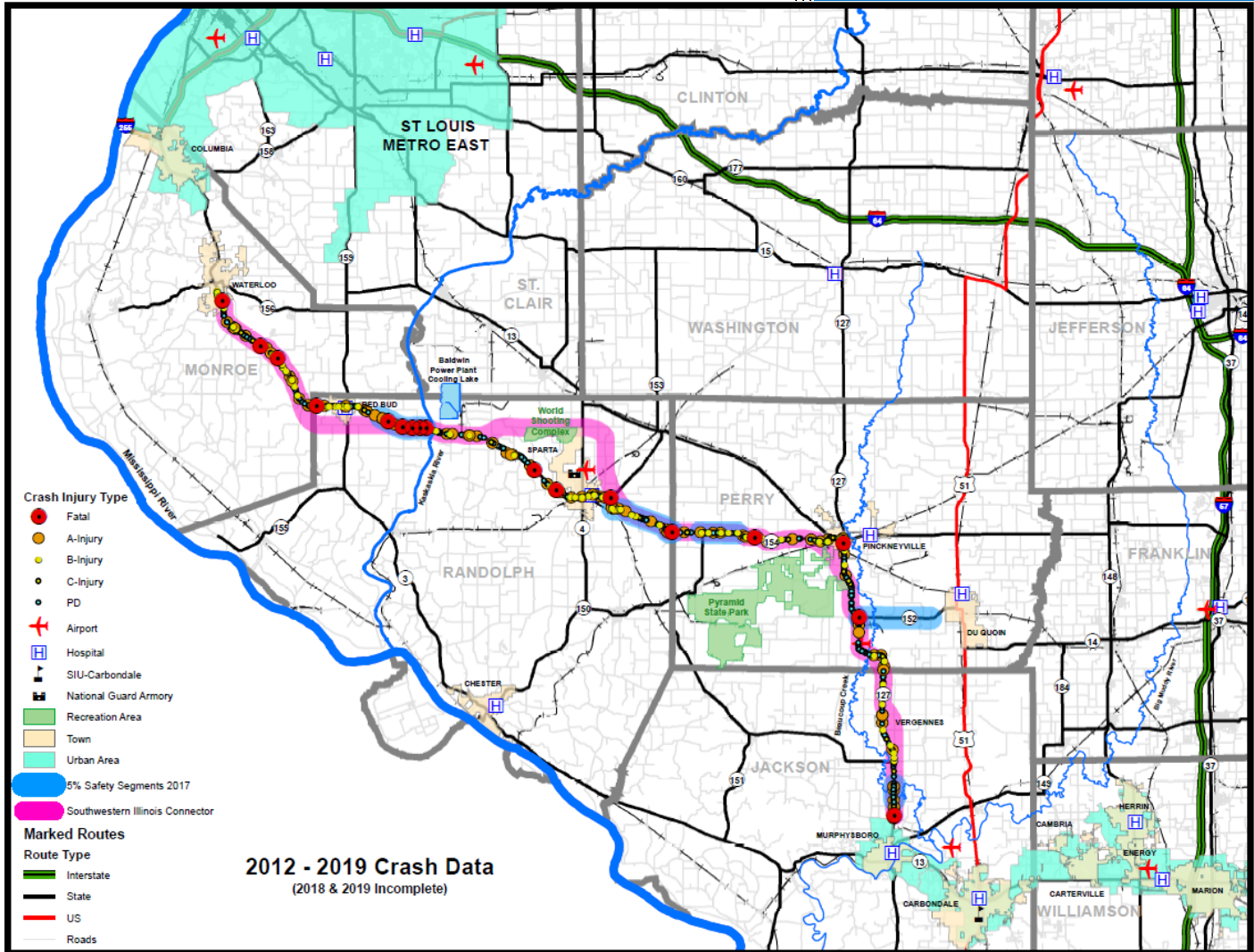


Southwest Illinois Connector Highway Task Force Report December 2019



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With support from the Four County Highway Coalition

Website:

<https://www.siconnector.com/>

Social Media:

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IDOT Featured Projects Website:

<http://www.idot.illinois.gov/projects/IL-13-IL-127>

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1 EXECUTIVE SUMMARY

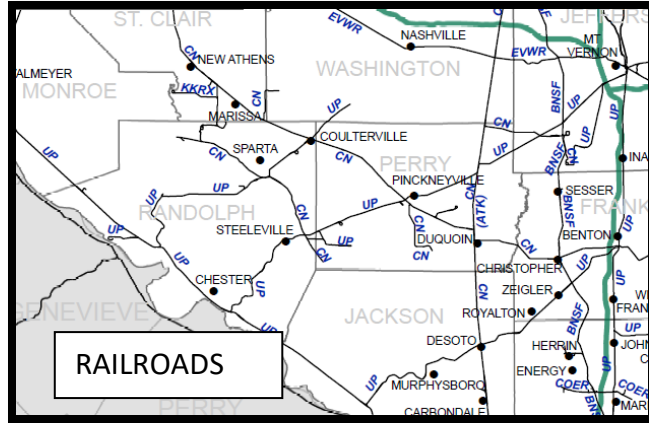
On behalf of the Southwest Illinois Connector Task Force, thank you for reading this Executive Summary. We encourage you to peruse the entire report. It makes a compelling case for a Southwest Illinois Connector Rural Expressway ... for the region, and more importantly, for the State of Illinois.

The idea of a regional rural expressway connecting Southwest Illinois to the St. Louis Metropolitan area has been proffered and studied for many decades. Today, IL 3, IL 154, and IL 13/127 from Waterloo to Murphysboro has only one travel lane in each direction with freight bottlenecks, inadequate shoulder widths, no multi-modal facilities, and a tragic history of fatal and severe injury traffic accidents. There are compelling safety concerns and many lives have been lost and even more people have been critically injured via head-on collisions and lane departure crashes. Funding is needed to widen the highway to two lanes in each direction to enhance capacity and reduce travel times, eliminate freight bottlenecks and congestion, promote tourism, boost infrastructure investment and economic activity in the region, provide intersection improvements to enhance safety for drivers, pedestrians, and cyclists, widen shoulders for farm equipment, school buses, and reduce lane departure crashes, improve the quality of life for community members, reduce emissions, and enhance safety for all users.

Someone once said that the rising tide lifts all boats. True wealth and a thriving economy depend on the big three ... manufacturing, mining and agribusiness. The Southwest Region enjoys a diverse, if limited, manufacturing base (see Appendix C). There are coal and limestone mines, employing hundreds in extraction and transportation. More than 650,000 acres are engaged in agribusiness and its resulting water and truck transportation jobs. In fact, the Southwest Region's work ethic is born of generations on the family farm. Southern Illinois University in Carbondale and Southwestern Illinois College in Red Bud provide education and training on evolving technologies for incumbent and new workers. The Southwest Connector will serve their excellence and future growth (see page 10).

Most potential new or relocating national or international manufacturing projects require, as a condition for project site submittal, proximity to four-lane access. The Southwest Region has and is losing opportunities for new manufacturing concerns. Why? Lack of a four-lane expressway. If the Southwest Region and the State of Illinois are to increase real-wealth jobs, the Southwest

Connector is vital to that process. Together with the facilities of the Kaskaskia Regional Port District and the existing Class I railroads in the project study area, the Connector Highway will complete the multi-modal trilogy that can propel the region into a world-wide manufacturing, agribusiness and mining competitor.



The Southwest Region is replete with history and tourism. In fact, Illinois began here and Fort de Chartres in Randolph County once served as the Western Boundary of the United States. The World Shooting & Recreation Complex attracts thousands of shooters each year from all corners of the world. Hunting is a very large draw. More deer are harvested in the Southwest Region than in all other Illinois Counties combined. Hiking, birding, biking and other outdoor activities draw thousands here every year. The Southwest Region generates millions in tourism revenue yearly. Those dollars help create entry-level and service jobs. The Connector will increase the revenue flow, benefitting the region and the state.

Child protection is a primary concern and specifically school bus safety. Slow-moving farm machinery and implements create a hazard. Child and agribusiness worker safety ... excellent reasons for a four-lane rural expressway with wide shoulders. So are enhanced regional connectivity, community and housing development, as well as deployment of military assets in critical situations.

Lastly, access to healthcare will be enhanced by a Southwest Illinois Connector Rural Expressway. Healthcare providers face lack of timely patient transportation, limited resources for psychiatric patients, and lack of four-lane access to critical care facilities. For example, non-existent local obstetric services mean babies must be born at a distant regional facility. Many lives have commenced in an ambulance speeding to an obstetric hospital. A rural, four-lane expressway will reduce travel times and mean those babies can be born in a hospital.

Again, thank you for reading this Executive Summary.

Please consider the minutia by studying through the entire report, focusing expressly on the safety aspects, the increased multi-modal, economic development possibilities, and the elimination of transportation bottlenecks.

Sincerely and Respectfully,
Dr. Marc Kiehna, Chairman
Southwest Illinois Connector Task Force

2 INTRODUCTION

The Southwest Illinois Connector Task Force was created with the passage of Senate Joint Resolution No. 54 (see Appendix A) during the 2018 veto session. Senator Paul Schimpf of the 58th District, who introduced the bill in the Senate stated, “One of the reasons I filed the bill creating this task force was to give the proponents of this highway a chance to make their case as to why the building of this highway which has been talked about for over 50-years is actually feasible and what the economic benefits would be. I have been asked why I feel the time is right for the highway to be approved for construction. I see two reasons. First, the grass roots support for the highway has been tremendous. In the past, the ideas for constructing this highway have been from the top down. This grass roots effort has been led by the great work of the Four County Highway Coalition. The other reason I feel optimistic about the highway is that the State of Illinois is going to be spending money on a capitol plan for infrastructure.”

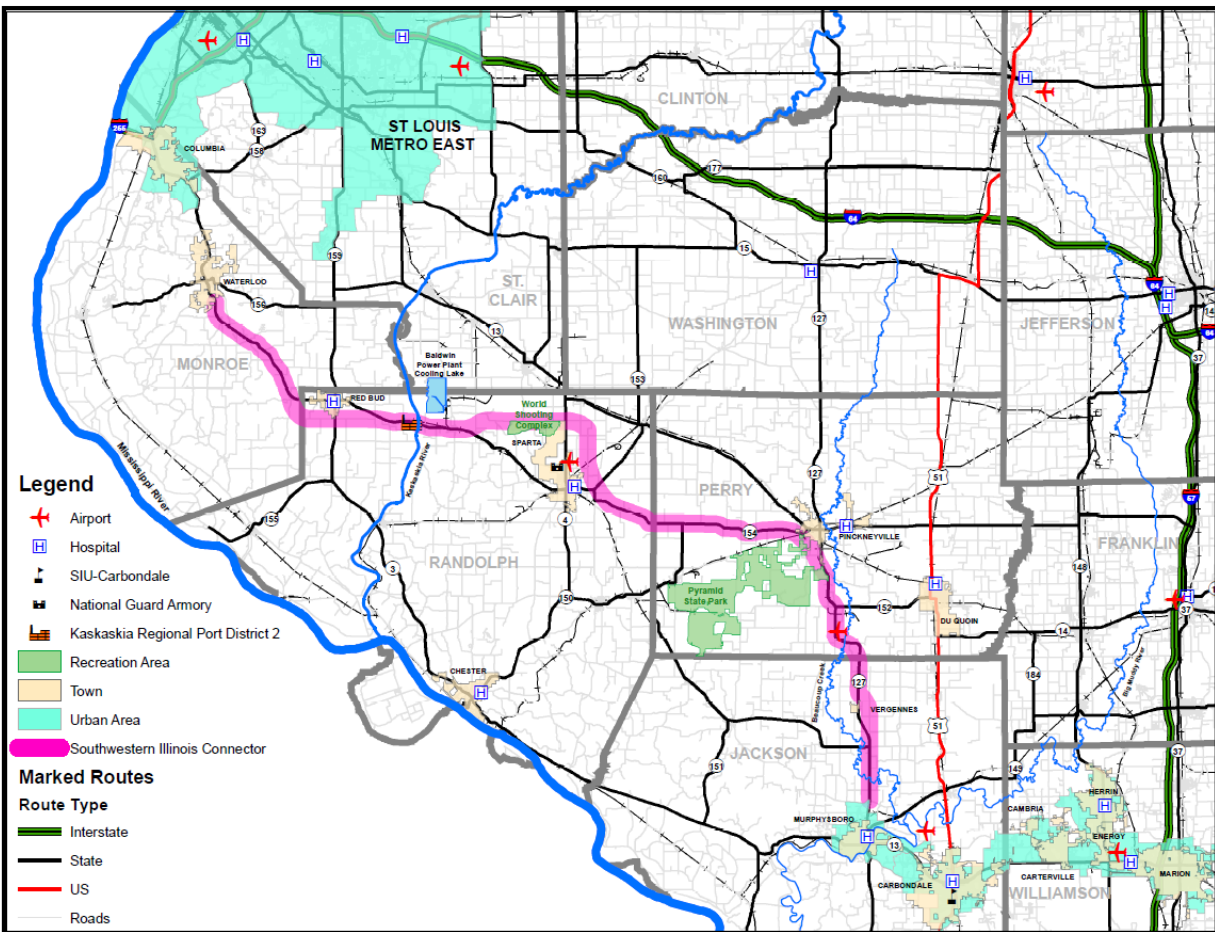
Resolutions in support of the rural four-lane expressway (see Appendix D) have been passed by the towns and villages along the proposed route and letters of support (see Appendix E) have been received from interested businesses, health care institutions, and economic development groups. Local mayors, city administrators, interested citizens, and media representatives have been regular attendees at the Connector Task Force meetings. Staff member Dave Tanzyus of Congressman Mike Bost’s office has been in attendance along with staff member Jim Kirkpatrick, who represents Senator Tammy Duckworth, and Lauren Bonner, who represents Senator Dick Durbin. State Senator Schimpf, Representative Bryant and Representative Reitz also attended.

The project is in the counties of Monroe, Randolph, Perry, and Jackson in southwestern Illinois. This area, by definition, is rural. **The two-lane highways along the proposed Southwest Illinois Connector Highway are experiencing a very high number of fatal and serious injury crashes** (see Appendix B). Since 2012, there have been **1617 crashes. 17 were fatal crashes** that resulted in **22 deaths** and **119 A-injury crashes** that resulted in **210 severely injured persons**. An A injury is an injury that prevents the injured person from walking, driving or continuing the normal activities he/she were capable of before the injury occurred and can include severe lacerations, broken/distorted limbs, skull injuries, chest injuries, and abdominal injuries.

Expanding IL 3, IL 154, and IL 13/127 to 4 lanes will provide wider shoulders and a 50’ grass median. **The addition of another lane and wide shoulders will reduce lane departure crashes, sideswipe same direction, parked/disabled vehicle and rear-end crashes, improve travel times, reduce congestion, and promote economic development.** Widening the outside shoulder to 10 feet will also provide safer accommodations for pedestrians, bicyclists, farm equipment, and children waiting for school buses. Turn lanes will be added at busy intersections to mitigate turning and angle crashes and eliminate freight bottlenecks. The roadway ditches will be graded to flatten slopes, remove fixed objects and drop-offs from the clear zone thus reducing fixed object crashes and overturned crashes and improve drainage. Most importantly, the installation

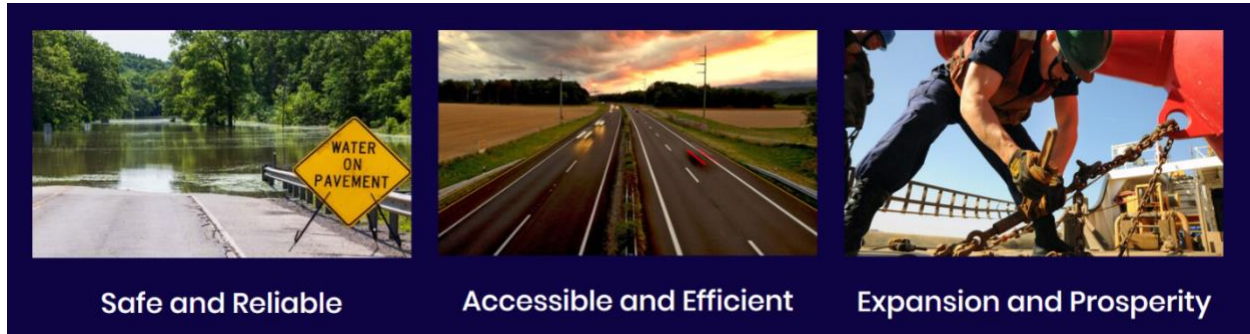
of a 50' wide grass median and a median barrier will physically separate opposing traffic and help stop vehicles traveling into the opposing traffic lanes, thus reducing head on crashes and sideswipe opposite direction crashes.

The proposed Southwest Illinois Connector project would construct a regional rural expressway connecting Southwest Illinois to the St. Louis Metropolitan area along the existing two-lane roadways of IL 3, IL 154, and IL 13/127. The proposed roadway study area is shown below. The project would connect the communities of Columbia, Waterloo, Red Bud, Sparta, Pinckneyville, Murphysboro, and Carbondale. The Southwest Connector would provide direct connectivity to Interstate 255 and Interstate 57 and is a major origin and destination for travelers accessing the World Shooting & Recreation Complex, Pyramid State Park and Southern Illinois University in Carbondale.



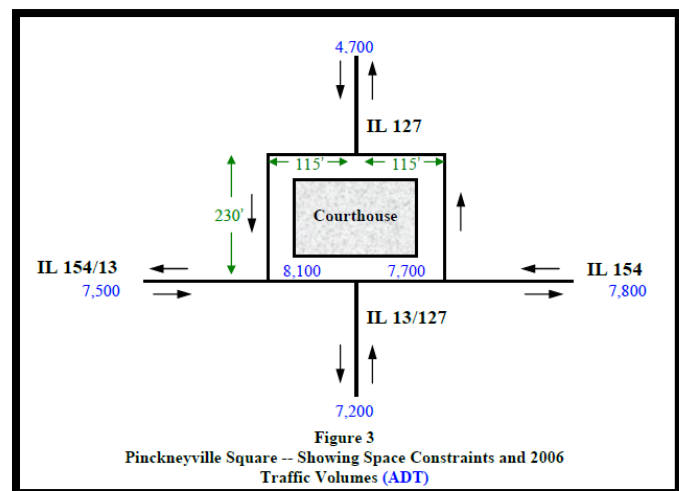
3 PURPOSE AND NEED

The proposed Southwest Illinois Connector Highway Project (SWICHHP) has the potential to solve a multitude of problems and issues for area residents. Major issues include: traffic safety, economic development, access to healthcare, educational employment and opportunities, existing roadway deficiencies, national defense, multi-modal movement of goods, regional connectivity, school bus safety, community development and home building, and access to recreational opportunities and tourism.

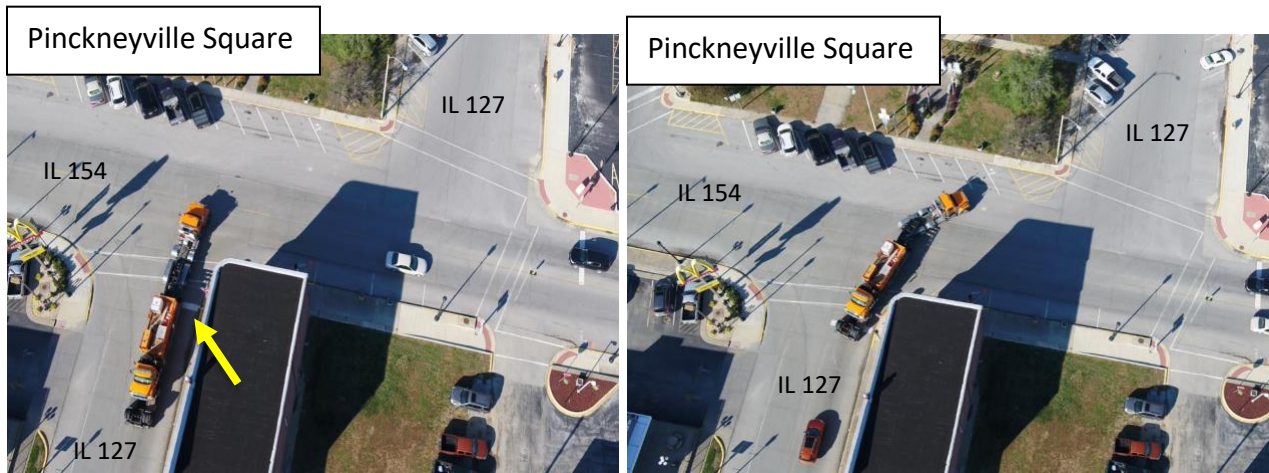


Issues and problems with **Traffic Safety** include hazards involved in the movement of farm equipment because of limited shoulder width and two-lane roads without passing capability. Crashes on the existing routes are a problem due to congestion and traffic volume. There are huge challenges moving large trucks through the historic districts in Red Bud and Pinckneyville. The four-way stop at Route 154 and Route 3 in Red Bud does not facilitate trucks turning. Drivers must stop early and allow trucks to swerve into their lanes so trailers can move through the intersection. In peak traffic periods the trucks cause extended delays. Similar problems exist in the Pinckneyville Square where Route 154 and Route 127 intersect.

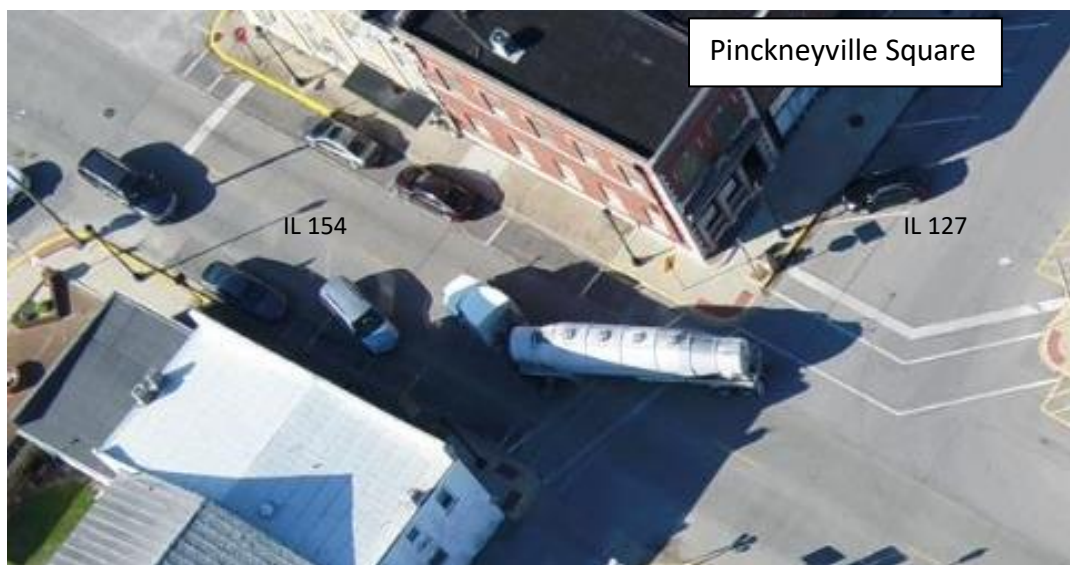
Freight Bottlenecks: There are several freight bottlenecks that exist along the Southwest Illinois Highway Connector project study area. In downtown Pinckneyville, traffic circulation problems at the intersection of IL 13/127 and IL 154 are compounded by confusing traffic patterns, inadequate turning radii, on-street parking, and bicycle and pedestrian travel. Traveling north and south along IL 127 includes tight, one-way loops (see exhibit to the right) around the town's square with the Perry County Courthouse in the center. Turning east or west along IL 154 is difficult due to sight distance problems, inadequate radii, and on-street parking. The travel configuration around the square is especially difficult for large trucks,



which make up 10-15 percent of the total traffic. The following two photos show northbound IL 127 truck movements crossing IL 154 around the square. The Knights of Pythias Hall building blocks sight distance (the yellow arrow notes the location of the stop bar). The truck must encroach into IL 154 to see to the east and use both eastbound and westbound lanes of IL 154 to travel north. Also, the truck's rear axle encroaches on the ADA curb ramp increasing danger for pedestrians, especially limited vision pedestrians.



The next photo at the Pinckneyville square shows a white tanker truck traveling south on IL 127 and turning right onto westbound IL 154. This movement is difficult due to inadequate turning radii and the buildings blocking sight distance to the west. As the white tanker truck turns right it blocks all traffic lanes on IL 154 and encroaches into the on-street parking. IL 154 traffic must stop and move over to allow truck turning movement.



Another notorious freight bottleneck in the Southwest Illinois Highway Connector project study area is the intersection of IL 3, IL 154, and IL 159 in Red Bud. The Red Bud four-way stop has inadequate turning radii, historic buildings located extremely close to the travel lanes which block sight distance and make radii improvements impossible, on-street parking, and bicycle and pedestrian travel. The following photos show a white semi-truck turning left from northbound IL 3 to westbound IL 3. The truck can barely make the left turn and must utilize the entire intersection and parking lanes. Also note the white eastbound IL 3 van and car angle over to avoid the rear axle of the turning truck.





Lastly, the following two photos show semi-trucks turning right from northbound IL 3 to eastbound IL 154 in Red Bud. The semi-trucks must fully use both IL 154 traffic lanes and parking lanes to turn right so that the truck's rear axle can avoid impacting the building and street signs in the SW quadrant. As the semi-trucks turn, they block all lanes of IL 154 during the turning movement and require vehicles to move

to avoid the turning trucks. This intersection is also dangerous to pedestrians as the large trucks regularly encroach onto the sidewalk corner ramps during turning movements, and all vehicles encroach into the crosswalks to see around the buildings when traversing through this intersection. Stop bars are not even present at this intersection as they are supposed to be located 10' behind the crosswalk which would not allow adequate sight distance.



Economic Development problems exist that could be solved by changing the existing two-lane highway to a rural four-lane expressway. Economic development leaders in southwestern Illinois agree that without a four-lane alternative in the region, manufacturing will diminish even further than it already has. Most new, relocating national or international manufacturing projects require four-lane access as a requirement for their investment. **The lack of four-lane access results in a regional disadvantage as communities are automatically excluded from project applications.** Randolph and Monroe Counties are within the Kaskaskia Regional Port District, the ninth largest inland port in America. Along with a comprehensive grid of railroad routes, the Connector will complete the trilogy for multimodal shipping of goods. Studies across the nation have proven that building a four-lane rural expressway will benefit the area with increased job growth and economic activity.



(Photo courtesy of Kaskaskia Regional Port District)

Access to Healthcare will be improved by building the Southwest Illinois Connector. Problems for Healthcare providers include, a lack of timely transportation available for patients to get to doctors' appointments and follow-ups, along with limited resources for psychiatric patients in the area. Ambulance providers have gone on record stating that a rural, four-lane expressway would make access to critical care hospitals quicker and easier. The longer it takes to transport patients, it takes resources away from the area. It leaves the area unprotected for EMS services. Shortening the time on the road for physicians, recruitment options get much broader as well. Also, no area hospital offers obstetrics. If someone calls who is in labor, it takes 45 minutes to get to the nearest facility that can serve them. Our providers have more than once delivered babies in the ambulance. Building a rural four-lane expressway would give critical patients a great alternative to expensive helicopter rides for those who suffer strokes or heart attacks.



Pinckneyville Community Hospital
Leading the way to a healthier tomorrow.



Educational Employment and Opportunities. The SWICHP would create a huge impact for the Southwestern Illinois Community College (SWIC) campus in Red Bud, and Southern Illinois University at Carbondale (SIU Carbondale).

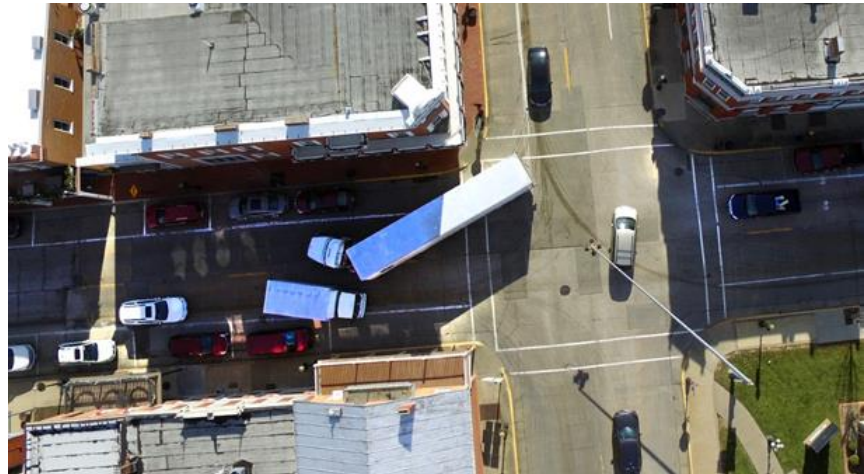
SWIC's Red Bud campus is one of the college's three campuses that meet critical education and workforce training needs for southwestern Illinois. The Red Bud campus resulted from a community effort that led to its construction in 1985. The college plays a vital role in the communities it serves by offering traditional classroom instruction, online education, industrial training, and programs for area seniors. The college contributes to developing the southern Illinois workforce through customized corporate and career training designed to help area business and industry remain competitive in the global economy.



SIU Carbondale is a strong, diverse, comprehensive university ranked among the top five percent of all U.S. higher education institutions for research by the Carnegie Foundation for the Advancement of Teaching. Having recently celebrated its 150th anniversary, SIU Carbondale has a rich history of serving the southern Illinois region, the state, the nation and the world. Millions of central and southern Illinois residents have benefitted from SIU Carbondale's commitment to service and outreach through various initiatives and community partnerships as the university serves more than two thirds of the state through its School of Medicine and five public broadcasting stations that operate out of the WSIU-TV studios in Carbondale.

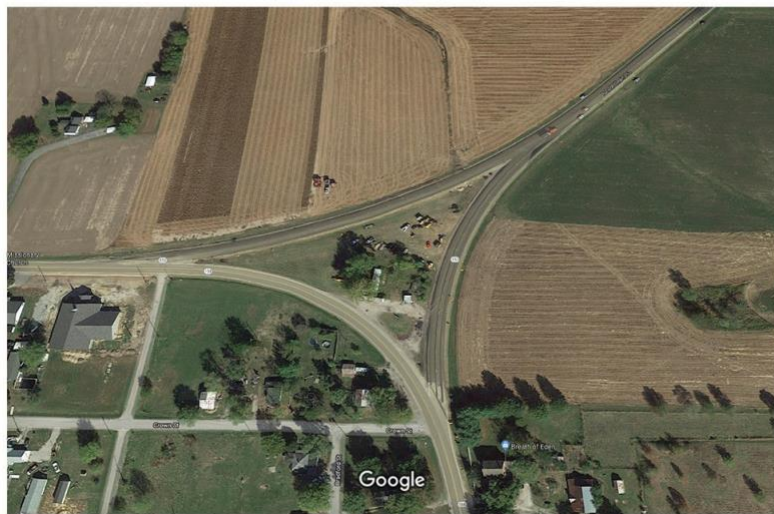
As a nationally ranked public research university and regional economic catalyst, opening this new Southwest Illinois Connector artery would give current and prospective students and families a faster, safer, and easier route to pursue their dreams, participate in cultural events and enjoy the Carbondale region's beauty. Also, faculty, alumni, community leaders, international visitors and Saluki sports fans, would benefit from a rural four-lane expressway to SIU Carbondale. A more modern, safer and expedited access to one of the great research institutions in Illinois, can only benefit the region.

Existing Roadway Deficiencies would be eliminated by expanding the current two-lane roads to a rural four-lane expressway. By routing the expressway to the South of Red Bud, the Connector would remain close to the Red Bud business district and provide greater access to the East Side Industrial Park. As mentioned earlier, providing an alternative truck route would relieve congestion. With the large number of cars and trucks moving to and from St. Louis via Waterloo, the Connector would allow for a safer and more efficient traffic flow. With the four-lane expressway crossing the Kaskaskia River at Baldwin and continuing East to the entrance of the World Shooting & Recreation Complex (WSRC). The SWICHP would provide access to a multi-modal port for the increasing need for efficient freight movement, plus a new entrance to the WSRC, which would better serve the thousands of visitors using the recreation complex each year.



As the Connector would move South to the Eden area (just East of Sparta) it would give IDOT the opportunity to remove dangerous intersections. Crash data has proven that the wye intersection connecting Routes 153 and 154 and the wye intersection at IL 154 and Eden Road are indeed safety problems with a fatal crash and six A-Injury crashes occurring since 2012. These Wye or triangular intersections provide limited sight distance, confusing traffic patterns associated with 90-degree curves on IL 154 and oblique angle intersections, higher rates of crashes than statewide average roadways, and reduced speed curves.

Google Maps IL 153/IL 154 Intersection



Between Sparta and Pinckneyville along IL 154

there are several deficient horizontal curves that require reduce speed postings and narrow shoulders. Many crashes along IL 154 are lane departure crashes. Vehicles are more likely to

leave the travel lane of a roadway where the roadway alignment changes direction. These locations are known as horizontal curves. Crash rates and crash severity is higher on two-lane rural horizontal curves than on tangent segments.

Problems drivers encounter at horizontal curves include the following:

- Drivers may be unaware of the approaching horizontal curves
- Drivers underestimate the radius or sharpness of the curve
- Horizontal curves may reduce the driver's available sight distance and reduce the vehicle handling capabilities
- Drivers often enter a curve at an improper speed, especially sharp curves similar to the curves that existing along IL 154.

To correct these driving mistakes, drivers take compensatory control actions and instead of following the ideal radius or the radius at the center of the lane, drivers often follow a trajectory with a larger radius and leave their lane. These deficient horizontal curves reduce the travel time and are causing lane departure and head on crashes resulting in a disturbing number of fatal and severe injury crashes. The proposed four-lane rural expressway will reconstruct the deficient horizontal curves thus reducing the likelihood of vehicles leaving its lane and either crossing the roadway centerline or leaving the roadway at a horizontal curve.

Moving the expressway to the South side of Pinckneyville would relieve the congestion around the Perry County Courthouse and provide a new entrance for Pyramid State Park, one of the largest in Illinois, known for its tremendous fishing, hunting and Dog Trial programs. The expanded four-lane, which would connect with route 13/127 North of Murphysboro, would mitigate safety issues currently existing in that area. Along the proposed Connector, the expanded four-lane expressway would allow farmers a safer and more efficient way to move their goods and machinery along the road.



National Defense. The National Guard Armories in Sparta and Murphysboro would both benefit from the corridor expansion. Being able to move troops to challenging deployments in a hurry is an important mission for our national defense. National Guard assistance is paramount during disaster situations, especially flooding events. After the Great Flood of 1993, there have been several floods of record on the Kaskaskia and Mississippi Rivers, up to and including the record-duration flood of 2019.



Photo Credit: Southern Illinoisan File Photo

News

Sparta National Guard unit deploys to Iraq



*Photo Credit: Pete Spittler
Randolph County Herald Tribune*

Multi-Modal Movement of Goods. The movement of freight to and from the St. Louis Metropolitan area is critical in the four-county area. With the expansion of a four-lane rural expressway to the Kaskaskia River near Baldwin, the Kaskaskia Regional Port District could start receiving container shipments from the Mississippi River, through the Costello Lock and Dam and off load them onto trailer trucks for delivery to the St. Louis area. The availability of multi-modal transportation of goods would be a shot in the arm for area manufacturing and industrial businesses along the Connector route.



Expansion and Prosperity

Southern Illinois is a significant hub of transportation, manufacturing, and wholesale distribution business activity. A four-lane expressway will allow Monroe, Randolph, Perry, and Jackson Counties to capitalize on the multimodal transportation assets already in place: rivers, railways, airports, and utilities.

Regional Connectivity is currently a challenge for the counties along the proposed corridor. Travel time is crucial for job growth and the ability to recruit qualified applicants for many positions. Getting from point A to point B in a quick and safe manner promotes regional thinking and the ability to provide desired services in the rural areas. A four-lane rural expressway will bring quality health care, enhanced movement of goods, affordable access to college programs, access to tourism and recreational opportunities, and growth for manufacturing businesses.

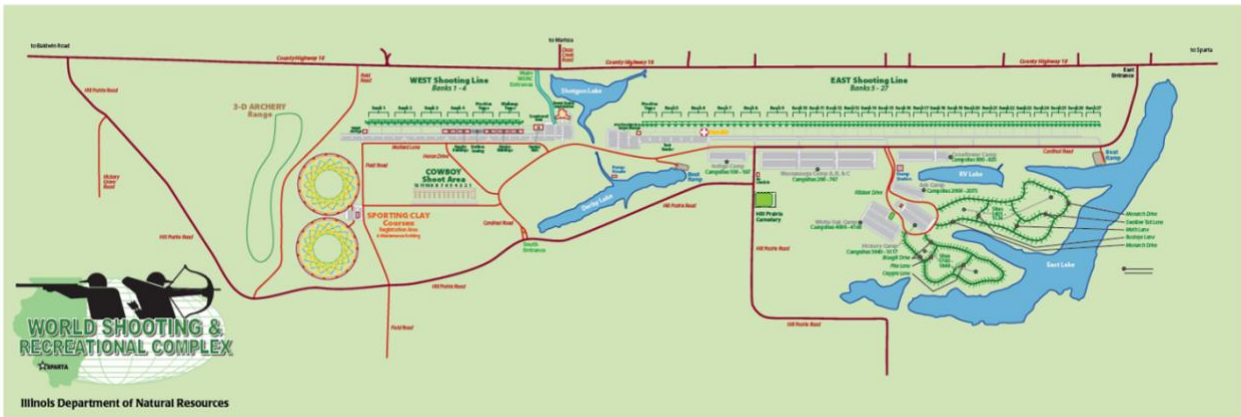
School Bus Safety has become an important reason to support the SWICHP. The traffic congestion before and after school has brought challenges as bus drivers work to deliver our most precious cargo to and from school. The lack of patience by local motorists has provided challenges to bus drivers who would benefit from less congestion on our roads.



Community Development and Home Building in the area will be enhanced by the SWICHP. Communities are built through the economic support (good jobs) for its residents, access to health care, excellent schools, vibrant neighborhoods, affordable housing, and active local government.

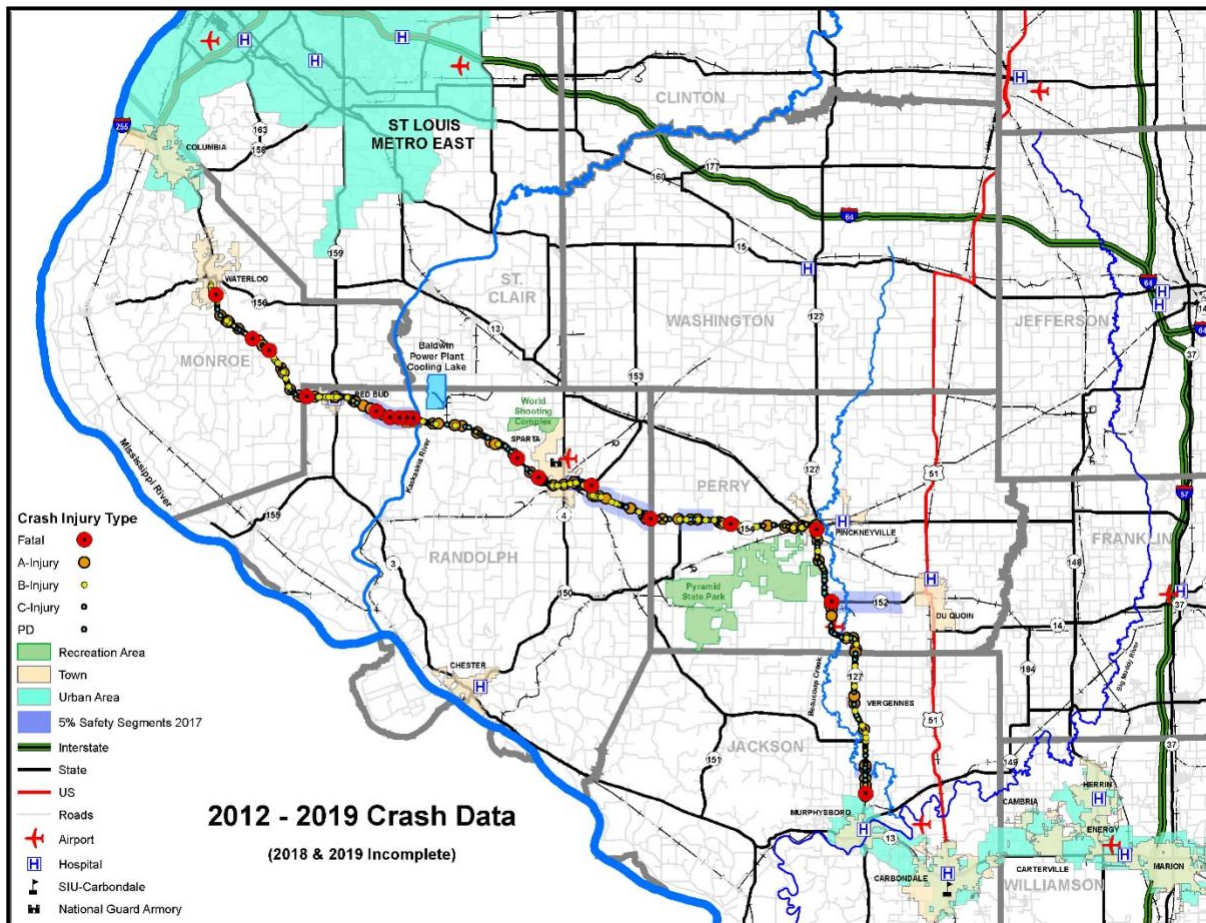
Access to Recreational Opportunities and Tourism. Southwestern Illinois is a beautiful area with a host of recreational offerings and tourism destinations just waiting for people to discover. The Connector would solve the problem of timely access to the World Shooting & Recreation Complex, Pyramid State Park, and the Shawnee National Forest. More deer are harvested in Randolph and Jackson counties each year than in the rest of Illinois combined. The area is a wonderland for hunting, fishing, hiking, boating, and camping.

A rural four-lane expressway would provide access to the Southern Illinois wine country, orchards, and historic sites. The Kaskaskia/Cahokia trail brings the history of Illinois to life as tourists explore Illinois' first road, the historic home of Illinois' first Lt. Governor, Pierre Menard, historic Fort de Chartres, and the first State Capital of Illinois in Kaskaskia.



4 SAFETY

The Southwest Illinois Connector Highway project includes 5 different sections that the Illinois Department of Transportation (IDOT) Bureau of Safety has documented as 5% locations reported to the Federal Highway Administration as being in the top 5% of two-lane highways in Illinois with the most fatal and serious injury crashes. The crash map below depicts the location of the crashes and 5% safety locations along the primary state highways, IL 3, IL 154 and IL 13/127 within the Southwest Illinois Connector project study area.



The two-lane highways along the proposed Southwest Illinois Connector Highway experience a very high number of fatal and serious injury crashes. Since 2012, there have been **1617 crashes** that resulted in 17 fatal accidents and 119 A-injury crashes. Each fatal or injury crash can result in one or more fatality or injured person. The **17 fatal crashes** that occurred resulted in **22 deaths**. The **119 A-injury crashes** that occurred resulted in **210 severely injured persons**. An A-injury is an injury that prevents the injured person from walking, driving or continuing the normal activities he/she were capable of before the injury occurred and can include severe lacerations, broken/distorted limbs, skull injuries, chest injuries, and abdominal injuries.

A summary of the 136 fatal and A-Injury crashes is shown below. All crash data presented in this section is from January 1, 2012 to November 21, 2019. At the time of this report, the 2018 and 2019 crash data records are incomplete.

2012 to 2019 Crash Data (A-injury and Fatal crashes only)												
ROUTE	CITY	YEAR	Injury Type	INJURIES	FATALITIES	Collision Type	WEATHER	Number of Vehicles	Vehicle 1 Type	Vehicle 1 Direction	Vehicle 1 Maneuver	Vehicle 2 Type
IL003	Waterloo	12	Fatal	1	1	Head On	Clear	2	Passenger	South	Driving Wrong Way	Passenger
IL003	Waterloo	14	A-Injury	2	0	Fixed Object	Clear	2	Motorcycle (O	Northeast	Straight Ahead	Van/Mini-Van
IL003	Btwn Waterloo & R	14	A-Injury	1	0	Head On	Clear	2	Passenger	South	Straight Ahead	Passenger
IL003	Btwn Waterloo & R	14	A-Injury	1	0	Sideswipe Same Direction	Clear	2	Passenger	South	Passing/Overtaking	Passenger
IL003	Btwn Waterloo & R	15	A-Injury	1	0	Turning	Clear	2	Passenger	West	Turning Left	Passenger
IL003	Btwn Waterloo & R	14	A-Injury	1	0	Sideswipe Opposite Direct	Clear	2	Pickup	South	Driving Wrong Way	Tractor With Semi-Tr
IL003	Btwn Waterloo & R	14	A-Injury	1	0	Head On	Clear	2	Passenger	Northwest	Skidding/Control	Pickup
IL003	Btwn Waterloo & R	15	A-Injury	1	0	Angle	Clear	2	SUV	South	Straight Ahead	Truck Single Unit
IL003	Btwn Waterloo & R	14	Fatal	0	1	Fixed Object	Clear	1	Pickup	South	Negotiating A Cur	Passenger
IL003	Btwn Waterloo & R	17	A-Injury	1	0	Fixed Object	Clear	1	Passenger	South	Skidding/Control	
IL003	Btwn Waterloo & R	18	A-Injury	2	0	Rear End	Rain	2	SUV	North	Straight Ahead	Van/Mini-Van
IL003	Btwn Waterloo & R	12	Fatal	2	3	Head On	Clear	2	Passenger	South	Negotiating A Cur	Van/Mini-Van
IL003	Btwn Waterloo & R	12	A-Injury	1	0	Fixed Object	Clear	1	Passenger	North	Straight Ahead	
IL003	Btwn Waterloo & R	18	A-Injury	3	0	Sideswipe Opposite Direct	Clear	3	Pickup	North	Straight Ahead	Passenger
IL003	Btwn Waterloo & R	17	A-Injury	2	0	Turning	Clear	2	Passenger	East	Turning Left	SUV
IL003	Btwn Waterloo & R	17	A-Injury	2	0	Head On	Clear	2	Pickup	South	Straight Ahead	Tractor Without Sem
IL003	Btwn Waterloo & R	13	A-Injury	2	0	Turning	Fog/Smoke	2	Passenger	West	Skidding/Control	Passenger
IL003	Btwn Waterloo & R	16	Fatal	6	1	Head On	Clear	3	SUV	East	Straight Ahead	SUV
IL003	Red Bud	15	A-Injury	4	0	Rear End	Clear	2	SUV	West	Straight Ahead	Pickup
IL003	Red Bud	17	A-Injury	1	0	Parked Motor Vehicle	Clear	3	Passenger	West	Straight Ahead	Passenger
IL003	Red Bud	18	A-Injury	2	0	Turning	Clear	2	SUV	West	Turning Left	Motorcycle (Over 150
IL154	Btwn RB & Baldwin	14	A-Injury	3	0	Overtaken	Clear	1	Passenger	West	Straight Ahead	
IL154	Btwn RB & Baldwin	16	A-Injury	2	0	Head On	Clear	3	Passenger	East	Passing/Overtaking	Tractor With Semi-Tr
IL154	Btwn RB & Baldwin	16	A-Injury	1	0	Fixed Object	Clear	1	Pickup	East	Straight Ahead	
IL154	Btwn RB & Baldwin	14	A-Injury	1	0	Other Object	Rain	1	Passenger	West	Straight Ahead	
IL154	Btwn RB & Baldwin	17	A-Injury	1	0	Fixed Object	Clear	1	Pickup	Southeast	Straight Ahead	
IL154	Btwn RB & Baldwin	15	A-Injury	2	0	Angle	Snow	2	Pickup	Unknown	Skidding/Control	Passenger
IL154	Btwn RB & Baldwin	17	Fatal	2	1	Angle	Rain	2	Passenger	North	Straight Ahead	SUV
IL154	Btwn RB & Baldwin	16	A-Injury	1	0	Fixed Object	Clear	1	Passenger	West	Straight Ahead	
IL154	Btwn RB & Baldwin	18	A-Injury	3	0	Fixed Object	Clear	1	Passenger	East	Straight Ahead	
IL154	Btwn RB & Baldwin	13	Fatal	1	1	Overtaken	Clear	1	SUV	East	Skidding/Control	
IL154	Btwn RB & Baldwin	13	A-Injury	1	0	Fixed Object	Clear	1	Passenger	West	Straight Ahead	
IL154	Btwn RB & Baldwin	18	A-Injury	2	0	Head On	Rain	2	Passenger	West	Driving Wrong Way	Passenger
IL154	Btwn RB & Baldwin	12	A-Injury	2	0	Rear End	Clear	2	Passenger	West	Straight Ahead	Passenger
IL154	Btwn RB & Baldwin	18	A-Injury	1	0	Fixed Object	Clear	1	Pickup	East	Straight Ahead	
IL154	Btwn RB & Baldwin	12	Fatal	1	1	Head On	Rain	2	Passenger	West	Skidding/Control	SUV
IL154	Btwn RB & Baldwin	15	A-Injury	1	0	Overtaken	Rain	1	SUV	East	Straight Ahead	
IL154	Btwn RB & Baldwin	16	A-Injury	3	0	Turning	Clear	2	Pickup	West	Turning Left	Pickup
IL154	Btwn RB & Baldwin	19	Fatal	1	2	Head On	Clear	2	Pickup	West	Straight Ahead	Motorcycle (Over 150
IL154	Btwn RB & Baldwin	15	Fatal	0	1	Other Object	Clear	3	SUV	East	Straight Ahead	Tractor With Semi-Tr
IL154	Btwn RB & Baldwin	15	A-Injury	1	0	Sideswipe Same Direction	Clear	2	Unknown	Unknown	Unknown	Pickup
IL154	Btwn RB & Baldwin	18	A-Injury	1	0	Fixed Object	Clear	1	Passenger	East	Straight Ahead	
IL154	Baldwin	12	A-Injury	1	0	Pedestrian	Clear	1	Pickup	West	Straight Ahead	N/A
IL154	Baldwin	15	A-Injury	1	0	Angle	Clear	2	Passenger	South	Starting In Traffic	Passenger
IL154	Baldwin	18	A-Injury	2	0	Angle	Rain	2	Pickup	South	Starting In Traffic	Passenger
IL154	Btwn Bldwn & Sprta	13	A-Injury	2	0	Sideswipe Opposite Direct	Clear	2	Passenger	West	Straight Ahead	Tractor With Semi-Tr
IL154	Btwn Bldwn & Sprta	18	A-Injury	1	0	Fixed Object	Clear	1	Passenger	West	Straight Ahead	
IL154	Btwn Bldwn & Sprta	17	A-Injury	1	0	Overtaken	Clear	1	Motorcycle (O	East	Skidding/Control	
IL154	Btwn Bldwn & Sprta	19	A-Injury	4	0	Fixed Object	Snow	3	Pickup	East	Skidding/Control	SUV
IL154	Btwn Bldwn & Sprta	16	A-Injury	1	0	Angle	Clear	2	Pickup	North	Straight Ahead	Passenger
IL154	Btwn Bldwn & Sprta	17	A-Injury	1	0	Fixed Object	Clear	1	SUV	West	Straight Ahead	
IL154	Btwn Bldwn & Sprta	13	A-Injury	3	0	Turning	Clear	2	Pickup	West	Passing/Overtaking	Pickup
IL154	Btwn Bldwn & Sprta	16	A-Injury	2	0	Head On	Rain	2	Pickup	West	Straight Ahead	Passenger
IL154	Btwn Bldwn & Sprta	13	Fatal	1	1	Head On	Rain	2	Passenger	West	Skidding/Control	Tractor With Semi-Tr
IL154	Btwn Bldwn & Sprta	16	A-Injury	3	0	Angle	Clear	2	SUV	West	Backing	Passenger
IL154	Btwn Bldwn & Sprta	15	A-Injury	1	0	Rear End	Clear	2	Pickup	East	Straight Ahead	Passenger
IL154	Btwn Bldwn & Sprta	14	Fatal	1	3	Head On	Clear	2	Passenger	West	Avoiding Vehicle	Passenger
IL154	Btwn Bldwn & Sprta	18	A-Injury	3	0	Rear End	Clear	2	Passenger	East	Straight Ahead	Pickup
IL154	Btwn Bldwn & Sprta	13	A-Injury	1	0	Fixed Object	Rain	1	Passenger	East	Skidding/Control	
IL154	Sparta	19	A-Injury	2	0	Sideswipe Opposite Direct	Clear	2	Van/Mini-Van	North	Straight Ahead	Passenger
IL154	Sparta	16	A-Injury	1	0	Fixed Object	Snow	1	Pickup	South	Slow/Stop - Load/	
IL154	Sparta	14	A-Injury	1	0	Rear End	Clear	2	Passenger	West	Straight Ahead	Passenger
IL154	Btwn Sparta & Pville	13	A-Injury	1	0	Head On	Clear	2	Pickup	West	Straight Ahead	SUV
IL154	Btwn Sparta & Pville	14	A-Injury	1	0	Angle	Snow	2	Pickup	North	Starting In Traffic	Pickup

2012 to 2019 Crash Data (A-injury and Fatal crashes only) continued												
ROUTE	CITY	YEAR	Injury Type	INJURIES	FATALITIES	Collision Type	WEATHER	Number of Vehicles	Vehicle 1 Type	Vehicle 1 Direction	Vehicle 1 Maneuver	Vehicle 2 Type
IL154	Btwn Sparta & Pville	12	A-Injury	1	0	Fixed Object	Rain	1	Passenger	West	Straight Ahead	
IL154	Btwn Sparta & Pville	12	A-Injury	2	0	Overturned	Clear	1	Motorcycle (O	Unknown	Straight Ahead	
IL154	Btwn Sparta & Pville	16	Fatal	0	1	Fixed Object	Clear	1	Motorcycle (O	East	Straight Ahead	
IL154	Btwn Sparta & Pville	14	A-Injury	1	0	Other Object	Clear	1	Motorcycle (O	Northwest	Skidding/Control	
IL154	Btwn Sparta & Pville	13	A-Injury	1	0	Overturned	Clear	1	Passenger	North	Straight Ahead	
IL154	Btwn Sparta & Pville	12	A-Injury	1	0	Fixed Object	Clear	1	Passenger	South	Skidding/Control	
IL154	Btwn Sparta & Pville	18	A-Injury	1	0	Head On	Clear	2	Passenger	South	Negotiating A Cur	Pickup
IL154	Btwn Sparta & Pville	15	A-Injury	1	0	Sideswipe Opposite Direct	Clear	2	Tractor With Se	West	Straight Ahead	Pickup
IL154	Btwn Sparta & Pville	13	A-Injury	1	0	Fixed Object	Clear	1	Passenger	West	Straight Ahead	
IL154	Btwn Sparta & Pville	18	A-Injury	1	0	Rear End	Clear	2	SUV	West	Straight Ahead	Van/Mini-Van
IL154	Btwn Sparta & Pville	18	A-Injury	2	0	Fixed Object	Clear	1	Pickup	West	Avoiding Vehicle/	
IL154	Btwn Sparta & Pville	14	A-Injury	2	0	Rear End	Clear	2	SUV	East	Straight Ahead	Passenger
IL154	Btwn Sparta & Pville	15	A-Injury	1	0	Fixed Object	Snow	1	Passenger	East	Skidding/Control	
IL154	Btwn Sparta & Pville	15	A-Injury	1	0	Fixed Object	Clear	1	SUV	East	Negotiating A Cur	
IL154	Btwn Sparta & Pville	14	A-Injury	1	0	Overturned	Clear	1	Pickup	West	Turning Left	
IL154	Btwn Sparta & Pville	12	A-Injury	1	0	Fixed Object	Clear	1	Passenger	East	Straight Ahead	
IL154	Btwn Sparta & Pville	14	A-Injury	3	0	Angle	Clear	2	SUV	North	Straight Ahead	Pickup
IL154	Btwn Sparta & Pville	16	A-Injury	2	0	Angle	Fog/Smoke/	2	Pickup	South	Straight Ahead	Passenger
IL154	Btwn Sparta & Pville	15	Fatal	2	1	Angle	Rain	2	Passenger	South	Straight Ahead	Passenger
IL154	Btwn Sparta & Pville	14	A-Injury	2	0	Fixed Object	Clear	1	Pickup	West	Skidding/Control	
IL154	Btwn Sparta & Pville	12	A-Injury	1	0	Overturned	Clear	1	Passenger	East	Straight Ahead	
IL154	Btwn Sparta & Pville	14	A-Injury	1	0	Fixed Object	Clear	1	Passenger	East	Straight Ahead	
IL154	Btwn Sparta & Pville	16	A-Injury	1	0	Fixed Object	Clear	1	Passenger	East	Straight Ahead	
IL154	Btwn Sparta & Pville	16	A-Injury	1	0	Fixed Object	Clear	1	Passenger	East	Straight Ahead	
IL154	Btwn Sparta & Pville	13	A-Injury	3	0	Fixed Object	Sleet/Hail	1	Pickup	West	Skidding/Control	
IL154	Btwn Sparta & Pville	17	A-Injury	1	0	Fixed Object	Clear	1	Tractor With Se	East	Straight Ahead	
IL154	Btwn Sparta & Pville	17	Fatal	1	1	Head On	Clear	2	Passenger	East	Straight Ahead	Passenger
IL154	Btwn Sparta & Pville	14	A-Injury	1	0	Fixed Object	Clear	1	Passenger	West	Straight Ahead	
IL154	Btwn Sparta & Pville	13	A-Injury	5	0	Overturned	Clear	1	Passenger	East	Straight Ahead	
IL154	Btwn Sparta & Pville	15	A-Injury	1	0	Fixed Object	Clear	1	Passenger	West	Straight Ahead	
IL154	Btwn Sparta & Pville	18	A-Injury	1	0	Fixed Object	Clear	1	Truck Single Ur	West	Straight Ahead	
IL154	Btwn Sparta & Pville	19	A-Injury	1	0	Overturned	Clear	1	Tractor With Se	East	Straight Ahead	
IL154	Btwn Sparta & Pville	16	A-Injury	1	0	Fixed Object	Clear	1	Passenger	West	Straight Ahead	
IL154	Pinckneyville	15	A-Injury	1	0	Fixed Object	Clear	1	Passenger	West	Straight Ahead	
IL154	Pinckneyville	15	A-Injury	1	0	Fixed Object	Rain	1	Passenger	East	Straight Ahead	
IL154	Pinckneyville	18	A-Injury	1	0	Fixed Object	Clear	1	Pickup	East	Straight Ahead	
IL013	Pinckneyville	15	A-Injury	1	0	Parked Motor Vehicle	Clear	3	Passenger	East	Straight Ahead	Passenger
IL013	Pinckneyville	12	A-Injury	1	0	Rear End	Clear	2	Pickup	North	Slow/Stop - Right	Passenger
IL013	Pinckneyville	15	A-Injury	1	0	Pedestrian	Clear	1	Passenger	South	Turning Left	N/A
IL013	Pinckneyville	17	A-Injury	1	0	Turning	Clear	2	Tractor With Se	East	Turning Right	Passenger
IL013	Pinckneyville	17	A-Injury	1	0	Fixed Object	Clear	1	Passenger	North	Straight Ahead	
IL013	Pinckneyville	16	Fatal	0	1	Pedestrian	Clear	1	SUV	South	Other	N/A
IL013	Pinckneyville	17	A-Injury	1	0	Turning	Clear	2	SUV	South	Turning Left	SUV
IL013	Pinckneyville	15	A-Injury	1	0	Rear End	Clear	2	Passenger	North	Straight Ahead	Passenger
IL013	Pinckneyville	16	A-Injury	1	0	Fixed Object	Clear	1	Pickup	East	Straight Ahead	
IL013	Pinckneyville	19	A-Injury	1	0	Angle	Rain	2	Passenger	East	Straight Ahead	Pickup
IL013	Pinckneyville	17	A-Injury	4	0	Rear End	Clear	2	Passenger	South	Straight Ahead	Passenger
IL013	Pinckneyville	15	A-Injury	3	0	Rear End	Clear	4	Passenger	North	Straight Ahead	Passenger
IL013	Pinckneyville	13	A-Injury	1	0	Overturned	Clear	1	SUV	South	Straight Ahead	
IL013	Btwn Pville & Vrgnns	12	A-Injury	3	0	Angle	Fog/Smoke/	2	Pickup	West	Starting In Traffic	SUV
IL013	Btwn Pville & Vrgnns	15	A-Injury	1	0	Angle	Clear	2	Passenger	West	Straight Ahead	Pickup
IL013	Btwn Pville & Vrgnns	14	Fatal	0	1	Angle	Clear	2	Passenger	West	Straight Ahead	Motorcycle (Over 150
IL013	Btwn Pville & Vrgnns	13	A-Injury	2	0	Fixed Object	Clear	1	Passenger	North	Skidding/Control	
IL013	Btwn Pville & Vrgnns	17	A-Injury	1	0	Animal	Clear	1	Van/Mini-Van	North	Straight Ahead	
IL013	Btwn Pville & Vrgnns	15	A-Injury	1	0	Animal	Rain	1	Motorcycle (O	West	Straight Ahead	
IL013	Btwn Pville & Vrgnns	12	A-Injury	1	0	Fixed Object	Clear	1	SUV	North	Straight Ahead	
IL013	Btwn Pville & Vrgnns	17	A-Injury	1	0	Angle	Clear	2	Passenger	North	Straight Ahead	Tractor With Semi-Tr
IL013	Btwn Pville & Vrgnns	19	A-Injury	1	0	Overturned	Clear	1	Passenger	North	Straight Ahead	
IL013	Vergennes	15	A-Injury	2	0	Turning	Clear	2	SUV	West	Turning Left	Tractor With Semi-Tr
IL013	Vergennes	17	A-Injury	3	0	Angle	Clear	2	Other	East	Straight Ahead	Other
IL013	Vergennes	18	A-Injury	2	0	Turning	Clear	4	Passenger	South	Turning Left	SUV
IL013	Vergennes	14	A-Injury	2	0	Angle	Clear	3	Passenger	West	Straight Ahead	Pickup
IL013	Btwn Vrgns & Mphy	18	A-Injury	1	0	Animal	Clear	1	Van/Mini-Van	South	Straight Ahead	
IL013	Btwn Vrgns & Mphy	12	A-Injury	3	0	Turning	Clear	2	SUV	South	Straight Ahead	Motorcycle (Over 150
IL013	Btwn Vrgns & Mphy	14	A-Injury	3	0	Rear End	Clear	2	Passenger	South	Unknown	SUV
IL013	Btwn Vrgns & Mphy	13	A-Injury	2	0	Head On	Clear	2	Tractor With Se	South	Avoiding Vehicle/	Pickup
IL013	Btwn Vrgns & Mphy	12	A-Injury	2	0	Turning	Clear	2	Passenger	North	Straight Ahead	Pickup
IL013	Btwn Vrgns & Mphy	15	A-Injury	3	0	Sideswipe Same Direction	Clear	3	Passenger	North	Straight Ahead	Passenger
IL013	Btwn Vrgns & Mphy	14	A-Injury	2	0	Head On	Clear	2	Passenger	South	Driving Wrong Wa	Truck Single Unit
IL013	Btwn Vrgns & Mphy	17	A-Injury	2	0	Fixed Object	Clear	1	Passenger	North	Avoiding Vehicle/	
IL013	Btwn Vrgns & Mphy	15	Fatal	1	1	Angle	Clear	2	Passenger	West	Straight Ahead	Passenger
IL013	Btwn Vrgns & Mphy	15	A-Injury	2	0	Rear End	Clear	2	Motor Driven	North	Straight Ahead	Motor Driven Cycle
IL013	Btwn Vrgns & Mphy	16	A-Injury	1	0	Fixed Object	Clear	1	Passenger	North	Avoiding Vehicle/	
Total				210	22							

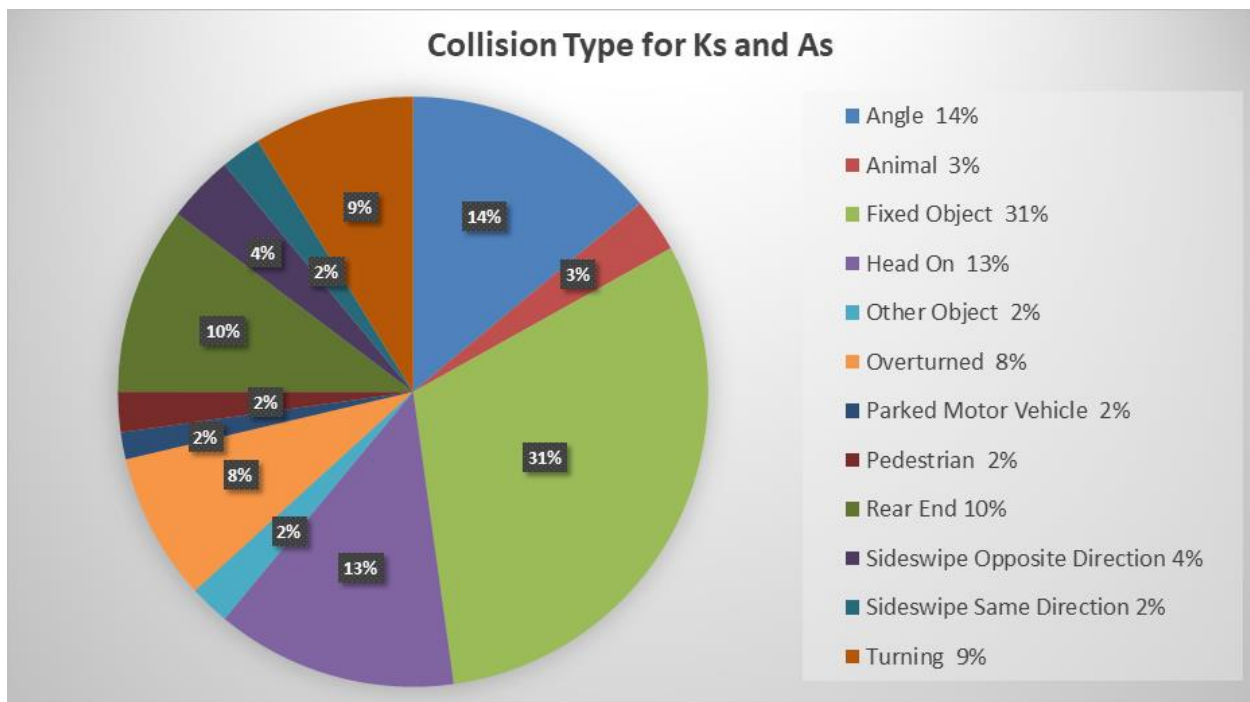
The “KABCO” injury scale is used by law enforcement for classifying injuries and crashes as follows:

- **K** - Fatal;
- **A Injury** - Incapacitating injury;
- **B Injury** - Non-incapacitating injury;
- **C Injury** - Possible injury; and
- **O or PD** - No injury. (Property Damage only)



The three largest collision types along the proposed Southwest Illinois Connector Highways were Animal, Rear End and Fixed Object which account for 70% of all the crashes (1617 crashes).

However, for the 136 most severe K and A crashes, the three largest collision types along the proposed Southwest Illinois Connector Highways were Fixed Object, Angle, and Head-On which account for 58% of the most severe crashes. The following table summarizes the collision type for the K and A crashes.



Expanding IL 3, IL 154, and IL 13/127 to four lanes will provide wider shoulders and a 50’ grass median. The addition of another lane and wide shoulders will reduce lane departure crashes, sideswipe same direction, parked/disabled vehicle and rear-end crashes. The 10’ outside shoulder will also provide safer accommodation for pedestrians and bicyclists. Turn lanes will be added at busy intersections to mitigate turning and angle crashes. The roadway ditches will be graded to flatten slopes and fixed objects and drop-offs will be removed from the clear zone thus reducing fixed object crashes and overturned crashes. Most importantly, the installation of a 50’ wide grass median and a median barrier will physically separate opposing traffic and help stop vehicles traveling into the opposing traffic lanes thus reducing head on crashes and sideswipe opposite direction crashes.

The numerous, dangerous fatal crashes along the proposed Southwest Illinois Connector Highway have caught the attention of the media. Headlines of dangerous crashes continue, and the region has banded together to demand action to improve the safety of IL 3, IL 154 and IL 13/127.

The collage shown below represents some of the media headlines for the severe crashes that have occurred along the proposed Southwest Illinois Connector Highway route.



The Hagene accident scene Courtesy Pinckneyville Press

The Lee vehicle at the scene

Five weeks, six highway deaths

For the fifth week in a row, the media are reporting a fatal accident in this area. This week, however, there are two.

On March 9 at 6:38 a.m., Anthony Hagene, 30, of Steeleville was killed in a three-vehicle collision at 7305 Route 154 in Perry County.

Pinckneyville ambulance arrived and began medical treatment on the victims. Two helicopters were called to the scene to transport the injured to St. Louis hospitals.

Details of how the accident happened were not available pending a state police reconstruction investigation. A farm truck and two cars were involved. The truck overturned, and the two cars had extensive damage.

Hagene, formerly of Pinckneyville, was pronounced dead at the scene.

Jamie Perry of Pinckneyville was flown to St. Louis University Hospital and is still a patient there, according to police. A 4-year-old girl was also airlifted to St. Louis, where she was treated and released, police said.

Edgar Pursell, 40, of Du Quoin was treated and released at the Pinckneyville hospital.

Route 154 was closed for about four and a half hours while the accident was investigated.

Then on March 10 at 10:20 p.m., Perry County deputies responded to a crash north of Pinckneyville on Route 127 south of Carnation Road.

An Urbana, Illinois man died in the accident that involved a car and an SUV.

Police said the car, driven by John Simpkins, 43, of Hurst, was southbound, and the SUV, driven by Kyung Yong Lee, 57, of Urbana, was northbound.

For an unknown reason, Simpkins' car crossed the center line and hit

Illinois State Police investigate fatal crash in Perry County

Posted: Sep 21, 2019 10:24 PM CDT
Updated: Oct 05, 2019 10:23 PM CDT

PERRY COUNTY (WSIL) -- Illinois State Police are investigating a deadly motorcycle crash in Perry County on Saturday.

Terese Baird, 69, and Byrlie Baird, 67, were on a motorcycle headed south on Illinois Route 127



Two fatally injured in accident on May 18

Two women were killed in a motorcycle accident on Saturday, May 18, at 10 p.m. on a north-south road north of the intersection of State Route 127 and County Road 127 in Perry County.

Both riders on the motorcycle were injured and pronounced dead at the scene.

Rankings County Coroner Cade Barber identified Terese Baird, 69, of Bethel, and Byrlie Baird, 67, of Bethel.

Terese was transported to a local hospital for treatment of what was labeled in the accident report as "non-occupant death."

Both the Illinois State Police and Barber stated that all of the vehicles involved in the accident were "heavily damaged."

As of Monday afternoon, it was noted that the case was still under investigation by both the state police and the county coroner's office.

ing up on... sandwiches and more by arranging ingredients in the shape of a smiley face to brighten people's days.

Julie Dal...
Tina Niemeyer

Head-on crash kills woman

The Southern Jun 7, 2011

CLICK QUICK! \$5 DIGITAL DEAL

Traci L. Blair, 34, of Murphysboro was fatally injured at 12:57 p.m. Tuesday on collision on Illinois 127, one-half mile north of Bethel Church Road

Route 154 reopened after fatal crash

Posted: Feb 27, 2017 8:46 AM CST
Updated: Mar 13, 2017 8:46 AM CDT

UPDATED STORY MONDAY, FEBRUARY 27, 2017 11:25 A.M.

PERRY CO. -- Authorities say one person was killed in a head-on crash Monday morning in Perry County.

Steeleville man dead after three-vehicle crash in Perry County

THE SOUTHERN Mar 9, 2017

... say Brian Scholebo, 25, of Pinckneyville was on Illinois Route 154 about half a mile east of ... dead when he crossed the center line and hit

The crash data reveals 136 severe or fatal crashes and 1481 other traffic crashes on IL 3, IL 154 and IL 13/127 in Monroe, Randolph, Perry and Jackson County since 2012. While there were many accidents that were severe, there were also many accidents where the drivers refused treatment, or sustained only minor injuries. But, many of these accidents could have been avoided completely if the roadway was upgraded to a four-lane rural expressway. **Advantages resulting from upgrading the existing facility to a four-lane expressway would be the increased safety, comfort, and ease of operation provided by separation of the northbound and southbound traffic lanes. This separation, along with other roadway improvements, should eliminate most head-on collisions, fixed objects, and sight distance problems associated with existing roadway deficiencies, such as no-passing zones.**

Also, the construction of additional through-lanes and turn-lanes should reduce the number of

Safe and Reliable

Rural areas have unique circumstances that need addressing to improve the safety and reliability of rural roads.

Considerations for farm equipment, animals on the road, unmarked fields and driveways, and rough roads impact safety. Accidents, flooding, and oversized loads can close roadways and cause traffic delays.

rear-end and turning-movement collisions by providing an additional lane for through-traffic to avoid vehicles that are slowing, stopped or turning and by providing auxiliary lanes to allow turning vehicles to exit the through-lanes, prior to slowing and turning. Because the rural portions of this project are in an agricultural area, farm vehicles frequently use the highways of the proposed Southwest Connector for access to farm fields and to local grain elevators. Upgrading the roadway to four lanes with a wide median and shoulders would improve the convenience and safety associated with this mixing of traffic.

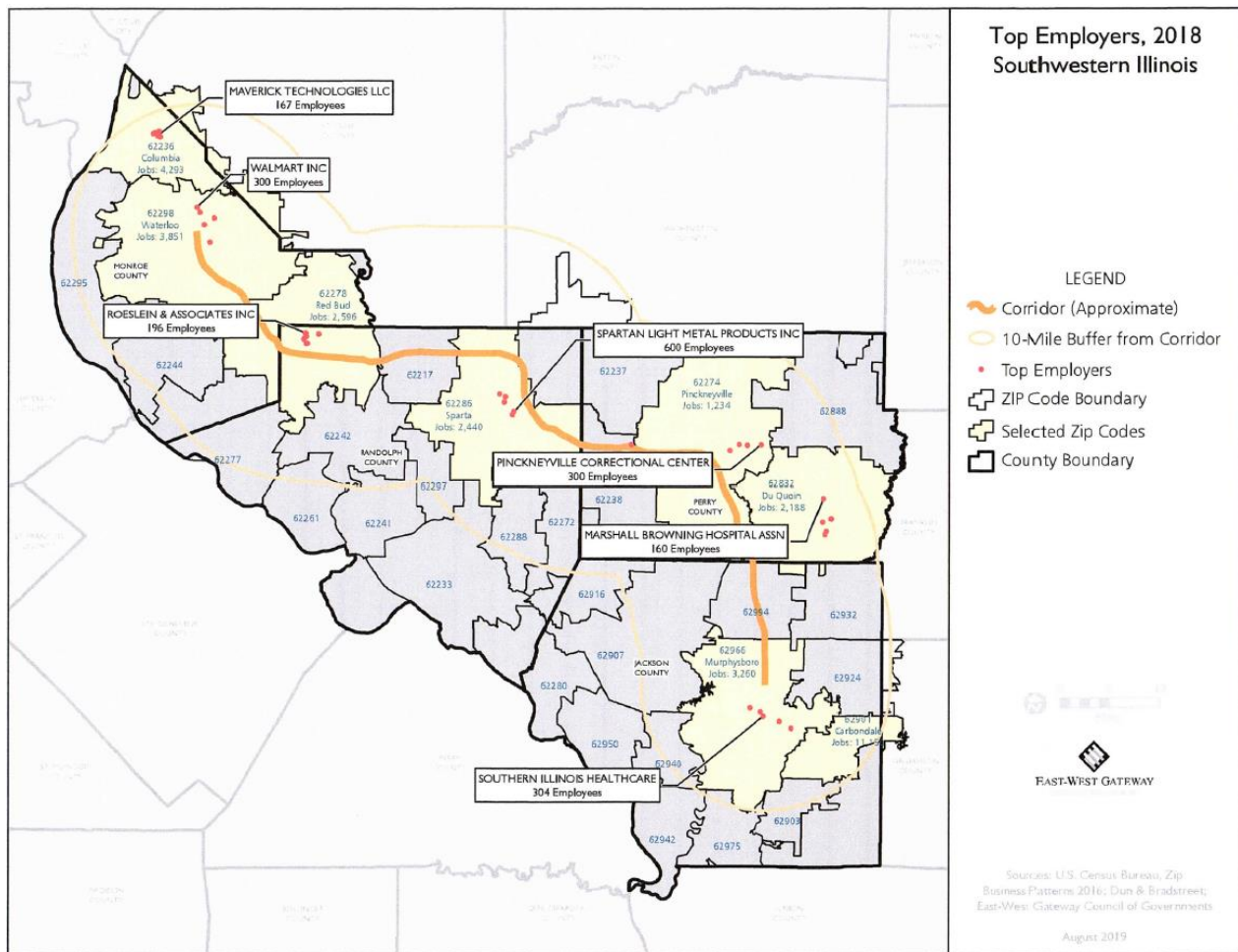
5 ECONOMIC DEVELOPMENT

The Southwest Illinois Connector Highway Project (SWICHP) is vital to the economic growth of southwestern Illinois. In Jackson, Monroe, Perry and Randolph Counties alone, there are more than 914,000 acres in farmlands, much of it in grains and hay. Farms produce millions of bushels and also livestock to help feed America. Those products demand an alternative and highly efficient transportation system to remain competitive in world markets.

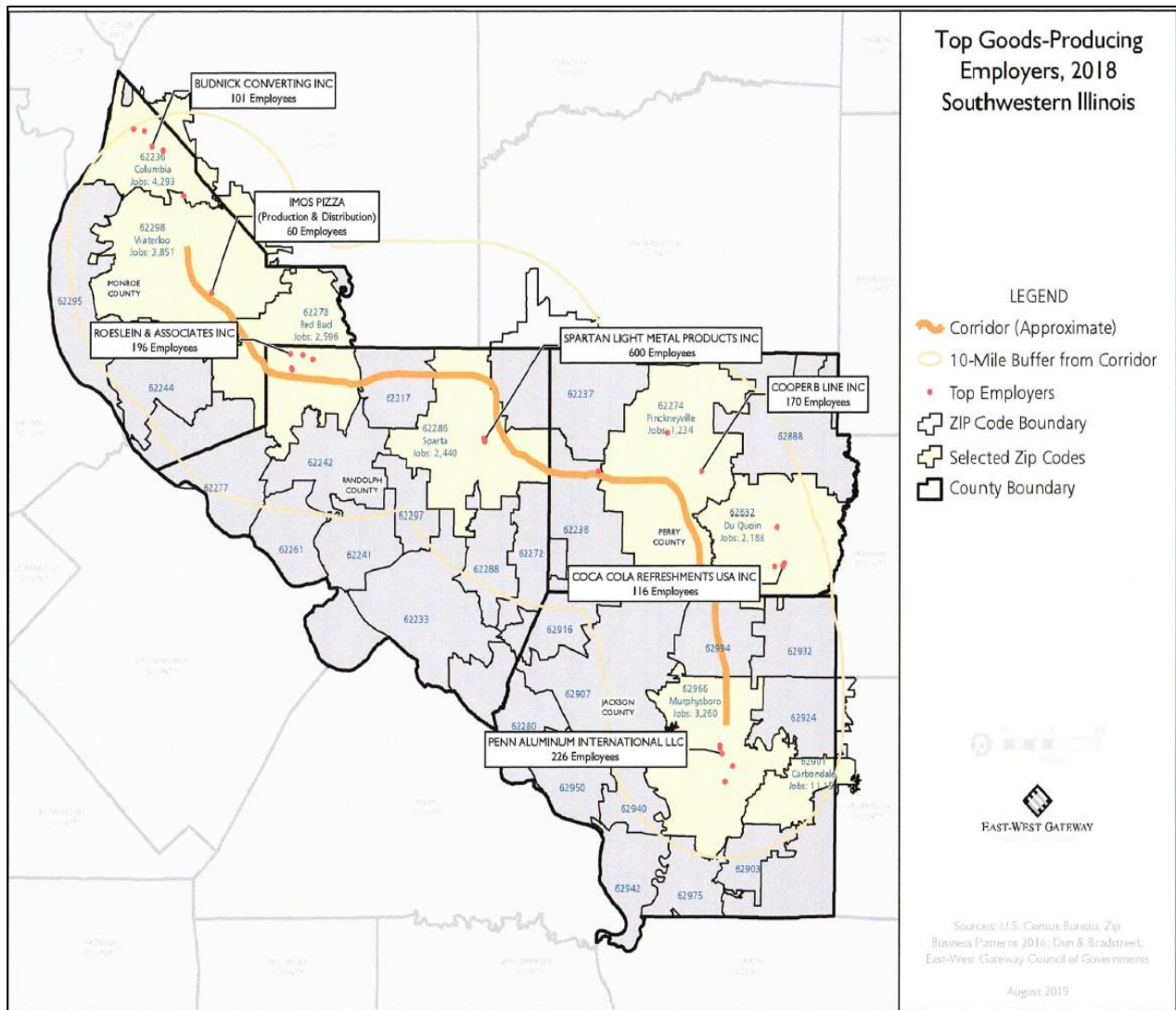
The region is also advantaged with a healthy manufacturing base and a vital, mining sector. Manufacturing and mining provide thousands of jobs to the region directly, and indirectly through transportation and other support positions.

Accessible and Efficient

A four-lane rural expressway through Monroe, Randolph, Perry, and Jackson counties will increase access to Southern Illinois University Carbondale, the World Shooting Complex, and other destinations, and achieve travel efficiency to regional marketplaces.



Thousands of trucks traverse the region daily, with traffic south of Waterloo approaching 10,000 a day, including nearly 1,000 trucks daily. The economic development leaders in southwestern Illinois all agree that without a four-lane alternative in the region, manufacturing and other industry opportunities will continue to diminish. **Most potential new or relocating national or international manufacturing projects require proximate four-lane access as a requisite for answers to site inquiries. The lack of four-lane access automatically excludes communities from competing for these projects, therefore creating a regional disadvantage as it relates to economic development.** Existing mines (Knight Hawk Coal) and manufacturers (Spartan Light Metal Products, The Material Works – TMW, Red Bud Industries, Roeslein) need a second, efficient delivery system for products as diverse as coal and aggregates, steel processing systems and food products. Randolph and Monroe Counties are within the Kaskaskia Regional Port District, one of the busiest inland ports in America. Together with the region’s multiple Class 1 railroads, the SWICHP will complete the trilogy for multimodal shipping of goods, making this region competitive with any system ... anywhere.



There is also a vital tourism element. The State of Illinois *began* in Randolph County. There is much Native American and French history that attracts thousands each year. The Kaskaskia Cahokia Trail, the first road in Illinois, traverses Monroe, Randolph and St. Clair Counties. Together with the World Shooting & Recreation Complex, history, sites and nature attracting people from all over the world, more than \$150 million dollars in tourism revenue pours into the region each year. That revenue provides entry-level service jobs for young workers and jobs for seniors who want to supplement their income. A Southwest Illinois Connector Highway will provide a safer and more efficient route to visit the four-county region.

We need the Southwest Illinois Connector Highway to **help the region and the State of Illinois retain existing manufacturers, and attract new manufacturers**, to provide an alternative for moving farm grains (especially when river routes are flooded and unusable), and to provide a safe and visually appealing route to the sites and history of this region.

Obviously, national defense is in every American's interest. The **Southwest Illinois Connector Highway will provide a mode of rapid gathering and deployment** for both the Air National Guard Murphysboro Readiness Center, 702 New Era Road, Murphysboro, IL, and the Air National Guard Sparta Armory, 1803 North Hillcrest Drive, Sparta, IL. **National Guard assistance is paramount during disaster situations, especially flooding events.** After the Great Flood of 1993, there have been several floods of record on the Kaskaskia and Mississippi Rivers, up to and including the record-duration flood of 2019.

The Southwest Illinois Connector Project seeks to expand Illinois Routes 3/154/13/127 from Waterloo through Red Bud, Sparta, Pinckneyville, to Murphysboro. By expanding these two-lane rural roads to a four-lane rural expressway, the connector will create a safe and efficient highway. This project will increase quality of life by improving safe access for all modes of transportation to education, recreational, full service medical centers, and employment opportunities, including the following regional assets. The highway will provide timely access for employers in the connector area including: Southern Illinois University Carbondale, Kaskaskia Regional Port District, health care clinics and hospitals in the four counties of the corridor, businesses, including manufacturing and service industries in the four counties, as well as timely access for jobs in the St. Louis Metro East community.

Southern Illinois University Carbondale

Southern Illinois University Carbondale is a national, forward-thinking university dedicated to discovery and innovation that provides every student with an outstanding, comprehensive and relevant education enhanced by hands-on, personalized learning experiences. SIU Carbondale's students graduate with the knowledge, experience, critical-thinking skills and cultural competencies they need to make a difference in our world.



Founded in 1869, SIU Carbondale is the flagship campus of the Southern Illinois University System, one of two public university systems in Illinois. **SIU Carbondale is a strong, diverse, student-centered, research-intensive and comprehensive public university accredited by the Higher Learning Commission.** SIU Carbondale is one of three Illinois institutions designated as a Carnegie-classified high research public university. It offers nearly 40 doctoral and professional degree programs, 80 programs at the master's level, 90 undergraduate fields of study and three associate degree programs. Nearly 12,000 students are served through the Graduate School, the Schools of Law and Medicine, and the University's other collegiate units currently comprised of Agricultural Sciences, Applied Sciences and Arts, Business, Education and Human Services, Engineering, Liberal Arts, Mass Communication and Media Arts and Science.

The Carnegie Foundation for the Advancement of Teaching awarded SIU Carbondale its prestigious Community Engagement Classification, and the Association of Public and Land Grant Universities included the University in its selective listing of Innovation and Economic Prosperity Universities. SIU Carbondale is one of three public universities in Illinois that holds membership in the Association of Research Libraries.

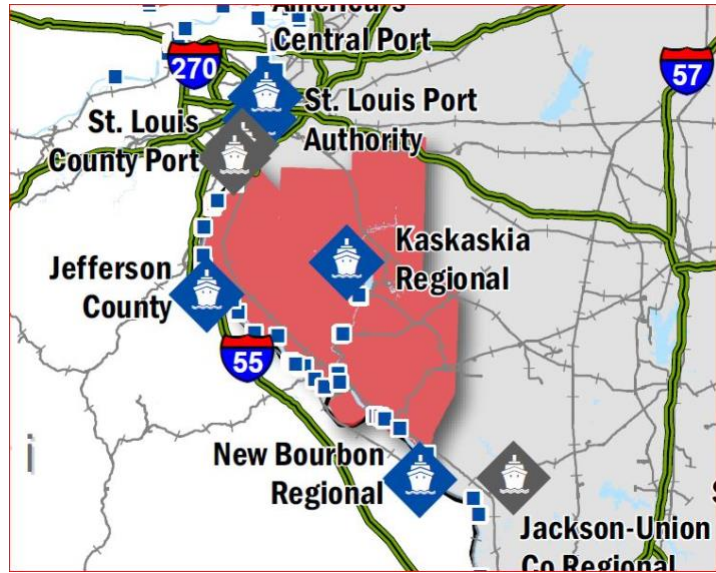
SIU Carbondale continues to rank among the nation's top colleges and universities in the number of its students from traditionally underrepresented groups. Understanding the emerging and shifting demographics of these groups, the University is committed to providing a welcoming environment and the highest possible quality of education that will prepare all its students to become productive citizens in a multicultural world. Recognized for its wide array of academic programs, its research agenda and for its strong presence in global education, the University is a partner in many international linkages and exchange agreements. The University is also known for its service to veterans and first-generation students, its commitment to students with disabilities and its focus on inclusive excellence, entrepreneurialism and sustainability. It also hosts the prestigious Paul Simon Public Policy Institute.

The physical beauty of the region is a major attraction to students, faculty and visitors. Sixty miles to the south of Carbondale is the historic confluence of the Ohio and Mississippi Rivers, the two forming the border of the southern tip of the state. Situated within 10 miles of the campus are two state parks and four large recreational lakes, and much of the area is a part of the 240,000-acre Shawnee National Forest.

Southern Illinois University Carbondale is a significant anchor near the proposed Southwest Illinois Connector Highway Project's southern limits. Its students and employees drive a significant amount of business towards southwestern Illinois. Current and prospective students and their families, university employees, alumni, and the general public would benefit from a safer, more efficient route to access and engage with the university's academic, research, service and cultural offerings.

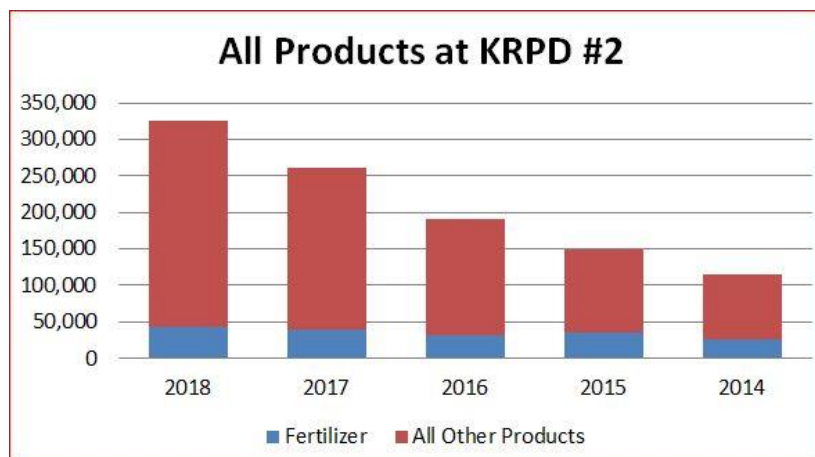
Kaskaskia Regional Port District

The Kaskaskia Regional Port District (KRPD) is an independent unit of government created by the Illinois General Assembly in 1965. The purpose of the legislation is to “promote industrial, commercial, transportation, homeland security, recreation, water supply, flood control, and economic activities thereby reducing the evils attendant upon unemployment and enhancing the public health, safety and welfare of this state.”



KRPD is charged with providing services to the southern 2/3 of St. Clair County, and all of Monroe and Randolph Counties. The KRPD uses both the Mississippi River and the lower 36 miles of the Kaskaskia River. Federal legislation in the 1960s authorized the creation of the Jerry F. Costello Lock and Dam. This lock and dam created a navigable channel for the lower 36 miles of the Kaskaskia River up to the town of Fayetteville.

KRPD currently has five terminals, four on the Kaskaskia River and one on the Mississippi River. The Army Corps of Engineers Waterborne Commerce Statistics Center for 2017 ranks KRPD **in the 75 largest ports in the country** with **5,920,636 tons shipped**. In addition, **it ranks among the largest inland ports in the country**. Cargo shipped on the river includes: coiled steel, scrubber stone, slag, fertilizer, grain, coal, break bulk cargo and towboats.



The Kaskaskia River serves many industries including steel processing, agriculture, a coal-fired power plant, shipbuilding and bulk supplies for other industries. The Kaskaskia Regional Port District when it was first established, served one industry – coal extraction. Beginning in 1977, coal was shipped on the river until certain coal mines closed. The last shipment of coal was in 1999. In the 22 years that coal was mined, over 47.7 million tons of coal was shipped outbound. In 1989, a high of 4,168,590 tons of coal was shipped. Between 2000 and 2011, tonnage dropped to an average of 650,000 tons per year and products consisted of mainly grain, fertilizer and coiled steel.



The Port's most diverse terminal is KRPD #2. This terminal is at mile 18 on the Kaskaskia River. It is 18 miles upstream from the Mississippi River.

This terminal is in the path of the corridor for the highway study and would positively benefit from the expansion of IL Rt. 154 to a four-lane highway. KRPD is a multi-modal terminal by being rail served and with two docks and Il Rt. 154. The terminal has the only 50-ton overhead crane in the St. Louis region at a port terminal. The first facility built for cargo was a dump dock that is still used today. Recently the KRPD purchased 8 acres to expand to the south and to accommodate a third dock.



An IDOT grant to plan for the future needs of KRPD #2 is currently underway. **Due to congestion at the port and the need to be ready for business opportunities a strategic plan was needed. The preliminary plan results include recommendations to expand road access and circulation, rail efficiency and rail capacity, dock expansion and land acquisition and land preparation.** Advance permitting is also highly recommended.

One key element in port planning and development to be competitive with site selectors is the proximity to a four-lane highway. To date KRPD #2 is too distant from a four-lane highway for site selectors to rank KRPD #2 in the recommendations to a particular industry. The nearest four-lane highway is at Waterloo which is 20 miles to the North West. **Site selectors want a terminal to have immediate four-lane highway access or at a minimum within five miles of the terminal.** The Kaskaskia is a safe and reliable river with only one lock and dam between KRPD #2 and New Orleans, LA. The river is also ice free and is not congested like the St. Louis harbor.

Cargo and tonnage on the river has been increasing in recent years. Currently 1.5 million tons of cargo are shipped on the Kaskaskia River. The river has the capacity to handle much more cargo. In the late 1990s, the cargo on the river reached almost 4.5 million tons. This large tonnage was the result of coal being shipped. Coal shipments ended in 1999. Due the total loss of coal, the tonnage plummeted. Gradually tonnage started to recover. With Prairie State Power Plant being built and going online in 2012, tonnage on the river began to increase.

At KRPD #2, tonnage in recent years is a diverse mix of coiled steel, slag, fertilizer, and coal. Fertilizer in recent years has been increasing due to the expansion of Gateway FS. Coiled steel has also increased. Liquid fertilizer, while not a product at the dock, is a potential new product that could be shipped to this location.

The Port District in partnership with IDNR is able to transfer IDNR land to the Port for economic development purposes. The strategic plan currently underway has identified parcels that would be strategic to the port and would fit with the existing infrastructure. Should a four-lane highway be built, the Port would be able to respond to requests for proposals with land and infrastructure. Finally, a Southwest Illinois Connector would provide efficient access to the middle Mississippi River Ports of the St. Louis region.

Healthcare and Critical Care Access

As the **only trauma center in Illinois south of Springfield, SIH Memorial Hospital in Carbondale is at the southernmost point of the proposed Southwest Illinois Connector. This four-lane expressway is vital to increasing access to life-saving surgeries for more people in the heartland.** Prior to the SIH Memorial Hospital's Level II Trauma Center designation in 2019, Southern Illinois was a "trauma desert with 1.2 million people not locally served by a trauma program" (SIH). The efficiency of the highway will expand access to the medical communities in both Carbondale and St. Louis. Our citizens who live in this rural area often must ride expensive helicopters in order to reach critical access hospitals. Time is of the essence during stroke and heart attack episodes. **In addition to critical care access, residents rely on Carbondale and St. Louis to provide the only birthing centers accessible to southwest Illinois.**

Finally, physician and other medical provider recruitment is often challenging in rural areas due to multiple factors including increased 'windshield time' or unproductive time spent driving to and from remote areas. Like others throughout the country, **southern Illinois hospitals are experiencing a critical shortage of health care providers. The lack of an efficient, four-lane expressway presents major challenges, not only to physician recruitment, but also to patient transport and care.** Chuck Kelley of MedStar Ambulance noted that there are only three ambulances in Randolph County and one truck that is available during peak hours. "The longer it takes to transport patients, it takes resources away from Randolph County. It leaves us unprotected from EMS service." Joann Emge of Sparta Community Hospital said, "There is a shortage with health care providers. If we can shorten the time on the road for physicians, our recruitment options will get much broader." (see October 25, 2019 minutes).

Summary

The proposed rural freeway route traverses a region of diverse manufacturing. The area economy is not dependent on a single industry ... automotive, for example. Products as esoteric as ophthalmological surgical instruments and complex material handling systems are produced, employing hundreds. The area has aggressively promoted the region as ideal for new manufacturing and an expansion site for existing customers.

The cities of Waterloo, Red Bud, Sparta, Pinckneyville, and Murphysboro, adjacent to the proposed freeway, are poised for increased capacity with existing industrial parks, incentives, a trained and loyal labor force, and a manufacturing-friendly political structure. Strong college professional development offerings provide worker training resources and technology updates.

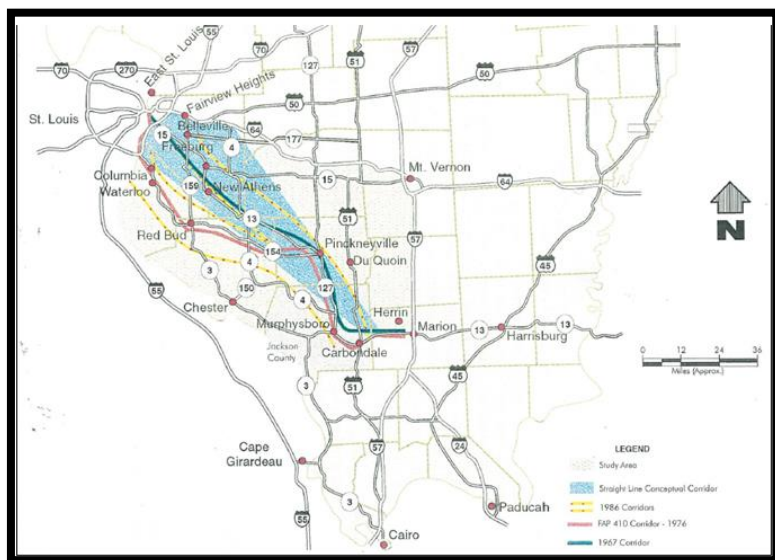
6 PROJECT HISTORY AND REGIONAL CONNECTIVITY

The proposed Southwest Illinois Connector Highway from Waterloo to Murphysboro is a well-travelled corridor that serves all of southwestern Illinois and directly connects from the St. Louis Metropolitan Area including Interstate 255, Interstate 64, Interstate 55 to the Carbondale-Marion Area including Interstate 57 and Interstate 24. **This corridor has been studied many times over the years and has always identified safety concerns, congestion concerns and economic development goals.** Parts of the corridor have seen growth and economic development. The northern part of the route serves as a bedroom community to the population center of St. Louis. Commuters travel easily 30 to 45 minutes one way to the job centers of the region. The southern end of the corridor is anchored by Southern Illinois University in Carbondale (established 1869).

The importance of this corridor to the region is exhibited by the numerous times this connection has been studied. The known studies include the following reports:

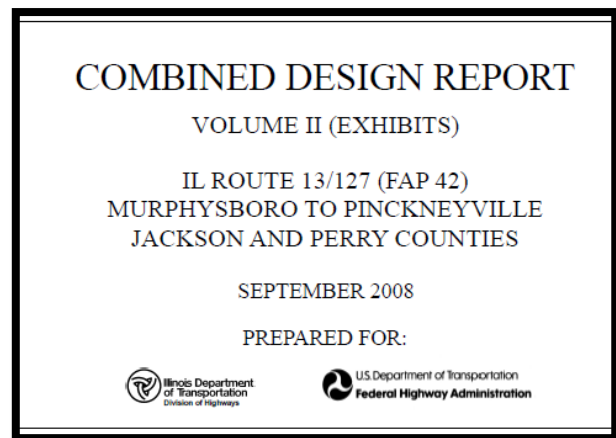
- 1967: Southern Illinois Corridor Study
- 1976: Illinois Supplemental Freeway System and State Highway Needs Study
- 1986: Economic Development Strategy for Southwestern Illinois
- 1995: Proposed Southwest Illinois Tollway (SWIFT): Feasibility Study
- 1996: Proposed Southwest Illinois Tollway (SWIFT)
- 2007: IL 13 / 127 4-lane study Murphysboro to Pinckneyville, Perry & Jackson Counties
- 2019: Southwest Illinois Connector Highway Task Force Report

The 1976 study titled “Illinois Supplemental Freeway System” (study exhibit pictured below) identified the Southwest Connector corridor as needing improvements ranging from four-lane freeway to two-lane improved sections. The report recommended that the section between East St. Louis and Waterloo be built to freeway standards. The sections between Waterloo and Red Bud and between Murphysboro and Marion were recommended to be four-lane with partial access control; and the remaining portion of the corridor was recommended to remain two-lane with improvements made at problem locations. The study also listed this corridor as a supplemental freeway system concept. Several segments of this study have been constructed.



In the 1980s and 1990s the region organized again and adopted the name The Southwest Illinois Tollway (SWIFT). The most feasible corridor included a proposed four-lane expressway (Corridor 4) from I-57 at Marion to Carbondale, to Murphysboro, to north of Steelville and Willisville, to south of Sparta, crossing the Kaskaskia River on IL 13, passing southwest of Belleville to I-255; and is 91 miles long and extends from I-57 near Marion to a northern connection at Mousette Lane interchange with I-255. The estimated cost of construction was \$668 M. Several segments of this study have been constructed.

In the 2000s, southern Illinois launched the 4-lane expansion of IL 13/127. The overall proposed project is to expand IL 13/127 for 24 miles to four lanes from north of Murphysboro to north of Pinckneyville to increase capacity, improve safety, create jobs, and enhance the economic development potential of the region. The Environmental Assessment, project report, newsletter, and aerial mosaics of the proposed improvement can be found at the following link on the IDOT website: <http://www.idot.illinois.gov/projects/IL-13-IL-127> under the Resources Tab. Phase I Approved (Planning, Project Report, & Environmental Assessment) is complete. Phase II (contract plans and specifications) is 70% complete for the southern segment from Murphysboro to South of Vergennes. Currently, IDOT is proposing to expand IL 13/127 and construct Restricted Crossing U-Turn Intersections at IL 13/127 & Ava Road and at IL 13/127 & Grange Hall Road and expand IL 13/127 to 4-lanes from Ava Road to just south of the Beaucoup Creek. The project will improve safety, mitigate two IDOT 5% critical crash segments, and reduce head on, intersection, run off the road fixed object, and rear end crashes to mitigate 2 fatal crashes, in this segment. \$1 M is currently funded and included in IDOT's 2020-2025 MYP for land acquisition.



For more than 50 years, citizens of Southwest Illinois have remained steadfast in their goal to bring a four-lane rural expressway project to reality. Over the past two years alone, leaders in business, industry, education, economic development, and government have ramped up project development efforts through ongoing interest, dialogue, collaboration, partnerships and letters of support. Although portions of the project have come to fruition, completion of the project is critical to ensuring the future development of southwest Illinois including the safety of its citizens, visitors, and travelers.

7 PARTNERSHIP AND PUBLIC INVOLVEMENT

The SWICHP has been proposed for many years. It is an idea that has brought together the counties of Jackson, Monroe, Perry, and Randolph in a group called the Four County Highway Coalition. Since early in 2017 the coalition has been meeting with municipal government leaders, university representatives, union representatives, business leaders, and farm leaders, to support the building of a rural four-lane expressway.

The following cities, villages, institutions, and businesses have approved resolutions and letters of support for the SWICHP:

Jackson County Board	The Material Works, Ltd., Red Bud
Monroe County Board	Total Titanium, Red Bud
Perry County Board	Bost Truck Service, Murphysboro
Randolph County Board	Complete Technology Solutions
City of Murphysboro	Murphysboro Apple Festival
City of DuQuoin	Flex-Line Automation, Chester
City of Pinckneyville	Secon Rubber and Plastics, Red Bud
City of Sparta	Community Foundation of Randolph Co.
City of Red Bud	Randolph County Progress Committee
City of Waterloo	Murphysboro Chamber of Commerce
City of Chester	Coulterville Chamber of Commerce
Village of Baldwin	Silkworm, Inc., Murphysboro
Village of Ellis Grove	Striking Designs, Murphysboro
Village of Prairie du Rocher	Country Comfort Solutions
Village of Percy	IMO's Franchising, Inc., Waterloo
Village of Steeleville	Memorial Hospital Chester
Village of Evansville	Red Bud Regional Hospital
Village of Rockwood	Sparta Community Hospital
Kaskaskia Regional Port District	E. T. Simonds Construction Co.
Southwestern Illinois Council of Mayors	Dynegy Midwest Generation
Southern Illinois University Carbondale	Laborers' International Local 773
Amateur Trapshooting Association Sparta	

8 PROJECT COSTS

The overall scope of work is to expand existing roadways to a 4-lane partial access-controlled expressway on IL 3/154/CH 18/13/127 through Monroe, Randolph, Perry, and Jackson Counties in southwestern Illinois.

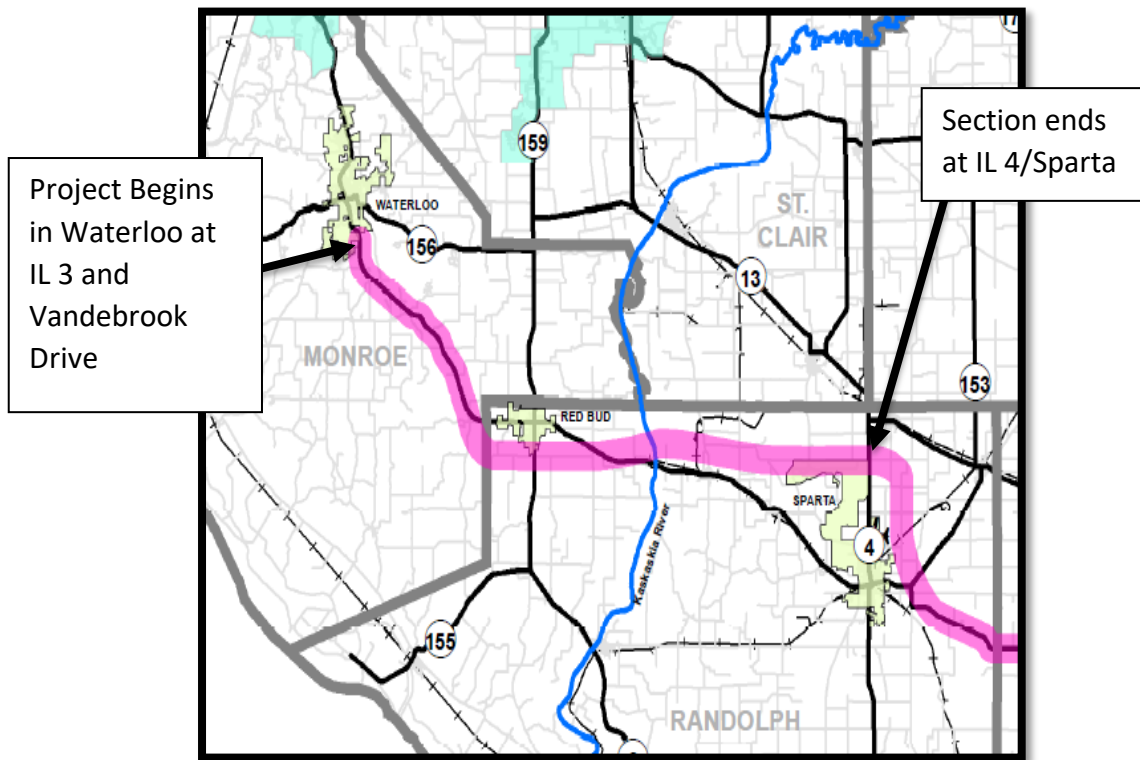
The purpose of the project cost section is to provide baseline estimated project costs for all phases of project delivery starting from Phase I planning estimates and ending with Phase III construction cost estimates. This pre-Phase I cost estimate is a baseline cost estimation. As the project progresses to Phase I, more details are known and costs estimations will become more detailed and accurate. The baseline project costs section represents preliminary cost estimates performed by Illinois Department of Transportation Engineers who have experience providing preliminary cost estimates for similar projects. All cost estimates are in 2019 dollars.

The total preliminary cost of the project is estimated to be \$805 M. The overall project has been broken into 3 sections. Each section offers independent utility and logical termini. The preliminary project costs are as follows:

IL 3 South of Waterloo to Red Bud to IL 4 near the World Shooting & Recreation Complex

The project begins on IL 3 just south of the intersection of IL 3/South Market Street & Vandebrook Drive. IL 3 north of this intersection is a 4-lane roadway traveling through Waterloo and Columbia and tying into Interstate 255. Proceeding south of the intersection of IL 3/South Market Street & Vandebrook Drive the project study area runs along IL 3 to Red Bud. Alternatives through and around Red Bud would be studied. East of Red Bud the study area would traverse along IL 154 over the Kaskaskia River and tie into CH 18 just north of the World Shooting & Recreation Complex and section 1 ends at IL 4.

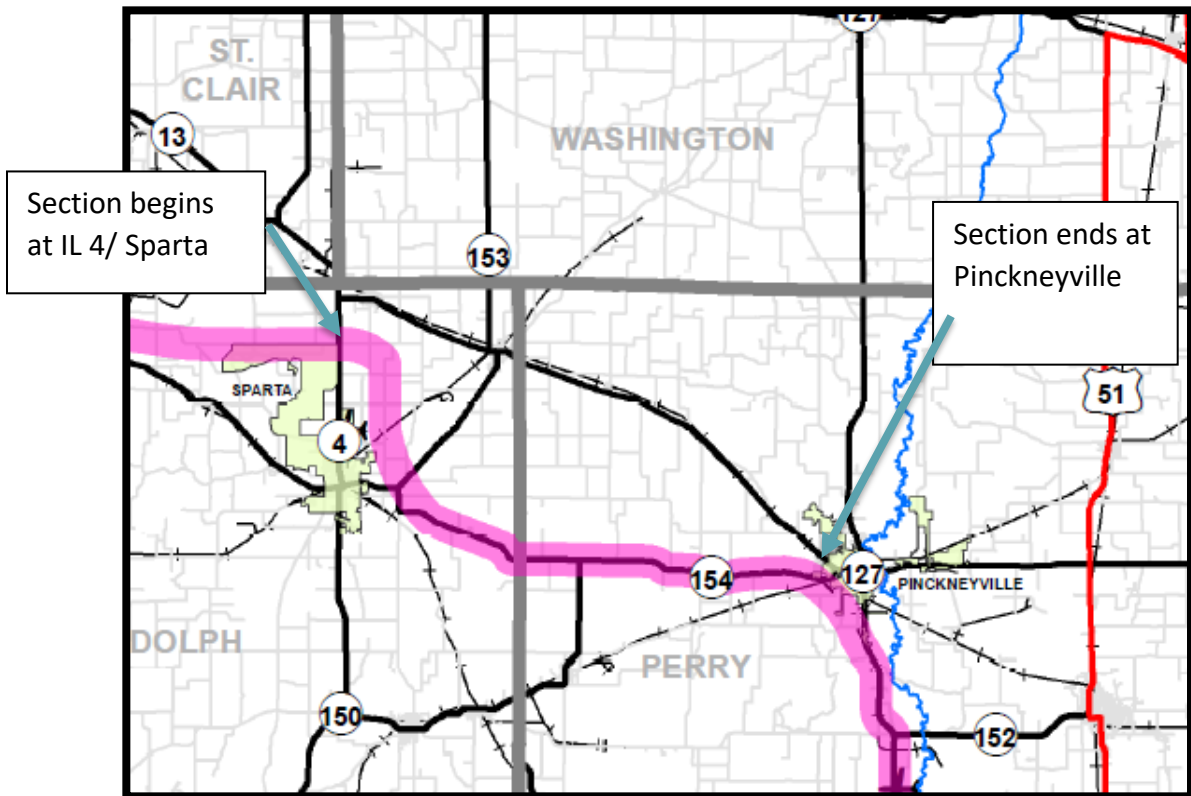
1. Phase I Engineering, Environmental Study, and Public Involvement to expand roadways to 4 lanes from south of Waterloo to the World Shooting & Recreation Complex, ~29 miles, \$15 M
2. Phase II Engineering, contract plans preparation, land acquisition and utility relocation, ~29 miles, \$45 M
3. Phase III Construction, ~29 miles, \$300 M



IL 4 near the World Shooting & Recreation Complex to IL 154 east of Sparta to Pinckneyville Western City Limits

Section 2 begins at IL 4 just north of the World Shooting & Recreation Complex and proceeds southeasterly to IL 154 and travels along IL 154 to the Pinckneyville Western City Limits

1. Phase I Engineering, Environmental Study, and Public Involvement to expand roadways to 4 lanes from IL 4 near the World Shooting & Recreation Complex to IL 154 to Pinckneyville west city limits, ~20 miles, \$10 M
2. Phase II Engineering, contract plans preparation, land acquisition and utility relocation, ~20 miles, \$25 M
3. Phase III Construction, ~20 miles, \$200 M



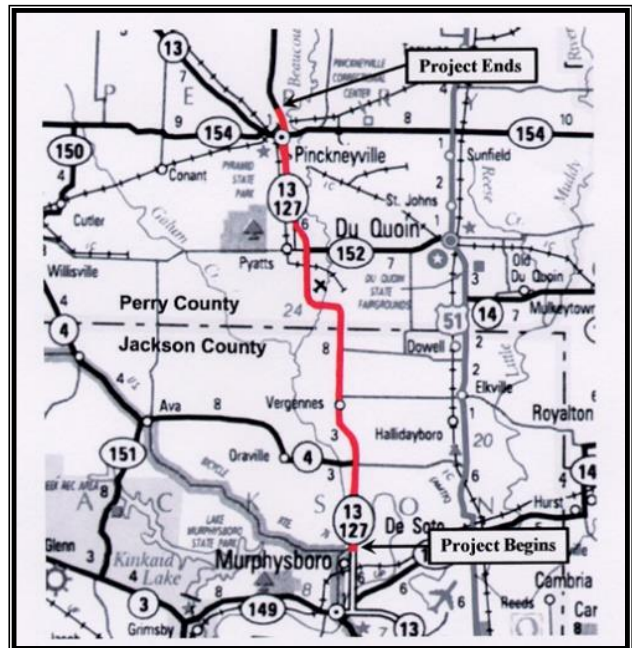
IL 154 Pinckneyville Western City Limits to IL 13/127 to north of Murphysboro

The southern limits of the project, north of Murphysboro, ties into an existing 4-lane partial access control roadway that extends through Murphysboro, Carbondale, Carterville, Herrin, Marion, and Harrisburg. This primary east- west corridor also connects to Interstate 57 in Marion. Phase I for this section is complete, Phase II for the section south of Vergennes is 75% complete.

1. Phase I Engineering, Environmental Study, and Public Involvement to expand roadways to 4 lanes from Pinckneyville’s west city limits to north of Murphysboro, 23 miles, **Complete**
2. Phase II Engineering, contract plans preparation, land acquisition and utility relocation, ~23 miles, \$35 M
3. Phase III Construction, 22.6 miles, \$175 M

The southern limits, north of Murphysboro, ties into an existing 4-lane partial access control roadway. The project has been broken down into shorter sections and could be built in sections by extending the existing 4-lane expressway from the south as follows:

- ✧ Murphysboro at Ava Road to S of Beaucoup Creek, 1.5 miles, \$6M, **PE II underway, \$1 M Land Acquisition funded in FY 2020-FY 2025 MYP**
- ✧ S of Beaucoup Creek to S of Vergennes, 4.1 miles: \$32 M
- ✧ Vergennes Bypass, 2.7 miles: \$20 M
- ✧ N of Vergennes to S of IL 152, 6.4 miles: \$37 M
- ✧ S of IL 152 to Cudgetown Road, 4 miles: \$27 M
- ✧ Cudgetown Rd to IL 154 w of Pinckneyville, 3.8 miles: \$60 M



APPENDICES

APPENDIX A: SENATE JOINT RESOLUTION NO. 54



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1 SENATE JOINT RESOLUTION NO. 54

2 WHEREAS, For southwest Illinois to remain a vibrant and
3 desired place to live and do business, the region's roadways
4 need to evolve to meet the needs of the area; and

5 WHEREAS, Connecting the major population centers of
6 Southern Illinois will allow people, goods, and agriculture
7 commodities to be quickly transported; and

8 WHEREAS, Four counties in southwestern Illinois (Jackson,
9 Monroe, Perry, and Randolph), numerous municipalities in the
10 area, Southern Illinois University Carbondale, local
11 businesses, labor unions, and agricultural organizations have
12 all voiced support for a four-lane, divided highway from
13 Waterloo to Murphysboro; and

14 WHEREAS, The proposed highway has come to be known as the
15 Southwest Illinois Connector; therefore, be it

16 RESOLVED, BY THE SENATE OF THE ONE HUNDREDTH GENERAL
17 ASSEMBLY OF THE STATE OF ILLINOIS, THE HOUSE OF REPRESENTATIVES
18 CONCURRING HEREIN, that the Southwest Illinois Connector Task
19 Force is created in order to study the following:

20 (1) the cost, feasibility, and environmental impact of
21 the connector;

- 1 (2) the short- and long-term economic impact to the
2 region; and
3 (3) all options for funding the connector, both public
4 and private; and be it further

5 RESOLVED, That the Southwest Illinois Connector Task Force
6 shall consist of the following members:

- 7 (1) the President of the Senate, or his designee;
8 (2) the Speaker of the House, or his designee;
9 (3) the Minority Leader of the Senate, or his designee;
10 (4) the Minority Leader of the House of
11 Representatives, or his designee;
12 (5) the Secretary of Transportation, or his or her
13 designee;
14 (6) a representative of Randolph County appointed by
15 the Chairman of the Randolph County Board of Commissioners;
16 (7) a representative of Perry County appointed by the
17 Chairman of the Perry County Board of Commissioners;
18 (8) a representative of Jackson County appointed by the
19 Chairman of the Jackson County Board;
20 (9) a representative of Monroe County appointed by the
21 Chairman of the Monroe County Board of Commissioners;
22 (10) a representative of an organization representing
23 the Illinois agricultural industry appointed by its
24 President;
25 (11) a representative of Southern Illinois University

1 (2) the short- and long-term economic impact to the
2 region; and

3 (3) all options for funding the connector, both public
4 and private; and be it further

5 RESOLVED, That the Southwest Illinois Connector Task Force
6 shall consist of the following members:

7 (1) the President of the Senate, or his designee;

8 (2) the Speaker of the House, or his designee;

9 (3) the Minority Leader of the Senate, or his designee;

10 (4) the Minority Leader of the House of
11 Representatives, or his designee;

12 (5) the Secretary of Transportation, or his or her
13 designee;

14 (6) a representative of Randolph County appointed by
15 the Chairman of the Randolph County Board of Commissioners;

16 (7) a representative of Perry County appointed by the
17 Chairman of the Perry County Board of Commissioners;

18 (8) a representative of Jackson County appointed by the
19 Chairman of the Jackson County Board;

20 (9) a representative of Monroe County appointed by the
21 Chairman of the Monroe County Board of Commissioners;

22 (10) a representative of an organization representing
23 the Illinois agricultural industry appointed by its
24 President;

25 (11) a representative of Southern Illinois University

1 Carbondale appointed by its Chancellor;

2 (12) the president of a statewide labor federation
3 representing more than one international union, or his or
4 her designee;

5 (13) a representative of the Kaskaskia Regional Port
6 District appointed by its Chairman;

7 (14) a representative of an organization representing
8 municipalities in Illinois appointed by its President; and

9 (15) a representative of an organization representing
10 realtors in Illinois appointed by its President; and be it
11 further

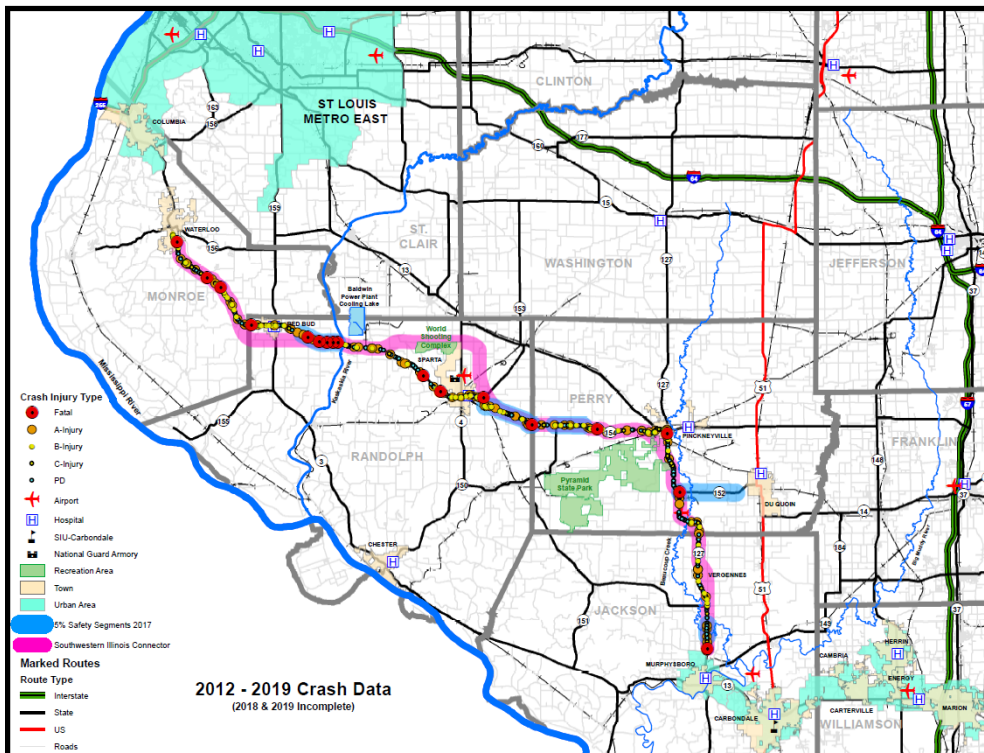
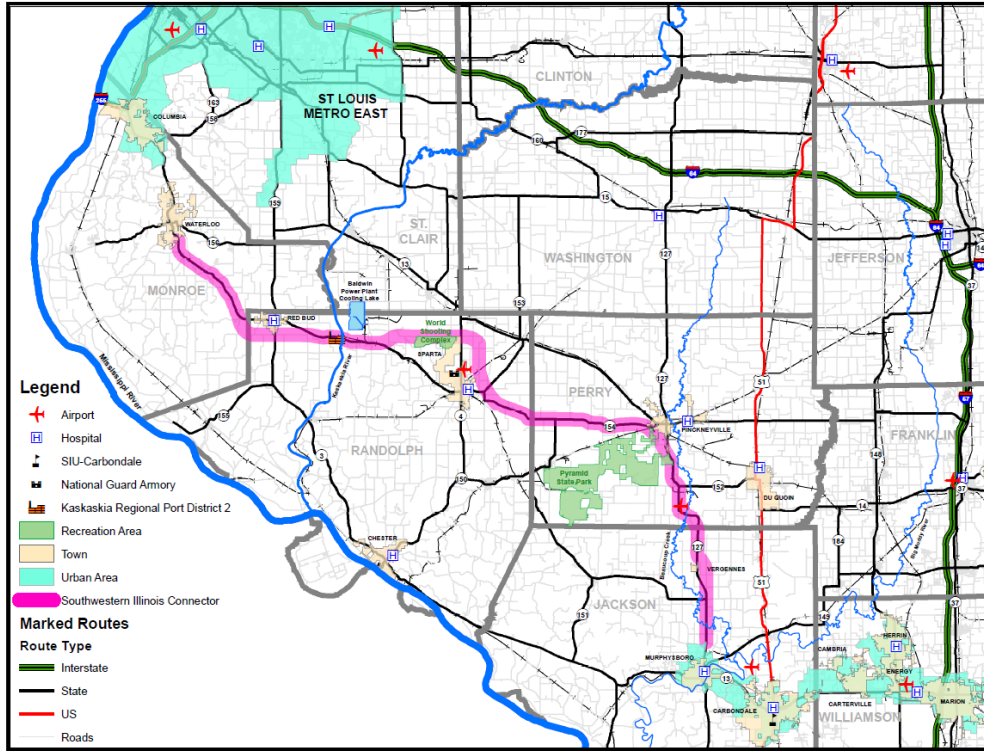
12 RESOLVED, That the Task Force members shall select a
13 Chairperson from among themselves; and be it further

14 RESOLVED, That members of the Southwest Illinois Connector
15 Task Force shall serve with no compensation; the Illinois
16 Department of Transportation shall make all Department
17 information available to the Task Force and provide expertise
18 as needed and available; and be it further

19 RESOLVED, That the Southwest Illinois Connector Task Force
20 shall meet a minimum of four times and make recommendations to
21 the General Assembly and the Illinois Department of
22 Transportation before December 31, 2018; and be it further

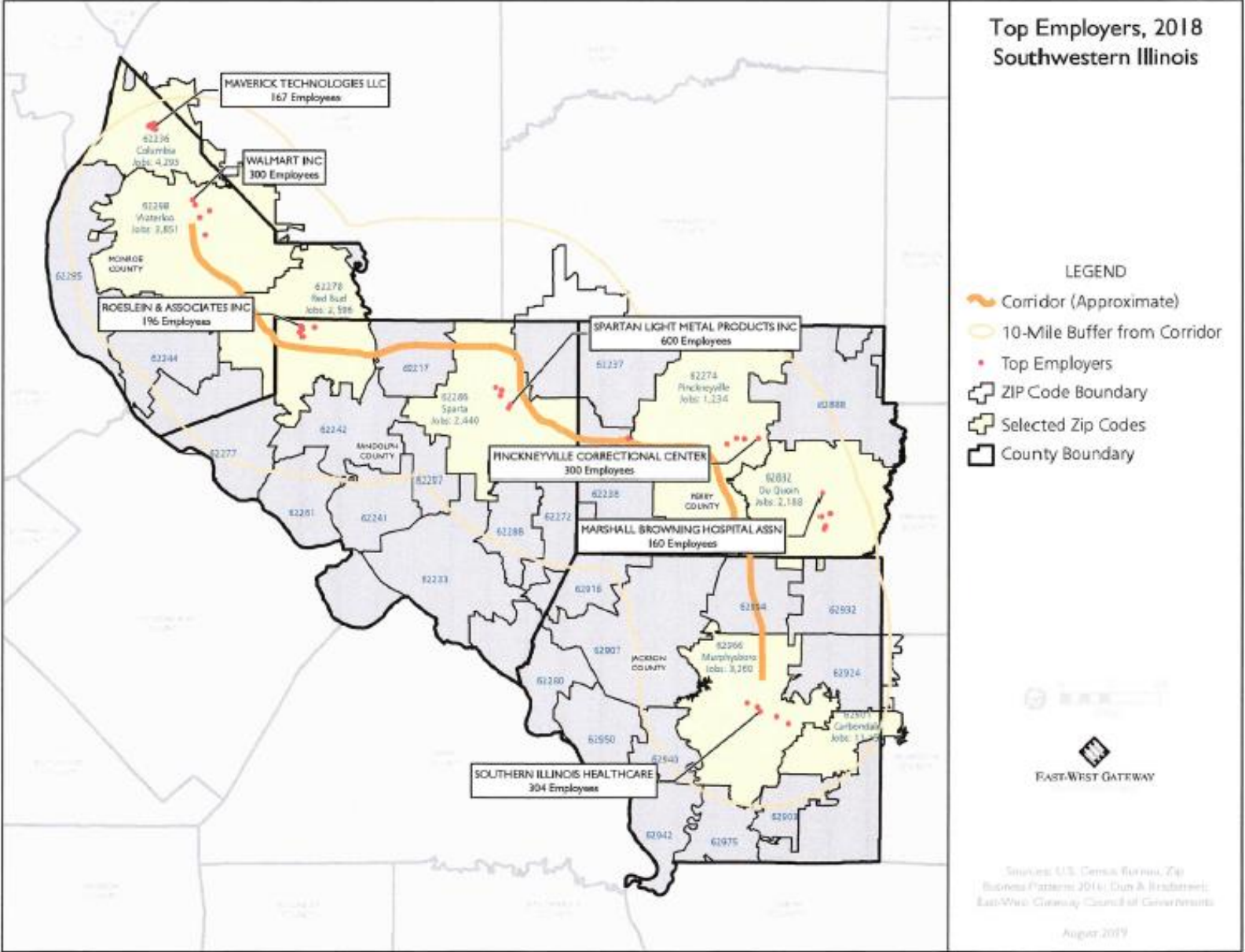
1 RESOLVED, That the report filed with the General Assembly
2 shall be filed with the Secretary of the Senate and the Clerk
3 of the House of Representatives in electronic form only, in the
4 manner that the Secretary and Clerk shall direct.

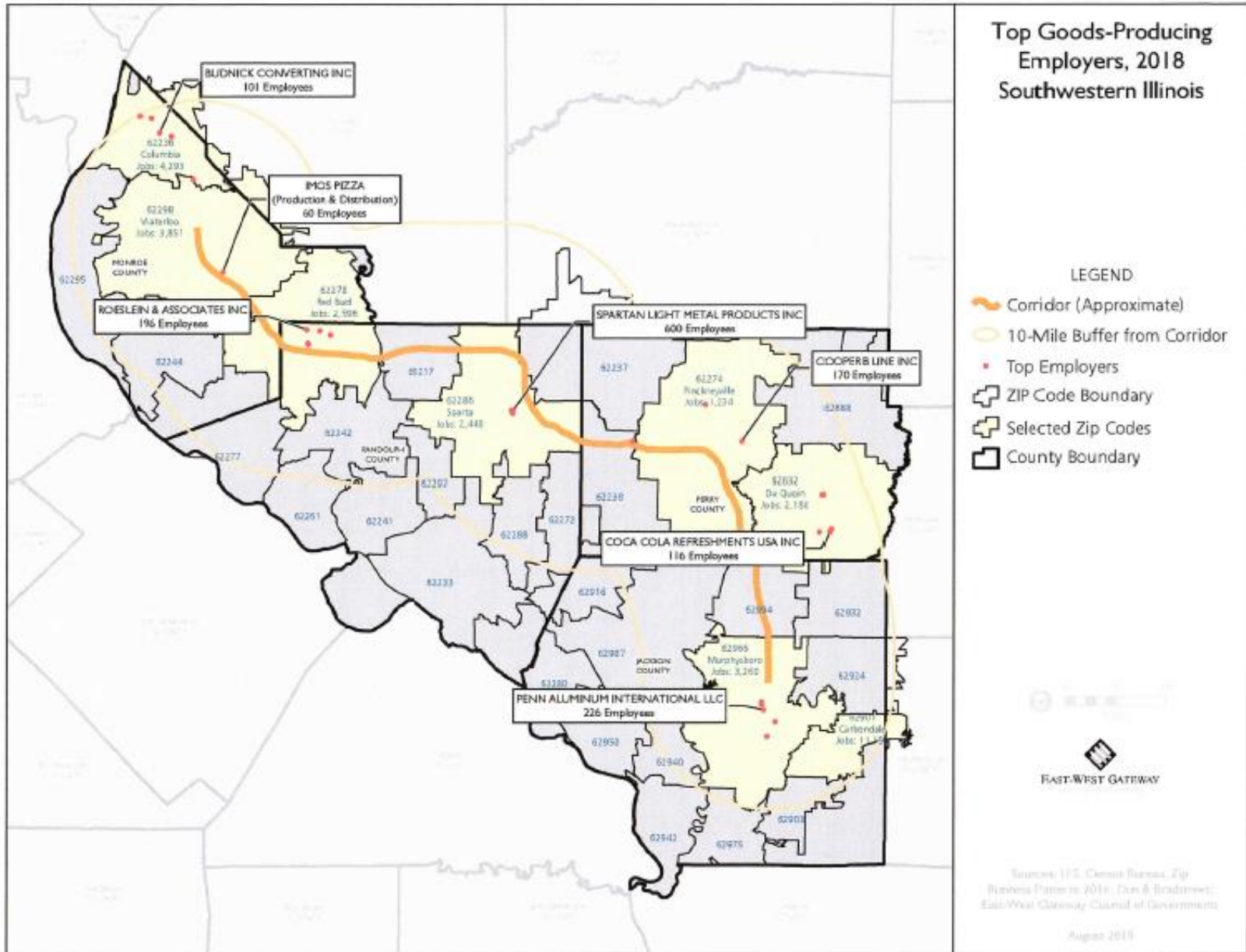
APPENDIX B: LOCATION AND CRASH MAP

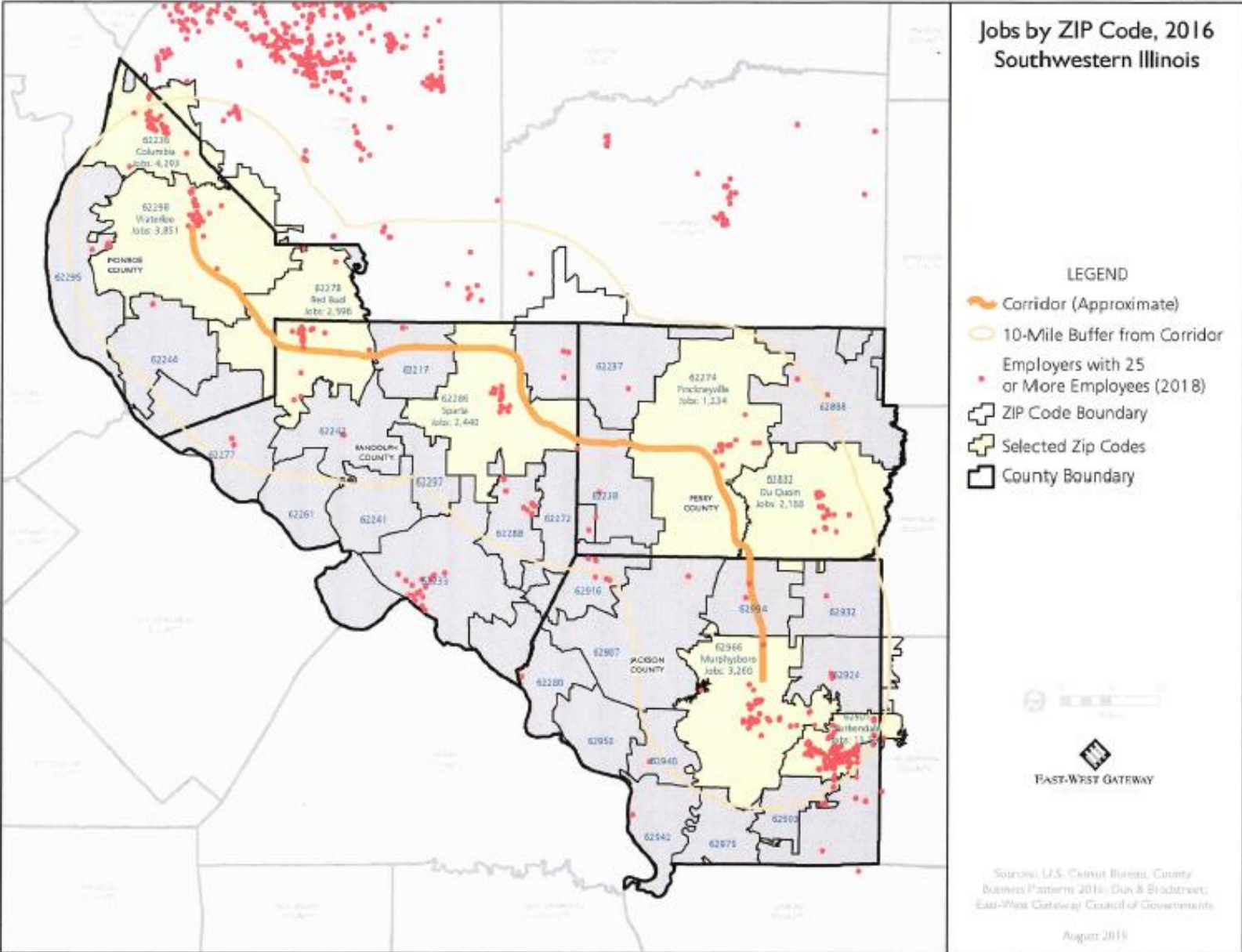


APPENDIX C: EAST WEST GATEWAY EMPLOYER MAPS AND JOB STATISTICS

Source: Dun & Bradstreet (D&B), 2019, U.S. Census Bureau, 2016 County Business Patterns.
Bureau of Labor Statistics (BLS), QCEW, 2018.
Prior permission required for redistribution







APPENDIX D: RESOLUTIONS

Rockwood

RESOLUTION NO. 17- 1

VILLAGE OF ROCKWOOD
RANDOLPH COUNTY, ILLINOIS

A RESOLUTION EXPRESSING THE SUPPORT OF THE VILLAGE OF ROCKWOOD TO THE COUNTIES OF JACKSON, MONROE, PERRY AND RANDOLPH FOR AN INTERGOVERNMENTAL COOPERATION AGREEMENT SUPPORTING A FOUR LANE ROAD/HIGHWAY CONNECTION TO THE ST. LOUIS AREA.

WHEREAS, an Intergovernmental Cooperation Agreement has been proposed to be entered between the counties of Jackson, Monroe, Perry and Randolph to form a coalition for the purpose of regularly meeting to discuss, plan, coordinate and act, as necessary, in the development and completion of a four lane road/highway connection through the four counties and to the St. Louis area; and

WHEREAS, the Mayor and Village Council believe that it will be beneficial, financially and otherwise, to the said four counties and to the Village of Rockwood that such a four lane highway be developed and constructed; and

WHEREAS, the Mayor and the Village Council believe that it is in the best interests of the Village and its residents to express the Village's support to the four counties for entering into the Intergovernmental Cooperation Agreement.

NOW, THEREFORE, BE IT RESOLVED BY THE VILLAGE OF ROCKWOOD, RANDOLPH COUNTY, ILLINOIS, that the village supports the counties of Jackson, Monroe, Perry and Randolph in entering into an Intergovernmental Cooperation Agreement supporting a four lane road/highway connection to the St. Louis area, a copy of which is attached and incorporated hereby by reference as Exhibit A.

RESOLVED THIS 10 DAY OF July, 2017, PURSUANT TO A ROLL CALL VOTE AS FOLLOWS:

AYES: Loring L. Tucker Jr
Lorrie Strait

NAYS: Michelle Myera

ABSENT: Lorrie Johnson

APPROVED: 
MAYOR

ATTEST:

CLERK

CHESTER

RESOLUTION NO. 17-1

CITY OF CHESTER
RANDOLPH COUNTY, ILLINOIS

A RESOLUTION EXPRESSING THE SUPPORT OF THE CITY OF CHESTER TO THE COUNTIES OF JACKSON, MONROE, PERRY AND RANDOLPH FOR AN INTERGOVERNMENTAL COOPERATION AGREEMENT SUPPORTING A FOUR LANE ROAD/HIGHWAY CONNECTION TO THE ST. LOUIS AREA.

WHEREAS, an Intergovernmental Cooperation Agreement has been proposed to be entered between the counties of Jackson, Monroe, Perry and Randolph to form a coalition for the purpose of regularly meeting to discuss, plan, coordinate and act, as necessary, in the development and completion of a four lane road/highway connection through the four counties and to the St. Louis area; and

WHEREAS, the Mayor and City Council believe that it will be beneficial, financially and otherwise, to the said four counties and to the City of Chester that such a four lane highway be developed and constructed; and

WHEREAS, the Mayor and the City Council believe that it is in the best interests of the City and its residents to express the City's support to the four counties for entering into the Intergovernmental Cooperation Agreement.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY OF CHESTER, RANDOLPH COUNTY, ILLINOIS, that the city supports the counties of Jackson, Monroe, Perry and Randolph in entering into an Intergovernmental Cooperation Agreement supporting a four lane road/highway connection to the St. Louis area, a copy of which is attached and incorporated hereby by reference as Exhibit A.


RESOLVED THIS 17th DAY OF July, 2017, PURSUANT TO A ROLL CALL VOTE AS FOLLOWS:

AYES: Aldermen Clark, Ohlrau, Blechle, Crossland, Rader, Allison, Geisen

NAYS: _____

ABSENT: Alderman Platt _____

APPROVED:


MAYOR

ATTEST:


CLERK

EVANSVILLE

RESOLUTION NO. 17-01

**VILLAGE OF EVANSVILLE
RANDOLPH COUNTY, ILLINOIS**

A RESOLUTION EXPRESSING THE SUPPORT OF THE VILLAGE OF EVANSVILLE TO THE COUNTIES OF JACKSON, MONROE, PERRY AND RANDOLPH FOR AN INTERGOVERNMENTAL COOPERATION AGREEMENT SUPPORTING A FOUR LANE ROAD/HIGHWAY CONNECTION TO THE ST. LOUIS AREA.

WHEREAS, an Intergovernmental Cooperation Agreement has been proposed to be entered between the counties of Jackson, Monroe, Perry and Randolph to form a coalition for the purpose of regularly meeting to discuss, plan, coordinate and act, as necessary, in the development and completion of a four lane road/highway connection through the four counties and to the St. Louis area; and

WHEREAS, the Mayor and Village Council believe that it will be beneficial, financially and otherwise, to the said four counties and to the Village of Evansville that such a four lane highway be developed and constructed; and

WHEREAS, the Mayor and the Village Council believe that it is in the best interests of the Village and its residents to express the Village's support to the four counties for entering into the Intergovernmental Cooperation Agreement.

NOW, THEREFORE, BE IT RESOLVED BY THE VILLAGE OF EVANSVILLE, RANDOLPH COUNTY, ILLINOIS, that the village supports the counties of Jackson, Monroe, Perry and Randolph in entering into an Intergovernmental Cooperation Agreement supporting a four lane road/highway connection to the St. Louis area, a copy of which is attached and incorporated hereby by reference as Exhibit A.

RESOLVED THIS 10th DAY OF July, 2017, PURSUANT TO A ROLL CALL VOTE AS FOLLOWS:

AYES: Nancy Schelling, Justin Kempfer, Jay Krader, Pam Bruggeman, Daren Kempfer, Joe Krack.

NAYS: NONE

ABSENT: NONE

APPROVED: *Crawford*
MAYOR

ATTEST:
Bethany
CLERK

RESOLUTION NO. 17-1

VILLAGE OF ELLIS GROVE
RANDOLPH COUNTY, ILLINOIS

A RESOLUTION EXPRESSING THE SUPPORT OF THE VILLAGE OF ELLIS GROVE TO THE COUNTIES OF JACKSON, MONROE, PERRY AND RANDOLPH FOR AN INTERGOVERNMENTAL COOPERATION AGREEMENT SUPPORTING A FOUR LANE ROAD/HIGHWAY CONNECTION TO THE ST. LOUIS AREA.

WHEREAS, an Intergovernmental Cooperation Agreement has been proposed to be entered between the counties of Jackson, Monroe, Perry and Randolph to form a coalition for the purpose of regularly meeting to discuss, plan, coordinate and act, as necessary, in the development and completion of a four lane road/highway connection through the four counties and to the St. Louis area; and

WHEREAS, the Mayor and Village Council believe that it will be beneficial, financially and otherwise, to the said four counties and to the Village of Ellis Grove that such a four lane highway be developed and constructed; and

WHEREAS, the Mayor and the Village Council believe that it is in the best interests of the Village and its residents to express the Village's support to the four counties for entering into the Intergovernmental Cooperation Agreement.

NOW, THEREFORE, BE IT RESOLVED BY THE VILLAGE OF ELLIS GROVE, RANDOLPH COUNTY, ILLINOIS, that the village supports the counties of Jackson, Monroe, Perry and Randolph in entering into an Intergovernmental Cooperation Agreement supporting a four lane road/highway connection to the St. Louis area, a copy of which is attached and incorporated hereby by reference as Exhibit A.

RESOLVED THIS 11th DAY OF July, 2017, PURSUANT TO A ROLL CALL VOTE AS FOLLOWS:

AYES: 6

NAYS: 0

ABSENT: 1

APPROVED:


MAYOR

ATTEST;


CLERK

PRAIRIE DU ROCHER

RESOLUTION NO. 17-06

VILLAGE OF PRAIRIE DU ROCHER
RANDOLPH COUNTY, ILLINOIS

A RESOLUTION EXPRESSING THE SUPPORT OF THE VILLAGE OF PRAIRIE DU ROCHER TO THE COUNTIES OF JACKSON, MONROE, PERRY AND RANDOLPH FOR AN INTERGOVERNMENTAL COOPERATION AGREEMENT SUPPORTING A FOUR LANE ROAD/HIGHWAY CONNECTION TO THE ST. LOUIS AREA.

WHEREAS, an Intergovernmental Cooperation Agreement has been proposed to be entered between the counties of Jackson, Monroe, Perry and Randolph to form a coalition for the purpose of regularly meeting to discuss, plan, coordinate and act, as necessary, in the development and completion of a four lane road/highway connection through the four counties and to the St. Louis area; and

WHEREAS, the Mayor and Village Council believe that it will be beneficial, financially and otherwise, to the said four counties and to the Village of Prairie du Rocher that such a four lane highway be developed and constructed; and

WHEREAS, the Mayor and the Village Council believe that it is in the best interests of the Village and its residents to express the Village's support to the four counties for entering into the Intergovernmental Cooperation Agreement.

NOW, THEREFORE, BE IT RESOLVED BY THE VILLAGE OF PRAIRIE DU ROCHER, RANDOLPH COUNTY, ILLINOIS, that the village supports the counties of Jackson, Monroe, Perry and Randolph in entering into an Intergovernmental Cooperation Agreement supporting a four lane road/highway connection to the St. Louis area, a copy of which is attached and incorporated hereby by reference as Exhibit A.

RESOLVED THIS 17th DAY OF August, 2017, PURSUANT TO A ROLL CALL VOTE AS FOLLOWS:

AYES: Vernon Millet

Ernest Peiffer, Jr.

Ryan Walker

Daniel Powell

Kerry Hooten

NAYS: _____

ABSENT: Randy Braun

APPROVED:

Raymond Cole
MAYOR

ATTEST:

Alma J. Candler
CLERK

RED BUD

RESOLUTION NO. 17-006

CITY OF RED BUD
RANDOLPH COUNTY, ILLINOIS

A RESOLUTION EXPRESSING THE SUPPORT OF THE CITY OF RED BUD TO THE COUNTIES OF JACKSON, MONROE, PERRY AND RANDOLPH FOR AN INTERGOVERNMENTAL COOPERATION AGREEMENT SUPPORTING A FOUR LANE ROAD/HIGHWAY CONNECTION TO THE ST. LOUIS AREA.

WHEREAS, an Intergovernmental Cooperation Agreement has been proposed to be entered between the counties of Jackson, Monroe, Perry and Randolph to form a coalition for the purpose of regularly meeting to discuss, plan, coordinate and act, as necessary, in the development and completion of a four lane road/highway connection through the four counties and to the St. Louis area; and

WHEREAS, the Mayor and City Council believe that it will be beneficial, financially and otherwise, to the said four counties and to the City of Red Bud that such a four lane highway be developed and constructed; and

WHEREAS, the Mayor and the City Council believe that it is in the best interests of the City and its residents to express the City's support to the four counties for entering into the Intergovernmental Cooperation Agreement.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY OF RED BUD, RANDOLPH COUNTY, ILLINOIS, that the city supports the counties of Jackson, Monroe, Perry and Randolph in entering into an Intergovernmental Cooperation Agreement supporting a four lane road/highway connection to the St. Louis area, a copy of which is attached and incorporated hereby by reference as Exhibit A.

RESOLVED THIS 5th DAY OF September 2017, PURSUANT TO A ROLL CALL VOTE AS FOLLOWS:

AYES: Susan Harbaugh, David Friess, Glenn Linnertz,
Bill Hanebutt, Mike Reed, Curt Guebert, Clem Esker

NAYS: Kyle Donjon

ABSENT: n/a

APPROVED: 
MAYOR

ATTEST: 
CLERK

Baldwin

RESOLUTION NO. 17-1

VILLAGE OF BALDWIN
RANDOLPH COUNTY, ILLINOIS

A RESOLUTION EXPRESSING THE SUPPORT OF THE VILLAGE OF BALDWIN TO THE COUNTIES OF JACKSON, MONROE, PERRY AND RANDOLPH FOR AN INTERGOVERNMENTAL COOPERATION AGREEMENT SUPPORTING A FOUR LANE ROAD/HIGHWAY CONNECTION TO THE ST. LOUIS AREA.

WHEREAS, an Intergovernmental Cooperation Agreement has been proposed to be entered between the counties of Jackson, Monroe, Perry and Randolph to form a coalition for the purpose of regularly meeting to discuss, plan, coordinate and act, as necessary, in the development and completion of a four lane road/highway connection through the four counties and to the St. Louis area, and

WHEREAS, the Mayor and Village Council believe that it will be beneficial, financially and otherwise, to the said four counties and to the Village of Baldwin that such a four lane highway be developed and constructed; and

WHEREAS, the Mayor and the Village Council believe that it is in the best interests of the Village and its residents to express the Village's support to the four counties for entering into the Intergovernmental Cooperation Agreement.


NOW, THEREFORE, BE IT RESOLVED BY THE VILLAGE OF BALDWIN, RANDOLPH COUNTY, ILLINOIS, that the village supports the counties of Jackson, Monroe, Perry and Randolph in entering into an Intergovernmental Cooperation Agreement supporting a four lane road/highway connection to the St. Louis area, a copy of which is attached and incorporated hereby by reference as Exhibit A.

RESOLVED THIS 5th DAY OF July, 2017, PURSUANT TO A ROLL CALL VOTE AS FOLLOWS:

AYES: Virgil Chandler, Darrell Muehl,
Thomas Nihells, Jeffrey Rowald

NAYS: Greg Skellhorn, Daniel Jones

ABSENT: NONE

APPROVED: 
MAYOR

ATTEST: Angela Kirchhoffer
CLERK

SPARTA

RESOLUTION NO. 17-01

CITY OF SPARTA
RANDOLPH COUNTY, ILLINOIS

A RESOLUTION EXPRESSING THE SUPPORT OF THE CITY OF SPARTA TO THE COUNTIES OF JACKSON, MONROE, PERRY AND RANDOLPH FOR AN INTERGOVERNMENTAL COOPERATION AGREEMENT SUPPORTING A FOUR LANE ROAD/HIGHWAY CONNECTION TO THE ST. LOUIS AREA.

WHEREAS, an Intergovernmental Cooperation Agreement has been proposed to be entered between the counties of Jackson, Monroe, Perry and Randolph to form a coalition for the purpose of regularly meeting to discuss, plan, coordinate and act, as necessary, in the development and completion of a four lane road/highway connection through the four counties and to the St. Louis area, and

WHEREAS, the Mayor and City Council believe that it will be beneficial, financially and otherwise, to the said four counties and to the City of Sparta that such a four lane highway be developed and constructed; and

WHEREAS, the Mayor and the City Council believe that it is in the best interests of the City and its residents to express the City's support to the four counties for entering into the Intergovernmental Cooperation Agreement.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY OF SPARTA, RANDOLPH COUNTY, ILLINOIS, that the city supports the counties of Jackson, Monroe, Perry and Randolph in entering into an Intergovernmental Cooperation Agreement supporting a four lane road/highway connection to the St. Louis area, a copy of which is attached and incorporated hereby by reference as Exhibit A.

RESOLVED THIS 10th DAY OF July, 2017, PURSUANT TO A ROLL CALL VOTE AS FOLLOWS:

AYES: Hanna, Kelley, Klausung, Stephens, Schimme

NAYS: None

ABSENT: None

APPROVED:

Dean J...
MAYOR

ATTEST:

Angie...
CLERK



Steeleville

RESOLUTION NO. 17-07

VILLAGE OF STEELEVILLE
RANDOLPH COUNTY, ILLINOIS

A RESOLUTION EXPRESSING THE SUPPORT OF THE VILLAGE OF STEELEVILLE TO THE COUNTIES OF JACKSON, MONROE, PERRY AND RANDOLPH FOR AN INTERGOVERNMENTAL COOPERATION AGREEMENT SUPPORTING A FOUR LANE ROAD/HIGHWAY CONNECTION TO THE ST. LOUIS AREA.

WHEREAS, an Intergovernmental Cooperation Agreement has been proposed to be entered between the counties of Jackson, Monroe, Perry and Randolph to form a coalition for the purpose of regularly meeting to discuss, plan, coordinate and act, as necessary, in the development and completion of a four lane road/highway connection through the four counties and to the St. Louis area; and

WHEREAS, the Mayor and Village Council believe that it will be beneficial, financially and otherwise, to the said four counties and to the Village of Steeleville that such a four lane highway be developed and constructed; and

WHEREAS, the Mayor and the Village Council believe that it is in the best interests of the Village and its residents to express the Village's support to the four counties for entering into the Intergovernmental Cooperation Agreement.

NOW, THEREFORE, BE IT RESOLVED BY THE VILLAGE OF STEELEVILLE, RANDOLPH COUNTY, ILLINOIS, that the village supports the counties of Jackson, Monroe, Perry and Randolph in entering into an Intergovernmental Cooperation Agreement supporting a four lane road/highway connection to the St. Louis area, a copy of which is attached and incorporated hereby by reference as Exhibit A.

RESOLVED THIS 7th DAY OF August, 2017, PURSUANT TO A ROLL CALL VOTE AS FOLLOWS:

AYES: _____
Cindy Sickmeyer, Carlos Barbour, Jana Rollmann-Young
Tim Eichenseer, Andy Gerlach and Larry Ruebke

NAYS: _____

ABSENT: _____

APPROVED: _____
Robert A. Decker
MAYOR

ATTEST: _____
Bob Red
CLERK

Percy

RESOLUTION NO. 17- 374

VILLAGE OF PERCY
RANDOLPH COUNTY, ILLINOIS

A RESOLUTION EXPRESSING THE SUPPORT OF THE VILLAGE OF PERCY TO THE COUNTIES OF JACKSON, MONROE, PERRY AND RANDOLPH FOR AN INTERGOVERNMENTAL COOPERATION AGREEMENT SUPPORTING A FOUR LANE ROAD/HIGHWAY CONNECTION TO THE ST. LOUIS AREA.

WHEREAS, an Intergovernmental Cooperation Agreement has been proposed to be entered between the counties of Jackson, Monroe, Perry and Randolph to form a coalition for the purpose of regularly meeting to discuss, plan, coordinate and act, as necessary, in the development and completion of a four lane road/highway connection through the four counties and to the St. Louis area; and

WHEREAS, the Mayor and Village Council believe that it will be beneficial, financially and otherwise, to the said four counties and to the Village of Percy that such a four lane highway be developed and constructed; and

WHEREAS, the Mayor and the Village Council believe that it is in the best interests of the Village and its residents to express the Village's support to the four counties for entering into the Intergovernmental Cooperation Agreement.

NOW, THEREFORE, BE IT RESOLVED BY THE VILLAGE OF PERCY, RANDOLPH COUNTY, ILLINOIS, that the village supports the counties of Jackson, Monroe, Perry and Randolph in entering into an Intergovernmental Cooperation Agreement supporting a four lane road/highway connection to the St. Louis area, a copy of which is attached and incorporated hereby by reference as Exhibit A.

RESOLVED THIS _____ DAY OF _____, 2017, PURSUANT TO A ROLL CALL VOTE AS FOLLOWS:

AYES: [Signature]
[Signature]
[Signature]

NAYS: _____

ABSENT: _____

APPROVED: [Signature]
MAYOR

ATTEST: [Signature]
CLERK

DuQuoin

RESOLUTION NO. 17-~~AB~~-02

CITY OF DUQUOIN
PERRY COUNTY, ILLINOIS

A RESOLUTION EXPRESSING THE SUPPORT OF THE CITY OF DUQUOIN TO THE COUNTIES OF JACKSON, MONROE, PERRY AND RANDOLPH FOR AN INTERGOVERNMENTAL COOPERATION AGREEMENT SUPPORTING A FOUR LANE ROAD/HIGHWAY CONNECTION TO THE ST. LOUIS AREA.

WHEREAS, an Intergovernmental Cooperation Agreement has been proposed to be entered between the counties of Jackson, Monroe, Perry and Randolph to form a coalition for the purpose of regularly meeting to discuss, plan, coordinate and act, as necessary, in the development and completion of a four lane road/highway connection through the four counties and to the St. Louis area, and

WHEREAS, the Mayor and City Council believe that it will be beneficial, financially and otherwise, to the said four counties and to the City of DuQuoin that such a four lane highway be developed and constructed, and

WHEREAS, the Mayor and the City Council believe that it is in the best interests of the City and its residents to express the City's support to the four counties for entering into the Intergovernmental Cooperation Agreement.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY OF DUQUOIN, PERRY COUNTY, ILLINOIS, that the city supports the counties of Jackson, Monroe, Perry and Randolph in entering into an Intergovernmental Cooperation Agreement supporting a four lane road/highway connection to the St. Louis area, a copy of which is attached and incorporated hereby by reference as Exhibit A.

RESOLVED THIS 12th DAY OF July, 2017, PURSUANT TO A ROLL CALL VOTE AS FOLLOWS:

AYES: 4

NAYS: 0

ABSENT: 1

APPROVED:

[Signature]
MAYOR



ATTEST:

[Signature]
CLERK

MURPHYSBORO

RESOLUTION NO. 17-2
CITY OF MURPHYSBORO
JACKSON COUNTY, ILLINOIS

A RESOLUTION EXPRESSING THE SUPPORT OF THE CITY OF MURPHYSBORO TO THE COUNTIES OF JACKSON, MONROE, PERRY AND RANDOLPH FOR AN INTERGOVERNMENTAL COOPERATION AGREEMENT SUPPORTING A FOUR LANE ROAD/HIGHWAY CONNECTION TO THE ST. LOUIS AREA.

WHEREAS, an Intergovernmental Cooperation Agreement has been proposed to be entered between the counties of Jackson, Monroe, Perry and Randolph to form a coalition for the purpose of regularly meeting to discuss, plan, coordinate and act, as necessary, in the development and completion of a four lane road/highway connection through the four counties and to the St. Louis area; and

WHEREAS, the Mayor and the City Council believe that it will be beneficial, financially and otherwise, to the said four counties and to the City of Murphysboro that such a four lane highway be developed and constructed; and

WHEREAS, the Mayor and the City Council believe that it is in the best interests of the City and its residents to express the City's support to the four counties for entering into the Intergovernmental Cooperation Agreement.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY OF MURPHYSBORO, JACKSON COUNTY, ILLINOIS, that the City supports the counties of Jackson, Monroe, Perry and Randolph in entering into an Intergovernmental Cooperation Agreement supporting a four lane road/highway connection to the St. Louis area, a copy of which is attached and incorporated hereby by reference as Exhibit A.

RESOLVED THIS 13 DAY OF June, 2017, PURSUANT TO A ROLL CALL VOTE AS FOLLOWS:

AYES: Barb Hughes, James Curry - Witzmann
W. Pittman, West Ross
John Orbes, Mike Basler
Dan Butler, Glenn Wenger

NAYS: _____

ABSENT: _____

APPROVED:
MAYOR



Attest:
CITY CLERK



**A RESOLUTION IN SUPPORT OF A FOUR LANE ROAD/HIGHWAY
CONNECTION TO THE ST. LOUIS AREA**

WHEREAS, Article 7, Section 10(a) of the Illinois Constitution of 1970 and the Illinois Intergovernmental Cooperation Act (5 ILCS 220/1) expressly permits local units of government to enter into agreements to exercise, combine, or transfer any power or function not prohibited by law; and

WHEREAS, the counties of Jackson, Monroe, Perry and Randolph agree to form a coalition to discuss, plan and support a four-lane road/highway connection to the St. Louis, MO area; and

WHEREAS, the Kaskaskia Regional Port District is a Unit of Government created in 1965 to promote industrial, commercial, transportation, and economic activities, thereby reducing the evils attendant upon unemployment and enhancing the public health and welfare of this State; and

WHEREAS, the Kaskaskia Regional Port District utilizes various forms of transportation that includes river, rail and road; and

WHEREAS, there is a need for a four-lane road/highway connection from Pinckneyville, IL to St. Louis, MO crossing the Kaskaskia River at Baldwin, IL, which is critical to attract business and jobs to the Port District; and

WHEREAS, the Kaskaskia Regional Port District in 2013 adopted a resolution in support of the corridor and with this resolution reaffirms the Port District's commitment to a four-lane connection from Pinckneyville, IL to St. Louis, MO.

THEREFORE, be it resolved that the Kaskaskia Regional Port District agrees to:

1. Regularly meet to discuss, plan, coordinate and act, as necessary, in the development and completion of a four-lane road/highway connection through the four counties to the St. Louis, MO area.
2. The Kaskaskia Regional Port District may freely withdraw from this coalition without further obligation.

PASSED by the Members of the Board of the Kaskaskia Regional Port District and approved by its Chairman this 12th day of June, 2017.


George W. Obernagel, Chairman

Motion for Adoption by:
Mike Conrad

Motion Seconded by:
Richard Guebert, Jr.

Votes For: 14
Votes Against: 0

Jackson

INTERGOVERNMENTAL COOPERATION AGREEMENT
SUPPORTING A FOUR-LANE ROAD/HIGHWAY
CONNECTION TO THE ST. LOUIS AREA

WHEREAS, Article 7, Section 10(a) of the Illinois Constitution of 1970 and the Illinois Intergovernmental Cooperation Act (5 ILCS 220/1) expressly permit local units of government to enter into agreements to exercise, combine, or transfer any power or function not prohibited by law, and

WHEREAS, the counties of Jackson, Monroe, Perry and Randolph agree to form a coalition to discuss, plan and support a four-lane highway/connection to the St. Louis area; and

WHEREAS, the four-lane connection through the four counties would have a large and positive economic impact on the areas; and

WHEREAS, all the counties support such a connection and wish to vigorously pursue any resources that would bring this to fruition, and

WHEREAS, in that regard the parties agree to regularly meet to discuss, plan, coordinate and act as necessary.

THEREFORE, be it resolved that each county agrees:

1. To regularly meet to discuss, plan, coordinate and act, as necessary, in the development and completion of a four-lane road/connection through the four counties and to the St. Louis area.

2. Any county may freely withdraw from this Agreement without any further obligation.

This Agreement is entered into this 20 day of June, 2017, by the respective governing bodies of Jackson, Monroe, Perry and Randolph Counties.

County of Jackson,

By: [Signature]
Chairman

Attest: [Signature]
County Clerk



County of Monroe,

By: _____
Chairman

Attest: _____
County Clerk

SEAL

County of Perry,

By: _____
Chairman

Attest: _____
County Clerk

SEAL

County of Randolph,

By: _____
Chairman

Attest: _____
County Clerk

SEAL

MONROE
Resolution # 17-45

INTERGOVERNMENTAL COOPERATION AGREEMENT
SUPPORTING A FOUR-LANE ROAD/HIGHWAY
CONNECTION TO THE ST. LOUIS AREA

WHEREAS, Article 7, Section 10(a) of the Illinois Constitution of 1970 and the Illinois Intergovernmental Cooperation Act (5 ILCS 220/1) expressly permit local units of government to enter into agreements to exercise, combine, or transfer any power or function not prohibited by law, and

WHEREAS, the counties of Jackson, Monroe, Perry and Randolph agree to form a coalition to discuss, plan and support a four-lane highway/connection to the St. Louis area; and

WHEREAS, the four-lane connection through the four counties would have a large and positive economic impact on the areas; and

WHEREAS, all the counties support such a connection and wish to vigorously pursue any resources that would bring this to fruition; and

WHEREAS, in that regard the parties agree to regularly meet to discuss, plan, coordinate and act as necessary.

THEREFORE, be it resolved that each county agrees:

1. To regularly meet to discuss, plan, coordinate and act, as necessary, in the development and completion of a four-lane road/connection through the four counties and to the St. Louis area.

2. Any county may freely withdraw from this Agreement without any further obligation.

This Agreement is entered into this 5th day of JUNE, 2017, by the respective governing bodies of Jackson, Monroe, Perry and Randolph Counties.

County of Jackson

By: _____
Chairman

Attest: _____
County Clerk

SEAL

County of Monroe

By: Robert Elmore
Chairman

Attest: _____
County Clerk

EXHIBIT A

SEAL

County of Perry

By: _____
Chairman

Attest: _____
County Clerk

SEAL

County of Randolph

By: _____
Chairman

Attest: _____
County Clerk

SEAL

Randolph

**INTERGOVERNMENTAL COOPERATION AGREEMENT
SUPPORTING A FOUR-LANE ROAD/HIGHWAY
CONNECTION TO THE ST. LOUIS AREA**

WHEREAS, Article 7, Section 10(a) of the Illinois Constitution of 1970 and the Illinois Intergovernmental Cooperation Act (5 ILCS 220/1) expressly permit local units of government to enter into agreements to exercise, combine, or transfer any power or function not prohibited by law, and

WHEREAS, the counties of Jackson, Monroe, Perry and Randolph agree to form a coalition to discuss, plan and support a four-lane highway/connection to the St. Louis area; and

WHEREAS, the four-lane connection through the four counties would have a large and positive economic impact on the areas; and

WHEREAS, all the counties support such a connection and wish to vigorously pursue any resources that would bring this to fruition; and

WHEREAS, in that regard the parties agree to regularly meet to discuss, plan, coordinate and act as necessary.

THEREFORE, be it resolved that each county agrees:

1. To regularly meet to discuss, plan, coordinate and act, as necessary, in the development and completion of a four-lane road/connection through the four counties and to the St. Louis area.
2. Any county may freely withdraw from this Agreement without any further obligation.

This Agreement is entered into this 2 day of March, 2017, by the respective governing bodies of Jackson, Monroe, Perry and Randolph Counties.

County of Jackson,
 By: _____
 Chairman
 Attest: _____
 County Clerk
 SEAL

County of Monroe,
 By: _____
 Chairman
 Attest: _____
 County Clerk
 SEAL

County of Perry,
 By: _____
 Chairman
 Attest: _____
 County Clerk
 SEAL

County of Randolph,
 By: *[Signature]*
 Chairman
 Attest: *[Signature]*
 County Clerk
 SEAL

Perry County

INTERGOVERNMENTAL COOPERATION AGREEMENT
SUPPORTING A FOUR-LANE ROAD/HIGHWAY
CONNECTION TO THE ST. LOUIS AREA

WHEREAS, Article 7, Section 10(e) of the Illinois Constitution of 1970 and the Illinois Intergovernmental Cooperation Act (5 ILCS 220/1) expressly permit local units of government to enter into agreements to exercise, combine, or transfer any power or function not prohibited by law, and

WHEREAS, the counties of Jackson, Monroe, Perry and Randolph agree to form a coalition to discuss, plan and support a four-lane highway/connection to the St. Louis area, and

WHEREAS, the four-lane connection through the four counties would have a large and positive economic impact on the areas; and

WHEREAS, all the counties support such a connection and wish to vigorously pursue any resources that would bring this to fruition; and

WHEREAS, in that regard the parties agree to regularly meet to discuss, plan, coordinate and act as necessary.

THEREFORE, be it resolved that each county agrees:

1. To regularly meet to discuss, plan, coordinate and act, as necessary, in the development and completion of a four-lane road/connection through the four counties and to the St. Louis area.
2. Any county may freely withdraw from this Agreement without any further obligation.

This Agreement is entered into this 1 day of JUNE, 2017, by the respective governing bodies of Jackson, Monroe, Perry and Randolph Counties.

County of Jackson,

By: _____
Chairman

Attest: _____
County Clerk

SEAL

County of Monroe,

By: _____
Chairman

Attest: _____
County Clerk

SEAL

County of Perry,

By: _____
Chairman

Attest: _____
County Clerk

SEAL

County of Randolph,

By: _____
Chairman

Attest: _____
County Clerk

SEAL

APPENDIX E: LETTERS OF SUPPORT

DISTRICT OFFICES:
3307 BROADWAY, STE. 150
MT. VERNON, ILLINOIS 62864
618. 242. 8115
618. 242. 8118 FAX

342 NORTH STREET, STE. C
MURPHYSBORO, ILLINOIS 62966
618. 684. 1100
618. 529. 2788 FAX



CAPITOL OFFICE:
207 - N STRATTON BUILDING
SPRINGFIELD, ILLINOIS 62706
217. 782. 0387
EMAIL: STATEREPTERRIBRYANT@GMAIL.COM

TERRI BRYANT
STATE REPRESENTATIVE • 115TH DISTRICT

Dr. Marc L. Kiehna
Four County Highway Coalition
#1 Taylor Street
Chester, IL 62233

Dear Dr. Kiehna and members of the Coalition,

The purpose of this letter is to lend my full support to the efforts being made by the Four County Highway Coalition to build a four-lane highway from Murphysboro to the St. Louis area.


It is my belief that a four-lane highway would have multiple benefits for multiple communities in Southern Illinois, especially those in Randolph, Monroe, Jackson, and Perry Counties.

Expanded highway access would improve access to Southern Illinois University, the World Shooting Complex at Sparta, and the Kaskaskia Regional Port District. The increased access to the St. Louis Metro Area from the four effected counties in this proposal will benefit both geographic areas. This expanded access fits in well with a regional approach to ongoing economic development.

As the project moves forward, I want decision makers at the State and Federal levels to understand that as the 115th District State Representative, I am fully in support of the Four County Highway Coalition's efforts to explore and begin to implement a plan to develop this four lane highway project.

If you are in need of further assistance or explanation of my support, please do not hesitate to contact me.

Sincerely,


Terri Bryant
State Representative - 115th District

RECYCLED PAPER • SOYBEAN INKS

May 14, 2019

Dr. Marc L. Kiehna, Chairman
Southwest Illinois Connector Task Force
1 Taylor Street
Chester, IL 62233

Dear Dr. Kiehna,

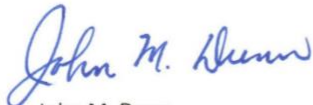
On behalf of Southern Illinois University Carbondale, I am pleased to offer full support of the proposed Southwest Illinois Connector highway. Connecting Southern and Southwestern Illinois to the St. Louis metro area through a four-lane highway will provide numerous benefits for the university and the region it serves.

In addition to stimulating the Southern Illinois economy through job creation opportunities, an expanded highway system will provide a safer and more efficient commute for our students, employees, and visitors who travel from communities along the connector or arrive from the St. Louis airport. Not only will our residents gain improved access to the Metro East area, but the connector provides great potential for increasing recreational travel and tourism opportunities for visitors who have interest in attending sporting, cultural, and outdoor events at the university and throughout the region. Critical to SIU's advancement, we believe the connector will also be advantageous to future student and faculty recruitment and retention efforts by providing more direct access to the Carbondale campus.

As the university moves forward with its strategic plans for growth, the infrastructure improvements gained through the Southwest Illinois Connector project will be critical to minimizing transportation barriers, providing safe travel options, and showcasing the region as one of progress and advancement. We believe this project will enhance our efforts to grow SIU and, as a result, contribute to the entire region's economic growth.

Please know that Southern Illinois University Carbondale appreciates the work of this task force and offers full support in the advancement of these efforts.

Sincerely,



John M. Dunn
Interim Chancellor

Southwestern Illinois Council of Mayors

St Clair, Madison, Monroe, Jersey and Surrounding Counties

Tom Smith-Waterloo
President
Mark Kupsky-Fairview Heights
Vice President
Ray Klein-Smithton
Treasurer
Cheryl Maguire-Wood River
Secretary
Mark Eckert-Belleville
Immediate Past President

August 1, 2017

Dr. Marc L Kiehna, Chairman
Four County Highway Coalition
1 Taylor Street
Chester, IL 62233

Dear Dr. Kiehna:

The Southwestern Illinois Council of Mayors supports the endeavor by Jackson, Perry, Monroe and Randolph counties to build a four-lane highway to better connect the four-county area of Southern Illinois to the St. Louis metropolitan area.

The prospect of connecting the four counties to the Illinois Route 3 extension in Monroe County is a sound investment with great promise for the entire area.

Building a four-lane connector to these four counties would provide a safer and more efficient means of travel, open up economic opportunities for workers and businesses, facilitate transport of crops and growth of agribusiness for the entire region, and improve access to Southern Illinois University at Carbondale and southern Illinois' unique tourist destinations.

Best wishes for success.

Sincerely,



Mayor Tom Smith
President

Members
Brant Walker-Alton
Alan Winslow-Bethalto
Mark Eckert-Belleville
Charles Himes-Breese
Judy Smith-Carlyle
John Miller-Collinsville
Kevin Hutchinson-Columbia
Jerald Wilson-Dupo
Joe Silkwood-East Alton
Herbert Simmons-East Carondelet
Emeka Jackson-Hicks-East St Louis
Hal Patton-Edwardsville
Seth Speiser-Freeburg
Mike McCormick-Godfrey
Rick Eberlin-Grafton
Ed Hagnauer-Granite City
Larry Bloemker-Hamel
James Hickerson-Hartford
Charles Kujawski-Hecker
Joe Michaelis-Highland
William Russell-Jerseyville
John Hamm III-Madison
John Molitor-Marine
Jerry Cross-Marissa
Craig Short-Maryville
Jerry Daugherty-Mascoutah
Michael Todd-Millstadt
Richard Klein-New Athens
Christy Picard-New Baden
Herb Roach-O'Fallon
Mike Pagano-Pontoon Beach
Tim Lowry-Red Bud
Marty Reynolds-Roxana
Rich Sauguet-Sauget
Jim Vernier-Shiloh
Richard Schiefer-St Jacob
Jason Schlimme-Sparta
Michael Leopold-Swansea
Kyle Jones-Trenton
Allen Adomite-Troy
Ricky Gottman-Vandalia



1666 N Bluff Rd • Collinsville, IL 62234 • 618 363-6400



July 10, 2017

Dr. Marc L. Kiehna, Chairman
Four County Highway Coalition
#1 Taylor Street
Chester, IL 62233

Dear Dr. Kiehna:

The City of Du Quoin would like to give our support to the counties of Jackson, Monroe, Perry, and Randolph as they propose the building of a four-lane highway to connect the Southwestern Illinois area to the St. Louis area.

We believe that building a four-lane connection through the counties would provide a safe and efficient highway and create economic development opportunities for our area and organization. The highway would in our opinion enhance the transportation of raw materials to our business and boost the movement of finished products to the market. It would also enhance the ability of our organization to recruit workers by cutting down transportation time for our employees as they travel to and from work.

The four-lane highway would improve access to the Du Quoin State Fairgrounds, Southern Illinois University Carbondale, the World Shooting Complex, the Kaskaskia Regional Port District and other destinations by providing a more efficient highway between the major population centers in Southern Illinois and the St. Louis Metropolitan area.

Thank you for allowing us to give our support to the Coalition for the proposed four-lane highway through the counties of Jackson, Monroe, Perry, and Randolph Counties.

Sincerely,


Guy H. Alongi, Mayor

302 E. Poplar, P. O. Box 466, Du Quoin, Illinois 62832. (618) 542-3341/2465 Fax: (618) 542-4735 www.duquoin.org



July 27, 2017

Dr. Marc Kiehna, Chairman
Four County Highway Coalition
1 Taylor Street
Chester, IL 62233

Dear Dr. Kiehna:

The Randolph County Progress Committee (RCPC) is a 501 c, non-profit organization charged with coordinating economic development activities in Randolph County. In that spirit, the RCPC fully supports Randolph, Jackson, Monroe and Perry counties as they propose the building of a four-lane highway to connect southwest Illinois to St. Louis.

We believe this road will provide a safe and efficient alternative that will foster *major* economic development for the region. The route will enhance the efficient transportation of raw materials and finished goods. By decreasing commuting time, the highway will also help recruit new workers.

The four-lane will improve access to the DuQuoin State Fairgrounds, Southern Illinois University and the greater Carbondale area, the World Shooting and Recreation Complex at Sparta, the Kaskaskia Regional Port District, and many other centers in the four-county region.

This byway will compliment other regional developments including a new company in Baldwin, a possible new Chester Bridge over the Mississippi River, the expansion of Kaskaskia Regional Port District facilities, and a future multi-modal complex.

We applaud and fully endorse your efforts to explore a four-lane highway. Thank you for the opportunity to support the coalition.

Sincerely and respectfully,

Chris Martin



1 Taylor Street, Room 106
Chester, Illinois 62233
618.826.5000 x 221
foundation@randolphco.org

July 28, 2017

Dr. Marc Kiehna, Chairman
Four County Highway Coalition
1 Taylor Street
Chester, IL 62233

Hello Dr. Kiehna:

The Community Foundation of Randolph County is a 501 non-profit corporation chartered to help enhance the quality of life in Randolph County.

The foundation supports Randolph, Jackson, Monroe and Perry Counties as they explore the building of a four-lane highway to connect southwest Illinois to St. Louis.

We believe this road will provide a safe and efficient alternative that will foster *major* economic development for the region. The route will enhance the efficient transportation of raw materials and finished goods. By decreasing commuting time, the highway will also help recruit new workers.

The four-lane will improve access to the DuQuoin State Fairgrounds, Southern Illinois University and the greater Carbondale area, the World Shooting and Recreation Complex at Sparta, the Kaskaskia Regional Port District, and many other centers in the four-county region. We appreciate and fully endorse your efforts to explore a four-lane highway.

Thank you for the opportunity to support the coalition.

Sincerely and respectfully,
The Community Foundation of Randolph County

A handwritten signature in black ink, appearing to read "Chris Martin".

Christopher Martin
President

Mission Statement of the Community Foundation of Randolph County

To enhance the quality of life for the citizens of Randolph County by implementing their charitable aspirations, making grants, awarding scholarships, investing and safeguarding charitable assets, providing information regarding charitable endeavors, and engaging our citizens to address issues confronting our shared lives.

JIMMIE NIEMEYER
VILLAGE PRESIDENT

ANGELA KIRCHHOEFER
VILLAGE CLERK

VILLAGE OF BALDWIN

P.O. BOX 5
BALDWIN, ILLINOIS

Date: August 4, 2017

Dr. Marc L. Kiehna, Chairman
Four County Highway Coalition
#1 Taylor Street
Chester, Il 62233

Dear Dr. Kiehna:

We would like to give our support to the counties of Jackson, Monroe, Perry, and Randolph as they propose the building of a four- lane highway to connect the Southwestern Illinois area to the St. Louis area.

We believe that building a four-lane connection through the counties would provide a safe and efficient highway and create economic development opportunities for our area and organization. The highway would in our opinion enhance the transportation of raw materials to our business and boost the movement of finished products to the market. It would also enhance the ability of our organization to recruit workers by cutting down transportation time for our employees as they travel to and from work.

The four-lane highway would improve access to the Southern Illinois University Carbondale, the World Shooting Complex, the Kaskaskia Regional Port District and other destinations by providing a more efficient way highway between the major population centers in Southern Illinois and the St. Louis Metropolitan area.

Thank you for allowing us to give our support to the Coalition for the proposed four-lane highway through the counties of Jackson, Monroe, Perry and Randolph.

Sincerely,



Jimmie Niemeyer
Village President
Village of Baldwin, Illinois

E.T.SIMONDS CONSTRUCTION COMPANY

P.O. BOX 2107
CARBONDALE, ILLINOIS
62902-2107

PHONE (618) 457-8191
REGISTERED PROFESSIONAL ENGINEERS

FAX (618) 549-0131
BRIDGE AND PAVING CONTRACTORS

April 5, 2018

To the Members of the Four County Four Lane Coalition,

I write today as the President of E.T. Simonds Construction Company in Carbondale, Illinois. I recently became aware of your efforts to rally support for the expansion of Illinois Route 127 from two to four lanes from Murphysboro to the Metro East. I wish to express our full support for your efforts and the projects construction. An expansion of Illinois Route 127 would encourage economic development in Jackson, Perry, Monroe and Randolph Counties. An expansion of Illinois Route 127 would also provide for a safer commute for motorists traveling between the St. Louis area and Southern Illinois by alleviating congestion caused by town squares, lengthy no passing areas and slow moving farm equipment.

Furthermore, an expansion of Illinois Route 127 would create 1000's of construction jobs over the course of several years, which in turn would help jump start the Southern Illinois Economy. I also understand that this project, especially the portion between Murphysboro and Pinckneyville, is "shovel ready" with all Phase I engineering studies completed. This makes the project even easier to support as construction can commence as soon as funding is secured. I applaud your efforts to make this long sought expansion happen and lend my voice to the chorus of elected leaders, private business, labor, and civic organizations calling for this project to be funded and constructed.

Sincerely,

E.T. Simonds Construction Company



Stephen B. Simonds
President

FOUNDED IN 1946 BY EUGENE T. SIMONDS



DYNEGY MIDWEST GENERATION, L.L.C.
10901 Baldwin Rd.
Baldwin, IL 62217
618.785.2294

July 27, 2017

Dr. Marc Kiehna, Chairman
Four County Highway Coalition
1 Taylor Street
Chester, IL 62233

Dear Dr. Kiehna:

My name is John Cooley and I am Managing Director of the Dynegy Midwest Generation Baldwin Energy Complex. I am writing to let you know that our facility fully supports Randolph, Jackson, Monroe and Perry Counties as they explore the building of a four-lane highway to connect southwest Illinois to St. Louis.

We believe this road will provide a safe and efficient alternative that will foster *major* economic development for the region. The route will enhance the efficient transportation of raw materials and finished goods. By decreasing commuting time, the highway will also help recruit new workers.

The four-lane will improve access to the DuQuoin State Fairgrounds, Southern Illinois University and the greater Carbondale area, the World Shooting and Recreation Complex at Sparta, the Kaskaskia Regional Port District, and many other centers in the four-county region.

We appreciate and fully endorse your efforts to explore a four-lane highway. Thank you for the opportunity to support the coalition.

Yours truly,

A handwritten signature in black ink that reads 'John Cooley'.

John Cooley, Managing Director
Baldwin Energy Complex



240 Kaskaskia Dr.
Red Bud, IL 62278
618-282-7700 Phone
618-282-7702 Fax
sales@seconrubber.com

July 28, 2017

Dr. Marc Kiehna, Chairman
Four County Highway Coalition
1 Taylor Street
Chester, IL 62233

Dear Dr. Kiehna:

My name is Doug Siebenberger and I am President of Secon Rubber and Plastics, Inc. I am writing to let you know that our company fully supports Randolph, Jackson, Monroe and Perry Counties as they explore the building of a four-lane highway to connect southwest Illinois to St. Louis.

We believe this road will provide a safe and efficient alternative that will foster *major* economic development for the region. The route will enhance the efficient transportation of raw materials and finished goods. By decreasing commuting time, the highway will also help recruit new workers.

The four-lane will improve access to the DuQuoin State Fairgrounds, Southern Illinois University and the greater Carbondale area, the World Shooting and Recreation Complex at Sparta, the Kaskaskia Regional Port District, and many other centers in the four-county region.

We appreciate and fully endorse your efforts to explore a four-lane highway. Thank you for the opportunity to support the coalition.

Yours truly,

A handwritten signature in black ink, appearing to read "Doug Siebenberger", followed by a large, stylized flourish or mark.



The Material Works, Ltd.

A toll processing company

August 1, 2017

Dr. Marc Kiehna, Chairman
Four County Highway Coalition
1 Taylor Street
Chester, IL 62233

Dear Dr. Kiehna:

My name is Kevin Voges. I am President of The Material Works, Ltd. Located in Red Bud, IL. I am writing to let you know that our company fully supports Randolph, Jackson, Monroe and Perry Counties as they explore the building of a four-lane highway to connect southwest Illinois to St. Louis.

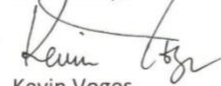
We believe this road will provide a safe and efficient alternative that will foster *major* economic development for the region. The route will enhance the efficient transportation of raw materials and finished goods. By decreasing commuting time, the highway will also help recruit new workers.

The four-lane will improve access to the DuQuoin State Fairgrounds, Southern Illinois University and the greater Carbondale area, the World Shooting and Recreation Complex at Sparta, the Kaskaskia Regional Port District, and many other centers in the four-county region.

For our company, it will provide a much less expensive route for trucks to bring steel coils to our plant thereby reducing our cost to the customer. Reduced costs will increase our business levels and we will need to employ more highly paid workers to support this increased product.

We appreciate and fully endorse your efforts to explore a four-lane highway. Thank you for the opportunity to support the coalition.

Yours truly,


Kevin Voges

281 Kennedy Drive
PO Box 10
Red Bud, IL 62278
Ph: 866-208-6446 ~ Fax: 866-207-2595
www.totaltitanium.com



Wednesday, August 02, 2017

Dr. Marc Kiehna, Chairman
Four County Highway Coalition
1 Taylor Street
Chester, IL 62233

Dear Dr. Kiehna:

My name is Ron Casey and I am COO of Total Titanium Inc. I am writing to let you know that our company fully supports Randolph, Jackson, Monroe and Perry Counties as they explore the building of a four-lane highway to connect southwest Illinois to St. Louis.

We believe this road will provide a safe and efficient alternative that will foster *major* economic development for the region. The route will enhance the efficient transportation of raw materials and finished goods. By decreasing commuting time, the highway will also help recruit new workers.

The four-lane will improve access to the DuQuoin State Fairgrounds, Southern Illinois University and the greater Carbondale area, the World Shooting and Recreation Complex at Sparta, the Kaskaskia Regional Port District, and many other centers in the four-county region.

We appreciate and fully endorse your efforts to explore a four-lane highway. Thank you for the opportunity to support the coalition.

Yours truly,

Ron Casey
Total Titanium Inc.
281 Kennedy Drive
Red Bud, IL 62278
rdcasey@totaltitanium.com



Admiral Parkway, Inc.

P.O. Box 140
Columbia, Illinois 62236
Telephone: 618-281-3400
Facsimile: 618-551-2484

April 6, 2018

To Members of the Four County Highway Coalition,

As the developer of Rock City, a repurposed abandoned limestone quarry, located in Valmeyer, Illinois, the owner and operator of Sparta Hotel, Inc., d/b/a Holiday Inn Express Hotel & Suites in Sparta Illinois, and the real estate developer of an approximately 30-acre site near Murphysboro, Illinois, which will have a Holiday Inn Express Hotel & Suites, I wish to express my full support of the expansion of Routes 3/154/13/127 to four lanes.

This vision of expanded access from the St. Louis Metro area to Southern Illinois will help spark economic investment along the route and in surrounding areas. I applaud the efforts of the Four County Highway Coalition.

If I can be of any assistance to your efforts, please do not hesitate to contact me.

Sincerely,



Joe Koppeis

Date, 2017

Dr. Marc Kiehna, Chairman
Four County Highway Coalition
1 Taylor Street
Chester, IL 62233

Dear Dr. Kiehna:

My name is Rhett Rinne I am Manager of Flex-Line Automation, Inc. in Chester, IL. I am writing to let you know that our company fully supports Randolph, Jackson, Monroe and Perry Counties as they explore the building of a four-lane highway to connect southwest Illinois to St. Louis.

We believe this road will provide a safe and efficient alternative that will foster *major* economic development for the region. The route will enhance the efficient transportation of raw materials and finished goods. By decreasing commuting time, the highway will also help recruit new workers.

The four-lane will improve access to the DuQuoin State Fairgrounds, Southern Illinois University and the greater Carbondale area, the World Shooting and Recreation Complex at Sparta, the Kaskaskia Regional Port District, and many other centers in the four-county region.

We appreciate and fully endorse your efforts to explore a four-lane highway. Thank you for the opportunity to support the coalition.

Your truly,

A handwritten signature in black ink, appearing to read 'Rhett Rinne', is written below the text 'Your truly,'.

Date: 7/27/2017

To the Members of the Four County Four Lane Coalition,

I write today as the owner of Country Comfort Solutions Heating & Cooling located in Murphysboro, IL - (Jackson County). I recently became aware of your efforts to rally support for the expansion of Illinois Route 127 from two to four lanes from Murphysboro to the Metro East. I wish to express my full support for your efforts and the projects construction. An expansion of Illinois Route 127 would encourage economic development in Jackson, Perry, Monroe, and Randolph Counties. An expansion of Illinois Route 127 would also provide for a safer commute for motorists traveling between the St. Louis area and Southern Illinois by alleviating congestion caused by town squares, lengthy no passing areas, and slow moving farm equipment.

Furthermore, an expansion of Illinois Route 127 would create 1000's of construction jobs over the course of several years, which in turn would help jump start the Southern Illinois Economy. I also understand that this project, especially the portion between Murphysboro and Pinckneyville, is "shovel ready" with all phase 1 engineering studies completed. This makes the project even easier to support as construction can commence as soon as funding is secured. I applaud your efforts to make this long sought expansion happen, and lend my voice to the chorus of elected leaders, private business, labor, and civic organizations calling for this project to be funded and constructed.

Sincerely,

A handwritten signature in black ink, appearing to read "Brad Marquith", with a long horizontal flourish extending to the right.

Brad Marquith



Matthew E. Smith
President

Kevin L. Starr
Business Manager

John E. Price
Secretary-Treasurer

Kevin A. Fetters
Vice-President

William Orrill
Executive Board

Jerry Womick
Executive Board

Connie Meadows
Recording Secretary

Rodney Howell
Sergeant-at-Arms

Auditors
Willie Meredith
Charles Ferguson

Website
www.local773.com

offices:
Columbia Missouri
611 North Garth
Columbia, MO
65203
Ph. 573.499.4930
Fx. 573.499.4930

St. Louis Missouri
PO Box 23431
301 South Ewing
Ave. St. Louis MO
63101
314.531.4669

LIUNA!

Feel the Power

**Laborers' International Union of North America
Local Union 773**

5102 Ed Smith Way, Marion, Illinois 62959 Ph: 618.993.5773 Fax: 618.998.1773
email: kstarr@local773.com

Friday, August 11, 2017

To the Members of the Four County Four Lane Coalition,

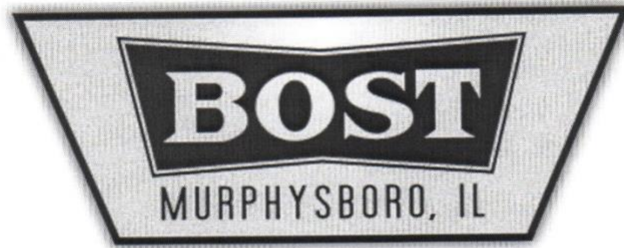
I write today as the Business Manager of Laborers International Union of North America, Local Union 773 located in Marion, Illinois. I recently became aware of your efforts to rally support for the expansion of Illinois Route 127 from two to four lanes from Murphysboro to the Metro East. I wish to express my full support for your efforts and the projects construction. An expansion of Illinois Route 127 would encourage economic development in Jackson, Perry, Monroe, and Randolph Counties. An expansion of Illinois Route 127 would also provide for a safer commute for motorists traveling between the St. Louis area and Southern Illinois by alleviating congestion caused by town squares, lengthy no passing areas, and slow moving farm equipment.

Furthermore, an expansion of Illinois Route 127 would create 1000's of construction jobs over the course of several years, which in turn would help jump start the Southern Illinois Economy. I also understand that this project, especially the portion between Murphysboro and Pinckneyville, is "shovel ready" with all phase 1 engineering studies completed. This makes the project even easier to support as construction can commence as soon as funding is secured. I applaud your efforts to make this long sought expansion happen, and lend my voice to the chorus of elected leaders, private business, labor, and civic organizations calling for this project to be funded and constructed.

Sincerely,

Business Manager
Laborers' Local 773





618-684-3166

7-27-2017

To the Members of the Four County Four Lane Coalition,

I write today as the owner of Bost Truck Service located in Murphysboro. I recently became aware of your efforts to rally support for the expansion of Illinois Route 127 from two to four lanes from Murphysboro to the Metro East. I wish to express my full support for your efforts and the projects construction. An expansion of Illinois Route 127 would encourage economic development in Jackson, Perry, Monroe, and Randolph Counties. An expansion of Illinois Route 127 would also provide for a safer commute for motorists traveling between the St. Louis area and Southern Illinois by alleviating congestion caused by town squares, lengthy no passing areas, and slow moving farm equipment.

Furthermore, an expansion of Illinois Route 127 would create 1000's of construction jobs over the course of several years, which in turn would help jump start the Southern Illinois Economy. I also understand that this project, especially the portion between Murphysboro and Pinckneyville, is "shovel ready" with all phase 1 engineering studies completed. This makes the project even easier to support as construction can commence as soon as funding is secured. I applaud your efforts to make this long sought expansion happen, and lend my voice to the chorus of elected leaders, private business, labor, and civic organizations calling for this project to be funded and constructed.

Sincerely,

Dan Bost

Bost Truck Service



MEMORIAL HOSPITAL

1900 STATE STREET • CHESTER, ILLINOIS 62233
(618) 826-4581

November 22, 2017

Dr. Marc Kiehna
Four County Highway Coalition
#1 Taylor Street
Chester, IL 62233

Dear Dr. Kiehna and members of the Coalition,

I write today as the Chief Executive Officer of Randolph Hospital District d/b/a Memorial Hospital, located in Chester, Illinois. The purpose of this letter is to lend my full support to the efforts being made by the Four County Highway Coalition to build a four-lane highway from Murphysboro to the St. Louis area.

The four-lane will improve access to Memorial Hospital and other county hospitals for our patients. During times of high-level healthcare needs, our communities benefit from our ability to safely transport them to St. Louis and Carbondale area hospitals. The new highway will help improve transportation from our often over crowded two lane highways to a much safer four lane highway. Time will also be saved as our EMS services will be able to transport patients to St. Louis and back to our communities in a more timely fashion, improving access to our ambulance service and hospitals.

We also believe this road will provide a safe and efficient alternative that will foster major economic development for the region. The route will enhance the efficient transportation of raw materials and finished goods. By decreasing commuting time, the highway will also help recruit new workers.

I applaud your efforts to make this long sought expansion happen, and lend my voice to the chorus of elected leaders, private business, and civic organizations calling for this project to be funded and constructed. Please know Memorial Hospital stands in full support of this effort.

Sincerely,

Brett Bollmann



325 Spring Street
Red Bud, IL 62278
Phone: (618) 282-3831

November 29, 2017

Dr. Marc L. Kiehna, Chairman
Four County Highway Coalition
#1 Taylor Street
Chester, IL 62233

Dear Dr. Kiehna,

As CEO of Red Bud Regional Hospital, I want to express my full support of the four-lane expansion that will connect Southern Illinois to the St. Louis metro area.

As a critical access hospital in Randolph County, we see over 6,000 patients each year in our emergency department. Unfortunately, some of these patients are the result of traffic accidents that occur on our two-lane highways. The two lanes pose a safety risk for the thousands of commuters who travel each day. Additionally, the two lanes limit EMS access. A small delay in arrival to our Hospital or during the transfer process can result in poor outcomes to our patients. In these emergency situations, our team and the EMS crews use every minute to save a patient's life. A four-lane highway provides EMS crews with faster, safer access to Red Bud Regional Hospital and to larger tertiary hospitals where many cardiac and stroke patients are transferred for specialized, emergency care.

In addition, a four lane expansion will stimulate economic growth to Randolph County bringing additional business and residence. There are so numerous benefits to this four-lane expansion.

Please know that I speak for Red Bud Regional Hospital, its physicians and staff, when I say that a four-lane expansion will reduce traffic accidents, increase access to healthcare and grow our local economy. Thank you for the opportunity to support the coalition.

Sincerely,

A handwritten signature in blue ink that reads "Shane Watson".

Shane Watson, CEO
Red Bud Regional Hospital



November 22, 2017

Dr. Marc L. Kiehna, Chairman
Four County Highway Coalition
#1 Taylor Street
Chester, Il. 62233

The administration of Sparta Community Hospital fully supports the four-lane highway expansion project of the Highway 127 from Waterloo Illinois to Murphysboro, Illinois. This expansion will enhance the economic growth of the area by connecting the four counties to the St. Louis Metropolitan area.

Building a four-lane connecting route will provide a safer means of transportation to the Sparta Community Hospital Campus' for our patients who travel within and outside of the geographic service area. For patients who are in need of a higher acuity of care, the route will decrease their travel time when the need arises to seek care at a facility that can provide this higher level of care.

Mr. Kiehna, Please accept this letter in support of the expansions as we endorse the efforts of the Four-county Highway Coalition. Please do not hesitate to contact me regarding this endeavor.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Joann Emge', is written in dark ink.

Joann Emge
Chief Executive Officer
Sparta Community Hospital

"Your Health, Your Choice, Our Commitment"

Sparta Community Hospital District
818 East Broadway • Sparta, Illinois 62286 • Phone: (618) 443-1337 ~ Fax: (618) 443-1383 • www.spartahospital.com

**EXECUTIVE
COMMITTEE**

JIM JONES
President
3717 Augusta Ave.
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406 / 494-7016 Res.
406 / 498-0349 Cell
jjones@shootata.com

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ddeaninc@kycom.net

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mherman@shootata.com

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705 / 445-1382 Cell
pshaw@shootata.com

DARRYL HAYES
Vice - President
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West Bloomfield, MI 48322
313 / 778-0507 Cell
dhayes@shootata.com

JOHN BURKE
Ex-Officio
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Alliance, NE 69301
308 / 760-5151 Cell
jburke@bbcbw.net

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regood@shootata.com

HUNTER H. GALLOWAY, III
Secretary
Suite 215, Law Center
101 South Elm St.
Greensboro, NC 27401
336 / 274-6574 Bus.
336 / 275-0723 Fax
336 / 420-0801 Cell
hgalloway@shootata.com

LYNN GIPSON
Executive Director
1105 E Broadway
Sparta, IL 62286
618 / 449-2224 Bus.
816 / 289-2150 Cell
866 / 476-1708 Fax
lgipson@shootata.com



AMATEUR TRAPSHOOTING ASSOCIATION

1105 EAST BROADWAY – PO Box 519 SPARTA, ILLINOIS 62286

phone: 618 / 449-2224 fax: 866 / 454-5198 web: www.shootata.com

November 22, 2017

Dr. Marc Kiehna, Chairman
Four County Highway Coalition
#1 Taylor Street
Chester, IL 62233

Dr. Kiehna,
Please accept this letter of support for the proposed four lane highway from Murphysboro to Waterloo.

There is no doubt that easier and more rapid access to the World Shooting Complex from the St Louis metropolitan area would enhance attendance not only for the Grand American World Trapshooting Championships, but also for all other events planned at the Complex.

The resultant effect of this increased attendance would include a higher level of economic activity along the route, which translates to additional opportunity for local residents and increased tax revenues of all types.

The advent of more and more four lane and interstate highways over the last several years has been detrimental to those communities that are not along the widened routes. Manufactured and industrial goods need rapid routes of transport. This widening would bring back viability of manufacturing and industrial activity to the area.

There does not appear to be a downside to the proposed widening of these roadways.

As Executive Director of the ATA, you have the support of our Association, and as a fellow resident of Southern Illinois you also have my personal support.

Regards,

Lynn A. Gipson
Executive Director

Coulterville Area Chamber of Commerce



Date August 7, 2017

Dr. Marc Kiehna, Chairman
Four County Highway Coalition
1 Taylor Street
Chester, IL 62233

Dear Dr. Kiehna,

My name is Danny Ruppert, I am the President of the Coulterville Area Chamber of Commerce. Our chamber board fully supports the counties of Randolph, Jackson, Monroe and Perry as they propose the building of a four-lane highway to connect southwest Illinois to St. Louis.

We believe this road would provide a safe and efficient alternative that will foster economic development for the region. This byway will enhance the transportation of raw materials and finished goods. By decreasing commuting time, the highway will also help recruit new workers.

The four-lane will improve access to the DuQuoin State Fairgrounds, Southern Illinois University and the greater Coulterville area, the World Shooting and Recreation Complex at Sparta, the Kaskaskia Regional Port District, and many other centers in the four-county region.

Thank you for the opportunity to support your coalition.

Yours truly,

Danny Ruppert
President

100 West Grant
PO Box 215
Coulterville, IL 62237-0215



618-758-3210 Voice
618-758-3211 Fax
danny@7utilityMGT.com



1709 Walnut St., Suite A
Murphysboro, IL. 62966
618.684.6421

director@murphysborochamber.com

August 3, 2017

To the Members of the Four County Four Lane Coalition,

I write today as the Executive Director of the Murphysboro Chamber of Commerce. Our chamber recently became aware of your efforts to rally support for the expansion of Illinois Route 127 from two lanes to four lanes from Murphysboro to the Metro East. We wish to express our full support for those efforts and the projects construction. An expansion of Illinois Route 127 would encourage economic development in Jackson, Perry, Monroe, and Randolph Counties.

An expansion of Illinois Route 127 would also provide for a safer commute for motorists traveling between the Metro East area and southern Illinois.

An expansion of Illinois Route 127 would also create 1000's of construction jobs over the course of several years, which would help the southern Illinois economy.

We have learned that the expansion, especially between Murphysboro and Pinckneyville, is "shovel ready" with all phase I engineering studies completed. This makes the project even easier to support as construction could commence as soon as funding is secured.

The Murphysboro Chamber of Commerce applauds your efforts to make this long sought expansion happen. We lend our voice to the chorus of elected leaders, private business, labor, and civic organizations calling for this project to be funded and constructed.

Sincerely,

A handwritten signature in cursive script that reads "Steve Webb".

Steve Webb
Executive Director



8-4-2017

To the Members of the Four County Four Lane Coalition,

I write today as the Chair of the Murphysboro Apple Festival. I recently became aware of your efforts to rally support for the expansion of Illinois Route 127 from two to four lanes from Murphysboro to the Metro East. I wish to express my full support for your efforts and the projects construction. An expansion of Illinois Route 127 would encourage economic development in Jackson, Perry, Monroe, and Randolph Counties. An expansion of Illinois Route 127 would also provide for a safer commute for motorists traveling between the St. Louis area and Southern Illinois by alleviating congestion caused by town squares, lengthy no passing areas, and slow moving farm equipment.

Furthermore, an expansion of Illinois Route 127 would create 1000's of construction jobs over the course of several years, which in turn would help jump start the Southern Illinois Economy. I also understand that this project, especially the portion between Murphysboro and Pinckneyville, is "shovel ready" with all phase 1 engineering studies completed. This makes the project even easier to support as construction can commence as soon as funding is secured. I applaud your efforts to make this long sought expansion happen, and lend my voice to the chorus of elected leaders, private business, labor, and civic organizations calling for this project to be funded and constructed.

Sincerely,

Shawn Sterns

Chair, Murphysboro Apple Festival



Carl Imo
Direct Dial: (314) 571-5101
Email: Carl@imospizza.com

January 22, 2018


Dr. Marc L. Kiehna, Chairman
Four County Highway Coalition
#1 Taylor Street
Chester, Illinois 62233

Dear Mr. Kiehna,

On behalf of Imo's Franchising, Inc., Waterloo Foods, Inc. and all of their affiliated companies, I would like to give my support to the counties of Jackson, Monroe, Perry and Randolph as they propose the building of a four-lane highway to connect the southwestern Illinois area to the St. Louis area. Waterloo Foods, Inc., an affiliate of Imo's Franchising, Inc., operates a manufacturing facility south of Waterloo on IL-3 and would benefit from the proposed four lane highway project.

Because Waterloo Foods, Inc. manufactures food products that it distributes to its Imo's Pizza® restaurants in the St. Louis metropolitan area, cost-efficient transportation is crucial to its success. Our companies have recently begun making more frequent deliveries to and from the Waterloo Foods facility, making it even more important to have rapid routes of transportation between Waterloo and St. Louis. In addition, it can be a challenge for Waterloo Foods to maintain a suitable workforce, and increasing the area from which it can draw employees expands the labor pool available to the area.

Thank you for the opportunity to voice my support of a project that will not just play a crucial role in the continued viability of Waterloo Foods, Inc. and Imo's Franchising, Inc., but the future economic growth of the entire area.

Sincerely,

Carl Imo
President,
Waterloo Foods, Inc. and Imo's Franchising, Inc.



102 S Sezmere Dr
PO Box 340
Murphysboro, IL 62966
618-687-4077
www.silkwormink.com

July 27, 2017

To the Members of the Four County Four Lane Coalition,

I write today as the Owner/CEO of Silk Worm located in Murphysboro, IL. I recently became aware of your efforts to rally support for the expansion of Illinois Route 127 from two to four lanes from Murphysboro to the Metro East. I wish to express my full support for your efforts and the projects construction. An expansion of Illinois Route 127 would encourage economic development in Jackson, Perry, Monroe, and Randolph Counties. An expansion of Illinois Route 127 would also provide for a safer commute for motorists traveling between the St. Louis area and Southern Illinois by alleviating congestion caused by town squares, lengthy no passing areas, and slow moving farm equipment.

Furthermore, an expansion of Illinois Route 127 would create 1000's of construction jobs over the course of several years, which in turn would help jump-start the Southern Illinois Economy. I also understand that this project, especially the portion between Murphysboro and Pinckneyville, is "shovel ready" with all phase I engineering studies completed. This makes the project even easier to support as construction can commence as soon as funding is secured. I applaud your efforts to make this long sought expansion happen, and lend my voice to the chorus of elected leaders, private business, labor, and civic organizations calling for this project to be funded and constructed.

Sincerely,

Bob Chavets



7-27-2017

To the Members of the Four County Four Lane Coalition,

I write today as the owner of Striking designs located in Murphysboro. I recently became aware of your efforts to rally support for the expansion of Illinois Route 127 from two to four lanes from Murphysboro to the Metro East. I wish to express my full support for your efforts and the projects construction. An expansion of Illinois Route 127 would encourage economic development in Jackson, Perry, Monroe, and Randolph Counties. An expansion of Illinois Route 127 would also provide for a safer commute for motorists traveling between the St. Louis area and Southern Illinois by alleviating congestion caused by town squares, lengthy no passing areas, and slow moving farm equipment.

Furthermore, an expansion of Illinois Route 127 would create 1000's of construction jobs over the course of several years, which in turn would help jump start the Southern Illinois Economy. I also understand that this project, especially the portion between Murphysboro and Pinckneyville, is "shovel ready" with all phase 1 engineering studies completed. This makes the project even easier to support as construction can commence as soon as funding is secured. I applaud your efforts to make this long sought expansion happen, and lend my voice to the chorus of elected leaders, private business, labor, and civic organizations calling for this project to be funded and constructed.

Sincerely,

David and Wendy Preece
Striking Designs

10144 Highway 127 • Murphysboro, IL 62966 • 618-303-3368

APPENDIX F: SOUTHWEST ILLINOIS CONNECTOR TASK FORCE MEETING MINUTES

Southwest Illinois Connector Task Force Meeting Minutes

March 1, 2019

World Shooting & Recreation Complex, Sparta, IL

I am Paul Schimpf Senator from the 58th district. One of the reasons I filed the bill creating this task force was to give the proponents of this highway a chance to make their case as to why the building of this highway which has been talked about for over 50 years is actually feasible and what the economic benefits would be. The status of the task force is that I filed the bill in January of 2018, and it took longer to get it passed than I hoped, and it did not get passed until the end of the veto session. It was passed by the Illinois House and Illinois Senate and because it was a joint resolution it did not require the signature of the Governor.

The original language in the resolution stated that the task force would complete their work and a report would be filed by the end of the 2018 calendar year. Obviously, the task force was not able to complete their work because of the late approval in the legislature. However, the task force did not sunset at the end of the calendar year and we are still in existence and all we needed to do was file for approval a resolution stating the task force has until the end of 2019 to complete its work and file a report so we complete our mission. The resolution has already passed the Senate and we are hopeful it will soon pass the House of Representatives. The idea is that we need to come up with a report that will speak to the feasibility and economic benefits of the four-lane highway connecting Carbondale to the Metro East.

My office is going to be offering administrative report to the Task Force making sure we have meeting dates and communications out to the members and the public.

I have been asked why I feel the time is right for highway to be approved for construction. I see two reasons: First the grass roots support for the highway is tremendous. In the past the ideas for constructions of this highway have been from the top down. This grass roots effort has been led by the great work of the Four County Highway Coalition. The other reason I feel optimistic about the highway is that the State of Illinois is going to be spending money on a Capitol Plan for infrastructure. How we pay for it remains to be seen. Across the political spectrum we realize that we need to spend money upgrading our infrastructure, and that goes to why I wanted to get this Task Force started. I believe there is a window of opportunity in order to get this in the capitol plan. I did not want to wait until the summer so we can get our foot in the door

Soon there is going to be a hearing for a capitol bill at SIU Edwardsville with Senators Andy Manar and Martin Sandoval. We need to send someone to the hearing to testify for the highway. We need to let the new Governor know that this highway needs to be added to the proposed capitol bill.

We need to act right now and not wait until this summer or fall for the Task Force to begin its work. We don't want to miss this window of opportunity.

We will now look at the agenda and begin by looking at the meeting attendance to establish a Quorum in order to conduct business.

Senator Schimpf read the roll for participants of the Task Force:

I, Senator Paul Schimpf am the designation of Senate Minority leader Bill Brady for the Task Force

Leader Durkin has designated Representative Terri Bryant for the task force and is being represented today by Ms. Carrie Nichols

Secretary of Transportation is being represented by Mr. Keith Roberts Acting Regional Engineer for IDOT Region 5

Dr. Marc Kiehna, Randolph County Commissioner and Chair of the Four County Highway Coalition

Perry County Commissioner James Epplin is being represented today by County Clerk Josh Gross.

Bob Elmore, Chairman of the Monroe County Board of Commissioners

Michael McConachie of the Randolph County Farm Bureau representing the Illinois Farm Bureau

SIU Representative Ms. Deborah Barnett of the SIU office of Economic and Regional Development. Attending for Director Kyle Harfst.

Statewide Labor Federation, Mr. Chad Goldschmidt President of the Operating Engineers and Vice President of the Southwestern Illinois Building and Construction Trades.

Kaskaskia Regional Port District member Bob Myerscough, attending for Mr. Ed Weilbacher, Kaskaskia Regional Port District Director

Illinois Realtors, Mr. Bob Davenport, President Elect of the Egyptian Board of Realtors

Of the members who are not present:

The President of the IL Senate John Cullerton and the Speaker of the IL House of Representatives Michael Madigan have not selected a representative for the Task Force yet.

John Rendleman, Jackson County Board Chairman is in Mississippi and will not be able to attend today.

IL Municipal League, Mayor Will Stephens was not able to attend

I have in attendance 11 of the 15 members so we have a quorum

Our first order of business and main order for this meeting is to elect a chairman to direct this group. The legislation states that a member of the Task Force would be selected to become Chairman of the group.

I am going to nominate Dr. Marc Kiehna as Chairman of the Task Force. Bob Elmore seconded the motion. All in favor. We have our chairman elected.

Marc thanked the members who were in attendance and spoke several minutes about the support gained by the Four County Highway Coalition during the past two years.

Senator Schimpf spoke to the need for the Task Force to be as transparent as possible. He stated that we were not bound by the Open Meetings Act.

Chairman Kiehna opened the floor for discussion and asked the members present to give comment. Comments were taken and Senator Schimpf commented that he felt there would be a Capitol Bill. The Scope and size to be determined. Each member gave their thoughts about the highway from their experience and point of view. Comments were made about the effects of the highway for: Safety, Labor, Farmers, the Kaskaskia River Port District and the movement of goods, Home Building, Recreation, Tourism, Medical Transportation, Southern Illinois University students and staff, and Economic Development.

Senator Schimpf stated that he felt Speaker Madigan will appoint Representative Jerry Costello II to the Task Force and thanked Jerry and his staff for their support for the highway, both in the legislative process and their support locally.

Chairman Kiehna asked for the group to look at the schedule of future meetings and locations for the Task Force.

Senator Schimpf proposed that due to its central location that monthly meeting for the Task Force be held at the World Shooting and Recreation Complex.

The Senator also challenged us to specify a route and to work with IDOT to help figure the costs for the proposed highway and as we look at a route help us to consider the environmental studies necessary to make this happen. He believes that the groups he talks to at the regional level in St. Louis (like the Regional Port District or the St. Louis Chamber) want specificity for the route and an estimated cost before they will get behind a project.

He feels we need to develop two tasks for the highway. Task one is the route proposal and task two is the sales pitch.

The group decided that meetings would be held on Fridays on the following dates: April 12th, May 10th, June 7th, July 19th. Meetings to be held at 10 a.m. at the World Shooting Complex.

Senator Schimpf made motion to adjourn and Bob Elmore seconded. All in favor.

Southwest Illinois Connector Task Force Meeting Minutes

April 12, 2019

World Shooting & Recreation Complex, Sparta, IL

Good Morning and welcome to our April 12th meeting of the Southwest IL Connector Task Force. The following members were in attendance:

Dr. Marc Kiehna, Randolph County Commissioner
Ed Weilbacher, KRPD
Michael McConachie, Randolph County Farm Bureau
Bob Davenport, Realty Central, Inc.
Kathy Wills, Office of Senator Paul Schimpf
Jesse Johnson, Office of Senator Paul Schimpf
Jim Epplin, Perry County Commissioner
Will Stephens, Mayor of Murphysboro
Bob Elmore, Monroe County Commissioner
Deb Barnett, SIU Carbondale
Chad Goldschmidt IUOE 520
Carrie Nelsen, IDOT

Also, in Attendance:

Chris Martin, Randolph County Economic Development Director
Susan and Will Harbaugh, City of Red Bud
Eddie Koch, Monroe County Economic Development Director
Jason Schlimme, Mayor of Sparta
Joe Hackler, Randolph County Director of Land/Resource Management

Seeing that a quorum of the Task Force was in attendance, Chairman Kiehna started the meeting.

Chairman Kiehna asked for the members to approve the minutes of our previous meeting held on March 1, 2019, with a correction of the meeting date.

Bob Davenport moved to accept the minutes of the March 1, 2019 meeting with Bob Elmore seconding. All in Favor, Approved.

Chairman Kiehna reported on his attendance and presentation at the Senate Capitol Bill Hearing held at SIU Edwardsville on Monday, March 4th. Chad Goldschmidt, who was in attendance gave his perceptions of the meeting, including what he called the Elephant in the Room (how to pay for the Capital improvements).

Dr. Kiehna, talked about the resolutions and letters of support solicited and received. He read a long list of the resolutions passed by Counties, Cities, and Villages passed in favor of the Connector. He also read a list of the businesses and agencies in support of the highway. The Task Force determined it would be in their best interest to include these letters of Support along with the report to the legislature. Dr. Kiehna agreed to send out sample letters to assist anyone who would like to send a letter of support and encouraged the members of the Task Force seek letters of support.

Chairman Kiehna introduced Carrie Nelsen of IDOT District 9 who addressed the Task Force about the materials she brought to assist the task force along with a primer as to how planning would be done for the expressway. She told us about the different phases that would need to be completed: Phase I for planning, Phase II for acquisition, and Phase III for construction.

Carrie talked about the Pinckneyville bypass and the two class I railroads that exists. The options dealing with these include going up and over these tracks. She talked about the route and the possibility of building massive structures to deal with the making of a four-lane rural expressway.

IDOT has estimated a 12-million-dollar cost for doing planning from Waterloo to the World Shooting complex ending at Route 4. The cost estimate going on to Pinckneyville would be an additional 6 million dollars. Planning has already been done from Pinckneyville to Murphysboro on Route 13/127.

Chairman Kiehna led a discussion about the expressway and a general location moving from Pinckneyville to Waterloo. Mayor Schlimme talked about Sparta's interest in the expressway moving from Eden to the North connecting to County Road 18 in front of the Shooting Complex. They feel like the best route for Sparta is to go to the North of town.

The Task Force took about 30 minutes to look at maps and exhibits showing proposed routes and discuss possible locations for the expressway.

Upon reconvening the group held more discussion: Chad Goldschmidt talked about the building of an expressway will be huge for Southern Illinois in bringing economic development. Michael McConachie talked about not breaking up farm land and appropriate access roads for farm equipment. Ed Weilbacher spoke to the needs for the port district and the possibility of a bypass to the North of Red Bud because of the movement of steel to the river. Carrie Nelsen mentioned that the Phase I program would look at all the possible routes around Red Bud. Bob Davenport mentioned the positive and negative aspects of real estate next to an expressway. He said he had a listing at this time where you can see the trucks next to the house. Some people like the access to the road and some don't. Deborah Barnet stated that any route that makes it easier to get to the university is exiting and the possibilities of growth is good for everyone. Bob Elmore talked about the possible growth at the shooting complex including possible hotels. He also mentioned the possibility of a tollway. Dr. Kiehna referenced the study done in the early 90's. James Eplin mentioned the routes at Pinckneyville were well decided.

Susan Harbaugh mentioned the possibility of a Capitol Bill and the need for dollars to fix existing roads. Edie Koch mentioned the job retention and creation component of the report. Also, Edie mentioned the St. Louis Regional Freightways is interested in non -interstate freight routes and is paying attention to our proposal.

Carrie was asked about the proposal to change the route going through Pinckneyville and the challenges they have with the historic buildings.

The group was asked about the goals for our next meeting:

Carrie mentioned that creating our Purpose and Need is the first thing we need to do to put this together. She also mentioned that we should consider this road being called a Rural Four-lane Expressway.

Chairman Kiehna thanked those in attendance and asked for a motion to adjourn. Ed Weilbacher motioned, and Chad Goldschmidt seconded. All in favor.

Meeting was adjourned until our next meeting on May 10th at 10 a.m. in the WSRC.

Southwest Illinois Connector Task Force Meeting Minutes

May 10, 2019

World Shooting & Recreation Complex, Sparta, IL

Good Morning and welcome to our May 10th meeting of the Southwest IL Connector Task Force. The following members were in attendance:

Dr. Marc Kiehna, Randolph County Commissioner
Ed Weilbacher, KRPD
Michael McConachie, Randolph County Farm Bureau
Bob Davenport, Realty Central, Inc.
Senator Paul Schimpf
Will Stephens, Mayor of Murphysboro
Karen Stallman, SIU Carbondale
Carrie Nelsen, IDOT

Also, in Attendance:

Chris Martin, Randolph County Economic Development Director
Eddie Koch, Monroe County Economic Development Director
Tim Lowry, Mayor of Red Bud
Joe Hackler, Randolph County Director of Land/Resource Management
Dan Zobel, Reporter, County Journal
Pete Spitler, Reporter, DuQuoin Call
Kathy Wills, Office of Senator Paul Schimpf
Jesse Johnson, Office of Senator Paul Schimpf
Cari Nichols, Office of Senator Schimpf and Representative Bryant

Seeing that a quorum of the Task Force was in attendance, Chairman Kiehna started the meeting.

Chairman Kiehna asked for the members to approve the minutes of our previous meeting held on April 12, 2019.

Will Stephens moved to accept the minutes of the April 12, 2019 meeting with Ed Weilbacher seconding. All in Favor, Approved.

Comments were made on collecting Letters of Support.

The task force received a letter from John Dunn, Chancellor of SIUC. Chairman Kiehna read the letter to the group.

The Task Force continued its discussion about the route for the connector. Each member received a copy of the proposed route. Dr. Kiehna asked for comments about the route.

Eddie Koch of Monroe County spoke about forwarding a map to the Southwest Freightway Group which could in the future look at jobs.

Will Stephens commented on the route. He believes we have a good expression as a group and that he is excited about the proposed route. It's a work in progress.

Bob Davenport asked about community meetings and the impact of the proposed route. Carrie Nelsen spoke to the Phase I process and answered questions about the Pinckneyville area and the public meetings held because of an earmark. Ed Weilbacher gave his thoughts about earmarks coming back and the need for special funds for a system expansion.

Michael McConachie commented on the letter read at the beginning of the meeting from Chancellor Dunn of SIUC. The letter referenced the four-lane road going up to Pinckneyville and north to the Nashville area where 127 connects with Interstate 64. Carrie Nelsen commented about logical termini and the changes that have occurred since the last study was commissioned. She mentioned Washington Counties lack of involvement in the study from Murphysboro to Pinckneyville. She commented that they were happy with their access to interstate 64 at Nashville and did not want another 4-lane road in the county.

Mayor Lowery commented on growth issues that could happen if a four-lane road comes into Red Bud.

Senator Schimpf asked the question if the task force would be committed to a route. The Senator asked are we able to piggy-back on environmental studies that have already been done. Carrie said we cannot use the prior studies because they expire.

Chairman Kiehna asked the task force if they are ready to commit to the route. Ed Weilbacher talked about the ground swell of support already behind the proposed route.

The task force discussed the proposed connector route and started using the term Focused Study Area as a description

A Four Lane Rural Expressway was described with the example of route 13 between Marion and Harrisburg. It is a Rural Four Lane Expressway with access control, a 65 miles per hour speed limit and private farm entrances.

The group voted to call the connector route a Focus Study Area. Ed Weilbacher made a motion and Will Stephens seconded. All in favor.

The group began the process of establishing the Focus and Need for the Rural Four Lane Expressway.

The following were suggested by the members of the task force:

PURPOSE AND NEED:

I. SAFETY-TRAFFIC- Clear Hazards-Look at Current Crashes -Highway Conducive to Farm Equipment-Safety and Challenges

II. ECONOMIC DEVELOPMENT-Maximizing Potential-- i.e. Entities- SIU, Port District, WSRC, Freight, Enterprise Zone {review aps}, Jobs

III. HEALTHCARE-Access to Trauma Center-Travel for Dialysis-OB-Basic Needs

IV. CONGESTION-EFFICIENCY

V. ACCESS TO RECREATIONAL OPPORTUNITIES

VI, SCHOOL DISTRICTS-BU5ES

VII, SERVE NATIONAL GUARD TRAINING SITE

VIII. JOB CREATION

IX. EXISTING ROADWAY DEFICIENCIES-LIST PROBLEMS

X. MULTI-MODAL-Road, Rail, River, Bike, Air, pedestrian

XI. REGIONAL CONNECTIVITY

XII. COMMUNITY DEVELOPMENT-Enhance Community

XIII. INCREASE ACCESSIBILITY

XIV. EXPAND OPPORTUNITIES-Real Estate, Access to Airports

XV. ALTERNATIVE TO ROUTE 3-Flooding-economic impact assessment= value* indirect value

XVI. CIVIC PRIDE AMONG COMMUNITITES

XVII. TRAVEL TIME STUDY

After a short break, the group began to talk about Build Grants and how it might work for us. Carrie Nelsen talked about the notice of funding opportunities or NOFO that has been made available to the State of Illinois. This federal funding has been designated at 50% for rural areas.

She spoke about how we might obtain the grant and that the worst thing about the funding is that it must be spent by 2026. It is a very competitive project. Only about 5% of the applicants get funded.

Carrie talked about what makes a good application. She spoke about the individual components including the importance of a strong benefit-cost analysis. One of the biggest challenges is to convince IDOT to participate in the project. She said it would take at least 5 or 6 weeks to get an application together and the deadline is July 15, 2019. We will need to talk with Mike Bost and work to get him on board with supporting a Build Grant application.

The task force put a writing group together with Chris Martin, Ed Weilbacher, Will Stephens, and Marc Kiehna with Carrie Nelsen. To begin the writing of the build grant.

There was no public comment.

Senator Schimpf spoke about proposed legislation, passing a budget and a possible infrastructure bill. Latest proposal is an increase in the motor fuel tax. He spoke to the proposals being floated. The Senator stated that he did not know if there would be an infrastructure bill.

Carrie Nelsen suggested we come up with a website for the connector project. We should have our own website.

Paul Schimpf made a motion and Bob Davenport seconded to adjourn the meeting. All in Favor.

Southwest Illinois Connector Task Force Meeting Minutes

July 19, 2019

World Shooting & Recreation Complex, Sparta, IL

Good Morning and welcome to our May 10th meeting of the Southwest IL Connector Task Force. The following members were in attendance:

Dr. Marc Kiehna, Randolph County Commissioner
Ed Weilbacher, KRPD
Karen Stallman, Director of Community Relations SIU- Carbondale
Michael McConachie, Randolph County Farm Bureau
Bob Davenport, Realty Central, Inc.
Paul Schimpf, IL Senator 58th District
Carrie Nelsen, IDOT Program Development Engineer District 9
Patsie Hopkins, Office of Representative Nathan Reitz
Bob Elmore, Monroe County Board Chairman
Karri Nichols, Office of Representative Terri Bryant

Also, in Attendance:

Josh Roscoe, IDOT Intern
Chris Martin, Randolph County Economic Development Director
Stephanie Martin, Purple Martin Media
Eddie Koch, Monroe County Economic Development Director
Robert Spencer, Mayor of Pinckneyville
John Miller, Interested Citizen
Dave Holder, Randolph County Commissioner
James Moss, Waterloo Republic Times
Pete Spitler, Reporter, Pinckneyville Press/DuQuoin Weekly
Linda Tragesser, Southwestern Illinois Planning Commission

Seeing that a quorum of the Task Force was in attendance, Chairman Kiehna started the meeting.

Chairman Kiehna asked for the members to approve the minutes of our previous meeting held on May 10, 2019. Ed Weilbacher made a motion and Bob Davenport seconded. All in Favor.

Senator Schimpf gave a report on the legislative session in Springfield and the passing of a budget and capital budget.

Two major capital bills have passed, A horizontal bill and a vertical bill. The horizontal bill (roads and bridges) is being funded by the motor fuel tax and the vertical bill (buildings) is being funded

by gambling expansion and other taxes. IDOT is still evaluating horizontal capital projects in accordance with a six-year plan.

I believe this taskforce needs to focus on creating a good report that will state the case for IDOT including this project in their plans.

At the end of the legislative session I was able to meet with IDOT Director Omer Osman to discuss projects in my Senate District. I told him I would like to see the section of road between Murphysboro and Pinckneyville move forward. He did not give me a commitment one way or another.

The other thing I should say about the Capital Program is that it is over 47 billion dollars, but it is being spent over 6 years.

Senator Schimpf stated that he felt that our work with the Connector Task Force will put us in the time frame to get parts of the road built during the six-year period.

Carrie said they have not published all their plans for the 6-year capital program. Carrie gave us handouts for the current plans in areas 8 and 9. Dr. Kiehna noted that he will add this information to the minutes of the Task Force. There will be more information available in the future.

Funding Breakdown for Rebuild Illinois Capital Bill

Rebuild Illinois Repairs Our Crumbling Roads, Bridges, and Transit.

\$44.8 billion invested over six years, with \$33.2 billion of that on transportation across all modes. 540,000 direct, indirect, and induced jobs, including almost 431,600 in transportation over six years. Provides necessary funding to secure federal dollars for transportation.

Metro East Projects

I-270 over Mississippi River: \$211.6 million for new bridge. Shared project with Missouri replaces structure built in 1966 that handles 51,000 vehicles a day. 17% of which are trucks.

I-255/U.S. 50 from Illinois 3 to Collinsville Road: \$146 million for extensive bridge, ramp and shoulder repairs as well as road resurfacing.

Metrolink: \$96 million for extending transit service from Scott Air Force Base to MidAmerica Airport.

Illinois 3 Connector: \$81 million to improve traffic flow, connectivity and access between East St. Louis, Fairmont City and Madison. Includes reconstruction of portions of Exchange Ave, as well as new construction of the Illinois 3 Connector, portion of relocated Illinois 3 and intersection improvements at Illinois 203.

I-255 at Imbs Station Road: \$33 million for new interchange at Dupou with connection to Davis Street Ferry Road to facilitate industrial and commercial growth.

I-55/I-64 at Poplar Street: \$35 million to preserve eastbound East St Louis access via Illinois 3, Tudor and Piggott avenues.

I-64 from Greenmount Road to West Illinois 158: \$32 million for additional lanes and bridge repairs.

Delhi Bypass: \$24.4 million for a four-lane highway rerouting U.S. 67 to the east of Delhi, replacing two-lane rural road built in the 1940's.

I-55/64/U.S. 30/Illinois 3: \$20 million for reconstruction and bridge rehabilitation from Mississippi River to I-64.

Carbondale/Marion Projects

I-57: \$193 million for additional lanes and bridge replacements along critical freight corridor From South of Illinois 149 in Franklin County to the I-64 South Tri-Level interchange in Mt. Vernon.

Passenger Rail: \$100 million to improve safety and reliability on Amtrak's Saluki service between Chicago and Carbondale.

I-24: \$77.9 million to resurface 39 miles from Interstate 57 in Williamson County to the Ohio River in Massac County. Project includes bridge replacement 4 miles South of Johnson County line.

I-64: \$42 million for reconstruction and bridge deck improvements from the Washington County Line to I-57 in Jefferson County.

Illinois 37: \$17.8 million to resurface and add shoulders along 7.8 miles to improve safety from Wildcat Drive to Illinois 148 in Marion.

Illinois 127/13: \$3.7 million to resurface 8 miles from the Perry County Line to 2 miles North of Ava Road in Murphysboro.

U.S. 51: \$3.6 million to resurface 10 miles from Hallidayboro Road South of Elkhaville to Industrial Park Road in Carbondale.

Senator Schimpf stated that because the money will be spread over a six-year period that the projects are not identified yet. Our challenge is to write a good report for IDOT to add us to their plans for the Capital projects.

Chairman Kiehna talked about the federal infrastructure bill and the possibility of future funding for the Connector. He stated that at our last meeting we spoke about writing a Build Grant and we put together a group to start writing the grant

The writing group consists of Will Stephens, Ed Weilbacher, Chris Martin, and Marc Kiehna, with Carrie Nelsen of IDOT as support. Either IDOT will be the applicant for the Build Grant with the counties being partners or the opposite.

Senator Schimpf talked about getting a local entity be the principal and IDOT be a partner. He asked about timing for the next Build Grant opportunity.

Carrie talked about the start we got on writing the grant. Unfortunately, we were not able to pull everything together in time to meet the deadline for submitting the Build Grant. She stated that there will be future NOFO's (Notices of Funding Opportunities) from the Federal

Transportation Department and we should continue to work on our Build grant application to be ready for the next round of grant offerings which could happen at any time.

Carrie said IDOT will work with us and evaluate or give us help to strengthen our Build Grant application. The writing group will continue to meet with a meeting in early September.

Ed Weibacher spoke about a bill introduced by Congressman Bost to add Cahokia Mounds as a part of the Federal Park Service.

Linda Tragesser talked about the Delta Regional Authority becoming a partner with a Build Grant. She stated that they could be a player. Jackson and Perry are also in Delta Area. Build could be submitted with Delta Regional Authority as a strong partner. The Governor designates a staff member to work with the Delta Authority.

Ed Weibacher said we could talk to Congressman Bost about Federal Infrastructure dollars being put into Delta Funds.

The group talked about the creation of a website/social media site for the Connector. Dr. Kiehna spoke about a small amount of funding available in the Randolph County Progress Committee for the website creation. The Progress Committee will move forward on securing an author/facilitator to build the website and report to the Task Force.

Dr. Kiehna asked the Task Force to come up with a list of topics for the new web site. They came up with the following:

1. Route/Focused Study Area
2. Employment Centers
3. Stake Holder Groups
4. GIS Maps (Layers)
5. Documents Tab
6. Benefits
7. The 5 W's
8. Frequently Asked Questions
9. Task Force Agenda-Minutes
10. Submit Questions
11. Contact Information
12. Links-News Reports-Economic Development

Chairman Kiehna asked for any public comment from the assembly. He then asked the Task Force to set the next meeting. It was decided by the group to meet on Friday, August 23rd at 11 a.m. in the administration building at the World Shooting and Recreation Complex.

Bob Elmore motioned to adjourn the meeting and Bob Davenport seconded. All in Favor.

Southwest Illinois Connector Task Force Meeting Minutes

August 23, 2019

World Shooting & Recreation Complex, Sparta, IL

Good Morning and welcome to our August 23rd meeting of the Southwest IL Connector Task Force. The following members were in attendance:

Dr. Marc Kiehna, Randolph County Commissioner
Ed Weilbacher, KRPD
Deborah Barnett, Office of Innovation and Economic Development SIU Carbondale
Michael McConachie, Randolph County Farm Bureau
Chad Goldschmidt, IUOE Local 520
Paul Schimpf, IL Senator 58th District
Kirk Brown, IDOT Program Development Engineer District 8
Representative Nathan Reitz, District 116
Bob Elmore, Monroe County Board Chairman
Representative Terri Bryant, District 115
John Rendleman, Jackson County Board Chairman

Also, in Attendance:

Chris Martin, Randolph County Economic Development Director
Stephanie Martin, Purple Martin Media
Cheryl Benn, Jackson County Growth Alliance
Robert Spencer, Mayor of Pinckneyville
Dan Zobel, Report, The County Journal
Pete Spitzler, Reporter, Pinckneyville Press/DuQuoin Weekly
Linda Tragesser, Southwestern Illinois Planning Commission
Pam Poetker, City of Red Bud
John Brittingham, City of Red Bud
Dan Reitz, Former State Representative, District 116
Corey Reinecker, City of Sparta
Bobby Klausing, City of Sparta
Karri Nichols, Office of Representative Terri Bryant
Patsie Hopkins, Office of Representative Nathan Reitz

Chairman Kiehna thanked Senator Paul Schimpf for his work establishing the Connector Task Force.

Ed Weilbacher noted that in the most recent Waterloo newspaper an archived article stated that 50 years ago a discussion was held about a four-lane highway.

Chairman Kiehna, introduced former State Representative Dan Reitz to the group. He pointed out that Dan had been on the SWIFT group that had worked on a similar project in the 1990's. Dan is on the agenda to give his thoughts and recommendations.

Chairman Kiehna introduced Stephanie Martin to the group. He thanked the Randolph County Progress Committee for contracting with Stephanie to build a website and social media platform for the Connector. He stated that the dollars used to support the website have come from a fund that originated with the SWIFT group back 25 or 30 years ago. There is a direct nexus for the funding, as it was to be used for the creation of a four-lane expressway through the area.

The minutes of the July 19th meeting were sent out to task force members for review and Chairman Kiehna asked for a quick review and approval of the minutes for the July meeting. Bob Elmore motioned to approve the minutes and John Rendelman seconded. All in favor.

Stephanie Martin shared her thoughts about the creation of the website for the Connector. As she proposed a layout for the website, she also asked questions about a Facebook page. Senator Schimpf spoke again about the need to have someone monitor a Facebook page. He stated that he liked having a website more than a Facebook page. Bob Elmore said that a Facebook page in Monroe County had been very effecting in dealing with the Wind ordinance issue. The page titled, "Say No to Joe" had rallied people against a wind turbine development and helped the county put an 18-month moratorium for adopting a wind ordinance. John Rendleman suggested that the board give the chairman the ability to approve items for the website and social media pages.

Senator Schimpf expressed his opinion that the website/Facebook page needs to be a part of the Four County Highway Coalition. The Southwest Illinois Connector Task Force is charged with writing a report and when it is written they will cease to exist. The Coalition will continue to meet and work toward the goal of building the 4-lane rural expressway. Bob Elmore agreed.

Chairman Kiehna asked the group for their thoughts and it was agreed that Dr. Kiehna with the help of Chris Martin would work to monitor the sites. The group agreed that the Four County Coalition should have the website and social media pages.

Senator Schimpf expressed his opinion that he sees the value of having a webpage to disseminate our report and receive public comment from the web. When asked about a timeline for the website and Facebook page, Stephanie Martin felt that she could have it up and running in approximately eight weeks which would be at the end of October.

Senator Schimpf felt the timing would be good to receive public comment for about a month as the task force is charged with putting pen to paper by December 1st and completing the report by the end of the year. Rep Reitz said he felt we should get the Facebook page up and running.

Deb Barnett asked if we should consider the work of and report from the Connector Task Force as part of the ongoing efforts of the Four County Highway Coalition. Dr. Kiehna agreed with the statement.

Dr. Kiehna introduced Kirk Brown from IDOT District 8 Collinsville.

Good Morning everyone. Thank you for inviting me to attend. I am Kirk Brown program development engineer for District 8 in Collinsville. I essentially work with projects to get them ready for construction. I work to complete Phase I and Phase II, the earliest planning and getting plans ready to build and hand off for construction. Our acting engineer is Keith Roberts who has been here before. I appreciate all the work you have done to move this project forward. I think you are starting to see all the work that it takes to get your project to construction. You may look at an obvious need and want to connect the two dots and put a road from here to there and start laying asphalt down. You are seeing what is required in the NEPA process, working with the organizations, the historical, and the environment processes, all the things that must be completed. Sometimes people are surprised at how long it takes from start to finish. It can take anywhere from 6 to 8 to 10 years from start to finish in getting a road built depending on the complexities of the site and the issues that need to be addressed.

It looks like you are becoming knowledgeable in the process and you have obviously put the leg work in and that there is a Phase I study that has been done in the Southern end of the proposed route in District 9. I think that is all relevant information and as you go forward to build on it. Our challenges that we run into are to work with those outside organizations and we run through the same hurdles. We must determine the purpose and need for the proposed route and what problems we are trying to solve. Also, to evaluate and determine the best route to design with the least amount of impact on others.

It is an interesting time in Illinois. It is huge for IDOT to have a new administration and to have a Capitol Bill passed and let us put some money into projects that have been on the books for some time which are similar in nature to this.

However, we have been given demands by FHWA to keep up our current roads up and it is a challenge. How are we spending our dollars effectively? So, in some cases you will see that a road that has been paved 3 to 5 years ago is being painted black or micro surfaced to extend the life so that we can get 20 years instead of 10 or 15 years.

So that's it, there is a shift toward maintenance and there is greater scrutiny on expansion projects. That's been our trajectory as we have moved forward. It is a long and arduous process and it is not quick and easy. The things that you will run up against engineering wise are not insurmountable. I don't want anyone to think that this is a quick and easy process. It causes my staff many frustrations and difficulties. For instance, we have interstates that were built over Native American cemeteries and now that we have some money and would like to improve a shoulder, we must clear those areas and make plans to treat the bodies with respect as we move them.

I think you guys have done some good work and the department has asked us to give you assistance and lend you support. So, thank you for inviting me to attend today and with that I would be glad to answer any questions you have.

I'm sure we have a lot of questions and your counterpart Carrie who has the same position in District 8 has been very helpful to us as we have looked at studies and information from the past 50 years.

So as we have identified reasons for why this road should exist, what are some of the main pieces from District 8's perspective that IDOT has looked at as they decide to include projects like ours in their 6-year plan for a Phase I from Route 4 to Waterloo including an entrance to the World Shooting and Recreation Complex, the KRPD Dock Number 2 and the industrial park and business district in Red Bud, then swing back up to the 3 mile curve and on to Waterloo. What can we do to get on your radar?

In our past we have had a lot of the wag the dog projects. As a matter of fact, that's the way it was when I first joined the department. It is not that way now. I would say the following:

What is the need for the road and what are the problems you are trying to solve?

If you can identify the key problems, you are trying to remediate. Those are the things that will register in our eyes and in the FHWA's eyes.

Things that are common issues are mobility or how are you connecting people and products and where they need to go? Safety is another key issue. Are there a lot of accidents happening? Is there something that building this road will change or make better.

Looking at the overall alignment, we have gotten some negative comments from FHWA when the proposed route is broken up into segments. The FHWA wants to look at the entire project. Like going from Waterloo to Murphysboro.

I think the key things you want to focus on are: What is the purpose and what is the need and what are the major problems you are trying to solve. Safety and mobility issues and any access issues that exist. How does it impact the emergency community? How are first responders affected by the network that currently exists? How could this road improve that situation?

You mention historic business districts and frankly we must deal with that. For instance, we have a 40-year old Dairy Queen in Collinsville that we are having to deal with. Are you impacting an historical area in your planning? We also must consider equal access for the disabled as we look at projects in historic districts. The Americans with Disabilities Act is important to take into consideration.

Dr. Kiehna spoke to the groundwork that has been accomplished by gathering resolutions in support from the Counties, cities, and villages. Letters of support have been gathered from retail businesses, manufacturing businesses, hospitals, the port district, educational institutions, unions etc. Comments were made about the cost of flying a patient from

an area hospital to a St. Louis Trauma Center for Heart or Stroke issues and how a rural 4 lane expressway would save money and lives.

Dr. Kiehna spoke to the importance of the route going by Pyramid State Park on the South side of Pinckneyville. He also spoke to the importance for the Sparta community as the study route would head north of Eden by the Sparta Community Airport and turn west on County road 18, creating a new entrance for the World Shooting and Recreation Complex. By traveling West on County Road 18 the route would go between the Baldwin Power Plant and the city of Baldwin on its North. Then moving across the Kaskaskia river, the four-lane would engage with the Kaskaskia Regional Port District dock number 2.

Ed Weilbacher talked about being in the middle of a long-range planning grant received from IDOT for the movement of freight at KRPD dock number 2 outside of Baldwin. The consultant is aware of the possible four-lane expansion and multi modal possibilities the expressway would bring. That really puts you on the map for freight expansion. We also have one of the largest cranes in the metropolitan area and have acquired property for a possible 3rd dock. We move quite a bit of freight at this time but adding the 4-lane would enhance that greatly. Kirk Brown added that mobility of freight is a good reason for a four-lane, and we should add that to our report as it checks off boxes. Ed spoke to the possibility of a build grant. They should hear about their application in November. The port is experiencing an increase in tonnage and expects that to continue. He said this would be an excellent time for a corridor study to be conducted from Waterloo over to Sparta.

Deb Barnett spoke about SIU and the huge impact that would be experienced by opening a new artery to the Carbondale Campus. Current and prospective students and families as well as high school students would benefit from a safer and easier commute. Also, faculty, alumni, and sports fans would benefit from a rural four-lane expressway to the campus.

John Rendelman asked the question about economic development and to what extent does projected economic growth influence IDOT to agree to fund planning or building projects. Kirk Brown stated that in his experience projected growth has not been a significant factor in the approval of projects to proceed with funding. The if you build it, we will come philosophy is no longer viable with IDOT.

Bob Elmore stated that Columbia is against the connector because of the increased traffic it may bring to the community. He said traffic is bumper to bumper at 8 in the morning and 5 in the afternoon. He wanted to know how that would affect this possible project. Kirk said that they gather all their thoughts and file their opinions and take them into consideration. Can we address their negative comments, and can we fix their problem issues?

Senator Schimpf said that he understands that the increased traffic is their concern. He believes those thoughts could be alleviated by looking at building an exchange out in the Fish Lake area close to the JB Bridge. He felt that would be a good problem to have in that it would mean

increased economic development. They are concerned but I don't believe you are going to see an increase in traffic right away.

Dr. Kiehna commented on the traffic density between Red Bud and Waterloo and the problem with cars not being able to safely pass on that stretch of road. Kirk Brown mentioned that there are solutions to those problems that could be incorporated into the design of the road.

Chad Goldschmidt of the Operating Engineers Local commented that he serves on two transportation boards and has seen studies that have proven increased job growth with the building of four-lane highways. He felt that the building of this connector would benefit everyone with increased job growth and economic activity.

Senator Schimpf stated that he had one more question or concern he would like to ask. What would be IDOT's stance should there be earmarks made at the federal level to fund the connector project? Kirk Brown said, of course, if there is an earmark for this project, it would be spent on the project. That does change things. Those discussions would be held well above my District 8 office. If that happens, we will work with it. One challenge with earmarks is to get a good estimate on what it would take to build the project. If not enough money is funded, then it can cause problems with the construction. The Phase I planning would help to establish appropriate timelines and dollars that need to be spent to complete the project from start to finish. A Phase I planning grant would help you get on IDOT's 6-year plan and help the project compete with other projects across the state.

Dr. Kiehna asked for clarification about the recommendation for a Phase I planning project. Former Representative Dan Reitz recommended that the task force work toward funding of a Phase I planning project from Waterloo to Pinckneyville. With the understanding that a Phase I plan already exists from Pinckneyville to Murphysboro.

Kirk Brown was asked if he felt that a comprehensive Connector Task Force report with all the issues and problems would be key to getting IDOT to fund a Phase I planning project. He said yes.

Dan Reitz said he believes the road will be built incrementally anyway and when he worked on the four-lane around Waterloo it seemed like there was more paper produced than concrete to build the road because of all the studies you had to do. I think it's a good time both administratively and politically to do this because the capital bill is providing money to fix maintenance issues with the road system and will allow IDOT to start on projects that have been in the Q waiting for funding. Now is the time to work with the legislators to get funding for a Phase I Planning Grant to get this project on the 6-year plan and moving forward.

Michael McConachie asked whether about historical farms and Centennial Farms and their status when it comes to protection and accommodation with road projects. Kirk Brown replied that in his experience they have worked with farmers but there have been no special protections given to Centennial Farms.

Representative Bryant said that she knew of a legislator by the name of Charlie Meyer who owned a Centennial Farm and that IDOT made a special accommodation to him and put a box culvert in a road to allow him to move his cattle under it

Ed Weilbacher brought up protected conservation farm easements and that IDOT works with farmers to deal with issues. Kirk agreed saying there are some protections afforded to farmers who have this type of easement.

Senator Schimpf gave a warning that the Governor is giving a press conference at the complex and there would be the need for us to finish up in about 20-minutes

Dan Reitz was asked to come and give his thoughts on where we are at.

I think you are going in the right direction and have the correct people at the table. You are drawing attention to SIU Carbondale and the needs of the campus along with the Kaskaskia Port District and their possible expansion. I think you are on the right track and now we have the World Shooting and Recreation Complex and I think you can expand it. Things have changed and people are more mobile. Our forefathers used to go to St. Louis once a year, now people go every night. It's just not that far away. But I think that getting the studies done is the key. IDOT can't move and legislators can't work to appropriate money until the studies have been done.

Senator Schimpf has done a nice job of getting the Task Force passed and formed. I remember when Ralph Dunn worked to get a toll way study done for this road. Unfortunately, we found out that it would take about two thousand years-worth of tolls to fund the building of the highway.

I think its an opportune time that we haven't had. And now IDOT, with the passage of the Capitol Bill, can maintain their current roads and consider expansion for the future. With the passage of the gas tax it provides us with a stream of revenue for the future. As you put your report together just include everything you can, with the history and the tourism you have in this area, the road will open it up even more. It will allow people a new route to get down to the Shawnee National Forest instead of going over to 64 to get there.

Dr. Kiehna asked the members of the task force to volunteer as a member of the writing team for the task force report. He asked them to contact him.

During final comments Kirk Brown talked about acquiring the ADT or Average Daily Traffic figures for the study area. He felt that would be important to include in the report.

Pam Poetker of Red Bud asked if there would be a chance for individual communities to be contacted about the road plans. She was told that as a part of the Phase I planning process there must be hearings held in the communities and input solicited from the citizens.

As last comment from Representative Nathan Reitz is that he sees this as the time to get funding for planning.

Chris Martin commented, it just happened again. We were recently contacted with a business lead and the fact that we had no four-lane highway shut the conversation down. We need this rural four-lane expressway.

Dr. Kiehna thanked Dan Reitz, Kirk Brown and Stephanie Martin for joining the meeting and asked for a motion to adjourn. Motion was made by Bob Elmore and seconded by Chad Goldschmidt. All in favor. Meeting adjourned at 12:10 p.m.

Southwest Illinois Connector Task Force Meeting Minutes

October 25, 2019

World Shooting & Recreation Complex, Sparta, IL

Good Morning and welcome to our October 25th meeting of the Southwest IL Connector Task Force. The following members were in attendance:

Dr. Marc Kiehna, Randolph County Commissioner
Ed Weilbacher, KRPD
Deb Barnett, SIU Carbondale
Will Stephens, Mayor of Murphysboro
Bob Davenport, Realty Central, Inc.
Kathy Wills, Office of IL Senator Paul Schimpf 58th District
Nathan Reitz, Office of Representative Nathan Reitz
Bob Elmore, Monroe County Board Chairman
John Rendleman, Jackson County Board Chairman

Also, in Attendance:

Shane Watson, CEO Red Bud Regional Hospital
Joann Emge, CEO Sparta Community Hospital
Randy Dauby, CEO Pinckneyville Community Hospital
Charles Kelley, Administrator, MedStar Ambulance
Stephanie Martin, Purple Martin Media
Chris Martin, Randolph County Economic Development Director
Cory Reinecker, City of Sparta
Eddie Koch, Monroe County Economic Development Director
Robert Spencer, Mayor of Pinckneyville
Cheryl Benn, Jackson Growth Alliance
Jim Kirkpatrick, Office of Senator Tammy Duckworth
Lauren Bonner, Office of Senator Dick Durbin
Dan Zobel, The County Journal

Seeing that a quorum of the Task Force was in attendance, Chairman Kiehna started the meeting.

Chairman Kiehna asked for the members to approve the minutes of our previous meeting held on May 10, 2019. Ed Weilbacher made a motion and Bob Davenport seconded. All in Favor.

Stephanie Martin of Purple Martin Media began the meeting by giving a status report on the new Connector web page and Facebook page. She told the group that a variety of items are included on the pages: the focus study route, the members of the task force, ordinances and resolutions

that have been passed. Dr. Kiehna asked if the deadline that was previously agreed to will be met and if the sites would be up by Halloween. The answer was yes, the website is ready to go live. Deb Barnett asked about the status of the Facebook page and Chris Martin addressed the question by stating that as of October 2nd over 900 individuals had been on the page. He is monitoring the site and has seen very positive comments. He also commented that a post he had made on behalf of the progress committee had been getting some comments. He commented that prospective businesses have asked for leads in our area but under the condition that there was a four-lane highway. Those leads have just shut down because of the lack of a four-lane highway.

At the invitation of the Connector Task Force, a group of health care leaders from the area came to talk about transportation issues. The members of the panel included, Randy Dauby of Pinckneyville Community Hospital, Shane Watson, of Red Bud Regional Hospital, Joann Emge of Sparta Community Hospital, and Charles Kelley of MedStar Ambulance.

Dr. Kiehna introduced the panel and asked them to begin by informing the Task Force about their healthcare agency. Each responded with a short description. Shane Watson began with a comment about basic transportation and psychiatric care. He said, "There is not a lot of public transportation available to get to doctors' appointments and follow-ups. Other challenges include that there are limited resources for psych patients in Illinois. Transportation takes time and the distance patients have to travel is pretty amazing."

Chuck Kelley of MedStar Ambulance said, "a four-lane highway from the Murphysboro area to Waterloo would make access easier. We take almost all of our stroke patients to St. Louis. Once we hit Waterloo we can open up, and that four-lane makes a huge difference, as well as helping us get back quicker." Kelley also noted that people are starting to go outside the region to get to specialists, especially in St. Louis, and a four-lane highway would help alleviate traffic. MedStar has only three ambulances in Randolph County, according to Kelley, and one truck that is available during peak hours. "The longer it takes to transport patients, it takes resources away from Randolph County. It leaves us unprotected from EMS service."

Joann Emge of Sparta Community Hospital said, "There is a shortage with health care providers. If we can shorten the time on the road for physicians, our recruitment options will get much broader."

Kelley also pointed out that no area hospitals offer obstetrics. "If someone calls us who is in labor, it takes 45 minutes to get to the nearest facility that can serve them. We have more than once delivered babies in the ambulance." Kelley also said that recruitment is an extreme problem, "It has almost hit critical levels in Illinois, and it is a nationwide problem. We currently have 16 full-time open positions, and nobody is coming to us."

The panel agreed that a four-lane highway would help make some of the positions more attractive, with Emge noting that if a commute can be cut from 90 minutes to 45, it would help

keep employees. Chairman Kiehna commented, "There is a real opportunity here for someone if they want to get into health care."

Dr. Kiehna reported on the writing team which included Chris Martin, Deb Barnett, Carrie Nelsen, and himself. They recently met in Carbondale at the District 9 IDOT office where they created an outline for the beginning of the Connector Task Force report. The outline of the table of contents was projected for the group and the individual components of the table were talked about and presented.

The members of the Task Force were asked for feedback on the look of the table of contents and plan for the report. Will Stephens commented that he felt that if the report follows the table presented that it would be well done and benefit the creation of the highway. Ed Weilbacher commented that he thought it was good. Representative Reitz also thought it looked good.

As the meeting began to end, Dr. Kiehna asked the members of the Task Force to recap and verbalize what was talked about during health care panel. The members talked about the availability for patients to access psychiatric care, healthcare, the recruitment of physicians, nurses, and other health care professionals, the bottleneck that exists as ambulances drive to St. Louis Trauma Centers, the extreme cost involved with helicopter transports, and the problem with pregnant mothers delivering babies out of the area.

Ed Weilbacher spoke to the comments made by the healthcare panel who felt the four-lane would help with Economic Development and raise the median income while lowering unemployment for the citizens of the area. Providing dollars for families to afford healthcare.

Mayor Will Stephens commented that the Task Force should continue to solicit letters of Support for the project. Dr. Kiehna spoke to the letters currently on hand from Sparta, Chester, and Red Bud Hospitals. Bob Davenport said he spoke to CEO Rex Budde about a letter of support from the hospitals in Murphysboro and Carbondale.

John Rendleman asked if the Capital plan that was introduced on Monday included our project. Dr. Kiehna said he didn't see it listed and reminded the group that until the project is listed on IDOT's 6-year plan it may not happen. When the Connector Task Force report is completed it will give our Representative Nathan Reitz ammunition to influence IDOT leadership to include the Connector in their plans. John commented that he hoped the project was not losing the advocacy of our elected officials. Will Stephens commented that he was pleased that representatives from Senator Duckworth and Senator Durbin's offices were attending today's meetings. Jim Kirkpatrick who works for Senator Duckworth introduced himself and said that they have a grant specialist named Dan McManus who works out of their Chicago office and they would be pleased to work with us on available federal or state dollars. Lauren Bonner who works with Senator Durbin also said that when the report is finished, they could work with us on strategies and letters of support to help secure dollars for the project. Jim Kirkpatrick also suggested that Dan Mc Manis may make a trip to Southern Illinois and meet with us once the report is complete and speak to our group.

Eddie Koch talked about Mary Lange and how Freightways and East/West Gateway are studying the movement of freight on rural non-interstate roads. They are interested in our work and look forward to helping. She suggested telling the story of Sun Basket and the loss of 300 employees in Monroe County.

Cheryl Benn made comment about the need for new roadways in Southern Illinois to serve tourism with the new casino development at Walkers Bluff

Bob Elmore made motion to adjourn. Bob Davenport seconded the motion. All in favor.

Southwest Illinois Connector Task Force Meeting Minutes

December 13, 2019

World Shooting & Recreation Complex, Sparta, IL

Good afternoon and welcome to our December 13th meeting of the Southwestern IL Connector Task Force. The following members were in attendance:

Dr. Marc Kiehna, Randolph County Commissioner
Ed Weilbacher, KRPD
Deb Barnett, SIU Carbondale
Will Stephens, Mayor of Murphysboro
Bob Davenport, Realty Central, Inc.
Paul Schimpf, Office of IL Senator Paul Schimpf 58th District
Nathan Reitz, Office of Representative Nathan Reitz
Bob Elmore, Monroe County Board Chairman
Brian Otten, Perry County
John Rendleman, Jackson County Board Chairman
Karri Nichols, Office of Representative Terri Bryant
Michael McConnachie, Farm Bureau
Carrie Nelsen, IDOT District 9
Kirk Brown, IDOT District 8

Also, in Attendance:

Ronnie White, Randolph County Commissioner
Stephanie Martin, Purple Martin Media
Chris Martin, Randolph County Economic Development Director
Cory Reinecker, City of Sparta
Eddie Koch, Monroe County Economic Development Director
Robert Spencer, Mayor of Pinckneyville
Tim Lowry, City of Red Bud
Lauren Bonner, Office of Senator Dick Durbin
Dan Zobel, The County Journal
Pete Spitler, Pinckneyville Press
James Moll, Waterloo Republic Times
Jesse Johnson, Staff of Senator Paul Schimpf
Renee Trappe, Randolph County Herald Tribune

Seeing that a quorum of the Task Force was in attendance, Chairman Kiehna started the meeting.

Dr. Kiehna began by thanking the members of the Connector Writing Team: Deborah Barnett, Christopher Martin, and Carrie Nelsen for their work in the past month. He also thanked IDOT District 9 for the use of their offices and staff as the report was prepared.

Senator Schimpf was given the floor and he thanked the members of the Task Force for their participation. He stated that the members served without compensation because they have a desire to see the area grow and prosper. Representative Reitz also gave his appreciation to the Task Force and said he was pleased to serve and be a member.

Chairman Kiehna asked for the members to approve the minutes of our previous meeting held on October 25th, 2019. Bob Elmore made a motion and John Rendleman seconded. All in Favor.

Next, the Chairman began by speaking about the cover to the document and the map highlighting the number of fatal crashes and serious injury crashes along the proposed corridor. He stated that Carrie Nelsen of IDOT would be speaking about the accident history during the safety portion of the report. It was also pointed out that the writing team worked with Purple Martin Media to create a logo for the connector report. Appreciation was given to Stephanie Martin for her work on the logo.

The chairman asked the audience to read along as he presented the report and highlighted important information found within. He began with the Executive Summary, written as a short page and a half highlight of the information found within.

After the reading of the Executive Summary, Senator Schimpf commented that the Connector Task Force was charged with looking at the funding of the highway including the possibility of creating a tollway to fund the road. It was stated that a tollway was not feasible for the funding of the Connector but that through the expanding of a current two-lane road to a four-lane rural expressway it becomes affordable and more usable for the area. Carrie Nelsen of IDOT District 9 stated that a rural expressway instead of an interstate highway provides for access by farmers and cities along the route.

Dr. Kiehna then went section by section and highlighted information contained in the report. He asked members of the writing team to join him in highlighting portions of the report. Carrie Nelsen of IDOT spoke about the Safety section of the report. In her remarks, Ms. Nelsen showed the serious accident history of the roads making up the Corridor. She spoke to the ways that a four-lane rural expressway would increase safety and preserve the lives of those who travel on it. Christopher Martin spoke about the Economic Development section of the report and the effect a four-lane highway would have to create a multi-modal transportation portal for Southwestern Illinois. Deborah Barnett spoke about the importance of SIU Carbondale to the region with their world class departments and high-ranking research reputation.

Chairman Kiehna moved on to highlight the sections of the report dealing with Project History and Regional Connectivity, Partnership and Public Involvement, and finally, Project Costs. Estimates were given by IDOT for the costs of the Phase I, II, and III portions of the road. It was

made very clear that public input would be gathered in each of the proposed areas. Senator Schimpf commented that he would like to see additional comments added to the report stating that the estimates were made by trained IDOT engineers and that the public would be asked for their input.

At the completion of the review of the Connector Report, Dr. Kiehna asked those in the Task Force and audience if they had any questions or comments about the report.

Will Stephens and Senator Schimpf expressed their appreciation to Dr. Kiehna for his work in chairing the Connector Task Force. Ed Weilbacher also stated that Chairman Kiehna has been an ambassador for the project.

Ed also suggested that a change be made in the exhibit (photo) showing the outline of the Kaskaskia Regional Port District and that percentages be placed on the chart showing the types of accidents occurring.

John Rendleman thanked Senator Schimpf for his work.

Eddie Koch stated that she liked the report but asked that additional private sector employers be added. Employers like The Material Works, Spartan Light Metals and Roeslein Industries.

Senator Schimpf moved that the Task Force approve the report as presented with the understanding that there could be a few changes. Representative Reitz seconded the motion. The motion passed unanimously.

Dr. Kiehna asked Kirk Brown about the report and how it may help us get on the IDOT 6-year plan. Kirk congratulated the Task Force on their work and said he looked forward to the completion of the report and discussions that would happen with the data from the report. He said that the crash data was especially compelling.

Senator Schimpf said one of the next steps should be to reach out to the St. Louis Regional Groups. He stated that the members of the Four County Highway Coalition should reach out and have discussions with the St. Louis groups like East-West Gateway to get this project on their radar.

Also, Schimpf recommend that the Four County Highway Coalition make presentations to our congressional delegations including Representative Bost, and Senators Duckworth and Durbin. With possible funding in the rural areas being included in the federal transportation budget the timing couldn't be better to visit with our delegations.

Carrie Nelsen and Kirk Brown stated that having this Connector report finished would make it easier for the Four County Highway Coalition to compete for BUILD grant applications at the

federal level. Rounds of funding are offered periodically, and this allows us to be ready for submittal.

Dr. Kiehna asked about spreading the word locally to convince our people that the time is right to build this four-lane expressway.

Will Stephens commented that we needed to get a copy of this report in the hands of Eddie Smith and the Laborers Union and ask them to become champions for this cause. There is a data aspect and a political aspect for this project and those people have a lot a sway. If we can convince the union leadership to become disciples for this project, it could go a long way especially in this political climate.

Dr. Kiehna asked Senator Schimpf what was needed to get copies into the appropriate hands at the state level. He said he would anticipate the need for 50 bound copies of the report, and he would work to get private funding for those copies.

Carrie and Kirk were asked what needed to happen to get an endorsement from IDOT for the Connector. Carrie stated that we needed to ask for a meeting with Secretary Osman to ask for not only funding, but an endorsement should a federal BUILD grant be a possibility.

Chairman Kiehna asked for a motion to adjourn and disband the Task Force. Motion was made by John Rendleman and seconded by Bob Elmore. All in Favor. Picture taken.



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