0
ROAD_NAME	CORINTH RD
SURF_TYP	550
SURF_WTH	22

HERRIN RD

AADT	7100
FCNAME	Major Collector
JUR_TYPE	1
MUNI_NAME	
O_SHD1_TYP	5
O_SHD1_WTH	4
O_SHD2_TYP	2
O_SHD2_WTH	3
SURF_TYP	600
SURF_WTH	22

CORINTH RD

AADT	3100
FCNAME	Major Collector
JUR_TYPE	3
MUNI_NAME	
O_SHD1_TYP	5
O_SHD1_WTH	2
O_SHD2_TYP	0
O_SHD2_WTH	0
ROAD_NAME	CORINTH RD
SURF_TYP	550
SURF_WTH	22

CORINTH RD

AADT	2150
FCNAME	Major Collector
JUR_TYPE	3
MUNI_NAME	
O_SHD1_TYP	5
O_SHD1_WTH	2
O_SHD2_TYP	0
O_SHD2_WTH	0
ROAD_NAME	CORINTH RD
SURF_TYP	550
SURF_WTH	22

SHLD TYPE KEY: 2=sod, 3=aggregate, 5=HMA, 9=C&G

SURF TYPE KEY: 300=O&C, 500=HMA FD, 600=HMA over PCC, 700=PCC

JURISDICTION KEY: 1=State, 3=County 4=City, 9=TWNSHP

State Maintenance ———

County Maintenance ———

Municipal Maintenance ———

EXHIBIT – 2D HERRIN ROAD PHOTO CLUB ROAD



Club Road – Looking West

EXHIBIT – 2E Herrin Road Photo Club Road



Club Road – Looking East near Cambria Road

EXHIBIT – 2F Herrin Road Photo



Herrin Road – Looking West near Cambria Road

EXHIBIT – 2G Herrin Road Photo



Herrin Road – Looking East near Greenbriar Road

EXHIBIT – 2H Herrin Road Photo



Herrin Road – Looking West near Greenbriar Road

EXHIBIT – 21 Herrin Road Photo



Herrin Road – Looking East near Division St.

EXHIBIT – 2J Herrin Road Photo



Herrin Road – Looking East, east of Division St.

EXHIBIT – 2K Herrin Road Photo



Herrin Road – Looking East at Herrin Elementary School

EXHIBIT – 2L Herrin Road Photo



Herrin Road – Looking East at 35th Street

EXHIBIT – 2M Herrin Road Photo



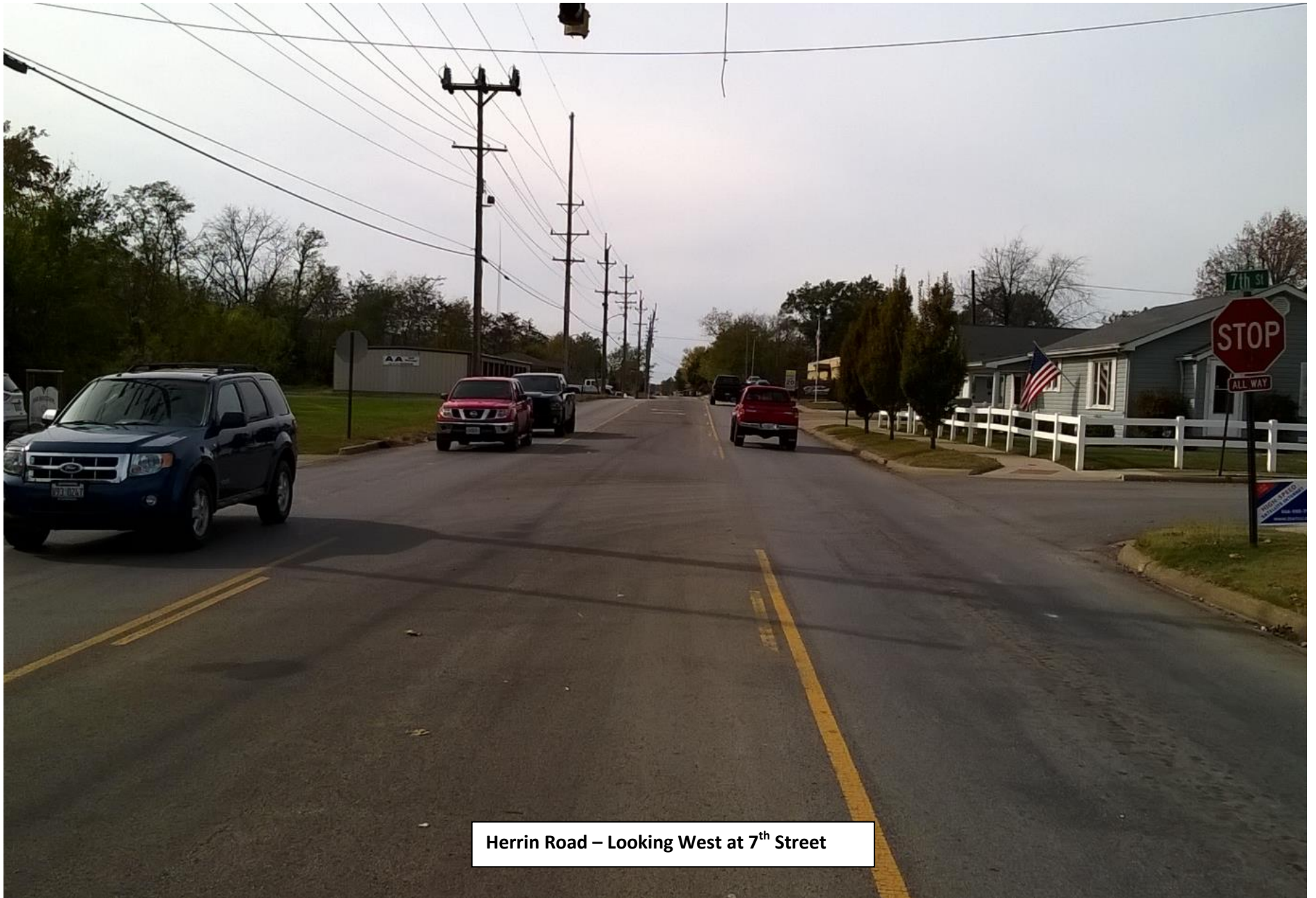
Herrin Road – Looking East at 21st Street

EXHIBIT – 2N Herrin Road Photo



Herrin Road – Looking East near IL 148

EXHIBIT – 20 Herrin Road Photo



Herrin Road – Looking West at 7th Street

EXHIBIT – 2P Herrin Road Photo



Herrin Road – Looking East along curve reconstruction alignment

EXHIBIT – 2Q Herrin Road Photo



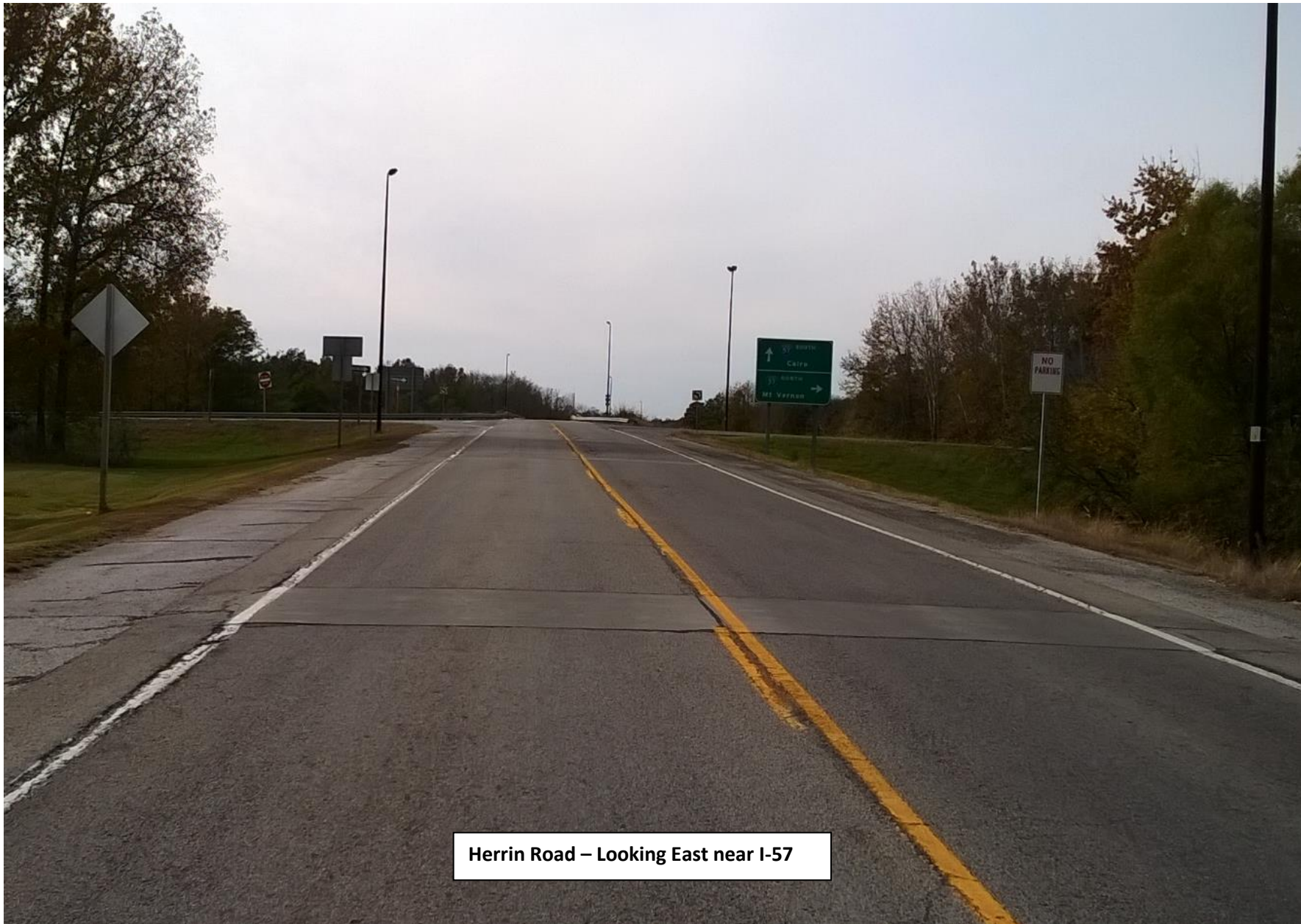
Herrin Road – Looking East at Pumpkin Patch Road

EXHIBIT – 2R Herrin Road Photo



Herrin Road – Looking West near Collins Road

EXHIBIT – 2S Herrin Road Photo



Herrin Road – Looking East near I-57

EXHIBIT – 2T Broadway Ave. Photo



Broadway Ave. – Looking East near I-57

EXHIBIT – 2U Broadway Ave. Photo



Broadway Ave. – Looking East at Trout Ave.

EXHIBIT 3

HERRIN ROAD – EXISTING STRUCTURES

NOTE: Structures 3008 & 3009 are being replaced in IDOT Contract 78277 with structures 100-0080 & 0081. The new structures will be 36' in width.

EXHIBIT – 3A



100-3008	
AASHTO_LTH	36.6
BLT	1956
CARRIED	FAS 903 (UNMARKED)
CROSSED	TRIB TO POND CREEK
DECK_COND	6
DECK_WTH	38
LOCATION	0.75 MI E HERRIN
OWNER	01
ROADWAY WIDTH	36.2

100-3011	
AASHTO_LTH	99.9
BLT	1956
CARRIED	FAS 903 (UNMARKED)
CROSSED	LAKE CREEK
DECK_COND	7
DECK_WTH	30
LOCATION	1 MI W JOHNSON CITY
OWNER	01
ROADWAY WIDTH	26.8

100-3009	
AASHTO_LTH	74.5
BLT	1956
CARRIED	FAS 903 (UNMARKED)
CROSSED	TRIB TO POND CREEK
DECK_COND	7
DECK_WTH	30.2999992371
LOCATION	1 MI E HERRIN
OWNER	01
ROADWAY WIDTH	26.7

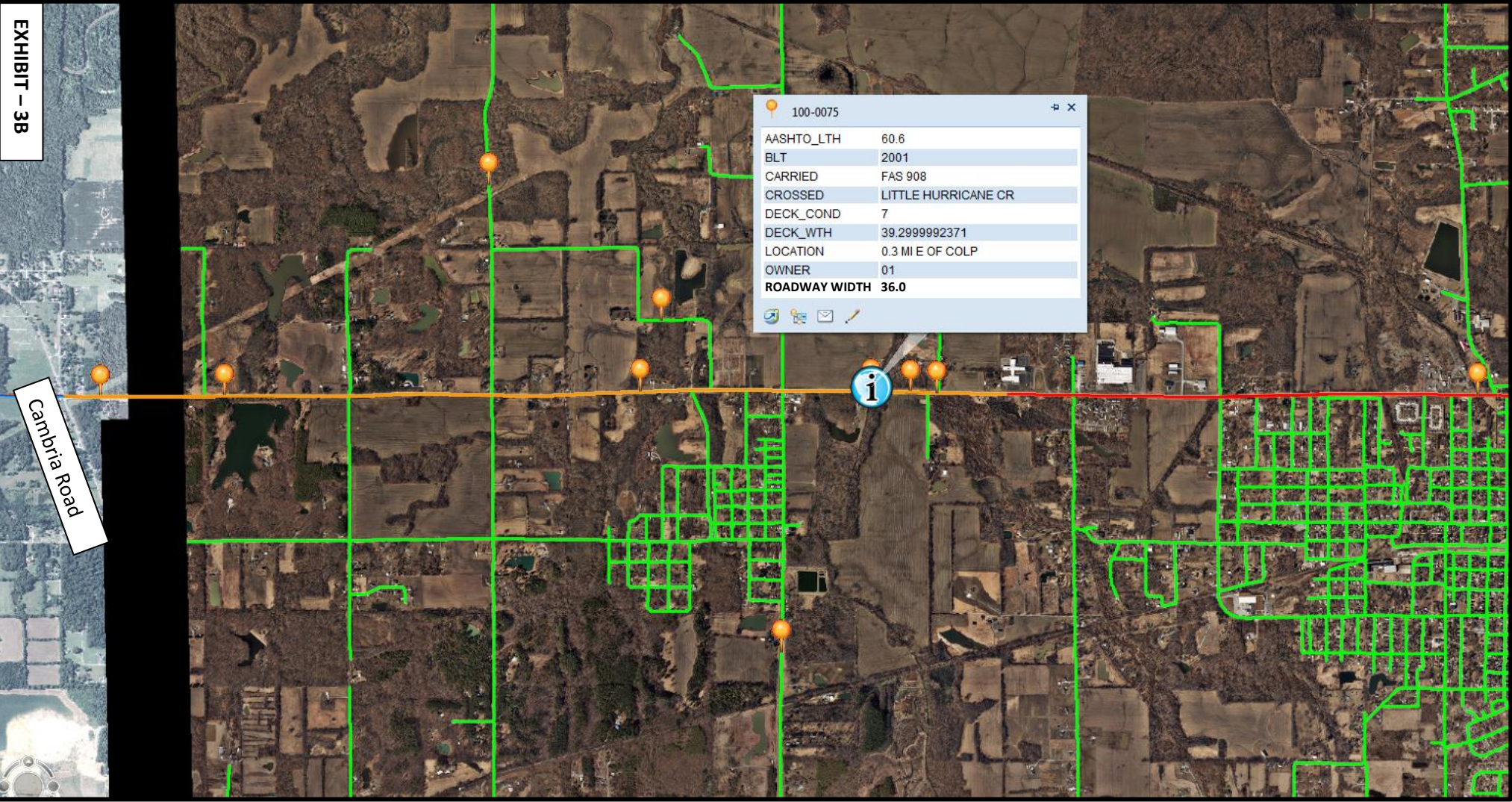
100-3010	
AASHTO_LTH	68.5
BLT	1956
CARRIED	FAS 903 (UNMARKED)
CROSSED	BEAR CREEK
DECK_COND	6
DECK_WTH	32.7000007629
LOCATION	2 MI W JOHNSON CITY
OWNER	01
ROADWAY WIDTH	26.0

SN	100-0040
AASHTO_LTH	99.9
BLT	1961
CARRIED	FAS 903 (CH 2)
CROSSED	INTERSTATE 57
DECK_COND	5
DECK_WTH	35.700001
LOCATION	AT WCL JOHNSTON CITY
OWNER	01
RD_WTH	29.6

HERRIN ROAD – EXISTING STRUCTURES

EXHIBIT – 3B

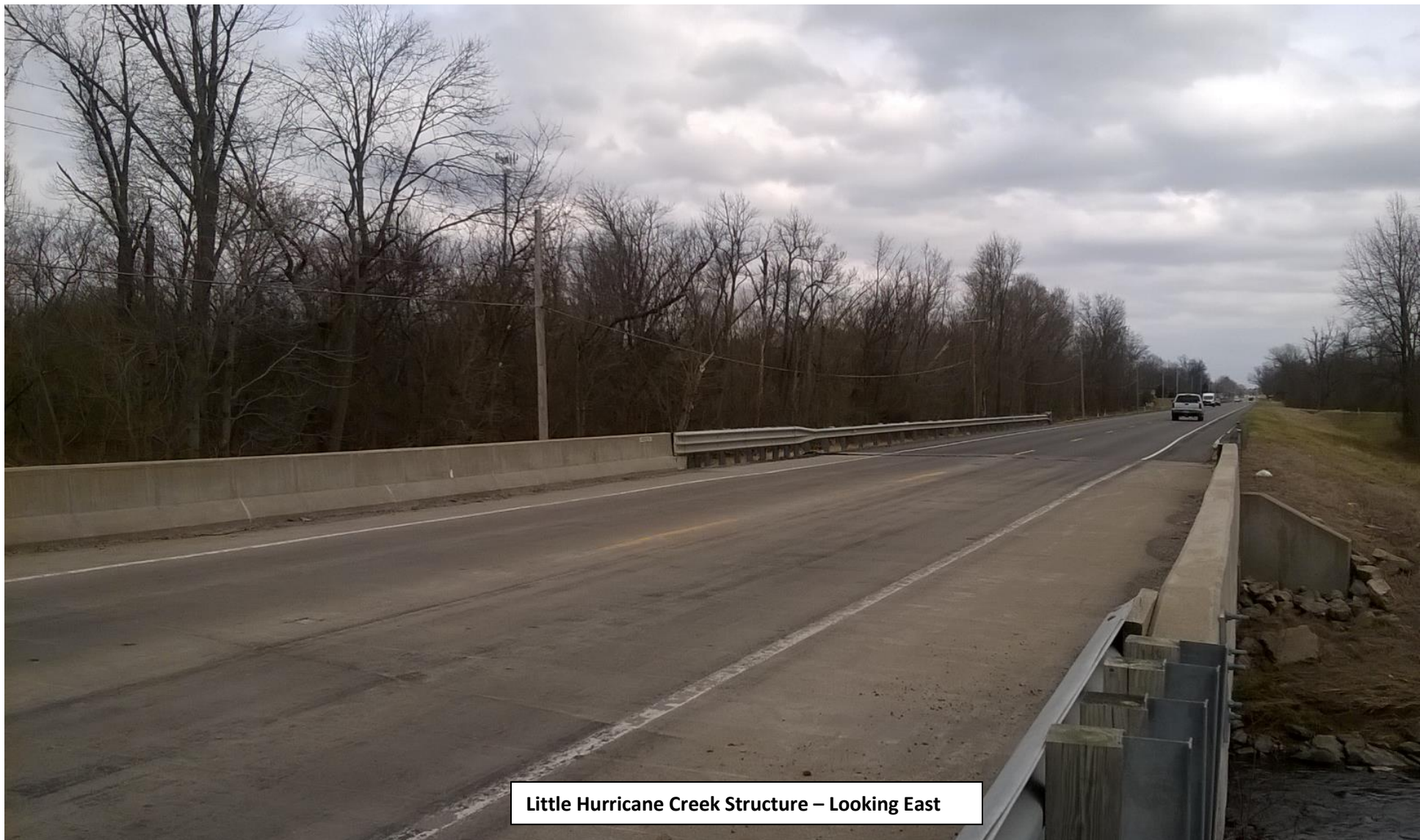
Cambria Road



100-0075

AASHTO_LTH	60.6
BLT	2001
CARRIED	FAS 908
CROSSED	LITTLE HURRICANE CR
DECK_COND	7
DECK_WTH	39.2999992371
LOCATION	0.3 MI E OF COLP
OWNER	01
ROADWAY WIDTH	36.0

EXHIBIT - 3C



Little Hurricane Creek Structure – Looking East

EXHIBIT - 3D



Little Hurricane Creek Structure – Looking North

EXHIBIT - 3E



Structure 100-3008 Looking Southwest



Structure 100-3008 Looking Southwest

EXHIBIT - 3G



Structure 100-3009 Looking Northeast

EXHIBIT - 3H



Structure 100-3009 Looking Northwest



Structure 100-3010 Looking East



Structure 100-3010 Looking Northeast

EXHIBIT - 3K



Structure 100-3011 Looking West



Structure 100-3011 Looking Northwest

EXHIBIT - 3M



Structure 100-0040 Looking South

EXHIBIT - 3N

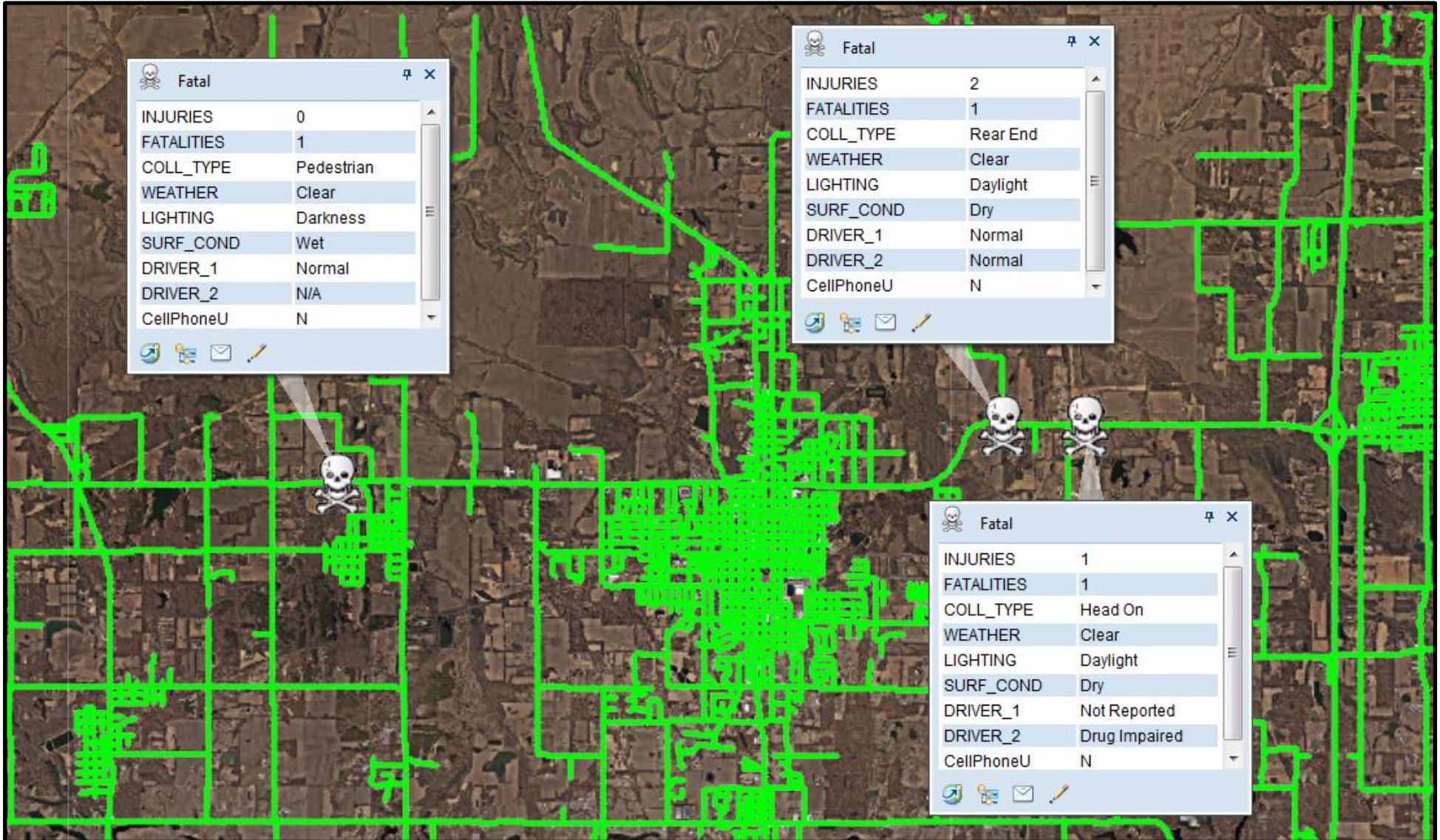


Structure 100-0040 Looking West

EXHIBIT 4

HERRIN ROAD FATAL CRASHES

EXHIBIT - 4A



5% intersections – State Maintained

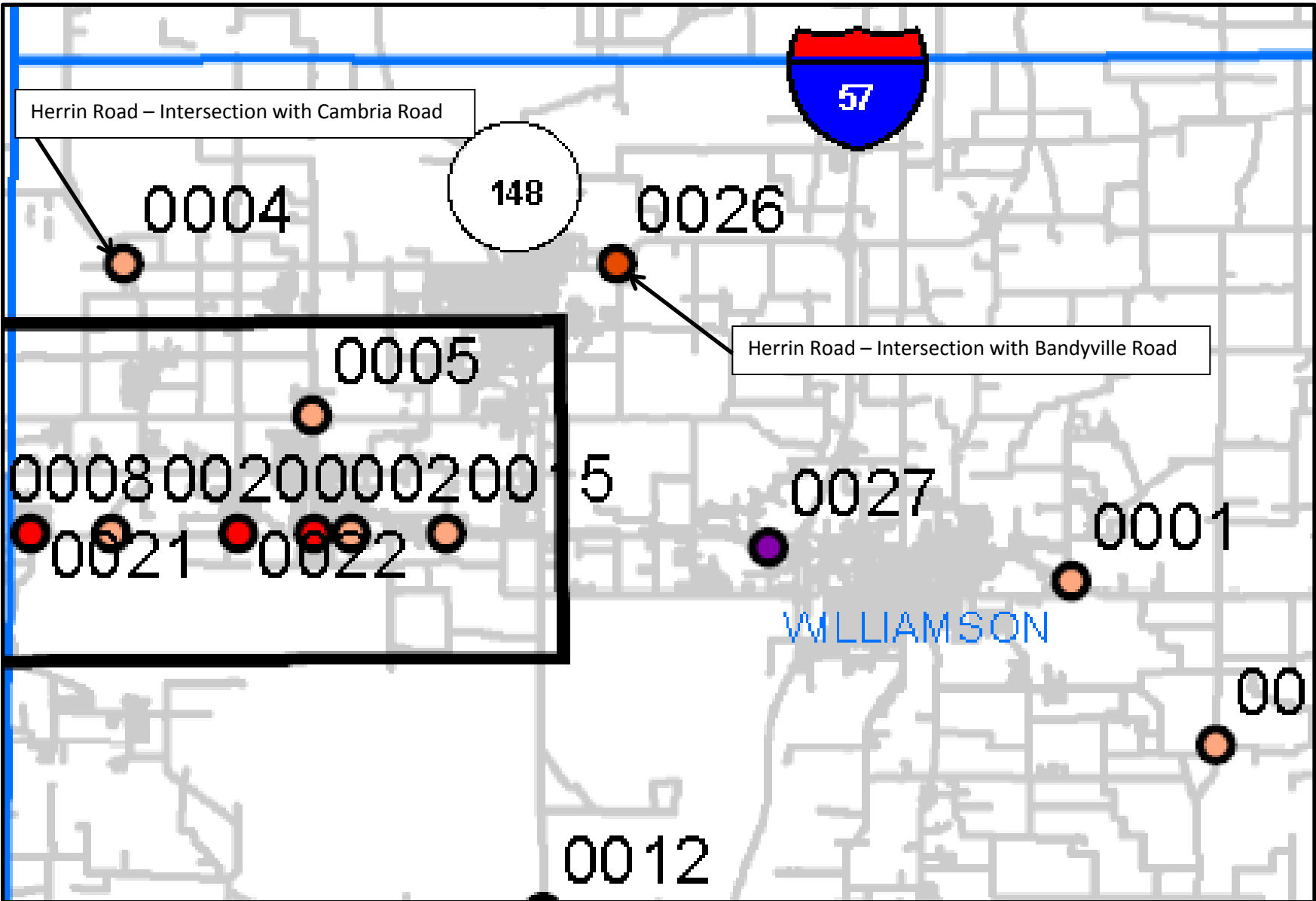


EXHIBIT – 4B

5% segments – State Maintained Section

0672

148

0677

Herrin Road

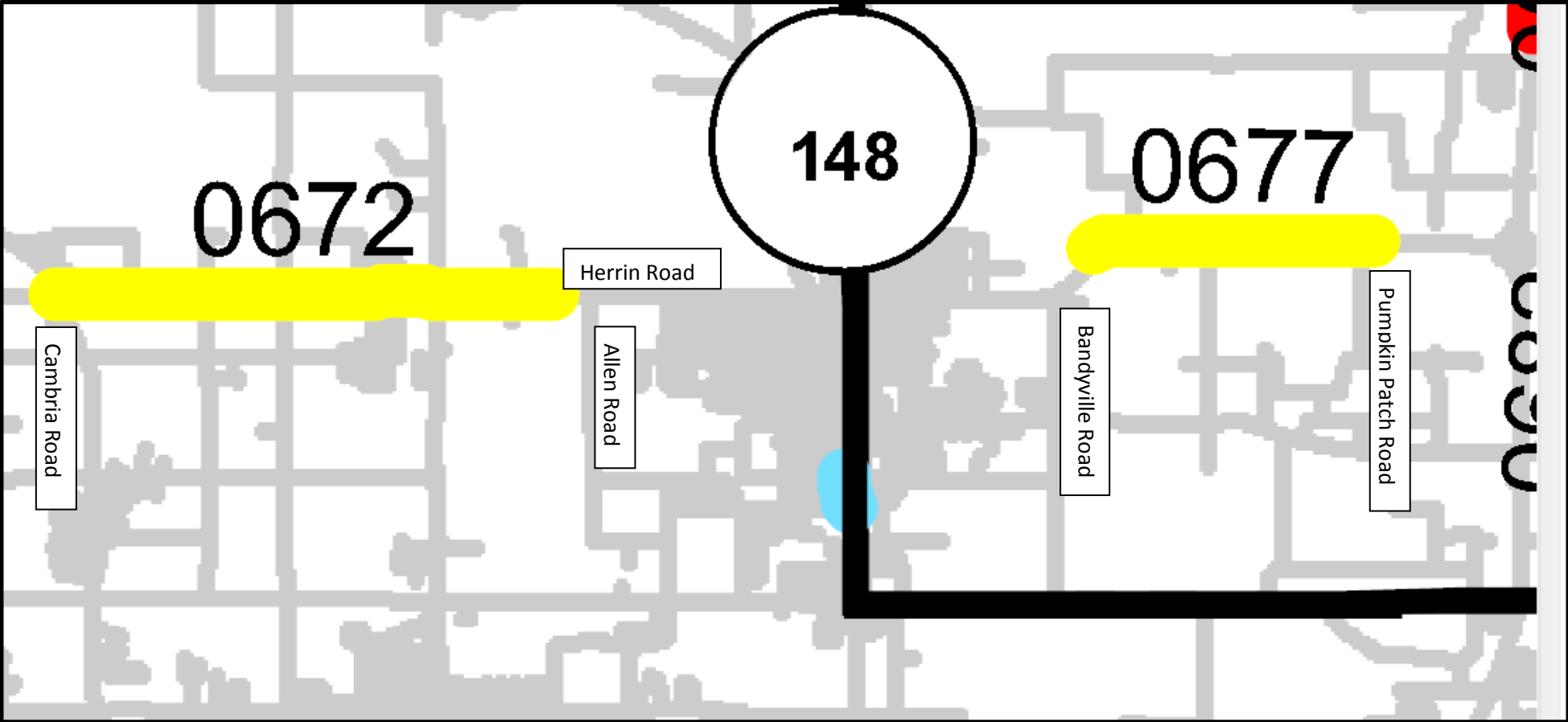
Allen Road

Bandyville Road

Pumpkin Patch Road

Cambria Road

EXHIBIT – 4C



Herrin Road 5% Segments and Intersections within Herrin City Limits

EXHIBIT - 4D

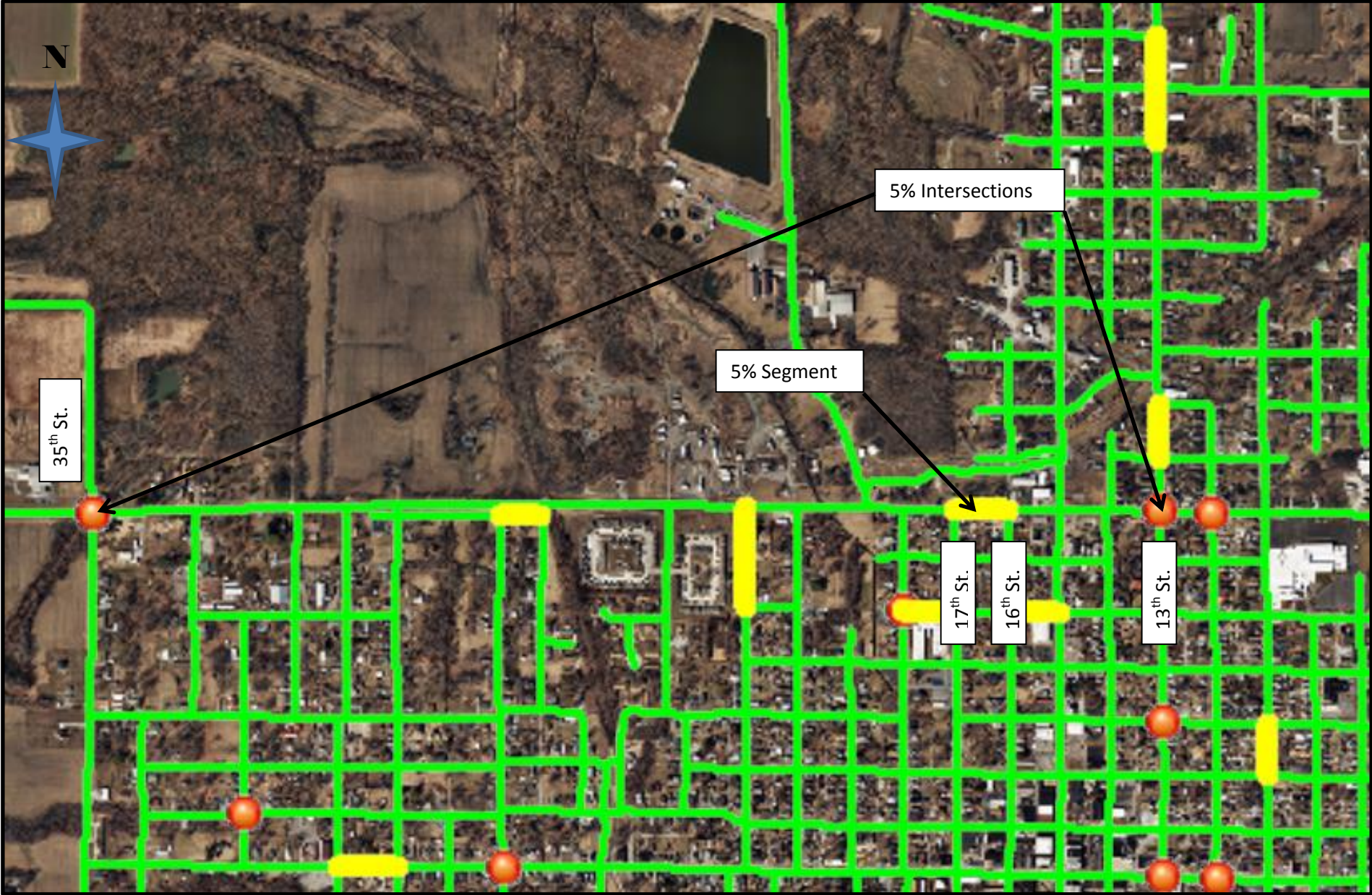


EXHIBIT 5

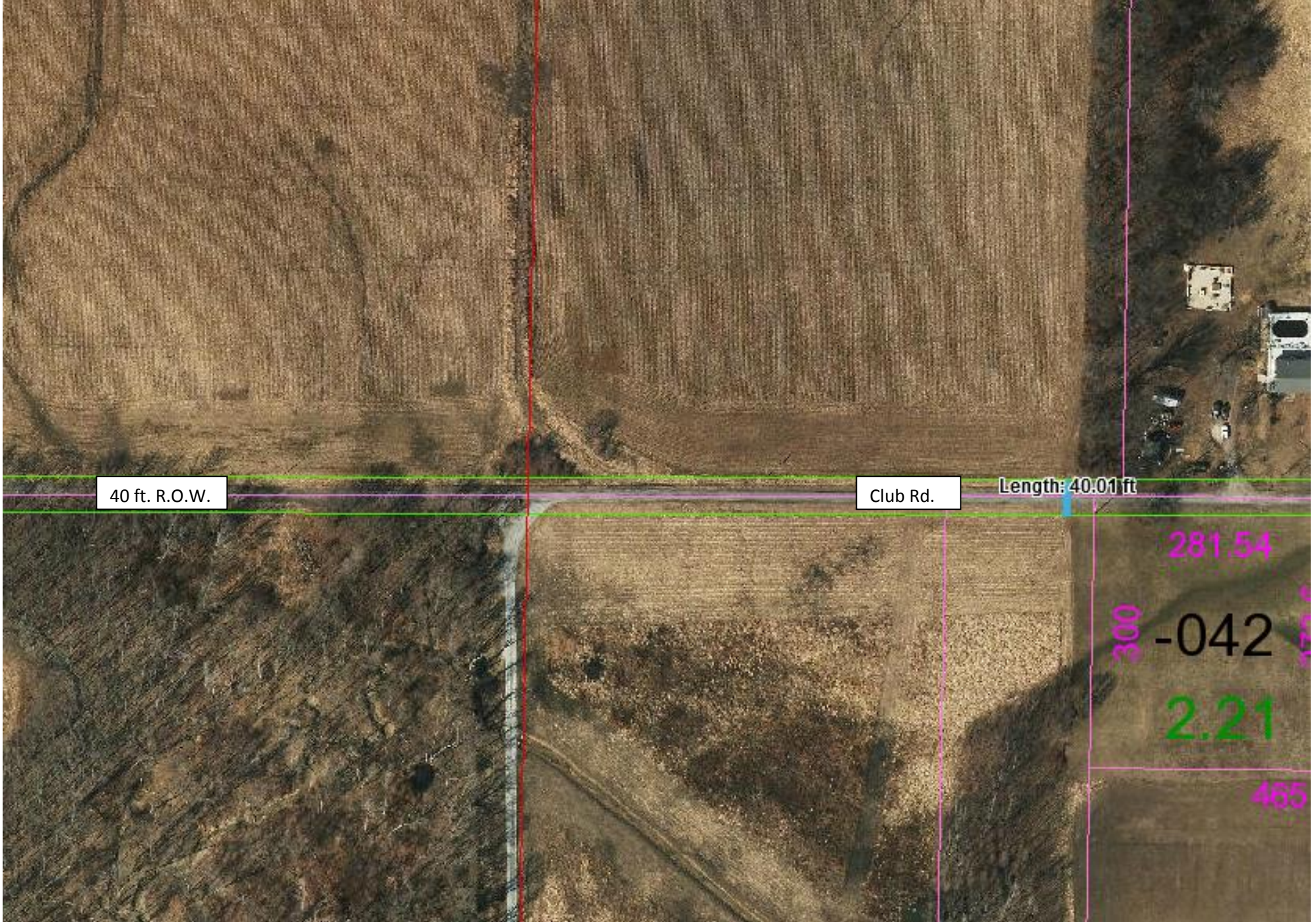
EXHIBIT - 5A



40 ft. R.O.W.

Length: 39.84 ft

Club Rd.



40 ft. R.O.W.

Club Rd.

Length: 40.01 ft

281.54

300

-042

2.21

455

EXHIBIT - 5C

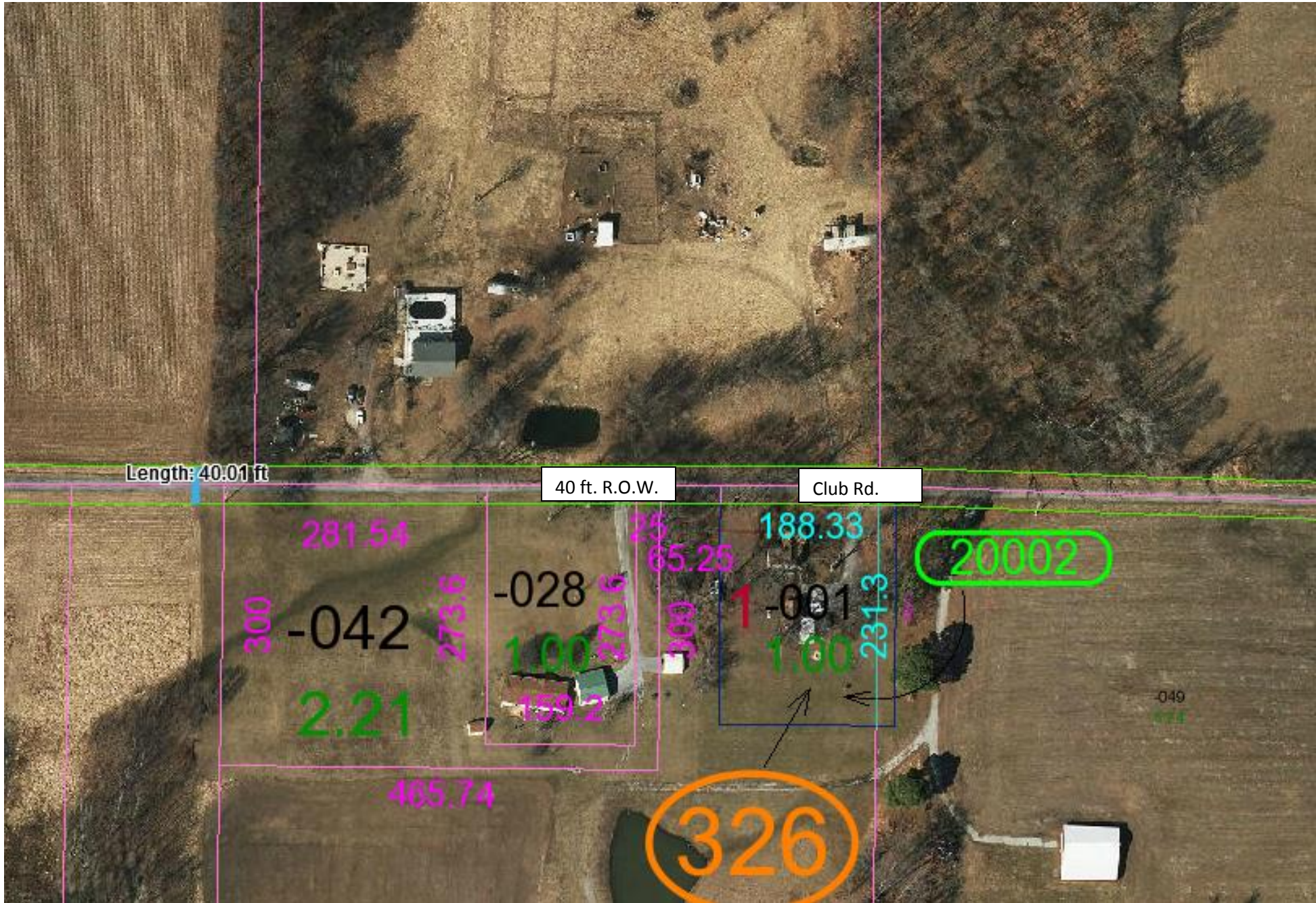
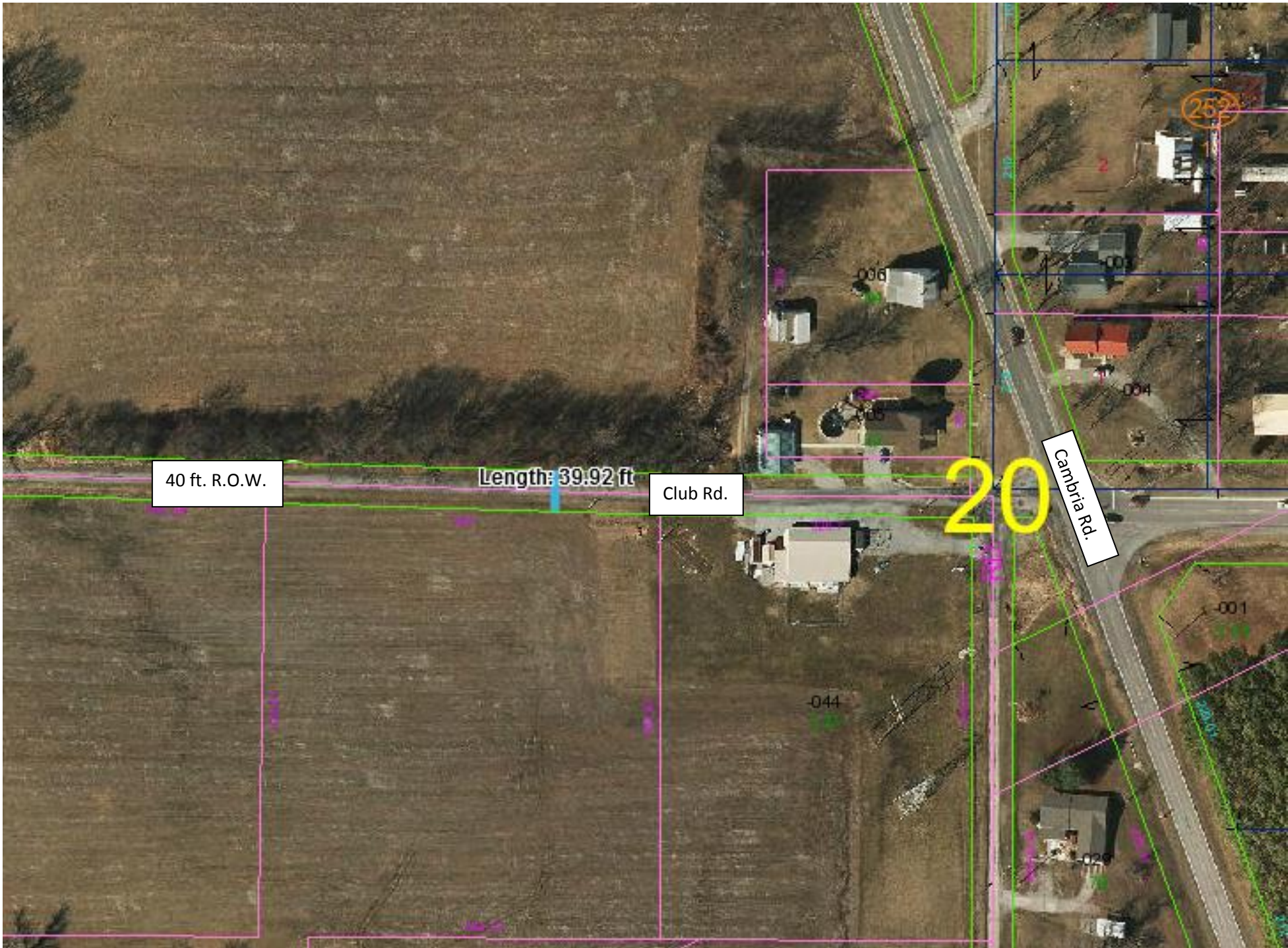


EXHIBIT - 5D



40 ft. R.O.W.

Length: 39.92 ft

Club Rd.

20

Cambria Rd.

006

004

044

001

252



Length: 98.95 ft

100 ft. R.O.W.

Cundiff Rd.

-012





100 ft. R.O.W.

Length: 97.23 ft

21

Laminack Rd.

004

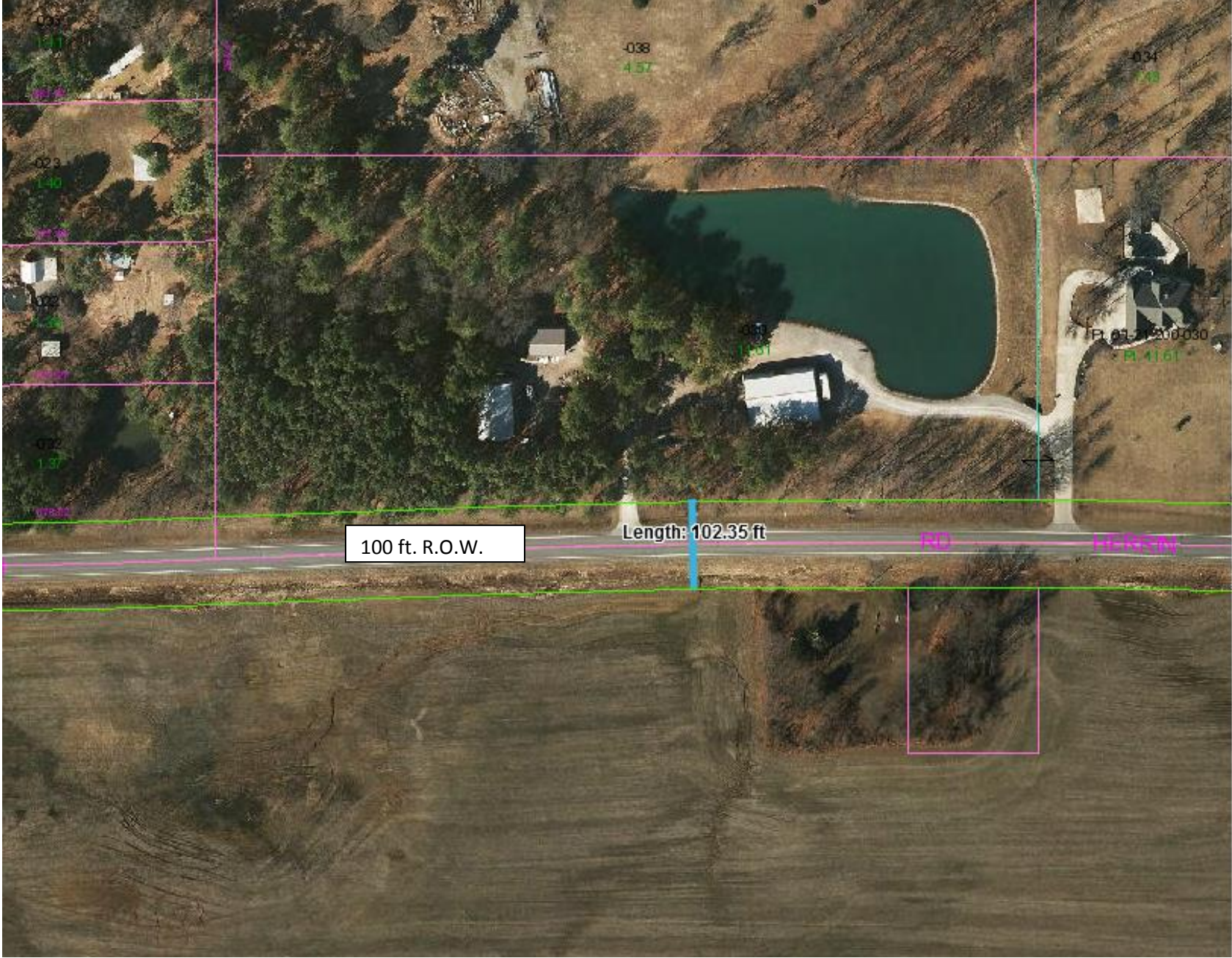
008

013

023

022

EXHIBIT - S1



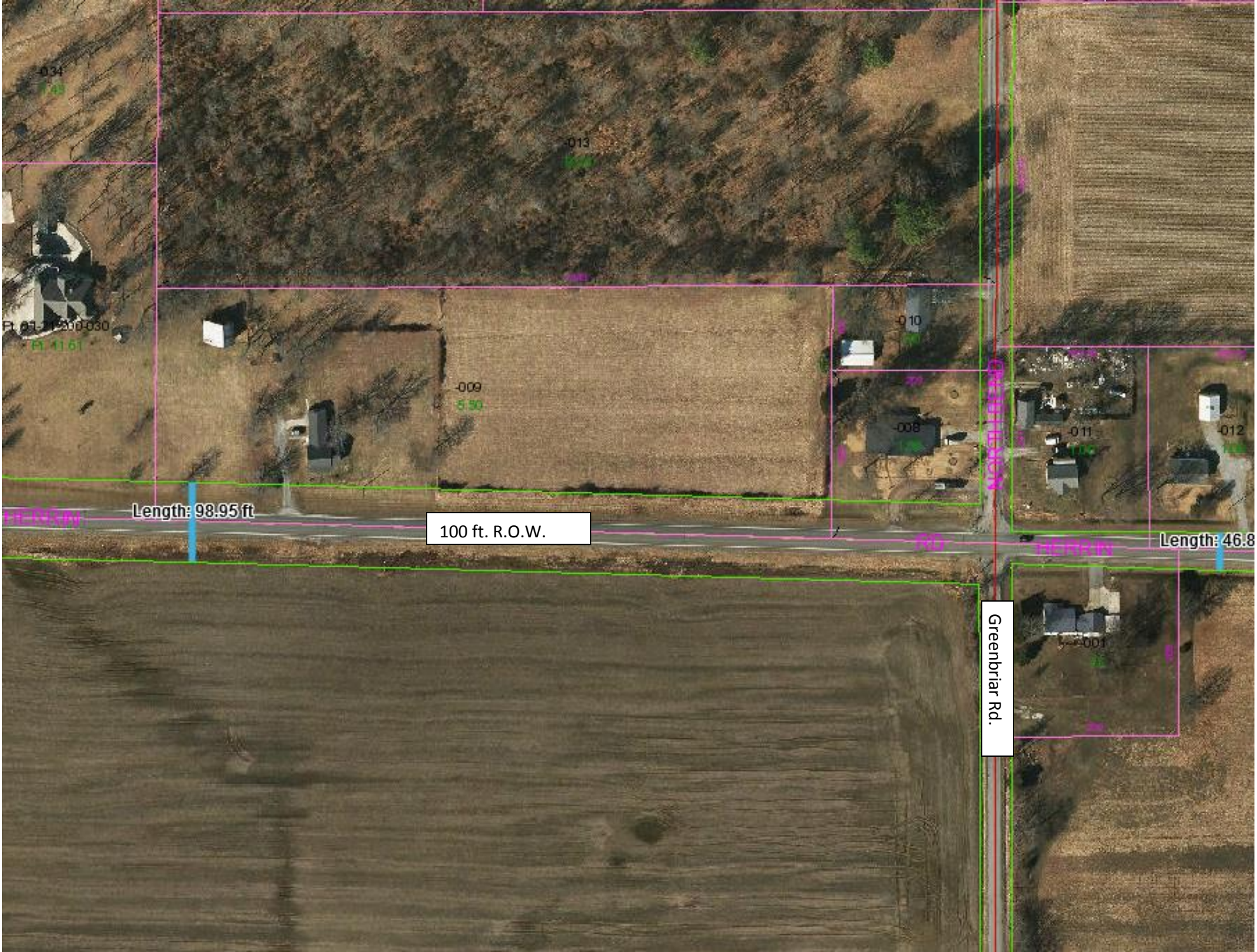


EXHIBIT - SJ

Length: 98.95 ft

100 ft. R.O.W.

Length: 46.8

Greenbriar Rd.

034

013

009

010

008

011

012

001

Pt. 03-1200-030

Pt. 41.61

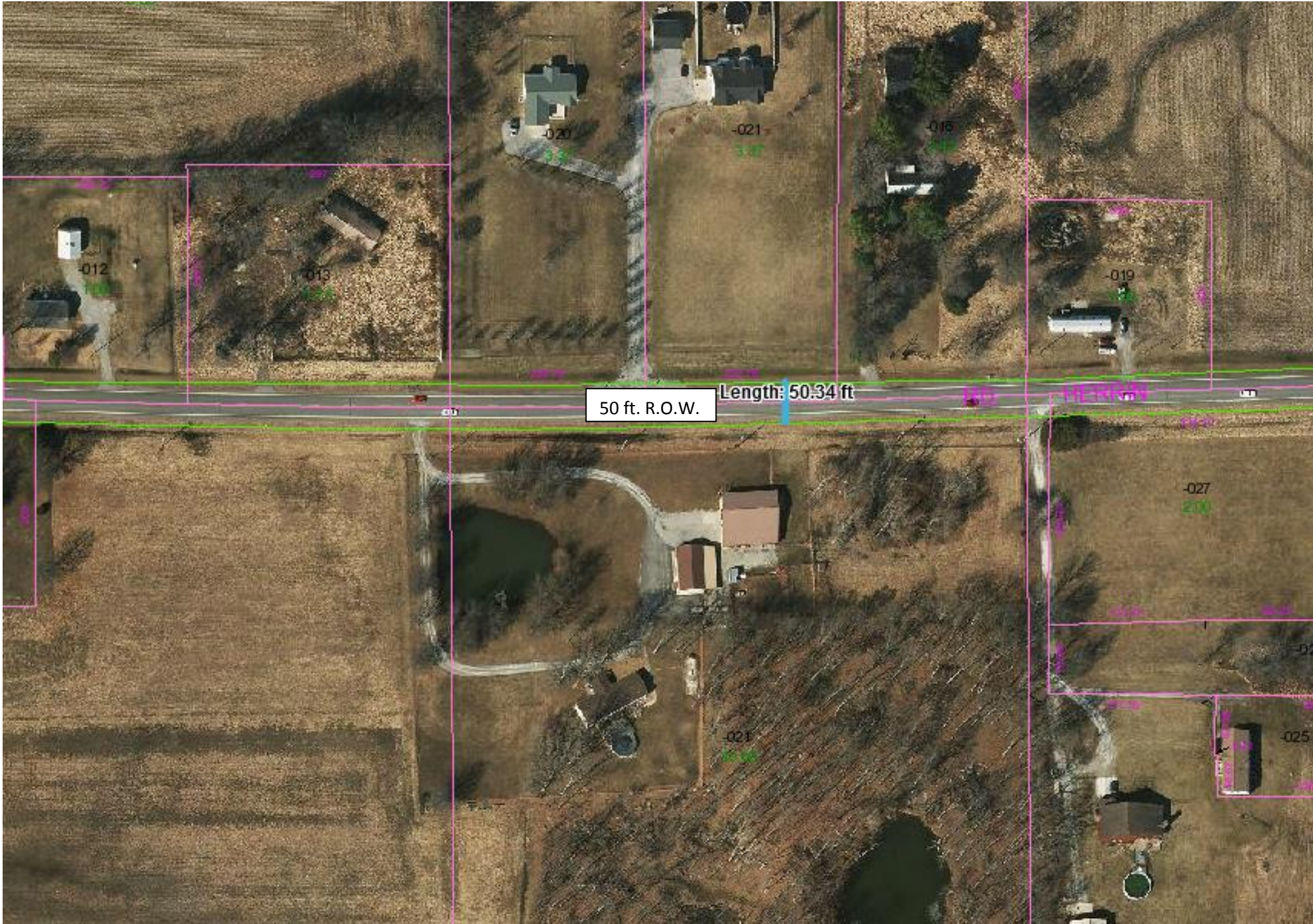


EXHIBIT - 5K

50 ft. R.O.W.

Length: 50.34 ft

012

013

020

021

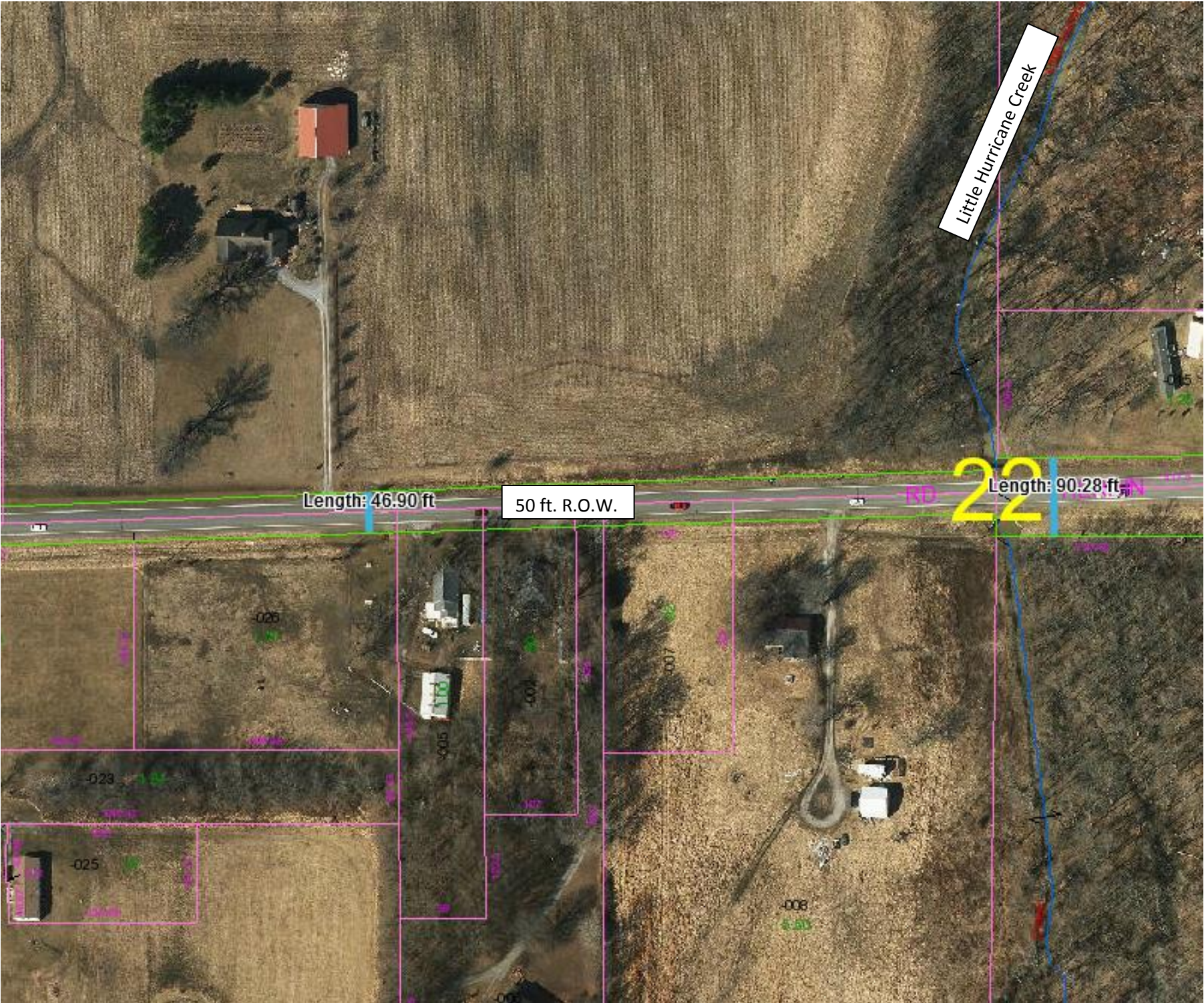
015

019

027

021

025



Length: 46.90 ft

50 ft. R.O.W.

22

Length: 90.28 ft

Little Hurricane Creek

025

023

026

005

006

007

008

EXHIBIT - 5M



Length: 95.39 ft

~100 ft. R.O.W.

Length: 102.42

Madison St.

9 SECOND ST

PL 01-22-400-624

010

015

013

014

018

012

017

007

008

027

019

024

EXHIBIT - 5N

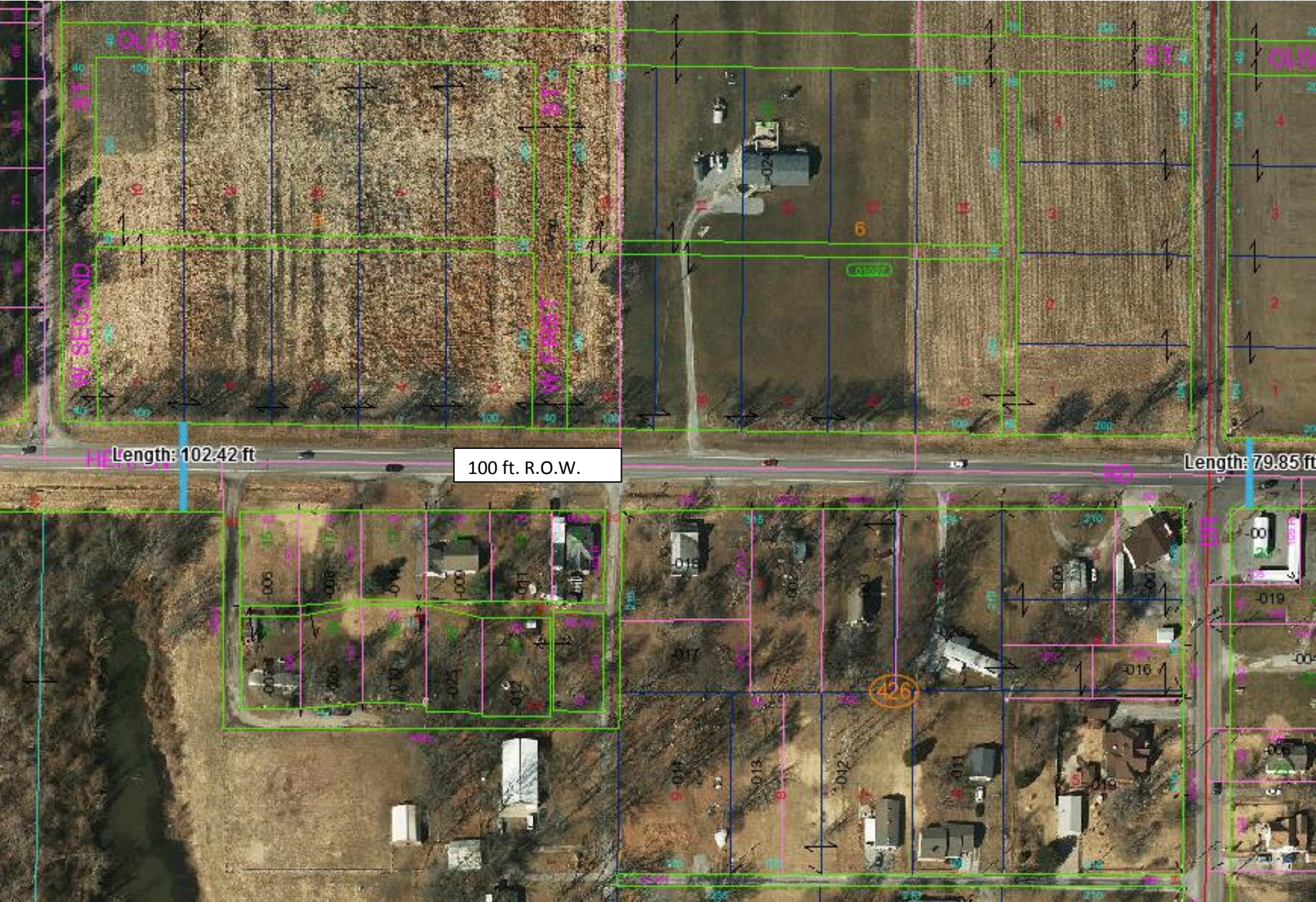


EXHIBIT - 50



EXHIBIT - 5P

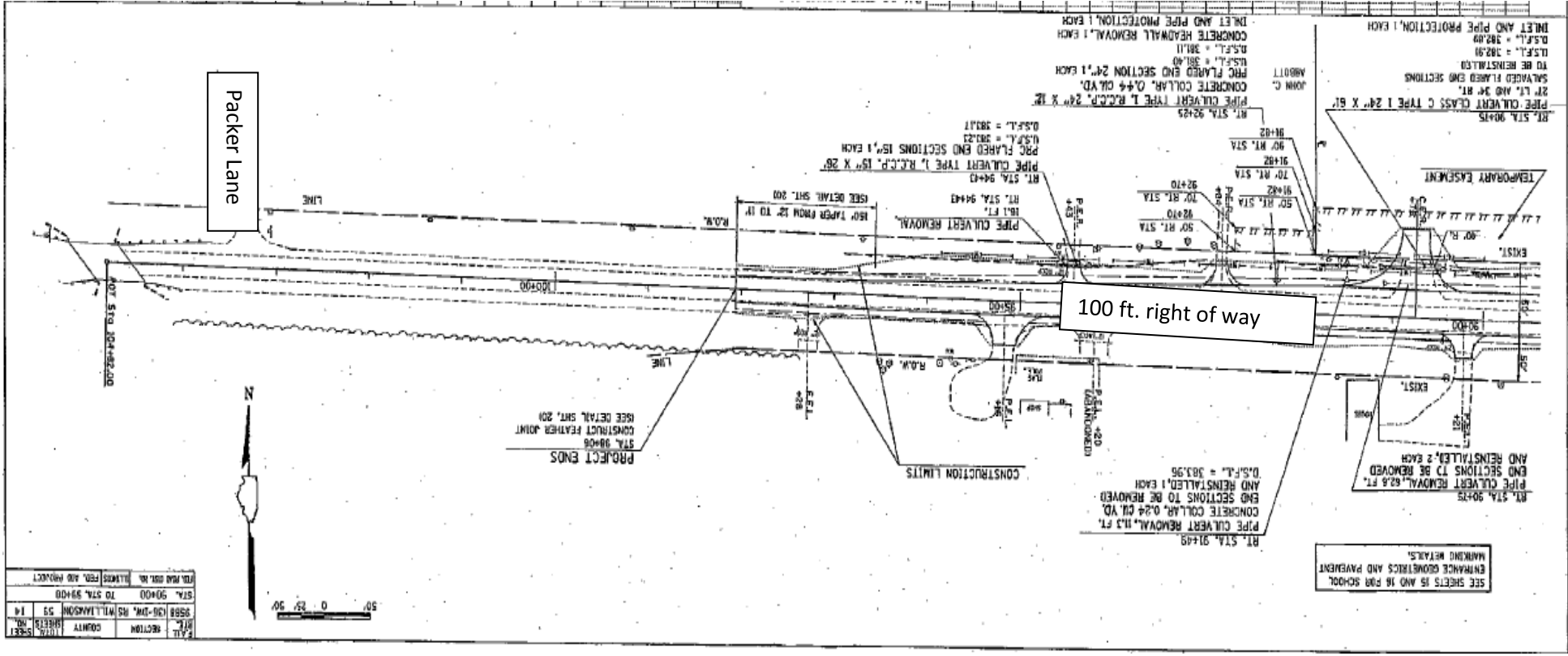


All Right of Way Shown is Approximate



EXHIBIT - 5Q

EXHIBIT - 5R



DATE	REVISION	COUNTY	SHEET
9558	130-DW, MS WILLIAMSON	55	14
STA. 90+00	TO STA. 94+00		
TITLE: PQL AND PROJECT			

EXHIBIT - 55

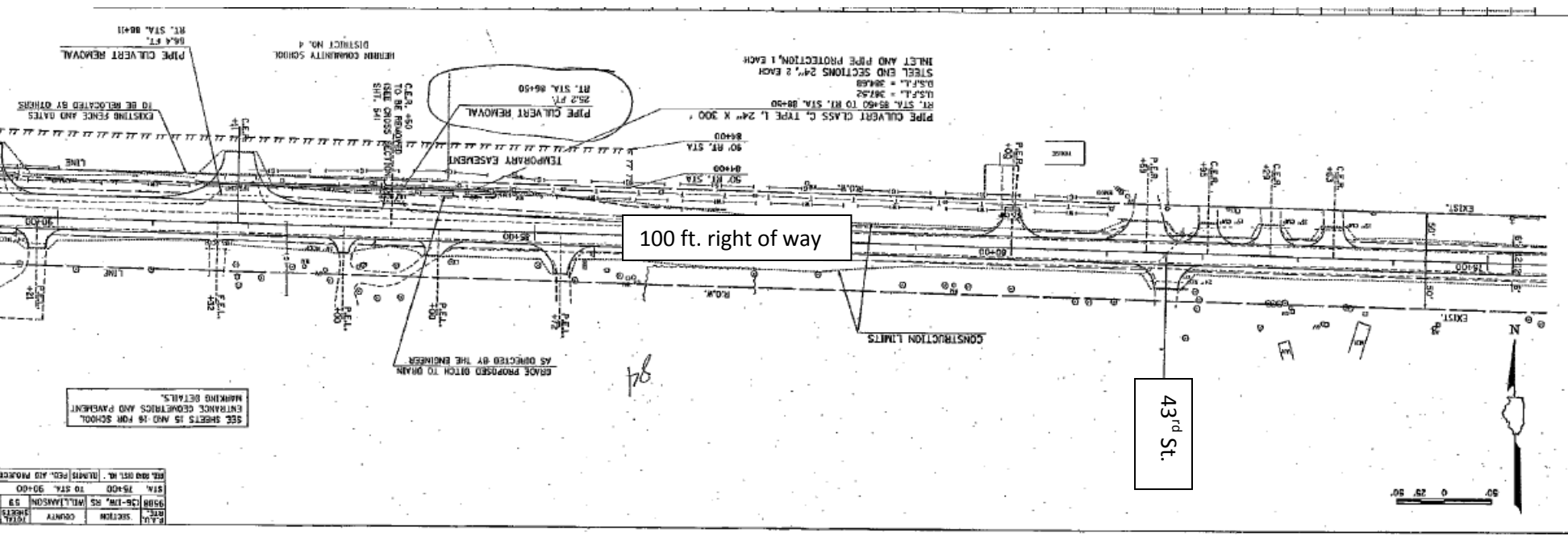
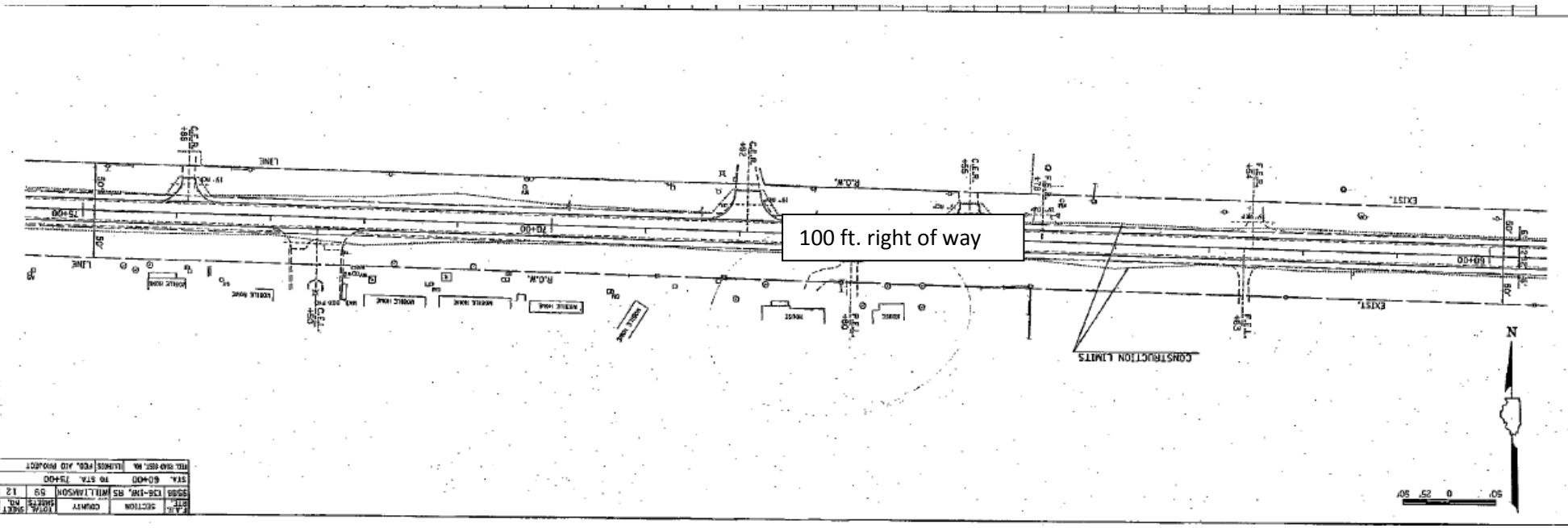
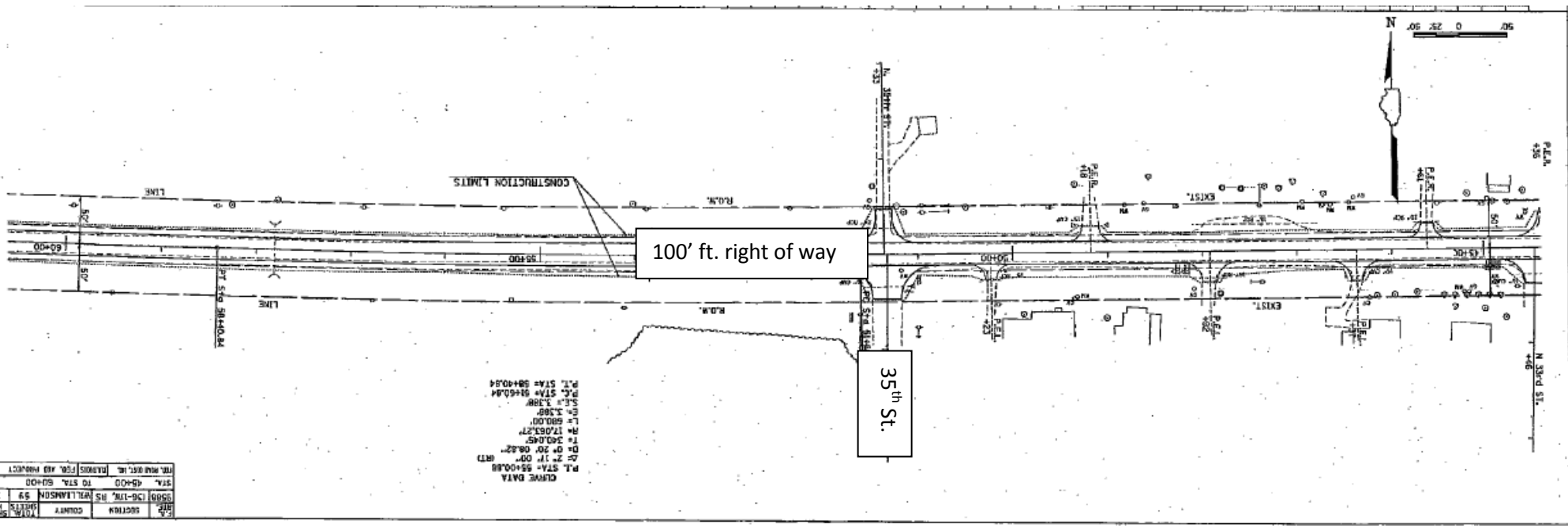
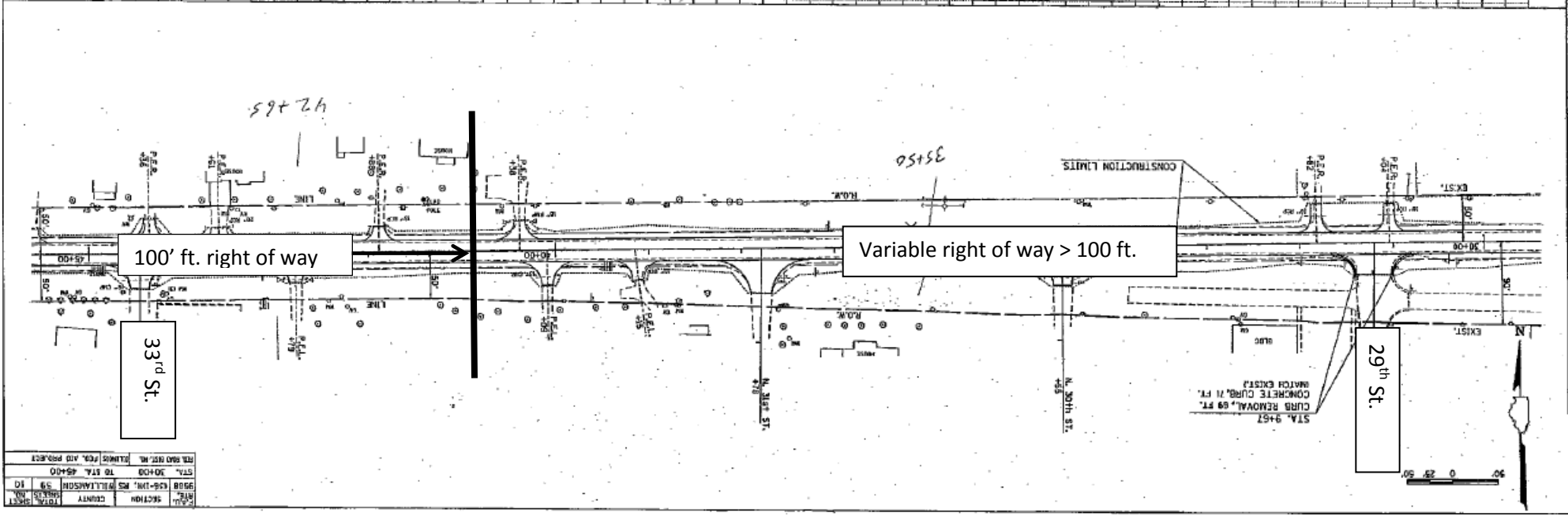
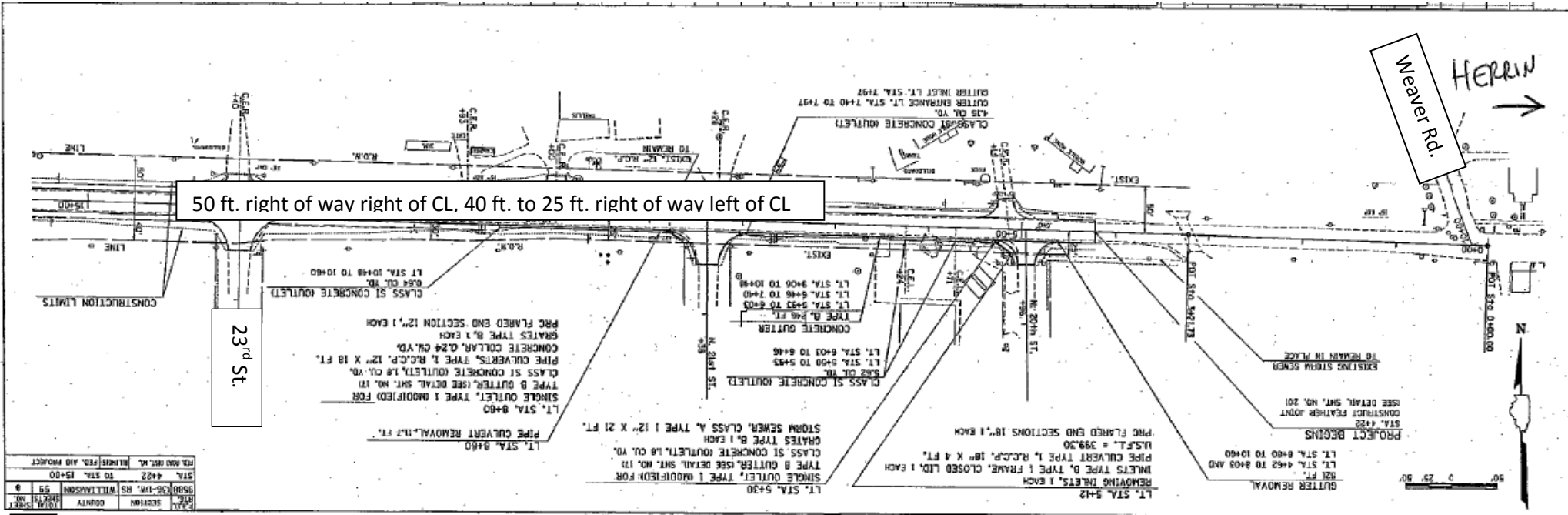


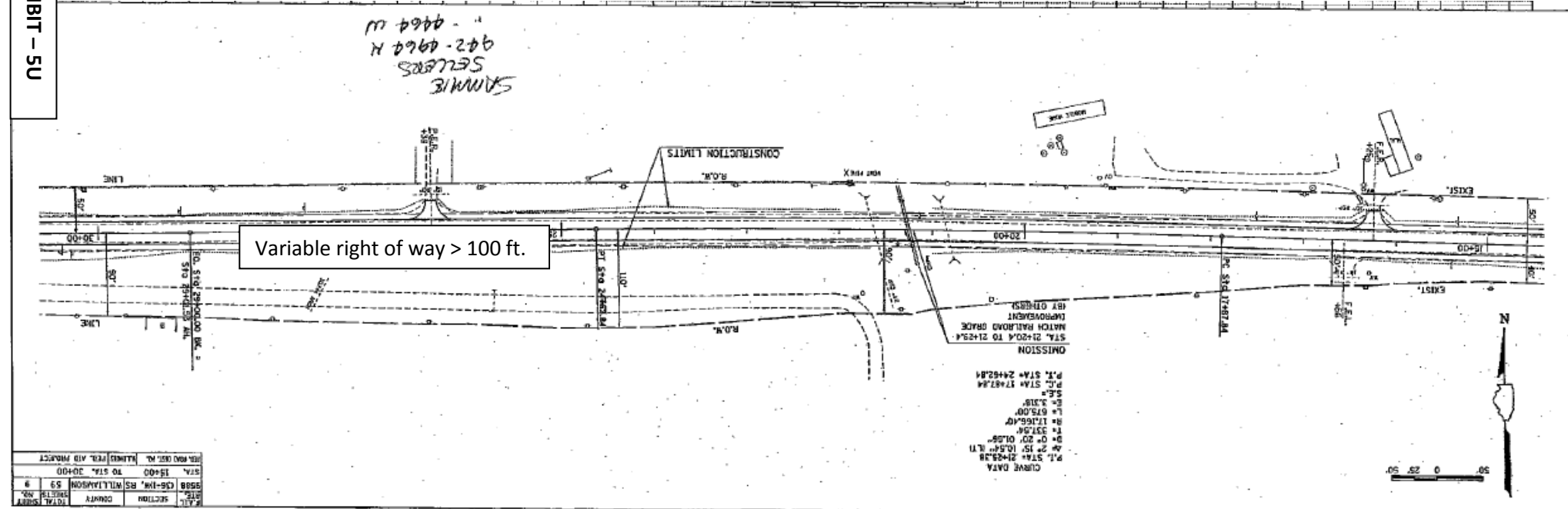
EXHIBIT - ST





STA.	SECTION	COUNTY	PROJECT
9508	06-1M	MS WILLIAMSON	93
STA. 4+22	TO STA. 15+00		
FILED	DATE	BY	

EXHIBIT - SU



STA.	SECTION	COUNTY	PROJECT
9508	06-1M	MS WILLIAMSON	93
STA. 14+00	TO STA. 30+00		
FILED	DATE	BY	

CURVE DATA

P.I. STA	21+23.38
Δ	2° 15' 05.4" (R.L)
D	97.00' (L.S)
T	17.515'
M	11.664'
L	675.00'
E	3.318'
S.C.	17+87.84
P.C. STA	17+87.84
P.T. STA	24+82.84

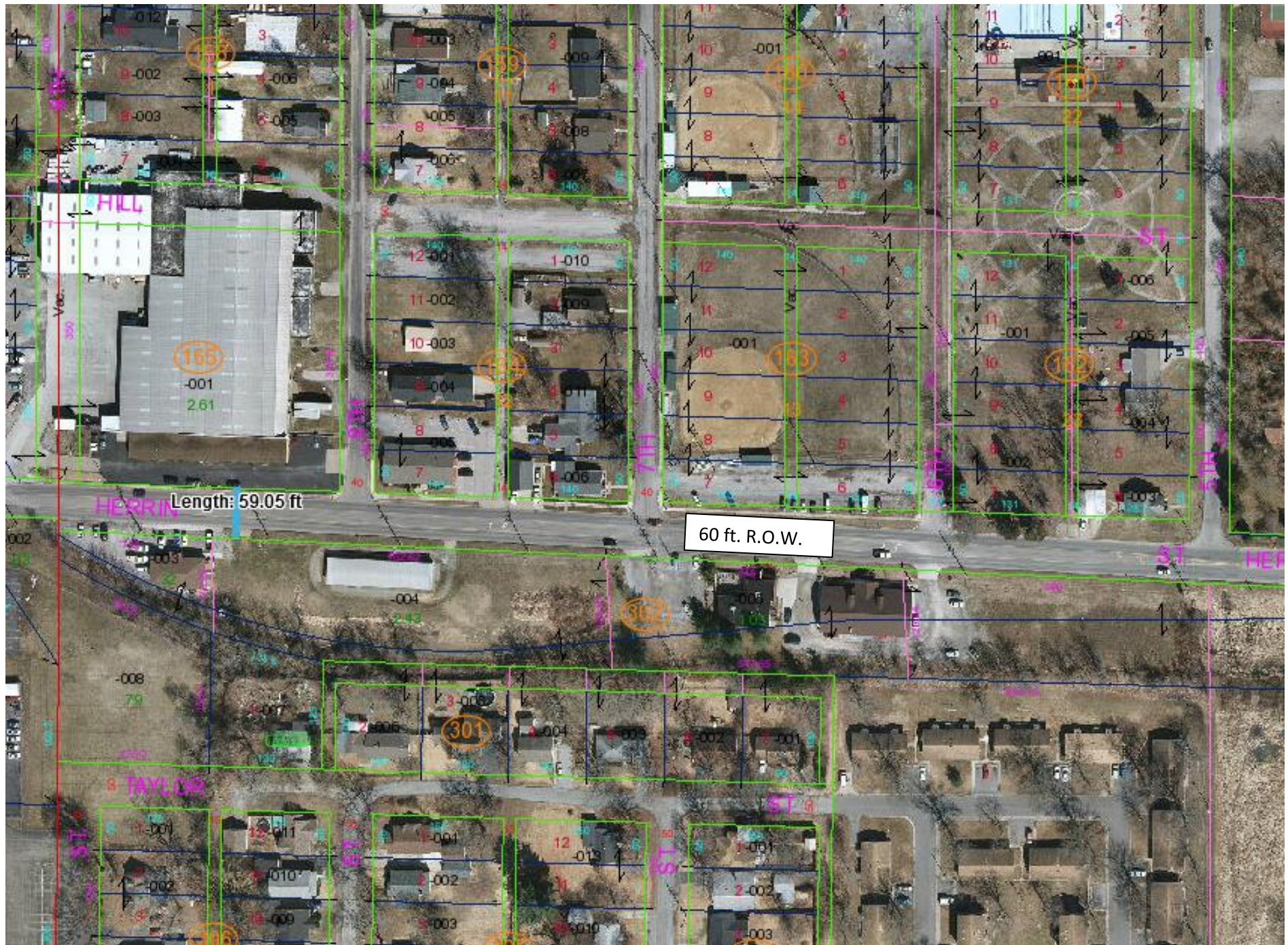




EXHIBIT - 5X



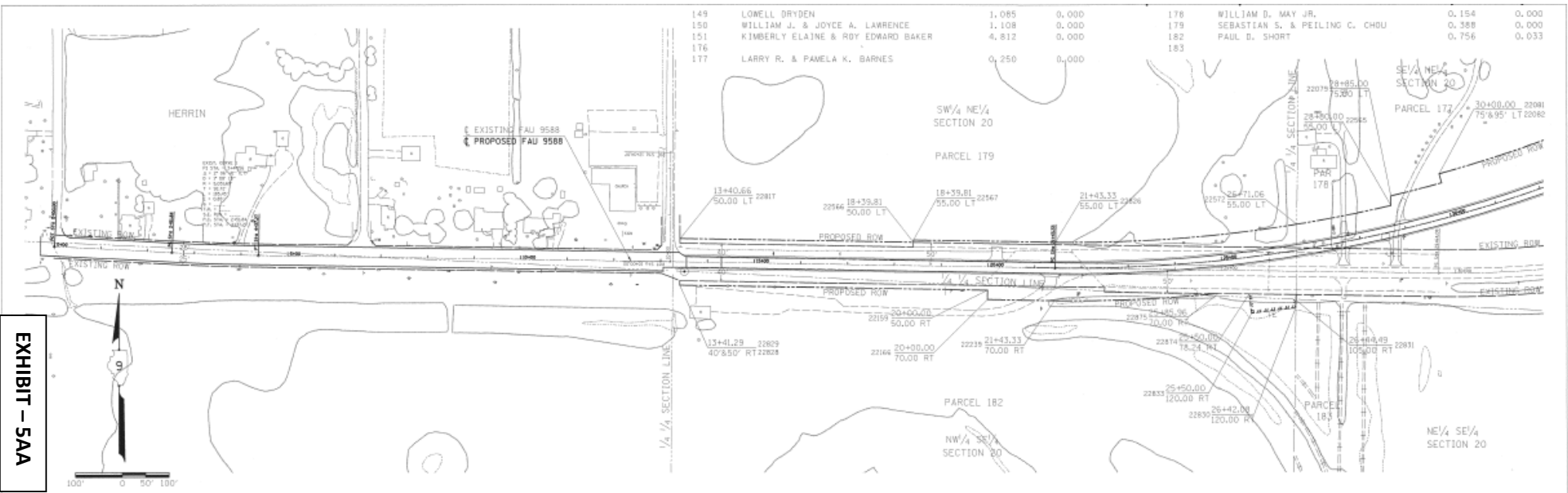
EXHIBIT - 5V



All Right of Way Shown is Approximate

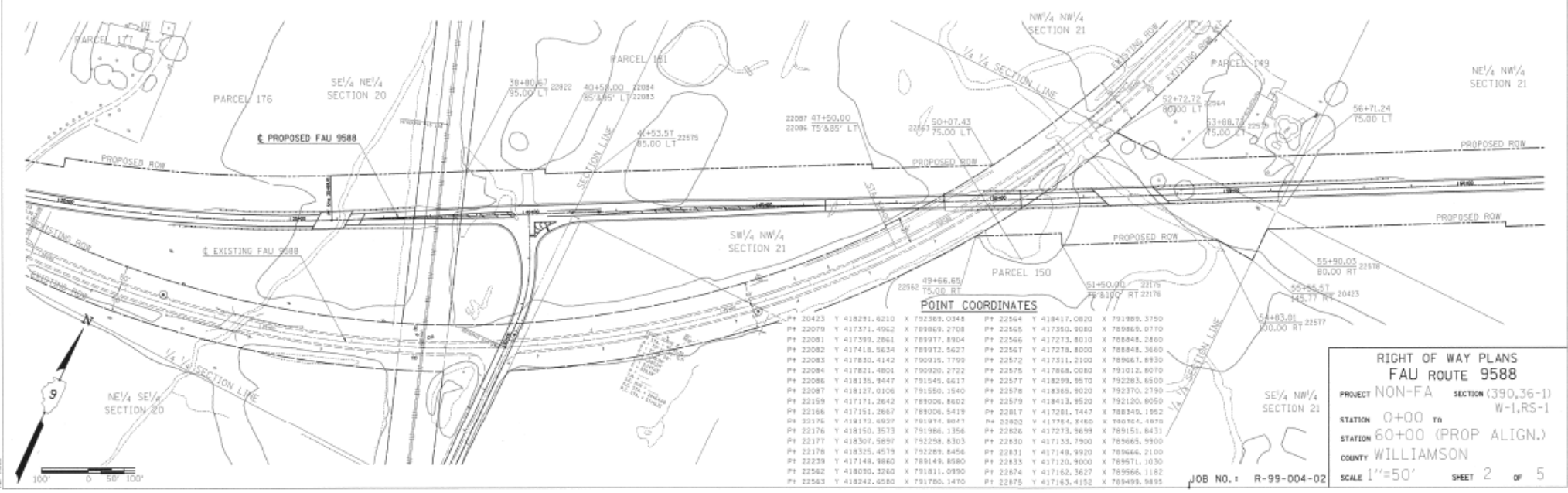
EXHIBIT - 5Z





149	LOWELL DRYDEN	1.085	0.000	178	WILLIAM D. MAY JR.	0.154	0.000
150	WILLIAM J. & JOYCE A. LAWRENCE	1.108	0.000	179	SEBASTIAN S. & PEILING C. CHOU	0.388	0.000
151	KIMBERLY ELAINE & ROY EDWARD BAKER	4.812	0.000	182	PAUL D. SHORT	0.756	0.033
176				183			
177	LARRY R. & PAMELA K. BARNES	0.250	0.000				

EXHIBIT - SAA



POINT COORDINATES							
PT 22043	Y 418291.8210	X 792389.0348	PT 22564	Y 418417.0870	X 791809.3750		
PT 22079	Y 417371.4962	X 789869.2708	PT 22565	Y 417350.3080	X 789868.0770		
PT 22081	Y 417399.2861	X 789977.8904	PT 22566	Y 417271.8010	X 788848.2800		
PT 22082	Y 417418.5634	X 789972.5627	PT 22567	Y 417278.8000	X 788848.3660		
PT 22083	Y 417830.4142	X 790015.1799	PT 22572	Y 417311.2100	X 788661.8930		
PT 22084	Y 417821.4801	X 790020.2722	PT 22575	Y 417868.0080	X 791012.8070		
PT 22086	Y 418135.9447	X 791545.6617	PT 22577	Y 418299.3570	X 792383.6500		
PT 22087	Y 418127.0106	X 791550.1540	PT 22578	Y 418365.8020	X 792370.2790		
PT 22159	Y 417171.2642	X 789006.8602	PT 22579	Y 418431.9520	X 792120.8050		
PT 22166	Y 417151.2667	X 789006.5419	PT 22817	Y 417281.7447	X 788345.1952		
PT 22176	Y 418170.4927	X 791974.8077	PT 22820	Y 417764.4160	X 790764.1970		
PT 22177	Y 418150.3573	X 791980.1356	PT 22826	Y 417273.3699	X 789151.8431		
PT 22179	Y 418307.5897	X 792298.6303	PT 22830	Y 417131.7900	X 789665.9900		
PT 22178	Y 418325.4579	X 792285.8456	PT 22831	Y 417149.9920	X 789664.2100		
PT 22239	Y 417149.9960	X 789149.8580	PT 22833	Y 417120.9000	X 789571.1030		
PT 22562	Y 418080.3260	X 791811.0990	PT 22874	Y 417162.3627	X 789566.1182		
PT 22563	Y 418242.0580	X 791780.1470	PT 22875	Y 417163.4152	X 789549.9495		

RIGHT OF WAY PLANS
FAU ROUTE 9588

PROJECT NON-FA SECTION (390,36-1) W-1,RS-1

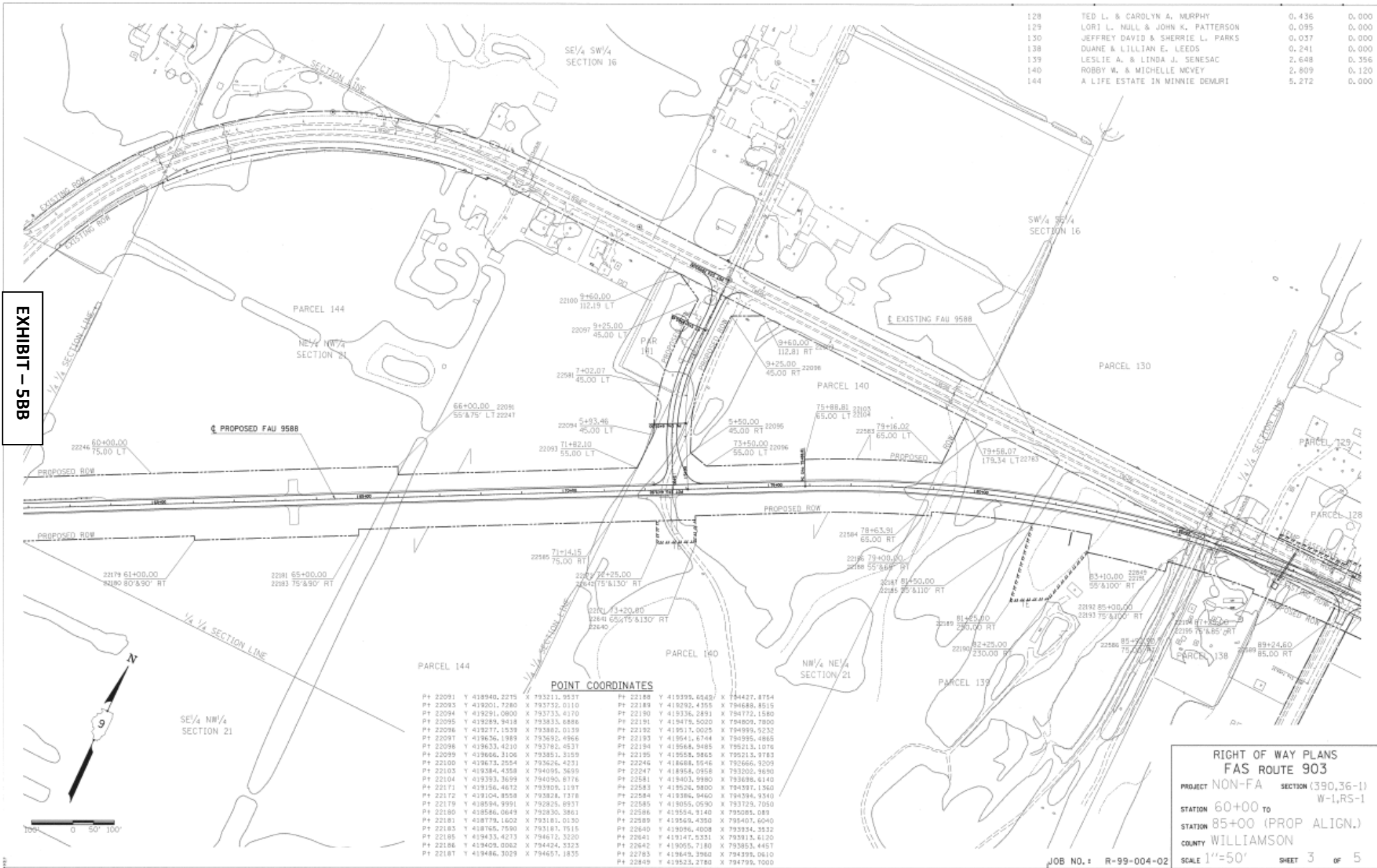
STATION 0+00 TO 60+00 (PROP ALIGN.)

COUNTY WILLIAMSON

JOB NO. 1 R-99-004-02 SCALE 1"=50' SHEET 2 OF 5

EXHIBIT - 5BB

128	TED L. & CAROLYN A. MURPHY	0.436	0.000
129	LORI L. MULL & JOHN K. PATTERSON	0.095	0.000
130	JEFFREY DAVID & SHERRIE L. PARKS	0.037	0.000
138	DUANE & LILLIAM E. LEEDS	0.241	0.000
139	LESLIE A. & LINDA J. SENESAC	2.648	0.356
140	ROBBY W. & MICHELLE MVEY	2.809	0.120
144	A LIFE ESTATE IN MINNIE DEMURI	5.272	0.000



POINT COORDINATES

P+	22091	Y	418940.2215	X	793211.9537	P+	22188	Y	419395.6548	X	784427.8754
P+	22093	Y	419201.7280	X	793752.0110	P+	22189	Y	419292.4358	X	784688.8515
P+	22094	Y	419291.0800	X	793732.4170	P+	22190	Y	419136.2891	X	784732.1580
P+	22095	Y	419289.9418	X	793833.6886	P+	22191	Y	419479.5020	X	784809.7800
P+	22096	Y	419277.1539	X	793882.0139	P+	22192	Y	419517.0025	X	784999.5232
P+	22097	Y	419636.1989	X	793692.4966	P+	22193	Y	419541.6744	X	784995.4865
P+	22098	Y	419633.4210	X	793762.4537	P+	22194	Y	419568.9485	X	795213.1076
P+	22099	Y	419666.3106	X	793851.3199	P+	22195	Y	419588.9865	X	795213.9783
P+	22100	Y	419673.2554	X	793826.4231	P+	22246	Y	418688.5546	X	792666.9209
P+	22103	Y	419284.4358	X	794095.3699	P+	22247	Y	418954.0958	X	793202.9690
P+	22104	Y	419393.3599	X	794050.8776	P+	22581	Y	419403.9980	X	793396.4140
P+	22171	Y	419156.4612	X	793909.1197	P+	22583	Y	419526.5800	X	794397.1360
P+	22172	Y	419104.8558	X	793828.7378	P+	22584	Y	419386.8460	X	794394.9540
P+	22179	Y	418994.9991	X	792825.8937	P+	22585	Y	419055.0930	X	793729.7050
P+	22180	Y	418586.0649	X	792830.3861	P+	22586	Y	419554.9140	X	795089.089
P+	22181	Y	418778.1602	X	793181.0130	P+	22589	Y	419540.4350	X	795407.6060
P+	22183	Y	418765.7590	X	793187.1515	P+	22640	Y	419086.4008	X	793394.3532
P+	22185	Y	419433.4213	X	794672.3220	P+	22641	Y	419147.5351	X	793813.6120
P+	22186	Y	419409.0062	X	794424.3325	P+	22642	Y	419095.7180	X	793853.4457
P+	22187	Y	419486.3029	X	794657.1835	P+	22783	Y	419845.3960	X	794395.0610
						P+	22849	Y	419523.2780	X	794798.7000

**RIGHT OF WAY PLANS
FAS ROUTE 903**

PROJECT NON-FA SECTION (390,36-1)
W-1,RS-1

STATION 60+00 TO
STATION 85+00 (PROP ALIGN.)

COUNTY WILLIAMSON

JOB NO.: R-99-004-02

SCALE 1"=50' SHEET 3 OF 5

STATIONS AND
OFFSETS FOR
PARCELS 128-139
ON PREVIOUS
SHEET

SW 1/4 SE 1/4
SECTION 16

PARCEL 130

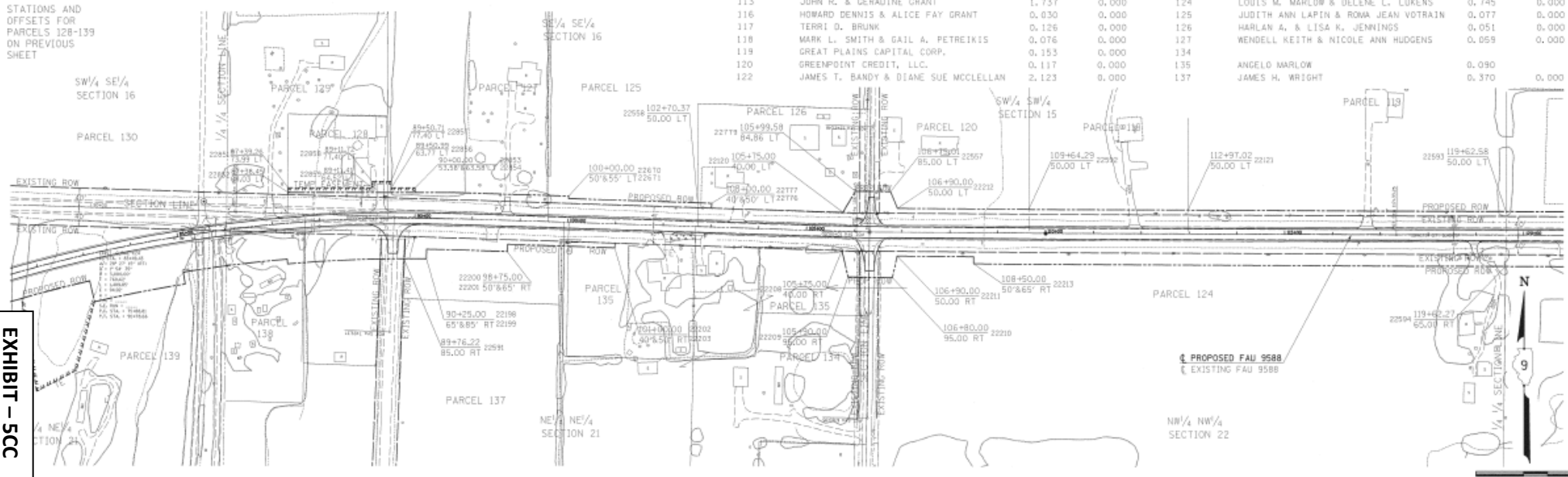
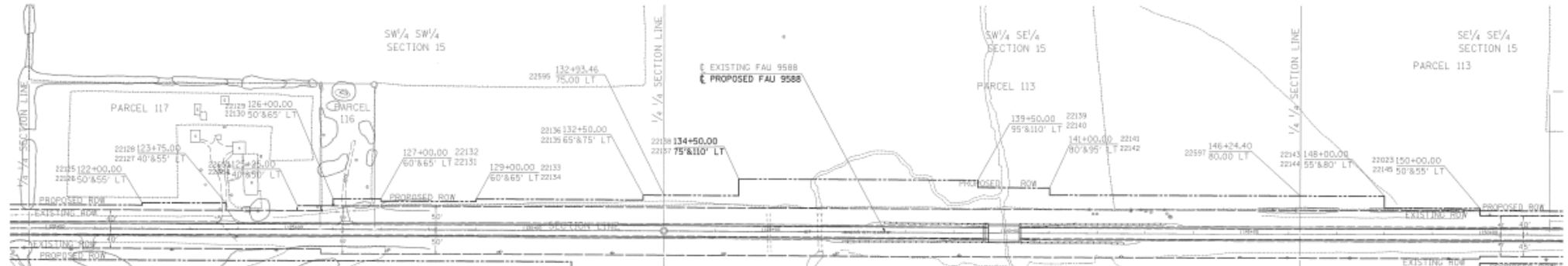


EXHIBIT - 50C

113	JOHN R. & GERADINE GRANT	1.737	0.000	124	LOUIS M. MARLOW & DELENE L. LUKENS	0.745	0.000
116	HOWARD DENNIS & ALICE FAY GRANT	0.030	0.000	125	JUDITH ANN LAPIN & ROMA JEAN VOTRAIN	0.077	0.000
117	TERRI D. BRUNK	0.126	0.000	126	HARLAN A. & LISA K. JENNINGS	0.051	0.000
118	MARK L. SMITH & GAIL A. PETREIKIS	0.076	0.000	127	WENDELL KEITH & NICOLE ANN HUDGENS	0.059	0.000
119	GREAT PLAINS CAPITAL CORP.	0.153	0.000	134			
120	GREENPOINT CREDIT, LLC.	0.137	0.000	135	ANGELD MARLOW	0.090	
122	JAMES T. BANDY & DIANE SUE MCCLELLAN	2.123	0.000	137	JAMES H. WRIGHT	0.370	0.000



POINT COORDINATES

P# 22003	Y 419660.86	X 800801.47	P# 22142	Y 419693.90	X 799901.58
P# 22120	Y 419668.54	X 796377.58	P# 22143	Y 419666.54	X 800601.49
P# 22121	Y 419674.12	X 797098.57	P# 22144	Y 419691.54	X 800601.58
P# 22125	Y 419670.31	X 798001.49	P# 22145	Y 419665.86	X 800601.49
P# 22126	Y 419675.31	X 798001.51	P# 22198	Y 419588.02	X 795505.41
P# 22127	Y 419674.72	X 798176.51	P# 22199	Y 419569.02	X 795505.16
P# 22128	Y 419693.72	X 798176.46	P# 22200	Y 419600.08	X 795675.15
P# 22129	Y 419668.96	X 798401.48	P# 22201	Y 419588.09	X 795674.69
P# 22130	Y 419683.96	X 798401.53	P# 22202	Y 419603.17	X 795600.35
P# 22133	Y 419677.95	X 798701.52	P# 22203	Y 419593.17	X 795900.04
P# 22134	Y 419682.95	X 798701.54	P# 22204	Y 419590.10	X 796000.00
P# 22135	Y 419691.77	X 799051.57	P# 22205	Y 419600.10	X 796000.30
P# 22136	Y 419681.77	X 799051.54	P# 22206	Y 419599.33	X 796025.29
P# 22137	Y 419726.09	X 799251.49	P# 22207	Y 419588.33	X 796024.98
P# 22138	Y 419691.09	X 799251.57	P# 22208	Y 419588.58	X 796375.15
P# 22139	Y 419724.41	X 799751.48	P# 22209	Y 419533.15	X 796388.43
P# 22140	Y 419703.41	X 799751.53	P# 22210	Y 419532.28	X 796380.85
P# 22141	Y 419708.90	X 799901.63	P# 22211	Y 419571.23	X 796491.08

POINT COORDINATES

P# 22212	Y 419677.23	X 796491.59	P# 22771	Y 419676.29	X 796102.11
P# 22213	Y 419661.41	X 796651.00	P# 22779	Y 419712.43	X 796403.53
P# 22215	Y 419552.28	X 798901.10	P# 22851	Y 419718.61	X 795214.69
P# 22216	Y 419532.28	X 798901.03	P# 22852	Y 419708.61	X 795214.69
P# 22218	Y 419525.87	X 800601.02	P# 22853	Y 419708.61	X 795481.49
P# 22255	Y 419621.64	X 801196.98	P# 22854	Y 419718.61	X 795481.53
P# 22267	Y 419712.30	X 796476.76	P# 22855	Y 419708.61	X 795561.57
P# 22558	Y 419681.89	X 796073.41	P# 22856	Y 419718.61	X 795431.48
P# 22591	Y 419670.04	X 795497.76	P# 22897	Y 419732.24	X 795431.04
P# 22592	Y 419675.82	X 796165.98	P# 22858	Y 419731.50	X 795391.04
P# 22593	Y 419671.11	X 797764.08	P# 22859	Y 419718.61	X 795391.04
P# 22595	Y 419691.62	X 799095.03			
P# 22596	Y 419531.62	X 799094.41			
P# 22597	Y 419655.13	X 800425.97			
P# 22598	Y 419627.13	X 800425.95			
P# 22670	Y 419696.19	X 795803.16			
P# 22671	Y 419701.19	X 795803.31			
P# 22716	Y 419666.98	X 796103.02			

**RIGHT OF WAY PLANS
FAS ROUTE 903**
PROJECT NON-FA SECTION (390,36-1) W-1,RS-1
STATION 85+00 TO
STATION 150+00 (PROP ALIGN.)
COUNTY WILLIAMSON
SCALE 1"=50' SHEET 4 OF 5

JOB NO. : R-99-004-02

103	WILLIAMSON CO. FIRE PROTECTION DIST.	0.026	0.000
106	SUE ELLEN JANSCO	1.301	0.000
112	BRUCE RITTER	0.863	0.000
113	JOHN R. & GERARDINE GRANT	1.737	0.000
114	JOHN W. GRANT & BETTY C. GRANT	0.041	0.000
121	JAMES T. BANDY & DIANNE S. MCCLELLAN	0.047	0.025
122	JAMES T. BANDY & DIANNE S. MCCLELLAN	2.123	0.000

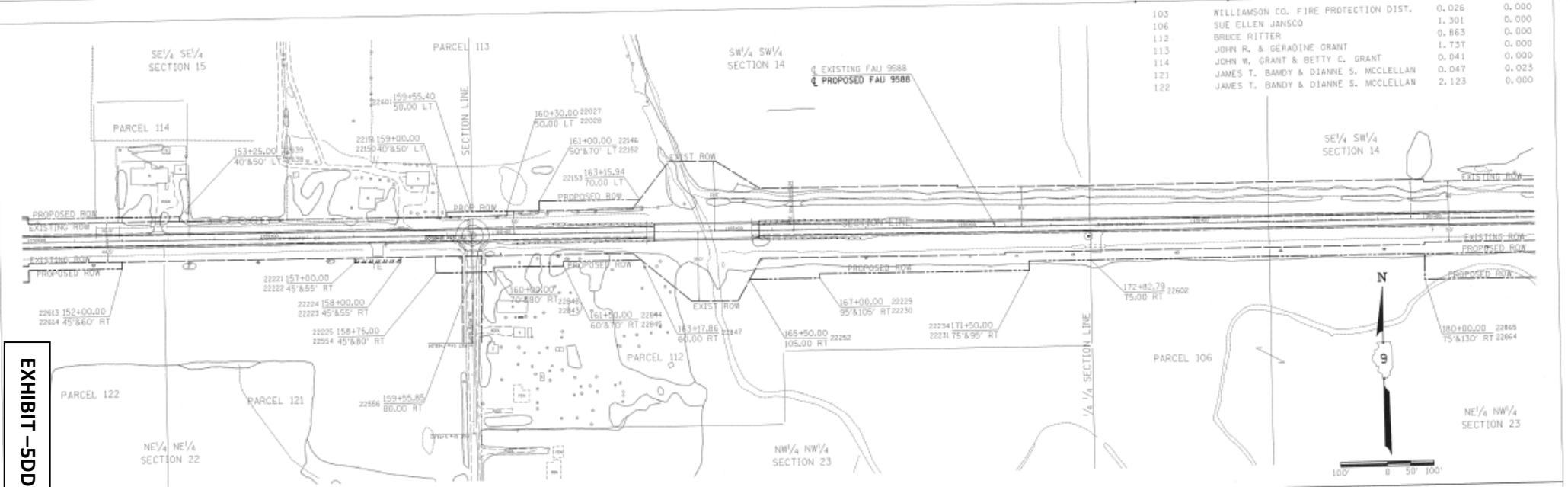
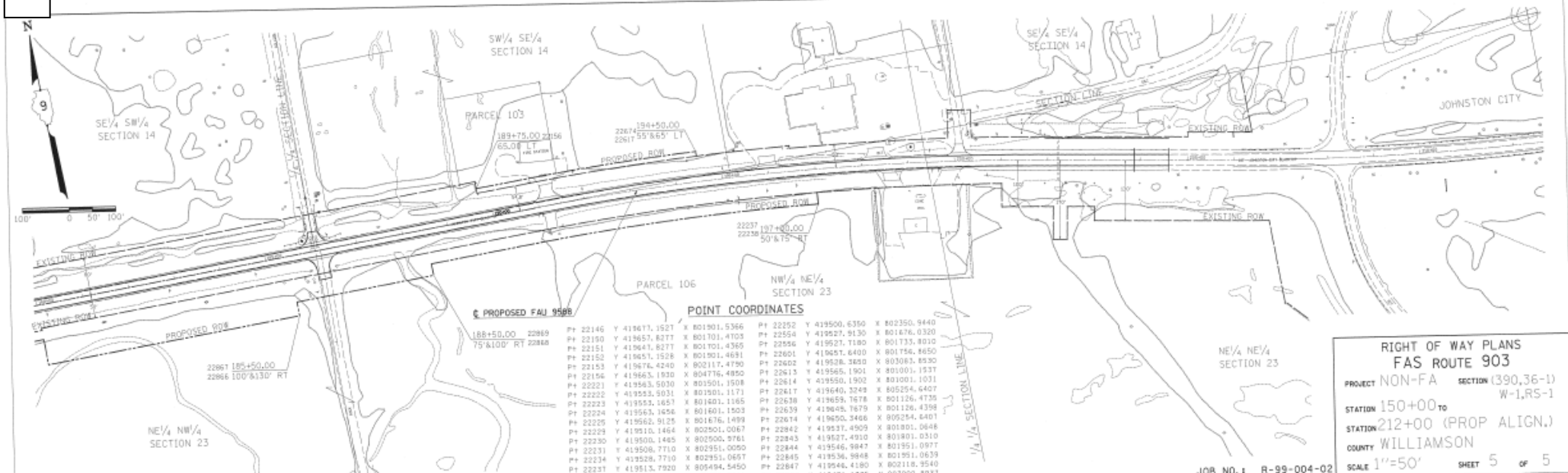


EXHIBIT - SDD



POINT COORDINATES

Pt 22146	Y 419677.1527	X 801901.5366	Pt 22252	Y 419500.6350	X 802350.9440
Pt 22150	Y 419657.8277	X 801701.4103	Pt 22554	Y 419527.9130	X 801676.0320
Pt 22151	Y 419647.8277	X 801701.4365	Pt 22556	Y 419521.7180	X 801733.8010
Pt 22152	Y 419657.1528	X 801901.4691	Pt 22601	Y 419457.6400	X 801754.8650
Pt 22153	Y 419674.4240	X 802117.4790	Pt 22602	Y 419528.3450	X 803083.8530
Pt 22154	Y 419665.1930	X 804776.4850	Pt 22613	Y 419565.1901	X 803001.1537
Pt 22221	Y 419583.5030	X 801501.1508	Pt 22614	Y 419550.1902	X 803004.1031
Pt 22222	Y 419553.9031	X 801501.1171	Pt 22617	Y 419640.3249	X 805254.6407
Pt 22223	Y 419553.1657	X 801401.1165	Pt 22638	Y 419659.7678	X 801126.4735
Pt 22224	Y 419563.3456	X 801601.1503	Pt 22639	Y 419649.1679	X 801126.4398
Pt 22225	Y 419562.9125	X 801616.1499	Pt 22674	Y 419650.3466	X 809254.6401
Pt 22226	Y 419516.1464	X 802501.0067	Pt 22842	Y 419537.4509	X 801801.0648
Pt 22230	Y 419500.1485	X 802500.9761	Pt 22843	Y 419527.4910	X 801801.0310
Pt 22231	Y 419508.7710	X 802951.0050	Pt 22844	Y 419546.9847	X 801951.0977
Pt 22234	Y 419528.7710	X 802951.0687	Pt 22845	Y 419536.9848	X 801951.0639
Pt 22237	Y 419513.7920	X 805494.5450	Pt 22847	Y 419544.4180	X 802118.3540

**RIGHT OF WAY PLANS
FAS ROUTE 903**

PROJECT NON-FA SECTION (390,36-1)
W-1,RS-1

STATION 150+00 to 212+00 (PROP ALIGN.)

COUNTY WILLIAMSON

SCALE 1"=50' SHEET 5 OF 5

Draw and Me...

I-57

EXHIBIT - SEE

BROADWAY

BROADWAY

Length: 48.6

50 ft. right of way



EXHIBIT – SFF

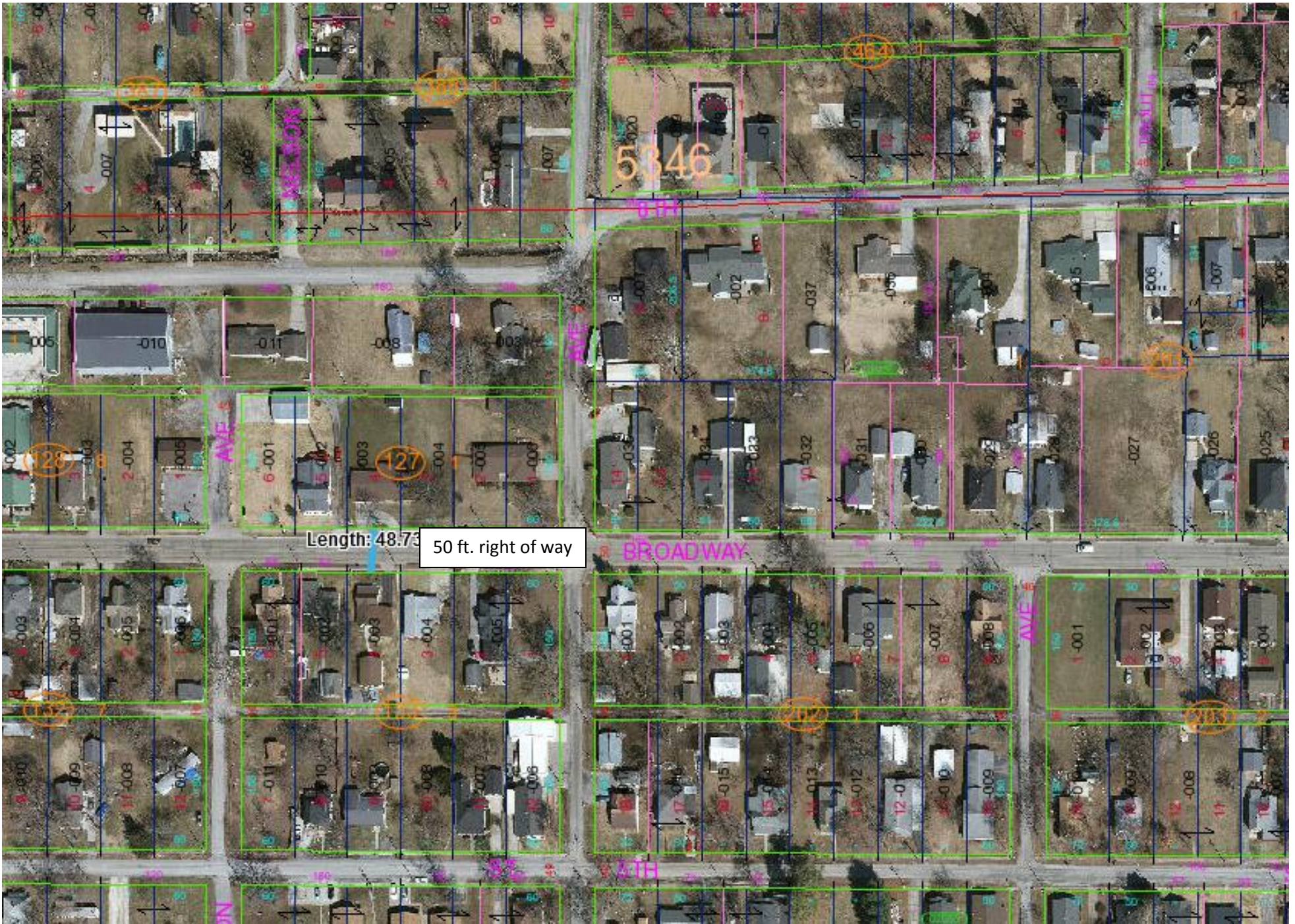


EXHIBIT - SGG

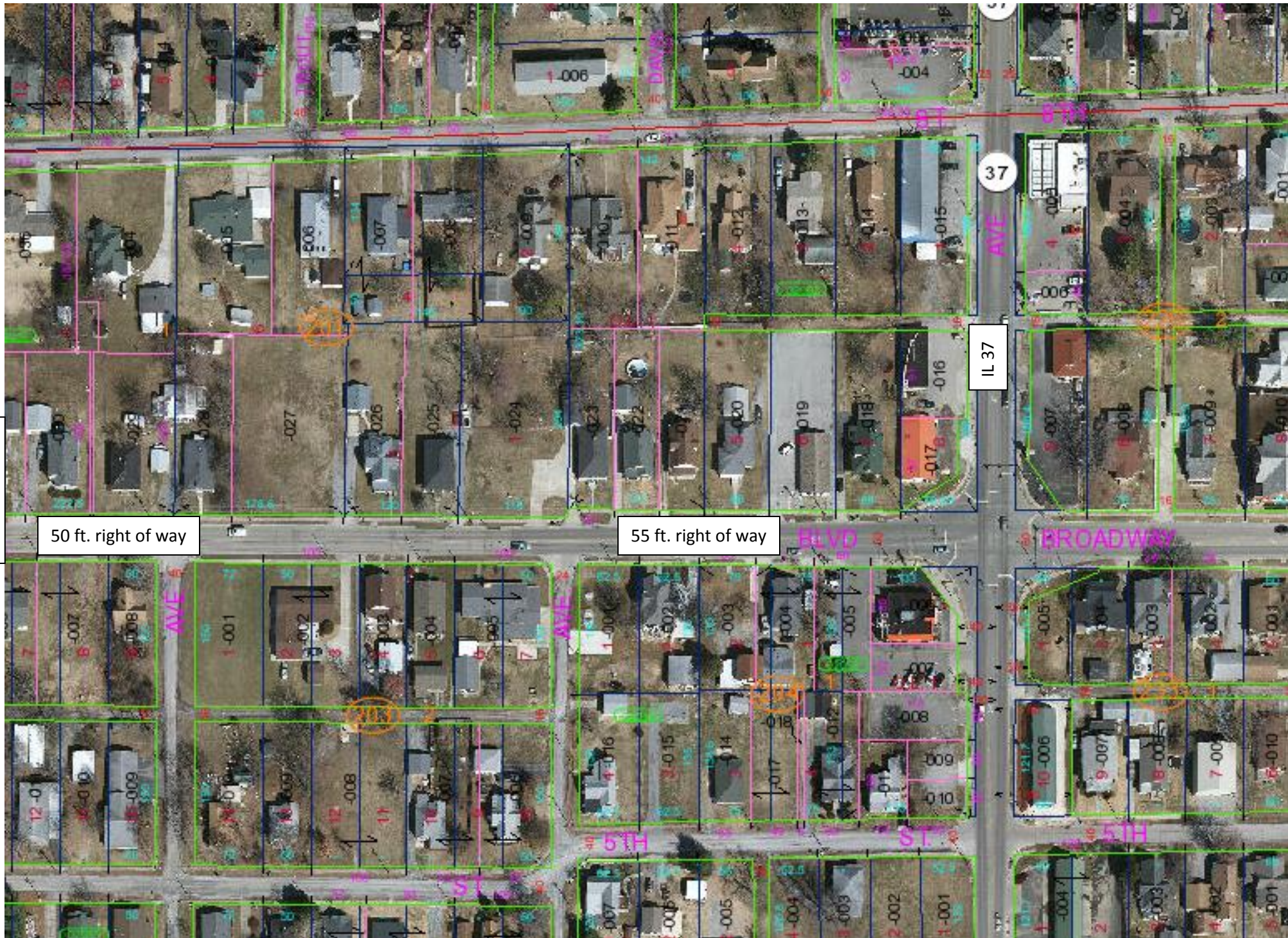


EXHIBIT 6

Herrin Road Utilities near Walkers Bluff

EXHIBIT - 6A

Inq New Extend Full Ticket Web Test Today

Ticket [] Rev [] Taken [] Oper [ZDANKIE]
 Old Ticket [] Taken [] Oper []

Chan [RTE] Type [NEW] Prty [NORM] Lookup [] Category [LREQ]

Work Type []
 Extent [] Boring Depth>7ft

Pre-Marked Done For []

Work Date (SUN) 11/01/15 08:00 AM Dig By Date 11/02/15 11:59 PM Expires Date 11/16/15 11:59 PM Meet [N] RR []

Remarks []

Map Get Members Add Member Member Info
 Submit Suspend Abort

Members (1)

Code	Name	Type	A/R
EGEC0A	EGYPTIAN ELECTRIC COOP	ELEC	

Test B

Ticket [] Rev [] Taken [] Oper [ZDANKIE]
 Old Ticket [] Taken [] Oper []

Phone [618-997-9351] Ext [] P [] Company [SOUTH ILLINOIS METROPOLITAN P] C []
 Caller [JOE ZDANKIEWICZ] C [] MUCH [CONT] []

Address [3000 WEST DEYOUNG ST]
 Zip [62959] State [IL] City [MARION]
 Fax [] Callback [] C []
 Site Contact [] Phone [] Ext []
 Email [JOEZDANKIEWICZ@GREATEREGYPT.ORG]

State [IL] County [WILLIAMSON] Place [BLAIRSVILLE]
 Sub-division [] Place []
 Address [] Street [] ST []
 Nearest Cross-street [] NC [] 1/4? []
 Lat [] Lng [] L [] CPG [T08SR01E19] Grids []

Grids (3)
 T08SR01E19SE T08SR01E30NW
 T08SR01E19SW

Additional Address or Direction To Jobsite Info
 IN THE TOWNSHIP OF BLAIRSVILLE.

EXHIBIT - 6B

Lookup
State County C
Place P
Address G
Street Swap
Cross1 Swap
Cross2

- 1-Find | 2-Search | 3-Intersection | 4-Grid | 5-Place | 6-Lat/Long | 7-Location | 9-Ortho | L-Layers

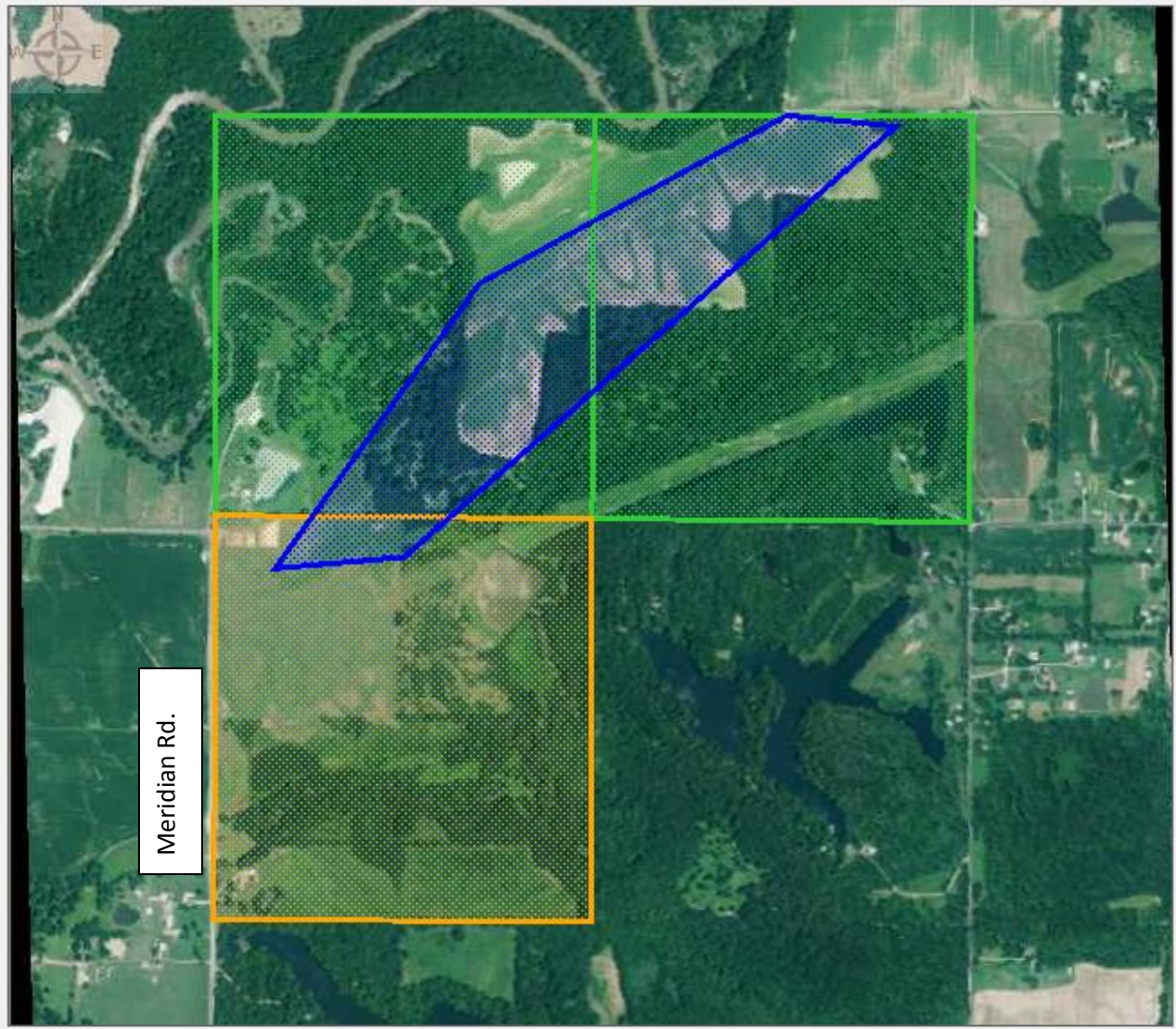
Show Hide Streets

Transparency

Colors
Red
Green
Blue
Gamma
Reset

Angle/Zoom/Offset
Angle
X Zoom
Y Zoom
X Offset
Y Offset
Reset

0, 1, 1, 0, 0



Move Grids Bulls Near Place Point - Poly Line Blk Buff 153 C CL 1 2 3 4 5 Z A G
St C1 C2 Streets Ints Dist Fade L Pdrw Ldrw Seg F + - < Save All Save Cancel

37.795607 -89.155881 2131 1.3 mi H by 1.5 mi W

Club Road Utilities

EXHIBIT - 6C

Inq New Extend Full Ticket Web Test Today

Ticket Rev Taken Oper ZDANKIEW
 Old Ticket Taken Oper

Phone 618-997-9351 Ext P Company SOUTH ILLINOIS METROPOLITAN P C
 Caller JOE ZDANKIEWICZ C MUCH CONT
 Address 3000 WEST DEYOUNG ST
 Zip 62959 State IL City MARION
 Fax Callback C
 Site Contact Phone Ext
 Email JOEZDANKIEWICZ@GREATEREGYPT.ORG

State IL County WILLIAMSON Place BLAIRSVILLE
 Sub-division Place

Address Street CLUB RD ST
 Nearest Cross-street CAMBRIA RD NC 1/4? Y
 Lat Lng L CPG Grids

Grids (4)
 T08SR01E19NE T08SR01E20NW
 T08SR01E19SE T08SR01E20SW

Additional Address or Direction To Jobsite Info
 IN THE TOWNSHIP OF BLAIRSVILLE.

Chan RTE Type NEW Prty NORM Lookup Category LREQ

Work Type

Extent Boring Depth>7ft

Pre-Marked Done For

Work Date (SUN) 12/20/15 08:00 AM Dig By Date 12/29/15 11:59 PM Expires Date 01/12/16 11:59 PM Meet N RR

Remarks

Map Get Members Add Member Member Info

Submit Suspend Abort

Members (7)

Code	Name	Type	A/R
BLWD0A	BLAIRSVILLE PUBLIC WATER DISTRICT	S&W	
CIPSSA	AMEREN CIPS	E&G	
CLWV0A	CLEARWAVE COMMUNICATIONS	PHON	
EGEC0A	EGYPTIAN ELECTRIC COOP	ELEC	
FRNT1A	FRONTIER COMMUNICATIONS (SOUTH)	PHON	
TCIIA	MEDIACOM (JACKSON COUNTY)	CATV	
USIC0A	USIC LOCATING SERVICES	LOCT	

EXHIBIT - 6D

Lookup
State | IL | County | WILLIAMSON | C
Place | BLAIRSVILLE | P
Address | | G
Street | CLUB RD | Swap
Cross1 | CAMBRIA RD | Swap
Cross2 | | Swap


1-Find | 2-Search | 3-Intersection | 4-Grid | 5-Place | 6-Lat/Long |
7-Location | 9-Ortho | L-Layers

Show Hide Streets
Transparency 1.0

Colors
Red
Green
Blue
Gamma
Reset

Angle/Zoom/Offset
Angle
X Zoom
Y Zoom
X Offset
Y Offset
Reset

0, 1, 1, 0, 0



Move Grids Bulls Near Place Point - Poly Line Blk Buff 153 C CL 1 2 3 4 5 Z A G
St C1 C2 Streets Ints Dist Fade L Pdrw Ldrw Seg F + - < Save All Save Cancel

37.809224 -89.134877 911 2,911 ft H by 3,472 ft W

Herrin Road Utilities east of Cambria Road

EXHIBIT - 6E

Inq New Extend Full Ticket Web Test Today

Ticket Rev Taken Oper
 Old Ticket Taken Oper

Chan Type Prty Lookup Category

Work Type

Extent Boring Depth > 7ft

Pre-Marked Done For

Work Date (SUN) Dig By Date Expires Date Meet RR

Remarks

Map **Get Members** Add Member Member Info

Submit Suspend Abort

Members (7)

Code	Name	Type	A/R
BLWD0A	BLAIRSVILLE PUBLIC WATER DISTRICT	S&W	
CIPSSA	AMEREN CIPS	E&G	
CLWV0A	CLEARWAVE COMMUNICATIONS	PHON	
EGEC0A	EGYPTIAN ELECTRIC COOP	ELEC	
FRNT1A	FRONTIER COMMUNICATIONS (SOUTH)	PHON	
TCIIA	MEDIACOM (JACKSON COUNTY)	CATV	
USIC0A	USIC LOCATING SERVICES	LOCT	

Test B

Ticket Rev Taken Oper
 Old Ticket Taken Oper

Phone Ext P Company C

Caller C MUCH CONT

Address

Zip State City

Fax Callback C

Site Contact Phone Ext

Email

State County Place

Sub-division Place

Address Street ST

Nearest Cross-street NC 1/4?

Lat Lng L CPG Grids

Grids (4)

Additional Address or Direction To Jobsite Info

EXHIBIT - 6F

Lookup
State County C
Place P
Address G
Street Swap
Cross1 Swap
Cross2

1-Find | 2-Search | 3-Intersection | 4-Grid | 5-Place | 6-Lat/Long | 7-Location | 9-Ortho | L-Layers

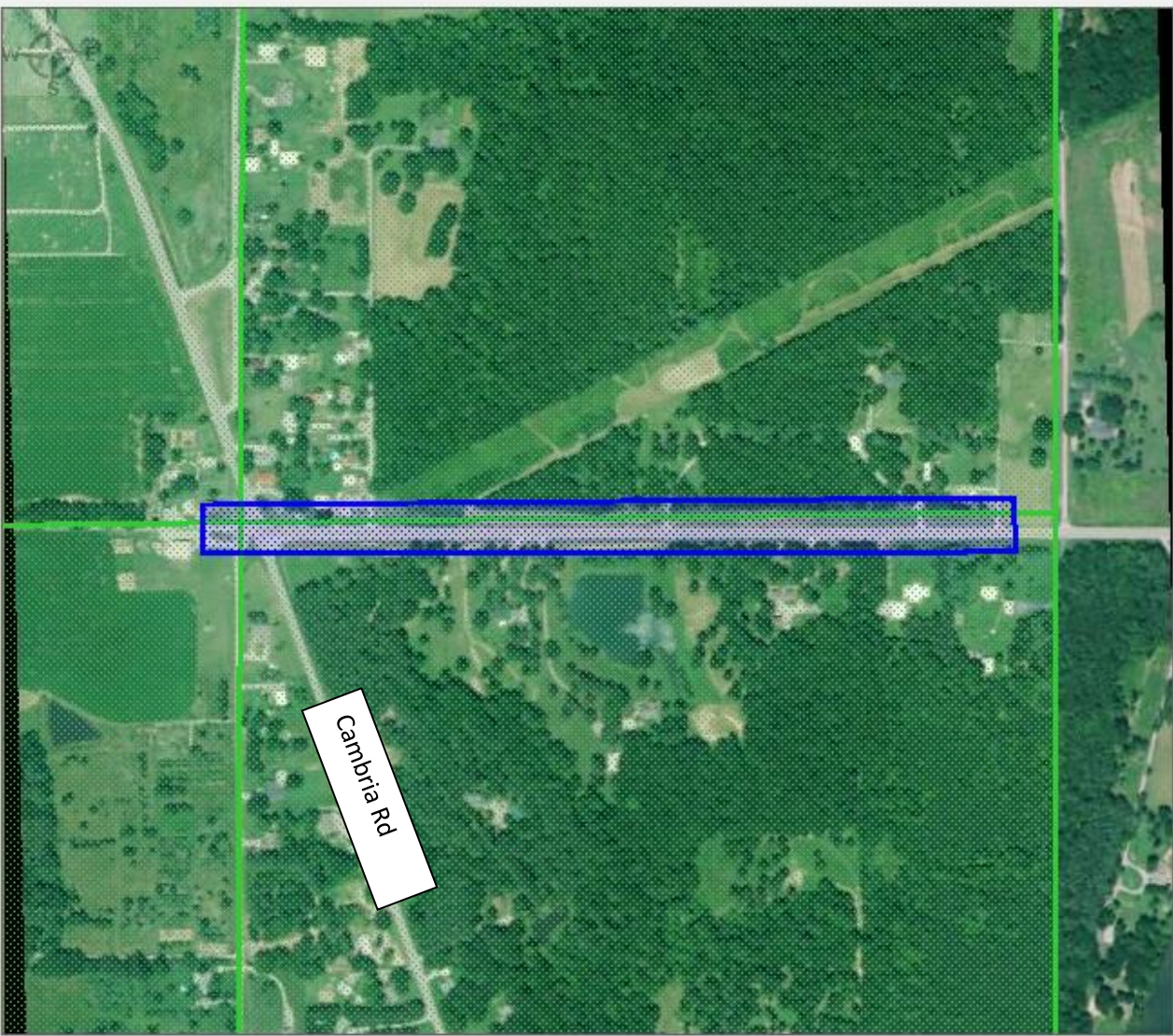
Show Hide Streets

Transparency

Colors
Red
Green
Blue
Gamma
Reset

Angle/Zoom/Offset
Angle
X Zoom
Y Zoom
X Offset
Y Offset
Reset

0, 1, 1, 0, 0



Move Grids Bulls Near Place Point + Poly Line Blk Buff 153 C CL 1 2 3 4 5 Z A G
St C1 C2 Streets Ints Dist Fade L Pdrw Ldrw Seg F + - < Save All Save Cancel

37.806968 -89.123216 1000 3,196 ft H by 3,811 ft W

Herrin Road Utilities in Herrin City limits

EXHIBIT - 6G

Inq New Extend Full Ticket Web Test Today

Ticket Rev Taken Oper
 Old Ticket Taken Oper

Chan Type Prty Lookup Category

Work Type

Extent Boring Depth > 7ft

Pre-Marked Done For

Work Date (SUN) Dig By Date Expires Date Meet RR

Remarks

Map **Get Members** Add Member Member Info

Submit Suspend Abort

Members (6)

Code	Name	Type	A/R
CIPSSA	AMEREN CIPS	E&G	
CLWV0A	CLEARWAVE COMMUNICATIONS	PHON	
FRNT1A	FRONTIER COMMUNICATIONS (SOUTH)	PHON	
HERN0A	HERRIN CITY OF - WATER DEPT.	S&W	
TCIIA	MEDIACOM (JACKSON COUNTY)	CATV	
USIC0A	USIC LOCATING SERVICES	LOCT	

Test B

Ticket Rev Taken Oper
 Old Ticket Taken Oper

Phone Ext P Company C

Caller C MUCH CONT

Address

Zip State City

Fax Callback C

Site Contact Phone Ext

Email

State County Place

Sub-division Place

Address Street ST

Nearest Cross-street NC 1/4?

Lat Lng L CPG Grids

Grids (2)

Additional Address or Direction To Jobsite Info

Lookup
State County C
Place P
Address G
Street Swap
Cross1 Swap
Cross2

1-Find | 2-Search | 3-Intersection | 4-Grid | 5-Place | 6-Lat/Long
7-Location | 9-Ortho | L-Layers

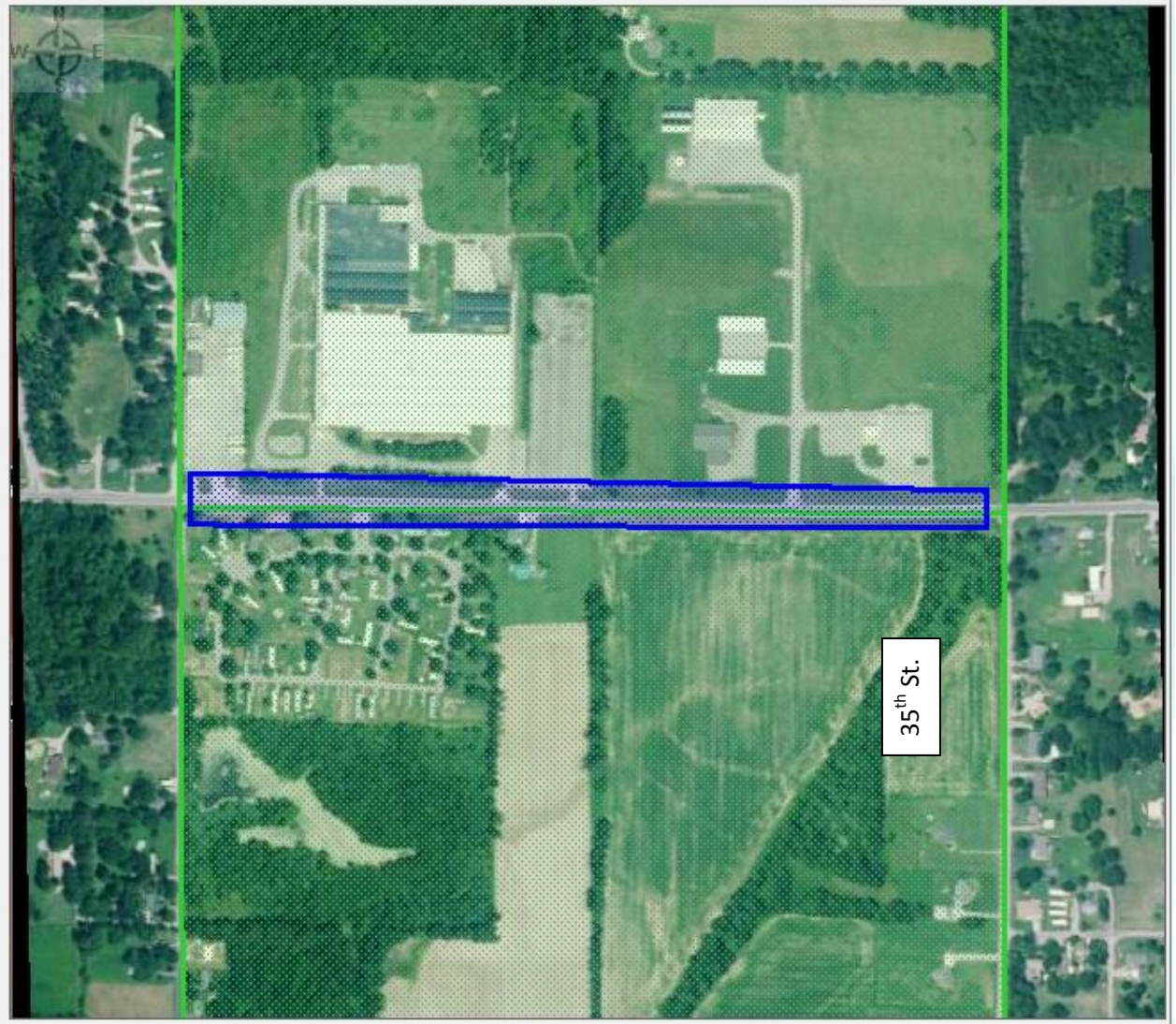
Show Hide Streets

Transparency 1.0

Colors
Red
Green
Blue
Gamma
Reset

Angle/Zoom/Offset
Angle
X Zoom
Y Zoom
X Offset
Y Offset
Reset

0, 1, 1, 0, 0



Move Grids Bulls Near Place Point + Poly Line Blk Buff 153 C CL 1 2 3 4 5 Z A G
St C1 C2 Streets Ints Dist Fade L Pdrw Ldrw Seg F + - < Save All Save Cancel

37.807195 -89.060856 1000 3,199 ft H by 3,809 ft W

Herrin Road Utilities East of Herrin

EXHIBIT - 6I

Inq New Extend Full Ticket Web Test Today

Ticket Rev Taken Oper
 Old Ticket Taken Oper

Chan Type Prty Lookup Category

Work Type

Extent Boring Depth > 7ft

Pre-Marked Done For

Work Date (SUN) Dig By Date Expires Date Meet RR

Remarks

Map

Members (7)

Code	Name	Type	A/R
FERG0A	FERGES WATER DISTRICT	WATR	
FRNT1A	FRONTIER COMMUNICATIONS (SOUTH)	PHON	
GLXY0A	ZITO MEDIA	CATV	
MARP7A	MARATHON PIPE LINE LLC	PIPE	
SIEC0A	SOUTHEASTERN IL ELECTRIC COOP. INC.	ELEC	
TCIIA	MEDIACOM (JACKSON COUNTY)	CATV	
USIC0A	USIC LOCATING SERVICES	LOCT	

Additional Address or Direction To Jobsite Info
 IN THE TOWNSHIP OF HERRIN.

Test

Ticket Rev Taken Oper
 Old Ticket Taken Oper

Phone Ext P Company C
 Caller C MUCH

Address
 Zip State City
 Fax Callback C
 Site Contact Phone Ext
 Email

State County Place
 Sub-division Place

Address Street ST
 Nearest Cross-street NC 1/4?
 Lat Lng L CPG Grids

Grids (4)

Additional Address or Direction To Jobsite Info
 IN THE TOWNSHIP OF HERRIN.

Chan Type Prty Lookup Category

Work Type

Extent Boring Depth > 7ft

Pre-Marked Done For

Work Date (SUN) Dig By Date Expires Date Meet RR

Remarks

Map

Members (7)

Code	Name	Type	A/R
FERG0A	FERGES WATER DISTRICT	WATR	
FRNT1A	FRONTIER COMMUNICATIONS (SOUTH)	PHON	
GLXY0A	ZITO MEDIA	CATV	
MARP7A	MARATHON PIPE LINE LLC	PIPE	
SIEC0A	SOUTHEASTERN IL ELECTRIC COOP. INC.	ELEC	
TCIIA	MEDIACOM (JACKSON COUNTY)	CATV	
USIC0A	USIC LOCATING SERVICES	LOCT	

Test

EXHIBIT - 6J

Lookup
 State County C
 Place P
 Address G
 Street Swap
 Cross1 Swap
 Cross2

1-Find | 2-Search | 3-Intersection | 4-Grid | 5-Place | 6-Lat/Long |
 7-Location | 9-Ortho | L-Layers

Show Hide Streets

Transparency

Colors
 Red
 Green
 Blue
 Gamma
 Reset

Angle/Zoom/Offset
 Angle
 X Zoom
 Y Zoom
 X Offset
 Y Offset
 Reset



Move Grids Bulls Near Place Point - Poly Line Blk Buff C CL 1 2 3 4 5 Z A G
 St C1 C2 Streets Ints Dist Fade L Pdrw Ldrw Seg F + - < Save All Save Cancel

Herrin Road Utilities West of I-57

EXHIBIT - 6K

Inq New Extend Full Ticket Web Test Today

Ticket Rev Taken Oper
 Old Ticket Taken Oper

Chan Type Prty Lookup Category

Work Type

Extent Boring Depth > 7ft

Pre-Marked Done For

Work Date (SUN) Dig By Date Expires Date Meet RR

Remarks

Map Get Members Add Member Member Info

Submit Suspend Abort

Members (8)

Code	Name	Type	A/R
CIPSSA	AMEREN CIPS	E&G	
FERG0A	FERGES WATER DISTRICT	WATR	
FRNT1A	FRONTIER COMMUNICATIONS (SOUTH)	PHON	
HIGH0A	HIGHWAY 37 NORTH WATER DISTRICT	WATR	
JOHN0A	JOHNSTON CITY CITY OF	S&W	
SIEC0A	SOUTHEASTERN IL ELECTRIC COOP. INC.	ELEC	
TCIIA	MEDIACOM (JACKSON COUNTY)	CATV	
USIC0A	USIC LOCATING SERVICES	LOCT	

Test B

Phone Ext P Company C

Caller C MUCH CONT

Address

Zip State City

Fax Callback C

Site Contact Phone Ext

Email

State County Place

Sub-division Place

Address Street ST

Nearest Cross-street NC 1/4?

Lat Lng L CPG Grids

Grids (4)

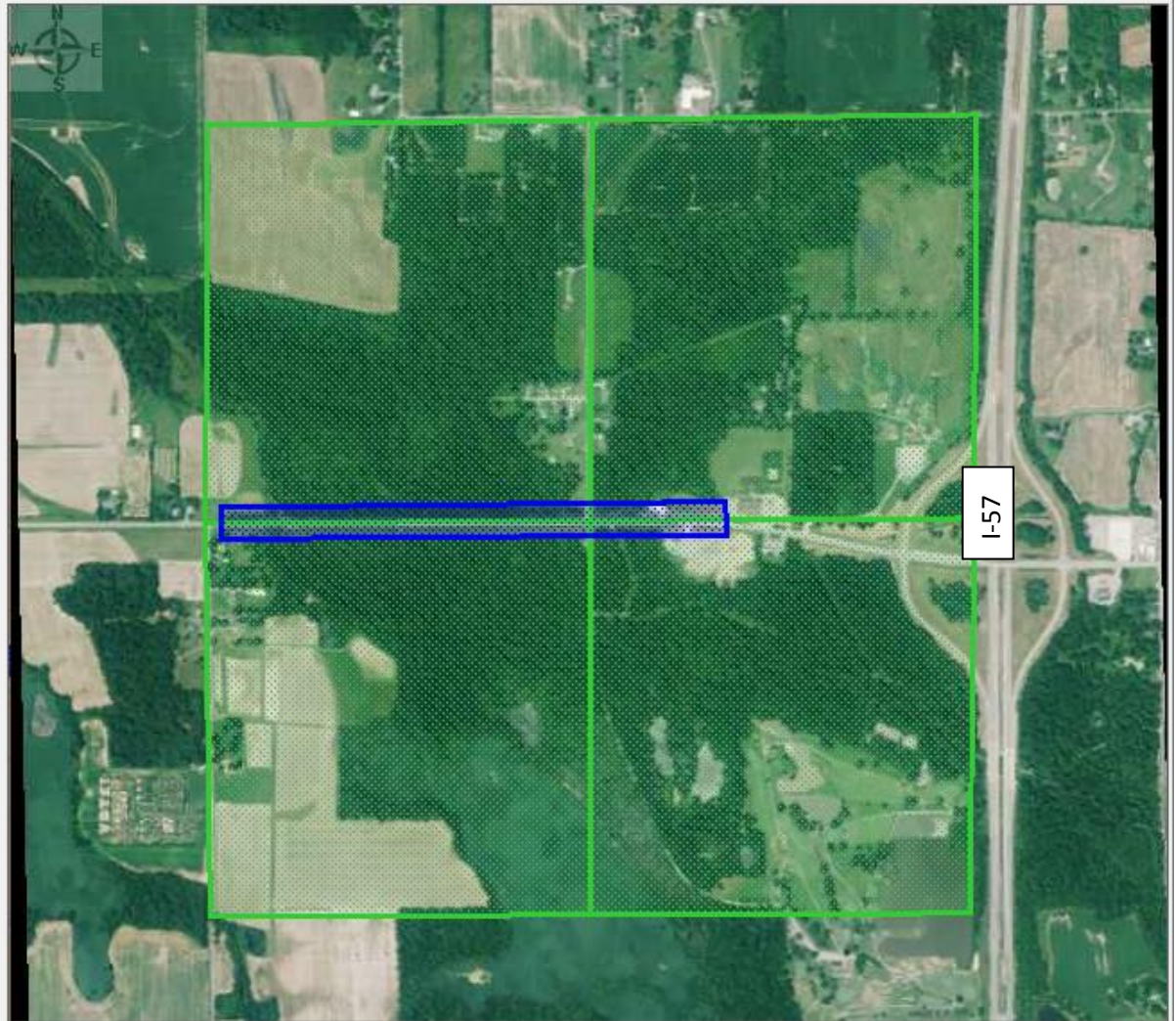
Additional Address or Direction To Jobsite Info

Lookup
State County C
Place P
Address G
Street Swap
Cross1 Swap
Cross2

7-Location | 9-Ortho | L-Layers
1-Find | 2-Search | 3-Intersection | 4-Grid | 5-Place | 6-Lat/Long

Find | Street | Cross 1 | Cross 2
Copy to Street | Copy to Cross 1 | Copy to Cross 2

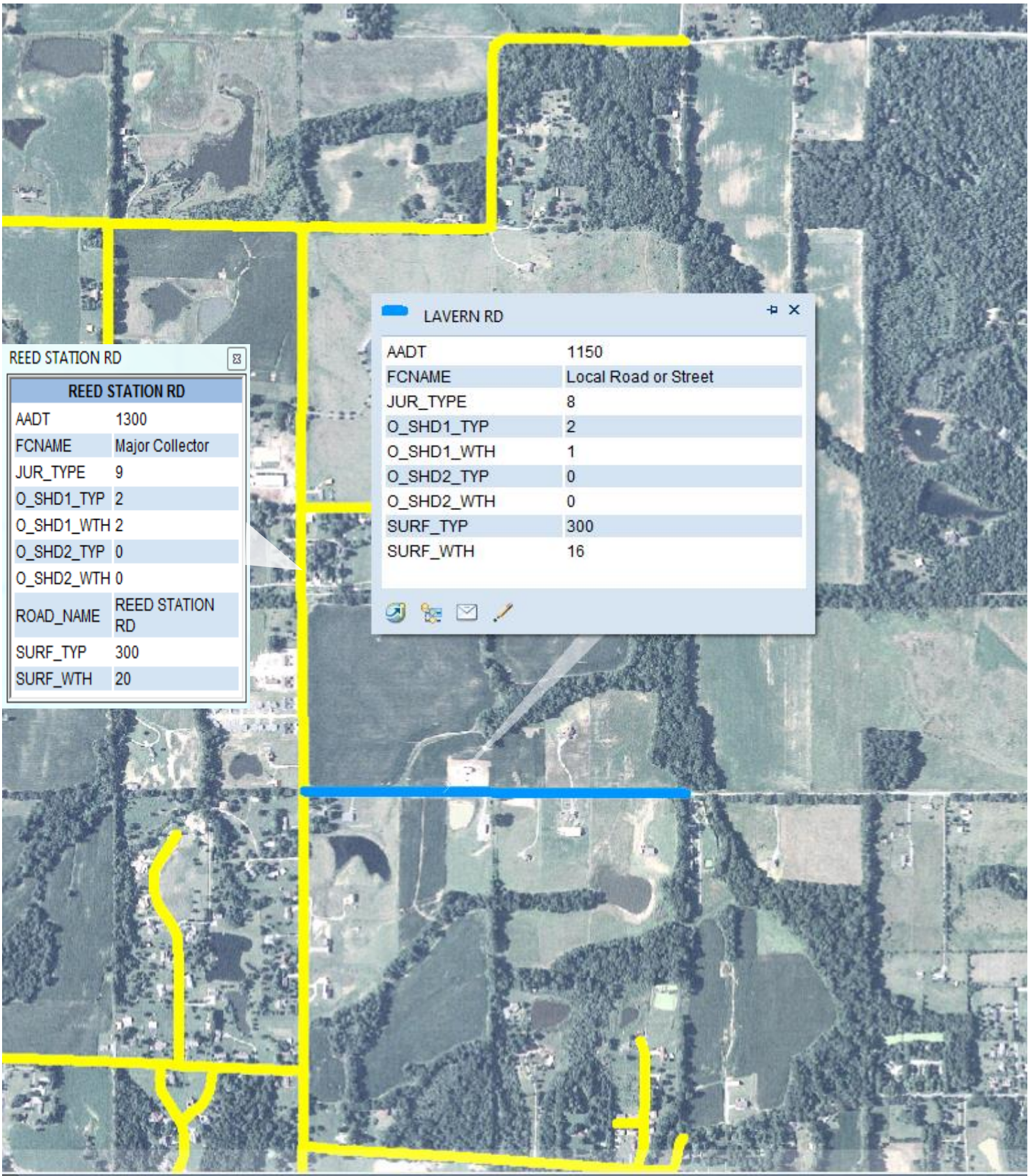
Addr/Parcel | Find Addr | Find Parcel



Move	Grids	Bulls	Near	Place	Point	+	Poly	Line	Blk	Buff	153	C	CL	1	2	3	4	5	Z	A	G
St	C1	C2	Streets	Ints	Dist	Fade	L	Pdrw	Ldrw	Seg	F	+	-	<	Save All	Save	Cancel				

37.817471 -88.969395 2140 1.3 mi H by 1.5 mi W

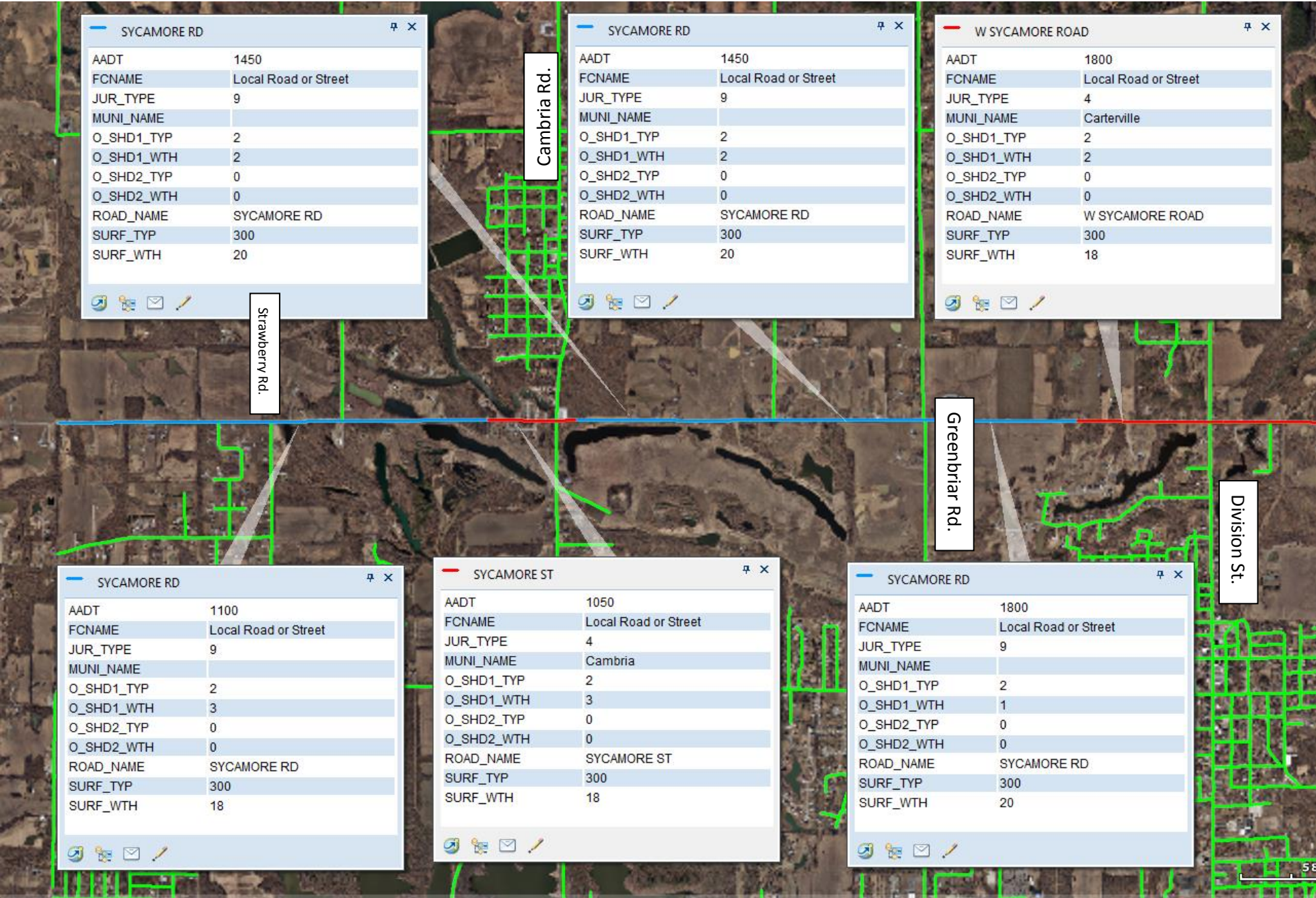
EXHIBIT 7



REED STATION RD	
AADT	1300
FCNAME	Major Collector
JUR_TYPE	9
O_SHD1_TYP	2
O_SHD1_WTH	2
O_SHD2_TYP	0
O_SHD2_WTH	0
ROAD_NAME	REED STATION RD
SURF_TYP	300
SURF_WTH	20

LAVERN RD	
AADT	1150
FCNAME	Local Road or Street
JUR_TYPE	8
O_SHD1_TYP	2
O_SHD1_WTH	1
O_SHD2_TYP	0
O_SHD2_WTH	0
SURF_TYP	300
SURF_WTH	16

EXHIBIT 7B



SYCAMORE RD

AADT	1450
FCNAME	Local Road or Street
JUR_TYPE	9
MUNI_NAME	
O_SHD1_TYP	2
O_SHD1_WTH	2
O_SHD2_TYP	0
O_SHD2_WTH	0
ROAD_NAME	SYCAMORE RD
SURF_TYP	300
SURF_WTH	20

SYCAMORE RD

AADT	1450
FCNAME	Local Road or Street
JUR_TYPE	9
MUNI_NAME	
O_SHD1_TYP	2
O_SHD1_WTH	2
O_SHD2_TYP	0
O_SHD2_WTH	0
ROAD_NAME	SYCAMORE RD
SURF_TYP	300
SURF_WTH	20

W SYCAMORE ROAD

AADT	1800
FCNAME	Local Road or Street
JUR_TYPE	4
MUNI_NAME	Cartersville
O_SHD1_TYP	2
O_SHD1_WTH	2
O_SHD2_TYP	0
O_SHD2_WTH	0
ROAD_NAME	W SYCAMORE ROAD
SURF_TYP	300
SURF_WTH	18

SYCAMORE RD

AADT	1100
FCNAME	Local Road or Street
JUR_TYPE	9
MUNI_NAME	
O_SHD1_TYP	2
O_SHD1_WTH	3
O_SHD2_TYP	0
O_SHD2_WTH	0
ROAD_NAME	SYCAMORE RD
SURF_TYP	300
SURF_WTH	18

SYCAMORE ST

AADT	1050
FCNAME	Local Road or Street
JUR_TYPE	4
MUNI_NAME	Cambria
O_SHD1_TYP	2
O_SHD1_WTH	3
O_SHD2_TYP	0
O_SHD2_WTH	0
ROAD_NAME	SYCAMORE ST
SURF_TYP	300
SURF_WTH	18

SYCAMORE RD

AADT	1800
FCNAME	Local Road or Street
JUR_TYPE	9
MUNI_NAME	
O_SHD1_TYP	2
O_SHD1_WTH	1
O_SHD2_TYP	0
O_SHD2_WTH	0
ROAD_NAME	SYCAMORE RD
SURF_TYP	300
SURF_WTH	20

SHLD TYPE KEY: 2=sod, 3=aggregate, 5=HMA, 9=C&G

SURF TYPE KEY: 300=O&C, 500=HMA FD, 600=HMA over PCC, 700=PCC

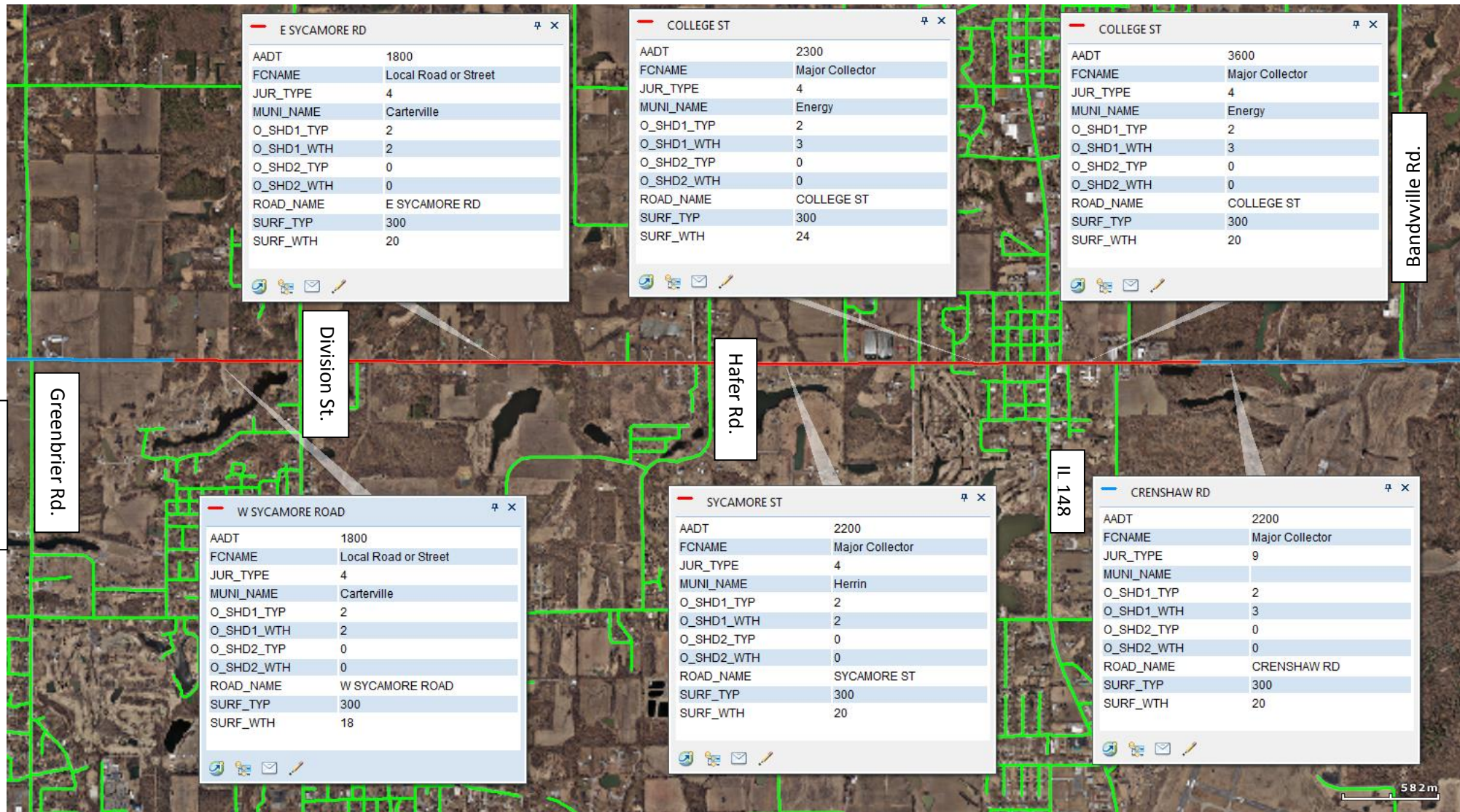
JURISDICTION KEY: 1=State, 3=County 4=City, 9=TWNSHP

State Maintenance —

County Maintenance —

Municipal Maintenance —

EXHIBIT 7C



SHLD TYPE KEY: 2=sod, 3=aggregate, 5=HMA, 9=C&G

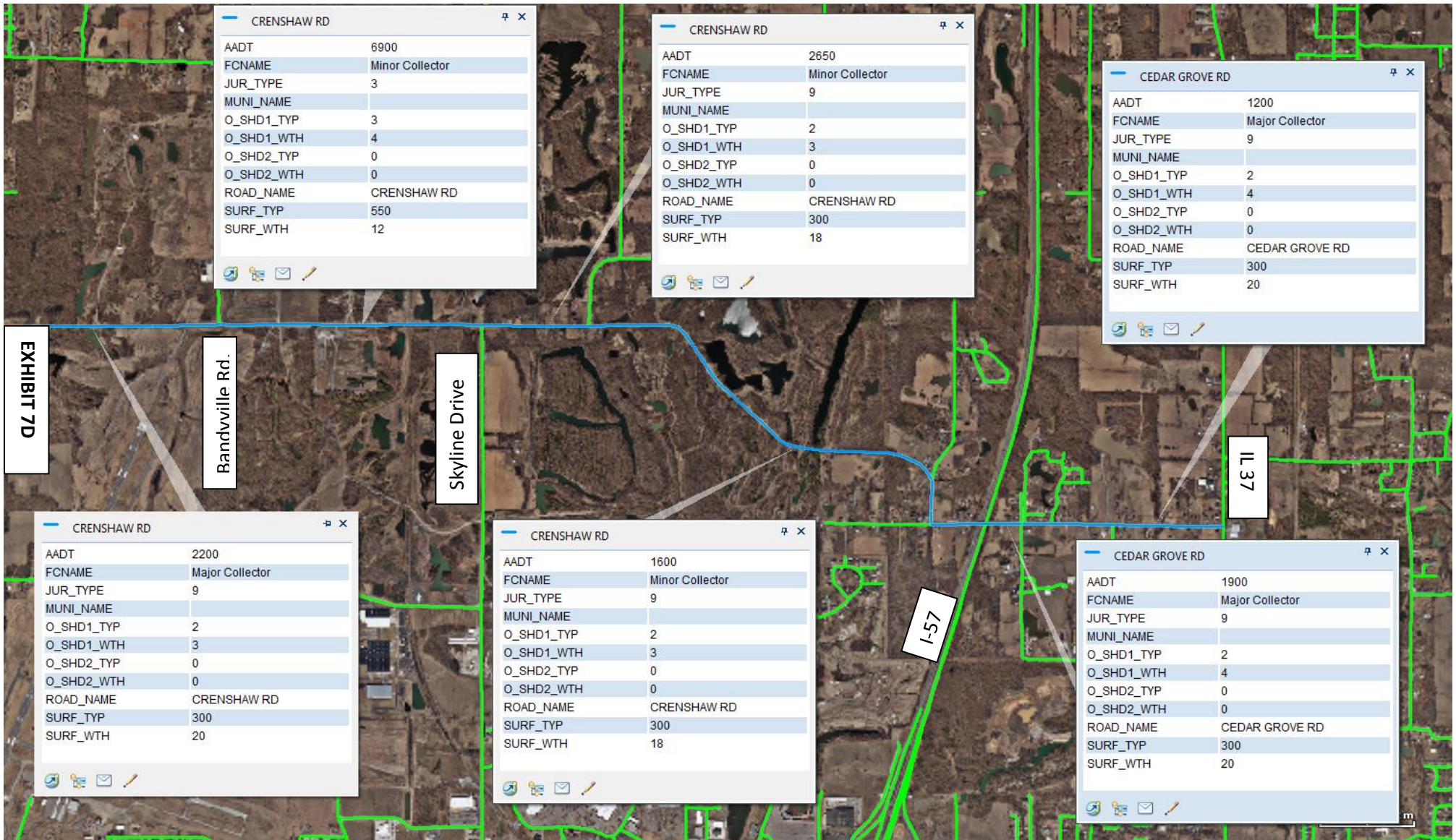
SURF TYPE KEY: 300=O&C, 500=HMA FD, 600=HMA over PCC, 700=PCC

JURISDICTION KEY: 1=State, 3=County 4=City, 9=TWNSHP

State Maintenance —

County Maintenance —

Municipal Maintenance —



SHLD TYPE KEY: 2=sod, 3=aggregate, 5=HMA, 9=C&G

SURF TYPE KEY: 300=O&C, 500=HMA FD, 600=HMA over PCC, 700=PCC

JURISDICTION KEY: 1=State, 3=County 4=City, 9=TWNSHP

State Maintenance —

County Maintenance —

Municipal Maintenance —

EXHIBIT 7E



LAVERN RD – LOOKING WEST AT REED STA. RD INTERSECTION

EXHIBIT 7F



LAVERN RD – LOOKING EAST NEAR REED STA. RD INTERSECTION

EXHIBIT 7G



SYCAMORE RD – LOOKING WEST AT BURGHOFF STREET

EXHIBIT 7H



SYCAMORE RD – LOOKING WEST AT CAMBRIA ROAD

EXHIBIT 71



SYCAMORE RD – LOOKING EAST (EAST OF CAMBRIA ROAD)



SYCAMORE RD – LOOKING WEST AT GREENBRIAR RD

EXHIBIT 7K



SYCAMORE RD – LOOKING EAST NEAR GREENBRIAR RD

EXHIBIT 7L



SYCAMORE RD – LOOKING WEST TOWARD DIVISION ST

EXHIBIT 7M



SYCAMORE RD – LOOKING EAST TOWARD BIRCH LANE

EXHIBIT 7N



COLLEGE ST LOOKING WEST BETWEEN 27TH STREET & HAVER RD

EXHIBIT 70



COLLEGE ST LOOKING EAST NEAR 27TH STREET

EXHIBIT 7P



COLLEGE ST LOOKING WEST NEAR MAPLE STREET

EXHIBIT 7Q



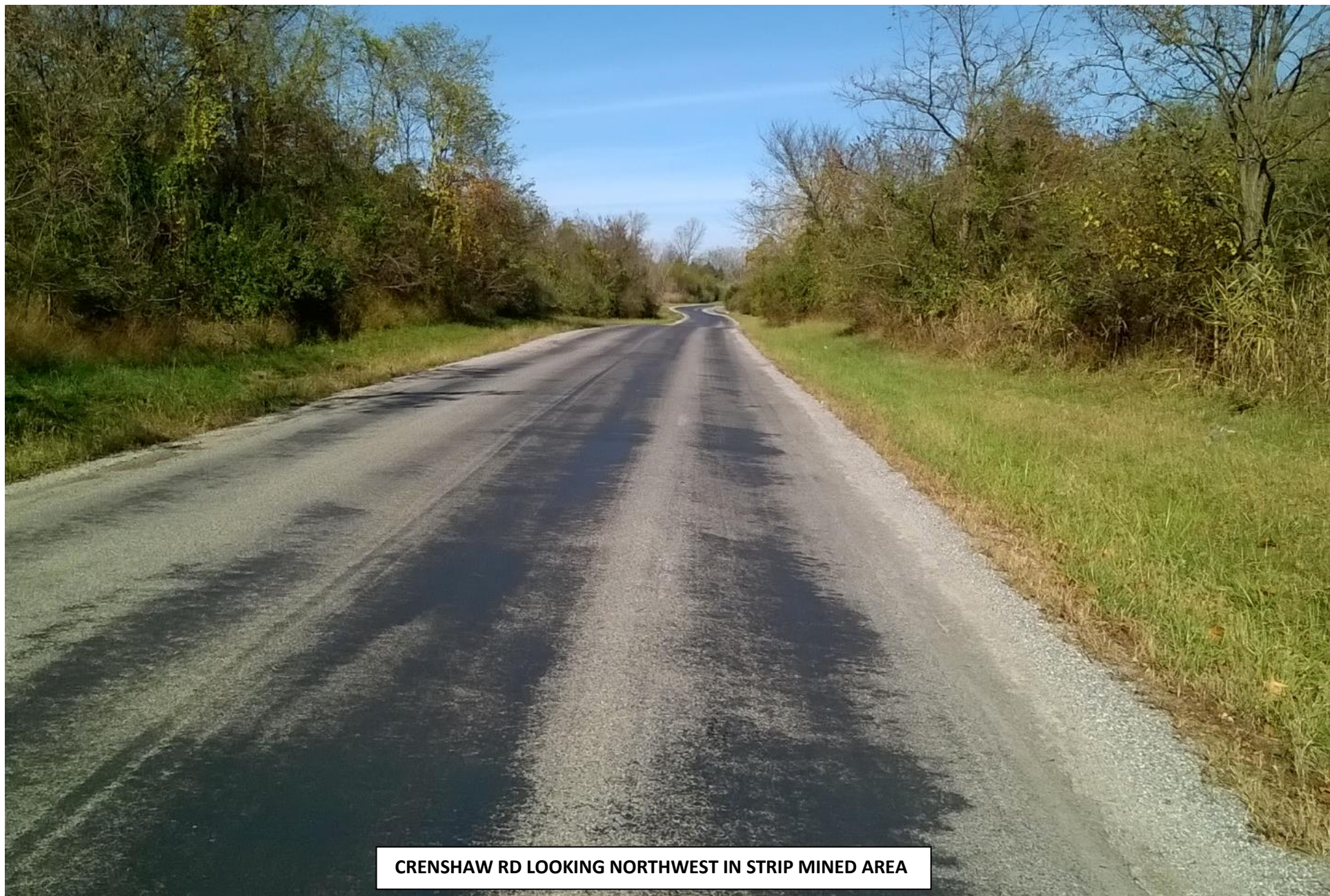
COLLEGE ST LOOKING WEST TOWARD IL 148

EXHIBIT 7R



CRENSHAW RD LOOKING WEST TOWARD BANDYVILLE RD

EXHIBIT 7S



CRENSHAW RD LOOKING NORTHWEST IN STRIP MINED AREA

EXHIBIT 7T



PEASE RD LOOKING NORTH TOWARD CRENSHAW RD INTERSECTION

EXHIBIT 7U



CEDAR GROVE RD LOOKING WEST TOWARD PEASE RD INTERSECTION

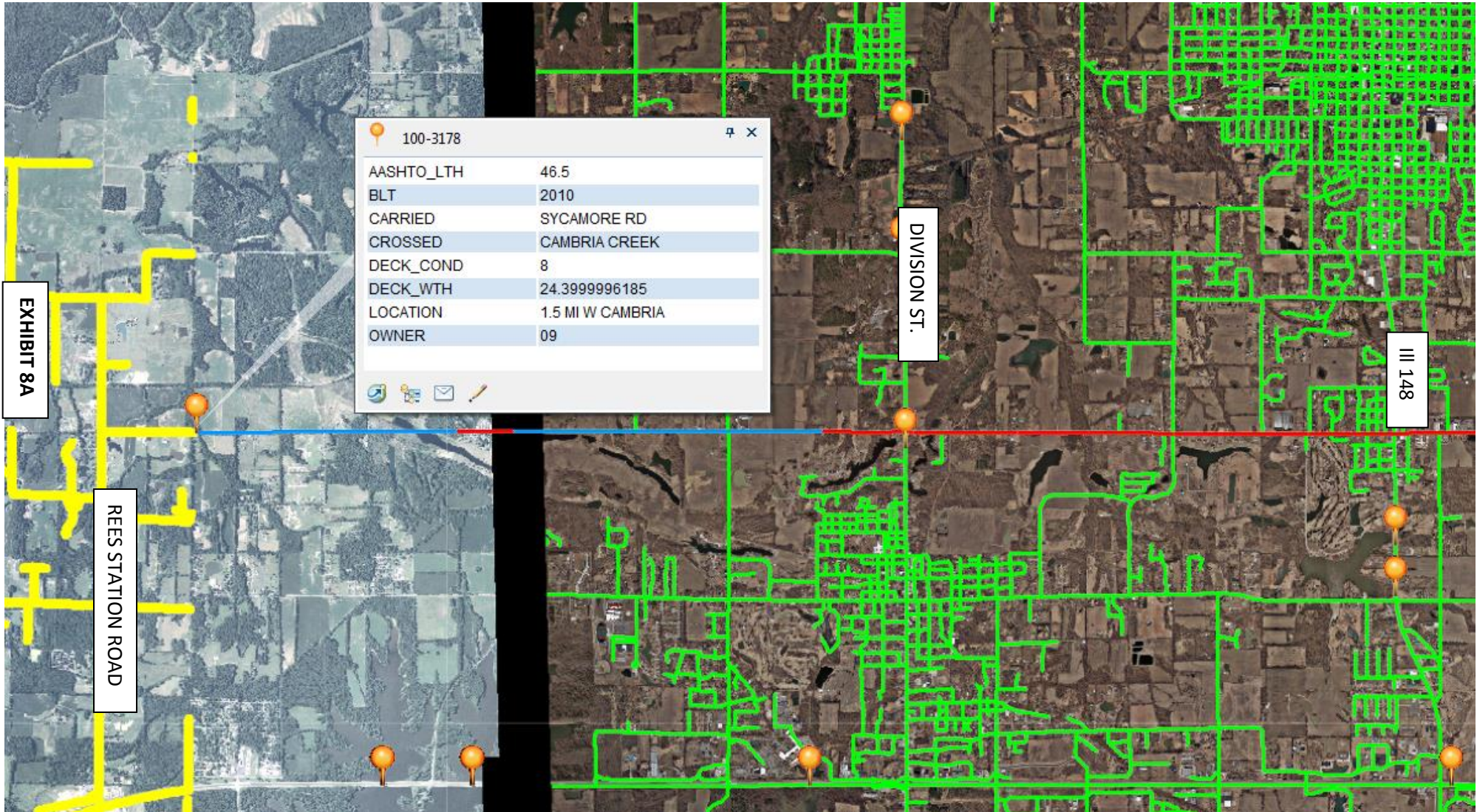
EXHIBIT 7V



CEDAR GROVE RD LOOKING WEST EAST OF IL 37

EXHIBIT 8

CRENSHAW/COLLEGE/SYCAMORE RD – EXISTING STRUCTURES



CRENSHAW/COLLEGE/SYCAMORE RD – EXISTING STRUCTURES



EXHIBIT 8C



STRUCTURE 100-3178 LOOKING WEST

EXHIBIT 8D



STRUCTURE 100-3178 LOOKING SOUTHWEST

EXHIBIT 8E



STRUCTURE 100-0054 LOOKING WEST

EXHIBIT 8F



STRUCTURE 100-0054 LOOKING SOUTH

EXHIBIT 9

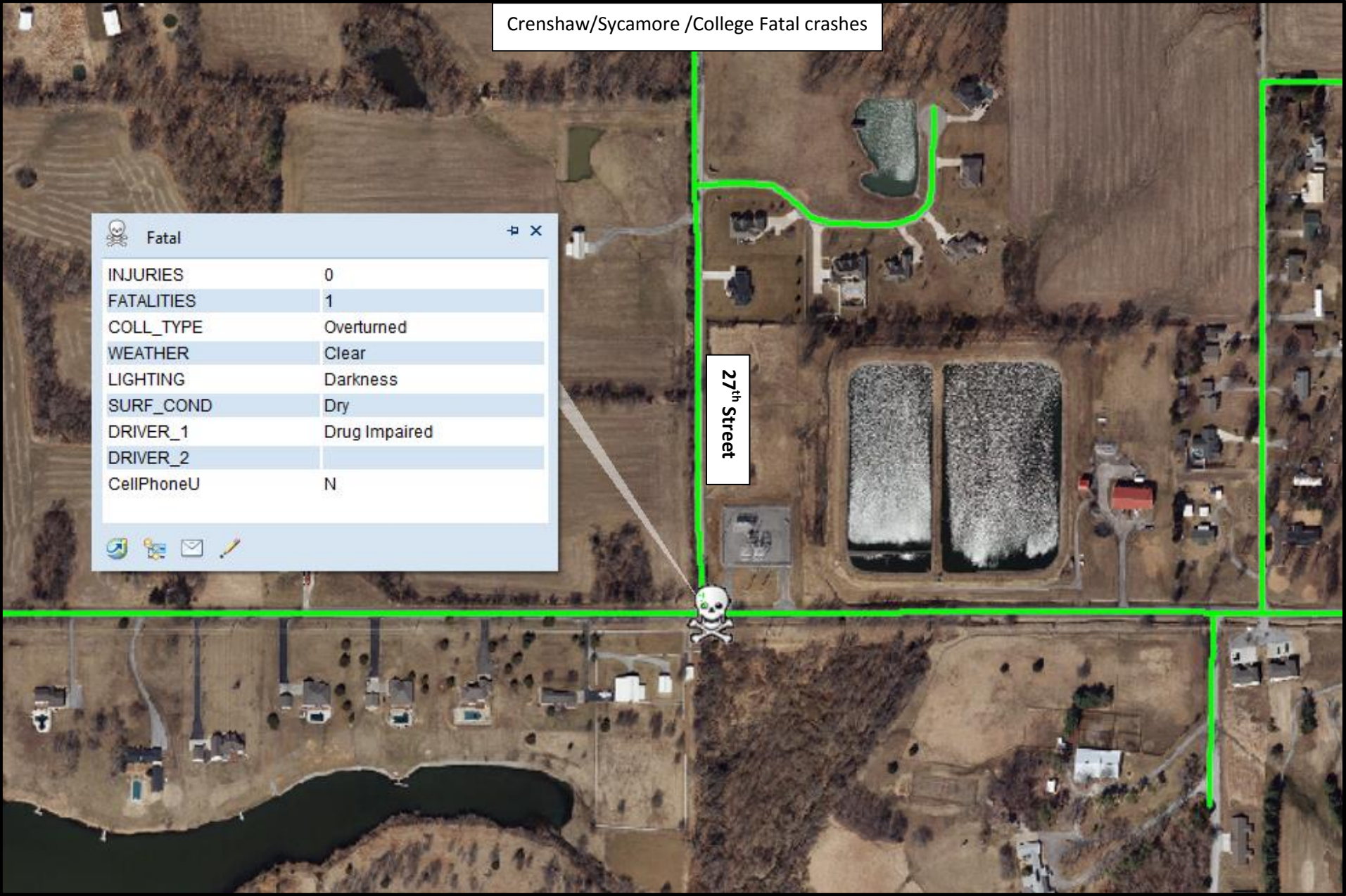
Crenshaw/Sycamore /College Fatal crashes

Fatal	
INJURIES	0
FATALITIES	1
COLL_TYPE	Overturned
WEATHER	Clear
LIGHTING	Darkness
SURF_COND	Dry
DRIVER_1	Drug Impaired
DRIVER_2	
CellPhoneU	N

27th Street



EXHIBIT 9A



Crenshaw/College/Sycamore 5% Segments

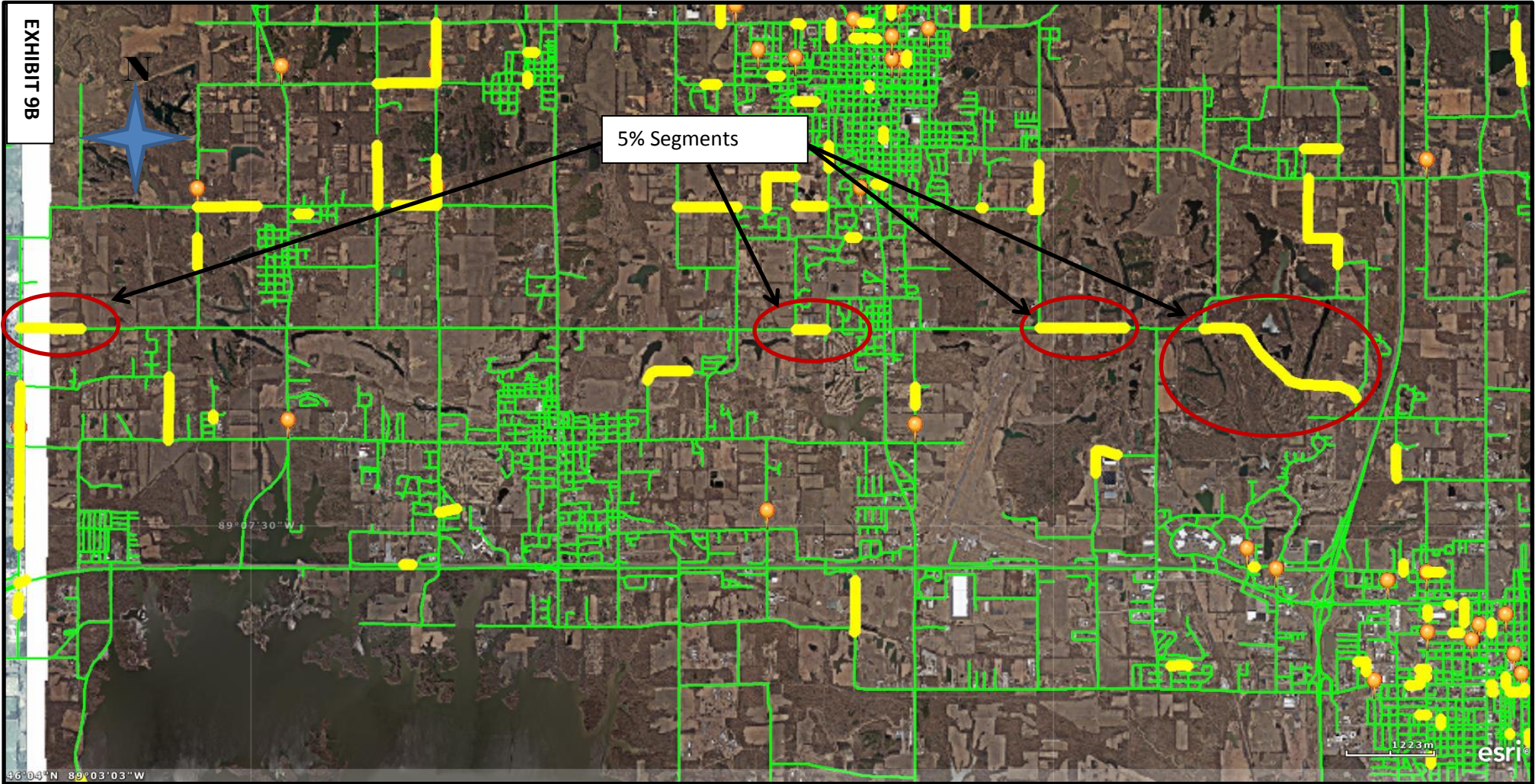


EXHIBIT 10

All Right of Way shown is Approximated

EXHIBIT 10A





EXHIBIT 10C

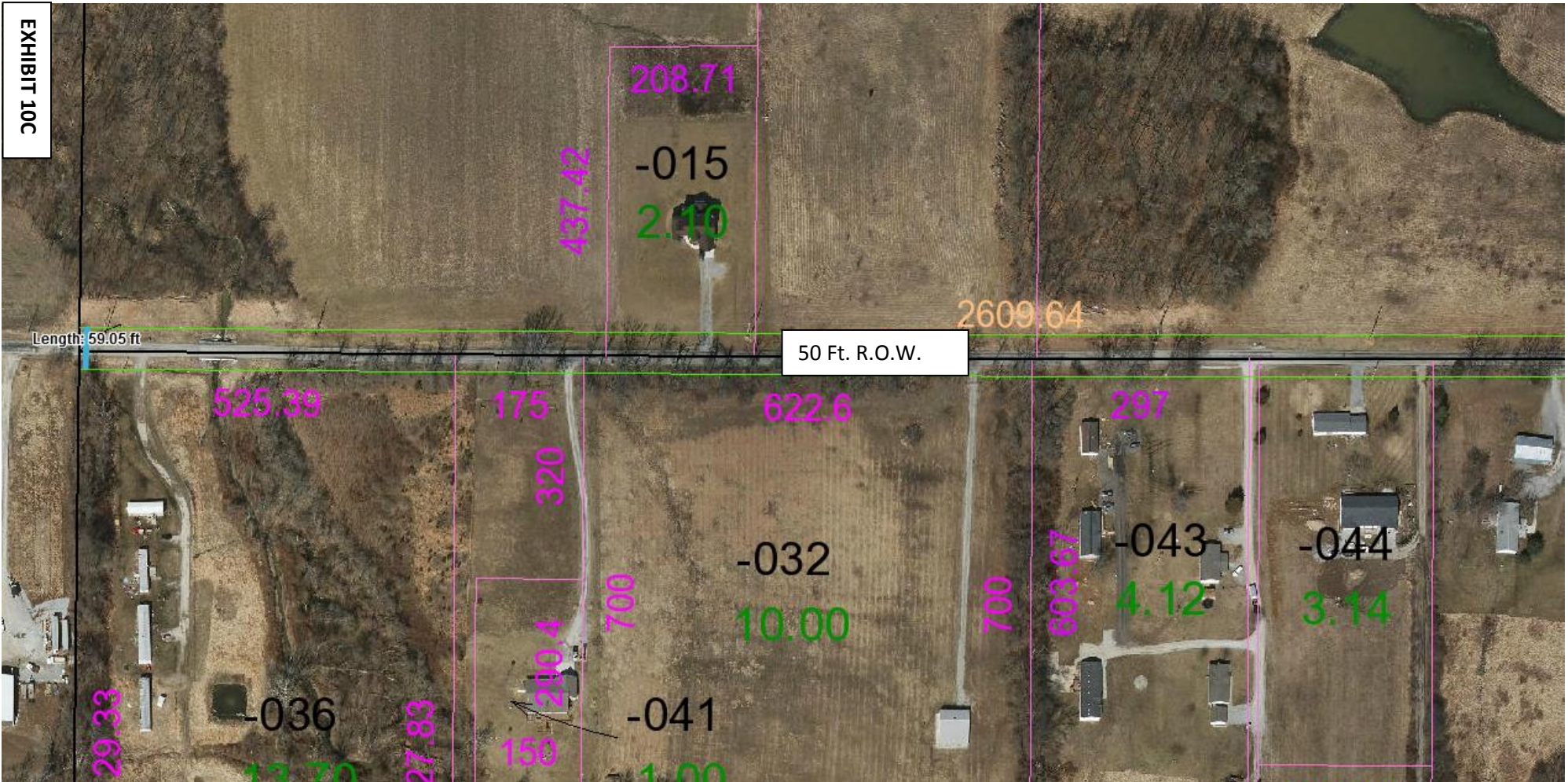


EXHIBIT 10D



Strawberry Rd.

50 Ft. R.O.W.

-009
2.00

-013
2.24

-020

EXHIBIT 10E

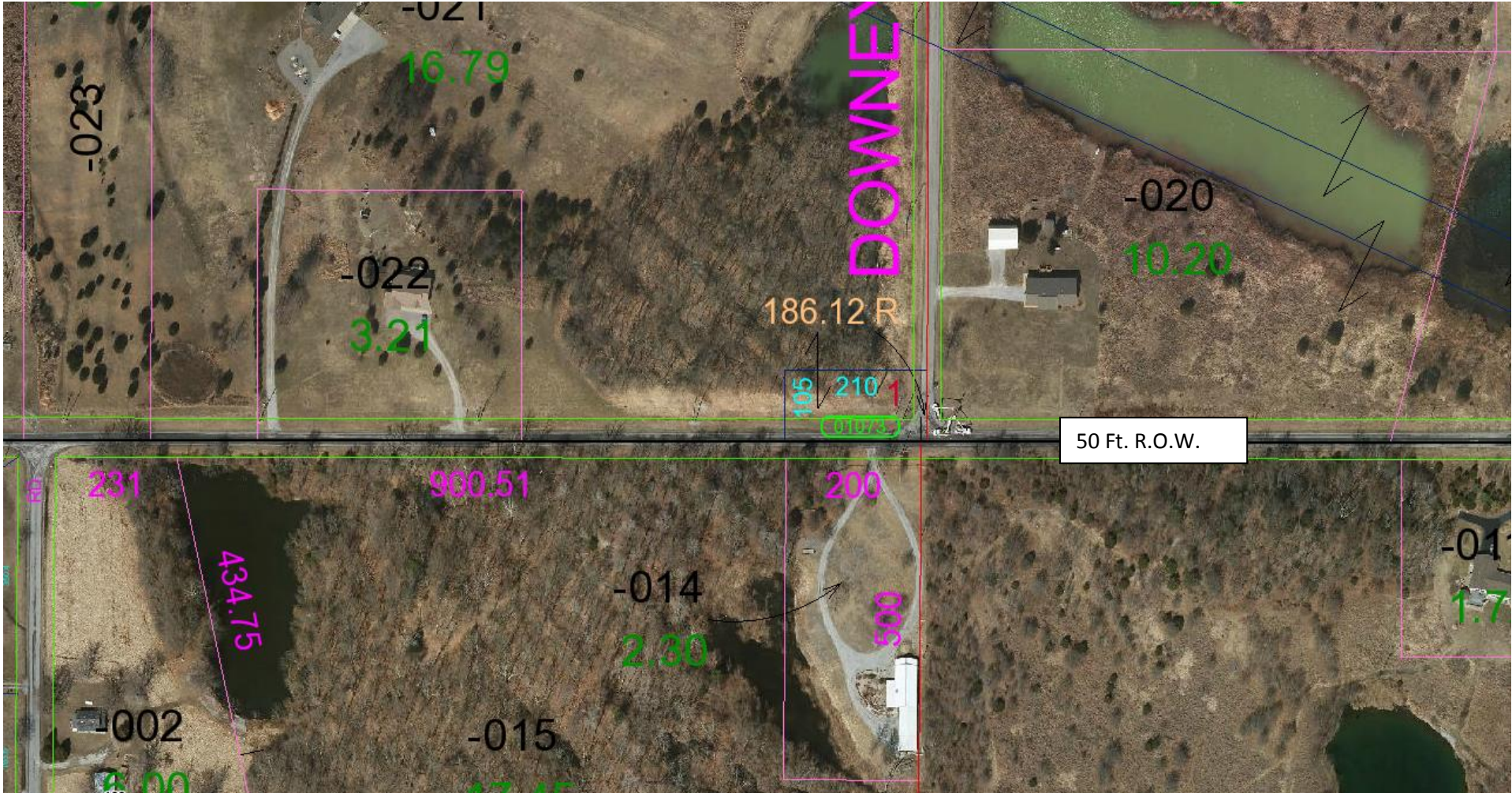


EXHIBIT 10F



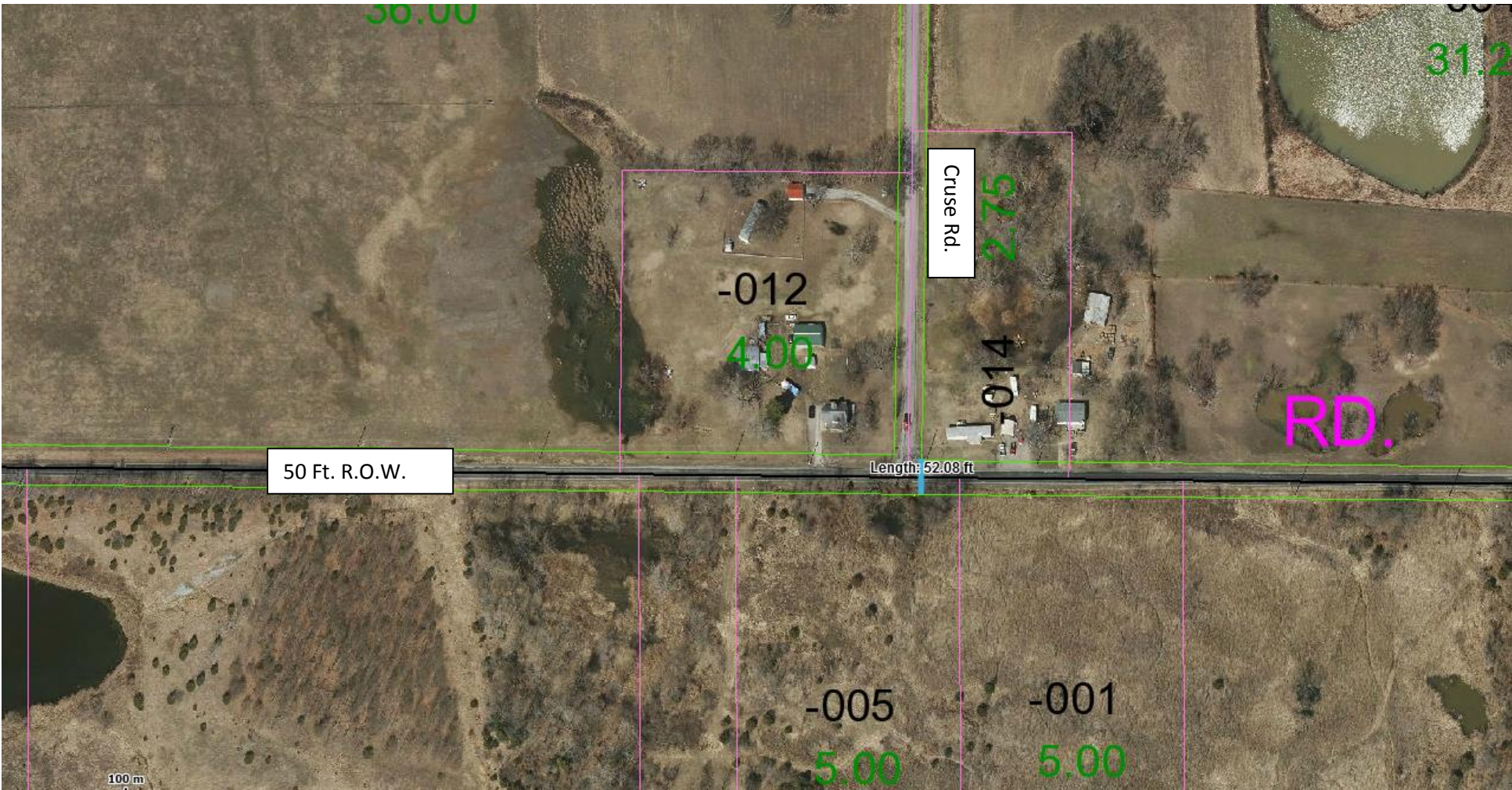
EXHIBIT 10G



EXHIBIT 10H



EXHIBIT 101



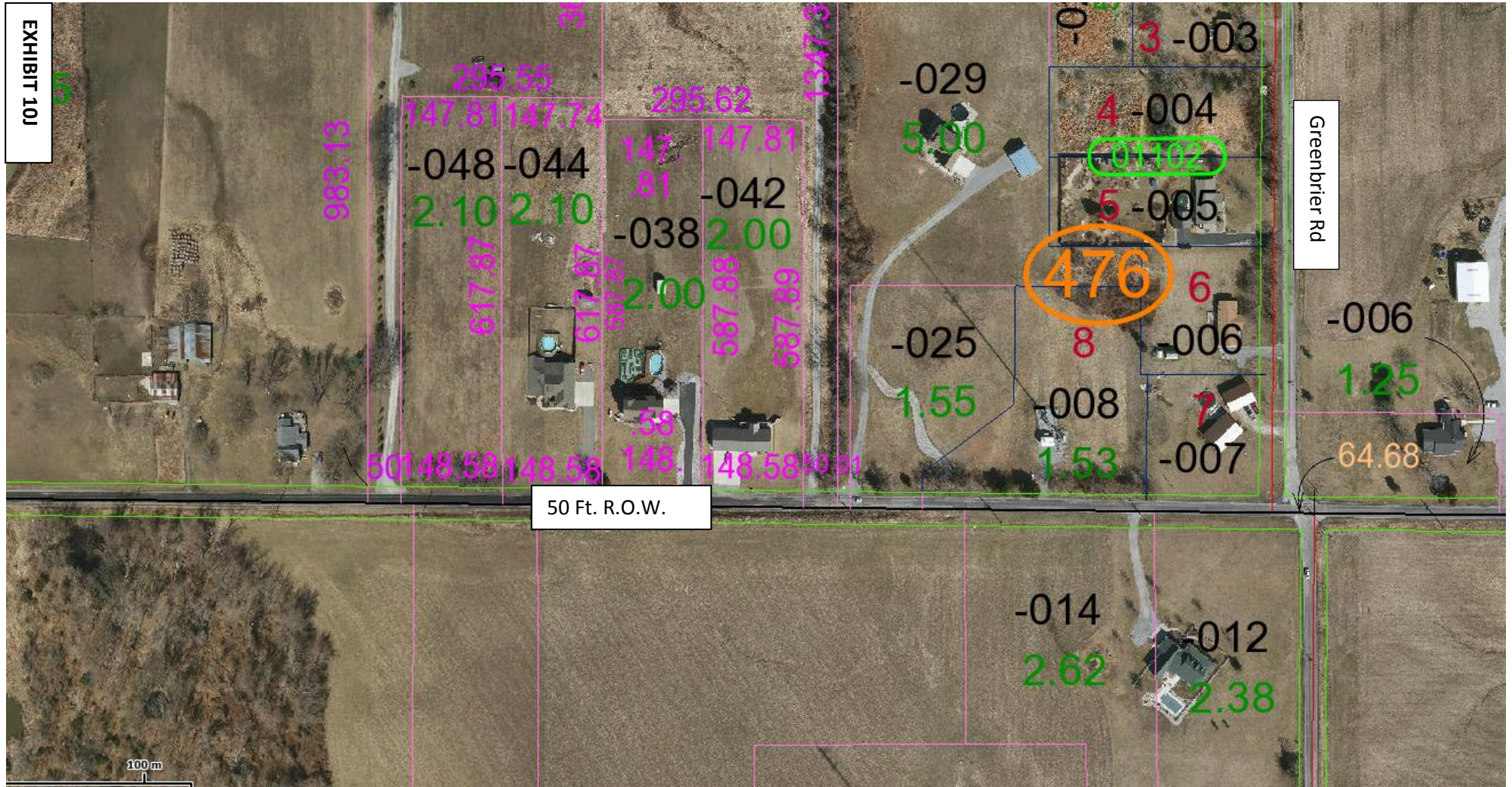


EXHIBIT 10K

38.75

004
20.00

-005
19.70

Pt. -008

Pt. 30

SYCAMORE

RD.

50 Ft. R.O.W.



60 ft. row starts just west of Division St.



EXHIBIT 10N



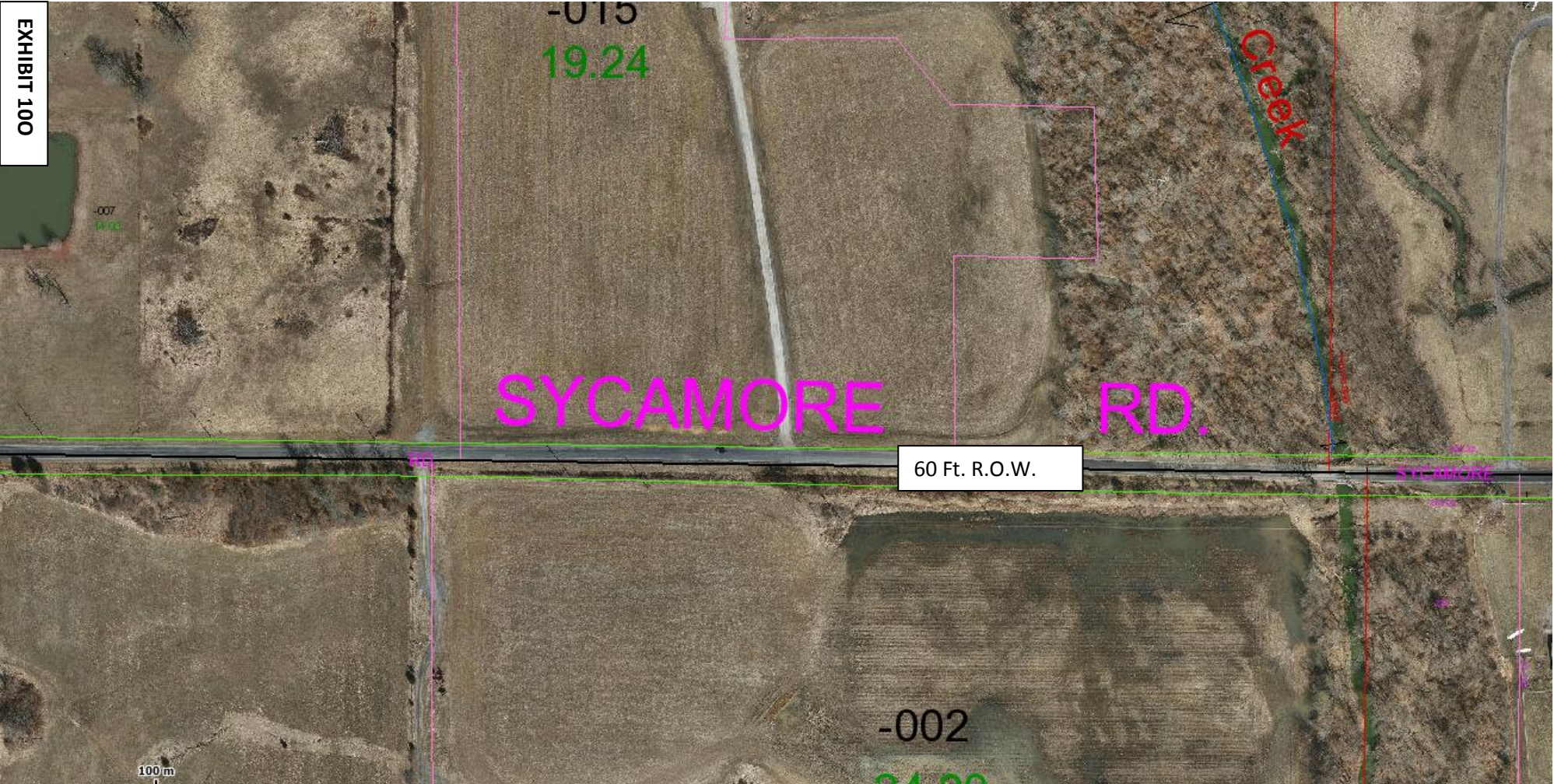
60 Ft. R.O.W.

RD SYCAMORE

100m
400ft

001

EXHIBIT 100



-015
19.24

Creek

SYCAMORE RD.

60 Ft. R.O.W.

-002
24.00

100 m

SYCAMORE

EXHIBIT 10P



60 ft. R.O.W. west of Hafer Rd. – 50 ft. R.O.W. east of Hafer Rd.



EXHIBIT 10R



50 Ft. R.O.W.

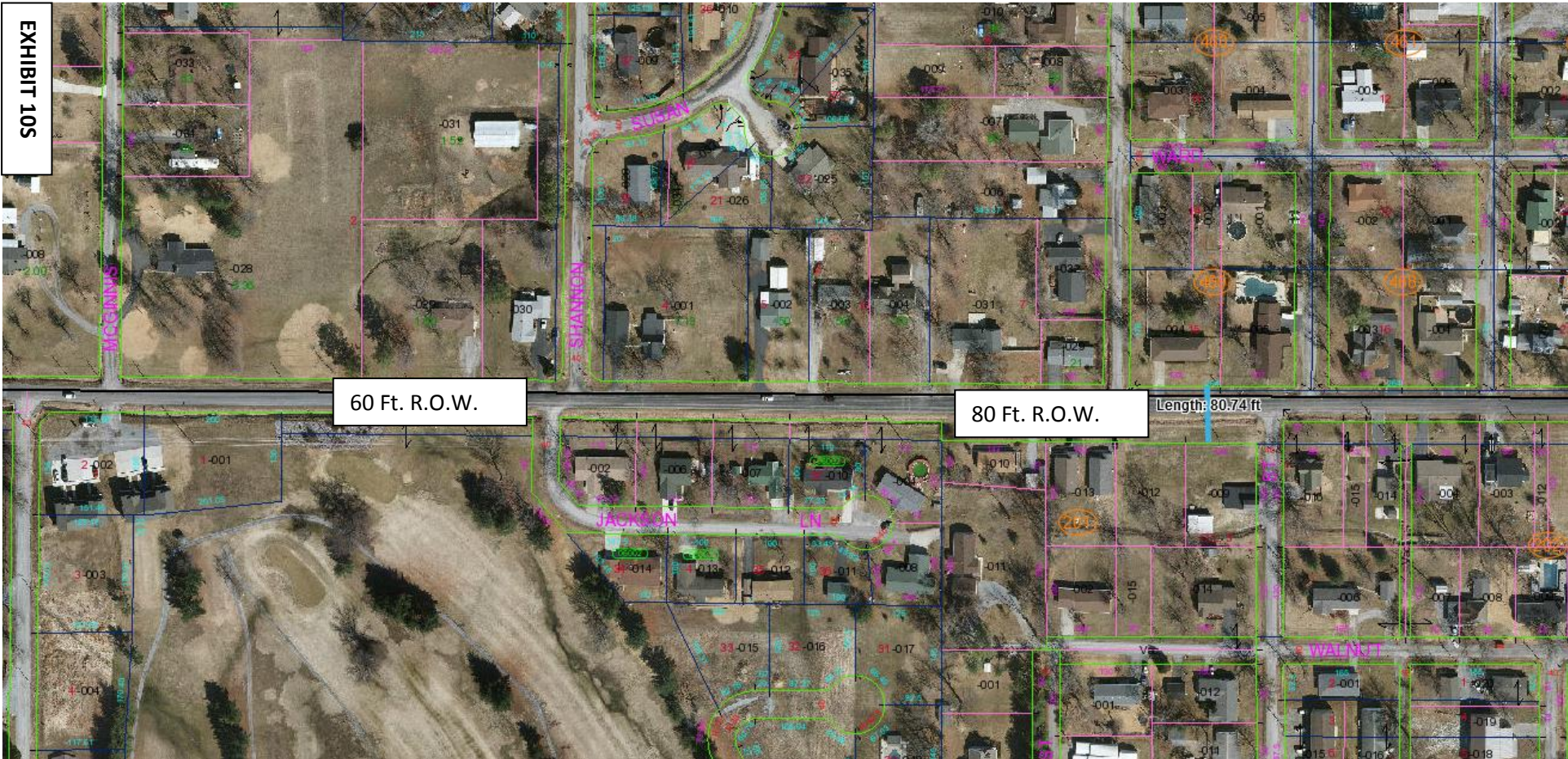


EXHIBIT 10S

60 Ft. R.O.W.

80 Ft. R.O.W.

Length: 8074ft

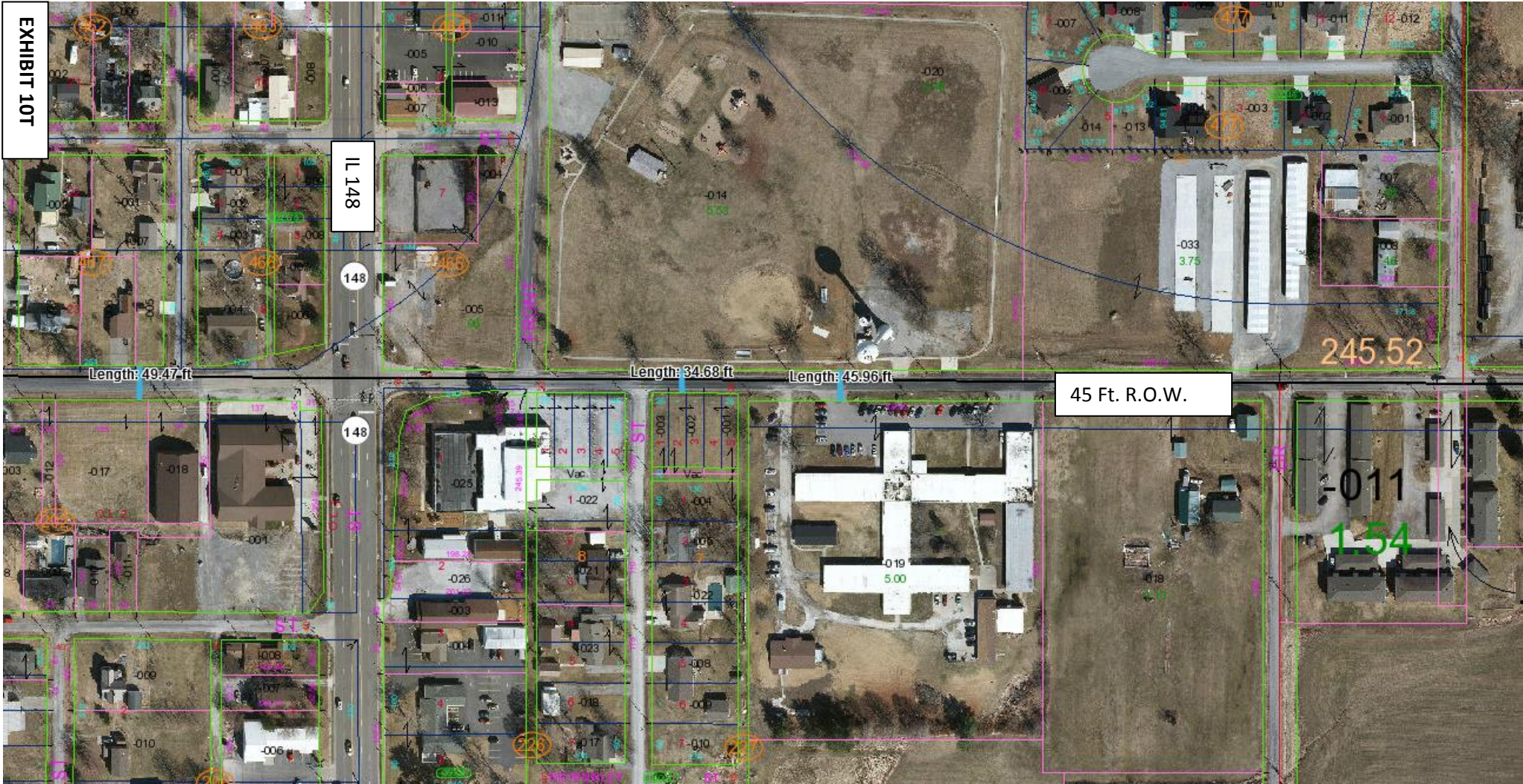


EXHIBIT 10U





EXHIBIT 10V

Length: 50.34 ft

50 Ft. R.O.W.

Length: 79.81 ft

80 Ft. R.O.W.

EXHIBIT 10W



EXHIBIT 10X



EXHIBIT 10Y

08
98

577.5

80 Ft. R.O.W.

Length: 78.99 ft

Length: 79.82 ft

-012
20.00

-011
7.00

-003

R.R.





EXHIBIT 10AA



Decatur Rd.

Length: 100.69 ft

100 Ft. R.O.W.

Length: 60.78 ft

60 Ft. R.O.W.

- 1 - 007
- 2 - 008
- 3 - 009
- 4 - 010
- 5 - 010
- 6 - 011
- 7 - 012

05261

-014
5.87

-013
5.50

-005

EXHIBIT 108B



EXHIBIT 10CC





EXHIBIT 10DD

PRENSHAW

60 Ft. R.O.W.

Length: 58.98 ft

EXHIBIT 10EE

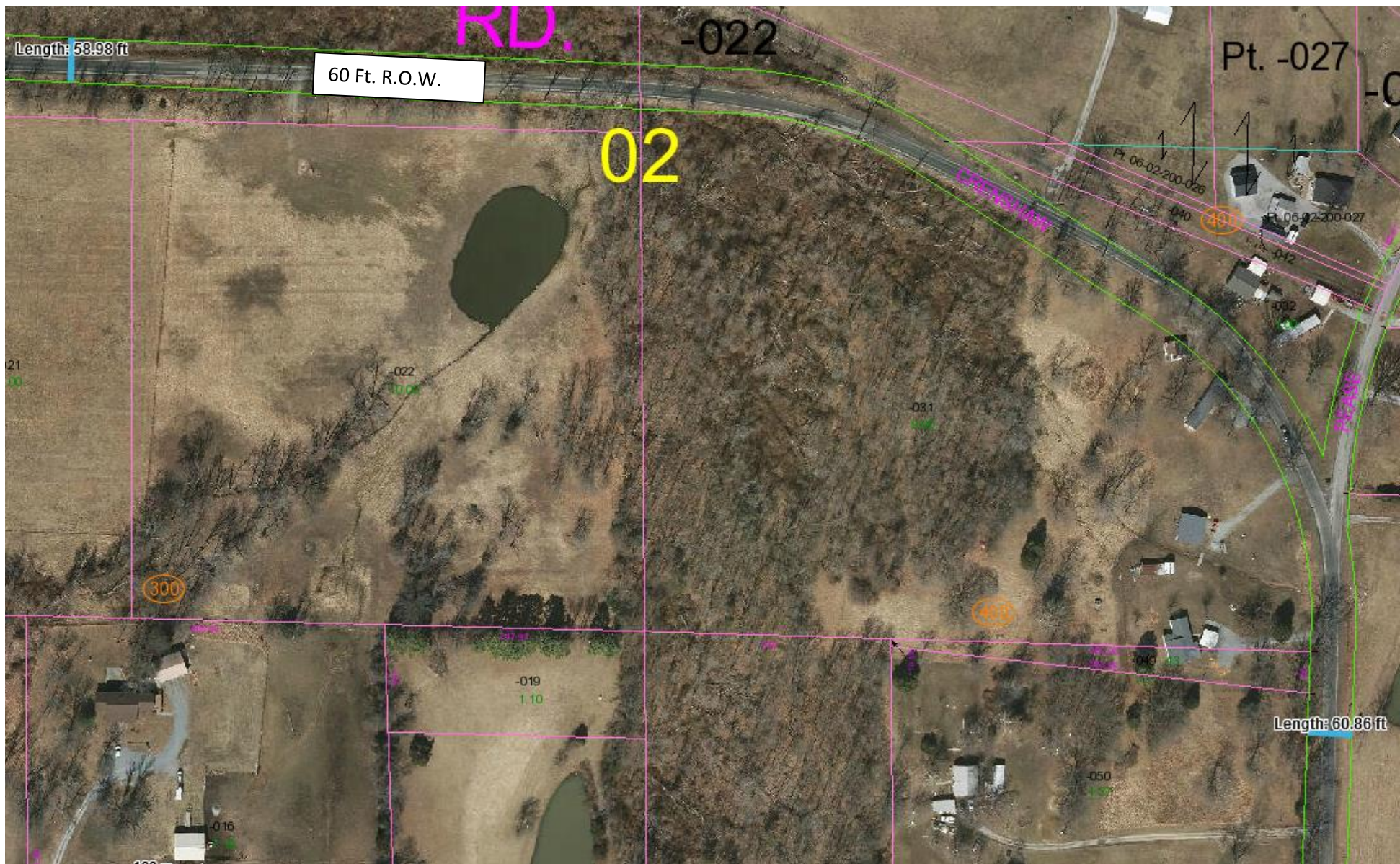
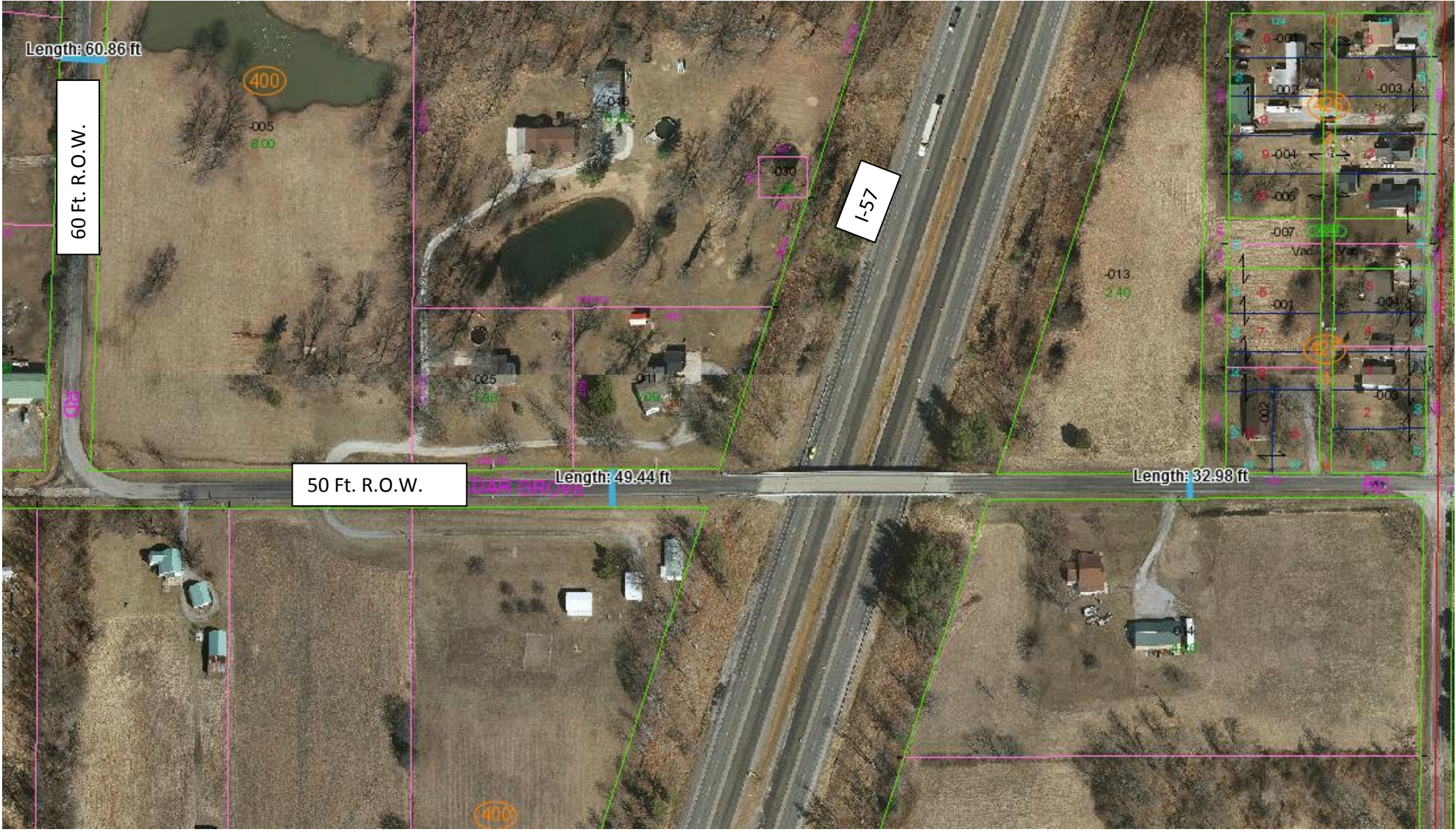


EXHIBIT 10FF



Length: 60.86 ft

60 Ft. R.O.W.

50 Ft. R.O.W.

Length: 49.44 ft

I-57

Length: 32.98 ft

400

005
8.00

025
1.51

011
0.8

030

013
2.40



EXHIBIT 10GG



Length: 59.85 ft

Length: 39.02 ft

40 Ft. R.O.W.

Length: 39.97 ft

Length: 51.34 ft

50 Ft. R.O.W.

EXHIBIT 10HH

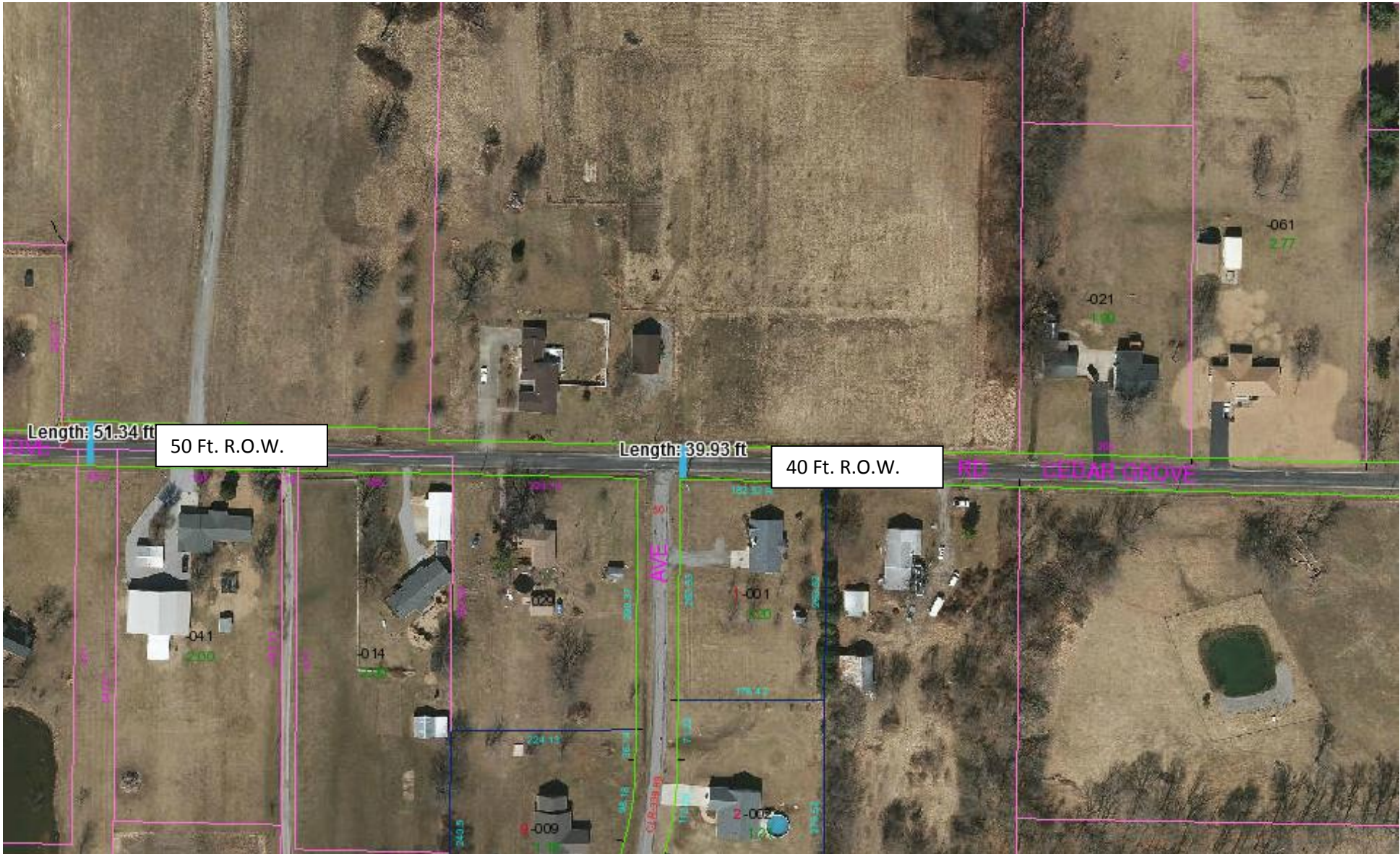


EXHIBIT 1011

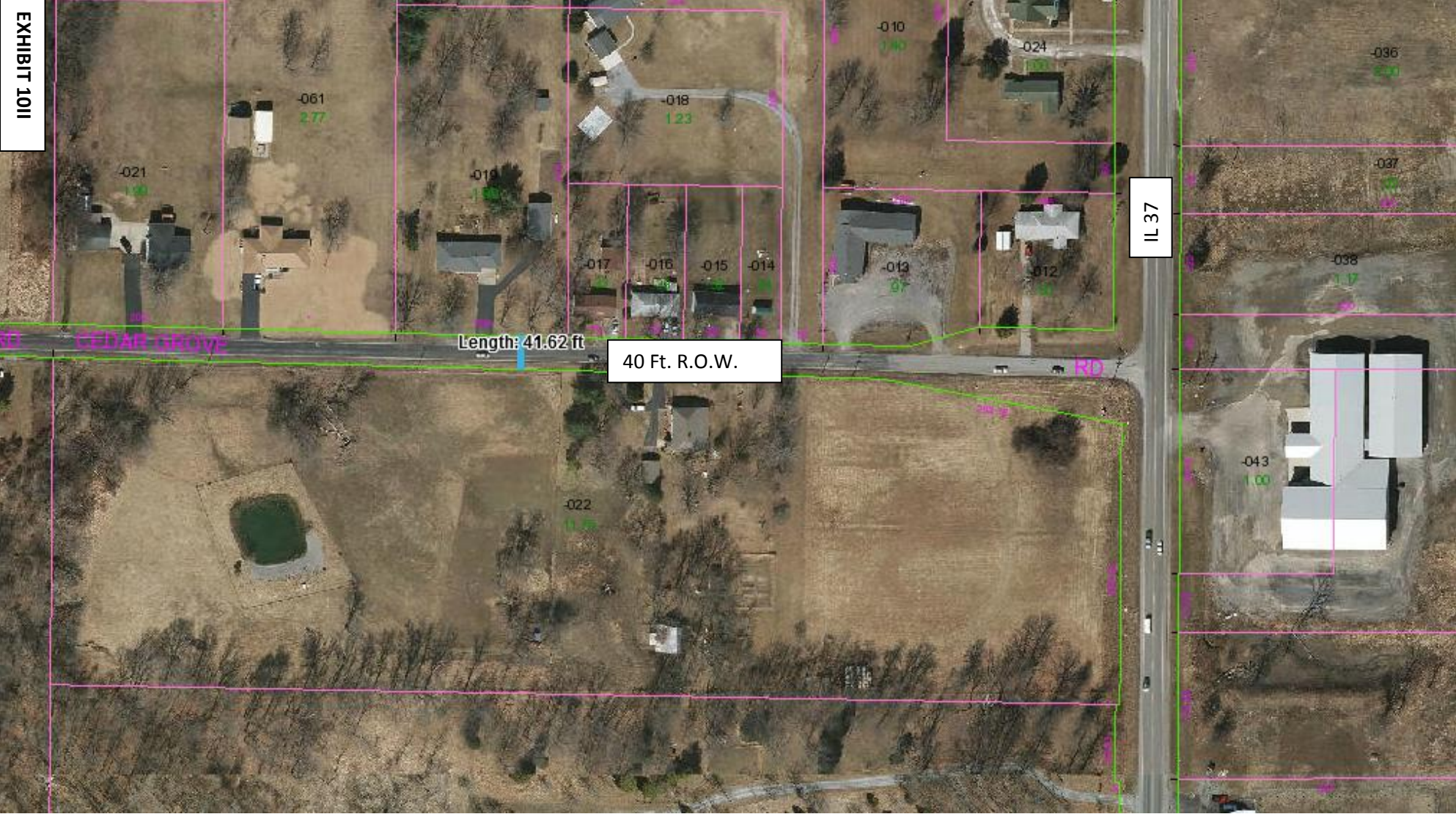


EXHIBIT 11

Lavern Road Utilities east of Reed station rd

EXHIBIT 11A

Inq New Extend Full Ticket Web Test Today

Ticket Rev Taken Oper ZDANKIEW
 Old Ticket Taken Oper

Chan RTE Type NEW Prty NORM Lookup Category LREQ

Work Type

Extent Boring Depth>7ft

Pre-Marked Done For

Work Date (SUN) 11/01/15 08:00 AM Dig By Date 11/03/15 11:59 PM Expires Date 11/17/15 11:59 PM Meet N RR

Remarks

Map Get Members Add Member Member Info

Submit Suspend Abort

Members (5)

Code	Name	Type	A/R
CLWV0A	CLEARWAVE COMMUNICATIONS	PHON	
EGEC0A	EGYPTIAN ELECTRIC COOP	ELEC	
FRNT1A	FRONTIER COMMUNICATIONS (SOUTH)	PHON	
LKSD0A	LAKESIDE WATER DISTRICT	WATR	
USIC0A	USIC LOCATING SERVICES	LOCT	

Test A

Phone 618-997-9351 Ext P Company SOUTH ILLINOIS METROPOLITAN P C
 Caller JOE ZDANKIEWICZ C MUCH CONT
 Address 3000 WEST DEYOUNG ST
 Zip 62959 State IL City MARION
 Fax Callback C
 Site Contact Phone Ext
 Email JOEZDANKIEWICZ@GREATEREGYPT.ORG

State IL County JACKSON Place CARBONDALE
 Sub-division Place

Address Street ST
 Nearest Cross-street NC 1/4?

Lat Lng L CPG T09SR01W01 Grids

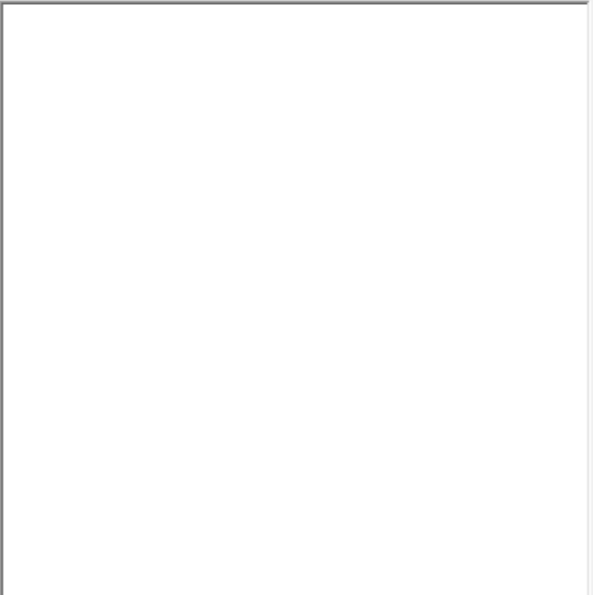
Grids (1)
 T09SR01W01NE

Additional Address or Direction To Jobsite Info
 IN THE TOWNSHIP OF CARBONDALE,

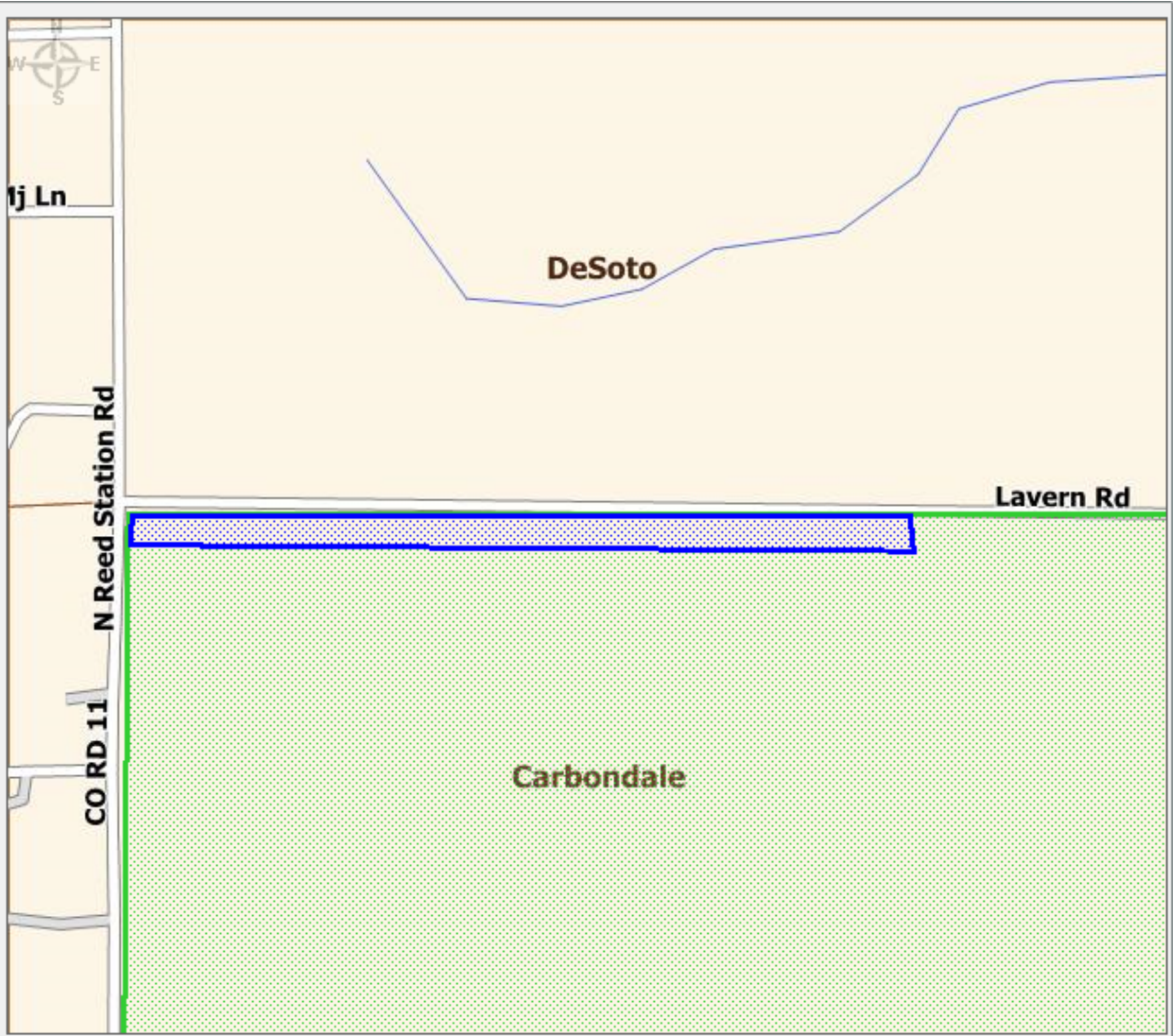
EXHIBIT 11B

Lookup
State County C
Place P
Address G
Street Swap
Cross1 Swap
Cross2

7-Location | 9-Ortho | L-Layers |
1-Find | 2-Search | 3-Intersection | 4-Grid | 5-Place | 6-Lat/Long
Find Street Cross 1 Cross 2
Copy to Street Copy to Cross 1 Copy to Cross 2



Addr/Parcel Find Addr Find Parcel



Move Grids Bulls Near Place Point + Poly Line Blk Buff 153 C CL 1 2 3 4 5 Z A G
St C1 C2 Streets Ints Dist Fade L Pdrw Ldrw Seg F + - < Save All Save Cancel

37.774945 -89.161134 578 1,847 ft H by 2,204 ft W

Lavern Rd Utilities East of Reed Station Rd

EXHIBIT 11C

Inq New Extend Full Ticket Web Test Today

Ticket [] Rev [] Taken [] Oper [ZDANKIEV]
 Old Ticket [] Taken [] Oper []

Chan [RTE] Type [NEW] Prty [NORM] Lookup [] Category [LREQ]

Work Type []
 Extent [] Boring [] Depth>7ft []

Pre-Marked [] Done For []

Work Date (SUN) 11/01/15 08:00 AM Dig By Date 11/03/15 11:59 PM Expires Date 11/17/15 11:59 PM Meet [N] RR []

Remarks []

Map Get Members Add Member Member Info
 Submit Suspend Abort

Members (5)

Code	Name	Type	A/R
CLWV0A	CLEARWAVE COMMUNICATIONS	PHON	
EGEC0A	EGYPTIAN ELECTRIC COOP	ELEC	
FRNT1A	FRONTIER COMMUNICATIONS (SOUTH)	PHON	
LKSD0A	LAKESIDE WATER DISTRICT	WATR	
USIC0A	USIC LOCATING SERVICES	LOCT	

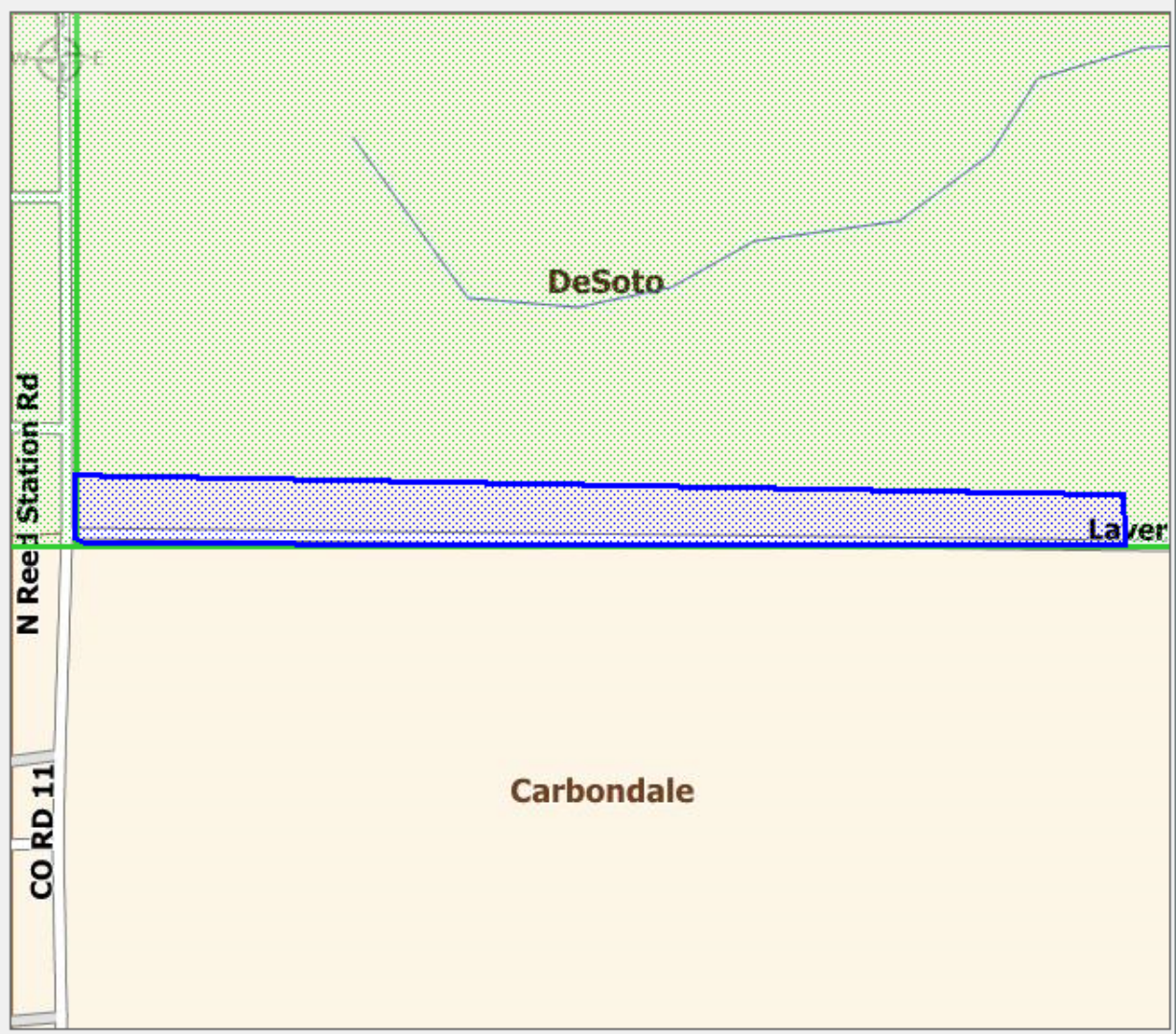
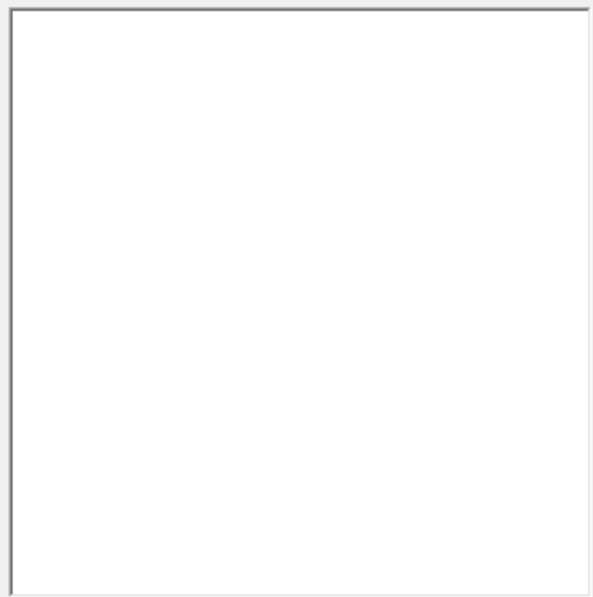
Additional Address or Direction To Jobsite Info
 IN THE TOWNSHIP OF DESOTO.

Test A

EXHIBIT 11D

Lookup
 State County
 Place
 Address
 Street
 Cross1
 Cross2

7-Location | 9-Ortho | L-Layers |
 1-Find | 2-Search | 3-Intersection | 4-Grid | 5-Place | 6-Lat/Long



Move Grids Bulls Near Place Point + Poly Line Blk Buff 153 C CL 1 2 3 4 5 Z A G
 St C1 C2 Streets Ints Dist Fade L Pdrw Ldrw Seg F + - < Save All Save Cancel

37.772016 -89.161125 500 1,597 ft H by 1,906 ft W

Sycamore utilities west of Division St

EXHIBIT 11E

Inq New Extend Full Ticket Web Test Today

Ticket [] Rev [] Taken [] Oper ZDANKIEWICZ
Old Ticket [] Taken [] Oper []

Chan RTE Type NEW Prty NORM Lookup [] Category LREQ

Work Type []
Extent [] Boring [] Depth>7ft []

Pre-Marked [] Done For []

Work Date (SUN) 11/01/15 08:00 AM Dig By Date 11/03/15 11:59 PM Expires Date 11/17/15 11:59 PM Meet [N] RR []

Remarks []

Map Get Members Add Member Member Info

Submit Suspend Abort

Members (7)

Code	Name	Type	A/R
CIPSSA	AMEREN CIPS	E&G	
CLWV0A	CLEARWAVE COMMUNICATIONS	PHON	
CMBR0A	CAMBRIA VILLAGE OF	S&W	
CWSD0A	CARTERVILLE WATER & SEWER DPT	S&W	
FRNT1A	FRONTIER COMMUNICATIONS (SOUTH)	PHON	
TCIIA	MEDIACOM (JACKSON COUNTY)	CATV	
USIC0A	USIC LOCATING SERVICES	LOCT	

Additional Address or Direction To Jobsite Info
IN THE TOWNSHIP OF CARTERVILLE.

Test A

EXHIBIT 11F

Lookup
State County C
Place P
Address G
Street Swap
Cross1 Swap
Cross2

7-Location | 9-Ortho | L-Layers |
1-Find | 2-Search | 3-Intersection | 4-Grid | 5-Place | 6-Lat/Long |

Find Street Cross 1 Cross 2
Copy to Street Copy to Cross 1 Copy to Cross 2

Addr/Parcel Find Addr Find Parcel



Move	Grids	Bulls	Near	Place	Point	-	Poly	Line	Blk	Buff	153	C	CL	1	2	3	4	5	Z	A	G
St	C1	C2	Streets	Ints	Dist	Fade	L	Pdrw	Ldrw	Seg	F	+	-	<	Save All	Save	Cancel				

37.770413 -89.114172 1000 3,197ft H by 3,811ft W

Sycamore utilities east of Division St

EXHIBIT 11G

Inq New Extend Full Ticket Web Test Today

Ticket [] Rev [] Taken [] Oper [ZDANKIE] Chan [RTE] Type [NEW] Prty [NORM] Lookup [] Category [LREQ]

Old Ticket [] Taken [] Oper []

Phone [618-997-9351] Ext [] P Company [SOUTH ILLINOIS METROPOLITAN P] C

Caller [JOE ZDANKIEWICZ] C MUCH [CONT] v

Address [3000 WEST DEYOUNG ST]

Zip [62959] v State [IL] v City [MARION] v

Fax [] Callback [] C

Site Contact [] Phone [] Ext []

Email [JOEZDANKIEWICZ@GREATEREGYPT.ORG]

State [IL] v County [WILLIAMSON] v Place [CARTERVILLE] v

Sub-division [] Place []

Address [] Street [] ST []

Nearest Cross-street [] NC [] 1/4? []

Lat [] Lng [] L CPG [T09SR01E02] Grids []

Grids (1)

T09SR01E02NW

Additional Address or Direction To Jobsite Info

IN THE TOWNSHIP OF CARTERVILLE.

Work Type [] Boring [] Depth>7ft []

Extent []

Pre-Marked [] Done For []

Work Date (SUN) [11/01/15 08:00 AM] Dig By Date [11/03/15 11:59 PM] Expires Date [11/17/15 11:59 PM] Meet [N] RR []

Remarks []

Map [] Get Members [] Add Member [] Member Info []

Submit [] Suspend [] Abort []

Members (6)

Code	Name	Type	A/R
CIPSSA	AMEREN CIPS	E&G	
CWSD0A	CARTERVILLE WATER & SEWER DPT	S&W	
FRNT1A	FRONTIER COMMUNICATIONS (SOUTH)	PHON	
RLIW0A	REND LAKE INTERCITY WATER SYS	WATR	
TCIIA	MEDIACOM (JACKSON COUNTY)	CATV	
USIC0A	USIC LOCATING SERVICES	LOCT	

Test [] A []

EXHIBIT 11H

Lookup

State County C

Place P

Address G

Street Swap

Cross 1 Swap

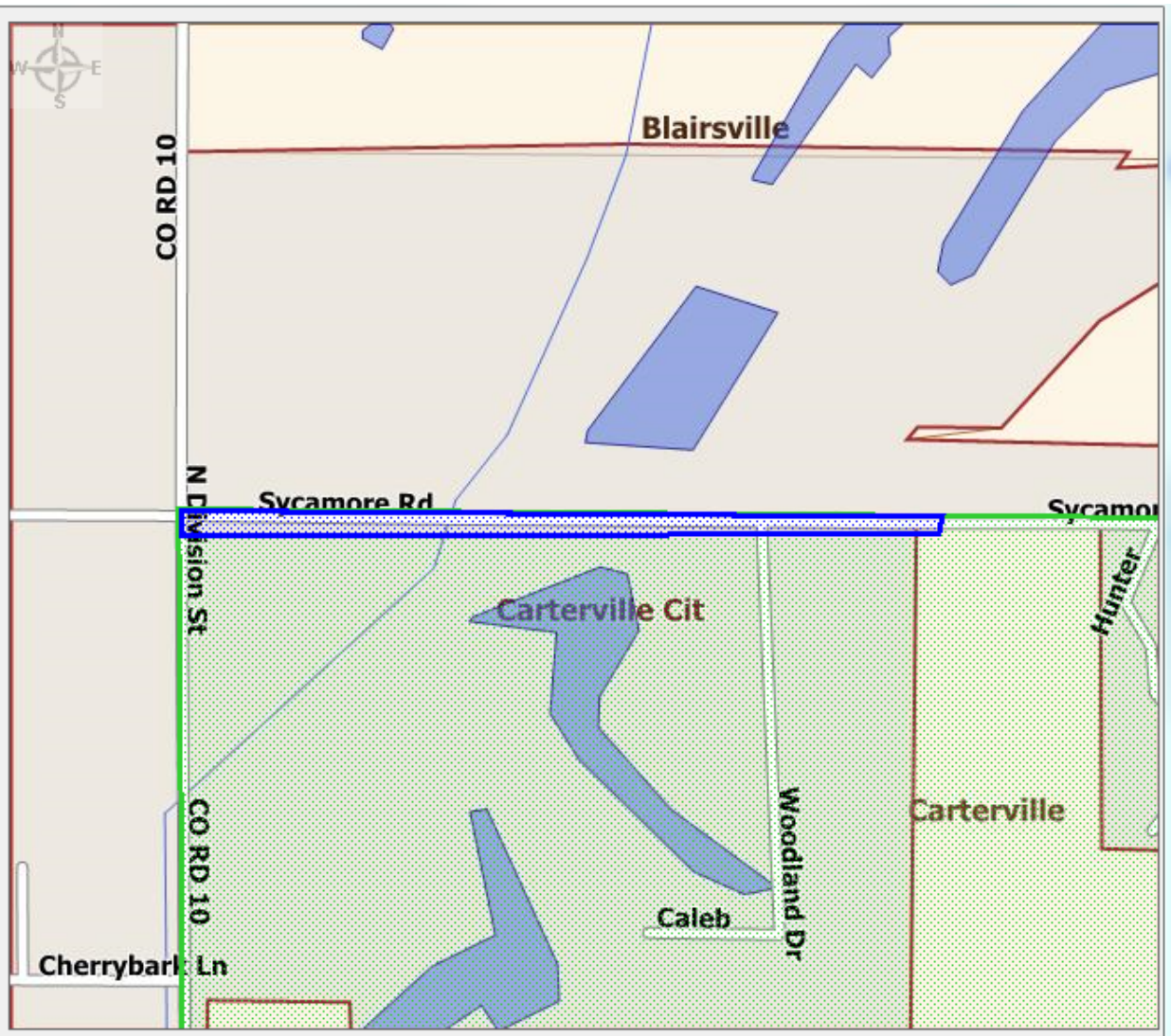
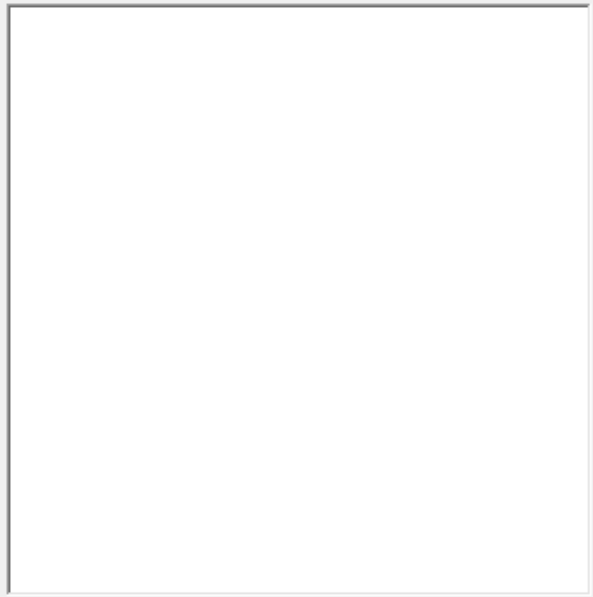
Cross 2 Swap

7-Location | 9-Ortho | L-Layers

1-Find | 2-Search | 3-Intersection | 4-Grid | 5-Place | 6-Lat/Long

Find Street Cross 1 Cross 2

Copy to Street Copy to Cross 1 Copy to Cross 2



Move Grids Bulls Near Place Point + Poly Line Blk Buff 153 C CL 1 2 3 4 5 Z A G

St C1 C2 Streets Ints Dist Fade L Pdrw Ldrw Seg F + - < Save All Save Cancel

37.771510 -89.078439 582 1,861 ft H by 2,217 ft W

College St Utilities west of IL 148

EXHIBIT 111

Inq New Extend Full Ticket Web Test Today

Ticket Rev Taken Oper
 Old Ticket Taken Oper

Chan Type Prty Lookup Category

Work Type

Extent Boring Depth>7ft

Pre-Marked Done For

Work Date (SUN) Dig By Date Expires Date Meet RR

Remarks

Map Get Members Add Member Member Info

Submit Suspend Abort

Members (7)

Code	Name	Type	A/R
CIPSSA	AMEREN CIPS	E&G	
CLWV0A	CLEARWAVE COMMUNICATIONS	PHON	
ERGY0A	ENERGY VILLAGE OF	S&W	
FRNT1A	FRONTIER COMMUNICATIONS (SOUTH)	PHON	
HERN0A	HERRIN CITY OF - WATER DEPT.	S&W	
TCIIA	MEDIACOM (JACKSON COUNTY)	CATV	
USIC0A	USIC LOCATING SERVICES	LOCT	

Test A

Ticket Rev Taken Oper
 Old Ticket Taken Oper

Phone Ext P Company C

Caller C MUCH CONT

Address

Zip State City

Fax Callback C

Site Contact Phone Ext

Email

State County Place

Sub-division Place

Address Street ST

Nearest Cross-street NC 1/4?

Lat Lng L CPG Grids

Grids (1)

Additional Address or Direction To Jobsite Info

EXHIBIT 11J

Lookup
State County C
Place P
Address G
Street Swap
Cross1 Swap
Cross2

1-Find | 2-Search | 3-Intersection | 4-Grid | 5-Place | 6-Lat/Long |
7-Location | 9-Ortho | L-Layers

Show Streets
Transparency

Colors
Red
Green
Blue
Gamma

Angle/Zoom/Offset
Angle
X Zoom
Y Zoom
X Offset
Y Offset

37.771836 -89.041782 817 2,614 ft H by 3,112 ft W

Test A

College Street Utilities East of IL 148

EXHIBIT 11K

Inq New Extend Full Ticket Web Test Today

Ticket Rev Taken Oper
 Old Ticket Taken Oper

Phone Ext P Company C
 Caller C MUCH CONT

Address
 Zip State City
 Fax Callback C
 Site Contact Phone Ext
 Email

State County Place
 Sub-division Place

Address Street ST
 Nearest Cross-street NC 1/4?

Lat Lng L CPG Grids

Grids (2)

Additional Address or Direction To Jobsite Info

Chan Type Prty Lookup Category

Work Type

Extent Boring Depth>7ft

Pre-Marked Done For

Work Date (SUN) Dig By Date Expires Date Meet RR

Remarks

Map Get Members Add Member Member Info

Submit Suspend Abort

Members (6)

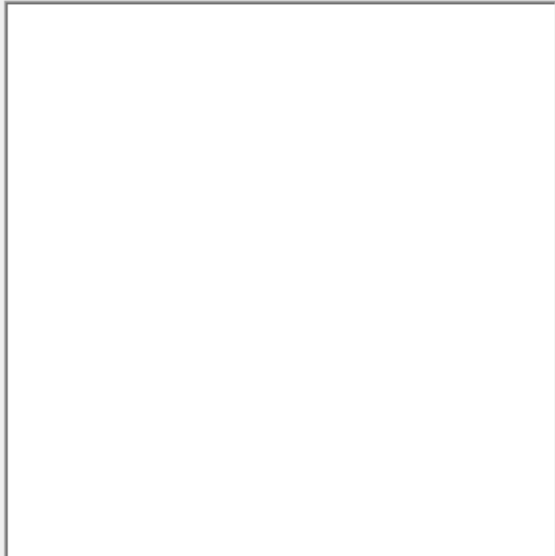
Code	Name	Type	A/R
CIPSSA	AMEREN CIPS	E&G	
CLWV0A	CLEARWAVE COMMUNICATIONS	PHON	
ERGY0A	ENERGY VILLAGE OF	S&W	
FRNT1A	FRONTIER COMMUNICATIONS (SOUTH)	PHON	
TCIIA	MEDIACOM (JACKSON COUNTY)	CATV	
USIC0A	USIC LOCATING SERVICES	LOCT	

Test A

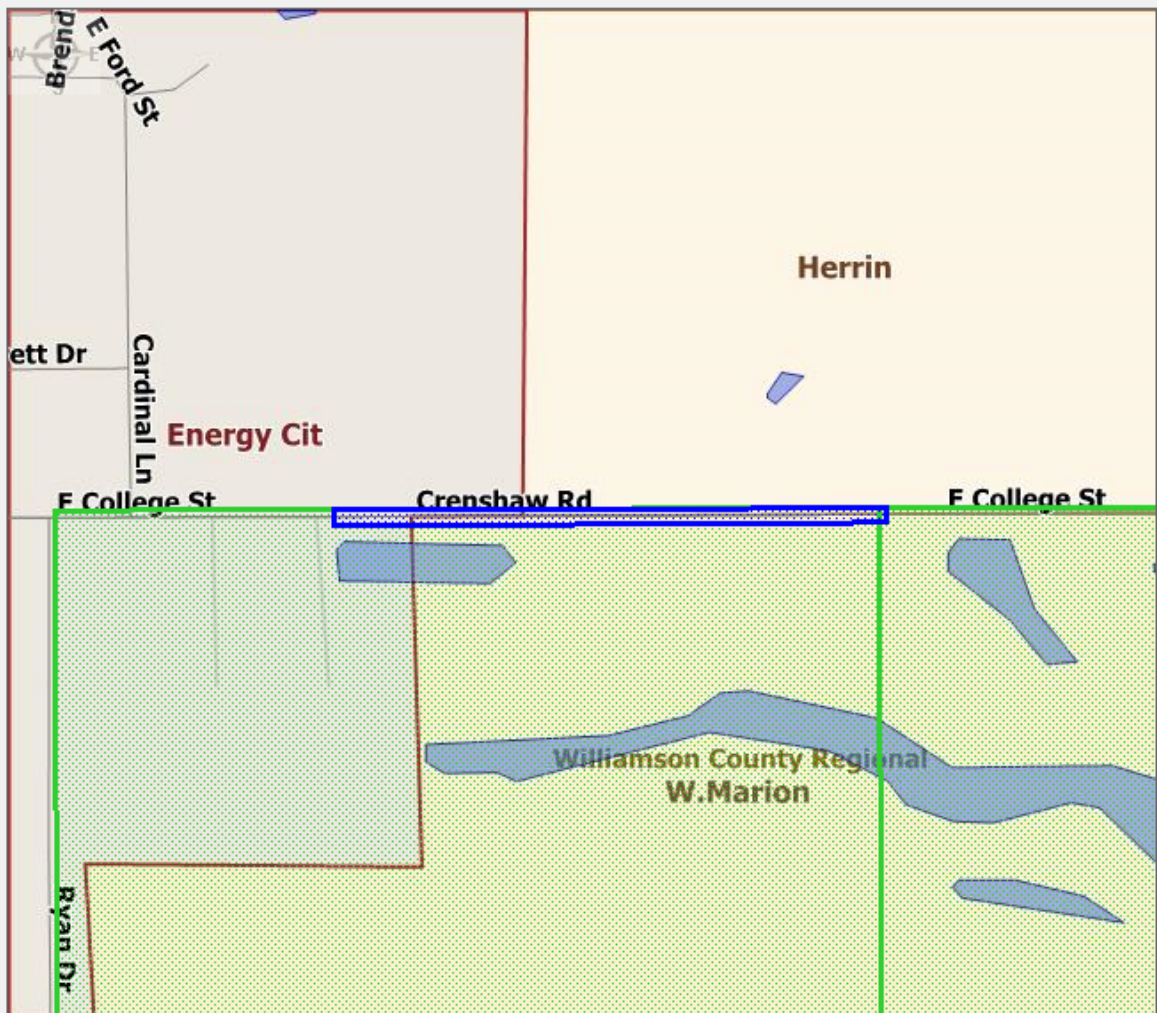
EXHIBIT 11L

Lookup
State County C
Place P
Address G
Street Swap
Cross1 Swap
Cross2

7-Location | 9-Ortho | L-Layers
1-Find | 2-Search | 3-Intersection | 4-Grid | 5-Place | 6-Lat/Long
Find Street Cross 1 Cross 2
Copy to Street Copy to Cross 1 Copy to Cross 2



Addr/Parcel Find Addr Find Parcel



Move	Grids	Bulls	Near	Place	Point	+	Poly	Line	Blk	Buff	153	C	CL	1	2	3	4	5	Z	A	G
St	C1	C2	Streets	Ints	Dist	Fade	L	Pdrw	Ldrw	Seg	F	+	-	<	Save All	Save	Cancel				

37.772420 -89.022131 1000 3,201 ft H by 3,808 ft W

Crenshaw Rd utilities west of Skyline Drive

EXHIBIT 11M

Inq New Extend Full Ticket Web Test Today

Ticket [] Rev [] Taken [] Oper [ZDANKIE]
Old Ticket [] Taken [] Oper []

Chan [RTE] Type [NEW] Prty [NORM] Lookup [] Category [LREQ]

Work Type []
Extent [] Boring [] Depth>7ft []

Pre-Marked [] Done For []

Work Date (SUN) 11/01/15 08:00 AM Dig By Date 11/03/15 11:59 PM Expires Date 11/17/15 11:59 PM Meet [N] RR []

Remarks []

Map Get Members Add Member Member Info

Submit Suspend Abort

Members (7)

Code	Name	Type	A/R
CLWV0A	CLEARWAVE COMMUNICATIONS	PHON	
EDT0A	EDT SPECIALIST LLC	T&F	
FERG0A	FERGES WATER DISTRICT	WATR	
FRNT1A	FRONTIER COMMUNICATIONS (SOUTH)	PHON	
MARP7A	MARATHON PIPE LINE LLC	PIPE	
SIEC0A	SOUTHEASTERN IL ELECTRIC COOP. INC.	ELEC	
USIC0A	USIC LOCATING SERVICES	LOCT	

Grids (1)
T08SR02E33SE

Additional Address or Direction To Jobsite Info
IN THE TOWNSHIP OF HERRIN.

Test A

EXHIBIT 11N

Lookup
State County C
Place P
Address G
Street Swap
Cross1 Swap
Cross2

7-Location | 9-Ortho | L-Layers
1-Find | 2-Search | 3-Intersection | 4-Grid | 5-Place | 6-Lat/Long
Find | Street | Cross 1 | Cross 2
Copy to Street | Copy to Cross 1 | Copy to Cross 2

Williamson County Regional W.Marion

Burlington Northern RR Bouse Rd Sandbox Dr Crenshaw Rd Chyline Dr

Herrin

37.775379 -88.994065 1066 3,413 ft H by 4,058 ft W

Move Grids Bulls Near Place Point + Poly Line Blk Buff 153 C CL 1 2 3 4 5 Z A G
St C1 C2 Streets Ints Dist Fade L Pdrw Ldrw Seg F + - < Save All Save Cancel

Crenshaw Rd Utilities west of I-57

EXHIBIT 110

Inq New Extend Full Ticket Web Test Today

Ticket [] Rev [] Taken [] Oper [ZDANKIEWICZ]
Old Ticket [] Taken [] Oper []

Chan [RTE] Type [NEW] Prty [NORM] Lookup [] Category [LREQ]

Work Type []
Extent [] Boring Depth>7ft

Pre-Marked Done For []

Work Date (SUN) [11/01/15 08:00 AM] Dig By Date [11/03/15 11:59 PM] Expires Date [11/17/15 11:59 PM] Meet [N] RR

Remarks []

Map Get Members Add Member Member Info
Submit Suspend Abort

Members (1)

Code	Name	Type	A/R
FERG0A	FERGES WATER DISTRICT	WATR	

Grids (2)
T09SR02E02NW
T09SR02E03NE

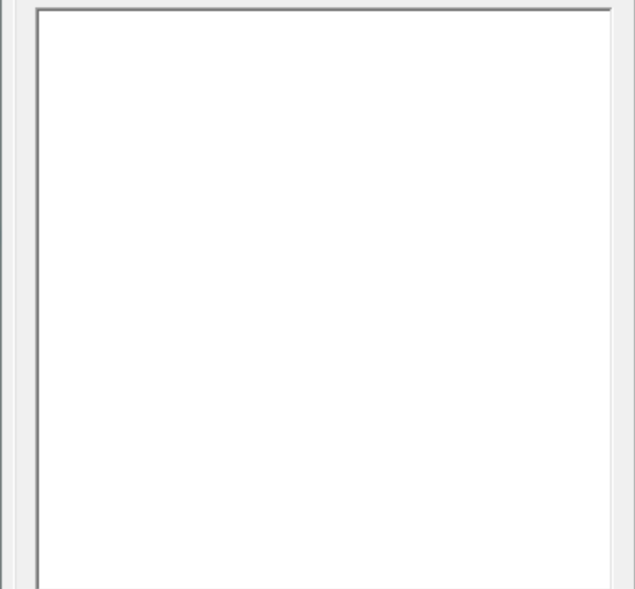
Additional Address or Direction To Jobsite Info
IN THE TOWNSHIP OF W.MARION,

Test A

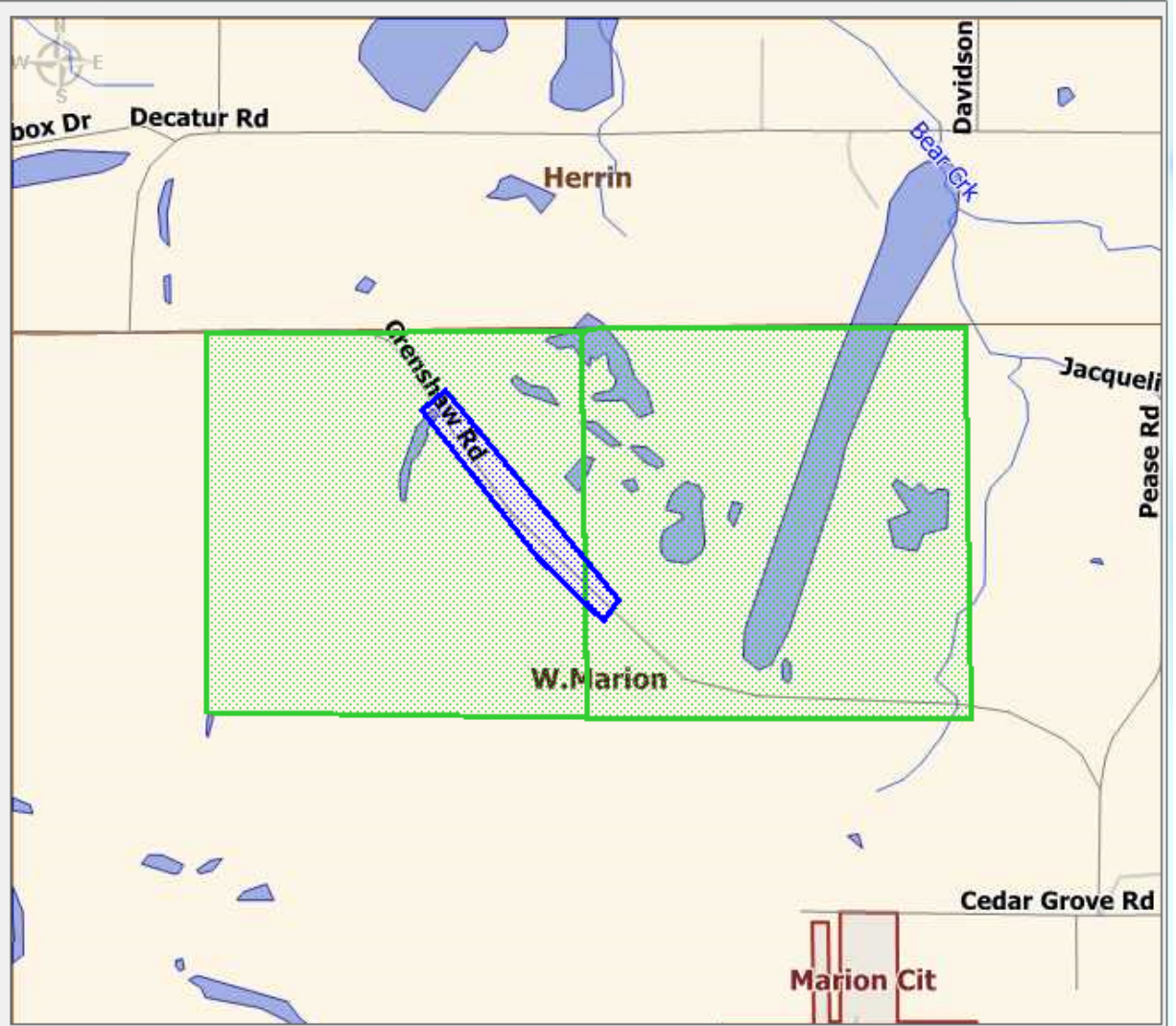
EXHIBIT 11P

Lookup
State County C
Place P
Address G
Street Swap
Cross1 Swap
Cross2

7-Location | 9-Ortho | L-Layers
1-Find | 2-Search | 3-Intersection | 4-Grid | 5-Place | 6-Lat/Long
Find Street Cross 1 Cross 2
Copy to Street Copy to Cross 1 Copy to Cross 2



Addr/Parcel Find Addr Find Parcel



Move	Grids	Bulls	Near	Place	Point	+	Poly	Line	Blk	Buff	153	C	CL	1	2	3	4	5	Z	A	G
St	C1	C2	Streets	Ints	Dist	Fade	L	Pdrw	Ldrw	Seg	F	+	-	<	Save All	Save	Cancel				

37.766930 -88.979484 2138 1.3 mi H by 1.5 mi W

Crenshaw Rd Utilities east of I-57

Inq New Extend Full Ticket Web Test Today

Ticket [] Rev [] Taken [] Oper [ZDANKIE] Chan [RTE] Type [NEW] Prty [NORM] Lookup [] Category [LREQ]

Old Ticket [] Taken [] Oper []

Phone [618-997-9351] Ext [] P Company [SOUTH ILLINOIS METROPOLITAN P] C

Caller [JOE ZDANKIEWICZ] C MUCH [CONT] v

Address [3000 WEST DEYOUNG ST]

Zip [62959] State [IL] City [MARION]

Fax [] Callback [] C

Site Contact [] Phone [] Ext []

Email [JOEZDANKIEWICZ@GREATEREGYPT.ORG]

State [IL] County [WILLIAMSON] Place [W.MARION]

Sub-division [] Place []

Address [] Street [] ST []

Nearest Cross-street [] NC [] 1/4? []

Lat [] Lng [] L CPG [T09SR02E01] Grids []

Grids (2)

T09SR02E01SE

T09SR02E01SW

Additional Address or Direction To Jobsite Info

IN THE TOWNSHIP OF W.MARION,

Work Type []

Extent [] Boring [] Depth>7ft []

Pre-Marked [] Done For []

Work Date (SUN) [11/01/15 08:00 AM] Dig By Date [11/03/15 11:59 PM] Expires Date [11/17/15 11:59 PM] Meet [N] RR []

Remarks []

Map [] Get Members [] Add Member [] Member Info []

Submit [] Suspend [] Abort []

Members (10)

Code	Name	Type	A/
CLWV0A	CLEARWAVE COMMUNICATIONS	PHON	
FRNT1A	FRONTIER COMMUNICATIONS (SOUTH)	PHON	
GLXY0A	ZITO MEDIA	CATV	
KDL0A	WINDSTREAM KDL INC.	PHON	
PGAS0A	PITTSBURG WATER & SEWER	S&W	
RLIW0A	REND LAKE INTERCITY WATER SYS	WATR	
SIEC0A	SOUTHEASTERN IL ELECTRIC COOP. INC.	ELEC	
TCIIA	MEDIACOM (JACKSON COUNTY)	CATV	
USIC0A	USIC LOCATING SERVICES	LOCT	

Test [] A []

EXHIBIT 11Q

EXHIBIT 11R

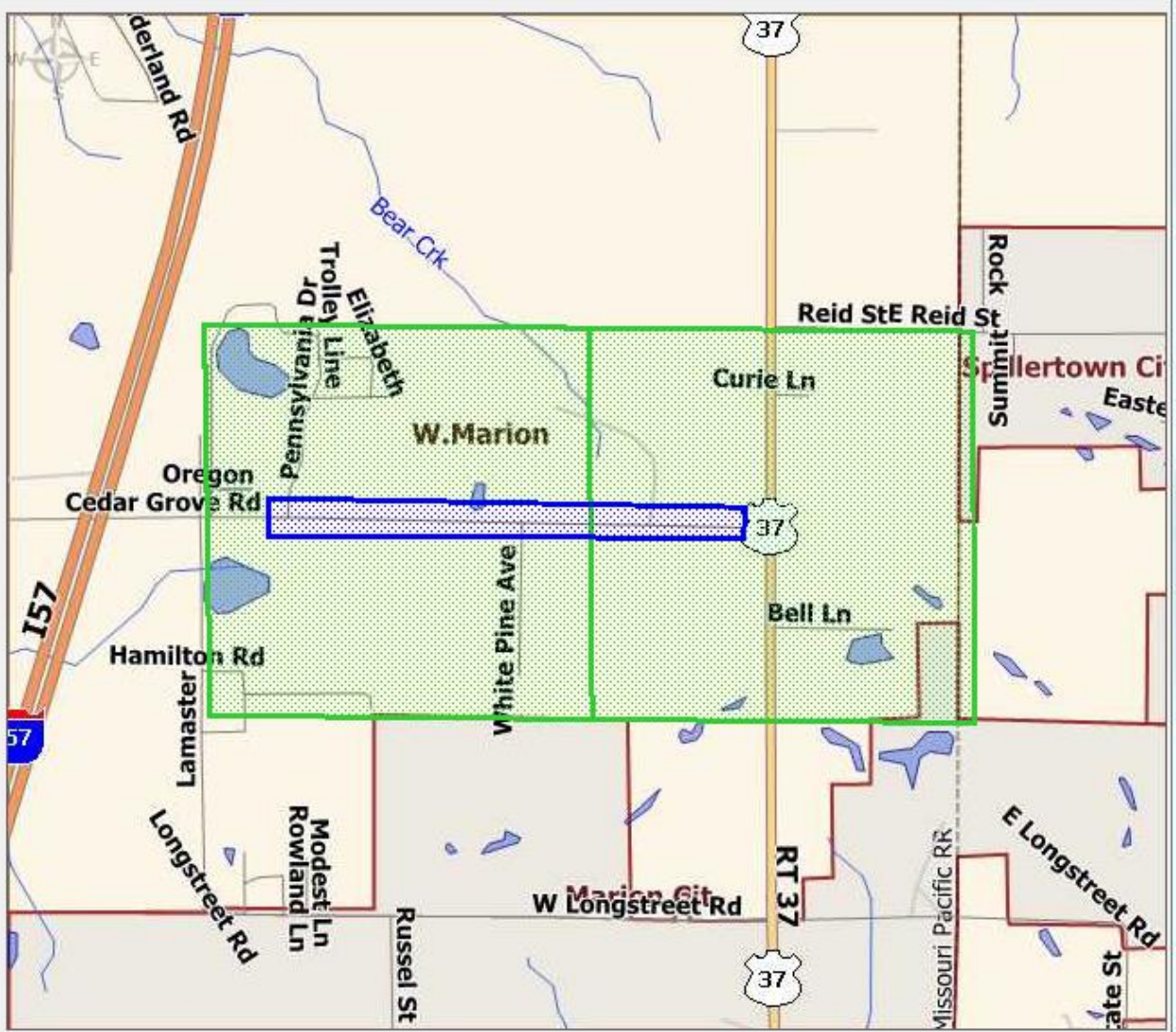
Lookup

State County C
 Place P
 Address G
 Street Swap
 Cross1 Swap
 Cross2 Swap

7-Location | 9-Ortho | L-Layers |
 1-Find | 2-Search | 3-Intersection | 4-Grid | 5-Place | 6-Lat/Long

Find Street Cross 1 Cross 2
 Copy to Street Copy to Cross 1 Copy to Cross 2

Addr/Parcel Find Addr Find Parcel



Move Grids Bulls Near Place Point + Poly Line Blk Buff 153 C CL 1 2 3 4 5 Z A G
 St C1 C2 Streets Ints Dist Fade L Pdrw Ldrw Seg F + - < Save All Save Cancel

37.753825 -88.947974 2161 1.3 mi H by 1.6 mi W

EXHIBIT 12

HERRIN ROAD - SIGHT DISTANCE CHECK

Alignment: Existing		Eye Height:3.5 ft		Object Height:0.5 ft	
Station	<u>Actual Sight Distance</u>	<u>Minimum Sight Distance</u>	<u>Obstruction Point</u>	<u>Violated?</u>	
Cambria Rd. = 0+00	305+	305	None	No	
Cundiff Rd. (25+90)	305+	305	None	No	
Laminack Rd (53+10)	305+	305	None	No	
Greenbrier Rd (79+55)	305+	305	None	No	
Madison St (116+40)	305+	305	None	No	
120+10 (Friendship Rd)	305+	305	None	No	
Gentile St (126+60)	305+	305	None	No	
Division St (133+50)	305+	305	None	No	
Sunnyside Ln (160+40)	305+	305	None	No	
Packer Ln (162+40)	305+	305	None	No	
Allen Rd (187+20)	305+	305	None	No	
Camarato Dr. (207+40)	305+	305	None	No	
N. 35th St (214+40)	305+	305	None	No	
N. 33rd St (221+25)	305+	305	None	No	
N 31st St (227+80)	305+	305	None	No	
N 30th St (231+10)	305+	305	None	No	
N 29th St (234+40)	305+	305	None	No	
N 23rd St (252+20)	305+	305	None	No	
N 21st St (257+40)	305+	305	None	No	
N 20th St (260+70)	305+	305	None	No	
Weaver Rd (265+40)	305+	305	None	No	
N 18th St (267+60)	305+	305	None	No	
N 17th St (271+25)	305+	305	None	No	
N 16th St (274+55)	305+	305	None	No	
IL 148 (277+95)	305+	305	None	No	
N 14th St (281+00)	305+	305	None	No	
N 13th St (284+60)	305+	305	None	No	
N 12th St (287+90)	305+	305	None	No	
N 11th St (291+40)	305+	305	None	No	
N 9th St (298+60)	305+	305	None	No	
N 8th St (301+30)	305+	305	None	No	
N 7th St (304+60)	305+	305	None	No	
N 5th St (311+20)	305+	305	None	No	
N 4th St (317+75)	305+	305	None	No	
N 3rd St (324+40)	305+	305	None	No	

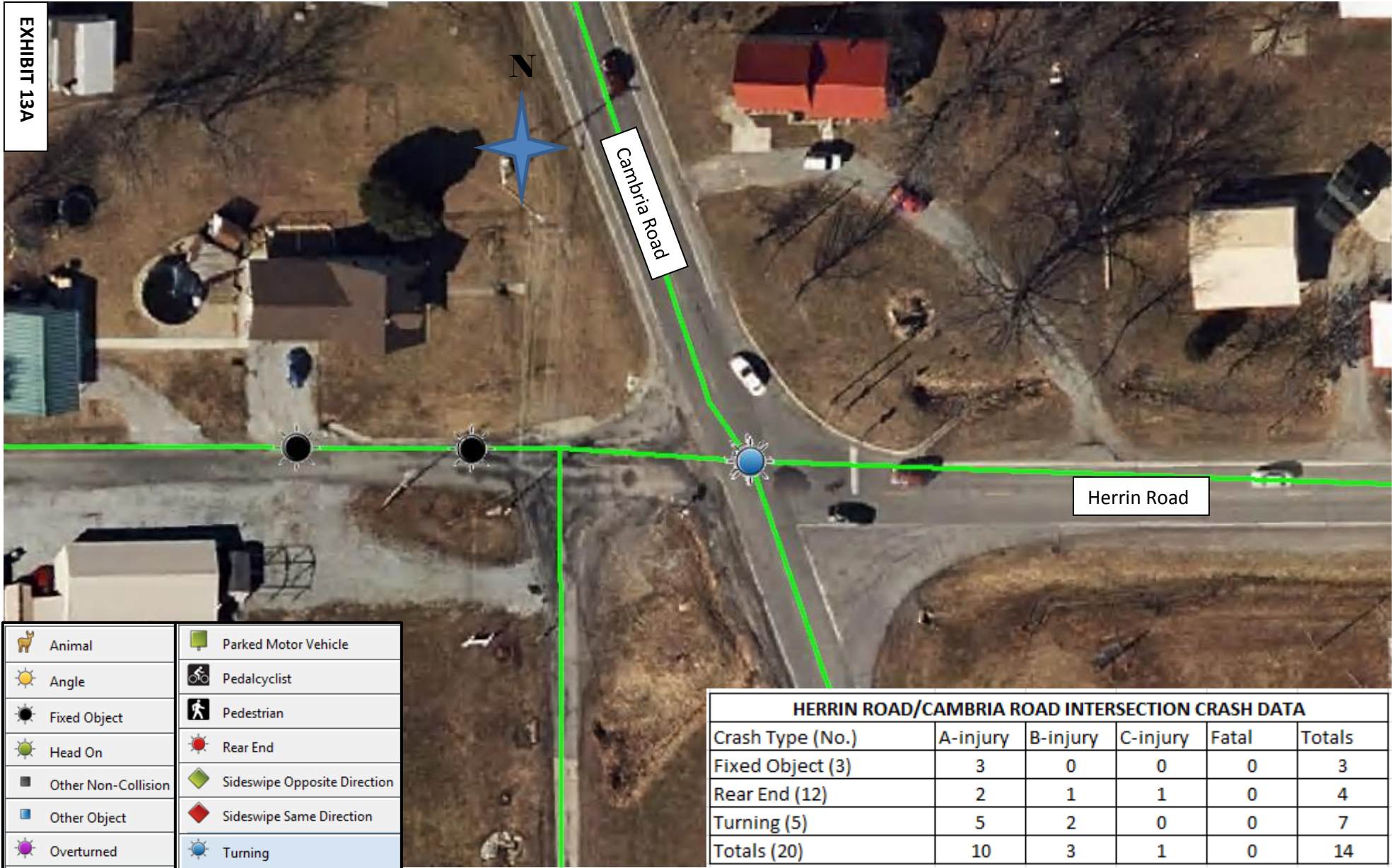
EXHIBIT 12A

Bandyville Rd (351+40)	305+	305	None	No
Christmas Tree Rd (417+40)	305+	305	None	No
Pumpkin Patch Rd (470+60)	305+	305	None	No
Stardust Rd (497+30)	305+	305	None	No
Meadows Ln (511+30)	305+	305	None	No
SB I-57 ramp (519+40)	305+	305	None	No
I-57 (526+20)	305+	305	None	No
NB I-57 ramps (530+60)	305+	305	None	No
Prosperity Ave (537+40)	305+	305	None	No
Taft Ave (542+75)	305+	305	None	No
Nelson Ave (546+75)	305+	305	None	No
Johnson Ave (550+75)	305+	305	None	No
Trout Ave (555+75)	305+	305	None	No
Davis Ave (559+75)	305+	305	None	No
IL 37 (564+50)	305+	305	None	No

EXHIBIT 13

Herrin Road 5% Intersection at Cambria road















EXHIBIT 13A



Animal	Parked Motor Vehicle
Angle	Pedalcyclist
Fixed Object	Pedestrian
Head On	Rear End
Other Non-Collision	Sideswipe Opposite Direction
Other Object	Sideswipe Same Direction
Overturned	Turning

Crash Type (No.)	A-injury	B-injury	C-injury	Fatal	Totals
Fixed Object (3)	3	0	0	0	3
Rear End (12)	2	1	1	0	4
Turning (5)	5	2	0	0	7
Totals (20)	10	3	1	0	14

Herrin Road 5% Intersection

	Animal		Parked Motor Vehicle
	Angle		Pedalcyclist
	Fixed Object		Pedestrian
	Head On		Rear End
	Other Non-Collision		Sideswipe Opposite Direction
	Other Object		Sideswipe Same Direction
	Overturned		Turning

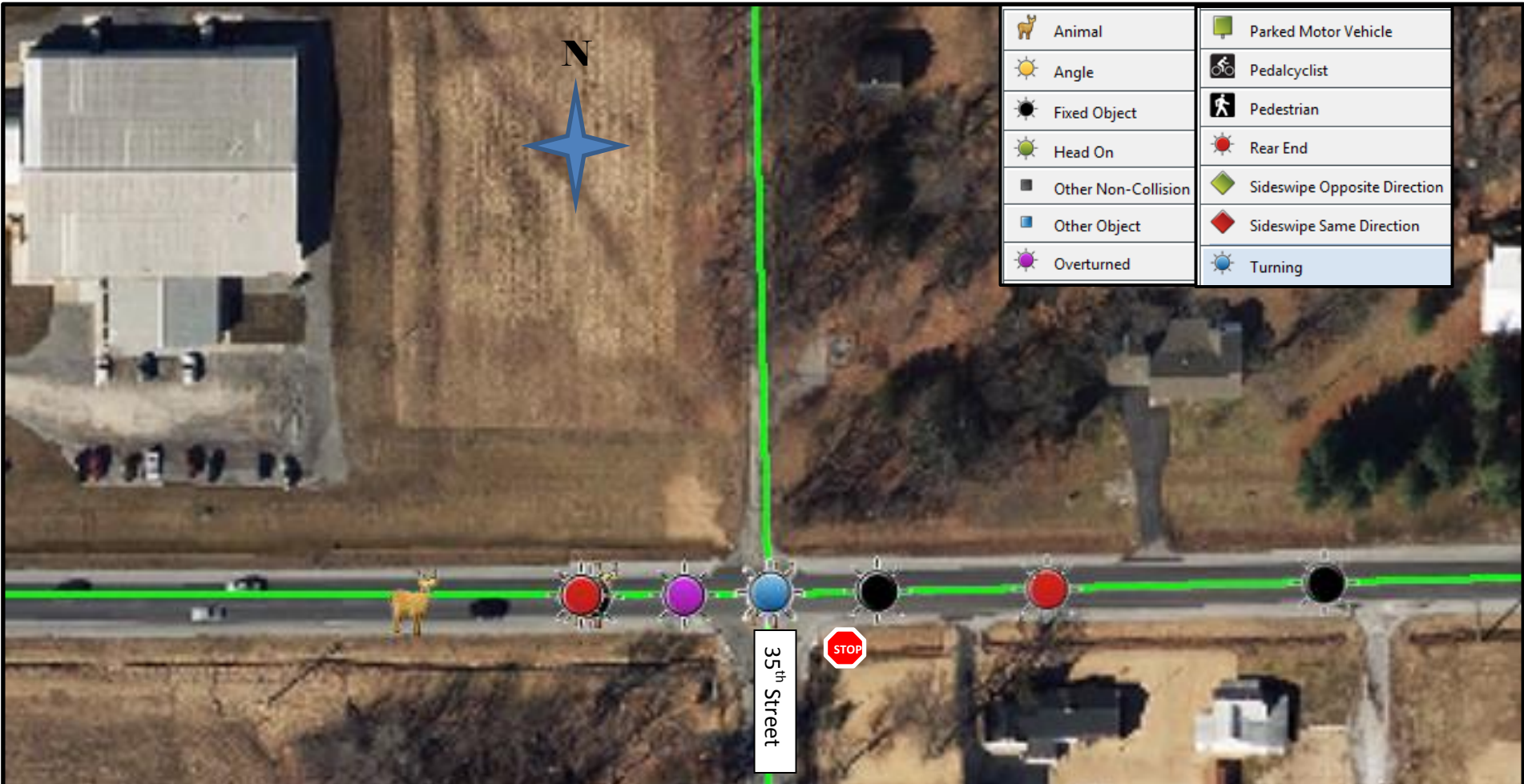


EXHIBIT 13B















HERRIN ROAD/35TH STREET INTERSECTION CRASH DATA					
Crash Type (No.)	A-injury	B-injury	C-injury	Fatal	Totals
Angle (2)	2	0	0	0	2
Animal (2)	1	0	0	0	1
Fixed Object (2)	0	0	0	0	0
Overturned (1)	1	0	0	0	1
Rear End (5)	0	0	5	0	5
Turning (3)	1	0	0	0	1
Totals (15)	5	0	5	0	10

Herrin Road 5% Intersection at 13th Street

EXHIBIT 13C



Herrin Road 5% Intersection at Bandyville Road

 Animal	 Parked Motor Vehicle
 Angle	 Pedalcyclist
 Fixed Object	 Pedestrian
 Head On	 Rear End
 Other Non-Collision	 Sideswipe Opposite Direction
 Other Object	 Sideswipe Same Direction
 Overturned	 Turning

Crash Type (No.)	A-injury	B-injury	C-injury	Fatal	Totals
Animal (1)	0	0	0	0	0
Fixed Object (1)	0	0	0	0	0
Head On (1)	2	0	0	0	2
Rear End (2)	0	0	0	0	0
Turning (3)	2	0	0	0	2
Totals (8)	4	0	0	0	4

EXHIBIT 13D

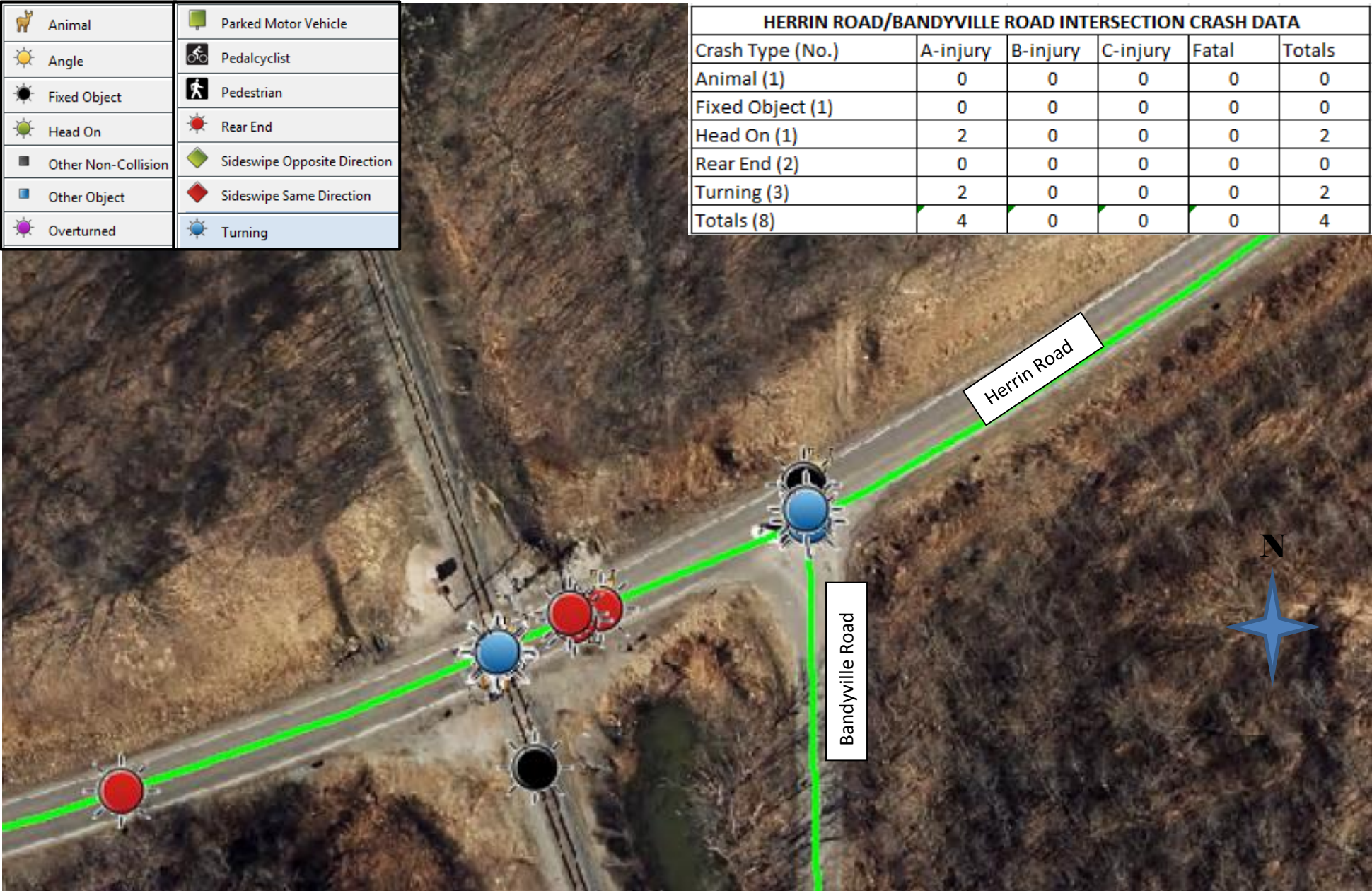
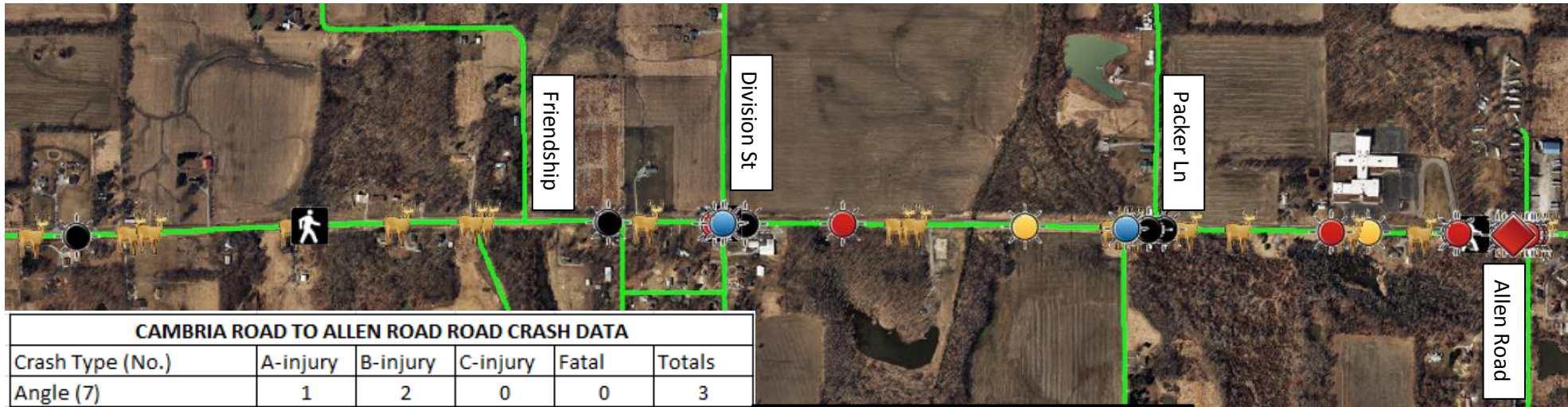


EXHIBIT 14

Herrin Road 5% Segment – Cambria Rd to Allen Rd



CAMBRIA ROAD TO ALLEN ROAD ROAD CRASH DATA					
Crash Type (No.)	A-injury	B-injury	C-injury	Fatal	Totals
Angle (7)	1	2	0	0	3
Animal (43)	0	0	1	0	1
Fixed Object (23)	8	1	1	0	10
Overtuned (3)	2	0	0	0	2
Pedestrian (3)	1	1	0	1	3
Rear End (38)	3	8	11	0	22
Sideswipe Same (1)	0	0	0	0	0
Turning (9)	8	3	0	0	11
Other Non-Collision (1)	0	0	0	0	0
Totals (127)	23	15	13	1	52

	Animal		Parked Motor Vehicle
	Angle		Pedalcyclist
	Fixed Object		Pedestrian
	Head On		Rear End
	Other Non-Collision		Sideswipe Opposite Direction
	Other Object		Sideswipe Same Direction
	Overtuned		Turning

Herrin Road 5% Segment – Bandyville Rd to east of Pumpkin Patch Rd

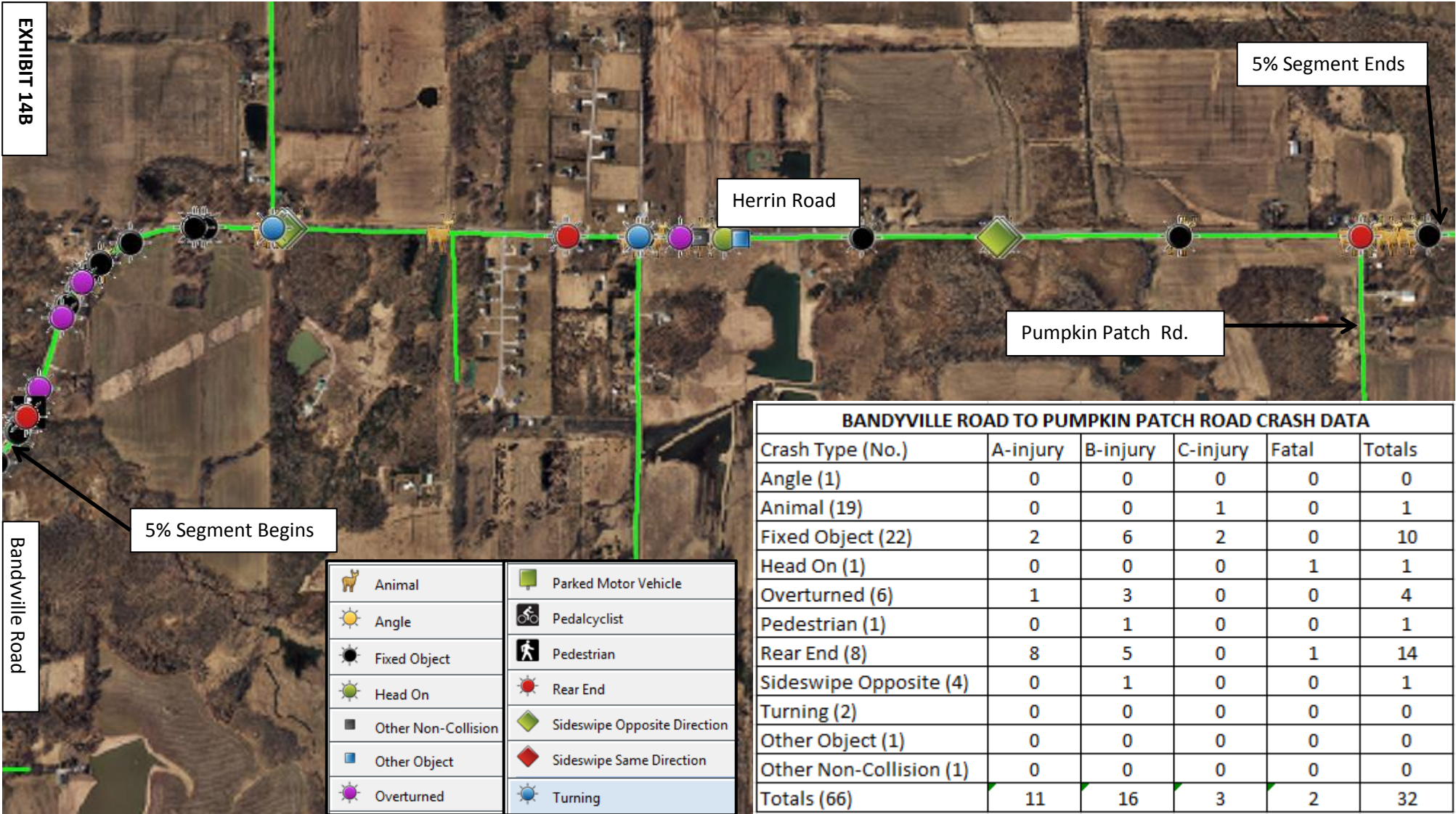
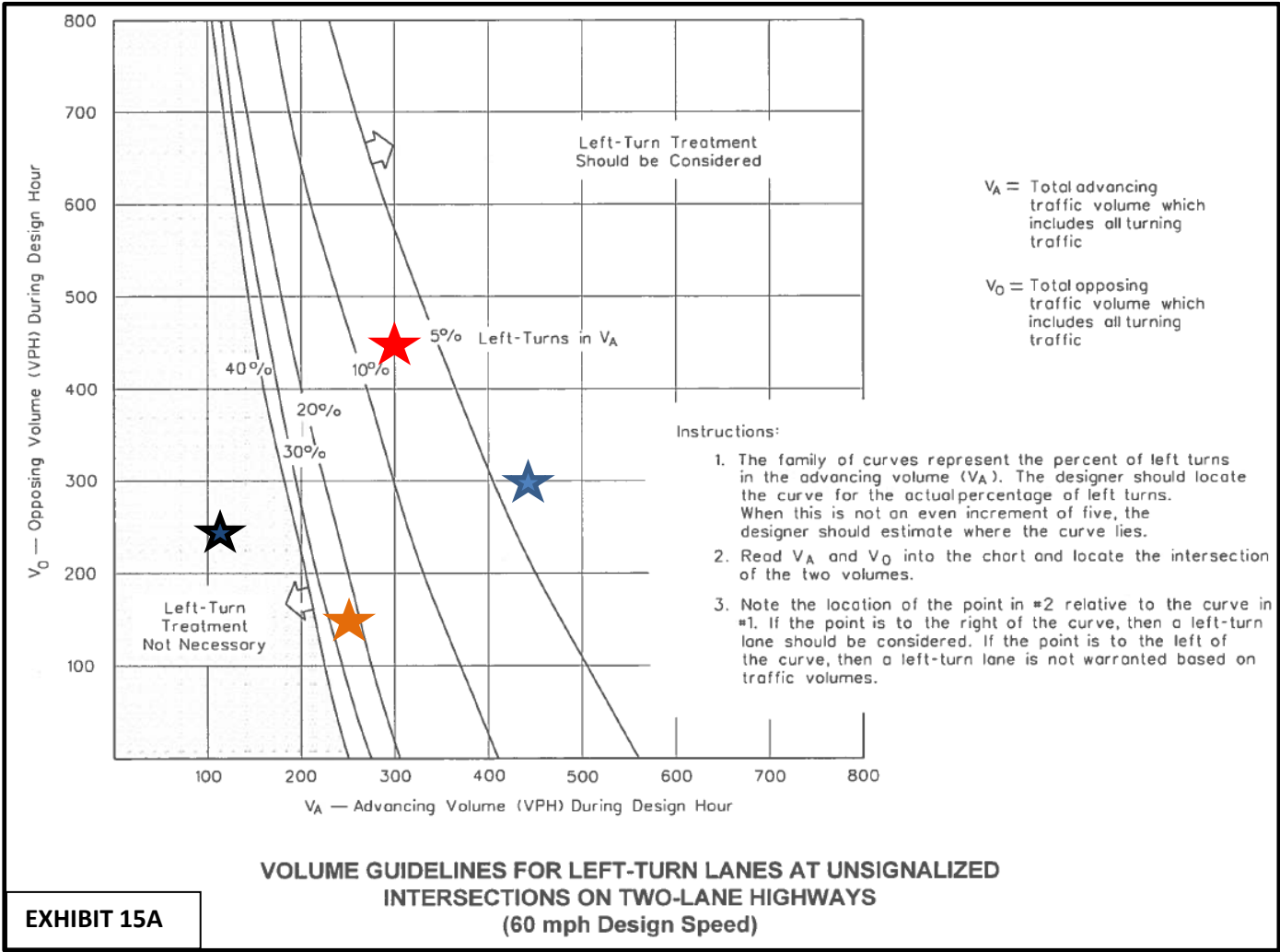
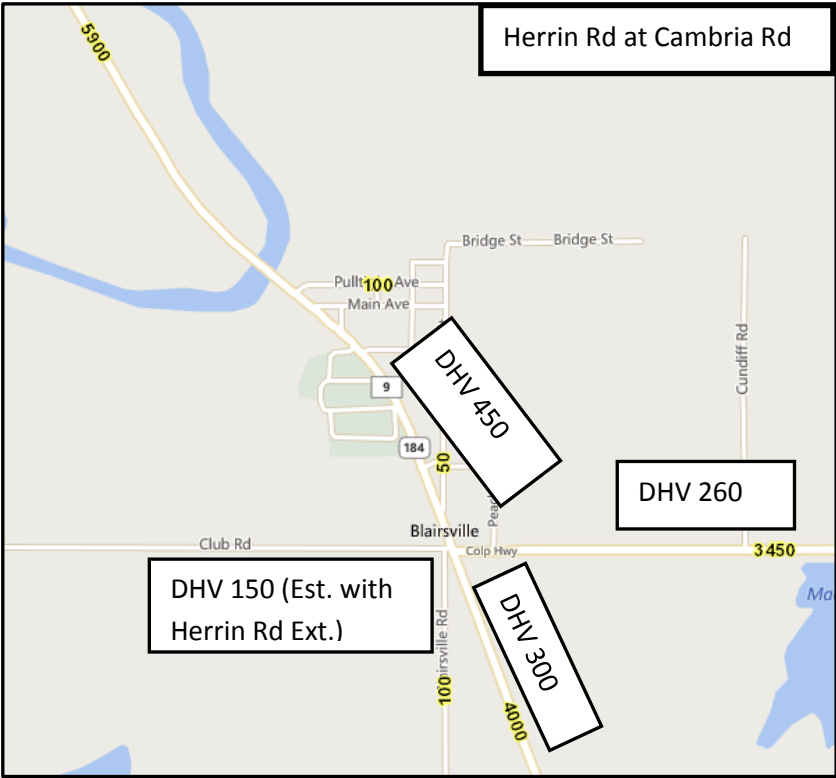


EXHIBIT 15

Left Turn Lane Warrants

Herrin Rd & Cambria Rd Intersection – consider LFTL on north, south and east legs (with Herrin Road Extension)



★ Cambria Rd NB – consider LFTL

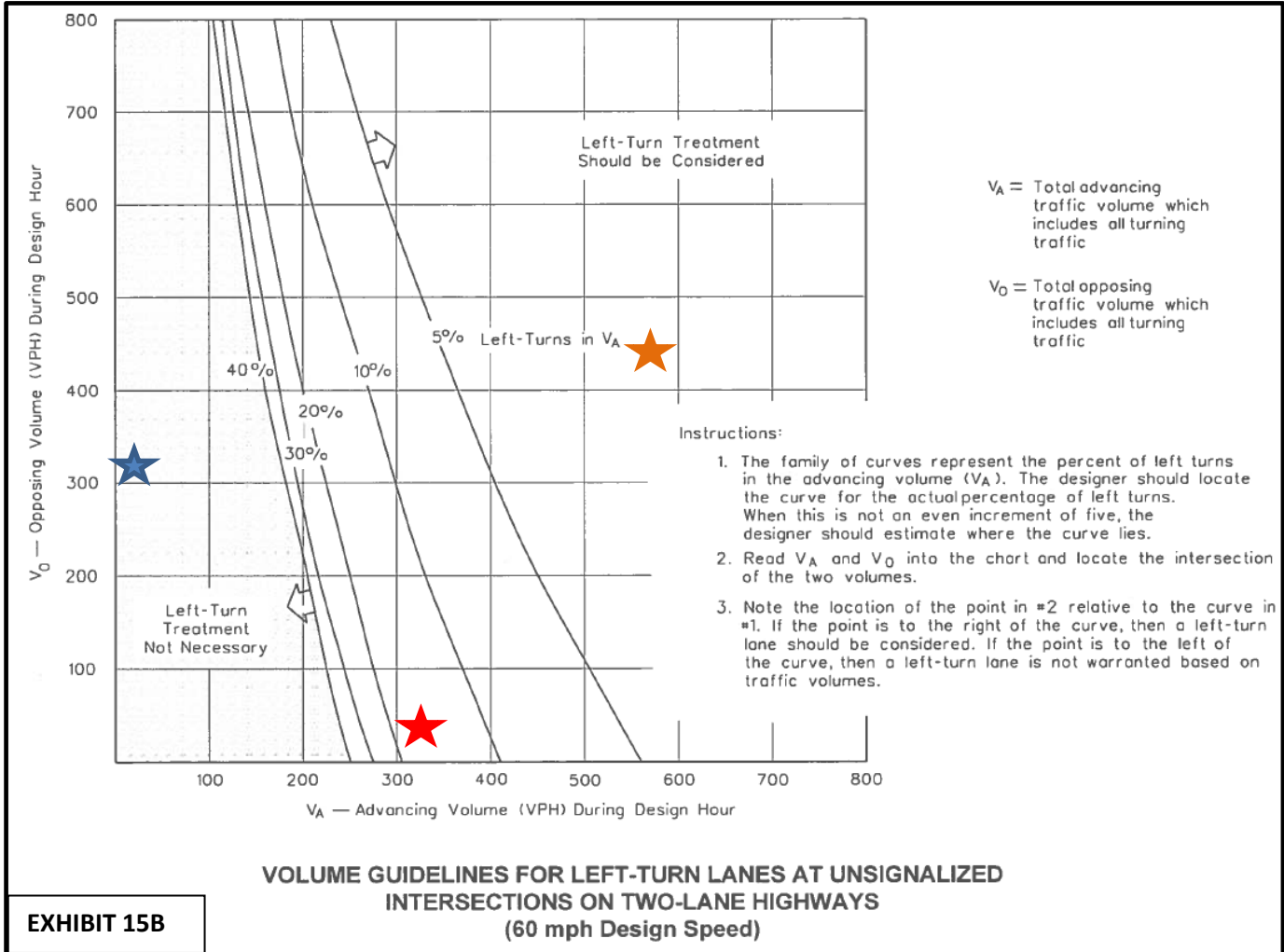
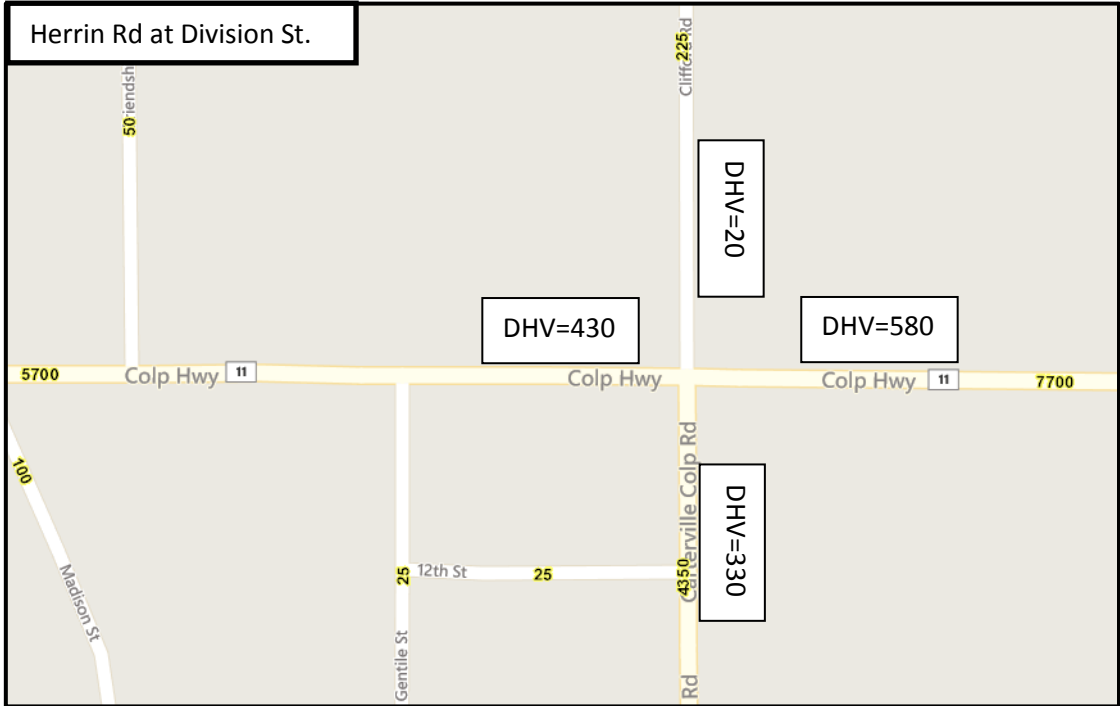
★ Herrin Rd WB at Cambria Rd – not warranted

★ Cambria Rd SB – consider LFTL

★ Herrin Rd EB at Cambria Rd – not warranted

Left Turn Lane Warrants

Herrin Rd & Division St –
Herrin Road WB meets
criteria for LFTL
consideration



★ Division St NB – Not warranted

★ Herrin Rd WB – consider LFTL

★ Division St SB – Not warranted

★ Herrin Rd EB – not warranted (no demand)

Left Turn Lane Warrants

Herrin Rd & Allen Rd. –
WB Herrin Rd meets
criteria for LFTL
consideration.

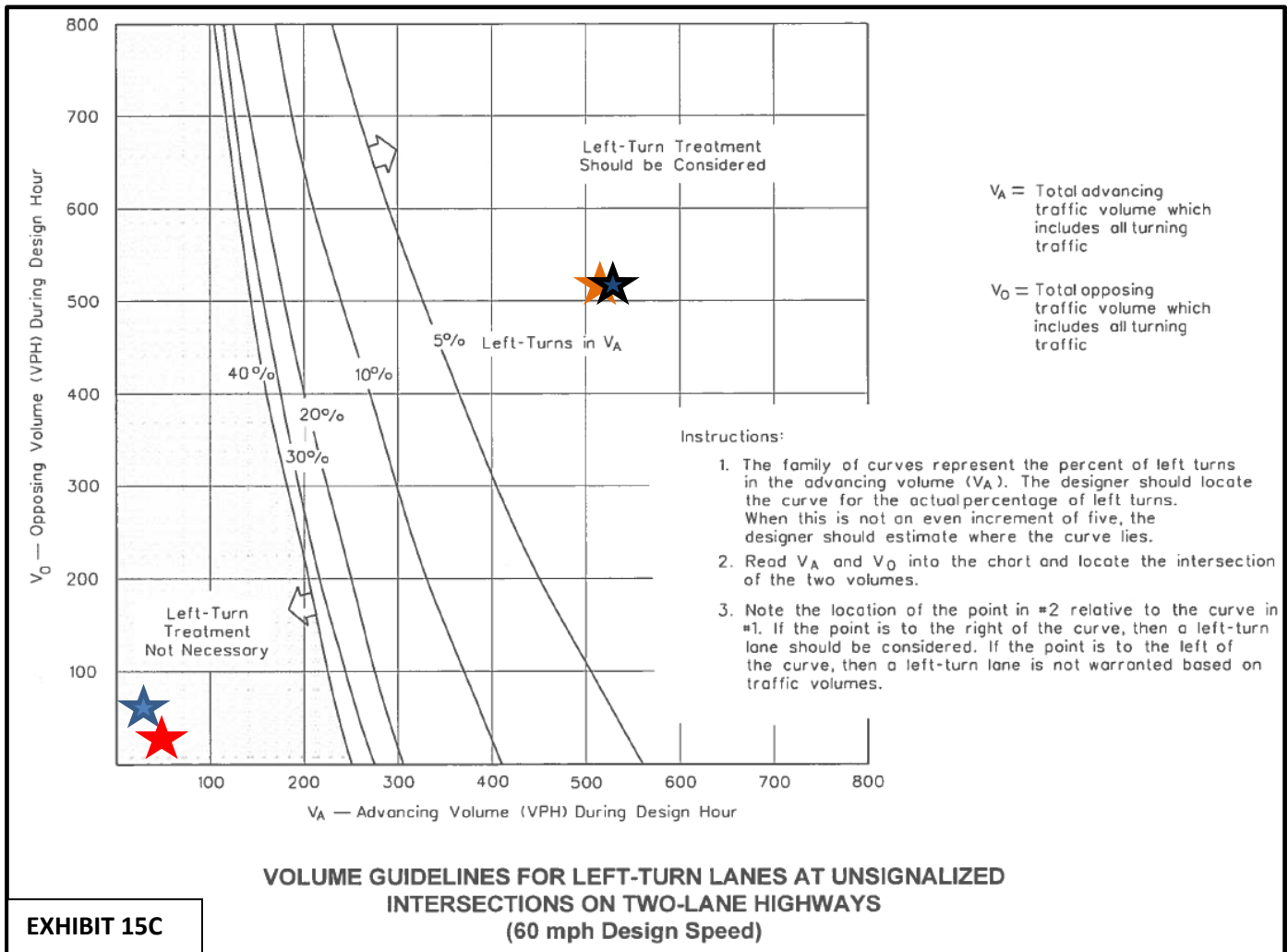
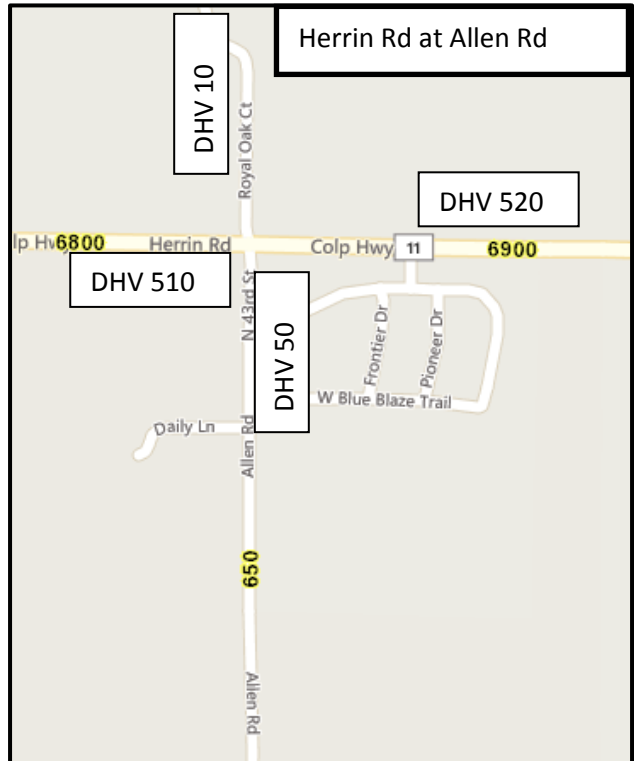


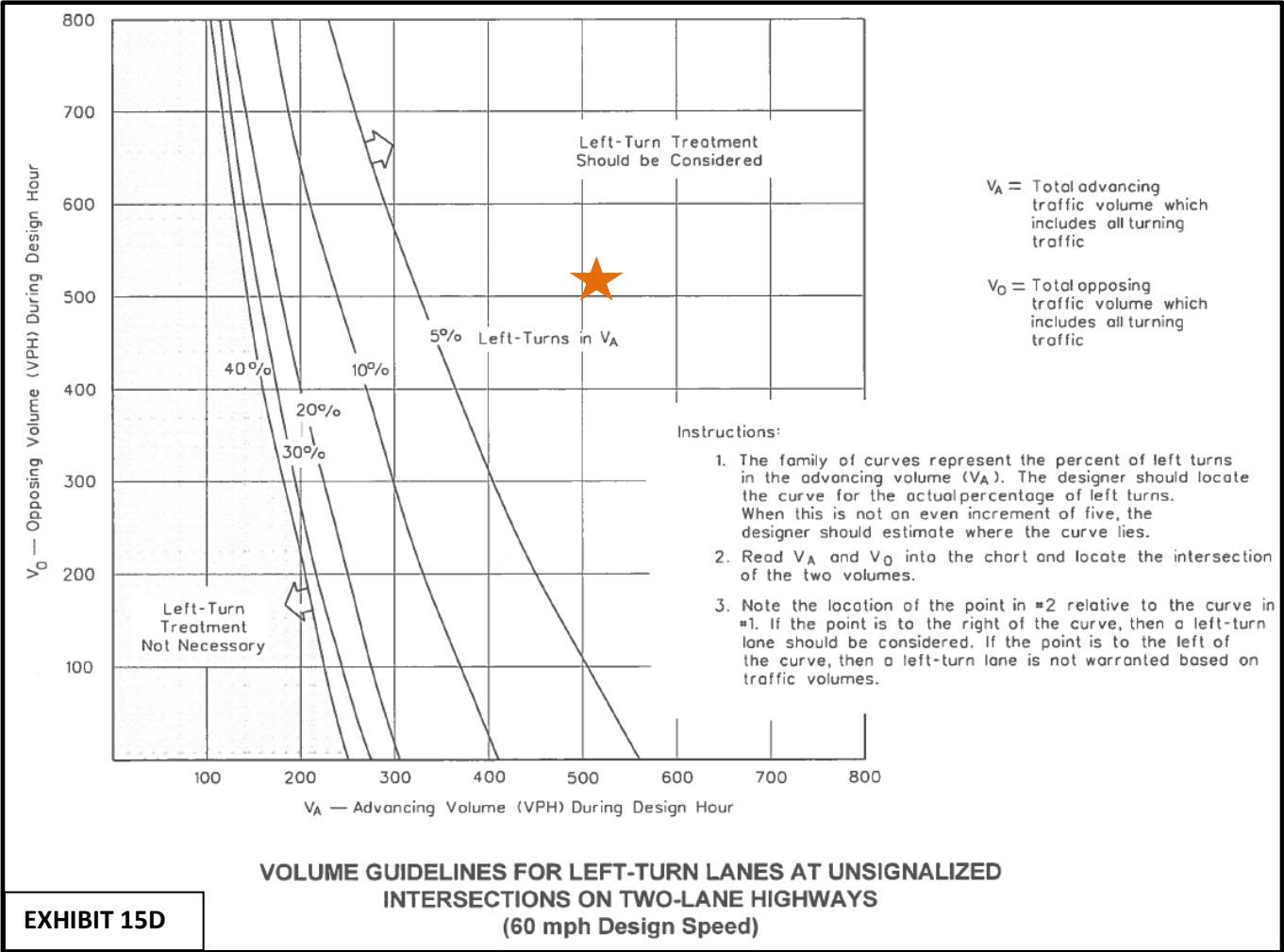
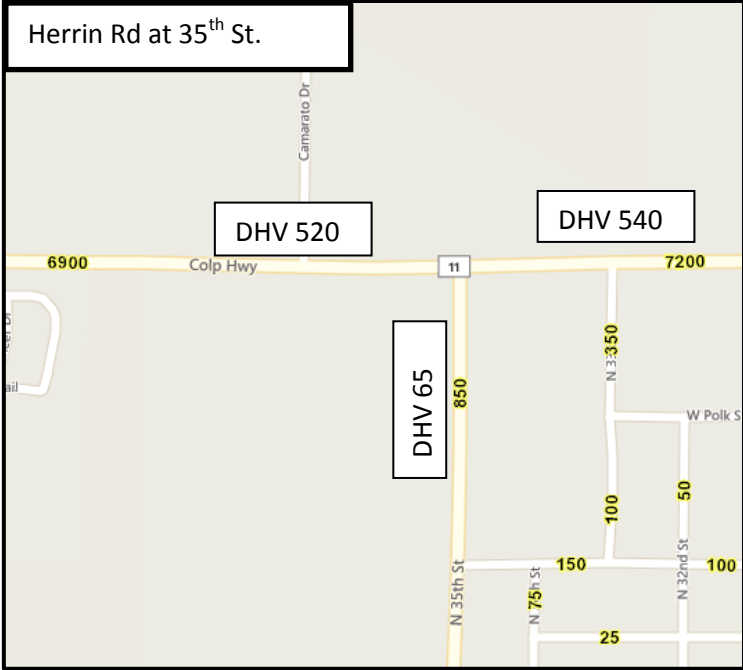
EXHIBIT 15C


- ★ Allen Rd NB – Not warranted
- ★ Royal Oak SB – Not warranted

- ★ Herrin Rd WB – consider LFTL
- ★ Herrin Rd EB – not warranted (no demand)

Left Turn Lane Warrants

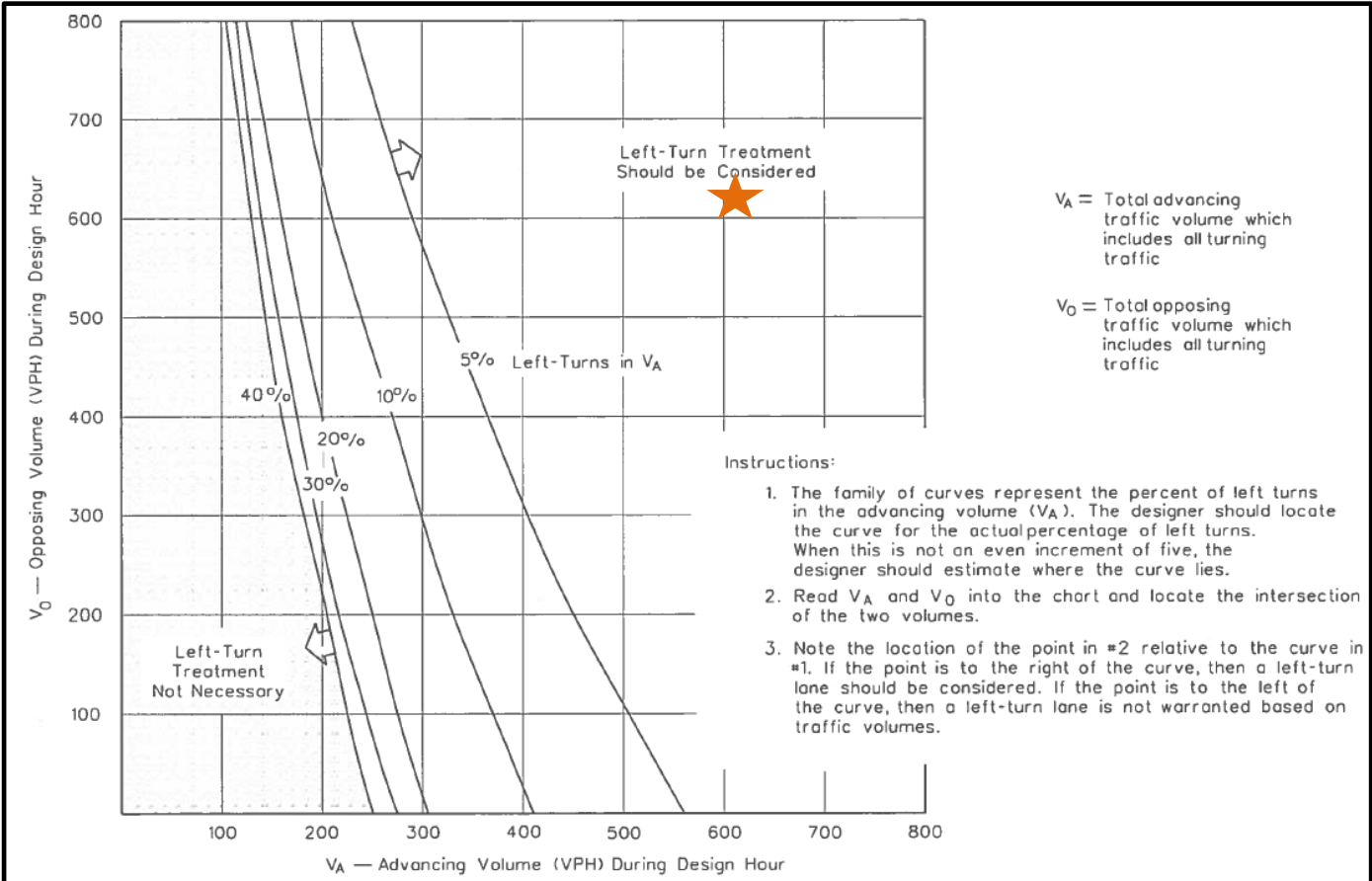
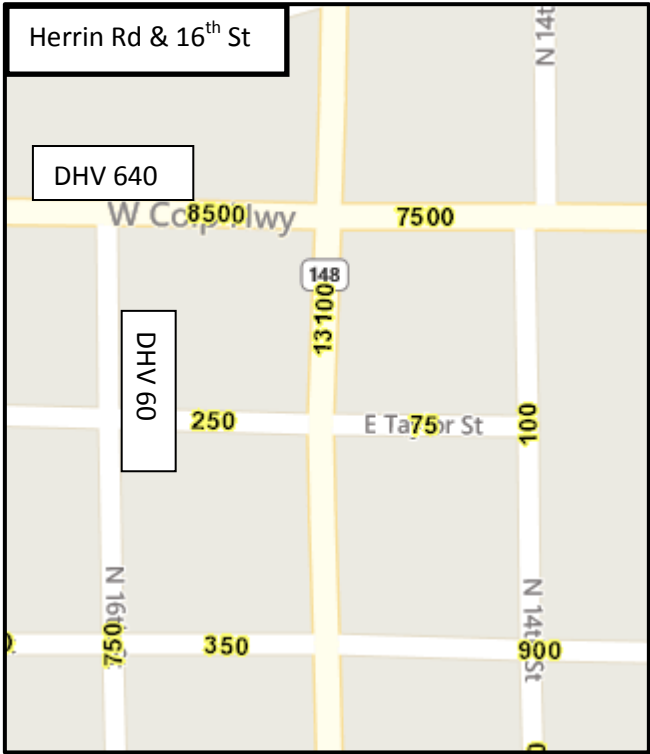
Herrin Rd & 35th St. – WB
 Herrin Rd meets criteria
 for LFTL consideration



 Herrin Rd WB – consider LFTL

Left Turn Lane Warrants

Herrin Rd & 16th Street – LFTL already provided on Herrin Rd, not needed for NB 15th Street (“T” intersection)



VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (60 mph Design Speed)

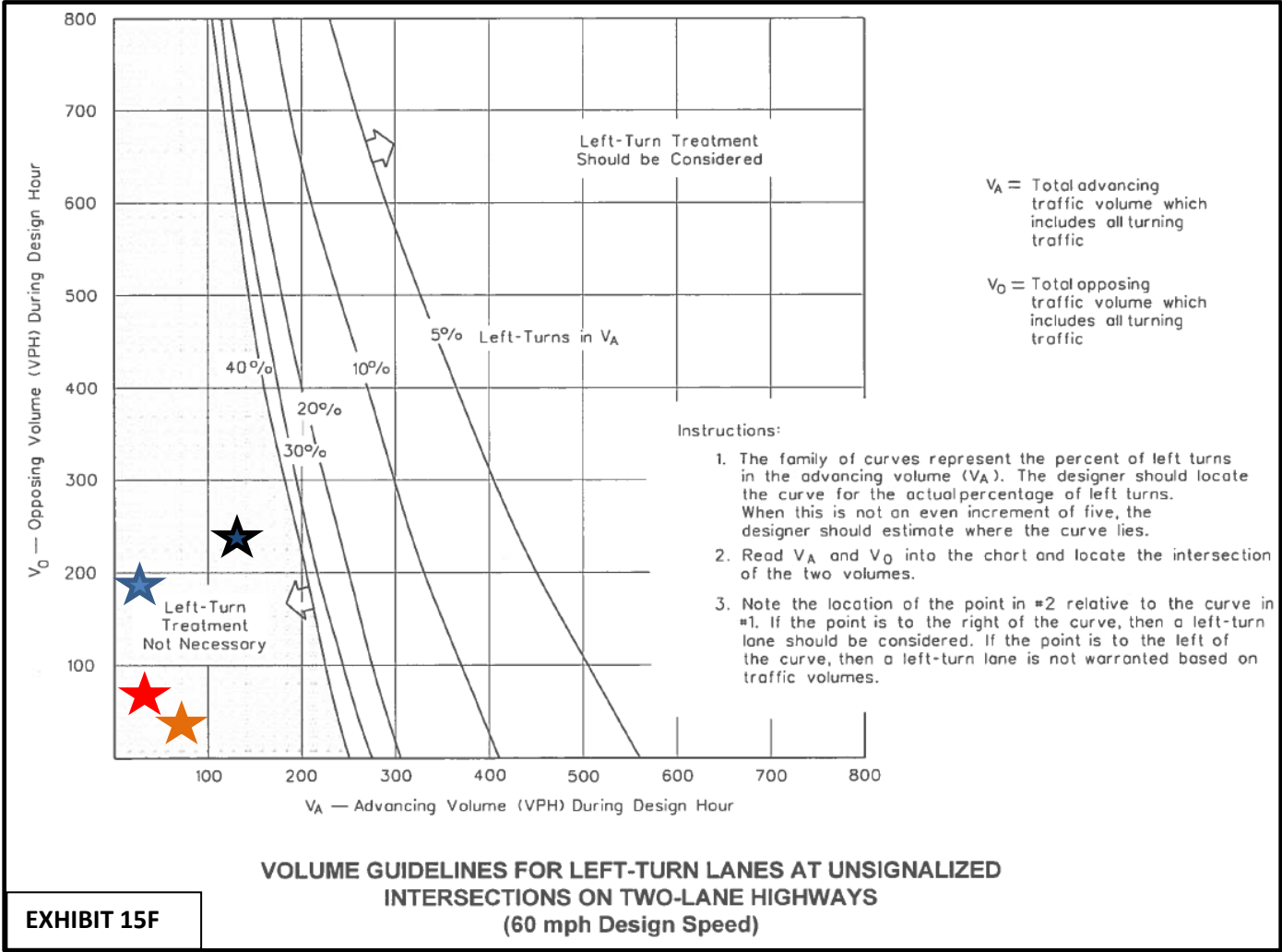
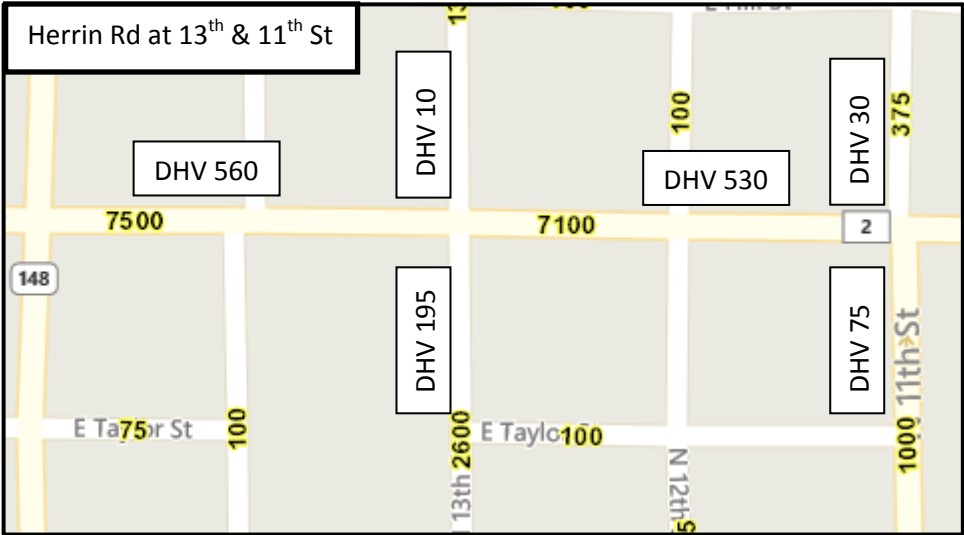
EXHIBIT 15E



Herrin Rd WB – consider LFTL

Left Turn Lane Warrants

Herrin Rd & 13th & 11th St Intersections
 – LFTL exists on Herrin Road, not warranted on 13th or 11th St.



★ 13th St NB – Not Warranted

★ 13th St SB – Not Warranted

★ 11th St NB – Not Warranted

★ 13th St SB – Not Warranted

Left Turn Lane Warrants

Herrin Rd & Bandyville Rd. – WB Herrin Rd LFTL warranted and is being constructed under IDOT Contract: 78277.

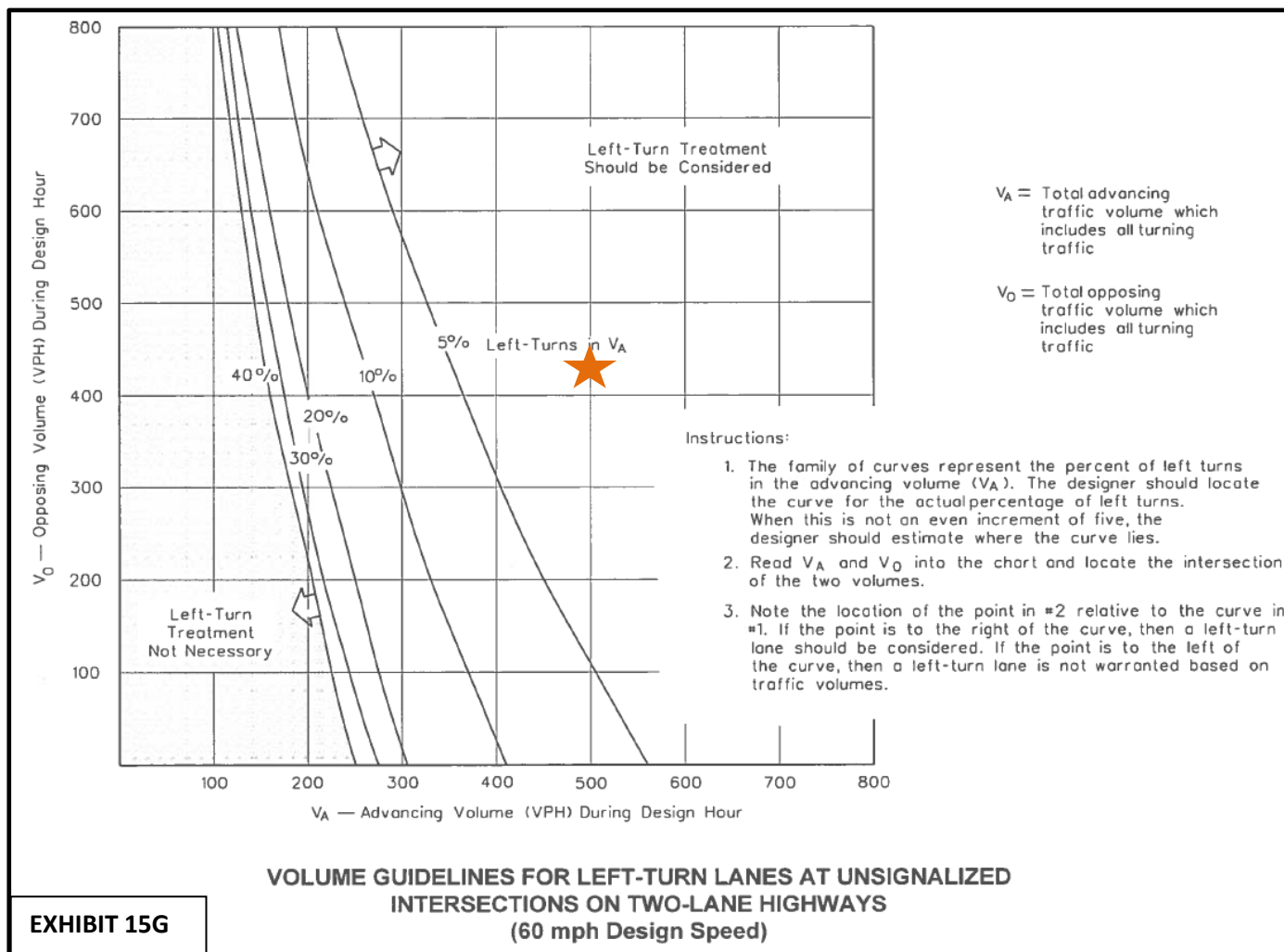


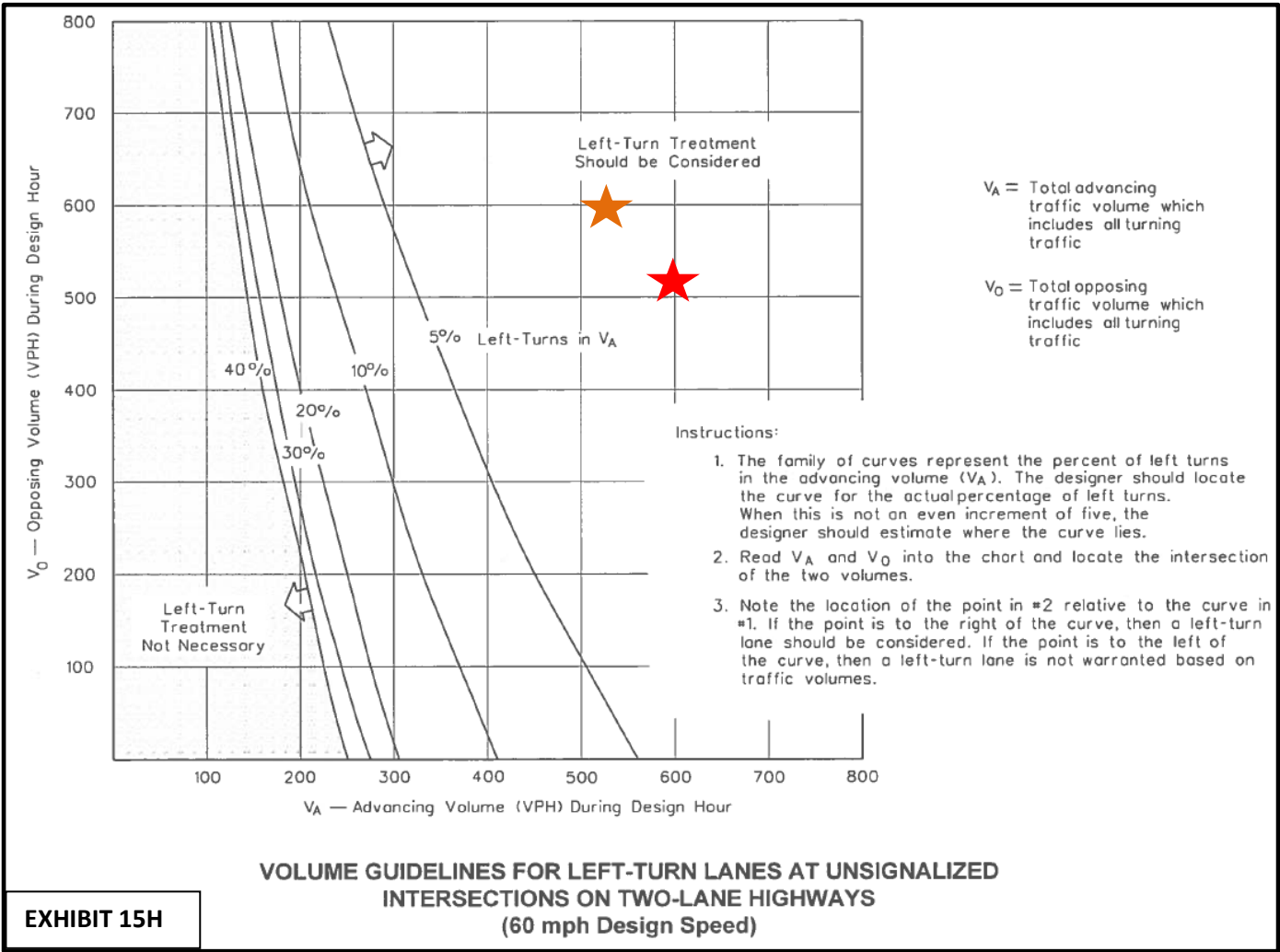
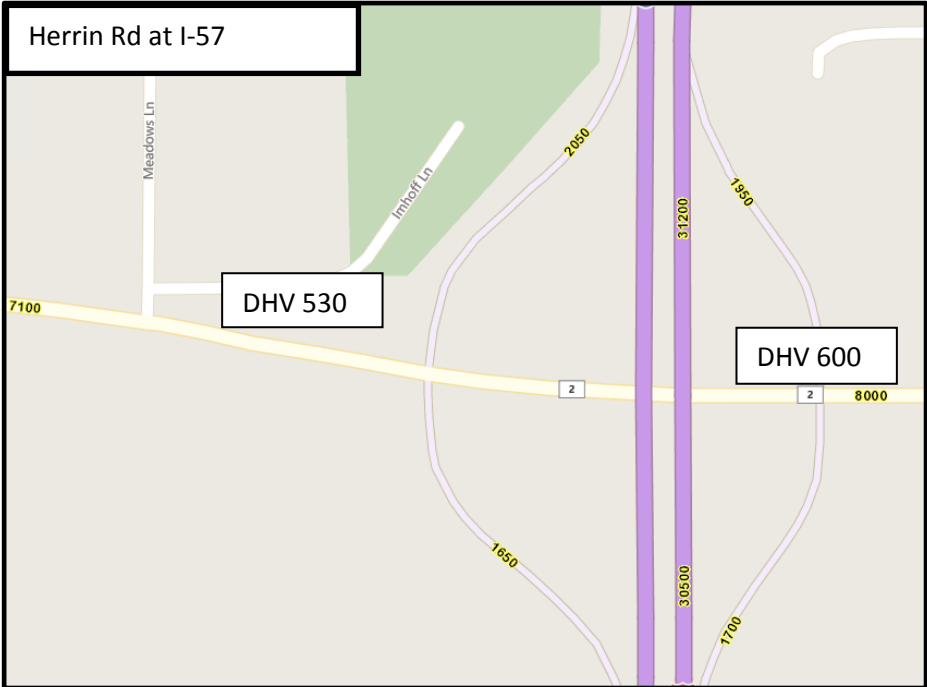
EXHIBIT 15G



Herrin Rd WB – consider LFTL

Left Turn Lane Warrants

Herrin Rd & I-57 Ramps – Consider LFTL for WB to SB and EB to NB movements.

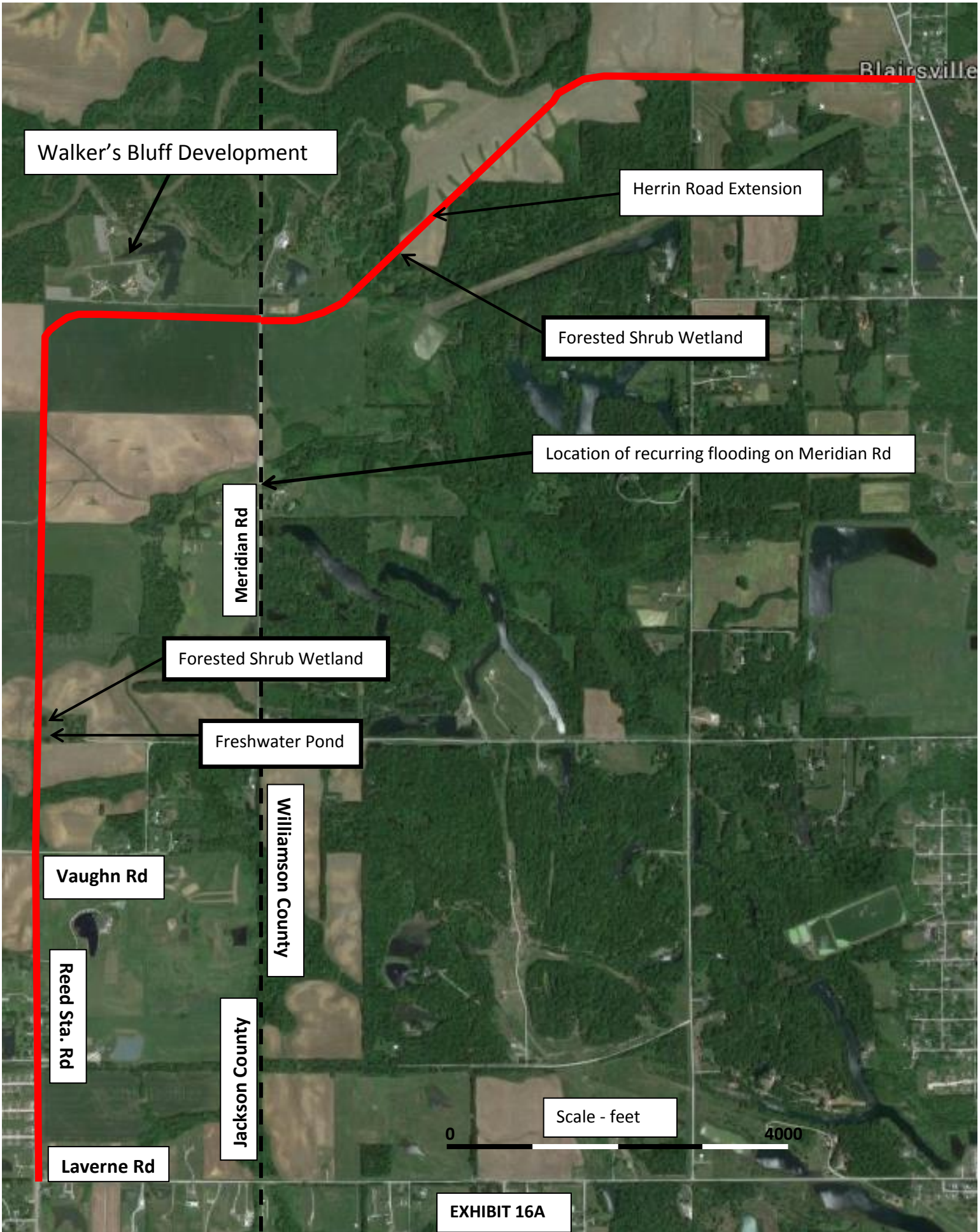


★ Herrin Rd WB – Consider LFTL

★ Herrin Rd EB – consider LFTL

EXHIBIT 16

Possible Herrin Rd Extension and preliminary wetland locations



Blairsville

Walker's Bluff Development

Herrin Road Extension

Forested Shrub Wetland

Location of recurring flooding on Meridian Rd

Meridian Rd

Forested Shrub Wetland

Freshwater Pond

Williamson County

Vaughn Rd

Reed Sta. Rd

Jackson County








Laverne Rd

Scale - feet

0 4000

EXHIBIT 16A

Approximate Wetland Impacts

-  Proposed Structure
-  100' Right of Way
- Wetlands**
-  Freshwater Emergent Wetland
-  Freshwater Forested/Shrub Wetland
-  Freshwater Pond
-  Lake
-  Riverine

Approximately 1.84 acres of wetlands (Freshwater Forested/ Shrub Wetland) would be affected by the proposed right of way.

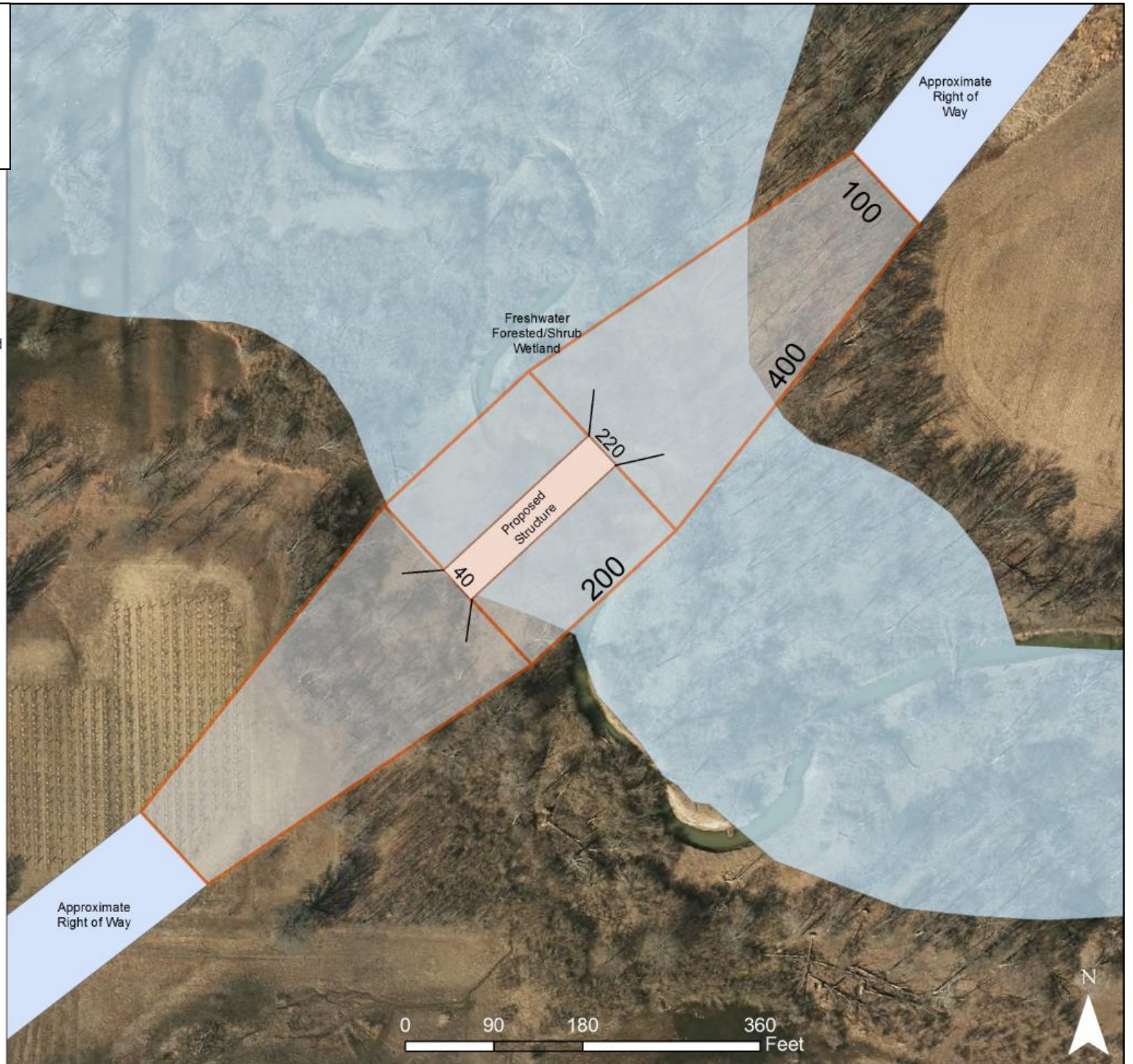


EXHIBIT 16B



Approximate Wetland Impacts

- 100' Right of Way
- Wetlands**
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Riverine

Approximately .31 acres of wetlands (0.13 acres Freshwater Forested/ Shrub Wetland and 0.18 acres of Freshwater Pond) would be affected by the proposed right of way.

EXHIBIT 16C



Applicant: Greater Egypt Regional Planning and Development Commission *IDNR Project Number:* 1602253
Contact: Cary Minnis *Date:* 08/25/2015
Address: 3000 West Deyoung St. Suite 800B-3
 Marion, IL 62959

Project: Herrin Road Extension
Address: 326 Vermont Rd, Carterville

Description: New alignment to mitigate existing flooding.

Natural Resource Review Results

Consultation for Endangered Species Protection and 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.

Wetland Review (Part 1090)

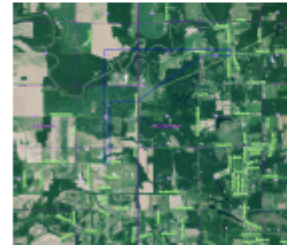
The Illinois Wetlands Inventory shows wetlands within 250 feet of the project location.

An IDNR staff member will evaluate this information and contact you to request additional information or to terminate consultation if adverse effects are unlikely.

Location

The applicant is responsible for the accuracy of the location submitted for the project.

<i>County:</i> Jackson	<i>County:</i> Williamson
<i>Township, Range, Section:</i>	<i>Township, Range, Section:</i>
8S, 1W, 24	..
8S, 1W, 25	..
8S, 1W, 36	..
..	8S, 1E, 19
..	8S, 1E, 20
..	8S, 1E, 30



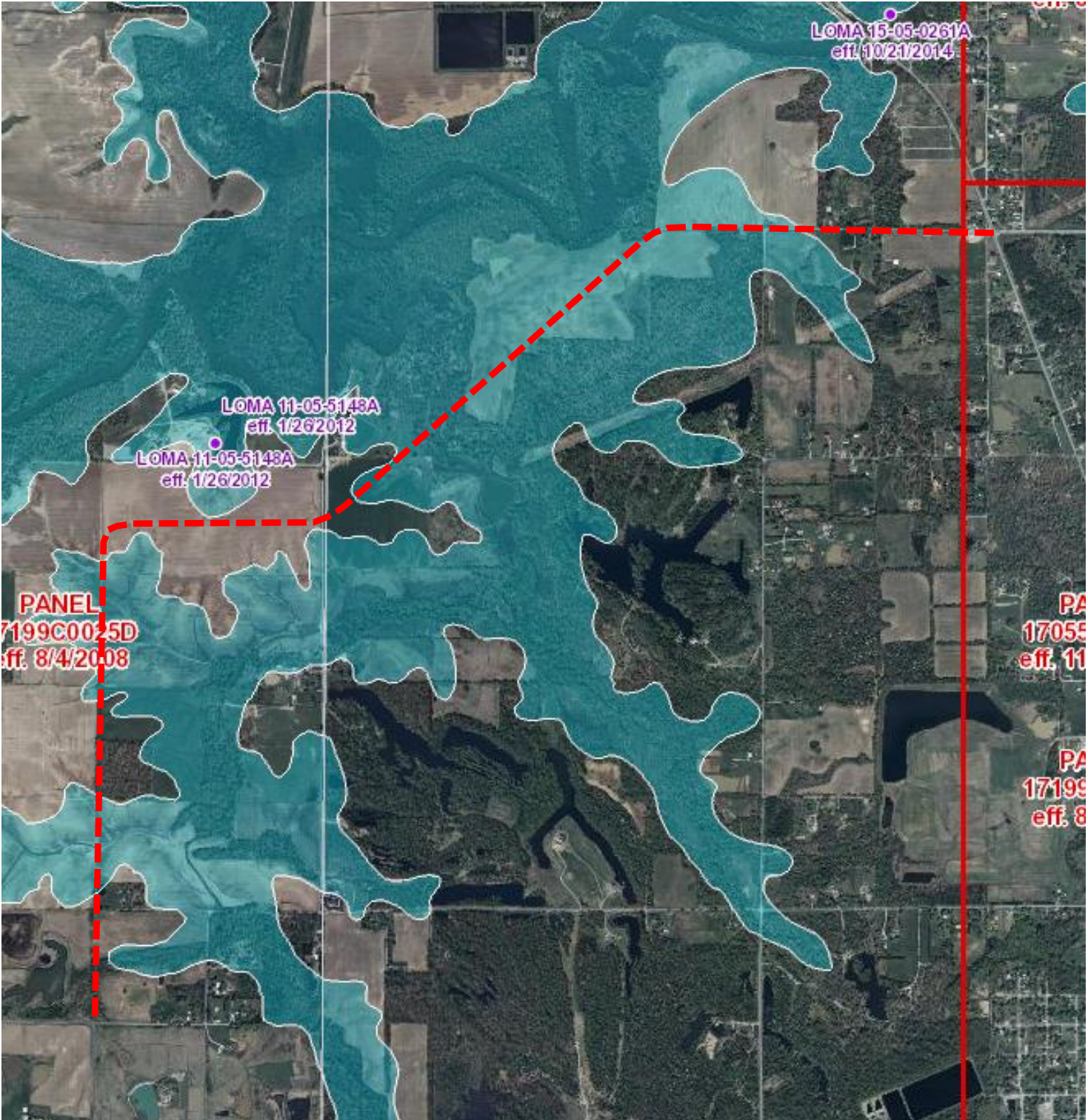
IL Department of Natural Resources Contact

Sheldon Fairfield
217-785-5500
Division of Ecosystems & Environment

Government Jurisdiction

IL Department of Commerce and Economic
Opportunity
David Wortman
500 E Monroe St
Springfield, Illinois 62701

FEMA 100 year Flood Plain



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROJECT NO.	20B-BR	SECTION	35	14	SHEET NO.
DATE	11/11/09	DESIGNER	WILLIAMSON	35	14
SCALE	AS SHOWN	DATE OF PREP.			

Structure 100-0062 Design Flood Information

at N.E. corner of concrete base of monument 45 ft. x 25 ft. 100' x 100' Jct. Elev. 370.04
Structure: #100-0062 Exit in RST as CA, Rte. 9, Sec. 20-B-FD at Sta. 111+50.00 - 150'-6"
with 1'-0" I-Bm. approach spans. Total length = 674'-0" Ek. to Ek. of abutments and 24'-0"
roadway with 2'-0" sidewalk. Open spill through east abutment on footing, 2 column concrete
piers for 1,200 on footings, 3 piers bent piers and pile bent for west abutment. Traffic shall be
detoured utilizing a temporary structure.
Exist. Abutment #2 to be widened as necessary. Existing pile bents #2, #3, #4 and existing Pier #1
shall be removed.

to Salvage.

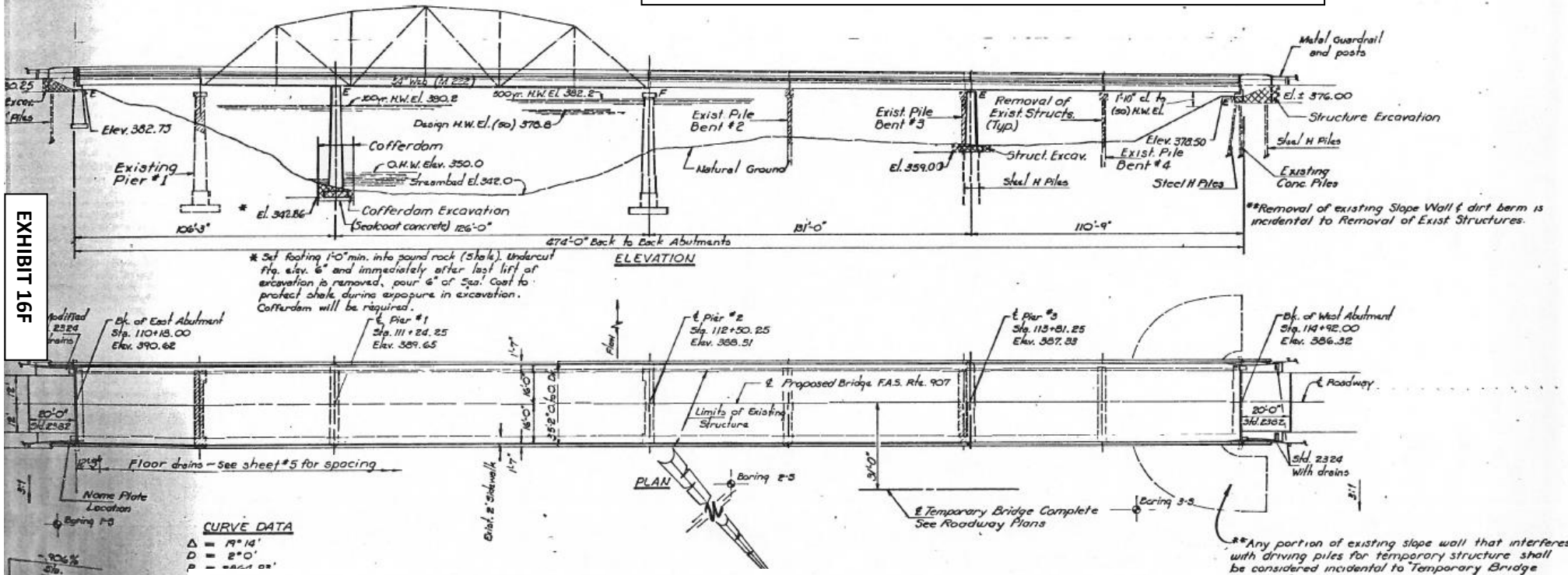


EXHIBIT 16F

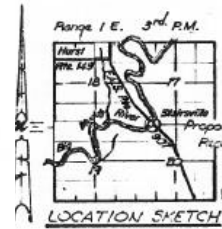
CURVE DATA

Δ	= 19° 14'
D	= 2° 0'
P	= 2221.02'

WATERWAY INFORMATION

Drainage Area 957 sq. mi. Low Grade Elev. 383.8 @ Sta. 123+00

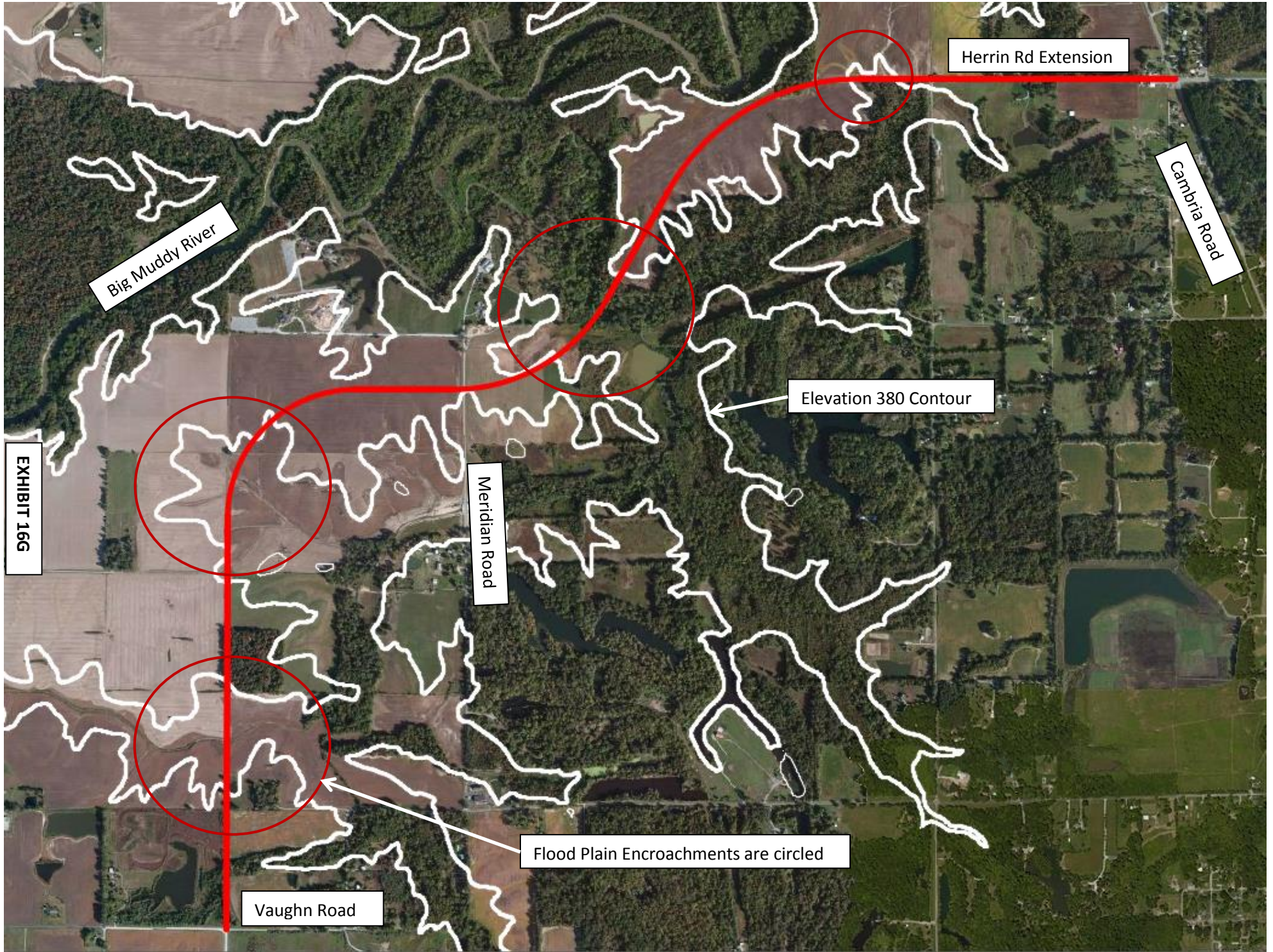
Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Highwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Design	50	26159	8740	8740	378.8	0.09	0.09	378.89	378.89
Base	100	29164	9357	9357	380.2	0.15	0.15	380.33	380.33
Max. Calc.	500	35900	10252	10252	382.2	0.19	0.19	382.39	382.39



GENERAL PLAN
F.A.S. Rte. 907 Over BIG MUDDY RIVER
F.A.S. Rte. 907 Section 20B-BR
WILLIAMSON COUNTY
Sta. 112+50.25
CN 115-20162

PROFILE GRADE
(to Roadway)

APPROVED: [Signature]
CHECKED: [Signature]
DATE: [Date]



Herrin Rd Extension

Cambria Road

Big Muddy River

Elevation 380 Contour

EXHIBIT 16G

Meridian Road

Flood Plain Encroachments are circled

Vaughn Road

EXHIBIT 17

HERRIN ROAD CORRIDOR PRELIMINARY COST ESTIMATE

ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
HERRIN ROAD EXTENSION				
Tree Removal (Over 15")	325	inch	\$30	\$9,750
Tree Removal Acres	14	acres	\$2,875	\$40,250
Earth Excavation	304,000	Cubic Yard	\$7	\$2,128,000
Trench Backfill	1,100	Cubic yard	\$35	\$37,950
Mulch	30	acres	\$600	\$18,000
Erosion Control Blanket	60,000	Square Yard	\$2	\$120,000
Seeding Class II	40	acres	\$2,875	\$115,000
Temporary Ditch Checks	150	Each	\$58	\$8,625
Perimeter Erosion Barrier	36,000	foot	\$2	\$86,400
Stone Dumped Riprap, Class A4	400	Square Yard	\$32	\$12,880
Subbase Granular Material, Type A (for widening)	888	Ton	\$40	\$35,520
Bituminous Materials Prime Coat	16,000	Gallon	\$2	\$37,600
Processing Lime Modified Soil	83,066	Square Yard	\$3	\$207,665
Lime	2,303	Ton	\$70	\$161,210
Hot Mix Asphalt Binder Course	19,002	Ton	\$100	\$1,900,200
Hot Mix Asphalt Shoulders	18,870	Ton	\$90	\$1,698,300
Hot Mix Asphalt Surface Course	6,511	Ton	\$115	\$748,765
Hot Mix Asphalt Base Course Widening	896	Ton	\$100	\$89,600
Removal of Existing Structure	1	Each	\$1,150	\$1,150
Pipe Culvert Removal	500	Lin. Foot	\$10	\$5,000
Structure - 40' wide by 200' length	1	Each	\$1,500,000	\$1,500,000
7x5 Box Culvert	125	Lineal Foot	\$700	\$87,500
15" CMP Entrance Culverts	770	Lineal Foot	\$25	\$19,250
Mail Box Relocation	10	Each	\$865	\$8,650
Steel Plate Beam Guardrail	500	Lineal Foot	\$25	\$12,500
Steel Bridge Rail	400	Lineal Foot	\$200	\$80,000
Traffic Barrier Terminal, Type 1	4	Each	\$2,500	\$10,000
Traffic Barrier Terminal, Type 6	4	Each	\$4,500	\$18,000
Temporary Access	1	Lump Sum	\$50,000	\$50,000
Traffic Control	1	Lump sum	\$100,000	\$100,000
Contingency 10%				\$1,000,000
Wetland Mitigation (assume 4 ac @ 5.5:1 ratio)	22	acres	\$20,000	\$440,000
Tree Replacement	1	Lump Sum	\$50,000	\$50,000
Total Construction Cost				\$10,837,765
Utility Adjustments (Herrin Rd Extension)				
Water Main Adjustment	1	Lump Sum	\$30,000	\$500,000
Overhead Power (Laverne to Vaughn)	1	Lump Sum	\$500,000	\$500,000
Telephone (Laverne to Vaughn)	1	Lump Sum	\$400,000	\$400,000

Total Utilities Cost				\$1,400,000
<u>Engineering (Herrin Rd Extension)</u>				
Phase I	1	Lump Sum	\$800,000	\$800,000
Phase II	1	Lump Sum	\$750,000	\$750,000
Phase III	1	Lump Sum	\$600,000	\$600,000
Total Engineering Cost (Herrin Rd Extension)				\$2,150,000
<u>Right of Way (Herrin Rd Extension)</u>				
Survey & Description	50	Parcel	\$2,000	\$100,000
Appraisal	50	Parcel	\$4,000	\$200,000
Negotiation	50	Parcel	\$2,500	\$125,000
Parcel Cost	40	Acres	\$10,000	\$400,000
Laverne to Vaughn right of way & easement cost	200,000	square ft.	\$2.00	\$400,000
Total Right of Way Cost (Herrin Rd Extension)				\$1,225,000
Total Cost of Herrin Rd Extension				\$15,612,765
<u>Structures</u>				
100-3010	1	Lump Sum	\$600,000	\$600,000
100-3011	1	Lump Sum	\$600,000	\$600,000
Total Structure Cost				\$1,200,000
20th Street to Elementary School paved shoulders				\$500,000
Grand Total				\$17,312,765

EXHIBIT 18

Crenshaw/College/Sycamore - Sight Distance Check

Alignment: Existing		Eye Height: 3.5 ft		Object Height: 0.5 ft	
<u>Station</u>	<u>Actual Sight Distance</u>	<u>Minimum Sight Distance</u>	<u>Obstruction Point</u>	<u>Violated?</u>	
Reed Sta. Rd (0+00)					
7+00.00'	278.00'	305.00'	(2588239.3062',404744.7016',411.9546')	Yes	
7+50.00'	232.50'	305.00'	(2588243.8061',404744.7143',411.8784')	Yes	
8+00.00'	201.50'	305.00'	(2588262.8061',404744.7679',411.5413')	Yes	
8+50.00'	184.50'	305.00'	(2588295.8059',404744.8610',410.5872')	Yes	
36+00.00'	289.50'	305.00'	(2591150.7625',404754.1448',410.1459')	Yes	
36+50.00'	260.00'	305.00'	(2591171.2617',404754.3263',410.0248')	Yes	
37+00.00'	253.93'	305.00'	(2591215.1913',404754.7154',409.6491')	Yes	
44+00.00'	294.00'	305.00'	(2591954.9253',404775.2055',410.9198')	Yes	
44+50.00'	266.00'	305.00'	(2591976.9224',404775.5639',410.5472')	Yes	
45+00.00'	286.00'	305.00'	(2592046.9131',404776.7041',409.3260')	Yes	
Burghoff Street (57+00)					
Strawberry Road (66+75)					
72+00.00'	274.00'	305.00'	(2594734.4426',404823.5305',438.3590')	Yes	
72+50.00'	239.50'	305.00'	(2594749.9404',404823.7929',438.1813')	Yes	
73+00.00'	216.00'	305.00'	(2594776.4366',404824.2415',437.7617')	Yes	
73+50.00'	270.00'	305.00'	(2594880.4217',404826.0021',435.7288')	Yes	
Downey Cr. Rd (80+00)					
85+00.00'	292.00'	305.00'	(2596052.2388',404846.6970',426.3787')	Yes	
85+50.00'	253.00'	305.00'	(2596063.2370',404846.8955',425.9540')	Yes	
86+00.00'	219.00'	305.00'	(2596079.2344',404847.1843',425.2257')	Yes	
86+50.00'	195.50'	305.00'	(2596105.7301',404847.6625',423.8276')	Yes	
87+00.00'	248.50'	305.00'	(2596208.7133',404849.5213',417.7185')	Yes	
Cambria Rd (120+00)					
166+00.00'	297.50'	305.00'	(2604156.9052',404943.3406',458.5566')	Yes	
166+50.00'	245.00'	305.00'	(2604154.4053',404943.3159',458.5657')	Yes	
167+00.00'	200.00'	305.00'	(2604159.4051',404943.3653',458.5475')	Yes	
167+50.00'	187.00'	305.00'	(2604196.4033',404943.7303',458.4127')	Yes	
178+50.00'	259.45'	305.00'	(2605368.7703',404957.2889',481.5040')	Yes	
179+00.00'	230.27'	305.00'	(2605389.5955',404957.4361',481.5915')	Yes	
179+50.00'	224.01'	305.00'	(2605433.3352',404957.7452',481.3776')	Yes	
180+00.00'	223.93'	305.00'	(2605483.2484',404958.0980',480.5366')	Yes	
180+50.00'	233.86'	305.00'	(2605543.1834',404958.5216',478.7462')	Yes	
184+00.00'	254.00'	305.00'	(2605913.3110',404961.1377',488.7859')	Yes	
184+50.00'	220.50'	305.00'	(2605929.8106',404961.2543',488.9156')	Yes	
185+00.00'	202.85'	305.00'	(2605962.1613',404961.4830',488.9199')	Yes	

185+50.00'	201.48'	305.00'	(2606010.7893',404961.8470',488.2823')	Yes
186+00.00'	201.62'	305.00'	(2606060.9267',404962.2456',486.8128')	Yes
Greenbrier Rd(188+50)				
227+00.00'	291.50'	305.00'	(2610250.6913',404993.3189',440.9576')	Yes
227+50.00'	236.50'	305.00'	(2610245.6914',404993.2816',441.0672')	Yes
228+00.00'	195.50'	305.00'	(2610254.6912',404993.3488',440.8700')	Yes
230+50.00'	291.00'	305.00'	(2610600.1815',404995.9310',446.5588')	Yes
231+00.00'	243.50'	305.00'	(2610602.6814',404995.9497',446.5370')	Yes
231+50.00'	203.50'	305.00'	(2610612.6812',404996.0244',446.3916')	Yes
232+00.00'	166.50'	305.00'	(2610625.6808',404996.1216',446.0621')	Yes
232+50.00'	144.50'	305.00'	(2610653.6800',404996.3309',445.0284')	Yes
233+00.00'	145.50'	305.00'	(2610704.6786',404996.7120',441.9238')	Yes
Division St (241+60)				
246+00.00'	256.50'	305.00'	(2612115.6504',405005.4428',414.8535')	Yes
246+50.00'	203.00'	305.00'	(2612112.1504',405005.4259',414.9315')	Yes
247+00.00'	156.00'	305.00'	(2612115.1504',405005.4404',414.8653')	Yes
250+50.00'	285.00'	305.00'	(2612594.1448',405007.7582',435.4506')	Yes
251+00.00'	240.00'	305.00'	(2612599.1447',405007.7824',435.5675')	Yes
251+50.00'	201.50'	305.00'	(2612610.6446',405007.8380',435.8117')	Yes
252+00.00'	161.50'	305.00'	(2612620.6445',405007.8864',435.8811')	Yes
252+50.00'	135.50'	305.00'	(2612644.6442',405008.0025',435.7576')	Yes
Woodland Dr. (252+75)				
253+00.00'	133.00'	305.00'	(2612692.1436',405008.2324',434.3381')	Yes
255+00.00'	303.91'	305.00'	(2613063.0483',405010.2354',428.1080')	Yes
255+50.00'	253.68'	305.00'	(2613062.8139',405010.2336',428.1180')	Yes
256+00.00'	217.44'	305.00'	(2613076.5739',405010.3419',427.5324')	Yes
256+50.00'	208.84'	305.00'	(2613117.9790',405010.6679',425.5557')	Yes
263+00.00'	269.50'	305.00'	(2613828.6142',405016.2630',431.1776')	Yes
263+50.00'	233.00'	305.00'	(2613842.1138',405016.3693',431.0993')	Yes
264+00.00'	219.00'	305.00'	(2613878.1127',405016.6527',430.6890')	Yes
271+50.00'	282.50'	305.00'	(2614691.5875',405023.0574',442.9157')	Yes
272+00.00'	263.50'	305.00'	(2614722.5865',405023.3015',442.2336')	Yes
272+50.00'	259.00'	305.00'	(2614768.0851',405023.6597',440.8897')	Yes
273+00.00'	263.21'	305.00'	(2614822.2943',405024.0865',438.8156')	Yes
302+00.00'	276.00'	305.00'	(2617734.8267',405039.4826',418.8356')	Yes
302+50.00'	243.00'	305.00'	(2617751.8261',405039.6274',418.8989')	Yes
303+00.00'	223.00'	305.00'	(2617781.8250',405039.8831',418.8783')	Yes
Birch Lane (306+25)				
Winterset Dr. (319+75)				
Hafer Rd (322+40)				
S. 27th St (349+25)				

McVicker Dr. (362+50)				
McGinnis St (363+70)				
Jackson Lane (370+50)				
370+50.00'	305.00'	305.00'		No
Shannon Ave (370+50)				
Maple Street (378+25)				
Pine St (380+50)				
381+00.00'	305.00'	305.00'		No
Thompson St (381+20)				
Caswell St (383+75)				
McNeil St (386+40)				
IL 148 (389+00)				
Front St (391+50)				
Madison St (393+10)				
Ryan Dr. (402+50)				
Cardinal Lane (405+10)				
435+50.00'	268.50'	305.00'	(2631075.7614',405217.0659',486.1307')	Yes
436+00.00'	220.50'	305.00'	(2631077.7613',405217.0864',486.1190')	Yes
436+50.00'	174.50'	305.00'	(2631081.7611',405217.1273',486.0956')	Yes
437+00.00'	132.00'	305.00'	(2631089.2607',405217.2041',485.8904')	Yes
437+50.00'	103.00'	305.00'	(2631110.2596',405217.4191',485.1886')	Yes
Bandyville Rd (458+90)				
459+00.00'	271.00'	305.00'	(2633427.4701',405275.3300',449.2629')	Yes
459+50.00'	215.00'	305.00'	(2633421.4709',405275.2273',449.3100')	Yes
460+00.00'	168.50'	305.00'	(2633424.9704',405275.2872',449.2825')	Yes
460+50.00'	136.00'	305.00'	(2633442.4679',405275.5867',448.9545')	Yes
461+00.00'	133.00'	305.00'	(2633489.4610',405276.3909',447.0456')	Yes
469+00.00'	274.87'	305.00'	(2634431.1606',405293.4049',451.5167')	Yes
469+50.00'	223.52'	305.00'	(2634429.8123',405293.4034',451.4998')	Yes
470+00.00'	177.74'	305.00'	(2634434.0346',405293.4082',451.5071')	Yes
470+50.00'	151.71'	305.00'	(2634458.0065',405293.4356',451.2385')	Yes
471+00.00'	180.28'	305.00'	(2634536.5710',405293.5255',449.6231')	Yes
Skyline Drive (511+40)				
532+50.00'	304.77'	305.00'	(2640810.1071',405347.0791',452.4459')	Yes
Decatur Rd (532+90)				
533+00.00'	271.94'	305.00'	(2640827.2649',405347.8983',452.2354')	Yes
533+50.00'	277.26'	305.00'	(2640882.5175',405350.5364',451.4949')	Yes
542+50.00'	301.65'	305.00'	(2641806.5259',405370.3267',479.8422')	Yes
543+00.00'	257.83'	305.00'	(2641812.7058',405370.3569',479.7842')	Yes
543+50.00'	217.74'	305.00'	(2641822.6071',405370.4052',479.6913')	Yes
544+00.00'	190.84'	305.00'	(2641845.7082',405370.5181',479.3064')	Yes

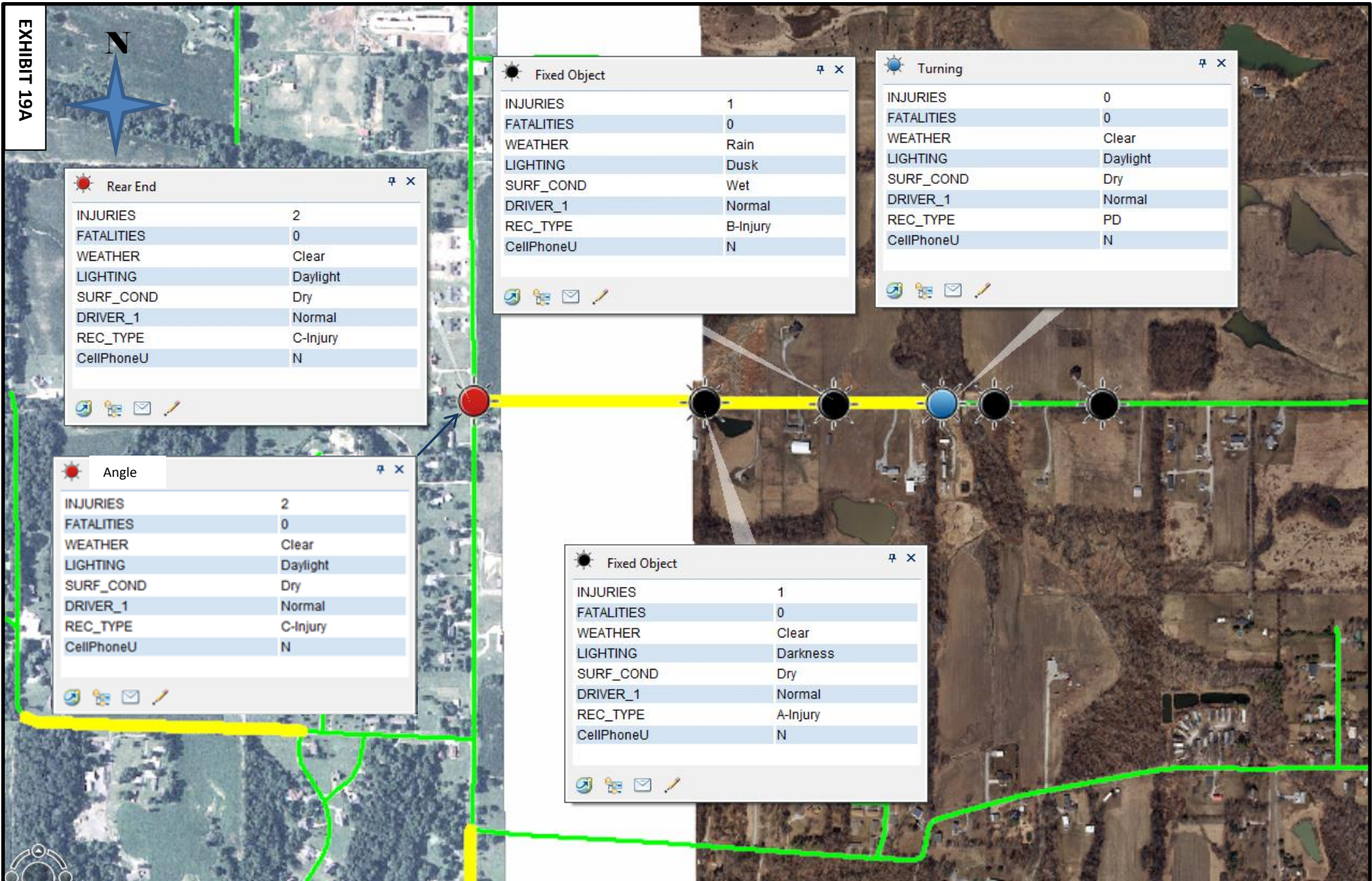
EXHIBIT 18C

544+50.00'	177.88'	305.00'	(2641882.7512',405370.6990',478.2682')	Yes
553+00.00'	283.82'	305.00'	(2642651.4499',404943.0514',484.2801')	Yes
553+50.00'	255.00'	305.00'	(2642663.7215',404925.7926',484.9460')	Yes
554+00.00'	240.50'	305.00'	(2642684.2931',404896.8606',485.8192')	Yes
554+50.00'	245.50'	305.00'	(2642716.1647',404852.0365',486.6931')	Yes
577+50.00'	273.62'	305.00'	(2644331.2677',403191.6284',486.9791')	Yes
578+00.00'	232.60'	305.00'	(2644337.3494',403185.0200',486.7359')	Yes
578+50.00'	202.07'	305.00'	(2644350.5307',403170.6970',486.1454')	Yes
579+00.00'	168.21'	305.00'	(2644361.4602',403158.8208',485.4750')	Yes
579+50.00'	166.27'	305.00'	(2644394.0065',403123.4557',482.8569')	Yes
584+00.00'	298.03'	305.00'	(2644931.4962',402936.8971',490.2190')	Yes
584+50.00'	279.23'	305.00'	(2644962.3345',402932.1560',490.5713')	Yes
585+00.00'	278.39'	305.00'	(2645011.1963',402926.9596',490.7819')	Yes
585+50.00'	281.27'	305.00'	(2645063.9213',402922.9052',490.5205')	Yes
586+00.00'	282.74'	305.00'	(2645115.3004',402919.9974',489.8204')	Yes
Cedar Gr Rd (623+00)				
I-57 (633+00)				
633+50.00'	305.00'	305.00'		No
634+00.00'	301.40'	305.00'	(2648895.0229',401508.8586',507.6012')	Yes
634+50.00'	271.00'	305.00'	(2648914.6177',401509.3099',506.8885')	Yes
Lamaster Rd (640+50)				
640+50.00'	305.00'	305.00'		No
641+00.00'	305.00'	305.00'		No
Trolley Line (641+25)				
641+50.00'	305.00'	305.00'		No
642+00.00'	303.20'	305.00'	(2649696.7126',401520.7313',516.9988')	Yes
642+50.00'	283.49'	305.00'	(2649726.9976',401520.9735',516.9940')	Yes
Penn. Dr. (646+60)				
White Pine (663+30)				
659+00.00'	305.00'	305.00'		No
659+50.00'	305.00'	305.00'		No
660+00.00'	305.00'	305.00'		No
660+50.00'	275.53'	305.00'	(2651518.9825',401507.4631',518.4077')	Yes
661+00.00'	254.24'	305.00'	(2651547.6904',401507.7497',517.2940')	Yes
661+50.00'	236.86'	305.00'	(2651580.3168',401508.0753',515.7937')	Yes
662+00.00'	253.67'	305.00'	(2651647.1200',401508.7422',512.2374')	Yes
675+00.00'	303.30'	305.00'	(2652996.7179',401500.8456',513.5026')	Yes
675+50.00'	264.00'	305.00'	(2653007.4117',401500.7771',513.1712')	Yes
676+00.00'	230.51'	305.00'	(2653023.9217',401500.6713',512.6171')	Yes
IL 37 (680+70)				

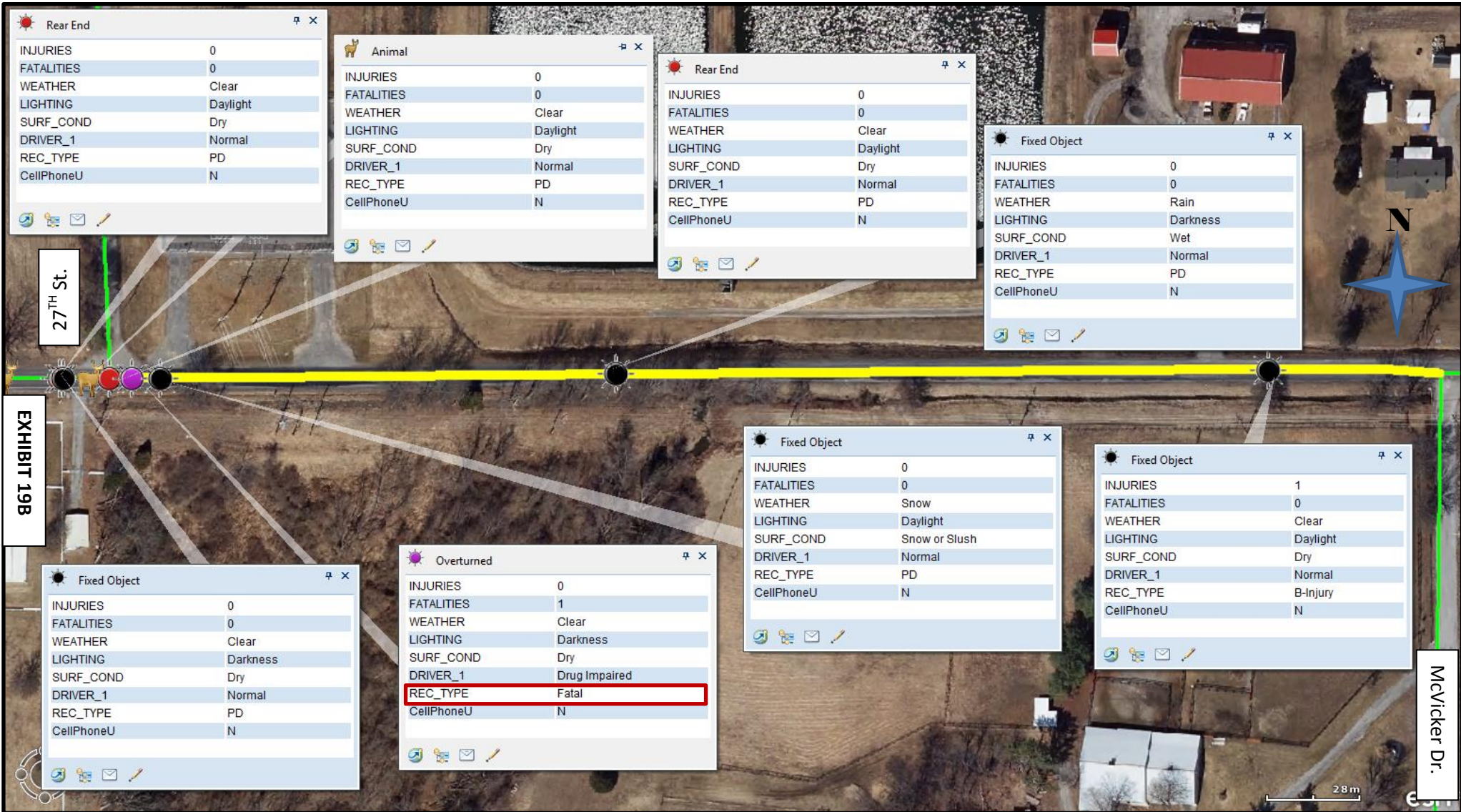
EXHIBIT 18D

EXHIBIT 19

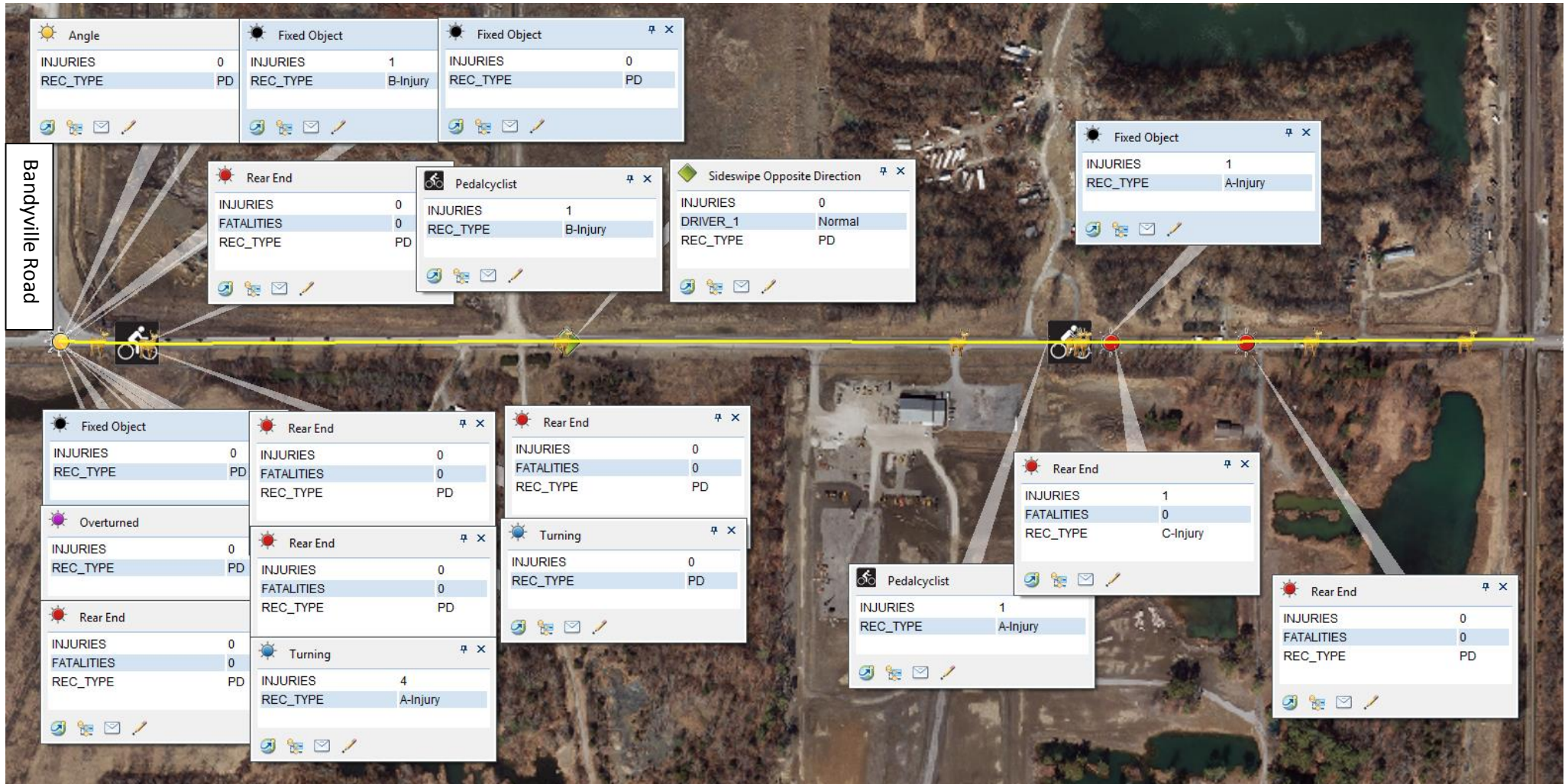
Lavern Road 5% Segment



College St. 5% Segment

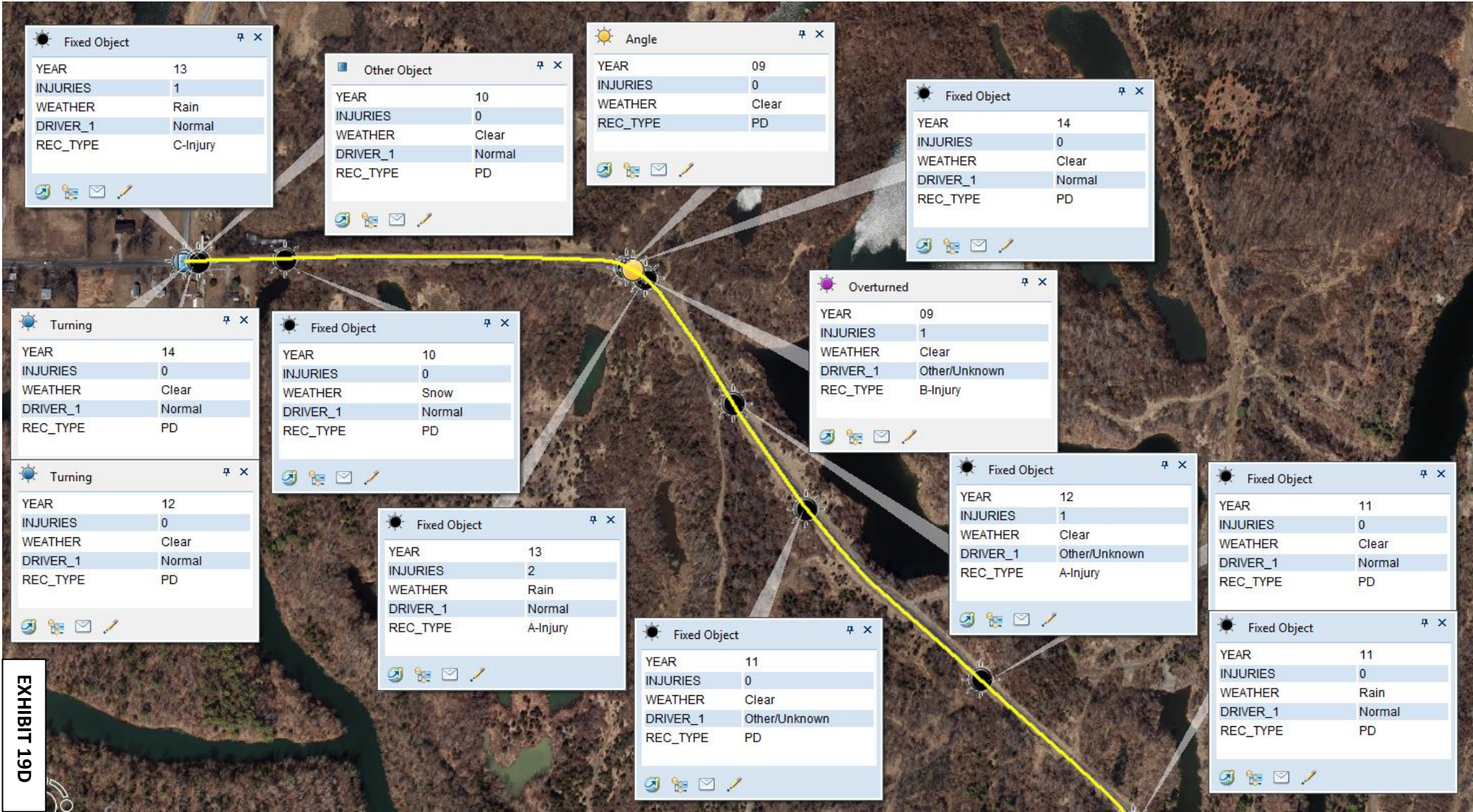


Crenshaw Rd. 5% Segment



No injuries resulted from the 8 Animal crashes in this segment

Crenshaw Rd. 5% Segment



Crenshaw Rd. 5% Segment

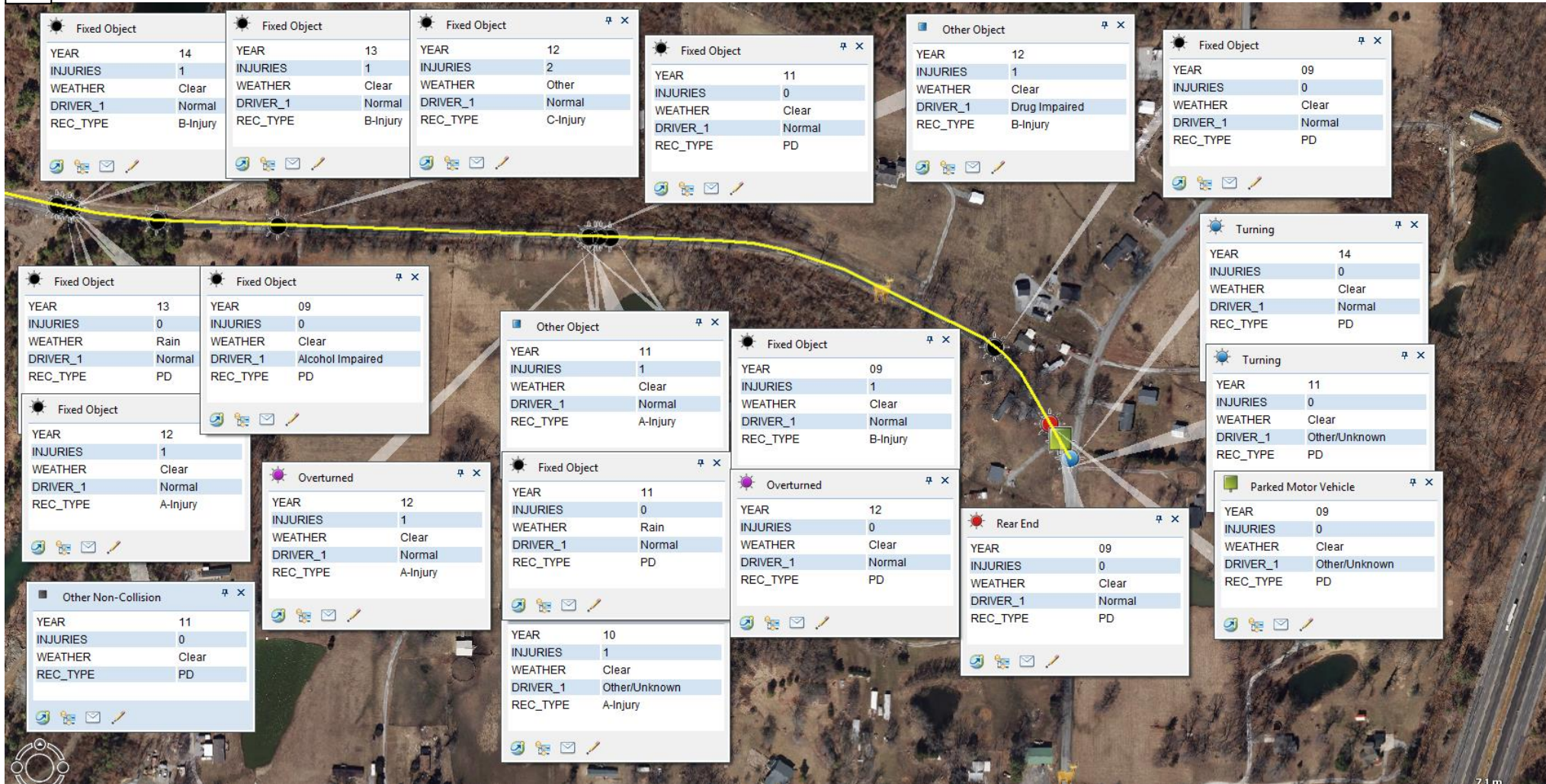
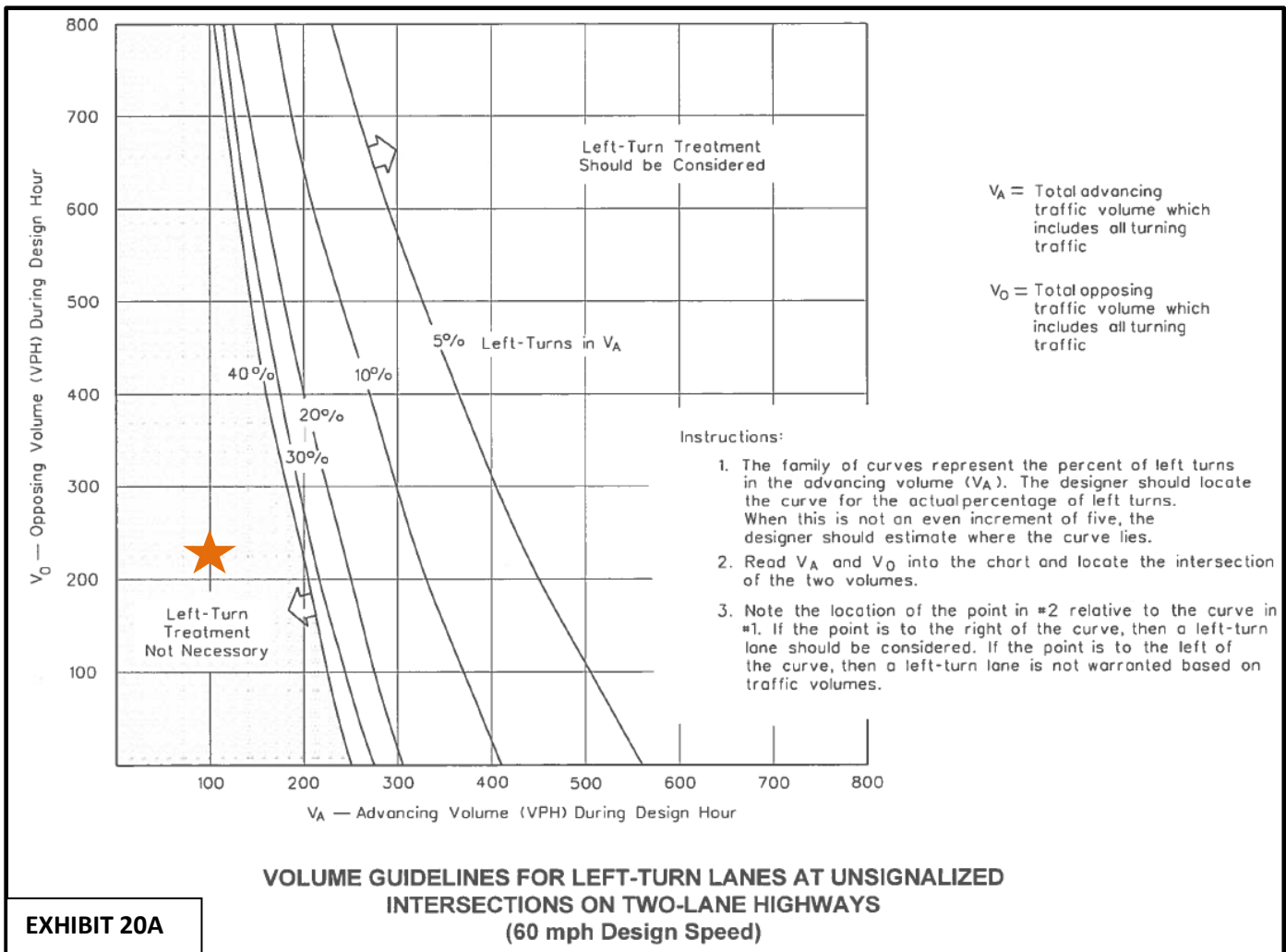
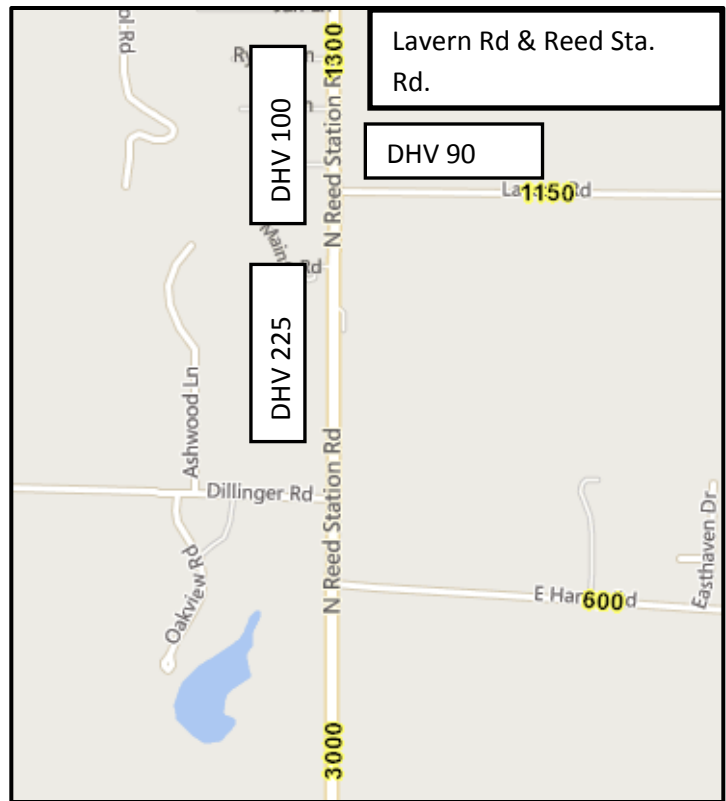


EXHIBIT 20

Left Turn Lane Warrants

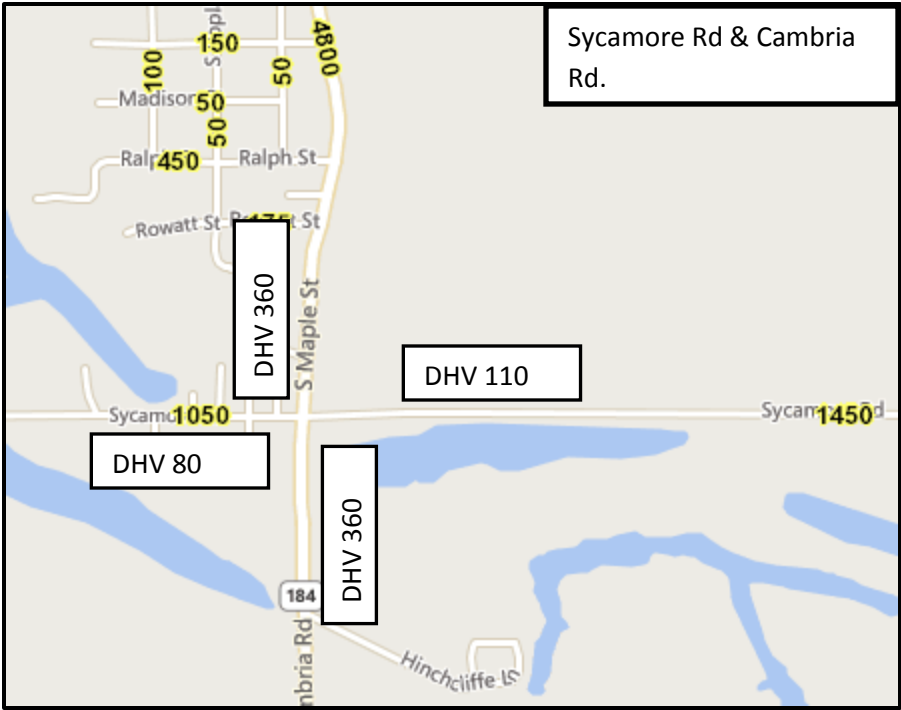
Lavern Rd & Reed Station Rd
Intersection – LFTL not warranted



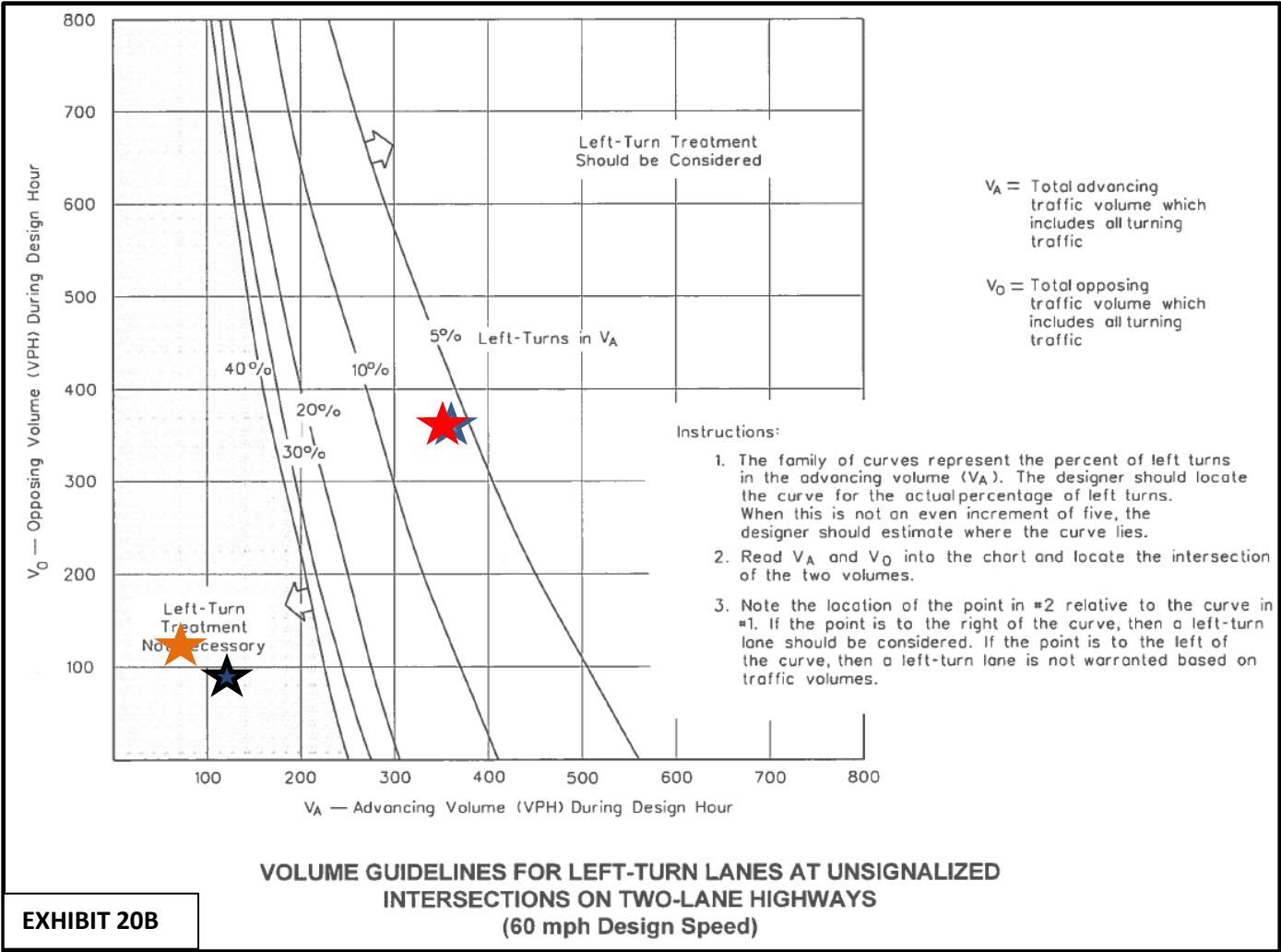
Reed Sta. Rd SB – LFTL not warranted

Left Turn Lane Warrants

Sycamore Rd & Cambria Rd – consider LFTL on Cambria Rd NB & SB



Sycamore Rd & Cambria Rd.



Red Star: Cambria Rd NB – Consider LFTL

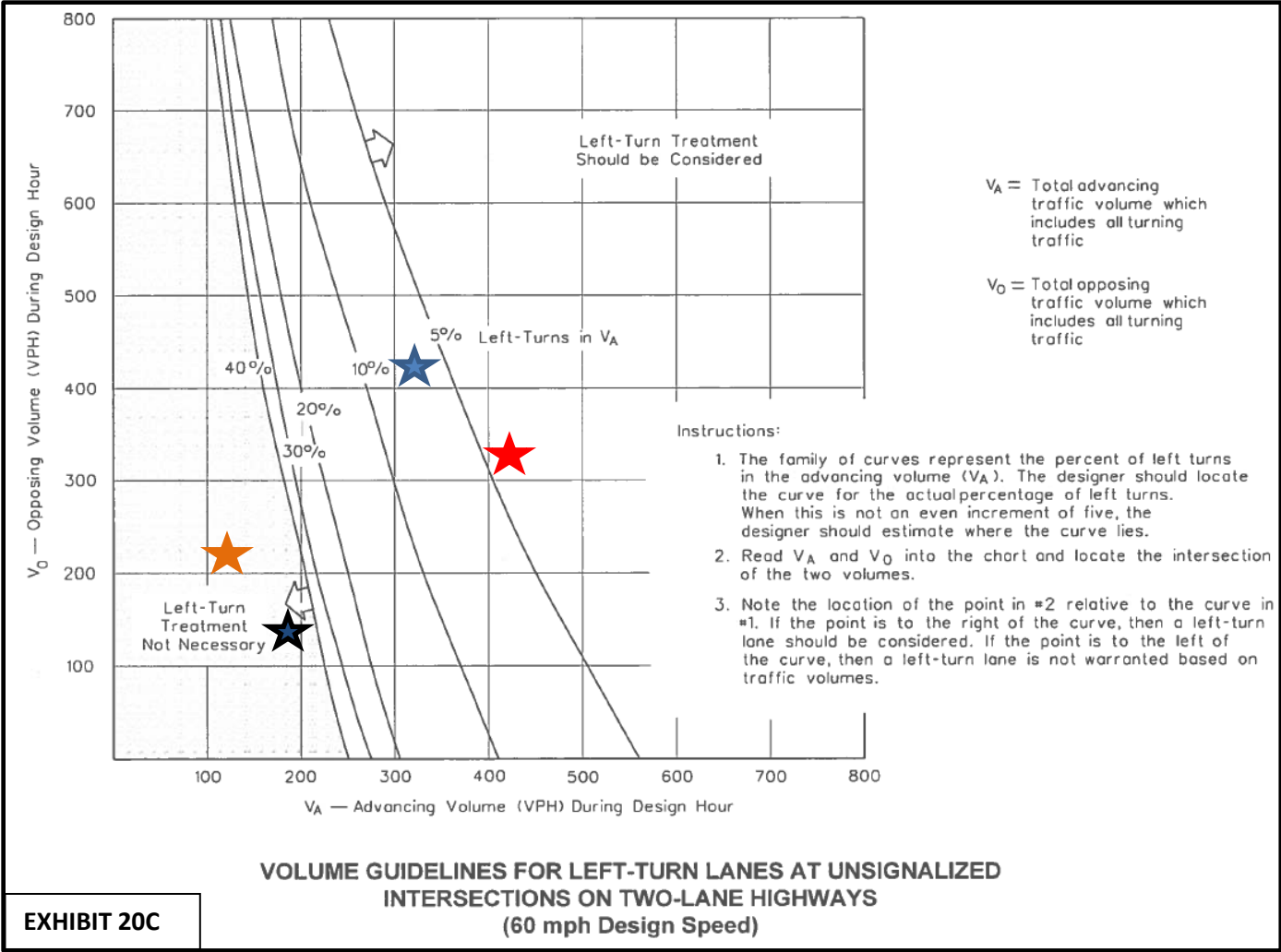
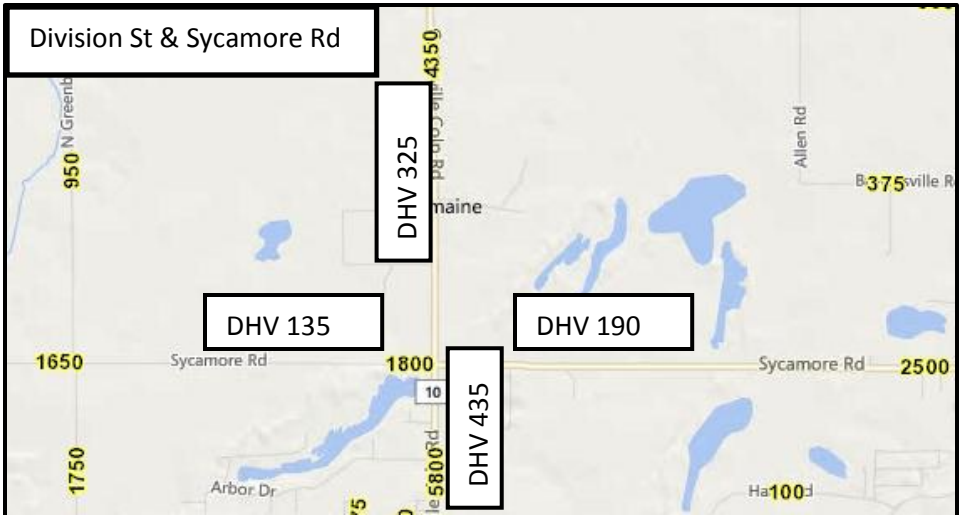
Orange Star: Sycamore Rd EB – Not Warranted

Blue Star: Cambria Rd SB – Consider LFTL

Black Star: Sycamore Rd WB – Not Warranted

Left Turn Lane Warrants

Sycamore Rd & Division St – consider LFTL on Division St NB & SB



★ Division St NB – Consider LFTL

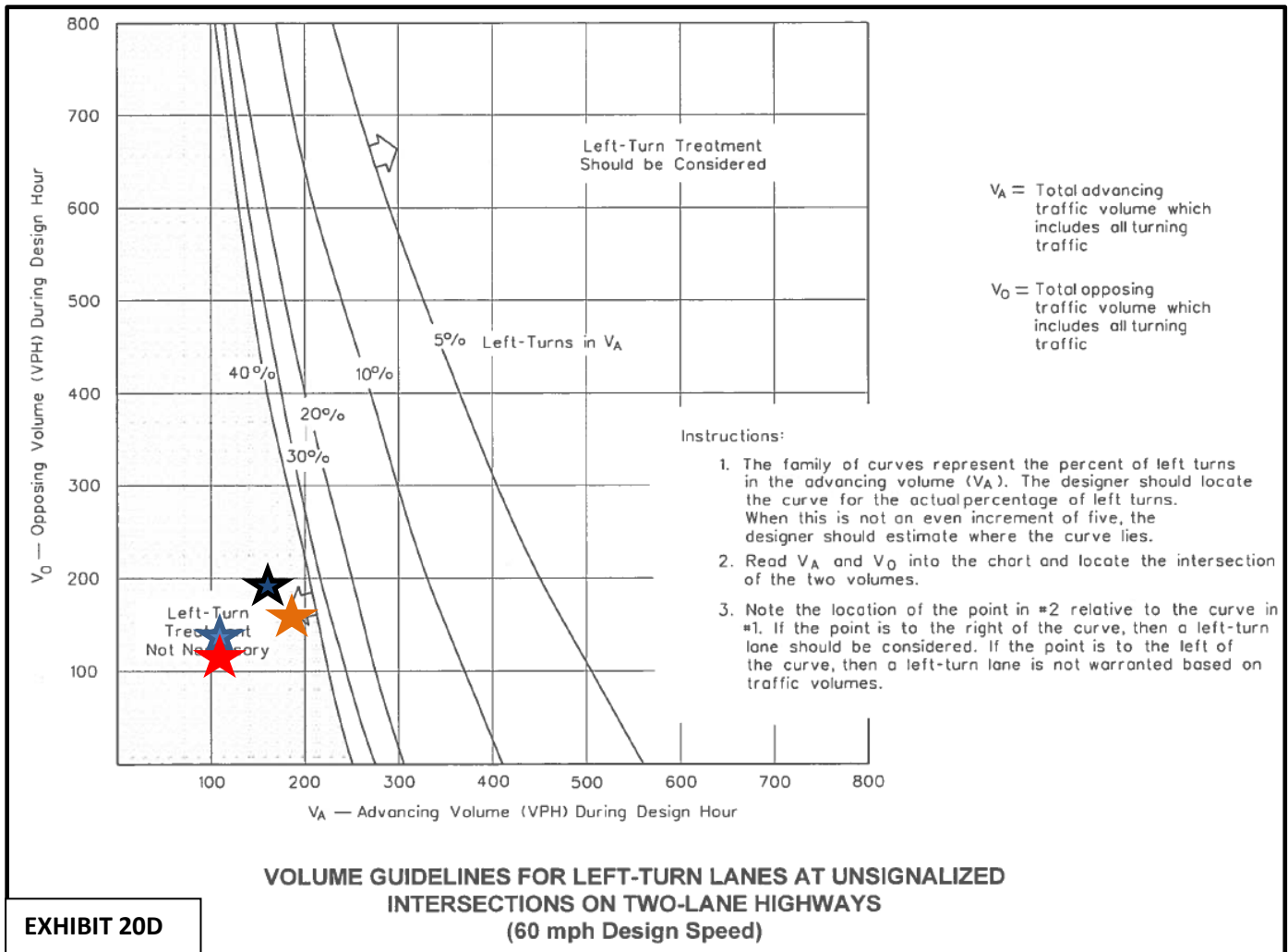
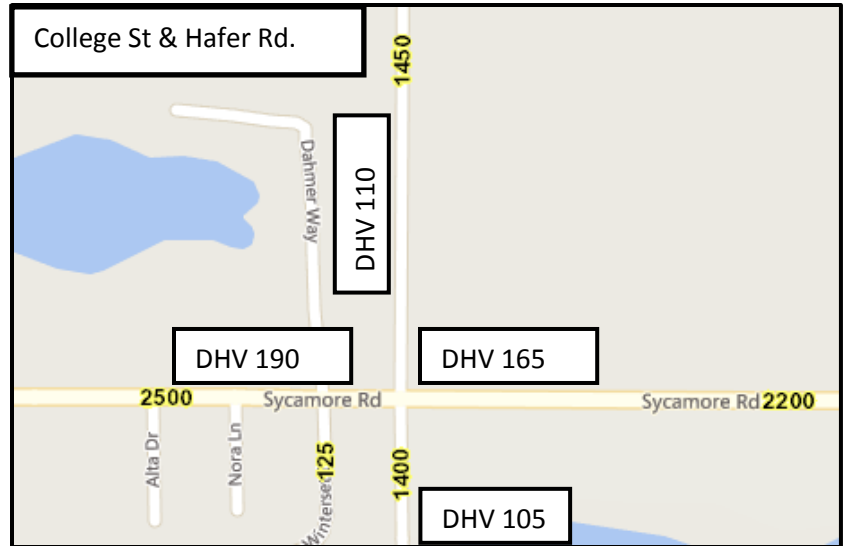
★ Cambria Rd SB – Consider LFTL

★ Sycamore Rd EB – Not Warranted

★ Sycamore Rd WB – Not Warranted

Left Turn Lane Warrants

College St & Hafer Rd – LFTL not warranted



Hafer Rd NB – Not Warranted



Hafer Rd SB – Not Warranted



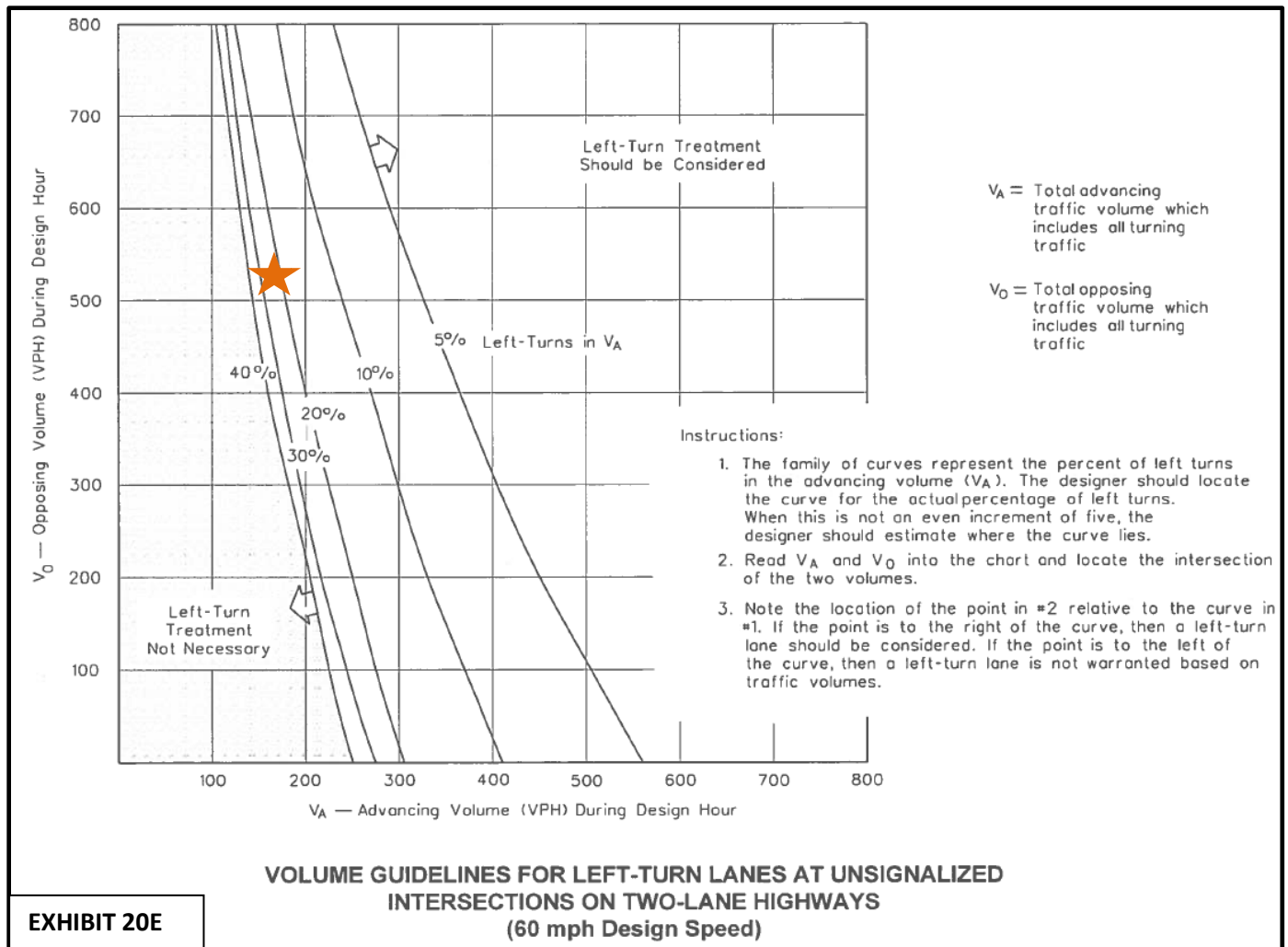
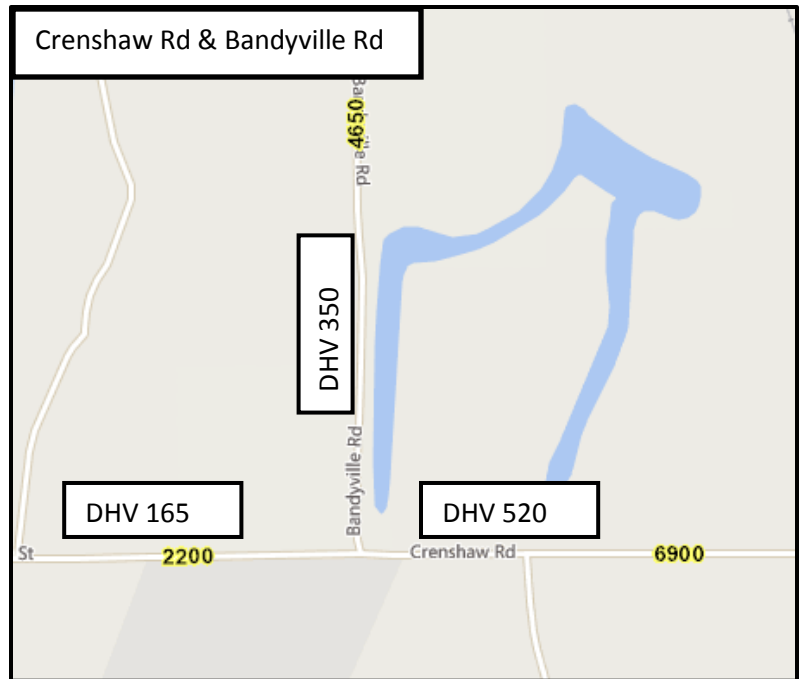
Sycamore Rd EB – Not Warranted



Sycamore Rd WB – Not Warranted

Left Turn Lane Warrants

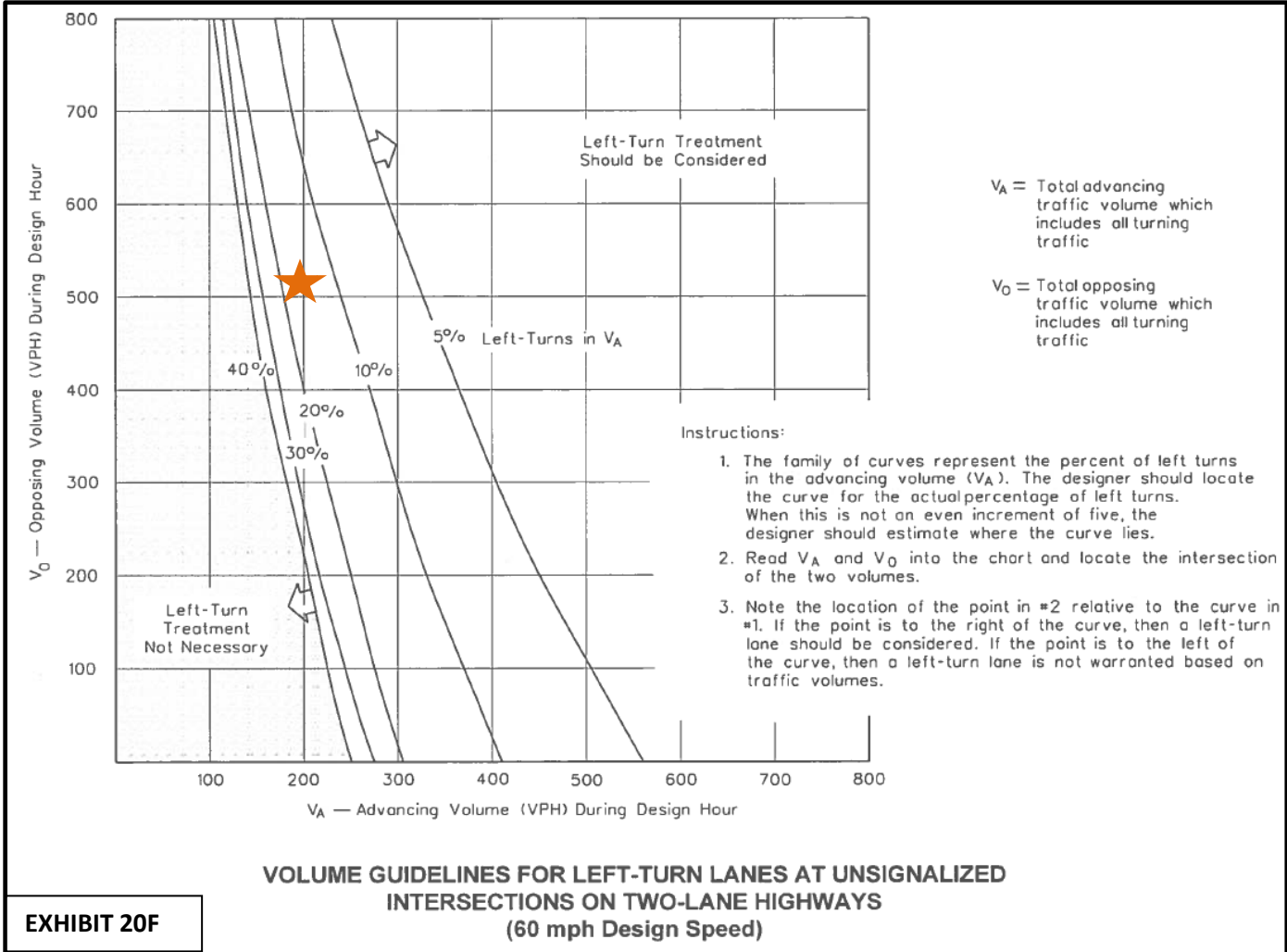
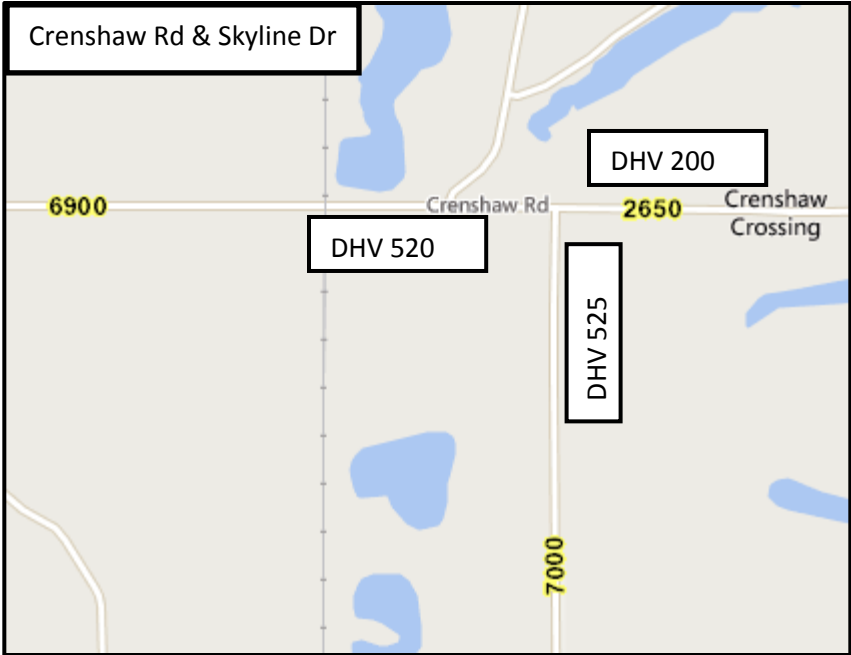
Crenshaw Rd & Bandyville Rd – LFTL not warranted



Crenshaw Rd EB – LFTL not warranted

Left Turn Lane Warrants

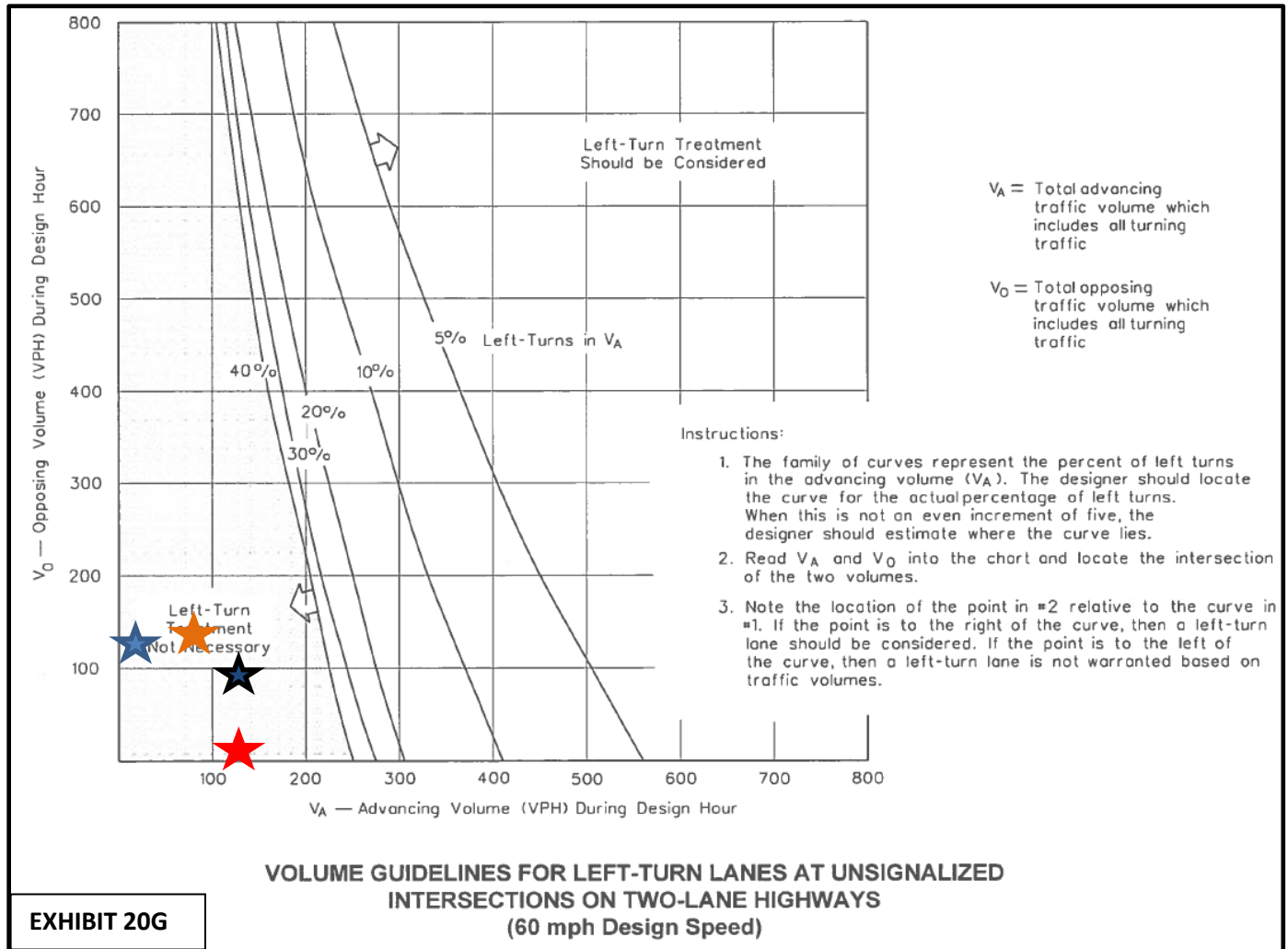
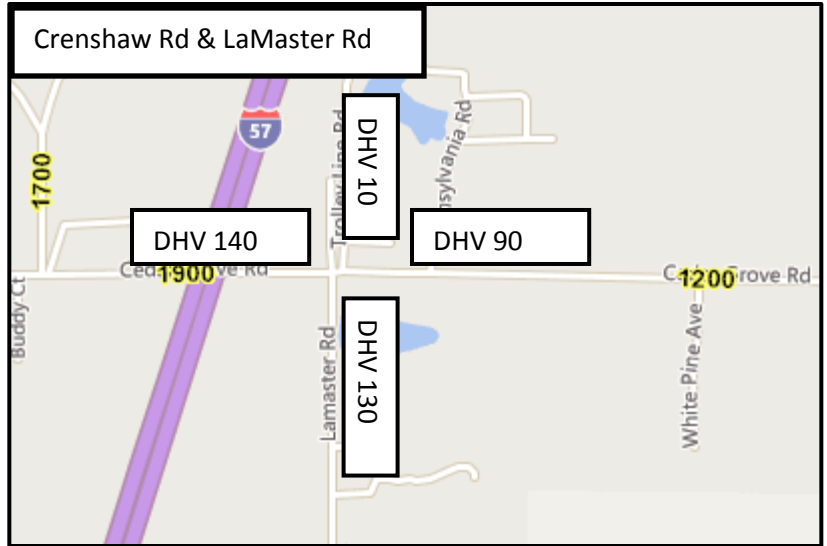
Crenshaw Rd & Skyline Dr. –
 consider LFTL for WB Crenshaw Rd
 (left turn movement likely exceeds
 15% of WB traffic)



Crenshaw Rd WB – Consider LFTL

Left Turn Lane Warrants

Crenshaw Rd & LaMaster Rd – No LFTL warranted



★ LaMaster Rd NB – not warranted

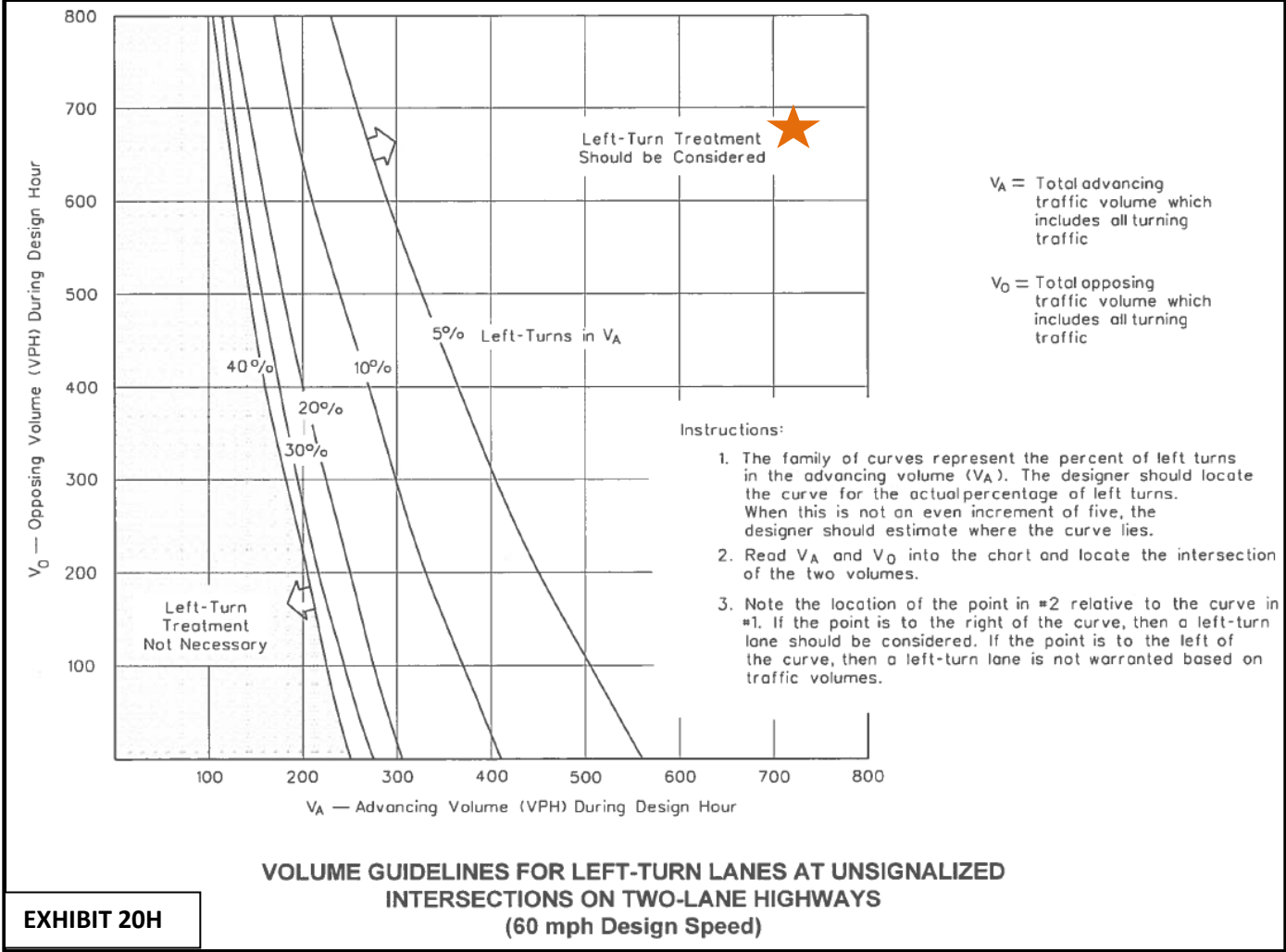
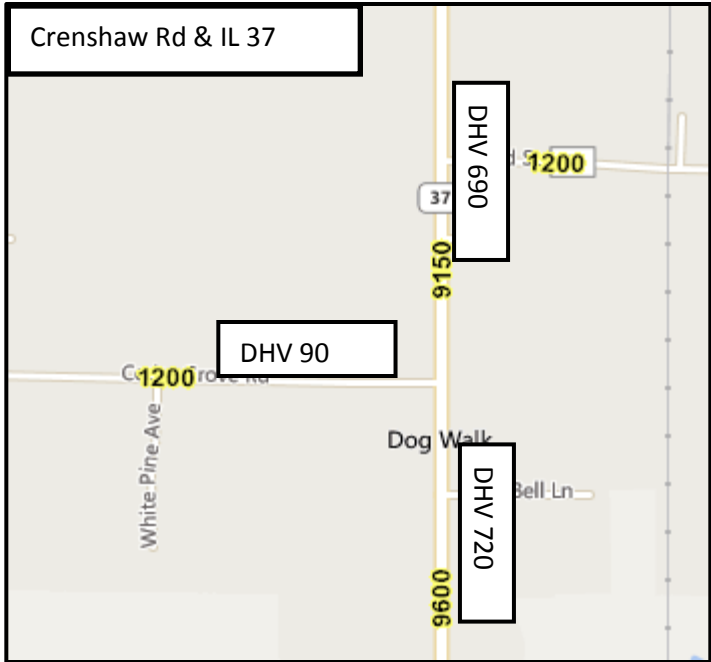
★ Crenshaw Rd WB – not warranted

★ LaMaster Rd SB –not warranted

★ Crenshaw Rd EB – not warranted

Left Turn Lane Warrants

Crenshaw Rd & IL 13 – consider LFTL for NB IL 37.



★ IL 37 NB – consider LFTL

EXHIBIT 21

Crenshaw/College/Sycamore Estimate

Location	Cost
IL 37 to Skyline Drive (3.2 miles)	
Pavement/Subgrade/Shoulders/Earthwork @ \$1M per mile	\$3,200,000
Vertical Curve Corrections - 9 @ \$300k each	\$2,700,000
Utilities @ \$250k per mile	\$800,000
Right of way @ \$100k per mile	\$320,000
10 trunk line power poles @ \$25k each	\$250,000
Horizontal Curve relocations @ \$500k each	<u>\$1,500,000</u>
	\$8,770,000
Skyline Drive to Bandyville Road (1.0 miles)	
Pavement/Subgrade/Shoulders/Earthwork- existing is adequate	\$0
Vertical Curve Corrections - 2 @ \$300k each	\$600,000
Left Turn Lane for WB Crenshaw Road	\$500,000
Right Turn Lane for NB Skyline Drive	<u>\$100,000</u>
	\$1,200,000
Bandyville to IL 148 (1.4 miles)	
Pavement/Subgrade/Shoulders/Earthwork @ \$1M per mile	1,400,000
Vertical Curve Corrections - 1 @ \$300k each	300,000
Utilities @ \$250k per mile	350,000
Right of way @ \$100k per mile	140,000
50 trunk line power poles @ \$25k each	1,250,000
	\$3,440,000
IL 148 to Energy Village Limits (1.0 miles)	
Pavement/Subgrade/Shoulders/Earthwork @ \$1M per mile	1,000,000
Vertical Curve Corrections - 0 @ \$300k each	0
Utilities (\$250k added due to dense urban area)	500,000
Right of Way (\$100K added due to dense urban area)	<u>200,000</u>
	1,700,000
Energy Village Limits to Division Street (1.8 miles)	
Pavement/Subgrade/Shoulders/Earthwork @ \$1M per mile	1,800,000
Vertical Curve Corrections - 5 @ \$300k each	1,500,000
Utilities @250k per mile	450,000
20 trunk line power poles @25k each	500,000
Right of Way @100k per mile	180,000
New Culvert West of Energy	<u>200,000</u>
	4,630,000
Division Street to Carterville City Limits (0.5 miles)	
Pavement/Subgrade/Shoulders/Earthwork @ \$1M per mile	500,000
Vertical Curve Corrections - 1 @ \$300k each	300,000

Utilities @ \$250k per mile	125,000
Right of Way @ \$100K per mile	50,000
	975,000
Carterville City Limits to Cambria Road (1.8 miles)	
Pavement/Subgrade/Shoulders/Earthwork @ \$1M per mile	1,800,000
Vertical Curve Corrections - 4 @ \$300k each	1,200,000
Utilities @250k per mile	450,000
53 trunk line power poles @25k each	1,300,000
Right of Way @100k per mile	180,000
	4,930,000
Cambria Road to Reed Station Road (2.3 miles)	
Pavement/Subgrade/Shoulders/Earthwork @ \$1M per mile	2,300,000
Vertical Curve Corrections - 5 @ \$300k each	1,500,000
Utilities @250k per mile	575,000
Right of Way @100k per mile	180,000
New Bridge at Cambria Creek	400,000
36 trunk line power poles @25k each	900,000
	5,855,000
Total	\$31,500,000
Add 15% contingency	\$4,725,000.00
Grand Total	\$36,225,000.00

EXHIBIT 22

East/West Corridor Study

Introduction

Welcome to the Public Information Meeting conducted for the East/West Corridor Study. This meeting is a part of our public involvement process which provides study information and an opportunity for public comments and suggestions.

The success of this meeting depends on citizen participation. Please examine the displays presented and discuss the study with staff members.

If you wish to provide additional comments after the meeting, a 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 at the comment table. Also, please visit our website at: <http://www.greateregypt.org/SIMPO/simpo-eastwest-corridor-study/> to complete a brief interactive survey for the study.

Purpose of this Meeting

The purpose of this informational meeting is to obtain public input regarding east/west transportation corridors within the MPO planning area. Your input regarding the need to identify and plan for an additional east/west transportation corridor within the SIMPO planning area is requested. In addition, please provide your suggestions or comments for any transportation improvements that you feel are needed along the corridors.

Next Steps

SIMPO staff will evaluate the existing conditions along each corridor, features such as the existing roadway geometry, traffic volumes, structures, crash history, right of way and utilities will be inventoried and evaluated. Taking into consideration public input, a final report will be prepared which will include recommended further actions and a recommendation of which corridor has the most potential for meeting future transportation needs of the region.

Inquiries, Comments, and Information

All attendees at today's meeting are encouraged to take a few minutes to write down their comments. SIMPO will give careful consideration to all comments received from the public. The study team will use this input to assist in evaluating the corridors and making any recommendations.

Written comments may be submitted during the meeting or later mailed to:

Southern Illinois Metropolitan Planning Organization (SIMPO)

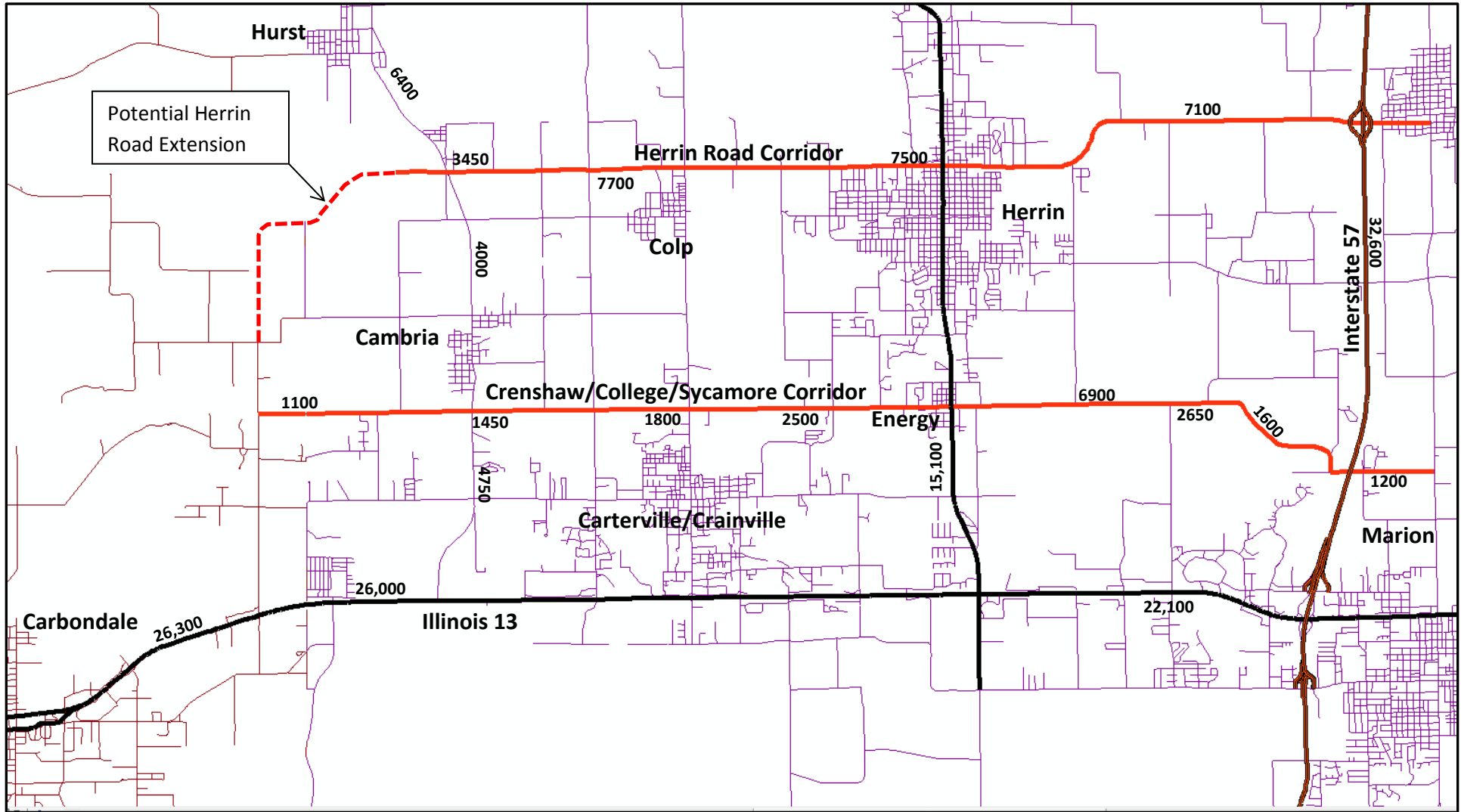
Attn: Joe Zdankiewicz

3000 West DeYoung Street – Suite 8008-3

Marion, Illinois 62959

EAST WEST CORRIDORS LOCATION MAP

EXHIBIT 22B



Attendance List

MEETING EAST/WEST CORRIDOR

LOCATION HERRIN CITY HALL

DATE 3/30/2016

Name/Position (Please Print)	Organization Represented email Address	Mailing Address/Phone (For Future Information)
Paul Hunsaker	Bearsville water District Board members	1529 Club Rd Carterville, IL. 62918
Robert Craig		Herrin IL 532 Tower RD
Evelyn Calaterra		204 N 13th Herrin
BRUCE HAGLER	Village of Cambria	PO Box 218 CAMBRIA, IL
Jennifer Sherry	Village of Cambria	PO Box 218 Cambria, IL 62915
Jason Brown	Jbbrown73@yahoo.com	5662 Sycamore Rd. Carterville IL 62918
Adam Lach	Rides MTID	30 Veterans Dr Harrisburg IL, 62945
PAUL WURFORD	BEARSVILLE WATER DISTRICT	2404 DR SKUNKPOD CARTERVILLE, IL 62918
Tom Somers	Herrin Public Works Dir.	300 N. PARK Herrin IL.
Steve Gottschalk	Village of Cambria	PO Box 218 Cambria 62915

EXHIBIT 22C

Attendance List

MEETING EAST/WEST CORRIDOR STUDY

LOCATION HERRIN CITY HALL

DATE 3/30/2016

Name/Position (Please Print)	Organization Represented email Address	Mailing Address/Phone (For Future Information)
STEVE FRATTINI	CITY of HERRIN	
Emily, Burke	Walkers Bluff	emily.burke@hotmail.com 326 Vermont St. Chillicothe
Martine Jackson	Walkers Bluff mjackson@randylaw.com	1405 W. Main Carbondale IL
Julie Peterson	Jackson County Board	
Katley Lively	Man-Tra Con, Corp Southern IL Workforce Development Board	
Jeff Doherty	Jackson Growth Alliance	
Jason Ashmore	City of Sesser Sienna bravo	
Cary Minnis	Greater Egypt	
GREG SMOTHERS	Williamson County	
JOE ZDANKIEWICZ	SIMPO	

East/West Corridor Study Comment Sheet

SIMPO appreciates your input. Please fill out the information at the top of the comment form, answer the questions and provide your general comments. If you would like to provide additional information, please submit your comments on additional pages. You may leave the form with us today or mail to SIMPO at the address provided on the reverse side of this form. Please submit your comment(s) by April 13, 2016.

• **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)
Mayor of Sossel

PLEASE PRINT

NAME: Jason Ashmore

ADDRESS: POB 130 Sossel, IL 62884

PHONE NUMBER: 618 218 8766 EMAIL: jashmore@bellc@icloud.com

1. Please describe your main reason for attending today's public meeting:

Review plans

2. Which corridor do you feel offers the most potential for transportation benefits to the region?

Herrin / Colp

3. Please describe your ideas for transportation improvements to the Herrin Road Corridor:

4. Please describe your ideas for transportation improvements to the Crenshaw/College/Sycamore Corridor:

5. My general comments are:

Improving our infrastructure helps the entire region

East/West Corridor Study Comment Sheet

SIMPO appreciates your input. Please fill out the information at the top of the comment form, answer the questions and provide your general comments. If you would like to provide additional information, please submit your comments on additional pages. You may leave the form with us today or mail to SIMPO at the address provided on the reverse side of this form. Please submit your comment(s) by April 13, 2016.

• **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)
Chairsville WATER
District Board Member

PLEASE PRINT

NAME: Paul Hunsaker

ADDRESS: 1529 Club Rd Carterville IL.

PHONE NUMBER: 618 987 2339 EMAIL: hunsaker23@outlook.com

1. Please describe your main reason for attending today's public meeting:
Our water district is small & we wish to be advised as to ANY progress in this endeavor, and what our responsibility will be if it comes to life.

2. Which corridor do you feel offers the most potential for transportation benefits to the region?
Club Road Herrin Corridor

3. Please describe your ideas for transportation improvements to the Herrin Road Corridor:

4. Please describe your ideas for transportation improvements to the Crenshaw/College/Sycamore Corridor:

5. My general comments are: Look forward the progress.

East/West Corridor Study Comment Sheet

SIMPO appreciates your input. Please fill out the information at the top of the comment form, answer the questions and provide your general comments. If you would like to provide additional information, please submit your comments on additional pages. You may leave the form with us today or mail to SIMPO at the address provided on the reverse side of this form. Please submit your comment(s) by April 13, 2016.

• **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)
Jackson County Board

PLEASE PRINT

NAME: Julie Peterson

ADDRESS: _____

PHONE NUMBER: _____ EMAIL: _____

1. Please describe your main reason for attending today's public meeting:

on SIMPO

2. Which corridor do you feel offers the most potential for transportation benefits to the region?

Herrin Road Corridor

3. Please describe your ideas for transportation improvements to the Herrin Road Corridor:

4. Please describe your ideas for transportation improvements to the Crenshaw/College/Sycamore Corridor:

5. My general comments are:

Excellent presentation - this development would be an asset for both Jackson + Williamson Counties

East/West Corridor Study Comment Sheet

SIMPO appreciates your input. Please fill out the information at the top of the comment form, answer the questions and provide your general comments. If you would like to provide additional information, please submit your comments on additional pages. You may leave the form with us today or mail to SIMPO at the address provided on the reverse side of this form. Please submit your comment(s) by April 13, 2016.

• **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 PRINT

NAME: Jason B. Brown

ADDRESS:

5662 Sycamore Rd. Carterville, IL 62918

PHONE NUMBER: 618-359-6770 EMAIL: Jbbrown@yahoo.com

1. Please describe your main reason for attending today's public meeting:

Concerned resident along Sycamore Rd.

2. Which corridor do you feel offers the most potential for transportation benefits to the region?

Herrin Road expansion

3. Please describe your ideas for transportation improvements to the Herrin Road Corridor:

Proposed expansion is a good idea.

4. Please describe your ideas for transportation improvements to the Crenshaw/College/Sycamore Corridor:

Road surface is poor. Road width needs expanded to support traffic levels. A consolidation of maintenance responsibilities needs to happen to ensure consistent maintenance across corridor. The road currently varies widely in quality and width.

5. My general comments are:

Sycamore Road surface needs addressed immediately given current traffic levels. The road width and surface quality create a hazard at current levels. Trucks are growing consistently year over year.

East/West Corridor Study Comment Sheet

SIMPO appreciates your input. Please fill out the information at the top of the comment form, answer the questions and provide your general comments. If you would like to provide additional information, please submit your comments on additional pages. You may leave the form with us today or mail to SIMPO at the address provided on the reverse side of this form. Please submit your comment(s) by April 13, 2016.

• **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)
*NFP Executive Director
Economic Development*

PLEASE PRINT

NAME: Jeff Doherty

ADDRESS: 1740 Innovation Drive, Suite 215, PO Box 23, Carbondale, IL 62903

PHONE NUMBER: 618-713-9210 EMAIL: jdoherty@jacksonbiz.org

1. Please describe your main reason for attending today's public meeting:
To learn about the alternative corridors being studied.

2. Which corridor do you feel offers the most potential for transportation benefits to the region?
Herrin Road Corridor

3. Please describe your ideas for transportation improvements to the Herrin Road Corridor:
Most of this corridor is improved to highway standards. The extension from Blairsville to Reed Station Road complete a connector from I-57 to the east side of Carbondale. Consideration should be given for a Phase 2 that would extend the connector to U.S. 51 near Airport Road.

4. Please describe your ideas for transportation improvements to the Crenshaw/College/Sycamore Corridor:
This Corridor would require reconstruction of almost all of the road to upgrade from the 40/45 mph rural section. Much of the road goes through residential areas so it would be difficult to raise the speed limit above the current 50 mph. This corridor is more problematic to extend to U.S. 51.

5. My general comments are:
The Herrin Road Corridor is my preferred alternative. It interchanges with I-57, improvements are now being made to the road east of Herrin, there are more economic development opportunities, it would serve the Walker's Bluff development, and it could be extended to U.S. 51.

East/West Corridor Study Comment Sheet

SIMPO appreciates your input. Please fill out the information at the top of the comment form, answer the questions and provide your general comments. If you would like to provide additional information, please submit your comments on additional pages. You may leave the form with us today or mail to SIMPO at the address provided on the reverse side of this form. Please submit your comment(s) by April 13, 2016.

• **Please Circle the Descriptions that apply to you**

<input checked="" type="checkbox"/> Residential Owner	Business Operator	Farm Tenant
<input type="checkbox"/> Residential Tenant	Business Employee	Other (please specify)
<input type="checkbox"/> Business Owner	Farm Owner	_____

PLEASE PRINT

NAME: EVELYN CALCATERRA

ADDRESS: 204 N 13th Street, HERRIN

PHONE NUMBER: _____ EMAIL: _____

1. Please describe your main reason for attending today's public meeting:

To request thought be given to a corridor extending the Herrin Rd. west to US 51.

2. Which corridor do you feel offers the most potential for transportation benefits to the region?

A north route around Carbondale to west Carbondale

3. Please describe your ideas for transportation improvements to the Herrin Road Corridor:

OVER

I believe connecting to US 51 South of DeSoto would allow flow into Carbondale from the north. One could also travel from US 51 by way of the So. Airport road to reach the "Murdale" station of Carbondale where there are several doctors office

4. Please describe your ideas for transportation improvements to the Crenshaw/College/Sycamore Corridor:

A wider newly paved road would enhance travel through Levern on to Reed Station.

5. My general comments are:

A lot of people go to various physician's offices west of Carbondale - this route would also decrease congestion in Carbondale

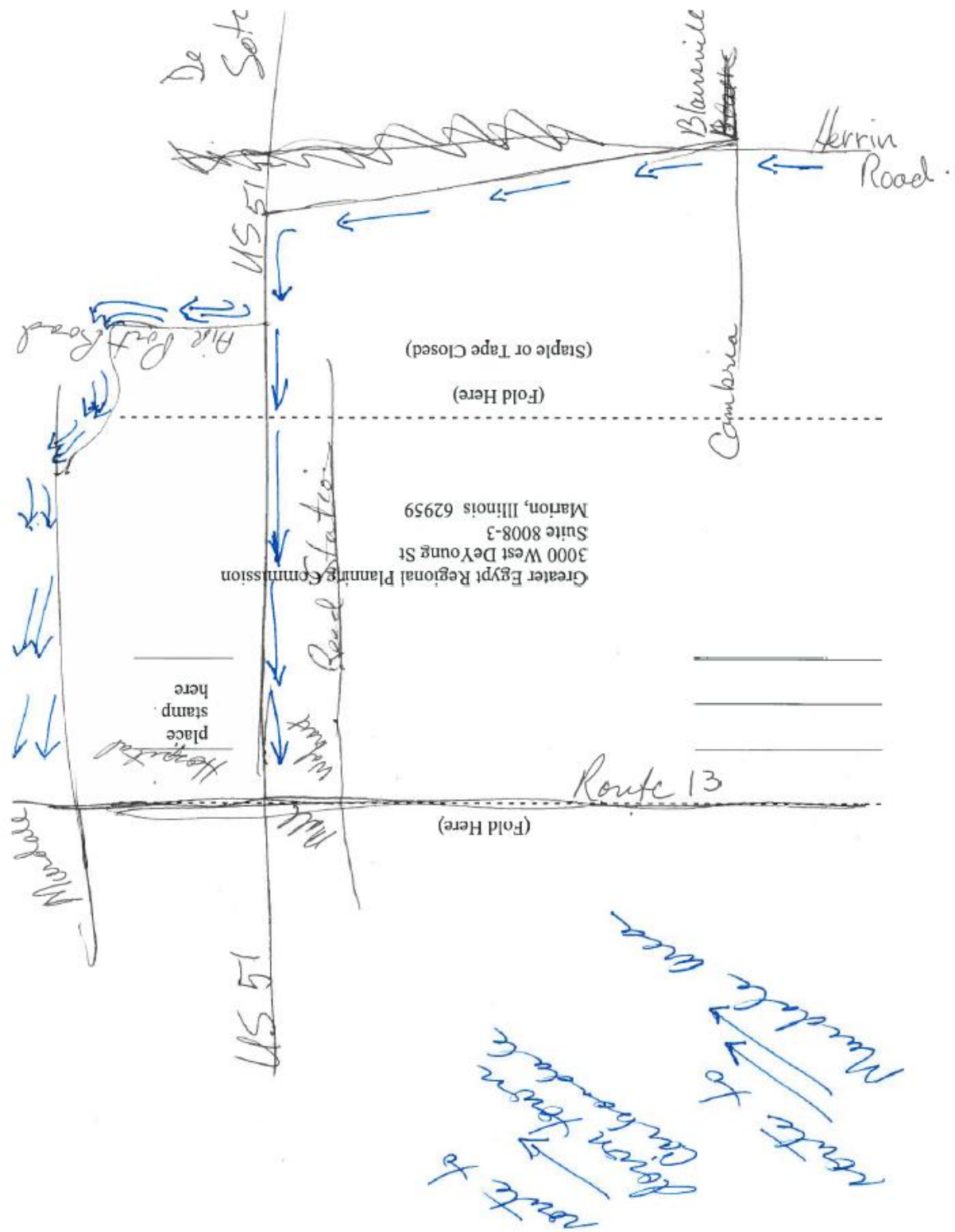


EXHIBIT 22K