



Meeting Summary

Project: Southwest Connector PEL Study

Subject: Community Advisory Group (CAG) Meeting #3 Summary

Date: Tuesday, May 19, 2026

Location: World Shooting and Recreational Complex, 1 Main Event Lane, Sparta, IL 62286

Attendees: **IDOT Staff**

Carrie Nelsen	Illinois Department of Transportation
Susan Poe	Illinois Department of Transportation
Michael Spanberger	Illinois Department of Transportation
Christa Mahnken	Illinois Department of Transportation

Consultant Staff

Hannah Papproth	Kaskaskia Engineering Group
Keena Johnson	Kaskaskia Engineering Group
Paul Schneider	Stanley Consultants
Jamy Lyne	HDR Engineering
Alyssa Tepper	HDR Engineering
Scott Manning	HDR Engineering
Kelly Sims	HDR Engineering
Jeff Young	HDR Engineering
Olivia Smith	HDR Engineering
Andrew Potthast	HDR Engineering
Kylie Harris	HDR Engineering

Community Advisory Group

Helen Mayer	Perry County Farm Bureau
Vernon Mayer	Farmer
Jessica Gentry Schlimme	Monroe Randolph Transit District



George Green	Monroe County Board
Christie Holland	East West Gateway Council of Governments
Cheryl Houghlan	Randolph County Soil and Water Conservation District
Marc Kiehna	Randolph County
Saranya Konala	East West Gateway Council of Governments
J.R. Landeck	City of Waterloo
Jill Landgraf	City of Red Bud
Cary Minnis	Greater Egypt Regional Planning & Development Commission
Darrell Mueth	Village of Baldwin
Corey Rheinecker	City of Sparta
Will Stephens	City of Murphysboro
Linda Tragesser	Southwestern IL Metro & Regional Planning Commission
Roni Croxell	Egyptian Electric
Casey Carnahan	Monroe County
Chris Smith	City of Columbia
Brad Morgenthaler	Illinois Department of Natural Resources
Mary Lamie	Bi-State Dev
Mark Wilson	Randolph County Economic Development
Gindy Zipfel	Monroe County Soil and Water District
Garric Gilliam	City of Pinckneyville
Brian Otten	Perry County
Skip Klinger	World Shooting and Recreational Complex
Brooke Guthman	Egyptian Electric Cooperative
Susan Harbaugh	City of Red Bud
Jeff Harmon	Southern Illinois University
Chris Hespen	Illinois Department of Natural Resources



Dave Holder	Randolph County Board
Ed Weillbacher	Kaskaskia Regional Port District
Carter Wilkey	Federal Highway Administration
Marilyn Thompson	Perry County Soil and Water Conservation District
Michael Rhodes	Illinois Department of Natural Resources
Jason Schlimme	City of Sparta
Diane Schoenbeck	Randolph County Farm Bureau
Robert Spencer	City of Pinckneyville
Deborah Barnett	Southern Illinois NOW
Bob Caveny	Illinois Department of Natural Resources
Virgil Chandler	Village of Baldwin
Darlene Chapman	Discover Downstate Illinois
Grant Deterding	Randolph County
Jeffrey Doherty	Illinois Municipal League
Dawn McClerren	Murphysboro Chamber of Commerce
Aaron Metzger	Monroe County

Presentation

1. Welcome & Introductions
 - a. Purpose of the CAG #4 Meeting
2. Project Progress Updates
 - a. Progress Summary
3. Purpose and Need
 - a. Primary Purpose and Secondary Purpose
 - b. Needs for the Project
4. Existing Conditions and Improvement Strategies
 - a. Conceptual Alternatives – Toolkit
 - b. Level of Service
 - i. Waterloo to Pinckneyville
 - ii. Waterloo to Redbud
 - c. Icon Legends for Existing Conditions and Potential Improvements
 - d. Waterloo to West of Red Bud
 - i. Contributing Factors and Crash Patterns



- ii. Potential Improvements
 - 2-Lane Principal Arterial with Improved Cross Section
 - 4-Lane Divided Highway
 - Super-2 Passing Highway
- e. Kaskaskia Road
 - i. RCUT
 - ii. Roundabout
- f. IL 3 at KK Road/Kern Road
 - i. IL 3 Realignment at KK Rd/Kern Rd
 - ii. KK Rd/Kern Rd Roundabout
 - iii. Remove IL 3 Curves between Sportsman Rd and Ames Rd
- g. West of Red Bud to Baldwin
 - i. Contributing Factors and Crash Patterns
 - ii. Potential Improvements
 - 2-Lane Principal Arterial with Improved Cross Section
 - 2-Lane Minor Arterial with Improved Cross Section
- h. Prairie Rd Roundabout
- i. IL 3/IL 154/IL 159 Intersection in Red Bud
 - i. IL 3/IL 154/IL 159 PM Peak Hour Level of Service
 - ii. IL 3/IL 154/IL 159 Turn Lanes/Level of Service
 - iii. Red Bud – One-Way Couples
 - iv. Red Bud – Local Quadrant Roadways
 - v. Passing Zones East of Red Bud
 - vi. Super-2 East of Red Bud
- j. Baldwin to West of Sparta
 - i. Contributing Factors and Crash Patterns
 - ii. Potential Improvements
 - iii. Baldwin – One-Way Couples
 - iv. Passing Zones West of Sparta
 - v. Super-2 West of Sparta
 - vi. Railroad Overpass Realignment 1
 - vii. Railroad Overpass Realignment 2
 - viii. Railroad Overpass Realignment 3
- k. Sparta to County Line Rd
 - i. Contributing Factors and Crash Patterns
 - ii. Potential Improvements
 - iii. IL 154/IL 4 PM Peak Hour Level of Service
 - iv. IL 154/IL 4 PM Turn Lanes Level of Service
 - v. Sparta – One-Way Couple
 - vi. Passing Zones East of Sparta/Eden
 - vii. Super-2 East of Sparta/Eden
- l. Eden Curves
 - i. Eden North Roundabout
 - ii. Eden South Roundabout



- iii. Eden East Realignment
- iv. Eden North Roundabout with East Realignment
- v. Eden West Realignment
- m. County Line Rd to Pinckneyville
 - i. Contributing Factors and Crash Patterns
 - ii. Potential Improvements
 - iii. County Line Rd Roundabout
 - iv. IL 154 Realignment at New Church Rd
 - v. Passing Zones West of Pinckneyville
 - vi. Super-2 West of Pinckneyville
5. Preliminary Alignment Alternatives
 - a. Segments 1-5
6. Alternate Alignments Workshop Session
 - a. Review Roll Plot Maps
7. Screening Process – Explain Phases
8. Next Steps
 - a. Schedule
 - b. Follow ups with Focus Groups
 - c. Screen reasonable alternatives to present for public and stakeholder input

Questions & Comments

Purpose & Need

- Revise "improved travel time reliability" to take out "reliability" so it's just improved travel time - would like to see shorter trips not just more consistent times
- Received a lot of RFI for businesses looking to relocate or build
 - But many requirements are often a 4-lane highway – Randolph County doesn't qualify
 - Response: Jamy - need to find justification for 4-lane highways, but can't put it in purpose because it would be an "assumption" - can't be that specific, keep it generalized

Red Bud Intersection - IL 3/IL 154/IL 159

- "Did you analyze other intersections here? When I drive myself, I bypass that intersection and take a cut through and go to nearby routes"
 - Response: Yes, these are taken into account
- "If there is an improvement on IL 3, then others might be attracted to use that alignment. Is this taken into account? People are going to take that improved route, and does the traffic estimates reflect that? Maybe instead of going south on Route 3 someone would go straight on 154"
 - Response: Yes, it is analyzed. The model looks at the ripple effects in other surrounding areas and nearby corridors
- "With the plan with having 2 one way roads - one going north and one going south, how do you envision how you're going to deal with the community? Those roads are narrow. You're going to be up to their door, they're probably not going to be able to inhabit that road. I don't see that happening"



- Response: all alternatives have pros and cons, need to be evaluating "is it worth it?" - both price and the impacts of the community
- "Reducing 2 lanes of traffic to 1, I'm curious how many accidents are seen when this is done - 2 lanes of traffic reduced to one. People race to be ahead of everyone else and running people off the road. What problems will come of that?"
 - Response: considering what is the trade off? Are we creating another problem?
- "How am I going to make a hard right turn at the Red Bud intersection with a large truck and trailer? Be cautious of getting stomped on by truck drivers in public meetings."
 - If you change the turn lanes it can make truck drivers have to make sharp turns at the intersection

Baldwin One Way Couples

- One man asked for more detail on this slide. "Feels like Baldwin is left out of this whole conversation so far..."
 - Response: want to introduce one way couple idea to see how people feel, would need to get public opinion. Also the issues in Baldwin weren't further discussed because it seems like it's pretty operational right now

General Comments

- For states on crashes in this presentation, what is the time frame?
 - Response: within 5 years
- "Redbud north outer bypass, maybe consider stopping at IL 159? Making assumption they are heading north on IL 159 out of town, continue traffic coming from east on IL 154 - 2 alternatives there"
 - To eliminate truck traffic at intersection in Red Bud
- "How do you evaluation the economic impacts of the bypass? When you are doing mitigation for these, are there funds to help communities to adjust to impacts? If you remove traffic from a certain corridor, they will need to move. Who pays for that? When traveling through an area for one purpose, not going to go to McDonald's along that route if not taking it."
 - Response: In this study, there is a matrix of all the pros and cons of each alignment in this study. IDOT does not offer mitigation in cases where a change in roadway alignment does not make existing businesses inaccessible. In this case, while IDOT is considering a different alignment for Route 13/127 to address safety and mobility, access to the existing business along the current alignment would remain as is. This is also something that would come up in the screening process.
- "To clarify, the concept of a 4 lane highway east of Red Bud is not being considered at the moment? It's always been a political project..."
 - Response: Correct, hard to justify right now because of volume.
- "Both Red Bud and Sparta are working on comprehensive plans, and both include residential areas and industrial growth, which could lead to higher volumes of traffic, too."
 - Response: can start planning now and thinking about this PEL study now to consider in comprehensive plan
- Super 2 - don't seem super common, but open to it
- Roundabout seems expensive

Roll Plot Exhibits

See Appendix A.


Roll Plot Comments

See Appendix B.

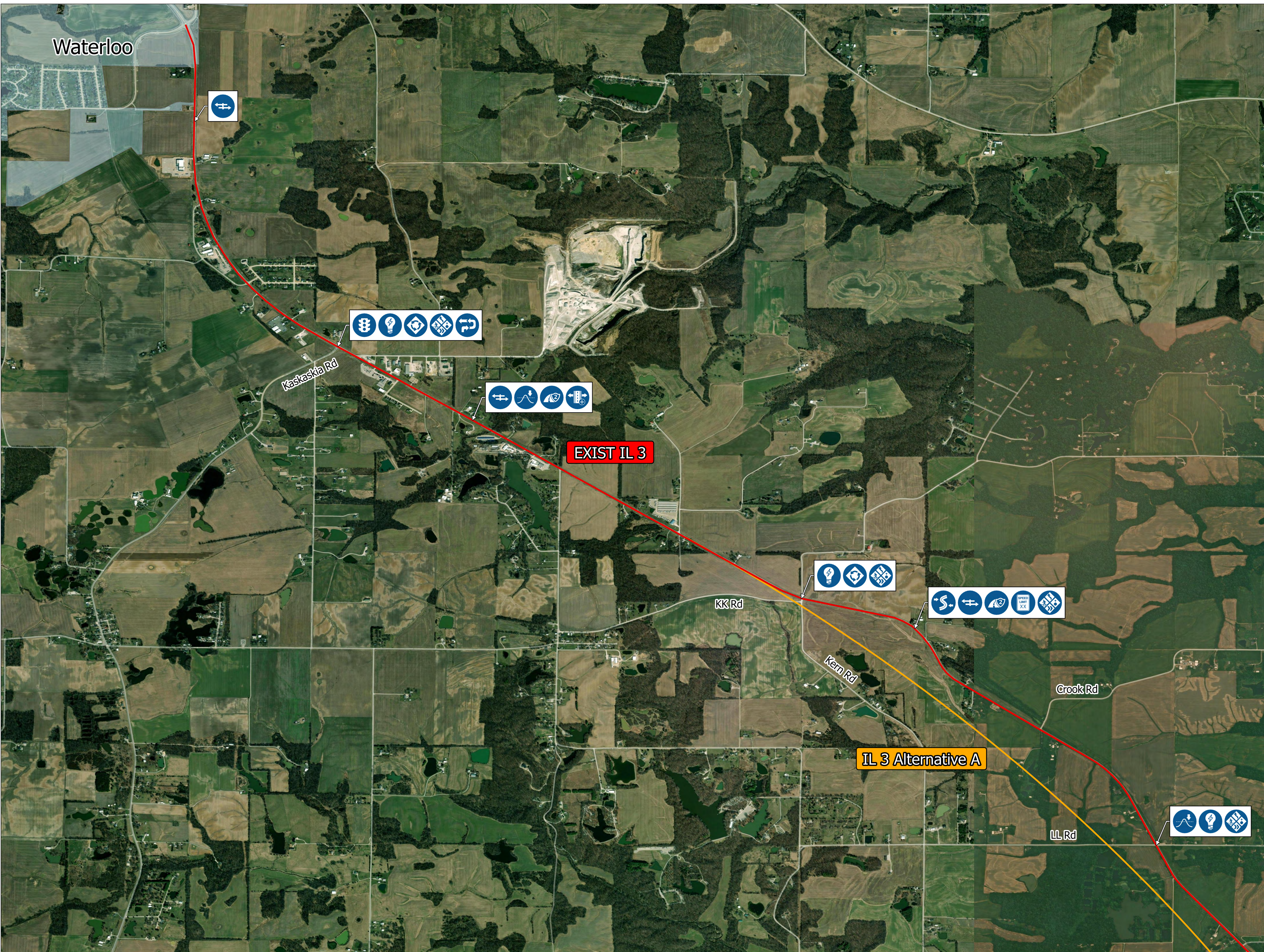
Photos







Appendix A



2-Lane Principal Arterial with Improved Cross Section

Benefits:
 • 10% reduction in travel time
 • 10% reduction in fuel consumption

4-Lane Divided Highway

Benefits:
 • 15% reduction in travel time
 • 15% reduction in fuel consumption
 • 10% reduction in accident rate

Super-2 Passing Highway

Benefits:
 • 10% reduction in travel time
 • 10% reduction in fuel consumption
 • 10% reduction in accident rate

Kaskaskia Road – RCUT

Benefits:
 • 10% reduction in travel time
 • 10% reduction in fuel consumption
 • 10% reduction in accident rate

Kaskaskia Road – Roundabout

Benefits:
 • 10% reduction in travel time
 • 10% reduction in fuel consumption
 • 10% reduction in accident rate

IL 3 Realignment at KK Rd / Kern Rd

Benefits:
 • 10% reduction in travel time
 • 10% reduction in fuel consumption
 • 10% reduction in accident rate

KK Rd / Kern Rd Roundabout

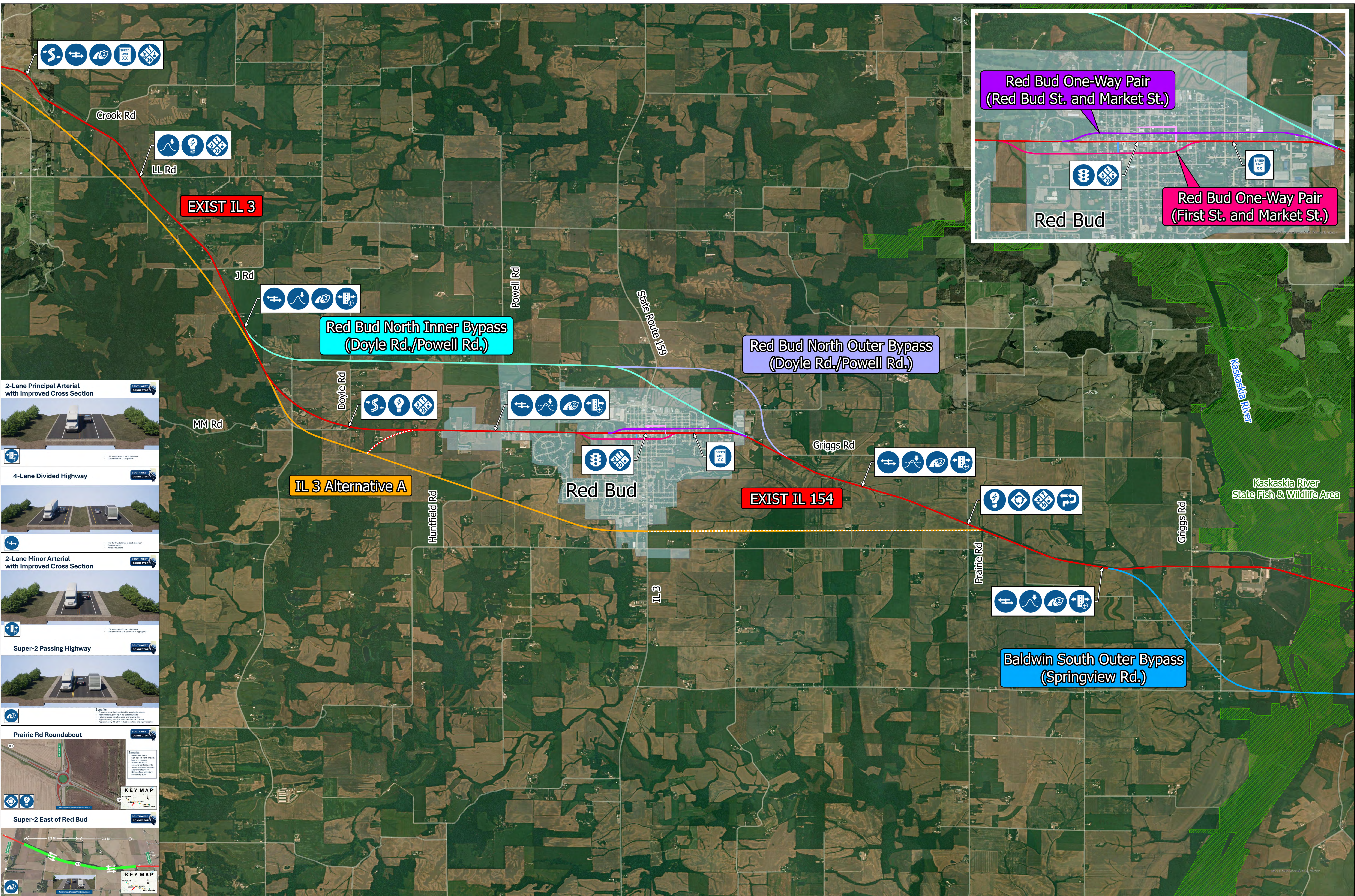
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Red Bud One-Way Pair (Red Bud St. and Market St.)

Red Bud One-Way Pair (First St. and Market St.)

Red Bud

Red Bud North Inner Bypass (Doyle Rd./Powell Rd.)

Red Bud North Outer Bypass (Doyle Rd./Powell Rd.)

IL 3 Alternative A

EXIST IL 154

Baldwin South Outer Bypass (Springview Rd.)

2-Lane Principal Arterial with Improved Cross Section

4-Lane Divided Highway

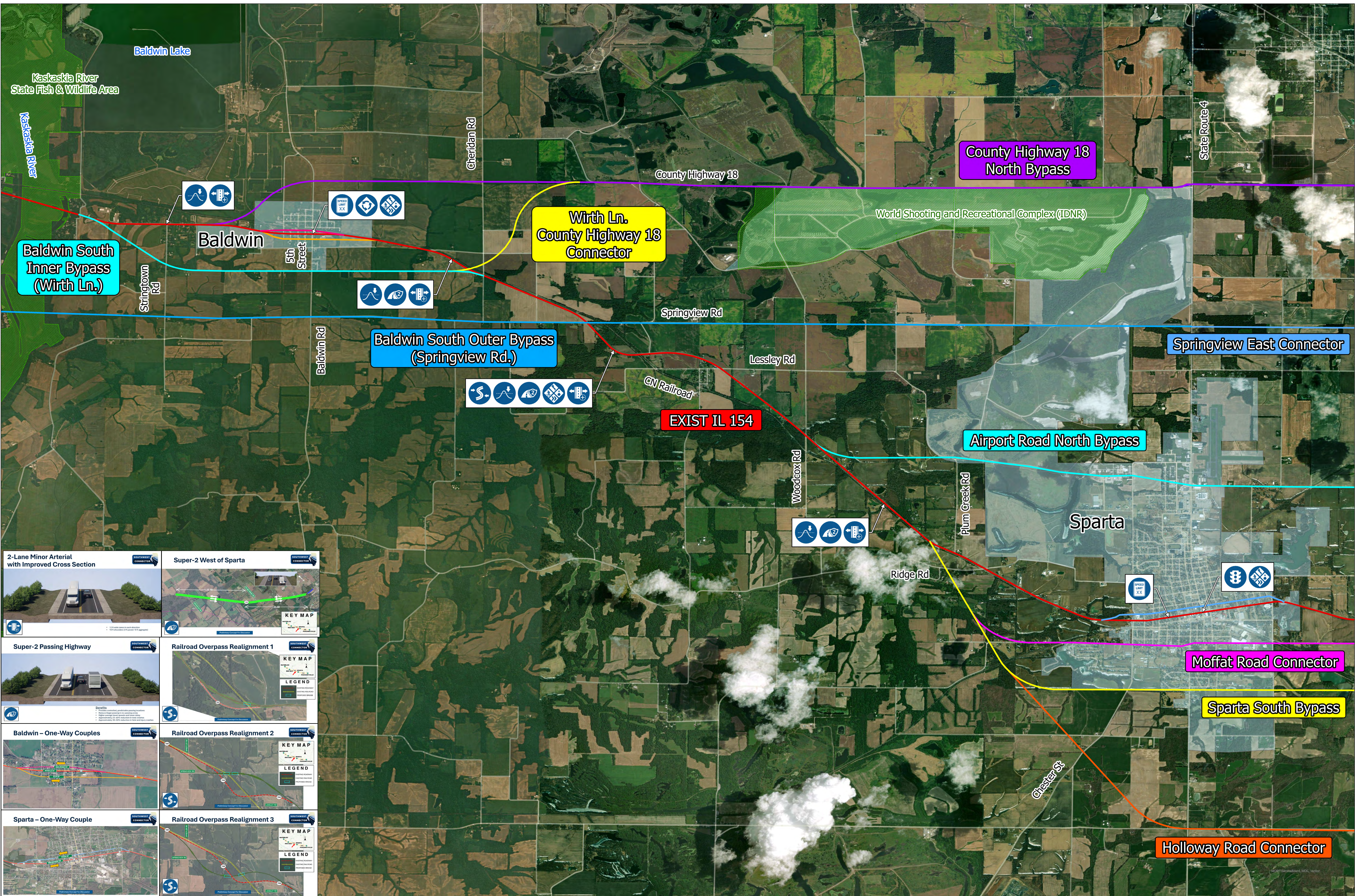
2-Lane Minor Arterial with Improved Cross Section

Super-2 Passing Highway

Prairie Rd Roundabout

Super-2 East of Red Bud

KEY MAP



Baldwin South Inner Bypass (Wirth Ln.)

Wirth Ln. County Highway 18 Connector

County Highway 18 North Bypass

Baldwin South Outer Bypass (Springview Rd.)

Springview East Connector

EXIST IL 154

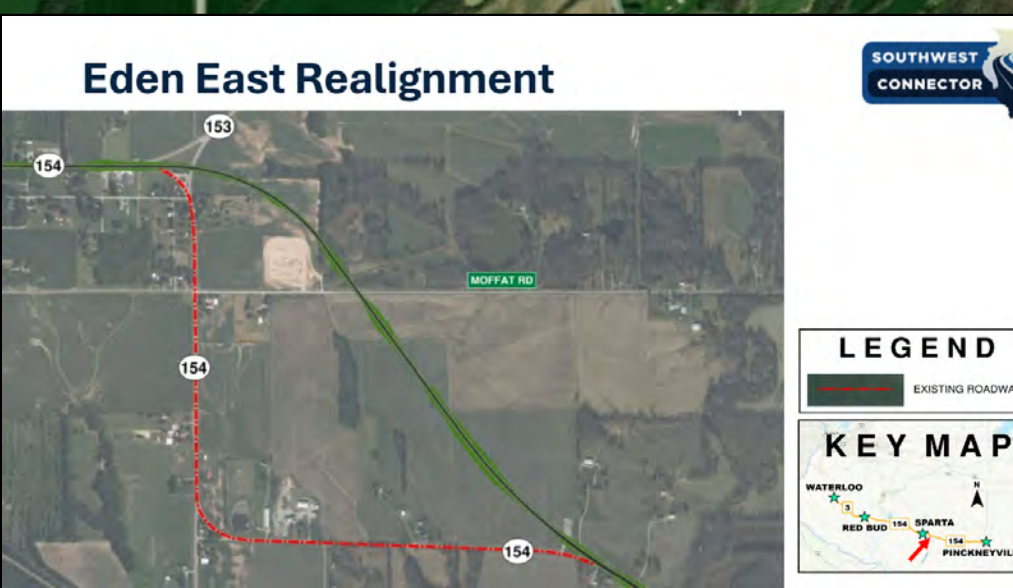
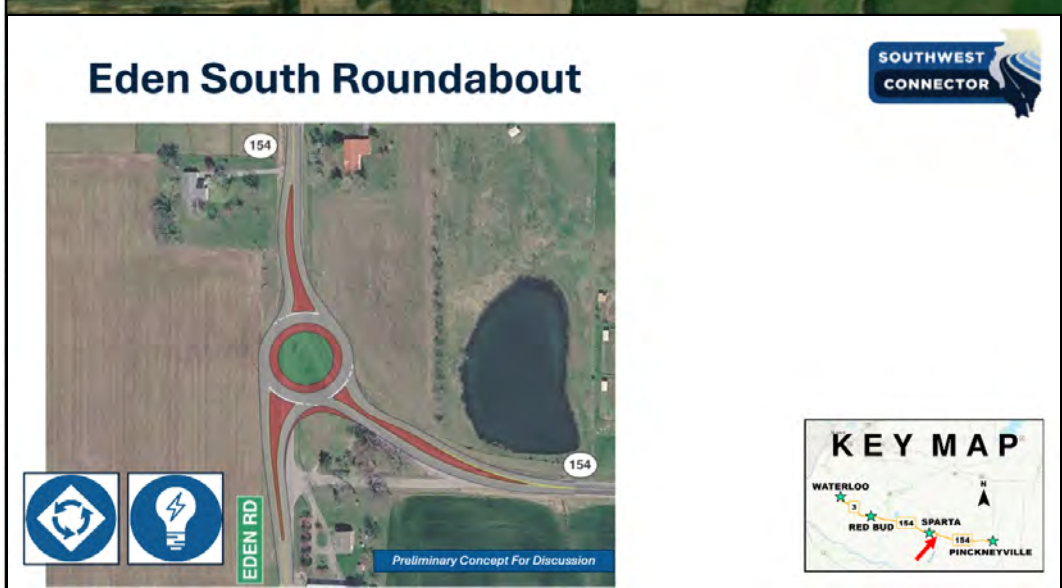
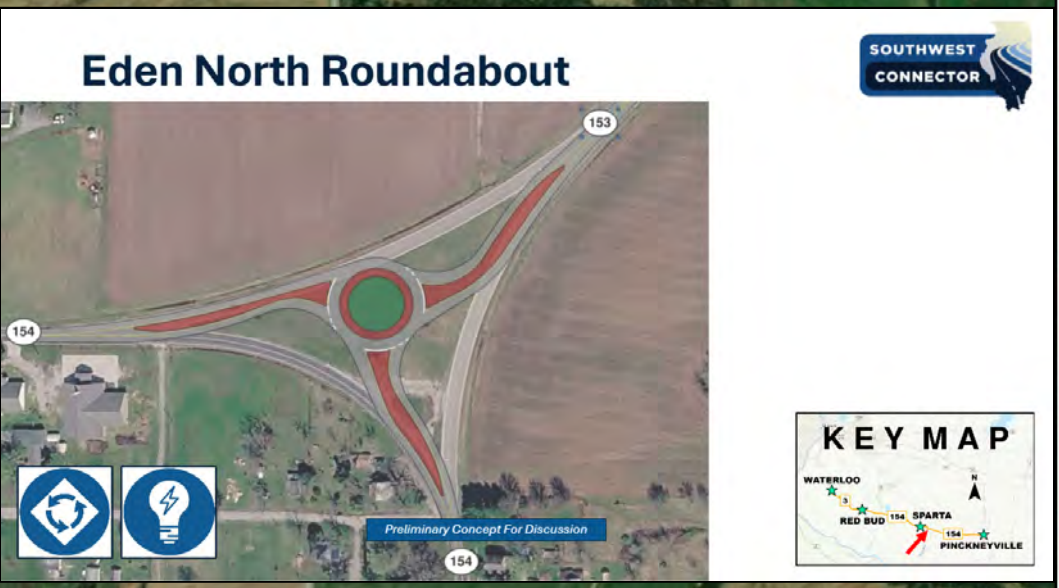
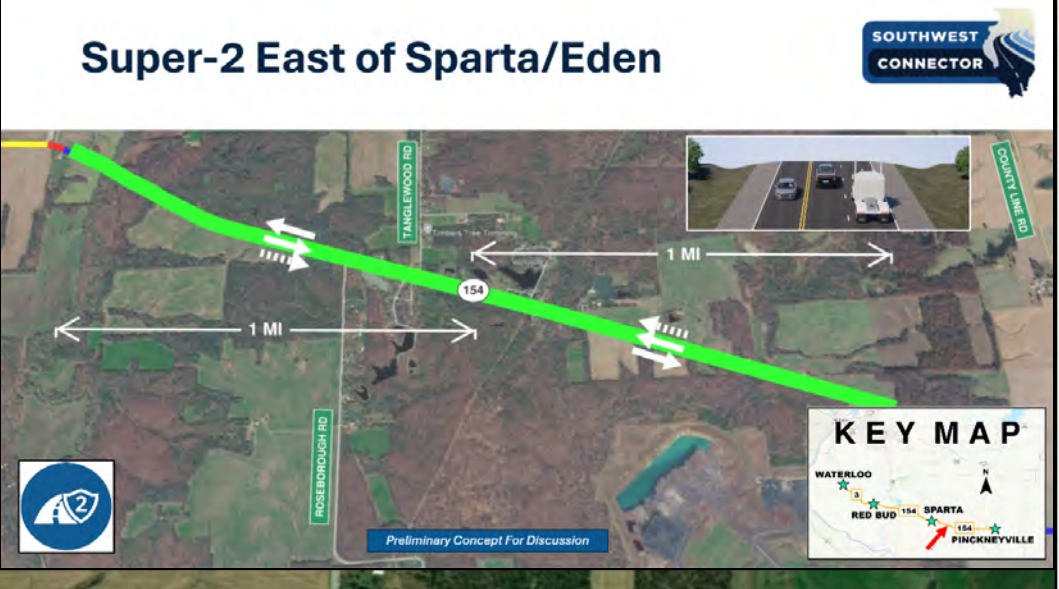
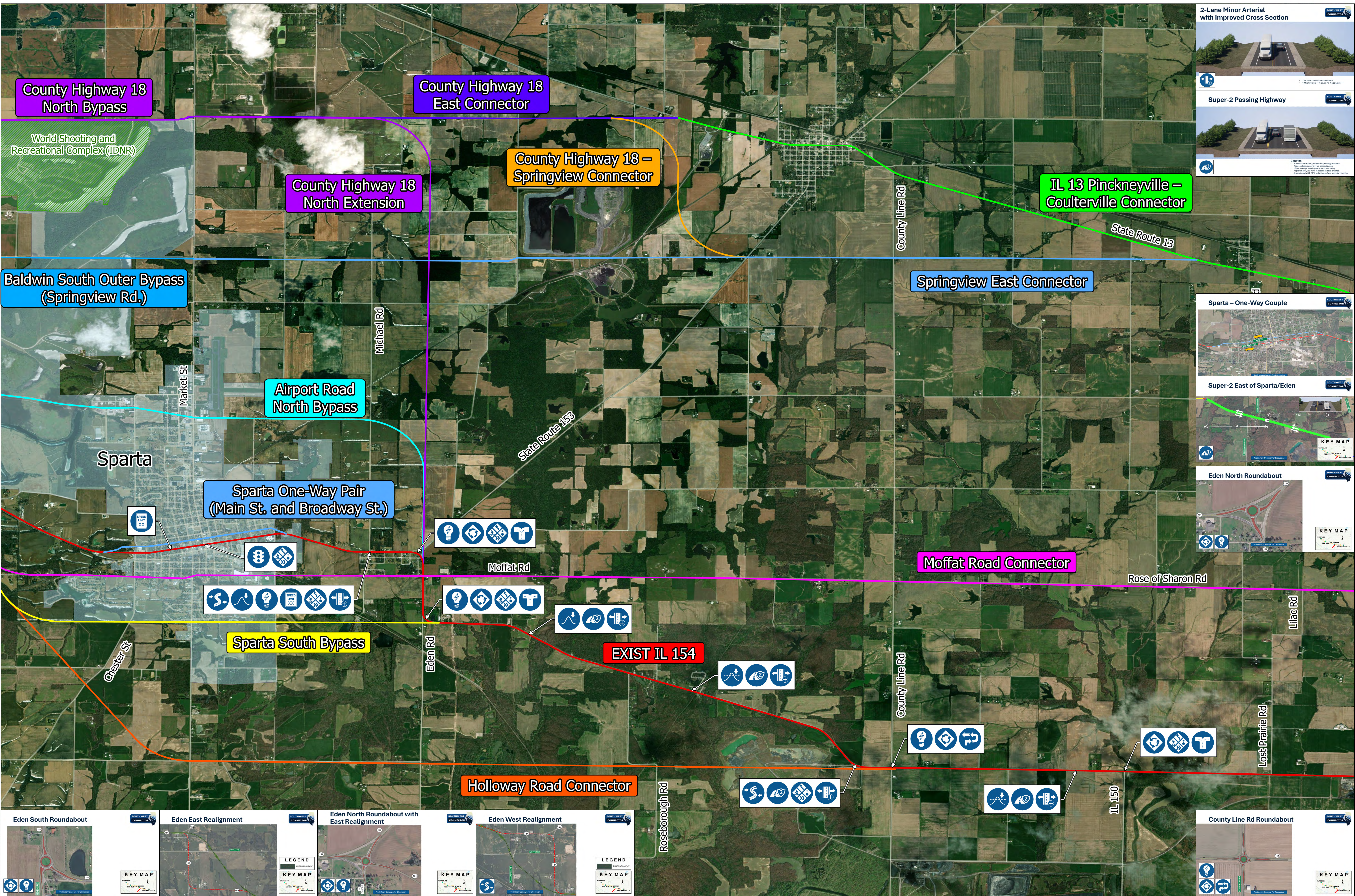
Airport Road North Bypass

Moffat Road Connector

Sparta South Bypass

Holloway Road Connector

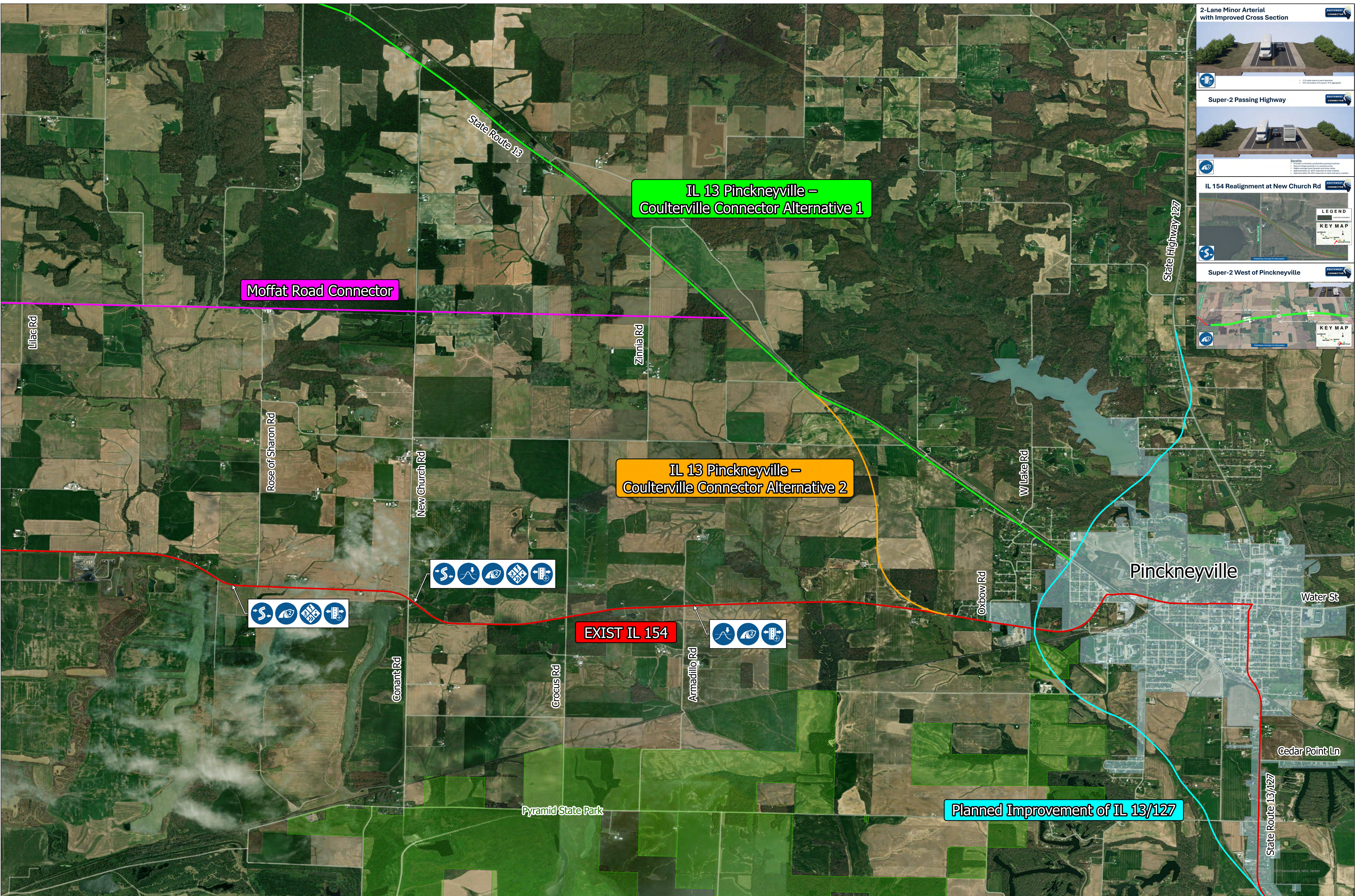
<p>2-Lane Minor Arterial with Improved Cross Section</p>	<p>Super-2 West of Sparta</p> <p>KEY MAP</p> <p>LEGEND</p>
<p>Super-2 Passing Highway</p>	<p>Railroad Overpass Realignment 1</p> <p>KEY MAP</p> <p>LEGEND</p>
<p>Baldwin - One-Way Couples</p>	<p>Railroad Overpass Realignment 2</p> <p>KEY MAP</p> <p>LEGEND</p>
<p>Sparta - One-Way Couple</p>	<p>Railroad Overpass Realignment 3</p> <p>KEY MAP</p> <p>LEGEND</p>



LEGEND
KEY MAP

LEGEND
KEY MAP

LEGEND
KEY MAP




2-Lane Minor Arterial with Improved Cross Section

Super-2 Passing Highway

IL 154 Realignment at New Church Rd

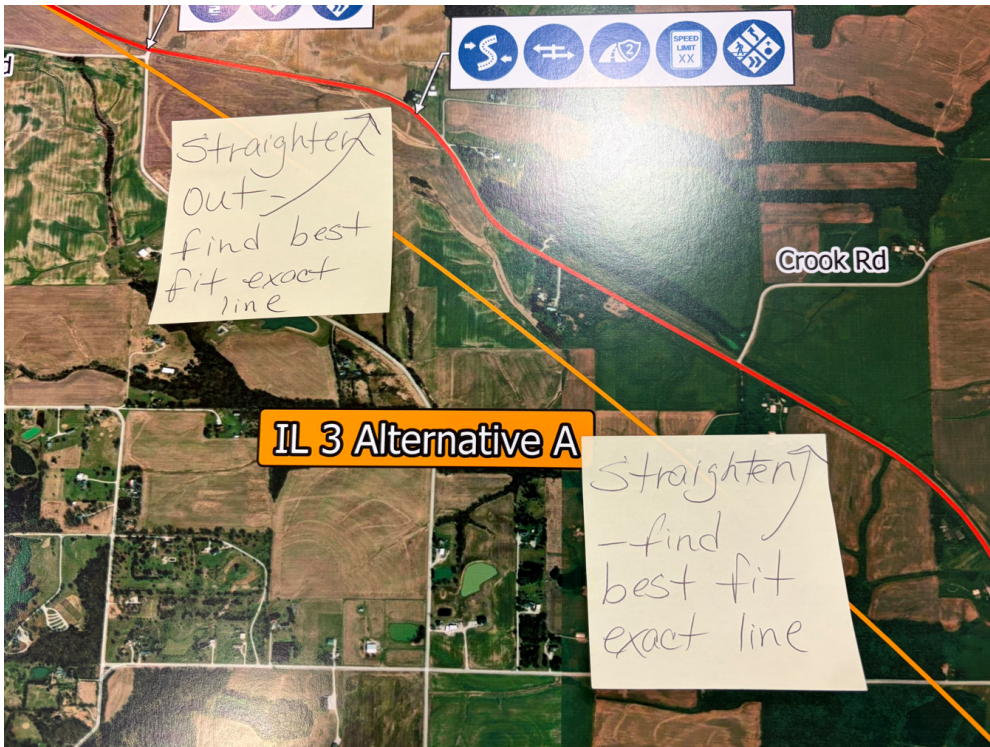
Super-2 West of Pinckneyville

LEGEND
 KEY MAP

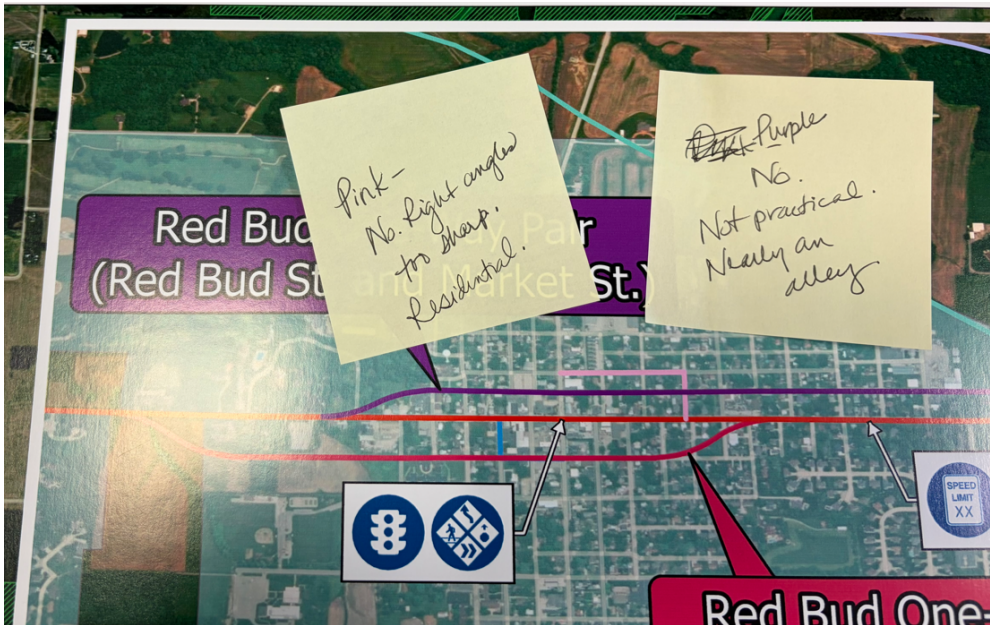


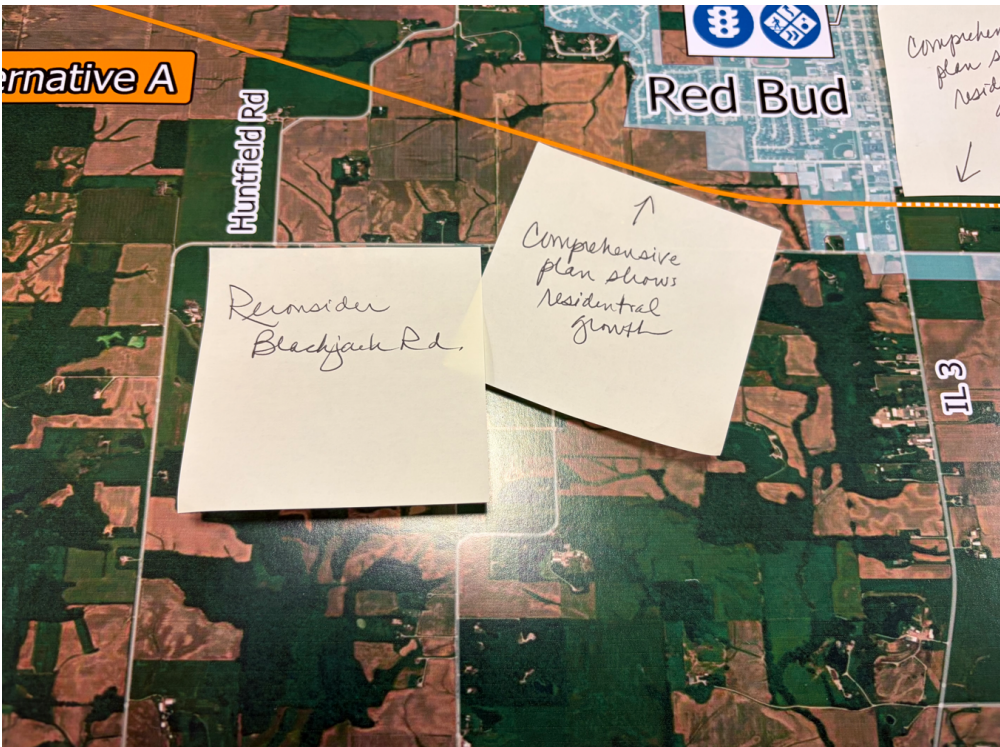
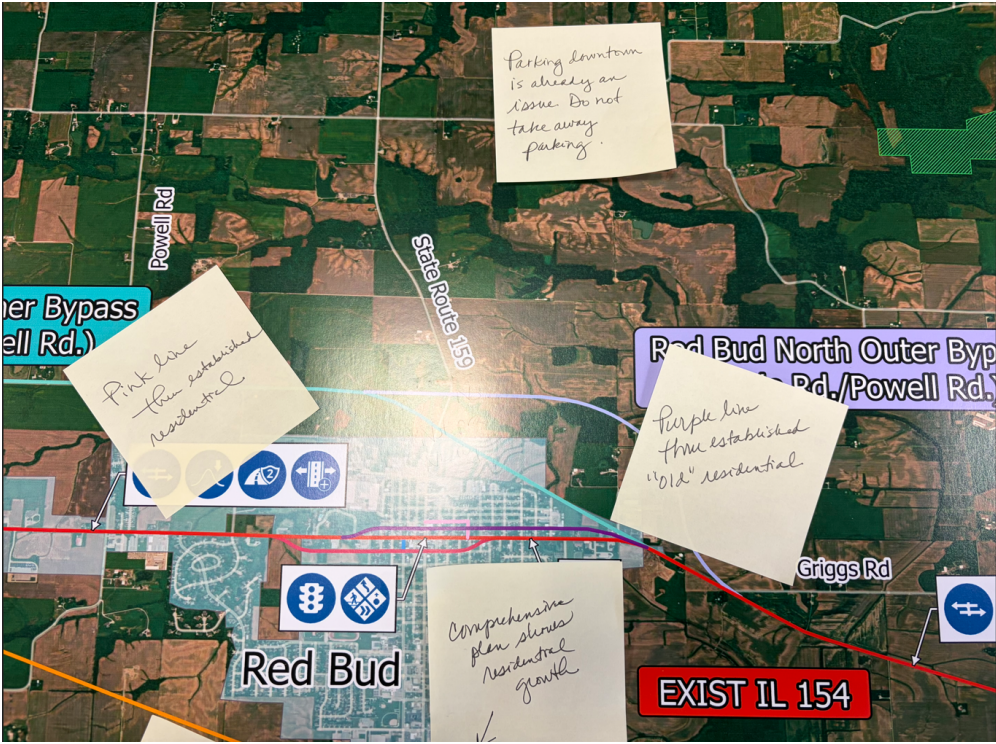
Appendix B

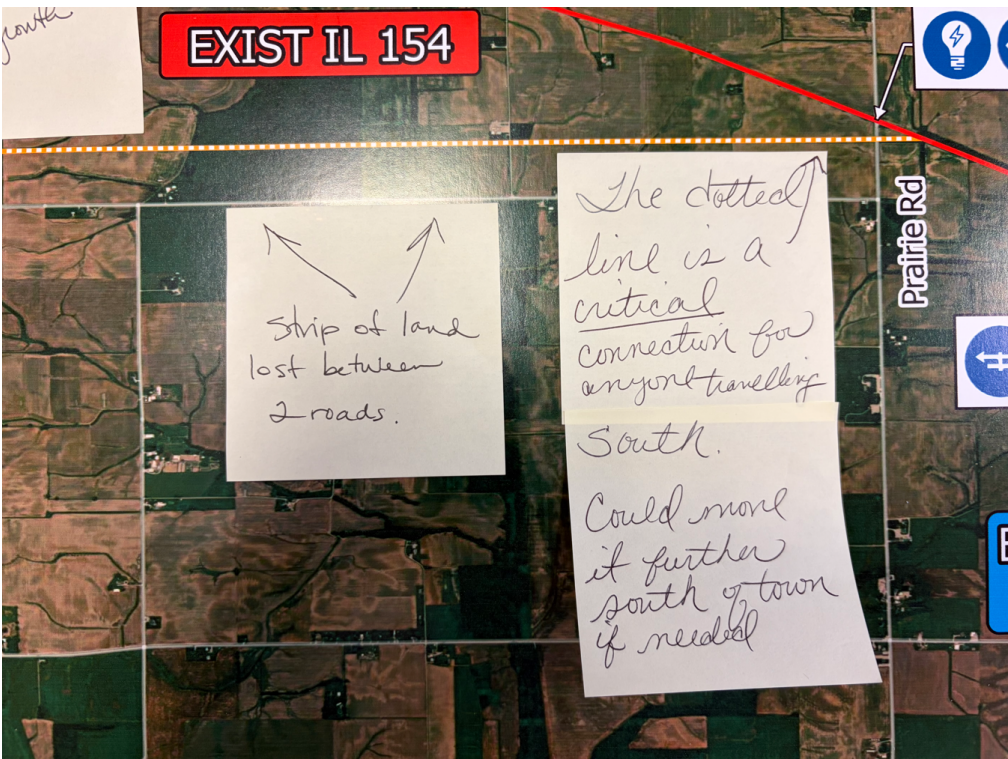
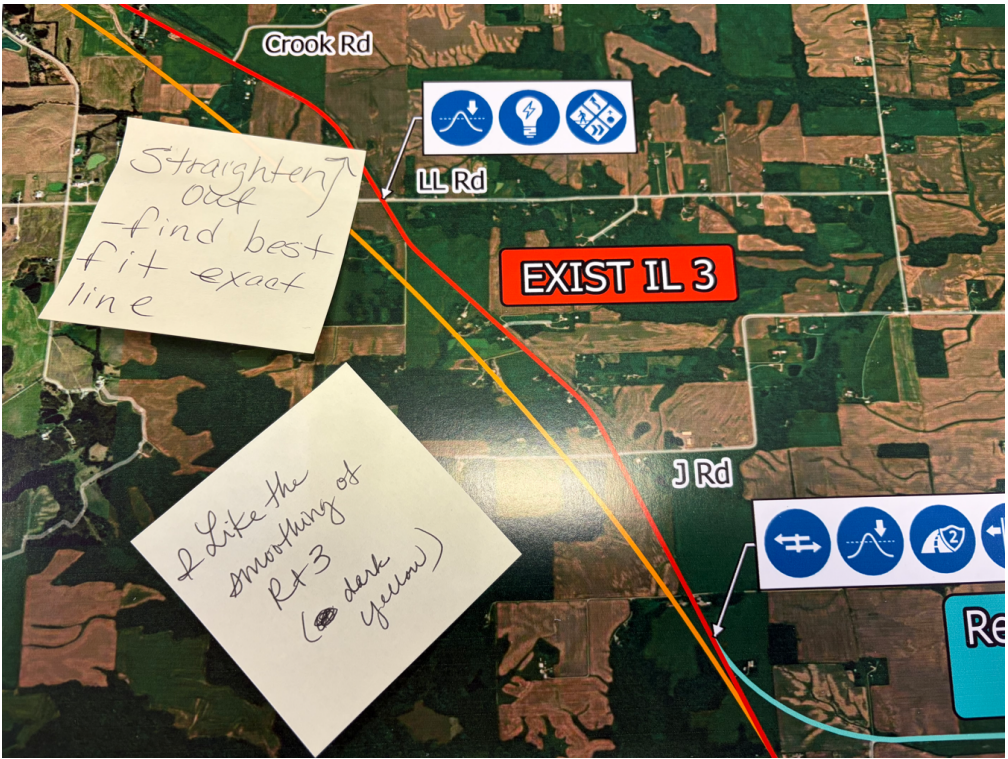
CAG #3 - Roll Plot 1 of 5



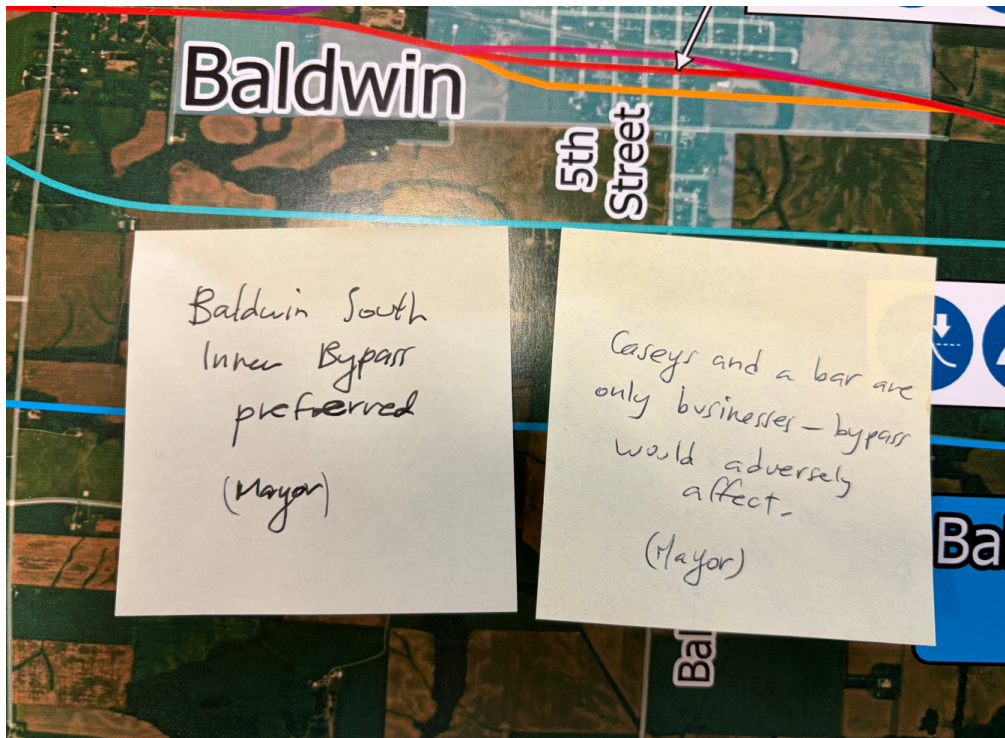
CAG #3 - Roll Plot 2 of 5



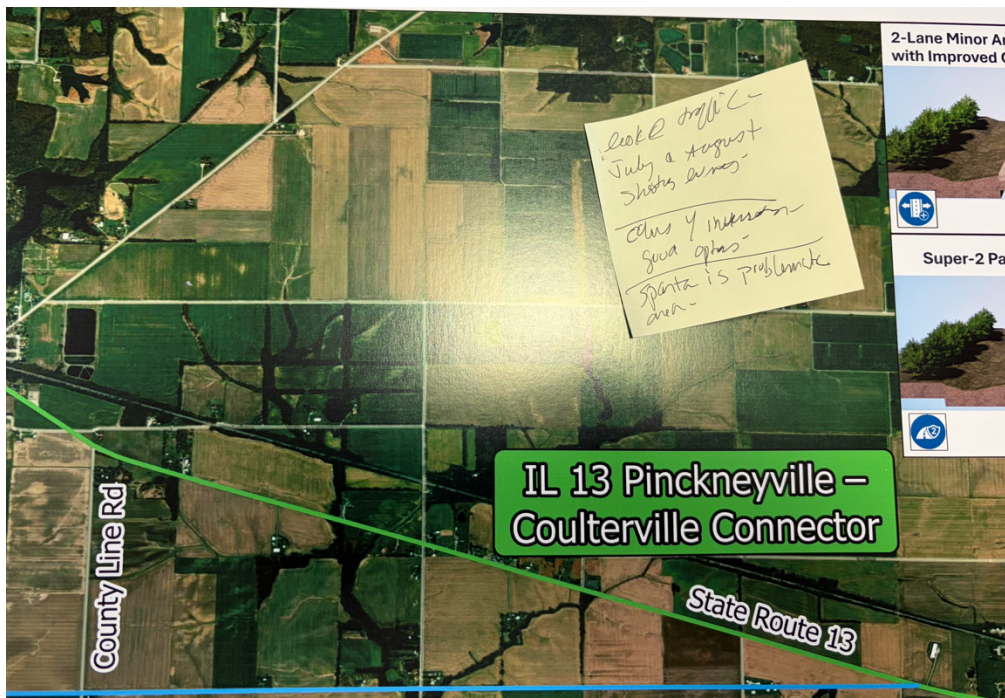


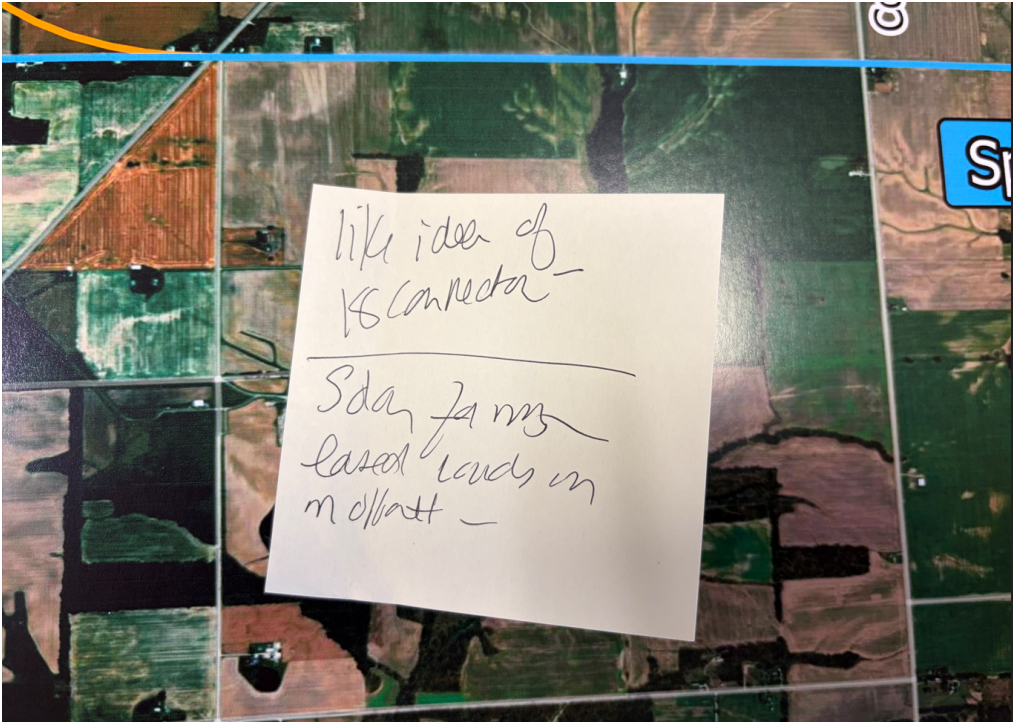


CAG #3 - Roll Plot 3 of 5



CAG #3 - Roll Plot 4 of 5



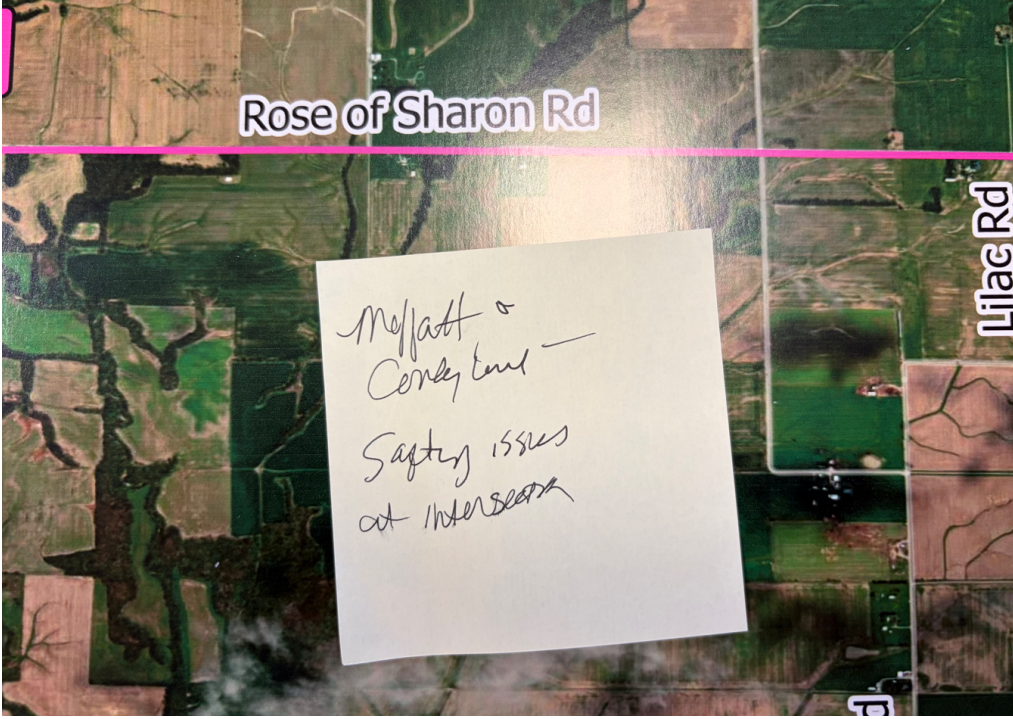


like idea of
18 connector -

Sday farms
eased lands on
Moffatt -

like the idea of 18
connector

Sday farms
eased lands on
Moffatt?

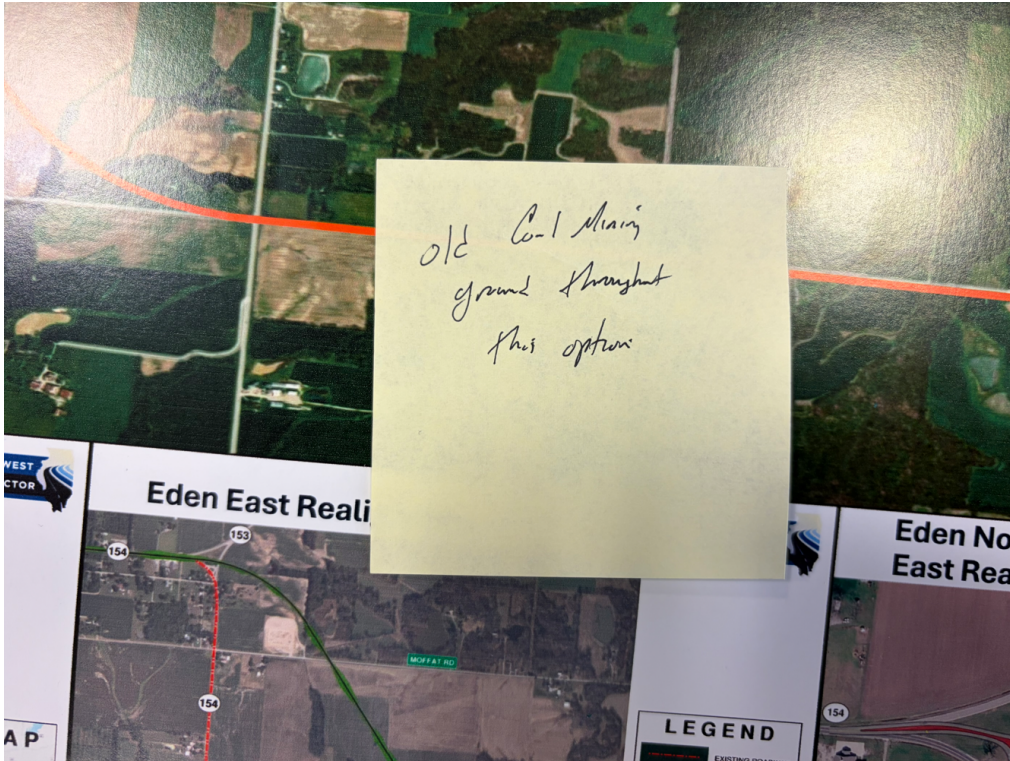


Rose of Sharon Rd

Lilac Rd

Moffatt &
Conley land -

Safety issues
at intersection



old Coal Mining
ground throughout
this option

old coal mining ground
throughout this option

CAG #3 - Roll Plot 5 of 5 - no comments